Ford Fiesta 2011
Workshop Manual & Wiring Diagrams

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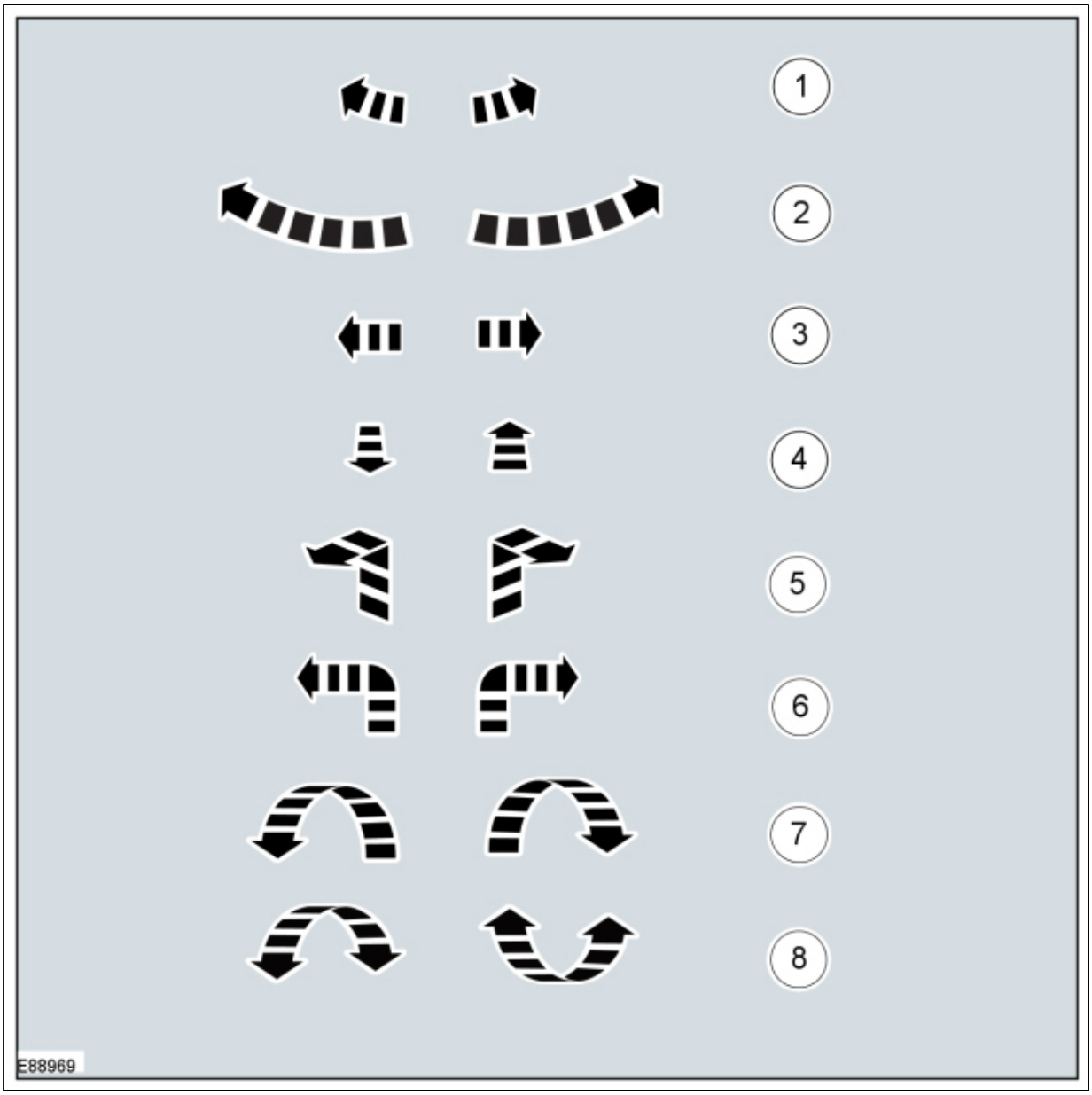
Symbols Glossary

Symbols are used inside the graphics and in the text area to enhance the information.

Movement Symbols

Movement symbols provide detailed information to a required component movement. These component movements can be rotational or 1-3 dimensional movements.

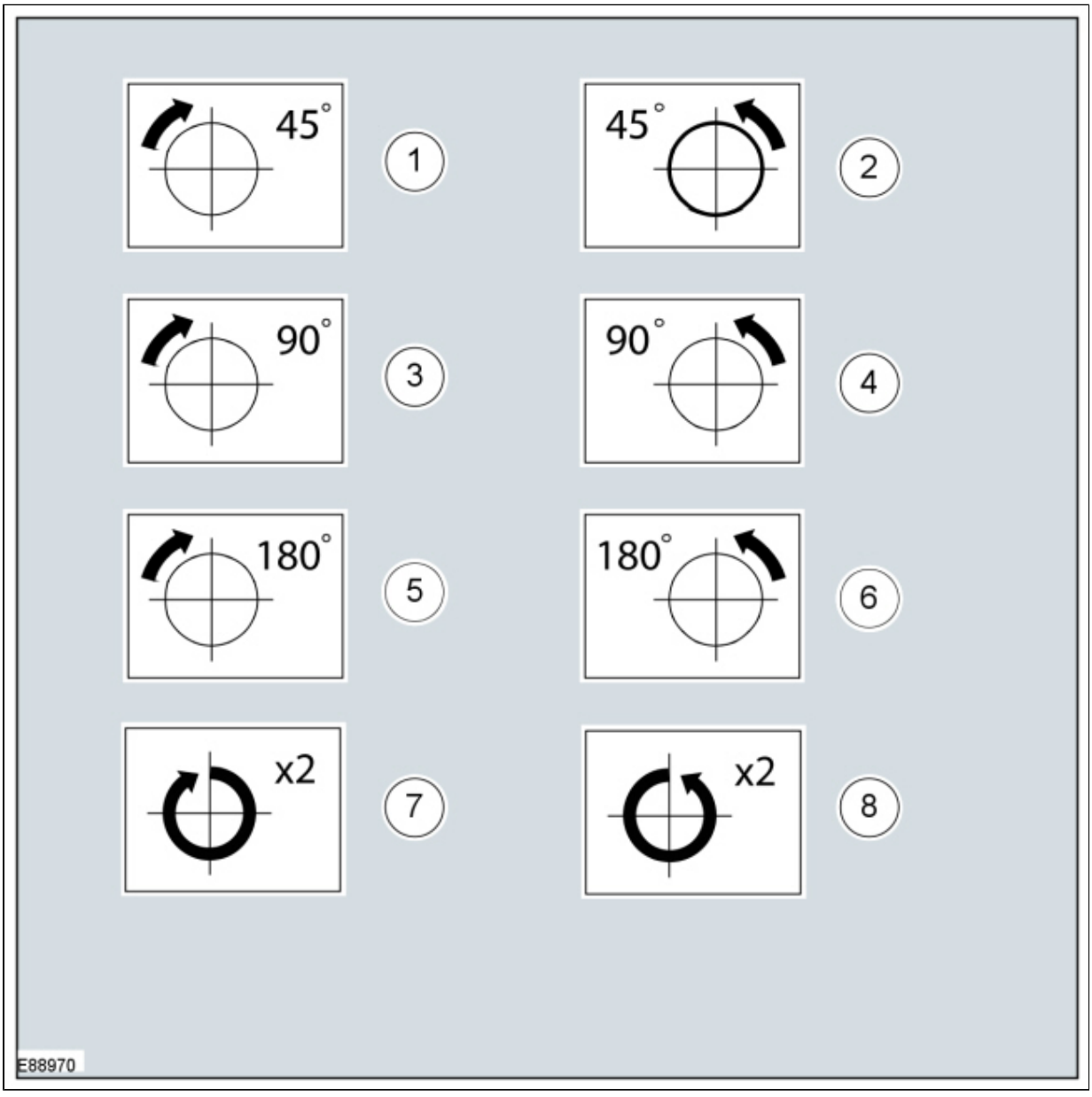


Item	Description
1	Minor component movement clockwise or counterclockwise
2	Major component movement clockwise or counterclockwise
3	Component movement to the left, right, up, or down
4	Component movement towards or away

5	3 dimensional component movement
6	2 dimensional component movement
7	3 dimensional component rotation
8	3 dimensional component cycling

Turn Symbols

Turn symbols are used to provide further information on the direction or angle of component turns.

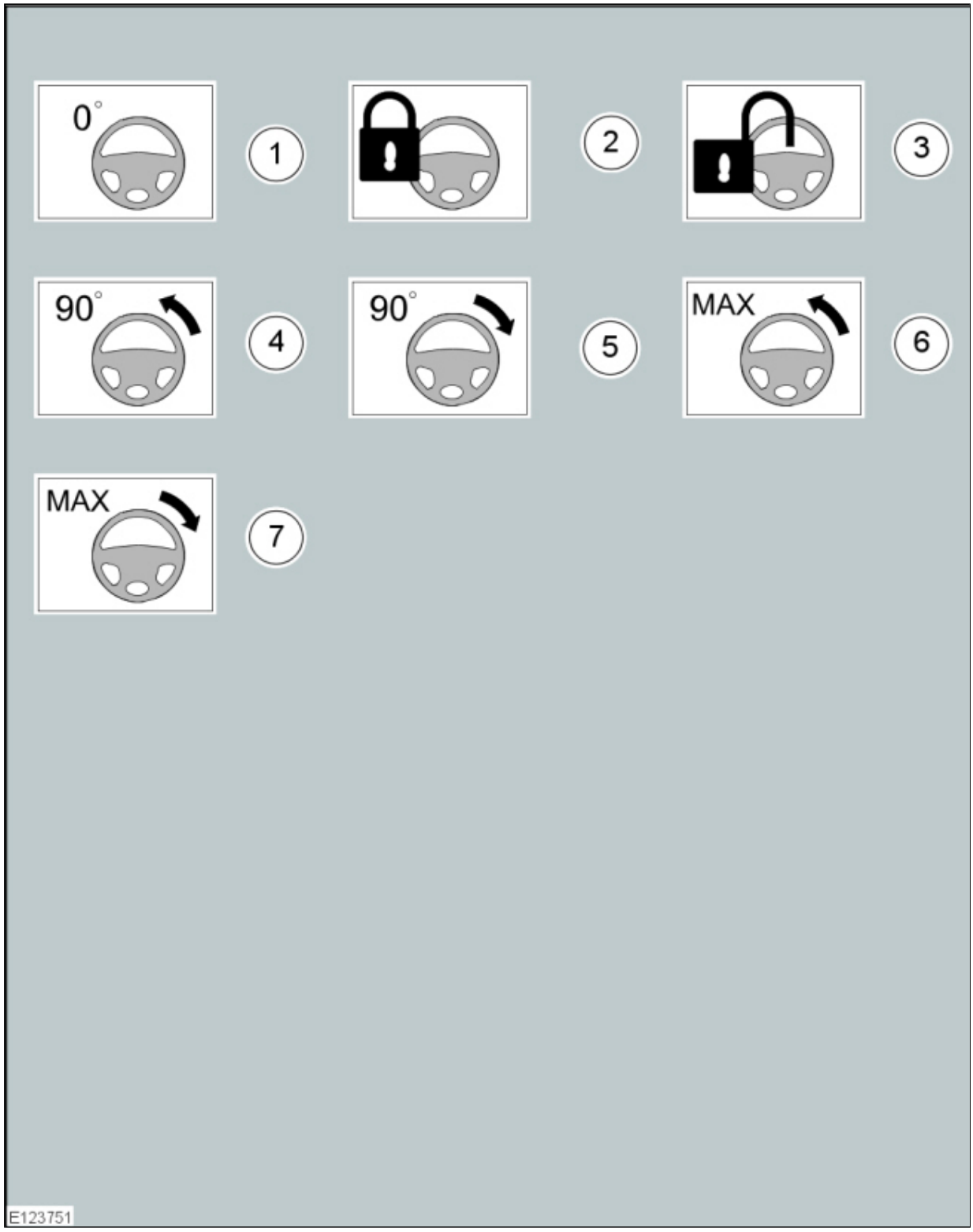


Item	Description
1	Turn the component clockwise through 45°
2	Turn the component counterclockwise through 45°
3	Turn the component clockwise through 90°
4	Turn the component counterclockwise through 90°
5	Turn the component clockwise through 180°
6	Turn the component counterclockwise through 180°

7	Turn the component clockwise through 2 complete turns
8	Turn the component counterclockwise through 2 complete turns

Steering Wheel Symbols

Steering wheel symbols are used to provide further information to a required steering wheel position or steering column lock status.

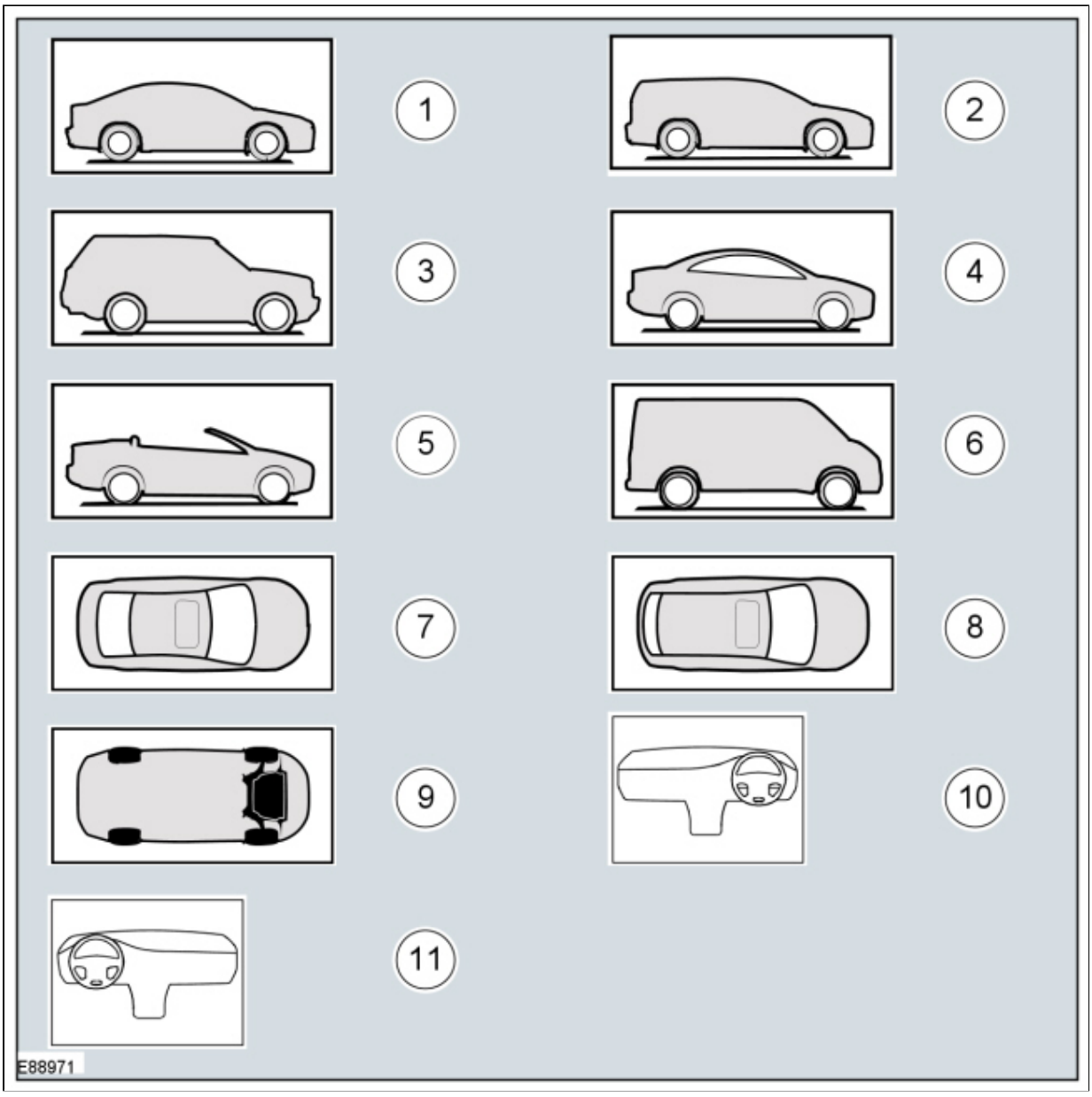


Item	Description

1	Steering wheel in straight ahead position
2	Steering column locked
3	Steering column unlocked
4	Rotate steering wheel 90° left from center
5	Rotate steering wheel 90° right from center
6	Turn steering wheel fully counterclockwise to stop
7	Turn steering wheel fully clockwise to stop

Body Types

Body type symbols are used to identify different body configurations.

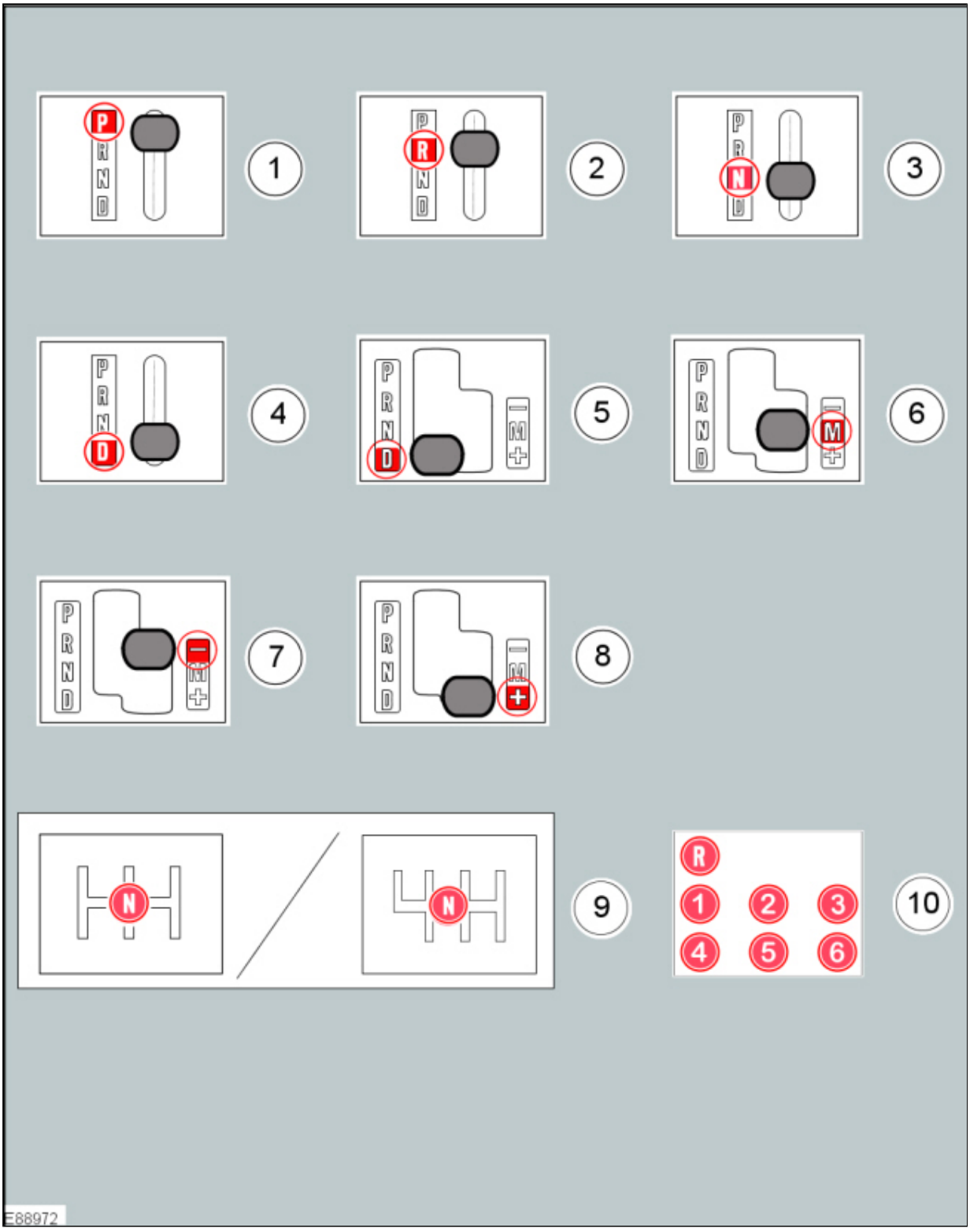


Item	Description
1	3, 4, 5-door body style
2	Wagon body style
3	Sport Utility Vehicle (SUV) body style

4	Coupe body style
5	Convertible body style
6	Van body style
7	3, 4, 5-door body style - Top View
8	Wagon body style - Top View
9	Underbody view
10	Right-hand drive (RHD) vehicle
11	Left-hand drive (LHD) vehicle

Gearshift Lever Position Symbols

Gearshift lever position symbols are used to show the gear position required for the procedure.

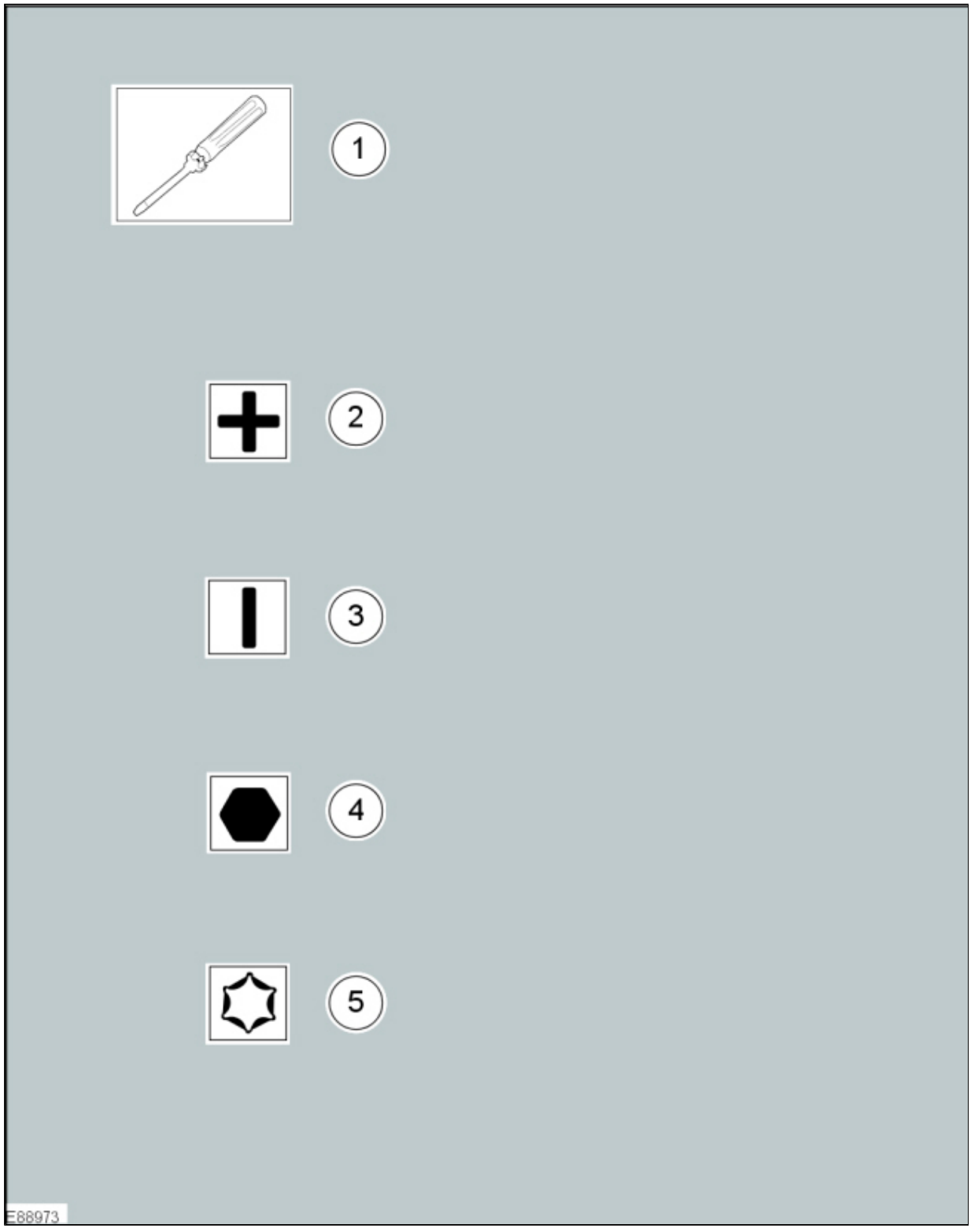


Item	Description
1	Set the selector lever to the park (P) position
2	Set the selector lever to the reverse (R) position
3	Set the selector lever to the neutral (N) position
4	Set the selector lever to the drive (D) position
5	Set the selector lever with manual shift option to the drive (D) position
6	Set the selector lever with manual shift option to the manual (M) position

7	Set the selector lever with manual shift option to the shift down (-) position
8	Set the selector lever with manual shift option to the shift up (+) position
9	Set the manual shift lever to the neutral (N) position
10	Set the manual shift lever to indicated gear position (all possible gears shown here)

Screwdriver Symbols

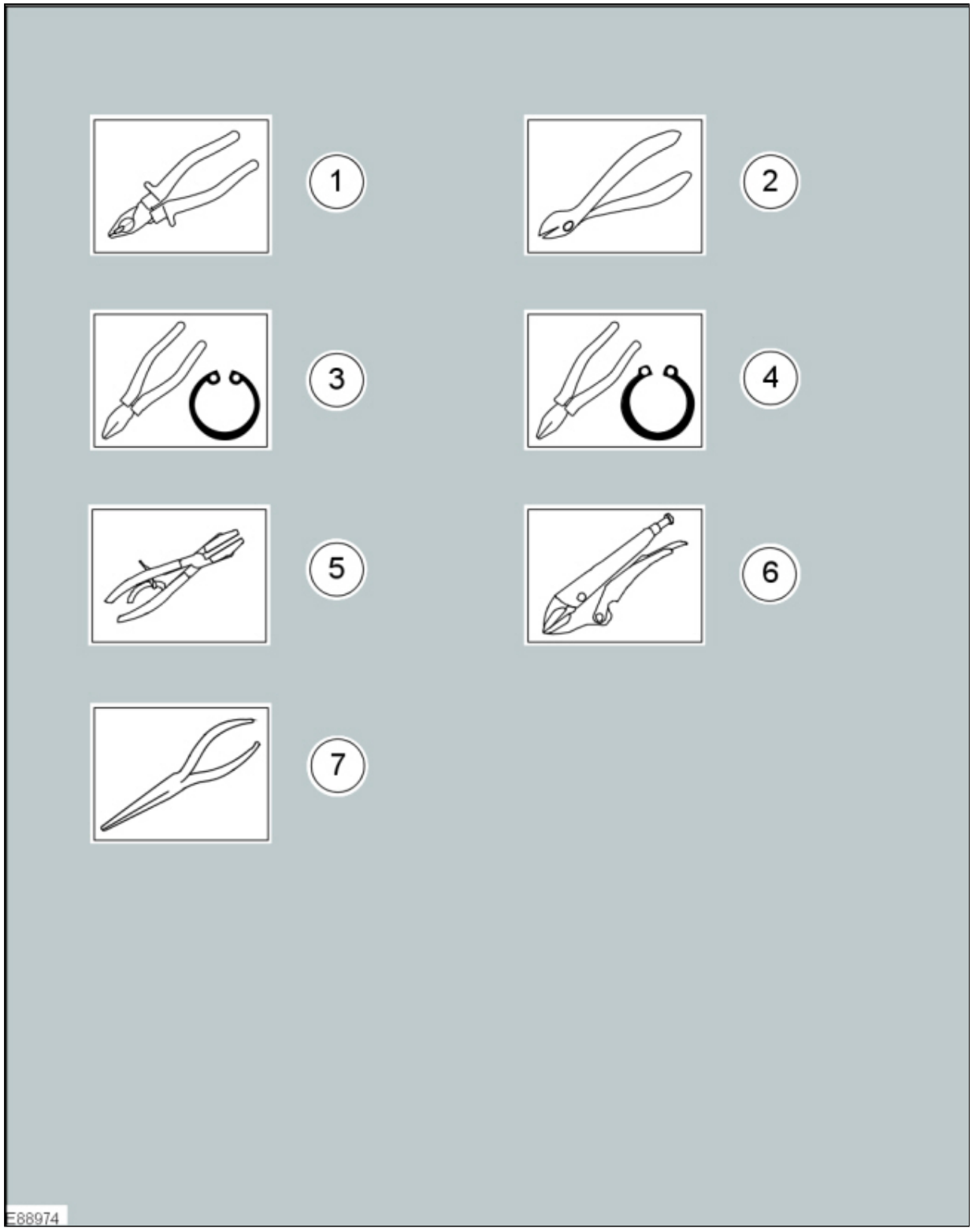
The screwdriver symbols are used to indicate which screwdriver bit is required for the procedure step.



Item	Description
1	Screwdriver
2	Phillips or cross-bladed screwdriver
3	Flat-bladed screwdriver
4	Hexagonal or Allen screwdriver
5	TORX screwdriver

Plier Symbols

The plier symbols are used to indicate which plier is required for the procedure step.

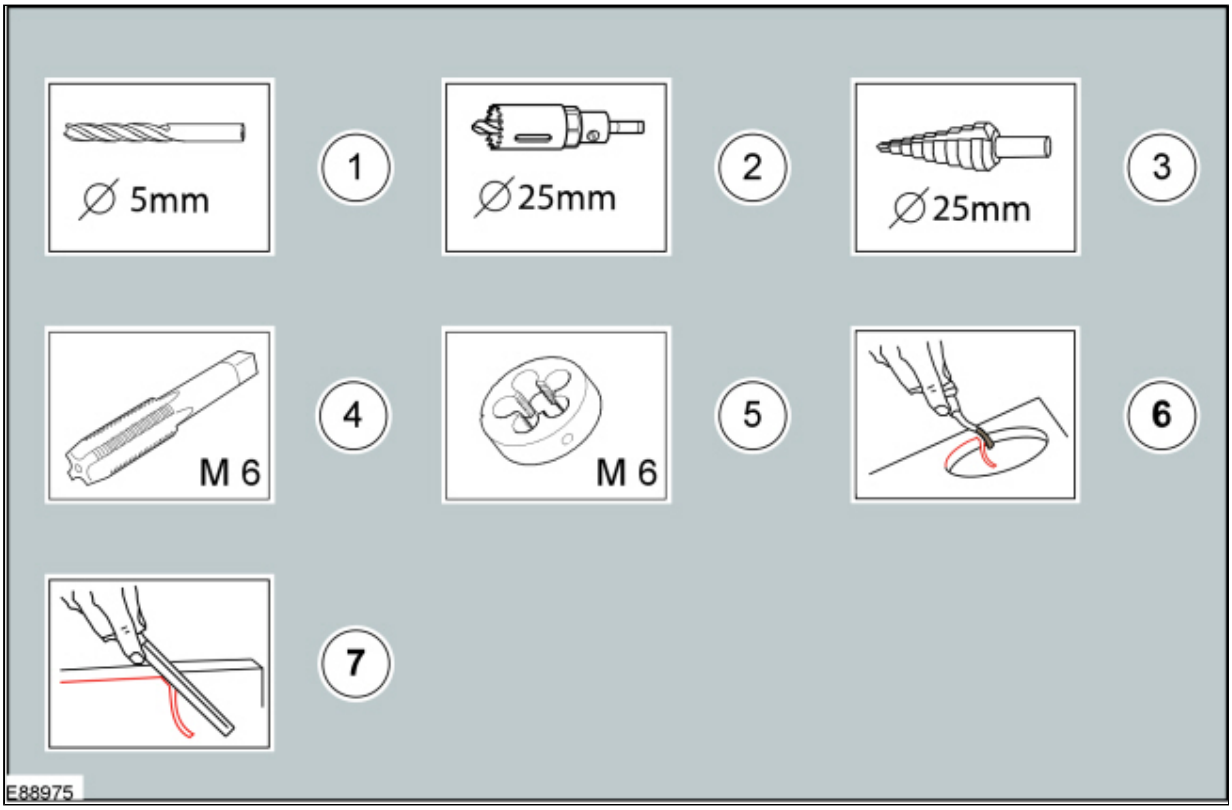


Item	Description
1	Combination pliers
2	Side cutter pliers
3	Internal snap-ring pliers
4	External snap-ring pliers
5	Hose clamping pliers
6	Locking pliers

7	Long or Needle-nosed pliers

Drilling and Threading Tool Symbols

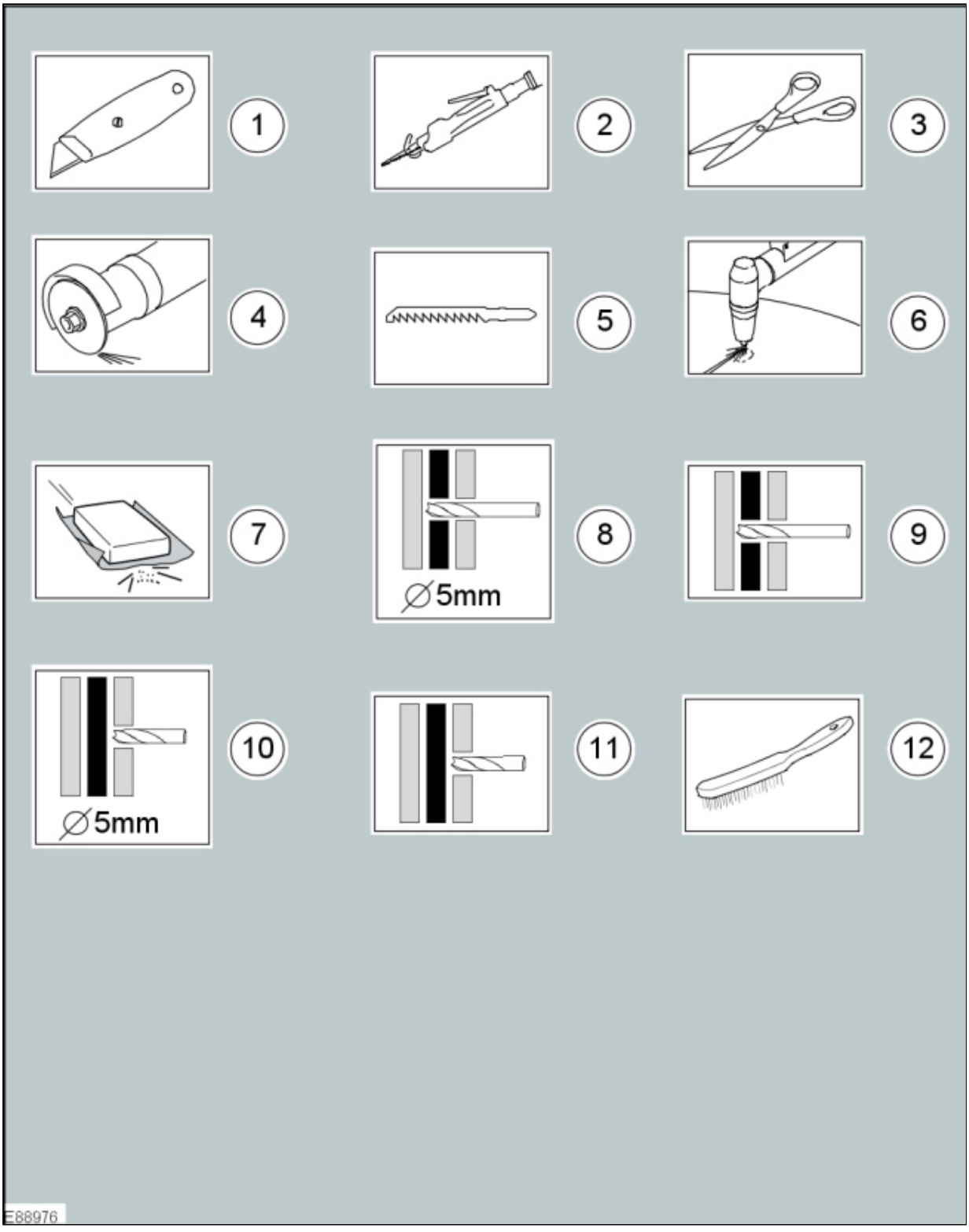
The drilling or threading tool symbols are used to indicate which type and size drill, thread-cutting device, or file is required for the procedure.



Item	Description
1	Drill bit with a specified diameter
2	Hole saw with a specified diameter
3	Stepped drill bit using a specified step diameter
4	Tap with a specified diameter
5	Die with a specified diameter
6	File or de-burring tool for circular holes
7	File or de-burring tool

Cutting Tool Symbols

The cutting tool symbols are used to indicate which type of cutting tool is used for the procedure.

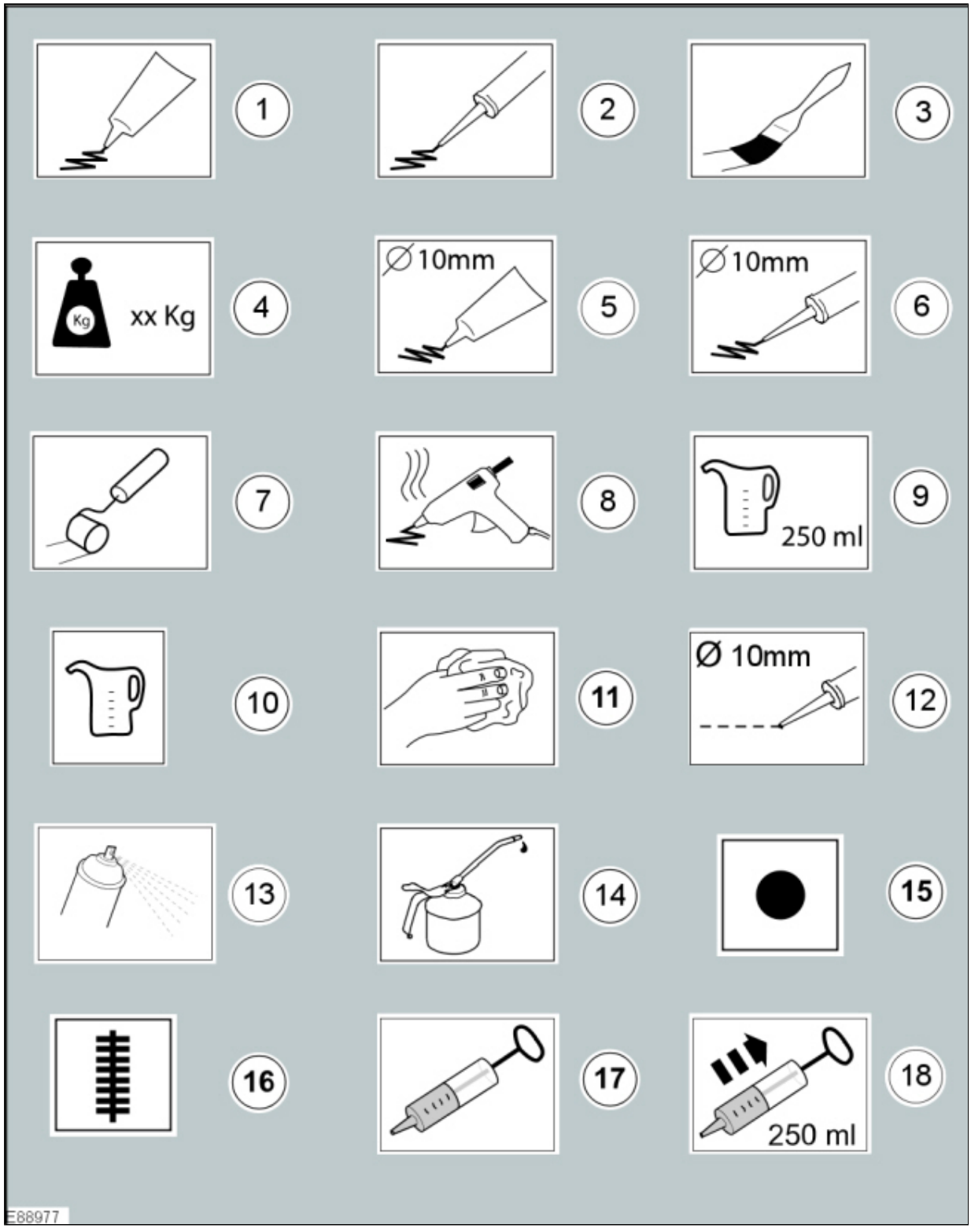


Item	Description
1	Box-cutter or cutting knife
2	Pneumatic body saw
3	Scissors
4	Grinder
5	Jig saw
6	Plasma cutter

7	Sanding block or paper
8	Drill through the indicated number of body layers with the specified diameter drill bit
9	Drill through the indicated number of body layers with an appropriate size drill bit
10	Drill through first body layer with the specified diameter drill bit
11	Drill through first body layer with an appropriate size drill bit
12	Wire brush

Apply Chemicals, Lubricants, or Clamping Load Symbols

The apply chemicals, lubricants or clamping load symbols are used to direct the application of chemicals, lubricants, or loads for the procedure.

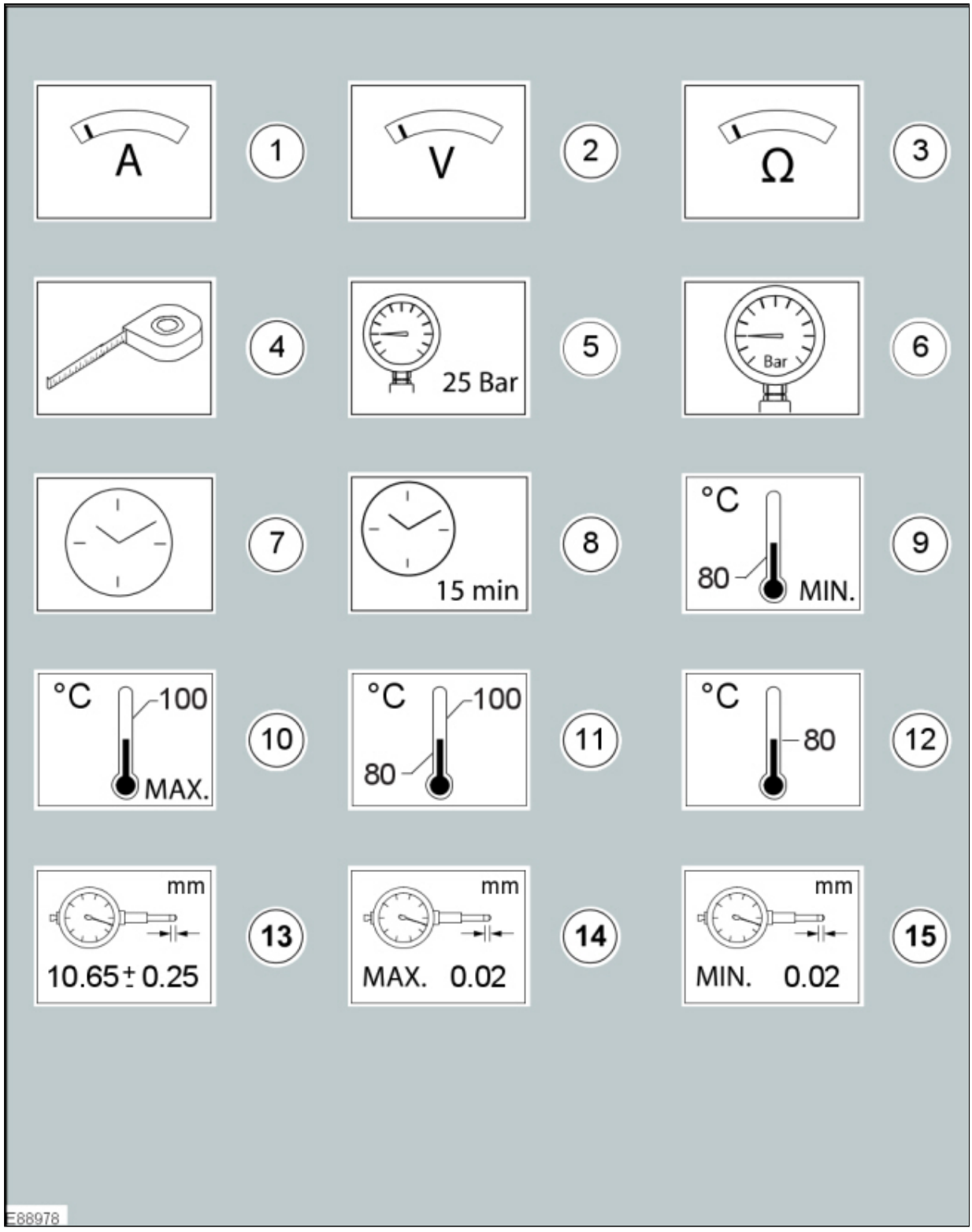


Item	Description
1	Apply a bead from the specified tube
2	Apply a bead from the specified cartridge
3	Apply the specified chemical with a brush
4	Apply the specified clamping load to the specified component
5	Apply the specified diameter bead from the specified tube
6	Apply the specified diameter bead from the specified cartridge

7	Apply the specified chemical with a roller
8	Apply hot glue to the specified component
9	Apply the specified amount of fluid
10	Apply the fluid
11	Clean the specified component with the specified material
12	Apply a broken bead of the specified diameter
13	Apply the specified chemical with a spray can
14	Apply the specified lubricant to the specified component
15	Spot weld the specified component
16	Apply a continuous line of weld to the specified component
17	Apply the fluid with a syringe
18	Extract the fluid with a syringe

Measurement Symbols

The measurement symbols are used to show which measurement will be made at a specified point.

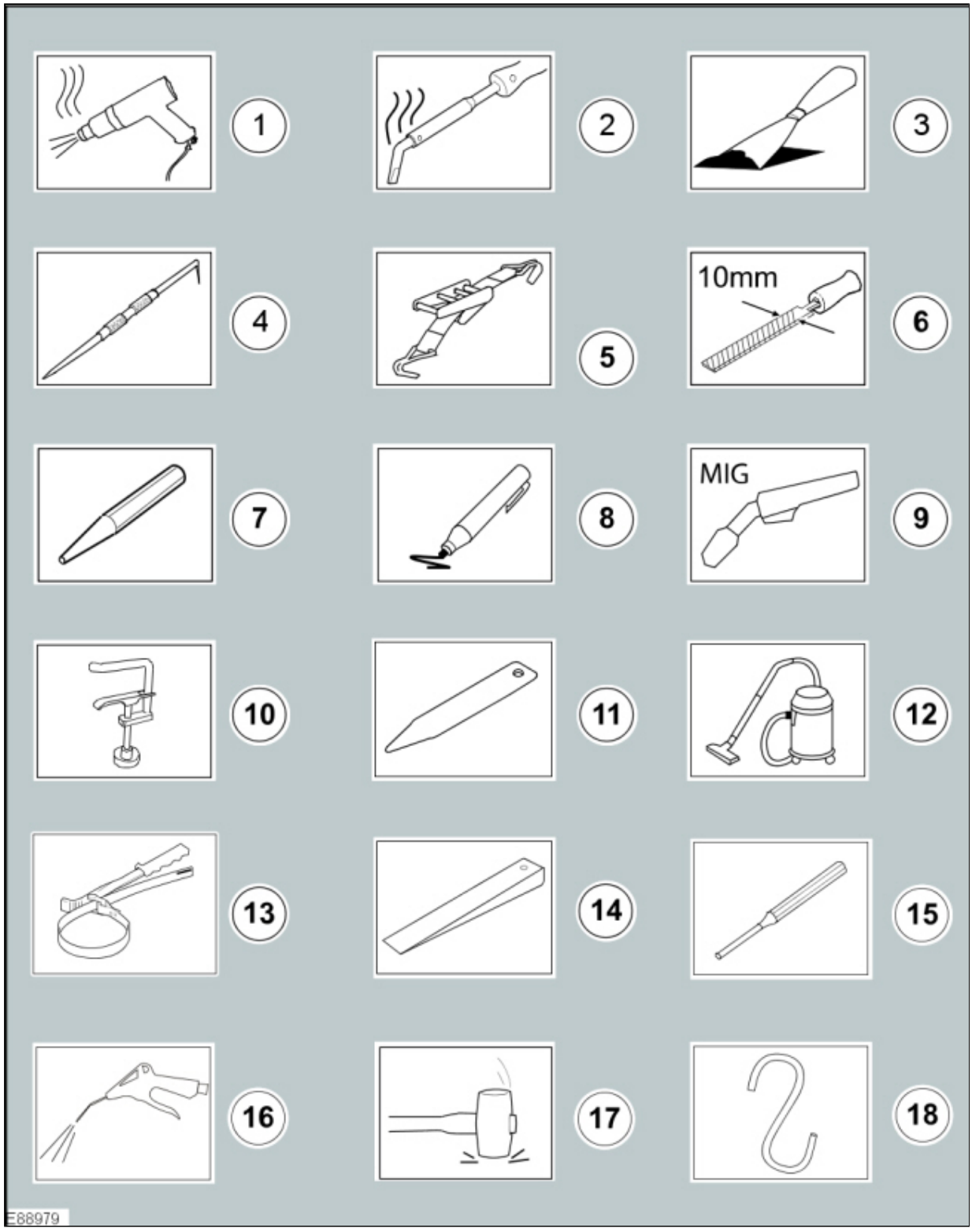


Item	Description
1	Measure the amperage using a digital multimeter
2	Measure the voltage using a digital multimeter
3	Measure the resistance using a digital multimeter
4	Measure the length or distance
5	Check that the specified pressure is available using a suitable pressure gauge
6	Measure the pressure at the specified port using a suitable pressure gauge

7	Measure the time with a stopwatch
8	Wait for the indicating amount of time
9	The minimum temperature for the specified task
10	The maximum temperature for the specified task
11	The allowable temperature range for the specified task
12	The required temperature for the task
13	Measure for the specified movement
14	Measure for movement not to exceed specified amount
15	Measure for the miniumum-specified movement

General Equipment Symbols

The general equipment symbols specify which general equipment is used to carry out the procedure.

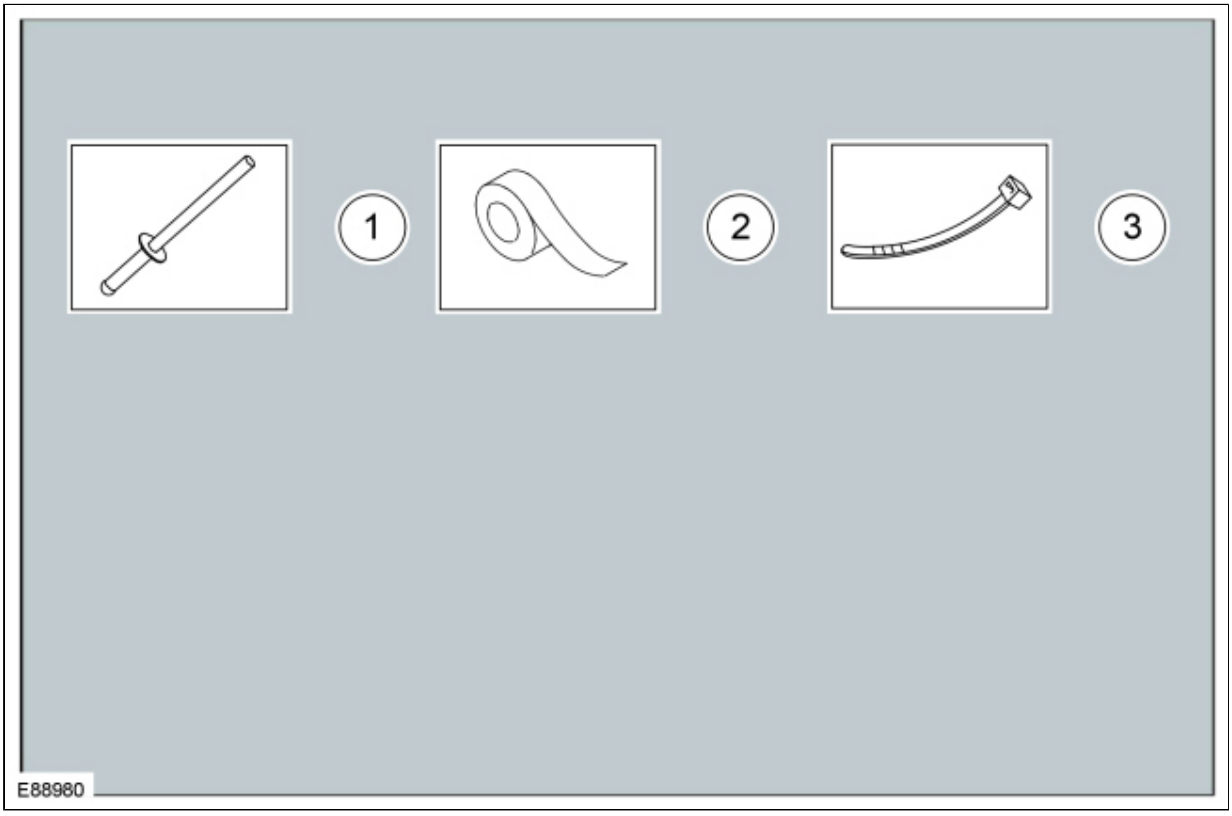


Item	Description
1	Hot air gun
2	Soldering iron
3	Putty knife or scraper
4	Awl or scriber
5	Hold-down or securing strap
6	File with specified size

7	Center punch
8	Marker
9	Metal Inert Gas (MIG) welder
10	Hose clamp
11	Trim tool
12	Shop vacuum
13	Strap wrench
14	Wedge
15	Pin punch

Material Symbols

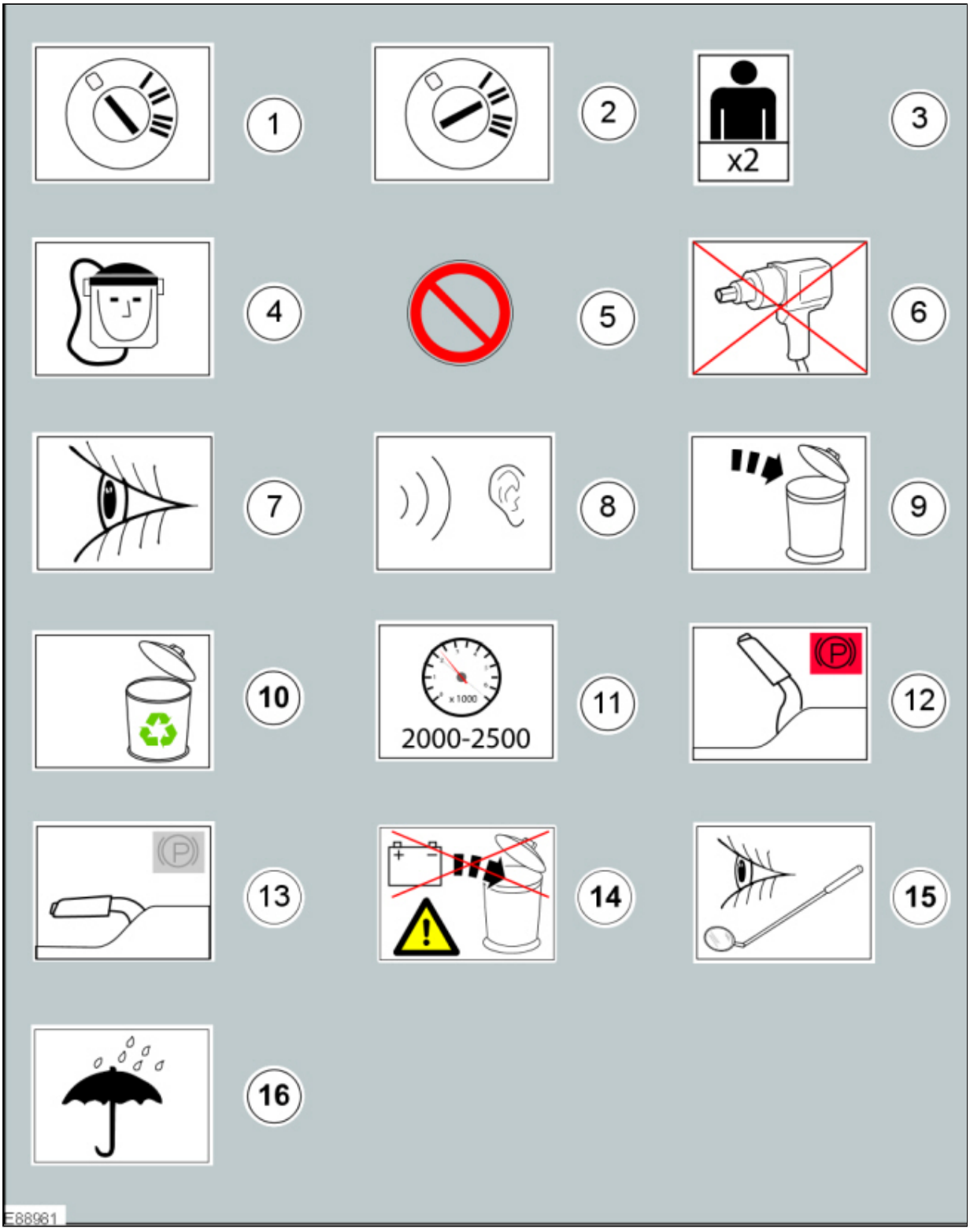
The material symbols are used to indicate where to use the specified material.



Item	Description
1	Remove or install a pop-rivet
2	Apply tape to specified area
3	Remove or install a cable tie

Miscellaneous Symbols

These symbols provide miscellaneous information required for the procedure.

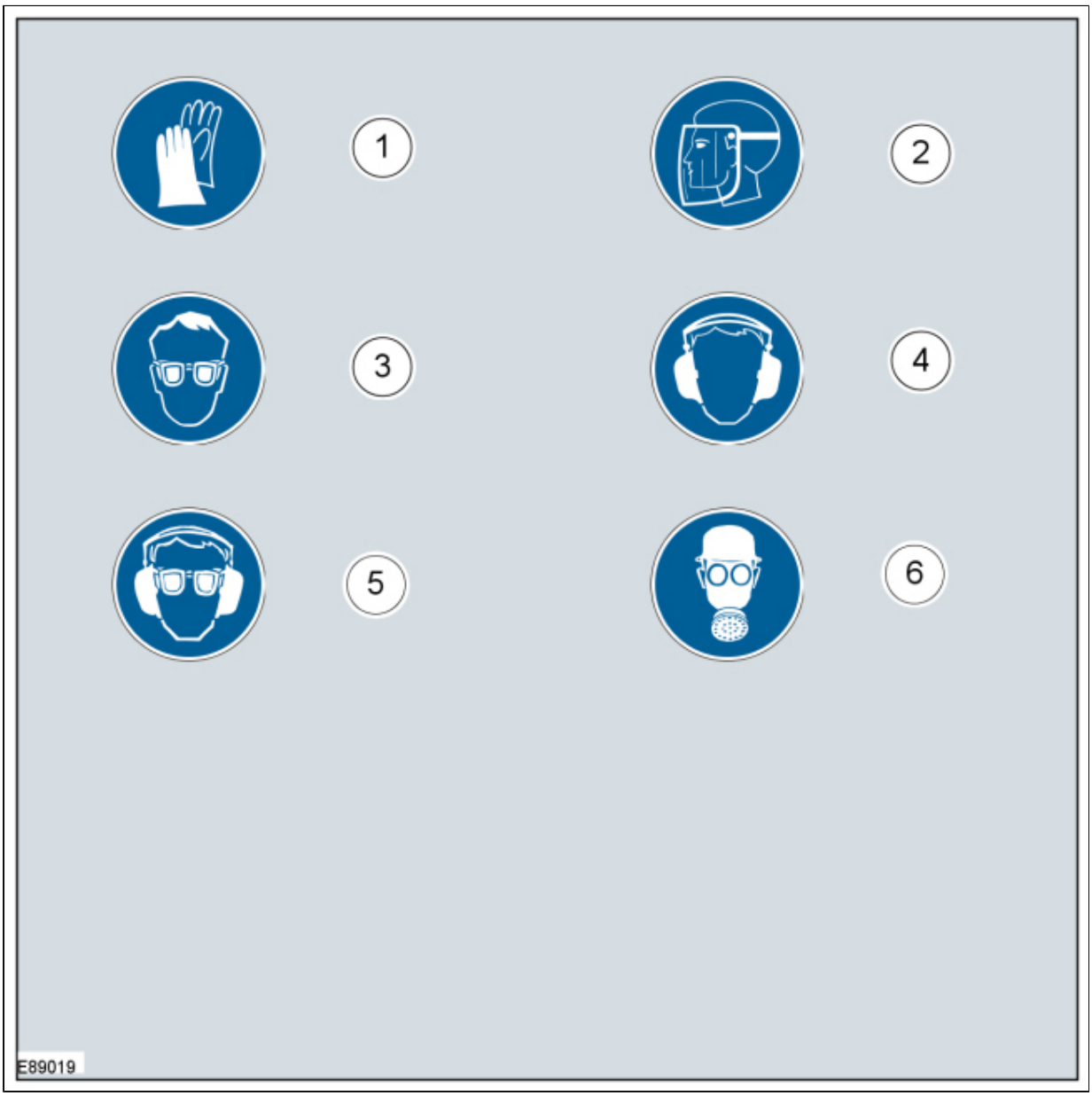


Item	Description
1	Turn Ignition off
2	Turn Ignition on (run position)
3	This procedure requires the specified number of technicians
4	Respirator or self-contained breathing apparatus
5	Prohibited action used in combination with another symbol
6	Do not use power tools

7	Visual inspection
8	Noise check
9	Dispose the specified component
10	Dispose the specified component
11	Set engine speed to the specified RPM
12	Firmly apply the parking brake
13	Fully release the parking brake
14	Special disposal required
15	Visually inspect using a mirror
16	Area or component must be dry

Mandatory Protective Equipment

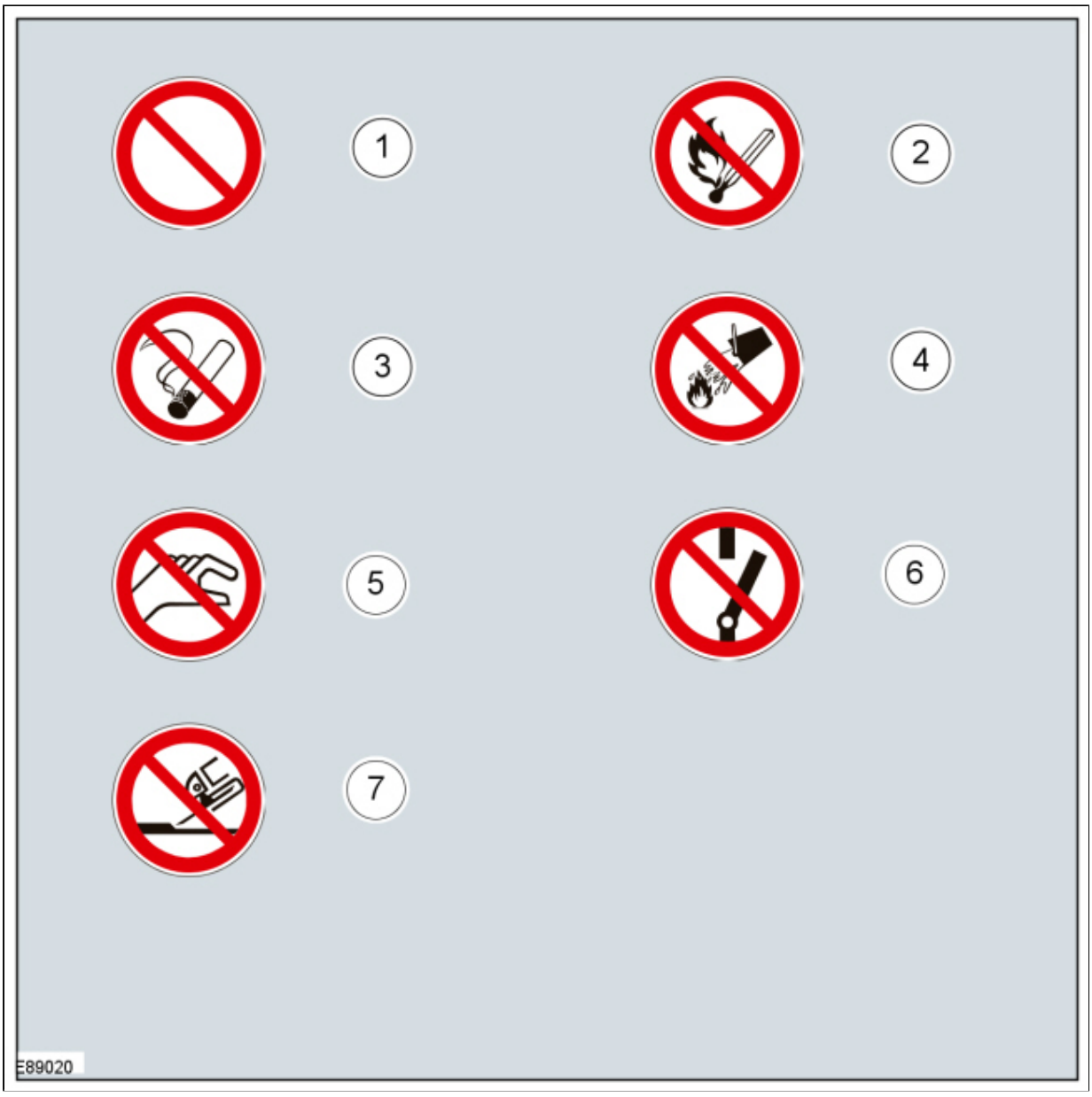
The protective equipment symbols indicate required safety equipment to avoid or reduce health and safety risks.



Item	Description
1	Wear protective gloves
2	Wear face shield
3	Wear safety goggles
4	Wear ear protection
5	Wear safety goggles and ear protection
6	Wear a respirator

Prohibition Symbols — Health, Safety, and Component Care

The prohibition symbols are used to prohibit specified actions to avoid safety hazards or component damage.

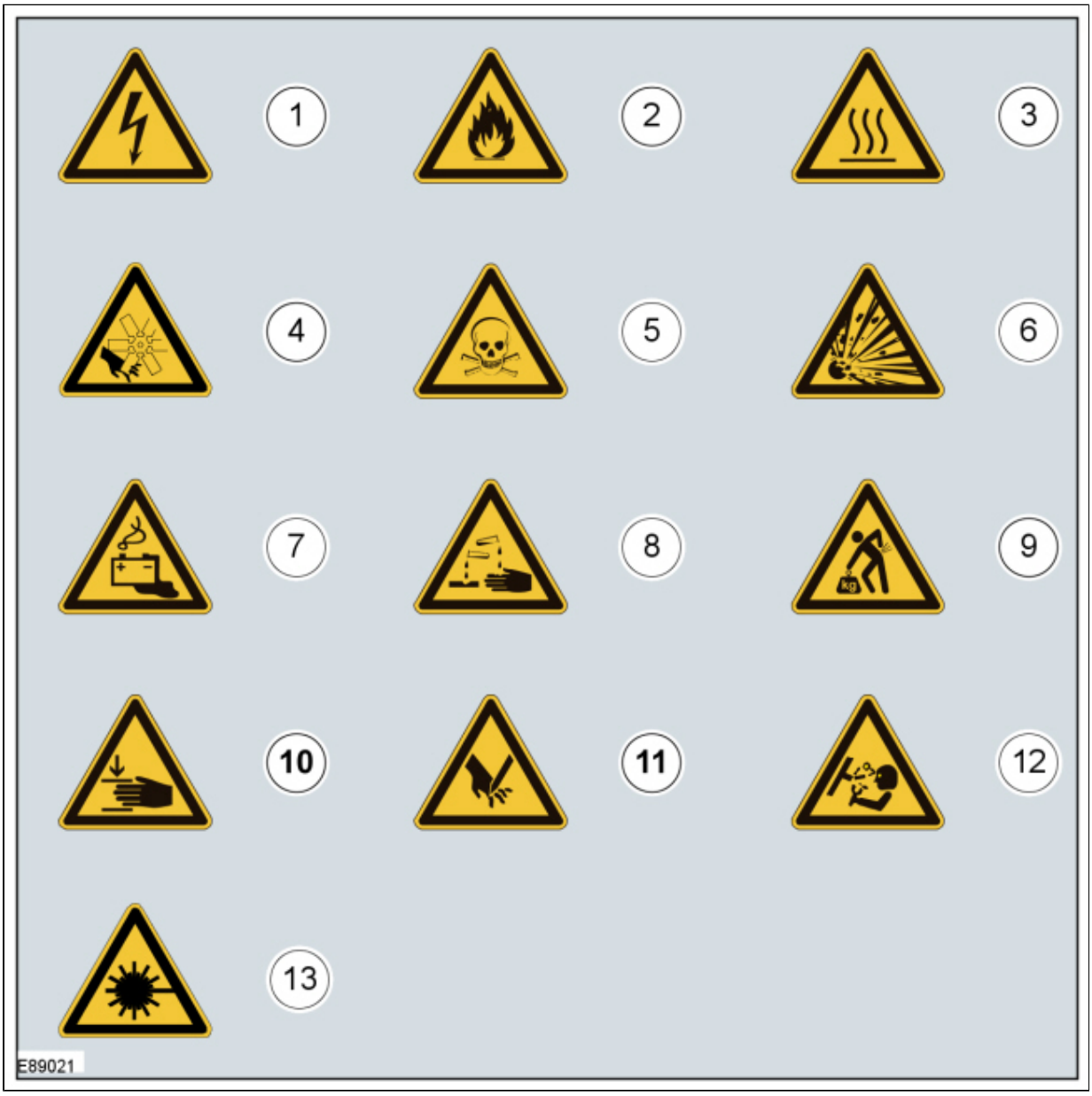


Item	Description
1	Prohibited action used in combination with another symbol
2	No open flames
3	No smoking

4	No water
5	Do not touch
6	Do not switch
7	No grinding

Warning Symbols — Health and Safety Warnings or Component Care

The warning symbols are used to avoid hazardous conditions and to avoid component damage.

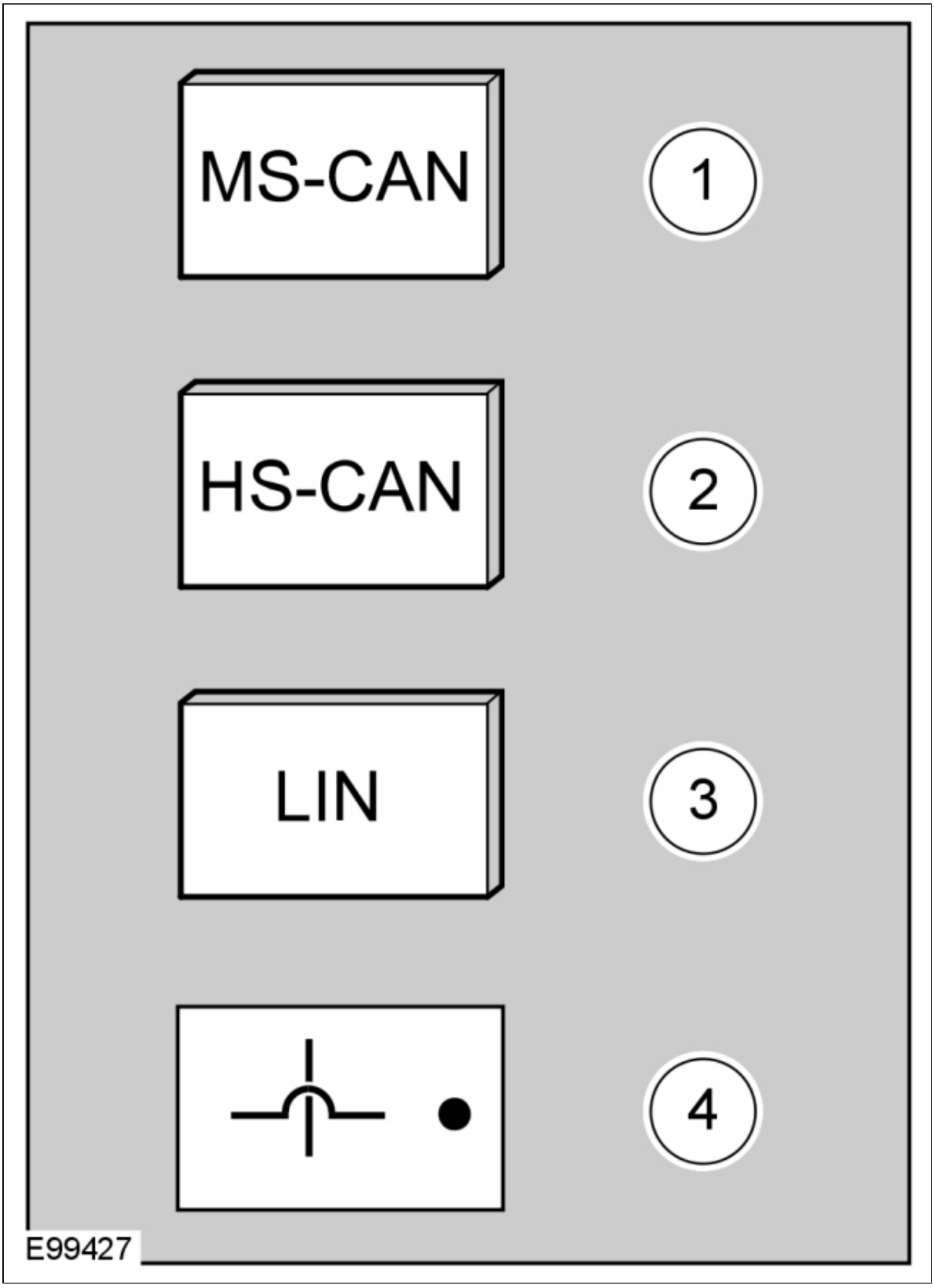


Item	Description
1	Hazardous voltage or Electrical shock or Electrocution danger
2	Fire hazard or highly flammable
3	Burn hazard or hot surface
4	Device has automatic start-up
5	Toxic
6	Explosive material

7	Battery hazard
8	Corrosive material
9	Lifting hazard
10	Hand crush or force from above hazard
11	Cutting of fingers or hand hazard
12	Pressure hazard
13	Invisible laser radiation. Do not view directly with optical instruments (magnifiers). Class 1M laser product.

System Diagram Symbols

The symbols provide Information about networks or wiring.



Item	Description
1	Medium Speed Controller Area Network
2	High Speed Controller Area Network
3	Local Interconnect Network

4	Wires cross but are not connected

Using This Manual

Introduction

This manual describes and directs repair procedures for this vehicle model year. It includes diagnostics for all vehicle systems except driveability and emission control. Refer to the separate Powertrain Control/Emissions Diagnosis (PC/ED) manual for driveability and emission control diagnostics.

Information is organized into groups, with sections that have subsections dividing them.

Warnings, Notices, and Notes in This Manual

Warnings provide information to avoid personal injury and to make sure service actions on critical safety systems are performed correctly.

Notices provide information to avoid damage to the vehicle or a component.

Notes provide information critical for a complete and effective repair.

Warnings that apply to an entire system or workshop manual section are located in section 100-00 Description and Operation Safety Warnings .

Warnings, Notices, or Notes that apply to an entire procedure will be placed at the beginning of the procedure.

Warnings, Notices, or Notes that apply to a single step are placed at the beginning of the step. Those that apply to a group of steps will be placed at the first step requiring it.

Vehicle and Engine Orientation Identifiers

LH and RH vehicle designations are oriented from the driver's seat position looking forward. LH and RH engine designations are oriented from the flywheel position looking towards the crankshaft pulley.

How to Use Diagnostic Information

DTC and Symptom Charts

Module DTC Charts are used to begin and direct the diagnosis of a DTC. Symptom Charts contain concern symptoms and direct solutions either in the chart or in a linked Diagnostic Routine. Both DTC and Symptom Charts may provide the solution within the chart, or provide a link to the appropriate Diagnostic Routine.

In some sections, the Symptom Chart is preceded by a Preliminary Inspection which must be followed prior to using the Symptom Chart

Using Module DTC Charts

This Workshop Manual contains diagnostics for DTCs set by vehicle modules. Driveability and emission DTCs are covered in the separate Powertrain Control/Emissions Diagnosis (PC/ED) manual. If a PCM-set DTC is not listed in the Workshop Manual, it is serviced in the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

DTC diagnostics are found in both on-line and printed publications and are used as follows:

- On-line publications: Using the left side menu, click on the Master DTC Chart link to view the vehicle module DTC charts. Each module has a chart with links or in-chart solutions for all DTCs diagnosed in the Workshop Manual.
- Printed publications: Use the DTC index in the rear of the book.

Diagnostic Methods

Diagnostic Methods provides information to support diagnosing Ford vehicles. Diagnostic strategies, diagnostic tool support information, and advanced circuit testing methods are included. REFER to Diagnostic Methods .

Diagnostic Routines

Diagnostic Routines provide information to determine the root cause of concerns addressed in either a DTC Chart or Symptom Chart. Each Diagnostic Routine contains:

- Diagnostic Overview
  - Wiring Diagram References (as applicable)
  - Normal Operation and Fault Conditions
  - Visual Inspection and Diagnostic Pre-checks
- Tool Table (as applicable)
- Material Table (as applicable)
- Pinpoint Test Steps

Component Tests

Component Tests are used to separately analyze a single common component in a system. The test will determine if the part is functioning correctly.

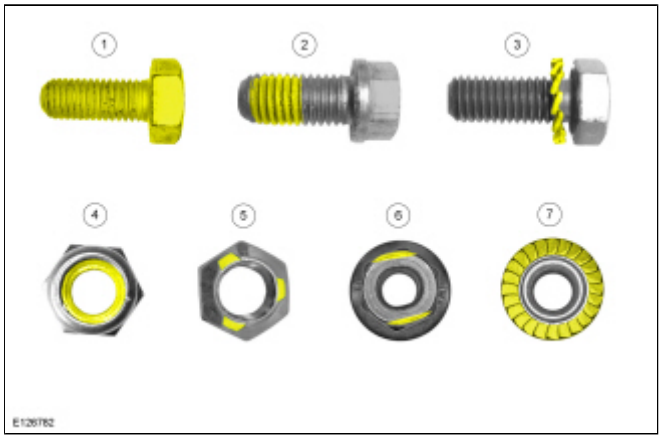
Mechanical Procedures Such As Removal and Installation

Reuse Of Fasteners, Seals, Or Gaskets

The following is a list of assumptions made in the reuse of fasteners, seals, or gaskets.

- Seals and gaskets must be replaced unless otherwise specified.
- Standard fasteners are reused unless otherwise specified.
- Fasteners with self-locking features must be replaced unless otherwise noted. Reminder text may or may not be included with the procedure step. Examples of fastener coatings or fasteners with mechanical locking (with the locking features highlighted yellow) are shown in illustration 1.
- Torque to yield bolts (bolts with more than one stage of tightening torque and a final torque angle specification) must be discarded and new torque to yield bolts installed unless otherwise stated within the procedure.

Illustration 1 - self-locking coatings or locking feature are highlighted yellow



Graphics

Illustrations in this manual may be used to replace written step instructions. Color-coding (see color scheme in this document) is used to communicate the required step action or actions. Service action icons (see Symbols Glossary) are used to add additional information regarding the required action.

- The color scheme in a step graphic (an illustration used in removal or installation steps) indicates servicing information as follows:
  - Fasteners (including panel retainers) or electrical connectors — Magenta (Purple)
  - Target component that is to be removed — Blue
  - Components that must be removed prior to the target component shown in blue — Brown or Green
  - Components placed aside for access, but not removed; highlighted areas such as inspection areas, adjustments or measurements — Yellow
  - Essential Special Service Tools (ESSTs) and other tools — Pale Blue
  - Chemical or Sealer apply areas — Alternating blue and white dashes (see illustration 4)
  - Sectioned or cut-away areas — Red
  - Remaining components — Grey

Callouts in graphics indicate removal (or tightening) order, or identify individual instructions in substeps of the same number (such as different torque values).

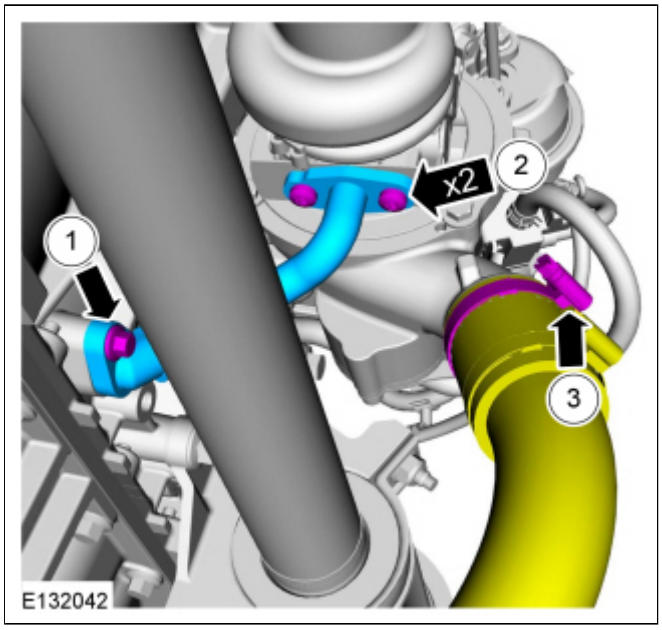
Arrows containing x numbers (Illustration 2) indicate the number of identical fasteners or connectors to be removed or installed in the graphic.

In Illustration 2, two identical fasteners are indicated by the x2 arrow, with another arrow illustrating a third fastener of a different type. Because the different fasteners require different torques, callouts are used to identify those two torque values in the associated step text. The hose clamp is another fastener to be removed. The yellow coloring of the hose indicates it is to be moved aside (not removed).

The following written steps would be necessary if the illustration did not have color coding:

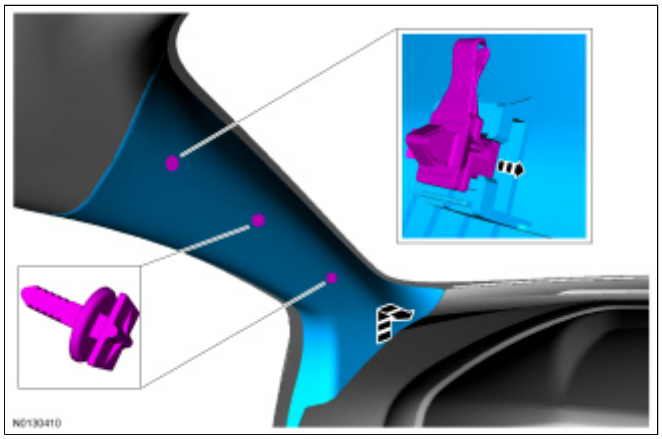
1. Remove the engine oil pipe fastener at the engine connection.
2. Remove the two engine oil pipe fasteners from the turbocharger and remove the pipe.
3. Remove the air inlet hose from the turbocharger and position aside.

Illustration 2



Hidden fasteners, such as panel retainers, are identified in the illustration by a magenta disc. An inset detail view illustrating the fastener type may be included (Illustration 3).

Illustration 3 — Note motion arrow at panel bottom; it indicates to lift panel up, then move inward to remove



Symbols

Symbols may be used inside graphics or in the text area to communicate service actions. The following examples demonstrate the use of some of these symbols. REFER to Symbols Glossary for a complete symbols list with explanations.

In the Illustration 4 example, service action symbols are shown as used to direct the application of sealer, lubricant, weight, tape or cleaning detergent to a component. In this example a bead diameter of “xx” millimeters is prescribed. The blue and white dashes indicate where the material is applied.

Illustration 4

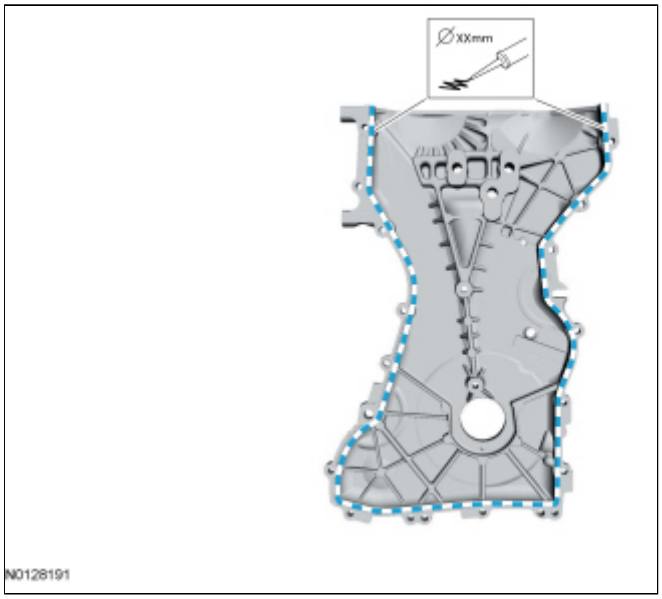


Illustration 5 is an example of location symbols used to show the location of a component or system within the vehicle.

Illustration 5

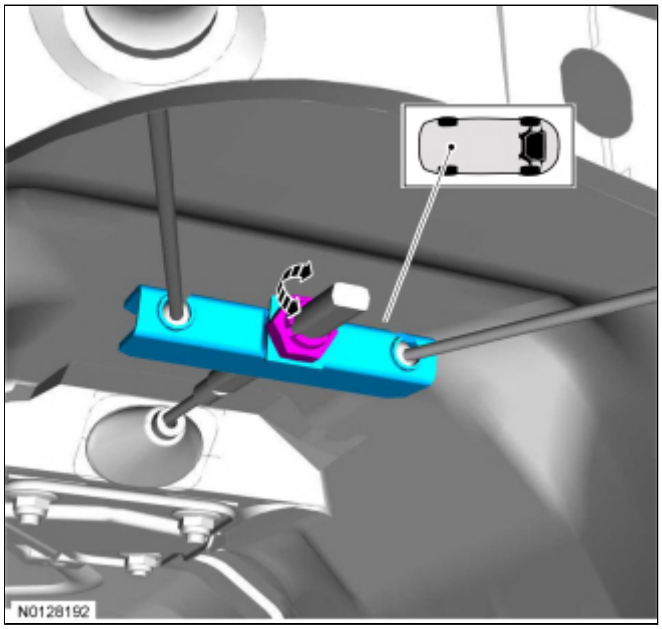
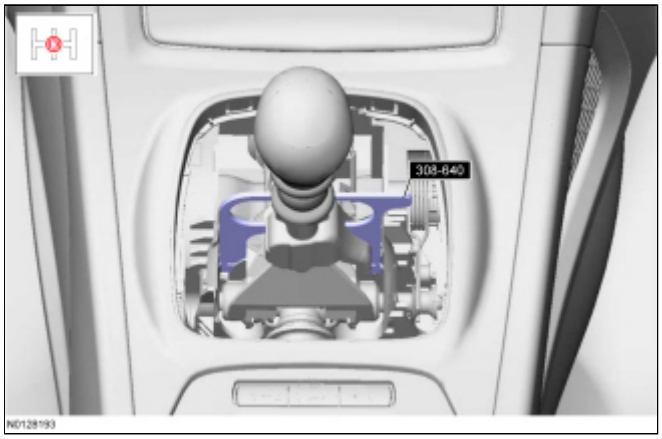


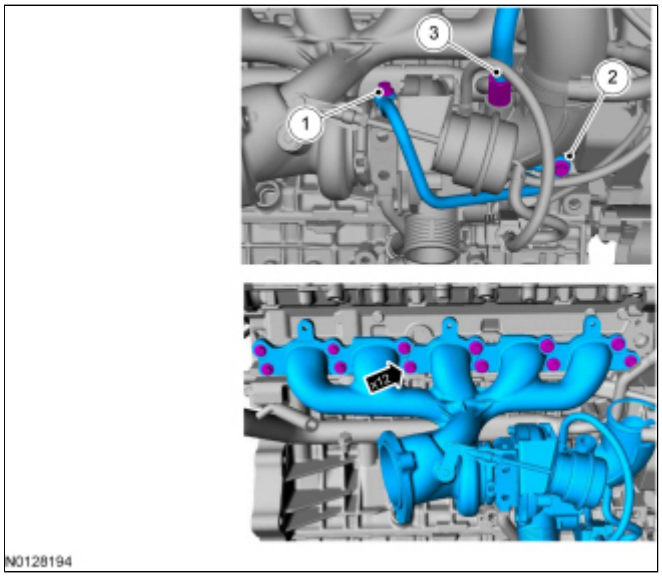
Illustration 6 shows how gearshift lever or selector lever position symbols may be used to indicate the gearshift lever or selector lever position required. The required Essential Special Service Tool to align the shift mechanism is shown in pale blue and identified by ESST number.

Illustration 6



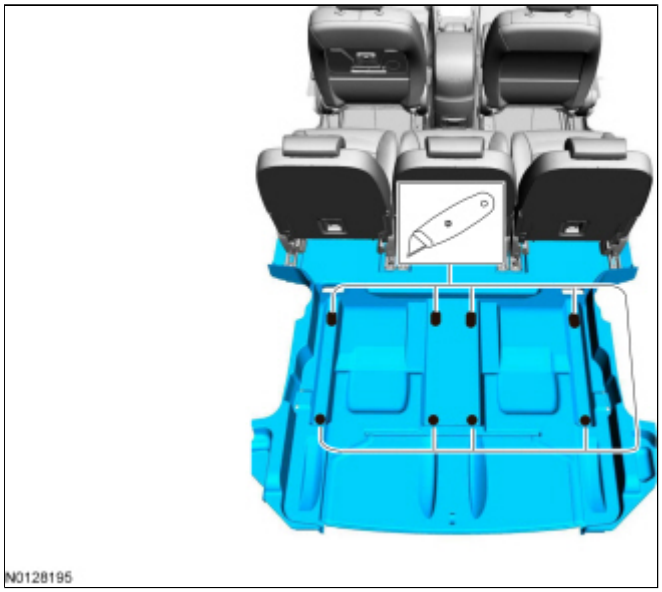
Callouts or arrows may be used to identify components for supporting special information, such as a required sequence or to indicate a number of identical components. Illustration 7 shows a removal order in the top graphic and the bottom graphic indicates 12 identical bolts.

Illustration 7



Standard tool symbols direct the use of standard tools to perform a service action, such as the cutting of carpet shown in Illustration 8. Tool symbols may include dimensional values (for example, a drill with a specified diameter).

Illustration 8



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Safety Warnings

Heating, Ventilation and Air Conditioning Safety Warnings

WARNING: Take the following precautions when repairing an air conditioning system containing R-134a:

- **Always wear safety goggles.**
- **Avoid contact with liquid refrigerant R-134a. R-134a vaporizes at approximately -25°C (-13° F) under atmospheric pressure and will freeze skin tissue.**
- **Never allow refrigerant R-134a gas to escape in quantity in an occupied space. It will displace the oxygen needed to support life.**
- **Never use a torch in an atmosphere containing R-134a gas. R-134a is non-toxic at all normal conditions, but it decomposes when exposed to high temperatures such as a torch flame. During decomposition it releases irritating and toxic gasses (as described in the MSDS sheet from the manufacturer). Decomposition products are hydrofluoric acid, carbon dioxide and water.**

Failure to follow these instructions may result in serious personal injury.

WARNING: Before disconnecting any heater water hoses, shut OFF the engine and wait until engine is fully cool. Failure to comply with this warning may result in serious injury or burns from hot liquid escaping from the engine cooling system.

WARNING: Use extreme care and observe all safety and service precautions related to the use of refrigerants as outlined on refrigerant tank and on recovery and charging equipment. Failure to follow these instructions may result in serious personal injury.

Battery System Service Warnings

WARNING: Always disconnect the battery ground cable at the battery before disconnecting the starter motor battery terminal lead. If a tool is shorted at the starter motor battery terminal, the tool can quickly heat enough to cause a skin burn. Failure to follow this instruction may result in serious personal injury.

WARNING: Before carrying out maintenance on the starting system, disconnect the battery ground cable from the frame to completely isolate the starter from the dual frame-mounted batteries. Failure to follow this instruction may result in serious personal injury.

WARNING: Batteries contain sulfuric acid and produce explosive gases. Work in a well-ventilated area. Do not allow the battery to come in contact with flames, sparks or burning substances. Avoid contact with skin, eyes or clothing. Shield eyes when working near the battery to protect against possible splashing of acid solution. In case of acid contact with skin or eyes, flush immediately with water for a minimum of 15 minutes, then get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in serious personal injury.

WARNING: Always lift a plastic-cased battery with a battery carrier or with hands on opposite corners. Excessive pressure on the battery end walls may cause acid to flow through the vent caps, resulting in personal injury and/or damage to the vehicle or battery.

WARNING: Do not get underneath the frame-mounted battery when disconnecting or connecting the auxiliary battery safety straps. The battery is heavy and could fall. Failure to follow this instruction may result in serious personal injury.

WARNING: Battery posts, terminals and related accessories contain lead and lead components. Wash hands after handling. Failure to follow these instructions may result in serious personal injury.

Brake System Service Warnings

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Do not use any brake fluid other than DOT 3 for Hydro-Boost® and DOT 4 for Hydro-Max®. Incorrect fluid may result in permanent damage to brake components and an inoperative brake system. Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: Do not breathe dust or use compressed air to blow dust from storage containers or friction components. Remove dust using government-approved techniques. Friction component dust may be a cancer and lung disease hazard. Exposure to potentially hazardous components may occur if dusts are created during repair of friction components, such as brake pads and clutch discs. Exposure may also cause irritation to skin, eyes and respiratory tract, and may cause allergic reactions and/or may lead to other chronic health effects. If irritation persists, seek medical attention or advice. Failure to follow these instructions may result in serious personal injury.

WARNING: Remove air pressure from the air brake system prior to servicing the system. Attempting to service the air brake system while it is under pneumatic pressure may result in serious injury from unexpected hose whip, component movement or component propulsion.

WARNING: Always install new brake shoes or pads at both ends of an axle to reduce the possibility of brakes pulling vehicle to one side. Failure to follow this instruction may result in uneven braking and serious personal injury.

Body and Frame Service Warnings

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

WARNING: On vehicles equipped with Safety Canopy® options, prior to carrying out any sectioning repairs near the roof line or sail panel areas of the vehicle, remove the Safety Canopy® module and related components. Failure to comply may result in accidental deployment or damage to the Safety Canopy®. Refer to Section 501-20B . Failure to follow these instructions may result in serious injury to technician or vehicle occupant(s).

WARNING: Do not cut or grind body side components within 50 mm (1.96 in) of restraint anchoring points. Welding within 50 mm (1.96 in) of restraint anchoring points may result in incorrect operation of restraint devices. For additional restraints anchoring location information, refer to Section 501-20A and Section 501-20B . Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: Do not carry out body side sectioning repairs in areas of laser welds. Factory laser welds cannot be duplicated with conventional welding equipment and structural integrity may be compromised. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

WARNING: Do not carry out body side sectioning repairs in areas of door hinge or striker anchoring points. Welding within 50 mm (1.96 in) of door hinge or striker locations may compromise structural integrity during a collision. Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death in a crash.

WARNING: Do not permanently remove the trailer hitch. The trailer hitch is an integral part of the vehicle frame. Always reinstall the hitch before delivery of the vehicle to the customer. Failure to follow this instruction may compromise vehicle crash integrity and increase the risk of personal injury in a rear end collision.

WARNING: Never install used or reconditioned parts (as specified below) from pre-owned, salvaged or damaged vehicles. The use of such parts could lead to serious injury.

Never use non-Ford parts or accessories for completing repairs.

Ford Motor Company does not approve or recognize body and structural repair procedures, tools, parts or anything but new genuine Ford equipment. Ford cannot attest to the safety, quality, durability or legality of non-Ford parts or accessories. Use of such parts could lead to serious personal injury as they may contain damage which is not visible.

Ford does not approve use of the following:

- **Salvaged or used parts**
- **Major body clips or assemblies from salvage vehicles**
- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.

Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

Engine Cooling System Service Warnings

WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

Fuel System Service Warnings

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Clean all fuel residue from the engine compartment. If not removed, fuel residue may ignite when the engine is returned to operation. Failure to follow this instruction may result in serious personal injury.

WARNING: Contact with exposed fuel injector wiring, if energized, may result in electric

shock. Use care when working on or around energized fuel injector wiring. Fuel injector wiring supplies high voltage to operate the fuel injectors. Failure to follow this instruction may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

WARNING: Remove the fuel filler cap slowly. The fuel system may be under pressure. If the fuel filler cap is venting vapor or if you hear a hissing sound, wait until it stops before completely removing the fuel filler cap. Otherwise, fuel may spray out. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not work on the fuel system until the pressure has been released and the engine has cooled. Fuel in the high-pressure fuel system is hot and under very high pressure. High-pressure fuel may cause cuts and contact with hot fuel may cause burns. Failure to follow these instructions may result in serious personal injury.

WARNING: Avoid contact with fuel during a visual inspection for fuel leaks with the engine running. Do not work on the fuel system until the pressure has been released and the engine has cooled. Fuel in the high-pressure fuel system is hot and under very high pressure. High-pressure fuel may cause cuts and contact with hot fuel may cause burns. Failure to follow these instructions may result in serious personal injury.

General Service Warnings

WARNING: Never get underneath a vehicle that is supported only by a jack. The jack could unintentionally lower. Always support vehicle with floor stands. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.

WARNING: Do not apply heat or flame to the shock absorber or strut tube. The shock absorber and strut tube are gas pressurized and could explode if heated. Failure to follow this instruction may result in serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety

Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

WARNING: Use tools, not fingers, to hold flagnuts. Flagnuts may slip or spin unexpectedly when removing fasteners. Failure to follow this instruction may result in injured fingers.

WARNING: Keep solvents away from ignition sources. Solvents may be flammable and can ignite or explode if not handled correctly. Failure to follow this instruction may result in serious personal injury.

WARNING: Place a shop towel between the hands and the exterior mirror glass for protection in case of glass breakage during mirror service. Failure to follow this instruction may result in serious personal injury.

WARNING: Use only a type-D fire extinguisher to extinguish magnesium fires. Never attempt to use a type-A, -B, -C extinguisher, or water, as these items are ineffective and may accelerate a magnesium fire. Failure to follow these instructions may result in serious personal injury.

WARNING: Only raise the vehicle when positioned on a hard, level surface. Attempting to raise the vehicle on an uneven or soft surface may result in vehicle slipping or falling from the jack or jackstand. Failure to follow this instruction may result in serious personal injury.

WARNING: Identify the correct jacking points by locating the triangle stamped into the uni-body sheet metal or vehicle frame. Raising a vehicle in any other location may result in vehicle shifting or falling. Failure to follow this instruction may result in serious personal injury.

WARNING: Install only FCC-approved radio transmitting equipment. See your authorized radio dealer for the correct transmitter. Use of incorrect transmitting equipment may cause the vehicle to malfunction or stall, resulting in loss of power brake and power steering assist. Failure to follow these instructions may result in serious personal injury to vehicle occupant(s).

WARNING: Vehicle may have multiple drive wheels. Do not use engine to power the driveline unless all drive wheels are elevated off the ground. Drive wheels in contact with ground could cause unexpected vehicle movement. Failure to follow this instruction may result in serious personal injury.

WARNING: Do not operate the engine with the hood open until the fan blade has been examined for possible cracks and separation. A damaged fan can separate during operation. Failure to follow this instruction may result in serious personal injury.

WARNING: Do not stand in line with or near the engine cooling fan blade when revving the engine. A damaged fan can separate during operation. Failure to follow this instruction may result in serious personal injury.

WARNING: When jacking or lifting the vehicle, block all wheels remaining on the ground. Set the parking brake if the rear wheels will remain on the ground. These actions help prevent unintended vehicle movement. Failure to follow these instructions may result in serious personal injury.

WARNING: Turn OFF the ignition switch for a minimum of 5 minutes before removing high-

voltage cables. High-voltage cables and wiring are orange in color. The nominal high-voltage traction battery voltage (HVTB) is 330 V DC. Failure to follow these instructions may result in serious personal injury or death.

WARNING: Vehicles with engine auto start-stop technology may start automatically with the ignition on. Make sure the ignition is off when servicing or working in close proximity to rotating engine parts. Failure to follow this instruction may result in serious personal injury.

WARNING: Wear high-voltage insulated safety gloves and a face shield when working with high-voltage batteries or cables. The high-voltage insulated safety gloves should be of the appropriate safety and protection rating. Inspect the gloves before use and always wear them with the leather outer glove. Any hole in the rubber insulating glove is a potential entry point for high-voltage. Failure to follow these instructions may result in serious personal injury or death.

WARNING: Depower the high-voltage traction battery (HVTB) before carrying out any removal or installation procedures affecting the high-voltage battery system. Failure to follow this instruction may result in serious personal injury or death.

WARNING: Secure the torque converter in the transmission during removal or installation. The torque converter is heavy and may result in injury if it falls out of the transmission. Failure to follow this instruction may result in serious personal injury.

WARNING: When using compressed air, never let air pressure exceed 172 kPa (25 psi) and always wear safety glasses. Compressed air may cause foreign material or parts to become airborne. Failure to follow this instruction may result in serious personal injury.

WARNING: Wear protective gloves when handling components or parts that have pointed or sharp edges. Failure to follow this instruction may result in serious personal injury.

WARNING: Turn off (disable) the power running boards (if equipped) before jacking, lifting or placing any object under the vehicle.

Never place your hand between the power running board and the vehicle. Extended power running boards will retract when doors are closed.

Failure to follow these instructions may result in serious personal injury.

WARNING: Disconnect the window regulator motor connector before working inside the vehicle doors. Service actions inside the door (such as door latch, handle or lock cylinder service) or operating the remote keyless entry (RKE) fob may activate the windows on vehicles equipped with global open/close. Serious injury to hands or arms may occur if a window motor is activated during service. Failure to follow these instructions may result in serious personal injury.

Safety Restraints Service Warnings

WARNING: Anytime the Safety Canopy® or side air curtain module has deployed, a new headliner and new A-, B- and C-pillar upper trim panels and attaching hardware must be installed. Remove any other damaged components and hardware and install new components and hardware as needed. Failure to follow these instructions may result in the Safety Canopy® or side air curtain module deploying incorrectly and increases the risk of serious personal injury or death in a crash.

WARNING: Deploy all supplemental restraint system (SRS) devices (air bags, pretensioners, load limiters, etc.) outdoors with all personnel at least 9.14 meters (30 feet) away to make sure of personal safety. Due to the loud report which occurs when an SRS device is deployed, hearing protection is required. Failure to follow these instructions may result in serious personal injury.

WARNING: The fire suppression system backup power supply must be depleted before lifting the vehicle or when repairing or replacing any of the following:

- **Fire suppression system components**
- **Components located near the fire suppression manual switch**
- **Fuel tank and components located near the fuel tank**
- **Rear axle and components located near the rear axle**

To deplete the backup power supply, disconnect the battery and wait at least 1 minute. Be sure to disconnect all auxiliary batteries and power supplies (if equipped). Failure to follow these instructions may result in serious personal injury.

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death in a crash.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never put any type of fastener or tie strap around any part of a Safety Canopy® module, side air curtain module or interior trim panel. This will prevent the Safety Canopy® or side air curtain module from deploying correctly. Failure to follow this instruction may increase the risk of serious personal injury or death in a crash.

WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.

WARNING: Always carry or place a live Safety Canopy®, or side air curtain module, with the module and tear seam pointed away from your body. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.

WARNING: Always deplete the backup power supply before repairing or installing any new front or side air bag supplemental restraint system (SRS) component and before servicing, removing, installing, adjusting or striking components near the front or side impact sensors or the restraints control module (RCM). Nearby components include doors, instrument panel, console, door latches, strikers, seats and hood latches.

Refer to the Description and Operation portion of Section 501-20B for location of the RCM and impact sensor(s).

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least 1 minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Failure to follow these instructions may result in serious personal injury or death in the event of an accidental deployment.

WARNING: Always install new brake shoes or pads at both ends of an axle to reduce the possibility of brakes pulling vehicle to one side. Failure to follow this instruction may result in uneven braking and serious personal injury.

WARNING: Do not paint any air bag module trim covers or deployment doors. Paint may cause the air bag to deploy incorrectly. Failure to follow this instruction may increase the risk of serious personal injury or death in a crash.

Tire and Wheel Service Warnings

WARNING: Tires degrade over time depending on many factors such as weather, storage conditions, and conditions of use (load, speed, inflation pressure, etc.) the tires experience throughout their lives. In general, new tires should be installed after 6 years regardless of tread wear. However, heat caused by hot climates or frequent high loading conditions may accelerate the aging process and may require new tires to be installed more frequently. You should install a new spare tire when you install new road tires or after six years even if it has not been used.

WARNING: Replacement wheels must be equivalent to the original equipment wheels in:

- **load carrying capacity.**
- **diameter, width and offset.**
- **pilot hole and bolt circle.**

Combined load carrying capacity of replacement wheels for a given axle, must be equal to or greater than that axle's gross axle weight rating (GAWR) identified on the vehicle's Safety Compliance Certification label. All other specifications should be evaluated by measurement of both the original wheel and the replacement wheel. If specifications are not equivalent, the safety and handling of the vehicle may be degraded, which may result in serious injury to the vehicle occupant(s).

WARNING: Never inflate a tire that has been run flat without first removing the tire from the wheel to inspect for damage. A damaged tire can fail during inflation. Failure to follow this instruction may result in serious personal injury.

WARNING: Do not hit the wheel or tire with a metallic hammer. This action may damage the wheel or tire, resulting in tire or wheel failure. Failure to follow this instruction may result in serious personal injury to the technician or vehicle occupant(s).

WARNING: When a wheel is installed, always remove any corrosion, dirt or foreign material present on the mounting surface of the wheel and the mounting surface of the wheel hub, brake drum or brake disc. Make sure that any fasteners that attach the rotor to the hub are secured so they do not interfere with the mounting surfaces of the wheel. Failure to follow these instructions when installing wheels may result in the wheel nuts loosening and the wheel coming off while the vehicle is in motion, which could result in loss of control, leading to serious injury or death to

vehicle occupant(s).

WARNING: Inflating tires to pressures that exceed maximum tire inflation rating on tire sidewall may result in tire failure and serious personal injury to the technician or vehicle occupant(s).

WARNING: Only use replacement tires that are the same size, load index, speed rating and type (such as P-metric versus LT-metric or all-season versus all-terrain) as those originally provided by Ford. The recommended tire and wheel size may be found on either the Safety Compliance Certification Label or the Tire Label, which is located on the B-pillar or edge of the driver's door. If the information is not found on these labels, consult a Ford dealer. Use of any tire or wheel not recommended by Ford can affect the safety and performance of the vehicle, which could result in an increased risk of loss of vehicle control, vehicle rollover, personal injury and death. Additionally, the use of non-recommended tires and wheels could cause steering, suspension, axle or transfer case/power transfer unit failure.

WARNING: Do not mount tube-type tires on tubeless wheels or tubeless tires on tube-type wheels. Incorrect combinations could result in tire separation from wheel and may result in serious injury to vehicle occupant(s).

WARNING: Cracked wheels can be dangerous. Deflate tires on cracked wheels prior to removal of wheels from the vehicle. Failure to follow this instruction may result in serious personal injury.

WARNING: Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

WARNING: Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. For dual rear wheel (DRW) only, a second retightening is required within 800 km (500 mi). Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

WARNING: Always match the tire size to the wheel size during assembly. Incorrect matching can result in tire bead damage or tire separation from the wheel. Failure to follow this instruction may result in serious personal injury to technician or vehicle occupant(s).

WARNING: Keep eyes away from valve stem when deflating tires. Reduce air pressure in tire as much as possible by pushing in valve core plunger prior to removing the core. Escaping air can carry particles that can injure the eyes. Failure to follow these instructions may result in serious personal injury.

WARNING: Never use wheels different than the original equipment. Additionally, never use wheel nuts different than the original equipment. Failure to follow these instructions may result in damage to the wheel or mounting system. This damage could cause the wheel to come off while the vehicle is being driven, which could result in serious personal injury or death to vehicle occupant(s).

WARNING: Do not weld or peen wheels. A wheel needing such repairs must have a new wheel installed. Failure to follow these instructions may result in wheel failure and serious personal injury.

WARNING: The tire pressure monitoring system (TPMS) sensor battery may release hazardous chemicals if exposed to extreme mechanical damage. If these chemicals contact the skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If any part of the battery is swallowed, contact a physician immediately. When disposing of TPMS sensors, follow the correct procedures for hazardous material disposal. Failure to follow these instructions may result in serious personal injury.

Diagnostic Methods

Effective Diagnostic Techniques

The following diagnostic process is critical for consistently successful diagnoses. Random methods work inconsistently and often lead to multiple repairs and the accompanying frustration.

- Understand and verify the **symptom** .
  - Understanding a symptom requires understanding normal operation.
  - Duplicate the concern. Re-create the same conditions that demonstrated the original concern (road testing may be necessary).
- Determine the responsible **system** .
  - Gather data, such as a visual inspection and an OASIS report.
  - Perform system tests, such as pressure tests or DTC retrieval.
- Identify the responsible **component** .
  - Test the suspect component and related parts.
- Determine the root **cause**
  - Examine related components (wiring faults, misalignments, incorrect adjustments) that may be the actual cause or may have caused the component failure.
  - Repair all related faults to avoid repeat failures.
  - Verify the repair has corrected the concern (and not created any new ones) using the identical conditions that demonstrated the original concern.

Diagnostic Scan Tool Testing

Network Test

Performing a network test is always recommended for analysis of electronic system concerns. Always solve network issues before addressing individual symptoms or DTCs.

Recommended Practice: REFER to Symptom Chart in Section 418-00 to diagnose a network outage or no response from an individual module (or modules).

DTC Retrieval

Generally, a good diagnostic strategy is to resolve all on-demand codes related to the system concern. Retrieving all continuous DTCs can also be beneficial to understand historic issues or issues outside of the suspect system that may be affecting your concern. On-demand testing should be done to ensure the fault represented by a continuous DTC is still present.

Continuous Memory Diagnostic Trouble Codes (CMDTCs)

Modules that produce diagnostic trouble codes have a program that evaluates system conditions, normally while the vehicle or system is in use. Module inputs can be checked for values indicating an electrical fault with the monitoring circuit or component. Module outputs can be monitored for correct function. Codes are stored when predefined limits are exceeded and retained even if the ignition is turned off (generally DTC-retention is for 40+ ignition cycles). Not all continuous codes have a matching on-demand code - and vice versa; this varies with different modules. For example, some network communication codes are continuous only. It is important to note that the presence of a continuous DTC does not guarantee that the fault currently exists.

Ford On-Demand DTCs

Ford Motor Company modules have a unique feature that performs a special diagnostic program at the request of the technician (using a scan tool). This "On-demand" diagnostic program can exercise system outputs not normally running when the car is parked and record observed faults. These diagnostic codes are communicated to the scan tool; they are not recorded in module memory. An on-demand test is an effective tool for evaluating real input and output conditions during module activity – activity that might not normally be occurring during service bay conditions. For example, an air suspension module on-demand test can run the compressor, vent the system, and observe the report from the height sensor even when the car is already at correct trim height and not requiring height adjustment.

Network Communication DTCs

Network DTCs (U-prefix codes) are often a result of intermittent concerns such as damaged wiring or low battery voltage occurrences. Additionally, vehicle repair procedures (such as module reprogramming or diagnostics with modules disconnected) often set network DTCs. Replacing a module to resolve a network DTC is unlikely to resolve the concern. To prevent recurrence of intermittent network concerns, inspect all network wiring, especially in-line and module connectors; test the vehicle battery.

Recommended practice: Clear the DTC and retest. If the DTC repeats, test the vehicle communication network.

DTC Nomenclature (SAE J2012 and ISO 14229)

Many modules use 5-character DTCs followed by a 2-character failure-type code. The failure-type (sometimes called "fault byte") digits provide information about specific fault conditions such as opens or shorts to ground. Continuous memory DTCs have an additional 2-character DTC status code suffix to assist in determining DTC history.

Integrated Diagnostic System (IDS) Scan Tool Usage

If The IDS Scan Tool Does Not Communicate With The VCM

1. Check the VCM power; examine the connection to the vehicle.
   - The VCM LED illumination prove-out confirms power and ground from the DLC are provided to the VCM .
   - **Recommended Practice:** REFER to Section 418-00 , No Power to the Scan Tool, to diagnose no power to the VCM .

2. Check the scan tool connection to the VCM .

3. Follow scan tool instructions to retry.

If The IDS Scan Tool Does Not Communicate With The Vehicle

The IDS scan tool first attempts to communicate with the PCM. After establishing communication with the PCM, the scan tool then attempts to communicate with all other modules on the vehicle.

1. Verify the scan tool operation with a known good vehicle.

2. Verify the ignition is ON.

3. If an IDS session cannot be established with the vehicle (IDS may state "No communication can be established with the PCM"):
   - Choose "NO" when the scan tool prompts to retry communication.
   - Enter either a PCM part number, tear tag, or calibration number to identify the vehicle and start a session.
     - The PCM part number can be determined from OASIS -- choose “HVBoM” from the OASIS page and search for the PCM part number
     - The PCM part number and 4-character tear tag are printed on the PCM label.
   - Establish a session based on the PCM information (above).

4. Using the tool box menu, run the network test.
    - Determine if all modules on the network are unresponsive or if only the PCM does not communicate.
    - **Recommended practice:** REFER to Symptom Chart in Section 418-00 to diagnose the network outage or no response from the PCM.

Measuring Automotive Circuits

Wiring Pin (Terminal) Fit And The Use Of Rotunda Flex Probes

- To avoid wiring pin (terminal) damage, Rotunda Flex Probes NUD105-R025D must be used to connect test equipment or jumper wires to pins (terminals).
- Male to female pin (terminal) fit is critical for connection reliability.
    - Pin (terminal) fit may be checked by using the mating pin (terminal) to test for normal separation force (a damaged pin or terminal will have very low separation force from the mating pin or terminal)
    - Correctly checking the separation force of small pins (terminals) may require removal of the connector terminal guide/retainer if it adds drag to the pin (terminal) insertion or removal
- Replace damaged connectors or pins (terminals).
    - Use the Wiring Diagram connector view (cell 150) to identify the correct replacement connector with pigtail.
    - Use the Wire Harness Terminal Repair Guide to identify and order the correct replacement pin and pigtail. Available through Ford Dealers, REFER to FMC dealer website, or REFER to www.fcs.dealersonnection.com/wire .

Checking Power-Providing Circuits

- Measuring a power wire with the intended load disconnected using a DMM will only find open circuits (open fuse or wire).
- **Recommended practice:** Circuits carrying approximately 200-1000 mA* may be loaded with the specified test light SGT27000. Measure circuit voltage with a DMM while the test light is connected and illuminated. A reduction in the voltage present during test-light-loading indicates excessive circuit resistance.
- **Recommended practice:** Circuits carrying more than one ampere* should be loaded with a device requiring similar current (e.g., a headlamp bulb may be effective). A reduction in the voltage present during loading indicates excessive resistance.
- *Circuit current is matched to wire gauge/size; Examples:
    - Conductor sizes of 24 gauge (.5 mm) or smaller are generally used to carry approximately 1 ampere (1000 mA) or less. Use of the test light to load these circuits is appropriate.
    - Conductor sizes of 20 gauge (.8 mm) or larger are generally used to carry approximately 5 amperes (5000 mA) or more. Match the substitute load (measure substitute load current first as necessary) to this current level.

Checking Ground-Providing Circuits

- The best method of checking ground circuits is to measure the circuit voltage drop during component operation (or attempted operation).
- An ohmmeter may be accurately used if the battery has been disconnected.
- **Recommended practice:** Expect less than 2 ohms for most small diameter (18 gauge and smaller) wires.
- Ohmmeter low-resistance resolution (approximately 0.1 ohm) limits its use to circuits carrying less than approximately 5 amperes (this is due to the fact that very small resistances, undetectable by a DMM , cause significant voltage loss in higher current circuits).
- DMM ohmmeter readings are easily corrupted by the normal voltage present (battery connected) in many ground circuits.
    - **Recommended practice:** Reverse the leads and check for changes in the measurement. Reversing the DMM lead connections should never change the resistance measurement

(unless the circuit contains a semi-conductor). Measurement (non-semi-conductor) differences when leads are interchanged at the test points indicate invalid test results. The presence of voltage corrupts the reading, and causes the meter reading to change when the leads are reversed.

Checking Circuit Continuity

- **Recommended practice:** Expect less than 2 ohms of resistance for most wires.
- Ohmmeter low-resistance resolution (approximately 0.1 ohm) limits its use to circuits carrying less than approximately 5 amperes. This is due to the fact that very small resistances, below the resolution of a DMM , cause significant voltage loss in higher current circuits.
- The DMM applies a small amount of voltage to the circuit or component to calculate resistance. As a result, DMM ohmmeters are very sensitive to any level of voltage present. Voltage present in the circuit will corrupt the DMM reading.

Checking For Unintended Continuity (Shorts) To Other Circuits

- A DMM ohmmeter may be used to detect undesired circuit connections to:
  - Ground
  - Other unpowered circuits
- **Recommended practice:** Expect greater than 10,000 ohms of resistance between two separate circuits; the best result is an open circuit DMM indication (no detected resistance).
- Shorts to voltage are checked with a DMM voltmeter
- **Recommended practice:** Turn ignition on (with battery connected) and measure the circuit for any voltage present (none should be present)

Checking Circuits By Back-Probing A Connector

- Back-probing should be a testing method of last resort. It should only be employed where a diagnostic step requires a circuit to be tested under actual operating conditions. Back-probing is a risky testing method due to the uncertainty of the probe connection and the possibility of damaging terminals.
- Do not force test leads or other probes into connectors. Adequate care must be exercised to avoid connector terminal damage while ensuring that good electrical contact is made with the circuit or terminal. Failure to follow these instructions may cause damage to wiring, terminals, or connectors and subsequent electrical faults.
  - Use Rotunda Back-Probe Pins POMA6411 to assist in making a good test connection and to prevent connector or terminal damage during back-probing.
- Do not test for the presence of voltage at a single point where zero volts is a possible result (you cannot tell the difference between a bad probe contact and a zero volt result).
- Do not test for continuity/opens (using a DMM ohmmeter) between two points (you cannot tell the difference between bad probe contacts and an open circuit).
- Back-probing may be used where the circuit must be analyzed with the voltage-drop method (if the circuit carries greater than 5 amperes and no other means of testing will definitively eliminate circuit resistance as a possible fault). A zero-volt result indicates incorrect test conditions (no current flow) or bad back-probe connections.
- Occasionally, module failure mode behavior will change the operation of a circuit when it is opened for testing. Back-probing is an acceptable remedy for these testing dilemmas.

Circuit Analysis Using Jumper Wires (Creating Substitute Circuits)

- Jumper wires may be employed for circuit analysis.
- **Cautions:**
  - Always use fused jumper wires — the recommended universal-testing jumper wire fuse is 2-5 amperes; larger fuse ratings should be used only in special circumstances.
  - Use flex probes or equivalent to prevent connector terminal damage (flex probes are not intended to carry higher currents necessary to operate motors such as a cooling fan or blower motor).

- Follow workshop manual testing directions when using jumper wires to avoid component or harness damage due to incorrect jumper connections.
- Never repair a circuit by adding a new wire in parallel to the old one (overlaying the circuit) without fully understanding what caused the circuit to fail. Always find, examine, and repair the fault to correct the root cause and to repair any adjacent wiring that has been damaged.

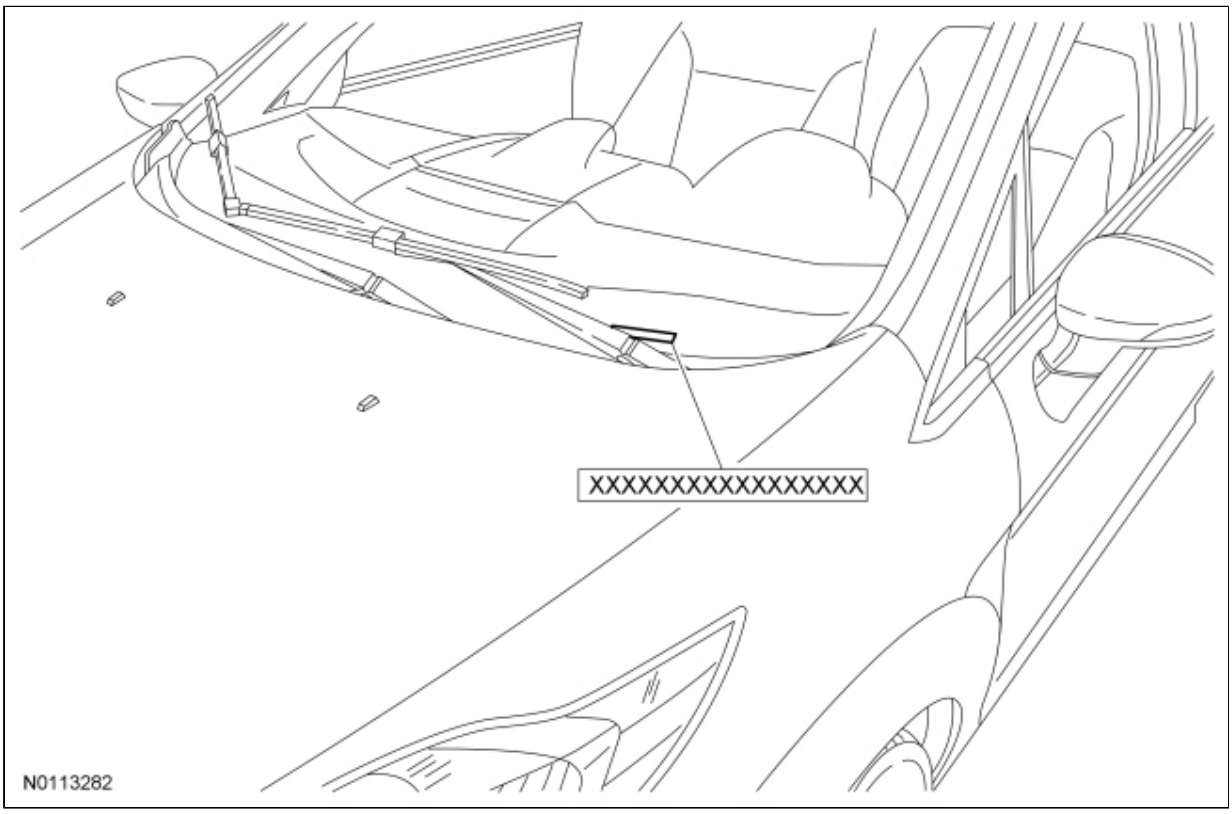
Checking Modules

- Generally, module failure rate is very low and therefore replacement modules usually do not resolve the root cause. Incorrect replacement of a module is often the result of inadequate testing.
  - Understand the correct module function.
  - Make sure programmable parameters are set correctly for the function in question (see the list in Section 418-01).
  - Resolve DTCs first — as directed by Diagnostic Routines.
  - Test all inputs, both hard-wired and networked.
  - Test outputs (see "Checking module switching circuits" below).
  - Check applicable TSBs for module software changes (flash programming).
- Checking module switching circuits.
  - Using the scan tool module-output command function (e.g., IDS Output State Control) to activate components is a fast way to confirm an output is capable of being switched on by the module. Testing that reveals normal module-output function confirms the need to analyze the module inputs.
  - Don't apply ground or power directly to module-switched components with jumper wires (unless directed by a workshop manual procedure), as the component can be damaged by a direct connection to ground/power.

Identification Codes

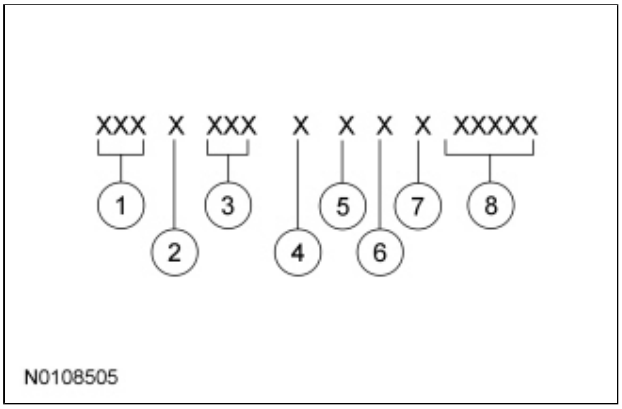
Vehicle Identification Number (VIN)

Vehicle Identification Number (VIN) Locator



The Vehicle Identification Number (VIN) is a 17-digit combination of letters and numbers. The VIN is stamped on a metal tab riveted to the instrument panel, top upper left of the dash. The VIN is also found on the Vehicle Certification (VC) label.

If the VIN plate requires replacement, authorized dealers must contact their respective regional office.



Item	Description

1	World Manufacturer Identifier (WMI)
2	Restraint-type code
3	Vehicle line, series, body-type code
4	Engine-type code
5	Computer-generated check digit
6	Model year code
7	Assembly plant code
8	Production sequence number

World Manufacturer Identifier (WMI)

The first 3 VIN positions are the World Manufacturer Identifier (WMI).

- 3FA — Ford Motor Company, Cuatitlian, Mexico, passenger car

Restraint Type

The fourth VIN position is the vehicle restraint type code.

- D — Active safety belts — all positions, driver and front passenger air bags with driver and front passenger side impact air bags
- K — Active safety belts — all positions, no air bags (Mexico only)

Vehicle Line, Series and Body Type

Positions 5 through 7 indicate vehicle line, series and body type.

- P4A — 4-door sedan — S
- P4B — 4-door sedan — SE
- P4C — 4-door sedan — SEL
- P4E — 5-door hatchback — SE
- P4F — 5-door hatchback — SES

Engine Type

The eighth VIN position identifies the engine displacement and number of cylinders.

- J — 1.6L, in-line 4-cylinder, SIGMA
- K — 1.6L, in-line 4-cylinder, SIGMA (flex-fuel)

Additional engine information can be obtained from the engine tag. Refer to Section 303-01.

Check Digit

The ninth VIN position is a government-assigned, computer-generated check digit.

Model Year

The tenth VIN position is the model year code.

- B — 2011

Assembly Plant

The eleventh VIN position is the assembly plant code.

- M — Cuautitlan Assembly, Cuautitlan, Mexico

Production Sequence Number

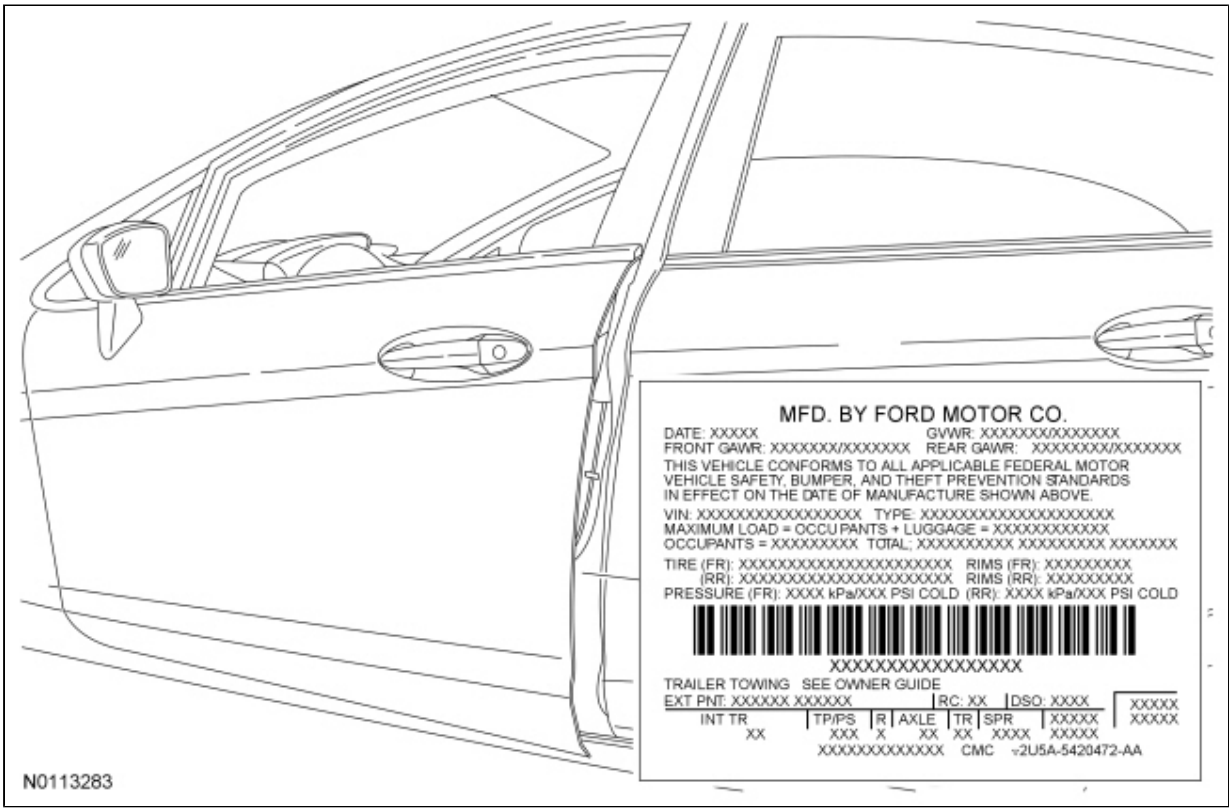
The last 6 VIN positions are a numeric code for the vehicle build sequence. This is also the vehicle serial and warranty number.

The serial number can also be found on the engine block, transmission and frame.

- 100001-999999 — Ford Motor Company vehicle

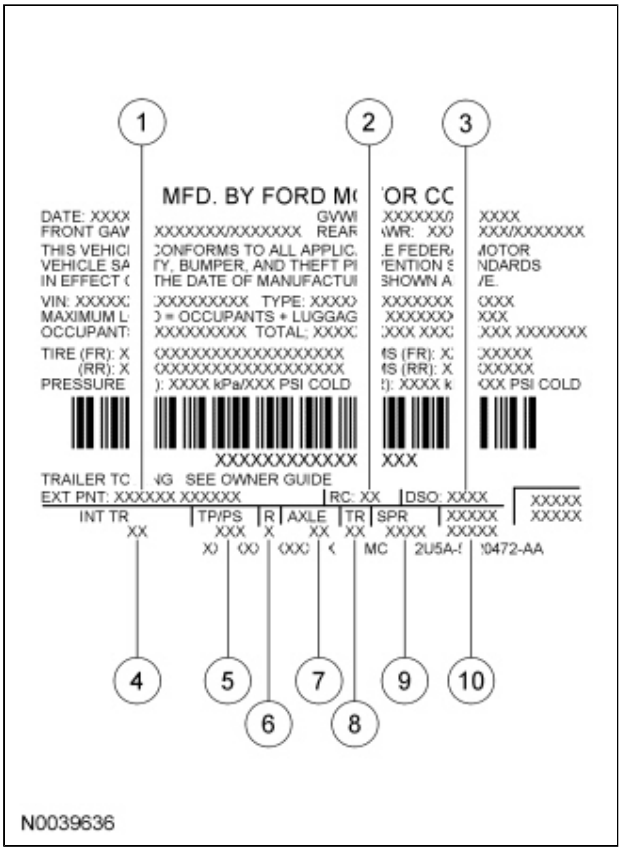
Vehicle Certification (VC) Label

Vehicle Certification (VC) Label Locator



The Vehicle Certification (VC) label contains the manufacturer name, the month and year of manufacture, the certification statement and the Vehicle Identification Number (VIN). It also includes Gross Vehicle Weight Rating (GVWR) and tire information.

If a vehicle requires replacement of the VC label and is 4 years old or less, an authorized dealer must submit the VIN to their respective regional office. The regional office will submit a web form to the assembly plant for the replacement label. Once the label has been printed, a representative from the regional office will deliver the label to the dealer and witness installation on the vehicle. If a vehicle is more than 4 years old and requires a replacement label, the dealer must submit a request to the Department of Motor Vehicles.



Item	Description
1	Exterior paint code
2	Region code
3	Domestic special order code
4	Interior trim code
5	Tape/paint stripe code
6	Radio code
7	Axle code
8	Transmission code
9	Spring code
10	Powertrain calibration code

Paint Code

Paint codes may be listed as a 2-part code. The first set of paint code numbers/letters indicate the vehicle primary body color. The second set of letters/numbers (if applicable) indicate a 2-tone or accent body color. All paint codes are a base coat/clear coat finish.

- L7 — Bright Magenta
- NQ — Yellow Blaze (tri-coat)
- SQ — Lime Squeeze Metallic
- SZ — Blue Flame Metallic
- T9 — Monterrey Gray
- U6 — Red Candy Tint
- UH — Tuxedo Black Metallic
- UX — Ingot Silver Metallic
- YZ — Oxford White

Interior Trim Codes

The interior trim codes are listed as a 2-part code. The first digit listed indicates the seat and fabric style. The second digit listed indicates the interior trim color.

Trim Codes

- C — Greenwich cloth
- D — Crossroad cloth
- L — Soho leather

Interior Trim Color Codes

- B — Black/Black
- C — Black/Cashmere Tan
- L — Charcoal Black/Light Stone
- R — Ebony/Red
- U — Black/Blue

Tape/Paint Stripe Codes

Tape and paint stripe codes do not apply.

Radio Codes

Available radio codes are as follows.

- A — AM/FM stereo with CD player and MP3 enabled
- D — Electronic AM/FM stereo

Axle Codes

Available axle ratios are as follows.

- GG — 4.07 ratio (automatic transmission)
- MM — 4.07 ratio (manual transmission)

Additional axle information can be obtained from the axle tag. Refer to Section 205-00 .

Transmission Codes

Available transmission type codes are as follows.

- A — 6-speed automatic
- C — 5-speed manual

Additional transmission information can be obtained from the transmission tag. Refer to Section 307-11 or Section 308-00 .

Spring Codes

Spring codes are listed as a 2-part code. The first set of characters identify the front springs. The second set of characters identify the rear springs.

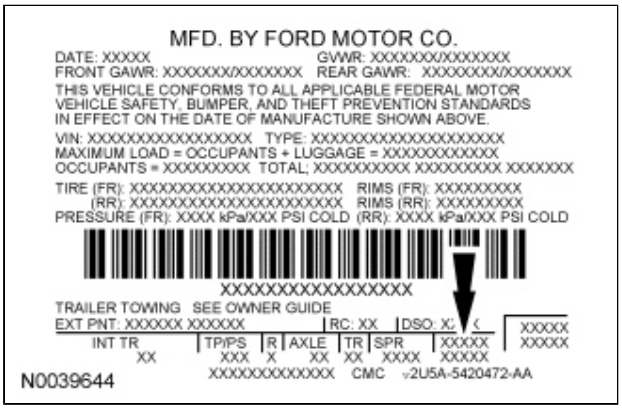
Front Springs

- Base part number — 5310

Rear Springs

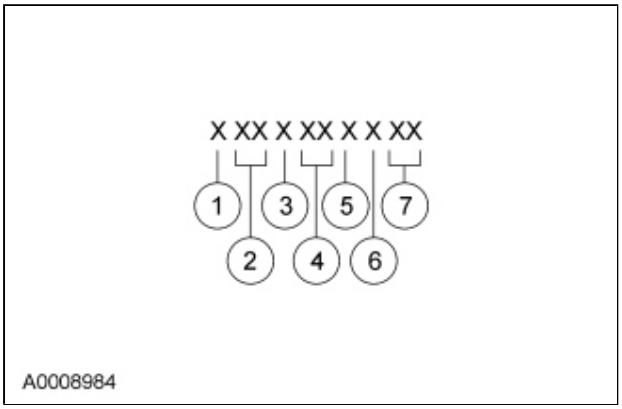
- Base part number — 5560

Powertrain Calibration Information



NOTE: Powertrain calibration information is limited to a maximum of 5 characters per line on the VC label. Because of this, calibration identification consisting of more than 5 characters will wrap to the second line on the VC label.

Powertrain calibration information is printed in the lower right corner of the VC label. Only the base calibration information is printed. Revision levels will not appear, however, they can be obtained through a scan tool using the most current software revision.



Item	Description
1	Model year (year in which the calibration strategy was first introduced).
2	Vehicle code
3	Transmission code
4	Unique calibrations (designates different hardware to similar vehicles), example: tires or drive ratios
5	Fleet code (describes fleet to which the vehicle belongs), example: 6 — Evaporative Emission (EVAP)
6	Certification region (lead region where multiple regions are included in one calibration), example: A — US federal
7	Revision level (will advance as revisions occur), obtained through scan tool

Model Year

- B — 2011

Vehicle Code

- CH — Fiesta

Transmission Code

- A — Automatic transmission
- C — Manual transmission

Unique Calibration

The Emission/Corporate Average Fuel Economy/CO2 Compliance Department is responsible for assigning these calibration numbers. Unique identifications are assigned to cover similar vehicles to differentiate between tires, drive configurations, final drive ratios and other calibration-significant factors.

These 2 characters are chosen by the analyst to provide identifiable information unique to each calibration. For example, using the number 2 to denote a 2-valve engine versus using the number 4 to denote a 4-valve engine provides an easily identifiable difference.

Fleet Coding

- 0 — Certification (US 4K, final sale in export markets)
- 1 — Heavy duty gas engine/Dyno
- 2 — Fast Automobile Manufacturers' Association, US
- 3 — Alternative durability protocol, US
- 4 — Not assigned
- 5 — Not assigned
- 6 — Evaporative Emission (EVAP)
- 7 — Mileage accumulation aging endurance durability
- 8 — On-Board Diagnostic (OBD)
- 9 — Not assigned

Certification Region

- 5 — US 50 states
- A — US federal, including altitude, may include Canada and/or Mexico
- B — US California standard, includes US green states
- C — Canada
- D — China
- E — European Community (Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden and United Kingdom)
- F — European Extended Community (E-plus Croatia, Czech Republic, Estonia, Hungary, Norway, Poland, Romania, Russian Federation, Slovakia, Slovenia, Switzerland and Yugoslavia)
- G — Gulf Cooperative Council (Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and United Arab Emirates)
- H — Hong Kong
- J — Japan
- K — Korea
- L — Malaysia
- M — Mexico
- N — New Zealand
- P — Australia
- Q — South America (Brazil)
- S — Singapore
- T — Taiwan
- U — South America (unleaded fuel regions)
- V — Vietnam
- X — Rest Of World (ROW)
- Y — Military
- Z — Israel

Revision Level (not printed on label)

- 91-99 — Hardware and certification levels
- 01-04 — Preliminary levels
- 00 — Job 1 production (initial certification)
- 05-09 — Pre-job 1 revisions to calibrations
- 10-89 — Post-job 1 revisions to calibrations
- 0B — Durability test level
- BD — OBD intermediate level (pre-05)

Jacking and Lifting

WARNING: Never get underneath a vehicle that is supported only by a jack. The jack could unintentionally lower. Always support vehicle with floor stands. Failure to follow these instructions may result in serious personal injury.

WARNING: Only raise the vehicle when positioned on a hard, level surface. Attempting to raise the vehicle on an uneven or soft surface may result in vehicle slipping or falling from the jack or jackstand. Failure to follow this instruction may result in serious personal injury.

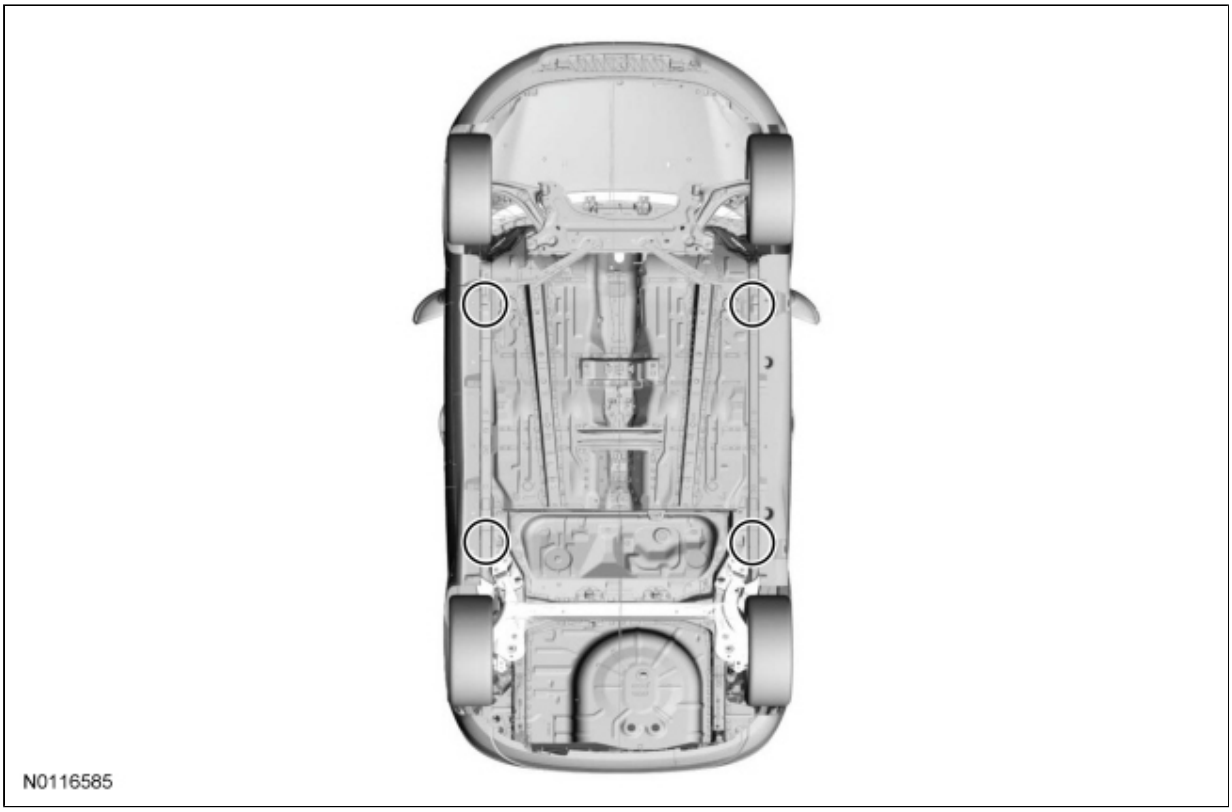
WARNING: Position the hoist lift arms as shown in the illustration. Incorrect positioning could result in vehicle slipping or falling from the hoist. Failure to follow this instruction may result in serious personal injury.

WARNING: When jacking or lifting the vehicle, block all wheels remaining on the ground. Set the parking brake if the rear wheels will remain on the ground. These actions help prevent unintended vehicle movement. Failure to follow these instructions may result in serious personal injury.

NOTICE: **It is not recommended that the vehicle is jacked or lifted on the rear suspension crossmember. If the vehicle must be lifted on the crossmember, make sure that the jack or lift is positioned centrally. Failure to follow these instructions will result in deformation of the closing plate which will weaken the crossmember.**

NOTICE: **Damage to the suspension, exhaust or steering linkage components may occur if care is not exercised when positioning the hoist adapters prior to lifting the vehicle.**

Jacking and Lifting Locations



Maintenance Schedules — Gasoline Engines

For Maintenance Schedule information, refer to the Scheduled Maintenance Guide chapter in the Owner's Guide.

Also available at:

- www.motorcraftservice.com and select Owner Guides.

Noise, Vibration and Harshness (NVH)

Noise is any undesirable sound, usually unpleasant in nature. Vibration is any motion, shaking or trembling, that can be felt or seen when an object moves back and forth or up and down. Harshness is a ride quality issue where the vehicle's response to the road transmits sharply to the customer. Harshness normally describes a firmer than usual response from the suspension system. NVH is a term used to describe these conditions, which result in varying degrees of dissatisfaction. Although a certain level of NVH caused by road and environmental conditions is normal, this section is designed to aid in the diagnosis, testing and repair of NVH symptoms.

Acceptable NVH

All internal combustion engines and drivelines produce some noise and vibration; operating in a real world environment adds noise that is not subject to control. Vibration isolators, mufflers and dampers reduce these to acceptable levels. A driver who is unfamiliar with a vehicle can think that some sounds are abnormal when actually the sounds are normal for the vehicle type. As a technician, it is very important to be familiar with vehicle features and know how they relate to NVH symptoms and their diagnosis. For example, if the vehicle has automatic overdrive, it is important to test drive the vehicle both in and out of overdrive mode.

Glossary of Terms

Amplitude

The quantity or amount of energy produced by a vibrating component (G-force). An extreme vibration has a high amplitude. A mild vibration has a low amplitude. See Intensity.

Boom

Low frequency or low pitched noise often accompanied by a vibration. Also refer to Drumming.

Buffet/Buffeting

Strong noise fluctuations caused by gusting winds. An example would be wind gusts against the side glass.

Buzz

A low-pitched sound like that from a bee. Often a metallic or hard plastic humming sound. Also describes a high-frequency vibration. Vibration feels similar to an electric razor.

Chatter

A pronounced series of rapidly repeating rattling or clicking sounds.

Chirp

A short-duration, high-pitched noise associated with a slipping drive belt.

Chuckle

A repetitious, low-pitched sound. A loud chuckle is usually described as a knock.

Click

A sharp, brief, non-resonant sound, similar to actuating a ball point pen.

Clonk

A hydraulic knocking sound. Sound occurs with air pockets in a hydraulic system. Also described as hammering.

Clunk/Driveline Clunk

A heavy or dull, short-duration, low-frequency sound. Occurs mostly on a vehicle that is accelerating or decelerating abruptly. Also described as a thunk.

Conductor

The components that carry (transmit) a vibration frequency from the originator to the reactor.

Cycles Per Second

Cycles per second. Same as hertz (Hz).

Cracks

A mid-frequency sound, related to squeak. Sound varies with temperature conditions.

Creak

A metallic squeak.

Cycle

The process of a vibrating component going through a complete range of motion and returning to the starting point.

Decibel (dB)

A unit of measurement, referring to sound pressure level, abbreviated dB.

Drone

A low-frequency, steady sound, like a freezer compressor. Also described as a moan.

Drumming

A cycling, low-frequency, rhythmic noise often accompanied by a sensation of pressure on the ear drums. Also described as a low rumble, boom or rolling thunder.

Flutter

Mid to high intermittent sound due to air flow. Similar to a flag flapping in the wind.

Frequency

The rate at which a cycle occurs within a given time.

G-force

The additional load or weight produced in an object during acceleration. When measuring the level or amplitude of a vibration without sound, the unit G is added to associate the force of the vibration to gravity. This is similar to measuring the weight of an object, which is also a function of gravity.

Gravelly Feel

A grinding or growl in a component, similar to the feel experienced when driving on gravel.

Grind

An abrasive sound, similar to using a grinding wheel, or rubbing sand paper against wood.

Hertz (Hz)

A unit of measure used to describe noise and vibration concerns expressed in cycles per second.

Hiss

Steady, high-frequency noise. Vacuum leak sound.

Hoot

A steady, low-frequency tone, sounds like blowing over a long neck bottle.

Howl

A mid-range frequency noise between drumming and whine. Also described as a hum.

Hum

Mid-frequency steady sound, like a small fan motor. Also described as a howl.

Intensity

The physical quality of sound that relates to the strength of the vibration (measured in decibels). The higher the sound's amplitude, the higher the intensity and vice versa. See Amplitude.

Knock

A heavy, loud, repetitious sound, like a knock on the door.

Moan

A constant, low-frequency tone. Also described as a hum.

Ping

A short-duration, high-frequency sound, which has a slight echo.

Pitch

The physical quality of sound that relates to its frequency. Pitch increases as frequency increases and vice versa.

Pumping Feel

A slow, pulsing movement.

Rattle

A random and momentary or short-duration noise.

Reactor

The component, or part, that receives a vibration from an originator and conductor and reacts to the vibration by moving.

Roughness

A medium-frequency vibration. A slightly higher frequency than a shake. This type of vibration is usually related to drivetrain components.

Rustling

Intermittent sound of varying frequency, sounds similar to shuffling through leaves.

Shake

A low-frequency vibration, usually with visible component movement. Usually relates to tires, wheels, brake drums or brake discs if it is vehicle speed sensitive, or engine if it is engine speed sensitive. Also referred to as a shimmy or wobble.

Shimmy

An abnormal vibration or wobbling, felt as a side-to-side motion of the steering wheel in the driveshaft rotation. Also described as waddle.

Shudder

A low-frequency vibration that is felt through the steering wheel or seat during light brake application.

Slap

A resonance from flat surfaces, such as safety belt webbing or door trim panels.

Squeak

A high-pitched transient sound, similar to rubbing fingers against a clean window.

Squeal

A long-duration, high-pitched noise.

Tap

A light, rhythmic or intermittent hammering sound, similar to tapping a pencil on a table edge.

Thump

A dull beat caused by 2 items striking together.

Tick

A rhythmic tap, similar to a clock noise.

Tip-In Moan

A light moaning noise heard during light vehicle acceleration, usually between 40-100 km/h (25-65 mph).

Transient

A noise or vibration that is momentary, a short duration.

Vibration

Any motion, shaking or trembling, that can be felt or seen when an object moves back and forth or up and down.

Whine

A constant, high-pitched noise. Also described as a screech.

Whistle

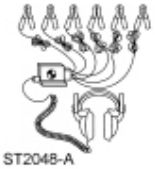
High-pitched noise with a very narrow frequency band. Examples of whistle noises are a turbocharger or air flow around an antenna.

Wind Noise

Any noise caused by air movement in, out or around the vehicle.

Noise, Vibration and Harshness (NVH)

Special Tool(s)

ST2311-A	Electronic Vibration Analyzer (EVA) 100-F027 (014-00344) or equivalent
ST2312-A	EngineEAR 107-R2100 or equivalent
 ST2048-A	EngineEAR/ChassisEAR 107-R2102 or equivalent
ST3025-A	Mastertech® Series MTS 4000 Driveline Balance and NVH Analyzer (Vetronix) 257-00018 or equivalent
ST3108-A	Squeak and Rattle Repair Kit 164-R4900
ST2314-A	Ultrasonic Leak Detector 134-R0135 or equivalent

Diagnostic Theory

The shortest route to an accurate diagnosis results from:

- system knowledge, including comparison with a known good system.
- system history, including repair history and usage patterns.
- condition history, especially any relationship to repairs or sudden change.
- knowledge of possible sources.
- using a systematic diagnostic method that divides the system into related areas.

The diagnosis and correction of NVH symptoms requires:

- a road or system test to determine the exact nature of the symptom.
- an analysis of the possible causes.
- testing to verify the cause.
- repairing any symptoms found.
- a road test or system test to make sure the cause has been corrected or brought back to within an acceptable range.

Diagnostic Procedure Overview

Qualifying the symptom by the particular sensation present can help narrow down the cause. Always use the "symptom" to "system" to "component" to "cause" diagnosis technique. This diagnostic method divides the problem into related areas to correct the customer concern.

- Verify the "symptom".
- Determine which "system(s)" can cause the "symptom" using the diagnostic tools described in this section.
- After determining the possible "system(s)", refer to the appropriate section in this manual to identify the worn or damaged "components".
- After identifying the "components", identify the "cause" of the failure.

Tools and Techniques

The diagnostic tools allow for a systematic collection of information that is necessary to accurately diagnose and repair NVH problems. Remember that the vibrating source component (originator) may only generate a small vibration. This small vibration can in turn cause a larger vibration/noise to emanate from another receiving component (reactor), due to contact with other components (transfer path). For the best results, carry out the test as follows:

a. Test drive the vehicle with the vibration sensor inside the vehicle.
b. Place the sensor in the vehicle according to feel.
    - If the condition is felt through the steering wheel, the source is most likely in the front of the vehicle.
    - A vibration that is felt in the seat or floor only will most likely be found in the driveline, drive axle or rear wheels and tires.
c. Record the readings. Also note when the condition begins, when it reaches maximum intensity and if it tends to diminish above/below a certain speed.
    - If a vibration symptom is vehicle speed related, the tire and wheel rpm/frequency and driveshaft frequency should be calculated.
    - If a vibration symptom is engine speed related, the engine, engine accessory and engine firing frequencies should be calculated.
    - Frequencies with an amplitude reading of 0.06 Gs or less are barely perceptible NVH levels. No corrective action is necessary.
d. Place the vibration sensor on or near the suspect area outside the vehicle.
e. Continue the road test, driving the vehicle at the speed the symptom occurs and take another reading.
f. Compare the readings.
    - A match in frequency indicates the problem component or area.
    - An unmatched test could indicate the symptom is caused by the engine, torque converter or engine accessory. Use the diagnostic tools in the rpm mode and check if symptom is rpm related.

The following diagnostic tools and techniques can be used separately or in conjunction with each other to aid in the diagnosis of NVH symptoms. They are listed in order of preference for ease in their use for locating these symptoms.

NVH Analyzer (Vetronix)

The Mastertech® Series MTS 4000 Driveline Balance and NVH Analyzer (Vetronix) and the MTS 4100 NVH analyzers are tools to aid in the identification and isolation of a noise, vibration or harshness symptom in a vehicle. They measure noise and vibration data and compare it with data obtained from the vehicle's PCM as

well as vehicle variants that were entered by the user such as pulley size, axle ratio and tire size in order to provide possible sources. The Mastertech® Series MTS 4000 Driveline Balance and NVH Analyzer (Vetronix) and the MTS 4100 have the following characteristics:

- Interface with the vehicle's computer system
- Support and store vibration data input from 1 or 2 accelerometers
- Support and store noise data input from 2 microphones
- Provide a photo-tachometer for operation of the driveshaft balancing function
- Provide a strobe output capable of driving a standard timing light
- Contain a real-time clock circuit that provides time and date information which is used for tagging test data
- Have the capability to print to an external printer and interface with a PC
- Can be powered from a variety of power sources: cigarette lighter, AC power or the internal battery pack

The Mastertech® Series MTS 4000 Driveline Balance and NVH Analyzer (Vetronix) and the MTS 4100 NVH analyzers have 4 main operating modes. The first is for vibration diagnosis. This mode measures data from 1 or 2 accelerometers simultaneously while obtaining data from the vehicle. Then it carries out a frequency analysis on the accelerometer information and compares the vibration frequencies with the frequencies associated with various rotating components within the vehicle. The data can be presented in 4 different display modes: principle component, bar chart, frequency spectrum or waterfall. All display mode formats contain the same common elements, such as amplitude.

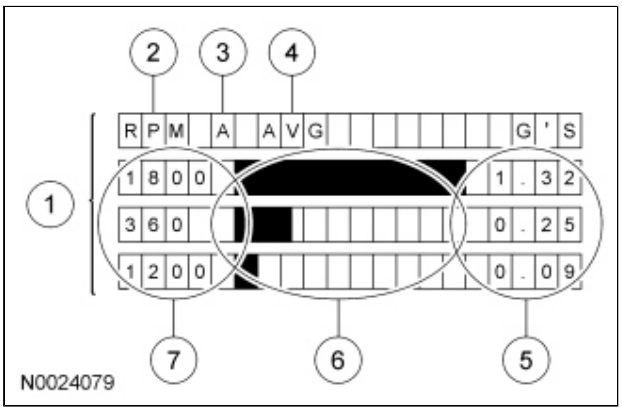
The second is for noise diagnosis. This mode measures noise from 1 or 2 microphones simultaneously. All noise measurements are in decibels (dBs). All frequency bands used for noise measurements are the same as for the vibration measurements, up to 1,000 Hz.

The third is driveshaft balancing. Driveshaft balancing is done using 1 or 2 accelerometers and a photo-tachometer. The accelerometers measure the vibration at both ends of the driveshaft, while the photo-tachometer measures the rotation speed and position reference. Refer to Section 205-00 .

The fourth is the strobe. A strobe or standard timing light can be connected to an analyzer, to provide a means for measuring rotation speed. The strobe function is used for isolating the source of a vibration.

Electronic Vibration Analyzer (EVA)

The Electronic Vibration Analyzer (EVA) is a hand-held electronic scan tool which will assist in locating the source of unacceptable vibrations. The vibration sensor can be remotely mounted anywhere in the vehicle for testing purposes. The unit displays the 3 most common vibration frequencies and their corresponding amplitudes simultaneously. A bar graph provides a visual reference of the relative signal strength (amplitude) of each vibration being displayed and its relative G-force. The keypad is arranged to make the EVA simple to program and use. Some of the functions include the ability to average readings as well as record, play back and freeze readings. The EVA has a strobe balancing function that can be used to detect imbalance on rotating components such as a driveshaft or engine accessories.



Item	Description
1	Electronic Vibration Analyzer (EVA) screen
2	Frequency mode displayed in rpm or Hz

3	Active sensor input (A or B)
4	Current active mode
5	G-force indicators or the strongest frequencies in descending strength of each vibration
6	Strength of each vibration
7	Frequency in rpm/Hz of each vibration

Record the readings taken with the diagnostic tool.

- Frequencies should be read in the "average" mode.
- Frequencies have a range of plus or minus 2 Hz. A reading of 10 Hz can be displayed as an 8 Hz through 12 Hz.

Vibrate Software®

Vibrate Software® (Rotunda tool number 215-00003) is a diagnostic aid which will assist in pinpointing the source of unacceptable vibrations. The engine's crankshaft is the point of reference for vibration diagnosis. Every rotating component will have an angular velocity that is faster, slower or the same as the engine's crankshaft. Vibrate Software® calculates the angular velocity of each component and graphically represents these velocities on a computer screen and on a printed vibration worksheet. The following steps outline how Vibrate Software® helps diagnose a vibration symptom:

- Enter the vehicle information. Vibrate will do all the calculations and display a graph showing tire, driveshaft and engine vibrations.
- Print a Vibration Worksheet graph. The printed graph is to be used during the road test.
- Road test the vehicle at the speed where the vibration is most noticeable. Record the vibration frequency rpm and the engine rpm on the worksheet graph. The point on the graph where the vibration frequency rpm reading and the engine rpm reading intersect indicates the specific component group causing the symptom.
    - A frequency measurement tool capable of measuring vibration frequency and engine rpm will be needed.
- Provides graphics of diagnostic procedures to aid in testing components.

Reed Tachometer

The Reed tachometer is a hand-held vibration sensor which will assist in locating the source of unacceptable vibrations. The vibration sensor can be placed anywhere in the vehicle for testing purposes. The Reed tachometer contains several reeds that are tuned to vibrate or resonate at different frequencies ranging from 10 to 80 Hz or 600 to 4,800 rpm. Though the Reed tachometer is able to measure multiple frequencies, it does not measure amplitude.

Sirometer

The Sirometer measures frequency in hertz and rpm. To use the Sirometer, place it on any vibrating component and slowly scroll the wire out by turning the knob. As the length of wire changes, so does its natural frequency. Find the length of wire that vibrates with the highest amplitude. This frequency will match that of the vibrating component. Read the frequency for that length of wire.

Combination EngineEAR/ChassisEAR

An electronic listening device used to quickly identify noise and the location under the chassis while the vehicle is being road tested. The ChassisEARs can identify the noise and location of damaged/worn wheel bearings, CV joints, brakes, springs, axle bearings or driveshaft carrier bearings.

EngineEAR Basic Unit

An electronic listening device used to detect even the faintest noises. The EngineEARs can detect the noise of damaged/worn bearings in generators, coolant pumps, A/C compressors and power steering pumps. They are also used to identify noisy lifters, exhaust manifold leaks, chipped gear teeth and for detecting wind noise. The EngineEAR has a sensing tip, amplifier and headphones. The directional sensing tip is used to listen to the various components. Point the sensing tip at the suspect component and adjust the volume with the amplifier. Placing the tip in direct contact with a component will reveal structure-borne noise and vibrations, generated by

or passing through, the component. Various volume levels can reveal different sounds.

Mechanic's Stethoscope

A mechanic's stethoscope is an inexpensive tool for locating noises in engines and other moving parts. It can be used to help diagnose piston slap, worn gears, faulty valves, coolant pump failure, damaged gaskets, defective bearings and body squeaks.

Squeak and Rattle Repair Kit

The Squeak and Rattle Repair Kit (Rotunda tool number 164-R4900) contains lubricants and self-adhesive materials that can be used to eliminate interior and exterior squeaks and rattles. The kit consists of the following materials:

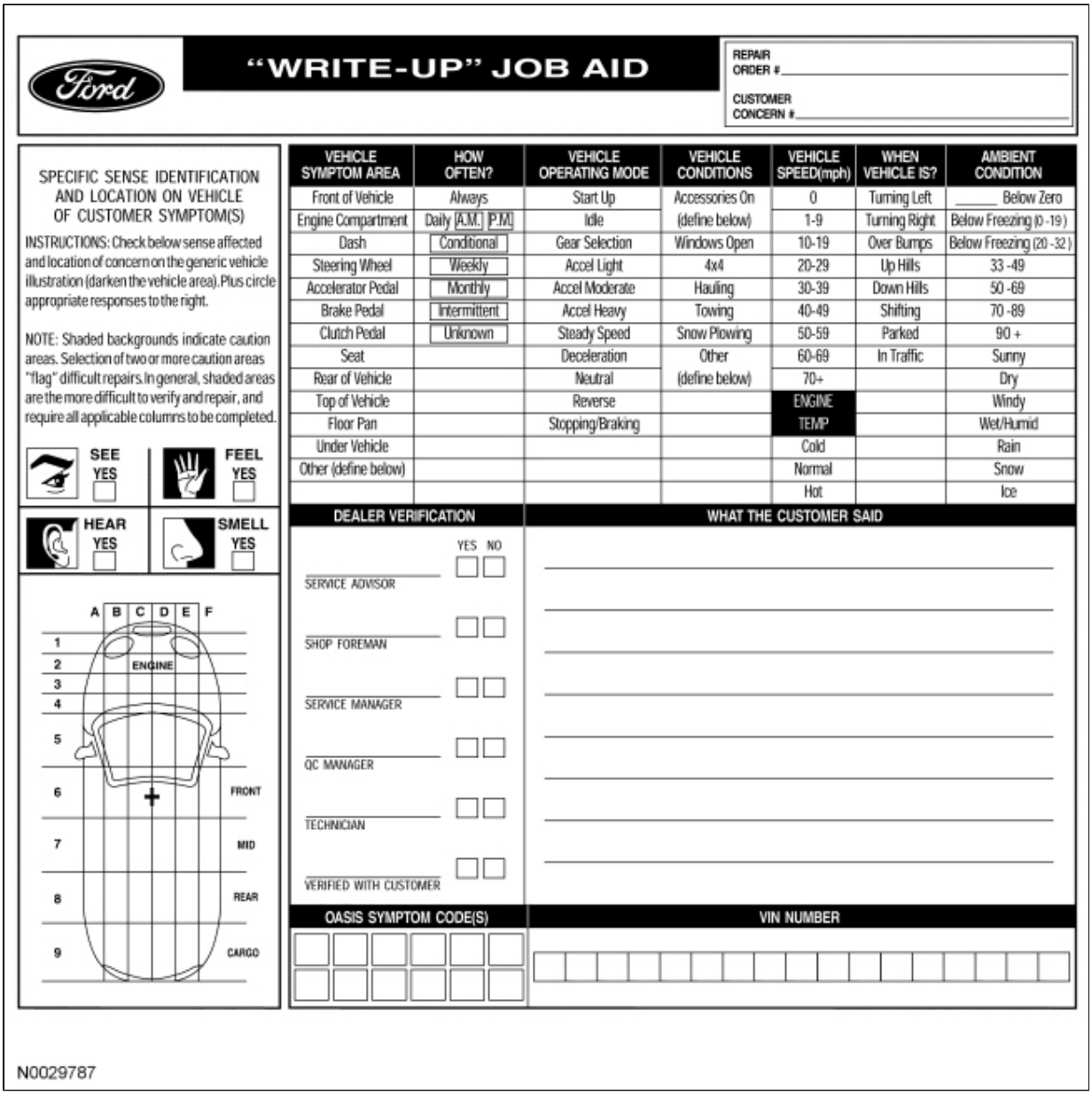
- PVC (soft foam) tape
- Urethane (hard foam) tape
- Flocked (black fuzzy) tape
- UHMW (frosted) tape
- Squeak and rattle oil tube
- Squeak and rattle grease tube

Ultrasonic Leak Detector

The Ultrasonic Leak Detector is used to detect wind noises caused by leaks and gaps in areas where there is weatherstripping or other sealing material. It is also used to identify A/C leaks, vacuum leaks and evaporative emission noises. The Ultrasonic Leak Detector includes a multi-directional transmitter (operating in the ultrasonic range) and a hand-held detector. The transmitter is placed inside the vehicle. On the outside of the vehicle, the hand-held detector is used to sweep the area of the suspected leak. As the source of the leak is approached, a beeping sound is produced which increases in both speed and frequency.

Write-Up Job Aid

To assist the service advisor and the technician, a Write-Up Job Aid used during the interview process is included with this material. The Write-Up Job Aid serves as a place to record all important symptom information.



"WRITE-UP" JOB AID

REPAIR ORDER #_____

CUSTOMER CONCERN #_____

SPECIFIC SENSE IDENTIFICATION AND LOCATION ON VEHICLE OF CUSTOMER SYMPTOM(S)

INSTRUCTIONS: Check below sense affected and location of concern on the generic vehicle illustration (darken the vehicle area). Plus circle appropriate responses to the right.

NOTE: Shaded backgrounds indicate caution areas. Selection of two or more caution areas "flag" difficult repairs. In general, shaded areas are the more difficult to verify and repair, and require all applicable columns to be completed.

SEE YES ☐ FEEL YES ☐

HEAR YES ☐ SMELL YES ☐

A B C D E F
1 2 3 4 5 6 7 8 9
ENGINE
FRONT
MID
REAR
CARGO

VEHICLE SYMPTOM AREA	HOW OFTEN?	VEHICLE OPERATING MODE	VEHICLE CONDITIONS	VEHICLE SPEED(mph)	WHEN VEHICLE IS?	AMBIENT CONDITION
Front of Vehicle	Always	Start Up	Accessories On	0	Turning Left	_____ Below Zero
Engine Compartment	Daily A.M. P.M.	Idle	(define below)	1-9	Turning Right	Below Freezing (0 -19)
Dash	Conditional	Gear Selection	Windows Open	10-19	Over Bumps	Below Freezing (20 -32)
Steering Wheel	Weekly	Accel Light	4x4	20-29	Up Hills	33 -49
Accelerator Pedal	Monthly	Accel Moderate	Hauling	30-39	Down Hills	50 -69
Brake Pedal	Intermittent	Accel Heavy	Towing	40-49	Shifting	70 -89
Clutch Pedal	Unknown	Steady Speed	Snow Plowing	50-59	Parked	90 +
Seat		Deceleration	Other	60-69	In Traffic	Sunny
Rear of Vehicle		Neutral	(define below)	70+		Dry
Top of Vehicle		Reverse		ENGINE TEMP		Windy
Floor Pan		Stopping/Braking				Wet/Humid
Under Vehicle				Cold		Rain
Other (define below)				Normal		Snow
				Hot		Ice

DEALER VERIFICATION

	YES	NO
SERVICE ADVISOR	☐	☐
SHOP FOREMAN	☐	☐
SERVICE MANAGER	☐	☐
QC MANAGER	☐	☐
TECHNICIAN	☐	☐
VERIFIED WITH CUSTOMER	☐	☐

WHAT THE CUSTOMER SAID

OASIS SYMPTOM CODE(S)

VIN NUMBER

N0029787

1: Customer Interview

The diagnostic process starts with the customer interview. The service advisor must obtain as much information as possible about the symptom and take a test drive with the customer. There are many ways a customer will describe NVH symptoms and this will help minimize confusion arising from descriptive language differences. It is important that the symptom is correctly interpreted and the customer descriptions are recorded. During the interview, complete the write-up job aid and ask the following questions:

- When was it first noticed?
- Did it appear suddenly or gradually?
- Did any abnormal occurrence coincide with or precede its appearance?

Use the information gained from the customer to accurately begin the diagnostic process.

2: Pre-Drive Check

It is important to do a pre-drive check before road testing the vehicle. A pre-drive check verifies that the vehicle is relatively safe to drive and eliminates any obvious faults on the vehicle.

The pre-drive check consists of a brief visual inspection. During this brief inspection, take note of anything that will compromise safety during the road test and make those repairs/adjustments before taking the vehicle on the road.

3: Preparing for the Road Test

Observe the following when preparing for the road test:

- Review the information recorded on the write-up job aid. It is important to know the specific symptom the customer has with the vehicle.
- Do not be misled by the reported location of the noise/vibration. The cause can actually be some distance away.
- Conduct the road test on a quiet street where it is safe to duplicate the vibration/noise. The ideal testing route is an open, low-traffic area where it is possible to operate the vehicle at the speed in which the condition occurs.
- While observing that they are not related to the symptom, eliminate the following:
    - If possible, lower the radio antenna in order to minimize turbulence.
    - Identify anything that could potentially make noise or be a source of wind noise.
    - Inspect the vehicle for add-on items that create vibration/noise.
    - Turn off the radio and the heating and cooling system blower.
- The engine speed is an important factor in arriving at a final conclusion. Therefore, connect a diagnostic tool, Vetronix, or an accurate tachometer to the engine, even if the vehicle has a tachometer. This will make sure of an exact engine speed reading.

4: Verify the Customer Concern

Verify the customer concern by carrying out a road test, an engine run-up test or both.

The decision to carry out a road test, an engine run-up test or both depends on the type of NVH symptom. A road test may be necessary if the symptom relates to the suspension system or is sensitive to torque. A Drive Engine Run-Up (DERU) or a Neutral Engine Run-Up (NERU) test identifies noises and vibrations relating to engine and drivetrain rpm. Remember, a condition will not always be identifiable by carrying out these tests, however, they will eliminate many possibilities if carried out correctly.

5: Road Test

NOTE: It may be necessary to have the customer ride along or drive the vehicle to point out the symptom. During the road test, take into consideration the customer's driving habits and the driving conditions. The customer's concern just may be an acceptable operating condition for that vehicle.

The following is a brief overview of each test in the order in which it appears. A review of this information helps to quickly identify the most appropriate process necessary to make a successful diagnosis. After reviewing this information, select and carry out the appropriate test(s), proceeding to the next step of this process.

- The Slow Acceleration Test is normally the first test to carry out when identifying an NVH symptom, especially when a road test with the customer is not possible.
- The Heavy Acceleration Test helps to determine if the symptom is torque-related.
- The Neutral Coast Down Speed Test helps to determine if the symptom is vehicle speed-related.
- The Downshift Speed Test helps to determine if the symptom is engine speed-related.
- The Steering Input Test helps to determine how the wheel bearings and other suspension components contribute to a vehicle speed-related symptom.
- The Brake Test helps to identify vibrations or noise that are brake related.
- The Road Test Over Bumps helps isolate a noise that occurs when driving over a rough or bumpy surface.
- The Engine Run-Up Tests consist of the Neutral Engine Run-Up (NERU) Test and the Drive Engine Run-Up (DERU) Load Test. These tests help to determine if the symptom is engine speed-related.

- The Neutral Engine Run-Up (NERU) Test is used as a follow-up test to the Downshift Speed Test when the symptom occurs at idle.
- The Drive Engine Run-Up (DERU) Load Test helps to identify vibration/noise sensitive to engine load or torque. It also helps to reproduce engine speed-related symptoms that cannot be duplicated when carrying out the Neutral Engine Run-Up (NERU) Test or the Neutral Coast Down Test.
- The Engine Accessory Test helps to locate faulty belts and accessories that cause engine speed-related symptoms.
- The Vehicle Cold Soak Procedure helps to identify symptoms occurring during initial start-up and when an extended time lapse occurs between vehicle usage.

Slow Acceleration Test

To carry out this test, proceed as follows:

- Slowly accelerate to the speed where the reported symptom occurs. Note the vehicle speed, the engine rpm and, if possible, determine the vibration frequency.
- Attempt to identify from what part of the vehicle the symptom is coming.
- Attempt to identify the source of the symptom.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Heavy Acceleration Test

To carry out this test, proceed as follows:

- Accelerate hard from 0-64 km/h (0-40 mph).
- Decelerate in a lower gear.
- The symptom is torque-related if duplicated while carrying out this test.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Neutral Coast Down Speed Test

To carry out this test, proceed as follows:

- Drive at a higher rate of speed than where the symptom occurred when carrying out the Slow Acceleration Test.
- Place the transmission in NEUTRAL and coast down past the speed where the symptom occurs.
- The symptom is vehicle speed-related if duplicated while carrying out this test. This eliminates the engine and the torque converter as sources.
- If the symptom was not duplicated while carrying out this test, carry out the Downshift Speed Test to verify if the symptom is engine speed related.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Downshift Speed Test

To carry out this test, proceed as follows:

- Shift into a lower gear than the gear used when carrying out the Slow Acceleration Test.
- Drive at the engine rpm where the symptom occurs.
- The symptom is engine speed related if duplicated while carrying out this test. This eliminates the tires,

wheels, brakes and the suspension components as sources.
- If necessary, repeat this test using other gears and NEUTRAL to verify the results.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Steering Input Test

To carry out this test, proceed as follows:

- Drive at the speed where the symptom occurs, while making sweeping turns in both directions.
- If the symptom goes away or gets worse, the wheel bearings, hubs, U-joints (contained in the axles of Four-Wheel Drive (4WD) applications), and tire tread wear are all possible sources.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Brake Test

To carry out this test, proceed as follows:

- With the brake released, accelerate the vehicle. While coasting (brake pedal released) to a stop in NEUTRAL, note any abnormal rate of deceleration. Abnormal deceleration could indicate a parking brake or service brake that is not fully releasing.
- Warm the brakes by slowing the vehicle a few times from 80-32 km/h (50-20 mph) using light braking applications.
- Accelerate to 89-97 km/h (55-60 mph). Moderately apply the brakes and slow the vehicle to a stop.
- A brake vibration can be felt in the steering wheel, seat or brake pedal. A brake noise can be heard upon brake application and should diminish when the brake is released. For vehicles with separate park brake shoes, noise or vibration from the parking brake system will not be affected by applying the hydraulic brakes. On these systems, the parking brake system requires inspection if a parking brake concern is suspected.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate brake section(s) for further diagnosis and repair. If the source has not been identified, continue with the road test.

Road Test Over Bumps

To carry out this test, proceed as follows:

- Drive the vehicle over a bump or rough surface one wheel at a time to determine if the noise is coming from the front or the back and the left or the right side of the vehicle.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Neutral Engine Run-Up (NERU) Test

To carry out this test, proceed as follows:

- Install a tachometer.
- Place the vehicle in PARK on Front Wheel Drive (FWD) vehicles with automatic transmissions, or in NEUTRAL for all other vehicles.
- Slowly increase the engine rpm from idle to fuel cutoff or redline. When the symptom occurs, note the engine rpm and, if possible, determine the vibration frequency.
- Attempt to identify what part of the vehicle the symptom is coming from.

- Attempt to identify the source of the symptom.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Drive Engine Run-Up (DERU) Load Test

To carry out this test, proceed as follows:

WARNING: Block all wheels, set the parking brake and firmly apply the service brake to reduce the risk of vehicle movement during this procedure. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Do not carry out the Engine Load Test for more than 5 seconds or damage to the transmission or transaxle may result.**

- Block the front and rear wheels.
- Apply the parking brake and the service brake.
- Install a tachometer.
- Shift the transmission into DRIVE, and slowly increase and decrease the engine rpm between an idle to approximately 2,000 rpm. When the symptom occurs, note the engine rpm and, if possible, determine the vibration frequency.
- Repeat the test in REVERSE.
- If the vibration/noise is duplicated when carrying out this test, inspect the engine and transmission or transaxle mounts.
- If the symptom is definitely engine speed-related, carry out the Engine Accessory Test to narrow down the source.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Engine Accessory Test

To carry out this test, proceed as follows:

WARNING: Block all wheels, set the parking brake and firmly apply the service brake to reduce the risk of vehicle movement during this procedure. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Limit engine running time to one minute or less with belts removed or serious engine damage will result.**

NOTE: Use a frequency measurement tool to pinpoint accessory vibrations. A listening device, such as an EngineEAR, will also help to identify noises from specific accessories.

- Remove the accessory drive belt(s).
- Slowly increase the engine rpm to where the symptom occurs.
- If the vibration/noise is duplicated when carrying out this test, the belt(s) and accessories are not sources.
- If the vibration/noise was not duplicated when carrying out this test, install the accessory belt(s), one at a time, to locate the source.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Vehicle Cold Soak Procedure

To carry out this procedure, proceed as follows:

- Test preparations include matching customer conditions (if known). If not known, document the test conditions: gear selection and engine rpm. Monitor the vibration/noise duration with a watch for up to 3 minutes.
- Park the vehicle where testing will occur. The vehicle must remain at or below the symptom temperature (if known) for 6-8 hours.
- Before starting the engine, conduct a visual inspection under the hood.
- Turn the key on, but do not start the engine. Listen for the fuel pump, ABS and air suspension system noises.
- Start the engine.
- Isolate the vibration/noise by carefully listening. Move around the vehicle while listening to find the general location of the vibration/noise. Then, search for a more precise location by using a stethoscope or EngineEAR.
- If the source of the symptom has been identified as a result of this test, proceed to the appropriate section for further diagnosis and repair. If the source has not been identified, continue with the road test.

Classify NVH Symptom

For NVH concerns, it is necessary to classify the customer's concern into one of the 3 categories: noise, vibration or harshness. The reason for this is that a customer concern may consist of a combination of symptoms involving noise and vibration, or vibration and harshness. In cases where there are combination symptoms, determine which diagnostic path to follow: noise, vibration or harshness. For example, if a customer has a concern involving a noise and a vibration, and it is determined that it is vehicle speed-related, follow the vibration diagnostic path.

Noise Symptoms

Once a symptom is classified as a noise, the particular conditions under which the noise occurs need to be identified. These conditions are identified and verified during the road test. For example, a noise may only occur while turning. The next step is to determine which systems on the vehicle are related to that condition. In this case, the steering system and wheel/tire system may be suspect. After identifying possible systems, a preliminary inspection of these systems should be done. If the source of noise is still unidentified, use a listening device (such as the ChassisEAR) to pinpoint the source. Once the source has been identified, determine if this source is related to the suspected system previously identified. If it is related, then complete the repair to resolve the customer concern. If it is unrelated, then it is possible that the source of the noise is a reactor to a noise being transmitted through a transfer path. If this is the case, repairing the reactor will not resolve the customer concern. The transfer path must be identified and a determination made if the noise is normal, but accentuated by the transfer path (conductor), or if the originator is the fault causing excessive noise to transfer to another component through a conductor. There is a relationship between systems identified as related to conditions and the noise transfer path. In some cases, the condition under which the noise occurs has nothing to do with the identified source. This relationship is important in the diagnosis of noise concerns. It is the first clue that the identified source of noise might be a reactor and that further investigation is needed to diagnose a possible noise transfer path concern. Based on the results from the road test, make a determination of which action in the symptom chart to take first.

Vibration Symptoms

Most vibrations consist of movements back and forth or up and down that repeat. Every time the vibrating component goes through its complete range of motion and returns to the starting point is called a cycle. The rate at which these cycles occur within a given time is called the frequency. Frequency is measured in cycles per second or Hertz (Hz). One cycle per second equals one Hz. Once the frequency of a vibration is known, calculations can be done to determine the system that is the source of the concern.

Order of Vibration

The order of a vibration refers to how often the vibration is present in one revolution of the component. For example, a vibration that is present once each revolution of a component would be a first order vibration. A vibration present twice each revolution of the component would be a second order vibration. Vibration orders do not have to be whole numbers, they can have decimal values such as 1.5 order vibration or 3.08 order vibration.

The concept of order of vibration is important to remember when the measured frequency of a vibration does not seem to match the frequency calculations of any of the likely systems or components. As the order increases, the frequency of the vibration will also increase by a multiple of that number.

For example, vibration may be present where the frequency is measured at 14 Hz. After doing the necessary calculations it is determined the first order tire and wheel frequency is 7 Hz and the first order driveshaft frequency is 22 Hz. Based on this information it can be determined the vibration is most likely a second order tire and wheel vibration: 7 Hz (first order tire and wheel frequency) multiplied by 2 (second order) equals 14 Hz (second order tire and wheel frequency).

Relationship of Vibration Frequency to Order of Vibration

After carrying out the road test as described in this section, the vibration was determined to be either vehicle-speed related or engine-speed related. That determination will identify the vibration frequency calculations that should be done.

Vibration Type	Calculate
Vehicle-speed related	Tire-speed vibration frequency Driveshaft-speed vibration frequency
Engine-speed related	Engine vibration frequency Engine accessory vibration frequency Engine firing vibration frequency

In calculating and using frequency readings, it is important to remember the direct relationship between Hz and rpm. One Hz is equal to 60 rpm. This is easy to remember; think of Hz as cycles per second. There are 60 seconds in a minute, therefore multiply Hz reading by 60 to get rpm. Conversely, divide rpm by 60 to get Hz.

Use the Frequency and RPM Calculations Worksheet to calculate system/component frequencies. The worksheet provides the necessary steps to determine each system/component group frequency.

Frequency Calculations

Calculating Tire and Wheel Frequency

For a vibration concern, use the vehicle speed to determine tire/wheel frequency and rpm. Calculate tire and wheel rpm and frequency by carrying out the following:

- Measure the diameter of the tire.
- Record the speed at which the vibration occurs.
- Obtain the corresponding tire and wheel rpm and frequency from the Tire Speed and Frequency Chart.
- If the vehicle speed is not listed, calculate the tire and wheel frequency as follows:
    - Divide the vehicle speed at which the vibration occurs by 16 km/h (10 mph). Multiply that number by the 16 km/h (10 mph) tire rpm listed for that tire diameter in the chart. Then divide that number by 60.

- For example, if calculating the frequency based on vehicle speed in km/h for a 64 km/h vibration with 835 mm tires, divide 64 km/h by 16 km/h = 4. Multiply 4 by 105 rpm = 420. Divide 420 by 60 seconds = 7 Hz at 64 km/h.
- If calculating the frequency based on vehicle speed in mph for a 40 mph vibration with 33 inch tires, divide 40 mph by 10 mph = 4. Multiply 4 by 105 rpm = 420. Divide 420 by 60 seconds = 7 Hz at 40 mph.
- The calculated frequency of 7 Hz is the first order tire and wheel vibration; the second order tire and wheel vibration would be twice this number at 14 Hz; the third order tire and wheel vibration would be 21 Hz; and so on.

Tire Speed and Frequency Chart

Tire Diameter	Tire RPM/Hz	Tire RPM/Hz	Tire RPM/Hz	Tire RPM/Hz
mm (in)	@ 16 km/h (10 mph)	@ 80 km/h (50 mph)	@ 97 km/h (60 mph)	@ 113 km/h (70 mph)
483 (19)	182	910/15	1,092/18	1,274/21
508 (20)	173	865/14	1,038/17	1,211/20
533 (21)	165	825/14	990/16	1,155/19
560 (22)	158	790/13	948/16	1,106/18
585 (23)	151	755/13	906/15	1,057/18
610 (24)	145	725/12	870/14	1,015/17
635 (25)	139	695/12	834/14	973/16
660 (26)	134	670/11	804/13	938/16
685 (27)	129	645/11	774/13	903/15
710 (28)	124	620/10	744/12	868/14
735 (29)	119	595/10	714/12	833/14
760 (30)	115	575/10	690/11	805/13
785 (31)	111	555/9	666/11	777/13
810 (32)	108	540/9	648/11	756/13
835 (33)	105	525/9	630/10	735/12
864 (34)	102	510/8	612/10	714/12

Calculating Driveshaft Frequency

Knowing the tire and wheel frequency allows for easy calculation of driveshaft frequency. The driveshaft drives the tires through the rear axle. Therefore, to determine driveshaft frequency, multiply tire and wheel frequency by the ratio of the rear axle. Calculate driveshaft frequency by performing the following steps:

- Obtain the axle ratio of the vehicle. Suppose the vehicle has a vibration problem at 64 km/h (40 mph) and a rear axle ratio of 2.93:1.
- Multiply the tire and wheel frequency of 7 Hz (calculated previously) with the rear axle ratio of 2.93:1. This results in a driveshaft frequency of 21 Hz at a vehicle speed of 64 km/h (40 mph).

The calculated frequency of 21 Hz is the first order driveshaft frequency; the second order frequency of the driveshaft is twice this number, or 42 Hz; and so on.

Calculating Engine Frequency

Use the engine rpm where the vibration symptom occurs to determine engine frequency. Calculate engine

frequency by dividing the engine rpm by 60 (the number of seconds in a minute). For example, if the corresponding engine rpm of a vibration concern on a vehicle is 2,400 rpm, the resulting engine frequency is 40 Hz. Therefore, a 40 Hz vibration is a first order engine vibration. For purposes of vibration diagnosis, the engine also includes the torque converter and exhaust system.

Calculating Engine Accessory Frequency

Belt-driven engine accessories often produce vibrations at different frequencies than the engine itself. This is because the drive ratio created by the different size pulleys causes them to rotate at different speeds. Determining engine accessory frequency is comparable to calculating driveshaft frequency.

Calculate engine accessory frequency by performing the following steps:

- Determine the size ratio factor between the accessory pulley and the crankshaft pulley. For example, if the diameter of the crankshaft pulley is 6 inches and the accessory pulley diameter is 2 inches, the accessory pulley rotates 3 times for every crankshaft rotation (6 divided by 2).
- Multiply the engine rpm where the vibration condition occurs by the number of times the accessory pulley is rotating per crankshaft revolution. For example, if the engine rpm is 2,400 rpm, the accessory is rotating at 7,200 rpm (2,400 rpm multiplied by 3).
- Divide the accessory rpm by 60 (the number of seconds in a minute). In this example, the engine accessory frequency is 120 Hz (7,200 divided by 60).

Calculating Engine Firing Frequency

Engine firing frequency is a term used to describe the pulses an engine creates from the firing of the cylinders. Engine firing frequency depends on how many cylinders an engine has. The number of times an engine fires a cylinder with each crankshaft revolution is equal to one-half the number of cylinders. A 4-cylinder engine fires 2 cylinders with each crankshaft revolution. Two revolutions of the crankshaft fire all 4 cylinders. A 6-cylinder engine fires 3 cylinders with each crankshaft revolution. An 8-cylinder engine fires 4 cylinders for each crankshaft revolution.

Calculate engine firing frequency by performing the following steps:

- Multiply the engine rpm where the vibration symptom occurs by the number of cylinders fired with each crankshaft revolution. For example, a vehicle with a 6-cylinder engine experiences a vibration concern at 2,400 rpm. The engine is firing the cylinders at 7,200 times per minute (3 multiplied by 2,400).
- Divide this number by 60 (the number of seconds in a minute) to obtain the engine firing frequency. In this example, the engine firing frequency is 120 Hz (7,200 divided by 60) at 2,400 rpm.

Frequency and RPM Calculations Worksheet

FREQUENCY AND RPM CALCULATIONS

TIRE AND WHEEL

Vibration occurs at _____ mph (km/h)

Tire diameter _____

Tire speed RPM and frequency from chart	_____ RPM	_____ Hz

DRIVESHAFT

Tire/wheel frequency _____ x axle ratio =	_____ Hz
Tire/wheel RPM _____ x axle ratio =	_____ RPM

ENGINE FREQUENCIES AND ASSOCIATED RPMS

Engine RPM divided by 60 equals 1st order frequency	_____ Hz
1st order RPM x 2 = 2nd order RPM (normal for 4 cylinder engines) Cylinders fired per engine revolutions	_____ RPM
1st order Hz x 2 = 2nd order Hz (normal for 4 cylinder engines)	_____ Hz

1st order RPM x 3 = 3rd order RPM (normal for 6 cylinder engines)

1st order Hz x 3 = 3rd order Hz (normal for 6 cylinder engines)
x 4 = 4th order vibrations (normal for 8 cylinder engines)
x 5 = 5th order, x 6 = 6th order, etc.

Order of vibration x engine RPM equals cylinders fired per minute	_____ RPM
Order of vibration (2nd, 3rd, 4th etc.) x 1st order Hz equals	_____ Hz

ENGINE ACCESSORY FREQUENCIES AND RPMS

Crankshaft pulley diameter _____ divided by accessory pulley diameter _____ = _____ pulley size ratio

Engine speed _____ RPM x pulley ratio = accessory _____ RPM

Accessory pulley _____ RPM divided by 60 = _____ Hz

N0067079

Harshness Symptoms

Harshness is customer perception which gives the impression of no isolation from the tire/wheel and suspension system. Harshness may be caused by road conditions, temperature changes, component damage and/or incorrect customer modifications on original components/specifications. Customers usually experience harshness when the vehicle is driving over bumps or potholes and in cold weather conditions. Harshness can also be experienced with excessive tire pressure, sporty tires, heavy-duty springs and shocks, or other vehicle modifications. Some aftermarket tires, even with the correct size, may change vehicle behavior and produce customer concerns. The first step in diagnosing a harshness concern is to determine if the concern was experienced only in certain specific operating conditions, such as large potholes or extremely cold weather. In these cases, harshness should be considered normal. A known good vehicle can be driven under the same

conditions and the rides can be compared to determine whether the concern is normal or vehicle specific. The second step is to check tire pressure and make sure it was set within vehicle specifications. The third step is to inspect for aftermarket or modified components and determine if they are the cause of the harshness complaint. If the harshness concern persists after the above steps, it is possible that some components are damaged. Based on the results from the road test, make a determination of which action in the symptom chart to take first.

NVH Symptom Chart Categories

A good diagnostic process is a logical sequence of steps that lead to the identification of a causal system. Use the symptom and possible system categories as follows:

- Identify the operating condition that the vehicle is exhibiting.
- Match the operating condition to the symptom.
- Verify the symptom.
- Calculate the frequency and order of the symptom.
- Identify which category or system(s) could cause the symptom.
- Refer to the section indicated to identify and diagnose the symptom or confirm that the system is not the source of the condition.

Use the diagnostic instructions in this section along with the necessary listed tools to identify the vibration order and to isolate the symptom and the possible systems associated with that symptom. Then based on the results from the road test, make a determination of which action in the symptom chart to take first. Since it is possible any one of multiple systems may be the cause of the symptom, it may be necessary to use a process of elimination type diagnostic approach to pinpoint the concern. Refer to the section(s) indicated to identify and isolate the cause or rule that system out as being the causal system for the symptom.

Vehicle-Speed Related Vibrations

NOTE: Any assembly that is out of balance will only cause a first order vibration, it will not cause a higher order vibration.

When a vehicle-speed related vibration is present, both tire-speed related vibration and driveshaft-speed related vibration calculations should be carried out.

Symptom Chart — Tire-Speed Related Vibrations

Symptom Chart — Tire-Speed Related Vibrations

Condition	Possible Sources	Action
• First order tire vibration	• Tire or wheel	• REFER to Section 204-04 .
	• Wheel bearings	• REFER to Section 204-00 .
	• Drive axle	• REFER to Section 205-00 .
	• Halfshaft	• REFER to Section 205-00 .
	• Brake rotor or drum	• REFER to Section 206-00 .
• Second order tire vibration	• Tire or wheel	• REFER to Section 204-04 .
• Third order tire vibration	• Tire or wheel	• REFER to Section 204-04 .
	• Drive axle	• REFER to Section 205-00 .
	• Driveshaft	• REFER to Section 205-00 .
	• Halfshaft	• REFER to Section 205-00 .

Symptom Chart — Driveshaft-Speed Related Vibrations

Symptom Chart — Driveshaft-Speed Related Vibrations

NOTE: Any assembly that is out of balance will only cause a first order vibration, it will not cause a higher order vibration.

Condition	Possible Sources	Action
• First order driveshaft vibration	• Driveshaft	• REFER to Section 205-00 .
	• Rear drive axle/differential	• REFER to Section 205-00 .
• Second order driveshaft vibration	• U-joint	• REFER to Section 205-00 .
	• Output shaft bushing in transmission/transaxle	• Refer to the appropriate section in Group 307 for the procedure. Refer to the appropriate section in Group 308 for the procedure. GO to the Symptom Chart in the appropriate section.
• Third order driveshaft vibration	• Rear drive axle/differential	• REFER to Section 205-00 .

Symptom Chart — Engine-Speed Related Vibrations

Symptom Chart — Engine-Speed Related Vibrations

NOTE: When an engine-speed related vibration is present, engine, engine accessory and engine firing calculations should be carried out.

NOTE: Any assembly that is out of balance will only cause a first order vibration, it will not cause a higher order vibration.

NOTE: Some engine-speed related vibrations are normal though they should not be felt in the passenger compartment.

Condition	Possible Sources	Action
• 0.5 order engine vibration	• Engine	• REFER to Section 303-00 .
• First through sixth order engine vibration	• Engine	• REFER to Section 303-00 .
	• Transmission/transaxle	• Refer to the appropriate section in Group 307 for the procedure. Refer to the appropriate section in Group 308 for the procedure. GO to the Symptom Chart in the appropriate section.
	• Engine mounts	• REFER to Section 303-00 .
	• Transmission/transaxle mounts	• Refer to the appropriate section in Group 307 for the procedure. Refer to the appropriate section in Group 308 for the procedure. GO to the Symptom Chart in the appropriate section.
	• Exhaust system	• REFER to Section 309-00 .

• Belt driven accessory speed vibration	• Engine pulley	• REFER to Section 303-00 .
	• Coolant pump	• REFER to Section 303-00 .
	• Generator	• REFER to Section 414-00 .
	• A/C compressor	• REFER to Section 412-00 .
	• Power steering pump	• REFER to Section 211-00 .
	• Vacuum pump	• REFER to Section 303-00 .
	• Accessory drive belt	• REFER to Section 303-00 .

Symptom Chart — Noise, Air Leaks or Water Leaks

Symptom Chart — Noise, Air Leaks or Water Leaks

Condition	Possible Sources	Action
• Wind noise, air or water leaks	• Body	• REFER to the Symptom Chart in Section 501-00 .
	• Roof opening panel	• REFER to the Symptom Chart in Section 501-00 .
• Belt driven accessory noise/squeal or chirping	• Accessory drive belt • Pulleys	• REFER to Section 303-05 .
• Front end noise while driving vehicle	• Front suspension	• REFER to Section 204-00 .
	• Drive axle or differential	• REFER to Section 205-00 .
	• Brake system	• REFER to Section 206-00 .
	• Steering linkage or gear	• REFER to Section 211-00 .
	• Transmission/transaxle	• Refer to the appropriate section in Group 307 for the procedure. Refer to the appropriate section in Group 308 for the procedure. GO to the Symptom Chart in the appropriate section.
	• Engine	• REFER to Section 303-00 .
	• Exhaust system	• REFER to Section 309-00 .
	• Body	• REFER to the Symptom Chart in Section 501-00 .
• Rear end noise while driving vehicle	• Rear suspension	• REFER to Section 204-00 .
	• Drive axle or differential	• REFER to Section 205-00 .
	• Brake system	• REFER to Section 206-00 .
	• Transmission/transaxle	• Refer to the appropriate section in Group 307 for the procedure. Refer to the appropriate section in Group 308 for the procedure. GO to the Symptom Chart in the appropriate section.
	• Exhaust system	• REFER to Section 309-00 .
	• Body	• REFER to the Symptom Chart in

		Section 501-00 .
• Noise with vehicle stopped	• Engine	• REFER to Section 303-00 .
	• Transmission/transaxle	• Refer to the appropriate section in Group 307 for the procedure. Refer to the appropriate section in Group 308 for the procedure. GO to the Symptom Chart in the appropriate section.
	• Exhaust system	• REFER to Section 309-00 .
	• Power steering pump	• REFER to Section 211-00 .
	• Generator	• REFER to Section 414-00 .
	• A/C compressor	• REFER to Section 412-00 .
	• Body	• REFER to the Symptom Chart in Section 501-00 .

Symptom Chart — Harshness

Symptom Chart — Harshness

Condition	Possible Sources	Action
• Harsh vehicle ride	• Front suspension	• REFER to Section 204-00 .
	• Rear suspension	• REFER to Section 204-00 .

Material

Item	Specification	Fill Capacity
3M™ Strip Caulk - Black 051135-08578	WSB-M4G32-C	—
Seam Sealer TA-2	—	—
Clear Silicone Rubber TA-32	ESB-M4G92-A	—
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4	—
Silicone Spray Lubricant XL-6	ESR-M13P4-A	—
Trim and Weatherstrip Adhesive TA-14-A	—	—

Insulation

Body insulation is comprised of urethane, Polyvinyl Chloride (PVC), foam and recycled felt. Insulation is used as a sound deadener to reduce exterior road and powertrain noises from the interior of the vehicle. Baffles are located in the bottom of the A-, B- and C-pillars. Mastic insulators are also used as insulation. For information on the location of the mastic insulators, refer to Section 501-35 . Insulation is installed:

- above and below the instrument panel.
- at the cowl side panels.
- over the front and rear floor pan areas.
- over the luggage compartment floor.

Body Sealer Types And Applications

Seam Sealer

Seam Sealer TA-2 or equivalent:

- is a heavy-bodied, non-sag adhesive/sealer for use on standing cosmetic seams, truck bed seams, tooled door skin seams and floor pans.
- can be used on water leaks and noise concerns.

Clear Silicone Rubber

Clear Silicone Rubber TA-32 or equivalent meeting Ford Specification ESB-M4G92-A:

- does not run.
- is fast drying.
- remains semi-elastic.
- can be used for sealing water leaks, noise concerns, remounting trim and repairing torn weatherstripping.

Silicone Gasket and Sealant

Silicone Gasket and Sealant TA-30 or equivalent meeting Ford specification WSE-M4G323-A4:

- is a form-in-place gasket and multi-purpose adhesive/sealant.
- is a room temperature curing silicone rubber.

Caulking Cord

3M™ Strip Caulk-Black 051135-08578 or equivalent meeting Ford specification WSB-M4G32-C:

- is a heavy-bodied, plastic base with a filler.
- is commonly known as perma-gum.
- is used on spot-weld holes and between surfaces not sealed with a gasket.

Weatherstrip Adhesive

Trim and Weatherstrip Adhesive TA-14-A or equivalent:

- is a quick drying, strong adhesive designed to hold weatherstripping onto all body panels and surrounding metal.

Silicone Lubricant

Silicone Spray Lubricant XL-6 or equivalent meeting Ford specification ESR-M13P4-A:

- is used to keep the door and the window weatherstrip pliable and soft.
- makes the door easier to close.
- retards weatherstrip squeaks.
- retards weatherstrip wear.
- helps retain door window alignment by reducing friction between the glass frame and the rubber

weatherstrip.
- should not be used prior to painting.

Body System

Material

Item	Specification
Seam Sealer TA-2	—
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4

Inspection and Verification

Dust and Water Leaks

Most dust and water leaks occur due to missing or incorrectly installed body sealer or components. The source of the leak is detected by:

- pressurizing the vehicle and testing with soapy water.
  - Locate and tape off the body vents.
  - Turn the blower motor to HIGH.
  - Turn the air recirculation to OFF.
  - Close the windows and doors.
  - Open the hood and spray soapy water along body seams and grommets. Make sure to test the areas around the A-pillar at the fender and hood hinge area.
  - Check for bubbles.
- inspecting for a dust pattern or water path near and above the area in question.
- removing any trim or carpet in the general area of the leak.
- road testing or water hose testing the vehicle.
- placing a bright light under the vehicle, removing any necessary trim or carpet and inspecting the interior of the body at joints and weld lines.

Wind Noise

Most wind noise leaks occur at the corners of the windows or in the doors. Wind noise is detected by driving the vehicle at highway speeds or at speeds as specified by the customer. Drive the vehicle in 4 different directions, with all of the windows closed, the radio off and the A/C blower motor off.

Squeak and Rattle

Squeak and rattle noises are generally caused by loose parts, contact or relative movement between 2 surfaces or loose wires and connectors. Detect the source of the noise by stopping movement of the suspect part by hand or using dampening or low friction materials.

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible that any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Draft/wind noise and water leak around door perimeter	• Loose fit seal	• PINCH seal carrier to improve retention on seal flange.
	• Seal installed incorrectly	• REINSTALL the seal.
	• Door misaligned	• REALIGN the door. CHECK door gaps and fit in door opening and ADJUST as necessary. REFER to Section 501-03 .
	• Scuff plate trim panel installed incorrectly	• REINSTALL the scuff plate trim panel.
	• Seal or seal pushpins damaged	• INSTALL a new seal/pushpins.
	• Sheet metal joints in door or door opening	• SEAL leaks with sealant.
• Draft/wind noise and water leak around glass run	• Door glass misaligned	• ADJUST door glass.
	• Glass run installed incorrectly	• REINSTALL glass run.
	• Leak path behind glass run	• INSTALL foam rope behind glass run.
	• Glass run channel spread wide	• PINCH glass run channel to reduce size of opening.
	• Glass run damaged	• INSTALL a new glass run.
• Draft/wind noise and water leak at inner belt line	• Belt line seal installed incorrectly on flange	• ADJUST seal (do not bend the flange).
	• No contact with side glass	• ADJUST door glass.
	• No contact with glass runs at both ends of belt line seal	• ADJUST belt line seal or ADD foam at seal ends.
	• Belt line seal damaged	• INSTALL a new seal.
• Draft/wind noise and water leak at outer belt line	• Belt line seal installed incorrectly on flange (no glass contact)	• ADJUST seal.
	• Belt line seal does not contact the glass	• ADJUST door glass.
	• No contact with glass runs at both ends of belt line seal	• ADJUST belt line seal or ADD foam at seal ends.
	• Belt line seal damaged	• INSTALL a new seal.
• Draft/wind noise	• Hole in weathershield	• SEAL hole with suitable

at inner door handle/speaker opening		tape.
	• Weathershield misaligned	• REALIGN weathershield. INSTALL a new weathershield if pressure sensitive adhesive fails.
	• Exterior door handle seal misaligned/damaged	• REALIGN or INSTALL a new seal as necessary. REFER to Section 501-14 .
	• Speaker or speaker seal missing or damaged	• INSTALL a new door speaker.
• Draft/wind noise and water leaks at floor pan and grommets	• Missing or damaged plugs/grommets	• CHECK plugs/grommets for correct installation or damage. INSTALL new plugs/grommets if necessary.
• Road noise	• Missing mastic insulators	• CHECK for missing mastic insulators. REFER to Section 501-35 .
	• Missing body insulators	• CHECK for missing body insulators.
• Rattles in body/doors and instrument panel	• Loose wires/cables	• CHECK that all wires/cables are correctly routed and inserted in correct retainers.
	• Loose objects/components in door wells, pillars quarter trim panels	• CHECK doors by carefully striking underside of doors with a rubber mallet while listening for rattles in doors and pillars. REMOVE or TIGHTEN loose objects/components.
	• Buzz from instrument panel components	• IDENTIFY which components of the instrument panel are buzzing. SECURE/FASTEN components as necessary, ADD foam or felt as needed if rattle persists.
• Door drain holes collecting water	• Holes clogged with mud or road tar	• CLEAN drain holes of foreign material with a punch or screwdriver. CHECK drain holes regularly.
• Wind noise from exterior rear view mirror	• Exterior mirror housing misaligned	• REALIGN with edges shingled to airflow, with no gaps.
	• Mirror sail gasket folded/misaligned	• REINSTALL with gasket unfolded and aligned correctly.
	• Mirror housing trim cap installed incorrectly	• REINSTALL with edges shingled to airflow.
	• Air leak through mirror housing hinge	• Fully ENGAGE mirror into its operating position. USE foam to block air path

		through hinge.
	• Inner sail trim installed incorrectly	• REINSTALL sail trim. ADJUST door trim.
	• Inner sail gasket/barrier installed incorrectly	• REINSTALL trim cover with gasket/barrier aligned correctly.
	• Air path through wiring bundle/fastener access holes	• BLOCK air path(s) with foam/tape.
	• Exposed fastener access hole on mirror housing/sail	• INSTALL a new cap if missing.
• Rattle/vibration from exterior rear view mirror	• Mirror glass adjustment screws loose	• REMOVE mirror glass and TIGHTEN mirror glass adjustment motor screws. REFER to Section 501-09 .
	• Mirror mounting nuts loose	• TIGHTEN mirror mounting nuts. REFER to Section 501-09 .
	• Aftermarket air deflector/stone shields	• If possible, REMOVE aftermarket air deflector/stone shield, then ROAD TEST vehicle. If concern is no longer present, ADVISE customer that aftermarket component was causing concern.
• Draft/wind noise and water leak around perimeter of all fixed glass	• Gaps in the sealant bead	• APPLY approved sealant.
	• Air traveling up windshield molding along A-pillar	• INSTALL foam rope full length of the A-pillar.
	• Gaps in sealant bead of windshield/rear glass	• RESEAL windshield/rear glass. REFER to Section 501-11 .
	• Windshield/rear glass misaligned or not installed correctly	• REINSTALL windshield/rear glass. REFER to Section 501-11 .
	• Rear hood seal at base of windshield misaligned/damaged	• REALIGN or INSTALL a new seal as necessary.
• Draft noise at cowl	• Cowl seal misaligned/damaged	• REALIGN or INSTALL a new seal as necessary.
• Draft/water leak or noise from roof opening panel	• Roof opening panel/components	• REFER to Section 501-17 for diagnosis.
• Wind noise created by airflow over or behind body panels	• Fender splash shield misaligned	• REALIGN fender splash shield.
	• Body panel misaligned (exposed edge)	• REALIGN appropriate body panel.
	• Hood misaligned (front margin)	• CHECK hood gaps and fit. ADJUST hood as

		necessary.
	• Front grille edge noise	• APPLY foam in hollow areas behind louvers.
• Wind noise created by grille opening panel	• Grille relationship to leading edge on hood	• If possible, ADJUST grille opening panel forward to eliminate wind noise.
	• Sharp edges due to material imperfections	• REMOVE sharp edges (no damage to visible surface).
• Wind noise from air extractor (body vent)	• Air extractor housing seated incorrectly	• REINSTALL air extractor housing.
	• Air extractor housing or flaps damaged	• INSTALL a new air extractor.
• Wind noise from bug shield/exterior windshield sun visor	• Turbulence created by location and shape	• DETERMINE if an OEM part or aftermarket. If aftermarket ADVISE customer accordingly. If OEM, VERIFY correctly installed. If noise is abnormal, REPAIR or INSTALL new as required.
• Draft/wind noise and water leak around liftgate perimeter	• Loose fit seal	• PINCH seal carrier to improve retention on seal flange or INSERT foam in carrier.
	• Seal misaligned or installed incorrectly	• REINSTALL seal.
	• Seal misaligned or installed incorrectly	• REINSTALL seal.
	• Liftgate misaligned	• REALIGN liftgate. CHECK liftgate fit in body opening and ADJUST as necessary.
	• Scuff plate misaligned	• REINSTALL scuff plate.
	• Seal or seal pushpins damaged	• INSTALL a new seal.

Torque Specifications

Description	Nm	lb-ft	lb-in
Fender bolts	6	—	53
Hood hinge-to-body bolts	25	18	—
Hood hinge-to-hood nuts	11	—	97
Front bumper-to-radiator support bolts	9	—	80
Radiator support front bracket-to-front bumper bolt	9	—	80
Radiator support upper bolts	25	18	—
Radiator support rear bracket bolts	9	—	80

Hood Alignment

1. **NOTE:** To adjust the hood, the hood latch must be removed.

   Remove the hood latch. For additional information, refer to Section 501-14 .

2. **NOTE:** It is not possible to adjust the rear of the hood to the height of the fender.

   Loosen the 4 hood hinge-to-hood nuts and the 4 hood hinge-to-body bolts until the hood will slightly move.

3. Adjust the hood to align the hood-to-fender gaps. For additional information on body margins, refer to Section 501-35 .

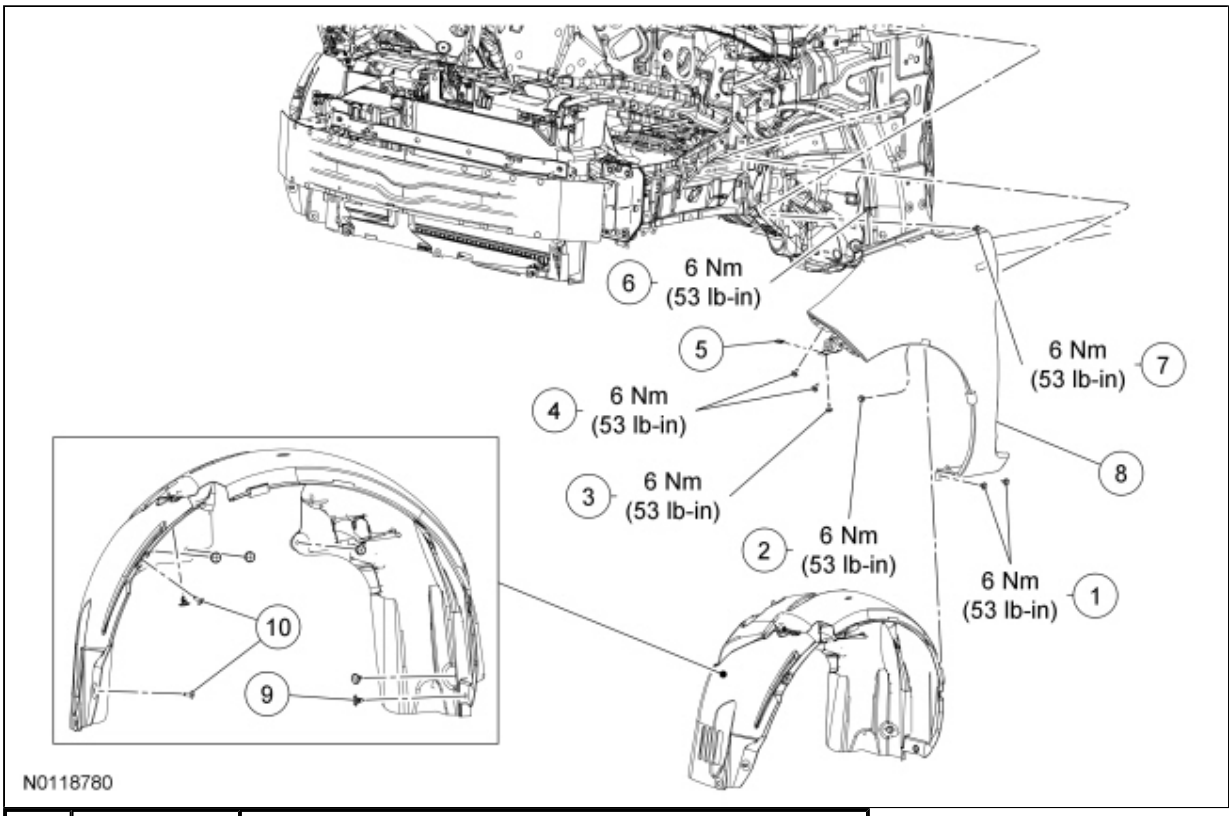
4. Tighten the 4 hood hinge-to-body bolts.
   - Tighten to 25 Nm (18 lb-ft).

5. Tighten the 4 hood hinge-to-hood nuts.
   - Tighten to 11Nm (97 lb-in).

6. **NOTE:** NOTE: The clearances and edge alignment must be correct before the hood latch is installed.

   Install the hood latch. For additional information, refer to Section 501-14 .
   - The hood latch must be installed so that the hood engages without stress and the clearances on the LH and RH sides are not changed.

Front End Body Panels — Exploded View



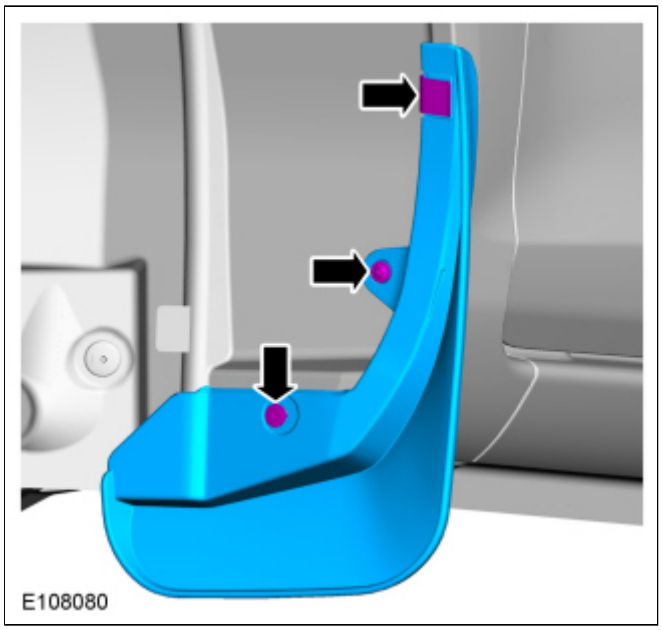
Item	Part Number	Description
1	W702704	Front fender lower bolts (2 required)
2	W702704	Front fender inner rear bolt
3	W702704	Front fender front middle bolt
4	W702704	Front fender front outer bolts (2 required)
5	W702704	Front fender front middle nut
6	W702704	Front fender upper front bolt
7	W702704	Front fender upper rear bolt
8	16005/ 16606	Front fender (RH/LH)
9	W715537	Front fender splash shield pin-type retainer (7 required)
10	W706169	Front fender splash shield retainers

1. For additional information, refer to the procedures in this section.

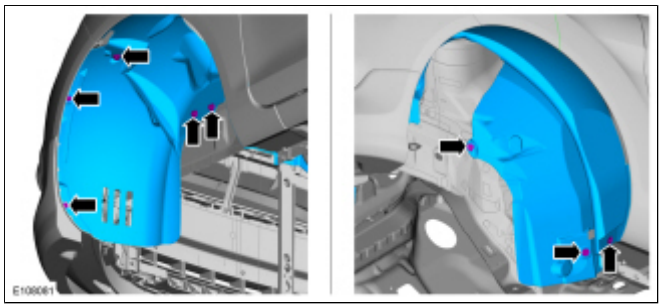
Fender Splash Shield

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the wheel and tire. For additional information, refer to Section 204-04 .
3. If equipped, remove the front mudflaps.



4. Remove the 8 front fender splash shield retainers and the front fender splash shield.



5. To install reverse the removal procedure.

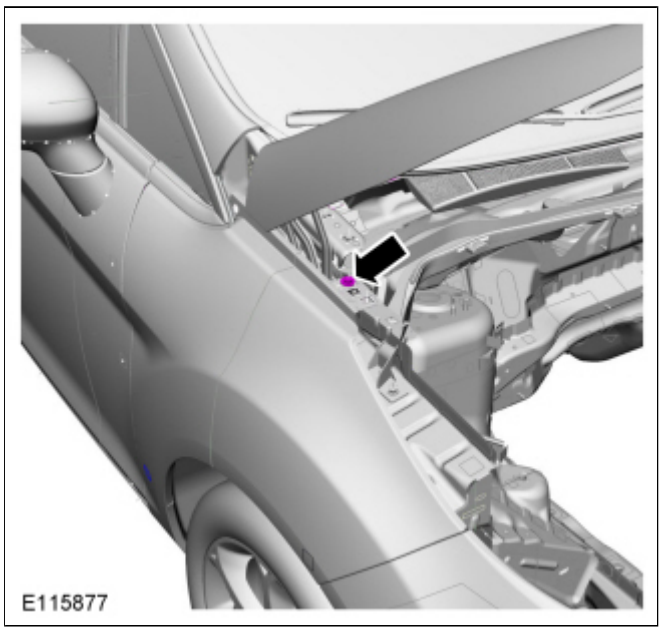
Fender

Removal

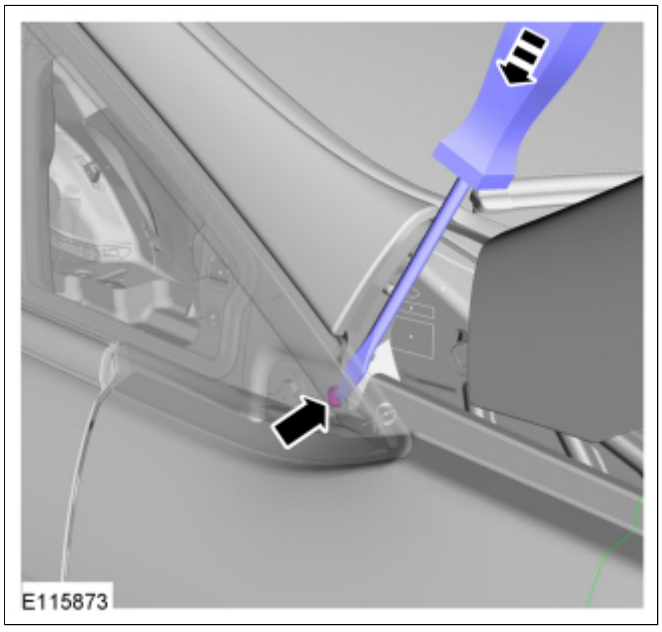
1. With the vehicle in NEUTRAL, position it on the hoist. For additional information, refer to Section 100-02 .

2. Remove the headlamp assembly. For additional information, refer to Section 417-01 .

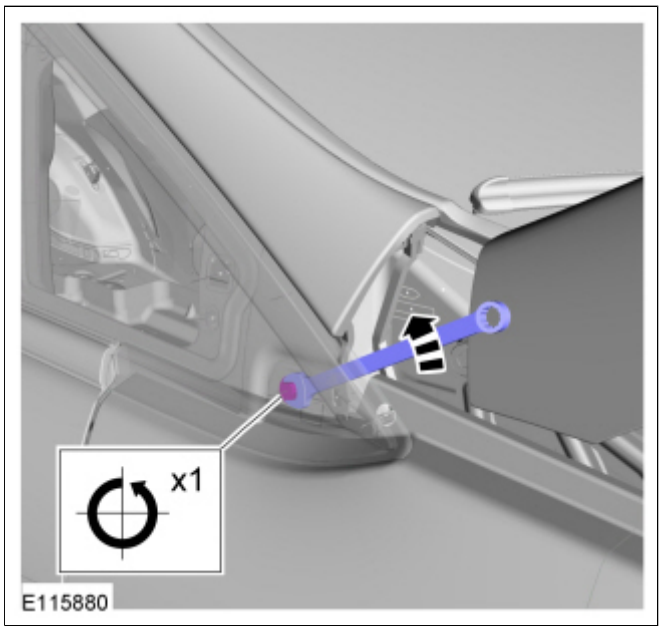
3. Remove the front fender upper bolt.
   - To install, tighten to 6 Nm (53 lb-in).



4. Gently pry out on the fixed front corner glass to gain access to the front fender upper rear bolt.

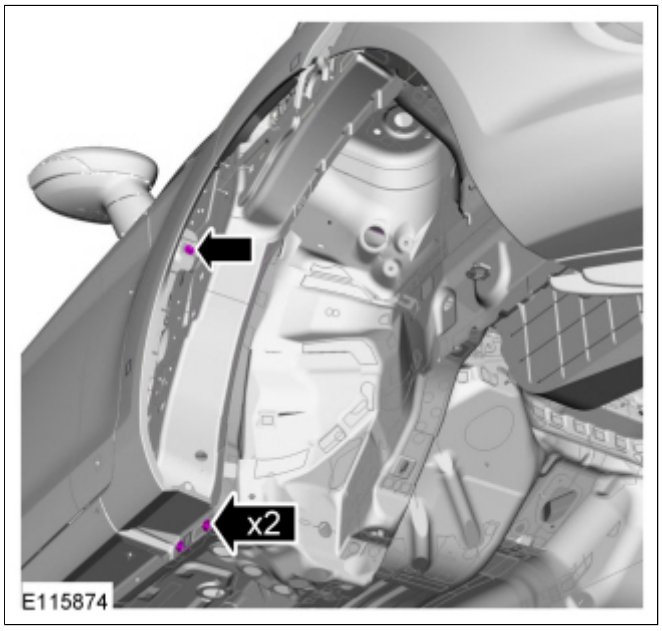


5. Loosen the front fender upper rear bolt.
    - Calculate the correct torque wrench setting for the following torque. Refer to the Torque Wrench Adapter Formulas in the Appendix.
    - To install, tighten to 6 Nm (53 lb-in).

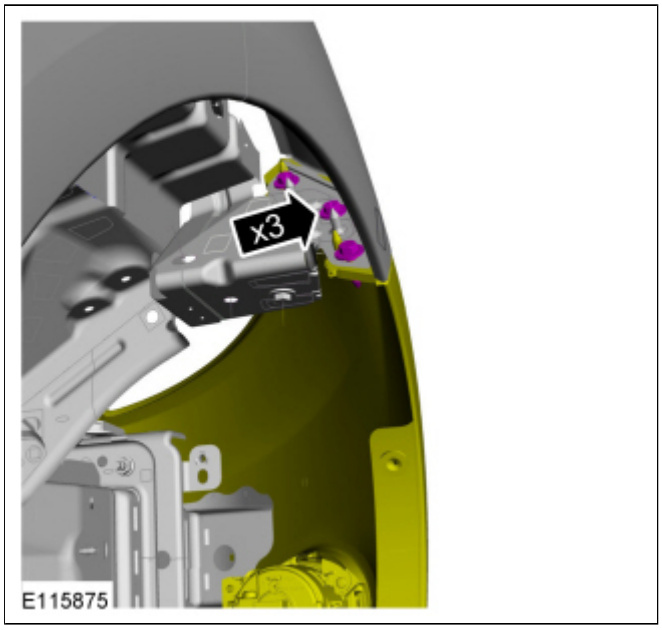


6. Remove the front fender splash shield. For additional information, refer to Fender Splash Shield in this section.

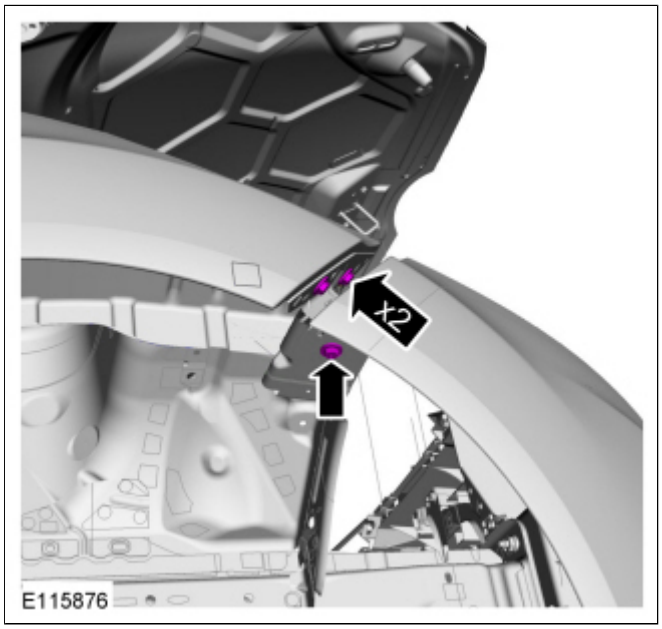
7. Remove the front fender inner rear bolt and the 2 front fender lower bolts.
    - To install, tighten to 6 Nm (53 lb-in).



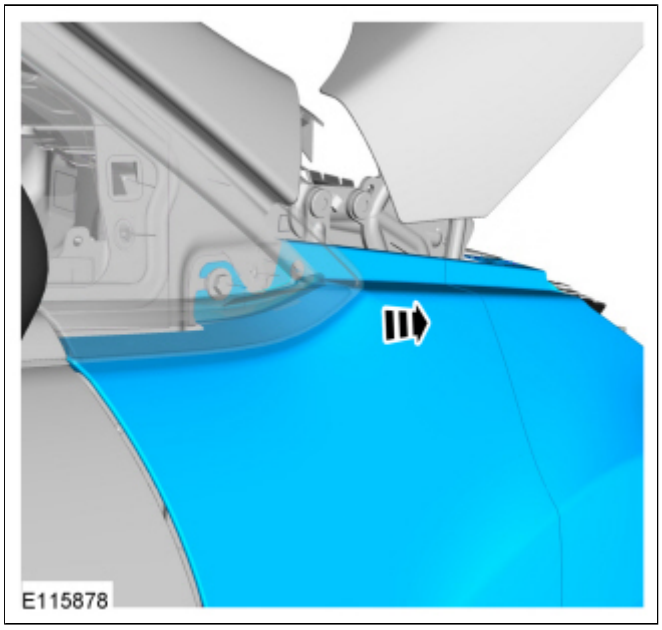
8. Remove the 3 front bumper cover-to-front bumper cover bracket upper bolts and disconnect the front bumper cover from the front fender.
    - To install, tighten to 8 Nm (71 lb-in).



9. Remove the 3 front fender bracket bolts.
    - To install, tighten to 6 Nm (53 lb-in).

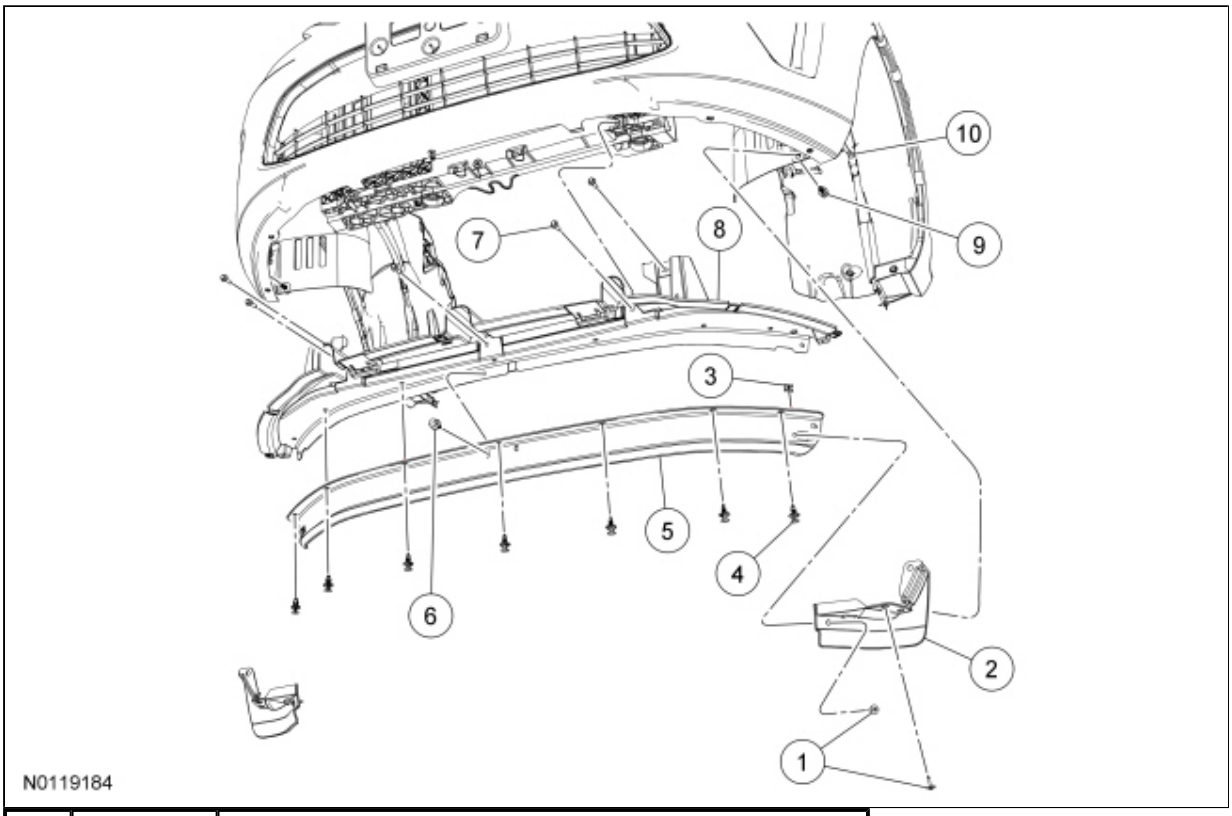


10. Slide the front fender towards the front of the vehicle and remove.



11. To install, reverse the removal procedure.

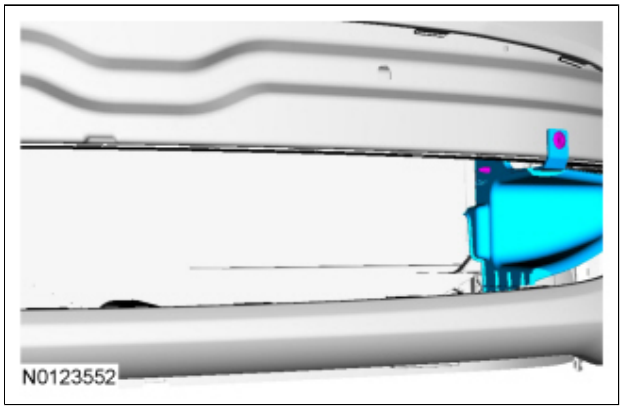
Air Deflector — Lower, Radiator



Item	Part Number	Description
1	W710763	Front stone deflector extension bolts (4 required)
2	16184/ 16185	Front stone deflector extension (RH/LH)
3	W704277	Front stone deflector extension nut (2 required)
4	W712196	Front stone deflector-to-lower radiator air deflector pin-type retainer (6 required)
5	17808	Front stone deflector
6	W712196	Front stone deflector-to-lower radiator air deflector pin-type retainer
7	W500214	Lower radiator air deflector bolt (5 required)
8	8327	Lower radiator air deflector
9	—	Front fender splash shield retainer (2 required and serviced as part of the front fender splash shield)
10	W701054	Front fender splash shield pin-type retainer (2 required)

Removal and Installation

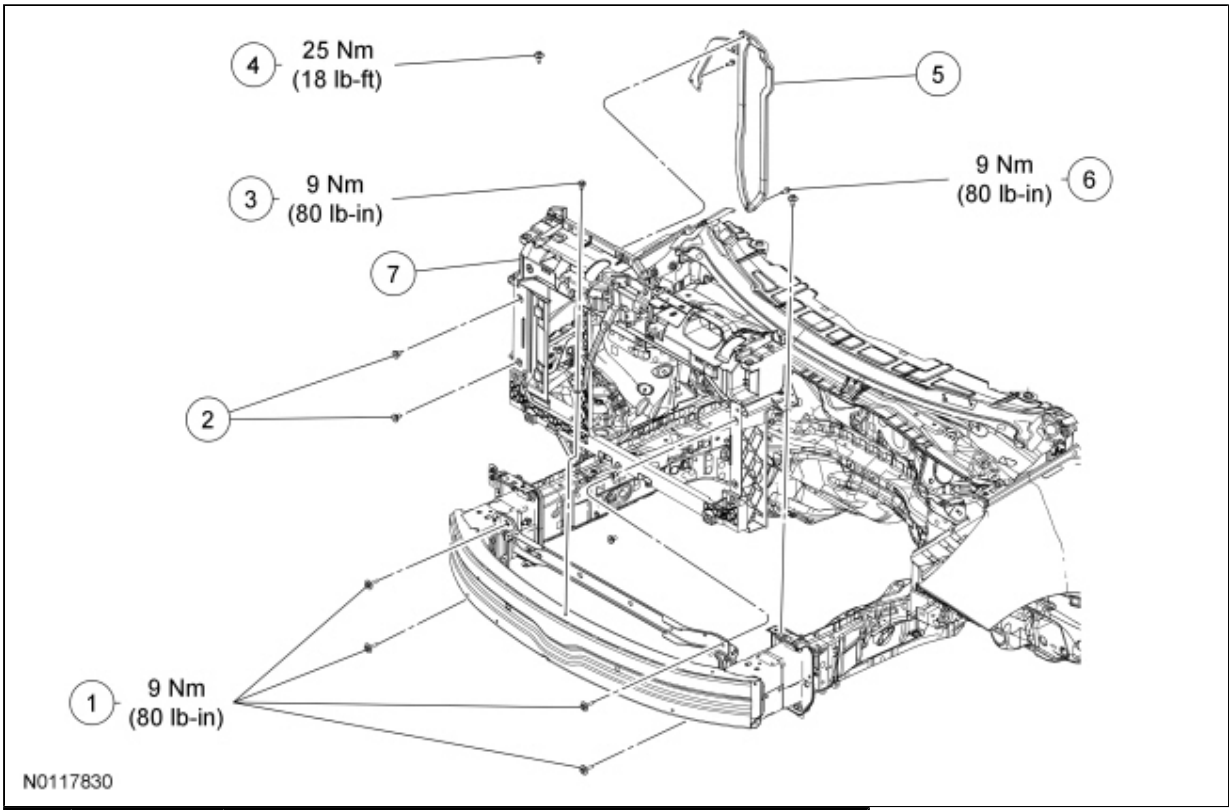
1. Remove the front bumper cover. For additional information, refer to Section 501-19 .
2. If equipped, remove the 2 scrivet retainers and both front lower side radiator air deflectors.



3. Remove the 5 lower radiator air deflector bolts and the lower radiator air deflector.

4. To install, reverse the removal procedure.
    - Transfer parts as necessary.

Radiator Grille Opening Panel Reinforcement



Item	Part Number	Description
1	W701121	Front bumper-to-radiator grille opening panel reinforcement (4 required)
2	—	Radiator grille opening panel reinforcement nut (part of 16138)
3	W702928	Radiator grille opening panel reinforcement support-to-front bumper bolt
4	W713533	Radiator grille opening panel reinforcement upper bolt (2 required)
5	54101A02	Radiator grille opening panel reinforcement rear support bracket
6	W500213	Radiator grille opening panel reinforcement rear support bracket bolt (2 required)
7	16138	Radiator grille opening panel reinforcement

Removal and Installation

1. Remove the radiator lower air deflector. For addition information, refer to Air Deflector — Lower, Radiator in this section.

2. Drain the cooling system. For additional information, refer to Section 303-03 .

3. Remove both headlamp assemblies.
    1. Remove the 3 headlamp assembly bolts.
        - To install, tighten to 5 Nm (44 lb-in).
    2. Disconnect and remove both headlamp assemblies.

4. Disconnect the hood release cable at the hood latch and position aside.

5. Release the degas bottle hose from the upper right side of the radiator grille opening panel reinforcement.

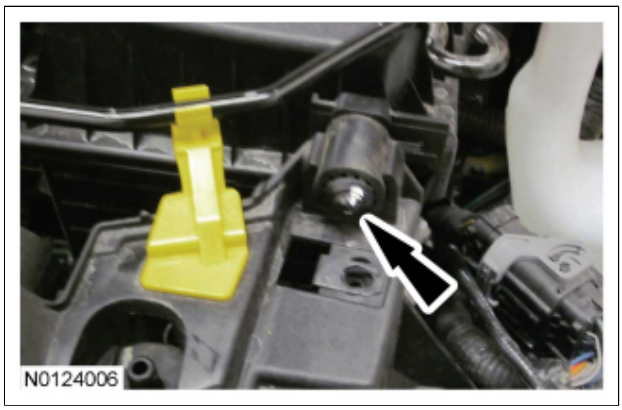
6. Recover the refrigerant. For additional information, refer to Section 412-00 .

7. Remove the A/C condenser inlet and outlet line nuts and disconnect both lines.
   - To install, tighten to 8 Nm (71 lb-in).

8. Disconnect the A/C pressure transducer electrical connector and disconnect the wiring harness from the radiator grille opening panel reinforcement.

9. If equipped, remove the 2 scrivets and both side radiator air deflectors.

10. Remove the air cleaner housing-to-radiator grille opening panel reinforcement retainer.



11. Remove the 4 front bumper-to-radiator grille opening panel reinforcement bolts.
    - To install, tighten to 9 Nm (80 lb-in).

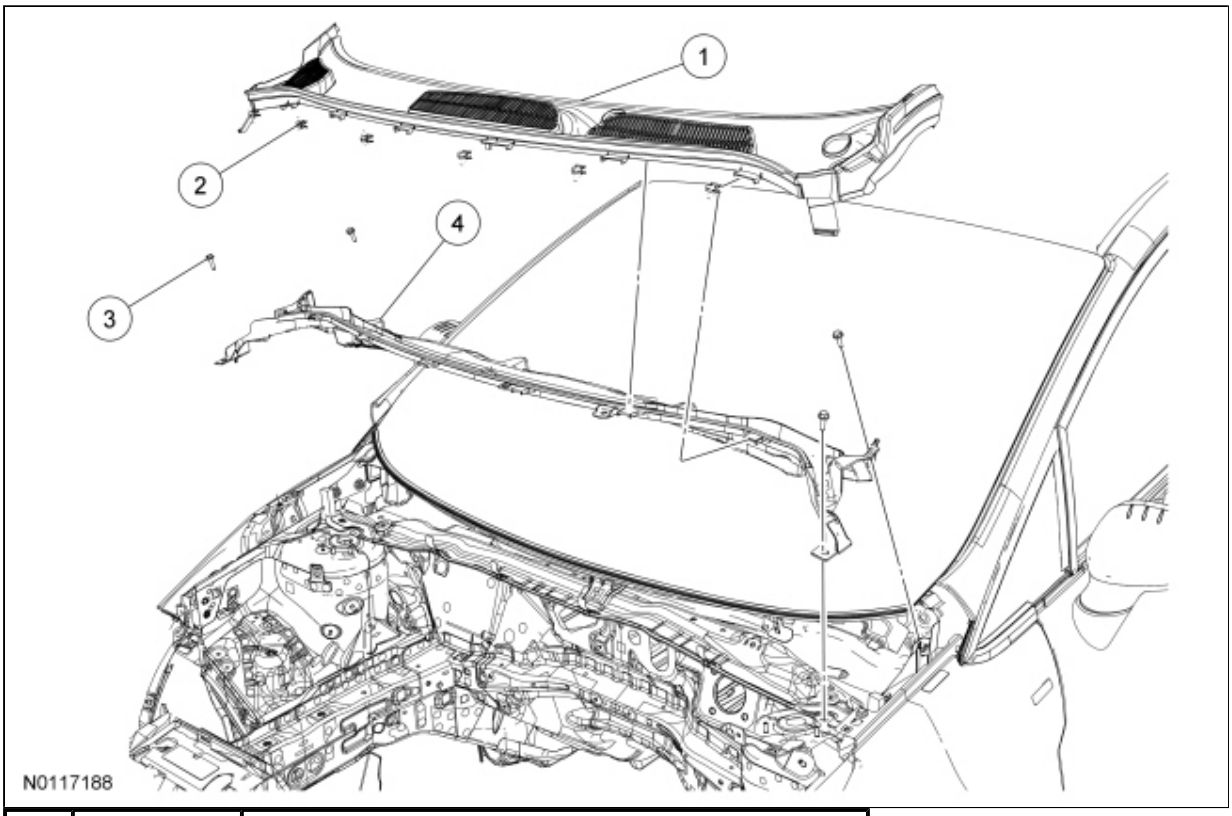
12. Remove the radiator grille opening panel reinforcement support-to-front bumper bolt.
    - To install, tighten to 9 Nm (80 lb-in).

13. Remove the 2 radiator grille opening panel reinforcement upper bolts.
    - To install, tighten to 25 Nm (18 lb-ft).

14. Remove the radiator grille opening panel reinforcement.

15. To install, reverse the removal procedure.
    - Transfer parts as necessary.

Cowl Panel Grille



Item	Part Number	Description
1	018A16	Upper cowl panel
2	14197	Upper cowl panel-to-lower cowl panel clip (6 required)
3	W700133	Lower cowl panel bolt (4 required)
4	016B26	Lower cowl panel

Removal and Installation

Upper Cowl Panel and Lower Cowl Panel

1. Remove the wiper blade arms. For additional information, refer to Section 501-16 .
2. Remove the 6 upper cowl panel-to-lower cowl panel clips.
3. Remove the upper cowl panel.

Lower Cowl Panel

4. Remove the headlamp assemblies. For additional information, refer to Section 417-01 .
5. Remove the 4 lower cowl panel bolts.
6. Release the brake booster vacuum hose from the clip on the lower cowl panel.
7. Remove the lower cowl panel.

All

8. To install, reverse the removal procedure.

Material

Item	Specification	Fill Capacity
Multi-Purpose Grease XG-4 and/or XL-5, or equivalents	ESB-M1C93-B	—

Torque Specifications

Description	Nm	lb-ft	lb-in
Door check arm-to-body bolts	25	18	—
Door check arm-to-door nuts	10	—	89
Door hinge-to-body bolts	24	18	—
Door hinge-to-door bolts	24	18	—
Lifgate hinge bolts	11	—	97
Luggage compartment hinge-to-luggage compartment lid bolts	11	—	97

Luggage Compartment Lid Alignment

1. Loosen the 4 luggage compartment lid bolts.

2. Adjust the luggage compartment lid as necessary. For additional information on body margins, refer to Section 501-35 .

3. Tighten the 4 luggage compartment lid hinge bolts.
   - Tighten to 11Nm (97 lb-in).

Liftgate Alignment

1. Loosen the 4 liftgate hinge-to-liftgate bolts just enough to permit movement of the liftgate.

2. **NOTE:** The liftgate should be adjusted for even and parallel fit with the liftgate opening and the surrounding panels.

   Adjust the liftgate as necessary. For additional information on body margins, refer to Section 501-35 .

3. Tighten the 4 liftgate hinge-to-liftgate bolts.
   - Tighten to 11 Nm (97 lb-in).

Striker Adjustment

Material

Item	Specification
Multi-Purpose Grease XG-4 and/or XL-5, or equivalents	ESB-M1C93-B

NOTE: Before adjusting the door latch striker plate, verify that the door can be closed easily and fits tightly.

1. Loosen the door latch striker bolts.

2. Reposition the door latch striker plate from side to side or up and down as necessary.

3. Tighten the door striker plate bolts.
   - Tighten to 25 Nm (18 lb-ft).

4. Check the adjustment of the door. For additional information on body margins, refer to Section 501-35 .
   - Repeat the procedure as necessary.
   - Lubricate the door latch using the specified lubricant.

Door Alignment — Front

Material

Item	Specification
Multi-Purpose Grease XG-4 and/or XL-5, or equivalents	ESB-M1C93-B

All alignments

1. Remove the door latch striker plate.

Front door in and out, up and down alignment

2. Loosen, but do not remove, the front door hinge-to-front door fasteners enough to allow door alignment.

Front door fore, aft and tilt alignment

3. Loosen, but do not remove, the front door hinge-to-body fasteners enough to allow door alignment.

All alignments

4. Adjust the door. For additional information on body margins, refer to Section 501-35 .

5. Tighten the door fasteners.
   - Tighten the front door hinge-to-front door fasteners to 24 Nm (18 lb-ft).
   - Tighten the front door hinge-to-body fasteners to 25 Nm (18 lb-ft).

6. Install and adjust the door striker as necessary. For additional information, refer to Striker Adjustment in this section.
   - Lubricate the door latch using the specified lubricant.

Door Alignment — Rear

Material

Item	Specification
Multi-Purpose Grease XG-4 and/or XL-5, or equivalents	ESB-M1C93-B

All alignments

1. Remove the door latch striker plate.

Rear door in and out, up and down alignment

2. Loosen, but do not remove, the rear door hinge-to-door fasteners enough to allow door alignment.

Front door fore, aft and tilt alignment

3. Loosen, but do not remove, the rear door hinge-to-body fasteners enough to allow door alignment.

All alignments

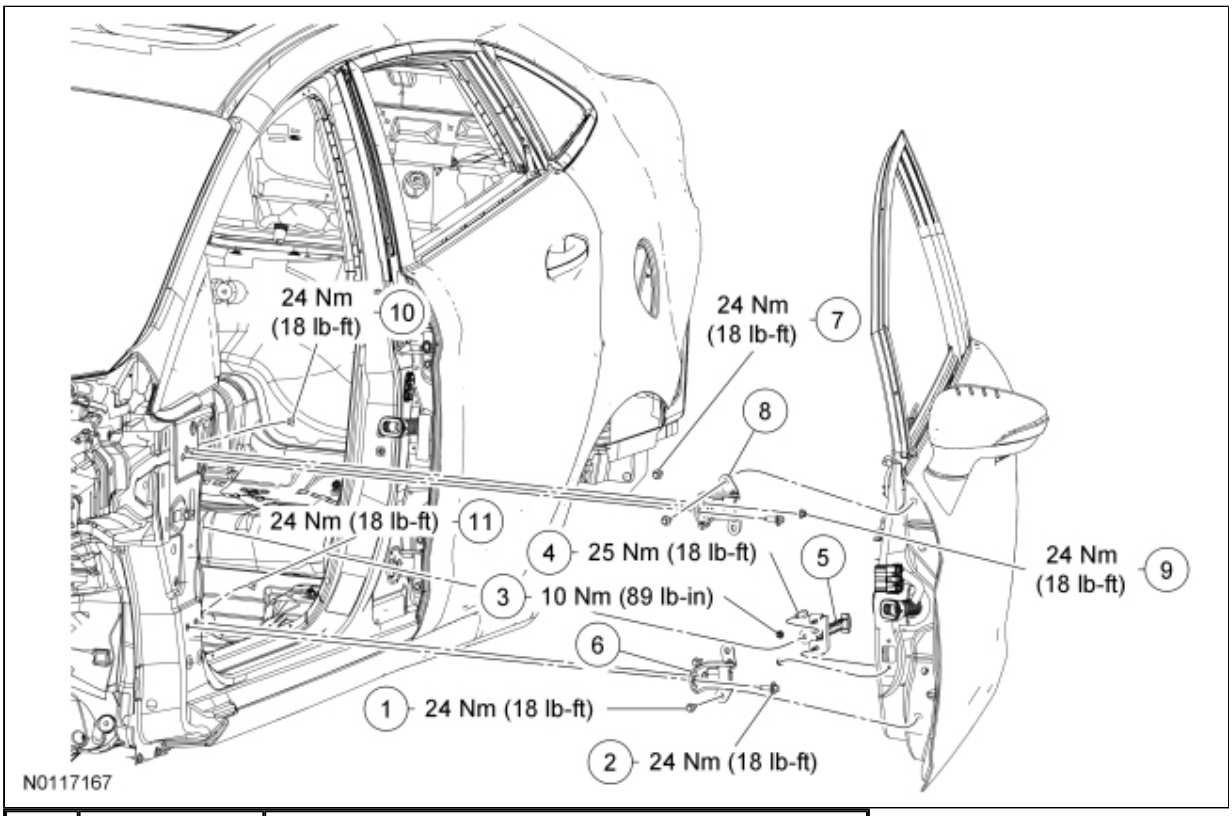
4. Adjust the door. For additional information on body margins, refer to Section 501-35 .

5. Tighten the door fasteners.
   - Tighten the rear door hinge-to-door fasteners to 24Nm (18 lb-ft).
   - Tighten the rear door hinge-to-body fasteners 25 Nm (18 lb-ft).

6. Install and adjust the door striker as necessary. For additional information, refer to Striker Adjustment in this section.
   - Lubricate the door latch using the specified lubricant.

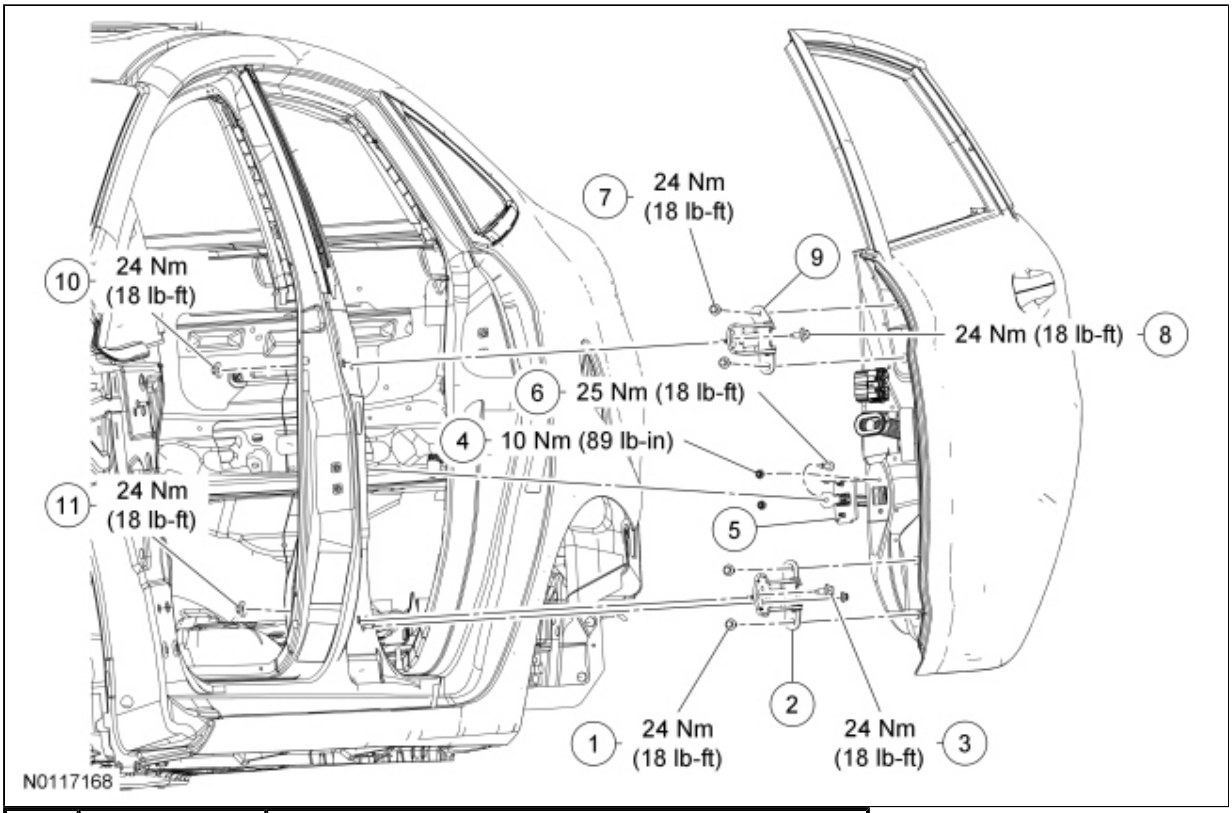
Door

Front Door



Item	Part Number	Description
1	W713332	Front door lower hing-to-door bolt (4 required)
2	W711806	Front door lower hinge-to-body bolt (2 required)
3	W520101	Front door check nut (4 required)
4	W713778	Front door check bolt (2 required)
5	23504	Front door check
6	22810/ 22811	Front door lower hinge (RH/LH)
7	W713332	Front door upper hinge-to-door bolt (4 required)
8	22810/ 22811	Front door upper hinge (RH/LH)
9	W711806	Front door upper hinge-to-body bolt (2 required)
10	W709923	Front door upper hinge nut (2 required)
11	W709923	Front door lower hing nut (2 required)

Rear Door



Item	Part Number	Description
1	W713332	Rear door lower hinge-to-door bolt (4 required)
2	26810/ 26811	Rear door lower hinge (RH/LH)
3	W702368	Rear door lower hinge-to-body bolt (2 required)
4	W520101	Rear door check nut (4 required)
5	27204	Rear door check
6	W713778	Rear door check bolt (2 required)
7	W713332	Rear door upper hinge-to-door bolt (4 required)
8	W702368	Rear door upper hinge-to-body bolt (2 required)
9	26800/ 26801	Rear door upper hinge (RH/LH)
10	W709923	Rear door upper hinge nut (2 required)
11	W709923	Rear door lower hinge nut (2 required)

Removal and Installation

1. Disconnect the door bulk head connector at the body.
    1. Carefully pull the rubber grommet around the bulk head connector back away from the body to gain access to the 3 clips on the bulk head connector.
    2. Release the upper clip and the 2 lower clips and pull the door bulk head connector from the body.
    3. Disconnect the electrical connectors from the door bulk head connector.

2. Remove the door check arm-to-body bolt.
    - To install, tighten to 26 Nm (19 lb-in).

3. Remove the 2 upper hinge-to-door bolts.
    - To install, tighten to 24 Nm (18 lb-ft).

4. **NOTE:** The aid of an assistant is required to hold the door up while removing the lower hinge-to-door bolts.

   Remove the 2 lower hinge-to-door bolts.

- To install, tighten to 24 Nm (18 lb-ft).

5. To install, reverse the removal procedure.
   - If necessary, adjust the door. For additional information, refer to Door Alignment — Front or Door Alignment — Rear in this section.

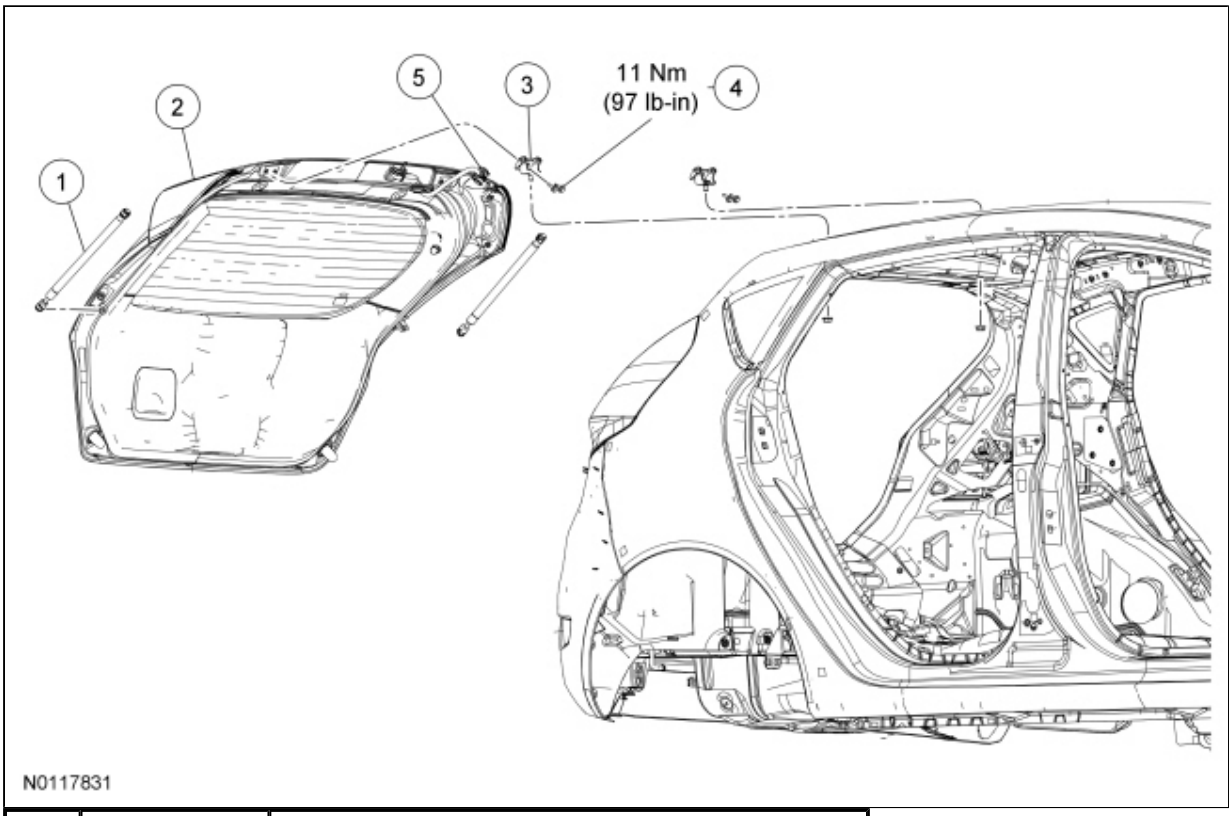
Door Check Arm

Removal and Installation

NOTE: Front and rear door check arms are removed in the same manner. For additional information on location, refer to the exploded view in Door in this section.

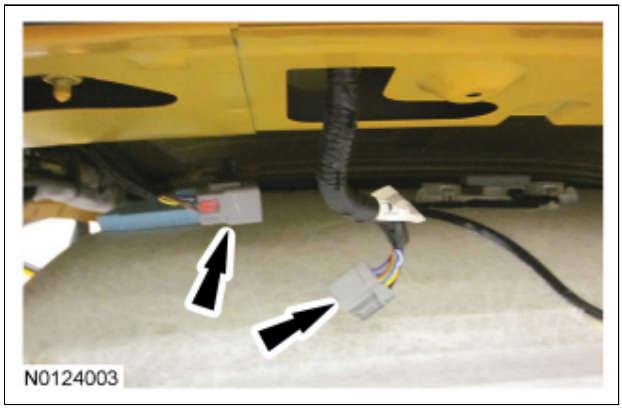
1. Remove the door check arm-to-body bolt.
   - To install, tighten to 26 Nm (19 lb-ft).
2. Remove the 2 door check arm-to-door nuts.
   - To install, tighten to 10 Nm (89 lb-in).
3. Remove the door speaker. For additional information, refer to Section 415-00 .
4. Remove the front door check arm.
5. To install, reverse the removal procedure.

Liftgate



Item	Part Number	Description
1	406A10	Rear liftgate shock (RH/LH)
2	40110	Rear liftgate
3	42900	Rear liftgate hinge (RH/LH)
4	W702434	Rear liftgate hinge bolt (4 required)
5	—	Liftgate electrical connector (part of 14B562A)

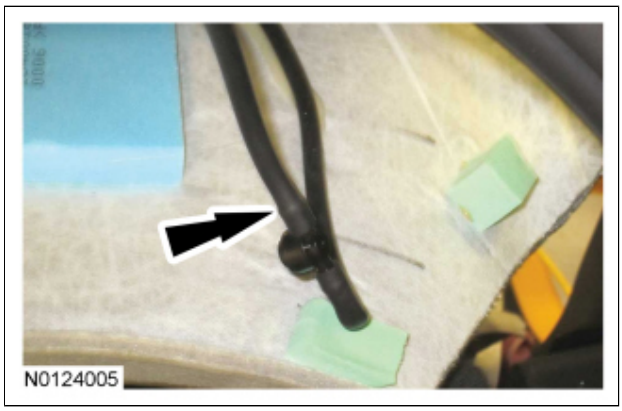
1. Remove both upper B-pillar trim panels. For additional information, refer to Section 501-05 .
2. Remove both upper C-pillar trim panels. For additional information, refer to Section 501-05 .
3. Gently drop down the headliner in the rear to access the liftgate bulkhead electrical connector and the rear washer hose.
    1. Remove the 2 rear headliner pin-type retainers.
    2. Release the headliner from the liftgate weather strip and gently let drop down.
4. Disconnect the liftgate bulkhead connector located under LH rear of headliner.



5. Release the wiring harness locator and position the harness outside of the vehicle.

6. ***NOTICE:*** **Plug washer hose after disconnecting. Failure to do so will result in damage to headliner due to fluid leakage.**

   Disconnect the rear washer hose located under the right rear of headliner.



7. Release the washer hose grommet and position outside of the vehicle.

8. With the help of an assistant, disconnect both liftgate shocks at the liftgate.

9. ***NOTICE:*** **To minimize the possibility of the cross threading, hand-start all fasteners during the installation.**

   With the help of an assistant, mark the position of each hinge with a wax pencil or suitable non staining marker and remove the 4 liftgate hinge-to-liftgate bolts.
   - To install, tighten to 11 Nm (97 lb-in).

10. To install, reverse the removal procedure.

- If necessary, adjust the liftgate. For additional information, refer to Liftgate Alignment in this section.

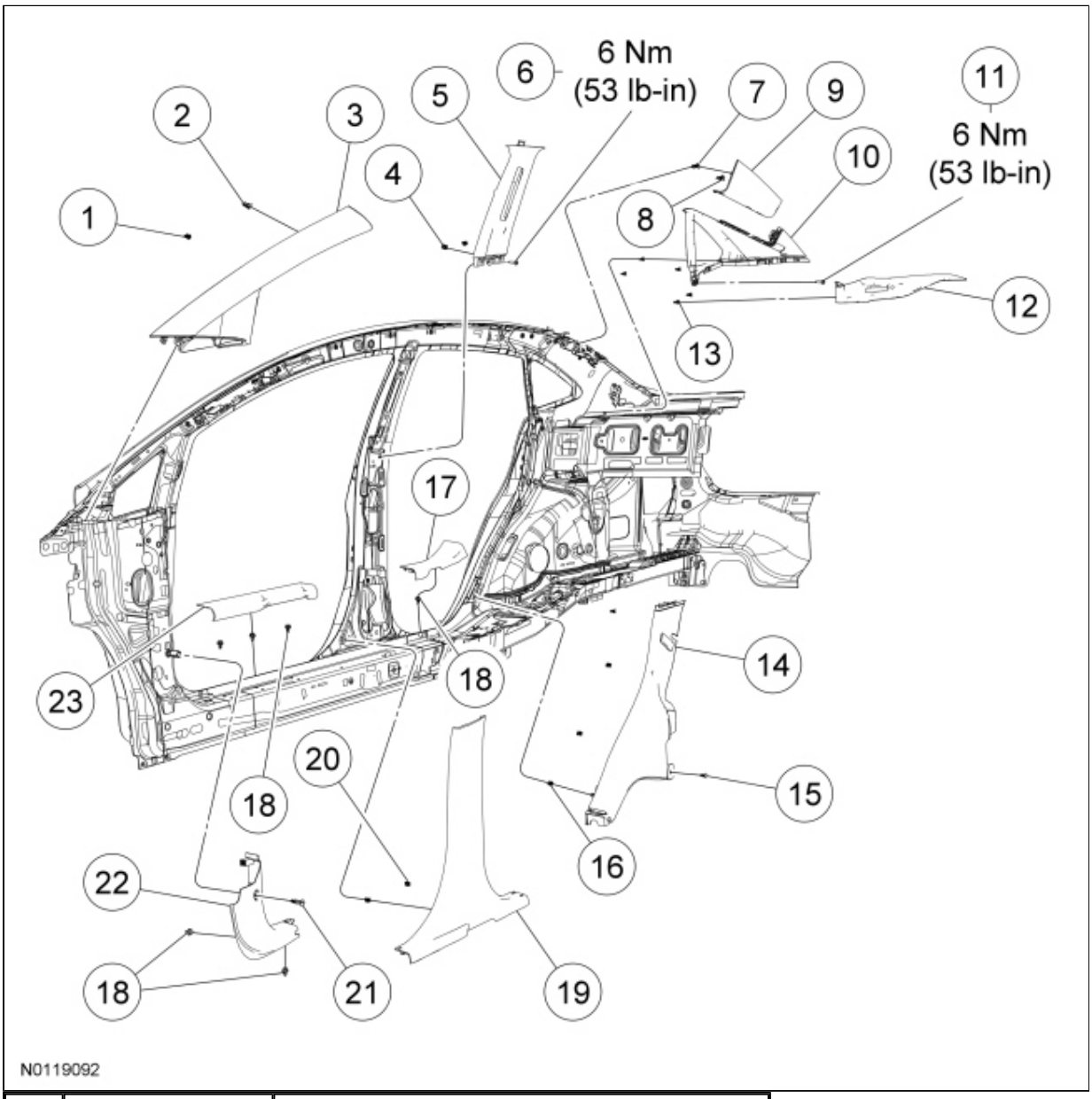
Torque Specifications

Description	Nm	lb-ft	lb-in
Front safety belt D-ring bolt	40	30	—
Rear door pull handle screw	3	—	27
Rear safety belt lower anchor bolt	48	35	—
Upper B-pillar trim panel screw	6	—	53
Upper C-pillar trim panel screw - 4 door sedan	6	—	53

Interior Trim — Exploded View

4 Door Sedan

NOTE: RH side shown, LH side similar.

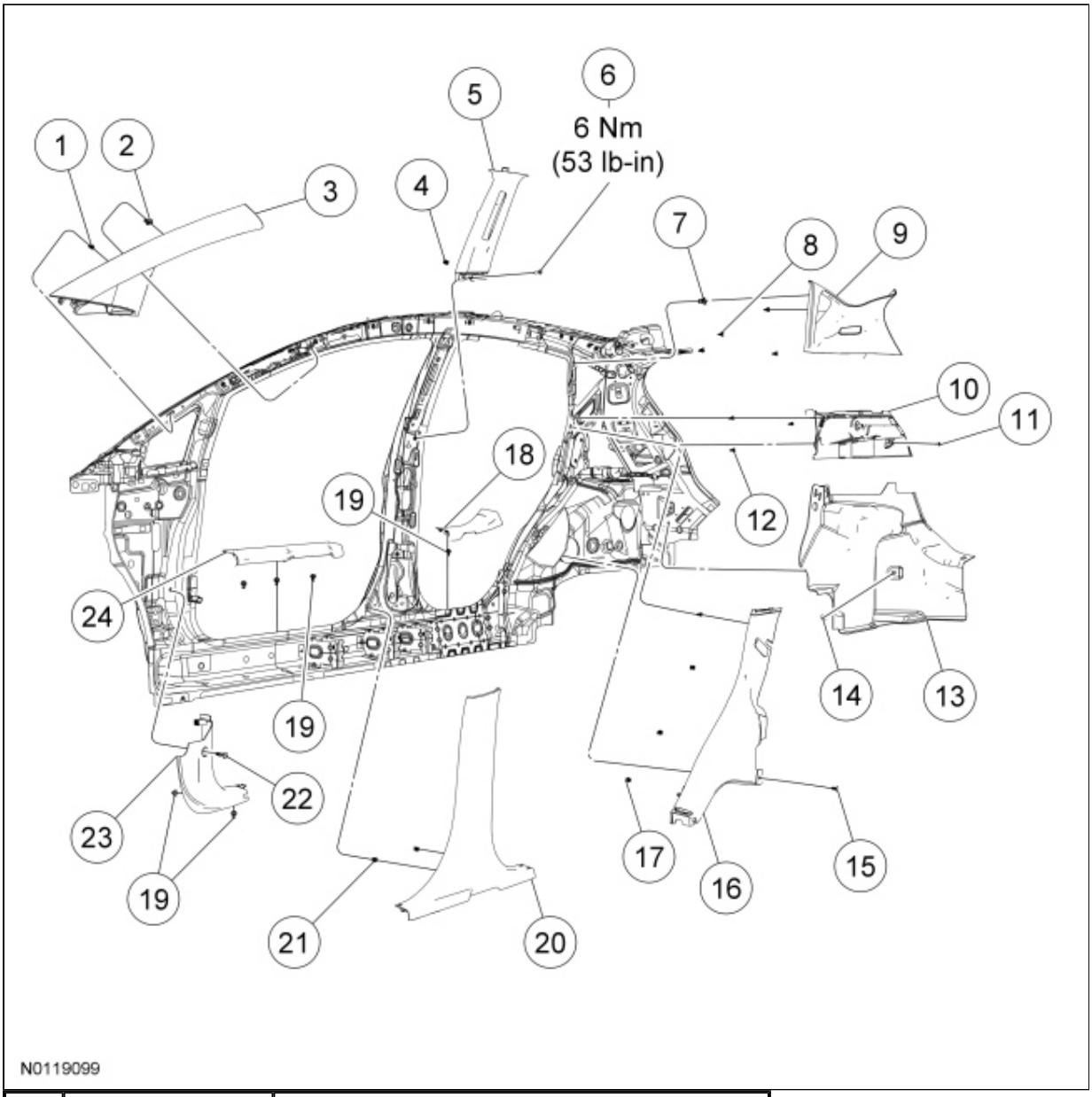


Item	Part Number	Description
1	W713688	A-pillar trim panel retaining clip
2	W715667	A-pillar trim panel 2-stage high-retention retaining clip
3	03598 (RH)/ 03599 (LH)	A-pillar trim panel
4	W713688	B-pillar upper trim panel retaining clip (2 required)

5	24356(RH)/ 24357 (LH)	B-pillar upper trim panel
6	W712518	B-pillar upper trim panel bolt
7	W715667	C-pillar upper trim panel 2-stage high-retention retaining clip
8	W713688	C-pillar upper trim panel retaining clip (4 required)
9	—	C-pillar upper trim panel cover (part of 31004 (RH)/ 31005 (LH))
10	31004 (RH)/ 31005 (LH)	C-pillar upper trim panel
11	W712518	C-pillar upper trim panel bolt
12	46808 (RH) / 46809 (LH)	Parcel shelf upper trim panel
13	W710338	Retaining clip (5 required) (2 required)
14	31012 (RH) / 31013 (LH)	C-pillar lower trim panel
15	W703198	Pushpin
16	W710338	C-pillar lower trim panel retaining clip (4 required)
17	13288 (RH) / 13289 (LH)	Rear scuff plate
18	W714848	Pushpin with foam seal (6 required)
19	24346 (RH) / 24347 (LH)	B-pillar lower trim panel
20	W713688	B-pillar lower trim panel retaining clip (2 required)
21	—	Cowl side trim panel retainer pin (part of 02344 (RH) / 02345 (LH))
22	02344 (RH) / 02345 (LH)	Cowl side trim panel
23	13208 (RH) / 13209 (LH)	Front scuff plate

5 Door Hatchback

NOTE: LH side shown, RH side similar.



Item	Part Number	Description
1	03598 (RH)/ 03599 (LH)	A-pillar trim panel
2	W713688	A-pillar trim panel retaining clip
3	W715667	A-pillar trim panel 2-stage high-retention retaining clip
4	W713688	B-pillar upper trim panel retaining clip (2 required)
5	24356(RH)/ 24357 (LH)	B-pillar upper trim panel
6	W712518	B-pillar upper trim panel bolt
7	W715667	C-pillar upper trim panel 2-stage high-retention retaining clip
8	W710338	C-pillar upper trim panel retaining clip (4 required)
9	31010 (RH) / 31011 (LH)	C-pillar upper trim panel
10	46808 (RH) / 46809	Cargo cover support panel

	(LH)	
11	W701303	Cargo cover support panel screw
12	W713688	Cargo cover support panel retaining clip
13	31148 (RH) / 31149 (LH)	Quarter trim panel
14	W701380	Pushpin
15	31012 (RH) / 31013 (LH)	C-pillar lower trim panel
16	W703198	Pushpin
17	W710338	C-pillar lower trim panel retaining clip (4 required)
18	13228 (RH) / 13229 (LH)	Rear scuff plate
19	W714848	Pushpin with foam seal (6 required)
20	24346 (RH) / 24347 (LH)	B-pillar lower trim panel
21	W713688	B-pillar lower trim panel retaining clip (2 required)
22	—	Cowl side trim panel retainer pin (part of 02344 (RH) / 02345 (LH))
23	02344 (RH) / 02345 (LH)	Cowl side trim panel
24	13208 (RH) / 13209 (LH)	Front scuff plate

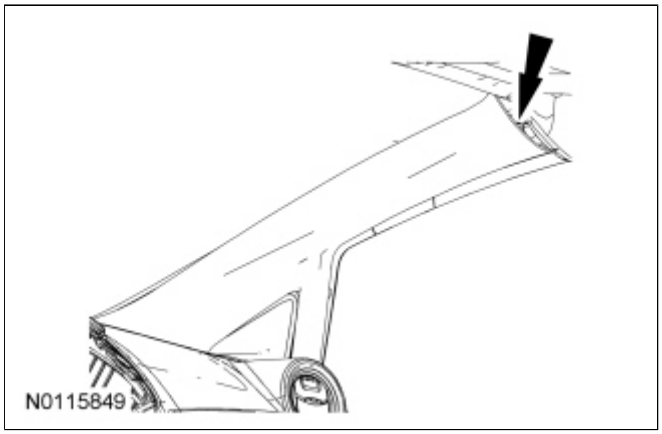
1. For additional information, refer to the procedures in this section.

A-Pillar Trim Panel

Removal and Installation

NOTICE: **To avoid damage to the A-pillar trim panel, remove any retaining clips from the body and attach them to the A-pillar trim panel before installing.**

1. Position the door opening weatherstrip aside.
2. Gently pull the upper A-pillar trim panel toward the center of the vehicle to release the A-pillar trim panel retaining clips.



3. To install, reverse the removal procedure.

B-Pillar Trim Panel

Removal and Installation

Lower and upper

1. Position the front and rear weatherstrips aside.

2. Remove the front scuff plate trim panel. For additional information, refer to Scuff Plate Trim Panel — Front in this section.

3. Remove the rear scuff plate trim panel. For additional information, refer to Scuff Plate Trim Panel — Rear in this section.

4. Position the seats in the full forward position.

5. Gently pull the B-pillar lower trim panel toward the center of the vehicle to release the 2 B-pillar lower trim panel retaining clips.

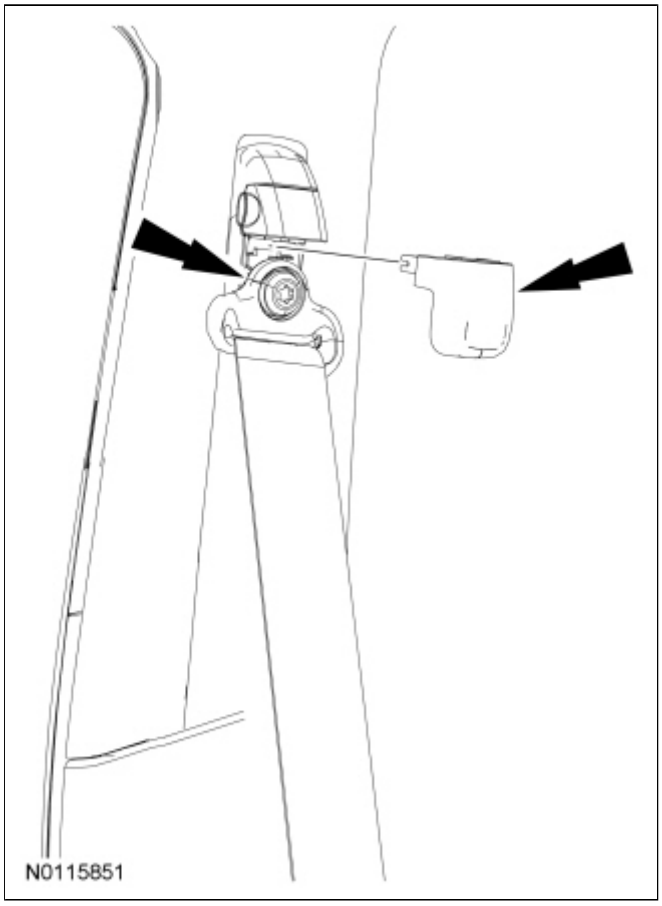
6. ***NOTICE:*** **To avoid damage to the B-pillar lower trim panel, remove any retaining clips from the body and attach them to the B-pillar lower trim panel before installing.**

   Remove the B-pillar lower trim panel.

Upper

7. **NOTE:** Inspect the safety belt D-ring cover for damage and replace D-ring cover if damaged.

   Remove the bolt cover and safety belt D-ring bolt and position the safety belt aside.
   1. To install, tighten to 40 Nm (30 lb-ft).



8. Remove the B-pillar upper trim panel bolt.

9. Remove the B-pillar upper trim panel.
   - Pull the B-pillar upper trim panel toward the center of the vehicle to release the 2 B-pillar upper trim panel retaining clips.

10. ***NOTICE:*** **To avoid damage to the B-pillar upper trim panel, remove any retaining clips from the body and attach them to the B-pillar upper trim panel before installing.**

    To install, reverse the removal procedure.
    - To install, align the trim panel retaining clips to the retaining clip holes in the body.

C-Pillar Trim Panel — 4-Door Sedan

Removal and Installation

Upper

1. Position the rear seat backrest down.

Lower and upper

2. Position the rear door opening weatherstrip aside.

3. Gently pull the parcel shelf upper trim panel toward the center of the vehicle to release the 4 parcel shelf upper trim panel retaining clips and position the parcel shelf upper trim panel aside.

Upper

4. Gently pull the C-pillar upper trim panel cover toward the center of the vehicle to release the 4 C-pillar upper trim panel cover retaining clips.
   - Remove the C-pillar upper trim panel cover.

5. Gently pull the C-pillar lower trim panel toward the center of the vehicle to release the 3 C-pillar upper retaining clips.

6. Remove the C-pillar upper trim panel screw.
   - To install, tighten the screw to 6 Nm (53 lb-In).

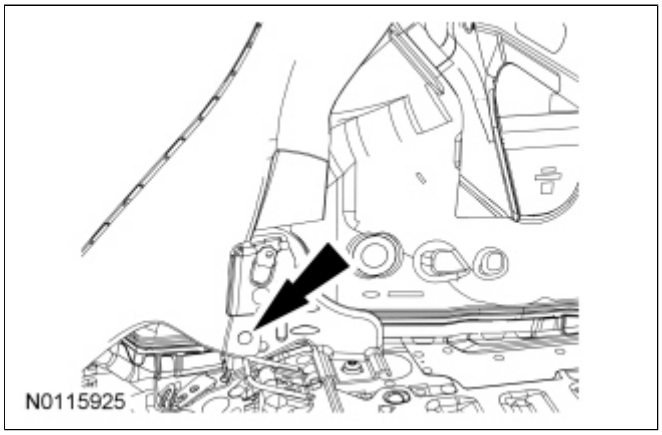
7. Remove the C-pillar upper trim panel.
   - Pull the C-pillar upper trim panel toward the center of the vehicle to release the 4 C-pillar upper trim panel retaining clips.

Lower

8. Remove the rear seat cushion. For additional information, refer to Section 501-10 .

9. Remove the rear door scuff plate.

10. Remove the C-pillar lower trim panel pushpin.
    - Lower the rear seat back as necessary for access to pushpin.



11. Gently pull the C-pillar lower trim panel toward the center of the vehicle to release the 4 C-pillar upper retaining clips and remove the C-pillar lower trim panel.

Lower and upper

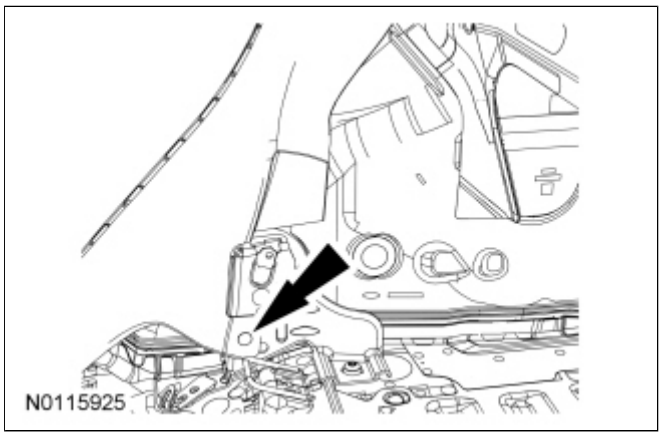
12. ***NOTICE:*** **To avoid damage to the trim panels, remove any retaining clips from the body and attach them to the trim panels before installing.**

    To install, reverse the removal procedure.
    - To install, align the trim panel retaining clips to the retaining clip holes in the body.

C-Pillar Trim Panel — 5-Door Hatchback

Upper and lower

1. Position the rear door opening weatherstrip aside.
2. Remove the rear seat cushion. For additional information, refer to Section 501-10 .
3. Remove the C-pillar lower trim panel pushpin.
   - Lower the rear seat back as necessary for access to pushpin.



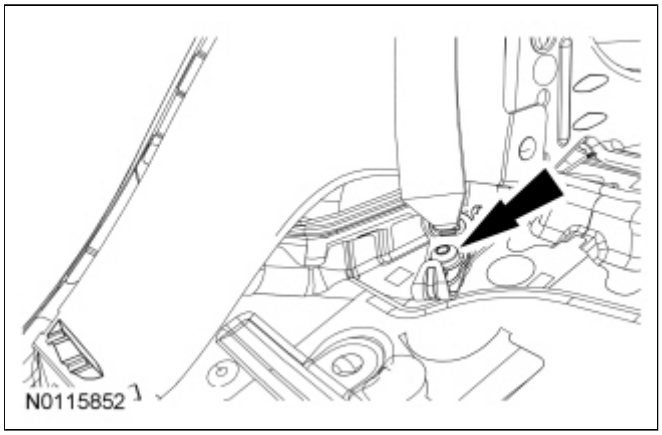
4. Remove the rear door scuff plate.
5. Gently pull the C-pillar lower trim panel toward the center of the vehicle to release the 4 C-pillar lower retaining clips.
6. ***NOTICE:*** **To avoid damage to the C-pillar lower trim panel, remove any retaining clips from the body and attach them to the C-pillar lower trim panel before installing.**

   Remove the C-pillar lower trim panel.

Upper

NOTE: The rear seat is removed for clarity.

7. Remove the safety belt anchor bolt.
   - To install, tighten to 48 Nm (35 lb-ft).



8. Remove the C-pillar upper trim panel.
    - Pull the C-pillar upper trim panel toward the center of the vehicle to release the 5 C-pillar upper trim panel retaining clips.
    - Route the shoulder safety belt through the C-pillar upper trim panel.

Upper and lower

9. ***NOTICE:*** **To avoid damage to the C-pillar lower trim panel, remove any retaining clips from the body and attach them to the C-pillar lower trim panel before installing.**

    To install, reverse the removal procedure.
    - To install, align the trim panel retaining clips to the retaining clip holes in the body.

Quarter Trim Panel — 5-Door Hatchback

Removal and Installation

1. Remove the C-pillar upper and lower trim panel. For additional information, refer to C-Pillar Trim Panel — 5-Door Hatchback in this section.

2. ***NOTICE:*** **To avoid damage to the rear hatch scuff plate trim panel, remove any retaining clips from the body and attach them to the rear hatch scuff plate trim panel before installing.**

   Remove the rear hatch scuff plate trim panel.
   - Remove the 2 pushpin retainers.
   - Pull the rear hatch scuff plate trim panel upwards to release the retaining clips.
   - To install, align the rear hatch scuff plate trim panel retaining clips to the holes in the body.

3. Position the rear hatch weatherstrip aside.

4. Remove the rear package tray trim panel.

5. Remove the cargo cover support panel screw.

6. Gently pull the cargo cover support panel toward the center of the vehicle to release the 3 cargo center support panel retaining clips.

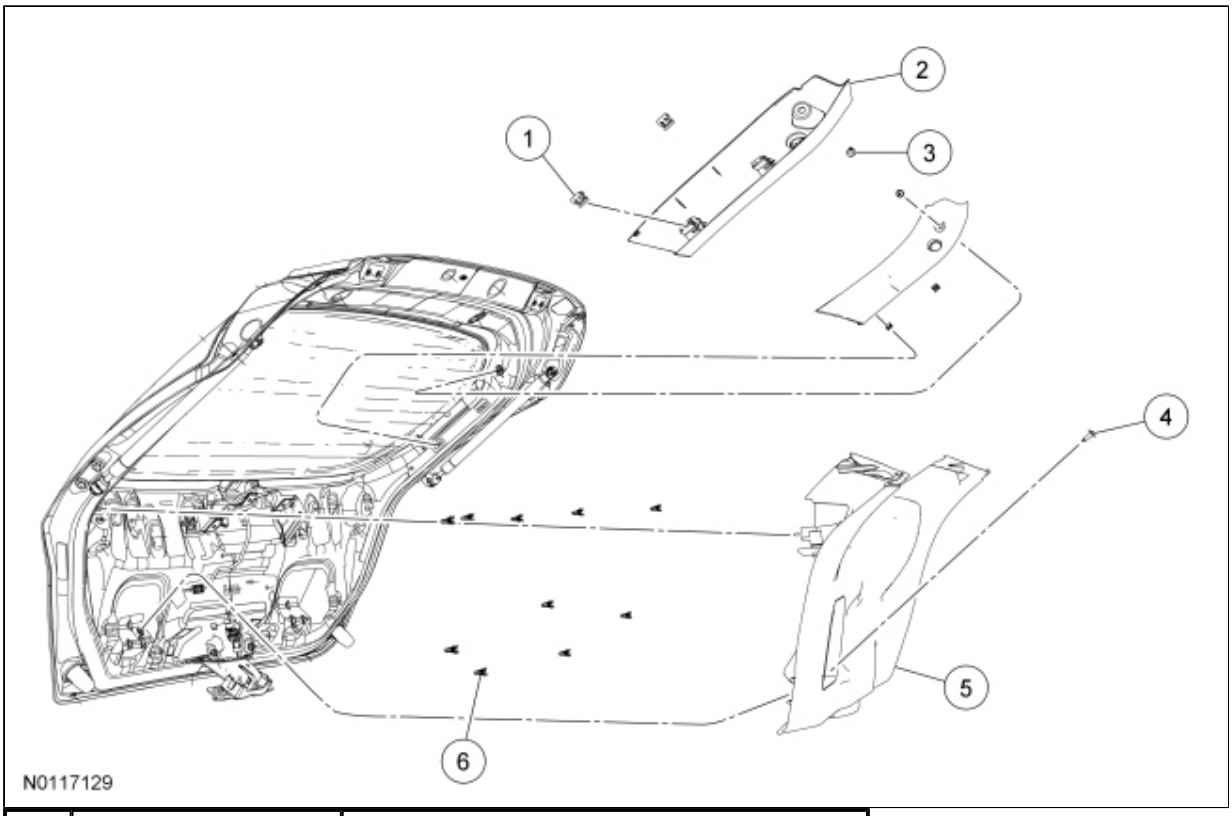
7. Remove the cargo cover support panel.
   - Disconnect the cargo panel light.

8. Remove the pushpin retainer.

9. Remove the quarter trim panel.

10. To install, reverse the removal procedure.

Liftgate Trim Panel



Item	Part Number	Description
1	W712474	Upper liftgate trim panel retaining clip (4 required)
2	42906 (RH) / 42907 (LH)	Upper liftgate trim panel
3	W700426	Upper liftgate trim panel screw (2 required)
4	W700426	Lower liftgate trim panel screw
5	46404	Lower liftgate trim panel
6	W712474	Lower liftgate trim panel retaining clip (10 required)

Upper liftgate trim panel

1. Remove the upper liftgate trim panel retaining screw.

2. Remove the upper liftgate trim panel.
   - Pull the upper liftgate trim panel toward the center of the vehicle and release the 2 upper liftgate trim panel retaining clips.

3. ***NOTICE:*** **To avoid damage to the upper liftgate trim panel, remove any retaining clips from the body and attach them to the upper liftgate trim panel before installing.**

   To install, reverse the removal procedure.
   - To install, align the upper liftgate trim panel retaining clips to the retaining clip holes in the body

Lower liftgate trim panel

4. Remove the lower liftgate trim panel.
    - Remove the lower liftgate trim panel retaining screw.
    - Pull the lower liftgate trim panel toward the front of the vehicle and release the 10 lower liftgate trim panel retaining clips.

5. ***NOTICE:*** **To avoid damage to the lower liftgate trim panel, remove any retaining clips from the body and attach them to the lower liftgate trim panel before installing.**

    To install, reverse the removal procedure.
    - To install, align the lower liftgate trim panel retaining clips to the retaining clip holes in the body

Scuff Plate Trim Panel — Front

NOTICE: **To avoid damage to the front scuff plate trim panel, remove any pushpins from the body and attach them to the front scuff plate trim panel before installing.**

1. Pull the front scuff plate trim panel upwards to release the pushpins. For additional information on the pushpin location, refer to Interior Trim — Exploded View in this section.
    - To install, align the trim panel pushpins to the pushpin holes in the body.

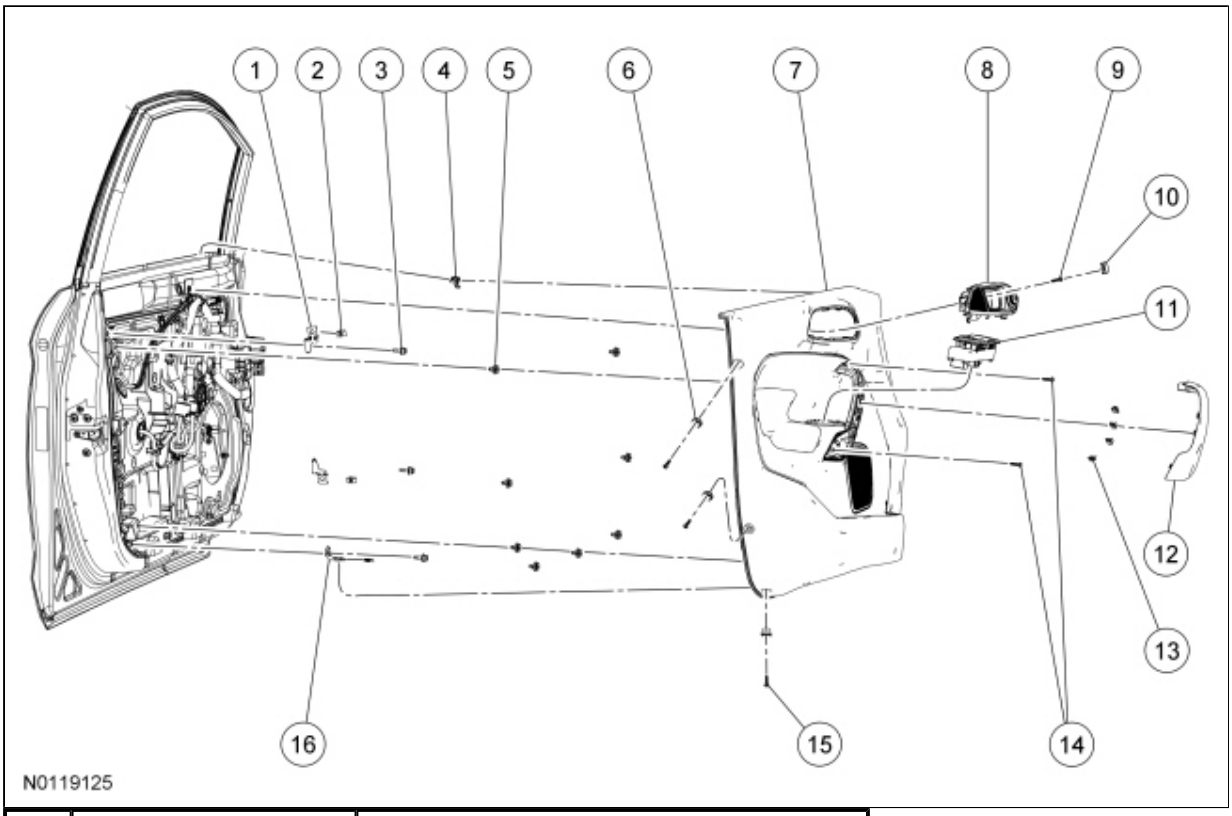
Scuff Plate Trim Panel — Rear

Removal and Installation

NOTICE: **To avoid damage to the rear scuff plate trim panel, remove any pushpins from the body and attach them to the rear scuff plate trim panel before installing.**

1. Pull the rear scuff plate trim panel upwards to release the pushpins. For additional information on the pushpin location, refer to Interior Trim — Exploded View in this section.
    - To install, align the trim panel pushpins to the pushpin holes in the body.

Door Trim Panel — Front



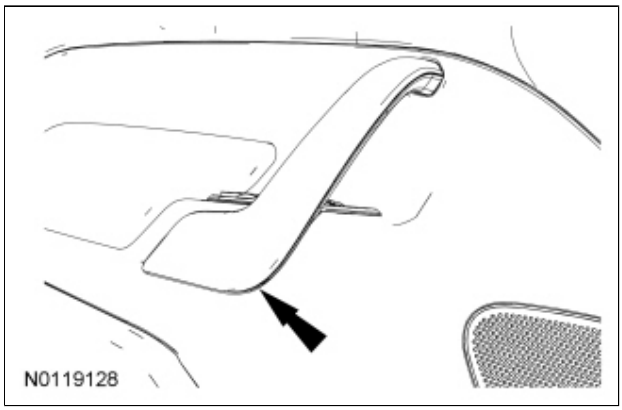
Item	Part Number	Description
1	23834 RH/ 23835 LH	Front door panel bracket
2	W707291	Front door panel bracket nut (3 required)
3	W709931	Front door module bolt (3 required)
4	W790227	Front door panel clip
5	—	Pushpin (8 required)
6	219B00	Grommet (3 required)
7	23942 RH/23943 LH	Front door trim panel
8	22600 (RH)/22601 (LH)	Front door latch inside handle assembly
9	4605B01	Front door latch inside handle assembly screw
10	W10A02	Door latch inside handle assembly screw cover
11	14529 (RH)/14A132 (LH)	Window switch assembly
12	24184 (RH) / 24185 (LH)	Grab handle cover
13	—	Grab handle cover S-clips (4 required)
14	W719311	Door pull handle screw (2 required)
15	W710836	Front door trim panel screw (3 required)
16	23834 RH/ 23835 LH	Front door panel bracket (2 required)

Removal and Installation

All vehicles

1. ***NOTICE:*** **To avoid damage to the grab handle cover, remove any grab handle cover S-clips from the front door trim panel and attach them to the grab handle cover before installing.**

   Using a suitable tool, pry from the lower corner and remove the grab handle cover.



2. Remove the 2 door pull handle screws.

3. Remove the screw cover, screw and remove the front door latch inside handle assembly.
   - Disconnect the door latch cable.

Manual windows

4. Using a suitable tool, pry the window regulator handle and remove the window regulator handle.

All vehicles

5. Remove the 3 front door trim panel screws.

6. ***NOTICE:*** **To avoid damage to the front door trim panel, remove any pushpins from the front door module and attach them to the front door trim panel before installing.**

   Working from the bottom of the front door trim panel, Disengage the 8 pushpins from the door.
   - Using a pushpin removal tool, pull the front door trim panel outward to release the retaining pushpins.

7. Lift the front door trim panel and remove the front door trim panel.

Power Windows

8. Disconnect the power window switch.

All Vehicles

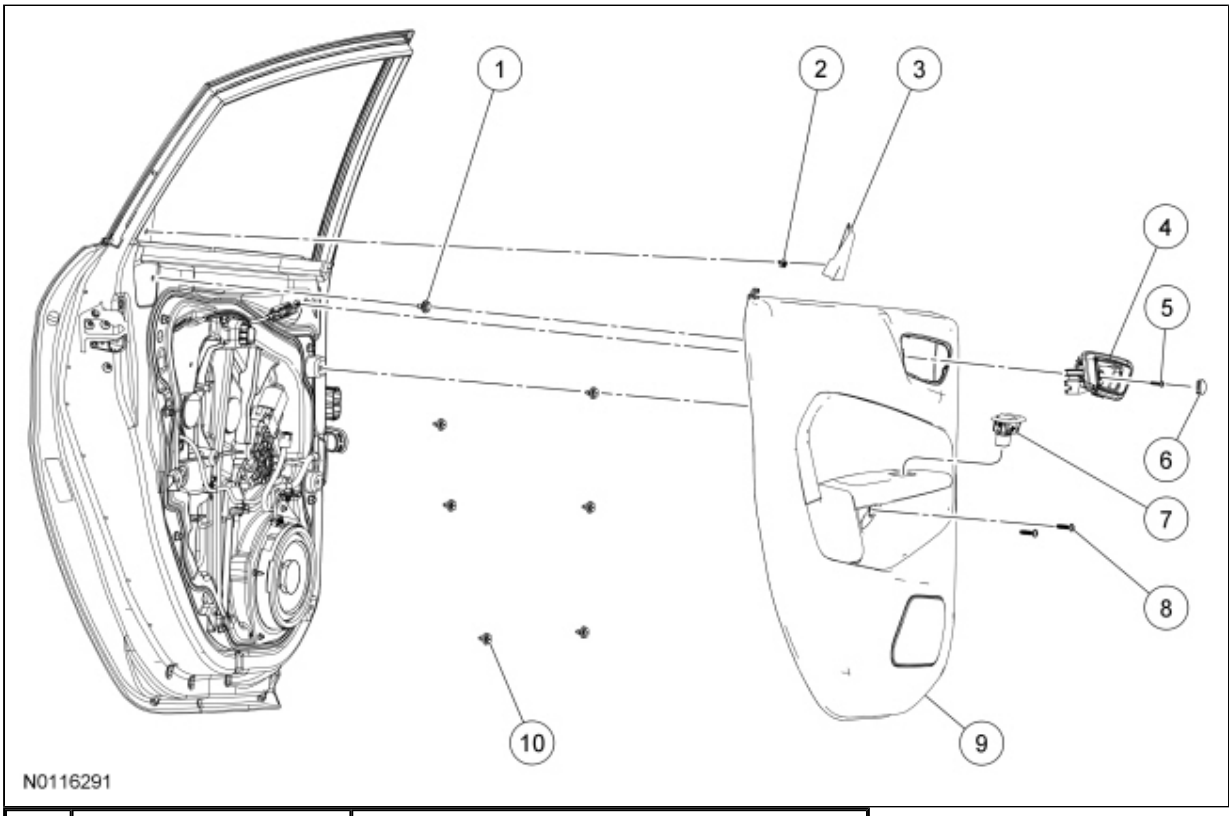
9. If required, remove the front door panel clip from the front door trim panel.

10. To install, reverse the removal procedure.

Door Trim Panel — Rear

NOTE: Click here or refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

NOTE: LH side shown, RH side similar.



Item	Part Number	Description
1	W713651	Pushpin
2	W709011	Pushpin
3	254K06 RH/ 254K07 LH	Rear door sail panel (5 door hatchback)
3	254K05 RH/ 254K06 LH	Rear door sail panel (4 door sedan)
4	22600 RH/ 22601 LH	Rear door latch inside handle assembly
5	05B01	Rear door latch inside handle assembly screw
6	W10A02	Screw cover
7	14529	Rear window control switch
8	W713911	Rear door trim panel screw (2 required)
9	27406 RH/ 27407 LH	Rear door trim panel
10	—	Pushpin (6 required)

All vehicles

1. ***NOTICE:*** **To avoid damage to the rear door sail panel, remove the pushpin from the rear door and attach them to the rear door sail panel before installing.**

Remove the rear door sail panel.

2. Remove the door handle screw cover and screw.

3. Remove the 2 rear door trim panel screws.

Manual windows

4. Use a suitable tool to pry the window regulator handle to remove the window regulator handle.

Power windows

5. Remove the window control switch. For additional information, refer to Section 501-11 .

All vehicles

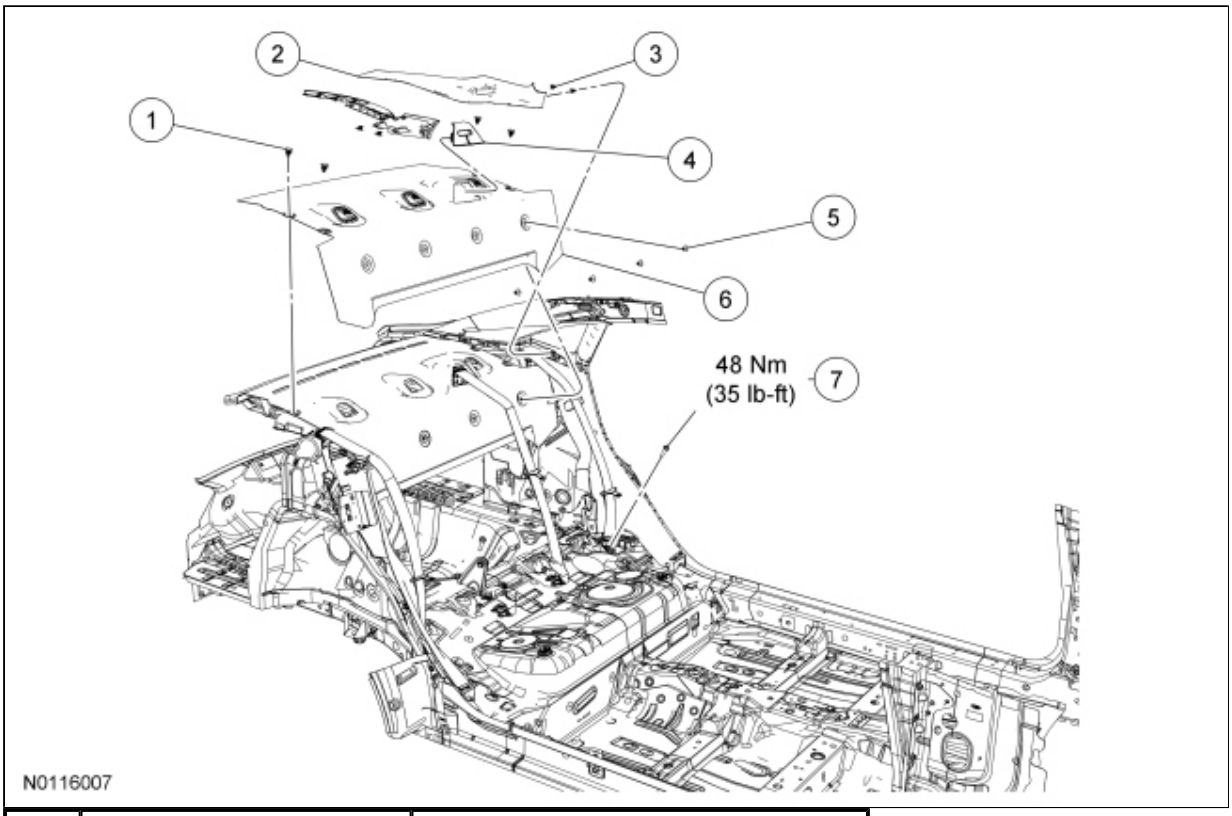
6. ***NOTICE:*** **To avoid damage to the rear door trim panel, remove any pushpins from the rear door module and attach them to the rear door trim panel before installing.**

   Working from the bottom of the rear door trim panel, disengage the 7 pushpins from the door.

7. Pull the rear door trim panel away from the door to release the rear door trim panel retaining clips and rear door trim panel.
   - Disconnect the door latch cable.

8. To install, reverse the removal procedure.
   - To install, align the trim panel pushpins to the pushpin holes in the rear door module.

Parcel Shelf — 4-Door Sedan



Item	Part Number	Description
1	F46668	Retaining clip (4 required)
2	46808 (RH) / 46809 (LH)	Parcel shelf upper trim panel
3	W710338	Parcel shelf side clip (4 required)
4	611B90	Center safety belt bezel
5	W700673	Pin-type retainers (4 required)
6	46668A	Parcel shelf trim panel
7	W703708	Safety belt anchor bolt (3 required)

Removal and Installation

1. Remove the rear seat cushion. For additional information, refer to Section 501-10 .

2. Remove the 3 safety belt anchor bolts.
   - To install, tighten to 48 Nm (35 lb-ft).

3. Remove the RH and LH parcel shelf upper trim panels.
   - Gently pull the parcel shelf upper trim panel toward the center of the vehicle to release the 4 parcel shelf upper trim panel retaining clips.
   - Pull the RH and LH safety belts through the parcel shelf upper trim panel openings.
   - Remove the parcel shelf upper trim panel.

4. Remove the RH and LH C-pillar trim panels. For additional information, refer to C-Pillar Trim Panel — 4-Door Sedan in this section.

5. Remove the safety belt retractor bezel.

- Pull the safety belt retractor bezel toward the front of the vehicle.
- Remove the safety belt retractor bezel from the safety belt.

6. Remove the 4 parcel shelf pin-type retainers.

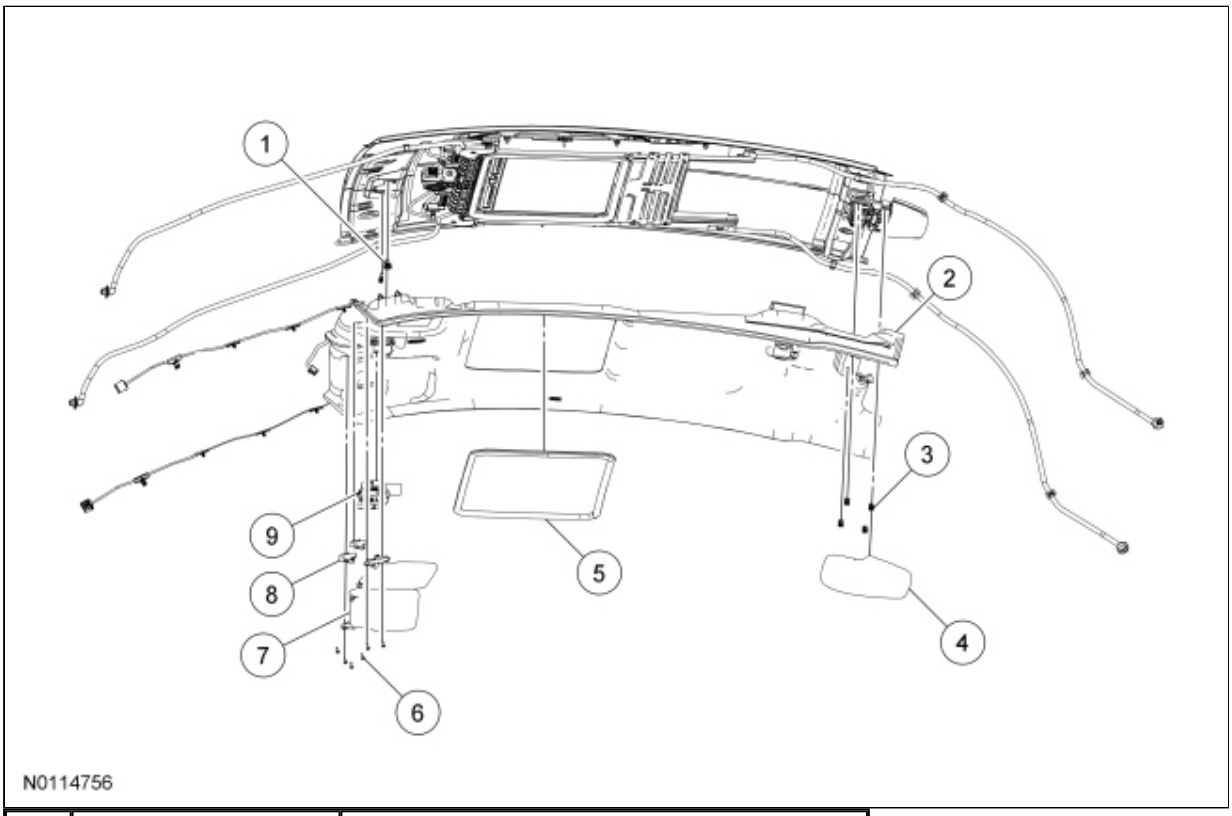
7. Remove the parcel shelf.
   - Pull the parcel shelf toward the front of the vehicle.
   - Pull the center safety belt rearward through the center retractor opening.

8. ***NOTICE:*** **To avoid damage to the parcel shelf upper trim panel, remove any retaining clips from the body and attach them to the parcel shelf upper trim panel before installing.**

   To install, reverse the removal procedure.
   - To install, align the trim panel retaining clips to the retaining clip holes in the body.

Headliner — 4-Door Sedan

NOTE: Headliner with roof opening panel shown, all others similar.



Item	Part Number	Description
1	W711521	Trim pin (2 required)
2	51916	Headliner
3	W712427	Retaining clip (4 required)
4	040A06	Center high mounted stop lamp (CHIMSL) cover
5	52124	Headliner retainer (if equipped)
6	W502660	Screw (6 required)
7	04104 (RH)/04104 (LH)	Sun visor assembly
8	04132	Sun visor clip (2 required)
9	519A70	Overhead console assembly (if equipped)

Removal and Installation

1. Remove the front passenger seat. For additional information, refer to Section 501-10 .

2. Remove the LH and RH sun visors.
   - Remove the 4 sun visor screws.

3. Remove the LH and RH sun visor clips.
   - Remove the 2 sun visor clip screws.

4. Remove the LH and RH A-pillar trim panels. For additional information, refer to A-Pillar Trim Panel in this section.

5. Remove the LH and RH B-pillar trim panels. For additional information, refer to B-Pillar Trim Panel in this section.

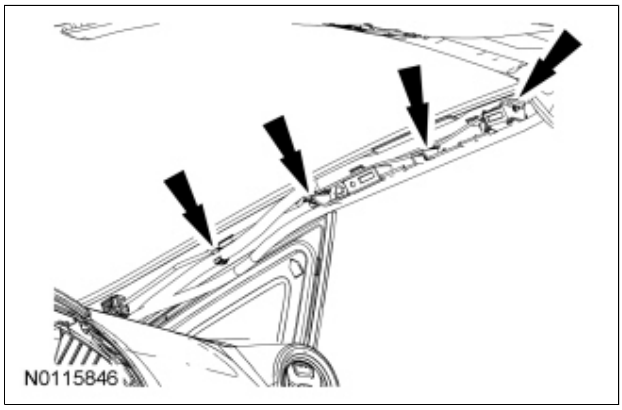
6. Remove the LH and RH C-pillar upper trim panels. For additional information, refer to C-Pillar Trim Panel — 4-Door Sedan in this section.

7. Remove the CHIMSL cover.

8. Remove 2 screws and the CHIMSL retainer plate.

9. **NOTE:** RH A-pillar shown, LH A-pillar similar.

   Disconnect the 2 electrical connectors located at the A-pillars.
   - Detach the 8 wire harness pin-type retainers.



10. If equipped, release the 2 wiring harness guides from the roof opening panel drain tubes.

11. If equipped, remove the roof opening panel headliner retainer.

12. Disconnect the rear view mirror electrical connector.

13. If equipped, disconnect the roof opening panel motor electrical connector.

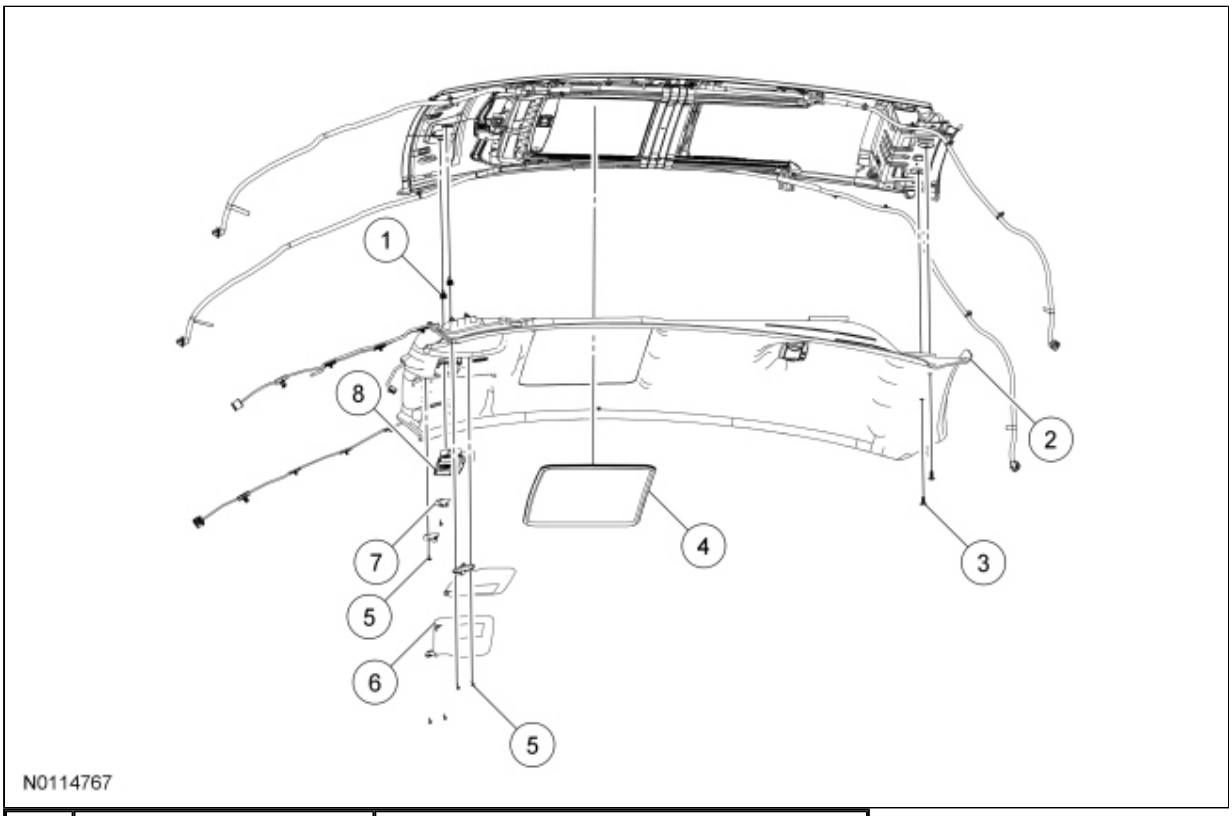
14. ***NOTICE:*** **An assistant is required when removing the headliner from the vehicle to avoid damage to the headliner.**

    Remove the headliner.
    - Remove the headliner through the RH front door opening.

15. To install, reverse the removal procedure.

Headliner — 5-Door Hatchback

NOTE: Headliner with roof opening panel shown, all others similar.



Item	Part Number	Description
1	W711521	Trim pin (2 required)
2	51916	Headliner
3	W709571	Trim pin (2 required)
4	52124	Headliner retainer (if equipped)
5	W502660	Screw (6 required)
6	04104 (RH) / 04105 (LH)	Sun visor assembly
7	04132	Sun visor clip (2 required)
8	519A70	Overhead console assembly (if equipped)

Removal and Installation

1. Remove the LH and RH sun visors.
   - Remove the 4 sun visor screws.

2. Remove the LH and RH sun visor clips.
   - Remove the 2 sun visor clip screws.

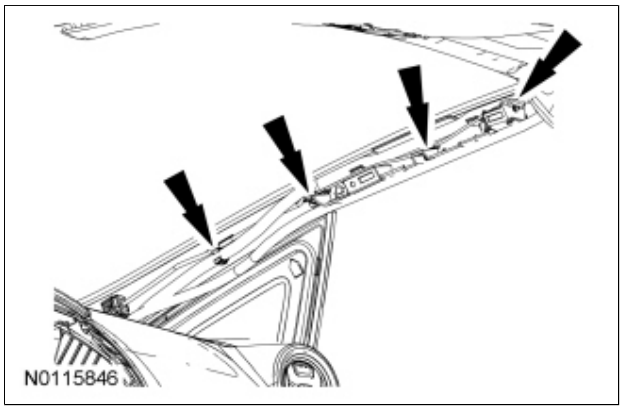
3. Remove the LH and RH A-pillar trim panels. For additional information, refer to A-Pillar Trim Panel in this section.

4. Remove the LH and RH B-pillar upper and lower trim panels. For additional information, refer to B-Pillar Trim Panel in this section.

5. Position aside the LH and RH C-pillar upper trim panels.

6. **NOTE:** RH A-pillar shown, LH A-pillar similar.

   Disconnect the 2 electrical connectors located at the A-pillars.
   - Detach the 8 wire harness pin-type retainers.
   - Disconnect the rear glass washer hose at the LH A-pillar.



7. If equipped, release the 2 wiring harness guides from the roof opening panel drain tubes.

8. If equipped, remove the roof opening panel headliner retainer.

9. Disconnect the rear view mirror electrical connector.

10. If equipped, disconnect the roof opening panel motor electrical connector.

11. Disconnect the rear glass washer hose at the RH C-pillar.

12. Lower the rear seat backs.

13. ***NOTICE:*** **An assistant is required when removing the headliner from the vehicle to avoid damage to the headliner.**

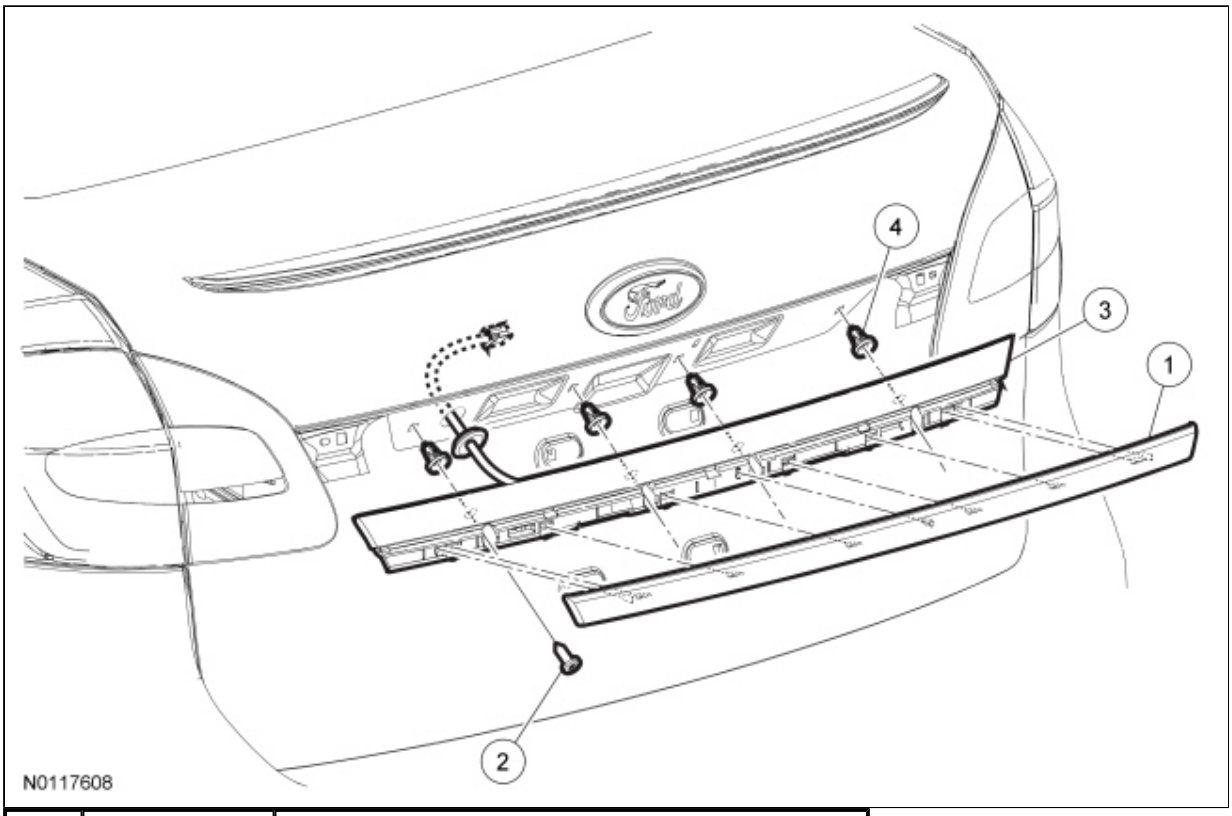
    Remove the headliner.
    - Remove the 2 pushpins.
    - Remove the headliner through the rear hatch opening.

14. To install, reverse the removal procedure.

Torque Specifications

Description	Nm	lb-in
Roof-mounted spoiler bolts	8	71

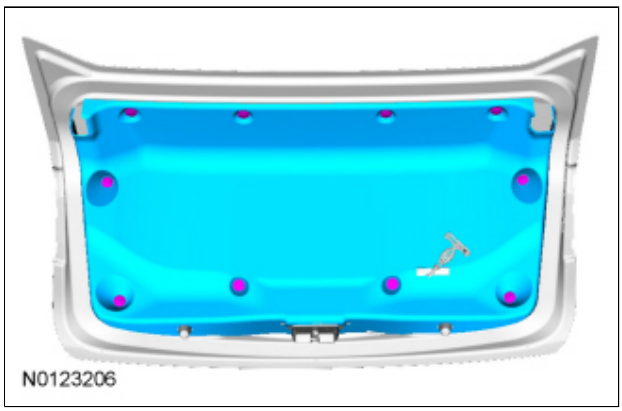
Applique — Decklid



Item	Part Number	Description
1	5442512	Decklid lower applique
2	W713090	Decklid upper applique retainers (4 required)
3	5443400	Decklid upper applique
4	W707977	Decklid upper applique nut (4 required)

NOTE: A new decklid lower applique must be installed.

1. Remove the 10 pin-type retainers and the decklid trim panel.



2. ***NOTICE:*** **Use care not to damage the paint when prying on the decklid applique.**

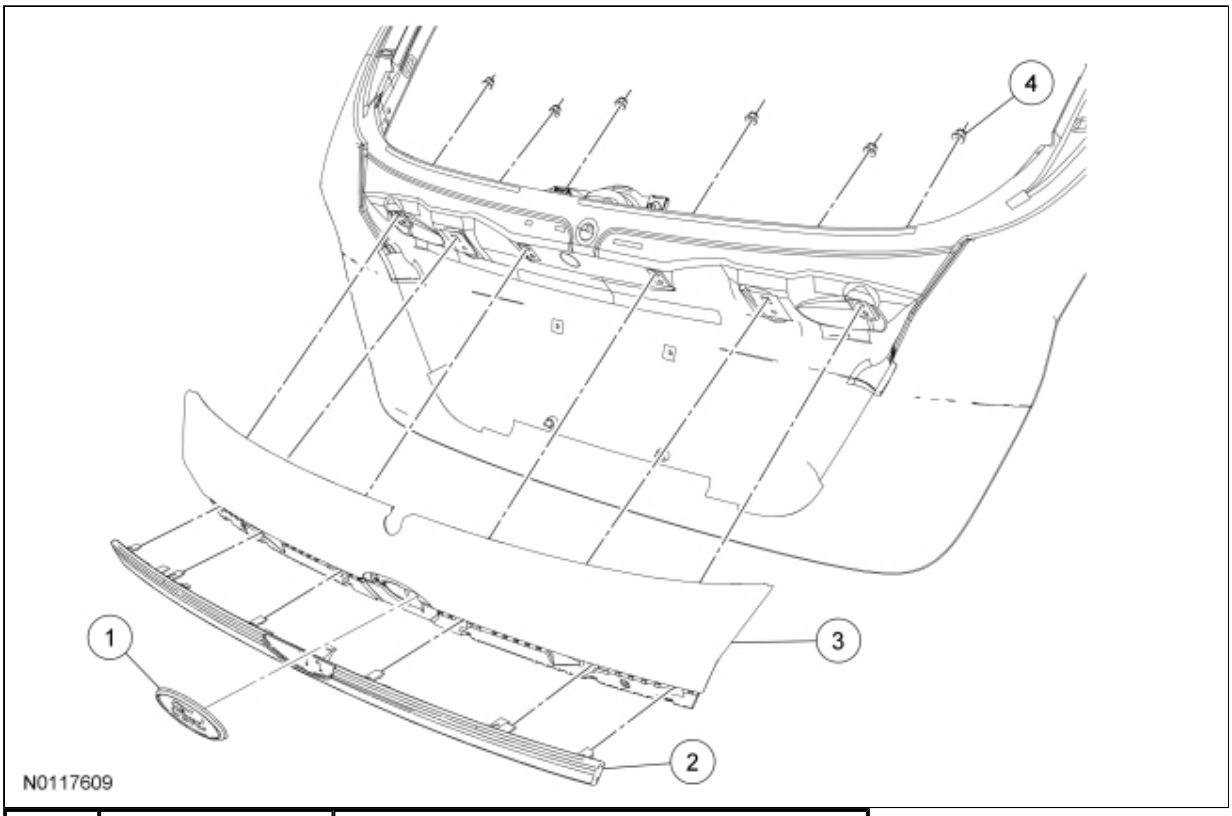
   NOTE: A new decklid lower applique must be installed.

Use a non-marring tool, and pry the decklid lower applique off.

3. Remove the decklid upper applique.
    1. Remove the 4 decklid upper applique screws.
    2. Disconnect the decklid latch electrical connector and remove the decklid upper applique.

4. To install, reverse the removal procedure.

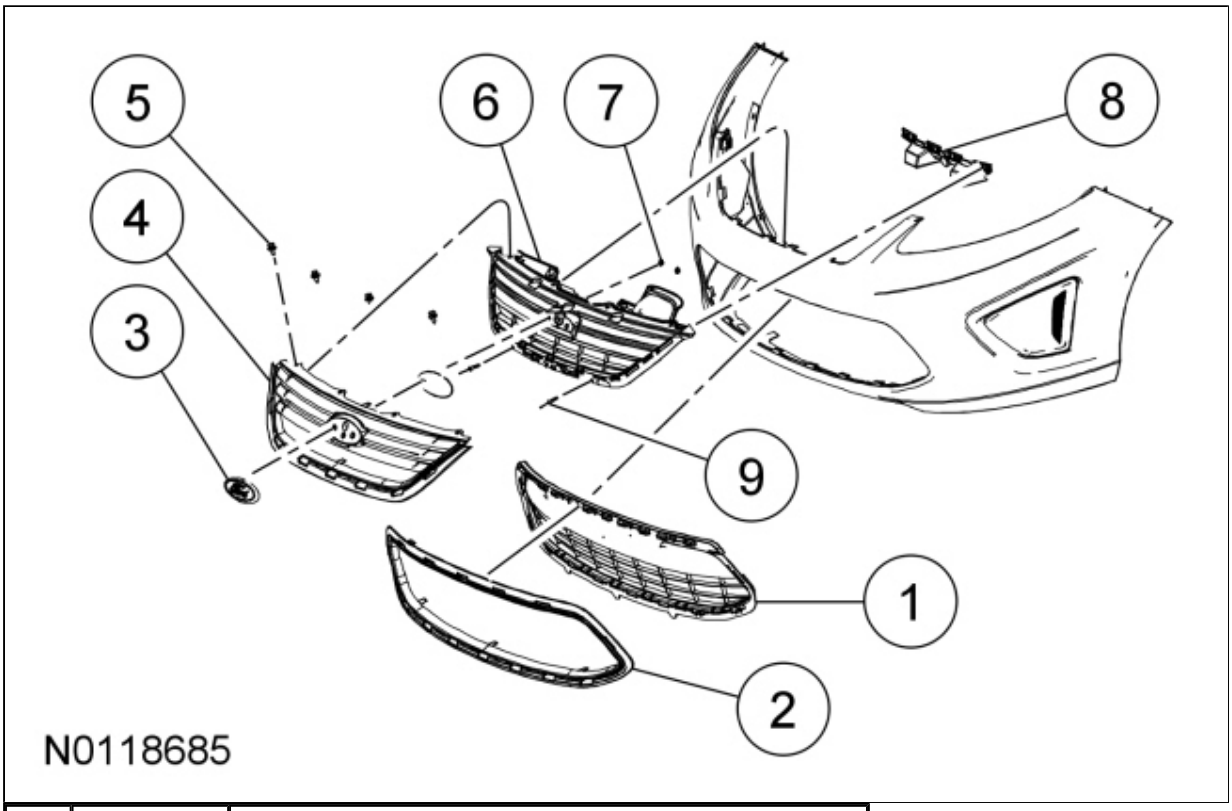
Applique — Liftgate



Item	Part Number	Description
1	V425A52	Rear liftgate emblem
2	5825510	Lower liftgate applique
3	5843400	Upper liftgate applique
4	W520201	Liftgate applique nut (6 required)

1. Remove the liftgate trim panel. For additional information, refer to Section 501-05 .
2. Remove the 6 liftgate applique nuts.
3. Remove the liftgate applique.
   - Remove the license plate lamp bulbs.
   - Disconnect the luggage compartment lid/liftgate latch switch and disconnect the wiring harness from the liftgate applique.
4. To install, reverse the removal procedure.

Radiator Grille



Item	Part Number	Description
1	8200	Lower radiator grille
2	8200	Lower radiator grille outer frame
3	8213	Emblem
4	8200	Upper radiator grille
5	N807389	Upper radiator grille pin-type retainer (4 required)
6	8A284	Upper radiator grille reinforcement
7	W520822	Emblem nut (2 required)
8	8A284	Upper radiator grille lower reinforcement bracket
9	W706737	Upper radiator grille lower reinforcement bracket rivet (4 required)

Removal and Installation

Upper Radiator Grille and Lower Radiator Grille

1. Remove the front bumper cover. For additional information, refer to Section 501-19 .

Upper Radiator Grille

2. Remove the 4 upper radiator grille pin-type retainers.

3. Disconnect the upper radiator grille reinforcement from the front bumper cover and remove the upper radiator grille and reinforcement.

4. Disconnect the upper radiator grille from the reinforcement and remove.

Lower Radiator Grille

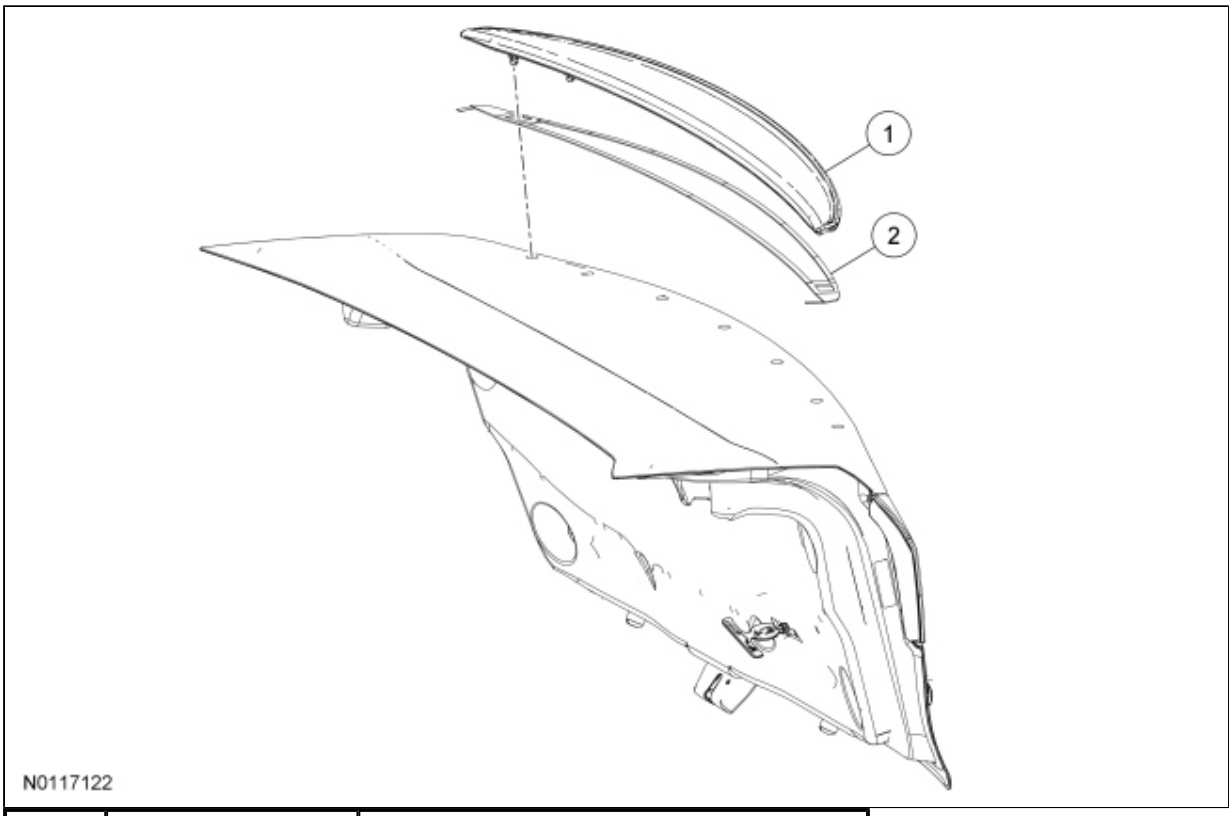
5. From the back side of the front bumper cover disconnect the lower radiator grille and remove.

6. Disconnect the outer frame from the bumper cover and remove.

Upper Radiator Grille and Lower Radiator Grille

7. To install, reverse the removal procedure.
    - Transfer parts as necessary.

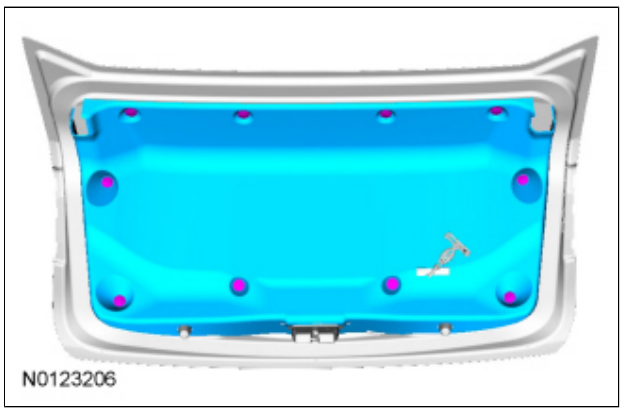
Spoiler — Decklid



Item	Part Number	Description
1	5444210	Spoiler
2	—	Foam tape (part of 5444210)

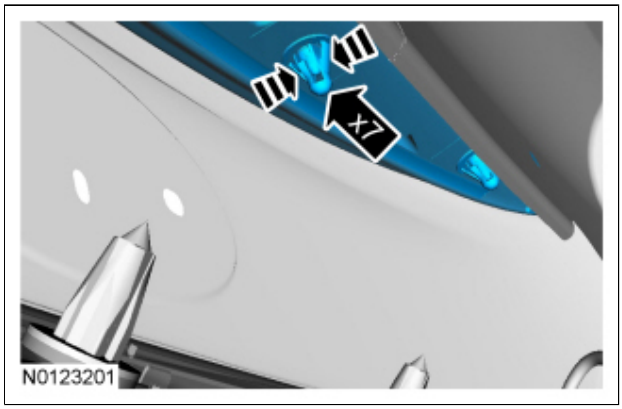
Removal and Installation

1. Remove the 10 pin-type retainers and the decklid trim panel.



2. **NOTE:** Use an 11mm, 12 point socket or wrench to compress the 2 locking tabs on the clips.

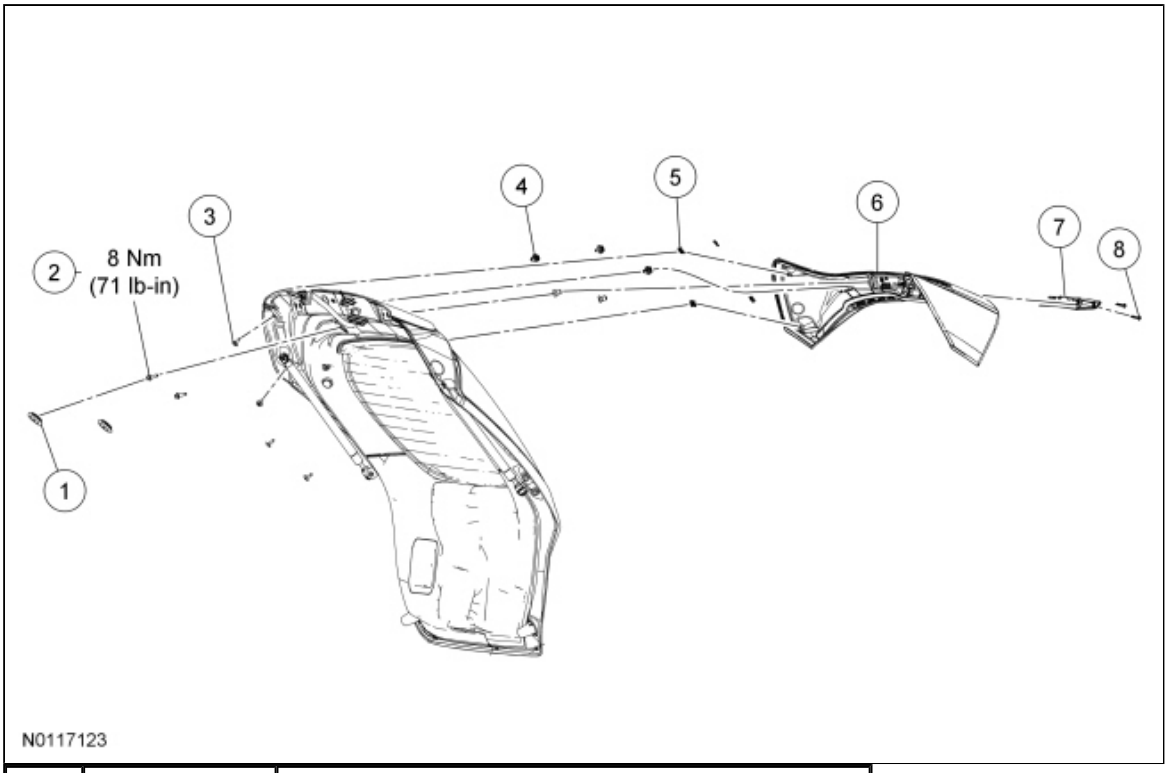
   Release the 7 clips and remove the decklid spoiler.



Installation

1. Clean the rear spoiler mounting surfaces.
2. Install the decklid spoiler and connect the 7 clips.
3. Install the decklid trim panel and the 10 pin-type retainers.

Spoiler — Roof

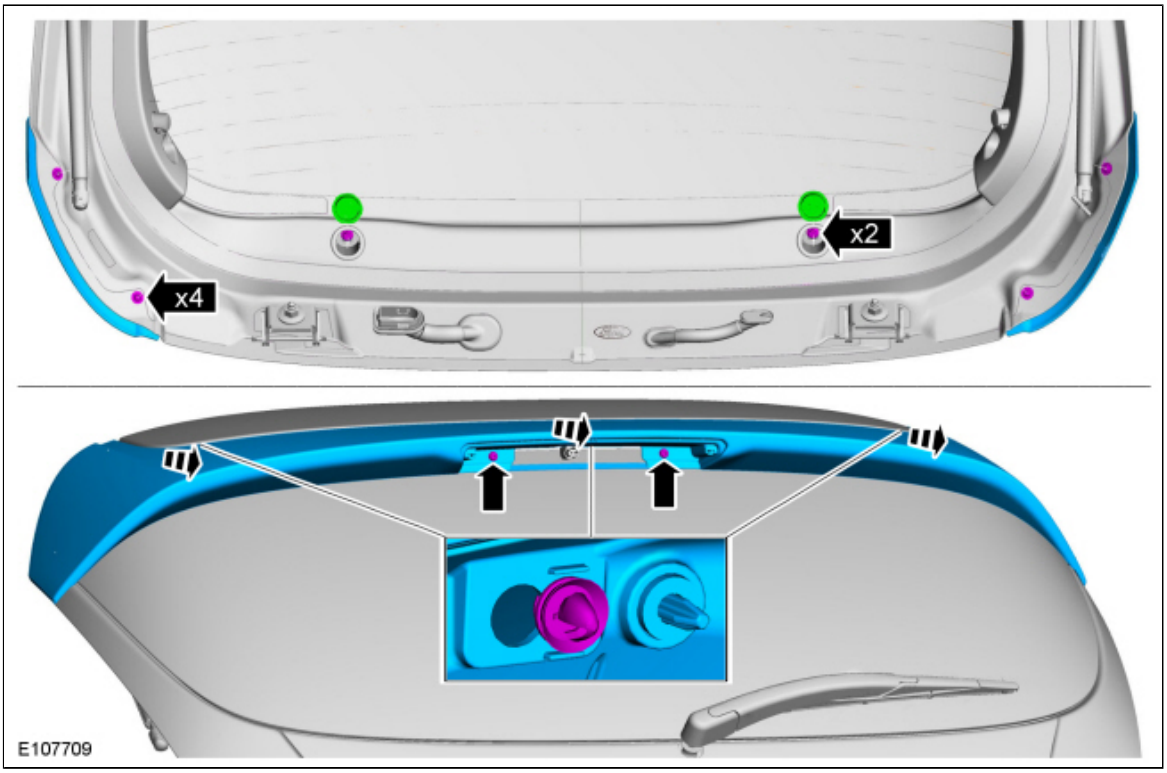


Item	Part Number	Description
1	W702351	Roof-mounted spoiler bolt cover (2 required)
2	W500213	Roof-mounted spoiler bolt (2 required)
3	W706169	Roof-mounted spoiler screw (4 required)
4	W713489	Roof-mounted spoiler clip (3 required)
5	W714205	Roof-mounted spoiler nut (4 required)
6	44210	Roof-mounted spoiler
7	13A613	High mounted stop lamp
8	46058	High mounted stop lamp screws (2 required)

Removal and Installation

1. Remove the high mounted stoplamp. For additional information, refer to Section 417-01 .

2. Remove the roof mounted spoiler.
    1. Remove the roof mounted spoiler bolt covers.
    2. Remove the 2 roof mounted spoiler bolts.
        - To install, tighten to 8 Nm (71 lb-in).
    3. Remove the 4 roof mounted spoiler screws.
    4. Remove the 2 roof mounted spoiler screws behind the high mounted stoplamp.
    5. Disconnect the 3 roof mounted spoiler clips and remove the roof mounted spoiler.
        - Press down slightly on the front corner of the roof mounted spoiler to cause the rear corner to raise up slightly.
        - With your fingers behind the raised corner release the pressure on the front corner and pull gently out towards the rear of the vehicle to disconnect the clips and remove the spoiler.



3. To install, reverse the removal procedure.

Torque Specifications

Description	Nm	lb-in
Exterior mirror nuts	14	124

Rear View Mirrors

Exterior Mirror

The exterior mirror consists of the following serviceable components:

- Exterior mirror glass (heated glass optional)
- Exterior mirror cover
- Exterior mirror housing
- Exterior mirror control switch
- Exterior mirror motor
- Turn signal (if equipped)

Exterior Heated Mirror (If equipped)

The exterior heated mirrors self actuate when the ambient air temperature is less than 5° C (41° F) and engine coolant temperature is less than 60° C (140° F). The rear window defroster LED indicator does not illuminate when the exterior heated mirrors self actuate.

Interior Mirror

This vehicle is equipped with either a non-dimming or auto-dimming interior rear view mirror.

Rear View Mirrors — Exterior

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

LH and RH exterior rear view mirror glass movement is controlled by the exterior rear view mirror switch and the LH and RH exterior rear view mirror motors. Adjusting the exterior rear view mirror switch to the LH or RH position determines which exterior rear view mirror motor to control.

Heated Exterior Mirror

The rear window defrost switch controls the operation of the heated exterior rear view mirrors. The heated exterior rear view mirrors only operate when the rear window defrost system is operating. The heated exterior rear view mirror voltage is supplied by the rear defrost relay output from the Body Control Module (BCM) and Central Junction Box (CJB) fuse 25 (7.5A), which isolates the heated exterior rear view mirrors from the rear window defrost system in the event of a fault.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Exterior rear view mirror • Exterior rear view mirror switch • Exterior rear view mirror glass	• Battery Junction Box (BJB) fuse 26 (7.5A) (vehicles built up to 1/14/2011) • Central Junction Box (CJB) fuse 16 (7.5A) (vehicles build after 1/14/2011) • CJB fuse 25 (7.5A) • Exterior rear view mirror switch • Exterior rear view mirror motor • Exterior rear view mirror

	• Heated exterior rear view mirror glass • Loose or corroded connections

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, verify the symptom and GO to Symptom Chart - Exterior Mirrors or GO to Symptom Chart - NVH .

Symptom Chart — Exterior Mirrors

Symptom Chart — Exterior Mirrors

Condition	Possible Sources	Action
• The exterior rear view mirrors are inoperative	• Fuse • Wiring, terminals or connectors • Exterior rear view mirror switch	• GO to Pinpoint Test A .
• A single exterior rear view mirror is inoperative	• Wiring, terminals or connectors • Exterior rear view mirror switch • Exterior rear view mirror motor • Exterior rear view mirror	• GO to Pinpoint Test B .
• A single exterior rear view mirror does not operate correctly with switch logic	• Wiring, terminals or connectors • Exterior rear view mirror switch • Exterior rear view mirror motor • Exterior rear view mirror	• GO to Pinpoint Test C .
• The heated exterior rear view mirror is inoperative	• Fuse • Wiring, terminals or connectors • Exterior rear view mirror glass	• GO to Pinpoint Test D .

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action

• Exterior rear view mirror vibrates/loose	• Exterior rear view mirror mounting nuts loose • Exterior rear view mirror glass loose • Aftermarket air deflector/stone shields	• TIGHTEN the exterior rear view mirror fasteners to the specified value located in the Specifications table. • PRESS the center of the exterior rear view mirror glass up, down, left and right to make sure the glass is seated correctly. If the glass is still loose, REMOVE the glass and INSPECT the exterior rear view mirror backing plate for damage. If the backing plate is damaged, INSTALL a new exterior rear view mirror glass. REFER to Exterior Mirror Glass in this section. • If possible, REMOVE aftermarket air deflector/stone shield, then ROAD TEST the vehicle. If concern is no longer present, ADVISE customer that aftermarket components were causing undesired vibration.
• Wind noise	• Foam gasket between the exterior rear view mirror and door frame is missing or damaged • Exterior rear view mirror is not correctly fitted to the door • Exterior rear view mirror cover	• VERIFY the foam gasket is present and in good condition. If necessary, REPOSITION the foam gasket between the exterior rear view mirror and door frame. • VERIFY there are no gaps between the exterior rear view mirror and the door frame . If necessary, LOOSEN the exterior rear view mirror nuts and REPOSITION the mirror. • VERIFY the exterior rear view mirror cover is not loose or broken. If necessary, INSTALL a new exterior rear view mirror cover. REFER to Exterior Mirror Cover in this section.

Pinpoint Tests

Pinpoint Test A: The Exterior Rear View Mirrors are Inoperative

Refer to Wiring Diagrams Cell 124 , Power Mirrors for schematic and connector information.

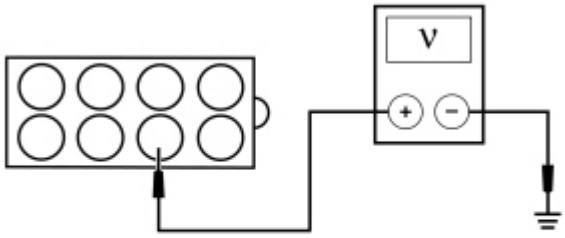
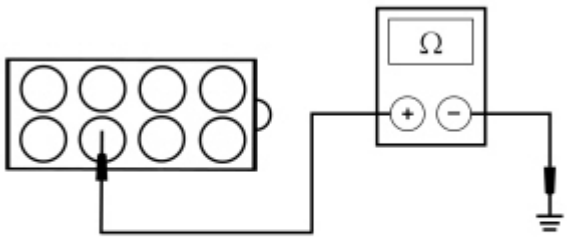
Normal Operation

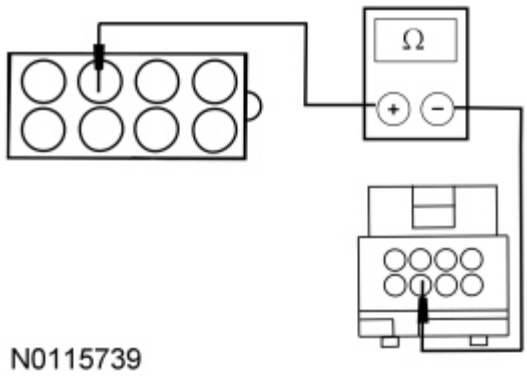
The exterior rear view mirror switch receives voltage at all times from the Battery Junction Box (BJB) (vehicles built up to 1/14/2011) or CJB (vehicles built after 1/14/2011). The exterior rear view mirror switch has only one ground circuit. The exterior rear view mirrors share a common circuit for both up/down and right/left movements.

This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- Exterior rear view mirror switch

PINPOINT TEST A: THE EXTERIOR REAR VIEW MIRRORS ARE INOPERATIVE

Test Step	Result / Action to Take
A1 CHECK FOR VOLTAGE TO THE EXTERIOR REAR VIEW MIRROR SWITCH	
• Disconnect: Exterior Rear View Mirror Switch C527. • Measure the voltage between exterior rear view mirror switch C527-6, circuit SBB26 (YE/RD) (vehicles built up to 1/14/2011) or SBP16 (VT/RD) (vehicles built after 1/14/2011), harness side and ground.  N0115735 • **Is the voltage greater than 10 volts?**	**Yes** GO to A2 . **No** VERIFY that BJB fuse 26 (7.5A) (vehicles built up to 1/14/2011) or CJB fuse 16 (7.5A) (vehicles built after 1/14/2011) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.
A2 CHECK FOR GROUND TO THE EXTERIOR REAR VIEW MIRROR SWITCH	
• Measure the resistance between exterior rear view mirror switch C527-4, circuit GD143 (BK/VT), harness side and ground.  N0115736 • **Is the resistance less than 5 ohms?**	**Yes** GO to A3 . **No** REPAIR the circuit for an open. TEST the system for normal operation.
A3 CHECK THE EXTERIOR REAR VIEW MIRRORS COMMON CIRCUIT FOR AN OPEN	
• Disconnect: LH Exterior Rear View Mirror Switch C521. • Measure the resistance between exterior rear view mirror switch C527-3, circuit CPM18 (GN/BN), harness side and LH exterior rear view mirror C521-6, circuit CPM18 (GN/BN)	**Yes** INSTALL a new exterior rear view mirror switch. REFER to Exterior Mirror

harness side.  N0115739 • **Is the resistance less than 5 ohms?**	Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit for an open. TEST system for normal operation.

Pinpoint Test B: A Single Exterior Rear View Mirror is Inoperative

Refer to Wiring Diagrams Cell 124 , Power Mirrors for schematic and connector information.

Normal Operation

Under normal operation, the exterior rear view mirror switch uses a common circuit to control the up/down and right/left movements of both exterior rear view mirrors.

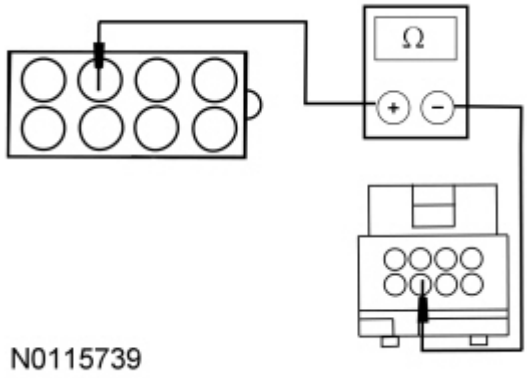
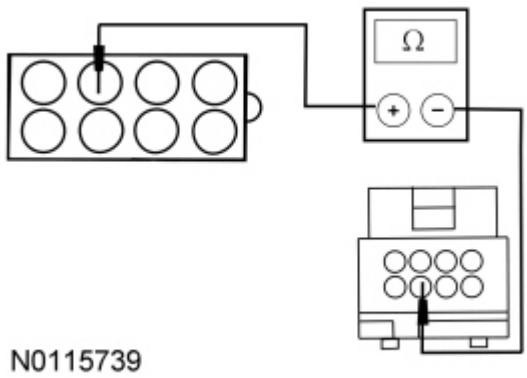
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Exterior rear view mirror switch
- Exterior rear view mirror motor
- Exterior rear view mirror

PINPOINT TEST B: A SINGLE EXTERIOR REAR VIEW MIRROR IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 CHECK THE LH EXTERIOR REAR VIEW MIRROR OPERATION	
• Operate the LH exterior rear view mirror using the exterior rear view mirror switch. • **Does the LH exterior rear view mirror operate?**	**Yes** GO to B2 . **No** GO to B4 .
B2 CHECK THE EXTERIOR REAR VIEW MIRROR SWITCH	
• Ignition OFF. • Disconnect: Exterior Rear View Mirror Switch C527. • Carry out the exterior rear view mirror switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Did the exterior mirror control switch pass the component**	**Yes** GO to B3 . **No** INSTALL a new exterior rear view mirror switch. REFER to Exterior Mirror

test?	Control Switch in this section. TEST the system for normal operation.
B3 CHECK THE EXTERIOR REAR VIEW MIRRORS COMMON CIRCUIT FOR AN OPEN	
• Disconnect: RH Exterior Rear View Mirror C601. • Measure the resistance between exterior rear view mirror switch C527-3, circuit CPM18 (GN/BN), harness side and RH exterior rear view mirror C601-6, circuit CPM18 (GN/BN), harness side.  N0115739 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new exterior rear view mirror motor. REFER to Exterior Mirror Motor in this section. TEST the system for normal operation. **No** REPAIR the circuit for an open. TEST the system for normal operation.
B4 CHECK THE EXTERIOR REAR VIEW MIRROR SWITCH	
• Ignition OFF. • Disconnect: Exterior Rear View Mirror Switch C527. • Carry out the Exterior Rear View Mirror Switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Did the exterior mirror control switch pass the component test?**	**Yes** GO to B5. **No** INSTALL a new exterior rear view mirror switch. REFER to Exterior Mirror Control Switch in this section. TEST the system for normal operation.
B5 CHECK THE EXTERIOR REAR VIEW MIRRORS COMMON CIRCUIT FOR AN OPEN	
• Disconnect: LH Exterior Rear View Mirror Switch C521. • Measure the resistance between exterior rear view mirror switch C527-3, circuit CPM18 (GN/BN), harness side and LH exterior rear view mirror C521-6, circuit CPM18 (GN/BN), harness side.  N0115739	**Yes** INSTALL a new exterior rear view mirror motor. REFER to Exterior Mirror Motor in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

• **Is the resistance less than 5 ohms?**	

Pinpoint Test C: A Single Exterior Rear View Mirror Does Not Operate Correctly with Switch Logic

Refer to Wiring Diagrams Cell 124 , Power Mirrors for schematic and connector information.

Normal Operation

Under normal operation, the exterior rear view mirror switch supplies voltage and ground to the LH and RH exterior rear view mirrors to control movement. Each mirror contains a horizontal and a vertical motor. The exterior rear view mirror switch controls movement by reversing polarity of the voltage and ground circuits being supplied to each motor.

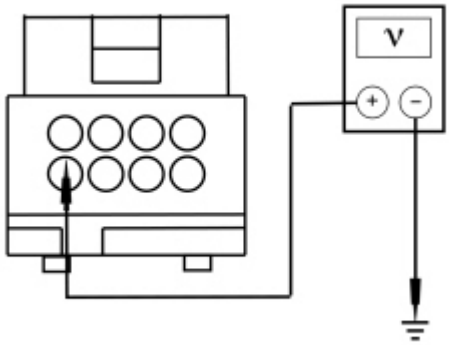
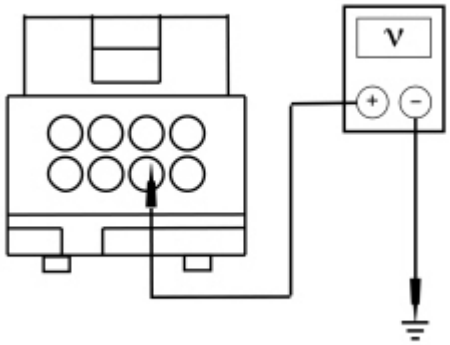
This pinpoint test is intended to diagnose the following:

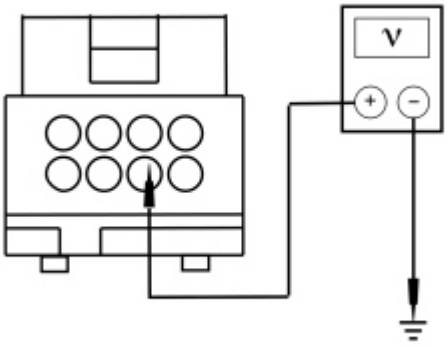
- Wiring, terminals or connectors
- Exterior rear view mirror switch
- Exterior rear view mirror motor
- Exterior rear view mirror

PINPOINT TEST C: A SINGLE EXTERIOR REAR VIEW MIRROR DOES NOT FUNCTION WITH SWITCH LOGIC

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

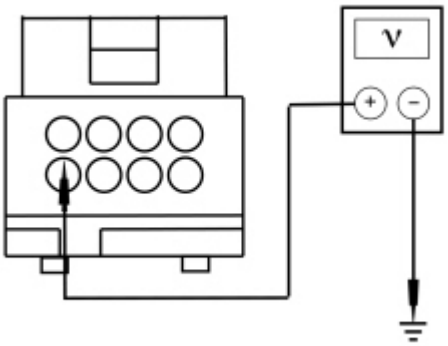
Test Step	Result / Action to Take
C1 CHECK THE EXTERIOR REAR VIEW MIRROR MOVEMENT (LEFT/RIGHT)	
• Operate the RH and LH exterior rear view mirrors in the right and left direction using the exterior rear view mirror switch. • **Do the exterior rear view mirrors move left and right?**	**Yes** GO to C2 . **No** GO to C3 .
C2 CHECK THE EXTERIOR REAR VIEW MIRROR MOVEMENT (UP/DOWN)	
• Operate the RH and LH exterior rear view mirrors in the up and down direction using the exterior rear view mirror switch. • **Do the exterior rear view mirrors move up and down?**	**Yes** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. TEST the system for normal operation. **No** GO to C4 .
C3 CHECK THE VOLTAGE TO THE INOPERATIVE EXTERIOR REAR VIEW MIRROR LEFT/ RIGHT CIRCUIT	
• Disconnect: Inoperative Exterior Rear View Mirror C521 (LH) or C601 (RH). • **NOTE:** Position the exterior rear view mirror switch to the LH or RH	**Yes** INSTALL a new exterior rear view

position. • **LH exterior rear view mirror:** While operating the exterior rear view mirror switch in the rightward position, measure the voltage between the LH exterior rear view mirror C521-5, circuit CPM18 (GN/BN), harness side and ground.  N0115904 • **RH exterior rear view mirror:** While operating the exterior rear view mirror switch in the rightward position, measure the voltage between the RH exterior rear view mirror C601-7, circuit CPM17 (BU/GN), harness side and ground.  N0115905 • **Is the voltage greater than 10 volts?**	mirror motor. REFER to Exterior Mirror Motor in this section. TEST the system for normal operation. **No** GO to C5.
C4 CHECK THE VOLTAGE TO THE INOPERATIVE EXTERIOR REAR VIEW MIRROR UP/DOWN CIRCUIT	
• Disconnect: Inoperative Exterior Rear View Mirror C521 (LH) or C601 (RH). • **NOTE:** Position the exterior rear view mirror switch to the LH or RH position. • **LH exterior rear view mirror:** While operating the exterior rear view mirror switch in the upward position, measure the voltage between the LH exterior rear view mirror C521-7, circuit CPM21 (YE/VT), harness side and ground.	**Yes** INSTALL a new exterior rear view mirror motor. REFER to Exterior Mirror Motor in this section. TEST the system for normal operation. **No** GO to C6.



N0115905

- **RH exterior rear view mirror:** While operating the exterior rear view mirror switch in the upward position, measure the voltage between the RH exterior rear view mirror C601-5, circuit CPM14 (GY/BN), harness side and ground.

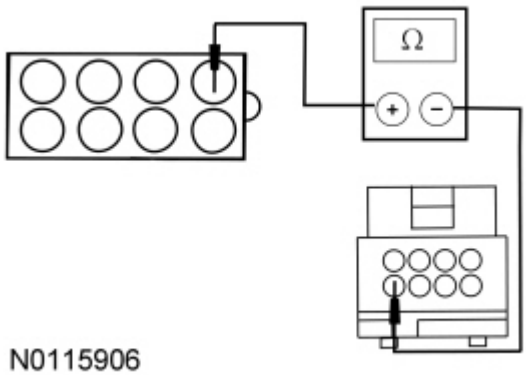


N0115904

- **Is the voltage greater than 10 volts?**

C5 CHECK THE INOPERATIVE EXTERIOR REAR VIEW MIRROR LEFT/RIGHT CIRCUIT FOR AN OPEN

- Disconnect: Exterior Rear View Mirror Switch C527.
- **LH exterior rear view mirror:** Measure the resistance between exterior rear view mirror switch C527-7, circuit CPM18 (GN/BN), harness side and LH exterior rear view mirror C521-5, circuit CPM18 (GN/BN), harness side.

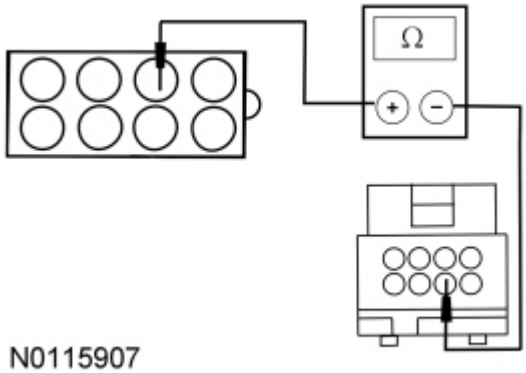
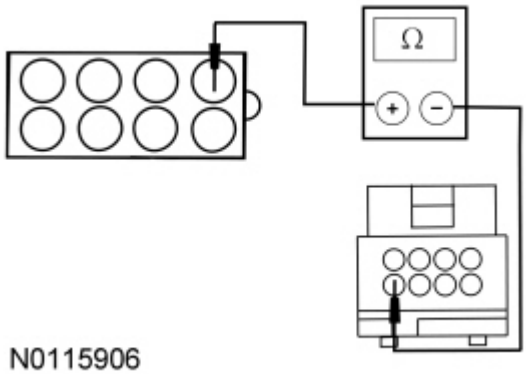
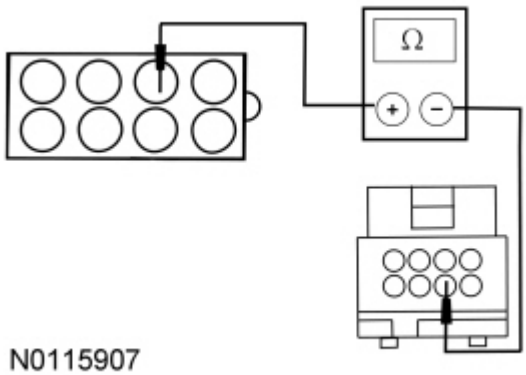


N0115906

- **RH exterior rear view mirror:** Measure the resistance between exterior rear view mirror switch C527-5, circuit CPM17 (BU/GN), harness side and RH exterior rear view mirror C601-7, circuit CPM17 (BU/GN), harness side.

Yes
INSTALL a new exterior rear view mirror switch. REFER to Exterior Mirror Control Switch in this section. TEST the system for normal operation.

No
REPAIR the circuit. TEST the system for normal operation.

 N0115907 • **Is the resistance less than 5 ohms?**	
C6 CHECK THE INOPERATIVE EXTERIOR REAR VIEW MIRROR UP/DOWN CIRCUIT FOR AN OPEN • Disconnect: Exterior Rear View Mirror Switch C527. • **LH exterior rear view mirror:** Measure the resistance between exterior rear view mirror switch C527-1, circuit CPM21 (YE/VT), harness side and LH exterior rear view mirror C521-7, circuit CPM21 (YE/VT), harness side.  N0115906 • **RH exterior rear view mirror:** Measure the resistance between exterior rear view mirror switch C527-2, circuit CPM14 (GY/BN), harness side and RH exterior rear view mirror C601-5, circuit CPM14 (GY/BN), harness side.  N0115907 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new exterior rear view mirror switch. REFER to Exterior Mirror Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test D: The Heated Exterior Rear View Mirror is Inoperative

Refer to Wiring Diagrams Cell 56 , Heated Window for schematic and connector information.

Refer to Wiring Diagrams Cell 124 , Power Mirrors for schematic and connector information.

Normal Operation

Under normal operation, when the rear window defrost switch is pressed to the ON position, the rear window defrost relay closes and voltage is supplied to Central Junction Box (CJB) fuse 25 (7.5A) to power the LH and RH exterior rear view mirrors. The exterior rear view mirrors do not share a common ground.

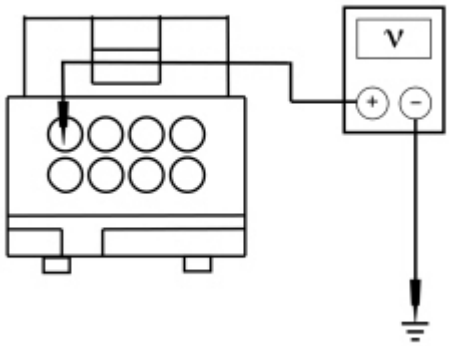
This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- Exterior rear view mirror glass

PINPOINT TEST D: THE HEATED EXTERIOR REAR VIEW MIRROR IS INOPERATIVE

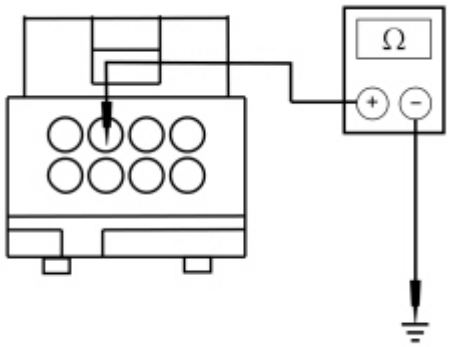
Test Step	Result / Action to Take
D1 CHECK THE OPERATION OF THE REAR WINDOW DEFROST SYSTEM	
• With the engine running, activate the rear window defrost switch to the ON position. • Using a infrared temperature gun or equivalent measure the temperature of the rear window glass for approximately 30 seconds noting changes in temperature. • **Does the temperature of the rear window glass rise?**	**Yes** GO to D2 . **No** REFER to Section 501-11 to diagnose the rear window defrost system.
D2 CHECK THE OPERATION OF THE HEATED EXTERIOR REAR VIEW MIRRORS	
• With the rear window defrost switch in the ON position, using a infrared temperature gun or equivalent measure the temperature of the RH and LH exterior rear view mirror glass for approximately 30 seconds noting changes in temperature. • **Does at least one heated mirror glass operate correctly?**	**Yes** GO to D3 . **No** VERIFY that CJB fuse 25 (7.5A) is OK. If OK, REPAIR circuit CRD06 (BN/YE) for an open. If not OK, REPAIR circuit CBP25 (WH/OG) harness side for a short to ground. TEST the system for normal operation.
D3 CHECK THE VOLTAGE TO THE INOPERATIVE HEATED EXTERIOR REAR VIEW MIRROR GLASS	
• Ignition ON. • Disconnect: Inoperative Heated Exterior Rear View Mirror C521 (LH) or C601 (RH). • **NOTE:** The rear window defrost system activates for 10 minutes. • With the engine running, press the rear window defrost switch to the ON position. • Measure the voltage between: ▪ **LH exterior rear view mirror** C521-1, circuit CBP25	**Yes** GO to D4 . **No** REPAIR the circuit for an open. TEST the system for normal operation.

(WH/OG), harness side and ground.
- **RH exterior rear view mirror** C601-1, circuit CBP25 (WH/OG), harness side and ground.



N0115908

- **Is the voltage greater than 10 volts?**

D4 CHECK THE INOPERATIVE EXTERIOR REAR VIEW MIRROR GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between: ▪ **LH exterior rear view mirror** C521-2, circuit GD143 (BK/VT), harness side and ground. ▪ **RH exterior rear view mirror** C601-2, circuit GD145 (BK/BU), harness side and ground.  N0115909 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new exterior rear view mirror glass. REFER to Exterior Mirror Glass in this section. TEST the system for normal operation. **No** REPAIR the circuit for an open. TEST the system for normal operation.

Rear View Mirrors — Interior

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent

Principles of Operation

Interior Auto-Dimming Rear View Mirror

The interior auto-dimming rear view mirror automatically reduces the glare caused by headlamps reflecting in the interior rear view mirror. Voltage is supplied to the interior auto-dimming mirror when the ignition is in the RUN or ACC position. The auto-dimming feature is disabled when the vehicle is in REVERSE.

The interior auto-dimming rear view mirror has 2 photoelectric sensors, a forward facing sensor and a rearward facing sensor, that detect forward and rearward light conditions. Based on these inputs, the automatic dimming feature adjusts the reflectance level of the interior rear view mirror glass to eliminate unwanted glare. The reflectance level of the mirror glass is variable and depends on the amount of rear glare in relation to ambient light conditions in front of the interior mirror.

When the forward sensor detects daytime conditions, the rearward sensor is inactive and the mirror stays in a high reflectance mode. When the forward sensor detects nighttime conditions, the rearward sensor is active and detects glare from the headlights of vehicles approaching from the rear or other glare-producing light sources. To provide increased visibility when backing up, the interior rear view mirror automatically returns to a high reflectance mode whenever the vehicle is in REVERSE.

If the forward or rearward sensors are blocked, the interior auto-dimming rear view mirror might not work correctly.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Interior rear view mirror	• Central Junction Box (CJB) fuse 2 (10A) • Interior auto-dimming rear view mirror • Loose or corroded connections • Wiring harness

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the concern is not visually evident, verify the symptom and GO to Symptom Chart - Interior Mirror or GO to Symptom Chart - NVH .

Symptom Chart — Interior Mirror

Symptom Chart — Interior Mirror

Condition	Possible Sources	Action
• The interior mirror is blemished	• Interior mirror glass/housing is dirty	• **NOTE:** Do not clean the housing or glass of any mirror with harsh abrasives, fuel or other petroleum-based cleaning products. CLEAN the affected interior mirror surface.
	• The interior mirror is damaged.	• INSPECT the interior mirror damage. If needed, INSTALL a new interior mirror. REFER to Interior Rear View Mirror in this section.

• The auto-dimming mirror does not operate correctly	• Obstructed rearward-facing sensor
	  ▪ Stickers, window decals, tags
	  ▪ Non-OEM window tinting
	• Obstructed forward-facing sensor
	  ▪ Stickers, window decals, tags
	  ▪ Non-OEM window tinting
		• If possible, REMOVE the obstruction. If the obstruction cannot be removed, GO to Pinpoint Test E to TEST the interior auto-dimming mirror for correct function.

	• Light source near or inside vehicle	• None. Any light source the rearward-facing sensor is exposed to can be considered glare.
	• Vehicle inside garage or tunnel	• None. Ambient light conditions are similar to nighttime conditions.
	• Fuse • Interior auto-dimming mirror • Wiring, terminals or connectors	• GO to Pinpoint Test E .

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• The interior mirror vibrates/loose	• Interior mirror mounting loose	• If the mirror is still on the windshield **do not remove.** ATTEMPT to fully seat the mirror first. If the mirror is still loose or vibrates, REMOVE and REINSTALL the mirror. REFER to Interior Rear View Mirror in this section. If the condition still exists, INSTALL a new mirror.

Pinpoint Tests

Pinpoint Test E: The Auto-Dimming Mirror Does Not Operate Correctly

Refer to Wiring Diagrams Cell 124 , Power Mirrors for schematic and connector information.

Normal Operation

The interior auto-dimming mirror contains 2 photoelectric sensors: one in the front of the interior rear view mirror and one mounted on the glass side of the mirror. If the sensors are blocked, the auto-dimming feature may not operate correctly. Always verify both sensors are not physically blocked before attempting to diagnose auto-dimming mirror concerns. Whenever the gear selector lever is placed in REVERSE, the interior auto-dimming mirror temporarily disables the auto-dimming feature. The auto-dimming feature is enabled again when the gear selector lever is moved out of REVERSE.

This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- Obstructed rearward facing sensor
- Obstructed forward facing sensor
- Interior auto-dimming mirror

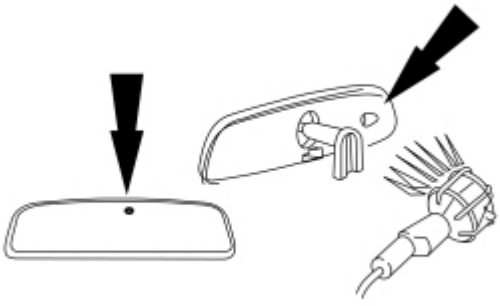
PINPOINT TEST E: THE AUTO-DIMMING MIRROR DOES NOT OPERATE CORRECTLY

NOTE: If the Transmission Range (TR) sensor is malfunctioning and the backup lamps are on all the time or do not turn on, the interior auto-dimming mirror will not darken or return to normal view.

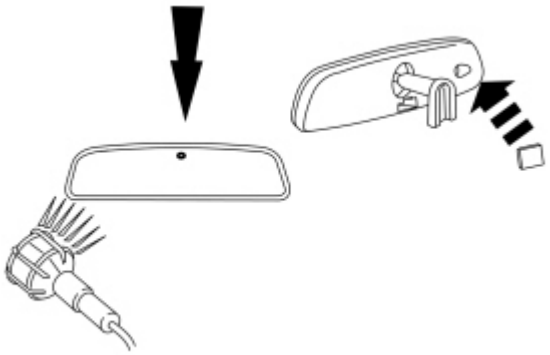
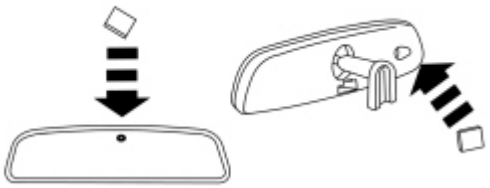
Test Step	Result / Action to Take
E1 CHECK THE OPERATION OF THE BACKUP LAMPS	
• Ignition ON.	**Yes**

• Move the selector lever through the entire range. • **Do the backup lamps illuminate and only in REVERSE?**	GO to E2 . **No** REFER to Section 417-01 to diagnose the backup lamps.
E2 VERIFY THE FORWARD AND REARWARD FACING SENSORS ARE NOT BLOCKED	

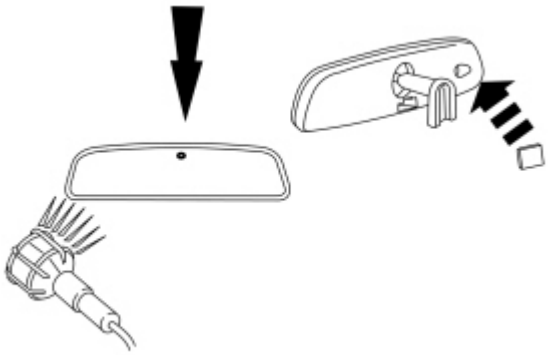
• Visually verify the forward and rearward facing sensors are not blocked. Sources of blockage can include:
  ▪ stickers, window decals or tags.
  ▪ non-OEM window tinting.
• **Were either of the sensors blocked?**
	Yes
	If possible, REMOVE the blockage. TEST the system for normal operation. If it is not possible to remove the blockage, REVIEW the operation of the interior auto-dimming mirror with the customer.
	
	No
	GO to E3 .

E3 CHECK OPERATION OF THE INTERIOR AUTO-DIMMING MIRROR — DAYLIGHT CONDITIONS	
• Ignition ON. • Use a bright lamp to illuminate the forward facing sensor. The mirror should adjust to a high reflectance mode (mirror will be clear).  N0116951 • **Does the mirror adjust to the high reflectance (clear) mode?**	**Yes** GO to E4 **No** INSTALL a new interior auto-dimming mirror. REFER to Interior Rear View Mirror in this section. TEST the system for normal operation.
E4 CHECK OPERATION OF THE INTERIOR AUTO-DIMMING MIRROR — NIGHTTIME CONDITIONS WITH GLARE	

• Ignition ON.
• **NOTE:** Covering the sensor with a finger or hand is not adequate.
• Simulate nighttime conditions with glare:
  ▪ cover the forward sensor with black electrical tape or other dark material.
  ▪ illuminate the rearward facing sensor. The mirror should darken to a lower reflectance mode.
	Yes
	GO to E5 .
	
	No
	GO to E7 .

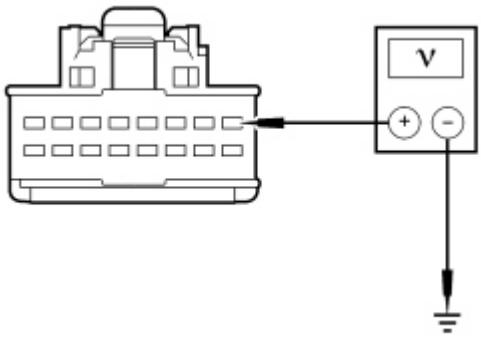
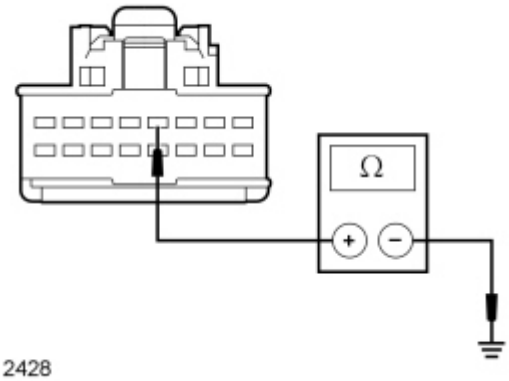
 N0115902 • **Did the mirror darken to a lower reflectance (darker) mode?**	
E5 CHECK OPERATION OF THE INTERIOR AUTO-DIMMING MIRROR — NIGHTTIME CONDITIONS WITHOUT GLARE	
• Ignition ON. • **NOTE:** Covering the sensor with a finger or hand is not adequate. • Simulate nighttime conditions without glare: ▪ cover the rearward facing sensor. The mirror should adjust to the high reflectance mode.  N0116353 • **Did the mirror adjust to the high reflectance (clear) mode?**	**Yes** GO to E6 . **No** GO to E7 .
E6 CHECK OPERATION OF THE INTERIOR AUTO-DIMMING MIRROR — NIGHTTIME CONDITIONS WITH THE VEHICLE IN REVERSE	

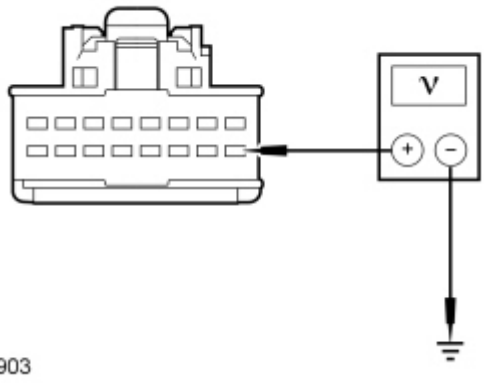
• Ignition ON.
• **NOTE:** Covering the sensor with a finger or hand is not adequate.
• Simulate nighttime conditions with glare:
  ▪ cover the forward sensor with black electrical tape or other dark material.
  ▪ illuminate the rearward facing sensor. (mirror should darken at this time)
	Yes
	The system is operating normally at this time. REVIEW operation of the interior auto-dimming mirror feature with the customer.
	
	No
	GO to E7 .



N0115902

- Select REVERSE.
- **Did the mirror adjust to a high reflectance (clear) mode?**

E7 CHECK FOR VOLTAGE TO THE INTERIOR AUTO-DIMMING MIRROR	
• Ignition OFF. • Disconnect: Interior Auto-Dimming Mirror C911. • Ignition ON. • Measure the voltage between interior auto-dimming mirror C911-1, circuit CPB02 (GN), harness side and ground.  N0070730 • **Is the voltage greater than 10 volts?**	**Yes** GO to E8 . **No** VERIFY that Central Junction Box (CJB) fuse 2 (10A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.
E8 CHECK FOR GROUND TO THE INTERIOR AUTO-DIMMING MIRROR	
• Ignition OFF. • Measure the resistance between interior auto-dimming mirror C911-4, circuit GD143 (BK/VT), harness side and ground.  N0112428 • **Is the resistance less than 5 ohms?**	**Yes** GO to E9 . **No** REPAIR the circuit for an open. TEST the system for normal operation.

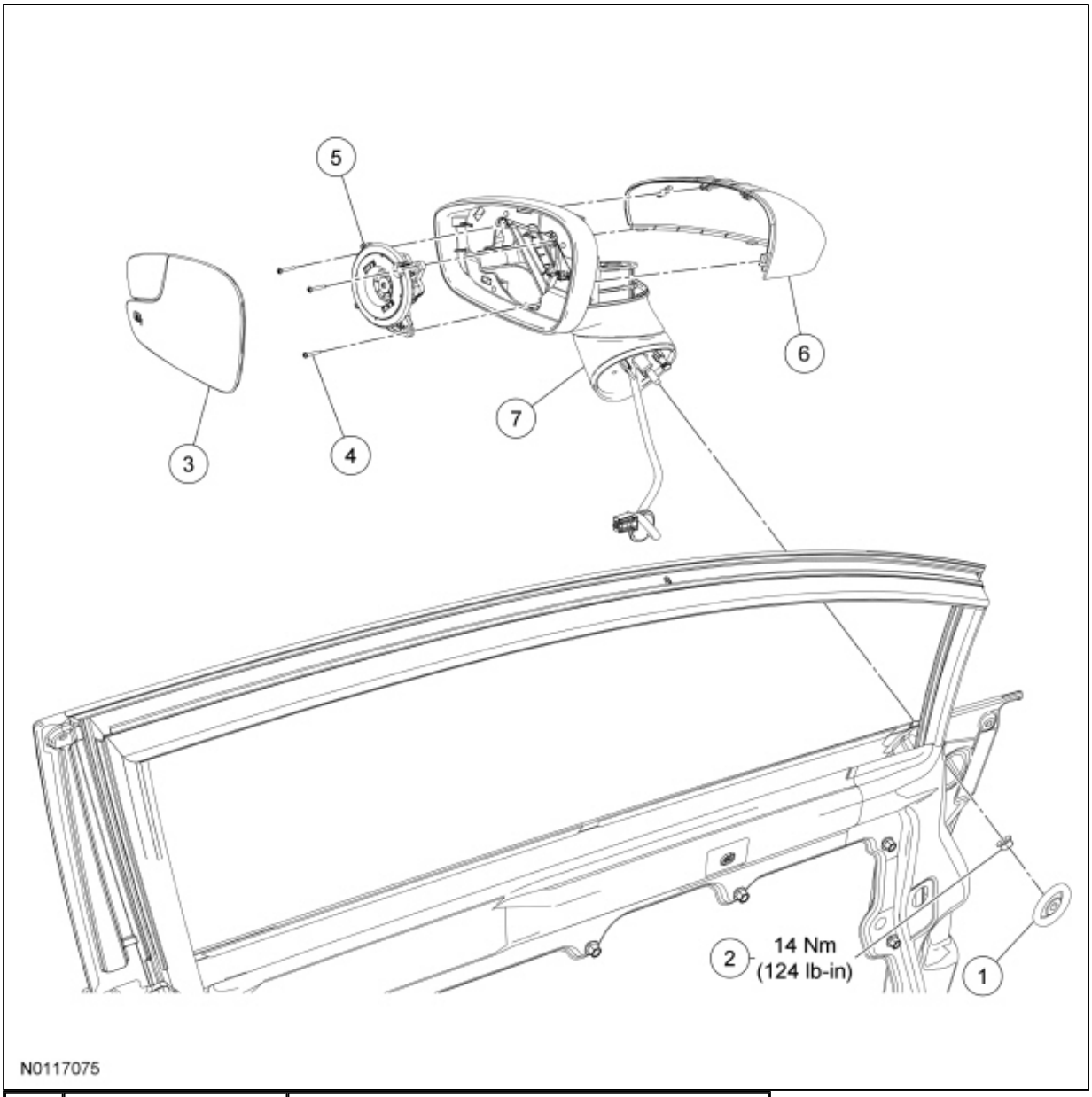
E9 CHECK FOR VOLTAGE TO THE INTERIOR AUTO-DIMMING MIRROR REVERSE CIRCUIT	
• Ignition ON. • Select REVERSE. • Measure the voltage between interior auto-dimming mirror C911-9, circuit CET47 (BU), harness side and ground.  N0115903 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new interior auto-dimming mirror. REFER to Interior Rear View Mirror in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

Exterior Mirrors — Exploded View

NOTE: Click here or refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

NOTE: Click here or refer to the on-line Workshop Manual to learn about using an Interactive Illustration.

NOTE: LH side shown, RH side similar.



Item	Part Number	Description
1	—	Exterior mirror nut cover
2	W520202	Exterior mirror nut
3	17K707	Exterior mirror glass
4	—	Exterior mirror motor screw (3 required) (part of 17D696)

5	17D696	Exterior mirror motor
6	17D742 RH/ 17D743 LH	Exterior mirror cover
7	17682 RH/ 17683 LH	Exterior mirror

1. For additional information, refer to the procedures in this section.

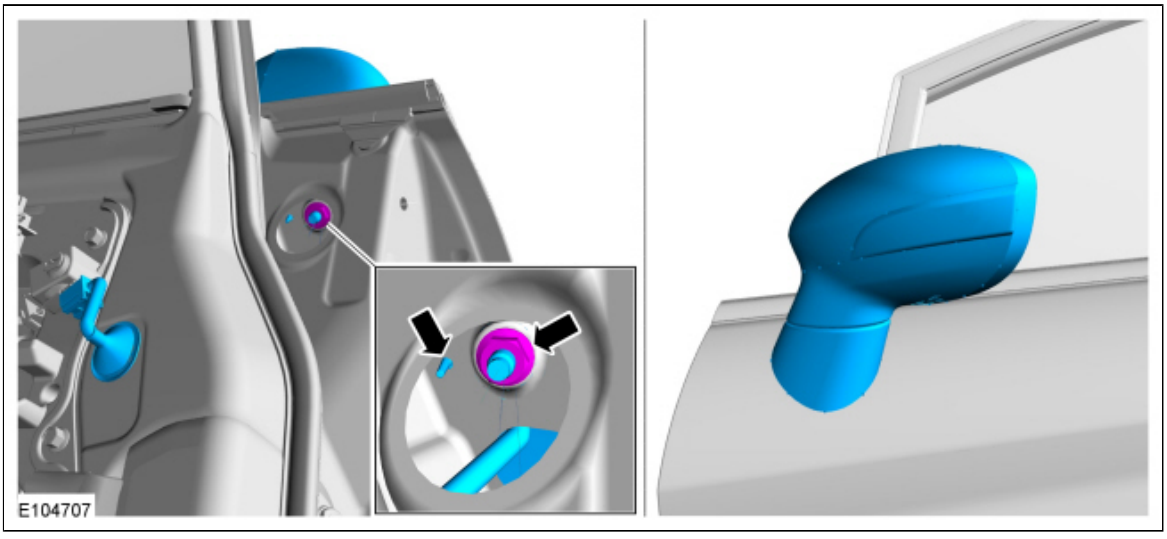
Exterior Mirror

Removal and Installation

1. Remove the door speaker. For additional information, refer to Section 415-00 .
2. Disconnect the electrical connector.

3. Remove the exterior mirror nut cover.
4. **NOTE:** When installing the mirror, make sure to align the locating pin to the locating hole.

   Remove the exterior mirror nut.
   - To install, tighten to 14 Nm (124 lb-in).



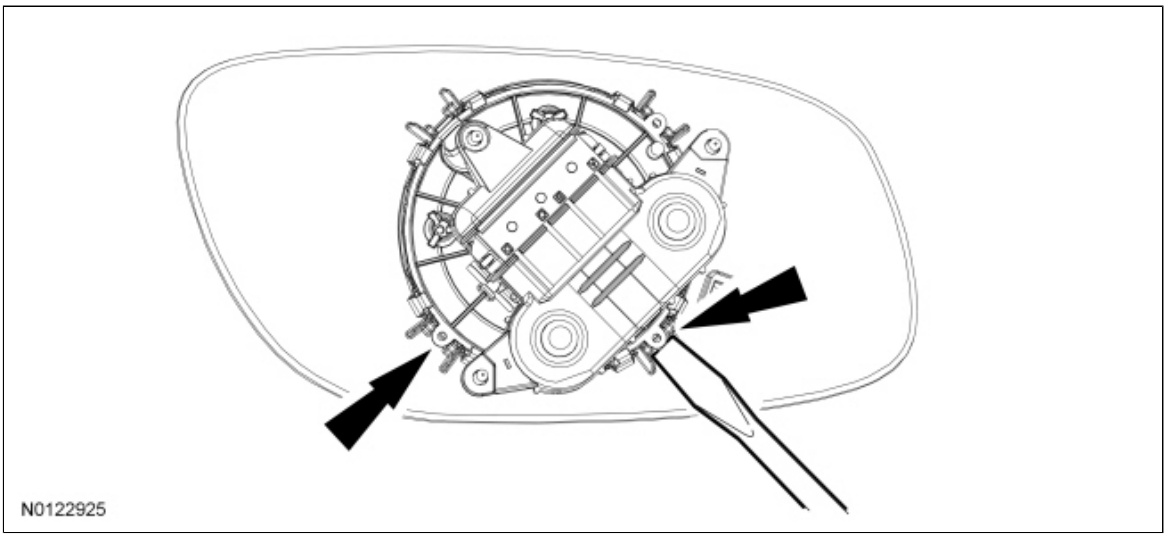
5. Remove the exterior mirror.
   - Route the electrical wiring harness through the door.
6. To install, reverse the removal procedure.

Exterior Mirror Glass

Removal

1. **NOTE:** Exterior mirror glass and motor removed from the housing and viewed from the back to show location of clips and placement of screwdriver.

   Disengage the exterior mirror glass from the exterior mirror motor in the following sequence:
   1. Position the exterior mirror glass to the full upper outboard position.
   2. Insert a flat-blade screwdriver between the lower inboard retaining tab and the exterior mirror glass backing plate.
   3. Twist the flat-blade screwdriver to release the retaining tab from the exterior mirror glass backing plate.
   4. Position the exterior mirror glass to the full upper inboard position.
   5. Insert a flat-blade screwdriver between the upper outboard retaining tab and the exterior mirror glass backing plate.
   6. Twist the flat-blade screwdriver to release the retaining tab from the exterior mirror glass backing plate.



2. **WARNING: Place a shop towel between the hands and the exterior mirror glass for protection in case of glass breakage during mirror service. Failure to follow this instruction may result in serious personal injury.**

   Remove the exterior mirror glass from the exterior mirror motor by gently pulling the exterior mirror glass outward
   - If equipped, disconnect the electrical connectors.

Installation

1. If equipped, connect the electrical connectors.

2. Position the exterior mirror glass onto the exterior mirror motor.

3. **WARNING: Place a shop towel between the hands and the exterior mirror glass for protection in case of glass breakage during mirror service. Failure to follow this instruction may result in serious personal injury.**

   NOTICE: **Apply hand pressure directly over the center of the mirror. Failure to follow this instruction may result in glass breakage.**

   Install the exterior mirror glass by pressing firmly in the center of the exterior glass until it snaps onto the exterior mirror motor.

Exterior Mirror Motor

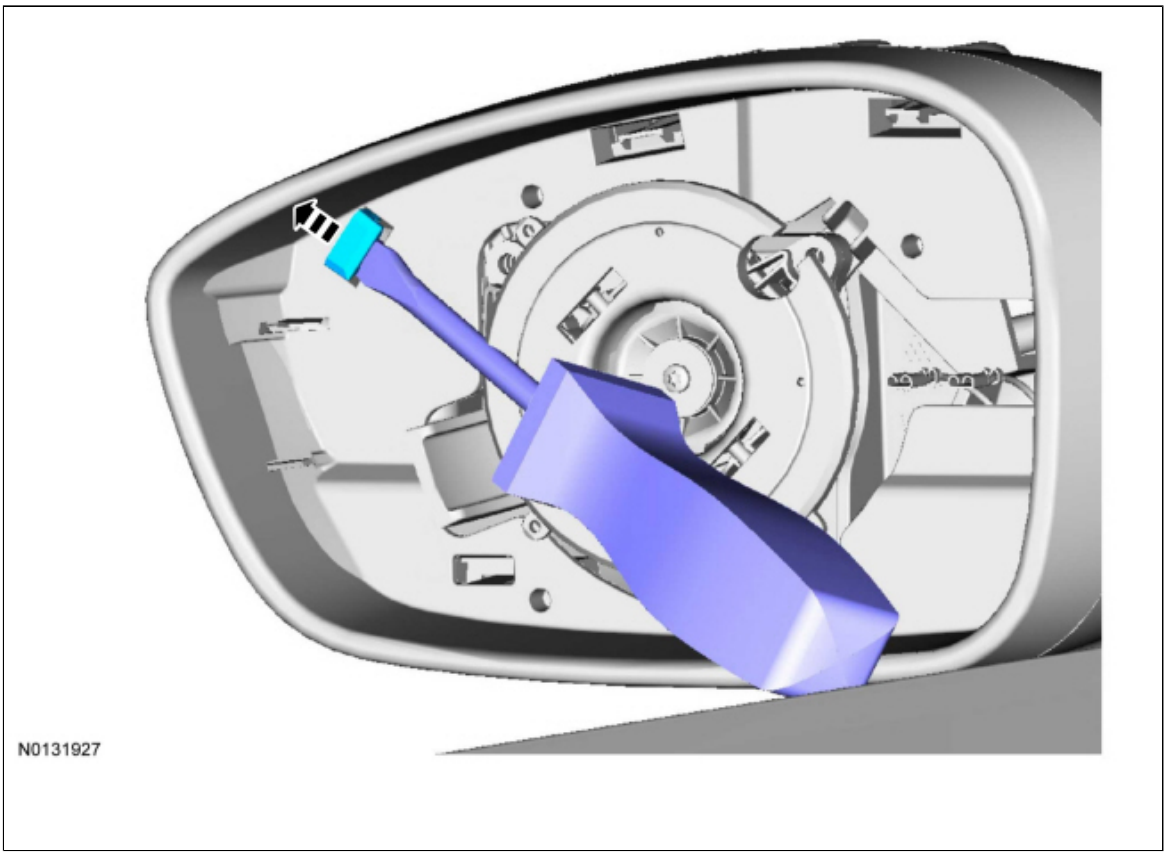
Removal and Installation

1. Remove the exterior mirror glass. For additional information, refer to Exterior Mirror Glass In this section.
2. Remove the 3 exterior mirror motor screws.
3. Disconnect the exterior mirror motor electrical connector.
4. Remove the exterior mirror motor.
5. To install, reverse the removal procedure.

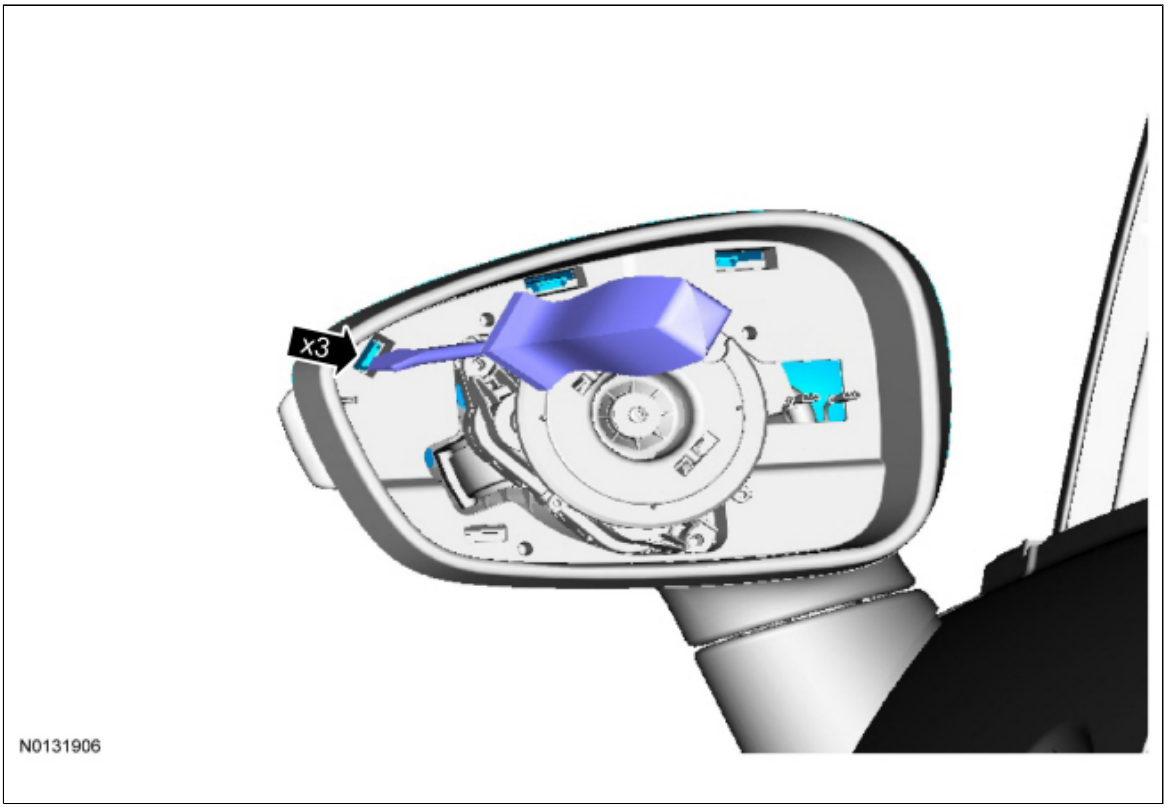
Exterior Mirror Cover

Removal

1. Remove the exterior mirror glass. For additional information, refer to Exterior Mirror Glass In this section.
2. If equipped, remove the exterior mirror cover retainer.

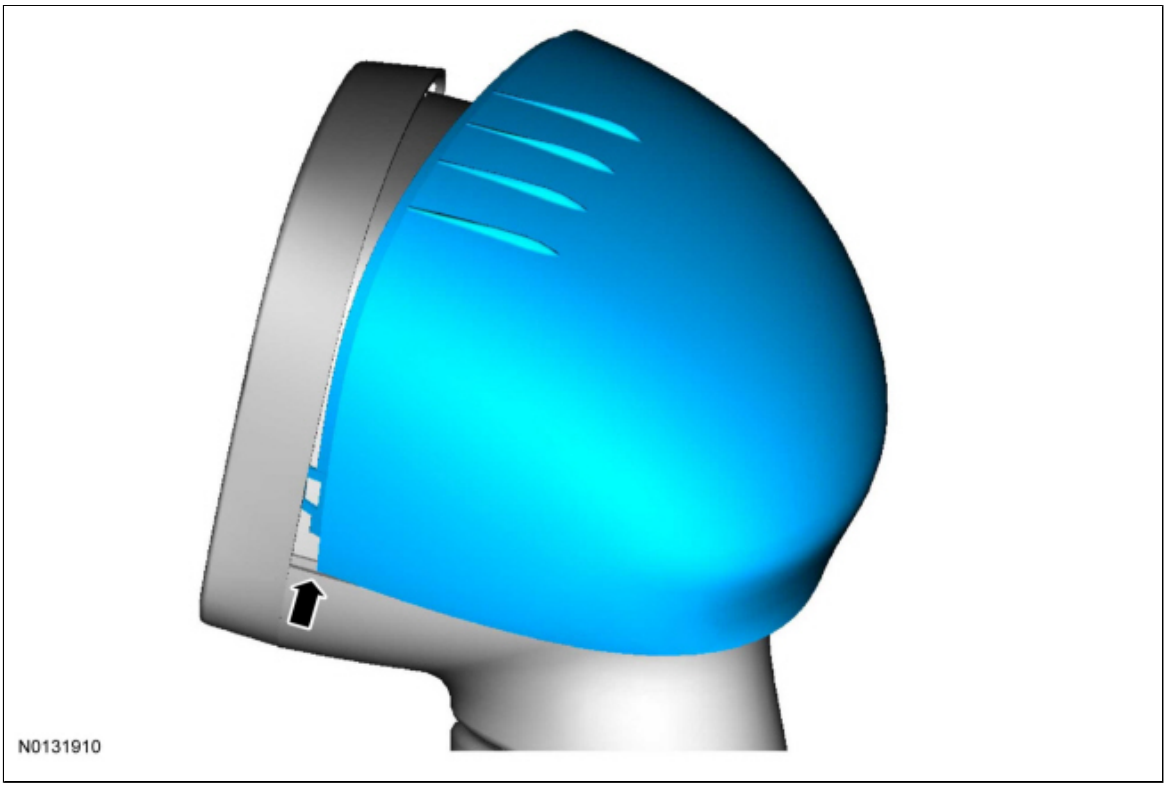


3. Remove the exterior mirror cover.
   - Using a flat-blade screwdriver, release the 3 retaining tabs while pulling the exterior mirror cover toward the front of the vehicle.

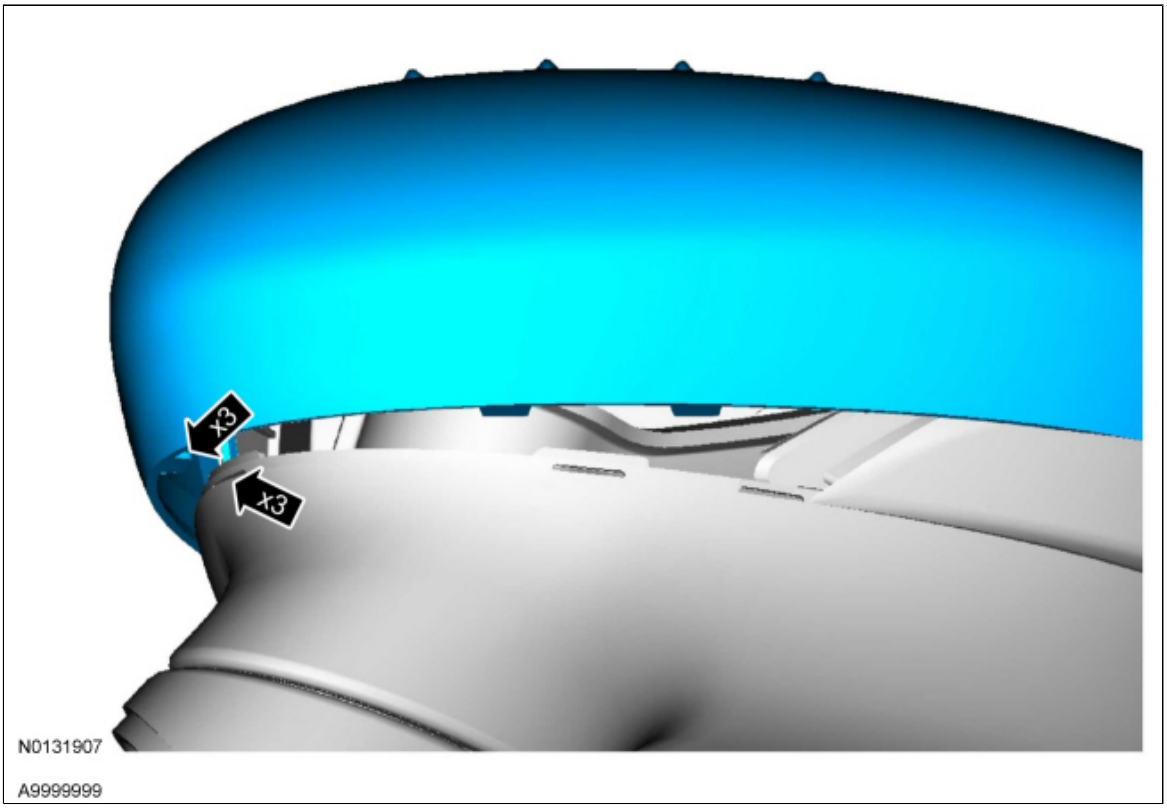


Installation

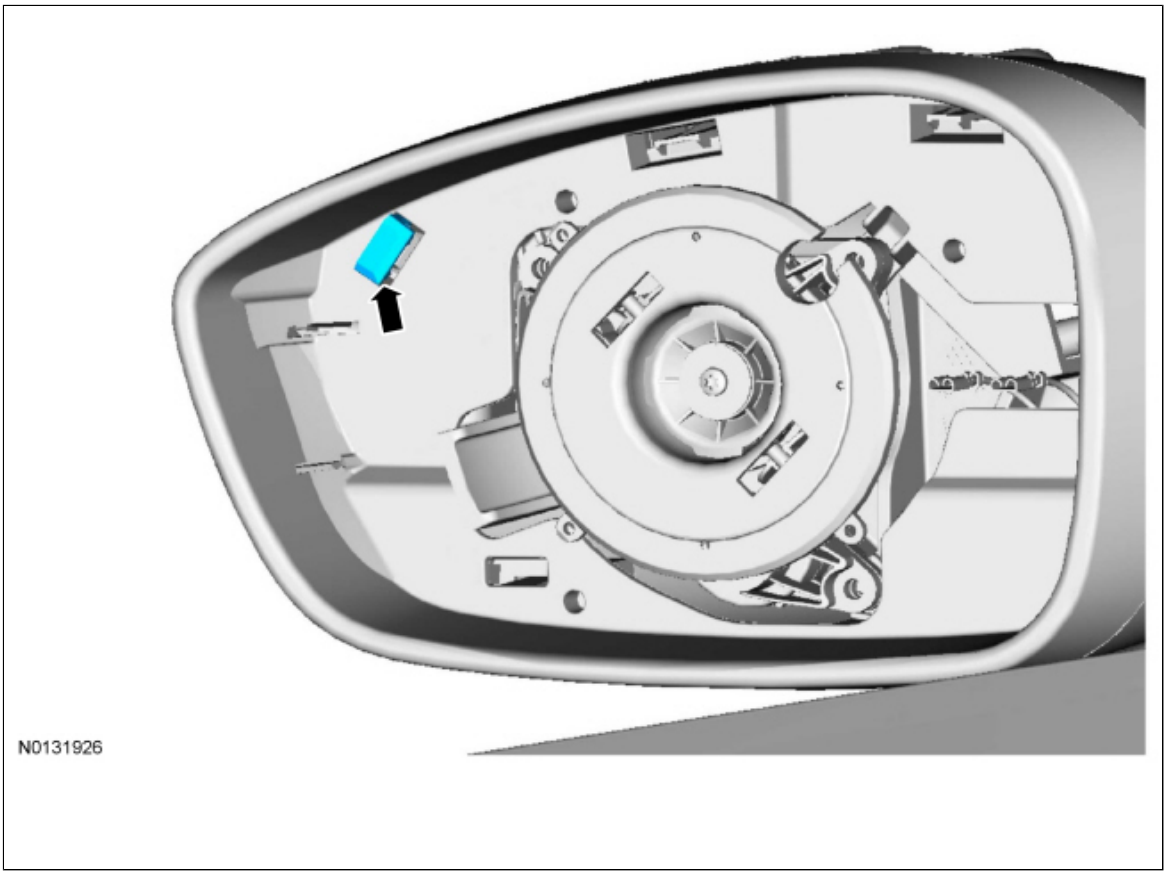
1. Align the inner lower corner of the mirror cover with the groove in the mirror frame.



2. Align the 3 mirror cover tabs with the slots on the mirror frame and install the mirror cover.
    - Press the mirror cover into place and the 3 lock tabs are fully seated.

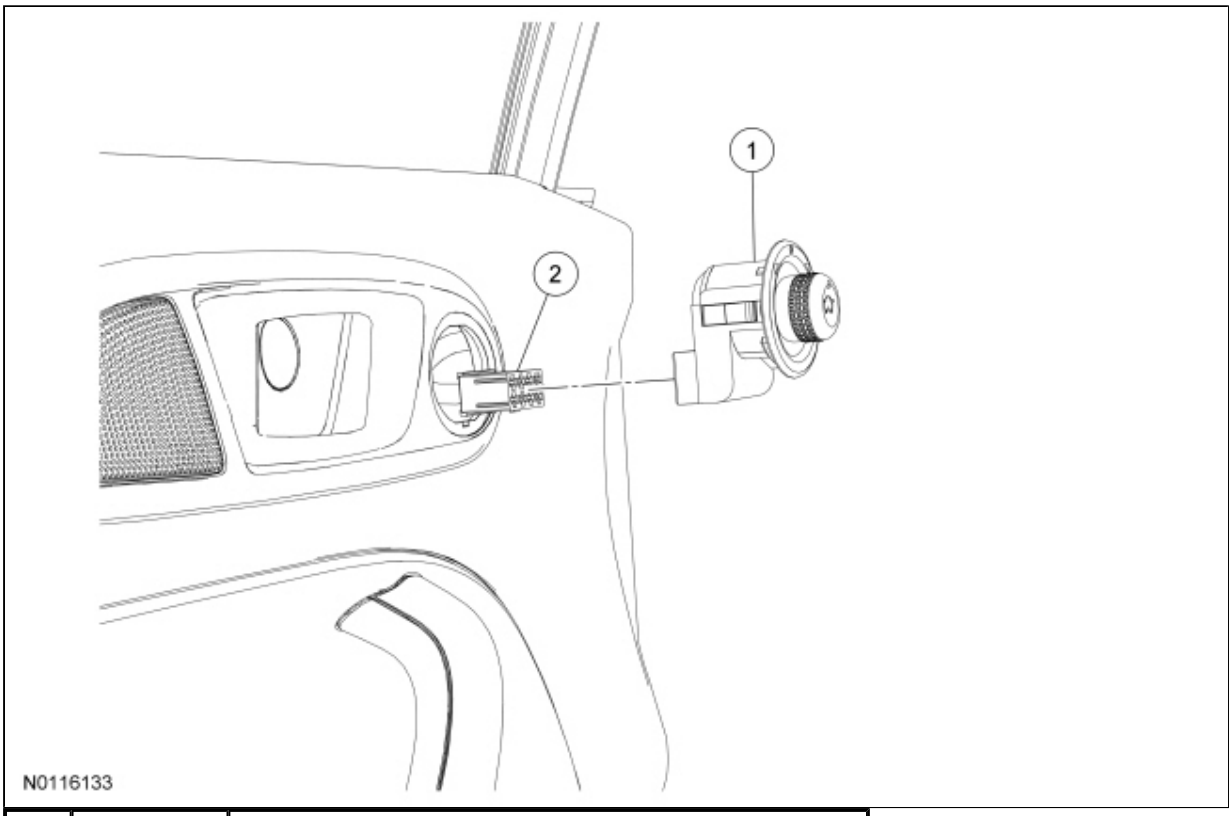


3. If equipped, install the exterior mirror cover retainer.



4. Install the exterior mirror glass. For additional information, refer to Exterior Mirror Glass In this section.

Exterior Mirror Control Switch



Item	Part Number	Description
1	17B676	Exterior mirror control switch
2	—	Exterior mirror control switch electrical connector (part of 14631)

Removal and Installation

1. ***NOTICE:*** **Make sure to use a non-marring tool when removing the exterior mirror switch. Otherwise, damage to the door trim panel may occur.**

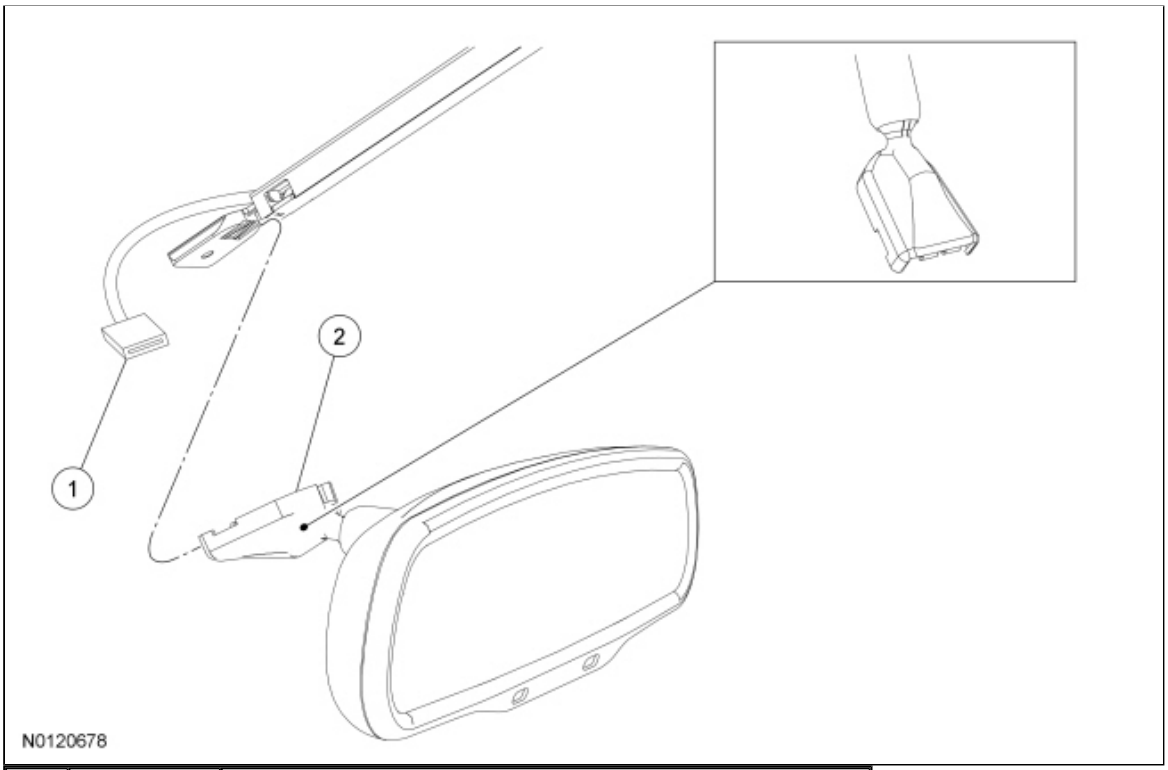
   Remove the exterior mirror control switch.
   - Insert a non-marring tool between the door trim panel and the exterior mirror control switch and gently pry outward.

Interior Rear View Mirror

Special Tool(s)

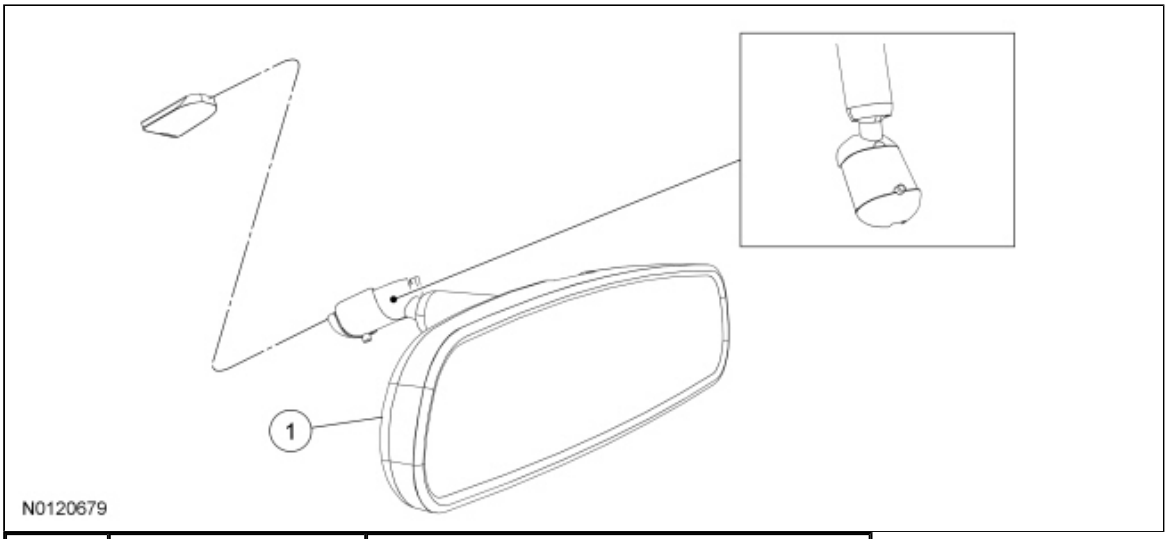
ST1793-A	Installer, Rear View Mirror 501-025 (T94P-17700-AH)
ST3250-A	Mirror Remover 501-D118A

Interior auto-dimming mirror with top access mount



Item	Part Number	Description
1	—	Interior auto-dimming mirror electrical connector (part of 14A005)
2	17700	Interior auto-dimming mirror

Interior auto-dimming mirror with bottom access mount



Item	Part Number	Description
1	17700	Interior auto-dimming mirror

Removal

Interior mirror with top access mirror mount

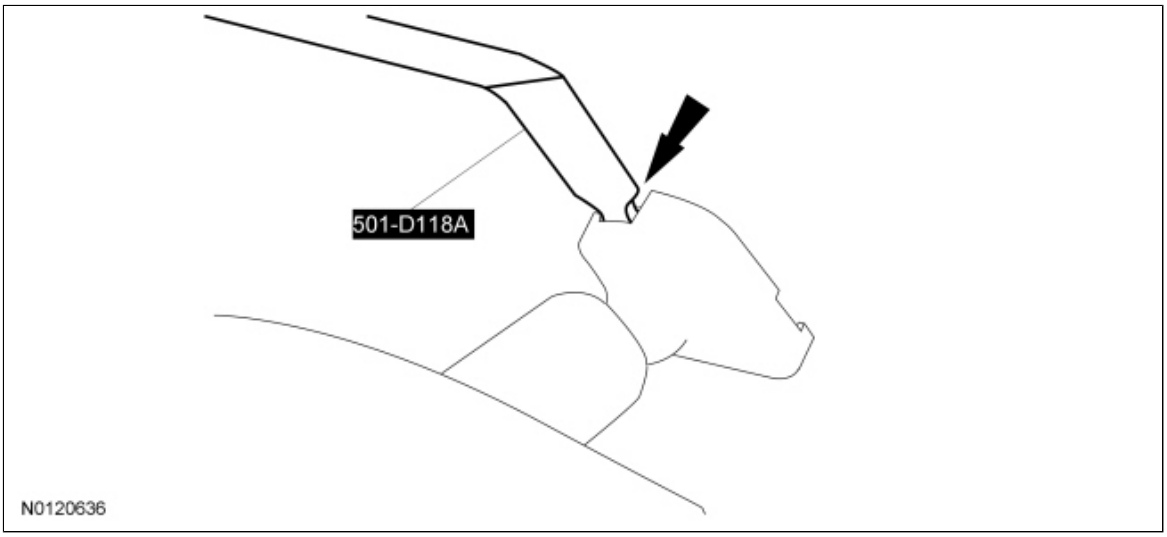
NOTICE: **This procedure should be used only for an interior rear view mirror with the top access mount. Otherwise, damage to the windshield glass may occur.**

NOTICE: **The windshield must be at room temperature. Otherwise, damage to the windshield glass may occur.**

NOTE: Use only steps 1 - 4 for the removal of this style of interior rear view mirror.

1. Disconnect the electrical connector.
2. Position the interior rear view mirror to the full downward position.
3. ***NOTICE:*** **Make sure the Mirror Remover is fully inserted into the interior rear view mirror mount access hole. Otherwise, damage to the windshield glass may occur.**

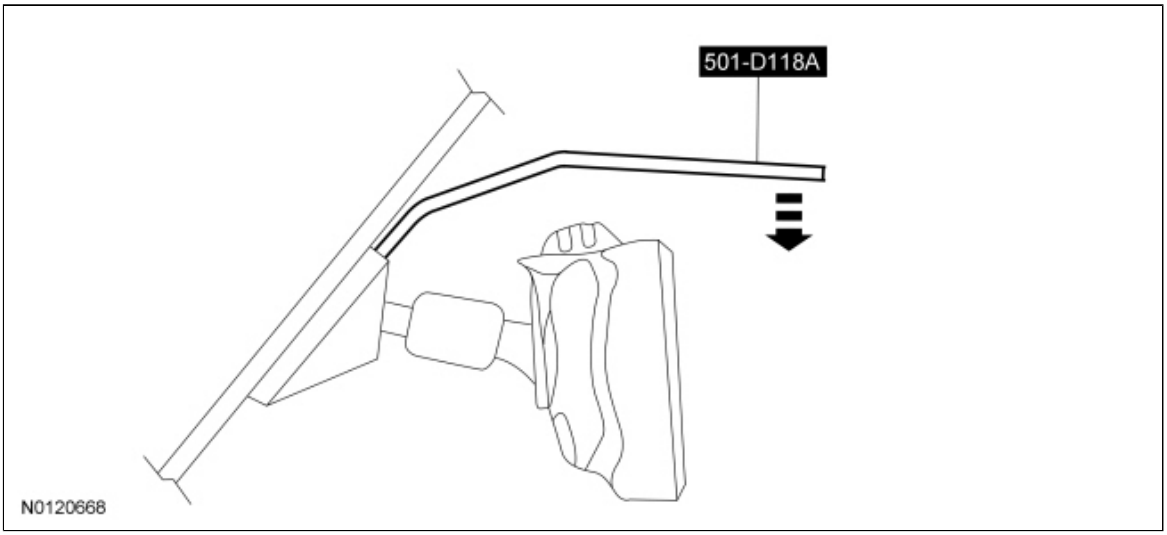
   Insert the Mirror Remover between the interior rear view mirror mount and windshield bracket, located at the top of the interior rear view mirror mount.



4. ***NOTICE:*** **Twisting the interior rear view mirror mount from right to left may cause a stress fracture to the windshield.**

NOTICE: **Make sure to use the windshield bracket as the pivot point. Otherwise, damage to the windshield will occur.**

Release the interior rear view mirror mount from the windshield bracket by pulling the Mirror Remover downward and away from the windshield.



Interior mirror with bottom access mirror mount

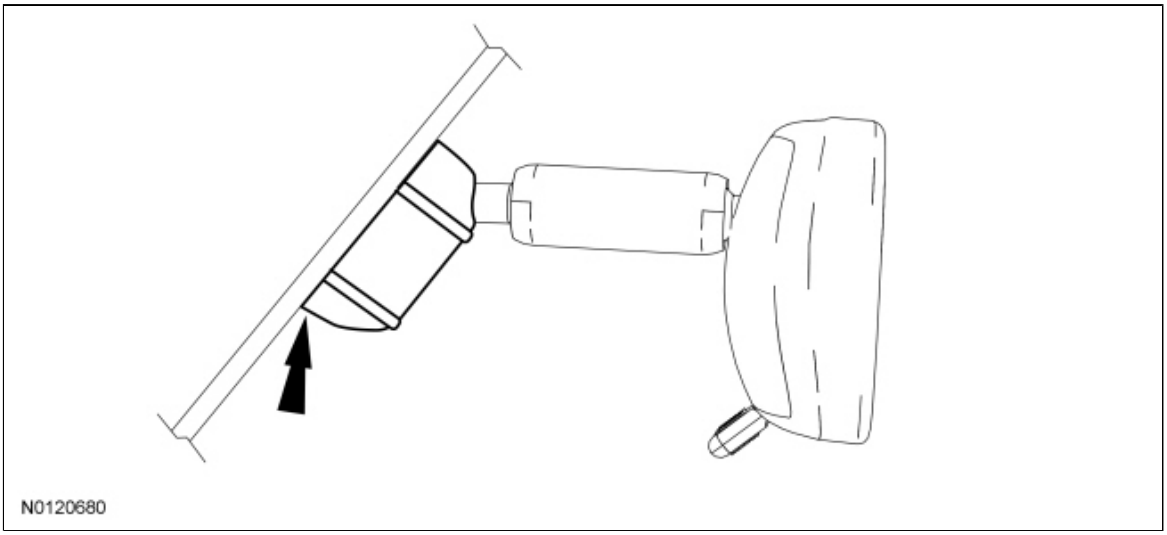
NOTICE: **This procedure should be used only for an interior rear view mirror with the bottom access mount. Otherwise, damage to the windshield glass may occur.**

NOTICE: **The windshield must be at room temperature. Otherwise, damage to the windshield glass may occur.**

NOTE: Use only steps 5 - 7 for the removal of this style of interior rear view mirror.

5. Disconnect the electrical connector.

6. Insert the Mirror Remover between the interior rear view mirror mount and windshield bracket located at the bottom of the mirror mount.

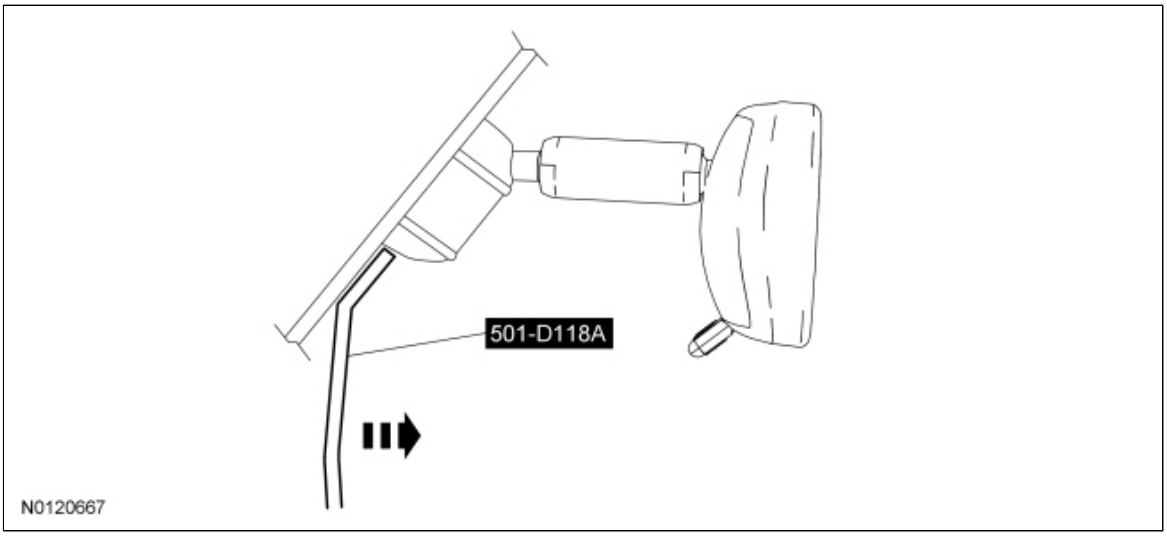


7. ***NOTICE:*** **Twisting the interior rear view mirror mount from right to left may cause a stress fracture to the windshield.**

   NOTICE: **Make sure to use the windshield bracket as the pivot point. Otherwise, damage to the windshield will occur.**

   Release the interior rear view mirror mount from the windshield bracket by pulling the Mirror Remover away

from the windshield.

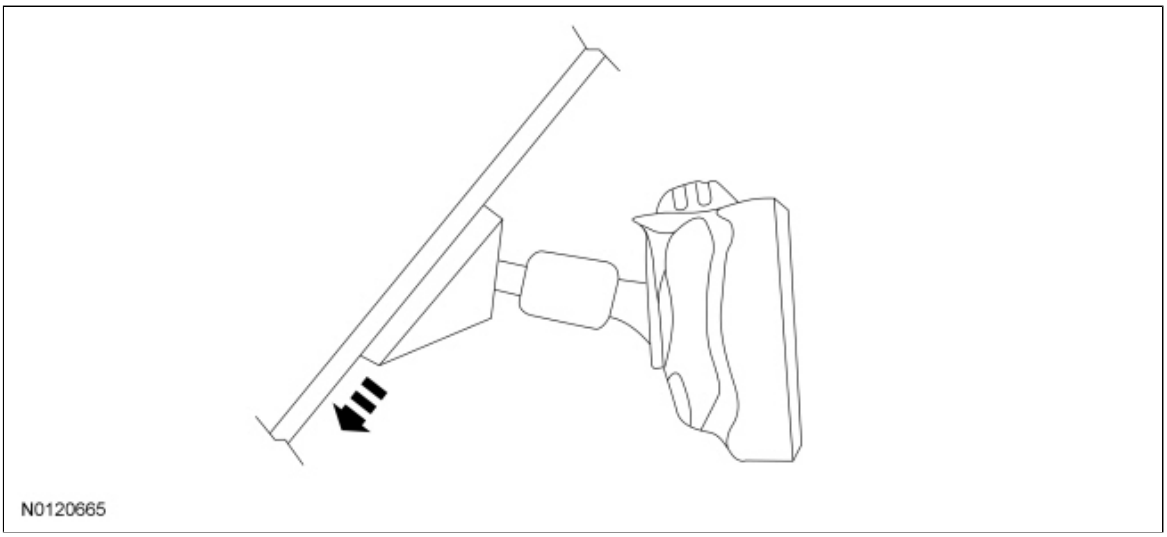


Installation

Interior mirror with top access mirror mount

NOTE: Use only steps 1 - 4 for the installation of this style of interior rear view mirror.

1. Slide the interior rear view mirror mount over the windshield bracket from the top.



2. Press the interior rear view mirror mount downward along the windshield bracket until a click is felt. The click indicates that the mirror mount is engaged onto the windshield bracket.

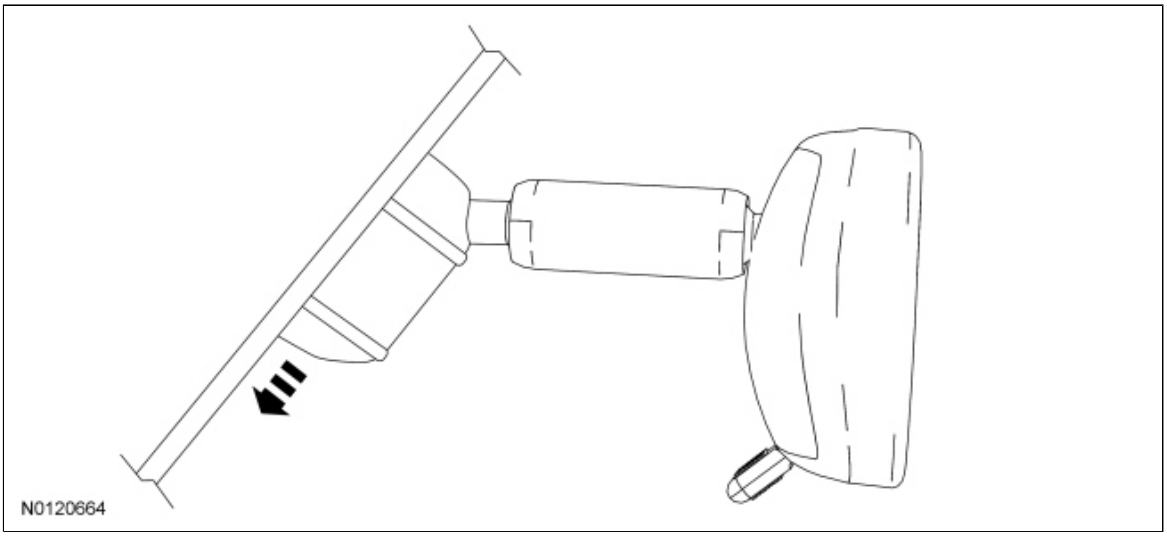
3. Connect the electrical connector.

4. If equipped, check the compass zone and calibration. For additional information, refer to Section 413-01 .

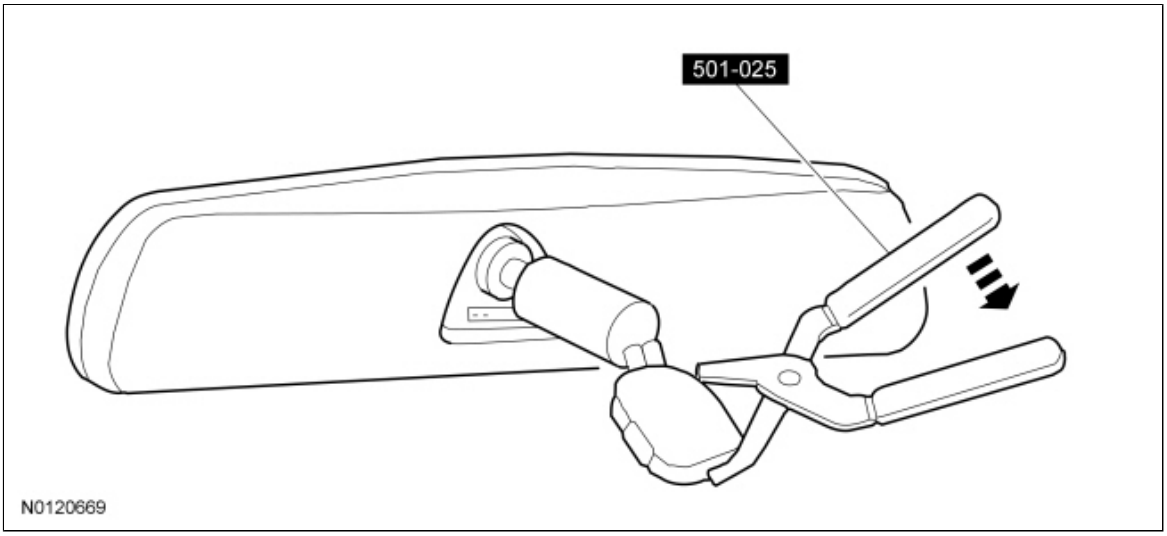
Interior mirror with bottom access mirror mount

NOTE: Use only steps 5 - 8 for the installation of this style of interior rear view mirror.

5. Slide the interior rear view mirror mount over the windshield bracket from the top.



6. Using the Rear View Mirror Installer, press the interior rear view mirror mount downward along the windshield bracket until the mirror mount is fully seated onto the windshield mounting button.



7. Connect the electrical connector.
8. If equipped, check the compass zone and calibration. For additional information, refer to Section 413-01 .

Torque Specifications

Description	Nm	lb-ft	lb-in
Front Seat			
Cushion pan screws [a]	—	—	—
Occupant Classification System Module (OCSM) bracket screws [a]	—	—	—
Occupant Classification System Module (OCSM) screws [a]	—	—	—
Recliner-to-seat track bolts [a]	—	—	—
Seat track-to-floor bolts [a]	—	—	—
Rear Seat			
Backrest hinge bolt	40	30	—
Backrest latch bolt	24	18	—
Backrest striker bolt	25	18	—
Hinge pin bolt	38	28	—
Rear safety belt anchor bolt	48	35	—
Safety belt retractor bolt	48	35	—

[a] Refer to the procedure in this section.

Seats

Front Seats

The front seats are equipped with the following serviceable systems:

- 2-way seat track (passenger only)
- 4-way seat track (driver only)
- Manual recliners (serviced with backrest frame)
- Heated seats (if equipped)
- Occupant Classification System (OCS) (passenger seat only, if equipped)
- Seat side air bags (in seat backrests) (if equipped)
- Safety belt buckles
- Seat track position sensors (if equipped)

Seat Backrests

The recliner mechanism is part of the seat backrest frame and is not serviced separately.

Seat Tracks

Front seats are equipped with a 2-way manual passenger seat track and 4-way manual driver seat track which includes a height adjust handle that ratchets to raise and lower the seat. Both seat tracks are serviced as complete assemblies which include the cushion frames and seat mounting feet.

Heated Seats

The heated seat system includes the following serviceable components:

- Cushion heater mats (attached to seat cushion foam pads)
- Heated seat relays (located in the Central Junction Box (CJB))
- Heated seat switches (located on the instrument panel)
- Thermostats (serviced only as part of each cushion heater mat)
- Body Control Module (BCM)

NOTE: If a new heater mat is needed on a front passenger seat cushion equipped with an Occupant Classification System (OCS) system, install a new OCS service kit with a heater mat already adhered to the cushion foam pad.

The cushion heater mats are serviceable separately. A heater mat can be peeled away from a foam pad and a new one adhered in its place providing excessive foam is not removed from the foam pad. If excessive foam is removed during removal, a new foam pad must be installed. A heater mat cannot be reused; the 2-way tape adhesive will no longer hold the heater mat position on the foam pad causing it to shift or bunch up.

Occupant Classification System (OCS) System

NOTE: OCS system components [seat wiring harness, seat cushion foam pad, bladder with pressure sensor and Occupant Classification System Module (OCSM)] are calibrated to each other and are serviced as an assembly. If new OCS system components are needed, an OCS system service kit must be installed as an assembly.

For information on diagnosing or servicing the OCS system, refer to Section 501-20B .

Seat Side Air Bags

Driver and passenger seat side air bags are attached to the seat backrest frame. For diagnostic information, or if the seat side air bag has deployed, refer to Section 501-20B .

Rear Seats

The rear seat cushion and 60/40 fold flat backrests are equipped with the following serviceable components:

- Backrest and cushion trim covers and foam pads
- Backrest hinges (attached to floor pan)
- Backrest latches (attached to backrest frame)
- Backrest latch strikers (attached to quarter panel)
- Cushion latches (located underneath cushion front edge attached to floor pan)
- Head restraints and head restraint guides (attached to the backrests)

Seats

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation — Heated Seats

Heated Seats

The heated seat system only operates when the engine is running. When the heated seat switch(es) (located on the instrument panel) is activated, it supplies a ground signal to the Body Control Module (BCM). When the BCM receives the heated seat switch signal, it activates the appropriate (driver or passenger) heated seat relay, (located in the Central Junction Box (CJB). When the heated seat relay is activated, voltage is supplied to the cushion heater mat. The cushion heater mats are directly connected to ground to complete the electrical circuit to heat the seat.

Each cushion heater mat contains a non-serviceable internal thermostatic switch that closes when cold to complete the heater grid circuit and heat the seat. When hot, the thermostatic switch opens the heater grid circuit and allows the seat to cool. During normal operation, several minutes may be required before seat temperature is increased and several more minutes of cooling before the heater mats continue with heating. The heated seat indicator illuminates continuously while the thermostatic switch cycles between open and closed.

The seat should be occupied to correctly test for normal operation. Temperature measuring devices do not provide an accurate method for testing heated seat operation as surface temperatures are subject to human and environmental characteristics. Correct testing requires heater mat resistance measurements which have tight tolerances affecting heat cycle time length.

The heated seat system does not time-out. A heated seat remains on until it is turned off by the heated seat switch or the ignition is switched OFF.

Inspection and Verification

1. Verify the customer concern by operating the heated seat functions.

2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Seat cushion trim cover damaged (heated seat heater mats)	• Central Junction Box (CJB) fuse 17 (7.5A) • Wiring harness • Loose or corroded connector(s) • Heated seat switch (located on the instrument panel) • Heated seat relay • Cushion heater mat • Body Control Module (BCM)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the concern is with the heated seat and the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record on-demand and Continuous Memory Diagnostic Trouble Codes (CMDTCs).

8. Clear the continuous DTCs and carry out the self-test diagnostics for the BCM.

9. If the DTCs retrieved are related to the concern, go to the Body Control Module (BCM) DTC Chart. For all other DTCs, refer to Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Chart

NOTE: Refer to Description and Operation, Intelligent Access with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states on vehicles with this feature.

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure type code. The failure type code provides information about specific fault conditions such as opens or shorts to ground. Continuous Memory Diagnostic Trouble Codes (CMDTCs) have an additional 2-character DTC status code suffix to assist in determining DTC history.

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B1034:12	Left Front Seat Heater Element: Circuit Short To Battery	GO to Pinpoint Test B .
B1034:14	Left Front Seat Heater Element: Circuit Short To Ground or Open	If the heated seat is inoperative, GO to Pinpoint Test B . If the heated seat is on all the time, GO to Pinpoint Test D .
B1036:12	Right Front Seat Heater Element: Circuit Short To Battery	GO to Pinpoint Test C .
B1036:14	Right Front Seat Heater Element: Circuit Short To Ground or Open	If the heated seat is inoperative, GO to Pinpoint Test C . If the heated seat is on all the time, GO to Pinpoint Test D .
B115A:23	Front Passenger Seat Heater: Signal Stuck Low	GO to Pinpoint Test C .
B115B:23	Front Driver Seat Heater: Signal Stuck Low	GO to Pinpoint Test B .
All Other DTCs	—	REFER to the Master DTC Chart in Section 419-10 .

Symptom Chart

Symptom Chart

NOTE: Refer to Description and Operation, Intelligent Access with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states on vehicles with this feature.

Condition	Possible Sources	Action
• The heated seats are inoperative — driver and passenger	• Fuse • Wiring, terminals or connectors • BCM	• GO to Pinpoint Test A .
• The heated seat is inoperative/does not operate correctly — driver	• Heated seat relay • Heated seat switch • Wiring,	• GO to Pinpoint Test B .

	terminals or connectors • Heater mat • BCM	
• The heated seat is inoperative/does not operate correctly — passenger	• Heated seat relay • Heated seat switch • Wiring, terminals or connectors • Heater mat • BCM	• GO to Pinpoint Test C .
• The heated seat does not operate correctly — driver or passenger seat heats when the system is off	• Heated seat relay • Wiring, terminals or connectors • BCM	• GO to Pinpoint Test D .
• The heated seat does not operate correctly — driver seat does heat but the heated seat indicator does not illuminate when pressed	• Heated seat switch • Wiring, terminals or connectors	• The driver heated seat switch LED is powered from the same circuit providing the voltage for the heater mat. CHECK circuit CHS11 (VT/GN) for an open between the driver heated seat relay and the driver heated seat switch. If the circuit is OK, INSTALL a new driver heated seat switch. TEST the system for normal operation.
• The heated seat does not operate correctly — passenger seat does heat but the heated seat indicator does not illuminate when pressed	• Heated seat switch • Wiring, terminals or connectors	• The passenger heated seat switch LED is powered from the same circuit providing the voltage for the heater mat. CHECK circuit CHS12 (YE/GN) for an open between the passenger heated seat relay and the passenger heated seat/ambient lighting switch. If the circuit is OK, INSTALL a new passenger heated seat/ambient lighting switch. TEST the system for normal operation.

Pinpoint Tests

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Refer to Inspection and Verification and the Symptom Chart for direction to the appropriate Pinpoint Test.

Pinpoint Test A: The Heated Seats are Inoperative — Driver and Passenger Seats

Refer to Wiring Diagrams Cell 119 , Climate Controlled Seats for schematic and connector information.

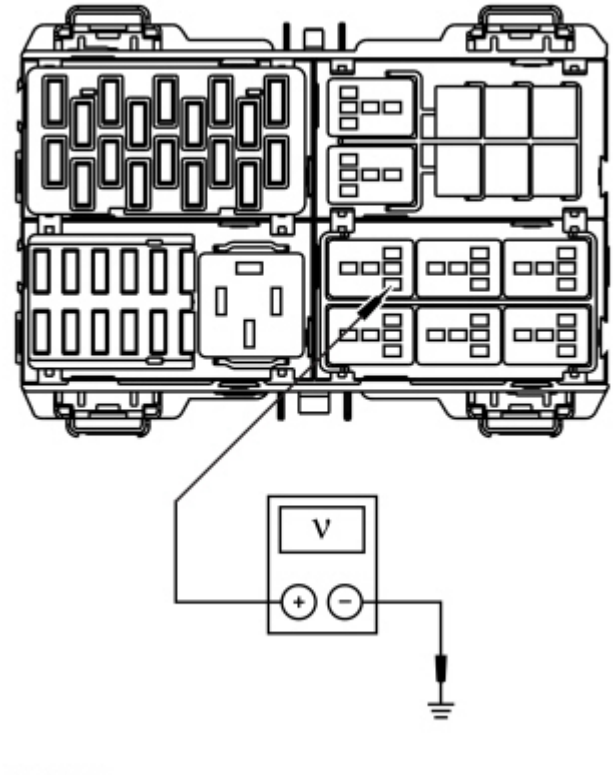
Normal Operation

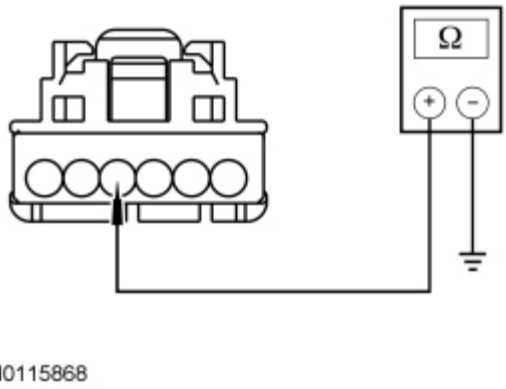
The heated seat system only operates when the engine is running. When the driver or passenger heated seat switch (located on the instrument panel) is activated, it supplies a ground signal to the Body Control Module (BCM). When the BCM receives the heated seat switch signal, it activates the appropriate (driver or passenger) heated seat relay (located in the Central Junction Box (CJB). When the heated seat relay is activated, voltage is supplied to the cushion heater mat. The cushion heater mats are directly connected to ground to complete the electrical circuit to heat the seat.

This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- BCM

PINPOINT TEST A: THE HEATED SEATS ARE INOPERATIVE — DRIVER AND PASSENGER SEATS

Test Step	Result / Action to Take
A1 CHECK FOR VOLTAGE TO THE DRIVER HEATED SEAT RELAY	
• Disconnect: Driver Heated Seat Relay. • Ignition ON. • Measure the voltage between driver heated seat relay socket pin 1, circuit CBP17 (BN/GN), and ground.  N0115890 • **Is the voltage greater than 10 volts?**	**Yes** GO to A2 . **No** VERIFY Central Junction Box (CJB) fuse 17 (7.5A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.
A2 CHECK THE HEATED SEAT SWITCH GROUND CIRCUIT	
• Ignition OFF. • Disconnect: Driver Heated Seat Switch C2400. • Measure the resistance between driver heated switch	**Yes** GO to A3 .

C2400-4, circuit GD115 (BK/GY), harness side and ground.  N0115868 • **Is the resistance less than 5 ohms?**	**No** REPAIR the circuit. TEST the system for normal operation.

A3 CHECK THE BCM FOR CORRECT OPERATION
• Disconnect all of the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all of the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test B: The Heated Seat is Inoperative/Does Not Operate Correctly — Driver

Refer to Wiring Diagrams Cell 119, Climate Controlled Seats for schematic and connector information.

Normal Operation

The heated seat system only operates when the engine is running. When the driver heated seat switch (located on the instrument panel) is activated, it supplies a ground signal to the Body Control Module (BCM). When the BCM receives the heated seat switch signal, it activates the driver heated seat relay (located in the Central Junction Box (CJB)) by grounding the relay control circuit. When the heated seat relay is activated, voltage is supplied to the driver cushion heater mat. The driver cushion heater mat is directly connected to ground to complete the electrical circuit to heat the seat.

- DTC B1034:12 (Left Front Seat Heater Element: Circuit Short To Battery) — if the driver heated seat relay drive circuit CHS02 (YE/BU) is shorted to voltage and the BCM attempts to activate the driver heated seat relay, this DTC sets and the seat fails to heat.
- DTC B1034:14 (Left Front Seat Heater Element: Circuit Short To Ground or Open) — if the driver heated seat relay drive circuit CHS02 (YE/BU) is open or shorted to ground and the BCM attempts to activate the driver heated seat relay, this DTC sets and the seat fails to heat (circuit open) or may be on at all times (circuit shorted to ground) until the ignition is turned OFF.
- DTC B115B:23 (Front Driver Seat Heater: Signal Stuck Low) — sets when the BCM detects the driver heated seat switch is active during on-demand self-test or has been active for more than 2 minutes.

This pinpoint test is intended to diagnose the following:

- Heated seat relay
- Heated seat switch
- Wiring, terminals or connectors
- Heater mat
- BCM

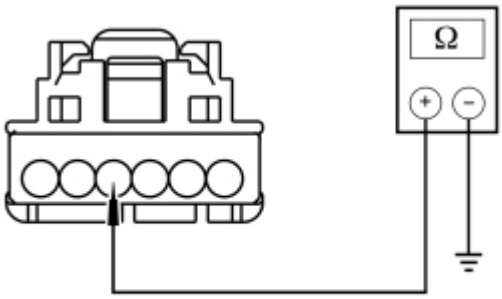
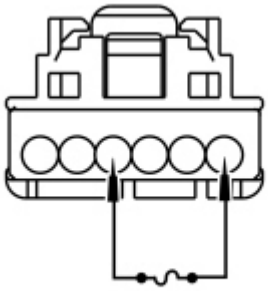
PINPOINT TEST B: THE HEATED SEAT IS INOPERATIVE/DOES NOT OPERATE CORRECTLY — DRIVER

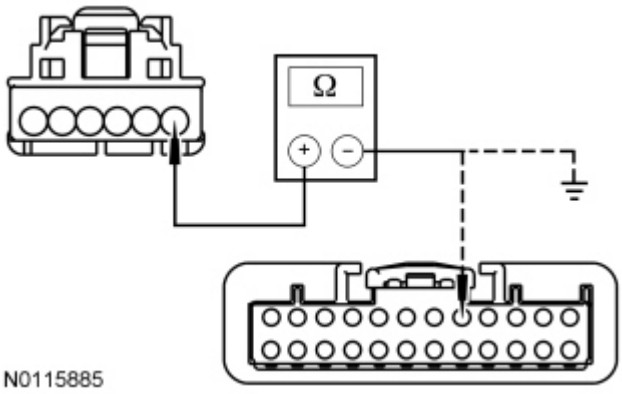
NOTE: If a seat equipped with a seat mounted side air bag is being serviced, depower the Supplemental Restraint System (SRS). Refer to Section 501-20B .

NOTE: The air bag warning lamp illuminates when the Restraints Control Module (RCM) fuse is removed and the ignition switch is ON. This is normal operation and does not indicate an SRS fault.

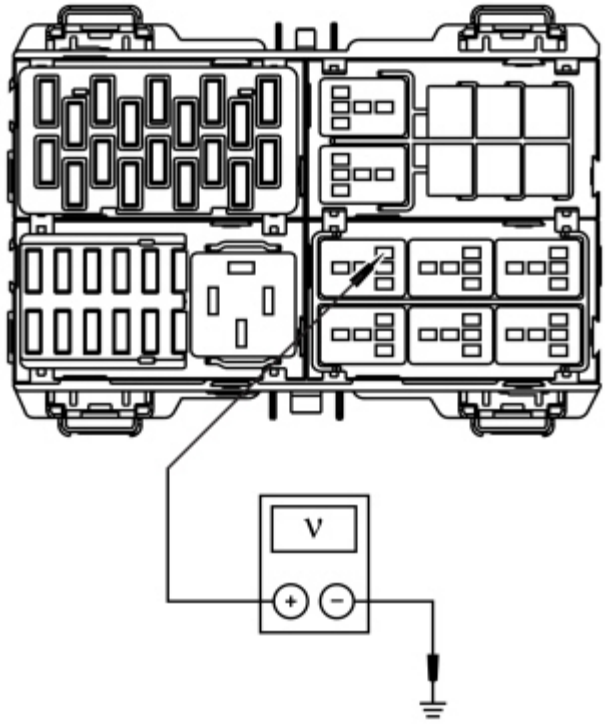
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

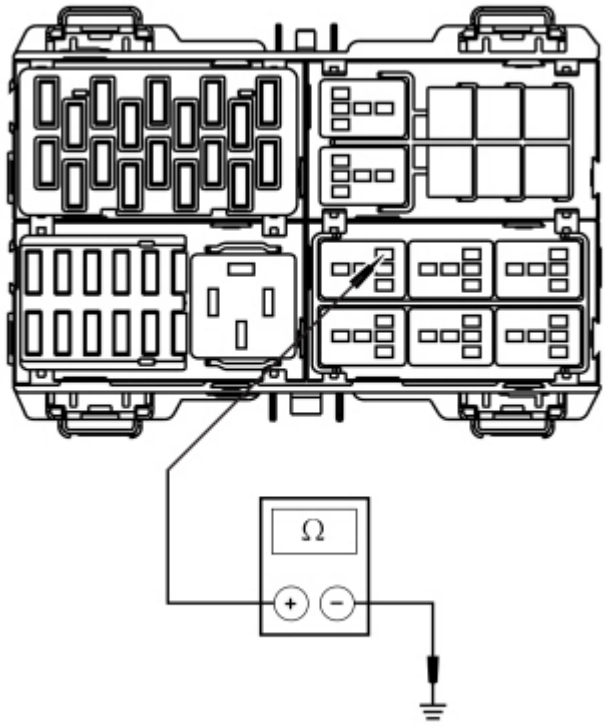
Test Step	Result / Action to Take
B1 CHECK THE BCM FOR DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — BCM . • **Is DTC B1034:12, B1034:14 or B115B:23 retrieved?**	**Yes** If DTC B1034:14 is present, GO to B7 . If DTC B1034:12 is present, GO to B6 . If DTC B115B:23 is present, GO to B4 . For all other BCM DTCs, REFER to the Master DTC Chart in Section 419-10 . **No** GO to B2 .
B2 CHECK THE BCM DRIVER HEATED SEAT (CC_SW_D_HSEATS) PID OPERATION • Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • While monitoring the BCM CC_SW_D_HSEATS PID, press and release the driver heated seat switch. • **Does the PID agree with the driver heated switch status?**	**Yes** GO to B9 . **No** GO to B3 .
B3 CHECK THE DRIVER HEATED SEAT SWITCH GROUND CIRCUIT FOR AN OPEN • Ignition OFF. • Disconnect: Driver Heated Seat Switch C2400. • Measure the resistance between driver heated seat switch C2400-4, circuit GD115 (BK/GY), harness side and ground.	**Yes** GO to B4 . **No** REPAIR the circuit. TEST the system for normal operation.

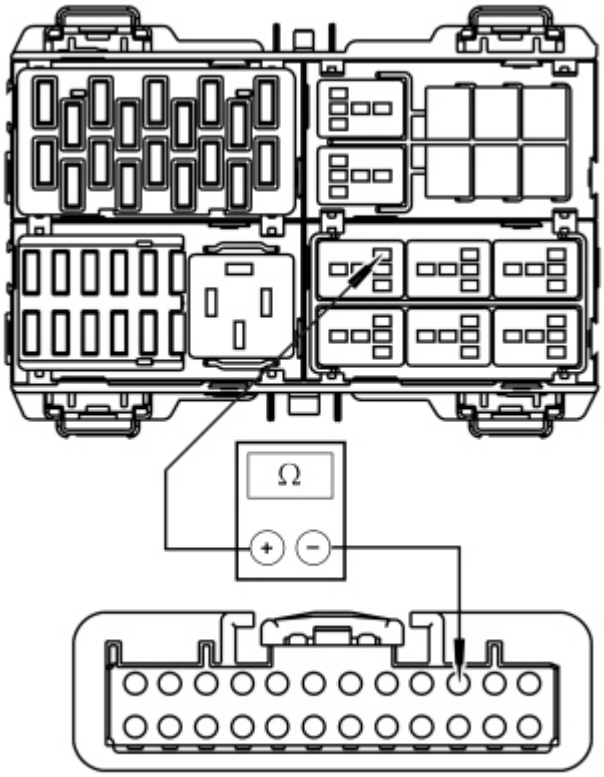
 N0115868 • **Is the resistance less than 5 ohms?**	
B4 CHECK THE BCM DRIVER HEATED SEAT (CC_SW_D_HSEATS) PID OPERATION • Ignition OFF. • Disconnect: Driver Heated Seat Switch C2400. • Connect a fused jumper wire between driver heated seat switch C2400-4, circuit GD115 (BK/GY), harness side and driver heated seat switch C2400-1, circuit CHS32 (BN), harness side.  N0115869 • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • Observe the BCM CC_SW_D_HSEATS PID status. • Remove the fused jumper wire. • Observe the BCM CC_SW_D_HSEATS PID status. • **Did the PID state change when the fused jumper wire was removed?**	**Yes** INSTALL a new driver heated seat switch. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to B5 .
B5 CHECK THE DRIVER HEATED SWITCH SIGNAL CIRCUIT FOR AN OPEN OR SHORT TO GROUND • Ignition OFF. • Disconnect: BCM C2280G. • Measure the resistance between driver heated seat switch C2400-1, circuit CHS32 (BN), harness side and BCM C2280G-8, harness side; and between driver heated seat switch C2400-1, circuit CHS32 (BN), harness side and ground.	**Yes** GO to B13 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



- **Is the resistance less than 5 ohms between the heated seat switch and the BCM ; and greater than 10,000 ohms between the heated seat switch and ground?**

B6 CHECK THE RELAY CONTROL CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: Driver Heated Seat Relay. • Ignition ON. • Measure the voltage between driver heated seat relay socket pin 2, circuit CHS02 (YE/BU), harness side and ground.  • **Is any voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** INSTALL a new driver heated seat relay. RECONNECT all connectors and REPEAT the self-test. If the DTC is retrieved again, GO to B13 .
B7 CHECK THE RELAY CONTROL CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: Driver Heated Seat Relay. • Disconnect: BCM C2280D.	**Yes** GO to B8 .

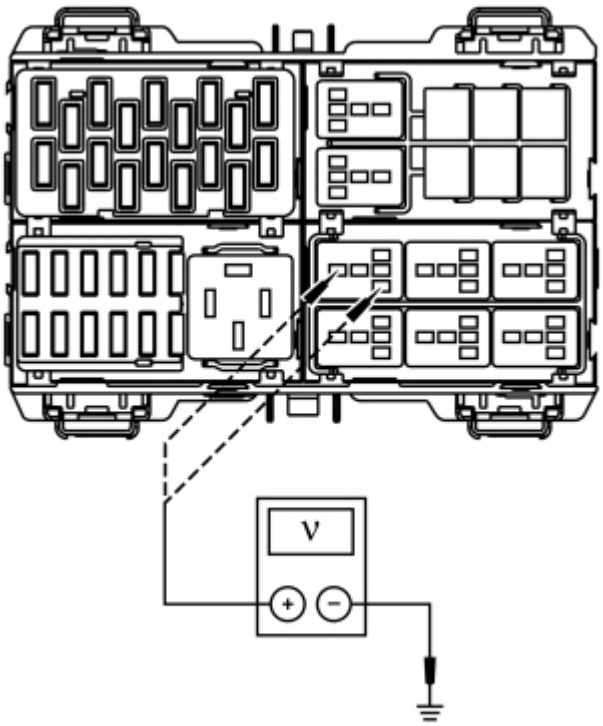
• Measure the resistance between driver heated seat relay socket pin 2, circuit CHS02 (YE/BU), harness side and ground.  N0115892 • **Is the resistance greater than 10,000 ohms?**	**No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B8 CHECK THE RELAY CONTROL CIRCUIT FOR AN OPEN	
• Measure the resistance between driver heated seat relay socket pin 2, circuit CHS02 (YE/BU), harness side and BCM C2280D-10, circuit CHS02 (YE/BU), harness side.	**Yes** INSTALL a new driver heated seat relay. RECONNECT all connectors and REPEAT the self-test. If the DTC is retrieved again, GO to B13 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



N0115893

- **Is the resistance less than 5 ohms?**

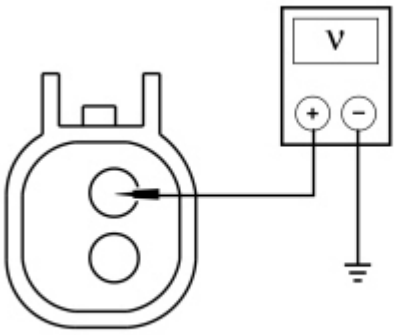
B9 CHECK FOR VOLTAGE TO THE DRIVER HEATED SEAT RELAY	
• Ignition OFF. • Disconnect: Driver Heated Seat Relay. • Ignition ON. • Measure the voltage between driver heated seat relay socket pin 1, circuit CBP17 (BN/GN) and ground; and between driver heated seat relay socket pin 3, circuit CBP17 (BN/GN) and ground.	**Yes** GO to B10 . **No** VERIFY Central Junction Box (CJB) fuse 17 (7.5A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



N0115894

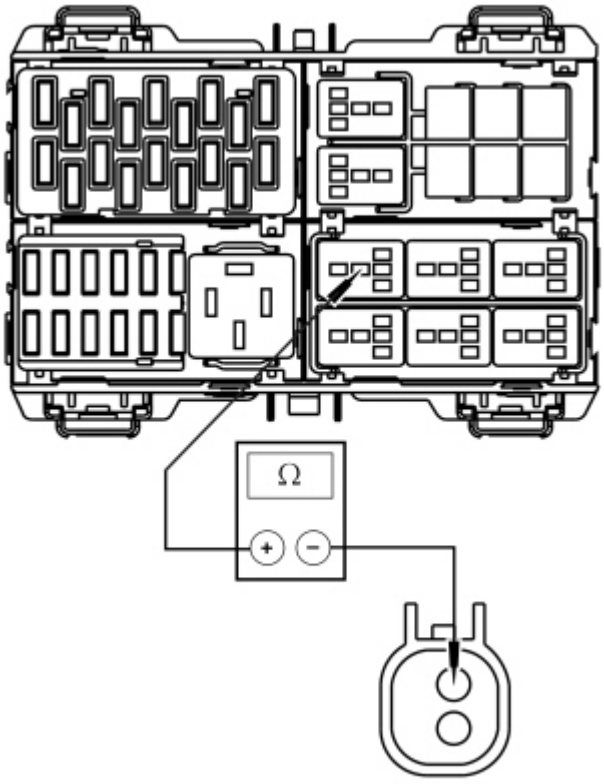
- **Is the voltage greater than 10 volts for both measurements?**

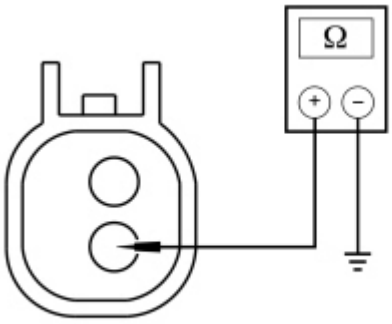
B10 CHECK THE HEATER MAT CIRCUIT FOR VOLTAGE	
• Ignition OFF. • Connect: Driver Heated Seat Relay. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of Section 501-20B . • Disconnect: Driver Seat Side Air Bag Module C367. • Disconnect: Driver Seat Cushion Heater C364. • **WARNING: Make sure no one is in the vehicle and there is nothing blocking or placed in front of any air bag module when the battery is connected. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.** • Connect the battery ground cable. Refer to Section 414-01 . • Start the engine. • Activate the driver heated seat switch and measure the voltage between driver seat cushion heater C364-1, circuit CHS11 (VT/GN), harness side and ground.	**Yes** GO to B12 . **No** GO to B11 .



N0115899

- **Is the voltage greater than 10 volts?**

B11 CHECK THE HEATER CIRCUIT FOR AN OPEN • Ignition OFF. • Disconnect: Driver Heated Seat Relay. • Measure the resistance between driver heated seat relay socket pin 5, circuit CHS11 (VT/GN), harness side and driver seat cushion heater C364-1, circuit CHS11 (VT/GN), harness side.  N0115897 • **Is the resistance less than 5 ohms?**	**Yes** GO to B14 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. DISCONNECT the battery ground cable. CONNECT driver seat side air bag module C367. REPOWER the SRS . REFER to Section 501-20B .
B12 CHECK THE HEATER MAT GROUND CIRCUIT FOR AN OPEN • Ignition OFF. • Measure the resistance between driver seat cushion heater C364-2, circuit GD143 (BK/VT), harness side and ground.	**Yes** CHECK for loose or damaged connector pins and wiring damage. If OK, INSTALL a new driver seat cushion heater mat. REFER to

 N0115898 • **Is the resistance less than 5 ohms?**	Seat Cushion — Front in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. DISCONNECT the battery ground cable. CONNECT driver seat side air bag module C367. REPOWER the SRS. REFER to Section 501-20B. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. DISCONNECT the battery ground cable. CONNECT driver seat side air bag module C367. REPOWER the SRS. REFER to Section 501-20B.

B13 CHECK THE BCM FOR CORRECT OPERATION
• Ignition OFF.
• Disconnect all of the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all of the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

B14 CHECK THE BCM FOR CORRECT OPERATION
• Ignition OFF.
• Disconnect all of the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all of the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	DISCONNECT the battery ground cable. CONNECT driver seat side air bag module C367.

	REPOWER the SRS . REFER to Section 501-20B . **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. DISCONNECT the battery ground cable. CONNECT driver seat side air bag module C367. REPOWER the SRS . REFER to Section 501-20B . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test C: The Heated Seat is Inoperative/Does Not Operate Correctly — Passenger

Refer to Wiring Diagrams Cell 119 , Climate Controlled Seats for schematic and connector information.

Normal Operation

The heated seat system only operates when the engine is running. When the passenger heated seat switch (located on the instrument panel) is activated, it supplies a ground signal to the Body Control Module (BCM). When the BCM receives the heated seat switch signal, it activates the passenger heated seat relay (located in the Central Junction Box (CJB)) by grounding the relay control circuit. When the heated seat relay is activated, voltage is supplied to the passenger cushion heater mat. The passenger cushion heater mat is directly connected to ground to complete the electrical circuit to heat the seat.

- DTC B1036:12 (Right Front Seat Heater Element: Circuit Short To Battery) — if the passenger heated seat relay drive circuit CHS07 (GY/BU) is shorted to voltage and the BCM attempts to activate the passenger heated seat relay, this DTC sets and the seat fails to heat.
- DTC B1036:14 (Right Front Seat Heater Element: Circuit Short To Ground or Open) — if the passenger heated seat relay drive circuit CHS07 (GY/BU) is open or shorted to ground and the BCM attempts to activate the passenger heated seat relay, this DTC sets and the seat fails to heat (circuit open) or may be on at all times (circuit shorted to ground) until the ignition is turned OFF.
- DTC B115A:23 (Front Passenger Seat Heater: Signal Stuck Low) — sets when the BCM detects the passenger heated seat switch is active during on-demand self-test or has been active for more than 2 minutes.

This pinpoint test is intended to diagnose the following:

- Heated seat relay
- Heated seat switch
- Wiring, terminals or connectors
- Heater mat
- BCM

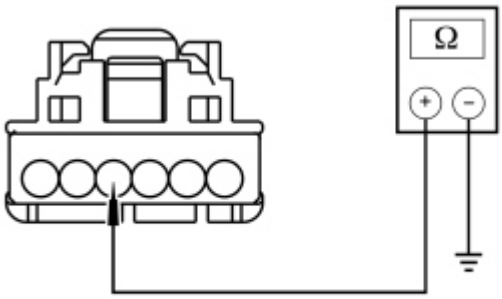
PINPOINT TEST C: THE HEATED SEAT IS INOPERATIVE/DOES NOT OPERATE CORRECTLY — PASSENGER

NOTE: If a seat equipped with a seat mounted side air bag is being serviced, depower the Supplemental Restraint System (SRS). Refer to Section 501-20B .

NOTE: The air bag warning lamp illuminates when the Restraints Control Module (RCM) fuse is removed and the ignition switch is ON. This is normal operation and does not indicate an SRS fault.

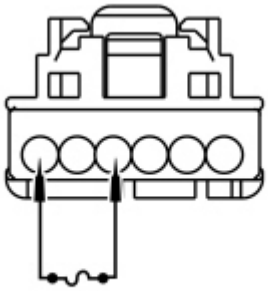
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

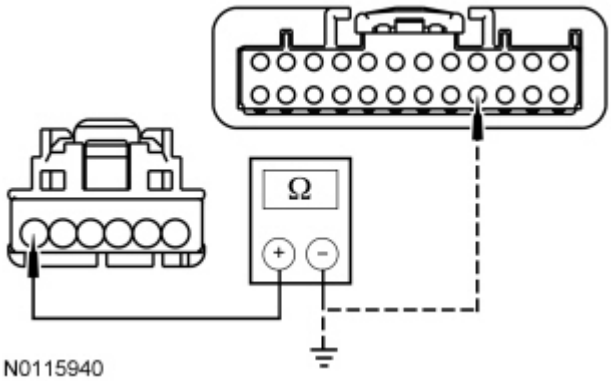
Test Step	Result / Action to Take
C1 CHECK THE BCM FOR DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — BCM . • **Is DTC B1036:12, B1036:14 or B115A:23 retrieved?**	**Yes** If DTC B1036:14 is present, GO to C7 . If DTC B1036:12 is present, GO to C6 . If DTC B115A:23 is present, GO to C4 . For all other BCM DTCs, REFER to the Master DTC Chart in Section 419-10 . **No** GO to C2 .
C2 CHECK THE BCM PASSENGER HEATED SEAT (CC_SW_P_HSEATS) PID OPERATION	
• Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • While monitoring the BCM CC_SW_P_HSEATS PID, press and release the passenger heated seat switch. • **Does the PID agree with the passenger heated switch status?**	**Yes** GO to C9 . **No** GO to C3 .
C3 CHECK THE PASSENGER HEATED SEAT SWITCH GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Passenger Heated Seat/Ambient Lighting Switch C2401. • Measure the resistance between passenger heated seat/ambient lighting switch C2401-4, circuit GD115 (BK/GY), harness side and ground.	**Yes** GO to C4 . **No** REPAIR the circuit. TEST the system for normal operation.



N0115868

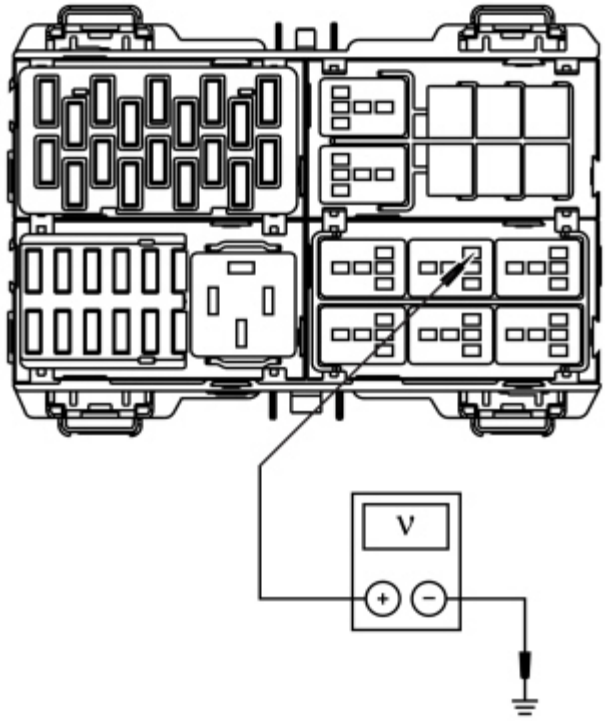
- **Is the resistance less than 5 ohms?**

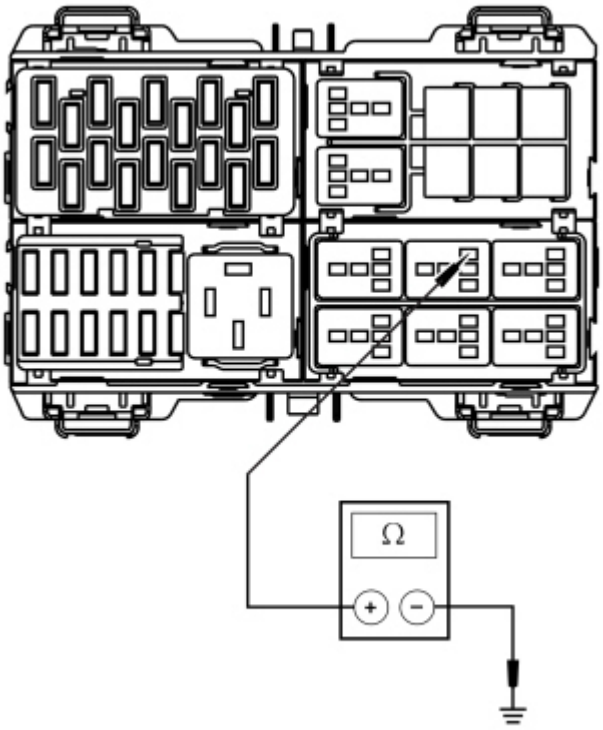
C4 CHECK THE BCM PASSENGER HEATED SEAT (CC_SW_P_HSEATS) PID OPERATION	
• Ignition OFF. • Disconnect: Passenger Heated Seat/Ambient Lighting Switch C2401. • Connect a fused jumper wire between passenger heated seat/ambient lighting switch C2401-4, circuit GD115 (BK/GY), harness side and passenger heated seat/ambient lighting switch C2401-6, circuit CHS30 (GY/YE), harness side.  N0115939 • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — BCM. • Observe the BCM CC_SW_P_HSEATS PID status. • Remove the fused jumper wire. • Observe the BCM CC_SW_P_HSEATS PID status. • **Did the PID state change when the fused jumper wire was removed?**	**Yes** INSTALL a new passenger heated seat/ambient lighting switch. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to C5.
C5 CHECK THE PASSENGER HEATED SWITCH SIGNAL CIRCUIT FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280G. • Measure the resistance between passenger heated seat/ambient lighting switch C2401-6, circuit CHS30 (GY/YE), harness side and BCM C2280G-21, harness side; and between passenger heated seat/ambient lighting switch C2401-6, circuit CHS30 (GY/YE), harness side and ground.	**Yes** GO to C13. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

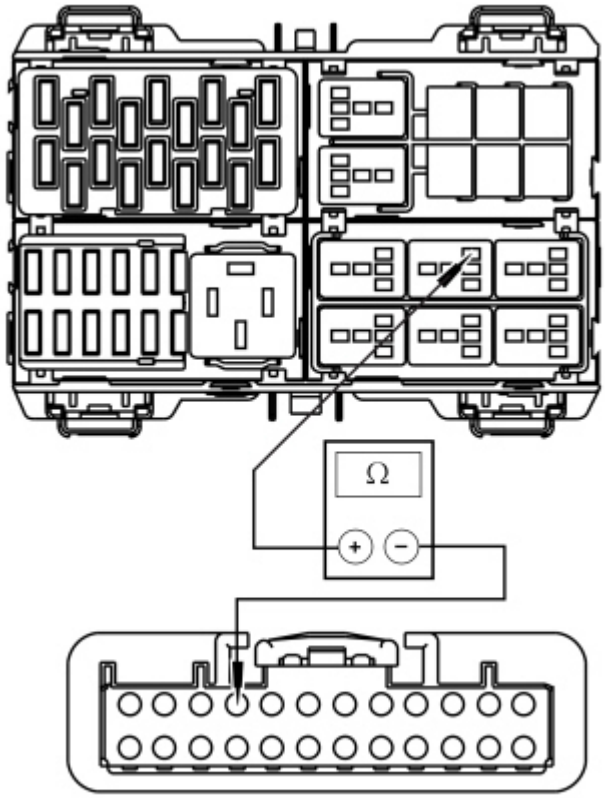


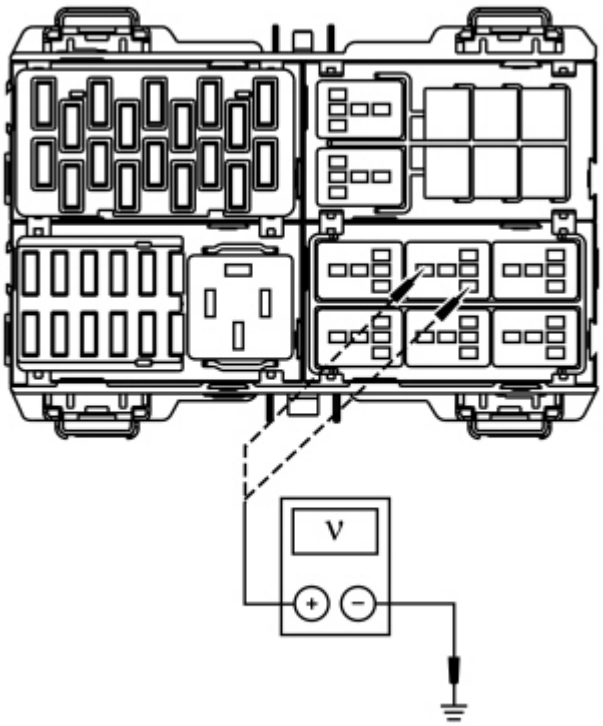
N0115940

- **Is the resistance less than 5 ohms between the heated seat switch and the BCM ; and greater than 10,000 ohms between the heated seat switch and ground?**

C6 CHECK THE RELAY CONTROL CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: Passenger Heated Seat Relay. • Ignition ON. • Measure the voltage between passenger heated seat relay socket pin 2, circuit CHS07 (GY/BU), harness side and ground.  N0115941 • **Is any voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** INSTALL a new passenger heated seat relay. RECONNECT all connectors and REPEAT the self-test. If the DTC is retrieved again, GO to C13 .
C7 CHECK THE RELAY CONTROL CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: Passenger Heated Seat Relay. • Disconnect: BCM C2280D.	**Yes** GO to C8 .

• Measure the resistance between passenger heated seat relay socket pin 2, circuit CHS07 (GY/BU), harness side and ground.  N0115942 • **Is the resistance greater than 10,000 ohms?**	**No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
C8 CHECK THE RELAY CONTROL CIRCUIT FOR AN OPEN	
• Measure the resistance between passenger heated seat relay socket pin 2, circuit CHS07 (GY/BU), harness side and BCM C2280D-4, circuit CHS07 (GY/BU), harness side.	**Yes** INSTALL a new passenger heated seat relay. RECONNECT all connectors and REPEAT the self-test. If the DTC is retrieved again, GO to C13 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

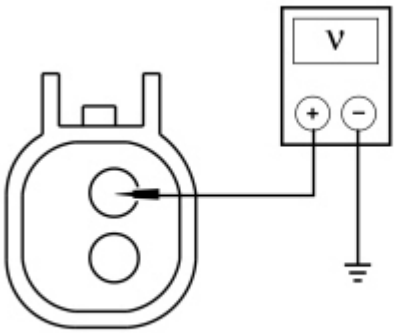
 N0115943 • **Is the resistance less than 5 ohms?**	
C9 CHECK FOR VOLTAGE TO THE PASSENGER HEATED SEAT RELAY	
• Ignition OFF. • Disconnect: Passenger Heated Seat Relay. • Ignition ON. • Measure the voltage between passenger heated seat relay socket pin 1, circuit CBP17 (BN/GN) and ground; and between passenger heated seat relay socket pin 3, circuit CBP17 (BN/GN) and ground.	**Yes** GO to C10 . **No** VERIFY Central Junction Box (CJB) fuse 17 (7.5A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



N0115944

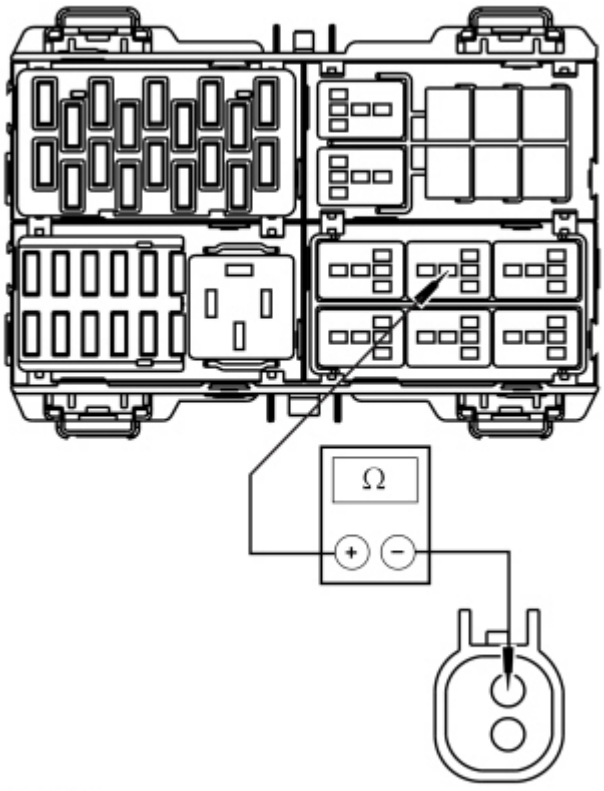
- **Is the voltage greater than 10 volts for both measurements?**

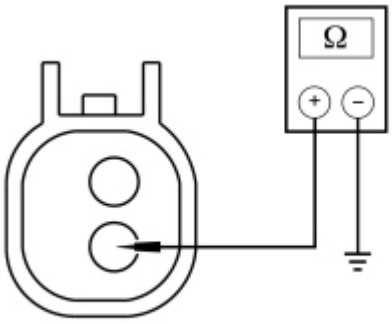
C10 CHECK THE HEATER MAT CIRCUIT FOR VOLTAGE	
• Ignition OFF. • Connect: Passenger Heated Seat Relay. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of Section 501-20B . • Disconnect: Passenger Seat Side Air Bag Module C337. • Disconnect: Passenger Seat Cushion Heater C334. • **WARNING: Make sure no one is in the vehicle and there is nothing blocking or placed in front of any air bag module when the battery is connected. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.** • Connect the battery ground cable. Refer to Section 414-01 . • Start the engine. • Activate the passenger heated seat switch and measure the voltage between passenger seat cushion heater C334-1, circuit CHS12 (YE/GN), harness side and ground.	**Yes** GO to C12 . **No** GO to C11 .



N0115899

- **Is the voltage greater than 10 volts?**

C11 CHECK THE HEATER CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Passenger Heated Seat Relay. • Measure the resistance between passenger heated seat relay socket pin 5, circuit CHS12 (YE/GN), harness side and passenger seat cushion heater C334-1, circuit CHS12 (YE/GN), harness side.  N0115947 • **Is the resistance less than 5 ohms?**	**Yes** GO to C14 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. DISCONNECT the battery ground cable. CONNECT passenger seat side air bag module C337. REPOWER the SRS . REFER to Section 501-20B .
C12 CHECK THE HEATER MAT GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between passenger seat cushion heater C334-2, circuit GD145 (BK/BU), harness side and ground.	**Yes** CHECK for loose or damaged connector pins and wiring damage. If OK, INSTALL a new passenger seat cushion

 N0115898 • **Is the resistance less than 5 ohms?**	heater mat. REFER to Seat Cushion — Front in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. DISCONNECT the battery ground cable. CONNECT passenger seat side air bag module C337. REPOWER the SRS. REFER to Section 501-20B. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. DISCONNECT the battery ground cable. CONNECT passenger seat side air bag module C337. REPOWER the SRS. REFER to Section 501-20B.

C13 CHECK THE BCM FOR CORRECT OPERATION
• Ignition OFF.
• Disconnect all of the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all of the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

C14 CHECK THE BCM FOR CORRECT OPERATION
• Ignition OFF.
• Disconnect all of the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all of the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	DISCONNECT the battery ground cable. CONNECT passenger seat side air bag module C337.

	REPOWER the SRS . REFER to Section 501-20B . **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. DISCONNECT the battery ground cable. CONNECT passenger seat side air bag module C337. REPOWER the SRS . REFER to Section 501-20B . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test D: The Heated Seat Does Not Operate Correctly — Driver or Passenger Seat Heats When the System is Off

Refer to Wiring Diagrams Cell 119 , Climate Controlled Seats for schematic and connector information.

Normal Operation

The heated seat system only operates when the engine is running. When the driver or passenger heated seat switch (located on the instrument panel) is activated, it supplies a ground signal to the Body Control Module (BCM). When the BCM receives the heated seat switch signal, it activates the appropriate (driver or passenger) heated seat relay (located in the Central Junction Box (CJB)). When the heated seat relay is activated, voltage is supplied to the cushion heater mat. The cushion heater mats are directly connected to ground to complete the electrical circuit to heat the seat.

- DTC B1034:14 (Left Front Seat Heater Element: Circuit Short To Ground or Open) — if the driver heated seat relay drive circuit CHS02 (YE/BU) is open or shorted to ground and the BCM attempts to activate the driver heated seat relay, this DTC sets and the seat fails to heat (circuit open) or may be on at all times (circuit shorted to ground) until the ignition is turned OFF.
- DTC B1036:14 (Right Front Seat Heater Element: Circuit Short To Ground or Open) — if the passenger heated seat relay drive circuit CHS07 (GY/BU) is open or shorted to ground and the BCM attempts to activate the passenger heated seat relay, this DTC sets and the seat fails to heat (circuit open) or may be on at all times (circuit shorted to ground) until the ignition is turned OFF.

This pinpoint test is intended to diagnose the following:

- Heated seat relay
- Wiring, terminals or connectors
- BCM

PINPOINT TEST D: THE HEATED SEAT DOES NOT OPERATE CORRECTLY — DRIVER OR

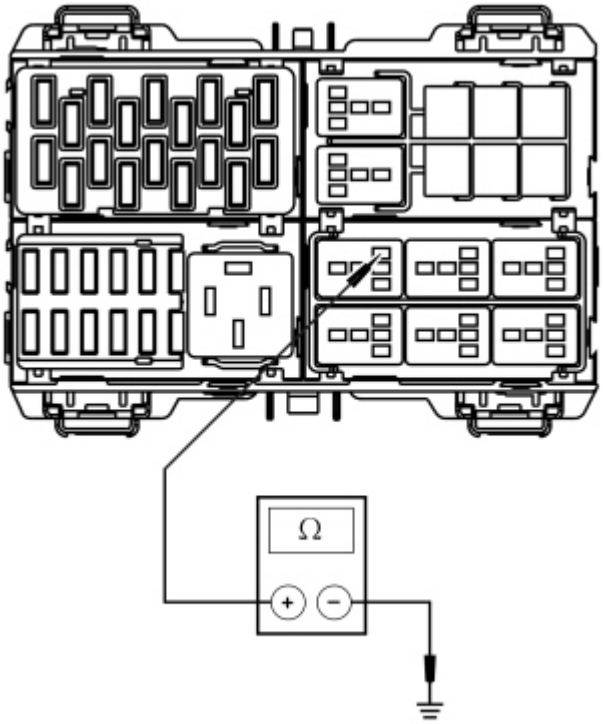
PASSENGER SEAT HEATS WHEN THE SYSTEM IS OFF

NOTE: If a seat equipped with a seat mounted side air bag is being serviced, depower the Supplemental Restraint System (SRS). Refer to Section 501-20B .

NOTE: The air bag warning lamp illuminates when the Restraints Control Module (RCM) fuse is removed and the ignition switch is ON. This is normal operation and does not indicate an SRS fault.

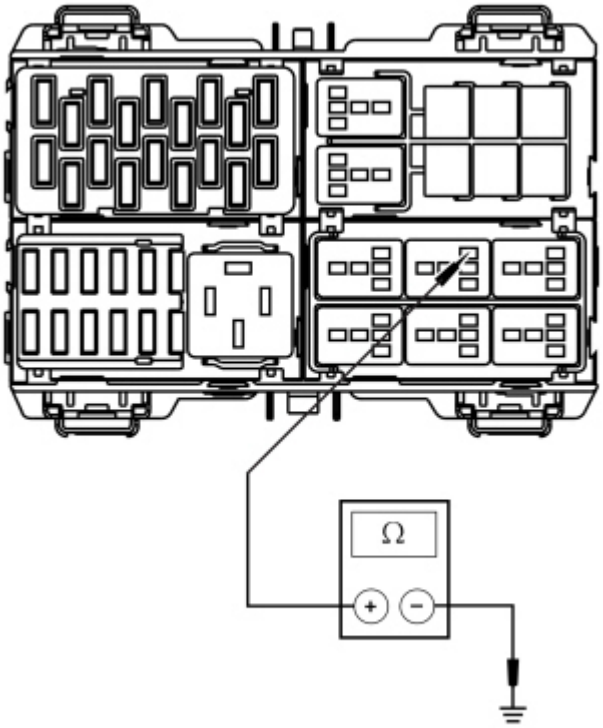
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
D1 CHECK THE AFFECTED HEATED SEAT OPERATION WITH THE RELAY REMOVED	
• Ignition OFF. • Disconnect: Driver or Passenger Heated Seat Relay. • Ignition ON. • Observe the affected driver or passenger heated seat switch. • **Is the affected driver or passenger heated seat switch indicator illuminated?**	**Yes** REPAIR circuit CHS11 (VT/GN) (driver seat) or CHS12 (YE/GN) (passenger seat) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to D2 .
D2 CHECK THE RELAY CONTROL CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280D. • For driver heated seat, measure the resistance between driver heated seat relay socket pin 2, circuit CHS02 (YE/BU), harness side and ground.	**Yes** INSTALL a new driver heated seat relay or passenger heated seat relay. RECONNECT all connectors. TEST the system for normal operation. If the concern is still present, GO to D3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



N0115892

- For passenger heated seat, measure the resistance between passenger heated seat relay socket pin 2, circuit CHS07 (GY/BU), harness side and ground.



N0115942

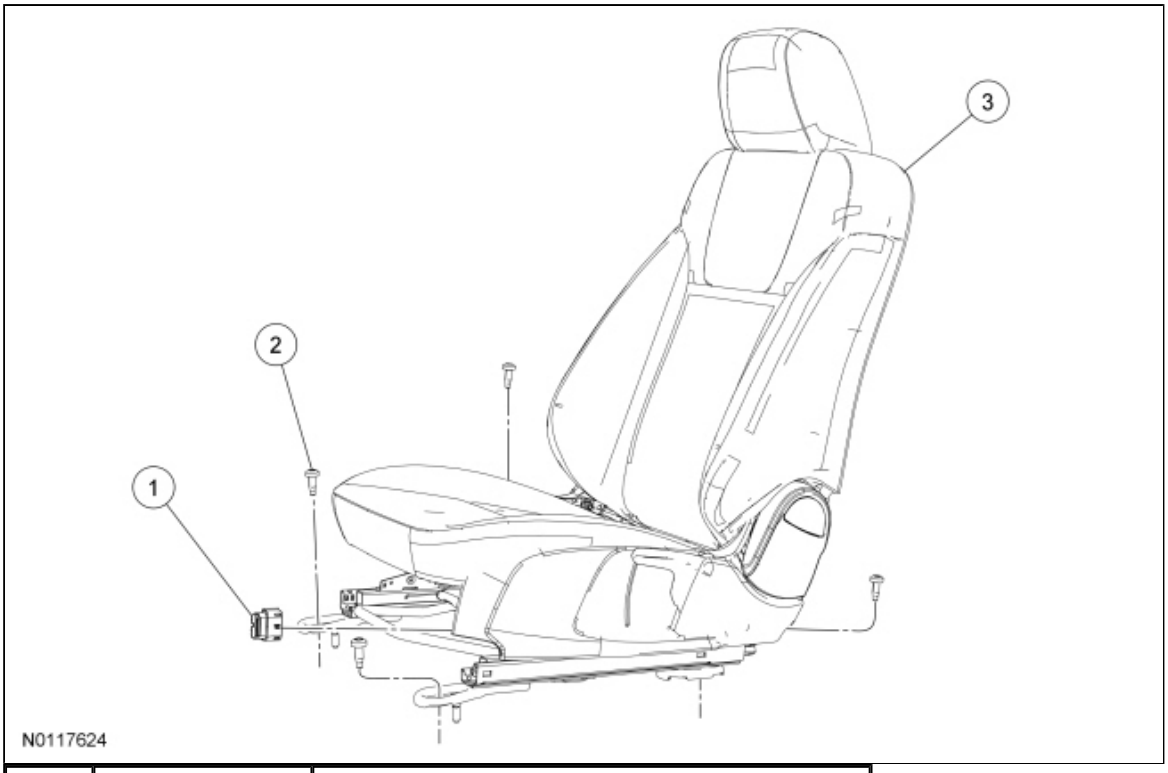
• **Is the resistance greater than 10,000 ohms?**	

D3 CHECK THE BCM FOR CORRECT OPERATION
• Disconnect all of the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all of the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Seat — Front

NOTE: Refer to the installation steps in this procedure for seat track-to-floor retainer tightening sequence and specification.

NOTE: Always install new seat track-to-floor bolts.



Item	Part Number	Description
1	—	Electrical connector (part of 14A005)
2	W700883	Seat track-to-floor bolt (4 required)
3	—	Seat assembly

Removal and Installation

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

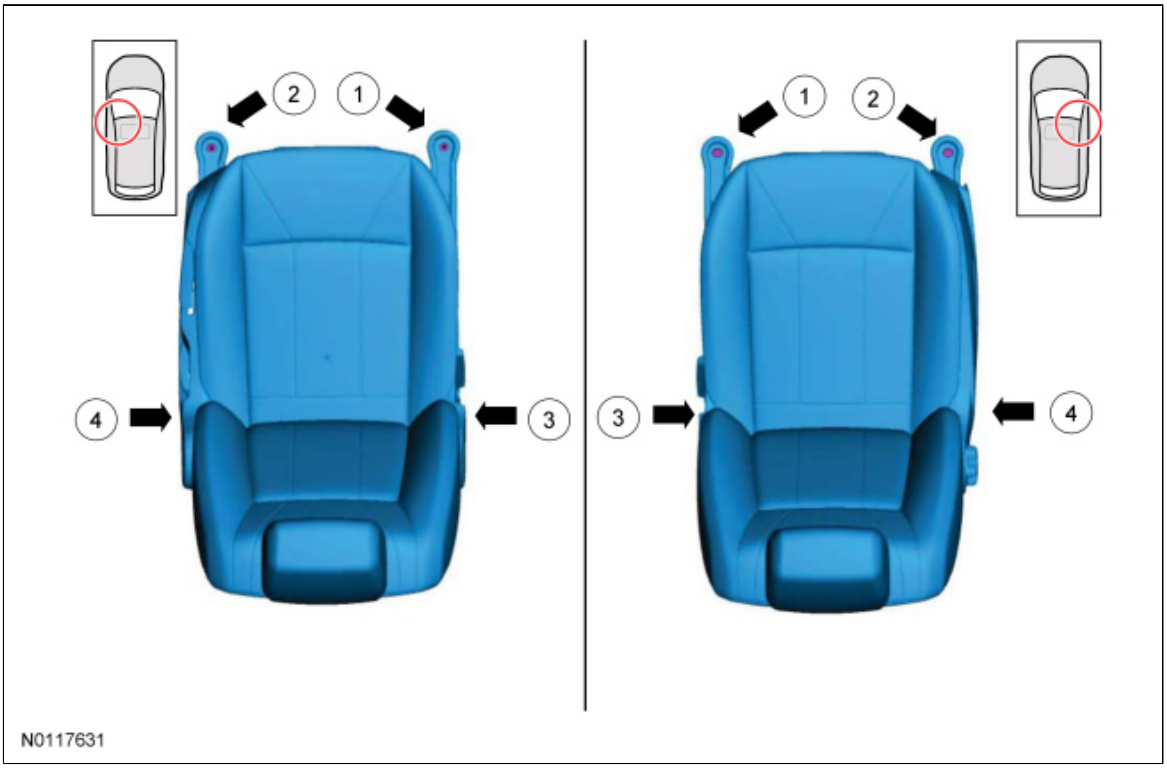
1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of Section 501-20B .

2. Complete the removal by referring to the exploded view.
   - Note the wire harness routing and retainer locations.
   - Discard the seat-to-floor bolts.

Installation

1. Install 4 new seat-to-floor bolts by hand.

2. Install the new seat-to-floor bolts in the sequence shown.
   - Tighten to 35 Nm (26 lb-ft).



3. Connect the wire harness.
   - Route the wire harness as noted in removal.
   - Attach the retainers.

4. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of Section 501-20B .

Seat — Exploded View, Front

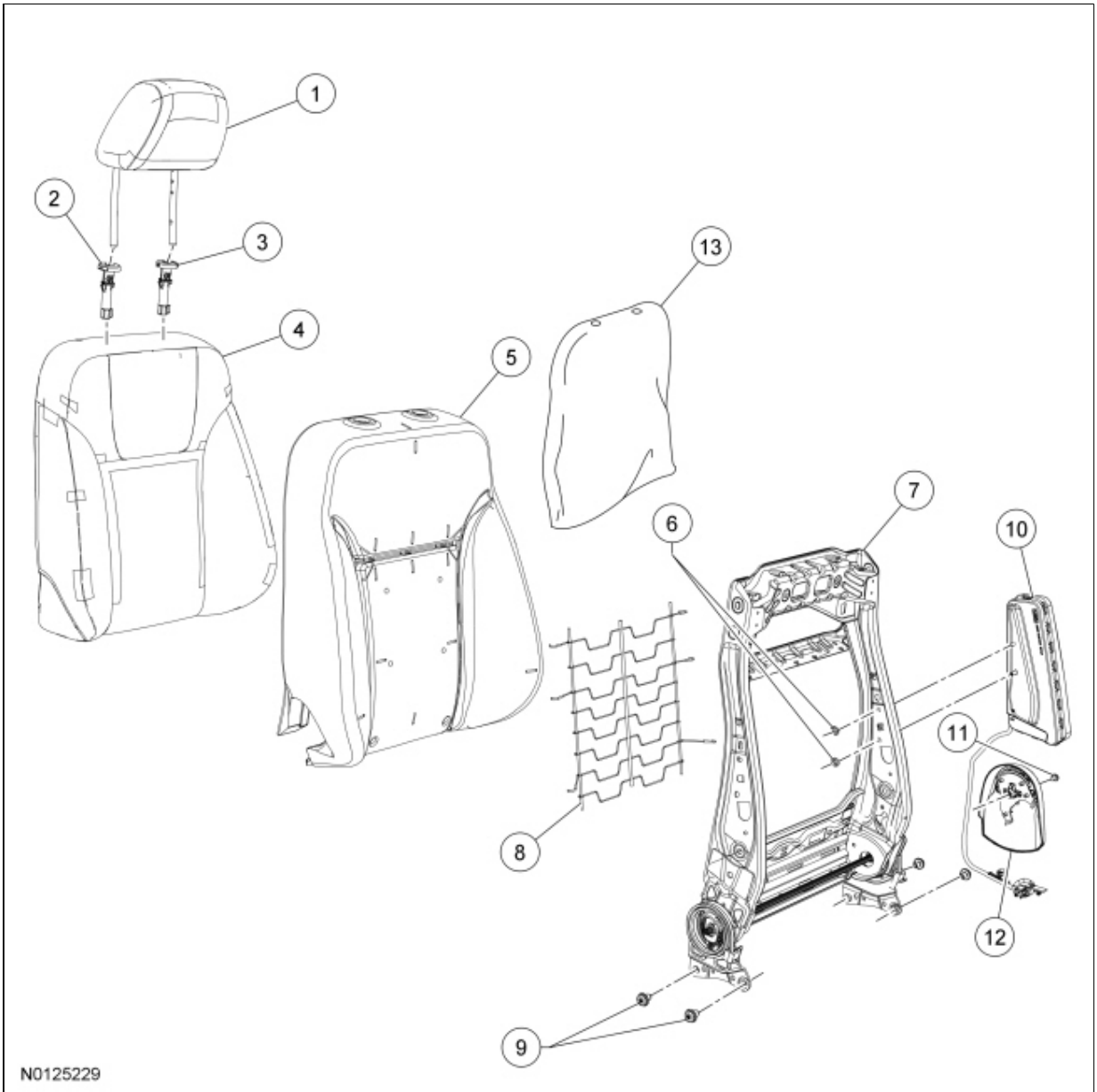
Seat Backrest

NOTE: Driver side shown, passenger similar.

NOTE: Refer to Seat Backrest — Front in this section for recliner-to-seat track bolt and side air bag module nut tightening sequence and torque specification.

NOTE: Click here or refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

NOTE: Click here or refer to the on-line Workshop Manual to learn about using an Interactive Illustration.



Item	Part Number	Description

1	611A08	Head restraint
2	610A18	Head restraint guide sleeve (non-lockable)
3	610A16	Head restraint guide sleeve (lockable)
4	64416/RH 64417/LH	Backrest cover
5	64810/LH 64811/RH	Backrest foam pad
6	W790242	Side air bag module nut (2 required)
7	61018/RH 61019/LH	Backrest frame
8	64842	Static lumbar
9	W790240	Recliner-to-seat track bolt (4 required)
10	611D10/RH 611D11/LH	Side air bag module
11	W790244	Recliner handle screw
12	61198/RH 61199/LH	Recliner handle and screw cover
13	—	Anti-squeak bag

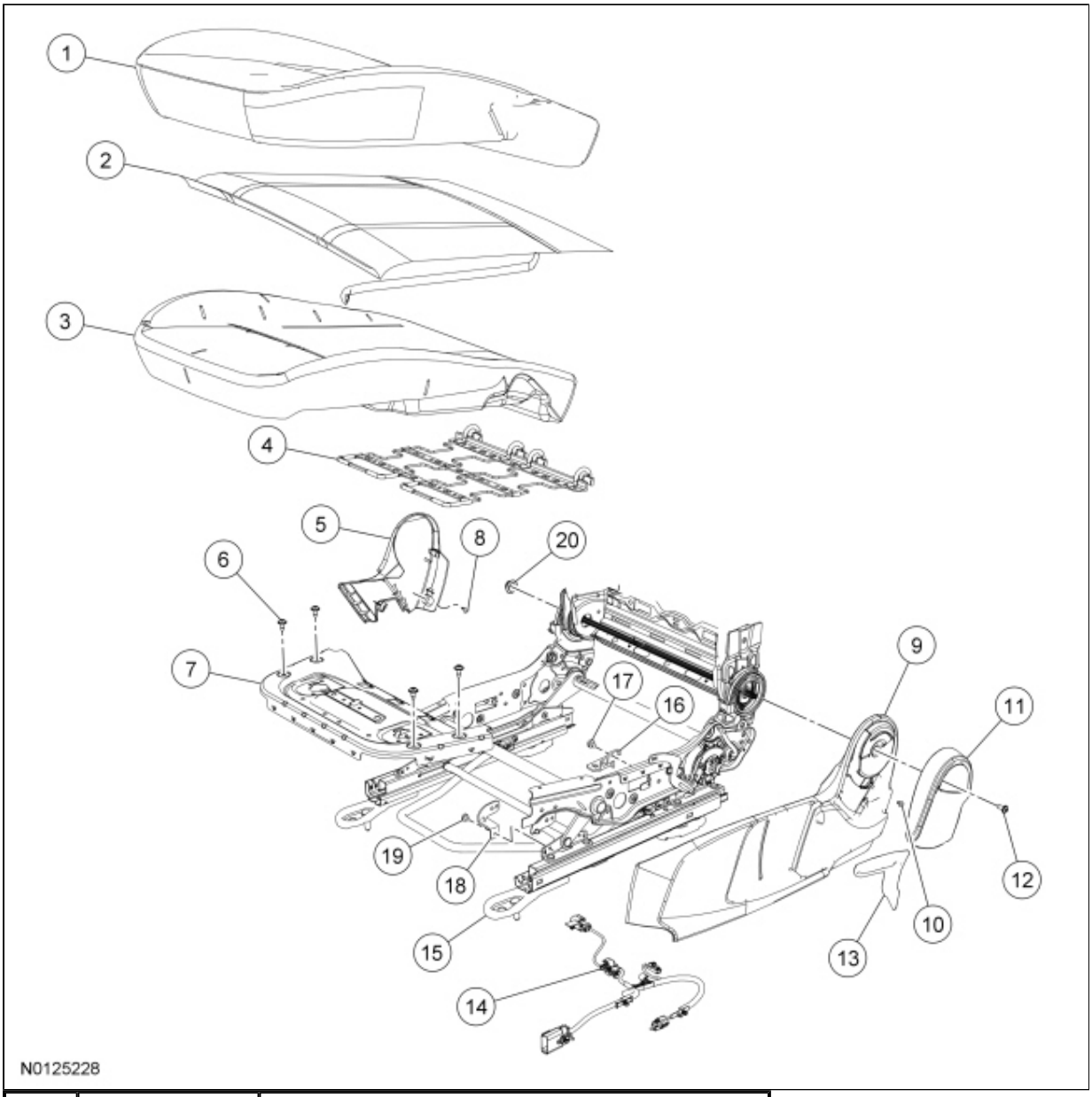
Seat Cushion — Driver

NOTICE: **The heater mats are serviceable separately. A heater mat can be peeled away from a foam pad and a new one adhered in its place providing the foam is not damaged. If foam is removed during removal, a new foam pad must be installed. A heater mat cannot be reused; the 2-way tape adhesive will no longer hold the heater mat position on the foam pad causing it to shift or bunch up.**

NOTE: Refer to Seat Cushion — Front in this section for tightening sequence and torque specifications.

NOTE: Click here or refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

NOTE: Click here or refer to the on-line Workshop Manual to learn about using an Interactive Illustration.



Item	Part Number	Description
1	62901	Cushion cover
2	14D696	Heater mat
3	632A23	Cushion foam pad
4	64646	Cushion support spring
5	62187	Recliner cover
6	W790245	Cushion pan bolts (4 required)
7	60326	Cushion pan
8	W790246	Recliner cover screw
9	62187	Cushion side shield
10	W790246	Cushion side shield screw
11	61199	Recliner handle and screw cover
12	W790244	Recliner handle screw
13	61753	Seat height adjust handle
14	14A699	Seat wiring harness
15	61705	Seat track

16	610E34	Seat track position sensor bracket
17	W790243	Seat track position sensor bracket screw
18	60328	Wire harness bracket
19	W790243	Wire harness bracket screw
20	W623455	Push nut

Seat Cushion — Passenger

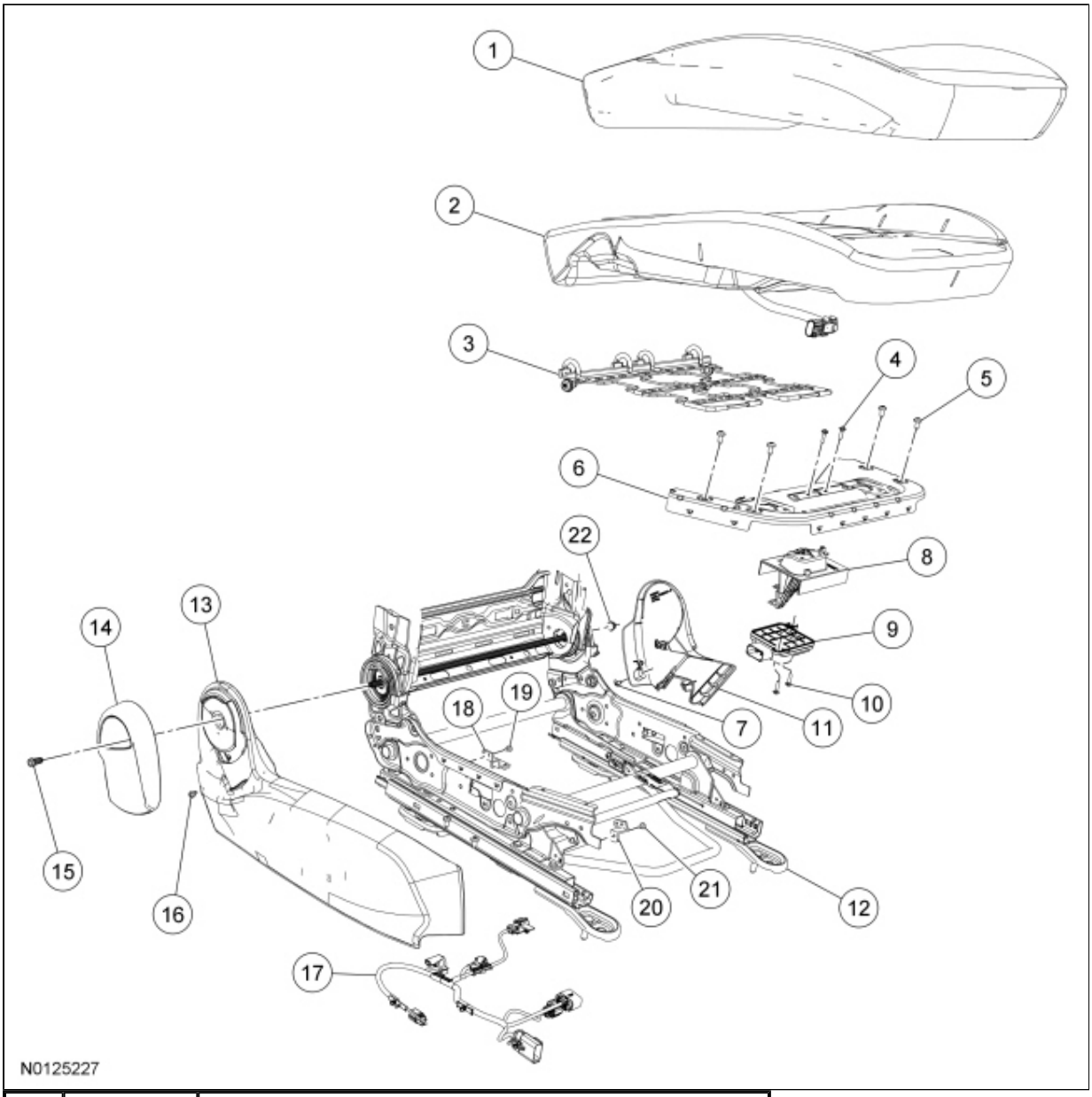
NOTE: Refer to Seat Cushion — Front in this section for tightening sequence and torque specifications.

NOTE: For passenger seat cushion Occupant Classification System (OCS) system components, refer to Section 501-20B .

NOTE: The heater mats are serviceable separately. A heater mat can be peeled away from a foam pad and a new one adhered in its place providing the foam is not damaged. If foam is removed during removal, a new foam pad must be installed. A heater mat cannot be reused; the 2-way tape adhesive will no longer hold the heater mat position on the foam pad causing it to shift or bunch up.

NOTE: Click here or refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

NOTE: Click here or refer to the on-line Workshop Manual to learn about using an Interactive Illustration.



Item	Part Number	Description
1	62900	Cushion cover
2	632A22	OCS (with and without heat)
3	64646	Cushion support spring
4	W790241	Occupant Classification System Module (OCSM) bracket screws (2 required)
5	W790245	Cushion pan bolts (4 required)
6	60326	Cushion pan
7	W790246	Recliner cover screw
8	610E34	OCSM bracket
9	—	OCSM (part of 632A22)
10	—	OCSM screws (part of 632A22)
11	62186	Recliner cover
12	61704	Seat track
13	62186	Cushion side shield

14	61198	Recliner handle and screw cover
15	W790244	Recliner handle screw
16	W790246	Cushion side shield screw
17	—	Seat wiring harness (part of 632A22)
18	610E34	Seat track position sensor bracket
19	W790243	Seat track position sensor bracket screw
20	60328	Wire harness bracket
21	W790243	Wire harness bracket screw
22	W623455	Push nut

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Seat Backrest — Front

Removal

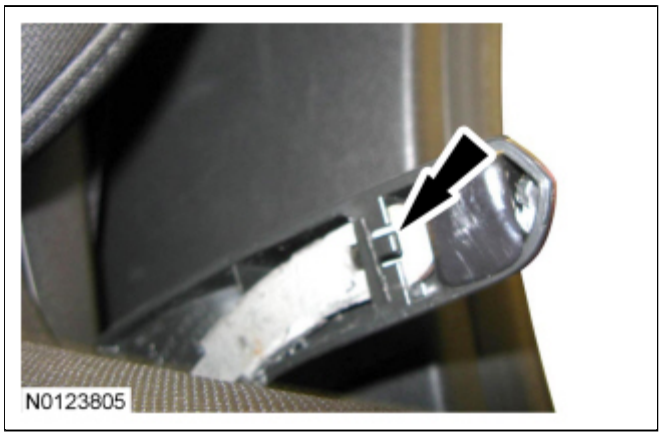
NOTE: For parts identification and location, refer to Seat — Exploded View, Front in this section.

NOTE: Note all harness routing for correct installation.

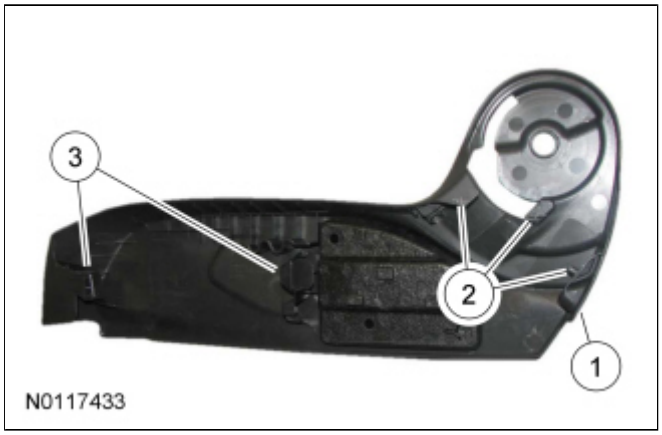
1. Remove the seat. For additional information, refer to Seat — Front in this section.
2. **NOTE:** Passenger seat shown, driver seat similar.

   Remove the recliner handle bolt cover, the bolt and the recliner handle.

3. If equipped, release the tab and remove the height adjust handle.
   - Lift height adjust handle.
   - Release the tab and slide the handle from the lever.



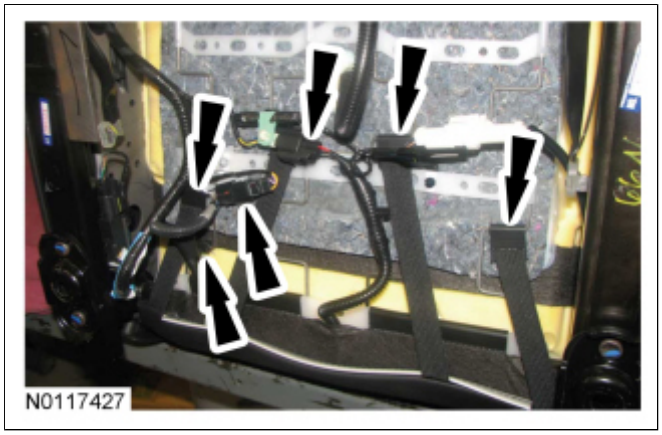
4. Remove the cushion side shield.
   1. Remove the screw at the rear of the cushion side shield.
   2. Pull out at the back of the cushion side shield to release the locator pins and tab.
   3. Slide the cushion side shield forward to disengage the brackets and remove the cushion side shield.



5. Remove the screw and the inner recliner cover.

6. **NOTE:** Passenger seat shown, driver seat similar.

   From under the seat, carry out the following.
   - Disconnect the side air bag module electrical connector and detach the wire harness retainer.
   - Disengage the 4 backrest cover elastic strap retainers attached to the bottom rear of the seat.



7. Remove the 4 recliner-to-seat track bolts and the backrest.

Installation

1. Position the backrest to the cushion frame and install the 4 backrest mounting bolts.
   - Tighten to 48Nm (35 lb-ft).

2. From under the seat, carry out the following.
   - Engage the 4 backrest cover elastic strap retainers attach to the bottom rear of the seat.
   - Connect the side air bag module electrical connector and attach the wire harness retainer.

3. Install the cushion side shield in the following sequence.
   1. Position and slide the cushion side shield rearward to engage the brackets.
   2. Install the screw at the rear of the cushion side shield.

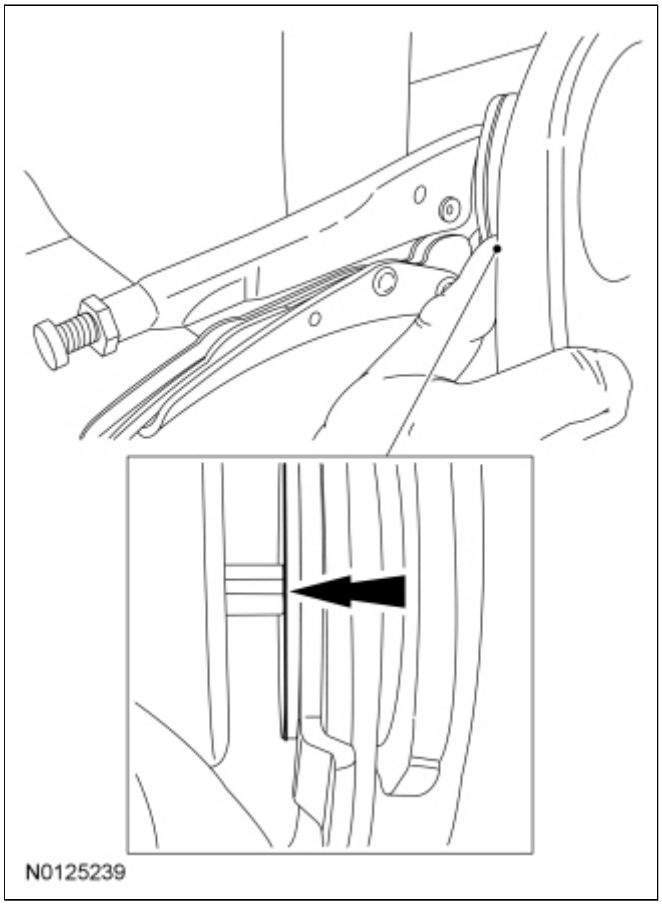
4. If equipped install the height adjust handle.

5. Install the recliner handle and bolt.

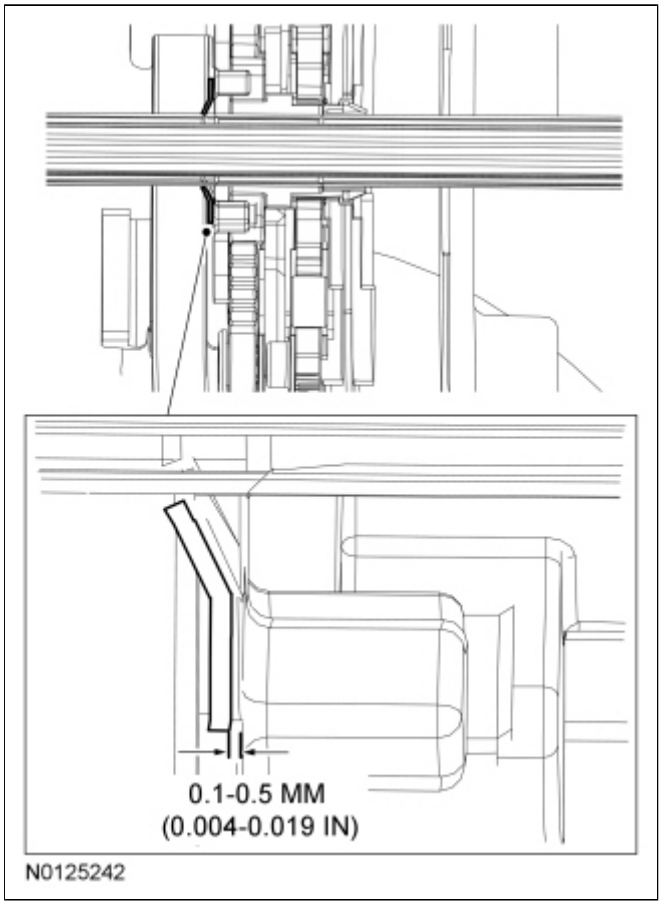
6. Push the recliner handle fully toward the inboard side of the seat then release the pressure on the recliner handle.

7. **NOTE:** RH recliner plate is shown, LH recliner plate is similar.

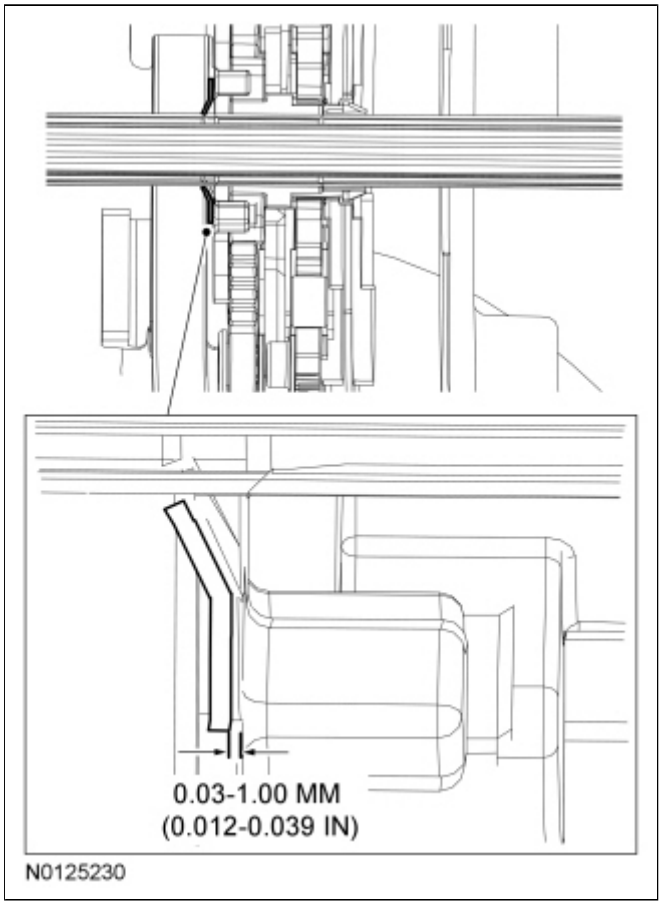
   Immobilize the recliner shaft by using 2 long nose locking pliers clamped to the shaft, flush to the inside edges of both recliner plates.



8. Measure the clearance between the inboard push nut and bushing.
   - If the clearance between the inboard push nut and the bushing exceeds 0.5 mm (0.019 in), install a 0.5 mm (0.019 in) feeler gauge or shim between the inboard push nut and the bushing and slide the inboard push nut tight against the feeler gauge or shim.



9. Remove the feeler gauge or shim.
10. Remove the recliner handle.
11. Push the outboard push nut (located behind the recliner handle) flush to the outboard bushing.
12. Remove the long nose locking pliers.
13. Slide the recliner shaft outward until the inboard push nut contacts the bushing.
14. Verify the clearance between the outboard push nut and bushing is between 0.3 mm and 1.0 mm (0.011 in and 0.039 in).



15. Install the recliner handle and bolt.
16. Install the inner recliner cover and screw.
17. Install the seat. For additional information, refer to Seat — Front in this section.

Seat Backrest Cover — Front

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Removal

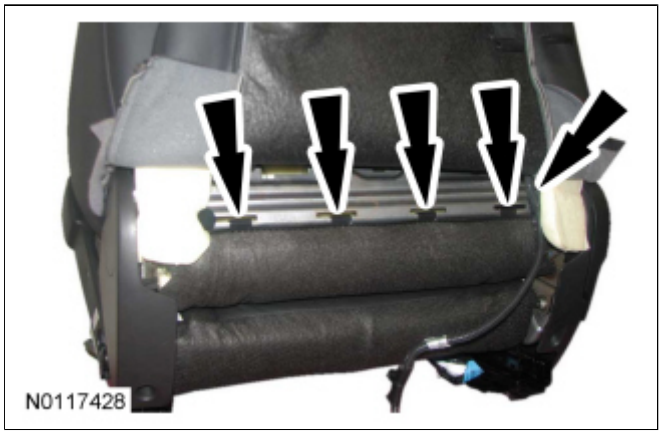
WARNING: Front seat backrest trim covers installed on seats equipped with seat side air bags cannot be repaired. A new trim cover must be installed. Cleaning is permissible. Failure to follow these instructions may result in the seat side air bag module deploying incorrectly and increase the risk of serious personal injury or death in a crash.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTE: For parts identification and location, refer to Seat — Exploded View, Front in this section.

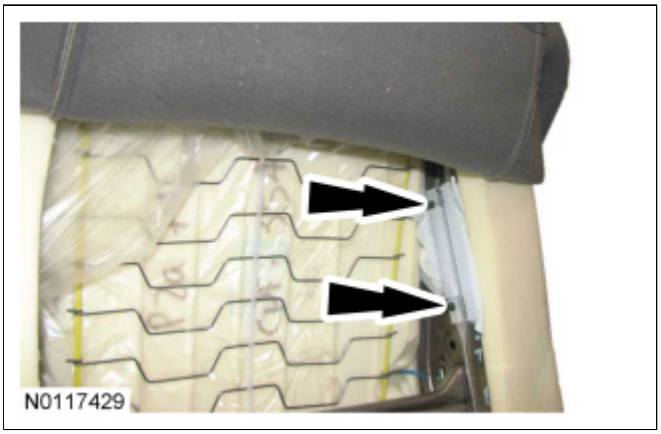
NOTE: Note all harness routing for correct installation.

1. Remove the front seat backrest. For additional information, refer to Seat Backrest — Front in this section.
2. Remove the 2 head restraint guide sleeves. For additional information, refer to Head Restraint Guide Sleeve in this section.
3. Detach the backrest cover retainers.



4. Invert the backrest cover up enough to expose the side air bag deployment chute.
5. Remove the rivets from the deployment chute J-clip retainers.

- From the back of the rivet, push the rivet stud end in and pull the head out from the other side.



6. Slide the 2 deployment chute J-clip retainers apart.

7. Pull the side air bag module deployment chute and J-clips through the opening in the backrest foam pad.
   - Note positioning of the deployment chute for correct installation.

8. Invert the backrest cover and remove row of hog rings.

9. Release the J-clip from the backrest frame.

10. Remove the backrest cover.

Installation

1. Install the backrest cover. Roll down the cover and install 3 hog rings.

2. Attach the J-clip to the backrest frame.

3. **WARNING: Before installing the seat side air bag module/deployment chute assembly:**
   - **Inspect the side air bag module and mounting surfaces for any damage or foreign material.**
   - **Remove any foreign material from the mounting surfaces of the deployment chute, the seat backrest frame mounting bracket and the air bag module cavity in the seat backrest foam pad.**
   - **Install new parts if damaged.**

   Failure to follow these instructions may result in the seat side air bag deploying incorrectly, which increases the risk of serious personal injury or death in a crash.

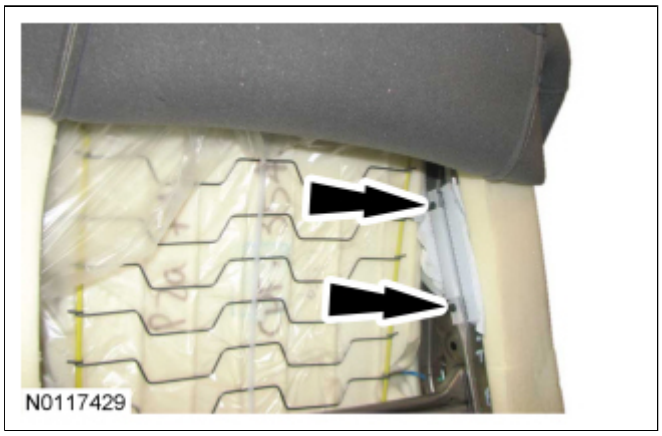
   WARNING: Check the seat side air bag deployment chute for damage. The deployment chute must not be repaired. If there is any damage to the deployment chute, a new seat back trim cover and deployment chute must be installed as a unit. Failure to follow these instructions may result in the seat side air bag module deploying incorrectly and increase the risk of serious personal injury or death in a crash.

   WARNING: If the seat side air bag module deployment chute is not correctly positioned and closed, the seat side air bag module may not deploy correctly. Failure to follow these instructions may result in the seat side air bag module deploying incorrectly and increases the risk of serious personal injury or death in a crash.

Wrap the deployment chute around the side air bag module and backrest frame.

1. Position the outboard side of the air bag deployment chute around the outboard side of the backrest frame and pad.
2. Insert the inboard side of the air bag deployment chute between the seat backrest frame and pad.

4. Engage the deployment chute J-clip retainers and install plastic rivets at the top and bottom of the J-clip retainers.



5. Roll the backrest cover down around the backrest frame.

6. Attach the backrest cover retainers to the rear of the backrest frame.

7. Install the 2 head restraint guide sleeves. For additional information, refer to Head Restraint Guide Sleeve in this section

8. Install the head restraint.

9. Install the front seat backrest. For additional information, refer to Seat Backrest — Front in this section.

Seat Cushion Cover — Front

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Removal and Installation

WARNING: Make sure the front passenger seat repair is complete, the seat and all attached components (head restraint, seat side shield, etc.) are correctly assembled, and the seat is correctly installed to the vehicle before carrying out the System Reset. Failure to follow these instructions may result in incorrect operation of the occupant classification system (OCS) and increases the risk of serious personal injury or death in a crash.

NOTICE: **To prevent system failure, it is necessary to carry out the Occupant Classification System (OCS) reset when a front passenger seat cushion is disassembled, a new trim cover installed or an OCS service kit is installed. A scan tool is used to carry out the OCS system reset command.**

NOTE: For component identification and locations, refer to Seat — Exploded View, Front .

All seats

1. Remove the seat. For additional information, refer to Seat — Front in this section.

Passenger seat with a service kit Occupant Classification System (OCS)

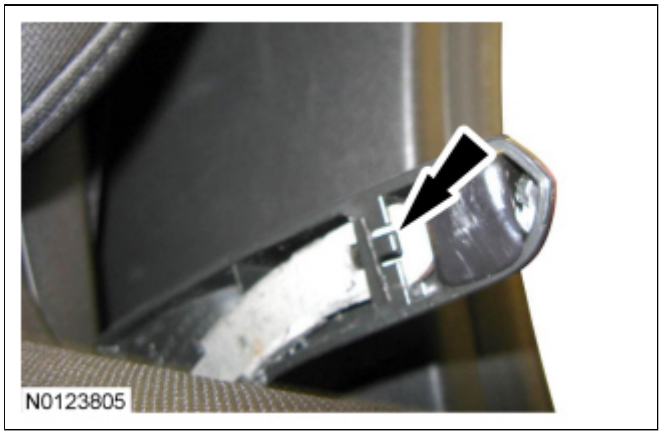
2. Remove the Occupant Classification System (OCS) sensor. For additional information, refer to Section 501-20B .

Driver seat and passenger seat with Original Equipment (OE) OCS

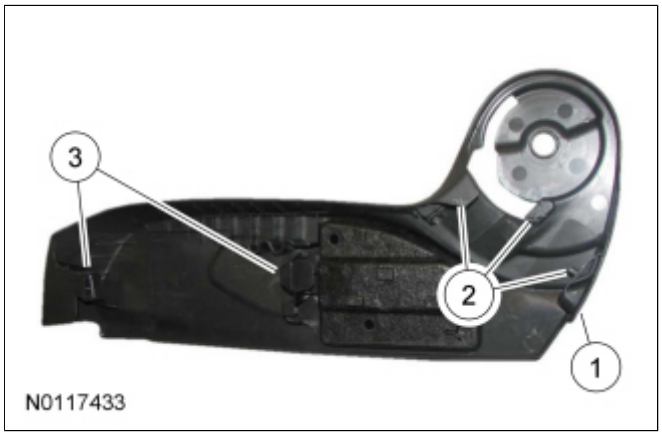
3. **NOTE:** Passenger seat shown, driver seat similar.

   Remove the recliner handle bolt cover, the bolt and the recliner handle.

4. If equipped, release the tab and remove the height adjust handle.
    - Lift height adjust handle.
    - Release the tab and slide the handle from the lever.



5. Remove the cushion side shield.
    1. Remove the screw at the rear of the cushion side shield.
    2. Pull out at the back of the cushion side shield to release the locator pins and tab.
    3. Slide the cushion side shield forward to disengage the brackets and remove the cushion side shield.



6. Remove the screw and the inner recliner cover.

7. **NOTE:** Passenger seat shown, driver seat similar.

   From under the seat, carry out the following.
    - Disconnect the side air bag module electrical connector and detach the wire harness

retainer.
- Disengage the 4 backrest cover elastic strap retainers attached to the bottom rear of the seat.

8. Remove the cushion and cover from the seat track and seat cushion frame.

All seats

9. Remove the cushion cover.
   - Release the hook -and-loop strip.
   - Remove the hog rings and the cushion cover.

Installation

All seats

1. Attach the cushion cover to the cushion.
   - Secure using new hog rings.
   - Secure the hook -and-loop strip.

Passenger seat with a service kit OCS

2. Install the Occupant Classification System (OCS) sensor. For additional information, refer to Section 501-20B .

Driver seat and passenger seat with OE OCS

3. Install the cushion and cover as an assembly.

4. From under the seat, carry out the following.
   - Engage the 4 backrest cover elastic strap retainers attach to the bottom rear of the seat.
   - Connect the side air bag module electrical connector and attach the wire harness retainer.

5. Install the inner recliner cover and screw.

6. Install the cushion side shield in the following sequence.
   1. Position and slide the cushion side shield rearward to engage the brackets.
   2. Install the screw at the rear of the cushion side shield.

7. If equipped install the height adjust the handle.

8. Install the recliner handle, bolt and cover.

All seats

9. Install the seat. For additional information, refer to Seat — Front in this section.

Passenger Seat

10. **WARNING: Occupant classification system(OCS) parts are calibrated as an assembly and must only be replaced in the configuration they are sold. Never separate parts of an assembly. Failure to follow this instruction may result in incorrect operation of the OCS and increases the risk of serious personal injury or death in a crash.**

    NOTICE: **To prevent system failure, take the following precautions before carrying out the Occupant Classification System (OCS) system reset:**
    - **Make sure the voltage to the Occupant Classification System Module (OCSM) is greater than 8 volts and less than 18 volts.**
    - **Make sure the OCS system is not at a temperature below 6°C (42°F) or above 36°C (97°F) when initiating the OCS system reset process. If the vehicle has been exposed to extreme cold or hot temperatures, the vehicle must be exposed and kept at a temperature between 6°C to 36°C (42°F to 97°F) for a minimum of 30 minutes.**
    - **Make sure nothing is present on the passenger seat before and during the OCS system reset process.**
    - **Prior to carrying out the OCS system reset, make sure a minimum of 8 seconds has elapsed after cycling the ignition switch ON.**

    Carry out the OCS system reset.

11. If the first system reset attempt was unsuccessful, carry out a thorough visual inspection of the following and repair any concerns found.
    - OCS system connector and wiring for damage.
    - Pressure sensor hose for kinks and/or damage.
    - Seat-related wiring harness and body wiring harness terminals and connectors for damage.

12. **NOTE:** Cycle the ignition switch after the OCS system reset.

    Carry out a second OCS system reset. If the second attempt is unsuccessful, install a new OCS system service kit. For additional information, refer to Occupant Classification System in Section 501-20B .

13. Prove out the SRS as follows:
    Turn the ignition switch from ON to OFF. Wait 10 seconds, then turn the ignition switch back to ON and visually monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator will illuminate continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag warning indicator will:
    - fail to light.
    - remain lit continuously.
    - flash at a 5 Hz rate (RCM not configured).

    The air bag warning indicator may not illuminate until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.
    Use a scan tool and clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM).

Seat Cushion Heater Mat

Removal

NOTE: For parts identification and location, refer to Seat — Exploded View, Front in this section.

Passenger seat

1. ***NOTICE:*** **Do not install a new heater mat on a front passenger seat cushion. If a new cushion heater mat is needed on the front passenger seat, an Occupant Classification System (OCS) service kit equipped with a heater mat must be installed. Failure to follow this instruction may result in incorrect operation of the OCS .**

   Install a new OCS service kit. For additional information, refer to Section 501-20B .

Driver seat

2. Remove the driver seat cushion cover. For additional information, refer to Seat Cushion Cover — Front in this section.

3. ***NOTICE:*** **Do not reinstall any heater mat after removal. The adhesive will not adhere correctly to the foam pad, causing it to bunch up or shift out of place. A new heater mat must be installed. Failure to follow these instructions can result in heated seat component damage and system failure.**

   Carefully peel and remove the cushion heater mat from the seat cushion foam pad and route the wire harness through the cushion foam pad opening.
   - It is acceptable for a thin layer of foam to peel away with the old heater mat. The new heater mat will adhere to the foam pad, but if foam tearing occurs or if any pieces of foam are removed, install a new foam pad.

Installation

1. Install a new heater mat straight on the foam pad and without any wrinkles that may show through the cover after installation.

2. Install the seat cushion cover. For additional information, refer to Seat Cushion Cover — Front in this section.

Seat Track

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Disassembly and Assembly

NOTICE: **To prevent system failure, it is necessary to carry out the Occupant Classification System (OCS) system reset when a front passenger seat cushion is disassembled, a new cushion cover is installed or an OCS service kit is installed.**

NOTICE: **Do not install a new heater mat on a front passenger seat cushion, it is not serviceable separately. If a new cushion heater mat is needed on the front passenger seat, an Occupant Classification System (OCS) service kit equipped with a heater mat must be installed. Failure to follow this instruction may result in incorrect operation of the OCS . Refer to Section 501-20B for the OCS removal and installation.**

NOTE: Occupant Classification System (OCS) components, seat cushion foam pad, bladder with pressure sensor and Occupant Classification System Module (OCSM) are calibrated to each other and are serviced as an assembly. The OCS components are not to be installed separately. If a new OCS , OCS component or seat cushion foam pad are needed, a new OCS service kit (seat cushion foam pad, bladder with pressure sensor and OCSM) must be installed as an assembly.

NOTE: For component identification and locations, refer to Seat — Exploded View, Front in this section.

All seats

1. Remove the backrest. For additional information refer to Seat Backrest — Front in this section.

Passenger seat

2. Remove the OCS sensor. For additional information, refer to Section 501-20B .

Driver seat

3. Remove seat cushion and cover from the seat track and seat cushion frame.

4. **NOTE:** Note the wire harness routing for installation.

   Remove the seat wire harness.
   - Release the retainers.

Passenger seat

5. Remove 2 screws and the OCSM bracket.

All seats

6. Remove the safety belt buckle.
    - Disconnect the safety belt buckle electrical connector.
    - Remove the bolt and the safety belt buckle assembly.

7. Remove the seat position sensor.
    - Remove the retaining clip.
    - Slide sensor rearward to remove.

8. Remove the screw and the wire harness bracket.

9. Remove the screw and the seat track position sensor bracket.

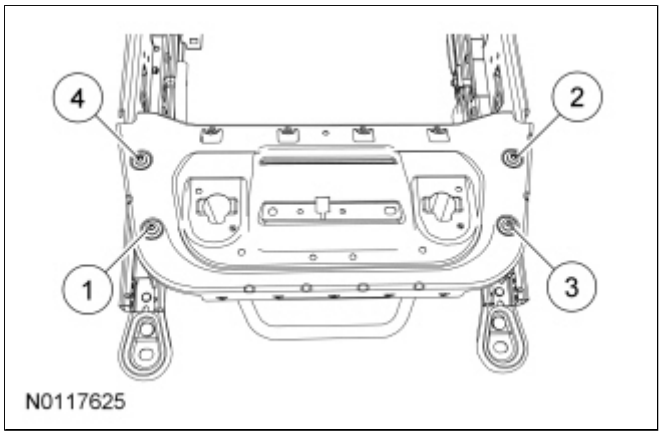
10. Remove the cushion support spring.
    - Release the cushion spring from the seat track and cushion pan.

11. Remove the 4 retainers and the cushion pan.

Assembly

All seats

1. Position the cushion pan and install the 4 screws in the sequence shown.
    - Tighten to 4 Nm (35 lb-in).



2. Install the cushion support spring.

3. Position the seat track position sensor bracket and install the screw.

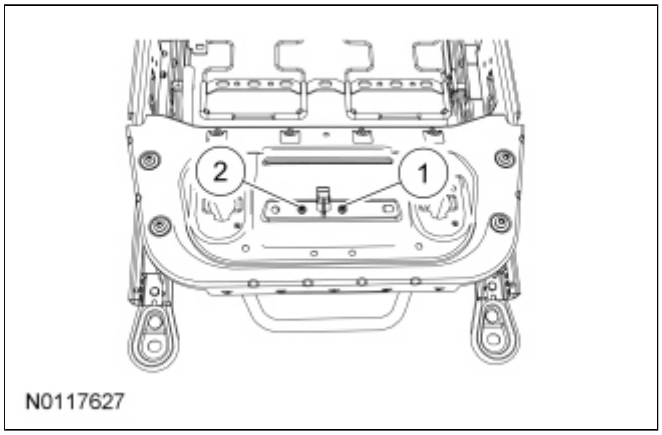
4. Position the wire harness bracket and install the screw.

5. Install the seat position sensor.
    - Secure the lock tab.

6. Position the safety belt buckle and install the bolt.
    - Tighten to 48 Nm (35 lb-ft).

Passenger seat

7. Position the OCSM bracket and install the 2 screws in the sequence shown.
    - Tighten to 3 Nm (27 lb-in).



8. Install the OCS . For additional information, refer to Section 501-20B .

Driver seat

9. Install the seat wire harness.
   - Attach retainers.

10. Install seat cushion and cover from the seat track and seat cushion frame.

All seats

11. Position the backrest to the cushion frame and install the 4 backrest mounting bolts.
    - Tighten to 48Nm (35 lb-ft).

12. From under the seat, carry out the following.
    - Engage the 4 backrest cover elastic strap retainers attach to the bottom rear of the seat.
    - Connect the side air bag module electrical connector and attach the wire harness retainer.

13. Install the cushion side shield in the following sequence.
    1. Position and slide the cushion side shield rearward to engage the brackets.
    2. Install the screw at the rear of the cushion side shield.

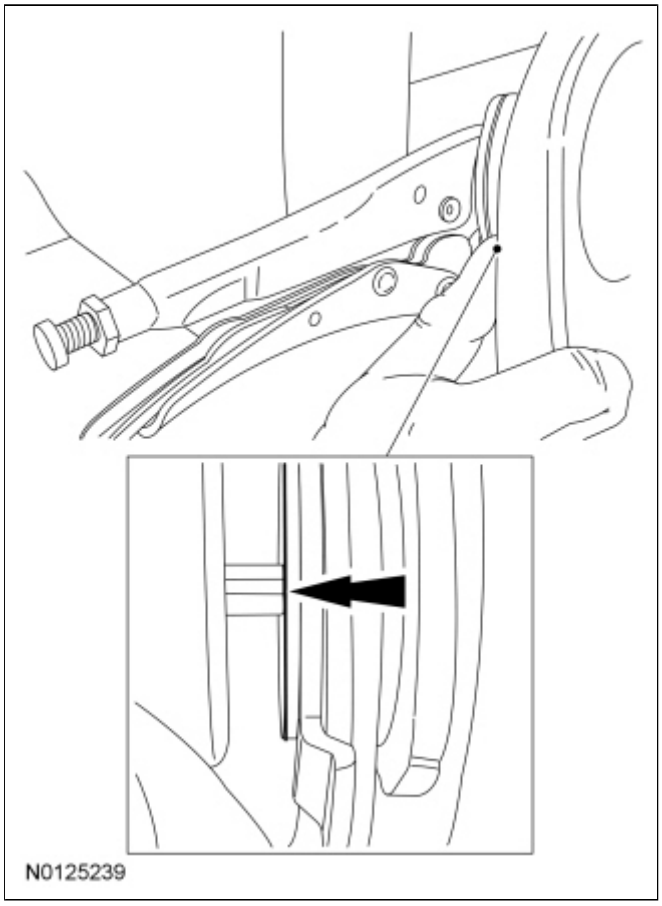
14. If equipped install the height adjust handle.

15. Install the recliner handle and bolt.

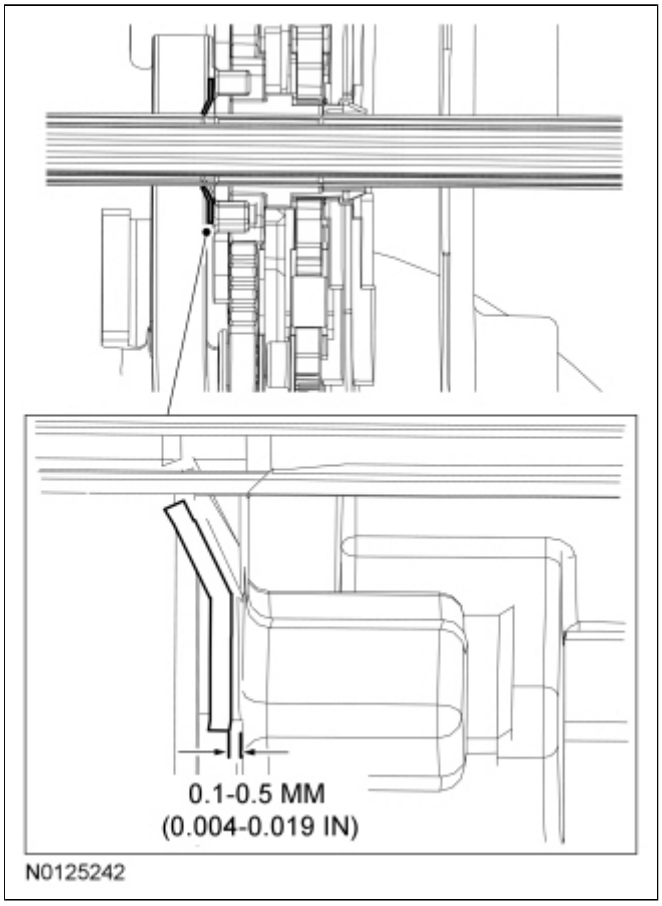
16. Push the recliner handle fully toward the inboard side of the seat then release the pressure on the recliner handle.

17. **NOTE:** RH recliner plate is shown, LH recliner plate is similar.

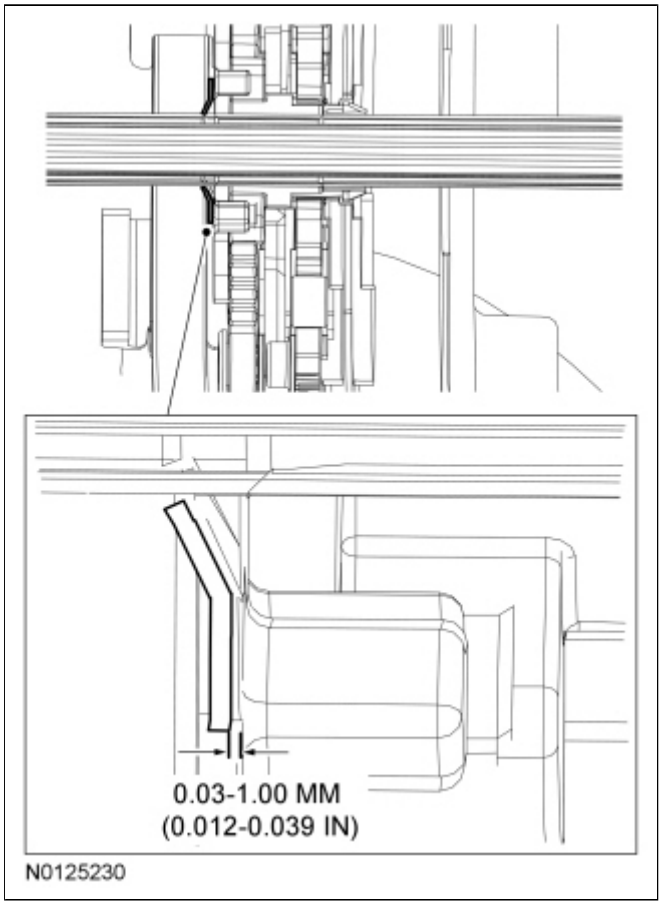
    Immobilize the recliner shaft by using 2 long nose locking pliers clamped to the shaft, flush to the inside edges of both recliner plates.



18. Measure the clearance between the inboard push nut and bushing.
    - If the clearance between the inboard push nut and the bushing exceeds 0.5 mm (0.019 in), install a 0.5 mm (0.019 in) feeler gauge or shim between the inboard push nut and the bushing and slide the inboard push nut tight against the feeler gauge or shim.
    - If the clearance between the inboard push nut and the bushing is less than 0.5 mm (0.019 in), remove and discard the push nut. Install a new push nut, using a 0.5 mm (0.019 in) feeler gauge or shim between the inboard push nut and the bushing, slide the inboard push nut tight against the feeler gauge or shim.



19. Remove the feeler gauge or shim.
20. Remove the recliner handle.
21. Push the outboard push nut (located behind the recliner handle) flush to the outboard bushing.
22. Remove the long nose locking pliers.
23. Slide the recliner shaft outward until the inboard push nut contacts the bushing.
24. Verify the clearance between the outboard push nut and bushing is between 0.3 mm and 1.0 mm (0.011 in and 0.039 in).



25. Install the recliner handle and bolt.

26. Install the inner recliner cover and screw.

Passenger seat with an OCS

27. **WARNING: Occupant classification system(OCS) parts are calibrated as an assembly and must only be replaced in the configuration they are sold. Never separate parts of an assembly. Failure to follow this instruction may result in incorrect operation of the OCS and increases the risk of serious personal injury or death in a crash.**

    NOTICE: **To prevent system failure, take the following precautions before carrying out the Occupant Classification System (OCS) system reset:**
    - **Make sure the voltage to the Occupant Classification System Module (OCSM) is greater than 8 volts and less than 18 volts.**
    - **Make sure the OCS system is not at a temperature below 6°C (42°F) or above 36°C (97°F) when initiating the OCS system reset process. If the vehicle has been exposed to extreme cold or hot temperatures, the vehicle must be exposed and kept at a temperature between 6°C to 36°C (42°F to 97°F) for a minimum of 30 minutes.**
    - **Make sure nothing is present on the passenger seat before and during the OCS system reset process.**
    - **Prior to carrying out the OCS system reset, make sure a minimum of 8 seconds has elapsed after cycling the ignition switch ON.**

    Carry out the OCS system reset.

28. If the first system reset attempt was unsuccessful, carry out a thorough visual inspection of the following and repair any concerns found.
    - OCS system connector and wiring for damage.

- Pressure sensor hose for kinks and/or damage.
- Seat-related wiring harness and body wiring harness terminals and connectors for damage.

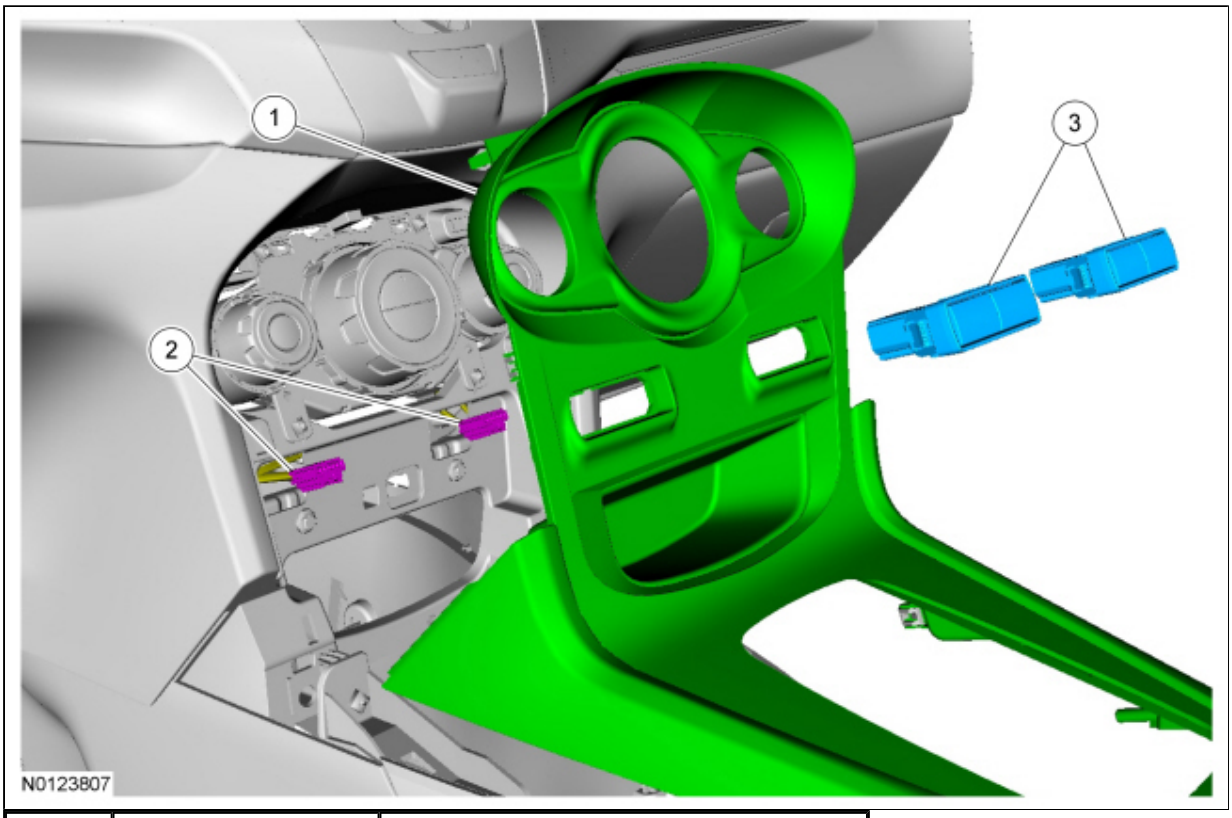
29. **NOTE:** Cycle the ignition switch after the OCS system reset.

    Carry out a second OCS system reset. If the second attempt is unsuccessful, install a new OCS system service kit. For additional information, refer to Occupant Classification System in Section 501-20B .

30. Prove out the SRS as follows:
    Turn the ignition switch from ON to OFF. Wait 10 seconds, then turn the ignition switch back to ON and visually monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator will illuminate continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag warning indicator will:
    - fail to light.
    - remain lit continuously.
    - flash at a 5 Hz rate (RCM not configured).

    The air bag warning indicator may not illuminate until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.
    Use a scan tool and clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM).

Heated Seat Switch



Item	Part Number	Description
1	5404644	Lower finish panel
2	—	Connector (part of 14401)
3	14D694	Heated seat switch

Removal and Installation

1. Remove the lower instrument panel finish panel. For additional information, refer to Section 501-12 .
2. Release the tabs and remove the heated seat switch.

Installation

1. Install the heated seat switch.
2. Install the lower instrument panel finish panel. For additional information, refer to Section 501-12 .

Head Restraint Guide Sleeve

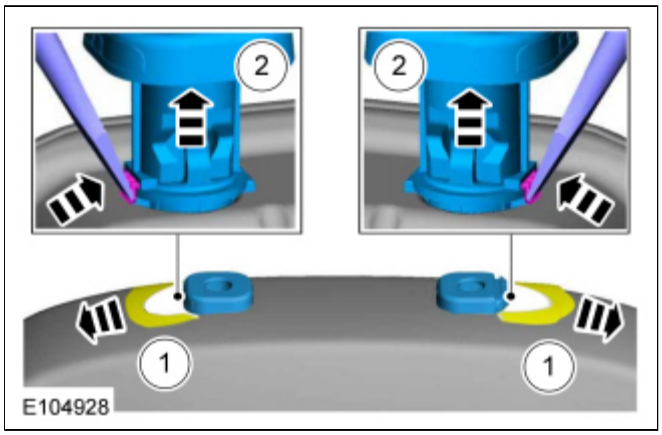
Removal

NOTE: Typical head restraint guide sleeve shown, others similar.

1. Push in on the 2 head restraint guide sleeve release buttons and remove the head restraint.

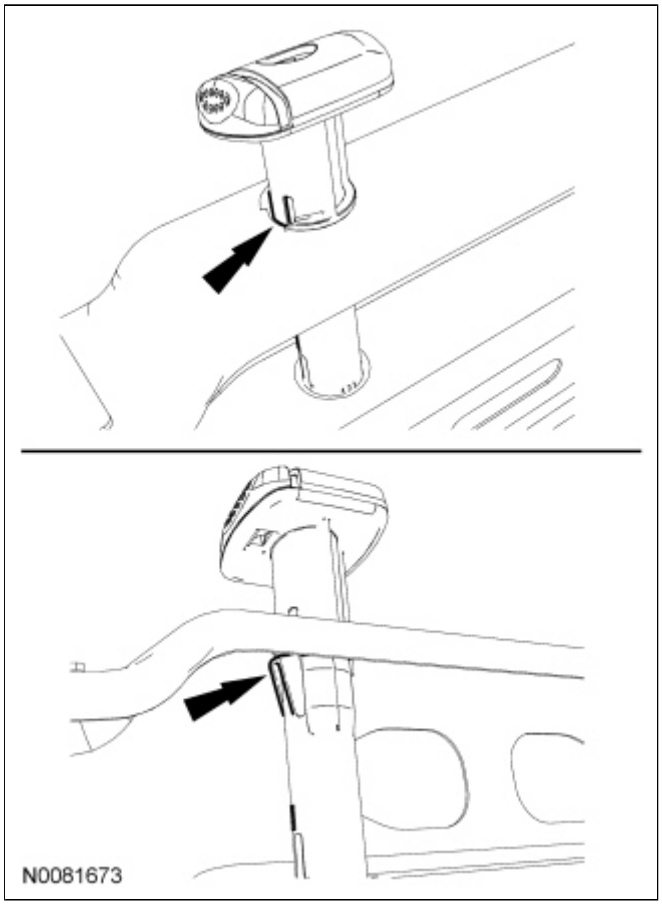
2. Obtain a flat-head screwdriver with a width of 4 mm (0.157 in) to 7 mm (0.275 in) and a thickness of approximately 1 mm (0.039 in).

3. Locate the lock feature on the head restraint guide sleeve.
    1. Position the screwdriver between the head restraint guide sleeve neck and backrest trim cover and foam pad.
    2. Locate the screwdriver on the lock feature and position at a 45-degree angle.

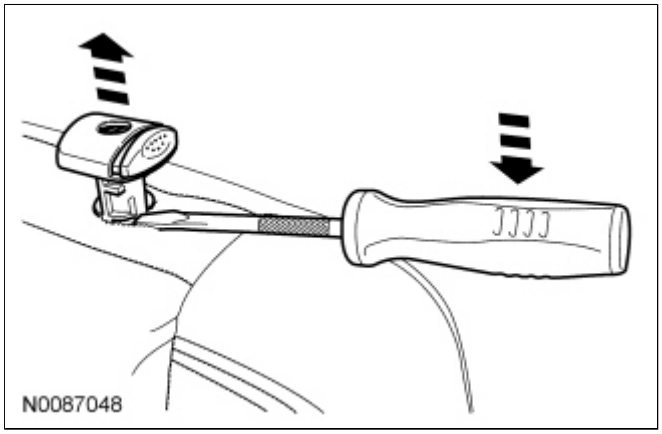


4. **NOTE:** For retainer clarity, backrest trim cover and foam pad are removed.

    Push in the screwdriver, bending the lock feature on the head restraint guide sleeve in.



5. While bending the lock feature in, push down on the screwdriver handle, prying the head restraint guide sleeve up and disengaging it from the backrest frame crossmember.



6. Remove the head restraint guide sleeve.
    - Discard the head restraint guide sleeve.

7. Repeat these steps for the head restraint guide sleeve on the opposite side.

Installation

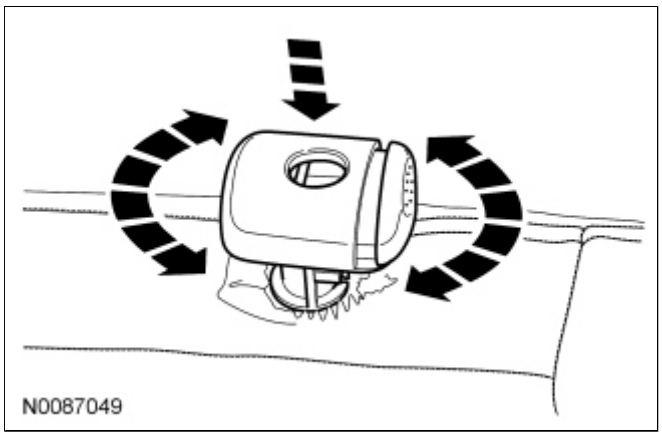
NOTICE: **Always install new head restraint guide sleeves. Difficult adjustment of the head restraint may occur. Failure to follow these instructions may result in component failure.**

NOTICE: **The head restraint guide sleeves are not interchangeable. Failure to install the correct head restraint guide sleeve at the correct position may result in component failure.**

1. Make sure the holes in the backrest foam pad and backrest trim cover are aligned to the holes in the backrest frame.

2. **NOTE:** The guide sleeve will only fit into the backrest frame when the guide sleeve alignment tabs align with the keyway opening in the backrest frame.

   To allow the head restraint guide sleeve to slide freely through the backrest foam pad and backrest trim cover, twist the head restraint guide sleeve to align the keyway tabs while pushing it into the backrest frame hole as far as it will go with hand pressure.



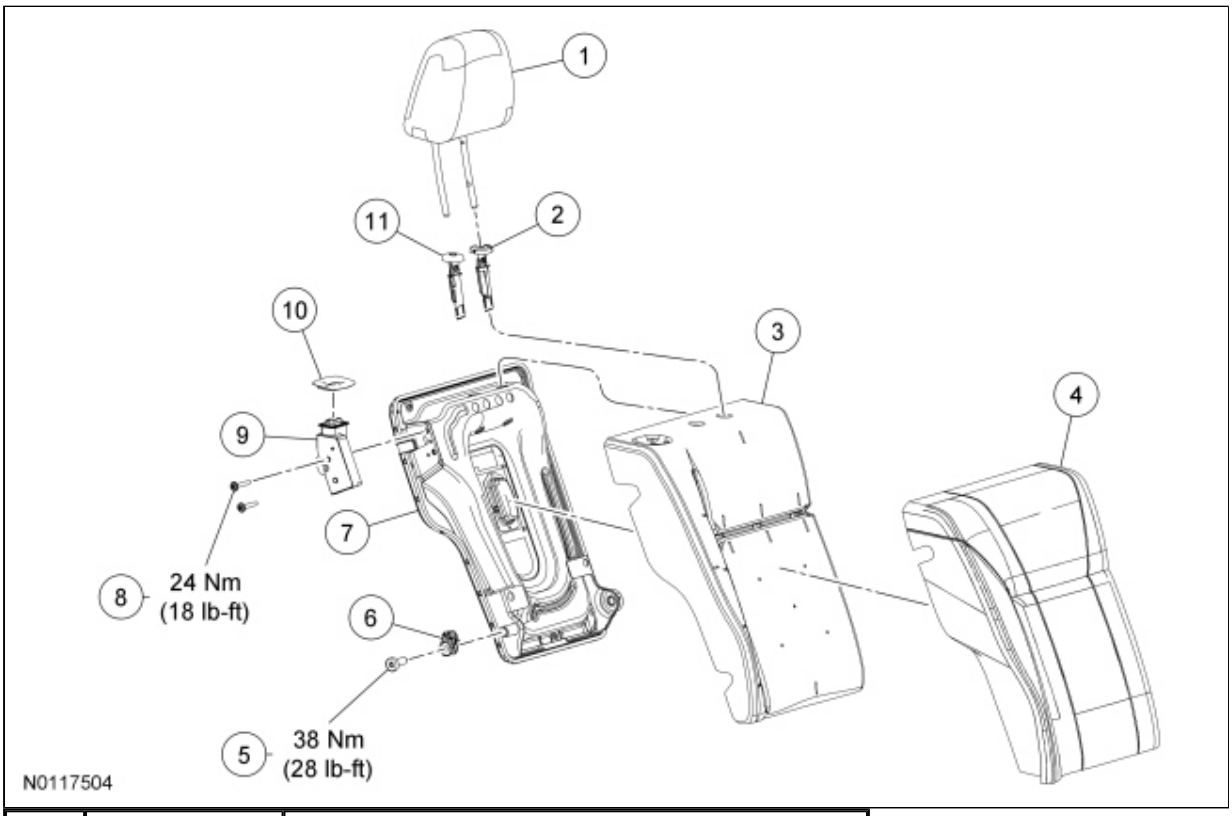
3. Inspect the head restraint guide sleeve.
   - Pull the head restraint guide sleeve out by hand, making sure it is locked in place. If the head restraint guide sleeve can be removed by hand, repeat the installation procedure. If the head restraint guide sleeve can be removed again after installing a second time, install a new head restraint guide sleeve.

4. Repeat these steps for the head restraint guide sleeve on the opposite side.

5. After installation of 2 new head restraint guide sleeves, install the head restraint in the following sequence.
   1. Position the head restraint rods to the head restraint guide sleeve holes.
   2. Push the head restraint down, guiding the rods into the head restraint guide sleeve holes.
   3. Make sure the head restraint adjusts without excessive effort and locks in place.

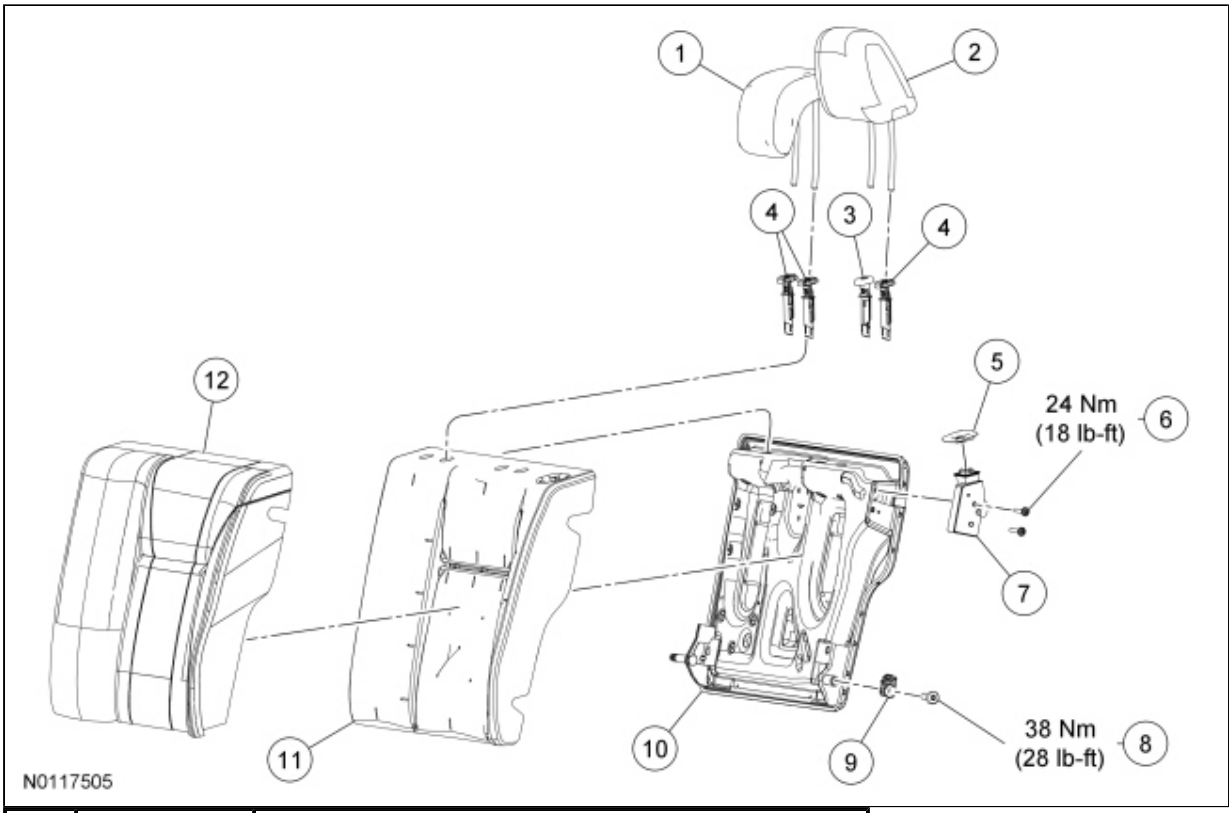
Seat — Exploded View, Rear

Seat Backrest — 40 Percent



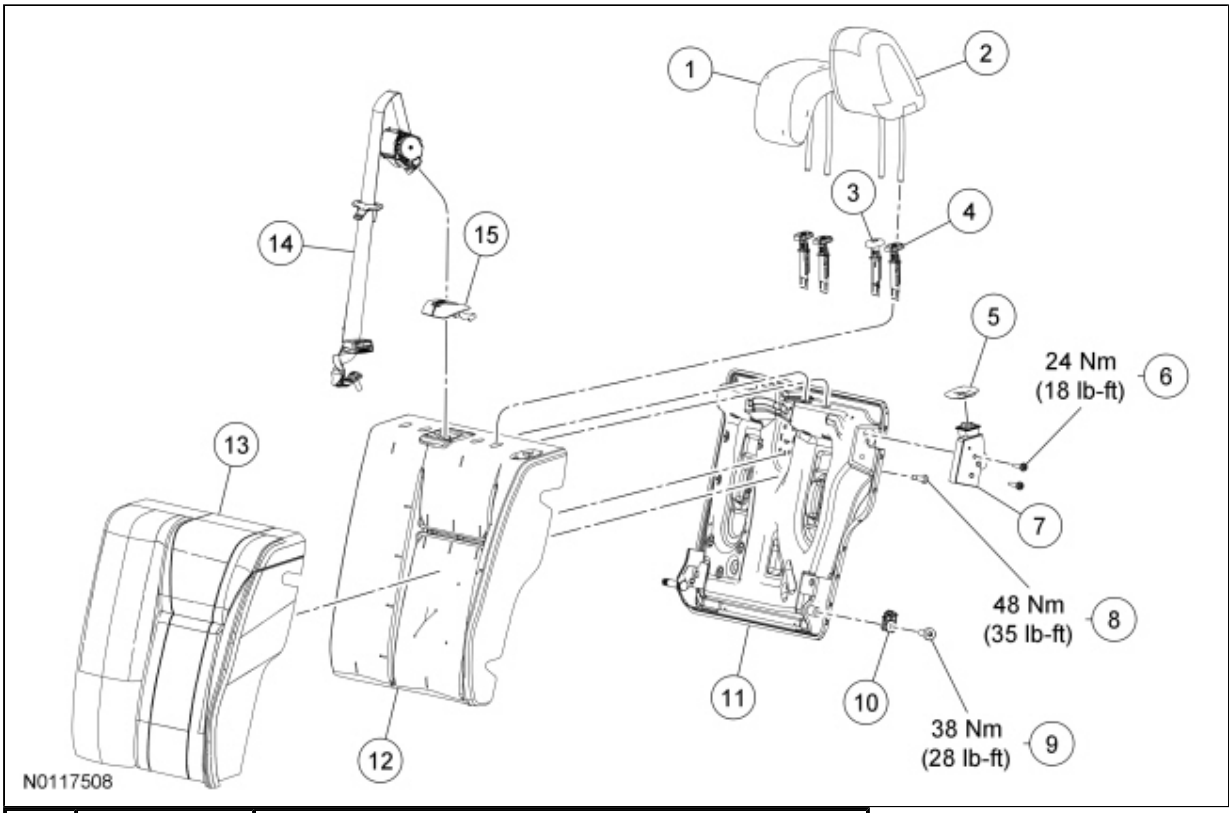
Item	Part Number	Description
1	611A08	Head restraint
2	610A16	Head restraint guide sleeve (lockable)
3	66800	Backrest foam pad
4	66600	Backrest cover
5	—	Hinge pin bolt (part of 613B48)
6	613B48	Hinge pin
7	60508	Backrest frame
8	W790247	Backrest latch bolt (2 required)
9	61382	Backrest latch
10	624A08	Backrest latch bezel
11	610A18	Head restraint guide sleeve (non-lockable)

Seat Backrest — 60 Percent, 4-Door Sedan



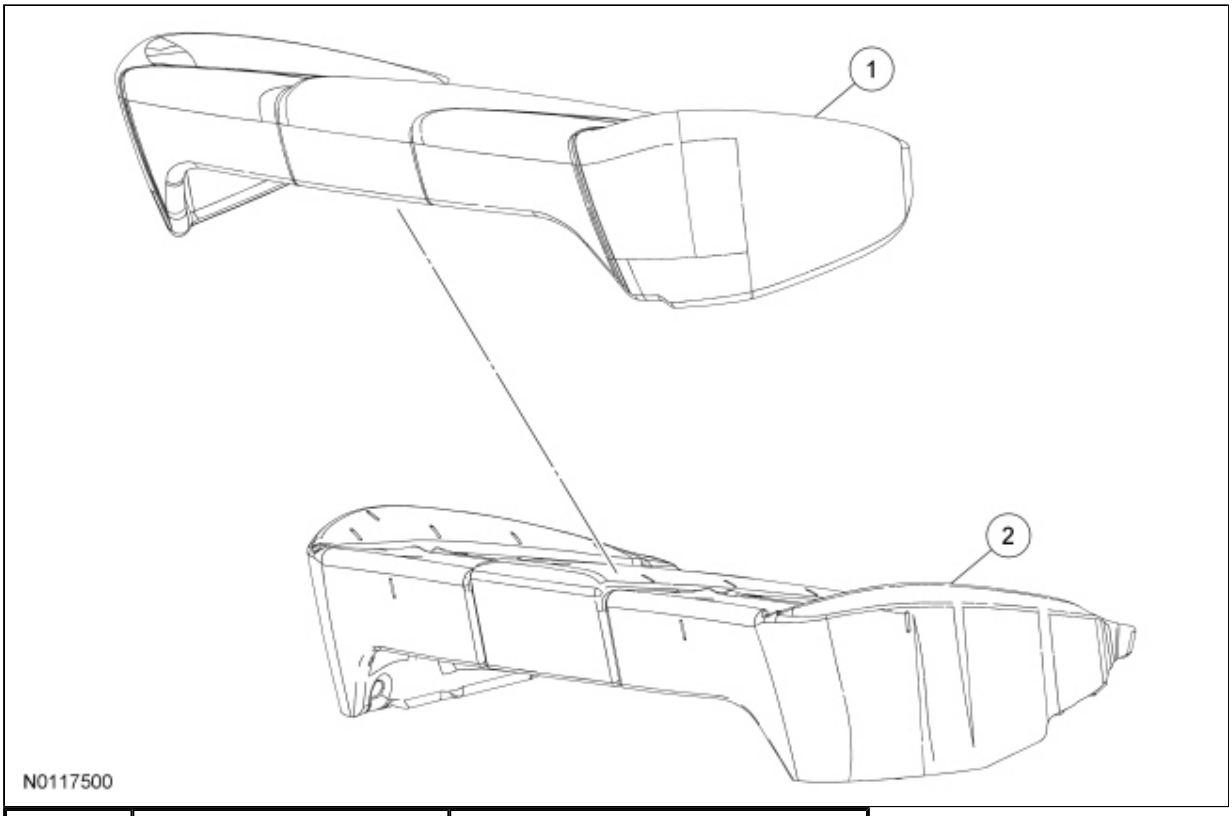
Item	Part Number	Description
1	611A08	Head restraint (center)
2	611A08	Head restraint (LH)
3	610A18	Head restraint guide sleeve (non-lockable)
4	610A16	Head restraint guide sleeve (3 required) (lockable)
5	624A08	Backrest latch bezel
6	W790247	Backrest latch bolt (2 required)
7	61383	Backrest latch
8	—	Hinge pin bolt (part of 613B48)
9	613B48	Hinge pin
10	60509	Backrest frame
11	66801	Backrest foam pad
12	66601	Backrest cover

Seat Backrest — 60 Percent, 5-Door Hatchback



Item	Part Number	Description
1	611A08	Head restraint (center)
2	611A08	Head restraint (LH)
3	610A18	Head restraint guide sleeve (non-lockable)
4	610A16	Head restraint guide sleeve (3 required) (lockable)
5	624A08	Backrest latch bezel
6	W790247	Backrest latch bolt (2 required)
7	61383	Backrest latch
8	—	Safety belt retractor bolt (part of 611B66)
9	—	Hinge pin bolt (part of 613B48)
10	613B48	Hinge pin
11	60509	Backrest frame
12	66801	Backrest foam pad
13	66601	Backrest cover
14	611B66	Safety belt retractor
15	611A70	Safety belt retractor bezel

Seat Cushion



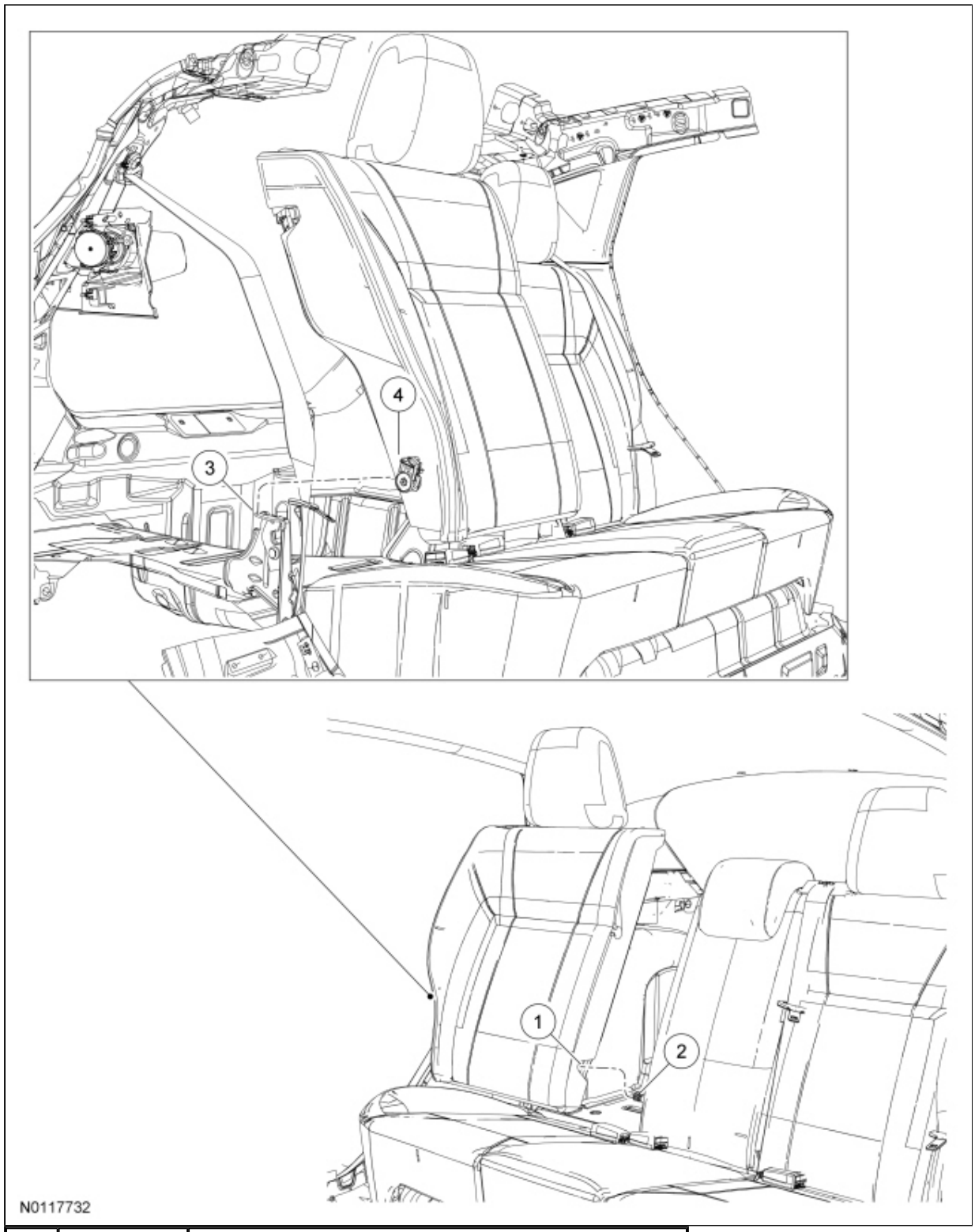
Item	Part Number	Description
1	63804	Cushion cover
2	63840	Cushion foam pad

1. For additional information, refer to the procedures in this section.

Seat Backrest — Rear

Seat Backrest — Rear, 40 Percent

NOTE: Some parts removed for clarity.



	Part	

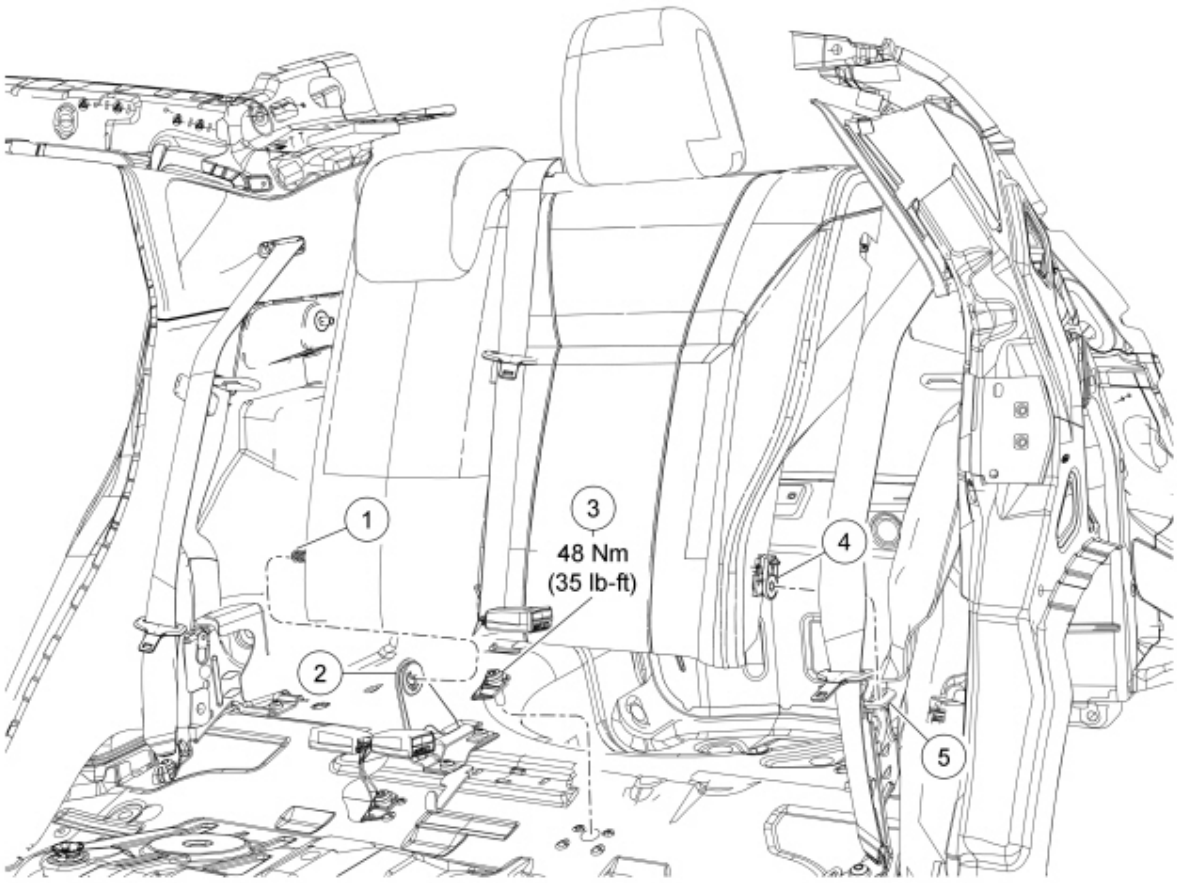
Item	Number	Description
1	60508	Backrest frame, 40 percent
2	—	Backrest frame mounting pin, 60 percent (part of 60509)
3	613B90	RH outboard backrest hinge
4	613B48	Hinge pin and bolt

Seat Backrest — Rear, 60 Percent

NOTE: The 40 percent backrest must be removed before the 60 percent backrest can be removed.

NOTE: 5 door hatchback is shown, 4 door sedan is similar.

NOTE: Some parts removed for clarity.



N0117733

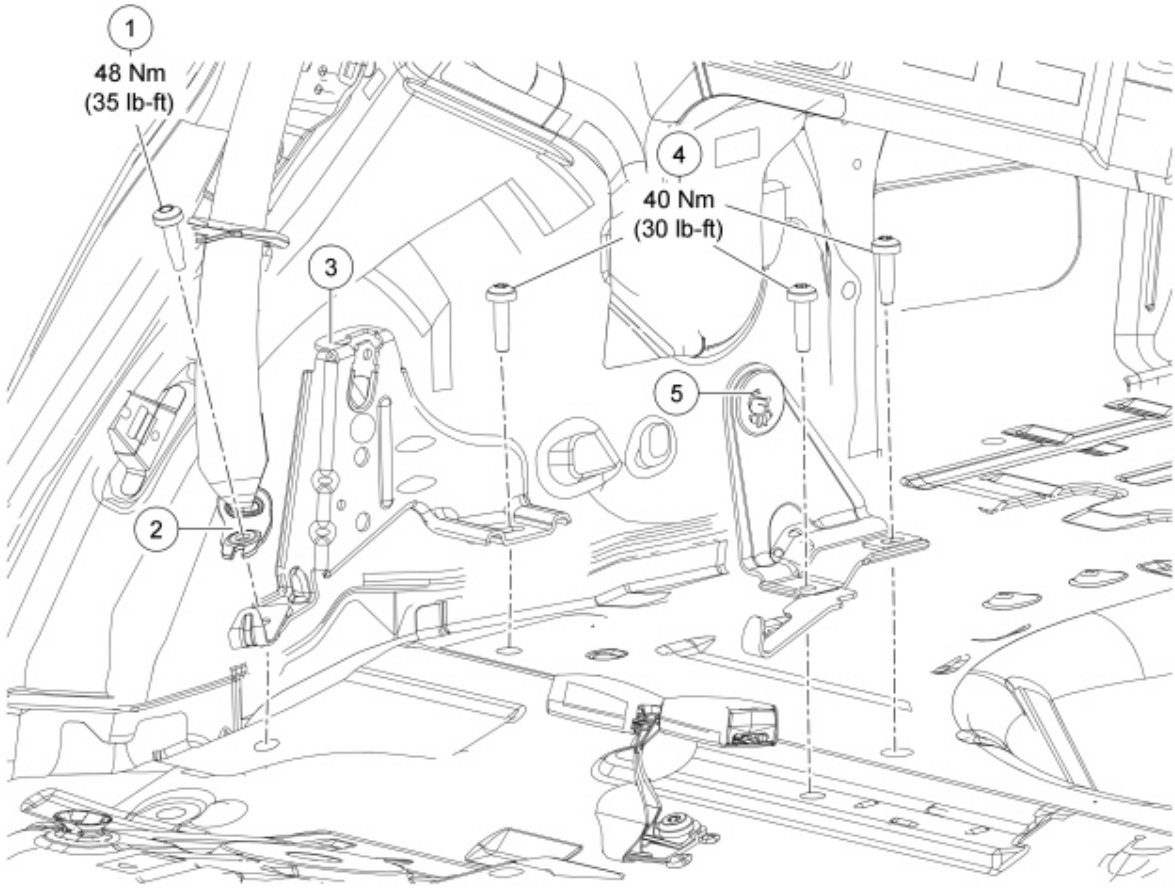
Item	Part Number	Description
1	—	Backrest frame mounting pin, 60 percent (part of 60509)

2	60615	Center backrest hinge
3	—	Safety belt anchor bolt (part of 611B66) (5-door hatchback only)
4	613B48	Hinge pin and bolt
5	613B91	Outboard backrest hinge

Seat Backrest Hinges — Rear

NOTE: RH outboard backrest hinge shown, LH similar.

NOTE: Always install new backrest hinge and safety belt anchor bolts.



Item	Part Number	Description
1	W703708	Safety belt anchor bolt
2	—	Safety belt anchor (part of 611B68/RH 611B69/LH)
3	613B90 (RH) / 613B91 (LH)	Outboard backrest hinge

4	W707941	Backrest hinge bolt (3 required)
5	60615	Center backrest hinge

Removal and Installation

5 - Door hatchback - 60 Percent backrest

1. Remove the rear seat cushion assembly. For additional information, refer to Seat Cushion — Rear in this section.

2. Remove the safety belt anchor bolt.
   - Tighten to 48 Nm (35 lb-ft).

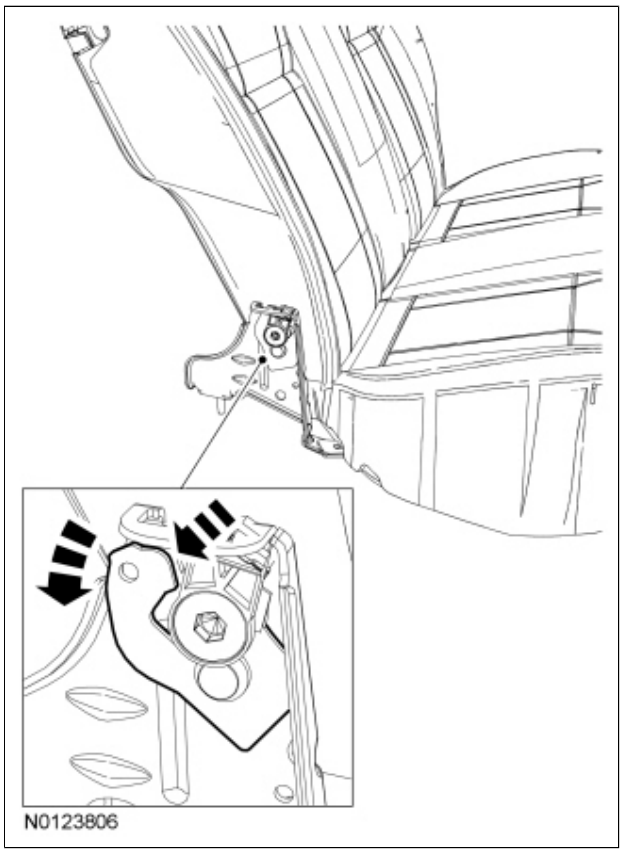
All backrests

NOTE: The 40 percent seat backrest has to be removed before the 60 percent seat backrest.

3. Push the backrest release button at the top of the seat backrest and fold the seat down.

4. **NOTE:** The latch hook is identified with a white paint mark.

   Tap the latch to unlock the outboard hook latch.
   - Pivot the outboard latch hook rearward to disengage.
   - To install, push the seat backrest hinge into the latch bracket until the hook latch is fully seated.



5. Remove the seat backrest.
   1. Pull the outboard side of the backrest up out of the latch bracket.
   2. Position the 40 percent outboard backrest hinge pin bolt to the rear of the outboard backrest hinge.
   3. Pull the seat backrest outward and slightly twist forward while removing from the center mounting bracket.

All hinges

6. Remove the rear seat cushion assembly. For additional information, refer to Seat Cushion — Rear in this section.

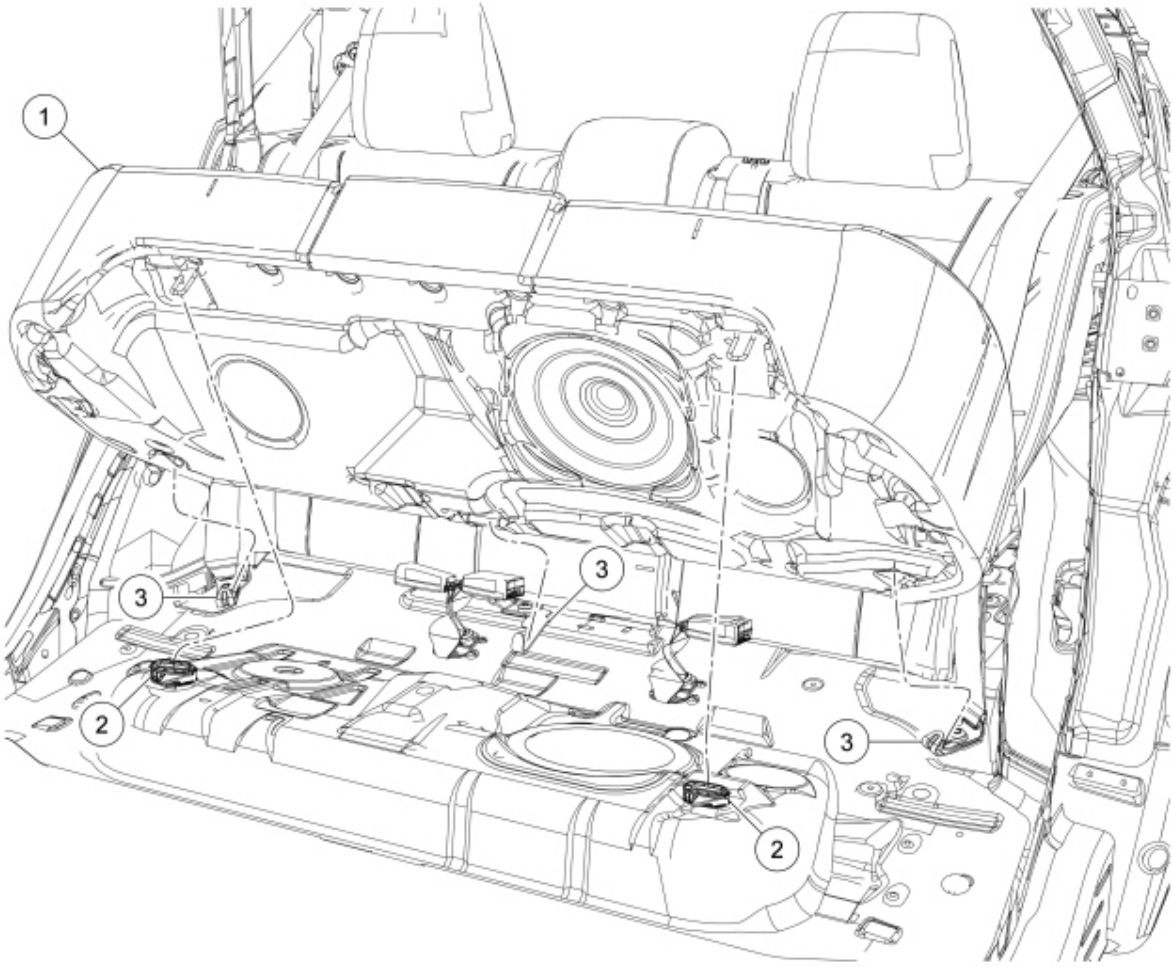
7. Remove the seat backrest(s) for the affected hinge.

8. Remove and discard the bolts of the affected hinge.
    - Install a new backrest hinge bolt(s) and tighten to 40 Nm (30 lb-ft).
    - Install a new safety belt anchor bolt and tighten to 48 Nm (35 lb-ft), if equipped.

All brackets and hinges

9. To install, reverse the removal procedure.

Seat Cushion — Rear

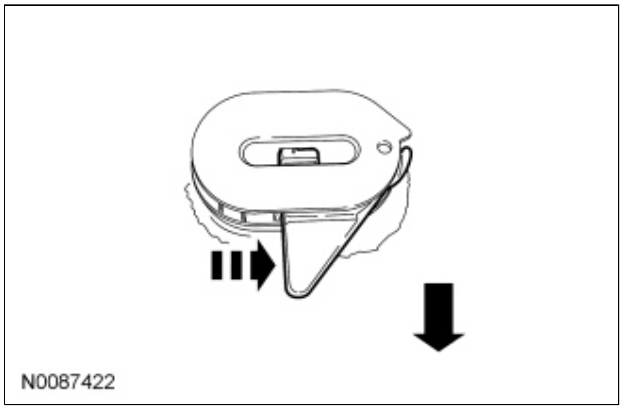


N0118529

Item	Part Number	Description
1	—	Cushion assembly
2	624A14	Seat cushion anchors (2 required)
3	—	Retainer hooks (3 required) (part of 613B90/RH, 613B91/LH and 60615/center)

Removal and Installation

1. From under the front of the cushion assembly, push the 2 seat cushion anchor latch release levers toward the driver side, while lifting up to disengage the front of the cushion assembly.



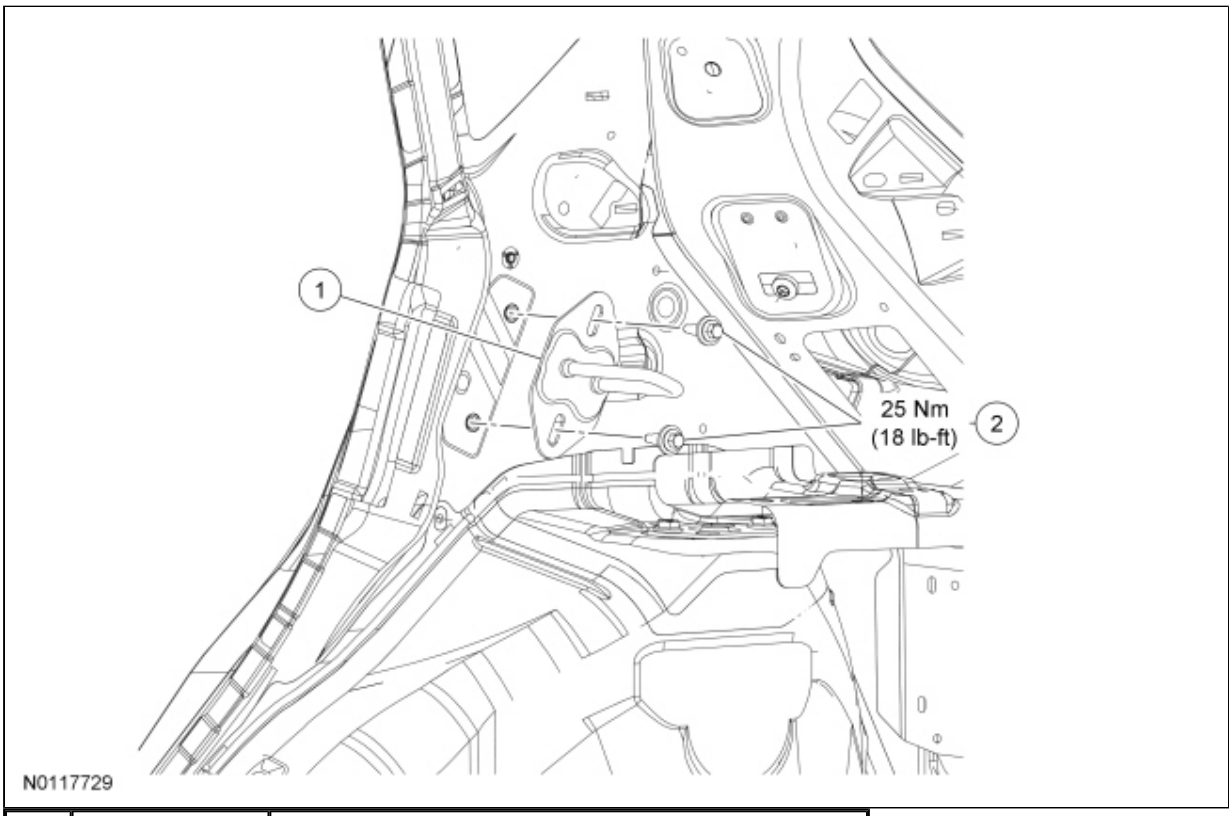
2. Remove the cushion assembly in the following sequence.
    1. Push the cushion back as far as possible.
    2. Lift up and pull forward at the rear outboard ends of the cushion, disengaging the wires from the retainer hooks.
        - Remove the cushion.

3. **NOTE:** Before installation, make sure the safety belts and buckles are accessible to the occupants.

   To Install, reverse the removal procedure.

Seat Latch Striker — Rear

NOTE: RH shown, LH similar.



Item	Part Number	Description
1	62542 RH/62543LH	Backrest striker
2	W701802	Backrest striker bolts (2 required without backrest retractor, 3 required with backrest retractor)

Removal and Installation

1. Remove the lower C-pillar trim panel. For additional information, refer to Section 501-05 .
2. Remove the bolts and the backrest striker.
   - To install, tighten to 25 Nm (18 lb-ft).
3. To install, reverse the removal procedure.

Seat Backrest — Front

Disassembly

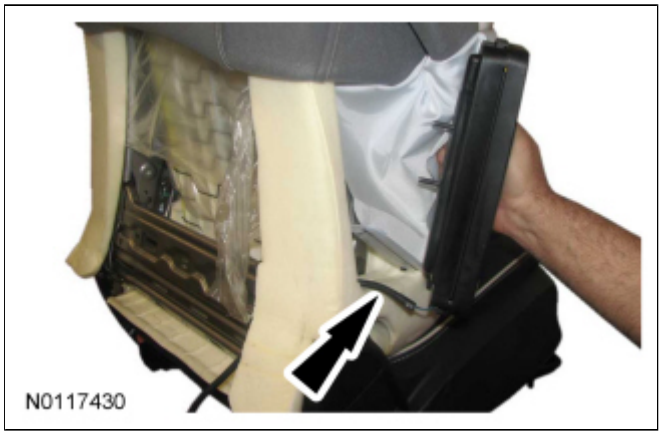
NOTE: For component identification and locations, refer to Seat — Exploded View, Front in this section.

1. Remove the front seat backrest. For additional information, refer to Seat Backrest — Front in this section.
2. Remove the front seat backrest cover. For additional information, refer to Seat Backrest Cover — Front in this section.
3. Detach the side air bag module wire harness retainer from the rear of the backrest frame.
4. Remove the 2 side air bag module nuts.
5. Remove the side air bag module in the following sequence:
    1. Pull the side air bag module mounting studs back through the backrest frame.
    2. Position the side air bag module away from the backrest frame.
    3. Route out the wire harness.
6. Remove the backrest foam pad.
7. Remove the anti-squeak bag from the backrest frame.
8. Remove the 2 backrest foam retainer clips from the backrest frame.
9. Remove the static lumbar support.

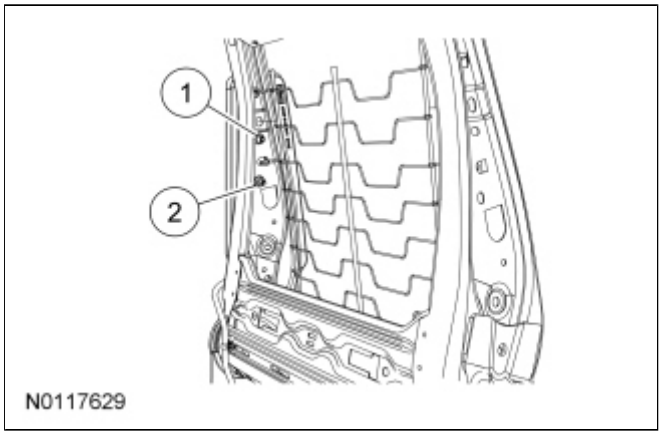
Assembly

1. Install the static lumbar support.
2. Install the 2 backrest foam retainer clips to the backrest frame.
3. Install the anti-squeak bag to the backrest frame.
4. Install the backrest foam pad.
5. **NOTE:** Passenger seat shown, driver seat similar.

   Route the side air bag module wire harness through the backrest foam pad opening.



6. Position the side air bag module studs through the backrest frame holes and install the nuts in the sequence shown.
    - Tighten to 9 Nm (80 lb-in).



7. Attach the side air bag module wire harness retainer to the rear of the backrest frame.

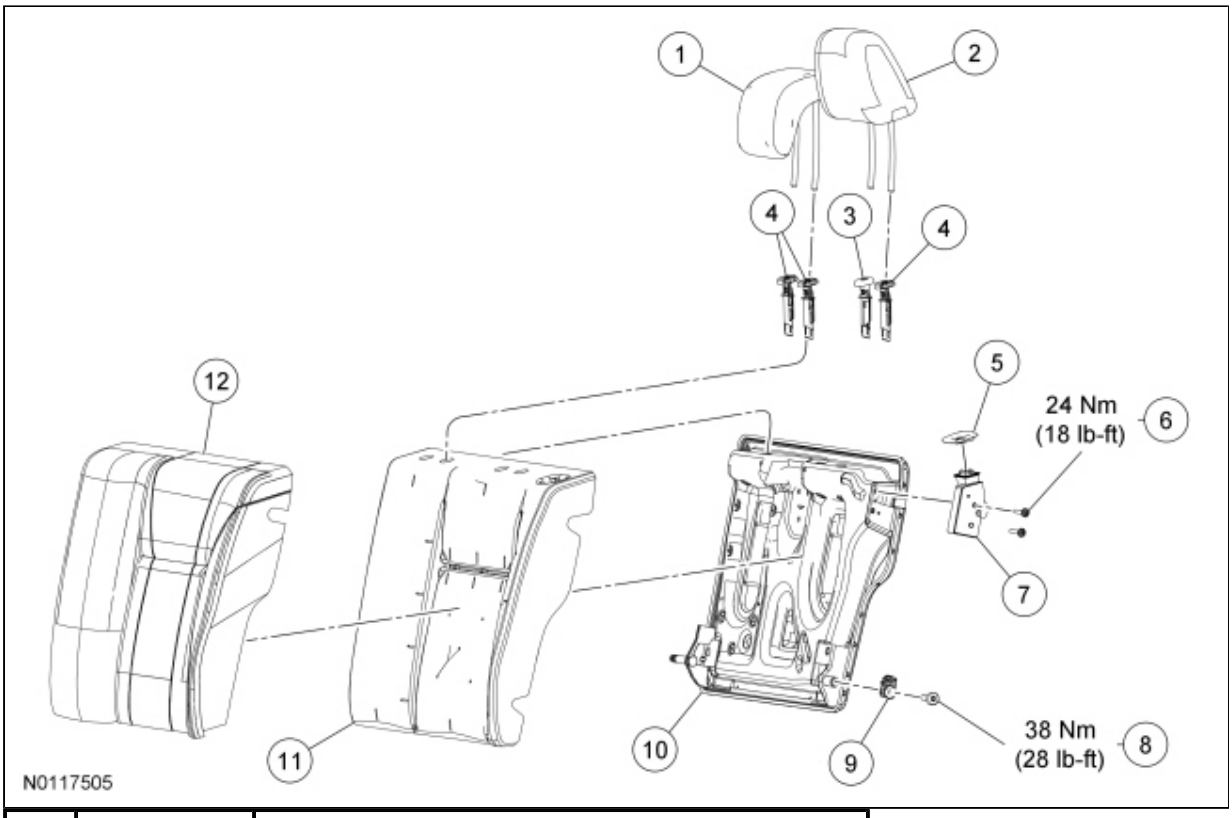
8. Install the seat backrest cover. For additional information, refer to Seat Backrest Cover — Front in this section.

9. Install the front seat backrest. For additional information, refer to Seat Backrest — Front in this section.

Seat Backrest — Rear, 60 Percent

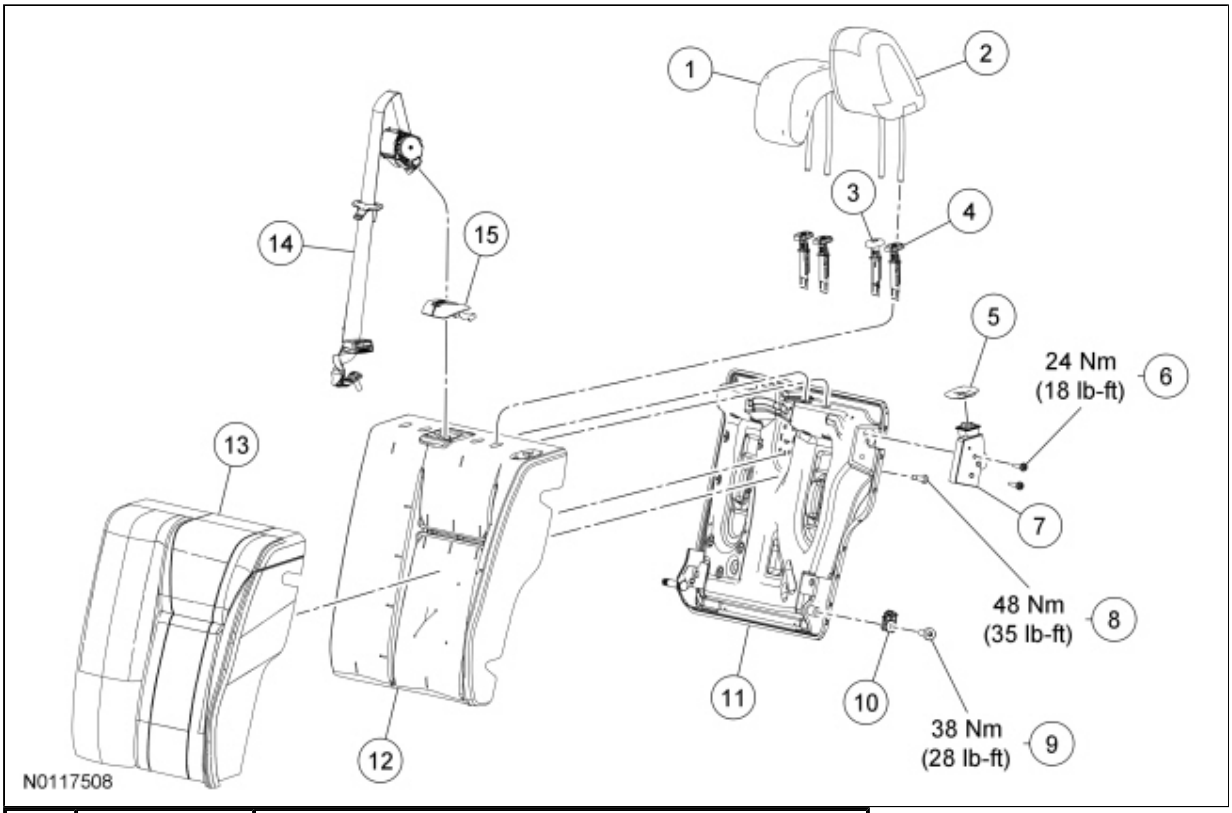
Disassembly

Seat Backrest — 60 Percent, 4-Door Sedan



Item	Part Number	Description
1	611A08	Head restraint (center)
2	611A08	Head restraint (LH)
3	610A18	Head restraint guide sleeve (non-lockable)
4	610A16	Head restraint guide sleeve (3 required) (lockable)
5	624A08	Backrest latch bezel
6	W790247	Backrest latch bolt (2 required)
7	61383	Backrest latch
8	—	Hinge pin bolt (part of 613B48)
9	613B48	Hinge pin
10	60509	Backrest frame
11	66801	Backrest foam pad
12	66601	Backrest cover

Seat Backrest — 60 Percent, 5-Door Hatchback



Item	Part Number	Description
1	611A08	Head restraint (center)
2	611A08	Head restraint (LH)
3	610A18	Head restraint guide sleeve (non-lockable)
4	610A16	Head restraint guide sleeve (3 required) (lockable)
5	624A08	Backrest latch bezel
6	W790247	Backrest latch bolt (2 required)
7	61383	Backrest latch
8	—	Safety belt retractor bolt (part of 611B66)
9	—	Hinge pin bolt (part of 613B48)
10	613B48	Hinge pin
11	60509	Backrest frame
12	66801	Backrest foam pad
13	66601	Backrest cover
14	611B66	Safety belt retractor
15	611A70	Safety belt retractor bezel

WARNING: After a crash, the following safety belt components and attaching hardware must be inspected and tested to verify correct function:

- **Retractors**
- **Buckles**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**

Components that do not operate correctly or pass all Functional Tests in the Component Tests of this section must be replaced with new components.

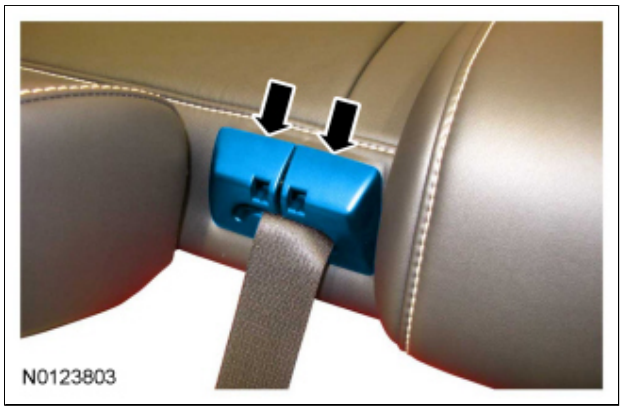
Safety belt assembly attaching areas must be inspected. Damaged or distorted attaching areas must be restored to their original structural integrity and a new safety belt assembly with new attaching hardware must be installed.

After deployment of the front safety belt pretensioners, a new safety belt system (including retractors, buckles and height adjusters) must be installed.

Failure to follow this instruction may result in incorrect operation of the safety belt system and increases the risk of serious personal injury or death in a crash.

1. Remove the rear seat backrest. For additional information, refer to Seat Backrest — Rear in this section.

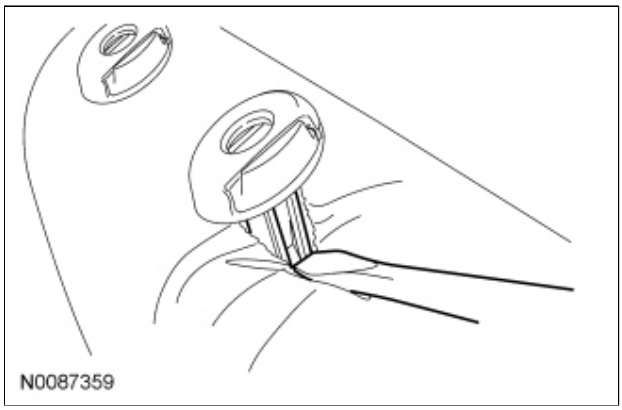
2. Detach the safety belt retractor bezel from the backrest frame wire and remove the bezel.
   - Pull where shown to unsnap the safety belt bezel from the backrest frame wire.



3. Push the buttons on the head restraint guide sleeves and remove the head restraint(s).

4. **NOTE:** If the locking tab on the head restraint guide is damaged during removal, a new head restraint guide must be installed.

   Remove the headrest guide sleeves.
   - Insert an appropriate flat-blade screwdriver along side the head restraint guide below the backrest cover and release button.
   - Release the locking tab and pry upward to remove.



5. Detach the backrest latch bezel from the backrest latch and remove the bezel.

6. Remove the hinge pin and bolt.

7. Detach the backrest cover retainer from the backrest frame at the rear of the backrest.

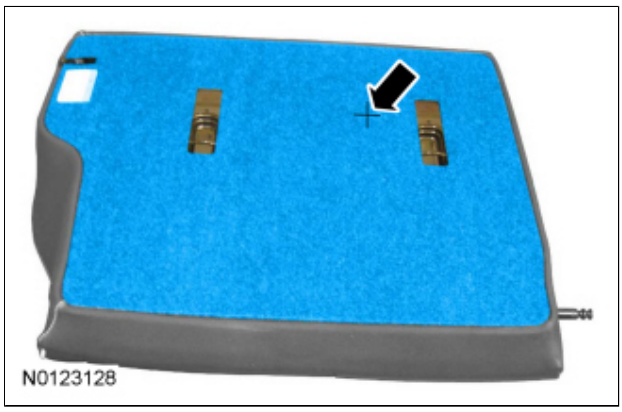
8. Remove the backrest cover and foam pad as an assembly.
    - Route the safety belt and tongue out of the backrest cover.

9. Remove the backrest cover.
    - Remove the hog rings and separate the foam pad from the Backrest cover.

10. Mark the backrest latch alignment prior to removing the backrest latch to assist in installing and aligning the backrest latch.

11. Remove the backrest latch.
    - Remove the 2 retainers and the backrest latch.

12. Make a small cross cut into the carpet above the safety belt retractor bolt.
    - Push into the carpet on the rear of the backrest and feel for the safety belt retractor bolt.



13. Remove the safety belt retractor.
    1. Remove the safety belt retractor bolt.
    2. Route the safety belt and tongue out of the backrest cover.
    3. Remove the safety belt retractor.

Assembly

1. Install the safety belt retractor.
    1. Install the safety belt retractor.
    2. Route the safety belt and tongue through the backrest cover.
    3. Install the safety belt retractor bolt.
        - Tighten to 48 Nm (35 lb-ft).

2. Position the backrest latch to the marks in the backrest frame and install the bolts.
    - Tighten to 24 Nm (18 lb-ft).

3. Install the backrest cover.
    - Assemble the foam pad to the Backrest cover, secure using hog rings.

4. Install the backrest cover and foam pad as an assembly.
    - Route the safety belt and tongue through the backrest cover.

5. Attach the backrest cover retainer to the backrest frame at the rear of the backrest.

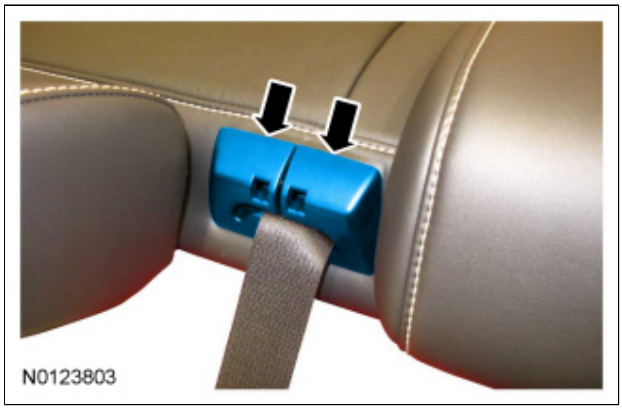
6. Install the hinge pin and bolt.
    - Tighten to 38 Nm (28 lb-ft).

7. Attach the backrest latch bezel to the backrest latch.

8. **NOTE:** If the locking tab on the head restraint guide is damaged during removal, a new head restraint guide must be installed.

Install the headrest guide sleeves.

9. Attach the safety belt retractor bezel to the backrest frame wire.



10. Install the rear seat backrest. For additional information, refer to Seat Backrest — Rear in this section.

Seat Cushion — Front

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Disassembly and Assembly

NOTICE: **To prevent system failure, it is necessary to carry out the Occupant Classification System (OCS) system reset when a front passenger seat cushion is disassembled, a new cushion cover is installed or an OCS service kit is installed.**

NOTICE: **Do not install a new heater mat on a front passenger seat cushion, it is not serviceable separately. If a new cushion heater mat is needed on the front passenger seat, an Occupant Classification System (OCS) service kit equipped with a heater mat must be installed. Failure to follow this instruction may result in incorrect operation of the OCS . Refer to Section 501-20B for the OCS removal and installation.**

NOTE: Occupant Classification System (OCS) components, seat cushion foam pad, bladder with pressure sensor and Occupant Classification System Module (OCSM) are calibrated to each other and are serviced as an assembly. The OCS components are not to be installed separately. If a new OCS , OCS component or seat cushion foam pad are needed, a new OCS service kit (seat cushion foam pad, bladder with pressure sensor and OCSM) must be installed as an assembly.

NOTE: For component identification and locations, refer to Seat — Exploded View, Front in this section.

All seats

1. Remove the seat backrest. For additional information refer to Seat Backrest — Front in this section.

Passenger seat

2. Remove the OCS sensor. For additional information, refer to Section 501-20B .

Driver seat

3. Remove seat cushion cover. For additional information, refer to Seat Cushion Cover — Front in this section.

4. **NOTE:** Note the wire harness routing for installation.

   Remove the seat wire harness.
   - Release retainers.

Passenger seat

5. Remove 2 screws and the OCSM bracket.

All seats

6. Remove the safety belt buckle.
    - Disconnect the safety belt buckle electrical connector.
    - Remove the bolt and the safety belt buckle assembly.

7. Remove the seat position sensor.
    - Remove the retaining clip.
    - Slide sensor rearward to remove.

8. Remove the screw and the wire harness bracket.

9. Remove the screw and the seat track position sensor bracket.

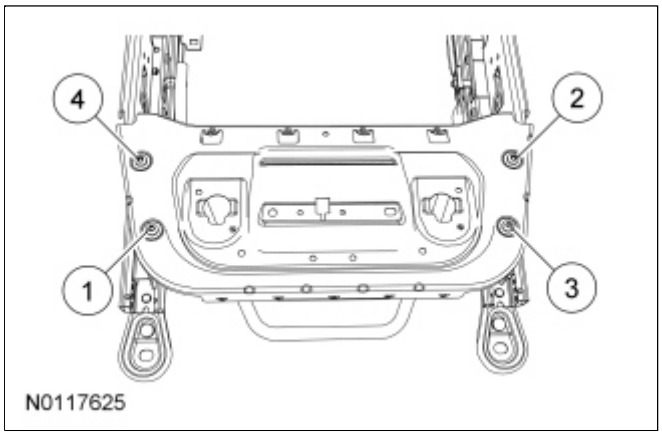
10. Remove the cushion support spring.
    - Release the cushion spring from the seat track and cushion pan.

11. Remove the 4 retainers and the cushion pan.

Assembly

All seats

1. Position the cushion pan and install the screws in the sequence shown.
    - Tighten to 4 Nm (35 lb-in).



2. Install the cushion support spring.

3. Position the seat track position sensor bracket and install the screw.

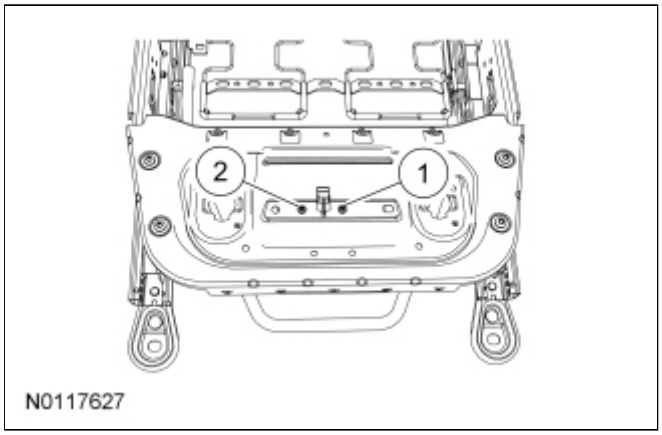
4. Position the wire harness bracket and install the screw.

5. Install the seat position sensor.
    - Secure the lock tab.

6. Position the safety belt buckle and install the bolt.
    - Tighten to 48 Nm (35 lb-ft).

Passenger seat

7. Position the OCSM bracket and install the screws in the sequence shown.
    - Tighten to 3 Nm (27 lb-in).



8. Install the OCS . For additional information, refer to Section 501-20B .

Driver seat

9. Install the seat wire harness.
   - Attach retainers.

10. Install the seat cushion cover. For additional information, refer to Seat Cushion Cover — Front in this section.

All seats

11. Position the backrest to the cushion frame and install the 4 backrest mounting bolts.
    - Tighten to 48 Nm (35 lb-ft).

12. From under the seat, carry out the following.
    - Engage the 4 backrest cover elastic strap retainers attach to the bottom rear of the seat.
    - Connect the side air bag module electrical connector and attach the wire harness retainer.

13. Install the cushion side shield in the following sequence.
    1. Position and slide the cushion side shield rearward to engage the brackets.
    2. Install the screw at the rear of the cushion side shield.

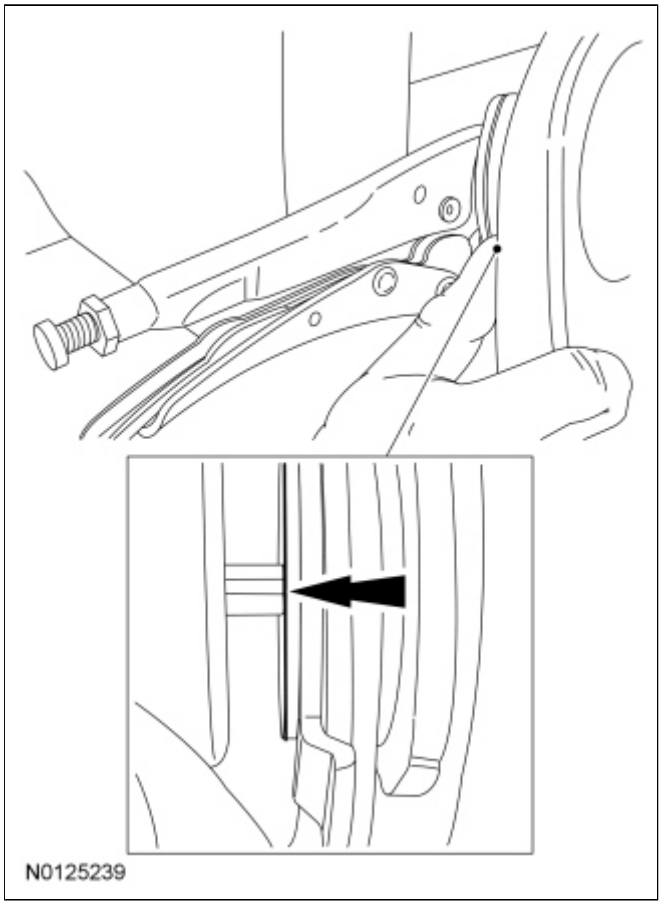
14. If equipped install the height adjust handle.

15. Install the recliner handle and bolt.

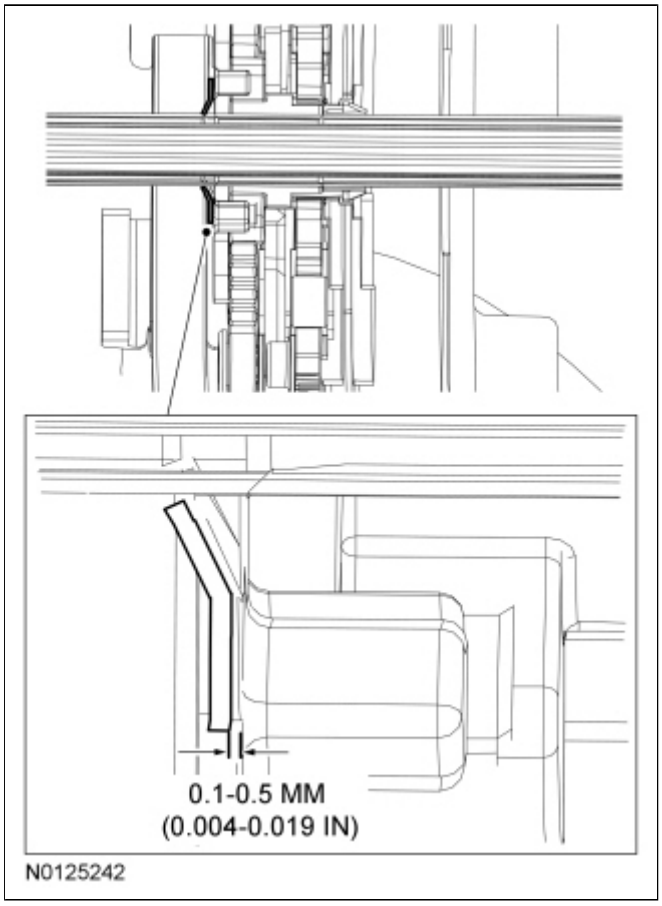
16. Push the recliner handle fully toward the inboard side of the seat then release the pressure on the recliner handle.

17. **NOTE:** RH recliner plate is shown, LH recliner plate is similar.

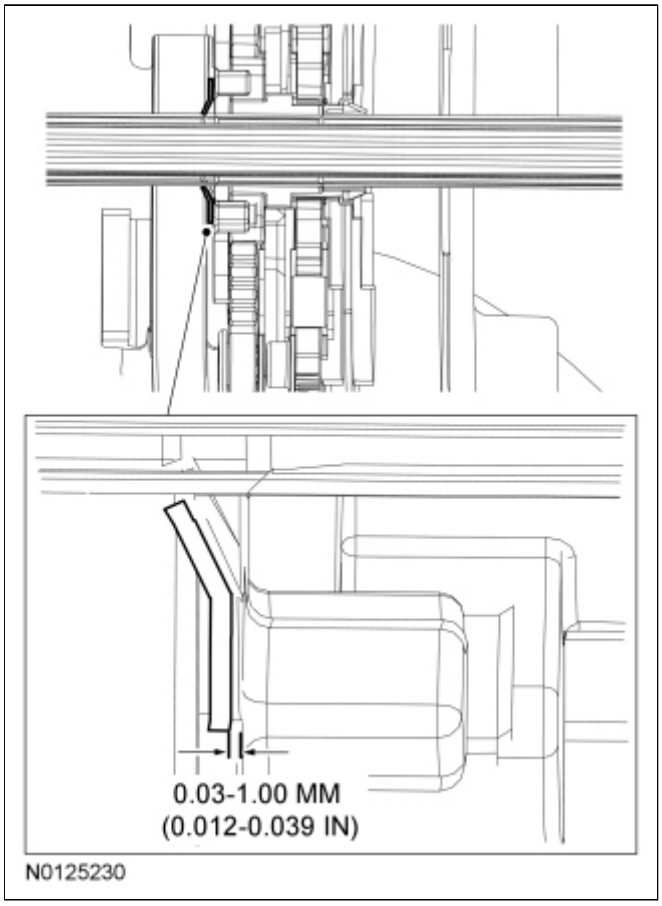
    Immobilize the recliner shaft by using 2 long nose locking pliers clamped to the shaft, flush to the inside edges of both recliner plates.



18. Measure the clearance between the inboard push nut and bushing.
    - If the clearance between the inboard push nut and the bushing exceeds 0.5 mm (0.019 in), install a 0.5 mm (0.019 in) feeler gauge or shim between the inboard push nut and the bushing and slide the inboard push nut tight against the feeler gauge or shim.
    - If the clearance between the inboard push nut and the bushing is less than 0.5 mm (0.019 in), remove and discard the push nut. Install a new push nut, using a 0.5 mm (0.019 in) feeler gauge or shim between the inboard push nut and the bushing, slide the inboard push nut tight against the feeler gauge or shim.



19. Remove the feeler gauge or shim.
20. Remove the recliner handle.
21. Push the outboard push nut (located behind the recliner handle) flush to the outboard bushing.
22. Remove the long nose locking pliers.
23. Slide the recliner shaft outward until the inboard push nut contacts the bushing.
24. Verify the clearance between the outboard push nut and bushing is between 0.3 mm and 1.0 mm (0.011 in and 0.039 in).



25. Install the recliner handle and bolt.

26. Install the inner recliner cover and screw.

Passenger seat with an OCS

27. **WARNING: Occupant classification system(OCS) parts are calibrated as an assembly and must only be replaced in the configuration they are sold. Never separate parts of an assembly. Failure to follow this instruction may result in incorrect operation of the OCS and increases the risk of serious personal injury or death in a crash.**

    NOTICE: **To prevent system failure, take the following precautions before carrying out the Occupant Classification System (OCS) system reset:**
    - **Make sure the voltage to the Occupant Classification System Module (OCSM) is greater than 8 volts and less than 18 volts.**
    - **Make sure the OCS system is not at a temperature below 6°C (42°F) or above 36°C (97°F) when initiating the OCS system reset process. If the vehicle has been exposed to extreme cold or hot temperatures, the vehicle must be exposed and kept at a temperature between 6°C to 36°C (42°F to 97°F) for a minimum of 30 minutes.**
    - **Make sure nothing is present on the passenger seat before and during the OCS system reset process.**
    - **Prior to carrying out the OCS system reset, make sure a minimum of 8 seconds has elapsed after cycling the ignition switch ON.**

    Carry out the OCS system reset.

28. If the first system reset attempt was unsuccessful, carry out a thorough visual inspection of the following and repair any concerns found.
    - OCS system connector and wiring for damage.

- Pressure sensor hose for kinks and/or damage.
- Seat-related wiring harness and body wiring harness terminals and connectors for damage.

29. **NOTE:** Cycle the ignition switch after the OCS system reset.

    Carry out a second OCS system reset. If the second attempt is unsuccessful, install a new OCS system service kit. For additional information, refer to Occupant Classification System in Section 501-20B .

30. Prove out the SRS as follows:
    Turn the ignition switch from ON to OFF. Wait 10 seconds, then turn the ignition switch back to ON and visually monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator will illuminate continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag warning indicator will:
    - fail to light.
    - remain lit continuously.
    - flash at a 5 Hz rate (RCM not configured).

    The air bag warning indicator may not illuminate until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.
    Use a scan tool and clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM).

Material

Item	Specification	Fill Capacity
Dow Urethane Adhesive Betaseal™ Express	—	—
Dow Urethane One Step Glass Primer Betaprime™ 5500 / 5500A / 5500SA	—	—
Motorcraft® Lacquer Touch-Up Paint (match color to exterior grid wire) PMP-19500-XXXXX	ESR-M2P100-C	—
Rear Window Defroster Repair PM-11 (US); CPM-11 (Canada)	—	—
Seam Sealer TA-2	—	—
Sika Urethane Adhesive Sika Tack ASAP	—	—
Sika Urethane Metal and Glass Primer Sika 206 G+P	—	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A	—

General Specifications

Item	Specification
Polypropylene Film Fine Line Tape (commercially available)	—

Torque Specifications

Description	Nm	lb-in
Door carrier bolts	9	80
Door window glass clamp bolts	9	80

Glass, Frames and Mechanisms

The glass, frames and mechanisms consist of the following:

- Body Control Module (BCM)
- Door glass top run
- Door window glass
- Door window regulator
- Door window regulator motor
- Rear quarter glass
- Rear window defrost switch (integral to the HVAC module)
- Rear window glass
- Window control switches
- Windshield glass

The power window system only operates if the ignition is in the RUN position.

The master window control switch:

- disables operation of the rear passenger windows when the lock-out switch is in the UNLOCK position.
- automatically raises/lowers the driver window when activated momentarily to the second detent position.

The power window system can be operated from either the master window control switch or from the window control switches located on each door panel.

Rear Window Defrost

The engine must be running for the rear window defrost system to operate. The rear window defrost system is controlled by the BCM . When the rear window defrost switch (integral to the HVAC module) is pressed, the BCM supplies voltage to the rear window defrost grid. An LED indicator illuminates when the rear window defrost is activated. The rear defrost self actuates when the ambient air temperature is less than 5° C (41° F) and engine coolant temperature is less than 60° C (140° F). The rear window defroster LED indicator does not illuminate when the rear defroster self actuates.

Glass, Frames and Mechanisms

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

LH Front Window Operation

NOTE: The master window control switch and the LH front window motor each contains integral electronics which must be initialized whenever:

- a new window control switch is installed.
- a new window regulator and motor is installed.
- a new window glass is installed.
- a glass top run removal and installation.
- carrying out any operation in which grease or lubricants are applied to the window system.
- battery voltage has been removed from the LH front window control switch for more than 3 minutes (for example, battery or window control switch disconnected).

For additional information, refer to Window Motor Initialization in this section.

The master window control switch contains electronics that control the one-touch up/down operation. The master window control switch receives feedback from the Hall-effect sensors which are integral to the LH front window motor. If the Hall-effect sensors or any associated circuitry fails, the window still operates but the one-touch up/down and obstacle detection is inoperative.

If an obstacle has been detected in the window opening as the window glass is moving upward, the window motor automatically reverses direction and moves the glass toward the bounce-back position.

To override a bounce-back condition (for example, to overcome the resistance of ice on the window or seals), close the window glass twice until it reaches the resistance and allow it to reverse to the bounce-

back position. On the third attempt, activate and hold the master window control switch in the UP position. The window travels up with no bounce-back protection.

Rear Window Defrost

The engine must be running for the rear window defrost system to operate. When the rear window defrost switch (integral to the HVAC module) is pressed, a ground signal is sent to the Body Control Module (BCM). When the BCM receives the defrost request signal, it supplies voltage to the rear window defrost grid. The rear defrost self actuates when the ambient air temperature is less than 5° C (41° F) and engine coolant temperature is less than 60° C (140° F). The rear window defroster LED indicator does not illuminate when the rear defroster self actuates.

The BCM deactivates the rear window defrost grid when one of the following conditions is met:

- The rear window defrost switch is pressed when the feature is active
- The ignition state is changed from ON to OFF/LOCK
- The 14-minute timing function is complete

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical

• Window run weatherstrip
• Window glass
• Rear window defrost grid
	• Central Junction Box (CJB) fuse(s):
	  ▪ 16 (7.5A) (vehicles built after 1/14/2011)
	  ▪ 31 (30A)
	  ▪ 34 (30A)
	• Battery Junction Box (BJB) fuse(s):
	  ▪ 26 (7.5A) (vehicles built up to 1/14/2011)
	  ▪ 33 (30A)
	• Window motor
	• Window control switch
	• Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00 No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
    - verify the ignition key is in the ON position.
    - verify the scan tool operation with a known good vehicle.
    - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
    - If the scan tool responds with no communication from one or more modules, refer to Section 418-00 .
    - If the network test passes, retrieve and record the Continuous Memory Diagnostic Trouble Codes (CMDTCs).

8. Clear the CMDTCs and carry out the self-test diagnostics for the BCM .

9. If the DTCs retrieved are related to the concern, go to the Body Control Module (BCM) DTC Chart. For all other DTCs, refer to Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Chart

NOTE: Refer to Description and Operation, Intelligent Access with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states on vehicles with this feature.

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure type code. The failure type code provides information about specific fault conditions such as opens or shorts to ground. Continuous Memory Diagnostic Trouble Codes (CMDTCs) have an additional 2-character DTC status code suffix to assist in determining DTC history.

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B1013:23	Heater Rear Defog Switch: Signal Stuck Low	GO to Pinpoint Test J .
All Other DTCs	—	REFER to the Master DTC Chart in Section 419-10 .

Symptom Chart

Symptom Chart

NOTE: Refer to Description and Operation, Intelligent Access with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states on vehicles with this feature.

Condition	Possible Sources	Action
• All power windows are inoperative	• Wiring, terminals or connectors • Window control switch	• GO to Pinpoint Test A .

• The RH front, LH rear and RH rear power windows are inoperative	• Wiring, terminals or connectors • Window control switch	• GO to Pinpoint Test B .
• The LH front and RH front power windows are inoperative	• Wiring, terminals or connectors • Window control switch	• GO to Pinpoint Test C .
• The LH rear and RH rear power windows are inoperative	• Wiring, terminals or connectors • Window control switch	• GO to Pinpoint Test D .
• A single power window is inoperative — LH front window	• Fuse(s) • Wiring, terminals or connectors • Window control switch • Window regulator motor	• GO to Pinpoint Test E .
• A single power window is inoperative — RH front window	• Wiring, terminals or connectors • Window control switch • Window regulator motor	• GO to Pinpoint Test F .
• A single power window is inoperative — LH rear window	• Wiring, terminals or connectors • Window control switch • Window regulator motor	• GO to Pinpoint Test G .
• A single power window is inoperative — RH rear window	• Wiring, terminals or connectors • Window control switch • Window regulator motor	• GO to Pinpoint Test H .
• The one-touch up/down feature is inoperative	• LH front window motor not initialized • Wiring,	• GO to Pinpoint Test I .

	terminals or connectors • Window control switch • Window regulator motor	
• The defrost system is inoperative	• Fuse • Wiring, terminals or connectors • Rear window defrost grid • HVAC module • Body Control Module (BCM)	• GO to Pinpoint Test J .
• The defrost system will not shut off automatically	• Wiring, terminals or connectors • BCM	• GO to Pinpoint Test K .
• The defrost system LED does not illuminate when the defrost system is active	• Wiring, terminals or connectors • HVAC module • BCM	• **NOTE:** The rear defrost self actuates when the ambient air temperature is less than 5° C (41° F) and engine coolant temperature is less than 60° C (140° F). The rear window defroster LED indicator does not illuminate when the rear defroster self actuates. GO to Pinpoint Test L .

Pinpoint Tests

Pinpoint Test A: All Power Windows are Inoperative

Refer to Wiring Diagrams Cell 100 , Power Windows for schematic and connector information.

Normal Operation

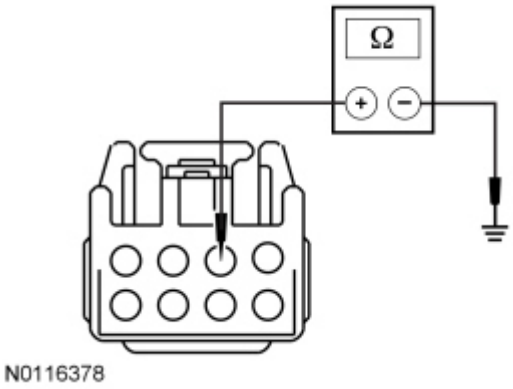
There are two high current voltage circuits to the master window control switch. One of these circuits provides voltage for front window operation, the other provides voltage for rear window operation. The master window control switch supplies ground for all window motor operation.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Window control switch

PINPOINT TEST A: ALL POWER WINDOWS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 CHECK ALL WINDOW OPERATION FROM THE MASTER WINDOW CONTROL SWITCH	**Yes** GO to Symptom Chart to diagnose the inoperative window(s). **No** GO to A2.
NOTE: Make sure the window lock-out switch is in the UNLOCK position. • Ignition ON. • Attempt to operate each window from the master window control switch. • **Do any of the windows operate from the master window control switch?**	
A2 CHECK THE MASTER WINDOW CONTROL SWITCH GROUND CIRCUIT FOR AN OPEN	**Yes** INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.
• Ignition OFF. • Disconnect: Master Window Control Switch C504A. • Measure the resistance between master window control switch C504A-2, circuit GD143 (BK/VT), harness side and ground.  N0116378 • **Is the resistance less than 5 ohms?**	

Pinpoint Test B: The RH Front, LH Rear and RH Rear Power Windows are Inoperative

Refer to Wiring Diagrams Cell 100, Power Windows for schematic and connector information.

Normal Operation

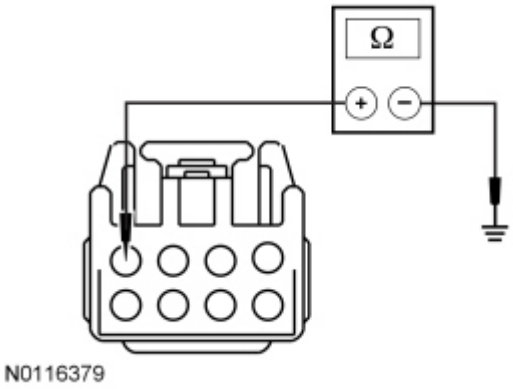
There are two high current voltage circuits to the master window control switch. One of these circuits provides voltage for front window operation, the other provides voltage for rear window operation. The master window control switch supplies ground for all window motor operation through two different circuits. One of the circuits provides ground only to the LH front window, the other provides ground for the RH front, LH rear and RH rear window motor operation.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Window control switch

PINPOINT TEST B: THE RH FRONT, LH REAR AND RH REAR POWER WINDOWS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 CHECK ALL WINDOW OPERATION FROM THE MASTER WINDOW CONTROL SWITCH	**Yes** GO to Symptom Chart to diagnose the inoperative window(s). **No** GO to B2.
NOTE: Make sure the window lock-out switch is in the UNLOCK position. • Ignition ON. • Attempt to operate each window from the master window control switch. • **Does the RH front, LH rear or RH rear window operate from the master window control switch?**	
B2 CHECK THE MASTER WINDOW CONTROL SWITCH GROUND CIRCUIT FOR AN OPEN	**Yes** INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.
• Ignition OFF. • Disconnect: Master Window Control Switch C504C. • Measure the resistance between master window control switch C504C-4, circuit GD143 (BK/VT), harness side and ground.  N0116379 • **Is the resistance less than 5 ohms?**	

Pinpoint Test C: The LH Front and RH Front Power Windows are Inoperative

Refer to Wiring Diagrams Cell 100, Power Windows for schematic and connector information.

Normal Operation

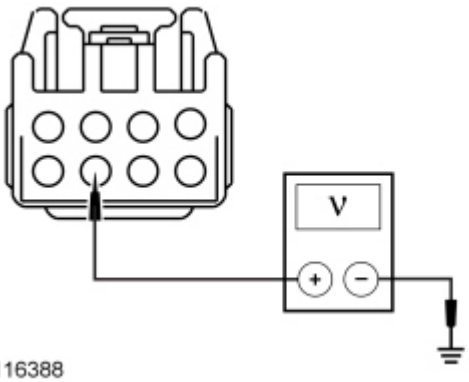
There are two high current voltage circuits to the master window control switch. One of these circuits provides voltage for front window operation, the other provides voltage for rear window operation. The master window control switch supplies ground for all window motor operation through two different circuits. One of the circuits provides ground only to the LH front window, the other provides ground for the RH front, LH rear and RH rear window motor operation.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Window control switch

PINPOINT TEST C: THE LH FRONT AND RH FRONT POWER WINDOWS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
C1 CHECK FOR VOLTAGE TO THE MASTER WINDOW CONTROL SWITCH • Ignition OFF. • Disconnect: Master Window Control Switch C504A. • Ignition ON. • Measure the voltage between master window control switch C504A-7, circuit CBP34 (VT/BN), harness side and ground.  N0116388 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** VERIFY Central Junction Box (CJB) fuse 34 (30A) is OK, If OK, REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test D: The LH Rear and RH Rear Power Windows are Inoperative

Refer to Wiring Diagrams Cell 100 , Power Windows for schematic and connector information.

Normal Operation

There are two high current voltage circuits to the master window control switch. One of these circuits provides voltage for front window operation, the other provides voltage for rear window operation when the master window lock-out switch is in the UNLOCK position. The master window control switch supplies ground for all window motor operation through two different circuits. One of the circuits provides ground only to the LH front window, the other provides ground for the RH front, LH rear and RH rear window motor operation.

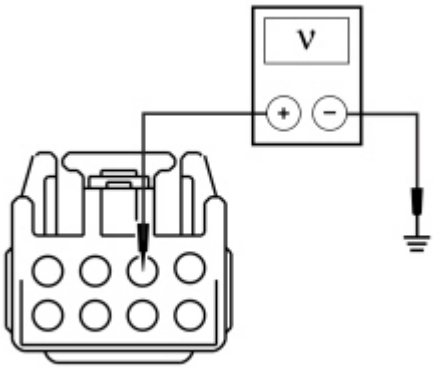
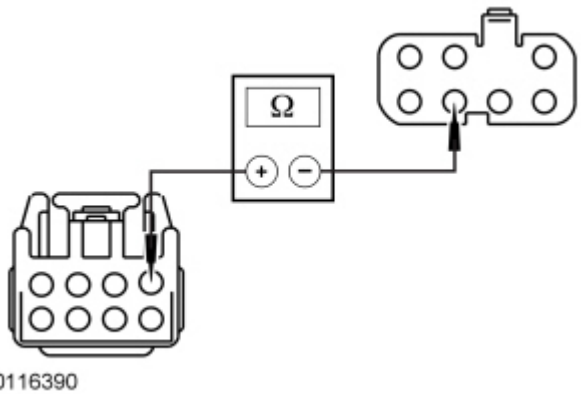
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Window control switch

PINPOINT TEST D: THE LH REAR AND RH REAR POWER WINDOWS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take

D1 CHECK FOR VOLTAGE TO THE MASTER WINDOW CONTROL SWITCH	
• Ignition OFF. • Disconnect: Master Window Control Switch C504C. • Ignition ON. • Measure the voltage between master window control switch C504C-2, circuit CBP31 (BU/OG), harness side and ground.  N0117882 • **Is the voltage greater than 10 volts?**	**Yes** GO to D2 . **No** VERIFY Central Junction Box (CJB) fuse 31 (30A) is OK, If OK, REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.
D2 CHECK FOR AN OPEN CIRCUIT BETWEEN THE MASTER WINDOW CONTROL SWITCH AND THE REAR WINDOW CONTROL SWITCH	
• Ignition OFF. • Disconnect: LH Rear Window Control Switch C701. • Measure the resistance between master window control switch C504C-1, circuit CPW01 (BN/BU), harness side and LH rear window control switch C701-2, circuit CPW01 (BN/BU), harness side.  N0116390 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test E: A Single Power Window is Inoperative — LH Front Window

Refer to Wiring Diagrams Cell 100 , Power Windows for schematic and connector information.

Normal Operation

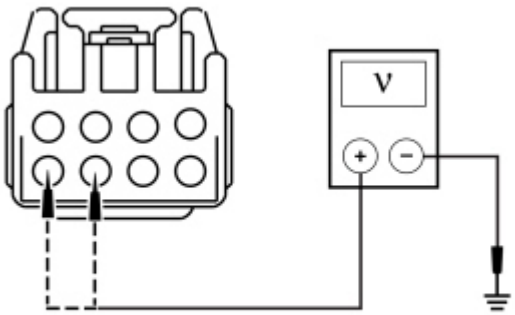
There are two voltage supplies to the master window control switch for LH front window operation. One circuit powers the integral electronics, the other provides high current voltage for the LH front window motor. The master window control switch and LH front window motor are grounded through the same circuit. The master window control switch provides voltage and ground to the LH front window motor. Window direction is controlled by reversing polarity of the voltage and ground circuits being supplied to the window motor.

This pinpoint test is intended to diagnose the following:

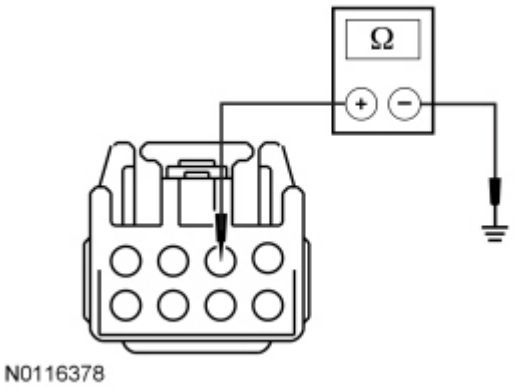
- Fuse(s)
- Wiring, terminals or connectors
- Window control switch
- Window regulator motor

PINPOINT TEST E: A SINGLE POWER WINDOW IS INOPERATIVE — LH FRONT WINDOW

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
E1 CHECK FOR VOLTAGE TO THE MASTER WINDOW CONTROL SWITCH	
• Ignition OFF. • Disconnect: Master Window Control Switch C504A. • Ignition ON. • Measure the voltage between master window control switch C504A-7, circuit CBP34 (VT/BN), harness side and ground; and between master window control switch C504A-8, circuit SBB26 (YE/RD) (vehicles built up to 1/14/2011) or SBP16 (VT/RD) (vehicles built after 1/14/2011), harness side and ground.  N0116392 • **Is the voltage greater than 10 volts for both measurements?**	**Yes** GO to E2 . **No** VERIFY Central Junction Box (CJB) fuse 34 (30A) and Battery Junction Box (BJB) fuse 26 (7.5A) (vehicles built up to 1/14/2011) or fuse 16 (7.5A) (vehicles built after 1/14/2011) are OK. If OK, REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REPAIR the circuit (s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.
E2 CHECK THE MASTER WINDOW CONTROL SWITCH GROUND CIRCUIT FOR AN OPEN	

- Ignition OFF.
- Measure the resistance between master window control switch C504A-2, circuit GD143 (BK/VT), harness side and ground.



N0116378

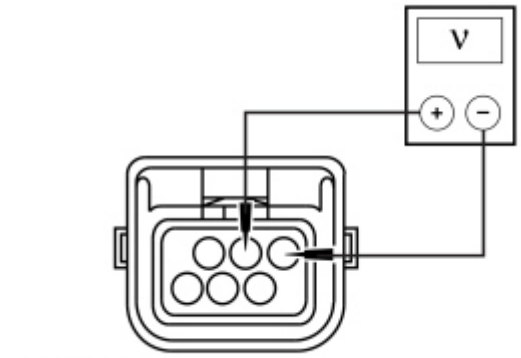
- **Is the resistance less than 5 ohms?**

Yes
GO to E3 .

No
REPAIR the circuit. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

E3 CHECK FOR VOLTAGE AND GROUND TO THE WINDOW MOTOR

- Ignition OFF.
- Connect: Master Window Control Switch C504A.
- Disconnect: LH Front Power Window Motor C524.
- Ignition ON.
- **NOTE:** During the following step, the voltage being measured changes polarity dependent upon which direction the window control switch is activated.
- Measure the voltage between LH front power window motor C524-1, circuit CPW11 (BU/GY), harness side and LH front power window motor C524-2, circuit CPW10 (YE/VT), harness side while operating the master window control switch in the down then up positions.



N0116394

- **Is the voltage greater than 10 volts when the window control switch is operated and 0 volt in the rest position?**

Yes
INSTALL a new LH front window regulator motor. REFER to Window Regulator Motor — Front Door in this section. TEST the system for normal operation.

No
GO to E4 .

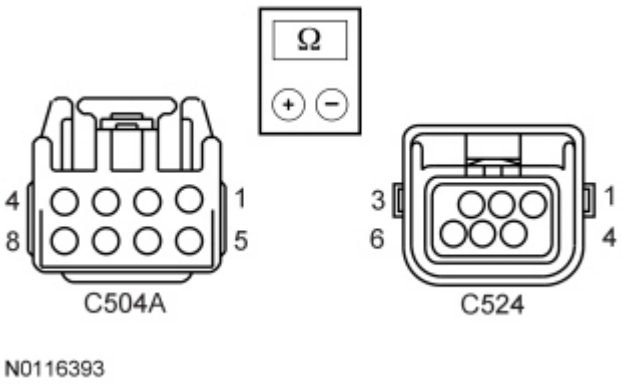
E4 CHECK FOR AN OPEN CIRCUIT BETWEEN THE MASTER WINDOW CONTROL SWITCH AND THE WINDOW MOTOR

- Ignition OFF.
- Disconnect: Master Window Control Switch C504A.
- Measure the resistance between master window control switch C504A, harness side and LH front power window motor C524, harness side using the following chart:

Master Window Control Switch	Circuit	LH Front Power Window Motor

Yes
INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation.

C504A-3	CPW11 (BU/GY)	C524-1
C504A-5	CPW10 (YE/VT)	C524-2



N0116393

- **Are the resistances less than 5 ohms?**

No
REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test F: A Single Power Window is Inoperative — RH Front Window

Refer to Wiring Diagrams Cell 100, Power Windows for schematic and connector information.

Normal Operation

The RH front window control switch receives power from the Central Junction Box (CJB). Ground is provided to the RH front window control switch through the master window control switch. The RH front window control switch transfers power and ground to the RH front window motor. Window direction is controlled by reversing polarity of the voltage and ground circuits being supplied to the window motor.

When operating the RH front window from the master window control switch, power and ground is sent from the master window control switch through the normally closed contacts within the RH front window control switch to operate the RH front window. Window direction is controlled by reversing polarity of the voltage and ground circuits being supplied to the window motor.

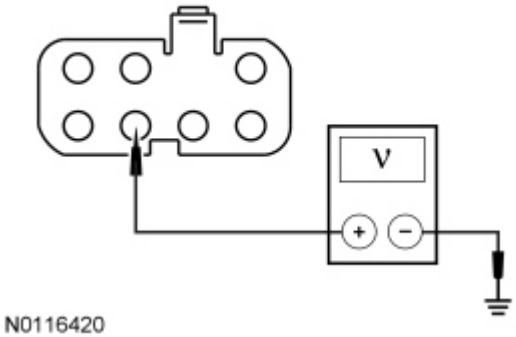
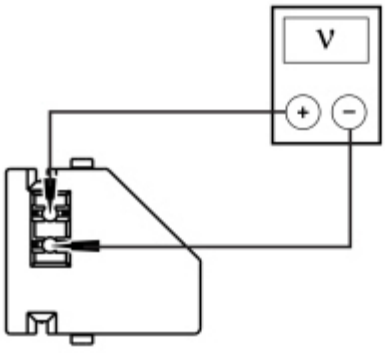
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Window control switch
- Window regulator motor

PINPOINT TEST F: A SINGLE POWER WINDOW IS INOPERATIVE — RH FRONT WINDOW

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
F1 CHECK THE RH FRONT WINDOW OPERATION FROM THE MASTER WINDOW CONTROL SWITCH	
• Ignition ON.	**Yes**

• Operate the RH front window from the master window control switch. • **Does the RH front window operate from the master window control switch?**	GO to F2 . **No** GO to F3 .
F2 CHECK FOR VOLTAGE TO THE RH FRONT WINDOW CONTROL SWITCH	
• Ignition OFF. • Disconnect: RH Front Window Control Switch C604. • Ignition ON. • Measure the voltage between RH front window control switch C604-2, circuit CBP34 (VT/BN), harness side and ground.  N0116420 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new RH front window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
F3 CHECK FOR VOLTAGE AND GROUND TO THE WINDOW MOTOR	
• Ignition OFF. • Disconnect: RH Front Power Window Motor C608. • Ignition ON. • **NOTE:** During the following step, the voltage being measured changes polarity dependent upon which direction the window control switch is activated. • Measure the voltage between RH front power window motor C608-1, circuit CPW19 (VT), harness side and RH front power window motor C608-2, circuit CPW20 (WH/OG), harness side while operating the master window control switch in the down then up positions.  N0116421 • **Is the voltage greater than 10 volts when the window control switch is operated and 0 volt in the rest position?**	**Yes** INSTALL a new RH front window regulator motor. REFER to Window Regulator Motor — Front Door in this section. TEST the system for normal operation. **No** GO to F4 .
F4 CHECK THE RH FRONT WINDOW CONTROL SWITCH	
• Ignition OFF. • Disconnect: RH Front Window Control Switch C604. • Carry out the window control switch component test on the RH front	**Yes** GO to F5 .

window control switch.

Refer to Wiring Diagrams Cell 149 for component testing.

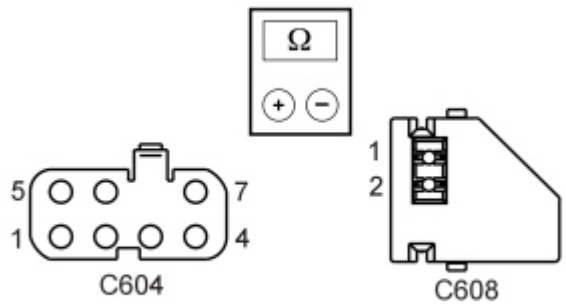
- **Did the RH front window control switch pass the component test?**

No
INSTALL a new RH front window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation.

F5 CHECK FOR AN OPEN CIRCUIT BETWEEN THE RH WINDOW CONTROL SWITCH AND THE WINDOW MOTOR

- Measure the resistance between RH front window control switch C604, harness side and RH front power window motor C608, harness side, using the following chart:

RH Front Window Control Switch	Circuit	RH Front Power Window Motor
C604-1	CPW20 (WH/OG)	C608-2
C604-7	CPW19 (VT)	C608-1



N0116422

- **Are the resistances less than 5 ohms?**

Yes
GO to F6.

No
REPAIR the circuit(s). TEST the system for normal operation.

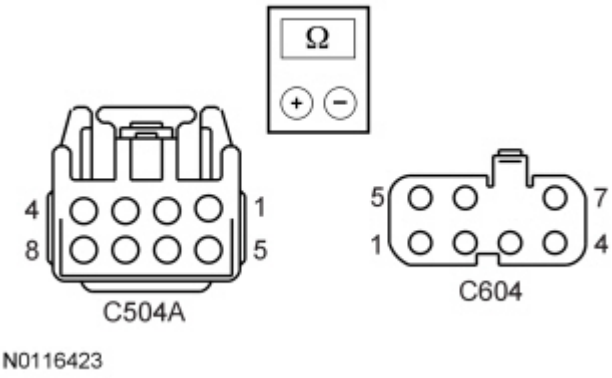
F6 CHECK FOR AN OPEN CIRCUIT BETWEEN THE RH WINDOW CONTROL SWITCH AND THE MASTER WINDOW CONTROL SWITCH

- Disconnect: Master Window Control Switch C504A.
- Measure the resistance between master window control switch C504A, harness side and RH front window control switch C604, harness side using the following chart:

Master Window Control Switch	Circuit	RH Front Window Control Switch
C504A-1	CPW12 (GN/OG)	C604-3
C504A-4	CPW13 (BN/YE)	C604-6

Yes
INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation.

No
REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

 • **Are the resistances less than 5 ohms?**	

Pinpoint Test G: A Single Power Window is Inoperative — LH Rear Window

Refer to Wiring Diagrams Cell 100 , Power Windows for schematic and connector information.

Normal Operation

The LH rear window control switch receives power from the master window control switch when the lock-out switch is in the UNLOCK position. Ground is provided to the LH rear window control switch through the master window control switch. The LH rear window control switch transfers power and ground to the LH rear window motor. Window direction is controlled by reversing polarity of the voltage and ground circuits being supplied to the window motor.

When operating the LH rear window from the master window control switch, power and ground is sent from the master window control switch through the normally closed contacts within the LH rear window control switch to operate the LH rear window. Window direction is controlled by reversing polarity of the voltage and ground circuits being supplied to the window motor.

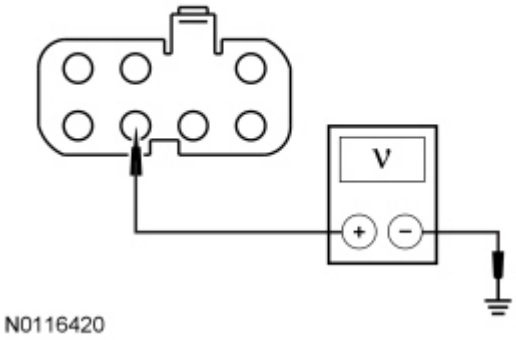
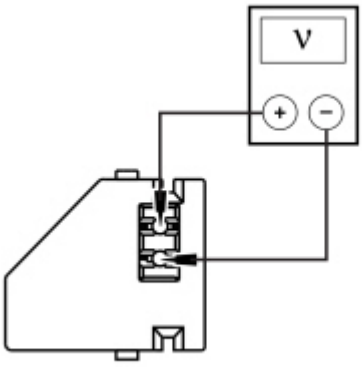
This pinpoint test is intended to diagnose the following:

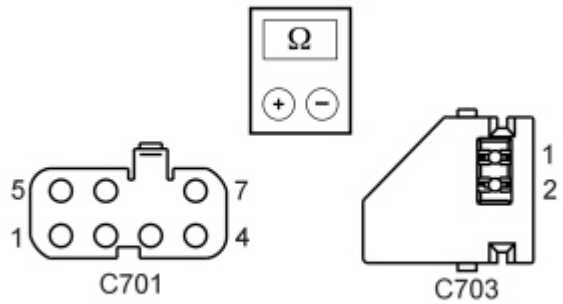
- Wiring, terminals or connectors
- Window control switch
- Window regulator motor

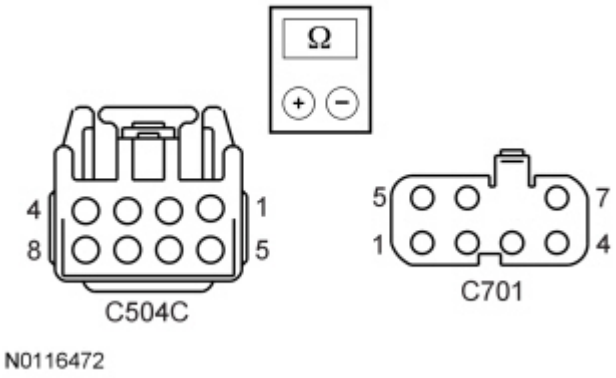
PINPOINT TEST G: A SINGLE POWER WINDOW IS INOPERATIVE — LH REAR WINDOW

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
G1 CHECK THE LH REAR WINDOW OPERATION FROM THE MASTER WINDOW CONTROL SWITCH	
• Ignition ON. • Operate the LH rear window from the master window control switch. • **Does the LH rear window operate from the master window control switch?**	**Yes** GO to G2 . **No** GO to G3 .
G2 CHECK FOR VOLTAGE TO THE LH REAR WINDOW CONTROL SWITCH	

• Ignition OFF. • Disconnect: LH Rear Window Control Switch C701. • Ignition ON. • **NOTE:** Make sure the window lock-out switch is in the UNLOCK position. • Measure the voltage between LH rear window control switch C701-2, circuit CPW01 (BN/BU), harness side and ground.  N0116420 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new LH rear window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
G3 CHECK FOR VOLTAGE AND GROUND TO THE WINDOW MOTOR	
• Ignition OFF. • Disconnect: LH Rear Power Window Motor C703. • Ignition ON. • **NOTE:** During the following step, the voltage being measured changes polarity dependent upon which direction the window control switch is activated. • Measure the voltage between LH rear power window motor C703-1, circuit CPW22 (GN/VT), harness side and LH rear power window motor C703-2, circuit CPW21 (BN), harness side while operating the master window control switch in the down then up positions.  N0116431 • **Is the voltage greater than 10 volts when the window control switch is operated and 0 volt in the rest position?**	**Yes** INSTALL a new LH rear window regulator motor. REFER to Window Regulator Motor — Rear Door in this section. TEST the system for normal operation. **No** GO to G4 .
G4 CHECK THE LH REAR WINDOW CONTROL SWITCH	
• Ignition OFF. • Disconnect: LH Rear Window Control Switch C701. • Carry out the window control switch component test on the LH rear window control switch. Refer to Wiring Diagrams Cell 149 for component testing. • **Did the LH rear window control switch pass the component**	**Yes** GO to G5 . **No** INSTALL a new LH rear window control switch. REFER to Window Control Switch in this section.

test?	TEST the system for normal operation.
G5 CHECK FOR AN OPEN CIRCUIT BETWEEN THE REAR WINDOW CONTROL SWITCH AND THE WINDOW MOTOR • Measure the resistance between LH rear window control switch C701, harness side and LH rear power window motor C703, harness side, using the following chart: **LH Rear Window Control Switch** / **Circuit** / **LH Rear Power Window Motor** C701-1 / CPW22 (GN/VT) / C703-1 C701-7 / CPW21 (BN) / C703-2  N0116471 • **Are the resistances less than 5 ohms?**	**Yes** GO to G6 . **No** REPAIR the circuit(s). TEST the system for normal operation.
G6 CHECK FOR AN OPEN CIRCUIT BETWEEN THE LH REAR WINDOW CONTROL SWITCH AND THE MASTER WINDOW CONTROL SWITCH • Disconnect: Master Window Control Switch C504C. • Measure the resistance between master window control switch C504C, harness side and LH rear window control switch C701, harness side using the following chart: **Master Window Control Switch** / **Circuit** / **LH Rear Window Control Switch** C504C-8 / CPW15 (YE) / C701-3 C504C-7 / CPW16 (BU/OG) / C701-6	**Yes** INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

 • **Are the resistances less than 5 ohms?**	

Pinpoint Test H: A Single Power Window is Inoperative — RH Rear Window

Refer to Wiring Diagrams Cell 100 , Power Windows for schematic and connector information.

Normal Operation

The RH rear window control switch receives power from the master window control switch when the lock-out switch is in the UNLOCK position. Ground is provided to the RH rear window control switch through the master window control switch. The RH rear window control switch transfers power and ground to the RH rear window motor. Window direction is controlled by reversing polarity of the voltage and ground circuits being supplied to the window motor.

When operating the RH rear window from the master window control switch, power and ground is sent from the master window control switch through the normally closed contacts within the RH rear window control switch to operate the RH rear window. Window direction is controlled by reversing polarity of the voltage and ground circuits being supplied to the window motor.

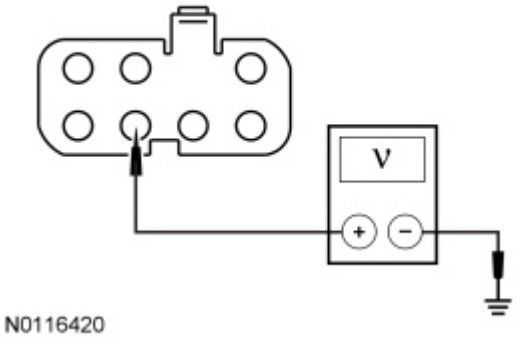
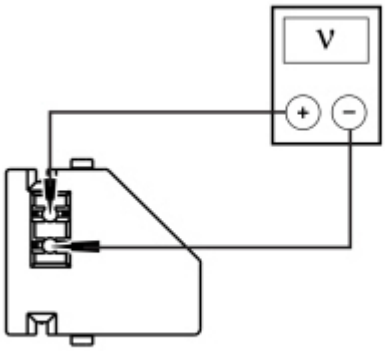
This pinpoint test is intended to diagnose the following:

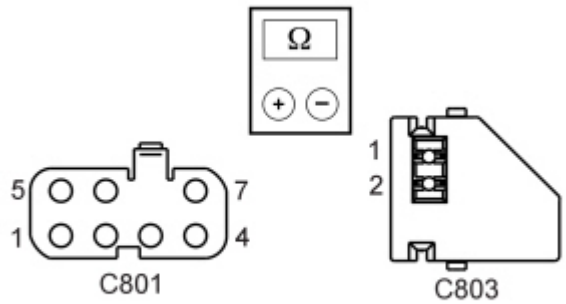
- Wiring, terminals or connectors
- Window control switch
- Window regulator motor

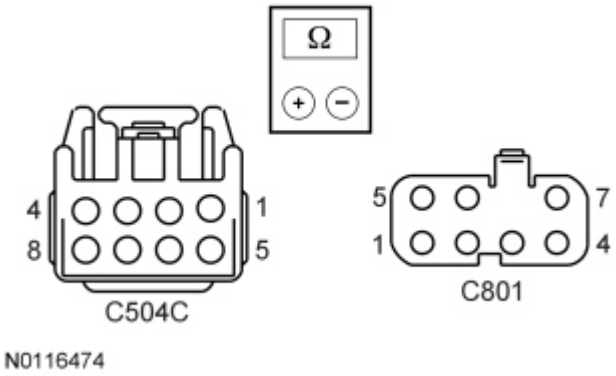
PINPOINT TEST H: A SINGLE POWER WINDOW IS INOPERATIVE — RH REAR WINDOW

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
H1 CHECK THE RH REAR WINDOW OPERATION FROM THE MASTER WINDOW CONTROL SWITCH	
• Ignition ON. • Operate the RH rear window from the master window control switch. • **Does the RH rear window operate from the master window control switch?**	**Yes** GO to H2 . **No** GO to H3 .
H2 CHECK FOR VOLTAGE TO THE RH REAR WINDOW CONTROL SWITCH	

• Ignition OFF. • Disconnect: RH Rear Window Control Switch C801. • Ignition ON. • **NOTE:** Make sure the window lock-out switch is in the UNLOCK position. • Measure the voltage between RH rear window control switch C801-2, circuit CPW01 (BN/BU), harness side and ground.  N0116420 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new RH rear window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
H3 CHECK FOR VOLTAGE AND GROUND TO THE WINDOW MOTOR	
• Ignition OFF. • Disconnect: RH Rear Power Window Motor C803. • Ignition ON. • **NOTE:** During the following step, the voltage being measured changes polarity dependent upon which direction the window control switch is activated. • Measure the voltage between RH rear power window motor C803-1, circuit CPW24 (WH/VT), harness side and RH rear power window motor C803-2, circuit CPW23 (GY), harness side while operating the master window control switch in the down then up positions.  N0116421 • **Is the voltage greater than 10 volts when the window control switch is operated and 0 volt in the rest position?**	**Yes** INSTALL a new RH rear window regulator motor. REFER to Window Regulator Motor — Rear Door in this section. TEST the system for normal operation. **No** GO to H4 .
H4 CHECK THE RH REAR WINDOW CONTROL SWITCH	
• Ignition OFF. • Disconnect: RH Rear Window Control Switch C801. • Carry out the window control switch component test on the RH rear window control switch. Refer to Wiring Diagrams Cell 149 for component testing. • **Did the RH rear window control switch pass the component**	**Yes** GO to H5 . **No** INSTALL a new RH rear window control switch. REFER to Window Control Switch in this section.

test?	TEST the system for normal operation.
H5 CHECK FOR AN OPEN CIRCUIT BETWEEN THE REAR WINDOW CONTROL SWITCH AND THE WINDOW MOTOR • Measure the resistance between RH rear window control switch C801, harness side and RH rear power window motor C803, harness side, using the following chart: **RH Rear Window Control Switch** / **Circuit** / **RH Rear Power Window Motor** C801-1 / CPW24 (WH/VT) / C803-1 C801-7 / CPW23 (GY) / C803-2  N0116473 • **Are the resistances less than 5 ohms?**	**Yes** GO to H6 . **No** REPAIR the circuit(s). TEST the system for normal operation.
H6 CHECK FOR AN OPEN CIRCUIT BETWEEN THE RH REAR WINDOW CONTROL SWITCH AND THE MASTER WINDOW CONTROL SWITCH • Disconnect: Master Window Control Switch C504C. • Measure the resistance between master window control switch C504C, harness side and RH rear window control switch C801, harness side using the following chart: **Master Window Control Switch** / **Circuit** / **RH Rear Window Control Switch** C504C-5 / CPW17 (BN/GN) / C801-3 C504C-6 / CPW18 (GY/VT) / C801-6	**Yes** INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

 • **Are the resistances less than 5 ohms?**	

Pinpoint Test I: The One-Touch Up/Down Feature is Inoperative

Refer to Wiring Diagrams Cell 100 , Power Windows for schematic and connector information.

NOTE: The master window control switch and the LH front window motor each contain integral electronics which must be initialized whenever:

- a new window control switch is installed.
- a new window regulator and motor is installed.
- a new window glass is installed.
- a glass top run removal and installation.
- carrying out any operation in which grease or lubricants are applied to the window system.
- battery voltage has been removed from the LH front window control switch for more than 3 minutes (for example, battery or window control switch disconnected).

For additional information, refer to Window Motor Initialization in this section.

Normal Operation

The master window control switch contains the electronics which controls the one-touch up/down operation of the LH front window. The master window control switch determines window position based upon feedback from two Hall-effect sensors (integral to the LH front window motor). Voltage and ground is supplied to the Hall-effect sensors from the master window control switch. If any fault occurs in the Hall-effect sensor circuits, the LH front window still operates (only the one-touch operation and obstacle detection is inoperative).

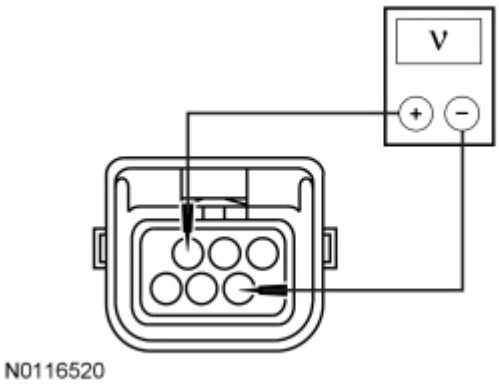
This pinpoint test is intended to diagnose the following:

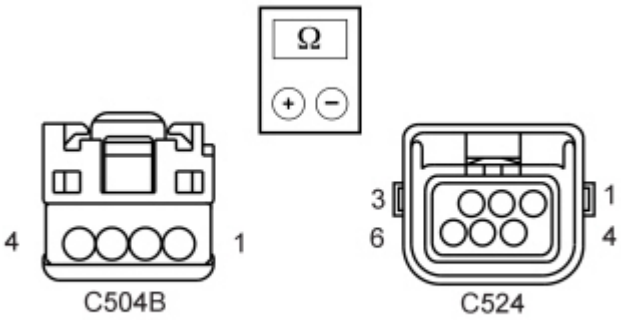
- LH front window motor not initialized
- Wiring, terminals or connectors
- Window control switch
- Window regulator motor

PINPOINT TEST I: ONE-TOUCH UP/DOWN FEATURE IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

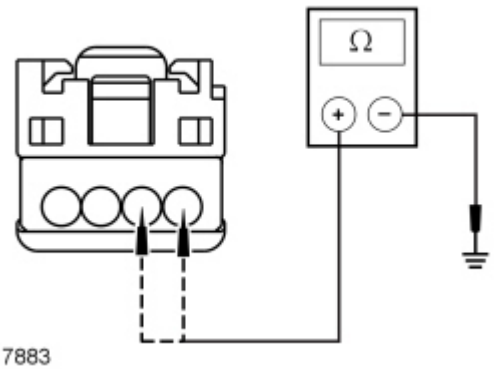
Test Step	Result / Action to Take

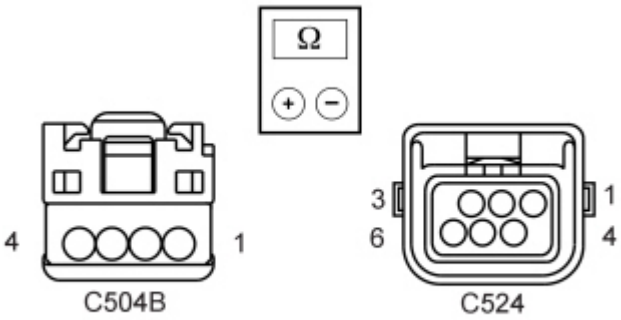
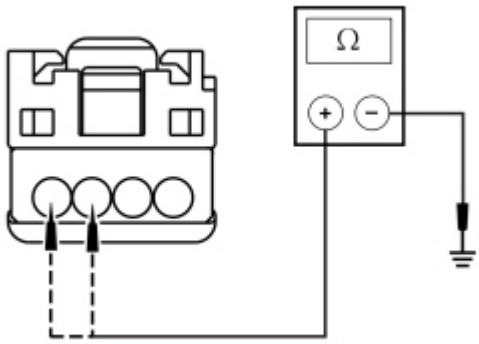
I1 INITIALIZE THE LH FRONT WINDOW • Ignition ON. • Carry out the window motor initialization procedure. Refer to Window Motor Initialization in this section. • **Is the one-touch up/down feature operating correctly?**	**Yes** The system is operating normally at this time. The front window motor lost initialization. **No** GO to I2.
I2 CHECK THE HALL-EFFECT VOLTAGE SUPPLY AND GROUND CIRCUIT OUTPUTS FROM THE MASTER WINDOW CONTROL SWITCH • Ignition OFF. • Disconnect: LH Front Power Window Motor C524. • Ignition ON. • Measure the voltage between LH front power window motor C524-3, circuit RCA17 (WH/BN), harness side and LH front power window motor C524-4, circuit RPW37 (VT/GN), harness side.  N0116520 • **Is the voltage greater than 10 volts?**	**Yes** GO to I5. **No** GO to I3.
I3 CHECK THE HALL-EFFECT VOLTAGE SUPPLY AND GROUND CIRCUITS FOR AN OPEN • Ignition OFF. • Disconnect: Master Window Control Switch C504B. • Measure the resistance between master window control switch C504B, harness side and LH front power window motor C524, harness side using the following chart: **Master Window Control Switch** / **Circuit** / **LH Front Power Window Motor** C504B-1 / RCA17 (WH/BN) / C524-3 C504B-2 / RPW37 (VT/GN) / C524-4	**Yes** GO to I4. **No** REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.



N0116524

- **Are the resistances less than 5 ohms?**

I4 CHECK THE HALL-EFFECT VOLTAGE SUPPLY AND GROUND CIRCUITS FOR A SHORT TO GROUND	
• Measure the resistance between master window control switch C504B-1, circuit RCA17 (WH/BN), harness side and ground; and between master window control switch C504B-2, circuit RPW37 (VT/GN), harness side and ground.  N0117883 • **Is the resistance greater than 10,000 ohms for both measurements?**	**Yes** INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.
I5 CHECK THE HALL-EFFECT SIGNAL CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: Master Window Control Switch C504B. • Measure the resistance between master window control switch C504B, harness side and LH front power window motor C524, harness side using the following chart: **Master Window Control Switch** / **Circuit** / **LH Front Power Window Motor** C504B-3 / VPW38 (YE/BU) / C524-6 C504B-4 / VPW39 (BU/WH) / C524-5	**Yes** GO to I6 . **No** REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

 N0116524 • **Are the resistances less than 5 ohms?**	
I6 CHECK THE HALL-EFFECT SIGNAL CIRCUITS FOR A SHORT TO GROUND • Measure the resistance between master window control switch C504B-3, circuit VPW38 (YE/BU), harness side and ground; and between master window control switch C504B-4, circuit VPW39 (BU/WH), harness side and ground.  N0117884 • **Is the resistance greater than 10,000 ohms for both measurements?**	**Yes** INSTALL a new LH front window regulator motor. REFER to Window Regulator Motor — Front Door in this section. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation. If the concern is still present, INSTALL a new master window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit(s). CARRY OUT the window motor initialization procedure. REFER to Window Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test J: The Defrost System is Inoperative

Refer to Wiring Diagrams Cell 56 , Heated Window for schematic and connector information.

Normal Operation

The engine must be running for the rear window defrost system to operate. When the rear window defrost switch (integral to the HVAC module) is pressed, a ground signal is sent to the Body Control Module (BCM). When the BCM receives the defrost request signal, it supplies voltage to the rear window defrost grid. When the rear window defrost is active, the BCM supplies voltage through a dedicated feedback circuit to the HVAC module to illuminate the LED indicator.

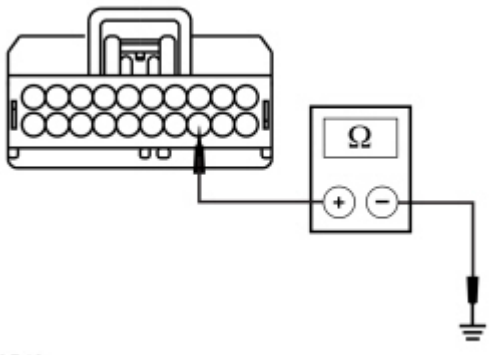
- DTC B1013:23 (Heater Rear Defog Switch: Signal Stuck Low) — sets if the rear window defrost switch is active during self-test, or if the rear window defrost switch has been active for more than 2 minutes.

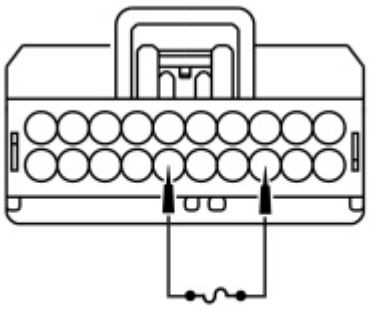
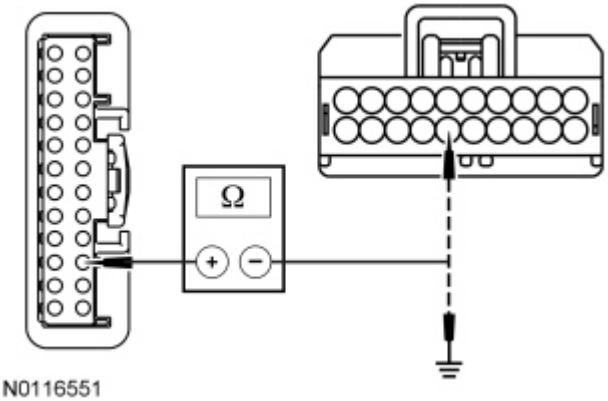
This pinpoint test is intended to diagnose the following:

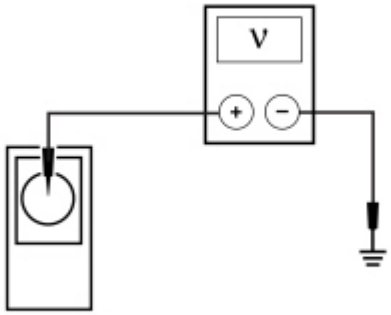
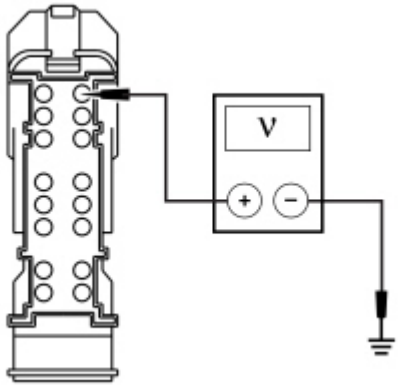
- Fuse
- Wiring, terminals or connectors
- Rear window defrost grid
- HVAC module
- BCM

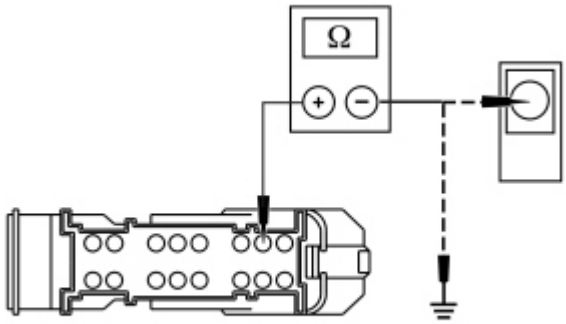
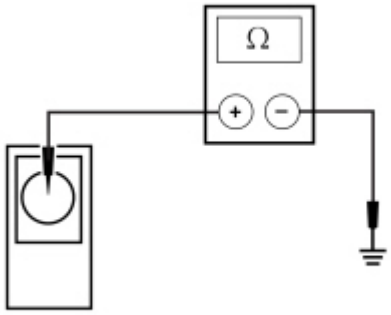
PINPOINT TEST J: THE DEFROST SYSTEM IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
J1 CHECK THE BCM REAR DEFROST SWITCH (R_DEFRST_SW) PID OPERATION	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — BCM. • While monitoring the BCM R_DEFRST_SW PID, press and release the rear window defrost switch. • **Does the PID agree with the rear window defrost switch status?**	**Yes** GO to J5. **No** If DTC B1013:23 is present, GO to J3. If DTC B1013:23 is not present, GO to J2.
J2 CHECK THE HVAC MODULE (REAR WINDOW DEFROST SWITCH) GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Measure the resistance between HVAC module C228A-13, circuit GD115 (BK/GY), harness side and ground.  N0116548 • **Is the resistance less than 5 ohms?**	**Yes** GO to J3. **No** REPAIR the circuit. TEST the system for normal operation.

J3 CHECK THE BCM REAR DEFROST SWITCH (R_DEFRST_SW) PID OPERATION	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Connect a fused jumper wire between HVAC module C228A-13, circuit GD115 (BK/GY), harness side and HVAC module C228A-16, circuit CRD09 (BU/GY), harness side.  N0116549 • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • Observe the BCM R_DEFRST_SW PID status. • Remove the fused jumper wire. • Observe the BCM R_DEFRST_SW PID status. • **Did the PID state change when the fused jumper wire was removed?**	**Yes** INSTALL a new HVAC module. REFER to Section 412-00 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to J4 .
J4 CHECK THE REAR WINDOW DEFROST SWITCH CIRCUIT FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280E. • Measure the resistance between BCM C2280E-10, circuit CRD09 (BU/GY), harness side and HVAC module C228A-16, circuit CRD09 (BU/GY), harness side; and between BCM C2280E-10, circuit CRD09 (BU/GY), harness side and ground.  N0116551 • **Is the resistance less than 5 ohms between the BCM and the HVAC module; and greater than 10,000 ohms between the BCM and ground?**	**Yes** GO to J9 . **No** REPAIR the circuit. CLEAR all DTCs. TEST the system for normal operation.
J5 CHECK FOR VOLTAGE TO THE REAR WINDOW DEFROST GRID	
• Ignition OFF. • Disconnect: Rear Window Defrost Grid C402A.	**Yes** If the rear window

• Start the engine. • Activate the rear window defrost switch. • Measure the voltage between rear window defrost grid C402A-1, circuit CRD06 (BN/YE), harness side and ground.  N0116562 • **Is the voltage greater than 10 volts?**	defrost switch LED is illuminated, GO to J8 . If the rear window defrost switch LED is not illuminated, GO to Pinpoint Test L to diagnose the LED circuit. **No** GO to J6 .
J6 CHECK THE BCM VOLTAGE FEED FOR AN OPEN	
• Ignition OFF. • Measure the voltage between BCM C2280A-1, circuit SBB33 (RD), harness side and ground.  N0116565 • **Is the voltage greater than 10 volts?**	**Yes** GO to J7 . **No** VERIFY BJB fuse 33 (30A) is OK, If OK, REPAIR the circuit. CLEAR all DTCs. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REPAIR the circuit. CLEAR all DTCs. TEST the system for normal operation.
J7 CHECK THE REAR WINDOW DEFROST GRID VOLTAGE CIRCUIT FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280C. • Measure the resistance between BCM C2280C-10, circuit CRD06 (BN/YE), harness side and rear window defrost grid C402A-1, circuit CRD06 (BN/YE), harness side; and between BCM C2280C-10, circuit CRD06 (BN/YE), harness side and ground.	**Yes** GO to J9 . **No** REPAIR the circuit. CLEAR all DTCs. TEST the system for normal operation.

 N0116567 • **Is the resistance less than 5 ohms between the BCM and the rear window defrost grid; and greater than 10,000 ohms between the BCM and ground?**	
J8 CHECK THE REAR WINDOW DEFROST GRID GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Rear Window Defrost C402B. • Measure the resistance between rear window defrost grid C402B-1, circuit GD143 (BK/VT), harness side and ground.  N0116569 • **Is the resistance less than 5 ohms?**	**Yes** CARRY OUT the Grid Wire component test in this section. REPAIR the rear window defrost grid or INSTALL a new rear window glass as necessary. REFER to Window Grid Wire Repair or Window Glass — Rear in this section. TEST the system for normal operation. **No** REPAIR the circuit. CLEAR all DTCs. TEST the system for normal operation.
J9 CHECK FOR CORRECT BCM MODULE OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all DTCs. TEST the system for normal operation.

Pinpoint Test K: The Defrost System Will Not Shut Off Automatically

Refer to Wiring Diagrams Cell 56, Heated Window for schematic and connector information.

Normal Operation

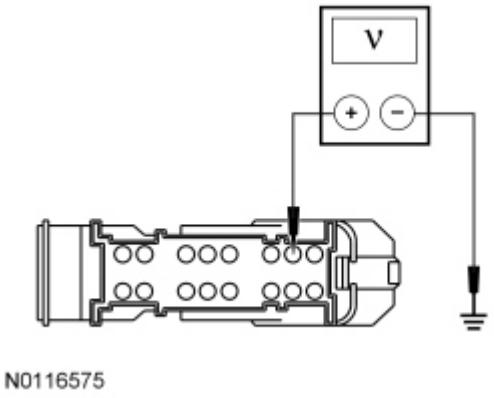
The engine must be running for the rear window defrost system to operate. When the rear window defrost switch (integral to the HVAC module) is pressed, a ground signal is sent to the Body Control Module (BCM). When the BCM receives the defrost request signal, it supplies voltage to the rear window defrost grid. When the rear window defrost is active, the BCM supplies voltage through a dedicated feedback circuit to the HVAC module to illuminate the LED indicator.

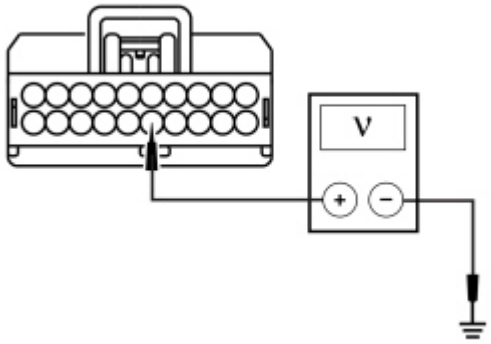
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- BCM

PINPOINT TEST K: THE DEFROST SYSTEM WILL NOT SHUT OFF AUTOMATICALLY

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
K1 CHECK FOR VOLTAGE TO THE REAR WINDOW DEFROST GRID WITH BCM DISCONNECTED	
• Ignition OFF. • Disconnect: BCM C2280C. • Ignition ON. • Measure the voltage between BCM C2280C-10, circuit CRD06 (BN/YE), harness side and ground.  N0116575 • **Is any voltage present?**	**Yes** REPAIR the short to voltage in circuit CRD06 (BN/YE). TEST the system for normal operation. **No** GO to K2.
K2 CHECK FOR A SHORT TO VOLTAGE ON THE SWITCH ILLUMINATION CIRCUIT	
• Ignition OFF. • Disconnect: BCM C2280F. • Disconnect: HVAC Module C228A. • Ignition ON. • Measure the voltage between HVAC module C228A-15, circuit CRD04 (BN/GN), harness side and ground.	**Yes** REPAIR the short to voltage in circuit CRD04 (BN/GN). TEST the system for normal operation. **No** GO to K3.

 N0117890 • **Is any voltage present?**	
K3 CHECK FOR CORRECT BCM MODULE OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM.
	REFER to Section 419-10.
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all DTCs. TEST the system for normal operation.

Pinpoint Test L: The Defrost System LED Does Not Illuminate When the Defrost System is Active

Refer to Wiring Diagrams Cell 100, Power Windows for schematic and connector information.

Normal Operation

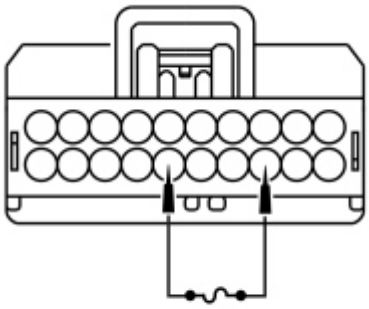
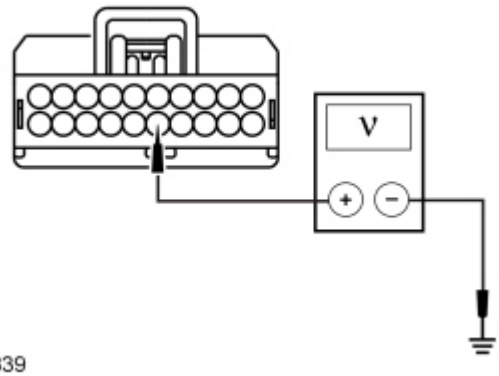
The engine must be running for the rear window defrost system to operate. When the rear window defrost switch (integral to the HVAC module) is pressed, a ground signal is sent to the Body Control Module (BCM). When the BCM receives the defrost request signal, it supplies voltage to the rear window defrost grid. When the rear window defrost is active, the BCM supplies voltage through a dedicated feedback circuit to the HVAC module to illuminate the LED indicator. The rear defrost self actuates when the ambient air temperature is less than 5° C (41° F) and engine coolant temperature is less than 60° C (140° F). The rear window defroster LED indicator does not illuminate when the rear defroster self actuates.

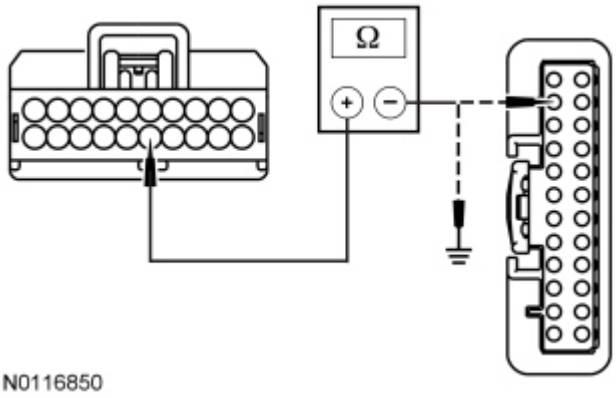
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- HVAC module
- BCM

PINPOINT TEST L: THE DEFROST SYSTEM LED DOES NOT ILLUMINATE WHEN THE DEFROST SYSTEM IS ACTIVE

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
L1 CHECK FOR VOLTAGE SIGNAL TO THE REAR WINDOW DEFROST SWITCH LED • Ignition OFF. • Disconnect: HVAC Module C228A. • Start the engine. • Momentarily connect a fused jumper wire between HVAC module C228A-13, circuit GD115 (BK/GY), harness side and HVAC module C228A-16, circuit CRD09 (BU/GY), harness side.  N0116549 • Remove the fused jumper wire. • Measure the voltage between HVAC module C228A-15, circuit CRD04 (BN/GN), harness side and ground.  N0116839 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new HVAC module. REFER to Section 412-00 . TEST the system for normal operation. **No** GO to L2 .
L2 CHECK THE REAR WINDOW DEFROST SWITCH LED CIRCUIT FOR AN OPEN OR SHORT TO GROUND • Ignition OFF. • Disconnect: BCM C2280F. • Measure the resistance between HVAC module C228A-15, circuit CRD04 (BN/GN), harness side and BCM C2280F-11, circuit CRD04 (BN/GN), harness side; and between HVAC module C228A-15, circuit CRD04 (BN/GN), harness side and ground.	**Yes** GO to L3 . **No** REPAIR the circuit. TEST the system for normal operation.

 N0116850 • **Is the resistance less than 5 ohms between the HVAC module and the BCM ; and greater than 10,000 ohms between the HVAC module and ground?**	

L3 CHECK FOR CORRECT BCM MODULE OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion.
  ▪ pushed-out pins.
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 .
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all DTCs. TEST the system for normal operation.

Component Test

Grid Wire Test

1. Using a bright lamp inside the vehicle, inspect the wire grid from the outside. A broken grid wire appears as a brown spot.

2. Run the engine at idle. Set the rear window defrost switch to ON. The indicator light should illuminate.

3. Working inside the vehicle with a voltmeter, contact the broad, red-brown stripes of the back glass window grid (positive lead to B+ side and negative lead to ground side). The meter should read 10-13 volts. A lower voltage reading may indicate a loose grid connection.

4. Contact a good ground point with the negative lead of the meter. The voltage reading should not change. If the voltage increases, this indicates a loose ground connection. A voltage reading of less than 10 volts indicates a loose B+ side connection.

5. With the negative lead of the meter grounded, touch each grid line of the rear window defrost glass at its midpoint with the positive lead. A reading of approximately 6 volts indicates the line is good. A reading of 0 volt indicates the line is broken between the midpoint and the B+ side of the grid line. A reading of 12 volts indicates the circuit is broken between the midpoint of the grid line and ground.

6. Pinpointing the exact position of the break can be accomplished (if the voltmeter reads 0 volt when the midpoint of the grid line is touched with the positive lead of the voltmeter) by moving the positive lead of the voltmeter toward the B+ side of the grid line and touching the grid line until the voltmeter reads 12 volts. If the voltmeter reads 12 volts when the midpoint of the grid line is touched with the positive lead of the voltmeter, simply move the positive lead of the voltmeter toward the ground connection of the grid line and touch the grid line until the voltmeter reads 0 volt.

Window Motor Initialization

NOTE: Initialization is required to learn both the full UP and full DOWN positions and the profile of the glass as it travels through the glass channel. Once initialized, obstacle detection is enabled. This procedure is only required for the LH front window motor.

NOTE: The master window control switch and the LH front window motor each contain integral electronics which must be initialized whenever:

- a new window control switch is installed.
- a new window regulator and motor is installed.
- a new window glass is installed.
- a glass top run removal and installation.
- carrying out any operation in which grease or lubricants are applied to the window system.
- battery voltage has been removed from the LH front window control switch for more than 3 minutes (for example, battery or window control switch disconnected).

NOTE: Before carrying out the initialization procedure, make sure all window components (window glass, window regulator, window motor, seals and glass top run) are installed and tightened to specifications.

1. Turn the ignition ON.

2. Activate and hold the window control switch in the UP position at the second detent until the window glass stalls for 2 seconds into the glass top run and release the switch. While the window is up, repeat this step 2 more times.

3. Activate and hold the window control switch in the DOWN position at the second detent until the window glass stalls for 2 seconds at the bottom of its travel and release the switch.

4. Test for correct window operation by carrying out the one-touch up/down feature.

Window Glass Adjustment

1. If needed, remove the door trim panel. For additional information, refer to Section 501-05 .
2. If needed, remove the 2 access hole plugs.
3. If needed, connect the window control switch, or install the window regulator handle.
4. If needed, position the window glass in order to access the window glass clamp bolts.
5. If needed, loosen the 2 window glass clamp bolts.
6. **NOTE:** Make sure the window glass is correctly installed in door glass top run.

   Manually lift the window glass by hand, to the top of the door.
7. **NOTE:** Make sure to lower the window glass evenly.

   NOTE: Make sure the window glass is seated in the bottom of the window glass clamps.

   Shift the glass rearward until it stops against the rear of the door glass top run while manually lowering the glass back down into the window glass clamps.
8. Tighten the 2 window glass clamp bolts to 9 Nm (80 lb-in).
9. Using the window control switch, fully raise the window glass and check that the window glass seats correctly in the upper door glass top run.
10. If the window glass does not seat correctly, repeat steps 4 - 8.
11. If this procedure was performed on the LH front window glass, the LH window motor must be initialized. For additional information, refer to Window Motor Initialization in this section.

Window Grid Wire Repair

General Equipment

Polypropylene Film Fine Line Tape (Commercially available)

Material

Item	Specification
Motorcraft® Lacquer Touch-Up Paint (match color to exterior grid wire) PMP-19500-XXXXX	ESR-M2P100-C
Rear Window Defroster Repair PM-11 (US); CPM-11 (Canada)	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A

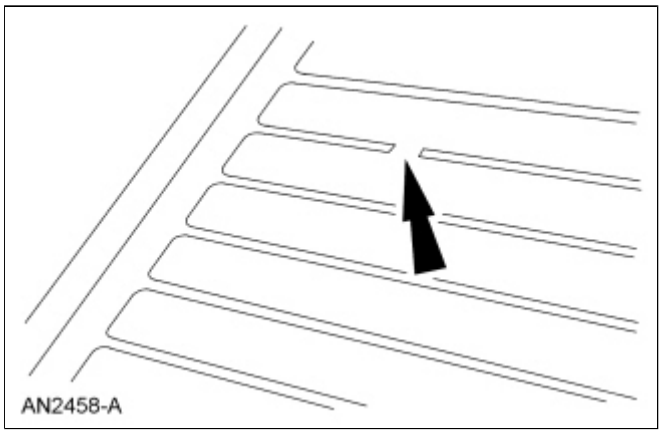
NOTE: The grid line material is not embedded into the glass, but is baked to the glass surface and consequently can be scraped off. An undamaged grid line will have small ridges that project above the surface of the glass and can easily be felt when running a fingernail across them. Grid lines that have been "razor bladed" will feel smooth when a fingernail is dragged across the affected area. Inoperative lines may appear to the eye to be undamaged due to residue remaining on the glass and will require diagnosis with a voltmeter or 12V test lamp. For additional information, refer to Diagnosis and Testing in this section.

1. Bring the vehicle up to a room temperature of at least 16°C (60°F) or above.

2. ***NOTICE:*** **Do not use scrapers, sharp instruments or abrasive window cleaners on the interior surface of the rear window glass as this may cause damage to the grid lines.**

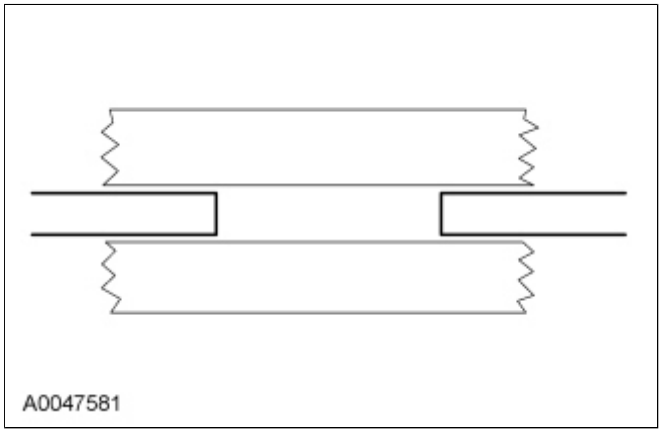
   Clean the entire grid line repair area with glass cleaner and 0000 steel wool to remove all dirt, wax, grease, oil or other foreign material.

3. Mark the location of the grid break on the exterior of the rear window glass.



4. Using a polypropylene film fine line tape, mask the area directly above and below the grid break

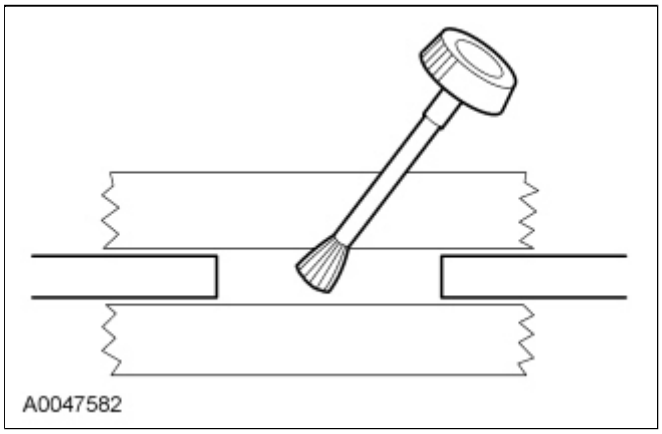
extending the tape 26 mm (1.02 in) beyond the concern area in both directions. The break area should be at the center of the mask.



5. **NOTE:** If the brown layer is not broken or missing, apply only the silver grid repair compound to the break. If both the brown and silver layers of the grid are broken or missing, apply a coating of the lacquer touch up paint across the break in the grid line prior to applying the rear window defroster repair compound. Do not overlap the silver grid line with the paint. Several applications may be necessary to achieve a color match.

   NOTE: Allow at least 5 minutes of drying time between applications for the touch up paint or the silver repair coating. Applying fewer coats or not allowing adequate drying time between coats will produce repaired resistance that is greater than OEM resistance, resulting in poor defrost performance and excessive localized heating.

   Apply the repair coating to the grid break area in several smooth, continuous strokes. Extend the silver repair coating at least 6.35 mm (0.25 in) on both sides of the break area.
   Apply a minimum of 6 applications of the grid repair compound.



6. **NOTE:** The repair coating air-dries in approximately one minute and can be energized after 5 minutes. Optimum adhesion occurs after approximately 24 hours.

   Allow the repair area to dry completely and remove the mask.

7. ***NOTICE:*** **Be careful not to damage the grid line with the razor blade. If this occurs, additional repair may be necessary.**

   Remove any excess repair compound above or below the grid line with a razor blade.

8. **NOTE:** The interior side of the grid lines are not painted, but due to the silver tarnishing will tend to change the grid to a gold or brown color. The repair area will be bright silver and will also tarnish over time to match the rest of the grid.

Test the system for normal operation.

Lead Terminal Repair

General Equipment

Terminal Kit — Back Glass 4F1Z-14421-AA

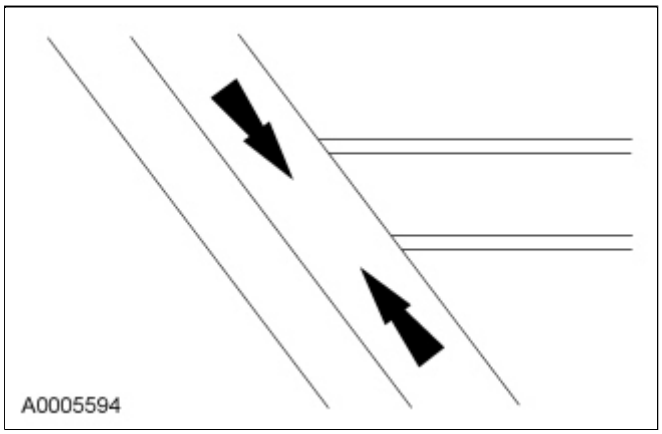
Material

Item	Specification
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A

1. Bring the vehicle up to room temperature of at least 16°C (60°F) or above.

2. **NOTE:** The new terminal will cover the original terminal location, but it must be placed so that the terminal conductive areas will be placed on a good conductive base.

   Clean the bus bar in the area to be repaired with steel wool (000 to 0000 grade), and then with glass cleaner to remove all dirt, wax, grease, oil or other foreign material.



3. ***NOTICE:*** **Do not use any type of flame torch or flame-heated soldering gun for this procedure. Use of these tools provide inadequate heat generation at the tip and the exhaust heat can cause damage to plastic trim parts in the area. Use only an electric soldering gun with 100 watts or more of power. Before using the soldering gun, be sure to melt a small amount of rosin core solder to the tip. The solder will assist in achieving better heat transfer from the soldering gun tip to the new terminal.**

   NOTE: Depending on the original terminal location, and whether the terminal is covered by pillar trim, will determine where to locate the new terminal. Some grid line bus bars may only allow the placement of the terminal above or below the original tab location due to space limitations. For most vehicle applications, the replacement tab location will cover the original tab location, but still allow the replacement tab to attach to the bus bar on good conductive material.

   Place the replacement terminal type A over the original tab location, making sure the conductive areas of the terminal will be on a good conductive area. Do not place the terminal tab foot on the original location, which does not have conductive material.

4. Hold the terminal in place with an item such as a regular lead pencil at a 90 degree angle from the terminal. (Holding at other than a 90 degree angle may allow the terminal to slip when the

solder liquefies.)

5. **NOTE:** The new terminal has pre-applied solder, flux and temperature-sensitive paint. The paint provides a visual indication when the terminal has reached the correct temperature to melt solder on the terminal. When the correct temperature is achieved, the temperature paint will liquefy and change color.

   Place the soldering gun tip on the top of the terminal, but not on the painted areas of the tab. Energize the soldering gun and watch for the painted area of the terminal to liquefy and change color. The paint should liquefy in approximately 25-45 seconds after heating. As soon as the paint color completely changes on either side of the terminal, de-energize the soldering gun and continue to hold the terminal in place with the soldering gun and pencil for an additional 30 seconds.

6. Remove the soldering gun and pencil from the terminal. The terminal should be allowed to cool for another 2 minutes before the wiring lead is attached to the terminal.

7. Attach the electrical lead connection to this terminal, turn on the heated rear window and verify the operation.

Glass Reseal — Windshield

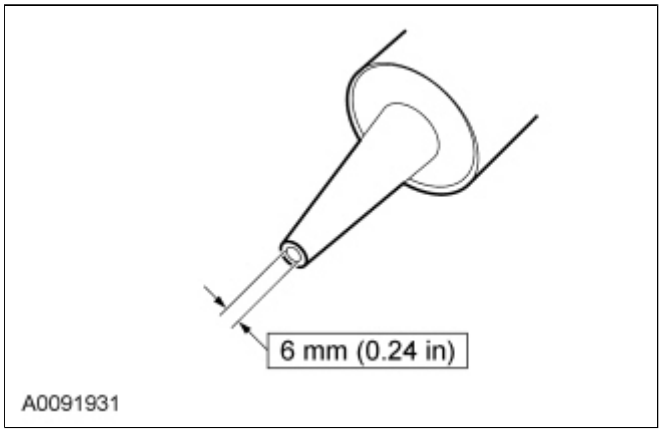
Special Tool(s)

ST3109-A	Air Caulking Gun AST405 or equivalent

Material

Item	Specification
Dow Urethane Adhesive Betaseal™ Express	—
Sika Urethane Adhesive Sika Tack ASAP	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A

1. Remove the cowl panel grille. For additional information, refer to Section 501-02 .
2. Remove the LH and RH A-pillar trim panels. For additional information, refer to Section 501-05 .
3. If equipped, remove the overhead console.
4. If equipped, disconnect the automatic-dimming interior rear view mirror electrical connector.
5. Remove the 4 screws and LH and RH sun visors.
6. Remove the RH and LH sun visor clips.
7. Lower the front portion of the headliner and block with a suitable material.
8. Clean the edge formed by the existing urethane adhesive and the glass on the inside at the top and sides and outside on the bottom of the windshield with glass cleaner.
9. Cut the urethane adhesive applicator tip to specification.



10. **NOTE:** Use either a Air Caulking Gun or a high-ratio, electric or battery-operated caulk gun that will apply the urethane adhesive with less effort and a continuous bead.

    NOTE: Make sure there are no gaps in the urethane adhesive bead.

    Apply urethane adhesive over the top of the existing urethane adhesive.
    - Apply the urethane adhesive to the top and sides of the windshield from the interior of the vehicle.
    - Apply the urethane adhesive to the bottom of the windshield from the exterior of the vehicle.

11. **NOTE:** The urethane adhesive must cure for a minimum of one hour before testing for air or water leaks.

    After the urethane adhesive has cured, check the windshield seal for air or water leaks through the urethane adhesive bead and add urethane adhesive as necessary.

12. Position the front portion of the headliner.

13. Install the RH and LH sun visor clips.

14. Install the LH and RH sun visors and the 4 screws.

15. If equipped, connect the automatic-dimming interior rear view mirror electrical connector.

16. If equipped, install the overhead console.

17. Install the LH and RH A-pillar trim panels. For additional information, refer to Section 501-05 .

18. Install the cowl panel grille. For additional information, refer to Section 501-02 .

19. Clean the interior and exterior windshield glass with glass cleaner.

Glass Reseal — Rear

Special Tool(s)

ST3109-A	Air Caulking Gun AST405 or equivalent

Material

Item	Specification
Dow Urethane Adhesive Betaseal™ Express	—
Sika Urethane Adhesive Sika Tack ASAP	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A

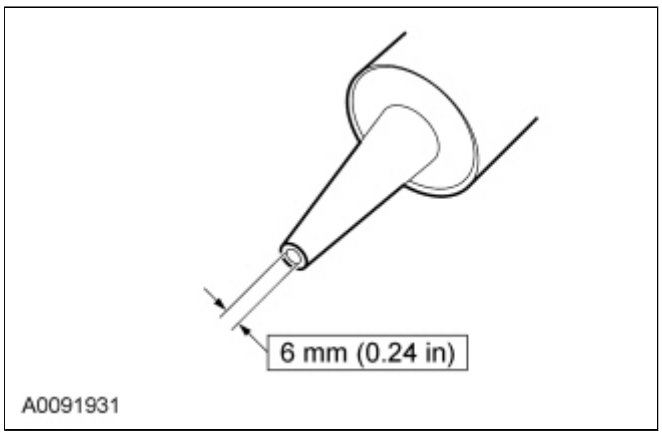
1. **4-door vehicles:** Remove the C-pillar trim panel, parcel shelf, high mounted stoplamp and lower the headliner. For additional information, refer to Section 501-05 and Section 417-01 .

2. **5-door vehicles:** Remove the liftgate trim panel. For additional information, refer to Section 501-05 .

3. Disconnect the rear window glass electrical connectors.

4. Clean the interior and exterior of the rear window glass surface with glass cleaner.

5. Cut the urethane adhesive applicator tip to specification.



6. **NOTE:** Use either a Air Caulking Gun or a high-ratio, electric or battery-operated caulk gun that applies the urethane adhesive with less effort and continuous bead.

   NOTE: Make sure there are no gaps in the urethane adhesive bead.

Apply the urethane adhesive over the top of the existing urethane adhesive.

- Apply the urethane adhesive to the top and sides of the rear window glass from the interior of the vehicle.
- **4-door vehicles:** Apply the urethane adhesive to the bottom of the rear window glass from the exterior of the vehicle.
- **5-door vehicles:** Apply the urethane adhesive to the bottom of the rear window glass from the interior of the vehicle.

7. **NOTE:** The urethane adhesive must cure for a minimum of one hour before testing for air or water leaks.

   After the urethane adhesive cures, check the rear window glass seal for air or water leaks through the urethane adhesive bead and add urethane adhesive as necessary.

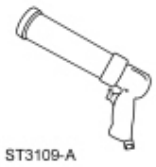
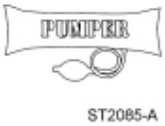
8. Connect the rear window glass electrical connectors.

9. **4-door vehicles:** Install the high mounted stoplamp, headliner, parcel shelf and C-pillar trim panels. For additional information, refer to Section 417-01 and Section 501-05 .

10. **5-door vehicles:** Install the liftgate trim panel. For additional information, refer to Section 501-05 .

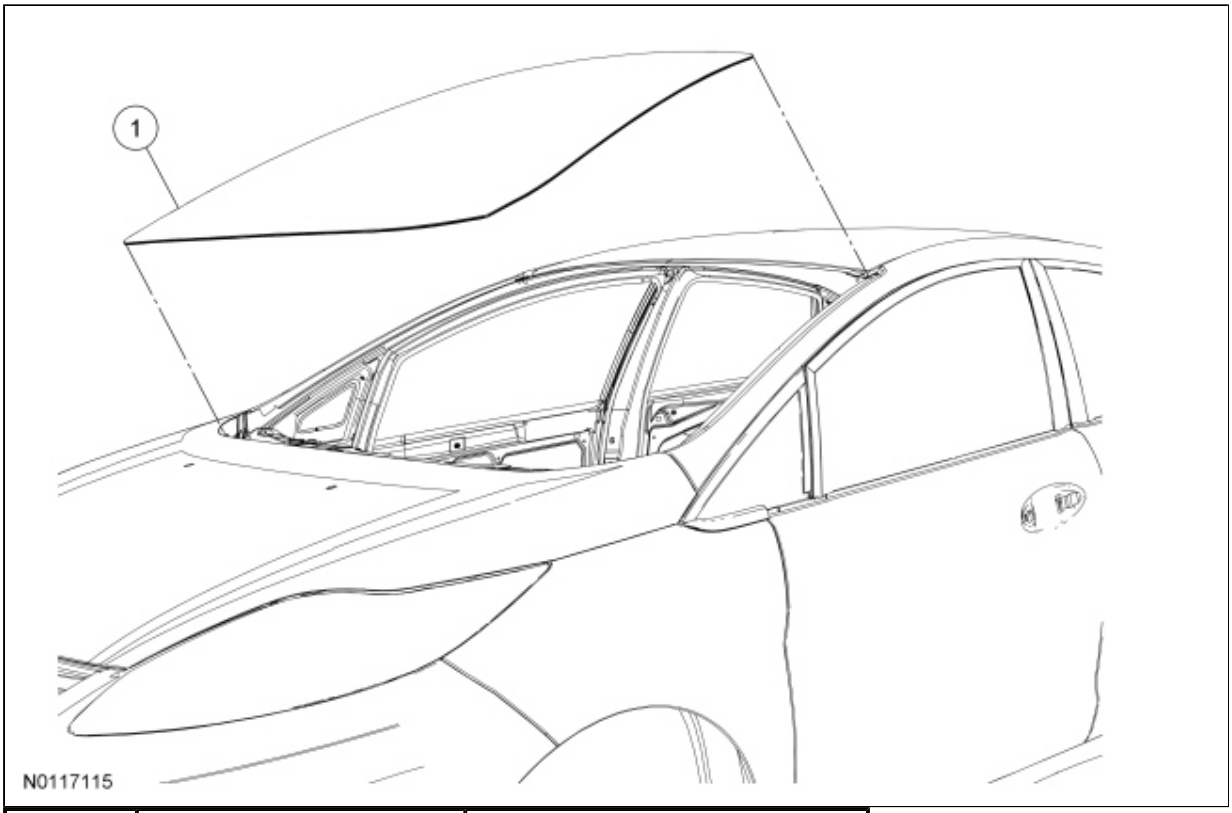
Windshield Glass

Special Tool(s)

 ST3109-A	Air Caulking Gun AST405 or equivalent
ST3274-A	Deluxe Air Windshield Knife 300-AST1770E or equivalent
 ST2085-A	The Pumper 164-R2459 or equivalent

Material

Item	Specification
Dow Urethane Adhesive Betaseal™ Express	—
Dow Urethane One Step Glass Primer Betaprime™ 5500 / 5500A / 5500SA	—
Sika Urethane Adhesive Sika Tack ASAP	—
Sika Urethane Metal and Glass Primer Sika 206 G+P	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A



Item	Part Number	Description
1	03100	Windshield glass

Removal

NOTE: If the windshield glass is being removed to repair a dust/water leak, remove and reinstall the existing windshield glass.

1. Remove the A-pillar trim panels. For additional information, refer to Section 501-05 .
2. Remove the 4 screws and LH and RH sun visors.
3. Remove the RH and LH sun visor clips.
4. Remove the interior rear view mirror. For additional information, refer to Section 501-09 .
5. Partially lower the front portion of the headliner near the windshield header and block with suitable material.
6. Remove the cowl panel grille. For additional information, refer to Section 501-02 .
7. Before cutting the urethane adhesive, remove dirt and other foreign material from the windshield pinchweld area.
   - Use a clean shop towel or oil-free, compressed air.
8. **NOTE:** Refer to manufacturer's instructions before using the Deluxe Air Windshield Knife.

   Lubricate the urethane adhesive with water to aid the Deluxe Air Windshield Knife when cutting.
9. **WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.**

   WARNING: Wear protective gloves when handling components or parts that have pointed or

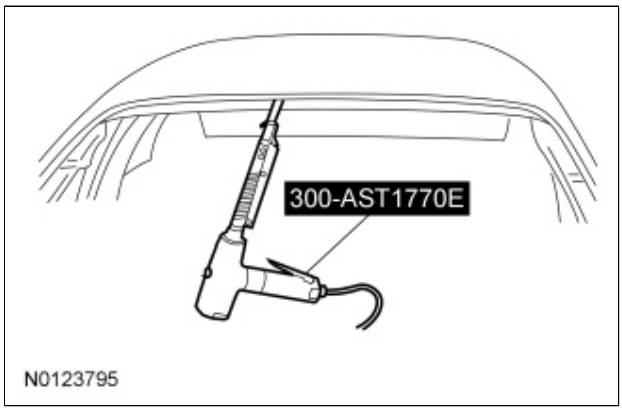
sharp edges. Failure to follow this instruction may result in serious personal injury.

NOTICE: **To avoid rust formation, use extreme care not to scratch the paint or primer or otherwise damage the pinchweld during glass removal.**

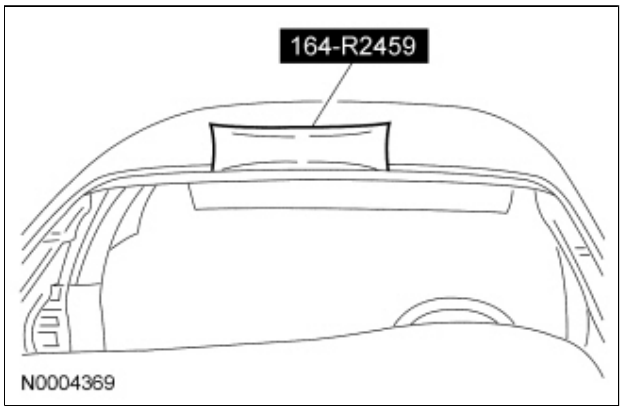
NOTE: Insert the blade into the Deluxe Air Windshield Knife so that the flat side is against the glass. This will leave the entire urethane adhesive bead on the pinchweld and allow a dry fit of the replacement windshield glass.

NOTE: Support the windshield glass to prevent the glass from dropping while cutting the urethane adhesive.

Working from inside the vehicle, insert the Deluxe Air Windshield Knife at the upper center of the windshield glass and work toward the bottom corners.



10. Using The Pumper, distance the windshield glass from the body.



11. Insert the Deluxe Air Windshield Knife into the bottom of the urethane adhesive and cut from corner to corner.

12. Carefully remove the windshield glass from the vehicle and place on a stable work surface.

Installation

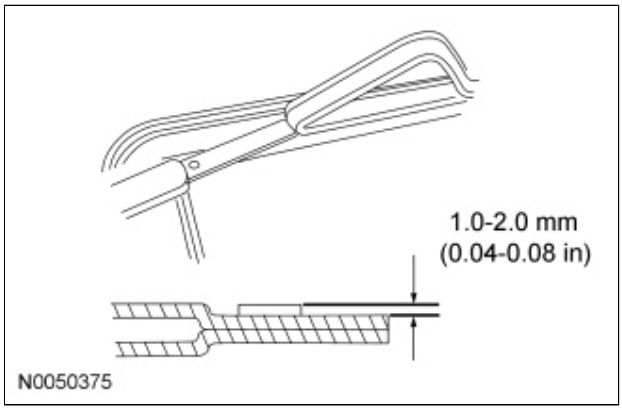
1. Dry-fit the windshield glass on the existing urethane adhesive bead on the pinch weld.
    - Position the windshield glass on the pinch weld.
    - Center the glass in the opening.
    - Adjust the windshield glass stop blocks (if equipped) as needed for best fit.
    - Make alignment marks with tape or non-staining grease pencil (preferably at the windshield glass stop blocks) on the windshield glass and the body.

2. After the dry-fit alignment, remove the glass from the body opening and place on a stable work surface with the interior side of the glass facing upward.

3. **WARNING: Repair any corrosion found on the pinch weld. The pinch weld is a structural component of the vehicle. Corrosion left unrepaired may reduce the structural integrity of the vehicle. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

   NOTE: Avoid scratching the pinch weld. Repair all minor scratches or exposed metal on the pinch weld following manufacturer's instructions. Use the same brand pinch weld primer, glass primer and urethane adhesive.

   Using an appropriate tool, trim the urethane adhesive leaving a 1-2 mm (0.04-0.08 in) base of original equipment urethane adhesive on the pinchweld.



4. Using a clean shop towel, brush or oil-free, compressed air, clean the pinch weld area around the existing urethane adhesive. Remove any foreign material or water that may have entered during glass removal.

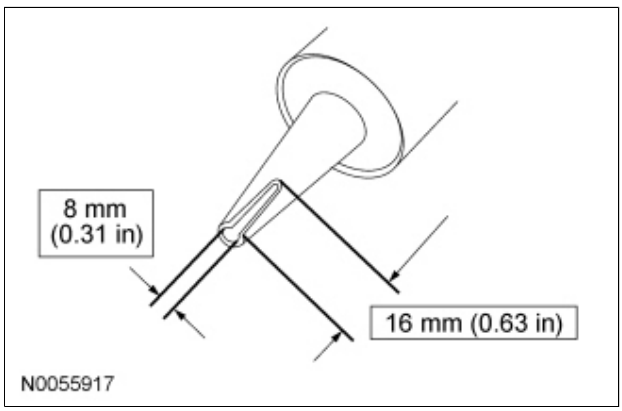
5. If reinstalling the same windshield glass, remove the remaining urethane adhesive from the glass leaving a thin layer to bond with the new urethane adhesive bead.

6. Clean the inside of the windshield glass surface with glass cleaner.
   - Make sure to thoroughly clean the surface of the blackened border area where the urethane adhesive will be applied.

7. **NOTE:** Be sure to use the same brand and cure-rate products for the urethane adhesive and glass primer. Do not mix different brands of urethane adhesive and glass primer. Refer to the Material Chart in this procedure.

   If installing a new windshield glass, apply glass primer according to manufacturer's instructions. Allow at least 6 minutes to dry.

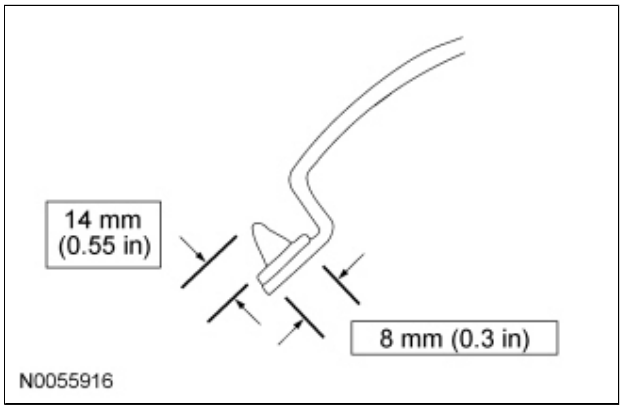
8. Cut the urethane adhesive applicator tip to specification.



9. **NOTE:** Use a Air Caulking Gun or a high-ratio, electric or battery-operated caulk gun that will apply the urethane adhesive with less effort and a continuous bead.

NOTE: The windshield glass must be positioned within 10 minutes of applying the urethane adhesive.

Apply a uniform bead of urethane adhesive on top of the existing trimmed urethane adhesive bead on the pinch weld, starting and ending at the bottom of the windshield glass near the center, making sure there are no gaps in the bead.



10. **WARNING: Do not drive vehicle until the urethane adhesive seal has cured. Follow urethane adhesive manufacturer's curing directions. Inadequate or incorrect curing of the urethane adhesive seal will adversely affect glass retention. Failure to follow these instructions may result in serious injury to vehicle occupant(s).**

    NOTICE: **Before positioning the windshield glass, open vehicle windows to prevent the air pressure of closing doors from affecting the urethane adhesive bond.**

    Using the alignment marks made previously, position the windshield glass on the pinch weld.

11. **NOTE:** The urethane adhesive must cure for a minimum of one hour before testing for air or water leaks.

    After the urethane adhesive has cured, check the windshield glass seal for air or water leaks through the urethane adhesive bead and add urethane adhesive as necessary.

12. Install the cowl panel grille. For additional information, refer to Section 501-02 .

13. Install the headliner. For additional information, refer to Section 501-05 .

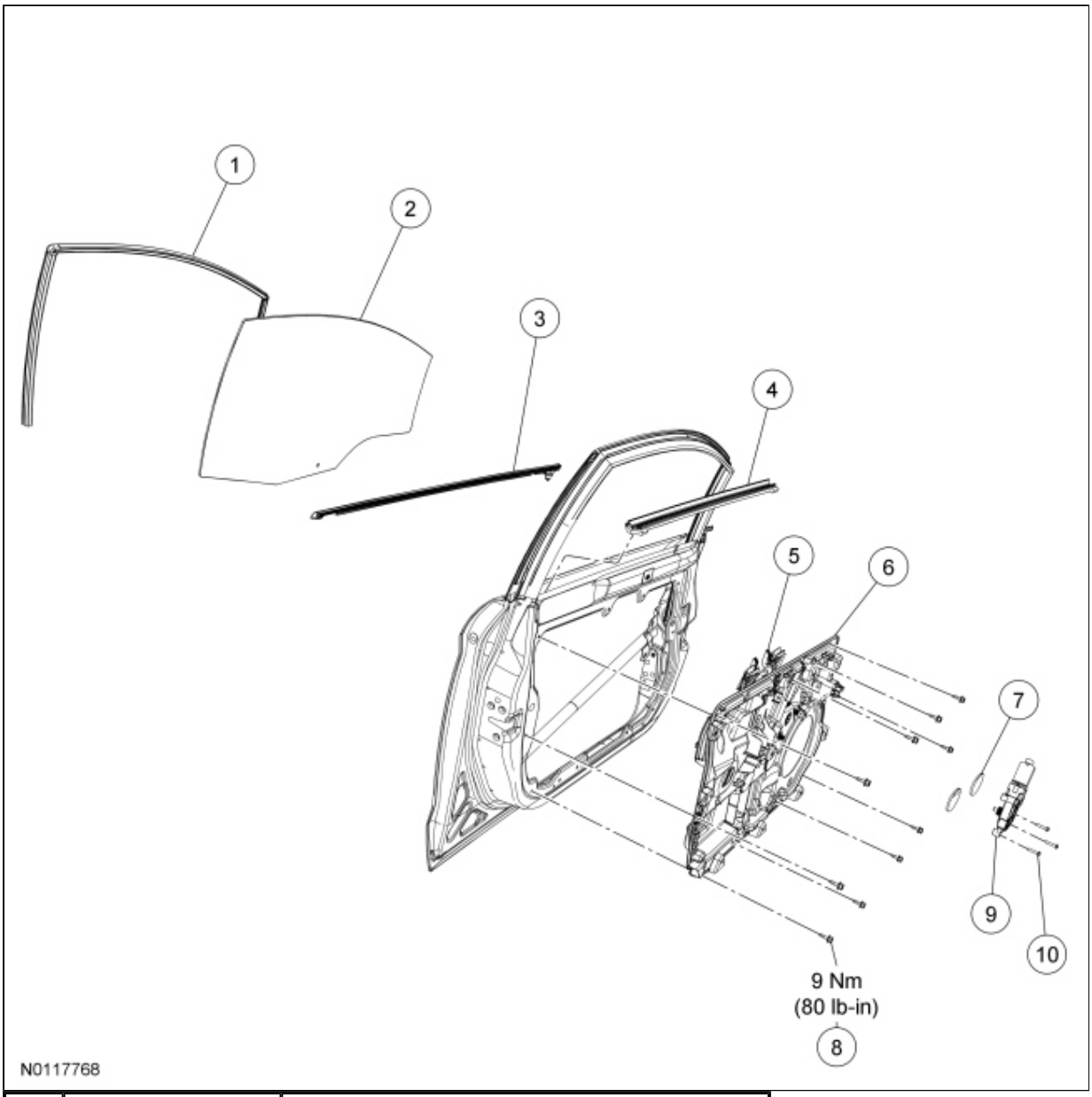
14. Install the interior rear view mirror. For additional information, refer to Section 501-09 .

15. Install the RH and LH sun visor clips.

16. Install the LH and RH sun visors and the 4 screws.

17. Install the A-pillar trim panels. For additional information, refer to Section 501-05 .

Glass, Frames and Mechanisms — Exploded View, Front Door



Item	Part Number	Description
1	21456 RH / 21457 LH	Door window glass top run
2	21410 RH/ 21411 LH	Door window glass
3	20562 RH/ 20563 LH	Exterior door window glass belt moulding
4	21456 RH/ 21457 LH	Interior door window glass belt moulding
5	23208 RH/ 23209 LH	Window regulator
6	235A86 RH/ 235A87 LH	Door carrier

7	202A84	Access hole plug (2 required)
8	W706127	Door carrier bolt (10 required)
9	23394	Window regulator motor
10	—	Window regulator motor screws (part of 23394) (3 required)

1. For additional information, refer to the procedures in this section.

Window Glass — Front Door

Removal and Installation

1. Fully lower the front door window glass.
2. Remove the front door trim panel. For additional information, refer to Section 501-05 .
3. Remove the interior door window glass belt moulding.
4. Remove and discard the exterior door window glass belt moulding.
5. Remove the 2 access hole plugs.
6. Connect the window control switch, or install the window regulator handle.
7. Position the window glass in order to access the window glass clamp bolts.
8. Loosen the 2 window glass clamp bolts.
9. Tilt the window glass forward and lift upward to remove the window glass from the door.

Installation

1. Install the window glass into the door.
2. **NOTE:** The window glass clamp bolts will be tightened when performing this step.

   Before tightening the window glass clamp bolts, make sure window glass is adjusted correctly. For additional information, refer to Window Glass Adjustment in this section.
3. Install the 2 access hole plugs.
4. Fully lower the front door window glass.
5. Install a new exterior door window glass belt moulding.
6. Install the interior door window glass belt moulding.
7. Install the front door trim panel. For additional information, refer to Section 501-05 .
8. If installing a new LH front window glass, the LH window motor must be initialized. For additional information, refer to Window Motor Initialization in this section.

Window Regulator Motor — Front Door

Removal and Installation

1. Remove the front door trim panel. For additional information, refer to Section 501-05 .
2. Disconnect the window regulator motor electrical connector.
3. Secure the window glass in position with tape.
4. Remove the 3 window regulator motor screws.
5. Remove the window regulator motor.
6. To install, reverse the removal procedure.
    - If installing a new LH front window regulator motor, it must be initialized. For additional information, refer to Window Motor Initialization in this section.

Window Regulator — Front Door

Removal and Installation

All vehicles

1. Remove the front door window glass. For additional information, refer to Window Glass — Front Door in this section.

2. **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Ignition must remain OFF until repair is complete. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.**

   Turn the ignition OFF and wait at least one minute.

3. Disconnect the speaker, window regulator motor and side impact sensor electrical connectors.

4. Remove the 9 wire harness retainers.

5. Remove the 10 door carrier bolts.
   - To install, tighten to 9 Nm (80 lb-in).

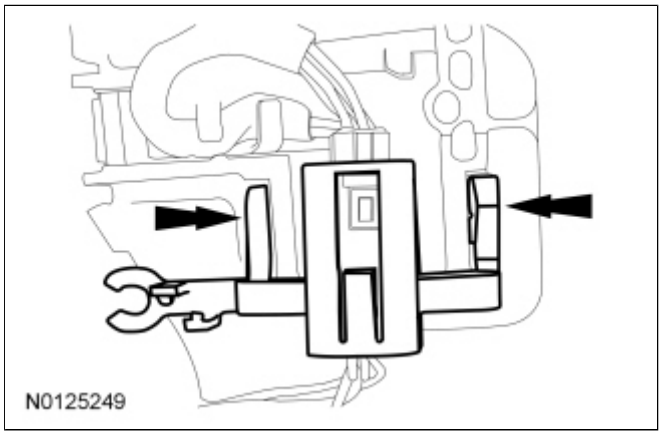
6. Slide the door carrier toward the front of the vehicle to release the door carrier retainers.

7. Position aside the door carrier and disconnect the door lock actuator electrical connector.

8. Route the interior door handle cable and door lock actuator electrical connector through the door carrier.

Vehicles equipped with Intelligent Access (IA)

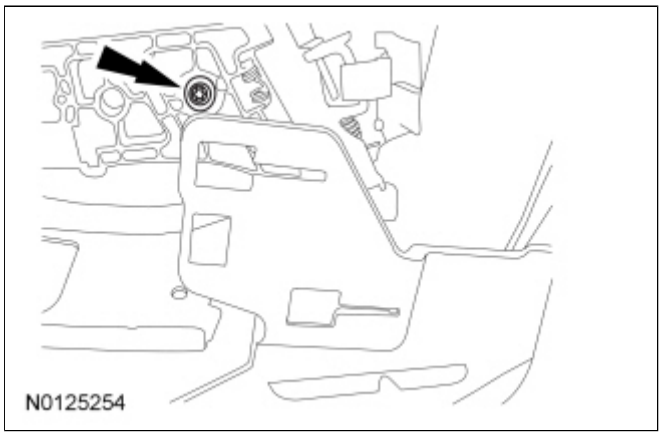
9. Remove the door handle electrical connector carrier from the exterior door handle reinforcement.



10. Using a flat-blade screwdriver, release the retaining tabs and press the electrical connector upward to separate the door handle electrical connector from the door handle electrical connector carrier.

11. Disconnect the door handle electrical connector.

12. Remove the exterior door handle reinforcement cover bolt.



13. Remove the exterior door handle reinforcement cover.

14. Detach the wire harness from the remove the exterior door handle reinforcement cover and the door carrier.

All vehicles

15. Remove the 2 window regulator bolts from the door carrier.

16. Depress the retaining tabs and remove the window regulator from the door carrier.

17. To install, reverse the removal procedure.
    - If installing a new LH front window regulator, the LH window motor must be initialized. For additional information, refer to Window Motor Initialization in this section.

Door Glass Top Run — Front

Removal and Installation

1. Remove the front door window glass. For additional information, refer to Window Glass — Front Door in this section.

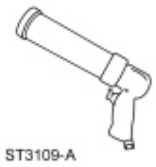
2. Remove the 3 door speaker screws and the door speaker.
   - Disconnect the electrical connector.

3. Remove the front door glass top run.

4. To install, reverse the removal procedure.
   - If installing a new LH front door glass top run, the LH window motor must be initialized. For additional information, refer to Window Motor Initialization in this section.

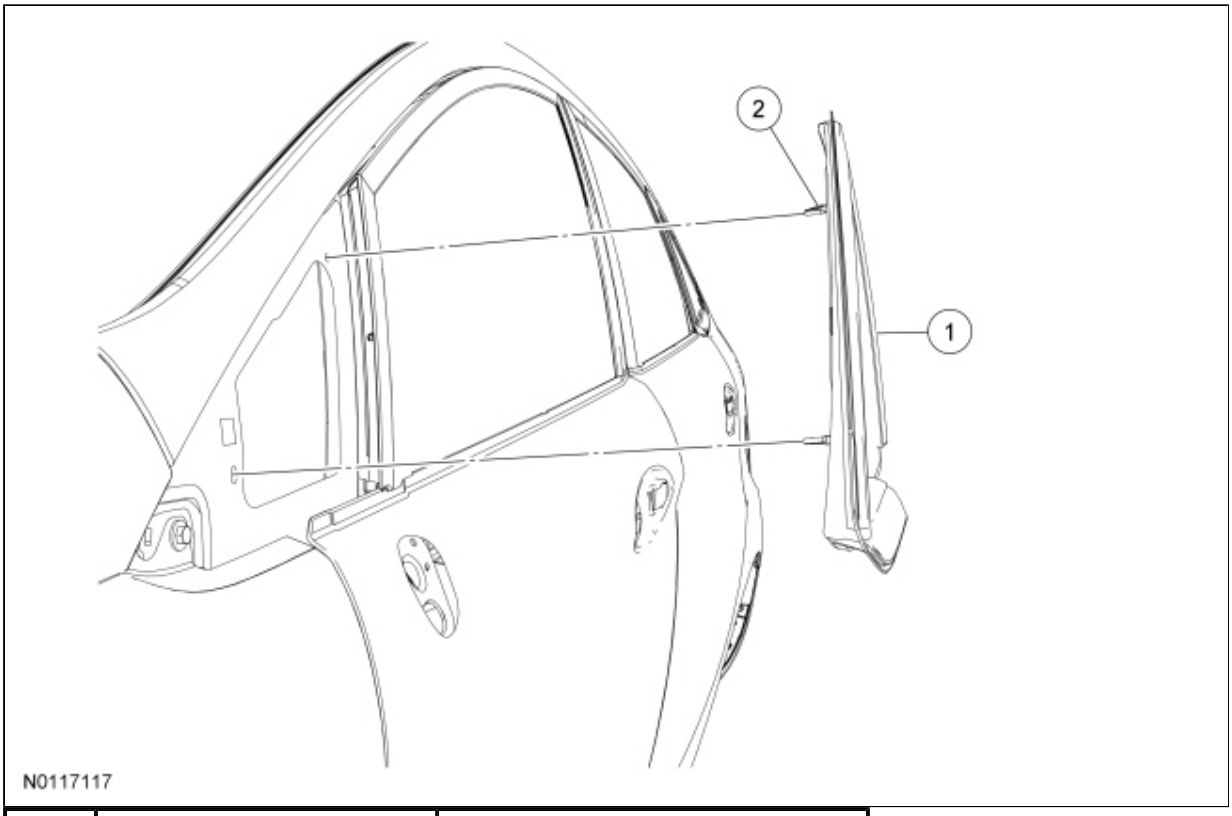
Window Glass — Front Quarter

Special Tool(s)

 ST3109-A	Air Caulking Gun AST405 or equivalent
ST3274-A	Deluxe Air Windshield Knife 300-AST1770E or equivalent
ST1109-A	Pneumatic Knife with Offset Blade 107-R1511 or equivalent

Material

Item	Specification
Dow Urethane Adhesive Betaseal™ Express	—
Dow Urethane One Step Glass Primer Betaprime™ 5500 / 5500A / 5500SA	—
Sika Urethane Adhesive Sika Tack ASAP	—
Sika Urethane Metal and Glass Primer Sika 206 G+P	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A



Item	Part Number	Description
1	29710 RH/ 29711 LH	Front quarter window glass

Removal

1. Remove the A-pillar upper trim panel. For additional information, refer to Section 501-05 .

2. Before cutting the urethane adhesive, remove dirt and other foreign material from the front quarter window glass pinch weld area.
   - Use a clean shop towel or oil-free compressed air.

3. **NOTE:** Refer to manufacturer's instructions before using the Deluxe Air Windshield Knife.

   Lubricate the urethane adhesive with water to aid the Deluxe Air Windshield Knife when cutting the urethane adhesive.

4. **WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.**

   WARNING: Wear protective gloves when handling components or parts that have pointed or sharp edges. Failure to follow this instruction may result in serious personal injury.

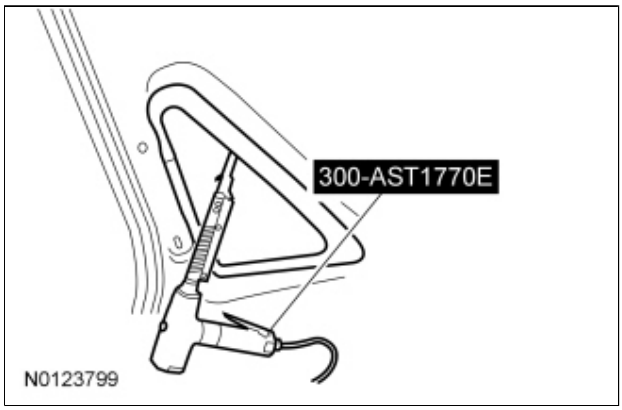
   NOTICE: **Make sure the cutting blades are changed where the cutting depth changes to avoid damage to the body and trim panels.**

   NOTICE: **To avoid rust formation, use extreme care not to scratch the paint or primer, or otherwise damage the pinch weld during glass removal.**

   NOTE: Insert the blade into the Deluxe Air Windshield Knife so that the flat side is against the glass.

   NOTE: Some resistance may be encountered when cutting through the glass locating pegs in the upper right and lower left corners of the glass.

Working from inside the vehicle, insert the Deluxe Air Windshield Knife at the upper of the front quarter window glass and work towards the corners and remove the front quarter window glass.



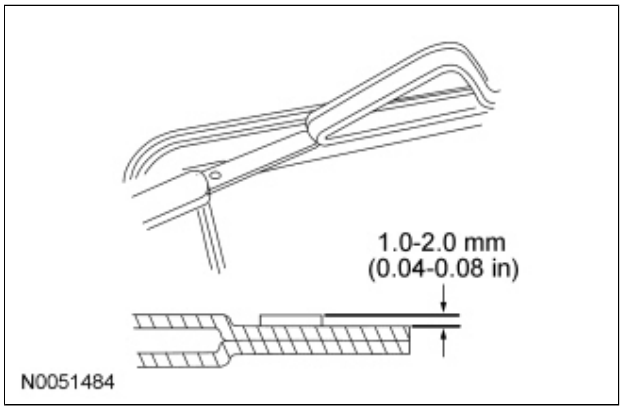
Installation

NOTE: For additional material guidelines, refer to the manufacturer's installation information.

1. **WARNING: Repair any corrosion found on the pinch weld. The pinch weld is a structural component of the vehicle. Corrosion left unrepaired may reduce the structural integrity of the vehicle. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

   NOTE: Avoid scratching the pinch weld. Repair all minor scratches or exposed metal on the pinch weld following manufacturer's instructions. Use the same brand pinch weld primer, glass primer and urethane adhesive.

   Using an appropriate tool, trim the urethane adhesive leaving a 1 mm to 2 mm (0.04 in to 0.08 in) base of original equipment urethane adhesive on the pinch weld.



2. Using a clean shop towel, brush or oil-free compressed air, clean the pinch weld area around the existing urethane adhesive. Remove any foreign material or water that may have entered during glass removal.

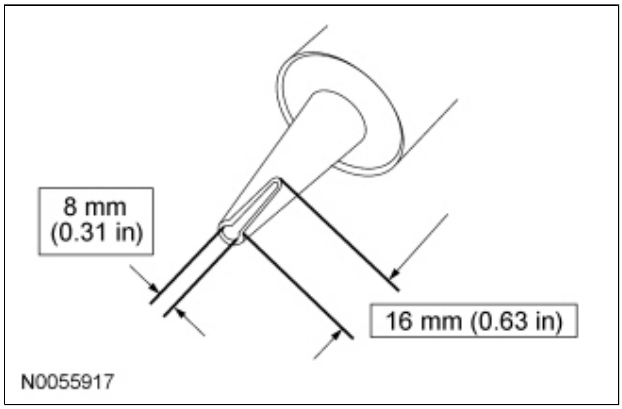
3. If installing the original front quarter window glass, remove the excess urethane adhesive.

4. Clean the inside of the front quarter window glass with glass cleaner.

5. **NOTE:** Be sure to use the same brand of cure-rate products for the urethane adhesive and glass primer. Do not mix different brands of urethane adhesive and glass primer. Refer to the Material Chart in this procedure.

   If installing a new front quarter window glass, apply glass primer according to the manufacturer's instructions. Allow at least 6 minutes to dry.

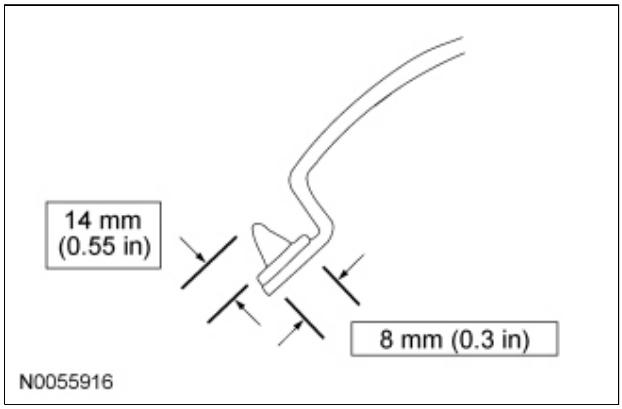
6. Cut the urethane adhesive applicator tip to specification.



7. **NOTE:** The front quarter window glass must be positioned within 10 minutes of applying the urethane adhesive.

   NOTE: Use either a Air Caulking Gun or a high-ratio, electric or battery-operated caulk gun that will apply the urethane adhesive with less effort and a continuous bead.

   Apply urethane adhesive on top of the existing trimmed urethane adhesive bead on the pinch weld, starting and ending at the bottom of the front quarter window glass near the center, making sure there are no gaps in the bead.



8. **WARNING: Do not drive vehicle until the urethane adhesive seal has cured. Follow urethane adhesive manufacturer's curing directions. Inadequate or incorrect curing of the urethane adhesive seal will adversely affect glass retention. Failure to follow these instructions may result in serious injury to vehicle occupant(s).**

   NOTICE: **Before positioning the front quarter window glass, open vehicle windows to prevent the air pressure of closing doors from affecting the urethane adhesive bond.**

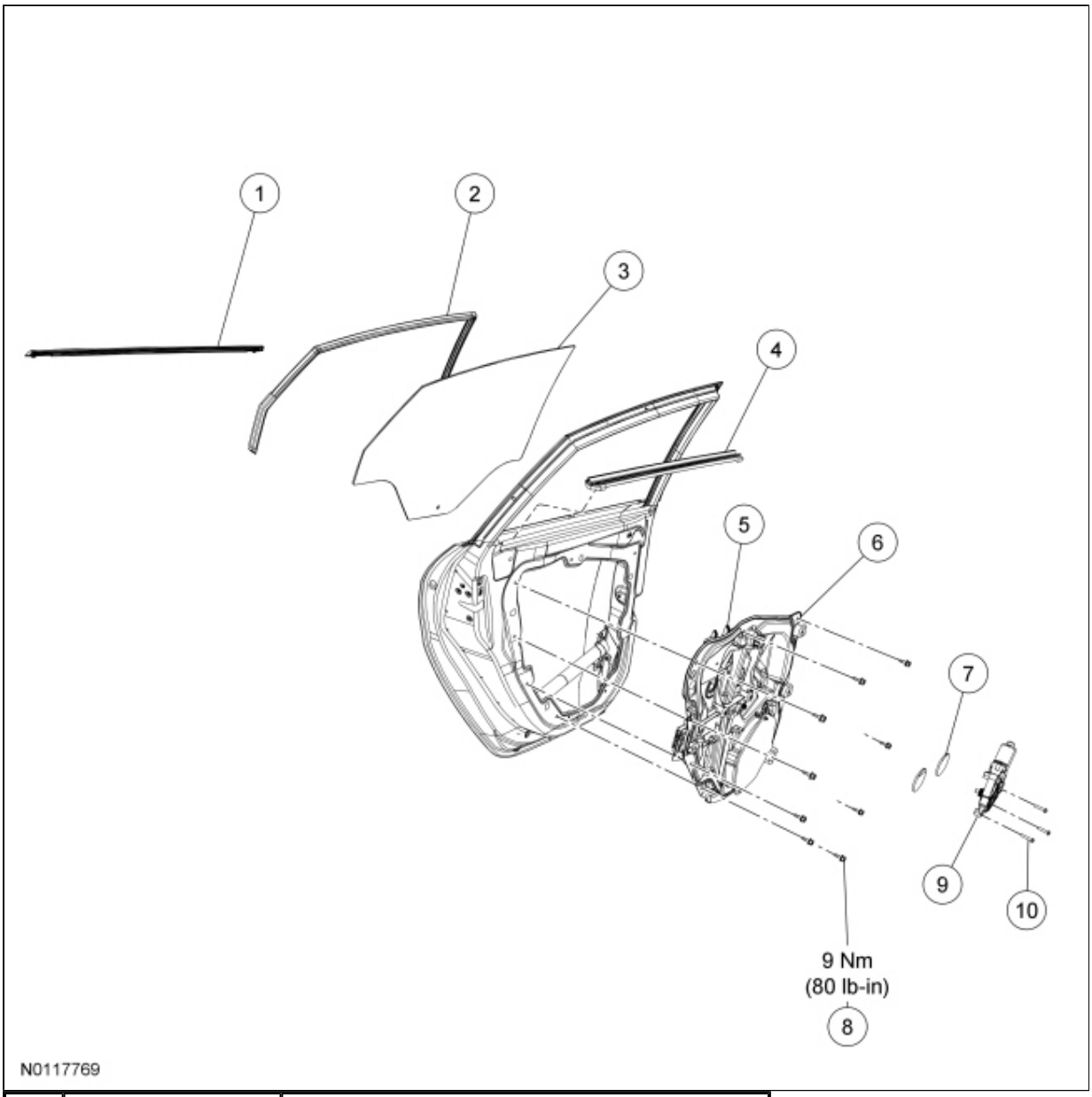
   Install the front quarter window glass.
   - Position the front quarter window glass to the flange, and press the retaining tabs into the flange to engage.

9. **NOTE:** The urethane adhesive must cure for a minimum of one hour before testing for air or water leaks.

   After the urethane adhesive has cured, check the front quarter window glass seal for air or water leaks through the urethane adhesive bead and add urethane adhesive as necessary.

10. Install the A-pillar upper trim panel. For additional information, refer to Section 501-05 .

Glass, Frames and Mechanisms — Exploded View, Rear Door



Item	Part Number	Description
1	253A10	Exterior door window glass belt moulding
2	25766 RH / 25767 LH	Door glass top run
3	25712 RH/ 25713 LH	Door window glass
4	25860 RH/ 25861 LH	Interior door window glass belt moulding
5	27008 RH/ 27009 LH	Window regulator
6	235A88 RH/ 235A89 LH	Door carrier
7	202A84	Access hole plug (2 required)

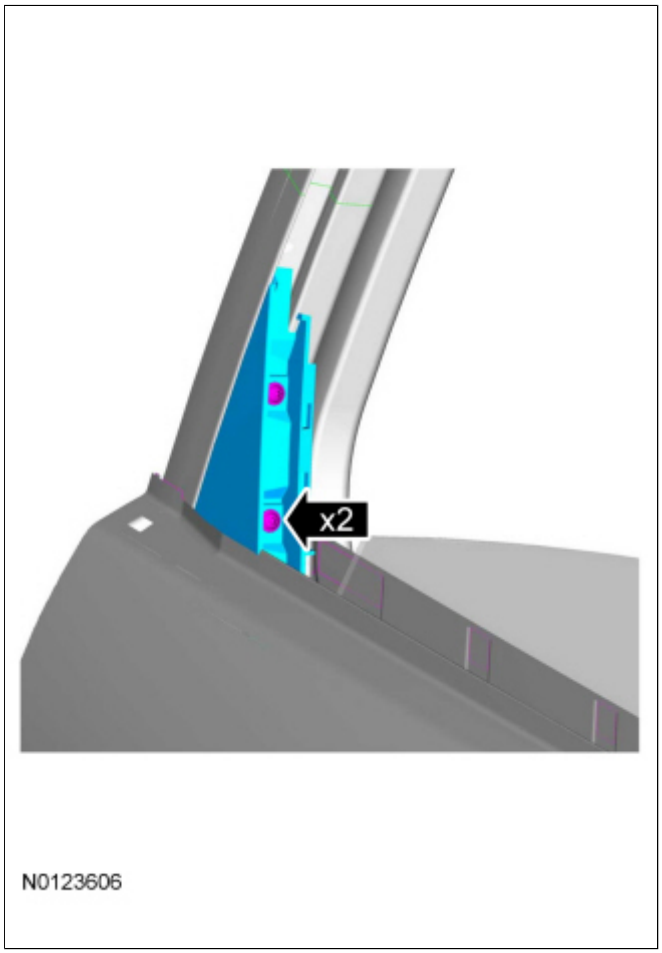
8	W706127	Door carrier bolt (10 required)
9	23394	Window regulator motor
10	—	Window regulator motor screws (part of 23394) (3 required)

1. For additional information, refer to the procedures in this section.

Window Glass — Rear Door

Removal

1. Fully lower the rear door window glass.
2. Remove the rear door trim panel. For additional information, refer to Section 501-05 .
3. Remove the interior door window glass belt moulding.
4. Remove and discard the exterior door window glass belt moulding.
5. Position aside the lower rear portion of the rear door glass top run.
6. Remove the 2 window extension screws and the window extension.

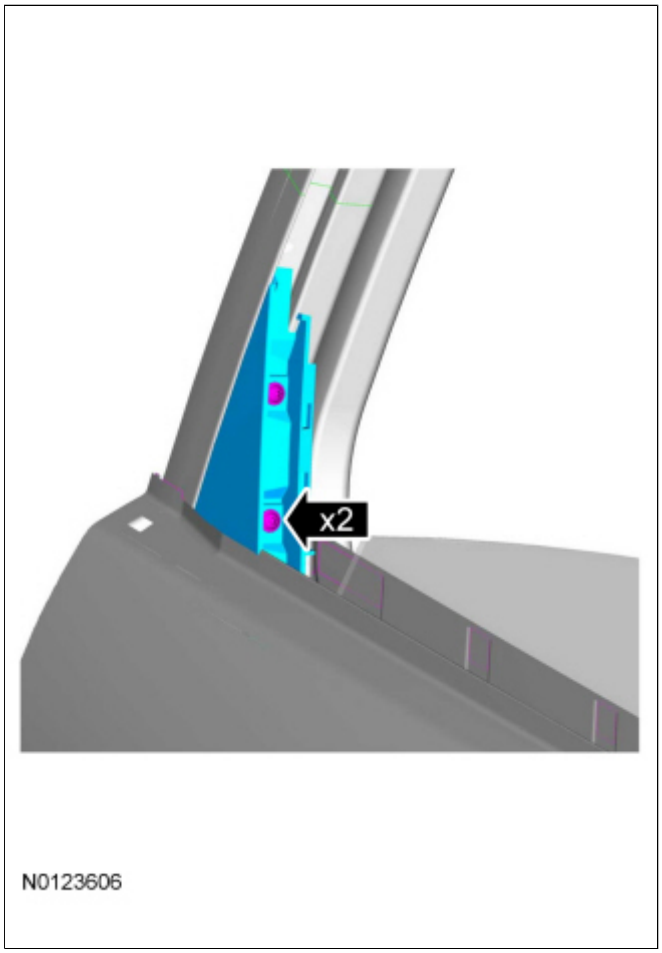


7. Remove the 2 access hole plugs.
8. Connect the window control switch, or install the window regulator handle.
9. Position the window glass in order to access the window glass clamp bolts.
10. Loosen the 2 window glass clamp bolts.

11. Tilt the window glass forward and lift upward to remove the window glass from the door.

Installation

1. Install the window glass into the door, but do not tighten the window glass clamps bolts.
2. Position the window glass downward.
3. Install the window extension and the tighten the 2 window extension screws.



4. Install the lower rear portion of the rear door glass top run.
5. **NOTE:** The window glass clamp bolts will be tightened when performing this step.

   Before tightening the window glass mounting bolts, make sure window glass is adjusted correctly. For additional information, refer to Window Glass Adjustment in this section.
6. Install the 2 access hole plugs.
7. Fully lower the rear door window glass.
8. Install a new exterior door window glass belt moulding.
9. Install the interior door window glass belt moulding.
10. Install the rear door trim panel. For additional information, refer to Section 501-05 .

Window Regulator Motor — Rear Door

Removal and Installation

1. Remove the rear door trim panel. For additional information, refer to Section 501-05 .
2. Disconnect the window regulator motor electrical connector.
3. Secure the window glass in position with tape.
4. Remove the 3 window regulator motor screws.
5. Remove the window regulator motor.
6. To install, reverse the removal procedure.

Window Regulator — Rear Door

Removal and Installation

1. Remove the rear door window glass. For additional information, refer to Window Glass — Rear Door in this section.
2. Disconnect the speaker and window regulator motor electrical connectors.
3. Remove the 3 wire harness retainers and the door latch cable retainer.
4. Remove the 3 window regulator motor bolts and the window regulator motor.
5. Remove the 9 door carrier bolts.
   - To install, tighten to 9 Nm (80 lb-in).
6. Slide the door carrier toward the front of the vehicle to release the door carrier retainers.
7. Position aside the door carrier and disconnect the door lock actuator electrical connector.
8. Route the interior door handle cable and door lock actuator electrical connector through the front door carrier.
9. Remove the 2 window regulator bolts from the door carrier.
10. Depress the retaining tabs and remove the window regulator from the door carrier.
11. To install, reverse the removal procedure.

Door Glass Top Run — Rear

Removal and Installation

1. Remove the rear door window glass. For additional information, refer to Window Glass — Rear Door in this section.

2. Remove the 9 rear door carrier bolts.
   - To install, tighten to 9 Nm (80 lb-in).

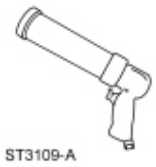
3. Slide the rear door carrier toward the front of the vehicle to release the door carrier retainers and position it aside.

4. Remove the rear door glass top run.

5. To install, reverse the removal procedure.

Window Glass — Rear Quarter

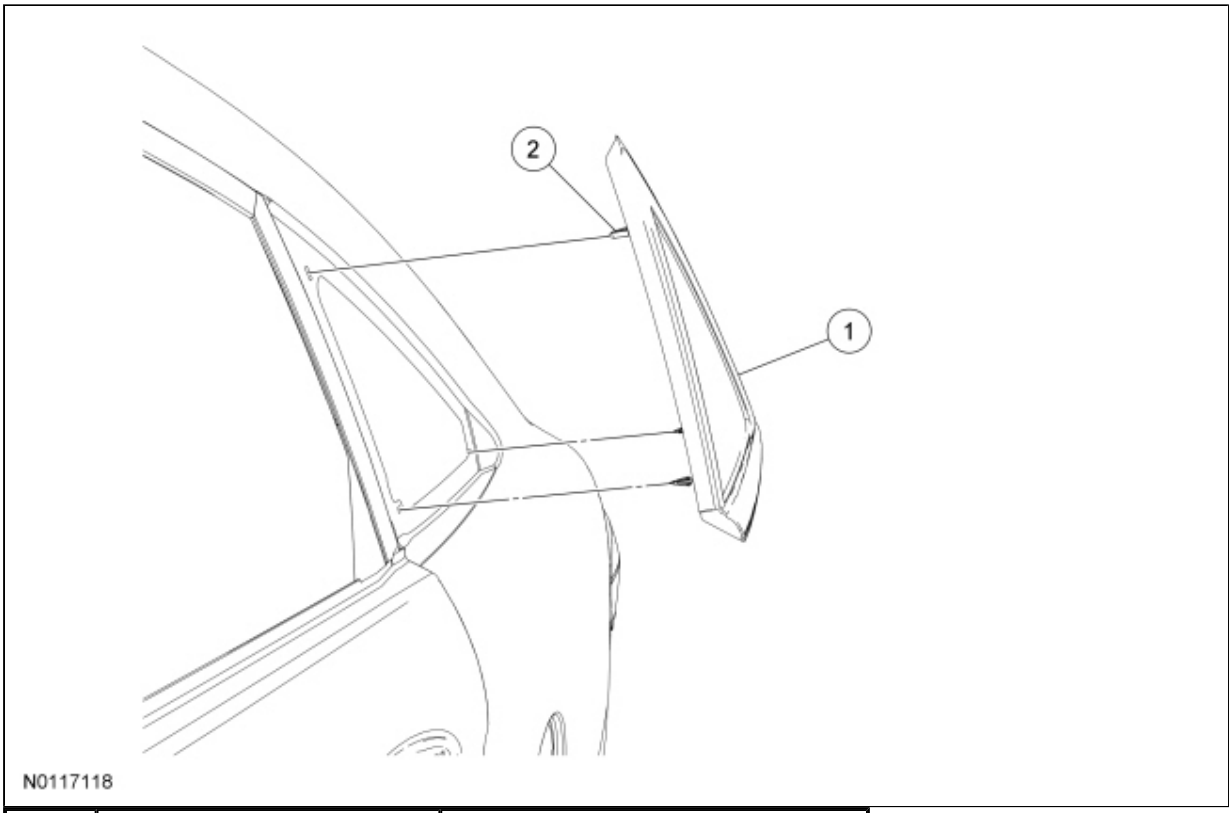
Special Tool(s)

 ST3109-A	Air Caulking Gun AST405 or equivalent
ST3274-A	Deluxe Air Windshield Knife 300-AST1770E or equivalent
ST1109-A	Pneumatic Knife with Offset Blade 107-R1511 or equivalent

Material

Item	Specification
Dow Urethane Adhesive Betaseal™ Express	—
Dow Urethane One Step Glass Primer Betaprime™ 5500 / 5500A / 5500SA	—
Sika Urethane Adhesive Sika Tack ASAP	—
Sika Urethane Metal and Glass Primer Sika 206 G+P	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A

NOTE: 4-door shown, 5-door similar.



Item	Part Number	Description
1	29710 RH/ 29711 LH	Rear quarter window glass

Removal

1. Remove the C-pillar upper trim panel. For additional information, refer to Section 501-05 .

2. Before cutting the urethane adhesive, remove dirt and other foreign material from the rear quarter window glass pinch weld area.
   - Use a clean shop towel or oil-free compressed air.

3. **NOTE:** Refer to manufacturer's instructions before using the Deluxe Air Windshield Knife.

   Lubricate the urethane adhesive with water to aid the Deluxe Air Windshield Knife when cutting the urethane adhesive.

4. **WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.**

   WARNING: Wear protective gloves when handling components or parts that have pointed or sharp edges. Failure to follow this instruction may result in serious personal injury.

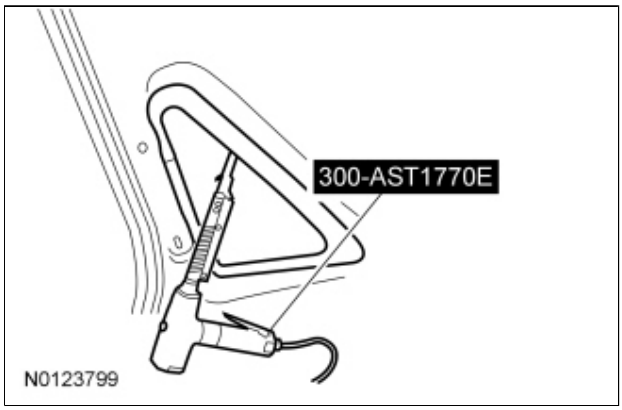
   NOTICE: **Make sure the cutting blades are changed where the cutting depth changes to avoid damage to the body and trim panels.**

   NOTICE: **To avoid rust formation, use extreme care not to scratch the paint or primer, or otherwise damage the pinch weld during glass removal.**

   NOTE: Insert the blade into the Deluxe Air Windshield Knife so that the flat side is against the glass.

   NOTE: Some resistance may be encountered when cutting through the glass locating pegs in the upper right and lower left corners of the glass.

Working from inside the vehicle, insert the Deluxe Air Windshield Knife at the upper of the rear quarter window glass and work towards the corners and and remove the rear quarter window glass.



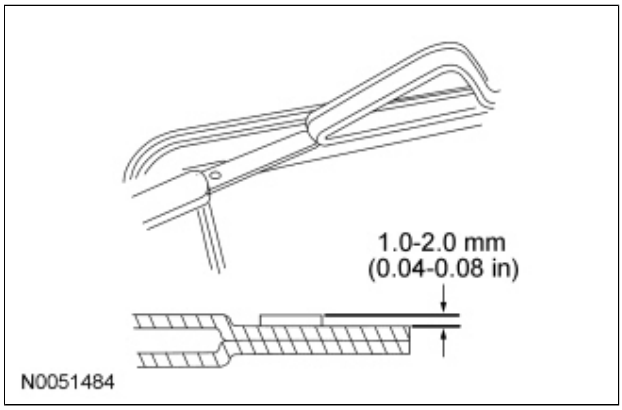
Installation

NOTE: For additional material guidelines, refer to the manufacturer's installation information.

1. **WARNING: Repair any corrosion found on the pinch weld. The pinch weld is a structural component of the vehicle. Corrosion left unrepaired may reduce the structural integrity of the vehicle. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

   NOTE: Avoid scratching the pinch weld. Repair all minor scratches or exposed metal on the pinch weld following manufacturer's instructions. Use the same brand pinch weld primer, glass primer and urethane adhesive.

   Using an appropriate tool, trim the urethane adhesive leaving a 1 mm to 2 mm (0.04 in to 0.08 in) base of original equipment urethane adhesive on the pinch weld.



2. Using a clean shop towel, brush or oil-free compressed air, clean the pinch weld area around the existing urethane adhesive. Remove any foreign material or water that may have entered during glass removal.

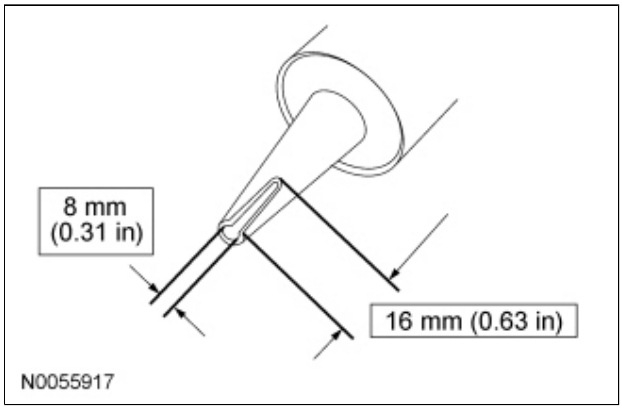
3. If installing the original rear quarter window glass, remove the excess urethane adhesive.

4. Clean the inside of the rear quarter window glass with glass cleaner.

5. **NOTE:** Be sure to use the same brand of cure-rate products for the urethane adhesive and glass primer. Do not mix different brands of urethane adhesive and glass primer. Refer to the Material Chart in this procedure.

   If installing a new rear quarter window glass, apply glass primer according to the manufacturer's instructions. Allow at least 6 minutes to dry.

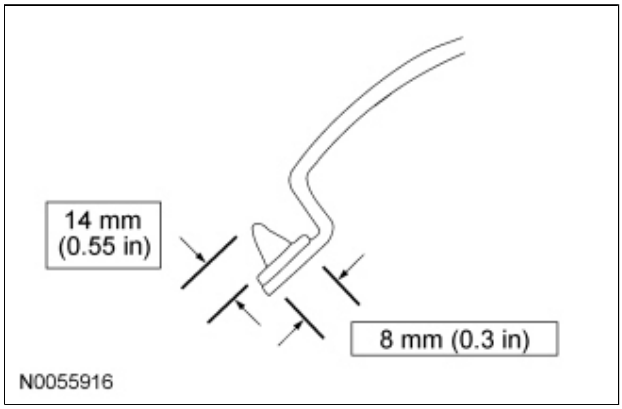
6. Cut the urethane adhesive applicator tip to specification.



7. **NOTE:** The rear quarter window glass must be positioned within 10 minutes of applying the urethane adhesive.

   NOTE: Use either a Air Caulking Gun or a high-ratio, electric or battery-operated caulk gun that will apply the urethane adhesive with less effort and a continuous bead.

   Apply urethane adhesive on top of the existing trimmed urethane adhesive bead on the pinch weld, starting and ending at the bottom of the rear quarter window glass near the center, making sure there are no gaps in the bead.



8. **WARNING: Do not drive vehicle until the urethane adhesive seal has cured. Follow urethane adhesive manufacturer's curing directions. Inadequate or incorrect curing of the urethane adhesive seal will adversely affect glass retention. Failure to follow these instructions may result in serious injury to vehicle occupant(s).**

   NOTICE: **Before positioning the rear quarter window glass, open vehicle windows to prevent the air pressure of closing doors from affecting the urethane adhesive bond.**

   Install the rear quarter window glass.
   - Position the rear quarter window glass to the flange, and press the retaining tabs into the flange to engage.

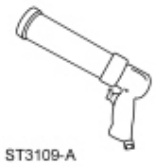
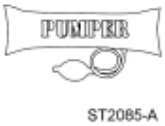
9. **NOTE:** The urethane adhesive must cure for a minimum of one hour before testing for air or water leaks.

   After the urethane adhesive has cured, check the rear quarter window glass seal for air or water leaks through the urethane adhesive bead and add urethane adhesive as necessary.

10. Install the C-pillar upper trim panel. For additional information, refer to Section 501-05 .

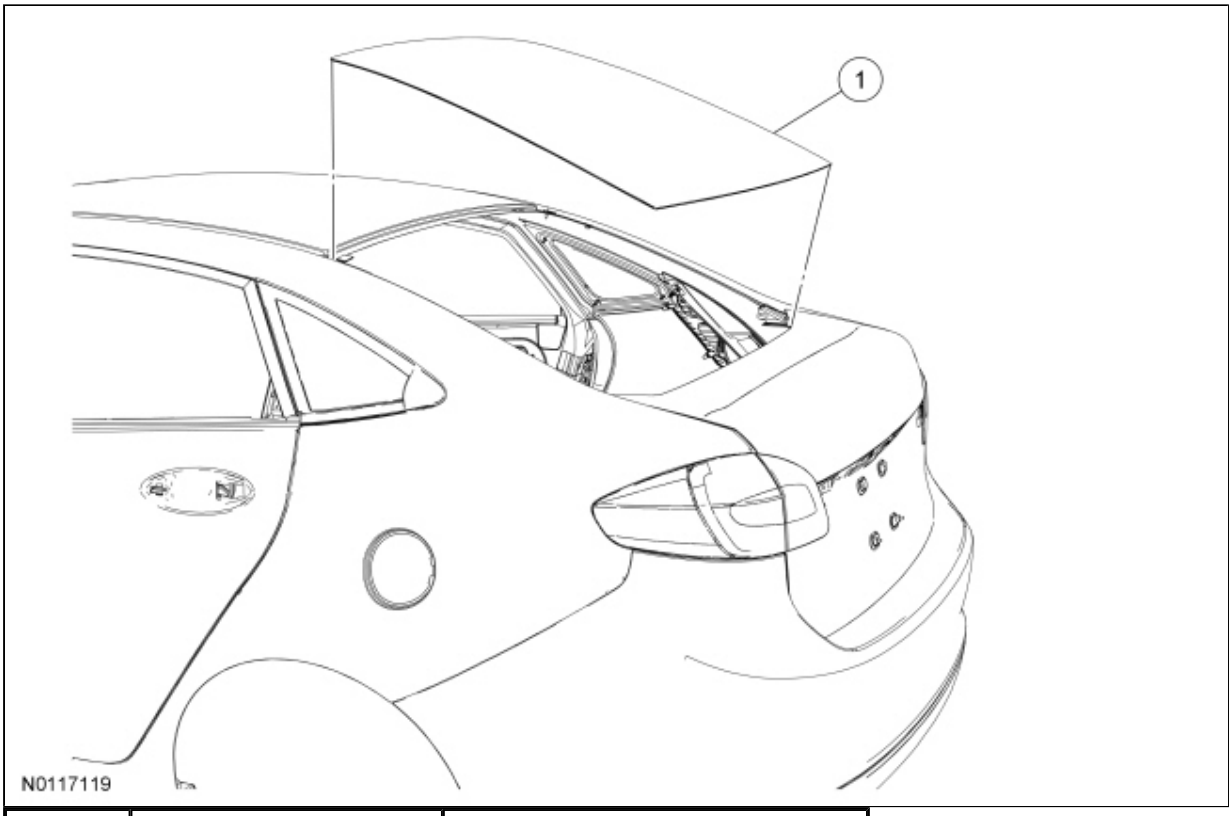
Window Glass — Rear

Special Tool(s)

 ST3109-A	Air Caulking Gun AST405 or equivalent
ST3274-A	Deluxe Air Windshield Knife 300-AST1770E or equivalent
 ST2085-A	The Pumper 164-R2459 or equivalent

Material

Item	Specification
Dow Urethane Adhesive Betaseal™ Express	—
Dow Urethane One Step Glass Primer Betaprime™ 5500 / 5500A / 5500SA	—
Sika Urethane Adhesive Sika Tack ASAP	—
Sika Urethane Metal and Glass Primer Sika 206 G+P	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A



Item	Part Number	Description
1	42006	Rear window glass

Removal

NOTE: If the rear window glass is being removed to repair a dust/water leak, remove and reinstall the existing rear window glass.

4-door vehicles

1. Remove the C-pillar trim panel and parcel shelf, and lower the headliner. For additional information, refer to Section 501-05 .

2. Remove the high mounted stoplamp. For additional information, refer to Section 417-01 .

5-door vehicles

3. Remove the liftgate trim panel. For additional information, refer to Section 501-05 .

4. Remove the roof-mounted spoiler. For additional Information, refer to Section 501-08

All vehicles

5. Disconnect the 2 rear window defrost electrical connectors.

6. Before cutting the urethane adhesive, remove dirt and other foreign material from the rear window glass pinchweld area.
   - Use a clean shop towel or oil-free, compressed air.

7. **NOTE:** Refer to manufacturer's instructions before using the Deluxe Air Windshield Knife.

   Lubricate the urethane adhesive with water to aid the Deluxe Air Windshield Knife when cutting.

4 Door vehicles

8. **WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.**

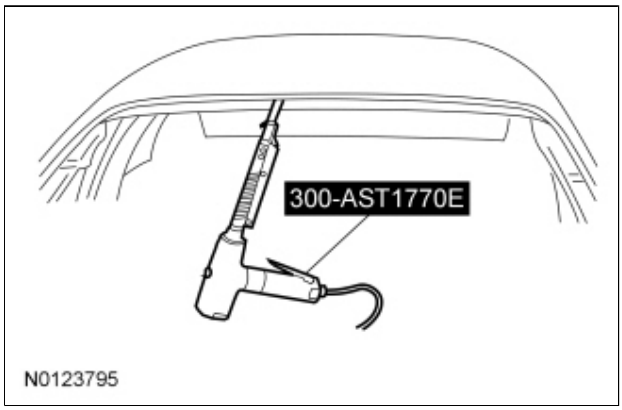
   WARNING: Wear protective gloves when handling components or parts that have pointed or sharp edges. Failure to follow this instruction may result in serious personal injury.

   NOTICE: **To avoid rust formation, use extreme care not to scratch the paint or primer or otherwise damage the pinchweld during glass removal.**

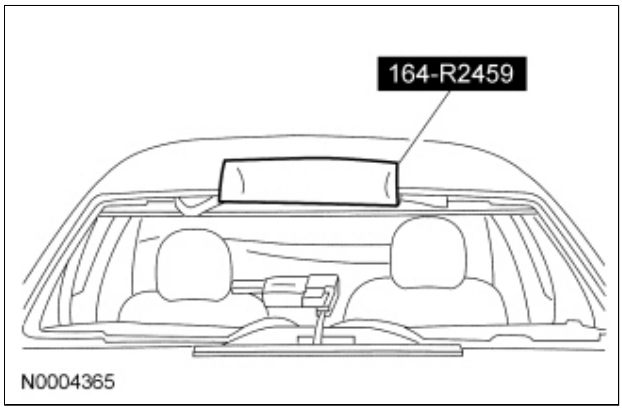
   NOTE: Insert the blade into the Deluxe Air Windshield Knife so that the flat side is against the glass. This will leave the entire urethane adhesive bead on the pinchweld and allow a dry fit of the replacement rear window glass.

   NOTE: Support the rear window glass to prevent the glass from dropping while cutting the urethane adhesive.

   Working from inside the vehicle, insert the Deluxe Air Windshield Knife at the upper center of the rear window glass and work toward the bottom corners.



9. Using The Pumper, distance the rear window glass from the body.



10. Insert the Deluxe Air Windshield Knife into the bottom of the urethane adhesive and cut from corner to corner.

5 Door vehicles

11. **WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.**

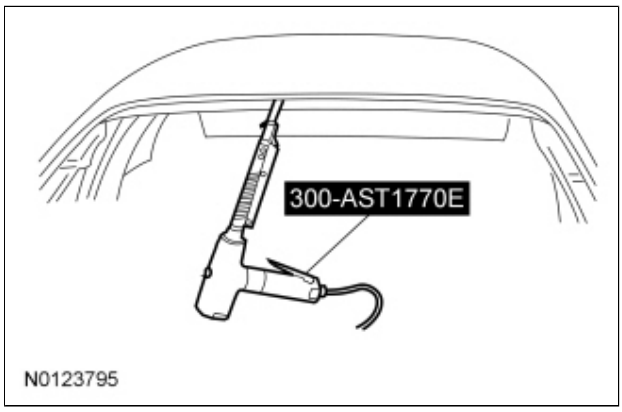
    WARNING: Wear protective gloves when handling components or parts that have pointed or sharp edges. Failure to follow this instruction may result in serious personal injury.

NOTICE: **To avoid rust formation, use extreme care not to scratch the paint or primer or otherwise damage the pinchweld during glass removal.**

NOTE: Insert the blade into the Deluxe Air Windshield Knife so that the flat side is against the glass. This will leave the entire urethane adhesive bead on the pinchweld and allow a dry fit of the replacement rear window glass.

NOTE: Support the rear window glass to prevent the glass from dropping while cutting the urethane adhesive.

Working from inside the vehicle, insert the Deluxe Air Windshield Knife at the upper center of the rear window glass and work toward the upper corners.



12. Working from the outside of the vehicle, insert the Deluxe Air Windshield Knife at the upper corners of the rear window glass and cut the remainder of the urethane adhesive.

All vehicles

13. Carefully remove the rear window glass from the vehicle and place on a stable work surface.

Installation

All vehicles

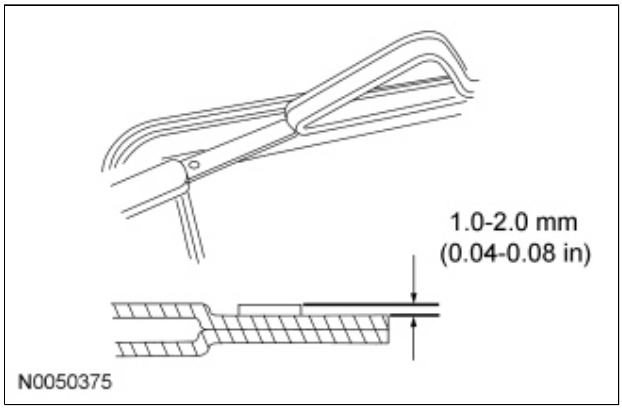
1. Dry-fit the rear window glass on the existing urethane adhesive bead on the pinch weld.
   - Position the glass on the pinch weld.
   - Center the glass in the opening.
   - Make alignment marks with tape or non-staining grease pencil on the rear window glass and the body.

2. After the dry-fit alignment, remove the glass from the body opening and place on a stable work surface with the interior side of the glass facing upward.

3. **WARNING: Repair any corrosion found on the pinch weld. The pinch weld is a structural component of the vehicle. Corrosion left unrepaired may reduce the structural integrity of the vehicle. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

   NOTE: Avoid scratching the pinch weld. Repair all minor scratches or exposed metal on the pinch weld following manufacturer's instructions. Use the same brand pinch weld primer, glass primer and urethane adhesive.

   Using an appropriate tool, trim the urethane adhesive leaving a 1-2 mm (0.04-0.08 in) base of original equipment urethane adhesive on the pinchweld.



4. Using a clean shop towel, brush or oil-free, compressed air, clean the pinch weld area around the existing urethane adhesive. Remove any foreign material or water that may have entered during glass removal.

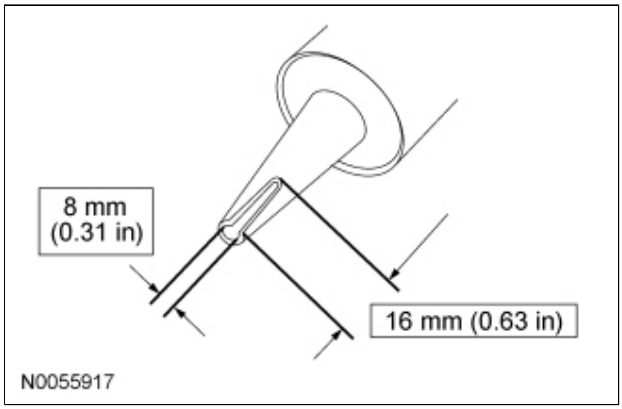
5. If reinstalling the same rear window glass, remove the remaining urethane adhesive from the glass leaving a thin layer to bond with the new urethane adhesive bead.

6. Clean the inside of the new rear window glass surface with glass cleaner.

7. **NOTE:** Be sure to use the same brand and cure-rate products for the urethane adhesive and glass primer. Do not mix different brands of urethane adhesive and glass primer. Refer to the Material Chart in this procedure.

   If installing a new rear window glass, apply glass primer according to manufacturer's instructions. Allow at least 6 minutes to dry.

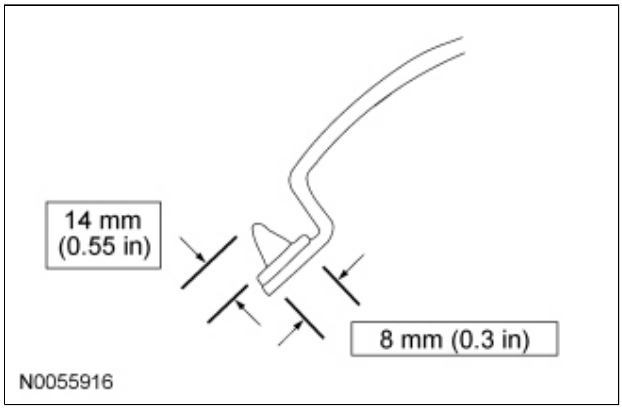
8. Cut the urethane adhesive applicator tip to specification.



9. **NOTE:** Use either a Air Caulking Gun or a high-ratio, electric or battery-operated caulk gun that will apply the urethane adhesive with less effort and a continuous bead.

   NOTE: The rear window glass must be positioned within 10 minutes of applying the urethane adhesive.

   Apply urethane adhesive on top of the existing trimmed urethane adhesive bead on the pinch weld, starting and ending at the bottom of the rear window glass near the center, making sure there are no gaps in the bead.



10. **WARNING: Do not drive vehicle until the urethane adhesive seal has cured. Follow urethane adhesive manufacturer's curing directions. Inadequate or incorrect curing of the urethane adhesive seal will adversely affect glass retention. Failure to follow these instructions may result in serious injury to vehicle occupant(s).**

    NOTICE: **Before positioning the rear window glass, open vehicle windows to prevent the air pressure of closing doors from affecting the urethane adhesive bond.**

    Using the alignment marks made previously, position the rear window glass on the pinch weld.

11. **NOTE:** The urethane adhesive must cure for a minimum of one hour before testing for air or water leaks.

    After the urethane adhesive has cured, check the rear window glass seal for air or water leaks through the urethane adhesive bead and add urethane adhesive as necessary.

12. Connect the LH and RH heated rear window electrical connector.

4-door vehicles

13. Install the C-pillar trim panel and parcel shelf, and raise the headliner. For additional information, refer to Section 501-05 .

14. Install the high mounted stoplamp. For additional information, refer to Section 417-01 .

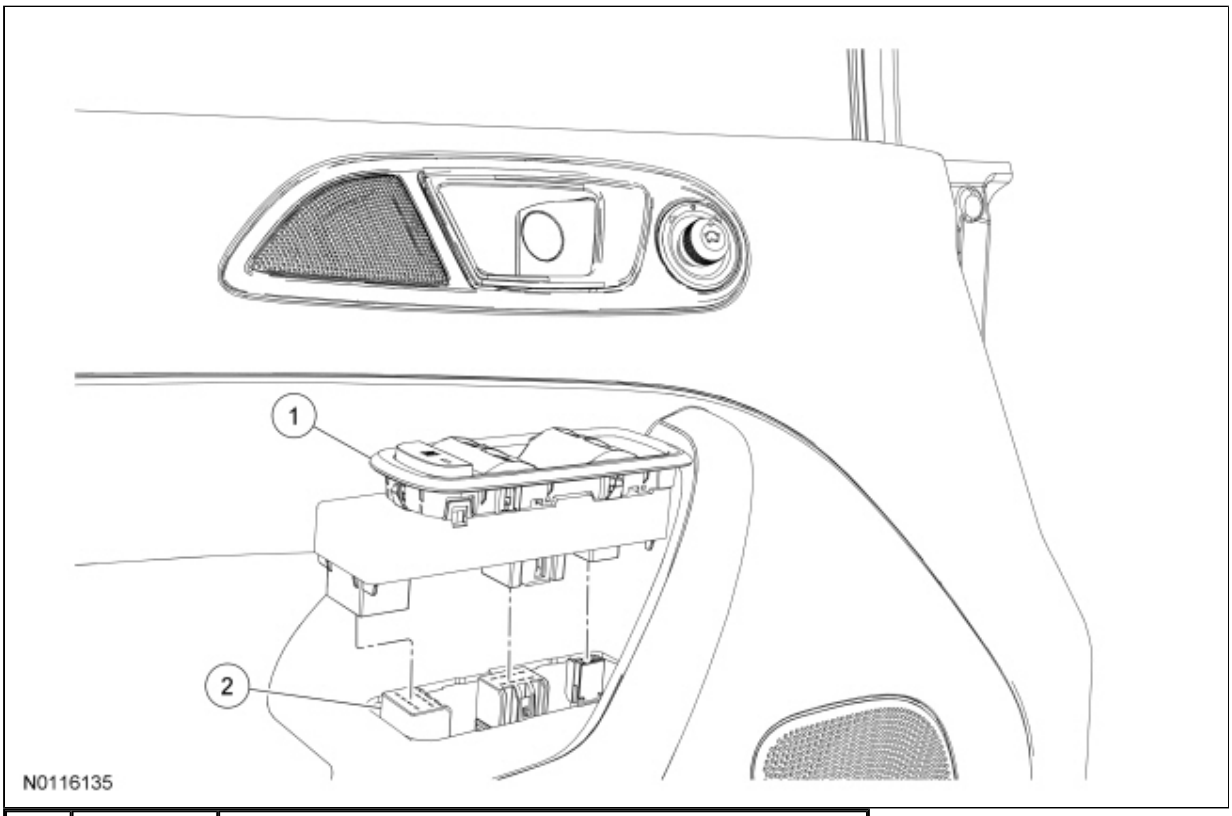
5-door vehicles

15. Install the liftgate trim panel. For additional information, refer to Section 501-05 .

16. Install the roof-mounted spoiler. For additional Information, refer to Section 501-08

Window Control Switch

NOTE: Driver window control switch shown, all others similar.



Item	Part Number	Description
1	14529	Master window control switch
2	—	Master window control switch electrical connector (Part of 14631 LH/ 14630 RH)

Removal and Installation

Passenger window control switch

1. Insert a non-marring tool under the window control switch bezel and pry upward.
2. Remove the window control switch from the door trim panel.

Master window control switch

3. Remove the front door trim panel. For additional information, refer to Section 501-05 .
4. Release the window control switch retaining tabs and remove the master window control switch from the door trim panel.

All window control switches

5. Disconnect the electrical connector(s).
6. To install, reverse the removal procedure.

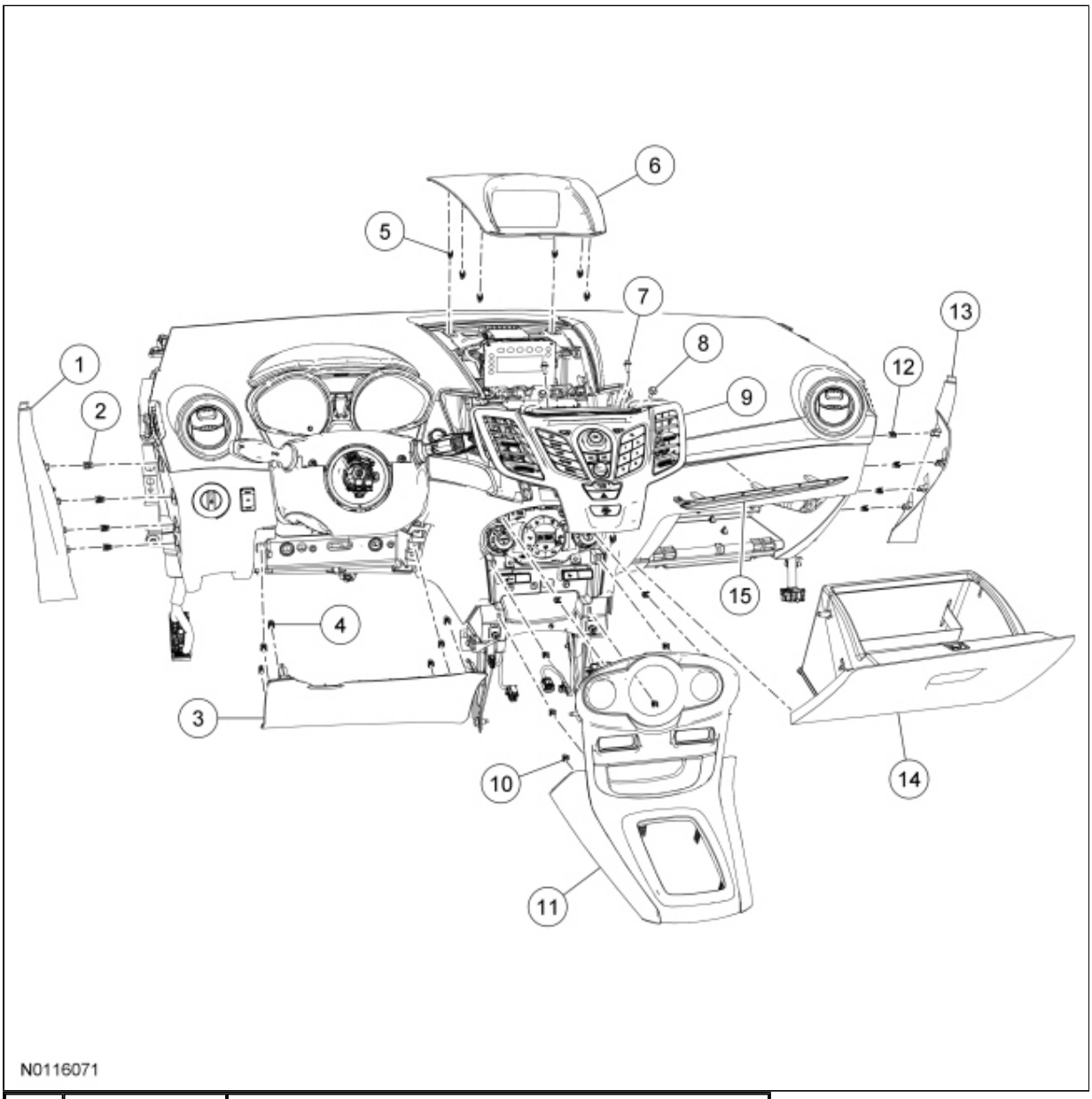
- The master window control switch and the LH window motor must be initialized whenever battery voltage has been removed from the driver window control switch for greater than 3 minutes (for example, the battery or the master window switch is disconnected) or if a new driver window control switch is installed. For additional information, refer to Window Motor Initialization in this section.

Torque Specifications

Description	Nm	lb-ft	lb-in
Floor console front screws	3	—	27
Floor console rear screws	3	—	27
Instrument panel front screws	8	—	71
Instrument panel bolts	25	18	—
In-vehicle cross car beam to floor pan brace screw	25	18	—
In-vehicle cross car beam to instrument panel screw	2	—	18
Instrument panel-to-front of dash bolt	25	18	—
LH instrument panel side bolt	25	18	—
Exterior heater core housing nut	1	—	9
Upper steering column shaft-to-lower steering column shaft bolt	28	21	—

Instrument Panel — Exploded View

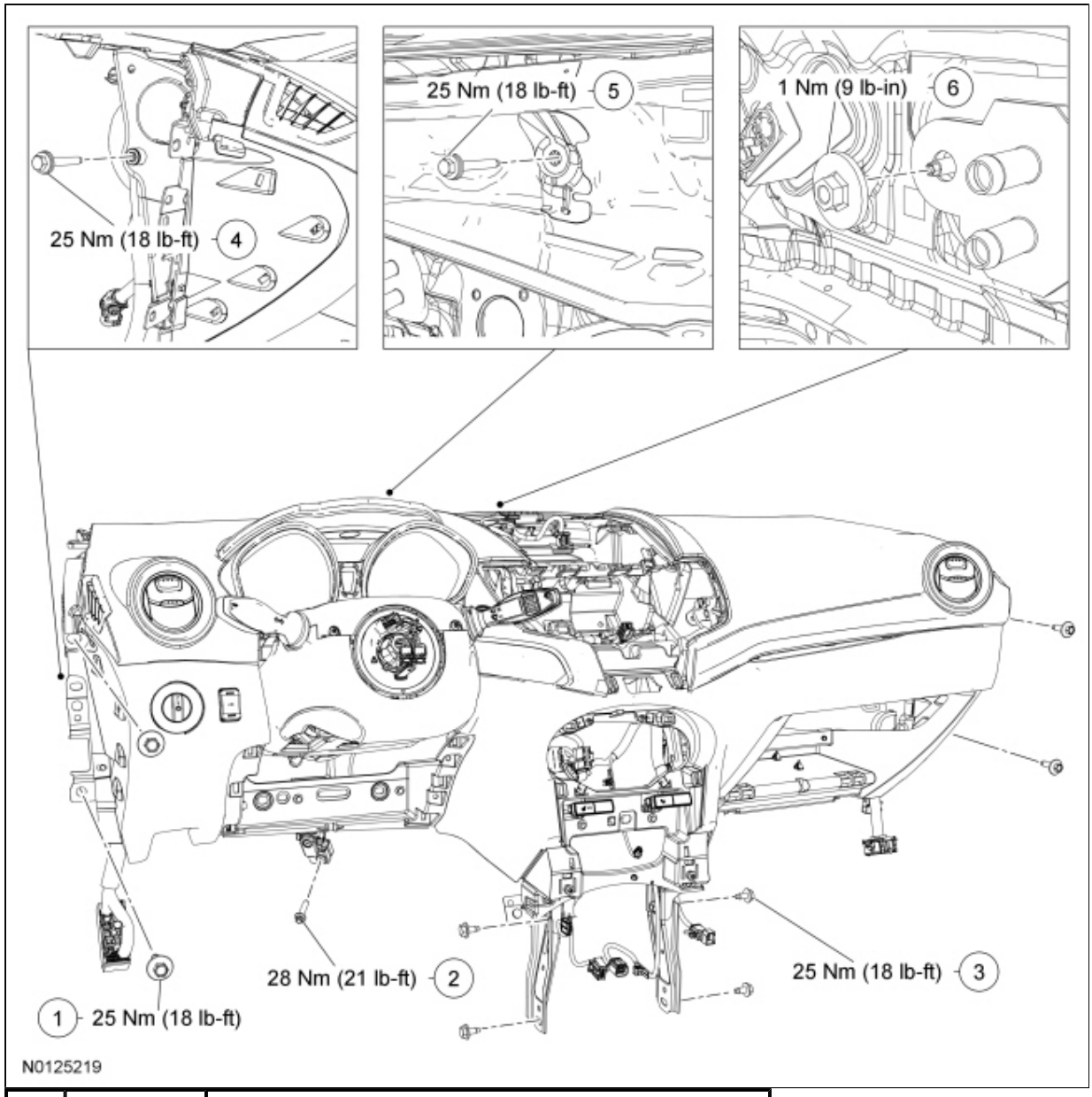
Instrument Panel Finish Panels



Item	Part Number	Description
1	044C61	LH instrument panel side cover
2	W714972	LH instrument panel side cover clips (4 required)
3	045N68	Steering column opening trim panel
4	W714972	Steering column opening trim panel clips (6 required)
5	W714972	Upper finish panel clips (6 required)
6	58042A82	Upper finish panel
7	W505142	Front Controls Interface Module (FCIM) finish panel screws (2 required)
8	W707628	FCIM finish panel screws (2 required)

9	18A802	Finish panel
10	W714972	Lower finish panel clips (8 required)
11	18498	Lower finish panel
12	W714972	RH instrument panel side cover clips (4 required)
13	044C60	RH instrument panel side cover
14	06010	Glove compartment
15	13E002 / 13E726	Close out bezel non-ambient / Ambient light pipe

Instrument Panel Mounting Fasteners



Item	Part Number	Description
1	W711557	Instrument panel screw (4 required)
2	3R827	Steering column shaft-to-steering column bolt
3	W701096	In-vehicle cross car beam to floor pan brace screw (2 required)

4	W711563	LH instrument panel bolt
5	W711563	Instrument panel-to-front of dash bolt
6	18N316	Exterior heater core housing nut

1. For additional information, refer to the procedures in this section.

Instrument Panel

Removal and Installation

Vehicles with air conditioning

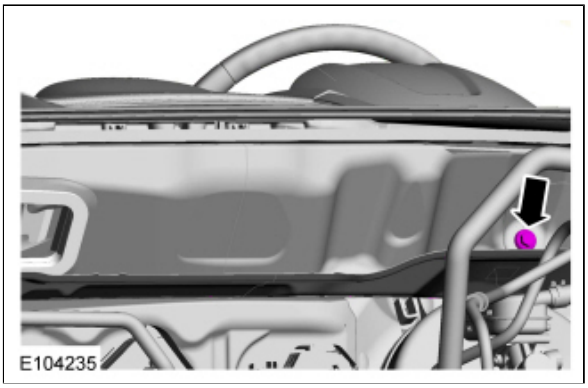
1. Recover the refrigerant. For additional information, refer to Section 412-00 .

All vehicles

2. Remove the upper and lower cowl panel grille. For additional information, refer to Section 501-02 .

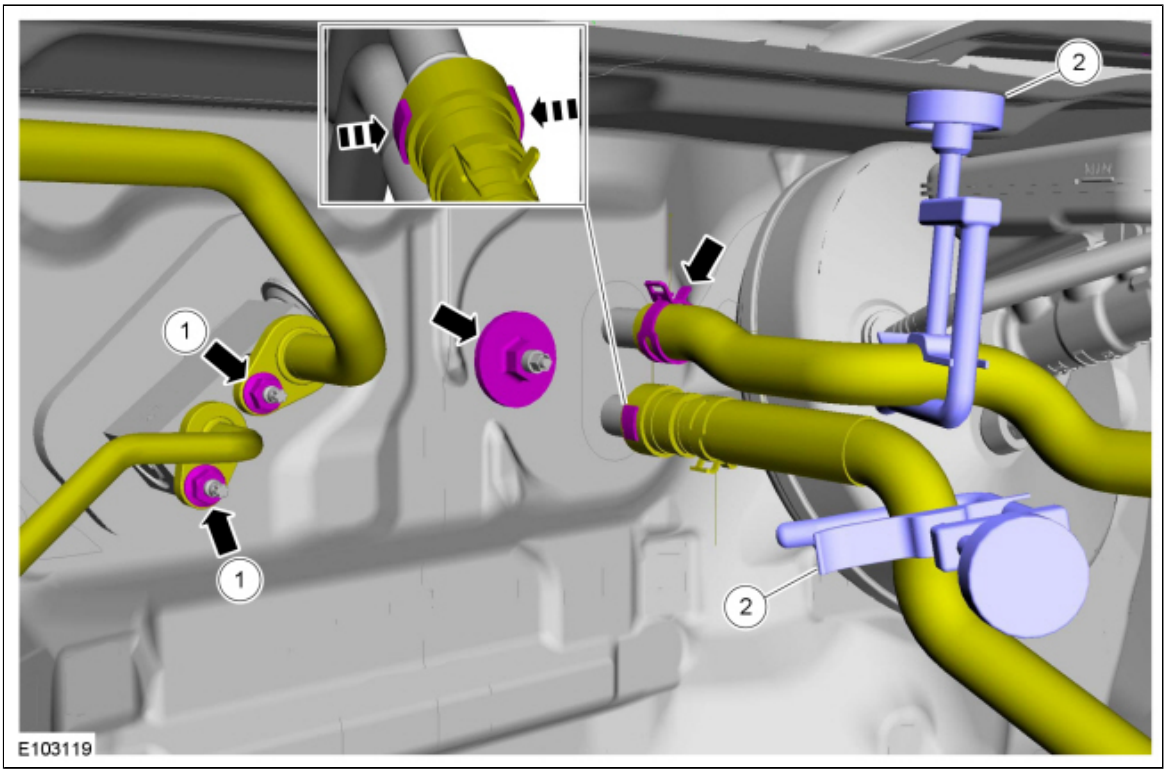
3. Remove the windshield wiper mounting arm and pivot shaft assembly and the windshield wiper motor. For additional information, refer to Section 501-16 .

4. Remove the instrument panel-to-front of dash bolt.
   - To install, tighten to 25 Nm (18 lb-ft).



NOTICE: **Make sure all the coolant openings are sealed, or coolant may leak into the vehicle when the instrument panel is removed.**

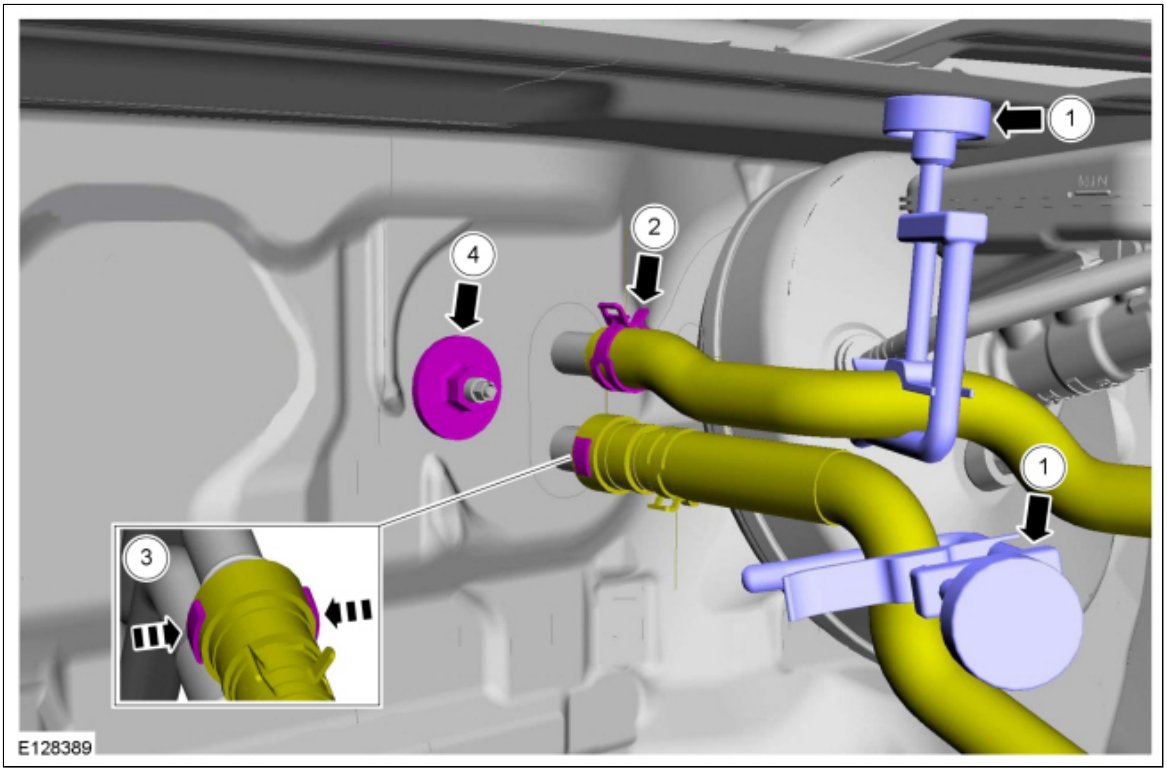
5. Crimp the two heater hoses and remove the hoses from the heater core. Remove the Thermostatic Expansion Valve (TXV) fitting nuts. Remove exterior heater core housing nut.
   - To install, tighten to 1 Nm (9 lb-in).



Vehicles without air conditioning

NOTICE: **Make sure all the coolant openings are sealed, or coolant may leak into the vehicle when the instrument panel is removed.**

6. Crimp the two heater hoses and remove the hoses from the heater core. Remove exterior heater core housing nut.
    - To install, tighten to 1 Nm (9 lb-in).



All vehicles

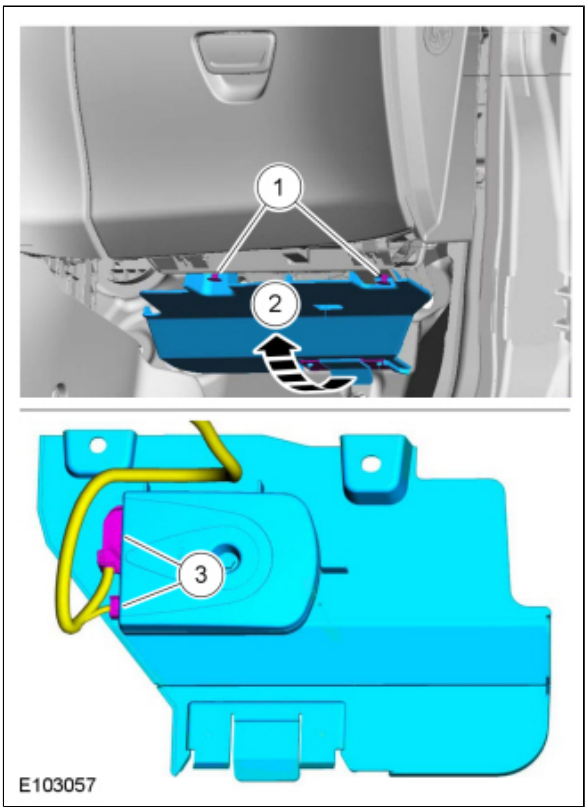
7. Remove the drivers side front door. For additional information, refer to Section 501-03 .
8. Remove the drivers seat. For additional information, refer to Section 501-10 .
9. Remove the transmission selector lever assembly. For additional information, refer to Section 307-05 .

Vehicles with manual transmission

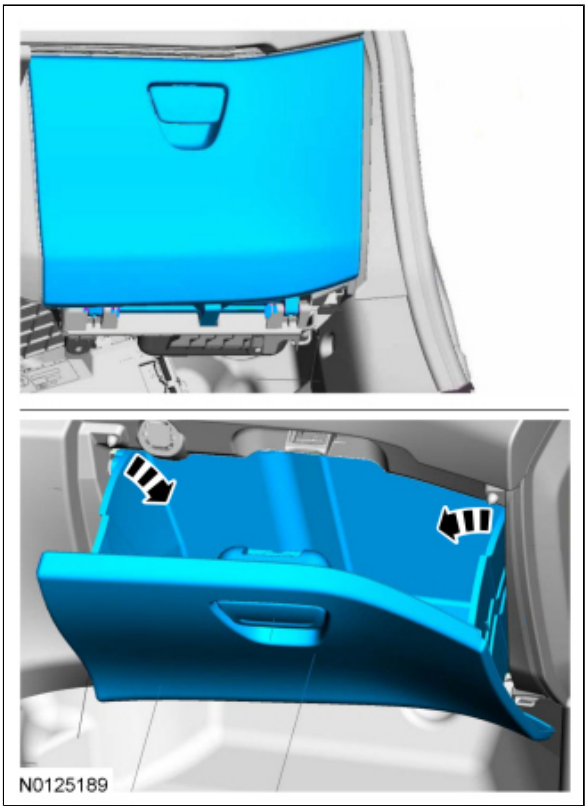
10. Remove the gear shift lever. For additional information, refer to Section 308-06 .

All vehicles

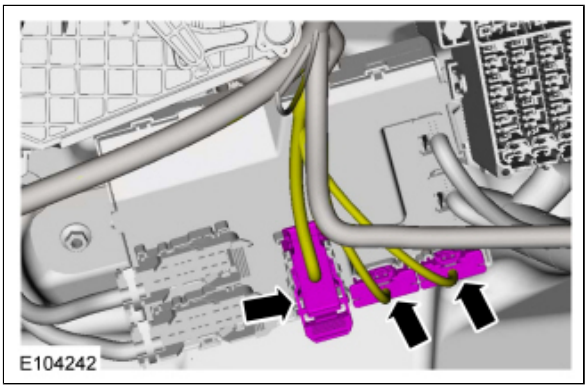
11. Remove the 2 push pins and remove the hush panel from the lower right side of the instrument panel.
    - Disconnect the electrical connector.



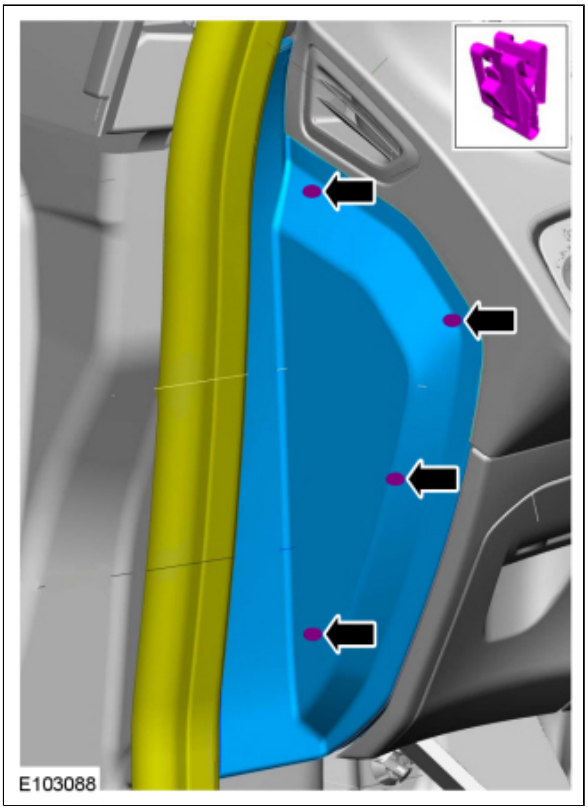
12. Remove the glove compartment.



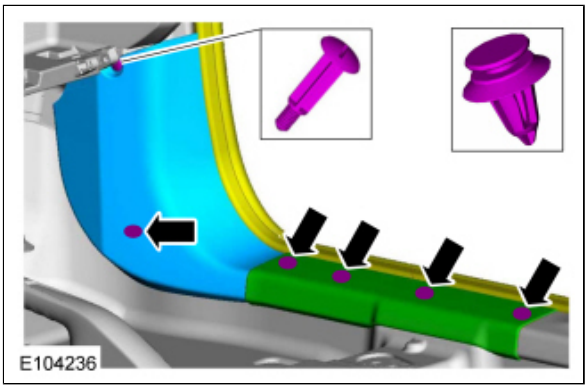
13. Disconnect the 3 electrical connecters at the lower RH side of the cowl.



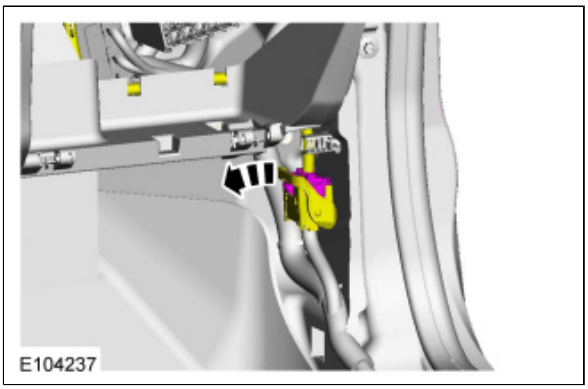
14. Remove the RH and LH instrument panel side covers.



15. Remove the RH and LH front scuff plates and the RH and LH cowl side trim panels.

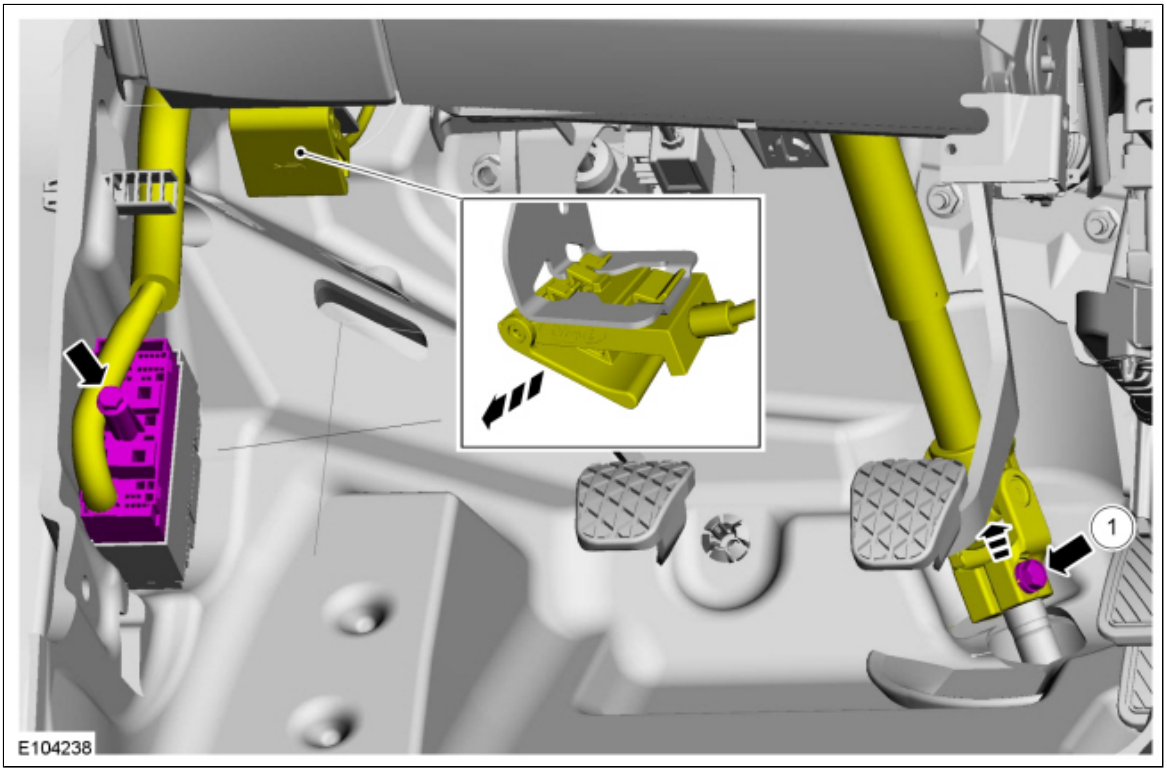


16. Disconnect the lever lock electrical connector and push pin at the lower RH side cowl. Disconnect the yellow connector and push pin at the lower RH side cowl.

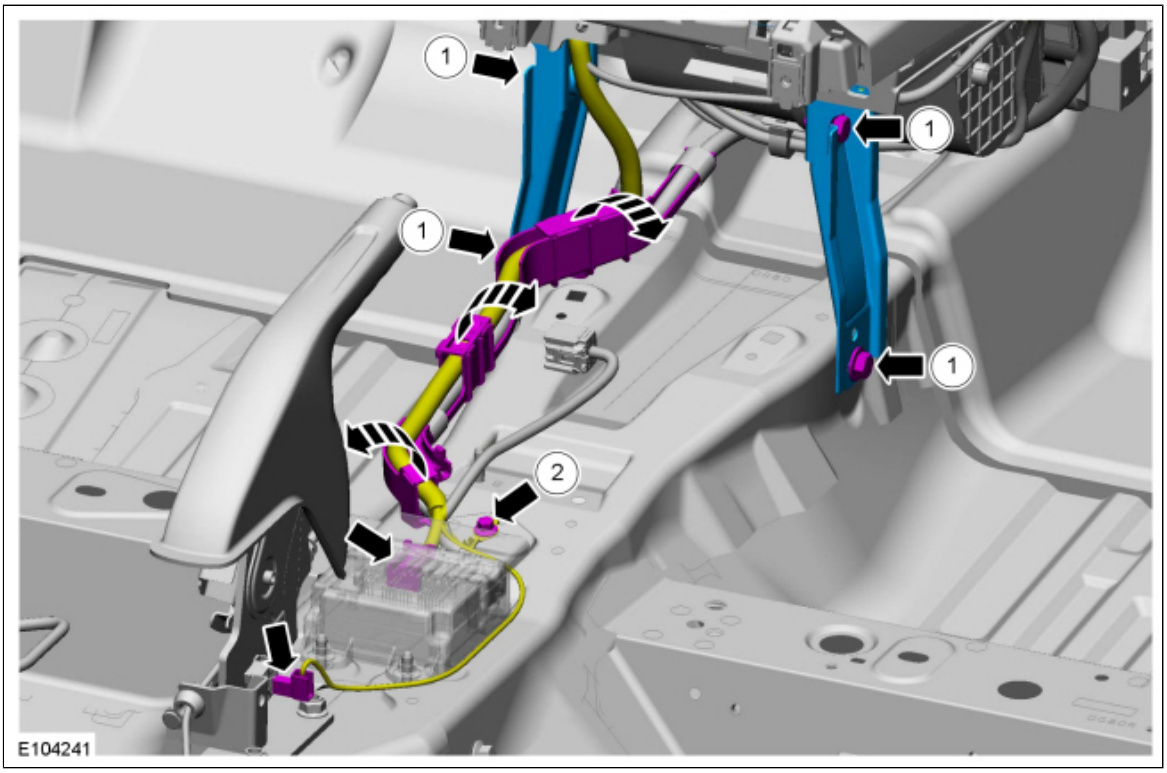


NOTICE: **Do not allow the steering wheel to rotate while the steering column shaft is disconnected, or damage to the clockspring may result. If there is evidence that the shaft has rotated, remove and recenter the clockspring. For additional information, refer to Section 501-20B .**

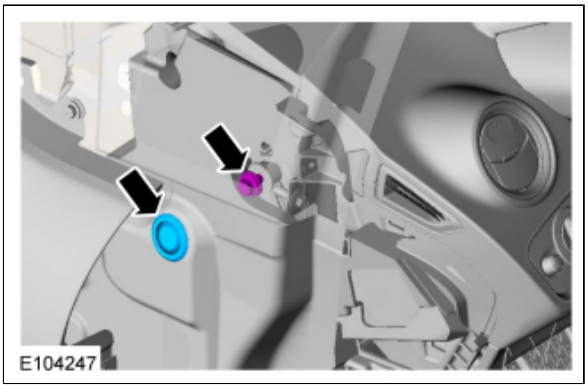
17. Remove the bolt-in electrical connector at the lower LH side cowl. Disconnect the hood release lever from bracket. Remove and discard the steering column shaft-to-steering column pinch bolt.
    - To install, use a new steering column shaft-to-steering column pinch bolt and tighten to 28 Nm (21 lb-ft).



18. Disconnect the 2 Restraints Control Module (RCM) electrical connectors. Remove the RCM harness from the plastic channel. Remove the ground strap bolt. Disconnect the parking brake electrical connector. Remove the 2 RH and the 2 LH instrument panel bolts and remove the instrument panel braces.
    - To install, tighten to 25 Nm (18 lb-ft).



19. Remove the LH instrument panel side bolt.
    - To install, tighten to 25 Nm (18 lb-ft).

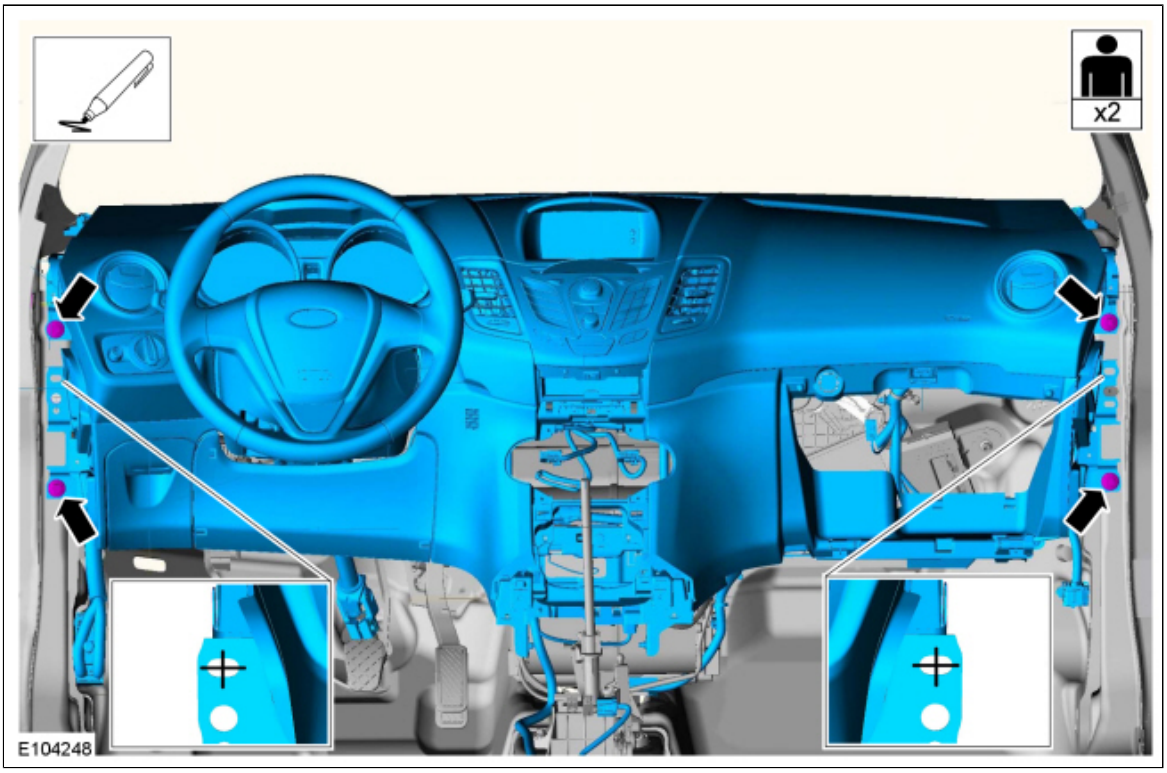


NOTICE: **To avoid damage to the instrument panel, this step requires the help of an assistant.**

NOTICE: **Make sure that all electrical connectors and wiring are not hindered before removing the instrument panel or damage to the components may occur.**

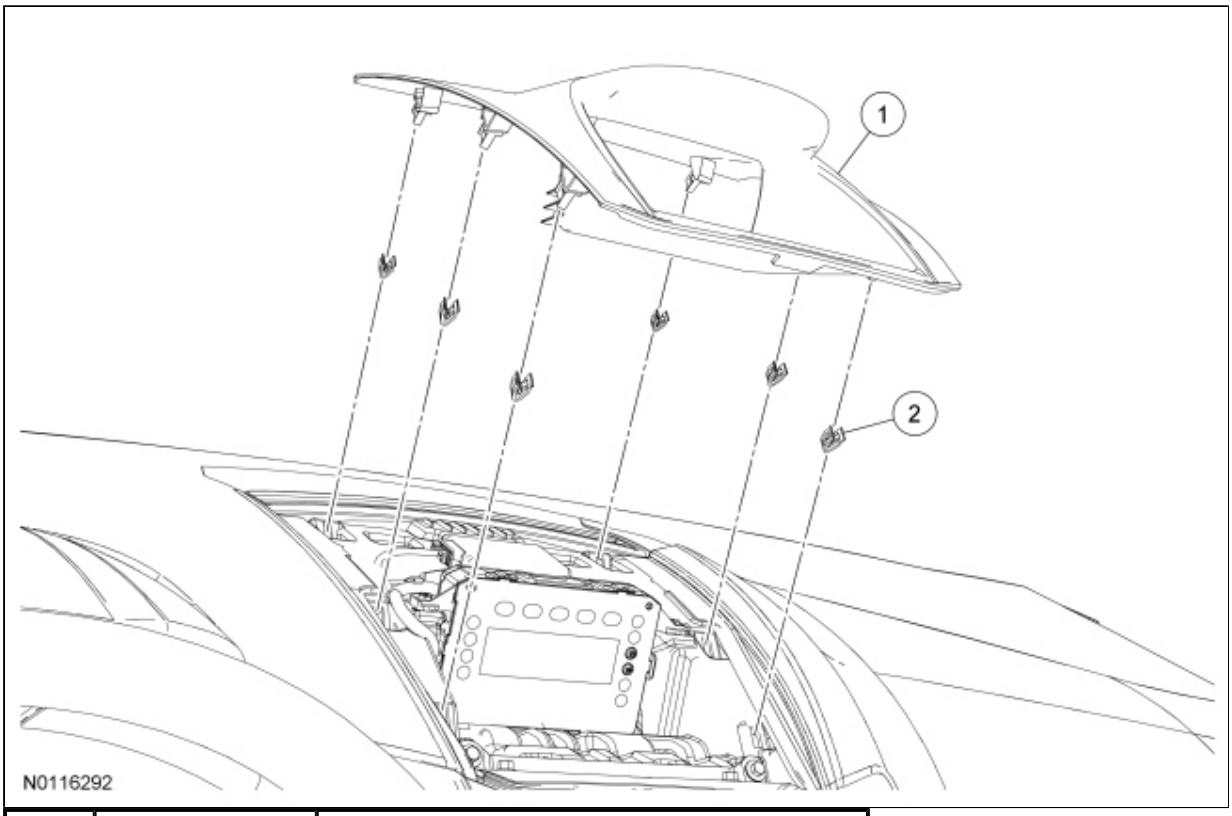
NOTE: Rotate the instrument panel as necessary to remove from the vehicle.

20. Remove the 2 RH and the two LH instrument panel bolts and remove the instrument panel.
    - To install, tighten to 25 Nm (18 lb-ft).



21. To install, reverse the removal procedure.

Instrument Panel Finish Panel — Upper



Item	Part Number	Description
1	58042A82	Upper finish panel
2	W714972	Upper finish panel clips (6 required)

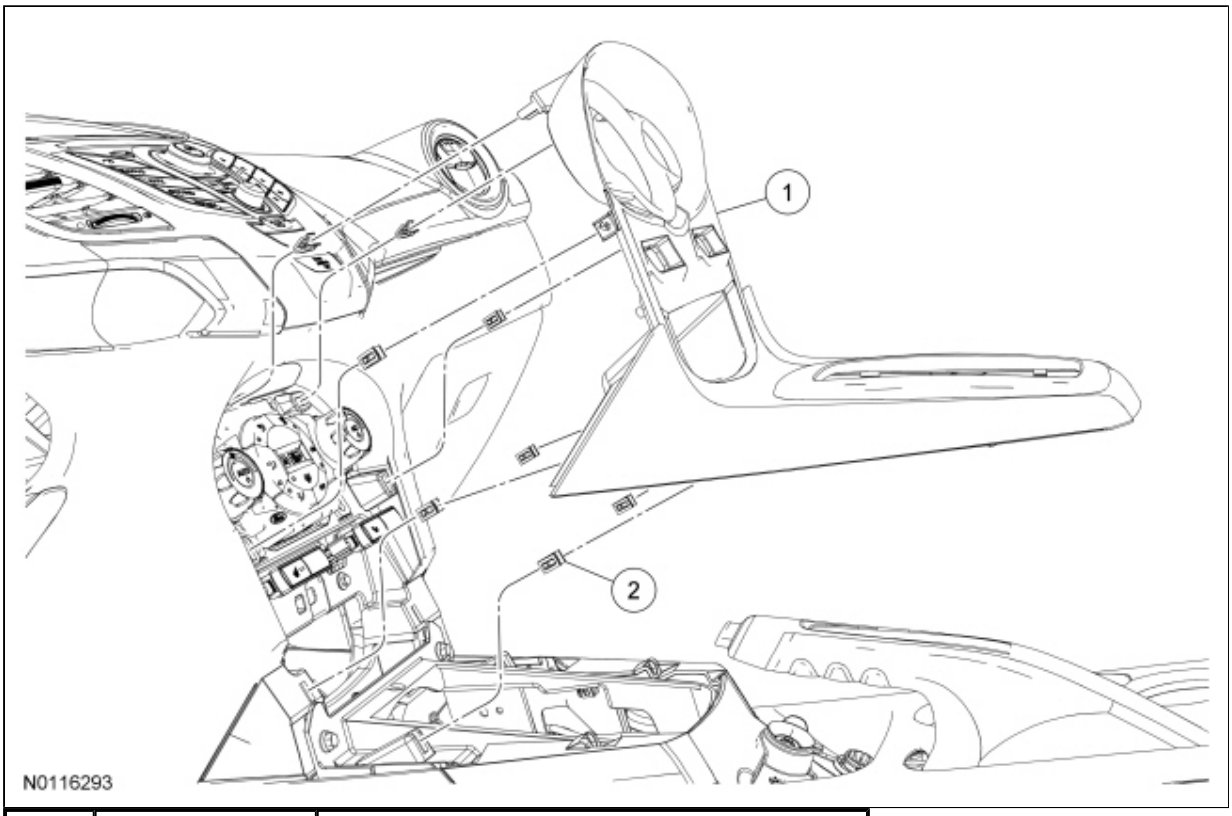
Removal and Installation

1. With a non-marring tool, lift the corners of the instrument panel upper finish panel upward to release the retaining clips.

2. ***NOTICE:*** **To avoid damage to the upper finish panel, remove any retaining clips from the instrument panel and attach them to the upper finish panel before installing.**

   To install, reverse the removal procedure.
   - Make sure to align the finish panel retaining clips to the adjacent retaining clip holes.

Instrument Panel Finish Panel — Lower



Item	Part Number	Description
1	5404644	Lower finish panel
2	W714972	Lower finish panel clips (8 required)

Removal and Installation

1. On vehicles equipped with automatic transmission, remove the selector lever trim ring using a non-marring tool.

2. Using a non-marring tool, lift the corners of the instrument panel lower finish panel upward to release the retaining clips.
   - Disconnect the electrical connectors.

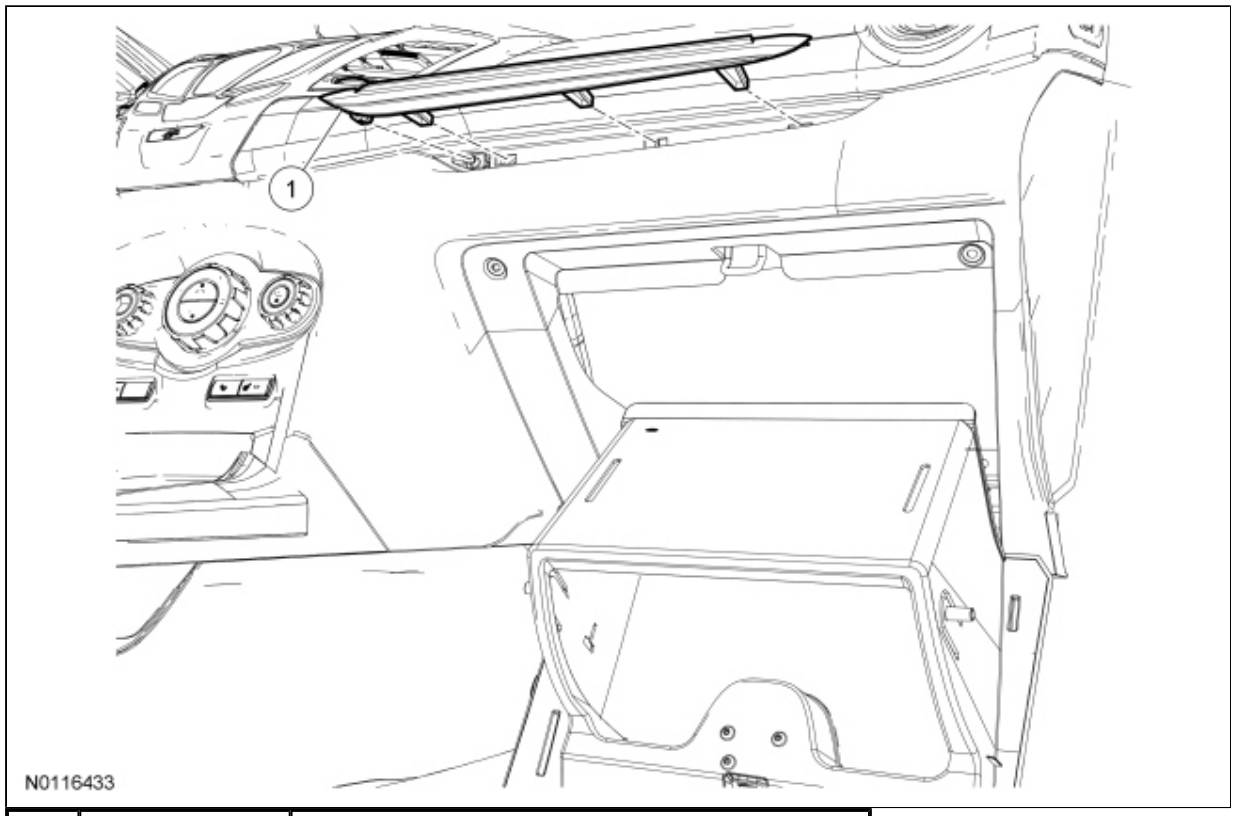
3. ***NOTICE:*** **To avoid damage to the lower finish panel, remove any retaining clips from the**

instrument panel and attach them to the lower finish panel before installing.

To install, reverse the removal procedure.

- Make sure to align the finish panel retaining clips to the adjacent retaining clip holes.

Instrument Panel Finish Panel — RH



Item	Part Number	Description
1	13E002/13E726	Close out bezel-not ambient/Ambient light pipe

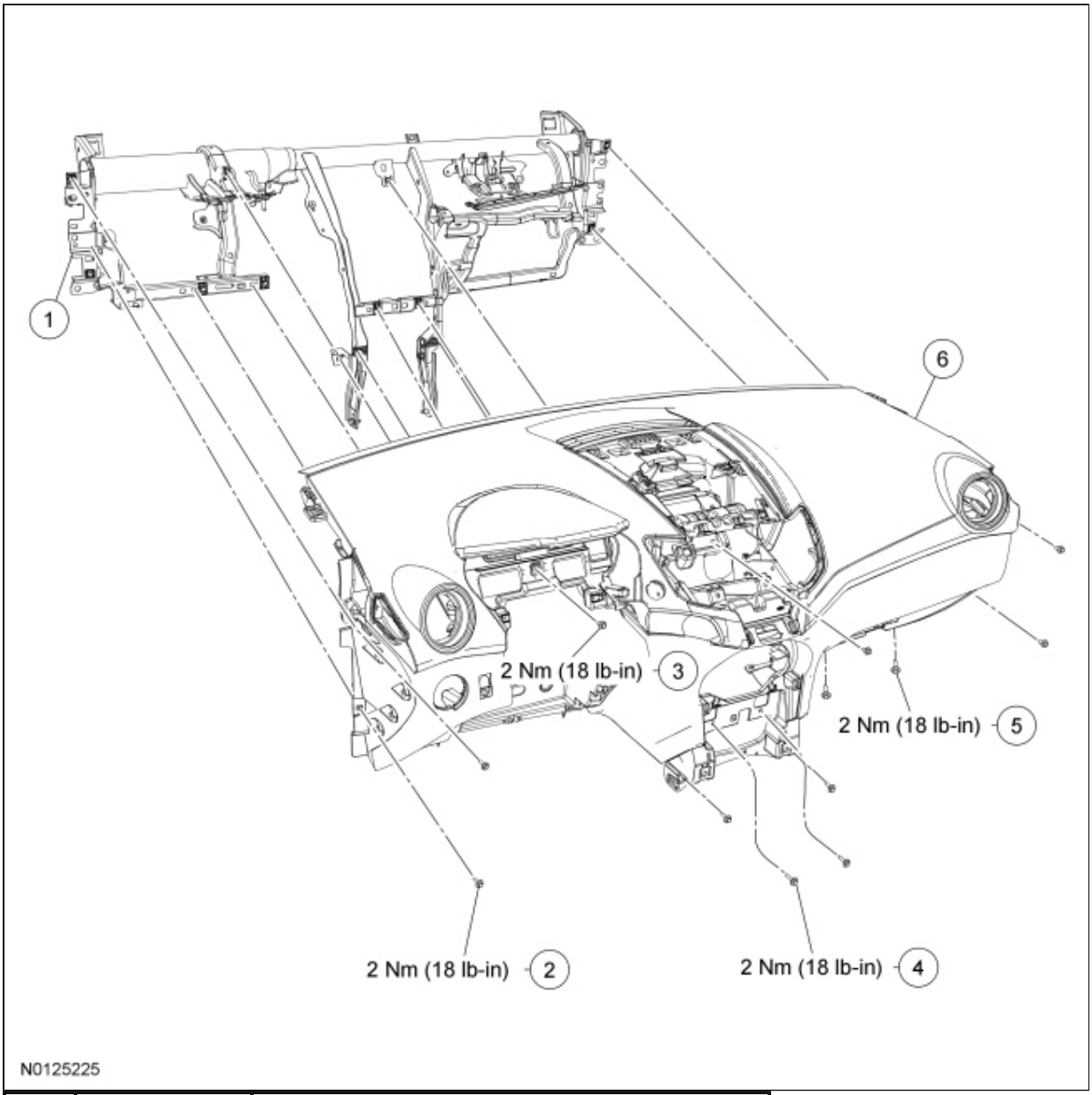
Removal and Installation

1. Lower the glove compartment door completely.

2. Release the 3 RH instrument panel finish panel retaining tabs by reaching through the glove compartment opening.
   - For vehicles equipped with the ambient light pipe, disconnect the electrical connector.

3. To install, reverse the removal procedure.
   - Make sure to align the finish panel retaining clips to the adjacent retaining clip holes.

Instrument Panel Upper Section

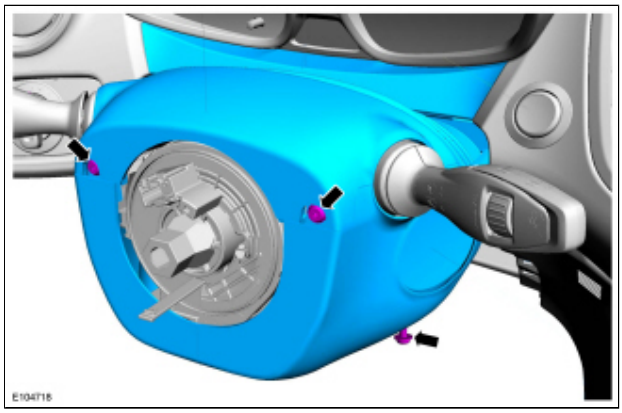


Item	Part Number	Description
1	04545	In-vehicle cross car beam
2	W711557	Instrument panel screw (4 required)
3	W711557	Instrument panel front screw (2 required)
4	W711557	Instrument panel screw (4 required)
5	W711557	Lower instrument panel screw (2 required)
6	04302	Upper instrument panel

Removal and Installation

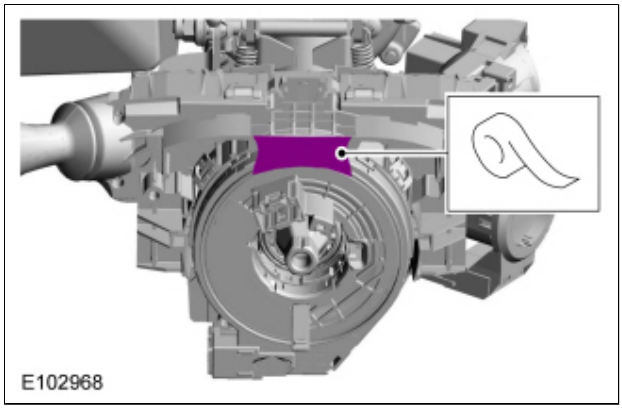
1. Remove the knee air bag module. For additional information, refer to Section 501-20B .
2. Remove the steering wheel. For additional information, refer to Section 211-04 .

3. Remove the 3 torx screws and remove the steering column shroud.

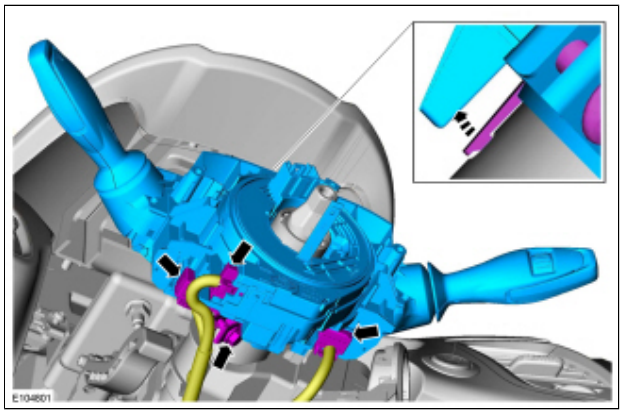


NOTICE: **Make sure the clockspring rotor does not rotate.**

4. Secure the clockspring.



5. Remove the steering column switch carrier.

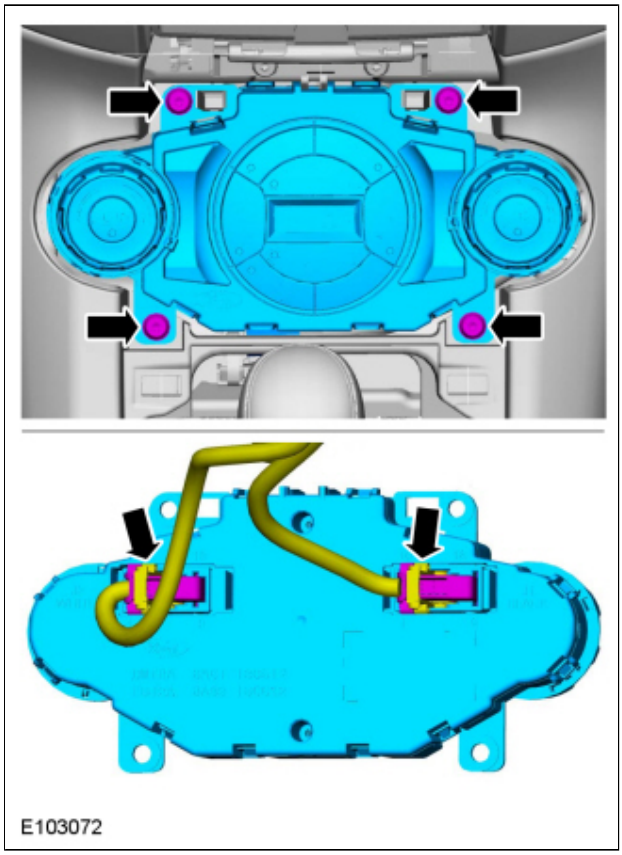


6. Remove the instrument cluster. For additional information, refer to Section 413-01 .
7. Remove the headlamp switch. For additional information, refer to Section 417-01 .
8. Remove the instrument panel dimmer swtich. For additional information, refer to Section 413-00 .
9. Remove the instrument panel upper finish panel. For additional information, refer to Instrument Panel Finish Panel — Upper in this section.
10. Remove the Front Controls Interface Module (FCIM), the Audio Control Module (ACM), the Front Control/Display Interface Module (FCDIM), and disconnect the Global Positioning System Module

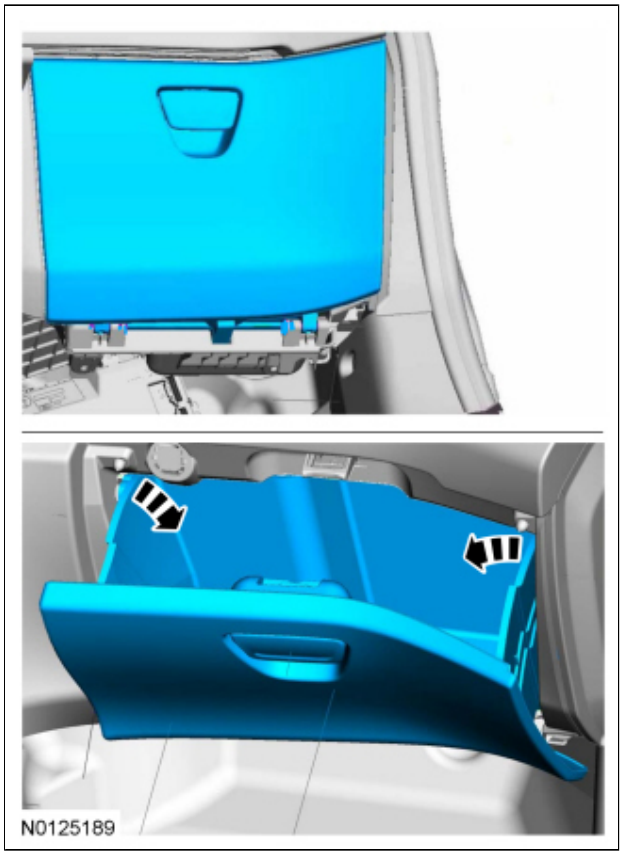
(GPSM). For additional information, refer to Section 415-00 .

11. Remove the floor console. For additional information, refer to Console — Floor in this section.

12. Remove the 4 Heating Ventilation Air Conditioning (HVAC) module screws and remove the HVAC module.
    - Disconnect the electrical connector.



13. Remove the glove box.



14. Remove the Accessory Protocol Interface Module (APIM). For additional information, refer to Section 415-00 .

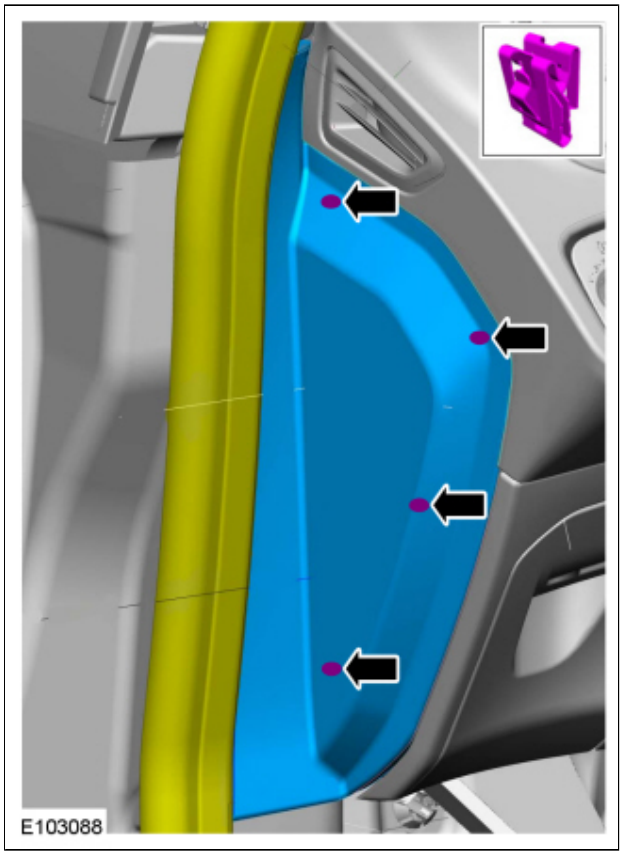
15. Disconnect the RH finish panel ambient light pipe electrical connector. For additional information on connector location, refer to exploded view in Instrument Panel Finish Panel — RH in this section.

16. Disconnect and remove the LH and RH Light Emitting Diode (LED) connectors.

17. Remove the passenger side air bag module bracket. For additional information, refer to Section 501-20B .

18. Remove the LH and RH A-Pillar trim panels. For additional information, refer to Section 501-05 .

19. Remove the LH and RH instrument panel side covers.

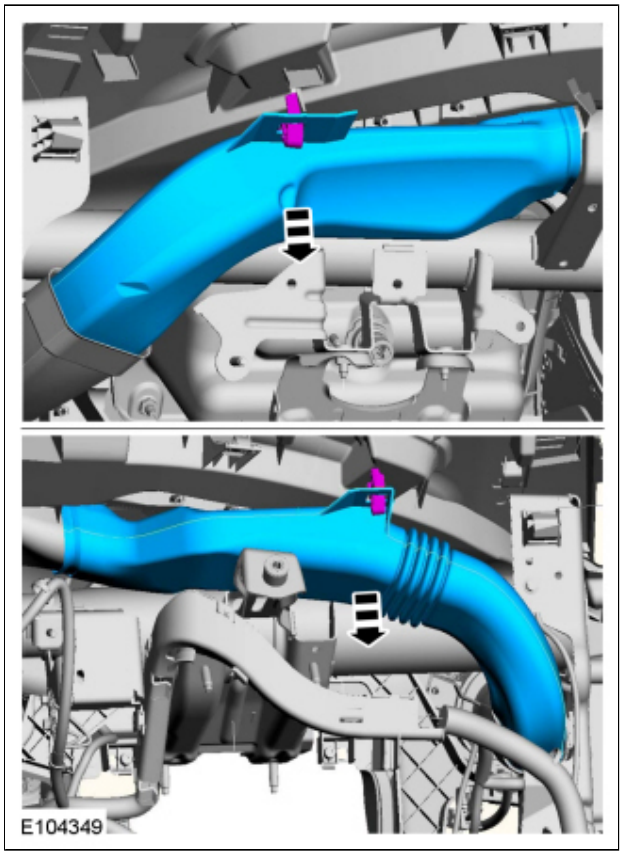


20. Position both front seats fully rearward.

21. Remove the 12 upper instrument panel screws.
    - To install, tighten to 2 Nm (18 lb-in).

22. **NOTE:** The RH and LH defroster ducts stay in the vehicle when the upper instrument panel is removed.

    With the upper instrument panel loose release the RH and LH defroster duct clips.



23. Gently pull the upper instrument panel outward and release the 12 harness push pins and 6 metal harness retaining clips.

24. ***NOTICE:*** **To avoid damage to the instrument panel, an assistant is required when carrying out this step.**

    NOTICE: **Note the harness routing and make sure that all electrical connectors and wiring are not hindered before removing the instrument panel or damage to the components may occur.**

    Remove the upper instrument panel.

25. ***NOTICE:*** **To avoid damaging the instrument panel, use an assistant when positioning the instrument panel to the vehicle.**

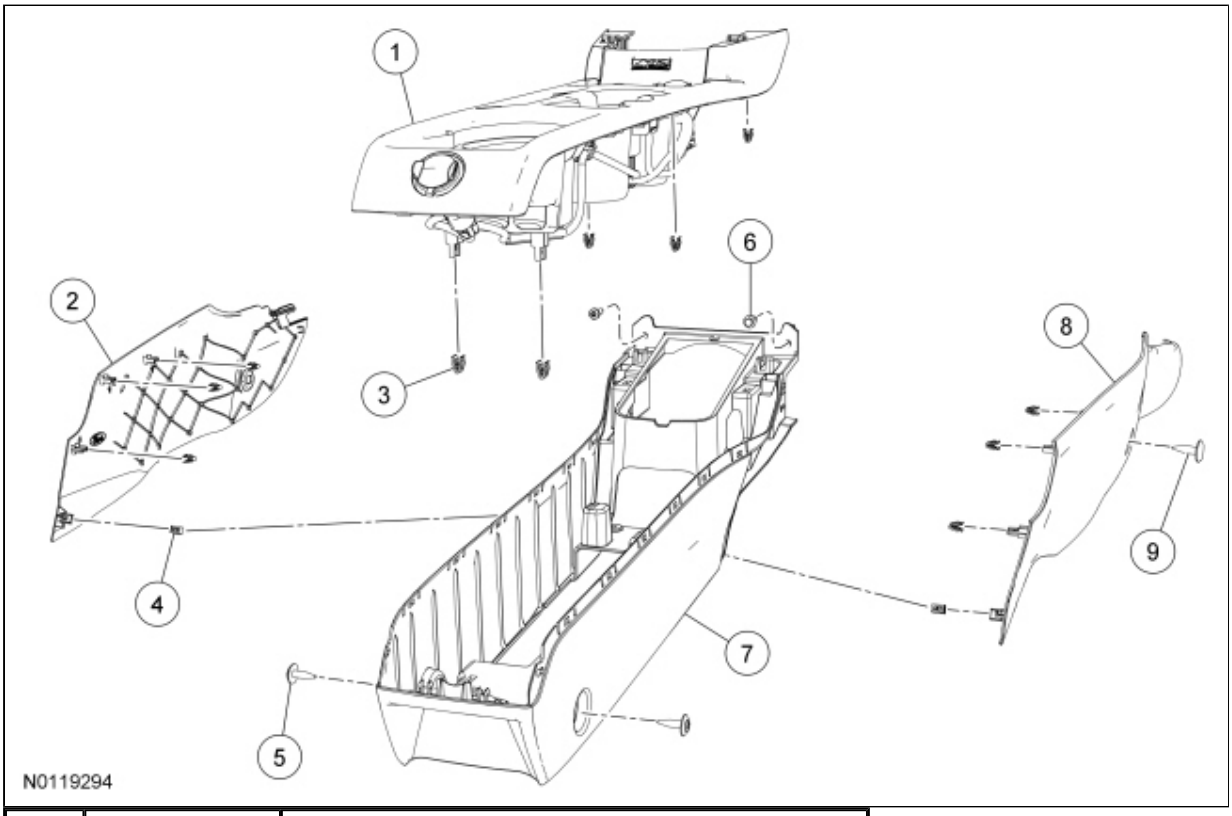
    NOTICE: **Make sure that all electrical connectors and wiring are correctly routed when installing the instrument panel or damage to the components may occur.**

    To install, reverse the removal procedure.

Console — Floor

NOTE: Click here or refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

NOTE: Click here or refer to the on-line Workshop Manual to learn about using an Interactive Illustration.



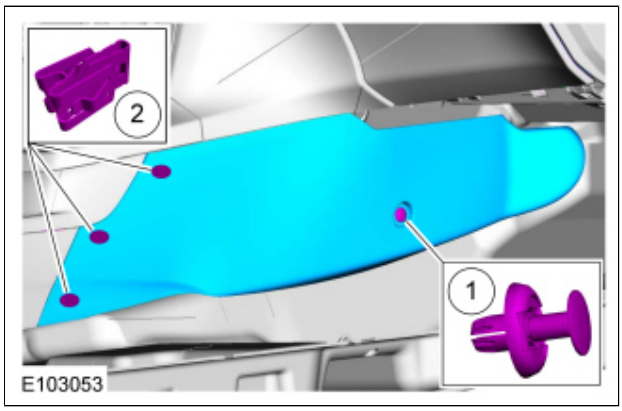
Item	Part Number	Description
1	045A76	Floor console finish panel
2	04608	RH floor console side panel
3	W714972	Floor console finish panel clips (6 required)
4	W714972	Floor console side panel clips (4 required)
5	N808720	Floor console rear screws (2 required)
6	W500214	Floor console front screws (2 required)
7	045A36	Floor console assembly
8	04609	LH floor console side panel
9	W707068	Side panel push pin (2 required)

Removal and Installation

1. On vehicles equipped with automatic transmission, remove the selector lever trim ring using a non-marring tool.

2. Using a non-marring tool, lift the corners of the instrument panel lower finish panel upward to release the retaining clips.
    - Disconnect the electrical connectors.

3. Remove the RH and LH floor console side trim panels.
    1. Remove the side panel push pins.
    2. Pull outward to release the floor console side panel clips.



4. Apply the parking brake handle in the full upright position.

5. Position the seats fully forward and remove the 2 floor console rear screws.

6. Remove the 2 floor console front screws.

7. Disconnect the 2 console electrical connectors on the right side and the 2 console electrical connectors on the left side. Separate the data cable pin type retainer from the console on the right side.

8. Remove the floor console assembly.

9. To install, reverse the removal procedure.

Power Point

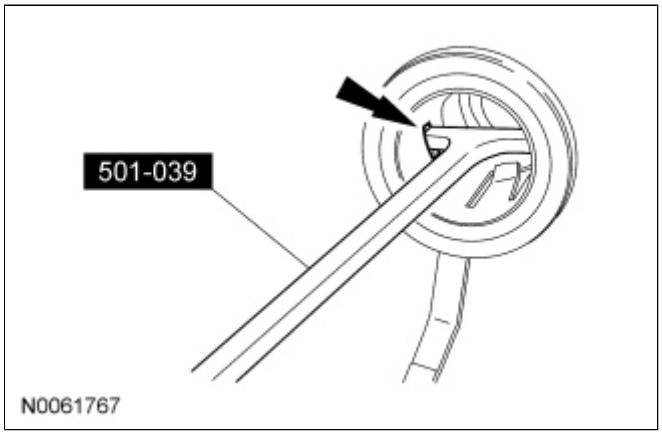
Special Tool(s)

ST3024-A	Remover, Power Point Socket 501-039 or equivalent

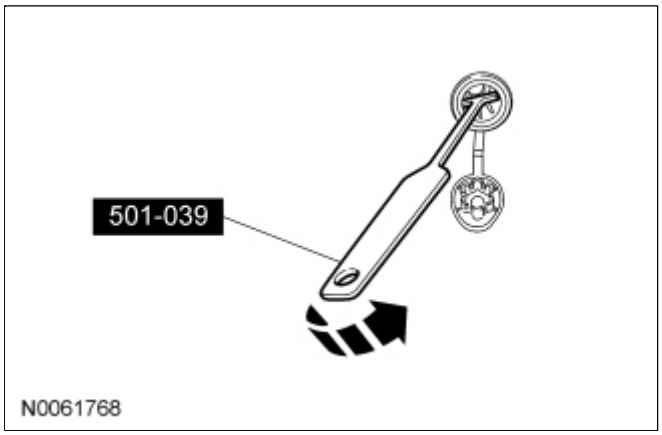
Removal

NOTE: Power point cover may differ depending on location.

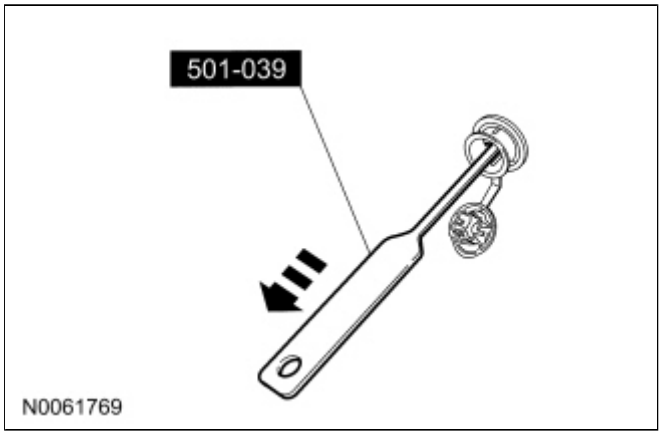
1. Open the power point cover.
2. Install the Power Point Socket Remover in one of the power point socket slots.



3. Position the Power Point Socket Remover so that it engages in the adjacent slot.



4. Using the Power Point Socket Remover, pull the power point socket out of the retainer.



5. Disconnect the electrical connector.

Installation

1. Connect the electrical connector.
2. Slide the power point socket into the retainer.

Material

Item	Specification	Fill Capacity
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B	—
Penetrating and Lock Lubricant (US); Penetrating Fluid (Canada) XL-1 (US); CXC-51-A (Canada)	—	—

Torque Specifications

Description	Nm	lb-ft	lb-in
Door latch screws	8	—	71
Door striker bolts	20	—	177
Exterior door handle reinforcement screws	2	—	18
Exterior door handle bolts	1	—	9
Hood latch bolts	9	—	80
Hood striker bolts	10	—	89
Interior door handle screws	1	—	9
Luggage compartment lid/liftgate latch bolts	10	—	89
Luggage compartment lid/liftgate latch striker bolts	24	18	—

Handles, Locks, Latches and Entry Systems

Hood Latch

The hood latch system consists of the hood latch and the hood latch release handle and cable.

Front Door

The front door consists of the following components:

- Door ajar switch (part of the front door latch)
- Door lock cylinder
- Exterior front door handle (contains an antenna and lock button on Intelligent Access (IA)-equipped vehicles)
- Exterior front door handle actuating cable
- Exterior front door handle reinforcement
- Front door latch
- Front door lock actuator (part of the front door latch)
- Interior door handle actuating cable
- Interior door handle

Rear Door

The rear door consists of the following components:

- Door ajar switch (part of the rear door latch)
- Exterior rear door handle
- Exterior rear door handle actuating cable
- Exterior rear door handle reinforcement
- Interior door handle actuating cable
- Interior door handle
- Rear door latch
- Rear door lock actuator (part of the rear door latch)

Luggage Compartment Lid/Liftgate

The luggage compartment lid/liftgate consists of the following components:

- Luggage compartment lid/liftgate latch
- Luggage compartment lid/liftgate release switch (located on the luggage compartment lid/liftgate trim)
- Mechanical emergency release cable and handle (part of the luggage compartment lid latch)
- Luggage compartment/liftgate IA antenna (IA -equipped vehicles) (located behind the rear bumper cover)

Manual Door Lock

In the event of a failure of the power door locks, the doors can be individually locked through the manual door lock. The manual door lock is located on the rear edge of the door just above the door latch opening. For the doors on the driver side of the vehicle, insert a key and turn the key clockwise to lock. For the doors on the passenger side of the vehicle, insert a key and turn the key counterclockwise to lock.

Power Lock/Unlock

The power lock/unlock feature requests all of the vehicle doors locked or unlocked upon a customer request from the door lock control switch (part of the Front Controls Interface Module (FCIM)) in the vehicle. The power door locking system functions independently of ignition status or vehicle speed.

Door Lock Indicator

The door lock indicator provides visual indication of the door lock status. When the light on the door lock control switch is illuminated it indicates that all of the doors are locked. When the light is off it indicates that one or more doors are unlocked.

Central Locking/Unlocking

The central locking/unlocking feature allows all of the doors to be locked or unlocked from a key in the driver door lock cylinder. To unlock the driver door with stepped unlock enabled, turn the key once to the unlock position. To unlock all of the doors with stepped unlock enabled, turn the key a second time to unlock all of the doors. To unlock all of the doors with stepped unlock disabled, turn the key once to the unlock position. Refer to Stepped Unlock Programming in this section for programming information.

To lock all of the doors, turn the key to the LOCK position.

Autolock

The autolock feature (when enabled) locks all the doors when the following conditions are met:

- All the doors are closed
- The ignition is in the RUN mode
- The vehicle is shifted into any gear putting the vehicle in motion
- The vehicle reaches a speed greater than 7 km/h (5 mph)

The autolock feature repeats when:

- any door is opened then closed with the ignition in the RUN mode.
- the vehicle reaches a speed greater than 7 km/h (5 mph).

Refer to Autolock and Auto-Unlock Programming in this section for programming information.

Auto-Unlock

NOTE: The doors will not auto-unlock if the vehicle has been electronically locked before the driver door is opened.

The auto-unlock feature (when enabled) unlocks all the doors when the following conditions are met:

- The ignition is in the RUN mode
- All the doors are closed
- The vehicle has been in motion at a speed greater than 20 km/h (12 mph)
- The vehicle then comes to a stop
- The ignition is switched to the OFF or ACC mode
- The driver door is opened within 10 minutes of the ignition being switched to the OFF mode.

Refer to Autolock and Auto-Unlock Programming in this section for programming information.

Smart Unlock

Without Intelligent Access (IA)

The smart unlock feature prevents the doors from locking with the key in the ignition lock cylinder. When the vehicle is locked from the central lock control switch and the key is in the ignition lock cylinder with one of the front doors open, the doors lock and then unlock.

The vehicle can still be locked with the key in the ignition lock cylinder by locking the doors with another key in the driver door lock cylinder.

With Intelligent Access (IA)

NOTE: The IA smart unlock feature iIs only available on late build vehicles.

The smart unlock feature prevents the doors from electronically locking when an IA key is left inside the vehicle. When a door becomes ajar, the interior of the vehicle is scanned for an IA key. If an IA key is inside the vehicle when a door is ajar and a lock command is received the doors lock and then unlock.

The vehicle can still be locked with an IA key inside the vehicle by locking the doors with another key in the driver door lock cylinder or the lock button pressed on another key.

Luggage Compartment/Liftgate Smart Unlock Feature — Intelligent Access (IA)

The luggage compartment/liftgate smart unlock feature prevents the luggage compartment/liftgate from latching when an IA key is detected inside the luggage compartment area. When the luggage compartment lid/liftgate is closed when the doors are locked, the luggage compartment is searched for an IA key. If an IA key is detected inside the luggage compartment, the luggage compartment lid/liftgate releases.

An IA key can still be locked inside a luggage compartment/ liftgate area by closing the luggage compartment lid/liftgate when the doors are unlocked and then locking the doors after the luggage compartment lid/ liftgate is closed with the key inside. Or if a second IA key is in range of the luggage compartment/ liftgate IA antenna when the luggage compartment lid/liftgate is closed.

Driver/Passenger Door Intelligent Access (IA) Feature

The driver/passenger door IA feature allows the doors to be locked or unlocked without having to use the door lock cylinder or the Remote Keyless Entry (RKE) transmitter feature. With a programmed IA key within 1 m (3 ft) outside the driver or passenger front door, press the lock button on the exterior door handle. The doors lock or unlock depending upon their current state (locked/unlocked).

Driver Door Intelligent Access (IA)

The driver door IA feature either unlocks just the driver door or all four doors. If stepped unlock Is enabled, the driver door Is the only door that unlocks from the driver door IA feature. If stepped unlock Is disabled, then all four doors unlock. The driver door IA feature always locks all four doors. Refer to Stepped Unlock Programming in this section for programming information.

Passenger Door Intelligent Access (IA)

The passenger door IA feature always locks or unlocks all four doors.

Luggage Compartment/Liftgate Intelligent Access (IA) Feature

The luggage compartment IA feature allows the luggage compartment lid to be released without having to use the interior luggage compartment lid release switch or the keyless entry keypad. With a programmed IA key within 1 m (3 ft) outside the luggage compartment lid/liftgate, press the release button, and the luggage compartment lid/liftgate latch releases.

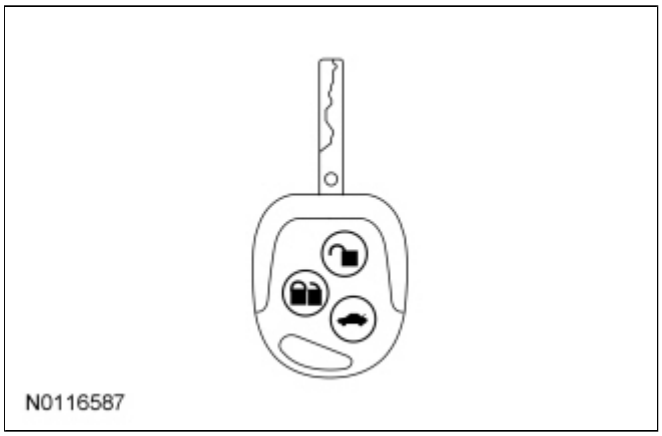
Remote Keyless Entry (RKE)

The RKE transmitter carries out the following functions:

- Unlocks the driver door
- Unlocks all doors
- Locks all doors
- Releases the luggage compartment lid or liftgate latch
- Arms/disarms the perimeter alarm (if equipped)
- Commands the interior lamps on (when unlocking) and off (when locking)
- Provides a long flash of the turn signals when UNLOCK is pressed
- Sounds the horn once and flashes the turn signals when LOCK is pressed twice within 3 seconds, and the doors are closed
- Sounds the horn twice when LOCK is pressed twice within 3 seconds, and any door is ajar

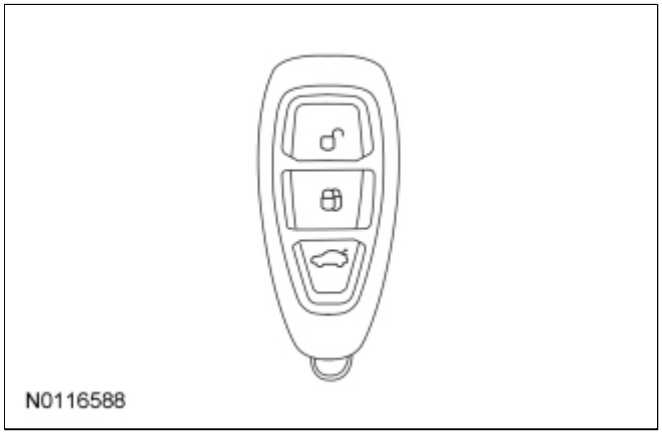
The RKE transmitter has a normal operating range of 20 m (66 ft).

Without Intelligent Access (IA)



This RKE system uses an Integrated Keyhead Transmitter (IKT). The IKT incorporates both the Passive Anti-Theft System (PATS) functions and the RKE transmitter functions in a single device. The key programming is a two step procedure, the PATS information is programmed into the IPC and then the RKE transmitter Transmitter Identification Code (TIC) is programmed into the Body Control Module (BCM). The vehicle accepts the programming of up to 8 keys. Refer to the key programming procedures in Section 419-01B for the PATS programming, and then refer to Remote Keyless Entry (RKE) Transmitter Programming in this section to program the RKE transmitter.

With Intelligent Access (IA)



This RKE system uses an IA key. The IA key incorporates both the PATS functions and the RKE transmitter functions in a single device. The RKE transmitter is programmed automatically during IA key programming. During IA key programming, the Remote Function Actuator (RFA) module obtains the TIC from the IA key. The RFA module accepts programming of up to 8 IA keys. Refer to the key programming procedures in Section 419-01B for the for key programming information.

Remote Keyless Entry (RKE) Lock/Unlock Control — Unlock

The RKE feature provides a stepped (if enabled) process for unlocking the doors. Upon receipt of the first request for unlocking the doors, the RKE control feature requests the BCM to unlock the driver door only and provides a long flash of the turn signals. If another unlock request is received within 3 seconds of the first, the RKE feature requests the BCM to unlock all of the doors. This feature can be disabled so that all of the doors unlock on the first press of the unlock button. Refer to Stepped Unlock Programming in this section.

Remote Keyless Entry (RKE) Lock/Unlock Control — Lock

The RKE feature requests that all of the doors be locked when the lock button is pressed. On any press of the lock button with all doors closed, the BCM flashes the turn signals once. If any door is ajar, no flash occurs. As soon as the last door is closed, the BCM provides the flash of the turn signals. If 2 presses of the lock button are received within 3 seconds, the horn chirps once and the turn signals flash twice (once for each button press) to indicate that all of the doors are closed and locked. If any door is ajar when the second lock request is received within 3 seconds of the first, the RKE transmitter feature requests the BCM chirp the horn twice without flashing the turn signals to indicate it locked all the doors but one or more doors are ajar.

Remote Keyless Entry (RKE) Luggage Compartment Lid/Liftgate Release

The RKE feature provides luggage compartment lid/liftgate release function. The luggage compartment lid release system is inhibited when the ignition is on and vehicle speed exceeds 7 km/h (5 mph).

Handles, Locks, Latches and Entry Systems

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Material

Item	Specification
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B
Penetrating and Lock Lubricant (US); Penetrating Fluid (Canada) XL-1 (US); CXC-51-A (Canada)	—

Principles of Operation — Without Intelligent Access (IA)

Power Door Locks

The Body Control Module (BCM) monitors the door lock control switch and the driver door lock cylinder. When the BCM receives an unlock/lock command from either the door lock control switch or the driver door lock cylinder, the BCM energizes a relay (internal to the SJB) to supply the correct power and grounds for the door lock actuators. The power door locks function independently of ignition status or vehicle speed.

Door Lock Indicator

For a visual indication of the door lock status, the BCM controls the door lock indicator on the door lock control switch. If all four doors are locked, the indicator is illuminated. If any one door is unlocked, the indicator turns off. The BCM monitors the door lock status through the unlock switches inside each of the 4 door latches. The BCM uses the input from the unlock switches to determine if the indicator should be illuminated or off.

Luggage Compartment Lid/Liftgate Release

The luggage compartment lid/liftgate release system is inhibited when the vehicle speed exceeds 8 km/h (5 mph) and when the vehicle doors are locked. The luggage compartment lid/liftgate latch releases the luggage compartment lid/liftgate when the release switch on the luggage compartment lid/liftgate or on the Remote Keyless Entry (RKE) transmitter is pressed. When the BCM receives a signal to release the luggage compartment lid/liftgate, the BCM supplies voltage to the latch. The luggage compartment lid/liftgate latch then

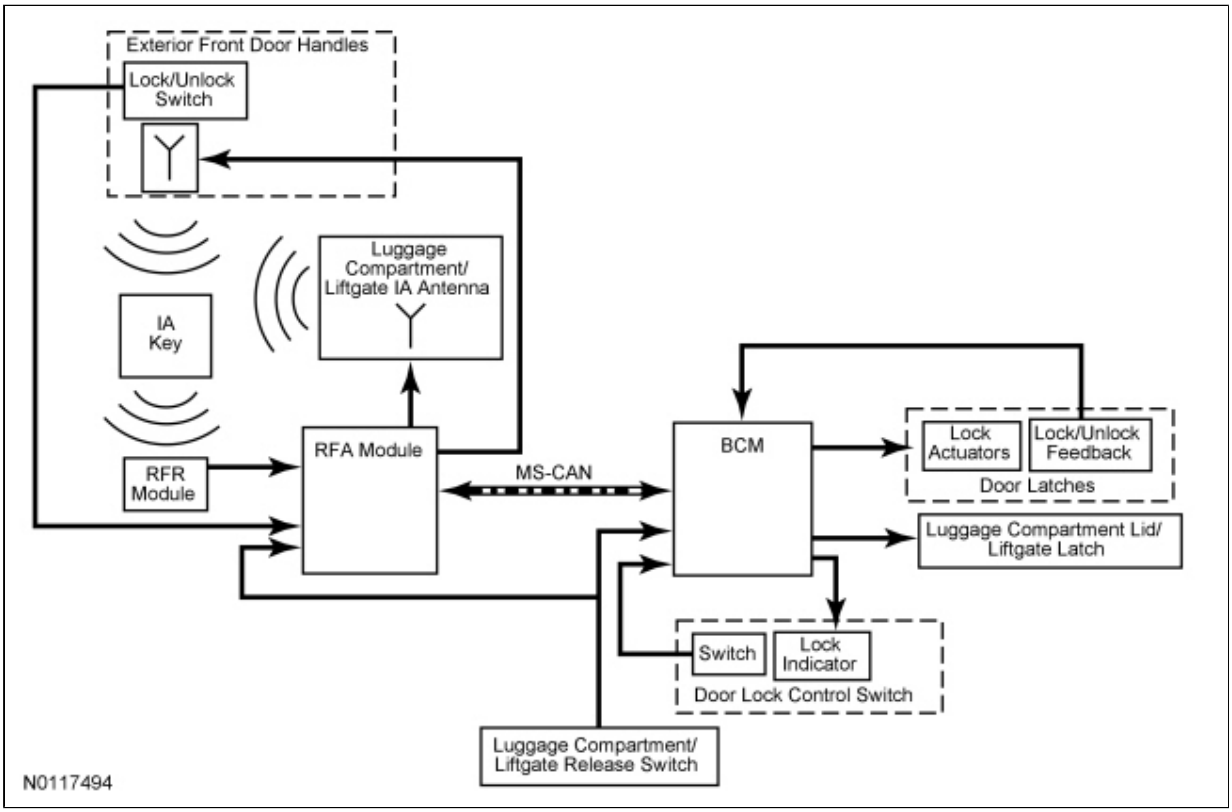
actuates to release the luggage compartment lid/liftgate.

Remote Keyless Entry (RKE)

The BCM interprets radio frequency signals from the RKE transmitters. The BCM requests the illuminated entry feature to turn the interior lamps on when an unlock command is received. If a lock command is received, the illuminated entry feature turns off.

The RKE transmitter supplies a signal to the antenna internal to the BCM when any button is pressed. The BCM then supplies voltage to the appropriate door lock actuator(s) to lock or unlock the doors or release the luggage compartment lid/liftgate.

Principles of Operation — WithIntelligent Access (IA)



Intelligent Access (IA) Components

Exterior Front Door Handles

The exterior front door handles both contain an Intelligent Access (IA) antenna and a lock switch. The antennas and lock switches are hardwired to the Remote Function Actuator (RFA) module. When a lock switch is pressed, it signals the RFA module there is an IA request. When the RFA module receives the request it activates the IA antenna in the corresponding door handle. The low frequency signal from the IA antenna activates an IA key.

Luggage Compartment/Liftgate Intelligent Access (IA) Antenna

The luggage compartment/liftgate IA antenna is hardwired to the RFA module and, when activated by the RFA module, it transmits a low frequency signal that activates an IA key.

Remote Functions Receiver (RFR) Module

The Remote Functions Receiver (RFR) module is hardwired to the RFA module and is a receiving antenna that receives the high frequency signals from an IA key. It also receives the signals from an RKE command.

Intelligent Access (IA) Key

The IA key receives the low frequency signals from the IA antennas. When the IA key is activated by one of the low frequency signals, it sends out a high frequency signal that is received by the RFR module. The IA key also contains a key blade that is used to enter the vehicle as a backup.

Power Door Locks

The BCM monitors the door lock control switch and the driver door lock cylinder. When the BCM receives an unlock/lock command from either the door lock control switch or the driver door lock cylinder, the BCM energizes a relay (internal to the SJB) to supply the correct power and grounds for the door lock actuators. The power door locks function independently of ignition status or vehicle speed.

Door Lock Indicator

For a visual indication of the door lock status, the BCM controls the door lock indicator on the door lock control switch. If all 4 doors are locked, the indicator is illuminated. If any one door is unlocked, then the indicator turns off. The BCM monitors the door lock status through the unlock switches inside each of the four door latches. The BCM uses the input from the unlock switches to determine if the indicator should be illuminated or off.

Luggage Compartment Lid/Liftgate Release

The luggage compartment lid/liftgate release system is inhibited when the vehicle speed exceeds 8 km/h (5 mph) and when the vehicle doors are locked. The luggage compartment lid/liftgate latch releases the luggage compartment lid/liftgate when the release switch on the luggage compartment lid/liftgate or on the Remote Keyless Entry (RKE) transmitter is pressed. When the BCM receives a signal to release the luggage compartment lid/liftgate, the BCM supplies voltage to the latch. The luggage compartment lid/liftgate latch then actuates to release the luggage compartment lid/liftgate.

Driver/Passenger Door Intelligent Access (IA) Feature

The driver/passenger door IA feature allows the doors to be locked or unlocked without having to use the door lock cylinder or the RKE transmitter. With a programmed IA key within 1 m (3 ft) of either front door handle outside of the door, press the lock button on the exterior door handle and, depending upon their current state, the doors either lock or unlock. The IA feature from the driver door only unlocks the driver door and the IA feature from the passenger door unlocks all four doors. The IA feature from either front door locks all four doors.

When the RFA module detects that a lock button is pressed on a front exterior door handle, it activates the low frequency antenna in the corresponding exterior front door handle. The low frequency antenna sends out a signal to the IA key. The low frequency signal activates the IA key and the IA key then sends a high frequency signal back to the RFR module. The RFR module interprets the high frequency signal from the IA key and sends the information to the RFA module. If the RFA module determines that it is a programmed key, it sends a message over the Medium Speed Controller Area Network (MS-CAN) to the BCM . Depending upon the signal received from the RFA module, the BCM either unlocks the driver door, unlocks all 4 doors, or locks all 4 doors.

Luggage Compartment/Liftgate Intelligent Access (IA) Feature

The luggage compartment/liftgate IA feature allows the luggage compartment lid to be released without using an RKE transmitter. With a programmed IA key within 1 m (3 ft) outside of the luggage compartment lid/liftgate, press the release button on the luggage compartment lid/liftgate, and the luggage compartment lid/liftgate latch releases.

The luggage compartment/liftgate release switch is connected to both the BCM and the RFA module. When the doors are unlocked, the BCM receives the signal from the switch and releases the luggage compartment lid/liftgate. When the doors are locked, the BCM ignores the input from the switch and only releases the luggage compartment lid/liftgate if it receives a signal from the RFA module for the luggage compartment/liftgate IA feature.

When the RFA module detects a signal from the luggage compartment lid/liftgate release switch, it activates the low frequency antenna in the rear bumper cover. The low frequency antenna sends out a signal to the IA key. The low frequency signal activates the IA key and the IA key then sends a high frequency signal back to the RFR module. The RFR module interprets the high frequency signal from the IA key and sends the information to the RFA module. If the RFA module determines that it is a programmed key, it sends a message over the MS-CAN to the BCM to release the luggage compartment lid/liftgate.

Remote Keyless Entry (RKE)

The IA key transmitter supplies a signal to the RFR module when any button is pressed. The RFR module interprets the information from the IA key and sends a signal to the RFA module. If the RFA module determines that it is a programmed key, it sends a message over the MS-CAN to the BCM. Depending upon the signal received from the RFA module, the BCM either unlocks the driver door, unlocks all 4 doors, locks all 4 doors, or releases the luggage compartment lid/liftgate.

The BCM requests the illuminated entry feature to turn the interior lamps on when an unlock command is received. If a lock command is received, the illuminated entry feature turns off.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Binding latch mechanisms • Door handles	• Battery Junction Box (BJB) fuse 6 (30A) • Wiring, terminals or connectors • Remote Keyless Entry (RKE) transmitter • Door lock control switch

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - the air bag warning indicator prove-out (other indicators may NOT prove ignition is ON) confirms ignition ON. If ignition does not turn ON, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00, Inspection and Verification to establish a scan tool session.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Carry out the self-test diagnostics for the RFA module and Body Control Module (BCM).

9. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Charts

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B108F:23	Cabin Lock/Unlock Switch: Signal Stuck Low	GO to Pinpoint Test C .
B1108:92	Driver Door Central Locking Motor: Performance or Incorrect Operation	GO to Pinpoint Test D .
B113E:23	External Boot/Trunk Release Switch: Signal Stuck Low	GO to Pinpoint Test E .
B1187:92	Trunk Motor: Performance or Incorrect Operation	GO to Pinpoint Test E .
All other DTCs	—	REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

Remote Function Actuator (RFA) Module DTC Chart

DTC	Description	Action
B10C6:1F	Exterior Trunk Antenna: Circuit Intermittent	GO to Pinpoint Test K .
B10D1:24	Left Front Lock Button: Signal Stuck High	GO to Pinpoint Test J .
B10D3:24	Right Front Lock Button: Signal Stuck High	GO to Pinpoint Test J .
B113E:24	External Boot/Trunk Release Switch: Signal Stuck High	GO to Pinpoint Test E .
B11FD:1F	Left Front Exterior Antenna: Circuit Intermittent	GO to Pinpoint Test J .
B1210:1F	Right Front Exterior Antenna: Circuit Intermittent	GO to Pinpoint Test J .
U201F:00	External Receiver: No Sub Type Information	GO to Pinpoint Test G .
U201F:13	External Receiver: Circuit Open	GO to Pinpoint Test G .
All other DTCs	—	REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

Symptom Charts

Symptom Chart — Electrical

Condition	Possible Sources	Action
• All door locks are inoperative	• Fuse • Wiring, terminals or connectors • Anti-theft alarm (if equipped) • Luggage compartment lid/liftgate latch	• GO to Pinpoint Test A .

	• Body Control Module (BCM)	
• A single/more than one door lock is inoperative	• Wiring, terminals or connectors • Door lock actuator (part of the door latch) • BCM	• GO to Pinpoint Test B.
• All door locks are inoperative from the door lock control switch	• Wiring, terminals or connectors • Door lock control switch (part of the Front Controls Interface Module (FCIM)) • BCM	• GO to Pinpoint Test C.
• The central locking/unlocking does not operate correctly	• Wiring, terminals or connectors • Driver door latch • BCM	• REFER to Section 419-01A to diagnose the perimeter alarm does not arm/disarm from the driver door lock cylinder.
• The door lock control switch indicator is inoperative/always on	• Wiring, terminals or connectors • Door lock control switch (part of the FCIM) • Door latches • BCM	• GO to Pinpoint Test D.
• The luggage compartment lid/liftgate latch release is inoperative/does not operate correctly	• Wiring, terminals or connectors • Luggage compartment lid/liftgate latch • Luggage compartment lid/liftgate release switch • BCM • Remote Function Actuator (RFA) module (if equipped)	• GO to Pinpoint Test E.
• The Remote Keyless Entry (RKE) transmitter is inoperative — without Intelligent Access (IA)	• RKE transmitter battery • RKE transmitter programming • RKE transmitter • BCM	• GO to Pinpoint Test F.
• The Remote Keyless Entry (RKE) transmitter is inoperative — with Intelligent Access (IA)	• RKE transmitter battery • RKE transmitter programming • RKE transmitter button pressed a substantial amount of times while outside the range of the vehicle • RKE transmitter • BCM • Medium Speed Controller Area Network (MS-CAN) • Remote Functions Receiver (RFR) module • RFA module	• GO to Pinpoint Test G.
• An individual button/feature is inoperative from the Remote Keyless Entry (RKE) transmitter	• Door locks • Luggage compartment lid/liftgate release • RKE transmitter	• GO to Pinpoint Test H.
• The Remote Keyless Entry (RKE) transmitter has poor range	• RKE transmitter • RKE transmitter battery • Aftermarket systems	• GO to Pinpoint Test I.

performance	• High power devices • TV/radio transmission towers • RFR module • BCM	
• The Intelligent Access (IA) feature is inoperative from a front door	• Wiring, terminals or connectors • External antenna (part of the exterior front door handle) • Lock button (part of the exterior front door handle) • IA key • RFR module • RFA module	• GO to Pinpoint Test J.
• The luggage compartment/liftgate Intelligent Access (IA) is inoperative	• Wiring, terminals or connectors • Luggage compartment/liftgate IA antenna • IA key • RFR module • RFA module	• GO to Pinpoint Test K.
• The autolock is inoperative	• Programming • Door ajar switches • Vehicle speed input	• GO to Pinpoint Test L.
• The auto-unlock is inoperative	• Programming • Door ajar switches • Ignition switch • Vehicle speed input	• GO to Pinpoint Test M.
• The smart unlock is inoperative	• Key-in-ignition switch (vehicles without IA) • Door ajar switch input • IA key	• GO to Pinpoint Test N.
• The luggage compartment/liftgate smart unlock is inoperative	• Luggage compartment lid/liftgate ajar switch input • Rear passive start antenna • IA key	• GO to Pinpoint Test O.
• The 2-step door unlocking does not operate correctly	• 2-step door unlocking is disabled	• PROGRAM the 2-step door unlocking. REFER to Stepped Unlock Programming in this section. TEST the system for normal operation.

Symptom Chart — Mechanical

Condition	Possible Sources	Action
• Hard to open/close door from either door handle	• Door alignment • Door hinges • Striker adjustment • Door latch	• GO to Pinpoint Test P.
• A door is difficult/does not open from the exterior door handle	• Binding cable • Exterior door handle reinforcement • Door latch	• GO to Pinpoint Test Q.
• A door is difficult/does not open from the interior door handle	• Broken or binding cable/linkage • Door latch	• GO to Pinpoint Test R.
• Exterior door release handle sticks	• Binding cable	• GO to

	• Broken handle return spring • Door latch	Pinpoint Test S.
• Interior door release handle sticks	• Binding cable • Broken handle return spring • Door latch	• GO to Pinpoint Test T.
• Squeak/rattle/chucking noise from door	• Door alignment • Striker adjustment • Door latch	• GO to Pinpoint Test U.
• Manual door lock cylinder inoperative	• Bent or binding lock rod and lever • Door lock cylinder • Door latch	• GO to Pinpoint Test V.
• Ignition key cannot be returned to OFF position	• Wiring, terminals or connectors • Transmission selector lever • Binding steering column components • Ignition lock cylinder • Ignition switch	• GO to Pinpoint Test W.

Pinpoint Tests

Pinpoint Test A: All Door Locks Are Inoperative

Refer to Wiring Diagrams Cell 117, Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Battery Junction Box (BJB) fuse 6 (30A) provides voltage for the power lock/unlock system, the luggage compartment/liftgate release and the anti-theft alarm horn (if equipped). The BCM has a dedicated ground for the power lock/unlock system. The BCM contains internal relays that are energized depending on input received from the door lock control switch, driver door lock cylinder and the Remote Keyless Entry (RKE) transmitters. Upon a lock request, the BCM supplies voltage on the all door lock circuit and ground on the driver and passenger door unlock circuits. Upon an unlock request, the voltage and ground are reversed on the previously listed circuits.

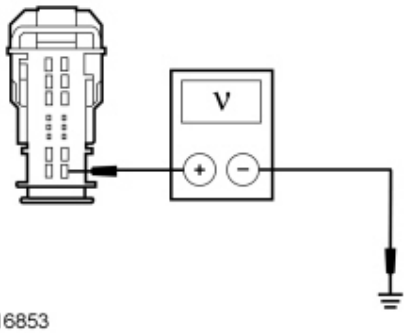
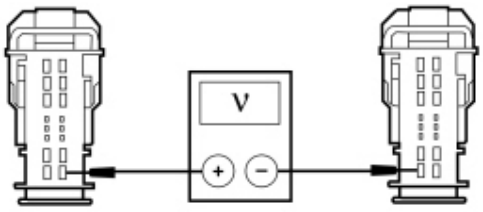
This pinpoint test is intended to diagnose the following:

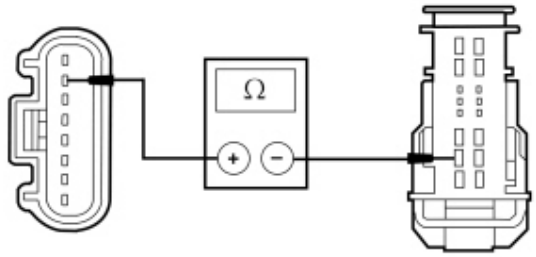
- Fuse
- Wiring, terminals or connectors
- Anti-theft alarm horn (if equipped)
- Luggage compartment lid/liftgate latch
- BCM

PINPOINT TEST A: ALL DOOR LOCKS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 VERIFY THE DOOR LOCK OPERATION FROM THE RKE TRANSMITTER AND SWITCH	

• Press the LOCK and UNLOCK buttons on a RKE transmitter and also press the door lock control switch on the dash. • **Are the door locks inoperative from the RKE transmitter and door lock control switch?**	**Yes** VERIFY the BJB fuse 6 (30A) is OK. If OK, GO to A2. If the fuse has failed, GO to A5. **No** If the door locks are inoperative from the door lock control switch, GO to Pinpoint Test C. If the door locks are inoperative from the RKE transmitter (vehicles without IA), GO to Pinpoint Test F. If the door locks are inoperative from the RKE transmitter (vehicles with IA), GO to Pinpoint Test G.
A2 CHECK THE BCM POWER CIRCUIT FOR VOLTAGE	
• Ignition OFF. • Disconnect: BCM C2280A. • Measure the voltage between the BCM C2280A-8, circuit SBB06 (BN/RD), harness side and ground.  N0116853 • **Is the voltage greater than 10 volts?**	**Yes** GO to A3. **No** REPAIR circuit SBB06 (BN/RD) for an open. TEST the system for normal operation.
A3 CHECK THE BCM GROUND	
• Disconnect: BCM C2280B. • Measure the voltage between the BCM C2280A-8, circuit SBB06 (BN/RD), harness side and the BCM C2280B-16, circuit GD115 (BK/GY), harness side.  N0116854 • **Is the voltage greater than 10 volts?**	**Yes** GO to A4. **No** REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation.
A4 CHECK THE LOCK CIRCUIT FOR AN OPEN	

• Disconnect: BCM C2280C. • Disconnect: RH Front Door Latch C609. • Measure the resistance between the RH front door latch C609-2, circuit CPL11 (GY/BN), harness side and the BCM C2280C-2, circuit CPL11 (GY/BN), harness side.  N0116855 • **Is the resistance less than 5 ohms?**	**Yes** GO to A11 . **No** REPAIR circuit CPL11 (GY/BN) for an open. TEST the system for normal operation.
A5 CHECK THE VEHICLE FOR THE OPTIONAL ANTI-THEFT ALARM HORN	
• Check the vehicle to see if it is equipped with an anti-theft alarm horn. Refer to Section 419-01A for the location of the anti-theft alarm horn. • **Is the vehicle equipped with an anti-theft alarm horn?**	**Yes** GO to A6 . **No** GO to A8 .
A6 CHECK THE ANTI-THEFT ALARM HORN OUTPUT CIRCUIT FOR A SHORT TO GROUND	
NOTE: If BJB fuse 6 (30A) fails immediately upon installation, repair circuit SBB06 (BN/RD) for a short to ground. • Install a new BJB fuse 6 (30A). • Select the BCM PID (ANTITHFT_HRN) and active command the anti-theft alarm horn to sound. • **Is BJB fuse 6 (30A) OK?**	**Yes** GO to A8 . **No** GO to A7 .
A7 CHECK THE ANTI-THEFT ALARM HORN USING THE BCM PID ANTI-THEFT HORN STATUS (ANTITHFT_HRN)	
• Disconnect: Anti-Theft Alarm Horn C4380. • Install a new BJB fuse 6 (30A). • Select the BCM PID ANTITHFT_HRN and active command the anti-theft alarm horn to sound. • **Is BJB fuse 6 (30A) OK?**	**Yes** INSTALL a new anti-theft alarm horn. REFER to Section 419-01A . TEST the system for normal operation. **No** REPAIR circuit CRT02 (GY/VT) for a short to ground. TEST the system for normal operation.
A8 CHECK THE LUGGAGE COMPARTMENT LID RELEASE OUTPUT CIRCUIT FOR A SHORT TO GROUND	
NOTE: If BJB fuse 6 (30A) fails immediately upon installation, repair circuit SBB06 (BN/RD) for a short to ground. • Install a new BJB fuse 6 (30A). • Operate the luggage compartment/liftgate release by pressing the luggage compartment/liftgate release button on an RKE transmitter. • **Is BJB fuse 6 (30A) OK?**	**Yes** GO to A10 . **No** GO to A9 .
A9 CHECK THE LUGGAGE COMPARTMENT LID/LIFTGATE ACTUATOR FOR A SHORT	
• Disconnect: Luggage Compartment/Liftgate Latch C4223.	**Yes**

• Install a new BJB fuse 6 (30A). • Operate the luggage compartment/liftgate release by pressing the luggage compartment/liftgate release button on an RKE transmitter. • **Is BJB fuse 6 (30A) OK?**	INSTALL a new luggage compartment lid/liftgate latch. REFER to Liftgate Latch or Luggage Compartment Lid Latch in this section. TEST the system for normal operation. **No** REPAIR circuit CPL20 (BU/OG) for a short to ground. TEST the system for normal operation.
A10 CHECK THE LOCK CIRCUIT FOR A SHORT TO GROUND	
• Operate the door lock actuators by pressing the lock button on an RKE transmitter. • **Is BJB fuse 6 (30A) OK?**	**Yes** REPAIR circuit CPL13 (BN/GN) or CPL51 (BU/GN) for a short to ground. TEST the system for normal operation. **No** REPAIR circuit CPL11 (GY/BN) for a short to ground. TEST the system for normal operation.
A11 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: A Single/More Than One Door Lock Is Inoperative

Refer to Wiring Diagrams Cell 117, Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Battery Junction Box (BJB) fuse 6 (30A) provides voltage for the power lock/unlock system and the luggage compartment/liftgate release. The BCM has a dedicated ground for the power lock/unlock system. The BCM contains internal relays that are energized depending on input received from the door lock control switch, driver door lock cylinder and the Remote Keyless Entry (RKE) transmitters. Upon a lock request, the BCM supplies voltage on the all door lock circuit and ground on the driver and passenger door unlock circuits. Upon an unlock request, the voltage and ground are reversed on the previously listed circuits.

This pinpoint test is intended to diagnose the following:

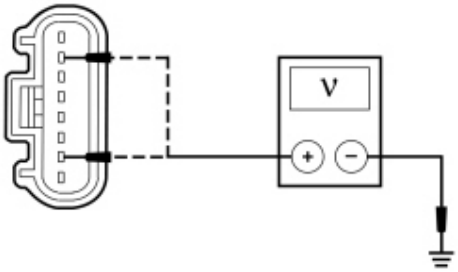
- Wiring, terminals or connectors
- Door lock actuator (part of the door latch)
- BCM

PINPOINT TEST B: A SINGLE/MORE THAN ONE DOOR LOCK IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>B1 CHECK THE ALL LOCK OUTPUT CIRCUIT FOR VOLTAGE

• Ignition OFF.
• Disconnect: Inoperative Door Lock Actuator.
• NOTE: The BCM only supplies voltage to the actuator momentarily. It is important to monitor the meter while pressing the door lock control switch.
• While pressing the door lock control switch in the lock position, measure the voltage between the inoperative door lock actuator, harness side and ground as follows:

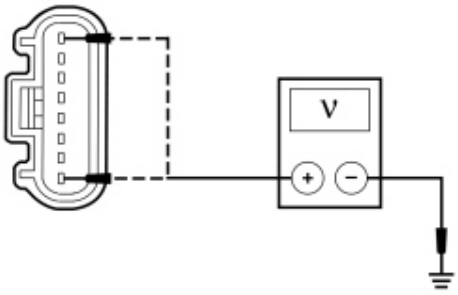
<table>
<tr><th>Inoperative Door Lock Actuator</th><th>Connector-Pin</th><th>Circuit</th></tr>
<tr><td>LH front</td><td>C525-7</td><td>CPL11 (GY/BN)</td></tr>
<tr><td>RH front</td><td>C609-2</td><td>CPL11 (GY/BN)</td></tr>
<tr><td>LH rear</td><td>C705-7</td><td>CPL11 (GY/BN)</td></tr>
<tr><td>RH rear</td><td>C805-2</td><td>CPL11 (GY/BN)</td></tr>
</table>

N0116856
• Is the voltage momentarily greater than 10 volts?</td><td>Yes
GO to B2 .

No
REPAIR circuit CPL11 (GY/BN) for an open. TEST the system for normal operation.</td></tr>
<tr><td>B2 CHECK THE UNLOCK OUTPUT CIRCUIT FOR VOLTAGE

• NOTE: The BCM only supplies voltage to the actuator momentarily. It is important to monitor the meter while pressing the door lock control switch.
• While pressing the door lock control switch in the unlock position, measure the voltage between the inoperative door lock actuator, harness side and ground as follows:

<table>
<tr><th>Inoperative Door Lock Actuator</th><th>Connector-Pin</th><th>Circuit</th></tr>
<tr><td>LH front</td><td>C525-8</td><td>CPL51 (BU/GN)</td></tr>
<tr><td>RH front</td><td>C609-1</td><td>CPL13 (BN/GN)</td></tr>
<tr><td>LH rear</td><td>C705-8</td><td>CPL13 (BN/GN)</td></tr>
<tr><td>RH rear</td><td>C805-1</td><td>CPL13 (BN/GN)</td></tr>
</table></td><td>Yes
INSTALL a new door latch. REFER to Front Door Latch or Rear Door Latch in this section. TEST the system for normal operation.

No
GO to B3 .</td></tr>
</table>



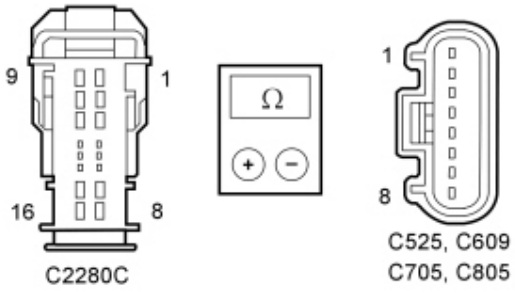
N0116857

- **Is the voltage momentarily greater than 10 volts?**

B3 CHECK THE UNLOCK OUTPUT CIRCUIT FOR AN OPEN

- Disconnect: BCM C2280C.
- Measure the resistance between the BCM, harness side and the inoperative door lock actuator, harness side as follows:

BCM Connector-Pin	Inoperative Door Lock Actuator Connector-Pin	Circuit
C2280C-7	LH front C525-8	CPL51 (BU/GN)
C2280C-3	RH front C609-1	CPL13 (BN/GN)
C2280C-3	LH rear C705-8	CPL13 (BN/GN)
C2280C-3	RH rear C805-1	CPL13 (BN/GN)



N0116858

- **Is the resistance less than 5 ohms?**

Yes
GO to B4.

No
REPAIR the circuit in question for an open. TEST the system for normal operation.

B4 CHECK FOR CORRECT BCM OPERATION

- Disconnect all the BCM connectors.
- Check for:
  - corrosion
  - damaged pins
  - pushed-out pins
- Connect all the BCM connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

Yes
INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.

No
The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: All Door Locks Are Inoperative From The Door Lock Control Switch

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends a voltage signal to the door lock control switch. When the door lock control switch is pressed, the voltage signal is routed to ground, signaling the BCM to lock or unlock the doors. The BCM monitors the door lock actuator positions and either locks or unlocks the doors depending upon their current state. If the doors are locked and the switch is pressed, the BCM unlocks the doors. If the doors are unlocked and the switch is pressed, the BCM locks the doors. The door lock control switch is part of the Front Controls Interface Module (FCIM) and shares the same ground.

- DTC B108F:23 (Cabin Lock/Unlock Switch: Signal Stuck Low) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the door lock control switch input circuit. This DTC may also set if the door lock control switch is pressed for longer than 2 minutes.

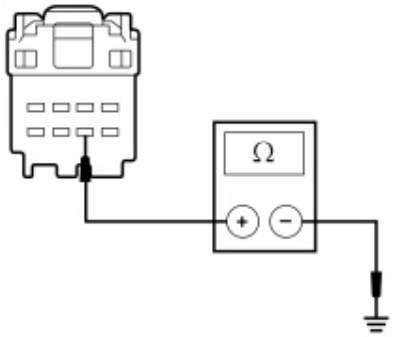
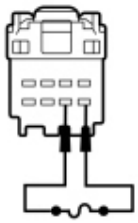
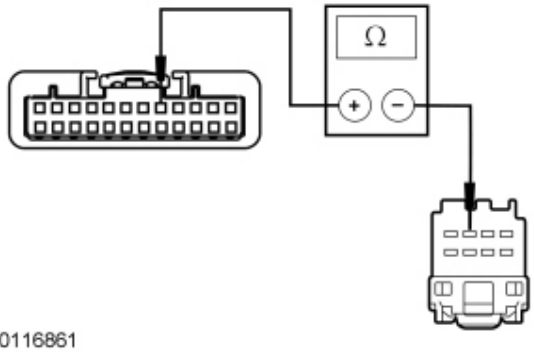
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Door lock control switch (part of the FCIM)
- BCM

PINPOINT TEST C: ALL DOOR LOCKS ARE INOPERATIVE FROM THE DOOR LOCK CONTROL SWITCH

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
C1 CHECK THE OPERATION OF THE FCIM • Operate the radio through the FCIM . • **Does the FCIM operate the radio?**	**Yes** GO to C2 . **No** REFER to Section 415-00 to DIAGNOSE the FCIM .
C2 CHECK THE RECORDED BCM DTCs FROM THE SELF-TEST • Check the recorded results from the BCM self-test. • **Is DTC B108F:23 present?**	**Yes** GO to C3 . **No** GO to C5 .
C3 CHECK THE DOOR LOCK CONTROL SWITCH FOR A SHORT TO GROUND • Disconnect: FCIM C2402. • Enter the following diagnostic mode on the scan tool: Clear BCM DTCs. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • **Is DTC B108F:23 retrieved again?**	**Yes** GO to C4 . **No** INSTALL a new FCIM . REFER to Section 415-00 . TEST the system for normal operation.
C4 CHECK THE INPUT CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: BCM C2280F. • Measure the resistance between the FCIM C2402-6, circuit CPL75 (BN/WH), harness side and ground	**Yes** GO to C7 . **No**

 N0116859 • **Is the resistance greater than 10,000 ohms?**	REPAIR circuit CPL75 (BN/WH) for a short to ground. CLEAR the DTCs. REPEAT the self-test.
C5 CHECK THE DOOR LOCK CONTROL SWITCH	
• Ignition OFF. • Disconnect: FCDIM C2402. • Listen to the door locks while momentarily connecting a fused jumper wire between the FCIM C2402-6, circuit CPL75 (BN/WH), harness side and the FCIM C2402-5, circuit GD115 (BK/GY), harness side.  N0116860 • **Do the doors lock and unlock with the jumper wire connected?**	**Yes** INSTALL a new FCIM. REFER to Section 415-00. TEST the system for normal operation. **No** GO to C6.
C6 CHECK THE INPUT CIRCUIT FOR AN OPEN	
• Disconnect: BCM C2280F. • Measure the resistance between the BCM C2280F-8, circuit CPL75 (BN/WH), harness side and the FCIM C2402-6, circuit CPL75 (BN/WH), harness side.  N0116861 • **Is the resistance less than 5 ohms?**	**Yes** GO to C7. **No** REPAIR circuit CPL75 (BN/WH) for an open. TEST the system for normal operation.
C7 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system

▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test D: The Door Lock Control Switch Indicator Is Inoperative/Always On

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Body Control Module (BCM) controls the door lock control switch indicator. The door lock control switch is illuminated when the doors are locked and off when the doors are unlocked. The BCM provides voltage to the door lock control switch indicator and the indicator uses a common ground in the Front Controls Interface Module (FCIM). When the ignition is in the RUN mode, the indicator is always on as long as the doors are locked. When the ignition is in the OFF mode, the indicator illuminates for approximately 30 seconds when a lock command is received and then it turns off.

The BCM monitors the lock/unlock monitor circuit to determine the status of the door locks and to turn the indicator on or off. All 4 door latches have an internal switch that are connected to ground when the door is unlocked and open when the door is locked.

- DTC B1108:92 (Driver Door Central Locking Motor: Performance or Incorrect Operation) — an on-demand DTC that sets when the BCM detects the incorrect feedback on the door lock/unlock monitor circuit. During the BCM self-test, the BCM energizes the internal lock and unlock relays to lock and unlock all of the doors. When the BCM commands the doors to lock, it checks for an open on the lock/unlock monitor circuit. When the BCM commands the doors to unlock, it checks for a short to ground on the lock/unlock monitor circuit.

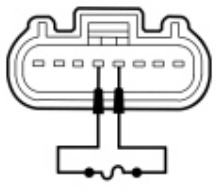
This pinpoint test is intended to diagnose the following:

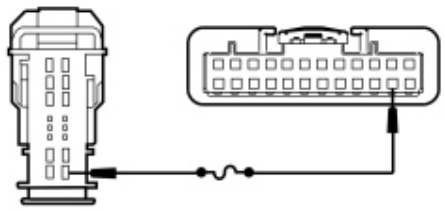
- Wiring, terminals or connectors
- Door lock control switch (part of the FCIM)
- Door latches
- BCM

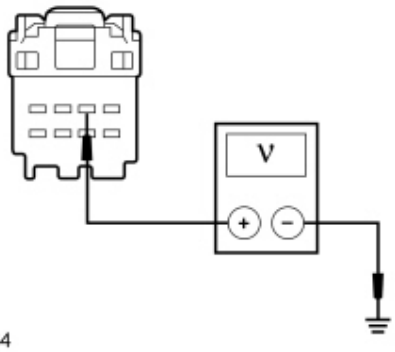
PINPOINT TEST D: THE DOOR LOCK CONTROL SWITCH INDICATOR IS INOPERATIVE/ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
D1 CHECK THE DOOR LOCK ACTUATOR OPERATION	
• Close all 4 doors and the liftgate/luggage compartment lid. • Press the lock button on a Remote Keyless Entry (RKE) transmitter. • Attempt to open each door using the outside door handle. • Press the unlock button on an RKE transmitter. • Attempt to open each door using the outside door handle. • **Is there a door that can be opened when the doors are locked or that cannot be opened when the doors are unlocked?**	**Yes** GO to Pinpoint Test B . **No** GO to D2 .
D2 CHECK THE DOOR AJAR INPUT	
• Open and close the doors while checking the courtesy lamp operation. • **Do the courtesy lamps operate correctly?**	**Yes** GO to D3 .

	No REFER to Section 417-02 to DIAGNOSE the door ajar inputs.
D3 CHECK THE DOOR LOCK INDICATOR OPERATION FROM EACH DOOR **NOTE:** Make sure the child safety lock is off before performing this pinpoint test. • Lower the window glass in all 4 doors. • Press the lock button on an RKE transmitter to lock all 4 doors. • Observe the door lock indicator while pulling on the interior LH front door handle to unlock the LH front door. • Press the lock button on an RKE transmitter to lock all 4 doors. • Observe the door lock indicator while pulling on the interior RH front door handle to unlock the RH front door. • Press the lock button on an RKE transmitter to lock all 4 doors. • Observe the door lock indicator while pulling on the interior LH rear door handle to unlock the LH rear door. • Press the lock button on an RKE transmitter to lock all 4 doors. • Observe the door lock indicator while pulling on the interior RH rear door handle to unlock the RH rear door. • **Is the door lock indicator inoperative/always on from all 4 doors?**	**Yes** GO to D5 . **No** GO to D4 .
D4 CHECK THE LATCH SWITCH FOR AN OPEN • Disconnect: Suspect Door Latch. • Connect a fused jumper wire between the suspect door latch, harness side as follows: **Suspect Door Lock Actuator Connector-Pin / Circuit** — **Suspect Door Lock Actuator Connector-Pin / Circuit** LH front C525-4 / CPL30 (BU/BN) — LH front C525-5 / GD143 (BK/VT) RH front C609-5 / CPL30 (BU/BN) — RH front C609-4 / GD145 (BK/BU) LH rear C705-4 / CPL30 (BU/BN) — LH rear C705-5 / GD143 (BK/VT) RH rear C805-5 / CPL30 (BU/BN) — RH rear C805-4 / GD145 (BK/BU)  N0116862 • **Does the door lock indicator turn off with the jumper wire**	**Yes** INSTALL a new door latch for the latch in question. REFER to Front Door Latch or Rear Door Latch in this section. TEST the system for normal operation. **No** REPAIR circuit CPL30 (BU/BN) for an open. TEST the system for normal operation.

connected?	
D5 CHECK THE RECORDED BCM DTCs FROM THE SELF-TEST	
• Check the recorded results from the BCM self-test. • **Is DTC B1108:92 present?**	**Yes** GO to D11. **No** GO to D6.
D6 CHECK THE ILLUMINATION OF THE INDICATOR	
• Ignition ON. • Observe the illumination of the door lock indicator with the doors unlocked. • **Is the indicator always illuminated?**	**Yes** GO to D7. **No** GO to D8.
D7 CHECK THE INDICATOR OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: BCM C2280E. • Ignition ON. • Observe the illumination of the door lock indicator. • **Is the indicator still illuminated?**	**Yes** REPAIR circuit CPL22 (GN/VT) for a short to voltage. TEST the system for normal operation. **No** GO to D17.
D8 CHECK THE OPERATION OF THE FCIM	
• Operate the radio through the FCIM. • **Does the FCIM operate the radio?**	**Yes** GO to D9. **No** REFER to Section 415-00 to DIAGNOSE the FCDIM.
D9 BYPASS THE BCM	
NOTE: If the fuse in the jumper wire fails, REPAIR circuit CPL22 (GN/VT) for a short to ground. • Ignition OFF. • Disconnect: BCM C2280A. • Disconnect: BCM C2280E. • Connect a fused jumper wire between the BCM C2280A-8, circuit SBB06 (BN/RD), harness side and the BCM C2280E-23, circuit CPL22 (GN/VT), harness side.  N0116863 • **Does the indicator illuminate?**	**Yes** REMOVE the jumper wire. GO to D17. **No** LEAVE the jumper wire connected. GO to D10.
D10 CHECK FOR VOLTAGE TO THE FCIM	
• Disconnect: FCIM C2402. • Measure the voltage between the FCIM C2402-2, circuit CPL22 (GN/VT), harness side and ground.	**Yes** INSTALL a new FCIM. REFER to Section 415-00. TEST the system for normal operation.



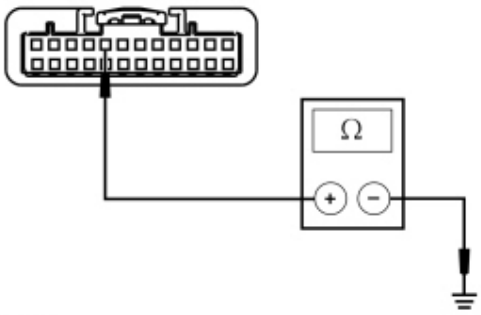
N0116864

- **Is the voltage greater than 10 volts?**

No
REPAIR circuit CPL22 (GN/VT) for an open. TEST the system for normal operation.

D11 CHECK THE LOCK/UNLOCK MONITOR CIRCUIT FOR AN OPEN

- Ignition OFF.
- Press the unlock button twice on an RKE transmitter to unlock all doors.
- Disconnect: BCM C2280G.
- Measure the resistance between the BCM C2280G-5, circuit CPL30 (BU/BN), harness side and ground.



N0116865

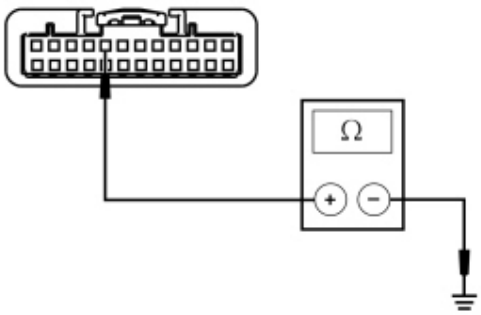
- **Is the resistance less than 5 ohms?**

Yes
GO to D12.

No
REPAIR circuit CPL30 (BU/BN) for an open. CLEAR the DTCs. REPEAT the self-test.

D12 CHECK THE LOCK/UNLOCK MONITOR CIRCUIT FOR A SHORT TO GROUND

- Press the lock button on an RKE transmitter to lock all doors.
- Measure the resistance between the BCM C2280G-5, circuit CPL30 (BU/BN), harness side and ground.



N0116865

- **Is the resistance greater than 10,000 ohms?**

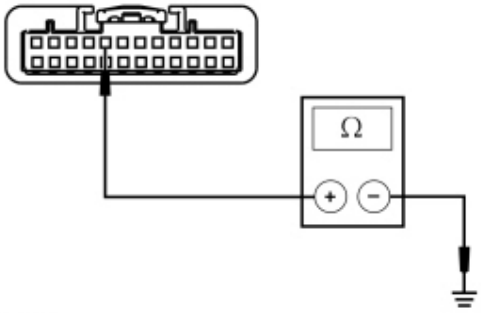
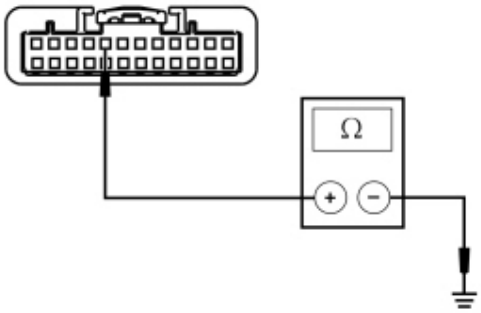
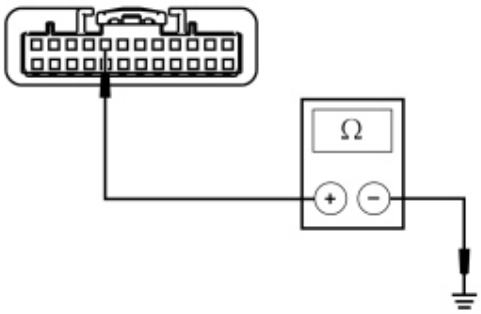
Yes
GO to D17.

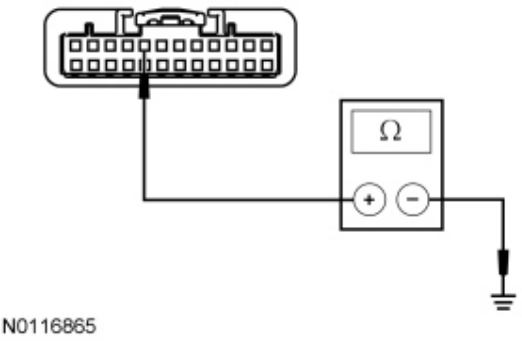
No
GO to D13.

D13 CHECK THE LH FRONT DOOR LATCH FOR A SHORT TO GROUND

- Disconnect: LH Front Door Latch C525.
- Measure the resistance between the BCM C2280G-5, circuit CPL30 (BU/BN), harness side and ground.

Yes
INSTALL a new LH front door latch. REFER to Front

 N0116865 • **Is the resistance greater than 10,000 ohms?**	Door Latch in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to D14.
D14 CHECK THE RH FRONT DOOR LATCH FOR A SHORT TO GROUND	
• Disconnect: RH Front Door Latch C609. • Measure the resistance between the BCM C2280G-5, circuit CPL30 (BU/BN), harness side and ground.  N0116865 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new RH front door latch. REFER to Front Door Latch in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to D15.
D15 CHECK THE LH REAR DOOR LATCH FOR A SHORT TO GROUND	
• Disconnect: LH Rear Door Latch C705. • Measure the resistance between the BCM C2280G-5, circuit CPL30 (BU/BN), harness side and ground.  N0116865 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new LH rear door latch. REFER to Rear Door Latch in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to D16.
D16 CHECK THE RH REAR DOOR LATCH FOR A SHORT TO GROUND	
• Disconnect: RH Rear Door Latch C805. • Measure the resistance between the BCM C2280G-5, circuit CPL30 (BU/BN), harness side and ground.	**Yes** INSTALL a new RH rear door latch. REFER to Rear Door Latch in this section.

 N0116865 • **Is the resistance greater than 10,000 ohms?**	CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit CPL30 (BU/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test.
D17 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test E: The Luggage Compartment Lid/Liftgate Latch Release Is Inoperative/Does Not Operate Correctly

Refer to Wiring Diagrams Cell 113, Luggage Compartment for schematic and connector information.

Normal Operation

When the Body Control Module (BCM) receives an open request from the luggage compartment lid/liftgate switch or a Remote Keyless Entry (RKE) transmitter, the BCM supplies voltage to the luggage compartment lid/liftgate latch which releases the latch. The luggage compartment lid/liftgate latch has a dedicated ground circuit.

The BCM sends a voltage signal to the luggage compartment lid/liftgate release switch through the input circuit. When the luggage compartment lid/liftgate release switch is pressed, the voltage signal is routed to ground, signaling the BCM to release the luggage compartment lid/liftgate. The luggage compartment lid/liftgate release switch has a dedicated ground circuit. The BCM disregards the input from the switch and does not release the luggage compartment lid/liftgate if the doors are locked.

The luggage compartment lid/liftgate release switch is also hardwired to the Remote Function Actuator (RFA) module on vehicles with Intelligent Access (IA). The RFA module uses the switch input for the luggage compartment lid/liftgate IA feature.

- DTC B113E:23 (External Boot/Trunk Release Switch: Signal Stuck Low) — a continuous and on-demand DTC that sets if the BCM detects a short to ground on the luggage compartment lid/liftgate release switch input circuit. This DTC also sets if the switch is pressed for longer than 2 minutes.
- DTC B113E:24 (External Boot/Trunk Release Switch: Signal stuck high) — a DTC that sets if the RFA module detects a short to ground on the luggage compartment lid/liftgate release switch input circuit.
- DTC B1187:92 (Trunk Motor: Performance or Incorrect Operation) — an on-demand DTC that sets if the BCM detects a short to ground on the luggage compartment lid/liftgate ajar switch input circuit. During the BCM self-test, the BCM energizes the internal luggage compartment lid/liftgate relay to release the latch. When the BCM commands the luggage compartment lid/liftgate relay to release, it checks for an open on the luggage compartment lid/liftgate ajar input circuit, indicating the luggage compartment lid/liftgate opened.

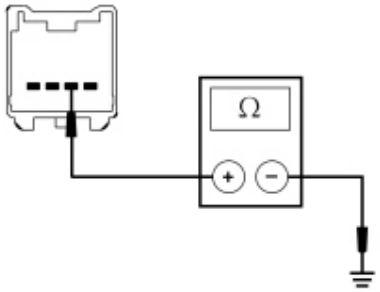
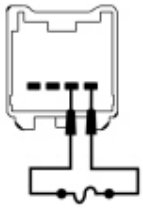
This pinpoint test is intended to diagnose the following:

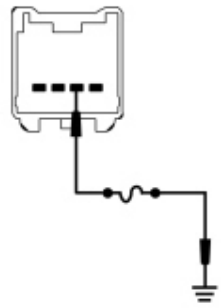
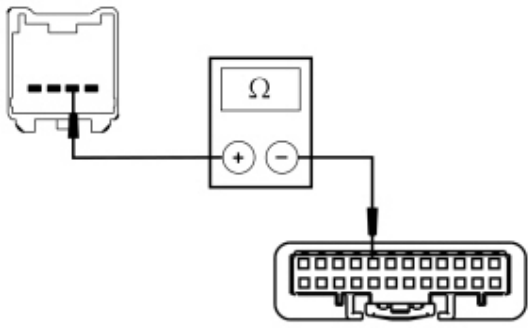
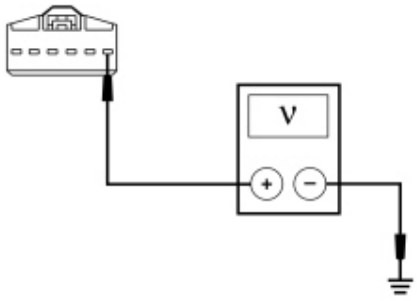
- Wiring, terminals or connectors
- Luggage compartment lid/liftgate latch
- Luggage compartment lid/liftgate release switch
- BCM
- RFA module (if equipped)

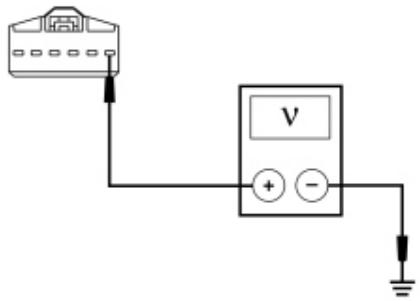
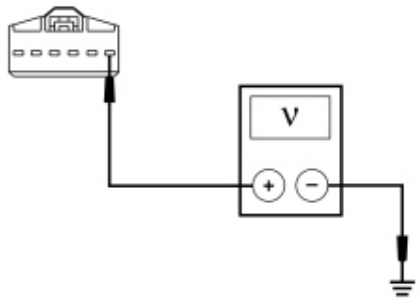
PINPOINT TEST E: THE LUGGAGE COMPARTMENT LID/LIFTGATE LATCH RELEASE IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

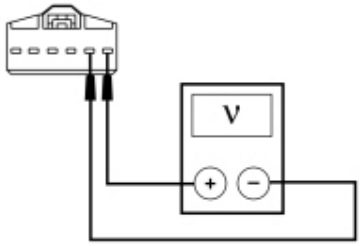
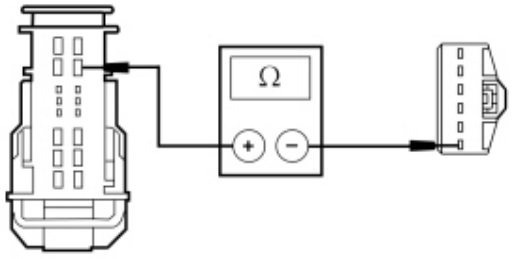
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
E1 CHECK THE DOOR LOCK OPERATION • Lock and unlock the doors using the door lock control switch. • **Do the door locks operate correctly?**	**Yes** GO to E2. **No** GO to Pinpoint Test A.
E2 CHECK THE LUGGAGE COMPARTMENT/LIFTGATE AJAR INPUT • For 4-door sedans, open the luggage compartment lid while observing the luggage compartment lamps. • For 5-door hatchbacks, open the liftgate while observing the courtesy lamps. • **Do the luggage compartment or courtesy lamps illuminate?**	**Yes** GO to E3. **No** REFER to Section 417-02 to DIAGNOSE the luggage compartment lid/liftgate ajar input.
E3 RETRIEVE THE RECORDED BCM DTCs FROM THE SELF-TEST • Check for recorded BCM DTCs from the self-test. • **Is DTC B113E:23 present?**	**Yes** Vehicles equipped with IA, GO to E4. Vehicles equipped without IA, GO to E5. **No** GO to E7.
E4 CHECK THE RFA MODULE • Disconnect: RFA Module C3503B. • Enter the following diagnostic mode on the scan tool: Clear BCM DTCs. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • **Is DTC B113E:23 retrieved?**	**Yes** GO to E5. **No** GO to E17.
E5 REPEAT THE BCM SELF-TEST • Disconnect: Luggage Compartment Lid/Liftgate Release Switch C4224. • Enter the following diagnostic mode on the scan tool: Clear BCM DTCs. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • **Is DTC B113E:23 retrieved?**	**Yes** GO to E6. **No** INSPECT the jumper harness for any shorts to ground. REPAIR as necessary. TEST the system for normal operation.

	If the jumper harness is OK, INSTALL a new luggage compartment lid/liftgate release switch. REFER to Luggage Compartment Lid Release Switch in this section. TEST the system for normal operation.
E6 CHECK THE LUGGAGE COMPARTMENT LID/LIFTGATE RELEASE INPUT CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: BCM C2280G. • Measure the resistance between the luggage compartment lid release switch C4224-3, circuit CPL10 (GN/WH), harness side and ground.  N0116866 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to E16 . **No** REPAIR circuit CPL45 (BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test.
E7 CARRY OUT THE BCM TRUNK/LIFTGATE RELEASE OUTPUT (TRNK/LG_RLS) ACTIVE COMMAND USING THE SCAN TOOL • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Select the BCM PID TRNK/LG_RLS and active command the luggage compartment lid/liftgate to release. • **Does the luggage compartment lid/liftgate release?**	**Yes** GO to E8 . **No** GO to E11 .
E8 CHECK THE RELEASE SWITCH • Disconnect: Luggage Compartment Lid/Liftgate Release Switch C4224. • Connect a fused jumper wire between the luggage compartment lid/liftgate release switch C4224-3, circuit CPL10 (GN/WH), harness side and the luggage compartment lid/liftgate release switch C4224-4, circuit GD143 (BK/VT), harness side.  N0116867 • **Does the luggage compartment lid release?**	**Yes** INSPECT the jumper harness for any opens. REPAIR as necessary. TEST the system for normal operation. If the jumper harness is OK, INSTALL a new luggage compartment lid/liftgate release switch. REFER to Luggage Compartment Lid Release Switch in this section. TEST the system for normal operation. **No** GO to E9 .
E9 CHECK THE RELEASE SWITCH GROUND CIRCUIT FOR AN OPEN	

• Ignition OFF. • Connect a fused jumper wire between the luggage compartment lid/liftgate release switch C4224-3, circuit CPL10 (GN/WH), harness side and ground.  N0116868 • **Does the luggage compartment lid release?**	**Yes** GO to E10 . **No** INSPECT the jumper harness for any opens. REPAIR as necessary. TEST the system for normal operation. If the jumper harness is OK, REPAIR circuit GD143 (BK/VT) for an open. TEST the system for normal operation.
E10 CHECK THE RELEASE SWITCH INPUT CIRCUIT FOR AN OPEN	
• Disconnect: BCM C2280G . • Measure the resistance between the luggage compartment lid/liftgate release switch C4224-3, circuit CPL10 (GN/WH), harness side and the BCM C2280G-20, circuit CPL10 (GN/WH), harness side.  N0116869 • **Is the resistance less than 5 ohms?**	**Yes** GO to E16 . **No** REPAIR circuit CPL10 (GN/WH) for an open. TEST the system for normal operation.
E11 CHECK FOR A SHORT TO VOLTAGE TO THE LATCH	
• Disconnect: Luggage Compartment Lid/Liftgate Latch C4223. • Ignition ON. • Measure the voltage between the luggage compartment lid/liftgate latch C4223-1, circuit CPL20 (BU/OG), harness side and ground.  N0116870 • **Is any voltage present?**	**Yes** GO to E12 . **No** GO to E13 .

E12 CHECK THE LATCH RELEASE OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: BCM C2280C. • Ignition ON. • Measure the voltage between the luggage compartment lid/liftgate latch C4223-1, circuit CPL20 (BU/OG), harness side and ground.  N0116870 • **Is any voltage present?**	**Yes** REPAIR circuit CPL20 (BU/OG) for a short to voltage. TEST the system for normal operation. **No** GO to E16.
E13 CHECK FOR VOLTAGE TO THE LUGGAGE COMPARTMENT LID LATCH USING THE BCM PID TRUNK/LIFTGATE RELEASE OUTPUT (TRNK/LG_RLS)	
• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Select the BCM PID TRNK/LG_RLS and command the luggage compartment lid/liftgate release relay. • **NOTE:** The BCM only supplies voltage to the luggage compartment lid/liftgate latch momentarily. It is important to monitor the meter while active commanding the latch to release. • Measure the voltage between the luggage compartment lid/liftgate latch C4223-1, circuit CPL20 (BU/OG), harness side and ground.  N0116870 • **Is the voltage momentarily greater than 10 volts?**	**Yes** GO to E14. **No** GO to E15.
E14 CHECK THE LATCH GROUND CIRCUIT FOR AN OPEN USING THE BCM PID TRUNK/LIFTGATE RELEASE OUTPUT (TRNK/LG_RLS)	
• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Select the BCM PID TRNK/LG_RLS and command the luggage compartment lid/liftgate release relay. • **NOTE:** The BCM only supplies voltage to the luggage compartment lid/liftgate latch momentarily. It is important to monitor the meter while active commanding the latch to release. • Measure the voltage between the luggage compartment lid/liftgate latch C4223-1, circuit CPL20 (BU/OG), harness side and the luggage compartment lid/liftgate latch C4223-2, circuit GD143 (BK/VT), harness side.	**Yes** INSTALL a new luggage compartment/liftgate lid latch. REFER to Luggage Compartment Lid Latch or Liftgate Latch in this section. TEST the system for normal operation. **No** REPAIR circuit GD143

 N0116871 • **Is the voltage momentarily greater than 10 volts?**	(BK/VT) for an open. TEST the system for normal operation.
E15 CHECK THE LATCH RELEASE OUTPUT CIRCUIT FOR AN OPEN • Ignition OFF. • Disconnect: BCM C2280C. • Measure the resistance between the BCM C2280C-15, circuit CPL20 (BU/OG), harness side and the luggage compartment lid/liftgate latch C4223-1, circuit CPL20 (BU/OG), harness side.  N0116872 • **Is the resistance less than 5 ohms?**	**Yes** GO to E16 . **No** REPAIR circuit CPL20 (BU/OG) for an open. TEST the system for normal operation.
E16 CHECK FOR CORRECT BCM OPERATION • Disconnect all the BCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.
E17 CHECK FOR CORRECT RFA MODULE OPERATION • Disconnect all the RFA module connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the RFA module connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new RFA module. REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test F: The Remote Keyless Entry (RKE) Transmitter Is Inoperative — Without Intelligent Access (IA)

Normal Operation

Remote locking and unlocking of the doors and releasing the luggage compartment lid/liftgate is accomplished by the Body Control Module (BCM) receiving a command message from the Remote Keyless Entry (RKE) transmitter. The BCM processes the command and provides the appropriate output. The RKE feature operates only when the ignition is off.

If the vehicle has been inactive for 28 days or longer, the RKE feature is switched off in the BCM to conserve battery power. The RKE feature is enabled again when the ignition is switched to RUN.

This pinpoint test is intended to diagnose the following:

- RKE transmitter battery
- RKE transmitter programming
- RKE transmitter
- BCM

PINPOINT TEST F: THE RKE TRANSMITTER IS INOPERATIVE — WITHOUT IA

NOTE: Aftermarket or dealer-installed systems may adversely affect the RKE system operation. Disconnect these systems before diagnosing any RKE concerns.

Test Step	Result / Action to Take
F1 CHECK FOR THE CORRECT RKE TRANSMITTERS • **NOTE:** All RKE transmitters must be present to begin diagnosis of the RKE system. • **NOTE:** Make sure the RKE transmitters are those provided with the OEM system and not from an aftermarket system, or a dealer-installed system that may have been installed on the vehicle. • Verify the correct RKE transmitters are used with the vehicle. Compare the RKE transmitters with the one shown in the Handles, Locks, Latches and Entry Systems portion of this section. • **Are all the correct RKE transmitters present?**	**Yes** GO to F2. **No** The system cannot be tested without all of the RKE transmitters. INFORM the customer that all of the correct RKE transmitters must be present to proceed with diagnosis of the system.
F2 CHECK THE OPERATION OF THE RKE TRANSMITTER WITH THE KEY IN THE OFF POSITION • Ignition OFF. • Check the operation of the RKE transmitter. • **Does the system operate correctly now?**	**Yes** The system is operating correctly. INFORM the customer of the correct vehicle behavior. **No** GO to F3.
F3 CHECK THE FUNCTIONALITY OF THE RKE TRANSMITTER • Press each button on the transmitter. • **Does any button operate correctly?**	**Yes** GO to Pinpoint Test H.

	No GO to F4.
F4 CHECK THE RKE SYSTEM FOR NORMAL OPERATION WITH A SECOND TRANSMITTER • Using the customer's second RKE transmitter that is correct for the vehicle, attempt to lock and unlock the doors. • **Do the doors lock and unlock with the second transmitter?**	**Yes** GO to F5. **No** GO to F7.
F5 CHECK THE INOPERATIVE RKE TRANSMITTER BATTERY • Open the inoperative RKE transmitter. • Do not clean off any grease from the battery terminals on the back surface of the circuit board. • Verify the correct battery is used (CR2032). • Remove the RKE transmitter battery and measure the voltage. • **Is the voltage greater than 2.5 volts?**	**Yes** GO to F6. **No** INSTALL a new battery. DO NOT reprogram the RKE transmitters (weak or dead batteries do not erase Transmitter Identification Codes (TICs) from memory). TEST the system for normal operation.
F6 CHECK IF THE RKE TRANSMITTER IS PROGRAMMED • Program all of the RKE transmitters. Refer to Remote Keyless Entry (RKE) Transmitter Programming in this section. • Check the inoperative RKE transmitter for correct operation. • **Does the inoperative RKE transmitter operate now?**	**Yes** The concern was caused by an unprogrammed RKE transmitter. INFORM the customer that any RKE transmitters not present need to be programmed. **No** REPLACE the inoperative RKE transmitter. PROGRAM all RKE transmitters. REFER to Remote Keyless Entry (RKE) Transmitter Programming in this section. INFORM the customer that any RKE transmitters not present need to be programmed. TEST the system for normal operation.
F7 PROGRAM ALL OF THE RKE TRANSMITTERS • Program all of the RKE transmitters. Refer to Remote Keyless Entry (RKE) Transmitter Programming in this section. • Check the RKE transmitters for correct operation. • **Do any of the RKE transmitters operate now?**	**Yes** The concern was caused by unprogrammed RKE transmitters. INFORM the customer that any RKE transmitters not present need to be programmed. **No** GO to F8.

F8 CHECK THE BCM FOR CORRECT OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test G: The Remote Keyless Entry (RKE) Transmitter Is Inoperative — With Intelligent Access (IA)

Refer to Wiring Diagrams Cell 117, Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

When an Remote Keyless Entry (RKE) button is pressed on a Intelligent Access (IA) key, the IA key sends a radio signal to the Remote Functions Receiver (RFR) module based on the user selected RKE transmitter button. The RFR module then communicates the RKE command to the Remote Function Actuator (RFA) module over a dedicated single circuit network. Once the RFA module receives the RKE command, it sends the command to the Body Control Module (BCM) over the Medium Speed Controller Area Network (MS-CAN). The BCM receives the RKE command and either locks or unlocks the doors or releases the luggage compartment lid/liftgate. The RKE transmitters and RFA module use a rolling code to prevent the code from being captured by a code grabber. The system advances the counter in the RKE transmitter and RFA module every time an RKE transmitter button is pressed.

The RFR module receives voltage from Central Junction Box (CJB) fuse 7 (7.5A) and has a dedicated ground circuit. The RFR module sends all RKE and IA key information and requests to the RFA module through a dedicated single circuit network.

- DTC U201F:00 (External Receiver: No Sub Type Information) — sets when the RFA module has lost communication with the RFR module.
- DTC U201F:13 (External Receiver: Circuit Open) — sets when the RFA module has lost communication with the RFR module with an open communication circuit.

This pinpoint test is intended to diagnose the following:

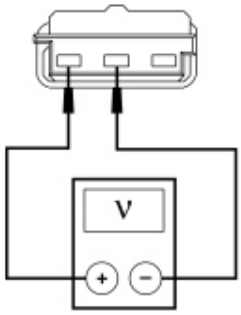
- RKE transmitter
- RKE transmitter battery
- RKE transmitter button pressed a substantial amount of times while outside the range of the vehicle
- RKE transmitter programming
- MS-CAN
- BCM
- RFR module
- RFA module

PINPOINT TEST G: THE RKE TRANSMITTER IS INOPERATIVE — WITH IA

NOTE: Aftermarket or dealer-installed systems may adversely affect the RKE system operation. Disconnect these systems before diagnosing any RKE concerns.

Test Step	Result / Action to Take
G1 CHECK FOR THE CORRECT RKE TRANSMITTERS • **NOTE:** Make sure the IA keys are those provided with the OEM system and not from an aftermarket system, or a dealer-installed system that may have been installed on the vehicle. • Verify the correct IA keys are used with the vehicle. Compare the IA keys with the one shown in Handles, Locks, Latches and Entry Systems in the Description and Operation portion of this section. • **Are all the correct IA keys present?**	**Yes** GO to G2. **No** The system cannot be tested without the correct IA keys. INFORM the customer that all of the correct IA keys must be present to proceed with diagnosis of the system.
G2 CHECK THE FUNCTIONALITY OF THE RKE TRANSMITTER • Press each button on the IA key. • **Does any button operate correctly?**	**Yes** GO to Pinpoint Test H. **No** GO to G3.
G3 CHECK FOR COMMUNICATION WITH THE BCM AND RFA MODULE • Enter the following diagnostic mode on the scan tool: Network Test.	**Yes**

• **Does the BCM or RFA module fail the network test?**	REFER to Section 418-00 to DIAGNOSE the module with no communication. **No** GO to G4.
G4 CHECK THE RECORDED RFA MODULE DTCs FROM THE SELF-TEST	
• Check the recorded results from the RFA module self-test. • **Are any DTCs recorded?**	**Yes** For DTC U201F:00 or U201F:13, GO to G9. For all other RFA module DTCs, REFER to the RFA module DTC Chart in this section. **No** GO to G5.
G5 RESYNCHRONIZE THE INOPERATIVE IA KEY	
• Ignition OFF. • Within 30 seconds, press any button on the inoperative IA key 4 times consecutively. • **Does the IA key operate correctly now?**	**Yes** The system is now OK. TEST the system for normal operation. **No** GO to G6.
G6 RESYNCHRONIZE THE INOPERATIVE IA KEY USING THE SECOND IA KEY	
• Ignition OFF. • Press any button on the operational IA key. • Within 30 seconds, press any button on the inoperative IA key. • Check the inoperative IA key for correct operation. • **Does the inoperative IA key operate now?**	**Yes** The system is now OK. TEST the system for normal operation **No** GO to G7.
G7 CHECK THE IA KEY	
• Place the IA key next to the steering column shroud by the Passive Anti-Theft System (PATS)/backup transceiver. • Start the engine. • **Does the engine start?**	**Yes** GO to G8. **No** REFER to Section 419-01B to continue diagnosis of the IA key.
G8 CHECK THE IA KEY BATTERY	
• Open the IA key. • Do not clean off any grease from the battery terminals on the back surface of the circuit board. • Verify the correct battery is used (CR2032). • Remove the IA key battery and measure the voltage. • **Is the voltage greater than 2.5 volts?**	**Yes** GO to G9. **No** INSTALL a new battery. DO NOT reprogram the IA key (damaged or dead batteries do not erase IA keys from memory). TEST the system for normal operation.
G9 CHECK FOR VOLTAGE TO THE RFR MODULE	
• Disconnect: RFR Module C9026. • Measure the voltage between the RFR module C9026-3, circuit SBP07 (WH/RD), harness side and the RFR module C9026-2, circuit GD143 (BK/VT).	**Yes** GO to G11. **No** GO to G10.



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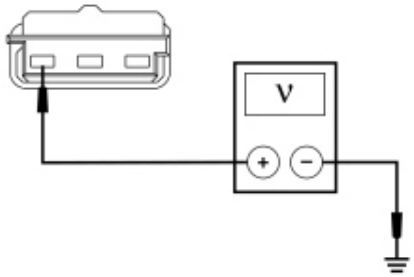
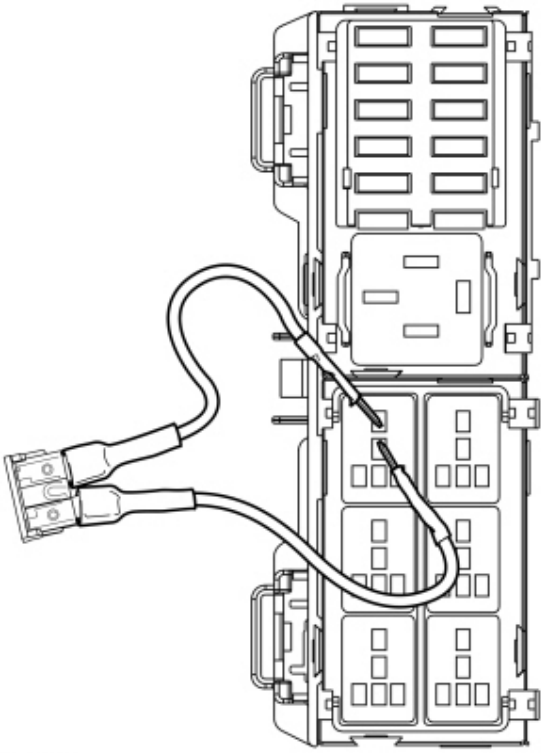
- **Is the voltage greater than 10 volts?**

G10 CHECK THE RFR MODULE VOLTAGE SUPPLY CIRCUIT	
• Measure the voltage between the RFR module C9026-3, circuit SBP07 (WH/RD), harness side and ground.  N0116874 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit GD143 (BK/VT) for an open. CLEAR the DTCs. REPEAT the self-test. **No** VERIFY CJB fuse 7 (7.5A) is OK. If OK, REPAIR circuit SBP07 (WH/RD) for an open. If not OK, REFER to the Wiring Diagrams mannual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the self-test.
G11 CHECK THE RFR MODULE COMMUNICATION CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: RFA Module C3503B. • Disconnect: Smart Keyless Entry Ignition Relay. • Connect a fused jumper wire between the smart keyless entry ignition relay pin 3, circuit SBP01 (RD), Central Junction Box (CJB) face side and the smart keyless entry ignition relay pin 5, circuit CDC32 (BN/YE), CJB face side.	**Yes** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. REPAIR circuit VDB10 (GY) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. **No** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. GO to G12.



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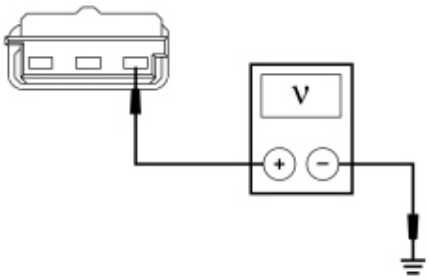
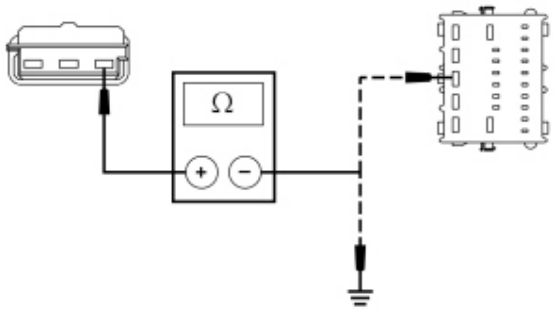
- Measure the voltage between the RFR module C9026-1, circuit VDB10 (GY), harness side and ground.



N0116875

- **Is any voltage present?**

G12 CHECK THE RFR MODULE COMMUNICATION CIRCUIT FOR AN OPEN OR SHORT TO GROUND	
• Measure the resistance between the RFR module C9026-1, circuit VDB10 (GY), harness side and the RFA module C3503B-3, circuit VDB10 (GY), harness side; and between the RFR module C9026-1, circuit VDB10 (GY), harness side and ground.	**Yes** INSTALL a new RFR module. REFER to Section 419-01B. CLEAR the DTCs. REPEAT the self-test. If the concern is still present, GO to G13. **No** REPAIR circuit VDB10 (GY) for an open or short to ground. CLEAR the DTCs. REPEAT the self-test.

 N0116876 • **Is the resistance less than 5 ohms between the RFR module and the RFA module; and greater than 10,000 ohms between the RFR module and ground?**	
G13 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect all the RFA module connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test H: An Individual Button/Feature Is Inoperative From The Remote Keyless Entry (RKE) Transmitter

Normal Operation

For vehicles without Intelligent Access (IA) the remote locking and unlocking of the doors and releasing the luggage compartment lid/liftgate latch is accomplished by the Body Control Module (BCM) receiving a command message from the Remote Keyless Entry (RKE) transmitter. The BCM processes the command and provides the appropriate output.

For vehicles with IA , when an RKE button is pressed on a IA key, it sends a radio signal to the Remote Functions Receiver (RFR) module based on the user selected RKE transmitter button. The RFR module then communicates the RKE command to the Remote Function Actuator (RFA) module over a dedicated single circuit network. Once the RFA module receives the RKE command, it sends the command to the BCM over the Medium Speed Controller Area Network (MS-CAN). The BCM receives the RKE command and either locks or unlocks the doors or releases the luggage compartment lid/liftgate.

This pinpoint test is intended to diagnose the following:

- Door locks
- Luggage compartment lid/liftgate release
- RKE transmitter

PINPOINT TEST H: AN INDIVIDUAL BUTTON/FEATURE IS INOPERATIVE FROM THE RKE TRANSMITTER

Test Step	Result / Action to Take
H1 VERIFY THE DOOR LOCK OPERATION	

• Press the door lock control switch twice while observing the door lock operation. • **Do the door locks operate correctly?**	**Yes** GO to H2 . **No** IDENTIFY the correct symptom and GO to Symptom Chart - Electrical .
H2 VERIFY THE LUGGAGE COMPARTMENT LID/LIFTGATE LATCH OPERATION USING THE BCM PID TRUNK/LIFTGATE RELEASE OUTPUT (TRNK/LG_RLS)	
• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Select the BCM PID TRNK/LG_RLS and active command the luggage compartment lid/liftgate to release. • **Does the luggage compartment lid/liftgate release?**	**Yes** REPLACE and REPROGRAM the inoperative key. REFER to Section 419-01B for the key programming procedures. INFORM the customer that any keys not present need to be programmed. TEST the system for normal operation. **No** GO to Pinpoint Test E .

Pinpoint Test I: The Remote Keyless Entry (RKE) Transmitter Has Poor Range Performance

Normal Operation

For vehicles without Intelligent Access (IA) the Remote Keyless Entry (RKE) transmitter sends a radio signal to the Body Control Module (BCM) internal antenna based on the user selected RKE transmitter button. The BCM then carries out the selected action. The RKE transmitter has a normal operating range of 20 m (66 ft).

For vehicles with IA the RKE transmitter sends a radio signal to the Remote Functions Receiver (RFR) module based on the user selected RKE transmitter button.

This pinpoint test is intended to diagnose the following:

- RKE transmitter
- RKE transmitter battery
- Aftermarket systems
- High power devices
- TV/radio transmission towers
- RFR module
- BCM

PINPOINT TEST I: THE RKE TRANSMITTER HAS POOR RANGE PERFORMANCE

NOTE: All RKE transmitters must be present to begin diagnosis of the RKE system.

NOTE: Aftermarket or dealer-installed systems can adversely affect RKE system operation. Disconnect these systems before diagnosing any RKE concerns.

Test Step	Result / Action to Take
I1 CHECK FOR THE CORRECT RKE TRANSMITTERS	
• **NOTE:** Make sure the RKE transmitters are those provided with the OEM system and not from an aftermarket system, or a dealer-installed system, that may have been installed on the vehicle. • Verify the correct RKE transmitters are used with the vehicle. Compare the RKE transmitters with	**Yes** GO to I2 . **No** The system cannot be tested without the correct RKE transmitters. INFORM the customer that all the correct RKE transmitters

the one shown in Handles, Locks, Latches and Entry Systems in the Description and Operation portion of this section. • **Are all the correct RKE transmitters present?**	must be present to proceed with diagnosis of the system.
I2 CHECK ALL RKE TRANSMITTERS FOR POOR RANGE PERFORMANCE • **NOTE:** The 20m (66 ft) measurement of range is not the standard but a guideline that clearly indicates a vehicle is experiencing normal range performance. • Check all RKE transmitters for normal range performance (less than 20 m [66 ft]). • **Do all RKE transmitters experience poor range?**	**Yes** GO to I4. **No** GO to I3.
I3 CHECK THE RKE TRANSMITTER BATTERY • Open the RKE transmitter. • Do not clean off any grease from the battery terminals on the back surface of the circuit board. • Verify the correct battery is used (CR2032). • Remove the RKE transmitter battery and measure the voltage. • **Is the voltage greater than 2.5 volts?**	**Yes** REPLACE and REPROGRAM the inoperative key. REFER to Section 419-01B for the key programming procedures. INFORM the customer that any keys not present need to be programmed. TEST the system for normal operation. **No** INSTALL a new battery. DO NOT reprogram the RKE transmitters (weak or dead batteries do not erase Transmitter Identification Codes (TICs) from memory). TEST the system for normal operation.
I4 CHECK THE LOCATION OF THE VEHICLE AND THE APPROACH ANGLES AROUND THE VEHICLE • Make sure the poor performance is consistent in nature and is not from one approaching angle. • The RKE transmitter range performance may be degraded in certain locations. For example, if the vehicle is within 0.8 km (0.5 miles) of high-power devices or radio/TV towers, the operating distance of the transmitters may be reduced. • **Is the poor range performance consistent around the vehicle?**	**Yes** For vehicles without IA, GO to I5. For vehicles with IA, INSTALL a new RFR module. REFER to Section 419-01B. TEST the system for normal operation. **No** The system is operating correctly at this time. The range may have been affected by environmental interference.

I5 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test J: The Intelligent Access (IA) Feature Is Inoperative From A Front Door

Refer to Wiring Diagrams Cell 117, Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Remote Function Actuator (RFA) module controls the unlocking and locking of the doors when requested

by the Intelligent Access (IA) feature. When the lock button is pressed on either front door exterior door handle, the RFA module activates the external antenna (located in the front exterior door handles), which sends out a low frequency signal. If an IA key is within 1 m (3 ft) of the front exterior door handle, the low frequency signal activates the IA key. When the IA key is activated, it sends a high frequency signal back to the Remote Functions Receiver (RFR) module. Once the RFR module receives the IA key information, it sends it to the RFA module. If the RFA module determines that it was a programmed IA key, it sends the lock or unlock request to the Body Control Module (BCM) over the Medium Speed Controller Area Network (MS-CAN). Once the unlock request is received the BCM unlocks the driver door if stepped unlock is enabled, or all doors if stepped unlock is disabled.

- DTC B10D1:24 (Left Front Lock Button: Signal Stuck High) — a DTC that sets when the RFA module detects a short to ground on the driver door lock button input circuit.
- DTC B10D3:24 (Right Front Lock Button: Signal Stuck High) — a DTC that sets when the RFA module detects a short to ground on the passenger door lock button input circuit.
- DTC B11FD:1F (Left Front Exterior Antenna: Circuit Intermittent) — a DTC that sets when an open or short is detected on one of the circuits for the driver door external antenna.
- DTC B1210:1F (Right Front Exterior Antenna: Circuit Intermittent) — a DTC that sets when an open or short is detected on one of the circuits for the passenger door external antenna.

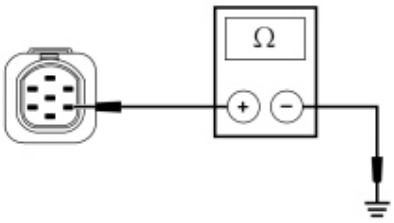
This pinpoint test is intended to diagnose the following:

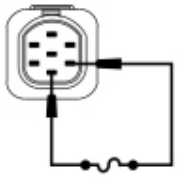
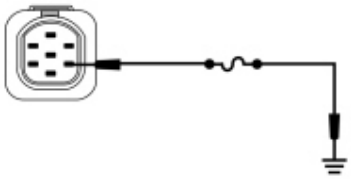
- Wiring, terminals or connectors
- External antenna (part of the exterior front door handle)
- Lock button (part of the exterior front door handle)
- IA key
- RFR module
- RFA module

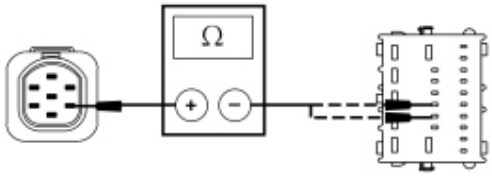
PINPOINT TEST J: THE IA FEATURE IS INOPERATIVE FROM A FRONT DOOR

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
J1 CHECK THE RKE OPERATION	
• Press the unlock button on an IA key. • **Does the driver door unlock?**	**Yes** GO to J2. **No** GO to Pinpoint Test G.
J2 CHECK THE DOOR LOCK OPERATION	
• Lock and unlock the doors using the door lock control switch. • **Does the doors lock and unlock?**	**Yes** GO to J3. **No** IDENTIFY the correct symptom and GO to Symptom Chart - Electrical.
J3 CHECK THE IA KEY	
• Place the IA key on the center console and start the engine. • **Does the engine start?**	**Yes** GO to J4. **No** REFER to Section 419-01B to DIAGNOSE the IA

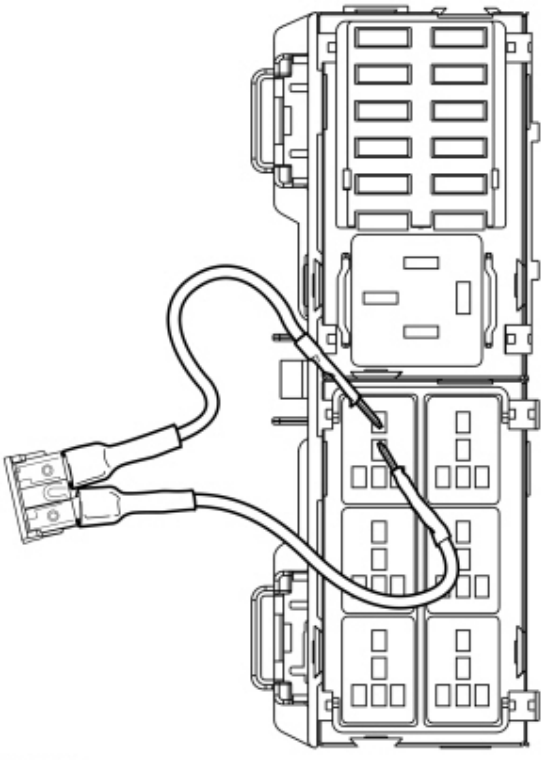
	key.
J4 RETRIEVE THE RECORDED RFA MODULE DTCs FROM THE SELF-TEST • Check for recorded RFA module DTCs from the self-test. • **Are any DTCs present?**	**Yes** For DTC B10D1:24 or B10D3:24, GO to J5. For DTC B11FD:1F or B1210:1F, GO to J11. **No** GO to J7.
J5 REPEAT THE RFA MODULE SELF-TEST • Disconnect: LH Front Exterior Door Handle C543 (if DTC B10D1:24 is present). • Disconnect: RH Front Exterior Door Handle C645 (if DTC B10D3:24 is present). • Enter the following diagnostic mode on the scan tool: Clear RFA Module DTCs. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • **Is DTC B10D1:24 or B10D3:24 present?**	**Yes** GO to J6. **No** INSTALL a new exterior door handle for the handle in question. REFER to Exterior Front Door Handle in this section. TEST the system for normal operation.
J6 CHECK THE LOCK SWITCH INPUT CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: RFA Module C3503B. • Measure the resistance between the LH front exterior door handle C543-4 (DTC B10D1:24), circuit CPL27 (WH/BN), harness side and ground; or between the RH front exterior door handle C645-4 (DTC B10D3:24), circuit CPL32 (GY/BU), harness side and ground.  N0116877 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to J14. **No** REPAIR the circuit in question for a short to ground. CLEAR the DTCs. REPEAT the self-test.
J7 CHECK THE RFA MODULE PIDs LEFT FRONT LOCK BUTTON (FL_LK_BUT) AND RIGHT FRONT LOCK BUTTON (FR_LK_BUT) • Enter the following diagnostic mode on the scan tool: RFA DataLogger. • Press both of the lock switches while monitoring the RFA module PIDs FL_LK_BUT and FR_LK_BUT. • **Do the PIDs indicate that the switches are being pressed?**	**Yes** GO to J11. **No** GO to J8.
J8 CHECK THE LOCK SWITCH PIDs LEFT FRONT LOCK BUTTON (FL_LK_BUT) AND RIGHT FRONT LOCK BUTTON (FR_LK_BUT) • Disconnect: Suspect Front Exterior Door Handle. • Enter the following diagnostic mode on the scan tool: RFA Module DataLogger.	**Yes** INSTALL a new exterior door handle

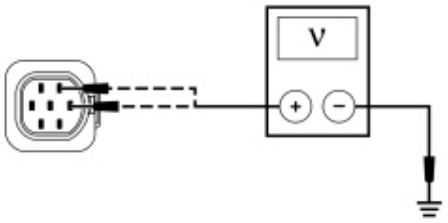
• While monitoring the RFA module PID FL_LK_BUT, connect a fused jumper wire between the LH front exterior door handle C543-4, circuit CPL27 (WH/BN), harness side and the LH front exterior door handle C543-7, circuit GD143 (BK/VT), harness side; or while monitoring the RFA module PID FR_LK_BUT, connect a fused jumper wire between the RH front exterior door handle C645-4, circuit CPL32 (GY/BU), harness side and the RH front exterior door handle C645-7, circuit GD145 (BK/BU), harness side.  N0118051 • **Does the PID indicate that the switch is being pressed?**	for the handle in question. REFER to Exterior Front Door Handle in this section. TEST the system for normal operation. **No** GO to J9.
J9 CHECK THE LOCK SWITCH GROUND CIRCUIT FOR AN OPEN USING THE RFA MODULE PIDs LEFT FRONT LOCK BUTTON (FL_LK_BUT) AND RIGHT FRONT LOCK BUTTON (FR_LK_BUT)	
• Enter the following diagnostic mode on the scan tool: RFA Module DataLogger. • While monitoring the RFA module PID FL_LK_BUT, connect a fused jumper wire between the LH front exterior door handle C543-4, circuit CPL27 (WH/BN), harness side and ground; or while monitoring the RFA module PID FR_LK_BUT, connect a fused jumper wire between the RH front exterior door handle C645-4, circuit CPL32 (GY/BU), harness side and ground.  N0116879 • **Does the PID indicate that the switch is being pressed?**	**Yes** GO to J10. **No** REPAIR circuit GD143 (BK/VT) or GD145 (BK/BU) for an open. TEST the system for normal operation.
J10 CHECK THE LOCK SWITCH INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: RFA Module C3503B. • Measure the resistance between the LH front exterior door handle C543-4, circuit CPL27 (WH/BN), harness side and the RFA module C3503B-12, circuit CPL27 (WH/BN), harness side; or between the RH front exterior door handle C645-4, circuit CPL32 (GY/BU), harness side and the RFA module C3503B-11, circuit CPL32 (GY/BU), harness side	**Yes** GO to J14. **No** REPAIR the circuit in question for an open. TEST the system for normal operation.



N0116880

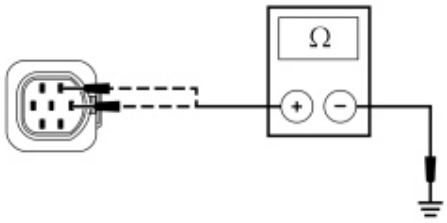
- **Is the resistance less than 5 ohms?**

J11 CHECK THE EXTERNAL ANTENNA CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: LH Front Exterior Door Handle C543 (if DTC B11FD:1F is present). • Disconnect: RH Front Exterior Door Handle C645 (if DTC B1210:1F is present). • Disconnect: RFA Module C3503E. • Disconnect: Smart Keyless Entry Ignition Relay. • Connect a fused jumper wire between the smart keyless entry ignition relay pin 3, circuit SBP01 (RD), Central Junction Box (CJB) face side and the smart keyless entry ignition relay pin 5, circuit CDC32 (BN/YE), CJB face side.  N0116586 • Measure the voltage between the LH front exterior door handle C543-2, circuit VPK01 (BN/YE), harness side and ground, and between the LH front exterior door handle C543-3, circuit RPK01 (WH/GN), harness side and ground; or between the RH front exterior door handle C645-2, circuit VPK02 (VT/WH), harness side and ground, and between the RH front exterior door handle C645-3, circuit RPK02 (GY/YE), harness side and ground.	**Yes** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. REPAIR the circuit in question for a short to voltage. CLEAR the DTCs. REPEAT the self-test. **No** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. GO to J12 .

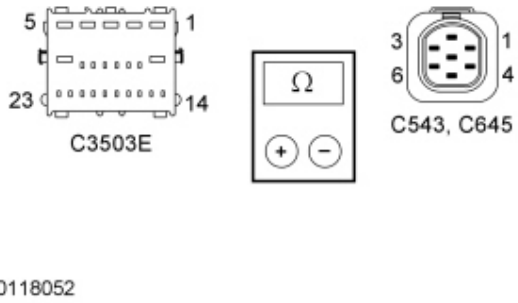


N0116881

- **Is any voltage present?**

J12 CHECK THE EXTERNAL ANTENNA CIRCUITS FOR A SHORT TO GROUND	
• Measure the resistance between the LH front exterior door handle C543-2, circuit VPK01 (BN/YE), harness side and ground, and between the LH front exterior door handle C543-3, circuit RPK01 (WH/GN), harness side and ground; or between the RH front exterior door handle C645-2, circuit VPK02 (VT/WH), harness side and ground, and between the RH front exterior door handle C645-3, circuit RPK02 (GY/YE), harness side and ground.  N0116882 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to J13 . **No** REPAIR the circuit in question for a short to ground. CLEAR the DTCs. REPEAT the self-test.
J13 CHECK THE EXTERNAL ANTENNA CIRCUITS FOR AN OPEN	
• Measure the resistance between the suspect exterior door handle, harness side and the RFA module, harness side as follows:	**Yes** INSTALL a new exterior door handle for the handle in question. REFER to Exterior Front Door Handle in this section. CLEAR the DTCs. REPEAT the self-test. If the concern is still present, GO to J14 . **No** REPAIR the circuit in question for an open. CLEAR the DTCs. REPEAT the self-test.

RFA Module Connector-Pin	Suspect Front Exterior Door Handle Connector-Pin	Circuit
C3503E-8	LH front exterior door handle C543-2	VPK01 (BN/YE)
C3503E-1	LH front exterior door handle C543-3	RPK01 (WH/GN)
C3503E-10	RH front exterior door handle C645-2	VPK02 (VT/WH)
C3503E-3	RH front exterior door handle C645-3	RPK02 (GY/YE)

 N0118052 • **Are the resistances less than 5 ohms?**	
J14 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect all the RFA module connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test K: The Luggage Compartment/Liftgate Intelligent Access (IA) Is Inoperative

Refer to Wiring Diagrams Cell 113 , Luggage Compartment Lid Release for schematic and connector information.

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Remote Function Actuator (RFA) module controls the release of the luggage compartment/liftgate when requested by the Intelligent Access (IA) feature. When the luggage compartment/liftgate button is pressed on the luggage compartment lid/liftgate, the RFA module activates the external antenna (located behind the rear bumper cover), which sends out a low frequency signal. If an IA key is within 1 m (3 ft) of the antenna, the low frequency signal activates the IA key. When the IA key is activated, it sends a high frequency signal back to the Remote Functions Receiver (RFR) module. Once the RFR module receives the IA key information, it sends it to the RFA module. If the RFA module determines that it was a programmed IA key, it sends the release request to the Body Control Module (BCM) over the Medium Speed Controller Area Network (MS-CAN). Once the BCM receives the request, it releases the luggage compartment lid/liftgate.

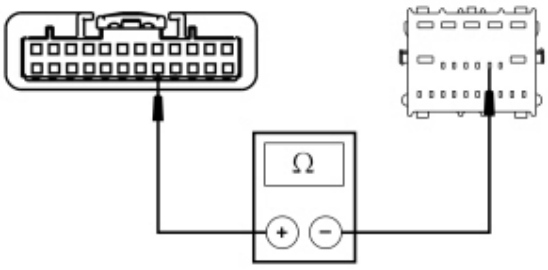
- DTC B10C6:1F (Exterior Trunk Antenna: Circuit Intermittent) — a DTC that sets when an open or short is detected on one of the circuits for the luggage compartment/liftgate external antenna.

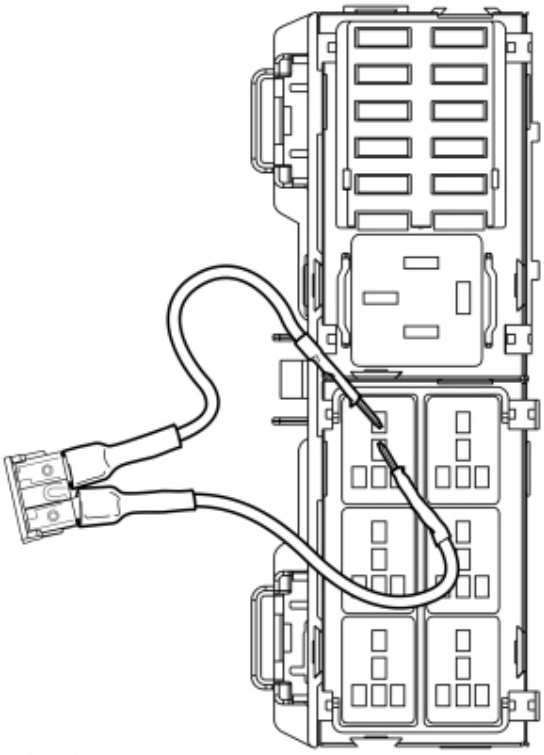
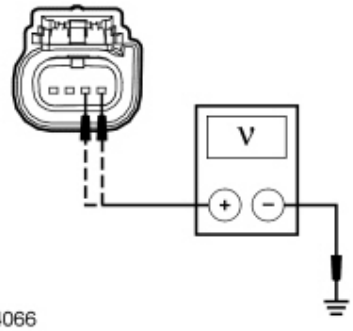
This pinpoint test is intended to diagnose the following:

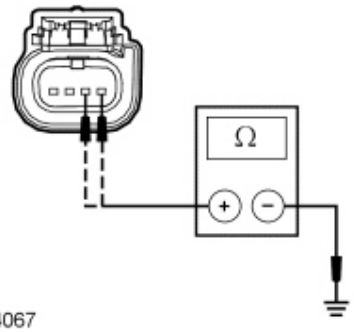
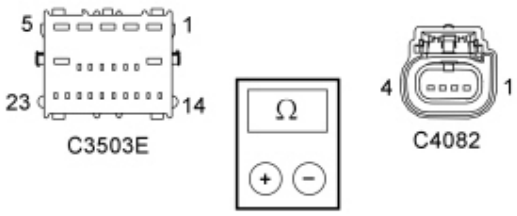
- Wiring, terminals or connectors
- Luggage compartment/liftgate IA antenna
- IA key
- RFR module
- RFA module

PINPOINT TEST K: THE LUGGAGE COMPARTMENT/LIFTGATE IA IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
K1 CHECK THE RKE OPERATION	
• Press the unlock button on an IA key. • **Does the driver door unlock?**	**Yes** GO to K2. **No** GO to Pinpoint Test G.
K2 CHECK THE LUGGAGE COMPARTMENT LID/LIFTGATE LATCH RELEASE OPERATION	
• Press the luggage compartment lid/liftgate release switch located on the luggage compartment lid/liftgate. • **Does the luggage compartment lid/liftgate latch release?**	**Yes** GO to K3. **No** GO to Pinpoint Test E.
K3 CHECK THE IA KEY	
• Place the IA key on the center console and start the engine. • **Does the engine start?**	**Yes** GO to K4. **No** REFER to Section 419-01B to DIAGNOSE the IA key.
K4 CHECK THE RFA MODULE TRUNK/LIFTGATE RELEASE SWITCH (TR_UNLK_H_SW) PID	
• Enter the following diagnostic mode on the scan tool: RFA DataLogger. • Press the external luggage compartment lid/liftgate release switch while monitoring the RFA module PID TR_UNLK_H_SW. • **Does the PID indicate the switch is being pressed?**	**Yes** GO to K6. **No** GO to K5.
K5 CHECK THE LUGGAGE COMPARTMENT LID/LIFTGATE RELEASE SWITCH INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: RFA Module C3503B. • Disconnect: BCM C2280G. • Measure the resistance between the BCM C2280G-20, circuit CPL10 (GN/WH), harness side and the RFA module C3503B-9, circuit CPL10 (GN/WH), harness side.  N0116884 • **Is the resistance less than 5 ohms?**	**Yes** GO to K9. **No** REPAIR circuit CPL10 (GN/WH) for an open. TEST the system for normal operation.
K6 CHECK THE LUGGAGE COMPARTMENT ANTENNA CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF. • Disconnect: RFA Module C3503E. • Disconnect: Luggage Compartment/Liftgate IA Antenna C4082. • Disconnect: Smart Keyless Entry Ignition Relay. • Connect a fused jumper wire between the smart keyless entry ignition relay pin 3, circuit SBP01 (RD), Central Junction Box (CJB) face side and the smart keyless entry ignition relay pin 5, circuit CDC32 (BN/YE), CJB face side.  N0116586 • Measure the voltage between the luggage compartment/liftgate IA antenna C4082-1, circuit VPK07 (VT), harness side and ground, and between the luggage compartment/liftgate IA antenna C4082-2, circuit RPK07 (GN/OG), harness side and ground.  N0084066 • **Is any voltage present?**	**Yes** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. REPAIR the circuit in question for a short to voltage. CLEAR the DTCs. REPEAT the self-test. **No** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. GO to K7 .
K7 CHECK THE LUGGAGE COMPARTMENT/LIFTGATE ANTENNA CIRCUITS FOR A SHORT TO GROUND	
• Measure the resistance between the luggage compartment/liftgate IA antenna C4082-1, circuit VPK07 (VT), harness side and ground, and between the luggage compartment/liftgate IA antenna C4082-2, circuit RPK07 (GN/OG), harness side and ground.	**Yes** GO to K8 . **No** REPAIR the circuit in question for a short to ground. CLEAR

 N0084067 • **Is the resistance greater than 10,000 ohms?**	the DTCs. REPEAT the self-test.
K8 CHECK THE ANTENNA CIRCUITS FOR AN OPEN	
• Measure the resistance between the luggage compartment/liftgate antenna, harness side and the RFA module, harness side as follows: **RFA Module Connector-Pin** / **Luggage Compartment/Liftgate IA Antenna Connector-Pin** / **Circuit** C3503E-16 / C4082-1 / VPK07 (VT) C3503E-7 / C4082-2 / RPK07 (GN/OG)  N0116885 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new luggage compartment/liftgate IA antenna. REFER to Intelligent Access (IA) Antenna in this section. CLEAR the DTCs. REPEAT the self-test. If the concern is still present, GO to K9. **No** REPAIR the circuit in question for an open. CLEAR the DTCs. REPEAT the self-test.
K9 CHECK FOR CORRECT RFA MODULE OPERATION	
• Disconnect all the RFA module connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the RFA module connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new RFA module. REFER to Section 419-10. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test L: The Autolock Is Inoperative

Normal Operation

The Body Control Module (BCM) energizes the lock relay based on input from the ajar switches, the ignition mode, and the vehicle speed signal. The BCM locks the doors when the following conditions are met:

- All of the doors are closed
- The ignition is in the RUN mode
- The vehicle is shifted into any gear putting the vehicle in motion
- The vehicle reaches a speed greater than 7 km/h (5 mph)

This pinpoint test is intended to diagnose the following:

- Programming
- Door ajar switches
- Vehicle speed input

PINPOINT TEST L: THE AUTOLOCK IS INOPERATIVE

Test Step	Result / Action to Take
L1 CHECK THE COURTESY LAMP OPERATION • Open and close the doors while checking the courtesy lamp operation. • **Do the courtesy lamps operate correctly?**	**Yes** GO to L2 . **No** REFER to Section 417-02 to DIAGNOSE the door ajar inputs.
L2 CHECK THE OPERATION OF THE SPEEDOMETER • Observe the speedometer while driving the vehicle. • **Does the speedometer operate correctly?**	**Yes** ENABLE the autolock feature. REFER to Autolock and Auto-Unlock Programming in this section. TEST the system for normal operation. **No** REFER to Section 413-01 to DIAGNOSE the speedometer.

Pinpoint Test M: The Auto-Unlock Is Inoperative

Normal Operation

The Body Control Module (BCM) energizes the unlock relay based upon input from the door ajar switches and the vehicle speed signal. The BCM unlocks the doors when the following conditions are met:

- The vehicle speed has exceeded 20 km/h (12 mph), then dropped to 0 km/h (0 mph)
- The ignition is in the OFF mode
- The LH front door is opened within 10 minutes of the ignition being turned to the OFF mode

This pinpoint test is intended to diagnose the following:

- Programming
- Door ajar switches
- Ignition switch
- Vehicle speed input

PINPOINT TEST M: THE AUTO-UNLOCK IS INOPERATIVE

Test Step	Result / Action to Take
M1 CHECK THE COURTESY LAMP OPERATION	
• Open and close the doors while checking the courtesy lamp operation. • **Do the courtesy lamps operate correctly?**	**Yes** GO to M2 . **No** REFER to Section 417-02 to DIAGNOSE the door ajar inputs.
M2 CHECK THE BCM IGNITION STATUS PID	
• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM PID (IGN_SW_RUN). • **Does the ignition status PID indicate RUN?**	**Yes** GO to M3 . **No** REFER to Section 211-05 to continue diagnosis of the ignition outputs.
M3 CHECK THE OPERATION OF THE SPEEDOMETER	
• Observe the speedometer while driving the vehicle. • **Does the speedometer operate correctly?**	**Yes** ENABLE the autolock feature. REFER to Autolock and Auto-Unlock Programming in this section. TEST the system for normal operation. **No** REFER to Section 413-01 to DIAGNOSE the speedometer.

Pinpoint Test N: The Smart Unlock Is Inoperative

Normal Operation

For vehicles without Intelligent Access (IA), when the key is in the ignition lock cylinder and the door lock control switch is pressed to lock the doors with any door ajar the Body Control Module (BCM) automatically unlocks all the doors. This feature helps prevent the keys from being locked in the vehicle by unlocking the doors if the key is in the ignition and either front door is ajar.

NOTE: For vehicles with IA , the smart unlock feature is only available on late build vehicles.

For vehicles with IA , the Remote Function Actuator (RFA) module sends a message over the Medium Speed Controller Area Network (MS-CAN) to the BCM to command all doors to unlock to prevent an IA key from being inadvertently locked inside the vehicle. When the vehicle is locked using the door lock control switch with the door ajar and then closed, the RFA module searches the interior of the vehicle for an IA key. The RFA module searches the interior of the vehicle by activating all 3 low frequency passive start antennas. If an IA key is inside the vehicle the signal from the passive start antennas activate the IA key, and it sends a signal back to the RFA module through the Remote Functions Receiver (RFR) module. If the RFA module detects there is an IA key inside the vehicle, it sends a command to the BCM to unlock all of the doors.

The vehicle can still be locked with the key in the ignition (vehicles without IA) or a key inside the vehicle (vehicles with IA), a key in the door lock cylinder, or the lock button on another Remote Keyless Entry (RKE) transmitter.

This pinpoint test is intended to diagnose the following:

- Key-in-ignition switch (vehicles without IA)
- Door ajar switch input
- IA key

PINPOINT TEST N: THE SMART UNLOCK DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
N1 CHECK THE DOOR LOCK OPERATION	
• Check the operation of the door locks from the door lock control switch. • **Do all of the doors lock and unlock?**	**Yes** GO to N2 . **No** IDENTIFY the correct symptom and GO to Symptom Chart - Electrical .
N2 CHECK THE COURTESY LAMP OPERATION	
• Open and close the left and right front doors while checking the courtesy lamp operation. • **Do the courtesy lamps operate correctly?**	**Yes** For vehicles without IA , REFER to Section 413-01 to DIAGNOSE the key-in-ignition warning chime. For vehicles with IA , REFER to Section 419-01B to DIAGNOSE the IA key and passive start antennas. **No** REFER to Section 417-02 to DIAGNOSE the door ajar inputs.

Pinpoint Test O: The Luggage Compartment/Liftgate Smart Unlock Is Inoperative

Normal Operation

The luggage compartment/liftgate smart unlock feature prevents the luggage compartment/liftgate from latching when an Intelligent Access (IA) key is detected inside the luggage compartment. When the Remote Function Actuator (RFA) module detects the luggage compartment lid/liftgate is closed with the doors locked, it searches the luggage compartment using the low frequency passive start antenna located behind the rear seat for an IA key. If an IA key is inside the luggage compartment the signal from the passive start antenna activates the IA key, and it sends a signal back to the RFA module through the Remote Functions Receiver (RFR) module. If an IA key is detected, the luggage compartment lid/liftgate releases. To override the luggage compartment/liftgate smart unlock and intentionally latch the luggage compartment lid/liftgate, unlock the doors and then close the luggage compartment lid with the IA key inside.

This pinpoint test is intended to diagnose the following:

- Luggage compartment lid/liftgate ajar switch input
- Rear passive start antenna
- IA key

PINPOINT TEST O: THE LUGGAGE COMPARTMENT/LIFTGATE SMART UNLOCK DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
O1 CHECK THE LUGGAGE COMPARTMENT AJAR MESSAGE IN THE MESSAGE CENTER	
• Ignition ON. • Observe the message center while opening and closing the luggage compartment lid. • **Does the ajar message in the message center operate correctly?**	**Yes** REFER to Section 419-01B to DIAGNOSE the IA key and the rear passive start antenna. **No** REFER to Section 413-01 to DIAGNOSE the ajar indicator.

Pinpoint Test P: Hard To Open/Close Door From Either Door Handle

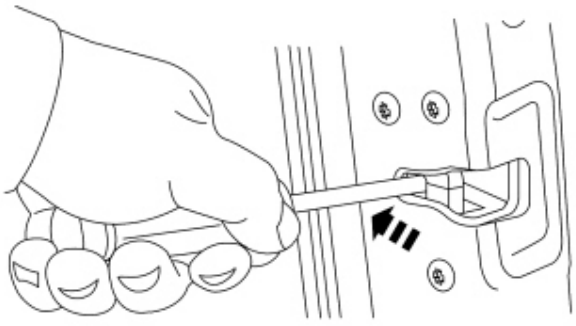
Normal Operation

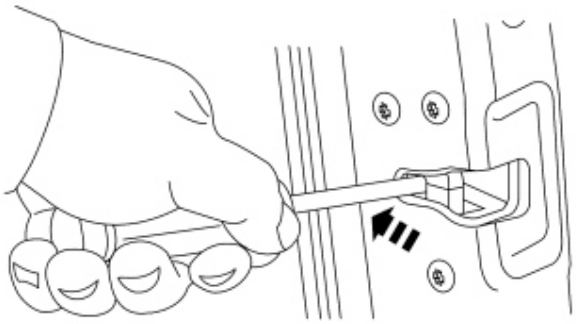
The door latch can be actuated from the interior or exterior door handle. When actuated, the door latch releases and allows the door to open. If the door latch or the door hinges have insufficient lubrication or if the striker or door are misaligned, it causes extra force to be used when opening or closing the door.

This pinpoint test is intended to diagnose the following:

- Door alignment
- Door hinges
- Striker adjustment
- Door latch

PINPOINT TEST P: HARD TO OPEN/CLOSE DOOR FROM EITHER DOOR HANDLE

Test Step	Result / Action to Take
P1 CHECK THE LATCH OPERATION FROM BOTH DOOR HANDLES • Open the door using both the interior and exterior door handles. • **Does the door open normally from one of the door handles?**	**Yes** If the door is difficult/does not open from the exterior door handle, GO to Pinpoint Test Q . If the door is difficult/does not open from the interior door handle, GO to Pinpoint Test R . **No** If the door is hard to open from both door handles, GO to P2 .
P2 CHECK THE LATCH OPERATION • Open the door. • Using a screwdriver, fully close the latch (2 clicks).  N0094195 • Verify the latch releases easily while pulling on the interior/exterior door handle. • **Does the latch release easily?**	**Yes** GO to P4 . **No** GO to P3 .
P3 CHECK THE LATCH OPERATION AFTER LUBRICATION • Lubricate the door latch. Refer to Latch Lubrication in this section. • Using a screwdriver, fully close the latch (2 clicks).	**Yes** The concern was caused by an insufficiently lubricated door latch. **No** INSTALL a new door latch. REFER to Front Door Latch or Rear Door Latch in this section. TEST the

 N0094195 • Verify the latch releases easily while pulling on the interior/exterior door handle. • **Does the latch release easily?**	system for normal operation.
P4 CHECK THE STRIKER ADJUSTMENT	**Yes** GO to P5 . **No** ADJUST the striker as necessary. TEST the system for normal operation.
• Check the adjustment of the striker. Refer to Section 501-03 . • **Is the striker adjusted correctly?**	
P5 CHECK THE DOOR ALIGNMENT	**Yes** LUBRICATE the door hinges. TEST the system for normal operation. **No** ADJUST the door as necessary. TEST the system for normal operation.
• Check the alignment of the door. Refer to Section 501-03 . • **Is the door aligned correctly?**	

Pinpoint Test Q: A Door Is Difficult/Does Not Open From The Exterior Door Handle

Normal Operation

The exterior door handle is connected to the door latch with an actuating cable. When the exterior door handle is pulled it causes the cable to pull on the latch lever. When the latch lever is moved, the door latch releases, allowing the door to open.

This pinpoint test is intended to diagnose the following:

- Binding cable
- Exterior door handle reinforcement
- Door latch

PINPOINT TEST Q: A DOOR IS DIFFICULT/DOES NOT OPEN FROM THE EXTERIOR DOOR HANDLE

Test Step	Result / Action to Take
Q1 CHECK THE LATCH OPERATION FROM BOTH DOOR HANDLES	**Yes** If the door is difficult/does not open from only the exterior door handle, GO to Q2 .
NOTE: The rear door interior door handle has to be pulled twice to unlock and unlatch.	

• Open and close the door using both the interior and exterior door handles. • **Does the door open normally from one of the door handles?**	If the door is difficult/does not open from only the interior door handle, GO to Pinpoint Test R . **No** If the door does not operate correctly from both door handles, GO to Pinpoint Test P .
Q2 CHECK THE EXTERIOR DOOR HANDLE AND CABLE OPERATION	
• Disconnect the exterior door handle actuating cable from the door latch. • Operate the exterior door handle while observing the linkage and cable. • **Are any of the exterior door handle components or linkages binding or broken?**	**Yes** GO to Q3 . **No** INSTALL a new door latch. REFER to Front Door Latch or Rear Door Latch in this section. TEST the system for normal operation.
Q3 CHECK THE EXTERIOR DOOR HANDLE REINFORCEMENT	
• Disconnect the exterior door handle actuating cable from the exterior door handle reinforcement. • Pull and release the exterior door handle. • **Does the exterior door handle operate correctly?**	**Yes** INSTALL a new exterior door handle cable. TEST the system for normal operation. **No** INSTALL a new exterior door handle reinforcement. REFER to Door Handle Reinforcement — Exterior, Front or Door Handle Reinforcement — Exterior, Rear in this section. TEST the system for normal operation.

Pinpoint Test R: A Door Is Difficult/Does Not Open From The Interior Door Handle

Normal Operation

The interior door handle is connected to the door latch by an actuating cable. When the interior door handle is pulled it causes the cable to pull on the latch lever. When the latch lever is moved, the door latch releases, allowing the door to open.

This pinpoint test is intended to diagnose the following:

- Broken or binding cable/linkage
- Door latch

PINPOINT TEST R: A DOOR IS DIFFICULT/DOES NOT OPEN FROM THE INTERIOR DOOR HANDLE

Test Step	Result / Action to Take
R1 CHECK THE LATCH OPERATION FROM BOTH DOOR HANDLES	
NOTE: The rear door interior door handle has to be pulled twice to unlock and unlatch. • For the rear doors, make sure the childlock is in the unlock position. • Open the door using both the interior and exterior door handles. • **Does the door open normally from one of the door handles?**	**Yes** If the door is difficult/does not open from only the interior door handle, GO to R2 . If the door is difficult/does not open from only the exterior door handle, GO to Pinpoint Test Q . **No** If the door does not operate correctly from both door handles, GO to Pinpoint Test P .
R2 CHECK THE INTERIOR DOOR HANDLE	

AND CABLE/LINKAGE OPERATION	
• Remove the door trim panel. Refer to Section 501-05 . • Install the interior door handle back onto the release cable. • Operate the interior door handle while observing the cable/linkage. • **Are any of the interior door handle components or cable/linkages binding or broken?**	**Yes** REPAIR as necessary. TEST the system for normal operation. **No** INSTALL a new door latch. REFER to Front Door Latch or Rear Door Latch in this section. TEST the system for normal operation.

Pinpoint Test S: Exterior Door Release Handle Sticks

Normal Operation

The exterior door handle is connected to the door latch with an actuating cable. When the exterior door handle is pulled it causes the cable to pull on the latch lever. When the latch lever is moved, the door latch releases, allowing the door to open. The handle has a return spring to make sure the handle returns to a closed position.

This pinpoint test is intended to diagnose the following:

- Binding cable
- Broken handle return spring
- Door latch

PINPOINT TEST S: EXTERIOR DOOR RELEASE HANDLE STICKS

Test Step	Result / Action to Take
S1 CHECK THE EXTERIOR DOOR HANDLE AND LINKAGE OPERATION	
• Disconnect the exterior door handle actuating cable from the door latch. • Operate the exterior door handle while observing the linkage. • **Are any of the exterior door handle components or linkages binding?**	**Yes** GO to S2 . **No** INSTALL a new door latch. REFER to Front Door Latch or Rear Door Latch in this section. TEST the system for normal operation.
S2 CHECK FOR A BROKEN RETURN SPRING	
• Disconnect the exterior door handle actuating cable from the exterior door handle reinforcement. • Pull and release the exterior door handle • **Does the exterior door handle return to a closed position once released?**	**Yes** INSTALL a new exterior door handle cable. TEST the system for normal operation. **No** INSTALL a new exterior door handle reinforcement. REFER to Door Handle Reinforcement — Exterior, Front or Door Handle Reinforcement — Exterior, Rear in this section. TEST the system for normal operation.

Pinpoint Test T: Interior Door Release Handle Sticks

Normal Operation

The interior door handle is connected to the door latch by an actuating cable. When the interior door handle is pulled it causes the cable to pull on the latch lever. When the latch lever is moved, the door latch releases, allowing the door to open. The handle has a return spring to make sure the handle returns to a closed position.

This pinpoint test is intended to diagnose the following:

- Binding cable
- Broken handle return spring
- Door latch

PINPOINT TEST T: INTERIOR DOOR RELEASE HANDLE STICKS

Test Step	Result / Action to Take
T1 CHECK FOR A BROKEN RETURN SPRING	
• Remove the interior door handle. Refer to Interior Door Handle — Front or Interior Door Handle — Rear in this section. • Pull and release the interior door handle. • **Does the interior door handle return to a closed position once released?**	**Yes** GO to T2. **No** INSTALL a new interior door handle. REFER to Interior Door Handle — Front or Interior Door Handle — Rear in this section. TEST the system for normal operation.
T2 CHECK THE INTERIOR DOOR HANDLE CABLE OPERATION	
• Remove the interior door latch release cable. • Observe the door latch release cable for any damage or binding. • **Is the door latch release cable OK?**	**Yes** INSTALL a new door latch. REFER to Front Door Latch or Rear Door Latch in this section. TEST the system for normal operation. **No** INSTALL a new interior door handle cable. TEST the system for normal operation.

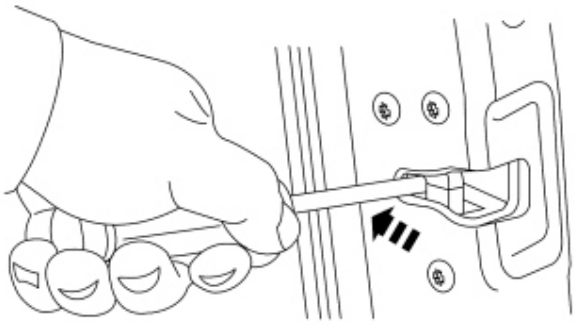
Pinpoint Test U: Squeak/Rattle/Chucking Noise From Door

This pinpoint test is intended to diagnose the following:

- Door alignment
- Striker adjustment
- Door latch

PINPOINT TEST U: SQUEAK/RATTLE/CHUCKING NOISE FROM DOOR

Test Step	Result / Action to Take
U1 CHECK FOR ANY LOOSE COMPONENTS	
• Remove the door trim panel. Refer to Section 501-05. • Inspect inside the door for any loose components. • **Are there any loose components inside the door?**	**Yes** REPAIR as necessary. TEST the system for normal operation. **No** GO to U2.
U2 CHECK THE STRIKER ADJUSTMENT	
• Check the adjustment of the striker. Refer to Section 501-03. • **Is the striker adjusted correctly?**	**Yes** GO to U3. **No** ADJUST the striker as necessary. TEST the system for normal operation.

U3 CHECK THE DOOR ALIGNMENT	
• Check the alignment of the door. Refer to Section 501-03 . • **Is the door aligned correctly?**	**Yes** GO to U4 . **No** ADJUST the door as necessary. TEST the system for normal operation.
U4 CHECK THE LATCH OPERATION AFTER LUBRICATION	
• Lubricate the door latch. Refer to Latch Lubrication in this section. • Using a screwdriver, fully close the latch (2 clicks).  N0094195 • Operate the door latch and listen for the noise. • **Is the original noise still present after the latch is lubricated?**	**Yes** INSTALL a new door latch. REFER to Front Door Latch or Rear Door Latch in this section. TEST the system for normal operation. **No** The concern was caused by an insufficiently lubricated door latch.

Pinpoint Test V: Manual Door Lock Cylinder Inoperative

Normal Operation

The door lock cylinder is connected to the door latch via a lock rod and can be used to manually lock/unlock a door.

This pinpoint test is intended to diagnose the following:

- Bent or binding lock rod and lever
- Door lock cylinder
- Door latch

PINPOINT TEST V: MANUAL DOOR LOCK CYLINDER INOPERATIVE

Test Step	Result / Action to Take
V1 CHECK THE LOCK AND UNLOCK OPERATION	
• Insert a key into the lock cylinder and rotate the lock cylinder to the lock and unlock positions. • **Does the door lock cylinder freely rotate without locking and unlocking the door?**	**Yes** GO to V2 . **No** GO to V3 .
V2 CHECK THE DOOR LOCK CYLINDER	
	Yes

• Remove the door lock cylinder. Refer to Door Lock Cylinder in this section. • Operate the door lock cylinder with the key while holding the lever on the lock cylinder. • **Does the key in the door lock cylinder rotate freely while the lever is stationary?**	INSTALL a new door lock cylinder. REFER to Door Lock Cylinder in this section. TEST the system for normal operation. **No** GO to V5.
V3 CHECK THE LOCK CYLINDER OPERATION AFTER LUBRICATION	
• Spray a lock lubricant such as Motorcraft™ XL-1 into the lock cylinder opening for a couple seconds. • Operate the door lock cylinder with the key. • **Does the door lock and unlock using the door lock cylinder?**	**Yes** The concern was caused by an insufficiently lubricated lock cylinder. SPRAY a multi-purpose grease such as Motorcraft™ XL-5 into the lock cylinder for a couple seconds to provide long term lubrication. **No** GO to V4.
V4 CHECK THE DOOR LOCK CYLINDER	
• Remove the door lock cylinder. Refer to Door Lock Cylinder in this section. • Operate the door lock cylinder with the key. • **Does the door lock cylinder rotate freely?**	**Yes** GO to V5. **No** INSTALL a new door lock cylinder. REFER to Door Lock Cylinder in this section. TEST the system for normal operation.
V5 CHECK THE DOOR LOCK CYLINDER LINKAGE	
• Operate the door lock cylinder while observing the linkage. • **Is the door lock cylinder rod and lever bent or binding?**	**Yes** REPAIR as necessary. TEST the system for normal operation. **No** INSTALL a new door latch. REFER to Front Door Latch in this section. TEST the system for normal operation.

Pinpoint Test W: Ignition Key Cannot Be Returned To OFF Position

Refer to Wiring Diagrams Cell 37, Shift Interlock for schematic and connector information.

Normal Operation

The ignition switch contains a key removal inhibit solenoid. The solenoid prevents the ignition lock cylinder to be turned to lock and the key removed any time the transmission selector lever is in any position except PARK (P) (automatic transaxle only). The inhibit solenoid receives voltage at all times from Central Junction Box (CJB) fuse 1 (15A). When the transmission selector lever is in any gear except PARK (P), the selector switch closes, supplying ground to the solenoid.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Transmission selector lever
- Binding steering column components
- Ignition lock cylinder
- Ignition switch

PINPOINT TEST W: IGNITION KEY CANNOT BE RETURNED TO OFF POSITION

Test Step	Result / Action to Take
W1 CHECK FOR AN ENERGIZED KEY REMOVAL INHIBIT SOLENOID	
• Remove CJB fuse 1 (15A). • Attempt to turn the ignition key to the RUN position and then back to the LOCK position and remove the key. • **Does the ignition lock cylinder turn to the lock position and can the key be removed?**	**Yes** REFER to Section 211-05 to continue diagnosis of the key removal inhibit solenoid system. **No** GO to W2 .
W2 CHECK THE IGNITION LOCK CYLINDER FOR BINDING	
• Remove the ignition lock cylinder. Refer to Ignition Lock Cylinder in this section. • Rotate the ignition lock cylinder through all positions using the key. • **Does the ignition lock cylinder freely rotate through all positions and can the key be removed from the lock cylinder?**	**Yes** REFER to Section 211-05 to continue diagnosis of the steering column for any binding steering column components or ignition switch. **No** INSTALL a new ignition lock cylinder. REFER to Ignition Lock Cylinder in this section. TEST the system for normal operation.

Autolock and Auto-Unlock Programming

NOTE: Make sure the ignition is in the OFF mode and the doors are closed and unlocked.

NOTE: When programming the autolock feature, carry out the following steps within 30 seconds or the procedure needs to be repeated. If the procedure needs to be repeated, wait 30 seconds between programming sessions.

1. Turn the ignition from OFF to RUN mode.
2. Press the door lock control switch 3 times.
3. Turn the ignition from RUN to OFF mode.
4. Press the door lock control switch 3 times.
5. **NOTE:** A chime sounds as acknowledgement that programming mode has been entered. The safety belt must be engaged otherwise the Belt-Minder® chime will take priority over other chimes.

   Turn the ignition to the RUN position. The module is now in programming mode.
6. Once in programming mode, the autolock or auto-unlock feature can be programmed independently of each other.
   - To program the autolock feature, press the door lock control switch for **greater than 2 seconds** and release. Each long press of the door lock control switch toggles the state of the autolocking feature between enabled and disabled. A chime sounds when the feature is enabled or disabled.
   - To program the auto-unlock feature, press the door lock control switch for **less than 1 second** and release. Each short press of the door lock control switch toggles the state of the auto-unlocking feature between enabled and disabled. A chime sounds when the feature is enabled or disabled.
7. Turn the ignition to the OFF mode to exit programming. If a setting was toggled, a chime will be heard.

Remote Keyless Entry (RKE) Transmitter Programming

NOTE: A maximum of 8 Remote Keyless Entry (RKE) transmitters can be programmed to the vehicle. Programming must be done at the same time for all the RKE transmitters.

NOTE: This procedure is for programming the RKE transmitter portion of the Integrated Keyhead Transmitter (IKT). The RKE transmitter for an Intelligent Access (IA) key is programmed automatically during key programming. Refer to the key programming procedures in Section 419-01B .

NOTE: There is an audible feedback chime heard indicating that the programming mode for the RKE transmitter portion of the Integrated Keyhead Transmitter (IKT) has been initiated. The chime is also heard for every key that is programmed and when programming of a RKE transmitter was successful. The chime is not heard if the vehicle has not been transitioned from transport to NORMAL mode.

1. Close all doors.

2. Buckle the front safety belts.

3. Use the door lock control switch to electronically unlock all door locks.

4. Turn the ignition from the OFF to RUN position 4 times in rapid succession (within 6 seconds), with the fourth turn ending in OFF.

5. **NOTE:** If no action is taken within 10 seconds after a transmitter has been programmed, the programming sequence ends.

   Within 10 seconds, press any button on the RKE transmitter to be programmed. After the first RKE transmitter is programmed, press a button on each subsequent RKE transmitter to be programmed (each within 10 seconds of each other).

6. **NOTE:** If programming mode is exited and no key is learned, all keys (if one or two were programmed) are erased for RKE transmitter operation.

   Exiting the programming mode is accomplished if one of the following occurs:
   - The key transitions to the RUN position.
   - 10 seconds have passed since entering programming mode or since the last RKE transmitter was programmed.
   - The maximum number (8) of RKE transmitters have been programmed.

7. Check the operation of the transmitter. If the door locks do not respond for the programmed RKE transmitter(s), wait several seconds and press the button again. If the door locks still fail to respond, refer to Handles, Locks, Latches and Entry Systems in this section.

Stepped Unlock Programming

1. With the ignition switch in the OFF position, press the LOCK and UNLOCK buttons on the Remote Keyless Entry (RKE) transmitter simultaneously for 4 seconds.
    - The turn signals flash twice to indicate the mode change.

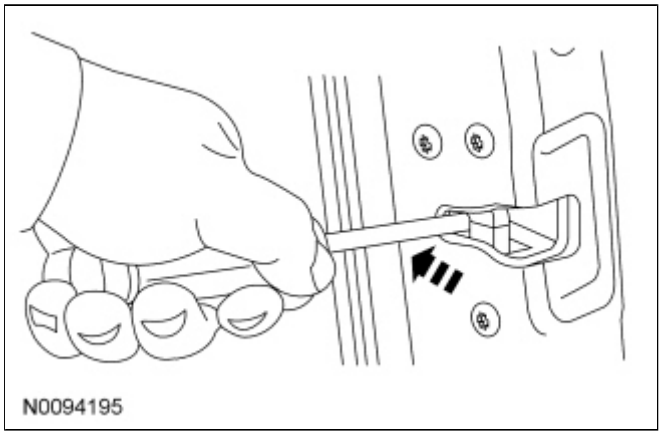
2. Repeat Step 1 to enable/disable the stepped unlocking feature.

Latch Lubrication

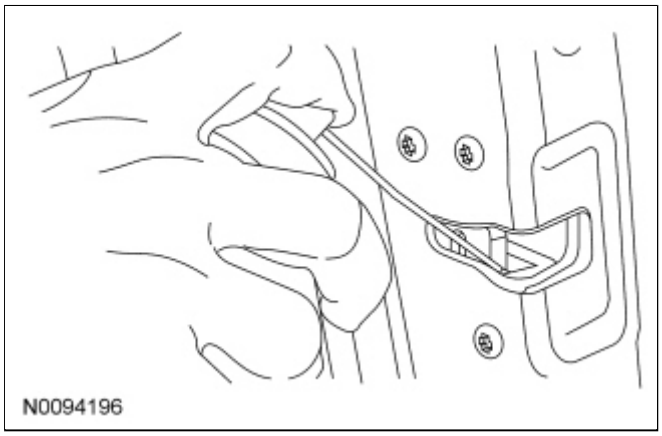
Material

Item	Specification
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B

1. Open the door.
2. Using a screwdriver, fully close the latch (2 clicks).

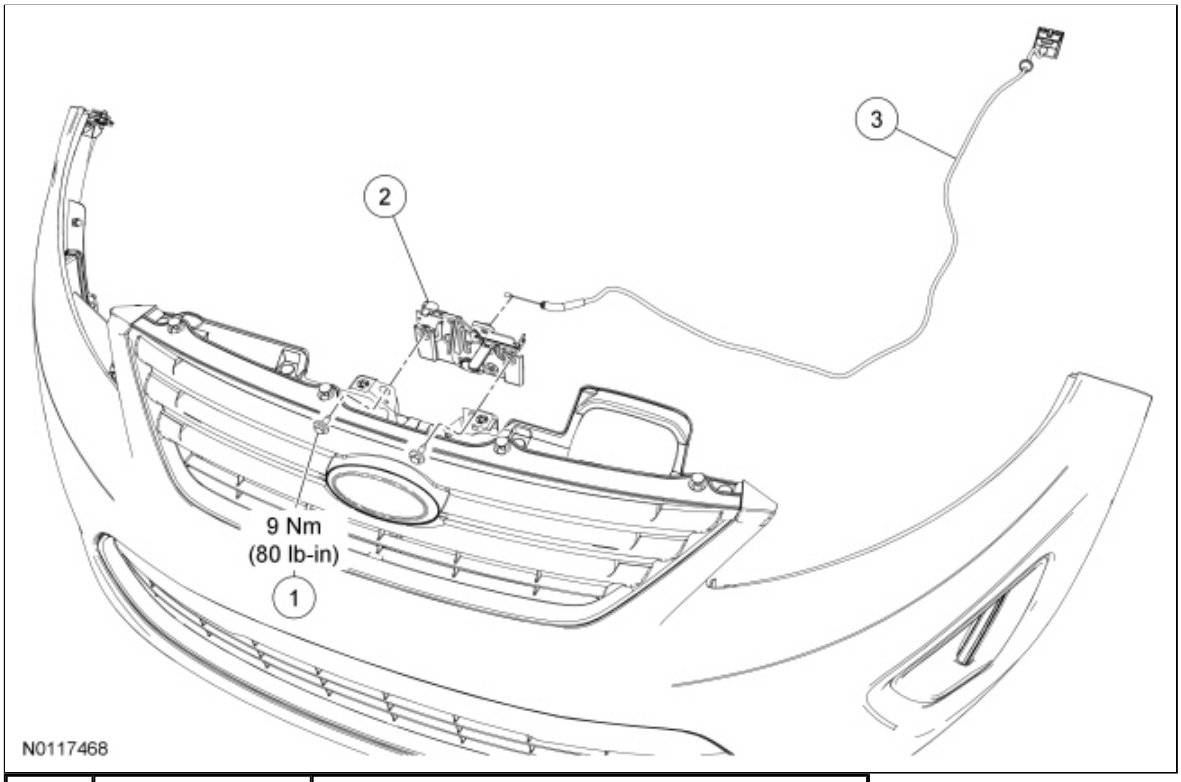


3. Spray the multi-purpose grease into the opening on the door latch for approximately 5 seconds.



4. Open the latch using either the interior or exterior door handle.
5. Open and close the door several times to circulate the lubricant inside the latch.
6. Wipe off any excess grease.

Hood Latch and Components — Exploded View



Item	Part Number	Description
1	W702928	Hood latch bolts (2 required)
2	16700	Hood latch
3	16916	Hood latch release handle and cable

1. For additional information, refer to the procedures in this section.

Hood Latch

Removal and Installation

1. **NOTE:** Mark the hood latch position prior to removal of the hood latch bolts.

   Remove the 2 hood latch bolts.
   - To install, tighten to 9 Nm (80 lb-in).

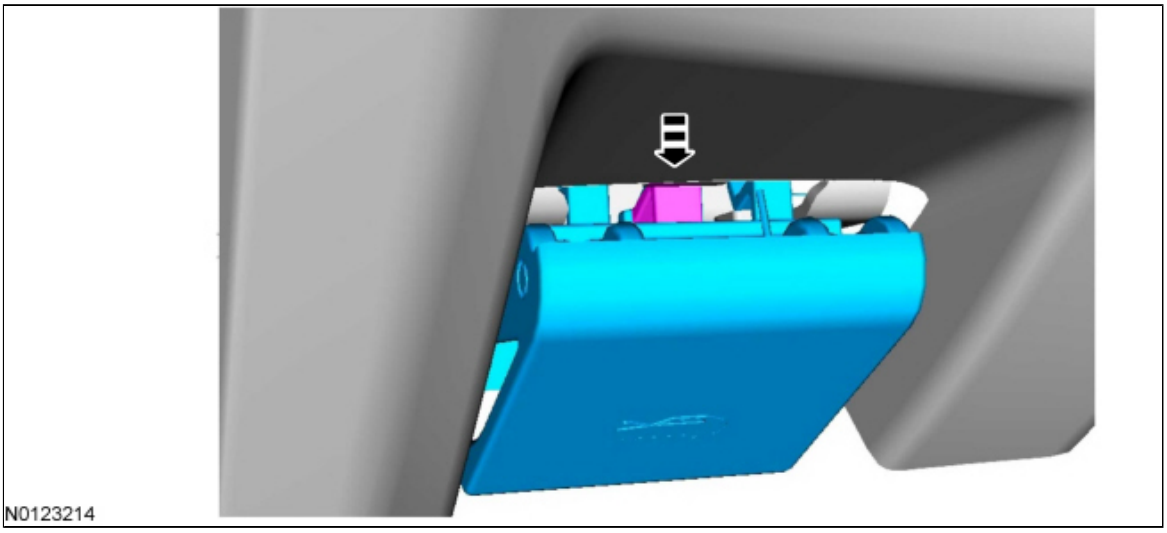
2. Remove the hood latch.
   - Disconnect the hood latch from the hood latch cable.

3. To install, reverse the removal procedure.
   - When the hood latch is installed, the latch adjustment must be checked to make sure the latch is installed and aligned correctly.

Hood Latch Release Handle

Removal and Installation

1. Using a suitable tool, depress the hood latch release handle retaining tab.

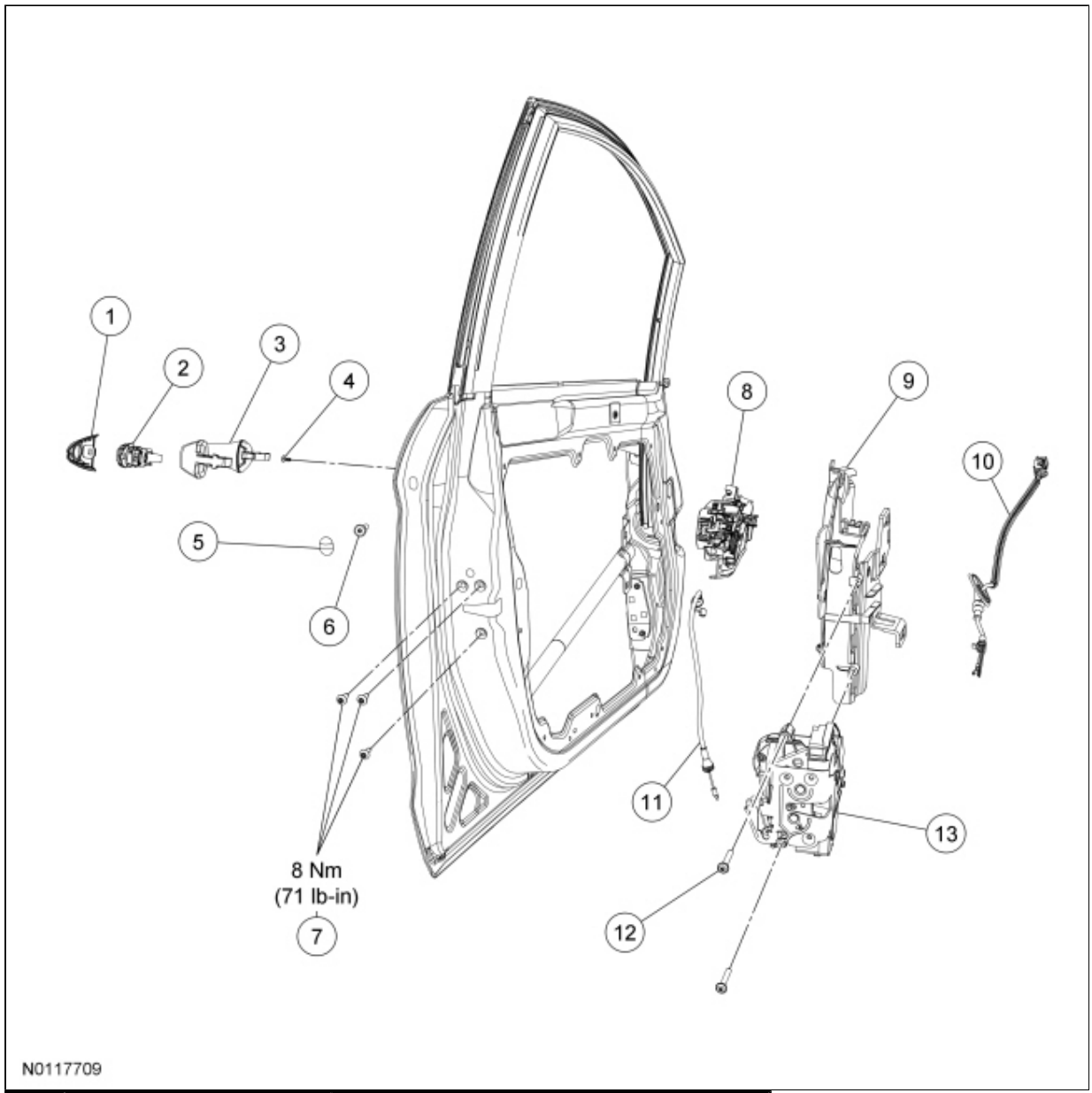


2. Remove the hood latch release handle.
   - Pull the hood latch release handle rearward.
3. Disconnect the hood release cable from the hood latch release handle.
4. To install, reverse the removal procedure.

Front Door Handles, Locks and Latches — Exploded View

NOTE: Vehicle without Intelligent Access (IA) shown, Vehicle with IA similar.

NOTE: LH side shown, RH side similar.



Item	Part Number	Description
1	224A44 RH/ 224A45 LH	Exterior front door handle bezel
2	21990 RH (if equipped)/ 21991LH	Door lock cylinder
3	22404 (non-PEPS)/ 26604 (PEPS)	Exterior front door handle
4	W703168	Exterior front door handle reinforcement screw
5	W710048	Exterior front door handle bolt cover

6	—	Exterior front door handle bolt (Part of 26684 RH/ 26685 LH)
7	W715340	Front door latch screws (3 required)
8	22464 RH/ 22465 LH	Exterior front door handle reinforcement
9	21978 RH/ 21979 LH	Exterior front door handle reinforcement carrier
10	221A00	Interior front door handle actuating cable
11	218B26	Exterior front door handle actuating cable
12	—	Front door latch mounting screw (2 required)
13	218812 RH/ 218813 LH	Front door latch

1. For additional information, refer to the procedures in this section.

Front Door Latch

Removal and Installation

1. Remove the exterior front door handle reinforcement. For additional information, refer to Door Handle Reinforcement — Exterior, Front in this section.

2. Remove the 2 screws and separate the front door latch from the exterior front door handle reinforcement carrier.

3. Detach the exterior front door handle cable from the front door latch and separate the front door latch from the exterior front door handle reinforcement carrier.

4. To install, reverse the removal procedure.

Exterior Front Door Handle

Removal and Installation

All vehicles

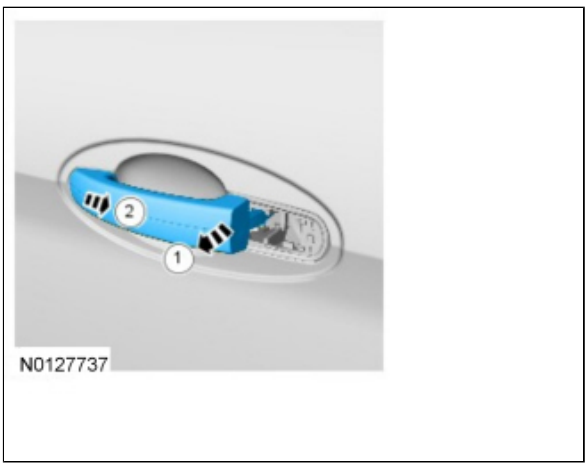
1. Remove the exterior front door handle bezel bolt cover.

2. ***NOTICE:*** **Overtightening the exterior front door handle bezel bolt will result in the increased opening effort of the door handle and possible damage to the exterior front door handle bezel.**

   Loosen, but do not remove, the exterior front door handle bezel bolt.
   - To install, tighten the exterior front door handle bezel bolt by hand, until the exterior front door handle bezel is no longer loose.

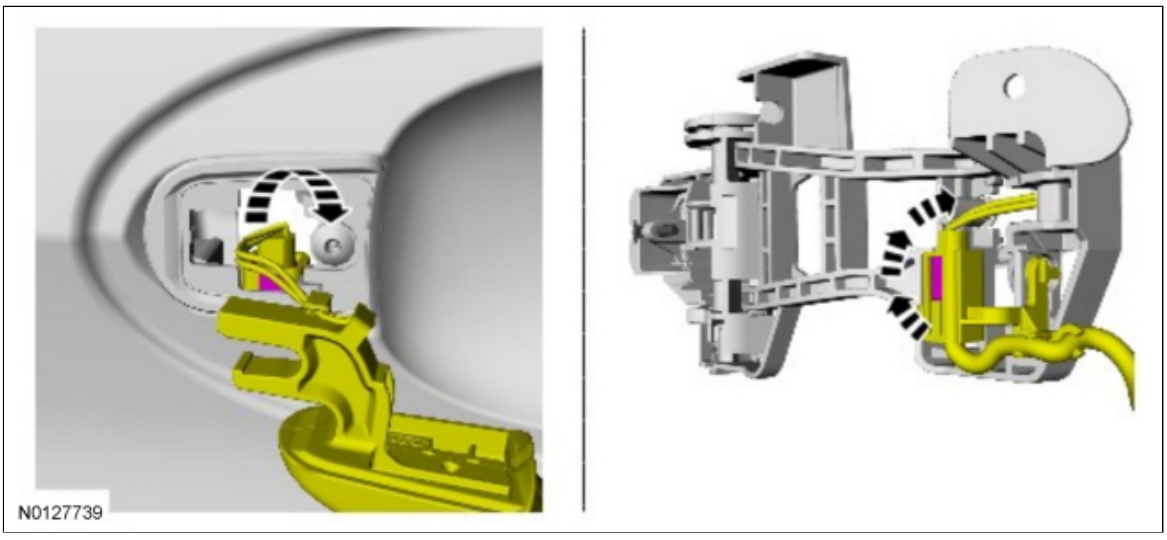
3. Pull outward and remove the exterior front door handle bezel.

4. Remove the exterior front door handle.
   - Pull the exterior front door handle rearward and then outward.

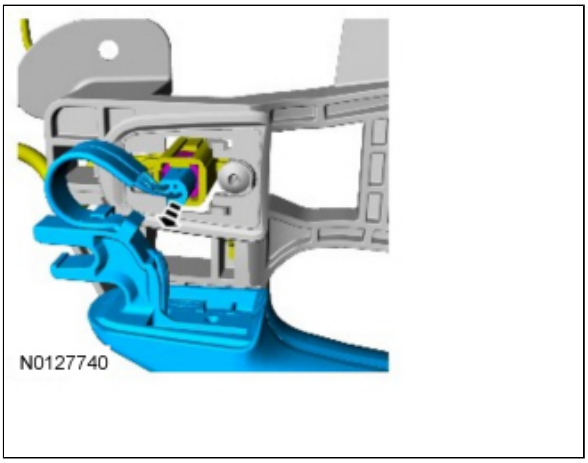


Vehicles with Intelligent Access (IA)

5. Position the exterior door handle electrical connector carrier in order to access the exterior door handle electrical connector.



6. Disconnect the exterior door handle electrical connector.



All vehicles

7. To install, reverse the removal procedure.

Door Handle Reinforcement — Exterior, Front

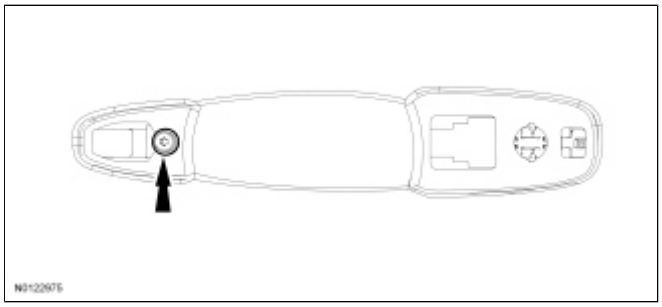
Removal and Installation

1. **NOTE:** Do not separate the window regulator or window regulator motor from the front door carrier.

   Remove the window regulator. For additional information, refer to Section 501-11 .

2. Remove the exterior front door handle. For additional information, refer to Exterior Front Door Handle in this section.

3. Loosen, but do not remove, the exterior front door handle reinforcement screw.



4. Remove the 3 front door latch screws.
   - To install, tighten to 8 Nm (71 lb-in).

5. Remove the door latch, carrier, and reinforcement assembly from vehicle.
   - Pull the front edge of the door latch, carrier, and reinforcement assembly inward and then toward the front of the vehicle.

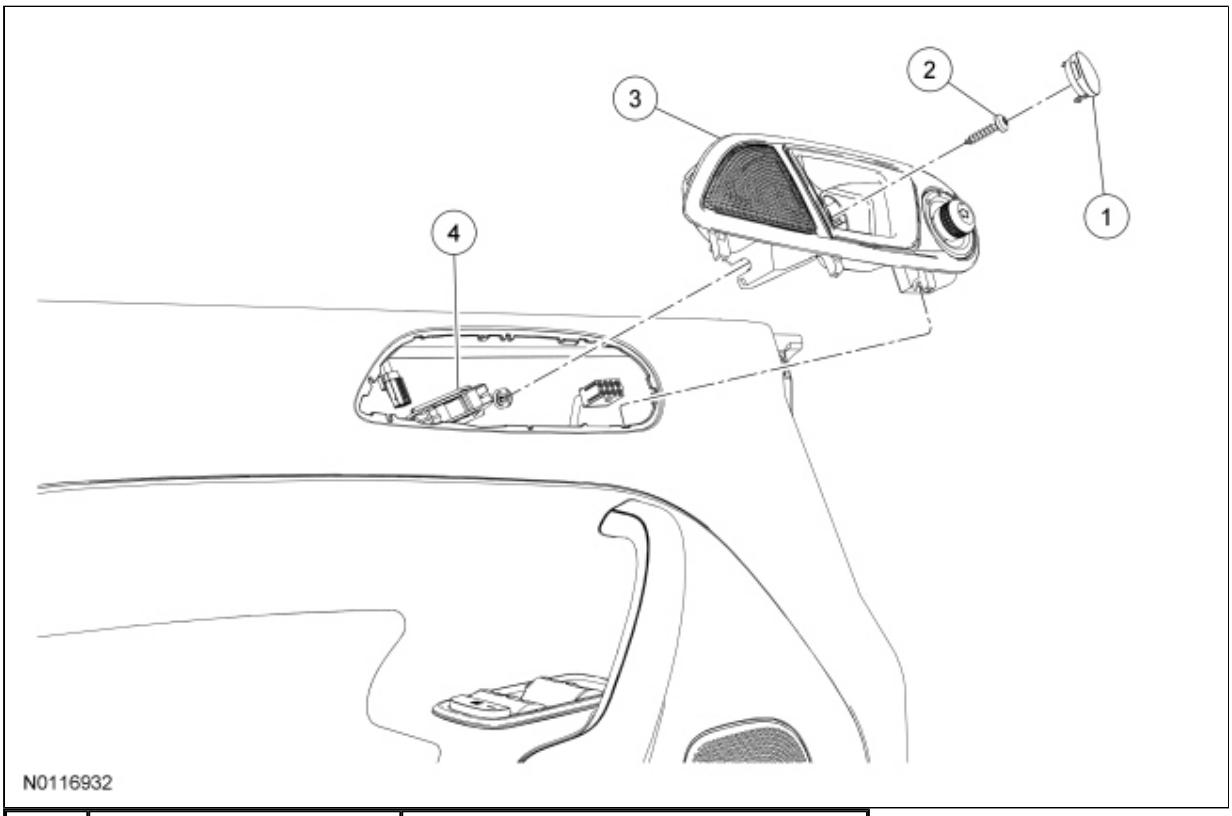
6. Disconnect exterior front door handle cable from the exterior front door handle reinforcement.

7. Separate the exterior front door handle reinforcement from the exterior front door handle reinforcement carrier.

8. To install, reverse the removal procedure.

Interior Door Handle — Front

NOTE: LH side shown, RH side similar.



Item	Part Number	Description
1	237W10	Interior door handle screw cover
2	46058	Interior door handle screw
3	22600 RH/ 22601 LH	Interior door handle
4	221A00	Interior door handle cable

Removal and Installation

1. Remove the interior door handle screw cover.
2. Remove the interior door handle screw.
3. ***NOTICE:*** **Do not pry outward at the bottom of the front interior door handle. Otherwise, damage to the front interior door handle may occur.**

   Using a non-marring tool, pry outward at the top of the front interior door handle.
4. Disconnect door latch cable from the front interior door handle.
5. If equipped, disconnect the electrical connector.
6. To install, reverse the removal procedure.

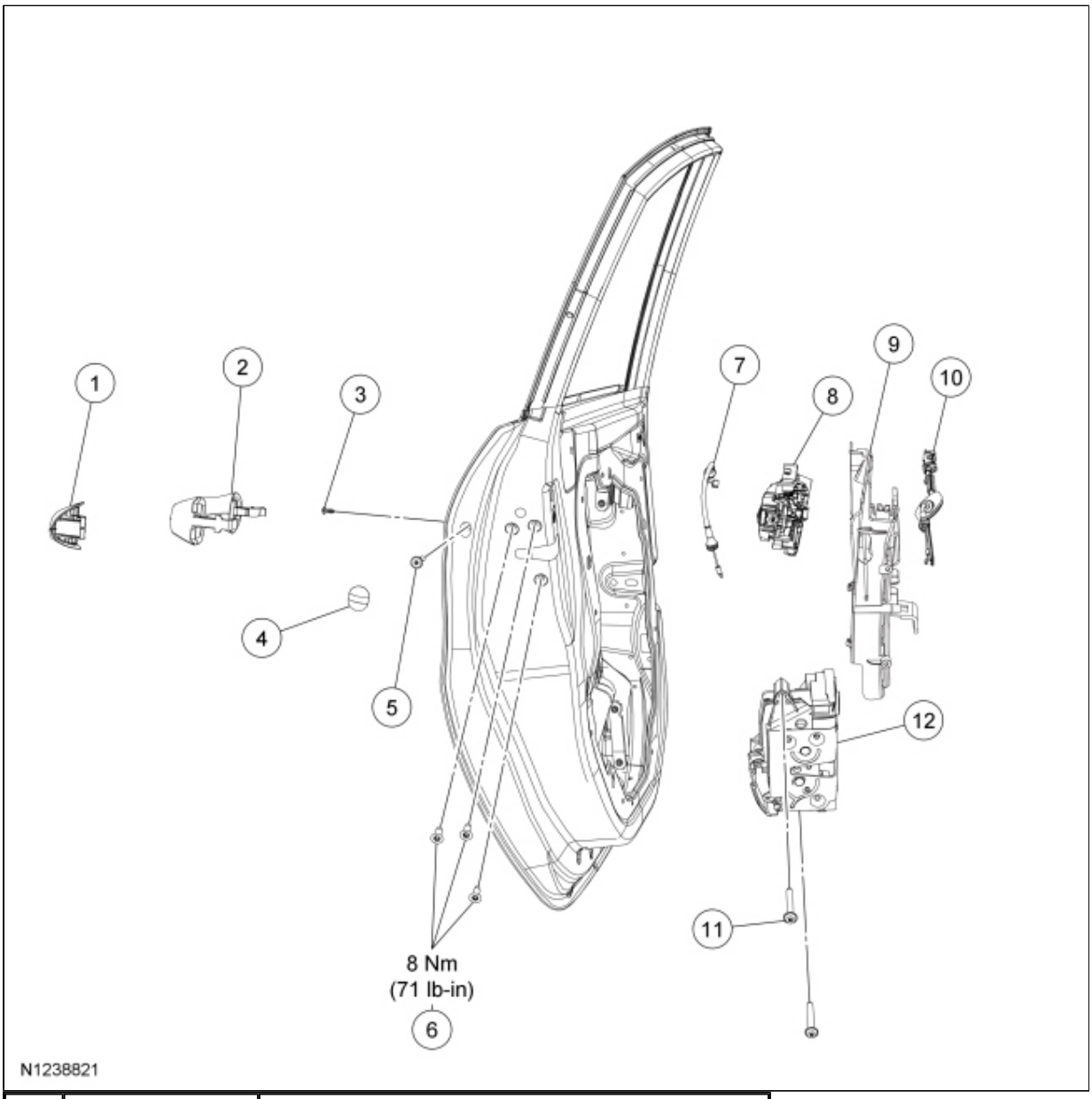
Door Lock Cylinder

Removal and Installation

1. Remove the exterior front door handle bezel bolt cover.
2. Loosen, but do not remove, the exterior front door handle bezel bolt.
3. Pull outward and remove the exterior front door handle bezel.
4. Separate the door lock cylinder from the exterior front door handle.
5. To install, reverse the removal procedure.

Rear Door Handles, Locks and Latches — Exploded View

NOTE: LH side shown, RH side similar.



Item	Part Number	Description
1	224A44	Exterior rear door handle bezel
2	26604	Exterior rear door handle
3	—	Exterior rear door handle reinforcement bolt (Part of 26684 RH/ 26685 LH)
4	W710048	Exterior rear door handle bezel bolt cover
5	W703168	Exterior rear door handle bezel bolt
6	W715340	Rear door latch screws (3 required)
7	265B10	Exterior rear door handle actuating cable
8	26684 RH/ 26685	Exterior rear door handle reinforcement

	LH	
9	224A52 RH/ 224A53 LH	Exterior rear door handle reinforcement carrier
10	264B58	Interior rear door handle actuating cable
11	—	Rear door latch mounting screw (2 required)
12	26412 RH/ 26413 LH	Rear door latch

1. For additional information, refer to the procedures in this section.

Rear Door Latch

Removal and Installation

1. Remove the exterior rear door handle reinforcement. For additional information, refer to Door Handle Reinforcement — Exterior, Rear .
2. Remove the 2 screws and separate the rear door latch from the exterior rear door handle reinforcement carrier.
3. Detach the exterior rear door handle cable from the rear door latch and separate the rear door latch from the exterior rear door handle reinforcement carrier.
4. To install, reverse the removal procedure.

Exterior Rear Door Handle

Removal and Installation

1. Remove the exterior rear door handle bezel bolt cover.

2. ***NOTICE:*** **Overtightening the exterior front door handle bezel bolt will result in the increased opening effort of the door handle and possible damage to the exterior front door handle bezel.**

   Loosen, but do not remove, the exterior rear door handle bezel bolt.
   - To install, tighten the exterior front door handle bezel bolt by hand, until the exterior front door handle bezel is no longer loose.

3. Pull outward and remove the exterior rear door handle bezel.

4. Remove the exterior rear door handle.
   - Pull the exterior rear door handle rearward and then outward.

5. To install, reverse the removal procedure.

Door Handle Reinforcement — Exterior, Rear

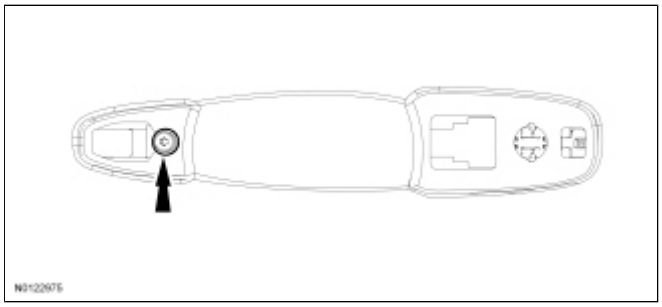
Removal and Installation

1. **NOTE:** Do not separate the window regulator or window regulator motor from the front door carrier.

   Remove the window regulator. For additional information, refer to Section 501-11 .

2. Remove the exterior rear door handle. For additional information, refer to Exterior Rear Door Handle in this section.

3. Loosen, but do not remove, the exterior rear door handle reinforcement screw.



4. Remove the 3 front door latch screws.
   - To install, tighten to 8 Nm (71 lb-in).

5. Remove the door latch, door carrier, and reinforcement assembly from vehicle.
   - Pull the front edge of the latch, carrier, and reinforcement assembly inward and then toward the front of the vehicle.

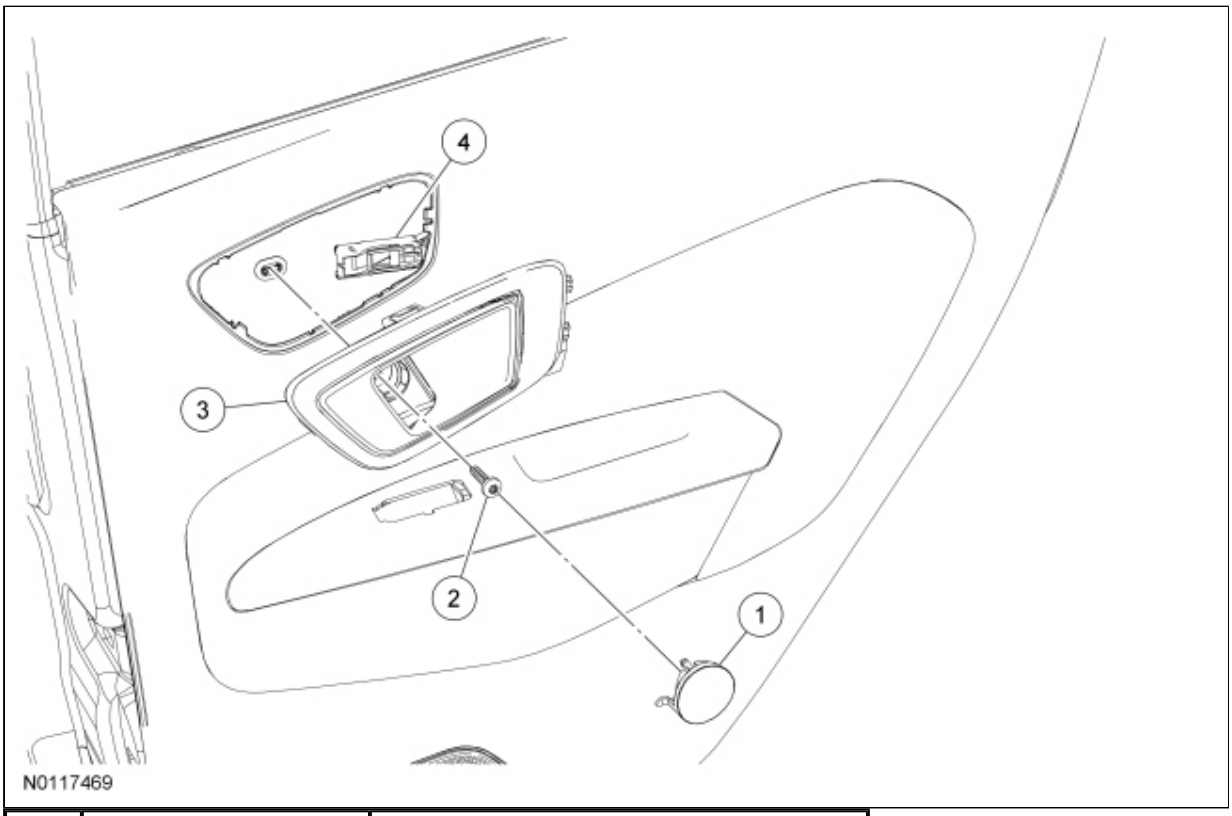
6. Disconnect exterior rear door handle cable from the exterior rear door handle reinforcement.

7. Separate the exterior rear door handle reinforcement from the exterior rear door handle reinforcement carrier.

8. To install, reverse the removal procedure.

Interior Door Handle — Rear

NOTE: RH side shown, LH side similar.

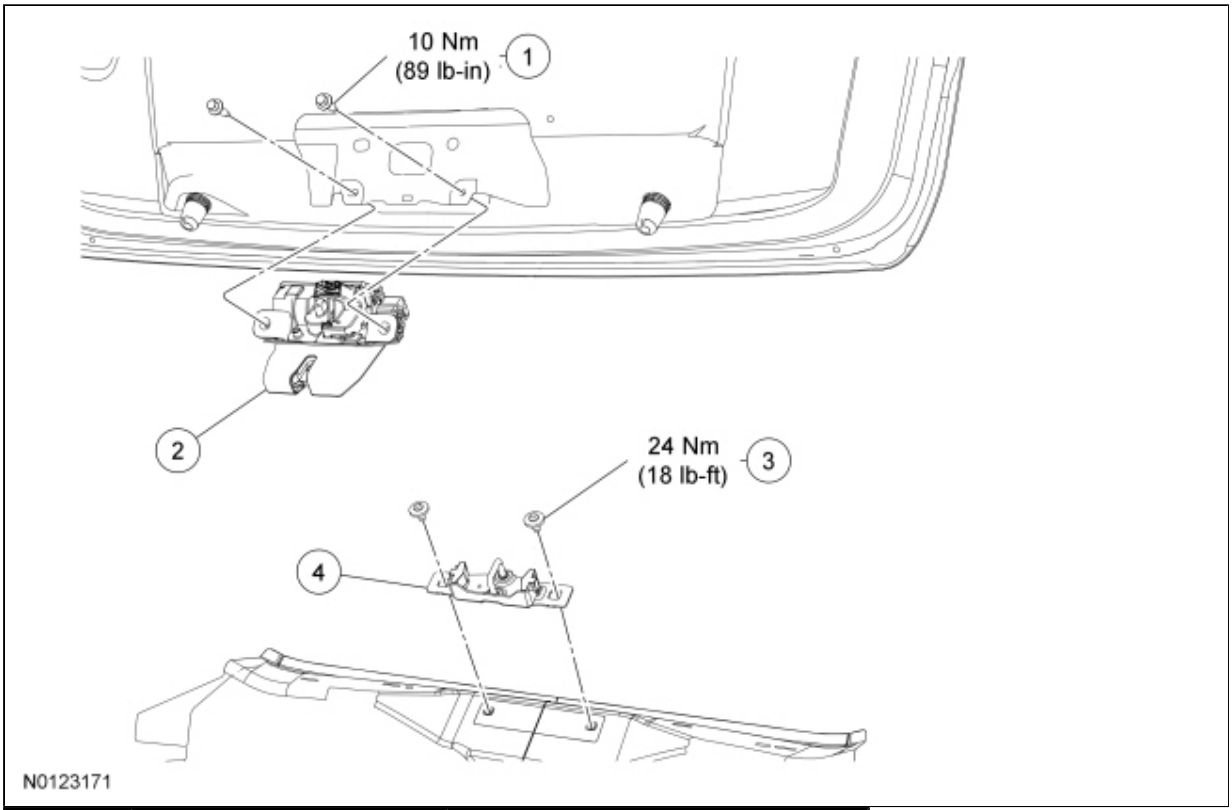


Item	Part Number	Description
1	237W10	Rear interior door handle screw cover
2	46058	Rear interior door handle screw
3	22600 RH/ 2260 1LH	Rear interior door handle
4	264B58	Rear interior door handle cable

Removal and Installation

1. Remove the rear door trim panel. For additional information, refer to Section 501-05 .
2. Release the 3 retaining tabs and remove the rear interior door handle from the rear door trim panel.
3. To install, reverse the removal procedure.

Liftgate Latch



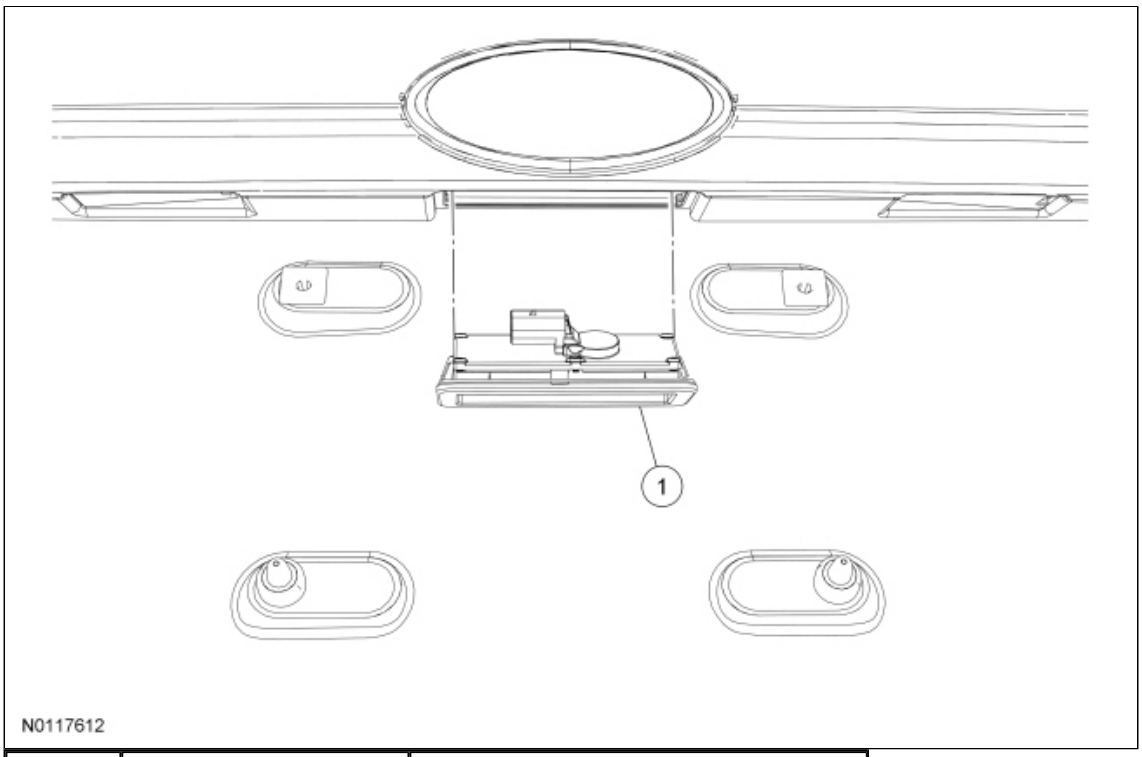
Item	Part Number	Description
1	W705125	Liftgate latch bolt
2	442A66	Liftgate latch
3	W500212	Liftgate striker bolt
4	404B12	Liftgate striker

Removal and Installation

1. Remove the liftgate trim panel. For additional information, refer to Section 501-05 .

2. Refer to exploded view(s) and any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Liftgate Release Switch



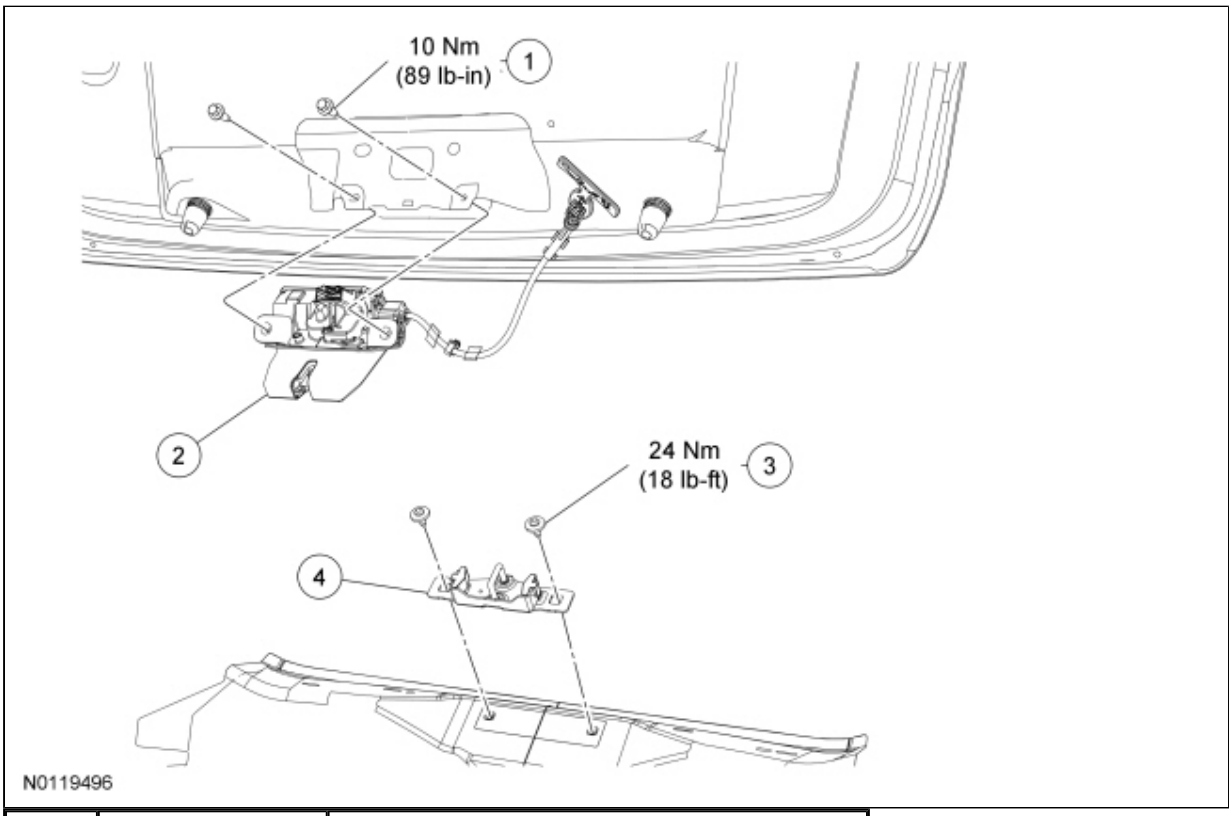
Item	Part Number	Description
1	14018	Liftgate release switch

Removal and Installation

1. Remove the liftgate applique. For additional information, refer to Section 501-08 .
2. Refer to exploded view(s) and any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Luggage Compartment Lid Latch

Removal and Installation

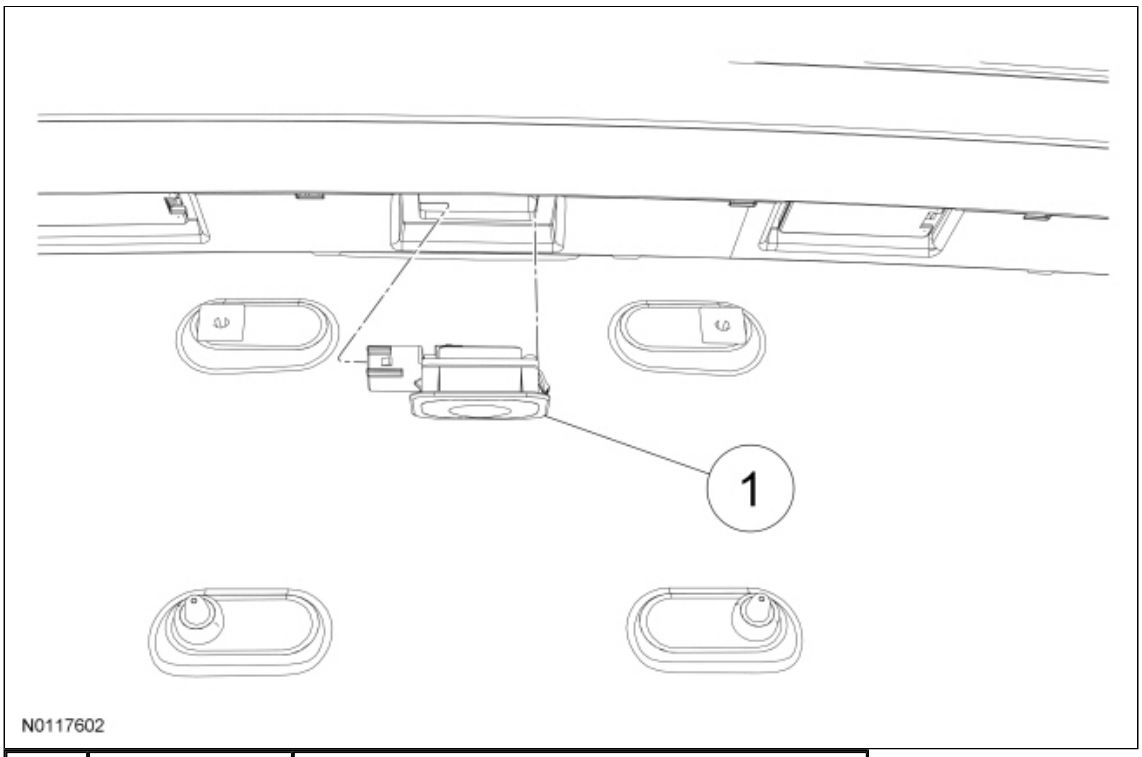


Item	Part Number	Description
1	W705125	Luggage compartment latch bolt
2	442A66	Luggage compartment latch
3	W500212	Luggage compartment striker bolt
4	404B12	Luggage compartment striker

1. Remove the 10 pin-type retainers and the luggage compartment lid trim panel.

2. Refer to exploded view(s) and any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Luggage Compartment Lid Release Switch

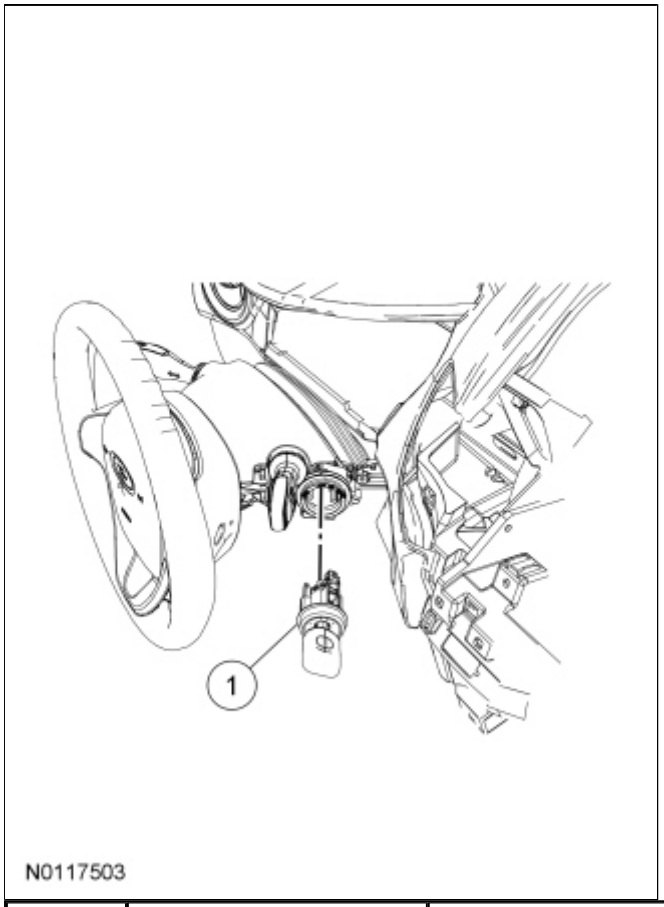


Item	Part Number	Description
1	19B514	Luggage compartment lid release switch

Removal and Installation

1. Remove the luggage compartment lid applique. For additional information, refer to Section 501-08 .
2. Refer to exploded view(s) and any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Ignition Lock Cylinder

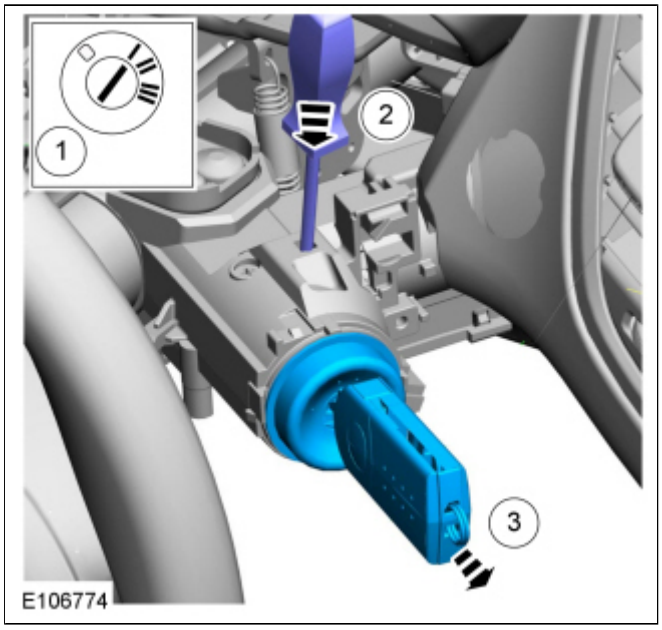


Item	Part Number	Description
1	11582	Ignition lock cylinder

Removal and Installation

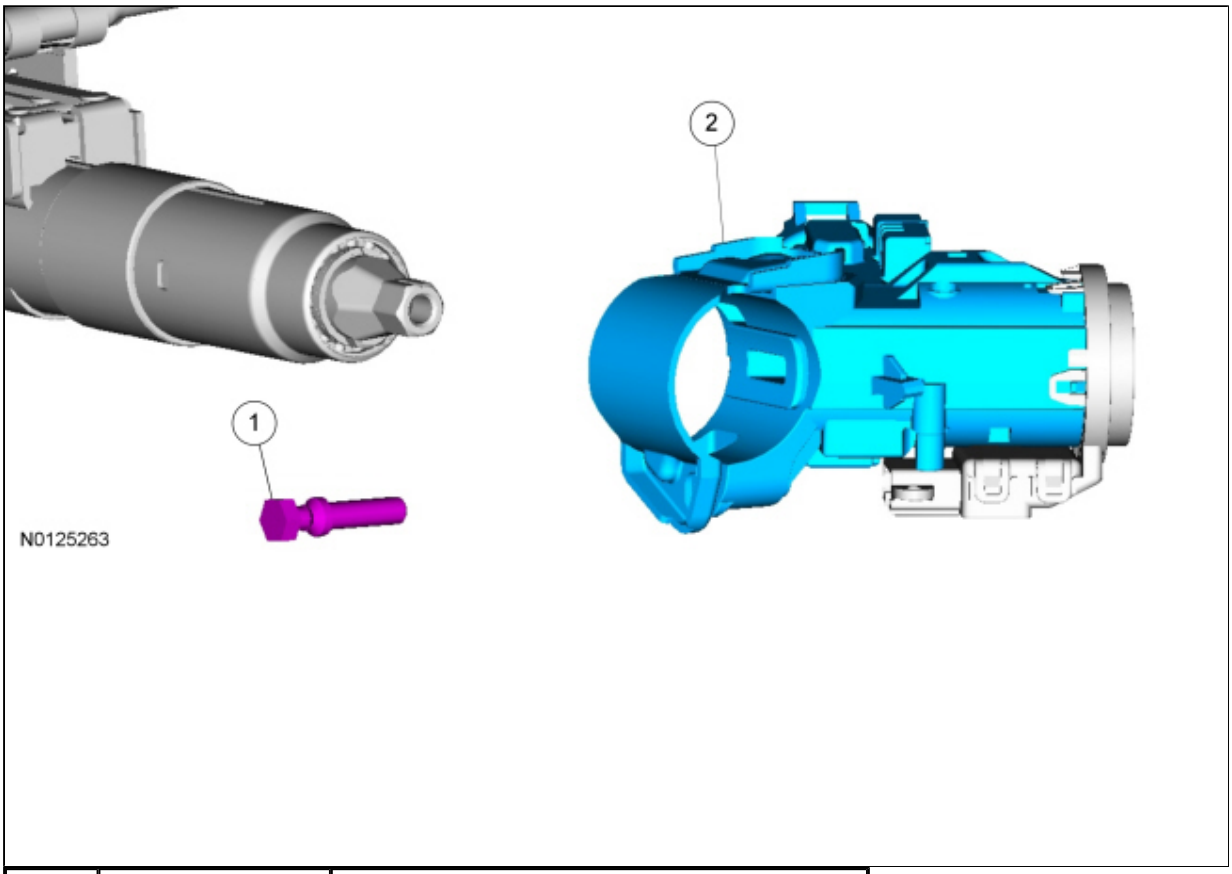
1. Remove the PATS transceiver. For additional information, refer to Section 419-01B .

2. Remove the ignition lock cylinder.
    1. Position the ignition key to the ACC position.
    2. Inset a suitable tool into the ignition lock cylinder release access hole and depress the ignition lock cylinder release button.
    3. Pull outward on the ignition key and remove the ignition lock cylinder.



3. To install, reverse the removal procedure.

Ignition Lock Cylinder Housing



Item	Part Number	Description
1	W709942	Ignition lock cylinder housing bolt
2	3F527	Ignition lock cylinder housing

Removal and Installation

1. Remove the steering wheel and steering column shrouds. For additional information, refer to Section 211-04 .
2. Remove the Passive Anti-Theft System (PATS) transceiver. For additional information, refer to Section 419-01B .
3. Remove the ignition lock cylinder. For additional information, refer to Ignition Lock Cylinder in this section.
4. Remove the ignition switch and the steering column multifunction switch. For additional information, refer to Section 211-05 .
5. Remove the wiper/washer switch. For additional information, refer to Section 501-16 .
6. Remove the steering column switch carrier. For additional information, refer to the steering column exploded view in Section 211-05 .
7. **NOTE:** Clean all metal shavings and foreign material after cutting a slot into the ignition lock cylinder housing bolt.

Cut a slot into the head of the ignition lock cylinder housing bolt.

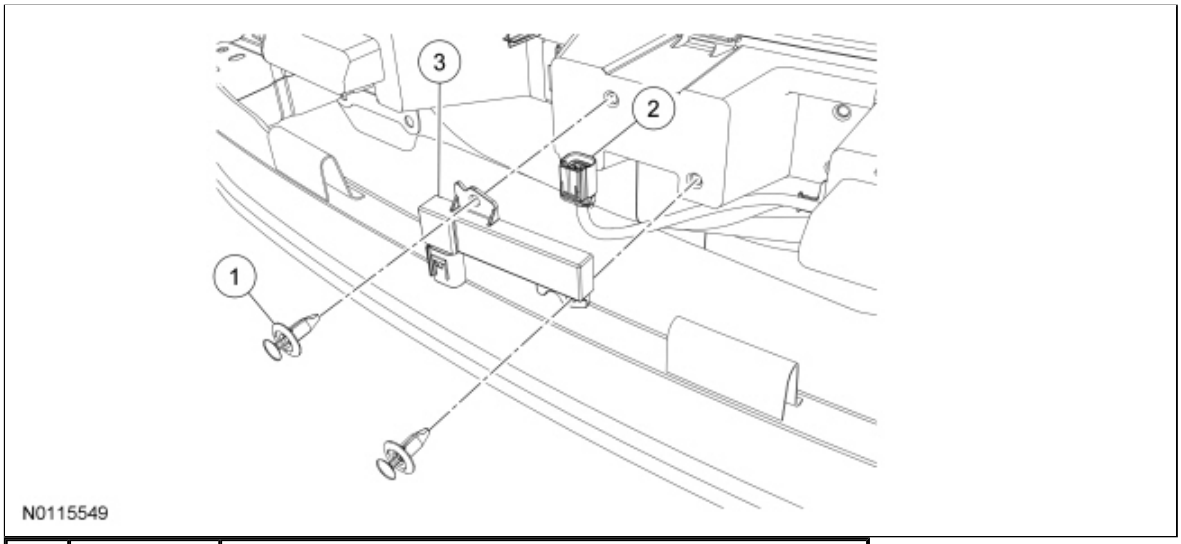
8. Remove and discard the ignition lock cylinder housing bolt.
    - To install, tighten the new bolt until the head of the bolt shears off.
9. Remove the ignition lock cylinder housing.
10. To install, reverse the removal procedure.

Door Lock Control Switch

Removal and Installation

1. The door lock control switch is integrated into the FCIM . For additional information, refer to Section 415-00 .

Intelligent Access (IA) Antenna



Item	Part Number	Description
1	16K262	Pin-type retainers (2 required)
2	—	Intelligent Access (IA) antenna electrical connector (part of 14D559)
3	15K603	IA antenna

Removal and Installation

1. Remove the rear bumper cover. For additional information, refer to Section 501-19 .
2. Refer to exploded view(s) and any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Material

Item	Specification	Fill Capacity
Motorcraft® Premium Quality Windshield Washer Fluid (Canada) CXC-37-(A, B, D, and F) (Canada)	—	—
Motorcraft® Premium Windshield Washer Concentrate (US) ZC-32-A or B (US)	WSB-M8B16-A2	—

Torque Specifications

Description	Nm	lb-ft	lb-in
Front wiper pivot arm nut	24	18	—
Rear wiper motor bolts	9	—	80
Rear wiper pivot arm nut	15	—	133
Washer reservoir bolts	3	—	27
Front wiper mounting arm and pivot shaft center bolt	24	18	—
Front wiper mounting arm and pivot shaft end bolts	5	—	44

Wipers and Washers

The wiper and washer system consists of the following components:

- Front/rear washer pump and reservoir (located in the front right corner of the engine compartment)
- Front and rear wiper pivot arms
- Windshield and rear window wiper motors
- Windshield wiper mounting arm and pivot shaft assembly
- Wiper/washer switch
- Front and rear wiper blades
- Body Control Module (BCM)

The wiper and washer system functions are activated by the wiper/washer switch which provides an input to the BCM . The BCM then provides an output to operate the desired wiper system feature. The windshield and rear window wiper systems share the window washer pump and cannot be used simultaneously.

The windshield wiper system offers 4 wipe modes:

- Single
- Intermittent (6 settings)
- Normal
- Fast

When activated by the wiper/washer switch, the rear wiper offers 3 wipe modes which are based on the windshield wiper mode selected.

- 4 second rest between wipes (windshield wiper system in off or normal modes)
- Intermittent (6 settings based on windshield wiper system setting)
- Continuously (windshield wiper system in fast mode)

Wipers and Washers

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-IV or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

Windshield Wiper System

The wiper and washer system functions are activated by the wiper/washer switch which provides an input to the Body Control Module (BCM). The BCM then provides an output to operate the desired wiper system feature. The windshield and rear window wiper systems share the window washer pump and cannot be used simultaneously. The windshield wiper system only operates when the ignition is ON.

The windshield wiper system offers 4 wipe modes:

- Single
- Intermittent (6 settings)
- Normal
- Fast

The wiper system setting of the wiper/washer switch is transmitted to the BCM to actuate the wiper motor and set the wiper speed. Normal wipe speed remains available in the event of BCM failure.

Windshield Intermittent Wipe

The windshield intermittent wipe setting of the wiper/washer switch is transmitted to the BCM to actuate the wiper motor and set the wiper delay interval. The wiper/washer switch has 6 intermittent wiper delay settings ranging from a short to a long delay:

- Level 1 delay = 1.2 seconds
- Level 2 delay = 4 seconds
- Level 3 delay = 8 seconds
- Level 4 delay = 12 seconds
- Level 5 delay = 17.5 seconds
- Level 6 delay = 25 seconds

Windshield Wiper Motor

The integrated park switch is directly connected to the BCM . The windshield wiper motor park switch contacts are open in all wiper motor positions except PARK. When the windshield wiper motor park switch contacts are open, the windshield wiper motor remains switched on even if a signal from the BCM requests the wipers to stop. In PARK position, the windshield wiper motor park switch contacts create a ground connection. The BCM recognizes this ground connection and switches the windshield wiper motor off.

Front Washer System

When the front washer system is switched ON, the BCM switches the window washer pump ON. The windshield and rear window wiper systems share the window washer pump and cannot be used simultaneously. The BCM delays wiper operation for 360 ms after operation of the wiper/washer switch washer setting. If the wiper/washer switch washer setting is not operated for at least 360 ms, the BCM does not switch the windshield wiper motor ON. The BCM activates the windshield wiper motor for as long as the wiper/washer switch washer setting is operated, up to 10 seconds maximum. After the washer pump is turned OFF, the BCM allows the windshield wipers to wipe 4 more times. An additional courtesy wipe follows the 4 wipes after a brief pause.

Rear Window Wiper System

The rear window wiper system only operates if the ignition is ON. The position that the wiper/washer switch is in for the front windshield wipers determines the action of the rear wiper:

- When the wiper/washer switch is in a position that commands the rear wiper ON and the front windshield wipers are in the OFF position, the rear wiper is activated by the BCM with a 4 second delay between wipes.
- When the front windshield wipers are being operated in the intermittent mode, the rear wiper also operates in the intermittent mode. The rear wiper reacts along with the front windshield wipers to changes in the position of the rotary interval switch. When the rotary switch is positioned for a long delay between wipes, the rear wiper also operates with a long delay between wipes. The same is true for a short delay between wipes.
- When the front windshield wipers are operated at normal speed, the rear wiper operates with a 4 second delay between wipes when switched on.
- When the front windshield wipers are operated at high speed, the rear wiper operates continuously when switched on.

Rear Washer System

When the rear wash system is switched ON, the BCM supplies power to the washer pump. Reversing the polarity of the pump enables the washing fluid to flow to the rear washer jet instead of the front washer jets. The BCM activates the window wiper for as long as the window washer switch is operated. The window washer pump is switched OFF after a maximum of 10 seconds. After clearance from the switch, the BCM allows the wiper to wipe 2 or 3 more times.

Rear Wiper Motor

The integrated park switch is directly connected to the BCM . The rear window wiper motor park switch contacts are closed in all rear window wiper motor positions except PARK. When the rear window wiper

motor park switch contacts are closed, the rear window wiper motor is supplied with a voltage by the BCM . When the rear window wiper motor reaches the PARK position, the park switch contacts open and the power supply is interrupted by the BCM . While the wiper/washer switch remains in the rear washer position, the rear window wiper motor is again supplied with a voltage by the BCM and continues to run. This process is repeated during every revolution of the rear window wiper motor.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical

• Wiper/washer switch
• Wiper linkage
• Windshield washer pump hoses
• Windshield washer nozzles
• Rear window washer pump hoses
• Rear window washer nozzles
• Washer reservoir
	• Central Junction Box (CJB) fuses:
	  ▪ 11 (20A)
	  ▪ 13 (15A)
	  ▪ 15 (15A)
	  ▪ 21 (10A)
	• Body Control Module (BCM)
	• Wiring, terminals or connectors
	• Wiper/washer switch
	• Windshield wiper motor
	• Rear window wiper motor
	• Washer pump

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** The windshield wiper motor does not communicate on the network. The windshield wiper motor provides wiper on/off status directly to the Body Control Module (BCM).

   NOTE: Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is in ON.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the BCM .

7. Carry out the network test.
   - If the scan tool responds with no communication from one or more modules, refer to Section 418-00 .

- If the network test passes, retrieve and record the Continuous Memory Diagnostic Trouble Codes (CMDTCs).

8. Clear the continuous DTCs and carry out the self-test diagnostics for the BCM .
9. If the DTCs retrieved are related to the concern, go to the Body Control Module (BCM) DTC Chart. For all other DTCs, refer to Section 419-10 .
10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Chart

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B1008:92	Wiper Mode Switch: Performance or Incorrect Operation	GO to Pinpoint Test E .
B1051:92	Front Washer Switch: Performance or Incorrect Operation	GO to Pinpoint Test G .
B1052:92	Rear Washer Switch: Performance or Incorrect Operation	GO to Pinpoint Test G .
B11DC:92	Rear Wiper Mode Switch: Performance or Incorrect Operation	GO to Pinpoint Test D .
B1C45:24	Front Wiper Park Position Switch: Signal Stuck High	GO to Pinpoint Test I .
B1C53:13	Front Wiper Intermittent Data: Circuit Open	GO to Pinpoint Test E .
All other DTCs	—	REFER to Section 419-10 .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The wipers are inoperative — windshield	• Fuse(s) • Wiring, terminals or connectors • Wiper/washer switch • Windshield wiper motor • Body Control Module (BCM)	• GO to Pinpoint Test A .
• The wipers are inoperative — rear window	• Fuse(s) • Wiring, terminals or connectors • Wiper/washer switch • Rear window wiper motor • BCM	• GO to Pinpoint Test B .
• The wipers stay ON continuously — windshield	• Wiring, terminals or connectors • Wiper/washer	• GO to Pinpoint Test C .

	switch • Windshield wiper motor • BCM	
• The wipers stay ON continuously — rear window	• Wiring, terminals or connectors • Wiper/washer switch • Rear window wiper motor • BCM	• GO to Pinpoint Test D .
• The high/low/intermittent wiper speeds do not operate correctly — windshield	• Wiring, terminals or connectors • Wiper/washer switch • Windshield wiper motor • BCM	• GO to Pinpoint Test E .
• The continuous or intermittent wiper speeds do not operate correctly — rear window	• Wiring, terminals or connectors • Wiper/washer switch • Rear window wiper motor • BCM	• GO to Pinpoint Test F .
• The washer pump is inoperative — front/rear	• Wiring, terminals or connectors • Wiper/washer switch • Washer pump • BCM	• GO to Pinpoint Test G .
• The wipers will not PARK at the correct position — windshield	• Wiring, terminals or connectors • Windshield wiper motor • Linkage • BCM	• GO to Pinpoint Test H .
• The wipers will not PARK at the correct position — rear window	• Wiring, terminals or connectors • Rear window wiper motor • BCM	• GO to Pinpoint Test I .

Pinpoint Tests

Pinpoint Test A: The Wipers Are Inoperative — Windshield

Refer to Wiring Diagrams Cell 81 , Wipers and Washers for schematic and connector information.

Normal Operation

Power is supplied from the Central Junction Box (CJB) to the Body Control Module (BCM) for the front wiper system when the ignition is in the ON position. The BCM supplies a signal voltage(s) to the wiper/washer switch for the HIGH speed, LOW speed, and INTERMITTENT functions. Each function has its own dedicated signal (sense) voltage. The wiper/washer switch physically grounds the signal voltage(s) when a function is selected. The BCM then reacts to the grounded signal voltage(s) and its

integral electronics make a decision on which wiper system function to carry out. Ground is supplied to the wiper motor through a circuit that is shared by the BCM windshield wiper return circuit.

This pinpoint test is intended to diagnose the following:

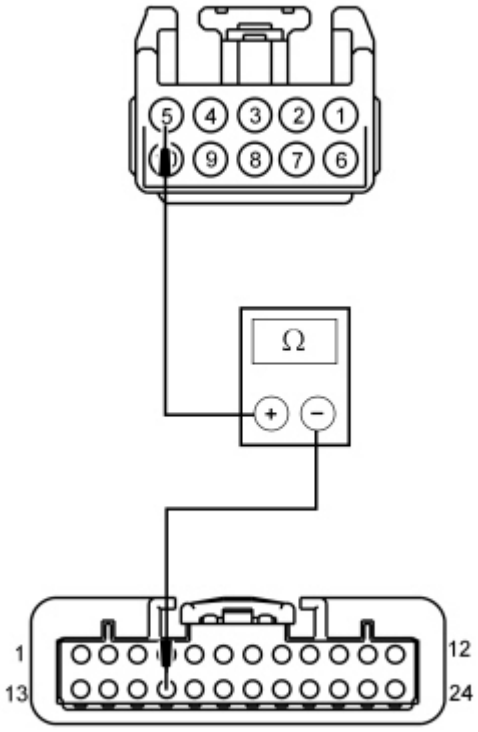
- Fuse(s)
- Wiring, terminals or connectors
- Windshield wiper motor
- Wiper/washer switch
- BCM

PINPOINT TEST A: THE WIPERS ARE INOPERATIVE — WINDSHIELD

Test Step	Result / Action to Take
A1 CHECK FOR BCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — BCM. • **Are any BCM DTCs present?**	**Yes** REFER to the Body Control Module (BCM) DTC Chart for further diagnosis. **No** GO to A2.
A2 CHECK THE BCM WINDSHIELD WIPER SWITCH PIDs	

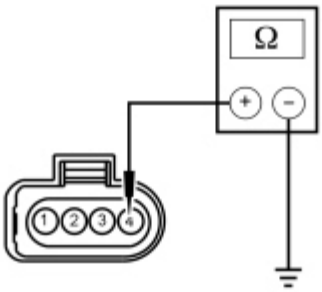
• Enter the following diagnostic mode on the scan tool: DataLogger — BCM.
• Monitor the BCM PIDs listed below while operating the wiper/washer switch in the INTERMITTENT, LOW and HIGH positions.
  ▪ Front Wiper Interval/Auto Wiper Switch (FRNWIPER_Int)
  ▪ Front Wiper Command Low Speed (FRNWIPER_Lo)
  ▪ Front Wiper Command High Speed (FRNWIPER_Hi)
• **Does the status of each PID match the wiper/washer switch setting?**
	Yes
	GO to A6.
	
	No
	GO to A3.

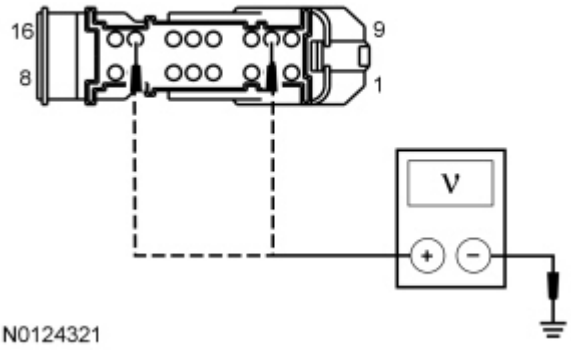
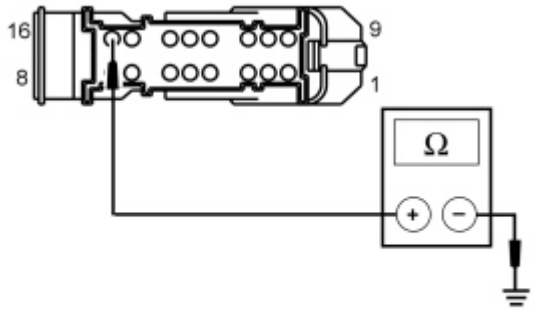
A3 CHECK THE WIPER/WASHER SWITCH	
• Ignition OFF. • Disconnect: Wiper/Washer Switch C2081. • Carry out the wiper/washer switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the wiper/washer switch pass the component test?**	**Yes** GO to A4. **No** INSTALL a new wiper/washer switch. REFER to Section 211-05. TEST the system for normal operation.
A4 CHECK THE WIPER GROUND CIRCUIT FROM THE BCM	
• Disconnect: BCM C2280F. • Measure the resistance between the wiper/washer switch C2081-5, circuit CRW17 (GN/VT), harness side and BCM C2280F-16, circuit CRW17 (GN/VT), harness side.	**Yes** GO to A5. **No** REPAIR the circuit. TEST the system for normal operation.

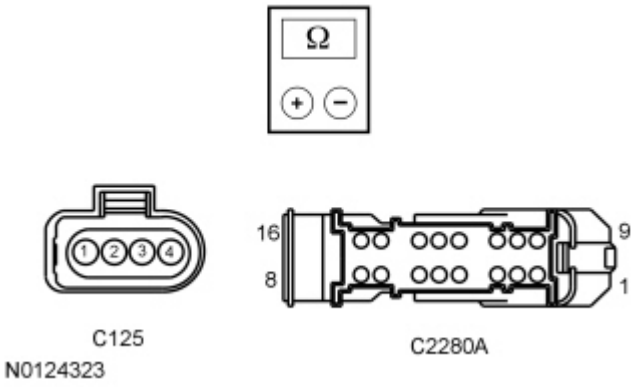


N0124319

- **Is the resistance less than 5 ohms?**

A5 CHECK THE WINDSHIELD WIPER MOTOR GROUND FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Windshield Wiper Motor C125. • Measure the resistance between windshield wiper motor C125-4, circuit GD133 (BK), harness side and ground.  N0124320 • **Is the resistance less than 5 ohms?**	**Yes** GO to A6 . **No** REPAIR the circuit. TEST the system for normal operation.
A6 CHECK THE BCM VOLTAGE	
• Disconnect: BCM C2280B. • Ignition ON. • Measure the voltage between BCM C2280B-10, circuit CBP11 (BN), harness side and ground and between BCM C2280B-15, circuit CBP13 (GY/BN), harness side and ground.	**Yes** GO to A7 . **No** If circuit CBP11 (BN) was less than 10 volts, VERIFY CJB fuse 11

 N0124321 • **Are the voltages greater than 10 volts?**	(20A) is OK. If OK, REPAIR circuit CBP11 (BN) for an open or high resistance. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the short to ground. If circuit CBP13 (GY/BN) was less than 10 volts, VERIFY Central Junction Box (CJB) fuse 13 (15A) is OK. If OK, REPAIR circuit CBP13 (GY/BN) for an open or high resistance. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the short to ground.
A7 CHECK THE BCM GROUND CIRCUIT FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: BCM C2280A. • Measure the resistance between BCM C2280A-16, circuit GD156 (BK/VT), harness side and ground.  N0125564 • **Is the resistance less than 5 ohms?**	**Yes** GO to A8 . **No** REPAIR the circuit. TEST the system for normal operation.
A8 CHECK WINDSHIELD WIPER MOTOR LOW AND HIGH RELAY OUTPUT CIRCUITS FOR AN OPEN OR HIGH RESISTANCE	
• Measure the resistance between windshield wiper motor C125-1, circuit CRW15 (BN/WH), harness side and BCM C2280A-10, circuit CRW15 (BN/WH), harness side and between windshield wiper motor C125-2, circuit CRW16 (GY/BN), harness side and BCM C2280A-9, circuit CRW16 (GY/BN), harness side.	**Yes** GO to A9 . **No** REPAIR the affected circuit. TEST the system for normal operation.

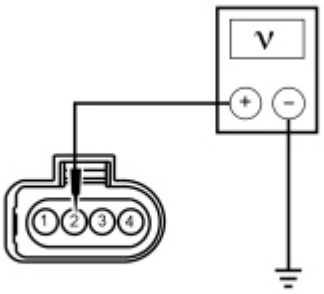


N0124323

- **Are the resistances less than 5 ohms?**

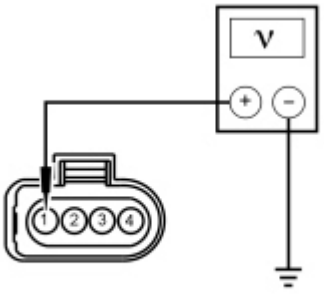
A9 CHECK FOR VOLTAGE TO THE WINDSHIELD WIPER MOTOR USING THE BCM PIDs FRONT WIPER RELAY - LOW SPEED (WPR_RLY_F_Lo) AND FRONT WIPER RELAY - FAST SPEED (WPR_RLY_F_Hi)

- Connect: BCM C2280A.
- Connect: BCM C2280B.
- Connect: BCM C2280F (if previously disconnected).
- Connect: Wiper/Washer Switch C2081 (if previously disconnected).
- Ignition ON.
- Command the BCM PID WPR_RLY_F_Lo on.
- Measure the voltage between windshield wiper motor C125-2, circuit CRW16 (GY/BN), harness side and ground.



N0124324

- Command the BCM PID WPR_RLY_F_Hi on.
- Measure the voltage between windshield wiper motor C125-1, circuit CRW15 (BN/WH), harness side and ground.



N0124325

- **Are the voltages greater than 10 volts?**

Yes
GO to A10 .

No
GO to A11 .

A10 CHECK FOR CORRECT WINDSHIELD WIPER MOTOR OPERATION	

• Ignition OFF.
• Inspect windshield wiper motor C125 for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the windshield wiper motor C125 and make sure it seats correctly.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new windshield wiper motor. REFER to Wiper Motor — Windshield in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

A11 CHECK FOR CORRECT BCM OPERATION	

• Ignition OFF.
• Inspect the BCM connectors for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the BCM connectors and make sure they seat correctly.
• Connect: Windshield Wiper Motor C125.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test B: The Wipers are Inoperative — Rear Window

Refer to Wiring Diagrams Cell 81, Wipers and Washers for schematic and connector information.

Normal Operation

Power is supplied from the Central Junction Box (CJB) to the Body Control Module (BCM) for the rear window wiper system when the ignition is in the ON position. The BCM supplies a signal voltage(s) to the wiper/washer switch for the CONTINUOUS and INTERMITTENT wiper functions. Both functions share a dedicated signal (sense) line. The wiper/washer switch physically grounds the signal voltage(s) when a function is selected. The BCM then reacts to the grounded signal voltage(s) and its integral electronics make a decision on which wiper system function to carry out (depending on the windshield wiper setting). Ground is supplied to the rear window wiper motor through its own dedicated circuit.

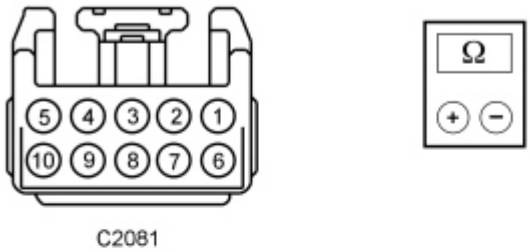
This pinpoint test is intended to diagnose the following:

- Fuse(s)
- Wiring, terminals or connectors
- Wiper/washer switch
- Rear window wiper motor
- BCM

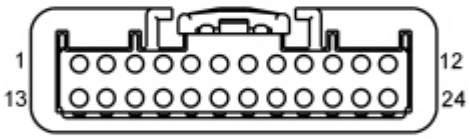
PINPOINT TEST B: THE WIPERS ARE INOPERATIVE — REAR WINDOW

Test Step	Result / Action to

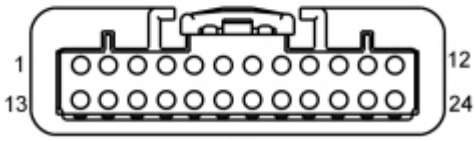
	Take
B1 CHECK FOR BCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — BCM . • **Are any BCM DTCs present?**	**Yes** REFER to the Body Control Module (BCM) DTC Chart for further diagnosis. **No** GO to B2 .
B2 CHECK THE BCM PID REAR WIPER INPUT SWITCH STATUS (R_WP-SW)	
• Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • Monitor the BCM PID R_WP-SW while operating the wiper/washer switch in the rear wiper mode. • **Does the status of the PID match the wiper/washer switch setting?**	**Yes** GO to B5 . **No** GO to B3 .
B3 CHECK THE WIPER/WASHER SWITCH	
• Ignition OFF. • Disconnect: Wiper/Washer Switch C2081. • Carry out the wiper/washer switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the wiper/washer switch pass the component test?**	**Yes** GO to B4 . **No** INSTALL a new wiper/washer switch. REFER to Section 211-05 . TEST the system for normal operation.
B4 CHECK THE WIPER GROUND CIRCUIT FROM THE BCM AND THE REAR WIPER INTERVAL CIRCUIT	
• Disconnect: BCM C2280E. • Disconnect: BCM C2280F. • Measure the resistance between wiper/washer switch C2081-4, circuit CRW20 (GY/YE), harness side and BCM C2280E-5, circuit CRW20 (GY/YE), harness side and between wiper/washer switch C2081-5, circuit CRW17 (GN/VT), harness side and BCM C2280F-16, circuit CRW17 (GN/VT), harness side.	**Yes** GO to B5 . **No** REPAIR the affected circuit. TEST the system for normal operation.



C2081



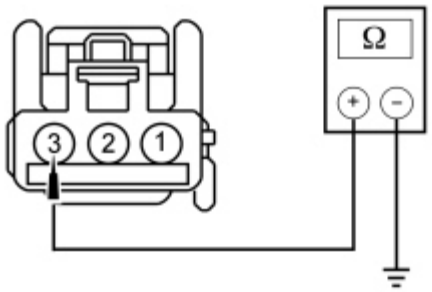
C2280E

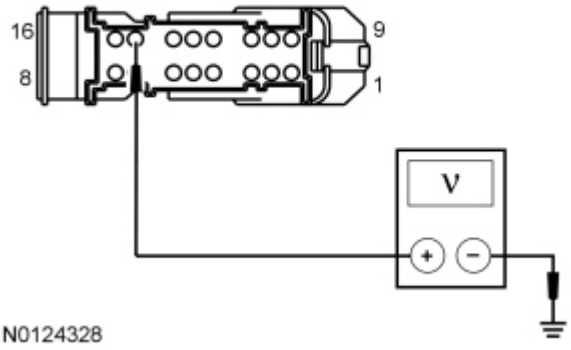
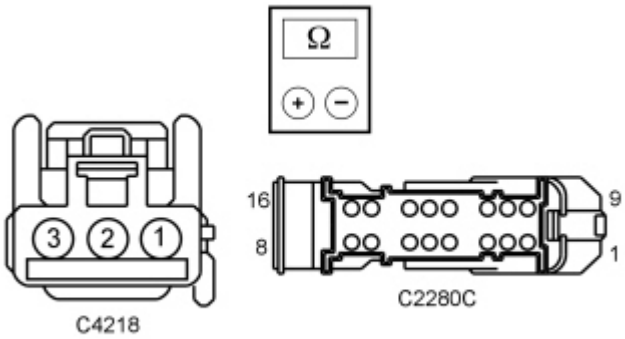


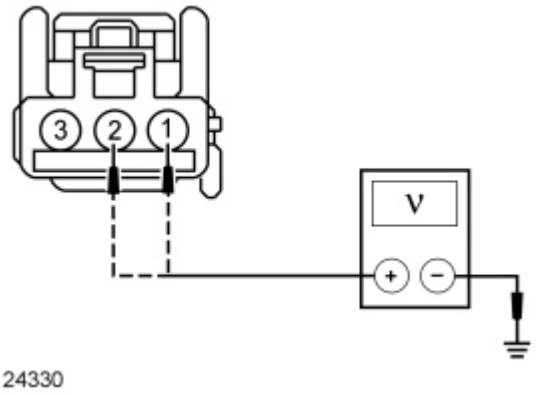
C2280F

N0124326

- **Are the resistances less than 5 ohms?**

B5 CHECK THE REAR WINDOW WIPER MOTOR GROUND FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Rear Window Wiper Motor C4218. • Measure the resistance between rear window wiper motor C4218-3, circuit GD143 (BK/VT), harness side and ground.  N0124327 • **Is the resistance less than 5 ohms?**	**Yes** GO to B6 . **No** REPAIR the circuit. TEST the system for normal operation.
B6 CHECK THE BCM VOLTAGE	
• Disconnect: BCM C2280B. • Ignition ON. • Measure the voltage between BCM C2280B-15, circuit CBP13 (GY/BN), harness side and ground.	**Yes** GO to B7 . **No** VERIFY Central Junction Box (CJB) fuse 13 (15A) is OK. If

 N0124328 • **Is the voltage greater than 10 volts?**	OK, REPAIR circuit CBP13 (GY/BN) for an open or high resistance. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the short to ground.
B7 CHECK REAR WINDOW WIPER MOTOR SUPPLY AND RELAY OUTPUT CIRCUITS FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: BCM C2280C. • Measure the resistance between rear window wiper motor C4218-1, circuit CRW02 (GY/BU), harness side and BCM C2280C-11, circuit CRW02 (GY/BU), harness side and between rear window wiper motor C4218-2, circuit CRW05 (BU), harness side and BCM C2280C-9, circuit CRW05 (BU), harness side.  N0124329 • **Are the resistances less than 5 ohms?**	**Yes** GO to B8 . **No** REPAIR the affected circuit. TEST the system for normal operation.
B8 CHECK FOR VOLTAGE TO THE REAR WINDOW WIPER MOTOR USING THE BCM PID REAR WIPER RELAY (WPR_RLY_REAR)	
• Connect: BCM C2280B. • Connect: BCM C2280C. • Connect: BCM C2280E. • Connect: BCM C2280F. • Connect: Wiper/Washer Switch C2081. • Ignition ON. • Command the BCM PID WPR_RLY_REAR on. • Measure the voltage between rear window wiper motor C4218-1, circuit CRW02 (GY/BU), harness side and ground and between rear window wiper motor C4218-2, circuit CRW05 (BU), harness side and ground.	**Yes** GO to B9 . **No** GO to B10 .

 N0124330 • **Are the voltages greater than 10 volts?**	

B9 CHECK FOR CORRECT WIPER MOTOR OPERATION
• Ignition OFF.
• Inspect rear window wiper motor C4218 for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the rear window wiper motor C4218 and make sure it seats correctly.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new rear window wiper motor. REFER to Wiper Motor — Rear Window in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

B10 CHECK FOR CORRECT BCM OPERATION
• Ignition OFF.
• Inspect the BCM connectors for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the BCM connectors and make sure they seat correctly.
• Connect: Rear Window Wiper Motor C4218.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test C: The Wipers Stay ON Continuously — Windshield

Refer to Wiring Diagrams Cell 81, Wipers and Washers for schematic and connector information.

Normal Operation

The Body Control Module (BCM) supplies a signal voltage(s) to the wiper/washer switch for the HIGH speed, LOW speed, and INTERMITTENT functions. Each function has its own dedicated signal (sense) line. The wiper/washer switch physically grounds the signal voltage(s) when a function is selected. The BCM then reacts to the grounded signal voltage(s) and its integral electronics make a decision on which wiper system function to carry out.

This pinpoint test is intended to diagnose the following:

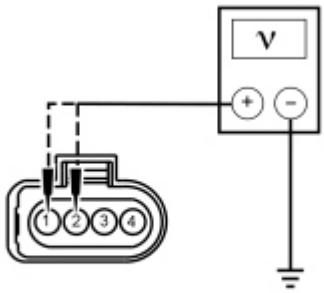
- Wiring, terminals or connectors
- Wiper/washer switch
- Windshield wiper motor
- BCM

PINPOINT TEST C: THE WIPERS STAY ON CONTINUOUSLY — WINDSHIELD

Test Step	Result / Action to Take
C1 CHECK FOR BCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — BCM. • **Are any BCM DTCs present?**	**Yes** REFER to the Body Control Module (BCM) DTC Chart for further diagnosis. **No** GO to C2.

C2 CHECK THE BCM WINDSHIELD WIPER SWITCH PIDs
• Enter the following diagnostic mode on the scan tool: DataLogger — BCM.
• Monitor the BCM PIDs listed below while operating the wiper/washer switch in the INTERMITTENT, LOW and HIGH positions.
  ▪ Front Wiper Interval/Auto Wiper Switch (FRNWIPER_Int)
  ▪ Front Wiper Command Low Speed (FRNWIPER_Lo)
  ▪ Front Wiper Command High Speed (FRNWIPER_Hi)
• **Does the status of each PID match the wiper/washer switch setting?**
	Yes
	GO to C4.
	
	No
	GO to C3.

C3 CHECK THE WIPER/WASHER SWITCH • Ignition OFF. • Disconnect: Wiper/Washer Switch C2081. • Carry out the wiper/washer switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the wiper/washer switch pass the component test?**	**Yes** GO to C5. **No** INSTALL a new wiper/washer switch. REFER to Section 211-05. TEST the system for normal operation.
C4 CHECK WINDSHIELD WIPER MOTOR LOW AND HIGH RELAY OUTPUT CIRCUITS FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: Windshield Wiper Motor C125. • Disconnect: BCM C2280A. • Ignition ON. • Measure the voltage between windshield wiper motor C125-1, circuit CRW15 (BN/WH), harness side and ground and between windshield wiper motor C125-2, circuit CRW16 (GY/BN), harness side and ground.	**Yes** REPAIR the affected circuit. TEST the system for normal operation. **No** GO to C5.

 N0124344 • **Is voltage present on either circuit?**	

C5 CHECK FOR CORRECT BCM OPERATION
• Ignition OFF.
• Inspect the BCM connectors for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the BCM connectors and make sure they seat correctly.
• Connect: Windshield Wiper Motor C125.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test D: The Wipers Stay ON Continuously — Rear Window

Refer to Wiring Diagrams Cell 81, Wipers and Washers for schematic and connector information.

Normal Operation

The Body Control Module (BCM) supplies a signal voltage(s) to the wiper/washer switch for the CONTINUOUS and INTERMITTENT wiper functions. Both functions share a dedicated signal (sense) line. The wiper/washer switch physically grounds the signal voltage(s) when a function is selected. The BCM then reacts to the grounded signal voltage(s) and its integral electronics make a decision on which wiper system function to carry out (depending on windshield wiper setting).

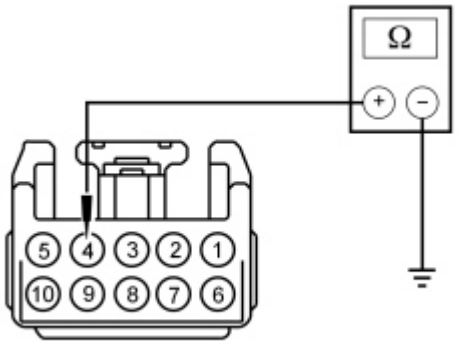
- DTC B11DC:92 (Rear Wiper Mode Switch: Performance or Incorrect Operation) — sets during self-test when the rear wiper interval switch circuit is grounded.

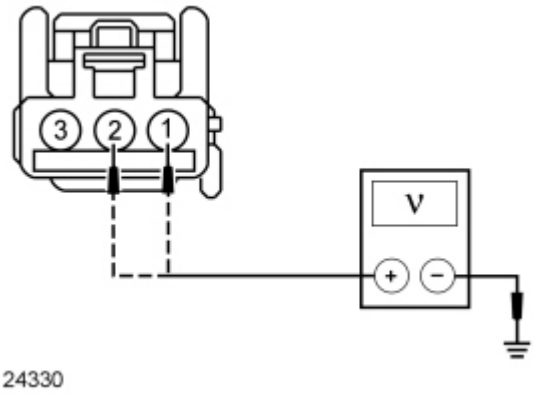
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Wiper/washer switch
- Rear window wiper motor
- BCM

PINPOINT TEST D: THE WIPERS STAY ON CONTINUOUSLY — REAR WINDOW

Test Step	Result / Action to

	Take
D1 CHECK FOR BCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — BCM . • **Are any BCM DTCs present?**	**Yes** REFER to the Body Control Module (BCM) DTC Chart for further diagnosis. **No** GO to D2 .
D2 CHECK THE BCM PID REAR WIPER INPUT SWITCH STATUS (R_WP-SW)	
• Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • Monitor the BCM PID R_WP-SW while operating the wiper/washer switch in the rear wiper mode. • **Does the status of the PID match the wiper/washer switch setting?**	**Yes** GO to D5 . **No** GO to D3 .
D3 CHECK THE WIPER/WASHER SWITCH	
• Ignition OFF. • Disconnect: Wiper/Washer Switch C2081. • Carry out the wiper/washer switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the wiper/washer switch pass the component test?**	**Yes** GO to D4 . **No** INSTALL a new wiper/washer switch. REFER to Section 211-05 . TEST the system for normal operation.
D4 CHECK THE REAR WIPER INTERVAL CIRCUIT FOR A SHORT TO GROUND	
• Disconnect: BCM C2280E. • Measure the resistance between wiper/washer switch C2081-4, circuit CRW20 (GY/YE), harness side and ground.  N0124331 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to D6 . **No** REPAIR the affected circuit. TEST the system for normal operation.
D5 CHECK REAR WINDOW WIPER SUPPLY AND WIPER MOTOR RELAY OUTPUT CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: Rear Window Wiper Motor C4218. • Measure the voltage between rear window wiper motor C4218-1, circuit CRW02 (GY/BU), harness side and ground and between rear window wiper motor C4218-2, circuit CRW05 (BU), harness side and ground.	**Yes** REPAIR the affected circuit. TEST the system for normal operation.

 N0124330 • **Is any voltage present?**	**No** GO to D6 .
D6 CHECK FOR CORRECT BCM OPERATION • Ignition OFF. • Inspect the BCM connectors for the following conditions: ▪ corrosion ▪ damaged or pushed out pins • Connect the BCM connectors and make sure they seat correctly. • Connect: Wiper/Washer Switch C2081. • Connect: Rear Window Wiper Motor C4218. • Operate the system and verify if the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test E: The HIGH/LOW/INTERMITTENT Wiper Speeds Do Not Operate Correctly — Windshield

Refer to Wiring Diagrams Cell 81 , Wipers and Washers for schematic and connector information.

Normal Operation

The Body Control Module (BCM) supplies a signal voltage(s) to the wiper/washer switch for the HIGH speed, LOW speed, and INTERMITTENT functions. Each function has its own dedicated signal (sense) line. The wiper/washer switch physically grounds the signal voltage(s) when a function is selected. The BCM reacts to the grounded signal voltage(s) and its integral electronics make a decision on which wiper system function to carry out. The wiper/washer switch has a rheostat (variable resistor) which, when moved, changes the time delay between wipes. The BCM monitors the position of the rheostat through a sense line.

- DTC B1008:92 (Wiper Mode Switch: Performance or Incorrect Operation) — sets when the INTERMITTENT mode is grounded at the same time as the LOW and/or HIGH speed functions for more than 2 seconds.
- DTC B1C53:13 (Front Wiper Intermittent Data: Circuit Open) — sets when the front interval potentiometer input circuit is open.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Wiper/washer switch
- Windshield wiper motor
- BCM

PINPOINT TEST E: THE HIGH/LOW/INTERMITTENT WIPER SPEEDS DO NOT OPERATE CORRECTLY — WINDSHIELD

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>E1 CHECK FOR BCM DTCs

• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self-Test — BCM.
• Are any BCM DTCs present?</td><td>Yes
For DTC B1008:92, GO to E5.

For DTC B1C53:13, GO to E4.

For all other BCM DTCs, REFER to the Body Control Module (BCM) DTC Chart for further diagnosis.

No
GO to E2.</td></tr>
<tr><td>E2 CHECK THE BCM WINDSHIELD WIPER SWITCH PIDs

• Enter the following diagnostic mode on the scan tool: DataLogger — BCM.
• Monitor the BCM PIDs listed below while operating the wiper/washer switch in the INTERMITTENT, LOW and HIGH positions.
▪ Front Wiper Select Switch A (FRNWIPER_A)
▪ Front Wiper Select Switch B (FRNWIPER_B)
▪ Front Wiper Select Switch C (FRNWIPER_C)
▪ Front Wiper Command Low Speed (FRNWIPER_Lo)
▪ Front Wiper Command High Speed (FRNWIPER_Hi)
▪ Front Wiper Interval / Auto Wiper Switch (FRNWIPER_Int)
▪ Front Wiper Command Low Speed (FRNWIPER_Lo)
▪ Front Wiper Command High Speed (FRNWIPER_Hi)
• Monitor the BCM PIDs FRNWIPER_A, FRNWIPER_B and FRNWIPER_C in each INTERMITTENT setting and refer to the table below.

<table><tr><th>INTERMITTENT Setting</th><th>FRNWIPER_A</th><th>FRNWIPER_B</th><th>FRNWIPER_C</th></tr><tr><td>Level 1</td><td>Active</td><td>Inactive</td><td>Inactive</td></tr><tr><td>Level 2</td><td>Inactive</td><td>Active</td><td>Inactive</td></tr><tr><td>Level 3</td><td>Active</td><td>Active</td><td>Inactive</td></tr><tr><td>Level 4</td><td>Inactive</td><td>Inactive</td><td>Active</td></tr><tr><td>Level 5</td><td>Active</td><td>Inactive</td><td>Active</td></tr><tr><td>Level 6</td><td>Inactive</td><td>Active</td><td>Active</td></tr></table>
• Does the status of each PID match the wiper/washer switch setting?</td><td>Yes
GO to E6.

No
GO to E3.</td></tr>
<tr><td>E3 CHECK THE WIPER/WASHER SWITCH</td><td></td></tr>
</table>

- Ignition OFF.
- Disconnect: Wiper/Washer Switch C2081.
- Carry out the wiper/washer switch component test.

  Refer to Wiring Diagrams Cell 149 for component testing.

- **Does the wiper/washer switch pass the component test?**

Yes
GO to E4 .

No
INSTALL a new wiper/washer switch. REFER to Section 211-05 . TEST the system for normal operation.

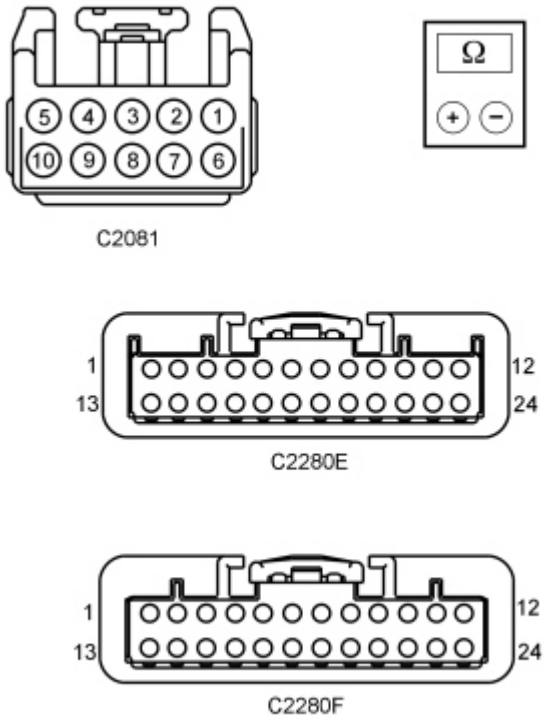
E4 CHECK WIPER/WASHER SWITCH WINDSHIELD WIPER CIRCUITS FOR AN OPEN OR HIGH RESISTANCE

- Ignition OFF.
- Disconnect: Wiper/Washer Switch C2081 (if not previously disconnected).
- Disconnect: BCM C2280E.
- Disconnect: BCM C2280F.
- Measure the resistance between wiper/washer switch C2081, harness side and BCM C2280E and C2280F, harness side as follows:

Wiper/Washer Switch	Circuit	BCM
C2081-3	CRW10 (BU/GN)	C2280F-3
C2081-5	CRW17 (GN/VT)	C2280F-16
C2081-8	CRW08 (VT/OG)	C2280F-9
C2081-9	VRW11 (GN/BN)	C2280E-6
C2081-10	CRW18 (VT/WH)	C2280F-6

Yes
GO to E5 .

No
REPAIR the affected circuit. TEST the system for normal operation.



- **Are the resistances less than 5 ohms?**

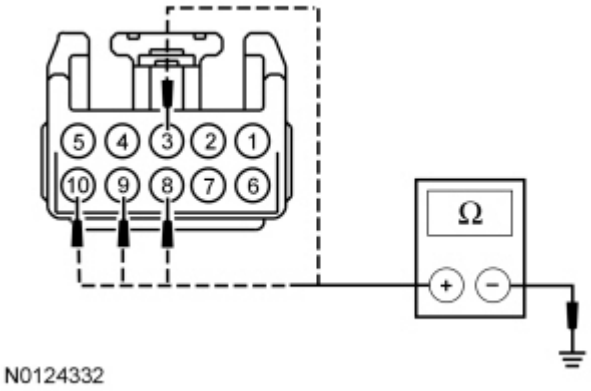
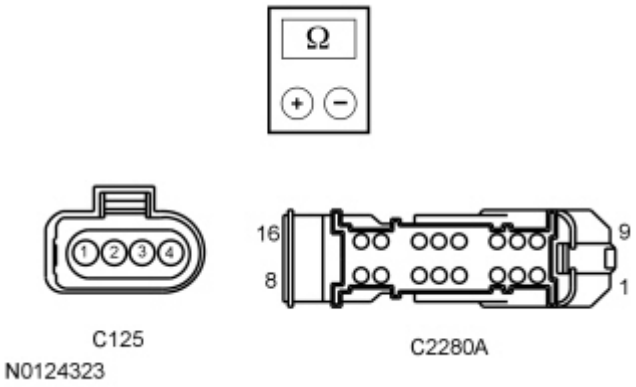
E5 CHECK WIPER/WASHER SWITCH WINDSHIELD WIPER CIRCUITS FOR A SHORT TO GROUND

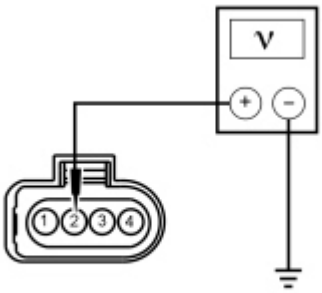
- Ignition OFF.
- Disconnect: Wiper/Washer Switch C2081 (if not previously disconnected).
- Disconnect: BCM C2280E (if not previously disconnected).
- Disconnect: BCM C2280F (if not previously disconnected).
- Measure the resistance between wiper/washer switch C2081, harness side and ground as follows:

Wiper/Washer Switch	Circuit
C2081-3	CRW10 (BU/GN)
C2081-8	CRW08 (VT/OG)
C2081-9	VRW11 (GN/BN)
C2081-10	CRW18 (VT/WH)

Yes
GO to E9 .

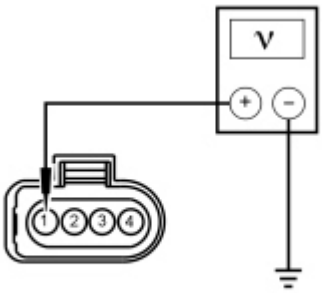
No
REPAIR the affected circuit. TEST the system for normal operation.

 N0124332 • **Are the resistances greater than 10,000 ohms?**	
E6 CHECK WINDSHIELD WIPER MOTOR LOW AND HIGH RELAY OUTPUT CIRCUITS FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Windshield Wiper Motor C125. • Disconnect: BCM C2280A. • Measure the resistance between windshield wiper motor C125-1, circuit CRW15 (BN/WH), harness side and BCM C2280A-10, circuit CRW15 (BN/WH), harness side and between windshield wiper motor C125-2, circuit CRW16 (GY/BN), harness side and BCM C2280A-9, circuit CRW16 (GY/BN), harness side.  C125 C2280A N0124323 • **Are the resistances less than 5 ohms?**	**Yes** GO to E7 . **No** REPAIR the affected circuit. TEST the system for normal operation.
E7 CHECK FOR VOLTAGE TO THE WINDSHIELD WIPER MOTOR USING THE BCM PIDs FRONT WIPER RELAY - LOW SPEED (WPR_RLY_F_Lo) AND FRONT WIPER RELAY - FAST SPEED (WPR_RLY_F_Hi)	
• Connect: BCM C2280A. • Ignition ON. • Command the BCM PID WPR_RLY_F_Lo on. • Measure the voltage between windshield wiper motor C125-2, circuit CRW16 (GY/BN), harness side and ground.	**Yes** GO to E8 . **No** GO to E9 .



N0124324

- Command the BCM PID WPR_RLY_F_Hi on.
- Measure the voltage between windshield wiper motor C125-1, circuit CRW15 (BN/WH), harness side and ground.



N0124325

- **Are the voltages greater than 10 volts?**

E8 CHECK FOR CORRECT WINDSHIELD WIPER MOTOR OPERATION
• Ignition OFF.
• Inspect windshield wiper motor C125 for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the windshield wiper motor C125 and make sure it seats correctly.
• Connect: BCM C2280E.
• Connect: BCM C2280F.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new windshield wiper motor. REFER to Wiper Motor — Windshield in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

E9 CHECK FOR CORRECT BCM OPERATION
• Ignition OFF.
• Inspect the BCM connectors for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
	Yes
	INSTALL a new BCM. REFER to Section 419-

• Connect the BCM connectors and make sure they seat correctly. • Connect: Wiper/Washer Switch C2081 (if previously disconnected). • Connect: Windshield Wiper Motor C125 (if previously disconnected). • Operate the system and verify if the concern is still present. • **Is the concern still present?**	10 . TEST the system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test F: The CONTINUOUS or INTERMITTENT Wiper Speeds Do Not Operate Correctly — Rear Window

Refer to Wiring Diagrams Cell 81 , Front Wipers and Washers for schematic and connector information.

Normal Operation

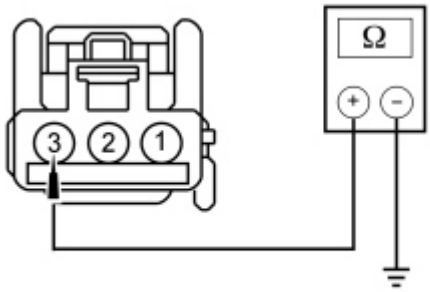
The Body Control Module (BCM) supplies a signal voltage(s) to the wiper/washer switch for CONTINUOUS and INTERMITTENT wiper functions. Both functions share a dedicated signal (sense) line. The wiper/washer switch physically grounds the signal voltage(s) when a function is selected. The BCM reacts to the grounded signal voltage(s) and its integral electronics make a decision on which wiper system function to carry out (depending on the windshield wiper setting).

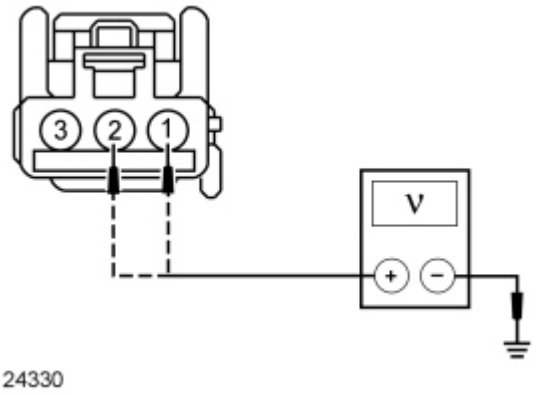
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Wiper/washer switch
- Rear window wiper motor
- BCM

PINPOINT TEST F: THE CONTINUOUS OR INTERMITTENT WIPER SPEEDS DO NOT OPERATE CORRECTLY — REAR WINDOW

Test Step	Result / Action to Take
F1 CHECK FOR BCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — BCM . • **Are any BCM DTCs present?**	**Yes** REFER to the Body Control Module (BCM) DTC Chart for further diagnosis. **No** GO to F2 .
F2 CHECK OPERATION OF THE WINDSHIELD WIPERS	
• Operate the windshield wipers in LOW, HIGH and in each INTERMITTENT mode. • **Do the windshield wipers operate correctly?**	**Yes** GO to F3 . **No** IDENTIFY the

	windshield wiper system symptom and GO to Symptom Chart for further diagnosis.
F3 CHECK THE BCM PID REAR WIPER INPUT SWITCH STATUS (R_WP-SW)	
• Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • Monitor the BCM PID R_WP-SW while operating the wiper/washer switch in the rear wiper mode. • **Does the status of the PID match the wiper/washer switch setting?**	**Yes** GO to F5 . **No** GO to F4 .
F4 CHECK THE WIPER/WASHER SWITCH	
• Ignition OFF. • Disconnect: Wiper/Washer Switch C2081. • Carry out the wiper/washer switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the wiper/washer switch pass the component test?**	**Yes** GO to F8 . **No** INSTALL a new wiper/washer switch. REFER to Section 211-05 . TEST the system for normal operation.
F5 CHECK THE REAR WINDOW WIPER MOTOR GROUND FOR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Rear Window Wiper Motor C4218. • Measure the resistance between rear window wiper motor C4218-3, circuit GD143 (BK/VT), harness side and ground.  N0124327 • **Is the resistance less than 5 ohms?**	**Yes** GO to F6 . **No** REPAIR the circuit. TEST the system for normal operation.
F6 CHECK FOR VOLTAGE TO THE REAR WINDOW WIPER MOTOR USING THE BCM PID REAR WIPER RELAY (WPR_RLY_REAR)	
• Ignition ON. • Command the BCM PID WPR_RLY_REAR on. • Measure the voltage between rear window wiper motor C4218-1, circuit CRW02 (GY/BU), harness side and ground and between rear window wiper motor C4218-2, circuit CRW05 (BU), harness side and ground.	**Yes** GO to F7 . **No** GO to F8 .

 N0124330 • **Are the voltages greater than 10 volts?**	

F7 CHECK FOR CORRECT WIPER MOTOR OPERATION
• Ignition OFF.
• Inspect rear window wiper motor C4218 for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the rear window wiper motor C4218 and make sure it seats correctly.
• Connect: Wiper/Washer Switch C2081.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new rear window wiper motor. REFER to Wiper Motor — Rear Window in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

F8 CHECK FOR CORRECT BCM OPERATION
• Ignition OFF.
• Inspect the BCM connectors for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the BCM connectors and make sure they seat correctly.
• Connect: Wiper/Washer Switch C2081.
• Connect: Rear Window Wiper C4218.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test G: The Washer Pump is Inoperative — Front/Rear

Refer to Wiring Diagrams Cell 81 , Wipers and Washers for schematic and connector information.

Normal Operation

The front and rear washer systems share the same washer pump motor. The Body Control Module (BCM) supplies a signal voltage(s) to the wiper/washer switch for the front/rear wash functions. Each function has its own dedicated signal (sense) line. The wiper/washer switch physically grounds the signal voltage when a wash function is selected. The BCM reacts to the grounded signal voltage(s) and its integral electronics make a decision on what polarity to supply the washer pump motor with. The

BCM changes the polarity to the washer pump motor in reaction to a front or rear wash selection, changing the rotational direction of the motor.

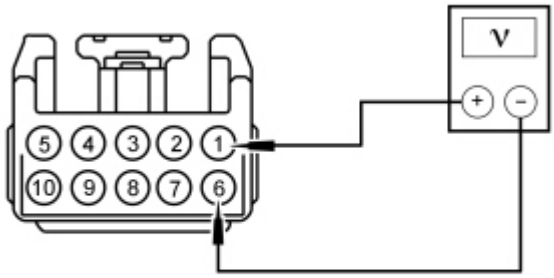
- DTC B1051:92 (Front Washer Switch: Performance or Incorrect Operation) — sets during self-test when the wiper/washer switch front washer circuit to the BCM or the front washer pump circuit is grounded.
- DTC B1052:92 (Rear Washer Switch: Performance or Incorrect Operation) — sets during self-test when the wiper/washer switch rear washer circuit to the BCM or rear washer pump circuit is grounded.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Wiper/washer switch
- Washer pump
- BCM

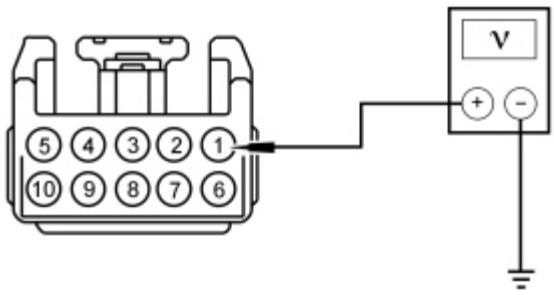
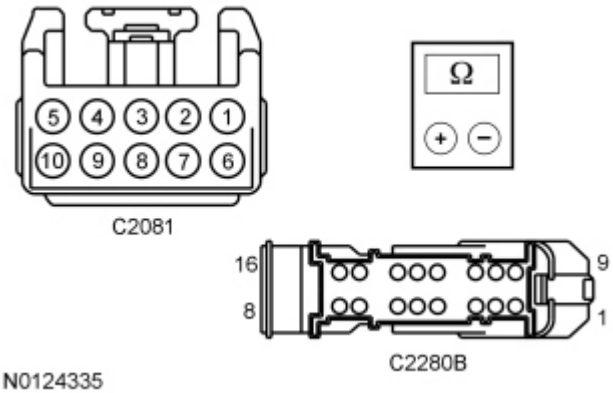
PINPOINT TEST G: THE WASHER PUMP IS INOPERATIVE — FRONT/REAR

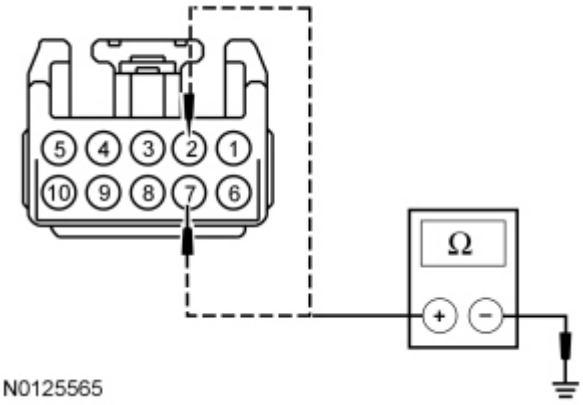
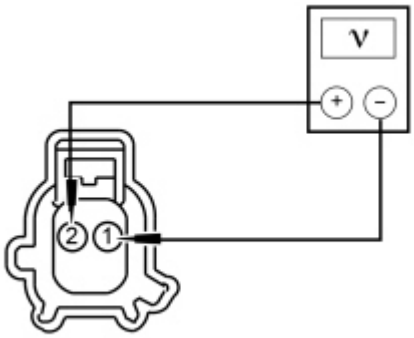
Test Step	Result / Action to Take
G1 CHECK THE BCM PIDs FRONT WASHER SWITCH (FRNWIPER_Wsh) AND REAR WASHER SWITCH INPUT (RWASH_SW)	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — BCM. • **NOTE:** The rear window washer feature is only available on 5-door hatchback vehicles. • Monitor the BCM PIDs FRNWIPER_Wsh and RWASH_SW while operating the wiper/washer switch front and rear washer modes. • **Does the status of each PID match the wiper/washer switch setting?**	**Yes** GO to G7. **No** GO to G2.
G2 CHECK THE WIPER/WASHER SWITCH	
• Ignition OFF. • Disconnect: Wiper/Washer Switch C2081. • Carry out the wiper/washer switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the wiper/washer switch pass the component test?**	**Yes** GO to G3. **No** INSTALL a new wiper/washer switch. REFER to Section 211-05. TEST the system for normal operation.
G3 CHECK VOLTAGE AND GROUND CIRCUITS TO THE WIPER/WASHER SWITCH	
• Ignition ON. • Measure the voltage between wiper/washer switch C2081-1, circuit CBP15 (BN/BU), harness side and C2081-6, circuit GD115 (BK/GY), harness side.	**Yes** GO to G5. **No** GO to G4.

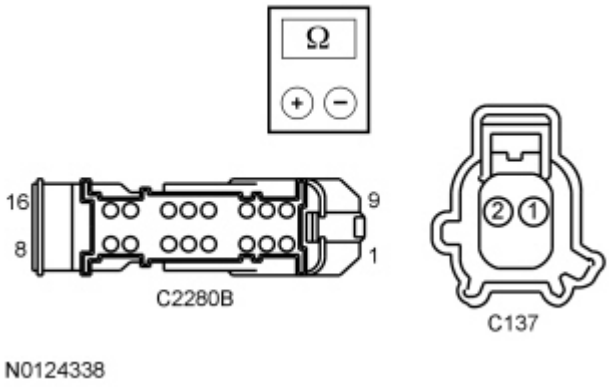
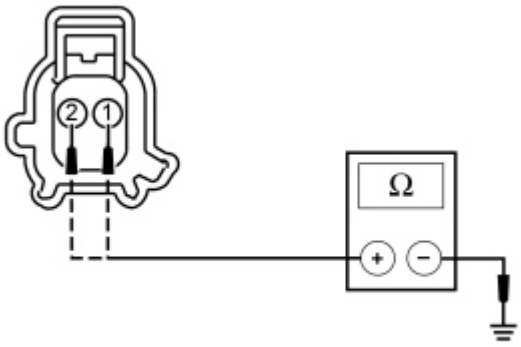


N0124333

- **Is the voltage greater than 10 volts?**

G4 CHECK THE VOLTAGE CIRCUIT TO THE WIPER/WASHER SWITCH FOR AN OPEN OR HIGH RESISTANCE	
• Measure the voltage between wiper/washer switch C2081-1, circuit CBP15 (BN/BU), harness side and ground.  N0124334 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit GD115 for an open or high resistance. TEST the system for normal operation. **No** VERIFY Central Junction Box (CJB) fuse 15 (15A) is OK. If OK, REPAIR circuit CBP15 (BN/BU). If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the short to ground.
G5 CHECK THE WIPER/WASHER SWITCH WASHER PUMP MOTOR REQUEST CIRCUITS TO THE BCM FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: BCM C2280B. • Measure the resistance between wiper/washer switch C2081-2, circuit CRW07 (GY/BN), harness side and BCM C2280B-12, circuit CRW07 (GY/BN), harness side and between wiper/washer switch C2081-7, circuit CRW12 (GY/OG), harness side and BCM C2280B-14, circuit CRW12 (GY/OG), harness side  N0124335 • **Are the resistances less than 5 ohms?**	**Yes** GO to G6 . **No** REPAIR the affected circuit. TEST the system for normal operation.

G6 CHECK THE WIPER/WASHER SWITCH WASHER PUMP MOTOR REQUEST CIRCUITS TO THE BCM FOR A SHORT TO GROUND	
• Measure the resistance between wiper/washer switch C2081-2, circuit CRW07 (GY/BN), harness side and ground and between wiper/washer switch C2081-7, circuit CRW12 (GY/OG), harness side and ground.  N0125565 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to G10. **No** REPAIR the affected circuit. CLEAR the BCM DTCs. REPEAT the self-test. TEST the system for normal operation.
G7 CHECK FOR VOLTAGE AND GROUND TO THE WASHER PUMP MOTOR	
• Disconnect: Washer Pump Motor C137. • **NOTE:** On 5-door hatchback vehicles, make sure to operate both the front and rear washer modes. • While using the wiper/washer switch to activate the washer pump motor, measure the voltage between washer pump motor C137-2, circuit CRW23 (VT/GN), harness side and washer pump motor C137-1, circuit CRW14 (BU/WH), harness side.  N0124337 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new washer pump motor. REFER to Washer Pump in this section. TEST the system for normal operation. **No** GO to G8.
G8 CHECK THE WASHER PUMP MOTOR CIRCUITS FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: BCM C2280B. • Measure the resistance between BCM C2280B-4, circuit CRW23 (VT/GN), harness side and washer pump motor C137-2, circuit CRW23 (VT/GN), harness side and between BCM C2280B-13, circuit CRW14 (BU/WH), harness side and washer pump motor C137-1, circuit CRW14 (BU/WH), harness side.	**Yes** GO to G9. **No** REPAIR the affected circuit. TEST the system for normal operation.

 N0124338 • **Are the resistances less than 5 ohms?**	
G9 CHECK THE WASHER PUMP MOTOR CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280A. • Measure the resistance between washer pump motor C137-1, circuit CRW14 (BU/WH), harness side and ground and between washer pump motor C137-2, circuit CRW23 (VT/GN), harness side and ground.  N0124339 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to G10 . **No** REPAIR the affected circuit. CLEAR the BCM DTCs. REPEAT the self-test. TEST the system for normal operation.
G10 CHECK FOR CORRECT BCM OPERATION	
• Ignition OFF. • Inspect the BCM connectors for the following conditions: ▪ corrosion ▪ damaged or pushed out pins • Connect the BCM connectors and make sure they seat correctly. • Connect: Wiper/Washer Switch C2081 (if previously disconnected). • Connect: Windshield Wiper Motor C125 (if previously disconnected). • Operate the system and verify if the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test H: The Wipers Will Not PARK at the Correct Position — Windshield

Refer to Wiring Diagrams Cell 81 , Wipers and Washers for schematic and connector information.

Normal Operation

Integral to the wiper motor is a set of contacts that only close when the wipers are in the PARK position. When closed the contacts supply ground to the Body Control Module (BCM) which uses the ground to sense when the wipers are in the PARK position. If the wipers are in use, the BCM continues to supply power to the wiper motor after the wipers are commanded OFF and in a NON-PARK position. Once the wipers are in the PARK position, the BCM removes power from the wiper motor and the wipers remain PARKED.

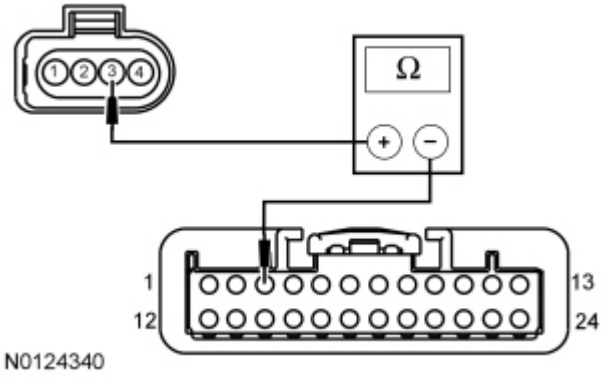
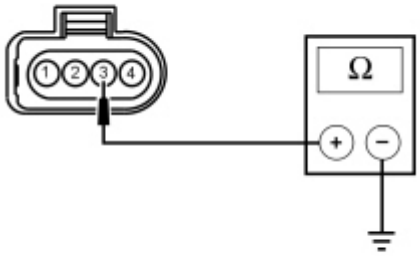
- DTC B1C45:24 (Front Wiper Position Switch: Signal Stuck High) — sets during self-test when the wipers are not initially PARKED or are still PARKED after 500 ms with the wiper/washer switch set to LOW SPEED. Also sets while being continuously monitored when the wiper/washer switch is set to SINGLE WIPE or INTERMITTENT and the wipers remain PARKED for longer than 1.5 seconds or when the wiper/washer switch is set to OFF and the wipers remain in a NON-PARKED position for longer than 12 seconds.

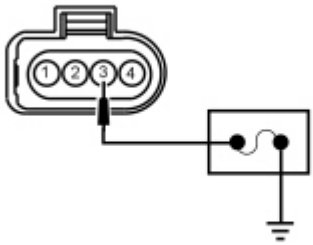
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Linkage
- Windshield wiper motor
- BCM

PINPOINT TEST H: THE WIPERS WILL NOT PARK AT THE CORRECT POSITION — WINDSHIELD

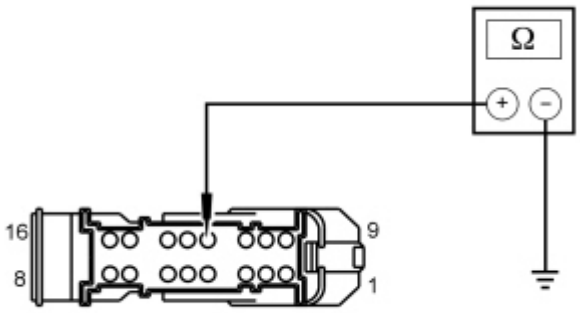
Test Step	Result / Action to Take
H1 INSPECT THE WINDSHIELD WIPERS • Inspect the wiper pivot arms and wiper mounting arm and pivot shaft assembly for damage or obstructions. • **Are any parts damaged or is an obstruction present?**	**Yes** REMOVE any damaged parts and INSTALL new. REMOVE any debris or obstructions. TEST the system for normal operation. **No** GO to H2.
H2 CHECK FOR BCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — BCM. • **Are any BCM DTCs present?**	**Yes** For DTC B1C45:24, GO to H4. For all other BCM DTCs, REFER to the Body Control Module (BCM) DTC Chart for further diagnosis. **No** GO to H3.
H3 CHECK THE BCM PID FRONT WIPER PARK SWITCH (FRNWIPER_Prk) WHILE OPERATING THE WINDSHIELD WIPERS • Enter the following diagnostic mode on the scan tool: DataLogger — BCM. • Monitor the BCM PID FRNWIPER_Prk while operating the windshield wipers in LOW mode. • **Does the status of the PID alternate between Wipe and**	**Yes** GO to H7. **No** GO to H4.

Parked?	
H4 CHECK THE FRONT WIPER PARK SWITCH CIRCUIT FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Windshield Wiper Motor C125. • Disconnect: BCM C2280D. • Measure the resistance between windshield wiper motor C125-3, circuit CRW09 (BN/BU), harness side and BCM C2080D-3, circuit CRW09 (BN/BU), harness side.  N0124340 • **Is the resistance less than 5 ohms?**	**Yes** GO to H5 . **No** REPAIR the circuit. TEST the system for normal operation.
H5 CHECK THE FRONT WIPER PARK SWITCH CIRCUIT FOR A SHORT TO GROUND	
• Measure the resistance between windshield wiper motor C125-3, circuit CRW09 (BN/BU), harness side and ground.  N0124341 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H6 . **No** REPAIR the circuit. TEST the system for normal operation.
H6 CHECK THE BCM PID FRONT WIPER PARK SWITCH (FRNWIPER_Prk)	
• Connect: BCM C2280D. • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — BCM . • With the windshield wiper motor C125 disconnected, monitor the BCM PID FRNWIPER_Prk. • Connect a fused jumper wire between windshield wiper motor C125-3, circuit CRW09 (BN/BU), harness side and ground.	**Yes** GO to H8 . **No** GO to H9 .



N0124342

- With the front wiper park switch circuit shorted to ground, monitor the BCM PID FRNWIPER_Prk.
- **Does the status of the PID read Wipe with the windshield wiper motor disconnected and Parked with the wiper park switch circuit shorted to ground?**

H7 CHECK THE FRONT WIPER RETURN CIRCUIT FOR AN OPEN OR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: BCM C2280A. • Measure the resistance between BCM C2080A-12, circuit GD133 (BK), harness side and ground.  N0124343 • **Is the resistance less than 5 ohms?**	**Yes** GO to H9 . **No** REPAIR the circuit. TEST the system for normal operation.
H8 CHECK FOR CORRECT WINDSHIELD WIPER MOTOR OPERATION	

• Ignition OFF.
• Inspect windshield wiper motor C125 for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the windshield wiper motor C125 and make sure it seats correctly.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new windshield wiper motor. REFER to Wiper Motor — Windshield in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

H9 CHECK FOR CORRECT BCM OPERATION	
• Ignition OFF.	**Yes**

• Inspect the BCM connectors for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the BCM connectors and make sure they seat correctly.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test I: The Wipers Will Not PARK at the Correct Position — Rear Window

Refer to Wiring Diagrams Cell 81, Wipers and Washers for schematic and connector information.

Normal Operation

Integral to the wiper motor is a set of contacts that only close when the wipers are in a NON-PARK position. The Body Control Module (BCM) supplies power to the wiper motor as long as the contacts are closed or the wipers are in a NON-PARK position. When the wipers are commanded OFF during use, the BCM continues to supply the wiper motor with power until the contacts open when the PARK position is reached.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Rear window wiper motor
- BCM

PINPOINT TEST I: THE WIPERS WILL NOT PARK AT THE CORRECT POSITION — REAR WINDOW

Test Step	Result / Action to Take
I1 CHECK FOR BCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — BCM. • **Are any BCM DTCs present?**	**Yes** REFER to the Body Control Module (BCM) DTC Chart for further diagnosis. **No** GO to I2.
I2 CHECK OPERATION OF THE WINDSHIELD WIPERS	
• Operate the windshield wipers in LOW, HIGH and in each INTERMITTENT mode. • **Do the windshield wipers operate correctly?**	**Yes** GO to I3. **No** IDENTIFY the windshield wiper system symptom and GO to Symptom Chart for further diagnosis.
I3 CHECK OPERATION OF THE REAR WINDOW WIPER	
• Operate the windshield wipers in HIGH and turn the rear window wiper ON. • **Does the rear window wiper**	**Yes** GO to I4. **No**

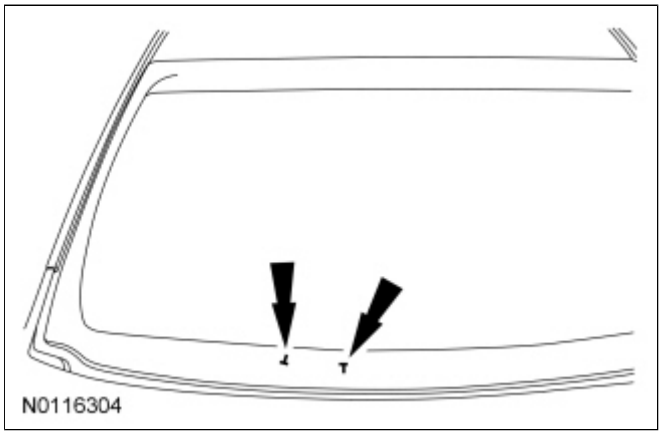
operate continuously and correctly?	GO to Pinpoint Test F .
I4 CHECK FOR CORRECT WIPER MOTOR OPERATION	

• Ignition OFF.
• Inspect the rear window wiper motor C4218 for the following conditions:
  ▪ corrosion
  ▪ damaged or pushed out pins
• Connect the rear window wiper motor C4218 and make sure it seats correctly.
• Connect: Rear Window Wiper Motor C4218.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new rear window wiper motor. REFER to Wiper Motor — Rear Window in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Wiper Blade and Pivot Arm Adjustment — Windshield

1. Cycle and park the windshield wipers.

2. Verify that the RH and LH wiper blade tips are aligned to the "T" marks on the lower windshield glass.

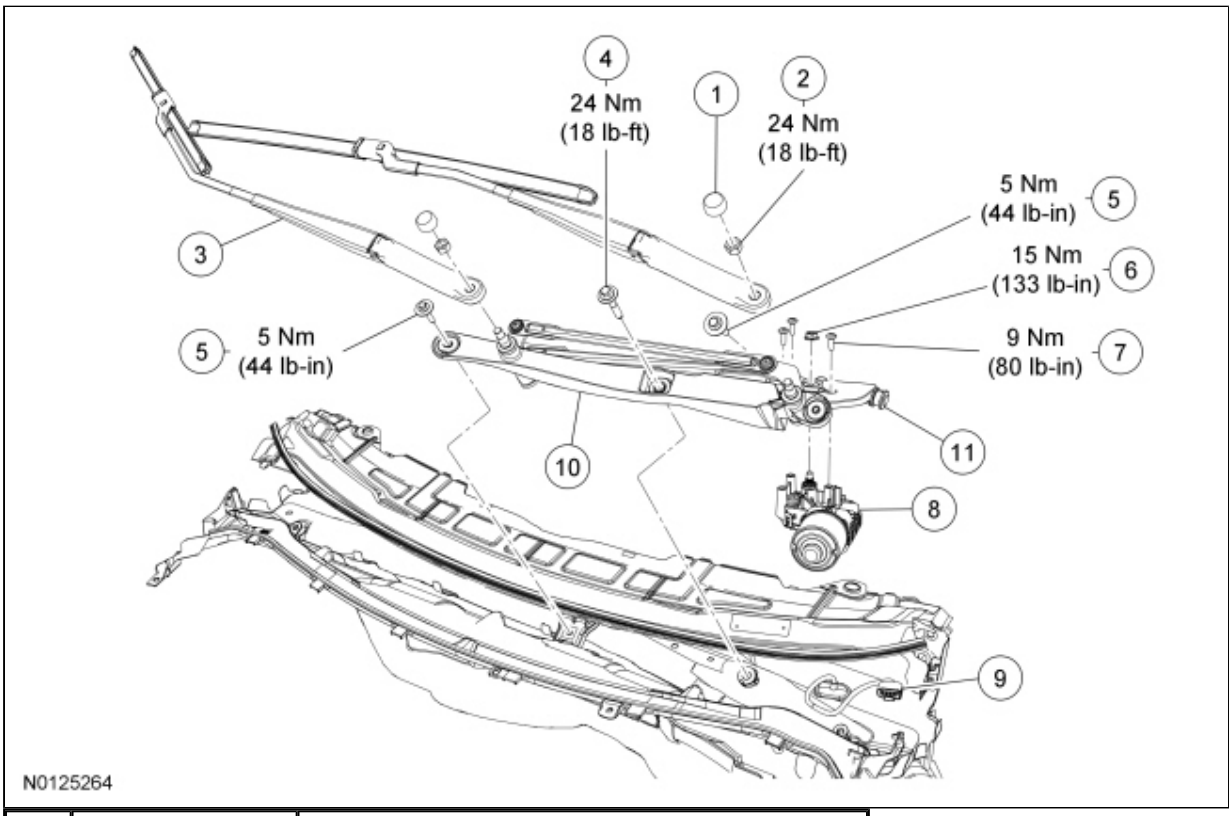


3. **NOTE:** Make sure there is no mechanical binding in the linkage preventing the wiper arms from returning to the full PARK position.

   If not within specification, remove the wiper pivot arms and reposition to the correct location. For additional information, refer to Wiper Pivot Arm — Front In this section.

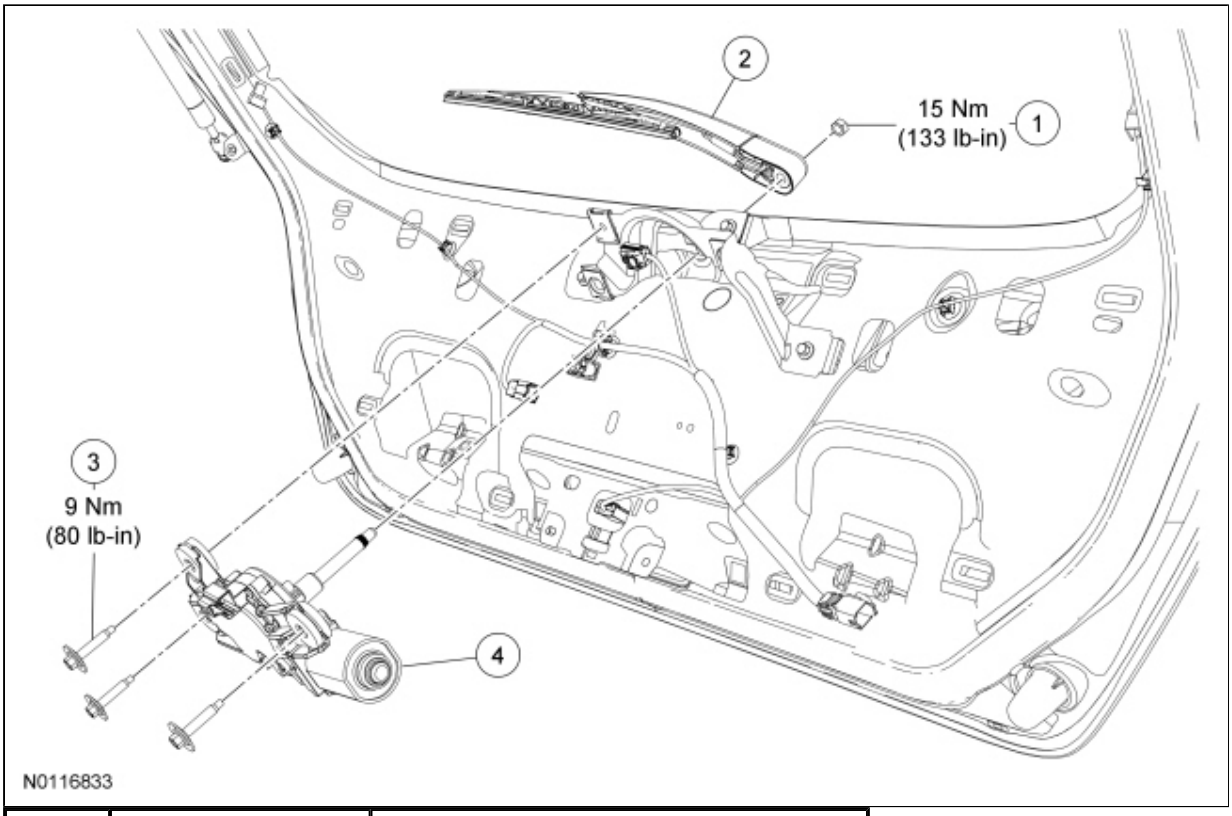
Wiper and Washer System — Exploded View

Windshield Wipers



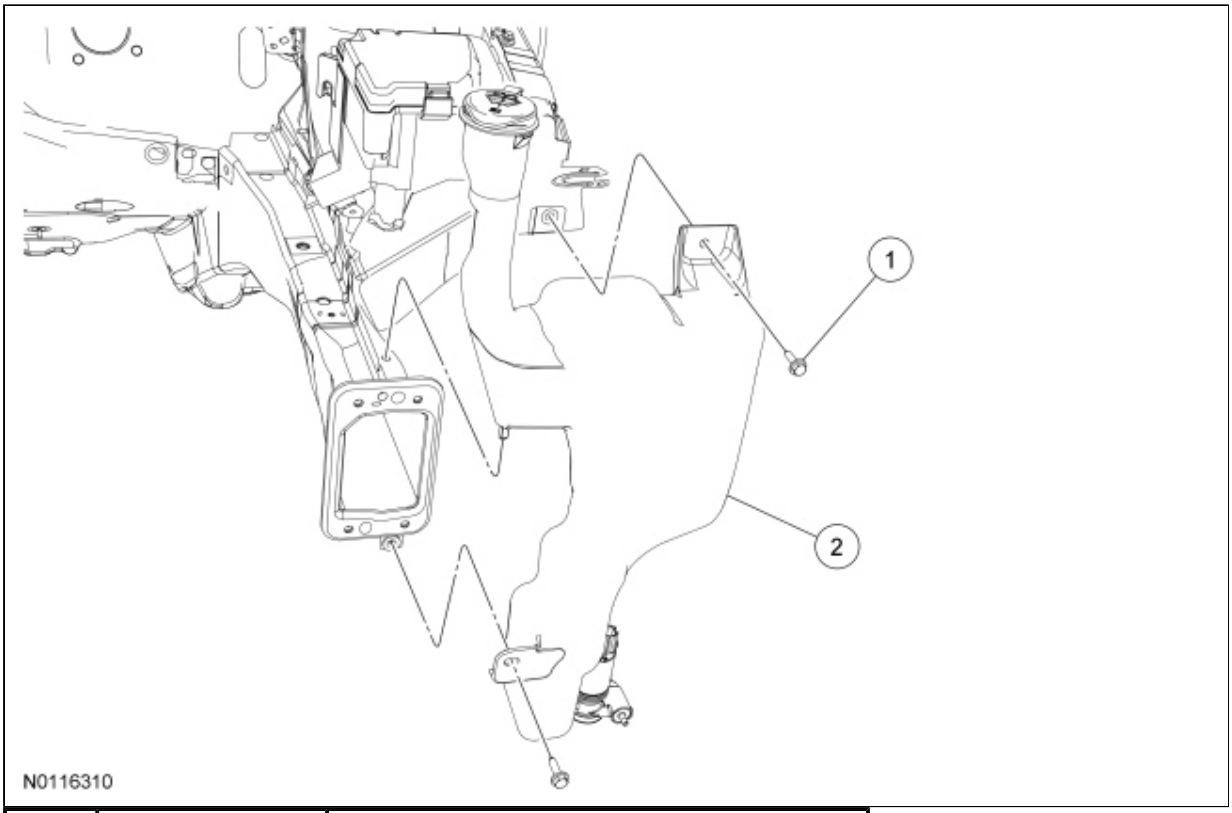
Item	Part Number	Description
1	W710461	Front wiper pivot arm nut cover (2 required)
2	W520404	Front wiper pivot arms nut (2 required)
3	17526 RH/ 17527 LH	Front wiper pivot arm
4	W714182	Wiper mounting arm and pivot shaft center bolt
5	W701121	Wiper mounting arm and pivot shaft end bolt (2 required)
6	—	Windshield wiper motor pivot arm nut (part of 17566)
7	—	Windshield wiper motor bolt (part of 17566) (3 required)
8	17508	Windshield wiper motor
9	—	Windshield wiper motor electrical connector (part of 14290)
10	17566	Wiper mounting arm and pivot shaft assembly
11	—	Wiper mounting arm and pivot shaft mount (part of 17566)

Rear Window Wipers



Item	Part Number	Description
1	W520403	Rear wiper pivot arm nut
2	17526	Rear wiper pivot arm
3	W701389	Rear wear wiper motor bolt
4	17508	Rear wear wiper motor

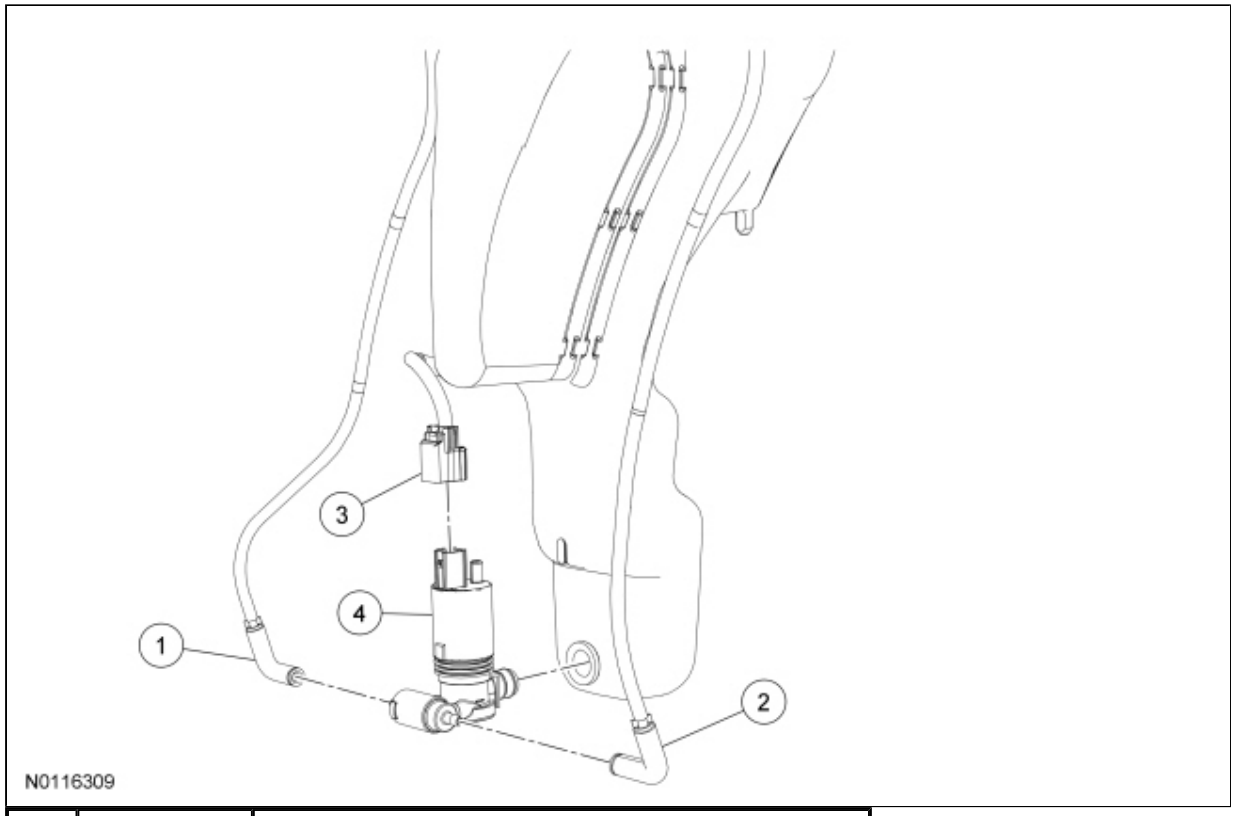
Washer Reservoir



Item	Part Number	Description
1	W700133	Washer reservoir bolt (2 required)
2	17618	Washer reservoir

Washer Pump

NOTE: 5 door washer pump shown, 4 door washer pump similar.



Item	Part Number	Description
1	—	Windshield washer hose (part of 17618)
2	—	Rear window washer hose (part of 17618)
3	—	Washer pump electrical connector (part of 14K012)
4	17664	Washer pump

1. For additional information, refer to the procedures in this section.

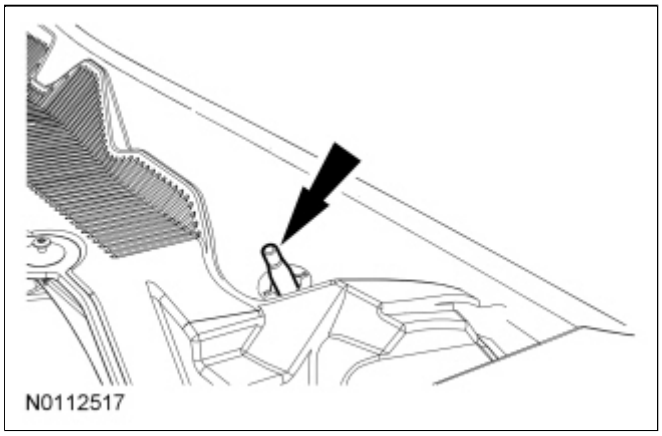
Wiper Pivot Arm — Front

Removal

1. Remove the front wiper pivot arm nut cover.
2. Remove the front wiper pivot arm nut.
3. Using a suitable 2 jaw puller, remove the front wiper pivot arm.

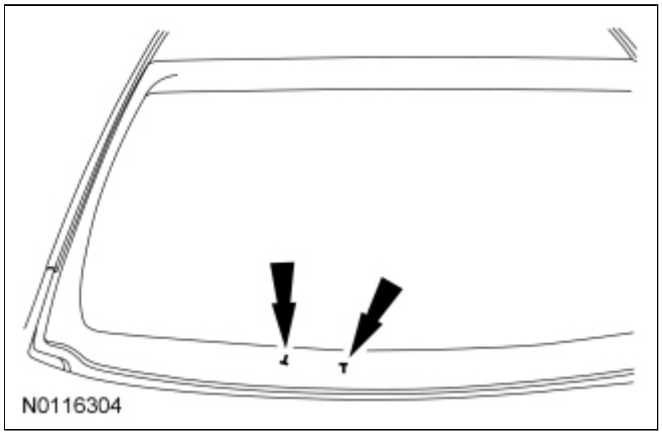
Installation

1. Using a wire brush, clean the front wiper pivot arm shaft.



2. **NOTE:** Make sure the wiper motor is in the full PARK position before installing the wiper pivot arms.

   Install the front wiper pivot arm so that the wiper blade tip is aligned to the "T" marks on the lower windshield glass.



3. Install the front wiper pivot arm nut.
   - To install, tighten to 24 Nm (18 lb-ft).
4. Install the front wiper pivot arm nut cover.

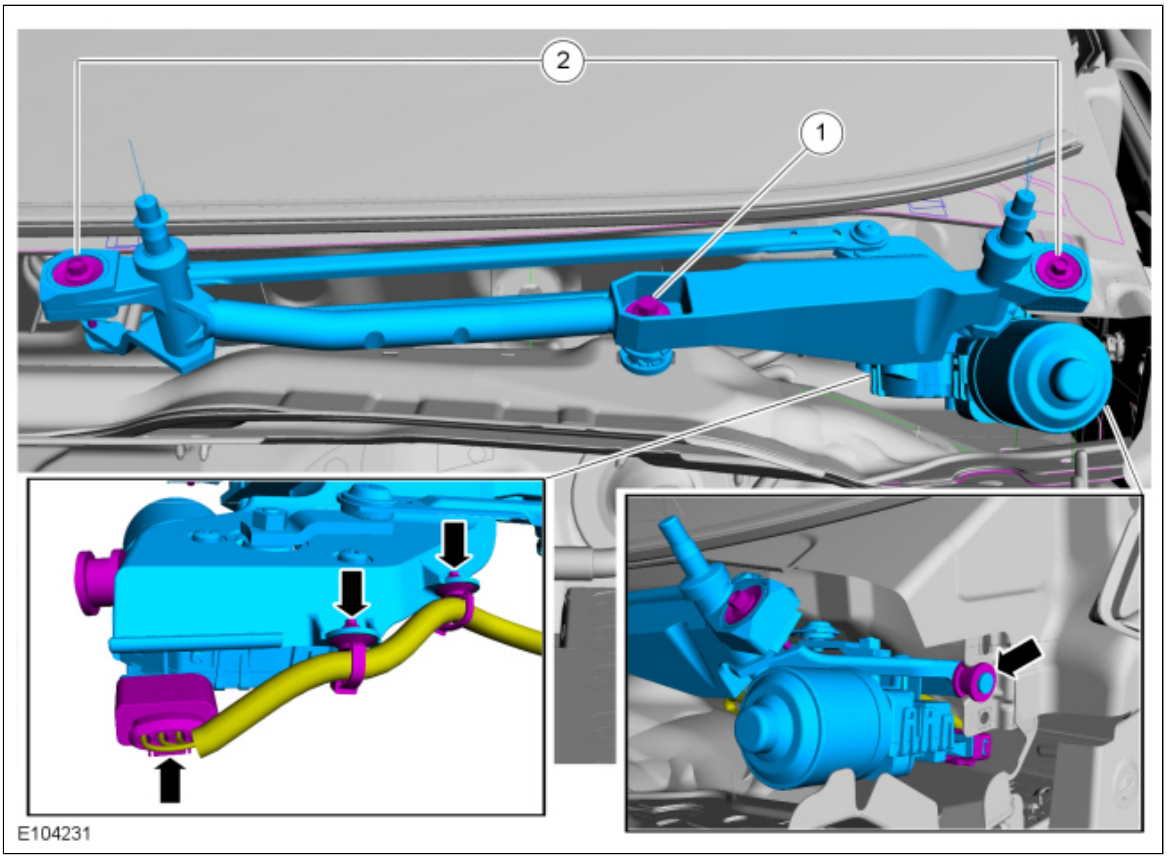
Wiper Mounting Arm and Pivot Shaft

Removal and Installation

1. Remove the cowl panel grilles. For additional information, refer to Section 501-02 .

2. **NOTE:** Make sure to align the wiper mounting arm pivot shaft mount to the body when installing the wiper mounting arm pivot shaft.

   Remove the wiper mounting arm pivot shaft in the following sequence:
   1. Remove the wiper mounting arm pivot shaft center bolt.
      - To install, tighten to 24 Nm (18 lb-ft).
   2. Remove the wiper mounting arm pivot shaft end bolts.
      - To install, tighten to 5 Nm (44 lb-in).
   - Detach the electrical wiring harness retainers and disconnect the electrical connector.



3. To install, reverse the removal procedure.

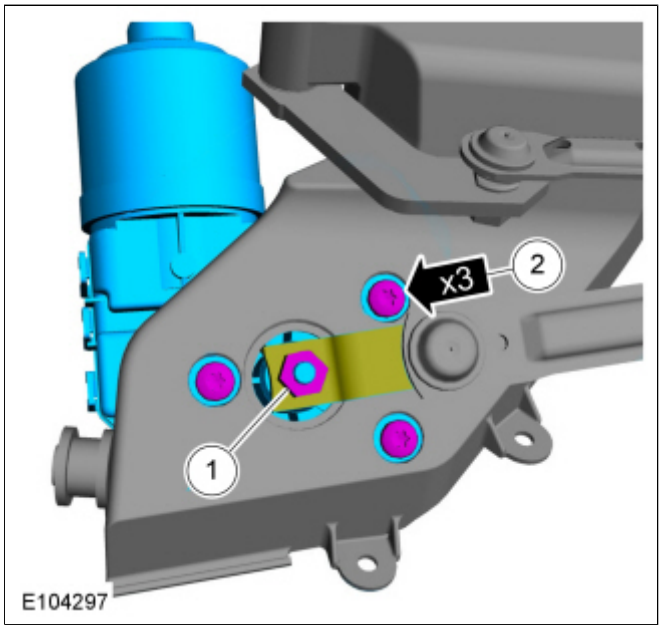
Wiper Motor — Windshield

Removal and Installation

1. Remove the wiper mounting arm and pivot shaft. For additional information, refer to Wiper Mounting Arm and Pivot Shaft in this section.

2. **NOTE:** Note the position of the component before removal.

   Remove the windshield wiper motor.
   1. Remove the windshield wiper pivot arm nut.
      - To install, tighten to 15 Nm (133 lb-in).
   2. Remove the 3 windshield wiper motor bolts.
      - To install, tighten to 9 Nm (80 lb-in).

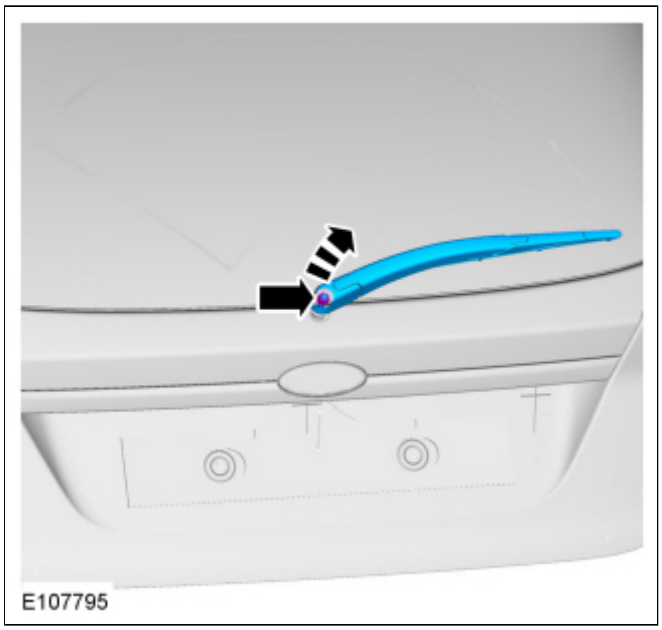


3. To install, reverse the removal procedure.

Wiper Pivot Arm — Rear

Removal and Installation

1. Lift the rear wiper pivot arm nut cover upwards and remove the rear wiper pivot arm nut.
    - To install, tighten to 15 Nm (133 lb-in).



2. Remove the rear pivot wiper arm.

3. To install, reverse the removal procedure.

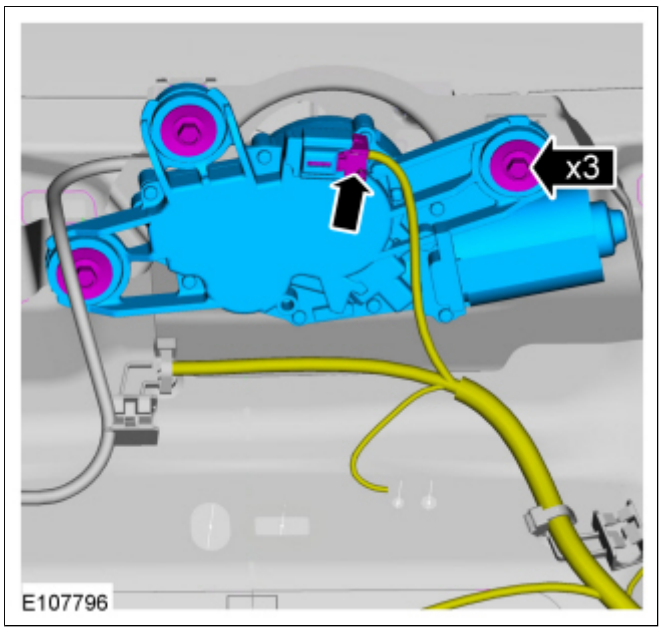
Wiper Motor — Rear Window

Removal and Installation

1. Remove the rear wiper pivot arm. For additional information, refer to Wiper Pivot Arm — Rear in this section.

2. Remove the lower liftgate trim panel. For additional information, refer to Section 501-05 .

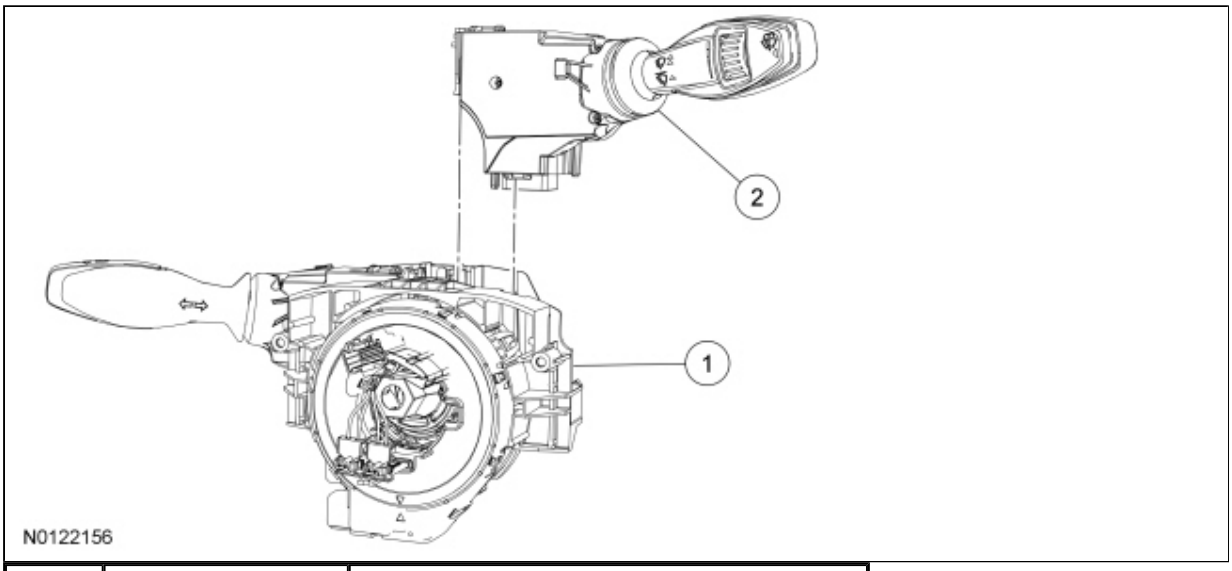
3. Remove the 3 rear wiper motor bolts.
   - To install, tighten to 9 Nm (80 lb-in).
   - Disconnect the electrical connector.



4. Remove the rear wiper motor.

5. To install, reverse the removal procedure.

Wiper/Washer Switch

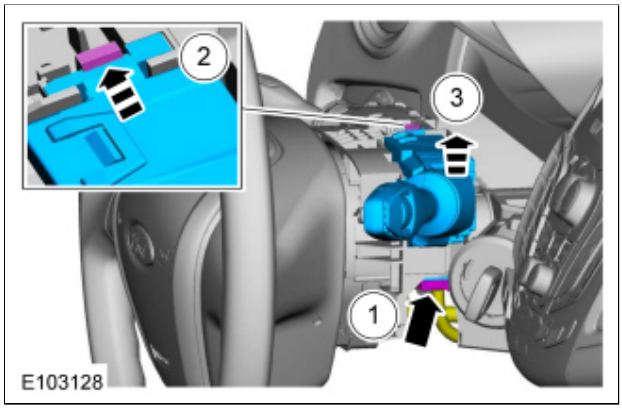


Item	Part Number	Description
1	17A553	Steering column switch carrier
2	6475	Wiper/washer switch

Removal and Installation

1. Remove the steering column shrouds. For additional information, refer to the exploded view in Section 211-05 .

2. Remove the wiper/washer switch.
   1. Disconnect the electrical connector.
   2. Release the wiper/washer switch retaining tab.
   3. Lift upward and remove the wiper/washer switch.



3. To install, reverse the removal procedure.

Washer Pump

Material

Item	Specification
Motorcraft® Premium Quality Windshield Washer Fluid (Canada) CXC-37-(A, B, D, and F) (Canada)	—
Motorcraft® Premium Windshield Washer Concentrate (US) ZC-32-A or B (US)	WSB-M8B16-A2

Removal and Installation

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

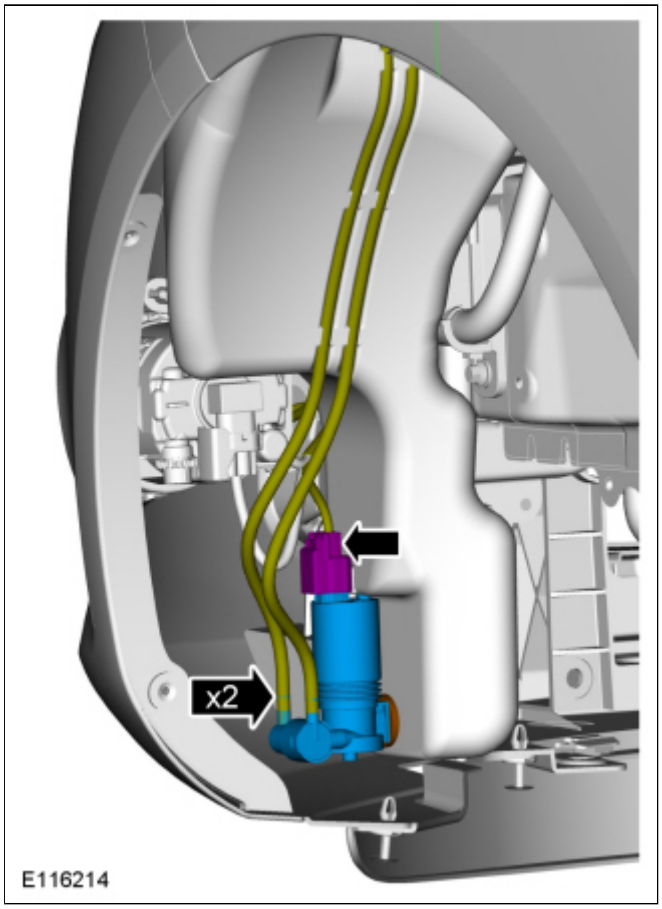
NOTICE: **Do not operate the washer pump prior to filling the windshield washer reservoir. Failure to follow these instructions may result in premature pump failure.**

1. Remove the LF fender splash shield. For additional information, refer to Section 501-02 .

2. ***NOTICE:*** **When replacing the washer pump, be careful not to damage the rubber grommet.**

   NOTE: To prevent spilling windshield washer fluid, drain the washer reservoir before washer pump removal.

   Remove the washer pump in the following sequence:
   1. Disconnect the electrical connector.
   2. Disconnect the 2 washer hoses.
   3. Remove the washer pump.



3. To install, reverse the removal procedure.
    - Fill the washer reservoir with windshield washer fluid.

Washer Pump and Reservoir

Material

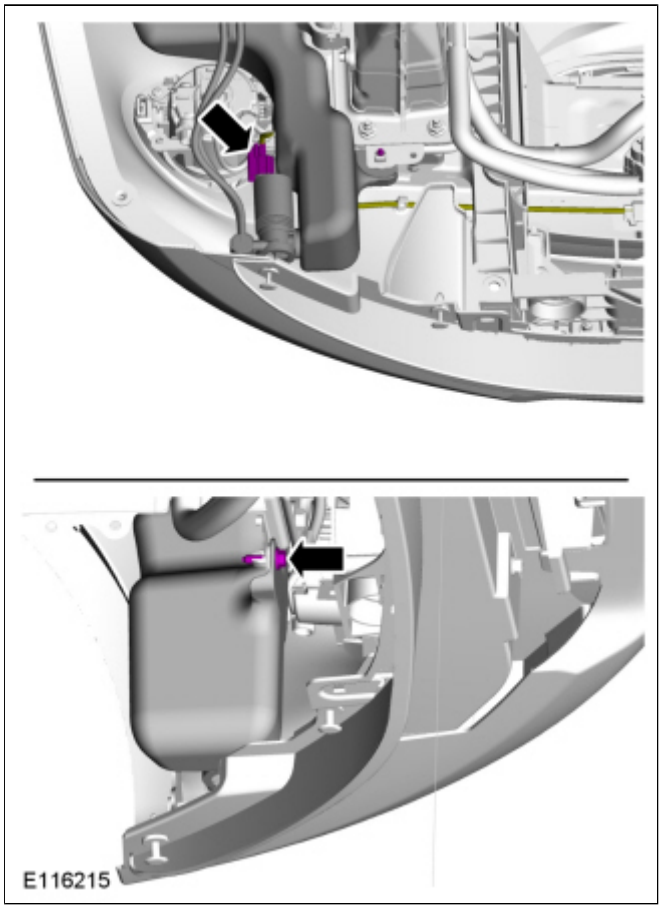
Item	Specification
Motorcraft® Premium Quality Windshield Washer Fluid (Canada) CXC-37-(A, B, D, and F) (Canada)	—
Motorcraft® Premium Windshield Washer Concentrate (US) ZC-32-A or B (US)	WSB-M8B16-A2

Removal and Installation

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Do not operate the washer pump prior to filling the windshield washer reservoir. Failure to follow these instructions may result in premature pump failure.**

1. Remove the LF headlamp assembly. For additional information, refer to Section 417-01 .
2. Remove the upper washer reservoir bolt.
3. Disconnect the washer reservoir hose(s).
4. Remove the LH fender splash shield. For additional information, refer to Section 501-02 .
5. Remove the lower washer reservoir bolt and disconnect the electrical connector.



6. To remove the washer reservoir, lift the washer reservoir slightly upward and then lower the washer reservoir.

7. To install, reverse the removal procedure.

General Specifications

Item	Specification
Roof opening panel glass clearance — front edge	-1.0 - 0.0 mm (-0.04 - 0.0 in) flush at front
Roof opening panel glass clearance — rear edge	0.0 - 1.0 mm (0.0 - 0.04 in) flush at rear

Torque Specifications

Description	Nm	lb-in
Roof opening panel frame bolts	9	80
Roof opening panel frame bracket bolts	9	80
Roof opening panel glass screws	3	27
Roof opening panel motor bolts	3	27

Roof Opening Panel

The roof opening panel consists of the following components:

- Air deflector
- Control switch
- Drain hoses
- Frame
- Glass
- Motor/Module
- Shield
- Trim lace
- Trough assembly
- Weatherstrip

Roof Opening Panel Operation

The roof opening panel is an electronically operated glass panel with one-touch open and one-touch vent features. The roof opening panel assembly uses an integrated motor and module to operate the roof opening panel.

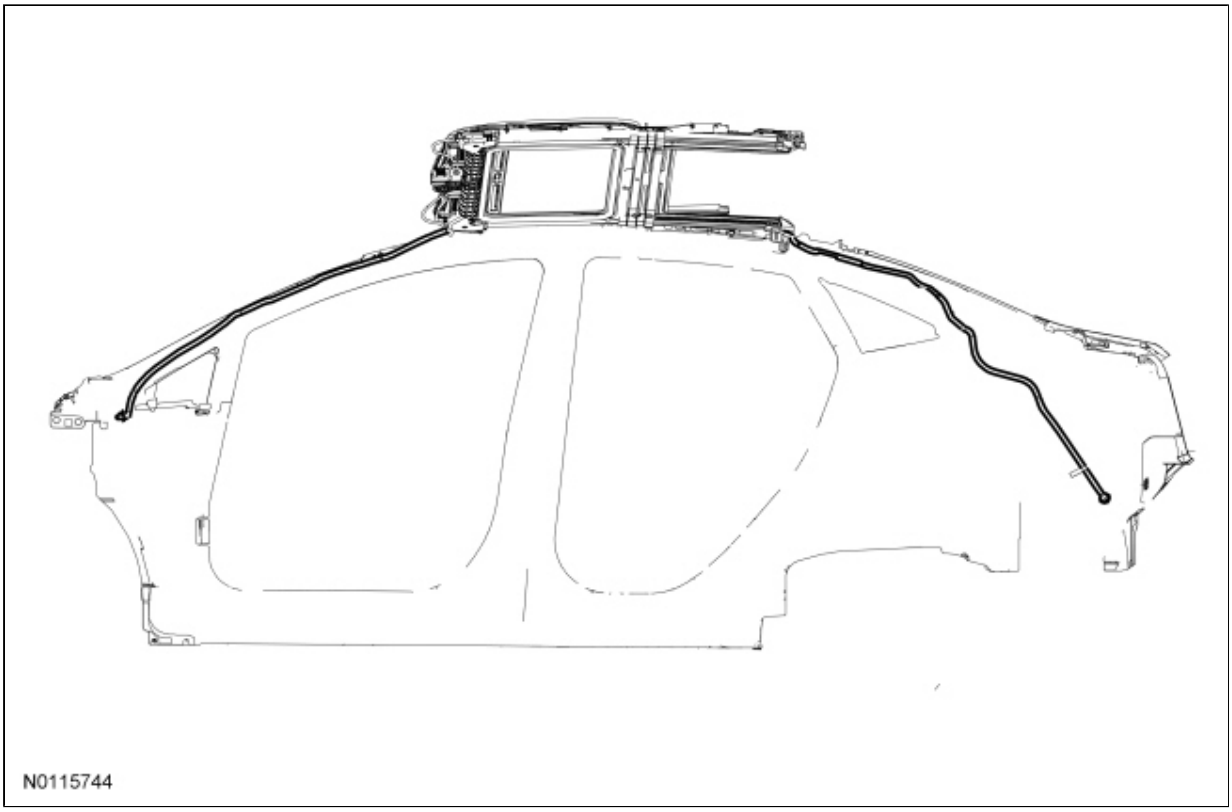
To open the roof opening panel, press and release the rear of the SLIDE control switch. The roof opening panel opens automatically. Press the SLIDE control switch at any time to stop roof opening panel movement.

To vent the roof opening panel, the roof opening panel must be in the CLOSED position. Press and release the rear of the TILT control switch. The roof opening panel automatically moves to the VENT position.

To close the roof opening panel from the VENT (or any other open position), press and hold the front of the TILT or SLIDE control switch until the glass panel stops moving.

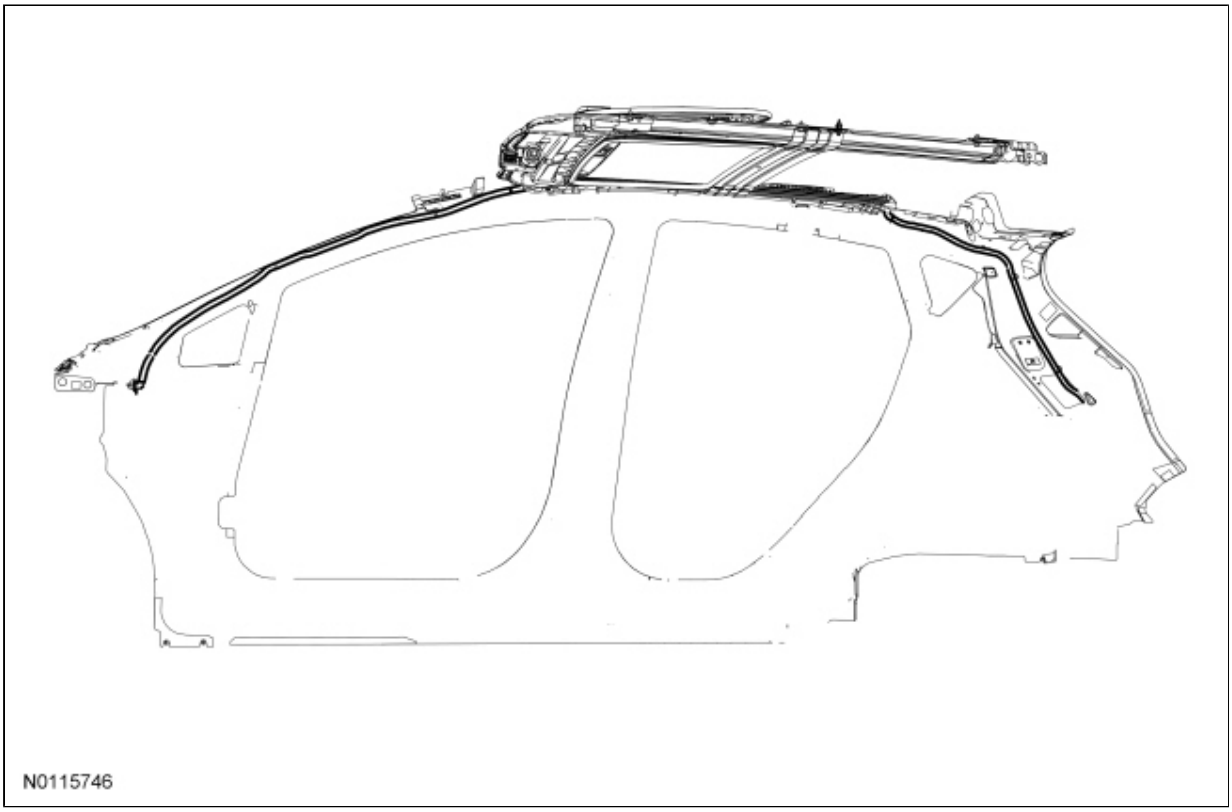
Roof Opening Panel Drain Hose Routing — 4-Door Sedan

NOTE: Passenger side shown, driver side similar.



Roof Opening Panel Drain Hose Routing — 5-Door Hatchback

NOTE: Passenger side shown, driver side similar.



Roof Opening Panel

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent

Principles of Operation

NOTE: The roof opening panel motor must be initialized when repairs are carried out on any part of the roof opening panel system, including:

- whenever the roof opening panel motor has been removed from the roof opening panel system.
- whenever the roof opening panel glass has been removed from the roof opening panel system.
- whenever the roof opening panel assembly has been removed from the vehicle.
- whenever a new roof opening panel motor has been installed.
- whenever a new roof opening panel glass has been installed.
- whenever a new roof opening panel assembly has been installed.

The roof opening panel is an electronically operated glass panel that can be opened, closed or vented by the roof opening panel switch. The roof opening panel assembly uses an integrated motor and module to operate the roof opening panel. The roof opening panel motor and module are installed new as an assembly.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Roof opening panel glass • Roof opening panel air deflector • Roof opening panel alignment	• Central Junction Box (CJB) fuse(s): ▪ 24 (7.5A)

• Roof opening panel shield • Trough assembly • Roof opening panel weatherstrip (part of the roof opening panel glass)	▪ 35 (20A) • Wiring, terminals or connectors • Roof opening panel switch

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the concern is not visually evident, determine the symptom. GO to Symptom Chart - Roof Opening Panel or GO to Symptom Chart - NVH .

Symptom Chart — Roof Opening Panel

Symptom Chart — Roof Opening Panel

NOTE: Refer to Description and Operation, Intelligent Access with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states on vehicles with this feature.

Condition	Possible Sources	Action
• The roof opening panel leaks	• Roof opening panel alignment • Drain tube attachment points • Roof opening panel drain hose(s) • Roof opening panel weatherstrip • Trough assembly	• GO to Pinpoint Test B .
• The roof opening panel does not open or close	• Roof opening panel motor not initialized • Fuse • Wiring, terminals or connectors • Roof opening panel switch • Roof opening pane motor/module • Roof opening pane lifter assemblies • Roof opening panel alignment	• GO to Pinpoint Test E .
• The roof opening panel does not open or close in VENT position	• Wiring, terminals or connectors • Roof opening panel switch	• GO to Pinpoint Test F .

	• Roof opening panel motor/module	
• The express open is inoperative	• Roof opening panel motor not initialized • Roof opening panel motor/module	• INITIALIZE the roof opening panel motor/module. REFER to Roof Opening Panel Initialization in this section. If concern is still present after initialization, INSTALL a new roof opening panel motor/module. REFER to Roof Opening Panel — Exploded View and Roof Opening Panel Motor in this section. TEST the system for normal operation.
• The roof opening panel does not stop in FLUSH from any position	• Roof opening panel alignment	• REFER to Roof Opening Panel Alignment in this section.

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• The roof opening panel has excessive wind noise	• Roof opening panel alignment • Roof opening panel weatherstrip • Roof opening panel air deflector	• GO to Pinpoint Test A .
• The roof opening panel rattles	• Roof opening panel glass • Roof opening panel air deflector • Roof opening panel shield • Roof opening panel frame • Trough assembly	• GO to Pinpoint Test C .
• The roof opening panel is noisy during operation	• Roof opening panel alignment • Roof opening panel frame • Roof opening panel shield • Roof opening panel motor/module	• GO to Pinpoint Test D .

Pinpoint Tests

Pinpoint Test A: The Roof Opening Panel Has Excessive Wind Noise

Normal Operation

When the roof opening panel glass is completely closed, it is flush with the roof panel.

This pinpoint test is intended to diagnose the following:

- Roof opening panel alignment
- Roof opening panel weatherstrip
- Roof opening panel motor/module

PINPOINT TEST A: THE ROOF OPENING PANEL HAS EXCESSIVE WIND NOISE

Test Step	Result / Action to Take
A1 VERIFY ROOF OPENING PANEL NOISE • Road test the vehicle with the roof opening panel in the CLOSED and OPEN positions. • **Is the wind noise present only in the OPEN position?**	**Yes** GO to A4. **No** GO to A2.
A2 CHECK THE ROOF OPENING PANEL WEATHERSTRIP **NOTE:** Make sure the weatherstrip is secured to the glass, not cut, cracked, pinched, loose or obstructed in CLOSED, VENT and OPEN positions. • Check the roof opening panel weatherstrip. • **Is the roof opening panel weatherstrip OK?**	**Yes** GO to A3. **No** INSTALL a new roof opening panel glass. REFER to Roof Opening Panel Glass in this section. TEST the system for normal operation.
A3 CHECK ROOF OPENING PANEL ALIGNMENT • Check the roof opening panel alignment. • **Is the alignment OK?**	**Yes** CHECK for correct installation of the roof opening panel and motor/module. REFER to Roof Opening Panel — Exploded View, Roof Opening Panel and Roof Opening Panel Motor in this section. TEST the system for normal operation. **No** ALIGN the roof opening panel. REFER to Roof Opening Panel Alignment in this section. TEST the system for normal operation.
A4 CHECK THE AIR DEFLECTOR • Make sure the air deflector is securely attached and check for damaged or unsecured springs. • **Is the air deflector OK?**	**Yes** Partially CLOSE the roof opening panel until the noise is eliminated. If the noise is eliminated, INFORM the customer that changing glass location will eliminate the wind noise. If the wind noise is not eliminated, RE-ALIGN panel. TEST the system for normal operation.

	No INSTALL new air deflector. REFER to Air Deflector in this section. TEST the system for normal operation.

Pinpoint Test B: The Roof Opening Panel Leaks

Normal Operation

When the roof opening panel glass is completely closed, it should be within specifications. Refer to Specifications in this section.

This pinpoint test is intended to diagnose the following:

- Roof opening panel alignment
- Roof opening panel drain hose(s)
- Roof opening panel seal/weatherstrip
- Roof opening panel frame
- Trough assembly

PINPOINT TEST B: THE ROOF OPENING PANEL LEAKS

Test Step	Result / Action to Take
B1 CHECK THE ROOF OPENING PANEL WEATHERSTRIP AND GLASS ALIGNMENT	
• **NOTE:** Make sure the roof opening panel weatherstrip is not cracked or loose. • Check the roof opening panel weatherstrip condition and verify the roof opening panel glass is aligned properly. • **Is the roof opening panel glass aligned and weatherstrip sealing correctly?**	**Yes** GO to B2. **No** INSTALL a new roof opening panel glass and/or ALIGN the roof opening panel. REFER to Roof Opening Panel Glass and/or Roof Opening Panel Alignment in this section. TEST the system for normal operation.
B2 CHECK THE ROOF OPENING PANEL DRAIN HOSES	
• **NOTE:** Make sure the roof opening panel drain hoses are not cracked, slit, pinched or obstructed. • Check the 4 roof opening panel drain hoses for correct operation. • **Are the roof opening panel drain hoses OK?**	**Yes** GO to B3. **No** REPAIR or INSTALL a new roof opening panel drain hose(s). TEST the system for normal operation.
B3 CHECK THE ROOF OPENING PANEL DRAIN HOSE ATTACHMENT POINTS	
• **NOTE:** Make sure the roof opening panel drain hose attachment points are not damaged or obstructed. • Check the roof opening panel drain hose attachment points for correct attachment. • **Are the roof opening panel drain**	**Yes** GO to B4. **No** REPAIR or INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. TEST the system for normal operation.

hose attachment points OK?	
B4 CHECK THE ROOF OPENING PANEL TROUGH ASSEMBLY CONDITION	
• Check the roof opening panel trough assembly for damage. • **Is the roof opening panel trough assembly OK?**	**Yes** GO to B5 . **No** REPAIR or INSTALL a new roof opening panel trough assembly. REFER to Trough Assembly in this section. TEST the system for normal operation.
B5 CHECK THE CONDITION OF THE ROOF OPENING GLASS	
• Check the roof opening panel frame for damage that may cause the roof opening panel glass seal to seat incorrectly. • **Is the roof opening panel frame OK?**	**Yes** INSTALL a new roof opening panel glass. REFER to Roof Opening Panel Glass in this section. TEST the system for normal operation. **No** REPAIR or INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. TEST the system for normal operation.

Pinpoint Test C: The Roof Opening Panel Rattles

Normal Operation

When the roof opening panel glass is completely closed, it should be within specifications. Refer to Specifications in this section. Make sure all components are properly secured.

This pinpoint test is intended to diagnose the following:

- Roof opening panel glass
- Roof opening panel air deflector
- Roof opening panel shield
- Roof opening panel frame
- Trough assembly

PINPOINT TEST C: THE ROOF OPENING PANEL RATTLES

Test Step	Result / Action to Take
C1 CHECK THE ROOF OPENING PANEL TIGHTNESS	
• With the roof opening panel in the CLOSED position, manually push up and fore/aft on the glass panel. • **Is the roof opening panel glass loose?**	**Yes** ALIGN and TIGHTEN the roof opening panel glass fasteners to specification. REFER to Roof Opening Panel Alignment in this section. TEST the system for normal operation. **No** GO to C2 .
C2 CHECK THE ROOF OPENING PANEL TRACKS	

• Open the roof opening panel. • Check the roof opening panel tracks for obstructions and damage. • **Are the roof opening panel tracks OK?**	**Yes** GO to C3 . **No** REMOVE all the roof opening panel track obstructions and REPAIR the roof opening panel tracks. If the roof opening panel tracks cannot be repaired, INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. TEST the system for normal operation.
C3 CHECK THE ROOF OPENING PANEL SHIELD	
• Check the roof opening panel shield for correct installation. • **Is the roof opening panel shield installed correctly?**	**Yes** GO to C4 . **No** INSTALL the roof opening panel shield correctly. REFER to Roof Opening Panel Shield in this section. TEST the system for normal operation.
C4 CHECK THE AIR DEFLECTOR	
• Check the air deflector for obstructions and damage. • **Is the air deflector OK?**	**Yes** GO to C5 . **No** REMOVE all obstructions and REPAIR or INSTALL a new air deflector. REFER to Air Deflector in this section. TEST the system for normal operation.
C5 CHECK THE ROOF OPENING PANEL LIFTER ASSEMBLIES	
• Verify the roof opening panel lifter assemblies are free from obstructions and damage. • **Are the roof opening panel lifter assemblies OK?**	**Yes** GO to C6 . **No** REMOVE all obstructions from the roof opening panel lifter assemblies and REPAIR any damage. If the roof opening panel lifter assemblies cannot be repaired, INSTALL a new roof opening panel frame. REFER to Roof Opening Panel — Exploded View and Roof Opening Panel in this section. TEST the system for normal operation.
C6 CHECK ROOF OPENING PANEL FRAME INSTALLATION	
• Lower the headliner and check all roof opening fasteners for correct torque and verify correct installation of the roof opening panel frame. Refer to Roof Opening Panel — Exploded View and Roof Opening Panel in this section. • **Is the roof opening panel frame correctly installed and tightened to specification?**	**Yes** GO to C7 . **No** TIGHTEN the loose fasteners to the correct specifications or INSTALL the roof opening panel frame correctly. REFER to Roof Opening Panel — Exploded View and Roof Opening Panel in this section. TEST the system for normal operation.
C7 CHECK THE ROOF OPENING PANEL TROUGH ASSEMBLY FOR RATTLES	
• Check the roof opening panel trough assembly for any loose parts or for any condition that will cause rattles. • **Is the trough assembly installed**	**Yes** GO to C8 . **No**

securely and free from any condition that will cause rattles?	REPAIR or INSTALL a new roof opening panel trough assembly. REFER to Trough Assembly in this section. TEST the system for normal operation.
C8 CHECK THE ROOF OPENING PANEL FRAME FOR RATTLES	
• Check the roof opening panel frame assembly for any loose parts or for any condition that will cause rattles. • **Is there a condition that will cause rattles?**	**Yes** INSTALL a suitable sound damper material to correct the condition. If the rattle still persists, INSTALL a new roof opening panel frame. REFER to Roof Opening Panel — Exploded View and Roof Opening Panel in this section. TEST the system for normal operation. **No** INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. TEST the system for normal operation.

Pinpoint Test D: The Roof Opening Panel is Noisy During Operation

Normal Operation

The roof opening panel operates smoothly and quietly while opening and closing.

This pinpoint test is intended to diagnose the following:

- Roof opening panel alignment
- Roof opening panel frame
- Roof opening panel shield
- Roof opening panel motor/module

PINPOINT TEST D: THE ROOF OPENING PANEL IS NOISY DURING OPERATION

Test Step	Result / Action to Take
D1 CHECK THE ROOF OPENING PANEL FOR OBSTRUCTIONS OR DAMAGE	
• Check the roof opening panel for any obstructions and damage. • **Are there any obstructions and/or damage?**	**Yes** REMOVE all obstructions. REPAIR any damage. If the damage cannot be repaired, INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. TEST the system for normal operation. **No** GO to D2.
D2 CHECK THE ROOF OPENING PANEL OPERATION	
• Check the roof opening panel during operation. • **Is the roof opening panel glass loose or incorrectly aligned?**	**Yes** ALIGN the roof opening panel. REFER to Roof Opening Panel Alignment in this section. TEST the system for normal operation.

	No GO to D3 .
D3 CHECK THE ROOF OPENING PANEL TRACKS • Open the roof. • Check the roof opening panel tracks for obstructions and damage. • **Are the roof opening panel tracks OK?**	**Yes** GO to D4 . **No** REMOVE all obstructions and REPAIR any damage. If the roof opening panel tracks cannot be repaired, INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. TEST the system for normal operation.
D4 CHECK THE ROOF OPENING PANEL SHIELD • Check the roof opening panel shield for correct movement. • **Is the roof opening panel shield moving correctly?**	**Yes** GO to D5 . **No** REMOVE and REINSTALL the roof opening panel shield. If necessary, INSTALL a new roof opening panel shield. REFER to Roof Opening Panel Shield in this section. TEST the system for normal operation.
D5 CHECK THE ROOF OPENING PANEL LIFTER ASSEMBLIES • Check the roof opening panel lifter assemblies for obstructions and damage. • **Are the roof opening panel lifter assemblies OK?**	**Yes** GO to D6 . **No** REMOVE all obstructions and REPAIR any damage. If the roof opening panel lifter assemblies cannot be repaired, INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. TEST the system for normal operation.
D6 CHECK THE ROOF OPENING PANEL MOTOR/MODULE • Remove the roof opening panel motor/module and leave the electrical connector connected. • Operate the roof opening panel to the fully OPEN and CLOSED position. • **Does the motor/module make excessive noise?**	**Yes** INSTALL a new roof opening panel motor/module. REFER to Roof Opening Panel Motor in this section. TEST the system for normal operation. **No** REINSTALL the roof opening panel motor/module. TEST the system for normal operation. If the roof opening panel is still noisy, INSTALL a new roof opening panel frame. REFER to Roof Opening Panel in this section. If the roof opening panel is no longer noisy, the system is operating correctly. The concern may have been caused by an incorrectly installed roof opening panel motor.

Pinpoint Test E: The Roof Opening Panel Does Not Open or Close

Refer to Wiring Diagrams Cell 101 , Roof Opening Panel for schematic and connector information.

NOTE: The roof opening panel motor must be initialized when repairs are carried out on any part of the roof opening panel system, including:

- whenever the roof opening panel motor has been removed from the roof opening panel system.
- whenever the roof opening panel glass has been removed from the roof opening panel system.
- whenever the roof opening panel assembly has been removed from the vehicle.
- whenever a new roof opening panel motor has been installed.
- whenever a new roof opening panel glass has been installed.
- whenever a new roof opening panel assembly has been installed.

Refer to Roof Opening Panel Motor Initialization in this section.

Normal Operation

The roof opening panel uses an integrated motor and module to operate the roof opening panel. A new roof opening panel motor/module is installed as an assembly.

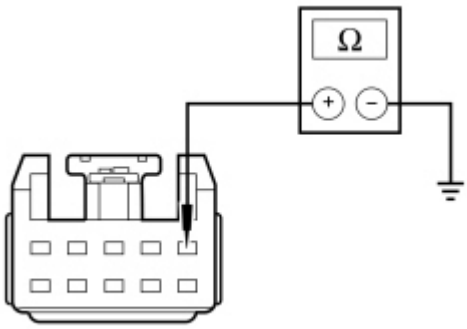
The roof opening panel motor/module and switch receive voltage from the Central Junction Box (CJB) when the ignition is in the RUN position. The roof opening panel switch supplies voltage signals to the roof opening panel motor/module to operate the roof opening panel.

This pinpoint test is intended to diagnose the following:

- Fuse(s)
- Wiring, terminals or connectors
- Roof opening panel switch
- Roof opening panel motor/module

PINPOINT TEST E: THE ROOF OPENING PANEL DOES NOT OPEN OR CLOSE

Test Step	Result / Action to Take
E1 CHECK THE ROOF OPENING PANEL SWITCH	
• Ignition OFF. • Disconnect: Roof Opening Panel Switch C912. • Carry out the roof opening panel switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Is the roof opening panel switch OK?**	**Yes** GO to E2. **No** INSTALL a new roof opening panel switch. TEST the system for normal operation.
E2 CHECK THE ROOF OPENING PANEL MODULE GROUND CIRCUIT FOR AN OPEN	
• Disconnect: Roof Opening Panel Module C921. • Measure the resistance between roof opening panel module C921-1, circuit GD145 (BK/BU), harness side and ground.	**Yes** GO to E3. **No** REPAIR the circuit. TEST the system for normal operation.



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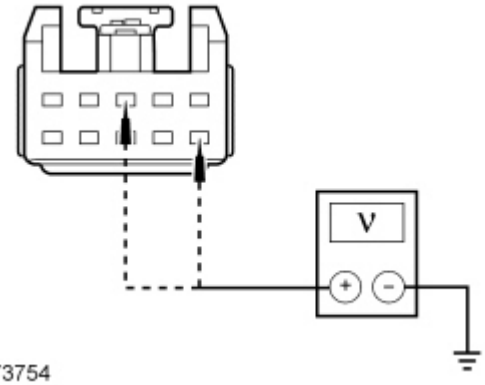
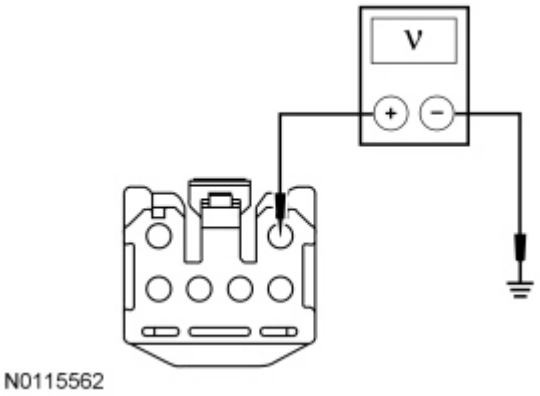
- **Is the resistance less than 5 ohms?**

E3 CHECK VOLTAGE TO THE ROOF OPENING PANEL MODULE	

• Ignition ON.
• Measure the voltage between ground and
  ▪ roof opening panel module C921-3, circuit CBP08 (GY/YE)
  ▪ roof opening panel module C921-6, circuit SBP35 (BU/RD)
 
 	
A0073754
• **Are the voltages greater than 10 volts?**
	Yes
	GO to E4 .
	
	No
	VERIFY CJB fuses 24 (7.5A) and 35 (20A) are OK. If OK, REPAIR the affected circuit(s). TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.

E4 CHECK VOLTAGE TO THE ROOF OPENING PANEL SWITCH	
• Ignition OFF. • Connect: Roof Opening Panel Module C921. • Ignition ON. • Measure the voltage between roof opening panel switch C912-1, circuit CBP24 (VT/GN), harness side and ground.	**Yes** GO to E5 . **No** GO to E8 .



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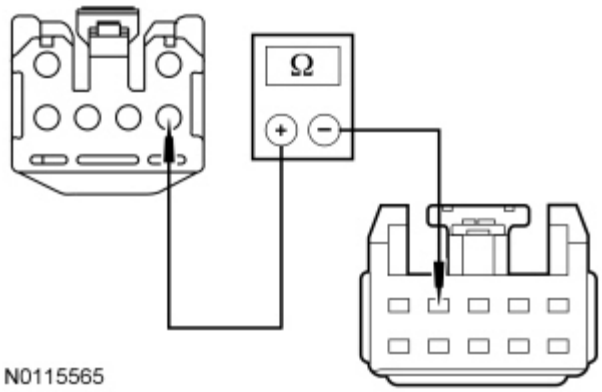
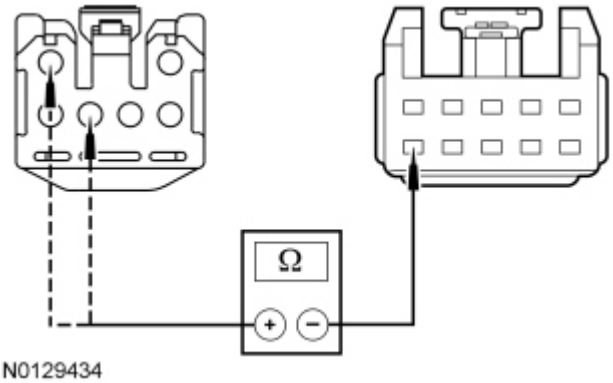
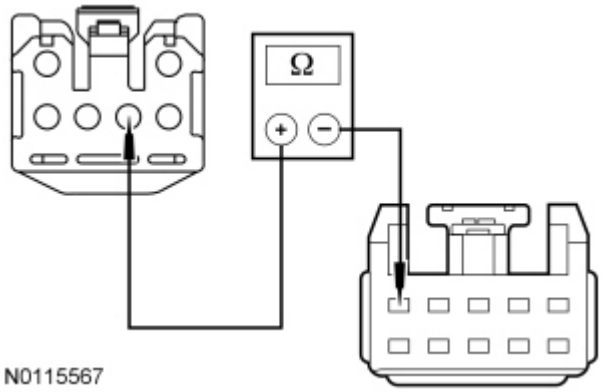
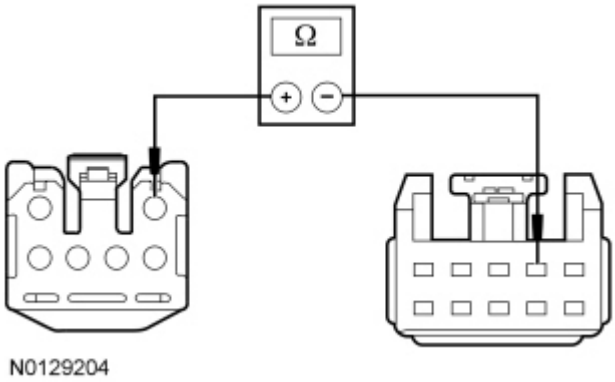
- **Is the voltage greater than 10 volts?**

E5 CHECK THE ROOF OPENING PANEL TILT UP CIRCUIT FOR AN OPEN	
• Measure the resistance between roof opening panel switch C912-3, circuit CPR38 (WH/BU), and roof opening panel module C921-4, circuit CPR38 (WH/BU) harness side.  N0115565 • **Is the resistance less than 5 ohms?**	**Yes** GO to E6 . **No** REPAIR the circuit. TEST the system for normal operation.
E6 CHECK THE ROOF OPENING PANEL CLOSE/DOWN CIRCUIT FOR AN OPEN	
• Measure the resistance between roof opening panel module C921-10, circuit CPR40 (YE/OG), harness side and: ▪ roof opening panel switch C912-2, circuit CPR40 (YE/OG), harness side. ▪ roof opening panel switch C912-5, circuit CPR40 (YE/OG), harness side.  N0129434 • **Is the resistance less than 5 ohms?**	**Yes** GO to E7 . **No** REPAIR the affected circuit (s). TEST the system for normal operation.

E7 CHECK THE ROOF OPENING PANEL OPEN CIRCUIT FOR AN OPEN	
• Measure the resistance between roof opening panel switch C912-4, circuit CPR31 (VT/BN), and roof opening panel module C921-5, circuit CPR31 (VT/BN), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to E9 . **No** REPAIR the circuit. TEST the system for normal operation.
E8 CHECK THE ROOF OPENING PANEL SWITCH VOLTAGE CIRCUIT FOR AN OPEN	
• Measure the resistance between roof opening panel switch C912-1, circuit CPR39 (VT/WH), and roof opening panel module C921-2, circuit CPR39 (VT/WH), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to E9 . **No** REPAIR the circuit. TEST the system for normal operation.
E9 CHECK THE ROOF OPENING PANEL MOTOR/MODULE FOR CORRECT OPERATION	

• Inspect the roof opening panel motor/module electrical connector.
• Check for:
  ▪ corrosion.
  ▪ bent pins.
  ▪ pushed-out pins.
• Connect the roof opening panel motor/module connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new roof opening panel motor/module. REFER to Roof Opening Panel Motor in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. TEST the system for normal

	operation.

Pinpoint Test F: The Roof Opening Panel Does Not Open or Close in VENT Position

Refer to Wiring Diagrams Cell 101 , Roof Opening Panel for schematic and connector information.

NOTE: The roof opening panel motor must be initialized when repairs are carried out on any part of the roof opening panel system, including:

- whenever the roof opening panel motor has been removed from the roof opening panel system.
- whenever the roof opening panel glass has been removed from the roof opening panel system.
- whenever the roof opening panel assembly has been removed from the vehicle.
- whenever a new roof opening panel motor has been installed.
- whenever a new roof opening panel glass has been installed.
- whenever a new roof opening panel assembly has been installed.

Refer to Roof Opening Panel Motor Initialization in this section.

Normal Operation

The roof opening panel uses an integrated motor and module to operate the roof opening panel. A new roof opening panel motor/module is installed as an assembly.

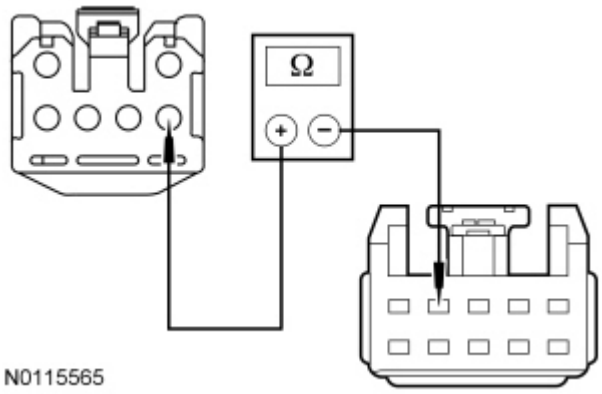
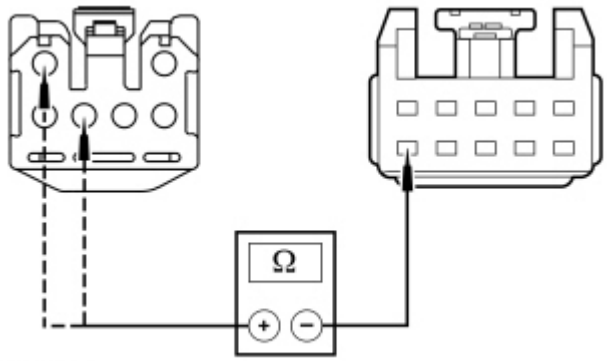
The roof opening panel motor/module and switch receive voltage from the Central Junction Box (CJB) when the ignition is in the RUN position. The roof opening panel switch supplies voltage signals to the roof opening panel motor/module to operate the roof opening panel.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Roof opening panel switch
- Roof opening panel motor/module

PINPOINT TEST F: THE ROOF OPENING PANEL DOES NOT OPEN OR CLOSE IN VENT POSITION

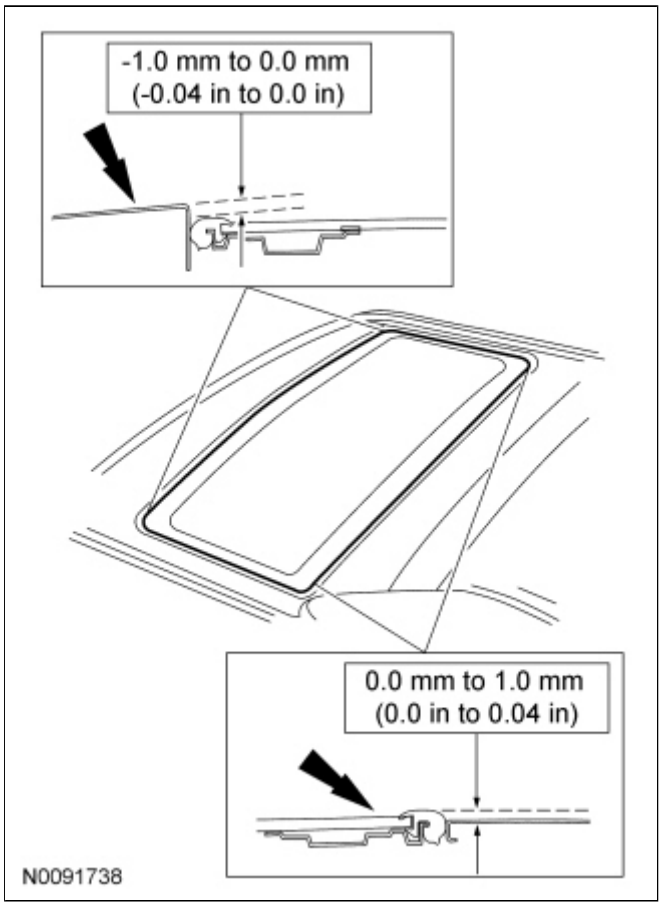
Test Step	Result / Action to Take
F1 CHECK THE ROOF OPENING PANEL SWITCH	
• Ignition OFF. • Disconnect: Roof Opening Panel Switch C912. • Carry out the roof opening panel switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Is the roof opening panel switch OK?**	**Yes** GO to F2 . **No** INSTALL a new roof opening panel switch. TEST the system for normal operation.
F2 CHECK THE ROOF OPENING PANEL CONTROL CIRCUIT FOR AN OPEN	
• Disconnect: Roof Opening Panel Motor/Module C921. • Measure the resistance between roof opening panel switch C912-3, circuit CPR38 (WH/BU), and roof opening panel motor/module C921-4, circuit CPR38 (WH/BU) harness side.	**Yes** GO to F3 . **No** REPAIR the circuit. TEST the system for

 N0115565 • **Is the resistance less than 5 ohms?**	normal operation.
F3 CHECK THE ROOF OPENING PANEL CONTROL CIRCUIT FOR AN OPEN	
• Measure the resistance between roof opening panel module C921-10, circuit CPR40 (YE/OG), harness side and: ▪ roof opening panel switch C912-2, circuit CPR40 (YE/OG), harness side. ▪ roof opening panel switch C912-5, circuit CPR40 (YE/OG), harness side.  N0129434 • **Is the resistance less than 5 ohms?**	**Yes** GO to F4 . **No** REPAIR the affected circuit(s). TEST the system for normal operation.
F4 CHECK THE ROOF OPENING PANEL MOTOR/MODULE FOR CORRECT OPERATION	
• Inspect the roof opening panel motor/module electrical connector. • Check for: ▪ corrosion. ▪ bent pins. ▪ pushed-out pins. • Connect the roof opening panel motor/module connector and make sure it seats correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new roof opening panel motor/module. REFER to Roof Opening Panel Motor in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Roof Opening Panel Alignment

NOTE: The roof opening panel motor must be initialized when repairs are carried out on any part of the roof opening panel system, including: whenever the roof opening panel motor has been removed from the roof opening panel system, the roof opening panel glass has been removed from the roof opening panel system, the roof opening panel assembly has been removed from the vehicle, a new roof opening panel motor has been installed, a new roof opening panel glass has been installed or a new roof opening panel assembly has been installed. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

1. Position the roof opening panel to the CLOSED position.
2. Place a suitable 1.0-1.2 mm (0.040-0.050 in) thick, 150 mm (5.9 in) long plastic spacer between the rear edge of the roof opening panel glass and the roof panel opening.
3. Loosen the 4 roof opening panel glass screws.
4. Make sure the roof opening panel is centered in the roof opening. Adjust the roof opening panel glass height to specification.



5. Tighten the 4 roof opening panel glass screws to 3 Nm (27 lb-in).
6. **NOTE:** Remove the plastic spacer.

   Initialize the roof panel opening motor. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

Roof Opening Panel Motor Initialization

WARNING: Keep objects and body parts clear of the glass panel when carrying out the initialization procedure. During the initialization procedure, the glass panel closes with high force and cannot detect objects in its path. Failure to follow this instruction may result in serious personal injury.

NOTE: A new roof opening panel motor only moves towards the VENT position until it is initialized.

NOTE: The roof opening panel motor must be initialized when repairs are carried out on any part of the roof opening panel system, including:

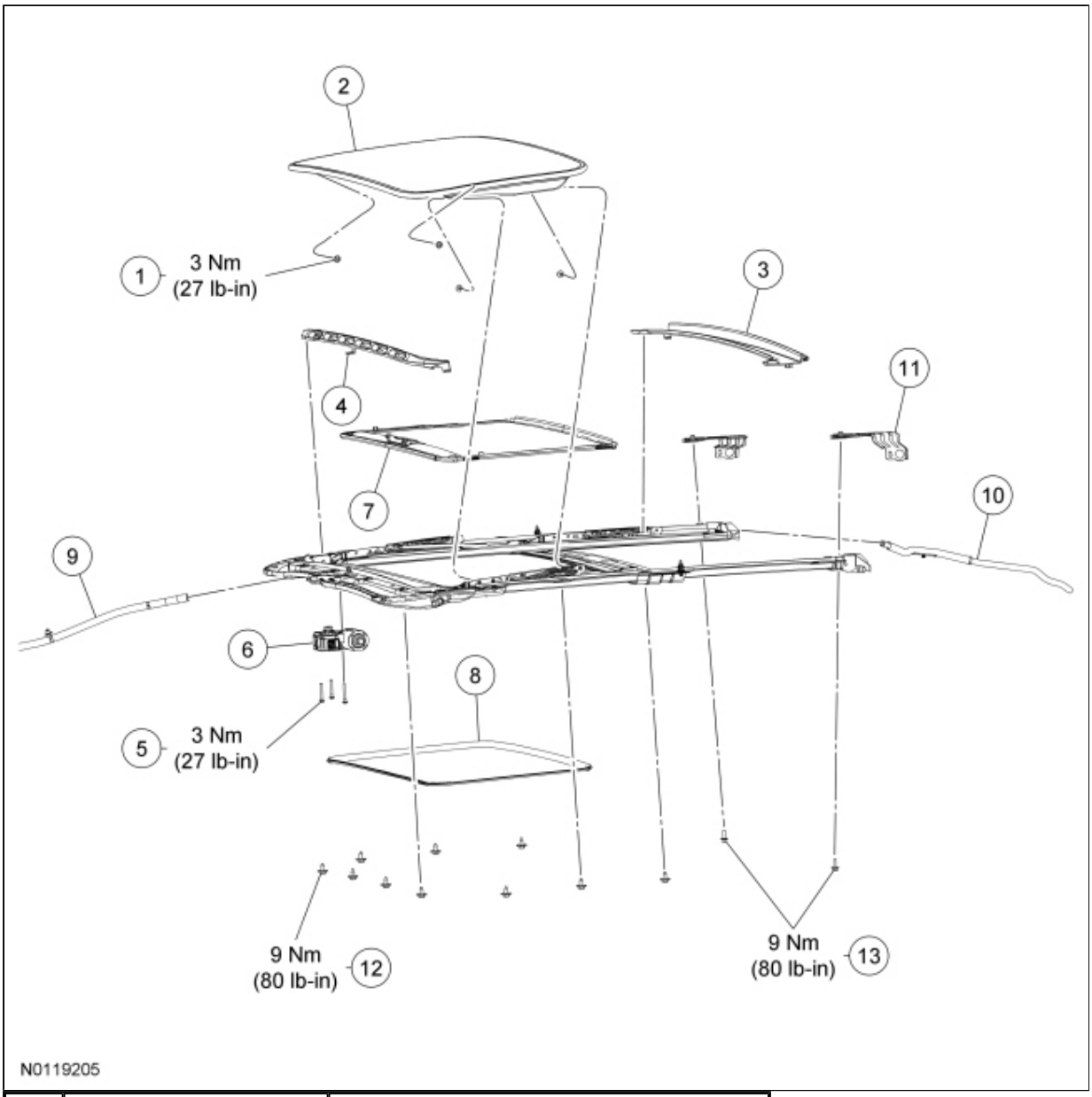
- whenever the roof opening panel motor has been removed from the roof opening panel system.
- whenever the roof opening panel glass has been removed from the roof opening panel system.
- whenever the roof opening panel assembly has been removed from the vehicle.
- whenever a new roof opening panel motor has been installed.
- whenever a new roof opening panel glass has been installed.
- whenever a new roof opening panel assembly has been installed.

1. Turn the ignition OFF. **For a new roof opening panel motor** , only carry out Step 2. **For an existing roof opening panel motor** , only carry out Step 3.

2. **For a new roof opening panel motor:**
    1. Turn the ignition ON.
    2. Press and hold the front of the SLIDE control switch until the roof opening panel glass moves slightly past the full VENT position and suddenly returns back to the full VENT position.
    3. Release and quickly press and hold the front of the SLIDE control switch while the roof opening panel glass moves to the full OPEN position and then back to fully CLOSED position (movement starts approximately 3 seconds after the switch is pressed).
    4. Release the switch and verify successful initialization by performing one-touch open and one-touch VENT operations

3. **For an existing roof opening panel motor:**
    1. Turn the ignition ON.
    2. Using the SLIDE and/or TILT control switch, position the roof opening panel into the full VENT position.
    3. Press and hold the front of the SLIDE control switch (for approximately 10 seconds) until the roof opening panel glass moves slightly past the full VENT position and suddenly returns back to the full VENT position.
    4. Release the switch and quickly press and hold the front of the SLIDE control switch while the roof opening panel glass moves to the full OPEN position and then back to fully CLOSED position (movement starts approximately 3 seconds after the switch is pressed).
    5. Release the switch and verify successful initialization by performing one-touch open and one-touch VENT operations

Roof Opening Panel — Exploded View



Item	Part Number	Description
1	31014	Roof opening panel glass screws (4 required)
2	500A18	Roof opening panel glass
3	518A30	Trough assembly
4	500A26	Air deflector
5	38682	Roof opening panel motor bolts (3 required)
6	15B1689	Roof opening panel motor
7	519A02	Roof opening panel shield
8	5450980	Headliner retainer
9	502C52	Front drain hose (2 required)

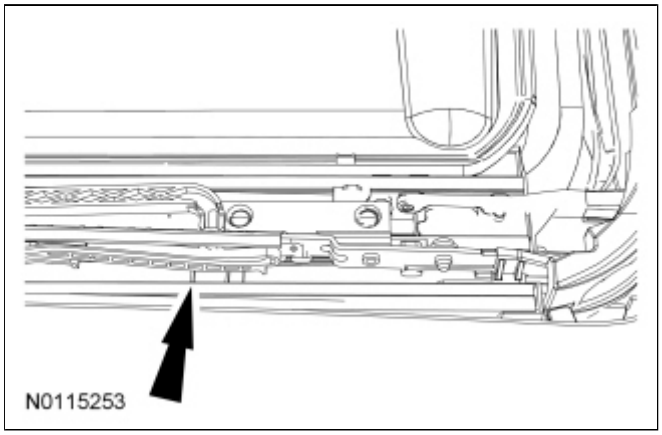
10	502C53	Rear drain hose (2 required)
11	2919891 (RH) / 2929892 (LH)	Roof opening panel frame brackets
12	W505253	Roof opening panel frame bracket bolts (2 required)
13	W702704	Roof opening panel frame bolts (10 required)

1. For additional information, refer to the procedures in this section.

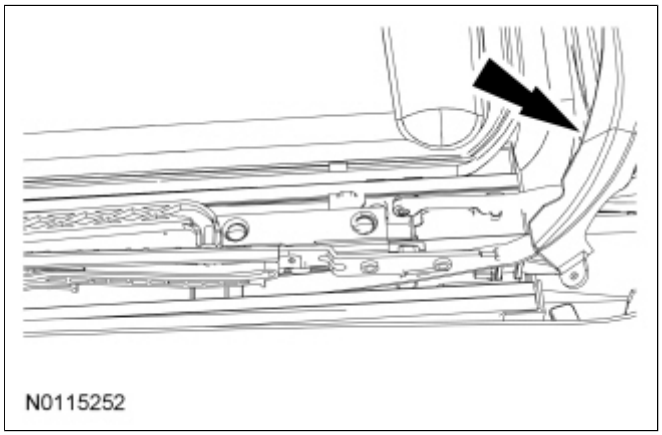
Air Deflector

Removal and Installation

1. Place the roof opening panel in the full OPEN position.
2. From the top of the vehicle and using a flat-blade screwdriver, press the spring steel locating tab down on each side while pushing the deflector toward the rear of the vehicle.



3. Tilt the air deflector upward and pull forward to remove.



4. To install, reverse the removal procedure.
   - Make sure the locating tabs are locked firmly in place.
   - Initialize the roof opening panel motor. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

Roof Opening Panel

Removal

1. **NOTE:** Make sure the roof opening panel is in the CLOSED position.

   Remove the headliner. For additional information, refer to Section 501-05 .

2. Disconnect the 2 front and the 2 rear drain hoses from the roof opening panel.

3. Disconnect the roof opening panel motor electrical connector.

4. Remove the 10 roof opening panel frame bolts, the 2 roof opening panel frame bracket bolts and the roof opening panel.
   - With the aid of an assistant, compress the legs of the roof opening panel retaining clip and lower the roof opening panel.

5. If installing a new roof opening panel frame, transfer components as necessary.

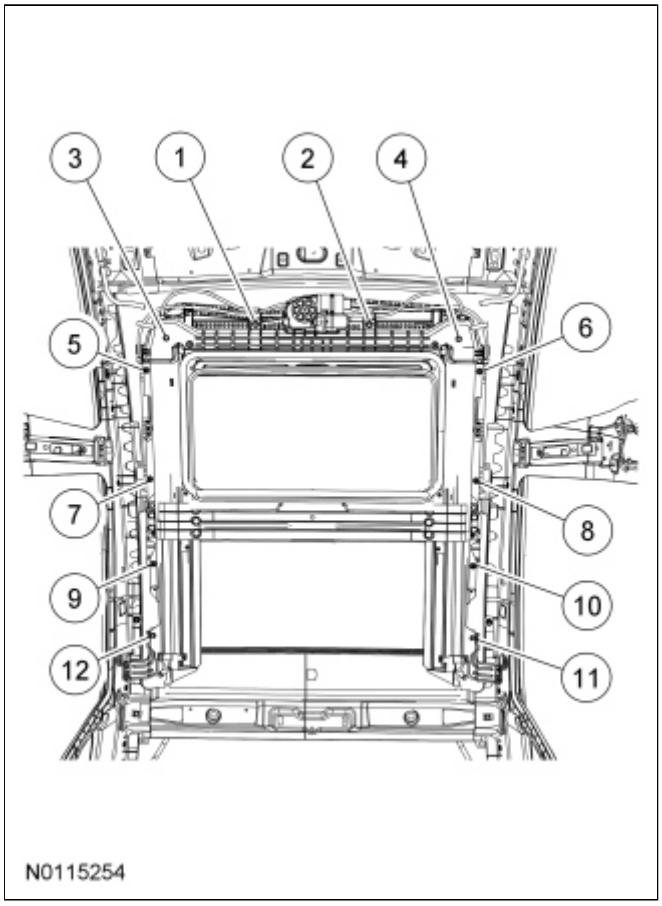
Installation

1. **NOTE:** Make sure the roof opening panel is positioned correctly on the retaining clip before tightening the roof opening panel bolts.

   NOTE: Do not fully tighten the roof opening panel frame bolts at this stage.

   Compress the legs of the roof opening panel retaining clip and install the roof opening panel.
   - Loosely install the 10 roof opening panel frame bolts and the 2 roof opening panel frame bracket bolts.

2. Tighten the 10 roof opening panel frame bolts and the 2 roof opening panel frame bracket bolts in the sequence shown.
   - Tighten to 9 Nm (80 lb-in).



3. Connect the roof opening panel motor electrical connector.
4. Connect the 2 front and the 2 rear drain hoses to the roof opening panel.
5. Install the headliner. For additional information, refer to Section 501-05 .
6. Initialize the roof opening panel motor. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

Roof Opening Panel Glass

Removal

NOTE: The roof opening panel motor must be initialized when repairs are carried out on any part of the roof opening panel system, including: whenever the roof opening panel motor has been removed from the roof opening panel system, the roof opening panel glass has been removed from the roof opening panel system, the roof opening panel assembly has been removed from the vehicle, a new roof opening panel motor has been installed, a new roof opening panel glass has been installed or a new roof opening panel assembly has been installed. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

1. Position the roof opening panel to the CLOSED position.
2. Remove the 4 roof opening panel glass screws.
3. Remove the roof opening panel glass.

Installation

1. **NOTE:** Do not fully tighten the roof opening panel glass screws at this stage.

   Position the roof opening panel glass and loosely install the 4 screws.
2. Align the roof opening panel glass. For additional information, refer to Roof Opening Panel Alignment in this section.
3. Initialize the roof opening panel motor. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

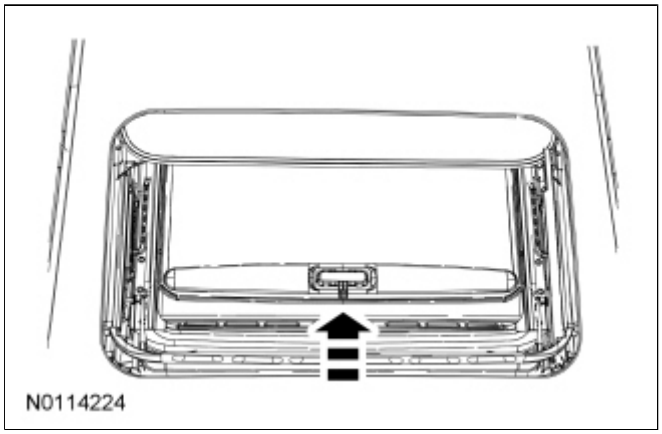
Roof Opening Panel Shield

Removal and Installation

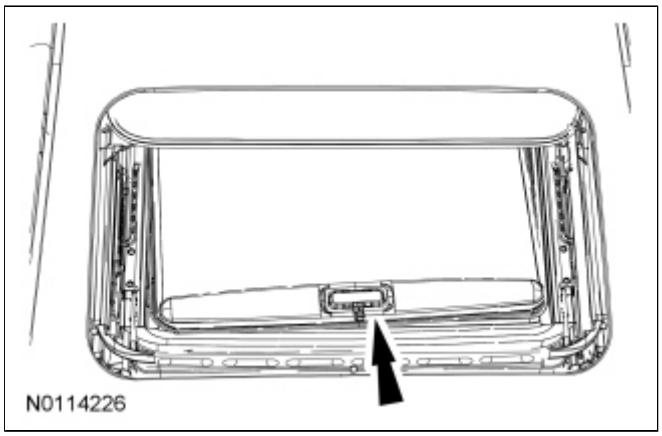
1. Remove the roof opening panel glass. For additional information, refer to Roof Opening Panel Glass in this section.

2. Slide the roof opening panel shield forward halfway.

3. Disengage the roof opening panel shield guide feet.
   - Lift the front portion of the roof opening panel shield upward at center until able to disengage one of the front guide feet.



4. With one of the guide feet released, carefully rotate the roof opening panel to disengage the remaining guide feet.



5. To install, reverse the removal procedure.

Roof Opening Panel Motor

Removal

NOTE: The roof opening panel motor must be initialized when repairs are carried out on any part of the roof opening panel system, including: whenever the roof opening panel motor has been removed from the roof opening panel system, the roof opening panel glass has been removed from the roof opening panel system, the roof opening panel assembly has been removed from the vehicle, a new roof opening panel motor has been installed, a new roof opening panel glass has been installed or a new roof opening panel assembly has been installed. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

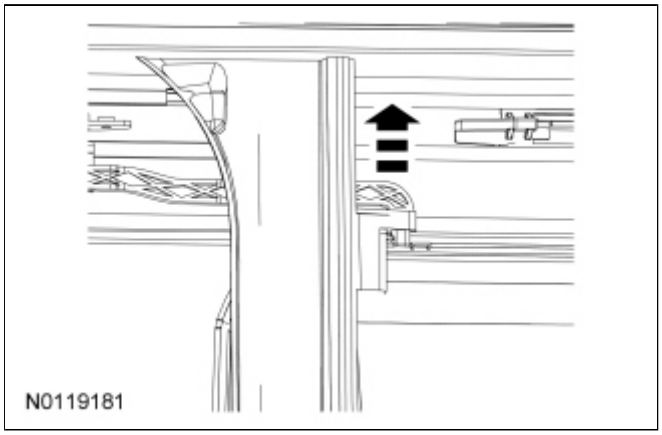
1. Remove the LH and RH A- and B-pillar trim panels. For additional information, refer to Section 501-05 .
2. Remove the roof opening panel headliner retainer (trim ring).
3. Remove the LH and RH sun visors.
4. Position aside the front door weatherstrip as necessary and lower the front portion of the headliner.
5. Disconnect the roof opening panel motor electrical connector.
6. Remove the 3 bolts and the roof opening panel motor.

Installation

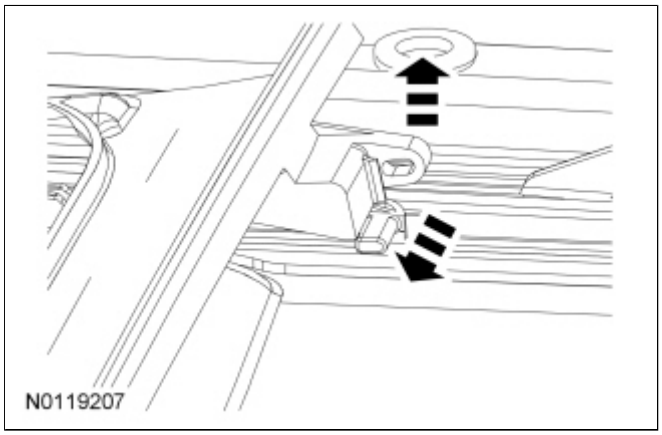
1. Install the roof opening panel motor and the 3 bolts.
    - Tighten to 3 Nm (27 lb-in).
2. Connect the roof opening panel motor electrical connector.
3. Raise the front of the headliner and reposition the front door weatherstrip.
4. Install the LH and RH sun visors.
5. Install the roof opening panel headliner retainer (trim ring).
6. Install the LH and RH A- and B-pillar trim panels. For additional information, refer to Section 501-05 .
7. Initialize the roof opening panel motor. For additional information, refer to Roof Opening Panel Motor Initialization in this section.

Trough Assembly

1. Remove the roof opening panel glass. For additional information, refer to Roof Opening Panel Glass .
2. Remove the roof opening panel, For additional information, refer to Roof Opening Panel .
3. Using a suitable tool, pry the trough assembly guides from the trough assembly.

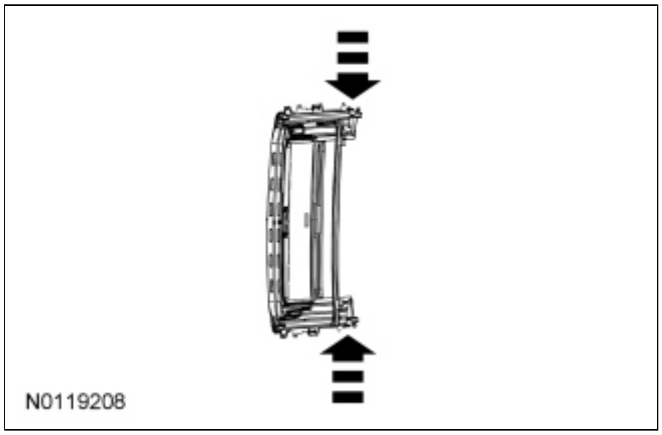


4. Gently raise the trough assembly and slide the trough assembly guides under the trough assembly.



5. Slide the trough assembly rearward until the trough assembly is approximately 76.2 mm (3 in) from the roof opening panels rear edge.
6. ***NOTICE:*** **Use care when disconnecting the trough assembly from the roof opening panel tracks to prevent damage to the trough assembly.**

   Gently flex the roof opening panel tracks and release the trough assembly from the tracks.

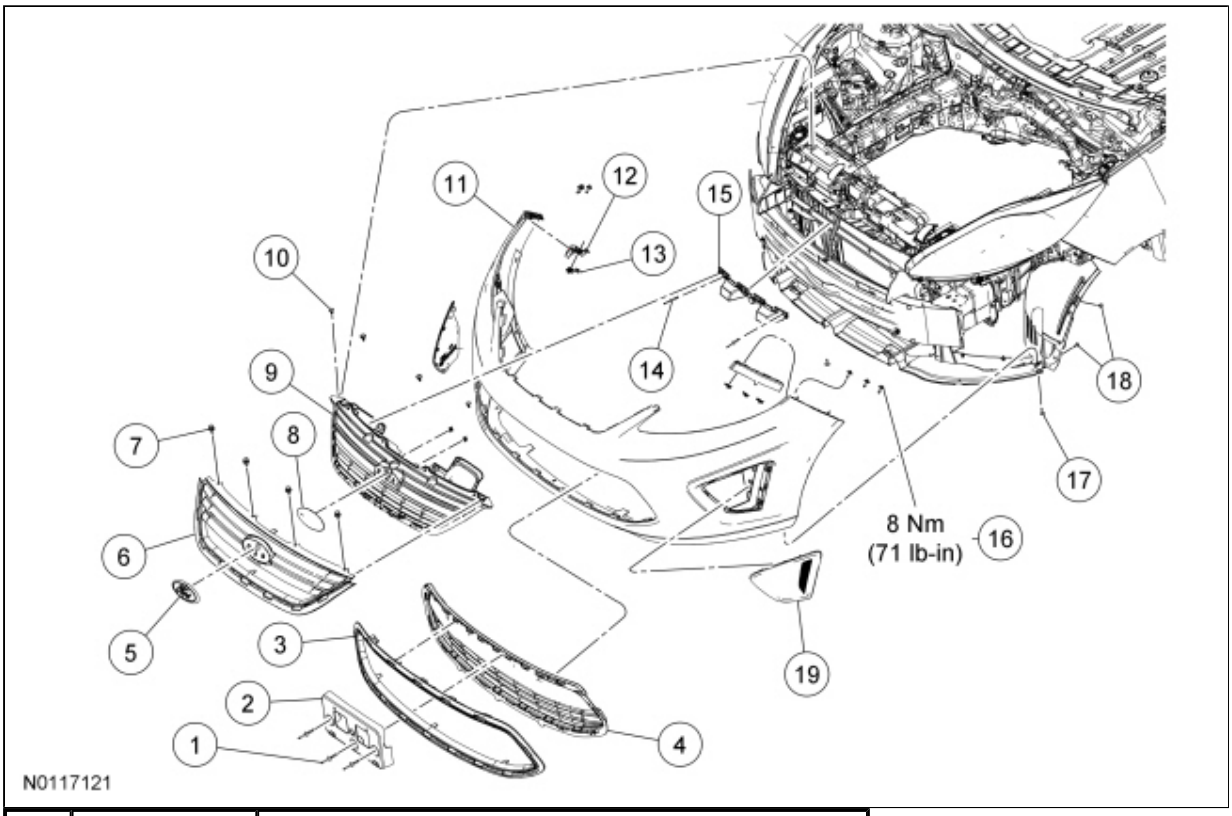


7. To install, reverse the removal procedure.

Torque Specifications

Description	Nm	lb-ft	lb-in
Front bumper bolts	25	18	—
Front bumper cover bolts	8	—	71
Rear bumper nuts	25	18	—

Bumper — Exploded View, Front



Item	Part Number	Description
1	W705297	License plate bracket rivet (3 required)
2	17A385	License plate bracket
3	8200	Lower radiator grille outer frame
4	8200	Lower radiator grille
5	8213	Emblem
6	8200	Upper radiator grille
7	N807389	Upper radiator grille pin-type retainer (4 required)
8	8213	Emblem base (5-door hatchback only)
9	8A284	Upper radiator grille reinforcement
10	W714040	Upper radiator grille reinforcement pin-type retainer (4 required)
11	17D957	Front bumper cover
12	17E856/ 17E857	Front bumper cover bracket (RH/LH)
13	W520822	Front bumper cover bracket nut (6 required)
14	W706737	Upper radiator grille lower reinforcemnet bracket rivet
15	8A284	Upper radiator grille lower reinforcement bracket
16	W503924	Front bumper cover screw (6 required)
17	W710763	Radiator lower air deflector retainer (3 required)
18	W701054	Front fender splash shield retainers (4 required)
19	17E810/	Supplemental parking lamps cover (RH/LH)

	17E811	

1. For additional information, refer to the procedures in this section.

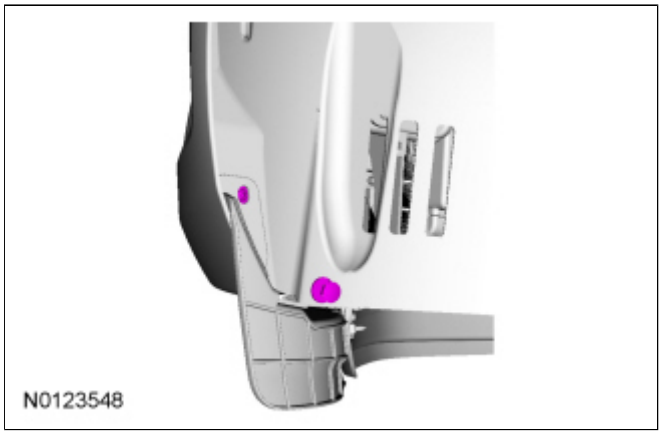
Bumper Cover — Front

Removal and Installation

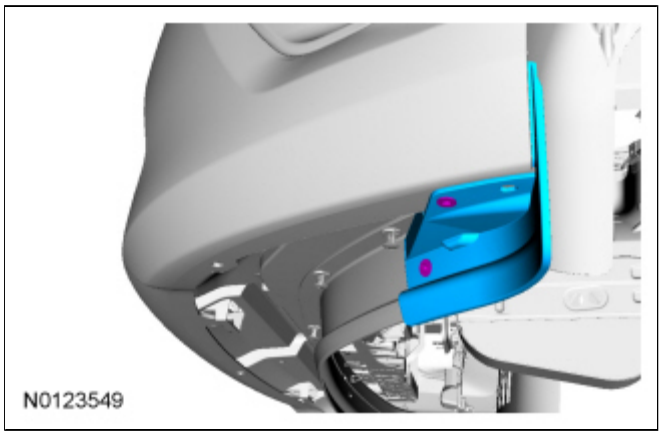
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Remove the front wheels and tires. For additional information, refer to Section 204-04 .

3. If equipped, remove the 2 front stone deflector extension retainers on both sides from inside the front wheel wells.

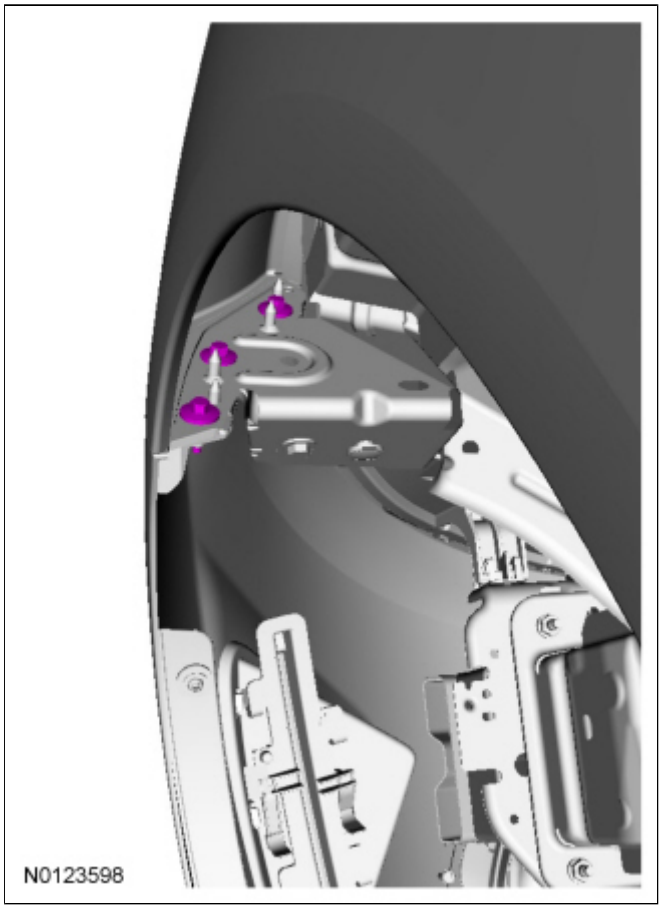


4. If equipped, remove the 2 bolts and both of the front stone deflector extension.



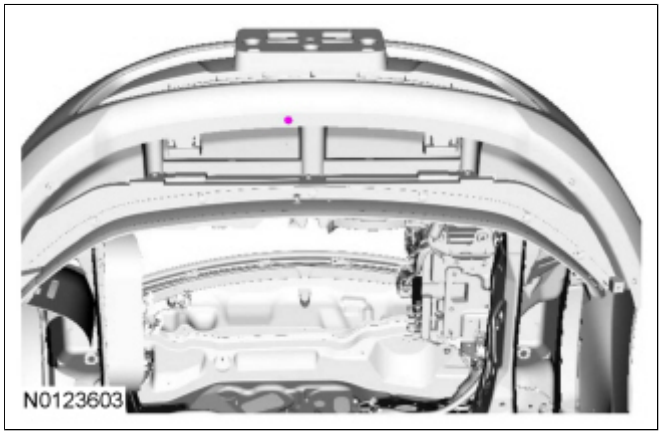
5. Remove both front fender splash shields. For additional information, refer to Section 501-02 .

6. Disconnect the front bumper cover from the bumper cover brackets.
    1. Remove the 3 front bumper cover-to-front bumper cover bracket bolts on both sides.
        - To install, tighten to 8 Nm (71 lb-in).
    2. Gently pull down on the front bumper cover to disconnect it from the bumper cover brackets on both sides.

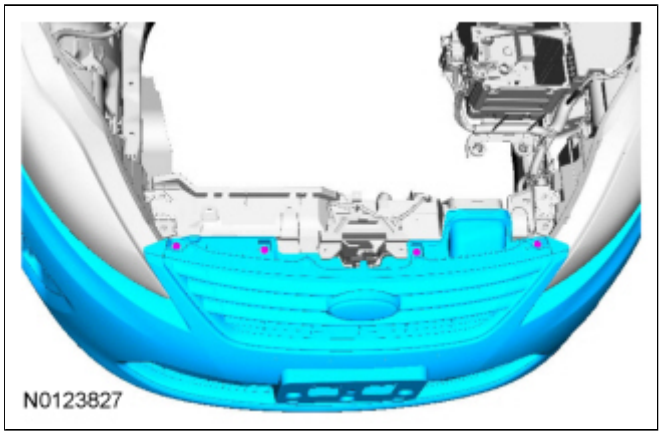


7. If equipped, disconnect the auxiliary parking lamp electrical connectors.

8. Remove the front bumper cover bolt on the underside of vehicle.

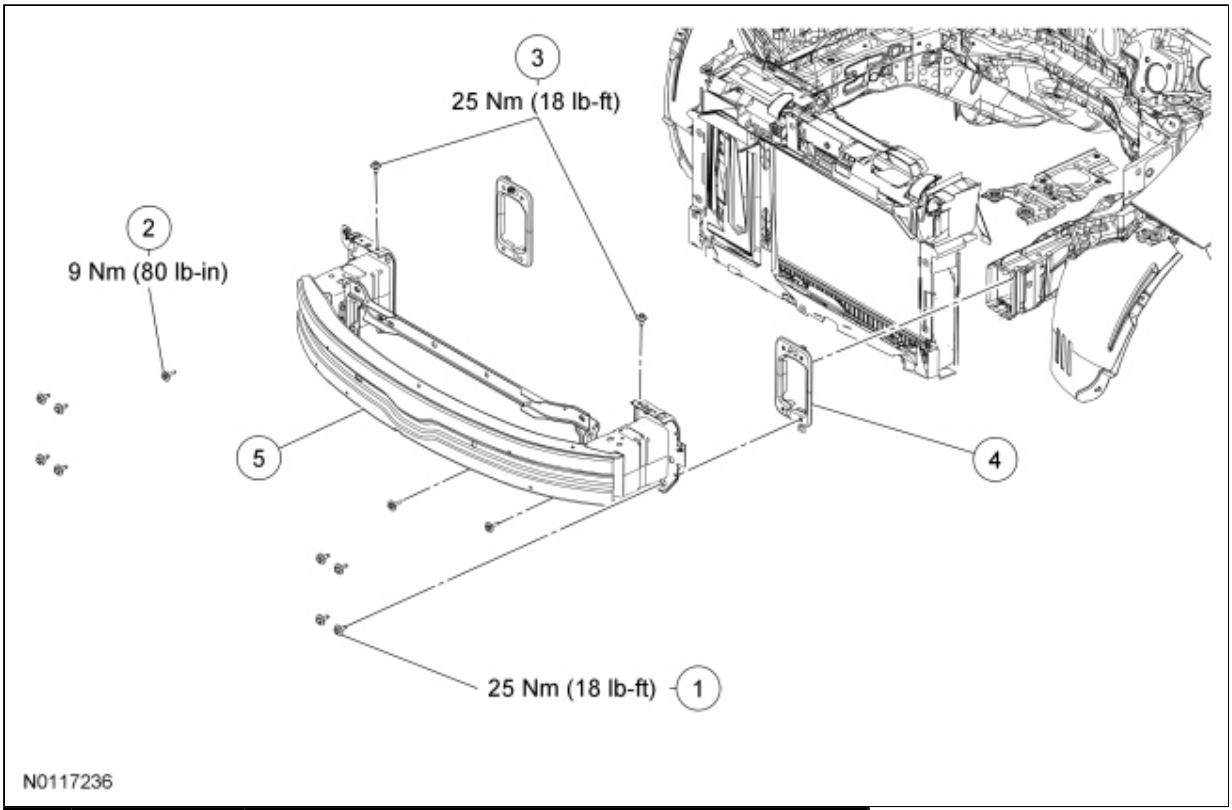


9. Remove the 4 upper radiator grille reinforcement-to-radiator support pin-type retainers and remove the front bumper cover assembly.



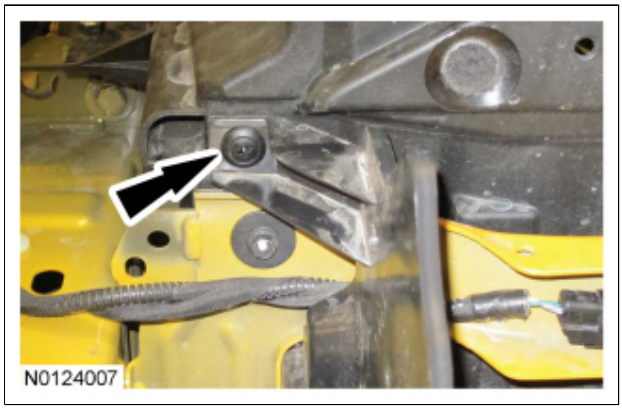
10. To install, reverse the removal procedure.
    - Transfer all necessary components.

Bumper — Front

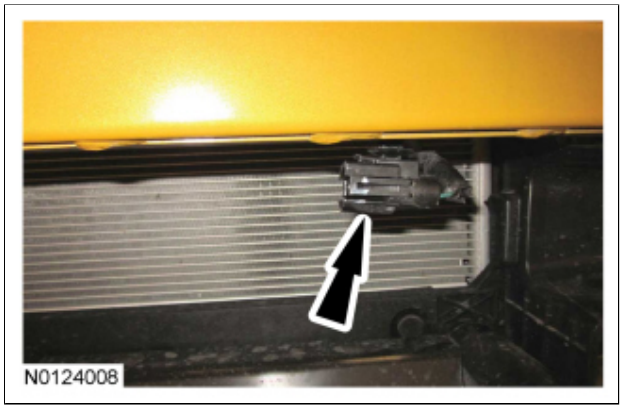


Item	Part Number	Description
1	W709933	Front bumper bolt (8 required)
2	W701121	Front bumper-to-radiator grille opening panel reinforcement bolt (4 required)
3	W713533	Radiator grille opening panel reinforcement-to-front bumper bolts (2 required)
4	17B749/ 17B750	Front bumper mounting bracket (RH/LH)
5	17757	Front bumper

1. Remove the front severity sensors. For additional information, refer to Section 501-20B .
2. Disconnect the front severity sensors wiring harness retainers from the front bumper.
3. Remove the both headlamp assemblies.
    1. Remove the 3 headlamp assembly bolts.
        - To install, tighten to 5 Nm (44 lb-in).
    2. Disconnect and remove both headlamp assemblies.
4. Disconnect the horn electrical connector.
5. Disconnect the wiring harnesses attached to the front bumper.
    - 3 on the RH side.
    - 4 on the LH side.
6. If equipped, remove the 2 radiator side air deflector upper retainers.



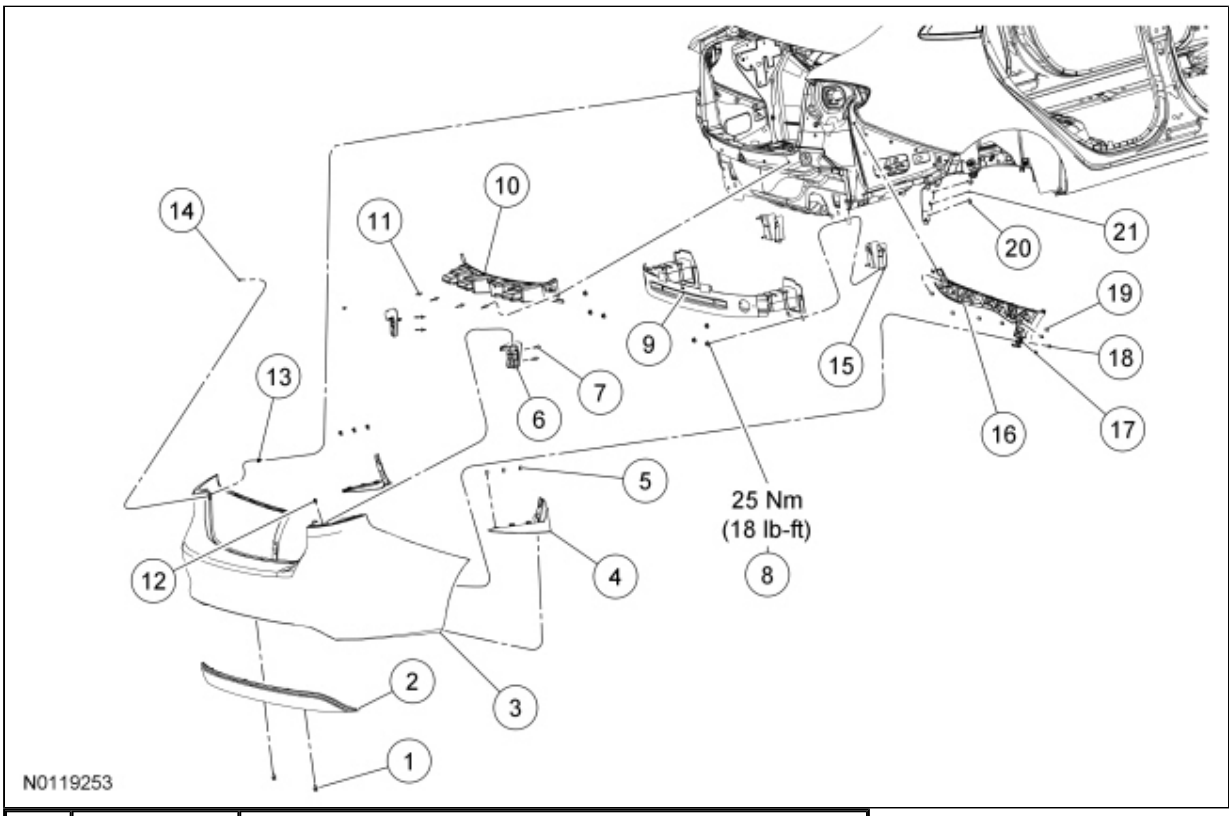
7. If equipped, remove the 2 retainers and the both lower air deflectors.
8. Disconnect and remove the ambient temperature sensor from the bottom of the front bumper.



9. Support the underside of the radiator support housing prior to removing the front bumper bolts.
10. Remove the 2 radiator grille opening panel reinforcement-to-front bumper bolts.
    - To install, tighten to 25 Nm (18 lb-ft).
11. Remove the 4 front bumper-to-radiator grille opening panel reinforcement bolts.
    - To install, tighten to 9 Nm (80 lb-in).
12. Remove the radiator grille opening panel reinforcement support-front bumper bolt.
    - To install, tighten to 9 Nm (80 lb-in).
13. With the help of an assistant, remove the 8 front bumper bolts and remove the front bumper.
    - To install, tighten to 25 Nm (18 lb-ft).
14. To install, reverse the removal procedure.

Bumper — Exploded View, Rear

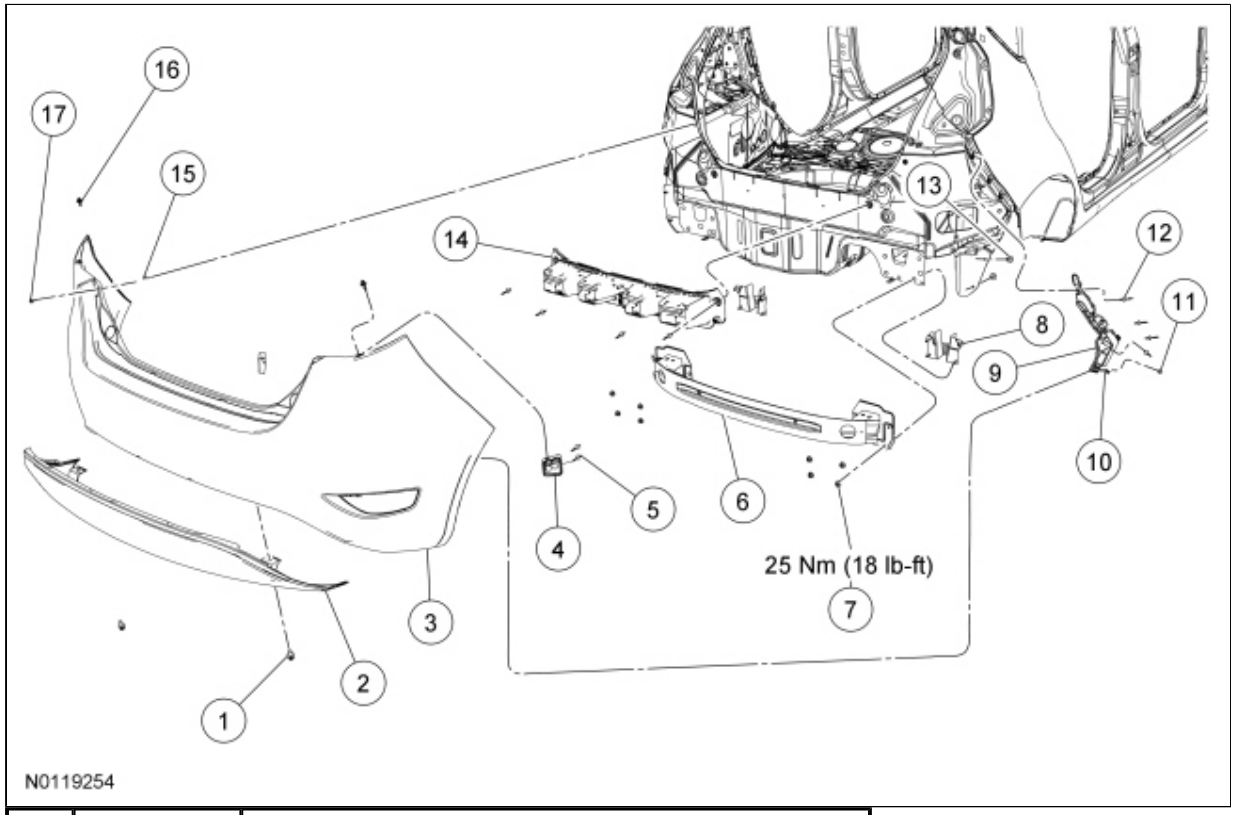
4-Door Sedan



Item	Part Number	Description
1	W711035	Rear stone deflector pin-type retainer (2 required)
2	17808	Rear stone deflector
3	17K835	Rear bumper cover
4	16A550	Rear mudflap (RH/LH)
5	W710754	Rear mudflap clip (6 required)
6	17D942/ 17D943	Rear bumper cover mounting bracket (RH/LH)
7	W709095	Rear bumper cover mounting bracket rivet (4 required)
8	W706817	Rear bumper nut (6 required)
9	17906	Rear bumper
10	17D995	Rear bumper cover center reinforcement
11	W709095	Rear bumper cover center reinforcement rivet (4 required)
12	16K262	Rear bumper cover-to-rear bumper cover mounting bracket pin-type retainer (2 required)
13	W707977	Rear bumper cover retainer nut (2 required)
14	W713090	Rear bumper cover screw (2 required)
15	17A750	Rear bumper mounting bracket (RH/LH)
16	17D942/ 17D943	Rear bumper cover reinforcement (RH/LH)

17	W708590	Rear bumper cover reinforcement retainer nut (2 required)
18	W700092	Rear bumper cover-to-rear bumper cover reinforcement retainer (2 required)
19	W709095	Rear bumper cover reinforcement rivet (12 required)
20	W701054	Rear wheel splash shield pin-type retainer (2 required)
21	W707433	Rear mudflap retainer (2 required)

5-Door Hatchback



Item	Part Number	Description
1	W711035	Rear stone deflector pin-type retainer (2 required)
2	17808	Rear stone deflector
3	17K835	Rear bumper cover
4	17D942/ 17D943	Rear bumper cover mounting bracket (RH/LH)
5	W709095	Rear bumper cover mounting bracket rivet (4 required)
6	17906	Rear bumper
7	W706817	Rear bumper nut (8 required)
8	17A750	Rear bumper mounting bracket (RH/LH)
9	17D942/ 17D943	Rear bumper cover reinforcement (RH/LH)
10	W708590	Rear bumper cover reinforcement retainer nut (2 required)
11	W700092	Rear bumper cover-to-rear bumper cover reinforcement retainer (2 required)
12	W709095	Rear bumper cover reinforcement rivet (8 required)

13	W701054	Rear wheel splash shield pin-type retainer (4 required)
14	17D995	Rear bumper cover center reinforcement
15	W707977	Rear bumper cover retainer nut (2 required)
16	16K262	Rear bumper cover-to-rear bumper cover mounting bracket pin-type retainer (2 required)
17	W713090	Rear bumper cover screw (2 required)

1. For additional information, refer to the procedures in this section.

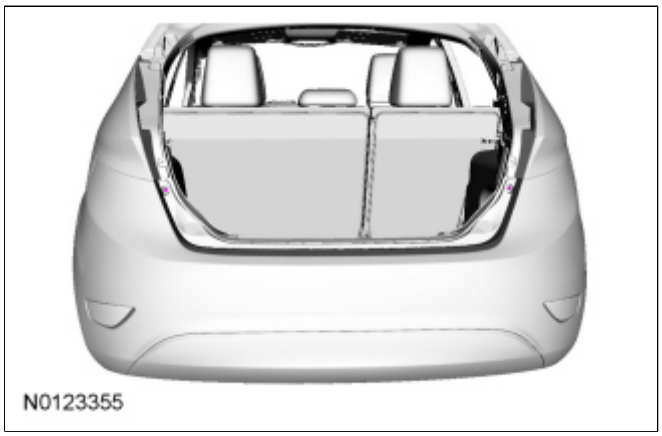
Bumper Cover — Rear

Removal and Installation

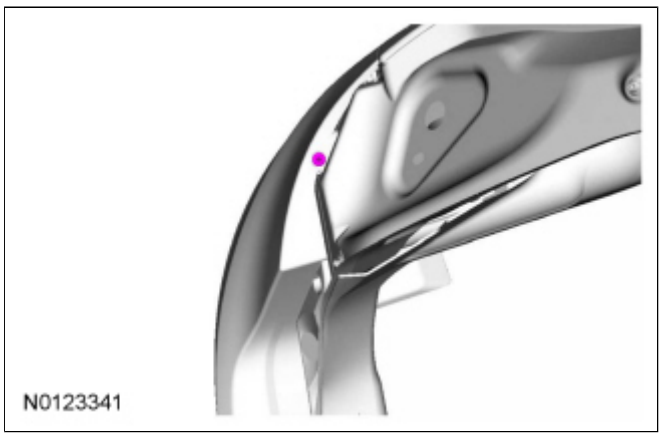
4-Door Sedan and 5-Door Hatchback

NOTE: Illustrations are from a 5-door hatchback, 4-door sedan similar.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the 2 rear bumper screws.



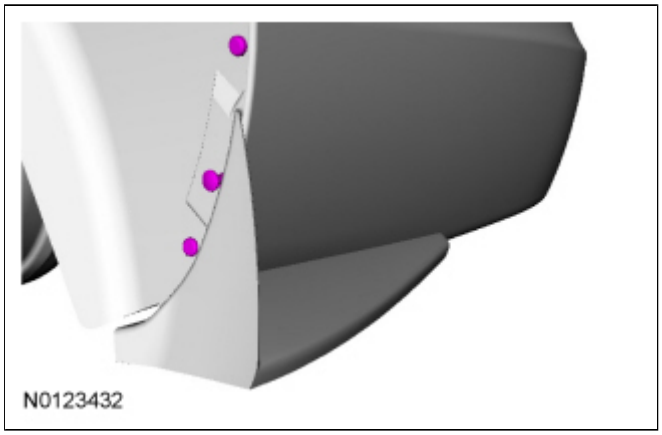
3. Remove the rear lamp assembly. For additional information, refer to Section 417-01 .
4. Remove the rear bumper cover-to-rear bumper cover mounting bracket pin-type retainer.



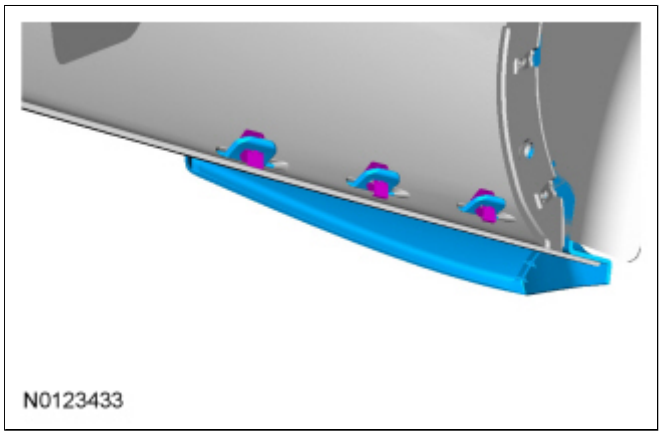
5. Remove both rear wheels and tires. For additional information, refer to Section 204-04 .

4-Door Sedan

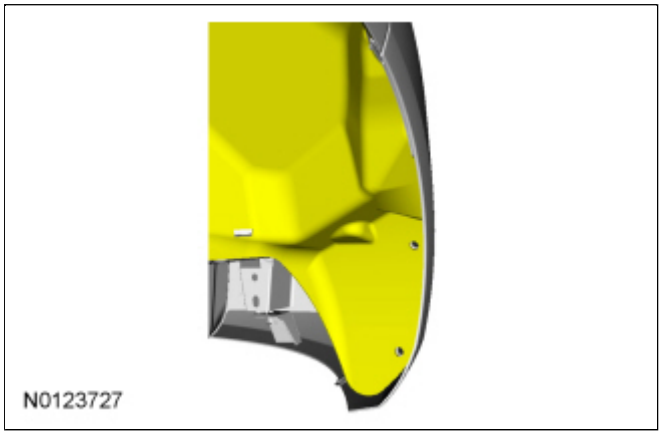
6. If equipped, remove the 3 rear mudflap retainers.



7. If equipped, disconnect the 3 clips and remove the rear mudflaps.

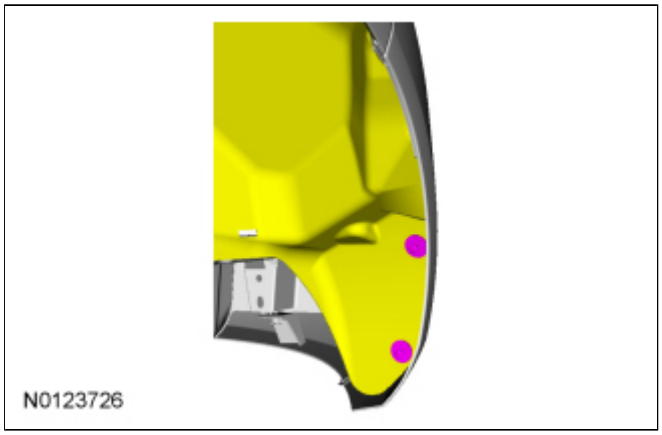


8. Position both rear wheel splash shields aside.



5-Door Hatchback

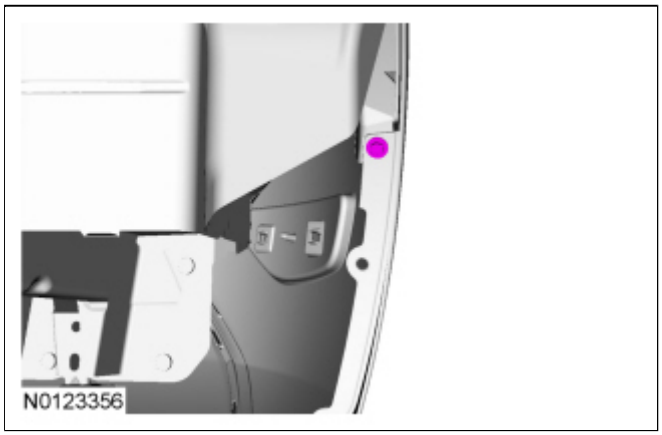
9. Remove the 2 pin-type retainers and position both rear wheel splash shields.



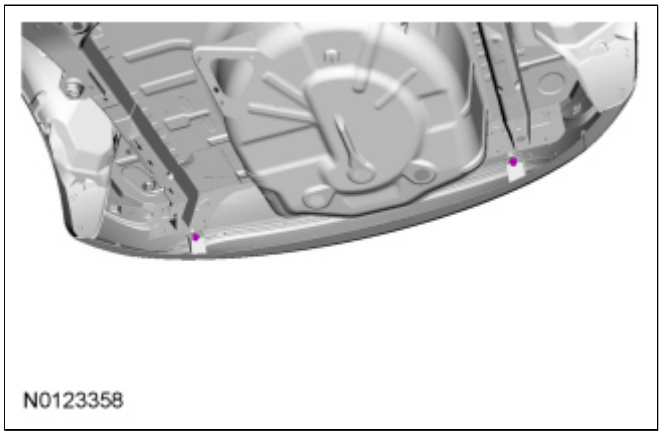
4-Door Sedan and 5-Door Hatchback

NOTE: 5-door hatchback shown, 4-door sedan similar.

10. Remove the rear bumper cover-to-bumper cover bracket bolt.

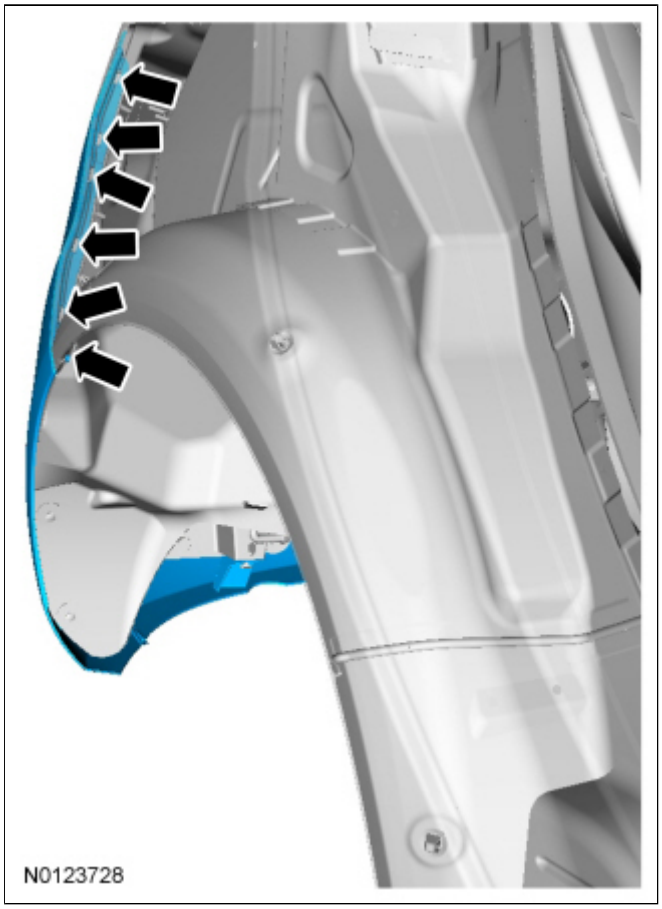


11. Remove the 2 rear stone deflector-to-rear bumper bracket pin-type retainers.



12. **NOTE:** The rear bumper cover is attached to the rear bumper cover brackets by 6 clips on each side.

    Release the 6 clips on each side and remove the rear bumper cover.



13. Inspect the rear bumper cover mounting brackets for damage at the attaching points. If necessary, install new bumper cover mounting reinforcements before installation.

14. To install, reverse the removal procedure.
    - Transfer parts as necessary.

Bumper — Rear

Removal and Installation

1. Remove the rear bumper cover. For additional information, refer to Bumper Cover — Rear in this section.

2. Remove the rear bumper nuts.
   - 4-door sedan has 6 nuts (3 each side).
   - 5-door hatchback has 8 nuts (4 each side).
   - To install, tighten to 25 Nm (18 lb-ft).

3. Remove the rear bumper.

4. To install, reverse the removal procedure.

Torque Specifications

Description	Nm	lb-ft	lb-in
Front Safety Belts			
D-ring bolt	40	30	—
Safety belt anchor bolt	40	30	—
Safety belt buckle bolt	48	35	—
Safety belt retractor and pretensioner large bolt	40	30	—
Safety belt retractor and pretensioner small bolt	14	—	124
Safety belt retractor bolt	40	30	—
Safety belt shoulder height adjuster bolt	40	30	—
Rear Safety Belts			
Child safety seat tether anchor bolt	28	21	—
D-ring bolt	40	30	—
Hinge pin bolt	38	28	—
Safety belt anchor bolt (with and without safety belt buckle)	48	35	—
Safety belt buckle bolt	48	35	—
Safety belt retractor bolt, rear, center, 4-door sedan	40	30	—
Safety belt retractor bolt, rear, center, 5-door hatchback	48	35	—
Safety belt retractor bolt, rear, outboard	40	30	—

Safety Belt System

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

Use only the replacement parts specified in the Ford Catalog Advantage™ or equivalent when installing new safety belt buckles and/or retractor assemblies.

Active Restraint System Components

The active restraint system consists of the following serviceable items:

- Front safety belt shoulder height adjusters
- Front safety belt buckles attached to the inboard side of the seats
- Front safety belt retractors and pretensioners (pretensioner feature available only on vehicles equipped with Supplemental Restraint System (SRS)) located behind the lower B-pillar trim panels
- Rear center safety belt retractor attached to the parcel shelf sheet metal (4-door sedan) or LR seat frame (5-door hatchback) and LH safety belt buckle assembly attached to the floor pan under the rear seat cushion
- Rear safety belt retractors (outboard) attached to the parcel shelf sheet metal (4-door sedan) or C-pillars (5-door hatchback)
- Rear dual safety belt buckle assembly (RH and center safety belt buckles) attached to the floor pan
- Child safety seat tether anchors located on the parcel shelf (4-door sedan) or on the back of the second row seat back rest (5-door hatchback), at all 3 seating positions
- Lower Anchors and Tethers for CHildren (LATCH) attached to the floor pan

Safety Belt Retractors

The safety belt retractors consist of the following components:

- Safety belt retractor pretensioner (front only), on vehicles equipped with SRS
- Adaptive load limiting (front passenger only), on vehicles equipped with SRS
- Dual locking mode
  - Emergency Locking Retractor (ELR)
  - Automatic Locking Retractor (ALR) (all except driver seat)
- Belt Tension Sensor (BTS) (front passenger only), on vehicles equipped with SRS

Automatic Locking Retractor (ALR)

The ALR mode is used when locking a child seat in any passenger seating position. The ALR mode automatically activates when the safety belt webbing is fully extracted from the retractor and then allowed to retract. As the safety belt webbing retracts back onto the spool, an audible clicking sound is made indicating the safety belt retractor is in ALR mode and the safety belt webbing will not pull back out of the safety belt retractor. The ALR mode disengages when the webbing is allowed to fully retract back into the retractor. For testing, refer to the appropriate Functional Test procedure in Safety Belt System in this section.

Safety Belt Retractor Pretensioner

The safety belt retractor pretensioner is a pyrotechnic device that removes excess webbing from the safety belt system when deployed by the SRS. When the pretensioner deploys, the retractor spools in the safety belt webbing, removing excess webbing from the lap and shoulder safety belts.

If the vehicle is involved in a crash resulting in pretensioner deployment, install a new safety belt retractor pretensioner. For safety belt retractor pretensioner diagnosis and disposal information, refer to Section 501-20B.

If the ignition is ON with the safety belt retractor pretensioner electrical connector(s) disconnected, a DTC sets.

The pretensioner feature is only available on the front safety belt retractors of SRS-equipped vehicles.

Adaptive Load Limiting

Adaptive load limiting safety belt retractors are pyrotechnic devices integrated with the front passenger safety belt retractor assembly. The adaptive load limiting safety belt retractor works in conjunction with the safety belt pretensioner to control the tension of the front passenger safety belt. The Restraints Control Module (RCM) monitors the readiness of the adaptive load limiting safety belt retractor. The RCM uses this information and all other information provided by the restraints system to determine what action is to be taken.

The adaptive load limiting pyrotechnic device feature is only available on the front passenger safety belt retractors of SRS-equipped vehicles.

Emergency Locking Retractor (ELR)

The ELR is a vehicle-sensitive feature designed to activate and lock the safety belt webbing during hard braking, cornering hard or in an impact of approximately 24 km/h (15 mph). The ELR feature helps reduce the forward movement of the driver and passengers. For testing, refer to the appropriate Functional Test procedure in Safety Belt System in this section.

Belt Tension Sensor (BTS)

The BTS is located at the front passenger safety belt retractor anchor point and operates as part of the Occupant Classification System (OCS) system on the front passenger seat. To diagnose the BTS, refer

to Section 501-20B .

Safety Belt Buckles

Front Safety Belt Buckles

The front seat safety belt buckles are attached to the front seat tracks.

On vehicles equipped with an SRS , the front safety belt buckles have a switch indicating buckle status to the RCM . To diagnose the buckle switch, refer to Section 501-20B .

Rear Safety Belt Buckles

The rear seat safety belt buckles are attached to the floor pan under the rear seat cushion. The LH safety belt buckle is part of the rear center safety belt retractor and is serviced as an assembly. The rear dual safety belt buckle assembly (RH and center buckle) is also serviced as an assembly.

Child Safety Seat Restraints

The child safety seat restraints include the following items:

- Serviceable child safety seat tether anchor located at the rear seating positions, bolted to the parcel shelf sheet metal on 4-door sedans. On 5-door hatchbacks, the child safety seat tether anchors are part of the second row seat back and are not serviced separately from the seat back.
- Non-serviceable Lower Anchors and Tethers for CHildren (LATCH), welded to the floor pan.

If a child safety seat was in use during a collision, inspect the vehicle structure at the child safety seat component mounting areas, repair any damage and restore the vehicle to the original production configuration.

Safety Belt System

Principles of Operation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

Safety Belt Warning System

The safety belt warning system is present only on vehicles equipped with a Supplemental Restraint System (SRS). The conditions of operation for the safety belt warning indicator and chime are as follows:

- If the driver safety belt is not buckled when the ignition is ON, the safety belt warning indicator illuminates for 1 to 2 minutes and the warning chime sounds for 4 to 8 seconds.
- If the driver safety belt is buckled while the warning indicator is illuminated and the chime is sounding, the warning indicator and warning chime turn OFF.
- If the driver safety belt is buckled before the ignition is turned ON, the warning indicator and chime remain off.

Belt-Minder®

The Belt-Minder® feature is present only on vehicles equipped with an SRS and is a supplemental warning to the safety belt warning function. This feature provides additional reminders that the driver and/or front passenger safety belt is unbuckled by intermittently sounding a chime and illuminating the safety belt warning indicator in the Instrument Panel Cluster (IPC).

Either the driver or front passenger safety belt systems may activate the Belt-Minder®. If the Belt-Minder® warnings have expired (warnings last for approximately 5 minutes) for one occupant (driver or front passenger), the other occupant can still activate the Belt-Minder® feature.

The passenger Belt-Minder® feature is activated only when the Occupant Classification System (OCS) system detects a passenger in the right front seat and the passenger weight exceeds a programmed limit. For information on the OCS system, refer to Section 501-20B .

To activate or deactivate the Belt-Minder® feature, refer to Section 413-01 .

If...	Then...
the driver or front passenger safety belt is not buckled when the vehicle has reached at least 5 km/h (3 mph) and 1 to 2 minutes have elapsed since the ignition has been turned ON...	the Belt-Minder® feature is activated, safety belt warning indicator illuminates and warning chime sounds for 6 seconds every 30 seconds, repeating for approximately 5 minutes or until the safety belt(s) is buckled.
the driver or front passenger safety belt becomes unbuckled for approximately 1 minute while the vehicle is traveling at least 5 km/h (3 mph) and more than 1 to 2 minutes have elapsed since the ignition has been turned ON...	the Belt-Minder® feature is activated, the safety belt warning indicator illuminates and warning chime sounds for 6 seconds every 30 seconds, repeating for approximately 5 minutes or until the safety belt(s) is buckled.
the driver and/or passenger safety belt is buckled before the ignition is turned ON or less than 1 to 2 minutes have elapsed since the ignition has been turned ON...	the Belt-Minder® feature will not activate.

Inspection and Verification

1. Verify the customer concern by operating the active restraint system to duplicate the condition.

2. Inspect to determine if any of the following mechanical or electrical concerns apply:

Visual Inspection Chart

Mechanical	Electrical
• Safety belt webbing integrity (torn, frayed, cut or stretched) • Safety belt buckle and tongue • Safety belt retractor	• Wiring, terminals or connectors • Safety belt warning indicator burned out or broken • High Speed Controller Area Network (HS-CAN) concern

3. If the inspection reveals an obvious concern(s) that can be readily identified, service as required. With the exception of removing a twist from the safety belt webbing, do not attempt to repair a component of the safety belt system; new components must be installed.

4. If the concern remains after the inspection, determine the symptom. GO to Symptom Chart .

5. To check the active restraint system for correct operation, carry out the appropriate Functional Test procedure(s). Refer to Component Test in this section.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The safety belt warning indicator does not operate	• Burned-out indicator • Wiring, terminals or connectors • Instrument Panel Cluster (IPC) • Restraints Control Module (RCM)	• If the air bag warning indicator is illuminated, REFER to Section 501-20B . If the air bag warning indicator is not illuminated, REFER to Section 413-01 .
• The safety belt warning chime does not operate	• Wiring, terminals or connectors • Safety belt buckle switch • IPC • RCM	• If the air bag warning indicator is illuminated, REFER to Section 501-20B . If the air bag warning indicator is not illuminated, REFER to Section 413-01 .
• The safety belt retractor webbing does not extract or exhibits excessive pressure on the occupant during use	• Safety belt retractor is in Automatic Locking Retractor (ALR) mode • Safety belt retractor binding internally	• CARRY OUT the Functional Test — Safety Belt Retractor and Functional Test — Safety Belt Retractor, ALR Mode. REFER to Component Test in this section. INSTALL new components as directed.
• The safety belt retractor webbing does not retract or has excessive slack during use	• Twisted or incorrectly routed safety belt webbing • Safety belt retractor binding internally • Safety belt retractor	• CORRECT the twisted safety belt webbing. REFER to Safety Belt Tongue Rotated on Belt or Safety Belt Twisted at the Safety Belt Guide in this section. CARRY OUT the appropriate Functional Test procedure. REFER to Component Test in this section. • INSTALL a new safety belt retractor. REFER to Safety Belt Retractor — Front , Safety Belt Retractor — Rear, Center, 4-Door Sedan , Safety Belt Retractor — Rear, Center, 5-Door Hatchback , Safety Belt Retractor — Rear, Outboard, 4-Door Sedan , or Safety Belt Retractor — Rear, Outboard, 5-Door Hatchback in this section.
• The Belt-Minder® feature is inoperative	• Belt-Minder® feature is deactivated • Wiring, terminals or connectors	• REFER to Section 413-01 or the Seating and Safety Restraints section of the Owner's Literature to activate the Belt-Minder® feature. If the Belt-Minder® is activated, REFER to Section 413-01 to diagnose.

• The safety belt tongue is rotated on the safety belt webbing	• Twisted or incorrectly routed safety belt webbing	• REFER to Safety Belt Tongue Rotated on Belt in this section.
• The safety belt webbing is twisted at the safety belt guide	• Twisted or incorrectly routed safety belt webbing	• REFER to Safety Belt Twisted at the Safety Belt Guide in this section.
• The safety belt webbing is dirty or soiled	• Dirty or soiled safety belt webbing	• REFER to Safety Belt Cleaning in this section.

Component Test

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

Carry out the appropriate Functional Test(s) as determined in Inspection and Verification.

Functional Test — Safety Belt Buckle and Tongue

The safety belt buckle and tongue assembly must operate freely during the latching and unlatching function. Fasten the safety belt by inserting the tongue (male portion) into the buckle (female portion).

1. Verify the following during the latching sequence:
   - Tongue insertion is not hindered by excessive effort.
   - A click is heard when the safety belt buckle latches the tongue.
2. Verify the system integrity by forcefully pulling on the safety belt webbing.
3. Unlatch the safety belt by fully pressing the safety belt buckle release button and allowing the safety belt to release and retract.

4. Verify the following during the unlatching process:
    - Pressing the push-button does not require excessive effort.
    - The tongue can be removed easily from the buckle.

5. Repeat the above steps 3 times.

6. If the functional test reveals a concern(s), install a new safety belt buckle or safety belt retractor as required.

Functional Test — Safety Belt Retractor

The safety belt retractor must be freely operational for extraction and retraction of the safety belt webbing between full extension and in-vehicle stowed positions.

1. Extract and retract the safety belt between the full extension and stowed positions.

2. Verify the safety belt retractor operates without excessive effort or binding.

3. Install a new safety belt retractor if any concern is found or the complaint has been verified.

Functional Test — Safety Belt Retractor, Automatic Locking Retractor (ALR) Mode

1. Position the seat backrest fully upright (if adjustable).

2. Position the safety belt shoulder height adjuster (if equipped) in the full down position.

3. Fasten the safety belt.

4. Pull out the safety belt webbing until the Automatic Locking Retractor (ALR) feature is activated.

5. Allow the safety belt webbing to retract until it stops.

6. Pull on the safety belt webbing to check that the safety belt retractor has remained in the ALR mode. If the safety belt retractor is not locked, install a new safety belt retractor.

7. Unfasten the safety belt and allow the safety belt webbing to retract to its stowed position.

8. Pull out and retract the safety belt webbing to verify the safety belt retractor has converted automatically out of ALR mode. If the safety belt retractor remains locked in the ALR mode, install a new safety belt retractor.

Functional Test — Safety Belt Retractor, Road Test Inspection

WARNING: The driver and passenger must be prepared to brace themselves in the event the safety belt retractor does not lock. Failure to follow this instruction may result in serious personal injury.

NOTE: Make sure there is no excessive slack in the safety belt webbing across the torso during testing.

NOTE: Do not jerk on the safety belt webbing when carrying out this test.

1. Test the safety belts in the following sequence:
    1. Fasten the safety belts and proceed to a safe area.
    2. Reach a speed of 24 km/h (15 mph).
    3. **WARNING: Apply maximum brake force only on dry concrete or equivalent hard surface, NEVER on wet pavement or gravel. Failure to follow this instruction may result in serious personal injury.**

       Grasp the shoulder harness, lean forward and apply the brakes, making a maximum braking application without a skid.
    4. The safety belts should lock up with minimum webbing extension.
    5. If there is a lockup of all safety belt retractors being tested, the safety belt retractors are functioning correctly. If any safety belt retractor fails to lock up, install a new safety belt retractor(s).

Safety Belt Cleaning

1. **WARNING: Do not bleach or re-dye the safety belt webbing, as the webbing may weaken. Failure to follow this instruction may increase the risk of serious personal injury or death in a crash.**

   Clean the safety belt webbing only with a mild soap solution recommended for cleaning upholstery or carpets. Follow the instructions provided with the soap.

Safety Belt Maintenance

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. The safety belt assemblies should be periodically inspected to make sure that they have not become damaged and that they remain in correct operating condition, particularly if they have been subjected to severe stress.

2. Before installing the new safety belt assembly; the safety belt retaining areas must be inspected for damage and distortion. If the retaining points are damaged and distorted, the sheet metal must be reworked back to its original shape and structural integrity.

3. Install the new safety belt(s) using the appropriate instructions. Carry out the Functional Test Procedures. For additional information, refer to Safety Belt System in this section.

Safety Belt Procedure After a Collision

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

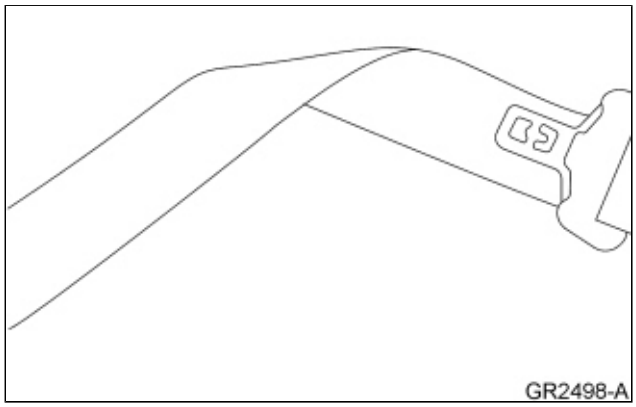
After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Before installing a new safety belt assembly, the safety belt attaching areas must be inspected for damage and distortion. If the attaching points are damaged and distorted, the sheet metal must be worked back to its original shape and structural integrity.

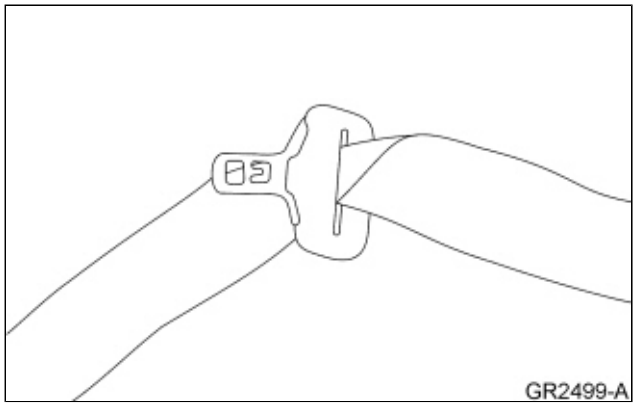
2. Install the new safety belt(s). For additional information, refer to the procedure in this section. Carry out the Functional Test. For additional information, refer to the appropriate Functional Test procedure in Safety Belt System in this section.

Safety Belt Tongue Rotated on Belt

1. Fold the safety belt as indicated.



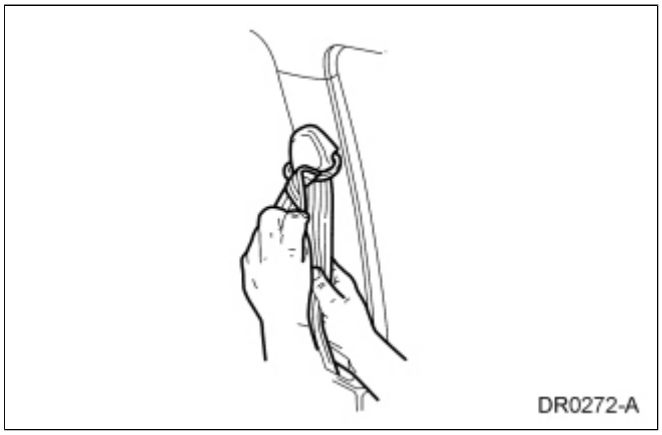
2. Pull the safety belt tongue over the fold in the safety belt.



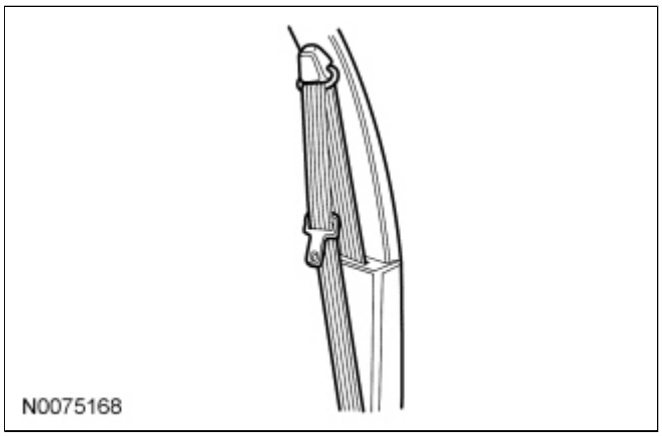
Safety Belt Twisted at the Safety Belt Guide

NOTE: These procedures apply to both wire-formed and stamped D-ring designs.

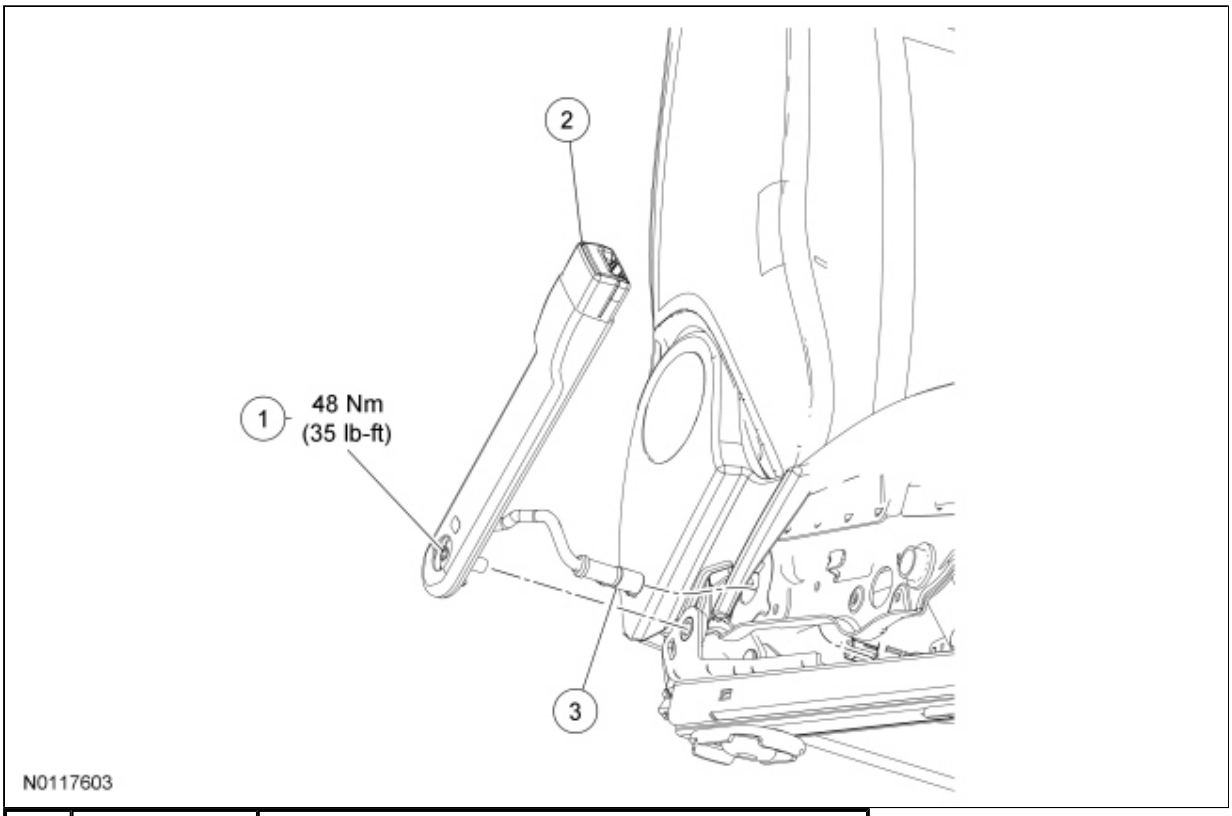
1. Grasp the safety belt webbing at the D-ring and fold the twisted portion of the belt webbing over itself.



2. Feed the folded portion of the safety belt webbing through the safety belt guide (D-ring) to remove the twist from the belt webbing.



Safety Belt Buckle — Front



Item	Part Number	Description
1	—	Safety belt buckle bolt (part of 61202 RH/ 61203 LH)
2	61202 RH/ 61203 LH	Safety belt buckle assembly
3	—	Safety belt buckle switch electrical connector (part of 61202 RH/ 61203 LH) (if equipped)

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Remove the front seat. For additional information, refer to Section 501-10 .

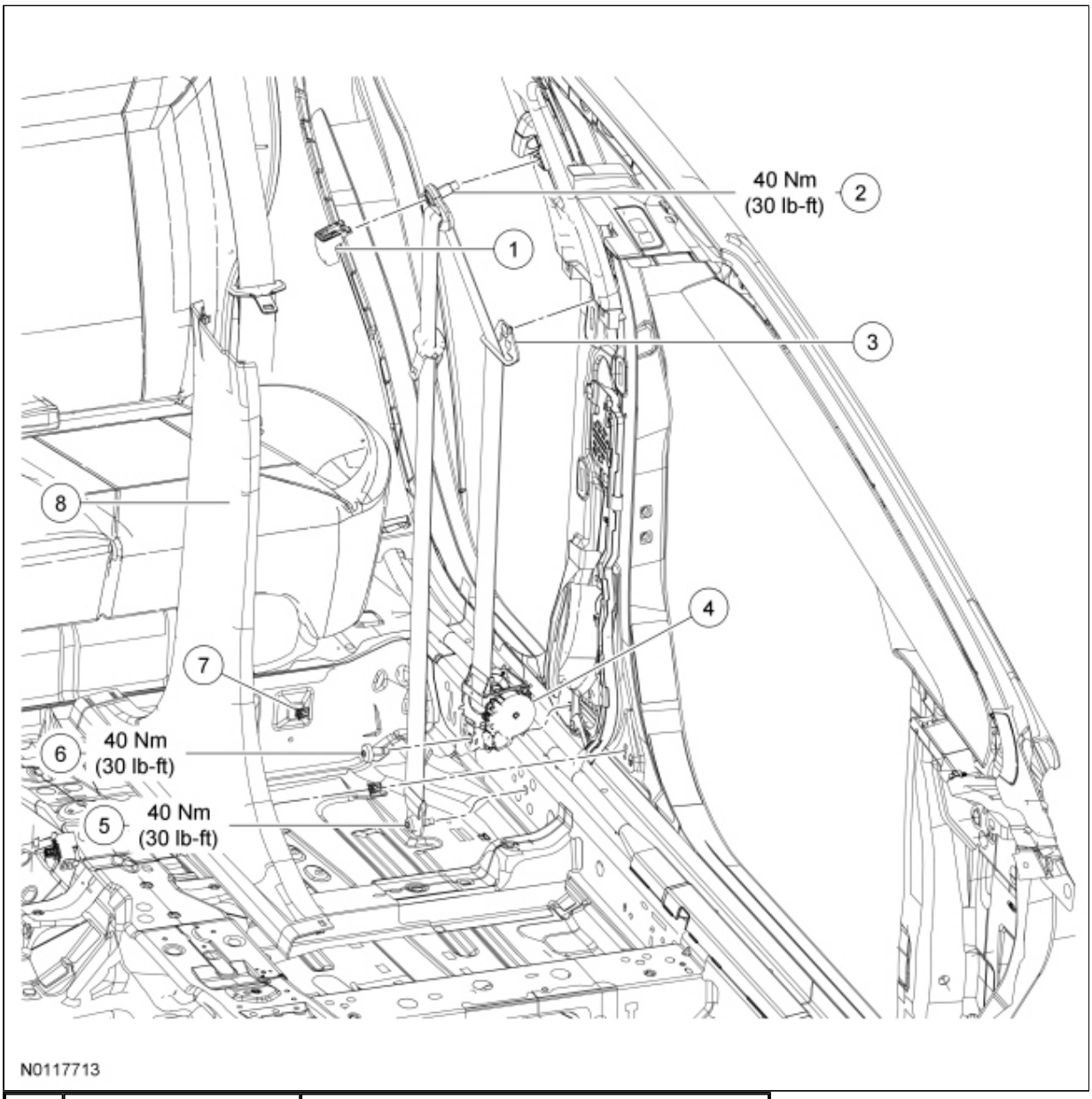
2. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   Complete the removal by referring to the exploded view.

3. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Retractor — Front

NOTE: LH shown, RH similar.



Item	Part Number	Description
1	60262	D-ring cover
2	—	Safety belt D-ring bolt (part of 611B08 (RH) / 611B09 (LH))
3	—	Safety belt guide (part of 611B08 (RH) / 611B09 (LH))
4	611B08 (RH) / 611B09 (LH)	Safety belt retractor
5	—	Safety belt anchor bolt (part of 611B08 (RH) / 611B09 (LH))
6	W712015	Safety belt retractor bolt

7	63918	B-pillar lower trim panel retaining clip (2 required)
8	24346 (RH) / 24347 (LH)	B-pillar lower trim panel

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Remove the lower B-pillar trim panel. For additional information, refer to Section 501-05 .

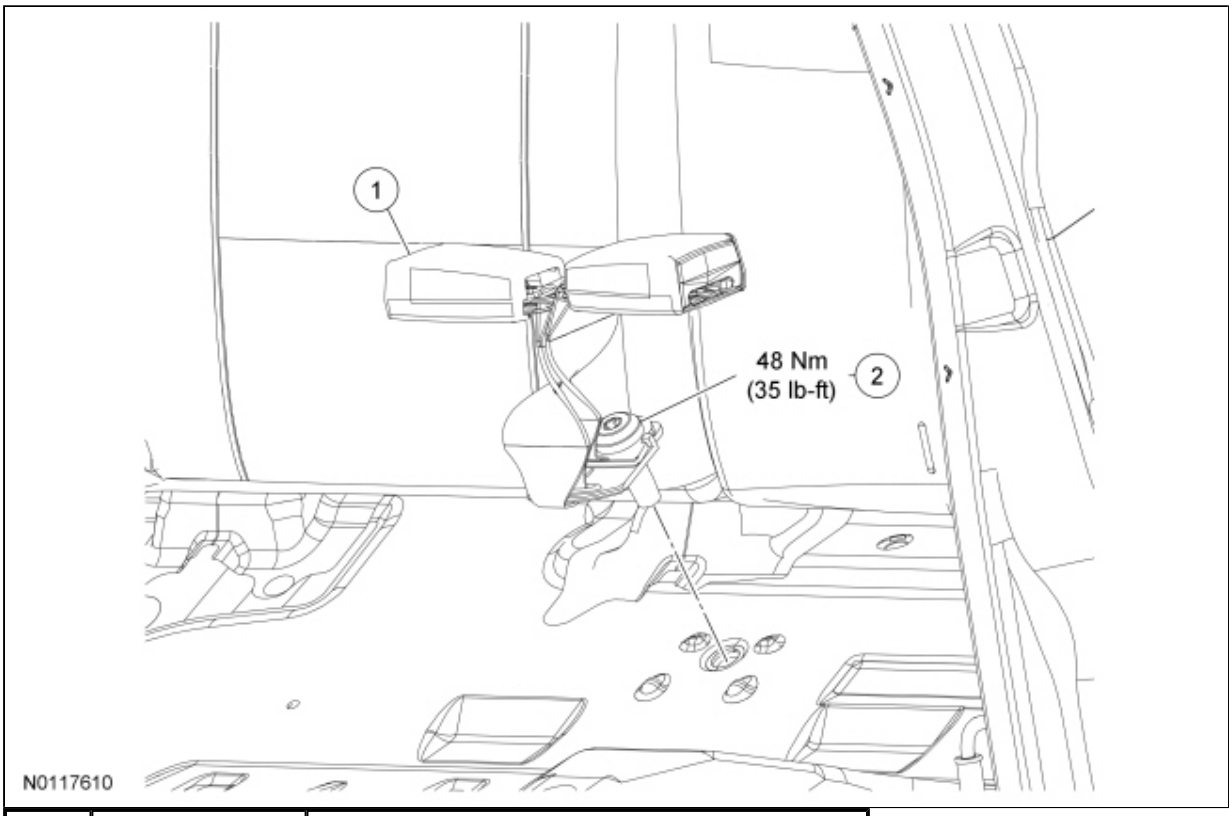
2. Pull straight out on the D-ring cover and remove.

3. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   Complete the removal by referring to the exploded view.

4. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Buckle — Rear



Item	Part Number	Description
1	60045	Safety belt buckle assembly
2	—	Safety belt buckle bolt (part of 60045)

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors,

buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

NOTE: The LH safety belt buckle is a part of the rear center safety belt retractor and is not serviced separately. To remove the LH safety belt buckle, refer to Safety Belt Retractor — Rear, Center, 4-Door Sedan or Safety Belt Retractor — Rear, Center, 5-Door Hatchback In this section.

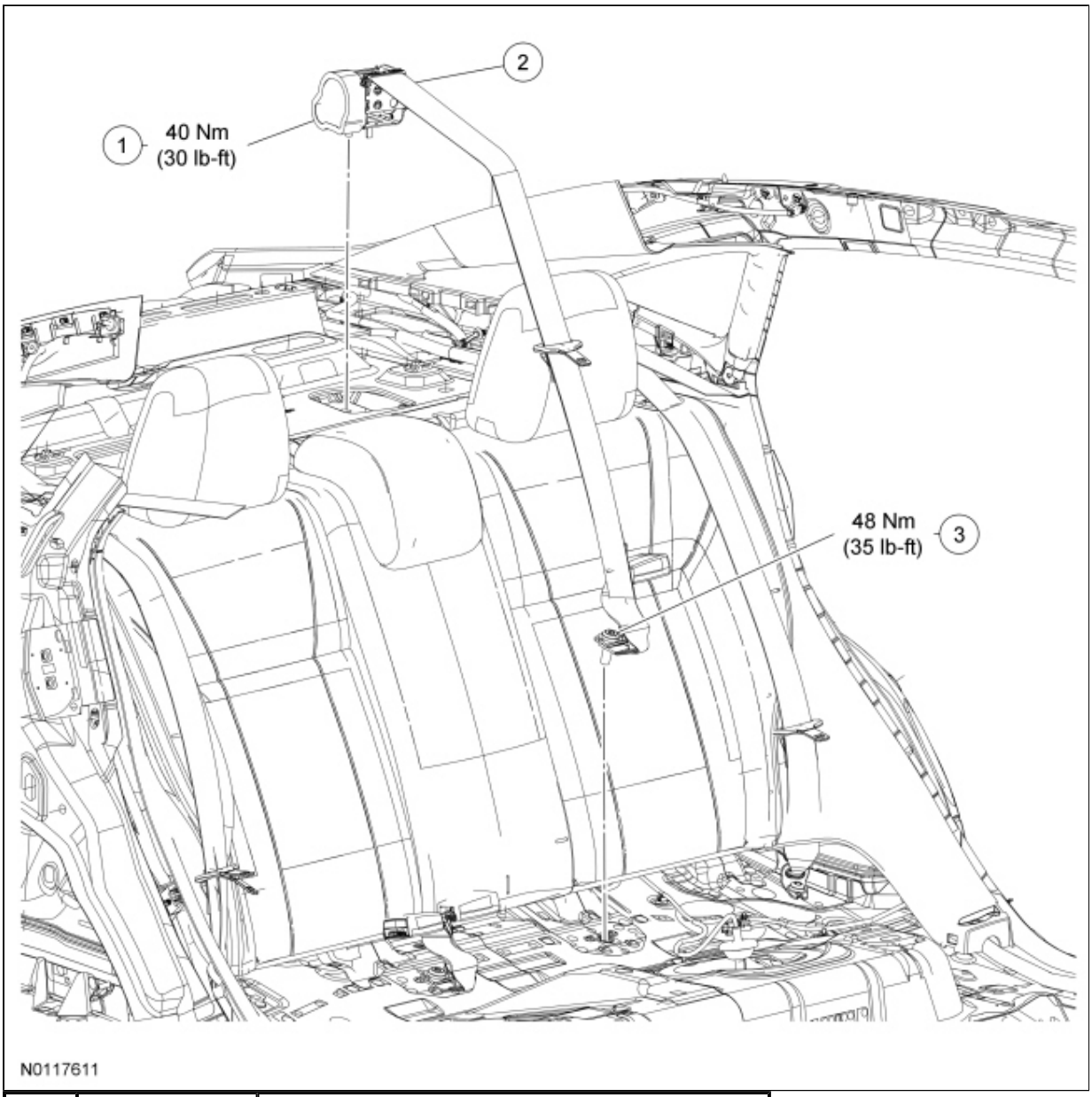
1. Remove the rear seat cushion. For additional information, refer to Section 501-10 .

2. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   Complete the removal by referring to the exploded view.

3. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Retractor — Rear, Center, 4-Door Sedan



Item	Part Number	Description
1	—	Safety belt retractor bolt (part of 611B66)
2	611B66	Safety belt retractor
3	W703708	Safety belt anchor bolt

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**

- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Remove the parcel shelf. For additional information, refer to Section 501-05 .

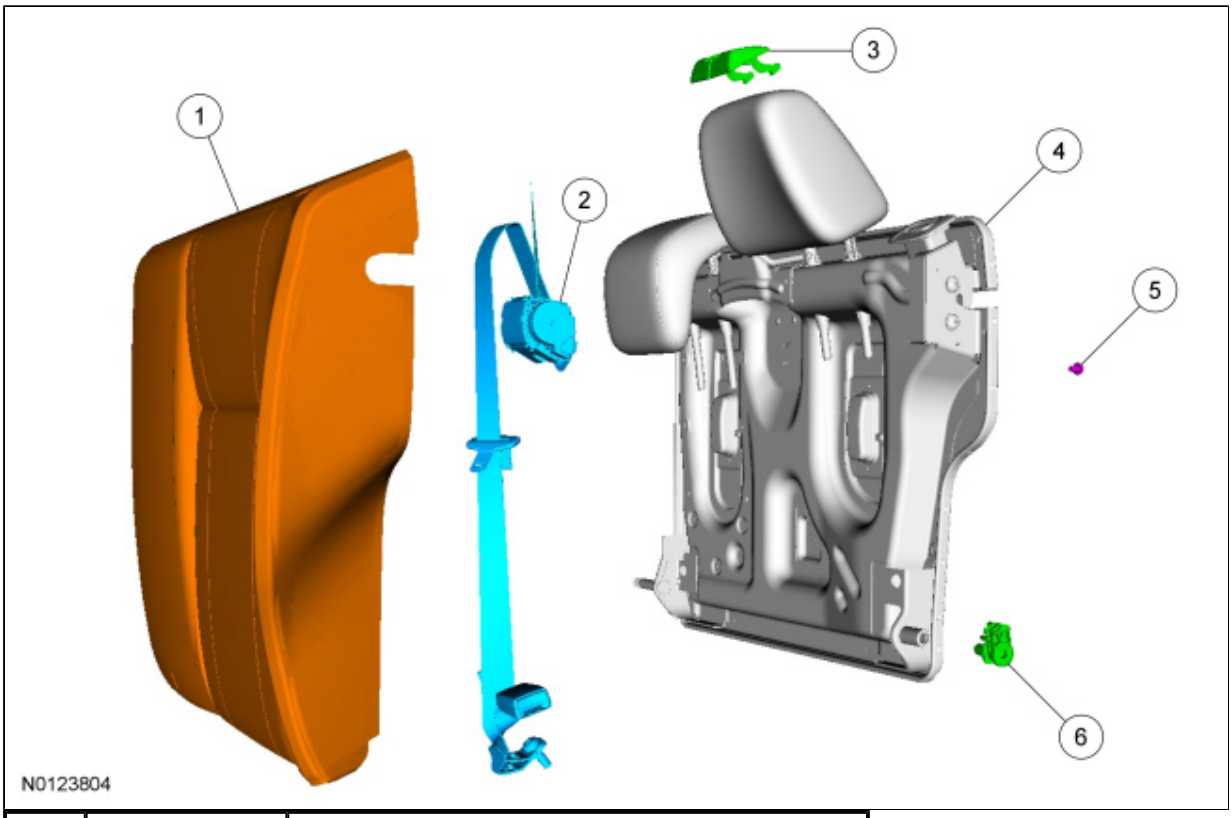
2. Remove the rear seat cushion. For additional information, refer to Section 501-10 .

3. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   Complete the removal by referring to the exploded view.

4. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Retractor — Rear, Center, 5-Door Hatchback



Item	Part Number	Description
1	66601/66801	Backrest cover/backrest foam pad
2	611B66	Safety belt retractor assembly
3	611A70	Safety belt bezel
4	60509	Seatback panel assembly
5	W790240	Safety belt retractor bolt - 48 Nm (35 lb-ft)
6	613B48	Hinge pin and bolt - 38 Nm (28 lb-ft)

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

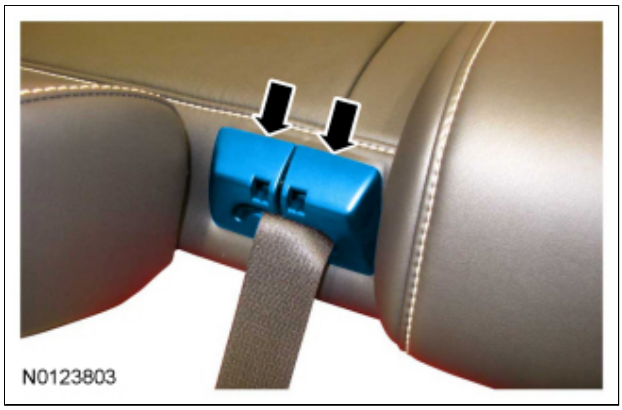
If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored

to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Remove the 60 percent rear seat backrest. For additional information, refer to Section 501-10 .

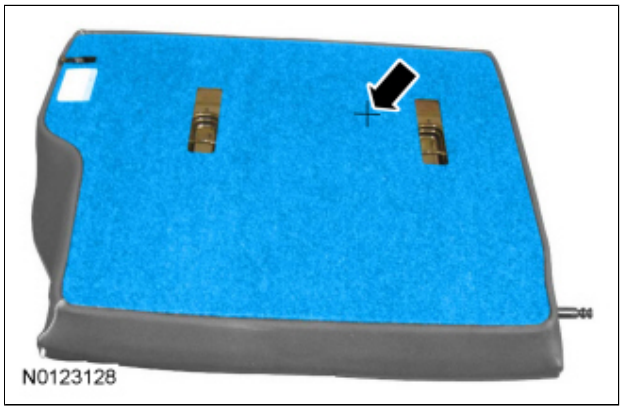
2. Detach the safety belt retractor bezel from the backrest frame wire and remove the bezel.
   - Pull where shown to unsnap the safety belt bezel from the backrest frame wire.



3. Remove the hinge pin and bolt.

4. Detach the backrest cover retainer from the backrest frame at the rear of the backrest.

5. Make a small cross cut into the carpet above the safety belt retractor bolt.
   - Push into the carpet on the rear of the backrest and feel for the safety belt retractor bolt.



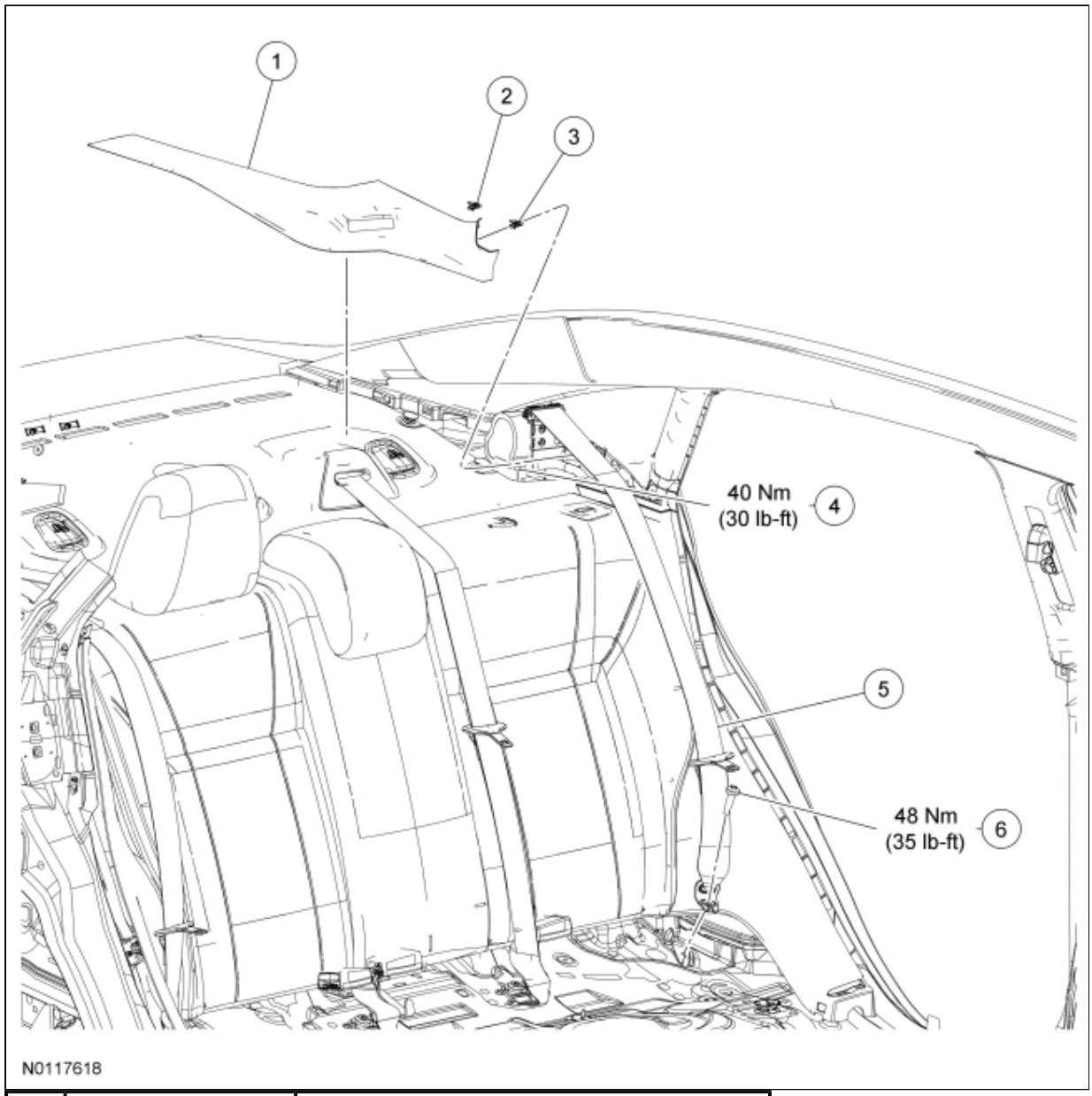
6. Remove the safety belt retractor.
   1. Remove the safety belt retractor bolt.
   2. Lift the backrest foam pad and cover.
   3. Route the safety belt and tongue out of the backrest cover.
   4. Remove the safety belt retractor.

7. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   To install, reverse the removal procedure.

8. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Retractor — Rear, Outboard, 4-Door Sedan



Item	Part Number	Description
1	52018 (RH) / 52016 (LH)	Parcel shelf upper trim panel
2	W714232	Parcel shelf upper trim panel retaining clip (2 required)
3	W710338	Parcel shelf upper trim panel retaining clip
4	—	Safety belt retractor bolt (part of 611B68)
5	611B68	Safety belt retractor
6	W703708	Safety belt anchor bolt

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Remove the parcel shelf upper trim panel. For additional information, refer to Section 501-05 .

2. Remove the rear seat cushion. For additional information, refer to Section 501-10 .

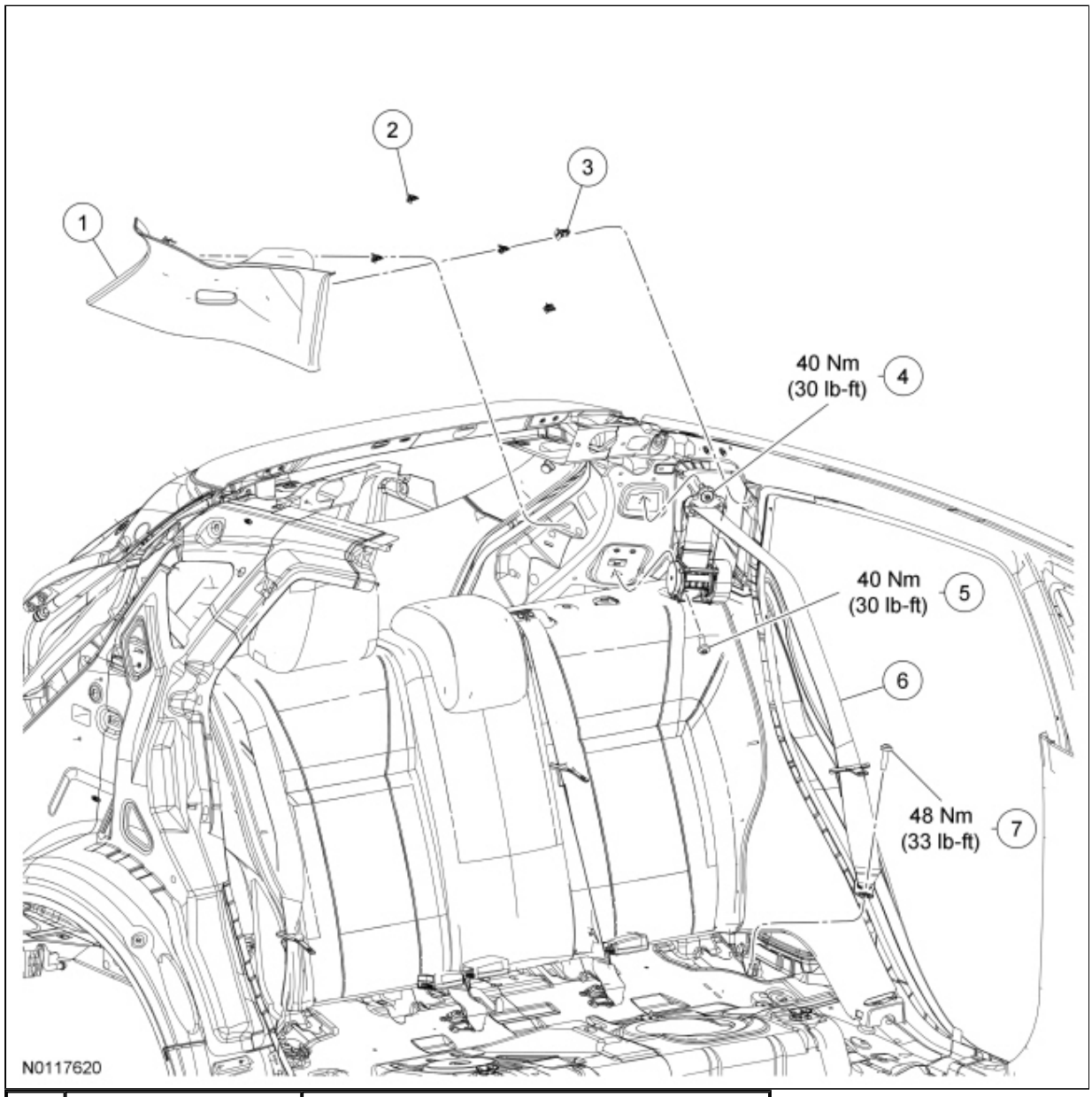
3. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   Complete the removal by referring to the exploded view.

4. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Retractor — Rear, Outboard, 5-Door Hatchback

NOTE: LH shown, RH similar.



Item	Part Number	Description
1	31010 (RH)/31011 (LH)	C-pillar upper trim panel
2	W710338	C-pillar upper trim panel retaining clip (4 required)
3	W714232	C-pillar upper trim panel 2-stage high-retention retaining clip
4	—	D-ring bolt (part of 611B68)
5	W504775	Safety belt retractor bolt
6	611B68 (RH)/611B69 (LH)	Safety belt retractor

7	W703708	Rear safety belt anchor bolt

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

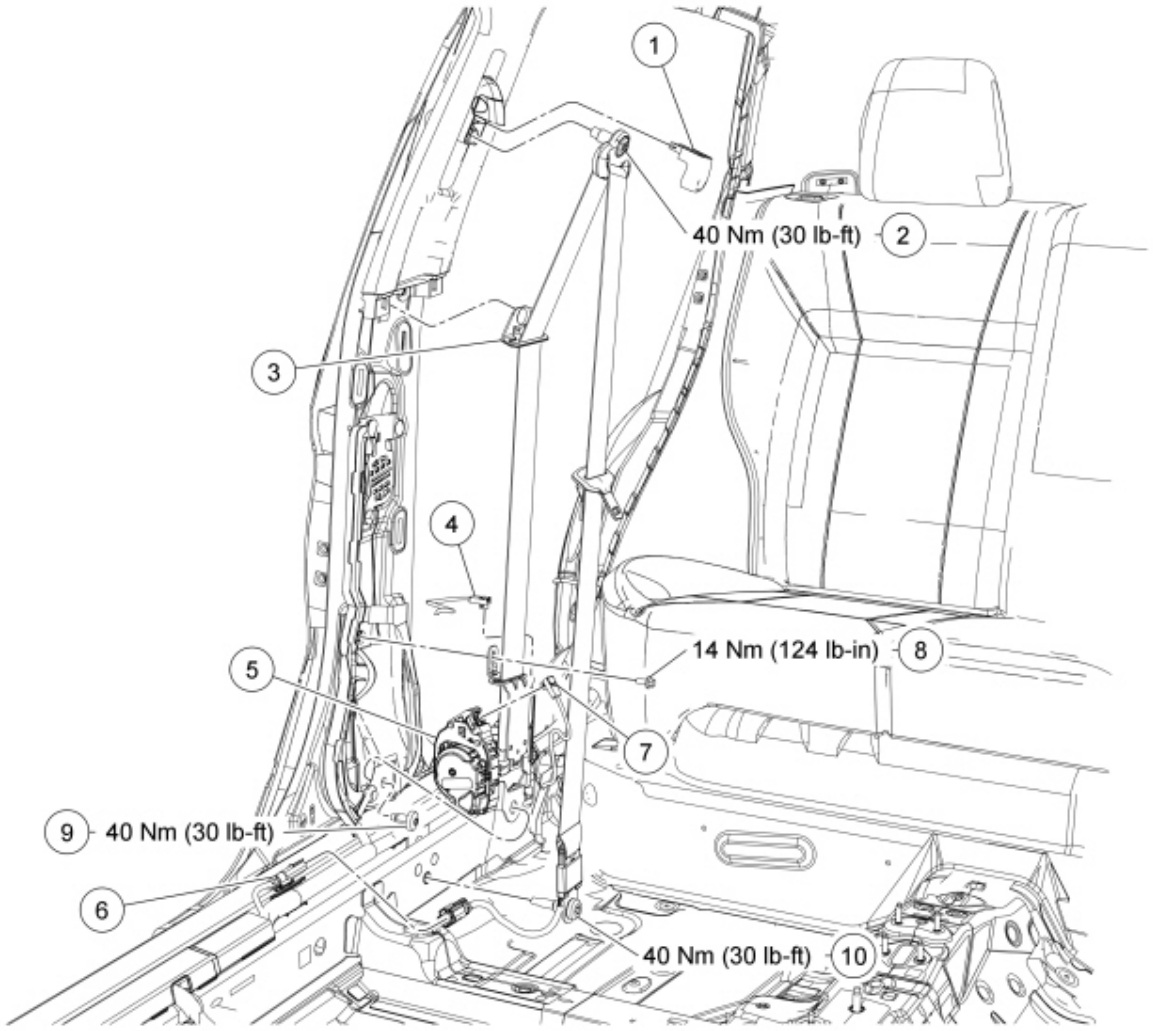
After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Remove the quarter trim panel. For additional information, refer to Section 501-05 .
2. Remove the rear seat cushion. For additional information, refer to Section 501-10 .
3. Complete the removal by referring to the exploded view.
4. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   To install, reverse the removal procedure.
5. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Retractor and Pretensioner

NOTE: RH shown, LH similar.



Item	Part Number	Description
1	60262	D-ring cover
2	—	Safety belt D-ring bolt (part of 611B08 (RH) / 611B09 (LH))
3	—	Safety belt guide (part of 611B08 (RH) / 611B09 (LH))
4	—	Safety belt retractor and pretensioner electrical connector (part of 14A005)
5	611B08 (RH) / 611B09 (LH)	Safety belt retractor and pretensioner
6	—	Belt Tension Sensor (BTS) electrical connector

		(part of 14A005) (passenger side only)
7	—	Safety belt retractor and pretensioner load limiting electrical connector (part of 14A005) (passenger side only)
8	W505252	Safety belt retractor and pretensioner bolt
9	W712015	Safety belt retractor and pretensioner bolt
10	—	Safety belt anchor bolt (part of 611B08 (RH) / 611B09 (LH))

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**
- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners or adaptive load limiting retractors or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners or adaptive load limiting retractors which increases the risk of serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of Section 501-20B .

2. Remove the lower B-pillar trim panel. For additional information, refer to Section 501-05 .

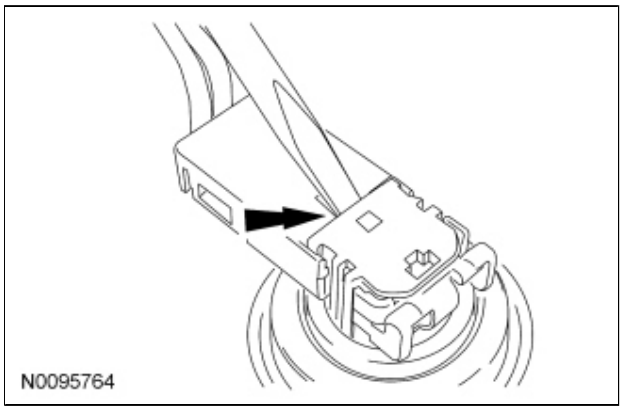
3. **NOTE:** Inspect the D-ring cover for damage. If the cover is damaged or does not remain closed, install a new D-ring cover.

   Remove the D-ring cover and D-ring bolt.
   - Pull straight out on the D-ring cover to remove.

4. Remove the safety belt anchor bolt.
   - For passenger seat, disconnect the Belt Tension Sensor (BTS) electrical connector.

5. ***NOTICE:*** **Do not pull the electrical connector out by the locking button. Damage to the locking button can occur.**

   Disconnect the safety belt retractor and pretensioner electrical connector(s).
   - Lift up and release the locking button and disconnect the electrical connector.
     - For driver and passenger sides, disconnect the pretensioner electrical connector.
     - For passenger side, disconnect the load limiter electrical connector.



6. Detach the safety belt guide from the B-pillar.

7. Remove the 2 bolts and the safety belt retractor and pretensioner.

Installation

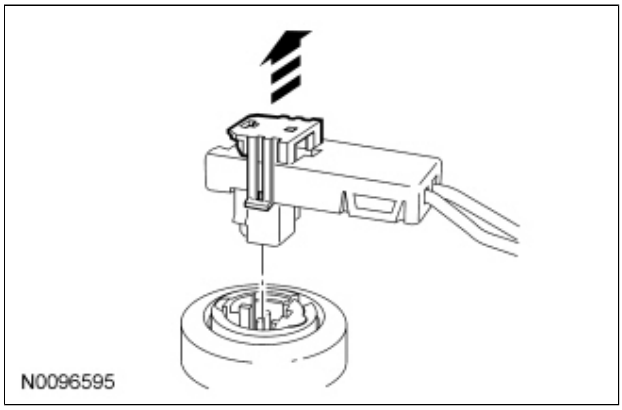
NOTE: Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

1. Position the safety belt retractor and pretensioner and install the bolts.
   - Tighten the large bolt to 40 Nm (30 lb-ft).
   - Tighten the small bolt to 14 Nm (124 lb-in).

2. Attach the safety belt guide to the B-pillar.

3. ***NOTICE:*** **The locking button must be in the released position before installing the connector into the safety belt retractor and pretensioner. Failure to have the locking button in the released position may break the tabs on the locking button causing Diagnostic Trouble Codes (DTCs) to set in the Restraints Control Module (RCM).**

   Connect the safety belt retractor and pretensioner electrical connector(s).
   - With the locking button released, install the electrical connector fully into the safety belt retractor and pretensioner and seat the locking button.
     - For driver and passenger sides, connect the pretensioner electrical connector.
     - For passenger side, connect the load limiter electrical connector.



4. Install the safety belt anchor bolt.
    - Tighten to 40 Nm (30 lb-ft).
    - For passenger seat, connect the Belt Tension Sensor (BTS) electrical connector.

5. Install the lower B-pillar trim panel. For additional information, refer to Section 501-05 .

6. **NOTE:** If the D-ring cover is damaged or does not remain closed, install a new D-ring cover.

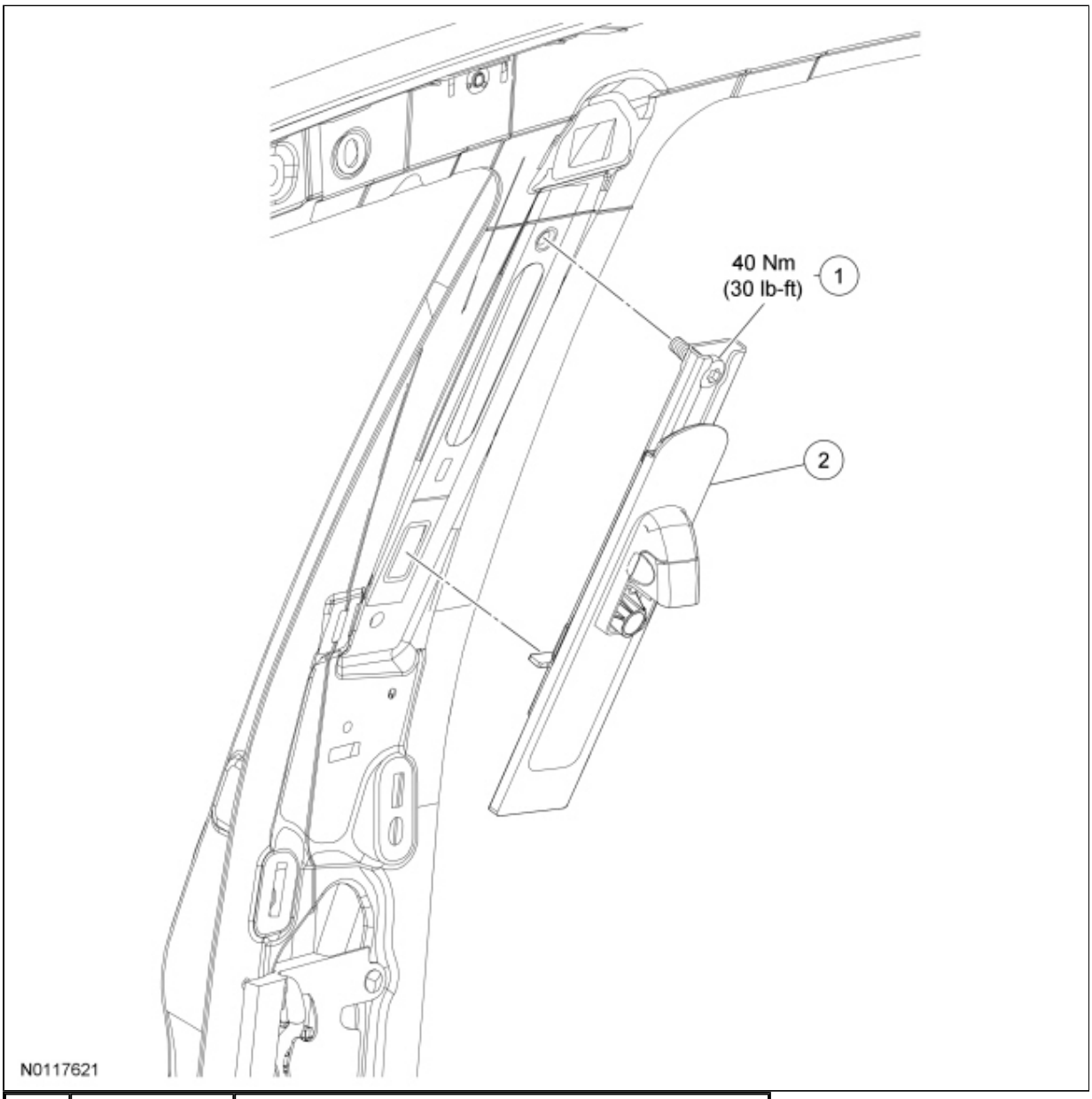
   Install the D-ring bolt and cover.
    - Tighten to 40 Nm (30 lb-ft).

7. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of Section 501-20B .

8. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Safety Belt Shoulder Height Adjuster

NOTE: RH shown, LH similar.



Item	Part Number	Description
1	—	Safety belt height adjuster bolt (part of 602B82)
2	602B82	Safety belt shoulder height adjuster

Removal and Installation

WARNING: After any crash, all of the following safety belt assemblies and attaching hardware must be inspected to verify correct function:

- **Retractors**
- **Buckles**

- **Belt tension sensor (BTS) (if equipped)**
- **Front safety belt buckle support assemblies (slide bar) (if equipped)**
- **Safety belt shoulder belt height adjusters (if equipped)**
- **Child safety seat tether bracket assemblies**
- **Automatic locking retractor (ALR) feature for child safety seats (passenger seating positions only)**

If any safety belt assembly is damaged, does not operate correctly or does not pass all of the Functional Tests in the Component Tests of this section, a new safety belt assembly must be installed. If any safety belt assembly attaching areas are damaged or distorted, the sheet metal must be restored to its original structural integrity and new safety belt assembly and attaching hardware must be installed. Failure to install new safety belt assemblies and attaching hardware may increase the risk of serious personal injury or death in a crash.

After any crash that results in deployment of the driver and/or front outboard passenger safety belt pretensioners, new driver and/or front outboard passenger safety belt systems (including retractors, buckles and height adjusters) must be installed. Failure to install new safety belt systems increases the risk of serious personal injury or death in a crash.

1. Remove the upper B-pillar trim panel. For additional information, refer to Section 501-05 .

2. **NOTE:** Before installation, make sure the safety belt webbing is not twisted and the safety belts and buckles are accessible to the occupants.

   Complete the removal by referring to the exploded view.

3. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Torque Specifications

Description	Nm	lb-ft	lb-in
Front impact severity sensor nut	11	—	97
Ignition switch housing bolt	8	—	71
Knee air bag module nuts	8	—	71
Passenger air bag module nuts	6	—	53
Passenger air bag module bracket nuts	6	—	53
Restraints Control Module (RCM) nuts	11	—	97
Side air bag module nuts [a]	—	—	—
Side air curtain module bolts	9	—	80
Side air curtain roof bracket bolts (5-door hatchback)	9	—	80
Side impact sensor bolts (front door)	2	—	18
Side impact sensor bolt (second row)	11	—	97
Steering wheel bolt	40	30	—

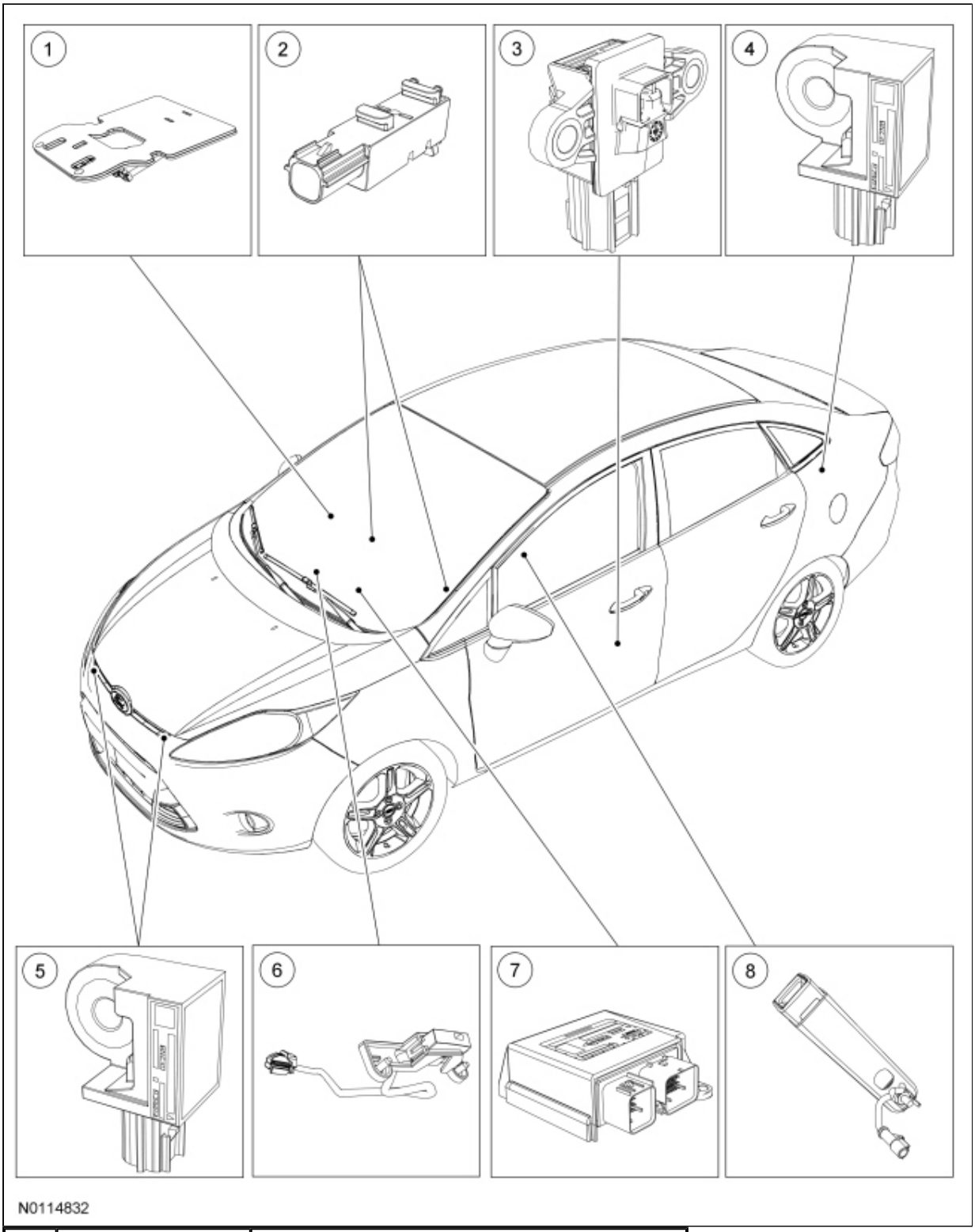
[a] Refer to the procedure in this section.

Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS)

The air bag Supplemental Restraint System (SRS) is designed to provide increased collision protection for front and rear seat occupants in addition to the collision protection provided by the 3-point safety belt system. Safety belt use is necessary to obtain the best occupant protection and to receive the full advantage of the SRS .

The serviceable air bag and safety belt pretensioner SRS components are shown in the following illustrations.

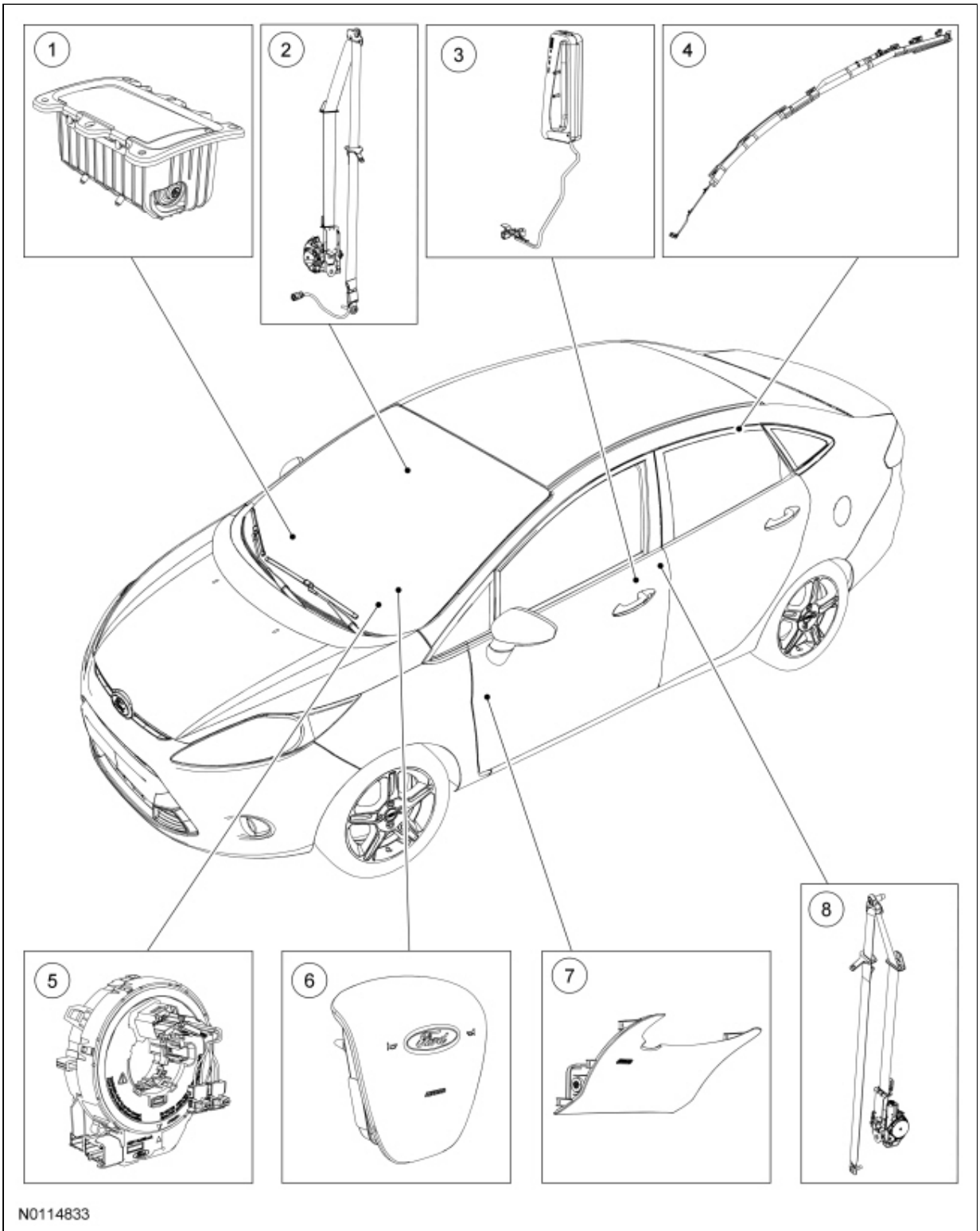
Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) Components — Illustration 1 of 2



Item	Part Number	Description
1	54632A22	Occupant Classification System (OCS) system
2	14B416	Driver/passenger seat track position sensor
3	14B345	Driver/passenger first row side impact sensor (pressure sensor) (located in front door)
4	14B004	Driver/passenger second row side impact sensor (C-pillar)
5	14B004	LH/RH front impact severity sensor
6	10A936	Passenger Air Bag Deactivation (PAD) indicator

7	14B321	Restraints Control Module (RCM)
8	5461202 (RH)/5461203 (LH)	Safety belt buckle (includes safety belt buckle switch)

Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) Components — Illustration 2 of 2



Item	Part Number	Description
1	54044A74	Passenger air bag module
2	54611B08	Passenger safety belt retractor and pretensioner (includes deployable load limiter and Belt Tension Sensor (BTS))
3	54611D10 (LH)/54611D11 (RH)	Driver/passenger seat side air bag module
4	54042D94 (RH)/54042D95 (LH)	Driver/passenger side air curtain module
5	14A664	Clockspring
6	54043B13	Driver air bag module
7	54045J77	Driver knee air bag module
8	54611B09	Driver safety belt retractor and pretensioner

Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS)

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

The Restraints Control Module (RCM) continuously receives/monitors all inputs from the following Supplemental Restraint System (SRS) components:

- LH and RH front impact severity sensors
- Driver and passenger front door side impact sensor
- Driver and passenger second row side impact sensors (C-pillar)
- Safety belt buckle switches (driver and passenger)
- Seat track position sensors (driver and passenger)
- Occupant Classification System Module (OCSM)
- Safing sensors internal to the RCM

If the RCM detects sudden vehicle deceleration and/or lateral deceleration based on the information received from all sensors and switches and determines that deployment is required, the RCM sends voltage and current to deploy the appropriate SRS components.

During a frontal or side crash, the RCM may deploy the following SRS components, based on crash severity and sensor input.

- Safety belt retractor pretensioner(s)
- Safety belt load limiter (passenger side only)
- Seat side air bag(s)
- Side air curtain(s)
- Driver and passenger dual-stage air bag(s) (one or both stages)
- Driver knee air bag

The fact that the safety belt retractor pretensioner, safety belt load limiter, side air curtain, or air bags did not activate for both front seat occupants in a crash does not mean that something is wrong with the system.

The RCM performs a self-test of the complete SRS during each start up. If a SRS fault exists, the air bag warning indicator illuminates and remains illuminated for the rest of the ignition cycle. In addition to the self-test at start up, the RCM continuously monitors all of its SRS components and circuitry for correct operation.

Air Bag Warning Indicator

The air bag warning indicator:

- located in the Instrument Panel Cluster (IPC), proves out by illuminating for 6 seconds and then turning off.
- flashes and/or illuminates based on the message the IPC receives from the RCM .
- illuminates if the IPC does not receive a message from the RCM .

Air Bag Module Second Stage Deployment Check

Because the driver and passenger front air bags each have 2 deployment stages, it is possible that stage 1 has deployed and stage 2 has not.

If a front air bag module has deployed, it is **mandatory** the front air bag module be remotely deployed using the appropriate air bag disposal procedure.

- For information on driver air bag module and/or passenger air bag module remote deployment, refer to Pyrotechnic Device Disposal in this section.

Clockspring

The clockspring allows for continuous electrical connections between the driver air bag module and the RCM when the steering wheel is turned.

Driver Air Bag Module

The driver air bag module is a dual-stage air bag, upon receiving a flow of current from the RCM , deploying at 1 of 2 different rates depending upon vehicle impact severity and sensor input.

High Speed Controller Area Network (HS-CAN)

This vehicle utilizes a communication system called a High Speed Controller Area Network (HS-CAN). The RCM communicates with various modules for required information about the vehicle. Refer to Section 418-00 for additional information about the HS-CAN .

Occupant Classification System (OCS) System

The Occupant Classification System (OCS) system is found only on the front passenger seat. The OCS system classifies the size of front passenger seat occupant and provides this information to the Restraints Control Module (RCM). The RCM uses this information (and other inputs) in determining the deployment strategy of the passenger air bag and safety belt pretensioner.

The OCS system is also used for operation of the passenger Belt-Minder®. For information on the passenger Belt-Minder® feature, refer to Section 413-01 or the Owner's Literature.

The OCS system consists of:

- a silicone gel-filled bladder mounted between the seat cushion foam and pan
- a pressure sensor that is mounted to the seat frame
- an OCSM mounted to the seat frame

Pressure is applied to the OCS system bladder when weight of any occupant or object in the front passenger seat is present. The pressure is then transferred through a tube, sensed by the OCS system pressure sensor, then electronically communicated to the OCSM . The components of an OCS bladder system (bladder, pressure sensor and tube, OCSM) are serviced as an assembly.

Belt Tension Sensor (BTS)

The Belt Tension Sensor (BTS):

- is a 3-wire Hall-effect sensor located at the safety belt anchor point and is part of the front passenger safety belt and retractor assembly.
- is used in conjunction with the OCS system.

The BTS is used by the OCS system to identify the presence of a child safety seat on the front passenger seat. The BTS senses the tension on the safety belt assembly then provides an output to the OCSM , indicating the safety belt assembly is cinched. After sensing the weight applied to the seat by the occupant and using the BTS input, the OCSM determines how the occupant should be classified and communicates this information to the RCM . If the occupant is classified as a child, the RCM automatically deactivates the passenger air bag module and illuminates the Passenger Air Bag Deactivation (PAD) indicator.

Passenger Air Bag Deactivation (PAD) Indicator

The RCM controls the state of the PAD indicator through a direct, hard-wired connection, based on information provided by the OCS system. The PAD indicator illuminates to indicate the passenger air bag module is disabled. An exception to this is when the front passenger seat is determined to be empty and indication of a deactivated passenger air bag module is not necessary. In all other cases, the PAD indicator is off when the passenger air bag module is enabled.

The RCM briefly activates the PAD indicator to prove-out the indicator function and verify to the front occupants that the PAD indicator is operating correctly.

The following table indicates the passenger air bag and PAD indicator status based on the size of the front passenger occupant.

Passenger Air Bag and Passenger Air Bag Deactivation (PAD) Indicator Status

Occupant Size	Passenger Safety Belt Buckle Status	Pass. Air Bag Status	PAD Ind. Status
Empty	Unbuckled	Disabled	Unlit
Empty	Buckled	Disabled	Lit
Small	Buckled/ Unbuckled	Disabled	Lit
Large	Buckled/ Unbuckled	Enabled	Unlit

Passenger Air Bag Module

The passenger air bag module is a dual-stage air bag, deploying at 1 of 2 different rates depending upon vehicle impact severity and sensor input.

Restraints Control Module (RCM)

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death in a crash.

NOTE: This vehicle may be equipped with the SYNC® feature which contains the 911 assist option. For additional information, refer to Owner's Literature.

The RCM carries out the following functions:

- deploys the air bag(s)/safety curtains in the event of a deployable collision
- activates the safety belt retractor pretensioners to remove slack from the safety belts in the event of a deployable collision
- activates the passenger retractor to control the tension of the passenger safety belt in the event of a deployable collision
- monitors the SRS for faults
- sends a message to the IPC to illuminate the air bag warning indicator if a fault is detected

The RCM monitors the SRS for possible faults. If a fault is detected, the RCM requests the IPC to illuminate the air bag warning indicator. When the ignition is turned OFF and then ON, the IPC proves out the air bag warning indicator by illuminating it for 6 seconds. If no faults are detected by the RCM , the IPC turns the air bag warning indicator off and it remains off. If the RCM detects a fault, it sends a message to the IPC to illuminate the air bag warning indicator and it remains illuminated for the rest of the ignition cycle. If the RCM requests illumination of the air bag warning indicator and the air bag warning indicator does not function, the IPC automatically activates an audible chime. The chime is a series of 5 sets of 5 tone bursts. If the chime is heard, the SRS and the air bag warning indicator require repair.

The RCM includes a backup power supply. This feature provides sufficient backup power to deploy the air bags in the event the ignition circuit is lost or damaged during impact. The backup power supply depletes its stored energy approximately one minute after power and/or ground has been removed from the RCM .

Event Notification Signal

The deployment event notification signal provides other vehicle subsystems with information pertaining to restraint system deployment or fuel cutoff status. Signal communication between the RCM and fuel pump relay allows the PCM to initiate fuel cut-off to disable the fuel system in the event of a crash.

The RCM does not monitor the event notification signal circuit for faults and **will not set** a DTC if a fault occurs.

Safety Belt Buckle Switches

The safety belt buckles contain integrated circuits called Hall-effect switches. The safety belt buckle switches indicate to the RCM whether the safety belts are buckled or unbuckled.

The RCM also communicates the status of each safety belt buckle switch to the IPC , which monitors the information to control the safety belt warning indicator. For information on the safety belt warning indicator, refer to Section 413-01 .

Safety Belt Retractor Pretensioners

The safety belt retractor pretensioners remove excess slack from the safety belt webbing. The pretensioners are activated by the RCM when the module detects a crash event force exceeding a programmed limit.

Safety Belt Retractor

The front passenger safety belt retractor is equipped with the adaptive load limiting feature that controls the tension of the front passenger safety belt in the event of a crash. The adaptive load limiter is activated by the RCM . The driver safety belt retractor is equipped with a non-deployable (mechanical) load limiter. The front safety belt retractor may also be referred to as a seatbelt load limiter.

Side Air Curtain Modules

WARNING: Anytime the Safety Canopy® or side air curtain module has deployed, a new headliner and new A-, B- and C-pillar upper trim panels and attaching hardware must be installed. Remove any other damaged components and hardware and install new components and hardware as needed. Failure to follow these instructions may result in the Safety Canopy® or side air curtain module deploying incorrectly and increases the risk of serious personal injury or death in a crash.

The side air curtain module:

- deploys upon receiving a flow of current from the RCM , initiated by the RCM .
- is installed as an assembly.
- is mounted above the headliner.
- attaches from the A-pillar frame to the C-pillar frame.

Seat Track Position Sensors

The seat track position sensors indicate the position of the driver and passenger seats along the seat track to the RCM . The sensor detects the presence of a shunt bracket on the track, indicating that the seat has moved forward beyond a certain point of adjustment. The RCM uses seat track position sensor information to determinine the deployment rate of the dual-stage driver air bag and/or passenger air bag module(s).

Secondary Air Bag Warning (Chime)

The secondary air bag warning chime is an audible chime located in and controlled by the IPC . If a fault is detected with the air bag warning indicator, a DTC is stored in IPC memory. Upon receiving the message from the RCM that a SRS fault has been detected, the IPC sounds the secondary air bag warning chime in a pattern of 5 sets of 5 beeps.

Impact Sensors

In addition to the RCM , the SRS uses 6 satellite impact sensors. The RCM is mounted to the center tunnel beneath the floor console. All vehicles have 2 front impact severity sensors (frontal restraints sensor), 2 first row (front door) impact sensors (side restraints sensor 1), and 2 second row impact sensors (side restraints sensor 2). The front impact severity sensors are located in the front of the vehicle, behind the bumper. The front door impact sensors are mounted behind each front door trim panel and each second row sensor is located on each C-pillar. Mounting orientation is critical for correct operation of all impact sensors.

Seat Side Air Bag Modules

The seat side air bag module:

- deploys upon receiving a flow of current from the RCM , initiated by the side restraints sensor and internal RCM circuitry.
- is mounted in the seat backrest.
- is used in conjunction with a side air curtain module.

Driver Knee Bolster Air Bag Module

The driver knee bolster air bag module is part of the steering column opening trim panel and deploys upon receiving a flow of current from the RCM .

Fault Reporting

There are 2 types of fault reporting that can be utilized by the OCSM . The first type, considered conventional, has only one level of fault reporting and identifies a specific concern for a given component and points to a particular diagnostic path (for example, DTC B1317 (Battery Voltage High)).

The second type uses a process within the software of the controller that maps the byte and bit to name a specific device and fault condition. This process is called Bit-mapping and referred to as fault PIDs in the diagnosis of the vehicle. This type does not identify the specific concern or component on the first level of fault reporting (for example, DTC B2290 (Occupant Classification System Fault)). DTC B2290 can have up to 3 specific on-demand fault PIDs (areas of concern) associated with this DTC.

The RCM **does not** utilize fault PIDs for this vehicle.

Those associated fault PIDs are an extension of the information provided by the DTC and are identified by the same DTC number. Use a scan tool to view DTCs and their fault PIDs. Once a scan tool has retrieved a DTC, use the scan tool to view the fault PIDs. In the diagnostic path, other types of PIDs are sometimes used to determine the root cause (for example, resistance or voltage PIDs).

When viewing of fault PIDs has been carried out, the scan tool can display the PIDs associated with that DTC, including the status or state that exists (on-demand [active] DTC) or existed (continuous memory [historic]) DTC. Refer to the scan tool manufacturer's instructions for the scan tool being used on how to view fault PIDs.

Inspection and Verification

1. Verify the customer concern by checking the air bag warning indicator in the IPC . Refer to Prove Out the System in this section.
   With the ignition OFF, wait 10 seconds, then turn the ignition ON and monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator illuminates continuously for approximately 6 seconds and then turns off. If an air bag SRS fault is detected, the air bag warning indicator indicates the fault in one of the following ways:
   — fails to light
   — remains lit continuously
   — flashes
   The flashing might not occur until approximately 30 seconds after the ignition has been turned from OFF to ON. This is the time required to complete testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime will sound in a pattern of 5 sets of 5 beeps. If this occurs, the diagnose and repair the air bag warning indicator and any SRS fault discovered.

2. Visually inspect for obvious signs of mechanical or electrical damage. Do not disconnect electrical connectors until directed to do so within the pinpoint test.

Visual Inspection Chart

Mechanical	Electrical

• Damaged Restraints Control Module (RCM) or loose mounting • Damaged LH or RH front impact severity sensor(s) or loose mounting • Damaged side impact sensor B- and/or C-pillar side impact sensor(s) or loose mounting • Damaged or disconnected Passenger Air Bag Deactivation (PAD) indicator • Damaged front driver/passenger seat assembly	• Open Central Junction Box (CJB) fuse 20 (10A) and/or 4 (7.5A) • Damaged wiring harness • Loose, damaged or corroded connectors • Circuitry open/shorted • Damaged shorting bars • Loose, damaged or pinched passenger seat wire harness

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the DLC .

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, retrieve and record on-demand and Continuous Memory Diagnostic Trouble Codes (CMDTCs) from the RCM and OCSM .

8. If the DTCs retrieved are related to the concern, go to the Restraints Control Module (RCM) DTC Chart or Occupant Classification System Module (OCSM) DTC Chart. For all other DTCs, refer to Section 419-10 .

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Charts

NOTE: Refer to Description and Operation, Intelligent Access with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states on vehicles with this feature.

The DTCs can be retrieved from the RCM and the OCSM with a scan tool via the DLC .

Restraints Control Module (RCM) DTC Chart

NOTE: Always make sure the correct Supplemental Restraint System (SRS) component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: Network DTCs (U-codes) are often a result of intermittent concerns such as damaged wiring or low

battery voltage occurrences. Additionally, vehicle repair procedures such as module reprogramming often set network DTCs. Replacing a module to resolve a network DTC is unlikely to resolve the concern. To prevent repeat network DTC concerns, inspect all network wiring, especially connectors. Test the vehicle battery, refer to Section 414-01 .

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure type code. The failure type code provides information about specific fault conditions such as opens or shorts to ground. Continuous Memory Diagnostic Trouble Codes (CMDTCs) have an additional 2-character DTC status code suffix to assist in determining DTC history.

DTC	Description	Action To Take
B0001:11	Driver Frontal Stage 1 Deployment Control: Circuit Short to Ground	GO to Pinpoint Test A .
B0001:12	Driver Frontal Stage 1 Deployment Control: Circuit Short to Battery	GO to Pinpoint Test A .
B0001:13	Driver Frontal Stage 1 Deployment Control: Circuit Open	GO to Pinpoint Test A .
B0001:1A	Driver Frontal Stage 1 Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test A .
B0001:2B	Driver Frontal Stage 1 Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B0001:4A	Driver Frontal Stage 1 Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .
B0002:11	Driver Frontal Stage 2 Deployment Control: Circuit Short to Ground	GO to Pinpoint Test B .
B0002:12	Driver Frontal Stage 2 Deployment Control: Circuit Short to Battery	GO to Pinpoint Test B .
B0002:13	Driver Frontal Stage 2 Deployment Control: Circuit Open	GO to Pinpoint Test B .
B0002:1A	Driver Frontal Stage 2 Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test B .
B0002:2B	Driver Frontal Stage 2 Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B0002:4A	Driver Frontal Stage 2 Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .
B0004:11	Driver Knee Bolster Deployment Control: Circuit Short to Ground	GO to Pinpoint Test C .
B0004:12	Driver Knee Bolster Deployment Control: Circuit Short to Battery	GO to Pinpoint Test C .
B0004:13	Driver Knee Bolster Deployment Control: Circuit Open	GO to Pinpoint Test C .
B0004:1A	Driver Knee Bolster	GO to Pinpoint Test C .

	Deployment Control: Circuit Resistance Below Threshold	
B0004:2B	Driver Knee Bolster Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B0004:4A	Driver Knee Bolster Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .
B0010:11	Passenger Frontal Stage 1 Deployment Control: Circuit Short to Ground	GO to Pinpoint Test D .
B0010:12	Passenger Frontal Stage 1 Deployment Control: Circuit Short to Battery	GO to Pinpoint Test D .
B0010:13	Passenger Frontal Stage 1 Deployment Control: Circuit Open	GO to Pinpoint Test D .
B0010:1A	Passenger Frontal Stage 1 Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test D .
B0010:2B	Passenger Frontal Stage 1 Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B0010:4A	Passenger Frontal Stage 1 Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .
B0011:11	Passenger Frontal Stage 2 Deployment Control: Circuit Short to Ground	GO to Pinpoint Test E .
B0011:12	Passenger Frontal Stage 2 Deployment Control: Circuit Short to Battery	GO to Pinpoint Test E .
B0011:13	Passenger Frontal Stage 2 Deployment Control: Circuit Open	GO to Pinpoint Test E .
B0011:1A	Passenger Frontal Stage 2 Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test E .
B0011:2B	Passenger Frontal Stage 2 Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B0011:4A	Passenger Frontal Stage 2 Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .
B0020:11	Left Side Airbag Deployment Control: Circuit Short to Ground	GO to Pinpoint Test F .
B0020:12	Left Side Airbag Deployment Control: Circuit Short to Battery	GO to Pinpoint Test F .
B0020:13	Left Side Airbag Deployment Control: Circuit Open	GO to Pinpoint Test F .
B0020:1A	Left Side Airbag Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test F .

B0020:2B	Left Side Airbag Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W.
B0020:4A	Left Side Airbag Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X.
B0021:11	Left Curtain Deployment Control 1: Circuit Short to Ground	GO to Pinpoint Test G.
B0021:12	Left Curtain Deployment Control 1: Circuit Short to Battery	GO to Pinpoint Test G.
B0021:13	Left Curtain Deployment Control 1: Circuit Open	GO to Pinpoint Test G.
B0021:1A	Left Curtain Deployment Control 1: Circuit Resistance Below Threshold	GO to Pinpoint Test G.
B0021:2B	Left Curtain Deployment Control 1: Signal Cross Coupled	GO to Pinpoint Test W.
B0021:4A	Left Curtain Deployment Control 1: Incorrect Component Installed	GO to Pinpoint Test X.
B0028:11	Right Side Airbag Deployment Control: Circuit Short to Ground	GO to Pinpoint Test H.
B0028:12	Right Side Airbag Deployment Control: Circuit Short to Battery	GO to Pinpoint Test H.
B0028:13	Right Side Airbag Deployment Control: Circuit Open	GO to Pinpoint Test H.
B0028:1A	Right Side Airbag Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test H.
B0028:2B	Right Side Airbag Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W.
B0028:4A	Right Side Airbag Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X.
B0029:11	Right Curtain Deployment Control 1: Circuit Short to Ground	GO to Pinpoint Test I.
B0029:12	Right Curtain Deployment Control 1: Circuit Short to Battery	GO to Pinpoint Test I.
B0029:13	Right Curtain Deployment Control 1: Circuit Open	GO to Pinpoint Test I.
B0029:1A	Right Curtain Deployment Control 1: Circuit Resistance Below Threshold	GO to Pinpoint Test I.
B0029:2B	Right Curtain Deployment Control 1: Signal Cross Coupled	GO to Pinpoint Test W.
B0029:4A	Right Curtain Deployment	GO to Pinpoint Test X.

	Control 1: Incorrect Component Installed	
B0050:11	Driver Seatbelt Sensor: Circuit Short to Ground	GO to Pinpoint Test J .
B0050:12	Driver Seatbelt Sensor: Circuit Short to Battery	GO to Pinpoint Test J .
B0050:13	Driver Seatbelt Sensor: Circuit Open	GO to Pinpoint Test J .
B0050:1D	Driver Seatbelt Sensor: Circuit Current Out of Range	GO to Pinpoint Test J .
B0050:2B	Driver Seatbelt Sensor: Signal Cross Coupled	GO to Pinpoint Test W .
B0050:4A	Driver Seatbelt Sensor: Incorrect Component Installed	GO to Pinpoint Test X .
B0052:11	Passenger Seatbelt Sensor: Circuit Short to Ground	GO to Pinpoint Test K .
B0052:12	Passenger Seatbelt Sensor: Circuit Short to Battery	GO to Pinpoint Test K .
B0052:13	Passenger Seatbelt Sensor: Circuit Open	GO to Pinpoint Test K .
B0052:1D	Passenger Seatbelt Sensor: Circuit Current Out of Range	GO to Pinpoint Test K .
B0052:2B	Passenger Seatbelt Sensor: Signal Cross Coupled	GO to Pinpoint Test W .
B0052:4A	Passenger Seatbelt Sensor: Incorrect Component Installed	GO to Pinpoint Test X .
B0082:11	Passenger Seatbelt Load Limiter Deployment Control: Circuit Short to Ground	GO to Pinpoint Test L .
B0082:12	Passenger Seatbelt Load Limiter Deployment Control: Circuit Short to Battery	GO to Pinpoint Test L .
B0082:13	Passenger Seatbelt Load Limiter Deployment Control: Circuit Open	GO to Pinpoint Test L .
B0082:1A	Passenger Seatbelt Load Limiter Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test L .
B0082:2B	Passenger Seatbelt Load Limiter Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B0082:4A	Passenger Seatbelt Load Limiter Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .
B0090:11	Left Frontal Restraints Sensor: Circuit Short to Ground	GO to Pinpoint Test M .
B0090:4A	Left Frontal Restraints Sensor: Incorrect Component Installed	GO to Pinpoint Test X .
B0090:81	Left Frontal Restraints Sensor: Invalid Serial Data	INSTALL a new LH front impact severity sensor. REFER to Front Impact Severity Sensor in this section.

	Received	
B0090:93	Left Frontal Restraints Sensor: No Operation	GO to Pinpoint Test M .
B0090:96	Left Frontal Restraints Sensor: Component Internal Failure	INSTALL a new LH front impact severity sensor. REFER to Front Impact Severity Sensor in this section.
B0091:11	Left Side Restraints Sensor 1: Circuit Short to Ground	GO to Pinpoint Test N .
B0091:4A	Left Side Restraints Sensor 1: Incorrect Component Installed	GO to Pinpoint Test X .
B0091:81	Left Side Restraints Sensor 1: Invalid Serial Data Received	INSTALL a new driver front door impact sensor. REFER to Side Impact Sensor — Front Door in this section.
B0091:93	Left Side Restraints Sensor 1: No Operation	GO to Pinpoint Test N .
B0091:96	Left Side Restraints Sensor 1: Component Internal Failure	INSTALL a new driver front door impact sensor. REFER to Side Impact Sensor — Front Door in this section.
B0092:11	Left Side Restraints Sensor 2: Circuit Short to Ground	GO to Pinpoint Test O .
B0092:4A	Left Side Restraints Sensor 2: Incorrect Component Installed	GO to Pinpoint Test X .
B0092:81	Left Side Restraints Sensor 2: Invalid Serial Data Received	INSTALL a new driver second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section.
B0092:93	Left Side Restraints Sensor 2: No Operation	GO to Pinpoint Test O .
B0092:96	Left Side Restraints Sensor 2: Component Internal Failure	INSTALL a new driver second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section.
B0095:11	Right Frontal Restraints Sensor: Circuit Short to Ground	GO to Pinpoint Test P .
B0095:4A	Right Frontal Restraints Sensor: Incorrect Component Installed	GO to Pinpoint Test X .
B0095:81	Right Frontal Restraints Sensor: Invalid Serial Data Received	INSTALL a new RH front impact severity sensor. REFER to Front Impact Severity Sensor in this section.
B0095:93	Right Frontal Restraints Sensor: No Operation	GO to Pinpoint Test P .
B0095:96	Right Frontal Restraints Sensor: Component Internal Failure	INSTALL a new RH front impact severity sensor. REFER to Front Impact Severity Sensor in this section.
B0096:11	Right Side Restraints Sensor 1: Circuit Short to Ground	GO to Pinpoint Test O .
B0096:4A	Right Side Restraints Sensor 1: Incorrect Component Installed	GO to Pinpoint Test X .
B0096:81	Right Side Restraints Sensor 1: Invalid Serial Data Received	INSTALL a new passenger front door side impact sensor. REFER to Side Impact Sensor — Front Door in this section.

B0096:93	Right Side Restraints Sensor 1: No Operation	GO to Pinpoint Test O .
B0096:96	Right Side Restraints Sensor 1: Component Internal Failure	INSTALL a new passenger front door side impact sensor. REFER to Side Impact Sensor — Front Door in this section.
B0097:11	Right Side Restraints Sensor 2: Circuit Short to Ground	GO to Pinpoint Test N .
B0097:4A	Right Side Restraints Sensor 2: Incorrect Component Installed	GO to Pinpoint Test X .
B0097:81	Right Side Restraints Sensor 2: Invalid Serial Data Received	INSTALL a new passenger second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section.
B0097:93	Right Side Restraints Sensor 2: No Operation	GO to Pinpoint Test N .
B0097:96	Right Side Restraints Sensor 2: Component Internal Failure	INSTALL a new passenger second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section.
B00A0:09	Occupant Classification System: Component Failure	GO to Pinpoint Test Q .
B00A0:4A	Occupant Classification System: Incorrect Component Installed	GO to Pinpoint Test Q .
B00A0:63	Occupant Classification System: Circuit / Component Protection Time-Out	GO to Pinpoint Test Q .
B00A0:64	Occupant Classification System: Signal Plausibility Failure	GO to Pinpoint Test Q .
B00A0:68	Occupant Classification System: Event Information	GO to Pinpoint Test Q .
B00B5:11	Driver Seat Track Position Restraints Sensor: Circuit Short to Ground	GO to Pinpoint Test R .
B00B5:12	Driver Seat Track Position Restraints Sensor: Circuit Short to Battery	GO to Pinpoint Test R .
B00B5:13	Driver Seat Track Position Restraints Sensor: Circuit Open	GO to Pinpoint Test R .
B00B5:1D	Driver Seat Track Position Restraints Sensor: Circuit Current Out of Range	GO to Pinpoint Test R .
B00B5:2B	Driver Seat Track Position Restraints Sensor: Signal Cross Coupled	GO to Pinpoint Test W .
B00B5:4A	Driver Seat Track Position Restraints Sensor: Incorrect Component Installed	GO to Pinpoint Test X .
B00C5:11	Passenger Seat Track Position Restraints Sensor: Circuit Short to Ground	GO to Pinpoint Test S .
B00C5:12	Passenger Seat Track Position Restraints Sensor: Circuit Short to Battery	GO to Pinpoint Test S .

B00C5:13	Passenger Seat Track Position Restraints Sensor: Circuit Open	GO to Pinpoint Test S .
B00C5:1D	Passenger Seat Track Position Restraints Sensor: Circuit Current Out of Range	GO to Pinpoint Test S .
B00C5:2B	Passenger Seat Track Position Restraints Sensor: Signal Cross Coupled	GO to Pinpoint Test W .
B00C5:4A	Passenger Seat Track Position Restraints Sensor: Incorrect Component Installed	GO to Pinpoint Test X .
B00D5:11	Restraint System Passenger Disable Indicator: Circuit Short to Ground	GO to Pinpoint Test T .
B00D5:12	Restraint System Passenger Disable Indicator: Circuit Short to Battery	GO to Pinpoint Test T .
B00D5:13	Restraint System Passenger Disable Indicator: Circuit Open	GO to Pinpoint Test T .
B00D5:4A	Restraint System Passenger Disable Indicator: Incorrect Component Installed	GO to Pinpoint Test X .
B1193:00	Crash Event Storage Full and Locked: No Sub Type Information	**NOTE:** Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™; or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set. This DTC indicates the vehicle has been in a crash. INSTALL a new Restraints Control Module (RCM) and impact sensors. REFER to Inspection and Repair After a Supplemental Restraint System (SRS) Deployment in this section.
B1211:11	Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Ground	GO to Pinpoint Test U .
B1211:12	Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Battery	GO to Pinpoint Test U .
B1211:13	Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Open	GO to Pinpoint Test U .
B1211:1A	Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test U .
B1211:2B	Driver Seatbelt Retractor Pretensioner Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B1211:4A	Driver Seatbelt Retractor Pretensioner Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .

B1214:11	Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Ground	GO to Pinpoint Test V .
B1214:12	Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Battery	GO to Pinpoint Test V .
B1214:13	Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Open	GO to Pinpoint Test V .
B1214:1A	Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Resistance Below Threshold	GO to Pinpoint Test V .
B1214:2B	Passenger Seatbelt Retractor Pretensioner Deployment Control: Signal Cross Coupled	GO to Pinpoint Test W .
B1214:4A	Passenger Seatbelt Retractor Pretensioner Deployment Control: Incorrect Component Installed	GO to Pinpoint Test X .
U0028:08	Vehicle Communication Bus A: Bus Signal / Message Failures	GO to Pinpoint Test Y .
U0028:88	Vehicle Communication Bus A: Bus Off	GO to Pinpoint Test Y .
U0154:00	Lost Communication With Restraints Occupant Classification System Module: No Sub Type Information	**NOTE:** The DTC sets in a module that is reporting a communication fault from another module on the data bus. The module that reports the fault is not the problem module. Do not install a new RCM as part of repair. REFER to Section 418-00 to diagnose the Occupant Classification System Module (OCSM). The OCSM does not respond to the scan tool.
U0155:00	Lost Communication With Instrument Panel Cluster (IPC) Control Module: No Sub Type Information	**NOTE:** The DTC sets in a module that is reporting a communication fault from another module on the data bus. The module that reports the fault is not the problem module. Do not install a new RCM as part of repair. REFER to Section 418-00 to diagnose the IPC . The IPC does not respond to the scan tool.
U0253:00	Lost Communication With Accessory Protocol Interface Module: No Sub Type Information	**NOTE:** This DTC sets in the RCM if a message is not received from the Accessory Protocol Interface Module (APIM). Check for additional RCM and APIM DTCs. REFER to the appropriate section to diagnose DTCs concern. If no other DTCs are present, REFER to APIM Software Level Check in the General Procedures portion of Section 415-00 .
U0300:00	Internal Control Module Software Incompatibility: No Sub Type Information	CARRY OUT Programmable Module Installation (PMI). RETRIEVE RCM DTCs. If RCM DTC U0300:00 is retrieved on-demand during self-test. INSTALL a new RCM . REFER to Restraints Control Module (RCM) in this section.
U0554:00	Invalid Data Received From Accessory Protocol Interface Module: No Sub Type	CHECK for additional RCM and APIM DTCs. REFER to the appropriate section to diagnose the DTCs. If no other DTCs are present, REFER to Accessory Protocol Interface Module (APIM)

	Information	Software Level Check in the General Procedures portion of Section 415-00 .
U2100:00	Initial Configuration Not Complete: No Sub Type Information	CARRY OUT Programmable Module Installation (PMI). RETRIEVE RCM DTCs. If RCM DTC U0300:00 is retrieved on-demand during self-test, INSTALL a new RCM . REFER to Restraints Control Module (RCM) in this section.
U2200:00	Control Module Configuration Memory Corrupt: No Sub Type Information	INSTALL a new RCM and CARRY OUT Programmable Module Installation (PMI). Use as-built data when CARRYING out PMI for this DTC. REFER to Restraints Control Module (RCM) in this section.
U3000:46	Control Module: Calibration / Parameter Memory Failure	INSTALL a new RCM and CARRY OUT Programmable Module Installation (PMI). REFER to Restraints Control Module (RCM) in this section.
U3000:49	Control Module: Internal Electronic Failure	INSTALL a new RCM and CARRY OUT Programmable Module Installation (PMI). If DTC U2200:00 is also present, use as-built data when CARRYING out PMI . REFER to Restraints Control Module (RCM) in this section.
U3000:4A	Control Module: Incorrect Component Installed	GO to Pinpoint Test X .
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	GO to Pinpoint Test Z .
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	GO to Pinpoint Test Z .

Occupant Classification System Module (OCSM) DTC Chart

DTC	Description	Action To Take
B1231	Event Threshold Exceeded (Crash Data Memory Full)	INSPECT the passenger seat for damage. REFER to Inspection and Repair After a Supplemental Restraint System (SRS) Deployment in this section.
B1317	Battery Voltage High	GO to Pinpoint Test Z .
B1318	Battery Voltage Low	GO to Pinpoint Test Z .
B1342	ECU is Faulted	INSTALL an Occupant Classification System (OCS) service kit. REFER to Occupant Classification Sensor in this section.
B2290	Occupant Classification System Fault	GO to Pinpoint Test AA .
B2909	Belt Tension Sensor Fault	GO to Pinpoint Test AB .
C1941	Zero Seat Weight Test Failure	This DTC is only reported when carrying out the System Reset. GO to Pinpoint Test AA .
U0151	Lost Communication with Restraints Control Module (RCM)	**NOTE:** The DTC will set in a module that is reporting a communication fault from another module on the data bus. The module that reports the fault is not the problem module. Do not install a new OCSM as part of repair. REFER to Section 418-00 to diagnose the RCM . RCM does not respond to the scan tool.
U2050	No Application Present	INSTALL a new OCS system service kit. REFER to Occupant Classification Sensor in this section.
U2051	One or More Calibration Files Missing/Corrupt	INSTALL a new OCS system service kit. REFER to Occupant Classification Sensor in this section.

Symptom Chart

NOTE: Refer to Description and Operation, Intelligent Access with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states on vehicles with this feature.

Symptom Chart

Condition	Possible Sources	Action
• Air bag warning indicator is illuminated continuously	• Fuse • Wiring, terminals or connectors • Instrument Panel Cluster (IPC) • RCM	• CARRY OUT RCM and OCSM self-tests. REFER to Restraints Control Module (RCM) DTC Chart or Occupant Classification System Module (OCSM) DTC Chart in this section. • If no DTCs were retrieved from the RCM or OCSM, REFER to Section 413-01 to diagnose the IPC concern. • If the RCM or OCSM does not respond to the scan tool, Section 418-00 to diagnose the no communication concern.
• Air bag indicator flashing	• Air bag/pretensioner Supplemental Restraint System (SRS) fault	• CARRY OUT RCM and Occupant Classification System Module (OCSM) self-test. REFER to DTC Charts.
• Audible tone	• Air bag SRS system fault or air bag warning indicator fault	• CARRY OUT RCM and IPC self-test. REFER to Restraints Control Module (RCM) DTC Chart in this section and the Instrument Panel Cluster (IPC) DTC Chart in Section 413-01.
• The RCM does not respond to the scan tool	• Fuse • Scan tool • DLC • Wiring, terminals or connectors • RCM	• REFER to Section 418-00 to diagnose the no communication concern.
• The Occupant Classification System Module (OCSM) does not respond to the scan tool	• Fuse • Scan tool • DLC • Wiring, terminals or connectors • OCSM	• REFER to Section 418-00 to diagnose the no communication concern.

Pinpoint Test — Restraints Control Module (RCM)

Pinpoint Test A: DTCs B0001:11, B0001:12, B0001:13 and B0001:1A

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the driver air bag module stage 1 circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted driver air bag module

If a fault is detected, the RCM stores DTC B0001:11, B0001:12, B0001:13 or B0001:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Clockspring
- Driver air bag module
- RCM

DTC Description	Fault Trigger Condition
• B0001:11 — Driver Frontal Stage 1 Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either driver air bag stage 1 circuit, a fault is indicated.
• B0001:12 — Driver Frontal Stage 1 Deployment Control: Circuit Short to Battery	When the RCM senses a short to voltage on either driver air bag stage 1 circuit, a fault is indicated.
• B0001:13 — Driver Frontal Stage 1 Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between driver air bag stage 1 circuits, a fault is indicated.
• B0001:1A — Driver Frontal Stage 1 Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between driver air bag stage 1 circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Clockspring
- Driver air bag module
- RCM

PINPOINT TEST A: DTCs B0001:11, B0001:12, B0001:13 AND B0001:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

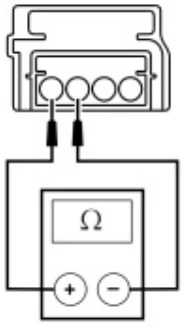
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
A1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0001:11, B0001:12, B0001:13 or B0001:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0001:13 or B0001:1A, GO to A2 . For DTC B0001:11, GO to A12 . For DTC B0001:12, GO to A15 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0001:13 or B0001:1A, GO to A20 . For DTC B0001:11, GO to A21 . For DTC B0001:12, GO to A22 .
A2 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_00_R) PID • Enter the following diagnostic mode on the scan tool: DataLogger — RCM . ▪ DEPLOY_00_R PID • **Does the PID value read between 2 and 3.68 ohms?**	**Yes** GO to A19 . **No** GO to A3 .
A3 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_00_R) PID WHILE CARRYING OUT	

THE HARNESS TEST	
• Remove the lower steering column shroud to access the clockspring electrical connector. • While monitoring the DEPLOY_00_R PID, carry out the harness test of the driver air bag circuits and accessible connectors (including any in-line connectors) by wiggling and flexing the wire harness, connectors, tilting and rotating the steering wheel frequently. • **Does the PID value read between 2 and 3.68 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness or INSTALL a new clockspring as needed. REFER to Clockspring in this section. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to A23. **No** For PID value less than 2 ohms, GO to A4. For PID value greater than 3.68 ohms, GO to A8.
A4 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module disconnected, open circuit faults would normally be retrieved on stages 1 and 2. • **Did the on-demand DTC change from B0001:1A to B0001:13?**	**Yes** GO to A17. **No** GO to A5.
A5 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED) (CLOCKSPRING DISCONNECTED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Disconnect: Clockspring C218A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module / clockspring disconnected, open circuit faults would normally be retrieved on stages 1 and 2. • **Did the on-demand DTC change from B0001:1A to B0001:13?**	**Yes** GO to A18. **No** GO to A6.
A6 CHECK FOR A SHORT BETWEEN DRIVER AIR BAG STAGE 1 CIRCUITS	

- Measure the resistance between clockspring C218A-2, circuit CR101 (VT/BN), harness side, and clockspring C218A-1, circuit RR101 (YE/GN), harness side.



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- **Is the resistance greater than 10,000 ohms?**

Yes
GO to A7 .

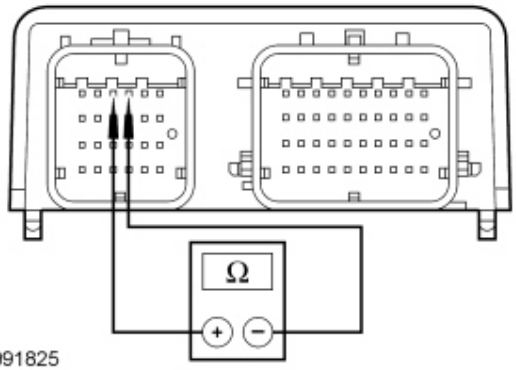
No
REPAIR circuits CR101 (VT/BN) and RR101 (YE/GN).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to A24 .

A7 CHECK THE RCM FOR LOW RESISTANCE

- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310A pins 3 and 4, component side.



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- **Is the resistance greater than 10,000 ohms?**

Yes
REPAIR circuits CR101 (VT/BN) and RR101 (YE/GN).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to A24 .

No
GO to A19 .

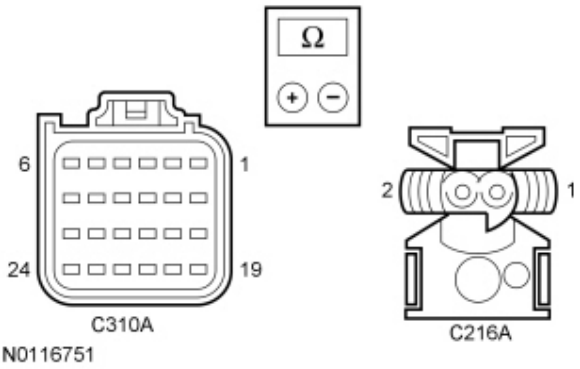
A8 CHECK THE DRIVER AIR BAG STAGE 1 CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Remove the driver air bag module. Refer to Driver Air Bag Module in this section.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310A, harness side, and driver air bag module stage 1 C216A, harness side, using the following chart.

RCM	Circuit	Driver Air Bag Module Electrical Connector
C310A-4	CR101 (VT/BN)/(WH)	C216A-1
C310A-3	RR101 (YE/GN)/(OG)	C216A-2

Yes
GO to A10 .

No
GO to A9 .

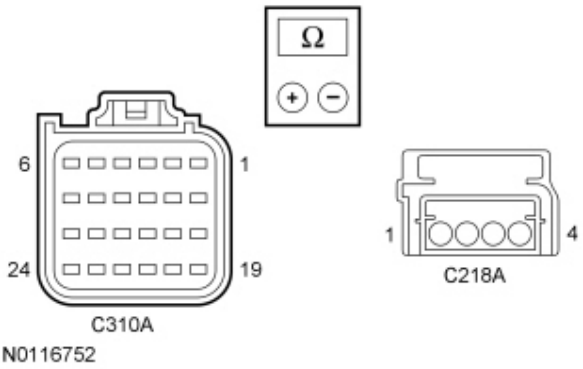


- **Are the resistances less than 1 ohm?**

A9 CHECK THE DRIVER AIR BAG STAGE 1 CIRCUITS FOR AN OPEN (CLOCKSPRING DISCONNECTED)

- Disconnect: Clockspring C218A.
- Measure the resistance between RCM C310A, harness side, and clockspring C218A, harness side, using the following chart.

RCM	Circuit	Clockspring Electrical Connector
C310A-4	CR101 (VT/BN)	C218A-2
C310A-3	RR101 (YE/GN)	C218A-1



- **Are the resistances less than 0.5 ohm?**

Yes
GO to A18.

No
REPAIR circuit CR101 (VT/BN) or RR101 (YE/GN).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to A24.

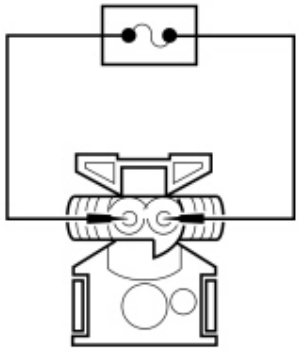
A10 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between driver air bag module stage 1 C216A-1, circuit CR101 (WH), harness side, and C216A-2, circuit RR101 (OG), harness side.

Yes
REMOVE the fused jumper wire and GO to A17.

No
REMOVE the fused jumper wire and GO to A11.



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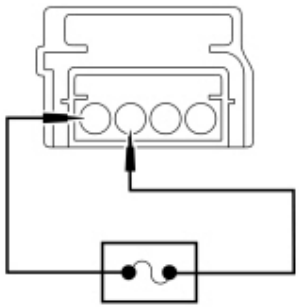
- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag stage 1 circuits shorted together, a low resistance fault would normally be retrieved on stage 1. Stage 2 will show an open circuit fault due to the driver air bag being disconnected.
- **Was DTC B0001:1A retrieved on-demand during self-test?**

A11 CHECK THE DRIVER AIR BAG STAGE 1 CIRCUITS FOR AN OPEN (CLOCKSPRING DISCONNECTED)	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Clockspring C218A. • Connect a fused jumper wire between clockspring C218A-1, circuit RR101 (YE/GN), harness side, and C218A-2, circuit CR101 (VT/BN), harness side.	**Yes** REMOVE the fused jumper wire and GO to A18 . **No** REMOVE the fused jumper wire and GO to A19 .

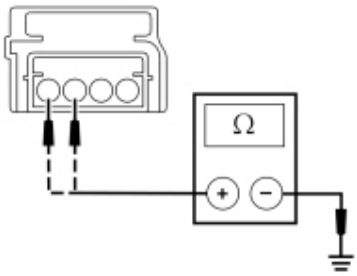


N0116754

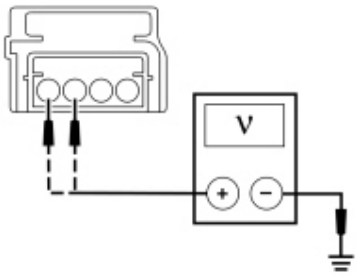
- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the clockspring stage 1 circuits shorted together, a low resistance fault would normally be retrieved on stage 1. Stage 2 will show an open circuit fault due to the driver air bag being disconnected.
- **Was DTC B0001:1A retrieved on-demand during self-test?**

A12 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported	**Yes** GO to A17 .

changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module disconnected, open circuit faults would normally be retrieved on stages 1 and 2. • **Did the on-demand DTC change from B0001:11 to B0001:13?**	**No** GO to A13.
A13 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED) (CLOCKSPRING DISCONNECTED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Disconnect: Clockspring C218A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the clockspring disconnected, open circuit faults would normally be retrieved on driver air bag stages 1 and 2. • **Did the on-demand DTC change from B0001:11 to B0001:13?**	**Yes** GO to A18. **No** GO to A14.
A14 CHECK THE DRIVER AIR BAG STAGE 1 CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between clockspring:
  ▪ C218A-2, circuit CR101 (VT/BN), harness side, and ground.
  ▪ C218A-1, circuit RR101 (YE/GN), harness side, and ground.
 
 	
N0116755
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to A19.
	
	No
	Due to the shorting bar feature in the RCM electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar.
	
	REPAIR circuit CR101 (VT/BN) or RR101 (YE/GN).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to A24.

A15 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO BATTERY INDICATED) (CLOCKSPRING DISCONNECTED)	
NOTE: This pinpoint test step attempts to change the fault reported	**Yes**

by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Disconnect: Clockspring C218A. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module/clockspring disconnected, open circuit faults would normally be retrieved on driver air bag stages 1 and 2. • **Did the on-demand DTC change from B0001:12 to B0001:13?**	GO to A18. **No** GO to A16.
A16 CHECK THE DRIVER AIR BAG STAGE 1 CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between clockspring: ▪ C218A-2, circuit CR101 (VT/BN), harness side, and ground. ▪ C218A-1, circuit RR101 (YE/GN), harness side, and ground.  N0116756 • **Is any voltage present?**	**Yes** Due to the shorting bar feature in the RCM electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit CR101 (VT/BN) or RR101 (YE/GN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to A24. **No** GO to A19.
A17 CONFIRM THE DRIVER AIR BAG MODULE FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damaged, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to	**Yes** INSTALL a new driver air bag module. REFER to Driver Air Bag Module in this section. GO to A24. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do**

Restraints Control Module (RCM) in this section. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Install the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**so in the pinpoint test.** For DTC B0001:13 or B0001:1A, GO to A20. For DTC B0001:11, GO to A21. For DTC B0001:12, GO to A22.
A18 CONFIRM THE CLOCKSPRING FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ■ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damaged, pinched, cut or pierced wires. ■ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Clockspring C218A. • Install the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to A24. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0001:13 or B0001:1A, GO to A20. For DTC B0001:11, GO to A21. For DTC B0001:12, GO to A22.
A19 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ■ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damaged, pinched, cut or pierced wires. ■ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ■ repair any concerns found.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to A24. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • If previously removed, install the driver air bag module. Refer to Driver Air Bag Module in this section. • Connect: Clockspring C218A (if previously disconnected). • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	For DTC B0001:13 or B0001:1A, GO to A20. For DTC B0001:11, GO to A21. For DTC B0001:12, GO to A22.
A20 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_00_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_00_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness, tilting and rotating the steering wheel frequently. • **Does the PID value read between 2 and 3.68 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to A23. **No** If the driver air bag PID indicates incorrect resistance only when the steering wheel is rotated, INSTALL a new clockspring. REFER to Clockspring in this section. For all other faults, DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to A24.
A21 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness, tilting and rotating the steering wheel frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0001:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to A24. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at**

	this time. Install SRS components only when directed to do so in the pinpoint test. GO to A23.
A22 CHECK THE DRIVER FRONTAL STAGE 1 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO BATTERY FAULT • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness, tilting and rotating the steering wheel frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0001:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to A24. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to A23.

A23 CHECK THE HARNESS AND CONNECTORS
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Remove the driver air bag module:
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
• Inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to A24.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to A24.

A24 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test B: DTCs B0002:11, B0002:12, B0002:13 and B0002:1A

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the driver air bag module stage 2 circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted driver air bag module

If a fault is detected, the RCM stores DTC B0002:11, B0002:12, B0002:13 or B0002:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Clockspring
- Driver air bag module
- RCM

DTC Description	Fault Trigger Condition
• B0002:11 — Driver Frontal Stage 2 Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either driver air bag stage 2 circuit, a fault is indicated.
• B0002:12 — Driver Frontal Stage 2 Deployment Control: Circuit Short to Battery	When the RCM senses a short to voltage on either driver air bag stage 2 circuit, a fault is indicated.
• B0002:13 — Driver Frontal Stage 2 Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between driver air bag stage 2 circuits, a fault is indicated.
• B0002:1A — Driver Frontal Stage 2 Deployment Control: Circuit Resistance	When the RCM measures less than the desired resistance range between driver air bag stage 2 circuits,

Below Threshold	a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Clockspring
- Driver air bag module
- RCM

PINPOINT TEST B: DTCs B0002:11, B0002:12, B0002:13 AND B0002:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

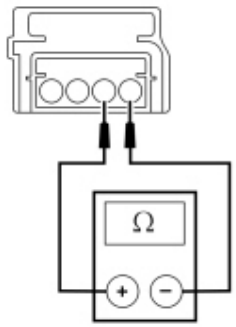
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

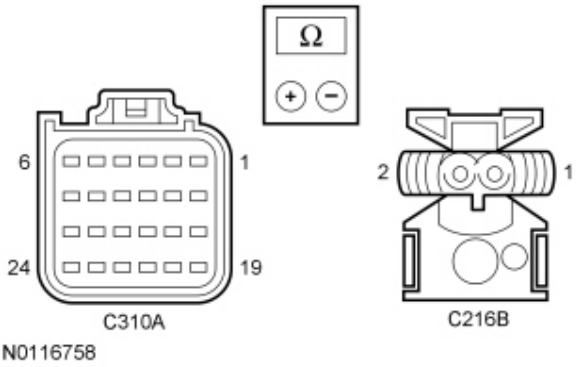
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
B1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0002:11, B0002:12, B0002:13 or B0002:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0002:13 or B0002:1A, GO to B2 . For DTC B0002:11, GO to B11 . For DTC B0002:12, GO to B14 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code

	(CMDTC) only. For DTC B0002:13 or B0002:1A, GO to B19. For DTC B0002:11, GO to B20. For DTC B0002:12, GO to B21.
B2 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_01_R) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_01_R PID • **Does the PID value read between 2 and 3.68 ohms?**	**Yes** GO to B18. **No** GO to B3.
B3 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_01_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• Remove the lower steering column shroud to access the clockspring connector. • While monitoring the DEPLOY_01_R PID, carry out the harness test of the driver air bag circuits and accessible connectors (including any in-line connectors), by wiggling and flexing the wire harness, connectors, tilting and rotating the steering wheel frequently. • **Does the PID value read between 2 and 3.68 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness or INSTALL a new clockspring as needed. REFER to Clockspring in this section. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to B23. **No** For PID value less than 2 ohms, GO to B4. For PID value greater than 3.68 ohms, GO to B7.
B4 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module disconnected, open circuit faults would normally be retrieved on stages 1 and 2.	**Yes** GO to B16. **No** GO to B5.

• **Did the on-demand DTC change from B0002:1A to B0002:13?**	
B5 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED) (CLOCKSPRING DISCONNECTED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Disconnect: Clockspring C218A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module/clockspring disconnected, open circuit faults would normally be retrieved on stages 1 and 2. • **Did the on-demand DTC change from B0002:1A to B0002:13?**	**Yes** GO to B17. **No** GO to B6.
B6 CHECK FOR A SHORT BETWEEN DRIVER AIR BAG STAGE 2 CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between C218A-4, circuit CR102 (BU), harness side and C218A-3, circuit RR102 (WH), harness side.  N0116757 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B18. **No** REPAIR circuits CR102 (BU) and RR102 (WH). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to B23.
B7 CHECK THE DRIVER AIR BAG STAGE 2 CIRCUITS FOR AN OPEN	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310A, harness side and driver air bag module stage 2 C216B, harness side using the following chart.	**Yes** GO to B9. **No** GO to B8.

RCM	Circuit	Driver Air Bag Module Electrical Connector
C310A-7	CR102 (BU)/(BN)	C216B-1
C310A-8	RR102 (WH)/(BU)	C216B-2

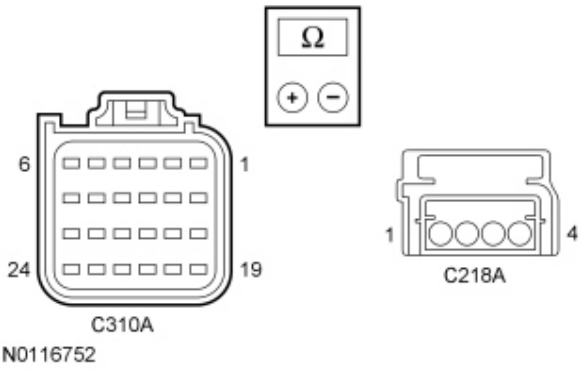


- **Are the resistances less than 1 ohm?**

B8 CHECK THE DRIVER AIR BAG STAGE 2 CIRCUITS FOR AN OPEN (CLOCKSPRING DISCONNECTED)

- Disconnect: Clockspring C218A.
- Measure the resistance between RCM C310A, harness side, and clockspring C218A, harness side, using the following chart.

RCM	Circuit	Clockspring
C310A-7	CR102 (BU)	C218A-4
C310A-8	RR102 (WH)	C218A-3



- **Are the resistances less than 0.5 ohm?**

Yes
GO to B17.

No
REPAIR circuit CR102 (BU) or RR102 (WH).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to B23.

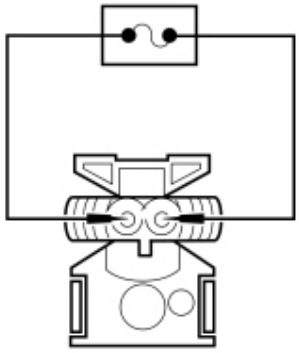
B9 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between driver air bag module stage 2 C216B-1, circuit CR102 (BN), harness side, and C216B-2, circuit RR102 (BU), harness side.

Yes
REMOVE the fused jumper and GO to B16.

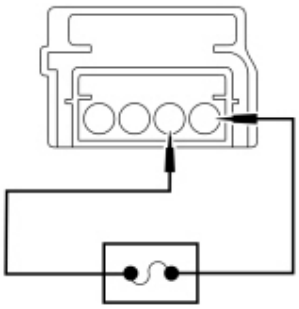
No
REMOVE the fused jumper and GO to B10.



N0116759

- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with driver air bag module stage 2 circuits shorted together, a low resistance fault would normally be retrieved on stage 2. Stage 1 will show an open circuit fault due to the driver air bag being disconnected.
- **Was DTC B0002:1A retrieved on-demand during self-test?**

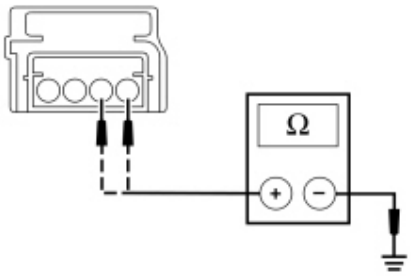
B10 CHECK THE DRIVER AIR BAG STAGE 2 CIRCUITS FOR AN OPEN (CLOCKSPRING DISCONNECTED)	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Clockspring C218A. • Connect a fused jumper wire between clockspring C218A-3, circuit RR102 (WH), harness side, and C218A-4, circuit CR102 (BU), harness side.	**Yes** REMOVE the fused jumper and GO to B17 . **No** REMOVE the fused jumper and GO to B18 .



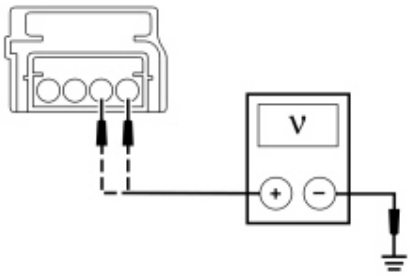
N0116760

- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the clockspring stage 2 circuits shorted together, a low resistance fault would normally be retrieved on stage 2. Stage 1 will show an open circuit fault due to the driver air bag being disconnected.
- **Was DTC B0002:1A retrieved on-demand during self-test?**

B11 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported	**Yes** GO to B16 .

changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module disconnected, open circuit faults would normally be retrieved on stages 1 and 2. • **Did the on-demand DTC change from B0002:11 to B0002:13?**	**No** GO to B12.
B12 CHECK DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED) (CLOCKSPRING DISCONNECTED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Disconnect: Clockspring C218A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module/clockspring disconnected, open circuit faults would normally be retrieved on stage 1 and 2. • **Did the on-demand DTC change from B0002:11 to B0002:13?**	**Yes** GO to B17. **No** GO to B13.
B13 CHECK THE DRIVER AIR BAG STAGE 2 CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between clockspring: ▪ C218A-4, circuit CR102 (BU), harness side and ground. ▪ C218A-3, circuit RR102 (WH), harness side and ground.  N0116761 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to B18. **No** REPAIR circuit CR102 (BU) or RR102 (WH). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to B23.
B14 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO BATTERY INDICATED) (CLOCKSPRING DISCONNECTED)	
NOTE: This pinpoint test step attempts to change the fault reported	**Yes**

by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Disconnect: Clockspring C218A. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver air bag module/clockspring disconnected, open circuit faults would normally be retrieved on stages 1 and 2. • **Did the on-demand DTC change from B0002:12 to B0002:13?**	GO to B17. **No** GO to B15.
B15 CHECK THE DRIVER AIR BAG STAGE 2 CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between clockspring:
  ▪ C218A-4, circuit CR102 (BU), harness side and ground.
  ▪ C218A-3, circuit RR102 (WH), harness side and ground.
 
 	
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• **Is any voltage present?**
	Yes
	REPAIR circuit CR102 (BU) or RR102 (WH).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to B23.
	
	No
	GO to B18.

B16 CONFIRM THE DRIVER AIR BAG MODULE FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to
	Yes
	INSTALL a new driver air bag module. REFER to Driver Air Bag Module in this section. GO to B23.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do**

Restraints Control Module (RCM) in this section. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Install the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**so in the pinpoint test.** For DTC B0002:13 or B0002:1A, GO to B19. For DTC B0002:11, GO to B20. For DTC B0002:12, GO to B21.
B17 CONFIRM THE CLOCKSPRING FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ■ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damage, pinched, cut or pierced wires. ■ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Clockspring C218A. • Install the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to B23. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0002:13 or B0002:1A, GO to B19. For DTC B0002:11, GO to B20. For DTC B0002:12, GO to B21.
B18 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ■ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damage, pinched, cut or pierced wires. ■ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ■ repair any concerns found.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to B23. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • If previously removed, install the driver air bag module. Refer to Driver Air Bag Module in this section. • Connect: Clockspring C218A (if previously disconnected). • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	For DTC B0002:13 or B0002:1A, GO to B19. For DTC B0002:11, GO to B20. For DTC B0002:12, GO to B21.
B19 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_01_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_01_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness, tilting and rotating the steering wheel frequently. • **Does the PID value read between 2 and 3.68 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to B22. **No** If the driver air bag PID indicates incorrect resistance only when the steering wheel is rotated, INSTALL a new clockspring. REFER to Clockspring in this section. For all other faults, DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to B23.
B20 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness, tilting and rotating the steering wheel frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0002:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to B23. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at**

	this time. Install SRS components only when directed to do so in the pinpoint test. GO to B22.
B21 CHECK THE DRIVER FRONTAL STAGE 2 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO BATTERY FAULT • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the driver air bag module. Refer to Driver Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness, tilting and rotating the steering wheel frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0002:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to B23. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to B22.

B22 CHECK THE HARNESS AND CONNECTORS
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Remove the driver air bag module.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
• Inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to B23.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to B23.

B23 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test C: DTCs B0004:11, B0004:12, B0004:13 and B0004:1A

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the driver knee bolster air bag module circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted driver knee bolster air bag module

If a fault is detected, the RCM stores DTC B0004:11, B0004:12, B0004:13 or B0004:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Driver knee bolster air bag module
- RCM

DTC Description	Fault Trigger Condition
• B0004:11 — Driver Knee Bolster Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either driver knee bolster air bag module circuit, a fault is indicated.
• B0004:12 — Driver Knee Bolster Deployment Control: Circuit Short to Battery	When the RCM senses a short to voltage on either driver knee bolster air bag module circuit, a fault is indicated.
• B0004:13 — Driver Knee Bolster Deployment Control: Circuit Open	When the RCM measures greater than the desired resistance range between driver knee bolster air bag module circuits, a fault is indicated.
• B0004:1A — Driver Knee Bolster Deployment Control: Circuit Resistance	When the RCM measures less than the desired resistance range between driver knee bolster air bag module circuits,

Below Threshold	a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver knee bolster air bag module
- RCM

PINPOINT TEST C: DTCs B0004:11, B0004:12, B0004:13 AND B0004:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

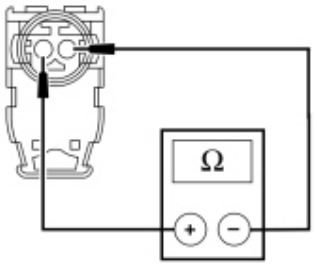
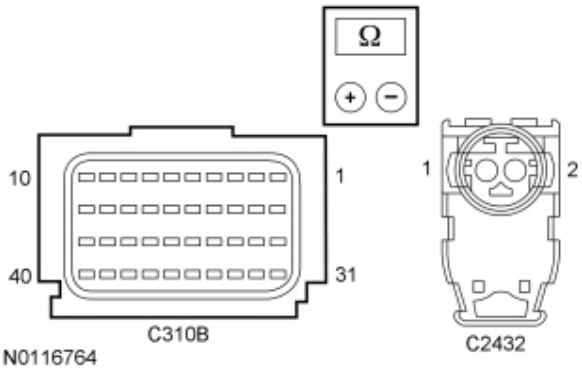
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

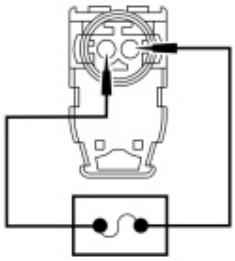
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
C1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0004:11, B0004:12, B0004:13 or B0004:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0004:13 or B0004:1A, GO to C2 . For DTC B0004:11, GO to C8 . For DTC B0004:12, GO to C10 . **No** This is an intermittent fault when present as a CMDTC only. For DTC B0004:13 or B0004:1A, GO to C13 .

	For DTC B0004:11, GO to C14. For DTC B0004:12, GO to C15.
C2 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_02_R) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_02_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to C12. **No** GO to C3.
C3 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_02_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_02_R PID, carry out the harness test of the driver knee air bag module circuits and accessible connectors (including any in-line connectors), by wiggling connectors and flexing the wire harness frequently. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to C17. **No** For PID value less than 1.7 ohms, GO to C4. For PID value greater than 2.78 ohms, GO to C6.
C4 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Knee Air Bag Module C2432. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver knee air bag module disconnected, open circuit faults would normally be retrieved. • **Did the on-demand DTC change from B0004:11 to B0004:13?**	**Yes** GO to C11. **No** GO to C5.
C5 CHECK FOR A SHORT BETWEEN DRIVER KNEE AIR BAG MODULE CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between driver knee air bag module C2432-1, circuit CR139 (VT/WH), harness side and C2432-2, circuit RR139 (YE), harness side.	**Yes** GO to C12. **No** REPAIR circuits CR139 (VT/WH) and RR139 (YE). Refer to Wiring Diagrams Cell 5, Connector Repair

 N0116763 • **Is the resistance greater than 10,000 ohms?**	Procedures for schematic and connector information. GO to C17 .
C6 CHECK THE DRIVER KNEE AIR BAG MODULE CIRCUITS FOR AN OPEN • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Knee Air Bag Module C2432. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310B, harness side and driver knee air bag module C2432, harness side using the following chart. RCM / Circuit / Driver Knee Air Bag Module C310B-4 / RR139 (YE) / C2432-2 C310B-3 / CR139 (VT/WH) / C2432-1  N0116764 • **Are the resistances less than 0.5 ohm?**	**Yes** GO to C7 . **No** REPAIR circuit CR139 (VT/WH) or RR139 (YE). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to C17 .
C7 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED) • Connect: RCM C310A and C310B. • Connect a fused jumper wire between driver knee air bag module C2432-1, circuit CR139 (VT/WH), harness side and C2432-2, circuit RR139 (YE), harness side.	**Yes** REMOVE the fused jumper wire and GO to C11 . **No** REMOVE the fused jumper wire and GO to C12 .



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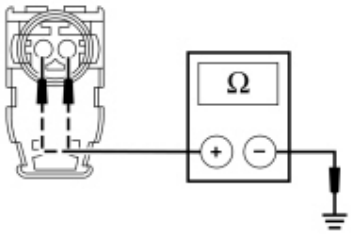
- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the driver knee air bag module circuits shorted together, a low resistance fault would normally be retrieved.
- **Did the on-demand DTC change from B0004:13 to B0004:1A?**

C8 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Knee Bolster Air Bag Module C2432. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver knee air bag module disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0004:11 to B0004:13?**	**Yes** GO to C11 . **No** GO to C9 .
C9 CHECK THE DRIVER KNEE AIR BAG MODULE CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between driver knee air bag module:
  ▪ C2432-1, circuit CR139 (VT/WH), harness side and ground.
  ▪ C2432-2, circuit RR139 (YE), harness side and ground.
	Yes
	GO to C12 .
	
	No
	REPAIR circuit CR139 (VT/WH) or RR139 (YE).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to C17 .



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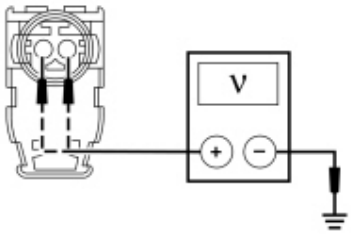
- **Are the resistances greater than 10,000 ohms?**

C10 CHECK THE DRIVER KNEE AIR BAG MODULE CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Knee Air Bag Module C2432.
• Disconnect: RCM C310A and C310B.
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between driver knee air bag module:
  ▪ C2432-1, circuit CR139 (VT/WH), harness side and ground.
  ▪ C2432-2, circuit RR139 (YE), harness side and ground.
 	
 
 	
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• **Is any voltage present?**
	Yes
	REPAIR circuit CR139 (VT/WH) or RR139 (YE).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to C17 .
	
	No
	GO to C12 .

C11 CONFIRM THE DRIVER KNEE AIR BAG MODULE FAULT	
NOTE: Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Connect: Driver Knee Air Bag Module C2432. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new driver knee air bag module. REFER to Knee Air Bag Module in this section. GO to C17 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0004:13 or B0004:1A, GO to C13 .

	For DTC B0004:11, GO to C14. For DTC B0004:12, GO to C15.
C12 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Driver Knee Air Bag Module C2432 (if previously disconnected). • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to C17. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0004:13 or B0004:1A, GO to C13. For DTC B0004:11, GO to C14. For DTC B0004:12, GO to C15.
C13 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_02_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_02_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors), and flexing the wire harness frequently. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to C16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to C17.
C14 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL CIRCUITS FOR AN INTERMITTENT SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any	**Yes**

in-line connectors) and flexing the wire harness frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0004:11 retrieved on-demand during self-test?**	DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to C17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to C16 .
C15 CHECK THE DRIVER KNEE BOLSTER DEPLOYMENT CONTROL CIRCUITS FOR AN INTERMITTENT SHORT TO BATTERY FAULT	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Knee Air Bag Module C2432. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0004:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to C17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to C16 .
C16 CHECK HARNESS AND CONNECTORS	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Knee Bolster Air Bag Module C2432 (if not previously disconnected).
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to C17 .
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to C17 .

C17 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF.	**Yes**

• **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and Occupant Classification System Module (OCSM). • **Are any RCM and/or OCSM retrieved on-demand during self-test?**	Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test D: DTCs B0010:11, B0010:12, B0010:13 and B0010:1A

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the passenger air bag module stage 1 circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted passenger air bag module

If a fault is detected, the RCM stores DTC B0010:11, B0010:12, B0010:13 or B0010:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM. If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Passenger air bag module
- RCM

DTC Description	Fault Trigger Conditions
• B0010:11 — Passenger Frontal Stage 1 Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either passenger air bag stage 1 circuit, a fault is indicated.
• B0010:12 — Passenger Frontal Stage 1 Deployment Control: Circuit Short to Battery	When the RCM senses a short to voltage on either passenger air bag stage 1 circuit, a fault is indicated.
• B0010:13 — Passenger Frontal Stage 1 Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between passenger air bag stage 1 circuits, a fault is indicated.
• B0010:1A — Passenger Frontal Stage 1 Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between passenger air bag stage 1 circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger air bag module
- RCM

PINPOINT TEST D: DTCs B0010:11, B0010:12, B0010:13 AND B0010:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

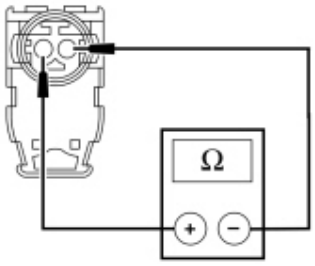
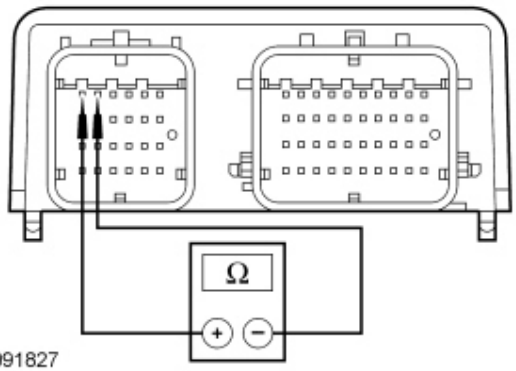
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

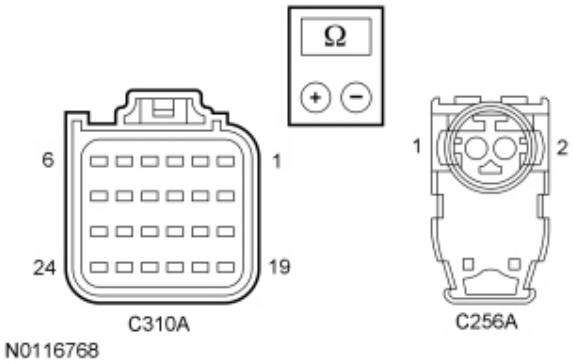
Test Step	Result / Action to Take
D1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0010:11, B0010:12, B0010:13 or B0010:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0010:13 or B0010:1A, GO to D2 . For DTC B0010:11, GO to D9 . For DTC B0010:12, GO to D11 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0010:13 or B0010:1A, GO to D14 . For DTC B0010:11, GO to D15 . For DTC B0010:12, GO to D16 .
D2 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_05_R) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM . ▪ DEPLOY_05_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to D13 . **No** GO to D3 .
D3 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_05_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_05_R PID, carry out the harness test of the passenger air bag module circuits and accessible connectors (including any in-line connectors) by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to D18 . **No** For PID value less than 1.7 ohms, GO to D4 . For PID value greater than 2.78 ohms, GO to D7 .
D4 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE	

INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove and disconnect the passenger air bag module. Refer to Passenger Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger air bag module removed, open circuit faults would normally be retrieved on passenger air bag stage 1 and stage 2 circuits. • **Did the on-demand DTC change from B0010:1A to B0010:13?**	**Yes** GO to D12. **No** GO to D5.
D5 CHECK FOR A SHORT BETWEEN PASSENGER AIR BAG STAGE 1 CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Measure the resistance between passenger air bag module stage 1 C256A-1, circuit CR103 (GY/BU), harness side and C256A-2, circuit RR103 (VT/GN), harness side.  N0116763 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to D13. **No** GO to D6.
D6 CHECK RCM FOR LOW RESISTANCE	
• Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310A pins 1 and 2, component side.  N0091827 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR circuits CR103 (GY/BU) and RR103 (VT/GN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to D18. **No** GO to D13.

D7 CHECK THE PASSENGER AIR BAG STAGE 1 CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310A, harness side and passenger air bag module stage 1 C256A, harness side using the following chart.

RCM	Circuit	Passenger Air Bag Module Stage 1
C310A-1	CR103 (GY/BU)	C256A-1
C310B-2	RR103 (VT/GN)	C256A-2



- **Are the resistances less than 0.5 ohm?**

Yes
GO to D8 .

No
REPAIR circuit CR103 (GY/BU) or RR103 (VT/GN).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to D18 .

D8 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

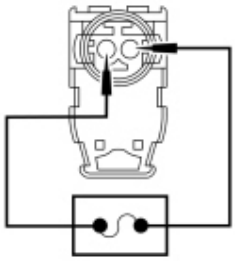
- Prior to reconnecting any previously disconnected SRS component:
  - inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  - inspect wire harness for any damage, pinched, cut or pierced wires.
  - inspect C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  - repair any concerns found.

  Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

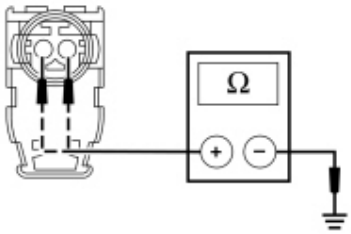
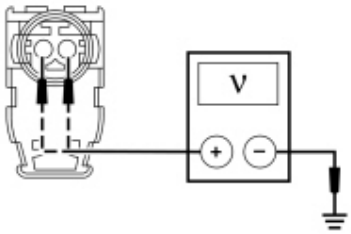
- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between passenger air bag module stage 1 C256A-1, circuit CR103 (GY/BU), harness side and C256A-2, circuit RR103 (VT/GN), harness side.

Yes
REMOVE the fused jumper wire and GO to D12 .

No
REMOVE the fused jumper wire and GO to D13 .

 N0116765 • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger air bag module stage 1 circuits shorted together, a low resistance fault would normally be retrieved on stage 1. Stage 2 shows an open circuit fault due to the passenger air bag being removed. • **Did the on-demand DTC change from B0010:13 to B0010:1A?**	
D9 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger air bag module removed, open circuit faults would normally be retrieved on passenger air bag stage 1 and stage 2 circuits. • **Did the on-demand DTC change from B0010:11 to B0010:13?**	**Yes** GO to D12 . **No** GO to D10 .
D10 CHECK THE PASSENGER AIR BAG STAGE 1 CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between passenger air bag module:
  ▪ C256A-1, circuit CR103 (GY/BU), harness side and ground.
  ▪ C256A-2, circuit RR103 (VT/GN), harness side and ground.
	Yes
	GO to D13 .
	
	No
	Due to the shorting bar feature in the RCM electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar.
	
	REPAIR circuit CR103 (GY/BU) or RR103 (VT/GN).

 N0116766 • **Are the resistances greater than 10,000 ohms?**	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to D18 .
D11 CHECK THE PASSENGER AIR BAG STAGE 1 CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Disconnect: RCM C310A and C310B. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between passenger air bag module: ▪ C256A-1, circuit CR103 (GY/BU), harness side and ground. ▪ C256A-2, circuit RR103 (VT/GN), harness side and ground.  N0116767 • **Is any voltage present on either circuit?**	**Yes** Due to the shorting bar feature in the RCM electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit CR103 (GY/BU) or RR103 (VT/GN). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to D18 . **No** GO to D13 .
D12 CONFIRM THE PASSENGER AIR BAG MODULE FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.	**Yes** INSTALL a new passenger air bag module. REFER to Passenger Air Bag Module in this section. GO to D18 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**

▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect and install the passenger air bag module (if previously disconnected). Refer to Passenger Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	For DTC B0010:13 or B0010:1A, GO to D14. For DTC B0010:11, GO to D15. For DTC B0010:12, GO to D16.
D13 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect and install the passenger air bag module (if previously disconnected). Refer to Passenger Air Bag Module in this section. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to D18. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0010:13 or B0010:1A, GO to D14. For DTC B0010:11, GO to D15. For DTC B0010:12, GO to D16.
D14 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_05_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_05_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness frequently. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to D17. **No** The fault is not present and cannot be recreated at this time. **Do not install any**

	new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test. GO to D18.
D15 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO GROUND FAULT • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • **Was DTC B0010:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to D18. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to D17.
D16 CHECK THE PASSENGER FRONTAL STAGE 1 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO BATTERY FAULT • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0010:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to D18. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to D17.

D17 CHECK THE HARNESS AND CONNECTORS
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Remove and disconnect the passenger air bag module. Refer to Passenger Air Bag Module in this section.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to D18.
	
	No
	The fault is not present and cannot be recreated at this

	time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to D18.
D18 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test E: DTCs B0011:11, B0011:12, B0011:13 and B0011:1A

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the passenger air bag module 2 circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted passenger air bag module

If a fault is detected, the RCM stores DTC B0011:11, B0011:12, B0011:13 or B0011:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM. If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at the time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Passenger air bag module
- RCM

DTC Description	Fault Trigger Conditions
• B0011:11 — Passenger Frontal Stage 2 Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either passenger frontal stage 2 deployment control circuit, a fault is indicated.
• B0011:12 — Passenger Frontal Stage 2 Deployment Control: Circuit Short to Battery	When the RCM senses a short to voltage on either passenger frontal stage 2 deployment control circuit, a fault is indicated.
• B0011:13 — Passenger Frontal Stage 2 Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between passenger frontal stage 2 deployment control circuits, a fault is indicated.
• B0011:1A — Passenger Frontal Stage 2 Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between passenger frontal stage 2 deployment control circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger air bag module
- RCM

PINPOINT TEST E: DTCs B0011:11, B0011:12, B0011:13 AND B0011:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

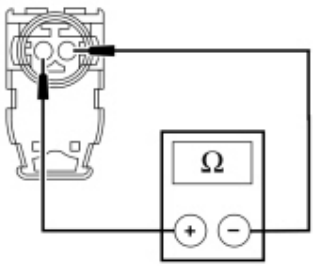
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

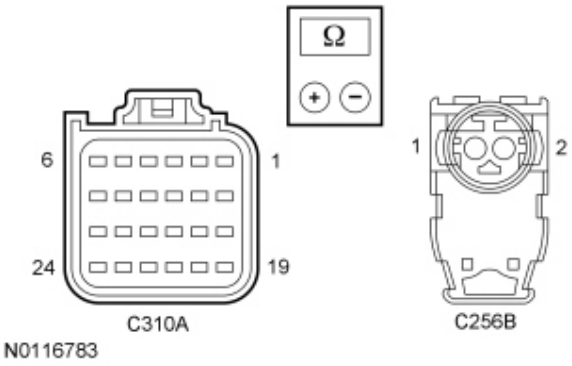
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
E1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0011:11, B0011:12, B0011:13 or B0011:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B0011:13 or B0011:1A, GO to E2. For DTC B0011:11, GO to E8. For DTC B0011:12, GO to E10. **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0011:13 or B0011:1A, GO to E13. For DTC B0011:11, GO to E14. For DTC B0011:12, GO to E15.
E2 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_06_R) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_06_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to E12. **No** GO to E3.
E3 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_06_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_06_R PID, carry out the harness test of the passenger air bag module circuits and accessible connectors (including any in-line connectors) by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to E16. **No** For PID value less than 1.7 ohms, GO to E4. For PID value greater than 2.78 ohms, GO to E6.

E4 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger air bag module disconnected, open circuit faults would normally be retrieved on passenger air bag stage 1 and 2 circuits. • **Did the on-demand DTC change from B0011:1A to B0011:13?**	**Yes** GO to E11. **No** GO to E5.
E5 CHECK FOR A SHORT BETWEEN PASSENGER AIR BAG STAGE 2 CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between passenger air bag module stage 2 C256B-1, circuit CR104 (YE/GY), harness side and C256B-2, circuit RR104 (WH/BU), harness side.  N0116763 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to E11. **No** REPAIR circuits CR104 (YE/GY) and RR104 (WH/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to E17.
E6 CHECK THE PASSENGER AIR BAG STAGE 2 CIRCUITS FOR AN OPEN	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310A, harness side and passenger air bag module stage 2 C256B, harness side using the following chart. **RCM** / **Circuit** / **Passenger Air Bag Module Stage 2** C310A-10 / CR104 (YE/GY) / C256B-1	**Yes** GO to E7. **No** REPAIR circuit CR104 (YE/GY) or RR104 (WH/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to E17.

C310A-9	RR104 (WH/BU)	C256B-2

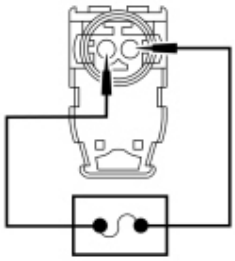


- **Are the resistances less than 0.5 ohm?**

E7 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between passenger air bag module stage 2 C256B-1, circuit CR104 (YE/GY), harness side and C256B-2, circuit RR104 (WH/BU), harness side.



- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the passenger air bag stage 2 circuits shorted together, a low resistance fault would normally be retrieved on stage 2. Stage 1 shows an open circuit fault due to the passenger air bag module being removed.
- **Did the on-demand DTC change from B0011:13 to B0011:1A?**

Yes
REMOVE the fused jumper wire and GO to E11 .

No
REMOVE the fused jumper wire and GO to E12 .

E8 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)

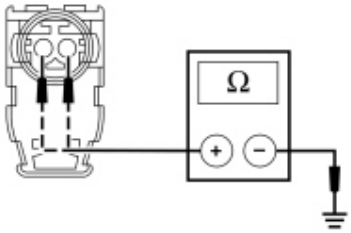
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

- Ignition OFF.

Yes
GO to E11 .

No
GO to E9 .

• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger air bag module removed, open circuit faults would normally be retrieved on stage 1 and stage 2. • **Did the on-demand DTC change from B0011:11 to B0011:13?**	
E9 CHECK THE PASSENGER AIR BAG STAGE 2 CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between passenger air bag module stage 2:
  ▪ C256B-1, circuit CR104 (YE/GY), harness side and ground.
  ▪ C256B-2, circuit RR104 (WH/BU), harness side and ground.
 
 	
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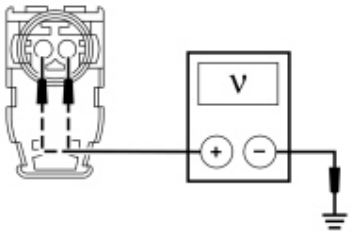
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to E12 .
	
	No
	REPAIR circuit CR104 (YE/GY) or RR104 (WH/BU).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to E17 .

E10 CHECK THE PASSENGER AIR BAG STAGE 2 CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Remove and disconnect the passenger air bag module. Refer to Passenger Air Bag Module in this section.
• Disconnect: RCM C310A and C310B.
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between passenger air bag module stage 2:
  ▪ C256B-1, circuit CR104 (YE/GY), harness side and ground.
  ▪ C256B-2, circuit RR104 (WH/BU), harness side and ground.
	Yes
	REPAIR circuit CR104 (YE/GY) or RR104 (WH/BU).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to E17 .
	
	No
	GO to E12 .



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- **Is any voltage present on either circuit?**

E11 CONFIRM THE PASSENGER AIR BAG MODULE FAULT **NOTE:** Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B SRS lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect and install the passenger air bag module (if previously disconnected). Refer to Passenger Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new passenger air bag module. REFER to Passenger Air Bag Module in this section. GO to E17. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0011:13 or B0011:1A, GO to E13. For DTC B0011:11, GO to E14. For DTC B0011:12, GO to E15.
E12 CONFIRM THE RCM FAULT **NOTE:** Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to E17. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0011:13 or

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Install the passenger air bag module (if previously removed) and connect passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	B0011:1A, GO to E13. For DTC B0011:11, GO to E14. For DTC B0011:12, GO to E15.
E13 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL RESISTANCE (DEPLOY_06_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_06_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness, tilting and rotating the steering wheel frequently. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to E16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to E17.
E14 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0011:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to E17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to E16.
E15 CHECK THE PASSENGER FRONTAL STAGE 2 DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO BATTERY FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS)	**Yes** DEPOWER the SRS and

Depowering and Repowering in this section. • Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0011:12 retrieved on-demand during self-test?**	REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to E17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to E16.
E16 CHECK THE HARNESS AND CONNECTORS	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Remove the passenger air bag module and disconnect the passenger air bag module connectors C256A and C256B. Refer to Passenger Air Bag Module in this section.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to E17.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to E17.

E17 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer on-demand during self-test.

Pinpoint Test F: DTCs B0020:11, B0020:12, B0020:13 and B0020:1A

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the driver seat side air bag module circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted driver seat side air bag module

If a fault is detected, the RCM stores DTC B0020:11, B0020:12, B0020:13 or B0020:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Driver seat side air bag module
- RCM

DTC Description	Fault Trigger Conditions
• B0020:11 — Left Side Airbag Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either driver seat side air bag circuit, a fault is indicated.
• B0020:12 — Left Side Airbag Deployment Control: Circuit Short to Battery	When the RCM senses a short to voltage on either driver seat side air bag circuit, a fault is indicated.
• B0020:13 — Left Side Airbag Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between the driver seat side air bag circuit, a fault is indicated.
• B0020:1A — Left Side Airbag Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between the driver seat side air bag circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver seat side air bag module
- RCM

PINPOINT TEST F: DTCs B0020:11, B0020:12, B0020:13 AND B0020:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

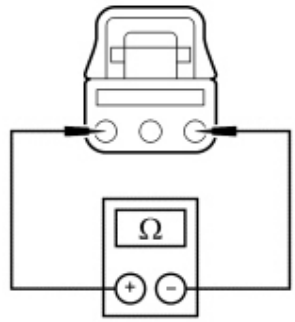
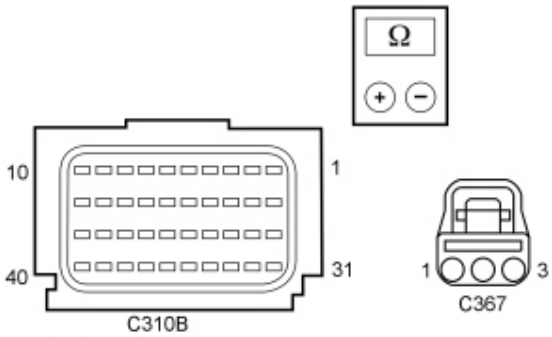
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

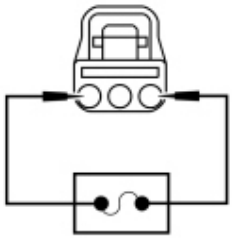
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
F1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0020:11, B0020:12, B0020:13 or B0020:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B0020:13 or B0020:1A, GO to F2 . For DTC B0020:11, GO to F8 . For DTC B0020:12, GO to F10 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0020:13 or B0020:1A, GO to F13 . For DTC B0020:11, GO to

	F14 . For DTC B0020:12, GO to F15 .
F2 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL RESISTANCE (DEPLOY_10_R) PID	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — RCM . ▪ DEPLOY_10_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to F12 . **No** GO to F3 .
F3 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL RESISTANCE (DEPLOY_10_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_10_R PID carry out the harness test of the driver seat side air bag circuits and accessible connectors (including any in-line connectors) by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to F17 . **No** For PID value less than 1.7 ohms, GO to F4 . For PID value greater than 2.78 ohms, GO to F6 .
F4 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Seat Side Air Bag Module C367. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver seat side air bag disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0020:1A to B0020:13?**	**Yes** GO to F11 . **No** GO to F5 .
F5 CHECK FOR A SHORT BETWEEN DRIVER SEAT SIDE AIR BAG CIRCUITS	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between driver seat side air bag module C367-3, circuit CR105 (GN/BU), harness side and C367-1, circuit RR105 (GY/YE), harness side.	**Yes** GO to F12 . **No** REPAIR circuits CR105 (GN/BU) and RR105 (GY/YE).

 DR1050-A • **Is the resistance greater than 10,000 ohms?**	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to F17 .
F6 CHECK THE DRIVER SEAT SIDE AIR BAG CIRCUITS FOR AN OPEN	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Seat Side Air Bag Module C367. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310B, harness side and driver seat side air bag module C367, harness side using the following chart. **RCM** / **Circuit** / **Driver Seat Side Air Bag Module** C310B-6 / CR105 (GN/BU) / C367-3 C310B-5 / RR105 (GY/YE) / C367-1  N0119357 • **Are the resistances less than 0.5 ohm?**	**Yes** GO to F7 . **No** REPAIR circuit CR105 (GN/BU) or RR105 (GY/YE). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to F17 .
F7 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between driver seat side air bag module C367-1, circuit RR105 (GY/YE), harness side and C367-3, circuit CR105 (GN/BU), harness side.	**Yes** REMOVE the fused jumper wire and GO to F11 . **No** REMOVE the fused jumper wire and GO to F12 .

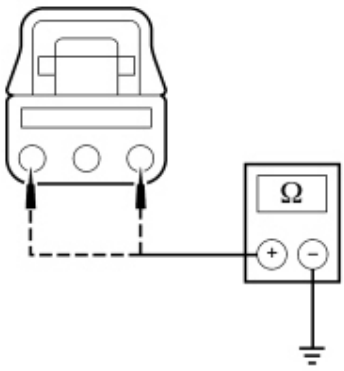


N0116770

- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the driver seat side air bag module circuits shorted together, a low resistance fault would normally be retrieved.
- **Did the on-demand DTC change from B0020:13 to B0020:1A?**

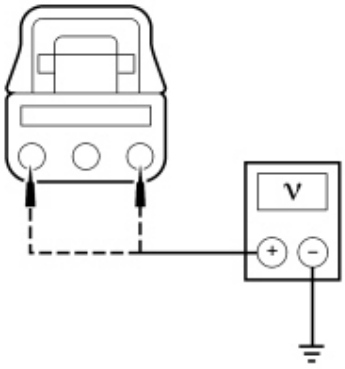
F8 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Seat Side Air Bag Module C367. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver seat side air bag module disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0020:11 to B0020:13?**	**Yes** GO to F11 . **No** GO to F9 .
F9 CHECK THE DRIVER SEAT SIDE AIR BAG CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between driver seat side air bag module:
  ▪ C367-1, circuit RR105 (GY/YE), harness side and ground.
  ▪ C367-3, circuit CR105 (GN/BU), harness side and ground.
	Yes
	GO to F12 .
	
	No
	REPAIR circuit CR105 (GN/BU) or RR105 (GY/YE).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to F17 .



N0045012

- **Is the resistance greater than 10,000 ohms?**

F10 CHECK THE DRIVER SEAT SIDE AIR BAG CIRCUITS FOR A SHORT TO VOLTAGE
- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Driver Seat Side Air Bag Module C367.
- Disconnect: RCM C310A and C310B.
- Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Measure the voltage between driver seat side air bag module:
  - C367-1, circuit RR105 (GY/YE), harness side and ground.
  - C367-3, circuit CR105 (GN/BU), harness side and ground.
 
 	
N0045011
- **Is any voltage present on either circuit?**
	Yes
	REPAIR circuit CR105 (GN/BU) or RR105 (GY/YE).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to F17.
	
	No
	GO to F12.

F11 CONFIRM THE DRIVER SEAT SIDE AIR BAG MODULE FAULT
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Prior to reconnecting any previously disconnected SRS component:
  - inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  - inspect wire harness for any damage, pinched, cut or pierced wires.
  - inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  - repair any concerns found.
	Yes
	INSTALL a new driver side air bag module. REFER to Side Air Bag Module in this section. GO to F17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B0020:13 or B0020:1A, GO to F13.

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Driver Side Air Bag Module C367. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	For DTC B0020:11, GO to F14. For DTC B0020:12, GO to F15.
F12 CONFIRM THE RCM FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: Driver Seat Side Air Bag Module C367.
• Connect: RCM C310A and C310B (if previously disconnected).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was the original DTC retrieved on-demand during self-test?**
	Yes
	INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to F17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B0020:13 or B0020:1A, GO to F13.
	
	For DTC B0020:11, GO to F14.
	
	For DTC B0020:12, GO to F15.

F13 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL RESISTANCE (DEPLOY_10_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_10_R PID • Monitor the DEPLOY_10_R PID. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to F16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

	GO to F17.
F14 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO GROUND FAULT • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0020:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to F17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to F16.
F15 CHECK THE LEFT SIDE AIRBAG DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO BATTERY FAULT • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Seat Side Air Bag Module C367. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0020:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to F17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to F16.

F16 CHECK THE HARNESS AND CONNECTORS
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect the driver seat side air bag module C367:
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to F17.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when**

	directed to do so in the pinpoint test. GO to F17 .
F17 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS , repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM . • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs . PROVE OUT the SRS . Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test G: DTCs B0021:11, B0021:12, B0021:13 and B0021:1A

Normal Operation

The Restraints Control Module (RCM) continuously monitors the driver side air curtain circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted driver side air curtain

If a fault is detected, the RCM stores DTC B0021:11, B0021:12, B0021:13 or B0021:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Driver side curtain module
- RCM

DTC Description	Fault Trigger Conditions
• B0021:11 — Left Curtain Deployment Control 1: Circuit Short to Ground	When the RCM senses a short to ground on either driver side air curtain circuit, a fault is indicated.
• B0021:12 — Left Curtain Deployment Control 1: Circuit Short to Battery	When the RCM senses a short to voltage on either driver side air curtain circuit, a fault is indicated.
• B0021:13 — Left Curtain Deployment Control 1: Circuit Open	When the RCM measures more than the desired resistance range between the driver side air curtain circuits, a fault is indicated.
• B0021:1A — Left Curtain Deployment Control 1: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between the driver side air curtain circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver side air curtain module
- RCM

PINPOINT TEST G: DTCs B0021:11, B0021:12, B0021:13 AND B0021:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
G1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0021:11, B0021:12, B0021:13 or B0021:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0021:13 or B0021:1A, GO to G2 . For DTC B0021:11, GO to G8 . For DTC B0021:12, GO to G10 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0021:13 or B0021:1A, GO to G13 . For DTC B0021:11, GO to G14 . For DTC B0021:12, GO to G15 .
G2 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 RESISTANCE (DEPLOY_11_R) PID • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — RCM . ▪ DEPLOY_11_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to G12 . **No** GO to G3 .
G3 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 RESISTANCE (DEPLOY_11_R) PID WHILE CARRYING OUT THE HARNESS TEST • While monitoring the DEPLOY_11_R PID carry out the harness test of the driver side air curtain circuits and accessible connectors (including any in-line connectors) by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to G17 . **No** For PID value less than 1.7 ohms, GO to G4 . For PID value greater than 2.78 ohms, GO to G6 .
G4 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

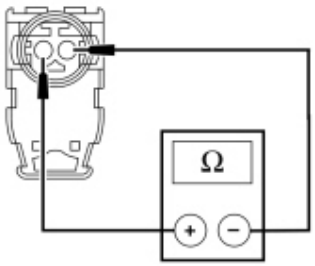
- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Driver Side Air Curtain C9018.
  - Remove the headliner. Refer to the appropriate procedure in Section 501-05.
- Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM.
- **DIAGNOSTIC TIP:** When viewing DTCs with the driver side air curtain disconnected, an open circuit fault would normally be retrieved.
- **Did the on-demand DTC change from B0021:1A to B0021:13?**

Yes
GO to G11.

No
GO to G5.

G5 CHECK FOR A SHORT BETWEEN DRIVER SIDE AIR CURTAIN CIRCUITS

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between driver side air curtain C9018-1, circuit CR109 (BN/BU), harness side and C9018-2, circuit RR109 (BU/GN), harness side.



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- **Is the resistance greater than 10,000 ohms?**

Yes
GO to G12.

No
REPAIR circuits CR109 (BN/BU) and RR109 (BU/GN).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to G17.

G6 CHECK THE DRIVER SIDE AIR CURTAIN CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Driver Side Air Curtain C9018.
  - Remove the headliner. Refer to the appropriate procedure in Section 501-05.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310B, harness side and driver side air curtain C9018, harness side using the following chart.

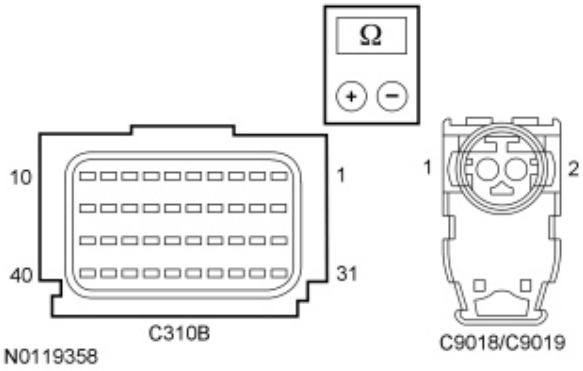
RCM	Circuit	Driver Side Air Curtain
C310B-7	CR109 (BN/BU)	C9018-1
C310B-8	RR109 (BU/GN)	C9018-2

Yes
GO to G7.

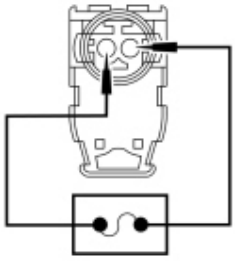
No
REPAIR circuit CR109 (BN/BU) or RR109 (BU/GN).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

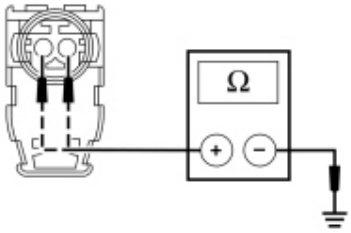
GO to G17.



- **Are the resistances less than 0.5 ohm?**

G7 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between driver side air curtain C9018-1, circuit CR109 (BN/BU), harness side and C9018-2, circuit RR109 (BU/GN), harness side.  N0116765 • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver side air curtain circuits shorted together, a low resistance fault would normally be retrieved. • **Did the on-demand DTC change from B0021:13 to B0021:1A?**	**Yes** REMOVE the fused jumper wire and GO to G11 . **No** REMOVE the fused jumper wire and GO to G12 .
G8 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Side Air Curtain C9018. ▪ Remove the headliner. Refer to the appropriate procedure in Section 501-05 . • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering	**Yes** GO to G11 . **No** GO to G9 .

in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver side air curtain disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0021:11 to B0021:13?**	
G9 CHECK THE DRIVER SIDE AIR CURTAIN CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between driver side air curtain:
  ▪ C9018-1, circuit CR109 (BN/BU), harness side and ground.
  ▪ C9018-2, circuit RR109 (BU/GN), harness side and ground.
 
 	
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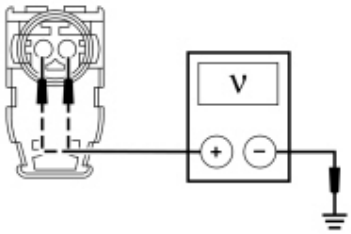
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to G12 .
	
	No
	REPAIR circuit CR109 (BN/BU) or RR109 (BU/GN).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to G17 .

G10 CHECK THE DRIVER SIDE AIR CURTAIN CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Side Air Curtain C9018.
  ▪ Remove the headliner. Refer to the appropriate procedure in Section 501-05 .
• Disconnect: RCM C310A and C310B.
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between driver side air curtain:
  ▪ C9018-1, circuit CR109 (BN/BU), harness side and ground.
  ▪ C9018-2, circuit RR109 (BU/GN), harness side and ground.
	Yes
	REPAIR circuit CR109 (BN/BU) or RR109 (BU/GN).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to G17 .
	
	No
	GO to G12 .



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- **Is any voltage present?**

G11 CONFIRM THE DRIVER SIDE AIR CURTAIN MODULE FAULT **NOTE:** Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Driver Side Air Curtain C9018. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new driver side air curtain. REFER to Side Air Curtain Module in this section. GO to G17. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0021:13 or B0021:1A, GO to G13. For DTC B0021:11, GO to G14. For DTC B0021:12, GO to G15.
G12 CONFIRM THE RCM FAULT **NOTE:** Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to G17. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0021:13 or B0021:1A, GO to G13.

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Driver Side Air Curtain C9018. • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	For DTC B0021:11, GO to G14. For DTC B0021:12, GO to G15.
G13 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 RESISTANCE (DEPLOY_11_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_11_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to G16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to G17.
G14 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 FOR AN INTERMITTENT SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0021:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to G17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to G16.
G15 CHECK THE LEFT CURTAIN DEPLOYMENT CONTROL 1 FOR AN INTERMITTENT SHORT TO BATTERY FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Side Air Curtain C9018.	**Yes** DEPOWER the SRS and REPAIR as necessary.

▪ Remove the headliner. Refer to the appropriate procedure in Section 501-05 . • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0021:12 retrieved on-demand during self-test?**	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to G17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to G16 .
G16 CHECK THE HARNESS AND CONNECTORS • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Side Air Curtain C9018. ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. • **Were any concerns found?**	**Yes** REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to G17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to G17 .
G17 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS , repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM . • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs . PROVE OUT the SRS . Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test H: DTCs B0028:11, B0028:12, B0028:13 and B0028:1A

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the passenger seat side air bag circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted passenger seat side air bag module

If a fault is detected, the RCM stores DTC B0028:11, B0028:12, B0028:13 or B0028:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at the time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Passenger seat side air bag module
- RCM

DTC Description	Fault Trigger Conditions
• B0028:11 — Right Side Airbag Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either passenger seat side air bag circuit, a fault is indicated.
• B0028:12 — Right Side Airbag Deployment Control: Circuit Short to Battery	When the RCM senses a short to voltage on either passenger seat side air bag circuit, a fault is indicated.
• B0028:13 — Right Side Airbag Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between the passenger seat side air bag circuits, a fault is indicated.
• B0028:1A — Right Side Airbag Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between the passenger seat side air bag circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger seat side air bag module
- RCM

PINPOINT TEST H: DTCs B0028:11, B0028:12, B0028:13 AND B0028:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

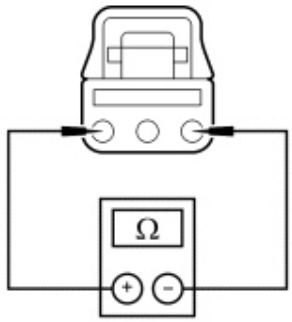
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
H1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0028:11, B0028:12, B0028:13 or B0028:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B0028:13 or B0028:1A, GO to H2 . For DTC B0028:11, GO to H8 . For DTC B0028:12, GO to H10 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0028:13 or B0028:1A, GO to H13 . For DTC B0028:11, GO to H14 .

	For DTC B0028:12, GO to H15.
H2 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL RESISTANCE (DEPLOY_13_R) PID	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_13_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to H12. **No** GO to H3.
H3 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL RESISTANCE (DEPLOY_13_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_13_R PID carry out the harness test of the passenger seat side air bag circuits and accessible connectors (including any in-line connectors) by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to H17. **No** For PID value less than 1.7 ohms, GO to H4. For PID value greater than 2.78 ohms, GO to H6.
H4 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger seat side air bag module disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0028:1A to B0028:13?**	**Yes** GO to H11. **No** GO to H5.
H5 CHECK FOR A SHORT BETWEEN PASSENGER SEAT SIDE AIR BAG CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between passenger seat side air bag module C337-3, circuit CR106 (VT/GY), harness side and C337-1, circuit RR106 (YE/OG), harness side.	**Yes** GO to H12. **No** REPAIR circuits CR106 (VT/GY) and RR106 (YE/OG). Refer to Wiring Diagrams



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- **Is the resistance greater than 10,000 ohms?**

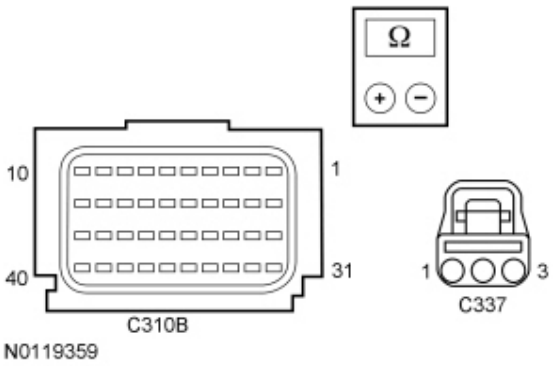
Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to H17 .

H6 CHECK PASSENGER SEAT SIDE AIR BAG CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Passenger Seat Side Air Bag Module C337.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310B, harness side and passenger seat side air bag module C337, harness side using the following chart.

RCM	Circuit	Passenger Seat Side Air Bag Module
C310B-16	CR106 (VT/GY)	C337-3
C310B-15	RR106 (YE/OG)	C337-1



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- **Are the resistances less than 0.5 ohm?**

Yes
GO to H7 .

No
REPAIR circuit CR106 (VT/GY) or RR106 (YE/OG).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to H17 .

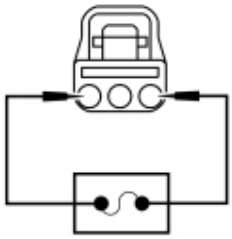
H7 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between passenger seat side air bag module C337-3, circuit CR106 (VT/GY), harness side and C337-1, circuit RR106 (YE/OG), harness side.

Yes
REMOVE the fused jumper wire and GO to H11 .

No
REMOVE the fused jumper wire and GO to H12 .



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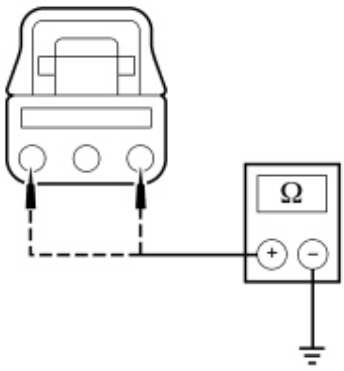
- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the passenger seat side air bag circuits shorted together, a low resistance fault would normally be retrieved.
- **Did the on-demand DTC change from B0028:13 to B0028:1A?**

H8 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger seat side air bag module disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0028:11 to B0028:13?**	**Yes** GO to H11 . **No** GO to H9 .

H9 CHECK PASSENGER SEAT SIDE AIR BAG CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between passenger seat side air bag module:
  ▪ C337-1, circuit RR106 (YE/OG), harness side and ground.
  ▪ C337-3, circuit CR106 (VT/GY), harness side and ground.
	Yes
	GO to H12 .
	
	No
	REPAIR circuit CR106 (VT/GY) or RR106 (YE/OG).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to H17 .



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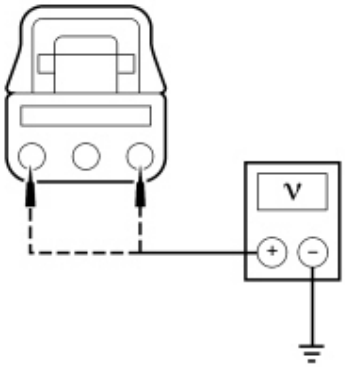
- **Are the resistances greater than 10,000 ohms?**

H10 CHECK THE PASSENGER SEAT SIDE AIR BAG CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Disconnect: RCM C310A and C310B. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between passenger seat side air bag module: ▪ C337-1, circuit RR106 (YE/OG), harness side and ground. ▪ C337-3, circuit CR106 (VT/GY), harness side and ground.  N0045011 • **Is any voltage present on either circuit?**	**Yes** REPAIR circuit CR106 (VT/GY) or RR106 (YE/OG). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to H17 . **No** GO to H12 .
H11 CONFIRM THE PASSENGER SEAT SIDE AIR BAG MODULE FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found.	**Yes** REMOVE and INSPECT the seat side air bag module harness for damage. REFER to Side Air Bag Module in this section. If a concern is found, REPAIR as necessary. If a concern was not found, INSTALL a new passenger side air bag module. REFER to Side Air Bag Module in this section. GO to H17 . **No** In the process of diagnosing

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Passenger Seat Side Air Bag Module C337. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0028:13 or B0028:1A, GO to H13. For DTC B0028:11, GO to H14. For DTC B0028:12, GO to H15.
H12 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Passenger Seat Side Air Bag Module C337. • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to H17. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B0028:13 or B0028:1A, GO to H13. For DTC B0028:11, GO to H14. For DTC B0028:12, GO to H15.
H13 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL RESISTANCE (DEPLOY_13_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_13_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to H16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams

	Cell 5 , Connector Repair Procedures for schematic and connector information. GO to H17 .
H14 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO GROUND FAULT • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0028:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to H17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to H16 .
H15 CHECK THE RIGHT SIDE AIRBAG DEPLOYMENT CONTROL FOR AN INTERMITTENT SHORT TO BATTERY FAULT • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0028:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to H17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to H16 .

H16 CHECK HARNESS AND CONNECTORS
• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Seat Side Air Bag Module C337.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to H17 .
	
	No
	The fault is not present and cannot be recreated at this

	time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to H17.
H17 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test I: DTCs B0029:11, B0029:12, B0029:13 and B0029:1A

Normal Operation

The Restraints Control Module (RCM) continuously monitors the passenger side air curtain circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted passenger side air curtain

If a fault is detected, the RCM stores DTC B0029:11, B0029:12, B0029:13 or B0029:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM. If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Passenger side air curtain module
- RCM

DTC Description	Fault Trigger Conditions
• B0029:11 — Right Curtain Deployment Control 1: Circuit Short to Ground	When the RCM senses a short to ground on either passenger side air curtain circuit, a fault is indicated.
• B0029:12 — Right Curtain Deployment Control 1: Circuit Short to Battery	When the RCM senses a short to voltage on either passenger side air curtain circuit, a fault is indicated.
• B0029:13 — Right Curtain Deployment Control 1: Circuit Open	When the RCM measures more than the desired resistance range between the passenger side air curtain circuits, a fault is indicated.
• B0029:1A — Right Curtain Deployment Control 1: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between the passenger side air curtain circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger side air curtain module
- RCM

PINPOINT TEST I: DTCs B0029:11, B0029:12, B0029:13 AND B0029:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
I1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0029:11, B0029:12, B0029:13 or B0029:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0029:13 or B0029:1A, GO to I2 . For DTC B0029:11, GO to I8 . For DTC B0029:12, GO to I10 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0029:13 or B0029:1A, GO to I13 . For DTC B0029:11, GO to I14 . For DTC B0029:12, GO to I15 .
I2 CHECK RIGHT CURTAIN DEPLOYMENT CONTROL 1 RESISTANCE (DEPLOY_14_R) PID	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — RCM . ▪ DEPLOY_14_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to I12 . **No** GO to I3 .
I3 CHECK THE RIGHT CURTAIN DEPLOYMENT CONTROL 1 RESISTANCE (DEPLOY_14_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_14_R PID carry out the harness test of the passenger side air curtain circuits and accessible connectors (including any in-line connectors), by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to I17 . **No** For PID value less than 1.7 ohm, GO to I4 . For PID value greater than 2.78 ohms, GO to I6 .
I4 CHECK THE RIGHT CURTAIN DEPLOYMENT CONTROL 1 DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

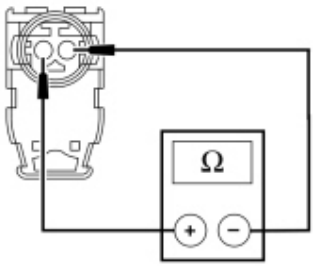
- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Passenger Side Air Curtain C9019.
  - Remove the headliner. Refer to the appropriate procedure in Section 501-05.
- Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM.
- **DIAGNOSTIC TIP:** When viewing DTCs with the passenger side air curtain disconnected, an open circuit fault would normally be retrieved.
- **Did the on-demand DTC change from B0029:1A to B0029:13?**

Yes
GO to I11.

No
GO to I5.

I5 CHECK THE FOR A SHORT BETWEEN PASSENGER SIDE AIR CURTAIN CIRCUITS

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between passenger side air curtain C9019-1, circuit CR111 (BN/WH), harness side and C9019-2, circuit RR111 (YE/VT), harness side.



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- **Is the resistance greater than 10,000 ohms?**

Yes
GO to I12.

No
REPAIR circuits CR111 (BN/WH) and RR111 (YE/VT).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to I17.

I6 CHECK THE PASSENGER SIDE AIR CURTAIN CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Passenger Side Air Curtain C9019.
  - Remove the headliner. Refer to the appropriate procedure in Section 501-05.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310B, harness side and passenger side air curtain C9019, harness side using the following chart.

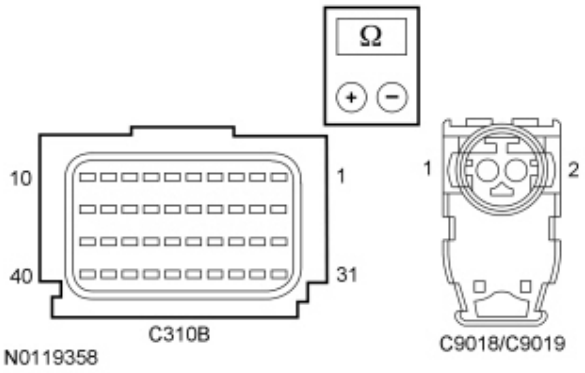
RCM	Circuit	Passenger Side Air Curtain
C310B-17	CR111 (BN/WH)	C9019-1
C310B-18	RR111 (YE/VT)	C9019-2

Yes
GO to I7.

No
REPAIR circuit CR111 (BN/WH) or RR111 (YE/VT).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to I17.



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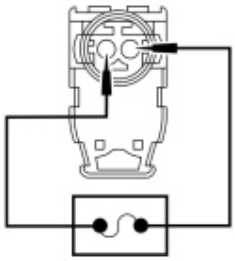
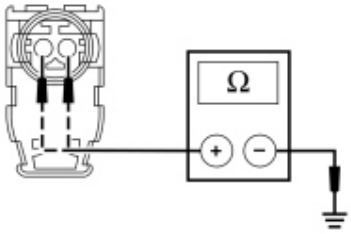
- **Are the resistances less than 0.5 ohm?**

I7 CHECK THE RIGHT CURTAIN DEPLOYMENT CONTROL 1 DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between passenger side air curtain C9019-1, circuit CR111 (BN/WH), harness side and C9019-2, circuit RR111 (YE/VT), harness side.  N0116765 • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger side air curtain circuits shorted together, a low resistance fault would normally be retrieved. • **Did the on-demand DTC change from B0029:13 to B0029:1A?**	**Yes** REMOVE the fused jumper wire and GO to I11 . **No** REMOVE the fused jumper wire and GO to I12 .
I8 CHECK THE RIGHT CURTAIN DEPLOYMENT CONTROL 1 DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Side Air Curtain C9019. ▪ Remove the headliner. Refer to the appropriate procedure in Section 501-05 . • Repower the SRS . **Do not** prove out the SRS at this time. Refer to	**Yes** GO to I11 . **No** GO to I9 .

Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger side air curtain disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0029:11 to B0029:13?**	
I9 CHECK THE PASSENGER SIDE AIR CURTAIN CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between passenger side air curtain:
  ▪ C9019-1, circuit CR111 (BN/WH), harness side and ground.
  ▪ C9019-2, circuit RR111 (YE/VT), harness side and ground.
 
 	
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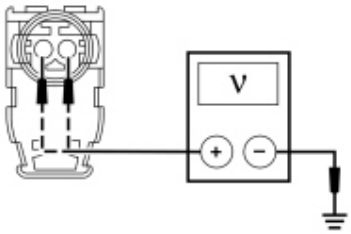
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to I12 .
	
	No
	REPAIR circuit CR111 (BN/WH) or RR111 (YE/VT).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to I17 .

I10 CHECK THE PASSENGER SIDE AIR CURTAIN CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Side Air Curtain C9019.
  ▪ Remove the headliner. Refer to the appropriate procedure in Section 501-05 .
• Disconnect: RCM C310A and C310B.
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between passenger side air curtain:
  ▪ C9019-1, circuit CR111 (BN/WH), harness side and ground.
  ▪ C9019-2, circuit RR111 (YE/VT), harness side and ground.
	Yes
	REPAIR circuit CR111 (BN/WH) or RR111 (YE/VT).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to I17 .
	
	No
	GO to I12 .



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- **Is any voltage present on either circuit?**

I11 CONFIRM THE PASSENGER SIDE AIR CURTAIN MODULE FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
• Connect: Passenger Side Air Curtain C9019.
• Connect: RCM C310A and C310B.
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was the original DTC retrieved on-demand during self-test?**
	Yes
	INSTALL a new passenger side air curtain. REFER to Side Air Curtain Module in this section. GO to I17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B0029:13 or B0029:1A, GO to I13.
	
	For DTC B0029:11, GO to I14.
	
	For DTC B0029:12, GO to I15.

I12 CONFIRM THE RCM FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
	Yes
	INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to I17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B0029:13 or B0029:1A, GO to I13.

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Passenger Side Air Curtain C9019. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	For DTC B0029:11, GO to I14. For DTC B0029:12, GO to I15.
I13 CHECK THE RIGHT CURTAIN DEPLOYMENT CONTROL 1 RESISTANCE (DEPLOY_14_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_14_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to I16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to I17.
I14 CHECK FOR AN INTERMITTENT RIGHT CURTAIN DEPLOYMENT CONTROL 1 SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0029:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to I17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to I16.
I15 CHECK FOR AN INTERMITTENT RIGHT CURTAIN DEPLOYMENT CONTROL 1 SHORT TO BATTERY FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Side Air Curtain C9019.	**Yes** DEPOWER the SRS and REPAIR as necessary.

▪ Remove the headliner. Refer to the appropriate procedure in Section 501-05 . • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0029:12 retrieved on-demand during self-test?**	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to I17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to I16 .
I16 CHECK HARNESS AND CONNECTORS • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Side Air Curtain C9019. ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. • **Were any concerns found?**	**Yes** REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to I17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to I17 .
I17 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS , repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs will be retrieved from the RCM and OCSM . • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs . PROVE OUT the SRS . Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test J: DTCs B0050:11, B0050:12, B0050:13 and B0050:1D

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors the driver safety belt buckle switch circuits for the following faults:

- Open circuit
- Short to voltage
- Short to ground
- Current out of range
- Faulted driver safety belt buckle switch

If a fault is detected, the RCM stores DTC B0050:11, B0050:12, B0050:13 or B0050:1D in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

DTC Description	Fault Trigger Conditions
• B0050:11 — Driver Seatbelt Sensor: Circuit Short to Ground	When the RCM senses a short to ground on the driver safety belt buckle switch circuit, a fault is indicated.
• B0050:12 — Driver Seatbelt Sensor: Circuit Short to Battery	When the RCM senses a short to voltage on the driver safety belt buckle switch circuit, a fault is indicated.
• B0050:13 — Driver Seatbelt Sensor: Circuit Open	When the RCM senses an open on either driver safety belt buckle switch circuit, a fault is indicated.
• B0050:1D — Driver Seatbelt Sensor: Circuit Current Out of Range	When the RCM senses current out of an acceptable range between the driver safety belt buckle switch circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver safety belt buckle assembly
- RCM

PINPOINT TEST J: DTCs B0050:11, B0050:12, B0050:13 AND B0050:1D

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

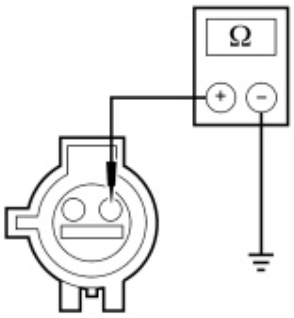
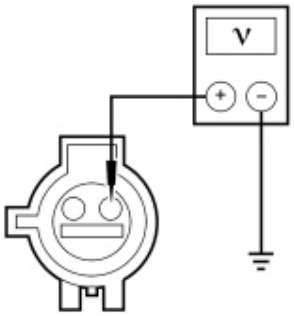
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

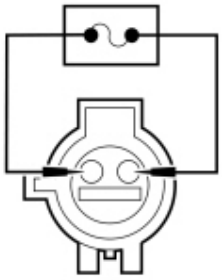
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS

component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

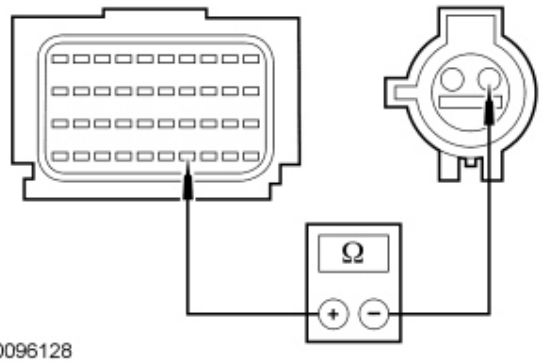
Test Step	Result / Action to Take
J1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0050:11, B0050:12, B0050:13 or B0050:1D retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B0050:11 or B0050:1D, GO to J2. For DTC B0050:12, GO to J4. For DTC B0050:13, GO to J5. **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to J10.
J2 CHECK THE DRIVER SEATBELT SENSOR DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND OR CURRENT OUT OF RANGE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Disconnect: Driver Safety Belt Buckle Switch C3065. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver safety belt buckle switch disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0050:11 or B0050:1D to B0050:13?**	**Yes** GO to J8. **No** For DTC B0050:11, GO to J3. For DTC B0050:1D, GO to J9.
J3 CHECK THE DRIVER SAFETY BELT BUCKLE SWITCH CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between driver safety belt buckle switch C3065-2, circuit CR201 (GN/BU), harness side and ground.	**Yes** GO to J9. **No** REPAIR circuit CR201 (GN/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

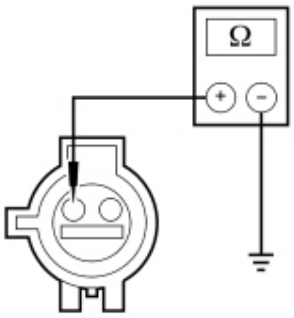
 N0010350 • **Is the resistance greater than 10,000 ohms?**	GO to J11.
J4 CHECK THE DRIVER SAFETY BELT BUCKLE SWITCH CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Seat Side Air Bag Module C367. • Disconnect: Driver Safety Belt Buckle Switch C3065. • Disconnect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between driver safety belt buckle switch C3065-2, circuit CR201 (GN/BU), harness side and ground.  N0010351 • **Is any voltage present?**	**Yes** REPAIR circuit CR201 (GN/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to J11. **No** GO to J9.
J5 CHECK THE DRIVER SEATBELT SENSOR DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Seat Side Air Bag Module C367. • Ignition OFF. • Disconnect: Driver Safety Belt Buckle Switch C3065. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Connect a fused jumper wire between driver safety belt buckle switch C3065-2, circuit CR201 (GN/BU), harness side and C3065-1, circuit GD143 (BK/VT), harness side.	**Yes** REMOVE the fused jumper wire and GO to J8. **No** REMOVE the fused jumper wire and GO to J6.



N0116777

- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the driver safety belt buckle switch circuits shorted together, a short to ground fault would normally be retrieved.
- **Did the on-demand DTC change from B0050:13 to B0050:11?**

J6 CHECK THE DRIVER SAFETY BELT BUCKLE SWITCH CIRCUIT FOR A OPEN	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310B-34, circuit CR201 (GN/BU), harness side and driver safety belt buckle switch C3065-2, circuit CR201 (GN/BU), harness side.  N0096128 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to J7 . **No** REPAIR circuit CR201 (GN/BU). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to J11 .

J7 CHECK THE DRIVER SAFETY BELT BUCKLE SWITCH GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between driver safety belt buckle switch C3065-1, circuit GD143 (BK/VT), harness side and ground.  N0010409	**Yes** GO to J9 . **No** REPAIR circuit GD143 (BK/VT). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to J11 .

• **Is the resistance less than 5 ohms?**	
J8 CONFIRM DRIVER SEATBELT SENSOR FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: RCM C310A and C310B.
• Connect: Driver Safety Belt Buckle Switch C3065.
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was the original DTC retrieved on-demand during self-test?**
	Yes
	INSTALL a new driver safety belt buckle assembly. REFER to Section 501-20A. GO to J11.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to J10.

J9 CONFIRM THE RCM FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: Driver Safety Belt Buckle Switch C3065.
• Connect: RCM C310A and C310B (if previously disconnected).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was the original DTC retrieved on-demand during self-test?**
	Yes
	INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to J11.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to J10.

J10 CHECK FOR AN INTERMITTENT FAULT	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Disconnect: Driver Safety Belt Buckle Switch C3065.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Component(s)/Connector (s).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was DTC B0050:11, B0050:12, B0050:13 or B0050:1D retrieved on-demand during self-test?**
	Yes
	The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test.
	
	For DTC B0050:11 or B0050:1D, GO to J2.
	
	For DTC B0050:12, GO to J4.
	
	For DTC B0050:13, GO to J5.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** REPAIR any intermittent wiring, terminal or connector concerns found. GO to J11.

J11 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test K: DTCs B0052:11, B0052:12, B0052:13 and B0052:1D

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors the passenger safety belt buckle switch and circuits for the following faults:

- Open circuit
- Short to voltage
- Short to ground
- Current out of range
- Faulted safety belt buckle switch

If a fault is detected, the RCM stores DTC B0052:11, B0052:12, B0052:13 or B0052:1D in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

DTC Description	Fault Trigger Conditions
• B0052:11 — Passenger Seatbelt Sensor: Circuit Short to Ground	When the RCM senses a short to ground on the passenger safety belt buckle switch circuit, a fault is indicated.
• B0052:12 — Passenger Seatbelt Sensor: Circuit Short to Battery	When the RCM senses a short to voltage on the passenger safety belt buckle switch circuit, a fault is indicated.
• B0052:13 — Passenger Seatbelt Sensor: Circuit Open	When the RCM senses an open on either passenger safety belt buckle switch circuit, a fault is indicated.
• B0052:1D — Passenger Seatbelt Sensor: Circuit Current Out of Range	When the RCM senses current out of an acceptable range between the passenger safety belt buckle switch circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger safety belt buckle assembly
- RCM

PINPOINT TEST K: DTCs B0052:11, B0052:12, B0052:13 AND B0052:1D

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

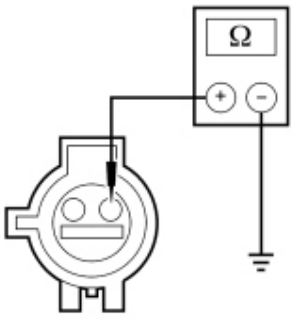
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

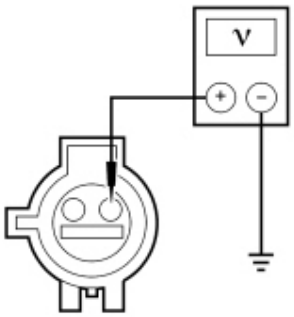
Test Step	Result / Action to Take

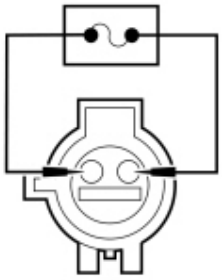
K1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Were any DTC B0052:11, B0052:12, B0052:13 or B0052:1D retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B0052:11 or B0052:1D, GO to K2. For DTC B0052:12, GO to K4. For DTC B0052:13, GO to K5. **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to K10.
K2 CHECK THE PASSENGER SEATBELT SENSOR DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND OR CURRENT OUT OF RANGE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Disconnect: Passenger Safety Belt Buckle Switch C3066. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt buckle switch disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0052:11 or B0052:1D to B0052:13?**	**Yes** GO to K8. **No** For DTC B0052:11, GO to K3. For DTC B0052:1D, GO to K9.
K3 CHECK THE PASSENGER SAFETY BELT BUCKLE SWITCH CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between passenger seat belt buckle switch C3066-2, circuit CR202 (BN/GN), harness side and ground.	**Yes** GO to K9. **No** REPAIR circuit CR202 (BN/GN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to K11.



N0010350

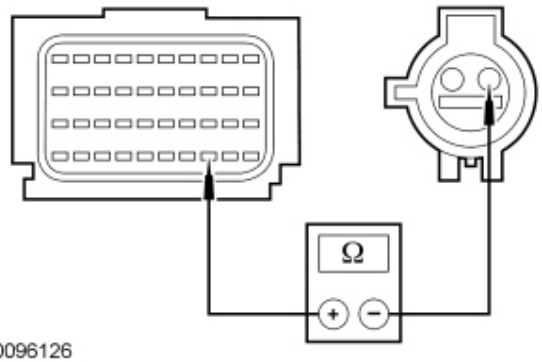
- **Is the resistance greater than 10,000 ohms?**

K4 CHECK THE PASSENGER SAFETY BELT BUCKLE SWITCH CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Disconnect: Passenger Safety Belt Buckle Switch C3066. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between passenger seat belt buckle switch C3066-2, circuit CR202 (BN/GN), harness side and ground.  N0010351 • **Is any voltage present?**	**Yes** REPAIR circuit CR202 (BN/GN). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to K11 . **No** GO to K9 .
K5 CHECK THE PASSENGER SEATBELT SENSOR DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Disconnect: Passenger Safety Belt Buckle Switch C3066. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Connect a fused jumper wire between passenger safety belt buckle switch C3066-2, circuit CR202 (BN/GN), harness side and C3066-1, circuit GD145 (BK/BU), harness side.	**Yes** REMOVE the fused jumper wire and GO to K8 . **No** REMOVE the fused jumper wire and GO to K6 .

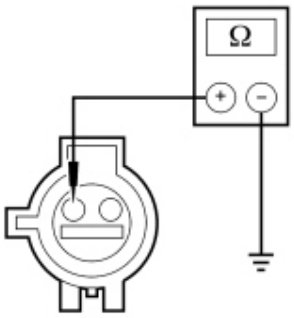


N0116777

- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt buckle switch circuits shorted together, a short to ground fault would normally be retrieved.
- **Did the on-demand DTC change from B0052:13 to B0052:11?**

K6 CHECK PASSENGER SAFETY BELT BUCKLE SWITCH CIRCUIT FOR AN OPEN	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310B-33, circuit CR202 (BN/GN), harness side and the passenger safety belt buckle switch C3066-2, circuit CR202 (BN/GN), harness side.  N0096126 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to K7 . **No** REPAIR circuit CR202 (BN/GN). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to K11 .

K7 CHECK PASSENGER SAFETY BELT BUCKLE SWITCH GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between passenger safety belt buckle switch C3066-1, circuit GD145 (BK/BU), harness side and ground.	**Yes** GO to K9 . **No** REPAIR circuit GD145 (BK/BU). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to K11 .



N0010409

- **Is the resistance less than 5 ohms?**

K8 CONFIRM PASSENGER SEATBELT SENSOR FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
• Connect: RCM C310A and C310B.
• Connect: Passenger Safety Belt Buckle Switch C3066.
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was the original DTC retrieved on-demand during self-test?**
	Yes
	INSTALL a new passenger safety belt buckle assembly. REFER to Section 501-20A. GO to K11.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to K10.

K9 CONFIRM THE RCM FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
	Yes
	INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to K11.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to K10.

▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Passenger Safety Belt Buckle Switch C3066. • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	
K10 CHECK FOR AN INTERMITTENT FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Safety Belt Buckle Switch C3066. ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector (s). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0052:11, B0052:12, B0052:13 or B0052:1D retrieved on-demand during self-test?**	**Yes** The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B0052:11 or B0052:1D, GO to K2. For DTC B0052:12, GO to K4. For DTC B0052:13, GO to K5. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** REPAIR any intermittent wiring, terminal or connector concerns found. GO to K11.
K11 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test L: DTCs B0082:11, B0082:12, B0082:13 and B0082:1A

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the passenger safety belt load limiter circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted passenger safety belt load limiter

If a fault is detected, the RCM stores DTC B0082:11, B0082:12, B0082:13 or B0082:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at the time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Passenger safety belt load limiter
- RCM

DTC Description	Fault Trigger Condition
• B0082:11 — Passenger Seatbelt Load Limiter Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on either passenger safety belt load limiter circuit, a fault is indicated.
• B0082:12 — Passenger Seatbelt Load Limiter Deployment Control: Short to Battery	When the RCM senses a short to battery on either passenger safety belt load limiter circuit, a fault is indicated.
• B0082:13 — Passenger Seatbelt Load Limiter Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between the passenger safety belt load limiter circuits, a fault is indicated.
• B0082:1A — Passenger Seatbelt Load Limiter Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between the passenger safety belt load limiter circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger safety belt load limiter
- RCM

PINPOINT TEST L: DTCs B0082:11, B0082:12, B0082:13 AND B0082:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

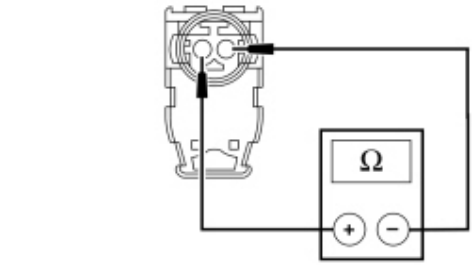
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
L1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0082:11, B0082:12, B0082:13 or B0082:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0082:13 or B0082:1A, GO to L2 . For DTC B0082:11, GO to L8 . For DTC B0082:12, GO to L10 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B0082:13 or B0082:1A, GO to L13 .

	For DTC B0082:11, GO to L14. For DTC B0082:12, GO to L15.
L2 CHECK THE PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_26_R) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_26_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to L12. **No** GO to L3.
L3 CHECK THE PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_26_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_26_R PID, carry out the harness test of the passenger safety belt load limiter circuits and accessible connectors (including any in-line connectors), by wiggling connectors and flexing the wire harness frequently. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to L17. **No** For PID value less than 1.7 ohms, GO to L4. For PID value greater than 2.78 ohms, GO to L6.
L4 CHECK THE PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Safety Belt Load Limiter C389. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt load limiter disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0082:1A to B0082:13?**	**Yes** GO to L11. **No** GO to L5.
L5 CHECK FOR A SHORT BETWEEN PASSENGER SAFETY BELT LOAD LIMITER CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B.	**Yes** GO to L12. **No**

- Measure the resistance between passenger safety belt load limiter C389-1, circuit CR122 (WH/OG), harness side and C389-2, circuit RR122 (BN), harness side.



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- **Is the resistance greater than 10,000 ohms?**

REPAIR circuits CR122 (WH/OG) and RR122 (BN).

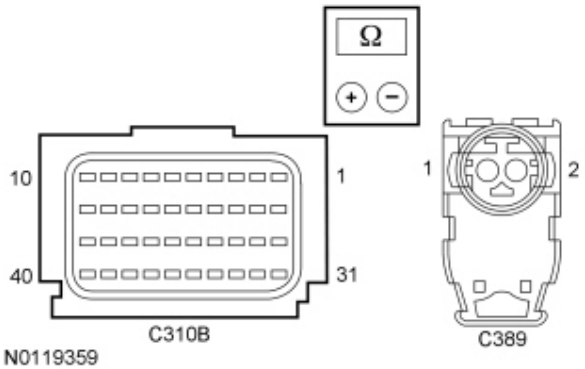
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to L17.

L6 CHECK THE PASSENGER SAFETY BELT LOAD LIMITER CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Passenger Safety Belt Load Limiter C389.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310B, and passenger safety belt load limiter C389, harness side using the following chart.

RCM	Circuit	Passenger Safety Belt Load Limiter
C310B-13	CR122 (WH/OG)	C389-1
C310B-14	RR122 (BN)	C389-2



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- **Are the resistances less than 0.5 ohm?**

Yes
GO to L7.

No
REPAIR circuit CR122 (WH/OG) or RR122 (BN).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to L17.

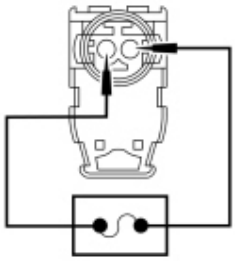
L7 CHECK THE PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

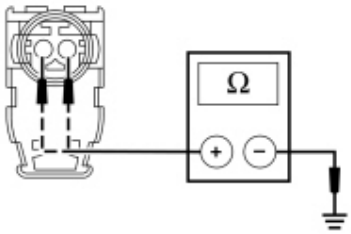
- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between passenger safety belt load limiter C389-1, circuit CR122 (WH/OG), harness side and C389-2,

Yes
REMOVE the fused jumper wire and GO to L11.

No
REMOVE the fused jumper wire and GO to L12.

circuit RR122 (BN), harness side.  N0116765 • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt retractor circuits shorted together, a low resistance fault would normally be retrieved. • **Did the on-demand DTC change from B0082:13 to B0082:1A?**	
L8 CHECK THE PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Safety Belt Load Limiter C389. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt load limiter disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B0082:11 to B0082:13?**	**Yes** GO to L11 . **No** GO to L9 .
L9 CHECK THE PASSENGER SAFETY BELT LOAD LIMITER CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between passenger safety belt load limiter:
  ▪ C389-1, circuit CR122 (WH/OG), harness side and ground.
  ▪ C389-2, circuit RR122 (BN), harness side and ground.
	Yes
	GO to L12 .
	
	No
	REPAIR circuit CR122 (WH/OG) or RR122 (BN).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to L17 .



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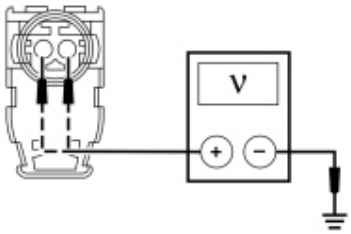
- **Are the resistances greater than 10,000 ohms?**

L10 CHECK THE PASSENGER SAFETY BELT LOAD LIMITER CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Safety Belt Load Limiter C389.
• Disconnect: RCM C310A and C310B.
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between passenger safety belt load limiter:
  ▪ C389-1, circuit CR122 (WH/OG), harness side and ground.
  ▪ C389-2, circuit RR122 (BN), harness side and ground.
 	
 
 	
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• **Is any voltage present on either circuit?**
	Yes
	REPAIR circuit CR122 (WH/OG) or RR122 (BN).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to L17.
	
	No
	GO to L12.

L11 CONFIRM THE PASSENGER SAFETY BELT RETRACTOR FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
	Yes
	INSTALL a new passenger safety belt load limiter. REFER to Section 501-20A. GO to L17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B0082:13 or B0082:1A, GO to L13.

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Passenger Safety Belt Load Limiter C389. • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	For DTC B0082:11, GO to L14. For DTC B0082:12, GO to L15.
L12 CONFIRM THE RCM FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Restraint System Components.
• Connect: RCM C310A and C310B (if previously disconnected).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was the original DTC retrieved on-demand during self-test?**
	Yes
	INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to L17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B0082:13 or B0082:1A, GO to L13.
	
	For DTC B0082:11, GO to L14.
	
	For DTC B0082:12, GO to L15.

L13 CHECK THE PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_26_R) PID FOR AN INTERMITTENT LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_26_R PID • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness frequently. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to L16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

	GO to L17 .
L14 CHECK FOR AN INTERMITTENT PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL SHORT TO GROUND FAULT • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0082:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to L17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to L16 .
L15 CHECK FOR AN INTERMITTENT PASSENGER SEATBELT LOAD LIMITER DEPLOYMENT CONTROL SHORT TO VOLTAGE FAULT • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Safety Belt Load Limiter C389. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness frequently. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0082:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to L17 . **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to L16 .

L16 CHECK THE HARNESS AND CONNECTORS
• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Safety Belt Load Limiter C389.
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to L17 .
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when**

	directed to do so in the pinpoint test. GO to L17 .
L17 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS , repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM . • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs . PROVE OUT the SRS . Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test M: DTC B0090:11 or B0090:93

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) checks the LH front impact severity sensor and circuits for the following faults:

- Open circuit
- Short to voltage
- Short to ground
- Faulted LH front impact severity sensor

If a fault is detected, the RCM stores DTC B0090:11, B0090:81, B0090:93 or B0090:96 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

- DTC B0090:11 (Left Frontal Restraints Sensor: Circuit Short to Ground) — When the RCM senses a short to ground on the feed circuit of the LH front severity impact sensor, a fault is indicated.
- DTC B0090:93 (Left Frontal Restraints Sensor: No Operation) — When the RCM senses a faulted sensor, a short to voltage on the feed circuit, open on the feed or return circuit, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- LH front impact severity sensor
- RCM

PINPOINT TEST M: DTCs B0090:11 OR B0090:93

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

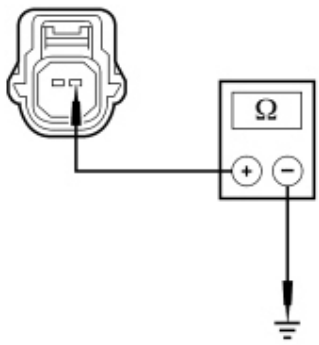
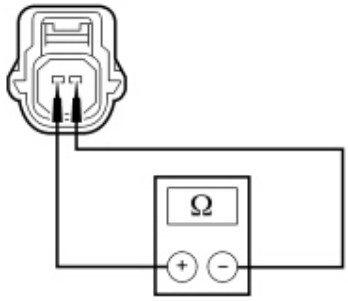
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

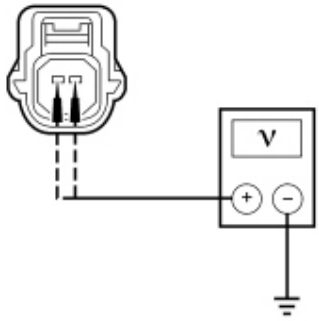
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Do not probe any impact sensor. The impact sensor can not be tested using a multi-meter.

Test Step	Result / Action to Take
M1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0090:11 or B0090:93 retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0090:11, GO to M2 . For DTC B0090:93, GO to M5 . **No** The fault is intermittent when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to M10 .
M2 CHECK THE LEFT FRONTAL RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: LH Front Impact Severity Sensor C1465. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Did the on-demand DTC change from B0090:11 to B0090:93?**	**Yes** INSTALL a new LH front impact severity sensor. REFER to Front Impact Severity Sensor in this section. GO to M11 . **No** GO to M3 .
M3 CHECK THE LH FRONT IMPACT SEVERITY SENSOR FEED CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between LH front impact severity sensor C1465-1, circuit VR213 (VT/GN), harness side and ground.	**Yes** GO to M4 . **No** REPAIR circuit VR213 (VT/GN).

 N0092553 • **Is the resistance greater than 10,000 ohms?**	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to M11.
M4 CHECK FOR A SHORT BETWEEN LH FRONT IMPACT SEVERITY SENSOR CIRCUITS	
• Measure the resistance between LH front impact severity sensor C1465-1, circuit VR213 (VT/GN), harness side and C1465-2, circuit RR129 (YE/GY), harness side.  N0036987 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to M9. **No** REPAIR circuits VR213 (VT/GN) and RR129 (YE/GY). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to M11.
M5 CHECK THE LH FRONT IMPACT SEVERITY SENSOR AND RCM CONNECTIONS (NO OPERATION INDICATED)	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Inspect LH front impact severity sensor C1465 to be fully seated and locked. Seat and lock connector as necessary. • Gain access to the RCM and inspect C310A and C310B to be sure they are fully seated and locked. Seat and lock the connector(s) as necessary. Refer to Restraints Control Module (RCM) in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0090:93 retrieved on-demand during self-test?**	**Yes** GO to M6. **No** Fault corrected. GO to M11.
M6 CHECK THE LH FRONT IMPACT SEVERITY SENSOR CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: LH Front Impact Severity Sensor C1465. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.	**Yes** REPAIR circuit VR213 (VT/GN) or RR129 (YE/GY). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

- Ignition ON.
- Measure the voltage between LH front impact severity sensor:
  - C1465-1, circuit VR213 (VT/GN), harness side and ground.
  - C1465-2, circuit RR129 (YE/GY), harness side and ground.



N0036990

- **Is any voltage present on either circuit?**

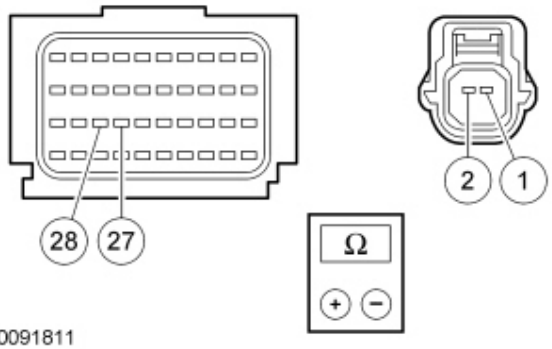
GO to M11.

No
GO to M7.

M7 CHECK THE LH FRONT IMPACT SEVERITY SENSOR CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Measure the resistance between RCM C310B, harness side and LH front impact severity sensor C1465, harness side using the following chart.

RCM	Circuit	LH Front Impact Severity Sensor
C310B-27	VR213 (VT/GN)	C1465-1
C310B-28	RR129 (YE/GY)	C1465-2



N0091811

- **Are the resistances less than 0.5 ohm?**

Yes
GO to M8.

No
REPAIR circuit VR213 (VT/GN) or RR129 (YE/GY).

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to M11.

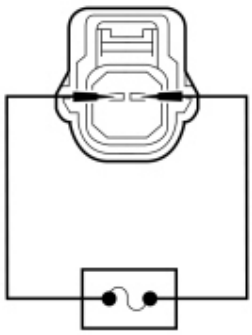
M8 CHECK THE LEFT FRONTAL RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (NO OPERATION INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between LH front impact severity sensor C1465-1, circuit VR213 (VT/GN), harness side and C1465-2, circuit RR129 (YE/GY), harness side.

Yes
REMOVE the fused jumper wire and INSTALL a new sensor. REFER to Front Impact Severity Sensor in this section. GO to M11.

No
REMOVE the fused jumper wire and GO to M9.



N0114279

- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **Did the on-demand DTC change from B0090:93 to B0090:11?**

M9 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: RCM C310A and C310B. • Connect: LH Front Impact Severity Sensor C1465. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM . REFER to Restraints Control Module (RCM) in this section. GO to M11 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to M10 .
M10 CHECK FOR AN INTERMITTENT FAULT	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: LH Front Impact Severity Sensor C1465. • Disconnect: RCM C310A and C310B. • Inspect for the following: ▪ inspect harness and component connectors for loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position	**Yes** The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0090:11, GO to M2 . For DTC B0090:93, GO to

Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector(s). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0090:11 or B0090:93 retrieved on-demand during self-test?**	M5. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to M11.
M11 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand self test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test N: DTCs B0091:11, B0091:93, B0097:11 and B0097:93

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors the driver front door and passenger second row C-pillar side impact sensors and circuits for the following faults:

- Open circuit
- Short to voltage
- Short to ground
- Faulted driver front door side impact sensor
- Faulted passenger second row C-pillar side impact sensor

If a fault is detected, the RCM stores DTC B0091:11, B0091:93, B0097:11 or B0097:93 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM communicates with each impact sensor. If the RCM is unable to communicate with the sensor, a DTC is stored in memory. A Continuous Memory Diagnostic Trouble Code (CMDTC) **no operation** (failure type :93) can be set by a short to voltage on the return circuit of the impact sensor.

NOTE: A short to ground on either impact sensor feed circuit sets DTCs B0091:11 and B0097:11.

A short to voltage on either impact sensor feed or return circuit sets DTCs B0091:93 and B0097:93.

DTC Description	Fault Trigger Condition
• B0091:11 — Left Side Restraints Sensor 1: Circuit Short to Ground	When the RCM senses a shorted driver front door side impact sensor, a shorted passenger second row C-pillar side impact sensor, a short to ground on the driver front door side impact sensor feed circuit or a short to ground on the passenger second row C-pillar side impact sensor feed circuit, a fault is indicated.
• B0091:93 — Left Side Restraints Sensor 1: No Operation	When the RCM senses a faulted driver front door side impact sensor, a short to voltage on the feed or return circuit of the driver front door side impact sensor, a short to voltage on the feed or return circuit of passenger second row C-pillar side impact sensor or an open feed or return circuit of the driver front door side impact sensor, a fault is indicated.
• B0097:11 — Right Side Restraints Sensor 2: Circuit Short to Ground	When the RCM senses a shorted driver front door side impact sensor, a shorted passenger second row C-pillar side impact sensor, a short to ground on the driver front door side impact sensor feed circuit or a short to ground on the passenger second row C-pillar side impact sensor feed circuit, a fault is indicated.
• B0097:93 — Right Side Restraints Sensor 2: No Operation	When the RCM senses a faulted passenger second row C-pillar side impact sensor, a short to voltage on the feed or return circuit of passenger second row C-pillar side impact sensor, a short to voltage on the feed or return circuit of the driver front door side impact sensor or an open feed or return circuit of the passenger second row C-pillar side impact sensor, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver front door side impact sensor
- Passenger second row C-pillar side impact sensor
- RCM

PINPOINT TEST N: DTCs B0091:11, B0091:93, B0097:11 AND B0097:93

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

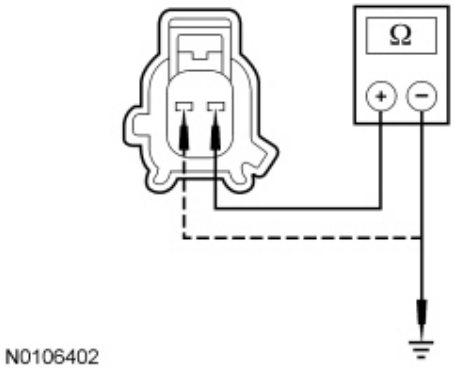
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: Do not probe any impact sensor. The impact sensor cannot be tested using a multi-meter.

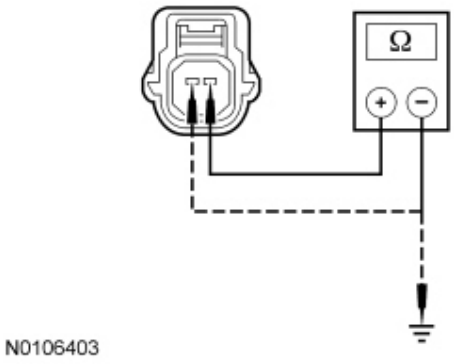
Test Step	Result / Action to Take

N1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Were any DTCs retrieved on-demand during self-test?**	**Yes** Fault(s) cannot be cleared until corrected and the DTC (s) are no longer retrieved on-demand during self-test. For DTC B0091:11 **AND** B0097:11, GO to N2. For DTC B0091:93 **AND** B0097:93, GO to N6. For DTC B0091:93 **ONLY**, GO to N8. For DTC B0097:93 **ONLY**, GO to N11. For any other DTCs, REFER to the DTC Chart in this section. **No** The fault is intermittent when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to N15.
N2 CHECK THE LEFT SIDE RESTRAINTS SENSOR 1 DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Front Door Side Impact Sensor C567. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Did the on-demand DTCs change from B0091:11 and B0097:11 to B0091:93?**	**Yes** INSTALL a new driver front door side impact sensor. REFER to Side Impact Sensor — Front Door in this section. GO to N16. **No** GO to N3.
N3 CHECK THE RIGHT SIDE RESTRAINTS SENSOR 2 DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Connect: Driver Front Door Side Impact Sensor C567. • Disconnect: Passenger Second Row C-Pillar Side Impact Sensor C3249. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON.	**Yes** INSTALL a new passenger second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section. GO to N16. **No** GO to N4.

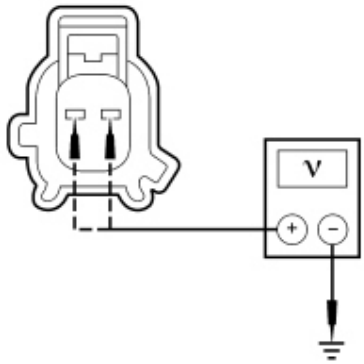
• Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Did the on-demand DTC change from B0091:11 and B0097:11 to B0097:93?**	
N4 CHECK THE DRIVER FRONT DOOR SIDE IMPACT SENSOR FEED CIRCUIT FOR A SHORT TO GROUND AND SHORT BETWEEN SENSOR CIRCUITS	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Front Door Side Impact Sensor C567.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between driver front door side impact sensor:
  ▪ C567-1, circuit VR217 (GY/YE), harness side and ground.
  ▪ C567-1, circuit VR217 (GY/YE), harness side and C567-2, circuit RR131 (VT/GY), harness side.
 
 	
N0106402
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to N5 .
	
	No
	REPAIR circuit VR217 (GY/YE) and/or RR131 (VT/GY).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to N16 .

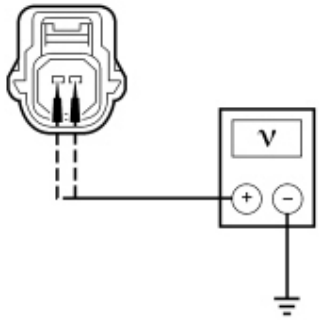
N5 CHECK THE PASSENGER SECOND ROW C-PILLAR SIDE IMPACT SENSOR FEED CIRCUIT FOR A SHORT TO GROUND AND SHORT BETWEEN SENSOR CIRCUITS	

• Measure the resistance between passenger second row C-pillar side impact sensor:
  ▪ C3249-1, circuit VR220 (VT/OG), harness side and ground.
  ▪ C3249-1, circuit VR220 (VT/OG), harness side and C3249-2, circuit RR134 (BN/BU), harness side.
 
 	
N0106403
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to N14 .
	
	No
	REPAIR circuit VR220 (VT/OG) and/or RR134 (BN/BU).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to N16 .

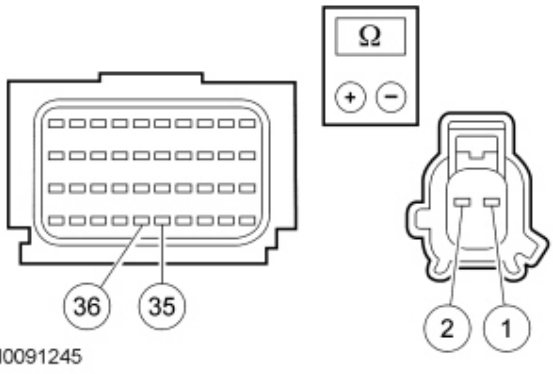
N6 CHECK THE DRIVER FRONT DOOR SIDE IMPACT SENSOR CIRCUITS FOR A SHORT TO VOLTAGE (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B.	**Yes** REPAIR circuit VR217 (GY/YE) or RR131 (VT/GY).

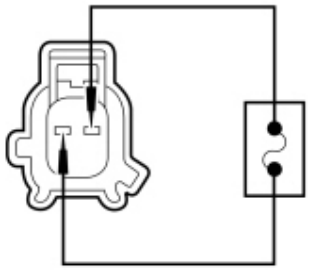
• Disconnect: Driver Front Door Side Impact Sensor C567.
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between driver front door side impact sensor:
  ▪ C567-1, circuit VR217 (GY/YE), harness side and ground.
  ▪ C567-2, circuit RR131 (VT/GY), harness side and ground.
 
 	
N0052817
• **Is any voltage present on either circuit?**
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to N16 .
	
	No
	GO to N7 .

N7 CHECK THE PASSENGER SECOND ROW C-PILLAR SIDE IMPACT SENSOR CIRCUITS FOR A SHORT TO VOLTAGE (NO OPERATION INDICATED)	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Second Row C-Pillar Side Impact Sensor C3249.
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between passenger second row C-pillar side impact sensor:
  ▪ C3249-1, circuit VR220 (VT/OG), harness side and ground.
  ▪ C3249-2, circuit RR134 (BN/BU), harness side and ground.
 
 	
N0036990
• **Is any voltage present on either circuit?**
	Yes
	REPAIR circuit VR220 (VT/OG) or RR134 (BN/BU).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to N16 .
	
	No
	GO to N14 .

N8 CHECK THE DRIVER FRONT DOOR SIDE IMPACT SENSOR AND RCM CONNECTIONS (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Gain access to the driver front door side impact sensor and inspect C567 to be fully seated and locked. Seat and lock the connector as	**Yes** GO to N9 . **No** Fault corrected. GO to

necessary. Refer to Side Impact Sensor — Front Door in this section. • Gain access to the RCM and inspect C310A and C310B to be fully seated and locked. Seat and lock the connector(s) as necessary. Refer to Restraints Control Module (RCM) in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0091:93 retrieved on-demand during self-test?**	N16.
N9 CHECK THE DRIVER FRONT DOOR SIDE IMPACT SENSOR CIRCUITS FOR AN OPEN (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: Driver Front Door Side Impact Sensor C567. • Measure the resistance between RCM C310B, harness side and driver front door side impact sensor C567, harness side using the following chart. **RCM** / **Circuit** / **Driver Front Door Side Impact Sensor** C310B-36 / VR217 (GY/YE) / C567-1 C310B-35 / RR131 (VT/GY) / C567-2  N0091245 • **Are the resistances less than 0.5 ohm?**	**Yes** GO to N10. **No** REPAIR circuit VR217 (GY/YE) or RR131 (VT/GY). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to N16.
N10 CHECK THE LEFT SIDE RESTRAINTS SENSOR 1 DTC FOR A FAULT STATUS CHANGE (NO OPERATION INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between driver front door side impact sensor C567-1, circuit VR217 (GY/YE), harness side and C567-2, circuit RR131 (VT/GY), harness side.	**Yes** REMOVE the fused jumper wire and INSTALL a new driver front door side impact sensor. REFER to Side Impact Sensor — Front Door in this section. GO to N16. **No** REMOVE the fused jumper wire and GO to N14.

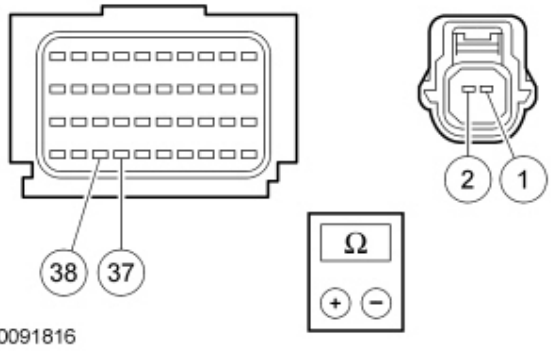


N0109792

- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- **Did the DTC change from B0091:93 to B0091:11 and B0097:11?**

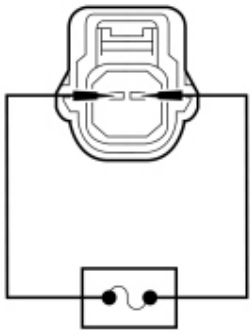
N11 CHECK THE PASSENGER SECOND ROW C-PILLAR SIDE IMPACT SENSOR AND RCM CONNECTIONS (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Gain access to the passenger second row C-pillar side impact sensor and inspect C3249 to be fully seated and locked. Seat and lock the connector as necessary. Refer to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section. • Gain access to the RCM and inspect C310A and C310B to be fully seated and locked. Seat and lock the connector(s) as necessary. Refer to Restraints Control Module (RCM) in this section. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0097:93 retrieved on-demand during self-test?**	**Yes** GO to N12 . **No** Fault corrected. GO to N16 .
N12 CHECK THE PASSENGER SECOND ROW C-PILLAR SIDE IMPACT SENSOR CIRCUITS FOR AN OPEN (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: Passenger Second Row C-Pillar Side Impact Sensor C3249. • Measure the resistance between RCM C310B, harness side and passenger second row C-pillar side impact sensor C3249, harness side using the following chart.	**Yes** GO to N13 . **No** REPAIR circuit VR220 (VT/OG) or RR134 (BN/BU). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to N16 .

RCM	Circuit	Passenger Second Row C-Pillar Side Impact Sensor
C310B-37	VR220 (VT/OG)	C3249-1
C310B-38	RR134 (BN/BU)	C3249-2



N0091816

- **Are the resistances less than 0.5 ohm?**

N13 CHECK THE RIGHT SIDE RESTRAINTS SENSOR 2 DTC FOR A FAULT STATUS CHANGE (NO OPERATION INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between passenger second row C-pillar side impact sensor C3249-1, circuit VR220 (VT/OG), harness side and C3249-2, circuit RR134 (BN/BU), harness side.  N0114279 • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Did the DTC change from B0097:93 to B0097:11 and B0091:11?**	**Yes** REMOVE the fused jumper wire and INSTALL a new passenger second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section. GO to N16. **No** REMOVE the fused jumper wire and GO to N14.
N14 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to N16. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to N15.

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: RCM C310A and C310B. • Connect: Driver Front Door Side Impact Sensor C567 (if previously disconnected). • Connect: Passenger Second Row C-Pillar Side Impact Sensor C3249 (if previously disconnected). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	
N15 CHECK FOR AN INTERMITTENT FAULT	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Front Door Side Impact Sensor C567 and/or Passenger Second Row C-Pillar Side Impact Sensor C3249.
• Disconnect: RCM C310A and C310B.
• Inspect for the following:
  ▪ inspect harness and component connectors for loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Component(s)/Connector(s).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was DTC B0091:11, B0091:93, B0097:11 or B0097:93 retrieved on-demand during self-test?**
	Yes
	Fault(s) cannot be cleared until corrected and the DTC is no longer retrieved on-demand during self-test.
	
	For DTC B0091:11 **AND** B0097:11, GO to N2.
	
	For DTC B0091:93 **AND** B0097:93, GO to N6.
	
	For DTC B0091:93 **ONLY**, GO to N8.
	
	For DTC B0097:93 **ONLY**, GO to N11.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to N16.

N16 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test O: DTCs B0092:11, B0092:93, B0096:11 and B0096:93

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors the driver second row C-pillar and passenger front door side impact sensors and circuits for the following faults:

- Open circuit
- Short to voltage
- Short to ground
- Faulted driver second row C-pillar side impact sensor
- Faulted passenger front door side impact sensor

If a fault is detected, the RCM stores DTC B0092:11, B0092:93, B0096:11 or B0096:93 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM communicates with each impact sensor. If the RCM is unable to communicate with the sensor, a DTC is stored in memory. A Continuous Memory Diagnostic Trouble Code (CMDTC) **no operation** (failure type status :93) can be set by a short to voltage on the return circuit of the impact sensor.

NOTE: A short to ground on either impact sensor feed circuit sets DTCs B0092:11 and B0096:11.

A short to voltage on either impact sensor feed or return circuit sets DTCs B0092:93 and B0096:93.

DTC Description	Fault Trigger Condition
• B0092:11 — Left Side Restraints Sensor 2: Circuit Short to Ground	When the RCM senses a shorted passenger front door side impact sensor, a shorted driver second row C-pillar side impact sensor, a short to ground on the passenger front door side impact sensor feed circuit or a short to ground on the driver second C-pillar side impact sensor feed circuit, a fault is indicated.
• B0092:93 — Left Side Restraints Sensor 2: No Operation	When the RCM senses a faulted driver second row C-pillar side impact sensor, a short to voltage on the feed or return circuit of the driver second row C-pillar side impact sensor, a short to voltage on the feed or return circuit of passenger front door side impact sensor or an open feed or return circuit of the passenger front door side impact sensor, a fault is indicated.
• B0096:11 — Right Side Restraints Sensor 1: Circuit Short to Ground	When the RCM senses a shorted passenger front door side impact sensor, a shorted driver second row C-pillar side impact sensor, a short to ground on the passenger front door side impact sensor feed circuit or a short to ground on the driver second row C-pillar side impact sensor feed circuit, a fault is indicated.
• B0096:93 — Right Side Restraints Sensor 1: No Operation	When the RCM senses a faulted passenger front door side impact sensor, a short to voltage on the feed or return circuit of passenger front door side impact sensor, a short to voltage on the feed or return circuit of the driver second row C-pillar side impact sensor or an open feed or return circuit of the passenger front door side impact sensor, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver second row C-pillar side impact sensor
- Passenger front door side impact sensor
- RCM

PINPOINT TEST O: DTCs B0092:11, B0092:93, B0096:11 AND B0096:93

WARNING: Do not handle, move or change the original horizontal mounting position of the

restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

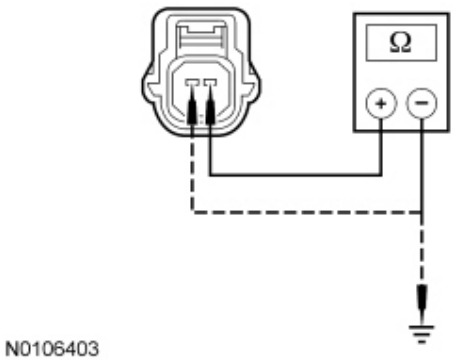
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

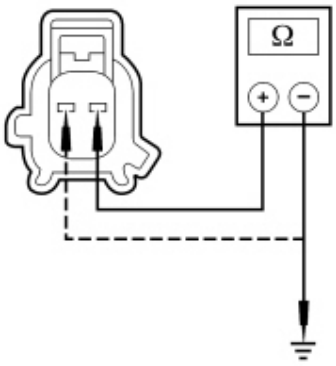
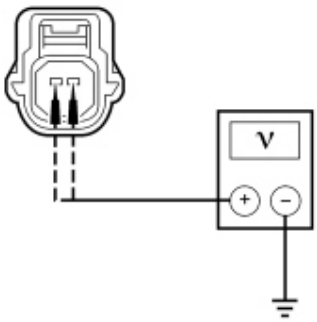
NOTE: Do not probe any impact sensor. The impact sensor cannot be tested using a multi-meter.

Test Step	Result / Action to Take
O1 RETRIEVE RCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Were any DTCs retrieved on-demand during self-test?**	**Yes** Fault(s) cannot be cleared until corrected and the DTC (s) are no longer retrieved on-demand during self-test. For DTC B0092:11 **AND** B0096:11, GO to O2 . For DTC B0092:93 **AND** B0096:93, GO to O6 . For DTC B0092:93 **ONLY** , GO to O8 . For DTC B0096:93 **ONLY** , GO to O11 . For any other DTCs, REFER to the DTC Chart in this section. **No** The fault is intermittent when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to O15 .
O2 CHECK THE LEFT SIDE RESTRAINTS SENSOR 2 DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS)	**Yes** INSTALL a new driver second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact

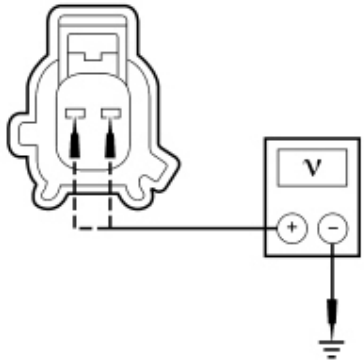
Depowering and Repowering in this section. • Disconnect: Driver Second Row C-Pillar Side Impact Sensor C3248. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Did the on-demand DTC change from B0092:11 and B0096:11 to B0092:93?**	Sensor — Second Row, 5-Door Hatchback in this section. GO to O16. **No** GO to O3.
O3 CHECK THE RIGHT SIDE RESTRAINTS SENSOR 1 DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Connect: Driver Second Row C-Pillar Side Impact Sensor C3248. • Disconnect: Passenger Front Door Side Impact Sensor C644. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Did the on-demand DTC change from B0092:11 and B0096:11 to B0096:93?**	**Yes** INSTALL a new passenger front door side impact sensor. REFER to Side Impact Sensor — Front Door in this section. GO to O16. **No** GO to O4.
O4 CHECK THE DRIVER SECOND ROW C-PILLAR SIDE IMPACT SENSOR FEED CIRCUIT FOR A SHORT TO GROUND AND SHORT BETWEEN SENSOR CIRCUITS	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Second Row C-Pillar Side Impact Sensor C3248.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between driver second row C-pillar side impact sensor:
  ▪ C3248-1, circuit VR219 (GN/WH), harness side, and ground.
  ▪ C3248-1, circuit VR219 (GN/WH), harness side, and C3248-2, circuit RR133 (GY/BN), harness side.
 
 	
N0106403
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to O5.
	
	No
	REPAIR circuit VR219 (GN/WH) and/or RR133 (GY/BN).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to O16.

O5 CHECK THE PASSENGER FRONT DOOR SIDE IMPACT SENSOR FEED CIRCUIT FOR A SHORT TO GROUND AND SHORT BETWEEN SENSOR CIRCUITS	
• Measure the resistance between passenger front door side impact sensor:	**Yes** GO to O14.

■ C644-1, circuit VR218 (YE/OG), harness side, and ground. ■ C644-1, circuit VR218 (YE/OG), harness side, and C644-2, circuit RR132 (BU/WH), harness side.  N0106402 • **Are the resistances greater than 10,000 ohms?**	**No** REPAIR circuits VR218 (YE/OG) and/or RR132 (BU/WH). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to O16.
O6 CHECK THE DRIVER SECOND ROW C-PILLAR SIDE IMPACT SENSOR FEED CIRCUIT FOR A SHORT TO VOLTAGE (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: Driver Second Row C-Pillar Side Impact Sensor C3248. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between driver second row C-pillar side impact sensor: ■ C3248-1, circuit VR219 (GN/WH), harness side and ground. ■ C3248-2, circuit RR133 (GY/BN), harness side and ground.  N0036990 • **Is any voltage present on either circuit?**	**Yes** REPAIR circuit VR219 (GN/WH) or RR133 (GY/BN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to O16. **No** GO to O7.
O7 CHECK THE PASSENGER FRONT DOOR SIDE IMPACT SENSOR FEED CIRCUIT FOR A SHORT TO VOLTAGE (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Front Door Side Impact Sensor C644. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between passenger front door side impact	**Yes** REPAIR circuit VR218 (YE/OG) or RR132 (BU/WH). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

sensor:
- C644-1, circuit VR218 (YE/OG), harness side and ground.
- C644-2, circuit RR132 (BU/WH), harness side and ground.



- **Is any voltage present on either circuit?**

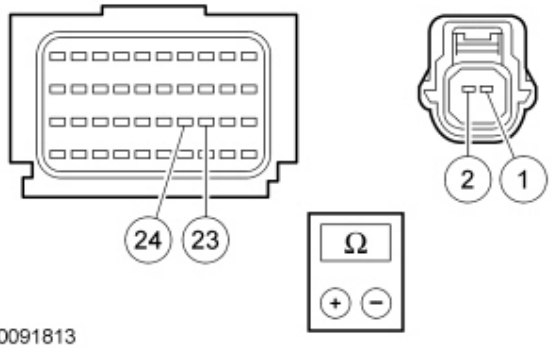
GO to O16.

No
GO to O14.

O8 CHECK THE DRIVER SECOND ROW C-PILLAR SIDE IMPACT SENSOR AND RCM CONNECTIONS (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Gain access to the driver second row C-pillar side impact sensor and inspect C3248 to be fully seated and locked. Seat and lock the connector as necessary. Refer to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section. • Gain access to the RCM and inspect C310A and C310B to be fully seated and locked. Seat and lock the connector(s) as necessary. Refer to Restraints Control Module (RCM) in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0092:93 retrieved on-demand during self-test?**	**Yes** GO to O9. **No** Fault corrected. GO to O16.

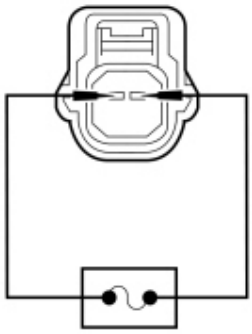
O9 CHECK THE DRIVER SECOND ROW C-PILLAR SIDE IMPACT SENSOR CIRCUITS FOR AN OPEN (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: Driver Second Row C-Pillar Side Impact Sensor C3248. • Measure the resistance between RCM C310B, harness side and driver second row C-pillar side impact sensor C3248, harness side, using the following chart.	**Yes** GO to O10. **No** REPAIR circuit VR219 (GN/WH) or RR133 (GY/BN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to O16.

RCM	Circuit	Driver Second Row C-Pillar Side Impact Sensor
C310B-23	VR219 (GN/WH)	C3248-1
C310B-24	RR133 (GY/BN)	C3248-2



N0091813

- **Are the resistances less than 0.5 ohm?**

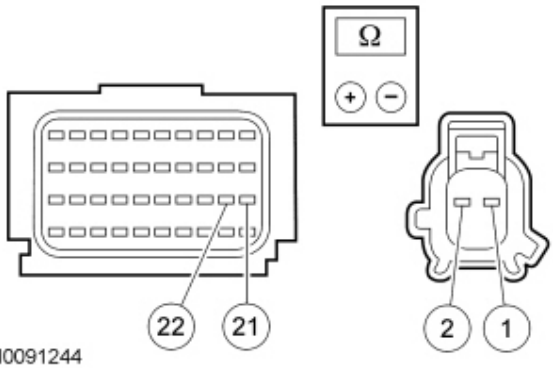
O10 CHECK THE LEFT SIDE RESTRAINTS SENSOR 2 DTC FOR A FAULT STATUS CHANGE (NO OPERATION INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between driver second row C-pillar side impact sensor C3248-1, circuit VR219 (GN/WH), harness side, and C3248-2, circuit RR133 (GY/BN), harness side.  N0114279 • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Did the DTC change from B0092:93 to B0092:11 and B0096:11?**	**Yes** REMOVE the fused jumper wire and INSTALL a new driver second row C-pillar side impact sensor. REFER to Side Impact Sensor — Second Row, 4-Door Sedan or Side Impact Sensor — Second Row, 5-Door Hatchback in this section. GO to O16. **No** REMOVE the fused jumper wire and GO to O14.
O11 CHECK THE PASSENGER FRONT DOOR SIDE IMPACT SENSOR AND RCM CONNECTIONS (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Gain access to passenger front door side impact sensor and inspect C644 to be fully seated and locked. Seat and lock the connector as necessary. Refer to Side Impact Sensor — Front Door in this section. • Gain access to the RCM and inspect C310A and C310B to be fully seated and locked. Seat and lock the connector(s) as necessary. Refer to Restraints Control Module (RCM) in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM.	**Yes** GO to O12. **No** Fault corrected. GO to O16.

- **Was DTC B0096:93 retrieved on-demand during self-test?**

O12 CHECK THE PASSENGER FRONT DOOR SIDE IMPACT SENSOR CIRCUITS FOR AN OPEN (NO OPERATION INDICATED)

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: RCM C310A and C310B.
- Disconnect: Passenger Front Door Side Impact Sensor C644.
- Measure the resistance between RCM C310B, harness side and passenger front door side impact sensor C644, harness side, using the following chart.

RCM	Circuit	Passenger Front Door Side Impact Sensor
C310B-22	VR218 (YE/OG)	C644-1
C310B-21	RR132 (BU/WH)	C644-2



N0091244

- **Are the resistances less than 0.5 ohm?**

Yes
GO to O13.

No
REPAIR circuit VR218 (YE/OG) or RR132 (BU/WH).

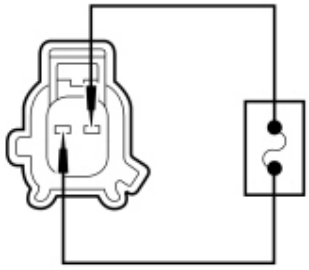
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to O16.

O13 CHECK THE RIGHT SIDE RESTRAINTS SENSOR 1 DTC FOR A FAULT STATUS CHANGE (NO OPERATION INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

- Connect: RCM C310A and C310B.
- Connect a fused jumper wire between passenger front door side impact sensor C644-1, circuit VR218 (YE/OG), harness side, and C644-2, circuit RR132 (BU/WH), harness side.


N0109792

- Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering

Yes
REMOVE the fused jumper wire and INSTALL a new passenger front door side impact sensor. REFER to Side Impact Sensor — Front Door in this section. GO to O16.

No
REMOVE the fused jumper wire and GO to O14.

in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Did the DTC change from B0096:93 to B0092:11 and B0096:11?**	
O14 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Driver Second Row C-Pillar Side Impact Sensor C3248 (if previously disconnected). • Connect: Passenger Front Door Side Impact Sensor C644 (if previously disconnected). • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to O16. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to O15.
O15 CHECK FOR AN INTERMITTENT FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Affected Impact Sensor — Driver Second Row C-Pillar Side Impact Sensor C3248 and/or Passenger Front Door Side Impact Sensor C644. • Disconnect: RCM C310A and C310B. • Inspect for the following: ▪ inspect harness and component connectors for loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector(s). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.	**Yes** Fault(s) cannot be cleared until corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0092:11 **AND** B0096:11, GO to O2. For DTC B0092:93 **AND** B0096:93, GO to O6. For DTC B0092:93 **ONLY**, GO to O8. For DTC B0096:93 **ONLY**, GO to O11. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when**

• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0092:11, B0092:93, B0096:11 or B0096:93 retrieved on-demand during self-test?**	**directed to do so in the pinpoint test.** GO to O16 .
O16 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS , repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM . • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test.**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs . PROVE OUT the SRS . Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test P: DTC B0095:11 or B0095:93

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) checks the RH front impact severity sensor and circuits for the following faults:

- Open circuit
- Short to voltage
- Short to ground
- Faulted RH front impact severity sensor

If a fault is detected, the RCM stores DTC B0095:11, B0095:81, B0095:93 or B0095:96 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

- DTC B0095:11 (Right Front Restraints Sensor: Circuit Short to Ground) — When the RCM senses a short to ground on the RH front impact severity sensor feed circuit, a fault is indicated.
- DTC B0095:93 (Right Front Restraints Sensor: No Operation) — When the RCM senses a faulted sensor, short to voltage or open on either RH front impact severity sensor circuit, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- RH front impact severity sensor
- RCM

PINPOINT TEST P: DTC B0095:11 OR B0095:93

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

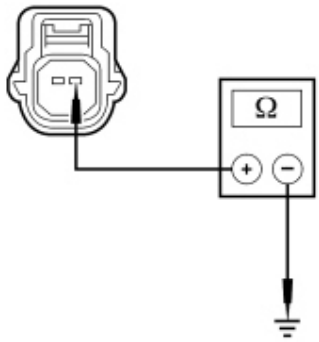
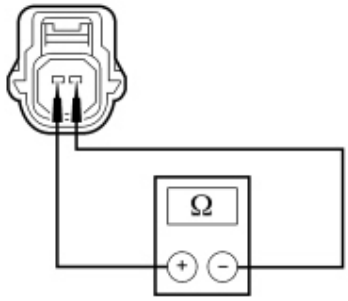
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

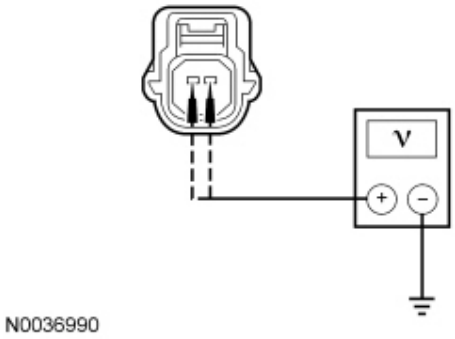
NOTE: Always make sure the correct Supplemental Restraint System (SRS) component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Do not probe any impact sensor. The impact sensor can not be tested using a multi-meter.

Test Step	Result / Action to Take
P1 RETRIEVE RCM DTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B0095:11 or B0095:93 retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0095:11, GO to P2 . For DTC B0095:93, GO to P5 . **No** The fault is intermittent when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to P10 .
P2 CHECK THE RIGHT FRONT RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RH Front Impact Severity Sensor C1466. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Did the on-demand DTC change from B0095:11 to B0095:93?**	**Yes** INSTALL a new RH front impact severity sensor. REFER to Front Impact Severity Sensor in this section. GO to P11 . **No** GO to P3 .
P3 CHECK THE RH FRONT IMPACT SEVERITY SENSOR CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B.	**Yes** GO to P4 . **No**

• Measure the resistance between RH front impact severity sensor C1466-1, circuit VR214 (WH/BU), harness side and ground.  N0092553 • **Is the resistance greater than 10,000 ohms?**	REPAIR circuit VR214 (WH/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to P11.
P4 CHECK FOR A SHORT BETWEEN RH FRONT IMPACT SEVERITY SENSOR CIRCUITS	
• Measure the resistance between RH front impact severity sensor C1466-1, circuit VR214 (WH/BU), harness side and C1466-2, circuit RR130 (GN/BU), harness side.  N0036987 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to P9. **No** REPAIR circuits VR214 (WH/BU) and RR130 (GN/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to P11.
P5 CHECK THE RH FRONT IMPACT SEVERITY SENSOR AND RCM CONNECTIONS (NO OPERATION INDICATED)	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Inspect RH front impact severity sensor C1466 to be fully seated and locked. • Gain access to the RCM and inspect C310A and C310B to be sure they are fully seated and locked. Refer to Restraints Control Module (RCM) in this section. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0095:93 retrieved on-demand during self-test?**	**Yes** GO to P6. **No** Fault corrected. GO to P11.
P6 CHECK THE RH FRONT IMPACT SEVERITY SENSOR CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RH Front Impact Severity Sensor C1466. • Disconnect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to	**Yes** REPAIR circuit VR214 (WH/BU) or RR130 (GN/BU). Refer to Wiring Diagrams

Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between RH front impact severity sensor: ▪ C1466-1, circuit VR214 (WH/BU), harness side and ground. ▪ C1466-2, circuit RR130 (GN/BU), harness side and ground.  N0036990 • **Is any voltage present on either circuit?**	Cell 5, Connector Repair Procedures for schematic and connector information. GO to P11. **No** GO to P7.
P7 CHECK THE RH FRONT IMPACT SEVERITY SENSOR CIRCUITS FOR AN OPEN	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Measure the resistance between RCM C310B, harness side and RH front impact severity sensor C1466, harness side using the following chart. 	RCM	Circuit	RH Front Impact Severity Sensor
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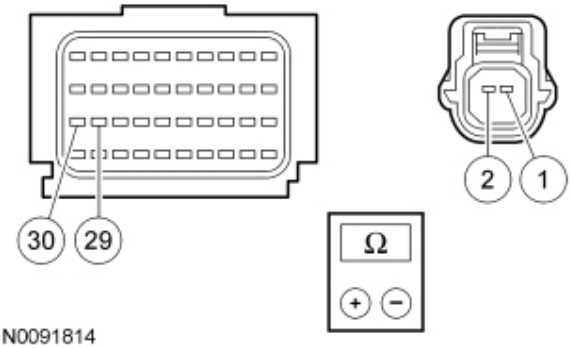
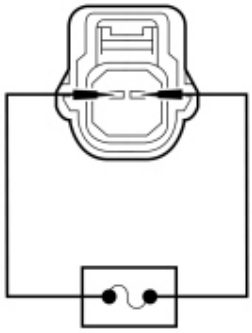
C310B-30	VR214 (WH/BU)	C1466-1
C310B-29	RR130 (GN/BU)	C1466-2 |  N0091814 • **Are the resistances less than 0.5 ohm?**	**Yes** GO to P8. **No** REPAIR circuit VR214 (WH/BU) or RR130 (GN/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to P11.
P8 CHECK THE RIGHT FRONT RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (NO OPERATION INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between RH front impact severity sensor C1466-1, circuit VR214 (WH/BU), harness side and C1466-2, circuit RR130 (GN/BU), harness side.	**Yes** REMOVE the fused jumper wire and INSTALL a new sensor. REFER to Front Impact Severity Sensor in this section. GO to P11. **No**

 N0114279 • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Did the on-demand DTC change from B0095:93 to B0095:11?**	REMOVE the fused jumper wire and GO to P8 .
P9 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: RH Front Impact Severity Sensor C1466. • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM . REFER to Restraints Control Module (RCM) in this section. GO to P11 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to P10 .
P10 CHECK FOR AN INTERMITTENT FAULT	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RH Front Impact Severity Sensor C1466. • Disconnect: RCM C310A and C310B. • Inspect for the following: ▪ inspect harness and component connectors for loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires.	**Yes** The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B0095:11, GO to P2 .

▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector(s). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B0095:11 or B0095:93 retrieved on-demand during self-test?**	For DTC B0095:93, GO to P5. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to P11.
P11 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test Q: DTCs B00A0:09, B00A0:4A, B00A0:63, B00A0:64 and B00A0:68

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) is in constant communication with various control modules on the High Speed Controller Area Network (HS-CAN), including the Occupant Classification System Module (OCSM). The RCM continuously monitors the HS-CAN for fault messages reported by the Occupant Classification System (OCS) system. The RCM also checks for the correct identification of the OCSM. If the RCM detects one of the following faults reported by the OCS system, it stores DTC B00A0:09, B00A0:4A, B00A0:63, B00A0:64 or B00A0:68 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

This pinpoint test is intended to diagnose the following:

- OCSM
- RCM

DTC Description	Fault Trigger Conditions
• B00A0:09 — Occupant Classification System: Component Failure	When the RCM receives a message from the OCSM that a fault exists within the OCS system, this fault is indicated.
• B00A0:4A — Occupant Classification System: Incorrect Component Installed	When the RCM senses the OCS system is present but not configured, a fault is indicated.

• B00A0:63 — Occupant Classification System: Circuit / Component Protection Time-Out	When the RCM receives 8 or more invalid states from the OCSM , a fault is indicated.
• B00A0:64 — Occupant Classification System: Signal Plausibility Failure	When the RCM receives messages containing upper or lower data limits other than limits stored in memory, a fault is indicated.
• B00A0:68 — Occupant Classification System: Event Information	When the RCM receives a message containing incorrect data, a fault is indicated.

PINPOINT TEST Q: DTCs B00A0:09, B00A0:4A, B00A0:63, B00A0:64 and B00A0:68

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Always make sure the correct Supplemental Restraint System (SRS) component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
Q1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B00A0:09, B00A0:4A, B00A0:63, B00A0:64 or B00A0:68 retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTCs B00A0:09, B00A0:63 and B00A0:68, RETRIEVE DTCs from the OCSM and REFER to the Occupant Classification System Module (OCSM) DTC chart for diagnostic direction. For DTC B00A0:4A or B00A0:64, GO to Q2 . **No** CHECK for causes of the intermittent fault. Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition frequently. **Do not install any new SRS**

	components at this time. Install SRS components only when directed to do so in the pinpoint test. GO to Q5.
Q2 CHECK THE OCS • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Verify the correct OCS system service kit has been installed in the vehicle. • **Is the correct OCS system service kit installed?**	**Yes** GO to Q3. **No** INSTALL the correct OCS system service kit. REFER to Occupant Classification Sensor in this section. GO to Q5.
Q3 CHECK FOR THE CORRECT RCM • Disconnect the scan tool. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Log Viewer. • Retrieve and record the RCM part number from Log Viewer and check the recorded part number against the part number listed in the Ford Catalog Advantage TM or equivalent. • **Is the correct RCM installed?**	**Yes** GO to Q4. **No** INSTALL the correct RCM. REFER to Restraints Control Module (RCM) in this section. GO to Q5.
Q4 CHECK THE RCM • Ignition ON. • Carry out Programmable Module Installation (PMI) for the RCM. Manually enter as-built data. Refer to Section 418-01. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B00A0:4A or B00A0:64 retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to Q5. **No** Fault corrected. GO to Q5.
Q5 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM DTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test R: DTCs B00B5:11, B00B5:12, B00B5:13 and B00B5:1D

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors the driver seat track position sensor and circuits for the following faults:

- Short to ground
- Short to voltage
- Open circuit
- Current out of range
- Faulted driver seat track position sensor

If a fault is detected, the RCM stores DTC B00B5:11, B00B5:12, B00B5:13 or B00B5:1D in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

DTC Description	Fault Trigger Conditions
• B00B5:11 — Driver Seat Track Position Restraints Sensor: Circuit Short to Ground	When the RCM senses a short to ground on the driver seat track position sensor circuit, a fault is indicated.
• B00B5:12 — Driver Seat Track Position Restraints Sensor: Circuit Short to Battery	When the RCM senses a short to voltage on the driver seat track position sensor circuit, a fault is indicated.
• B00B5:13 — Driver Seat Track Position Restraints Sensor: Circuit Open	When the RCM senses an open on either of the driver seat track position sensor circuits, a fault is indicated.
• B00B5:1D — Driver Seat Track Position Restraints Sensor: Circuit Current Out of Range	When the RCM senses current out of an acceptable range between the driver seat track position sensor circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver seat track position sensor
- RCM

PINPOINT TEST R: DTCs B00B5:11, B00B5:12, B00B5:13 AND B00B5:1D

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

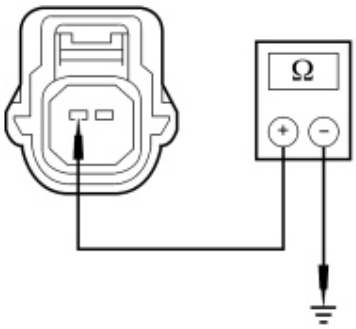
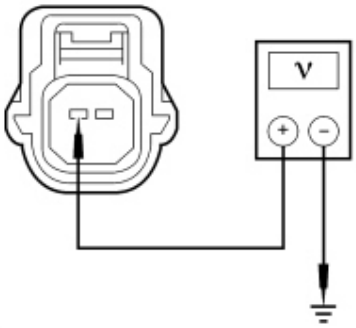
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

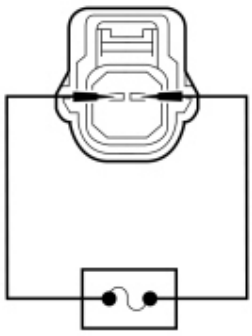
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct Supplemental Restraint System (SRS) component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
R1 RETRIEVE RCM DTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B00B5:11, B00B5:12, B00B5:13 or B00B5:1D retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B00B5:11 or B00B5:1D, GO to R2 . For DTC B00B5:12, GO to R4 . For DTC B00B5:13, GO to R5 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to R10 .
R2 CHECK THE DRIVER SEAT TRACK POSITION RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND OR CURRENT OUT OF RANGE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Disconnect: Driver Seat Track Position Sensor C356. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver seat track position sensor disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B00B5:11 or B00B5:1D to B00B5:13?**	**Yes** GO to R8 . **No** For DTC B00B5:1D, GO to R9 . For DTC B00B5:11, GO to R3 .
R3 CHECK THE DRIVER SEAT TRACK POSITION SENSOR CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between driver seat track position sensor C356-2, circuit VR215 (YE/VT) and ground.	**Yes** GO to R9 . **No** REPAIR circuit VR215 (YE/VT).

 N0061722 • **Is the resistance greater than 10,000 ohms?**	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to R11 .
R4 CHECK THE DRIVER SEAT TRACK POSITION SENSOR CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: Driver Seat Track Position Sensor C356. • Disconnect: Driver Seat Side Air Bag Module C367. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between driver seat track position sensor C356-2, circuit VR215 (YE/VT), harness side and ground.  N0061721 • **Is any voltage present?**	**Yes** REPAIR circuit VR215 (YE/VT). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to R11 . **No** GO to R9 .
R5 CHECK THE DRIVER SEAT TRACK POSITION RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Seat Side Air Bag Module C367. • Disconnect: Driver Seat Track Position Sensor C356. • Connect a fused jumper wire between driver seat track position sensor C356-2, circuit VR215 (YE/VT), harness side and C356-1, circuit GD143 (BK/VT), harness side.	**Yes** REMOVE the fused jumper wire and GO to R8 . **No** REMOVE the fused jumper wire and GO to R6 .



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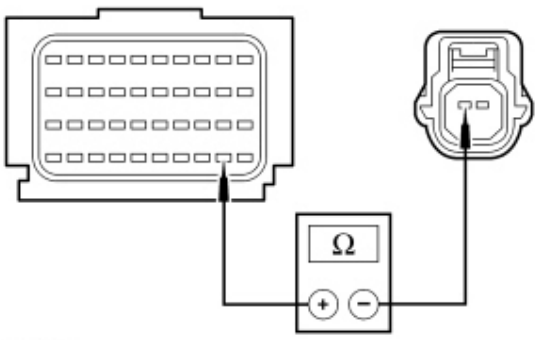
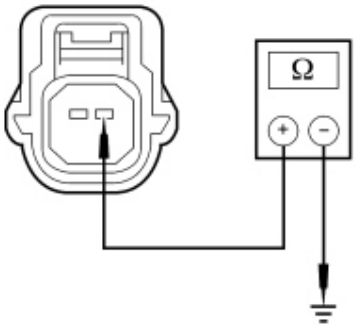
- Enter the following diagnostic mode on the scan tool: Self Test — RCM .
- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- **DIAGNOSTIC TIP:** When viewing DTCs with the driver seat track position sensor circuits shorted together, a short to ground fault would normally be retrieved.
- **Did the on-demand DTC change from B00B5:13 to B00B5:11?**

R6 CHECK THE DRIVER SEAT TRACK POSITION SENSOR CIRCUIT FOR AN OPEN	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310B-32, circuit VR215 (YE/VT), harness side and driver seat track position sensor C356-2, circuit VR215 (YE/VT), harness side.  N0091866 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to R7 . **No** REPAIR circuit VR215 (YE/VT). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to R11 .

R7 CHECK THE DRIVER SEAT TRACK POSITION SENSOR GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between driver seat track position sensor C356-1, circuit GD143 (BK/VT) and ground.	**Yes** GO to R9 . **No** REPAIR circuit GD143 (BK/VT). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to R11 .



N0061723

- **Is the resistance less than 0.5 ohm?**

R8 CONFIRM THE DRIVER SEAT TRACK POSITION RESTRAINTS SENSOR FAULT **NOTE:** Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Disconnect: Driver Seat Track Position Sensor C356. • Connect: RCM C310A and C310B (if previously disconnected). • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new driver seat track position sensor. REFER to Seat Position Sensor in this section. GO to R11. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to R10.
R9 CONFIRM THE RCM FAULT **NOTE:** Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to R11. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to R10.

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Driver Seat Track Position Sensor C356. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	
R10 CHECK FOR AN INTERMITTENT FAULT	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Seat Track Position Sensor C356.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Component(s)/Connector(s).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was DTC B00B5:11, B00B5:12, B00B5:13 or B00B5:1D retrieved on-demand during self-test?**
	Yes
	The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test.
	
	For DTC B00B5:11 or B00B5:1D, GO to R2.
	
	For DTC B00B5:12, GO to R4.
	
	For DTC B00B5:13, GO to R5.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** REPAIR any intermittent wiring, terminal or connector concerns found.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to R11.

R11 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

are retrieved from the RCM and OCSM . • **Are any RCM and/or OCSM DTCs retrieved?**	

Pinpoint Test S: DTCs B00C5:11, B00C5:12, B00C5:13 and B00C5:1D

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors the passenger seat track position sensor and circuits for the following faults:

- Short to ground
- Short to voltage
- Open circuit
- Current out of range
- Faulted passenger seat track position sensor

If a fault is detected, the RCM stores DTC B00C5:11, B00C5:12, B00C5:13 or B00C5:1D in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

DTC Description	Fault Trigger Conditions
• B00C5:11 — Passenger Seat Track Position Restraints Sensor: Circuit Short to Ground	When the RCM senses a short to ground on the passenger seat track position sensor circuit, a fault is indicated.
• B00C5:12 — Passenger Seat Track Position Restraints Sensor: Circuit Short to Battery	When the RCM senses a short to voltage on the passenger seat track position sensor circuit, a fault is indicated.
• B00C5:13 — Passenger Seat Track Position Restraints Sensor: Circuit Open	When the RCM senses an open on either of the passenger seat track position sensor circuits, a fault is indicated.
• B00C5:1D — Passenger Seat Track Position Restraints Sensor: Circuit Current Out of Range	When the RCM senses current out of an acceptable range between the passenger seat track position sensor circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger seat track position sensor
- RCM

PINPOINT TEST S: DTCs B00C5:11, B00C5:12, B00C5:13 AND B00C5:1D

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this

instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

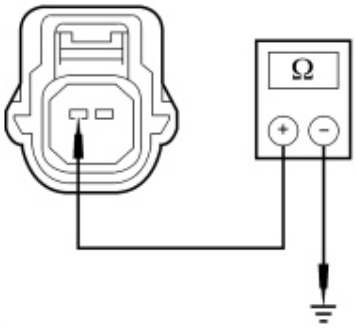
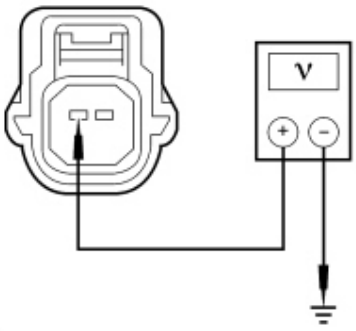
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

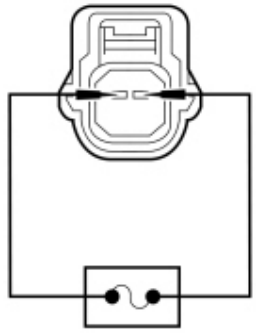
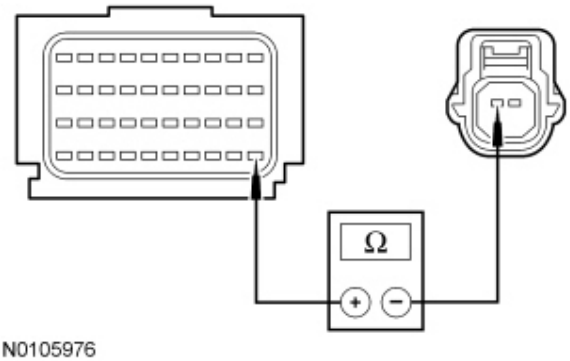
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

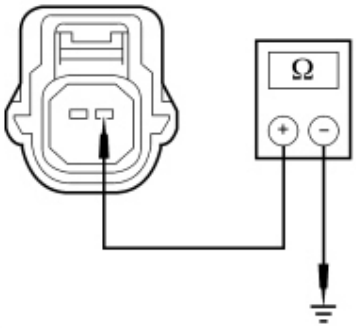
NOTE: Always make sure the correct Supplemental Restraint System (SRS) component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
S1 RETRIEVE RCM DTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B00C5:11, B00C5:12, B00C5:13 or B00C5:1D retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B00C5:11 or B00C5:1D, GO to S2 . For DTC B00C5:12, GO to S4 . For DTC B00C5:13, GO to S5 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to S10 .
S2 CHECK THE PASSENGER SEAT TRACK POSITION RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND OR CURRENT OUT OF RANGE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Disconnect: Passenger Seat Track Position Sensor C3617. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger seat track position sensor disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B00C5:11 or B00C5:1D**	**Yes** GO to S8 . **No** For DTC B00C5:1D, GO to S9 . For DTC B00C5:11, GO to S3 .

to B00C5:13?	
S3 CHECK THE PASSENGER SEAT TRACK POSITION SENSOR CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between passenger seat track position sensor C3617-2, circuit VR216 (GN/OG) and ground.  N0061722 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to S9 . **No** REPAIR circuit VR216 (GN/OG). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to S11 .
S4 CHECK THE PASSENGER SEAT TRACK POSITION SENSOR CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: Passenger Seat Track Position Sensor C3617. • Disconnect: Passenger Seat Side Air Bag Module C337. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between passenger seat track position sensor C3617-2, circuit VR216 (GN/OG), harness side and ground.  N0061721 • **Is any voltage present?**	**Yes** REPAIR circuit VR216 (GN/OG). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to S11 . **No** GO to S9 .
S5 CHECK THE PASSENGER SEAT TRACK POSITION RESTRAINTS SENSOR DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.	**Yes** REMOVE the fused jumper wire and GO to S8 . **No**

• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Disconnect: Passenger Seat Track Position Sensor C3617. • Connect a fused jumper wire between passenger seat track position sensor C3617-2, circuit VR216 (GN/OG), harness side and C3617-1, circuit GD145 (BK/BU), harness side.  N0114279 • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger seat track position restraints sensor circuits shorted together, a short to ground fault would normally be retrieved. • **Did the on-demand DTC change from B00C5:13 to B00C5:11?**	REMOVE the fused jumper wire and GO to S6.
S6 CHECK THE PASSENGER SEAT TRACK POSITION SENSOR CIRCUIT FOR AN OPEN	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310B-31, circuit VR216 (GN/OG), harness side and passenger seat track position sensor C3617-2, circuit VR216 (GN/OG), harness side.  N0105976 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to S7. **No** REPAIR circuit VR216 (GN/OG). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to S11.
S7 CHECK THE PASSENGER SEAT TRACK POSITION SENSOR GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between passenger seat track position sensor C3617-1, circuit GD145 (BK/BU) and ground.	**Yes** GO to S9. **No** REPAIR circuit GD145

 N0061723 • **Is the resistance less than 0.5 ohm?**	(BK/BU). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to S11.
S8 CONFIRM THE PASSENGER SEAT TRACK POSITION RESTRAINTS SENSOR FAULT	
NOTE: Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Disconnect: Passenger Seat Track Position Sensor C3617. • Connect: RCM C310A and C310B (if previously disconnected). • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new passenger seat track position sensor. REFER to Seat Position Sensor in this section. GO to S11. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to S10.
S9 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to S11. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to S10.

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Passenger Seat Track Position Sensor C3617. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	
S10 CHECK FOR AN INTERMITTENT FAULT	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Seat Track Position Sensor C3617.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Component(s)/Connector(s).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was DTC B00C5:11, B00C5:12, B00C5:13 or B00C5:1D retrieved on-demand during self-test?**
	Yes
	The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test.
	
	For DTC B00C5:11 or B00C5:1D, GO to S2.
	
	For DTC B00C5:12, GO to S4.
	
	For DTC B00C5:13, GO to S5.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** REPAIR any intermittent wiring, terminal or connector concerns found.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to S11.

S11 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and Occupant Classification System Module (OCSM) CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

are retrieved from the RCM and OCSM . • **Are any RCM and/or OCSM DTCs retrieved?**	

Pinpoint Test T: DTCs B00D5:11, B00D5:12 and B00D5:13

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The RCM briefly activates the Passenger Air Bag Deactivation (PAD) indicator to prove-out and verify to the occupants correct functional operation of the PAD indicator.

The RCM monitors the PAD indicator circuits for the following faults:

- Open circuit
- Short to voltage
- Short to ground
- Faulted PAD indicator

If a fault is detected, the RCM stores DTC B00D5:11, B00D5:12 or B00D5:13 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

- DTC B00D5:11 (Restraint System Passenger Disable Indicator: Circuit Short to Ground) — When the RCM senses a short to ground on the PAD indicator circuit, a fault is indicated.
- DTC B00D5:12 (Restraint System Passenger Disable Indicator: Circuit Short to Battery) — When the RCM senses a short to voltage on the PAD indicator circuit, a fault is indicated.
- DTC B00D5:13 (Restraint System Passenger Disable Indicator: Circuit Open) — When the RCM senses an open circuit on the PAD indicator, a fault is indicated. An open ignition circuit to the PAD indicator can set this DTC.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- PAD indicator
- RCM

PINPOINT TEST T: DTCs B00D5:11, B00D5:12 AND B00D5:13

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

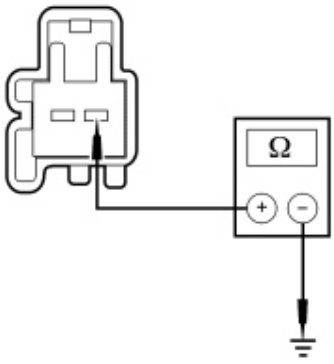
NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

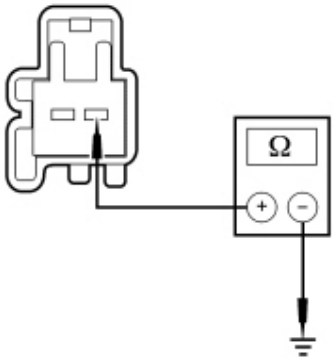
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

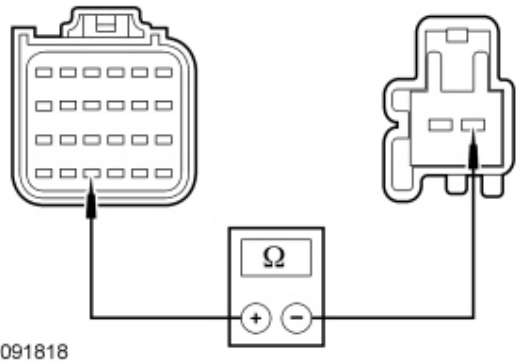
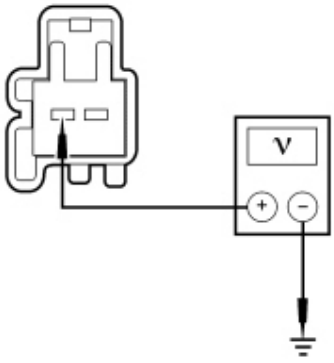
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

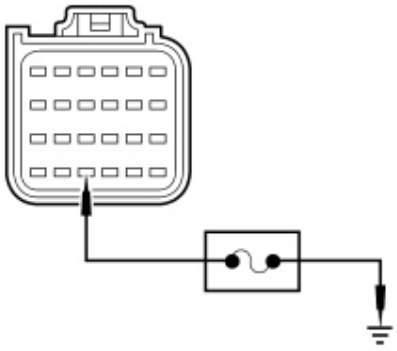
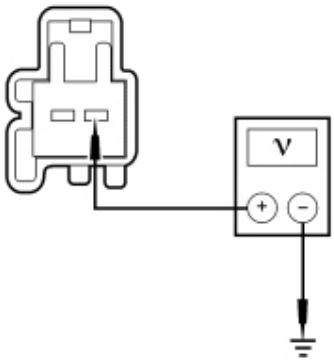
Test Step	Result / Action to Take
T1 RETRIEVE RCM DTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B00D5:11, B00D5:12 or B00D5:13 retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B00D5:11, GO to T2. For DTC B00D5:13, GO to T4 For DTC B00D5:12, GO to T7. **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to T10.
T2 CHECK THE PAD INDICATOR CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Disconnect: PAD Indicator C2286. • Measure the resistance between PAD indicator C2286-2, circuit RR116 (BN/GN), harness side and ground.  N0061732 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to T9. **No** GO to T3.
T3 CHECK THE RCM FOR LOW RESISTANCE	
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between PAD indicator C2286-2, circuit RR116 (BN/GN), harness side and ground.	**Yes** GO to T9. **No** REPAIR circuit RR116 (BN/GN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to T11.



N0061732

- **Is the resistance greater than 10,000 ohms?**

T4 CHECK THE PAD INDICATOR CIRCUIT FOR AN OPEN	
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: PAD Indicator C2286. • Measure the resistance between PAD indicator C2286-2, circuit RR116 (BN/GN) and RCM C310A-22, circuit RR116 (BN/GN), harness side.  N0091818 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to T5 . **No** REPAIR circuit RR116 (BN/GN). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to T11 .
T5 CHECK THE IGNITION CIRCUIT AT PAD INDICATOR FOR VOLTAGE	
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between PAD indicator C2286-1, circuit CBP04 (VT), harness side and ground.  N0061734 • **Is the voltage greater than 10 volts?**	**Yes** GO to T6 . **No** VERIFY Central Junction Box (CJB) fuse 4 (7.5A) is OK. If OK, REPAIR circuit CBP04 (VT). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. GO to T11 .
T6 CHECK THE PAD INDICATOR	

• Ignition OFF. • Connect: PAD Indicator C2286. • Connect a fused jumper wire between RCM C310A-22, circuit RR116 (BN/GN), harness side and ground.  N0091819 • Ignition ON. • Monitor the PAD indicator. • **Does the PAD indicator illuminate?**	**Yes** REMOVE the fused jumper wire and GO to T9 . **No** REMOVE the fused jumper wire and INSTALL a new PAD indicator. REFER to Passenger Air Bag Deactivation (PAD) Indicator in this section. GO to T11 .
T7 CHECK THE PAD INDICATOR CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: PAD Indicator C2286. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between PAD indicator C2286-2, circuit RR116 (BN/GN), harness side and ground.  N0061735 • **Is any voltage present?**	**Yes** REPAIR circuit RR116 (BN/GN). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to T11 . **No** GO to T8 .
T8 CHECK THE RCM	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Connect: RCM C310A and C310B. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON.	**Yes** INSTALL a new PAD indicator. REFER to Passenger Air Bag Deactivation (PAD) Indicator in this section. **No** GO to T9 .

• Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the PAD indicator disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B00D5:12 to B00D5:13?**	
T9 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: PAD Indicator C2286. • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM . REFER to Restraints Control Module (RCM) in this section. GO to T11 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to T10 .
T10 CHECK FOR AN INTERMITTENT FAULT	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Disconnect: PAD Indicator C2286. ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector (s). • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B00D5:11, B00D5:12 or B00D5:13 retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B00D5:11, GO to T2 . For DTC B00D5:13, GO to T4 . For DTC B00D5:12, GO to T7 . **No** CHECK for causes of intermittent open, short to ground or short to voltage on circuit RR116 (BN/GN). ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition frequently. ACTIVATE other systems in the same wire harness. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the**

	pinpoint test. GO to T11 .
T11 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS , repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM . • **Are any on-demand RCM and/or Occupant Classification System Module (OCSM) DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs . PROVE OUT the SRS . Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test U: DTCs B1211:11, B1211:12, B1211:13 and B1211:1A

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the driver safety belt retractor circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted driver safety belt retractor pretensioner

If a fault is detected, the RCM stores DTC B1211:11, B1211:12, B1211:13 or B1211:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to the diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Driver safety belt retractor
- RCM

DTC Description	Fault Trigger Conditions
• B1211:11 — Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on the driver safety belt retractor pretensioner circuit, a fault is indicated.
• B1211:12 — Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Battery	When the RCM senses a short to battery on the driver safety belt retractor pretensioner circuit, a fault is indicated.
• B1211:13 — Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between the driver safety belt retractor pretensioner circuits, a fault is indicated.
• B1211:1A — Driver Seatbelt Retractor Pretensioner Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between the driver safety belt retractor pretensioner circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Driver safety belt retractor pretensioner
- RCM

PINPOINT TEST U: DTCs B1211:11, B1211:12, B1211:13 AND B1211:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

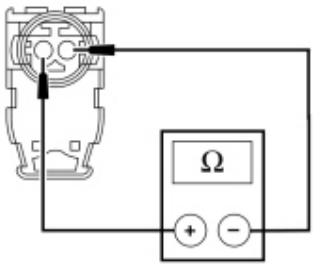
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct Supplemental Restraint System (SRS) component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

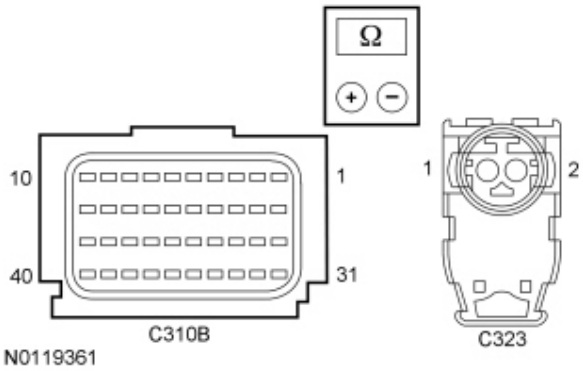
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
U1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B1211:11, B1211:12, B1211:13 or B1211:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. For DTC B1211:13 or B1211:1A, GO to U2. For DTC B1211:11, GO to U8. For DTC B1211:12, GO to U10. **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. For DTC B1211:13 or B1211:1A, GO to U13. For DTC B1211:11, GO to U14. For DTC B1211:12, GO to U15.
U2 CHECK THE DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_23_R) PID • Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_23_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to U12. **No** GO to U3.
U3 CHECK THE DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_23_R) PID WHILE CARRYING OUT THE HARNESS TEST • While monitoring the DEPLOY_23_R PID carry out the harness test of the driver safety belt retractor pretensioner circuits and accessible connectors (including any in-line connectors), by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to U17. **No** For PID value less than 1.7 ohms, GO to U4. For PID value greater than 2.78 ohms, GO to U6.

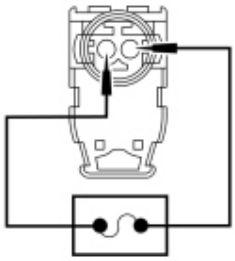
U4 CHECK THE DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Safety Belt Retractor Pretensioner C323. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the driver safety belt retractor pretensioner disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B1211:1A to B1211:13?**	**Yes** GO to U11. **No** GO to U5.
U5 CHECK FOR A SHORT BETWEEN DRIVER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Measure the resistance between the driver safety belt retractor pretensioner C323-2, circuit CR146 (GY/VT), harness side and C323-1, circuit RR146 (BU/BN), harness side.  N0116763 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to U12. **No** REPAIR circuit CR146 (GY/VT) or RR146 (BU/BN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to U17.
U6 CHECK THE DRIVER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS FOR AN OPEN	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Safety Belt Retractor Pretensioner C323. • Disconnect: RCM C310A and C310B. • Measure the resistance between RCM C310B, harness side and driver safety belt retractor pretensioner C323, harness side using the following chart.	**Yes** GO to U7. **No** REPAIR circuit CR146 (GY/VT) or RR146 (BU/BN). Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to U17.

RCM	Circuit	Driver Safety Belt Retractor Pretensioner
C310B-2	CR146 (GY/VT)	C323-2
C310B-	RR146	C323-1

1	(BU/BN)	

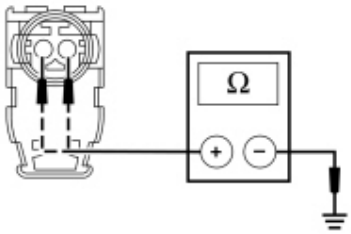


- **Are the resistances less than 0.5 ohm?**

U7 CHECK THE DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (OPEN INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Connect a fused jumper wire between the driver safety belt retractor pretensioner C323-2, circuit CR146 (GY/VT), harness side and C323-1, circuit RR146 (BU/BN), harness side.  N0116765 • Connect: RCM C310A and C310B. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver safety belt retractor pretensioner circuits shorted together, a low resistance fault would normally be retrieved. • **Did the on-demand DTC change from B1211:13 to B1211:1A?**	**Yes** REMOVE the fused jumper wire and GO to U11 . **No** REMOVE the fused jumper wire and GO to U12 .

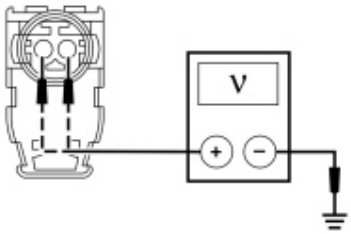
U8 CHECK THE DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF.	**Yes** GO to U11 . **No** GO to U9 .

• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Driver Safety Belt Retractor Pretensioner C323. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the driver safety belt retractor pretensioner disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B1211:11 to B1211:13?**	
U9 CHECK THE DRIVER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between driver safety belt retractor pretensioner:
  ▪ C323-2, circuit CR146 (GY/VT), harness side and ground.
  ▪ C323-1, circuit RR146 (BU/BN), harness side and ground.
 
 	
N0116766
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to U12 .
	
	No
	REPAIR circuit CR146 (GY/VT) or RR146 (BU/BN).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to U17 .

U10 CHECK THE DRIVER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Safety Belt Retractor Pretensioner C323.
• Disconnect: RCM C310A and C310B.
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between the driver safety belt retractor pretensioner:
  ▪ C323-2, circuit CR146 (GY/VT), harness side and ground.
  ▪ C323-1, circuit RR146 (BU/BN), harness side and ground.
	Yes
	REPAIR circuit CR146 (GY/VT) or RR146 (BU/BN).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to U17 .
	
	No
	GO to U12 .



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- **Is any voltage present on either circuit?**

U11 CONFIRM THE DRIVER SAFETY BELT RETRACTOR PRETENSIONER FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
• Connect: Driver Safety Belt Retractor Pretensioner C323.
• Connect: RCM C310A and C310B (if previously disconnected).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Was the original DTC retrieved on-demand during self-test?**
	Yes
	INSTALL a new driver safety belt retractor pretensioner. REFER to Section 501-20A. GO to U17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B1211:13 or B1211:1A, GO to U13.
	
	For DTC B1211:11, GO to U14.
	
	For DTC B1211:12, GO to U15.

U12 CONFIRM THE RCM FAULT	

NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
	Yes
	INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to U17.
	
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.**
	
	For DTC B1211:13 or

Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Driver Safety Belt Retractor Pretensioner C323. • Connect: RCM C310A and C310B. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	B1211:1A, GO to U13. For DTC B1211:11, GO to U14. For DTC B1211:12, GO to U15.
U13 CHECK FOR INTERMITTENT DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_23_R) PID LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_23_R PID • Attempt to recreate the fault by wiggling the connectors (including any in-line connectors) and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to U16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to U17.
U14 CHECK FOR AN INTERMITTENT DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B1211:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to U17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to U16.
U15 CHECK FOR AN INTERMITTENT DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL SHORT TO VOLTAGE FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS)	**Yes** DEPOWER the SRS and

Depowering and Repowering in this section. • Disconnect: Driver Safety Belt Retractor Pretensioner C323. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B1211:12 retrieved on-demand during self-test?**	REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to U17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to U16.

U16 CHECK THE HARNESS AND CONNECTORS
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Driver Safety Belt Retractor Pretensioner C323.
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to U17.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to U17.

U17 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and Occupant Classification System Module (OCSM) CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test V: DTCs B1214:11, B1214:12, B1214:13 and B1214:1A

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) continuously monitors the passenger safety belt retractor pretensioner and circuits for the following faults:

- Resistance out of range
- Unexpected voltage
- Short to ground
- Faulted passenger safety belt retractor pretensioner

If a fault is detected, the RCM stores DTC B1214:11, B1214:12, B1214:13 or B1214:1A in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The RCM analyzes the deployment loop resistance and uses this measurement in combination with an age correction factor to determine if a fault exists. The value displayed in the PID is the deployment loop resistance as measured by the RCM . If the value displayed is lower or higher than the desired range (refer to diagram below), the RCM can set a DTC. As the deployment loop resistance drifts farther outside the desired range, the chance for a DTC increases. The RCM fault trigger threshold may vary as the vehicle ages. Small variations in resistance can occur due to the effect of road vibrations on terminal fit and/or temperature changes. These variables can result in an intermittent fault. For this reason, the test requires the PID value to be within the desired range before the fault is considered repaired, regardless if the module is reporting an on-demand DTC at time of diagnosis. Following this direction helps make sure that minor changes in resistance do not create a repeat concern. This test uses a process of elimination to diagnose each part of the deployment loop circuit including:

- Wiring
- Connections
- Passenger safety belt retractor pretensioner
- RCM

DTC Description	Fault Trigger Conditions
• B1214:11 — Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Ground	When the RCM senses a short to ground on the passenger safety belt retractor pretensioner circuit, a fault is indicated.
• B1214:12 — Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Short to Battery	When the RCM senses a short to battery on the passenger safety belt retractor pretensioner circuit, a fault is indicated.
• B1214:13 — Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Open	When the RCM measures more than the desired resistance range between the passenger safety belt retractor pretensioner circuits, a fault is indicated.
• B1214:1A — Passenger Seatbelt Retractor Pretensioner Deployment Control: Circuit Resistance Below Threshold	When the RCM measures less than the desired resistance range between the passenger safety belt retractor pretensioner circuits, a fault is indicated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Passenger safety belt retractor pretensioner
- RCM

PINPOINT TEST V: DTCs B1214:11, B1214:12, B1214:13 and B1214:1A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

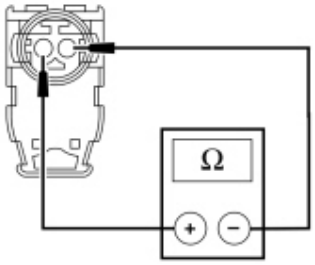
NOTE: Always make sure the correct Supplemental Restraint System (SRS) component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
V1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC B1214:11, B1214:12, B1214:13 or B1214:1A retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For DTC B1214:13 or B1214:1A, GO to V2 . For DTC B1214:11, GO to V8 . For DTC B1214:12, GO to V10 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. The fault condition is not present at this time. For DTC B1214:13 or

	B1214:1A, GO to V13. For DTC B1214:11, GO to V14. For DTC B1214:12, GO to V15.
V2 CHECK THE PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_24_R) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ▪ DEPLOY_24_R PID • **Does the PID value read between 1.7 and 2.78 ohms?**	**Yes** GO to V12. **No** GO to V3.
V3 CHECK THE PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_24_R) PID WHILE CARRYING OUT THE HARNESS TEST	
• While monitoring the DEPLOY_24_R PID carry out the harness test of the passenger safety belt retractor pretensioner circuits and accessible connectors (including any in-line connectors), by wiggling connectors and flexing the wire harness. • **Does the PID value read between 1.7 and 2.78 ohms while carrying out the harness test?**	**Yes** DEPOWER the SRS and REPAIR the connector, terminals or wire harness as needed. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to V17. **No** For PID value less than 1.7 ohms, GO to V4. For PID value greater than 2.78 ohms, GO to V6.
V4 CHECK THE PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (LOW RESISTANCE INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Safety Belt Retractor Pretensioner C303. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt retractor pretensioner disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B1214:1A to B1214:13?**	**Yes** GO to V11. **No** GO to V5.
V5 CHECK FOR A SHORT BETWEEN PASSENGER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS)	**Yes** GO to V12.

Depowering and Repowering in this section.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between the passenger safety belt retractor pretensioner C303-1, circuit RR147 (YE/VT), harness side and C303-2, circuit CR147 (GN/OG), harness side.



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- **Is the resistance greater than 10,000 ohms?**

No
REPAIR circuits CR147 (GN/OG) and RR147 (YE/VT).

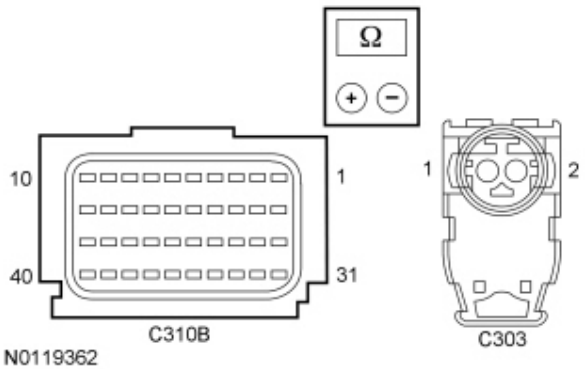
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to V17.

V6 CHECK THE PASSENGER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS FOR AN OPEN

- Ignition OFF.
- Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Passenger Safety Belt Retractor Pretensioner C303.
- Disconnect: RCM C310A and C310B.
- Measure the resistance between RCM C310B, harness side and passenger safety belt retractor pretensioner C303, harness side using the following chart.

RCM	Circuit	Passenger Safety Belt Retractor Pretensioner
C310B-11	RR147 (YE/VT)	C303-1
C310B-12	CR147 (GN/OG)	C303-2



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- **Are the resistances less than 0.5 ohm?**

Yes
GO to V7.

No
REPAIR circuit CR147 (GN/OG) or RR147 (YE/VT).

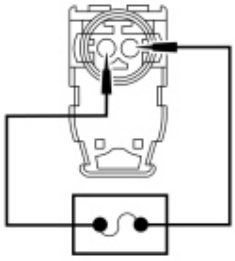
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.

GO to V17.

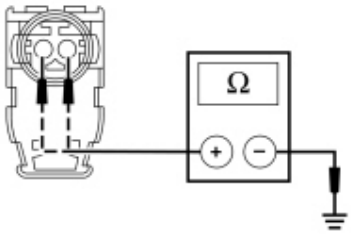
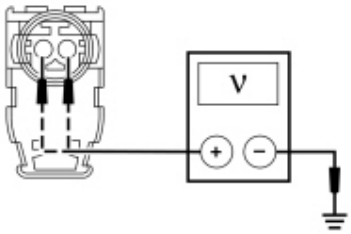
V7 CHECK THE PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL DTCs FOR FAULT STATUS CHANGE (OPEN INDICATED)

NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault.

Yes
REMOVE the fused jumper wire and GO to V11.

• Disconnect: Passenger Seat Side Air Bag Module C337. • Connect: RCM C310A and C310B. • Connect a fused jumper wire between the passenger safety belt retractor pretensioner C303-1, circuit RR147 (YE/VT), harness side and C303-2, circuit CR147 (GN/OG), harness side.  N0116765 • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt retractor pretensioner circuits shorted together, a low resistance fault would normally be retrieved. • **Did the on-demand DTC change from B1214:13 to B1214:1A?**	**No** REMOVE the fused jumper wire and GO to V12 .
V8 CHECK THE PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL DTC FOR A FAULT STATUS CHANGE (SHORT TO GROUND INDICATED)	
NOTE: This pinpoint test step attempts to change the fault reported by the RCM by inducing a different fault condition. If the fault reported changes, this indicates the RCM is functioning correctly and is not the source of the fault. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Safety Belt Retractor Pretensioner C303. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **DIAGNOSTIC TIP:** When viewing DTCs with the passenger safety belt retractor pretensioner disconnected, an open circuit fault would normally be retrieved. • **Did the on-demand DTC change from B1214:11 to B1214:13?**	**Yes** GO to V11 . **No** GO to V9 .
V9 CHECK THE PASSENGER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Measure the resistance between the passenger safety belt retractor pretensioner:
  ▪ C303-2, circuit CR147 (GN/OG), harness side and ground.
  ▪ C303-1, circuit RR147 (YE/VT), harness side and ground.
	Yes
	GO to V12 .
	
	No
	REPAIR circuit CR147 (GN/OG) or RR147 (YE/VT).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic

 N0116766 • **Are the resistances greater than 10,000 ohms?**	and connector information. GO to V17 .
V10 CHECK THE PASSENGER SAFETY BELT RETRACTOR PRETENSIONER CIRCUITS FOR A SHORT TO VOLTAGE • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Seat Side Air Bag Module C337. • Disconnect: Passenger Safety Belt Retractor Pretensioner C303. • Disconnect: RCM C310A and C310B. • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Measure the voltage between the passenger safety belt retractor pretensioner: ▪ C303-2, circuit CR147 (GN/OG), harness side and ground. ▪ C303-1, circuit RR147 (YE/VT), harness side and ground.  N0116767 • **Is any voltage present on either circuit?**	**Yes** REPAIR circuit CR147 (GN/OG) or RR147 (YE/VT). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to V17 . **No** GO to V12 .
V11 CONFIRM THE PASSENGER SAFETY BELT RETRACTOR PRETENSIONER FAULT **NOTE:** Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints	**Yes** INSTALL a new passenger safety belt retractor pretensioner. REFER to Section 501-20A . GO to V17 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do**

Control Module (RCM) in this section. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: Passenger Safety Belt Retractor Pretensioner C303. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**so in the pinpoint test.** For DTC B1214:13 or B1214:1A, GO to V13. For DTC B1214:11, GO to V14. For DTC B1214:12, GO to V15.
V12 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ■ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damage, pinched, cut or pierced wires. ■ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: All Restraint System Components. • Connect: RCM C310A and C310B (if previously disconnected). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was the original DTC retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to V17. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** For DTC B1214:13 or B1214:1A, GO to V13. For DTC B1214:11, GO to V14. For DTC B1214:12, GO to V15.
V13 CHECK FOR AN INTERMITTENT PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL RESISTANCE (DEPLOY_24_R) PID LOW RESISTANCE OR OPEN CIRCUIT FAULT	
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM. ■ DEPLOY_24_R PID • Attempt to recreate the fault by wiggling the connectors (including any in-line connectors) and flexing the wire harness. • **Does the PID value read between 1.7 ohms and 2.78 ohms?**	**Yes** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to V16. **No** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair

	Procedures for schematic and connector information. GO to V17.
V14 CHECK FOR AN INTERMITTENT PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL SHORT TO GROUND FAULT	
• Attempt to recreate the fault by wiggling connectors (including any in-line connectors) and flexing the wire harness. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC B1214:11 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to V17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to V16.
V15 CHECK FOR AN INTERMITTENT PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL SHORT TO VOLTAGE FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: Passenger Safety Belt Retractor Pretensioner C303. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Attempt to recreate the fault by wiggling the connectors (including any in-line connectors) and flexing the wire harness. • **Was DTC B1214:12 retrieved on-demand during self-test?**	**Yes** DEPOWER the SRS and REPAIR as necessary. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to V17. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to V16.
V16 CHECK THE HARNESS AND CONNECTORS	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Safety Belt Retractor Pretensioner C303.
  ▪ inspect connector(s) (including any in-line connectors) for loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
• **Were any concerns found?**
	Yes
	REPAIR as necessary.
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to V17.
	
	No
	The fault is not present and

	cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to V17.
V17 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and Occupant Classification System Module (OCSM) CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test W: DTCs B0001:2B, B0002:2B, B0004:2B, B0010:2B, B0011:2B, B0020:2B, B0021:2B, B0028:2B, B0029:2B, B0050:2B, B0052:2B, B0082:2B, B00B5:2B, B00C5:2B, B1211:2B and B1214:2B

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors all deployable device and sensor circuits for a signal cross-coupled (short) between circuits. If the RCM detects a short between the circuits of one device and another device, it stores a DTC for each of the signal-cross coupled faults in memory. The RCM sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator. When a normal loop fault is present (one loop is either shorted to battery/ground, open circuit or low resistance), signal cross-coupled diagnostics are not active. Once the normal loop fault is repaired, the signal cross-coupled diagnostics resume.

DTC Description	Fault Trigger Condition
• B0001:2B — Driver Frontal Stage 1 Deployment Control: Signal Cross Coupled	If the RCM detects a short between the driver air bag module stage 1 circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0002:2B — Driver Frontal Stage 2 Deployment Control: Signal Cross Coupled	If the RCM detects a short between the driver air bag module stage 2 circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0004:2B — Driver Knee Bolster Deployment Control: Signal Cross Coupled	If the RCM detects a short between the driver knee bolster circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0010:2B — Passenger Frontal Stage 1 Deployment Control: Signal Cross Coupled	If the RCM detects a short between the passenger air bag module stage 1 circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0011:2B — Passenger Frontal Stage 2 Deployment Control: Signal Cross Coupled	If the RCM detects a short between the passenger air bag module stage 2 circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding

	SRS component.
• B0020:2B — Left Side Airbag Deployment Control: Signal Cross Coupled	If the RCM detects a short between the driver seat side air bag module circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0021:2B — Left Curtain Deployment Control 1: Signal Cross Coupled	If the RCM detects a short between the driver side air curtain module circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0028:2B — Right Side Airbag Deployment Control: Signal Cross Coupled	If the RCM detects a short between the passenger seat side air bag module circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0029:2B — Right Curtain Deployment Control 1: Signal Cross Coupled	If the RCM detects a short between the passenger side air curtain module circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0050:2B — Driver Seatbelt Sensor: Signal Cross Coupled	If the RCM detects a short between the driver safety belt buckle switch circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0052:2B — Passenger Seatbelt Sensor: Signal Cross Coupled	If the RCM detects a short between the passenger safety belt buckle switch circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B0082:2B — Passenger Seatbelt Load Limiter Deployment Control: Signal Cross Coupled	If the RCM detects a short between the passenger safety belt adaptive load limiter circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B00B5:2B — Driver Seat Track Position Restraints Sensor: Signal Cross Coupled	If the RCM detects a short between the driver seat track position sensor circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B00C5:2B — Passenger Seat Track Position Restraints Sensor: Signal Cross Coupled	If the RCM detects a short between the passenger seat track position sensor circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B1211:2B — Driver Seatbelt Retractor Pretensioner Deployment Control: Signal Cross Coupled	If the RCM detects a short between the driver safety belt buckle pretensioner circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.
• B1214:2B — Passenger Seatbelt Retractor Pretensioner Deployment Control: Signal Cross Coupled	If the RCM detects a short between the passenger safety belt buckle pretensioner circuits and the circuits of another SRS component, it sets this DTC and the DTC of the corresponding SRS component.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- RCM

PINPOINT TEST W: DTCs B0001:2B, B0002:2B, B0004:2B, B0010:2B, B0011:2B, B0020:2B, B0021:2B, B0028:2B, B0029:2B, B0050:2B, B0052:2B, B0082:2B, B00B5:2B, B00C5:2B, B1211:2B AND B1214:2B

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>W1 RETRIEVE RCM DTCs</td><td rowspan="2">Yes
This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to W2 .

No
This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to W4 .</td></tr>
<tr><td>• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM .
• NOTE: Signal cross-coupled DTCs are only retrieved in pairs.
• Were any signal cross coupled DTCs retrieved on-demand during self-test?</td></tr>
<tr><td>W2 CHECK THE AFFECTED DEPLOYABLE CIRCUITS FOR A SIGNAL CROSS COUPLED FAULT</td><td rowspan="2">Yes
GO to W3 .

No
REPAIR the affected circuits.

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to W5 .</td></tr>
<tr><td>• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: RCM C310A and C310B.
• Disconnect ALL of the affected SRS devices.
• NOTE: Most signal cross coupled faults are due to connector and/or wiring harness damage. Carry out a thorough inspection of connector(s) and/or wiring harness for damage.
• Using the following table, measure resistance between the circuits of the affected SRS devices.

Signal Cross Coupled Fault Table
<table>
<tr><th>Device/Loop (DTC)</th><th>Connector</th><th>Circuit</th></tr>
<tr><td>Driver air bag module stage 1 (B0001:2B)</td><td>• C216A-1
• C216A-2</td><td>• CR101 (VT/BN)/(WH)
• RR101 (YE/GN)/(OG)</td></tr>
<tr><td>Driver air bag module stage 2 (B0002:2B)</td><td>• C216B-1
• C216B-2</td><td>• CR102 (BU)/(BN)
• RR102 (WH)/(BU)</td></tr>
</table></td></tr>
</table>

Driver knee air bag (B0004:2B)	• C2432-1 • C2432-2	• CR139 (VT/WH) • RR139 (YE)
Passenger air bag module stage 1 (B0010:2B)	• C256A-1 • C256A-2	• CR103 (GY/BU) • RR103 (VT/GN)
Passenger air bag module stage 2 (B0011:2B)	• C256B-1 • C256B-2	• CR104 (YE/GY) • RR104 (WH/BU)
Driver seat side air bag module (B0020:2B)	• C367-1 • C367-3	• RR105 (GY/YE) • CR105 (GN/BU)
Driver side air curtain (B0021:2B)	• C9018-1 • C9018-2	• CR109 (BN/BU) • RR109 (BU/GN)
Passenger seat side air bag module (B0028:2B)	• C337-1 • C337-3	• RR106 (YE/OG) • CR106 (VT/GY)
Passenger side air curtain (B0029:2B)	• C9019-1 • C9019-2	• CR111 (BN/WH) • RR111 (YE/VT)
Driver safety belt buckle switch (B0050:2B)	• C3065-2 • —	• CR201 (GN/BU) • —
Passenger safety belt buckle switch (B0052:2B)	• C3066-2 • —	• CR202 (BN/GN) • —
Passenger safety belt load limiter (B0082:2B)	• C389-1 • C389-2	• CR122 (WH/OG) • RR122 (BN)
Driver seat track position sensor (B00B5:2B)	• C356-2 • —	• VR215 (YE/VT) • —
Passenger seat track position sensor (B00C5:2B)	• C3617-2 • —	• VR216 (GN/OG) • —
Driver safety belt retractor pretensioner (B1211:2B)	• C323-1 • C323-2	• RR146 (BU/BN) • CR146 (GY/VT)
Passenger safety belt retractor pretensioner (B1214:2B)	• C303-2 • C303-1	• CR147 (GN/OG) • RR147 (YE/VT)

- **Are the resistances greater than 10,000 ohms between the affected circuits?**

W3 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to W5.

• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Restraint System Component(s).
• Connect: RCM C310A and C310B.
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Were any signal cross coupled DTCs retrieved on-demand during self-test?**
	No
	In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to W4.

W4 CHECK FOR AN INTERMITTENT FAULT	
NOTE: Most cross link faults are due to connector and/or wiring harness damage. Carry out a thorough inspection of connector(s) and/or wiring harness for damage. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect **ALL of the affected** SRS devices. • Inspect the wiring harness(es) for any type of damage. Repair as necessary. Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information. • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Were any signal cross coupled DTCs retrieved on-demand during self-test?**	**Yes** The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. GO to W2. **No** The fault is not present and cannot be recreated at this time. CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition frequently. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to W5.
W5 CHECK FOR ADDITIONAL SRS DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and Occupant Classification System Module (OCSM) DTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

during self-test?	

Pinpoint Test X: DTCs B0001:4A, B0002:4A, B0004:4A, B0010:4A, B0011:4A, B0020:4A, B0021:4A, B0028:4A, B0029:4A, B0050:4A, B0052:4A, B0082:4A, B0090:4A, B0091:4A, B0092:4A, B0095:4A, B0096:4A, B0097:4A, B00B5:4A, B00C5:4A, B00D5:4A, B1211:4A, B1214:4A and U3000:4A

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) monitors all of Supplemental Restraint System (SRS) device connections. If the RCM detects a connection or device connected that is not stored in memory, the RCM sets a DTC and sends a message to the Instrument Panel Cluster (IPC) to illuminate air bag warning indicator.

DTC Description	Fault Trigger Conditions
• B0001:4A — Driver Frontal Stage 1 Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0002:4A — Driver Frontal Stage 2 Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0004:4A — Driver Knee Bolster Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0010:4A — Passenger Frontal Stage 1 Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0011:4A — Passenger Frontal Stage 2 Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0020:4A — Left Side Airbag Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0021:4A — Left Curtain Deployment Control 1: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0028:4A — Right Side Airbag Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0029:4A — Right Curtain Deployment Control 1: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0050:4A — Driver Seatbelt Sensor: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0052:4A — Passenger Seatbelt Sensor: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0082:4A — Passenger Seatbelt Load Limiter Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0090:4A — Left Frontal Restraints Sensor: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0091:4A — Left Side Restraints Sensor 1: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0092:4A — Left Side Restraints Sensor 2: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0095:4A — Right Frontal Restraints Sensor: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.

• B0096:4A — Right Side Restraints Sensor 1: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B0097:4A — Right Side Restraints Sensor 2: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B00B5:4A — Driver Seat Track Position Restraints Sensor: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B00C5:4A — Passenger Seat Track Position Restraints Sensor: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B00D5:4A — Restraint System Passenger Disable Indicator: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B1211:4A — Driver Seatbelt Retractor Pretensioner Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• B1214:4A — Passenger Seatbelt Retractor Pretensioner Deployment Control: Incorrect Component Installed	This DTC sets if the RCM detects the device but it is not configured for this component.
• U3000:4A — Control Module: Incorrect Component Installed	This DTC sets if the RCM detects the incorrect vehicle or model year ID from the Occupant Classification System Module (OCSM) or ABS module.

This pinpoint test is intended to diagnose the following:

- Incorrect RCM for vehicle
- RCM not configured

PINPOINT TEST X: DTCs B0001:4A, B0002:4A, B0004:4A, B0010:4A, B0011:4A, B0020:4A, B0021:4A, B0028:4A, B0029:4A, B0050:4A, B0052:4A, B0082:4A, B0090:4A, B0091:4A, B0092:4A, B0095:4A, B0096:4A, B0097:4A, B00B5:4A, B00C5:4A, B00D5:4A, B1211:4A, B1214:4A AND U3000:4A

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

Test Step	Result / Action to Take
X1 RETRIEVE RCM DTCs • Connect the scan tool. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Were any incorrect component installed DTCs retrieved?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. GO to X2. **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. The fault condition is not present at this time. GO to X7.
X2 CHECK THE VEHICLE HISTORY • Ignition OFF. • Check the vehicle repair history. • **Has a new RCM or OCSM been installed during this or a prior repair?**	**Yes** GO to X3. **No** GO to X4.

X3 CHECK THE RCM AND OCSM VEHICLE IDENTIFICATION PIDs
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: DataLogger — RCM.
• View and record the following PID values:
  ▪ V_ID_14229_RCM
  ▪ OCS_MY
• Enter the following diagnostic mode on the scan tool: DataLogger — OCSM.
• View and record the following PID values:
  ▪ OCS_MY_OCS
  ▪ OCS_VEH_ID
• Verify the correct vehicle application.
• **Does the PID values match the vehicle application?**
	Yes
	GO to X4.
	
	No
	INSTALL the correct RCM or Occupant Classification System (OCS) system service kit. REFER to Restraints Control Module (RCM) or Occupant Classification Sensor in this section. GO to X8.

X4 CHECK ABS MODULE • Enter the following diagnostic mode on the scan tool: Log Viewer. • Retrieve and record the ABS module part number from Log Viewer. • Check the recorded part number against the part number listed in the Ford Catalog Advantage™ or equivalent. • **Is the correct ABS module installed in the vehicle?**	**Yes** GO to X5. **No** INSTALL the correct ABS module. REFER to Section 206-09. GO to X8.
X5 CHECK RCM • Carry out Programmable Module Installation (PMI) for the RCM. Use as-built data when carrying out PMI. Refer to Section 418-01. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Were any incorrect component installed DTCs retrieved on-demand during self-test?**	**Yes** GO to X6. **No** Fault corrected. GO to X8.
X6 CONFIRM THE RCM FAULT **NOTE:** Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to X8.

• Ignition OFF.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Component(s)/Connector(s).
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Were any incorrect component installed DTCs retrieved?**
	No
	In the process of diagnosing the fault, the fault condition has become intermittent.
	
	Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test. GO to X7.

X7 CHECK FOR AN INTERMITTENT FAULT • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Were any incorrect component installed DTCs retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to X8. **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition frequently. ACTIVATE other systems in the same wire harness. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to X8.
X8 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self-Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during the self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM DTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test Y: DTCs U0028:08 and U0028:88

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) supplies the stability/traction control system with the yaw rate, roll rate, lateral and longitudinal accelerometer readings over a dedicated Controller Area Network (CAN) bus. If the RCM detects a fault with communications with the ABS module or dedicated CAN bus circuits, it stores DTC U0028:08 or U0028:88.

The RCM **will not** request the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator if either DTC U0028:08 or U0028:88 sets. The air bag warning indicator remains off if either of these DTCs are set.

- DTC U0028:08 (Vehicle Communication Bus A: Bus Signal / Message Failures) — When the RCM does not receive dedicated CAN bus messages from the ABS module for 5 seconds, a fault is indicated. An open dedicated CAN circuit, incorrect installed ABS module or loss of power and/or ground to the ABS module also sets this DTC.
- DTC U0028:88 (Vehicle Communication Bus A: Bus Off) — When the RCM detects the dedicated CAN circuits are shorted to ground, shorted to voltage or shorted to each other, a fault is indicated.

The ABS module may set similar DTCs, U0151 (Lost Communication With Restraints Control Module) and U0452 (Invalid Data Received From Restraints Control Module).

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- RCM
- ABS module

PINPOINT TEST Y: DTCs U0028:08 and U0028:88

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

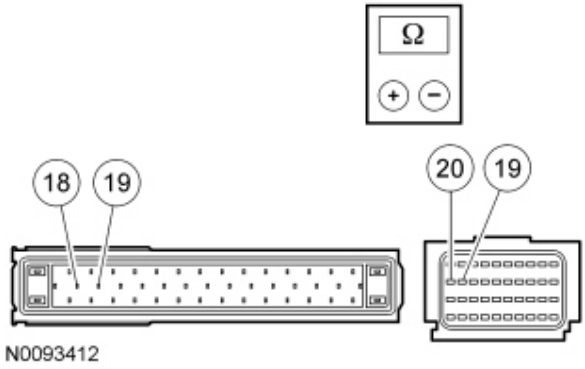
NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may

not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
Y1 RETRIEVE RCM DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC U0028:08 or U0028:88 retrieved on-demand during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the self-test. For DTC U0028:08, GO to Y2. For DTC U0028:88, GO to Y6. **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to Y13.
Y2 CHECK FOR CORRECT RCM • Enter the following diagnostic mode on the scan tool: Log Viewer. • Retrieve and record the RCM part number from Log Viewer. • Check the recorded RCM part number against the part number listed in the Ford Catalog Advantage™ or equivalent. Refer to Restraints Control Module (RCM) in this section. • **Is the correct RCM installed in the vehicle?**	**Yes** GO to Y3. **No** INSTALL the correct RCM.GO to Y14.
Y3 CHECK FOR CORRECT ABS MODULE • Retrieve and record the ABS module part number from Log Viewer. • Check the recorded ABS module part number against the part number listed in the Ford Catalog Advantage™ or equivalent. • **Is the correct ABS module installed in the vehicle?**	**Yes** GO to Y4. **No** INSTALL the correct ABS module. REFER to Section 206-09. GO to Y14.
Y4 CHECK THE HS-CAN NETWORK COMMUNICATIONS (ABS MODULE COMMUNICATIONS) • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • **NOTE:** The Network Test does not test the dedicated CAN communications between the ABS module and RCM. • **Did the Network Test pass (ABS module communicate with the scan tool)?**	**Yes** GO to Y5. **No** REFER to Section 418-00 to diagnose the High Speed Controller Area Network (HS-CAN)/ ABS module communication concern. GO to Y14.
Y5 CHECK THE DEDICATED CAN CIRCUITS FOR AN OPEN • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310A and C310B. • Disconnect: ABS Module C135. • Measure the resistance between the ABS module C135, harness side and the RCM C310B, harness side as indicated in the following chart: ┌ ┬ ┐	**Yes** GO to Y9. **No** REPAIR circuit VCA24 (GN/OG) and VCA23 (BU/WH). Refer to Wiring Diagrams Cell 5, Connector Repair

ABS Module	Circuit	RCM
C135-18	VCA23 (BU/WH)	C310B-20
C135-19	VCA24 (GN/OG)	C310B-19



N0093412

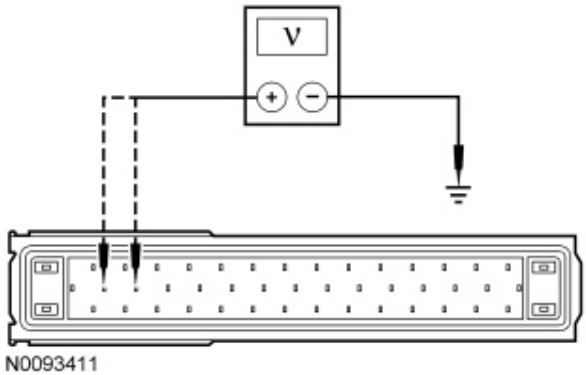
- **Are the resistances less 5 ohms?**

Procedures for schematic and connector information.

GO to Y14 .

Y6 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TO VOLTAGE

- Ignition OFF.
- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: RCM C310A and C310B.
- Disconnect: ABS Module C135.
- Repower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Measure the voltage between ABS module:
  - C135-18, circuit VCA23 (WH/BU), harness side and ground.
  - C135-19, circuit VCA24 (GN/OG), harness side and ground.



N0093411

- **Is any voltage present on either circuit?**

Yes
REPAIR circuit VCA24 (GN/OG) or VCA23 (BU/WH).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to Y14 .

No
GO to Y7 .

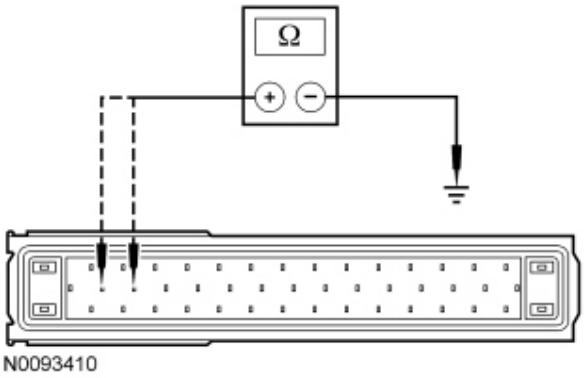
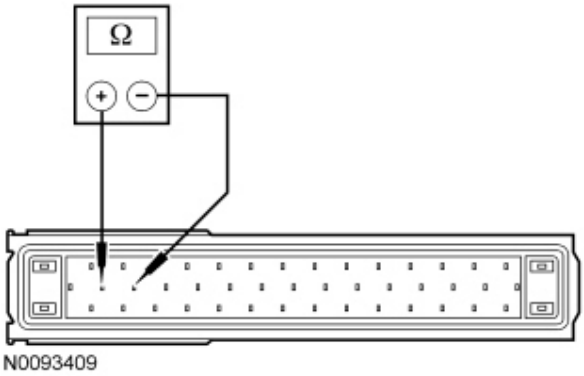
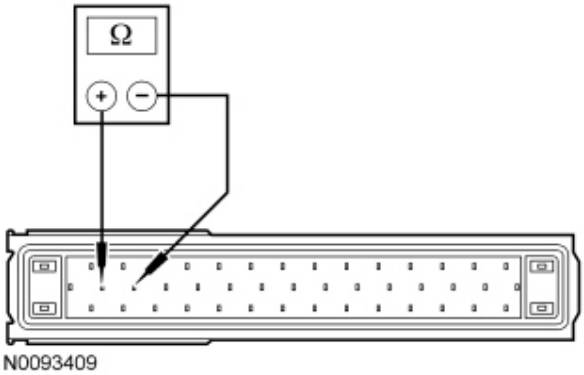
Y7 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TO GROUND

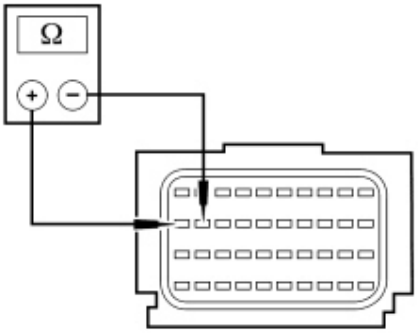
- Ignition OFF.
- Measure the resistance between ABS module:
  - C135-18, circuit VCA23 (WH/BU), harness side and ground.
  - C135-19, circuit VCA24 (GN/OG), harness side and ground.

Yes
GO to Y8 .

No
REPAIR circuit VCA24 (GN/OG) or VCA23 (BU/WH).

Refer to Wiring Diagrams Cell

 N0093410 • **Are the resistances greater than 10,000 ohms?**	5 , Connector Repair Procedures for schematic and connector information. GO to Y14 .
Y8 CHECK FOR SHORT BETWEEN THE DEDICATED CAN CIRCUITS	
• Measure the resistance between ABS module C135-18, circuit VCA23 (WH/BU), harness side and C135-19, circuit VCA24 (GN/OG), harness side.  N0093409 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to Y9 . **No** REPAIR circuit VCA24 (GN/OG) and VCA23 (BU/WH). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to Y14 .
Y9 CHECK THE RCM TERMINATING RESISTOR	
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Connect: RCM C310B. • Measure the resistance between ABS module C135-18, circuit VCA23 (WH/BU), harness side and C135-19, circuit VCA24 (GN/OG), harness side.  N0093409 • **Is the resistance between 108 and 132 ohms?**	**Yes** GO to Y10 . **No** GO to Y11 .
Y10 CHECK THE ABS MODULE TERMINATING RESISTOR	
• Disconnect: RCM C310B. • Connect: ABS Module C135. • Measure the resistance between RCM C310B-20, circuit VCA23 (WH/BU), harness side and C310B-19, circuit VCA24 (GN/OG),	**Yes** For DTC U0028:08, GO to Y11 .

harness side.  N0093009 • **Is the resistance between 108 and 132 ohms?**	For DTC U0028:88, GO to Y12 . **No** GO to Y12 .
Y11 CONFIRM THE RCM FAULT	
NOTE: Make sure all SRS components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • If previously directed to repower the SRS , depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ inspect ABS module C135 for dirt, corrosion, water intrusion, pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector (s). • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM . • **Was DTC U0028:08 retrieved on-demand during self-test?**	**Yes** INSTALL a new RCM . REFER to Restraints Control Module (RCM) in this section. GO to Y14 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to Y13 .
Y12 CONFIRM THE ABS MODULE FAULT	
NOTE: Make sure all restraint system components and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded. • If previously directed to repower the SRS , depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.	**Yes** INSTALL a new ABS module. REFER to Section 206-09 . GO to Y14 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. CHECK for causes of the intermittent fault. ATTEMPT to

▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to Restraints Control Module (RCM) in this section. ▪ inspect ABS module C135 for dirt, corrosion, water intrusion, pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector (s). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC U0028:88 retrieved on-demand during self-test?**	recreate the hard fault by flexing the wire harness and cycling the ignition frequently. ACTIVATE other systems in the same wire harness. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to Y13.
Y13 CHECK FOR AN INTERMITTENT FAULT	
• Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect: RCM C310B. • Disconnect: ABS Module C135. ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component(s)/Connector (s). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Was DTC U0028:08 or U0028:88 retrieved on-demand during self-test?**	**Yes** The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during the self-test. CHECK for causes of the intermittent fault in the areas previously worked in, particularly the pins and terminals of any electrical connector that were disconnected. REPAIR any intermittent wiring, terminal or connector concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to Y14. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** REPAIR any intermittent wiring, terminal or connector concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. GO to Y14.

Y14 CHECK FOR ADDITIONAL RCM AND ABS MODULE DTCs	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Were any DTCs retrieved on-demand from the RCM or ABS module during self-test?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the appropriate DTC Chart(s) in this section and/or Section 206-09 for pinpoint test direction. **No** CLEAR all CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test Z: DTCs B1317, B1318, U3003:16 and U3003:17

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

NOTE: DTCs B1317, B1318, B1676, U3003:16 and U3003:17 can be set if the vehicle has been recently jump started, the battery has been recently charged or the battery has been discharged. The battery may become discharged due to excessive load(s) on the charging system from aftermarket accessories or if the battery has been left unattended with the accessories on.

Normal Operation — Restraints Control Module (RCM)

The Restraints Control Module (RCM) continuously monitors the input voltage for correct operation. If the RCM detects input voltage below 9.5 volts, it stores DTC U3003:16 in memory. If the RCM detects input voltage above 20 volts, it stores DTC U3003:17 in memory. If the RCM sets DTC U3003:16 or U3003:17, it sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

Normal Operation — Occupant Classification System Module (OCSM)

The Occupant Classification System Module (OCSM) continuously monitors the input voltage for correct operation. If the OCSM detects input voltage below 8 volts, it stores DTC B1318 in memory. If the OCSM detects input voltage above 17.2 volts, it stores DTC B1317 in memory. If the OCSM sets DTC B1317 or B1318, it sends a fault message to the RCM. The RCM then sends a message to the IPC module to illuminate the air bag warning indicator.

DTC Description	Fault Trigger Conditions
• U3003:16 — Battery Voltage: Circuit Voltage Below Threshold	If the RCM detects voltage below 9.5 volts with a Supplemental Restraint System (SRS) fault, it sets this DTC.
• U3003:17 — Battery Voltage: Circuit Voltage Above Threshold	If the RCM detects voltage above 16 volts with a SRS fault or above 20 volts without a SRS fault, it sets this DTC.
• B1317 — Battery Voltage High	If the OCSM detects voltage above 17.2 volts, it sets this DTC.
• B1318 — Battery Voltage Low	If the OCSM detects voltage below 8 volts, it sets this DTC.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- RCM
- OCSM

PINPOINT TEST Z: DTCs B1317, B1318, U3003:16 and U3003:17

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.

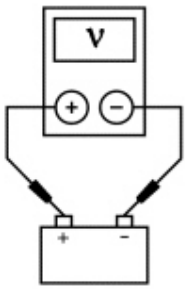
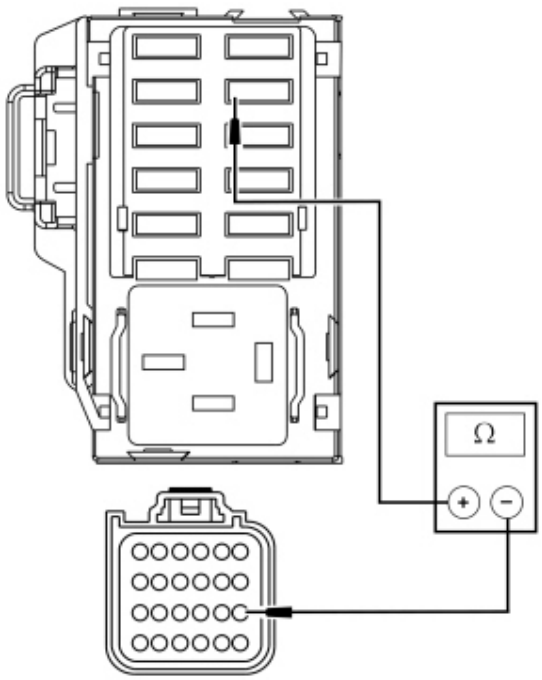
NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

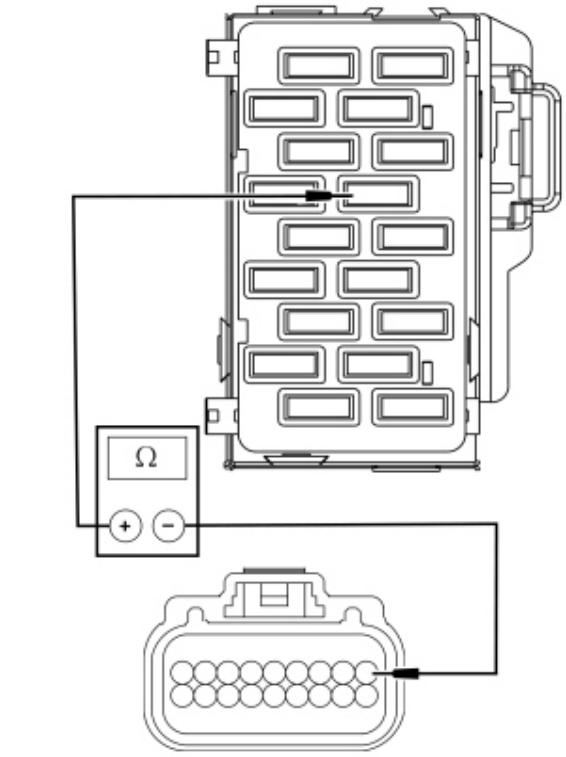
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
Z1 RETRIEVE ALL CMDTCs IN ALL MODULES • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — ALL CMDTC (Continuous Memory). • **Is DTC B1317, B1318, B1676, U3003:16 or U3003:17 present in one or more modules AND P0562, P0563, P0620, P0625, P0626 or P065B retrieved from the PCM?**	**Yes** REFER to Section 414-00 to diagnose the charging system. **No** GO to Z2 .
Z2 TEST BATTERY CONDITION • Ignition OFF. • Carry out the battery condition test. Refer to Section 414-01 . • **Did battery pass the condition test?**	**Yes** If the battery passed the condition test but required a recharge, REFER to Section 414-00 to diagnose the charging system. CLEAR all Continuous Memory Diagnostic Trouble Codes (CMDTCs). TEST the system for normal operation. If the battery passed the condition test and did not require a recharge, GO to Z3 . **No** INSTALL a new battery. CLEAR all CMDTCs . TEST the SRS for normal operation.
Z3 CHECK CHARGING SYSTEM VOLTAGE **NOTE:** Do not allow the engine speed to exceed 2,000 rpm while performing this step or the generator may self excite and result in default charging system output voltage. If engine speed exceeds 2,000 rpm, shut the vehicle OFF and restart the engine before performing this step.	**Yes** For DTC B1318 or U3003:16, GO to Z4 . For DTC B1317 or

• Measure the voltage of the battery: ▪ For DTC B1317 or U3003:17, turn off all accessories and run the engine at 1,500 rpm for a minimum of 2 minutes while measuring battery voltage. ▪ For DTC B1318 or U3003:16, turn on headlights and HVAC fan on high and run engine at 1,500 rpm for a minimum of 2 minutes while measuring battery voltage.  AJ0210-A • **Is the voltage between 13 and 15.2 volts?**	U3003:17, GO to Z6 . **No** REFER to Section 414-00 to diagnose the charging system. CLEAR all CMDTCs . TEST the SRS for normal operation.
Z4 CHECK FOR OPEN IGNITION CIRCUIT TO THE MODULE	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Disconnect the module with the concern: ▪ For the RCM , disconnect C310A and C310B. ▪ For the Occupant Classification System Module (OCSM), disconnect C3159. • For the RCM , measure the resistance between RCM C310A-13, circuit CBP20 (YE/VT), harness side and Central Junction Box (CJB) fuse 20.  N0114855	**Yes** GO to Z5 . **No** REPAIR the affected circuit. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. CLEAR all CMDTCs . TEST the SRS for normal operation.

- For the OCSM , measure the resistance between OCSM C3159-1, circuit CBP04 (VT), harness side and CJB fuse 4.

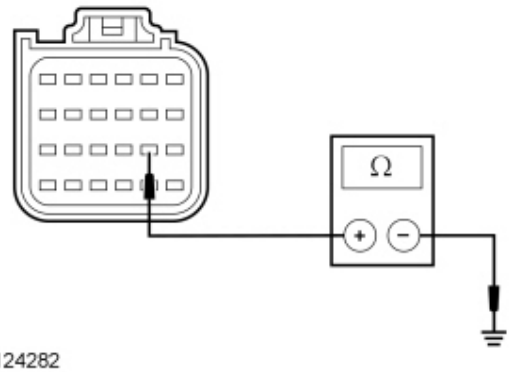


N0116799

- **Is the resistance less than 1 ohm?**

Z5 CHECK FOR OPEN GROUND TO THE MODULE

- For the RCM :
  - Measure the resistance between the RCM case and a good ground.
  - Measure the resistance between RCM C310A-14, circuit GD174 (BK/WH), harness side and ground.



N0124282

- For the OCSM , measure the resistance between OCSM C3159-14, circuit GD145 (BK/BU), harness side and ground.

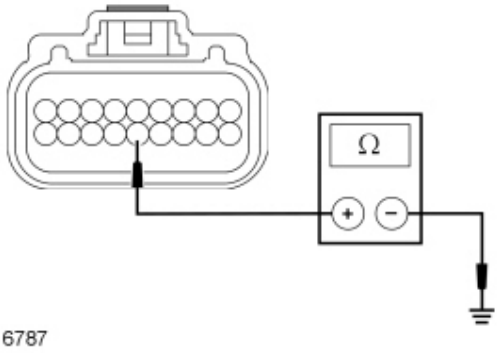
Yes
GO to Z6 .

No
For the RCM , VERIFY there is no corrosion between the RCM case and mounting and VERIFY the fasteners are clean and tightened to specification with no corrosion or REPAIR circuit GD174 (BK/WH).

For the OCSM , REPAIR circuit GD145 (BK/BU).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

CLEAR all CMDTCs .
TEST the SRS for normal operation.

 N0116787 • **Is the resistance less than 1 ohm?**	

Z6 CHECK FOR MODULE OPERATION
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect the module with the concern:
  ▪ For the RCM , disconnect C310A and C310B.
  ▪ For the OCSM , disconnect C3159.
• Check for the following:
  ▪ corrosion.
  ▪ damaged pins.
  ▪ pushed-out pins.
• Connect the RCM C310A and C310B or OCSM C3159 and make sure the connector seats correctly.
• Repower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new module. REFER to Restraints Control Module (RCM) or Occupant Classification Sensor in this section.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all CMDTCs . TEST the SRS for normal operation.

Pinpoint Test — Occupant Classification System Module (OCSM)

Pinpoint Test AA: DTCs B2290 and C1941

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Occupant Classification System Module (OCSM) monitors the pressure sensor and circuity for faults. If a fault is detected, the OCSM stores DTC B2290 in memory and sends a message to the Restraints Control Module (RCM). The RCM stores DTC B00A0:09 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

The Occupant Classification System (OCS) system components **are not** to be serviced separately.

DTC C1941 sets when system reset fails to complete the testing. DTC C1941 clears upon a successful system reset.

Fault PIDs [a]	Description	Fault Trigger Condition
2290_12_OD and 2290_12_CM	Passenger Seat OCS Sensor No. 1 Circuit Short to Battery	When the OCSM senses a short to voltage on the bladder pressure sensor VREF and/or signal circuit, a fault is indicated.
2290_13_OD and 2290_13_CM	Passenger Seat OCS Sensor No. 1 Circuit Short to Ground	When the OCSM senses a short to ground on the bladder pressure sensor circuits, a fault is indicated.

2290_15_OD and 2290_15_CM	Passenger Seat OCS Sensor No. 1 Internal Fault	When the OCSM senses an internal failure with the bladder pressure sensor, a fault is indicated.

[a] Fault PIDs that end in OD indicate on-demand status and are associated with DTC B2290. Fault PIDs that end in CM indicate continuous memory status and are associated with DTC B2290.

- DTC C1941 (Zero Seat Weight Test Failure) — This DTC sets if the OCSM is unable to complete a successful System Reset. All other OCS system DTCs must be diagnosed and repaired before carrying out the OCS system reset.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Faulty OCS system component
- Pressure sensing fault
- Mounting condition

PINPOINT TEST AA: DTCs B2290 AND C1941

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

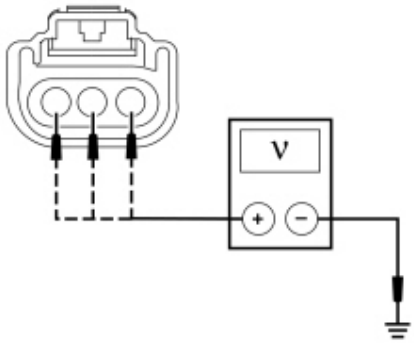
NOTE: A production OCS system allows the disconnect of the electrical connector from the OCSM .

An OCS system service kit has the OCSM electrical connector glued to the module. It cannot and should not be disconnected or altered.

Test Step	Result / Action to Take
AA1 RETRIEVE OCSM DTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — OCSM . • Enter the following diagnostic mode on the scan tool: DataLogger — OCSM — View and Record All 2290 Fault PIDs. ▪ Refer to PID list in Normal Operation to view 2290 fault PIDs. • **Do any on-demand 2290 fault PIDs indicate a fault and/or was DTC C1941 retrieved during self-test?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. GO to AA2 . **No** This is an intermittent fault when present as a

	Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to AA13.
AA2 CHECK THE SEAT WIRING AND CONNECTORS	
• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Carry out a thorough inspection of the OCS system wiring, terminals and connectors and the related seat wiring harness and body wiring harness terminals and connectors. • **Were any problems noted?**	**Yes** DEPOWER the SRS and REPAIR the seat connectors and wiring as needed. GO to AA14. If DTC C1941 was present, GO to AA9. If DTC C1941 was **not** present, GO to AA14. **No** **Vehicles with a production OCS system:** For DTC C1941, GO to AA9. For fault PID 2290_15_OD, GO to AA3. For fault PID 2290_13_OD, GO to AA10. For fault PID 2290_12_OD, GO to AA11. **Vehicles with a OCS system service kit**, INSTALL a new OCS system service kit. REFER to Occupant Classification Sensor in this section. GO to AA14.
AA3 CHECK THE OCS PRESSURE SENSOR CIRCUITS FOR A SHORT TO VOLTAGE	

• Depower the Supplemental Restraint System (SRS). Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Seat Side Air Bag Module C337.
• Disconnect: Seat Pressure Sensor C3042.
• Disconnect: OCSM C3159.
• Ignition ON.
• Measure the voltage between seat pressure sensor:
  ▪ C3042-1, circuit CR152 (GY/YE), harness side and ground.
  ▪ C3042-2, circuit VR223 (BU/WH), harness side and ground.
  ▪ C3042-3, circuit RR152 (YE/VT), harness side and ground.
	Yes
	REPAIR circuit CR152 (GY/YE), RR152 (YE/VT) or VR223 (BU/WH).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to AA14.
	
	No
	GO to AA4.



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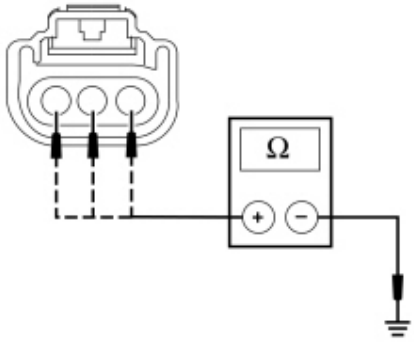
- **Is any voltage present on any circuit?**

AA4 CHECK THE SEAT PRESSURE SENSOR CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.**
• Measure the resistance between seat pressure sensor:
  ▪ C3042-1, circuit CR152 (GY/YE), harness side and ground.
  ▪ C3042-2, circuit VR223 (BU/WH), harness side and ground.
  ▪ C3042-3, circuit RR152 (YE/VT), harness side and ground.
 
 	
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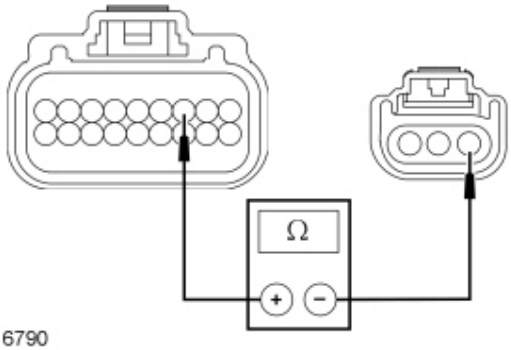
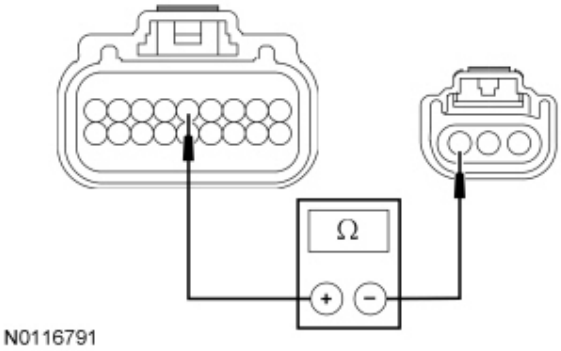
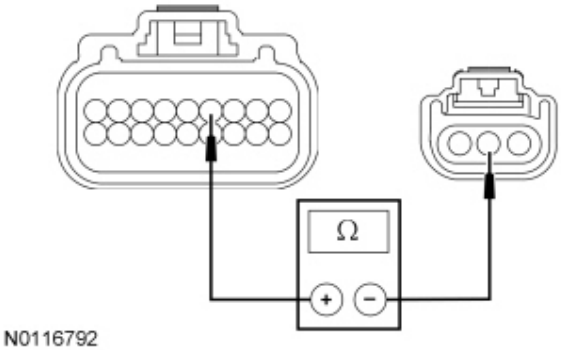
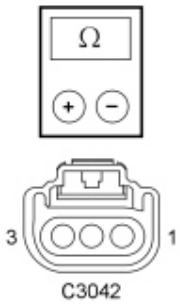
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to AA5 .
	
	No
	REPAIR circuit CR152 (GY/YE), RR152 (YE/VT) or VR223 (BU/WH).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to AA14 .

AA5 CHECK THE SEAT PRESSURE SENSOR CIRCUIT VREF FOR AN OPEN	
• Measure the resistance between OCSM C3159-3, circuit CR152 (GY/YE), harness side, and seat pressure sensor C3042-1, circuit CR152 (GY/YE), harness side.  N0116790 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to AA6 . **No** REPAIR circuit CR152 (GY/YE). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to AA14 .

AA6 CHECK THE SEAT PRESSURE SENSOR RETURN CIRCUIT FOR AN OPEN	
• Measure the resistance between OCSM C3159-5, circuit RR152 (YE/VT), harness side, and seat pressure sensor C3042-3, circuit RR152 (YE/VT), harness side.  N0116791 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to AA7 . **No** REPAIR circuit RR152 (YE/VT). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to AA14 .
AA7 CHECK THE SEAT PRESSURE SENSOR SIGNAL CIRCUIT FOR AN OPEN	
• Measure the resistance between OCSM C3159-4, circuit VR223 (BU/WH), harness side, and seat pressure sensor C3042-2, circuit VR223 (BU/WH), harness side.  N0116792 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to AA8 . **No** REPAIR circuit VR223 (BU/WH). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to AA14 .
AA8 CHECK FOR A SHORT BETWEEN SEAT PRESSURE SENSOR CIRCUITS	
• Measure the resistance between seat pressure sensor: ▪ C3042-1, circuit CR152 (GY/YE), harness side, and C3042-2, circuit VR223 (BU/WH), harness side. ▪ C3042-1, circuit CR152 (GY/YE), harness side, and C3042-3, circuit RR152 (YE/VT), harness side. ▪ C3042-2, circuit VR223 (BU/WH), harness side, and C3042-3, circuit RR152 (YE/VT), harness side.	**Yes** INSTALL a new OCS system service kit. REFER to Occupant Classification Sensor in this section. GO to AA14 . **No** REPAIR circuit CR152 (GY/YE), RR152 (YE/VT) and/or VR223 (BU/WH). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to AA14 .



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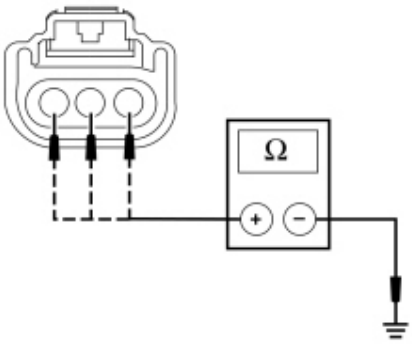
- **Are the resistances greater than 10,000 ohms?**

AA9 CHECK THE OCS SYSTEM	
NOTE: Make sure all OCS system components, SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out self-test. If not, DTCs will be recorded. • Enter the following diagnostic mode on the scan tool: OCS System Reset. • **WARNING: Make sure the front passenger seat repair is complete, the seat and all attached components (head restraint, seat side shield, etc.) are correctly assembled, and the seat is correctly installed to the vehicle before carrying out the System Reset. Failure to follow these instructions may result in incorrect operation of the occupant classification system (OCS) and increases the risk of serious personal injury or death in a crash.** • ***NOTICE:*** **To prevent system failure, take the following precautions before carrying out the Occupant Classification System (OCS) system reset:** ▪ **Make sure the OCS system components are connected and no Occupant Classification System Module (OCSM) faults are present, with the exception of DTC C1941. All other OCS system DTCs must be diagnosed and repaired before carrying out the OCS system reset.** ▪ **Make sure the voltage to the OCSM is greater than 8 volts and less than 18 volts.** ▪ **Make sure the OCS system is not at a temperature below 6° C (42°F) or above 36°C (97°F) when initiating the OCS system reset process. If the vehicle has been exposed to extreme cold or hot temperatures, the vehicle must be exposed and kept at a temperature within the limits, 6°C to 36°C (42°F to 97°F) for a minimum of 30 minutes.** ▪ **Make sure nothing is present on the passenger seat before carrying out the OCS system reset and nothing is placed on the seat during the process.** ▪ **Make sure a minimum 8-second time period has passed after cycling the ignition switch ON before the carrying out the OCS system reset process.** • Carry out the OCS system reset. • If the first system reset attempt was unsuccessful, carry out a thorough inspection of the following and repair any concerns found. ▪ OCS system connector and wiring for damage ▪ Pressure sensor hose for kinks and/or damage ▪ Seat-related wiring harness and body wiring harness terminals and connectors for damage • Carry out a second OCS system reset. • Ignition OFF. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — OCSM . • Enter the following diagnostic mode on the scan tool: DataLogger — OCSM — View and Record All 2290 Fault PIDs. ▪ Refer to PID list in Normal Operation to view 2290 fault PIDs.	**Yes** GO to AA12 . **No** Fault corrected. GO to AA14 .

• **Do any on-demand 2290 fault PIDs indicate a fault and/or was DTC C1941 retrieved on-demand during self-test?**	
AA10 CHECK THE SEAT PRESSURE SENSOR CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.**
• Disconnect: Seat Pressure Sensor C3042.
• Disconnect: OCSM C3159.
• Measure the resistance between seat pressure sensor:
  ▪ C3042-1, circuit CR152 (GY/YE), harness side and ground.
  ▪ C3042-2, circuit VR223 (BU/WH), harness side and ground.
  ▪ C3042-3, circuit RR152 (YE/VT), harness side and ground.
 
 	
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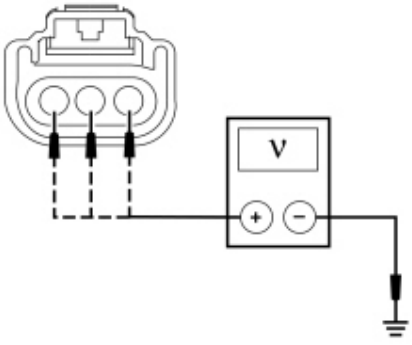
• **Are the resistances greater than 10,000 ohms?**
	Yes
	GO to AA12.
	
	No
	REPAIR circuit CR152 (GY/YE), RR152 (YE/VT) or VR223 (BU/WH).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to AA14.

AA11 CHECK THE SEAT PRESSURE SENSOR CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Seat Side Air Bag Module C337.
• Disconnect: Seat Pressure Sensor C3042.
• Disconnect: OCSM C3159.
• Repower the SRS. **Do not** prove out the system at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between seat pressure sensor:
  ▪ C3042-1, circuit CR152 (GY/YE), harness side and ground.
  ▪ C3042-2, circuit VR223 (BU/WH), harness side and ground.
  ▪ C3042-3, circuit RR152 (YE/VT), harness side and ground.
 
 	
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	Yes
	REPAIR circuit CR152 (GY/YE), RR152 (YE/VT) or VR223 (BU/WH).
	
	Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
	
	GO to AA14.
	
	No
	GO to AA12.

• **Is any voltage present on any circuit?**	
AA12 CONFIRM THE OCS FAULT	
NOTE: Make sure all OCS system components, SRS components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out self-test. If not, DTCs will be recorded. • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Prior to reconnecting any previously disconnected SRS component: ▪ OCS system connector and wiring for damage. ▪ pressure sensor hose for kinks and/or damage. ▪ seat-related wiring harness and body wiring harness terminals and connectors for damage. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: OCSM C3159 (if disconnected previously). • Connect: Seat Pressure Sensor C3042 (if previously disconnected). • Enter the following diagnostic mode on the scan tool: Self Test — OCSM . • Enter the following diagnostic mode on the scan tool: DataLogger — OCSM — View and Record All 2290 Fault PIDs. ▪ Refer to PID list in Normal Operation to view 2290 fault PIDs. • **Does the original on-demand 2290 fault PID indicate a fault or was DTC C1941 retrieved on-demand during self-test?**	**Yes** INSTALL a new OCS system service kit. REFER to Occupant Classification Sensor in this section. GO to AA14 . **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to AA13 .
AA13 CHECK FOR AN INTERMITTENT FAULT	
• Enter the following diagnostic mode on the scan tool: Self Test — OCSM . • Enter the following diagnostic mode on the scan tool: DataLogger — OCSM — View and Record All 2290 Fault PIDs. • **Do any on-demand 2290 fault PIDs indicate a fault?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. CHECK for causes of the intermittent fault at or near the affected SRS component connector. REPAIR any intermittent wiring, terminal or connector concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. If an intermittent concern **was** found and repaired, GO to AA14 .

	If an intermittent concern **was not** found and repaired, USE the fault PIDs recorded and GO to the appropriate pinpoint test step. **Vehicles with a production OCS system** For fault PID 2290_15_OD, GO to AA3. For fault PID 2290_13_OD, GO to AA10. For fault PID 2290_12_OD, GO to AA11. **Vehicles with an OCS system service kit** : INSPECT the seat wiring harness for damage and REPAIR as needed. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. If OK, INSTALL a new OCS system service kit. REFER to Occupant Classification Sensor in this section. GO to AA11. **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition frequently. ACTIVATE other systems in the same wire harness. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to AA14.
AA14 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for

event of an accidental deployment. • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved on-demand during self test?**	pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test AB: DTC B2909

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Belt Tension Sensor (BTS) operates in conjunction with the Occupant Classification System (OCS) system. The OCS system interprets a variable voltage signal provided by the BTS to identify the possible presence of a child safety seat in the front passenger seat. The voltage output of the BTS is proportional to the amount of tension applied to the sensor by the belt. No tension on the belt returns a low voltage (approximately 0.95 volt) to the Occupant Classification System Module (OCSM), while high tension returns a higher voltage (approximately 3.8 volts) to the OCSM.

The OCSM monitors the BTS and circuitry for faults. If a fault is detected, the OCSM stores DTC B2909 in memory and sends a message to the Restraints Control Module (RCM). The RCM stores DTC B00A0:09 in memory and sends a message to the Instrument Panel Cluster (IPC) to illuminate the air bag warning indicator.

Fault PIDs [a]	Description	Fault Trigger Condition
2909_29_OD and 2909_29_CM	Front Passenger Side Belt Tension Sensor Short to Ground	When the OCSM senses a short to ground on the BTS circuits, a fault is indicated.
2909_31_OD and 2909_31_CM	Front Passenger Side Belt Tension Sensor Circuit Fault	When the OCSM senses a failure on the BTS circuits, a fault is indicated.
2909_30_OD and 2909_30_CM	Front Passenger Side Belt Tension Sensor Circuit Open	When the OCSM senses an open on the BTS circuits, a fault is indicated.
2909_28_OD and 2909_28_CM	Front Passenger Side Belt Tension Sensor Circuit Short to Battery	When the OCSM senses a short to voltage on the BTS signal circuit, a fault is indicated.

[a] Fault PIDs that end in OD indicate on-demand status and are associated with DTC B2909. Fault PIDs that end in CM indicate continuous memory status and are associated with DTC B2909.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- BTS (part of RH front safety belt retractor)
- OCSM

PINPOINT TEST AB: DTC B2909

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive

load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

NOTICE: **Use the correct probe adapter(s) from the Flex Probe Kit when taking measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

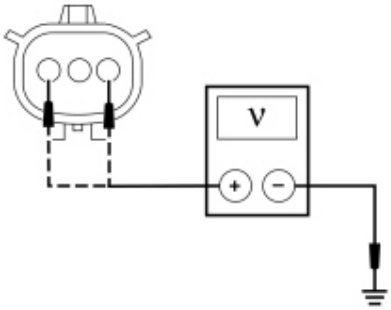
NOTE: Only disconnect or reconnect Supplemental Restraint System (SRS) components when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: Always make sure the correct SRS component is being installed. Parts released for other vehicles may not be compatible even if they appear physically similar. Check the part number listed in the Ford Catalog Advantage™ or equivalent to make sure the correct component is being installed. If an incorrect SRS component is installed, DTCs may set.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

Test Step	Result / Action to Take
AB1 RETRIEVE OCSM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — OCSM . • Enter the following diagnostic mode on the scan tool: DataLogger — OCSM — View and Record All 2909 Fault PIDs. ▪ Refer to PID list in Normal Operation to view 2909 fault PIDs. • **Do any on-demand 2909 fault PIDs indicate a fault?**	**Yes** This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. For fault PID 2909_31_OD, GO to AB2 . For fault PID 2909_28_OD, GO to AB8 . For fault PID 2909_30_OD, GO to AB9 . For fault PID 2909_29_OD, GO to AB10 . **No** This is an intermittent fault when present as a Continuous Memory Diagnostic Trouble Code (CMDTC) only. GO to AB13 .
AB2 CHECK THE BTS CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Disconnect: Passenger Seat Side Air Bag Module C337.
• Disconnect: BTS C3238.
• Disconnect: OCSM C3159 (vehicles with an OE OCS system).
• Disconnect: Passenger Seat Harness C3007 (vehicles with an OCS system service kit).
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between BTS :
  ▪ C3238-1, circuit RR142 (GN), harness side and ground.
  ▪ C3238-3, circuit LR142 (YE/BU), harness side and ground.
	Yes
	REPAIR circuit LR142 (YE/BU) or RR142 (GN).
	
	Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.
	
	GO to AB14 .
	
	No
	GO to AB3 .



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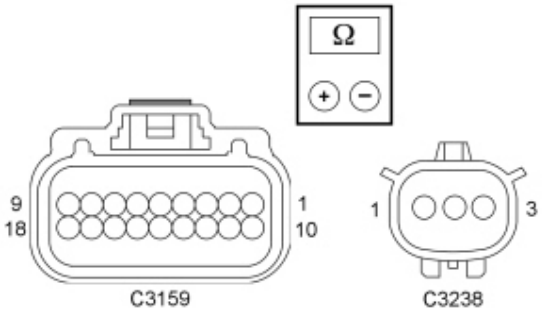
- **Is any voltage present on either circuit?**

AB3 CHECK THE BTS CIRCUITS FOR AN OPEN

- Ignition OFF.
- For vehicles with an OE OCS system, measure the resistance between OCSM C3159, harness side and BTS C3238, harness side using the following chart.

OCSM	Circuit	BTS
C3159-11	LR142 (YE/BU)	C3238-3
C3159-12	RR142 (GN)	C3238-1
C3159-13	VR210 (BU/BN)	C3238-2



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- For vehicles with an OCS system service kit, measure the resistance between passenger seat harness C3007, main body harness side and BTS C3238, harness side using the following chart.

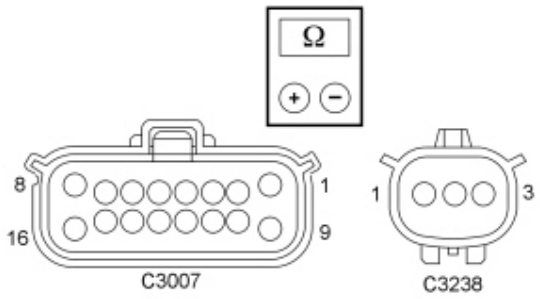
Passenger Seat Harness	Circuit	BTS
C3007-13	LR142 (YE/BU)	C3238-3
C3007-14	RR142 (GN)	C3238-1
C3007-12	VR210 (BU/BN)	C3238-2

Yes
GO to AB4 .

No
REPAIR the affected circuit(s).

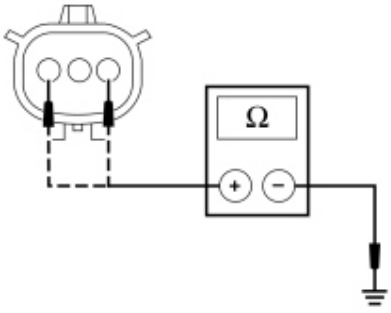
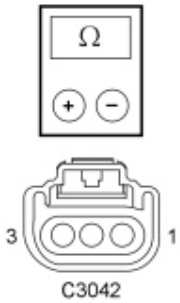
Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

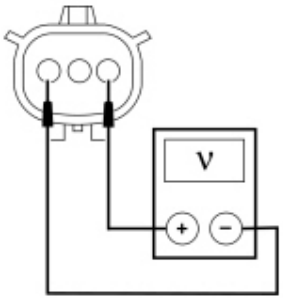
GO to AB14 .

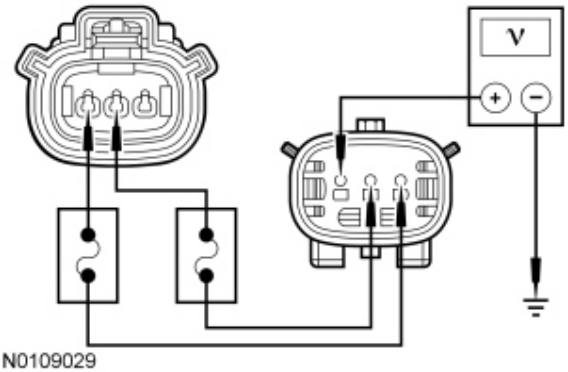


N0116936

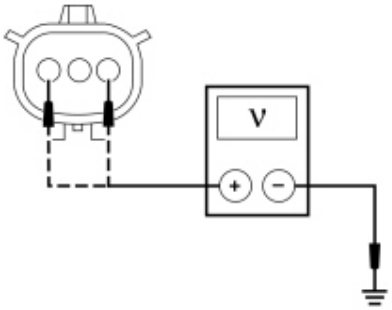
- **Are the resistances less than 0.5 ohm?**

AB4 CHECK THE BTS VREF AND SIGNAL CIRCUIT FOR A SHORT TO GROUND	
• Measure the resistance between BTS : ▪ C3238-1, circuit RR142 (GN), harness side and ground. ▪ C3238-3, circuit LR142 (YE/BU), harness side and ground.  N0116796 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to AB5 . **No** REPAIR circuit LR142 (YE/BU) or RR142 (GN). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to AB14 .
AB5 CHECK FOR A SHORT BETWEEN BTS CIRCUITS	
• Measure the resistance between BTS : ▪ C3238-1, circuit RR142 (GN), harness side and C3238-3, circuit LR142 (YE/BU), harness side. ▪ C3238-1, circuit RR142 (GN), harness side and C3238-2, circuit VR210 (BU/BN), harness side. ▪ C3238-3, circuit LR142 (YE/BU), harness side and C3238-2, circuit VR210 (BU/BN), harness side.  N0116793 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to AB6 . **No** REPAIR the affected circuit(s). Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. GO to AB14 .
AB6 CHECK THE OCSM OUTPUT	

• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: OCSM C3159 (vehicles with an OE OCS system).
• Connect: Passenger Seat Harness C3007 (vehicles with an OCS system service kit).
• Ignition ON.
• Measure the voltage between BTS C3238-3, circuit LR142 (YE/BU), harness side and C3238-1, circuit RR142 (GN), harness side.
 	
 
 	
N0116797
• **Is the voltage approximately 5 volts?**
	Yes
	GO to AB7.
	
	No
	GO to AB12.

AB7 CHECK BTS VOLTAGE OUTPUT	
• Ignition OFF. • Connect a fused jumper wire between BTS C3238-3, circuit LR142 (YE/BU), harness side and C3238 pin 3, component side. • Connect a fused jumper wire between BTS C3238-1, circuit RR142 (GN), harness side and C3238 pin 1, component side. • Ignition ON. • Measure the voltage between BTS C3238 pin 3, component side and ground as the tension of the BTS varies by pulling upward at the safety belt webbing.  N0109029 • **Does the voltage vary from approximately 0.95 volt with no tension applied to the sensor to approximately 3.8 volts with full tension applied to the sensor?**	**Yes** REMOVE the fused jumper wires and GO to AB12. **No** REMOVE the fused jumper wires and INSTALL a new RH safety belt retractor assembly. REFER to Section 501-20A. GO to AB14.
AB8 CHECK THE BTS CIRCUITS FOR A SHORT TO VOLTAGE	

- Ignition OFF.
- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: Passenger Seat Side Air Bag Module C337.
- Disconnect: BTS C3238.
- Disconnect: OCSM C3159 (vehicles with an OE OCS system).
- Disconnect: Passenger Seat Harness C3007 (vehicles with an OCS system service kit).
- Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Ignition ON.
- Measure the voltage between BTS :
  - C3238-1, circuit RR142 (GN), harness side and ground.
  - C3238-3, circuit LR142 (YE/BU), harness side and ground.



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- **Is any voltage present on either circuit?**

Yes
REPAIR circuit LR142 (YE/BU) or RR142 (GN).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to AB14 .

No
GO to AB12 .

AB9 CHECK THE BTS CIRCUIT FOR AN OPEN

- Ignition OFF.
- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: BTS C3238.
- Disconnect: OCSM C3159 (vehicles with an OE OCS system).
- Disconnect: Passenger Seat Harness C3007 (vehicles with an OCS system service kit).
- For vehicles with an OE OCS system, measure the resistance between OCSM C3159, harness side and BTS C3238, harness side using the following chart.

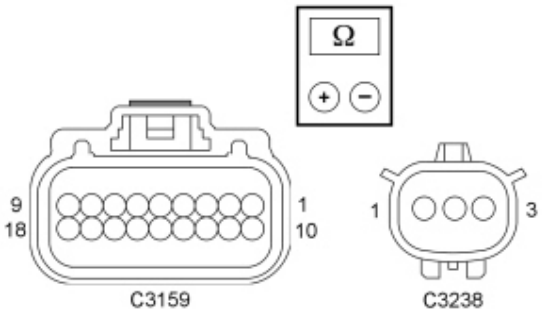
OCSM	Circuit	BTS
C3159-11	LR142 (YE/BU)	C3238-3
C3159-12	RR142 (GN)	C3238-1
C3159-13	VR210 (BU/BN)	C3238-2

Yes
GO to AB11 .

No
REPAIR the affected circuit(s).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to AB14 .



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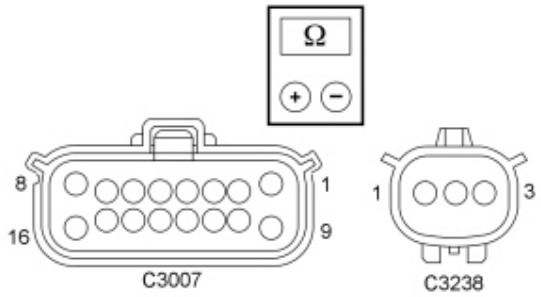
- For vehicles with an OCS system service kit, measure the resistance between passenger seat harness C3007, harness side and BTS C3238, harness side using the following chart.

Passenger Seat Harness	Circuit	BTS
C3007-13	LR142 (YE/BU)	C3238-3
C3007-14	RR142 (GN)	C3238-1
C3007-12	VR210 (BU/BN)	C3238-2



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- **Are the resistances less than 0.5 ohm?**

AB10 CHECK THE BTS CIRCUITS FOR A SHORT TO GROUND

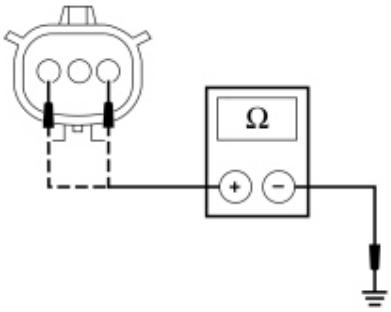
- Ignition OFF.
- Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
- Disconnect: BTS C3238.
- Disconnect: OCSM C3159 (vehicles with an OE OCS system).
- Disconnect: Passenger Seat Harness C3007 (vehicles with an OCS system service kit).
- Measure the resistance between BTS :
  - C3238-1, circuit RR142 (GN), harness side and ground.
  - C3238-3, circuit LR142 (YE/BU), harness side and ground.

Yes
GO to AB11 .

No
REPAIR circuit LR142 (YE/BU) or RR142 (GN).

Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information.

GO to AB14 .



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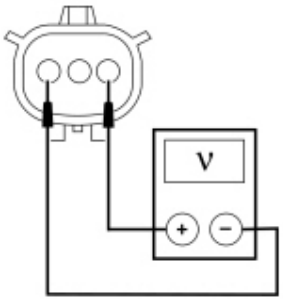
- **Are the resistances greater than 10,000 ohms?**

AB11 CHECK THE OCSM OUTPUT	

• Disconnect: Passenger Seat Side Air Bag Module C337.
• Prior to reconnecting any previously disconnected component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: OCSM C3159 (vehicles with an OE OCS system).
• Connect: Passenger Seat Harness C3007 (vehicles with an OCS system service kit).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.
• Ignition ON.
• Measure the voltage between BTS C3238-3, circuit LR142 (YE/BU), harness side and C3238-1, circuit RR142 (GN), harness side.
 	
 
 	
N0116797
 	
• **Is the voltage approximately 5 volts?**
	Yes
	GO to AB7.
	
	No
	GO to AB12.

AB12 CONFIRM THE OCS SYSTEM FAULT	
NOTE: Make sure all OCS system components, SRS sensor electrical connectors and the RCM electrical connectors are connected before carrying out self-test. If not, DTCs will be recorded. • Ignition OFF. • Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Prior to reconnecting any previously disconnected SRS component:	**Yes** INSTALL a new OCS system service kit. REFER to Occupant Classification Sensor in this section. GO to AB14. **No** In the process of diagnosing the fault, the fault condition has become intermittent. **Do not**

■ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damage, pinched, cut or pierced wires. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: BTS C3238. • Connect: OCSM C3159 (if previously disconnected) (vehicles with an OE OCS system). • Connect: Passenger Seat Harness C3007 (if previously disconnected) (vehicles with an OCS system service kit). • Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — OCSM. • Enter the following diagnostic mode on the scan tool: DataLogger — OCSM — View and Record All 2909 Fault PIDs. ■ Refer to PID list in Normal Operation to view 2909 fault PIDs. • **Does the original on-demand 2909 fault PID indicate a fault?**	**install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** GO to AB13.
AB13 CHECK FOR AN INTERMITTENT FAULT	
• Ignition OFF. • Disconnect: BTS C3238. ■ inspect connector(s) (including any in-line connectors) for loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damage, pinched, cut or pierced wires. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information. • Connect: BTS C3238. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — OCSM. • Enter the following diagnostic mode on the scan tool: DataLogger — OCSM — View and Record All 2909 Fault PIDs. ■ Refer to PID list in Normal Operation to view 2909 fault PIDs. • **Do any on-demand 2909 fault PIDs indicate a fault?**	**Yes** This is a hard fault. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved on-demand during self-test. Using the on-demand fault PIDs recorded, GO to the appropriate pinpoint test step. For fault PID 2909_31_OD, GO to AB2. For fault PID 2909_28_OD, GO to AB8. For 2909_30_OD, GO to AB9. For fault PID 2909_29_OD, GO to AB10. **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition frequently. ACTIVATE other systems in the same wire harness. **Do not install any new SRS components at this time. Install SRS components only when directed to do so in the pinpoint test.** REPAIR any intermittent wiring, terminal or connector concerns found. GO to AB14.
AB14 CHECK FOR ADDITIONAL SRS DTCs	

• Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.** • Reconnect all SRS components (if previously disconnected). • If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — Restraints. • **NOTE:** When selecting Restraints from the Self Test menu, DTCs are retrieved from the RCM and OCSM. • **Are any RCM and/or OCSM DTCs retrieved?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the DTC Charts in this section for pinpoint test direction. **No** CLEAR all RCM and OCSM CMDTCs. PROVE OUT the SRS. Repair is complete. RETURN the vehicle to the customer.

Inspection and Repair After a Supplemental Restraint System (SRS) Deployment

WARNING: Remove restraint system diagnostic tools from the vehicle prior to road testing. If tools are not removed, the supplemental restraint system (SRS) device may not deploy in a crash. Failure to follow this instruction may result in serious personal injury or death in a crash and possibly violate vehicle safety standards.

NOTE: After diagnosing or repairing a Supplemental Restraint System (SRS), the restraint system diagnostic tools (if required) must be removed before operating the vehicle over the road.

NOTE: Deployable devices (such as air bag modules, pretensioners) may deploy alone or in various combinations depending on the impact event.

NOTE: Always refer to the appropriate workshop manual procedures prior to carrying out vehicle repairs affecting the SRS and safety belt system.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

All vehicles

1. **NOTE:** Refer to the correct removal and installation procedure for all SRS components being installed.

   When any deployable device or combination of devices have deployed and/or the Restraints Control Module (RCM) has DTC B1231/B1193:00 (Event Threshold Exceeded) in memory, the repair of the vehicle SRS is to include the removal of all deployed devices and the installation of new deployable devices, the removal and installation of new impact sensors and the removal and installation of a new RCM . DTCs must be cleared from all required modules after repairs are carried out.

Vehicles with Occupant Classification System (OCS) system

2. **NOTE:** After installation of new Occupant Classification System (OCS) components, carry out the Occupant Classification System (OCS) System Reset procedure as instructed in the workshop manual. Refer to the appropriate workshop manual for OCS system removal and installation procedure.

   When a vehicle has been involved in a collision and the Occupant Classification System Module (OCSM) has DTC B1231/B1193:00 stored in memory, the repair of the OCS system is to include the following procedures for the specified system:
   - For rail-type OCS system, inspect the passenger side floorpan for damage and repair as necessary. Install new OCS system rails. Do not install a new OCSM unless DTC B1231 cannot be cleared.
   - For weight sensor bolt-type OCS system, inspect the passenger side floorpan for damage and repair as necessary. Install a new seat track with OCS system weight sensor bolts. DTC must be cleared from the OCSM before carrying out Occupant Classification System (OCS) System Reset. Do not install a new OCSM unless DTC B1231/B1193:00 cannot be cleared.
   - For bladder-type OCS system, inspect for damage and repair as necessary. If installation of an OCS system component is required, an OCS system service kit must be installed.

All vehicles

3. When any damage to the impact sensor mounting points or mounting hardware has occurred,

repair or install new mounting points and mounting hardware as needed.

4. When the driver air bag module has deployed, a new clockspring must be installed.

5. New driver and/or front passenger safety belt systems (including retractors, buckles and height adjusters) must be installed if the vehicle is involved in a collision that results in deployment of the driver and/or front passenger safety belt pretensioners. For additional information, refer to Section 501-20A .

6. Inspect the entire vehicle for damage, including the following components:
   - Steering column (deployable column if equipped)
   - Instrument panel knee bolsters and mounting points
   - Instrument panel braces and brackets
   - Instrument panel and mounting points
   - Seats and seat mounting points
   - Safety belts, safety belt buckles and safety belt retractors. For additional information, refer to Section 501-20A .
   - SRS wiring, wiring harnesses and connectors

7. After carrying out the review and inspection of the entire vehicle for damage, repair or install new components as needed.

Pyrotechnic Device Disposal

Disposal of Deployable Devices and Pyrotechnic Devices That are Undeployed/Inoperative

NOTE: All inoperative air bag modules and safety belt pretensioners have been placed on the Mandatory Return List. All discolored or damaged air bag modules must be treated the same as any inoperative live air bag being returned.

1. Depower the Supplemental Restraint System (SRS). For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

2. Remove the undeployed/inoperative device. For additional information, refer to the appropriate procedure in this section or Section 501-20A .

3. **NOTE:** When installing a new air bag module, a prepaid return postcard is provided with the replacement air bag module. The serial number for the new part and the Vehicle Identification Number (VIN) must be recorded and sent to Ford Motor Company.

   If installing a new air bag module, record the necessary information and return the inoperative air bag module to Ford Motor Company.

Disposal of Deployable Devices and Pyrotechnic Devices That Are Deployed

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

2. Remove the deployed device. For additional information, refer to the appropriate procedure in this section or Section 501-20A .

3. **NOTE:** If a dual stage driver or passenger air bag module has deployed due to a crash event, the air bag module requires manual deployment to make sure both stages have deployed before scrapping the vehicle or disposing of the air bag module. To determine if a vehicle is equipped with dual stage driver or passenger air bag modules, refer to the Description and Operation portion of this section.

   Dispose of the deployed device in the same manner as any other part to be scrapped.

Disposal of Deployable Devices and Pyrotechnic Devices That Require Manual Deployment

1. Safety and environmental concerns require consideration and treatment of restraints system deployable and pyrotechnic devices when disposing of vehicles, deployable devices or pyrotechnic devices. Deploying deployable and pyrotechnic devices before scrapping a vehicle or the device eliminates the potential for hazardous exposures or reactions during processing. If special handling procedures are followed, deployable and pyrotechnic devices can be deployed safely and recycled with the vehicle, shipped separately to a recycling facility or disposed of safely.

   NOTE: To determine the deployable devices a vehicle is equipped with, refer to the Description

and Operation portion of this section.

A vehicle equipped with any of the following deployable devices requires manual deployment of the devices before scrapping the vehicle or component. For additional information, refer to the appropriate portion of this procedure.

- Driver air bag module
- Passenger air bag module
- Knee air bag module
- Seat side air bag modules
- Safety Canopy® modules
- Side air curtain modules

2. **NOTE:** To determine the pyrotechnic devices a vehicle is equipped with, refer to the Description and Operation portion of this section.

   A vehicle equipped with any of the following pyrotechnic devices requires manual deployment of the devices before scrapping the vehicle or component. For additional information, refer to the appropriate portion of this procedure.

   - Safety belt buckle pretensioners
   - Safety belt retractor pretensioners
   - Adaptive load-limiting retractors
   - Deployable steering column

3. **NOTE:** To determine if a vehicle is equipped with dual stage driver or passenger air bag modules, refer to Principles of Operation in the Diagnosis and Testing portion of this section.

   If a dual stage driver or passenger air bag module has deployed due to a crash event, the air bag module requires manual deployment to make sure both stages have deployed before scrapping the vehicle or disposing of the air bag module. For additional information, refer to Driver Air Bag Module, Knee Air Bag Module, Passenger Air Bag Module and Seat Side Air Bag Modules — Remote Deployment in this procedure.

Driver Air Bag Module, Knee Air Bag Module, Passenger Air Bag Module and Seat Side Air Bag Modules — Remote Deployment

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Always carry or place a live air bag module with the air bag and deployment door/trim cover/tear seam pointed away from the body. Do not set a live air bag module down with the deployment door/trim cover/tear seam face down. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.

WARNING: Always carry or place a live Safety Canopy®, or side air curtain module, with the module and tear seam pointed away from your body. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.

WARNING: Deploy all supplemental restraint system (SRS) devices (air bags, pretensioners, load limiters, etc.) outdoors with all personnel at least 9.14 meters (30 feet) away to make sure of personal safety. Due to the loud report which occurs when an SRS device is deployed, hearing protection is required. Failure to follow these instructions may result in serious personal injury.

NOTE: For air bag modules with multiple loops, all the loops on the air bag module must be deployed.

NOTE: Some driver and passenger front air bags have 2 deployment stages. After a collision it is possible that Stage 1 has deployed and Stage 2 has not.

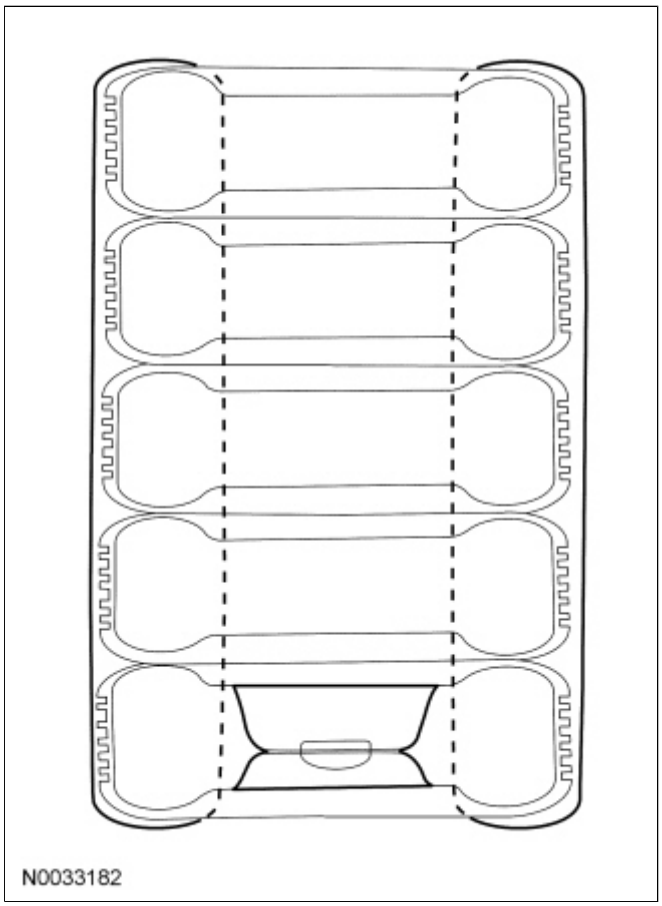
If a front air bag module has deployed, it is **mandatory** that the front air bag module be remotely deployed using the appropriate air bag disposal procedure.

NOTE: A typical air bag disposal is shown that is similar for all vehicles.

All driver, knee, passenger and seat side air bag modules

1. Make a container to house the air bag module for deployment.
    - **NOTE:** The tires must be of sufficient size to accommodate the air bag module.

      Obtain a tire and wheel assembly and an additional 4 tires (without wheels) of the same size.
    - With the tire and wheel assembly on the bottom, stack the tires.
    - Securely tie all of the tires together.



2. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

3. Remove the air bag module. For additional information, refer to the appropriate procedure in this section.

4. **NOTE:** If the air bag module does not have a hard-wired pigtail, it will be necessary to cut the wires and connector(s) from the vehicle wire harness and reconnect to the air bag module.

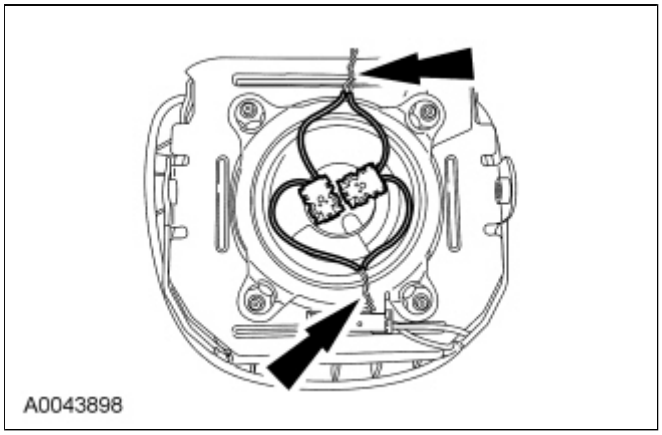
   Cut each of the air bag module wires near the electrical connector that connects to the vehicle

wire harness.

5. Remove any sheathing (if present) and strip the insulation from the ends of the cut wires.

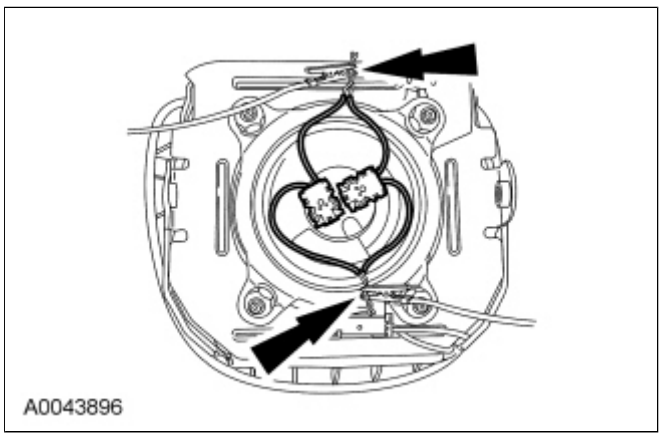
6. **NOTE:** Typical driver air bag module with 2 loops shown, other air bag modules with multiple loops similar.

   For air bag modules with multiple loops, twist together a wire from each loop then repeat for the remaining wires from each loop.



7. Make a jumper harness to deploy the air bag module.
   - Obtain 2 wires (20 gauge minimum) at least 9.14 m (30 ft) long and strip both ends of each wire.
   - At one end of the jumper harness, connect the wires together.

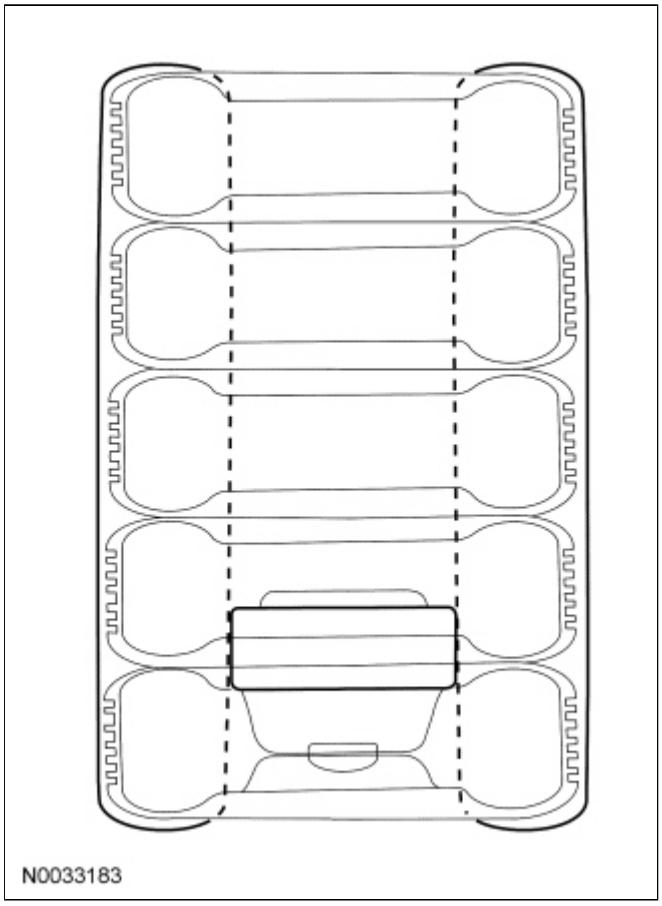
8. Using the end of the jumper harness where the wires are not connected together, attach each wire of the jumper harness to each wire of the air bag module or to the twisted-together wires if multiple loops. Use tape or other insulating material to make sure that the leads do not make contact with each other.



Driver air bag modules

9. **NOTE:** Make sure to maintain the connections to the air bag module.

   With the stack of tires upright and the wheel on the bottom, carefully place the driver air bag module, with the trim cover facing up, on the wheel.

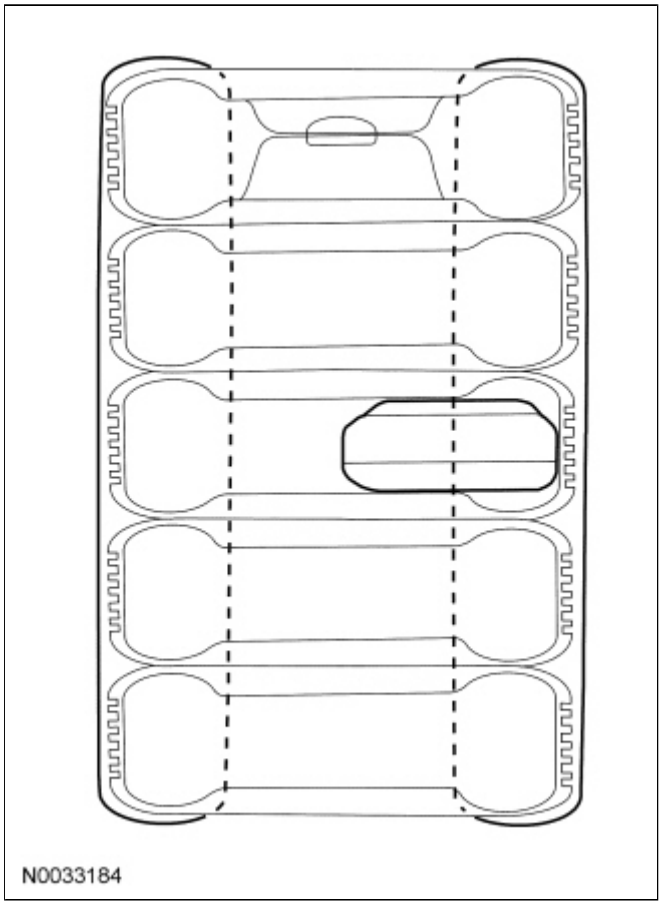


Passenger, knee and seat side air bag modules

10. **NOTE:** Make sure to maintain the connections to the air bag module.

    Tip the stack of tires on its side and place the air bag module inside the center tire, making sure that there are 2 tires beneath the tire containing the air bag module and 2 tires (including the tire and wheel assembly) above the tire containing the air bag module.

11. Place the tire stack upright, with the wheel on top.



All driver, knee, passenger and seat side air bag modules

12. Remain at least 9.14 m (30 ft) away from the air bag module.
13. From the end of the jumper harness that is not connected to the air bag module, disconnect the 2 wires of the jumper harness from each other.
14. Deploy the air bag module by touching the ends of the 2 wires of the jumper harness to the terminals of a 12-volt battery.
15. To allow for cooling, wait at least 10 minutes before approaching the deployed air bag module.
16. Dispose of the deployed air bag module in the same manner as any other part to be scrapped.

Safety Belt Buckle Pretensioners, Safety Belt Retractor Pretensioners and Adaptive Load Limiting Safety Belt Retractors — Remote Deployment

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

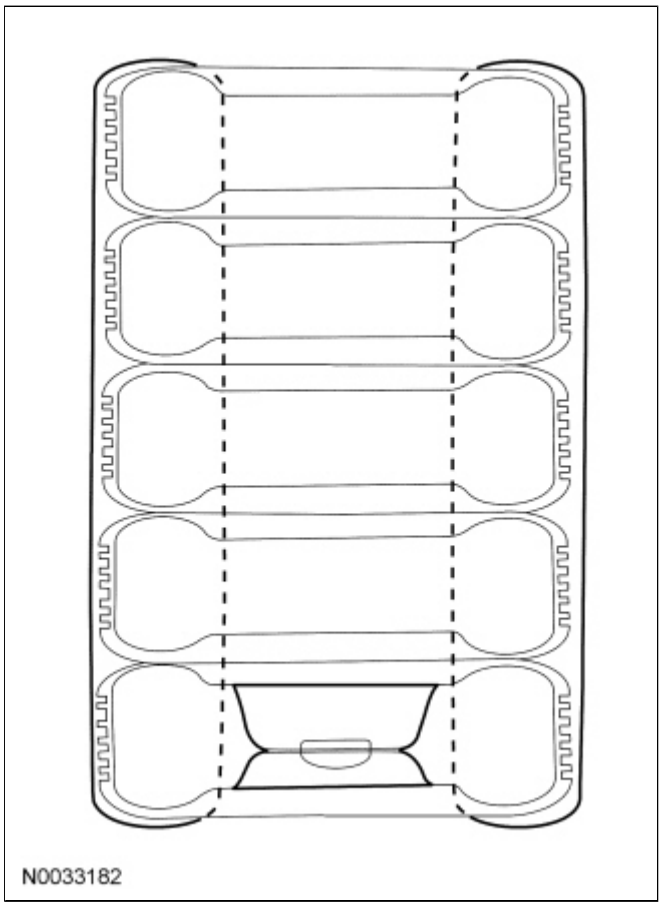
WARNING: Deploy all supplemental restraint system (SRS) devices (air bags, pretensioners, load limiters, etc.) outdoors with all personnel at least 9.14 meters (30 feet) away to make sure of personal safety. Due to the loud report which occurs when an SRS device is deployed, hearing protection is required. Failure to follow these instructions may result in

serious personal injury.

NOTE: A typical safety belt buckle and retractor disposal is shown that is similar for all vehicles.

1. Make a container to house the safety belt buckle or retractor for deployment.
   - **NOTE:** The tires must be of sufficient size to accommodate the safety belt buckle or retractor.

     Obtain a tire and wheel assembly and an additional 4 tires (without wheels) of the same size.
   - With the tire and wheel assembly on the bottom, stack the tires.
   - Securely tie all of the tires together.



2. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

3. Remove the safety belt buckle or retractor. For additional information, refer to the appropriate procedure in Section 501-20A .
   - When deploying a safety belt buckle pretensioner, install a nut and bolt of sufficient length and of the same diameter as was used to retain it to the seat.

4. **NOTE:** If the safety belt buckle or retractor does not have a hard-wired pigtail, it will be necessary to cut the wires and connector(s) from the vehicle wire harness and reconnect to the safety belt buckle or retractor.

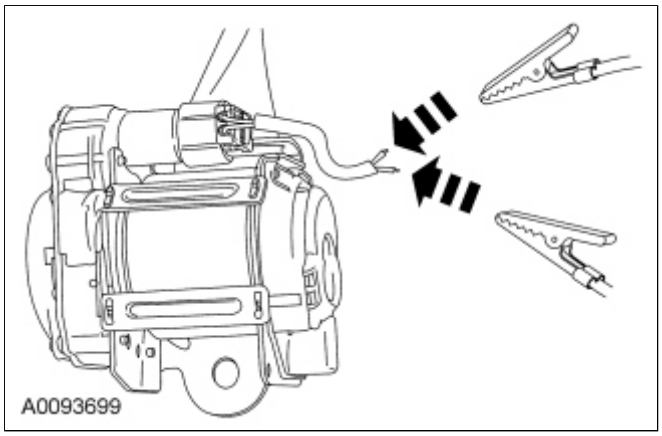
   Cut each of the safety belt buckle or retractor wires near the electrical connector that connects to the vehicle wire harness.

5. Remove any sheathing (if present) and strip the insulation from the ends of the cut wires.

6. Make a jumper harness to deploy the safety belt buckle or retractor.
    - Obtain 2 wires (20 gauge minimum) at least 9.14 m (30 ft) long and strip both ends of each wire.
    - At one end of the jumper harness, connect the wires together.

7. **NOTE:** Typical safety belt retractor pretensioner shown, other safety belt buckle pretensioners and load-limiting retractors similar.

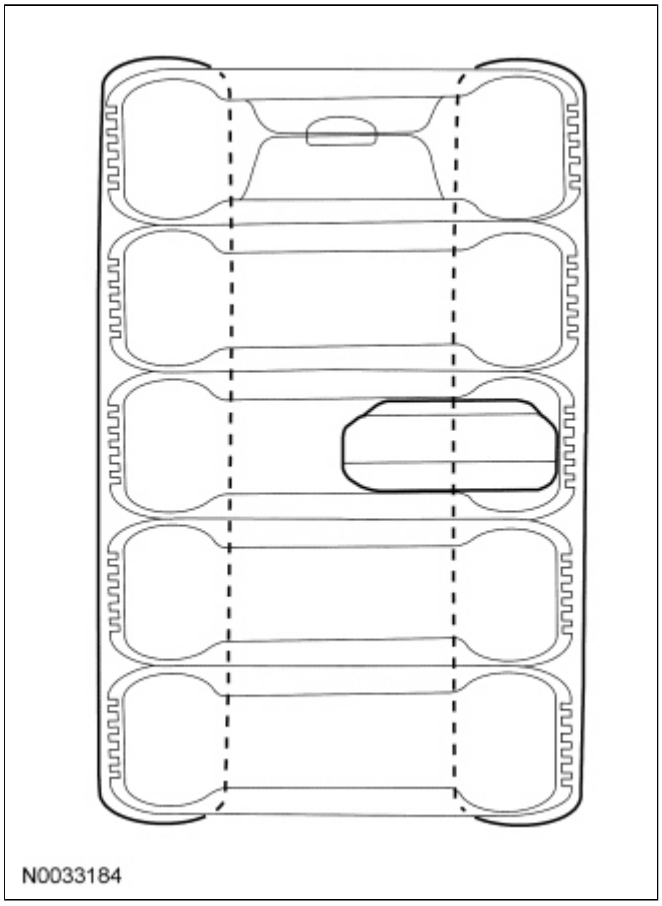
    Using the end of the jumper harness that the wires are not connected together, attach each wire of the jumper harness to each wire of the safety belt buckle or retractor. Use tape or other insulating material to make sure that the leads do not make contact with each other.



8. **NOTE:** Make sure to maintain the connections to the safety belt buckle or retractor.

    Tip the stack of tires on its side and place the safety belt buckle or retractor inside the center tire, making sure that there are 2 tires beneath the tire containing the safety belt buckle or retractor and 2 tires (including the tire and wheel assembly) above the tire containing the safety belt buckle or retractor.

9. Place the tire stack upright, with the wheel on top.



10. Remain at least 9.14 m (30 ft) away from the safety belt buckle or retractor.

11. From the end of the jumper harness that is not connected to the safety belt buckle or retractor, disconnect the 2 wires of the jumper harness from each other.

12. Deploy the safety belt buckle or retractor by touching the ends of the 2 wires of the jumper harness to the terminals of a 12-volt battery.

13. To allow for cooling, wait at least 10 minutes before approaching the deployed safety belt buckle or retractor.

14. Dispose of the deployed safety belt buckle or retractor in the same manner as any other part to be scrapped.

Safety Belt Buckle Pretensioners, Safety Belt Retractor Pretensioners and Load Limiting Safety Belt Retractors — In-Vehicle Deployment

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

WARNING: Deploy all supplemental restraint system (SRS) devices (air bags, pretensioners, load limiters, etc.) outdoors with all personnel at least 9.14 meters (30 feet) away to make sure of personal safety. Due to the loud report which occurs when an SRS device is deployed, hearing protection is required. Failure to follow these instructions may result in

serious personal injury.

NOTE: A typical safety belt buckle and retractor disposal is shown that is similar for all vehicles.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

2. Access the safety belt buckle or retractor electrical connectors. For additional information, refer to Section 501-20A .

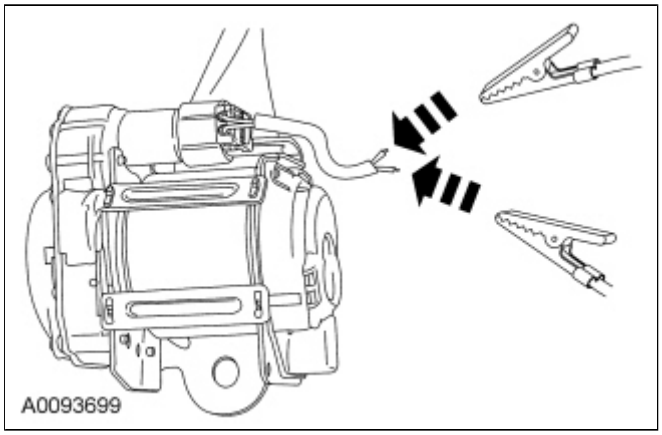
3. Cut each of the safety belt buckle or retractor wires, leaving at least 101.6 mm (4 in) to work with.

4. Remove any sheathing (if present) and strip the insulation from the ends of the cut wires.

5. Make a jumper harness to deploy the safety belt buckle or retractor.
   - Obtain 2 wires (20 gauge minimum) at least 9.14 m (30 ft) long and strip both ends of each wire.
   - At one end of the jumper harness, connect the wires together.

6. **NOTE:** Typical safety belt retractor pretensioner shown, other safety belt buckle pretensioners and load-limiting retractors are similar.

   Using the end of the jumper harness that the wires are not connected together, attach each wire of the jumper harness to each wire of the safety belt buckle or retractor. Use tape or other insulating material to make sure that the leads do not make contact with each other.



7. Remain at least 9.14 m (30 ft) away from the safety belt buckle or retractor.

8. From the end of the jumper harness that is not connected to the safety belt buckle or retractor, disconnect the 2 wires of the jumper harness from each other.

9. Deploy the safety belt buckle or retractor by touching the ends of the 2 wires of the jumper harness to the terminals of a 12-volt battery.

10. To allow for cooling, wait at least 10 minutes before approaching the deployed safety belt buckle or retractor.

11. Dispose of the deployed safety belt buckle or retractor in the same manner as any other part to be scrapped.

Safety Canopy® Modules and Side Air Curtain Modules — In-Vehicle Deployment

WARNING: Deploy all supplemental restraint system (SRS) devices (air bags, pretensioners, load limiters, etc.) outdoors with all personnel at least 9.14 meters (30 feet) away to make sure of personal safety. Due to the loud report which occurs when an SRS device is deployed, hearing protection is required. Failure to follow these instructions may result in serious personal injury.

NOTE: The Safety Canopy® or side air curtain module deployment for a scrapped vehicle will occur in its installed position in the vehicle.

NOTE: A typical Safety Canopy® or side air curtain module disposal is shown that is similar for all vehicles.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

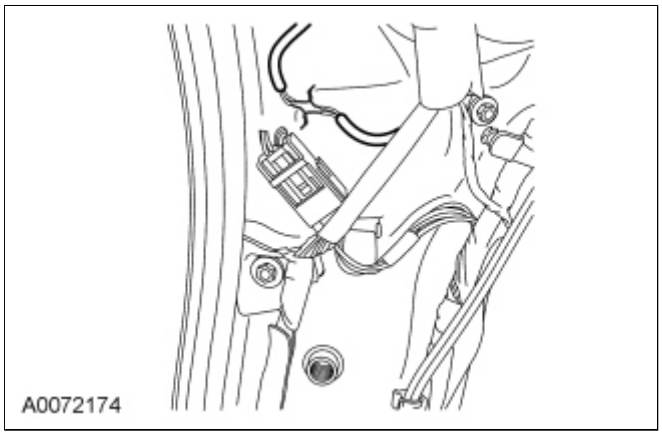
2. Access the Safety Canopy®/side air curtain module electrical connectors. For additional information, refer to the appropriate procedure in this section.

3. Cut each of the Safety Canopy®/side air curtain module wires leaving at least 101.6 mm (4 in) to work with.

4. Remove any sheathing (if present) and strip the insulation from the ends of the cut wires.

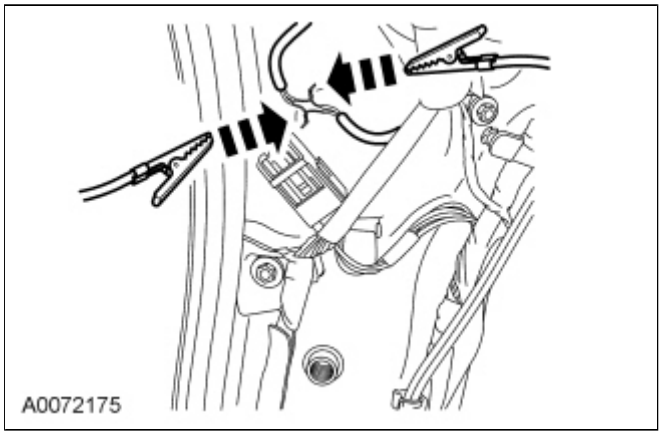
5. **NOTE:** Typical Safety Canopy®/side air curtain module with 2 loops shown, other Safety Canopy®/side air curtain modules with 2 loops are similar.

   For Safety Canopy®/side air curtain modules with multiple loops, twist together a wire from each loop then repeat for the remaining wires from each loop.



6. Make a jumper harness to deploy the Safety Canopy®/side air curtain module.
   - Obtain 2 wires (20 gauge minimum) at least 9.14 m (30 ft) long and strip both ends of each wire.
   - At one end of the jumper harness, connect the wires together.

7. Using the end of the jumper harness where the wires are not connected together, attach each wire of the jumper harness to each wire of the Safety Canopy®/side air curtain module or to the twisted-together wires if multiple loops. Use tape or other insulating material to make sure that the leads do not make contact with each other.



8. From the end of the jumper harness that is not connected to the Safety Canopy®/side air curtain module, disconnect the 2 wires of the jumper harness from each other.

9. Deploy the Safety Canopy®/side air curtain module by touching the ends of the 2 wires of the jumper harness to the terminals of a 12-volt battery.

10. To allow for cooling, wait at least 10 minutes before approaching the deployed Safety Canopy®/side air curtain module.

11. Dispose of the deployed Safety Canopy®/side air curtain module in the same manner as any other part to be scrapped.

Deployable Steering Column — In-Vehicle Deployment

WARNING: Deploy all supplemental restraint system (SRS) devices (air bags, pretensioners, load limiters, etc.) outdoors with all personnel at least 9.14 meters (30 feet) away to make sure of personal safety. Due to the loud report which occurs when an SRS device is deployed, hearing protection is required. Failure to follow these instructions may result in serious personal injury.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

2. **NOTE:** It may be necessary to lower or remove the deployable steering column from the instrument panel to access the deployable steering column electrical connector.

   Access the deployable steering column electrical connector.

3. **NOTE:** If the deployable steering column does not have a hard-wired pigtail, it will be necessary to cut the wires and connector(s) from the vehicle wire harness and reconnect to the deployable steering column.

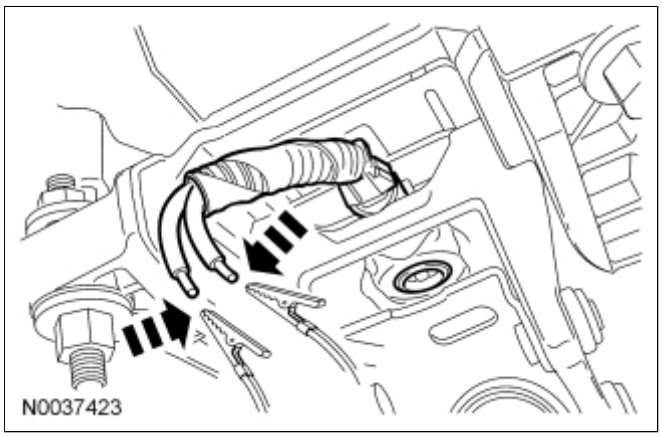
   Cut each of the deployable steering column wires, leaving at least 101.6 mm (4 in) to work with.

4. Remove any sheathing (if present) and strip the insulation from the ends of the cut wires.

5. Make a jumper harness to deploy the deployable steering column.
   - Obtain 2 wires (20 gauge minimum) at least 9.14 m (30 ft) long and strip both ends of each wire.
   - At one end of the jumper harness, connect the wires together.

6. Using the end of the jumper harness where the wires are not connected together, attach each

wire of the jumper harness to each wire of the deployable steering column. Use tape or other insulating material to make sure that the leads do not make contact with each other.



7. Remain at least 9.14 m (30 ft) away from the deployable steering column.
8. From the end of the jumper harness that is not connected to the deployable steering column, disconnect the 2 wires of the jumper harness from each other.
9. Deploy the deployable steering column by touching the ends of the 2 wires of the jumper harness to the terminals of a 12-volt battery.
10. To allow for cooling, wait at least 10 minutes before approaching the deployed steering column.
11. Dispose of the deployed steering column in the same manner as any other part to be scrapped.

Supplemental Restraint System (SRS) Deactivation and Reactivation

Deactivation

WARNING: Always carry or place a live air bag module with the air bag and deployment door/trim cover/tear seam pointed away from the body. Do not set a live air bag module down with the deployment door/trim cover/tear seam face down. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

WARNING: To reduce the risk of accidental deployment, do not use any memory saver devices. Failure to follow this instruction may result in serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Depower the Supplemental Restraint System (SRS). For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

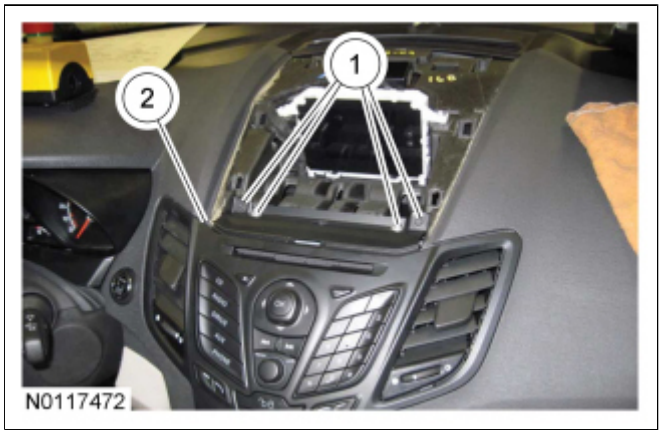
2. Remove the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

3. Remove the knee air bag module. For additional information, refer to Knee Air Bag Module in this section.

4. Remove the glove compartment.
   - Open the glove compartment and carefully pry at each end to separate the glove compartment from the hinges.

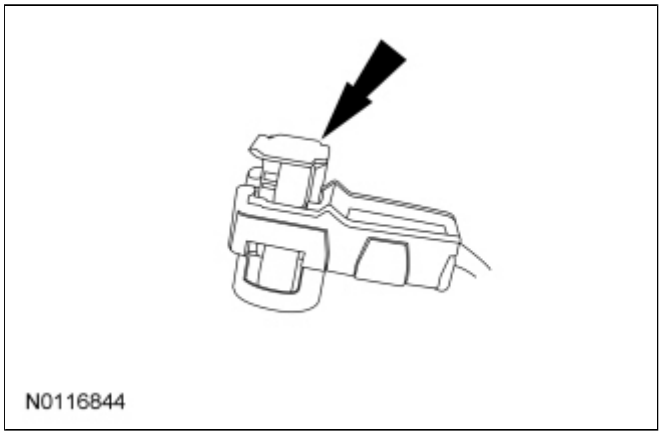
5. Pull up and out to release the clips and remove the upper center instrument panel finish panel.

6. Separate the center instrument panel finish panel.
    1. Remove the 4 screws.
    2. Pull out and separate the center instrument panel finish panel.



7. ***NOTICE:*** **Do not pull the passenger air bag module electrical connectors out by the locking button. Damage to the locking buttons can occur.**

    Disconnect both passenger air bag module electrical connectors.
    - Using a small screwdriver, lift up and release the locking button on the passenger air bag module electrical connector. With the locking button released, disconnect the electrical connector.
    - Repeat for the other electrical connector.



8. From under the rear of the RH front seat, disconnect side air bag module electrical connector C337.

9. From under the rear of the LH front seat, disconnect side air bag module electrical connector C367.

10. Drop the headliner to access the side air curtain module electrical connectors. For additional information, refer to Section 501-05 .

11. Squeeze the tabs and disconnect the RH and LH side air curtain module electrical connectors.

12. Install RCM fuse 20 (10A) to the Central Junction Box (CJB).

13. Connect the battery ground cable.

Reactivation

1. Remove RCM fuse 20 (10A) from the CJB .

2. Disconnect the battery ground cable and wait at least one minute.

3. Connect the RH and LH side air curtain module electrical connectors.

4. Install the headliner. For additional information, refer to Section 501-05 .

5. From under the rear of the LH front seat, connect side air bag module electrical connector C367.

6. From under the rear of the RH front seat, connect side air bag module electrical connector C337.

7. ***NOTICE:*** **The passenger air bag module electrical connector locking buttons must be in the released position when connected. Do not install the passenger air bag module electrical connectors by the locking buttons. Failure to follow these instructions may cause connector damage.**

   With the locking button released, install the passenger air bag module electrical connectors fully into the passenger air bag module and seat the locking buttons.

8. Install the center instrument panel finish panel.
   1. Position the center instrument panel finish panel and push in seating the retaining clips.
   2. Install the 4 screws.

9. Position the upper center instrument panel finish panel and push in seating the retaining clips.

10. Install the glove compartment.

11. Install the knee air bag module. For additional information, refer to Knee Air Bag Module in this section.

12. Install the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

13. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Supplemental Restraint System (SRS) Depowering and Repowering

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Depowering Procedure

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

WARNING: To reduce the risk of accidental deployment, do not use any memory saver devices. Failure to follow this instruction may result in serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Turn all vehicle accessories OFF.
2. Turn the ignition OFF.
3. At the Central Junction Box (CJB), located behind the glove box, remove RCM fuse 20 (10A) from the CJB. For additional information, refer to the Wiring Diagrams manual.
4. Turn the ignition ON and monitor the air bag warning indicator for at least 30 seconds. The air bag warning indicator flashes once, then remains illuminated continuously (no flashing) if the correct RCM fuse has been removed. If the air bag warning indicator does not remain illuminated continuously, remove the correct RCM fuse before proceeding.
5. Turn the ignition OFF.
6. **WARNING: Always deplete the backup power supply before repairing or installing any new front or side air bag supplemental restraint system (SRS) component and before servicing, removing, installing, adjusting or striking components near the front or side impact sensors or the restraints control module (RCM). Nearby components include doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   Refer to the Description and Operation portion of Section 501-20B for location of the RCM and impact sensor(s).

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least 1 minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Failure to follow these instructions may result in serious personal injury or death in the event of an

accidental deployment.

Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-01 .

Repowering Procedure

Vehicles with keyed ignition (vehicles with ignition switch)

1. Turn the ignition from OFF to ON.

2. Install RCM fuse 20 (10A) to the CJB .

3. **WARNING: Make sure no one is in the vehicle and there is nothing blocking or placed in front of any air bag module when the battery is connected. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.**

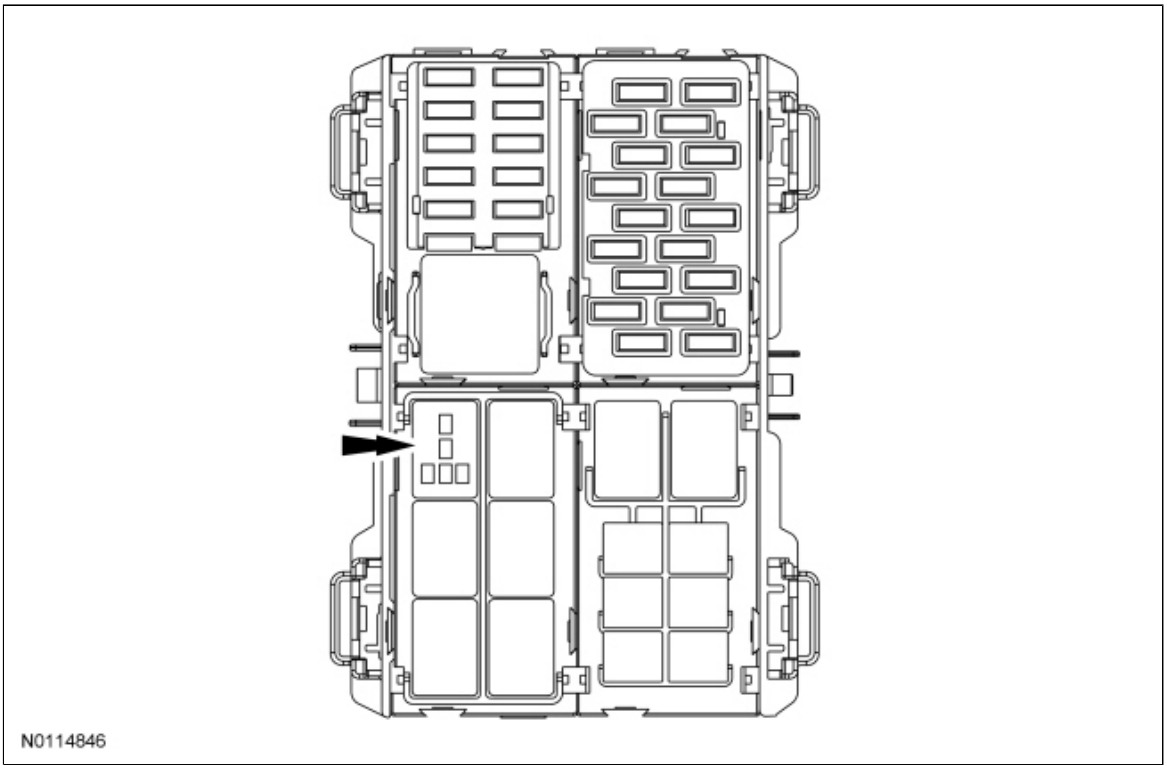
   Connect the battery ground cable.

4. Prove out the SRS as follows:
   Turn the ignition from ON to OFF. Wait 10 seconds, then turn the ignition back to ON and monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator illuminates continuously for approximately 6 seconds and then turns off. If a SRS fault is present, the air bag warning indicator indicates the fault in one of the following ways:
   - fail to light.
   - remain lit continuously.
   - flash.
   The flashing might not occur until approximately 30 seconds after the ignition has been turned from OFF to ON. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.
   Clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM) using a scan tool.

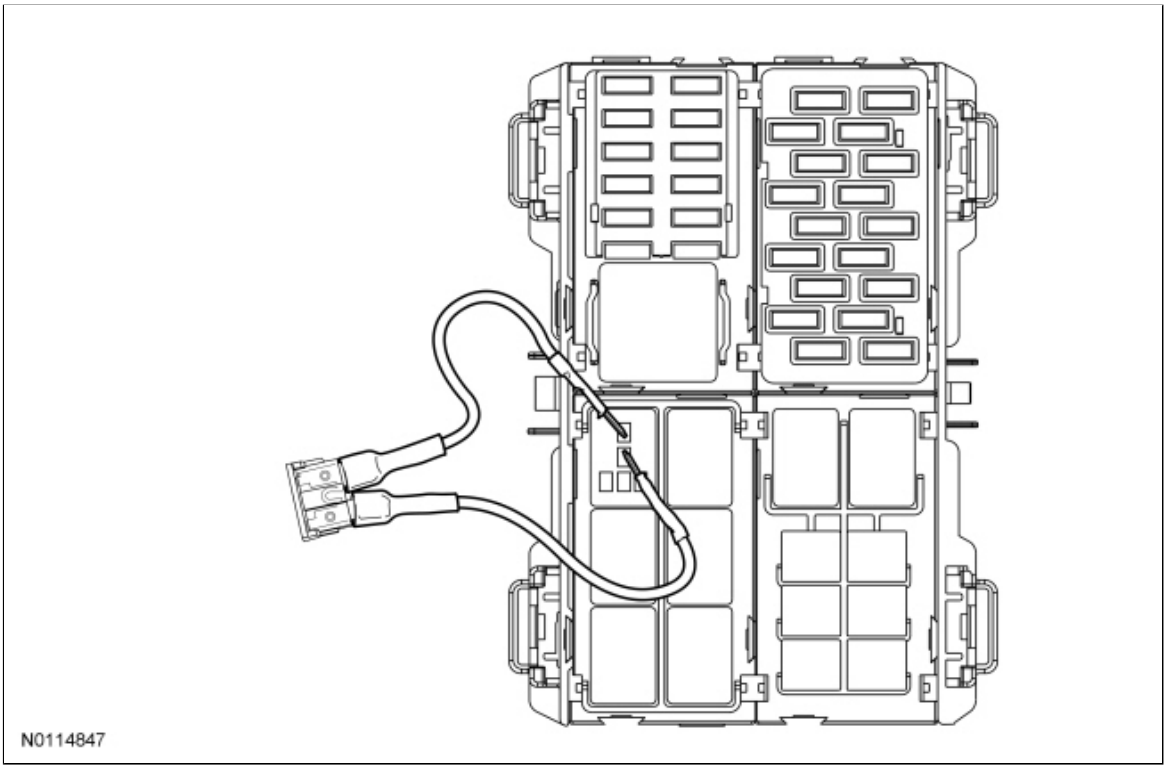
Vehicles with Intelligent Access (IA) (vehicles with push button start system)

5. Install RCM fuse 20 (10A) to the CJB and install the cover.

6. Remove the Smart Keyless Ignition Relay (CJB relay 7).



7. Install a fused (15A) jumper wire between Smart Keyless Entry Ignition Relay (CJB relay 7) socket pins 3 and 5 as shown..



8. **WARNING: Make sure no one is in the vehicle and there is nothing blocking or placed in front of any air bag module when the battery is connected. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.**

   Connect the battery ground cable.

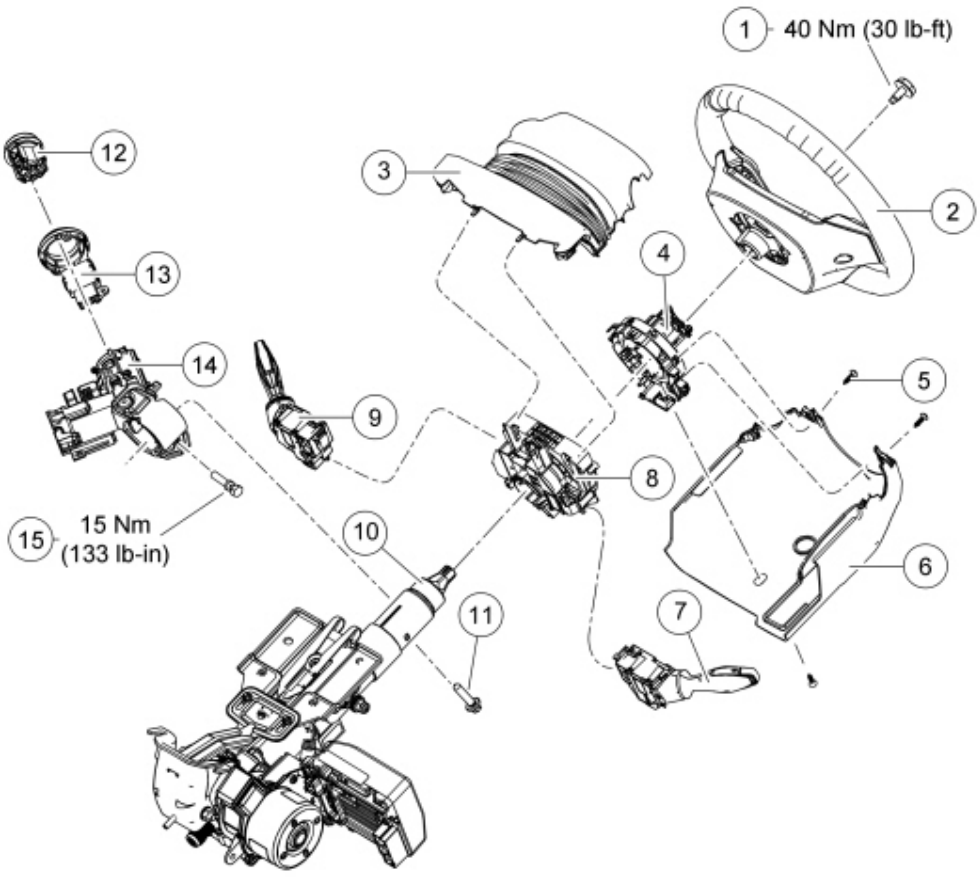
9. Remove the fused jumper wire from the CJB .

10. Install the Smart Keyless Ignition Relay (CJB relay 7).

11. Prove out the SRS as follows:
    With the ignition OFF, wait 10 seconds, then turn the ignition ON and monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator illuminates continuously for approximately 6 seconds and then turns off. If an air bag SRS fault is detected, the air bag warning indicator indicates the fault in one of the following ways:
    - fail to light.
    - remain lit continuously.
    - flash.

    The flashing might not occur until approximately 30 seconds after the ignition has been turned from OFF to ON. This is the time required to complete testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime will sound in a pattern of 5 sets of 5 beeps. If this occurs, the diagnose and repair the air bag warning indicator and any SRS fault discovered.
    Clear all RCM and OCSM CMDTCs .

Clockspring



N0119131

Item	Part Number	Description
1	W750985	Steering wheel bolt
2	3600	Steering wheel

3	3530	Upper steering column shroud
4	14A664	Clockspring
5	W701928	Steering column shroud bolt (2 required)
6	3530	Lower steering column shroud
7	13341	Switch assembly
8	3F791	Steering column multifunction switch
9	17A553	Switch assembly wiper/washer
10	3C529	Steering column
11	—	Steering column lock bolt
12	11582	Ignition switch cylinder
13	15607	Passive Anti-Theft System (PATS) transceiver electrical connector (part of 14401)
14	3F790	Ignition switch housing
15	66154	Ignition switch housing bolt (part of 3F790)

Removal

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. ***NOTICE:*** **Make sure the road wheels are in the straight-ahead position to prevent damage to the clockspring.**

   Remove the steering wheel. For additional information, refer to Section 211-04 .

2. Remove the steering column shroud. For additional information, refer to Section 211-04 .

3. Disconnect the clockspring electrical connectors, disengage the 3 retaining tabs and remove the clockspring.

Installation

1. ***NOTICE:*** **If installing a new clockspring, do not remove the clockspring anti-rotation key until the steering wheel is installed. If the anti-rotation key has been removed before installing the steering wheel, the clockspring must be centered. Failure to follow this instruction may result in component damage and/or system failure.**

   Position the clockspring onto the steering column and engage the retaining tabs to the multi-function switch.

2. Connect the clockspring electrical connectors.

3. **WARNING: If the clockspring is not correctly centralized, it may fail prematurely. If in doubt, repeat the centralizing procedure. Failure to follow these instructions may increase the risk of serious personal injury or death in a crash.**

   NOTICE: **Do not over-rotate the clockspring inner rotor. The internal ribbon wire is connected to the clockspring rotor. The internal ribbon wire acts as a stop and can be broken from its internal connection. Failure to follow this instruction may result in component damage and/or system failure.**

   If a new clockspring was installed and the anti-rotation key has not been removed **proceed to Step 5.** If a new clockspring was installed and the anti-rotation key has been removed before the steering wheel is installed or the same clockspring is being installed, rotate the clockspring inner rotor

counterclockwise and carefully feel for the ribbon wire to run out of length with slight resistance. Stop rotating the clockspring inner rotor at this point.

4. Starting with the clockspring rotated fully counterclockwise as indicated in Step 3, rotate the clockspring inner rotor, wiring and connector clockwise through 3.75 full revolutions with the connector ending up in the 12 o'clock position.
   Verify the clockspring is correctly centralized by observing that the clockspring rotor, wiring and connector are in the 12 o'clock position.

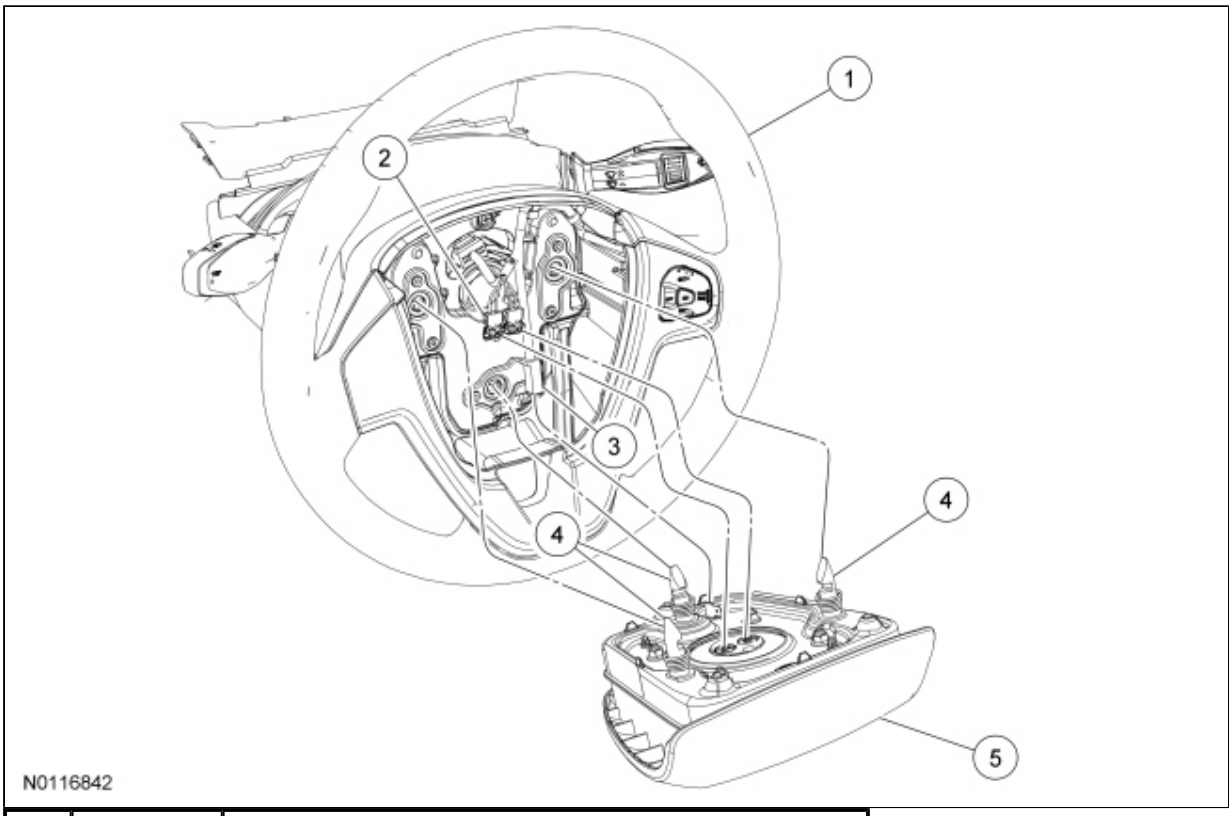
5. Install the steering column shroud. For additional information, refer to Section 211-04 .

6. Install the steering wheel. For additional information, refer to Section 211-04 .

7. If a new clockspring was installed, remove the anti-rotation key.

8. Install the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

Driver Air Bag Module



Item	Part Number	Description
1	3600	Steering wheel
2	—	Driver air bag module electrical connectors (2 required) (part of 14A664)
3	—	Horn switch electrical connector (part of 14A664)
4	—	Driver air bag module locking pins (part of 43B13)
5	43B13	Driver air bag module

Removal

WARNING: Always carry or place a live air bag module with the air bag and deployment door/trim cover/tear seam pointed away from the body. Do not set a live air bag module down with the deployment door/trim cover/tear seam face down. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.

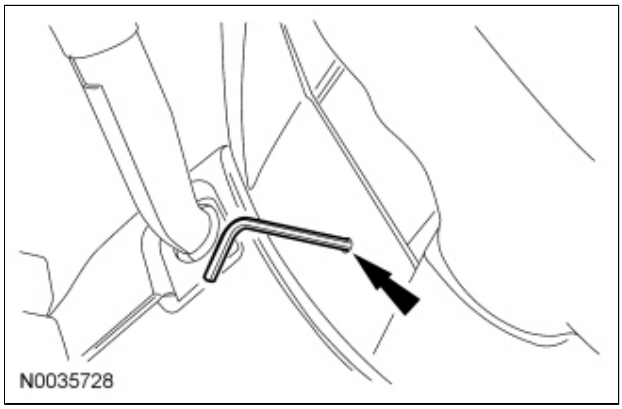
WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition switch is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

2. Insert a 3 mm (0.118 in) Allen wrench or a suitable tool into 1 of the access holes on the steering wheel back cover.



3. Separate the driver air bag module from the steering wheel in the following sequence.
    1. Position the tool against the wire clip.
    2. Push the tool in, disengaging the wire clip from 1 of the driver air bag module locking pins.
        - It may be necessary to gently pull back on that side of the driver air bag module to release it from the steering wheel.
    3. Turn the steering wheel for access and repeat this step at all 3 steering wheel back cover openings.

4. Remove the driver air bag module.
    - Disconnect the 2 driver air bag module and the horn switch electrical connectors.

Installation

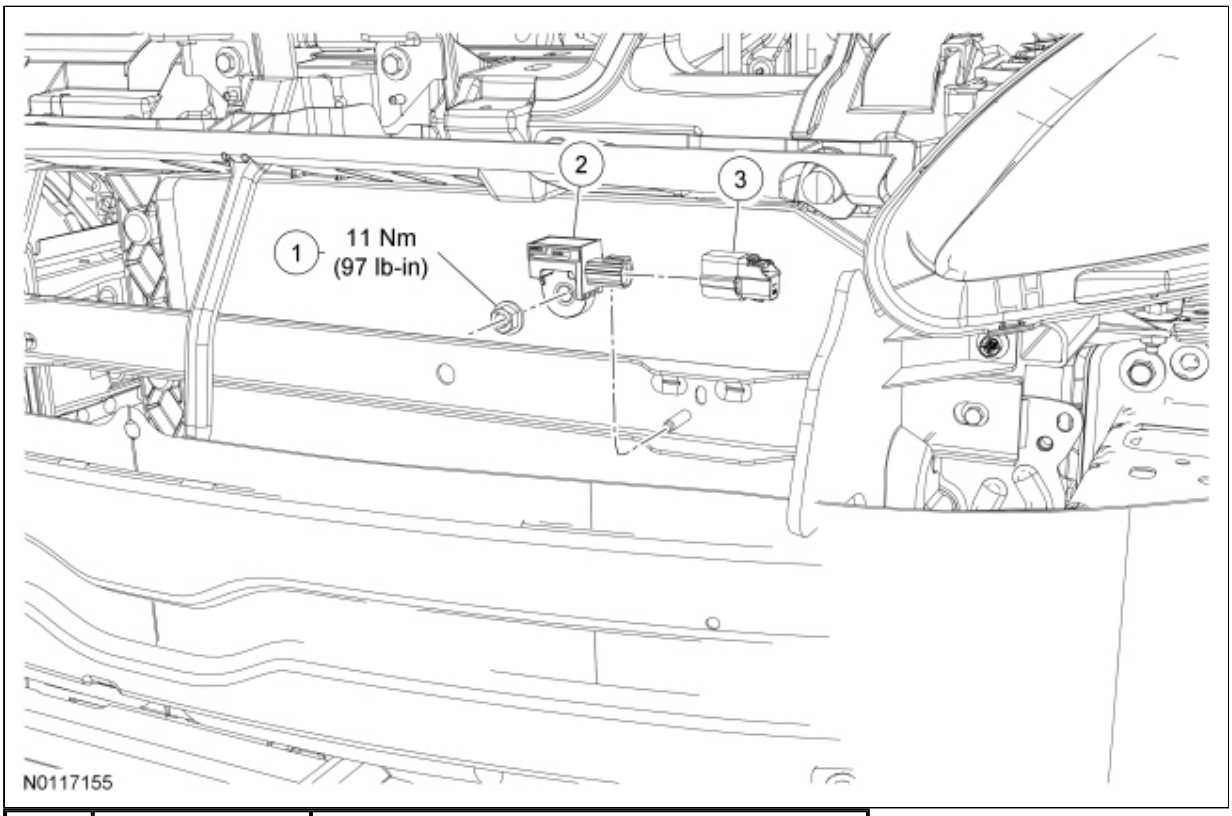
1. Connect the 2 driver air bag module and the horn switch electrical connectors.

2. Align the driver air bag module locking pins to the steering wheel and, while pushing inward, seat the 3 driver air bag module locking pins to the steering wheel wire clips.

3. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Front Impact Severity Sensor

NOTE: LH side shown, RH similar.



Item	Part Number	Description
1	W700101	Front impact severity sensor nut
2	14B004	Front impact severity sensor
3	—	Electrical connector (part of 14K012)

Removal and Installation

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death in a crash.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Remove the front bumper cover. For additional information, refer to Section 501-19 .
2. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.
3. Remove the nut, disconnect the electrical connector and remove the front impact severity sensor.

- To install, tighten to 11 Nm (97 lb-in).

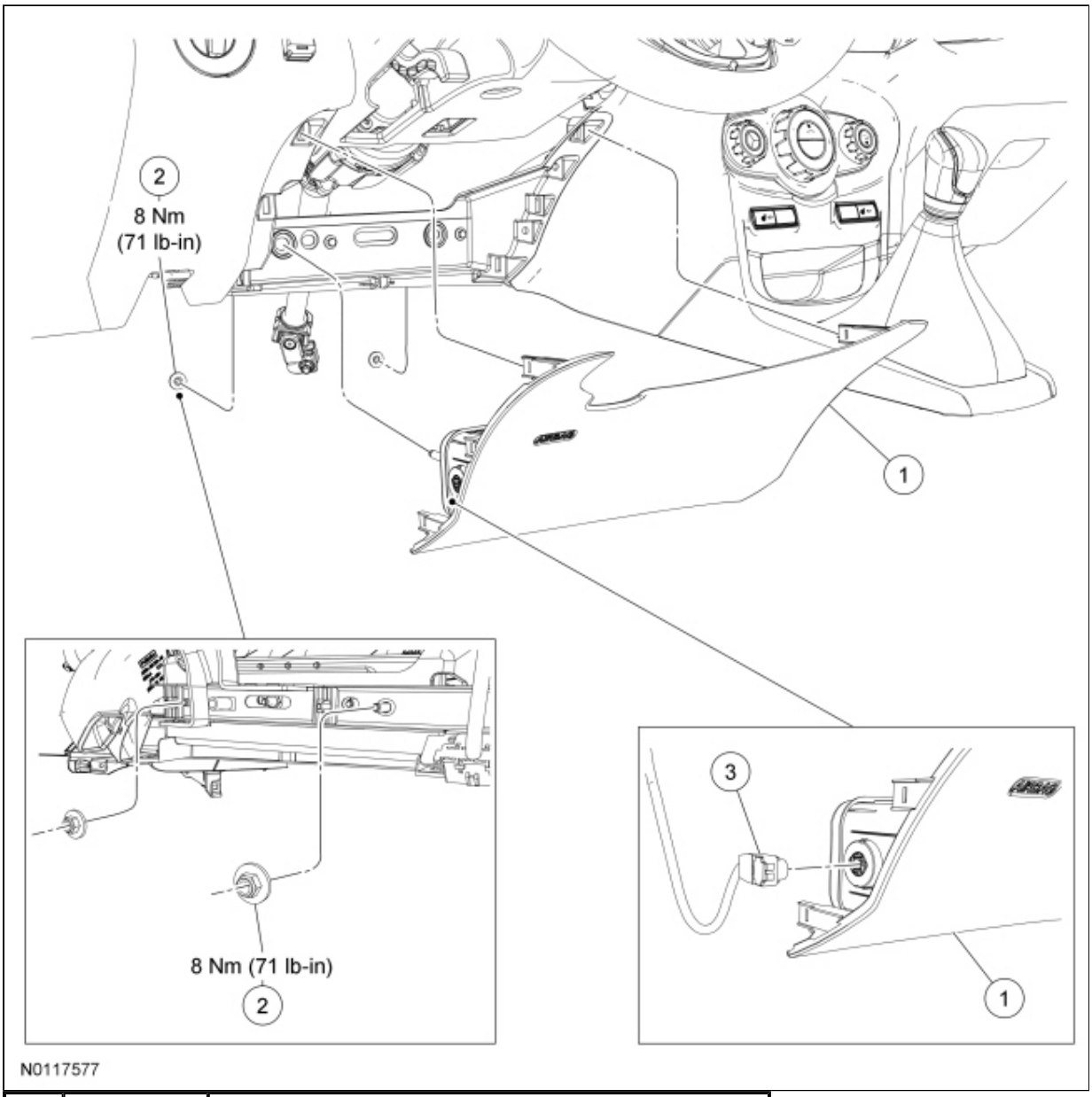
4. **WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.**

   NOTE: Make sure the radiator support and front impact severity sensor and bracket assembly mating surfaces are clean and free of foreign material.

   To install, reverse the removal procedure.

5. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Knee Air Bag Module



Item	Part Number	Description
1	54045J77	Knee air bag module
2	W701014	Knee air bag module nuts (2 required)
3	—	Knee air bag module electrical connector (part of 14K024)

Removal

WARNING: Always carry or place a live air bag module with the air bag and deployment door/trim cover/tear seam pointed away from the body. Do not set a live air bag module down with the deployment door/trim cover/tear seam face down. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

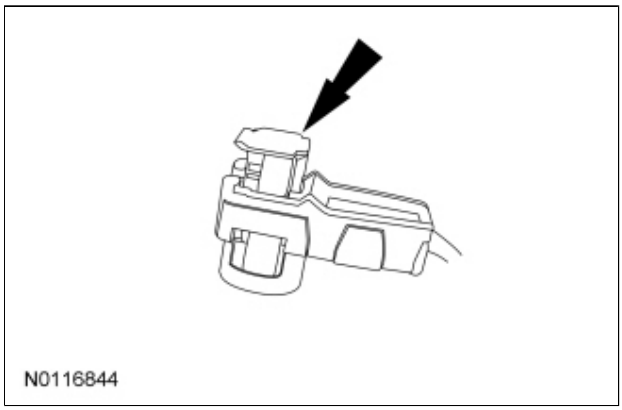
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

2. Remove the 2 nuts, pull out to release the clips and separate the knee air bag from the instrument panel.

3. ***NOTICE:*** **Do not pull the knee air bag module electrical connector out by the locking button. Damage to the locking button can occur.**

   Using a small screwdriver, lift up and release the locking button on the knee air bag module electrical connector. With the locking button released, disconnect the electrical connector and remove the knee air bag module.



Installation

1. ***NOTICE:*** **Make sure the knee air bag module electrical connector locking button is in the released position when connected. Do not install the knee air bag module electrical connector by the locking button. Failure to follow these instructions may cause connector damage.**

   With the locking button released, install the knee air bag module electrical connector fully into the knee air bag module and seat the locking button.

2. Position the knee air bag module to the instrument panel, push in and seat the retaining clips.

3. Install the 2 knee air bag module nuts.
   - Tighten to 8 Nm (71 lb-in).

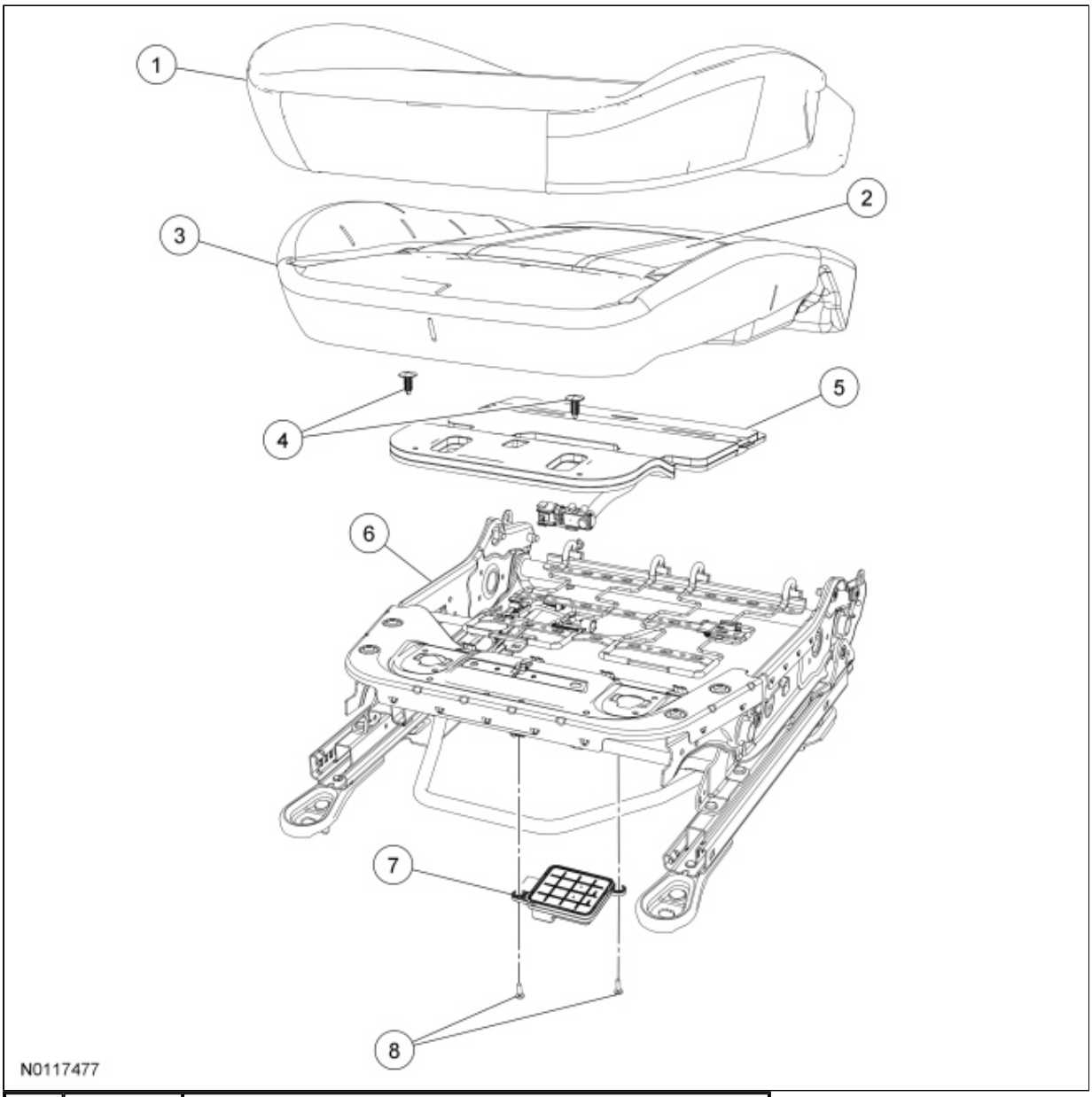
4. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Occupant Classification Sensor

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

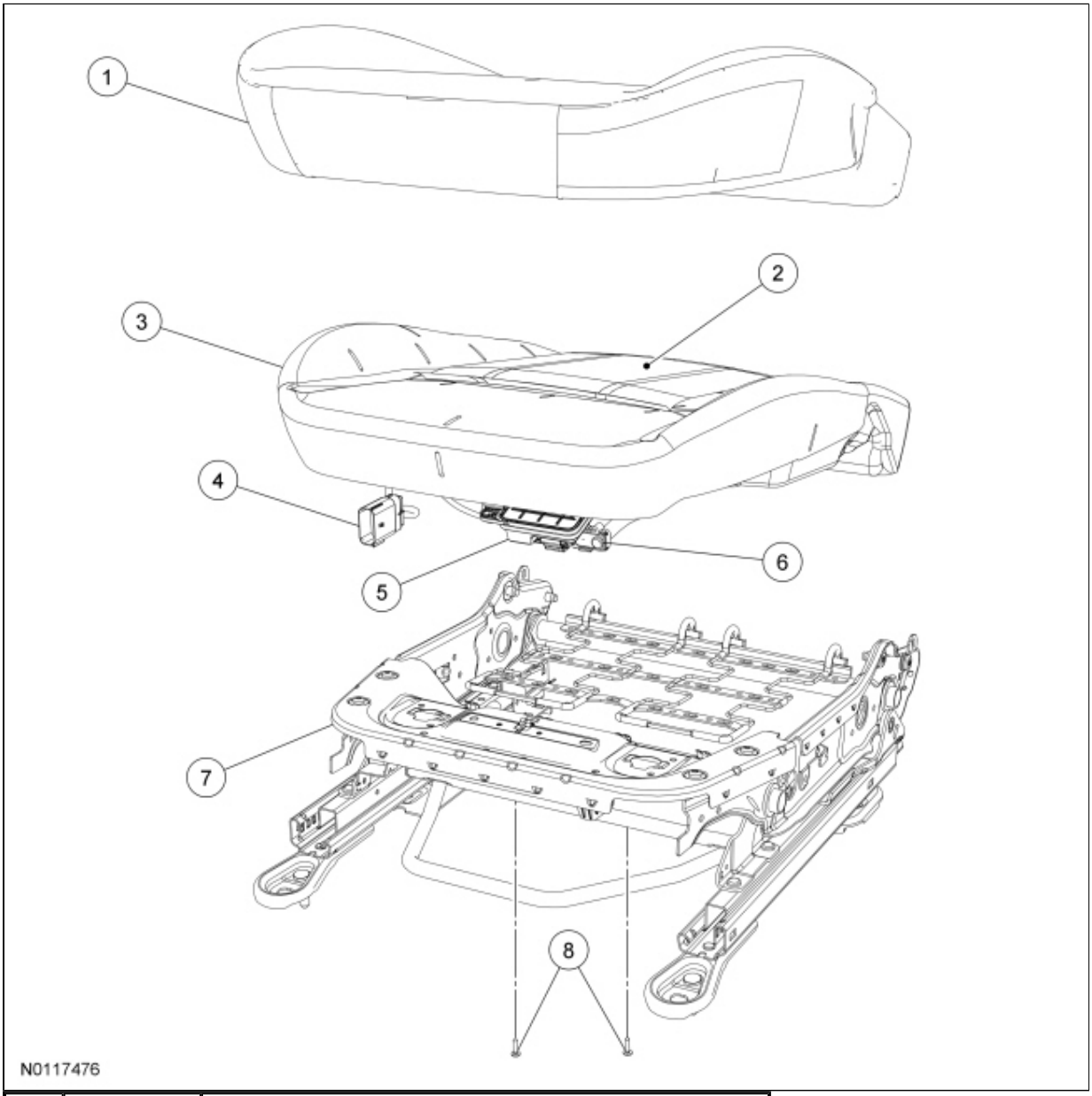
Original Equipment Manufacturer (OEM) Occupant Classification System (OCS) System



Item	Part Number	Description
1	62900	Seat cushion cover

2	—	Heater mat (part of Original Equipment Manufacturer (OEM) Occupant Classification System (OCS)) (if equipped)
3	—	Cushion foam pad (part of OEM OCS)
4	—	Pin-type retainers (2 required) (part of OEM OCS)
5	—	OCS bladder and pressure sensor (part of OEM OCS)
6	61704	Seat track assembly
7	—	Occupant Classification System Module (OCSM) (part of OEM OCS)
8	—	OCSM screws (2 required) (part of OEM OCS)

Service Kit Occupant Classification System (OCS) System



Item	Part Number	Description
1	62900	Seat cushion cover
2	—	Heater mat (part of 632A22) (if equipped)

3	—	Cushion foam pad (part of 632A22)
4	—	Passenger seat wire harness (part of 632A22)
5	—	Occupant Classification System Module (OCSM) (part of 632A22)
6	—	Pressure sensor (part of 632A22)
7	61704	Seat track assembly
8	—	OCSM screws (part of 632A22)

Removal

WARNING: Make sure the front passenger seat repair is complete, the seat and all attached components (head restraint, seat side shield, etc.) are correctly assembled, and the seat is correctly installed to the vehicle before carrying out the System Reset. Failure to follow these instructions may result in incorrect operation of the occupant classification system (OCS) and increases the risk of serious personal injury or death in a crash.

NOTICE: **Carry out the Occupant Classification System (OCS) system reset when a front passenger seat cushion is disassembled, a new trim cover is installed or an OCS system service kit is installed. Use a scan tool to carry out the OCS system reset. Failure to follow this instruction may result in system failure and incorrect operation of the OCS system.**

NOTE: Occupant Classification System (OCS) system components, seat cushion foam pad, bladder with pressure sensor and Occupant Classification System Module (OCSM), are calibrated to each other and are serviced as an assembly. If a new OCS system or OCS system component is needed, install a new OCS system service kit.

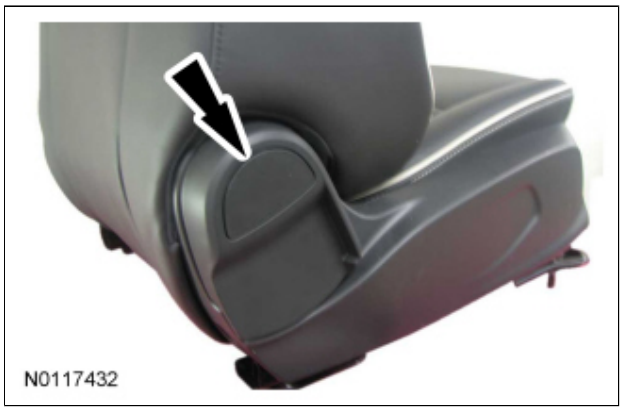
NOTE: To identify between a production OCS system and a OCS system service kit, inspect the OCSM and pressure sensor electrical connectors. An OCS system service kit has the electrical connectors glued and should not be disconnected or altered.

NOTE: The heater mat is not serviced separately. If a new heater mat is needed on the front passenger seat cushion, install a new OCS system service kit with a heater mat.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

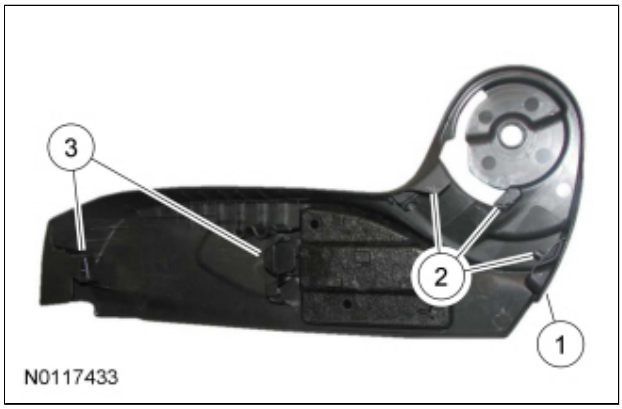
NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Remove the front passenger seat. For additional information, refer to Section 501-10 .
2. Remove the recliner handle bolt cover, the bolt and the recliner handle.



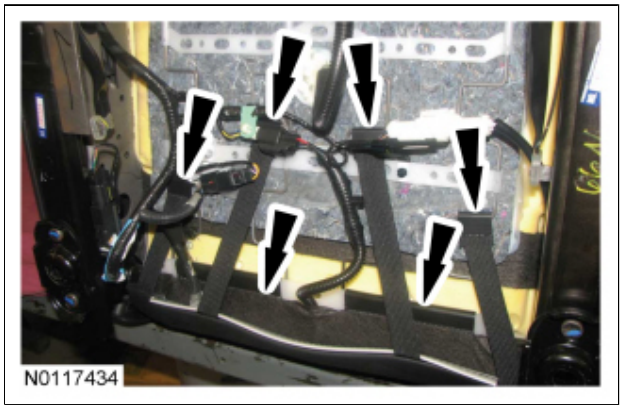
3. Remove the cushion side shield.
    1. Remove the screw at the rear of the cushion side shield.
    2. Pull out at the back of the cushion side shield to release the locator pins and tab.

3. Slide the cushion side shield forward to disengage the brackets Remove the cushion side shield.



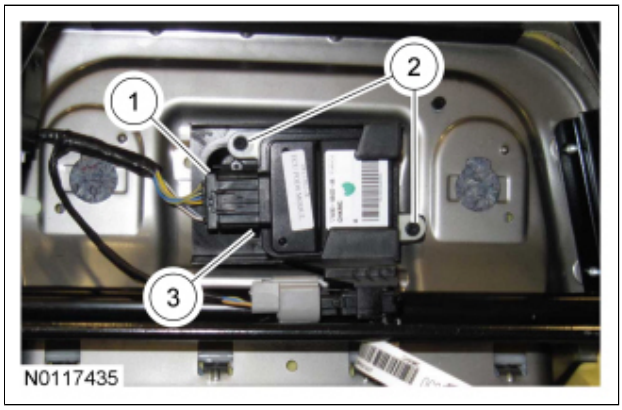
4. Remove the screw and the inner recliner cover.

5. Detach the J-clip retainers.

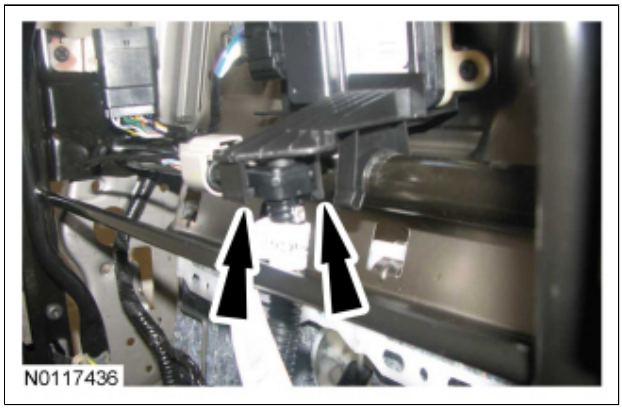


6. Disengage the remaining cushion cover retainers attached to the seat track and seat cushion frame.
   - If Original Equipment Manufacturer (OEM) Occupant Classification System (OCS), remove the cushion foam pad and cover.

7. Remove the Occupant Classification System Module (OCSM).
   1. For OEM OCS , disconnect the electrical connector, if equipped.
   2. Remove the 2 screws.
   3. Release the tab and remove the OCSM .



8. Disengage the 2 retainers and slide the pressure sensor off the bracket.

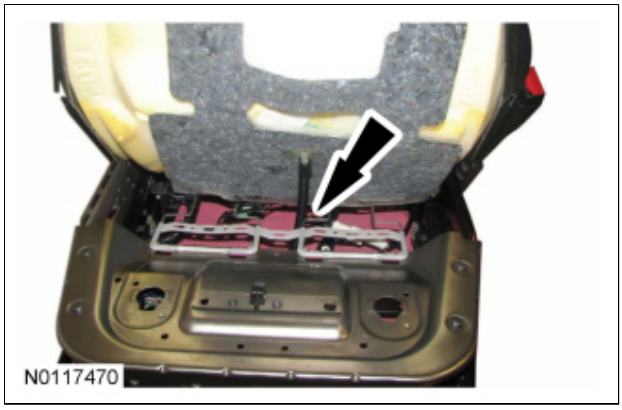


9. **NOTE:** Note the wire routing for installation.

   Disconnect all the seat cushion wire harness electrical connectors and detach the retainers.

10. For OEM OCS , lift the foam pad and remove the Occupant Classification System (OCS) bladder pin-type retainers.

11. Route the OCS components out from between the cushion supports.
    - At installation, make sure the hose is not kinked.



12. Remove the hog rings and the cushion cover.

13. To install, reverse the removal procedure.

14. Repower the SRS . **Do not** prove out the SRS at this time. For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

15. **WARNING: Occupant Classification System (OCS) parts are calibrated as an assembly and must only be replaced in the configuration they are sold. Never separate parts of an assembly. Failure to follow this instruction may result in incorrect operation of the OCS and increases the risk of serious personal injury or death in a crash.**

    NOTICE: **To prevent system failure, take the following precautions before carrying out the Occupant Classification System (OCS) system reset:**
    - **Make sure the voltage to the Occupant Classification System Module (OCSM) is greater than 8 volts and less than 18 volts.**
    - **Make sure the OCS system is not at a temperature below 6°C (42°F) or above 36°C (97°F) when initiating the OCS system reset process. If the vehicle has been exposed to extreme cold or hot temperatures, the vehicle must be exposed and kept at a temperature between 6°C to 36°C (42°F to 97°F) for a minimum of 30 minutes.**
    - **Make sure nothing is present on the passenger seat before and during the OCS system reset process.**

- **Prior to carrying out the OCS system reset, make sure a minimum of 8 seconds has elapsed after cycling the ignition switch ON.**

Carry out the OCS system reset.

16. If the first system reset attempt was unsuccessful, carry out a thorough visual inspection of the following and repair any concerns found.
    - OCS system connector and wiring for damage
    - Pressure sensor hose for kinks and/or damage
    - Seat-related wiring harness and body wiring harness terminals and connectors for damage

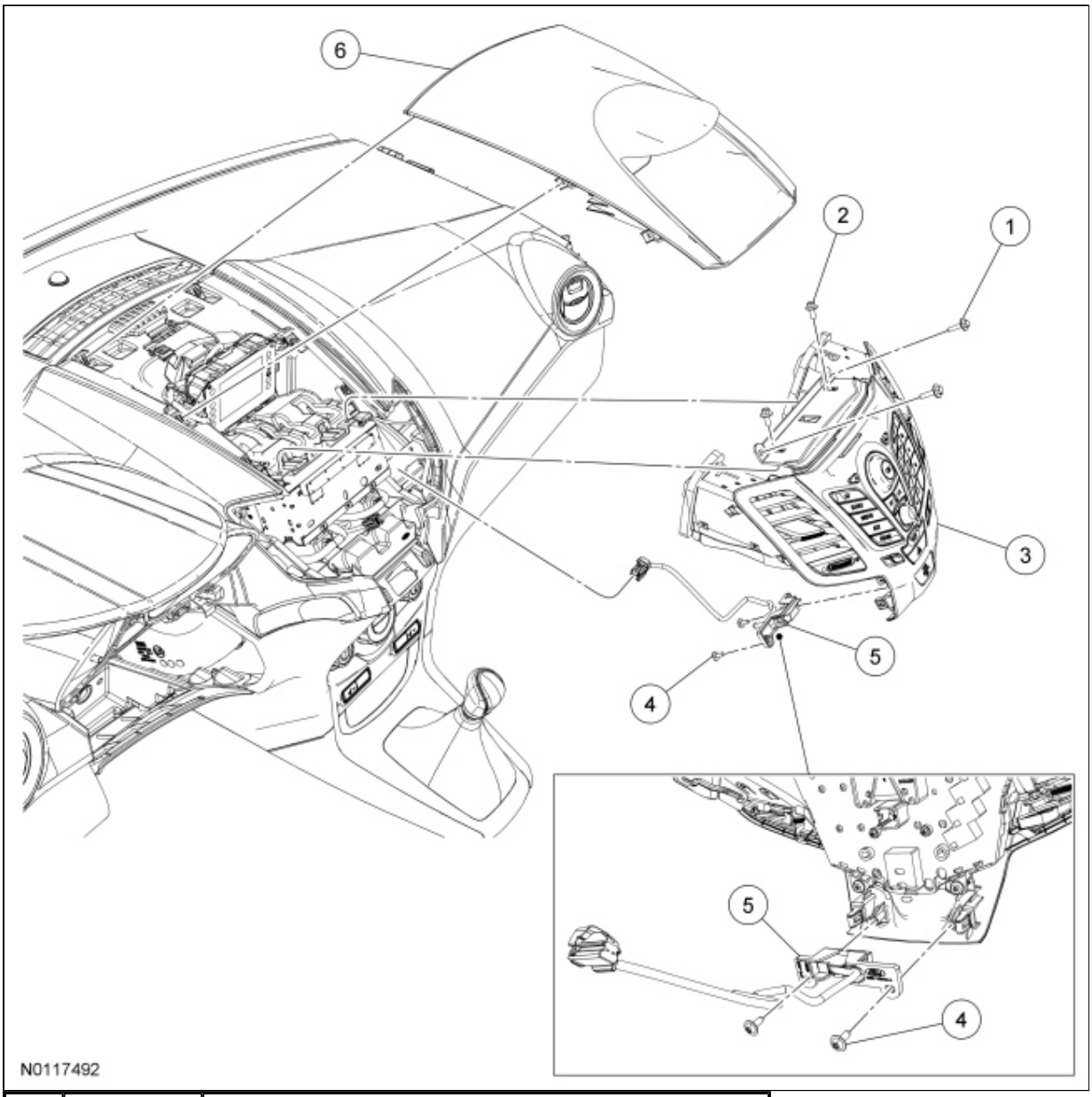
17. **NOTE:** Cycle the ignition switch after the OCS system reset.

    Carry out a second OCS system reset. If the second attempt is unsuccessful, install a new OCS system service kit. For additional information, refer to Occupant Classification System in Section 501-20B .

18. Prove out the SRS as follows:
    Turn the ignition switch from ON to OFF. Wait 10 seconds, then turn the ignition switch back to ON and visually monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator will illuminate continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag warning indicator will:
    - fail to light.
    - remain lit continuously.
    - flash at a 5 Hz rate (RCM not configured).

    The air bag warning indicator may not illuminate until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.
    Use a scan tool and clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM).

Passenger Air Bag Deactivation (PAD) Indicator



Item	Part Number	Description
1	W707628	Front Controls Interface Module (FCIM) finish panel screw (2 required)
2	W505142	FCIM finish panel screw (2 required)
3	5404320	FCIM finish panel
4	W715260	Passenger Air Bag Deactivation (PAD) indicator screw (2 required)
5	10A936	PAD indicator
6	58042A82	Upper finish panel

Removal and Installation

1. **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.**

   NOTE: A DTC sets in the Restraints Control Module (RCM) if the Passenger Air Bag Deactivation (PAD) indicator electrical connector is disconnected with the ignition ON. Clear the RCM memory before releasing the vehicle.

   Turn the ignition OFF and wait at least one minute.

2. Pull up and out to release the clips and remove the upper panel finish panel.

3. Remove 4 screws, pull out and separate the Front Controls Interface Module (FCIM) finish panel.

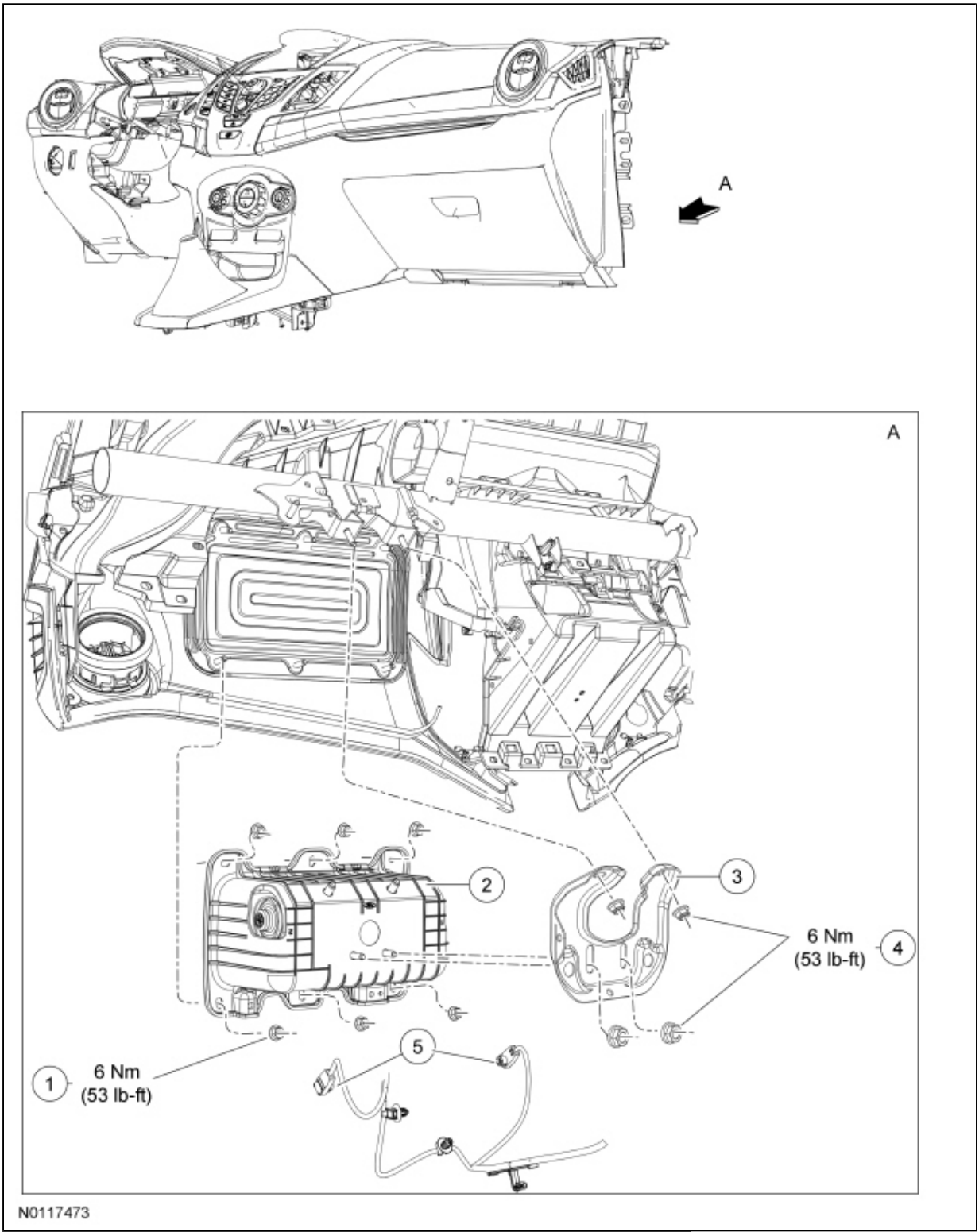
4. Remove 2 screws, disconnect the electrical connector and remove the PAD indicator.

5. To install, reverse the removal procedure.

6. Prove out the SRS as follows:
   Turn the ignition switch from ON to OFF. Wait 10 seconds, then turn the ignition switch back to ON and visually monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator will illuminate continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag warning indicator will:
   - fail to light.
   - remain lit continuously.
   - flash at a 5 Hz rate (RCM not configured).

   The air bag warning indicator may not illuminate until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.
   Use a scan tool and clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM).

Passenger Air Bag Module



Item	Part Number	Description
1	W702147	Passenger air bag module nuts (6 required)
2	044A74	Passenger air bag module assembly
3	045F38	Passenger air bag module bracket

4	W520101	Passenger air bag module bracket nuts (4 required)
5	—	Electrical connectors (part of 14401)

Removal

WARNING: Always carry or place a live air bag module with the air bag and deployment door/trim cover/tear seam pointed away from the body. Do not set a live air bag module down with the deployment door/trim cover/tear seam face down. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in this section.

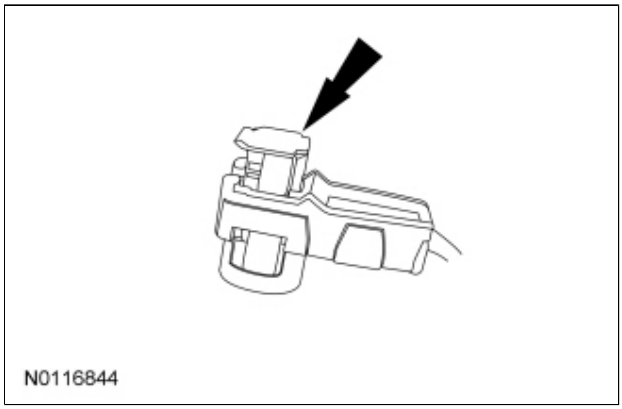
2. Remove the glove compartment.
   - Open the glove compartment and carefully pry at each end to separate the glove compartment from the hinges.

3. Remove the nuts and the passenger air bag module bracket.
   - Detach the wire harness retainers.

4. Remove the nuts and separate the passenger air bag module.
   - Detach the wire harness retainers.

5. ***NOTICE:*** **Do not pull the passenger air bag module electrical connectors out by the locking button. Damage to the locking buttons can occur.**

   Using a small screwdriver, lift up and release the locking button on the passenger air bag module electrical connector. With the locking button released, disconnect the electrical connector.
   - Repeat for the other electrical connector.
   - Remove the passenger air bag module.



Installation

1. Position the passenger air bag module into the instrument panel and install the nuts.
   - Tighten to 6 Nm (53 lb-in).

2. ***NOTICE:*** **Make sure the passenger air bag module electrical connector locking buttons are in the released position when connected. Do not install the passenger air bag module electrical connectors by the locking buttons. Failure to follow these instructions may cause connector damage.**

   With the locking button released, install the passenger air bag module electrical connectors fully into the passenger air bag module and seat the locking buttons.
   - Attach the wire harness retainers.

3. Position the passenger air bag module bracket and install the nuts.
   - Tighten to 6 Nm (53 lb-in).

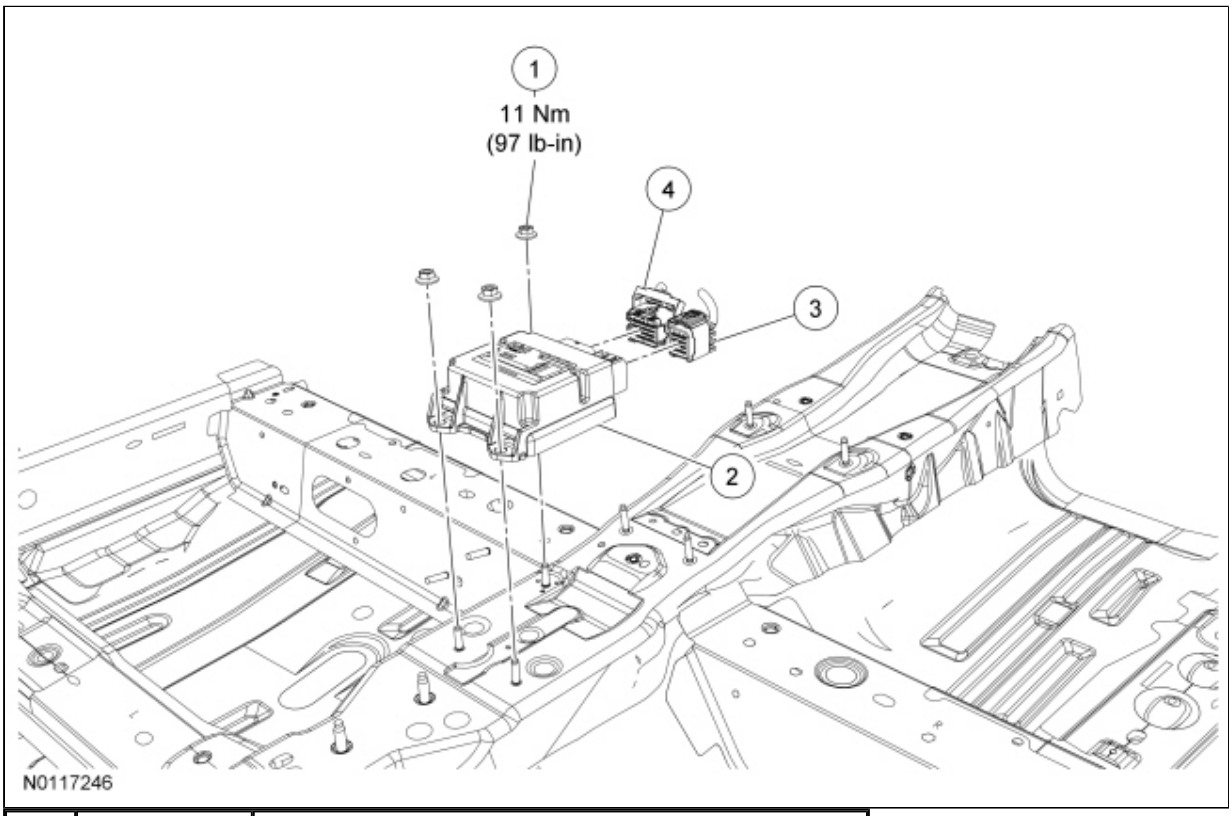
4. Install the glove compartment.

5. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Restraints Control Module (RCM)

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool



Item	Part Number	Description
1	W707142	Restraints Control Module (RCM) nuts (3 required)
2	14B321	RCM
3	—	RCM small electrical connector (part of 14K024)
4	—	RCM large electrical connector (part of 14A005)

Removal

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death in a crash.

WARNING: Do not handle, move or change the original horizontal mounting position of the restraints control module (RCM) while the RCM is connected and the ignition switch is ON. Failure to

follow this instruction may result in the accidental deployment of the Safety Canopy® and cause serious personal injury or death.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Carrying out Programmable Module Installation (PMI) will not enable the 911 assist option that is disabled. The RCM and Accessory Protocol Interface Module (APIM) must be configured correctly to fully support 911 assist functionality.

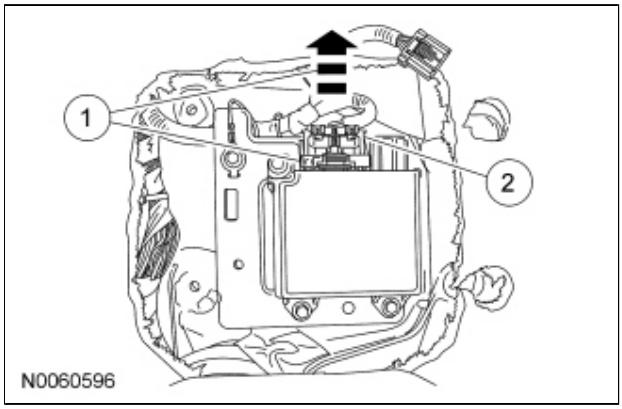
1. When installing a new RCM, carry out the appropriate steps necessary for the Programmable Module Installation (PMI) procedure. For additional information, refer to Section 418-01.

2. Depower the SRS. For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

3. Remove the floor console. For additional information, refer to Section 501-12.

4. Slide the locking wedge back, press to release the locking tab and disconnect the small RCM electrical connector.

5. Disconnect the large RCM electrical connector.
    1. Pinch the thumb tab and pivot the Connector Position Assurance (CPA) lever all the way back until it stops.
    2. Pull out and disconnect the RCM electrical connector.



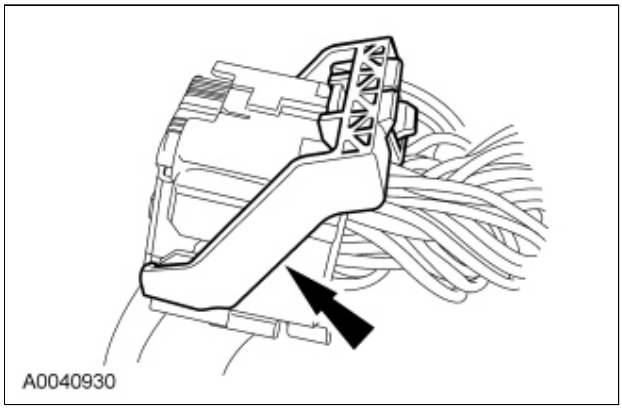
6. Remove the 3 nuts and the RCM.

Installation

1. **WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.**

   Install the RCM and 3 nuts.
   - Tighten to 11 Nm (97 lb-in).

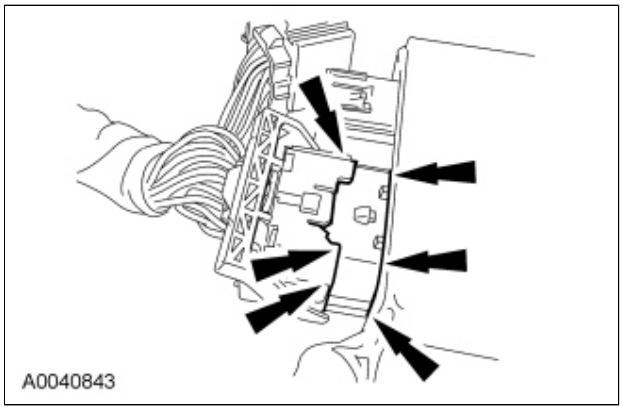
2. Make sure the CPA lever is in the full release position before attempting to connect the connector.



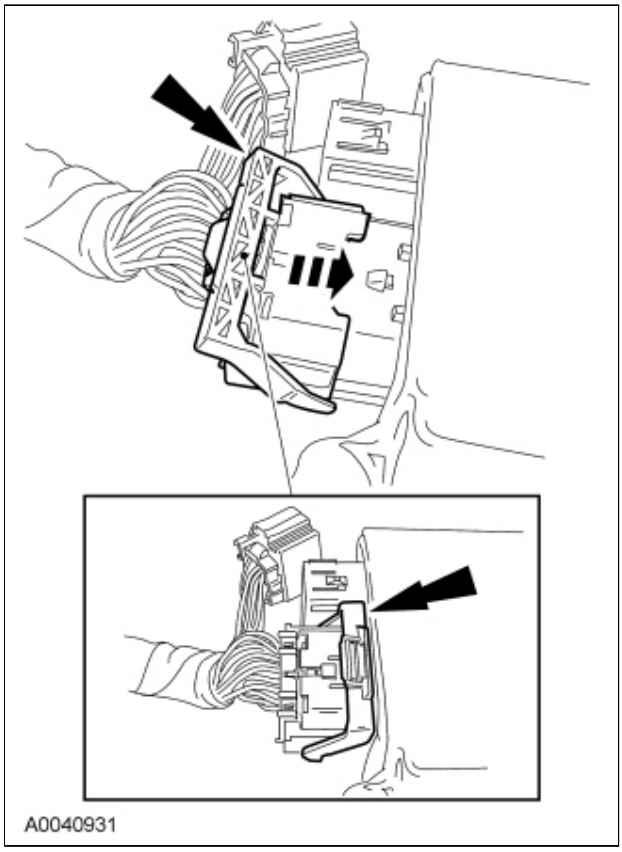
3. ***NOTICE:*** **Putting the large Restraints Control Module (RCM) electrical connector into the RCM on an angle can cause bad electrical connections and damage components.**

   Position the large RCM electrical connector into the RCM .
   - ***NOTICE:*** **Do not push the connector to where the lever pivots and seats itself. Light pressure is needed to get the connector into position on the Restraints Control Module (RCM) before using the lever to fully seat the connector. Failure to follow this instruction may result in component damage and/or system failure.**

     With the large RCM electrical connector uniformly aligned to the RCM , lightly push in until a subtle audible click is heard and slight resistance is felt.



4. Connect the large RCM electrical connector.
   - Using the CPA lever, pivot it toward the RCM , drawing the connector into the RCM .
     - Make sure the thumb tab is engaged to the retainer on the RCM and locked in place.



5. Connect the small RCM electrical connector and push the locking wedge in.

6. Install the floor console. For additional information, refer to Section 501-12 .

7. Repower the SRS . **Do not prove out the SRS at this time.** For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

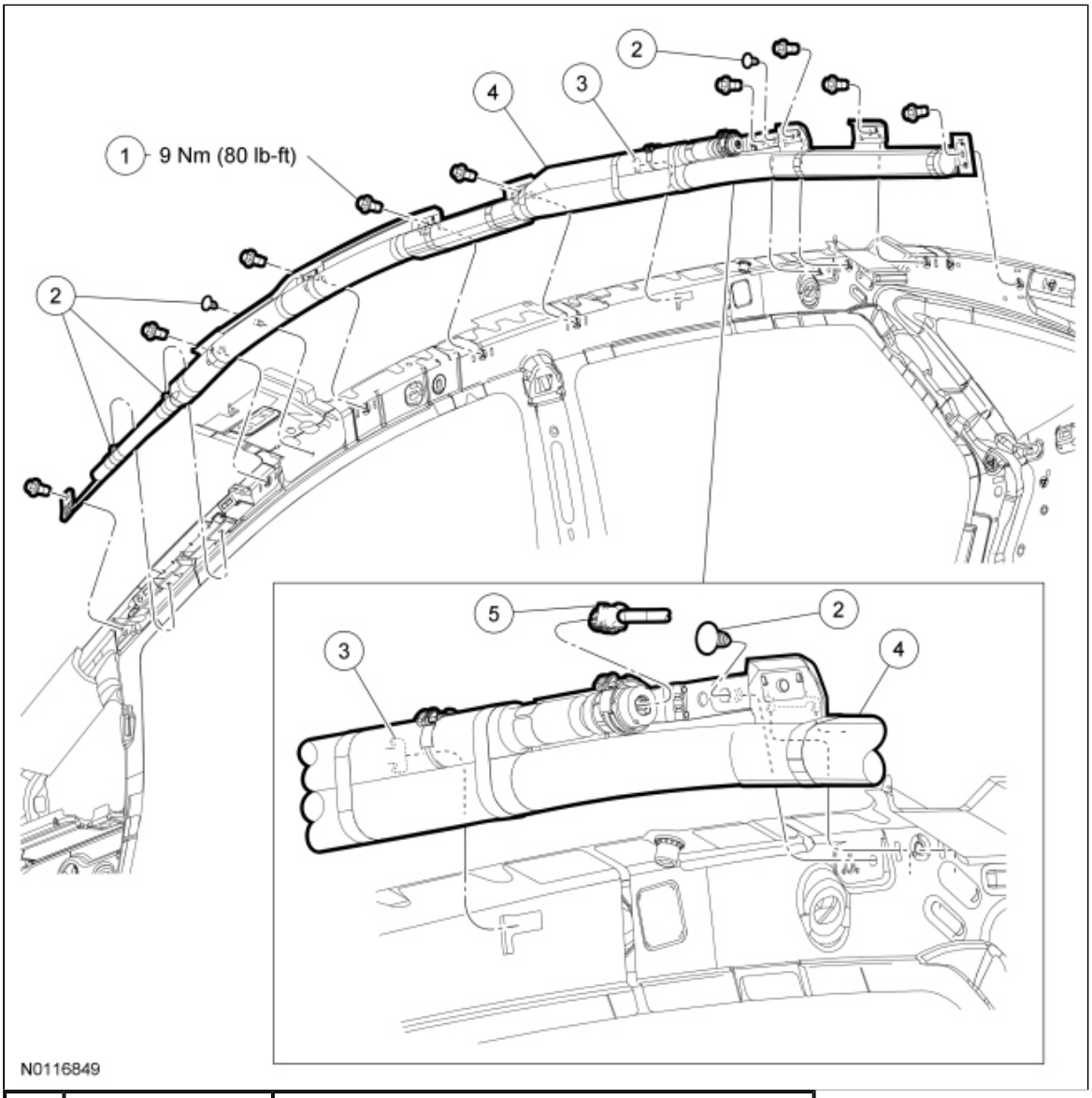
8. If a new RCM was installed, carry out the appropriate steps to complete the Programmable Module Installation (PMI) procedure. For additional information, refer to Section 418-01 .

9. Prove out the SRS as follows:
   Turn the ignition switch from ON to OFF. Wait 10 seconds, then turn the ignition switch back to ON and visually monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator will illuminate continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag warning indicator will:
   - fail to light.
   - remain lit continuously.
   - flash at a 5 Hz rate (RCM not configured).

   The air bag warning indicator may not illuminate until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.
   Use a scan tool and clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM).

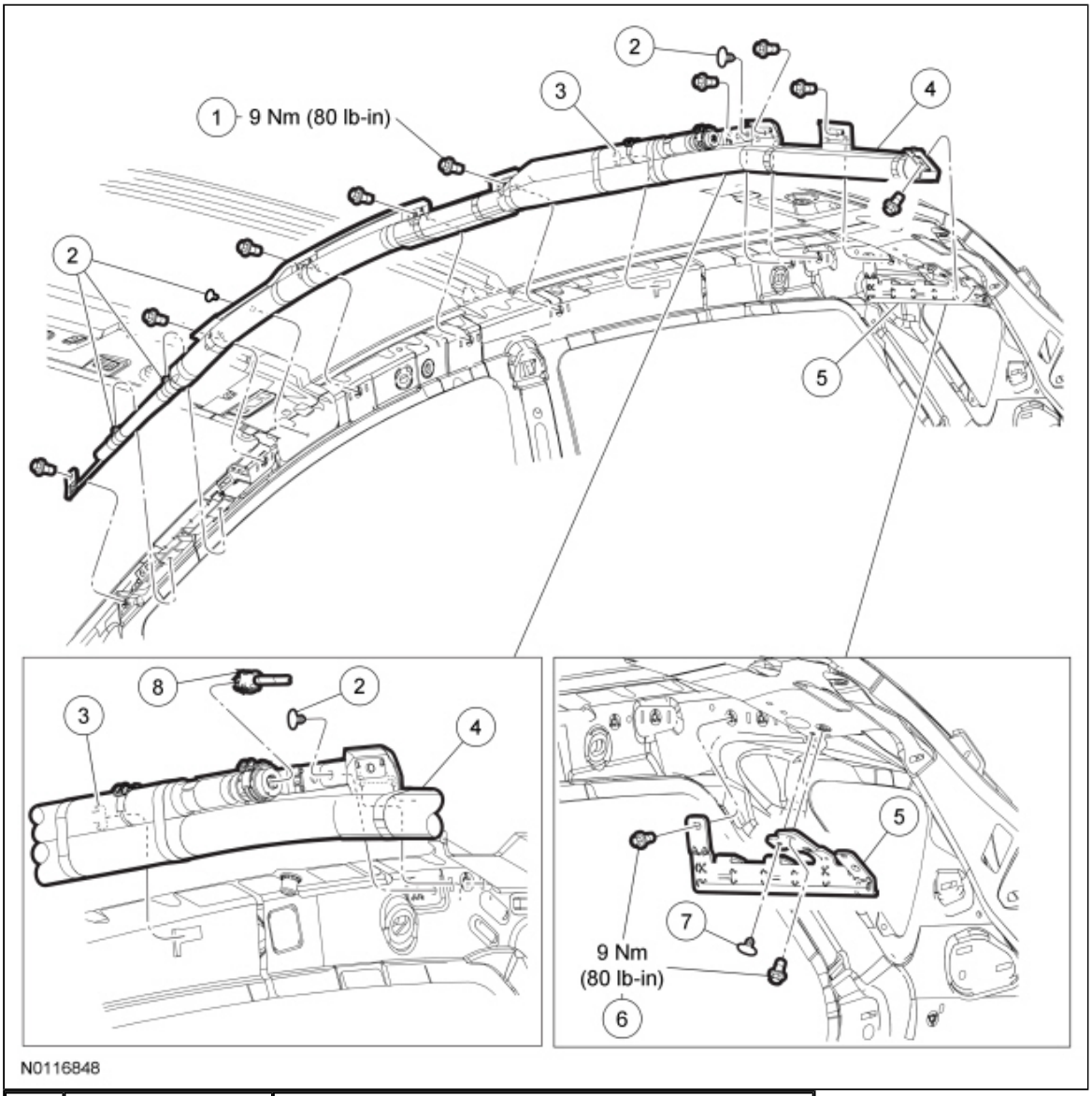
Side Air Curtain Module

4-Door Sedan



Item	Part Number	Description
1	W505252	Side air curtain module bolt (9 required)
2	—	Side air curtain module pin-type retainers (4 required) (part of 042D94/95)
3	—	Side air curtain module T-tab bracket (part of 042D94/95)
4	042D94/RH 042D95/LH	Side air curtain module
5	—	Side air curtain module electrical connector (part of 14A005)

5-Door Hatchback



Item	Part Number	Description
1	W505252	Side air curtain module bolt (9 required)
2	—	Side air curtain module pin-type retainers (4 required) (part of 042D94/95)
3	—	Side air curtain module T-tab bracket (part of 042D94/95)
4	042D94/RH 042D95/LH	Side air curtain module
5	611D78/RH 611D79/LH	Side air curtain roof bracket
6	W706681	Side air curtain roof bracket bolts
7	—	Pin-type retainer (part of 611D78/79) (2 required)
8	—	Side air curtain module electrical connector (part of 14A005)

Removal and Installation

WARNING: Always carry or place a live Safety Canopy®, or side air curtain module, with the module and tear seam pointed away from your body. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.

WARNING: Anytime the Safety Canopy® or side air curtain module has deployed, a new headliner and new A-, B- and C-pillar upper trim panels and attaching hardware must be installed. Remove any other damaged components and hardware and install new components and hardware as needed. Failure to follow these instructions may result in the Safety Canopy® or side air curtain module deploying incorrectly and increases the risk of serious personal injury or death in a crash.

WARNING: Inspect a Safety Canopy® or side air curtain module before installation. If the module is damaged, the cover has separated or the Safety Canopy® or side air curtain material has been exposed, install a new module. Do not attempt to repair the module. Failure to follow these instructions may result in the Safety Canopy® or side air curtain deploying incorrectly, which increases the risk of serious personal injury or death in a crash.

WARNING: Do not obstruct or place objects in the deployment path of the Safety Canopy® or side air curtain module. Failure to follow this instruction may result in the Safety Canopy® or side air curtain module deploying incorrectly and increases the risk of serious personal injury or death in a crash.

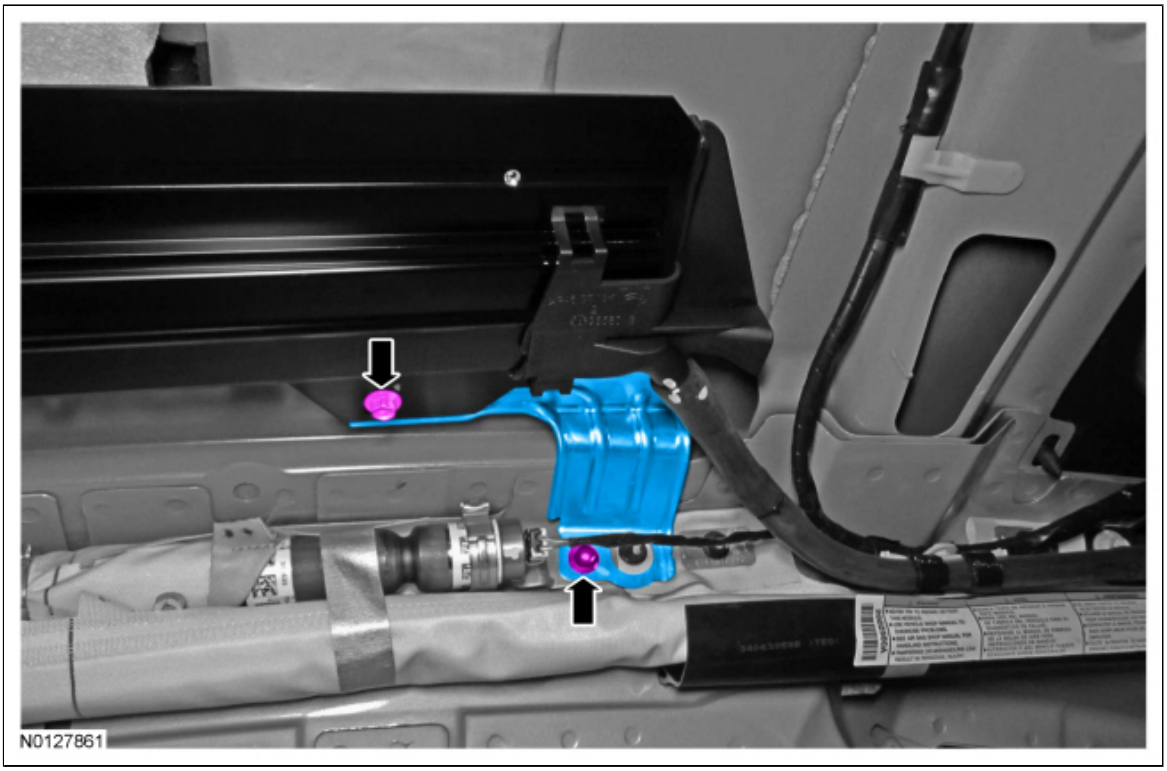
WARNING: Never put any type of fastener or tie strap around any part of a Safety Canopy® module, side air curtain module or interior trim panel. This will prevent the Safety Canopy® or side air curtain module from deploying correctly. Failure to follow this instruction may increase the risk of serious personal injury or death in a crash.

WARNING: Before installing a Safety Canopy® or side air curtain module, inspect the roofline for any damage. If necessary, the sheet metal must be reworked to its original condition and structural integrity. Install new fasteners if damaged and remove foreign material. Failure to follow these instructions may result in the Safety Canopy® or side air curtain deploying incorrectly, which increases the risk of serious personal injury or death in a crash.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

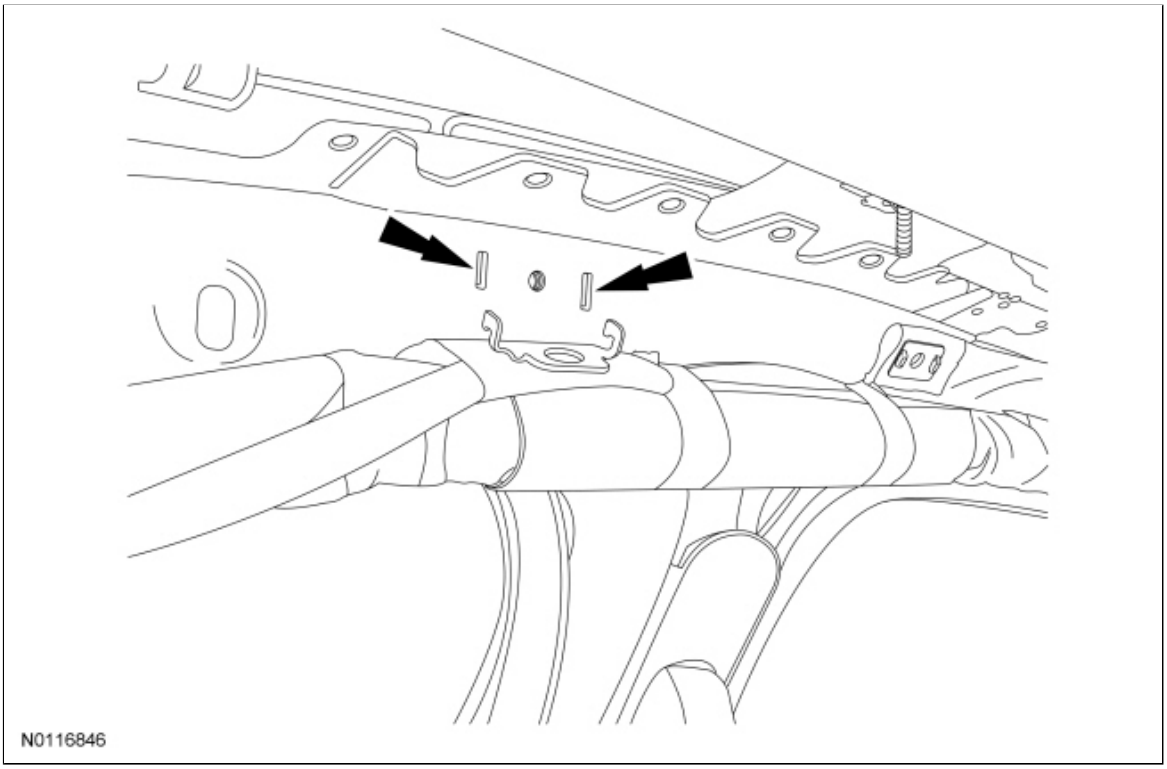
1. Remove the headliner. For additional information, refer to Section 501-05 .
2. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.
3. Squeeze the tabs and disconnect the side air curtain module electrical connector.
4. If equipped with a roof opening panel, remove the 2 bolts and the roof opening panel frame bracket.



5. Remove all the side air curtain module bolts.
    - To install, tighten to 9 Nm (80 lb-in).

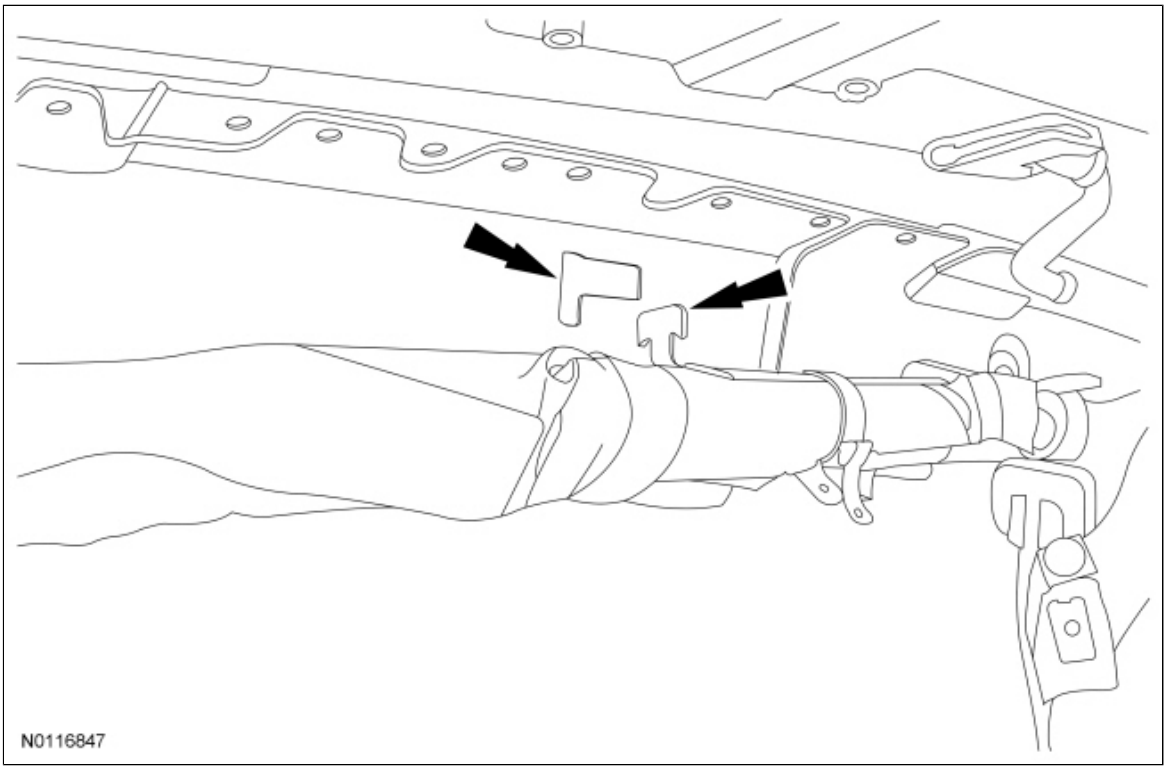
6. Disengage all the side air curtain module pin-type retainers.

7. At all screw attachment points except the rear, lift and rotate the top of the bracket out of the roof sheet metal slots.
    - For the rear bracket, pull rearward and rotate out of the roof sheet metal slot.



8. Slide the side air curtain module canister forward and disengage the T-tab bracket from the roof sheet metal slot.

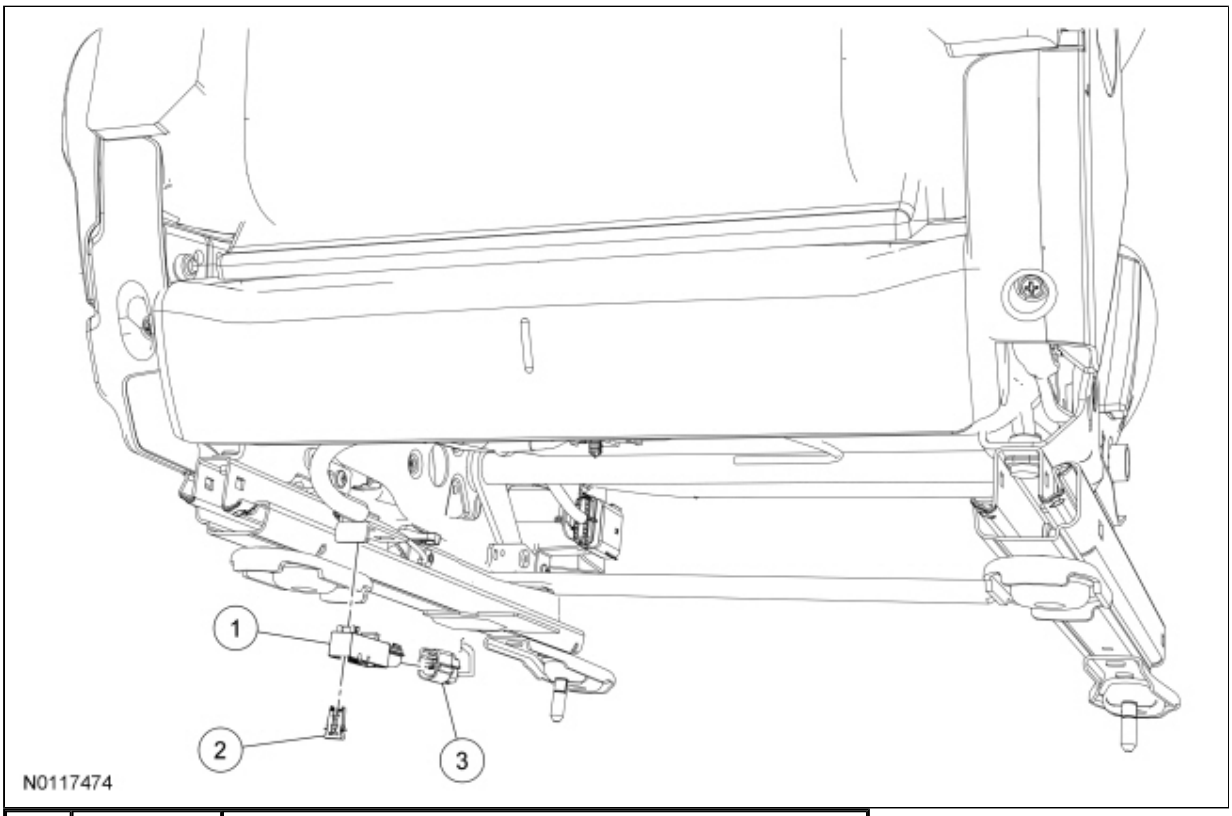
- Remove the side air curtain module.



9. To install, reverse the removal procedure.
10. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Seat Position Sensor

NOTE: Driver seat shown, passenger similar.



Item	Part Number	Description
1	14B416	Seat position sensor
2	—	Seat position sensor lock tab (part of 14B416)
3	—	Seat position sensor electrical connector (part of 14A698/RH 14A699/LH)

1. Position the seat all the way up (if equipped) and to the middle of the seat track.

2. **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.**

   Turn the ignition OFF and wait at least one minute.

3. From under the rear of the affected seat, remove the retaining clip, disconnect the electrical connector and remove the seat position sensor.

4. To install, reverse the removal procedure.

5. Prove out the SRS as follows:
   Turn the ignition switch from ON to OFF. Wait 10 seconds, then turn the ignition switch back to ON and visually monitor the air bag warning indicator with the air bag modules installed. The air bag warning indicator will illuminate continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag warning indicator will:

- fail to light.
- remain lit continuously.
- flash at a 5 Hz rate (RCM not configured).

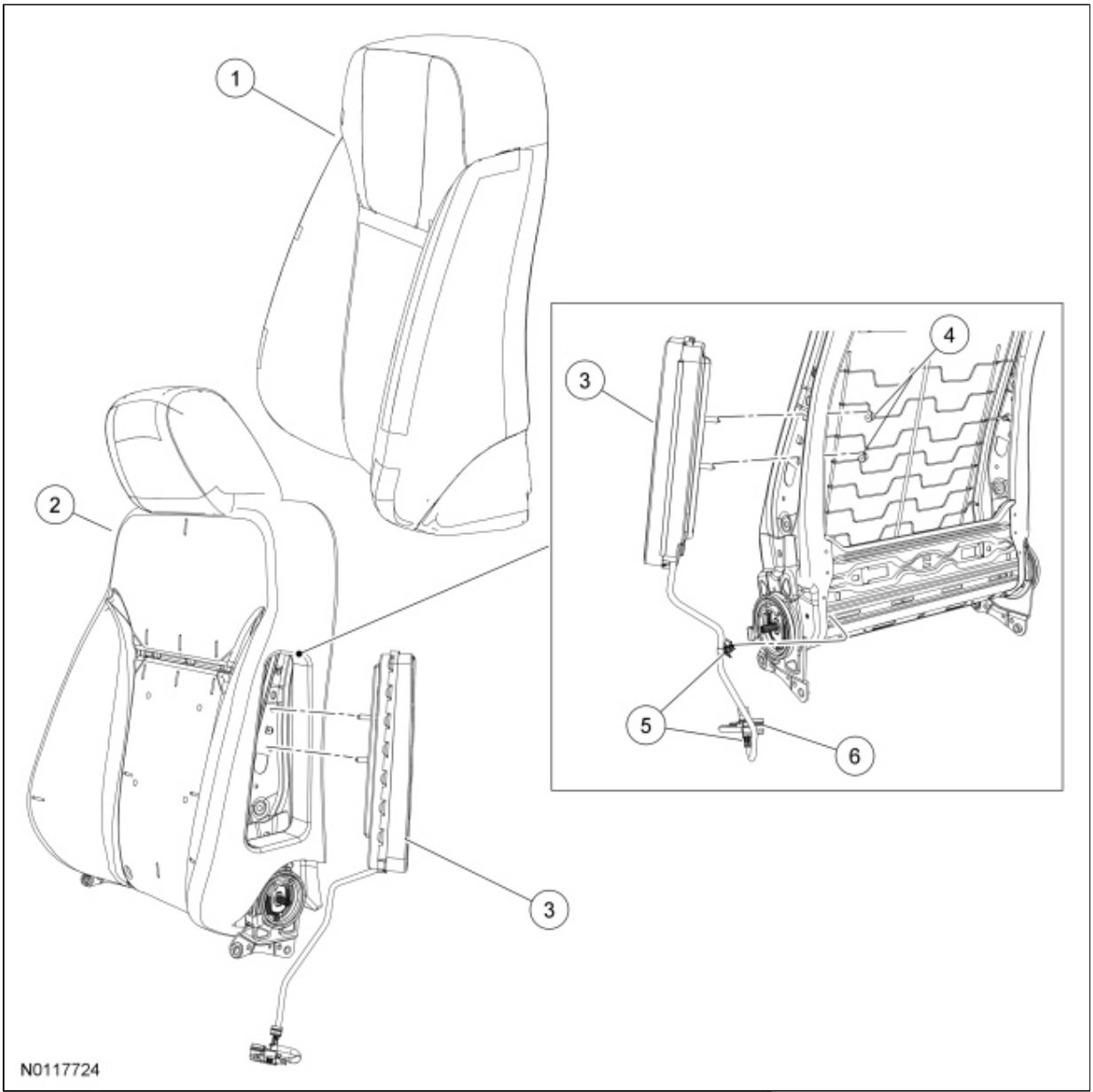
The air bag warning indicator may not illuminate until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS . If the air bag warning indicator is inoperative and a SRS fault exists, a chime sounds in a pattern of 5 sets of 5 beeps. If this occurs, diagnose and repair the air bag warning indicator and any SRS fault discovered.

Use a scan tool and clear all continuous DTCs from the RCM and Occupant Classification System Module (OCSM).

Side Air Bag Module

NOTE: Driver side shown, passenger similar.

NOTE: For side air bag module nut torque specification and tightening sequence, refer to the step in this procedure.



Item	Part Number	Description
1	64416	Backrest cover and deployment chute
2	—	Seat backrest assembly
3	611D11/LH 611D10/RH	Side air bag module
4	W790242	Side air bag module nuts (2 required)
5	—	Wire harness retainers (part of 611D10/11)
6	—	Electrical connector (part of 611D10/11)

Removal

WARNING: Always carry or place a live air bag module with the air bag and deployment door/trim cover/tear seam pointed away from the body. Do not set a live air bag module down with the deployment door/trim cover/tear seam face down. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: If the seat side air bag cover has been damaged or separated from its mounting, or if the air bag material has been exposed, install a new seat side air bag module. Never try to repair the seat side air bag module. Failure to follow these instructions may result in the seat side air bag deploying incorrectly, which increases the risk of serious personal injury or death in a crash.

WARNING: Front seat backrest trim covers installed on seats equipped with seat side air bags cannot be repaired. A new trim cover must be installed. Cleaning is permissible. Failure to follow these instructions may result in the seat side air bag module deploying incorrectly and increase the risk of serious personal injury or death in a crash.

NOTE: If a side air bag deployment took place, install a new seat back pad, trim cover and side air bag module. The seat backrest frame should be installed new if necessary.

NOTE: When installing a new side air bag module after a deployment, refer to Section 501-10 for additional information concerning new side air bag module installation.

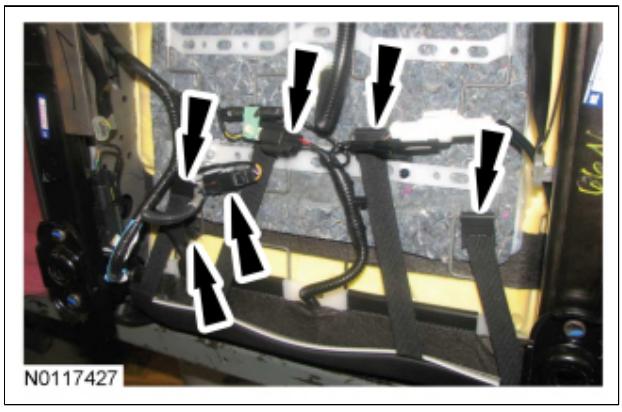
NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

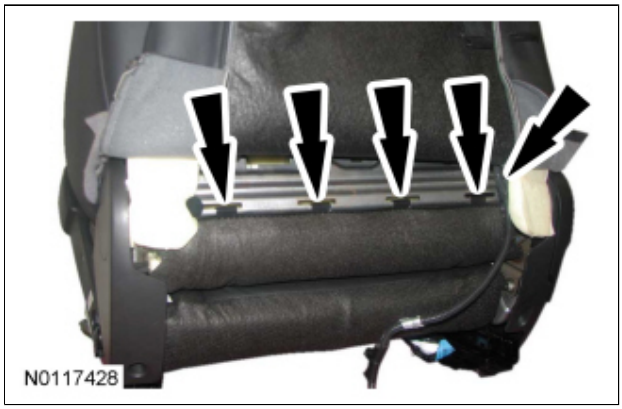
1. Remove the front seat from the vehicle. For additional information, refer to Section 501-10 .

2. **NOTE:** Passenger seat shown, driver seat similar.

   From under the seat, carry out the following.
   - Disconnect the side air bag module electrical connector and detach the wire harness retainer.
   - Disengage the 4 backrest cover elastic strap retainers attached to the bottom rear of the seat.

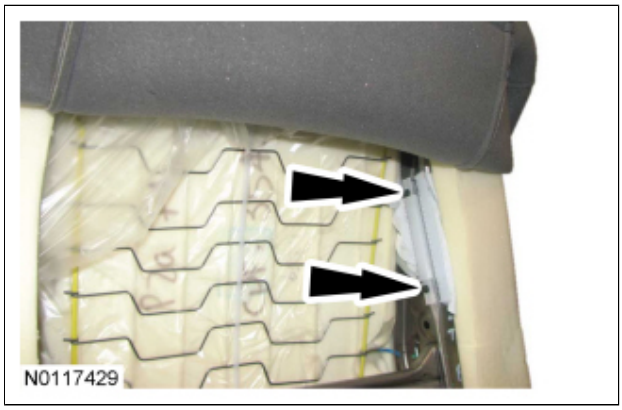


3. Detach the backrest cover retainers and the side air bag module wire harness retainer from the rear of the backrest frame.



4. Invert the backrest cover up enough to expose the side air bag deployment chute.

5. Remove 1 rivet from the deployment chute J-clip retainers.
   - From the back of the rivet, push the rivet stud end in and pull the head out from the other side.



6. Slide the 2 deployment chute J-clip retainers apart.

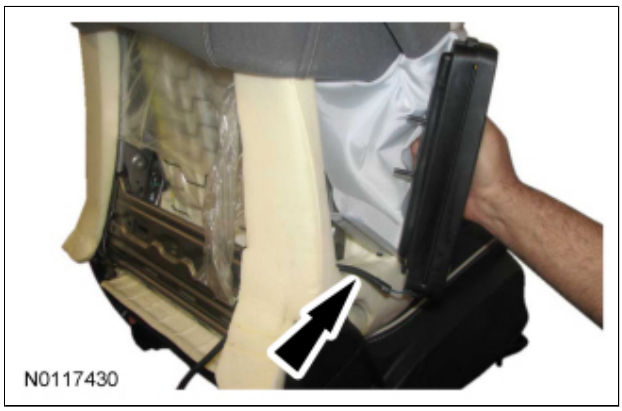
7. Remove the 2 side air bag module nuts.

8. Remove the side air bag module in the following sequence:
   1. Pull the side air bag module mounting studs back through the backrest frame.
   2. Position the side air bag module away from the backrest frame.
   3. Route out the wire harness.

Installation

1. **NOTE:** Passenger seat shown, driver seat similar.

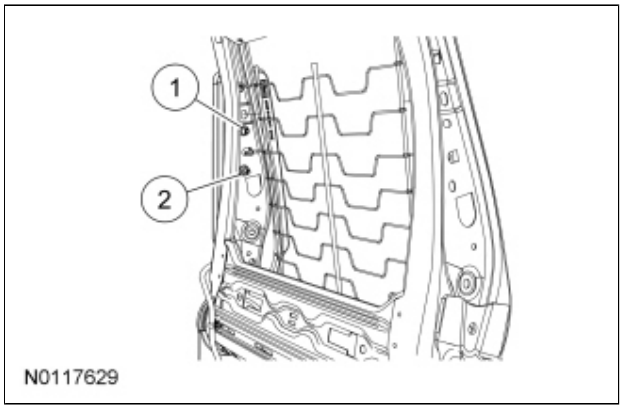
   Route the side air bag module wire harness through the backrest foam pad opening.



2. **WARNING: Before installing the seat side air bag module/deployment chute assembly:**
   - **Inspect the side air bag module and mounting surfaces for any damage or foreign material.**
   - **Remove any foreign material from the mounting surfaces of the deployment chute, the seat backrest frame mounting bracket and the air bag module cavity in the seat backrest foam pad.**
   - **Install new parts if damaged.**

   Failure to follow these instructions may result in the seat side air bag deploying incorrectly, which increases the risk of serious personal injury or death in a crash.

   Position the side air bag module studs through the backrest frame holes and install the nuts in the sequence shown.
   - Tighten to 9 Nm (80 lb-in).

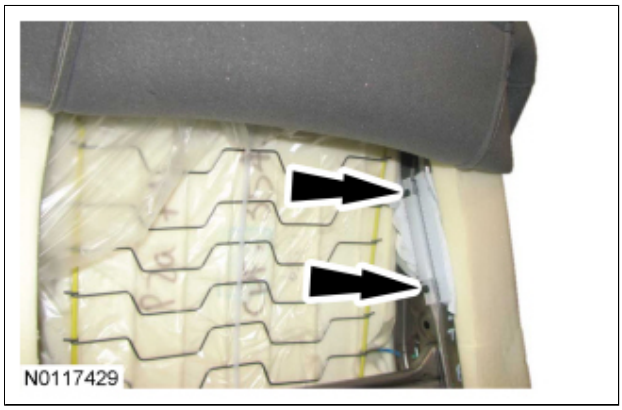


3. **WARNING: Check the seat side air bag deployment chute for damage. The deployment chute must not be repaired. If there is any damage to the deployment chute, a new seat back trim cover and deployment chute must be installed as a unit. Failure to follow these instructions may result in the seat side air bag module deploying incorrectly and increase the risk of serious personal injury or death in a crash.**

   WARNING: If the seat side air bag module deployment chute is not correctly positioned and closed, the seat side air bag module may not deploy correctly. Failure to follow these instructions may result in the seat side air bag module deploying incorrectly and increases the risk of serious personal injury or death in a crash.

   Wrap the deployment chute around the side air bag module and backrest frame.
   1. Position the outboard side of the air bag deployment chute around the outboard side of the backrest frame and pad.
   2. Insert the inboard side of the air bag deployment chute between the seat backrest frame and pad.

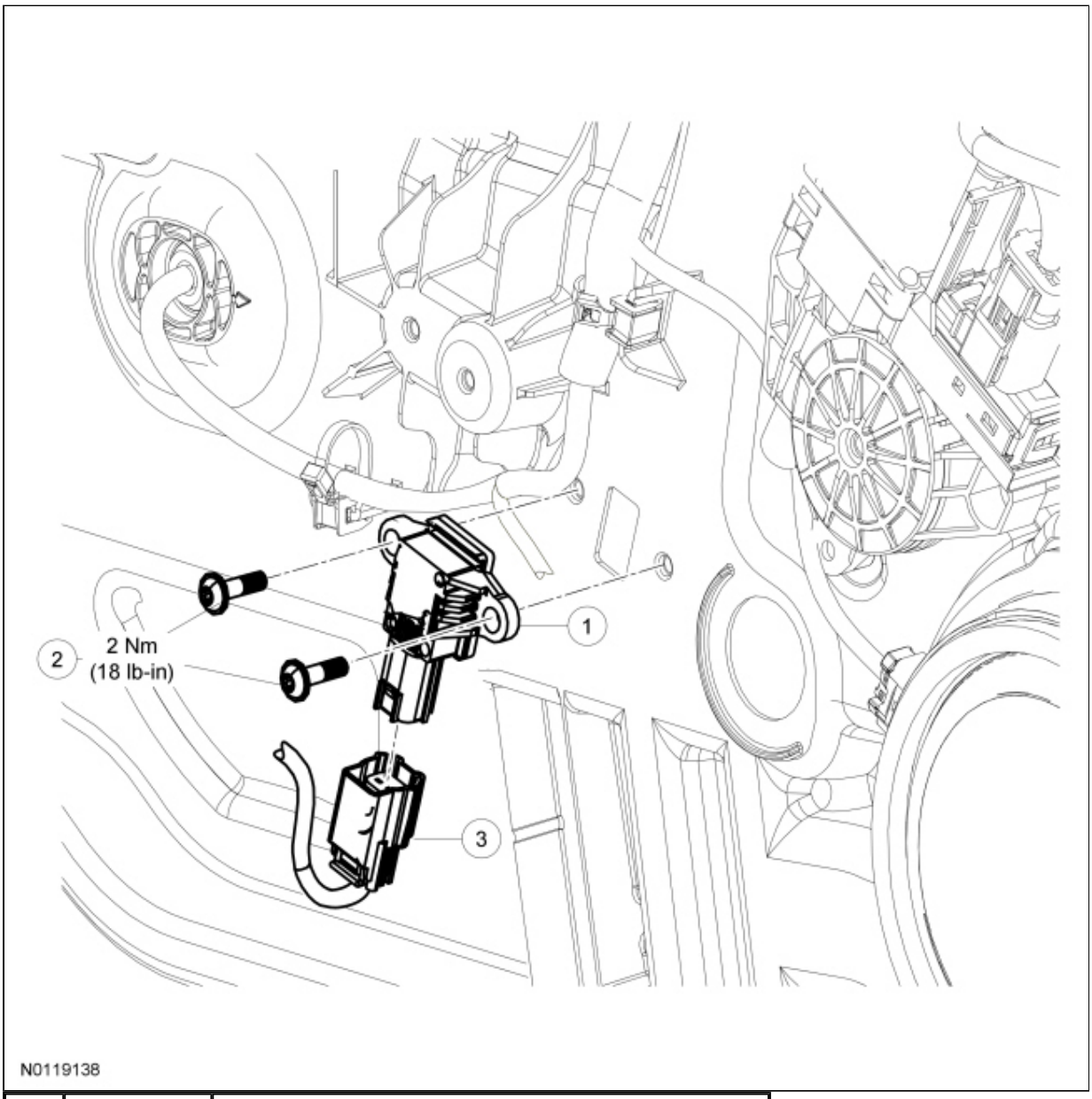
4. Engage the deployment chute J-clip retainers and install plastic rivets at the top and bottom of the J-clip retainers.



5. Roll the backrest cover down around the backrest frame.
6. Attach the side air bag module wire harness to the backrest frame.
7. Attach the backrest cover retainers to the rear of the backrest frame.
8. Route, attach and connect the side air bag module wire harness.
9. Attach the 4 backrest cover elastic strap retainers to the bottom rear of the seat.
10. Install the front seat. For additional information, refer to Section 501-10 .

Side Impact Sensor — Front Door

NOTE: LH shown, RH similar.



Item	Part Number	Description
1	14B345	Side impact sensor
2	W506964	Side impact sensor bolts
3	—	Side impact sensor electrical connector (part of 14631)

Removal and Installation

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death

in a crash.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Remove the front door trim panel. For additional information, refer to Section 501-05 .

2. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

3. Slide the locking wedge back and disconnect the side impact sensor electrical connector.

4. Remove the 2 bolts and the side impact sensor.
   - To install, tighten to 2 Nm (18 lb-in).

5. **WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.**

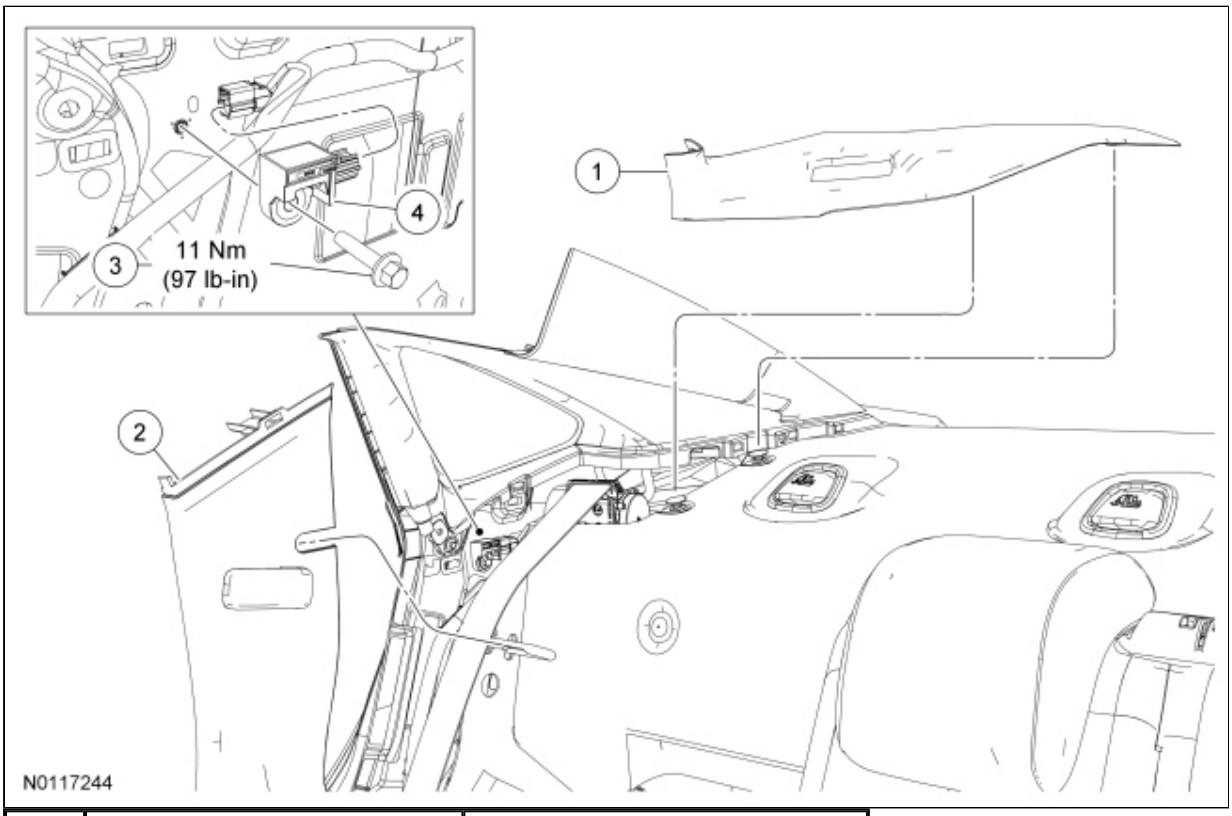
   NOTE: Make sure the door sheet metal and side impact sensor mating surfaces are clean.

   To install, reverse the removal procedure.

6. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Side Impact Sensor — Second Row, 4-Door Sedan

NOTE: RH shown, LH similar.



Item	Part Number	Description
1	5446808 RH / 5446809 LH	Upper parcel shelf trim panel
2	5431012 RH / 5431013 LH	Lower C-pillar trim panel
3	W505256	Side impact sensor bolt
4	14B004	Side impact sensor

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death in a crash.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.
2. Position the rear door opening weather-strip aside.
3. Pull to release the clips and position the upper parcel shelf trim panel aside.

4. Position the seat backrest down.

5. Position the lower C-pillar trim panel away enough to access the side impact sensor.
   - Pull to release the clips and locate the side impact sensor just below the quarter glass.

6. **WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.**

   NOTE: Make sure the C-pillar and side impact sensor mating surface is clean and free of foreign material.

   Remove the bolt, disconnect the electrical connector and remove the side impact sensor.
   - To install, tighten to 11 Nm (97 lb-in).

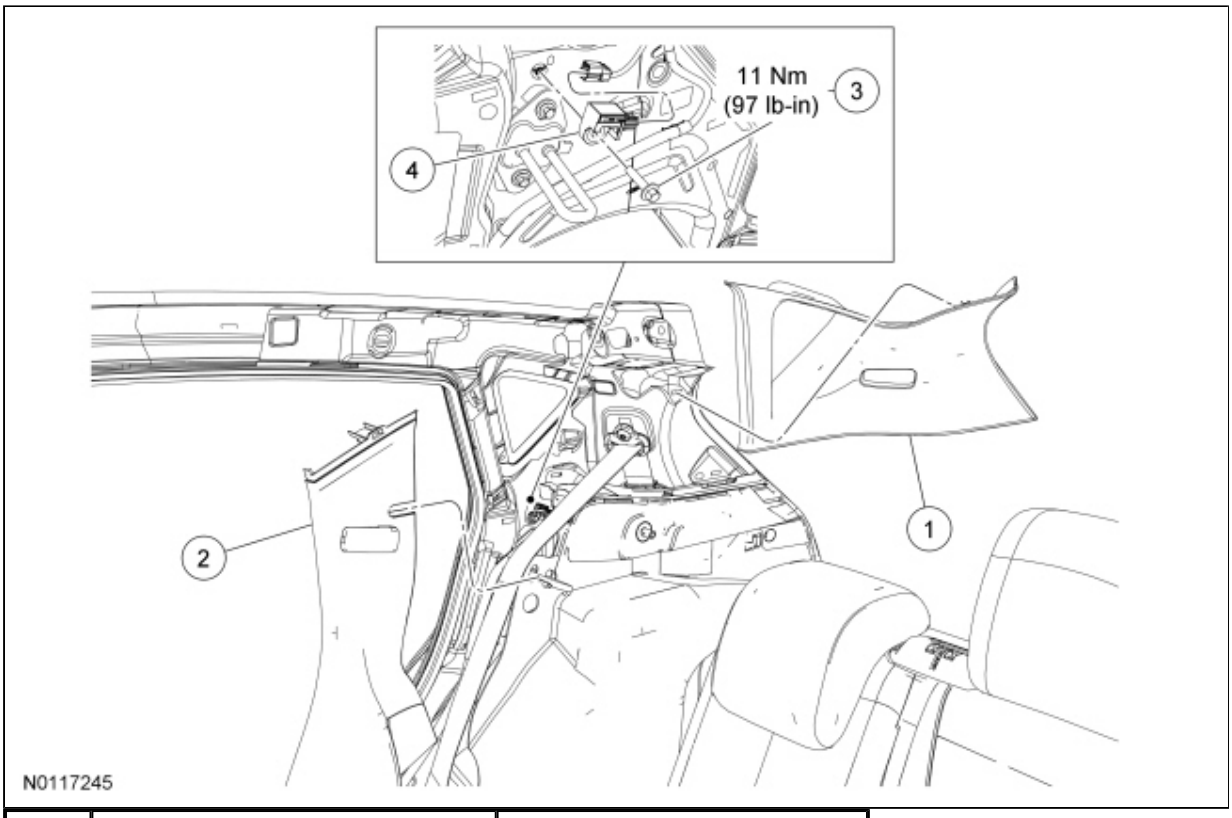
7. To install, reverse the removal procedure.

8. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Side Impact Sensor — Second Row, 5-Door Hatchback

Removal and Installation

NOTE: RH shown, LH similar.



Item	Part Number	Description
1	5852018 RH / 5852019 LH	Upper quarter trim panel
2	5431012 RH / 5431013 LH	Lower C-pillar trim panel
3	W505256	Side impact sensor bolt
4	14B004	Side impact sensor

WARNING: If a vehicle has been in a crash, inspect the restraints control module (RCM) and the impact sensor (if equipped) mounting areas for deformation. If damaged, restore the mounting areas to the original production configuration. A new RCM and sensors must be installed whether or not the air bags have deployed. Failure to follow these instructions may result in serious personal injury or death in a crash.

NOTE: The air bag warning indicator illuminates when the correct Restraints Control Module (RCM) fuse is removed and the ignition is ON.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

1. Depower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

2. Position the door opening weather-strip aside.

3. Pull to release the clips and position the upper quarter trim panel aside.

4. Position the seat backrest down.

5. Position the lower C-pillar trim panel away enough to access the side impact sensor.
   - Pull to release the clips and locate the side impact sensor just below the quarter glass.

6. **WARNING: Always tighten the fasteners of the restraints control module (RCM) and impact sensor (if equipped) to the specified torque. Failure to do so may result in incorrect restraint system operation, which increases the risk of personal injury or death in a crash.**

   NOTE: Make sure the C-pillar and side impact sensor mating surface is clean and free of foreign material.

   Remove the bolt, disconnect the electrical connector and remove the side impact sensor.
   - To install, tighten to 11 Nm (97 lb-in).

7. To install, reverse the removal procedure.

8. Repower the SRS . For additional information, refer to Supplemental Restraint System (SRS) Depowering and Repowering in the General Procedures portion of this section.

Material

Item	Specification	Fill Capacity
Clear Silicone Rubber TA-32	ESB-M4G92-A	—
Metal Bonding Adhesive TA-1	—	—
Motorcraft® Acid Neutralizer ZC-1-A	—	—
Motorcraft® Alkaline Neutralizer ZC-2-A	—	—
3M™ Perfect-It™ Show Car Liquid Wax 39026	—	—
Motorcraft® Detail Wash ZC-3-A	—	—
Motorcraft® Metal Surface Prep ZC-31-A	—	—
Premium Undercoating ValuGard™ VG101, VG101A (aerosol)	—	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—	—
Plastic Bonding Adhesive TA-9	—	—
Roof Ditch Sealer Fusor® 122EZ or equivalent, obtain locally	—	—
Seam Sealer TA-2	—	—
Trim and Weatherstrip Adhesive Permatex® 81850 or equivalent	—	—
Motorcraft® Ultra-Clear Spray Glass Cleaner ZC-23	ESR-M14P5-A	—

General Equipment
3 Phase Inverter Spot Welder 254-00002
Compuspot 700F Welder 190-50080
I4 Inverter Spot Welder 254-00014
Inverter Welder with MIG Welder 254-00015

General Specifications -Welding Specifications

Item	Specification
Plug Weld Hole	8 mm (0.31 in)
Weld Wire ER70S-3 or equivalent	0.9-0.11 mm (0.035-0.045 in)

Weld Nugget Chart

Test Thickness of Metal (mm)	Nugget Size
0.7 + 0.7	4.3 mm (0.16 in)
0.7 + 0.7 + 0.7	4.3 mm (0.16 in)
0.9 + 0.9	4.7 mm (0.18 in)
0.9 + 0.9 + 0.9	4.7 mm (0.18 in)
1.0 + 1.0	5.2 mm (0.2 in)
1.0 + 1.0 + 1.0	5.2 mm (0.2 in)
2.0 + 2.0	7.1 mm (0.27 in)
2.0 + 2.0 + 2.0	7.1 mm (0.27 in)
3.0 + 3.0	8.7 mm (0.34 in)
3.0 + 3.0 + 3.0	8.7 mm (0.34 in)
3.0 + 0.7	4.3 mm (0.16 in)
0.7 + 3.0 + 1.0	5.2 mm (0.2 in)
2.0 + 2.0 + 0.7	4.3 mm (0.16 in)
0.9 + 0.9 + 2.0	4.7 mm (0.18 in)
2.0 + 0.9 + 1.0	5.2 mm (0.2 in)
1.0 + 3.0 + 1.0	5.2 mm (0.2 in)
3.0 + 1.0 + 2.0	7.1 mm (0.27 in)
0.9 + 0.7 + 0.9	4.3 mm (0.16 in)

Descriptions of Ford Steel Families

Grade	Alloy Content	Heat Treatment	Typical Applications	Comments
Mild Steel, Bake Hardened, Solid Solution Strengthened	Low	Fully annealed/dead soft	Body panels (closures, floor pan, dash panel)	—
High-Strength Low Alloy (HSLA)	Low	Fully annealed/dead soft	Rails, structural members	Strengthened with fine particles and small grain size
Dual Phase	Medium (Manganese Silicon,	Fully annealed/partially hardened	Rails, structural members	15-50% of structure is hard martensite

	Molybdenum Chromium)			
Ultra High Strength Steel (UHSS) (Martensitic, Boron)	Low	Fully hardened	Rocker reinforcements, door beams, bumper beams	100% of structure is hard martensite
Transformation Induced Plasticity Steel	High (Manganese, Phosphorous, Silicon, Aluminum)	Fully annealed/ partially hardened	To be determined	Complex microstructure for high strength and ductility

Ford Recommended Steel Repairability Matrix

Grade	Trade Descrip-tions	Welding Method			Cold Repairs	Use of Heat for Repair	Temp-erature Range	Max-imum Heat
		Metal Inert Gas (MIG)	Squeeze-Type Resist-ance Spot Welding (STRW)	MIG Braze				
Mild Steel	Mild	Yes	Yes	NA	Yes [a]	Yes	Up to 650°C (1,200° F)	90 sec. x 2
Laminate Steel	Quiet Steel	No	Yes	No	Yes [a]	NA	NA	NA
Bake Hardened	BH 180, BH210, BH 250, BH 280	Yes	Yes	Yes [b]	Yes [a]	Yes	Up to 650°C (1,200° F)	90 sec. x 2
Solid Solution Strength- ened	—	Yes	Yes	Yes [b]	Yes [a]	Yes	Up to 650° C (1,200° F)	90 sec. x 2
High- Strength Low Alloy (HSLA)	HSLA 250, HSLA 350, HSLA 550	Yes	Yes	Yes [b]	Yes [a]	Yes	Up to 650°C (1,200° F)	90 sec. x 2
Dual Phase = 600 MPa Ultimate Tensile Strength	DP 500, DP 600	Yes	Yes	Yes [b]	Yes [a]	No	NA	NA
Dual Phase = 600 MPa Ultimate Tensile Strength (particular to 780 and 980 grades) [c]	DP 700, DP 780, DP 900	Yes [d]	Yes	Yes [b]	No	No	NA	NA
Ultra High Strength Steel (UHSS) (Martens-itic, Boron) [e]	Boron	Yes [a]	Yes	Yes [b]	No	No	NA	NA
Transform- ation Induced Plasticity (TRIP) Steel	TRIP 590, TRIP 780, TRIP 980	NA	NA	NA	NA	NA	NA	NA

[a] Cold repairs can be performed if damage excludes kinks. May section only if approved procedure in workshop manual.

[b] MIG braze allowed for non-structural applications only.

[c] Dual phase steels DP 700, DP 780 and DP 980 must be replaced at factory joints, no sectioning unless approved procedure in workshop manual.
[d] For DP 980, use MIG plug welding only, no stitch welding.
[e] Boron components must be replaced at factory joints, no sectioning allowed.

Body

WARNING: Never install used or reconditioned parts (as specified below) from pre-owned, salvaged or damaged vehicles. The use of such parts could lead to serious injury.

Never use non-Ford parts or accessories for completing repairs.

Ford Motor Company does not approve or recognize body and structural repair procedures, tools, parts or anything but new genuine Ford equipment. Ford cannot attest to the safety, quality, durability or legality of non-Ford parts or accessories. Use of such parts could lead to serious personal injury as they may contain damage which is not visible.

Ford does not approve use of the following:

- **Salvaged or used parts**
- **Major body clips or assemblies from salvage vehicles**
- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.

Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

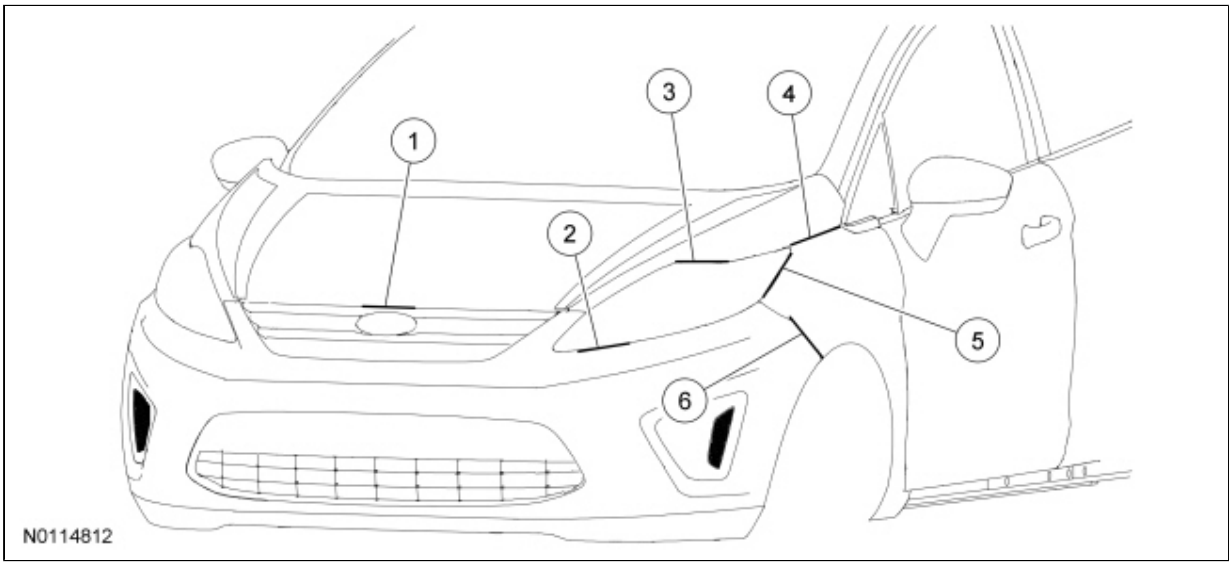
The body consists of the following:

- Four-door sedan
- Five-door hatchback
- Bolted, removable front fenders, hinged doors and hood
- Steel roof panel constructed of mild steel
- Steel hood constructed of dent-resistant steel
- Steel fenders constructed of dent-resistant steel
- Steel doors with outer door panels constructed of high-strength bake hardenable steel
- Steel luggage compartment lid constructed of dent-resistant steel
- Door panels on all models have sound deadener (mastic) applied
- Mastic and sound deadener material applied to floor pan interior and exterior
- Boron reinforced bolt-on front bumper beam
- Boron reinforced bolt-on rear bumper beam
- Front subframe assembly housing suspension and steering components
- Front frame rail service kit is not available
- Sound deadener mastic material used in roof panel, floor pan and door panels

For dimensional information, refer to the following illustrations:

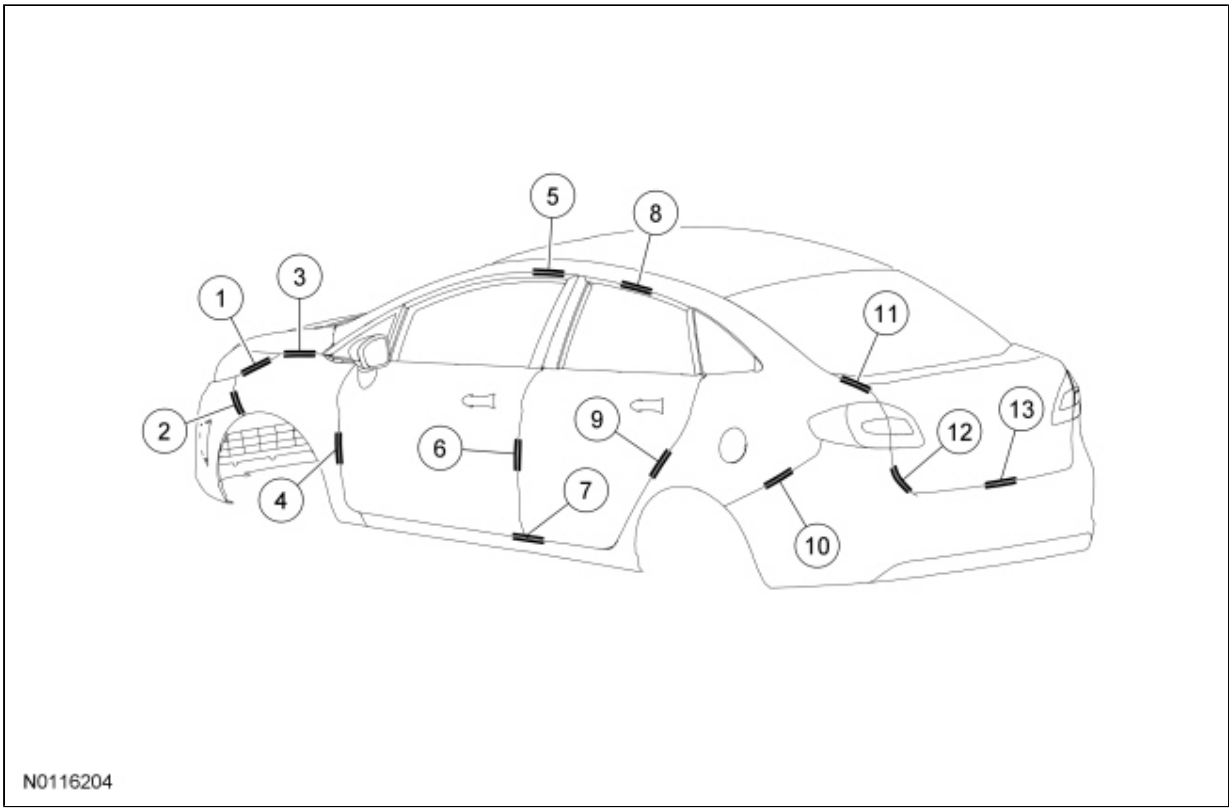
Body Margins

NOTE: Dimensions apply to right and left side.



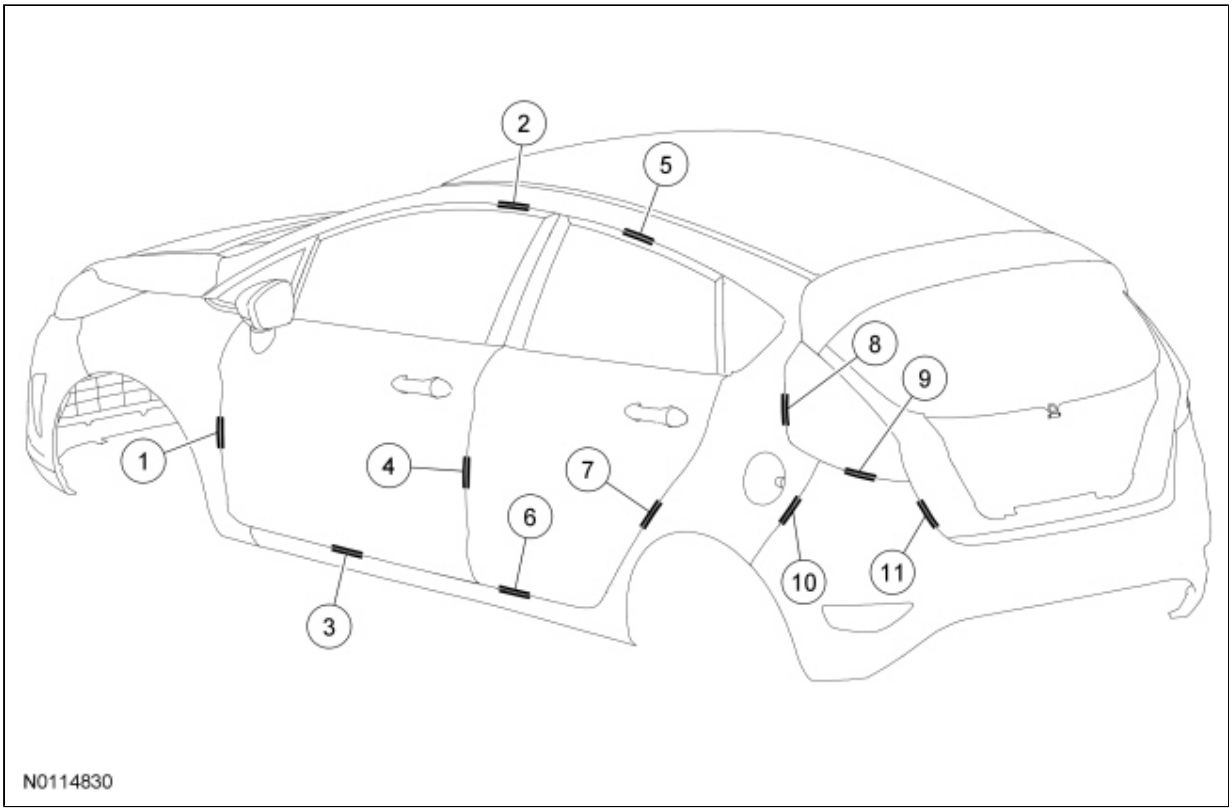
Item	Description	Margin Specification	Flushness Specification
1	Hood to front fascia	6.0 mm (0.236 in) ± 1.5 mm (0.059 in)	0.1 mm (0.003 in) ± 1.5 mm (0.059 in)
2	Headlamp assembly to fascia	4.5 mm (0.177 in) ± 2.0 mm (0.078 in)	—
3	Lamp assembly to hood	4.0 mm (0.157 in) ± 1.5 mm (0.059 in)	1.4 mm (0.055 in) ± 1.5 mm (0.059 in)
4	Hood to fender	4.5 mm (0.177 in) ± 2.0 mm (0.07 in)	—
5	Headlamp assembly to fender	2.5 mm (0.098 in) ± 1.0 mm (0.03 in)	1 mm (0.039 in) ± -0.8 mm (-0.031 in)
6	Fender to fascia	0.0 mm (0 in) ± 0.5 mm (0.019 in)	0.5 mm (0.019 in) ± 0.8 mm (0.031 in)

Body Margins — 4-Door Sedan



Item	Description	Margin Specification	Flushness Specification
1	Headlamp to fender	2.5 mm (0.098 in) ± 1.0 mm (0.039 in)	1.0 mm (0.039 in) ± -0.8 mm (-0.031 in)
2	Front fascia to fender	0.0 mm (0 in) ± 0.5 mm (0.019 in)	0.5 mm (0.019 in) ± 0.8 mm (0.031 in)
3	Fender to hood	4.5 mm (0.177 in) ± 2.0 mm (0.07 in)	—
4	Fender to front door	3.4 mm (0.133 in) ± 1.5 mm (0.05 in)	1.0 mm (0.039 in) ± 1.0 mm (0.039 in)
5	Front door to body side	5.0 mm (0.196 in) ± 1.5 mm (0.059 in)	6.1 mm (0.24 in) ± 1.5 mm (0.059 in)
6	Front door to rear door	3.5 mm (0.137 in) ± 1.5 mm (0.059 in)	0 mm (in) ± 1.5 mm (0.059 in)
7	Doors to rocker panel	5.9 mm (0.232 in) ± 1.5 mm (0.059 in)	—
8	Rear door to body side (upper)	4.8 mm (0.188 in) ± 1.5 mm (0.059 in)	0 mm (in) ± 1.5 mm (0.059 in)
9	Rear door to body side (lower)	3.6 mm (0.141 in) ± 1.5 mm (0.059 in)	0 mm (in) ± 1.5 mm (0.059 in)
10	Body side to rear fascia	mm (0 in) ± 0.5 mm (0.019 in)	0.5 mm (0.019 in) ± 0.5 mm (0.019 in)
11	Deck lid to body side (side)	4.0 mm (0.157 in) ± 1.5 mm (0.019 in)	1.5 mm (0.059 in) ± 2.0 mm (0.078 in)
12	Deck lid to rear fascia (side)	4.0 mm (0.157 in) ± 2.0 mm (0.078 in)	-2.5 mm (-0.098 in) ± 1.5 mm (0.059 in)
13	Deck lid to rear fascia (lower)	6.0 mm (0.236 in) ± 2.0 mm (0.078 in)	—

Body Margins — 5-Door Hatchback

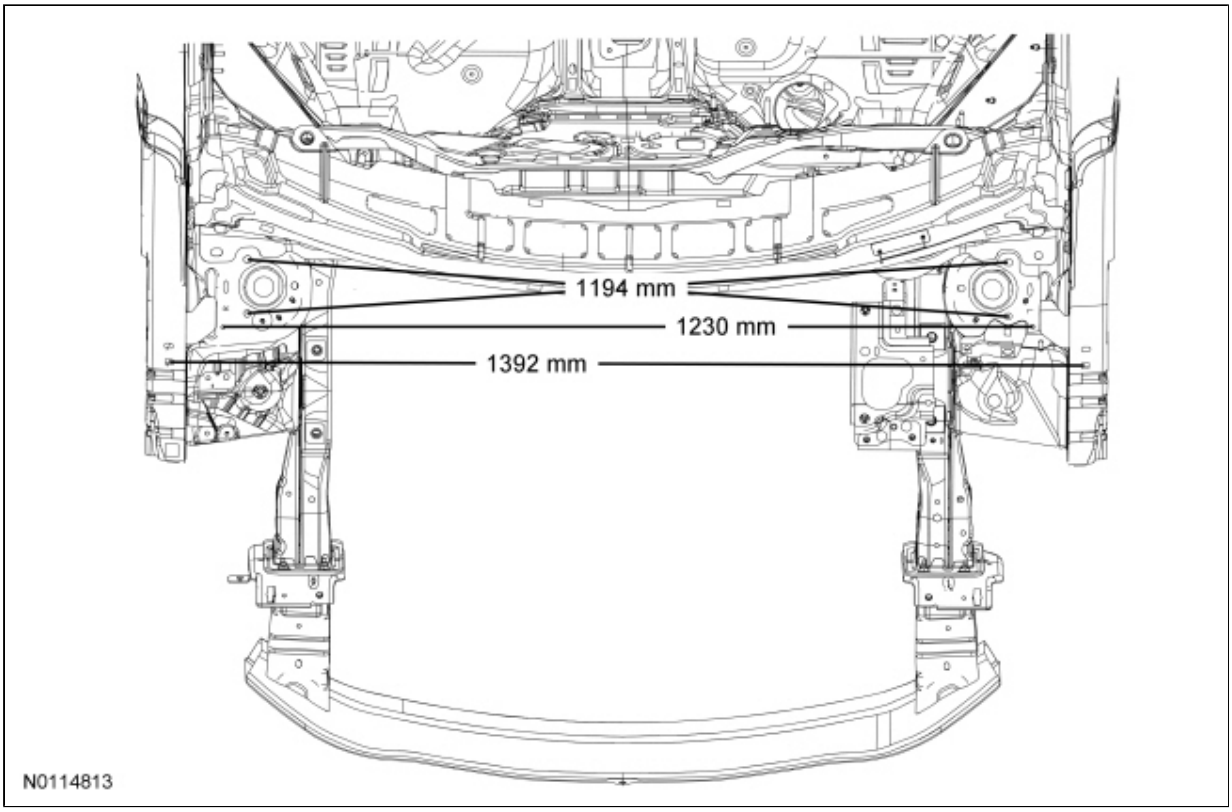


Item	Description	Margin Specification	Flushness Specification
1	Fender to front door	3.4 mm (0.133 in) ± 1.5 mm (0.059 in)	1.0 mm (0.039 in) ± 1.0 mm (0.039 in)
2	Front door to body side	5.0 mm (0.196 in) ± 1.5 mm (0.059 in)	6.1 mm (0.24 in) ± 1.5 mm (0.059 in)
3	Front door to rocker panel	5.9 mm (0.232 in) ± 1.5 mm (0.059 in)	—
4	Front door to rear door	3.5 mm (0.137 in) ± 1.5 mm (0.05 in)	0.0 mm (in) ± 1.5 mm (0.059 in)
5	Rear door to body side (top)	4.8 mm (0.188 in) ± 1.5 mm (0.059 in)	0.0 mm (in) ± 1.5 mm (0.059 in)
6	Rear door to rocker panel	6.0 mm (0.236 in) ± 1.5 mm (0.05 in)	—
7	Rear door to body side	3.6 mm (0.141 in) ± 1.5 mm (0.059 in)	0.0 mm (in) ± 1.5 mm (0.059 in)
8	Body side to tail lamp	2.0 mm (0.078 in) ± 1.0 mm (0.039 in)	1 mm (0.039 in) ± 1.0 mm (0.039 in)
9	Tail lamp to rear fascia	0.4 mm (0.078 in) ± 1.5 mm (0.059 in)	2.0 mm (0.078 in) ± 2.0 mm (0.078 in)
10	Body side to rear fascia	0.0 mm (0 in) ± 0.5 mm (0.019 in)	.5 mm (0.196 in) ± 1.0 mm (0.039 in)
11	Rear fascia to liftgate	4.2 mm (0.165 in) ± 1.5 mm (0.059 in)	2.3 mm (0.09 in) ± 1.5 mm (0.059 in)

Underhood Dimensions

NOTE: Measurements are obtained on center, unless otherwise indicated.

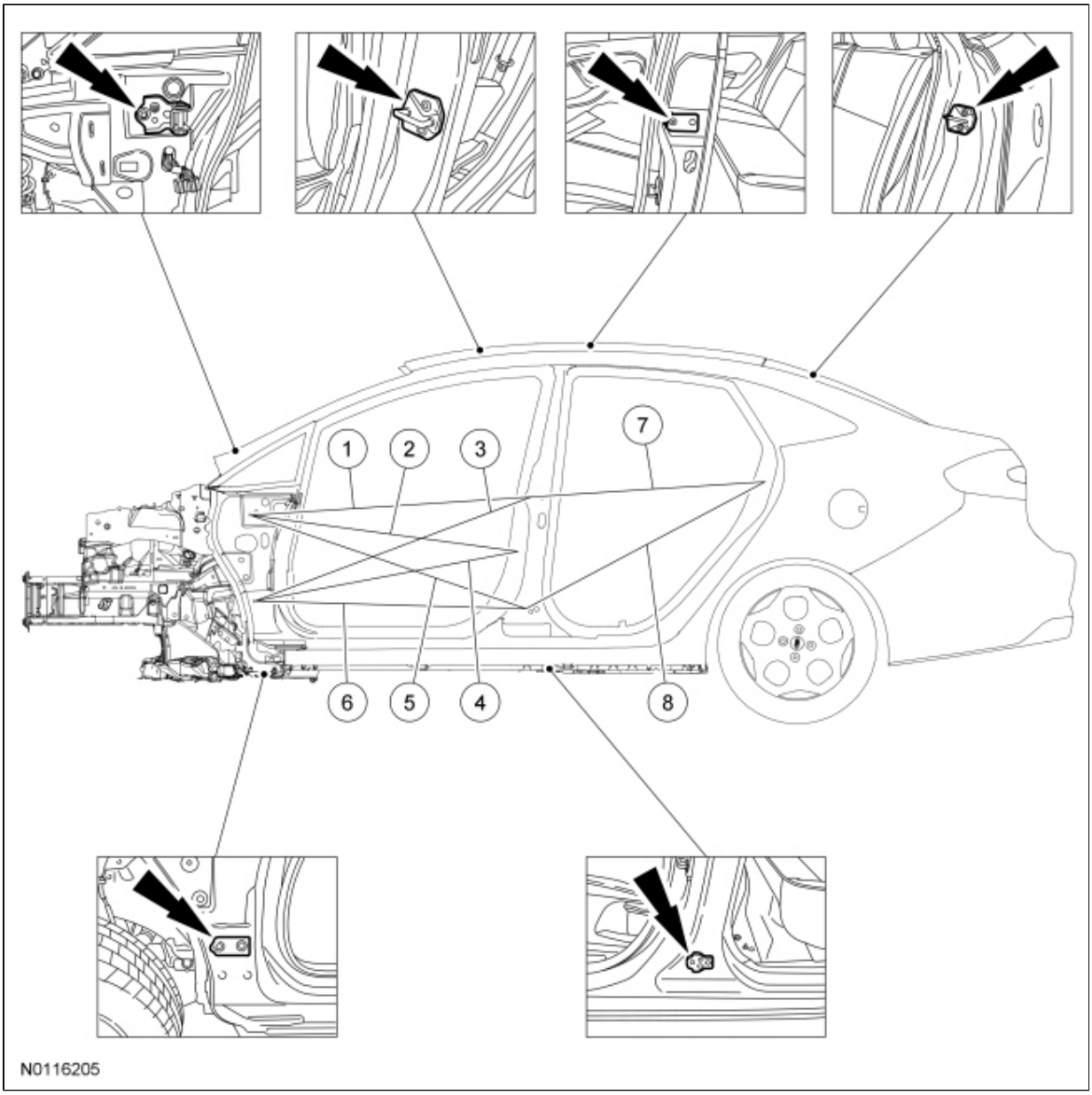
NOTE: Underhood dimensions shown in this illustration apply to all body styles.



Body Side Closure Dimensions

NOTE: 4-door sedan shown, 5-door hatchback the same.

NOTE: Measurements are obtained on center, unless otherwise indicated.

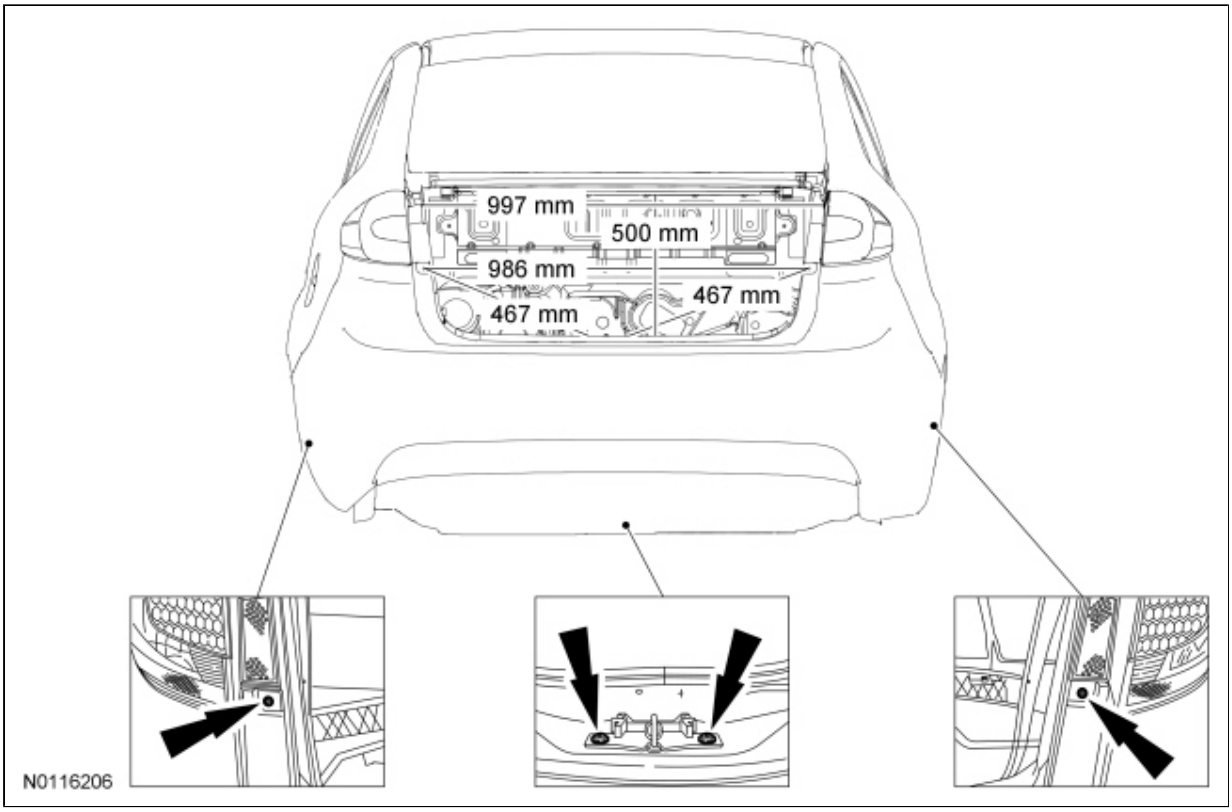


1	A-pillar upper door hinge to B-pillar upper door hinge	1081 mm
2	A-pillar upper door hinge to front door striker upper bolt	1050 mm
3	A-pillar lower door hinge to rear door upper hinge	1135 mm
4	A-pillar lower door hinge to front door striker upper bolt	1055 mm
5	A-pillar upper door hinge to B-pillar lower door hinge	1115 mm
6	A-pillar lower door hinge to B-Pillar lower door hinge	1042 mm
7	B-pillar upper door hinge to rear door striker upper bolt	910 mm
8	B-pillar lower door hinge to rear door striker upper bolt	1048 mm

Rear Opening Dimensions

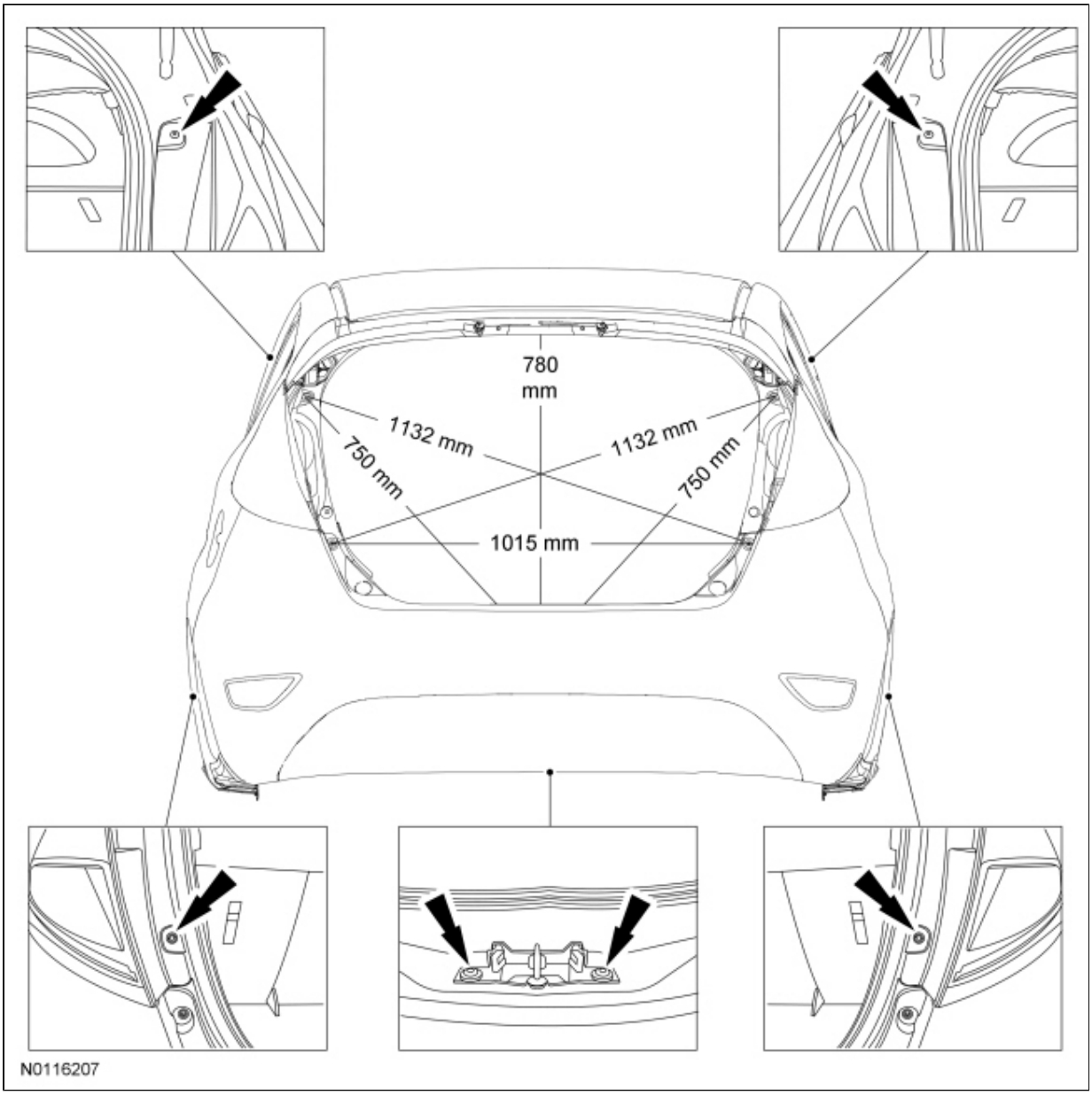
4-Door Sedan

NOTE: Measurements are obtained on center, unless otherwise indicated.



5-Door Hatchback

NOTE: Measurements are obtained on center, unless otherwise indicated.

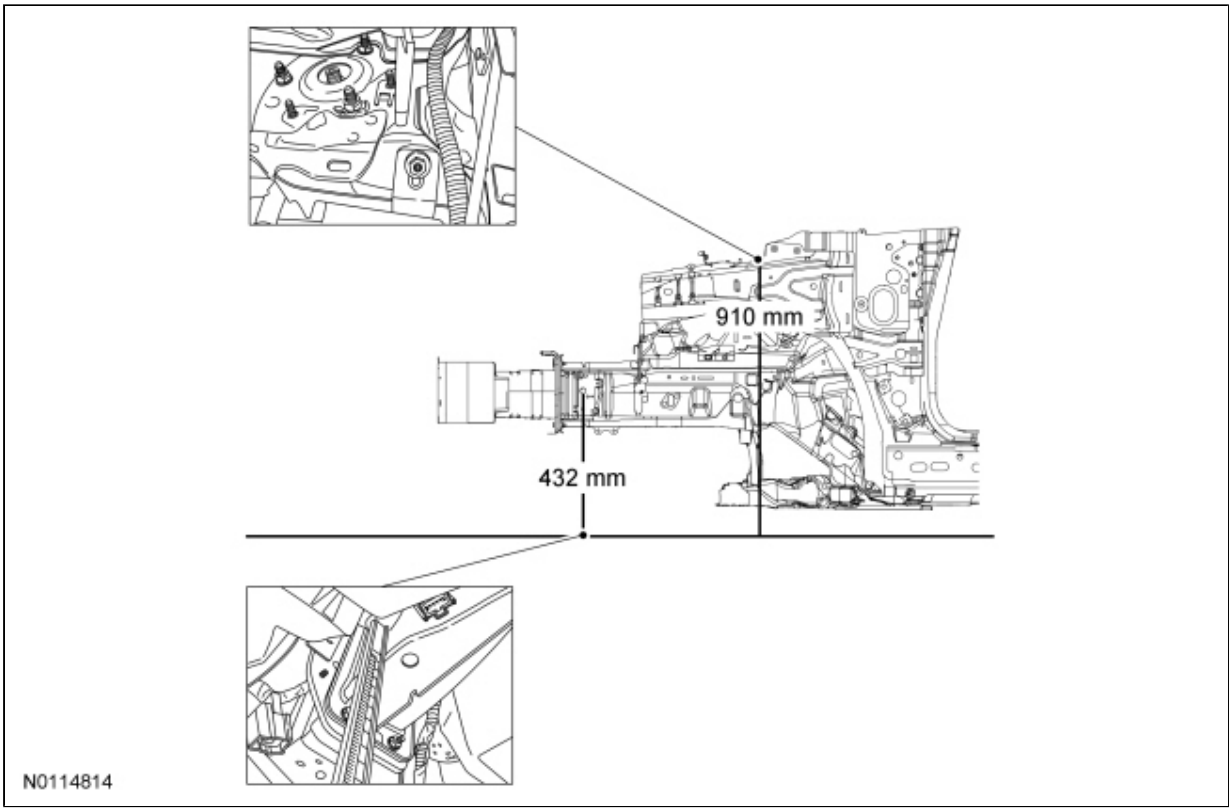


Underbody Dimensions

Datum Height — Front Structure

WARNING: Frame rail crush zones absorb crash energy during a collision and must be replaced if damaged. Straighten damaged frame rails to correct frame dimensions prior to frame member sectioning. Failure to follow these instructions may adversely affect frame rail performance and may result in serious personal injury to vehicle occupant(s).

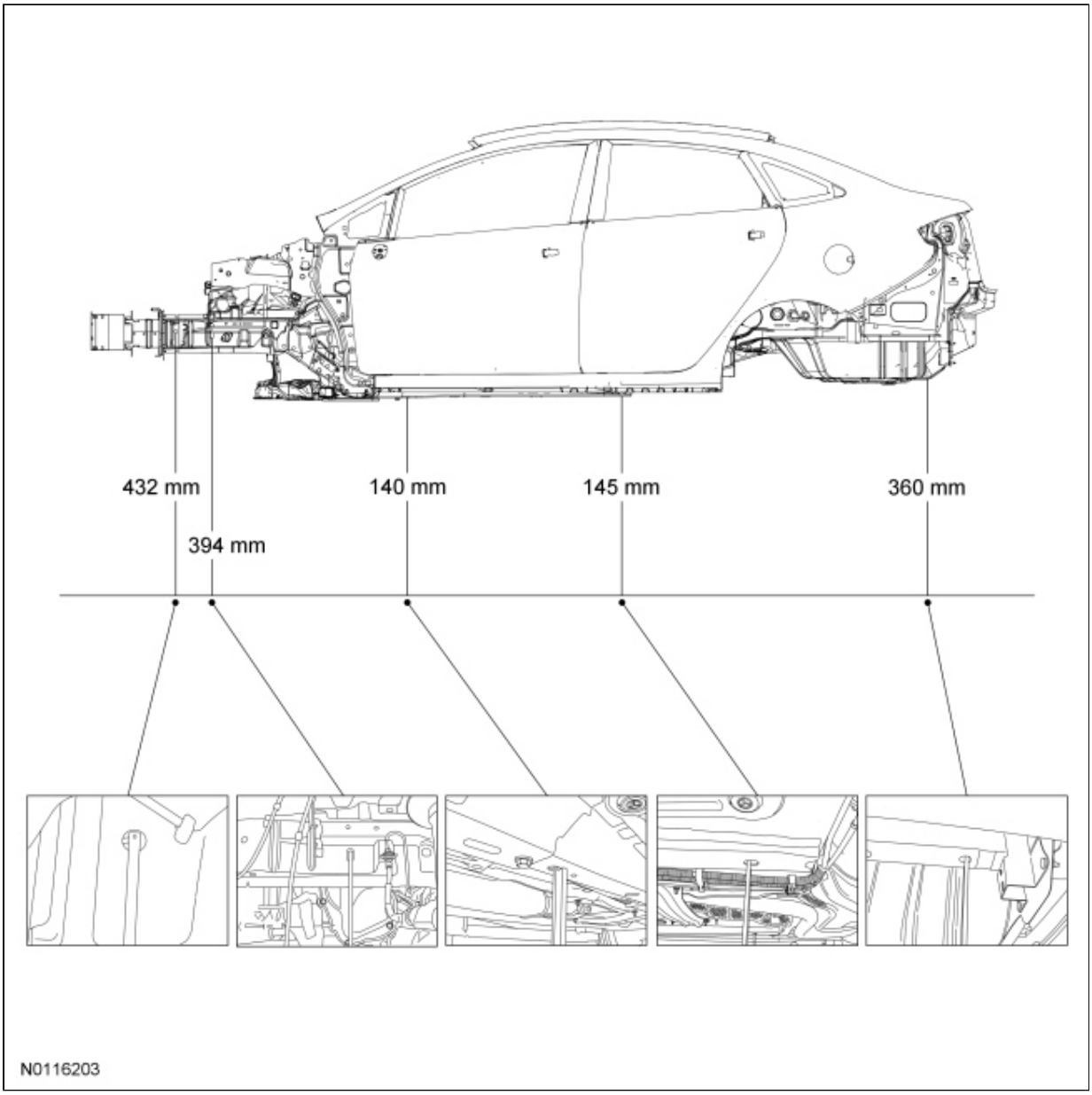
NOTE: A structural frame rail sectioning kit is not available. Frame rails must be replaced at factory seams.



Datum Height — 4-Door Sedan

WARNING: Frame rail crush zones absorb crash energy during a collision and must be replaced if damaged. Straighten damaged frame rails to correct frame dimensions prior to frame member sectioning. Failure to follow these instructions may adversely affect frame rail performance and may result in serious personal injury to vehicle occupant(s).

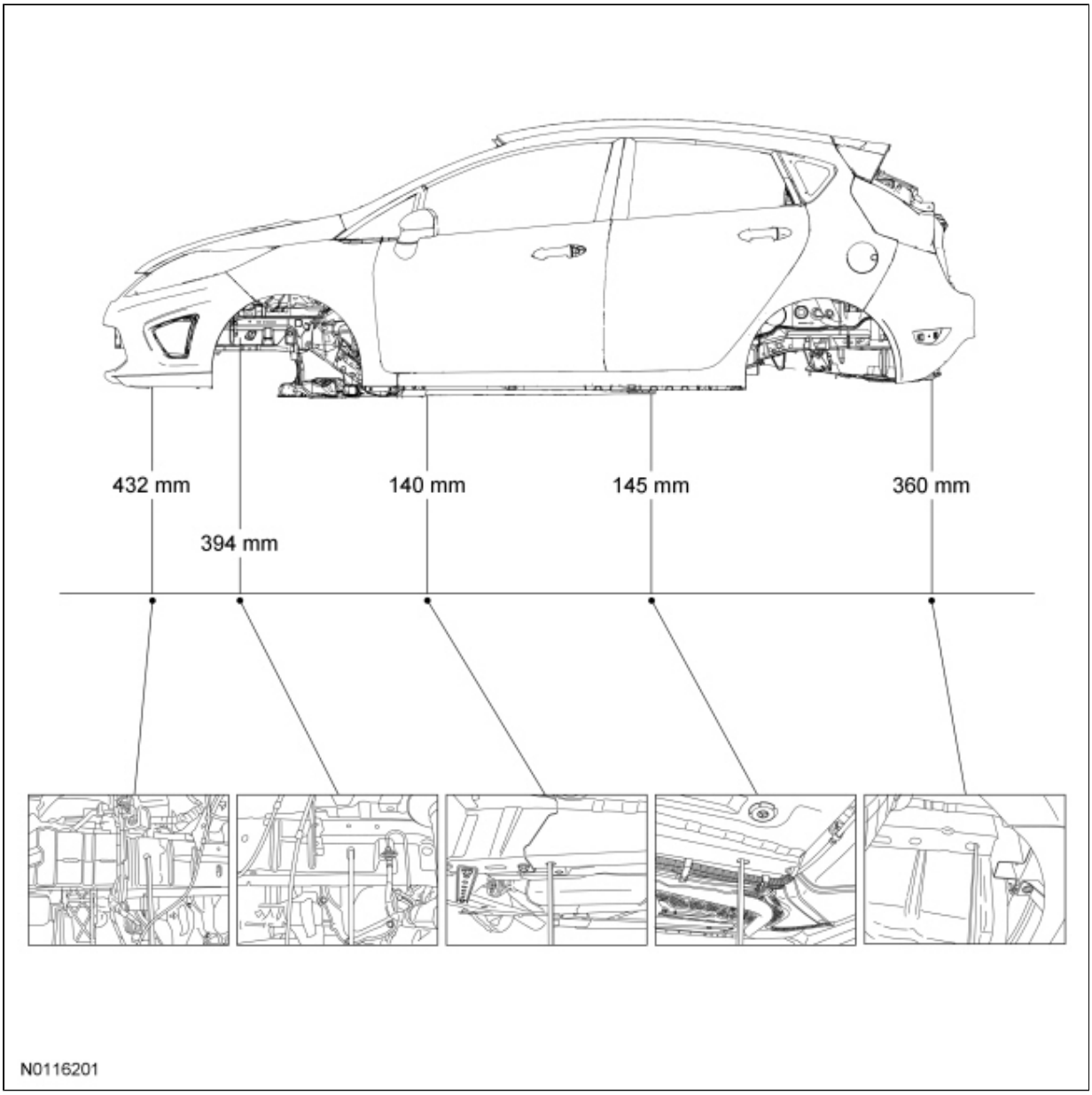
NOTE: A structural frame rail sectioning kit is not available. Frame rails must be replaced at factory seams.



Datum Height — 5-Door Hatchback

WARNING: Frame rail crush zones absorb crash energy during a collision and must be replaced if damaged. Straighten damaged frame rails to correct frame dimensions prior to frame member sectioning. Failure to follow these instructions may adversely affect frame rail performance and may result in serious personal injury to vehicle occupant(s).

NOTE: A structural frame rail sectioning kit is not available. Frame rails must be replaced at factory seams.

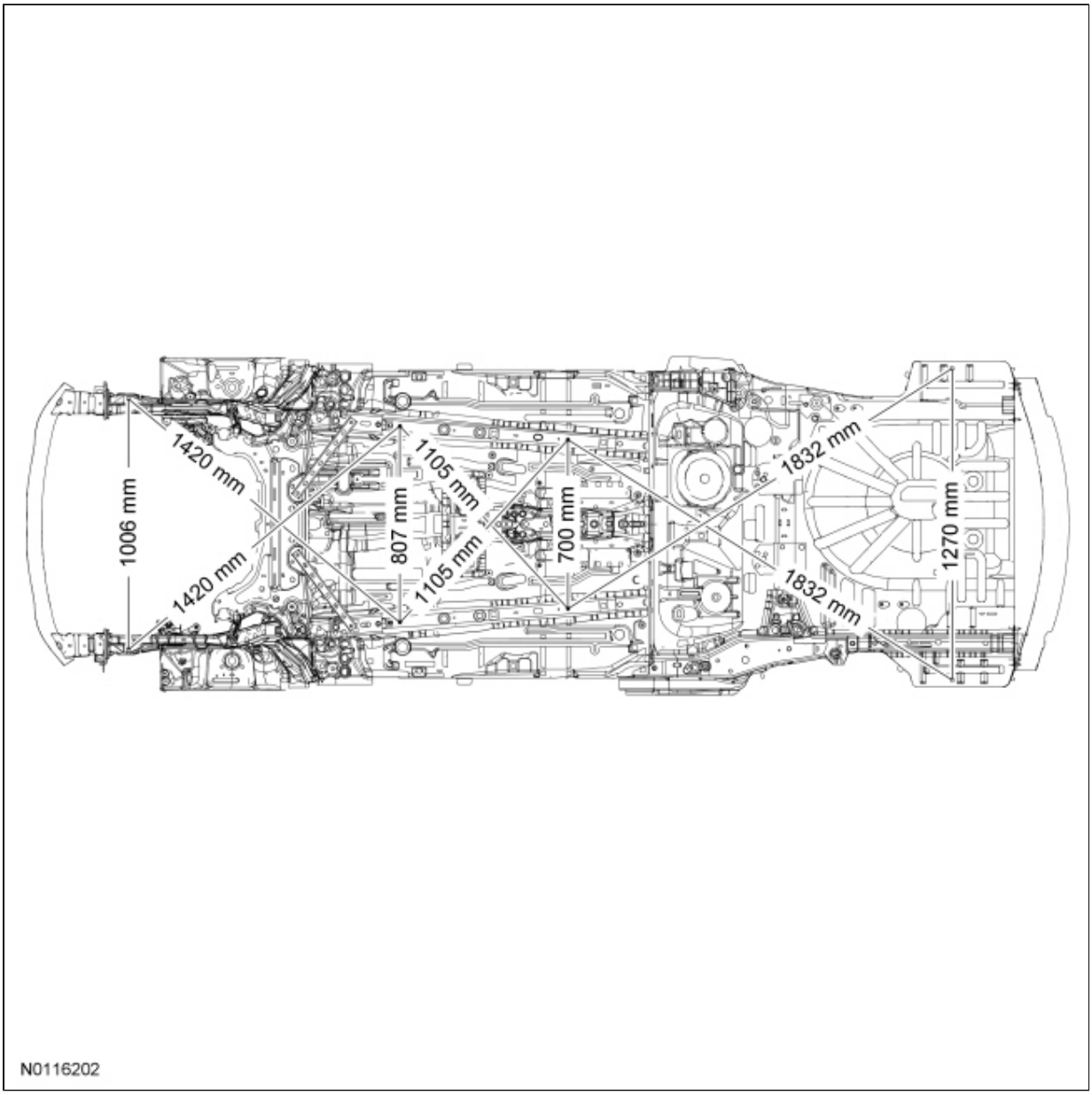


Underbody Dimensions — 4-Door Sedan

WARNING: Frame rail crush zones absorb crash energy during a collision and must be replaced if damaged. Straighten damaged frame rails to correct frame dimensions prior to frame member sectioning. Failure to follow these instructions may adversely affect frame rail performance and may result in serious personal injury to vehicle occupant(s).

NOTE: A structural frame rail sectioning kit is not available for the front frame rail section. Frame rails must be replaced at factory seams. It is mandatory to maintain factory body dimensions when carrying out any repair procedure to the frame rails. Refer to Frame Members — Front in this section.

NOTE: Measurements are obtained on center, unless otherwise indicated.

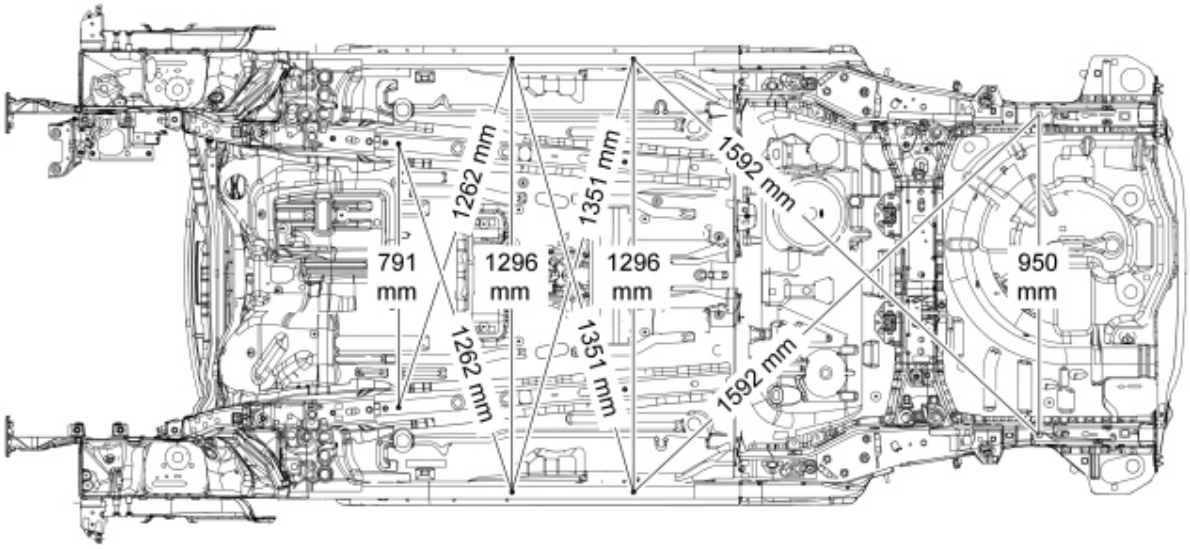


Underbody Dimensions — 5-Door Hatchback

WARNING: Frame rail crush zones absorb crash energy during a collision and must be replaced if damaged. Straighten damaged frame rails to correct frame dimensions prior to frame member sectioning. Failure to follow these instructions may adversely affect frame rail performance and may result in serious personal injury to vehicle occupant(s).

NOTE: A structural frame rail sectioning kit is not available for the front frame rail section. Frame rails must be replaced at factory seams. It is mandatory to maintain factory body dimensions when carrying out any repair procedure to the frame rails. Refer to Frame Members — Front in this section.

NOTE: Measurements are obtained on center, unless otherwise indicated.


791
mm
1296
mm
1296
mm
950
mm
1262 mm
1262 mm
1351 mm
1351 mm
1592 mm
1592 mm

N0116199

Welding Precautions — Steel

Material

Item	Specification
Motorcraft Premium Undercoating PM-25-A (or equivalent)	—
Motorcraft Rust Inhibitor Aerosol PM-24-A (or equivalent)	—

General Equipment
3 Phase Inverter Spot Welder 254-00002
Compuspot 700F Welder 190-50080
I4 Inverter Spot Welder 254-00014
Inverter Welder with MIG Welder 254-00015

Weld Nugget Chart

Test Thickness of Metal (mm)	Nugget Size
0.7 + 0.7	4.3 mm (0.16 in)
0.7 + 0.7 + 0.7	4.3 mm (0.16 in)
0.9 + 0.9	4.7 mm (0.18 in)
0.9 + 0.9 + 0.9	4.7 mm (0.18 in)
1.0 + 1.0	5.2 mm (0.2 in)
1.0 + 1.0 + 1.0	5.2 mm (0.2 in)
2.0 + 2.0	7.1 mm (0.27 in)
2.0 + 2.0 + 2.0	7.1 mm (0.27 in)
3.0 + 3.0	8.7 mm (0.34 in)
3.0 + 3.0 + 3.0	8.7 mm (0.34 in)
3.0 + 0.7	4.3 mm (0.16 in)
0.7 + 3.0 + 1.0	5.2 mm (0.2 in)
2.0 + 2.0 + 0.7	4.3 mm (0.16 in)
0.9 + 0.9 + 2.0	4.7 mm (0.18 in)
2.0 + 0.9 + 1.0	5.2 mm (0.2 in)
1.0 + 3.0 + 1.0	5.2 mm (0.2 in)
3.0 + 1.0 + 2.0	7.1 mm (0.27 in)
0.9 + 0.7 + 0.9	4.3 mm (0.16 in)

General Specifications

Item	Specification
Plug weld hole	8 mm (0.31 in)
Weld wire ER70S-3 or equivalent	0.9-1.1 mm (0.035-0.045 in)

WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

The correct equipment and settings must be used when welding mild or high-strength steel. Metal Inert Gas (MIG) and Squeeze-Type Resistance Spot Welding (STRW) are the preferred methods. Surfaces must be clean and free of foreign materials.

- Correct eye protection must be worn.
- The correct protective clothing should always be worn.
- Adequate ventilation must be provided to avoid accumulation of poisonous gases.
- A test weld should always be carried out on a test sample.
- Use cleaning brushes and abrasive grinding wheels dedicated to the type of materials being welded.
- Follow equipment manufacturer's prescribed procedures and equipment settings for the type of welder being used. ER70S-3 or ER70S-6 wire are typically used for MIG welding steel.
- Disconnect the battery ground cable. Refer to Section 414-01 .
- Disconnect on-vehicle modules and protect them from possible heat damage and electrical currents when welding.
- Corrosion protection must be restored whenever bare metal repairs are made. Refer to Restoring Corrosion Protection Following Repair in this section.
- Adequate power supply needs to be used to make sure of correct equipment performance.
- Factory spot welds may be substituted with either STRW or MIG plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.
- Vehicles equipped with optional safety canopy require removal of these components prior to any welding procedures being carried out in the roof-line or body side areas of the vehicle. Refer to Section 501-20B .

Sealers

Material

Item	Specification
Seam Sealer TA-2	—

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

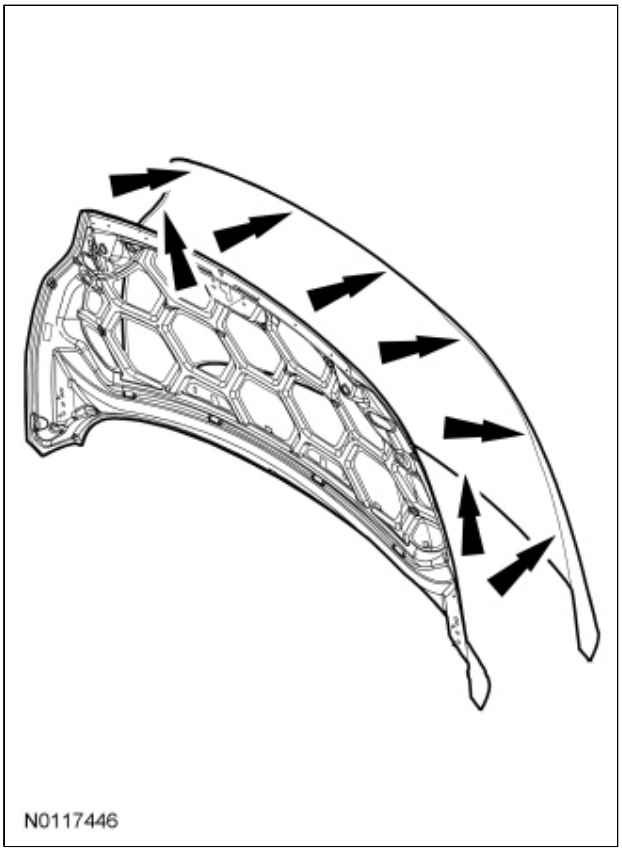
The correct sealing of joints is essential to repairing the vehicle correctly. Sealers are used to prevent wind noise, water leaks, exhaust fumes and dust from entering the vehicle. They also provide anti-corrosion barriers. Sealers are applied to areas such as door and rear compartment hem flanges, wheelhouse, quarter outer, floor, cowl, roof and other panel-to-panel attaching points. The following joint sealers are recommended for use depending upon the application:

- Seam Sealer — Heavy-bodied, non-sag adhesive/sealer for use on standing cosmetic seams, truck bed seams, tooled door skin seams and floor pans.

Sealers should remain flexible after curing and must be paintable. Follow the manufacturer's directions for correct application of these materials.

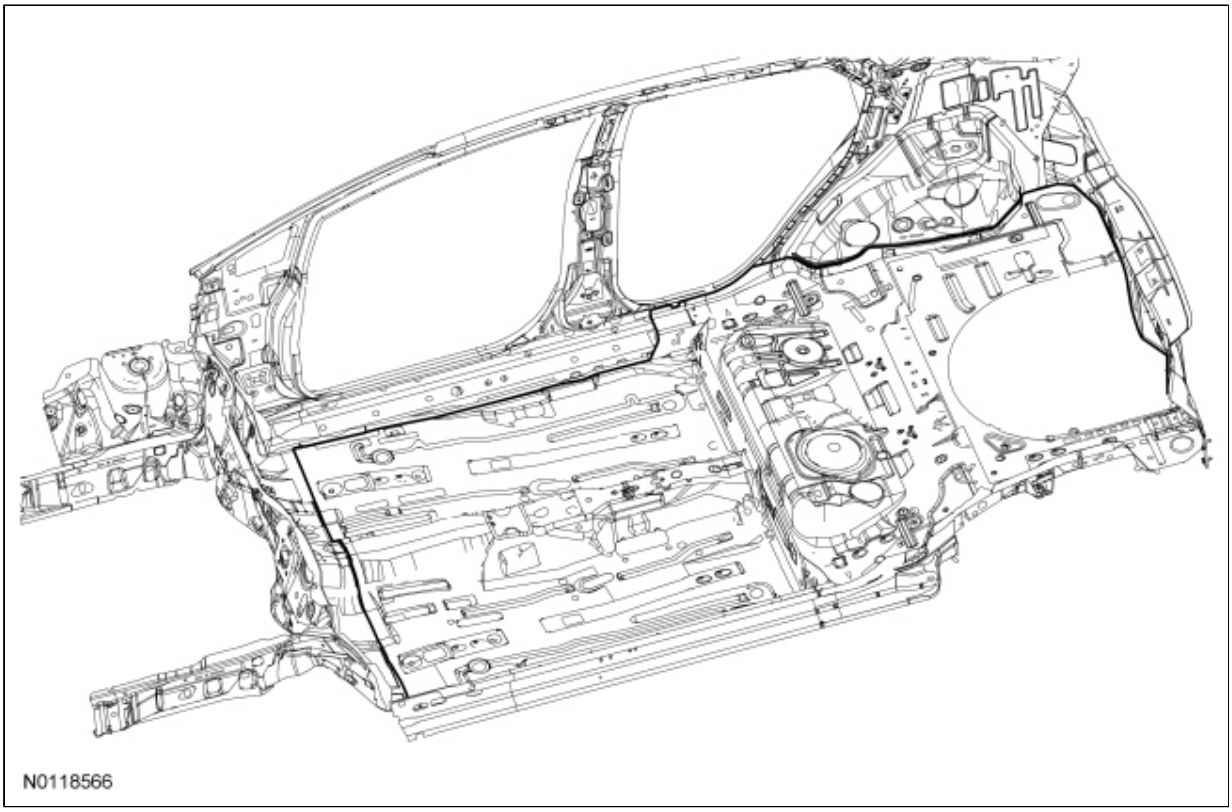
Any damage to originally sealed joints should be repaired by resealing. Along with attaching points of new panels, open joints that require bridging of sealer to close a gap should be sealed using a heavy-bodied sealer.

Hood Sealer

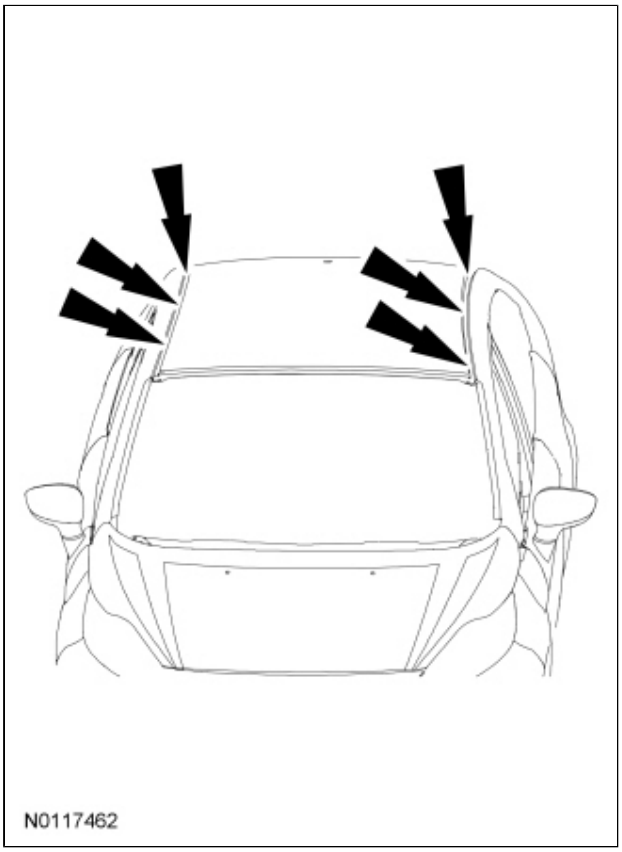


Floor Sealer

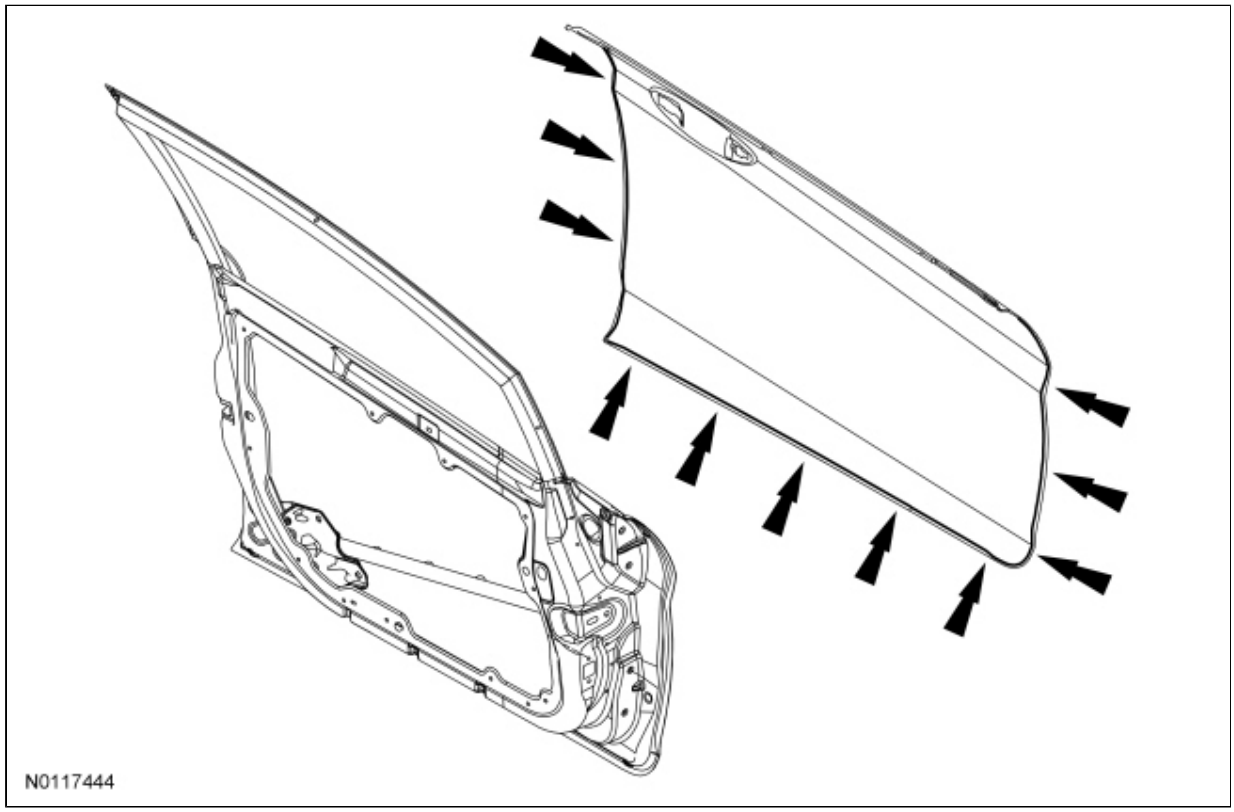
NOTE: RH side shown. LH side removed for clarity.



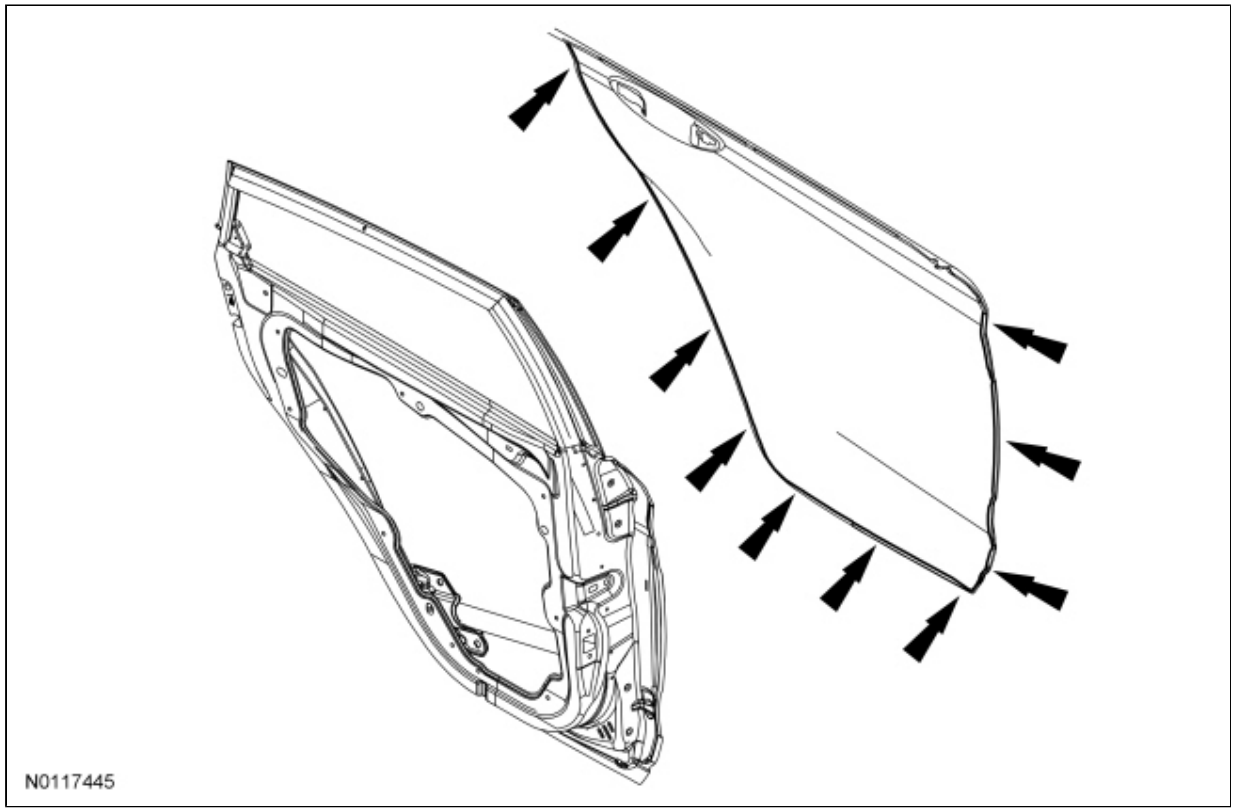
Roof Sealer



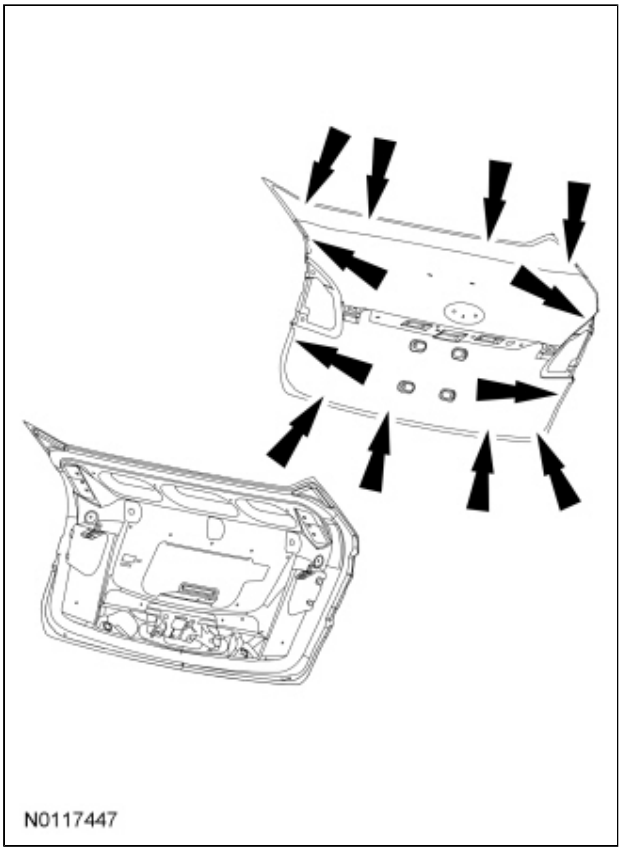
Front Door Sealer



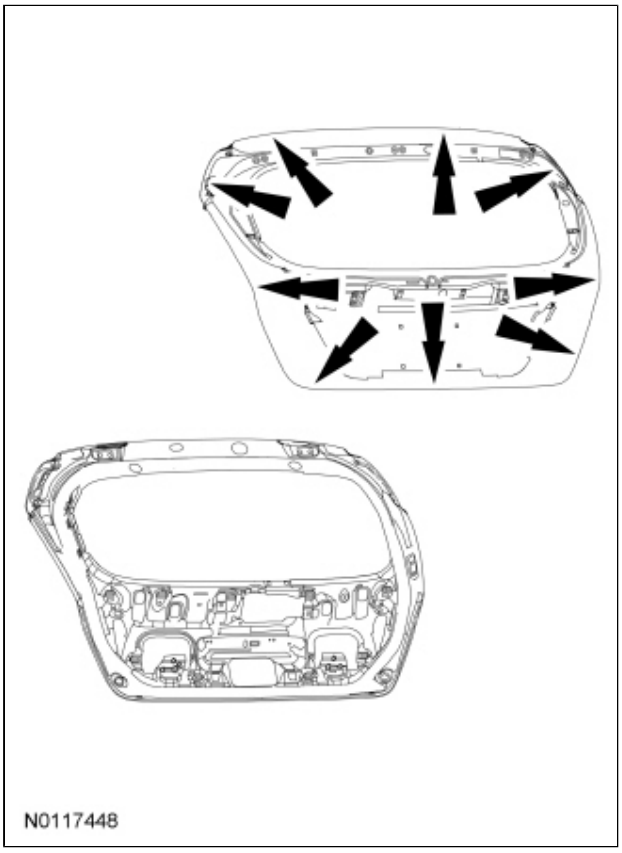
Rear Door Sealer



Deck Lid Sealer — 4-Door Sedan



Deck Lid Sealer — 5-Door Hatchback



Sound Deadeners and Insulators

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Mastic is made of a combustible material and should be removed prior to carrying out welding procedures to the area. Heat zones from welding near the mastic may cause the mastic material to burn.**

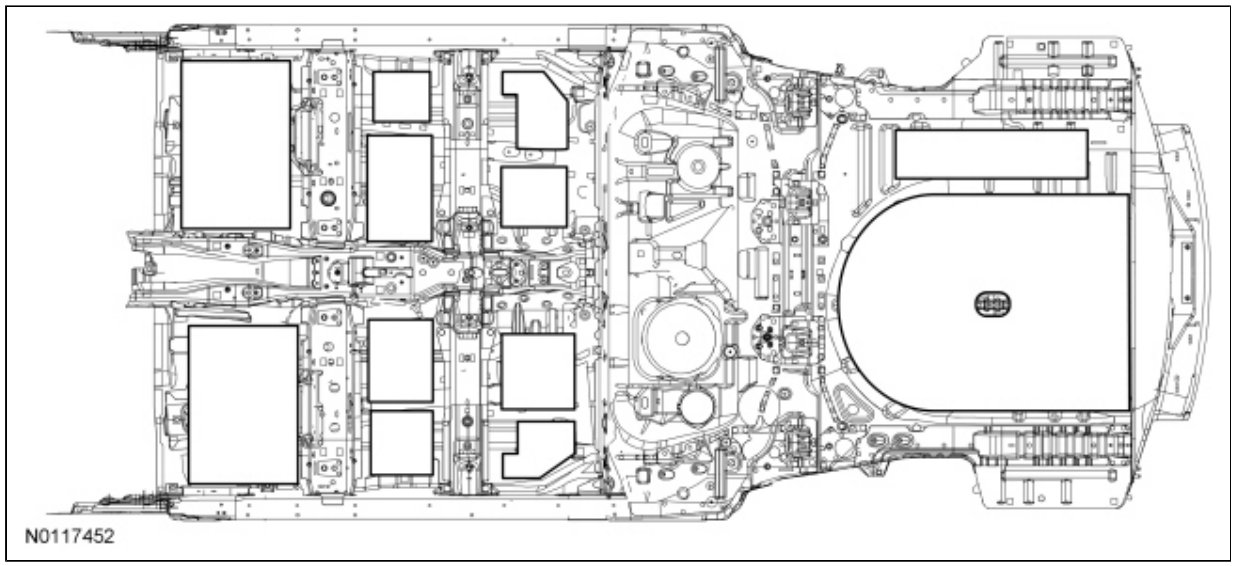
NOTICE: **Corrosion protection must be restored to the area AFTER the mastic material is applied. Corrosion protection products may be wax based and loss of adhesion may occur.**

NOTE: To restore the vehicle to design intent, missing or damaged sound deadeners and insulators should be installed with the correct service replacement component.

Whenever replacement of an existing mastic insulator is carried out, the surface must be thoroughly cleaned to make sure correct adhesion will occur. The surface should be 10°C (50°F) or greater before applying the mastic. The use of a heat gun to warm the metal surface will aid in adhesion.

NOTE: Noise, Vibration and Harshness (NVH) pads are obtained locally.

NVH Pads — Floor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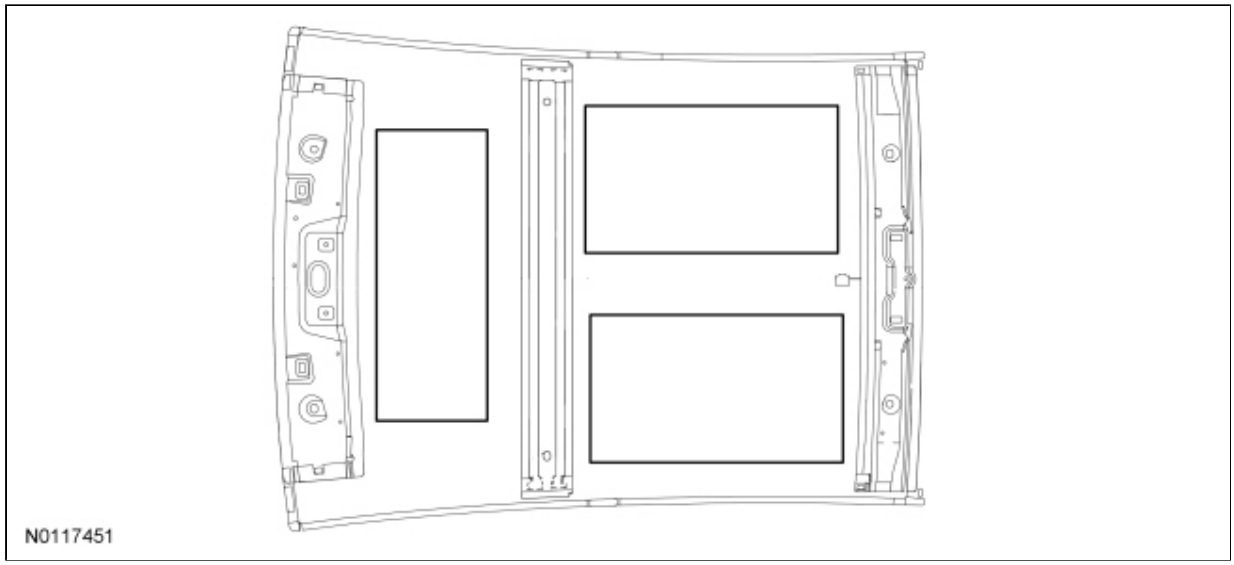
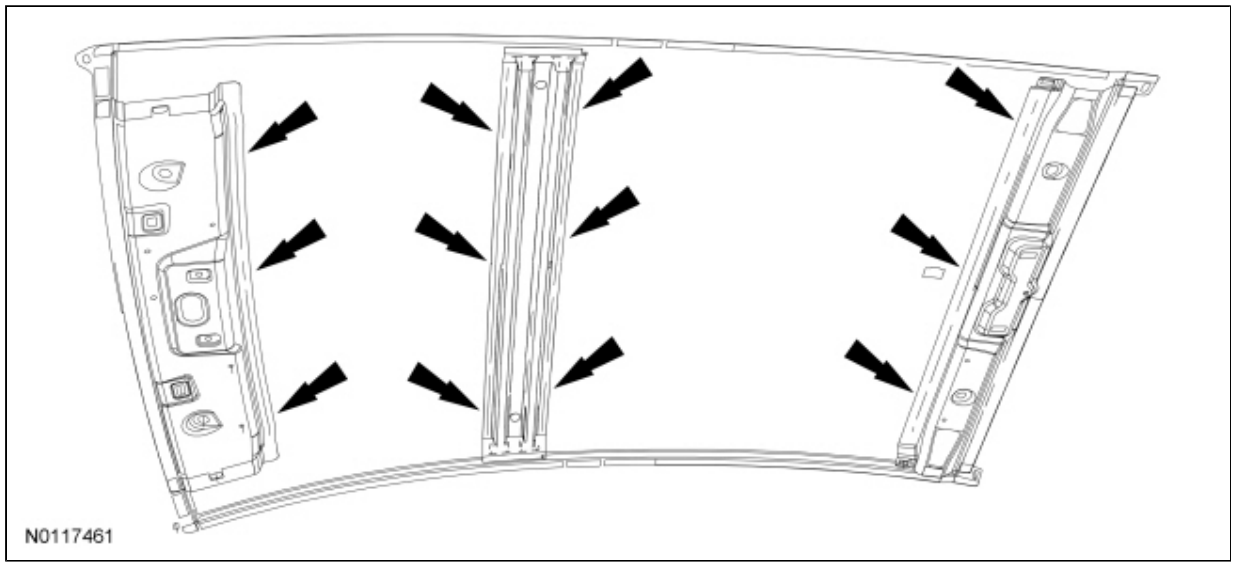
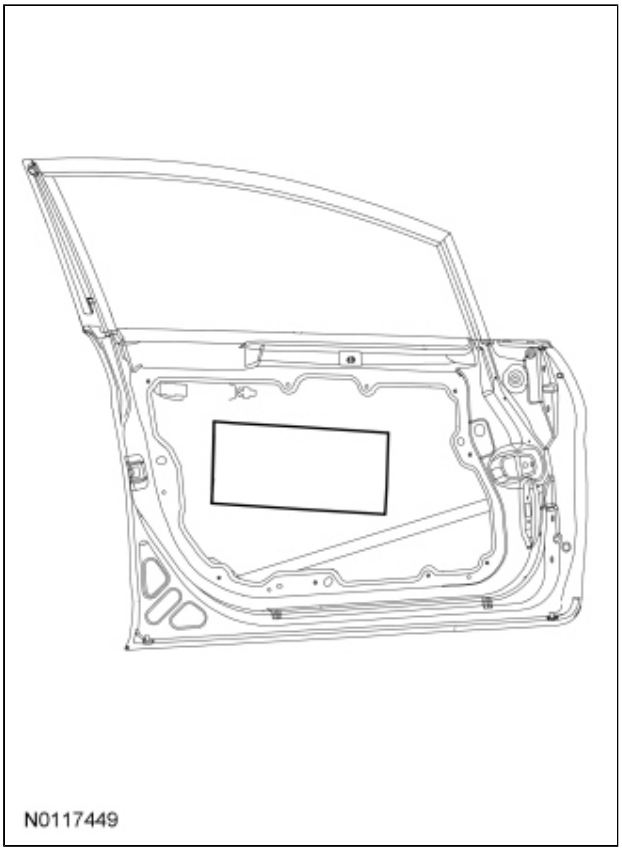
NVH Pads — Roof



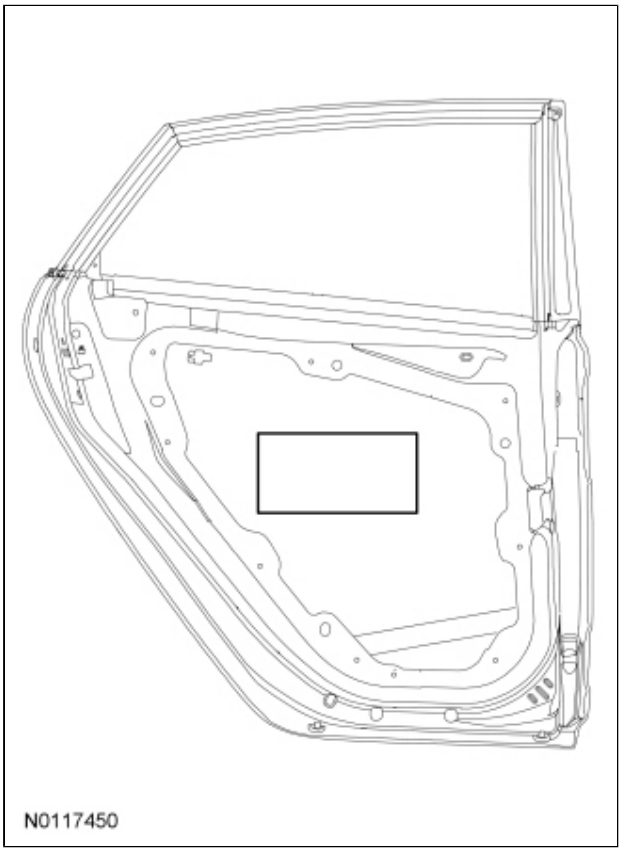
NVH Foam — Roof Bows



NVH Pad — Front Door



NVH Pad — Rear Door

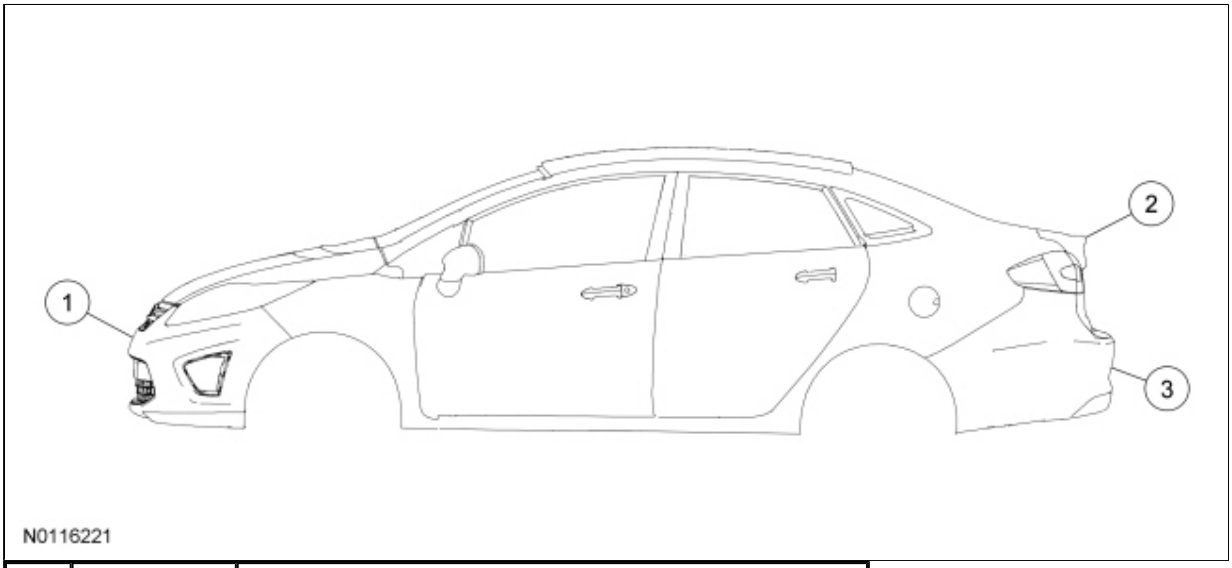


Plastic Components

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

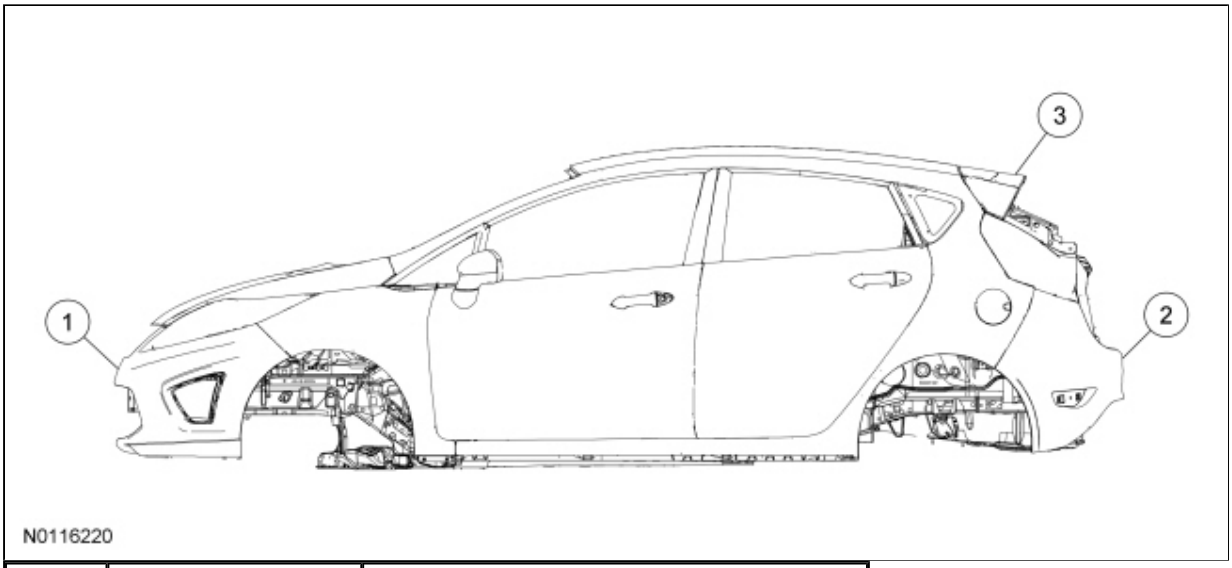
NOTE: The following illustration(s) are not all-inclusive of trim levels available. The actual trim level of the vehicle will determine the viability of carrying out a plastic repair.

Exterior Plastics — Painted, 4-Door Sedan



Item	Part Number	Description
1	17D957	Front bumper fascia — Thermoplastic Olefin (TPO)
2	5444210	Decklid spoiler — Acrylonitrile Butadiene Styrene (ABS)
3	17K835	Rear bumper fascia — TPO

Exterior Plastics — Painted, 5-Door Hatchback



Item	Part Number	Description
1	17D957	Front bumper fascia — TPO
2	17K835	Rear bumper fascia — TPO
3	5844210	Rear spoiler — ABS

Several considerations will determine viability of plastic repair procedure(s):

- Is the damage cosmetic or structural?
- Can the repair be carried out on the vehicle?
- Is the part readily available?
- Is component repair the most cost effective method?
- Can the component be economically restored to original strength and appearance?
- Will the repair provide for the fastest, highest quality repair?

Several types of plastic are in use for automotive application. However, all plastics will fall into 2 primary categories of thermoplastic or thermosetting plastic.

Thermosetting Plastic

Generally, thermosetting plastics are made with 2-part thermosetting resins. When mixed together, heat is generated, producing a cure that is irreversible. Because of this, thermosetting plastics will require the use of a 2-part adhesive for repair.

Sheet-Molded Composite (SMC)

Sheet-Molded Composite (SMC) is a type of thermosetting plastic that uses glass fibers or nylon fibers in combination with thermosetting polyester resins. When fully cured, SMC is strong and rigid.

SMC is similar, but not identical, to fiberglass. Ford Motor Company uses SMC in components such as fenders, hoods and liftgates.

Thermoplastic Compounds

Thermoplastic compounds are manufactured by a process that is reversible. Thermoplastics can be remolded repeatedly by reheating. This characteristic of thermoplastics makes plastic welding a possible repair alternative. A repair of thermoplastic compounds is still possible through the use of 2-part adhesive and filler repair materials and reinforcements as needed. Thermoplastics are widely used in interior trim components, wheel flares, body side cladding and bumper covers.

Polyolefin

Polyolefins fall into the family of thermoplastics with one unique characteristic: an oily or waxy feel to the

material when sanded or ground. Polyolefin lends itself very well to remolding through the use of heat. Because of this, components made of this material lend themselves well to the possibility of plastic welding. Most adhesive repair materials and paint will not bond to surface of a polyolefin unless an adhesion promoter specially formulated for plastic is first applied to the exposed raw surface. Otherwise, polyolefins are repaired like most other thermoplastics. Some typical uses of polyolefins are bumper covers, fan shrouds and wheel housings.

Correct identification of the various types of plastic is necessary to select the appropriate repair method(s) to carry out high quality plastic repairs. Refer to Plastics Identification in this section.

Adhesives

Material

Item	Specification
Metal Bonding Adhesive TA-1	—
Motorcraft Metal Surface Prep ZC-31-A	—
Plastic Bonding Adhesive TA-9	—
Trim and Weatherstrip Adhesive TA-14-A	—

WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

Structural Adhesives

Adhesives are used in a variety of applications. Typical uses for adhesives include roof panels, door skins and quarter panels. Trim applications include body side mouldings, emblems, stationary glass and weatherstripping. Combination sealer/adhesives are also used. Surface preparation is critical to a high quality repair. Following the label instructions for the product is essential.

Work in a well-ventilated area and protect adjacent surfaces when working with adhesives. Carry out a trial fit, mark and align the surfaces before bonding the materials together.

Seam sealers and corrosion protection may be necessary once the adhesive(s) has cured, depending on the application. The following is a list of adhesives recommended for certain types of applications:

- Metal Bonding Adhesive — For bonding cold-rolled steel, galvanized steel, aluminum and correctly prepared E-coat. It is used for door skin and roof panel replacement and OEM structural adhesive replacement.
- Plastic Bonding Adhesive — For bonding a variety of plastics to plastics and plastics to primed, painted or E-coated metals. Also for general purpose bonding of trim components.
- Trim and Weatherstrip Adhesive — For use on body side moulding, emblems, trim, bumper impact strips and carpeting.

NOTE: Ford Motor Company does not approve or recognize structural repair procedures using anything but genuine Ford parts.

Structural repairs (frames, rails, aprons and body panels) carried out using other than Ford Motor Company parts have not been tested. In addition, structural equivalence and corrosion protection cannot be assured.

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using genuine Ford Motor Company parts and approved methods.

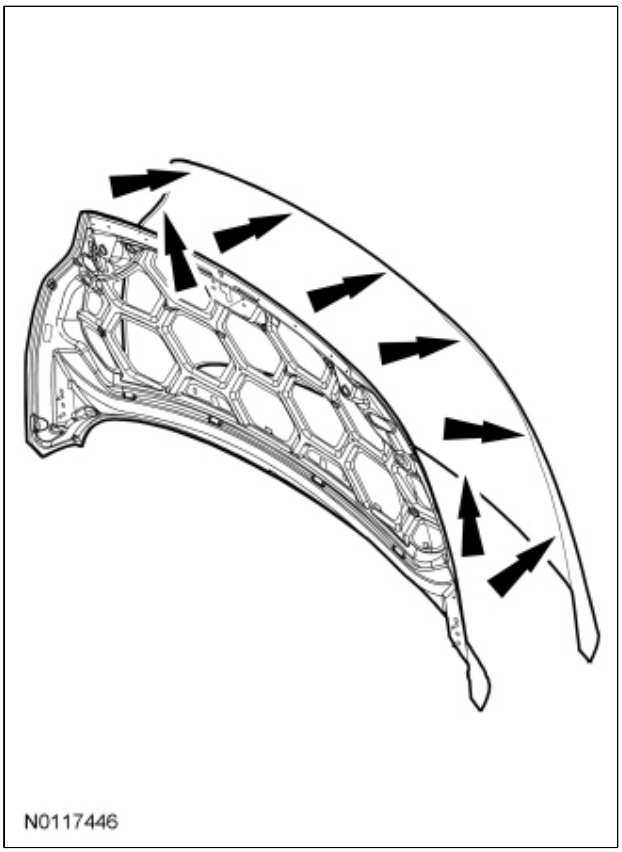
Structural component repair procedures approved by Ford using genuine parts have been validated through testing by Ford Motor Company engineers. Should alternative structural component repair procedures and/or parts be used, repairers should be aware of the potential liability they incur.

NOTE: Corrosion protection needs to be restored whenever it is necessary to sand or grind through painted surfaces or E-coat, or when bare metal repairs are made.

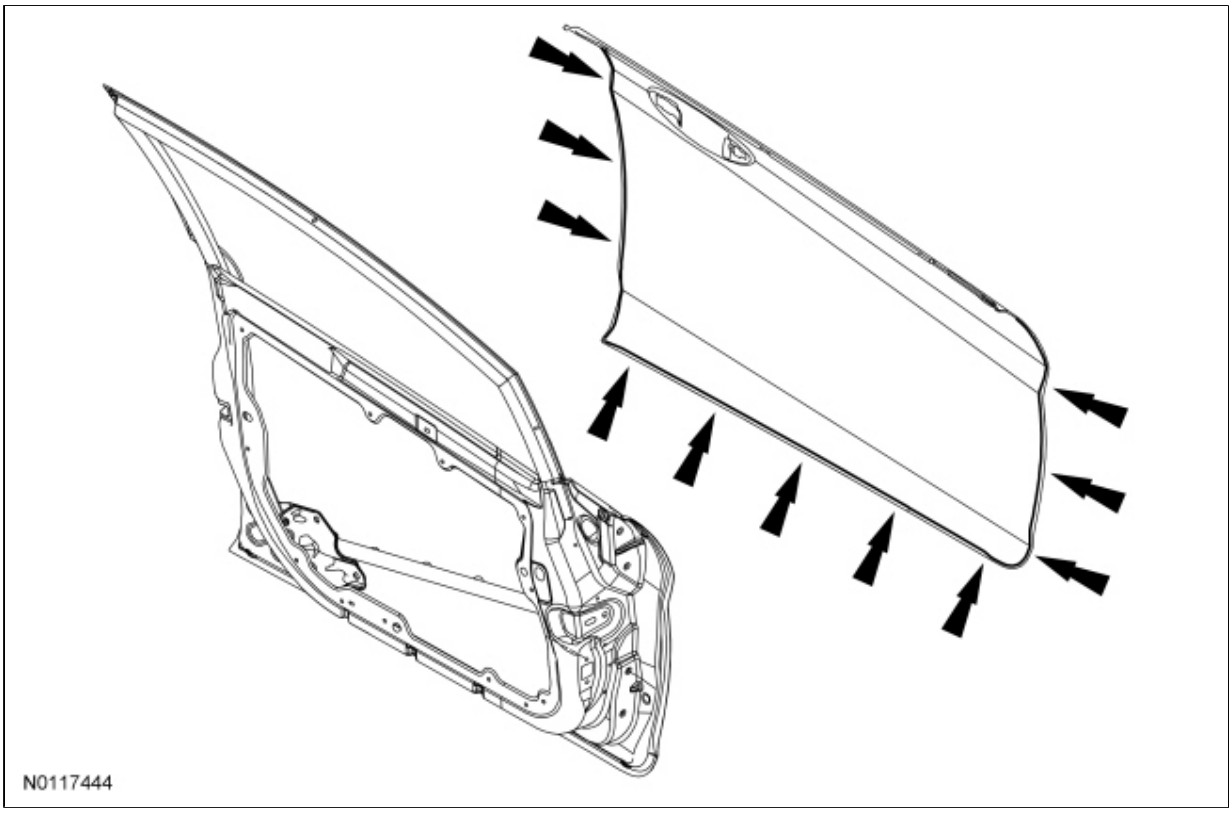
NOTE: Factory spot welds may be substituted with either resistance spot welds or Metal Inert Gas (MIG) plug

welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.

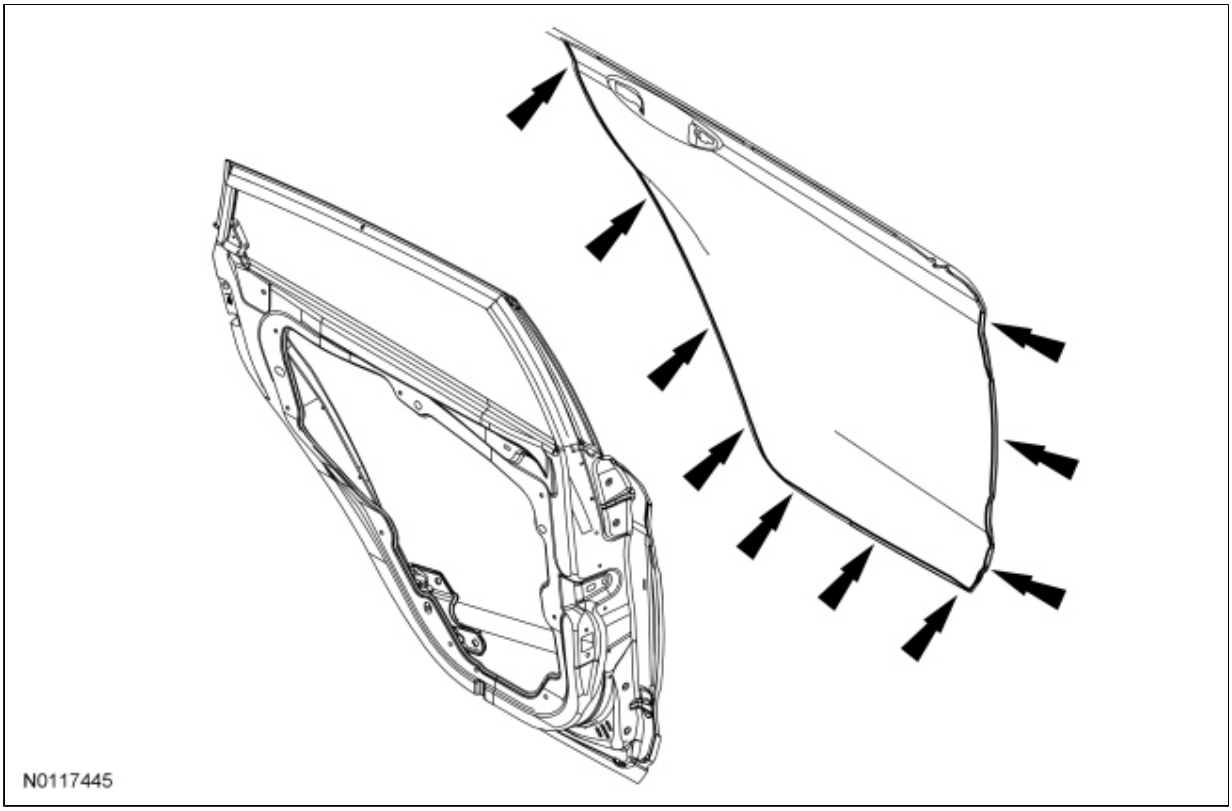
Hood Adhesive



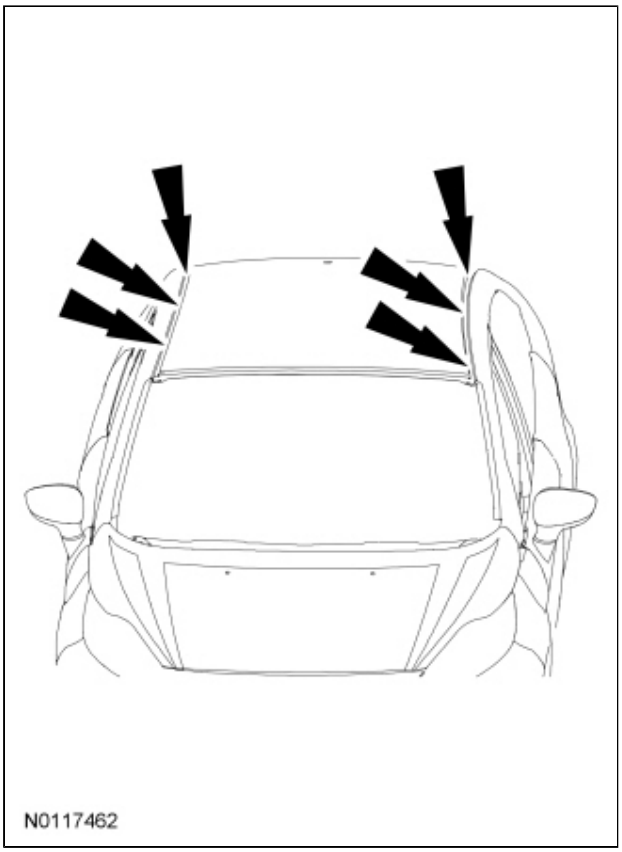
Front Door Adhesive



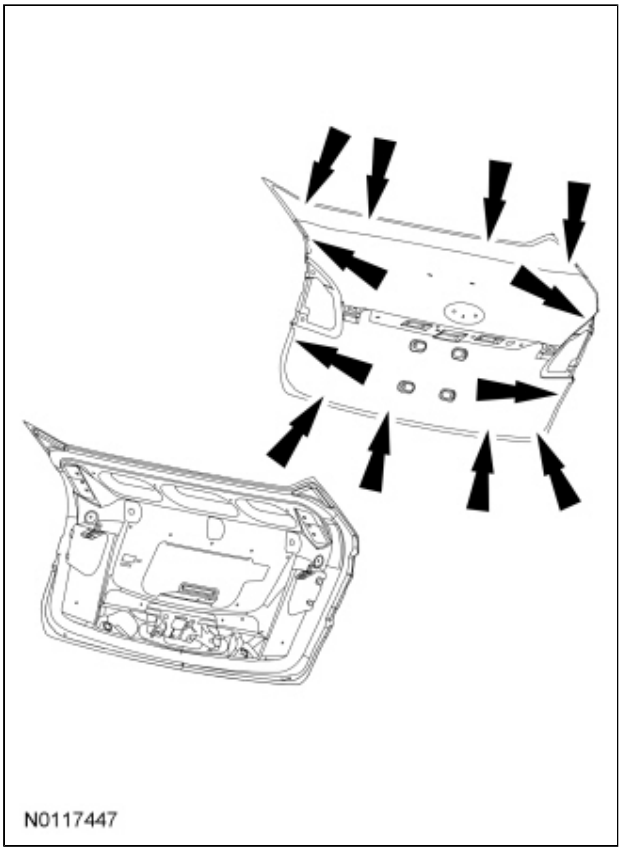
Rear Door Adhesive



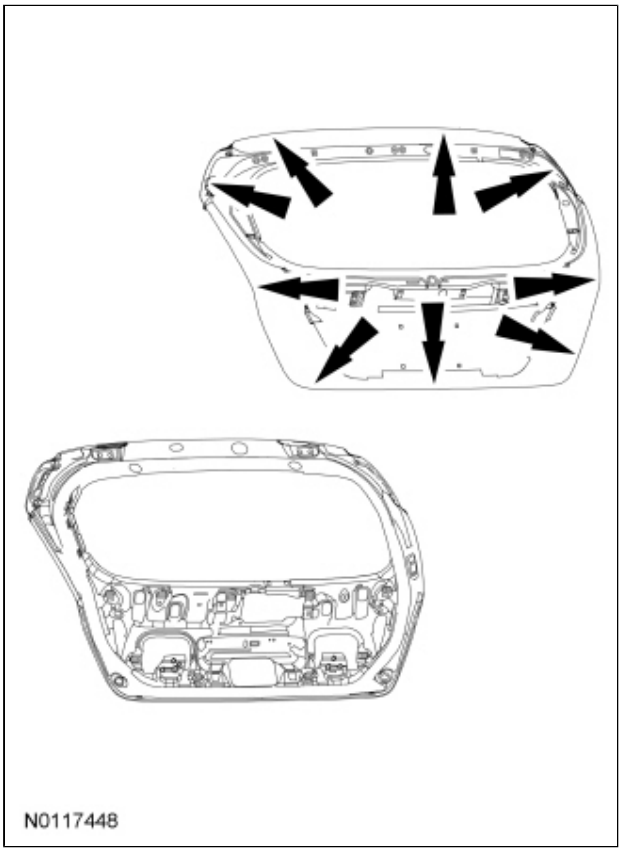
Roof Ditch Adhesive



Deck Lid Adhesive — 4-Door Sedan



Deck Lid Adhesive — 5-Door Hatchback



Sectioning Guidelines

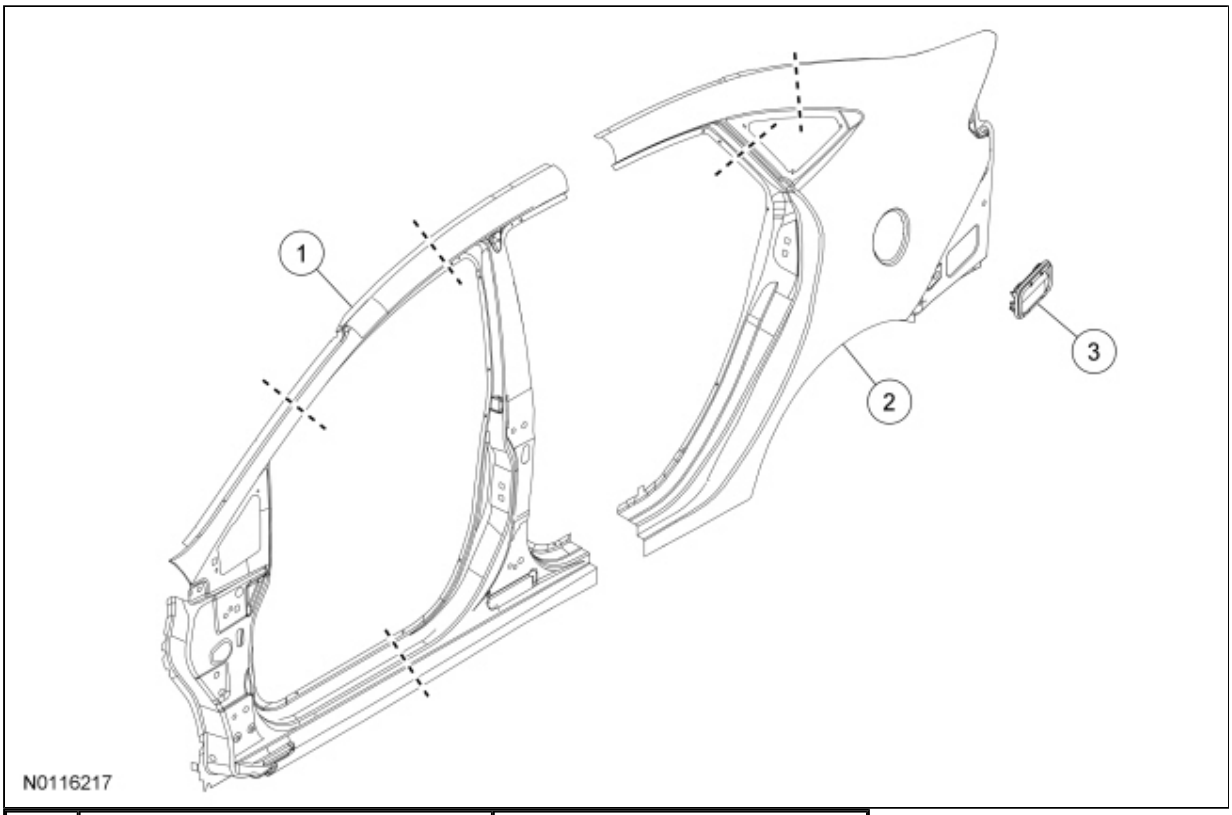
General Equipment

3 Phase Inverter Spot Welder 254-00002
Compuspot 700F Welder 190-50080
I4 Inverter Spot Welder 254-00014
Inverter Welder with MIG Welder 254-00015

Material

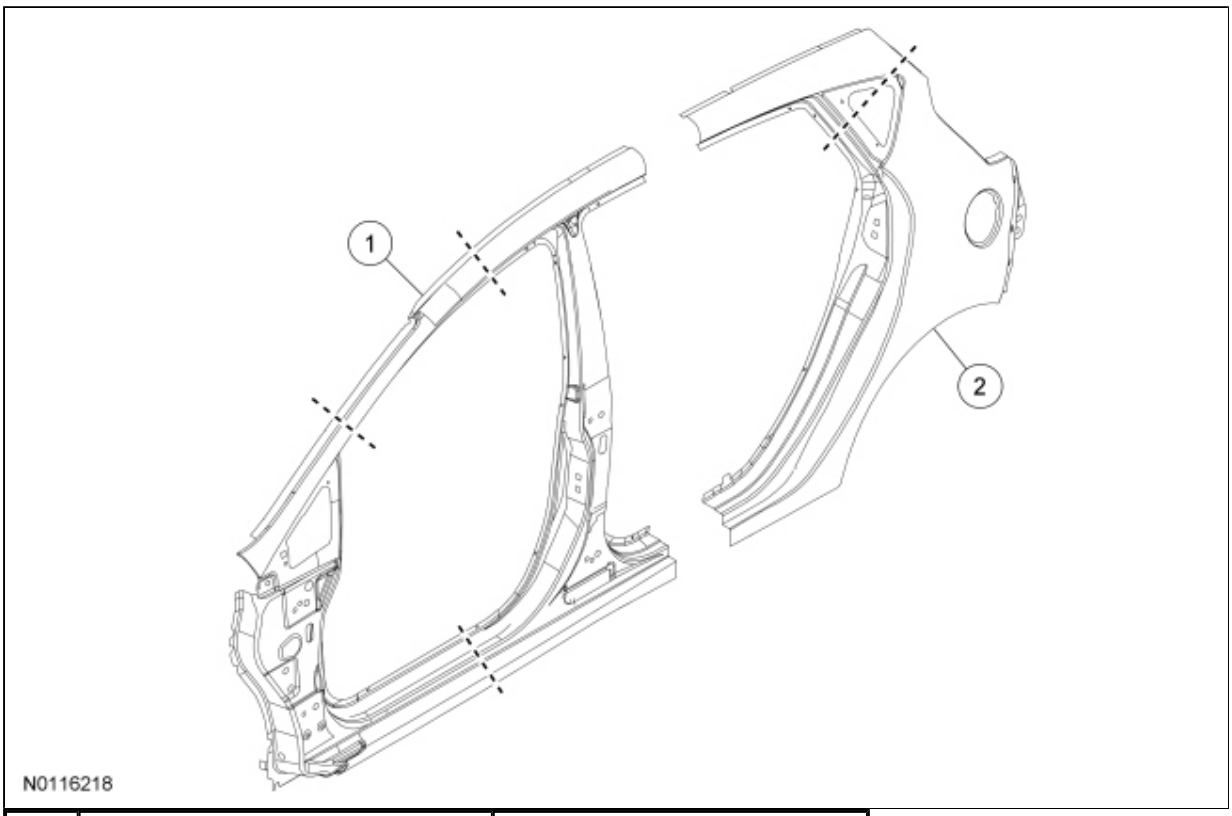
Item	Specification
Premium Undercoating ValuGard™ VG101, VG101A (aerosol)	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—
Seam Sealer TA-2	—

4-Door Sedan



Item	Part Number	Description
1	54211A10 (RH)/ 54211A11 (LH)	Door frame — mild steel
2	5427840 (RH)/ 5427841 (LH)	Body side panel — mild steel
3	54280B62	Outer air vent grille

5-Door Hatchback



Item	Part Number	Description
1	58211A10 (RH)/ 58211A11 (LH)	Door frame — mild steel
2	5827840 (RH)/ 5827841 (LH)	Body side panel — mild steel

WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry out body side sectioning repairs in areas of laser welds. Factory laser welds cannot be duplicated with conventional welding equipment and structural integrity may be compromised. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

WARNING: Do not cut or grind body side components within 50 mm (1.96 in) of restraint anchoring points. Welding within 50 mm (1.96 in) of restraint anchoring points may result in incorrect operation of restraint devices. For additional restraints anchoring location information, refer to Section 501-20A and Section 501-20B . Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: Do not carry out body side sectioning repairs in areas of door hinge or striker anchoring points. Welding within 50 mm (1.96 in) of door hinge or striker locations may compromise structural integrity during a collision. Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: On vehicles equipped with Safety Canopy® options, prior to carrying out any sectioning repairs near the roof line or sail panel areas of the vehicle, remove the Safety Canopy®

module and related components. Failure to comply may result in accidental deployment or damage to the Safety Canopy®. Refer to Section 501-20B . Failure to follow these instructions may result in serious injury to technician or vehicle occupant(s).

WARNING: Never install used or reconditioned parts (as specified below) from pre-owned, salvaged or damaged vehicles. The use of such parts could lead to serious injury.

Never use non-Ford parts or accessories for completing repairs.

Ford Motor Company does not approve or recognize body and structural repair procedures, tools, parts or anything but new genuine Ford equipment. Ford cannot attest to the safety, quality, durability or legality of non-Ford parts or accessories. Use of such parts could lead to serious personal injury as they may contain damage which is not visible.

Ford does not approve use of the following:

- **Salvaged or used parts**
- **Major body clips or assemblies from salvage vehicles**
- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.

Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

1. **NOTE:** Observe prescribed welding procedures when carrying out repairs. For additional information, refer to Welding Precautions — Steel in this section.

   NOTE: When it is necessary to carry out weld-bonding procedures, refer to Weld-Bonding in this section.

   Detrim the vehicle as necessary and drill out the spot welds from the damaged area. Using an air chisel or reciprocating saw, cut off the portion of the panel to be replaced.

2. Where possible, create a backer piece using a portion of the old panel. This will create a stronger joint.

3. When welding overlapping surfaces or substrates, apply a high quality weld-through primer between the surfaces prior to welding.
   - Make sure horizontal joints and flanges are correctly sealed with seam sealer to prevent moisture intrusion. Water and moisture migrate to horizontal joints and corrosion tends to occur more rapidly in these areas. Metal surfaces must be clean and dry before applying seam sealer.

4. Proceed with refinish procedures following Ford-approved paint guidelines.

5. Apply corrosion protection as necessary to repair area.

Restoring Corrosion Protection Following Repair

Special Tool(s)

ST3049-A	Rust Inhibitor Installation Kit 286-00002
ST3048-A	Undercoating Spray Gun 286-00001

Material

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	—
Premium Undercoating ValuGard™ VG101, VG101A (aerosol)	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Drilling access holes in body panels is not recommended. Drilling holes will break the original paint finish and promote corrosion.**

NOTE: Corrosion protection needs to be restored whenever it is necessary to sand or grind through painted surfaces or E-coat, or when bare metal repairs are made.

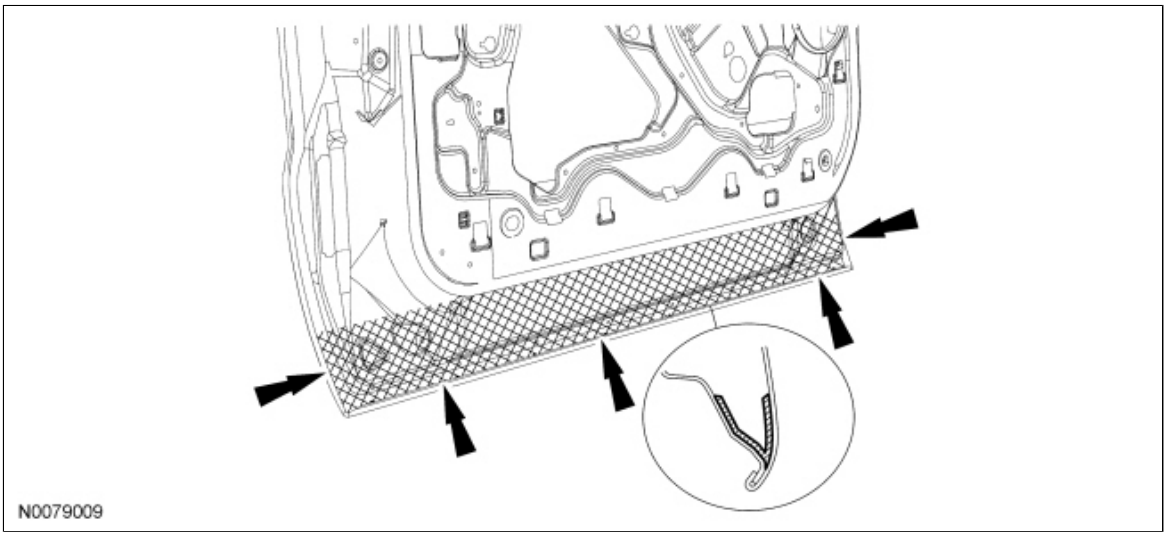
NOTE: Refer to product label for preparation and handling instructions.

1. The surfaces must be free of oil, dirt and other foreign material. Carry out the process in the following sequence.
    1. Thoroughly clean and degrease metal surfaces using metal surface prep to remove wax and grease.
    2. For best results, the vehicle should be at room temperature. Attach the rust inhibitor canister to the Rust Inhibitor Installation Kit 286-00002.
    3. Rust inhibitor should be applied after the welding and refinishing process. Product cannot be welded through.
    4. Air pressure setting for applicator gun is 448-517 kPa (65-75 psi).
        - Use the long wand when spraying enclosed areas. The spray nozzle provides a 360-degree spray pattern. Insert the wand as far as possible into the access hole, pull the trigger and wait 2-3 seconds and slowly pull the wand out of the access hole.
        - The short, hook-shaped wand sprays in one direction and must be rotated to provide complete coverage.
        - Apply the material in light mist coats.
        - Material displaces moisture.
    5. Clean up any overspray with a mild solvent such as mineral spirits or bug and tar remover.

NOTE: The following illustrations provide typical applications of body seams and spot welded flanges and are not vehicle specific.

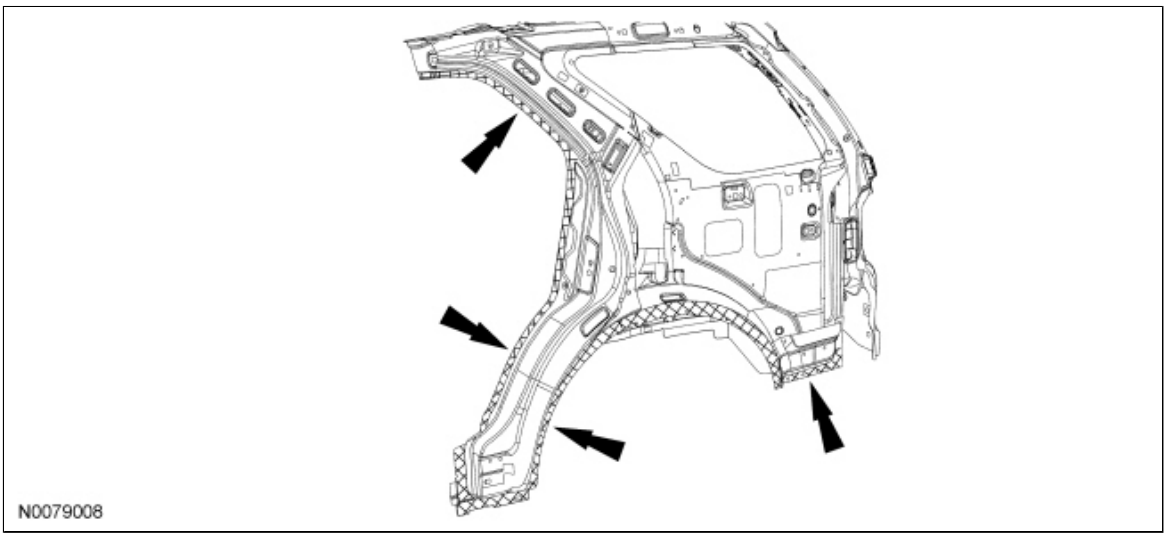
2. **NOTE:** Door assembly lower view.

   Apply rust inhibitor as shown to the inside of the door shell on all the interior metal surfaces using the most suitable applicator wand. Apply material to the exposed edges after carrying out the welding process. Make sure horizontal surfaces are well protected as they are more susceptible to corrosion. Keep door drain holes clear to prevent moisture buildup.



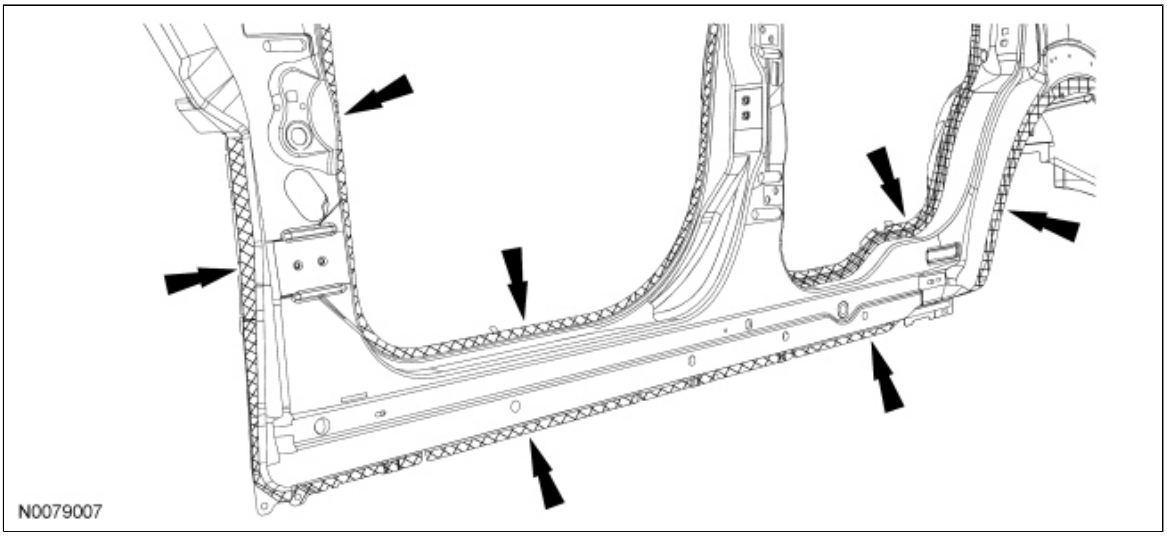
3. **NOTE:** Quarter panel inner view.

   Apply rust inhibitor to the closed channel portion of the spot weld flange areas using the short, hook-shaped wand. Apply material to the exposed edges after carrying out the welding process. Make sure horizontal surfaces are well protected as they are more susceptible to corrosion.



4. **NOTE:** Door frame opening view.

   Apply rust inhibitor to the closed channel portion of the spot weld flange areas using the short, hook-shaped wand. Make sure horizontal surfaces are well protected as they are more susceptible to corrosion.



Body and Frame Undercoating

1. **WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.**

   WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

   NOTICE: **Do not allow undercoating on powertrain components. Failure to follow these instructions may result in incorrect operation of these components.**

   NOTE: Refer to product label for preparation and handling instructions.

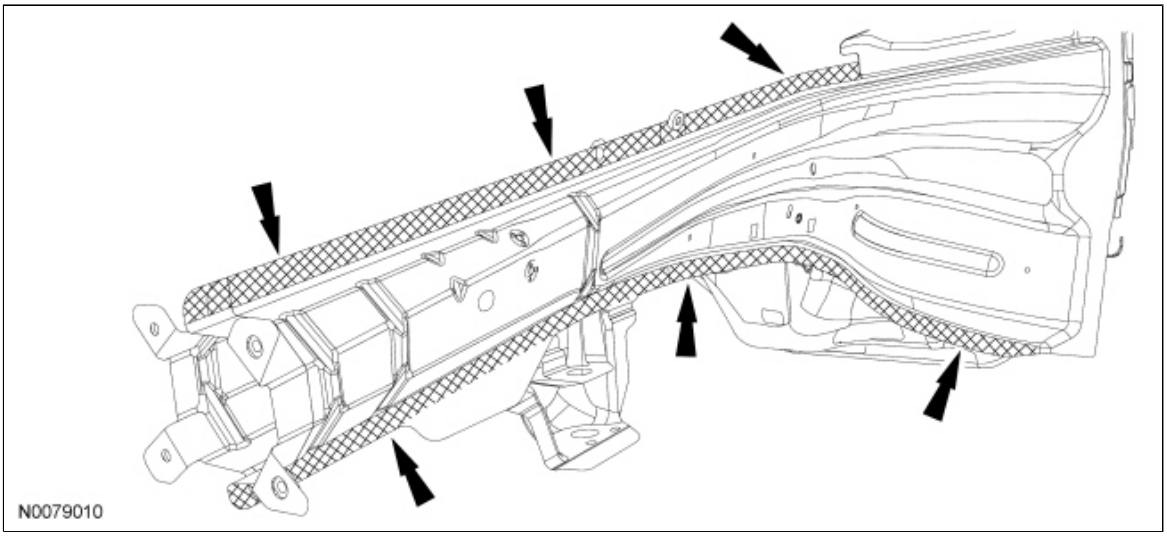
   NOTE: Avoid high-pressure water spray cleaning to treated underbody area for 24 hours.

   Wire brush the area and make sure the surfaces are free of oil, dirt and other foreign material. Carry out the undercoating process in the following sequence.
   1. Thoroughly clean and degrease metal surfaces using metal surface prep to remove wax and grease.
   2. For best results, the vehicle should be at room temperature.
      - Canister attaches directly to the dispensing gun. Attach the undercoating canister to the Undercoating Spray Gun 286-00001.
   3. Undercoat should be applied after the welding and refinishing process. Product cannot be welded through.
   4. Air pressure setting for applicator gun is 552-621 kPa (80-90 psi).
      - Apply light mist coats, applicator sprays in fogging pattern.
      - Material displaces moisture.
   5. Clean up any overspray with a mild solvent such as mineral spirits or bug and tar remover.

NOTE: The following illustrations provide typical applications to frame rails and are not vehicle specific.

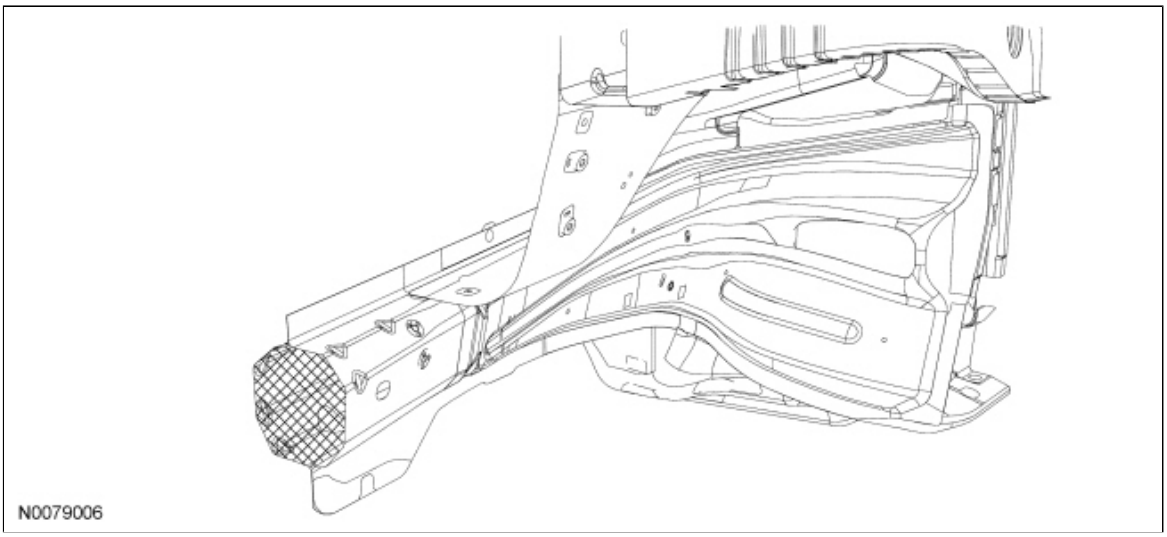
2. **NOTE:** Frame rail exterior spot-weld flange view.

   Apply undercoat material to the exterior exposed edges after carrying out the welding and refinishing process.



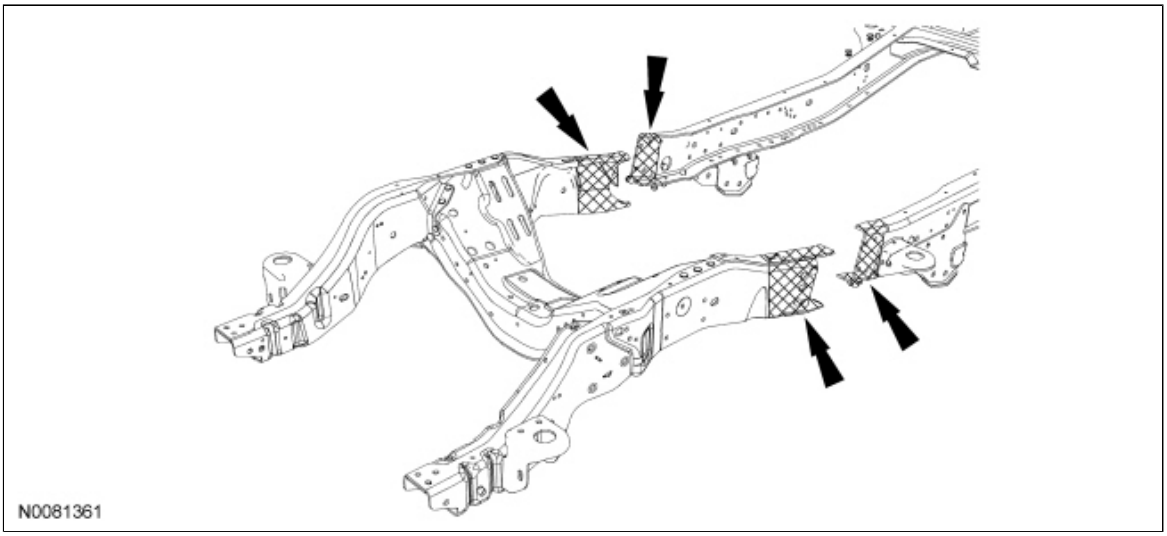
3. **NOTE:** Cross section view of typical unibody frame rail shown.

   Apply rust inhibitor to the inner surfaces of the rail after carrying out welding process. Use the long wand and insert as far as possible, depress trigger and wait 2-3 seconds and slowly pull the wand to make sure the area is completely fogged.



4. **NOTE:** Full frame vehicle, front rail-to-mid rail section repair shown.

   Apply undercoat material to the exposed surfaces after carrying out the welding process. Make sure to completely cover any bare metal areas.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Refinishing — Environmental Damage

Material

Item	Specification
Motorcraft® Acid Neutralizer ZC-1-A	—
Motorcraft® Alkaline Neutralizer ZC-2-A	—
3M™ Perfect-It™ Show Car Liquid Wax 39026	—
Motorcraft® Detail Wash ZC-3-A	—

Iron Oxide (Rail Dust) or Acid Rain Decontamination

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

NOTICE: **In extreme cases of contamination, the vehicle may require refinishing. To avoid paint failure, follow the appropriate decontamination procedure prior to carrying out any panel refinishing procedure.**

NOTE: Iron oxide contamination appears as tiny rust spots on horizontal surfaces and in severe cases can be felt. This damage is typically caused from rail shipment, storage near railroad tracks or fallout from industrial manufacturing facilities.

NOTE: Acid rain contamination can be identified as water spotting and, in severe cases, staining within the water spots.

1. ***NOTICE:*** **Never paint over iron particles as rust spots will reoccur. Use only the recommended decontamination procedure detailed below.**

   Rinse any dust, dirt and foreign material from the vehicle body with cold water. Flush liberally.

2. Prepare the acid neutralizer by mixing 8 parts of water to 1 part neutralizer in a bucket.

3. ***NOTICE:*** **To avoid paint failure, do not allow the product to dry on the vehicle.**

   NOTE: Use a separate wash mitt for each product applied to the vehicle.

   Working quickly and beginning at the top of the vehicle and working to the sides, apply the acid neutralizer mix to the entire vehicle. Keep the vehicle wet with the solution and lightly agitate for 5

to 7 minutes. Continue around the vehicle 4 to 5 times. For severe conditions, work the product for up to 8 minutes.

4. Rinse the vehicle completely with cold water to remove the product.

5. Dry only the horizontal surfaces of the vehicle, do not dry the glass at this time.

6. ***NOTICE:*** **To avoid damage to the paint surface, do not apply the alkaline neutralizer directly to the vehicle plastic trim.**

   NOTE: Use a separate wash mitt for each product applied to the vehicle.

   NOTE: Alkaline neutralizer is a ready-to-use product. Do not mix with water.

   Pour the alkaline neutralizer into a squirt bottle and apply the solution to a clean wash mitt.

7. ***NOTICE:*** **To avoid paint failure, do not allow the alkaline neutralizer to dry on the vehicle.**

   Apply the product to the vehicle keeping the solution wet and lightly agitate for 5 to 7 minutes. For severe conditions, work the product for up to 8 minutes.

8. Rinse the vehicle completely with cold water to remove the product.

9. Prepare the detail wash by mixing 29.5 ml (1 oz) with 3.78L (1 gal) of water.

10. Using a clean wash mitt, shampoo the entire vehicle and rinse with cold water. Dry the vehicle completely.

11. Visually inspect the paint surface for any remaining evidence of ferrous metal particles. Repeat procedure as necessary.

Surface Finishing Following Decontamination

1. ***NOTICE:*** **When attempting to affect a repair by buffing, polishing or color sanding, do not remove an excess of 0.3 mil of paint film or refinishing will be required.**

   NOTE: Acid rain discoloring or etching may require color sanding in addition to buffing and polishing. In extreme cases, refinishing may be required if the following procedure does not restore the vehicle finish.

   NOTE: Do not intermix buffing products. Use only one manufacturer's product.

   NOTE: Always follow the manufacturer's product usage sequence. Use the appropriate buffing or polishing pad at the recommended buffing speed as specified by the product manufacturer.

   Apply rubbing compound to the vehicle surface as recommended by the product manufacturer.

2. Apply machine glaze to the vehicle surface as recommended by the product manufacturer.

3. Use an alcohol and water mixture (1 to 1) to clean the buffed and polished areas. Verify removal of scratches and swirls before the application of the final polish.

4. Apply a final polish material by hand, with a dual-action sander and foam pad, or with an orbital polisher and appropriate polishing bonnet.

5. Wash and dry the vehicle.

Refinishing — Manufacturing Damage

Material

Item	Specification
3M™ Perfect-It™ Show Car Liquid Wax 39026	—
Motorcraft® Detail Wash ZC-3-A	—

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

NOTICE: **To avoid overspray damage to adjacent panels, protect adjacent areas/substrates when preparing for and during refinishing.**

NOTE: Peeling/delamination concerns can be described as lack of adhesion, either between the substrate and topcoats or between individual coats of paint.

1. Wash the repair area with detail wash or pH-neutral soap and water.
2. Remove any trim, emblems and hardware from the area to be repaired.
3. **NOTE:** All delamination must be removed.

   Sand or media blast the damaged surface, keeping the repair area as minimal as possible.
4. Treat any bare metal surface to prevent flash corrosion, and prime and block sand as necessary prior to refinishing.
5. Mask the adjacent panels to protect from overspray.
6. Spot repair the base coat as necessary, following the paint manufacturer's prescribed procedures.
7. Following the paint manufacturer's prescribed procedure, apply clear coat to the entire panel.

Weld-Bonding

General Equipment

3 Phase Inverter Spot Welder 254-00002
Compuspot 700F Welder 190-50080
I4 Inverter Spot Welder 254-00014
Inverter Welder with MIG Welder 254-00015

Material

Item	Specification
Metal Bonding Adhesive TA-1	—
Motorcraft® Metal Surface Prep ZC-31-A	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—
Seam Sealer TA-2	—

Weld-Bonding — Squeeze-Type Resistance Spot Welding (STRW) Method

WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

WARNING: Never install used or reconditioned parts (as specified below) from pre-owned, salvaged or damaged vehicles. The use of such parts could lead to serious injury.

Never use non-Ford parts or accessories for completing repairs.

Ford Motor Company does not approve or recognize body and structural repair procedures, tools, parts or anything but new genuine Ford equipment. Ford cannot attest to the safety, quality, durability or legality of non-Ford parts or accessories. Use of such parts could lead to

serious personal injury as they may contain damage which is not visible.

Ford does not approve use of the following:

- **Salvaged or used parts**
- **Major body clips or assemblies from salvage vehicles**
- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
    - **air bags**
    - **restraint system modules**
    - **safety belts, buckles or retractors**
    - **crash sensors**

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.

Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

NOTE: On door shells that are manufactured with structural adhesives only, weld bonding door skins is not recommended. Only metal bonding adhesive should be used.

NOTE: Weld-bonding is a method used to join metals using Squeeze-Type Resistance Spot Welding (STRW) or Metal Inert Gas (MIG) welding and structural adhesive. The steps listed in this procedure apply to both types of welding. STRW is the preferred method. MIG welding should only be used when areas to be welded cannot be accessed using STRW -type machinery.

NOTE: Factory spot welds should be substituted with either resistance spot welds or MIG plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.

1. Verify the vehicle is dimensionally correct on a frame machine. Straighten if necessary.

2. Remove damaged panels with an air saw or air chisel. Remove only large portions of the damaged panel. Avoid cutting into mating flanges or adjacent parts.

3. Drill out the spot welds using an appropriate spot-weld cutter and remove the remaining portions of the panel to be replaced.

4. Prepare any damaged flanges on the vehicle using hammer and dolly.

5. Grind the mating surface of the original flanges no greater than 25 mm (0.98 in) where the metal bonding adhesive will be applied.
    - Be sure to remove galvanizing on metal. Metal should have a shiny appearance.
    - Be careful not to damage the corners or thin the metal. The E-coat should also be removed on the opposite side of the flange only where the spot welds are to be placed. Clean surfaces with metal surface prep or equivalent.

6. Dry-fit and clamp the replacement service parts to verify a correct fit.

- Remove the service part after verifying correct fit and alignment.

7. **NOTE:** The ends of welding clamps should be insulated on the ends using tape or similar material when welding is carried out.

   Follow manufacturer's prescribed welding procedures and settings. For additional information, refer to Welding Precautions — Steel in this section.

8. Prepare the adhesive. Dispense a small amount of metal bonding adhesive from the cartridge to make sure of an even flow of both components. Attach the mixing tip and dispense a mixing tip length of adhesive to make sure of a correct mix ratio.

9. **NOTE:** Welding can be carried out anytime during the adhesive curing process, or after the adhesive is fully cured. Welder settings will vary when welding through wet adhesive versus welding through fully cured adhesive. Refer to welder manufacturer's recommended settings for welding through fully cured adhesive. It is recommended to place a shunt weld in an area with no adhesive to make sure of conductivity, particularly when welding through fully cured adhesive.

   NOTE: Refer to the product label for handling and preparation instructions.

   Create a test sample.
   1. Prepare the metal and adhesive as described. Apply a 6-9 mm (0.23-0.35 in) bead of adhesive and weld the sample.
   2. Place the welded sample in a vice and carry out destructive weld tests by peeling the scrap metal apart using large lock-type pliers. Measure the weld nugget to determine that the nugget meets Ford weld nugget requirements. If the weld nugget does not meet required size, adjust welder settings until the correct weld nugget size is achieved.
   3. When the correct weld nugget size is achieved, the service part can be weld-bonded. For additional information, refer to the weld nugget table in Specifications in this section.

10. Apply a 6-9 mm (0.23-0.35 in) bead of metal bonding adhesive to the vehicle prepared flange surface.

11. Place the service part(s) in the correct position on the vehicle.
    - When positioned, do not pull the component away from the vehicle. If repositioning is necessary, slide the service part(s). This will make sure of correct contact between the components and adhesive.

12. Clamp evenly and tightly. The adhesive contains glass beads which will prevent over-clamping the component.

13. **NOTE:** Refer to product label for cure times and handling instructions. Clamps may be removed immediately after the component is welded.

    Wipe excess adhesive from the panel before it cures.

14. Finish any cosmetic section seams with fiber-filled body filler. Rough sand the filler, apply conventional body filler after the adhesive cures and block-sand the area.

15. Use seam sealer wherever a cosmetic seam sealer is required.

16. Mix and apply primer surfacer per Ford-approved paint recommendations.

17. Mix and apply basecoat per Ford-approved paint recommendations.

18. Mix and apply clearcoat per Ford-approved paint recommendations. Refinishing materials may be force-dried following paint manufacturer's recommendations.

19. Apply anti-corrosion treatment to the repair area as required. For additional information, refer to

Restoring Corrosion Protection Following Repair in this section.

Weld-Bonding — Metal Inert Gas (MIG) Welding Method

WARNING: Never install used or reconditioned parts (as specified below) from pre-owned, salvaged or damaged vehicles. The use of such parts could lead to serious injury.

Never use non-Ford parts or accessories for completing repairs.

Ford Motor Company does not approve or recognize body and structural repair procedures, tools, parts or anything but new genuine Ford equipment. Ford cannot attest to the safety, quality, durability or legality of non-Ford parts or accessories. Use of such parts could lead to serious personal injury as they may contain damage which is not visible.

Ford does not approve use of the following:

- **Salvaged or used parts**
- **Major body clips or assemblies from salvage vehicles**
- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.

Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in

serious personal injury.

NOTE: Metal Inert Gas (MIG) weld-bonding can be substituted as an alternative to Squeeze-Type Resistance Spot Welding (STRW). It may only be used to weld areas that are inaccessible to STRW machinery. However, when accessible, STRW is the preferred method.

NOTE: On door shells that are manufactured with structural adhesives only, weld-bonding door skins is not recommended. Only metal bonding adhesive should be used.

NOTE: Factory spot welds should be substituted with either resistance spot welds or MIG plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.

1. Remove damaged panels with an air saw or air chisel. Remove only large portions of the damaged panel. Avoid cutting into mating flanges or adjacent parts.
    - Drill out the spot welds using an appropriate spot-weld cutter and remove the remaining portions of the panel to be replaced.

2. After removing the damaged sheet metal panel(s), repair any damaged flanges on the vehicle using a hammer and dolly.

3. Using an appropriate grinder, carefully grind around the entire receiving flange area following the original welds. Be sure to remove all E-coat, paint or galvanized coating from the mating surfaces of the joint.
    - Be sure to remove galvanizing on metal. Metal should have a shiny appearance.
    - Be careful not to damage the corners or thin the metal. The E-coat should also be removed on the opposite side of the flange only where the spot welds are to be placed. Clean the surface with metal surface prep or equivalent.

4. Repeat the procedure from Step 3 on the mating surface of the replacement service part(s).

5. Prepare the new service panel for plug welds.
    - Using the original panel as a reference, drill or punch 8 mm (0.31 in) diameter holes in the exact number as the original spot welds. The holes should be positioned as close as possible to the original spot weld locations, without lining up exactly on top of an original spot weld site.
    - To make sure of correct weld performance, grind the immediate perimeter of the plug weld hole. Grind only in the area of the plug weld; this will keep corrosion to a minimum.

6. Dry-fit and clamp the replacement service parts to verify a correct fit and alignment.
    - Remove the service part after verifying correct fit and alignment.

7. The vehicle prepared flange areas where plug welds will be located must be kept free of adhesive. Apply 25 mm (0.98 in) tape to the plug weld areas to prevent contamination from the adhesive.

8. Prepare the adhesive. Dispense a small amount of metal bonding adhesive from the cartridge to make sure of an even flow of both components. Attach the mixing tip and dispense a mixing tip length of adhesive to make sure of correct mix ratio.

9. **NOTE:** Refer to product label for cure times and handling instructions.

   Apply a 6-9 mm (0.23-0.35 in) bead of adhesive to the vehicle prepared flange surface. Remove the tape from the plug weld areas.

10. Place the service part(s) in the correct position on the vehicle.
    - When positioned, do not pull the component away from the vehicle. If repositioning is necessary, slide the service part(s). This will make sure of correct contact between the components and adhesive.

11. Clamp evenly and tightly. The adhesive contains glass beads which will prevent over-clamping the component.

12. **NOTE:** Welding can be carried out anytime during the adhesive curing process or after the adhesive is fully cured.

    NOTE: If welding will not be carried out immediately, refer to product label for cure times and handling instructions. Clamps may be removed immediately after the component is welded.

    Wipe excess adhesive from the panel before it cures.

13. Finish any cosmetic section seams with fiber-filled body filler. Rough sand the filler, apply conventional body filler after the adhesive cures and block-sand the area.

14. Use seam sealer wherever a cosmetic seam sealer is required.

15. Mix and apply primer surfacer per Ford-approved paint recommendations.

16. Mix and apply basecoat per Ford-approved paint recommendations.

17. Mix and apply clearcoat per Ford-approved paint recommendations. Refinishing materials may be force-dried following paint manufacturer's recommendations.

18. Apply anti-corrosion treatment to the repair area as required. For additional information, refer to Restoring Corrosion Protection Following Repair in this section.

Plastics Identification

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

NOTE: Identification of the various plastic types is necessary to select the appropriate repair methods to make high quality plastic repairs. Plastics can generally be broken down into 2 categories, thermoplastics and thermosetting plastics. Thermoplastics can be remolded by heating. This makes plastic welding a possible repair alternative.

1. **NOTE:** In some instances, a code or material designation is stamped indicating the plastic type.

   Thermoplastics are solvent reactive. Types of thermoplastics include Thermoplastic Olefin (TPO), Polyvinyl Chloride (PVC) and Acrylonitrile Butadiene Styrene (ABS). Polyolefins have an oily or waxy appearance. Examples include some bumper covers, stone shields, fender aprons and fan shrouds. Polyolefins require an adhesion promoter prior to carrying out any refinish procedure.
   - To determine if the part is a polyolefin, grind the damaged area in an out-of-sight area. Grinding a polyolefin will melt and smear the plastic and leave a ragged edge. If the part is non-polyolefin, the area will grind or sand smoothly, producing a powdery dust.

   Rigid Plastic Parts

Code	Family Name	Common Trade Name	Typical Application
ABS	Acrylonitrile Butadiene Styrene	ABS, Cycolac, Lustran, Kralistic	A-Pillars, Consoles, Grilles
SMC	Sheet Molded Composite	SMC	Body Panels

   Flexible Plastic Parts

Code	Family Name	Common Trade Name	Typical Application
RRIM	Reinforced Reaction Injection-Mold Material PUR	RRIM	Fascias, Body Panels, Body Trims
TPO	Thermoplastic Polyolefin	Polytrope, Renflex, Santropren Telcar, Vistaflex, ETA, Apex, TPO	Bumpers, End Caps, Rubber Strips, Sight Shields, Claddings, Interior B-Post

2. Polyolefin plastic can also be identified by placing a small sliver in a container of water, if the sample floats, it is a polyolefin plastic. A non-polyolefin will sink when placed in a container of water.

3. Generally, thermosetting plastics are rigid or semi-rigid. Sheet-Molded Composite (SMC) is reinforced with glass and other fibers and are strong and rigid. SMC is used for large panels such as hoods, liftgates, fenders and quarter panels.

- A burn test can be a reliable method to determine if a plastic is a thermosetting plastic. Extreme care must be exercised when using this method.
    - Apply an open flame to the corner of the damaged component. If the material crystallizes and becomes hard, it is a thermosetting plastic.

Plastics Refinishing

All Components

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not paint any air bag module trim covers or deployment doors. Paint may cause the air bag to deploy incorrectly. Failure to follow this instruction may increase the risk of serious personal injury or death in a crash.

NOTE: When using any Ford-approved refinishing product, it is recommended to stay within the same paint system throughout the process. For example, do not use one manufacturer's primers and another manufacturer's topcoats.

1. **NOTE:** Care must be used if applying heat to parts. Thermoplastics soften and tend to lose their shape when heated.

   The first step for any repair or refinish procedure is to identify the type of plastic. Is it thermosetting or thermoplastic, grained or smooth? This will determine how it should be cleaned and prepared for refinishing. For additional information, refer to Plastics Identification in this section.
   - It is essential that the correct cleaner is used, depending on which painting system is employed, solvent-based or water-based.
   - Clean part with warm water/mild detergent, then with plastic cleaner to remove wax, silicone and other contaminants. Do not allow parts to remain wet for extended periods.
   - As a general rule, if water beads on the part, it requires additional cleaning as all the manufacturing release agents have not been removed.

2. New parts may require baking in a spray booth or heating with heat lamps to release trapped solvents or mold release agents used in the manufacturing processes.

Non-grained components

3. After cleaning, lightly sand with 600-grit or finer sandpaper. Remove sanding residue with plastic cleaner and wipe dry.

Grained components

4. After cleaning, light use of a gray scuff pad is permissible providing the graining not be flattened. Remove sanding residue with plastic cleaner and wipe dry.

All components

5. Apply a plastics adhesion promoter to any bare plastic part following manufacturer's recommendation. Throughout the refinish procedure, any time bare plastic is exposed for any reason, it is essential that adhesion promoter be reapplied to that area.

6. A sealer may be required to prevent wrinkling and lifting of the topcoat prior to carrying out the refinish procedure.

7. Flexible and non-flexible components should be refinished separately as a flex additive may be required when refinishing flexible parts (refer to the paint manufacturer's recommendation).

8. It is recommended to carry out refinishing of exterior components on-vehicle (after cut-in) to control color match and blending to adjacent panels.

9. Proceed with the refinish process and follow the Ford-approved paint system procedures. Steps may vary between paint manufacturers.

Plastics Repair

Material

Item	Specification
Plastic Bonding Adhesive TA-9	—

WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

1. In deciding whether to repair or install a new component, follow these guidelines.
   - Is a part readily available?
   - Can the damaged part be economically returned to its original strength and appearance, or will the labor cost exceed the cost of a new component?
   - Will repair provide for the fastest, highest quality repair?

2. ***NOTICE:*** **Never apply solvents such as lacquer thinner or reducer at any stage of plastic repair. Solvents, cleaners and water are absorbed by many types of plastics and by the glass fibers used for reinforcements. If this occurs, the plastic may swell in the area of repair and cause the repair to fail. Remove cleaners and water quickly and use air and heat to speed up drying.**

   NOTICE: **During the repair of many plastics and particularly polyolefin plastics, an adhesion promoter must be applied to the substrate to allow repair materials and paint to bond correctly. Reapplication is required when grinding or sanding through the sealer or primered layers.**

   NOTE: When possible, it is recommended to carry out as much of the plastic repair as possible on the vehicle. Parts mounted on the vehicle are held in correct alignment throughout the repair. Attempting to repair the part off the vehicle may cause misalignment. This could lead to failure of the repair.

   Select the correct repair method by identifying the type of plastic being repaired. For additional information, refer to Plastics Identification in this section to determine the type of plastic being repaired.

3. **NOTE:** Always refer to the manufacturer's label directions for the type of repair materials, fillers and bonding agents being used as they are material specific.

   Determine whether a reinforcement piece is needed as a backer on large repairs.
   - Construct a reinforcement piece from a scrap piece of the type of plastic being repaired and follow manufacturer's label directions for the type of system being used.
   - When repairing Sheet-Molded Composite (SMC), a reinforcement piece can be constructed using several layers of glass cloth saturated with resin or structural adhesive. The weave of the cloth or screening should be loose enough to allow the resin to

thoroughly penetrate. Reinforcement should cover the entire area of damage and extend outward beyond the damage or joint area.

Sheet-Molded Composite (SMC) Panel Repair

NOTE: The following procedure applies to repair of structural cracks and large gouges. If damage is cosmetic, use of reinforcing cloth may not be necessary.

1. Panels to be repaired should be dry and at room temperature 18°C (65°F) to 24°C (75°F) prior to carrying out any repairs. Both sides of the panel must be thoroughly cleaned before sanding or grinding.

2. Cover the break in the SMC (front and back) with masking tape. This protects the damaged area from absorbing the prep cleaner and eliminates wicking of the cleaner through the fibers into the SMC .

3. Remove all waxes, silicones, dirt and road oils from the area surrounding both sides of the damaged area with a plastics wax and grease remover.
    - Remove the tape and sand the back of the repair area with an angle grinder, Dual Action (D/A) sander or by hand using 80-grit sandpaper. Remove all dust with a vacuum and tack cloth.

4. Create a reinforcing patch using a piece of scrap SMC that conforms well to the back of the damaged area or form a patch from fiberglass cloth.
    - Cut a section of cloth large enough to cover the repair, plus 25.4 mm (1 in) around the repair area.
    - Cut a section of plastic film backing approximately 25.4 mm (1 in) larger than the cloth. Lay the plastic on a smooth, flat surface where it will be used to create a pyramid patch.

5. Follow manufacturer's directions and apply plastic repair adhesive to the plastic film backing and smooth with plastic spreader to recommended thickness. Place the pre-cut fiberglass cloth on the adhesive-coated plastic film. Cover the cloth with a coat of repair adhesive and spread to the recommended thickness.

6. Apply the prepared patch to the backside of the panel and compress. Follow manufacturer's instructions for adhesive cure. Remove plastic film after adhesive cures and sand as necessary to remove roughness.

7. Remove masking tape from the front side of damaged area and grind down to the backing patch. Use an angle grinder with a 30- to 40-grit wheel. Make a gradual taper in the area, this will prevent bull's-eyes or read-through in the finished repair. Sand prepared area with a D/A sander or hand-sand with 80-grit sandpaper.

8. Build a pyramid patch using fiberglass cloth or equivalent and plastic repair adhesive. Following manufacturer's directions, apply patch to damaged area.

9. Rough-grind area to remove excess adhesive. Sand repair area with 80-grit sandpaper, making sure to cut slightly below the SMC finished surface. This will allow for a finish coat of plastic body repair material.

10. Apply a finish coat of plastic repair filler material per manufacturer's directions.

11. Finish-sand, prime and topcoat using Ford-approved paint systems.

Thermoplastic Compounds

1. In deciding whether to repair or install a new component, follow these guidelines.
    - Is a part readily available?
    - Can the damaged part be economically returned to its original strength and appearance, or will the labor cost exceed the cost of a new component?
    - Will repair provide for the fastest, highest quality repair?

2. **NOTE:** The following steps are to be used as a guideline. Depending on what brand of adhesives or patch materials are used, procedures may vary slightly.

   Thoroughly clean the damaged area with wax and grease remover formulated for use with plastics.

3. Hand sand the repair area with 80-grit sandpaper and remove any foreign material with compressed air.

4. Apply a plastics adhesion promoter per label directions to the repair area.

5. For small repairs, a plastic adhesive filler can be applied to the damaged area. Follow manufacturer's directions and build layers to form a thickness above the damaged area. This will allow the area to be sanded smooth.

6. To repair large holes or cracks, measure and cut a piece of fiberglass cloth or equivalent 25.4 mm (1 in) larger than the crack or hole.
    - Apply plastic repair adhesive to the damaged area and immediately apply fiberglass cloth into plastic adhesive for reinforcement. Apply additional plastic repair adhesive for strength and shape as required.

7. Contour and shape the repair as necessary with a D/A sander. Avoid sanding through the repair.

8. Finish-sand the area and carry out any required paint operations using Ford-approved paint systems.

Tab Repair — Bumper

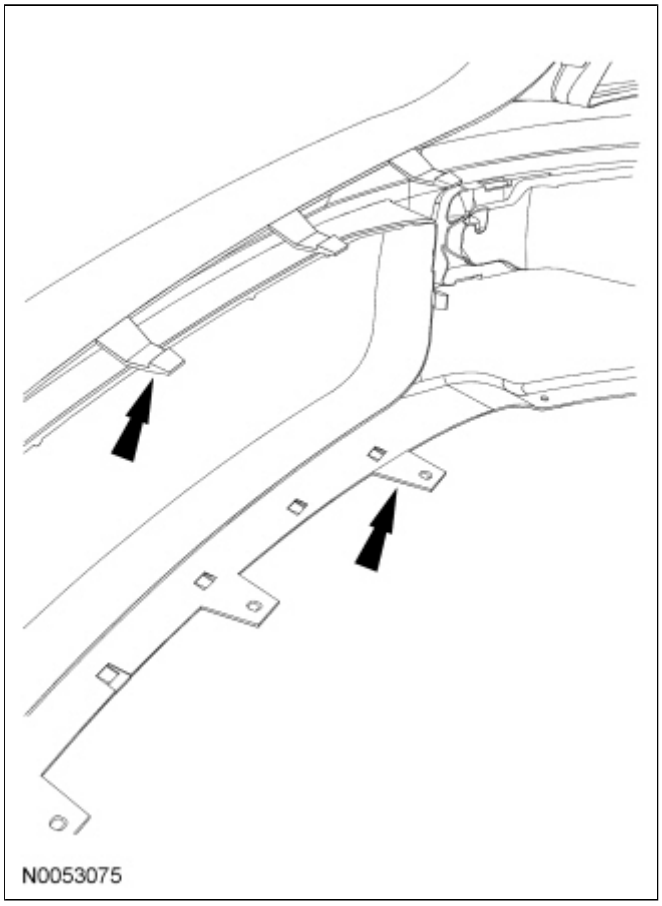
1. **NOTE:** Inspect the bumper cover to determine if part of it can be repaired to an acceptable level of quality of appearance, fit and durability. Will labor and material cost of the repair meet or exceed the cost of a new replacement bumper cover? If the bumper cover is determined to be repairable, proceed to the following steps.

   NOTE: The following steps are to be used as a guideline. Depending on what brand of adhesives or patch materials are used, procedures may vary slightly.

   Remove the affected bumper. For additional information, refer to Section 501-19.

NOTE: Illustration is not vehicle specific.

2. Clean the broken tab(s) with a plastics wax and grease remover.



3. Hand sand the repair area with 80-grit sandpaper and remove any foreign material with compressed air.

4. Apply a plastics adhesion promoter per label directions to the repair area.

5. Measure and cut a patch of fiberglass cloth or equivalent large enough to form the front of the tab, then slope back in a wedge shape approximately 51 mm (2 in) from original tab.

6. Prepare the repair adhesive cloth patch per manufacturer's instructions and apply to the affected area.
    - Immediately position the plastic repair material patch to form the tab shape.

7. Allow appropriate cure time and shape the repair tab using a small angle sander. Use extreme care to not sand through the exterior surface.

8. Carry out any required paint repair operations to the bumper cover using Ford-approved paint systems.

9. Reassemble and install the bumper cover. For additional information, refer to Section 501-19.

Door Outer Panel — Front

Special Tool(s)

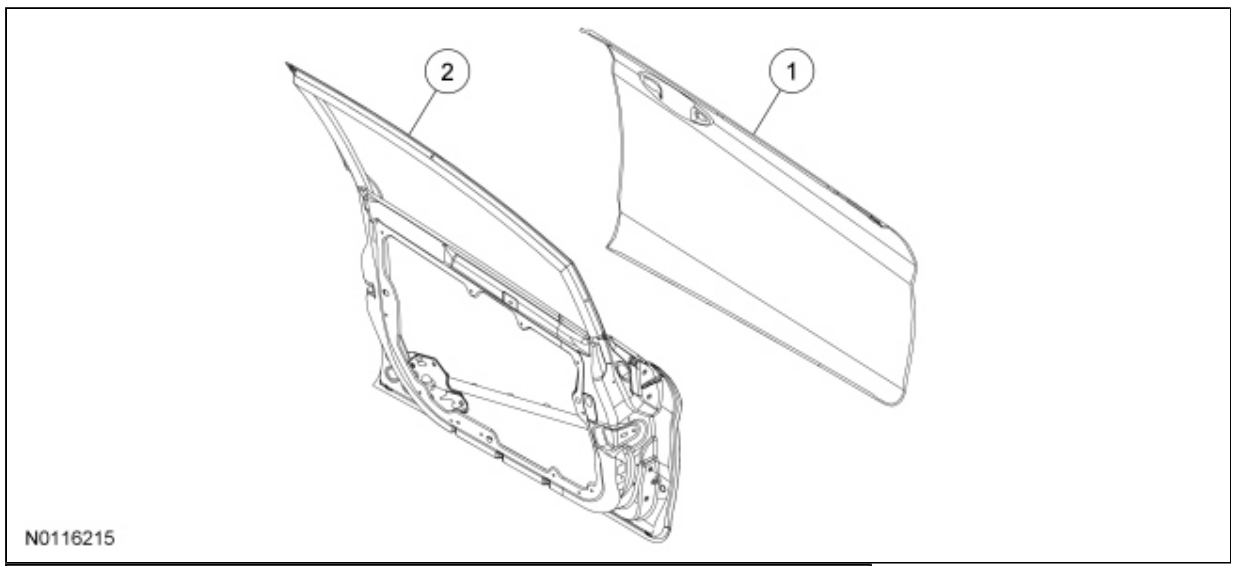
ST1073-A	Heat Gun 107-R0300
ST2956-A	Pro 230 MIG Welder 208-00030

Material

Item	Specification
Flexible Foam Repair Fusor® 121, or equivalent; obtain locally	—
Metal Bonding Adhesive TA-1	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—
Seam Sealer TA-2	—

Door Assembly — Front

NOTE: Door intrusion beam is constructed of boron steel and is non-serviceable.



Item	Part Number	Description

1	5420200 (RH)/ 5420201 (LH)	Door outer panel — mild steel
2	5420124 (RH)/ 5420125 (LH)	Door shell — mild and boron steel

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Never use non-Ford parts or accessories for completing repairs.

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- **Major body clips or assemblies from salvage vehicles**
- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

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Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

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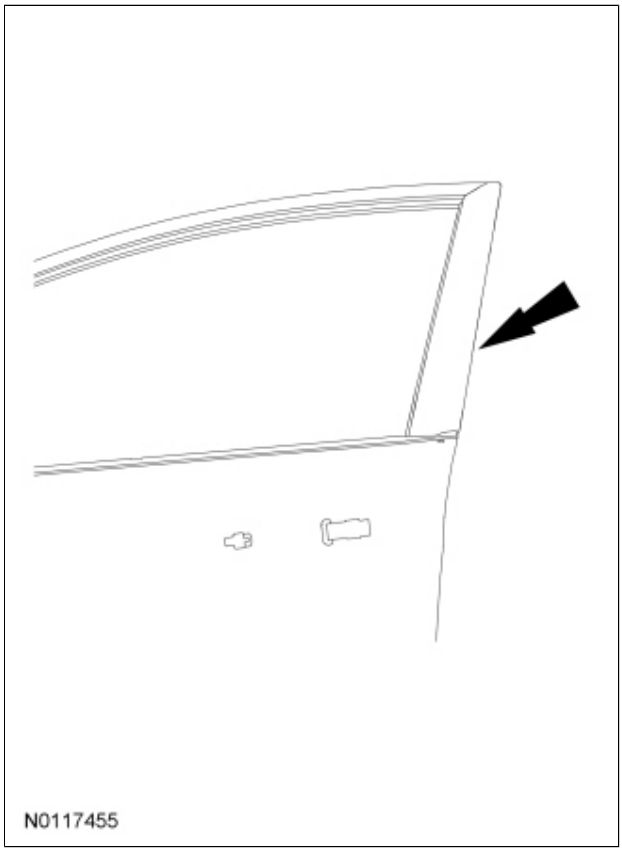
WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

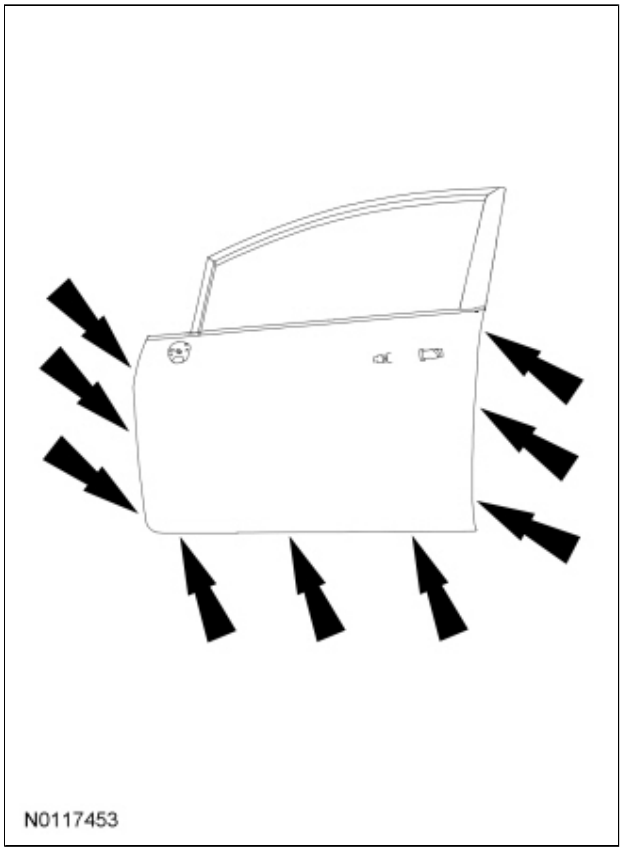
1. Inspect the door hinges prior to panel replacement. Install new or rebuild as necessary.
2. Remove the door window glass. For additional information, refer to Section 501-11 .
3. Remove the door. For additional information, refer to Section 501-03 .
4. Remove the door outer latch and outer door handle. For additional information, refer to Section 501-14 .
5. Remove the side view mirror. For additional information, refer to Section 501-09 .

6. Remove the door applique.



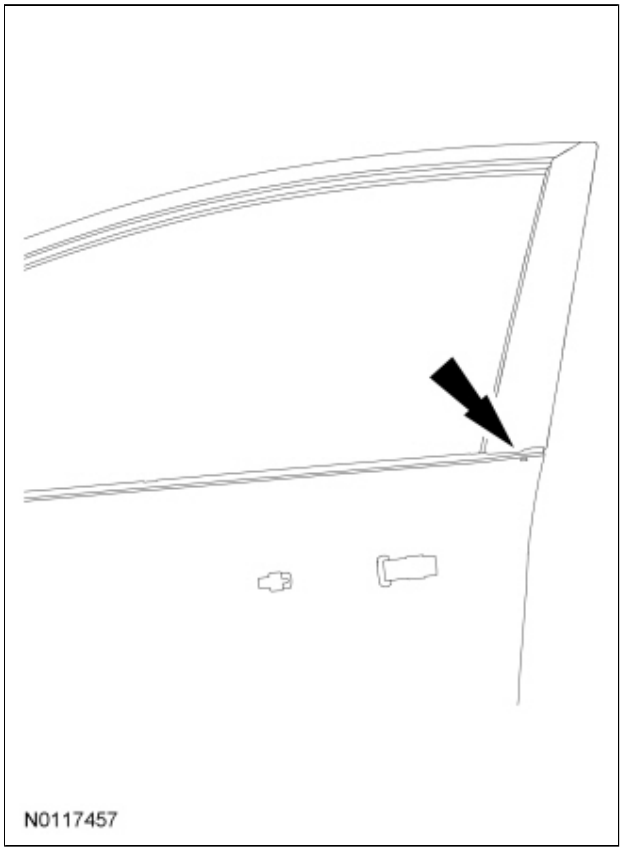
7. ***NOTICE:*** **To prevent damage to the mating surfaces of the door assembly, use extreme care to avoid cutting into the door shell.**

   Using a suitable grinder, grind along the perimeter of the outer door panel to separate the hem edges as indicated.



8. ***NOTICE:*** **Drill though the outer panel sheet metal only to avoid damage to the door assembly.**

   Carefully remove the tack weld at the upper rear of the outer door panel.



9. **NOTE:** The use of a heat gun may be required to soften the door panel adhesive.

Prior to removing the outer door panel, use a sharp knife to cut the adhesive between the door shell and outer panel and the intrusion beam.

- Using a flat-blade chisel or equivalent, remove the original panel.
- Using a sharp knife or broad edge scraper, remove the remaining portion of the hem flange from the door shell.
- Remove any remaining adhesive from the door shell flange.

Installation

1. Prepare the door shell assembly.
   - Grind clean all mating surfaces.
   - Dress any tack welds.

2. Prepare the service replacement outer door panel.
   - Sand clean all the mating surfaces of the replacement panel.
   - Apply a mastic sound-deadener patch (obtain locally) to the inner side of the replacement panel. For additional information, refer to Sound Deadeners and Insulators in this section.

3. **NOTE:** Hemming and alignment must be completed before the adhesive has begun to cure.

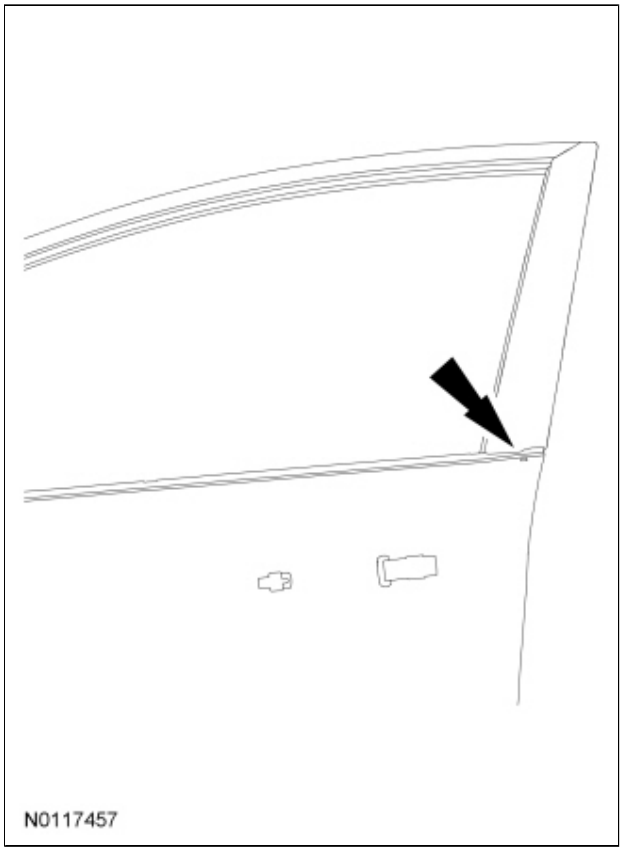
   Apply metal bonding adhesive to the replacement panel hem flange and position on the door shell and begin the hemming process.
   - Using a door panel installation tool or the hammer and dolly method, close the door hem flange around the entire perimeter of the door and smooth any residual adhesive in the joints.

4. Fit the door assembly to the vehicle and assure correct alignment with the adjoining panels.

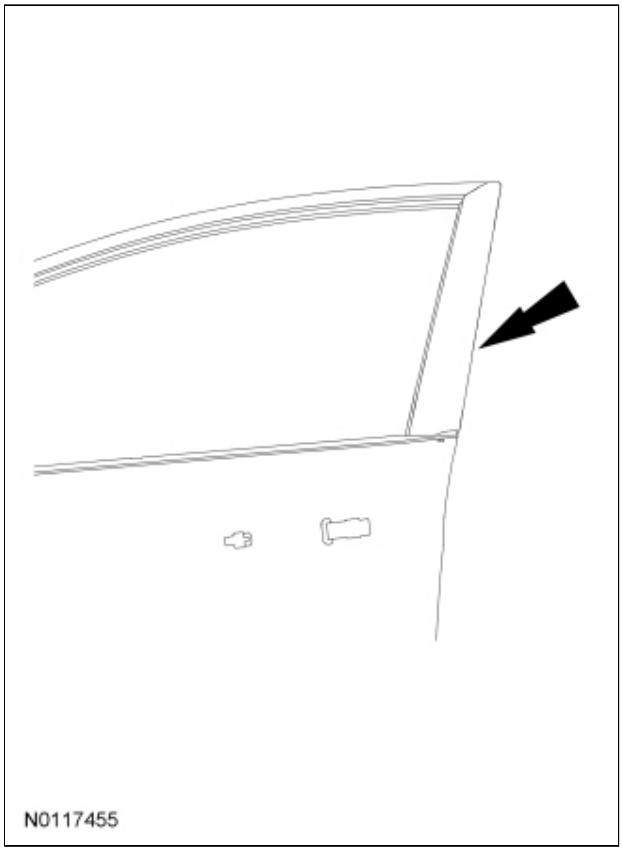
5. Clamp the upper front portion of the door outer panel to the door shell and allow adhesive to cure.

6. **WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.**

   Clamp the upper rear portion of the door outer panel to the door shell and apply a MIG tack weld where previously removed.



7. Remove the door assembly from the vehicle.
8. Apply flexible foam repair material between the door outer panel and the intrusion beam.
9. Sand and prime the flange area and apply a continuous bead of seam sealer to the entire door hem flange perimeter.
10. Prime and paint the door flange area using a Ford approved paint system.
11. Apply rust inhibitor to the inside of the door assembly to all hem flange areas. For additional information, refer to Restoring Corrosion Protection Following Repair in this section.
12. Install the door on the vehicle. For additional information, refer to Section 501-03 and refinish using a Ford approved paint system.
13. Install the door latch and outer door handle. For additional information, refer to Section 501-14 .
14. Install the window glass. For additional information, refer to Section 501-11 .
15. Install the side view mirror. For additional information, refer to Section 501-09 .
16. Install a new door applique.


N0117455

Door Outer Panel — Rear

Special Tool(s)

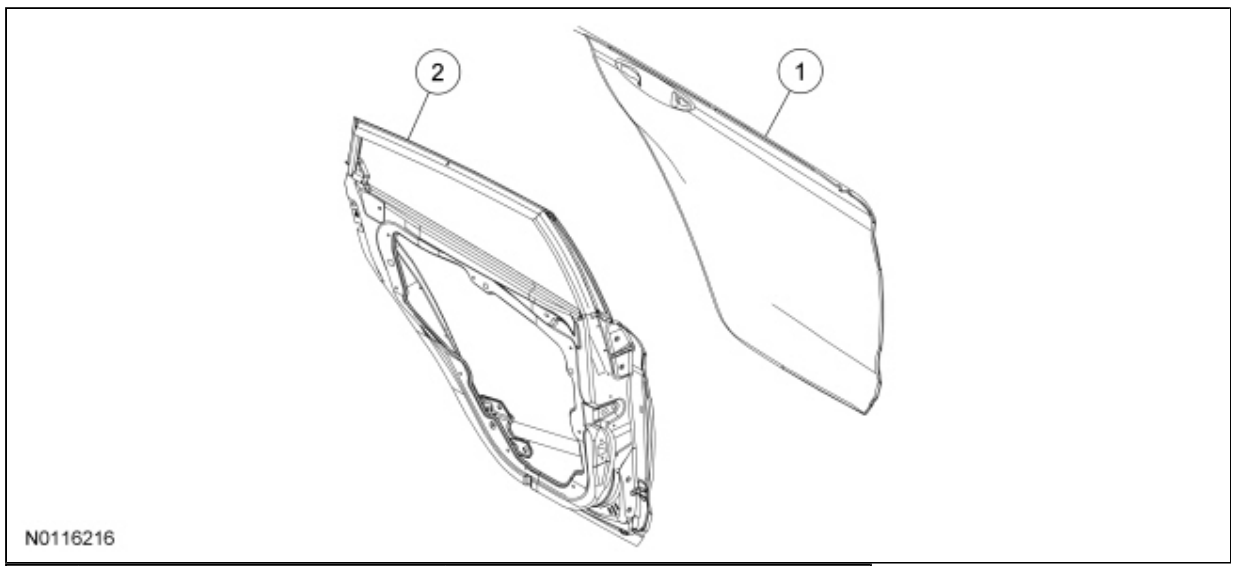
ST1073-A	Heat Gun 107-R0300
ST2956-A	Pro 230 MIG Welder 208-00030

Material

Item	Specification
Flexible Foam Repair Fusor® 121, or equivalent; obtain locally	—
Metal Bonding Adhesive TA-1	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—
Seam Sealer TA-2	—

Door Assembly — Rear

NOTE: Door intrusion beam is constructed of boron steel and is non-serviceable.



Item	Part Number	Description

1	5824700 (RH)/ 5825701 (LH)	Door outer panel — mild steel
2	5420124 (RH)/ 5420125 (LH)	Door shell — mild and boron steel

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- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

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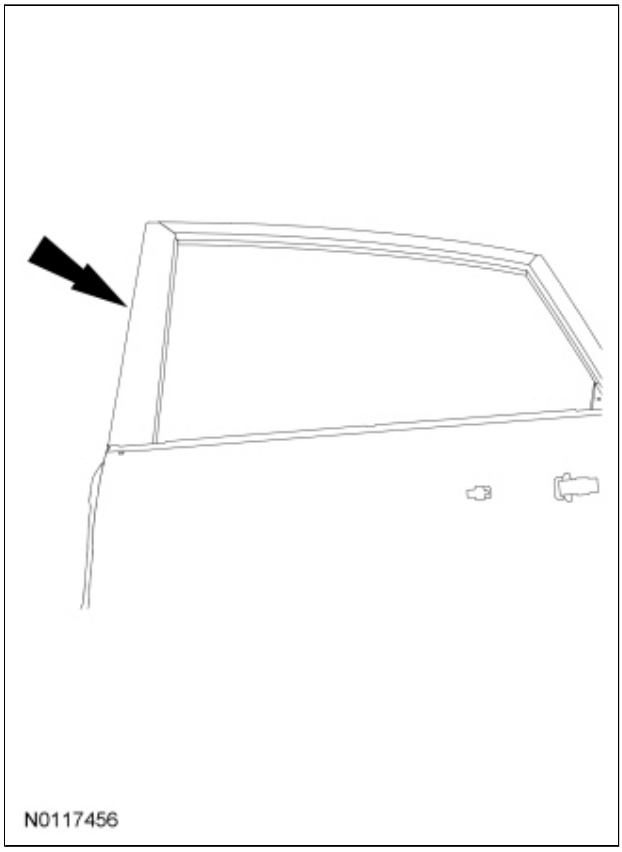
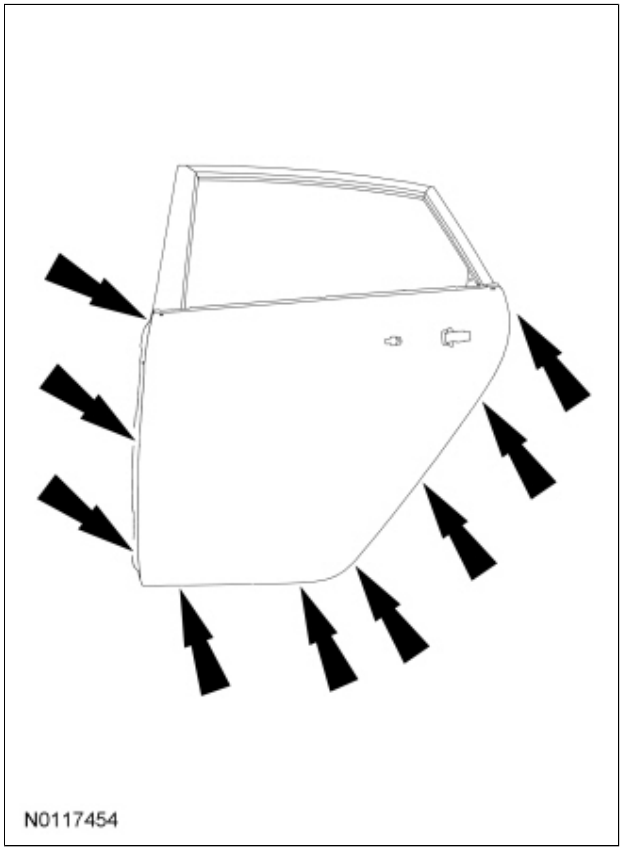
WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

1. Inspect the door hinges prior to panel replacement. Install new or rebuild as necessary.
2. Remove the door window glass. For additional information, refer to Section 501-11 .
3. Remove the door. For additional information, refer to Section 501-03 .
4. Remove the door outer latch and outer door handle. For additional information, refer to Section 501-14 .
5. Remove the door applique.

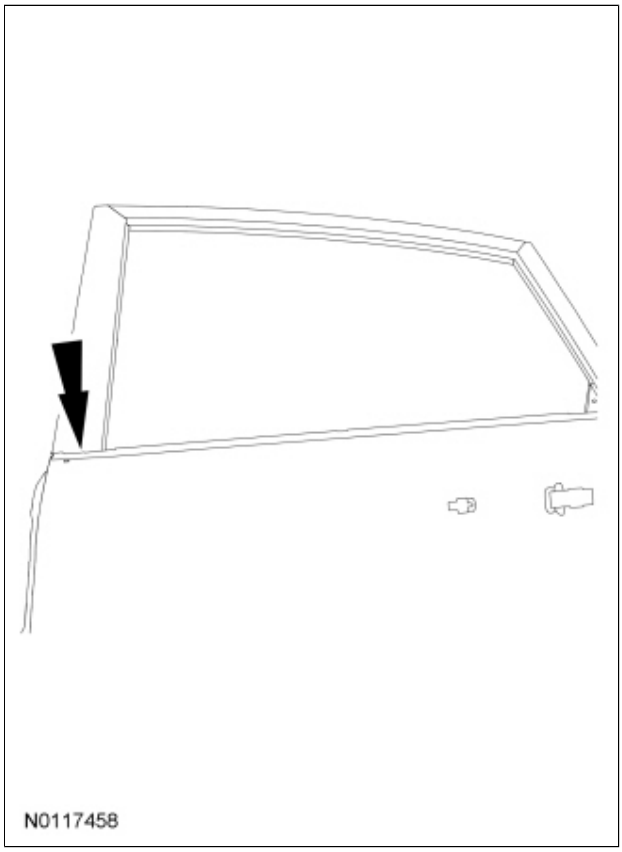


6. ***NOTICE:*** **To prevent damage to the mating surfaces of the door assembly, use extreme care to avoid cutting into the door shell.**

   Using a suitable grinder, grind along the perimeter of the outer door panel to separate the hem edges as indicated.



7. Carefully remove the tack weld at the upper front of the outer door panel.



8. **NOTE:** The use of a heat gun may be required to soften the door panel adhesive. Prior to removing the outer door panel, use a sharp knife to cut the adhesive between the door shell and outer panel and the intrusion beam.

   Remove the outer panel sheet metal.
   - Using a flat-blade chisel or equivalent, remove the original panel.
   - Using a sharp knife or broad edge scraper, remove the remaining portion of the hem flange from the door shell.
   - Remove any remaining adhesive from the door shell flange.

Installation

1. Prepare the door shell assembly.
   - Grind clean all mating surfaces.
   - Dress any tack welds.

2. Prepare the service replacement outer door panel.
   - Sand clean all the mating surfaces of the replacement panel.
   - Apply a mastic sound-deadener patch (obtain locally) to the inner side of the replacement panel. For additional information, refer to Sound Deadeners and Insulators in this section.

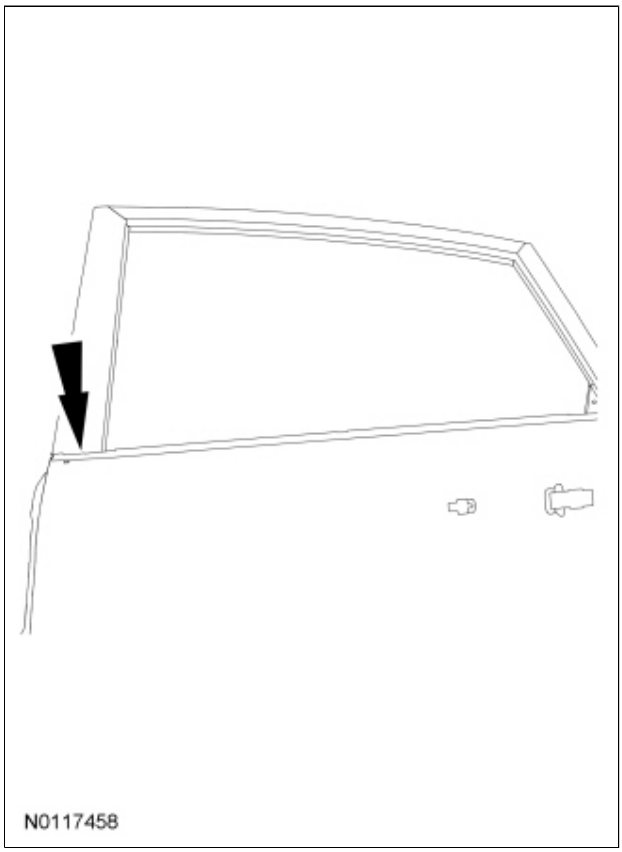
3. **NOTE:** Hemming and alignment must be completed before the adhesive has begun to cure.

   Apply metal bonding adhesive to the replacement panel hem flange and position on the door shell and begin the hemming process.
   - Using a door panel installation tool or the hammer and dolly method, close the door hem flange around the entire perimeter of the door and smooth any residual adhesive in the joints

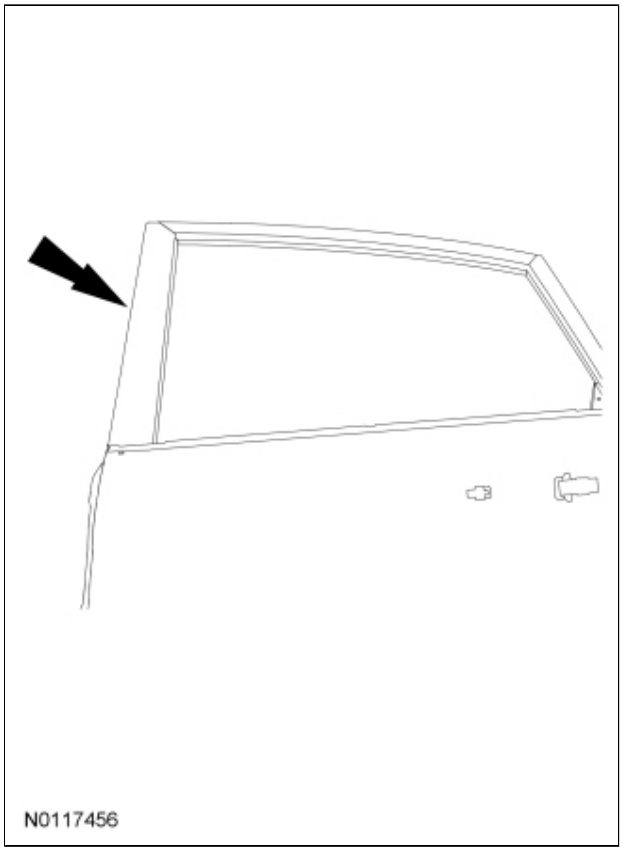
4. Fit the door assembly to the vehicle and assure correct alignment with the adjoining panels.

5. **WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.**

   Clamp the upper front portion of the door outer panel to the door shell and apply a MIG tack weld where previously removed.



6. Remove the door assembly from the vehicle.
7. Apply flexible foam repair material between the door outer panel and the intrusion beam.
8. Sand and prime the flange area and apply a continuous bead of seam sealer to the entire door hem flange perimeter.
9. Prime and paint the door flange area using a Ford approved paint system.
10. Apply rust inhibitor to the inside of the door assembly to all hem flange areas. For additional information, refer to Restoring Corrosion Protection Following Repair in this section.
11. Install the door on the vehicle. For additional information, refer to Section 501-03 and refinish using a Ford approved paint system.
12. Install the door latch and outer door handle. For additional information, refer to Section 501-14 .
13. Install the window glass. For additional information, refer to Section 501-11 .
14. Install a new door applique.


N0117456

Frame Members — Front

Special Tool(s)

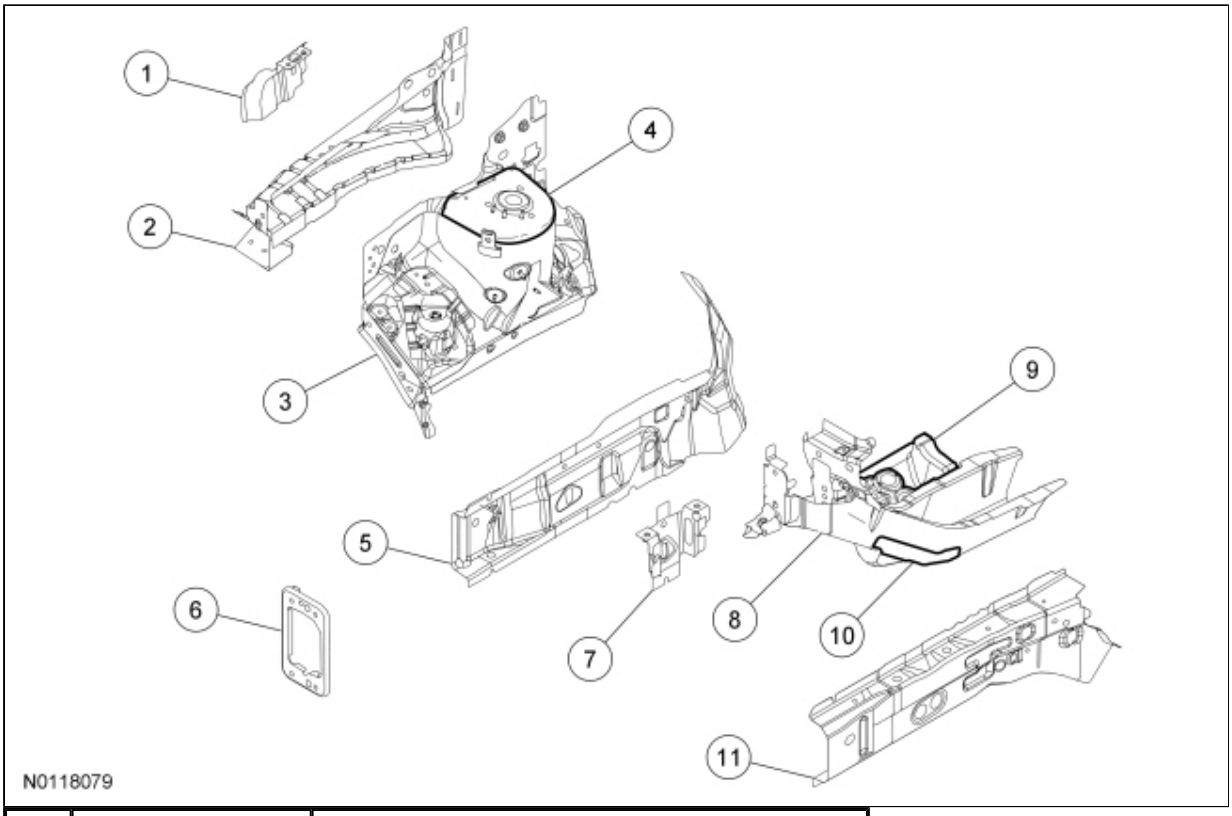
ST2738-A	Heat Treatment Induction Resistance Spot Welder 254-00001
ST2956-A	Pro 230 MIG Welder 208-00030

Material

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	—
Premium Undercoating ValuGard™ VG101, VG101A (aerosol)	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—

Front Structure

NOTE: Right side fender reinforcements and apron shown, left side similar.



Item	Part Number	Description
1	16C078 (RH)/ 16C079 (LH)	Fender bracket — mild steel
2	16018 (RH)/ 16019 (LH)	Fender reinforcement, outer — HSLA 350 steel
3	16054 (RH)/ 16055 (LH)	Fender apron — mild steel
4	—	Strut tower (part of 16054/16055) — HSLA 300 steel
5	54010A88 (RH)/ 54101A89 (LH)	Frame rail, outer — Dual Phase Steel (DP) 600 steel
6	17B749 (RH)/ 17B750 (LH)	Bumper mounting bracket — mild steel HSLA 300 steel
7	—	Bracket (part of 54010A88/54101A89) — mild steel
8	—	Cowl top support (part of 16054/16055) — mild steel
9	—	Brace (part of 54010A88/54101A89 — HSLA 300 steel
10	—	Reinforcement (part of 54010A88/54101A89) — Dual Phase Steel (DP) 600 steel
11	5410008 (RH)/ 5410009 (LH)	Frame rail, inner — Dual Phase Steel (DP) 600 steel

WARNING: Frame rail crush zones absorb crash energy during a collision and must be replaced if damaged. Straighten damaged frame rails to correct frame dimensions prior to frame member sectioning. Failure to follow these instructions may adversely affect frame rail performance and may result in serious personal injury to vehicle occupant(s).

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- **Salvaged or reconditioned wheels**
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  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

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***NOTICE:* A frame rail sectioning kit is not available for this vehicle. Frame rail replacement must be done at the factory seams. Failure to follow this direction will result in an incorrect repair and vehicle energy management will be compromised.**

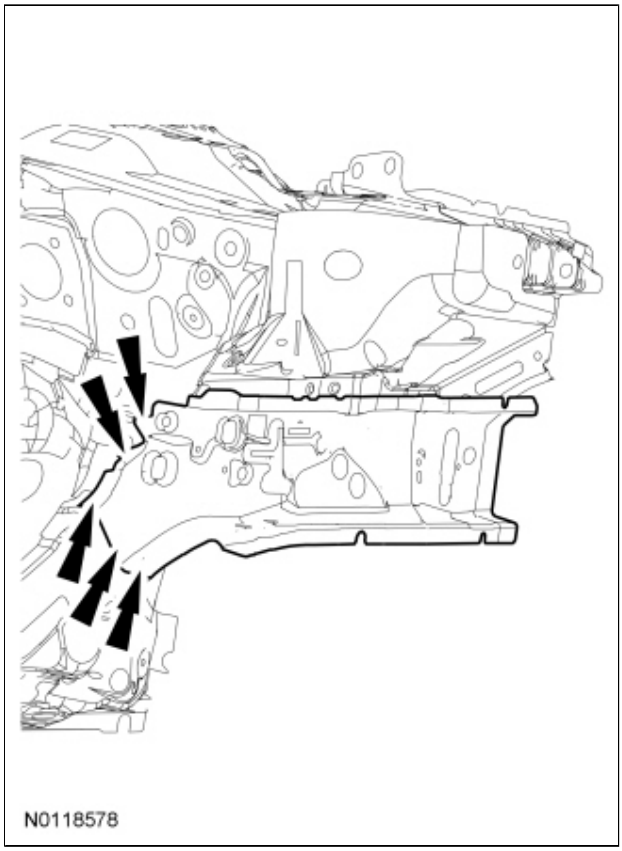
1. Position the vehicle on a frame repair rack following the manufacturer's recommendations. Measure the vehicle to determine if the body requires rough straightening and alignment. For dimensional information, refer to Body in this section.

2. Remove the hood. For additional information, refer to Section 501-02 .
3. Remove the fender(s) from the affected side(s). For additional information, refer to Section 501-02 .
4. Remove the front bumper cover and reinforcement. For additional information, refer to Section 501-19 .
5. Remove the battery. For additional information, refer to Section 414-01 .
6. Remove the front strut from the affected side of the vehicle. For additional information, refer to Section 204-01 .
7. Remove the engine mount from the affected side of the vehicle. For additional information, refer to Section 303-01 .
8. Remove the subframe. For additional information, refer to Section 502-00 .
9. Disconnect and position aside the Anti-Lock Brake System (ABS) sensor wire.
10. **NOTE:** Use care not to drill through to fender apron or A-pillar when removing the frame rail.

    Carefully drill out the spot welds and remove the outer frame rail.

11. **NOTE:** Use care not to drill through to fender apron or A-pillar when removing the frame rail.

    Carefully drill out the spot welds and remove the inner frame rail.



12. Dress any plug weld nuggets on the vehicle underbody structure resulting from inner or outer rail removal.

Installation

1. **NOTE:** Factory spot welds may be substituted with either resistance spot welds or MIG plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.

   Apply a locally available weld-through primer only to the immediate weld locations of the inner and outer frame rails.

2. Install and clamp the service replacement inner frame rail in place. Tack weld and verify correct alignment of the frame rail.

3. **NOTE:** Factory spot welds may be substituted with either resistance spot welds or MIG plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.

   Install and clamp the service replacement outer frame rail in place.
   - Verify correct alignment of the outer frame rail.

4. Using a MIG welder or resistance spot welder, plug weld along the top and bottom seam of the service replacement rails.

5. Use a dye penetrant or equivalent to determine if any cracks or large voids exist, grind out any defects that exist and repair until the weld is free of defects.
   - Dress welds as necessary.

6. Apply corrosion protection. For additional information, refer to Restoring Corrosion Protection Following Repair in this section.

7. MIG plug weld or resistance spot weld a new front bumper reinforcement mounting plate to the front frame rail assembly.

8. Install the subframe. For additional information, refer to Section 502-00 .
9. Install the engine mount from the affected side of the vehicle. For additional information, refer to Section 303-01 .
10. Install the front strut. For additional information, refer to Section 204-01 .
11. Connect the Anti-Lock Brake System (ABS) sensor wire.
12. Install the battery. For additional information, refer to Section 414-01 .
13. Install the fender(s). For additional information, refer to Section 501-02 .
14. Install the front bumper cover and reinforcement. For additional information, refer to Section 501-19 .
15. Install the hood. For additional information, refer to Section 501-02 .

Frame Members — Rear

Special Tool(s)

ST2738-A	Heat Treatment Induction Resistance Spot Welder 254-00001
ST2956-A	Pro 230 MIG Welder 208-00030

Material

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	—
Premium Undercoating ValuGard™ VG101, VG101A (aerosol)	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—

WARNING: Frame rail crush zones absorb crash energy during a collision and must be replaced if damaged. Straighten damaged frame rails to correct frame dimensions prior to frame member sectioning. Failure to follow these instructions may adversely affect frame rail performance and may result in serious personal injury to vehicle occupant(s).

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NOTICE: **Because of component composition (Dual Phase Steel (DP) 600 steel) a frame rail sectioning kit is not available for this vehicle. Frame rail replacement must be carried out by replacement at the factory seams.**

1. Position the vehicle on a frame repair rack following the manufacturer's recommendations. Measure the vehicle to determine if the body requires rough straightening and alignment. For dimensional information, refer to Body in this section.

2. Remove the rear bumper cover and reinforcement. For additional information, refer to section Section 501-19 .

3. Remove the rear wheels. For additional information, refer to section Section 204-04 .

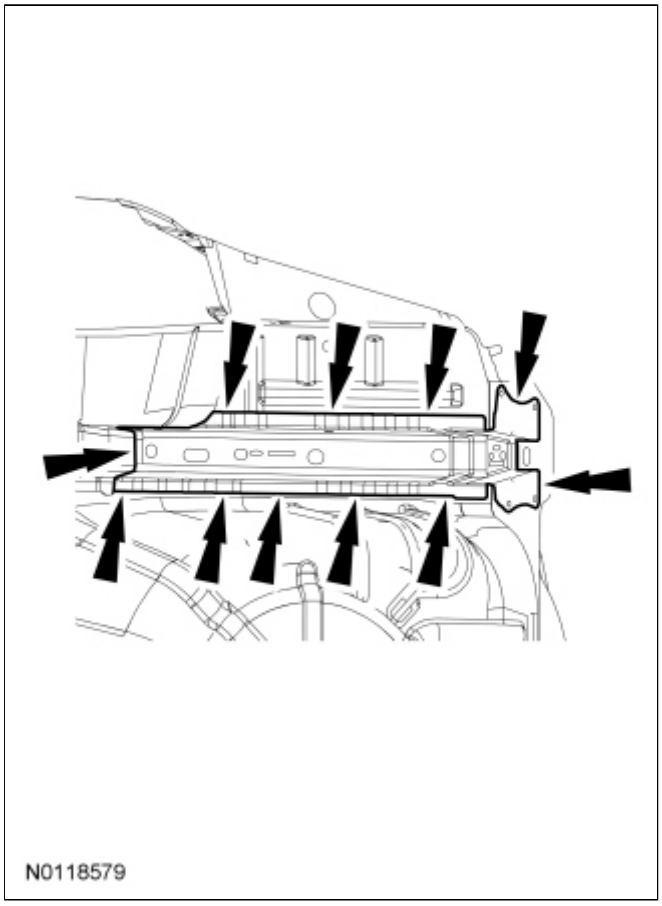
4. Remove the rear axle. For additional information, refer to section Section 204-02 .

5. LH side only. Remove the fuel fill assembly. For additional information, refer to section Section 310-01 .

6. **NOTE:** Use caution not to drill through the vehicle floor pan when removing spot welds.

   NOTE: LH side shown. RH side similar.

   Carefully remove the spot welds and the rear frame rail.



Installation

1. Dress all spot weld nuggets on the vehicle mating surfaces.
2. **NOTE:** Factory spot welds may be substituted with either resistance spot welds or MIG plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.

   Drill plug weld holes in the replacement rear frame rail service part.
3. Apply a locally available weld-through primer to the immediate weld location only on the replacement part and vehicle mating surfaces.
4. Install and clamp the service replacement rear frame rail in place and verify correct alignment of the frame rail.
5. Using a MIG welder or resistance spot welder, plug weld the service replacement rail.
6. Apply corrosion protection. For additional information, refer to Restoring Corrosion Protection Following Repair in this section.
7. Install a new rear bumper mounting plate.
8. LH side only. Install the fuel fill assembly. For additional information, refer to section Section 310-01 .
9. Install the rear axle. For additional information, refer to section Section 204-02 .
10. Install the rear wheels. For additional information, refer to section Section 204-04 .

11. Install the rear bumper cover and reinforcement. For additional information refer to section Section 501-19 .

Inner Body Reinforcing Panels

General Equipment

3 Phase Inverter Spot Welder 254-00002
Compuspot 700F Welder 190-50080
I4 Inverter Spot Welder 254-00014
Inverter Welder with MIG Welder 254-00015

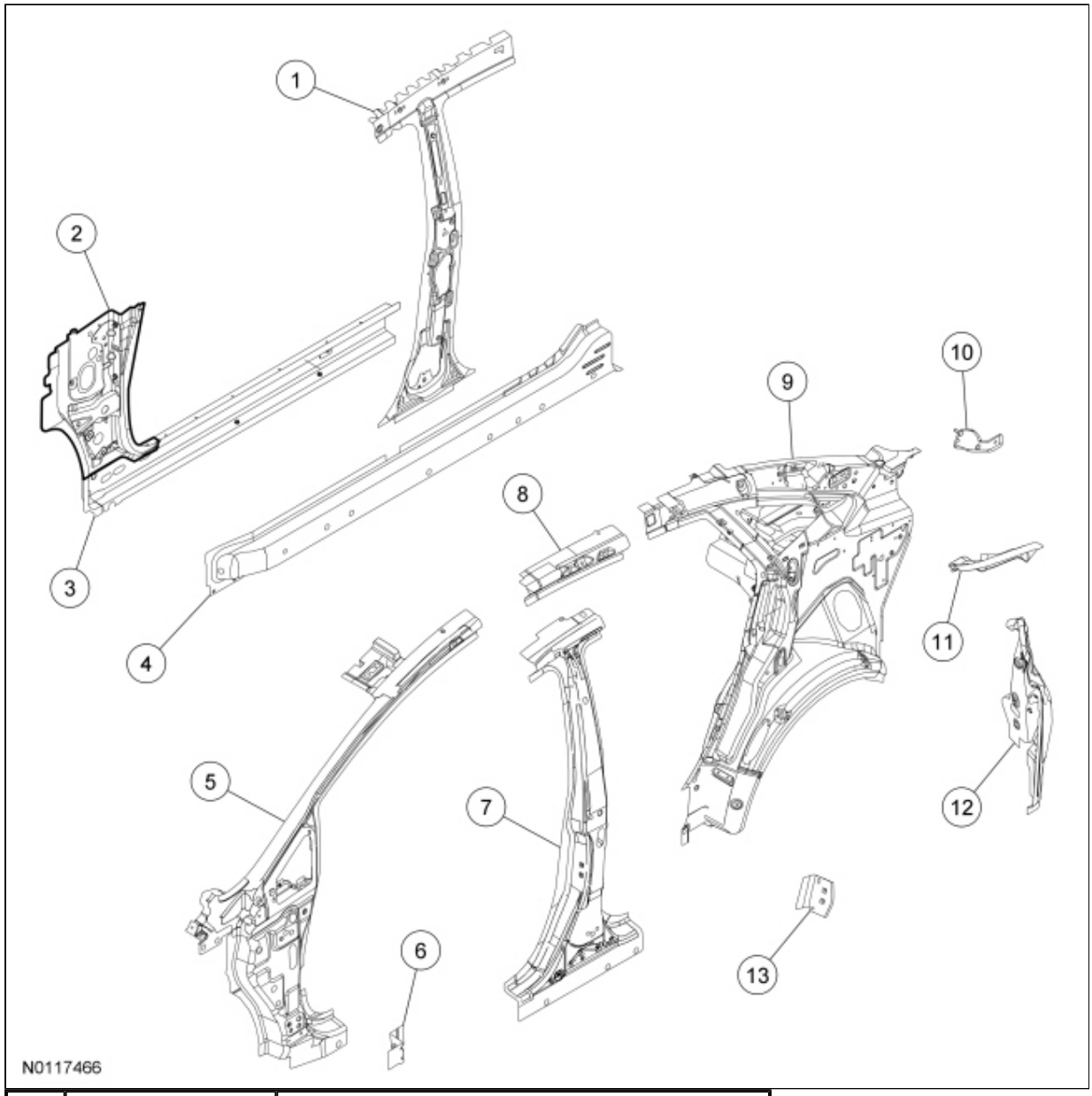
Material

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	—
Premium Undercoating ValuGard™ VG101, VG101A (aerosol)	—
Rust Inhibitor ValuGard™ VG104, VG104A (aerosol)	—
Seam Sealer TA-2	—

4-Door Sedan

NOTICE: **Sectioning procedures can only be carried out on the outer body side panel. No sectioning repairs can be carried out on inner reinforcement panels. Failure to follow these instructions may compromise structural integrity of the vehicle.**

NOTE: Refer to the steel repairability matrix chart in the Specifications portion of this section for specific information regarding steel descriptions.



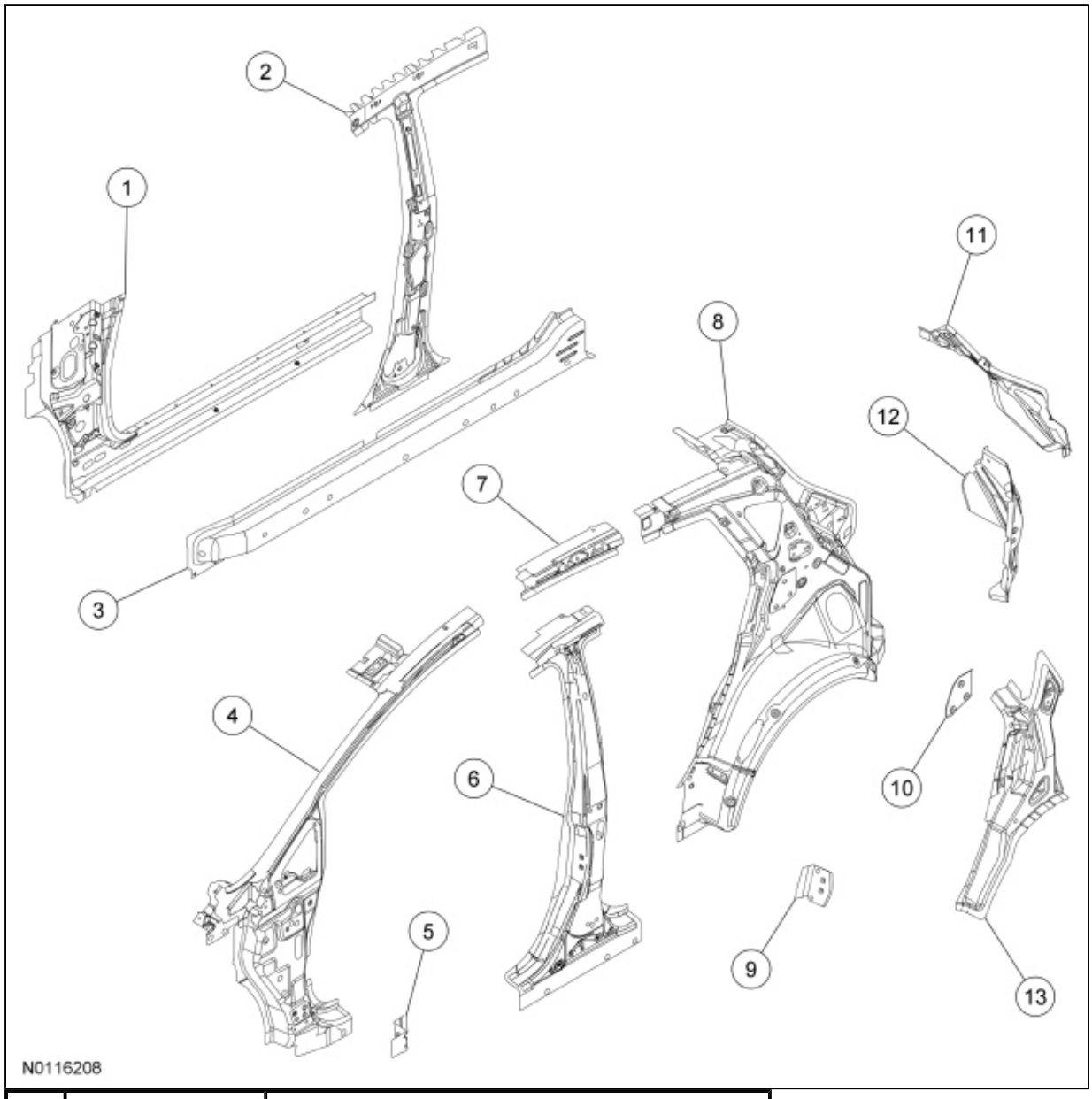
Item	Part Number	Description
1	5424300 (RH)/ 5424301 (LH)	B-pillar inner— boron steel
2	—	Cowl side panel, inner (part of 5402038/5402039) — Dual Phase Steel (DP) 600 steel
3	5402038 (RH)/ 5402039 (LH)	Cowl side panel, inner — DP 350 steel
4	5410116 (RH)/ 5410117 (LH)	Rocker panel reinforcement — DP 780 steel
5	5402500 (RH)/ 5402501 (LH)	A-pillar reinforcement— boron steel
6	54272A12 (RH)/ 54272A13 (LH)	Door check mounting bracket— mild steel
7	5424382 (RH)/ 5424383 (LH)	B-pillar reinforcement— boron steel
8	54513A06 (RH)/ 54513A07 (LH)	Upper body reinforcement— HSLA 350 steel
9	5427790 (RH)/	Quarter panel and wheelhouse — HSLA 350

	5427791 (LH)	steel
10	5444822 (RH)/ 5444823 (LH)	Hinge — mild steel
11	5445114 (RH)/ 5445115 (LH)	Luggage compartment drain trough — mild steel
12	13A418A (RH)/ 13A418B (LH)	Rear lamp closing panel — mild steel
13	54250A06 (RH)/ 54250A07 (LH)	Support plate — mild steel

5-Door Hatchback

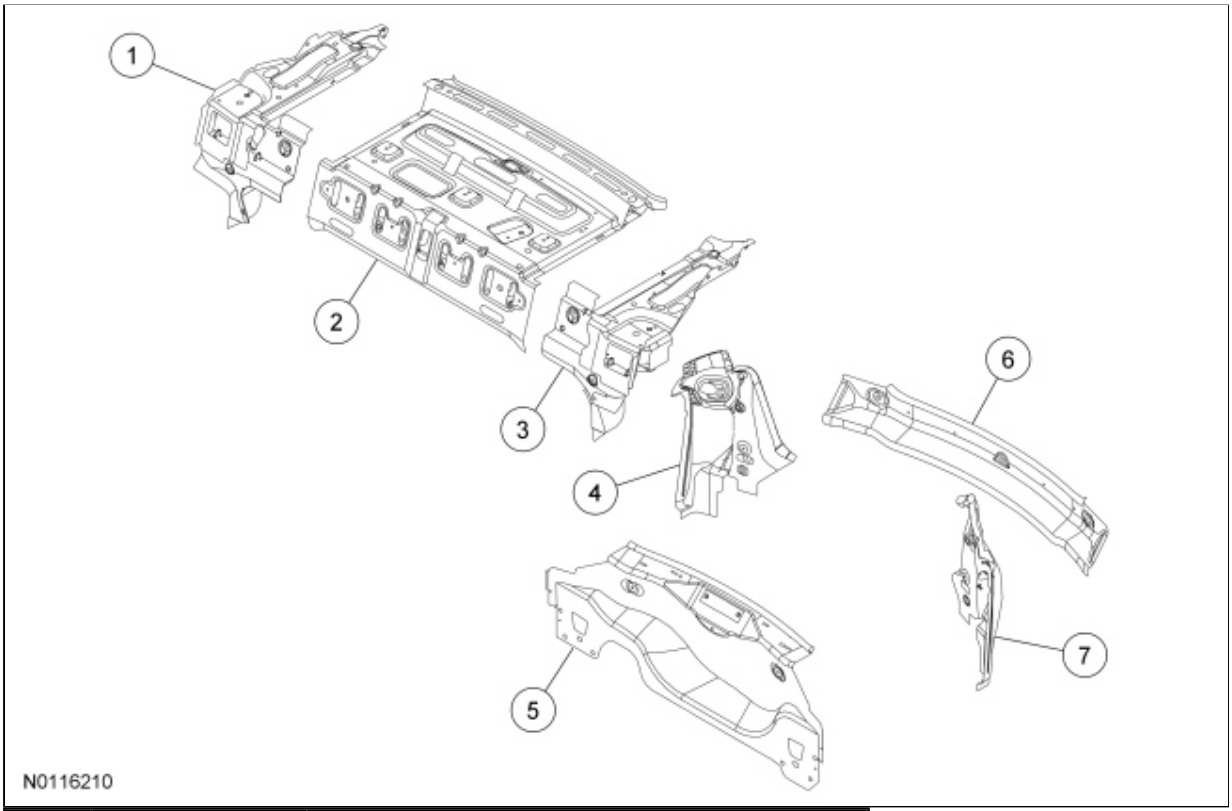
NOTICE: **Sectioning procedures can only be carried out on the outer body side panel. No sectioning repairs can be carried out on inner reinforcement panels. Failure to follow these instructions may compromise structural integrity of the vehicle.**

NOTE: Refer to the steel repairability matrix chart in the Specifications portion of this section for specific information regarding steel descriptions.



Item	Part Number	Description
1	5402038 (RH)/ 5402039 (LH)	Cowl side panel, inner — HSLA 350 steel
2	5424300 (RH)/ 5424301 (LH)	B-pillar — boron steel
3	5410116 (RH)/ 5410117 (LH)	Rocker panel reinforcement — DP 350 steel
4	5402500 (RH)/ 5402501 (LH)	A-pillar reinforcement — boron steel
5	54272A12 (RH)/ 54272A13 (LH)	Door check mounting bracket — mild steel
6	5424382 (RH)/ 5424383 (LH)	B-pillar reinforcement — boron steel
7	58513A06 (RH)/ 58513A07 (LH)	Upper body reinforcement — HSLA 350 steel
8	5827790 (RH)/ 5827791 (LH)	Quarter panel and wheelhouse, inner — HSLA 350 steel
9	54250A06 (RH)/ 54250A07 (LH)	Support plate — mild steel
10	58613A63 (LH only)	Bracket — mild steel
11	5845114	Luggage compartment drain trough — mild steel
12	5845115	Luggage compartment drain trough — mild steel
13	—	Quarter panel and wheelhouse reinforcement, inner (part of 5827790/5827791 — HSLA 350 steel

Package Tray Assembly — 4-Door Sedan

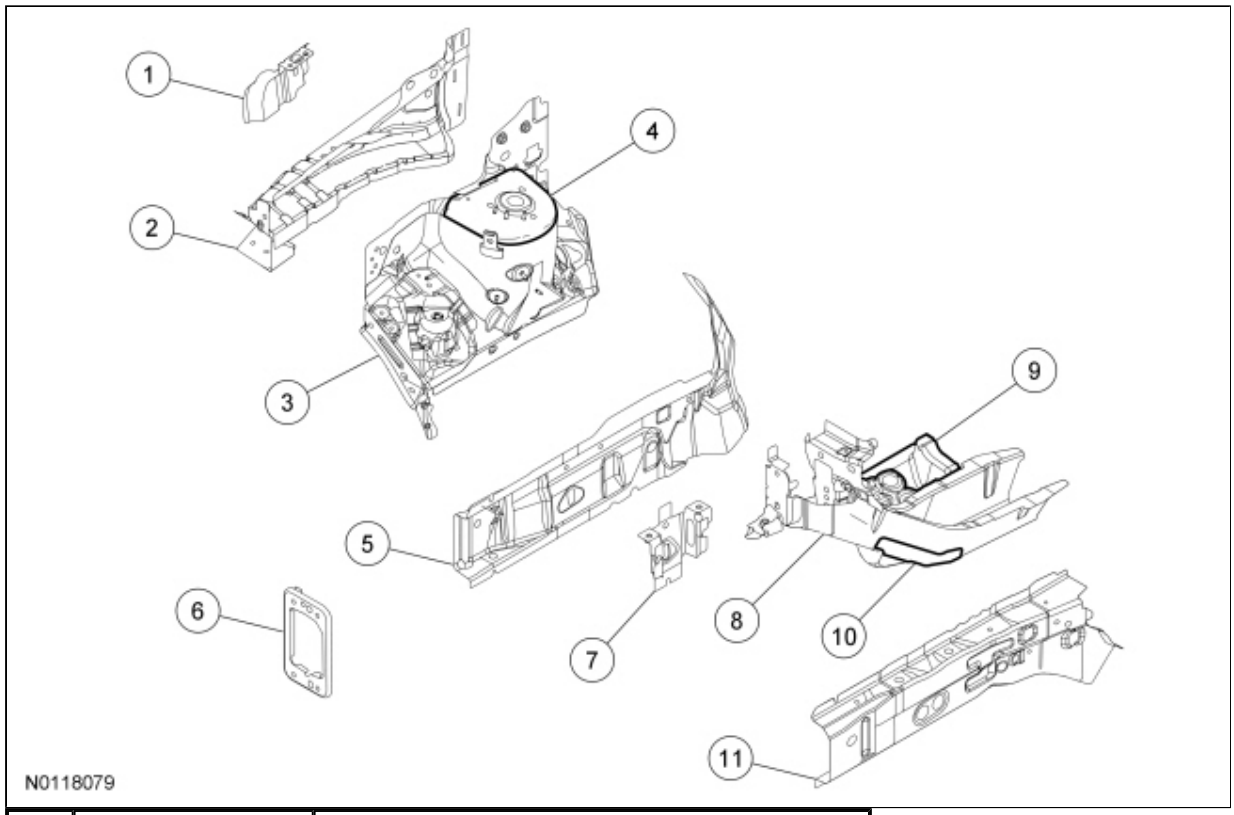


Item	Part Number	Description

1	5446774	Reinforcement — mild steel
2	5446506	Package tray — mild steel
3	5446775	Reinforcement — mild steel
4	13A418A	Rear lamp closing panel — mild steel
5	5440320	Back panel — mild steel
6	5440338	Reinforcement — mild steel
7	13A418B	Rear lamp closing panel — mild steel

Front Structure

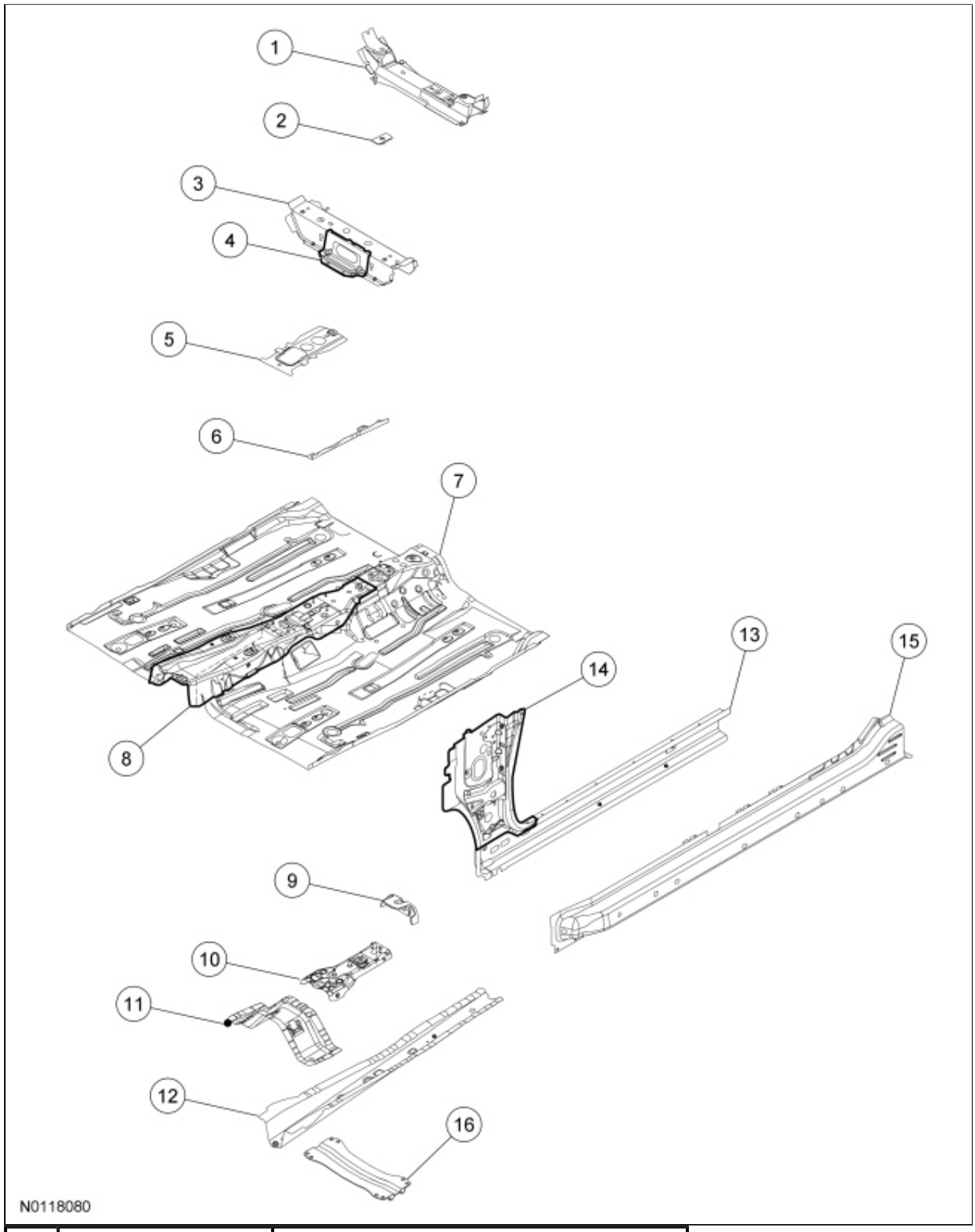
NOTE: Right side fender reinforcements and apron shown, left side similar.



Item	Part Number	Description
1	16C078 (RH)/ 16C079 (LH)	Fender bracket — mild steel
2	16018 (RH)/ 16019 (LH)	Fender reinforcement, outer — HSLA 350 steel
3	16054 (RH)/ 16055 (LH)	Fender apron — mild steel
4	—	Strut tower (part of 16054/16055) — HSLA 300 steel
5	54010A88 (RH)/ 54101A89 (LH)	Frame rail, outer — Dual Phase Steel (DP) 600 steel
6	17B749 (RH)/ 17B750 (LH)	Bumper mounting bracket — mild steel HSLA 300 steel
7	—	Bracket (part of 54010A88/54101A89) — mild steel
8	—	Cowl top support (part of 16054/16055) — mild steel

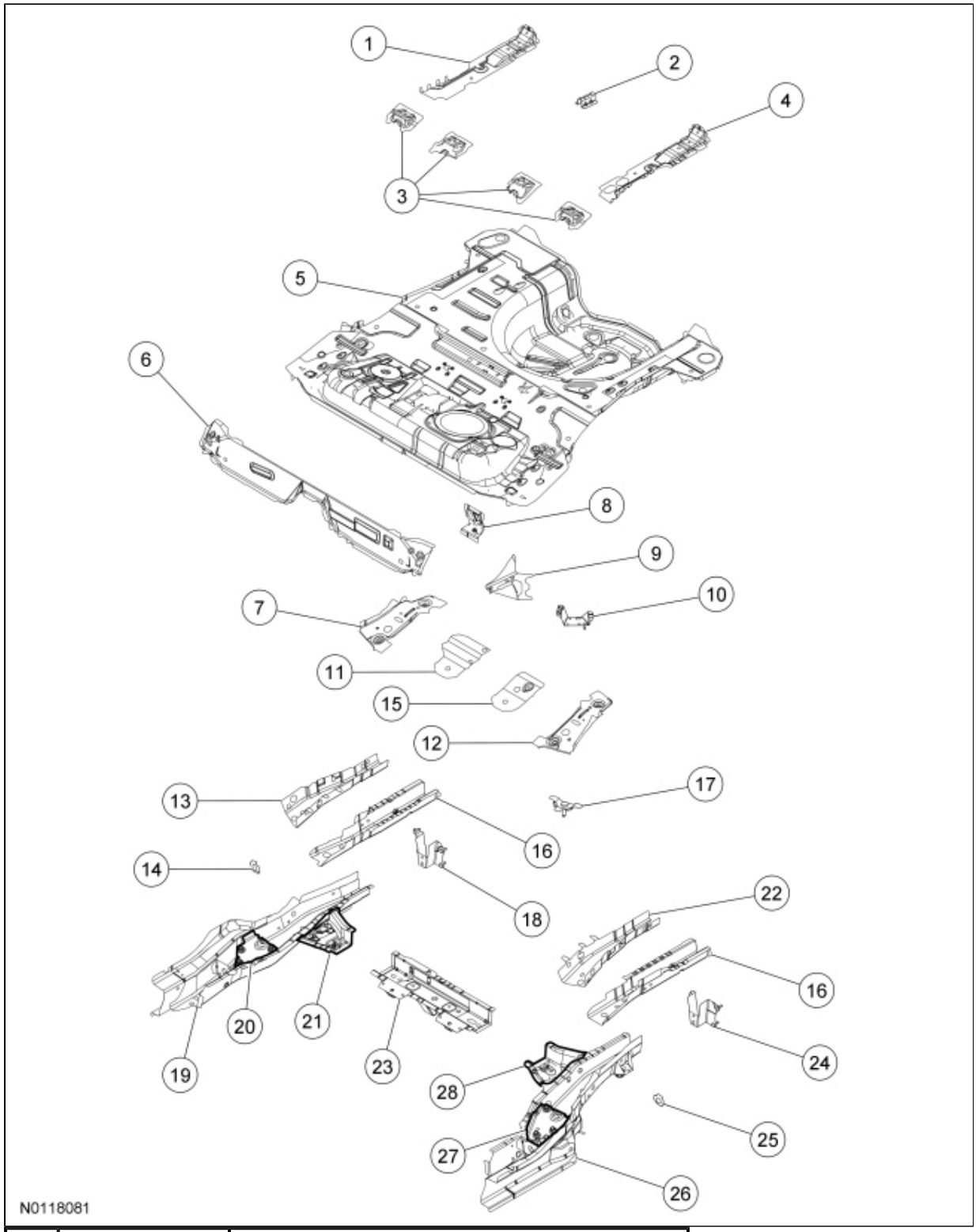
9	—	Brace (part of 54010A88/54101A89 — HSLA 300 steel
10	—	Reinforcement (part of 54010A88/54101A89) — Dual Phase Steel (DP) 600 steel
11	5410008 (RH)/ 5410009 (LH)	Frame rail, inner — Dual Phase Steel (DP) 600 steel

Underbody — Front Floor



Item	Part Number	Description
1	5410776A (RH)/ 5410776B (LH)	Crossmember — DP 600 steel
2	5862570	seat mounting bracket — Bake Hardened Steel (BH) 210 steel
3	5410672 (RH)/ 5410673 (LH)	Crossmember - front, upper — DP 600 steel
4	—	Bracket (part of 5410672/5410673) — mild steel
5	54111A46	Gusset (2 required) — HSLA 300 steel
6	54106A96 (RH)/ 54106A97 (LH)	Floor side member — mild steel
7	5411135	Floor pan — mild steel
8	—	Floor tunnel (part of 5411135) — HSLA 300 steel
9	2A697	Parking brake cable guide — mild steel
10	2L624	Parking brake cable reinforcement — mild steel
11	54111K48	Reinforcement — DP 780 steel
12	5410062	Side member extension (2 required) — DP 780 steel
13	5402038 (RH)/ 5402039 (LH)	Cowl side panel, inner — DP 780 steel
14	—	Cowl side panel, inner (part of 5402038/5402039 — DP 600 steel
15	5410116 (RH)/ 5410117 (LH)	Rocker panel reinforcement — DP 780 steel
16	58108K38	Crossmember — mild steel

Underbody — Rear Floor



Item	Part Number	Description
1	—	Brace (part of 5411215) — mild steel DP 600 steel
2	5447076	Bracket — mild steel
3	—	Gusset — mild steel
4	—	Brace (part of 5411215) — DP 600 steel
5	5411215	Floor pan — mild steel
6	—	Reinforcement (part of 5411215) — HSLA 300 steel
7	—	Reinforcement (part of 5411215) — HSLA 300

		steel
8	—	Bracket (part of 5411215) — mild steel
9	—	Reinforcement (part of 5411215) — mild steel
10	—	Bracket (part of 5411215) — mild steel
11	—	Bracket (part of 5411215) — mild steel
12	—	Bracket (part of 5411215) — HSLA 300 steel
13	5410125	Floor side member — HSLA 300 steel
14	2082	Bracket (2 required) — mild steel BH 210 steel
15	—	Bracket (part of 5411215) — mild steel
16	5410456 (RH)/ 5410457 (LH)	Side member — DP 600 steel
17	9N077U (4-door)/ 9N077A (5-door)	Fuel tank bracket — mild steel
18	17A750A	Bumper mounting bracket — DP 600 steel
19	5410124 (4-door)/ 5810124 (5-door)	Floor side member — DP 600 steel
20	—	Reinforcement (part of 5410124/5810124) — BH 240 steel
21	—	Bracket (part of 5410124/5810124) — HSLA 250 steel
22	—	Reinforcement (part of 5410124/5410125/5810124/5810125) — BH 240 steel
23	4K338	Crossmember — HSLA 300 steel
24	17A750A	Bumper mounting bracket — mild steel DP 600 steel
25	2082	Bracket — BH 210 steel
26	5410125 (4-door)/ 5810125 (5-door)	Floor side member — DP 600 steel
27	—	Reinforcement (part of 5410125/5810125) — DP 600 steel
28	—	Bracket part of 5410125/5810125 — HSLA 250 steel

WARNING: Never install used or reconditioned parts (as specified below) from pre-owned, salvaged or damaged vehicles. The use of such parts could lead to serious injury.

Never use non-Ford parts or accessories for completing repairs.

Ford Motor Company does not approve or recognize body and structural repair procedures, tools, parts or anything but new genuine Ford equipment. Ford cannot attest to the safety, quality, durability or legality of non-Ford parts or accessories. Use of such parts could lead to serious personal injury as they may contain damage which is not visible.

Ford does not approve use of the following:

- **Salvaged or used parts**
- **Major body clips or assemblies from salvage vehicles**
- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**

- **safety belts, buckles or retractors**
- **crash sensors**

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.

Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not cut or grind body side components within 50 mm (1.96 in) of restraint anchoring points. Welding within 50 mm (1.96 in) of restraint anchoring points may result in incorrect operation of restraint devices. For additional restraints anchoring location information, refer to Section 501-20A and Section 501-20B . Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: Do not carry out body side sectioning repairs in areas of laser welds. Factory laser welds cannot be duplicated with conventional welding equipment and structural integrity may be compromised. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

WARNING: Do not carry out body side sectioning repairs in areas of door hinge or striker anchoring points. Welding within 50 mm (1.96 in) of door hinge or striker locations may compromise structural integrity during a collision. Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: On vehicles equipped with Safety Canopy® options, prior to carrying out any sectioning repairs near the roof line or sail panel areas of the vehicle, remove the Safety Canopy® module and related components. Failure to comply may result in accidental deployment or damage to the Safety Canopy®. Refer to Section 501-20B . Failure to follow these instructions may result in serious injury to technician or vehicle occupant(s).

NOTE: Factory spot welds may be substituted with either resistance spot welds or Metal Inert Gas (MIG) plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.

1. Remove the outer body sheet metal from the affected area prior to carrying out any reinforcing panel replacement. For additional information, refer to Sectioning Guidelines in this section.

2. **NOTE:** Observe prescribed welding procedures when carrying out repairs. For additional information, refer to Welding Precautions — Steel in this section.

   NOTE: When it is necessary to carry out weld-bonding procedures, refer to Weld-Bonding in this section.

   Remove the outer body sheet metal from the affected area prior to carrying out any reinforcing panel replacement. For additional information, refer to Sectioning Guidelines in this section.

3. When welding overlapping surfaces or substrates, apply a high quality weld-through primer between the surfaces prior to welding.
    - Make sure horizontal joints and flanges are correctly sealed with seam sealer to prevent moisture intrusion. Water and moisture migrate to horizontal joints and corrosion tends to occur more rapidly in these areas. Clean metal surfaces with metal surface prep or equivalent applying seam sealer.

4. Proceed with refinish procedures following Ford-approved paint guidelines.

5. Apply corrosion protection as necessary to repair area.

Roof Panel — 4-Door Sedan

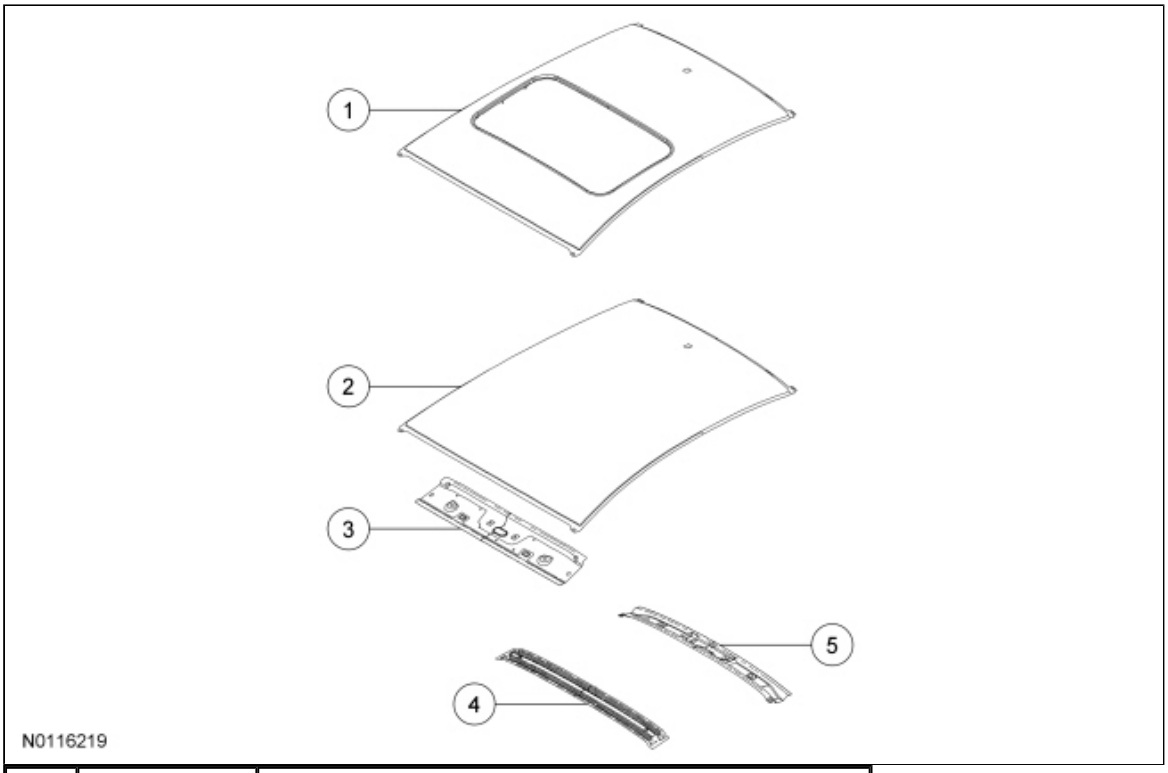
Special Tool(s)

ST1073-A	Heat Gun 107-R0300
ST2738-A	Heat Treatment Induction Resistance Spot Welder 254-00001
ST2956-A	Pro 230 MIG Welder 208-00030

Material

Item	Specification
Metal Bonding Adhesive TA-1	—
Flexible Foam Repair Fusor® 121, or equivalent; obtain locally	—
Seam Sealer TA-2	—

Roof Panel — Exploded View



Item	Part Number	Description
1	5450202B	Roof panel with sunroof — mild steel
2	5450202A	Roof panel without sunroof — mild steel
3	5403410	Windshield header panel — HSLA 350 steel
4	5451272	Roof bow without sunroof only — HSLA 350 steel
5	5842220	Rear roof rail — mild steel

Removal and Installation

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- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

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repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

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WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

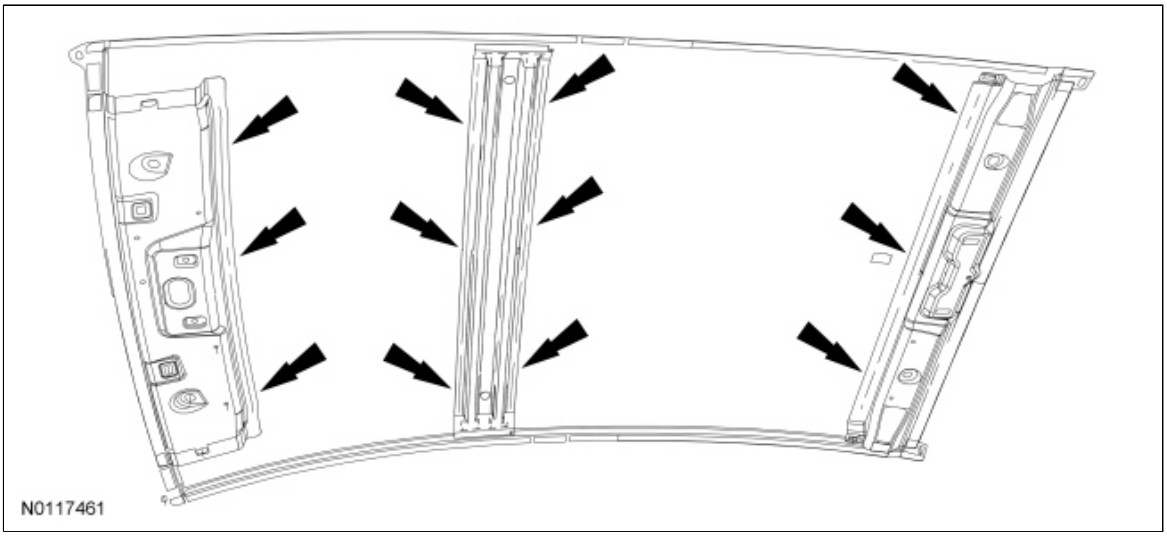
WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

***NOTICE:* Be sure to adequately protect all glass, exterior finish and interior trim to avoid surface contamination from repair materials.**

NOTE: The driver and passenger sides of the roof panel are laser skip-welded. Installation of a new roof panel will employ a weld-bonding technique. The use of mechanical welding and chemical bonding are both part of the installation technique.

1. Remove and discard the roof ditch mouldings.
2. Remove the windshield. For additional information, refer to Section 501-11 .
3. Remove the rear window. For additional information, refer to Section 501-11 .
4. Remove the headliner. For additional information, refer to Section 501-05 .
5. Remove the side air curtains. For additional information, refer to Section 501-20B .
6. Remove the antenna. For additional information, refer to Section 415-00 .
7. Remove the sun roof (If equipped). For additional information, refer to Section 501-17 .
8. From inside the vehicle, leaving as much of the foam as possible intact, separate the Noise, Vibration and Harshness (NVH) foam along the front and rear header panels and roof bow (if equipped) from the roof panel using a flexible and sharp broad scraper or knife.



9. ***NOTICE:*** **Drill through the outer panel sheet metal only to avoid damage to the header panel assembly.**

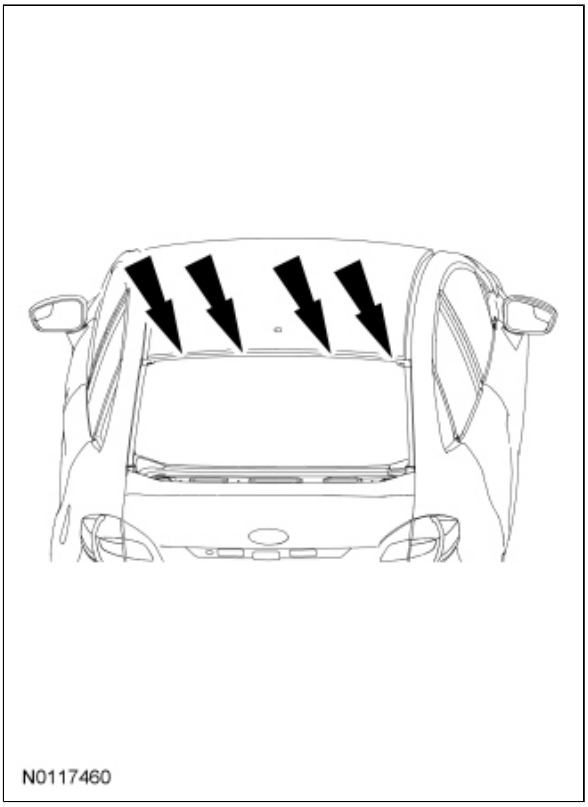
   NOTE: Note the location and quantity of the spot welds to assist in installation of the new roof panel.

   Remove the windshield header panel spot welds.

10. ***NOTICE:*** **Drill through the outer panel sheet metal only to avoid damage to the header panel assembly.**

    NOTE: Note the location and quantity of the spot welds to assist in installation of the new roof panel.

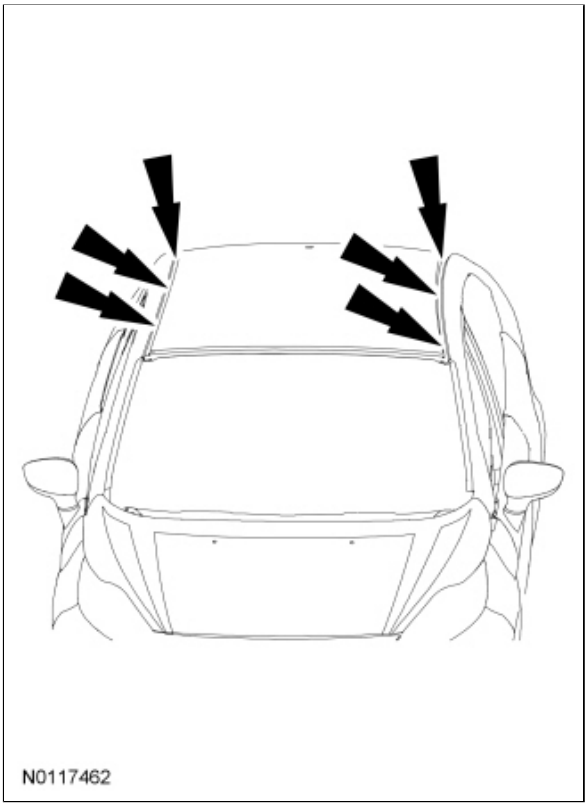
    Remove the rear header panel spot welds.



11. ***NOTICE:*** **Drill through the outer panel sheet metal only to avoid damage to the body side panel assembly.**

    NOTE: Note the location and quantity of the spot welds to assist in installation of the new roof panel.

    Remove the roof ditch spot welds.



12. Remove the roof panel from the vehicle.

Installation

1. Using a suitable disc grinder, clean out any remaining seam sealer and paint along the roof ditch mating surface.

2. Dress any spot weld nuggets in the roof ditch as well as the front and rear header panel mating surfaces.

3. Using the hammer and dolly method, straighten any damage caused to the mating surfaces on the vehicle during panel removal.

4. Inspect the windshield header panel, roof bow and rear header panel. Repair or replace as required.

5. Position the service replacement roof panel on the vehicle.

6. Correctly align and index mark the positioning of the panel-to-vehicle and remove the panel.

7. **NOTE:** Spot welds can be replaced with MIG plug welds. Plug welds should equal resistance spot welds in both location and quantity. Do not place a new spot or plug weld directly over an original weld location.

   Prepare the roof panel for installation:
   - If Metal Inert Gas (MIG) plug welding, drill 8 mm (0.314 in) holes along the front and rear header panel flanges.
   - If Squeeze-Type Resistance Spot Welding (STRW), remove the e-coat only in the exact locations for spot welds along the front and rear header panels flanges.

8. Remove the e-coat on the roof ditch mating surface of the service replacement roof panel.

9. Apply a bead of metal bonding adhesive on the front and rear header panels and roof bow (if equipped) and to the body side-to-roof panel flange area. Immediately reinstall the roof panel aligning it to the index marks made during test fitting.

10. Make sure good contact is made with the adhesive. Clamp the roof panel on all sides and smooth out any residual adhesive in the joints.

11. Resistance spot weld or MIG plug weld the roof panel to the front and rear header panels and allow the adhesive to cure.

12. Inspect header panels and roof bow (if equipped) to roof panel adhesive mating surfaces. If good contact is not apparent, apply flexible foam material for NVH purposes.

13. **NOTE:** Always use refinishing materials from a single paint manufacturer. Combining products from more than one manufacturer may result in refinishing material incompatibility issues and potential void of warranty for each product applied.

    Sand and prime the roof ditch repair and apply a continuous bead of seam sealer to the roof ditch area joints.

14. Refinish the entire repair area using a Ford approved refinishing system.

15. Install the side air curtains. For additional information, refer to Section 501-20B .

16. Install the sun roof (if equipped). For additional information, refer to Section 501-17 .

17. Install the antenna. For additional information, refer to Section 415-00 .

18. Install the headliner. For additional information, refer to Section 501-05 .

19. Install the windshield and rear window. For additional information, refer to Section 501-11 .

20. Install new roof ditch mouldings.

Roof Panel — 5-Door Hatchback

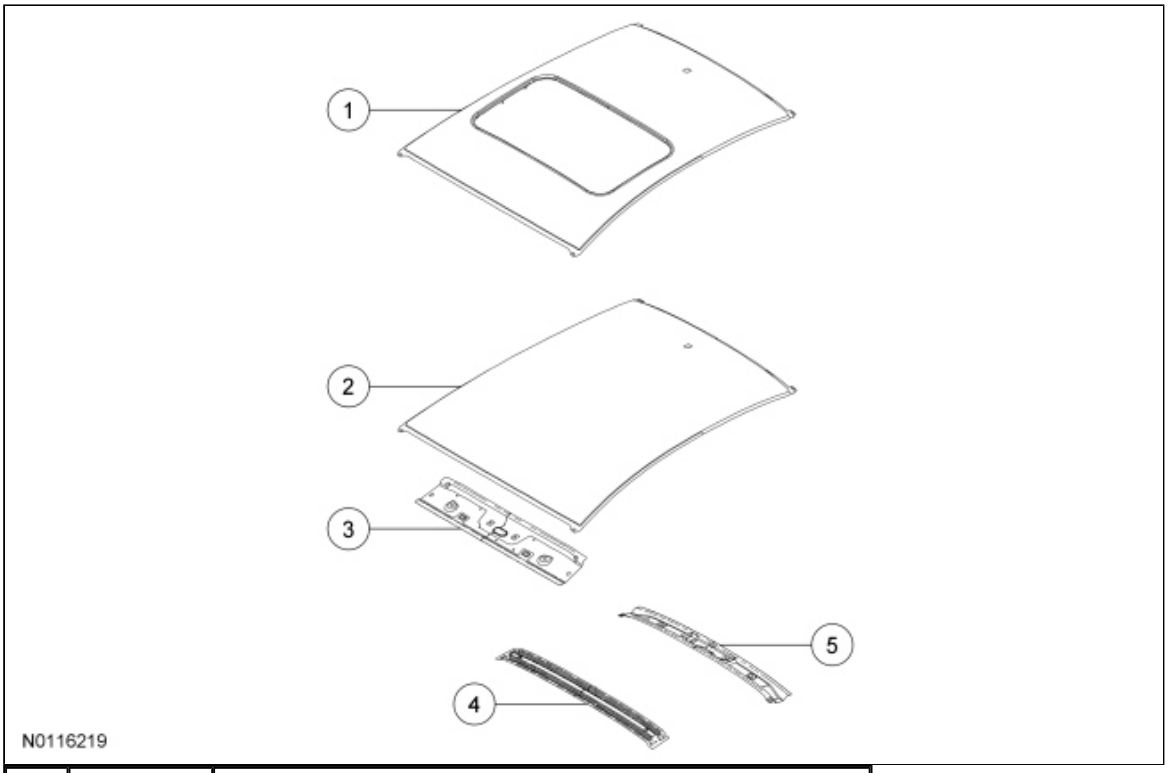
Special Tool(s)

ST1073-A	Heat Gun 107-R0300
ST2738-A	Heat Treatment Induction Resistance Spot Welder 254-00001
ST2956-A	Pro 230 MIG Welder 208-00030

Material

Item	Specification
Flexible Foam Repair Fusor® 121, or equivalent; obtain locally	—
Metal Bonding Adhesive TA-1	—
Seam Sealer TA-2	—

Roof Panel — Exploded View



Item	Part Number	Description
1	5850202A	Roof panel with sunroof — mild steel
2	5850202B	Roof panel without sunroof — mild steel
3	5403410	Windshield header panel — mild steel
4	5451272	Roof bow without sunroof only — mild steel High-Strength Low Alloy (HSLA) 350 steel
5	5442220	Rear roof rail — mild steel

Removal and Installation

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- **Aftermarket structural or body components**
- **Salvaged or reconditioned wheels**
- **Used supplemental restraint system (SRS) components**
  - **air bags**
  - **restraint system modules**
  - **safety belts, buckles or retractors**
  - **crash sensors**

Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.

Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

WARNING: Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

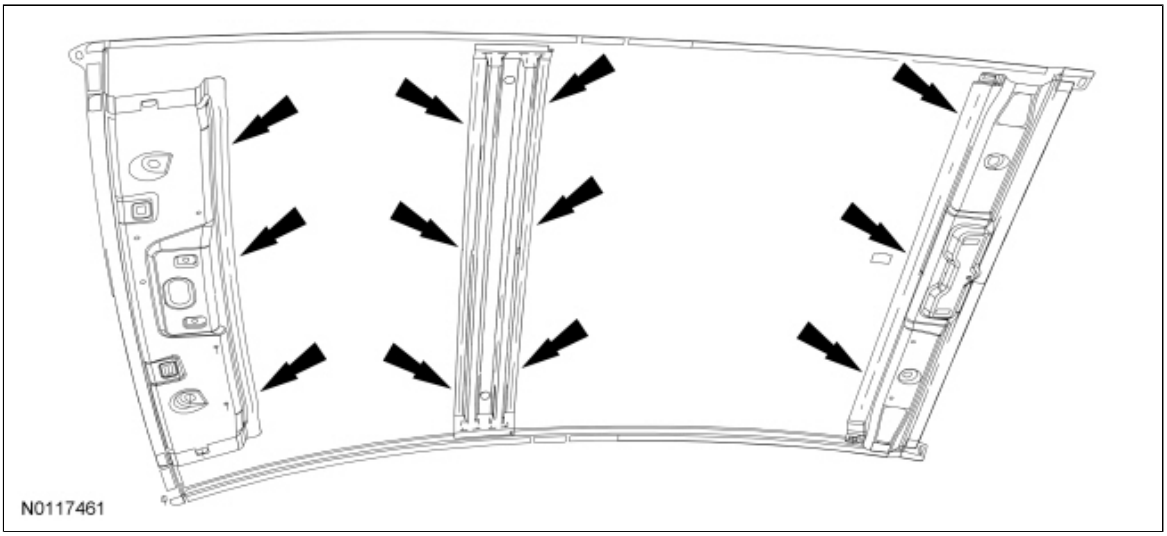
WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

WARNING: Always refer to Material Safety Data Sheet (MSDS) when handling chemicals and wear protective equipment as directed. Examples may include but are not limited to respirators and chemically resistant gloves. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Be sure to adequately protect all glass, exterior finish and interior trim to avoid surface contamination from repair materials.**

NOTE: The driver and passenger sides of the roof panel are laser skip-welded. Installation of a new roof panel will employ a weld-bonding technique. The use of mechanical welding and chemical bonding are both part of the installation technique.

1. Remove the spoiler. For additional information, refer to Section 501-08 .
2. Remove and discard the roof ditch mouldings.
3. Remove the windshield. For additional information, refer to Section 501-11 .
4. Remove the rear luggage compartment lid. For additional information, refer to Section 501-03 .
5. Remove the headliner. For additional information, refer to Section 501-05 .
6. Remove the side air curtains. For additional information, refer to Section 501-20B .
7. Remove the antenna. For additional information, refer to Section 415-00 .
8. Remove the sun roof (if equipped). For additional information, refer to Section 501-17 .
9. From inside the vehicle, leaving as much of the foam as possible intact, separate the Noise, Vibration and Harshness (NVH) foam along the front and rear header panels and roof bow (if equipped) from the roof panel using a flexible and sharp broad scraper or knife.



10. ***NOTICE:*** **Drill through the outer panel sheet metal only to avoid damage to the header panel assembly.**

    NOTE: Note the location and quantity of the spot welds to assist in installation of the new roof panel.

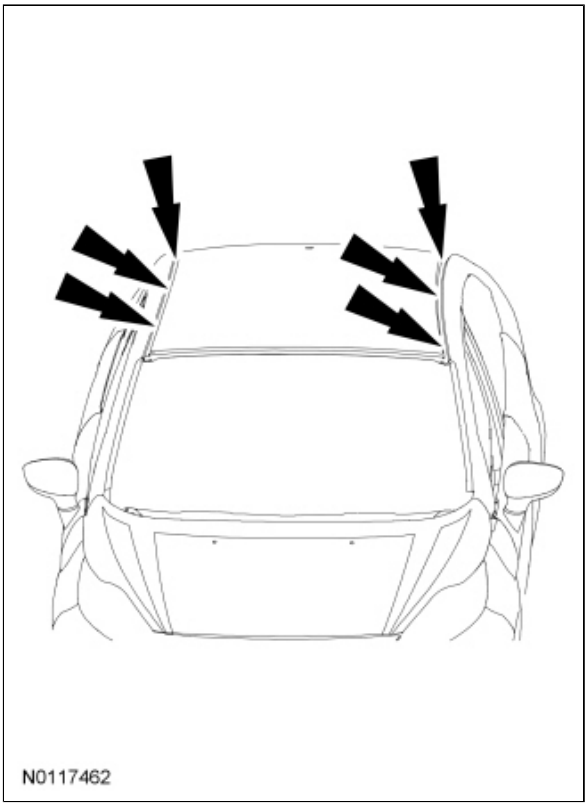
    Remove the windshield header panel spot welds.

11. ***NOTICE:*** **Drill through the outer panel sheet metal only to avoid damage to the header panel assembly.**

    NOTE: Note the location and quantity of the spot welds to assist in installation of the new roof panel.

    Remove the rear header panel spot welds.

12. Remove the roof ditch spot welds.



13. Remove the roof panel from the vehicle.

Installation

1. Using a suitable disc grinder, clean out any remaining seam sealer and paint along the roof ditch mating surface.

2. Dress any spot weld nuggets in the roof ditch as well as the front and rear header panel mating surfaces.

3. Using the hammer and dolly method, straighten any damage caused to the mating surfaces on the vehicle during panel removal.

4. Inspect the windshield header panel, roof bow and rear header panel. Repair or replace as required.

5. Position the service replacement roof panel on the vehicle.

6. Correctly align and index mark the positioning of the panel-to-vehicle and remove the panel.

7. **NOTE:** Spot welds can be replaced with Squeeze-Type Resistance Spot Welding (STRW) or Metal Inert Gas (MIG) plug welds. Plug welds should equal resistance spot welds in both location and quantity. Do not place a new spot or plug weld directly over an original weld location.

   Prepare the roof panel for installation:
   - If MIG plug welding, drill 8 mm (0.314 in) holes along the front and rear header panel flanges.
   - If Squeeze-Type Resistance Spot Welding (STRW), remove the e-coat only in the exact locations for spot welds along the front and rear header panels flanges.

8. Remove the e-coat on the roof ditch mating surface of the service replacement roof panel.

9. Apply a bead of metal bonding adhesive on the front and rear header panels and roof bow (if equipped) and to the body side-to-roof panel flange area. Immediately reinstall the roof panel aligning it to the index marks made during test fitting.

10. Resistance spot weld or MIG plug weld the roof panel to the front and rear header panels and allow adhesive to cure.

11. Inspect header panels and roof bow (if equipped) to roof panel adhesive mating surfaces. If good contact is not

apparent, apply flexible foam material for NVH purposes.

12. **NOTE:** Always use refinishing materials from a single paint manufacturer. Combining products from more than one manufacturer may result in refinishing material incompatibility issues and potential void of warranty for each product applied.

    Sand and prime the roof ditch repair and apply a continuous bead of seam sealer to the roof ditch area joints.

13. Refinish the entire repair area using a Ford approved refinishing system.

14. Install the antenna. For additional information, refer to Section 415-00 .

15. Install the side air curtains. For additional information, refer to Section 501-20B .

16. Install the sun roof (if equipped). For additional information, refer to Section 501-17 .

17. Install the headliner. For additional information, refer to Section 501-05 .

18. Install the windshield. For additional information, refer to Section 501-11 .

19. Install the rear luggage compartment lid. For additional information, refer to Section 501-03 .

20. Install new roof ditch mouldings.

21. Install the spoiler. For additional information, refer to Section 501-08 .

Torque Specifications

Description	Nm	lb-ft	lb-in
Ball joint nuts	52	38	—
Engine roll restrictor bolt	70	52	—
Stabilizer bar link lower nuts	48	35	—
Steering shaft pinch bolt	32	24	—
Subframe brace bolts	48	35	—
Subframe forward bolts	60	44	—
Subframe rearward bolts [a]	—	—	—
Tie-rod end nuts	55	41	—

[a] Refer to the procedure in this section.

Subframe and Mounting Systems

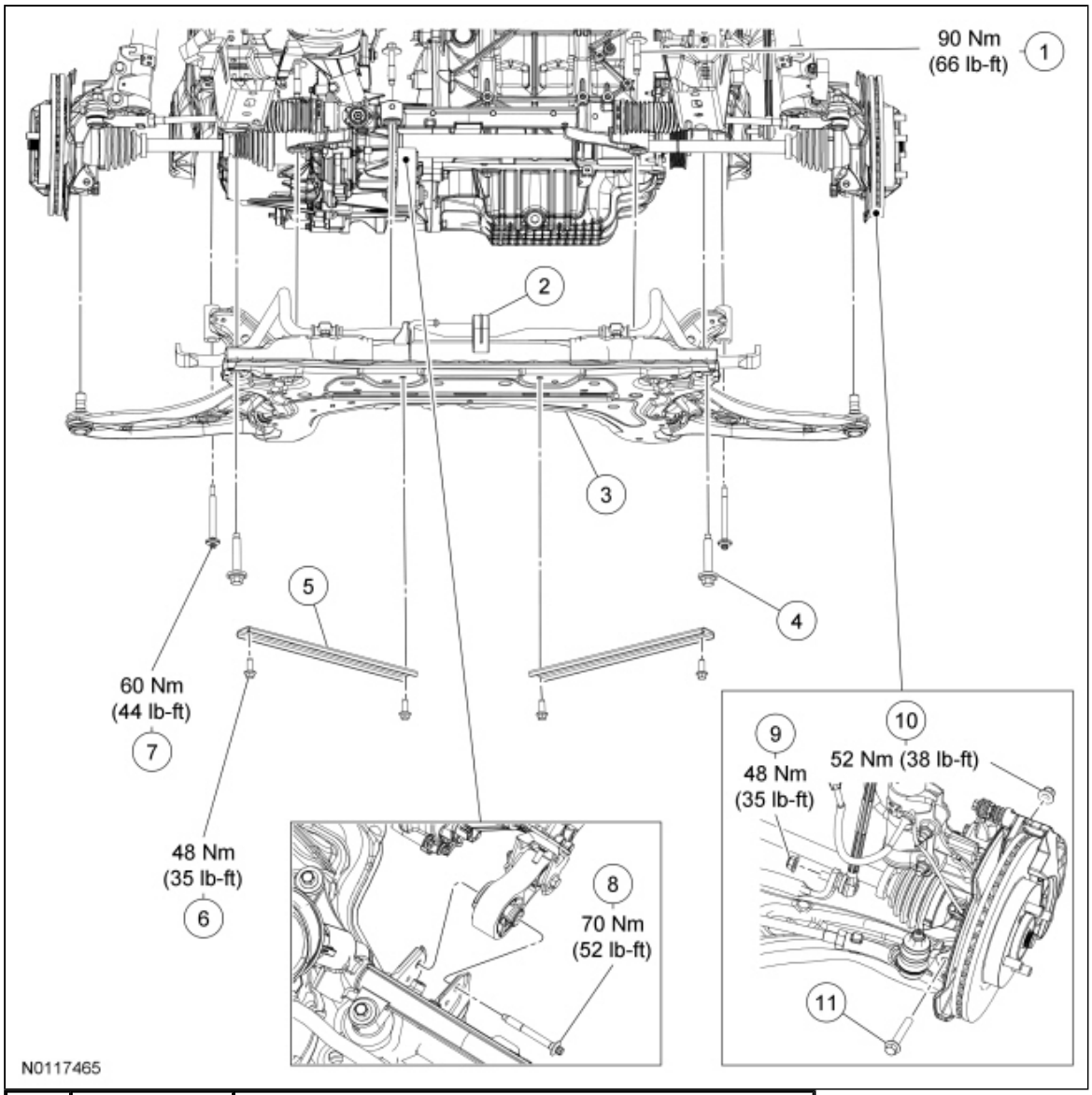
The front subframe is bolted to the body and is used to:

- aid in structural support.
- provide mounting surfaces for the steering system.
- provide mounting surfaces for the front suspension lower control arms, the engine mounts and for the front stabilizer bar.

Subframe — Front

Special Tool(s)

ST1682-A	Powertrain Lift 300-OTC1585AE or equivalent
ST1106-A	Remover, Tie-Rod End 211-001 (TOOL-3290-D)



Item	Part Number	Description
1	W712486	Steering gear bolt (3 required) (install new)

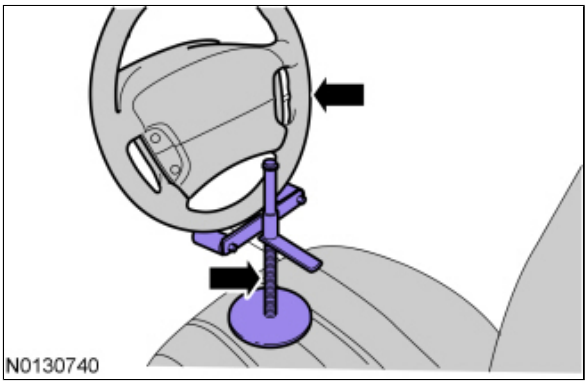
2	5A262	Exhaust insulator
3	5019	Subframe assembly
4	W714343	Subframe rearward bolt (2 required) (install new)
5	5A104	Subframe brace (2 required)
6	W500233	Subframe brace bolts (4 required)
7	W714404	Subframe forward bolt (2 required)
8	W715185	Roll restrictor bolt
9	W520103	Stabilizer bar link lower nut (2 required) (install new)
10	W520203	Ball joint nut (2 required) (install new)
11	W709618	Ball joint bolt (2 required) (install new)

Removal

NOTICE: **Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed where specified with the same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure correct retention of these parts.**

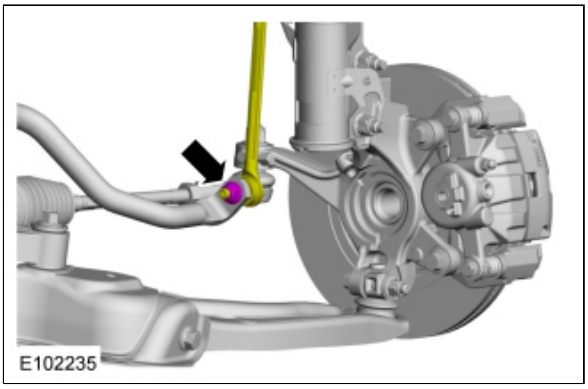
1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-02 .
2. **NOTE:** Use a steering wheel holding device (such as Hunter® 28-75-1 or equivalent).

   Using a suitable holding device, hold the steering wheel in the straight-ahead position.

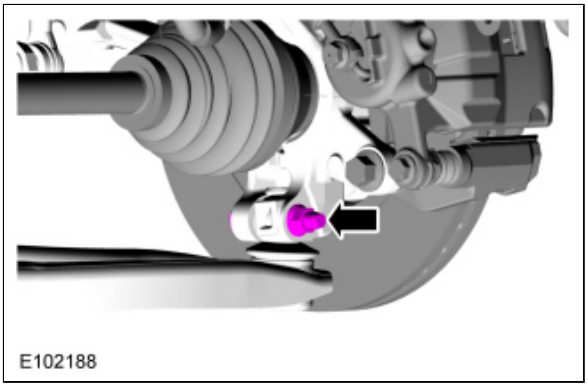


3. Remove the pinch bolt and disconnect the steering shaft.
   - Discard the bolt.

4. Remove the front tires and wheels. For additional information, refer to Section 204-04 .
5. Remove the nuts and disconnect the lower stabilizer bar links.

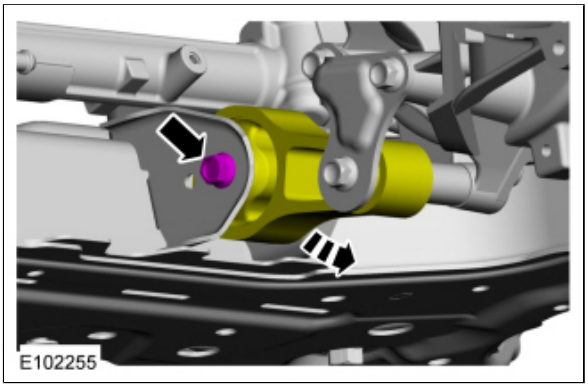


6. Remove the bolts and disconnect the ball joints from the steering knuckles.
    - Discard the bolts.

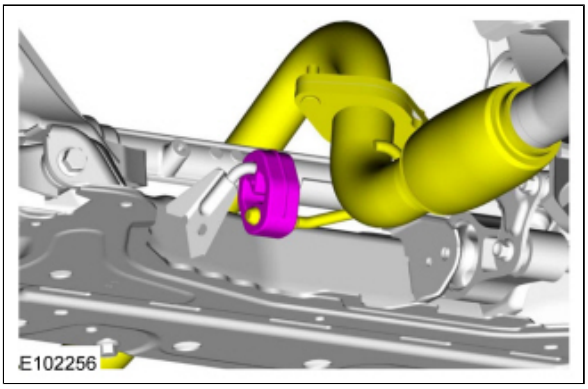


7. Remove the nuts and disconnect the tie-rod ends from the steering knuckle.
    - Discard the nuts.

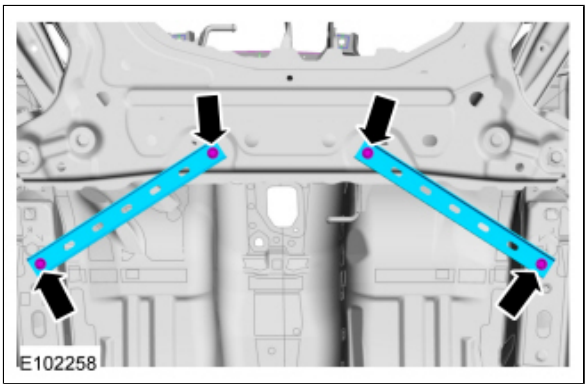
8. Remove the engine roll restrictor bolt from the subframe.



9. Disconnect the exhaust hanger.

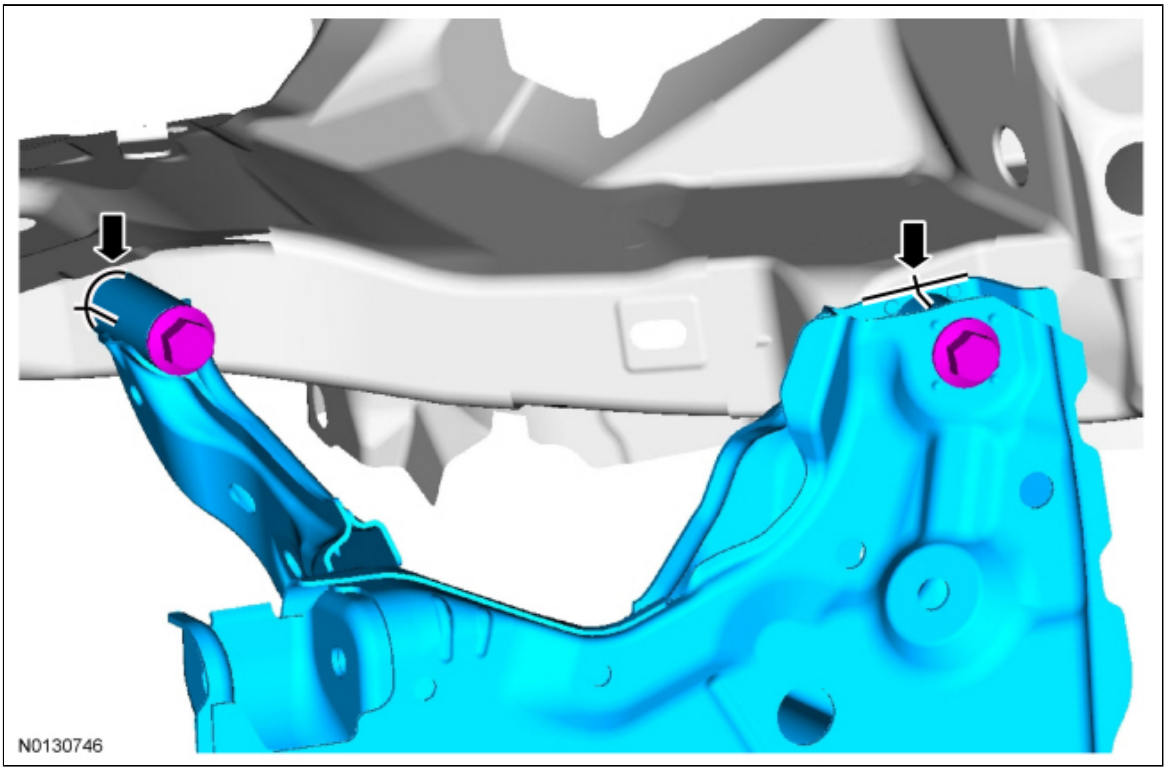


10. Remove the bolts and subframe braces.

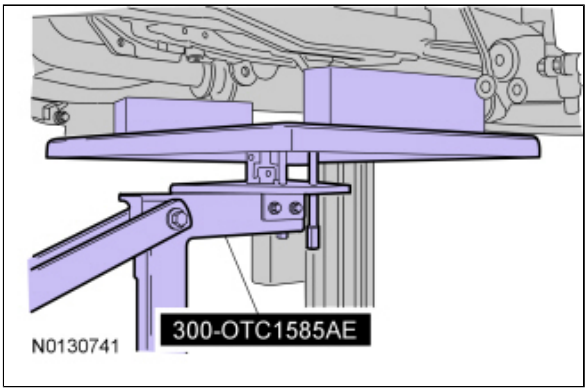


11. **NOTE:** This step is not necessary if the subframe assembly is replaced.

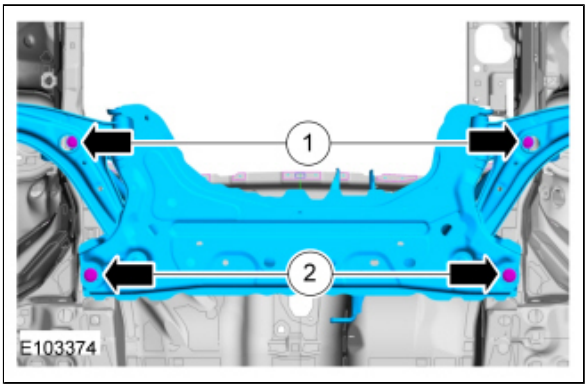
    Mark the position of the subframe-to-frame mounting location at each mounting point on the frame rails on both sides of the vehicle to aide in installation.



12. Position the Powertrain Lift under the subframe assembly.



13. Remove the forward and rearward subframe bolts.
    1. Remove the forward bolts.
    2. Remove the rearward bolts.
       - Discard the rearward bolts.



14. Carefully lower the subframe assembly from the vehicle.

Installation

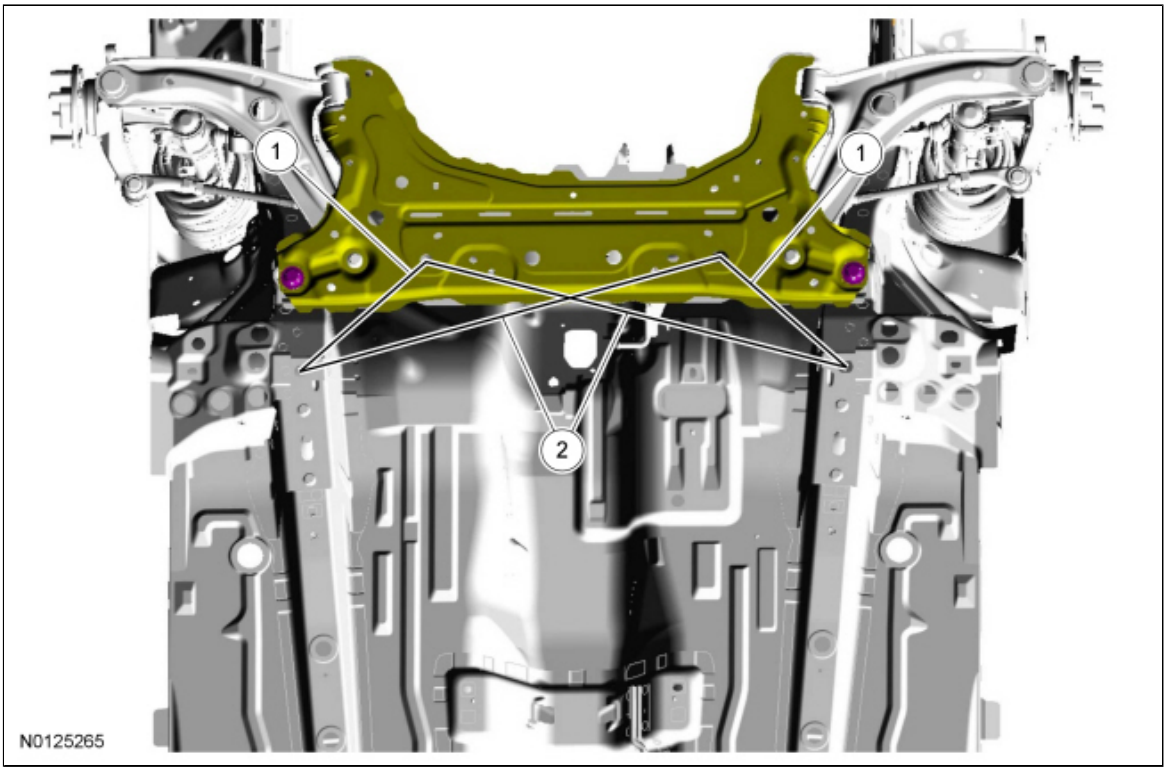
1. Position the subframe to the vehicle and loosely install the 2 new rearward bolts and the forward bolts.

2. Remove the Powertrain Lift.

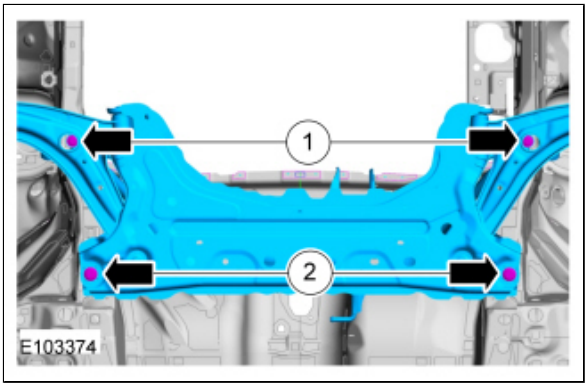
3. If installing the subframe that was previously removed, align the subframe to the locating marks made during removal.

4. **NOTE:** RH and LH dimensions are identical. All measurements on center.

   If installing a new subframe, measure for correct positioning of the subframe to vehicle underbody.
   1. Location 1 — 260 mm (10.236 in).
   2. Location 2 — 666 mm (26.22 in).

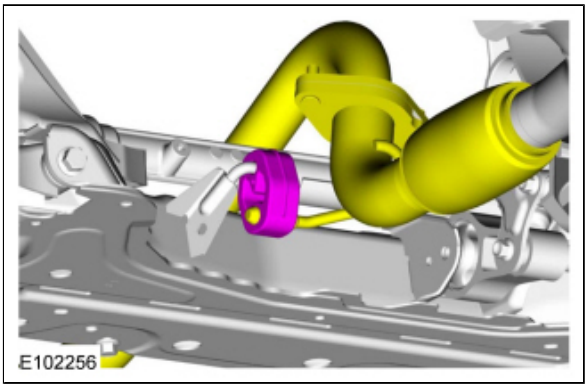


5. Tighten the subframe bolts.
    1. Tighten the forward bolts to 60 Nm (44 lb-ft).
    2. Tighten the new rearward bolts to 100 Nm (74 lb-ft).
        - Tighten the rearward bolts an additional 240 degrees.

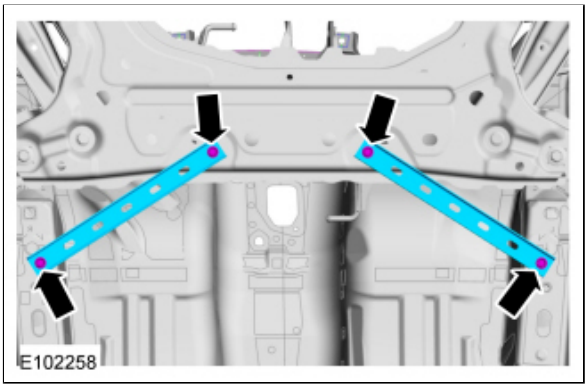


6. Install the engine roll restrictor bolt.
    - Tighten to 50 Nm (37 lb-ft).

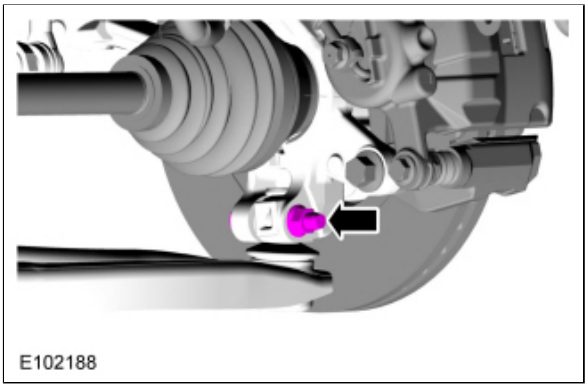
7. Connect the exhaust hanger.



8. Install the subframe braces and bolts.
    - Tighten to 48 Nm (35 lb-ft).

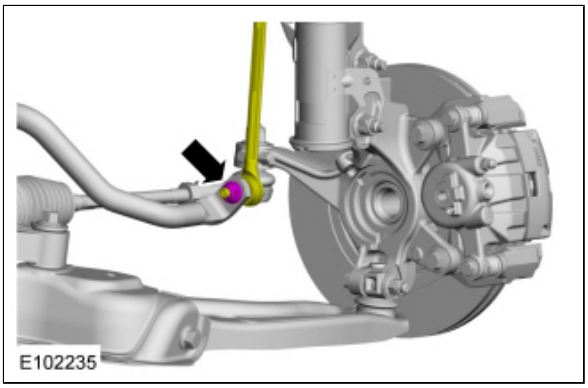


9. Connect the ball joints to the steering knuckles.
    - Install new bolts.
    - Tighten to 52 Nm (38 lb-ft).



10. Connect the tie-rod ends to the steering knuckle.
    - Install new nuts.
    - Tighten to 55 Nm (41 lb-ft).

11. Connect the lower stabilizer bar links and install the nuts.
    - Tighten to 48 Nm (35 lb-ft).



12. Install the front tires and wheels. For additional information, refer to Section 204-04 .

13. **WARNING: Do not reuse steering column shaft bolts. This may result in fastener failure and steering column shaft detachment or loss of steering control. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

    Connect the steering shaft and install a new pinch bolt.
    - Tighten to 32 Nm (24 lb-ft).

14. If installing a new subframe, check wheel alignment. For additional information, refer to Section 204-00 .

Material

Item	Specification	Fill Capacity
Dye-Lite® Gasoline Engine Oil Leak Detection Dye 164-R3700 (Rotunda)	—	—
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C945-A	—
Threadlock 262 TA-26	WSK-M2G351-A6	—

Torque Specifications

Description	Nm	lb-ft
Flywheel retaining bolts [a]	—	—

[a] Refer to the procedure in this section.

Engine

NOTICE: **When repairing engines, all parts must be contamination free. If contamination/foreign material is present when repairing an engine, premature engine failure may occur.**

NOTE: Specifications show the expected minimum or maximum condition. Refer to the appropriate section in Group 303 for the procedure.

NOTE: If a component fails to meet the specifications, it is necessary to refinish it or install a new component. Wear limits are provided as an aid to determine if the component can be refinished. A new component must be installed when any component fails to meet specifications and cannot be refinished.

NOTE: This section contains information, steps and procedures that may not be specific to this engine.

This section covers general procedures and diagnosis and testing of the engine system, except for exhaust emission control devices, which are covered in the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

The engine incorporates the following features: Refer to the appropriate section in Group 303 for the procedure.

- Crankcase ventilation or breather system
- Exhaust emission control system
- Evaporative Emission (EVAP) control system

Some engines incorporate a fail-safe cooling system. Refer to the appropriate section in Group 303 for the procedure.

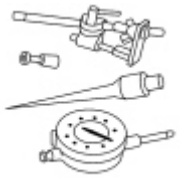
The engine, fuel system, ignition system, emissions system and exhaust system all affect exhaust emission levels and must be maintained according to the maintenance schedule. Refer to the scheduled Maintenance Guide.

Correct engine identification is required to order parts. Refer to the appropriate section in Group 303 for the procedure.

For complete vehicle and engine identification codes, refer to Section 100-01 .

Engine

Special Tool(s)

ST1300-A	12 Volt Master UV Diagnostic Inspection Kit 164-R0756 or equivalent (Leak Detector)
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent
ST2312-A	EngineEAR 107-R21003 or equivalent
ST2048-A	EngineEAR/ChassisEAR 107-R2102 or equivalent
ST1296-A	Oil Pressure Gauge 303-088 (T73L-6600-A)
ST1297-A	Vacuum/Pressure Tester 164-R0253 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Material

Item	Specification

Dye-Lite® Gasoline Engine Oil Leak Detection Dye 164-R3700 (Rotunda)	—
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C945-A

There are 2 diagnostic paths that can be followed depending on the type of engine concern. Carry out either Inspection and Verification — Engine Performance or Inspection and Verification — NVH.

Inspection and Verification — Engine Performance

1. Verify the customer concern by operating the engine to duplicate the condition.

2. Visually inspect for obvious signs of mechanical damage. Refer to the following chart.

   Visual Inspection Chart

Mechanical
• Engine coolant leaks • Engine oil leaks • Fuel leaks • Damaged or severely worn parts • Loose mounting bolts, studs and nuts

3. If the inspection reveals obvious concerns that can be readily identified, repair as necessary.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record Continuous Memory Diagnostic Trouble Codes (CMDTCs).

8. Clear the continuous DTCs and carry out the self-test diagnostics for the PCM.

9. If the DTCs retrieved are related to the concern, go to the DTC Chart, refer to Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart - Engine .

Inspection and Verification — NVH

1. NVH symptoms should be identified using the diagnostic tools and techniques that are available. For a list of these techniques, tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 .

2. Verify the customer concern by operating the engine to duplicate the condition.

3. Check the engine oil level and check the oil for contamination. Low engine oil level or contaminated oil are a common cause of engine noise. If the oil is contaminated, the source of the contamination must be identified and repaired as necessary.

4. Visually inspect for obvious signs of mechanical damage. Refer to the following chart.

   Visual Inspection Chart

Mechanical
• Loose mounting bolts, studs and nuts • Damaged or leaking powertrain mounts • Damaged or disconnected vacuum hoses • Obstruction of cooling fan • Obstruction of Front End Accessory Drive (FEAD) • Damaged or disconnected air intake components

5. If the inspection reveals obvious concerns that can be readily identified, repair as necessary.

6. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

7. **NOTE:** The Vehicle Communication Module (VCM) LED prove out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

8. If the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

9. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, retrieve and record continuous memory DTCs.

10. Clear the continuous DTCs and carry out the self-test diagnostics for the PCM.

11. If the DTCs retrieved are related to the concern, go to the DTC Chart, refer to Section 419-10 .

12. If no DTCs related to the concern are retrieved, continue the inspection and verification if a noise concern is related to the engine. For vibration concerns and noise concerns such as powertrain mounts, air intake system and starter, GO to Symptom Chart - NVH .

In some cases, a noise may be a normal characteristic of that engine type. In other cases the noise may require further investigation. Comparing the noise to a similar year/model vehicle equipped with the same engine will aid in determining if the noise is normal or abnormal.

Once a customer concern has been identified as an abnormal engine noise, it is critical to determine the location of the specific noise. Use the EngineEAR/ChassisEAR or stethoscope (the noise will always be louder closer to the noise source) to isolate the location of the noise to one of the following:

- Fuel injector(s)
- Upper end of engine
- Lower end of engine
- Front of engine
- Rear of engine

Fuel injector noise

A common source of an engine ticking noise can be related to the fuel injector(s). This is normal engine noise that can be verified by listening to another vehicle. If the injector noise is excessive or irregular, use the EngineEAR/ChassisEAR or stethoscope to isolate the noise to a specific fuel injector.

Upper end engine noise

A common source of upper end engine noise (ticking, knocking or rattle) include the camshaft(s) and valve train. Upper end engine noise can be determined using the EngineEAR/ChassisEAR or stethoscope on the valve cover bolts. If the noise is loudest from the valve cover bolts, then the noise is upper end. The EngineEAR/ChassisEAR or stethoscope can be used to further isolate the noise to the specific cylinder bank and cylinder. Removal of the valve covers will be required to visually inspect the valve train to pinpoint the source of the noise.

Lower end engine noise

A common source of lower end engine noise (ticking or knocking) include the crankshaft, connecting rod (s) and bearings. Lower end noises can be determined by using the oil pan or lower cylinder block. If the noise is loudest from these areas, then the noise is lower end. If an engine noise is isolated to the lower end, some disassembly of the engine may be required to inspect for damage or wear.

Front of engine noise

A common source of noise from the front of the engine (squeal, chirp, whine or hoot) is the Front End Accessory Drive (FEAD) components. To isolate FEAD noise, carry out the Engine Accessory Test, refer to Section 100-04 .

Some other noises from the front of the engine (ticking, tapping or rattle) may be internal to the engine. Use the EngineEAR/ChassisEAR or stethoscope on the engine front cover to determine if the noise is internal to the engine. Removal of the engine front cover may be necessary to inspect internal engine components.

Rear of engine noise

A common source of noise from the rear of the engine (knocking) is the flywheel/flexplate. Inspection of the flywheel/flexplate will be necessary.

If equipped, the Rear End Accessory Drive (READ) can also be a source of noise from the rear of the engine (squeal or chirp). The READ consists of the coolant pump and belt.

Some engines have timing drive components at the rear of the engine and may be the source of noise (ticking, knocking or rattle). Use the EngineEAR/ChassisEAR or stethoscope on the rear of the engine if the noise is suspected to be internal to the engine. Some disassembly of the engine may be required to inspect for damage or wear.

13. After the noise is localized, note the characteristics of the noise, including type of noise, frequency and conditions when the noise occurs and GO to Symptom Chart - NVH .

Symptom Chart — Engine Performance

Symptom Chart — Engine Performance

Condition	Possible Sources	Action
• Difficult starting	• Inoperative or damaged ignition system • Air or vacuum leak • Inoperative or damaged fuel system • Inoperative or damaged starting system	• Refer to the appropriate section in Group 303 for the procedure. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	• Damaged charging system/battery	• REFER to Section 414-00 .
	• Burnt valve	• INSTALL a new cylinder head. TEST the system for normal operation after the repair.
	• Worn piston	• INSTALL a new piston. TEST the system for normal operation after the repair.
	• Worn piston rings	• INSTALL new piston rings. TEST the system for normal operation after the repair.
	• Worn cylinder	• INSTALL a new cylinder block. TEST the system for normal operation after the repair.
	• Damaged head gasket	• INSTALL a new cylinder head gasket. TEST the system for normal operation after the repair.
	• Inoperative or damaged cooling system	• REFER to Section 303-03 .
	• Fail-safe cooling invoked (if equipped)	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
• Poor idling	• Vacuum leaks	• Refer to the appropriate section in Group 303 for the procedure. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	• Inoperative or damaged ignition system	• REFER to Section 303-07 .
	• Inoperative or damaged cooling	• Refer to the appropriate section in Group 303 for the procedure.

	system • Inoperative or damaged fuel system	
	• Fail-safe cooling invoked (if equipped)	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	• Incorrect valve clearance	• ADJUST valve clearance. REFER to Section 303-01 . TEST the system for normal operation after the repair.
	• Incorrect valve-to-valve seat contact	• INSTALL a new cylinder head. TEST the system for normal operation after the repair.
	• Damaged head gasket	• INSTALL a new cylinder head gasket. TEST the system for normal operation after the repair.
• Engine runs rough	• Inoperative or damaged fuel system • Air or vacuum leaks • Inoperative or damaged cooling system • Inoperative or damaged ignition system	• Refer to the appropriate section in Group 303 for the procedure.
	• Fail-safe cooling invoked (if equipped)	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	• Burnt or sticking valve	• INSTALL a new cylinder head. TEST the system for normal operation after the repair.
	• Weak or broken valve spring	• INSTALL a new valve spring. TEST the system for normal operation after the repair.
	• Carbon accumulation in combustion chamber	• ELIMINATE carbon buildup. TEST the system for normal operation after the repair.
• Excessive oil consumption	• Leaking oil	• REPAIR oil leakage. TEST the system for normal operation after the repair.
	• Inoperative PCV system	• REPAIR or INSTALL new components as necessary. TEST the system for normal operation after the repair.
	• Incorrect oil	• CHANGE oil to correct specification.
	• Worn valve stem seal	• INSTALL a new valve stem seal. TEST the system for normal operation after the repair.
	• Worn valve stem or valve guide	• INSTALL a new cylinder head. TEST the system for normal operation after the repair.
	• Sticking piston rings	• INSTALL new piston rings. TEST the system for normal operation after the repair.
	• Worn piston ring groove	• INSTALL a new piston and piston pin. TEST the system for normal

		operation after the repair.
	• Worn pistion or cylinder	• INSTALL a new piston or cylinder block. TEST the system for normal operation after the repair.
• Oil in coolant	• Leaking head gasket • Damaged cylinder block • Damaged cylinder head	• INSPECT the engine components. INSTALL new engine components as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
• Coolant in oil	• Leaking head gasket • Damaged cylinder block • Damaged cylinder head	• INSPECT the engine components. INSTALL new engine components as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
• Insufficient power	• Inoperative or damaged ignition system • Air intake system blockage • Lubrication system blockage • Inoperative/blocked or damaged fuel system	• Refer to the appropriate section in Group 303 for the procedure.
	• Oil level too high	• DRAIN oil to correct level. TEST the system for normal operation after the repair.
	• Incorrect engine oil	• INSTALL correct specification engine oil. TEST the system for normal operation after the repair.
	• Excessive accessory drive belt loading • Inoperative or damaged cooling system	• Refer to the appropriate section in Group 303 for the procedure.
	• Fail-safe cooling invoked (if equipped)	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	• Damaged or plugged exhaust system	• INSPECT exhaust system.
	• Incorrect tire size	• REFER to Section 204-00 .
	• Dragging brakes	• REFER to Section 206-00 .
	• Slipping transmission	• REFER to Section 307-11 .
	• Incorrect valve clearance	• ADJUST valve clearance. REFER to Section 303-01 . TEST the system for normal operation after the repair.
	• Worn or damaged valve tappet	• INSTALL a new valve tappet. TEST the system for normal operation after the repair.
	• Damaged valve	• INSTALL a new cylinder head

	guide • Compression leakage at valve seat • Seized valve stem	assembly. TEST the system for normal operation after the repair.
	• Weak or broken valve spring	• INSTALL a new valve spring. TEST the system for normal operation after the repair.
	• Worn or damaged cam	• INSTALL a new camshaft. TEST the system for normal operation after the repair.
	• Damaged head gasket	• INSTALL a new head gasket. TEST the system for normal operation after the repair.
	• Cracked or distorted cylinder head	• INSTALL a new cylinder head assembly. TEST the system for normal operation after the repair.
	• Damaged, worn or sticking piston ring(s)	• INSTALL a new piston ring(s). TEST the system for normal operation after the repair.
	• Worn or damaged piston	• INSTALL a new piston and piston pin. TEST the system for normal operation after the repair.

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible that any one of multiple systems may be the cause of the symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Drone type noise	• Powertrain mount (s)	• CARRY OUT the Powertrain/Drivetrain Mount Neutralizing procedure in this section. TEST the system for normal operation after the repair.
• Drumming noise — occurs inside the vehicle during idle or high idle, hot or cold. Very low-frequency drumming is very rpm dependent	• Engine vibration excites the body resonances inducing interior noise	• CARRY OUT the Powertrain/Drivetrain Mount Neutralizing procedure in this section. TEST the system for normal operation after the repair.
• Engine drumming noise — accompanied by vibration	• Powertrain mount (s)	• CARRY OUT the Powertrain/Drivetrain Mount Neutralizing procedure in this section. TEST the system for normal operation after the repair.

• Rattle — occurs at idle or at light acceleration from a stop	• Powertrain mount (s)	• CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. For engine, REFER to Section 303-01 . For transaxle, REFER to Section 307-11 . TEST the system for normal operation after the repair.
• Whine/moan type noise — pitch increases or changes with vehicle speed	• Powertrain mount (s)	• CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. For engine, REFER to Section 303-01 . For transaxle, REFER to Section 307-11 . TEST the system for normal operation after the repair.
• Clunk — occurs when shifting from PARK or between REVERSE and DRIVE	• Powertrain mount (s) • Idle speed is too high	• CHECK the powertrain/drivetrain mounts for damage. INSTALL new mounts as necessary. For engine, REFER to Section 303-01 . For transaxle, REFER to Section 307-11 . TEST the system for normal operation after the repair. • CHECK for the correct idle speed.
• Accessory drive bearing hoot — occurs at idle or high idle in cold temperatures of approximately 4°C (40°F) or colder at the first start of the day	• Accessory drive idler or tensioner pulley bearing is experiencing stick/slip between ball bearings and the bearing race	• CARRY OUT the engine cold soak procedure. REFER to Section 100-04 . • PLACE the EngineEAR probe directly on the idler/tensioner center post or bolt to verify which bearing is making the noise. INSTALL new parts as necessary. REFER to Section 303-05 . TEST the system for normal operation after the repair.
• Accessory drive belt noise, squeal or chirping	• Defective/worn or incorrect accessory drive belt • Misaligned pulley(s) • Pulley runout • Damaged or worn accessory drive component or idler • Fluid contamination of the accessory drive belt or pulleys • Damaged or worn accessory drive belt tensioner • Damaged pulley grooves	• CARRY OUT the Engine Accessory Test. REFER to Section 100-04 . INSPECT components and INSTALL new parts as necessary. REFER to Section 303-05 . TEST the system for normal operation after the repair.
• Clunking noise	• Coolant pump has excessive end play or imbalance	• CHECK the coolant pump for excessive end play. INSPECT the coolant pump

		for imbalance with the drive belt off. INSTALL a new coolant pump as necessary. REFER to Section 303-03 . TEST the system for normal operation after the repair.
• Whine or moaning noise	• Air intake system	• CHECK the air cleaner and ducts for correct fit. INSPECT the air intake system for leaks or damage. REPAIR as necessary. TEST the system for normal operation after the repair.
• Whistling noise — normally accompanied with poor idle condition	• Air intake system	• CHECK the air intake ducts, air cleaner, throttle body and vacuum hoses for leaks and correct fit. REPAIR or ADJUST as necessary. TEST the system for normal operation after the repair.
• Hissing noise — occurs during idle or high idle that is apparent with the hood open	• Vacuum leak	• USE the Ultrasonic Leak Detector/EngineEAR to locate the source. SCAN the air intake system from the inlet to each cylinder intake port. DISCARD the leaking parts, and INSTALL a new component. TEST the system for normal operation after the repair.
	• Vehicles with a plastic intake manifold	• Acceptable condition. Some plastic manifolds exhibit this noise, which is the effect of the plastic manifold.
• Grinding noise — occurs during engine cranking	• Incorrect starter motor mounting	• INSPECT the starter motor for correct mounting. REPAIR as necessary. REFER to Section 303-06 . TEST the system for normal operation after the repair.
	• Starter motor	• CHECK the starter motor. INSTALL a new starter motor as necessary. REFER to Section 303-06 . TEST the system for normal operation after the repair.
	• Incorrect starter motor drive engagement	• INSPECT the starter motor drive for wear or damage. INSTALL a new starter motor as necessary. REFER to Section 303-06 . TEST the system for normal operation after the repair. • INSPECT the flexplate for wear or damage. INSTALL a new flexplate as necessary. REFER to Section 303-01 . TEST the system for normal operation after the repair.
• Engine noise, front	• Damaged or	• CHECK for obvious signs of

of engine — knocking noise from lower front of engine	separated crankshaft pulley/damper	damage or wobble during operation. INSTALL new as necessary. REFER to Section 303-01 . TEST the system for normal operation after the repair.
• Engine noise, front of engine — ticking, tapping or rattling noise from the front of the engine	• Timing drive components	• REMOVE the accessory drive belt. REFER to Section 303-05 . • USE the EngineEAR to isolate the noise to the engine front cover. • REMOVE the engine front cover and INSPECT the timing drive components. INSTALL new parts as necessary. REFER to Section 303-01 . TEST the system for normal operation after the repair.
• Engine noise, upper end — ticking noise near the fuel rail and intake manifold	• Fuel rail clip • Fuel injector	• CHECK for loose or damaged fuel rail clip(s). REPAIR as necessary. TEST the system for normal operation after the repair. • USE the EngineEAR to isolate the noisy injector(s). INSTALL a new injector(s) as necessary. REFER to Section 303-04 . TEST the system for normal operation after the repair.
• Engine noise, upper end — occurs mostly with a warm engine at light/medium acceleration	• Worn or damaged spark plugs • Carbon accumulation in combustion chamber	• REMOVE the spark plugs. INSPECT and INSTALL new as necessary. REFER to Section 303-07 . TEST the system for normal operation after the repair. • Bore scope the cylinder. ELIMINATE carbon buildup. TEST the system for normal operation after the repair.
• Engine noise, upper end — rattling noise from the valve train. Worse when the engine is cold	• Low oil level • Thin or diluted oil • Low oil pressure	• CHECK the oil level. FILL as necessary. • INSPECT the oil for contamination. If the oil is contaminated, CHECK for the source. REPAIR as necessary. CHANGE the oil and filter. TEST the system for normal operation after the repair. • CARRY OUT an oil pressure test. If not within specifications, REMOVE the engine oil pan. REFER to

		Section 303-01 . INSPECT for a blocked oil pick up tube. TEST the system for normal operation after the repair.
	• Worn valve train components	• CARRY OUT the Valve Train Analysis Component Test in this section. INSTALL new parts as necessary. TEST the system for normal operation after the repair.
	• Worn valve guides	• CARRY OUT the Valve Guide Inner Diameter procedure in this section.
	• Excessive runout of the valve seats on the valve face	• CARRY OUT the Valve Seat Inspection procedure in this section.
• Engine noise, upper end — pinging noise	• Gasoline octane too low	• VERIFY with customer the type of gasoline used. CORRECT as necessary. TEST the system for normal operation after the repair.
	• Knock Sensor (KS) operation	• CHECK the KS . INSTALL a new KS as necessary. REFER to Section 303-14 . TEST the system for normal operation after the repair.
	• Incorrect spark timing	• CHECK the spark timing. REPAIR as necessary. TEST the system for normal operation after the repair.
	• High operating temperature	• INSPECT the cooling system for leaks. CHECK the coolant level. REFILL as necessary. CHECK the coolant for the correct mix ratio. DRAIN and REFILL as needed. VERIFY the engine operating temperature is within specifications. REPAIR as necessary. TEST the system for normal operation after the repair.
	• Spark plug	• CHECK the spark plugs. INSTALL new spark plugs as necessary. TEST the system for normal operation after the repair.
	• Catalytic converter	• Compare with a similar vehicle for what is acceptable noise.
• Engine noise, lower end — ticking or knocking noise near the oil filter adapter	• Oil pump	• USE the EngineEAR to verify the oil pump as the source of the noise at low rpm. REPAIR as necessary. REFER to Section 303-01 . TEST the system for normal operation after the repair.
• Engine noise, lower end — light	• Excessive clearance between	• CARRY OUT the Piston-to-Cylinder Bore Clearance

knocking noise, also described as piston slap. Noise is most noticeable when the engine is cold with light to medium acceleration. The noise disappears as the engine warms	the piston and the cylinder wall	procedure in this section.
• Engine noise, lower end — light double knock or sharp rap sound. Occurs mostly with a warm engine at idle or low speeds in drive. Increases in relation to engine load. Associated with a poor lubrication history	• Excessive clearance between the piston and the piston pin	• CARRY OUT the Piston Pin Bore Diameter and the Piston Pin Diameter procedures in this section.
• Engine noise, lower end — light knocking noise. The noise is most noticeable when the engine is warm. The noise tends to decrease when the vehicle is coasting or in NEUTRAL	• Excessive clearance between the connecting rod bearings and the crankshaft	• CARRY OUT the Connecting Rod Bearing Journal-to-Bearing Clearance procedure in this section.
• Engine noise, lower end — deep knocking noise. The noise is most noticeable when the engine is warm, at lower rpm and under a light load and then at float	• Worn or damaged crankshaft main bearings	• CARRY OUT the Crankshaft Main Bearing Journal-to-Bearing Clearance procedure in this section.
• Engine noise, rear of engine — knocking noise at rear of engine	• Damaged flywheel/flexplate	• CARRY OUT the Flexplate Inspection procedure in this section.
• Engine vibration — vibration felt at all times	• Excessive engine pulley runout	• CARRY OUT the Engine Accessory Test. REFER to Section 100-04 . INSTALL a new engine pulley as necessary. REFER to Section 303-01 . TEST the system for normal operation after the repair.
	• Damaged or worn accessory component	• CARRY OUT the Engine Accessory Test. REFER to Section 100-04 . REPAIR or INSTALL a new component as necessary. TEST the system for normal operation

		after the repair.
• Engine vibration — at idle, a low-frequency vibration (5-20 Hz) or mild shake that is felt through the seat/floorpan	• Cylinder misfire	• Using the scan tool, CARRY OUT the cylinder power balance and the relative compression test. REPAIR as necessary. REFER to Section 303-01 . TEST the system for normal operation after the repair.
• Engine vibration — is felt with increases and decreases in engine rpm	• Powertrain mount (s)	• CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. For engine, REFER to Section 303-01 . For the transaxle, REFER to Section 307-11 . TEST the system for normal operation after the repair.
	• Engine or transmission grounded to chassis	• INSPECT the powertrain/drivetrain for correct clearances. REPAIR as necessary. TEST the system for normal operation after the repair.
• Engine vibration — increases intensity as the engine rpm is increased	• Engine out-of-balance	• CARRY OUT the Neutral Engine Run-Up (NERU) Test. REFER to Section 100-04 . TEST the system for normal operation after the repair.
• Engine vibration — mostly at coast/neutral coast. Condition improves with vehicle acceleration	• Combustion instability	• CHECK the ignition system. INSTALL new components as necessary. REFER to Section 303-07 . TEST the system for normal operation after the repair.
• Engine vibration or shudder — occurs with light to medium acceleration above 56 km/h (35 mph)	• Worn or damaged spark plugs	• INSPECT the spark plugs for cracks, high resistance or broken insulators. INSTALL a new spark plug(s) as necessary. REFER to Section 303-07 . TEST the system for normal operation after the repair.
	• Plugged fuel injector	• REPAIR or INSTALL a new injector as necessary. REFER to Section 303-04 . TEST the system for normal operation after the repair.
	• Contaminated fuel	• INSPECT the fuel for contamination. DRAIN the fuel system and refill. REFER to Section 310-00 .

Component Tests

The following component tests are used to diagnose engine concerns.

Engine Oil Leaks

NOTE: When diagnosing engine oil leaks, the source and location of the leak must be positively identified prior to repair. If the vehicle is driven extensively between adding the fluorescent additive and performing the leak test, fan air or wind can spread the leaking oil and make identifying the location of the leak difficult.

Prior to carrying out this procedure, clean the cylinder block, cylinder heads, valve covers, oil pan and flywheel with a suitable solvent to remove all traces of oil.

Engine Oil Leaks — Fluorescent Oil Additive Method

Use the 12 Volt Master UV Diagnostic Inspection Kit to carry out the following procedure for oil leak diagnosis.

1. Add 29.6 ml (1 oz) of gasoline engine oil dye to a minimum of 0.47L (1/2 qt) and a maximum of 0.95L (1 qt) engine oil and fill through the engine oil fill. Thoroughly premix the gasoline engine oil dye or it will not have enough time to reach the crankcase, oil galleries and seal surfaces during this particular 15 minute test. The additive must be mixed well with oil and added through the oil fill. Check the level on the oil level indicator to determine what amount of oil to premix. If it is in the middle of the crosshatch area or below the full mark, use 0.95L (1 qt). If it is at the full mark, use 0.47L (1/2 qt).

2. Run the engine for 15 minutes. Stop the engine and inspect all seal and gasket areas for leaks using the UV Leak Detector Kit. A clear bright yellow or orange area will identify the leak. For extremely small leaks, several hours may be required for the leak to appear.

3. At the end of test, make sure the oil level is within the upper and lower oil indicator marks. Remove oil as necessary if it registers above the full mark.

Leakage Points — Underhood

Examine the following areas for oil leakage:

- Valve cover gaskets
- Cylinder head gaskets
- Oil cooler, if equipped
- Oil filter adapter
- Engine front cover
- Oil filter adapter and filter body
- Oil level indicator tube connection
- Engine Oil Pressure (EOP) switch

Leakage Points — Under Engine, With Vehicle on Hoist

Examine the following areas for oil leakage:

- Oil pan gaskets
- Oil pan sealer
- Engine front cover gasket
- Crankshaft front seal
- Crankshaft rear oil seal
- Oil filter adapter and filter body
- Oil cooler, if equipped

Leakage Points — With Transmission and Flywheel Removed

Examine the following areas for oil leakage:

- Crankshaft rear oil seal
- Rear main bearing cap parting line
- Flexplate mounting bolt holes (with flexplate installed)
- Pipe plugs at the end of oil passages

Oil leaks at crimped seams in sheet metal parts and cracks in cast or stamped parts can be detected when using the dye method.

Compression Test

1. Make sure the oil in the crankcase is of the correct viscosity and at the correct level and that the battery is correctly charged. Operate the vehicle until the engine is at normal operating temperature. Turn the ignition switch to the OFF position, then remove all the spark plugs.

2. Set the throttle plates in the wide-open position.

3. Install a compression gauge in the No. 1 cylinder.

4. Install an auxiliary starter switch in the starting circuit. With the ignition switch in the OFF position, and using the auxiliary starter switch, crank the engine a minimum of 5 compression strokes and record the highest reading. Note the approximate number of compression strokes necessary to obtain the highest reading.

5. Repeat the test on each cylinder, cranking the engine approximately the same number of compression strokes.

Compression Test — Test Results

The indicated compression pressures are considered within specification if the lowest reading cylinder is at least 75% of the highest reading. Refer to the Compression Pressure Limit Chart.

Compression Pressure Limit Chart

Maximum Pressure	Minimum Pressure	Maximum Pressure	Minimum Pressure	Maximum Pressure	Minimum Pressure	Maximum Pressure	Minimum Pressure
924 kPa (134 psi)	696 kPa (101 psi)	1,131 kPa (164 psi)	848 kPa (123 psi)	1,338 kPa (194 psi)	1,000 kPa (146 psi)	1,544 kPa (224 psi)	1,158 kPa (168 psi)
938 kPa (136 psi)	703 kPa (102 psi)	1,145 kPa (166 psi)	855 kPa (124 psi)	1,351 kPa (196 psi)	1,014 kPa (147 psi)	1,558 kPa (226 psi)	1,165 kPa (169 psi)
952 kPa (138 psi)	717 kPa (104 psi)	1,158 kPa (168 psi)	869 kPa (126 psi)	1,365 kPa (198 psi)	1,020 kPa (148 psi)	1,572 kPa (228 psi)	1,179 kPa (171 psi)
965 kPa (140 psi)	724 kPa (106 psi)	1,172 kPa (170 psi)	876 kPa (127 psi)	1,379 kPa (200 psi)	1,034 kPa (150 psi)	1,586 kPa (230 psi)	1,186 kPa (172 psi)
979 kPa (142 psi)	738 kPa (107 psi)	1,186 kPa (172 psi)	889 kPa (129 psi)	1,303 kPa (202 psi)	1,041 kPa (151 psi)	1,600 kPa (232 psi)	1,200 kPa (174 psi)
933 kPa (144 psi)	745 kPa (109 psi)	1,200 kPa (174 psi)	903 kPa (131 psi)	1,407 kPa (204 psi)	1,055 kPa (153 psi)	1,055 kPa (153 psi)	1,207 kPa (175 psi)
1,007 kPa	758 kPa	1,214 kPa	910 kPa	1,420 kPa	1,062 kPa	1,627 kPa	1,220 kPa

(146 psi)	(110 psi)	(176 psi)	(132 psi)	(206 psi)	(154 psi)	(154 psi)	(177 psi)
1,020 kPa (148 psi)	765 kPa (111 psi)	1,227 kPa (178 psi)	917 kPa (133 psi)	1,434 kPa (208 psi)	1,075 kPa (156 psi)	1,641 kPa (238 psi)	1,227 kPa (178 psi)
1,034 kPa (150 psi)	779 kPa (113 psi)	1,241 kPa (180 psi)	931 kPa (135 psi)	1,448 kPa (210 psi)	1,083 kPa (157 psi)	1,655 kPa (240 psi)	1,241 kPa (180 psi)
1,048 kPa (152 psi)	786 kPa (114 psi)	1,255 kPa (182 psi)	936 kPa (136 psi)	1,462 kPa (212 psi)	1,089 kPa (158 psi)	1,669 kPa (242 psi)	1,248 kPa (181 psi)
1,062 kPa (154 psi)	793 kPa (115 psi)	1,269 kPa (184 psi)	952 kPa (138 psi)	1,476 kPa (214 psi)	1,103 kPa (160 psi)	1,682 kPa (244 psi)	1,262 kPa (183 psi)
1,076 kPa (156 psi)	807 kPa (117 psi)	1,282 kPa (186 psi)	965 kPa (140 psi)	1,489 kPa (216 psi)	1,117 kPa (162 psi)	1,696 kPa (246 psi)	1,269 kPa (184 psi)
1,089 kPa (158 psi)	814 kPa (118 psi)	1,296 kPa (188 psi)	972 kPa (141 psi)	1,503 kPa (218 psi)	1,124 kPa (163 psi)	1,710 kPa (248 psi)	1,202 kPa (186 psi)
1,103 kPa (160 psi)	827 kPa (120 psi)	1,310 kPa (190 psi)	979 kPa (142 psi)	1,517 kPa (220 psi)	1,138 kPa (165 psi)	1,724 kPa (250 psi)	1,289 kPa (187 psi)
1,110 kPa (161 psi)	834 kPa (121 psi)	1,324 kPa (192 psi)	993 kPa (144 psi)	1,631 kPa (222 psi)	1,145 kPa (166 psi)	—	—

If one or more cylinders reads low, squirt approximately one tablespoon of engine oil meeting Ford specification on top of the pistons in the low-reading cylinders. Repeat the compression pressure check on these cylinders.

Compression Test — Interpreting Compression Readings

1. If compression improves considerably, piston rings are worn or damaged.

2. If compression does not improve, valves are sticking or not seating correctly.

3. If 2 adjacent cylinders indicate low compression pressures and squirting oil on each piston does not increase compression, the head gasket may be leaking between cylinders. Engine oil or coolant in cylinders could result from this condition.
   Use the Compression Pressure Limit Chart when checking cylinder compression so that the lowest reading is within 75% of the highest reading.

Cylinder Leakage Detection

When a cylinder produces a low reading, use of a cylinder leakage tester will be helpful in pinpointing the exact cause.

The leakage tester is inserted in the spark plug hole, the piston is brought up to Top Dead Center (TDC) on the compression stroke, and compressed air is admitted.

Once the combustion chamber is pressurized, the leakage tester gauge will read the percentage of leakage. Leakage exceeding 20% is excessive.

While the air pressure is retained in the cylinder, listen for the hiss of escaping air. A leak at the intake valve will be heard in the Throttle Body (TB). A leak at the exhaust valve can be heard at the tailpipe. Leakage past the piston rings will be audible at the PCV connection. If air is passing through a blown head gasket to an adjacent cylinder, the noise will be evident at the spark plug hole of the cylinder into which the air is leaking. Cracks in the cylinder block or gasket leakage into the cooling system may be detected by a stream of bubbles in the radiator.

Excessive Engine Oil Consumption

Nearly all engines consume oil, which is essential for normal lubrication of the cylinder bore walls and pistons and rings. Determining the level of oil consumption may require testing by recording how much oil is being added over a given set of miles.

Customer driving habits greatly influence oil consumption. Mileage accumulated during towing or heavy loading generates extra heat. Frequent short trips, stop-and-go type traffic or extensive idling, prevent the engine from reaching normal operating temperature. This prevents component clearances from reaching specified operating ranges.

The following diagnostic procedure may be utilized to determine internal oil consumption. Make sure that the concern is related to internal oil consumption, and not external leakage, which also consumes oil. Verify there are no leaks before carrying out the test. Once verified, the rate of internal oil consumption can be tested.

A new engine may require extra oil in the early stages of operation. Internal piston-to-bore clearances and sealing characteristics improve as the engine breaks in. Engines are designed for close tolerances and do not require break-in oils or additives. Use the oil specified in the Owner's Literature. Ambient temperatures may determine the oil viscosity specification. Verify that the correct oil is being used for the vehicle in the geographic region in which it is driven.

Basic Pre-checks

1. For persistent complaints of oil consumption, interview the customer to determine the oil consumption characteristics. If possible, determine the brand and grade of oil currently in the oil pan. Look at the oil filter or oil-change station tags to determine if Ford-recommended maintenance schedules have been followed. Make sure that the oil has been changed at the specified mileage intervals. If vehicle mileage is past the first recommended drain interval, the OEM production filter should have been changed.

2. Ask how the most current mileage was accumulated. That is, determine whether the vehicle was driven under the following conditions:
    - Extended idling or curbside engine operation
    - Stop-and-go traffic or taxi operation
    - Towing a trailer or vehicle loaded heavily
    - Frequent short trips (engine not up to normal operating temperature)
    - Excessive throttling or high engine-rpm driving

3. Verify that there are no external leaks. If necessary, review the diagnostic procedure under Engine Oil Leaks in the Diagnosis and Testing portion of this section.

4. Inspect the crankcase ventilation system for:
    - disconnected hoses at the valve cover or TB .
    - loose or missing valve cover fill cap.
    - missing or incorrectly seated engine oil level indicator.
    - incorrect or dirty PCV valve.
    - a PCV valve grommet unseated in the valve cover (if so equipped).

5. Inspect for signs of sludge. Sludge affects PCV performance and can plug or restrict cylinder head drainback wells. It can also increase oil pressure by restricting passages and reducing the drainback capability of piston oil control rings. Sludge can result from either excessive water ingestion in the crankcase or operation at extremely high crankcase temperatures.

6. Inspect the air filter for dirt, sludge or damage. A hole in the filter element will allow unfiltered air to bypass into the air induction system. This can cause premature internal wear (engine dusting), allowing oil to escape past rings, pistons, valves and guides.

7. If the engine is hot or was recently shut down, wait at least 5 minutes to allow the oil to drain

back. Ask the customer if this requirement has been followed. Adding oil without this wait period can cause an overfill condition, leading to excessive oil consumption and foaming which may cause engine damage.

8. Make sure the oil level indicator (dipstick) is correctly and fully seated in the indicator tube. Remove the oil level indicator and record the oil level.

Detailed Pre-checks

1. Check the thermostat opening temperature to make sure that the cooling system is operating at the specified temperature. If it is low, internal engine parts are not running at specified internal operating clearances.

2. Verify the spark plugs are not oil saturated. Oil leaking into one or more cylinders will appear as an oil soaked condition on the plug. If a plug is saturated, a compression check may be necessary at the conclusion of the oil consumption test.

Oil Consumption Test

Once all of the previous conditions are met, carry out an oil consumption test.

1. Drain the engine oil and remove the oil filter. Install a new manufacturer-specified oil filter. Make sure the vehicle is positioned on a level surface. Refill the oil pan to a level **one liter (quart) less** than the specified fill level, using manufacturer-specified oil.

2. Run the engine for 3 minutes (if hot) or 10 minutes (if cold). Allow for a minimum 5-minute drainback period and then record the oil level shown on the oil level indicator. Place a mark on the backside of the oil level indicator noting the oil level location.

3. Add the final one liter (quart) to complete the normal oil fill. Restart the engine and allow it to idle for 2 minutes. Shut the engine down.

4. After a 5-minute drainback period, record the location of the oil level again. Mark the oil level indicator with the new oil level location. (Note: Both marks should be very close to the MIN-MAX upper and lower limits or the upper and lower holes on the oil level indicator. These marks will exactly measure the engine's use of oil, with a one quart differential between the new marks.) Demonstrate to the customer that the factory-calibrated marks on the oil level indicator are where the oil should fall after an oil change with the specified fill amount. Explain however, that this may vary slightly between MIN-MAX or the upper and lower holes on the oil level indicator.

5. Record the vehicle mileage.

6. Advise the customer that oil level indicator readings must be taken every 320 km (200 mi) or weekly, using the revised marks as drawn. Remind the customer that the engine needs a minimum 5-minute drainback for an accurate reading and that the oil level indicator must be firmly seated in the tube prior to taking the reading.

7. When the subsequent indicator readings demonstrate a full liter (quart) has been used, record the vehicle mileage. The mileage driven should not be less than 2,414 km (1,500 mi). The drive cycle the vehicle has been operated under must be considered when making this calculation. It may be necessary to have the customer bring the vehicle in for a periodic oil level indicator reading to closely monitor oil usage.

Post Checks, Evaluation and Corrective Action

1. If test results indicate excessive oil consumption, carry out a cylinder compression test. The cylinder compression test should be carried out with a fully charged battery and all spark plugs removed. See the Compression Test Chart in this section for pressure range limits.

2. Compression should be consistent across all cylinders. Refer to the Compression Testing portion

of this section. If compression tested within the specifications found in this section, the excessive oil consumption may be due to wear on the valve guides, valves or valve seals.

3. A cylinder leak detection test can be carried out using a cylinder leakage tester. This can help identify valves, piston rings, or worn valve guides/valve stems, inoperative valve stem seals or other related areas as the source of oil consumption.

NOTE: An oil-soaked appearance on the porcelain tips of the spark plugs also indicates excessive oil use. A typical engine with normal oil consumption will exhibit a light tan to brown appearance. See Spark Plug Analysis in this section for details. A single or adjoining, multiple cylinder leak can be traced by viewing the tips.

4. If an internal engine part is isolated as the root cause, determine if the repair will exceed cost limits and proceed with a repair strategy as required.

5. Once corrective action to engine is complete and verifying that all pre-check items were eliminated in the original diagnosis, repeat the Oil Consumption Test as described above and verify consumption results.

Intake Manifold Vacuum Test

Bring the engine to normal operating temperature. Connect the Vacuum/Pressure Tester to the intake manifold. Run the engine at the specified idle speed.

The vacuum gauge should read between 51-74 kPa (15-22 in-Hg) depending upon the engine condition and the altitude at which the test is conducted. Subtract 4.0193 kPa (1 in-Hg) from the specified reading for every 304.8 m (1,000 ft) of elevation above sea level.

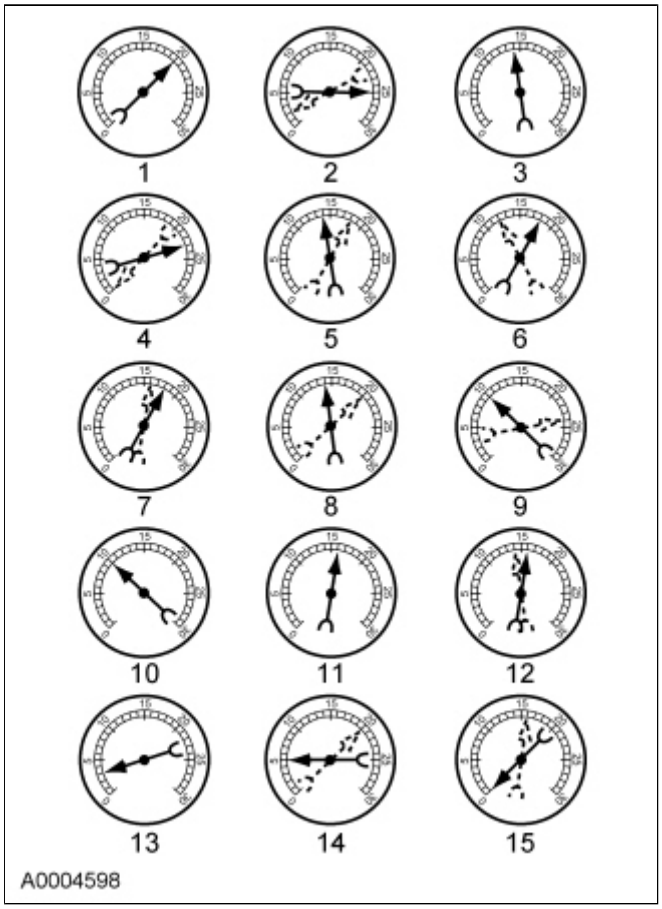
The reading should be steady. If necessary, adjust the gauge damper control (where used) if the needle is fluttering rapidly. Adjust the damper until the needle moves easily without excessive flutter.

Intake Manifold Vacuum Test — Interpreting Vacuum Gauge Readings

A careful study of the vacuum gauge reading while the engine is idling will help pinpoint trouble areas. Always conduct other appropriate tests before arriving at a final diagnostic decision. Vacuum gauge readings, although helpful, must be interpreted carefully.

Most vacuum gauges have a normal band indicated on the gauge face.

The following are potential gauge readings. Some are normal; others should be investigated further.



1. NORMAL READING: Needle between 51-74 kPa (15-22 in-Hg) and holding steady.

2. NORMAL READING DURING RAPID ACCELERATION AND DECELERATION: When the engine is rapidly accelerated (dotted needle), the needle will drop to a low reading (not to zero). When the throttle is suddenly released, the needle will snap back up to a higher than normal figure.

3. NORMAL FOR HIGH-LIFT CAMSHAFT WITH LARGE OVERLAP: The needle will register as low as 51 kPa (15 in-Hg) but will be relatively steady. Some oscillation is normal.

4. WORN RINGS OR DILUTED OIL: When the engine is accelerated (dotted needle), the needle drops to 0 kPa (0 in-Hg). Upon deceleration, the needle runs slightly above 74 kPa (22 in-Hg).

5. STICKING VALVES: When the needle (dotted) remains steady at a normal vacuum but occasionally flicks (sharp, fast movement) down and back about 13 kPa (4 in-Hg), one or more valves may be sticking.

6. BURNED OR WARPED VALVES: A regular, evenly-spaced, downscale flicking of the needle indicates one or more burned or warped valves. Insufficient valve clearance will also cause this reaction.

7. POOR VALVE SEATING: A small but regular downscale flicking can mean one or more valves are not seating.

8. WORN VALVE GUIDES: When the needle oscillates over about a 13 kPa (4 in-Hg) range at idle speed, the valve guides could be worn. As engine speed increases, the needle will become steady if guides are responsible.

9. WEAK VALVE SPRINGS: When the needle oscillation becomes more violent as engine rpm is increased, weak valve springs are indicated. The reading at idle could be relatively steady.

10. LATE VALVE TIMING: A steady but low reading could be caused by late valve timing.

11. IGNITION TIMING RETARDING: Retarded ignition timing will produce a steady but somewhat low reading.

12. INSUFFICIENT SPARK PLUG GAP: When spark plugs are gapped too close, a regular, small pulsation of the needle can occur.

13. INTAKE LEAK: A low, steady reading can be caused by an intake manifold or throttle body gasket leak.

14. BLOWN HEAD GASKET: A regular drop of fair magnitude can be caused by a blown head gasket or warped cylinder head-to-cylinder block surface.

15. RESTRICTED EXHAUST SYSTEM: When the engine is first started and is idled, the reading may be normal, but as the engine rpm is increased, the back pressure caused by a clogged muffler, kinked tailpipe or other concerns will cause the needle to slowly drop to 0 kPa (0 in-Hg). The needle then may slowly rise. Excessive exhaust clogging will cause the needle to drop to a low point even if the engine is only idling.

16. When vacuum leaks are indicated, search out and correct the cause. Excess air leaking into the system will upset the fuel mixture and cause concerns such as rough idle, missing on acceleration or burned valves. If the leak exists in an accessory unit such as the power brake booster, the unit will not function correctly. Always fix vacuum leaks.

Oil Pressure Test

1. Disconnect and remove the Engine Oil Pressure (EOP) switch from the engine.

2. Connect the Oil Pressure Gauge to the oil pressure switch oil galley port.

3. Run the engine until normal operating temperature is reached.

4. Run the engine at the specified rpm and record the gauge reading.

5. The oil pressure should be within specifications; refer to the specification chart in the appropriate engine section.

6. If the pressure is not within specification, check the following possible sources:
    - Insufficient oil
    - Oil leakage
    - Worn or damaged oil pump
    - Oil pump screen cover and tube
    - Excessive main bearing clearance
    - Excessive connecting rod bearing clearance
    - Chain tensioner leak

Valve Train Analysis

The following component tests are used to diagnose valve train concerns.

Valve Train Analysis — Engine Off — Valve Cover Removed

Check for damaged or severely worn parts and correct assembly. Make sure correct parts are used with

the static engine analysis as follows.

Valve Train Analysis — Camshafts and Valve Tappets

- Check for broken or damaged parts.
- Check for loose mounting bolts on camshaft caps.
- Check for worn or damaged valve tappets.

Valve Train Analysis — Valve Springs — Valve Tappets Removed

- Check for broken or damaged parts.

Valve Train Analysis — Valve Spring Retainer and Valve Spring Retainer Keys — Valve Tappets Removed

- Check for correct seating of the valve spring retainer key on the valve stem and in valve spring retainer.
- Check for correct seating on the valve stem.

Valve Train Analysis — Valves and Cylinder Head — Valve Tappets Removed

- Check for plugged oil drain back holes.
- Check for worn or damaged valve tips.
- Check for missing or damaged valve stem seals or guide-mounted valve stem seal.
- Check for missing or worn valve spring seats.

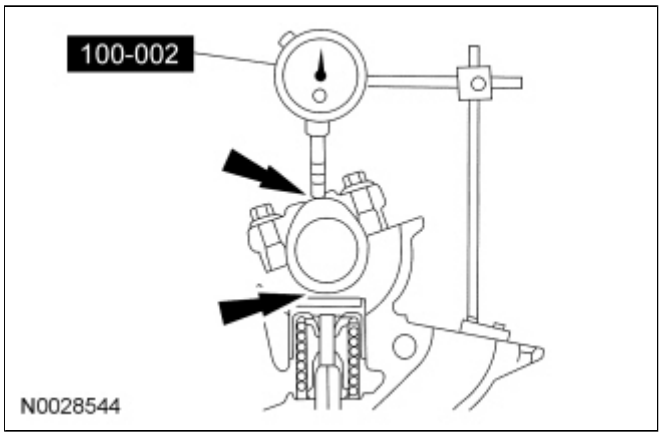
Valve Train Analysis — Camshaft Lobe Lift

Check the lift of each camshaft lobe in consecutive order and make a note of the readings.

1. Remove the spark plugs. Refer to Section 303-07 .

2. Install the Dial Indicator Gauge with Holding Fixture so the rounded tip of the dial indicator is on top of the camshaft lobe and on the same plane as the valve tappet.

3. Rotate the crankshaft using a breaker bar and socket attached to the crankshaft pulley retainer bolt. Rotate the crankshaft until the base circle of the camshaft lobe is reached.



4. Zero the dial indicator. Continue to rotate the crankshaft until the high-lift point of the camshaft lobe is in the fully-raised position (highest indicator reading).

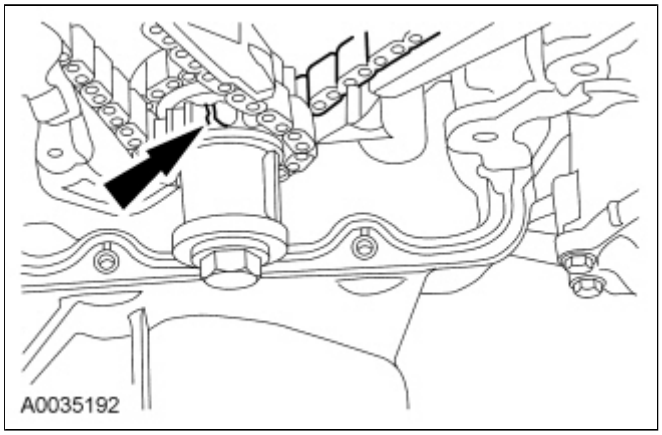
5. To check the accuracy of the original dial indicator reading, continue to rotate crankshaft until the base circle is reached. The dial indicator reading should be zero. If zero reading is not obtained,

repeat Steps 1 through 6.

6. If the lift on any lobe is below specified service limits, install a new camshaft and valve tappets.
7. Install the spark plugs. Refer to Section 303-07 .

Sprockets

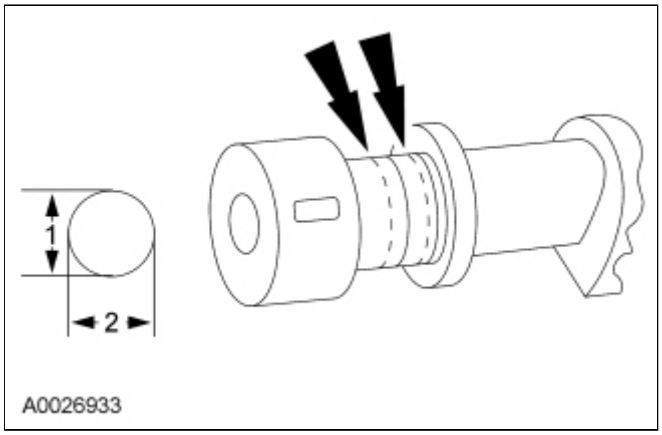
1. Inspect the sprockets for cracks and worn or chipped teeth.



Camshaft Bearing Journal Diameter

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Measure each camshaft journal diameter in 2 directions.

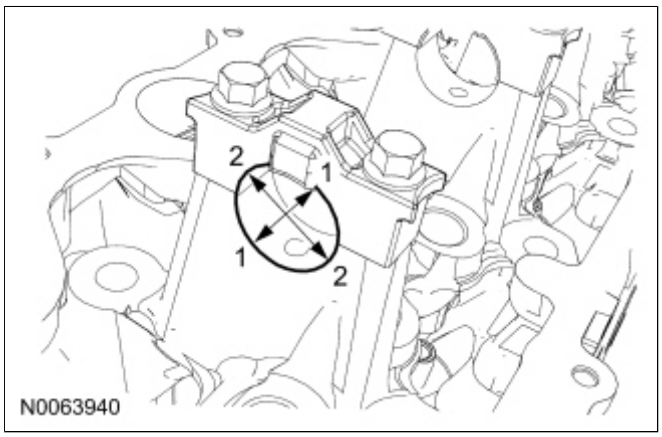


Camshaft Journal to Bearing Clearance — OHC Engines

NOTE: Refer to the appropriate Section 303-01 for the specification.

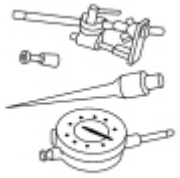
1. **NOTE:** The camshaft journals must meet specifications before checking camshaft journal clearance.

   Measure each camshaft bearing in 2 directions.
   - Subtract the camshaft journal diameter from the camshaft bearing diameter.



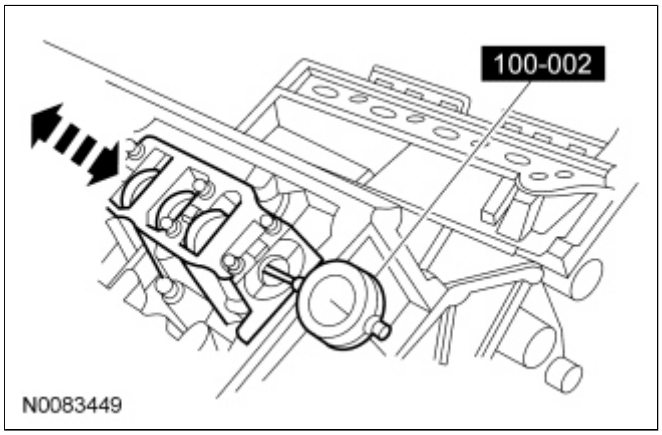
Camshaft End Play — OHC Engines

Special Tool(s)

 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

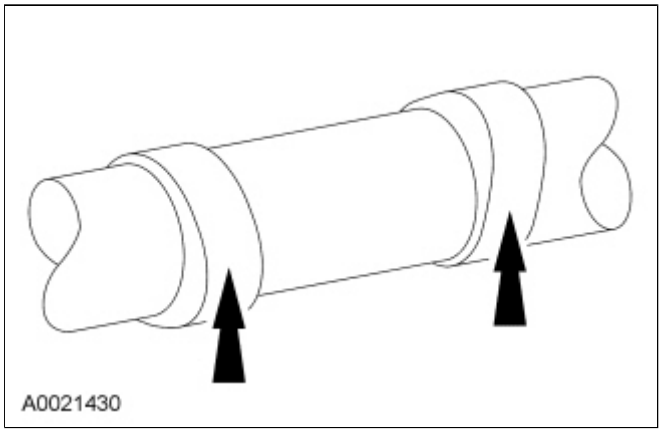
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Using the Dial Indicator Gauge with Holding Fixture, measure the camshaft end play.
2. Position the camshaft to the rear of the cylinder head.
3. Zero the Dial Indicator Gauge.
4. Move the camshaft to the front of the cylinder head. Note and record the camshaft end play.
   - If camshaft end play exceeds specifications, install a new camshaft and recheck end play.
   - If camshaft end play exceeds specification after camshaft installation, install a new cylinder head.



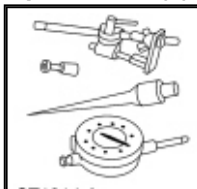
Camshaft Surface Inspection

1. Inspect camshaft lobes for pitting or damage in the contact area. Minor pitting is acceptable outside the contact area.



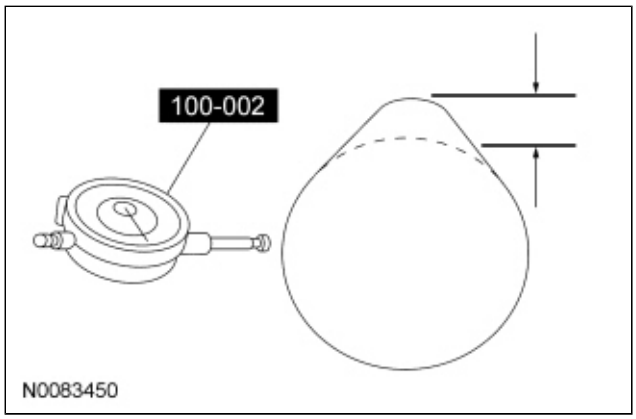
Camshaft Lobe Lift

Special Tool(s)

 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

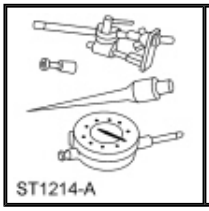
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Use the Dial Indicator Gauge with Holding Fixture to measure camshaft intake/exhaust lobe lift.
    - Rotate the camshaft and subtract the lowest Dial Indicator Gauge reading from the highest Dial Indicator Gauge reading to figure the camshaft lobe lift.



Camshaft Runout

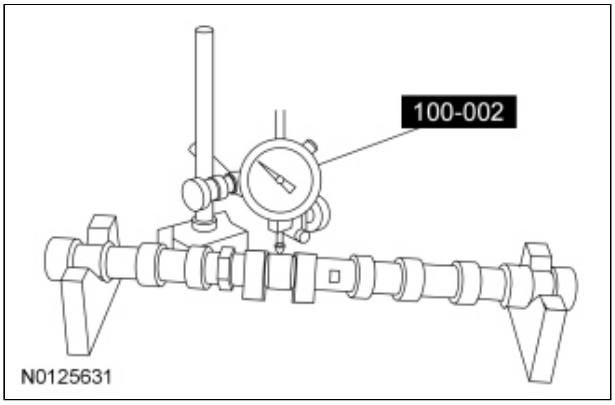
Special Tool(s)

 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. **NOTE:** Camshaft journals must be within specifications before checking runout.

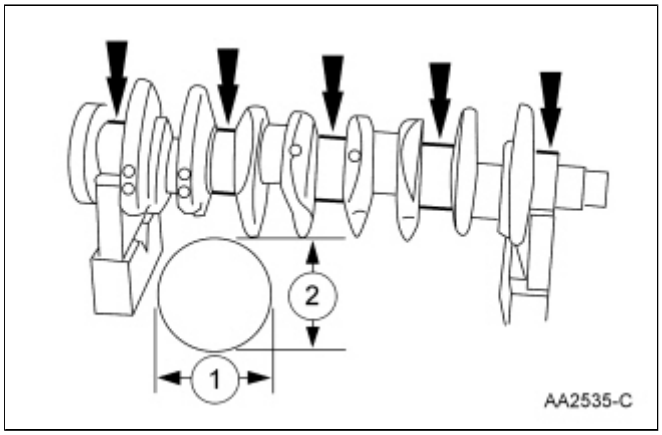
   Using the Dial Indicator Gauge with Holding Fixture, measure the camshaft runout.
   - Camshaft must be supported on the first and last camshaft bearing journal.
   - Rotate the camshaft and subtract the lowest Dial Indicator Gauge reading from the highest Dial Indicator Gauge reading.



Crankshaft Main Bearing Journal Diameter

NOTE: Refer to the appropriate Section 303-01 for the specification.

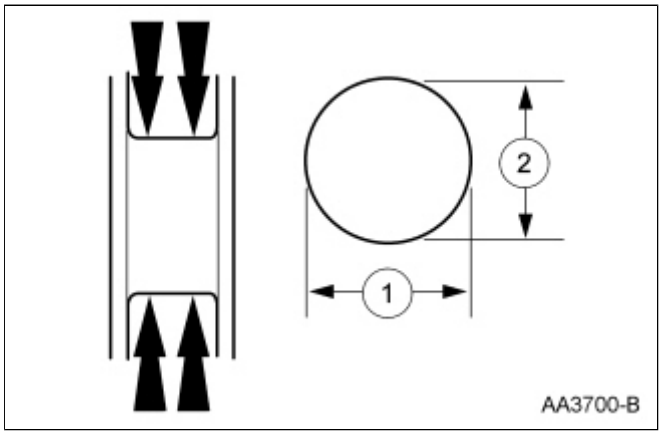
1. Measure each of the crankshaft main bearing journal diameters in at least 2 directions.



Crankshaft Main Bearing Journal Taper and Out-of-Round

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Measure each of the crankshaft main bearing journal diameters in at least 2 directions at each end of the main bearing journal.

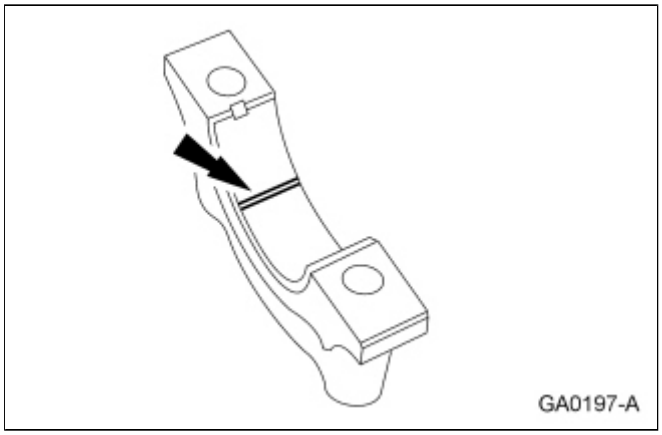


Crankshaft Main Bearing Journal-to-Bearing Clearance

NOTE: Refer to the appropriate Section 303-01 for the specification.

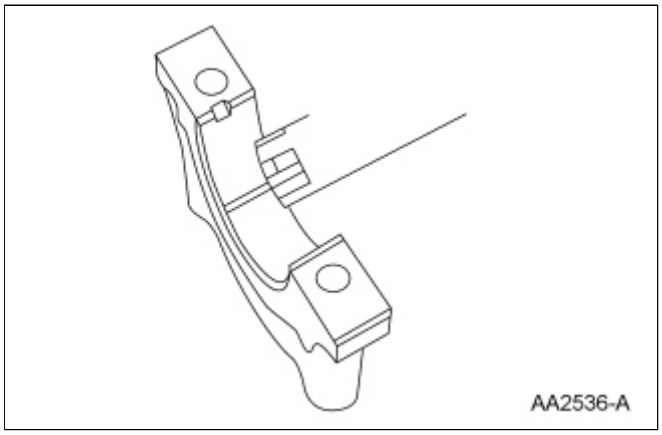
NOTE: Crankshaft main bearing journals must be within specifications before checking journal clearance.

1. Remove the crankshaft main bearing caps and crankshaft main bearing.
2. Lay a piece of Plastigage across the face of each crankshaft main bearing surface.



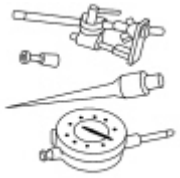
3. **NOTE:** Do not turn the crankshaft while carrying out this procedure.

   Install and remove the crankshaft main bearing cap.
4. Verify the crankshaft journal clearance.



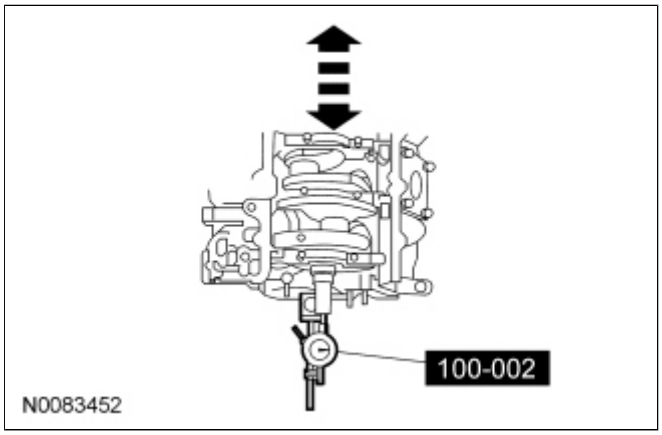
Crankshaft End Play

Special Tool(s)

 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

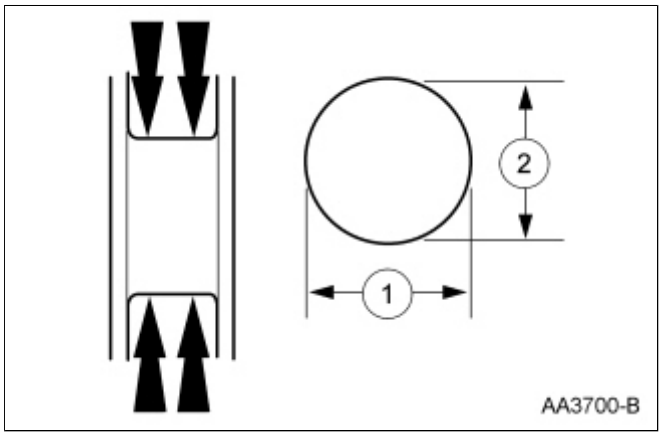
1. Install the Dial Indicator Gauge with Holding Fixture.
2. Position the crankshaft to the rear of the cylinder block.
3. Zero the Dial Indicator Gauge.
4. Move the crankshaft to the front of the cylinder block. Note and record the crankshaft end play.



Connecting Rod Bearing Journal Taper and Out-of-Round

NOTE: Refer to the appropriate Section 303-01 for the specification.

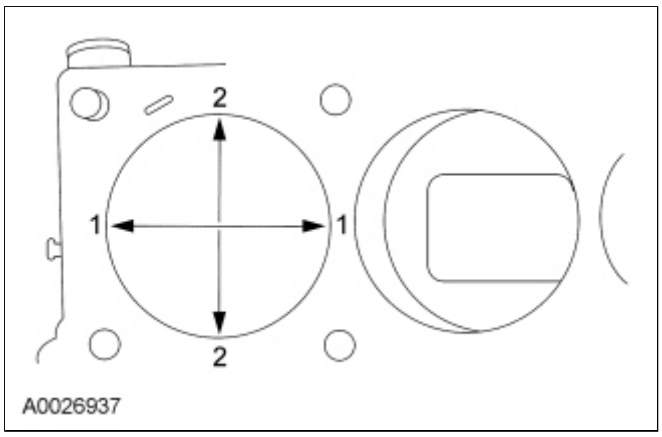
1. Measure the crankshaft connecting rod journal diameters in 2 directions perpendicular to one another at each end of the connecting rod journal. The difference in the measurements from one end to the other is the taper. Verify measurement is within the wear limit.



Cylinder Bore Taper

NOTE: Refer to the appropriate Section 303-01 for the specification.

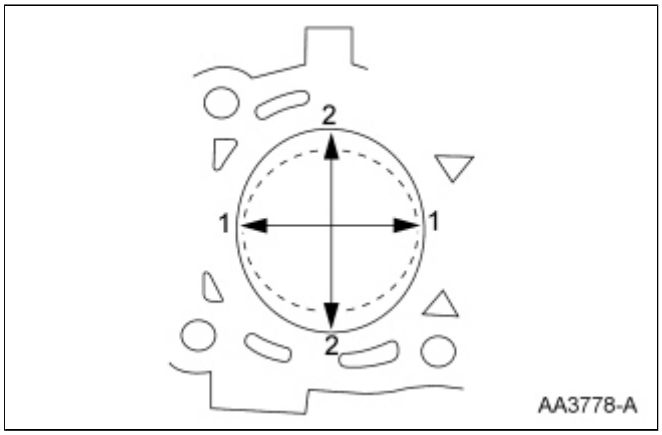
1. Measure the cylinder bore at the top, middle and bottom of piston ring travel in 2 directions as indicated. Verify the cylinder bore is within the wear limit. The difference indicates the cylinder bore taper. If the cylinder bore taper does not meet specification, bore the cylinder to the next oversize limit.



Cylinder Bore Out-of-Round

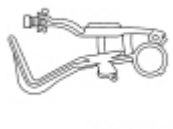
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Measure the cylinder bore in 2 directions. The difference is the out-of-round.



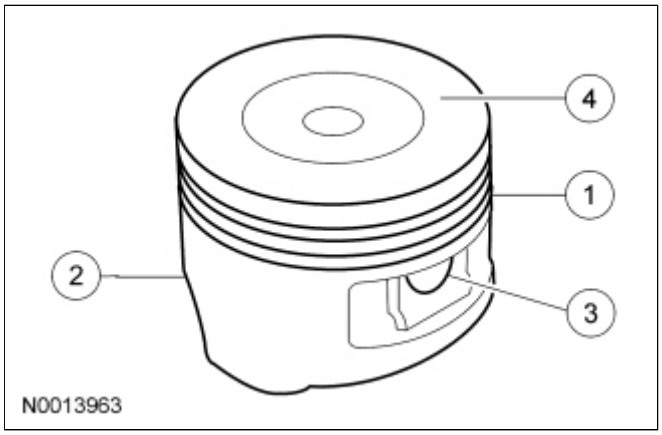
Piston Inspection

Special Tool(s)

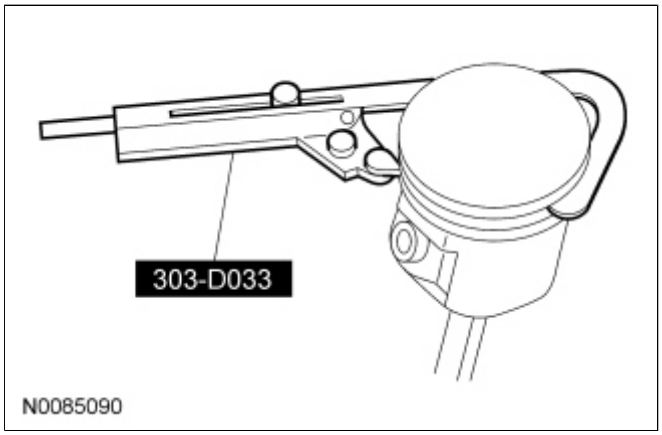
 ST1279-A	Scraper, Piston Ring Groove 303-D033 (D81L-6002-D) or equivalent

NOTICE: **Do not use a caustic cleaning solution or a wire brush to clean the pistons or damage can occur.**

1. Clean and inspect the (1) ring lands, (2) skirts, (3) pin bosses and the (4) tops of the pistons. If wear marks, scores or glazing is found on the piston skirt, check for a bent or twisted connecting rod.



2. Use the Piston Ring Groove Scraper to clean the piston ring grooves.
   - Make sure the oil ring holes are clean.

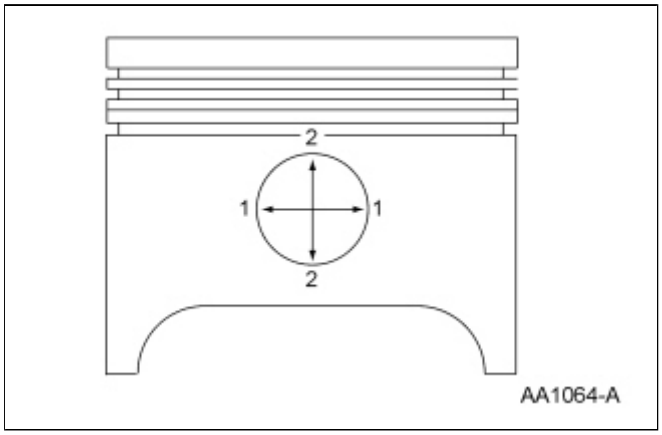


Piston Pin Bore Diameter

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. **NOTE:** Piston and piston pins are a matched set and should not be interchanged.

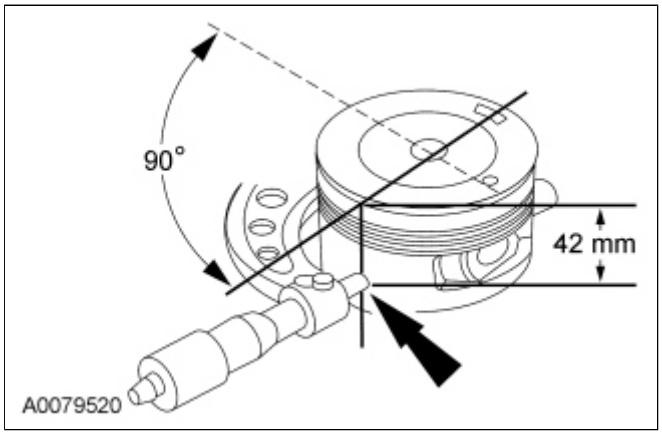
   Measure the piston pin bore diameter in 2 directions on each side. Verify the diameter is within specification.



Piston Diameter

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Measure the piston diameter 90 degrees from the piston pin and 42 mm (1.65 in) down from the top of the piston at the point indicated.



Piston To Cylinder Bore Clearance

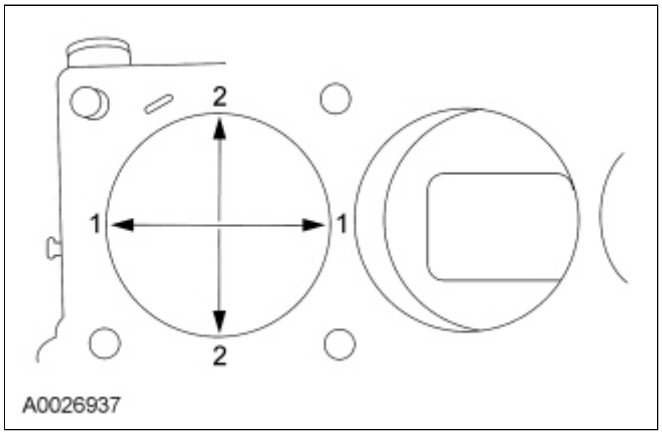
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Subtract the piston diameter from the cylinder bore diameter to find the piston-to-cylinder bore clearance.

Piston Selection

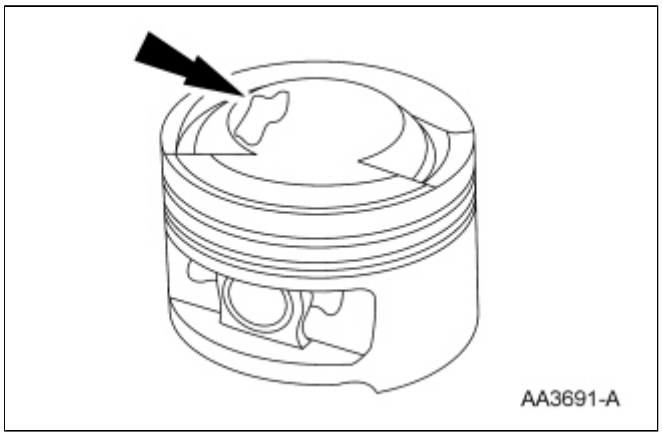
NOTE: The cylinder bore must be within the specifications for taper and out-of-round before fitting a piston.

1. Select a piston size based on the cylinder bore.



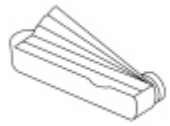
2. **NOTE:** For precision fit, new pistons are divided into 3 categories within each size range based on their relative position within the range. A paint spot or specific size grade on a new piston indicates the position within the size range.

   Choose the piston with the correct paint color or specific size grade.
   - Refer to the appropriate section in Group 303 for the procedure.



Piston Ring End Gap

Special Tool(s)

 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

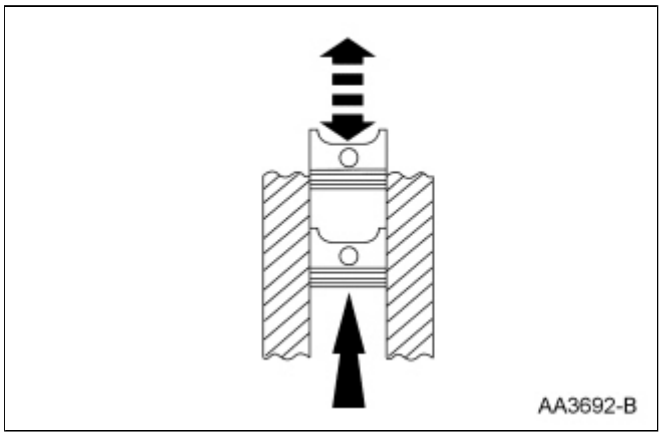
NOTICE: **Use care when fitting piston rings to avoid possible damage to the piston ring or the cylinder bore.**

NOTE: Piston rings should not be transferred from one piston to another.

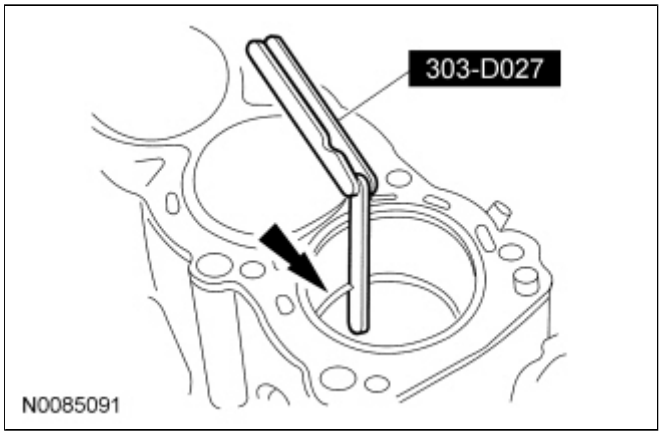
NOTE: Refer to the appropriate Section 303-01 for the specification.

NOTE: The cylinder bore must be within specification for taper and out-of-round.

1. Use a piston without rings to push a piston ring in a cylinder to the bottom of ring travel.

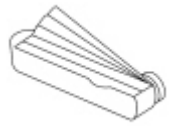


2. Use the Feeler Gauge Set to measure the top piston ring end gap and the second piston ring end gap.



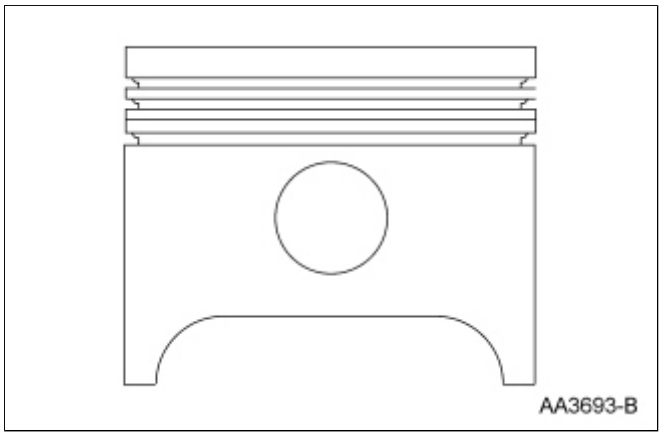
Piston Ring-to-Groove Clearance

Special Tool(s)

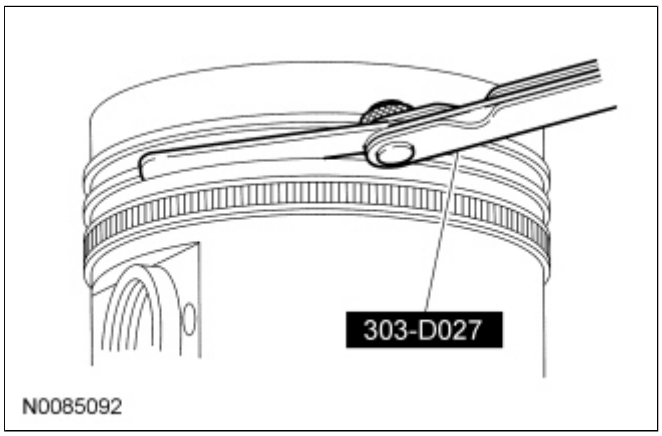
 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Inspect the piston for ring land damage or accelerated wear.



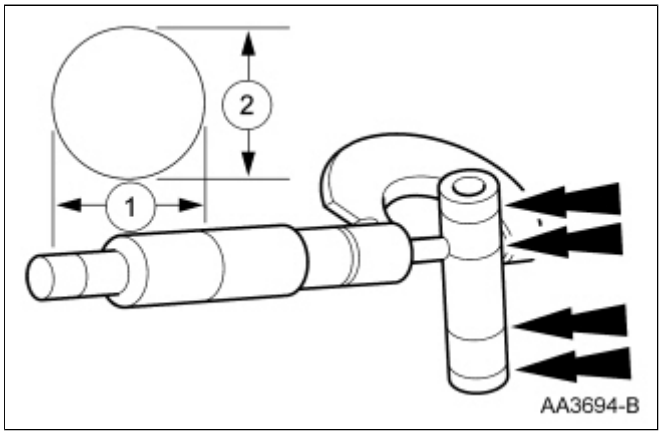
2. Using the Feeler Gauge Set, measure the piston ring-to-groove clearance.



Piston Pin Diameter

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Measure the piston pin diameter in 2 directions at the points shown. Verify the diameter is within specification.

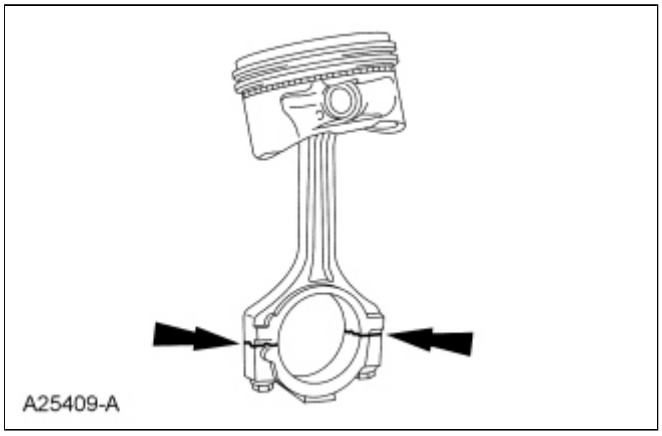


Connecting Rod Cleaning

NOTICE: **Do not use a caustic cleaning solution or damage to connecting rods can occur.**

1. **NOTE:** The connecting rod large end is a matched set. The connecting rod cap must be installed on the original connecting rod in the original position. Do not reverse the cap. Parts are not interchangeable.

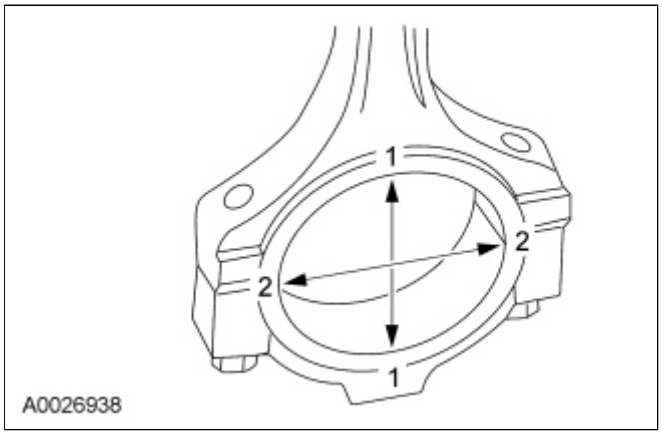
   Mark and separate the parts and clean with solvent. Clean the oil passages.



Connecting Rod Large End Bore

NOTE: Refer to the appropriate Section 303-01 for the specification.

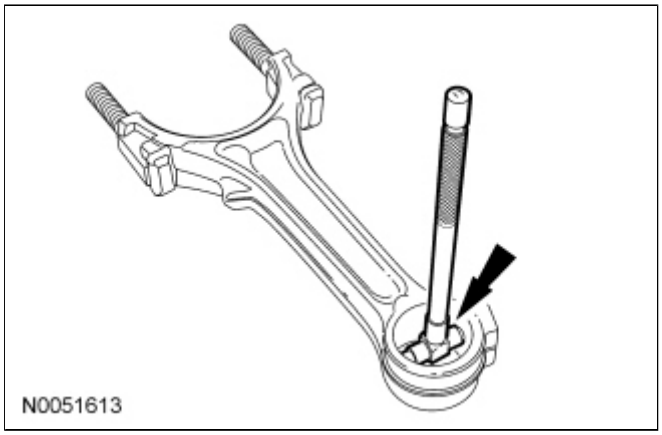
1. Tighten the bolts to specification, then measure the bore in 2 directions. The difference is the connecting rod bore out-of-round. Verify the out-of-round is within specification.



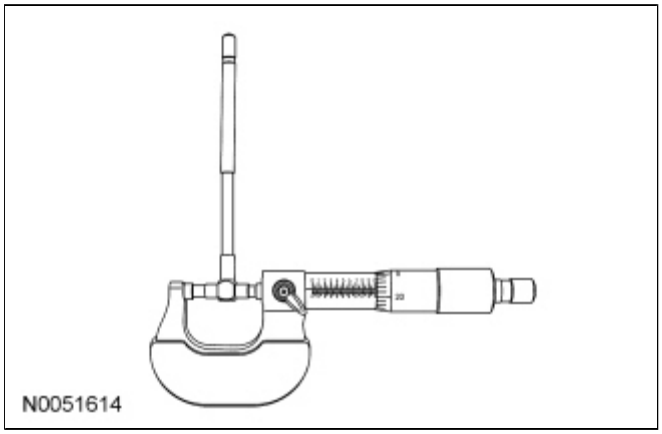
Connecting Rod Bushing Diameter

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Use a telescoping gauge to determine the ID of the connecting rod bushing, if equipped.

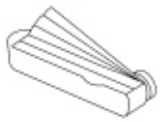


2. Measure the telescoping gauge with a micrometer. Verify the diameter is within specification.



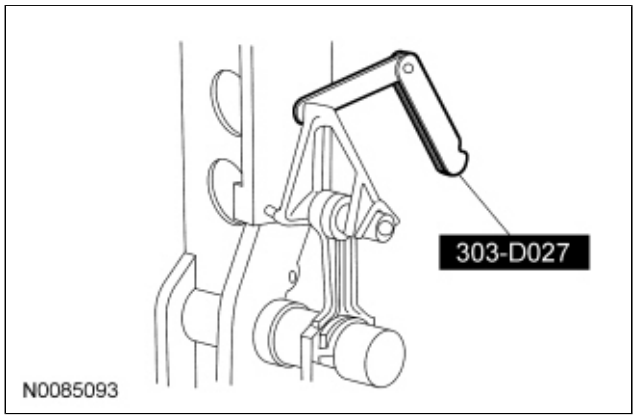
Connecting Rod Bend

Special Tool(s)

 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

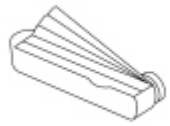
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Using the Feeler Gauge Set, measure the connecting rod bend on a suitable alignment fixture. Follow the instructions of the fixture manufacturer. Verify the bend measurement is within specification.



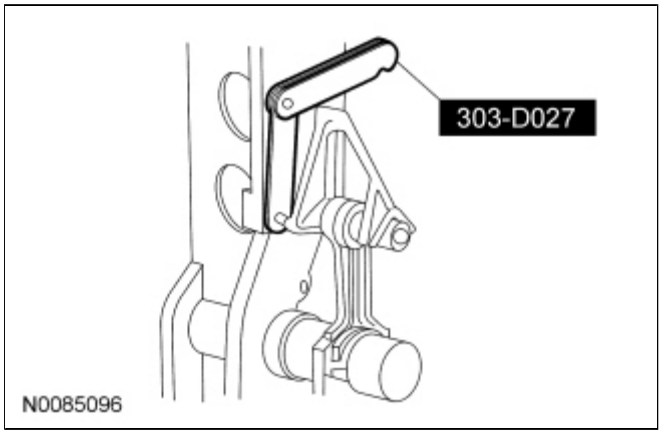
Connecting Rod Twist

Special Tool(s)

 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Using the Feeler Gauge Set, measure the connecting rod twist on a suitable alignment fixture. Follow the instructions of the fixture manufacturer. Verify the measurement is within specification.



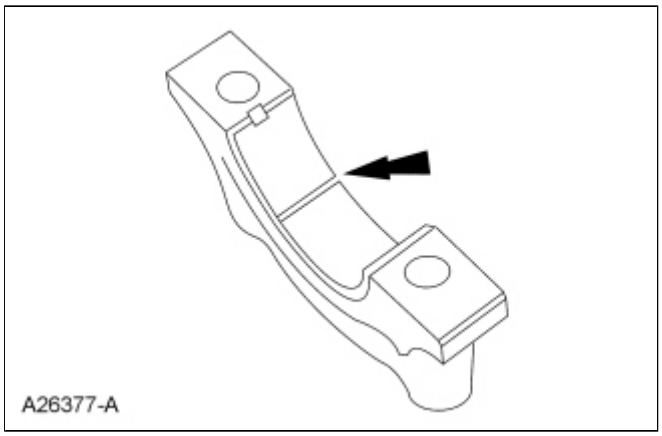
Connecting Rod Bearing Journal-to-Bearing Clearance

NOTE: Refer to the appropriate Section 303-01 for the specification.

NOTE: The crankshaft connecting rod journals must be within specifications to check the connecting rod bearing journal clearance.

1. Remove the connecting rod bearing cap.

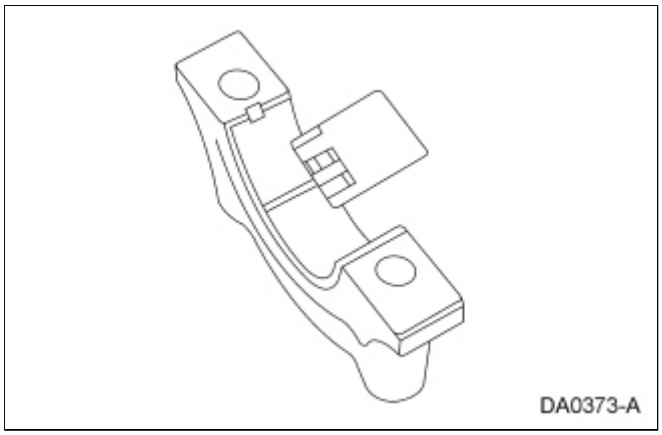
2. Position a piece of Plastigage across the bearing surface.



3. **NOTE:** Do not turn the crankshaft during this step.

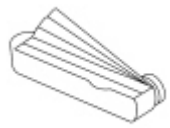
   Install and tighten to specifications, then remove the connecting rod bearing cap.

4. Measure the Plastigage to get the connecting rod bearing journal clearance. The Plastigage should be smooth and flat. A changing width indicates a tapered or damaged connecting rod or connecting rod bearing.



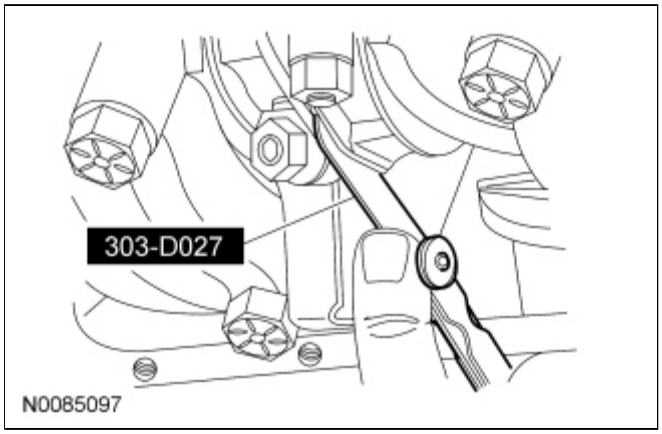
Connecting Rod to Crankshaft Side Clearance

Special Tool(s)

 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

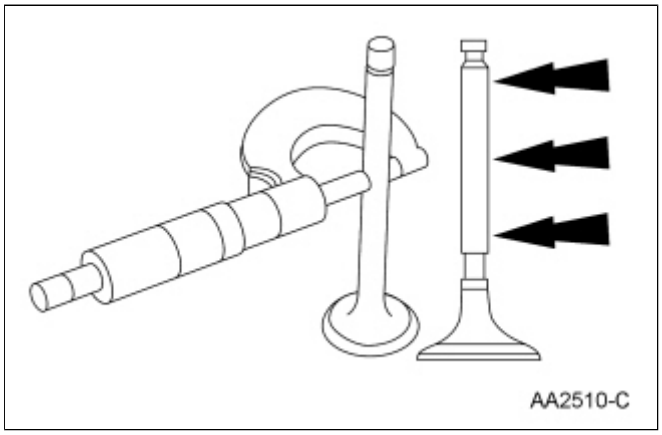
1. Using the Feeler Gauge Set, measure the clearance between the connecting rod and the crankshaft. Verify the measurement is within specification.



Valve Stem Diameter

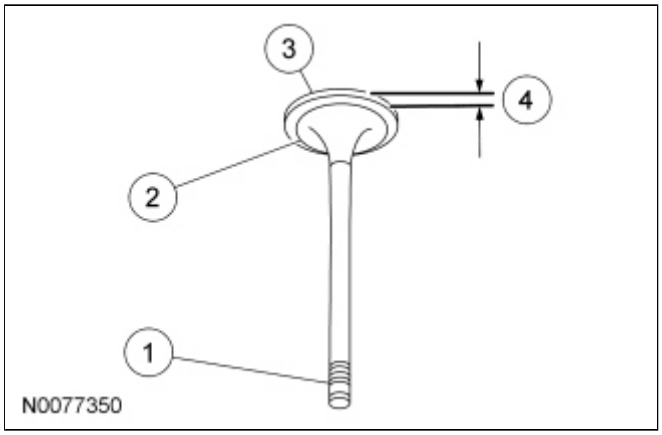
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Measure the diameter of each intake and exhaust valve stem at the points shown. Verify the diameter is within specification.



Valve Inspection

1. Inspect the following valve areas:
    1. The end of the stem for grooves or scoring.
    2. The valve face and the edge for pits, grooves or scores.
    3. The valve head for signs of burning, erosion, warpage and cracking.
    4. The valve margin for wear.

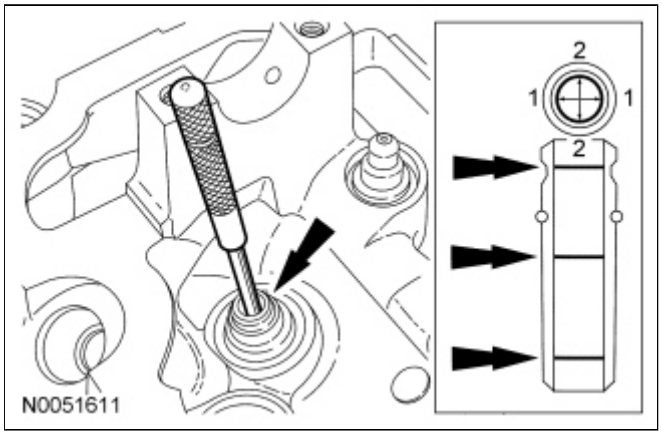


Valve Guide Inner Diameter

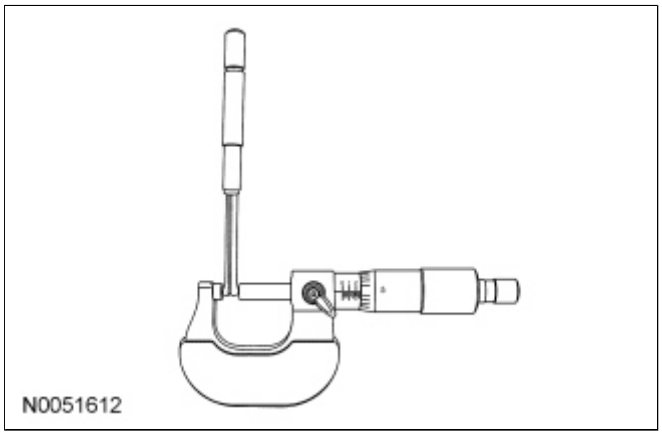
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. **NOTE:** Valve guides tend to wear in an hourglass pattern. The ball gauge can be inserted into the combustion chamber side of the valve guide, if necessary.

   Use a ball gauge to determine the inside diameter of the valve guides in 2 directions at the top, middle and bottom of the valve guide.



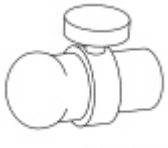
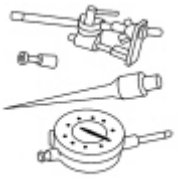
2. Measure the ball gauge with a micrometer.



3. If the valve guide is not within specifications, install a new cylinder head assembly.

Valve Stem to Valve Guide Clearance

Special Tool(s)

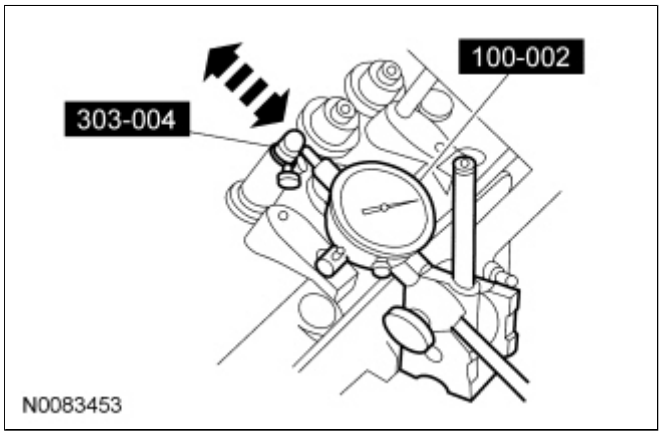
 ST1251-A	Clearance Gauge, Valve Guide 303-004 (TOOL-6505-E) or equivalent
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

NOTE: The valve stem diameter must be within specifications before checking valve stem-to-valve guide clearance.

1. **NOTE:** If necessary, use a magnetic base.

   Install a Valve Guide Clearance Gauge on the valve stem and install a Dial Indicator Gauge with Holding Fixture. Lower the valve until the clearance gauge contacts the upper surface of the valve guide.

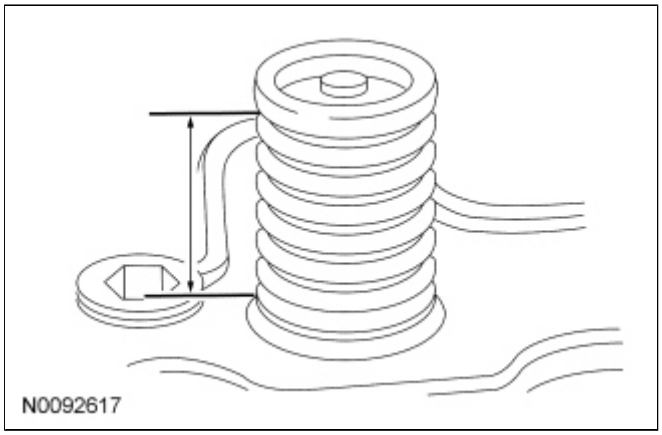
   

2. Move the Valve Guide Clearance Gauge toward the Dial Indicator Gauge with Holding Fixture and zero the Dial Indicator Gauge. Move the Valve Guide Clearance Gauge away from the Dial Indicator Gauge with Holding Fixture and note the reading. The reading will be DOUBLE the valve stem-to-valve guide clearance.

Valve Spring Installed Length

NOTE: Refer to the appropriate Section 303-01 for the specification.

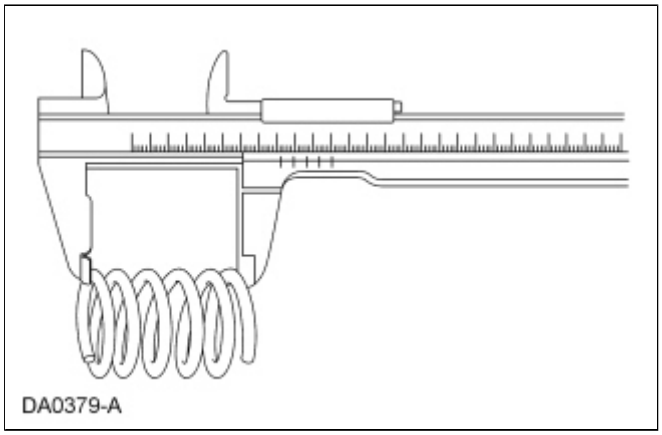
1. Measure the installed length of each valve spring.



Valve Spring Free Length

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Measure the free length of each valve spring.


DA0379-A

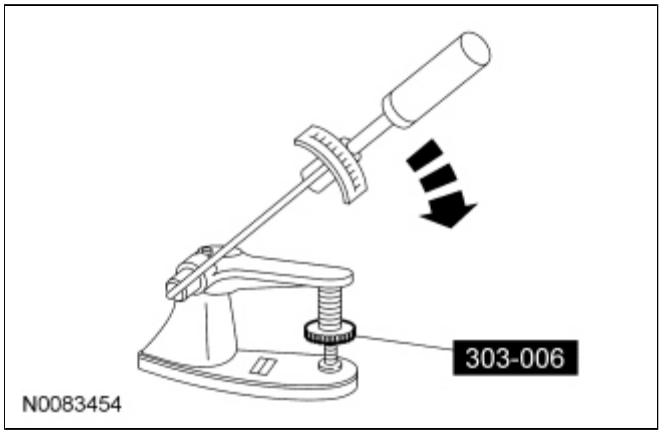
Valve Spring Strength

Special Tool(s)

ST1278-A	Pressure Gauge, Valve/Clutch Spring 303-006 (TOOL-6513-DD) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Use the Valve/Clutch Spring Pressure Gauge to check the valve spring for correct strength at the specified valve spring length.



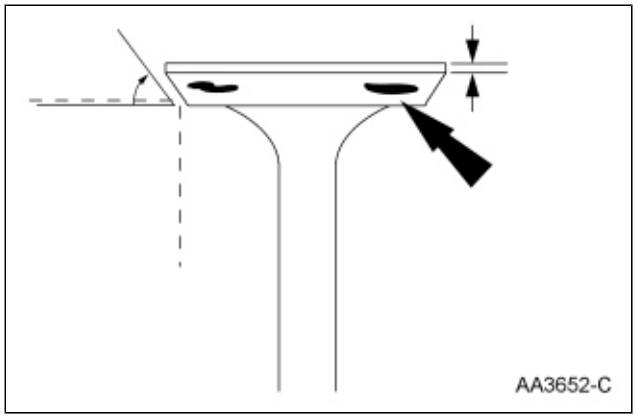
Valve Seat Inspection

Valve and Seat Refacing Measurements

NOTE: Refer to the appropriate Section 303-01 for the specification.

NOTE: After grinding valves or valve seats, check valve clearance.

1. Check the valve head and seat.
   - Check valve angles.
   - Check margin width.
   - Be sure margin width is within specification.

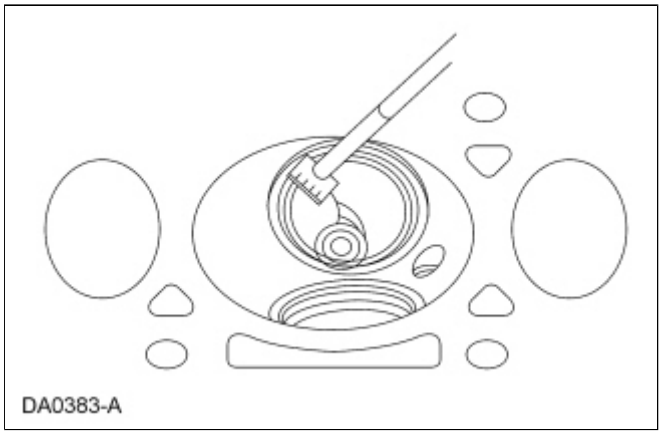


2. Inspect for abnormalities on the valve face and seat. Install a new cylinder head assembly if abnormalities are found.

Valve Seat Width

NOTE: Refer to the appropriate Section 303-01 for the specification.

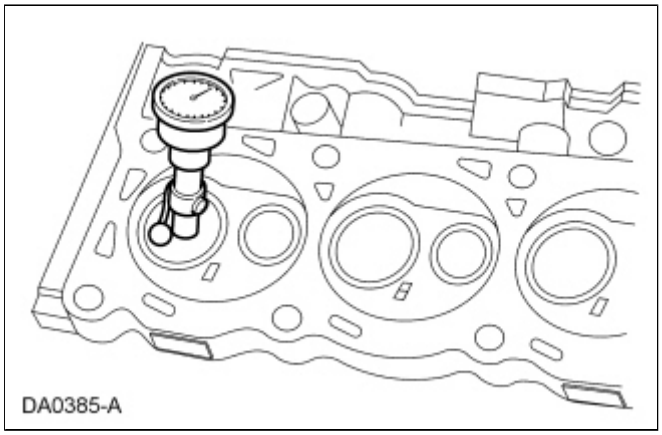
1. Measure the valve seat width. If necessary, grind the valve seat to specification.
    - Measure the intake valve seat width.
    - Measure the exhaust valve seat width.
    - Recheck the valve spring installed length after the seats have been ground, and shim the valve springs as necessary to achieve the correct installed spring length.
    - Depending on the engine, check the valve lash. Refer to General Procedures in Section 303-01.


DA0383-A

Valve Seat Runout

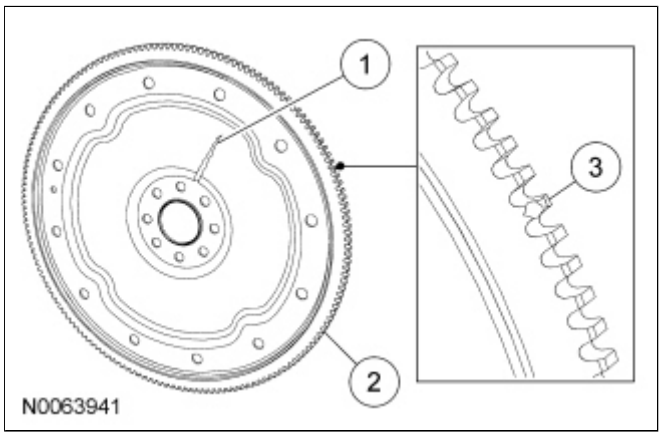
NOTE: Refer to the appropriate Section 303-01 for the specification.

1. Use a valve seat runout gauge to check valve seat runout.



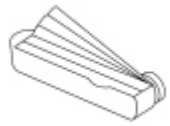
Flexplate Inspection

1. Inspect the flexplate for:
    1. any cracks.
    2. worn ring gear teeth.
    3. chipped or cracked ring gear teeth.



Cylinder Head Distortion

Special Tool(s)

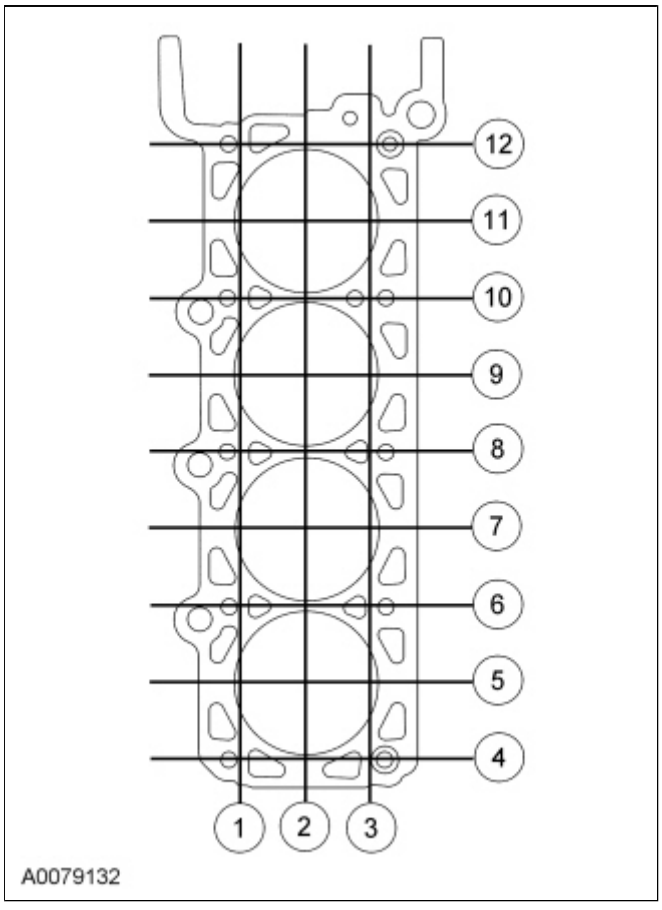
 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. **NOTE:** Make sure all cylinder head surfaces are clear of any gasket material, silicone sealant, oil and coolant. The cylinder head surface must be clean and dry before running a flatness check.

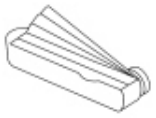
   NOTE: Use a Straightedge that is calibrated by the manufacturer to be flat within 0.005 mm (0.0002 in) per running foot of length, such as Snap-On® GA438A or equivalent. For example, if the Straightedge is 61 cm (24 in) long, the machined edge must be flat within 0.010 mm (0.0004 in) from end to end.

   Using a Straightedge and a Feeler Gauge Set, inspect the cylinder head for flatness in the sequence shown.



Cylinder Block Distortion

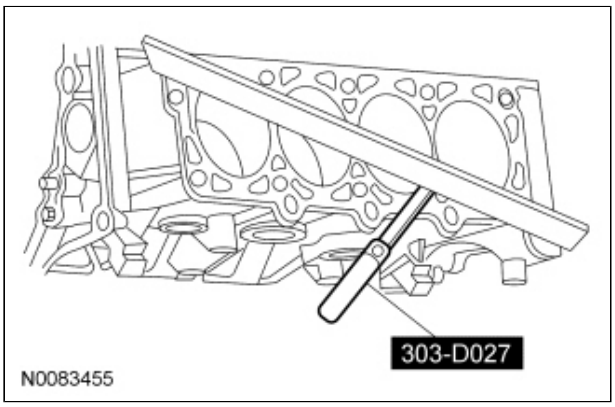
Special Tool(s)

 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

NOTE: Refer to the appropriate Section 303-01 for the specification.

1. **NOTE:** Use a Straightedge that is calibrated by the manufacturer to be flat within 0.005 mm (0.0002 in) per running foot of length, such as Snap-On® GA438A or equivalent. For example, if the Straightedge is 61 cm (24 in) long, the machined edge must be flat within 0.010 mm (0.0004 in) from end to end.

   Use a Straightedge and a Feeler Gauge Set to inspect the cylinder block for flatness.



Cylinder Bore Cleaning

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C945-A

1. ***NOTICE:*** **If these procedures are not followed, rusting of the cylinder bores may occur.**

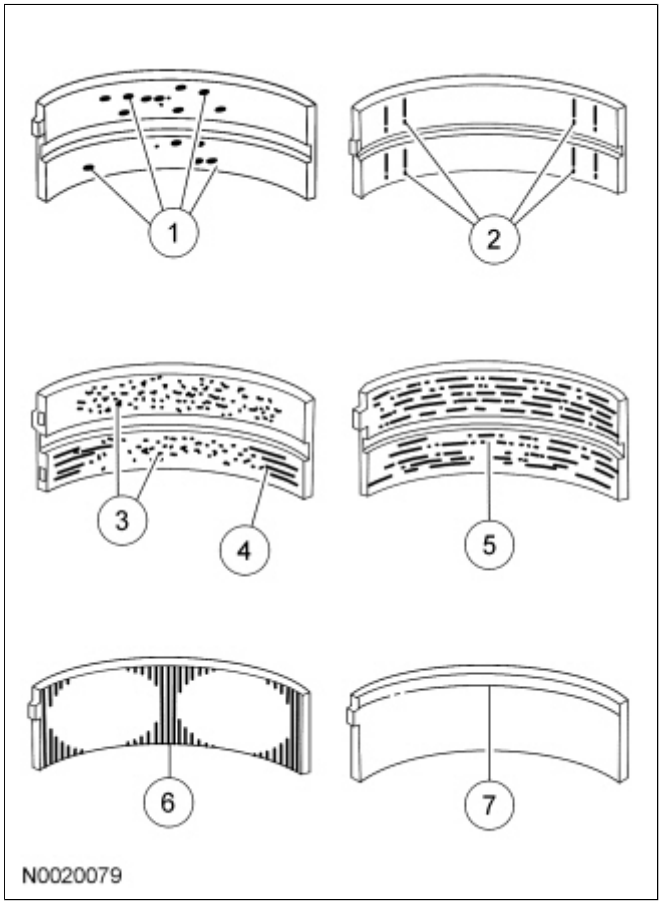
   Clean the cylinder bores with soap or detergent and water.

2. Thoroughly rinse with clean water and wipe dry with a clean, lint-free cloth.

3. Use a clean, lint-free cloth and lubricate the cylinder bores.
   - Use clean engine oil meeting Ford specification.

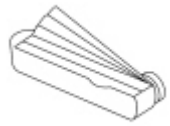
Bearing Inspection

1. Inspect bearings for the following defects:
    1. Cratering — fatigue failure
    2. Spot polishing — incorrect seating
    3. Imbedded dirty engine oil
    4. Scratching — dirty engine oil
    5. Base exposed — poor lubrication
    6. Both edges worn — journal damaged
    7. One edge worn — journal tapered or bearing not seated



Exhaust Manifold Cleaning and Inspection

Special Tool(s)

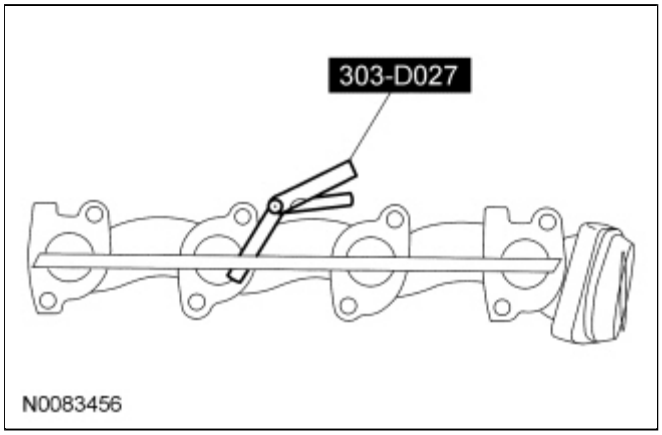
 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent

1. Clean the exhaust manifold using a suitable solvent. Use a plastic scraping tool to clean the gasket sealing surfaces.

2. **NOTE:** New exhaust manifold gaskets, studs, nuts and/or bolts must be installed when an exhaust manifold is serviced.

   NOTE: Use a Straightedge that is calibrated by the manufacturer to be flat within 0.005 mm (0.0002 in) per running foot of length, such as Snap-On® GA438A or equivalent. For example, if the Straightedge is 61 cm (24 in) long, the machined edge must be flat within 0.010 mm (0.0004 in) from end to end.

   Using the Straightedge and a Feeler Gauge Set, check the exhaust manifold sealing surface for warpage. If the warpage is greater than 0.76 mm (0.0299 in), install a new exhaust manifold.



Core Plug Replacement

Special Tool(s)

ST1185-A	Slide Hammer 100-001 (T50T-100-A)

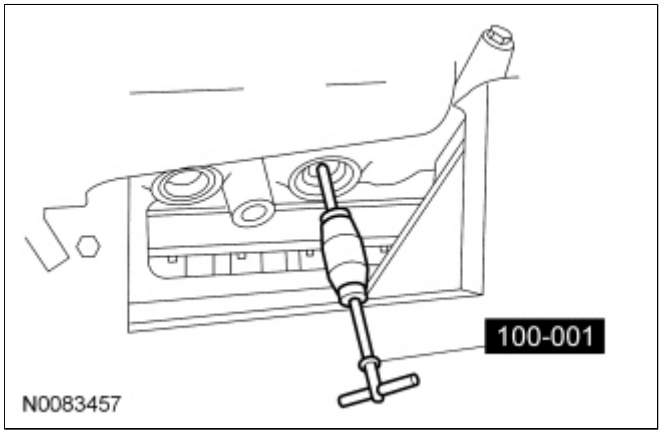
Material

Item	Specification
Threadlock 262 TA-26	WSK-M2G351-A6

All core plugs

1. **NOTE:** Cylinder block core plug shown, cylinder head core plug similar.

   Use the Slide Hammer and a freeze plug remover to remove the core plug.

2. **NOTE:** Oversize plugs are identified by the OS stamped in the flat located on the cup side of the plug.

   Inspect the core plug bore for any damage that would interfere with the correct sealing of the plug. If the core plug bore is damaged, bore for the next oversize plug.

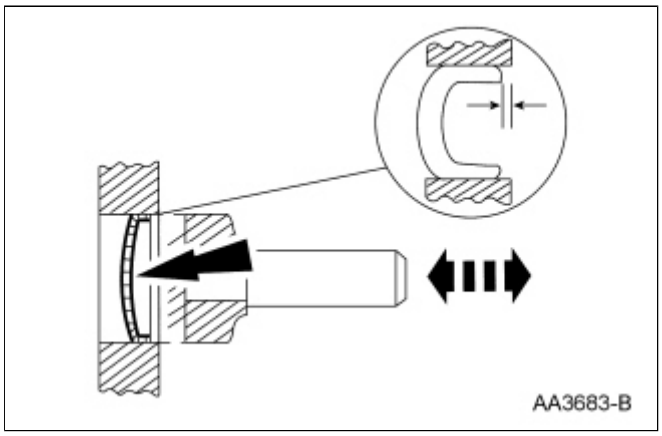
Cup-type

3. ***NOTICE:*** **Use care during this procedure so as not to disturb or distort the cup sealing surface.**

   NOTE: When installed, the flanged edge must be below the chamfered edge of the bore to effectively seal the bore.

   Coat the cup-type core plug and bore lightly with sealant and install the core plug using a freeze

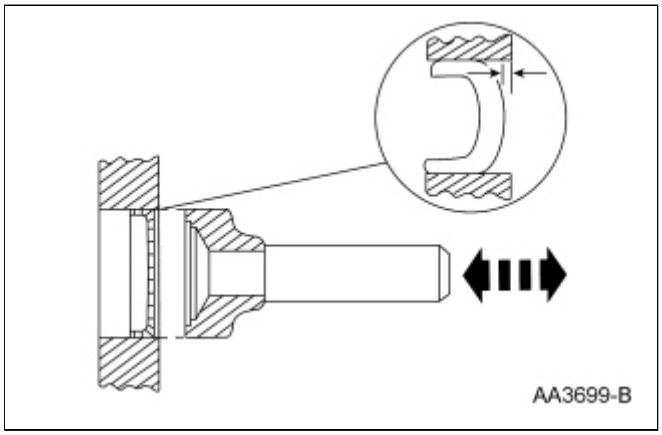
plug installer.



Expansion-type

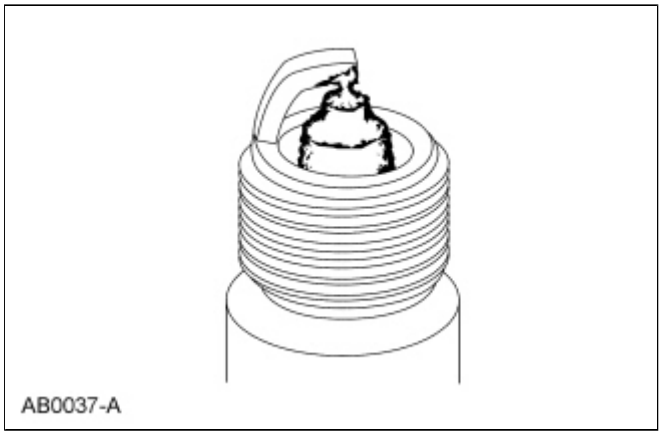
4. ***NOTICE:*** **Do not contact the crown when installing an expansion-type core plug. This could expand the plug before seating and result in leakage.**

   Coat the expansion-type core plug and bore lightly with sealant and install the core plug using a freeze plug installer.

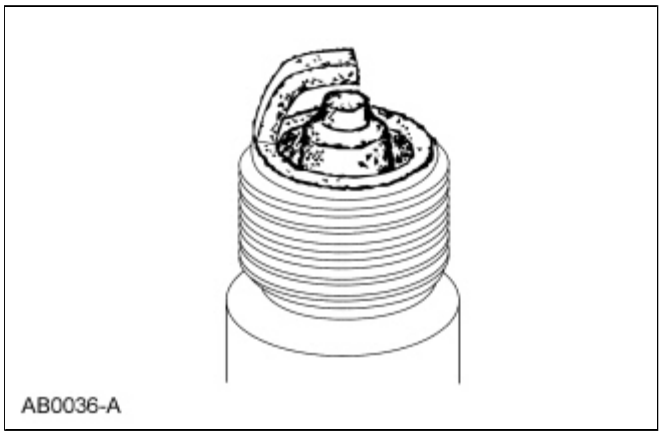


Spark Plug Inspection

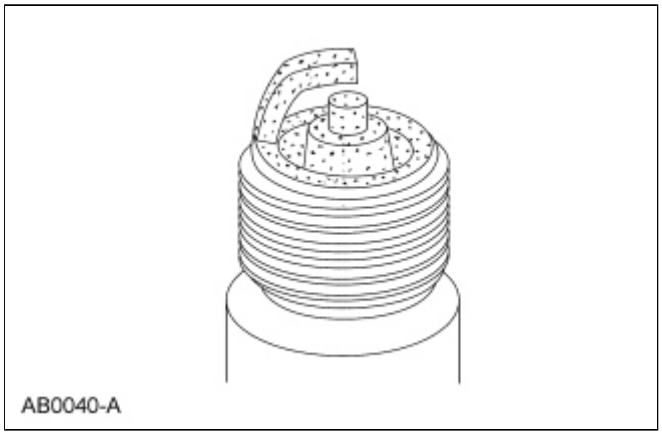
1. Inspect the spark plug for a bridged gap.
    - Check for deposit build-up closing the gap between the electrodes. Deposits are caused by oil or carbon fouling.
    - Install a new spark plug.



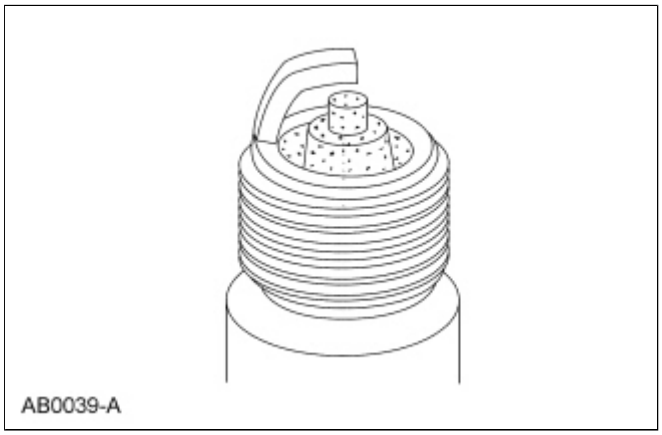
2. Check for oil fouling.
    - Check for wet, black deposits on the insulator shell bore electrodes, caused by excessive oil entering the combustion chamber through worn rings and pistons, excessive valve-to-guide clearance or worn or loose bearings.
    - Correct the oil leak concern.
    - Install a new spark plug.



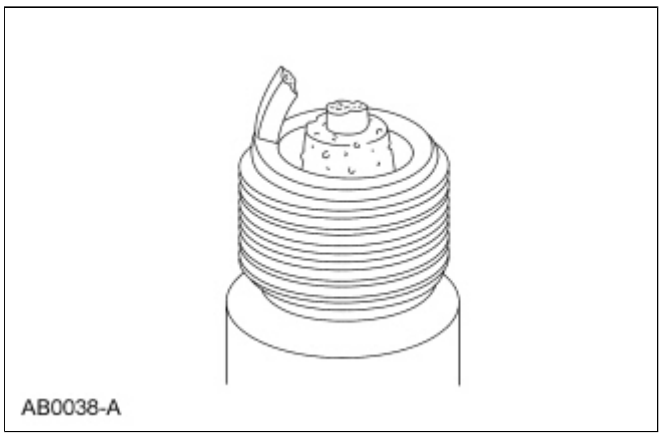
3. Inspect for carbon fouling. Look for black, dry, fluffy carbon deposits on the insulator tips, exposed shell surfaces and electrodes, caused by a spark plug with an incorrect heat range, dirty air cleaner, too rich a fuel mixture or excessive idling.
    - Install new spark plugs.



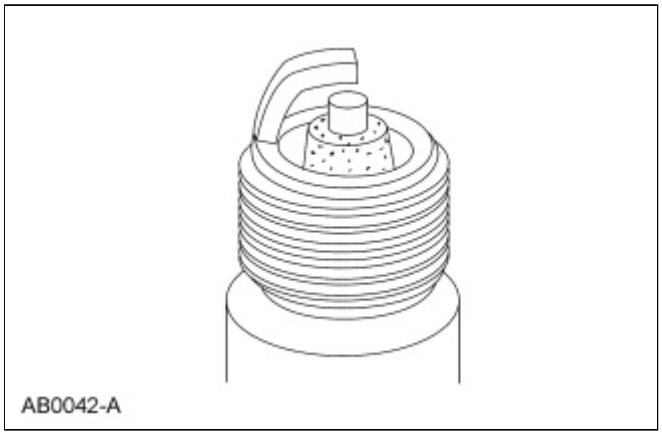
4. Inspect for normal burning.
    - Check for light tan or gray deposits on the firing tip.



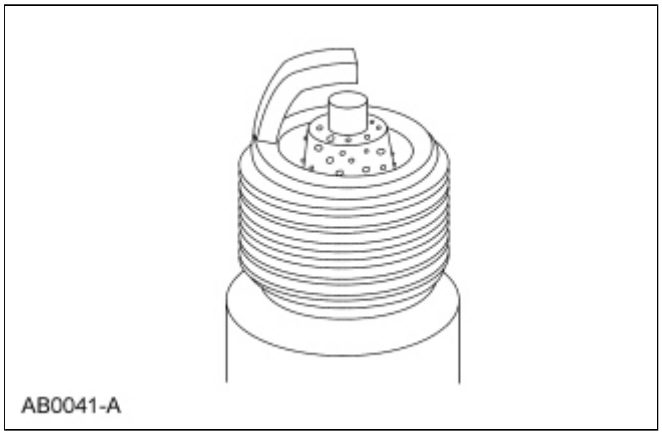
5. Inspect for pre-ignition, identified by melted electrodes and a possibly damaged insulator. Metallic deposits on the insulator indicate engine damage. This may be caused by incorrect ignition timing, wrong type of fuel or the unauthorized installation of a heli-coil insert in place of the spark plug threads.
    - Install a new spark plug.



6. Inspect for overheating, identified by white or light gray spots and a bluish-burnt appearance of electrodes. This is caused by engine overheating, wrong type of fuel, loose spark plugs, spark plugs with an incorrect heat range, low fuel pump pressure or incorrect ignition timing.
    - Install a new spark plug.

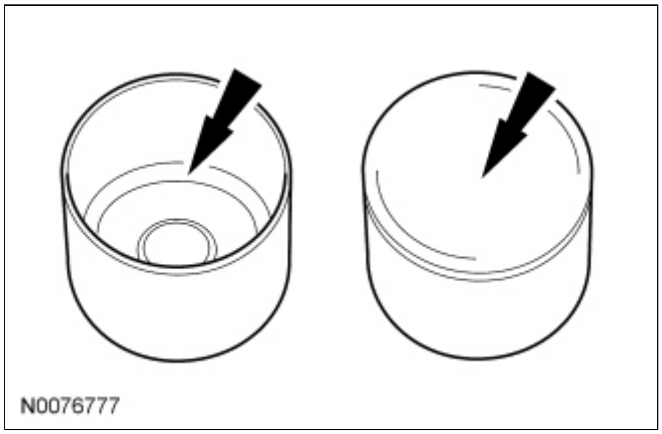


7. Inspect for fused deposits, identified by melted or spotty deposits resembling bubbles or blisters. These are caused by sudden acceleration.
    - Install new spark plugs.



Valve Tappet Inspection

1. Inspect the valve tappet for damage, especially in the indicated areas. If any damage is evident, inspect the camshaft lobes and valves for damage. Install new components as necessary.



Powertrain/Drivetrain Mount Neutralizing

NOTE: Refer to the appropriate section and procedure for special instructions on loosening and tightening mount fasteners.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Loosen, but do not remove, the powertrain/drivetrain mount fasteners.

3. Lower the vehicle.

4. ***NOTICE:*** **Do not twist or strain the powertrain/drivetrain mounts or damage to the mounts may occur.**

   Start the vehicle and move it in forward 0.6-1.2 m (2-4 ft). Then move the vehicle in reverse the same distance.

5. Raise and support the vehicle.

6. Tighten the powertrain/drivetrain mount fasteners.

7. Lower the vehicle.

8. Test the system for normal operation.

Material

Item	Specification	Fill Capacity
Gasket Maker TA-16	WSK-M2G348-A5	—
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C	—
Motorcraft® Metal Surface Prep ZC-31-A	—	—
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A	4.05L (4.3 qt) includes filter change / 3.75L (3.96 qt) without filter change
Motorcraft® Specialty Orange Engine Coolant VC-3-B (US); CVC-3-B (Canada)	WSS-M97B44-D	—
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B	—
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A	—
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4	—
Thread Sealant with PTFE TA-24	WSK-M2G350-A2	—

General Specifications

Item	Specification
Engine	
Displacement	1.6L
No. of cylinders	4
Bore/stroke	79.0/81.4 mm (3.11/3.20 in)
Firing order	1-3-4-2
Oil pressure (hot @ 800 rpm)	100 kPa (14.5 psi)
Oil pressure (hot @ 2,000 rpm)	200 kPa (29.0 psi)
Compression ratio	11:1

Engine weight — (with flexplate)	81.0 kg (178.6 lb)
Engine and transaxle weight — automatic transaxle	157.2 kg (346.6 lb)
Engine weight — (with flywheel)	90.5 kg (199.5 lb)
Engine and transaxle weight — manual transaxle	166.6 kg (367.5 lb)
Cylinder Block	
Cylinder bore diameter	79.005-79.025 mm (3.110-3.111 in)
Cylinder bore maximum out-of-round	0.008 mm (0.0003 in)
Main bearing bore diameter	54.000-54.018 mm (2.126-2.127 in)
Head gasket surface flatness	0.1 mm/general 0.05 mm/200 x 200 (0.004 in/general) (0.0019 in/7.87 x 7.87)
Piston	
Piston diameter (single grade)	78.977 - 78.991 mm (3.1093 - 3.1099 in)
Piston-to-cylinder bore clearance	0.0135 - 0.0485 mm (0.0005 - 0.0019 in)
Ring groove width — top	1.23-1.25 mm (0.048-0.049 in)
Ring groove width — 2nd	1.52-1.54 mm (0.059-0.060 in)
Ring groove width — oil	2.01-2.03 mm (0.079-0.080 in)
Piston skirt coating thickness	Tin Plating
Piston Pin	
Diameter	17.996-18.000 mm (0.7085-0.7086 in)
Length	51.0-51.3 mm (2.00-2.01 in)
Piston-to-pin clearance	0.012-0.020 mm (0.0005-0.0008 in)
Pin-to-rod clearance	Press fit
Cylinder Head	
Cylinder head flatness	0.1 mm (0.003 in) overall
Valve lift @ zero lash (exhaust)	8.6 mm (0.338 in)
Valve lift @ zero lash (intake)	8.7 mm (0.342 in)
Valve guide diameter	6.000-6.030 mm (0.242-0.244 in)
Valve seat width — intake/exhaust	1 mm ± 0.15 mm (0.039 in ± 0.006 in)
Valve seat angle	45 degrees
Valve seat runout	0.029 mm (0.001 in)
Valve tappet bore diameter	28.8-29.2 mm (1.13-1.15 in)
Cam bore diameter	25.0-25.03 mm (0.98-.099 in)
Valve	
Valve head diameter — intake	30.1 mm ± 0.15 mm (1.18 in ± 0.006 in)
Valve head diameter — exhaust	24.1 mm ± 0.15 mm (0.95 in ± 0.006 in)
Valve stem diameter — intake	5.968 mm ± 0.0075 mm (0.235 in ± 0.0003 in)
Valve stem diameter — exhaust	5.958 mm ± 0.0075 mm (0.234 in ± 0.0003 in)
Valve stem-to-guide clearance — intake	0.0245-0.0695 mm (0.0010-0.0027 in)
Valve stem-to-guide clearance — exhaust	0.0295-0.0745 mm (0.0011-0.003 in)
Valve face runout	0.03 mm (0.001 in)

Valve face angle	44.5 degrees ± 0.15 mm (0.005 in)
Valve Spring — Compression Pressure	
Intake and exhaust (installed)	180 N ± 11 N
Intake (valve open) 8.9 mm (0.35 in) of lift	320 N ± 20 N
Exhaust (valve open) 8.94 mm (0.351 in) of lift	320 N ± 20 N
Free length	48.7 mm ± 0.8 mm (1.92 in ± 0.031 in)
Assembled height	35.60 mm (1.401 in)
Crankshaft	
Main bearing journal diameter	47.980-48.000 mm (1.888-1.889 in)
Production repair	47.730-47.750 mm (1.878-1.879 in)
Main bearing clearance	0.024-0.044 mm (0.0009-0.0017 in)
Connecting rod journal diameter	43.980-44.000 mm (1.731-1.732 in)
Production repair	43.730-43.750 mm (1.721-1.722 in)
End play	0.2-0.43 mm (0.008-0.017 in)
Rings	
Width — top	1.19-1.23 mm (0.0468-0.0484 in)
Width — 2nd	1.495-1.53 mm (0.059-0.060 in)
Width — oil	2 mm (0.078 in)
Ring gap (in bore) — top	0.16-0.26 mm (0.0062-0.0102 in)
Ring gap (in bore) — 2nd	0.7-0.9 mm (0.0275-0.0295 in)
Ring gap (in bore) — oil	0.2-0.9 mm (0.0078-0.0295 in)
Valve Tappet	
Diameter	27.965-27.980 (1.100-1.101 in)
Tappet-to-valve clearance — intake	0.17-0.23 mm (0.007-0.009 in)
Tappet-to-valve clearance — exhaust	0.31-0.37 mm (0.012-0.015 in)
Tappet-to-bore clearance	0.020-0.065 mm (0.0008-0.0025 in)
Camshaft	
End play	0.07-0.20 mm (0.003-0.008 in)
Lobe lift — intake	8.9 mm (0.35 in)
Lobe lift — exhaust	8.94 mm (0.351 in)
Runout (1) [a]	0.02 mm (0.0008 in)
Thrust clearance	30.960-30.980 mm (1.21-1.22 in)
Journal diameter	24.97 mm ± 0.01 mm (0.98 in ± 0.0004 in)
Journal-to-bore clearance	0.020-0.070 mm (0.0008-0.0027 in)
Connecting Rod	
Running clearance	0.024-0.044 mm (0.0009-0.0017 in)
Bearing clearance	0.024-0.044 mm (0.0009-0.0017 in)
Bearing thickness (grade 1)	1.499-1.506 mm (0.0590-0.0592 in)
Bearing thickness (grade 2)	1.506-1.513 mm (0.0592-0.0595 in)
Bearing thickness (grade 3)	1.513-1.520 mm (0.0595-0.0598 in)

Bearing thickness (grade 4)	1.520-1.527 mm (0.0598-0.0601 in)
Crank bore diameter	47.025-47.045 mm (1.851-1.852 in)
Pin bore diameter	17.965-17.985 mm (0.7072-0.7080 in)
Length (center to center)	137 mm (5.393 in)

[a] No. 3 Journal — Supported by No. 1 and No. 5 journals.

Torque Specifications

Description	Nm	lb-ft	lb-in
Accessory drive belt idler pulley bracket bolts (without A/C only)	24	18	—
Accessory drive belt splash shield bolts	9	—	80
A/C compressor bolts and stud bolt	25	18	—
A/C line bracket nut	9	—	80
Battery tray bolts	10	—	89
Battery tray bracket nuts	10	—	89
Bellhousing-to-engine bolts	48	35	—
Block heater nut	3	—	27
Camshaft bearing caps [a]	—	—	—
Camshaft phaser and sprocket bolts — Exhaust [a]	—	—	—
Camshaft phaser and sprocket bolts — Intake [a]	—	—	—
Camshaft phaser and sprocket plugs	16	—	142
Camshaft Position (CMP) bolts	9	—	80
Camshaft trigger wheel bolts	21	15	—
Catalytic converter bracket-to-catalytic converter bolts	25	18	—
Catalytic converter bracket-to-engine bolts	50	37	—
Catalytic converter-to-cylinder head studs	17	—	150
Catalytic converter heat shield bolts	10	—	89
Catalytic converter nuts and bolt [a]	—	—	—
Catalytic converter-to-muffler bolts	48	35	—
Clutch pressure plate [a]	—	—	—
Connecting rod cap bolts [a]	—	—	—
Coolant outlet bolts	19	—	168
Coolant outlet bracket nut and bolt	6	—	53
Coolant pump bolts [a]	—	—	—
Coolant pump pulley bolts	20	—	177
Crankshaft rear seal bolts [a]	—	—	—
Crankshaft Position (CKP) sensor bolts	8	—	71
Crankshaft pulley bolt [a]	—	—	—
Crankcase vent oil separator bolts	9	—	80
Cylinder head bolts [a]	—	—	—
Engine ground wire bolt	10	—	89
Engine lifting eye bolts — LH	19	—	168

Engine mount bolts	48	35	—
Engine mount bracket bolts [a]	—	—	—
Engine mount nuts [a]	—	—	—
Engine mount studs	8	—	71
Engine Oil Pressure (EOP) switch	18	—	159
Engine plug bolt	20	—	177
Engine-to-bellhousing bolts	48	35	—
Evaporative Emission (EVAP) canister purge valve bolt	9	—	80
Flexplate bolts [a]	—	—	—
Flexplate-to-clutch nuts [a]	—	—	—
Flywheel bolts [a]	—	—	—
Fuel rail bolts	11	—	97
Halfshaft bracket lower bolts	24	18	—
Halfshaft bracket upper bolt	48	35	—
Heated Oxygen Sensor (HO2S) electrical connector bracket nut	8	—	71
Ignition coil screws	6	—	53
Intake manifold bolts	18	—	159
Main bearing beam bolts [a]	—	—	—
Knock Sensor (KS)	20	—	177
Oil cooler bolt	56	41	—
Oil filter	15	—	133
Oil level indicator tube screw	4	—	35
Oil pan drain plug	28	21	—
Oil pan bolts [a]	—	—	—
Oil pan-to-bellhousing bolts	48	35	—
Oil pump bolts [a]	—	—	—
Oil pump screen and pickup tube bolts	9	—	80
PCM cover bolt	5.4	—	47.8
Positive battery cable nut	10	—	89
Selector lever cable bolt	10	—	89
Selector lever cable bracket bolts	25	18	—
Spark plugs	15	—	133
Starter motor bolts	48	35	—
Starter motor electrical terminals nuts	10	—	89
Thermostat housing bolts [a]	—	—	—
Timing belt cover backplate bolts	9	—	80
Timing belt cover bolts — Lower	9	—	80
Timing belt cover bolts — Upper	9	—	80
Timing belt tensioner bolt	25	18	—
Transaxle fill plug	35	26	—
Transaxle support insulator bolts	90	66	—

Transaxle support insulator nuts	125	92	—
Transaxle roll-restrictor bolts	70	52	—
Valve cover retainers [a]	—	—	—
Variable Camshaft Timing (VCT) bridge bolts [a]	—	—	—
VCT solenoid bolts	8	—	71
Windage tray bolts	9	—	80

[a] Refer to the procedure in this section.

Engine

The 1.6L 4-cylinder engine has the following features:

- Dual overhead camshaft
- Four valves per cylinder
- Sequential Multi-Port Fuel Injection (SFI)
- Aluminum cylinder head
- Aluminum cylinder block
- Twin independent Variable Camshaft Timing (VCT) system
-

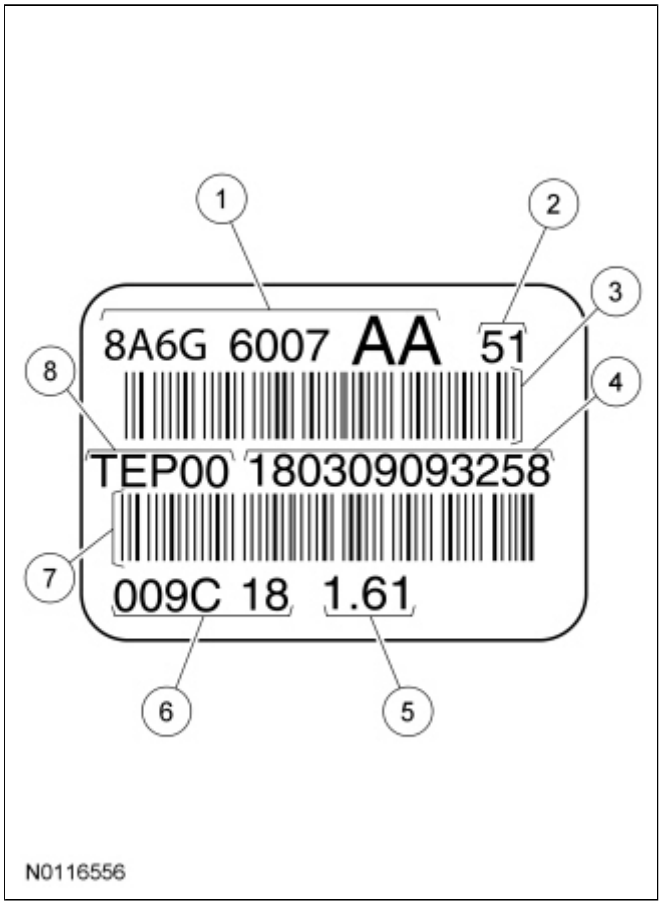
The 1.6L engine is a 4 valve-per-cylinder, dual overhead camshaft engine. The engine uses an ignition coil and spark plug wires. The cylinder block is made of aluminum and the bearing caps are integrated into the ladder assembly. An aluminum oil pan bolts to the bottom of the lower cylinder block and to the transmission to provide greater strength. The camshafts are mounted in the cylinder head and act against valve tappets to open and close the valves. The camshafts are driven off the front of the cylinder head by one timing belt. The belt is driven by a sprocket that is located on the crankshaft. The piston assembly is an aluminum piston with a sinter forged carbon steel connecting rod. The oil pump is driven by the crankshaft.

Engine Identification

Always refer to these labels when installation of new parts is necessary or when checking engine calibrations. The engine parts often differ within a CID family. Verification of the identification codes will make sure the correct parts are obtained. These codes contain all the pertinent information relating to the dates, optional equipment and revisions.

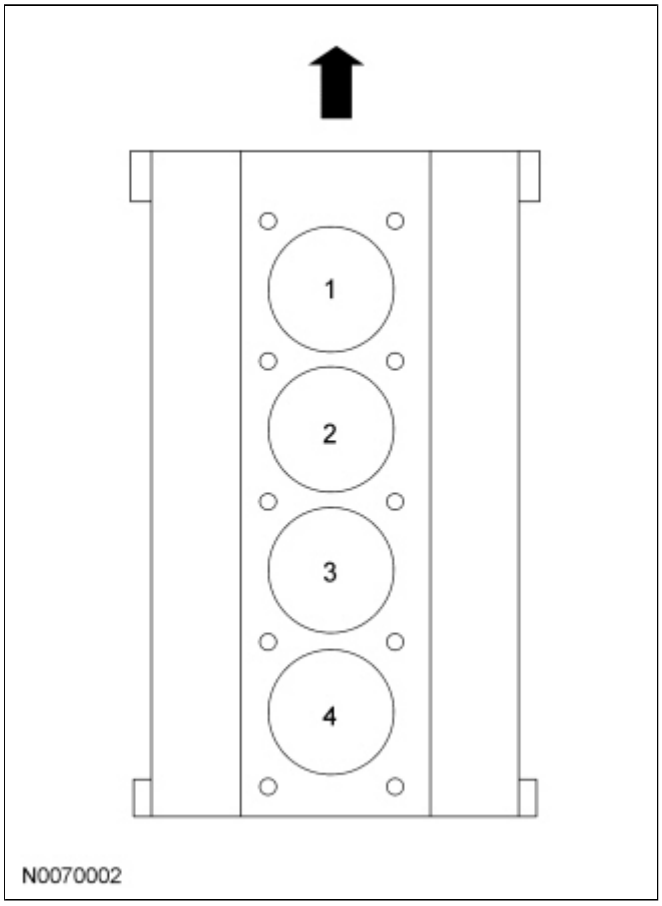
Engine Code Information Label

The engine code information label, located on the front side of the timing cover, contains the following:



Item	Description
1	Engine part number
2	Derivative of build
3	Bar code
4	Engine build date and time
5	Engine displacement
6	Engine build date (YYMMDD)
7	Bar code
8	Plant code (Taubate)

Engine Cylinder Identification



Exhaust Emission Control System

Operation and necessary maintenance of the exhaust emission control devices used on this engine are covered in the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Induction System

The SFI provides the fuel/air mixture needed for combustion in the cylinders. The 4 solenoid-operated fuel injectors:

- are mounted in the cylinder head.
- meter fuel into the air intake stream in accordance with engine demand.
- are positioned so that their tips direct fuel just ahead of the engine intake valves.
- supply fuel from the fuel tank with a fuel pump mounted in the fuel tank.

Twin Independent Variable Camshaft Timing (VCT) System

The twin independent VCT system allows variable control of intake valve closing which optimizes combustion at full load providing improved power and low speed torque (broadening the torque curve) which enables variable valve overlap which provides better fuel economy and emissions and provides optimized cold start operation with improved exhaust emissions.

PCV System

All engines are equipped with a closed-type PCV system recycling the crankcase vapors to the intake manifold.

Lubrication System

The engine lubrication system operates as follows:

- Oil is drawn into the oil pump through the oil pump screen cover and tube in the sump of the oil pan.
- Oil is pumped through the oil filter on the left front side of the cylinder block and is cooled by an oil cooler.
- Oil enters the main gallery where it is distributed to the crankshaft main journals and to the cylinder head.
- From the main journals, the oil is routed through cross-drilled passages in the crankshaft to lubricate the connecting rod bearings. Controlled leakage through the crankshaft main bearings and connecting rod bearings is slung radially outward to cool and lubricate the cylinder walls as well as the entire connecting rod, piston and piston ring assembly.

Engine

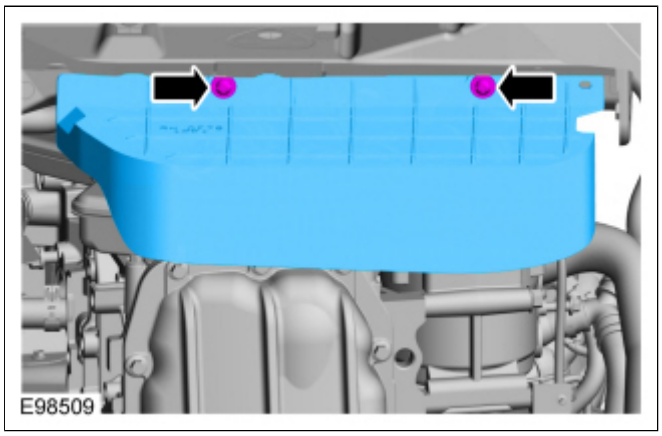
Refer to Section 303-00 for basic mechanical concerns or refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for driveability concerns.

Valve Clearance Check

1. Remove the valve cover. For additional information, refer to Valve Cover in this section.

2. Remove the 4 spark plugs. For additional information, refer to Section 303-07 .

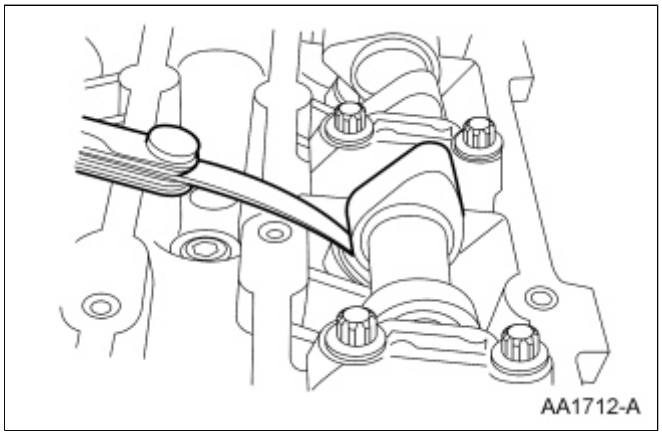
3. Remove the 2 bolts and accessory drive belt splash shield.
   - To install, tighten to 9 Nm (80 lb-in).



4. **NOTE:** Turn the engine clockwise only, and use the crankshaft bolt only.

   NOTE: Measure each valve's clearance at base circle, with the lobe pointed away from the tappet, before removing the camshafts. Failure to measure all clearances prior to removing the camshafts will necessitate repeated removal and installation and wasted labor time.

   Use a feeler gauge to measure each valve's clearance and record its location.



5. **NOTE:** The number on the valve tappet only reflects the digits that follow the decimal. For example, a tappet with the number 0.650 has the thickness of 3.650 mm.

   NOTE: The nominal clearance is 0.20 mm (0.0079 in) for intake and 0.34 mm (0.0133 in) for exhaust.

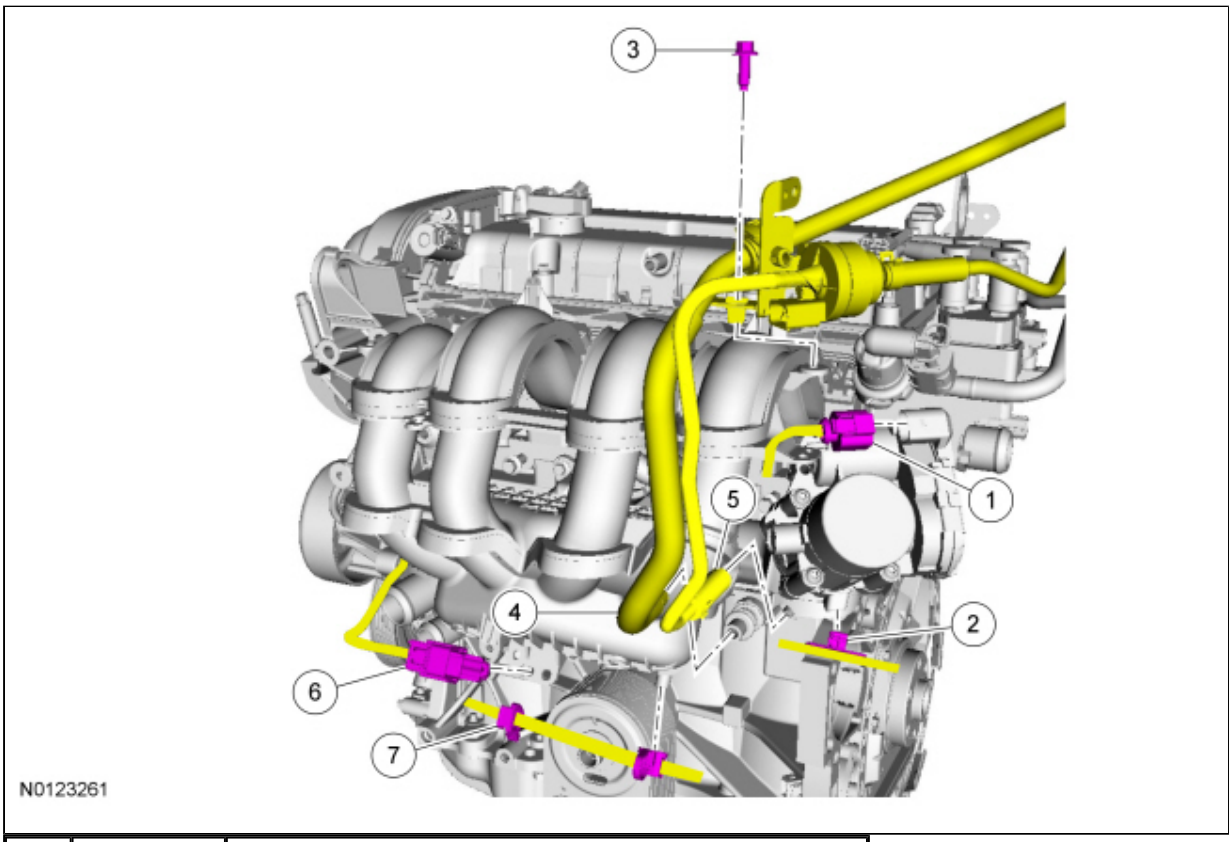
   NOTE: The acceptable clearances after being fully installed is 0.17-0.23 mm (0.007-0.009 in) for intake and 0.31-0.37 mm (0.012-0.015 in) for exhaust.

Select tappets using this formula: tappet thickness = measured clearance + the existing tappet thickness - nominal clearance.
Select the closest tappet size to the ideal tappet thickness available and mark the installation location.

6. If any tappets do not measure within specifications, install new tappets in these locations. For additional information, refer to Valve Train Components — Exploded View and Valve Tappets in this section.

Intake Manifold

Intake Manifold (View 1 of 2)

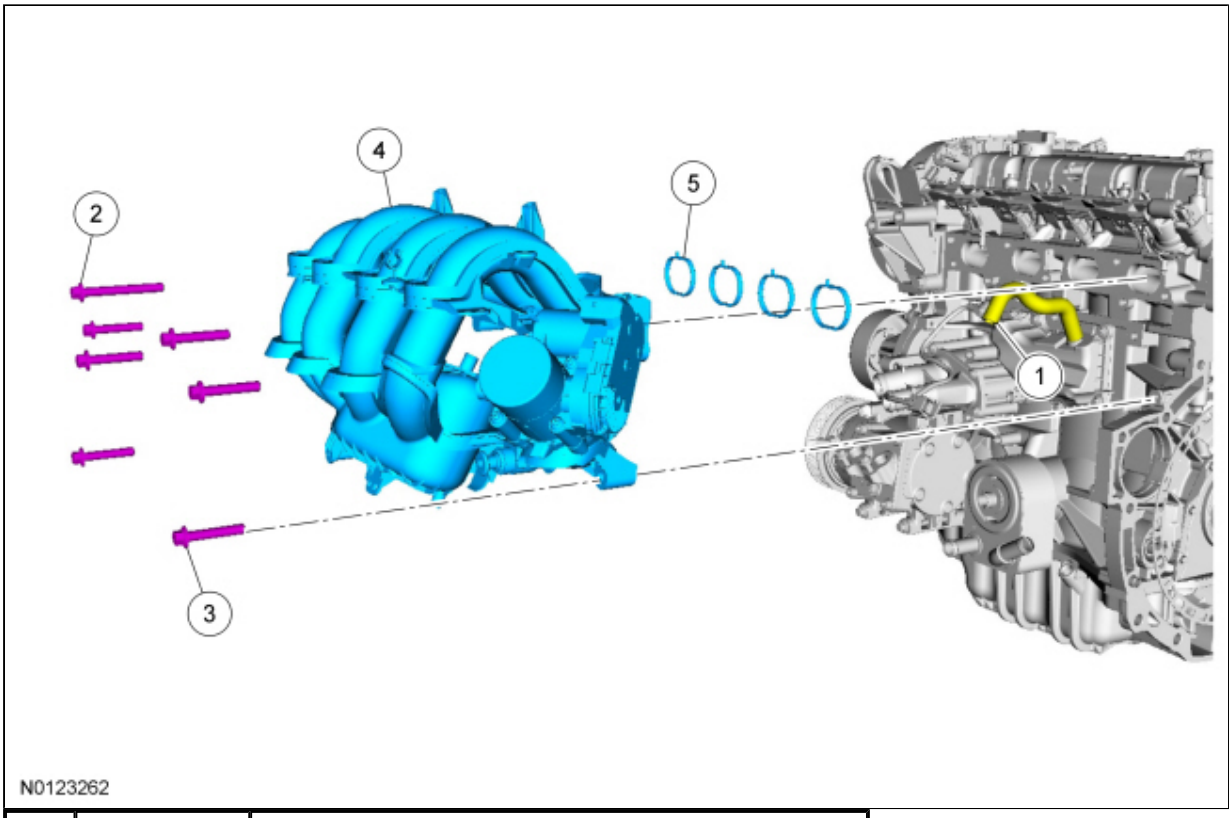


Item	Part Number	Description
1	—	Throttle Body (TB) electrical connector (part of 12A581)
2	—	TB wiring harness retainer (part of 12A581)
3	W500213	Evaporative Emission (EVAP) canister purge valve bolt - 9 Nm (80 lb-in)
4	9C490	Brake booster vacuum tube
5	9C047	EVAP canister purge valve tube
6	—	Knock Sensor (KS) electrical connector (part of 12A581)
7	—	Wiring harness retainer (part of 12A581) (2 required)

Intake Manifold (View 2 of 2)

NOTE: Refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

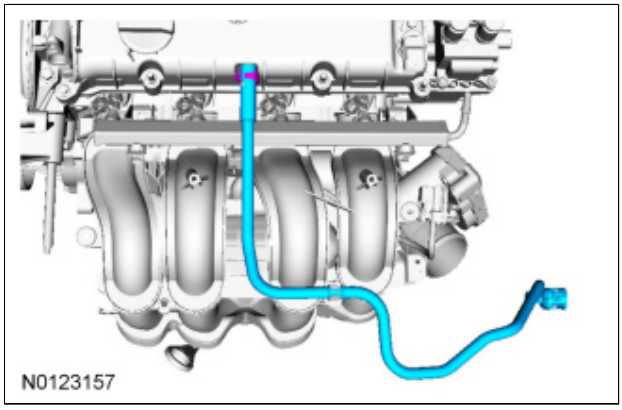
NOTE: Refer to the on-line Workshop Manual to learn about using an Interactive Illustration.



Item	Part Number	Description
1	6N664	PCV hose
2	W500117	Intake manifold bolt - 18 Nm (159 lb-in)
3	W500112	Intake manifold bolt (7 required) - 18 Nm (159 lb-in)
4	9424	Intake manifold
5	9439	Intake manifold gasket (4 required)

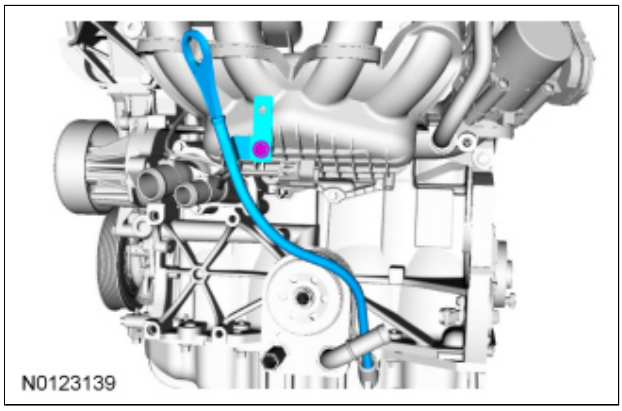
Removal

1. Remove the air cleaner outlet tube. For additional information, refer to Section 303-12 .
2. Disconnect the crankcase vent tube from the valve cover.
   - Detach the 2 crankcase vent tube retainers.

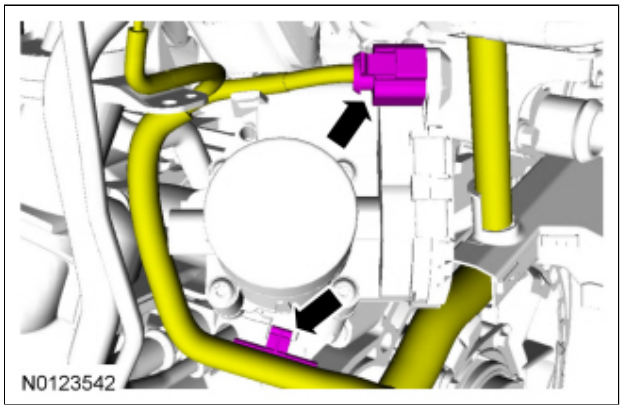


3. Remove the fuel rail. For additional information, refer to Section 303-04 .
4. Remove the generator. For additional information, refer to Section 414-00 .
5. Remove the screw and the oil level indicator and tube.

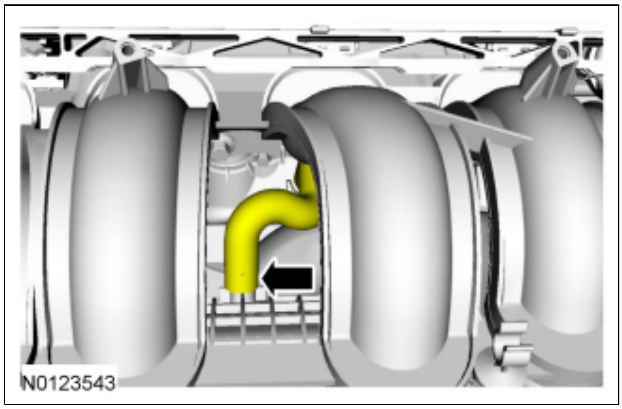
- Inspect and replace the O-ring seal, if necessary.



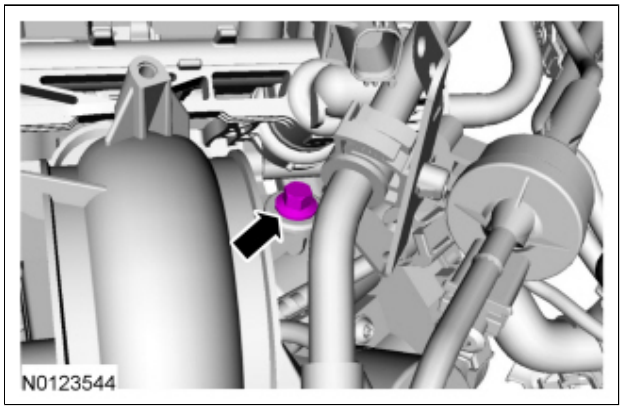
6. Disconnect the Throttle Body (TB) electrical connector.
   - Detach the wiring harness retainer from the TB .



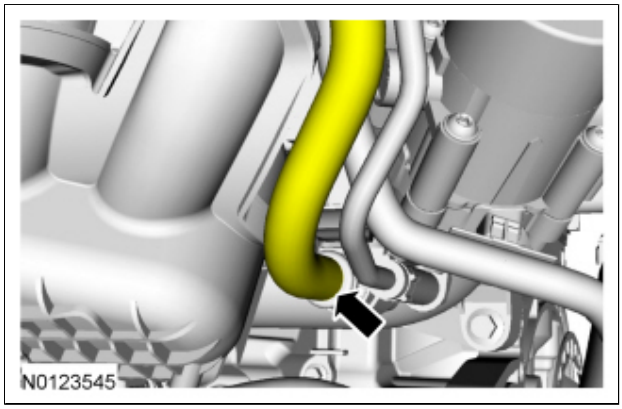
7. Disconnect the PCV hose from the intake manifold.



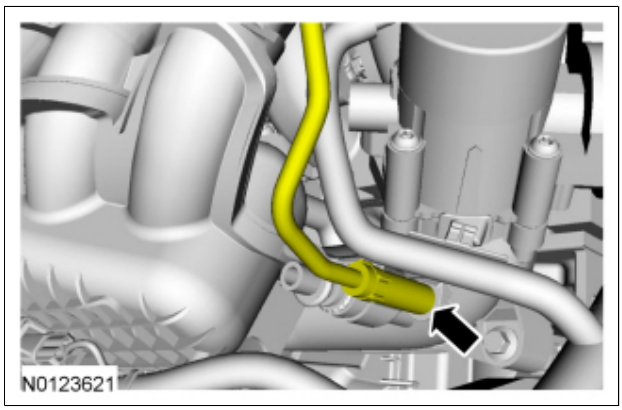
8. Remove the bolt for the Evaporative Emission (EVAP) canister purge valve.



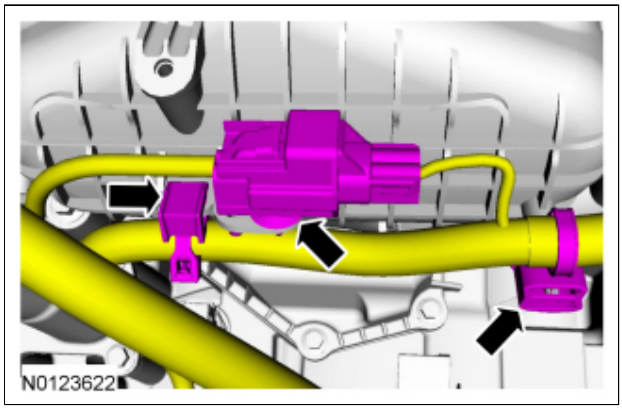
9. Disconnect the brake booster vacuum tube from the intake manifold.



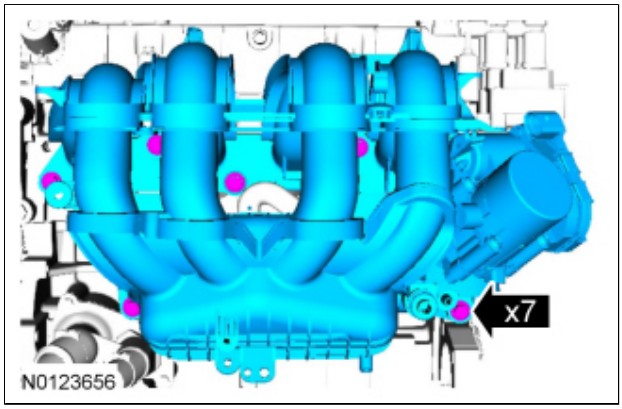
10. Disconnect the EVAP canister purge valve tube from the intake manifold and position the EVAP canister purge valve aside.



11. Detach the Knock Sensor (KS) electrical connector from the bottom of the intake manifold.
    - Detach the 2 wiring harness retainers from the bottom of the intake manifold.



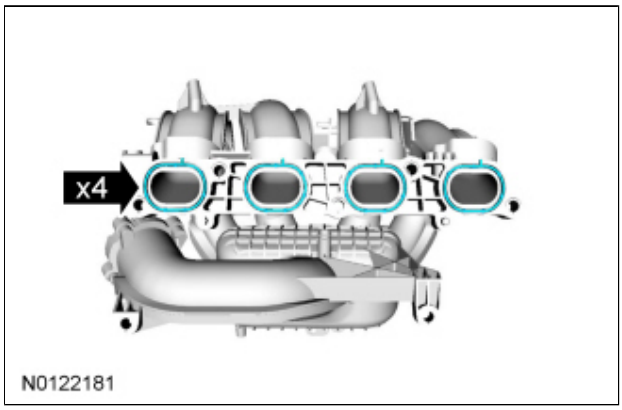
12. Remove the 7 bolts for the intake manifold.



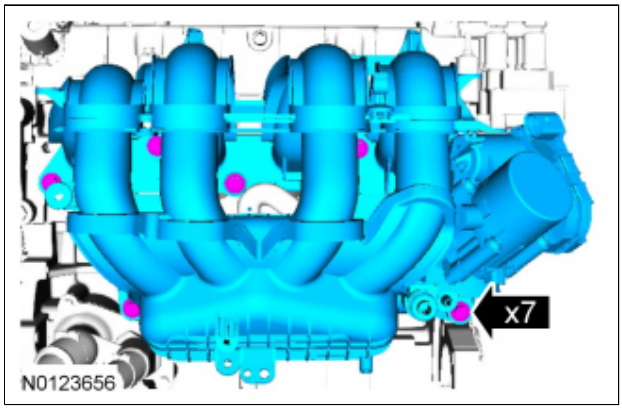
Installation

NOTICE: **If the engine is repaired or replaced because of upper engine failure, typically including valve or piston damage, check the intake manifold for metal debris. If metal debris is found, install a new intake manifold. Failure to follow these instructions can result in engine damage.**

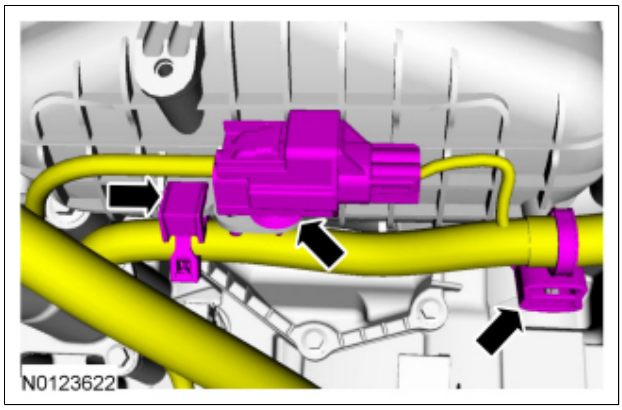
1. Inspect and install new intake manifold gaskets, if necessary.



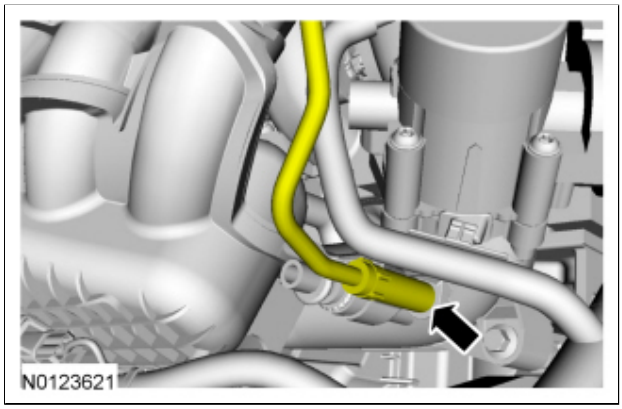
2. Install the intake manifold and the 7 bolts.
   - Tighten to 18 Nm (159 lb-in).



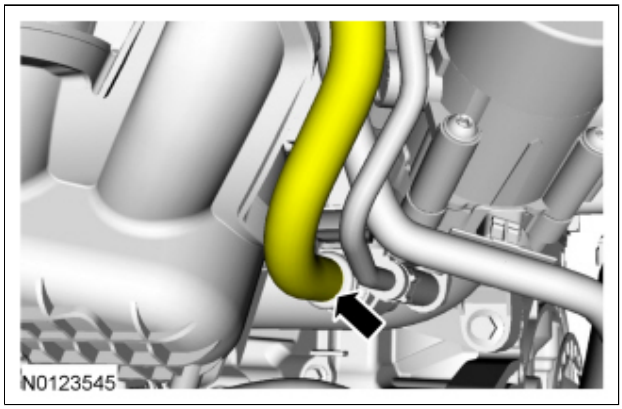
3. Attach the KS electrical connector to bottom of the intake manifold.
    - Attach the 2 wiring harness retainers to the bottom of the intake manifold.



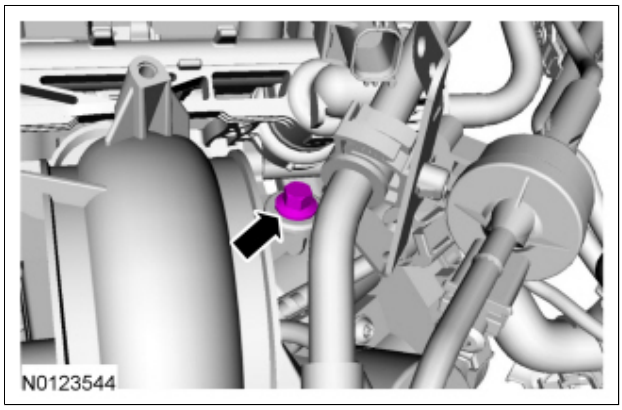
4. Position and connect the EVAP canister purge valve tube to the intake manifold.



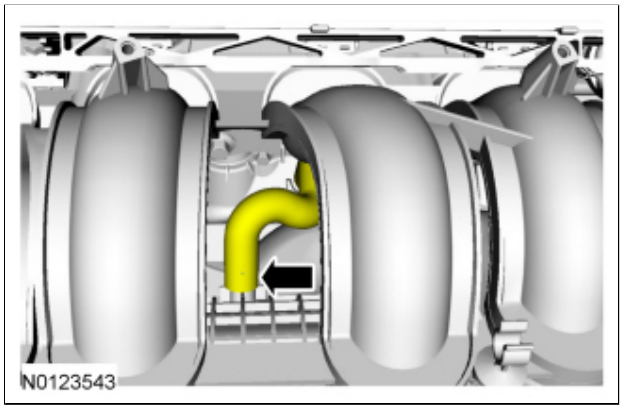
5. Connect the brake booster vacuum tube to the intake manifold.



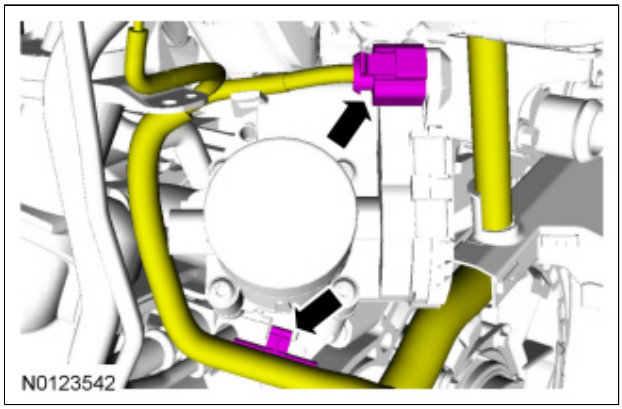
6. Install the bolt for the EVAP canister purge valve.
    - Tighten to 9 Nm (80 lb-in).



7. Connect the PCV hose to the intake manifold.

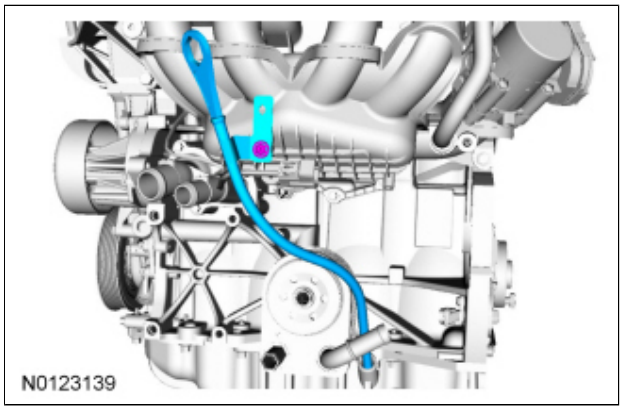


8. Connect the TB electrical connector.
    - Attach the wiring harness retainer to the TB .



9. **NOTE:** Lubricate the O-ring seal with clean engine oil.

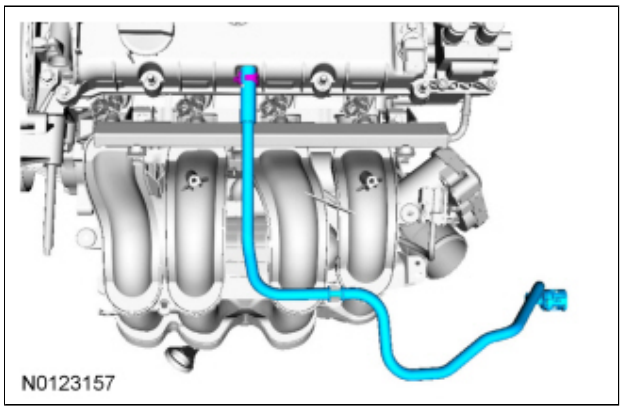
   Install the oil level indicator and tube and the screw.
   - Tighten to 4 Nm (35 lb-in).



10. Install the generator. For additional information, refer to Section 414-00 .

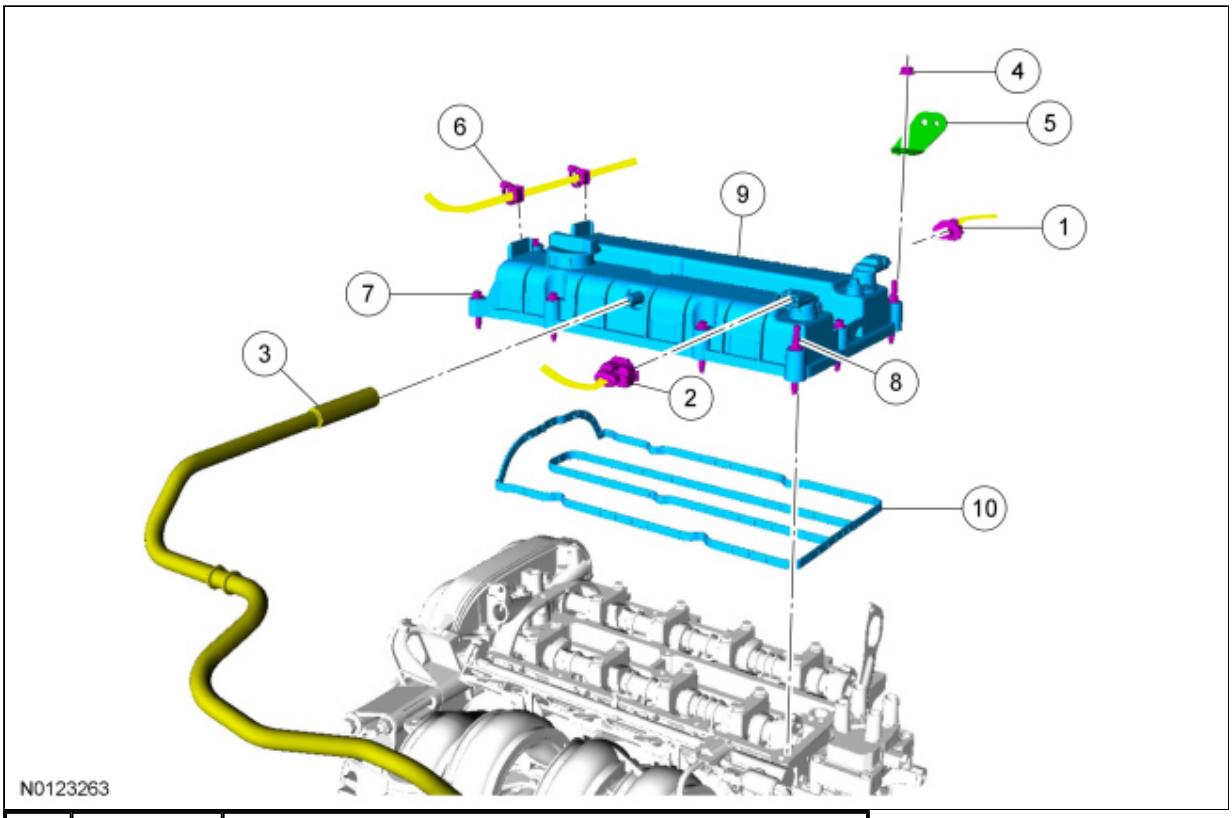
11. Install the fuel rail. For additional information, refer to Section 303-04 .

12. Connect the crankcase vent tube to the valve cover.
    - Attach the 2 crankcase vent tube retainers.



13. Install the air cleaner outlet tube. For additional information, refer to Section 303-12 .

Valve Cover



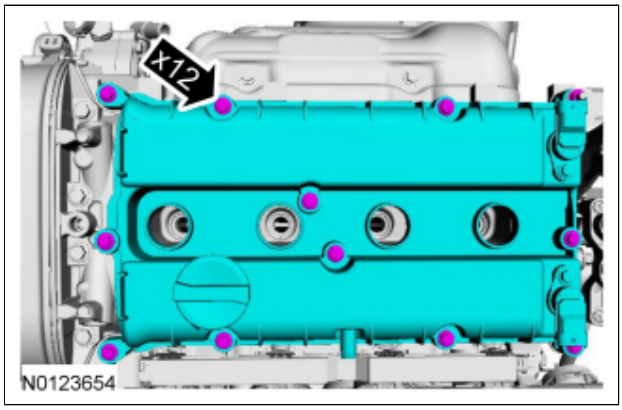
Item	Part Number	Description
1	—	Exhaust Camshaft Position (CMP) sensor electrical connector (part of 12A581)
2	—	Intake CMP sensor electrical connector (part of 12A581)
3	6A664	Crankcase vent tube
4	W520412	Heated Oxygen Sensor (HO2S) connector bracket nut - 8 Nm (71 lb-in)
5	14A163	HO2S connector bracket
6	—	Wiring harness retainer (part of 12A581) (2 required)
7	—	Valve cover bolt (8 required) (part of 6M293) - 9 Nm (80 lb-in)
8	—	Valve cover stud bolt (4 required) (part of 6M293) - 9 Nm (80 lb-in)
9	6582	Valve cover
10	6584	Valve cover gasket

Removal

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

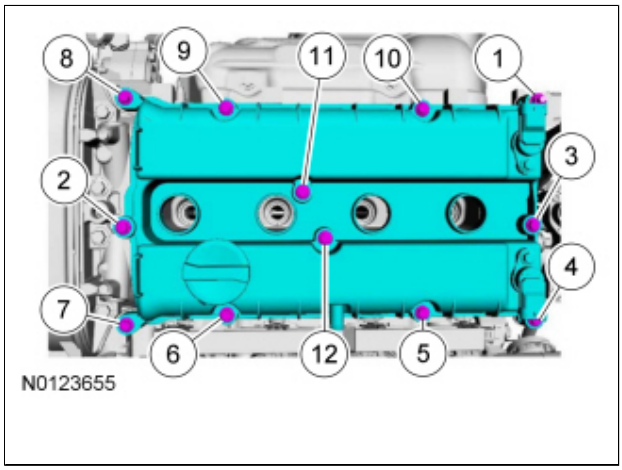
NOTICE: **Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths.**

1. Remove the 2 Variable Camshaft Timing (VCT) oil control solenoids. For additional information, refer to Section 303-14 .
2. Disconnect the 2 Camshaft Position (CMP) sensor electrical connectors.
3. Remove the spark plug wires. For additional information, refer to Section 303-07 .
4. Disconnect the crankcase vent tube from the valve cover.
5. Remove the nut and the Heated Oxygen Sensor (HO2S) electrical connector bracket.
6. Detach all the wiring harness retainers from the valve cover.
7. Loosen the 12 retainers and remove the valve cover.
    - Discard the gasket.



Installation

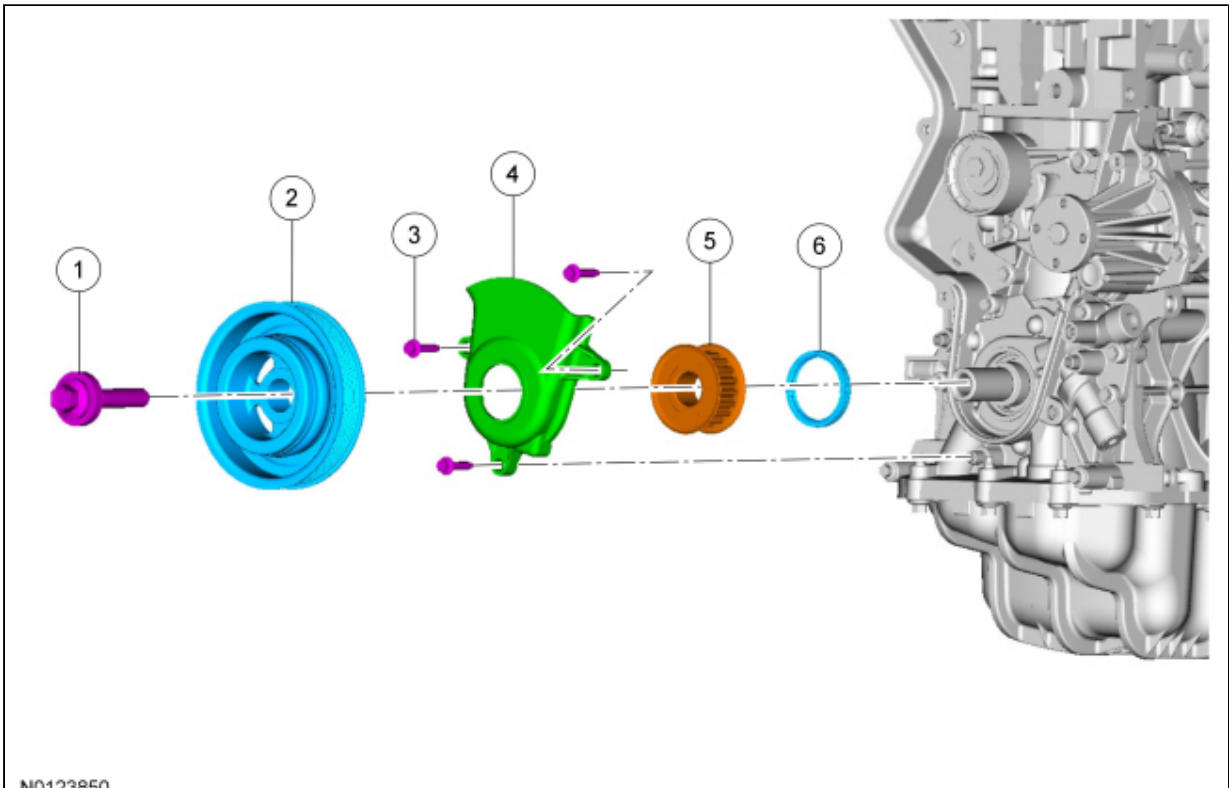
1. Using a new gasket, install the valve cover and tighten the retainers in sequence shown.
    - Tighten to 9 Nm (80 lb-in).



2. Attach all the wiring harness retainers to the valve cover.
3. Install the Heated Oxygen Sensor (HO2S) electrical connector bracket and nut.
    - Tighten to 8 Nm (71 lb-in).
4. Connect the crankcase vent tube to the valve cover.
5. Install the spark plug wires. For additional information, refer to Section 303-07 .
6. Connect the Camshaft Position (CMP) sensor electrical connectors.

7. Install the 2 Variable Camshaft Timing (VCT) oil control solenoids. For additional information, refer to Section 303-14 .

Crankshaft Pulley and Crankshaft Front Seal — Exploded View



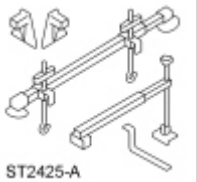
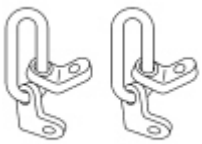
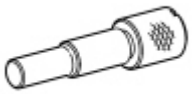
Item	Part Number	Description
1	6A340	Crankshaft pulley bolt
2	6312	Crankshaft pulley
3	W500215	Lower timing belt cover bolt (3 required)
4	6019	Lower timing belt cover
5	6306	Crankshaft sprocket gear
6	6700	Crankshaft front seal

Removal and Installation

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Crankshaft Pulley

Special Tool(s)

 ST2425-A	Engine Support Bar 303-F072
 ST1595-A	Lifting Bracket, Engine 303-050 (T70P-6000)
 ST3262-A	Pin, Crankshaft Top Dead Center (TDC) 303-748
ST3261-A	Tool, Variable Camshaft Timing (VCT) Alignment 303-1097
ST1438-A	Strap Wrench 303-D055 (D85L-6000-A) or equivalent

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

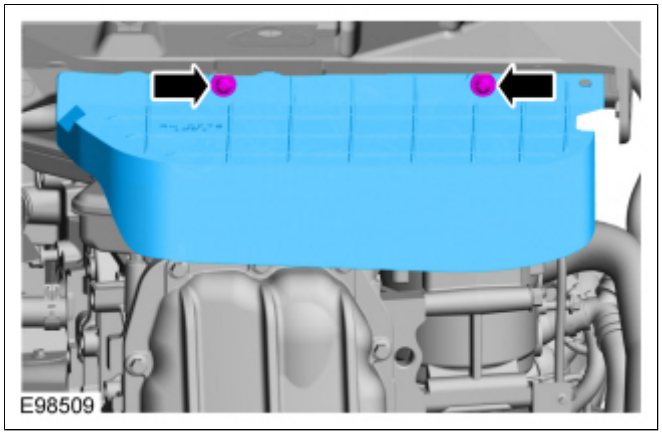
Removal

NOTICE: **Do not loosen or remove the crankshaft pulley bolt without first installing the special tools. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special service tools, otherwise severe engine**

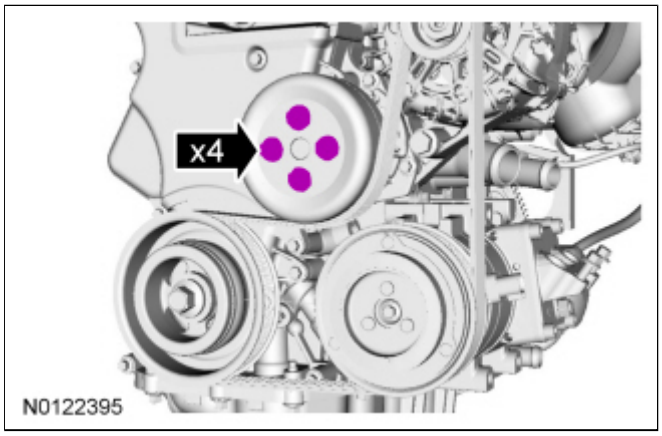
damage can occur.

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

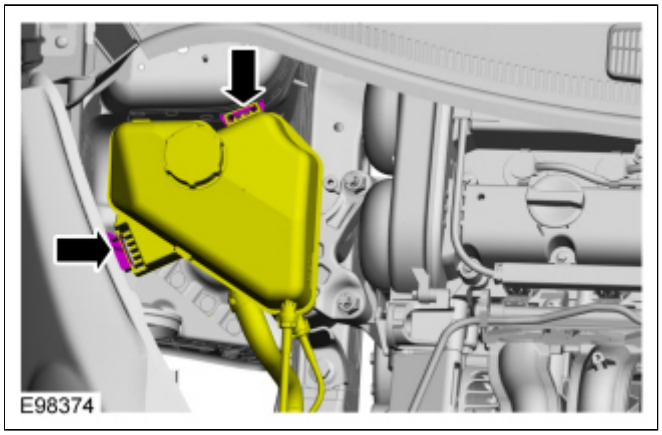
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the upper and lower cowl panel grilles. For additional information, refer to Section 501-02 .
3. Remove the RH front wheel and tire. For additional information, refer to Section 204-04 .
4. Remove the 2 bolts and accessory drive belt splash shield.



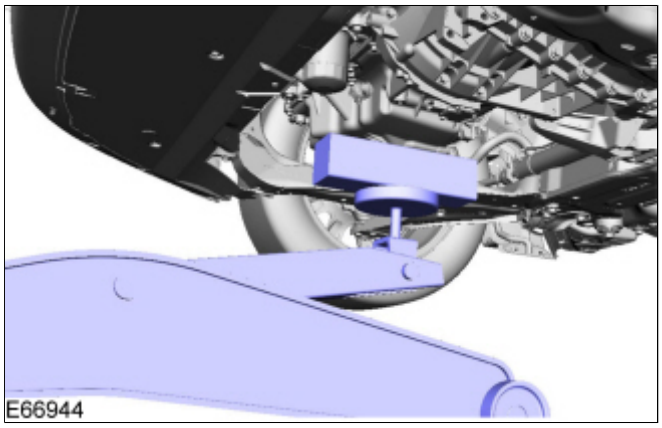
5. Loosen the 4 coolant pump bolts.



6. Remove the generator. For additional information, refer to Section 414-00 .
7. Release the 2 tabs and position the degas bottle aside.



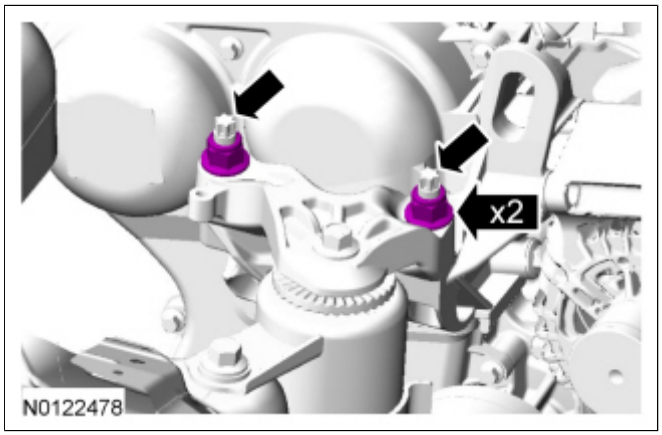
8. Using a floor jack and a block of wood, support the engine.



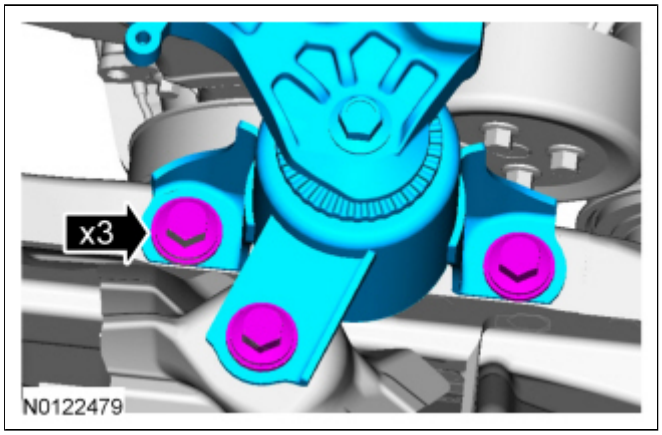
9. ***NOTICE:*** **The engine mount studs must be held while removing the engine mount nuts or damage to the powertrain may occur.**

   NOTE: Do not loosen the engine mount center bolt or the engine may become improperly positioned.

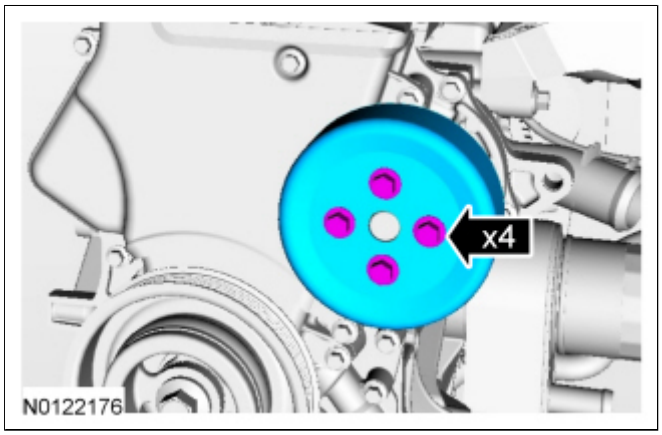
   Use the holding feature to prevent the engine mount studs from turning, remove the 2 engine mount nuts.



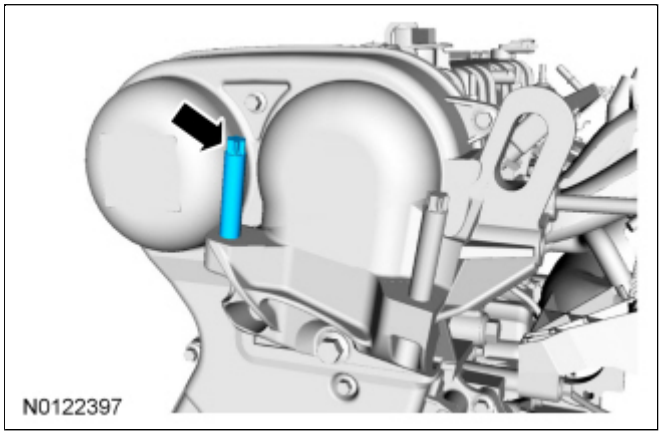
10. Remove the 3 bolts and the engine mount.



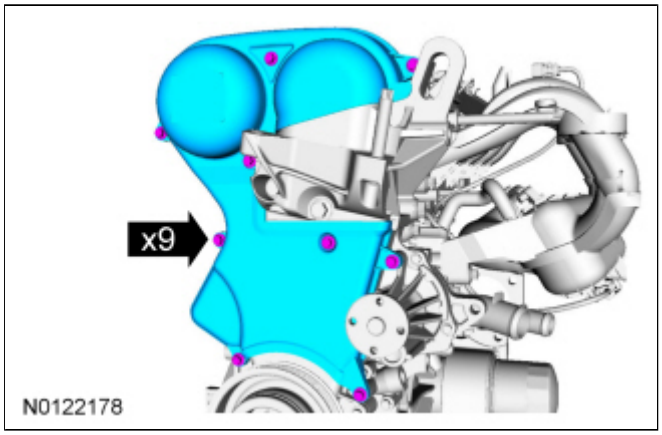
11. Remove the 4 bolts and coolant pump pulley.



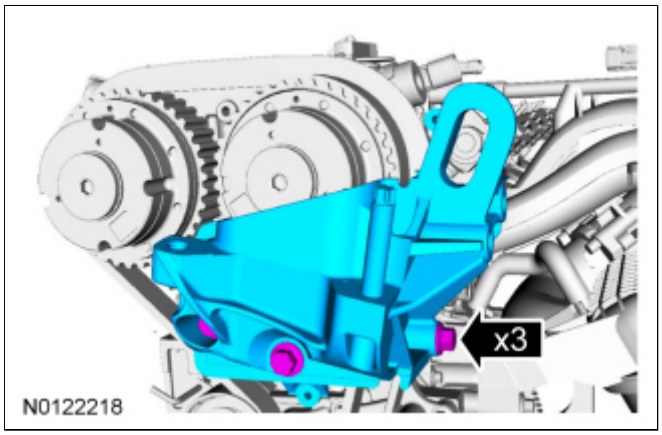
12. Remove the 1 engine mount stud.



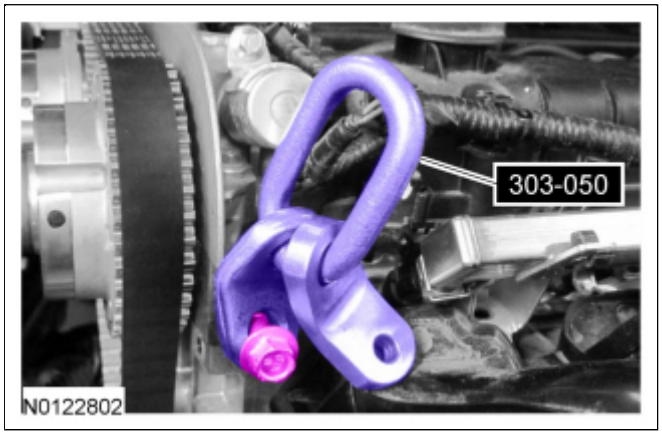
13. Remove the 9 bolts and the timing belt cover.



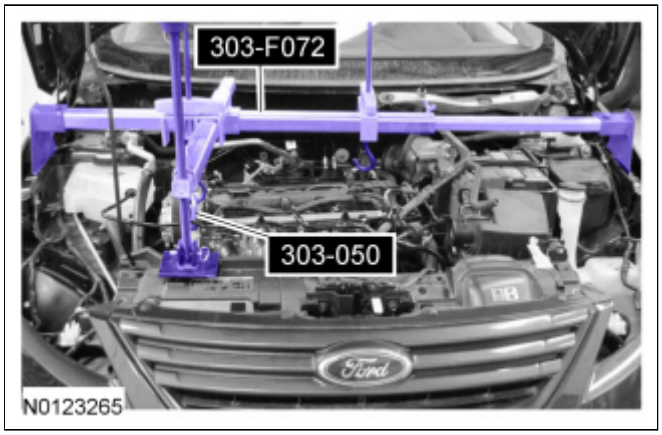
14. Remove the 3 bolts and the engine mount bracket.



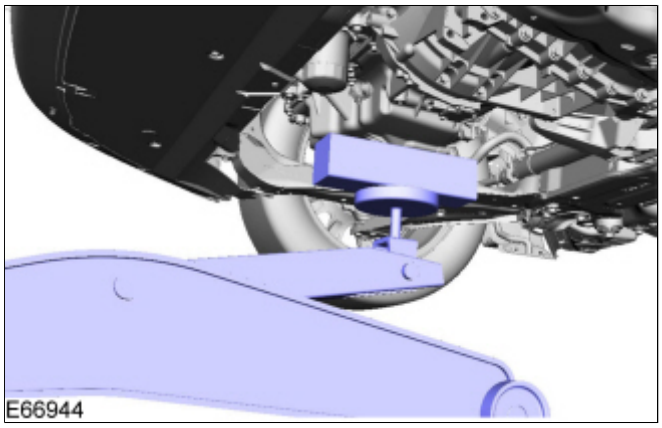
15. Using an engine mount bracket bolt, install the Engine Lifting Bracket.



16. Install the Engine Support Bar and support the engine.

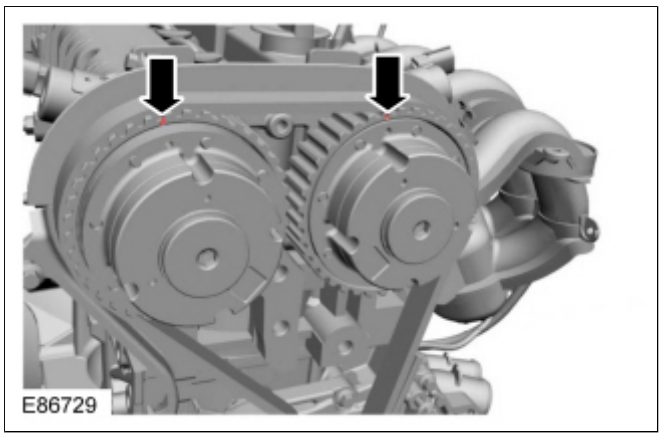


17. Remove the floor jack and block of wood.

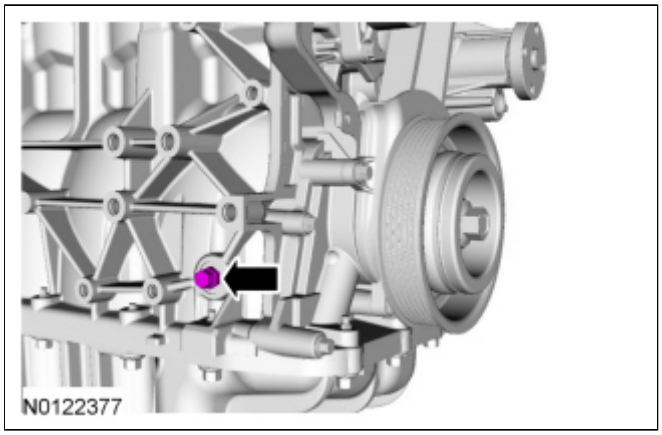


18. ***NOTICE:*** **Only rotate the crankshaft in a clockwise direction.**

    Using the crankshaft pulley bolt, turn the crankshaft clockwise until the markings on the camshaft phaser and sprockets are at the 11 o'clock position as shown.

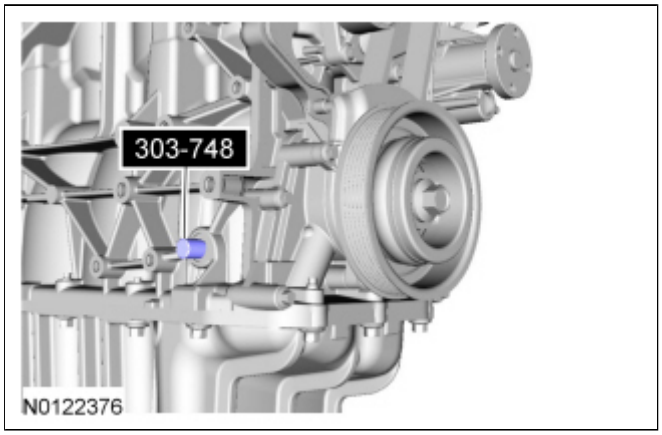


19. Remove the engine plug bolt.



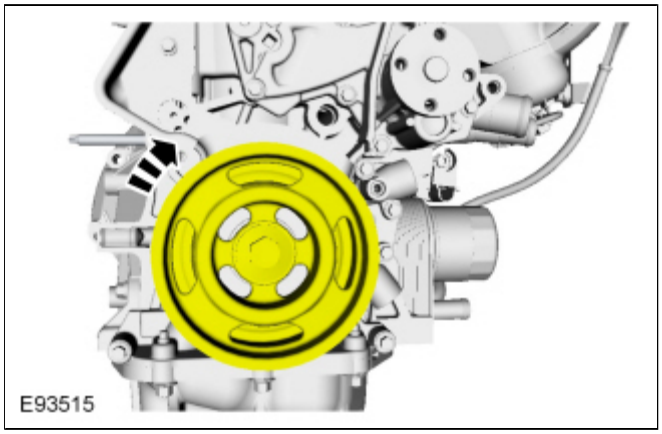
20. **NOTE:** The Crankshaft Top Dead Center (TDC) Timing Pin will contact the crankshaft and prevent it from turning past TDC . However, the crankshaft can still be rotated in the counterclockwise direction. The crankshaft must remain at the TDC position during the crankshaft pulley removal and installation.

    Install the Crankshaft TDC Pin.

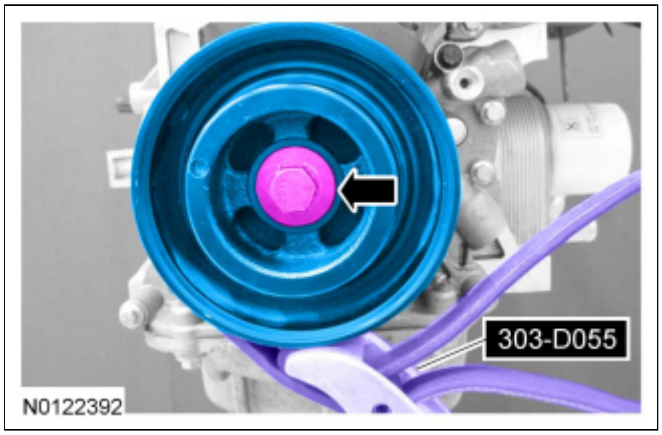


21. **NOTE:** Only rotate the crankshaft clockwise direction.

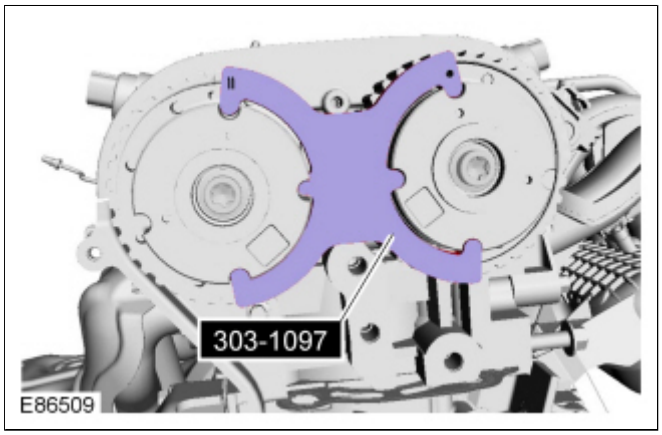
    Rotate the crankshaft until it contacts Crankshaft TDC Pin.



22. Using the Strap Wrench, remove the crankshaft pulley bolt and the crankshaft pulley.
    - Discard the crankshaft pulley bolt.

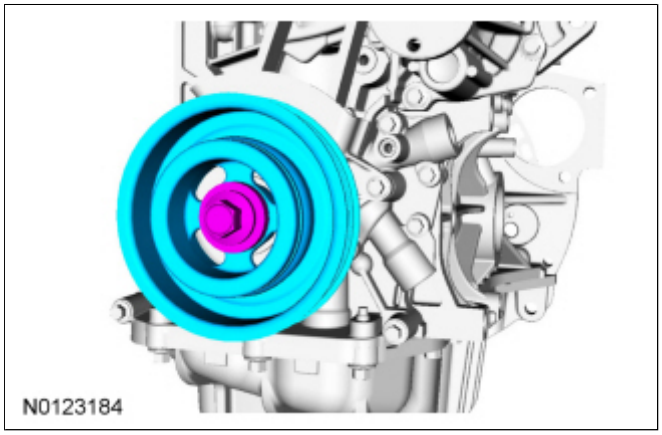


23. Install the VCT Alignment Tool.

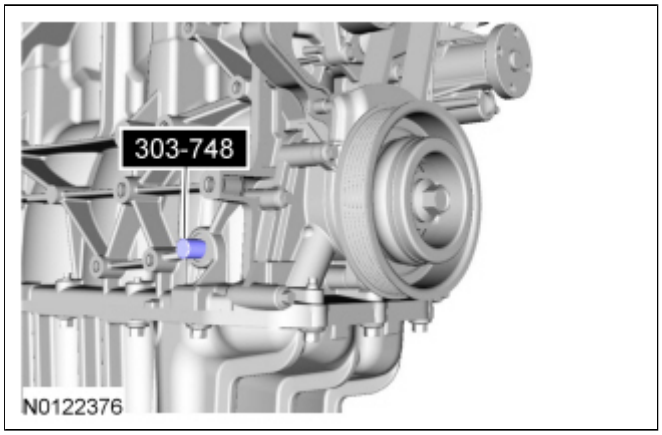


Installation

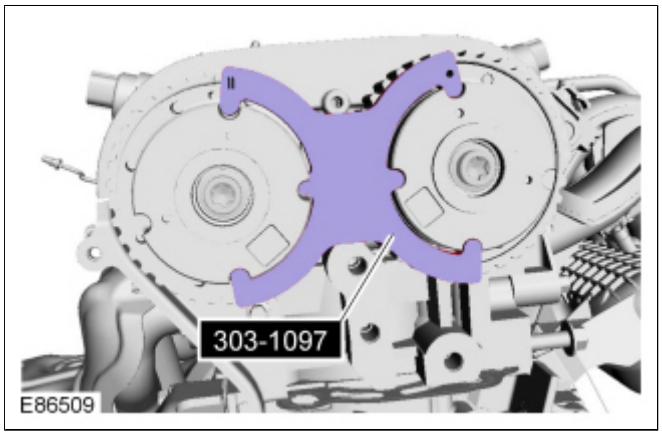
1. Install the crankshaft pulley and the new bolt.
    - Tighten to 100 Nm (74 lb-ft).
    - The final torque of the crankshaft will be completed in following steps.



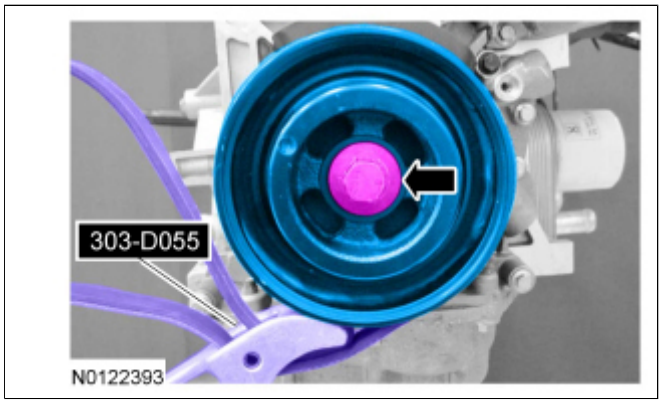
2. Remove the Crankshaft TDC Timing Pin.



3. Remove the VCT Alignment Tool.

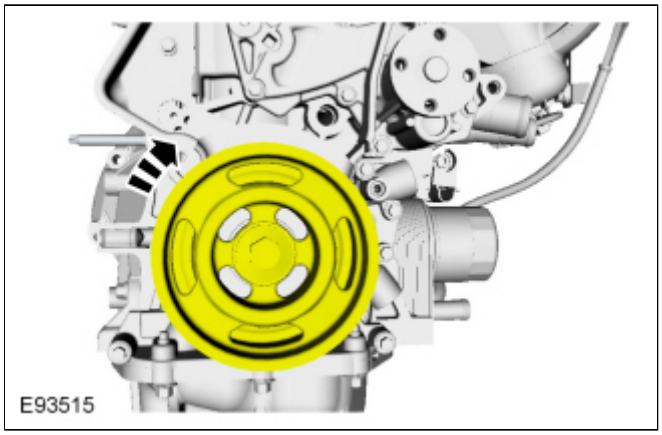


4. Tighten the crankshaft bolt in the following 3 stages.
    1. Stage 1: Using the Strap wrench, tighten an additional 90 degrees.
    2. Stage 2: Wait for 10 seconds.
    3. Stage 3: Using the Strap wrench, tighten an additional 15 degrees.

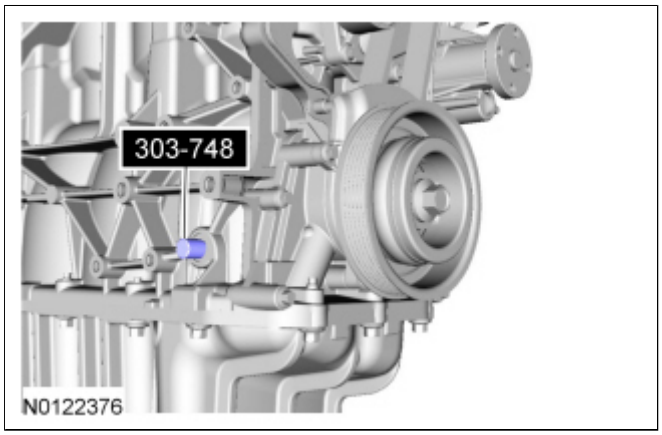


5. **NOTE:** Only rotate the crankshaft clockwise direction.

   Rotate the crankshaft about 1 3/4 turns.

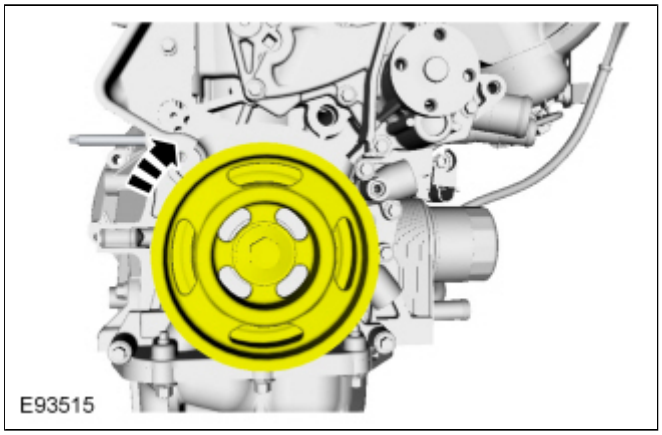


6. Install the Crankshaft TDC Timing Pin.



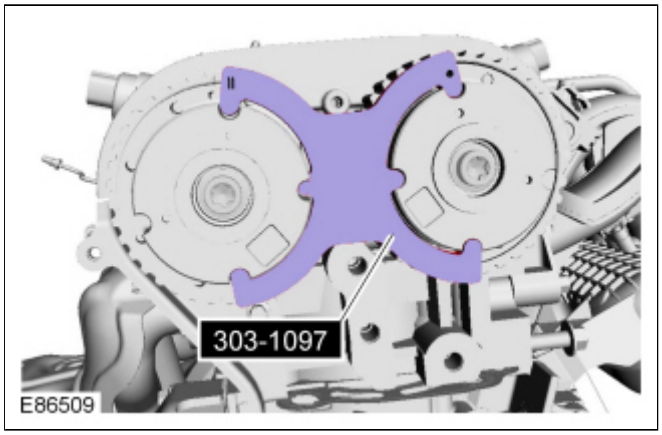
7. **NOTE:** Only rotate the crankshaft clockwise direction.

   Rotate the crankshaft until it stops against the Crankshaft TDC Timing Pin.

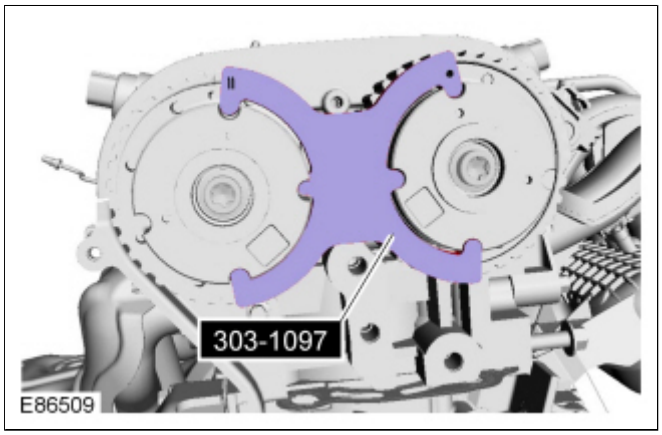


8. **NOTE:** The special tool can only be installed if the valve timing is correct.

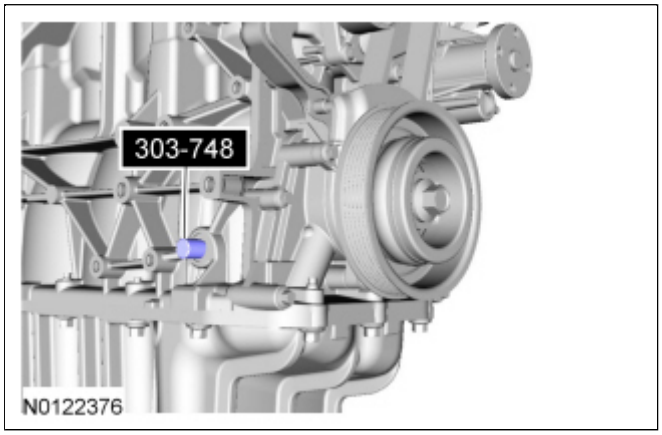
   Install the VCT Alignment Tool.
   - If the special tool cannot be installed, repeat the adjustment according to the preceding steps.



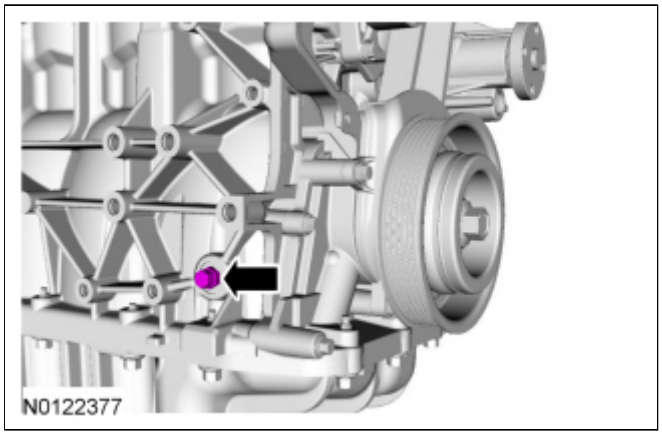
9. Remove the VCT Alignment Tool.



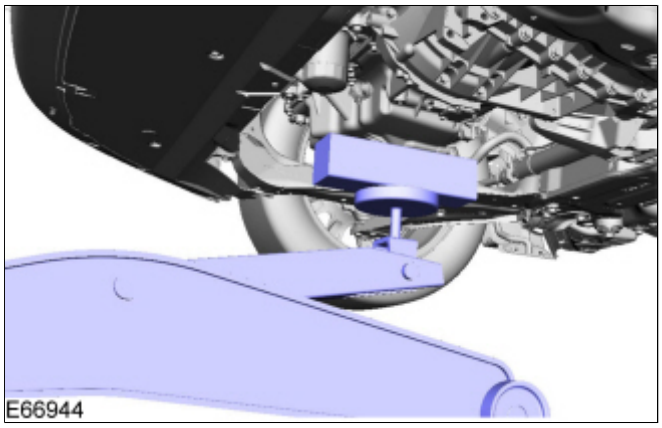
10. Remove the Crankshaft TDC Timing Pin.



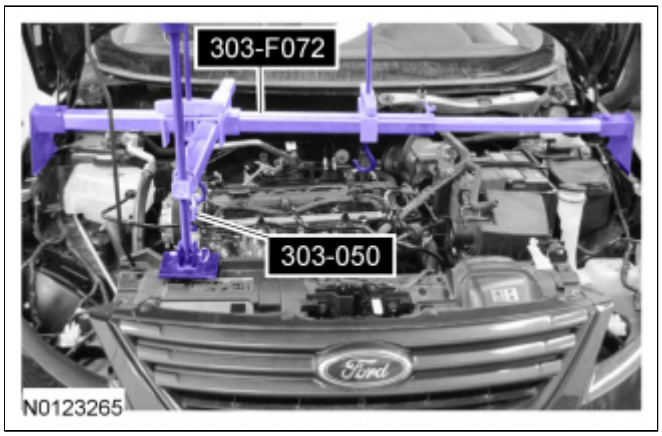
11. Install the engine plug bolt.
    - Tighten to 20 Nm (177 lb-in).



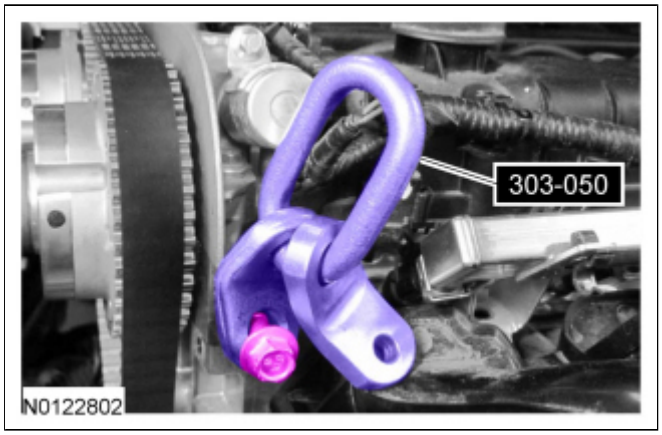
12. Using a floor jack and a block of wood, support the engine.



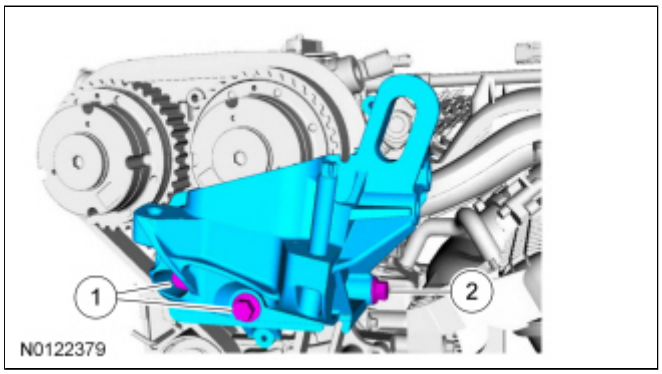
13. Remove the Engine Support Bar.



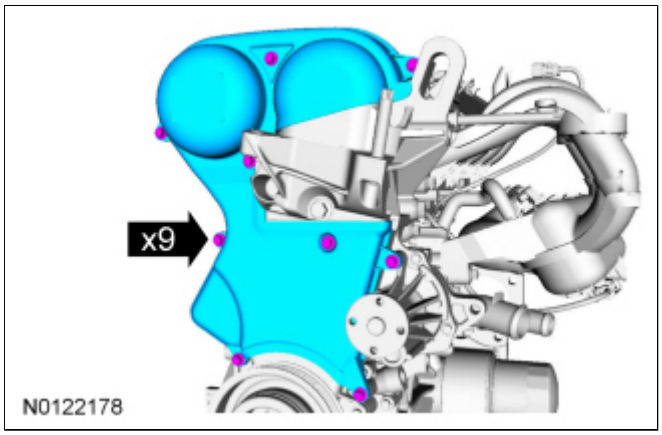
14. Remove the bolt and the Engine Lifting Bracket.



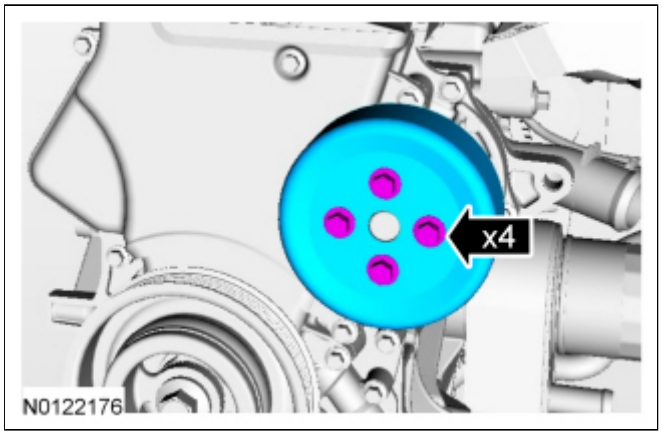
15. Install the engine mount bracket and the 3 bolts finger tight.
    1. Tighten the 2 bolts to 55 Nm (41 lb-ft).
    2. Tighten the bolt to 55 Nm (41 lb-ft).



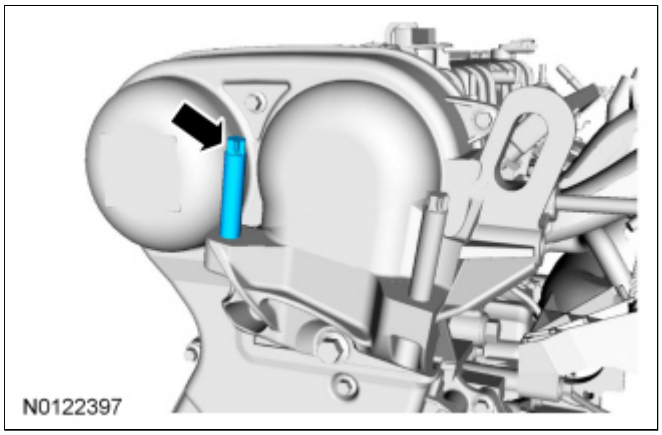
16. Install the timing belt cover and the 9 bolts.
    - Tighten to 9 Nm (80 lb-in).



17. Install the coolant pump pulley and the 4 bolts finger tight.

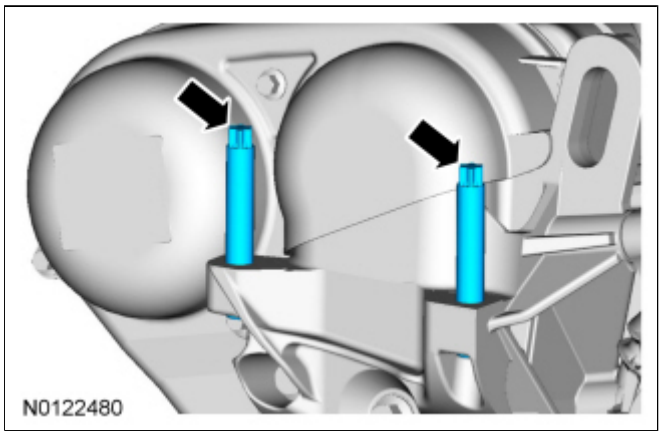


18. Install the 1 engine mount stud finger tight.



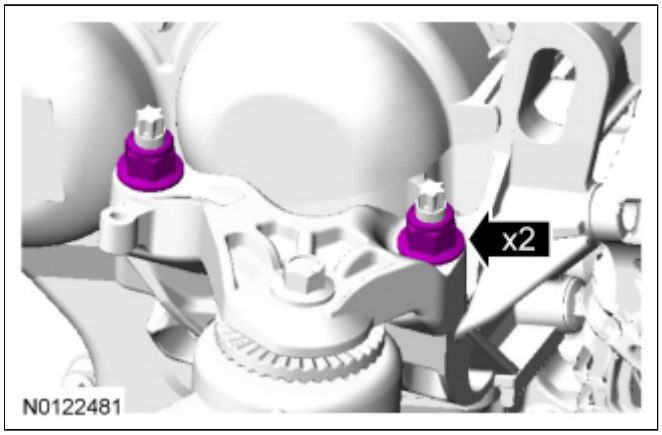
19. ***NOTICE:*** **The 2 engine mount studs must be torqued or damage to the powertrain may occur.**

    Torque the 2 engine mount studs before installing the engine mount nuts.
    - Tighten to 8 Nm (71 lb-in).

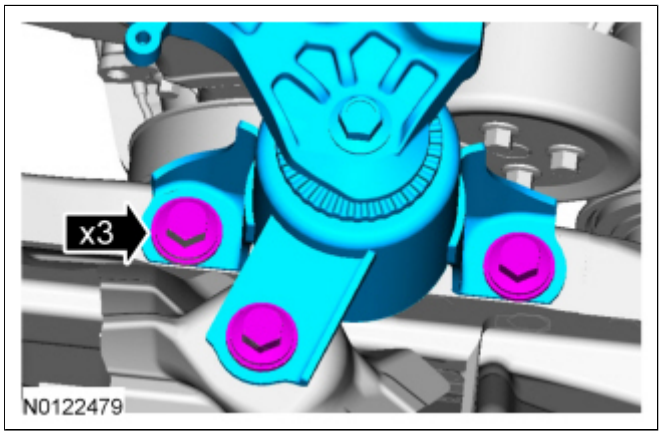


20. **NOTE:** Do not loosen the engine mount center bolt or the engine may become improperly positioned.

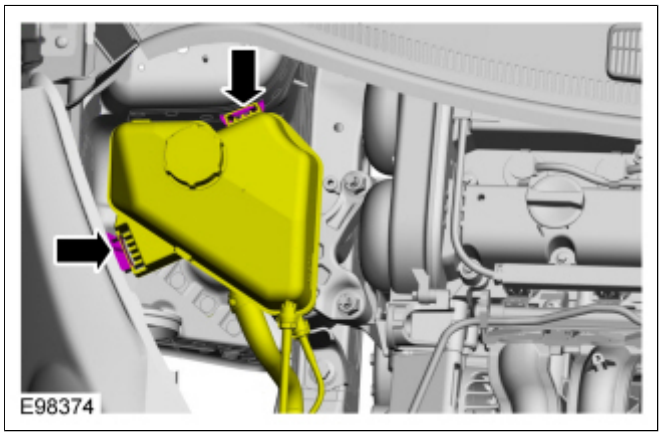
    Install the engine mount and the 2 nuts.
    - Tighten the 2 nuts to 80 Nm (59 lb-ft).



21. Install the 3 engine mount bolts.
    - Tighten to 48 Nm (35 lb-ft).

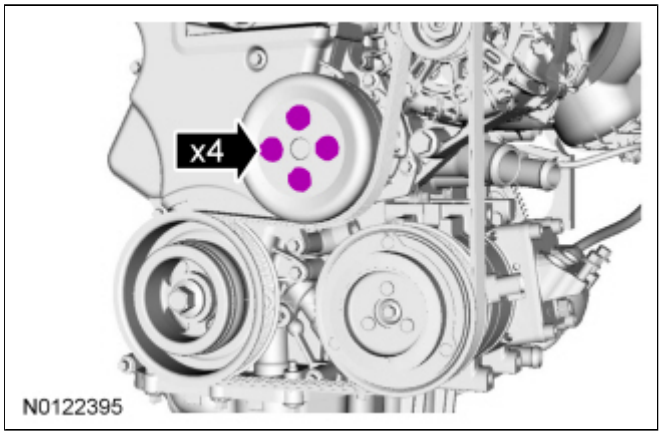


22. Position the degas bottle on the 2 retainer tabs.

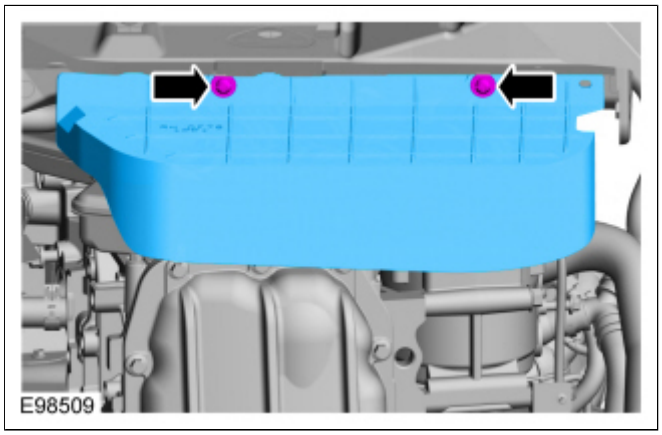


23. Install the generator. For additional information, refer to Section 414-00 .

24. Tighten the 4 coolant pump bolts to 20 Nm (177 lb-in).



25. Install the accessory drive belt splash shield and the 2 bolts.
    - Tighten to 9 Nm (80 lb-in).

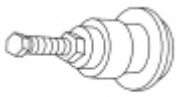


26. Install the RH front wheel and tire. For additional information, refer to Section 204-04 .

27. Install the upper and lower cowl panel grilles. For additional information, refer to Section 501-02 .

Crankshaft Front Seal

Special Tool(s)

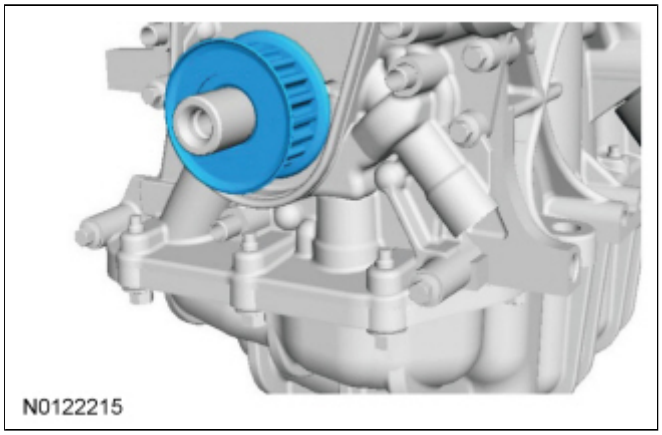
ST1378-A	Installer, Crankshaft Vibration Damper 303-175 (T82L-6316-B)
 ST1328-A	Installer, Front Cover Oil Seal 303-335 (T88T-6701-A)
ST3260-A	Replacer, Front Crankshaft Seal 303-420 (T92P-6701-BH)
ST2417-A	Remover, Input Shaft Oil Seal 308-375
ST1185-A	Slide Hammer 100-001 (T50T-100-A)

Material

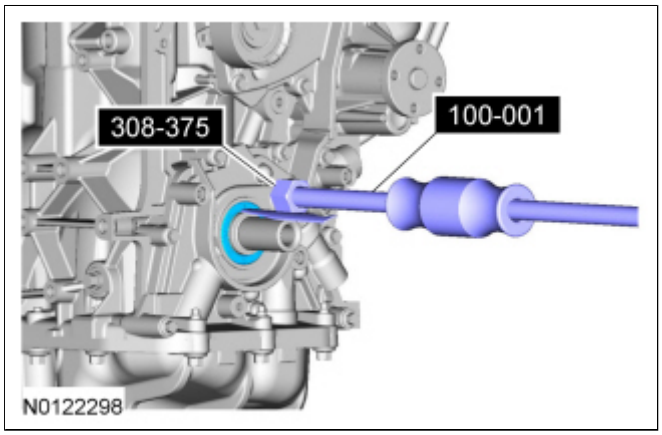
Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

Removal

1. Remove the timing belt. For additional information, refer to Timing Belt in this section.
2. Remove the crankshaft sprocket gear.



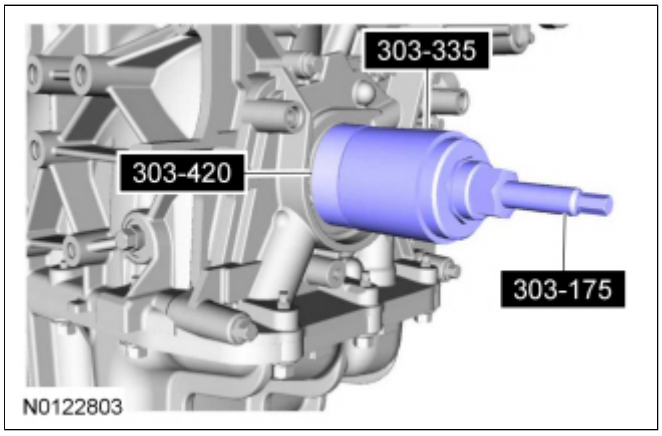
3. Using the Input Shaft Oil Seal Remover and Slide Hammer, remove the crankshaft front oil seal.



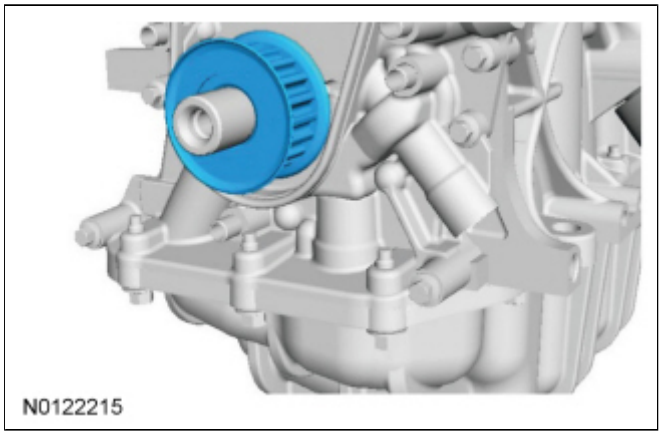
Installation

1. **NOTE:** Lubricate the oil seal with clean engine oil.

   Using the Crankshaft Vibration Damper Installer, Front Cover Oil Seal Installer and Front Crankshaft Seal Replacer, install the crankshaft front oil seal.

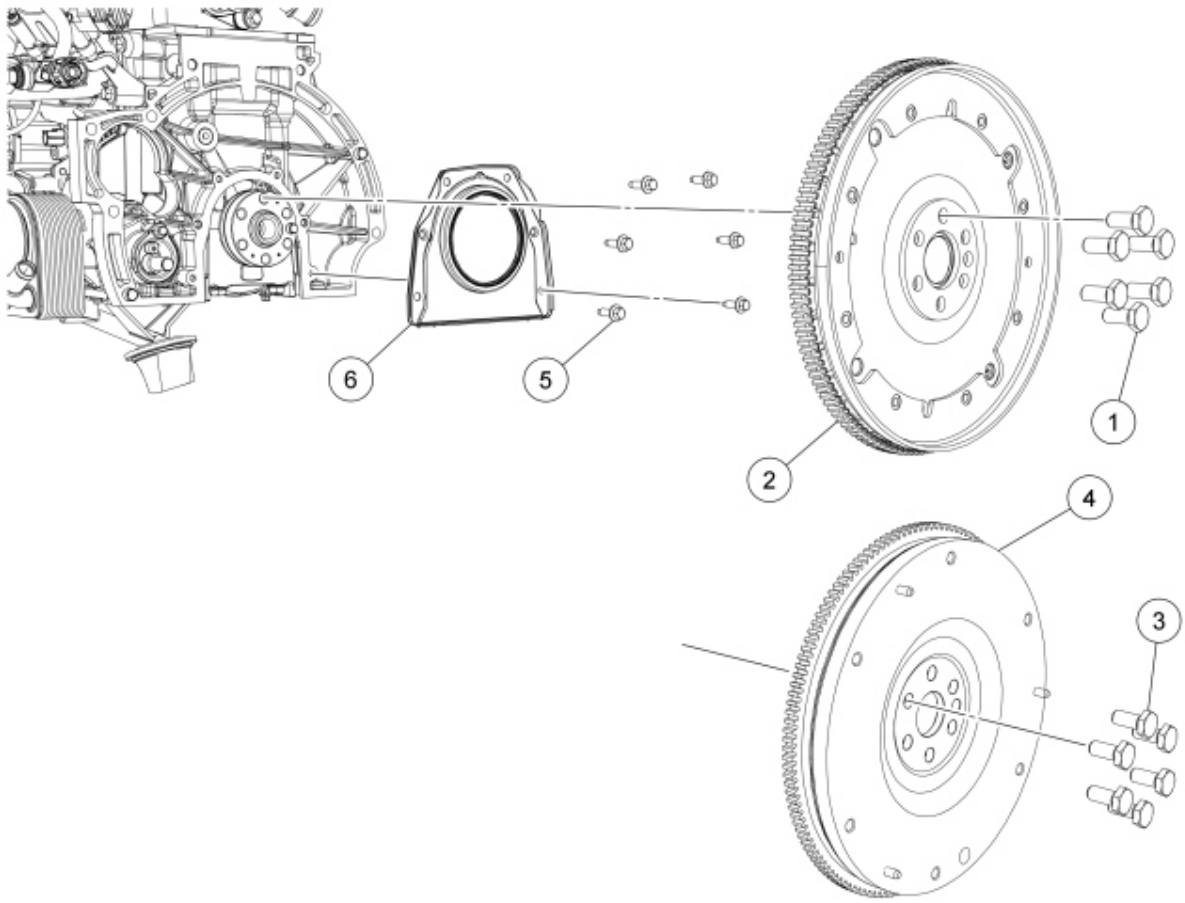


2. Install the crankshaft sprocket gear.



3. Install the timing belt. For additional information, refer to Timing Belt in this section.

Flexplate or Flywheel and Crankshaft Rear Seal — Exploded View



N0115216

Item	Part Number	Description
1	6379	Flexplate bolt (6 required)
2	6375	Flexplate
3	6379	Flywheel bolt (6 required)
4	6375	Flywheel
5	W500213	Crankshaft rear oil seal with retainer plate bolt (6 required)
6	6K301	Crankshaft rear oil seal with retainer plate

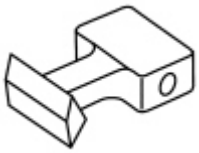
Removal and Installation

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes,

Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Flexplate

Special Tool(s)

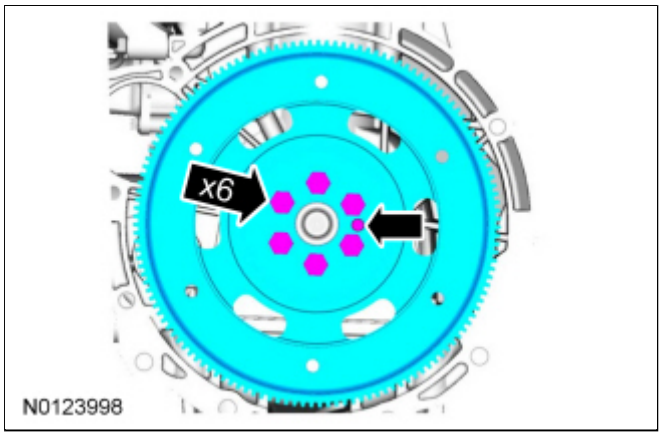
 ST1840-A	Tool, Flywheel Holding 303-103

Removal

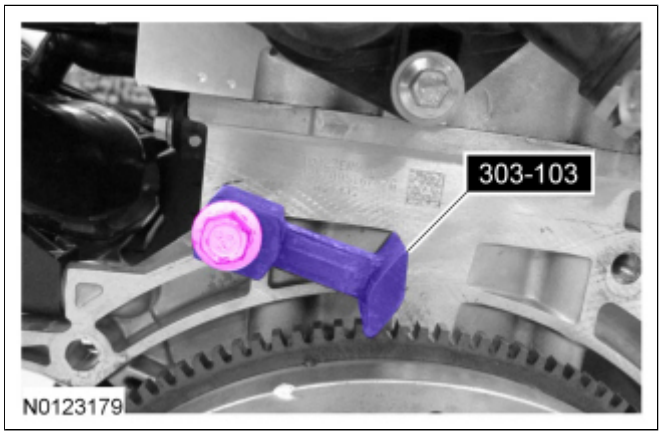
1. Remove the automatic transaxle. For additional information, refer to Section 307-11 .
2. Remove the 6 bolts and the flexplate.
   - Discard the bolts.

Installation

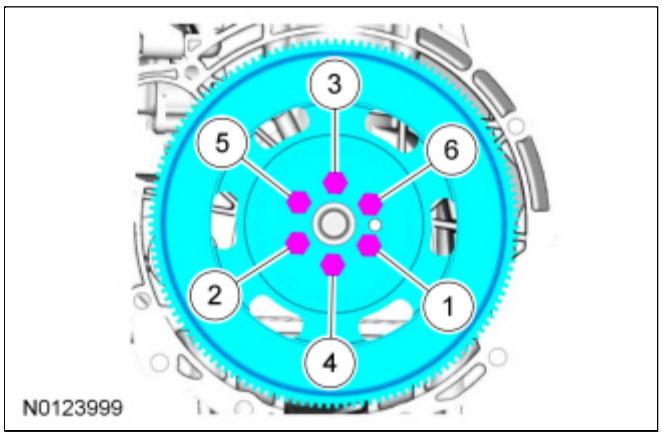
1. Align the flexplate and crankshaft using the dowel pin location hole and install the new bolts finger tight.



2. Install the Flywheel Holding Tool.



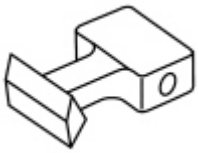
3. Tighten the bolts in the sequence shown in 2 stages:
    - Stage 1: Tighten to 30 Nm (22 lb-ft).
    - Stage 2: Tighten an additional 80 degrees.



4. Install the automatic transaxle. For additional information, refer to Section 307-11 .

Flywheel

Special Tool(s)

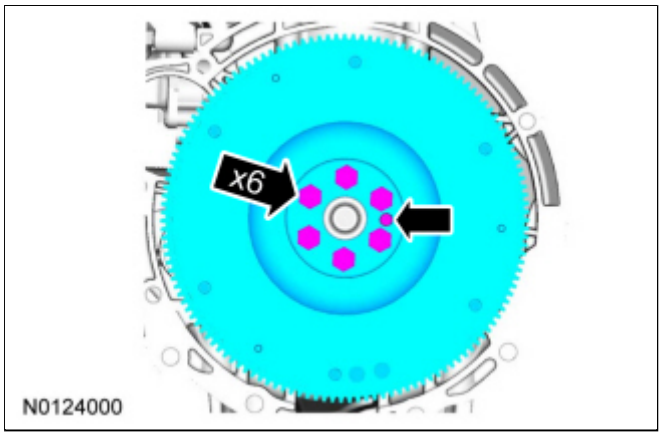
 ST1840-A	Tool, Flywheel Holding 303-103

Removal

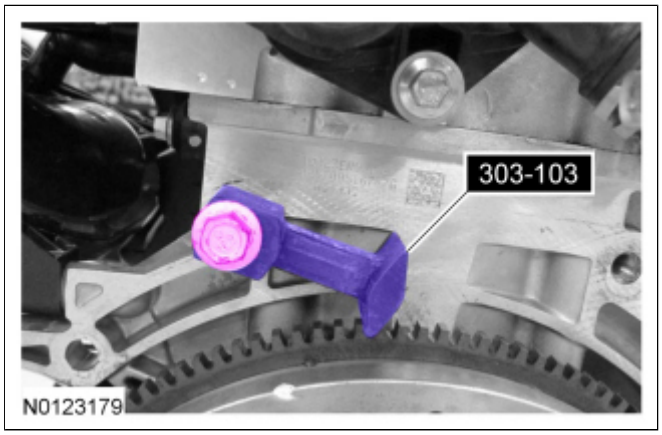
1. Remove the clutch disc and pressure plate. For additional information, refer to Section 308-01 .
2. Remove the 6 bolts and the flywheel.
   - Discard the bolts.

Installation

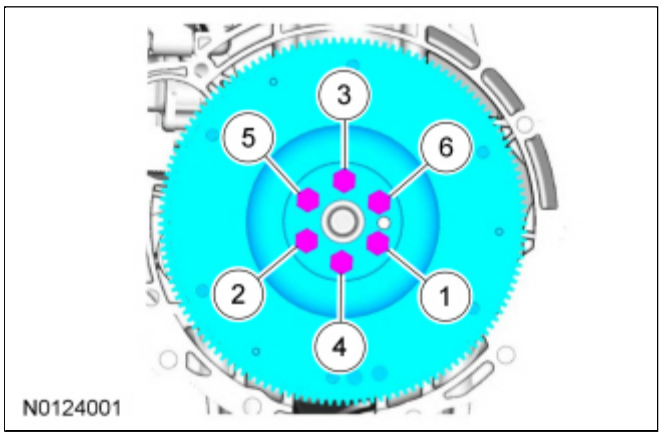
1. Align the flywheel and crankshaft using the dowel pin location hole and install the new bolts finger tight.



2. Install the Flywheel Holding Tool.



3. Tighten the bolts in the sequence shown in 2 stages:
    - Stage 1: Tighten to 30 Nm (22 lb-ft).
    - Stage 2: Tighten an additional 80 degrees.



4. Install the clutch disc and pressure plate. For additional information, refer to Section 308-01 .

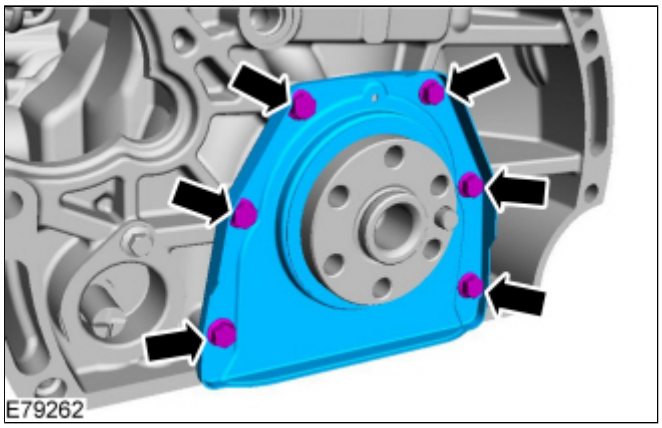
Crankshaft Rear Seal

Removal

1. Remove the flexplate or flywheel. For additional information, refer to Flexplate or Flywheel in this section.

2. Remove the oil pan. For additional information, refer to Oil Pan in this section.

3. Remove the 6 bolts and the crankshaft rear seal.



4. Clean the sealing surface of the crankshaft rear seal and crankshaft.

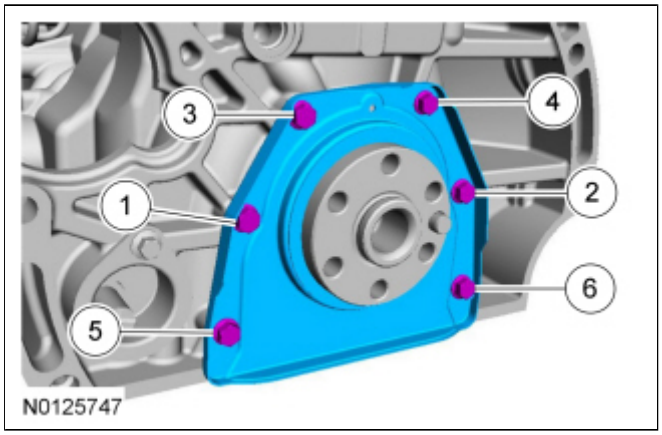
Installation

1. **NOTE:** New crankshaft rear seal is supplied with an alignment sleeve which must be removed after installation.

   NOTE: Do not remove the alignment sleeve from the crankshaft rear seal prior to installation on the crankshaft.

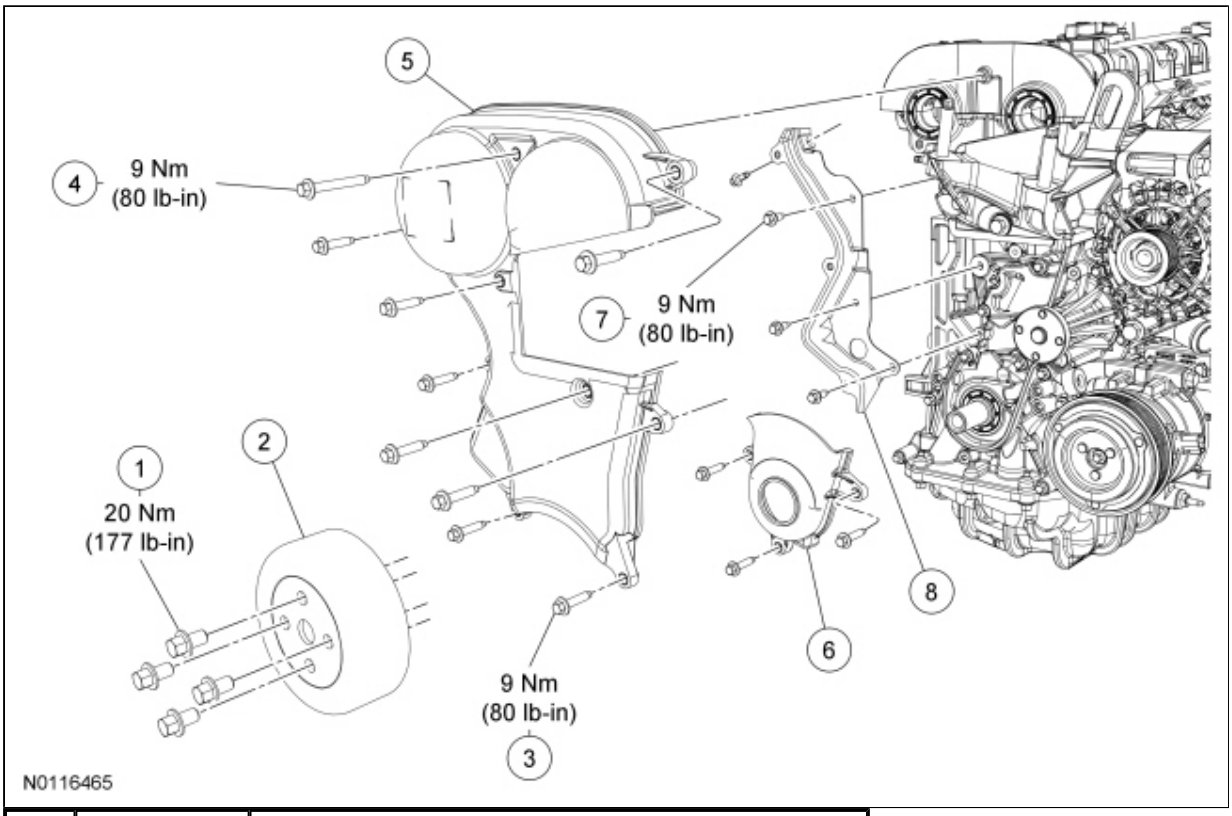
   NOTE: Do not lubricate the new crankshaft rear seal.

   Align the crankshaft rear seal and alignment sleeve on the crankshaft and push the crankshaft rear seal off the alignment sleeve onto the crankshaft without stopping until the crankshaft rear seal meets the cylinder block.
   - Install the 6 bolts and tighten in sequence shown in 2 stages.
     - Stage 1: Tighten bolts 1 through 6 to 4 Nm (35 lb-in).
     - Stage 2: Tighten bolts 1 through 6 to 9 Nm (80 lb-in).



2. Remove the alignment sleeve taking care not to touch the sealing lip.
3. Install the oil pan. For additional information, refer to Oil Pan in this section.
4. Install the flexplate or flywheel. For additional information, refer to Flexplate or Flywheel in this section.

Timing Belt Cover



Item	Part Number	Description
1	W714914	Coolant pump pulley bolt (3 required)
2	8509	Coolant pump pulley
3	W500215	Upper and lower timing belt cover bolt (12 required)
4	W500303	Upper timing belt cover bolt
5	6019	Upper timing belt cover
6	6019	Lower timing belt cover
7	W702251	Timing belt cover backplate bolt (4 required)
8	6019	Timing belt cover backplate

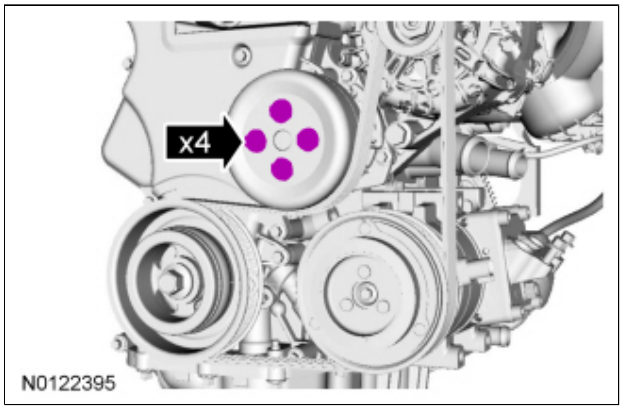
Removal

All timing belt covers

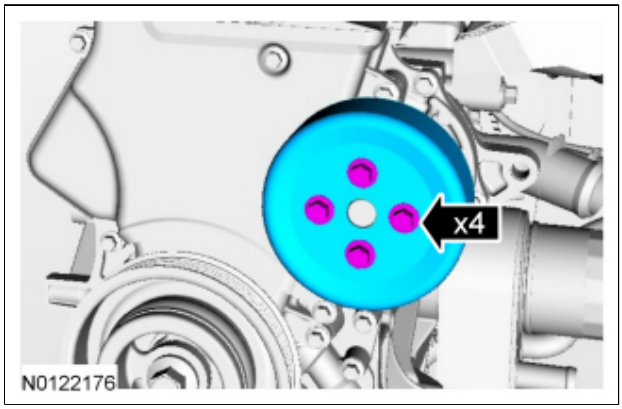
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

Upper timing belt cover

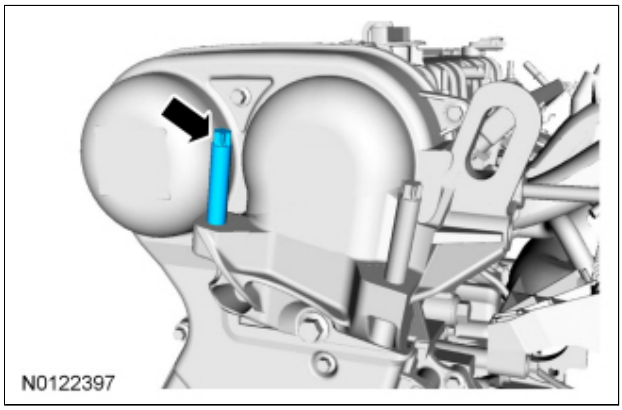
2. Loosen the 4 coolant pump pulley bolts.



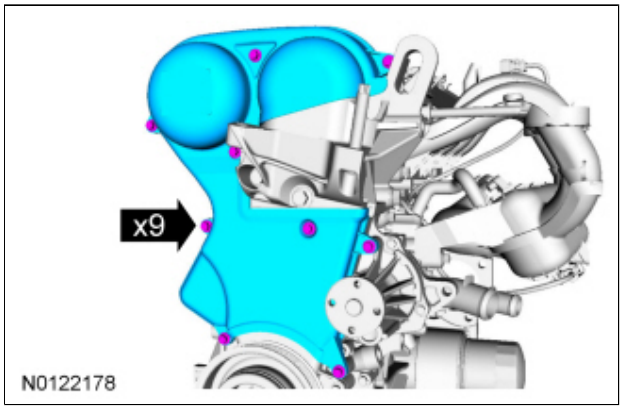
3. Remove the accessory drive belt. For additional information, refer to Section 303-05 .
4. Remove the engine mount. For additional information, refer to Engine Mount in this section.
5. Remove the 4 bolts and coolant pump pulley.



6. Remove the 1 engine mount stud.

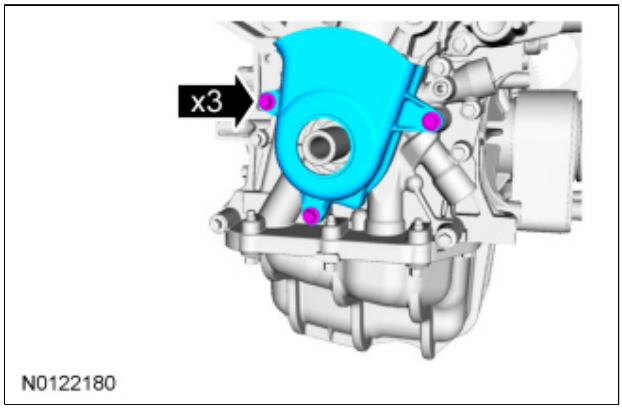


7. Remove the 9 bolts and the upper timing belt cover.



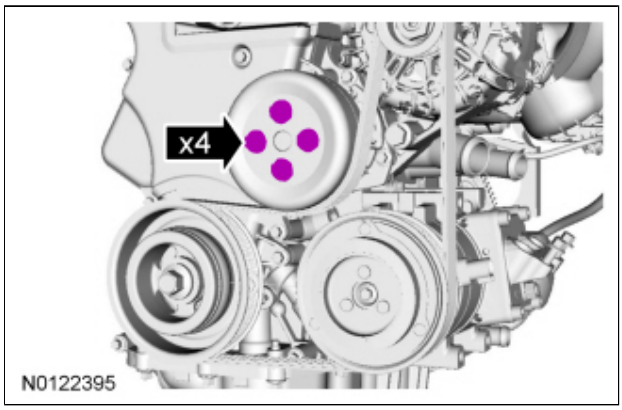
Lower timing belt cover

8. Remove the crankshaft pulley. For additional information, refer to Crankshaft Pulley in this section.
9. Remove the 3 bolts and the lower timing belt cover.

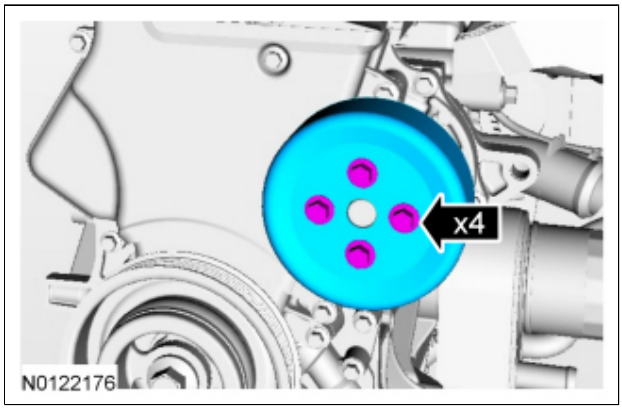


Timing belt cover backplate

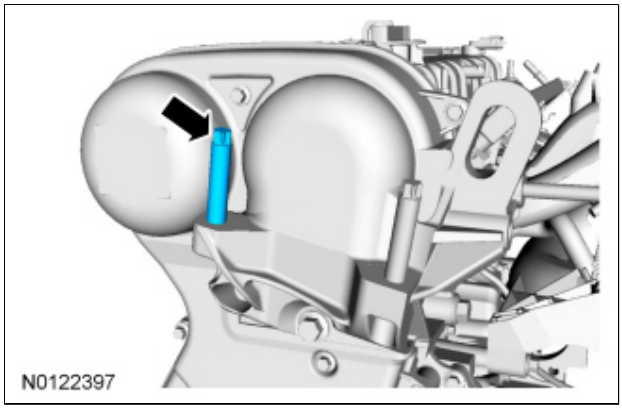
10. Loosen the 4 coolant pump pulley bolts.



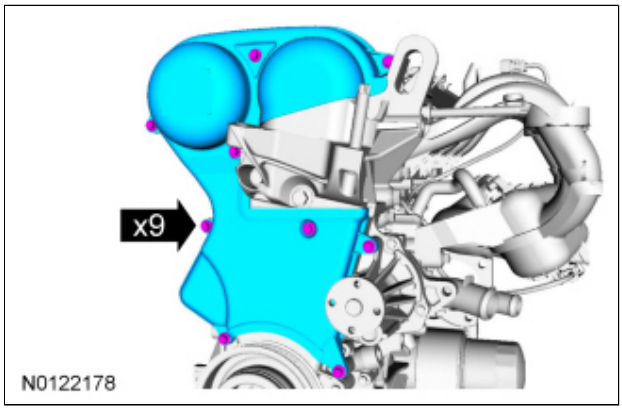
11. Remove the accessory drive belt. For additional information, refer to Section 303-05 .
12. Remove the engine mount. For additional information, refer to Engine Mount in this section.
13. Remove the 4 bolts and coolant pump pulley.



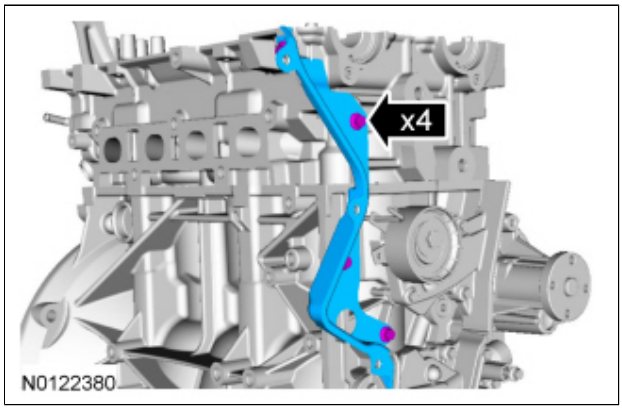
14. Remove the 1 engine mount stud.



15. Remove the 9 bolts and the upper timing belt cover.



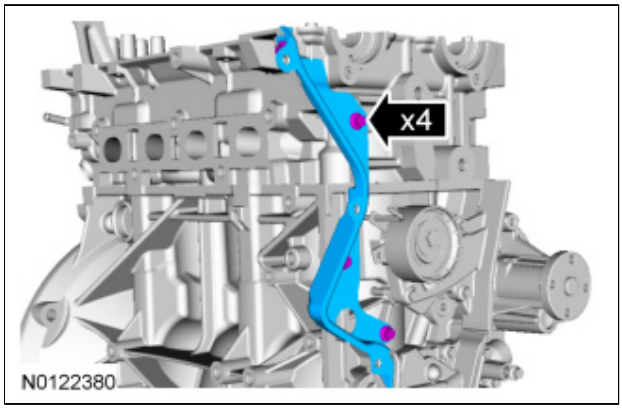
16. Remove the 4 bolts and the timing belt cover backplate.



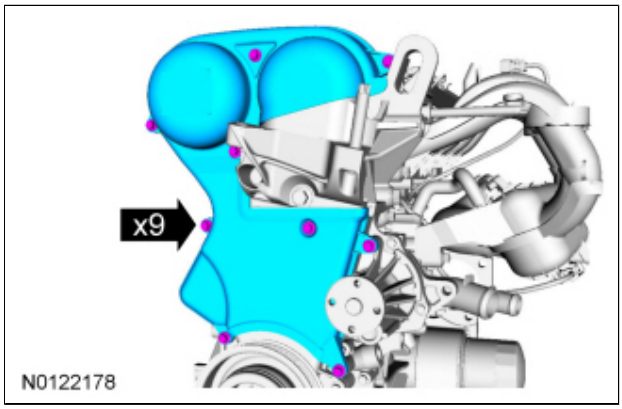
Installation

Timing belt cover backplate

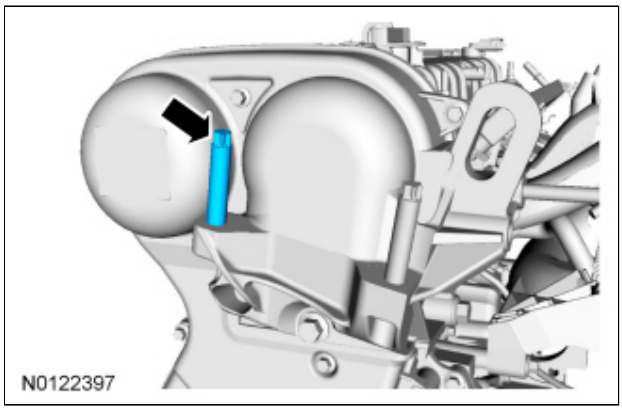
1. Install the timing belt cover backplate and the 4 bolts.
    - Tighten to 9 Nm (80 lb-in).



2. Install the upper timing belt cover and the 9 bolts.
    - Tighten to 9 Nm (80 lb-in).

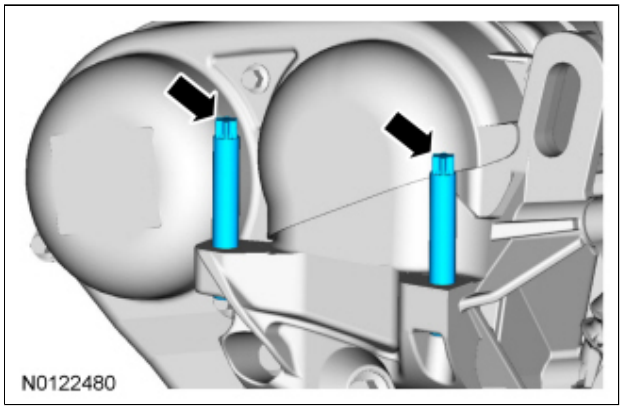


3. Install the 1 engine mount stud finger tight.

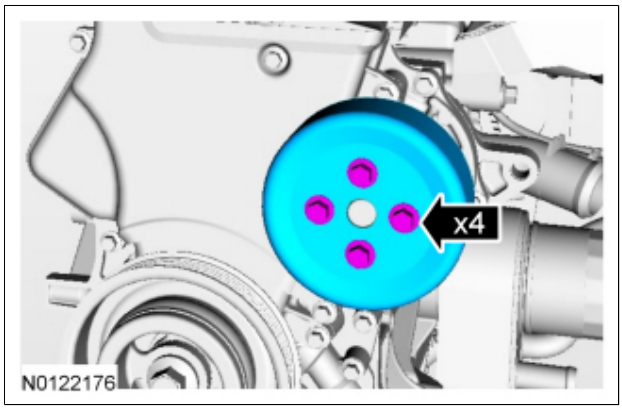


4. ***NOTICE:*** **The 2 engine mount studs must be torqued or damage to the powertrain may occur.**

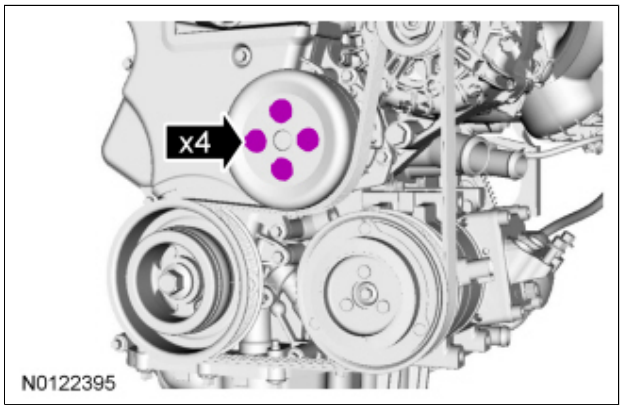
   Torque the 2 engine mount studs before installing the engine mount nuts.
    - Tighten to 8 Nm (71 lb-in).



5. Install the coolant pump pulley and the 4 bolts.
    - Do not torque at this time.

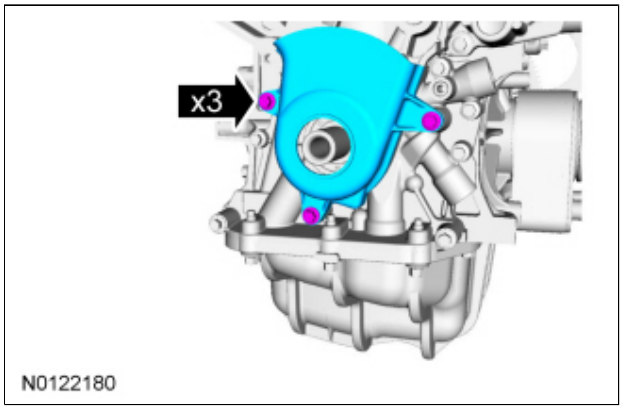


6. Install the engine mount. For additional information, refer to Engine Mount in this section.
7. Install the accessory drive belt. For additional information, refer to Section 303-05 .
8. Tighten the 4 coolant pump pulley bolts to 20 Nm (177 lb-in).



Lower timing belt cover

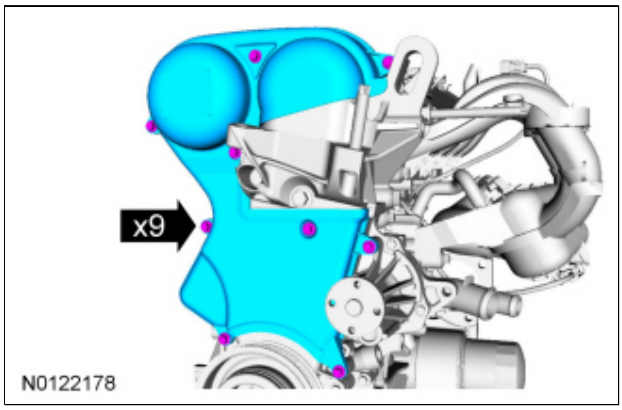
9. Install the lower timing belt cover and the 3 bolts.
    - Tighten to 9 Nm (80 lb-in).



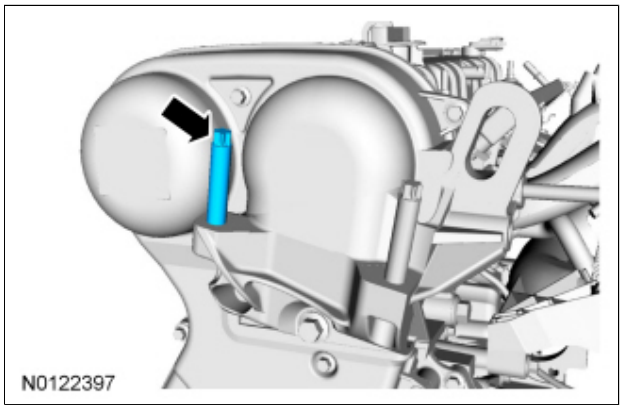
10. Install the crankshaft pulley. For additional information, refer to Crankshaft Pulley in this section.

Upper timing belt cover

11. Install the upper timing belt cover and the 9 bolts.
    - Tighten to 9 Nm (80 lb-in).

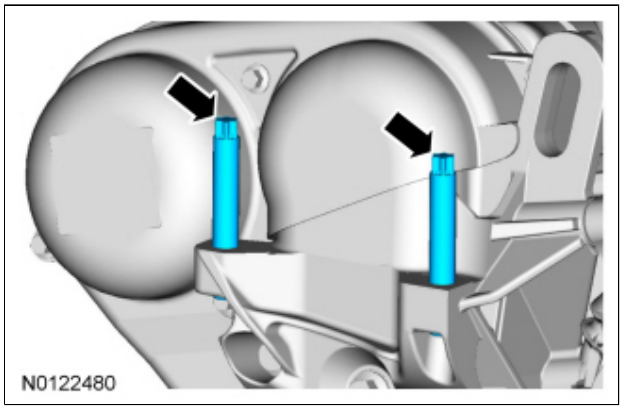


12. Install the 1 engine mount stud finger tight.

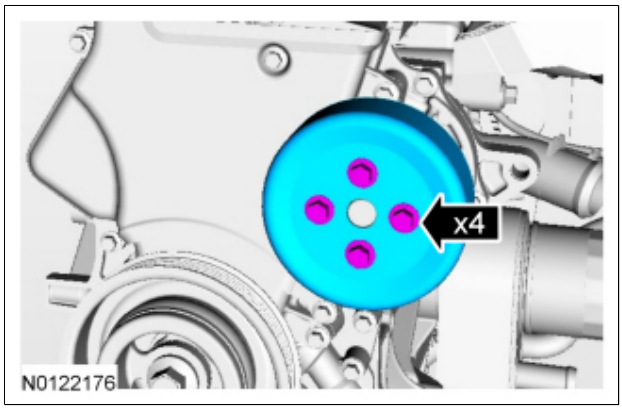


13. ***NOTICE:*** **The 2 engine mount studs must be torqued or damage to the powertrain may occur.**

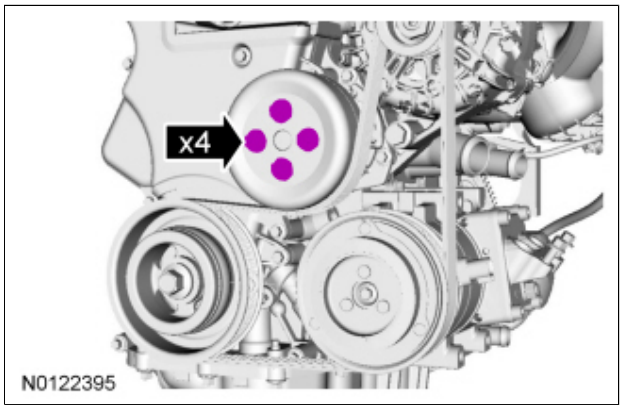
    Torque the 2 engine mount studs before installing the engine mount nuts.
    - Tighten to 8 Nm (71 lb-in).



14. Install the coolant pump pulley and the 4 bolts.
    - Do not torque at this time.



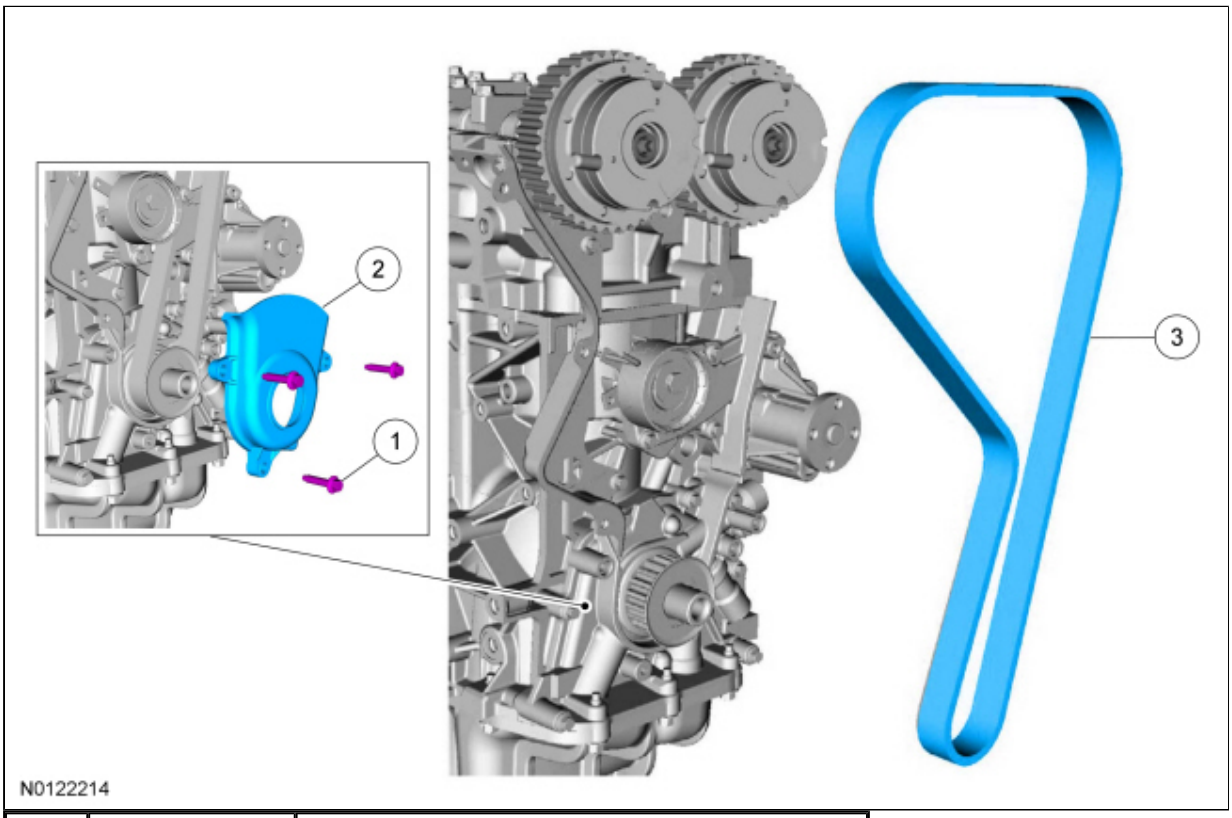
15. Install the engine mount. For additional information, refer to Engine Mount in this section.
16. Install the accessory drive belt. For additional information, refer to Section 303-05 .
17. Tighten the 4 coolant pump pulley bolts to 20 Nm (177 lb-in).



Timing Belt

Special Tool(s)

ST3261-A	Tool, Variable Camshaft Timing (VCT) Alignment 303-1097

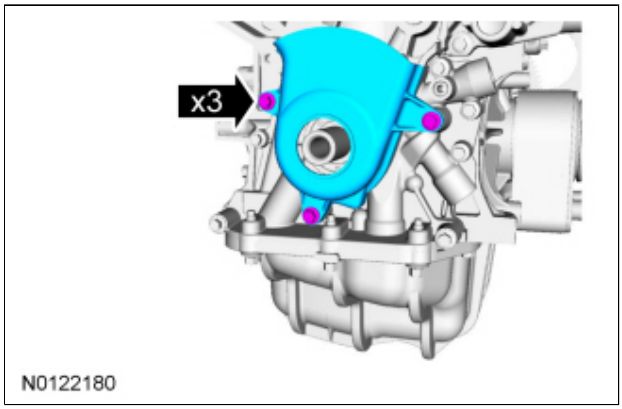


Item	Part Number	Description
1	W500215	Lower timing belt cover bolt (3 required)
2	6019	Lower timing belt cover
3	6268	Timing belt

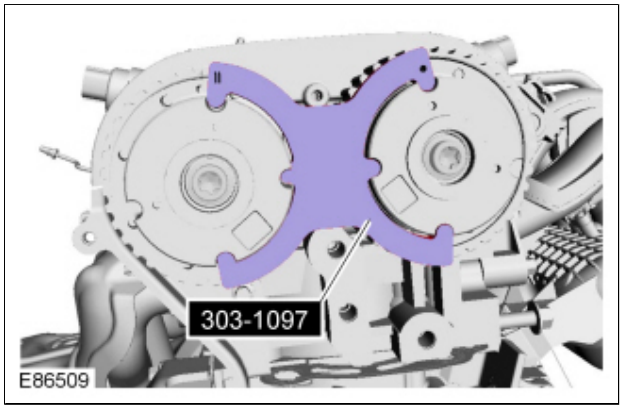
Removal and Installation

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the crankshaft pulley. For additional information, refer to Crankshaft Pulley in this section.
3. Remove the 3 bolts and the lower timing belt cover.

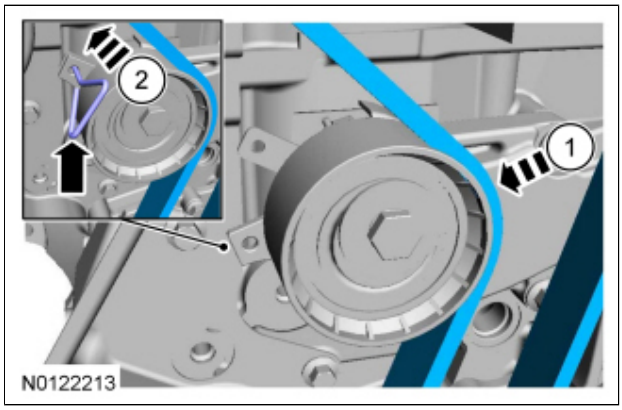


4. Install the VCT Alignment Tool.



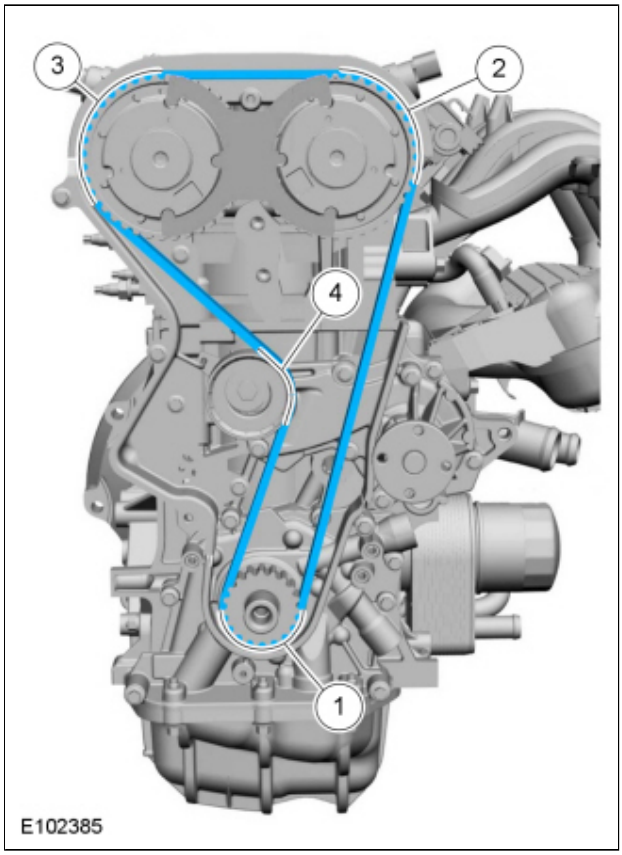
5. **WARNING: The timing belt tensioner spring is under load. Extra care must be taken at all times when handling the tensioner. Failure to follow this instruction may result in personal injury.**

   Remove the timing belt.
   1. Rotate the timing belt tensioner clockwise.
   2. Align the 2 holes on the tensioner and install a small screwdriver or holding pin.
      - Remove the timing belt.



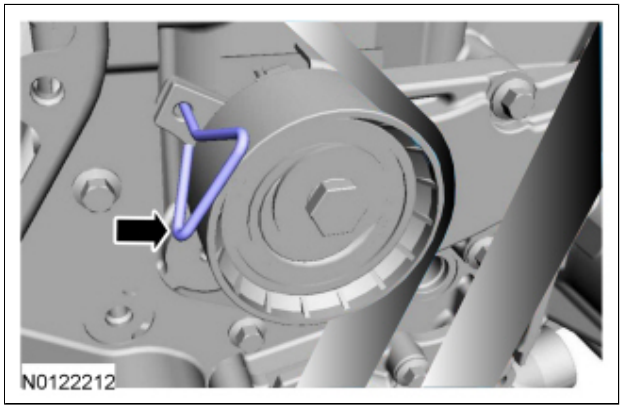
Installation

1. Install the timing belt in the sequence shown.

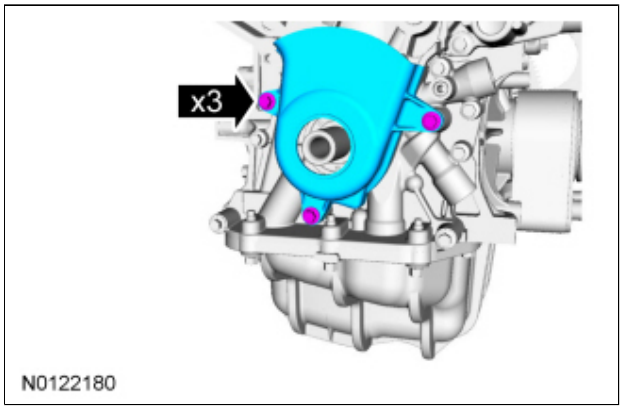


2. **WARNING: The timing belt tensioner spring is under load. Extra care must be taken at all times when handling the tensioner. Failure to follow this instruction may result in personal injury.**

   Remove the timing belt tensioner holding tool.



3. Install the lower timing belt cover and the 3 bolts.
   - Tighten to 9 Nm (80 lb-in).

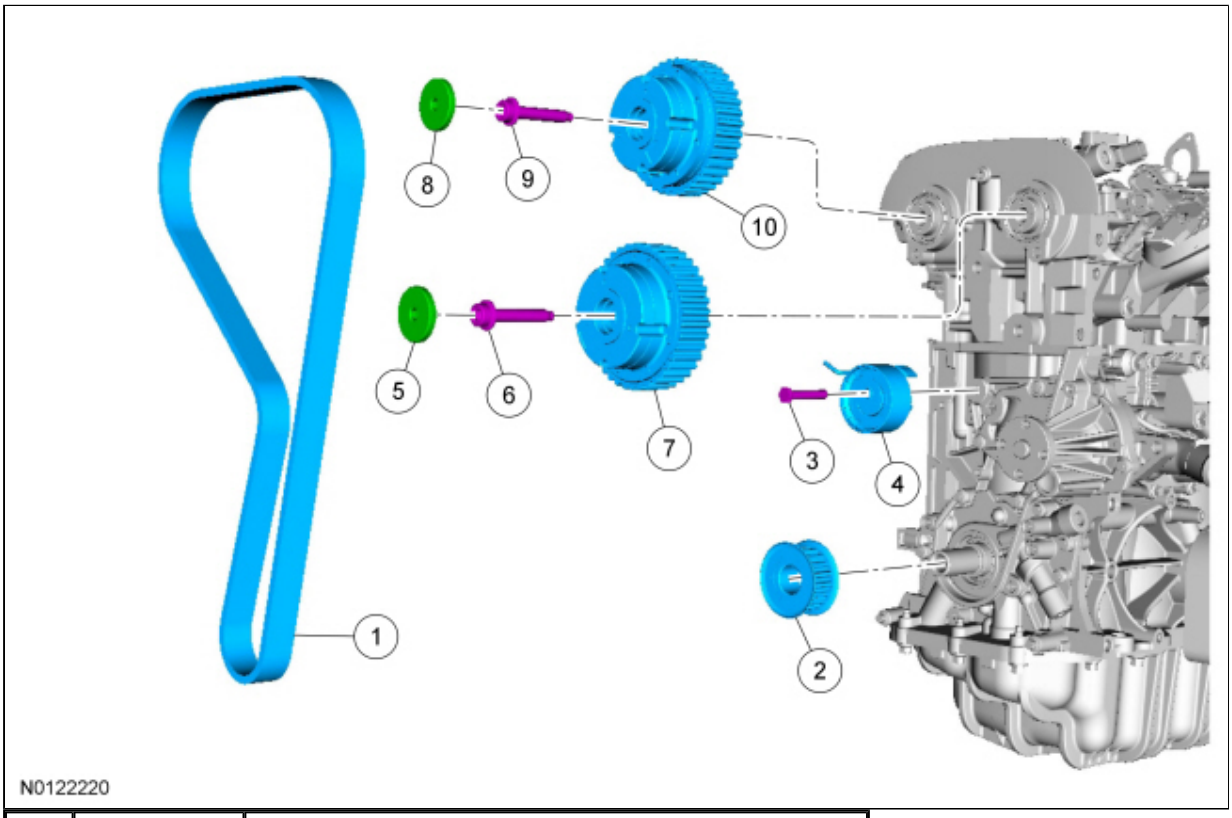


4. Install the crankshaft pulley. For additional information, refer to Crankshaft Pulley in this section.

Timing Drive Components

Special Tool(s)

ST3261-A	Tool, Variable Camshaft Timing (VCT) Alignment 303-1097
ST3259-A	Alignment Plate, Camshaft 303-376B



N0122220

Item	Part Number	Description
1	6268	Timing belt
2	6306	Crankshaft sprocket gear
3	6A340	Timing belt tensioner bolt
4	6K254	Timing belt tensioner
5	W710954	Intake camshaft phaser and sprocket plug and seal
6	6279	Intake camshaft phaser and sprocket bolt
7	6256	Intake camshaft phaser and sprocket
8	W710954	Exhaust camshaft phaser and sprocket plug and seal

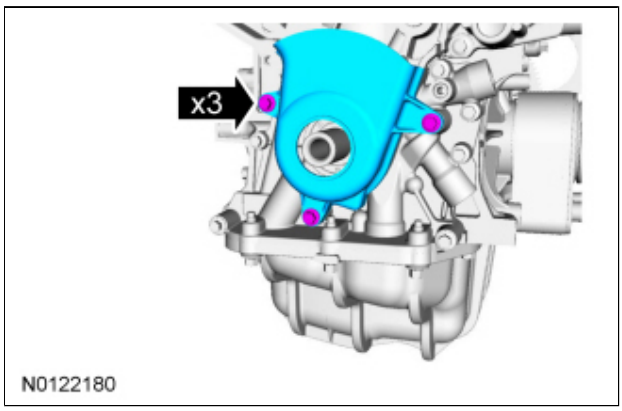
9	6279	Exhaust camshaft phaser and sprocket bolt
10	6256	Exhaust camshaft phaser and sprocket

Removal

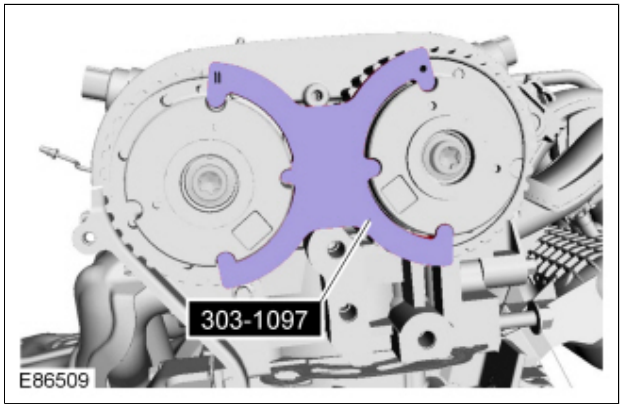
NOTICE: **Do not loosen or remove the crankshaft pulley bolt without first installing the special tools. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special service tools, otherwise severe engine damage can occur.**

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the valve cover. For additional information, refer to Valve Cover in this section.
3. Remove the crankshaft pulley. For additional information, refer to Crankshaft Pulley in this section.
4. Remove the 3 bolts and the lower timing belt cover.

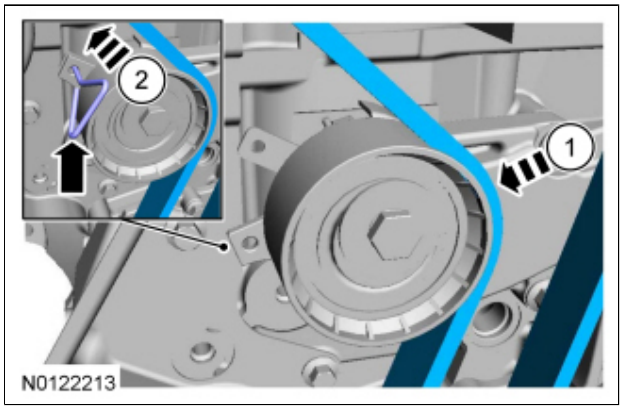


5. Install the VCT Alignment Tool.

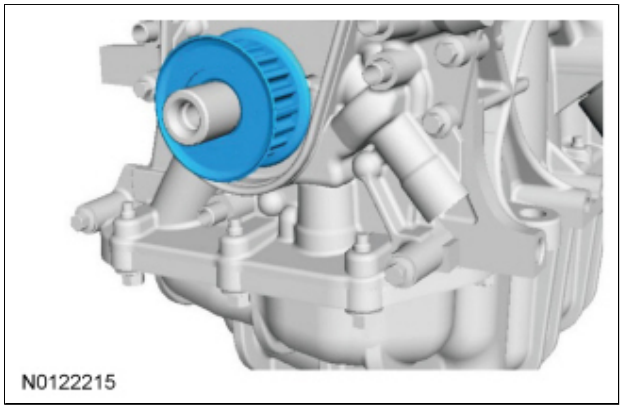


6. **WARNING: The timing belt tensioner spring is under load. Extra care must be taken at all times when handling the tensioner. Failure to follow this instruction may result in personal injury.**

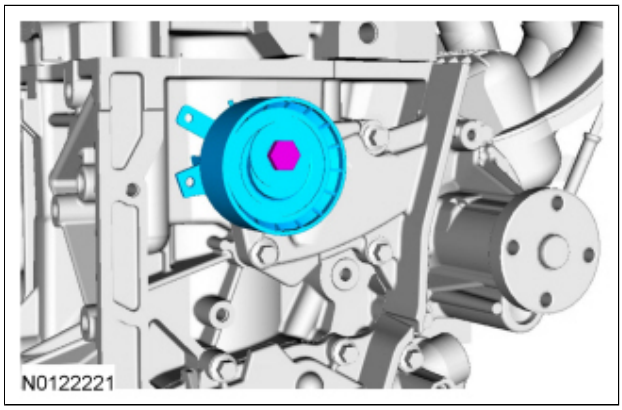
   Remove the timing belt.
   1. Rotate the timing belt tensioner clockwise.
   2. Align the 2 holes on the tensioner and install a small screwdriver or holding pin.
      - Remove the timing belt.



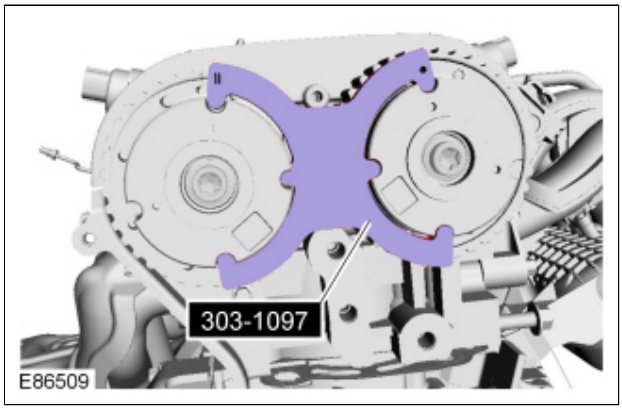
7. Remove the crankshaft sprocket gear.



8. Remove the bolt and the timing belt tensioner.

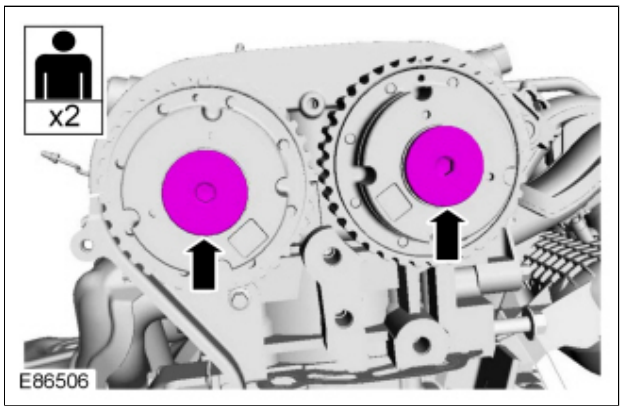


9. Remove the VCT Alignment Tool.



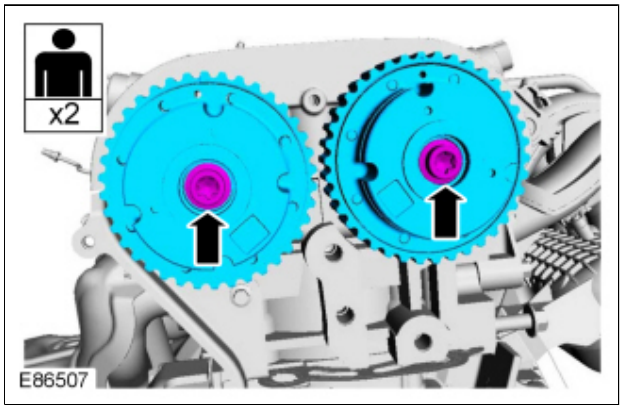
10. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

    Remove the 2 camshaft phaser and sprocket plugs.



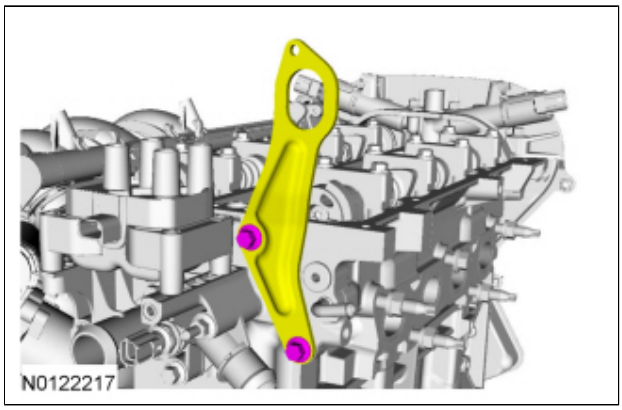
11. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

    Remove the 2 bolts and the camshaft phaser and sprockets.

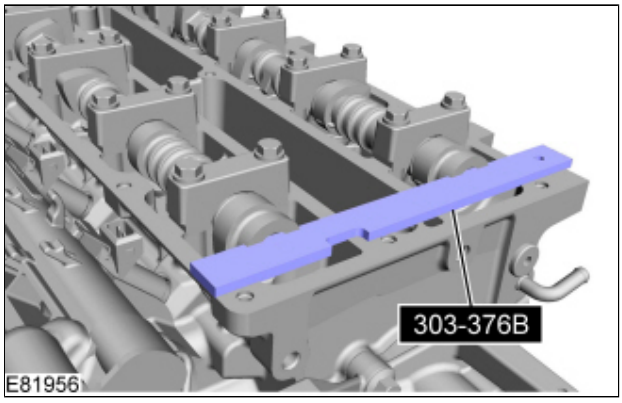


Installation

1. Loosen the 2 bolts for the LH engine lift eye.



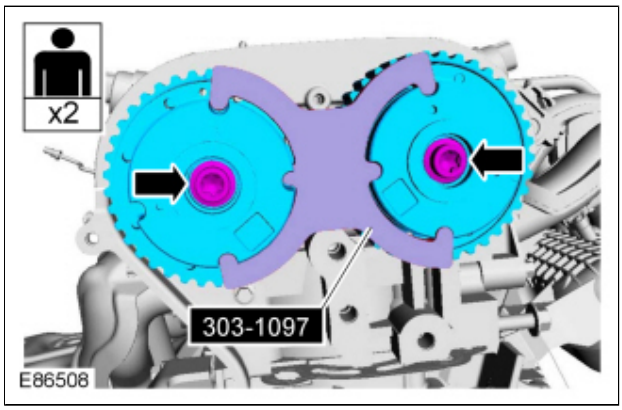
2. Install the Camshaft Alignment Plate into the end of the camshafts.



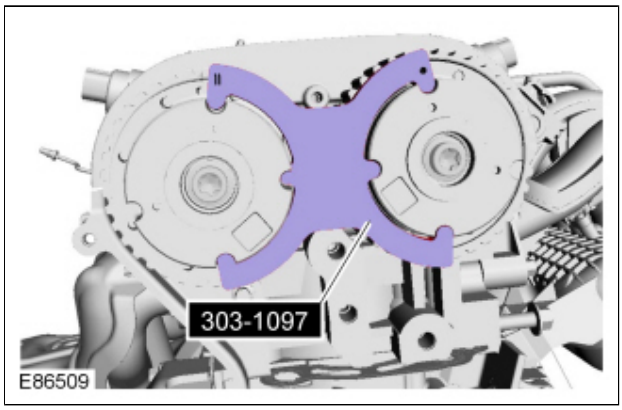
3. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

   NOTE: The timing marks of the camshaft phaser and sprocket must be at the 12 o'clock position.

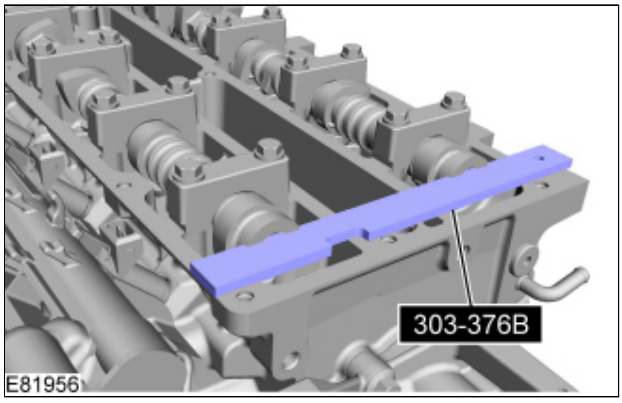
   Install the 2 camshaft phaser and sprockets, bolts and the VCT Alignment Tool.
   - Tighten the 2 bolts to 25 Nm (18 lb-ft).



4. Remove the VCT Alignment Tool.

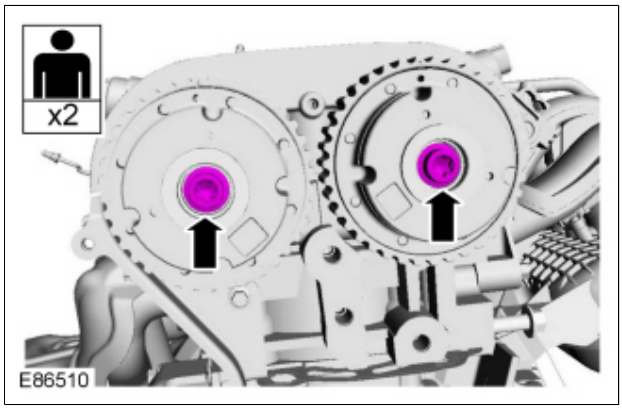


5. Remove the Camshaft Alignment Plate.



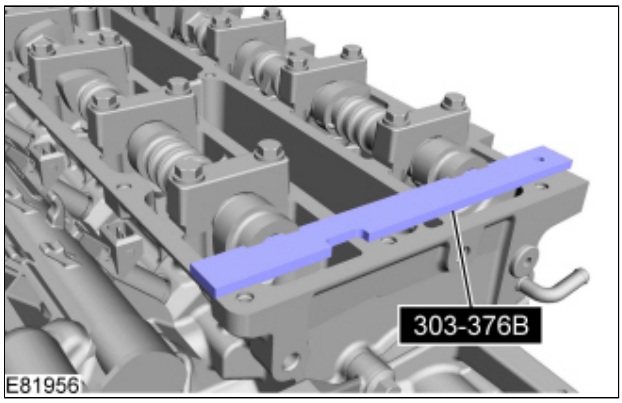
6. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

   Tighten to 2 camshaft phaser and sprocket bolts an additional 75 degrees.



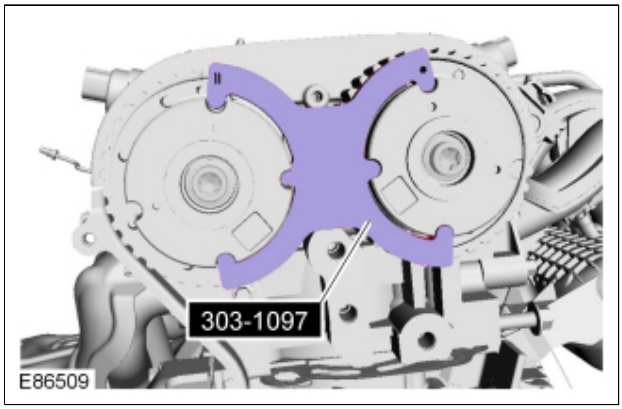
7. **NOTE:** The special tool can only be installed if the valve timing is correct.

   Install the Camshaft Alignment Plate into the end of the camshafts.

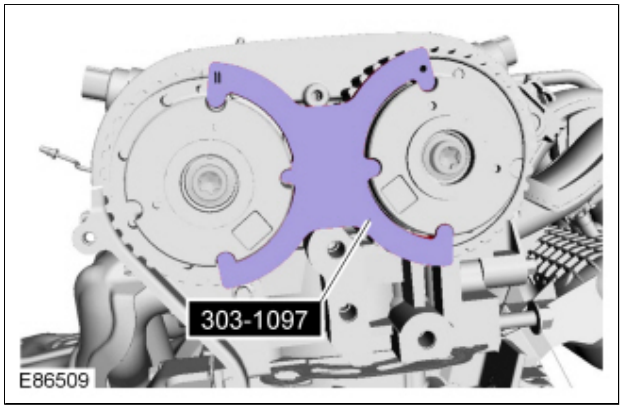


8. **NOTE:** The special tool can only be installed if the valve timing is correct.

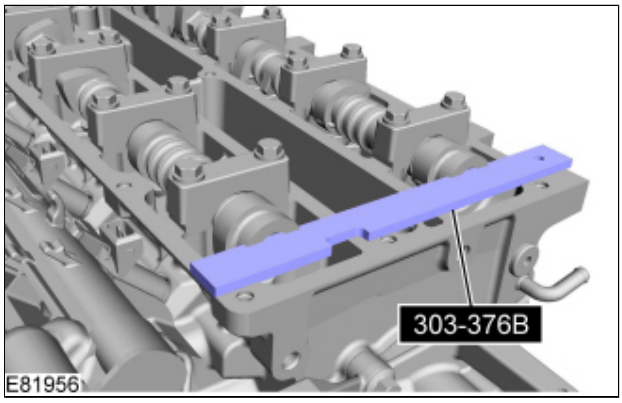
   Install the VCT Alignment Tool.
   - If the special tools cannot be installed, repeat the adjustment according to the preceding steps.



9. Remove the VCT Alignment Tool.

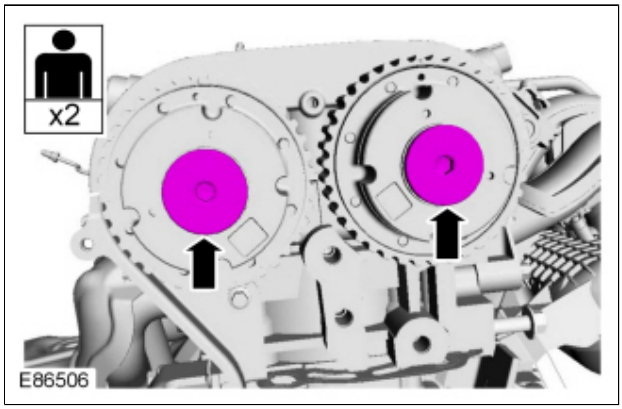


10. Remove the Camshaft Alignment Plate.

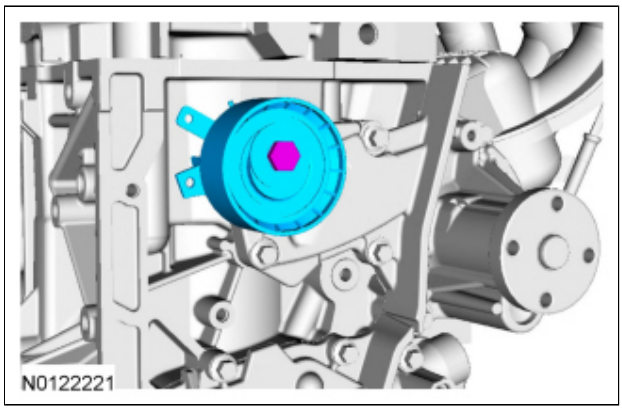


11. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

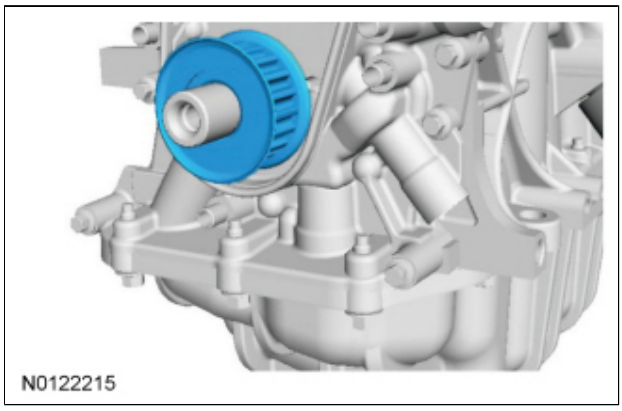
    Install the 2 camshaft phaser and sprocket plugs.
    - Tighten to 16 Nm (142 lb-in).



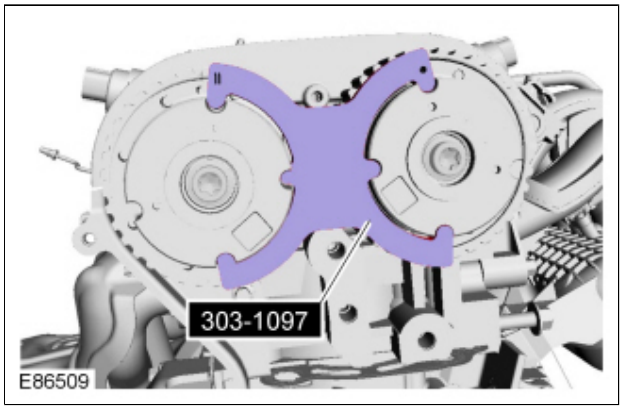
12. Install the timing belt tensioner and the bolt.
    - Tighten to 25 Nm (18 lb-ft).
    - Rotate the timing belt tensioner clockwise and align the 2 holes on the tensioner and install a small screwdriver or holding pin.



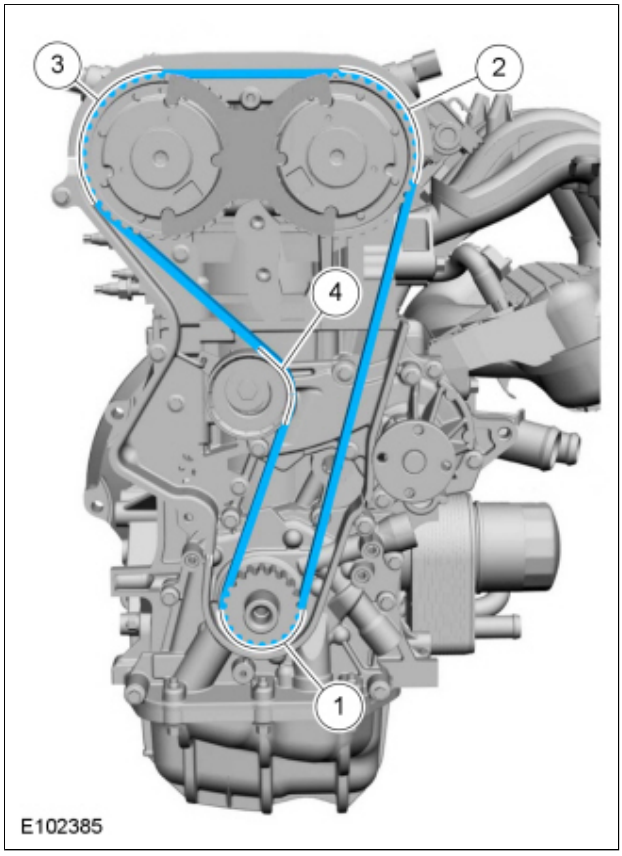
13. Install the crankshaft sprocket gear.



14. Install the VCT Alignment Tool.

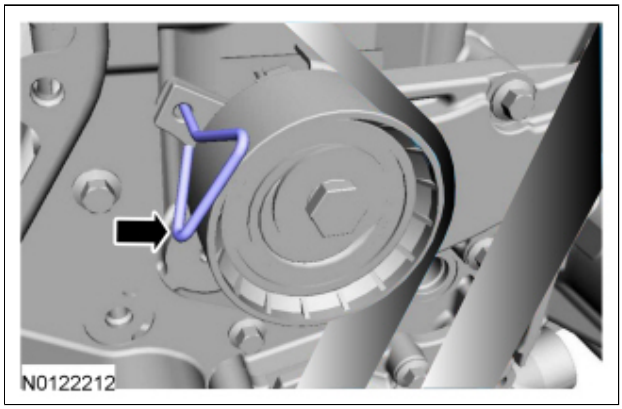


15. Install the timing belt in the sequence shown.

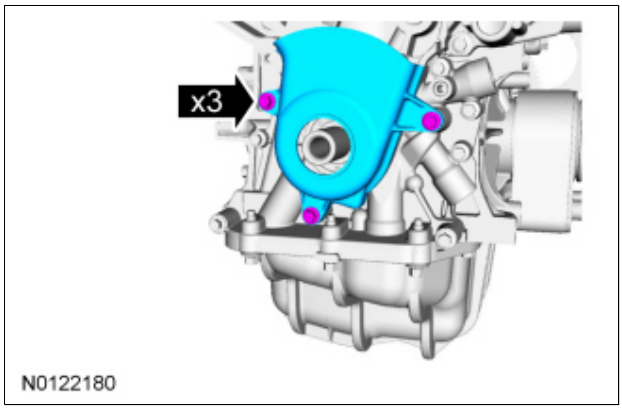


16. **WARNING: The timing belt tensioner spring is under load. Extra care must be taken at all times when handling the tensioner. Failure to follow this instruction may result in personal injury.**

    Remove the timing belt tensioner holding tool.

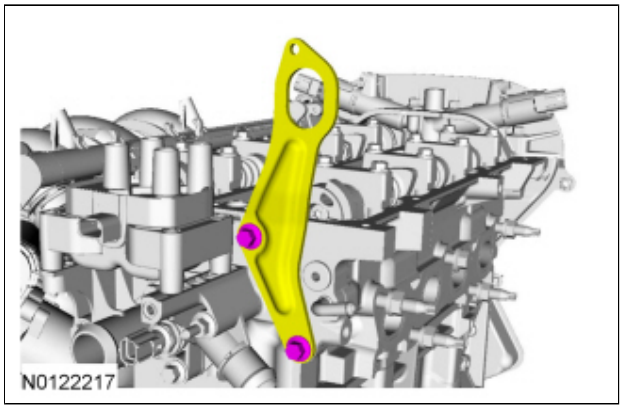


17. Install the lower timing belt cover and the 3 bolts.
    - Tighten to 9 Nm (80 lb-in).



18. Install the crankshaft pulley. For additional information, refer to Crankshaft Pulley in this section.

19. Tighten the 2 bolts for the LH engine lift eye.
    - 19 Nm (168 lb-in).

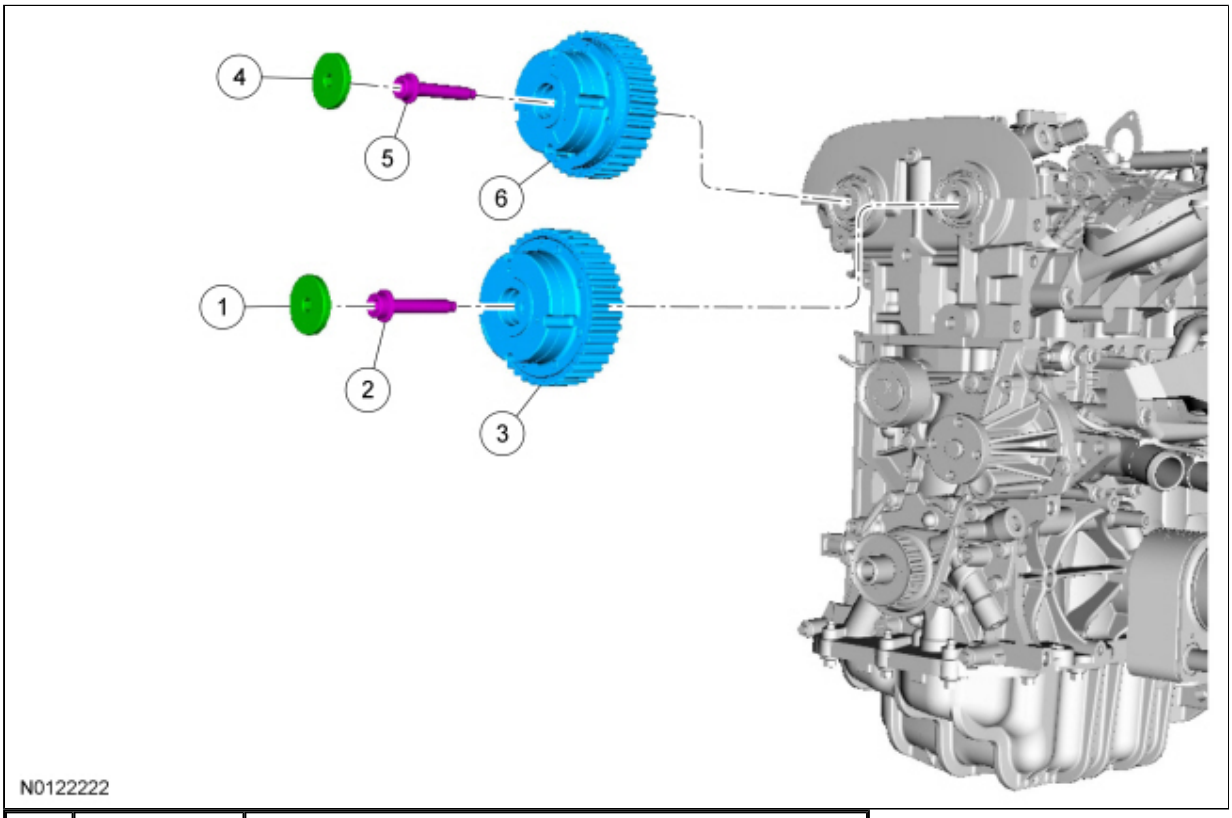


20. Install the valve cover. For additional information, refer to Valve Cover in this section.

Camshaft Phaser and Sprocket

Special Tool(s)

ST3259-A	Alignment Plate, Camshaft 303-376B
ST3261-A	Tool, Variable Camshaft Timing (VCT) Alignment 303-1097



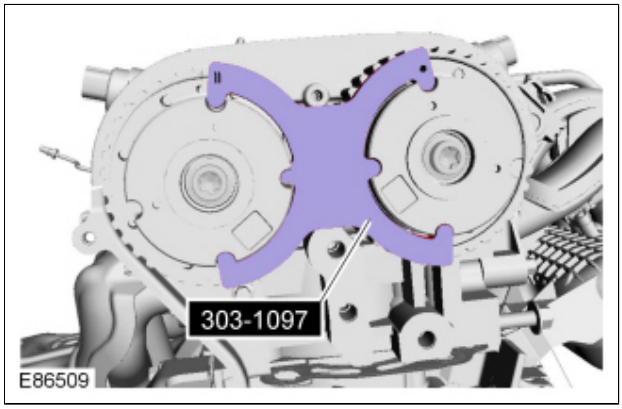
Item	Part Number	Description
1	W710954	Intake camshaft phaser and sprocket plug and seal
2	6279	Intake camshaft phaser and sprocket bolt
3	6256	Intake camshaft phaser and sprocket
4	W710954	Exhaust camshaft phaser and sprocket plug and seal
5	6279	Exhaust camshaft phaser and sprocket bolt
6	6256	Exhaust camshaft phaser and sprocket

Removal

NOTICE: **Do not loosen or remove the crankshaft pulley bolt without first installing the special tools. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special service tools, otherwise severe engine damage can occur.**

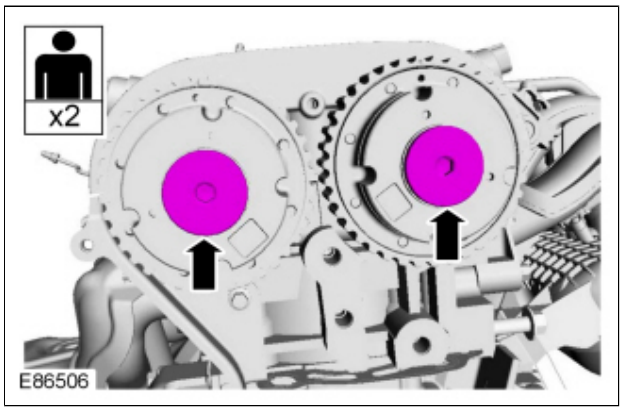
NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the valve cover. For additional information, refer to Valve Cover in this section.
3. Remove the timing belt. For additional information, refer to Timing Belt in this section.
4. Remove the VCT Alignment Tool.



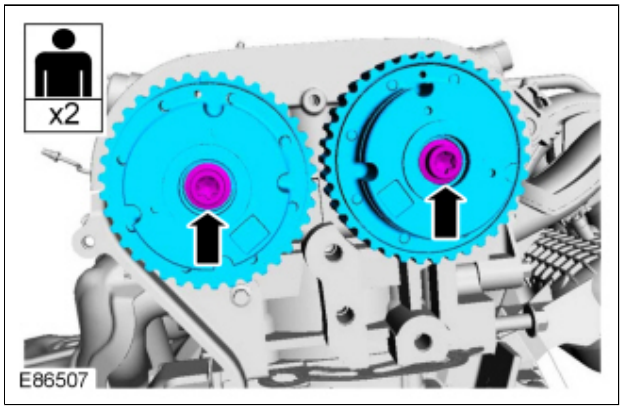
5. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

   Remove the 2 camshaft phaser and sprocket plugs.



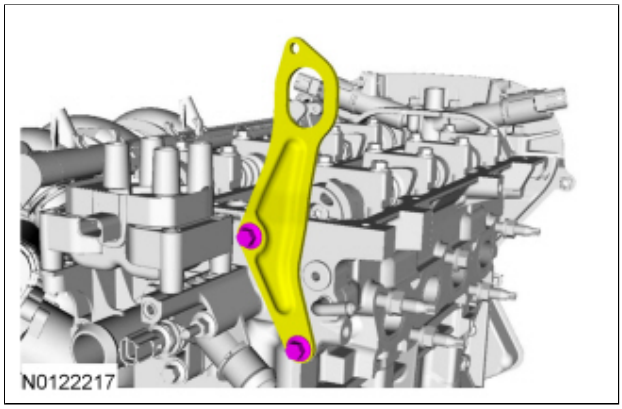
6. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

   Remove the 2 bolts and the camshaft phaser and sprockets.



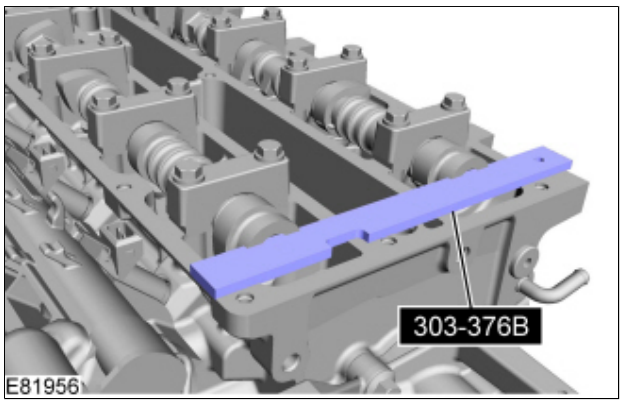
Installation

1. Loosen the 2 bolts for the LH engine lift eye.



2. ***NOTICE:*** **It may be necessary to use an open-ended wrench to turn the camshafts by the hexagon to align the camshafts.**

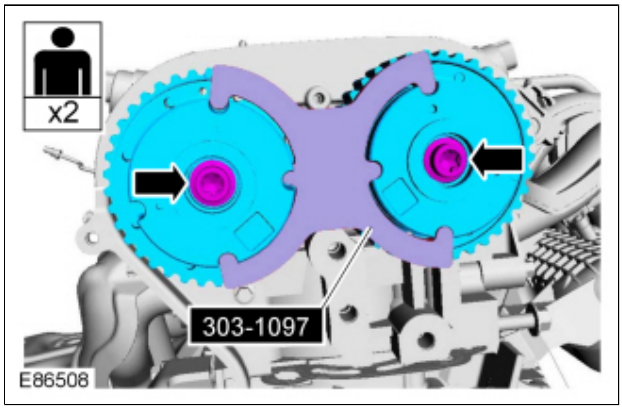
   Install the Camshaft Alignment Plate into the end of the camshafts.



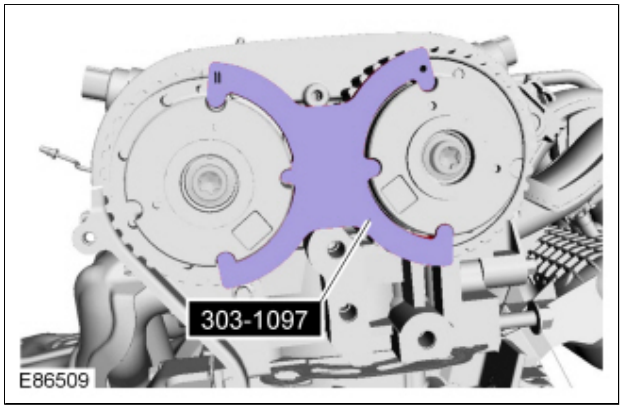
3. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

   NOTE: The timing marks of the camshaft phaser and sprocket must be at the 12 o'clock position.

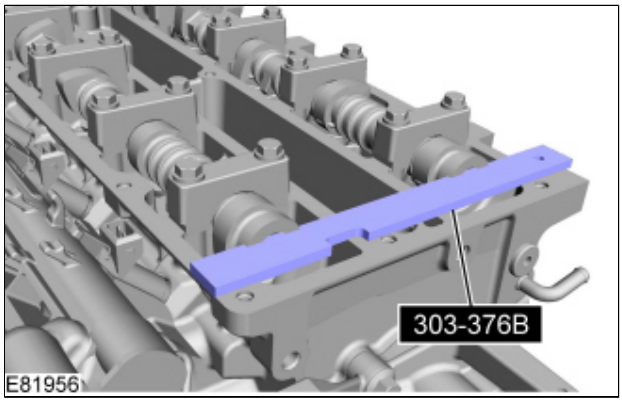
   Install the 2 camshaft phaser and sprocket, bolts and the VCT Alignment Tool.
   - Tighten the 2 bolts to 25 Nm (18 lb-ft).



4. Remove the VCT Alignment Tool.

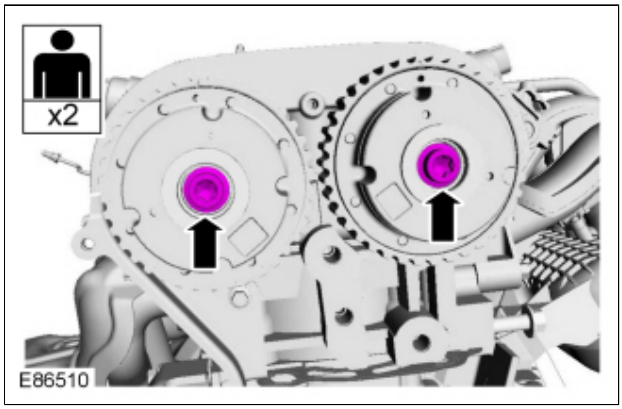


5. Remove the Camshaft Alignment Plate.



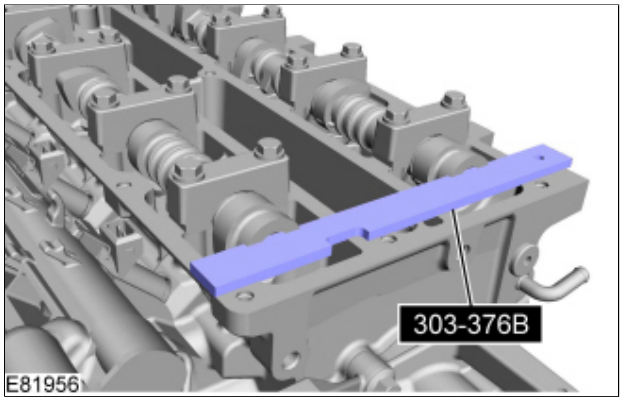
6. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

   Tighten the 2 camshaft phaser and sprocket bolts an additional 75 degrees.



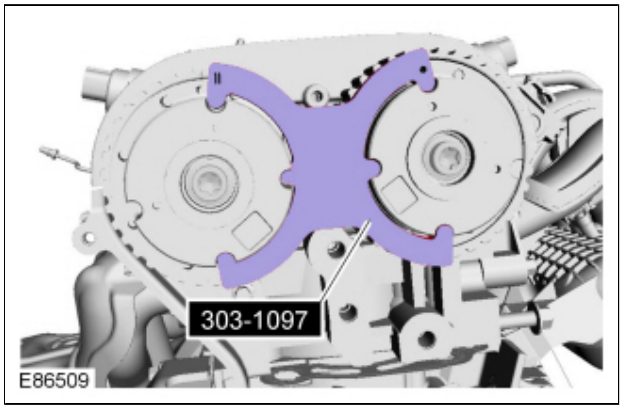
7. **NOTE:** The special tool can only be installed if the valve timing is correct.

   Install the Camshaft Alignment Plate into the end of the camshafts.

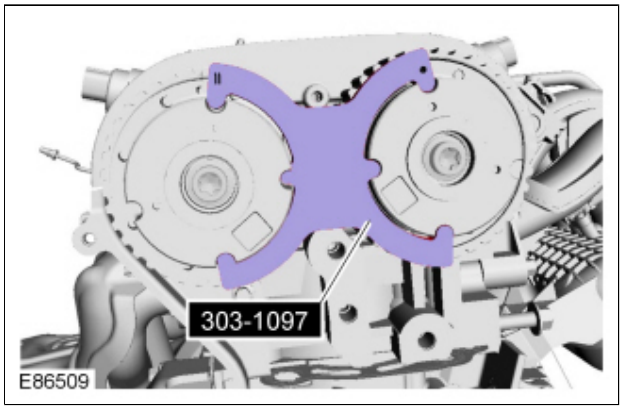


8. **NOTE:** The special tool can only be installed if the valve timing is correct.

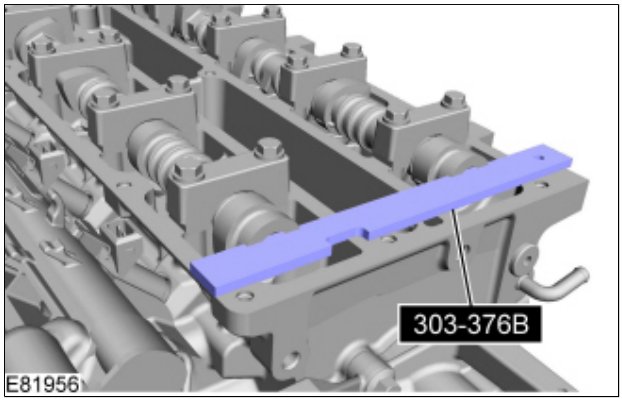
   Install the VCT Alignment Tool.
   - If the special tools cannot be installed, repeat the adjustment according to the preceding steps.



9. Remove the VCT Alignment Tool.

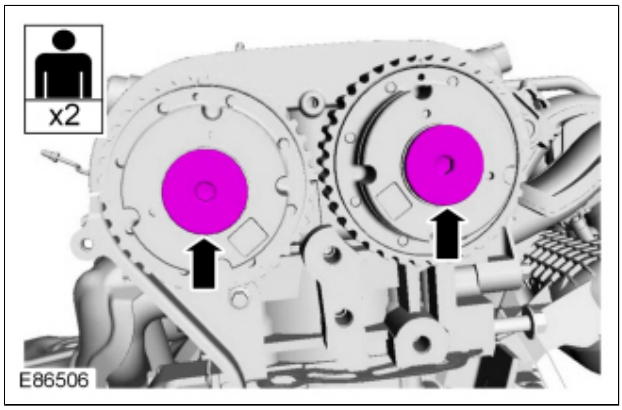


10. Remove the Camshaft Alignment Plate.

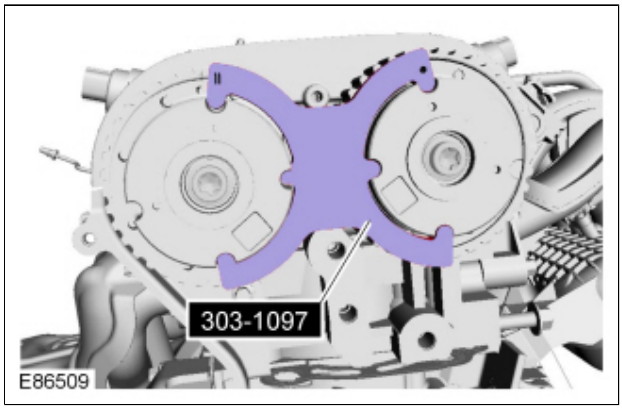


11. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

    Install the 2 camshaft phaser and sprocket plugs.
    - Tighten to 16 Nm (142 lb-in).

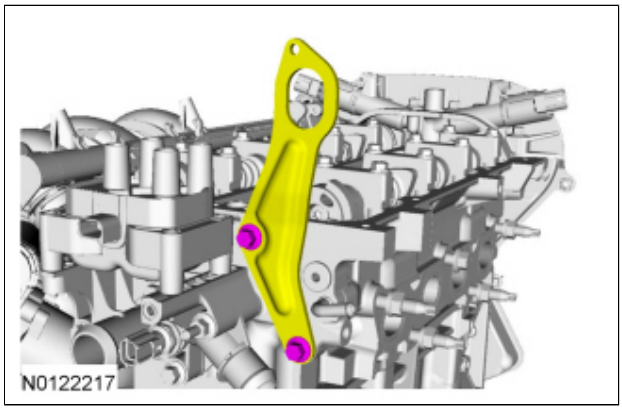


12. Install the VCT Alignment Tool.



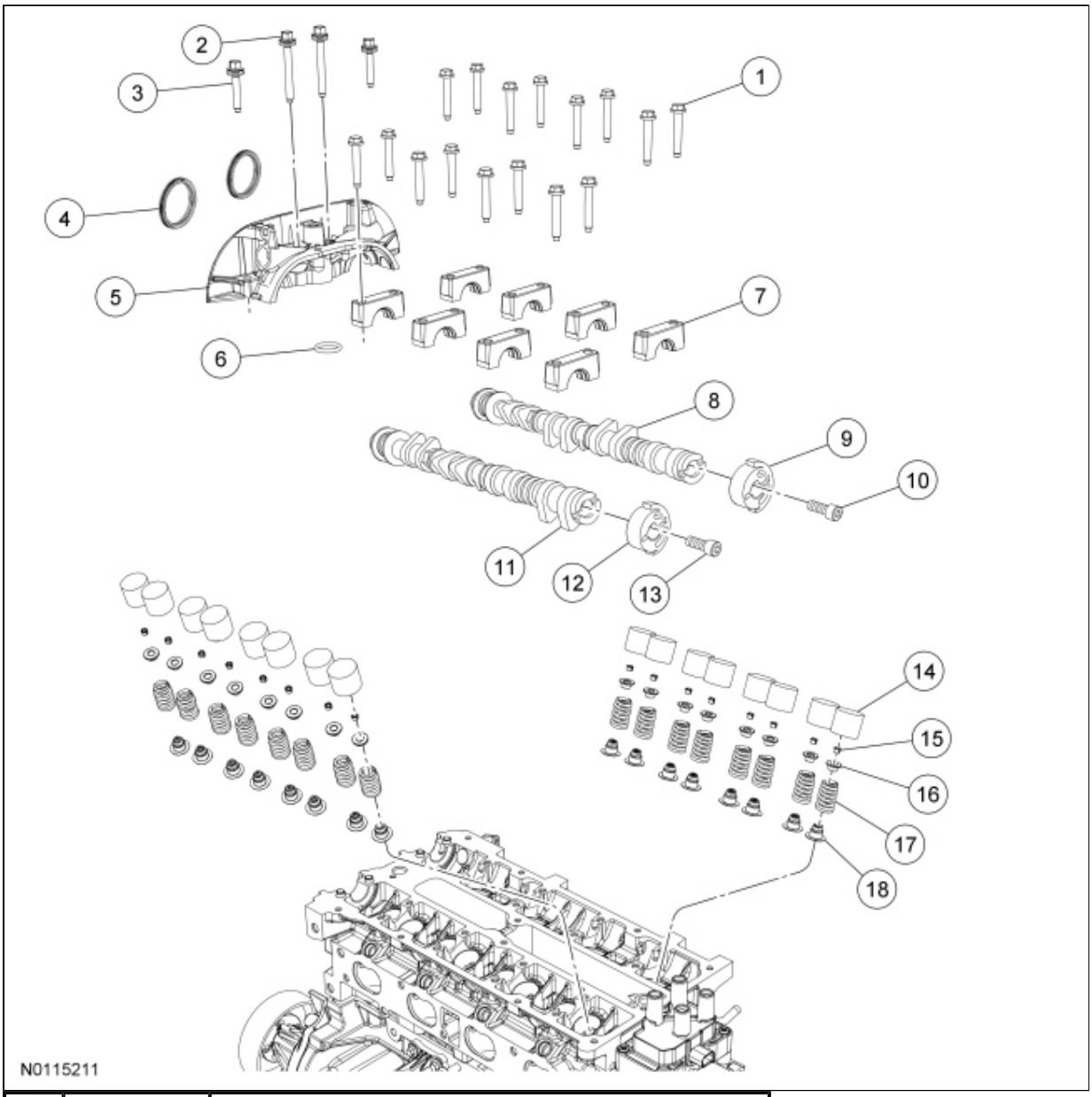
13. Install the timing belt. For additional information, refer to Timing Belt in this section.

14. Tighten the 2 bolts for the LH engine lift eye.
    - Tighten to 19 Nm (168 lb-in).



15. Install the valve cover. For additional information, refer to Valve Cover in this section.

Valve Train Components — Exploded View



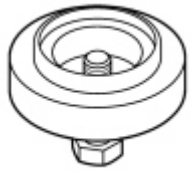
Item	Part Number	Description
1	W706225	Camshaft cap bolt (16 required)
2	W710294	Variable Camshaft Timing (VCT) bridge bolt (2 required)
3	W710295	VCT bridge bolt (2 required)
4	6K292	Camshaft oil seal (2 required)
5	—	VCT bridge (part of 6049)
6	W708317	VCT bridge O-ring seal
7	—	Camshaft cap (8 required) (part of 6049)
8	6250	Exhaust camshaft
9	—	Exhaust camshaft trigger wheel (part of 6250)

10	—	Exhaust camshaft trigger wheel bolt (part of 6250)
11	6250	Intake camshaft
12	—	Intake camshaft trigger wheel (part of 6250)
13	—	Intake camshaft trigger wheel bolt (part of 6250)
14	6500	Valve tappet (16 required)
15	6518	Valve collet (16 required)
16	6514	Valve spring retainer (16 required)
17	6513	Valve spring (16 required)
18	6571	Valve seal (16 required)

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Camshafts

Special Tool(s)

 ST3263-A	Installer, Camshaft Seal 303-1532
ST2417-A	Remover, Input Shaft Oil Seal 308-375
ST1185-A	Slide Hammer 100-001 (T50T-100-A)

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Gasket Maker TA-16	WSK-M2G348-A5

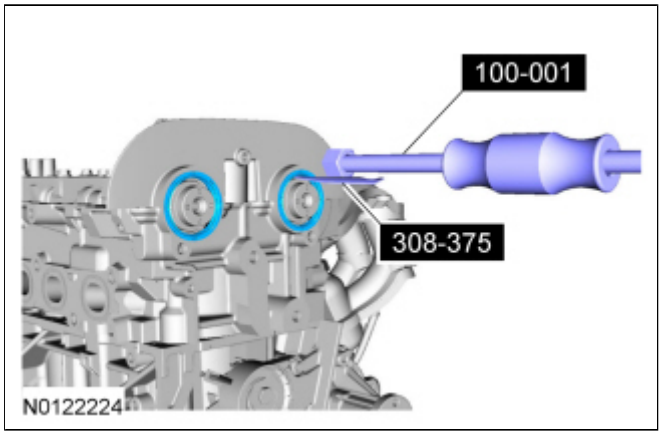
Removal

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material (including any material created while cleaning gasket surfaces) that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

NOTICE: **Do not rotate the camshafts unless instructed to in this procedure. Rotating the camshafts or crankshaft with timing components loosened or removed can cause serious damage to the valves and pistons.**

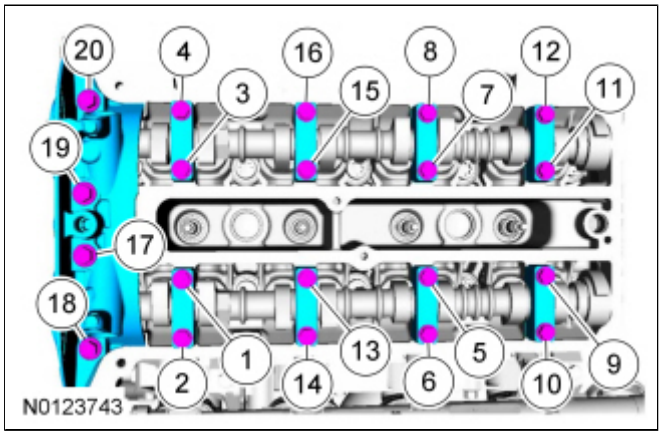
1. Remove the camshaft phaser and sprockets. For additional information, refer to Camshaft Phaser and Sprocket in this section.

2. Using the Input Shaft Oil Seal Remover and Slide Hammer, remove the 2 camshaft oil seals.



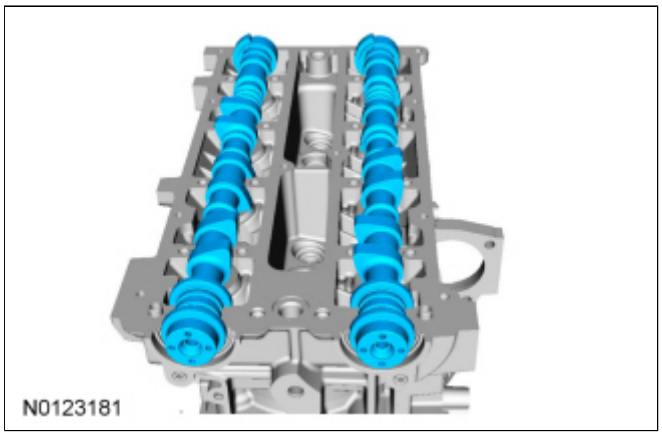
3. **NOTE:** Note the position of each component before removal.

   Remove the bolts for the camshaft bearing caps and Variable Camshaft Timing (VCT) bridge in the sequence shown.
   - Inspect and replace the VCT bridge O-ring seal, if necessary.

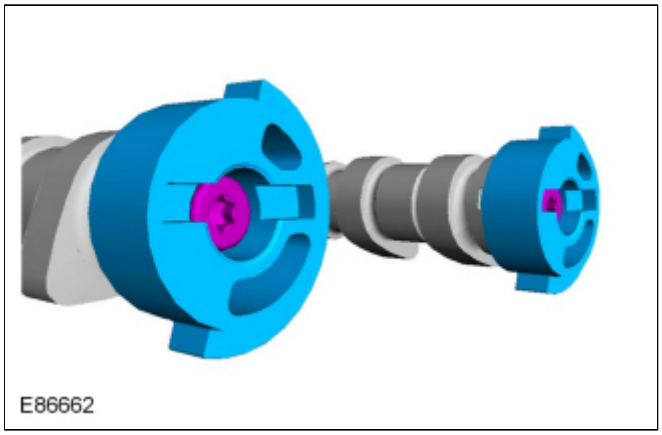


4. ***NOTICE:*** **Do not pry on camshafts when removing or damage to the camshafts may occur.**

   Remove the 2 camshafts from the cylinder head.

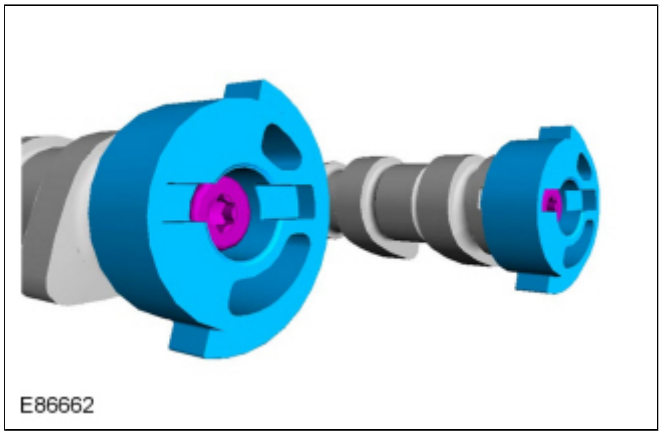


5. If necessary, remove the 2 bolts and the camshaft trigger wheels.



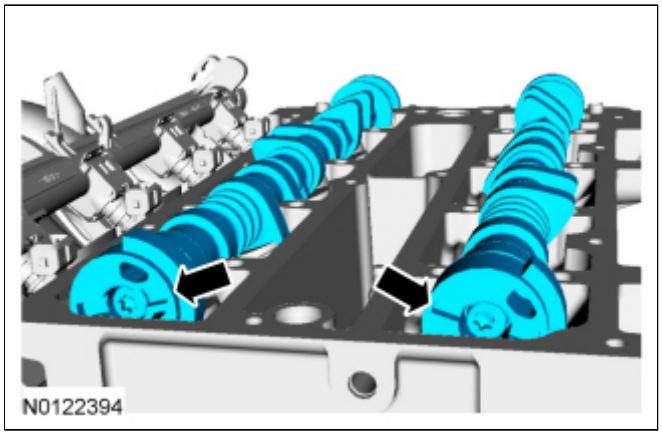
Installation

1. If removed, install the camshaft trigger wheels and the 2 bolts.
    - Tighten to 21 Nm (15 lb-ft).

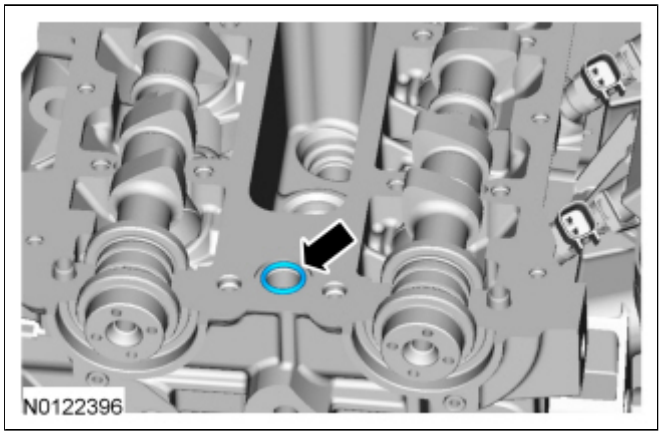


2. **NOTE:** Lubricate the camshafts with clean engine oil.

   Install the camshafts as shown.

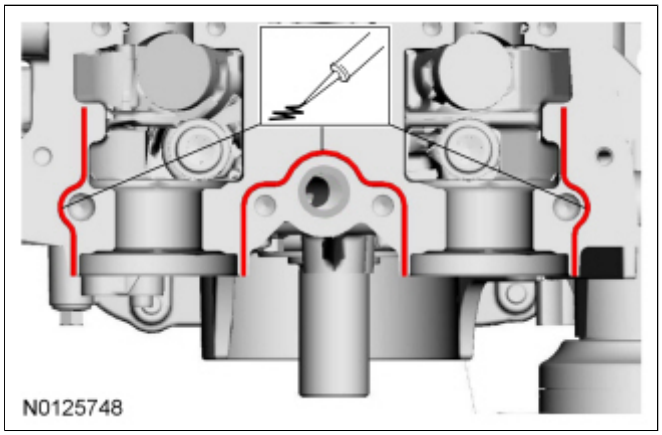


3. Install the VCT bridge O-ring seal.



4. **NOTE:** The VCT bridge must be installed within 5 minutes of applying the gasket maker to the cylinder head.

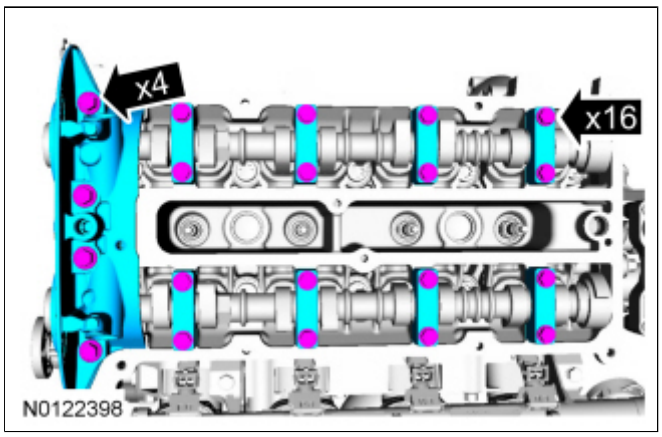
   Apply a 1.5 mm (0.059 in) bead of gasket maker to the cylinder head as shown.



5. ***NOTICE:*** **Make sure that the camshafts and camshaft bearing caps are installed in their original locations or damage to the engine may occur.**

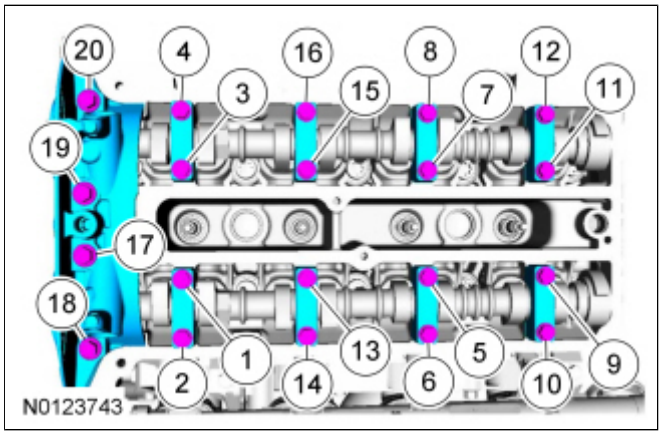
   NOTE: Apply clean engine oil to the bearing surfaces of the camshaft bearing caps and the VCT bridge.

   Install the camshaft bearing caps, VCT bridge and the bolts finger tight.



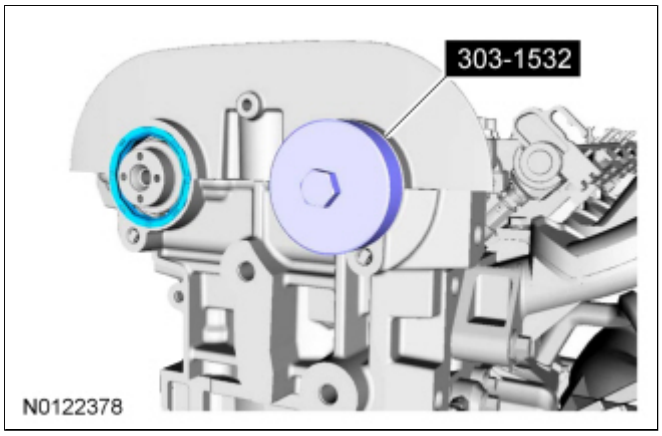
6. Tighten the bolts in the sequence shown in 6 stages.
   - Stage 1: Tighten the bolts evenly, half a turn at a time, until the camshaft bearing caps and the VCT bridge are seated against the cylinder head.

- Stage 2: Tighten bolts 1 through 16 to 7 Nm (62 lb-in).
- Stage 3: Tighten bolts 17 through 20 to 10 Nm (89 lb-in).
- Stage 4: Tighten bolts 1 through 16 an additional 45 degrees.
- Stage 5: Tighten bolts 17 and 19 an additional 70 degrees.
- Stage 6: Tighten bolts 18 and 20 an additional 53 degrees.



7. If the cylinder head, camshafts or valve tappets were replaced, check the valve clearance. For additional information, refer to Valve Clearance Check in this section.

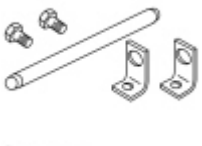
8. Using the Camshaft Seal Installer, install the 2 camshaft oil seals.



9. Install the camshaft phaser and sprocket. For additional information, refer to Camshaft Phaser and Sprocket in this section.

Valve Springs

Special Tool(s)

 ST1981-A	Compressor, Valve Spring 303-300 (T87C-6565-A)
ST1907-A	Compressor, Valve Spring 303-350 (T89P-6565-A)
ST1902-A	Compressor, Valve Spring 303-1418

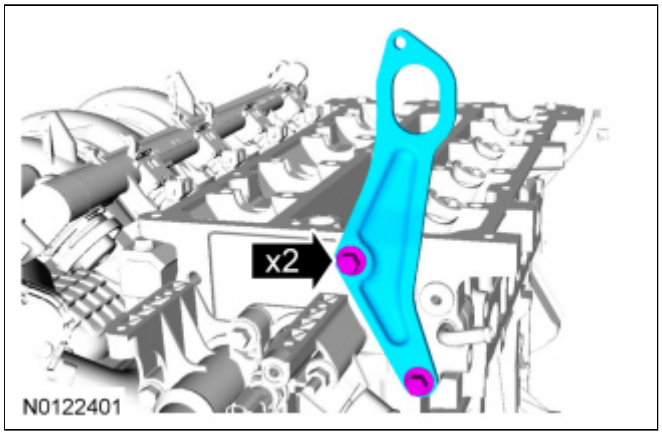
Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B

Removal

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

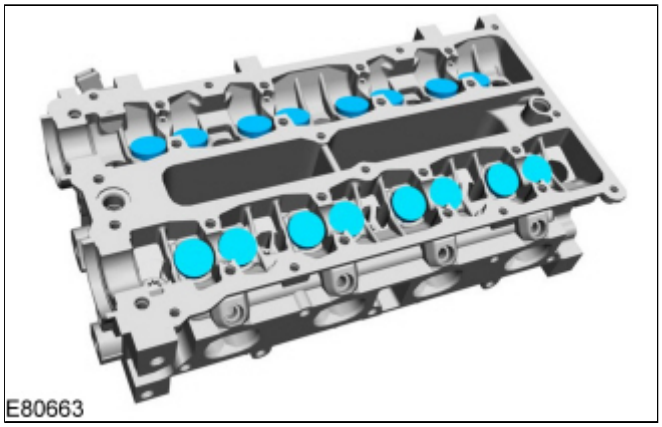
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the camshafts. For additional information, refer to Camshafts in this section.
3. Remove the ignition coil. For additional information, refer to Section 303-07 .
4. Remove the 2 bolts and the LH engine lift eye.



5. **NOTE:** If the camshafts and valve tappets are to be reused, mark the location of the valve tappets to make sure they are assembled in their original positions.

   NOTE: The number on the valve tappets only reflects the digits that follow the decimal. For example, a tappet with the number 0.650 has the thickness of 3.650 mm.

   Remove and inspect the valve tappets. For additional information, refer to Section 303-00 .



6. ***NOTICE:*** **Only use hand tools when removing or installing the spark plugs, or damage can occur to the cylinder head or spark plug.**

   NOTE: Use compressed air to remove any foreign material in the spark plug well before removing the spark plugs.

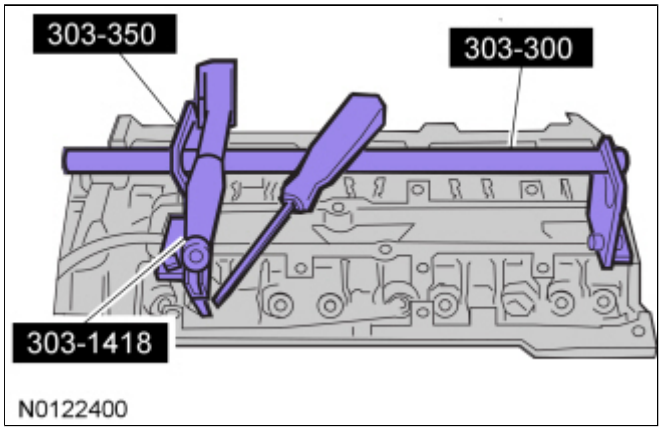
   Remove the 4 spark plugs.

7. ***NOTICE:*** **Use compressed air at 7 to 10 bars (100-150 psi). Do not disconnect the compressed air from the cylinder until the valve spring, valve spring retainer and valve collet is installed. Any loss of air pressure will allow the valve to fall into the cylinder.**

   Connect the compressed air supply to the No. 1 cylinder.

8. **NOTE:** Place all parts in order to one side.

   Apply compressed air to the cylinder and remove the valve spring.
   - Using the Valve Spring Compressors, compress the valve spring and remove the valve collet, using some multi-purpose grease and a small screwdriver.
   - Remove the valve spring retainer and the valve spring.

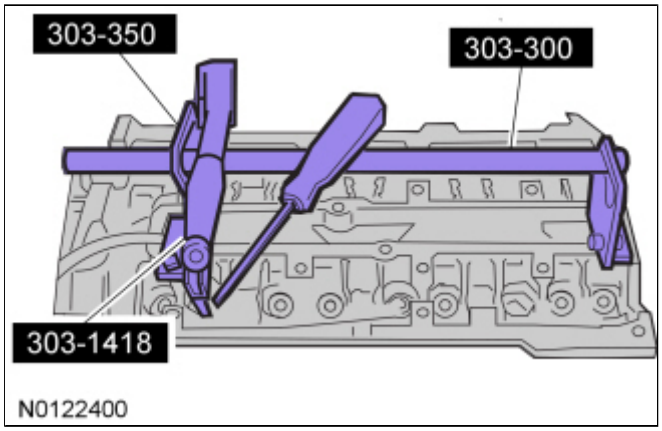


9. Repeat the appropriate removal steps for all of the other cylinders.

Installation

1. **NOTE:** Check the seating of the valve collet.

   Using the Valve Spring Compressors, install the valve spring.
   - Insert the valve spring and the valve spring retainer.
   - Compress the valve spring and install the valve collet using some multi-purpose grease and a small screwdriver.



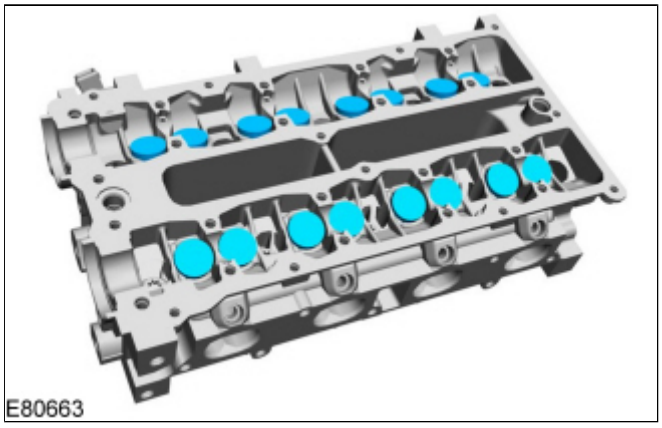
2. Disconnect the compressed air supply.

3. Repeat the appropriate installation steps for all of the other cylinders.

4. ***NOTICE:*** **Only use hand tools when removing or installing the spark plugs, or damage can occur to the cylinder head or spark plug.**

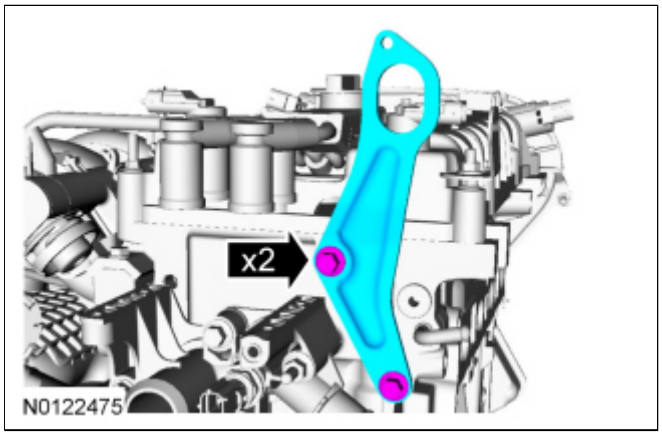
   Install the 4 spark plugs.
   - Tighten to 15 Nm (133 lb-in).

5. Coat the valve tappets with clean engine oil and install them in the cylinder head in their original position.



6. Install the camshafts. For additional information, refer to Camshafts in this section.

7. Install the LH engine lift eye and the 2 bolts.
   - Tighten to 19 Nm (168 lb-in).



8. Install the ignition coil. For additional information, refer to Section 303-07 .

Valve Seals

Material

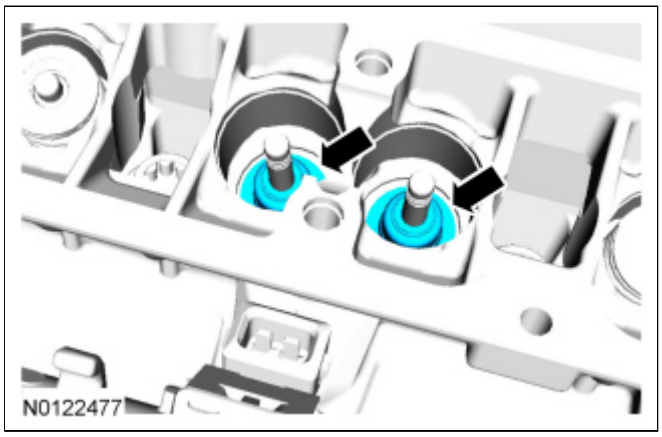
Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

Removal

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

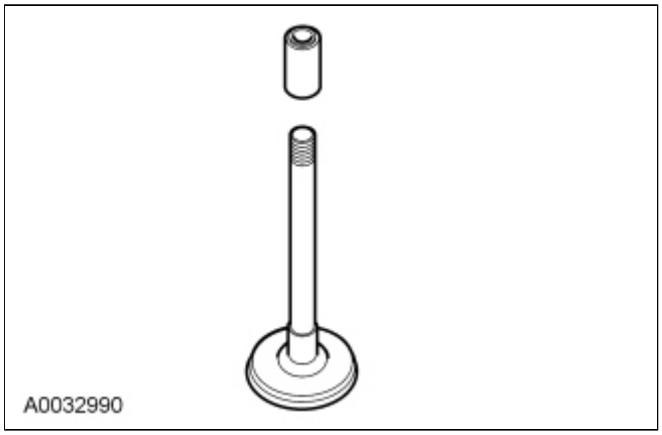
1. Remove the valve springs. For additional information, refer to Valve Springs in this section.
2. **NOTE:** Use valve stem seal pliers (such as Snap-on® YA-8230 or equivalent).

   Using valve stem seal pliers, remove and discard the valve seals.



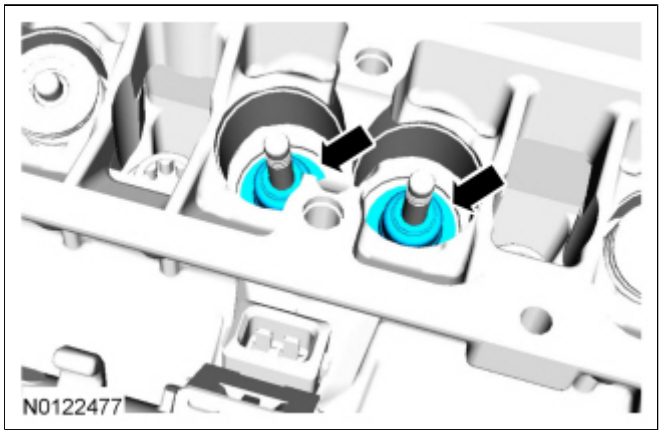
Installation

1. Install the valve stem seal installation sleeve.



2. **NOTE:** Lubricate the valve stem seal with clean engine oil prior to installation.

   Using valve stem seal pliers, install the valve seals.



3. Install the valve springs. For additional information, refer to Valve Springs in this section.

Valve Tappets

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

Removal and Installation

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

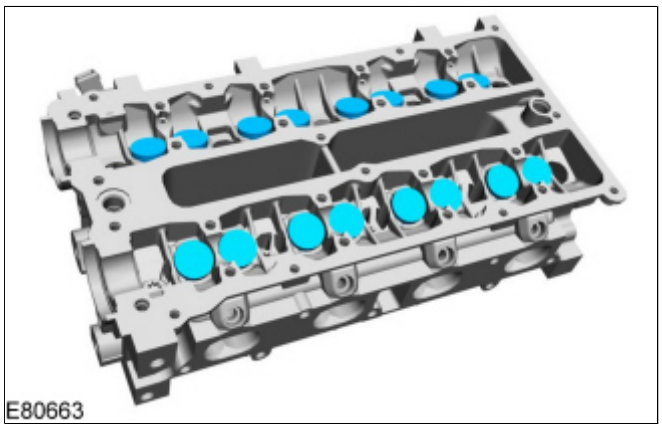
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Remove the camshafts. For additional information, refer to Camshafts in this section.

3. **NOTE:** If the camshafts and valve tappets are to be reused, mark the location of the valve tappets to make sure they are assembled in their original positions.

   NOTE: The number on the valve tappets only reflects the digits that follow the decimal. For example, a tappet with the number 0.650 has the thickness of 3.650 mm.

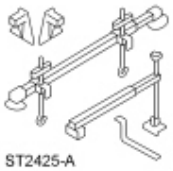
   Remove and inspect the valve tappets. For additional information, refer to Section 303-00 .


E80663

4. To install, reverse the removal procedure.
   - Coat the valve tappets with clean engine oil prior to installation.

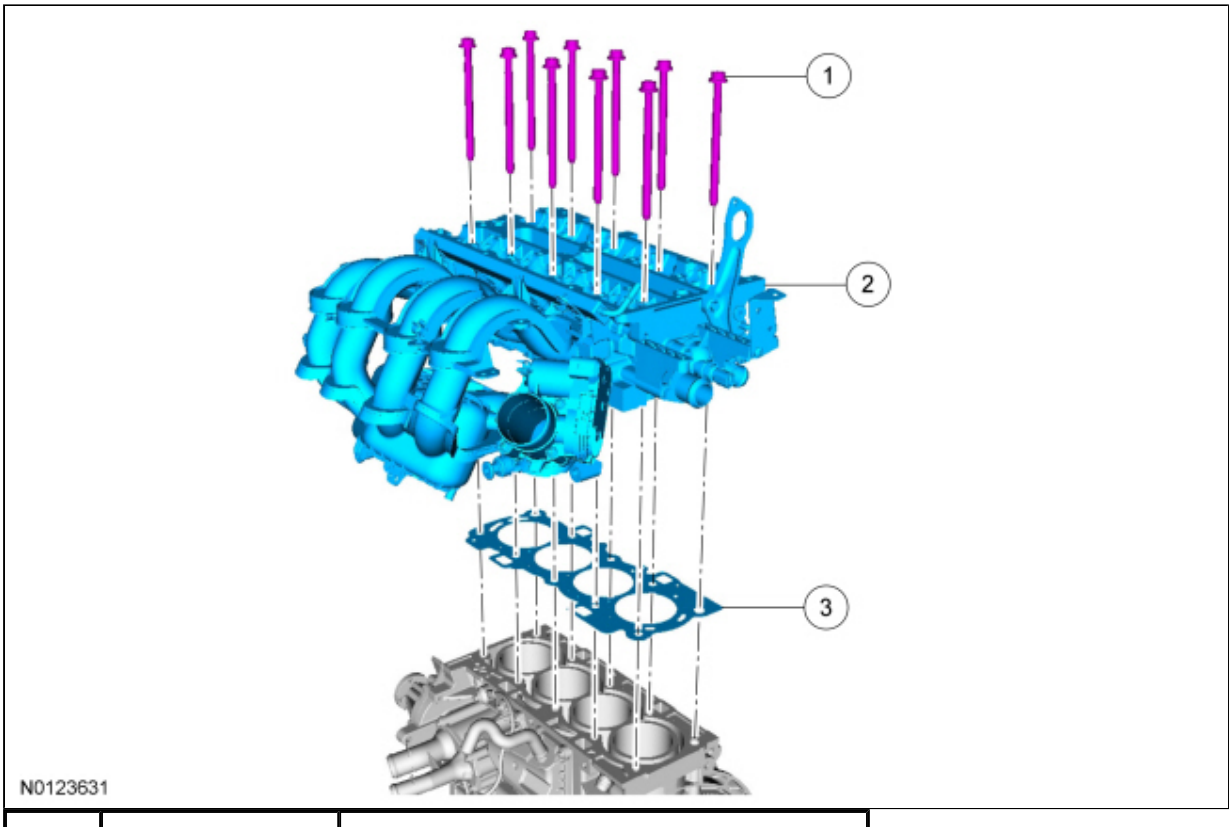
Cylinder Head

Special Tool(s)

 ST2425-A	Engine Support Bar 303-F072
ST1595-A	Lifting Bracket, Engine 303-050 (T70P-6000)

Material

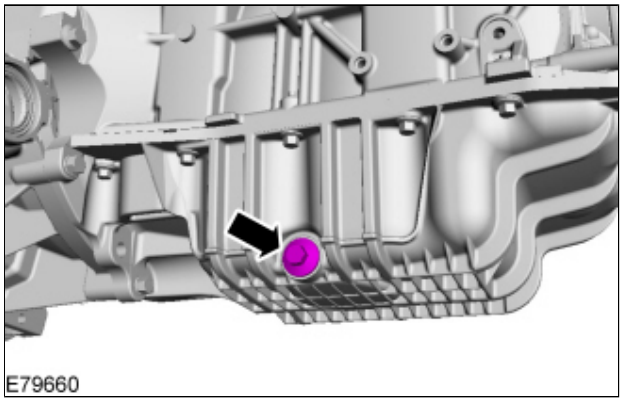
Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Motorcraft® Metal Surface Prep ZC-31-A	—



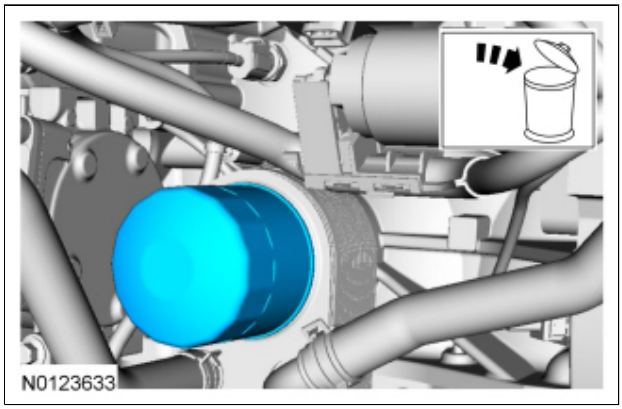
Item	Part Number	Description
1	6065	Cylinder head bolt (10 required)
2	6049	Cylinder head
3	6051	Cylinder head gasket

Removal

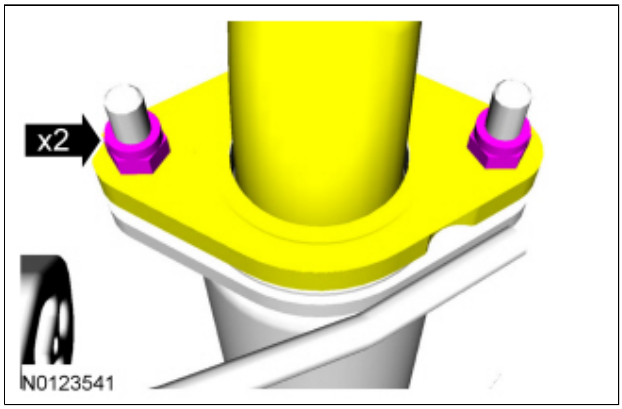
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Release the fuel system pressure. For additional information, refer to Section 310-00 .
3. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .
4. Remove the Air Cleaner (ACL) outlet tube. For additional information, refer to Section 303-12 .
5. Remove the Heated Oxygen Sensor (HO2S). For additional information, refer to Section 303-14 .
6. Drain the engine cooling system. For additional information, refer to Section 303-03 .
7. Drain the engine oil.
   - Install the drain plug.
   - Tighten to 28 Nm (21 lb-ft).



8. Remove and discard the engine oil filter.

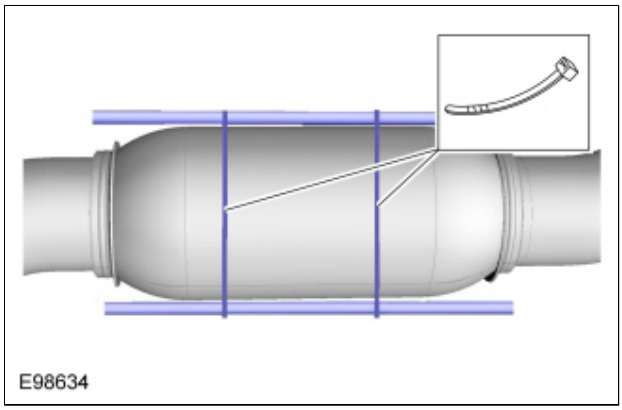


9. Remove the Catalyst Monitor Sensor (CMS). For additional information, refer to Section 303-14 .
10. Remove the 2 catalytic converter-to-muffler nuts and separate the catalytic converter from the muffler.
    - Discard the gasket.

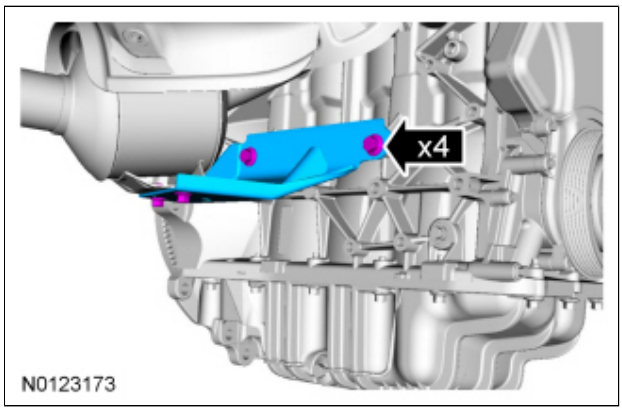


11. ***NOTICE:*** **Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

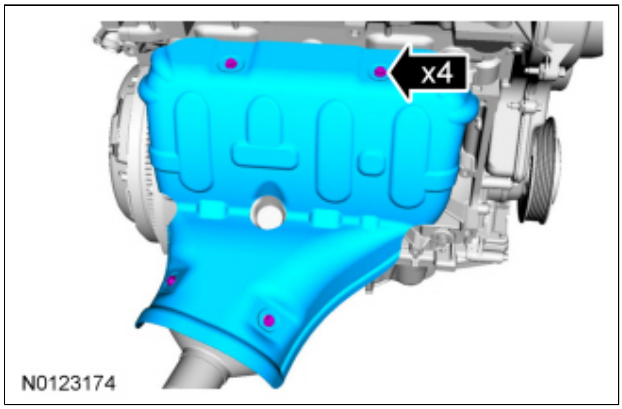
    Support the exhaust flexible pipe with a support wrap or suitable splint.



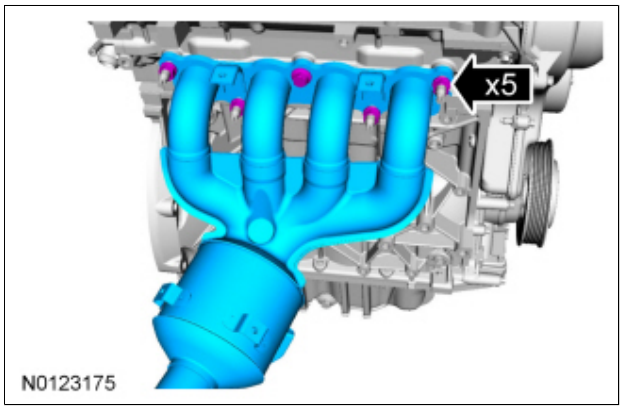
12. Remove the 4 bolts and the lower catalytic converter bracket.



13. Remove the 4 bolts and the catalytic converter heat shield.



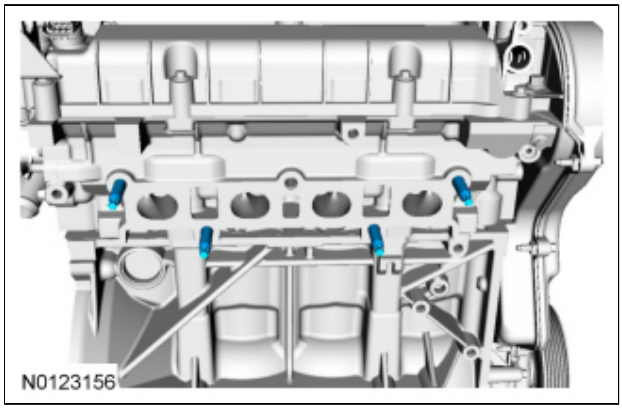
14. Remove the 4 catalytic converter nuts and bolt.
    - Discard the 4 nuts and bolt.



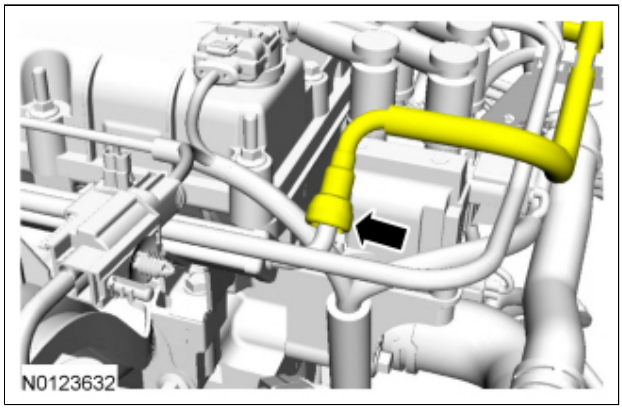
15. Position the catalytic converter back and secure with mechanic wire.
    - Discard the catalytic converter gasket.

16. If equipped, disconnect the block heater electrical connector.

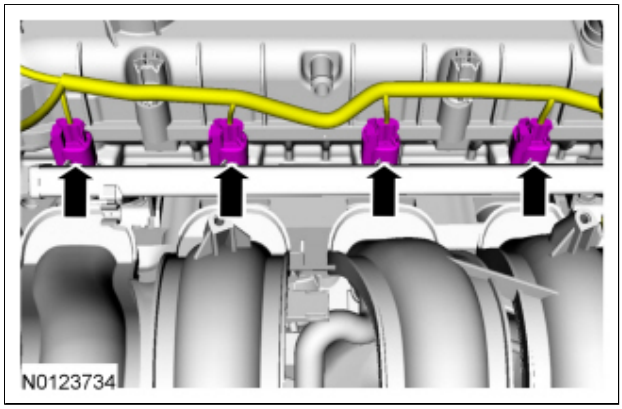
17. Remove the 4 catalytic converter studs and discard.



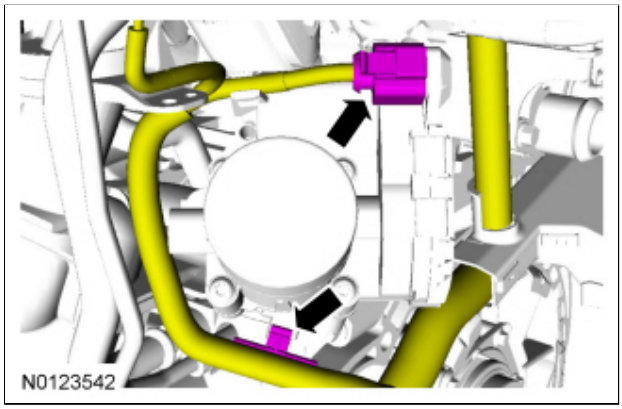
18. Disconnect the fuel tube spring lock couplings from the fuel rail. For additional information, refer to Section 310-00 .



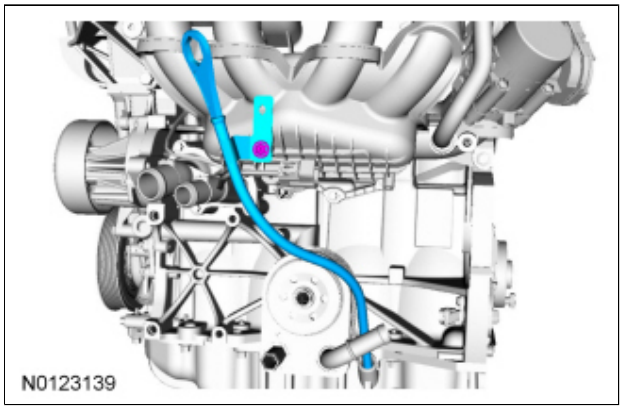
19. Disconnect the 4 fuel injector electrical connectors.



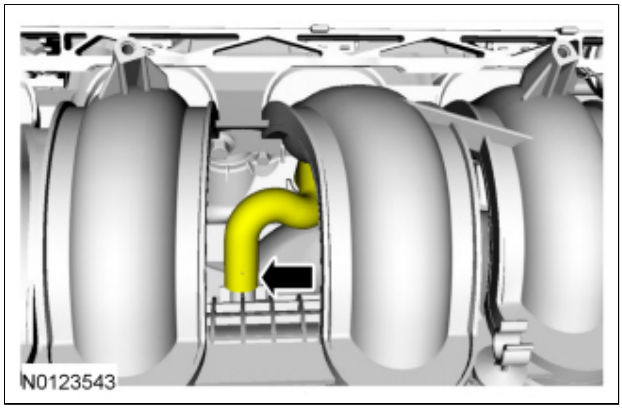
20. Disconnect the Throttle Body (TB) electrical connector.
    - Detach the wiring harness retainer from the TB .



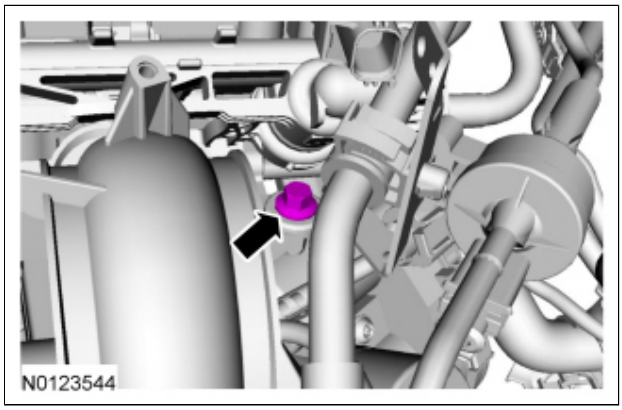
21. Remove the screw and the oil level indicator and tube.
    - Inspect and replace the O-ring seal, if necessary.



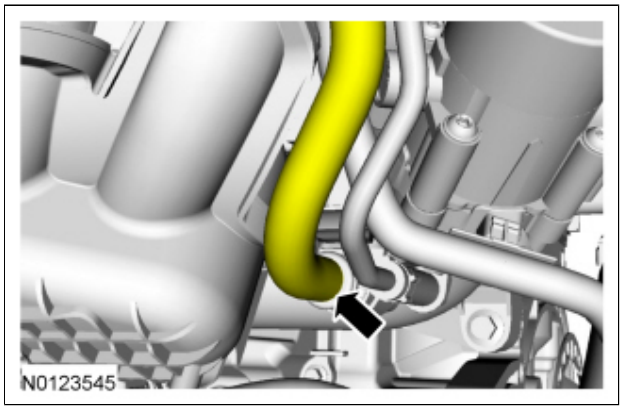
22. Disconnect the PCV hose from the intake manifold.



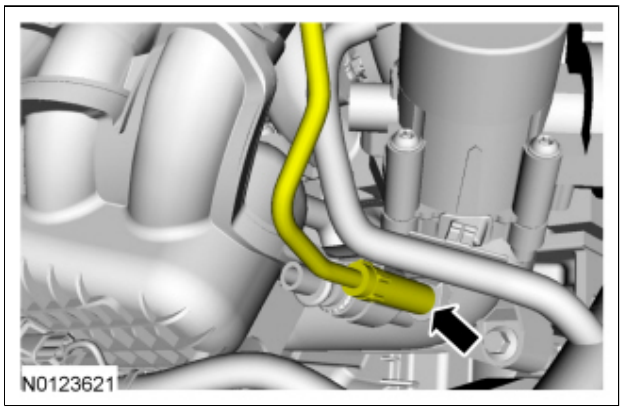
23. Remove the bolt for the Evaporative Emission (EVAP) canister purge valve.



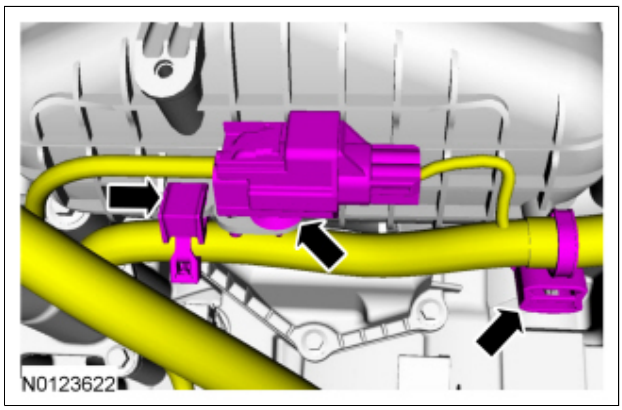
24. Disconnect the brake booster vacuum tube from the intake manifold.



25. Disconnect the EVAP canister purge valve tube from the intake manifold and position the EVAP canister purge valve aside.

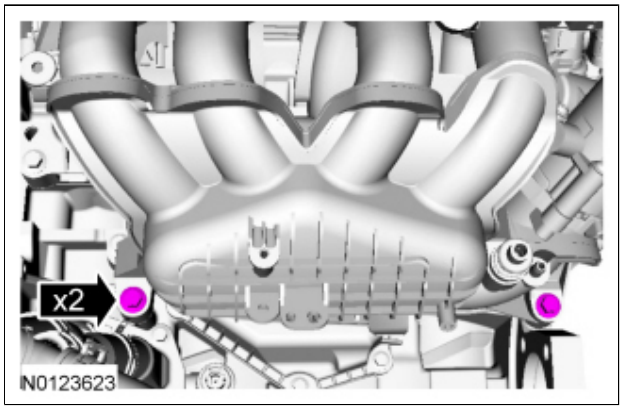


26. Detach the Knock Sensor (KS) electrical connector from the bottom of the intake manifold.
    - Detach the 2 wiring harness retainers from the bottom of the intake manifold.

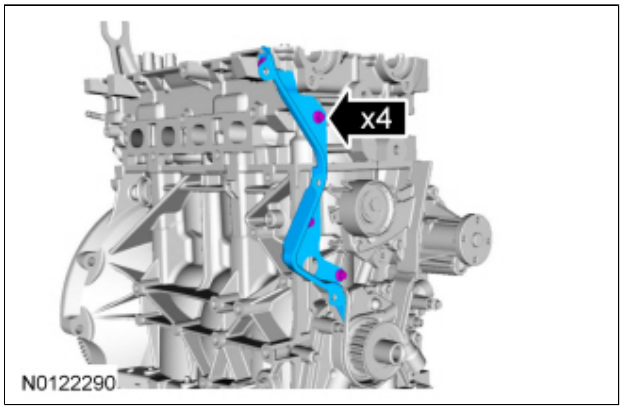


27. Remove the valve tappets. For additional information, refer to Valve Tappets in this section.

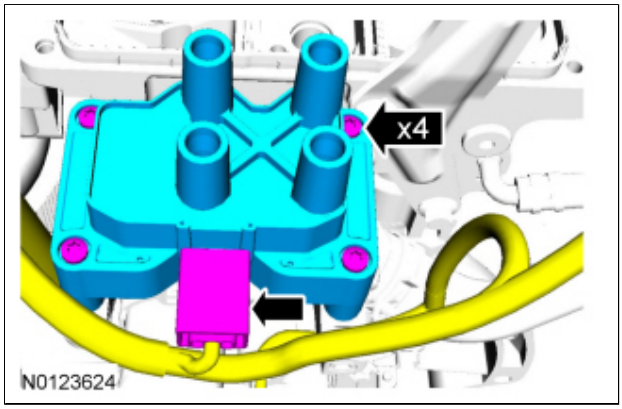
28. Remove the 2 lower bolts for the intake manifold.



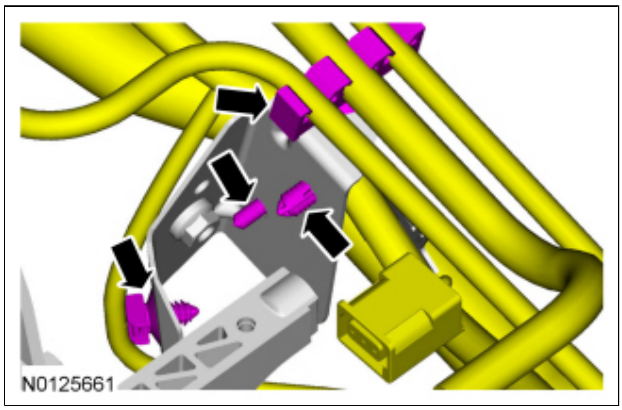
29. Remove the 4 bolts and the timing belt cover backplate.



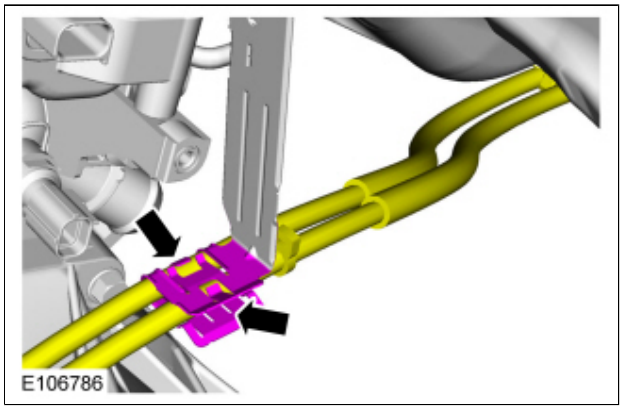
30. Disconnect the ignition coil electrical connector and remove the 4 screws and the ignition coil.



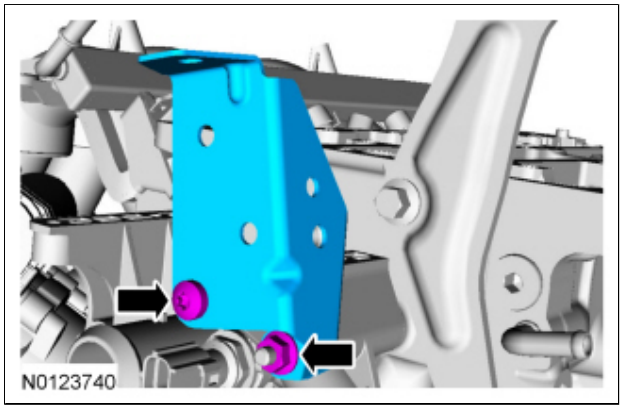
31. Detach the fuel tube retainer from the coolant outlet bracket.
    - Detach the 2 wiring harness retainers and the coolant hose retainer from the coolant outlet bracket.



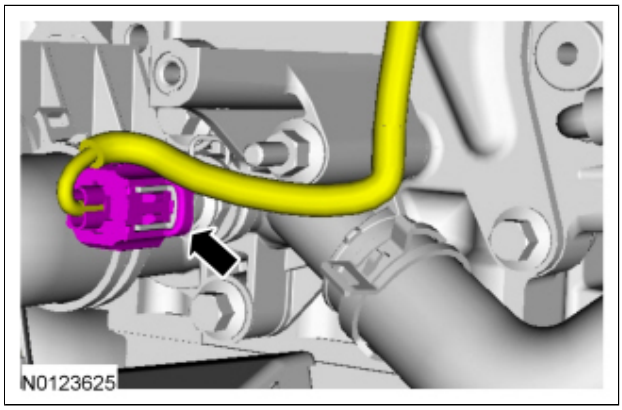
32. If equipped with a manual transaxle, remove the transaxle shift cables from the clip.



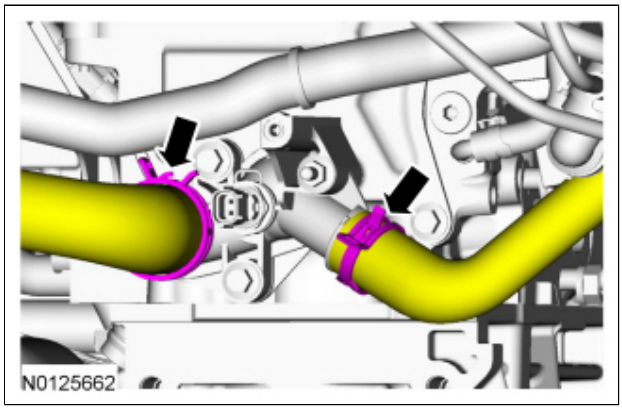
33. Remove the nut, bolt and the bracket from the coolant outlet.



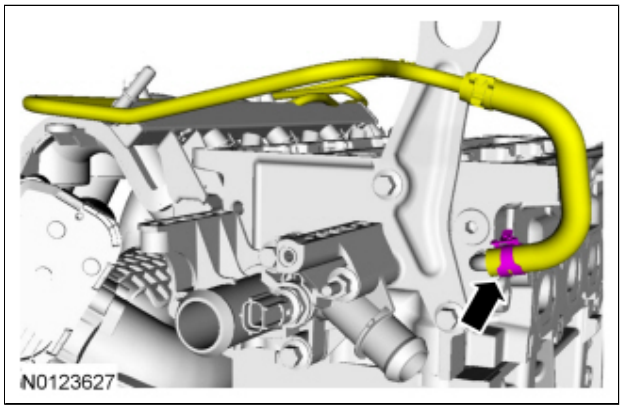
34. Disconnect the Engine Coolant Temperature (ECT) sensor electrical connector.



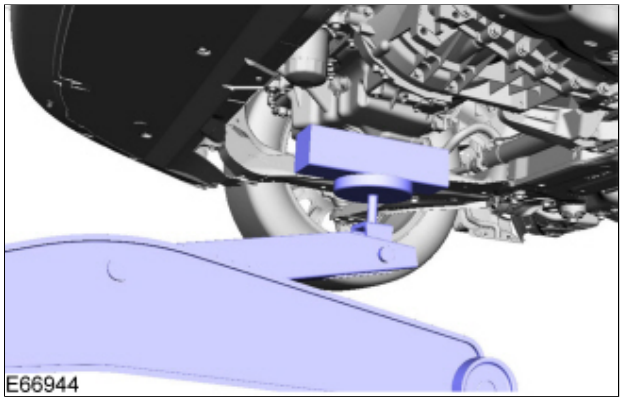
35. Disconnect the 2 coolant hoses from the coolant outlet.



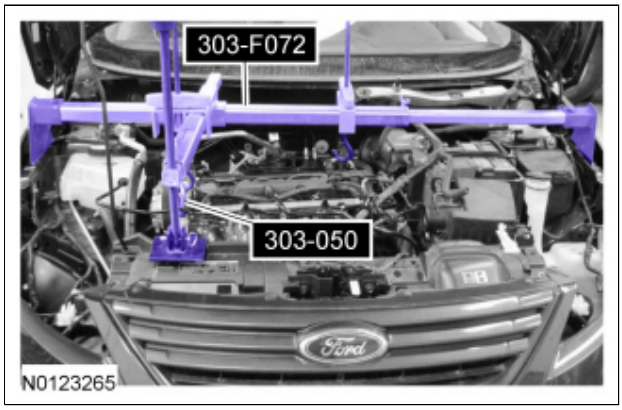
36. Disconnect the coolant return hose from the cylinder head.



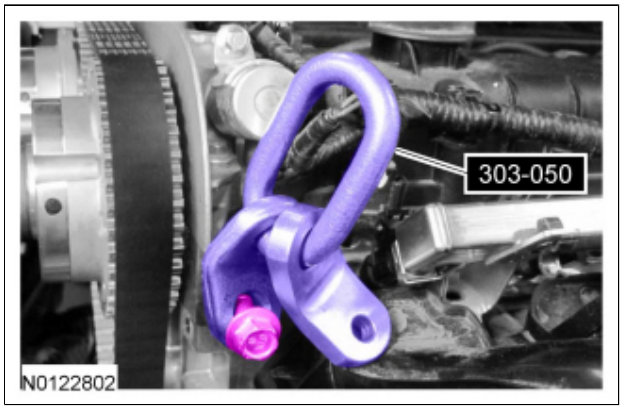
37. Using a floor jack and a block of wood, support the engine.



38. Remove the Engine Support Bar.

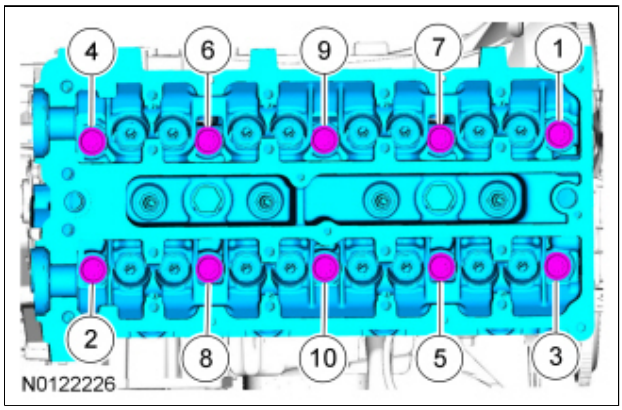


39. Remove the bolt and the Engine Lifting Bracket.



40. **NOTE:** Make sure that the cylinder head is at ambient air temperature before removing the cylinder head bolts.

    Remove the 10 cylinder head bolts in the sequence shown.
    - Remove the cylinder head.
    - Discard the cylinder head bolts and gasket.



41. Support the cylinder head on a bench with the head gasket side up. Check the cylinder head distortion and the cylinder block distortion. For additional information, refer to Section 303-00 .

Installation

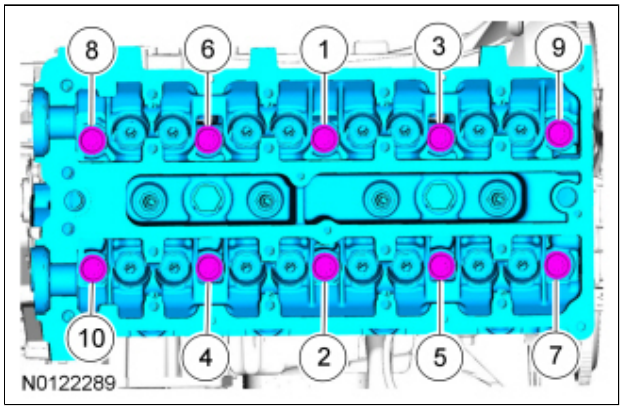
1. ***NOTICE:*** **Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges that make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.**

   NOTE: If there is no residual gasket material present, metal surface prep can be used to clean and prepare the surfaces.

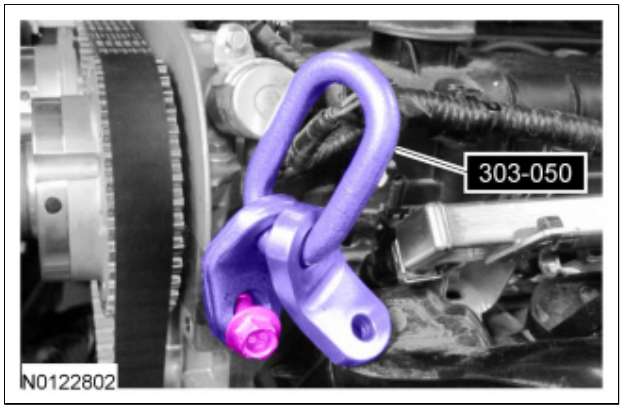
   Clean the cylinder head-to-cylinder block mating surface of both the cylinder head and the cylinder block in the following sequence.
   1. Remove any large deposits of gasket material with a plastic scraper.
   2. Apply metal surface prep, following package directions, to remove any traces of oil or coolant, and to prepare the surfaces to bond with the new gasket. Do not attempt to make the metal shiny. Some staining of the metal surfaces is normal.

2. **NOTE:** Lubricate the bolts with clean engine oil prior to installation.

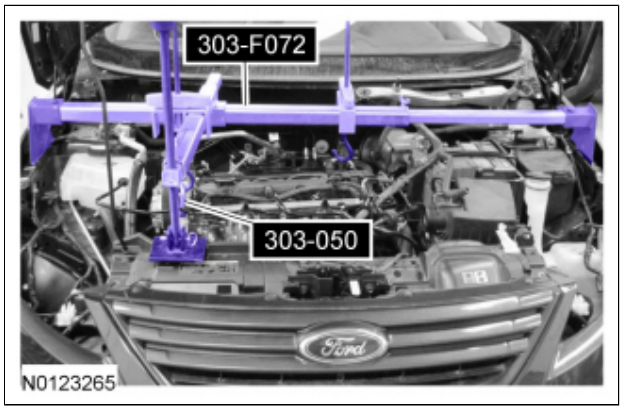
   Install the cylinder head gasket, cylinder head and 10 new bolts. Tighten the bolts in the sequence shown in 4 stages:
   - Stage 1: Tighten to 5 Nm (44 lb-in).
   - Stage 2: Tighten to 15 Nm (133 lb-in).
   - Stage 3: Tighten to 35 Nm (26 lb-ft).
   - Stage 4: Tighten an additional 75 degrees.



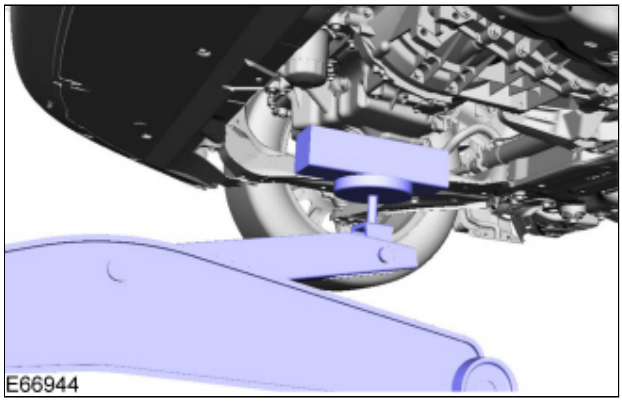
3. Using a engine mount bracket bolt, install the Engine Lifting Bracket.



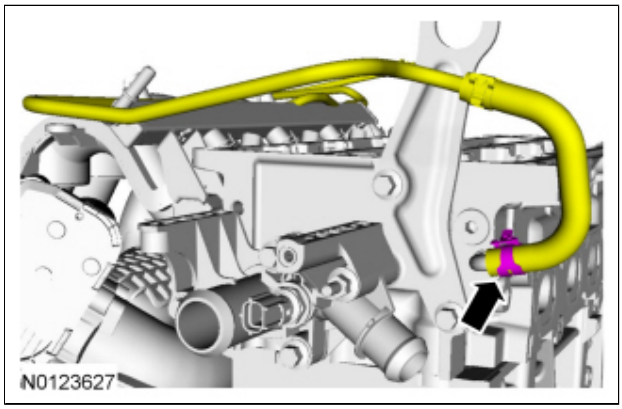
4. Install the Engine Support Bar and support the engine.



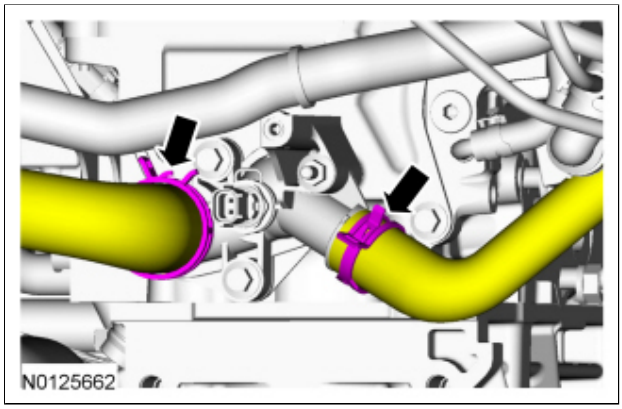
5. Remove the floor jack and block of wood.



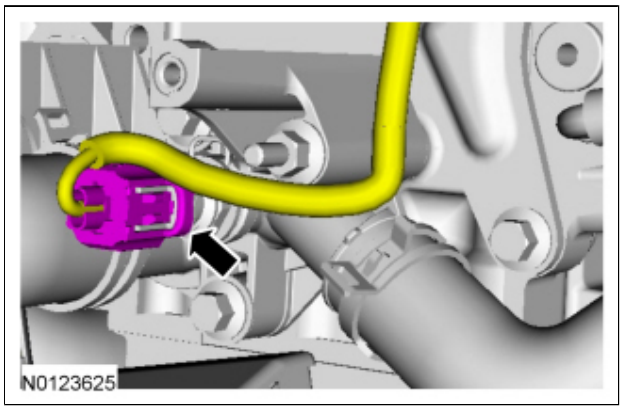
6. Connect the coolant return hose to the cylinder head.



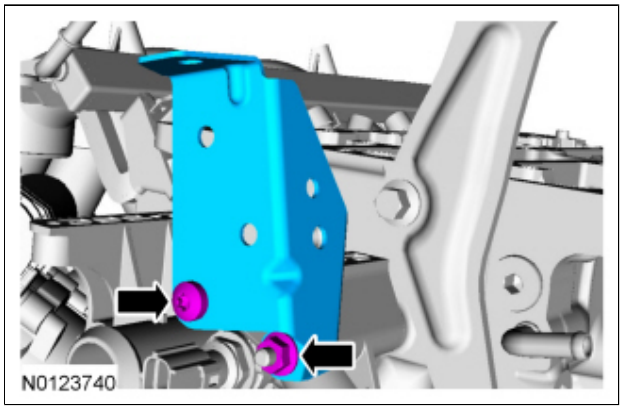
7. Connect the 2 coolant hoses to the coolant outlet.



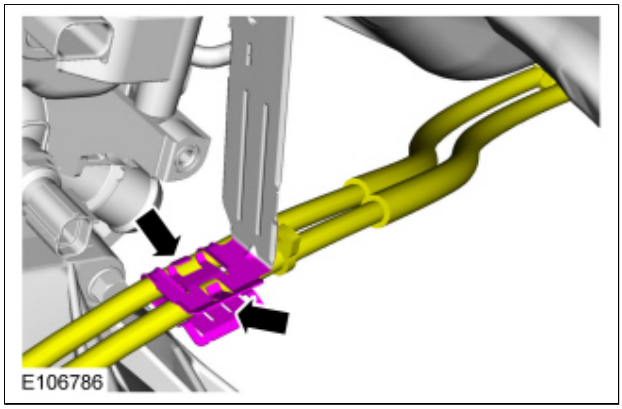
8. Connect the ECT sensor electrical connector.



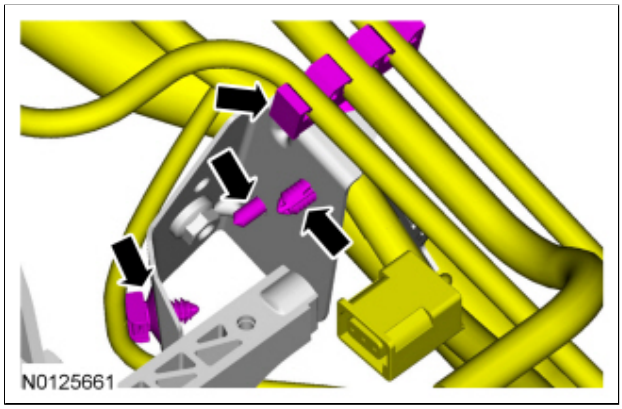
9. Install the coolant outlet bracket, nut and the bolt.
    - Tighten to 6 Nm (53 lb-in).



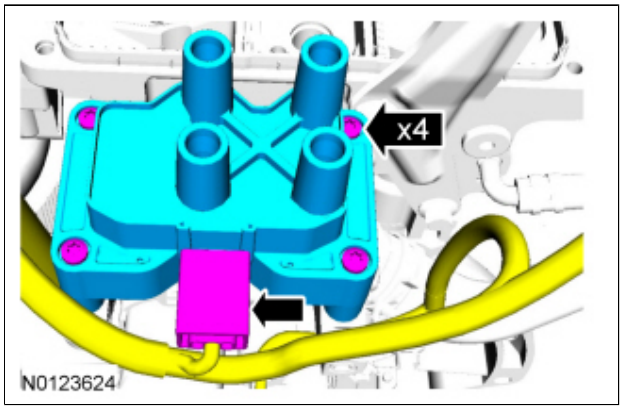
10. If equipped with a manual transaxle, install the transaxle shift cables to the clip.



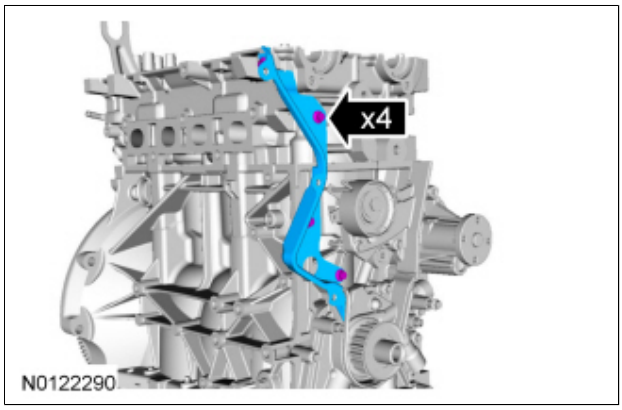
11. Attach the fuel tube retainer to the coolant outlet bracket.
    - Attach the 2 wiring harness and coolant hose retainers to the coolant outlet bracket.



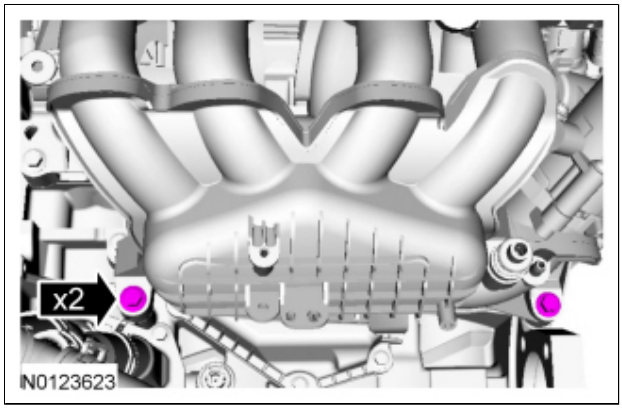
12. Install the ignition coil, 4 screws and connect the ignition coil electrical connector.
    - Tighten to 6 Nm (53 lb-in).



13. Install the timing belt cover backplate and the 4 bolts.
    - Tighten to 9 Nm (80 lb-in).

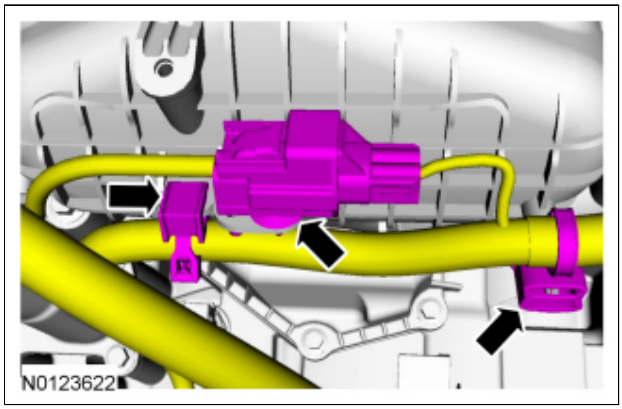


14. Install the 2 lower bolts for the intake manifold.
    - Tighten to 18 Nm (159 lb-in).

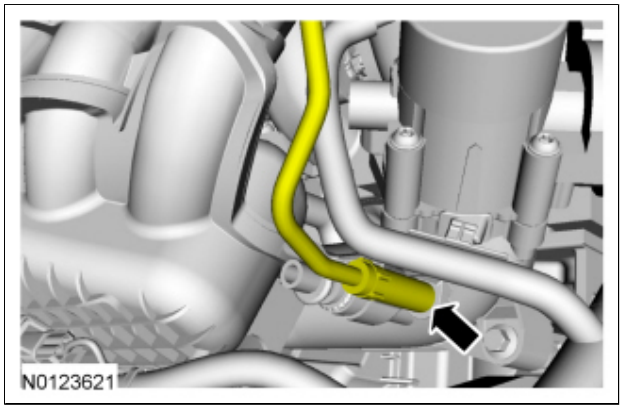


15. Install the valve tappets. For additional information, refer to Valve Tappets in this section.

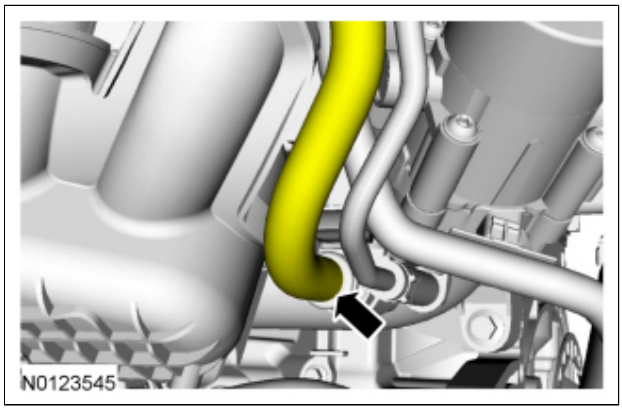
16. Attach the KS electrical connector to bottom of the intake manifold.
    - Attach the 2 wiring harness retainers to the bottom of the intake manifold.



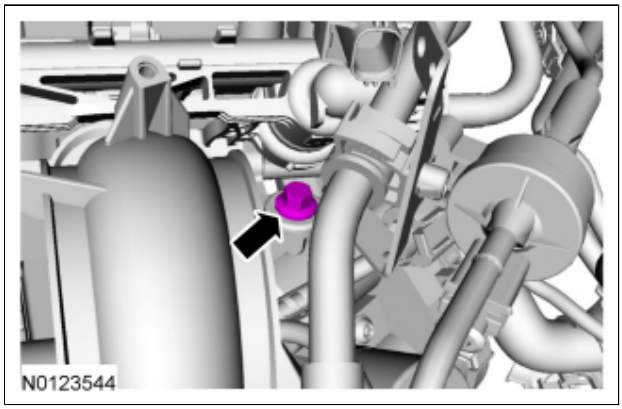
17. Position and connect the EVAP canister purge valve tube to the intake manifold.



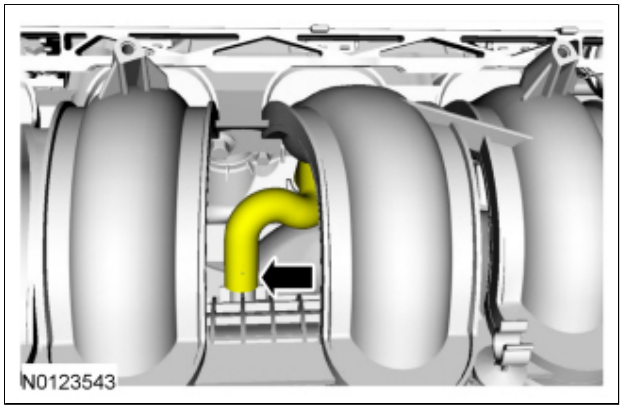
18. Connect the brake booster vacuum tube to the intake manifold.



19. Install the bolt for the EVAP canister purge valve.
    - Tighten to 9 Nm (80 lb-in).

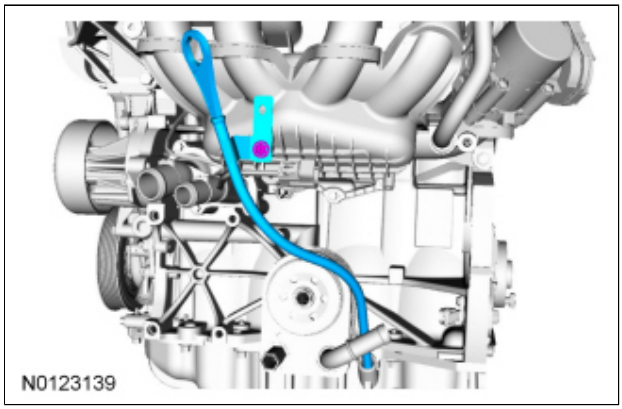


20. Connect the PCV hose to the intake manifold.

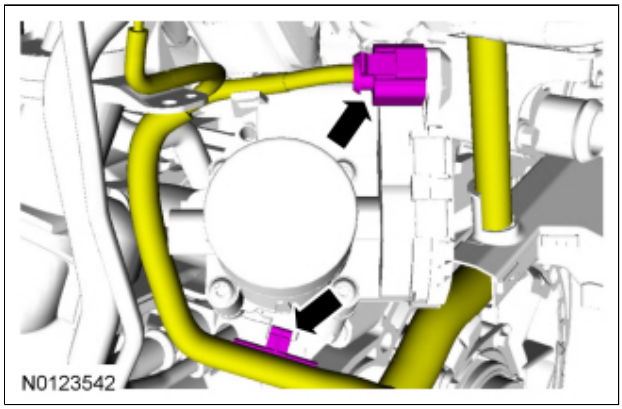


21. **NOTE:** Lubricate the O-ring seal with clean engine oil.

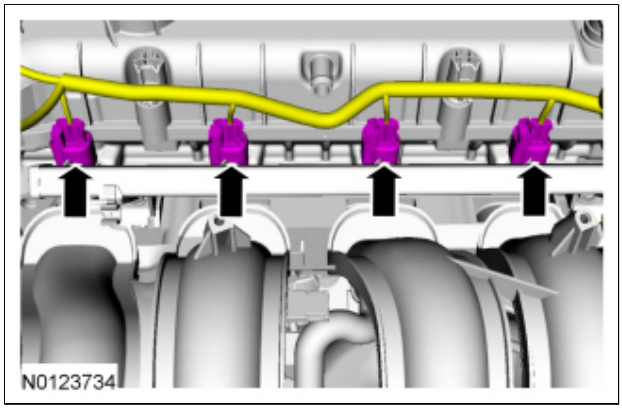
    Install the oil level indicator and tube and the screw.
    - Tighten to 4 Nm (35 lb-in).



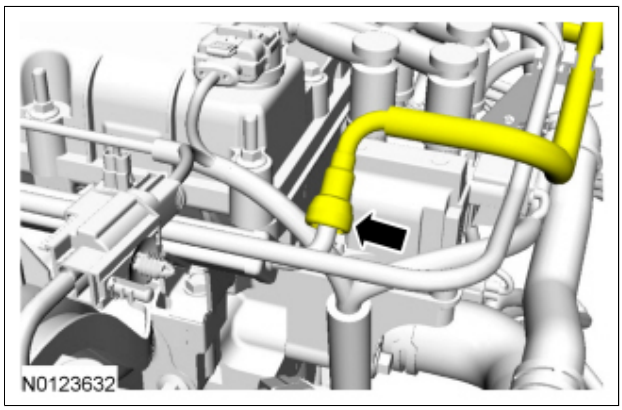
22. Connect the TB electrical connector.
    - Attach the wiring harness retainer to the TB .



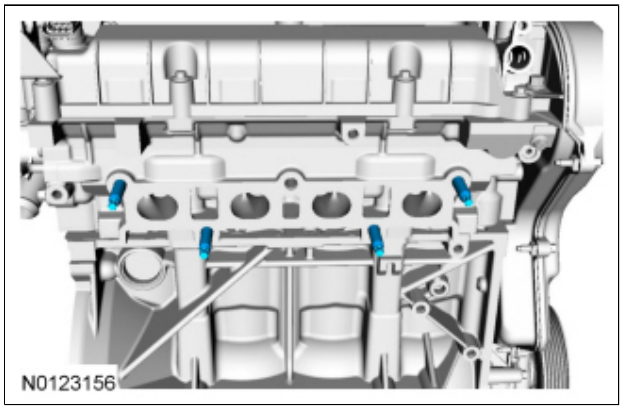
23. Connect the 4 fuel injector electrical connectors.



24. Connect the fuel tube spring lock couplings to the fuel rail. For additional information, refer to Section 310-00 .

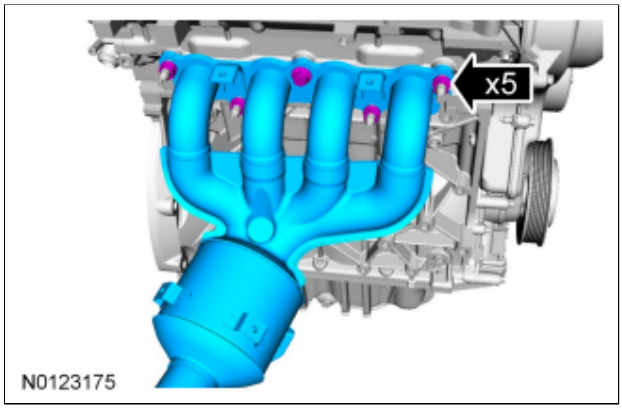


25. Install the 4 new catalytic converter studs.
    - Tighten to 17 Nm (150 lb-in).



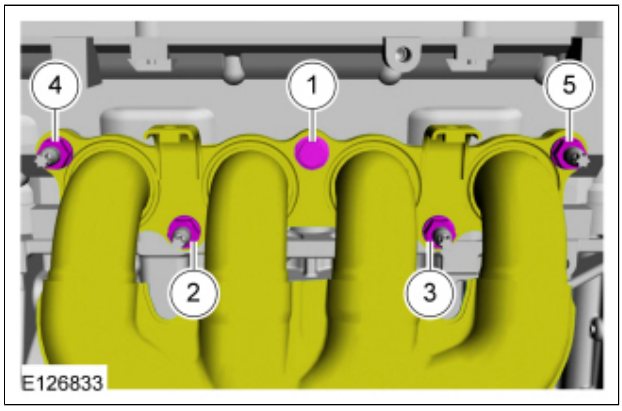
26. If equipped, connect the block heater electrical connector.

27. Using a new gasket, position the catalytic converter and install the 4 new nuts and bolt finger tight.

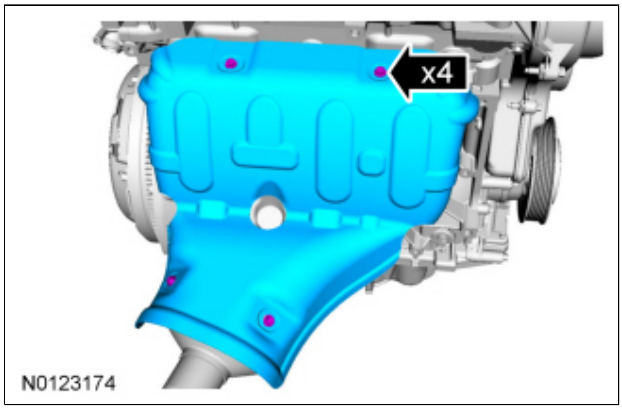


28. ***NOTICE:*** **Failure to tighten the catalytic converter manifold fasteners in 20 Nm increments until reaching final torque of 55 Nm will cause the converter to develop an exhaust leak.**

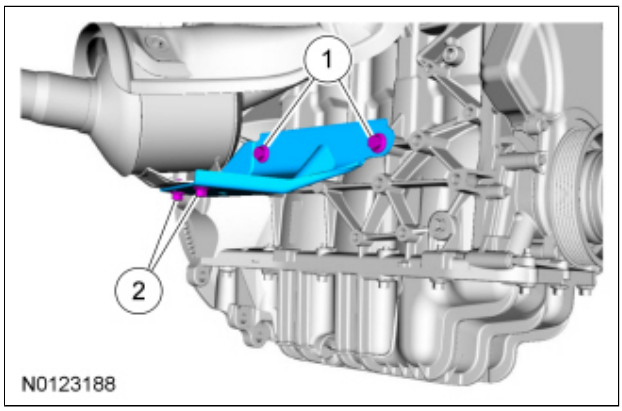
    Tighten the bolt and 4 nuts in the sequence shown, in 3 stages.
    - Stage 1: Tighten all fasteners in sequence to 20 Nm (177 lb-in).
    - Stage 2: Tighten all fasteners in sequence to 40 Nm (30 lb-ft).
    - Stage 3: Tighten all fasteners in sequence to 55 Nm (41 lb-ft).



29. Install the catalytic converter heat shield and the 4 bolts.
    - Tighten to 10 Nm (89 lb-in).

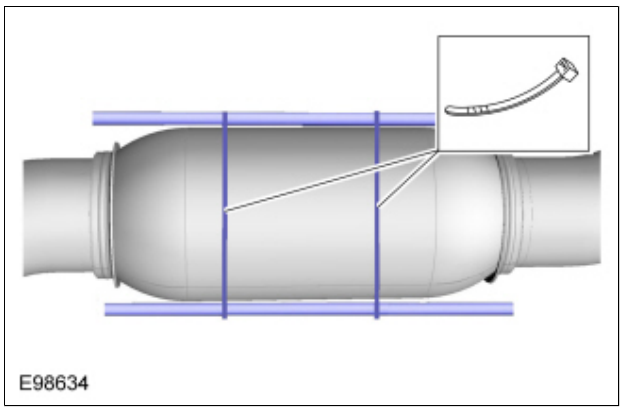


30. Install the lower catalytic converter bracket and the 4 bolts and tighten in sequence shown.
    1. Tighten the catalytic converter bracket-to-engine block bolts to 50 Nm (37 lb-ft).
    2. Tighten the catalytic converter bracket-to-catalytic converter bolts to 25 Nm (18 lb-ft).

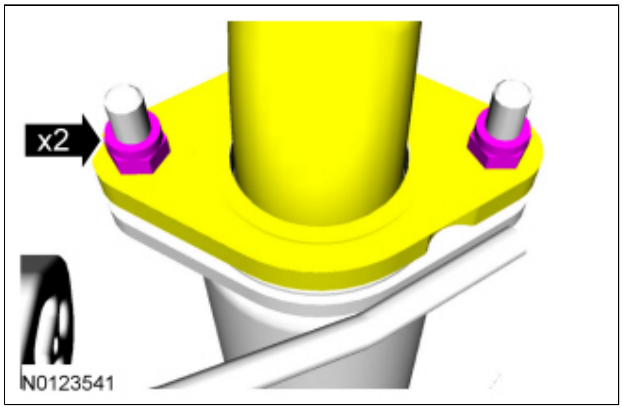


31. ***NOTICE:*** **Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

    Remove the support for the exhaust flexible pipe.



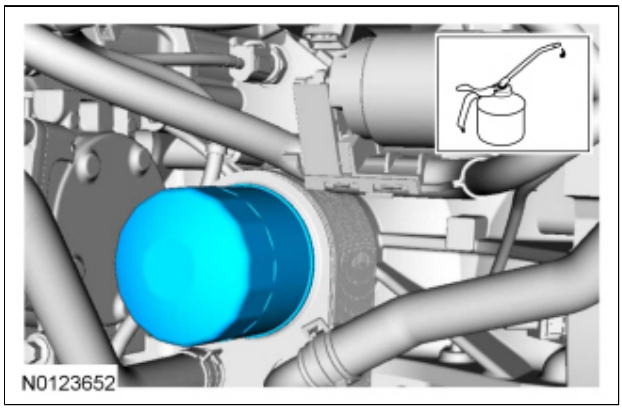
32. Using a new gasket, position the catalytic converter to the muffler and install the 2 catalytic converter nuts.
    - Tighten to 48 Nm (35 lb-ft).



33. Install the CMS . For additional information, refer to Section 303-14 .

34. **NOTE:** Lubricate the engine oil filter gasket with clean engine oil prior to installing the oil filter.

    Install a new engine oil filter.
    - Tighten to 15 Nm (133 lb-in).



35. Install the HO2S . For additional information, refer to Section 303-14 .

36. Install the ACL outlet tube. For additional information, refer to Section 303-12 .

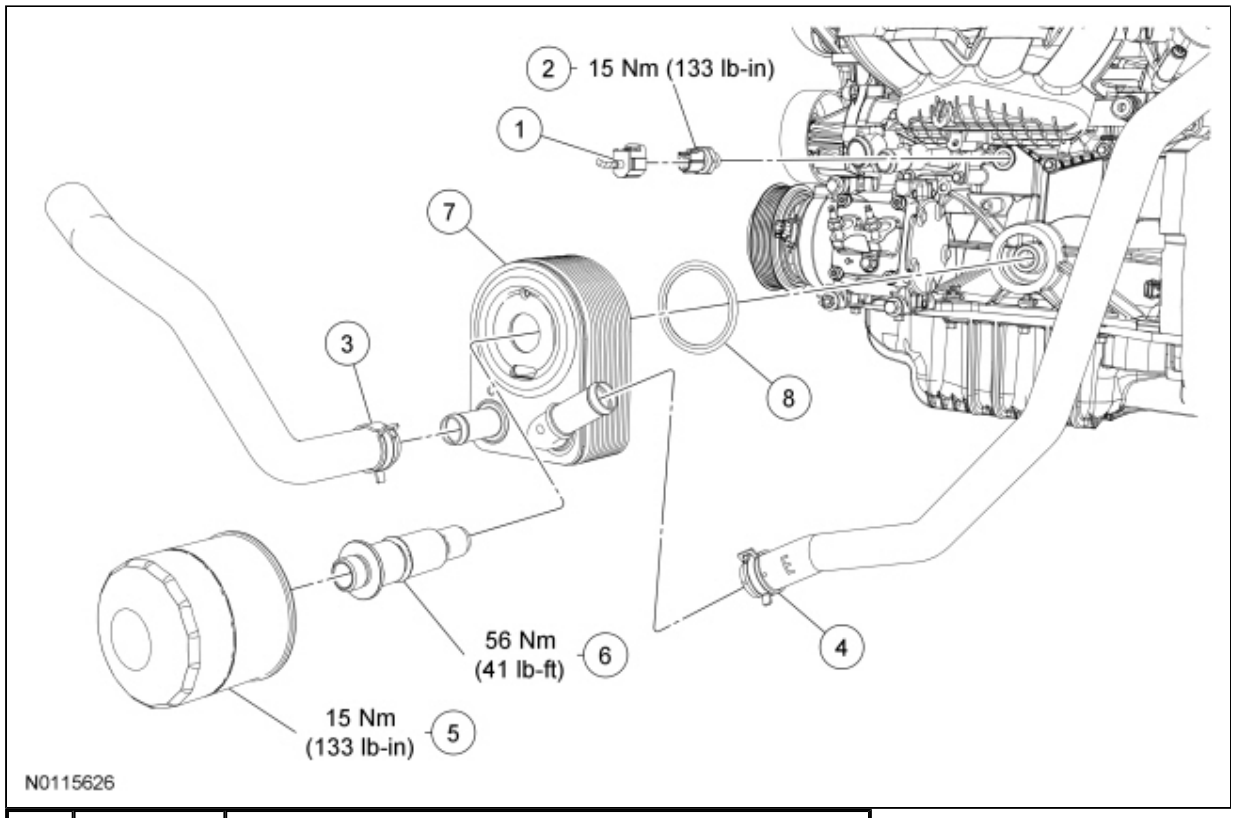
37. Connect the battery ground cable. For additional information, refer to Section 414-01 .

38. Fill the engine with clean engine oil.

39. Fill the engine cooling system. For additional information, refer to Section 303-03 .

Engine Lubrication Components — Exploded View

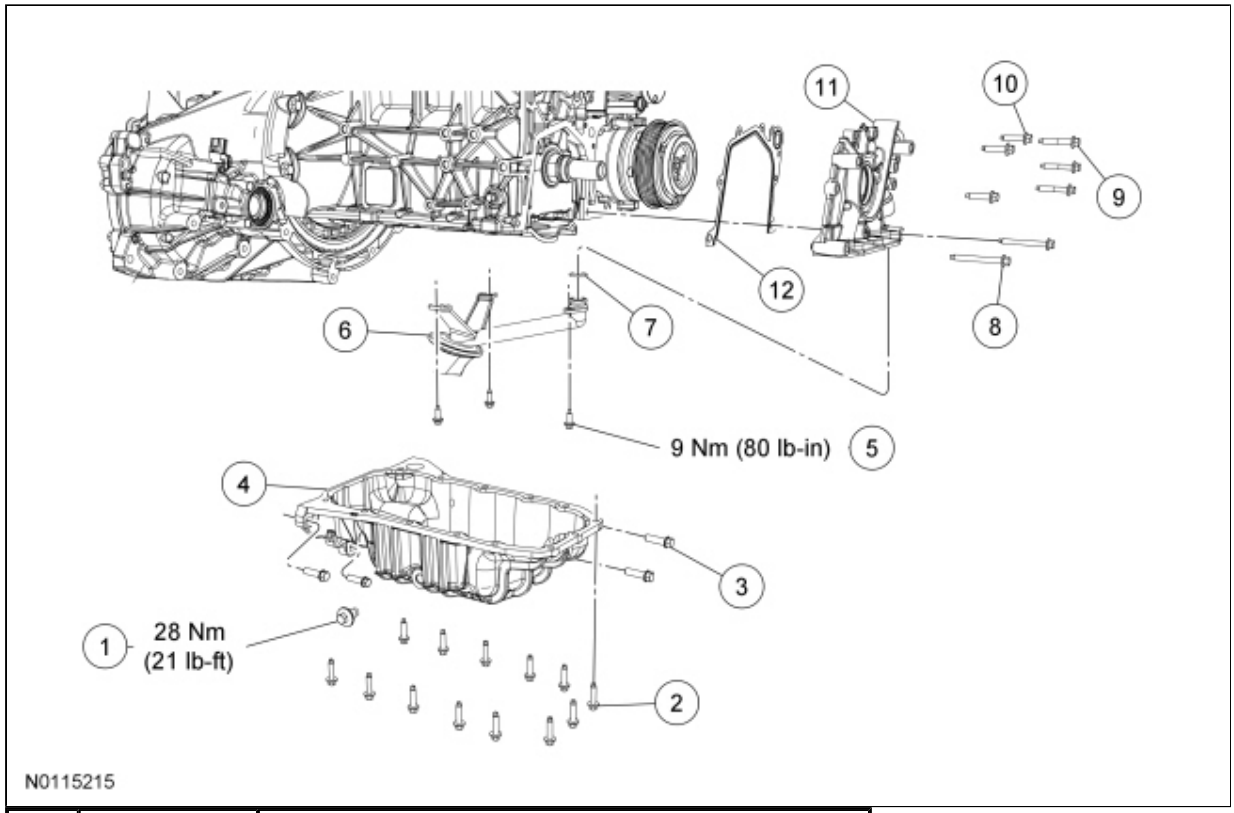
Oil Filter, Oil Cooler and Engine Oil Pressure (EOP) Switch



Item	Part Number	Description
1	—	Engine Oil Pressure (EOP) switch electrical connector (part of 12A522)
2	9278	EOP switch
3	8K276	Oil cooler coolant hose
4	18472	Oil cooler coolant hose
5	6731	Oil filter
6	6L626	Oil cooler mounting bolt
7	6A642	Oil cooler
8	6L621	Oil cooler gasket

Oil Pan, Oil Pump and Oil Pump Screen and Pickup Tube

NOTE: Automatic transaxle shown, manual transaxle similar.



Item	Part Number	Description
1	6730	Oil pan drain plug
2	W500225	Oil pan bolt (13 required)
3	W701069	Oil pan bolt (4 required)
4	6675	Oil pan
5	W703311	Oil pump screen and pickup tube bolt (3 required)
6	6622	Oil pump screen and pickup tube
7	6626	Oil pump screen and pickup tube O-ring seal
8	W500300	Oil pump bolt (2 required)
9	W500301	Oil pump bolt (3 required)
10	W500215	Oil pump bolt (3 required)
11	6600	Oil pump
12	6659	Oil pump gasket

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Oil Cooler

Material

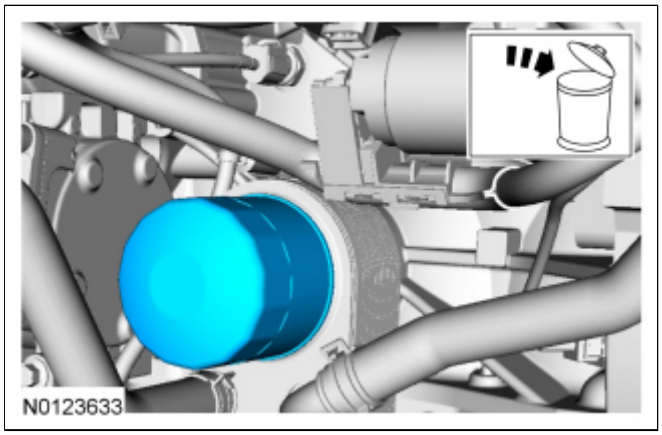
Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Motorcraft® Specialty Orange Engine Coolant VC-3-B (US); CVC-3-B (Canada)	WSS-M97B44-D

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. **NOTE:** Lubricate the engine oil filter gasket with clean engine oil prior to installing the oil filter.

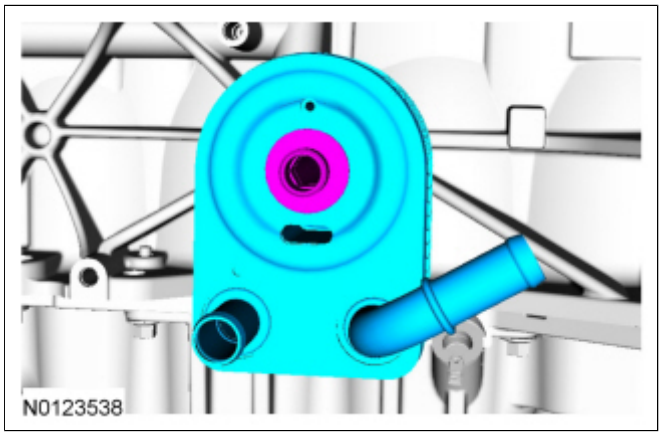
   Remove the engine oil filter and discard.
   - To install, tighten to 15 Nm (133 lb-in).



3. Using hose clamp pliers, clamp the 2 oil cooler coolant hoses and remove the 2 coolant hoses from the oil cooler.

4. ***NOTICE:*** **If metal or aluminum material is present in the oil cooler, mechanical concerns exist. Failure to correct these concerns may cause engine failure. To diagnose mechanical concerns, refer to Section 303-00 .**

   Remove the oil cooler mounting bolt and the oil cooler.
   - Inspect the oil cooler gasket, replace if necessary.
   - To install, tighten to 56 Nm (41 lb-ft).



5. To install, reverse the removal procedure.
   - Inspect and adjust the coolant level in the degas bottle.

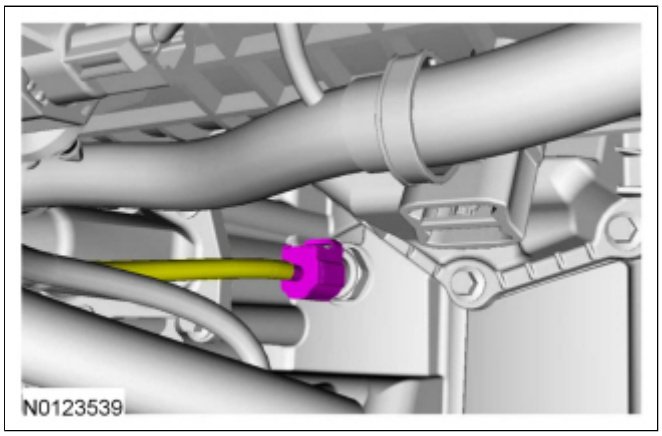
Engine Oil Pressure (EOP) Switch

Material

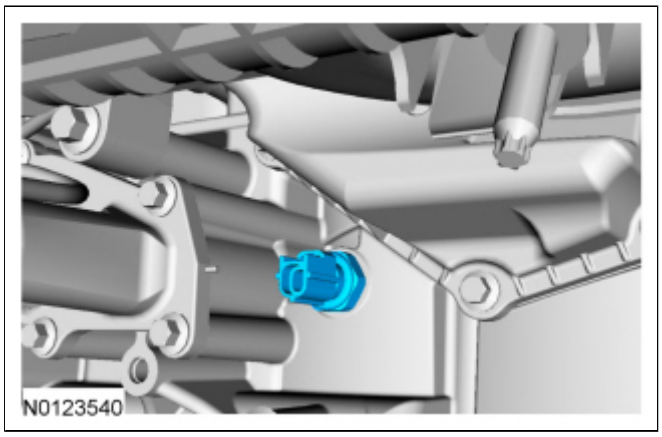
Item	Specification
Thread Sealant with PTFE TA-24	WSK-M2G350-A2

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Disconnect the EOP switch electrical connector.



3. Remove the EOP switch.
   - To install, tighten to 18 Nm (159 lb-in).



4. To install, reverse the removal procedure.
   - Apply thread sealant to the EOP switch threads.

Oil Pan

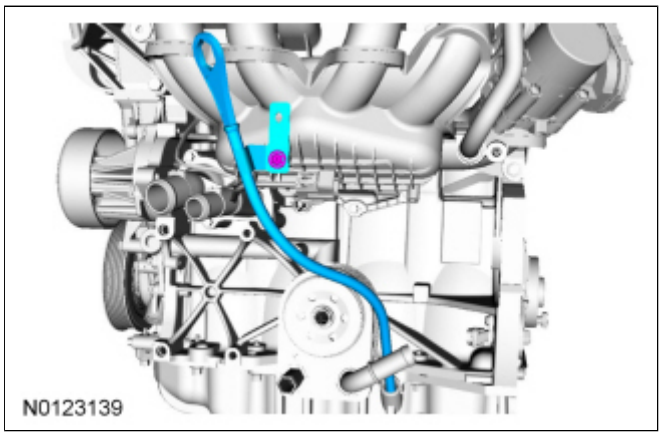
Material

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	—
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4

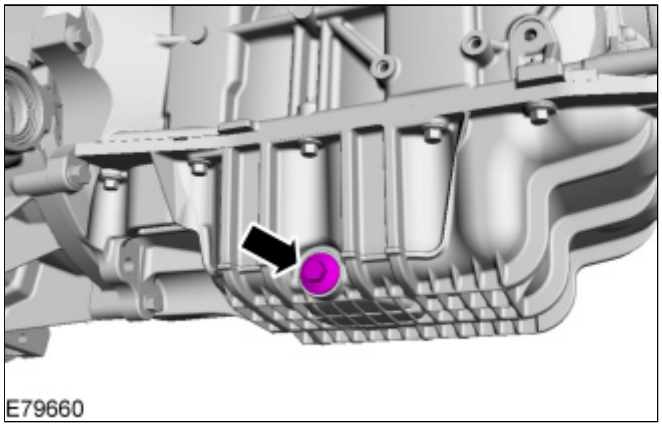
Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

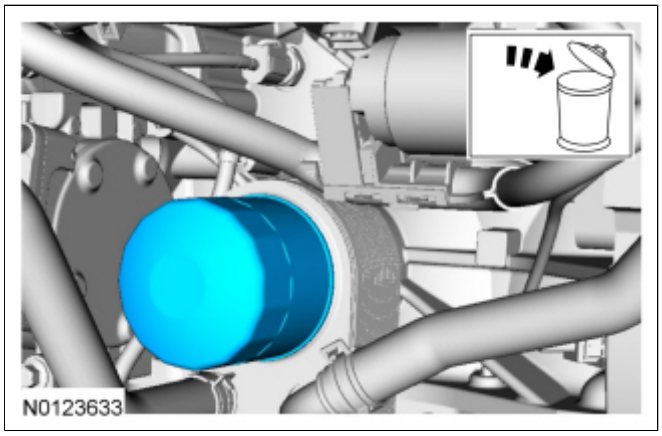
2. Remove the screw and the oil level indicator and tube.
   - Inspect and replace the O-ring seal, if necessary.



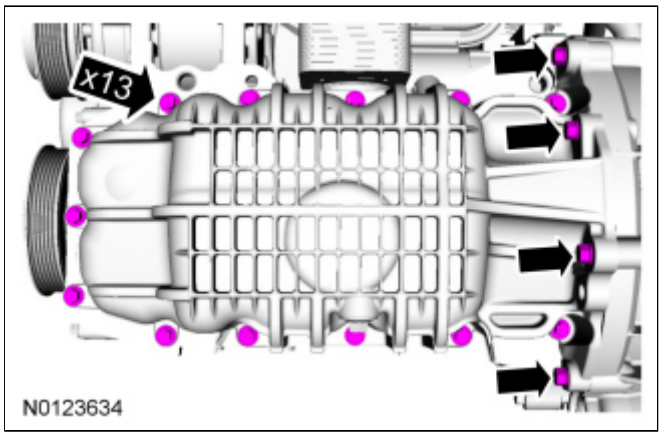
3. Drain the engine oil.
   - Install the drain plug.
   - Tighten to 28 Nm (21 lb-ft).



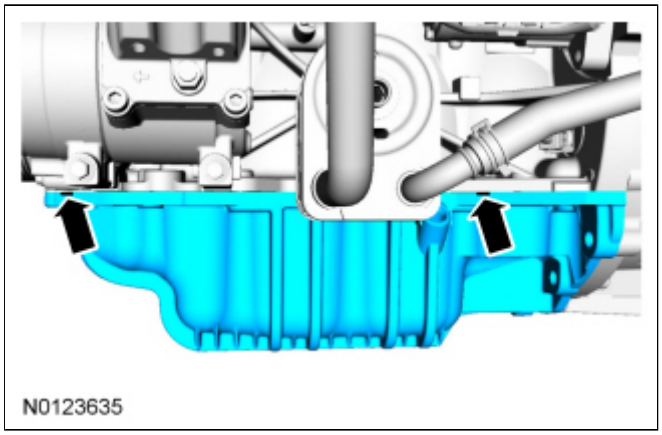
4. Remove and discard the engine oil filter.



5. Remove the 17 bolts from the oil pan.



6. Using the 3 pry pads (2 shown), remove the oil pan.

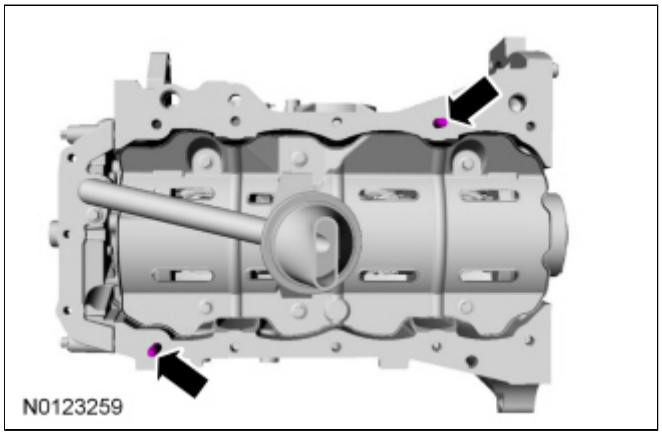


Installation

1. ***NOTICE:*** **Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove traces of sealant.**

   Clean and inspect all mating surfaces using silicone gasket remover.

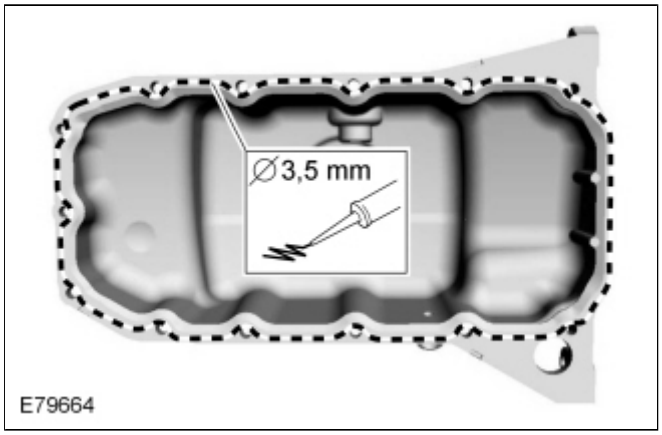
2. Install 2 M8x20 studs for oil pan alignment.



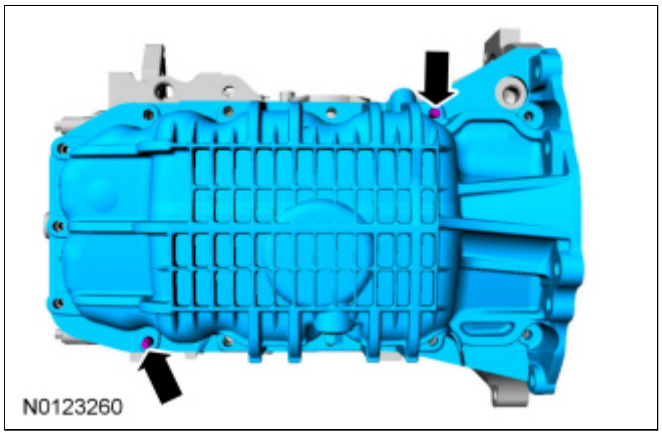
3. **NOTE:** The oil pan must be installed within 5 minutes of applying the sealant.

   NOTE: If the oil pan is not secured within 5 minutes of sealant application, the sealant must be removed and the sealing area cleaned with metal surface prep. Allow to dry until there is no sign of wetness, or 5 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage

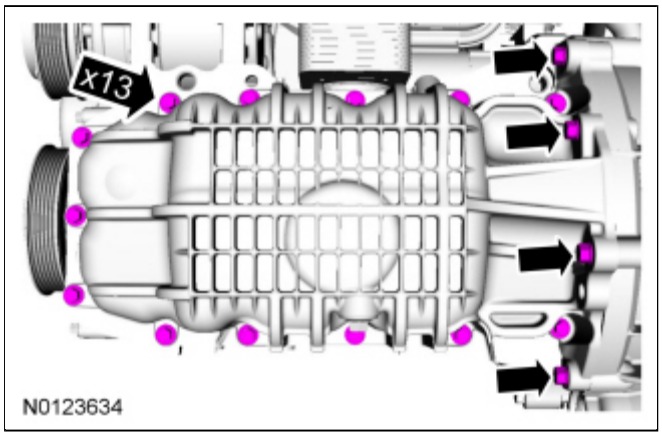
   Apply a 3.5 mm (0.137 in) bead of sealant to the oil pan.



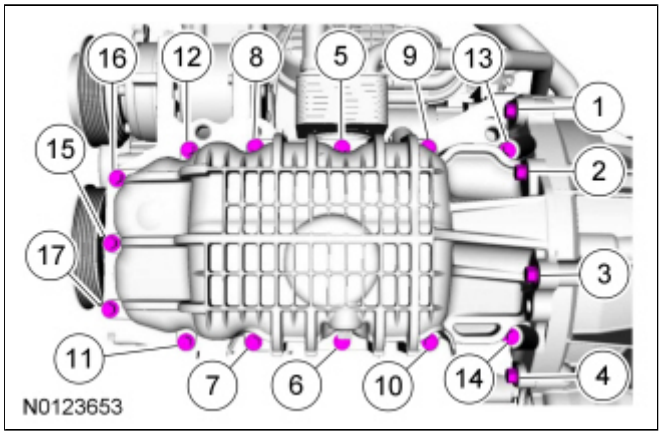
4. Install the oil pan using the 2 studs for alignment.



5. Install 15 bolts finger tight and remove the 2 alignment studs and install the remaining 2 bolts finger tight.

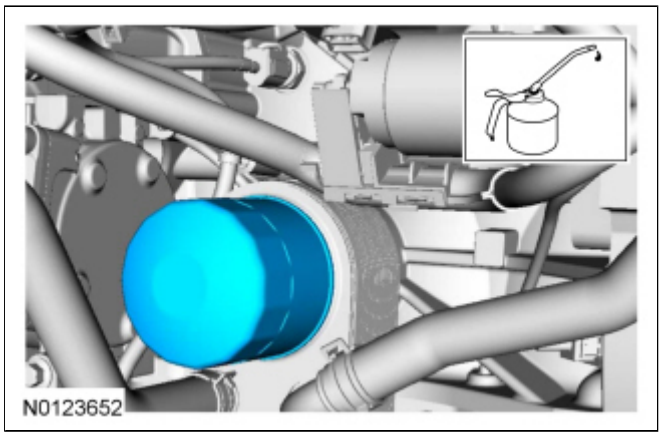


6. Tighten the oil pan bolts in the following sequence in 3 stages.
   - Stage 1: Tighten bolts 1 through 4 to 48 Nm (35 lb-ft).
   - Stage 2: Tighten bolts 5 through 17 to 10 Nm (89 lb-in).
   - Stage 3: Tighten bolts 5 through 17 to 20 Nm (177 lb-in).



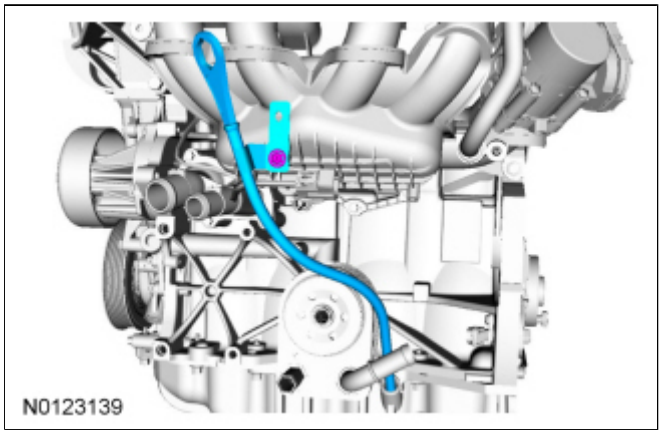
7. **NOTE:** Lubricate the engine oil filter gasket with clean engine oil prior to installing the oil filter.

   Install a new engine oil filter.
   - Tighten to 15 Nm (133 lb-in).



8. **NOTE:** Lubricate the O-ring seal with clean engine oil.

   Install the oil level indicator and tube and the screw.
   - Tighten to 4 Nm (35 lb-in).



9. Fill the engine with clean engine oil.

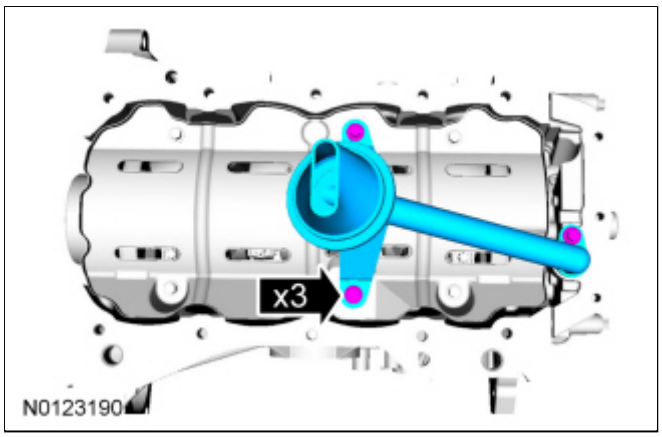
Oil Pump Screen and Pickup Tube

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Remove the engine oil pan. For additional information, refer to Oil Pan in this section.

3. Remove the 3 bolts and the oil pump screen and pickup tube.
   - Inspect and replace the O-ring seal, if necessary.
   - To install, tighten to 9 Nm (80 lb-in).

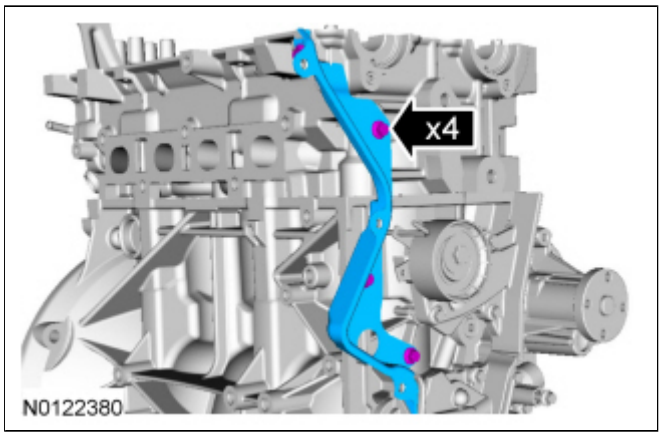


4. To install, reverse the removal procedure.

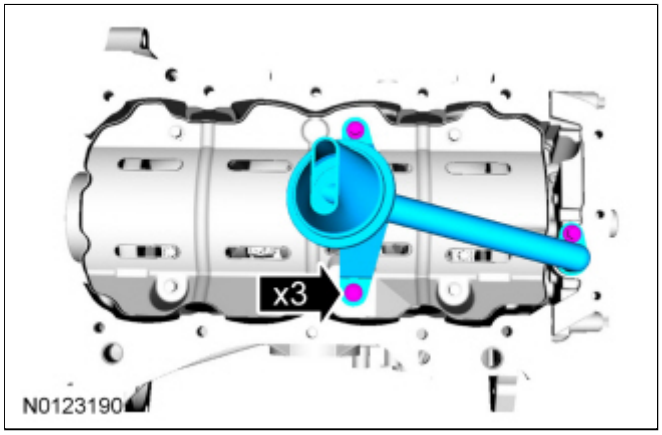
Oil Pump

Removal

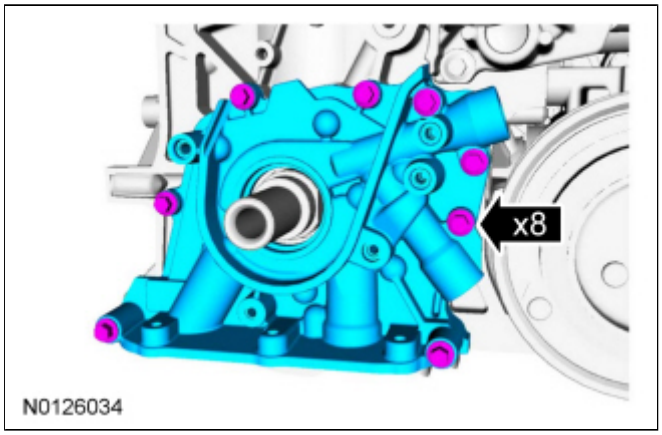
1. Remove the crankshaft front seal. For additional information, refer to Crankshaft Front Seal in this section.
2. Remove the oil pan. For additional information, refer to Oil Pan in this section.
3. Remove the 4 bolts and the timing belt cover backplate.



4. Remove the 3 bolts and the oil pump screen and pickup tube.
   - Inspect and replace the oil pump screen and pickup tube O-ring seal, if necessary.

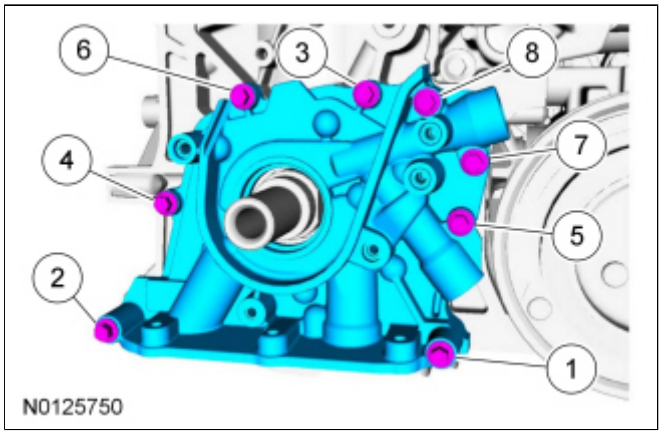


5. Remove the 8 bolts and the oil pump.
   - Remove and discard the oil pump gasket.

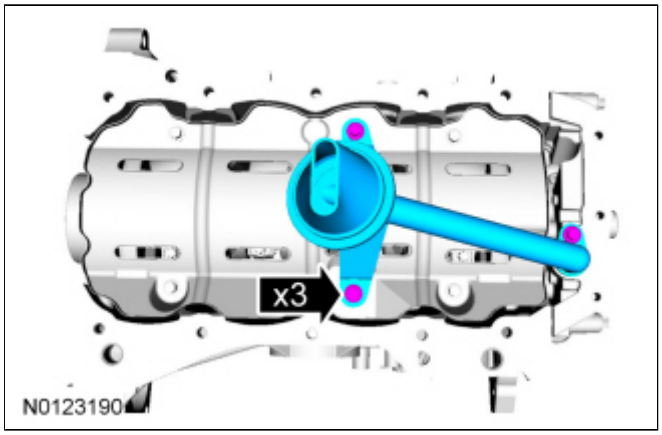


Installation

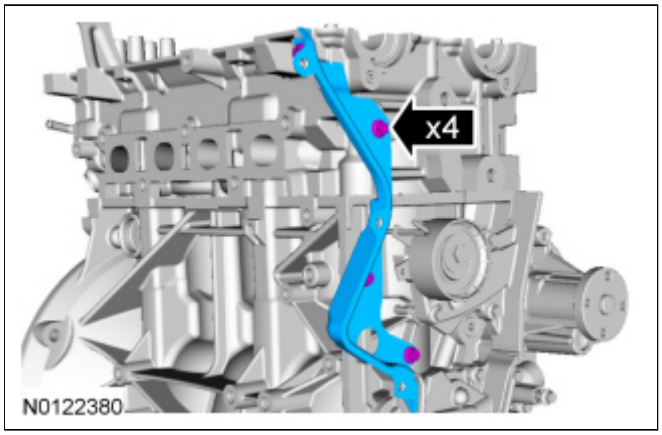
1. Install a new gasket, the oil pump and the 8 bolts in their original position and tighten in sequence shown in 2 stages.
    - Stage 1: Tighten to 6 Nm (53 lb-in).
    - Stage 2: Tighten to 9 Nm (80 lb-in).



2. Install the oil pump screen and pickup tube and 3 bolts.
    - Tighten to 9 Nm (80 lb-in).



3. Install the timing belt cover backplate and the 4 bolts.
    - Tighten to 9 Nm (80 lb-in).



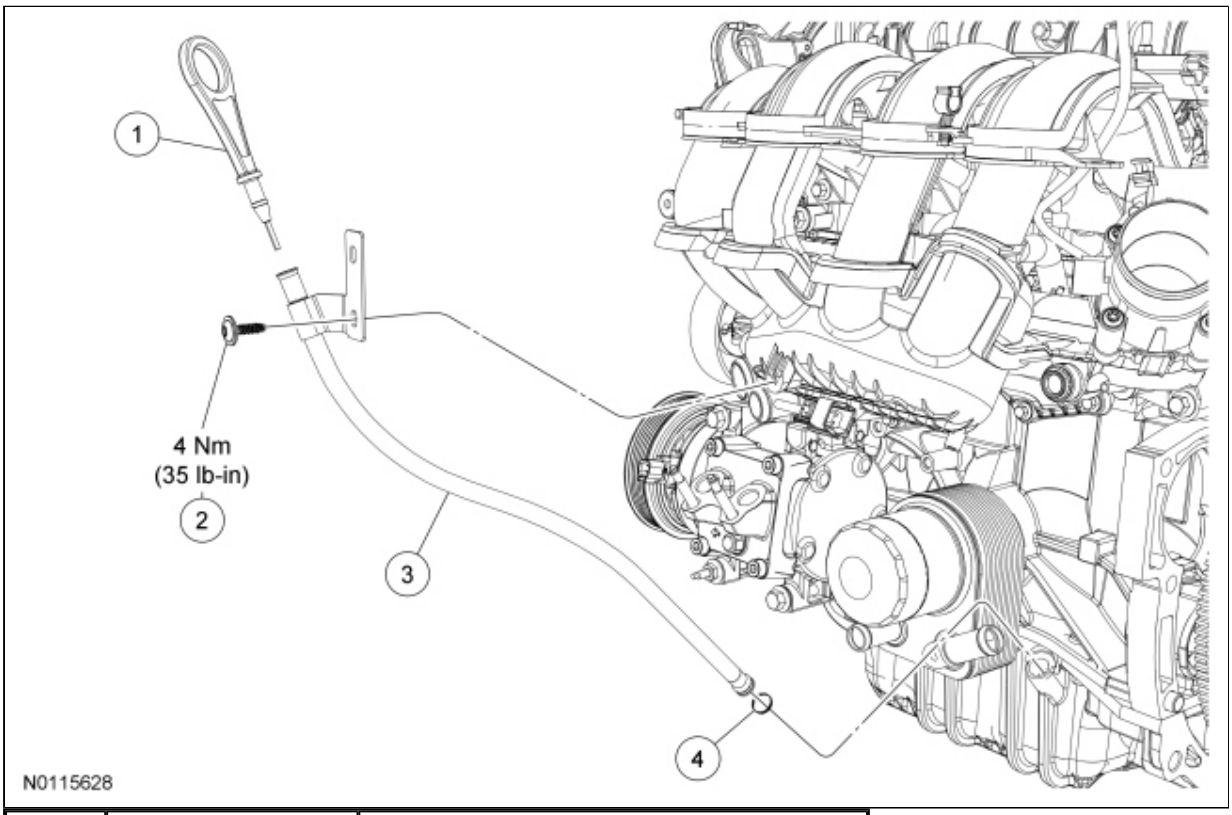
4. Install the oil pan. For additional information, refer to Oil Pan in this section.

5. Install the crankshaft front seal. For additional information, refer to Crankshaft Front Seal in this section.

Oil Level Indicator and Tube

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A



Item	Part Number	Description
1	6750	Oil level indicator
2	W709843	Oil level indicator tube screw
3	6754	Oil level indicator tube
4	W701261	O-ring seal

Removal and Installation

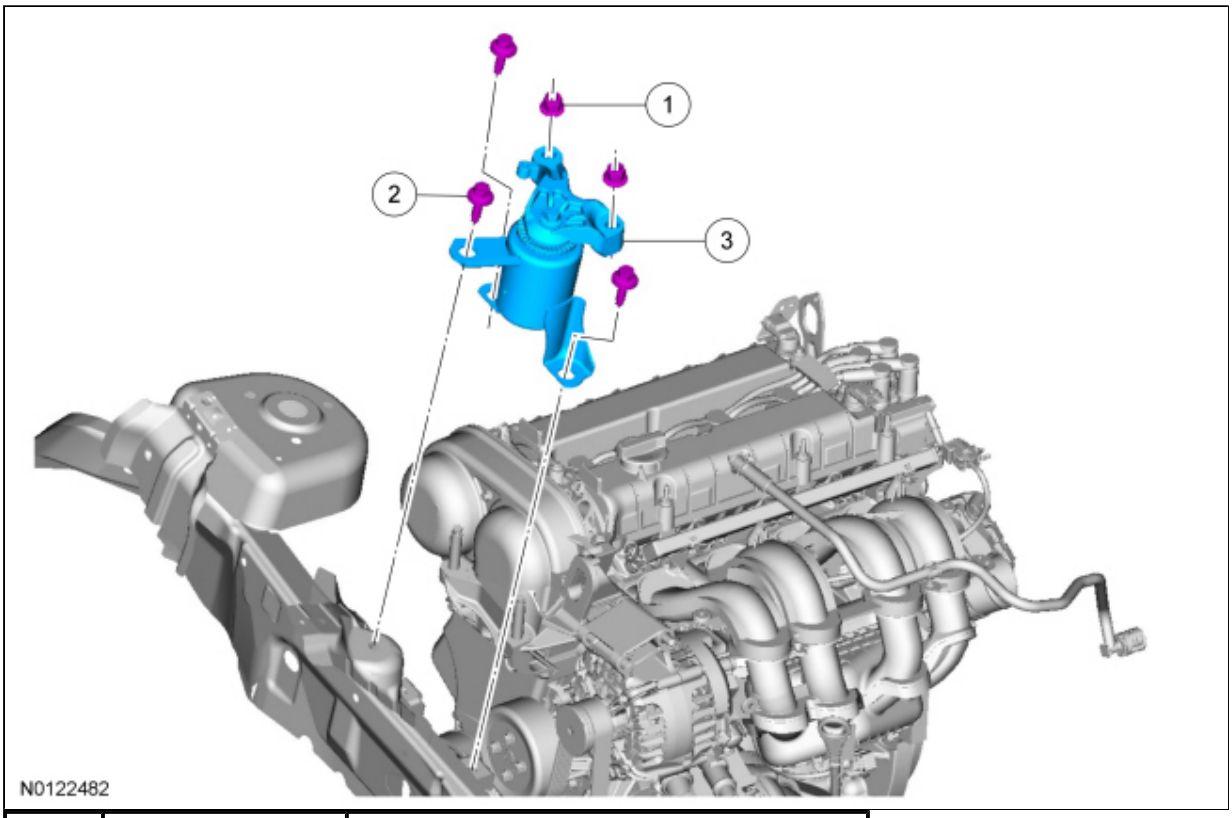
1. Remove the oil level indicator.

2. Remove the oil level indicator tube screw.
   - To install, tighten to 4 Nm (35 lb-in).

3. Remove the oil level indicator tube.
   - Inspect and replace the O-ring seal, if necessary.
   - To install, lubricate the O-ring seal with clean engine oil.

4. To install, reverse the removal procedure.

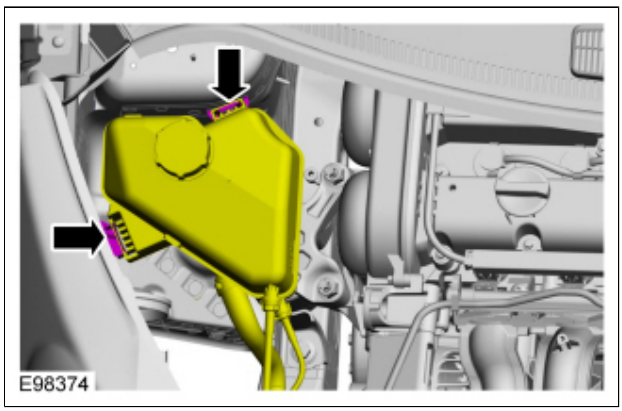
Engine Mount



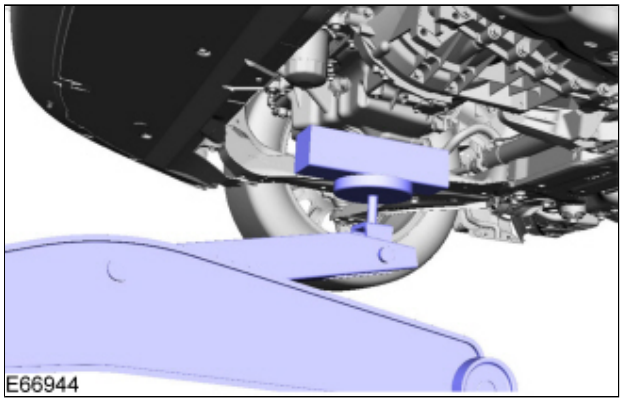
Item	Part Number	Description
1	W520214	Engine mount nut (2 required)
2	W706408	Engine mount bolt (3 required)
3	6038	Engine mount

Removal

1. Release the 2 tabs and position the degas bottle aside.



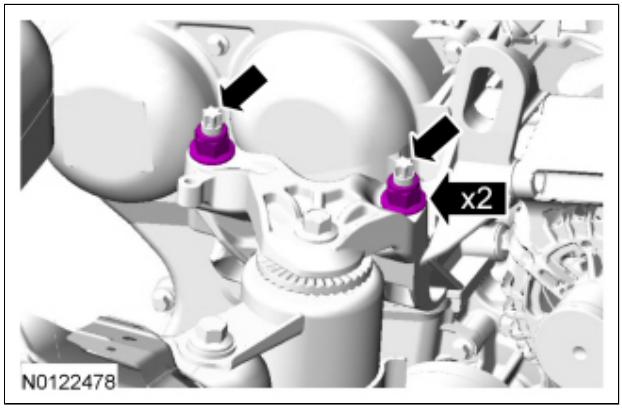
2. Using a floor jack and a wooden block, support the engine.



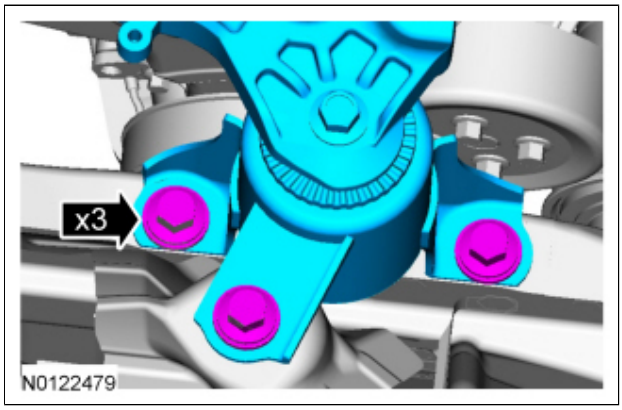
3. ***NOTICE:*** **The engine mount studs must be held while removing the engine mount nuts or damage to the powertrain may occur.**

   NOTE: Do not loosen the engine mount center bolt or the engine may become improperly positioned.

   Use the holding feature to prevent the engine mount studs from turning, remove the 2 engine mount nuts.



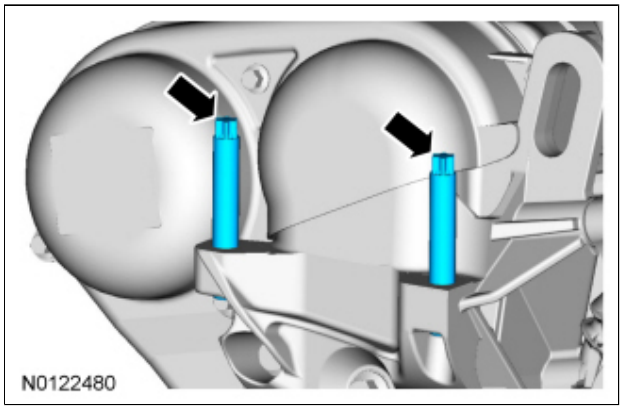
4. Remove the 3 bolts and the engine mount.



Installation

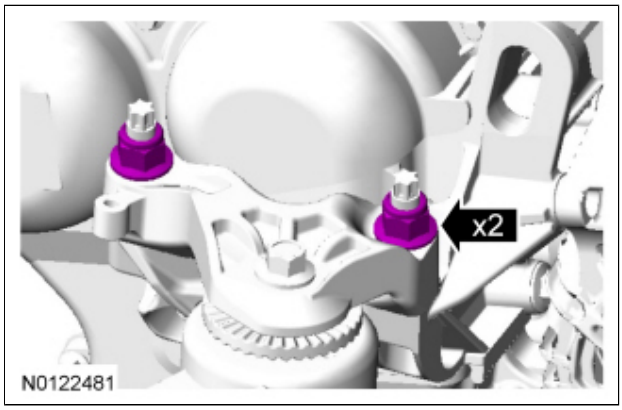
1. ***NOTICE:*** **The engine mount studs must be torqued or damage to the powertrain may occur.**

   Torque the engine mount studs before installing the engine mount.
   - Tighten to 8 Nm (71 lb-in).

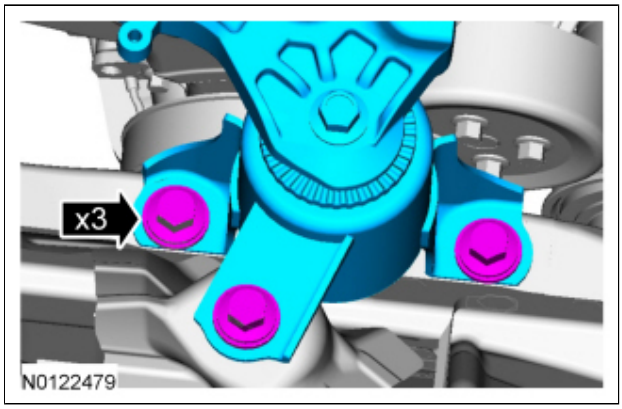


2. **NOTE:** Do not loosen the engine mount center bolt or the engine may become improperly positioned.

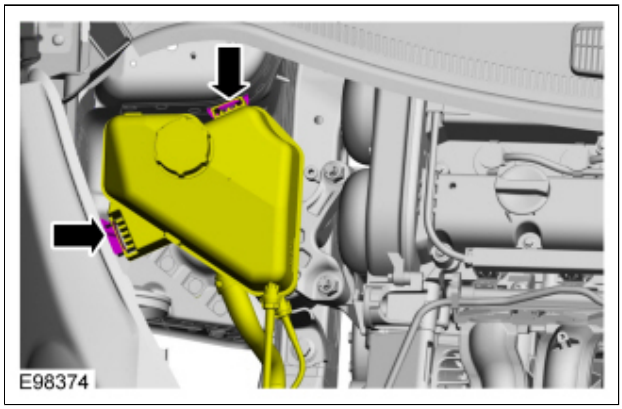
   Install the engine mount and the 2 nuts.
   - Tighten the 2 nuts to 80 Nm (59 lb-ft).



3. Install the 3 engine mount bolts.
   - Tighten to 48 Nm (35 lb-ft).

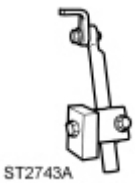


4. Position the degas bottle on the 2 retainer tabs.


E98374

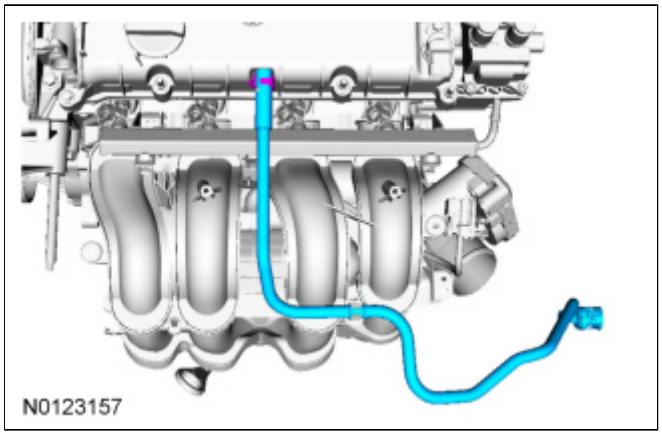
Engine — Automatic Transaxle

Special Tool(s)

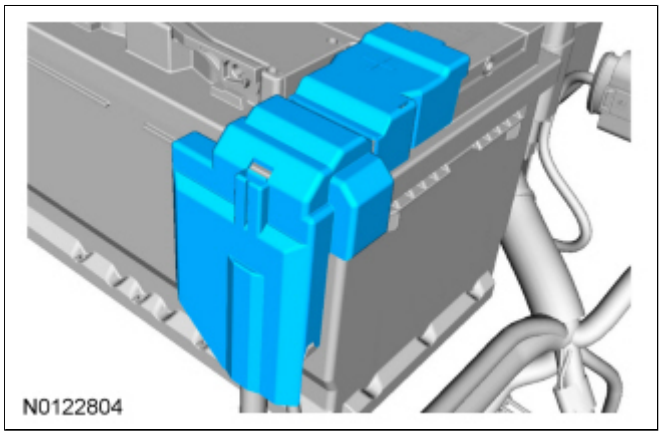
ST1341-A	2,200# Floor Crane, Fold Away 300-OTC1819E
ST1682-A	Powertrain Lift 300-OTC1585AE
ST1602-A	Spreader Bar 303-D089 (D93P-6001-A3) or equivalent
 ST2743A	Adjustable Grip Arm, 1735A 014-00001

All vehicles

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Release the fuel system pressure. For additional information, refer to Section 310-00 .
3. Remove the Air Cleaner (ACL) and ACL outlet pipe. For additional information, refer to Section 303-12 .
4. Disconnect the crankcase vent tube from the valve cover.
   - Detach the 2 crankcase vent tube retainers and remove the tube.

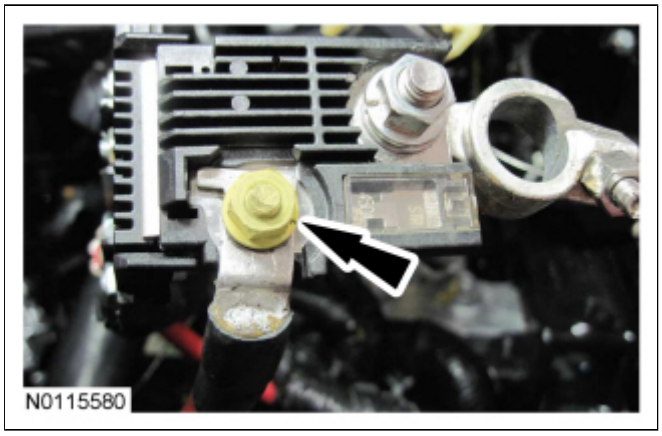


5. Remove the positive battery cable cover.



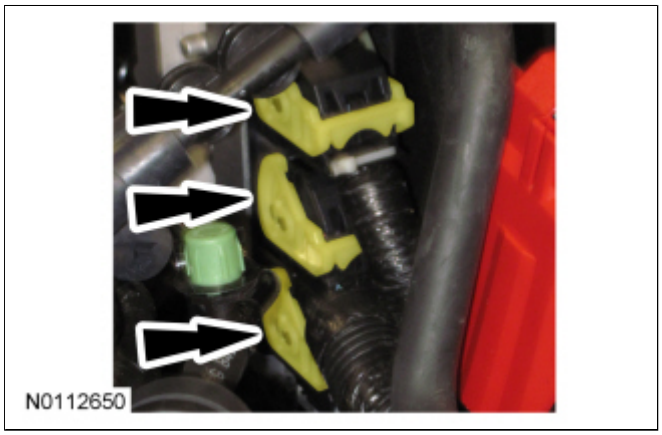
6. Remove the battery. For additional information, refer to Section 414-01 .

7. Remove the nut and cable from the positive battery cable terminal.

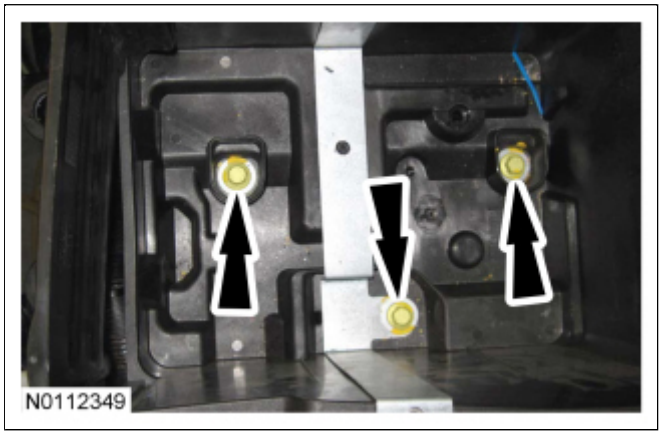


8. Remove the bolt and the PCM cover.

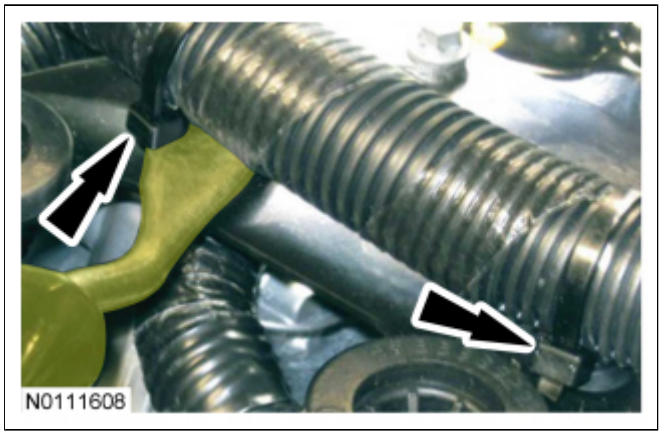
9. Disconnect the 3 PCM electrical connectors.



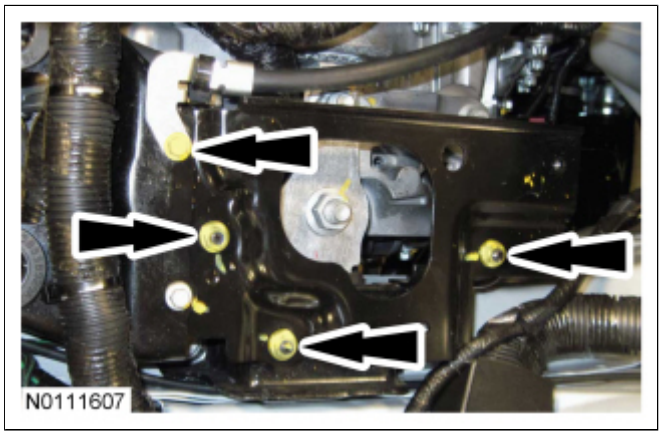
10. Remove the 3 bolts and the battery tray.



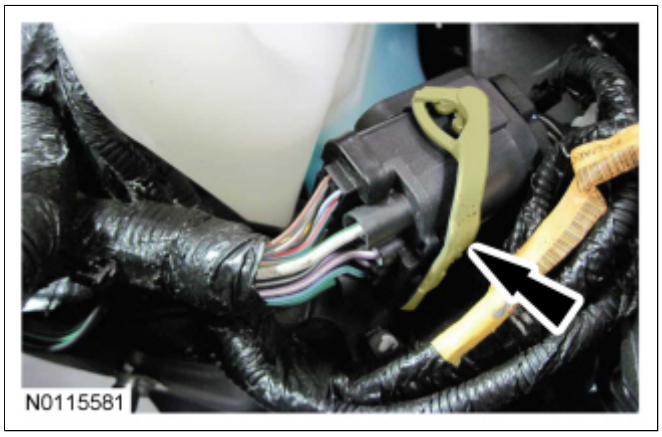
11. Detach the 2 positive battery cable wire harness retainers from battery tray bracket.



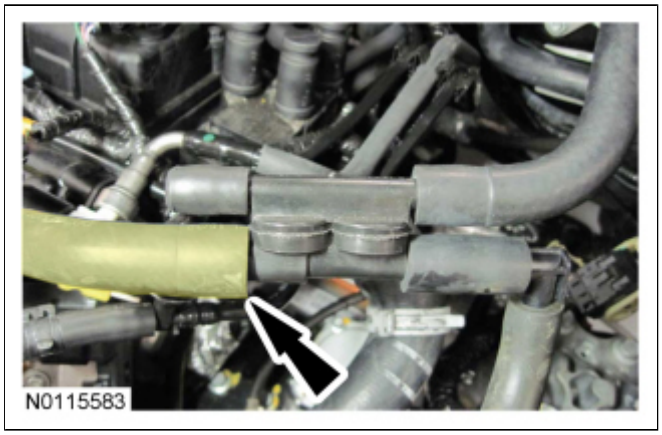
12. Remove the selector lever cable bolt, 3 battery tray nuts and the battery tray bracket.
    - Detach the 2 wiring harness retainers from the battery tray bracket.



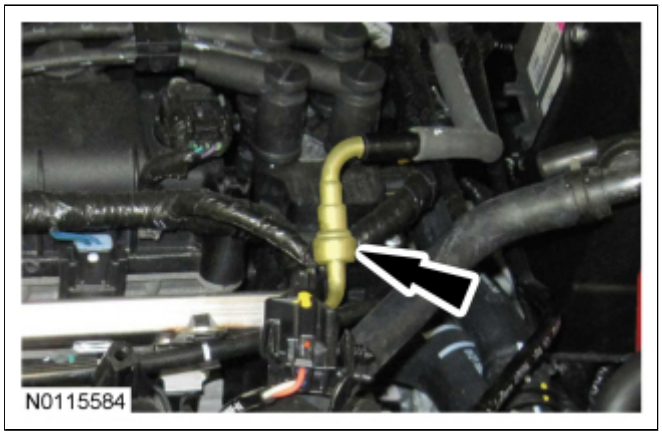
13. Disconnect the engine harness electrical connector.



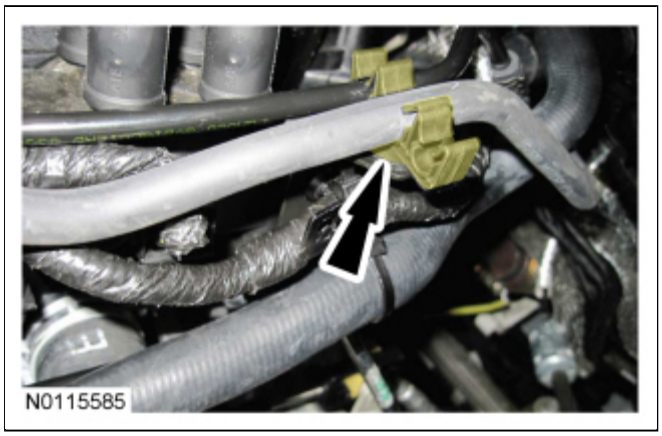
14. Disconnect the brake booster vacuum hose.



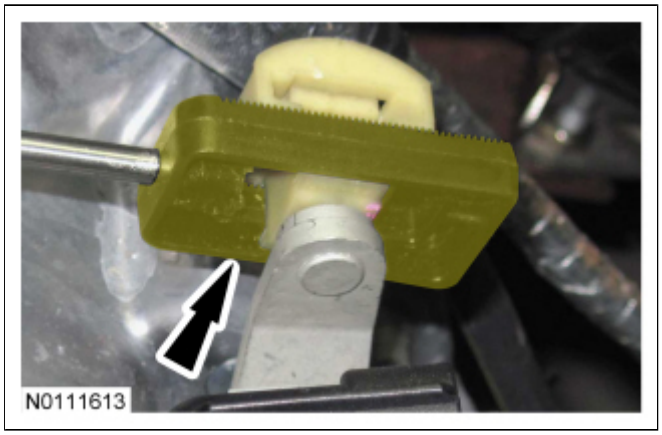
15. Disconnect the fuel tube spring lock couplings from the fuel rail. For additional information, refer to Section 310-00 .



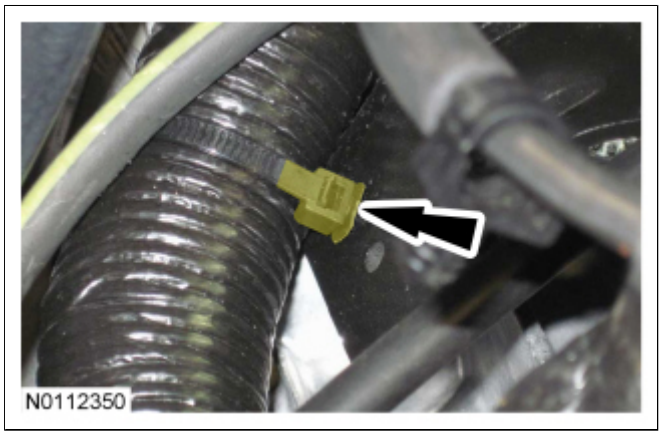
16. Detach the fuel tube from the coolant outlet bracket retainer.



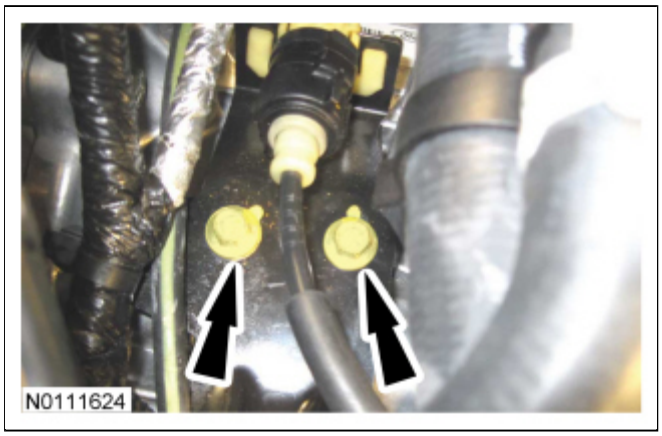
17. Remove the generator. For additional information, refer to Section 414-00 .
18. Drain the cooling system. For additional information, refer to Section 303-03 .
19. Remove the degas bottle. For additional information, refer to Section 303-03 .
20. Disconnect the selector lever cable from the control lever.



21. Detach the wiring harness retainer from the selector lever cable bracket.

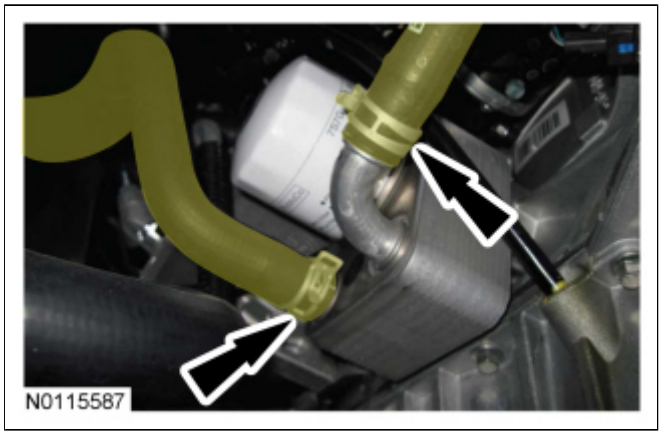


22. Remove the 2 selector lever cable bracket bolts from the transaxle and position the selector lever cable and bracket aside.



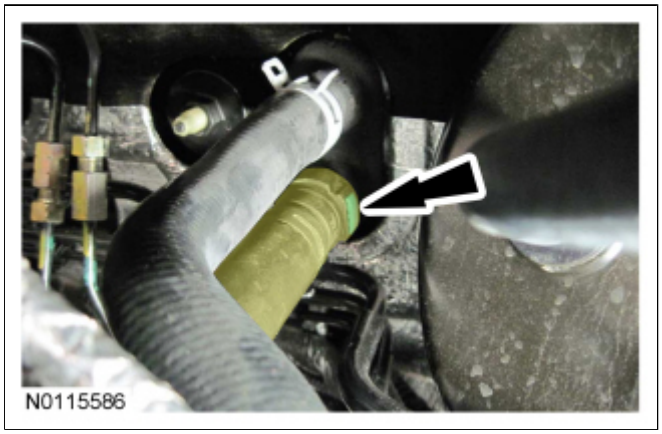
23. Remove the cooling fan motor and shroud. For additional information, refer to Section 303-03 .

24. Disconnect the 2 coolant hoses from the engine oil cooler.
    - Detach the oil cooler hose retainer from the upper radiator hose.

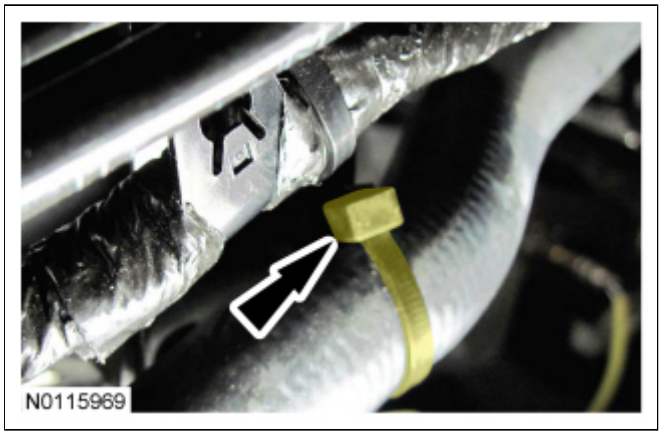


25. Remove the Heated Oxygen Sensor (HO2S). For additional information, refer to Section 303-14 .

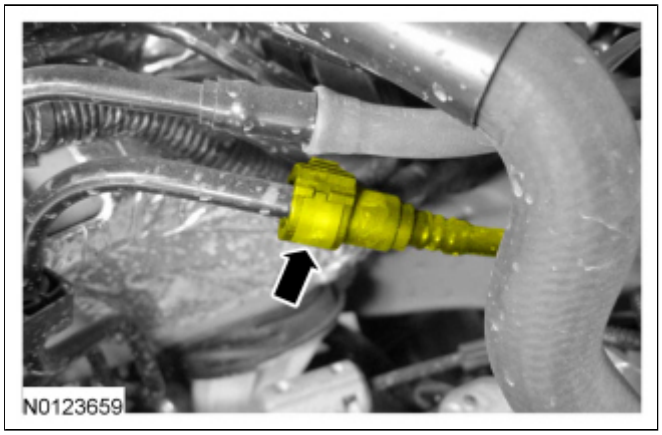
26. Disconnect the lower heater hose from the heater core.



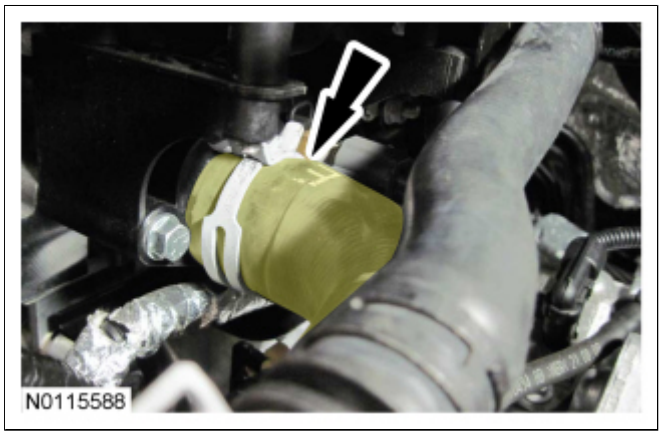
27. Detach the coolant hose retainer from the coolant outlet bracket.



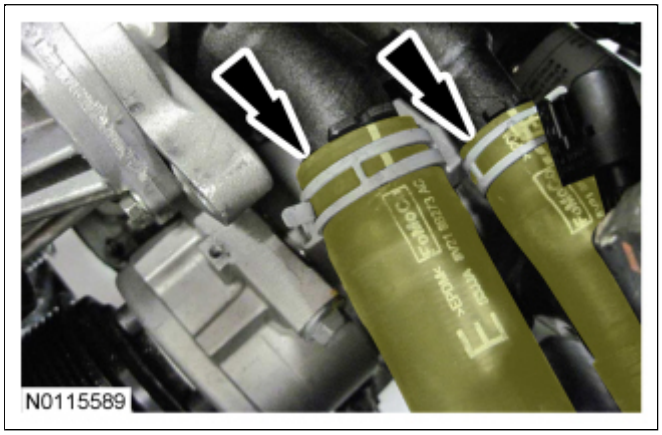
28. Disconnect the Evaporative Emission (EVAP) tube quick connect coupling near the bulk head. For additional information, refer to Section 310-00 .



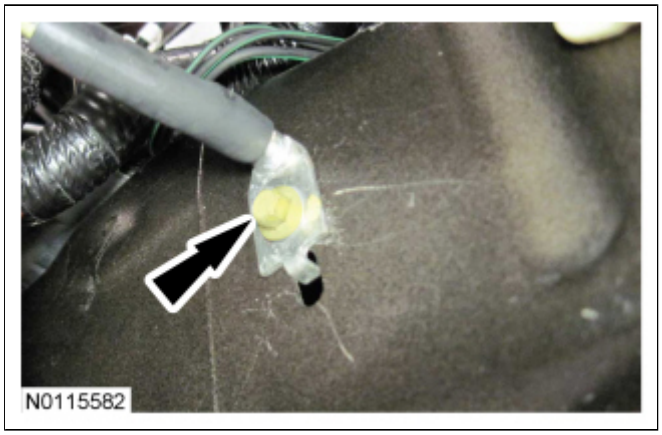
29. Disconnect the upper radiator hose from the engine.



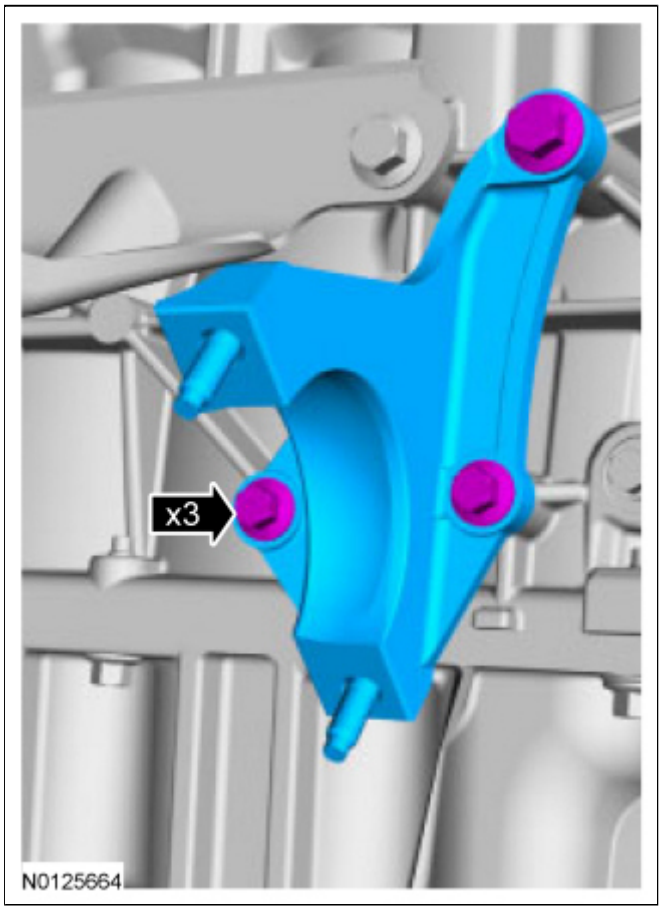
30. Disconnect the lower radiator hose and coolant hose from the thermostat housing.



31. Remove the bolt and position the engine ground wire aside.

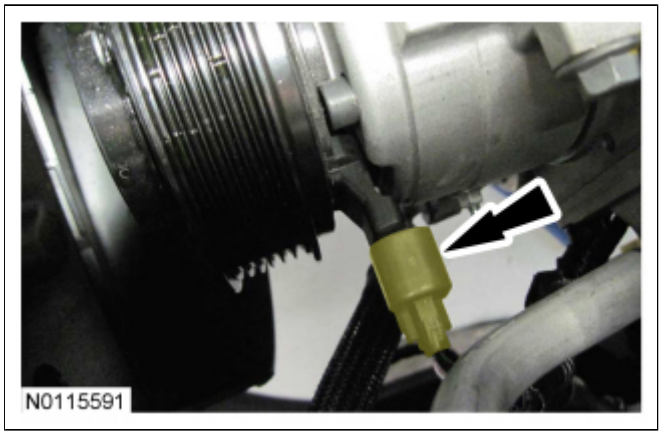


32. Drain the transmission. For additional information, refer to Section 307-11 .
33. Remove the RH and LH halfshafts. For additional information, refer to Section 205-04 .
34. Remove the 3 bolts and the halfshaft bracket.

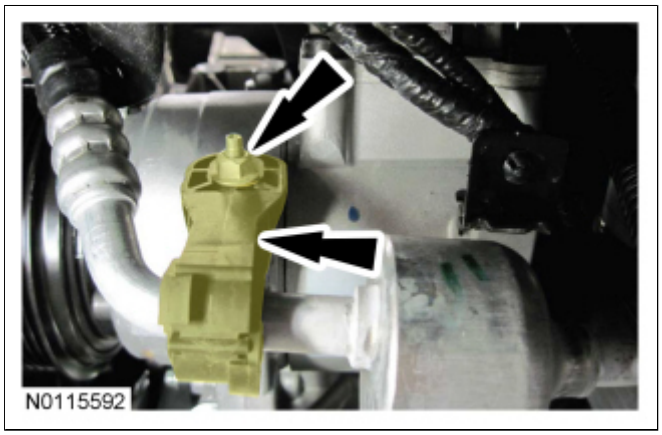


Vehicles with A/C

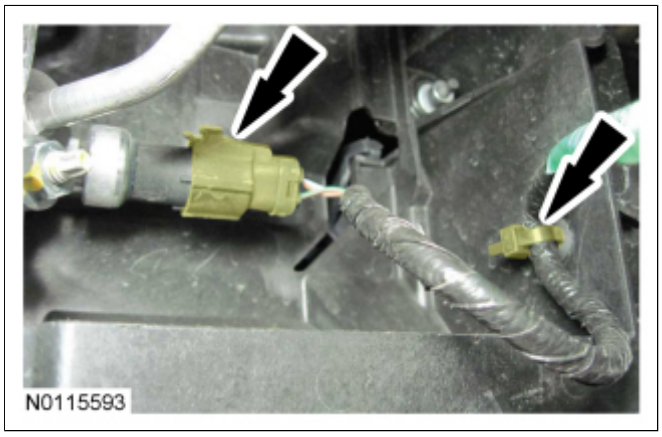
35. Disconnect the A/C compressor electrical connector.



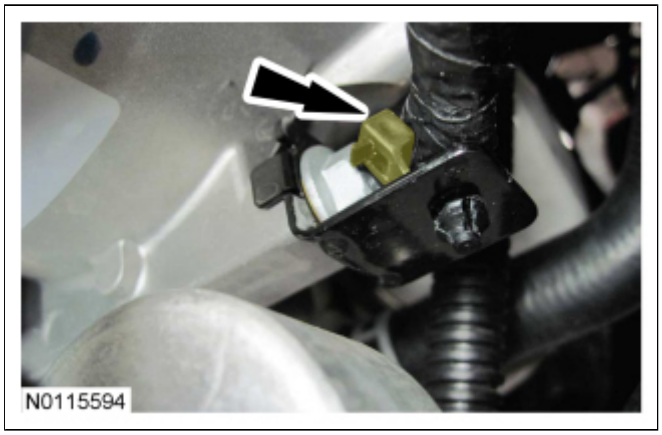
36. Remove the nut and position the A/C line bracket aside.



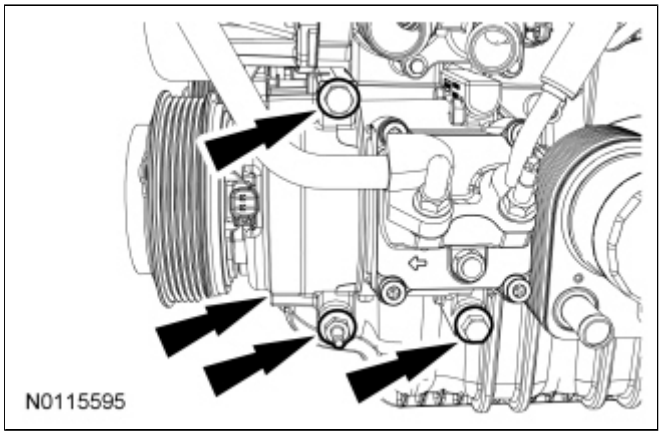
37. Disconnect the A/C pressure transducer electrical connector.
    - Detach the wiring harness retainer.



38. Detach the wiring harness retainer from the lower A/C compressor bracket.

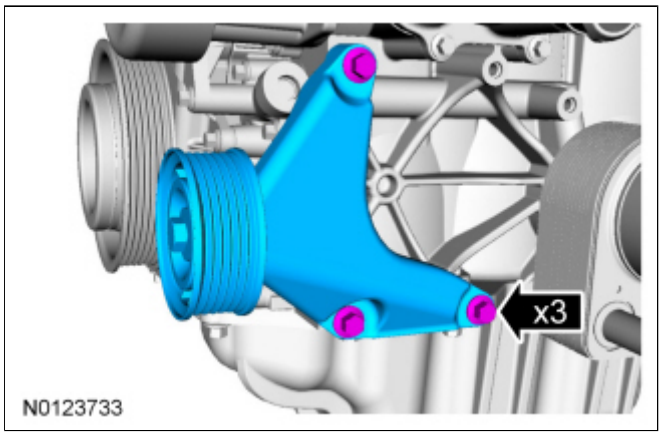


39. Remove the 2 bolts, stud bolt and position the A/C compressor aside and support with a length of mechanic's wire.



Vehicles without A/C

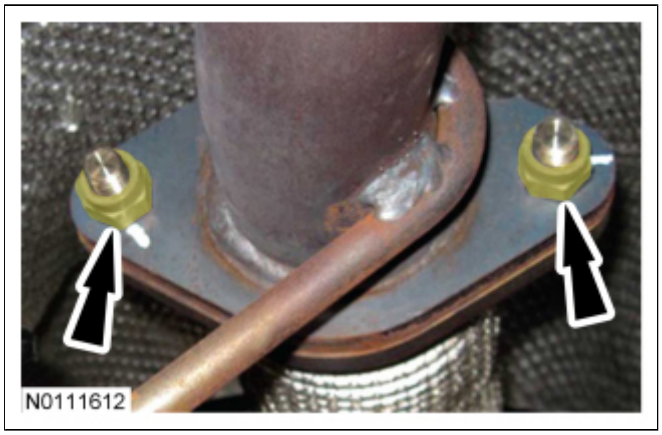
40. Remove the 3 bolts and the accessory drive belt idler pulley bracket.



All vehicles

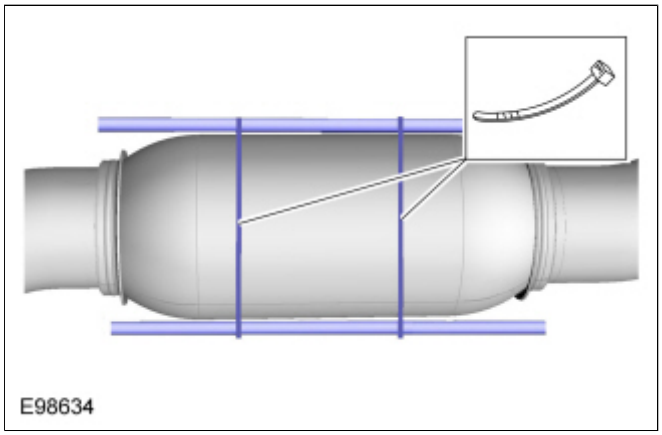
41. Remove the Catalyst Monitor Sensor (CMS). For additional information, refer to Section 303-14 .

42. Remove the 2 catalytic converter-to-muffler nuts and separate.
    - Discard the gasket.

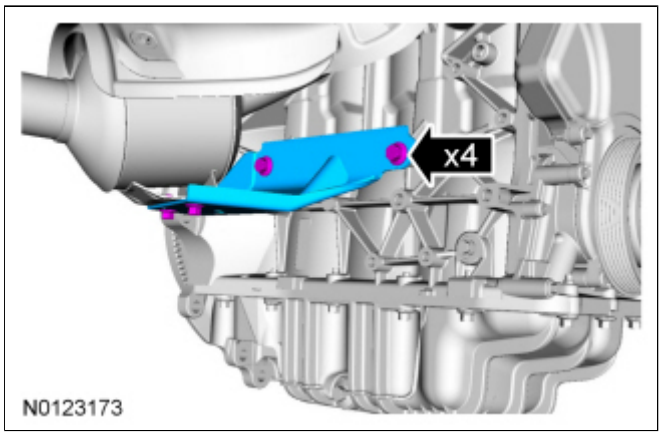


43. ***NOTICE:*** **Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

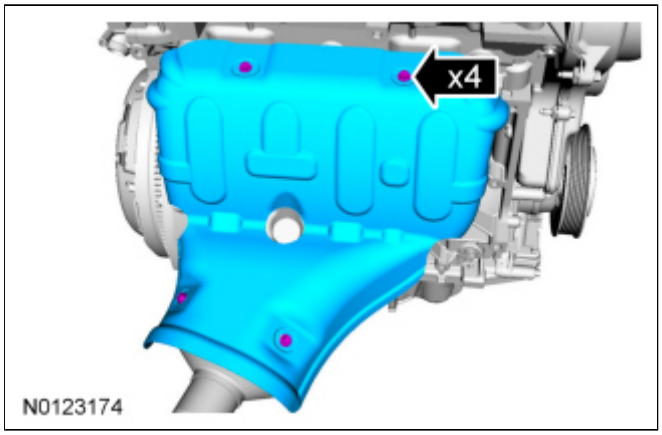
    Support the exhaust flexible pipe with a support wrap or suitable splint.



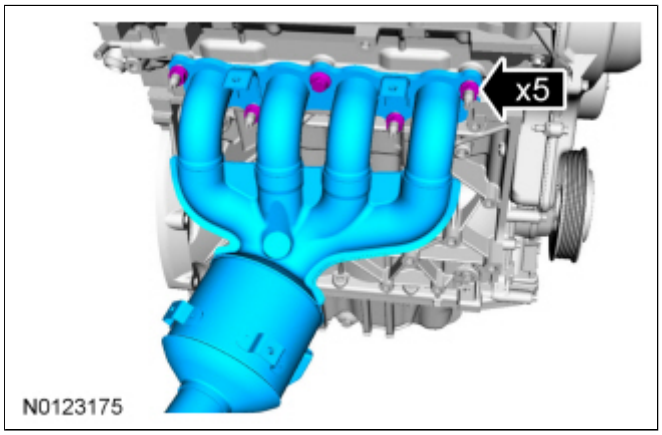
44. Remove the 4 bolts and the lower catalytic converter bracket.



45. Remove the 4 bolts and the catalytic converter heat shield.



46. Remove the 4 catalytic converter nuts and bolt.
    - Discard the bolt and 4 nuts.

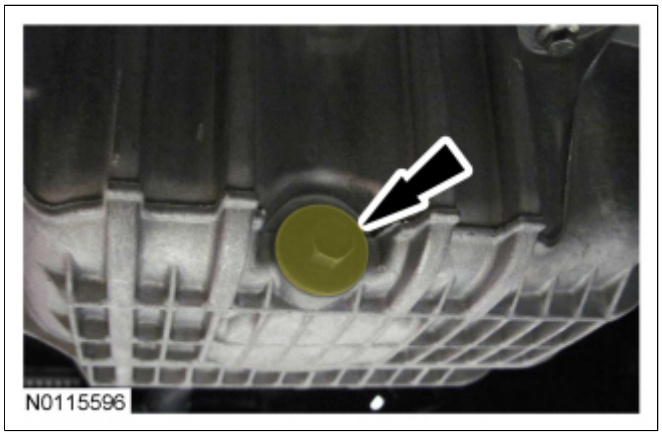


47. Position the catalytic converter back and secure with mechanic wire.
    - Discard the catalytic converter gasket.

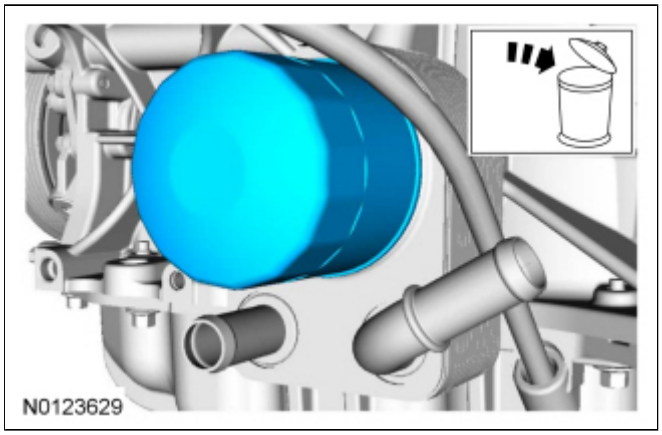
48. Clean and inspect the catalytic converter flange. For additional information, refer to exhaust manifold cleaning and inspection in Section 303-00 .

49. If equipped, disconnect the block heater electrical connector.

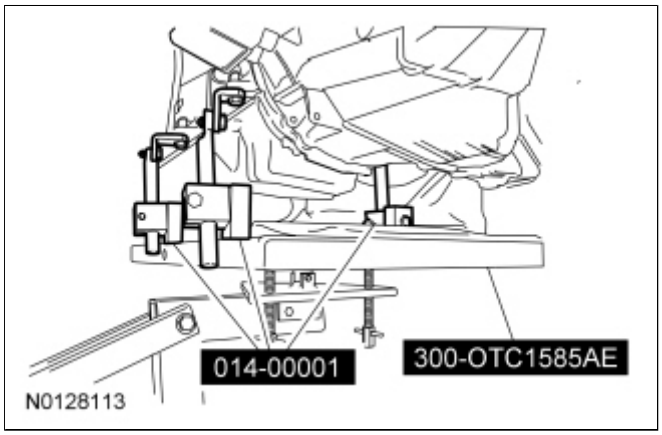
50. Drain the engine oil.
    - Install the drain plug and tighten to 28 Nm (21 lb-ft).



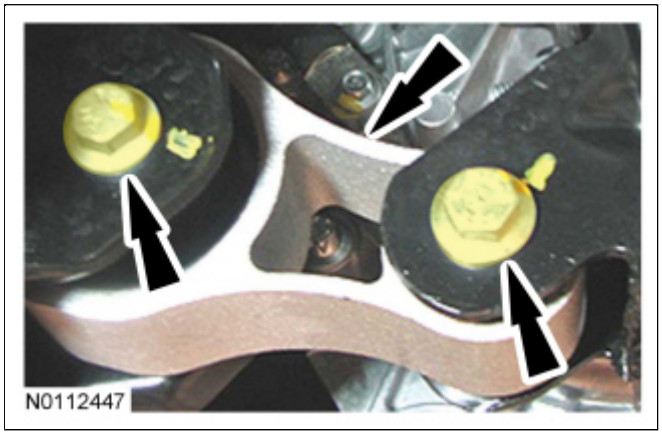
51. Remove and discard the engine oil filter.



52. Using the Powertrain Lift and Adjustable Grip Arms, secure the engine to the lift table.



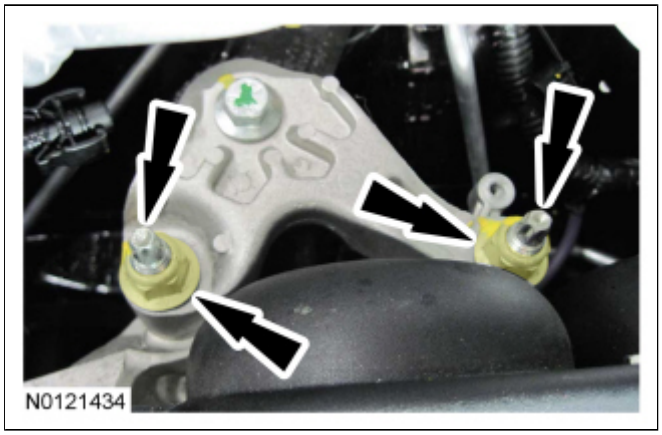
53. Remove the 2 bolts and the transaxle roll restrictor.



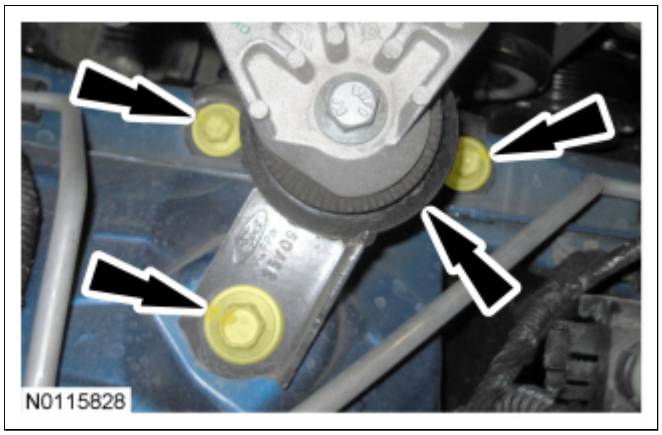
54. ***NOTICE:*** **The engine mount studs must be held while removing the engine mount nuts or damage to the powertrain may occur.**

    NOTE: Do not loosen the engine mount center bolt or the engine may become improperly positioned.

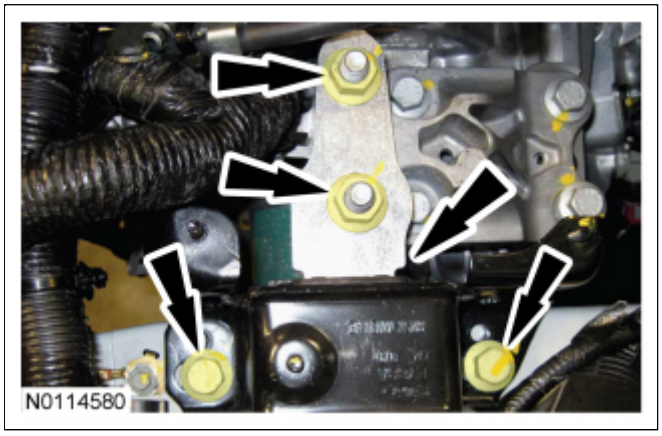
    Use the holding feature to prevent the engine mount studs from turning, remove the 2 engine mount nuts.



55. Remove the 3 bolts and the engine mount.

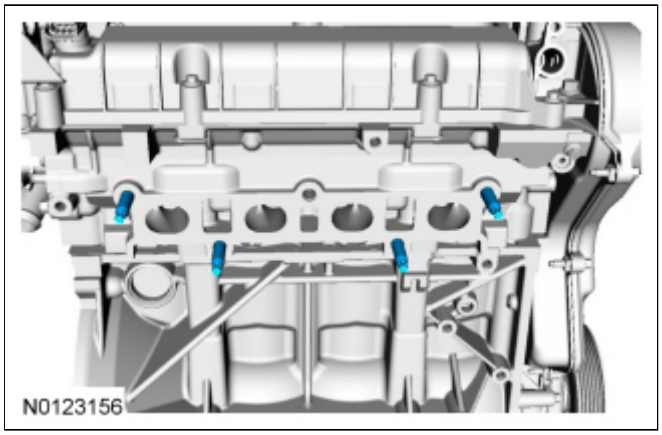


56. Remove the 2 bolt, 2 nuts and the transaxle support insulator.

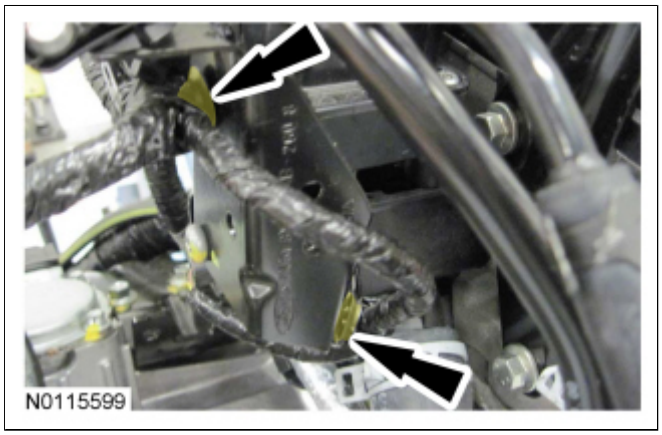


57. Lower the engine and transaxle assembly from the vehicle.

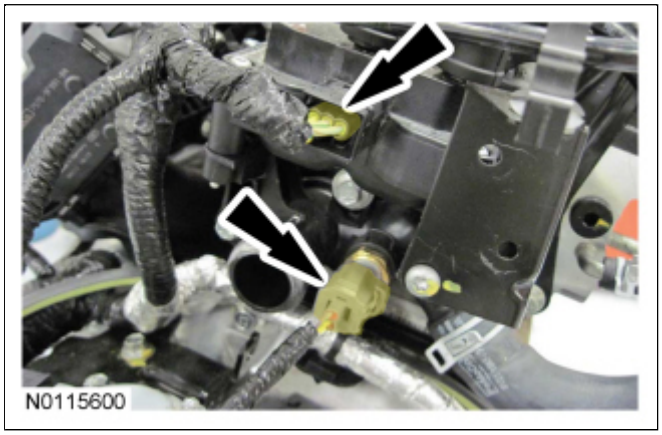
58. Remove the 4 catalytic converter studs and discard.



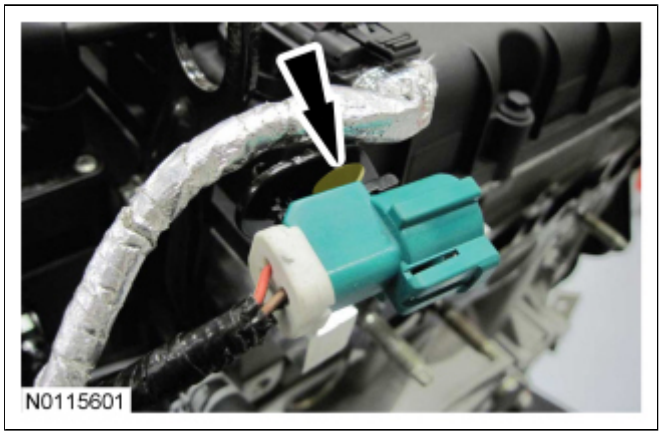
59. Detach the 2 wiring harness retainers from the coolant outlet bracket.



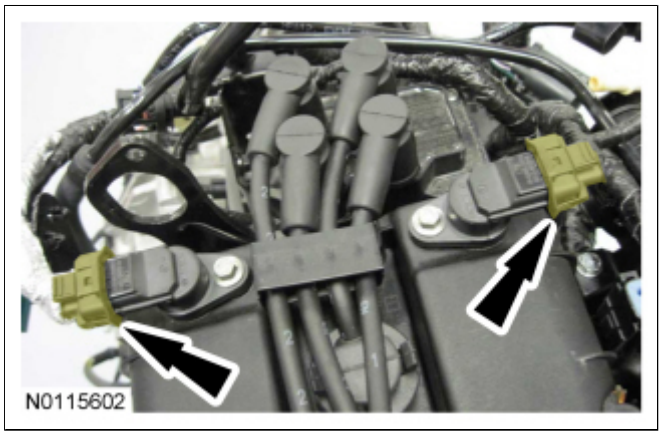
60. Disconnect the ignition coil and Engine Coolant Temperature (ECT) sensor electrical connectors.



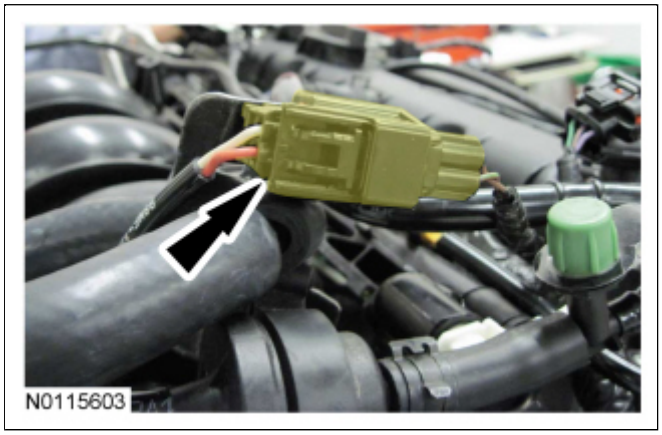
61. Detach the HO2S sensor electrical connector pin-type retainer from the bracket.



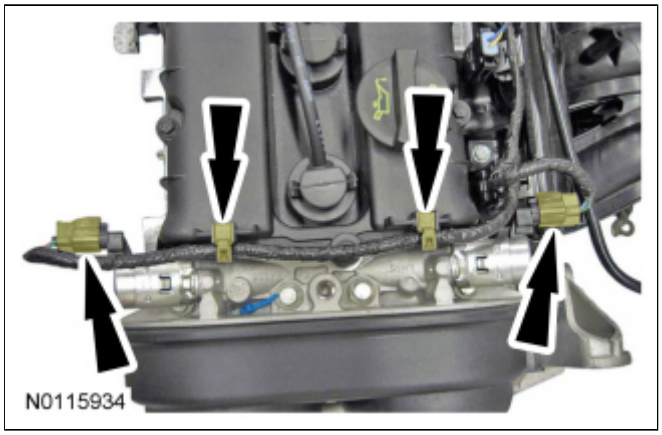
62. Disconnect the 2 Camshaft Position (CMP) sensor electrical connectors.



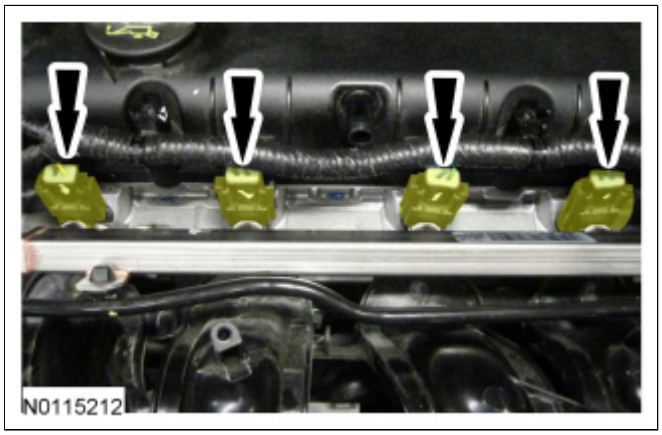
63. Detach and disconnect the LH Knock Sensor (KS) electrical connector.



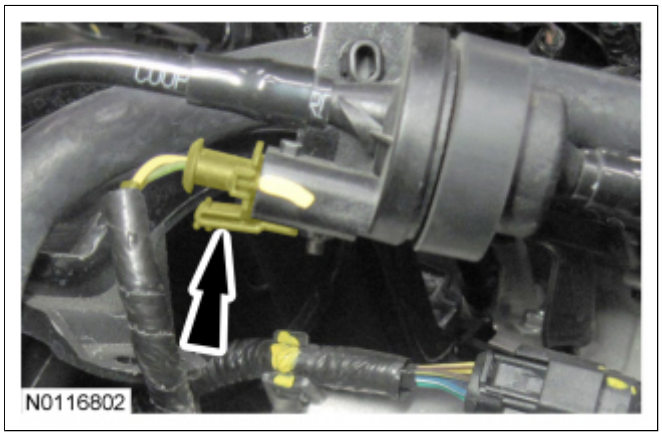
64. Disconnect the Variable Camshaft Timing (VCT) oil control solenoid electrical connectors.
    - Detach the 2 wiring harness retainers.



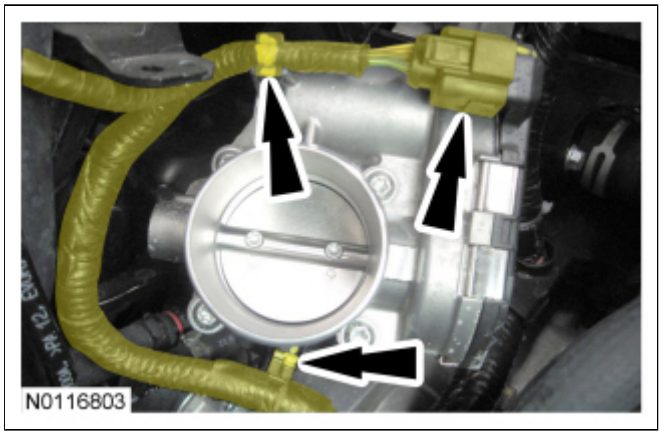
65. Disconnect the 4 fuel injector electrical connectors.
    - Detach the wiring harness retainers from the valve cover stud bolts.



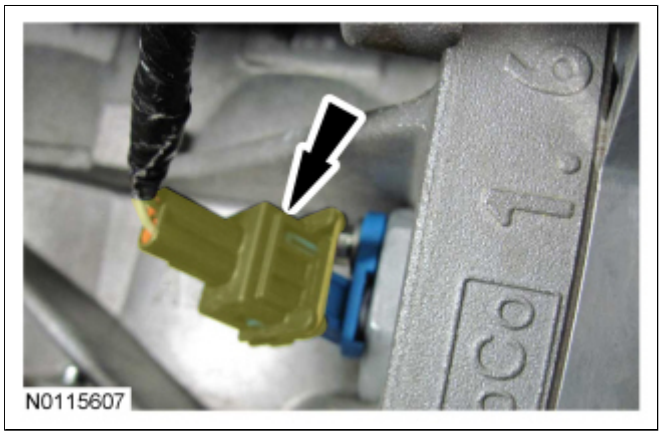
66. Disconnect the EVAP canister purge valve electrical connector.



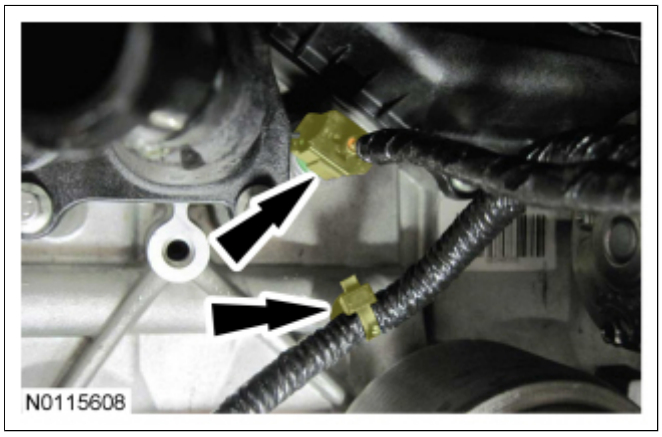
67. Disconnect the Throttle Body (TB) electrical connector.
    - Detach the 2 wiring harness retainers from the TB .



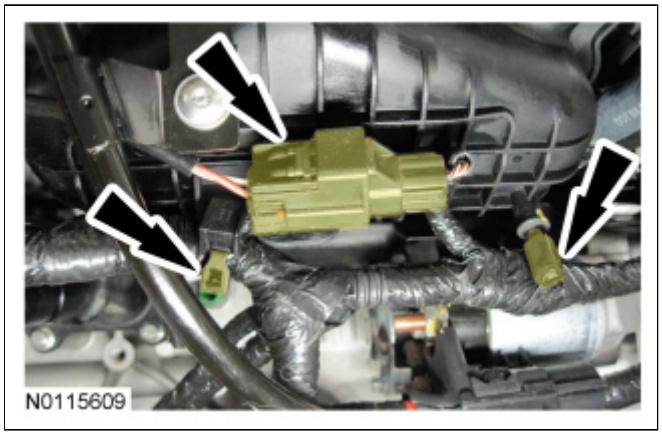
68. Disconnect the Crankshaft Position (CKP) sensor electrical connector.



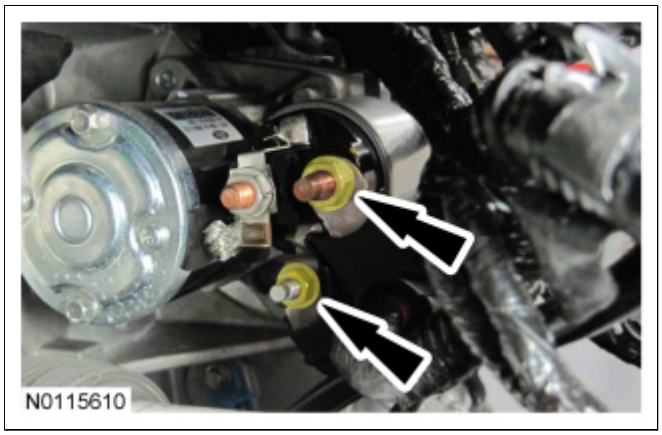
69. Disconnect the Engine Oil Pressure (EOP) switch electrical connector.
    - Detach the wiring harness retainer from the engine block.



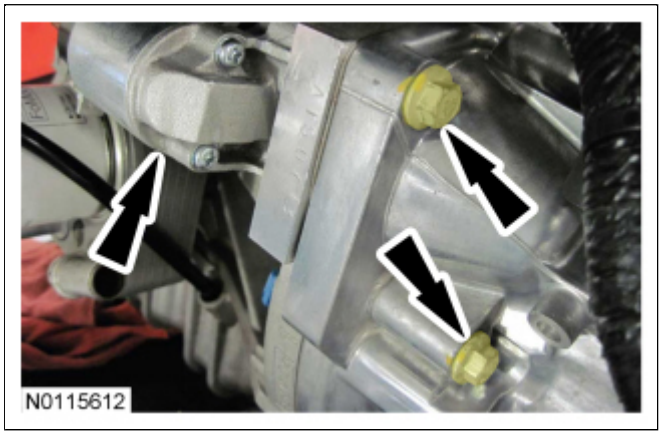
70. Disconnect the RH KS electrical connector.
    - Detach the 2 wiring harness retainers from the intake manifold.



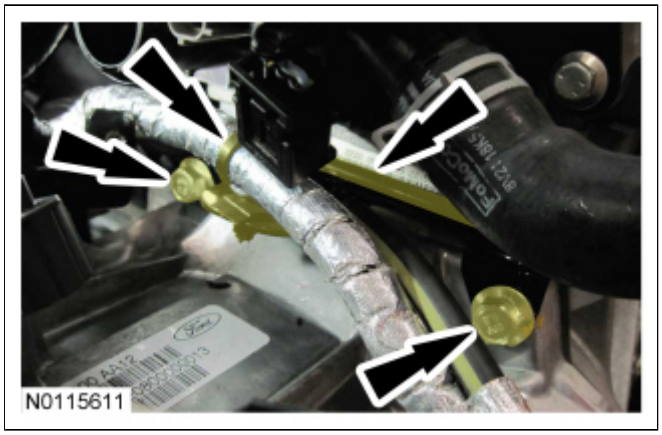
71. Remove the 2 nuts and disconnect the starter motor electrical terminals.



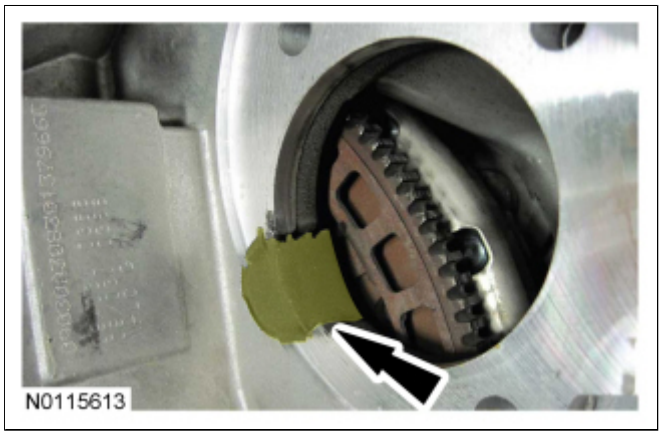
72. Remove the 3 bolts (2 shown) and the starter motor.



73. Detach the wiring harness pin-type retainer and remove the 2 upper bellhousing-to-engine bolts and bracket.



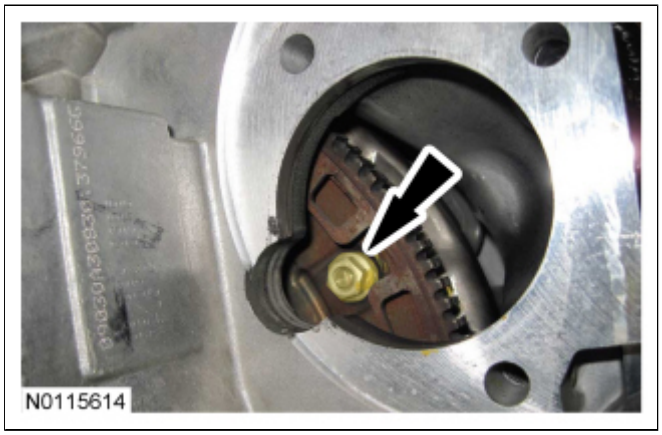
74. Remove the clutch nut access cover.



75. ***NOTICE:*** **Rotate the engine in a clockwise direction only or engine damage may occur.**

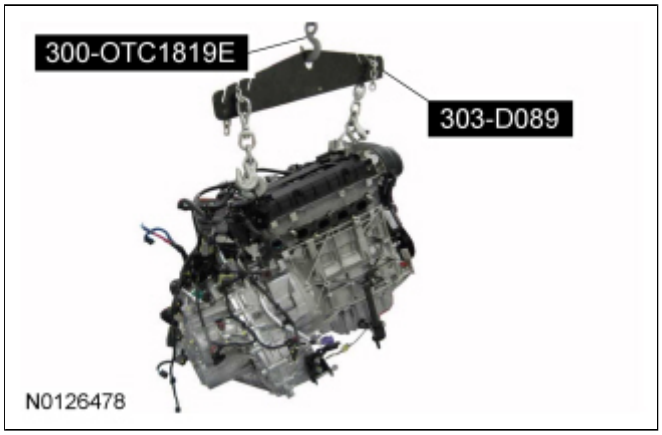
    NOTE: Mark one stud and the flexplate for installation reference.

    Remove the 6 flexplate-to-clutch nuts and discard.

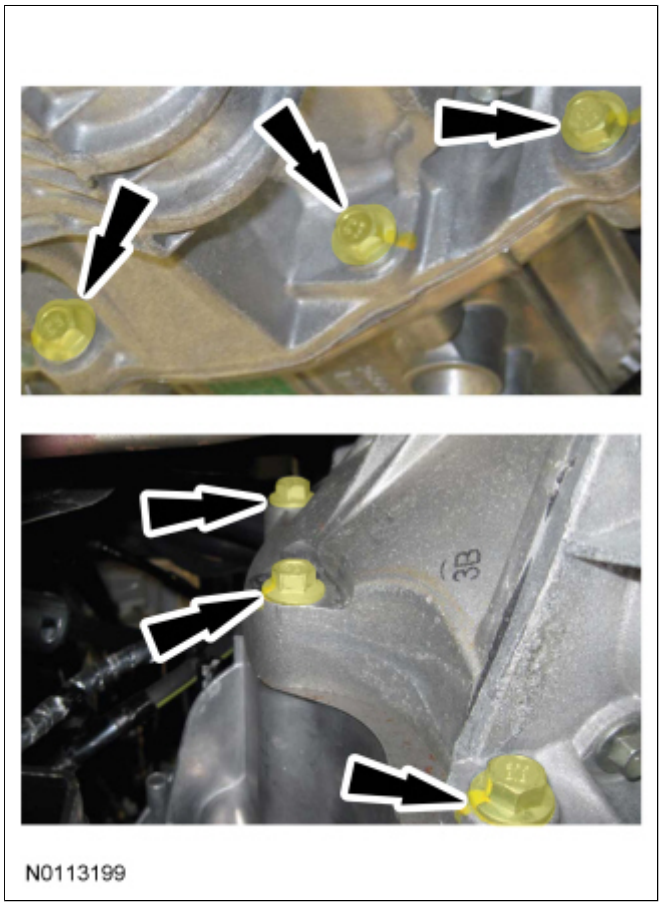


76. **NOTE:** Lower the engine to within a few inches of the floor.

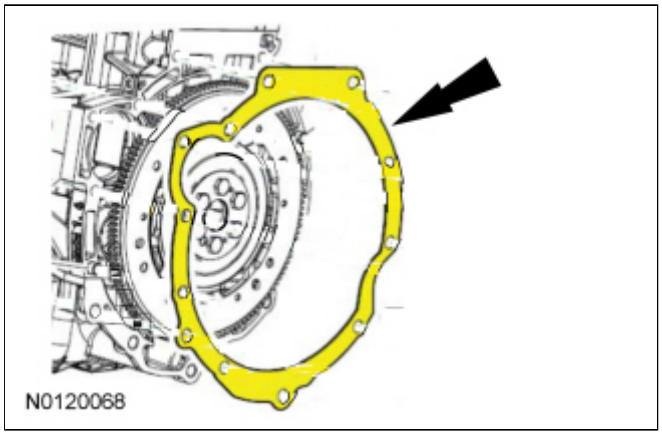
    Using the Floor Crane and Spreader Bar, remove the engine and transaxle assembly from the lift table.



77. Remove the 6 clutch housing-to-engine bolts and separate the engine and transaxle.

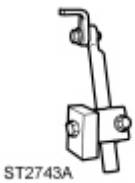


78. Remove and discard the engine-to-transaxle separator plate.


N0120068

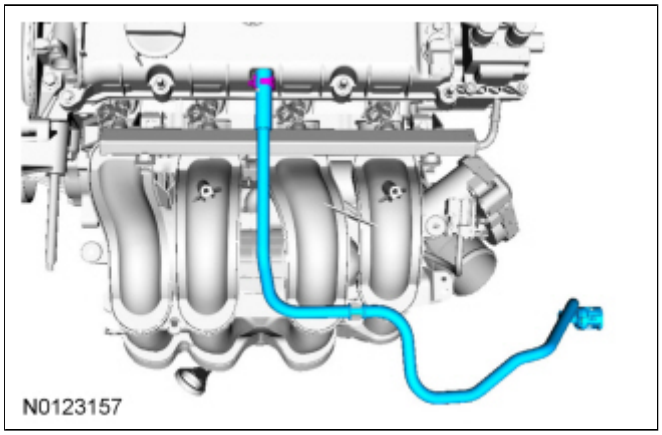
Engine — Manual Transaxle

Special Tool(s)

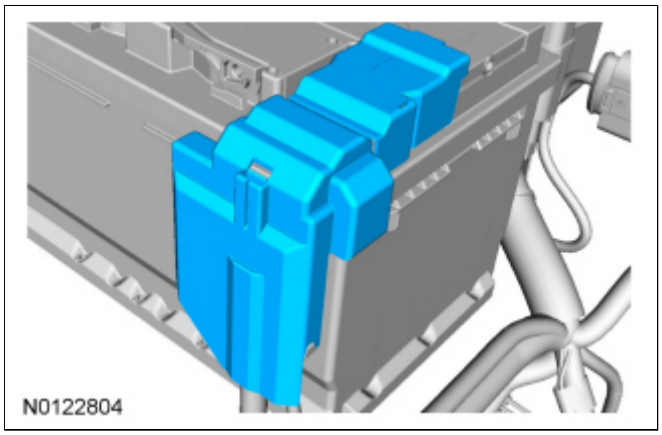
ST1341-A	2,200# Floor Crane, Fold Away 300-OTC1819E
ST1682-A	Powertrain Lift 300-OTC1585AE
ST1602-A	Spreader Bar 303-D089 (D93P-6001-A3) or equivalent
 ST2743A	Adjustable Grip Arm, 1735A 014-00001

All vehicles

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Release the fuel system pressure. For additional information, refer to Section 310-00 .
3. Remove the Air Cleaner (ACL) and ACL outlet pipe. For additional information, refer to Section 303-12 .
4. Disconnect the crankcase vent tube from the valve cover.
   - Detach the 2 crankcase vent tube retainers and remove the tube.

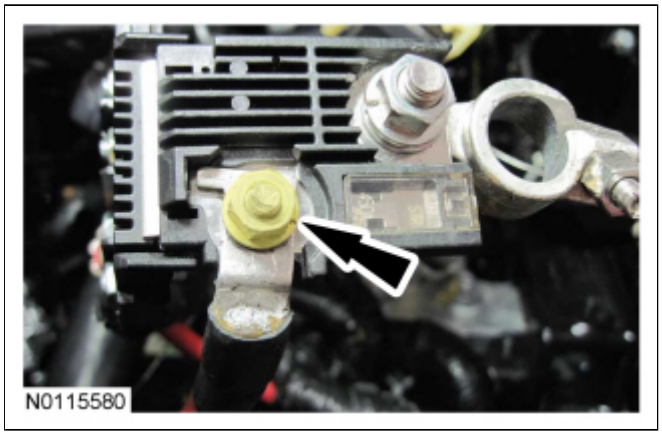


5. Remove the positive battery cable cover.



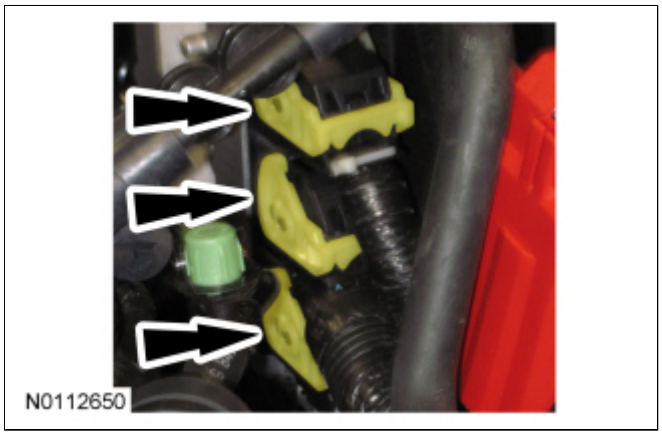
6. Remove the battery. For additional information, refer to Section 414-01 .

7. Remove the nut and cable from the positive battery cable terminal.

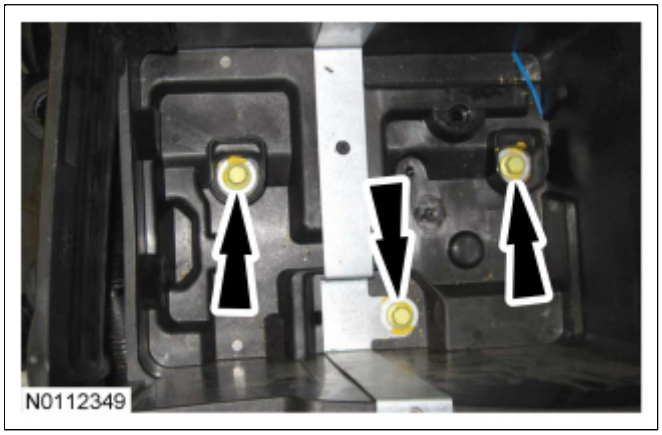


8. Remove the bolt and the PCM cover.

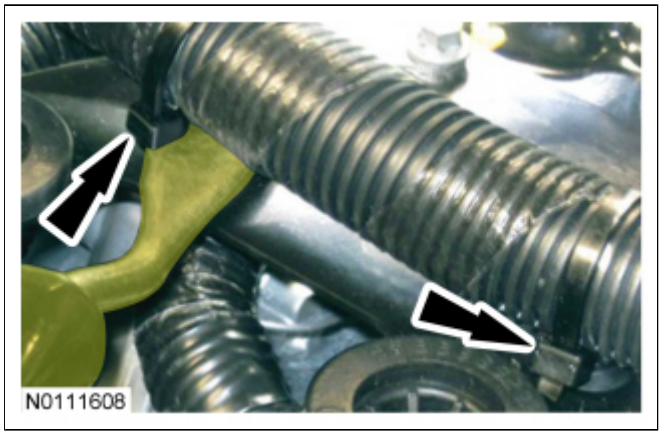
9. Disconnect the 3 PCM electrical connectors.



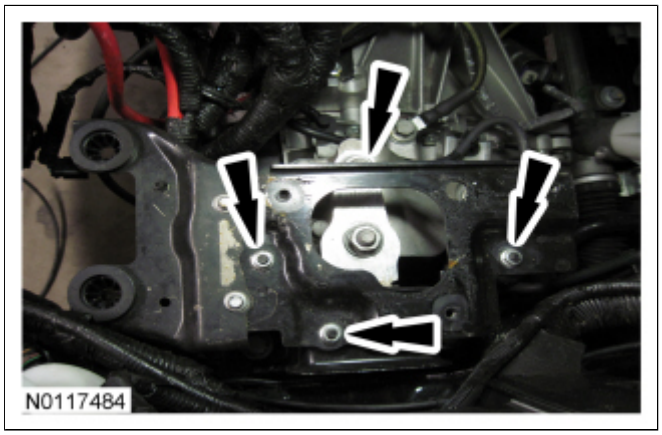
10. Remove the 3 bolts and the battery tray.



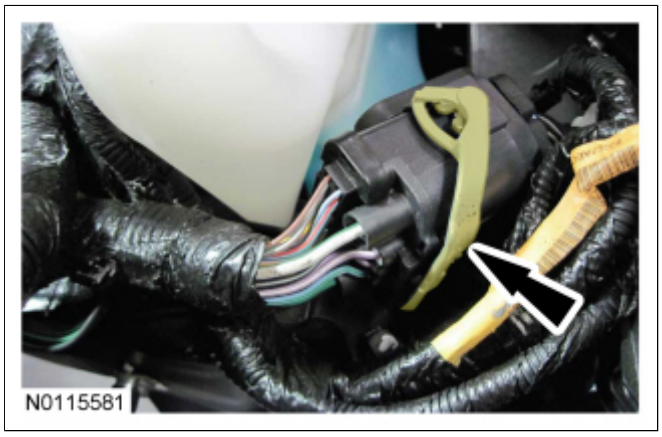
11. Detach the 2 positive battery cable wire harness retainers from battery tray bracket.



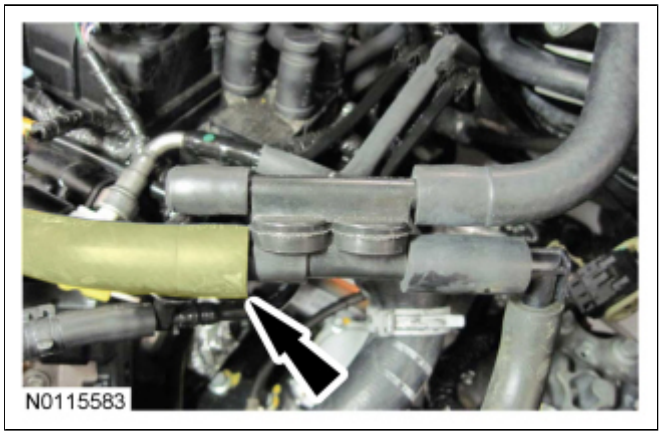
12. Remove the 3 battery tray nuts and the battery tray bracket.
    - Detach the 2 wiring harness retainers from the battery tray bracket.



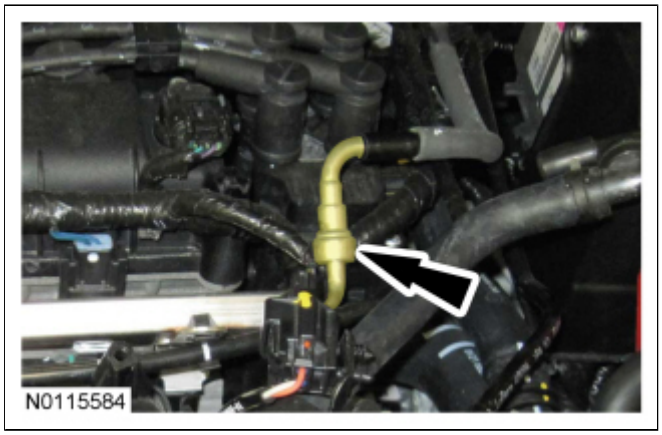
13. Disconnect the engine harness electrical connector.



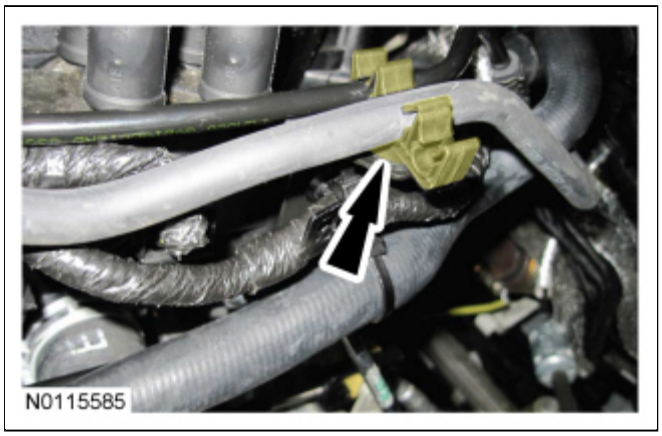
14. Disconnect the brake booster vacuum hose.



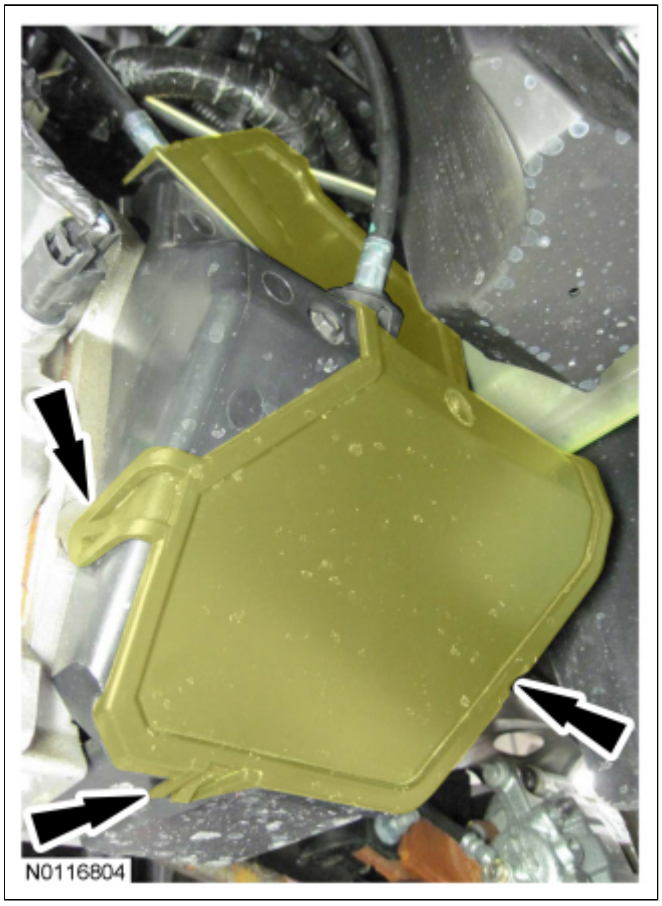
15. Disconnect the fuel tube spring lock couplings from the fuel rail. For additional information, refer to Section 310-00 .



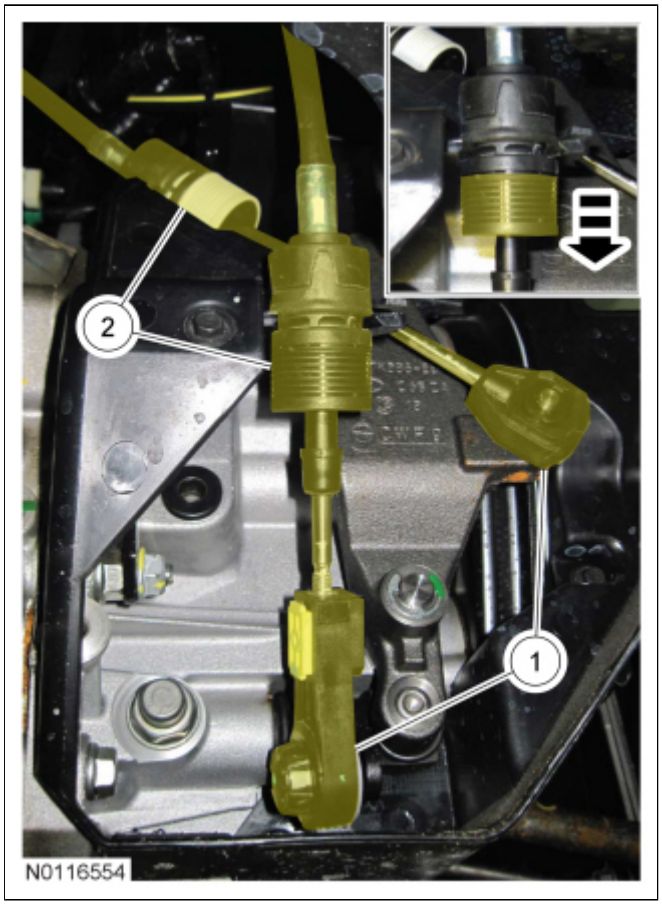
16. Detach the fuel tube from the coolant outlet bracket retainer.



17. Remove the generator. For additional information, refer to Section 414-00 .
18. Drain the cooling system. For additional information, refer to Section 303-03 .
19. Remove the degas bottle. For additional Information, refer to Section 303-03 .
20. Release the 7 retainers (2 shown) and remove the gearshift cable cover.

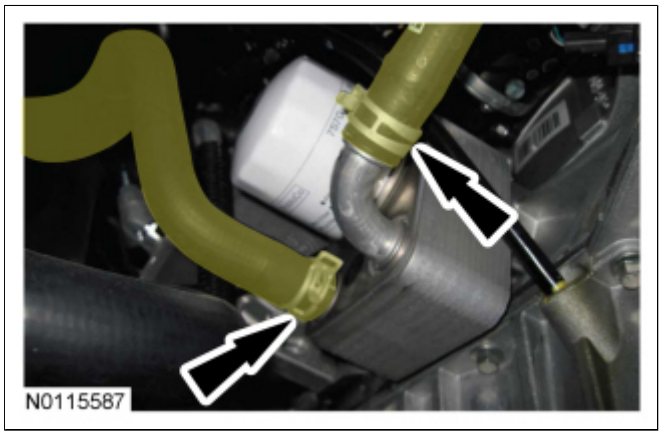


21. Remove the gearshift cables.
    1. Using a suitable tool, lightly pry the gearshift cables off the transaxle shift control levers.
    2. Remove the gearshift cable by pulling the lower part of abutment down and removing from the brackets.



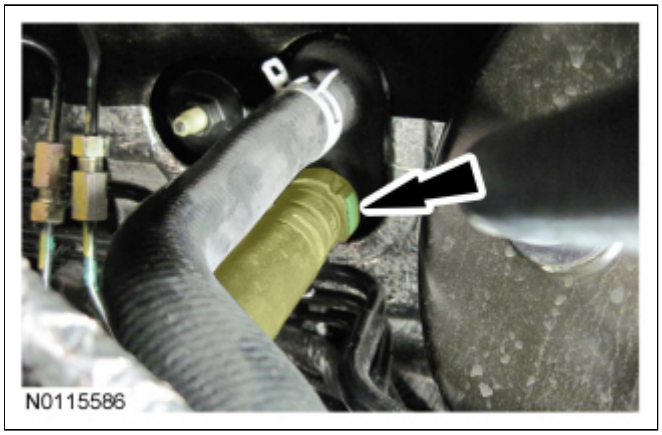
22. Remove the cooling fan motor and shroud. For additional information, refer to Section 303-03 .

23. Disconnect the 2 coolant hoses from the engine oil cooler.
    - Detach the oil cooler hose retainer from the upper radiator hose.

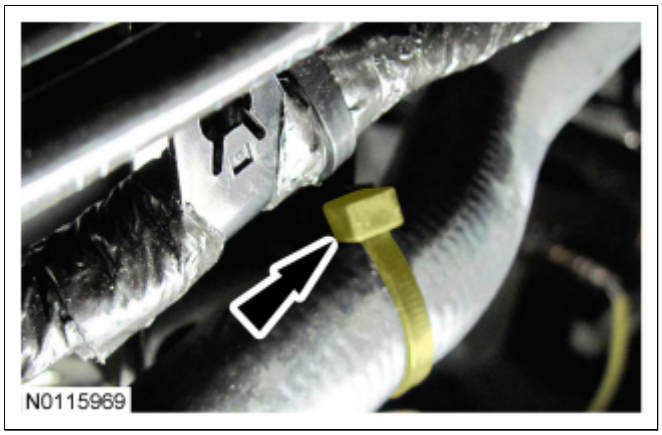


24. Remove the Heated Oxygen Sensor (HO2S). For additional information, refer to Section 303-14 .

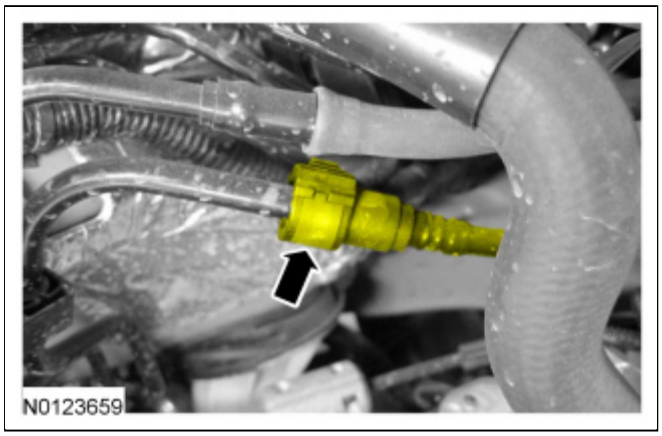
25. Disconnect the lower heater hose from the heater core.



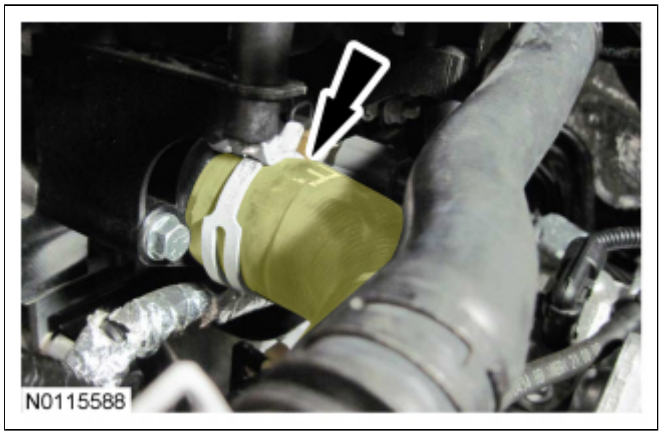
26. Detach the coolant hose retainer from the coolant outlet bracket.



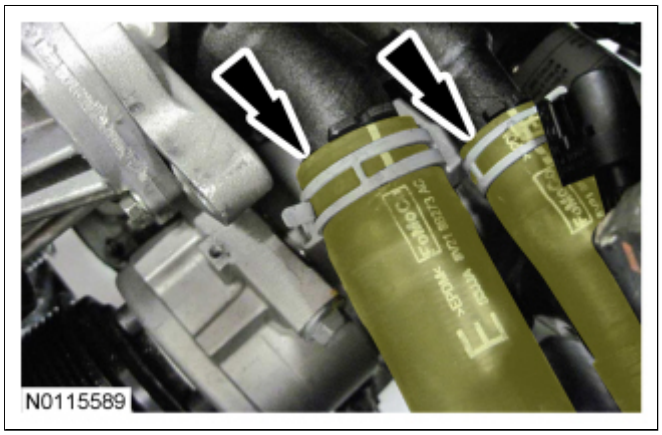
27. Disconnect the Evaporative Emission (EVAP) tube quick connect coupling near the bulk head. For additional information, refer to Section 310-00 .



28. Disconnect the upper radiator hose from the engine.



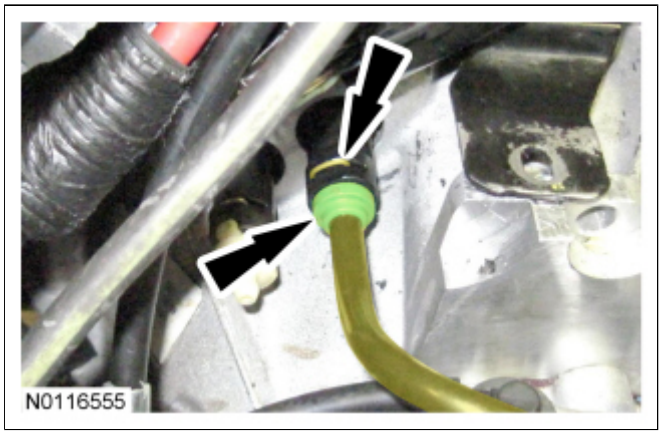
29. Disconnect the lower radiator hose and coolant hose from the thermostat housing.



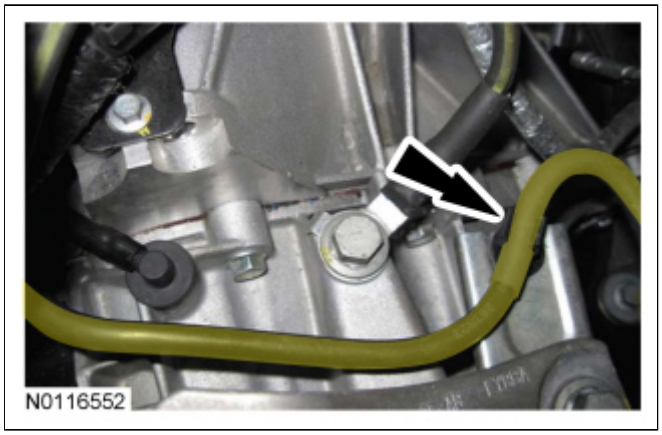
30. **WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.**

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

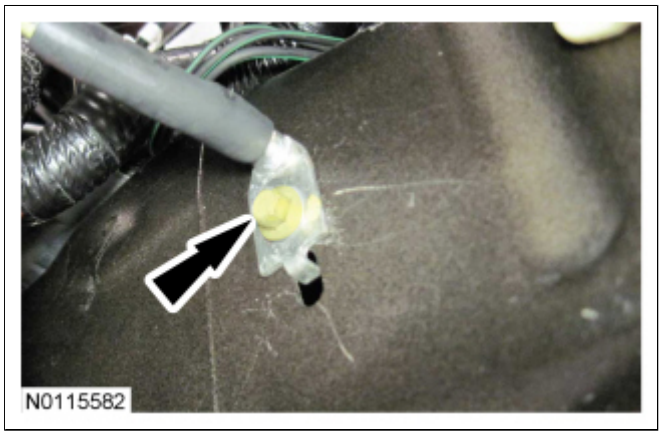
Remove the clip and disconnect the clutch hydraulic hose.



31. Detach the clutch hydraulic hose from the transaxle retainer.

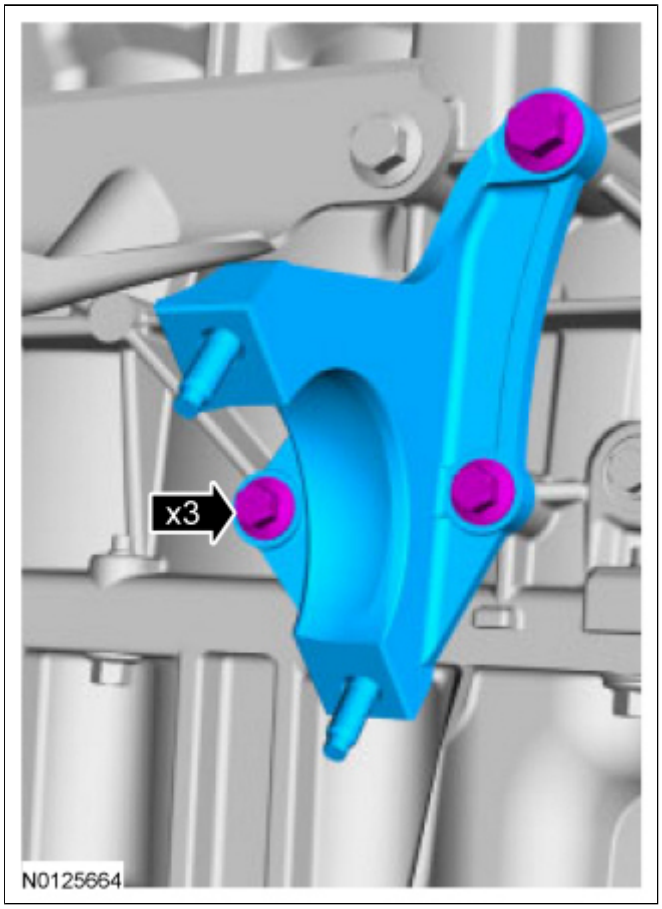


32. Remove the bolt and position the engine ground wire aside.



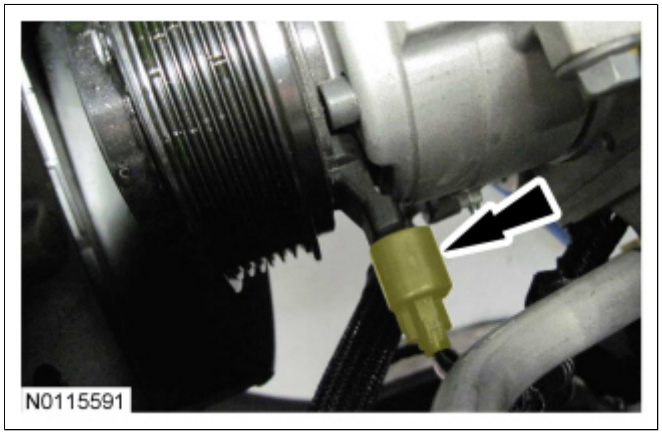
33. Remove the RH and LH halfshafts. For additional information, refer to Section 205-04 .

34. Remove the 3 bolts and the halfshaft bracket.

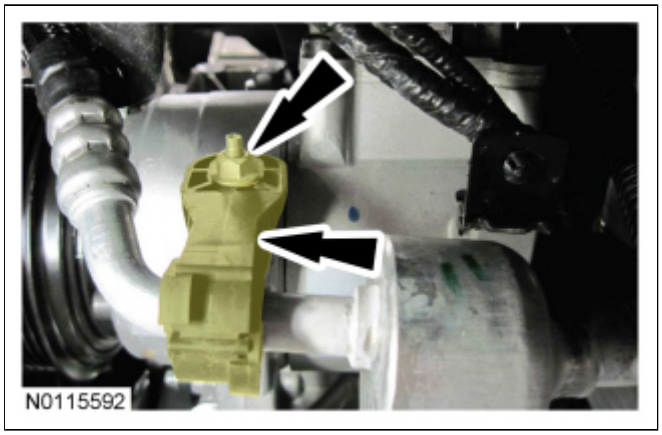


Vehicles with A/C

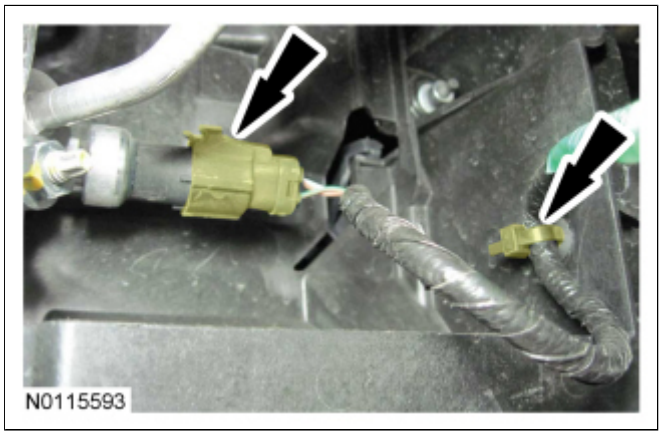
35. Disconnect the A/C compressor electrical connector.



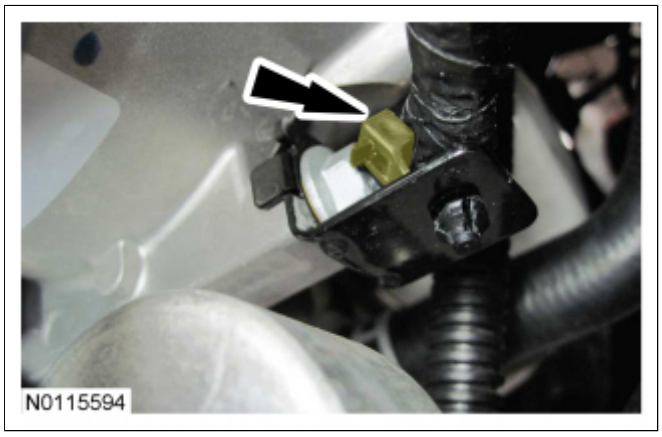
36. Remove the nut and position the A/C line bracket aside.



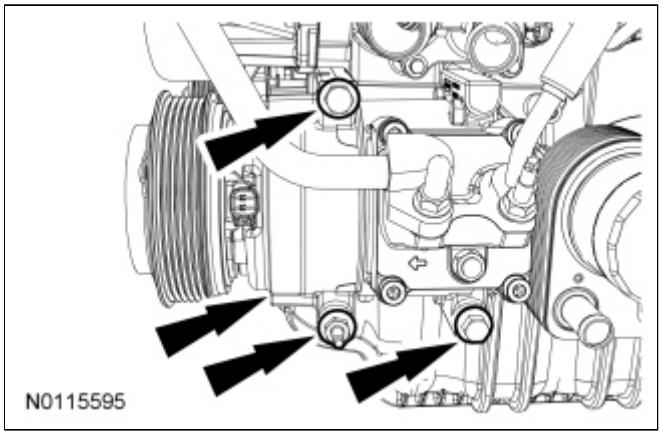
37. Disconnect the A/C pressure transducer electrical connector.
    - Detach the wiring harness retainer.



38. Detach the wiring harness retainer from the lower A/C compressor bracket.

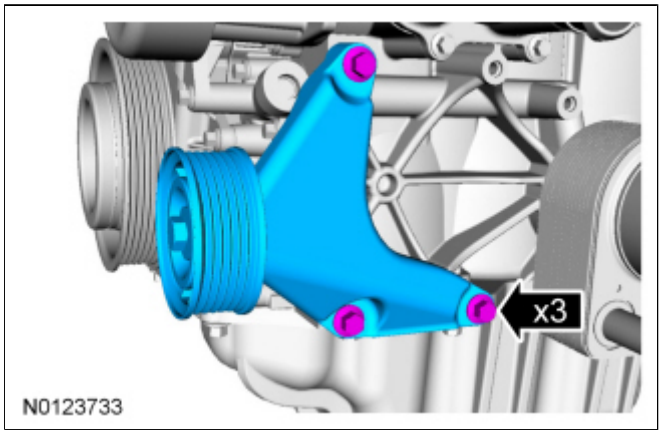


39. Remove the 2 bolts, stud bolt and position the A/C compressor aside and support with a length of mechanic's wire.



Vehicles without A/C

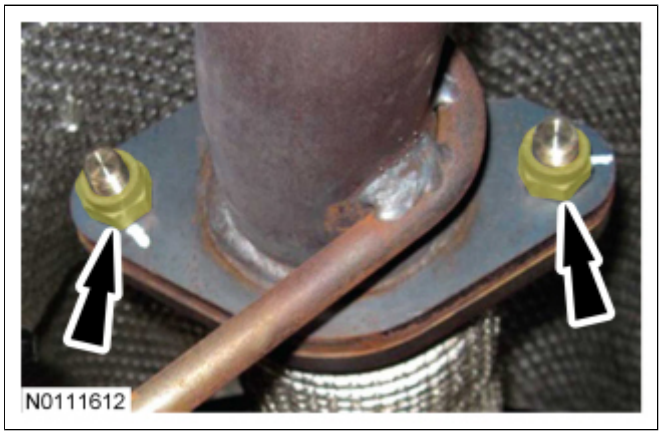
40. Remove the 3 bolts and the accessory drive belt idler pulley bracket.



All vehicles

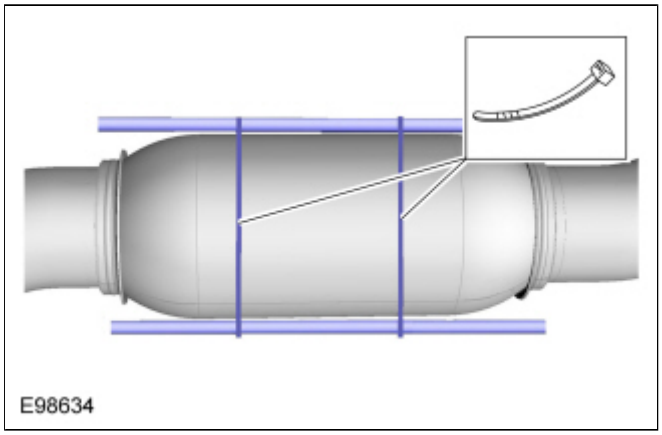
41. Remove the Catalyst Monitor Sensor (CMS). For additional information, refer to Section 303-14 .

42. Remove the 2 catalytic converter-to-muffler nuts and separate.
    - Discard the gasket.

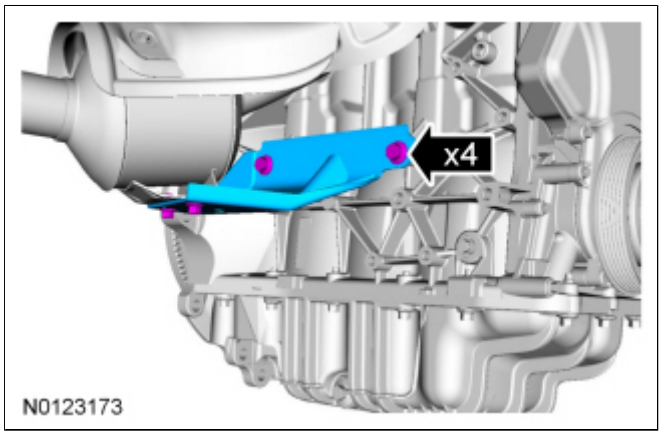


43. ***NOTICE:*** **Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

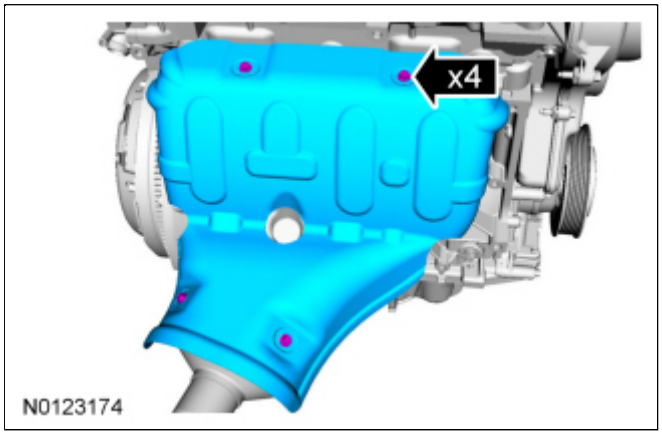
    Support the exhaust flexible pipe with a support wrap or suitable splint.



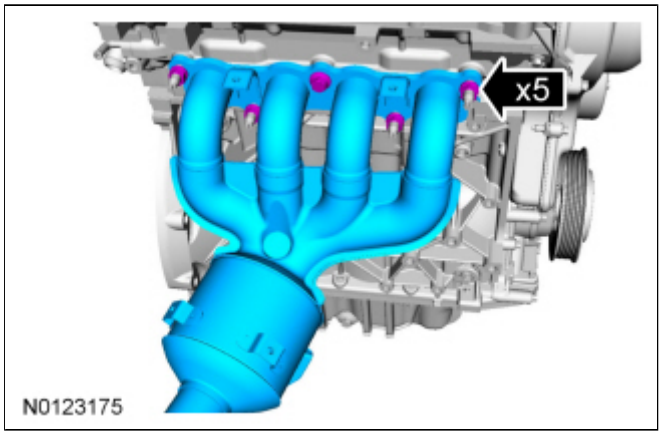
44. Remove the 4 bolts and the lower catalytic converter bracket.



45. Remove the 4 bolts and the catalytic converter heat shield.



46. Remove the 4 catalytic converter nuts and bolt.
    - Discard the bolt and 4 nuts.

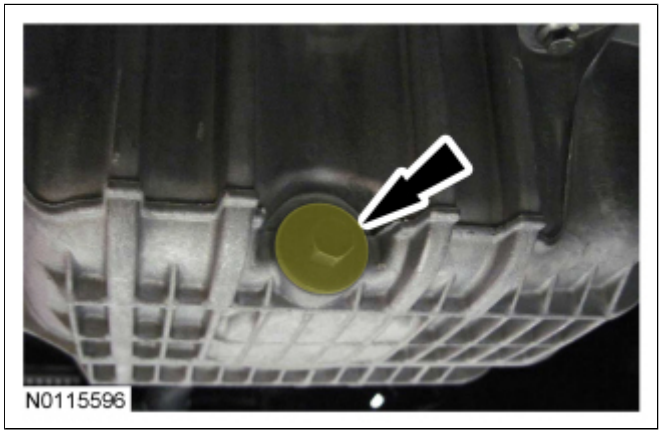


47. Position the catalytic converter back and secure with mechanic wire.
    - Discard the catalytic converter gasket.

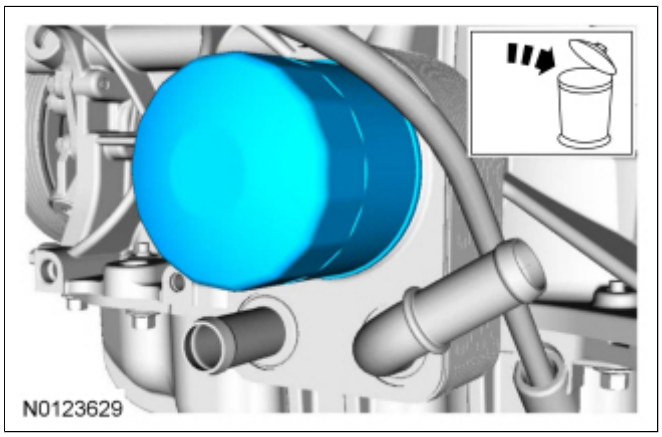
48. Clean and inspect the catalytic converter flange. For additional information, refer to exhaust manifold cleaning and inspection in Section 303-00 .

49. If equipped, disconnect the block heater electrical connector.

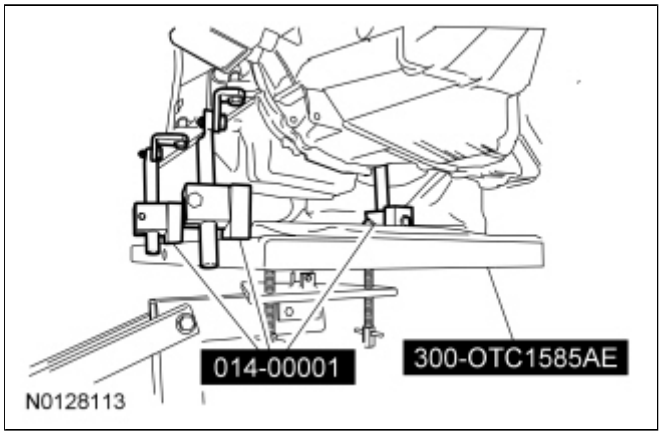
50. Drain the engine oil.
    - Install the drain plug and tighten to 28 Nm (21 lb-ft).



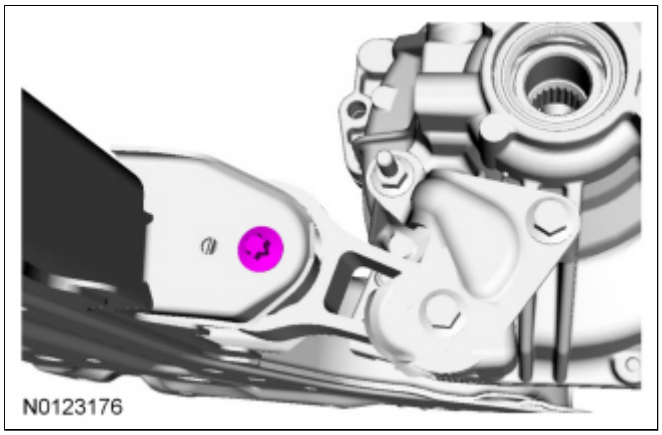
51. Remove and discard the engine oil filter.



52. Using the Powertrain Lift and Adjustable Grip Arms, secure the engine to the lift table.



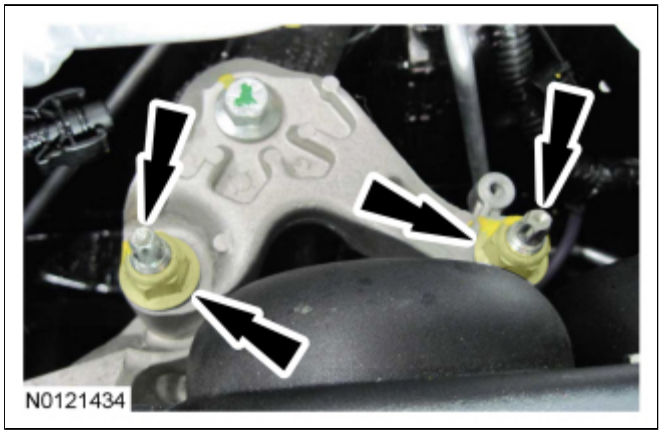
53. Remove the bolt for the transaxle roll restrictor.



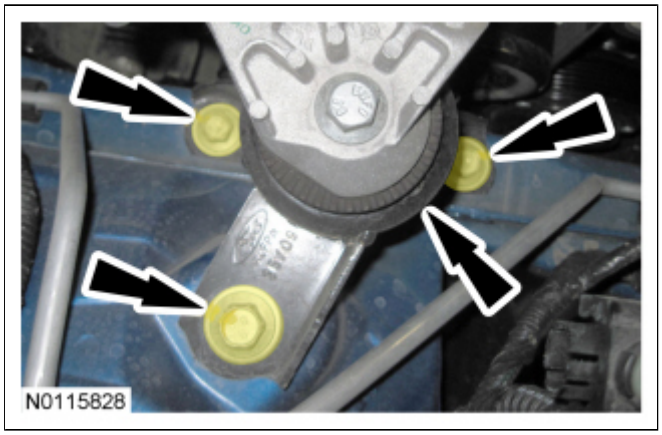
54. ***NOTICE:*** **The engine mount studs must be held while removing the engine mount nuts or damage to the powertrain may occur.**

    NOTE: Do not loosen the engine mount center bolt or the engine may become improperly positioned.

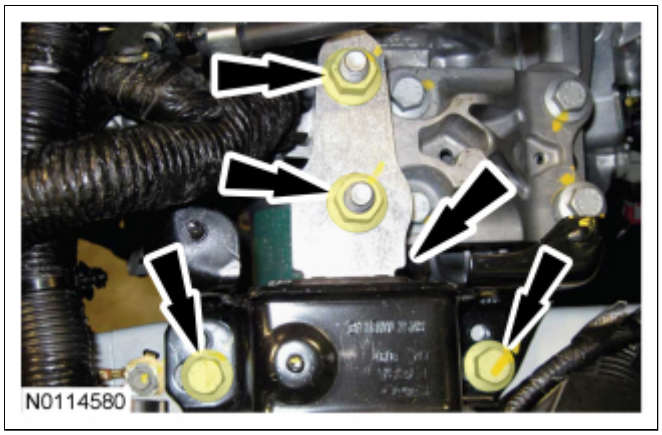
    Use the holding feature to prevent the engine mount studs from turning, remove the 2 engine mount nuts.



55. Remove the 3 bolts and the engine mount.

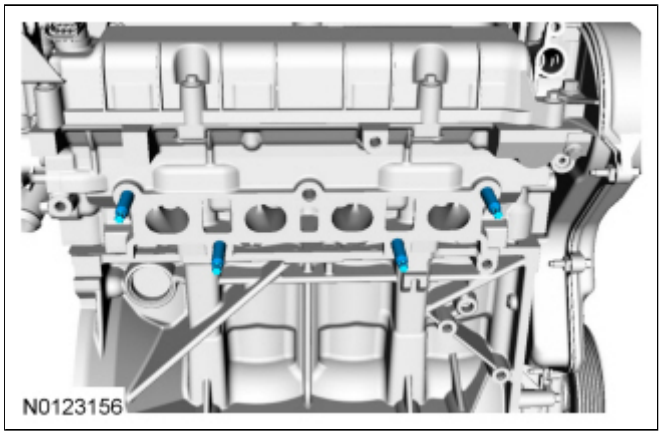


56. Remove the 2 bolt, 2 nuts and the transaxle support insulator.

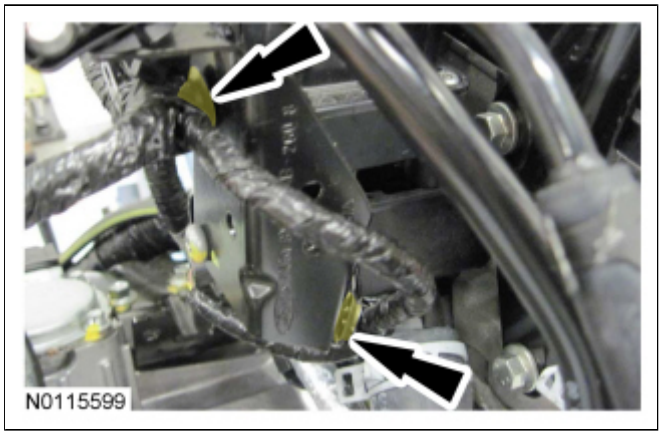


57. Lower the engine and transaxle assembly from the vehicle.

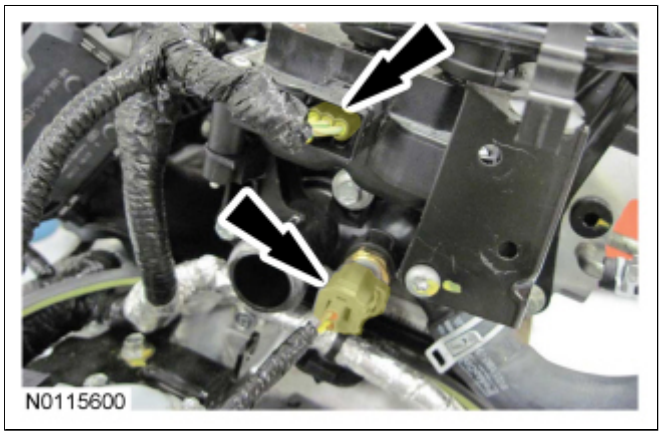
58. Remove the 4 catalytic converter studs and discard.



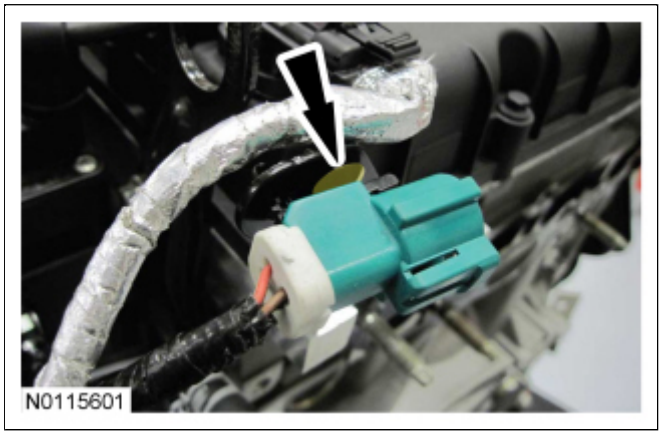
59. Detach the 2 wiring harness retainers from the coolant outlet bracket.



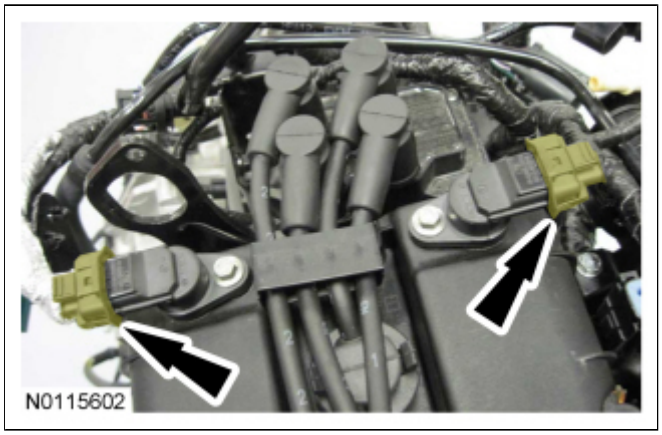
60. Disconnect the ignition coil and Engine Coolant Temperature (ECT) sensor electrical connectors.



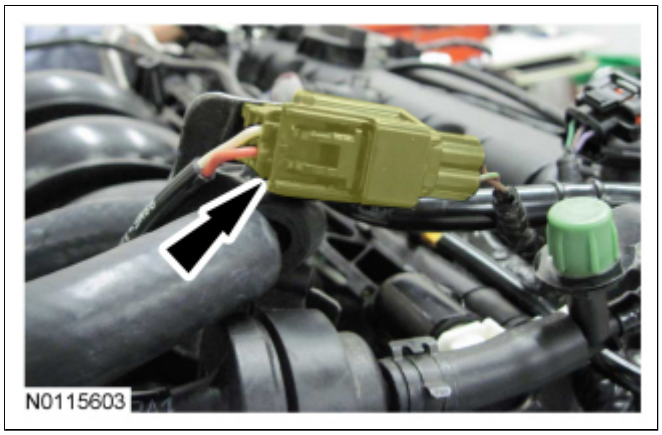
61. Detach the HO2S sensor electrical connector pin-type retainer from the bracket.



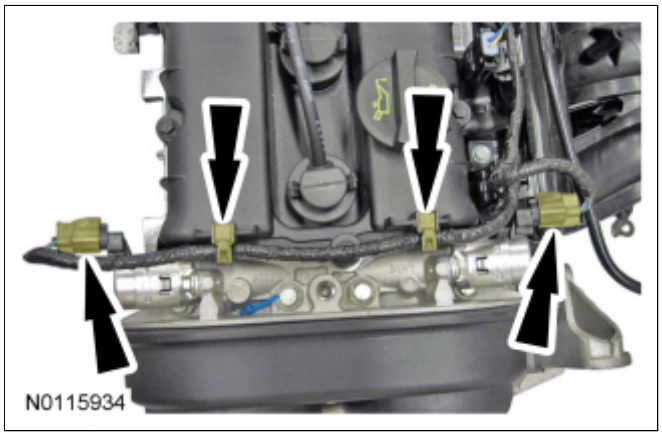
62. Disconnect the 2 Camshaft Position (CMP) sensor electrical connectors.



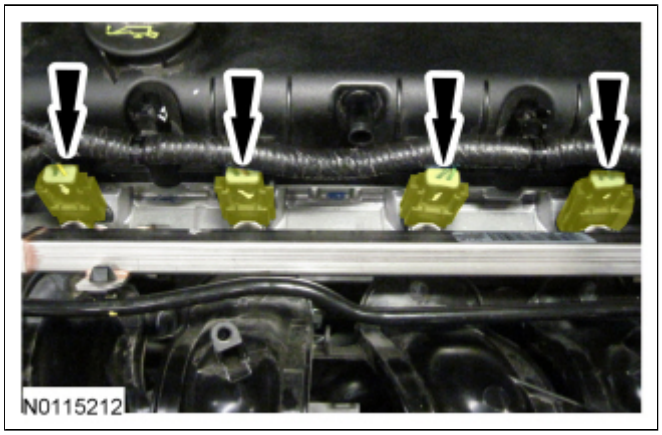
63. Detach and disconnect the LH Knock Sensor (KS) electrical connector.



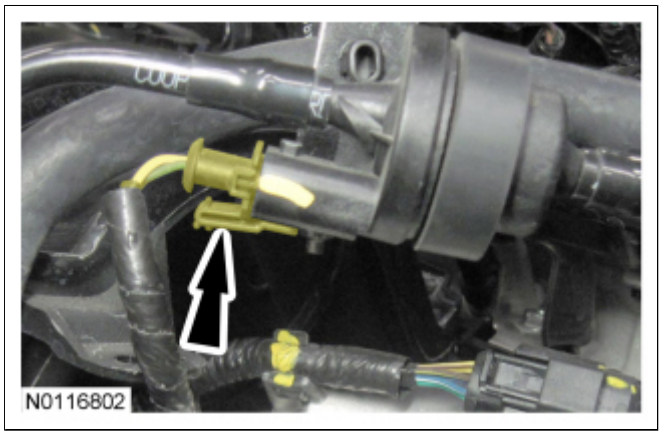
64. Disconnect the Variable Camshaft Timing (VCT) oil control solenoid electrical connectors.
    - Detach the 2 wiring harness retainers.



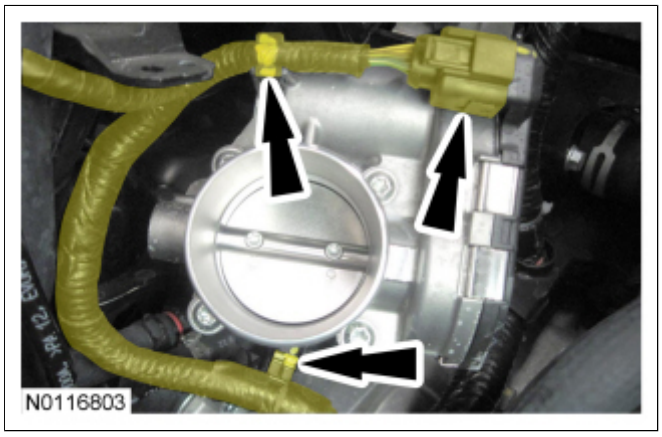
65. Disconnect the 4 fuel injector electrical connectors.
    - Detach the wiring harness retainers from the valve cover stud bolts.



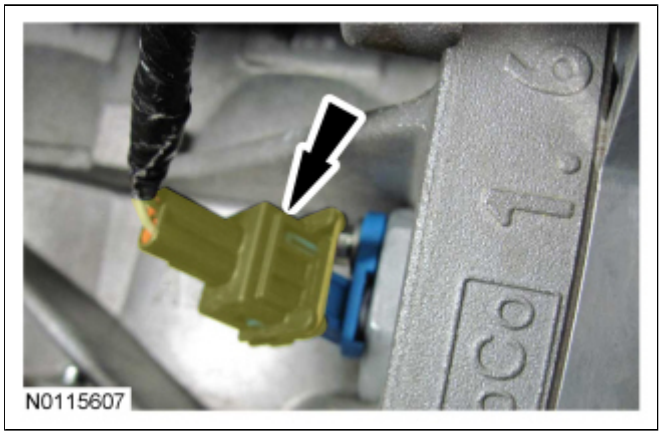
66. Disconnect the EVAP canister purge valve electrical connector.



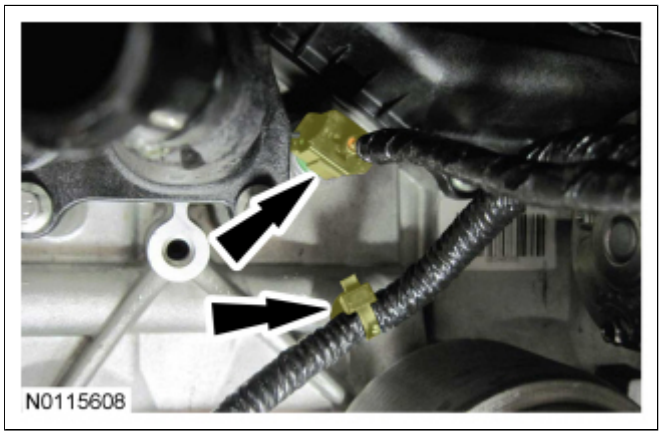
67. Disconnect the Throttle Body (TB) electrical connector.
    - Detach the 2 wiring harness retainers from the TB .



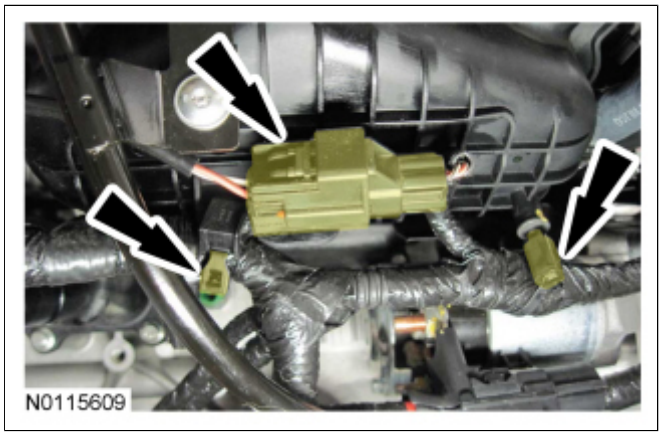
68. Disconnect the Crankshaft Position (CKP) sensor electrical connector.



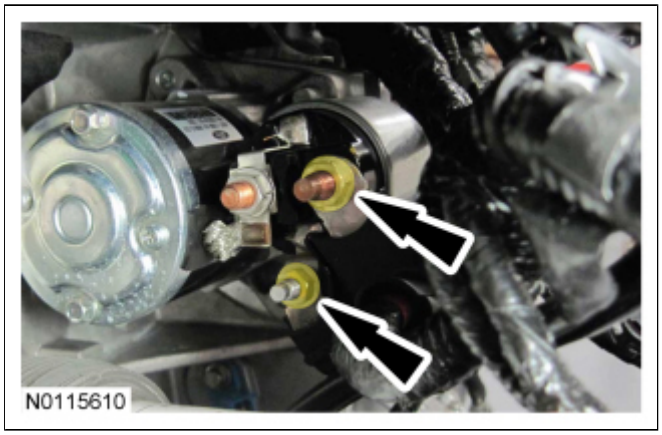
69. Disconnect the Engine Oil Pressure (EOP) switch electrical connector.
    - Detach the wiring harness retainer from the engine block.



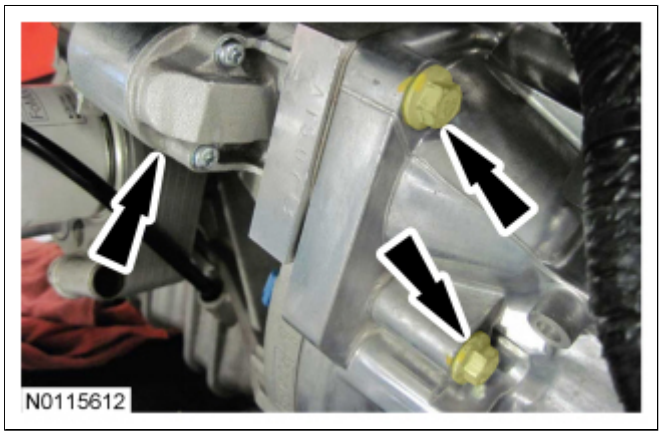
70. Disconnect the RH KS electrical connector.
    - Detach the 2 wiring harness retainers from the intake manifold.



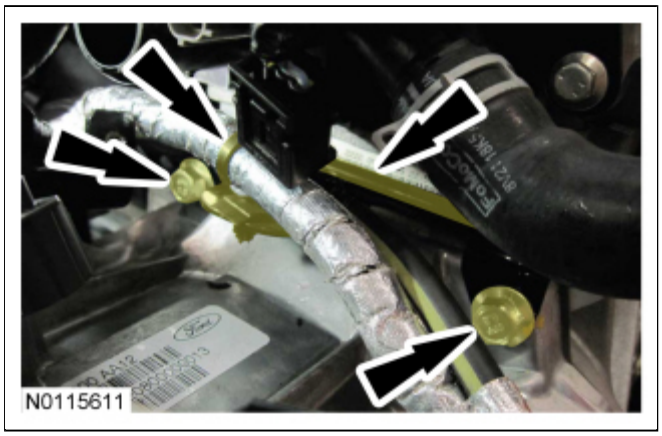
71. Remove the 2 nuts and disconnect the starter motor electrical terminals.



72. Remove the 3 bolts (2 shown) and the starter motor.

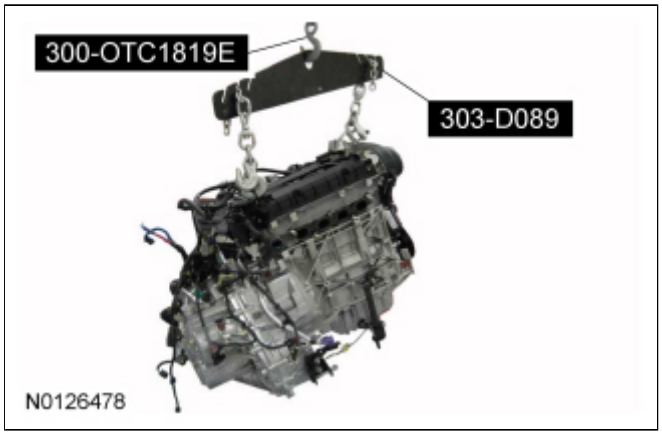


73. Detach the wiring harness pin-type retainer and remove the 2 upper bellhousing-to-engine bolts and bracket.

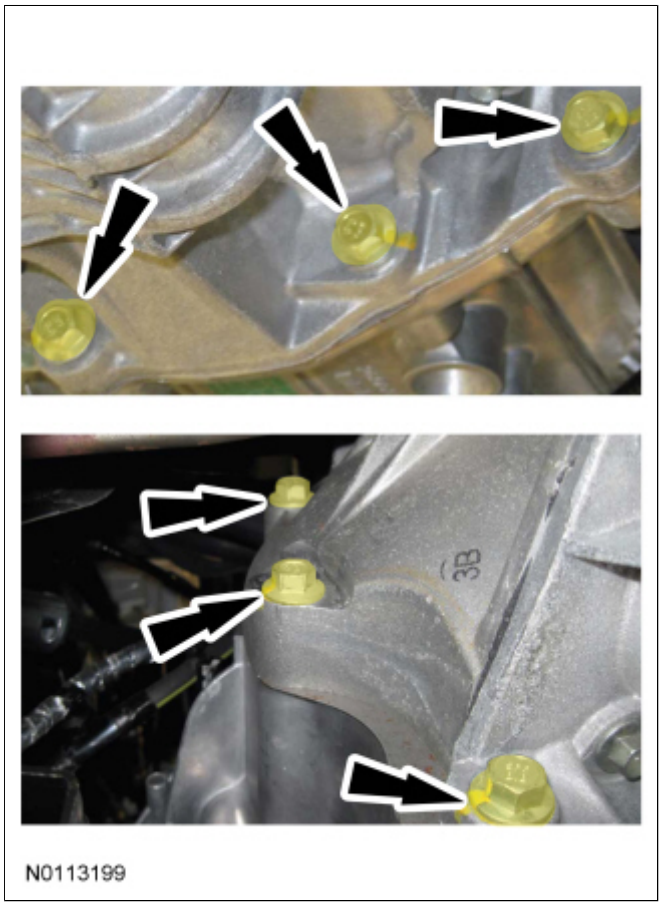


74. **NOTE:** Lower the engine to within a few inches of the floor.

    Using the Floor Crane and Spreader Bar, remove the engine and transaxle assembly from the lift table.

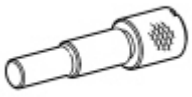


75. Remove the 6 clutch housing-to-engine bolts and separate the engine and transaxle.



Engine

Special Tool(s)

ST1910-A	Engine Stand 014-00232 or equivalent
ST1982-A	Installer, Connecting Rod 303-462 (T94P-6136-AH)
 ST3262-A	Pin, Crankshaft Top Dead Center (TDC) 303-748
ST2417-A	Remover, Input Shaft Oil Seal 308-375
ST1185-A	Slide Hammer 100-001 (T50T-100-A)
ST1438-A	Strap Wrench 303-D055 (D85L-6000-A) or equivalent
ST3261-A	Tool, Variable Camshaft Timing (VCT) Alignment 303-1097

WARNING: Do not breathe dust or use compressed air to blow dust from storage containers or friction components. Remove dust using government-approved techniques.

Friction component dust may be a cancer and lung disease hazard. Exposure to potentially hazardous components may occur if dusts are created during repair of friction components, such as brake pads and clutch discs. Exposure may also cause irritation to skin, eyes and respiratory tract, and may cause allergic reactions and/or may lead to other chronic health effects. If irritation persists, seek medical attention or advice. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Do not loosen or remove the crankshaft pulley bolt without first installing the special tools. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special service tools, otherwise severe engine damage can occur.**

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces that enters the oil passages, coolant passages or the oil pan, can cause engine failure.**

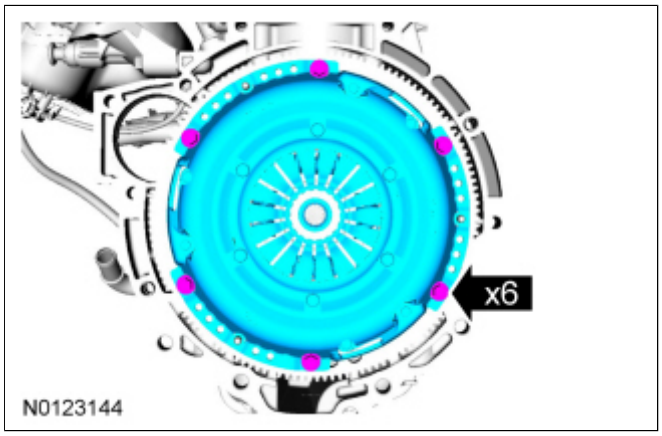
NOTE: For additional information, refer to the exploded view under the Assembly procedure in this section.

Vehicles with manual transaxle

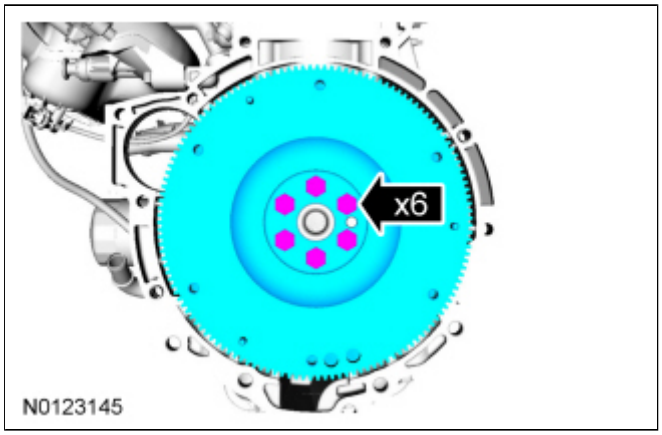
1. **WARNING: The clutch disc and clutch pressure plate are heavy and may fall if not held when the bolts are removed. Failure to follow this instruction may result in serious personal injury.**

   NOTE: Loosen the clutch pressure plate retaining bolts evenly, by two turns at a time.

   Remove and discard the 6 clutch pressure plate retaining bolts, remove the clutch disc and pressure plate.

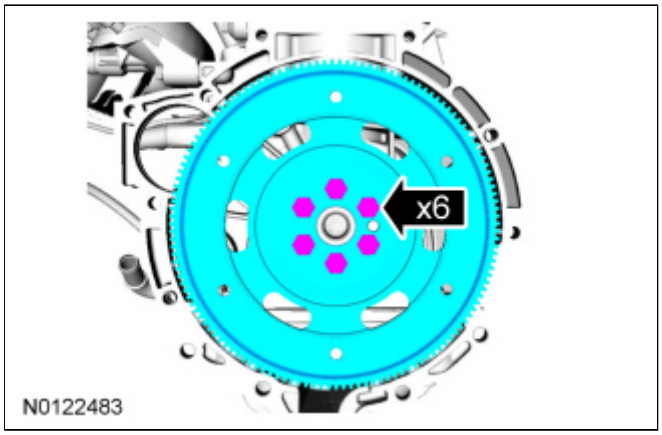


2. Remove the bolts and the flywheel.
   - Discard the bolts.



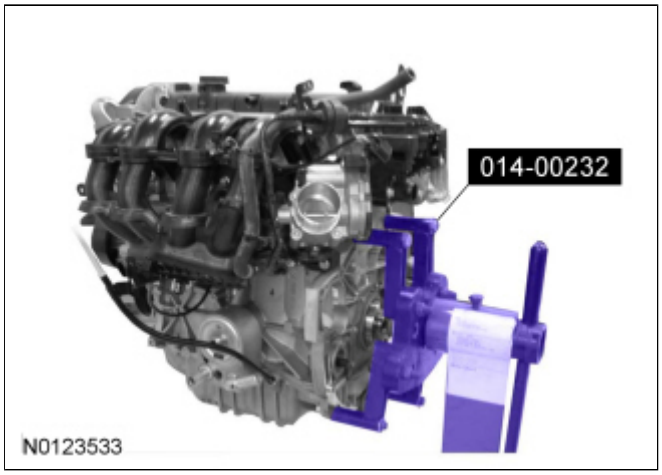
Vehicles with automatic transaxle

3. Remove the bolts and the flexplate.
    - Discard the bolts.

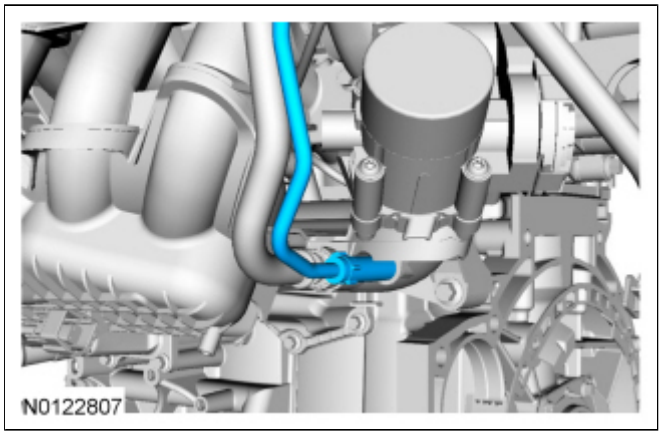


All vehicles

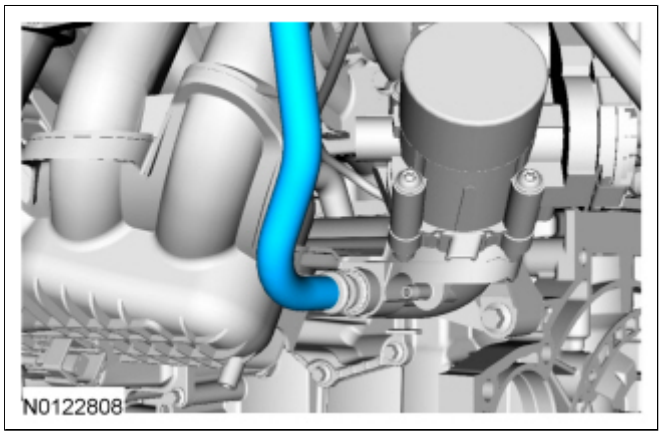
4. Mount the engine on a Engine Stand.



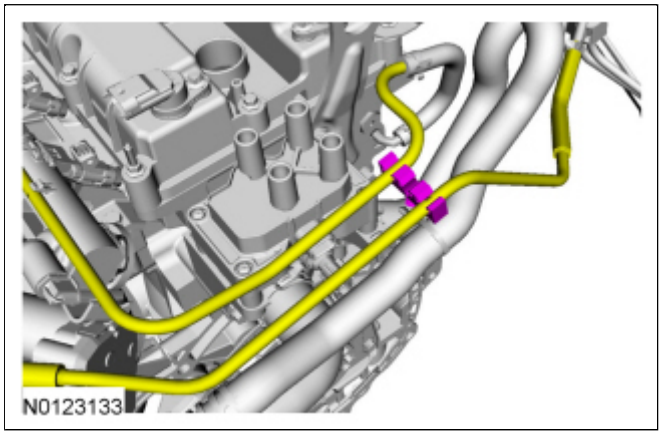
5. Disconnect the Evaporative Emission (EVAP) canister purge valve tube from the intake manifold.



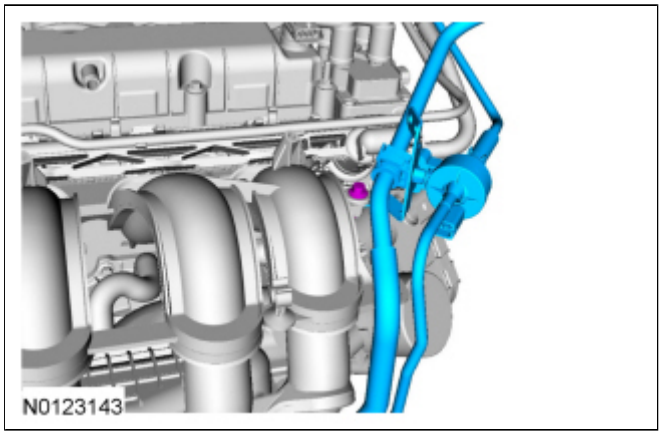
6. Disconnect the brake booster vacuum tube from the intake manifold.



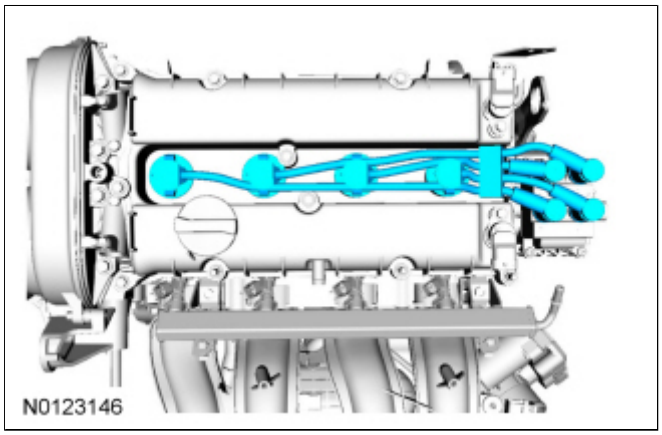
7. Detach the EVAP tube and coolant tube from the coolant outlet bracket retainer.



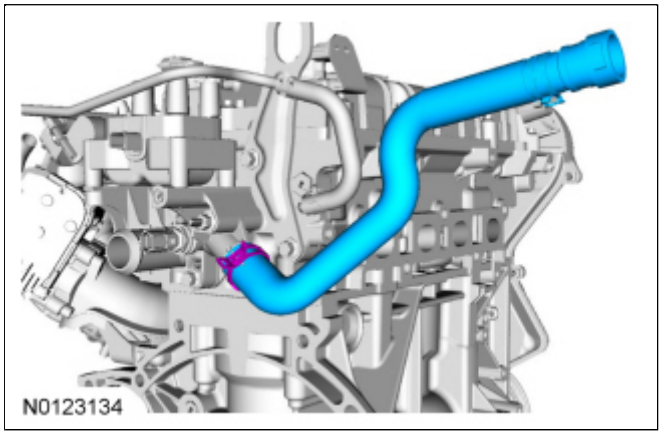
8. Remove the bolt for the EVAP canister purge valve and remove the brake booster vacuum tube and EVAP canister purge valve as an assembly.



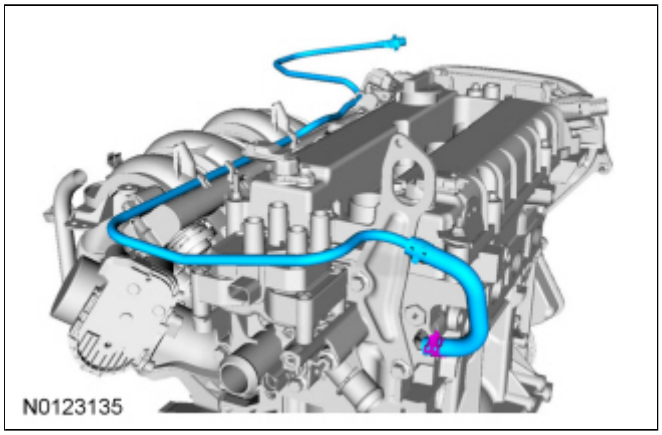
9. Remove the 4 spark plug wires.



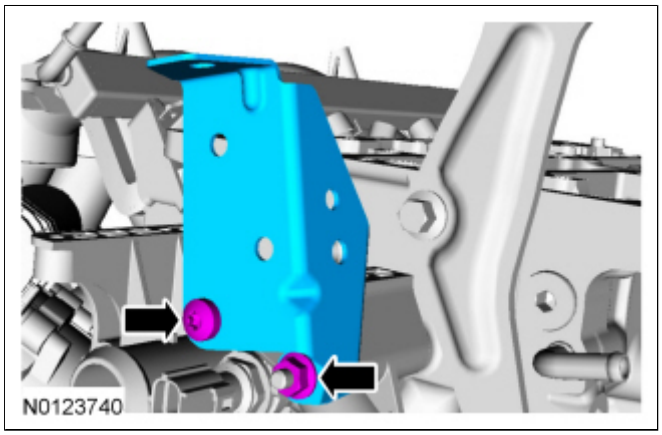
10. Disconnect the coolant hose from the coolant outlet.



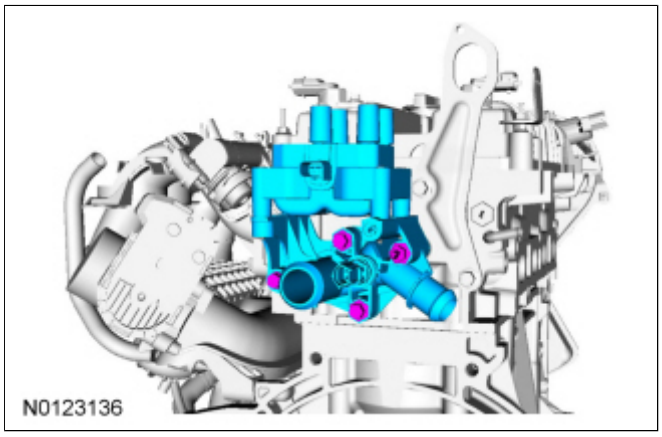
11. Disconnect the coolant return hose from the cylinder head.
    - Detach the coolant tube from the fuel rail retainers.



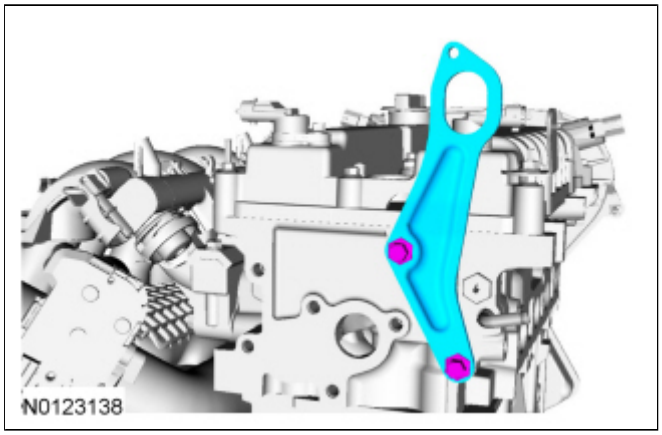
12. Remove the nut, bolt and the bracket from the coolant outlet.



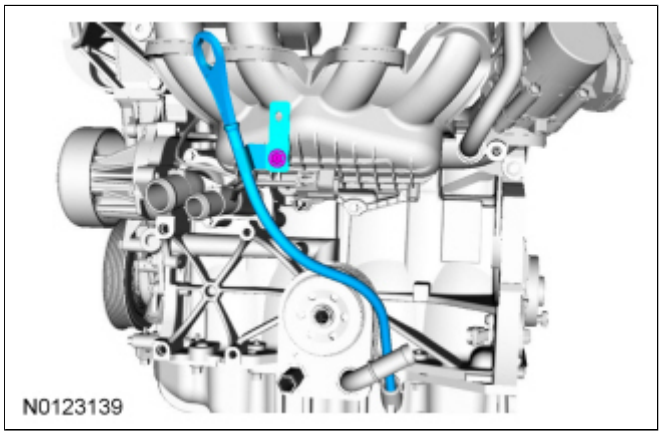
13. Remove the 4 bolts and the coolant outlet and ignition coil assembly.
    - Inspect and replace the gasket, if necessary.



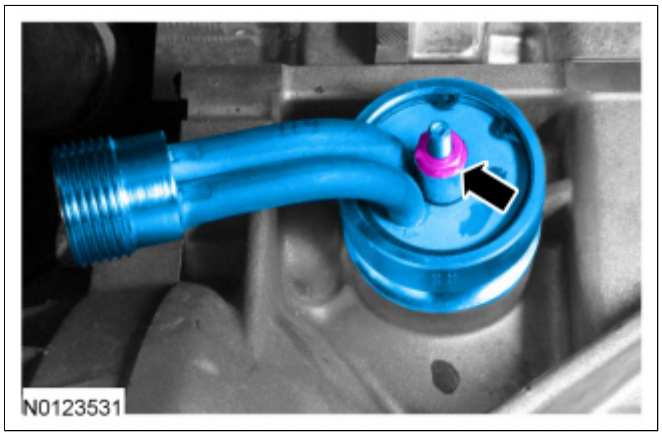
14. Remove the 2 bolts and the engine lift eye.



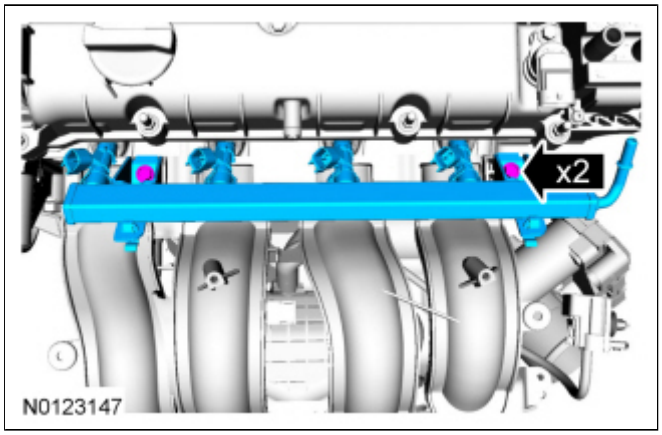
15. Remove the screw and the oil level indicator and tube.
    - Inspect and replace the O-ring seal, if necessary.



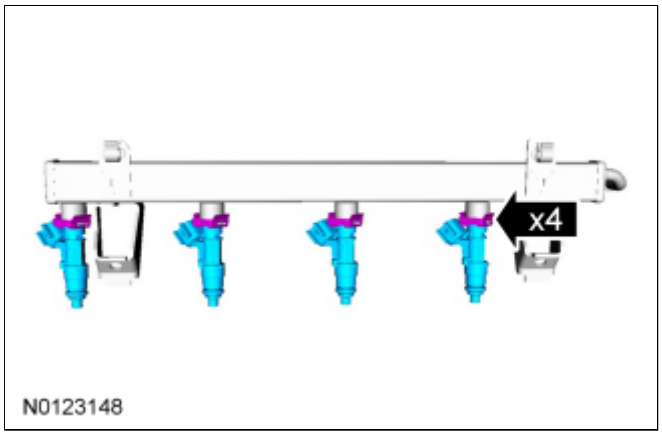
16. If equipped, remove the engine block heater.



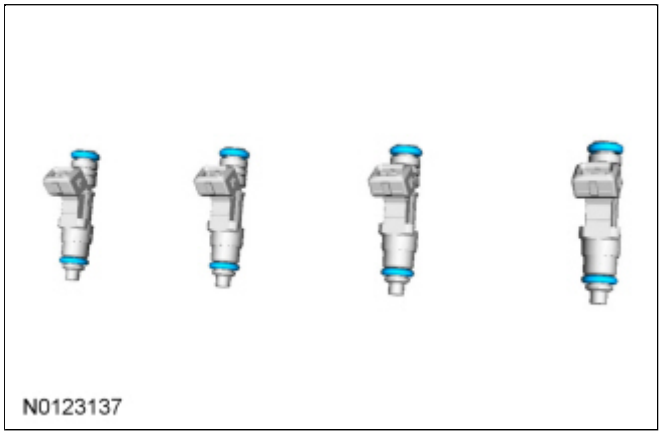
17. Remove the 2 bolts and the fuel rail assembly.



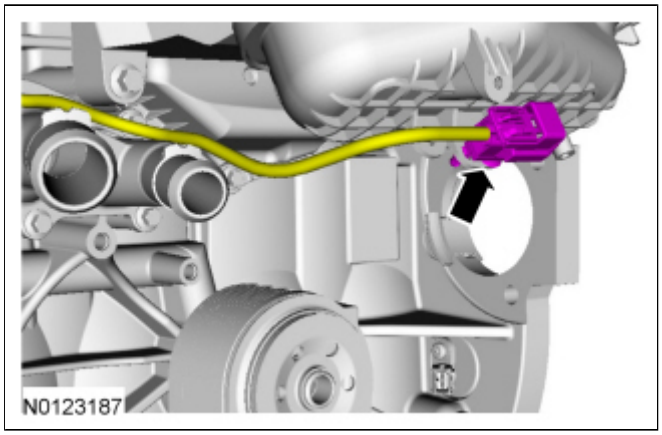
18. Remove the 4 fuel injector clips and the 4 fuel injectors.



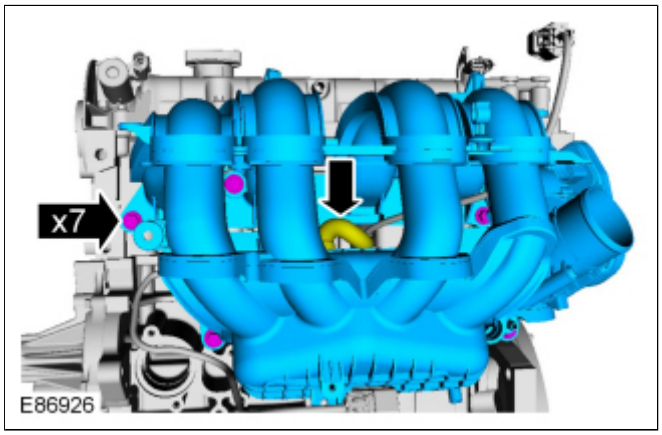
19. Remove and discard the 8 fuel injector O-ring seals.



20. Detach the Knock Sensor (KS) from the bottom of the intake manifold.

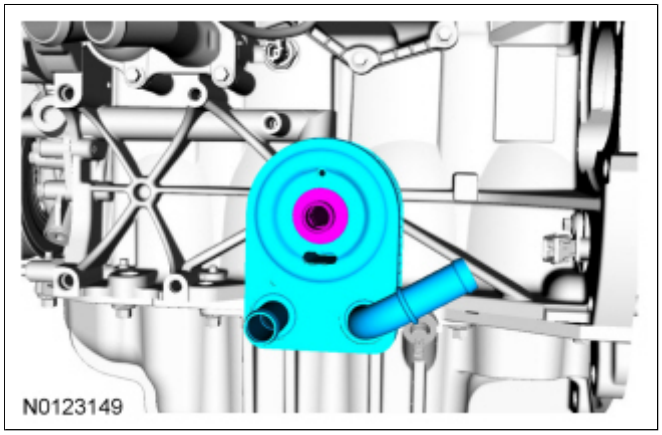


21. Remove the 7 bolts and the intake manifold.
    - Disconnect the PCV hose from the intake manifold.

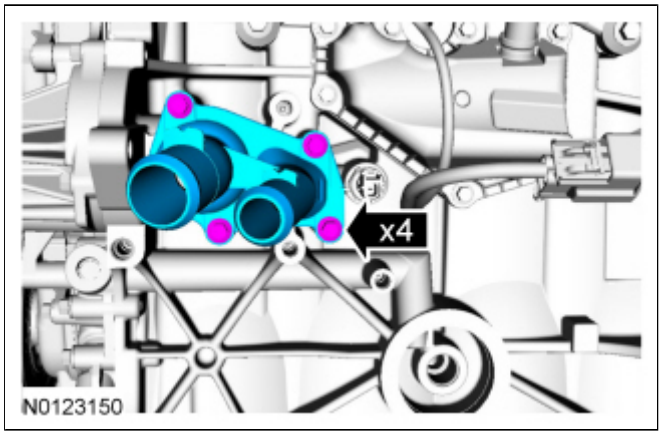


22. ***NOTICE:*** **A new oil cooler must be installed or severe damage to the engine can occur.**

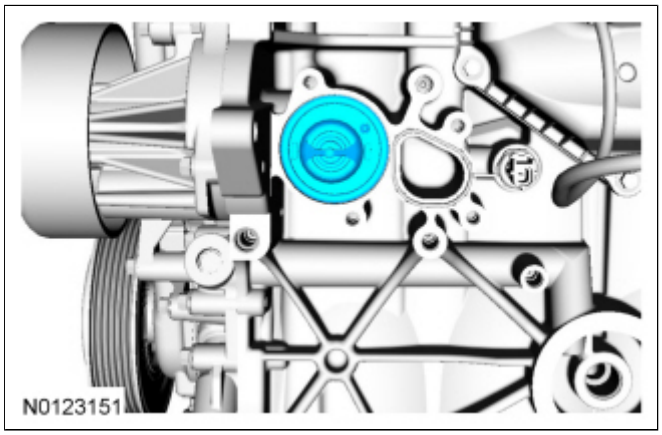
    Remove the bolt and the oil cooler.
    - Discard the oil cooler.



23. Remove the 4 bolts and the thermostat housing
    - Inspect and replace the gasket, if necessary.

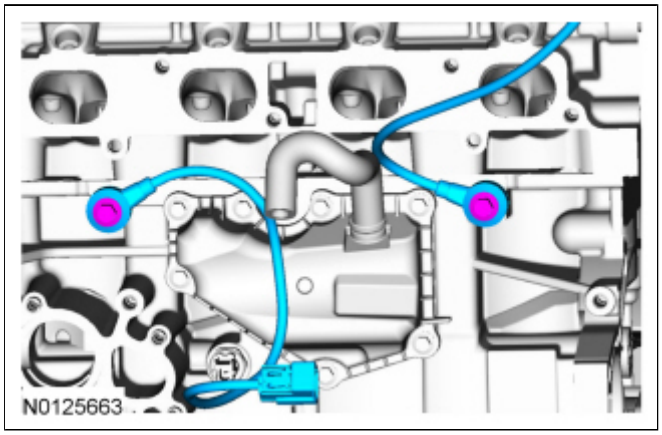


24. Remove the thermostat from the engine block.
    - Inspect the thermostat seal and replace, if necessary.

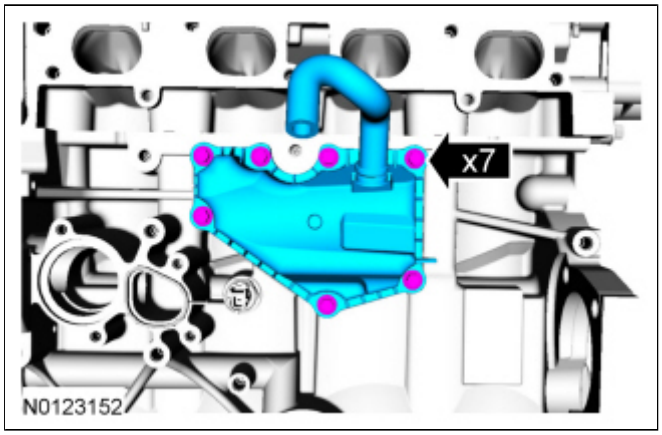


25. **NOTE:** Mark the location of the 2 KS for installation.

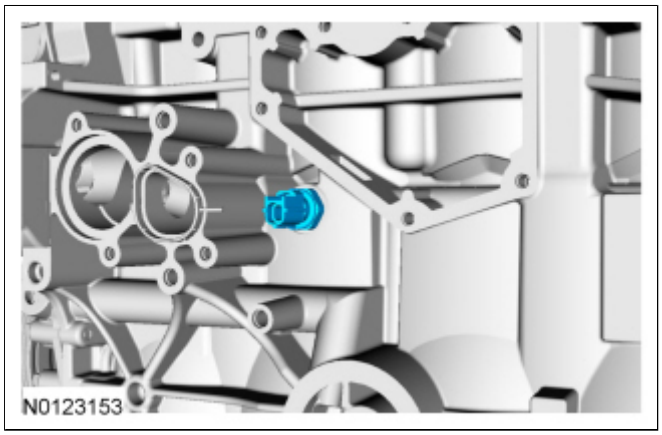
    Remove the 2 bolts and the 2 KS .



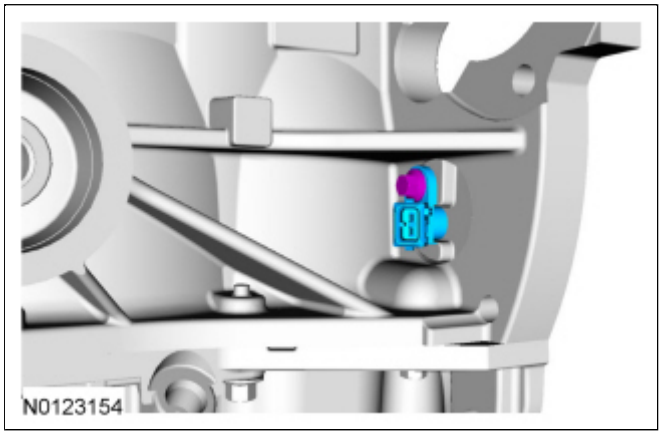
26. Remove the bolts and the crankcase vent oil separator.
    - Inspect and replace the gasket, if necessary.



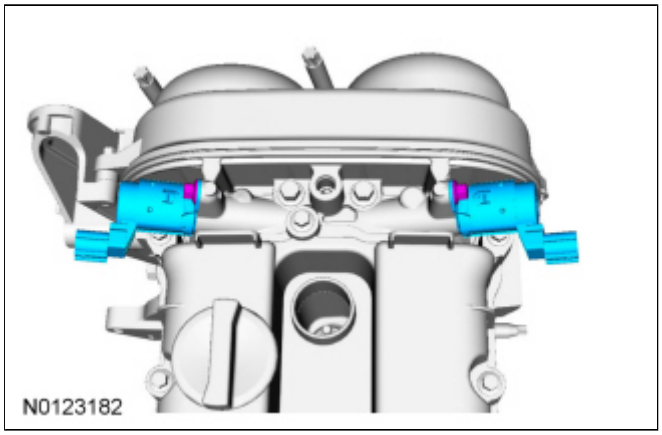
27. Remove the Engine Oil Pressure (EOP) switch.



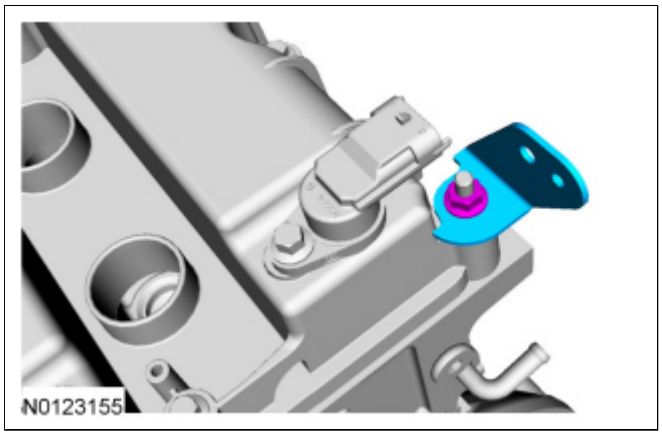
28. Remove the bolt and the Crankshaft Position (CKP) sensor.



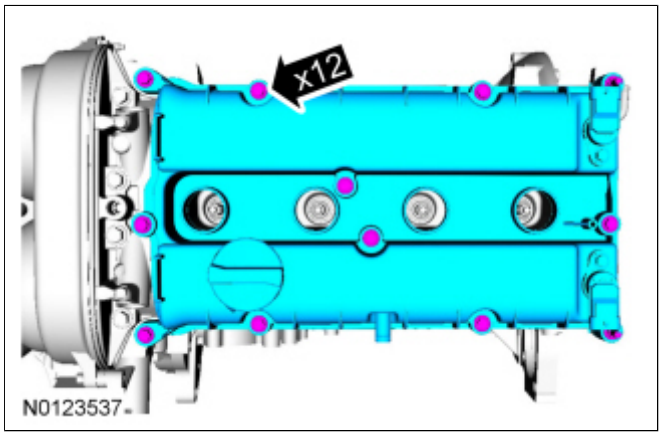
29. Remove the 2 bolts and the Variable Camshaft Timing (VCT) oil control solenoids.



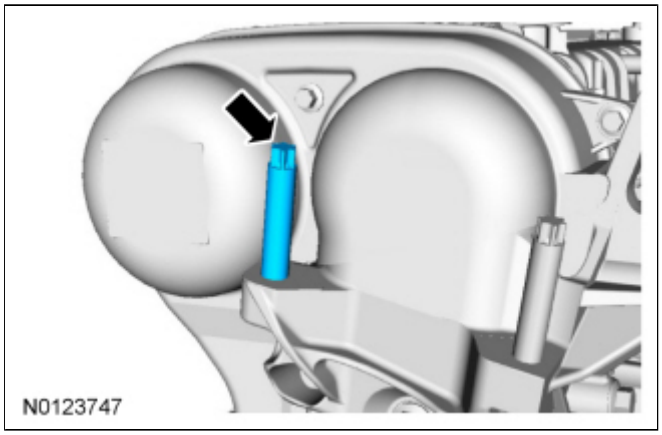
30. Remove the nut and the Heated Oxygen Sensor (HO2S) electrical connector bracket.



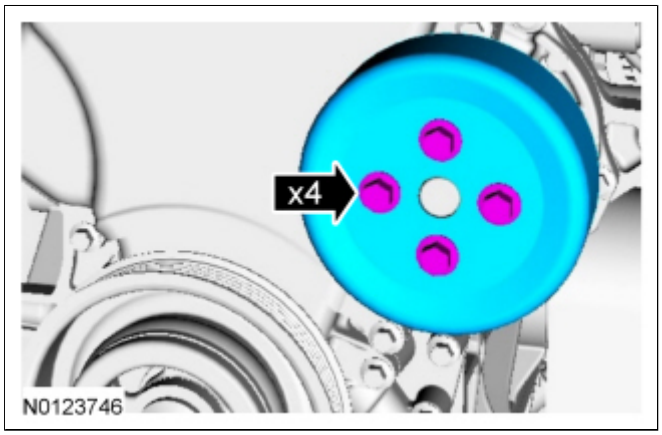
31. Loosen the 12 retainers and remove the valve cover.
    - Discard the gasket.



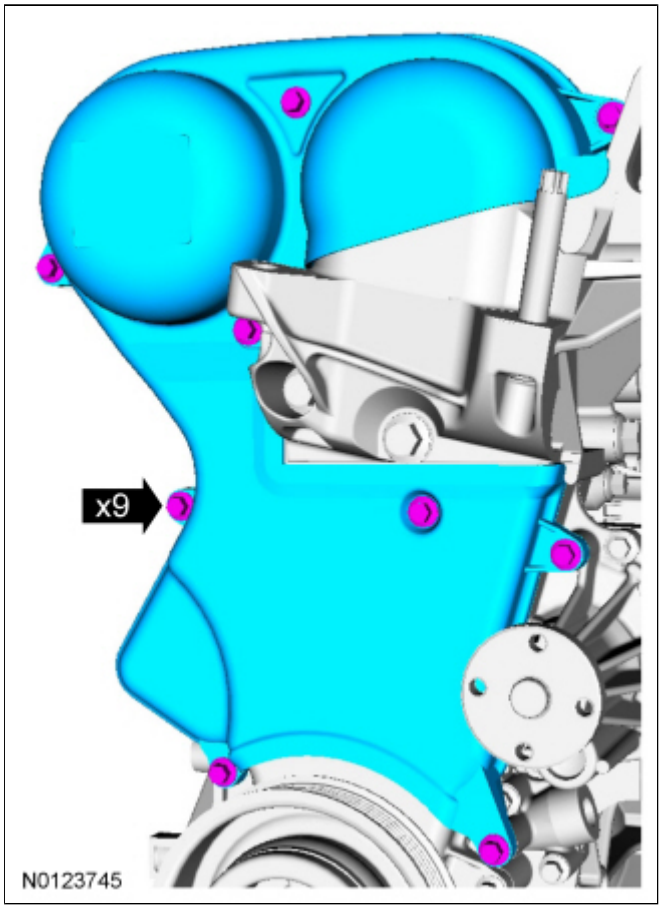
32. Remove the 1 engine mount stud.



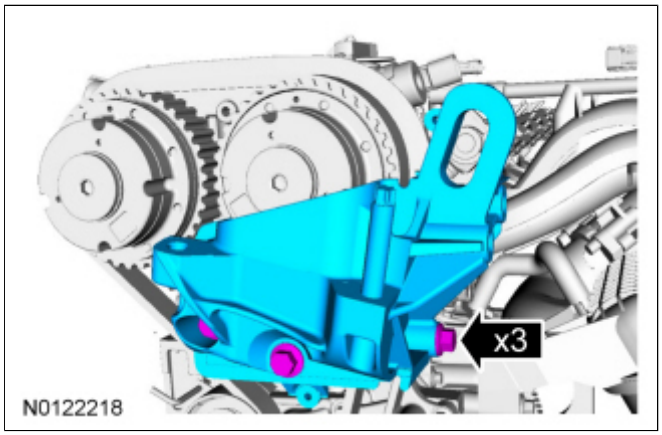
33. Remove the 4 bolts and coolant pump pulley.



34. Remove the 9 bolts and the timing belt cover.

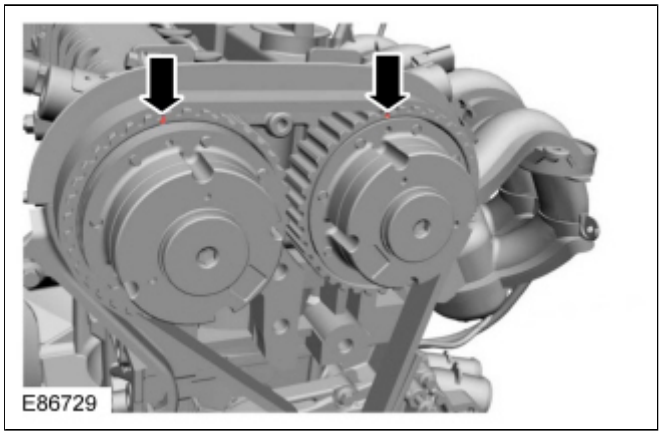


35. Remove the 3 bolts and the engine mount bracket.

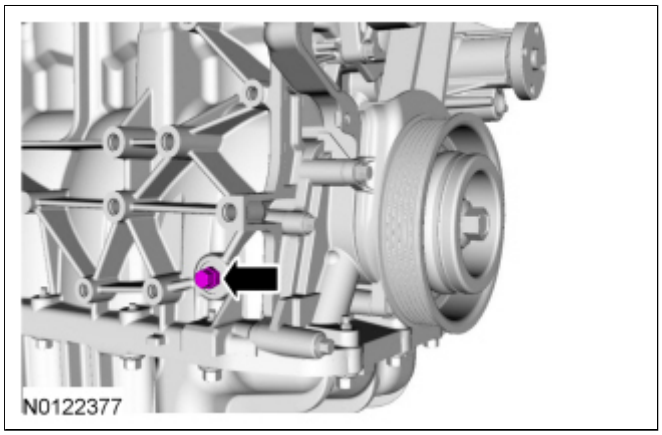


36. ***NOTICE:*** **Only rotate the crankshaft in a clockwise direction.**

    Using the crankshaft pulley bolt, turn the crankshaft clockwise until the markings on the camshaft phaser and sprockets are at the 11 o'clock position as shown.

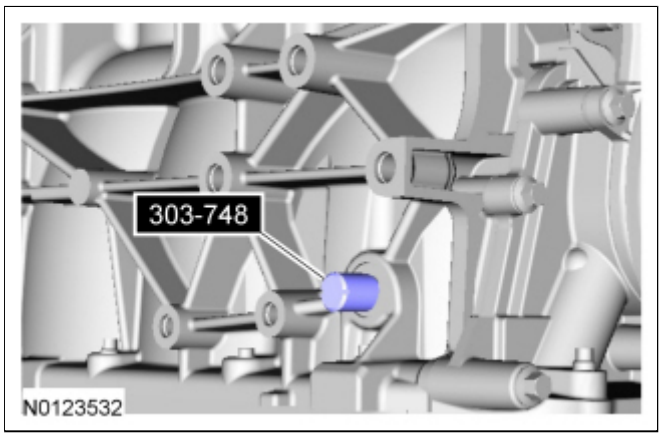


37. Remove the engine plug bolt.



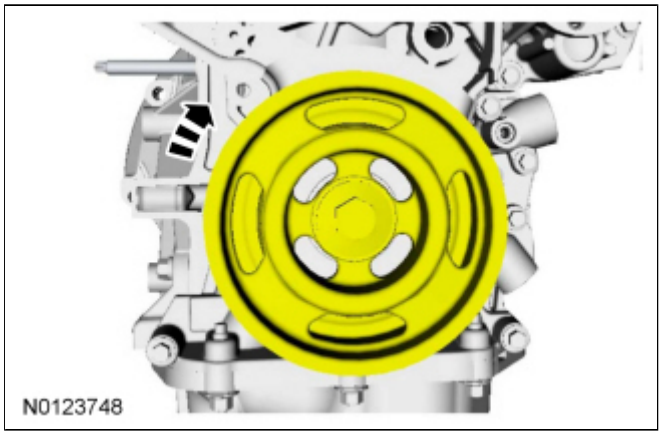
38. **NOTE:** The Crankshaft Top Dead Center (TDC) Timing Pin will contact the crankshaft and prevent it from turning past TDC . However, the crankshaft can still be rotated in the counterclockwise direction. The crankshaft must remain at the TDC position during the crankshaft pulley removal and installation.

    Install the Crankshaft TDC Pin.

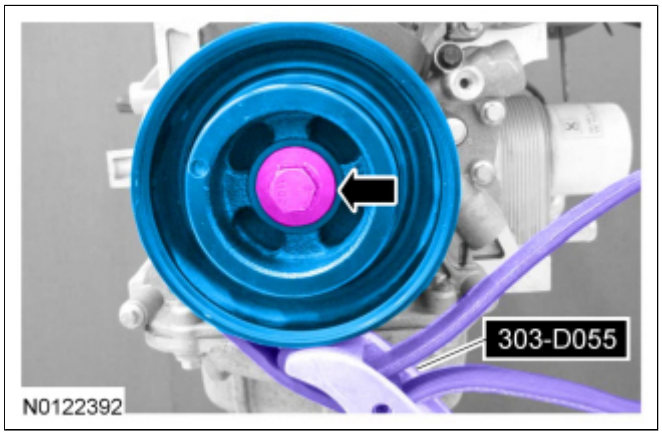


39. **NOTE:** Only rotate the crankshaft clockwise direction.

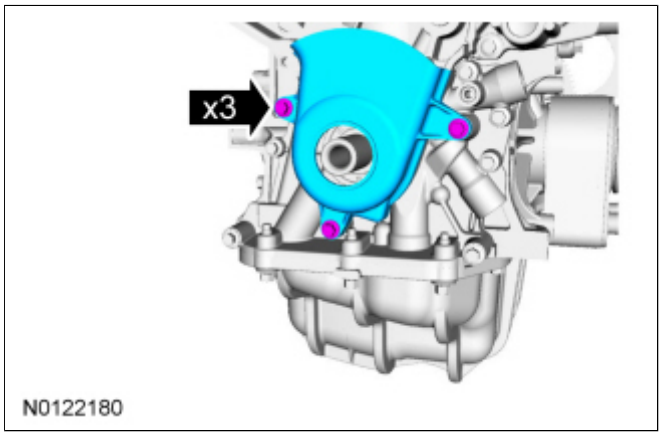
    Rotate the crankshaft until it contacts the Crankshaft TDC Pin.



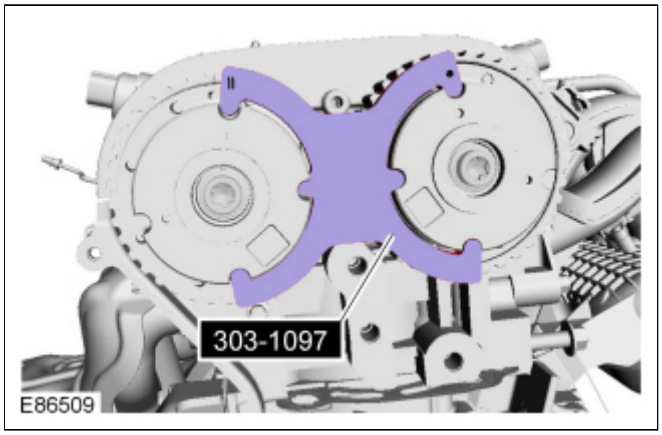
40. Using the Strap Wrench, remove the crankshaft pulley bolt and the crankshaft pulley.
    - Discard the crankshaft pulley bolt.



41. Remove the 3 bolts and the lower timing belt cover.



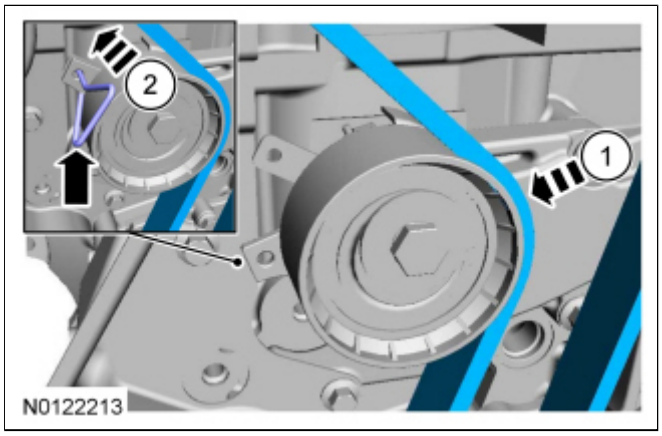
42. Install the VCT Alignment Tool.



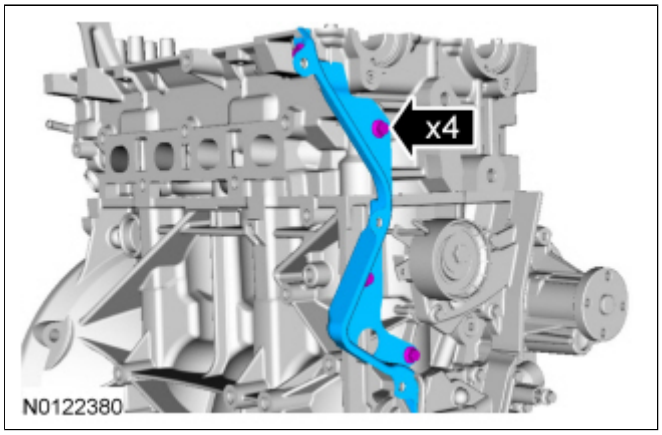
43. **WARNING: The timing belt tensioner spring is under load. Extra care must be taken at all times when handling the tensioner. Failure to follow this instruction may result in personal injury.**

Remove the timing belt.

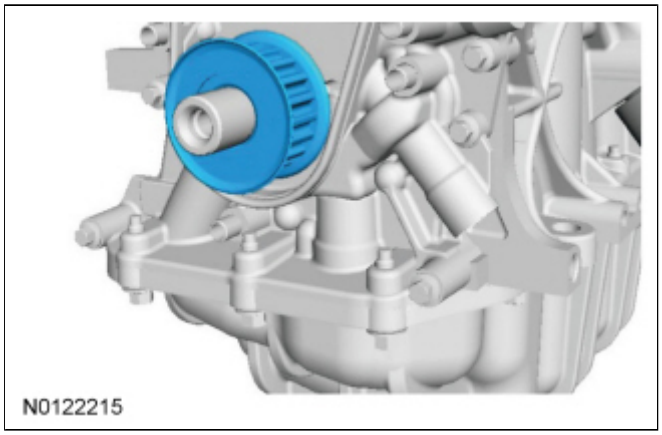
1. Rotate the timing belt tensioner clockwise.
2. Align the 2 holes on the tensioner and install a small screwdriver or holding pin.
    - Remove the timing belt.



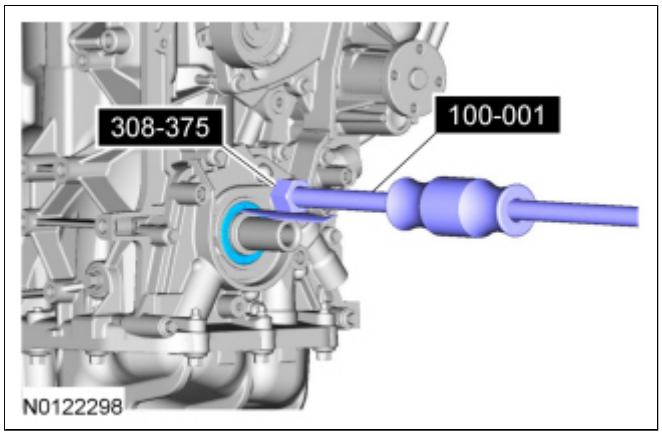
44. Remove the 4 bolts and the timing belt cover backplate.



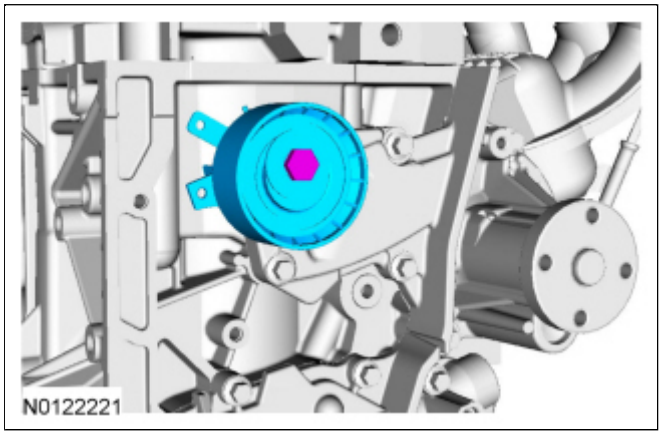
45. Remove the crankshaft sprocket gear.



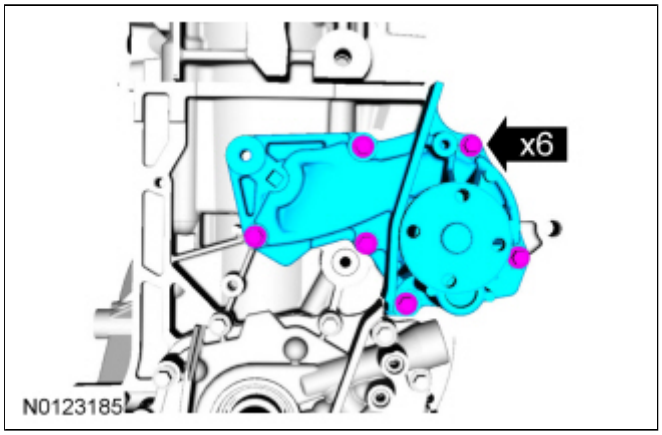
46. Using the Input Shaft Oil Seal Remover and Slide Hammer, remove the crankshaft front oil seal.



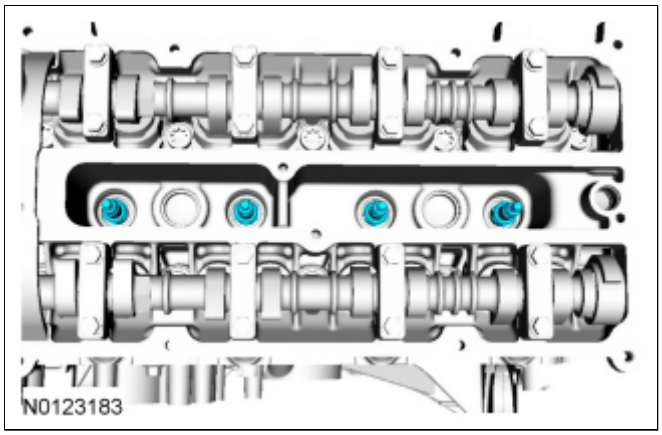
47. Remove the bolt and the timing belt tensioner.



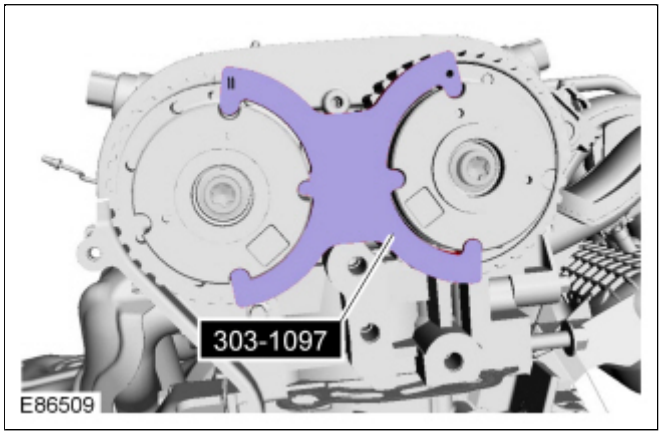
48. Remove the 6 bolts and the coolant pump.
    - Discard the gasket.



49. Remove the 4 spark plugs.

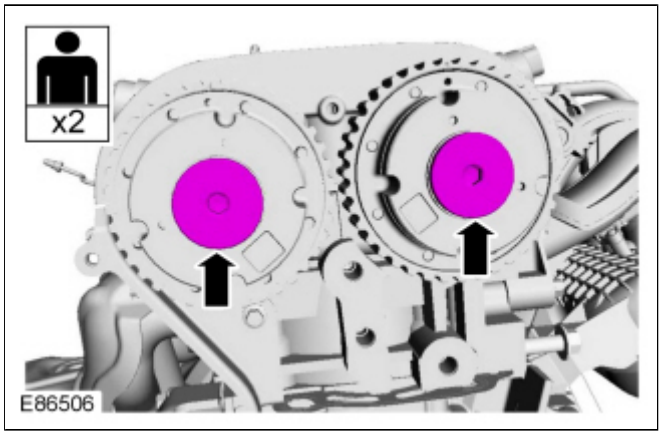


50. Remove the VCT Alignment Tool.



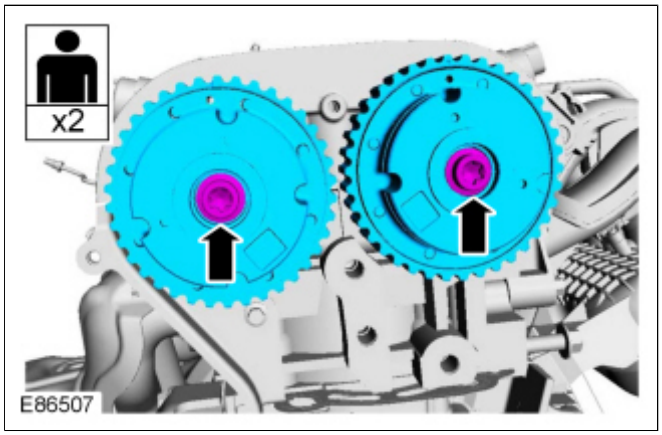
51. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

    Remove the 2 camshaft phaser and sprocket plugs.

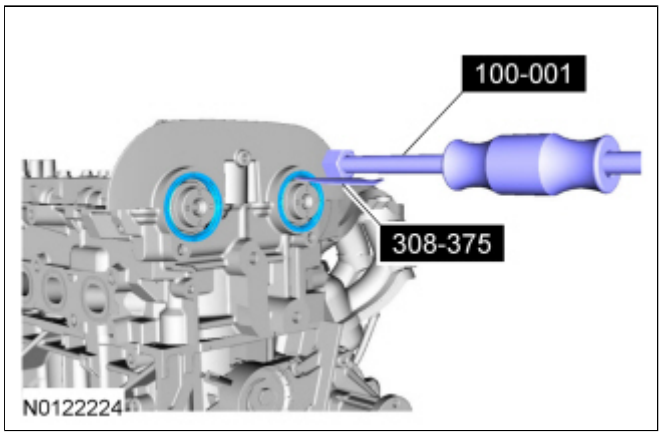


52. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

    Remove the 2 bolts and the camshaft phaser and sprockets.

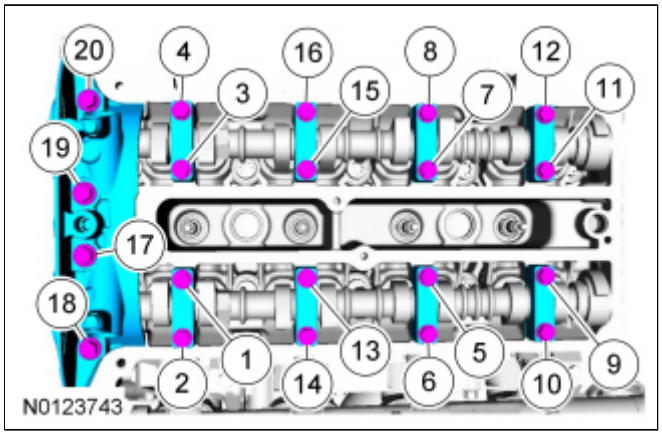


53. Using the Input Shaft Oil Seal Remover and Slide Hammer, remove the 2 camshaft oil seals.

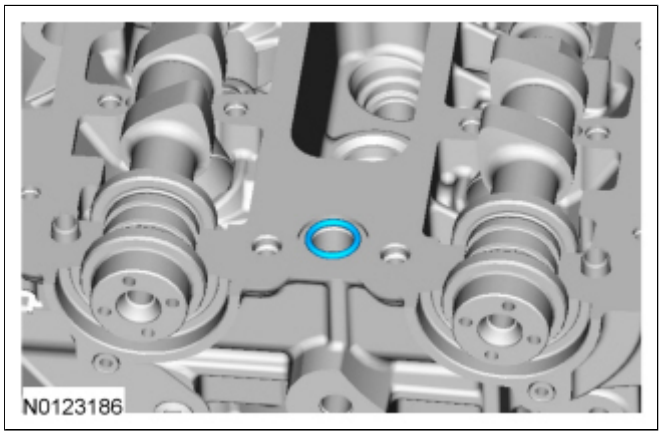


54. **NOTE:** Note the position of each component before removal.

    Remove the bolts for the camshaft bearing caps and VCT bridge in the sequence shown.

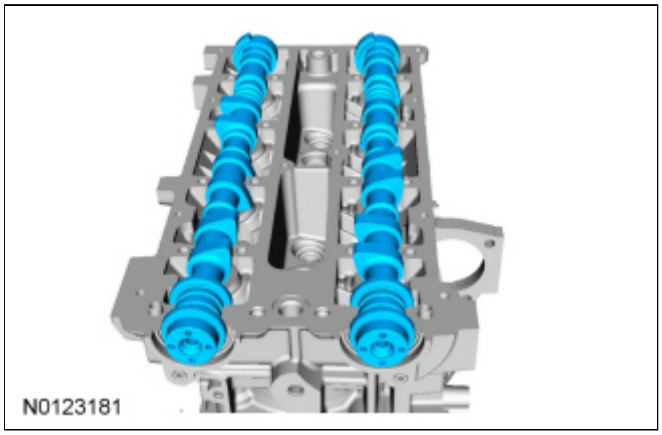


55. Remove the VCT bridge O-ring seal.
    - Inspect and replace the VCT bridge O-ring seal, if necessary.

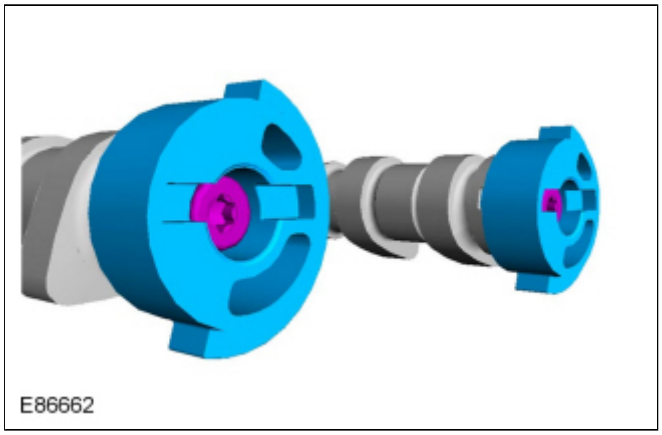


56. ***NOTICE:*** **Do not pry on camshafts when removing or damage to the camshafts may occur.**

    Remove the 2 camshafts from the cylinder head.



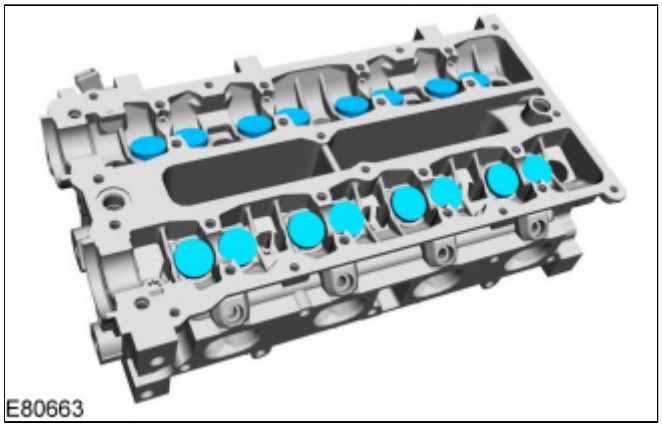
57. If necessary, remove the 2 bolts and the camshaft trigger wheels.



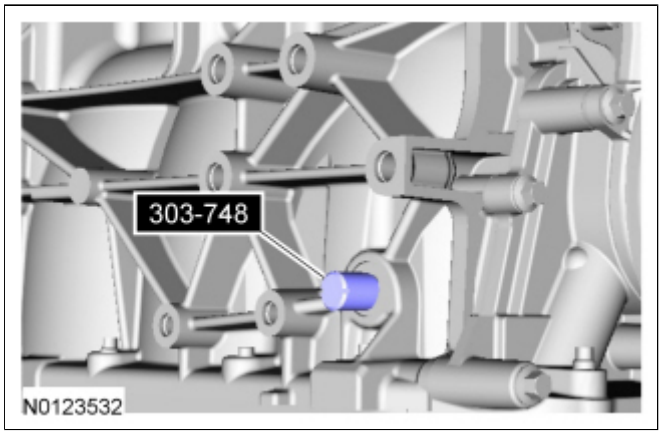
58. **NOTE:** If the camshafts and valve tappets are to be reused, mark the location of the valve tappets to make sure they are assembled in their original positions.

    NOTE: The number on the valve tappets only reflects the digits that follow the decimal. For example, a tappet with the number 0.650 has the thickness of 3.650 mm.

    Remove and inspect the valve tappets. For additional information, refer to Section 303-00 .

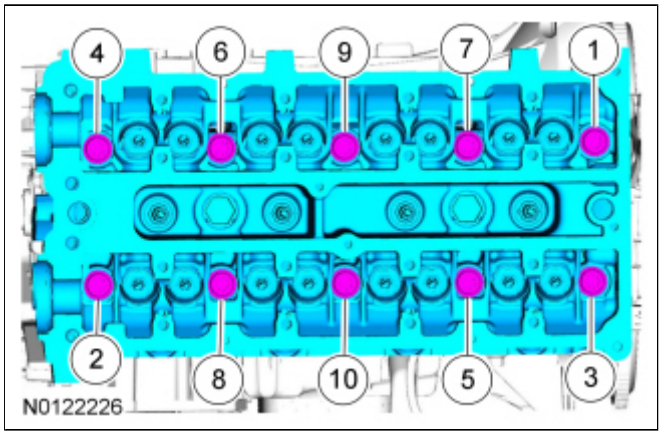


59. Remove the Crankshaft TDC Pin.



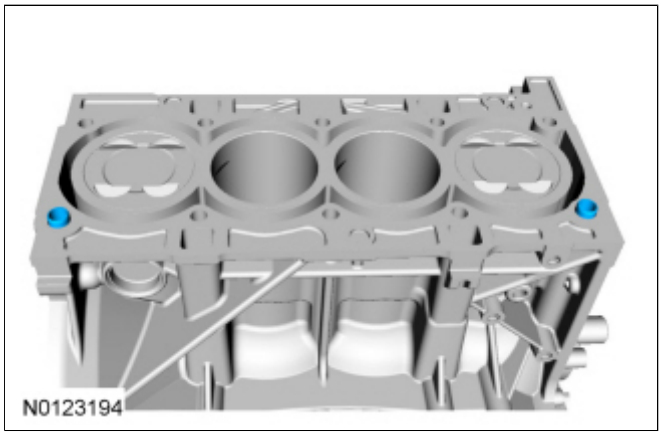
60. **NOTE:** Make sure that the cylinder head is at ambient air temperature before removing the cylinder head bolts.

    Remove the 10 cylinder head bolts in the sequence shown.
    - Remove the cylinder head.
    - Discard the cylinder head bolts and gasket.

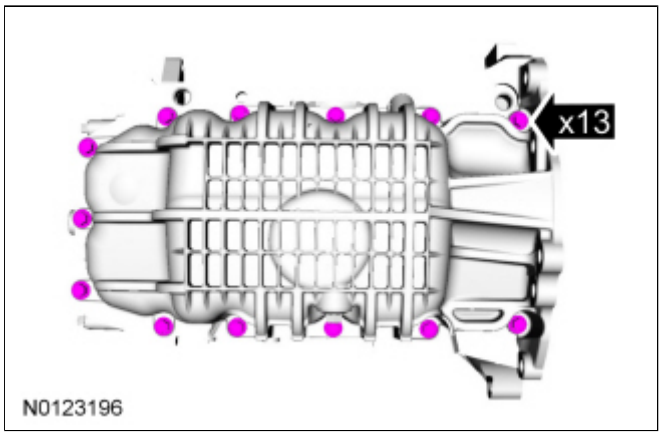


61. Support the cylinder head on a bench with the head gasket side up. Check the cylinder head distortion and the cylinder block distortion. For additional information, refer to Section 303-00 .

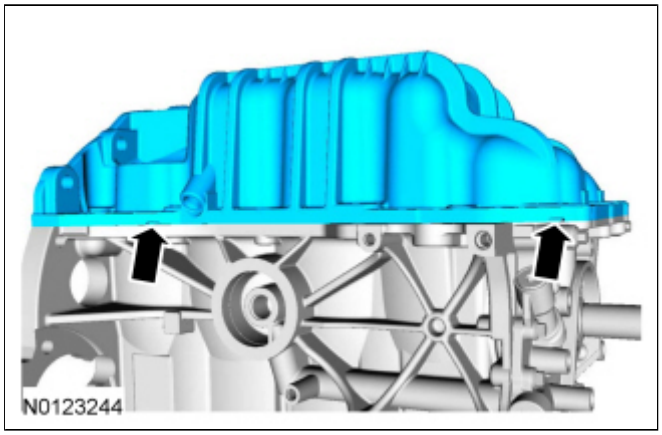
62. Remove the cylinder head alignment dowels.



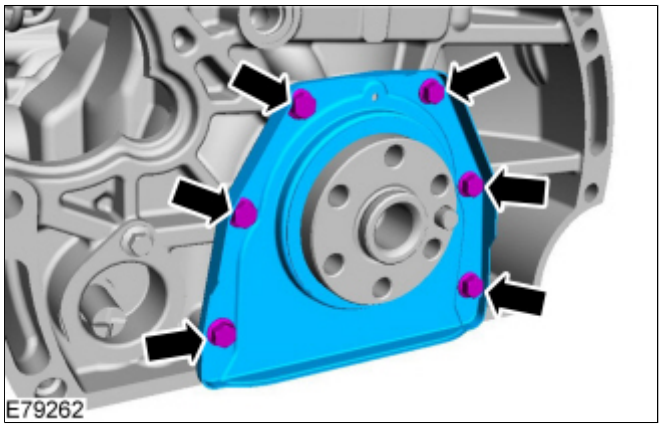
63. Remove the 13 bolts from the oil pan.



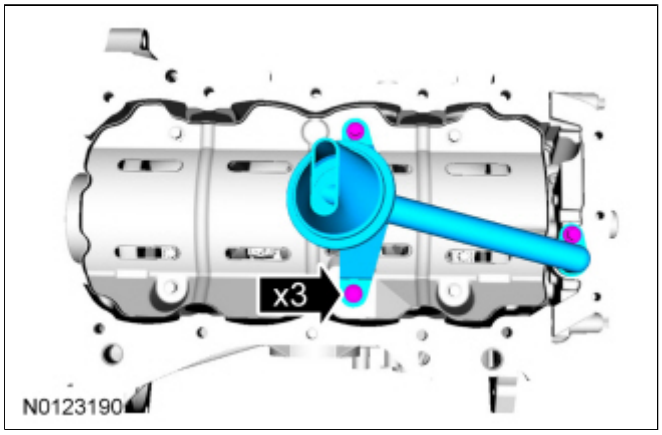
64. Using the pry pads, remove the oil pan.



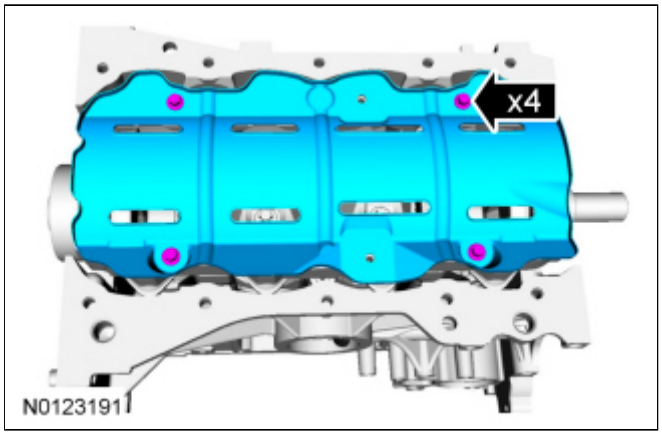
65. Remove the 6 bolts and the crankshaft rear seal.



66. Remove the 3 bolts and the oil pump screen and pickup tube.
    - Inspect and replace the O-ring seal, if necessary.

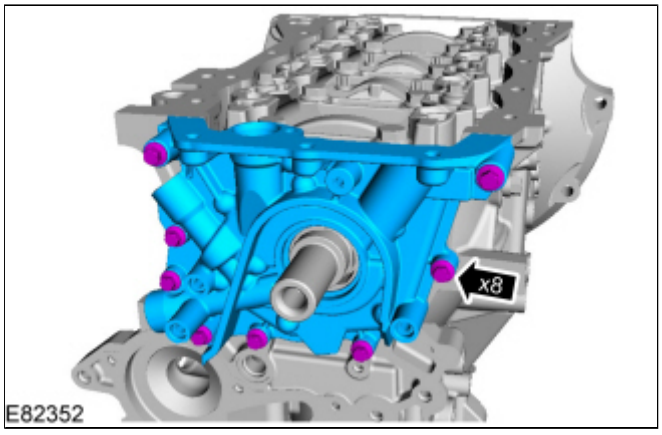


67. Remove the 4 bolts and the windage tray.



68. **NOTE:** Mark the location of the 3 different length bolts.

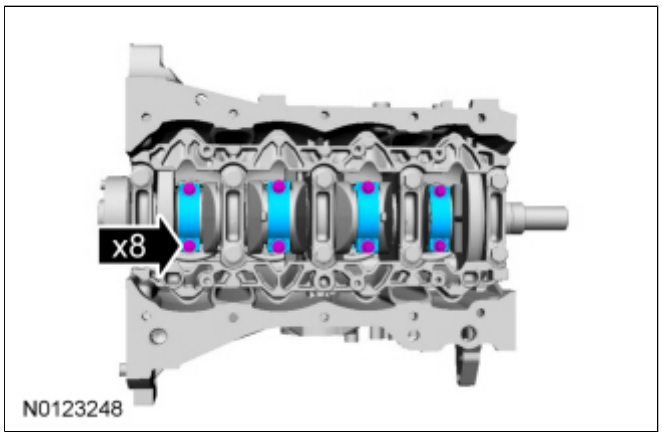
    Remove the 8 bolts and the oil pump.
    - Discard the gasket.



69. Before removing the pistons, inspect the top of the cylinder bores. If necessary, remove the ridge or carbon deposits from each cylinder using an abrasive pad or equivalent, following manufacturer's instructions.

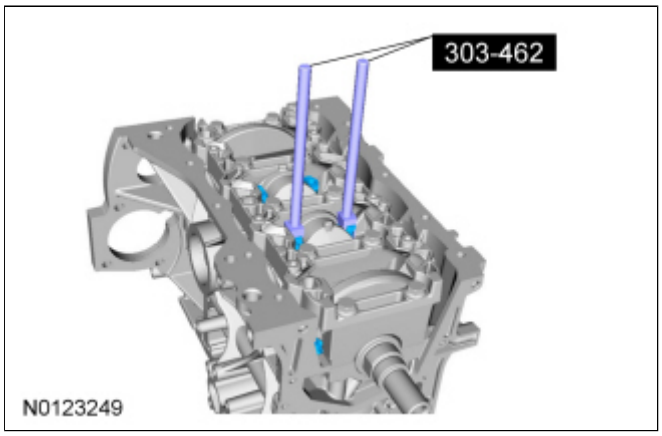
70. **NOTE:** Clearly mark the connecting rods, connecting rod caps and connecting rod bearings in numerical order for correct orientation for reassembly.

    Remove the bolts and the connecting rod cap.



71. ***NOTICE:*** **Do not scratch the cylinder walls or crankshaft journals with the connecting rod.**

Using the Connecting Rod Installer, remove the piston/rod assembly from the engine block.



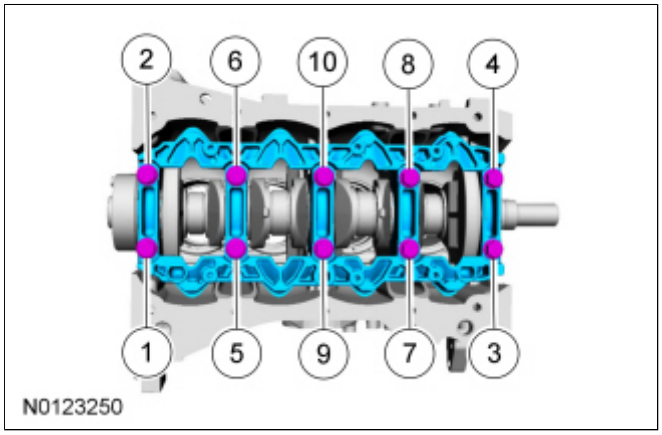
72. Repeat the previous 2 steps until all the piston/rod assemblies are removed from the engine block.

73. **NOTE:** Mark the position of the parts, so they can be installed in their original positions.

    Remove the connecting rod bearings from the connecting rod and cap.

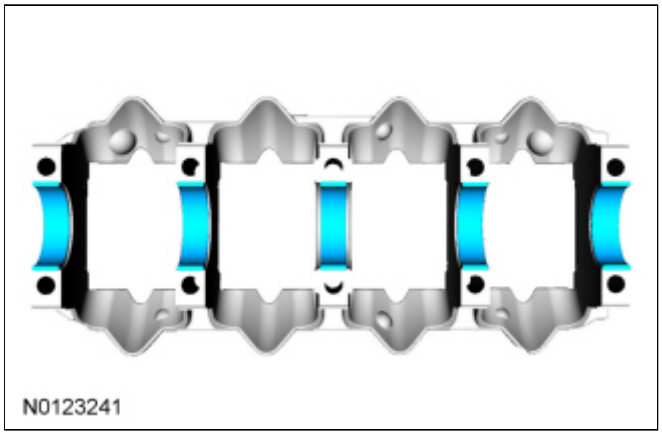
74. **NOTE:** The main bearing beam has 2 arrows pointing towards the front of engine for correct orientation for reassembly.

    Remove the 10 bolts in the sequence shown and the main bearing beam.

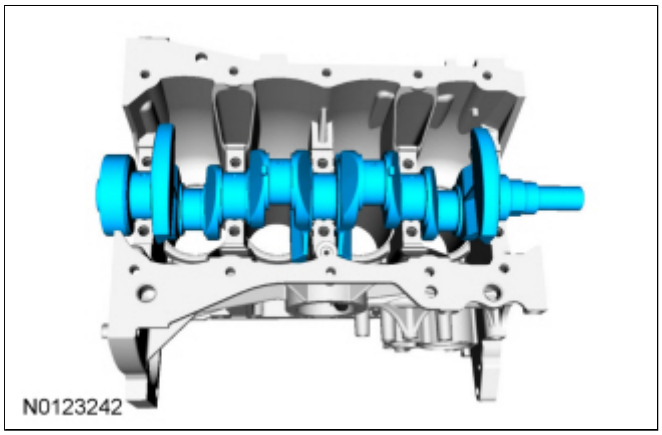


75. **NOTE:** If the main bearings are being reused, mark them in order for correct orientation and reassembly.

    Remove the main bearings from the main bearing beam.



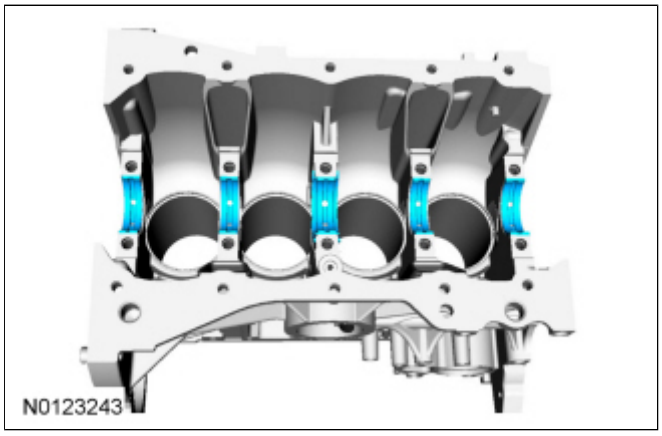
76. Remove the crankshaft from the engine block.



77. **NOTE:** If the main bearings are being reused, mark them in order for correct orientation and reassembly.

    NOTE: The center bulkhead has the thrust bearing.

    Remove the main bearings from the cylinder block.

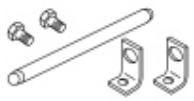


78. Inspect the cylinder block and main bearing beam.

79. Inspect the pistons and connecting rods. For additional information, refer to Section 303-00 .

Cylinder Head

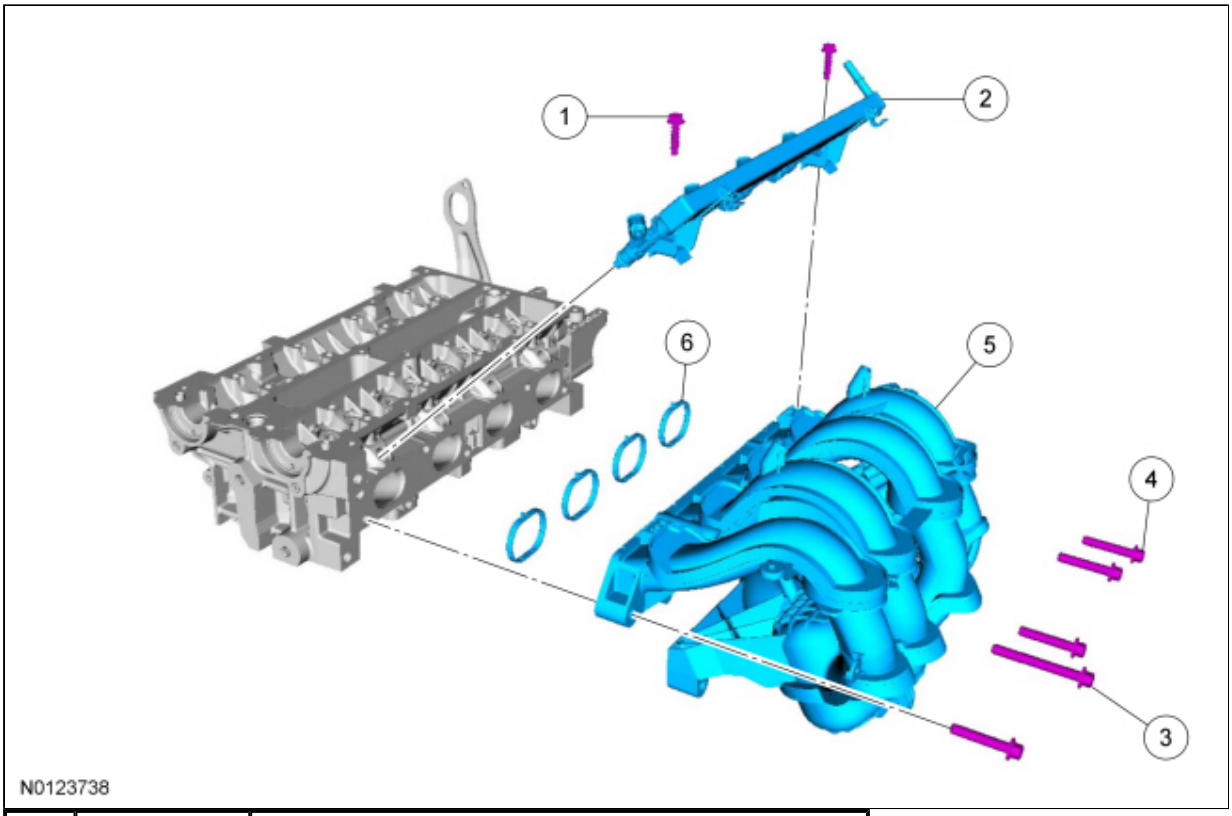
Special Tool(s)

 ST1981-A	Compressor, Valve Spring 303-300 (T87C-6565-A)
ST1907-A	Compressor, Valve Spring 303-350 (T89P-6565-A)
ST1902-A	Compressor, Valve Spring 303-1418

Material

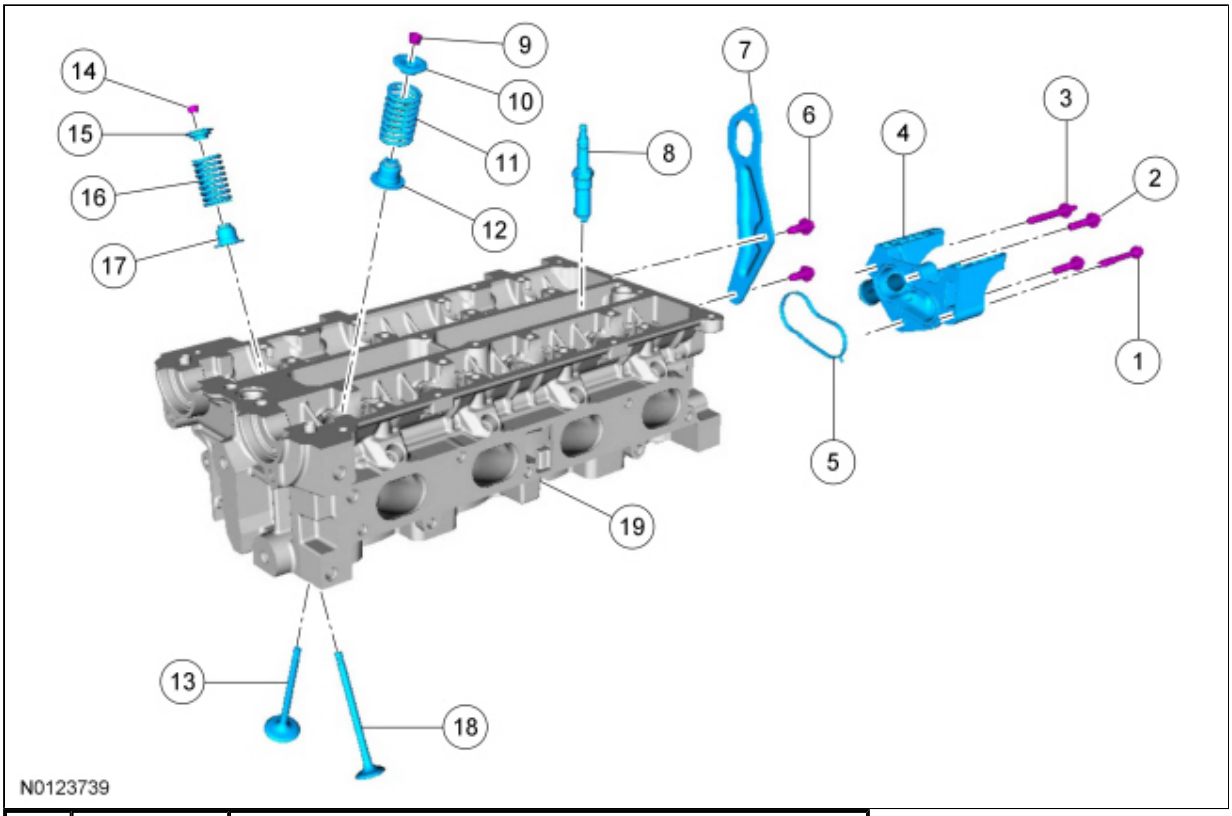
Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B

Cylinder Head (View 1 of 2)



Item	Part Number	Description
1	W704043	Fuel rail bolt (2 required) - 11 Nm (97 lb-in)
2	9D280	Fuel rail assembly
3	W500117	Intake manifold bolt - 18 Nm (159 lb-in)
4	W500112	Intake manifold bolt (4 required) - 18 Nm (159 lb-in)
5	9424	Intake manifold
6	9439	Intake manifold gasket (4 required)

Cylinder Head (View 2 of 2)



Item	Part Number	Description
1	W714169	Coolant outlet bolt - 19 Nm (168 lb-in)
2	—	Coolant outlet bolt (part of 8K556) (2 required) - 19 Nm (168 lb-in)
3	W713019	Coolant outlet stud bolt - 19 Nm (168 lb-in)
4	8K556	Coolant outlet
5	—	Coolant outlet gasket (part of 8K556)
6	W500223	Lift eye bolt (2 required) - 19 Nm (168 lb-in)
7	—	Lift eye bracket
8	12405	Spark plug (4 required)
9	6518	Intake valve collet (16 required)
10	6514	Intake valve spring retainer (8 required)
11	6513	Intake valve spring (8 required)
12	6571	Intake valve seal (8 required)
13	6507	Intake valve (8 required)
14	6518	Exhaust valve collet (16 required)
15	6514	Exhaust valve spring retainer (8 required)
16	6513	Exhaust valve spring (8 required)
17	6571	Exhaust valve seal (8 required)
18	6505	Exhaust valve (8 required)
19	6049	Cylinder head

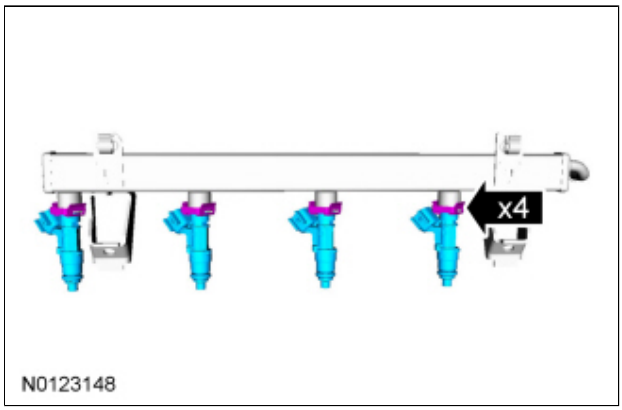
Disassembly

NOTICE: **During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.**

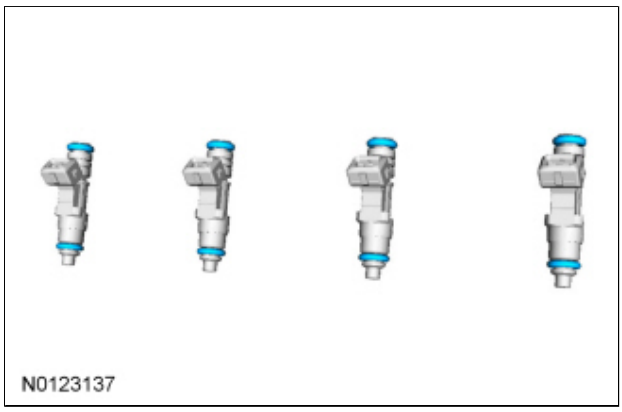
NOTE: If the components are to be reinstalled, mark the location of the components removed, they must be installed in the same location.

1. Remove the 2 bolts and the fuel rail and injectors as an assembly.

2. Remove the 4 fuel injector clips and the 4 fuel injectors.



3. Remove and discard the 8 fuel injector O-ring seals.



4. Remove the 5 bolts and the intake manifold.

5. Remove the 2 bolts and the LH engine lift eye.

6. Remove the 3 bolts, stud bolt and the coolant outlet.
   - Discard the gasket.

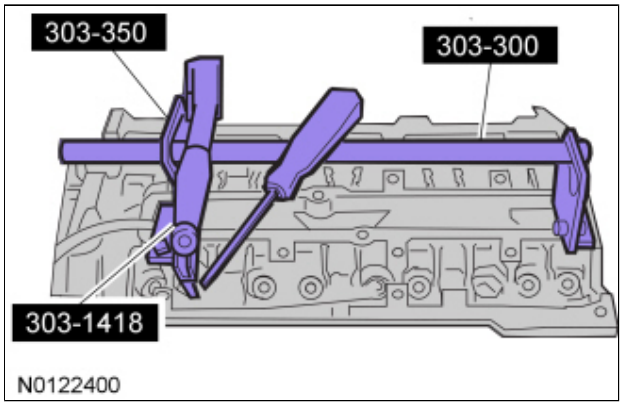
7. ***NOTICE:*** **Only use hand tools when removing or installing the spark plugs, or damage can occur to the cylinder head or spark plug.**

   NOTE: Use compressed air to remove any foreign material in the spark plug well before removing the spark plugs.

   Remove the 4 spark plugs.

8. **NOTE:** Use a small screwdriver and multi-purpose grease to remove the valve collets.

   Using the Valve Spring Compressors, compress the valve spring and remove the valve spring collets, the valve spring retainers and the valve springs.



9. Inspect the valve springs. For additional information, refer to Section 303-00 .
10. **NOTE:** Note the location of the valves if they are to be reused

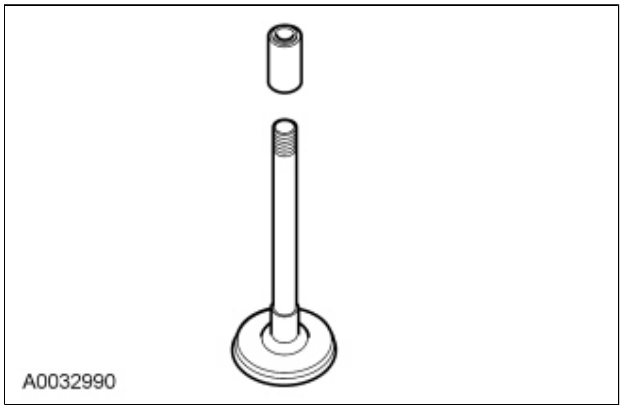
    Remove the valves.
11. Inspect the valves. For additional information, refer to Section 303-00 . Install new parts, as necessary.
12. **NOTE:** Use a valve stem seal pliers (such as Snap-on® YA-8230 or equivalent).

    Using valve stem seal pliers, remove and discard the valve seals.

Assembly

1. **NOTE:** If installing the original valves, make sure the valves are installed in the same position from which they were removed. Coat the valve stems with clean engine oil.

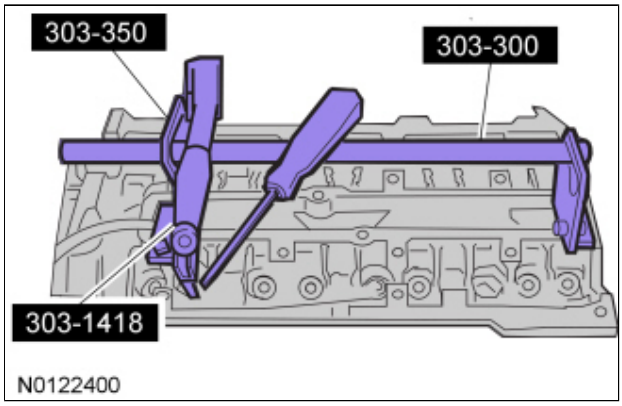
   Install the valves.
2. Install the valve stem seal installation sleeve.



3. **NOTE:** Lubricate the valve stem, guides and valve stem seals with clean engine oil prior to installation.

   Using valve stem seal pliers, install the valve seals.
4. **NOTE:** Check the seating of the valve collet.

   Using the Valve Spring Compressors, install the valve spring.
   - Insert the valve spring and the valve spring retainer.
   - Compress the valve spring and install the valve collet using some multi-purpose grease and a small screwdriver.



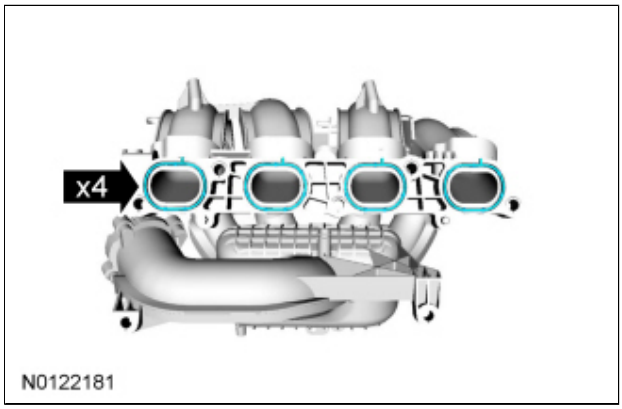
5. ***NOTICE:*** **Only use hand tools when removing or installing the spark plugs, or damage can occur to the cylinder head or spark plug.**

   Install the 4 spark plugs.
   - Tighten to 15 Nm (133 lb-in).

6. Using a new gasket, install the coolant outlet, 3 bolts and the stud bolt.
   - Tighten to 19 Nm (168 lb-in).

7. Install the LH engine lift eye and the 2 bolts.
   - Tighten to 19 Nm (168 lb-in).

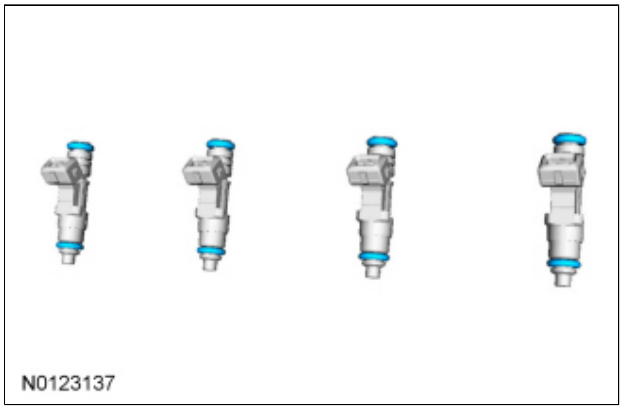
8. Inspect and install new intake manifold gaskets if necessary.



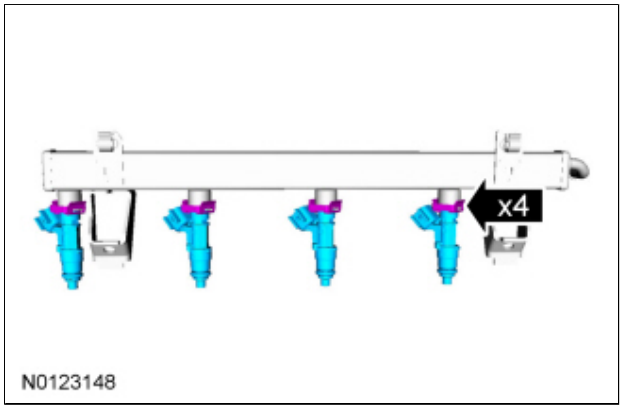
9. Install the intake manifold and the 5 bolts.
   - Tighten to 18 Nm (159 lb-in).

10. ***NOTICE:*** **Use O-ring seals that are made of special fuel-resistant material. The use of ordinary O-rings may cause the fuel system to leak. Do not reuse the O-ring seals.**

    Install the new O-ring seals onto the fuel injectors and lubricate them with clean engine oil.



11. Install the 4 fuel injectors and the 4 fuel injector clips into the fuel rail.

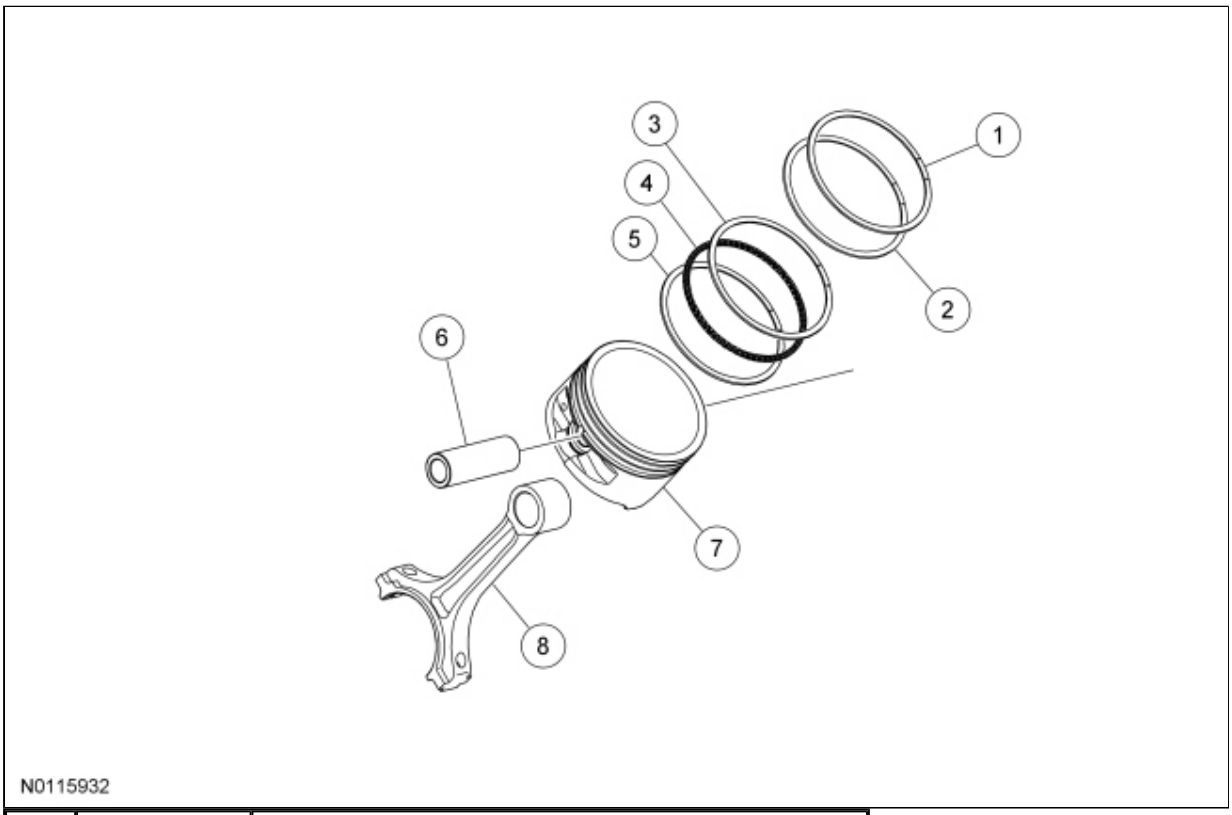


12. Install the fuel rail and fuel injectors as an assembly and install the 2 bolts.
    - Tighten to 11 Nm (97 lb-in).

Piston

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A



N0115932

Item	Part Number	Description
1	—	Piston compression upper ring (part of 6148)
2	—	Piston compression lower ring (part of 6148)
3	—	Piston oil control upper segment ring (part of 6148)
4	—	Piston oil control spacer (part of 6148)
5	—	Piston oil control lower segment ring (part of 6148)
6	6135	Piston pin
7	6108	Piston
8	6200	Connecting rod

Disassembly

1. Remove the connecting rod bearings from the connecting rod and cap.
2. Remove the piston rings from the piston.

- Discard the piston rings.

3. **NOTE:** If the piston and connecting rod are to be reinstalled, they must be assembled in the same orientation. Mark the piston orientation to the connecting rod for reassembly.

   NOTE: Use a portable multipurpose press (such as OTC® 5180 or equivalent).

   Using the portable multipurpose press, press the piston pin out of the connecting rod and piston assembly.

4. Separate the piston from the connecting rod.

5. Clean and inspect the piston and connecting rod. For additional information, refer to Section 303-00 .

Assembly

1. **NOTE:** Lubricate all parts with clean engine oil.

   Gradually heat the pin bore side of the connecting rod to approximately 300°C (572°F).

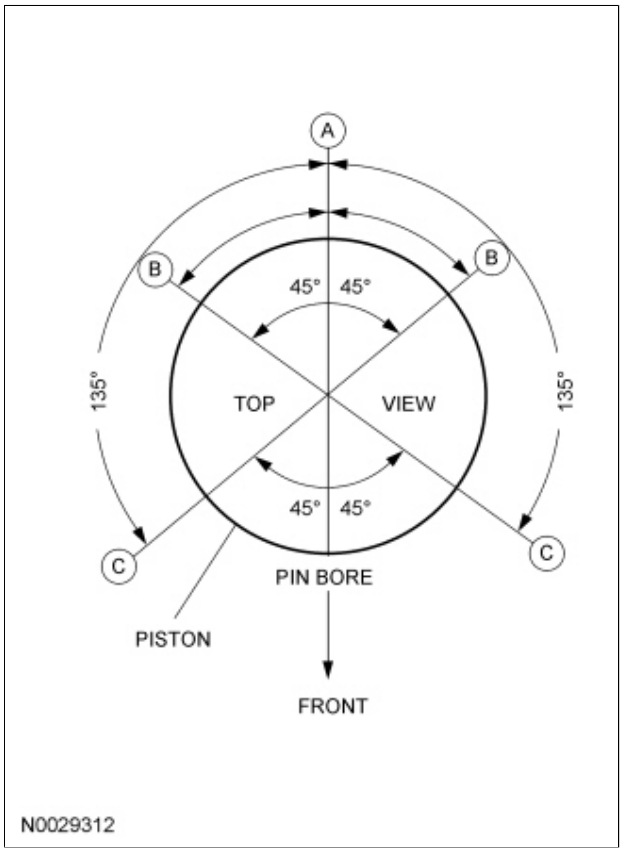
2. Align the piston-to-connecting rod orientation marks, and immediately install the piston pin.

3. Using the portable multipurpose press, press the piston pin into the piston and connecting rod assembly.

4. **NOTE:** The upper and lower compression rings are to be fitted with the identification marks on the upper side.

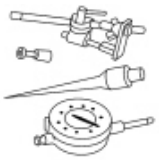
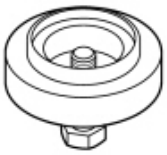
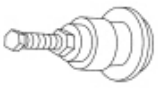
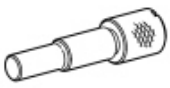
   Install the piston rings.

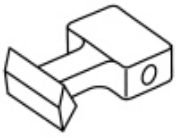
5. Make sure the ring gaps (oil spacer — A, oil ring — B, compression ring — C) are correctly spaced around the circumference of the piston.



Engine

Special Tool(s)

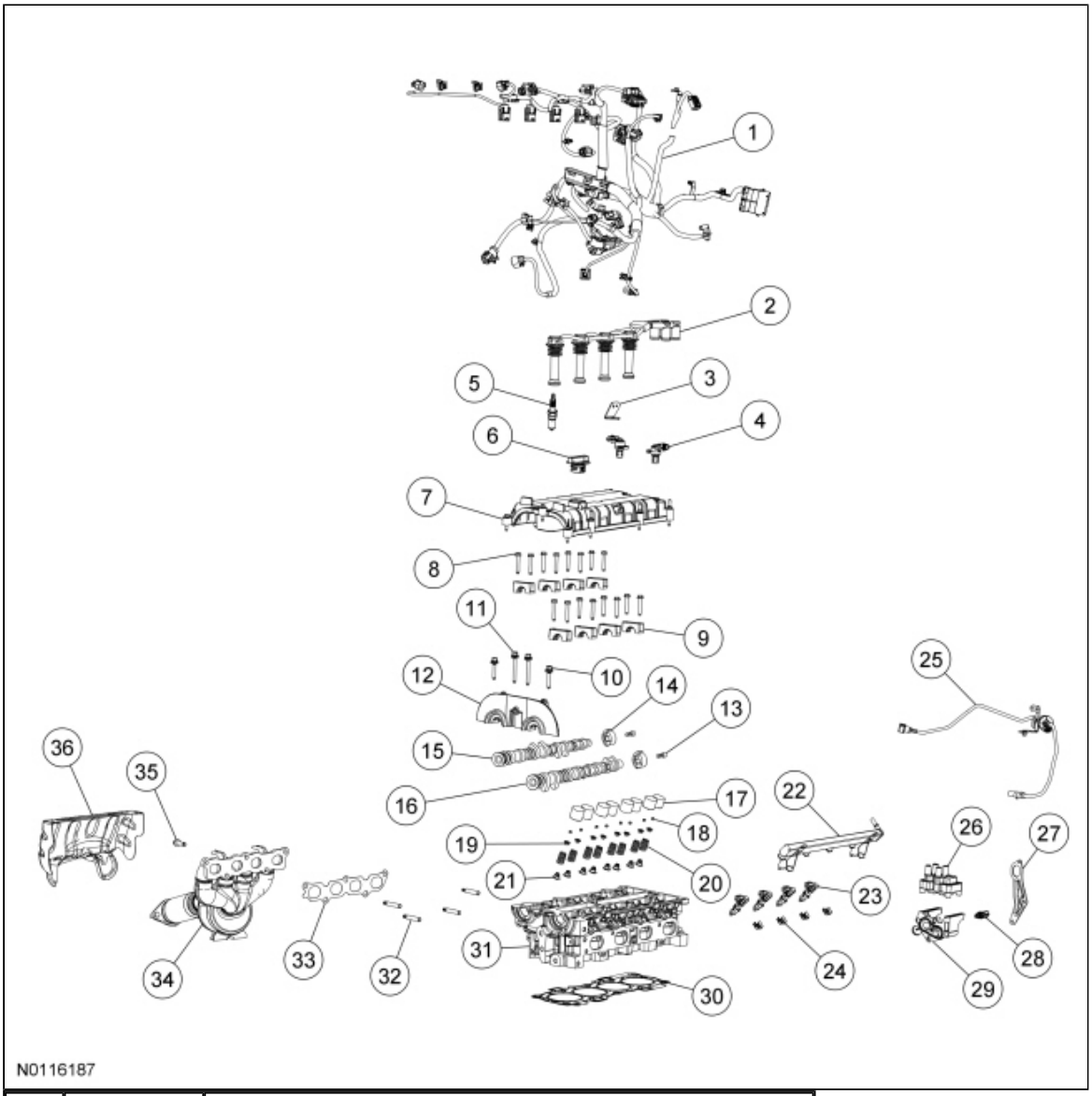
ST3259-A	Alignment Plate, Camshaft 303-376B
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C)
 ST3263-A	Installer, Camshaft Seal 303-1532
ST1982-A	Installer, Connecting Rod 303-462 (T94P-6136-AH)
ST1378-A	Installer, Crankshaft Vibration Damper 303-175 (T82L-6316-B)
 ST1328-A	Installer, Front Cover Oil Seal 303-335 (T88T-6701-A)
 ST3262-A	Pin, Crankshaft Top Dead Center (TDC) 303-748
ST3260-A	Replacer, Front Crankshaft Seal 303-420 (T92P-6701-BH)
	Strap Wrench 303-D055 (D85L-6000-A) or equivalent

ST1438-A	
 ST1840-A	Tool, Flywheel Holding 303-103
ST3261-A	Tool, Variable Camshaft Timing (VCT) Alignment 303-1097

Material

Item	Specification
Gasket Maker TA-16	WSK-M2G348-A5
Motorcraft® Metal Surface Prep ZC-31-A	—
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4
Thread Sealant with PTFE TA-24	WSK-M2G350-A2

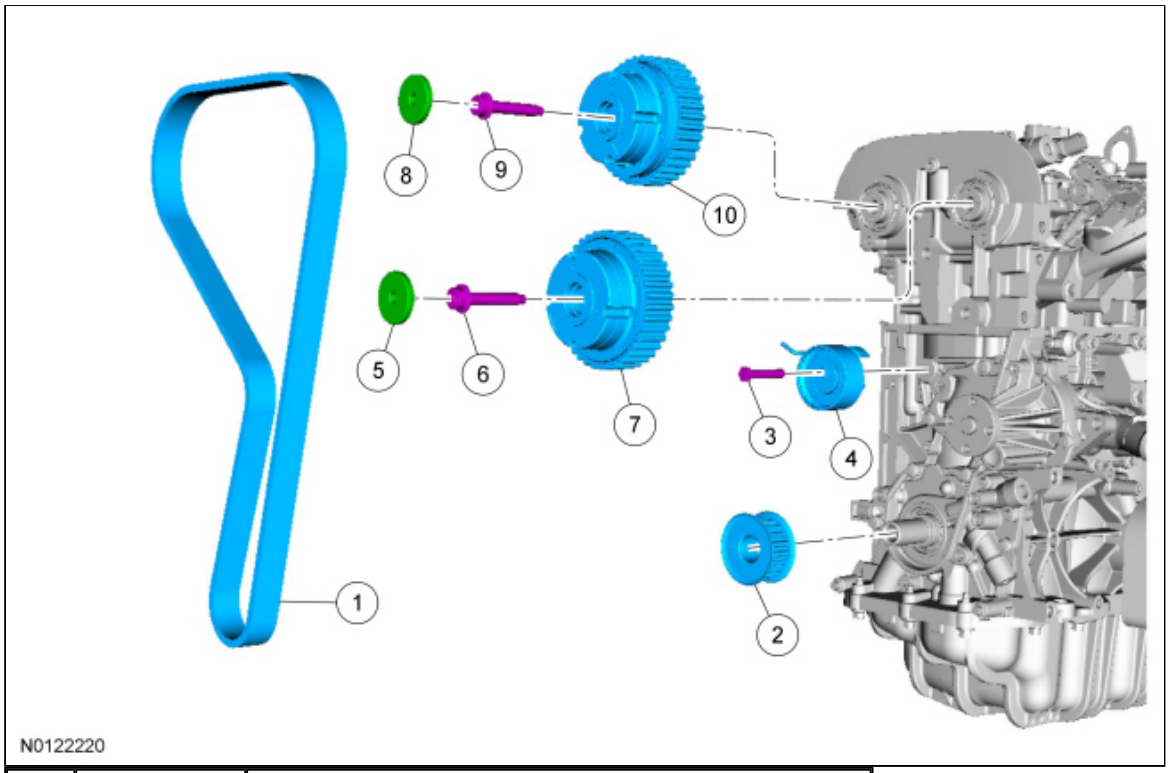
Upper Engine



Item	Part Number	Description
1	12A581	Engine wiring harness
2	12259	Spark plug wire (4 required)
3	14A163	Heated Oxygen Sensor (HO2S) connector bracket
4	6B288	Camshaft Position (CMP) sensor (2 required)
5	12405	Spark plug (4 required)
6	6766	Oil fill cap
7	6582	Valve cover
8	W706225	Camshaft cap bolt (16 required)
9	—	Camshaft cap (8 required) (part of 6049)
10	—	Variable Camshaft Timing (VCT) bridge bolt (2 required) (part of 6049)
11	—	VCT bridge bolt (2 required) (part of 6049)
12	—	VCT bridge (part of 6049)
13	W700279	Camshaft trigger wheel bolt (2 required) (part of 6250)
14	6M265	Camshaft trigger wheel (2 required) (part of 6250)
15	6250	Exhaust camshaft
16	6250	Intake camshaft

17	6500	Valve tappet (16 required)
18	6518	Valve collet (16 required)
19	6514	Valve spring retainer (16 required)
20	6513	Valve spring (16 required)
21	6571	Valve seal (16 required)
22	9D280	Fuel rail
23	9F593	Fuel injector (4 required)
24	9C995	Fuel injector clip (4 required)
25	9C047	Evaporative Emission (EVAP) tube
26	12029	Ignition coil
27	—	Lift eye bracket
28	12A648	Engine Coolant Temperature (ECT) sensor
29	8K556	Coolant outlet
30	6051	Cylinder head gasket
31	6049	Cylinder head
32	W703540	Catalytic converter stud bolt (4 required)
33	9448	Catalytic converter gasket
34	5G232	Catalytic converter
35	W500634	Catalytic converter bolt
36	9N454	Catalytic converter heat shield

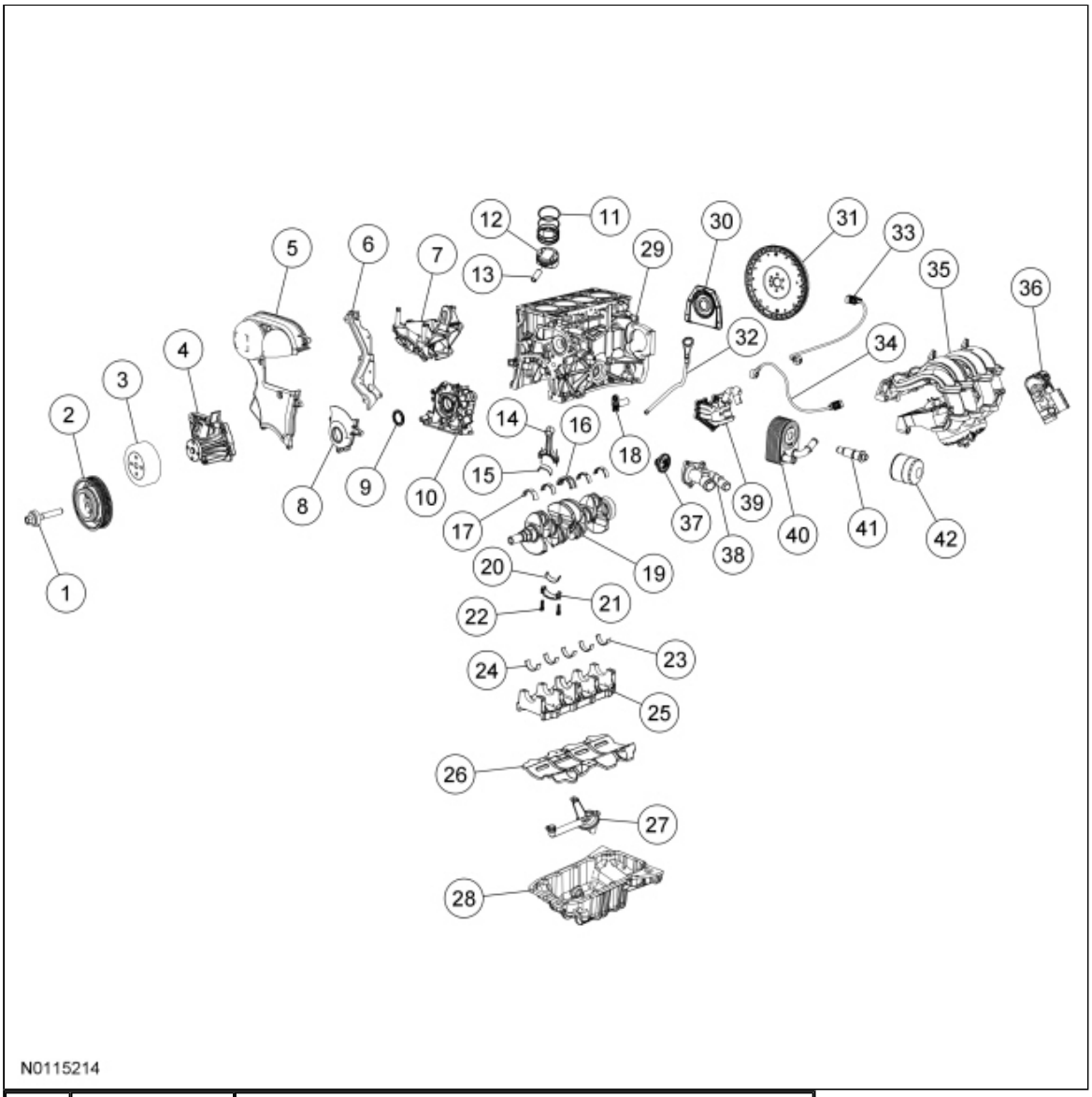
Timing Drive



Item	Part Number	Description
1	6268	Timing belt
2	6306	Crankshaft sprocket gear
3	00812	Timing belt tensioner bolt
4	6K254	Timing belt tensioner

5	W710954	Intake camshaft phaser and sprocket plug and seal
6	6279	Intake camshaft phaser and sprocket bolt
7	6256	Intake camshaft phaser and sprocket
8	W710954	Exhaust camshaft phaser and sprocket plug and seal
9	6279	Exhaust camshaft phaser and sprocket bolt
10	6256	Exhaust camshaft phaser and sprocket

Lower Engine



Item	Part Number	Description
1	6A340	Crankshaft pulley bolt
2	6312	Crankshaft pulley
3	8509	Coolant pump pulley
4	8501	Coolant pump
5	6019	Upper timing belt cover
6	6019	Timing belt cover backplate
7	6038	Engine mount bracket

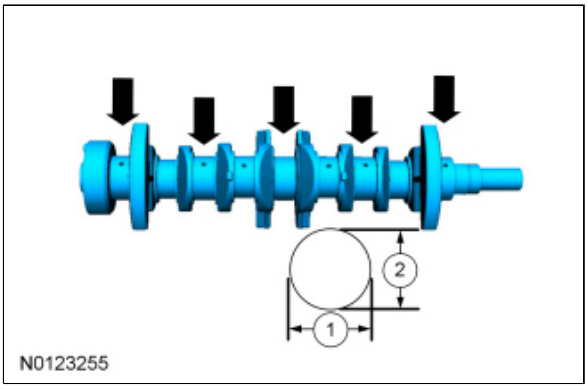
8	6019	Lower timing belt cover
9	6700	Crankshaft front seal
10	6600	Oil pump
11	6148	Piston ring (5 required)
12	6108	Piston (4 required)
13	6135	Piston pin (4 required)
14	6200	Connecting rod (4 required)
15	6211	Upper connecting rod bearing (4 required)
16	6337	Upper main bearing
17	6333	Upper main bearing (4 required)
18	6C315	Crankshaft Position (CKP) sensor
19	6303	Crankshaft
20	6211	Lower connecting rod bearing (4 required)
21	6200	Connecting rod cap (4 required)
22	6200	Connecting rod cap bolt (8 required)
23	6333	Lower main bearing (4 required)
24	6333	Wider lower main bearing
25	—	Lower crankshaft main bearing beam (part of 6010)
26	6687	Windage tray
27	6622	Oil pump screen and pickup tube
28	6675	Oil pan
29	6010	Engine block
30	6K301	Crankshaft rear oil seal with retainer plate
31	6375	Flexplate/Flywheel
32	6754	Oil level indicator tube
33	12A699	LH Knock Sensor (KS)
34	12A699	RH KS
35	9424	Intake manifold
36	9E926	Throttle Body (TB)
37	8575	Thermostat
38	8592	Thermostat housing
39	6A785	Crankcase vent oil separator
40	6A642	Oil cooler
41	6L626	Oil cooler mounting bolt
42	6731	Oil filter

NOTICE: **During engine repair procedures, cleanliness is extremely important. All parts must be thoroughly cleaned and any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan, can cause engine failure.**

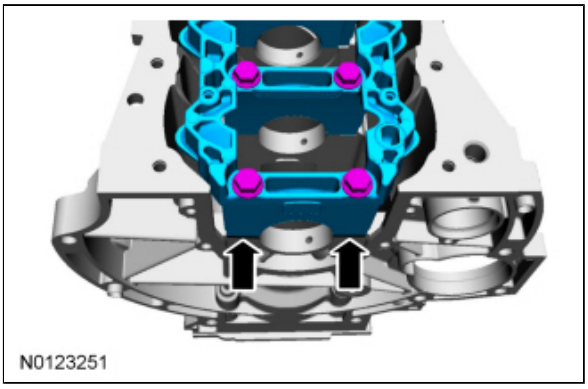
NOTE: Assembly of the engine requires various inspections/measurements of the engine components (engine block, crankshaft, connecting rods, pistons and piston rings). These inspections/measurements will aid in determining if the engine components will require replacement. For additional information, refer to Section 303-00 .

All vehicles

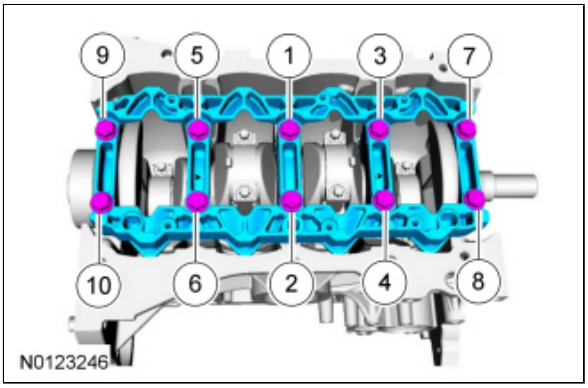
1. Measure each of the crankshaft main bearing journal diameters in at least 2 directions and record the smallest diameter for each journal.



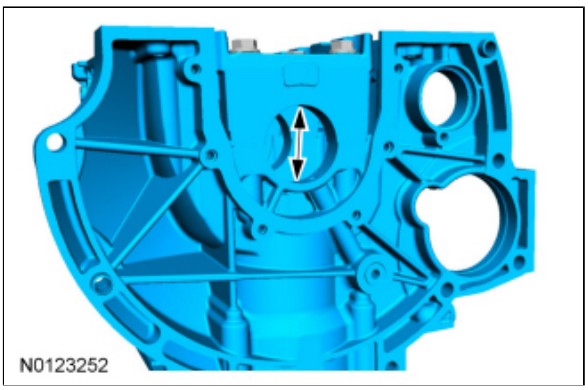
2. Position the main bearing beam in the engine block with the main bearing beam mounted flush with the rear face of the engine block and install the original main bearing beam bolts finger tight.



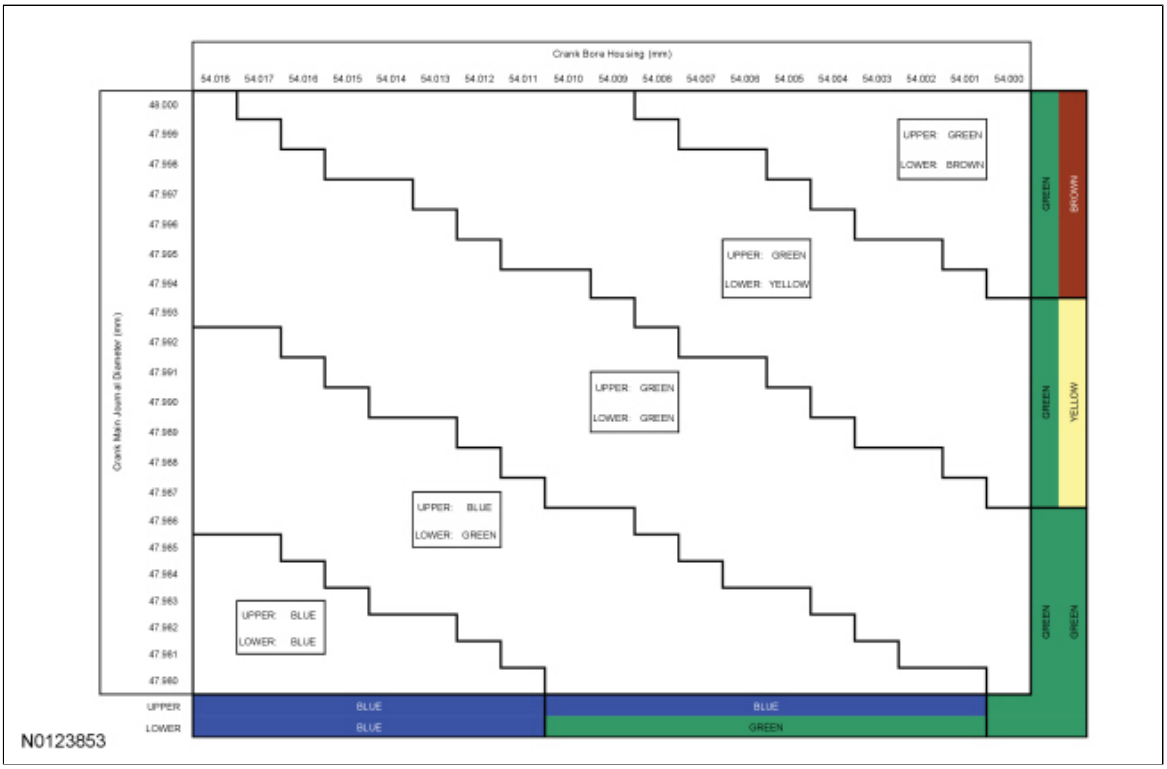
3. Tighten the 10 original main bearing beam bolts in the sequence shown in 2 stages.
   - Stage 1: Tighten to 19 Nm (168 lb-in).
   - Stage 2: Tighten an additional 60 degrees.



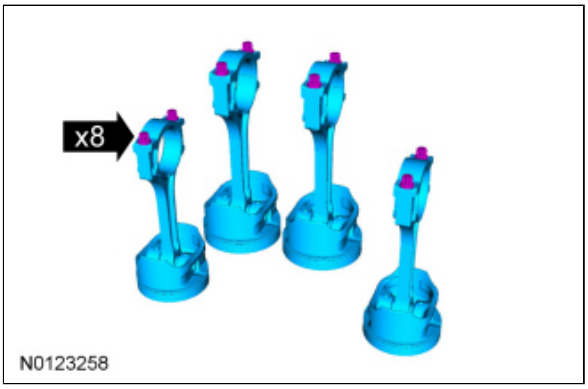
4. Measure each crankshaft block main bearing bore diameter.



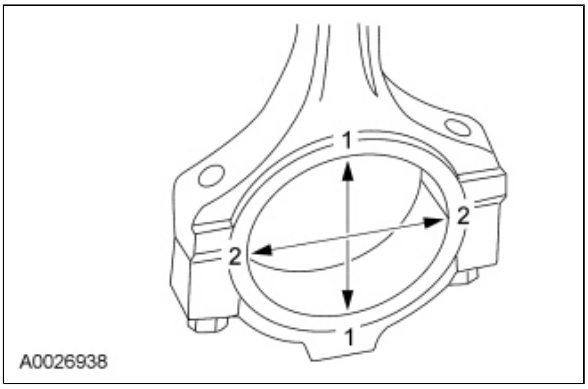
5. Using the chart, select the crankshaft main bearings.



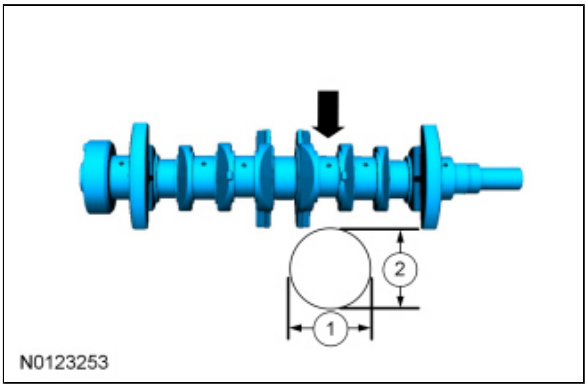
6. Using the original connecting rod cap bolts, install the connecting caps and bolts and tighten the bolts in 2 stages.
    - Stage 1: Tighten to 29 Nm (21 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.



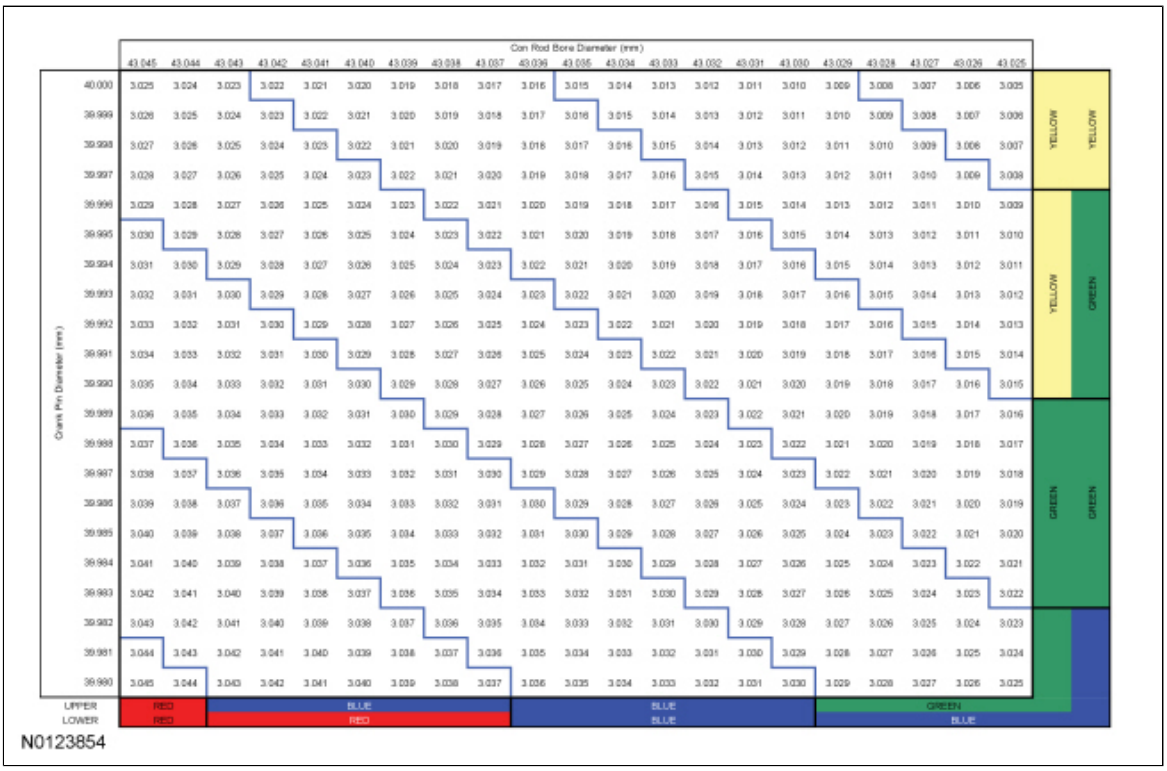
7. Measure the connecting rod large end bore in 2 directions. Record the smallest measurement for each connecting rod.
    - Remove the bolts and the connecting rod cap.
    - Discard the connecting rod cap bolts.



8. Measure each of the crankshaft connecting rod bearing journal diameters in at least 2 directions. Record the smallest measurement for each connecting rod journal.

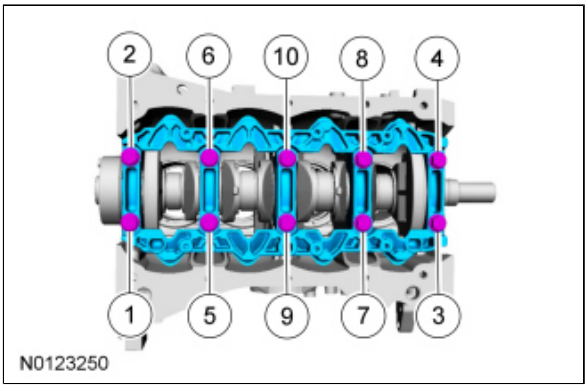


9. Using the chart, select the correct connecting rod bearings for each crankshaft connecting rod journal.



10. **NOTE:** The main bearing beam has 2 arrows pointing towards the front of engine for correct orientation for reassembly.

    Remove the 10 bolts in the sequence shown and the main bearing beam.
    - Discard the main bearing beam bolts.

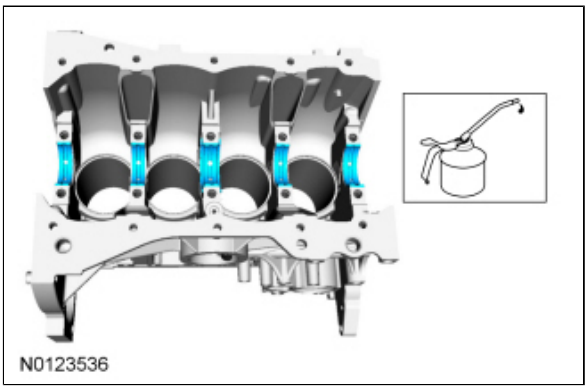


11. **NOTE:** Before assembling the cylinder block, all sealing surfaces must be free of chips, dirt, paint and foreign material. Also, make sure the coolant and oil passages are clear.

    NOTE: If reusing the crankshaft main bearings, install them in their original positions and orientation as noted during disassembly.

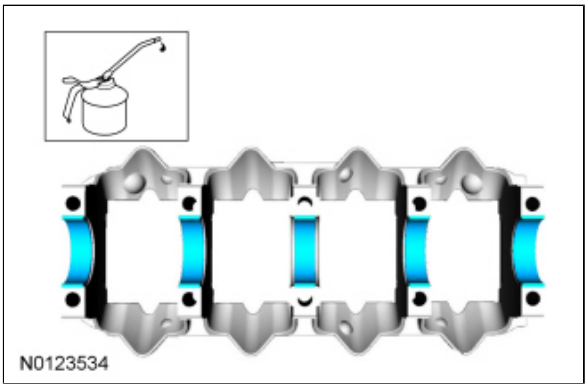
    NOTE: The center bulkhead is the thrust bearing.

    Lubricate the upper crankshaft main bearings with clean engine oil and install the 5 crankshaft main bearings in the cylinder block.



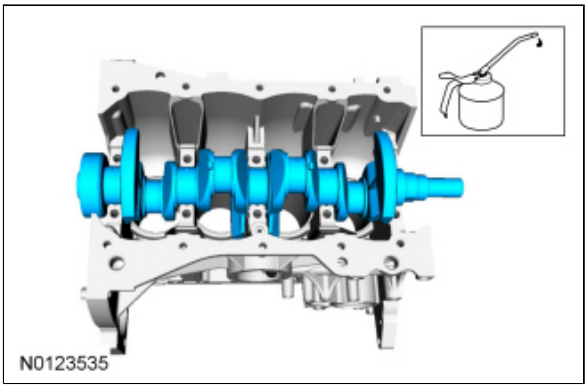
12. **NOTE:** If reusing the crankshaft main bearings, install them in their original positions and orientation as noted during disassembly.

    Lubricate the crankshaft main bearings with clean engine oil and install the 5 crankshaft main bearings in the main bearing beam.

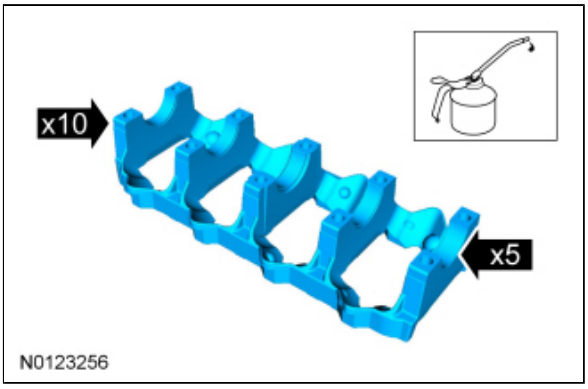


13. **NOTE:** Lubricate journals on the crankshaft with clean engine oil.

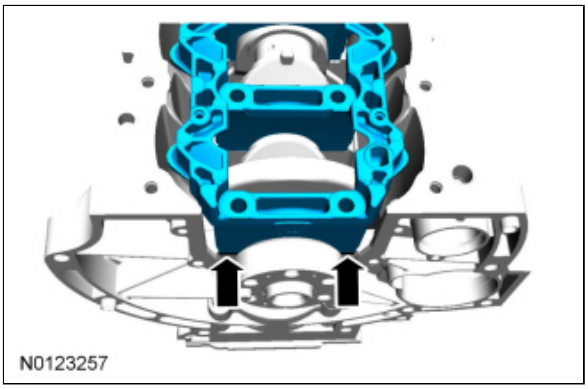
    Position the crankshaft in the cylinder block.



14. Lubricate the 10 main bearing beam side fit surfaces and the 5 main bearing beam bearings with clean engine oil.



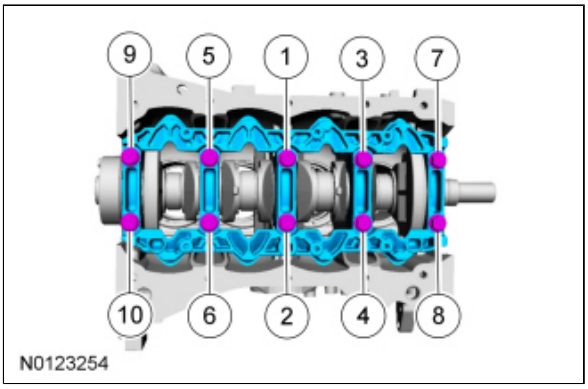
15. Position the main bearing beam in the engine block with the main bearing beam mounted flush with the rear face of the engine block.



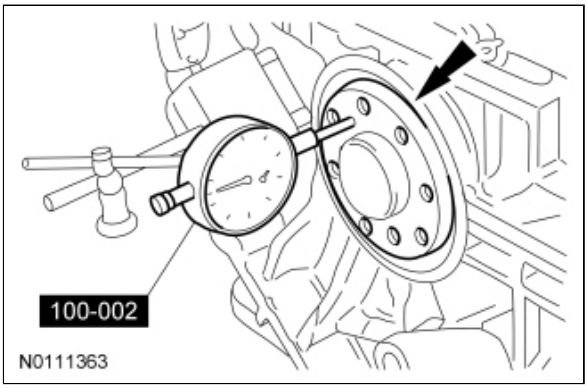
16. **NOTE:** Lubricate the main bearing beam bolts threads and under the bolt heads with clean engine oil.

    NOTE: Position the crankshaft to the rear of the cylinder block, then position the crankshaft to the front of the cylinder block before tightening the main bearing beam bolts.

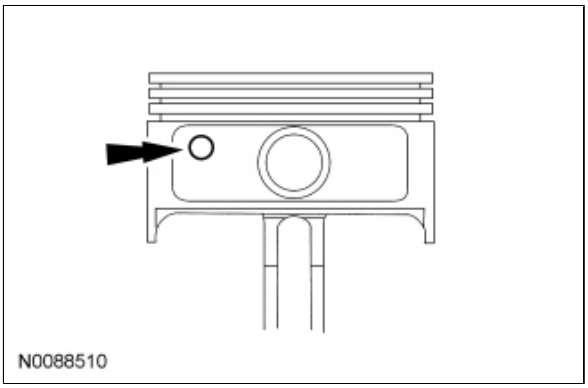
    Install and tighten the 10 new main bearing beam bolts.
    - Tighten the bolts in the sequence shown in 2 stages.
    - Stage 1: Tighten to 19 Nm (168 lb-in).
    - Stage 2: Tighten an additional 60 degrees.



17. Using the Dial Indicator Gauge with Holding Fixture, measure crankshaft end play.
    - Position the crankshaft to the rear of the cylinder block.
    - Zero the Dial Indicator Gauge with Holding Fixture.
    - Move the crankshaft to the front of the cylinder block. Note and record the crankshaft end play.
    - Acceptable crankshaft end play is 0.2-0.43 mm (0.008-0.017 in). If the crankshaft end play exceeds the specified range, install new parts as necessary.



18. Make sure the dimple in the piston faces the front of the engine.

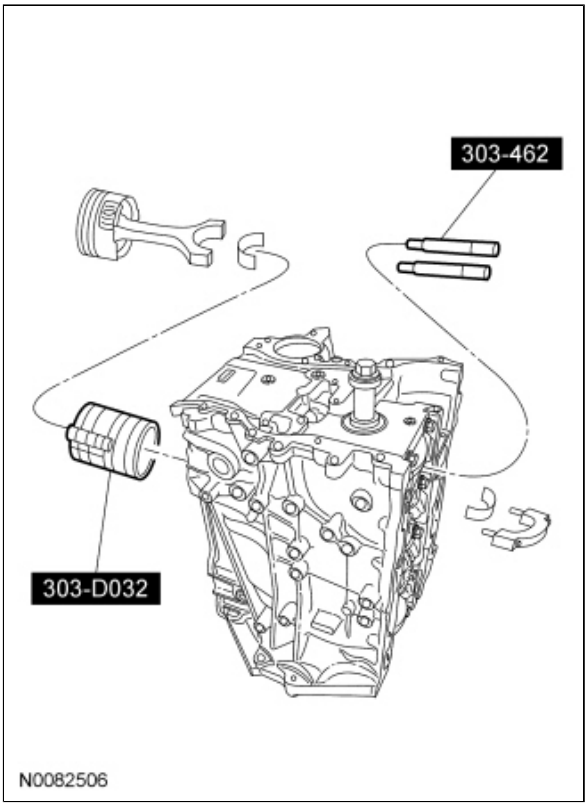


19. ***NOTICE:*** **Be sure not to scratch the cylinder wall or crankshaft journal with the connecting rod. Push the piston down until the connecting rod bearing seats on the crankshaft journal.**

    NOTE: Lubricate the pistons, piston rings, connecting rod bearings and the entire cylinder bores with clean engine oil.

    NOTE: Make sure the piston arrow on top is facing toward the front of the engine.

    Using the Piston Ring Compressor and the Connecting Rod Installer, install the piston and connecting rod assemblies.
    - When installing the pistons and connecting rod assemblies, the oil ring gaps must be positioned 60 degrees apart from each other and a minimum of 90 degrees from the expander gap.
    - The position of the upper and lower compression ring gaps are not controlled for installation.

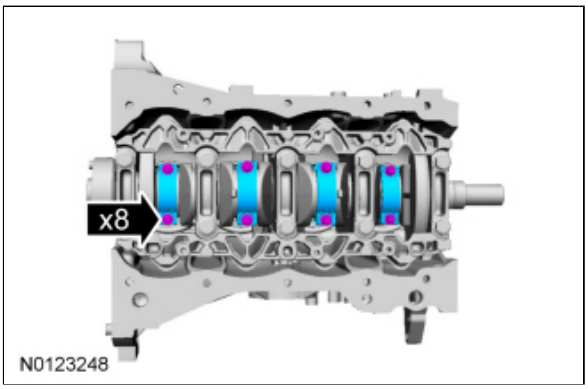


20. ***NOTICE:*** **The rod cap installation must keep the same orientation as marked during disassembly or engine damage may occur.**

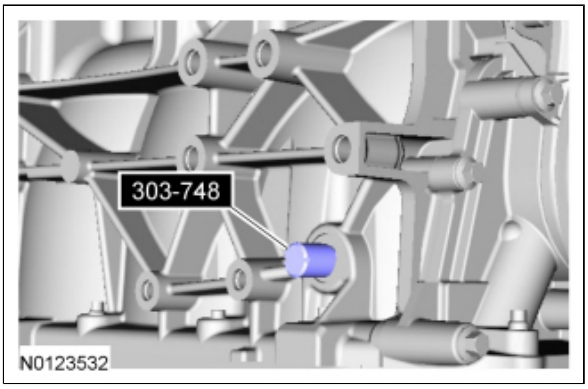
    NOTE: Install connecting rod caps and bolts on the connecting rods for cylinders 1 and 4 first and tighten. Then rotate crankshaft 180 degrees and install connecting rod caps and bolts on connecting rods for cylinders 2 and 3 and tighten.

    NOTE: After installation of each connecting rod cap, rotate the crankshaft to verify smooth operation.

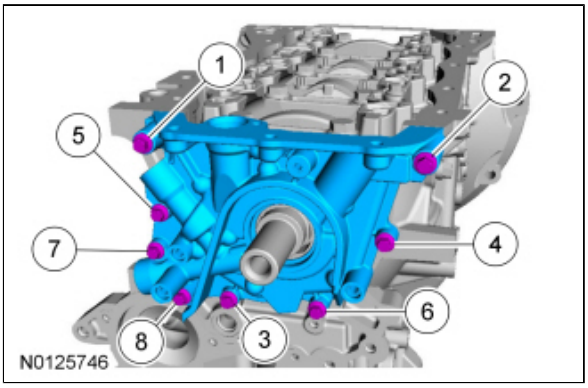
    Install the connecting rod caps and the new bolts and tighten the bolts in 3 stages.
    - Stage 1: Tighten to 18 Nm (159 lb-in).
    - Stage 2: Wait 2 seconds.
    - Stage 3: Tighten an additional 35 degrees.



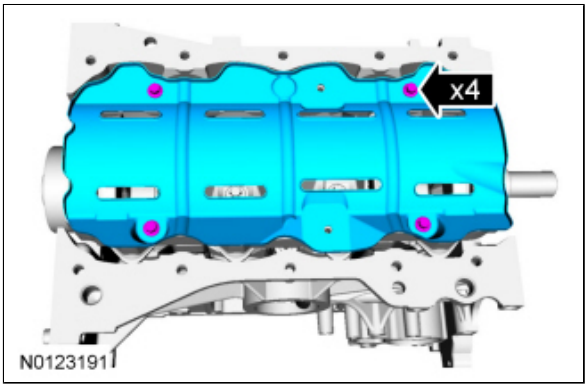
21. Install the Crankshaft Top Dead Center (TDC) Timing Pin and rotate the crankshaft slowly clockwise until the crankshaft balance weight is up against the Crankshaft TDC Timing Pin. The engine is now at TDC .



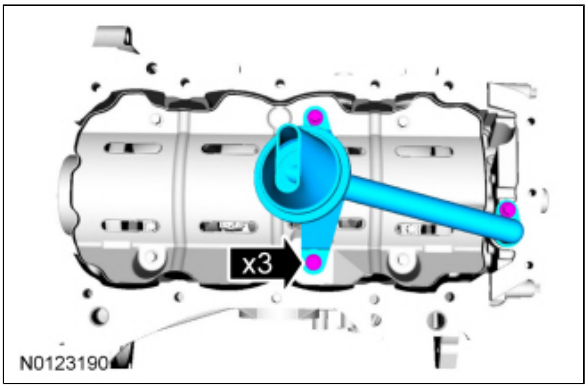
22. Install a new gasket, the oil pump and the 8 bolts in their original position and tighten in sequence shown in 2 stages.
    - Stage 1: Tighten to 6 Nm (53 lb-in).
    - Stage 2: Tighten to 9 Nm (80 lb-in).



23. Install the windage tray and the 4 bolts.
    - Tighten to 9 Nm (80 lb-in).



24. Install the oil pump screen and pickup tube and 3 bolts.
    - Tighten to 9 Nm (80 lb-in).

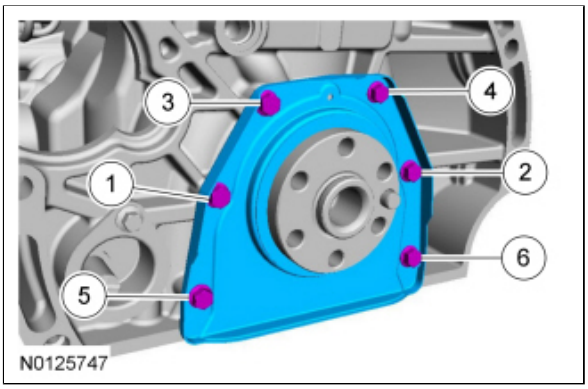


25. **NOTE:** New crankshaft rear seal is supplied with an alignment sleeve which must be removed after installation.

    NOTE: Do not remove the alignment sleeve from the crankshaft rear seal prior to installation on the crankshaft.

    NOTE: Do not lubricate the new crankshaft rear seal.

    Align the crankshaft rear seal and alignment sleeve on the crankshaft and push the crankshaft rear seal off the alignment sleeve onto the crankshaft without stopping until the crankshaft rear seal meets the cylinder block.
    - Install the 6 bolts and tighten in sequence shown in 2 stages.
        - Stage 1: Tighten bolts 1 through 6 to 4 Nm (35 lb-in).
        - Stage 2: Tighten bolts 1 through 6 to 9 Nm (80 lb-in).

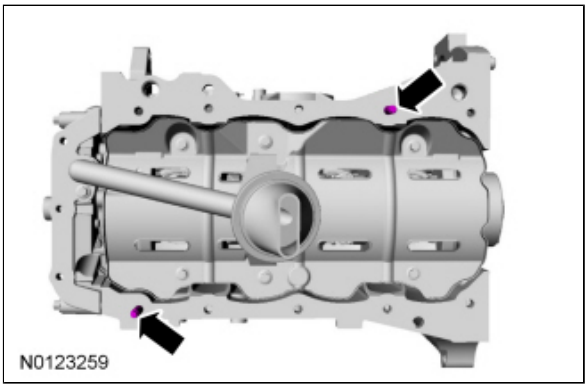


26. Remove the alignment sleeve taking care not to touch the sealing lip.

27. ***NOTICE:*** **Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges that make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.**

    Clean and inspect all oil pan mating surfaces.

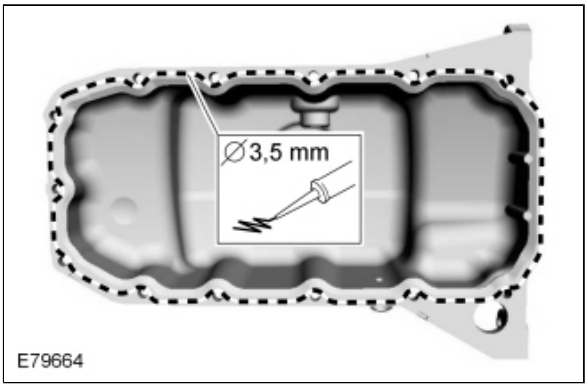
28. Install 2 M8x20 studs for oil pan alignment.



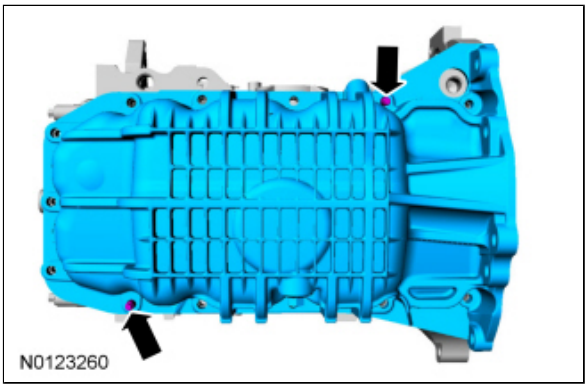
29. **NOTE:** The oil pan must be installed within 5 minutes of applying the sealant.

NOTE: If the oil pan is not secured within 5 minutes of sealant application, the sealant must be removed and the sealing area cleaned with metal surface prep. Allow to dry until there is no sign of wetness, or 5 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

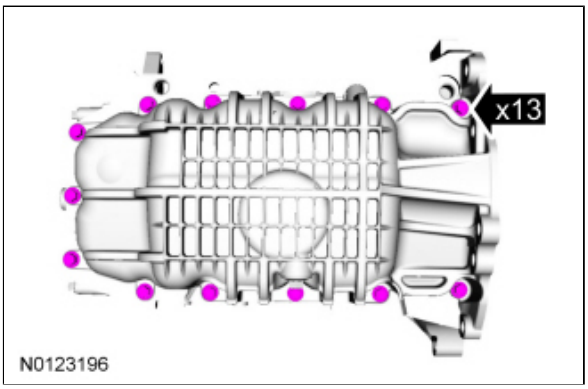
Apply a 3.5 mm (0.137 in) bead of sealant to the oil pan.



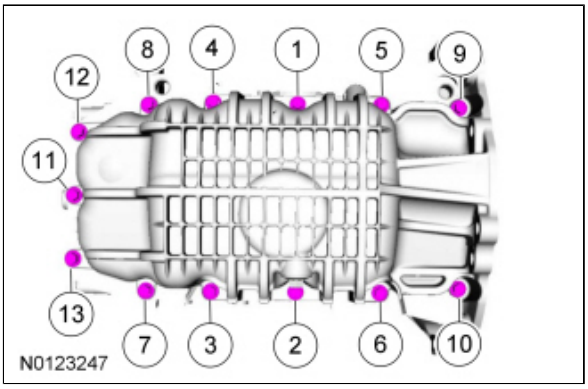
30. Install the oil pan using the 2 studs for alignment.



31. Install 11 bolts finger tight and remove the 2 alignment studs and install the remaining 2 bolts finger tight.



32. Tighten the oil pan bolts in the following sequence in 2 stages.
    - Stage 1: Tighten bolts 1 through 13 to 10 Nm (89 lb-in).
    - Stage 2: Tighten bolts 1 through 13 to 20 Nm (177 lb-in).

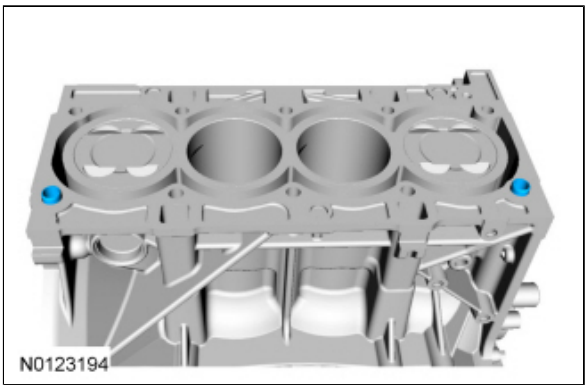


33. ***NOTICE:*** **Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges that make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.**

    NOTE: If there is no residual gasket material present, metal surface prep can be used to clean and prepare the surfaces.

    Clean the cylinder head-to-cylinder block mating surface of both the cylinder head and the cylinder block in the following sequence.
    1. Apply metal surface prep, following package directions, to remove any traces of oil or coolant, and to prepare the surfaces to bond with the new gasket. Do not attempt to make the metal shiny. Some staining of the metal surfaces is normal.
    2. Clean the cylinder head bolt holes in the cylinder block. Make sure all coolant, oil or other foreign material is removed.

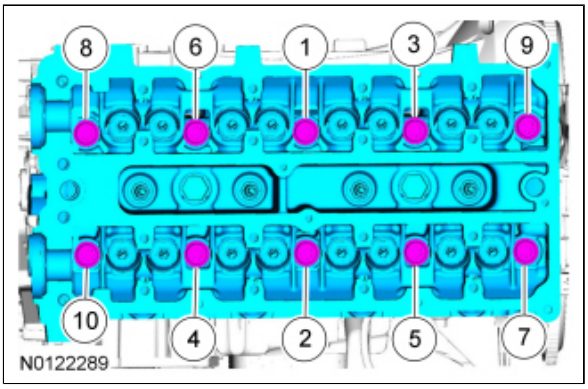
34. Install the cylinder head alignment dowels.
    - Dowels must be fully seated in the cylinder block.



35. **NOTE:** The cylinder head bolts are torque-to-yield and must not be reused. New cylinder head bolts must be installed.

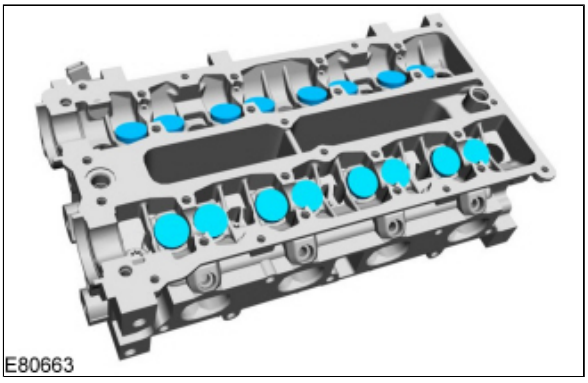
    NOTE: Lubricate the bolts with clean engine oil prior to installation.

    Install the cylinder head gasket, cylinder head and 10 new bolts. Tighten the bolts in the sequence shown in 4 stages:
    - Stage 1: Tighten to 5 Nm (44 lb-in).
    - Stage 2: Tighten to 15 Nm (133 lb-in).
    - Stage 3: Tighten to 35 Nm (26 lb-ft).
    - Stage 4: Turn 75 degrees.

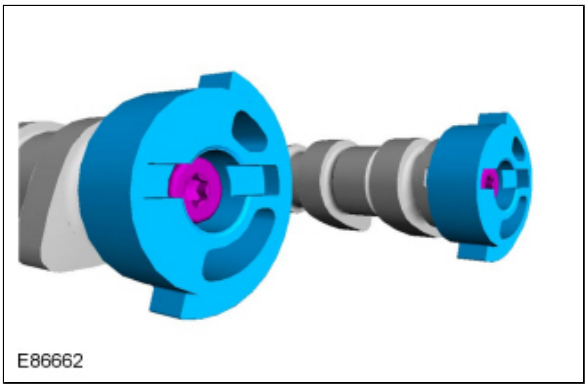


36. **NOTE:** Coat the valve tappets with clean engine oil prior to installation.

    Install the valve tappets.

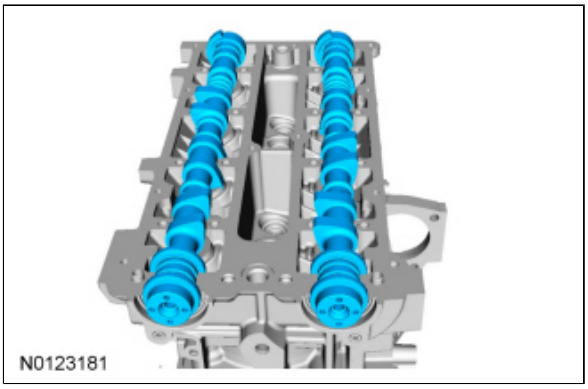


37. If removed, install the camshaft trigger wheels and the 2 bolts.
    - Tighten to 21 Nm (15 lb-ft).

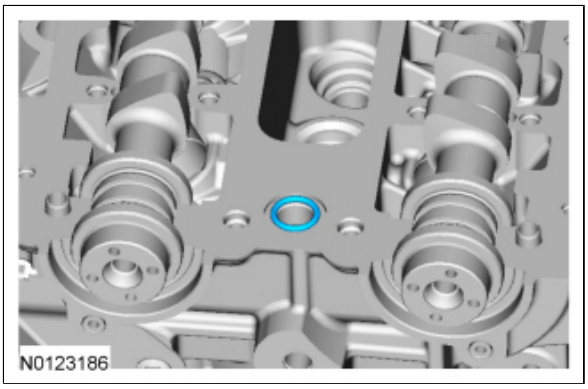


38. **NOTE:** Lubricate the camshafts with clean engine oil.

    Install the camshafts as shown.

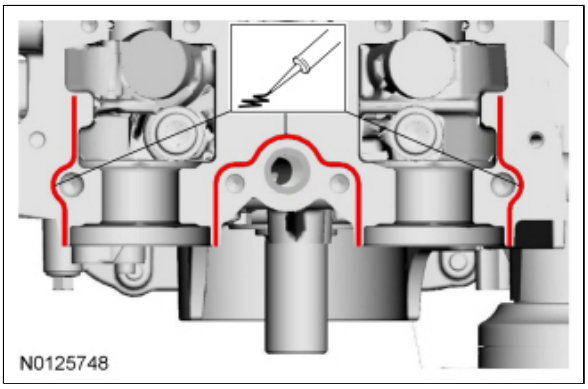


39. Install the Variable Camshaft Timing (VCT) bridge O-ring seal.



40. **NOTE:** The VCT bridge must be installed within 5 minutes of applying the gasket maker to the cylinder head.

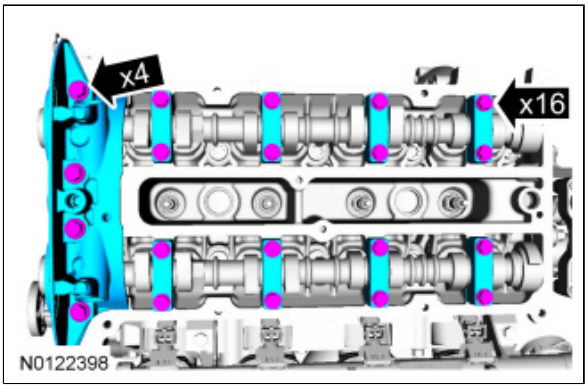
    Apply a 1.5 mm (0.059 in) bead of gasket maker to the cylinder head as shown.



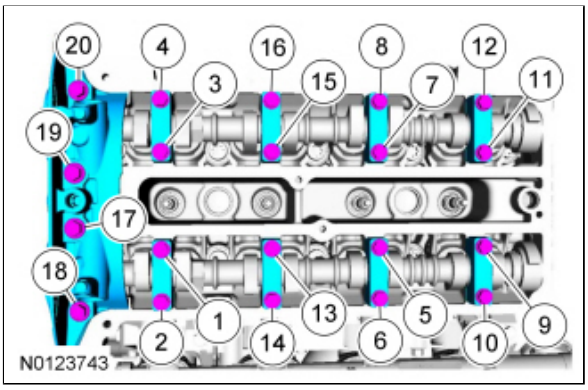
41. ***NOTICE:*** **Make sure that the camshafts and camshaft bearing caps are installed in their original locations or damage to the engine may occur.**

    NOTE: Apply clean engine oil to the bearing surfaces of the camshaft bearing caps and the VCT bridge.

    Install the camshaft bearing caps, VCT bridge and the bolts finger tight.

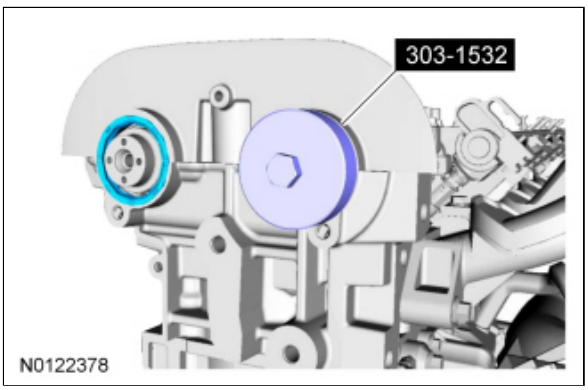


42. Tighten the bolts in the sequence shown in 6 stages.
    - Stage 1: Tighten the bolts evenly, half a turn at a time, until the camshaft bearing caps and the VCT bridge are seated against the cylinder head.
    - Stage 2: Tighten bolts 1 through 16 to 7 Nm (62 lb-in).
    - Stage 3: Tighten bolts 17 through 20 to 10 Nm (89 lb-in).
    - Stage 4: Tighten bolts 1 through 16 an additional 45 degrees.
    - Stage 5: Tighten bolts 17 and 19 an additional 70 degrees.
    - Stage 6: Tighten bolts 18 and 20 an additional 53 degrees.



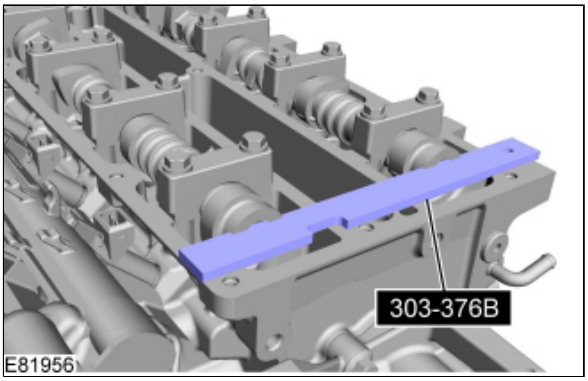
43. If the cylinder head, camshafts or valve tappets were replaced, check the valve clearance. For additional information, refer to Valve Clearance Check in this section.

44. Using the Camshaft Seal Installer, install the 2 camshaft oil seals.



45. ***NOTICE:*** **It may be necessary to use an open-ended wrench to turn the camshafts by the hexagon to align the camshafts.**

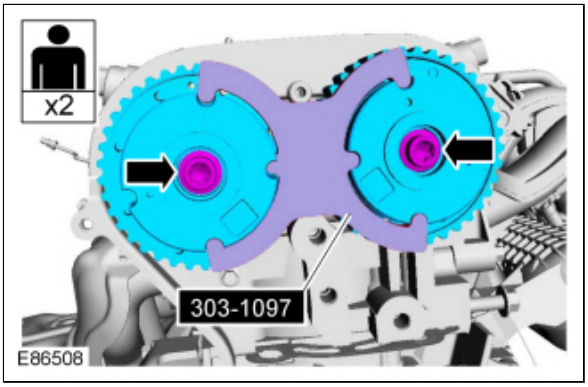
    Install the Camshaft Alignment Plate into the end of the camshafts.



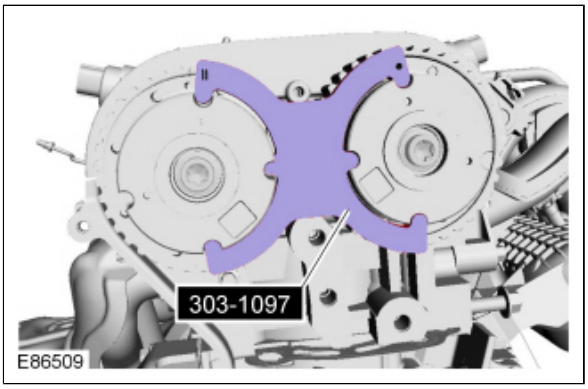
46. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

    NOTE: The timing marks of the camshaft phaser and sprocket must be at the 12 o'clock position.

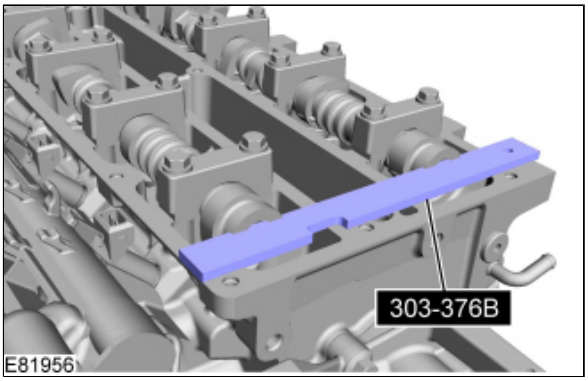
    Install the 2 camshaft phaser and sprocket, bolts and the VCT Alignment Tool.
    - Tighten the 2 bolts to 25 Nm (18 lb-ft).



47. Remove the VCT Alignment Tool.

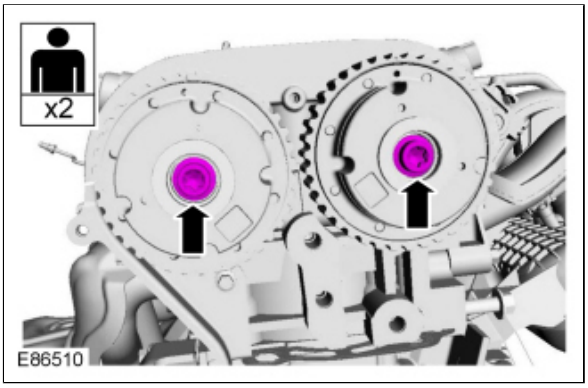


48. Remove the Camshaft Alignment Plate.



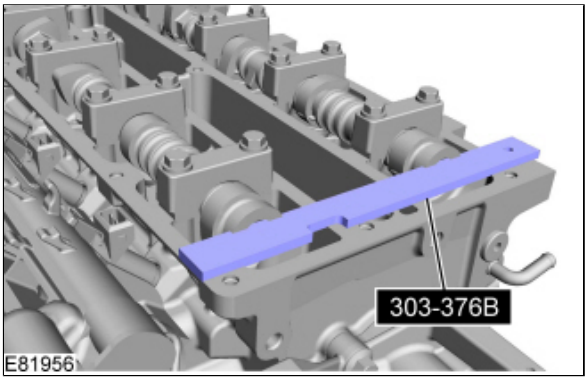
49. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

    Tighten to 2 camshaft phaser and sprocket bolts an additional 75 degrees.



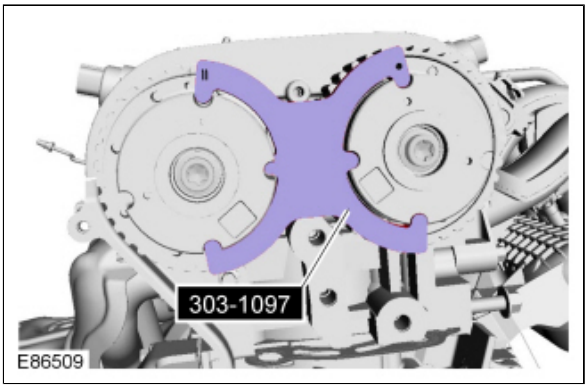
50. **NOTE:** The special tool can only be installed if the valve timing is correct.

    Install the Camshaft Alignment Plate into the end of the camshafts.

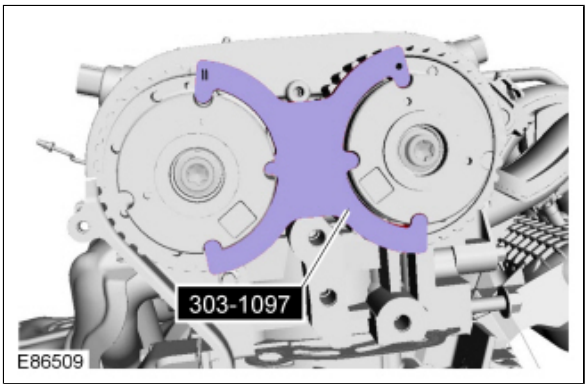


51. **NOTE:** The special tool can only be installed if the valve timing is correct.

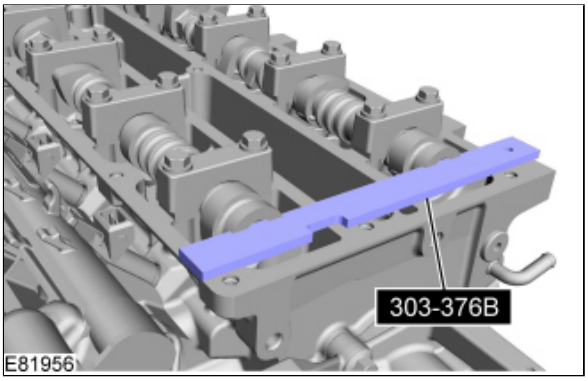
    Install the VCT Alignment Tool.
    - If the special tools cannot be installed, repeat the adjustment according to the preceding steps.



52. Remove the VCT Alignment Tool.



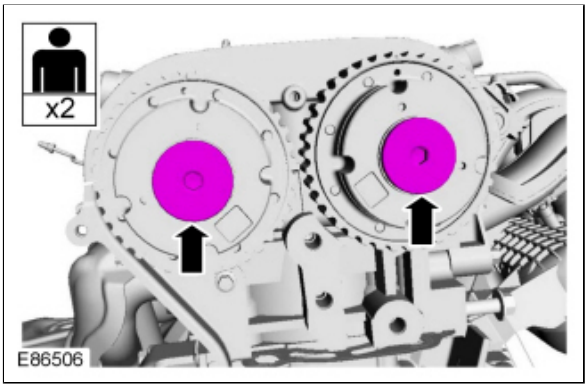
53. Remove the Camshaft Alignment Plate.



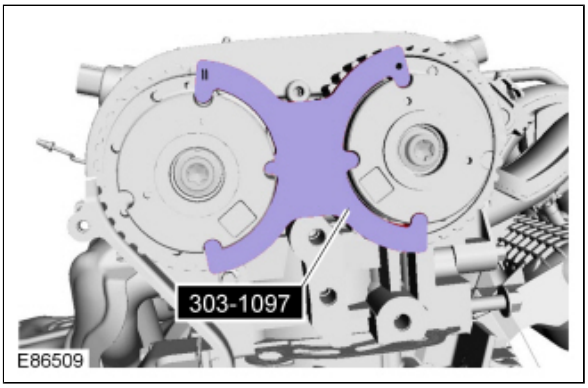
54. ***NOTICE:*** **Use an open-ended wrench to hold the camshafts by the hexagon to prevent the camshafts from turning.**

Install the 2 camshaft phaser and sprocket plugs.

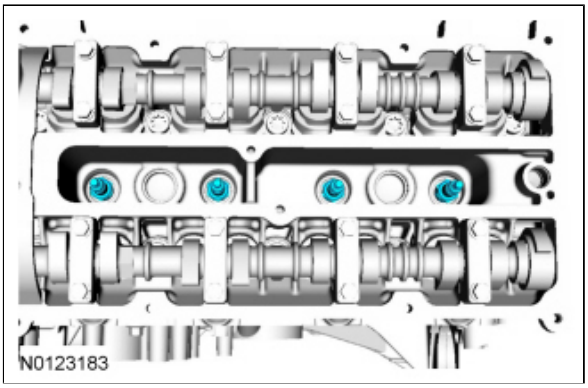
- Tighten to 16 Nm (142 lb-in).



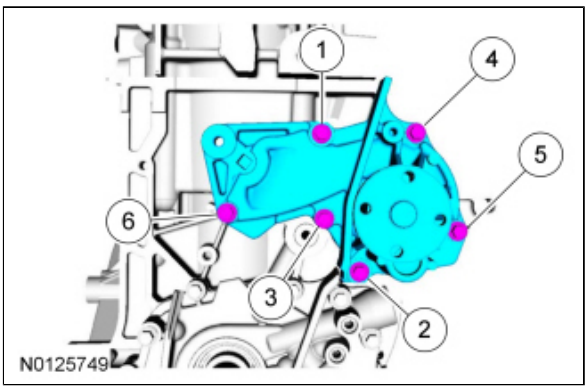
55. Install the VCT Alignment Tool.



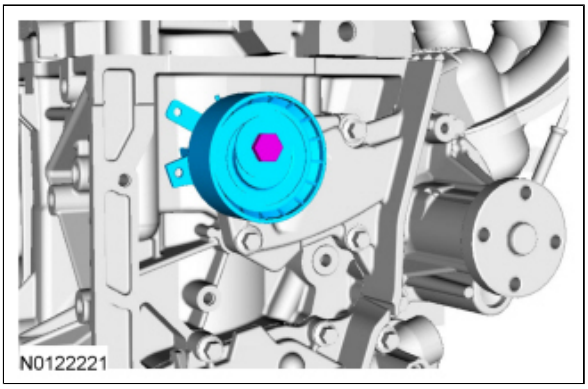
56. Install the 4 spark plugs.
    - Tighten to 15 Nm (133 lb-in).



57. Using a new gasket, install the coolant pump, 6 bolts and tighten in sequence shown in 2 stages.
    - Stage 1: Tighten to 6 Nm (53 lb-in).
    - Stage 2: Tighten to 10 Nm (89 lb-in).

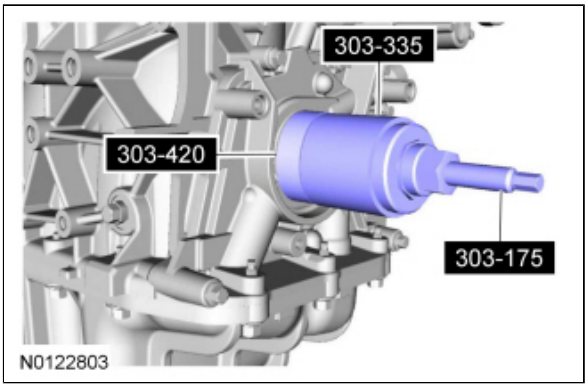


58. Install the timing belt tensioner and the bolt.
    - Tighten to 25 Nm (18 lb-ft).
    - Rotate the timing belt tensioner clockwise and align the 2 holes on the tensioner and install a small screwdriver or holding pin.

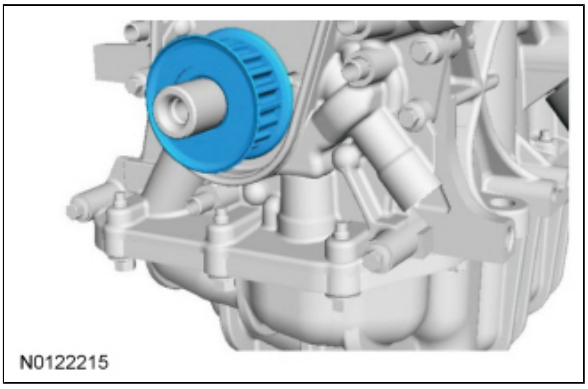


59. **NOTE:** Lubricate the oil seal with clean engine oil.

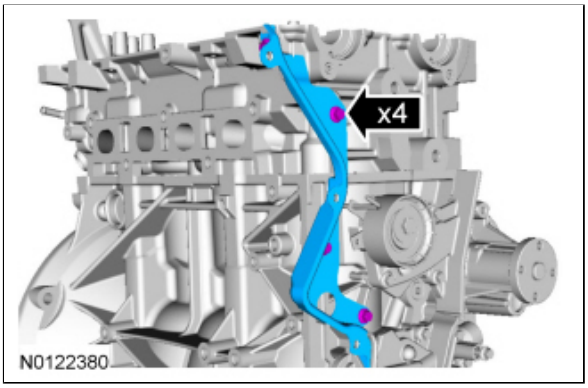
    Using the Crankshaft Vibration Damper Installer, Front Cover Oil Seal Installer and Front Crankshaft Seal Replacer, install the crankshaft front oil seal.



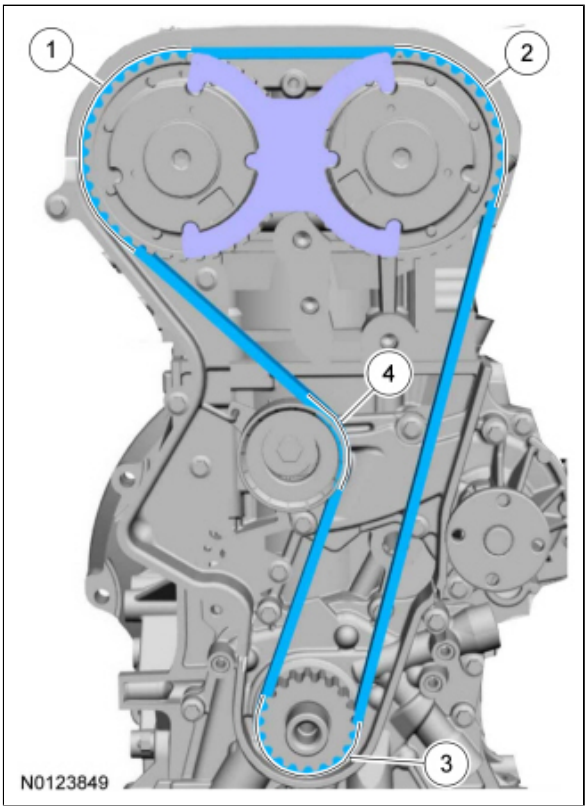
60. Install the crankshaft sprocket gear.



61. Install the timing belt cover backplate and the 4 bolts.
    - Tighten to 9 Nm (80 lb-in).

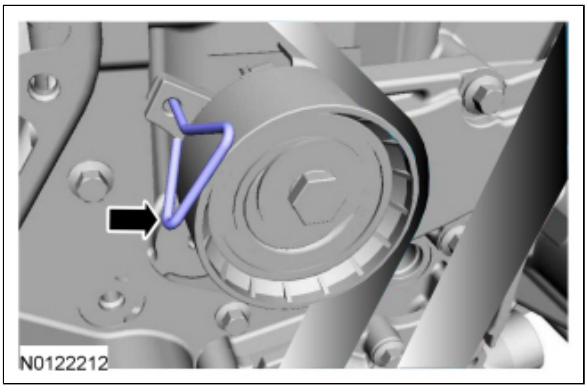


62. Install the timing belt in the sequence shown.

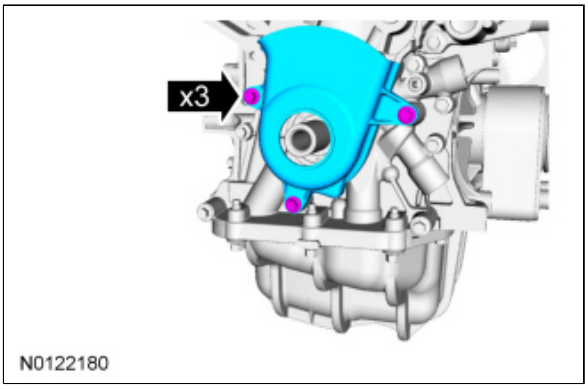


63. **WARNING: The timing belt tensioner spring is under load. Extra care must be taken at all times when handling the tensioner. Failure to follow this instruction may result in personal injury.**

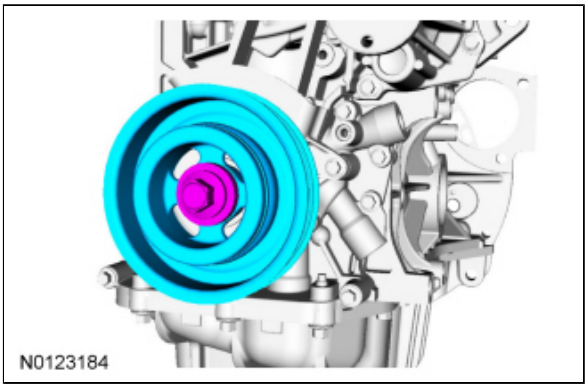
Remove the timing belt tensioner holding tool.



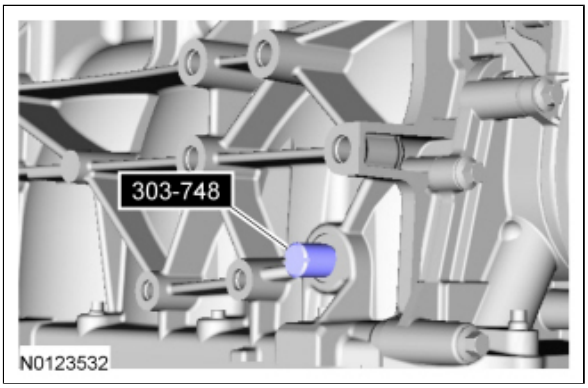
64. Install the lower timing belt cover and the 3 bolts.
    - Tighten to 9 Nm (80 lb-in).



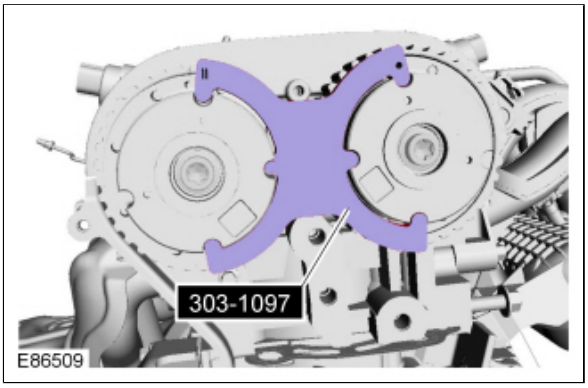
65. Install the crankshaft pulley and the new bolt.
    - Tighten to 100 Nm (74 lb-ft).
    - The final torque of the crankshaft will be completed in following steps.



66. Remove the Crankshaft TDC Timing Pin.

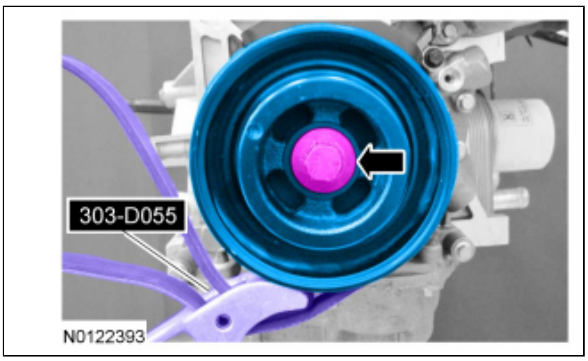


67. Remove the VCT Alignment Tool.



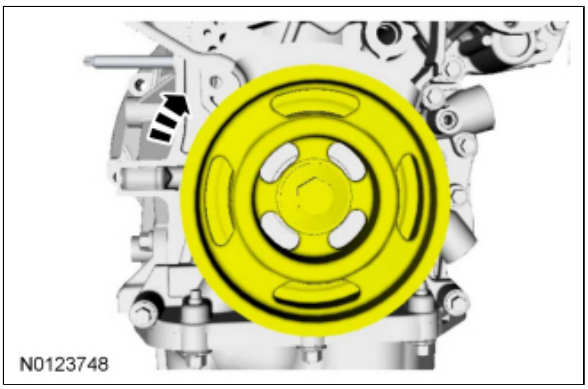
68. Tighten the crankshaft bolt in the following 3 stages.

1. Stage 1: Using the Strap wrench, tighten an additional 90 degrees.
2. Stage 2: Wait for 10 seconds.
3. Stage 3: Using the Strap wrench, tighten an additional 15 degrees.

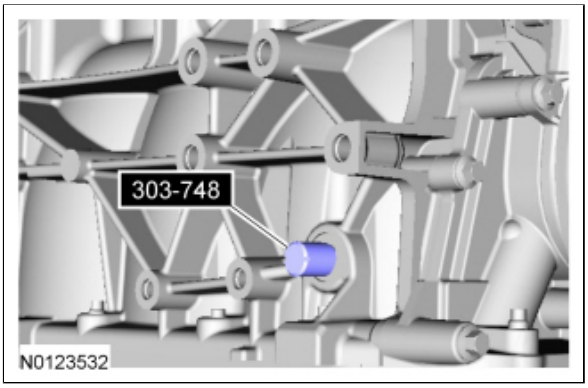


69. **NOTE:** Only rotate the crankshaft clockwise direction.

    Rotate the crankshaft about 1 3/4 turns.

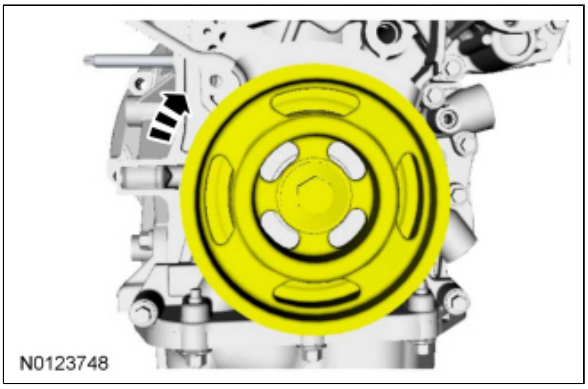


70. Install the Crankshaft TDC Timing Pin.



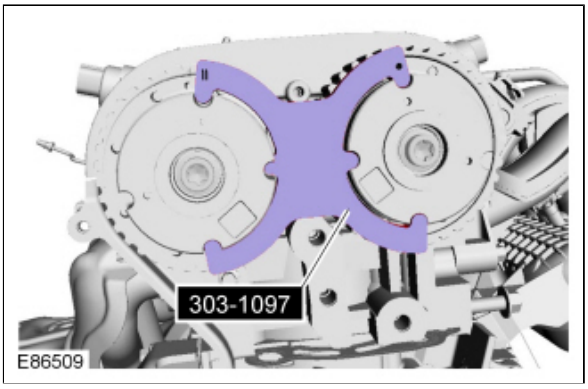
71. **NOTE:** Only rotate the crankshaft clockwise direction.

    Rotate the crankshaft until it stops against the Crankshaft TDC Timing Pin.

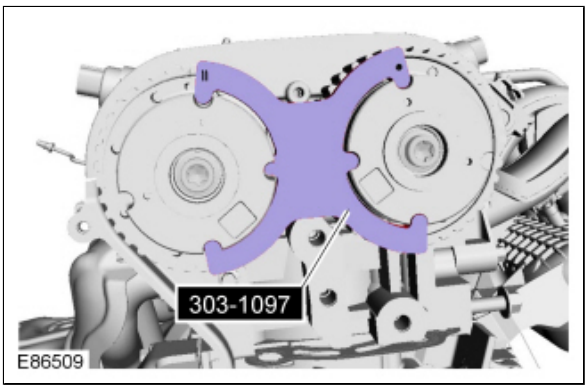


72. **NOTE:** The special tool can only be installed if the valve timing is correct.

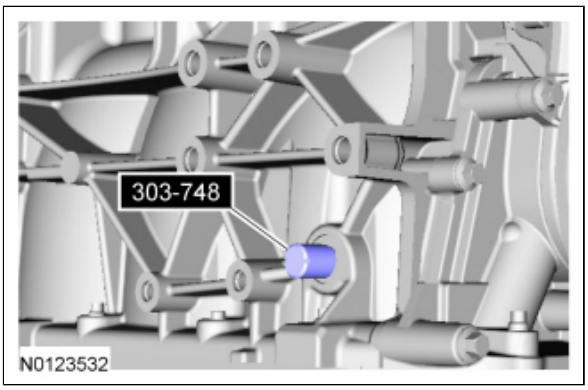
    Install the VCT Alignment Tool.
    - If the special tool cannot be installed, repeat the adjustment according to the preceding steps.



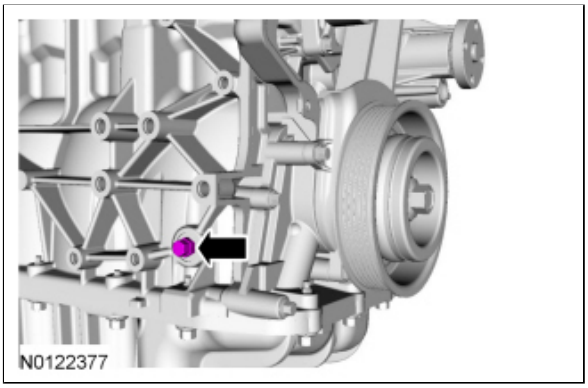
73. Remove the VCT Alignment Tool.



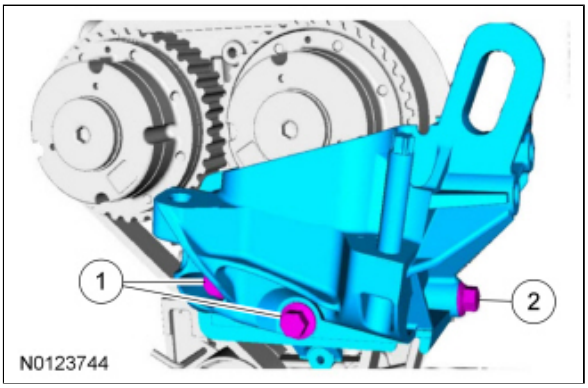
74. Remove the Crankshaft TDC Timing Pin.



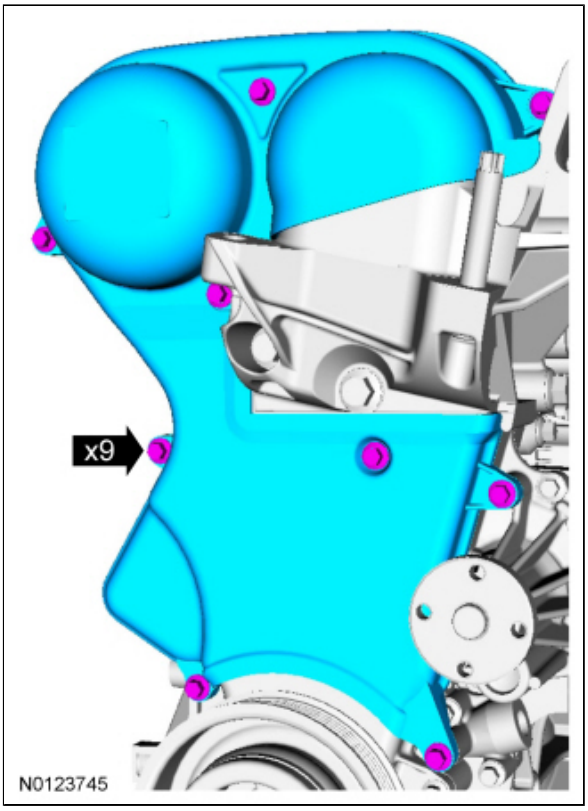
75. Install the engine plug bolt.
    - Tighten to 20 Nm (177 lb-in).



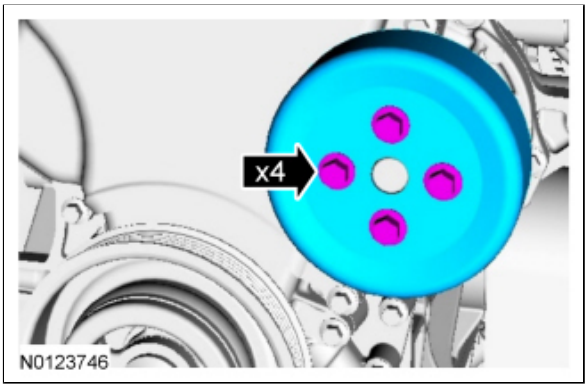
76. Install the engine mount bracket and the 3 bolts finger tight.
    1. Tighten the 2 bolts to 55 Nm (41 lb-ft).
    2. Tighten the bolt to 55 Nm (41 lb-ft).



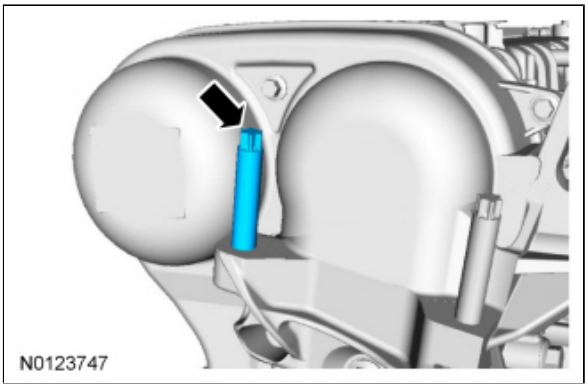
77. Install the timing belt cover and the 9 bolts.
    - Tighten to 9 Nm (80 lb-in).



78. Install the coolant pump pulley and the 4 bolts.
    - Tighten to 20 Nm (177 lb-in).

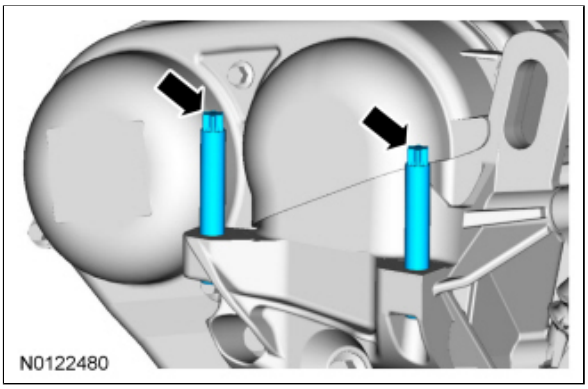


79. Install the 1 engine mount stud finger tight.

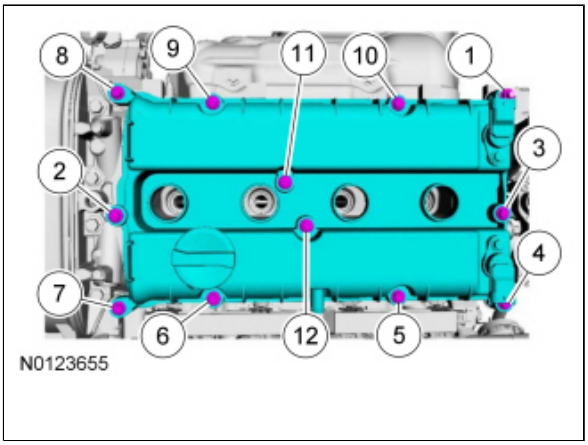


80. ***NOTICE:*** **The 2 engine mount studs must be torqued or damage to the powertrain may occur.**

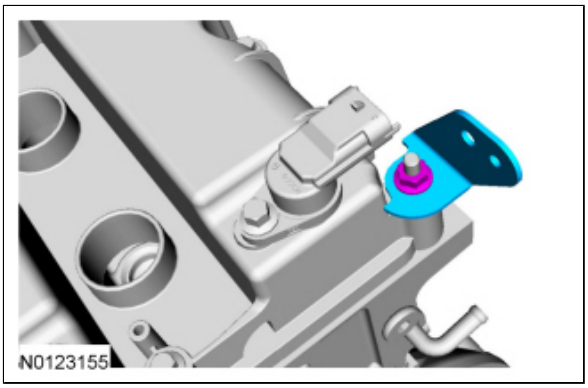
    Torque the 2 engine mount studs before installing the engine mount nuts.
    - Tighten to 8 Nm (71 lb-in).



81. Using a new gasket, install the valve cover and tighten the retainers in sequence shown.
    - Tighten to 9 Nm (80 lb-in).

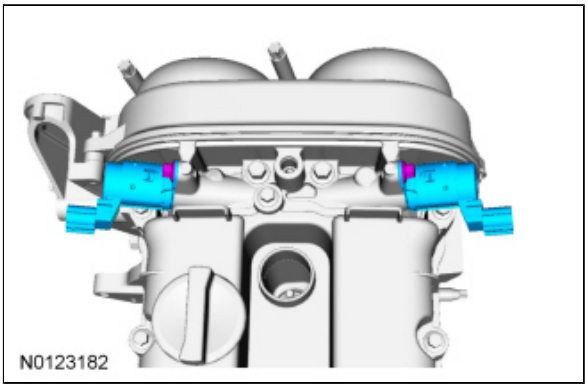


82. Install the Heated Oxygen Sensor (HO2S) electrical connector bracket and the nut.
    - Tighten to 8 Nm (71 lb-in).

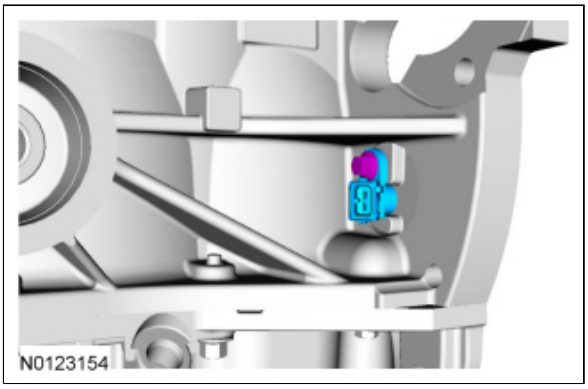


83. **NOTE:** Lubricate the O-ring seals with clean engine oil.

    Install the VCT oil control solenoids and the 2 bolts.
    - Tighten to 8 Nm (71 lb-in).

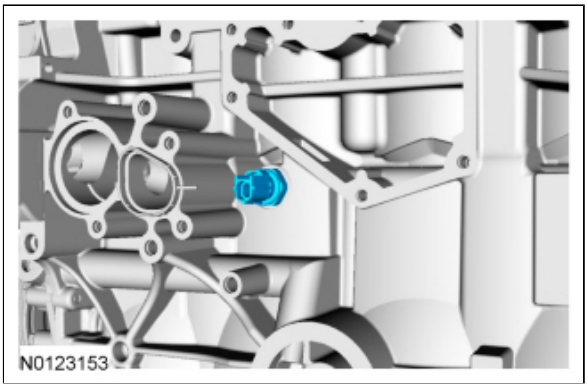


84. Install the Crankshaft Position (CKP) sensor and the bolt.
    - Tighten to 8 Nm (71 lb-in).

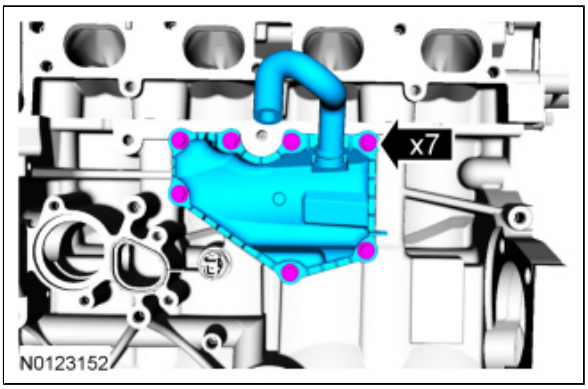


85. **NOTE:** Apply thread sealant to the Engine Oil Pressure (EOP) switch threads.

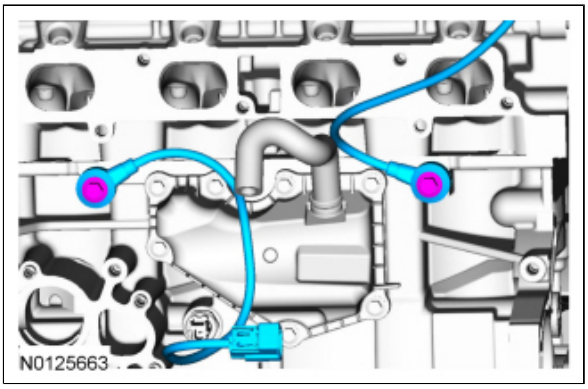
    Install the EOP switch.
    - Tighten to 18 Nm (159 lb-in).



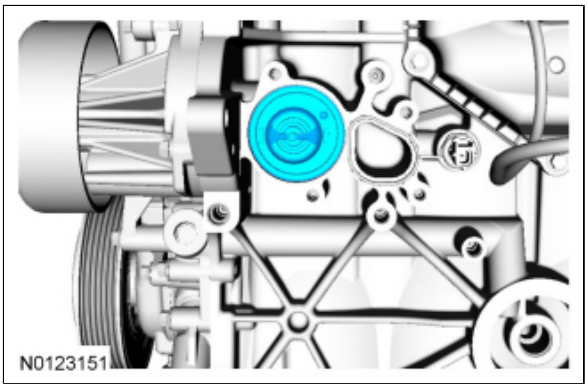
86. Install the crankcase vent oil separator and the bolts.
    - Tighten to 9 Nm (80 lb-in).



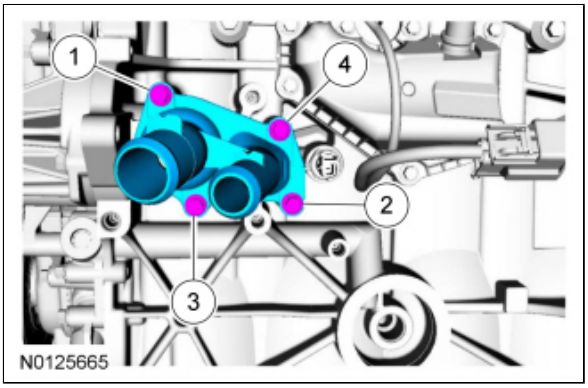
87. Install the RH Knock Sensor (KS) at the 2 o'clock position and the LH KS at the 11 o'clock position and install the bolts.
    - Tighten to 20 Nm (177 lb-in).



88. Install the thermostat and seal in the engine block.

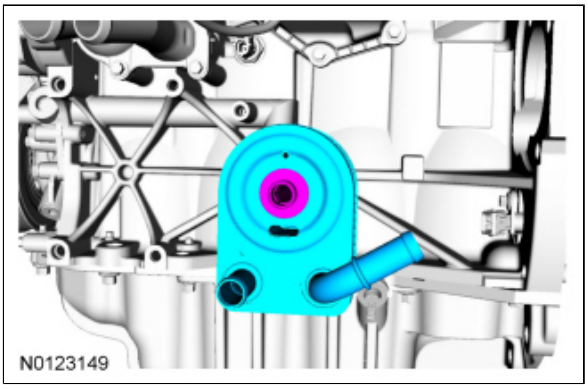


89. Install the gasket, thermostat housing and the 4 bolts finger tight. Tighten the bolts in sequence shown in 2 stages.
    - Stage 1: Tighten to 2 Nm (18 lb-in).
    - Stage 2: Tighten to 10 Nm (89 lb-in).



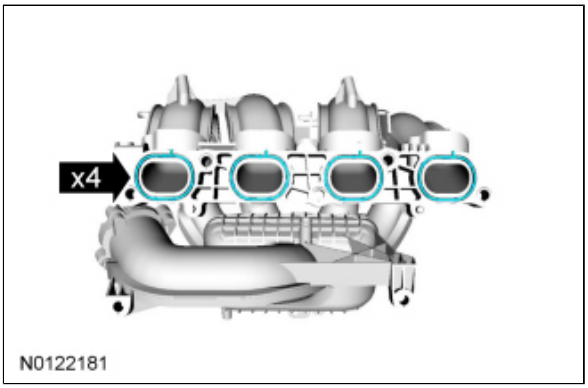
90. ***NOTICE:*** **A new oil cooler must be installed or severe damage to the engine can occur.**

    Install the new oil cooler and the bolt.
    - Tighten to 56 Nm (41 lb-ft).

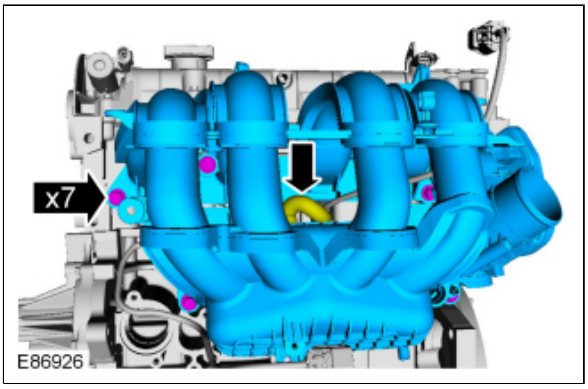


91. ***NOTICE:*** **If the engine is repaired or replaced because of upper engine failure, typically including valve or piston damage, check the intake manifold for metal debris. If metal debris is found, install a new intake manifold. Failure to follow these instructions can result in engine damage.**

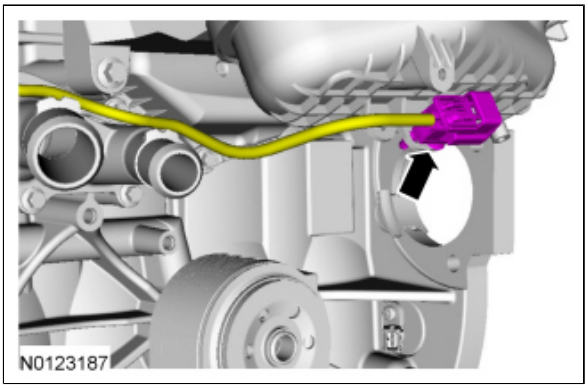
    Inspect and install new intake manifold gaskets if necessary.



92. Install the intake manifold and the 7 bolts.
    - Connect the PCV hose to the intake manifold.
    - Tighten to 18 Nm (159 lb-in).

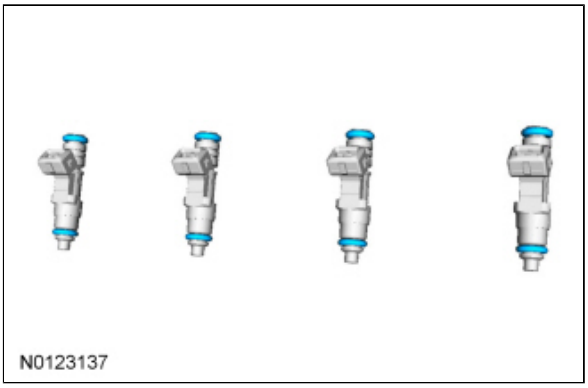


93. Attach the KS electrical connector to the intake manifold.

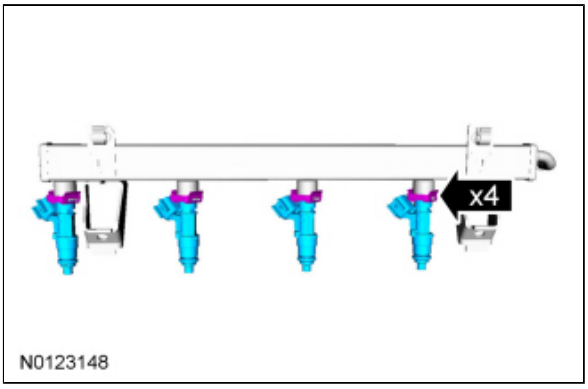


94. ***NOTICE:*** **Use O-ring seals that are made of special fuel-resistant material. The use of ordinary O-rings may cause the fuel system to leak. Do not reuse the O-ring seals.**

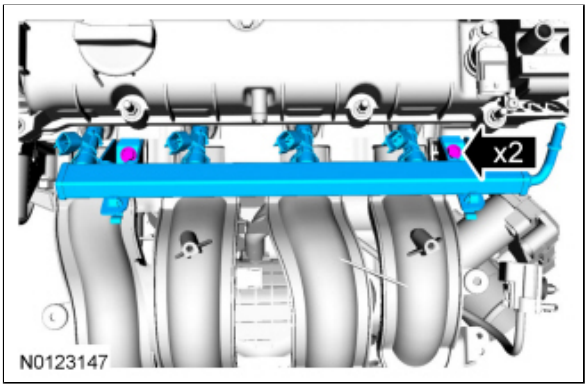
    Install the new O-ring seals onto the fuel injectors and lubricate them with clean engine oil.



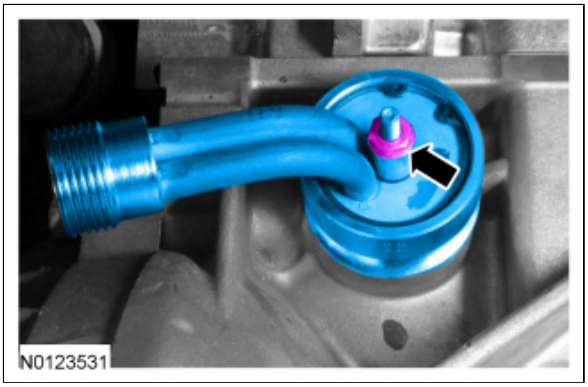
95. Install the 4 fuel injectors and the 4 fuel injector clips into the fuel rail.



96. Install the fuel rail and fuel injectors as an assembly and install the 2 bolts.
    - Tighten to 11 Nm (97 lb-in).

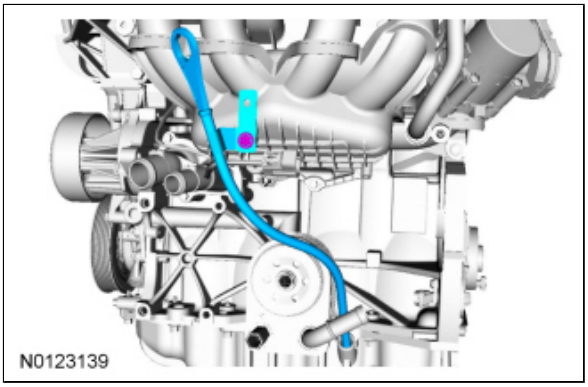


97. If equipped, position the block heater and finger-tighten the nut, making sure the block heater electrical connector points to the 8 o'clock position.
    - Tighten the nut to 3 Nm (27 lb-in).

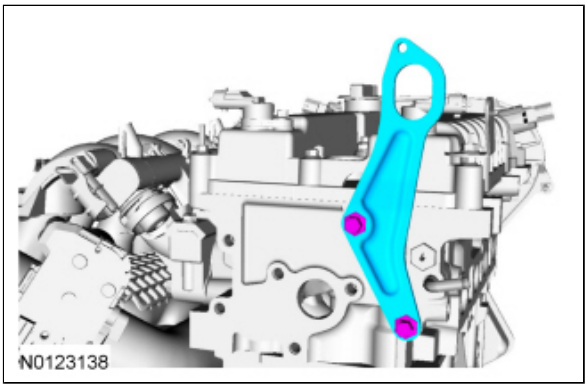


98. **NOTE:** Lubricate the O-ring seal with clean engine oil.

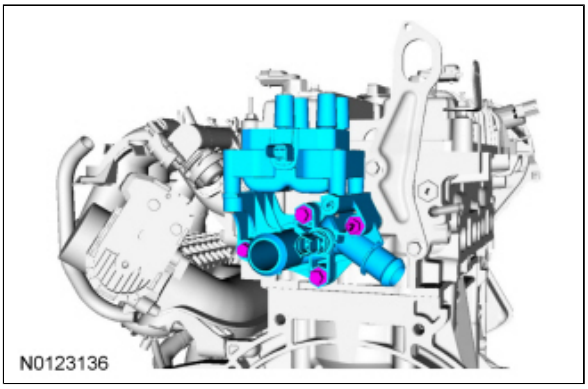
    Install the oil level indicator and tube and the screw.
    - Tighten to 4 Nm (35 lb-in).



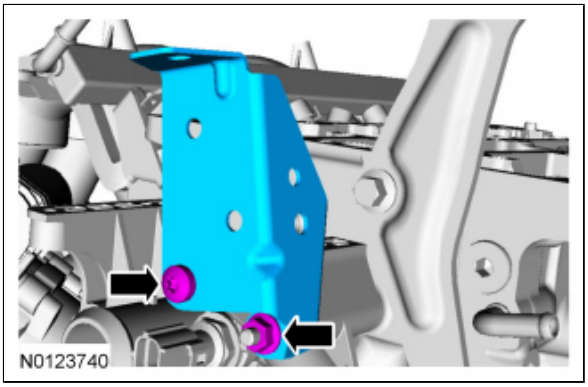
99. Install the LH engine lift eye and the 2 bolts.
    - Tighten to 19 Nm (168 lb-in).



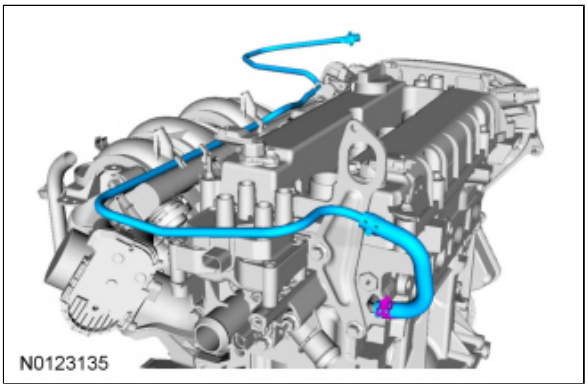
100. Install the ignition coil and coolant outlet assembly and the 4 bolts.
    - Tighten to 19 Nm (168 lb-in).



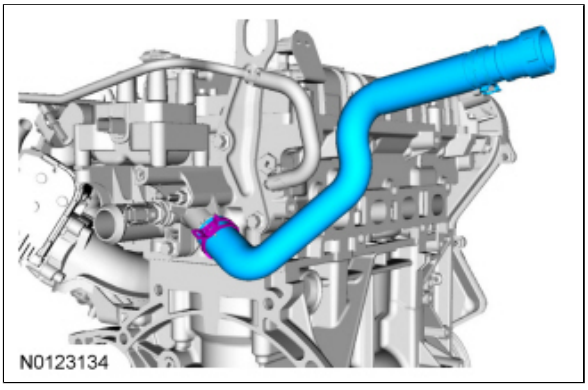
101. Install the coolant outlet bracket, nut and the bolt.
    - Tighten to 6 Nm (53 lb-in).



102. Connect the coolant return hose to the cylinder head.
    - Attach the coolant tube to the fuel rail retainers.

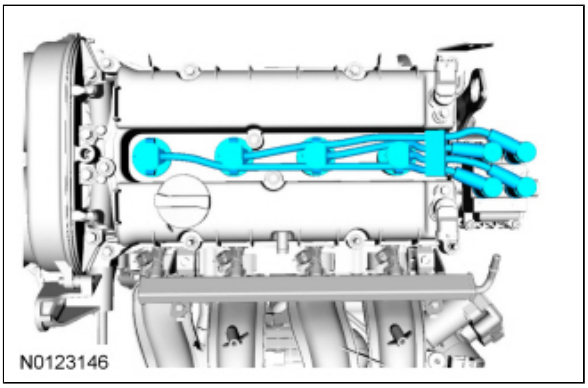


103. Connect the coolant hose to the coolant outlet.

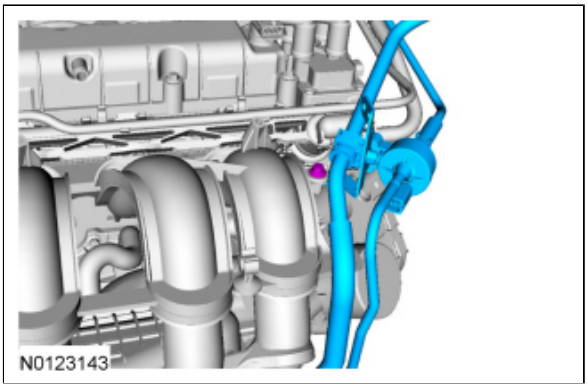


104. **NOTE:** Apply silicone dielectric compound to the inside of the spark plug wire boots.

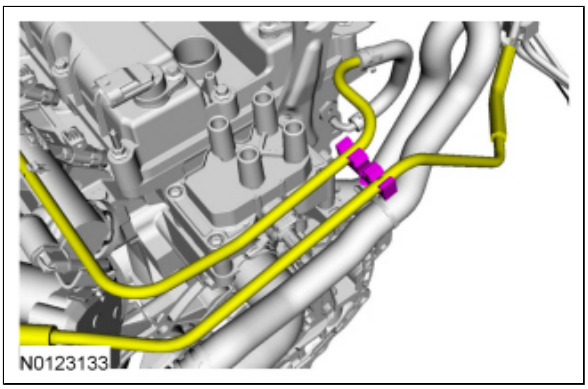
Install the 4 spark plug wires.



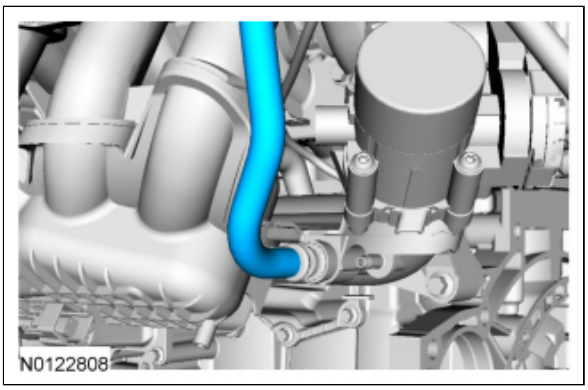
105. Install the Evaporative Emission (EVAP) canister purge valve and the bolt.
    - Tighten to 9 Nm (80 lb-in).



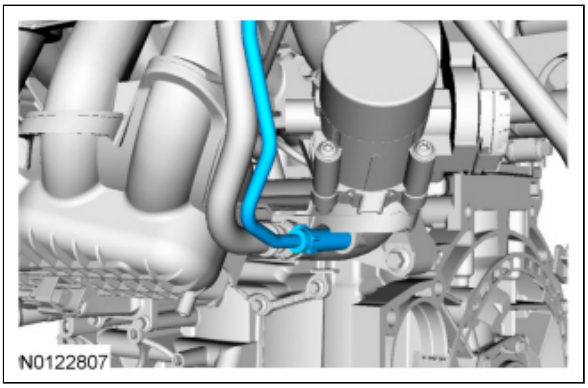
106. Attach the EVAP tube and coolant tube to the coolant outlet bracket retainer.



107. Connect the brake booster vacuum tube to the intake manifold.



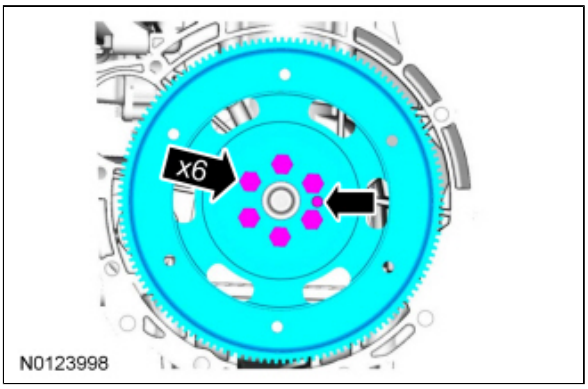
108. Connect the EVAP canister purge valve tube to the intake manifold.



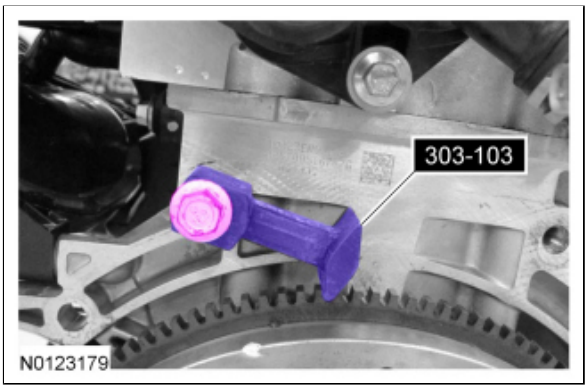
109. Using the Heavy Duty Floor Crane and Spreader Bar, remove the engine from the engine stand.

Vehicles with automatic transaxle

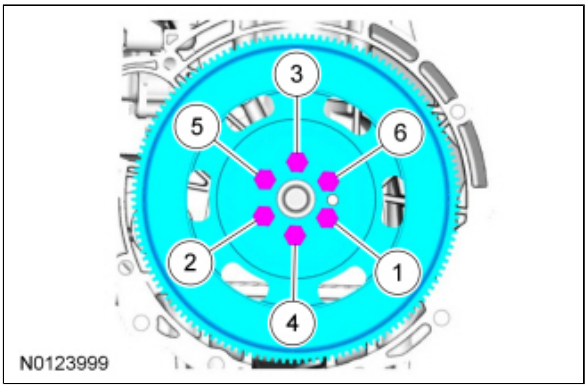
110. Align the flexplate and crankshaft using the dowel pin location hole and install the new bolts finger tight.



111. Install the Flywheel Holding Tool.

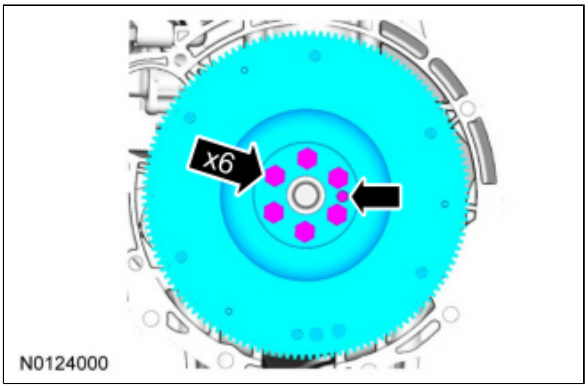


112. Tighten the bolts in the sequence shown in 2 stages:
    - Stage 1: Tighten to 30 Nm (22 lb-ft).
    - Stage 2: Tighten an additional 80 degrees.

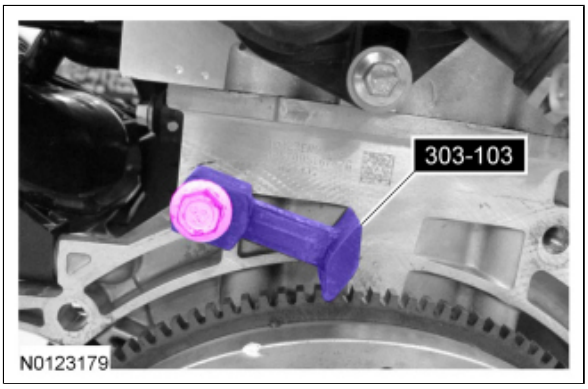


Vehicles with manual transaxle

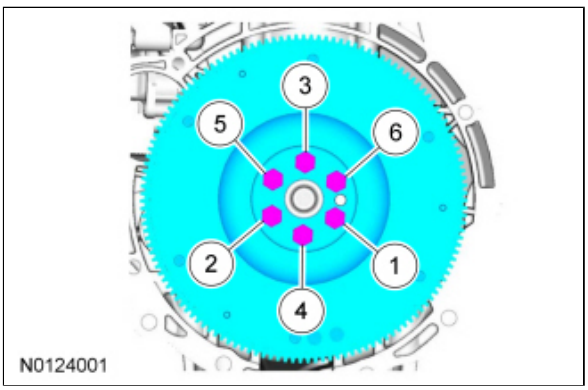
113. Align the flywheel and crankshaft using the dowel pin location hole and install the new bolts finger tight.



114. Install the Flywheel Holding Tool.



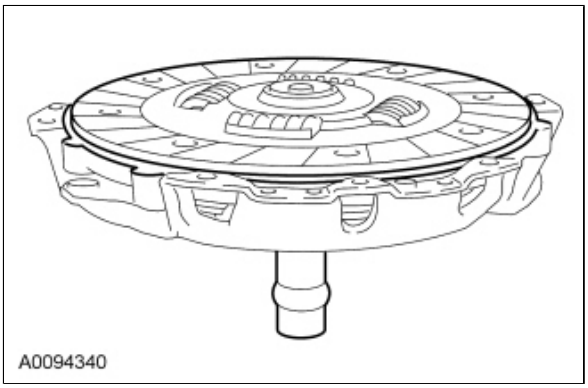
115. Tighten the bolts in the sequence shown in 2 stages:
    - Stage 1: Tighten to 30 Nm (22 lb-ft).
    - Stage 2: Tighten an additional 80 degrees.



116. ***NOTICE:*** **Be sure the clutch is installed correctly in the pressure plate. The side of the clutch marked gearbox side faces the pressure plate fingers. Failure to install the clutch plate will damage the clutch assembly during installation on the flywheel.**

NOTICE: **Do not use cleaners with a petroleum base and do not immerse the clutch pressure plate in solvent or damage may occur.**

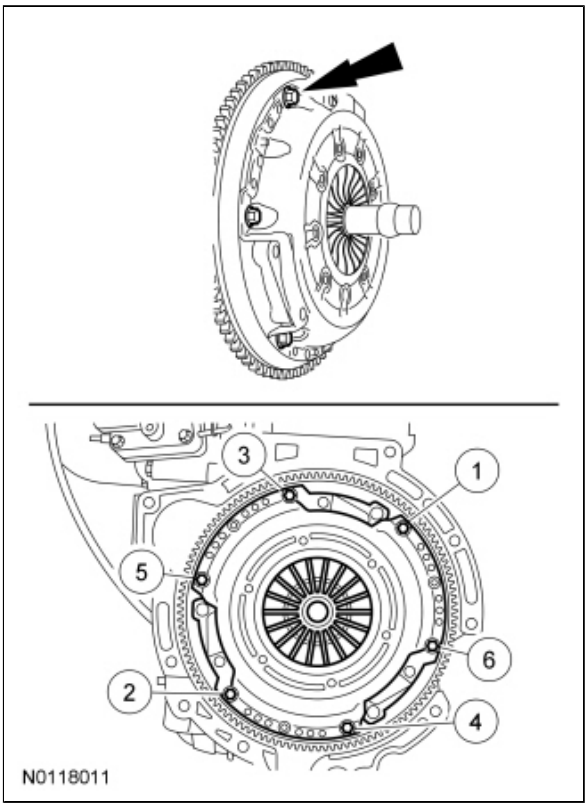
Position the clutch disc on the clutch pressure plate with the side of the clutch marked gearbox side facing the pressure plate fingers. Using a suitable clutch aligner, centralize the clutch disc to the clutch pressure plate.



117. **NOTE:** Use a clutch disc aligner (such as OTC® Clutch Alignment Tool Set 4528 or equivalent).

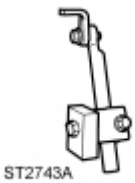
Using a clutch disc aligner, position the clutch disc and clutch pressure plate on the flywheel. Install the 6 new clutch pressure plate-to-flywheel bolts.

- Tighten the bolts evenly two turns at a time in the pattern shown.
- Tighten to 29 Nm (21 lb-ft).



Engine — Automatic Transaxle

Special Tool(s)

ST1341-A	2,200# Floor Crane, Fold Away 300-OTC1819E
ST1682-A	Powertrain Lift 300-OTC1585AE
ST1602-A	Spreader Bar 303-D089 (D93P-6001-A3) or equivalent
 ST2743A	Adjustable Grip Arm, 1735A 014-00001

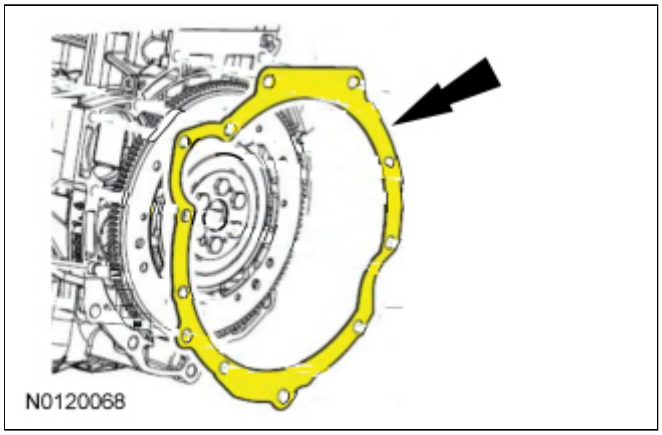
Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

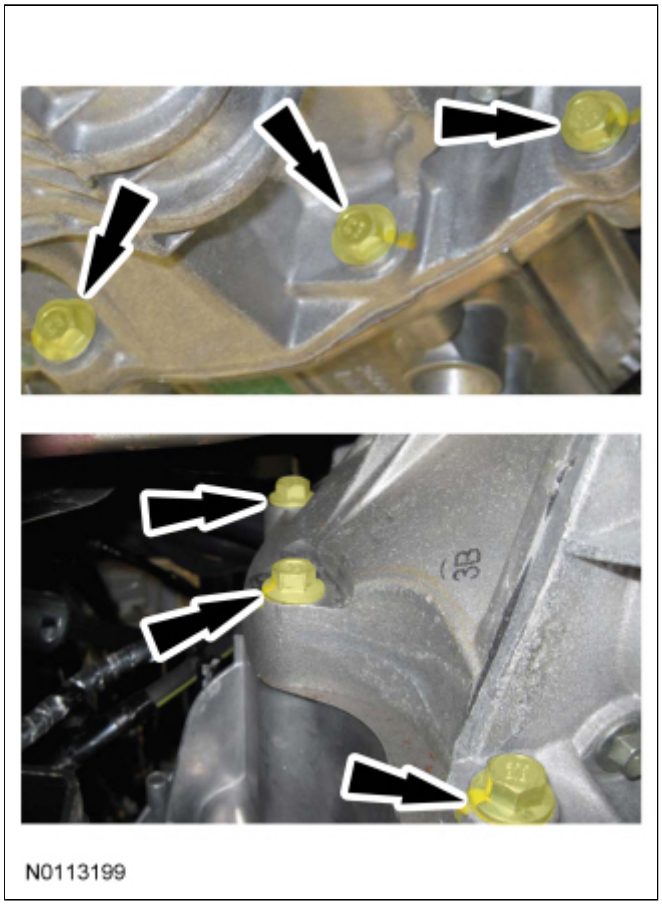
All vehicles

1. ***NOTICE:*** **Use caution not to damage the engine-to-transaxle separator plate or damage can occur.**

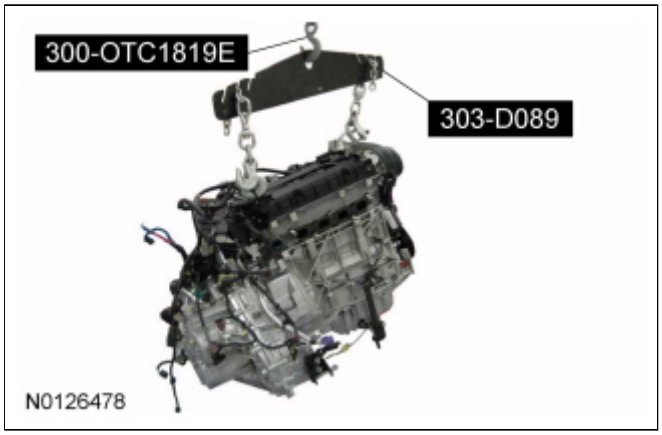
   Install the new engine-to-transaxle separator plate.



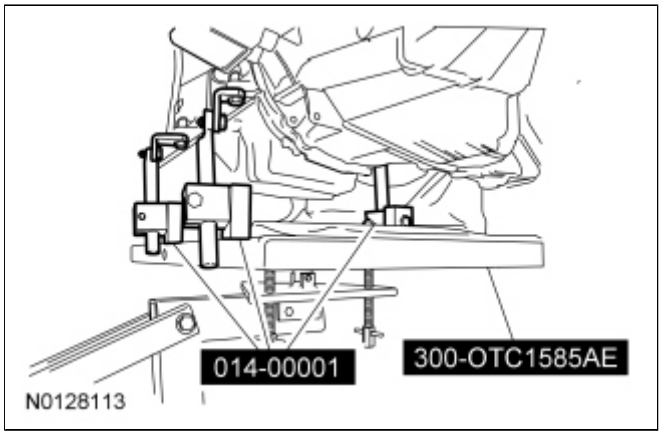
2. Using the Heavy Duty Floor Crane and Spreader Bar, position the engine and transaxle together. Install the 6 engine-to-bellhousing bolts.
    - Tighten to 48 Nm (35 lb-ft).



3. Using the Floor Crane and Spreader Bar, raise the engine and transaxle assembly onto the lift table.



4. Using the Powertrain Lift and Adjustable Grip Arms, secure the engine and transaxle assembly to the lift table.

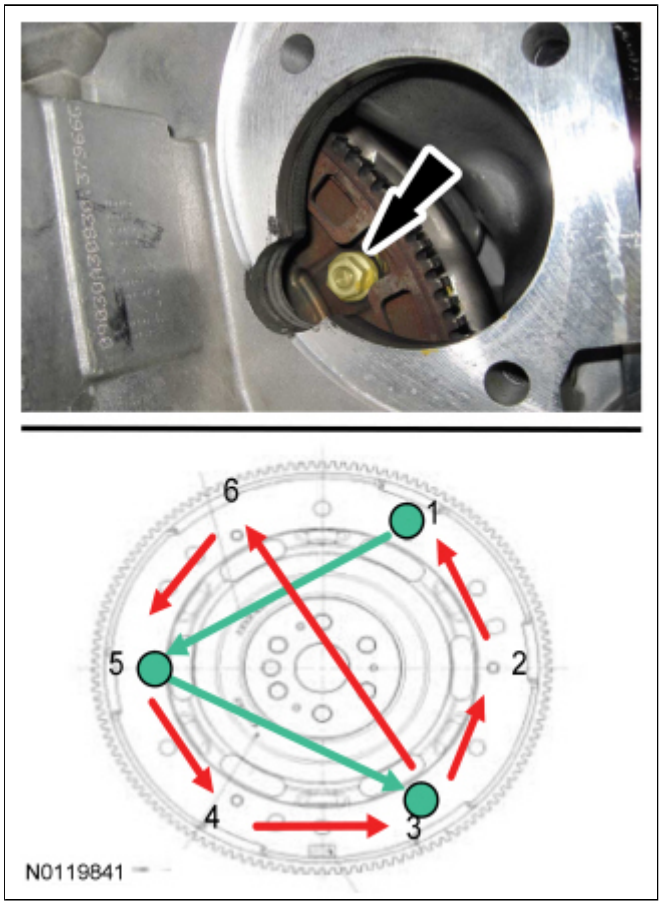


5. ***NOTICE:*** **Rotate the engine in a clockwise direction only or engine damage will occur.**

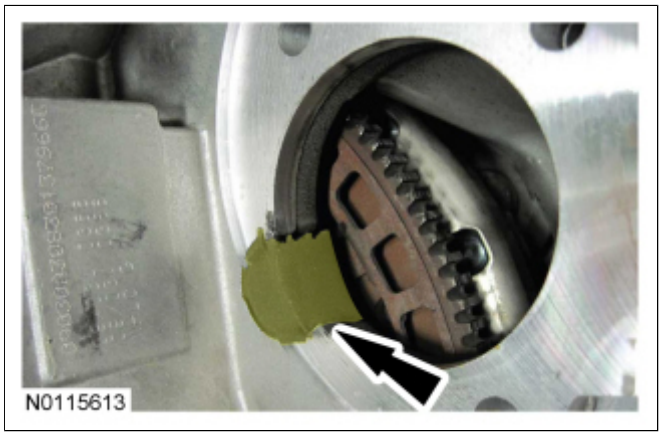
   NOTICE: **Tighten the flexplate-to-clutch nuts in a star pattern or transaxle damage can occur.**

   NOTE: Using a magnetic socket will help ensure ease of installation. If the nuts are dropped in the clutch housing, the transaxle will have to be removed to retrieve them.

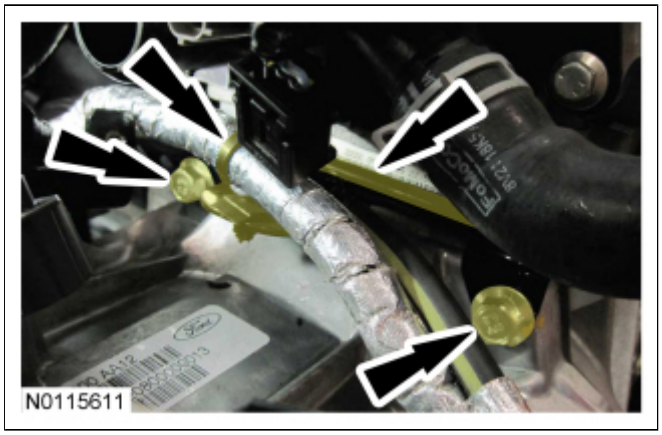
   Install the 6 new flexplate-to-clutch nuts. Tighten the nuts in a star pattern in 2 stages.
   - Stage 1: Tighten nuts 1, 5 and 3 to 12 Nm (106 lb-in).
   - Stage 2: Tighten all nuts to 25 Nm (18 lb-ft).



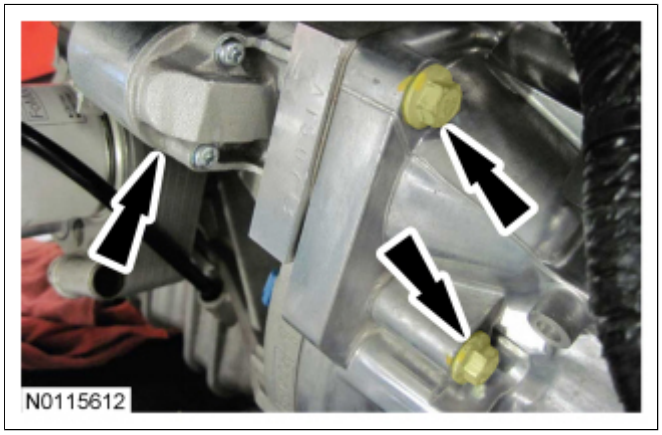
6. Install the flexplate-to-clutch nut access cover.



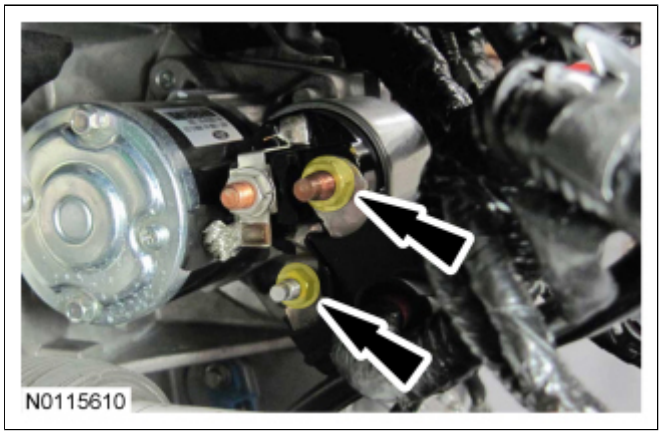
7. Install the 2 upper bellhousing-to-engine bolts and bracket.
    - Tighten to 48 Nm (35 lb-ft).
    - Attach the wiring harness pin-type retainer to the bracket.



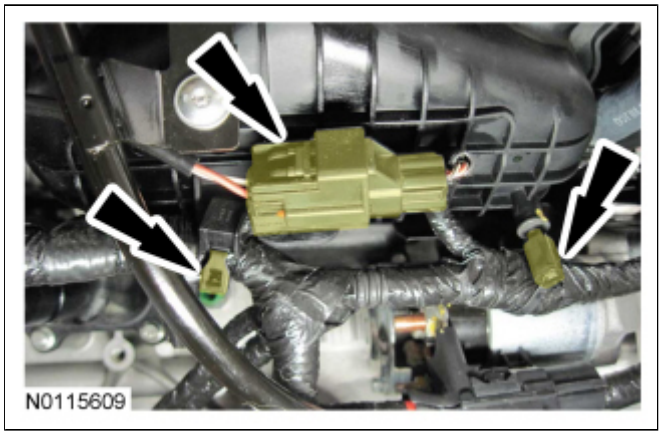
8. Install the starter motor and the 3 bolts (2 shown).
    - Install the 3 bolts finger-tight.
    - Tighten the 2 upper bolts to 48 Nm (35 lb-ft).
    - Tighten the lower bolt to 48 Nm (35 lb-ft).



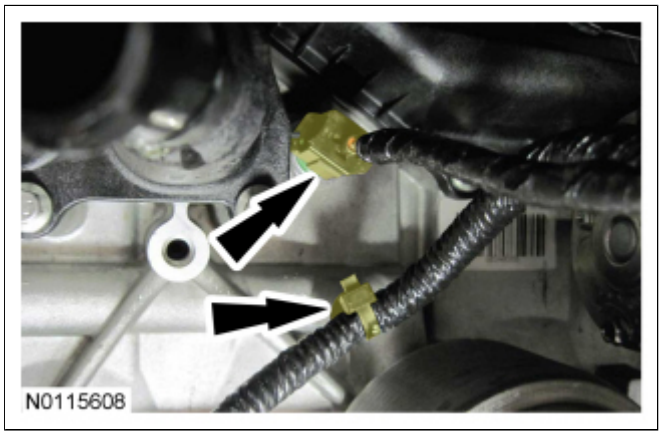
9. Connect the starter motor electrical terminals and install the 2 nuts.
    - Tighten to 10 Nm (89 lb-in).



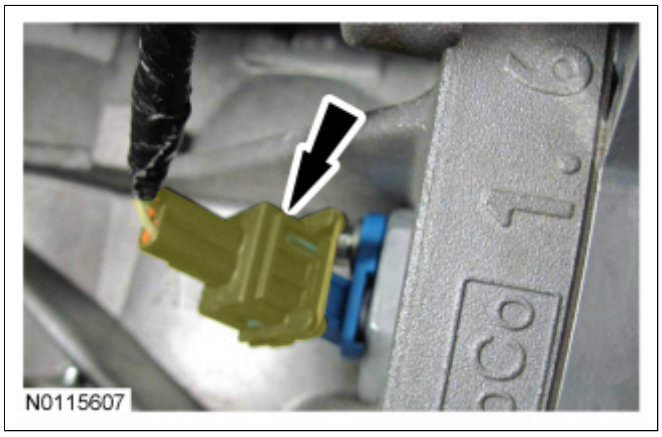
10. Connect the RH Knock Sensor (KS) electrical connector.
    - Attach the 2 wiring harness retainers to the intake manifold.



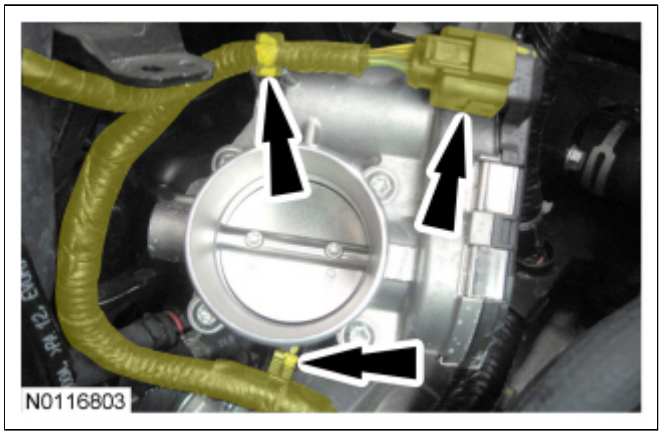
11. Connect the Engine Oil Pressure (EOP) switch electrical connector.
    - Attach the wiring harness retainer to the engine block.



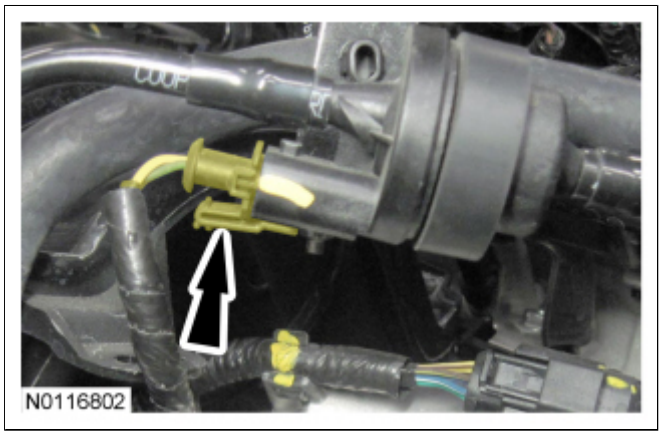
12. Connect the Crankshaft Position (CKP) sensor electrical connector.



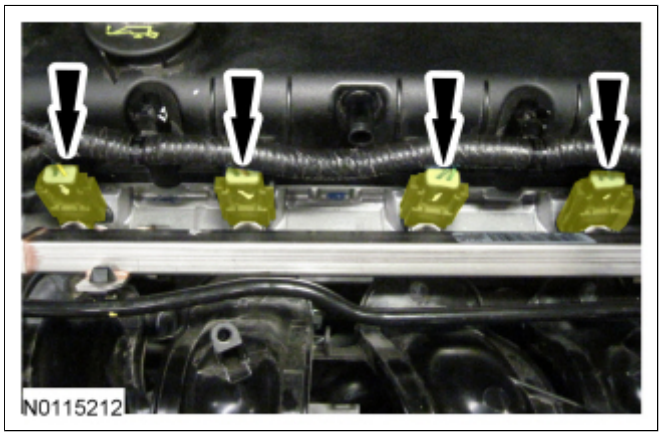
13. Connect the Throttle Body (TB) electrical connector.
    - Attach the 2 wiring harness retainers to the TB .



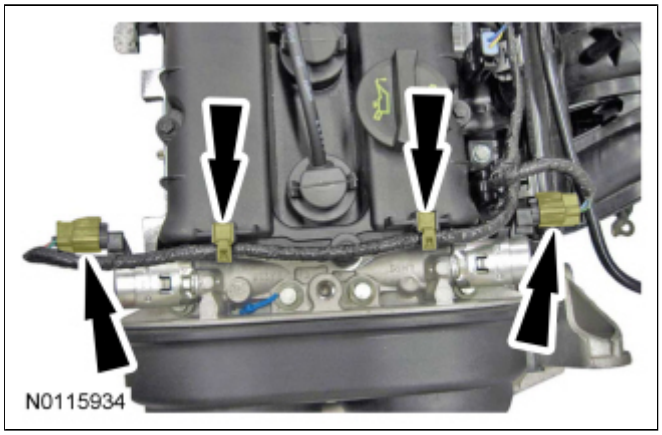
14. Connect the Evaporative Emission (EVAP) canister purge valve electrical connector.



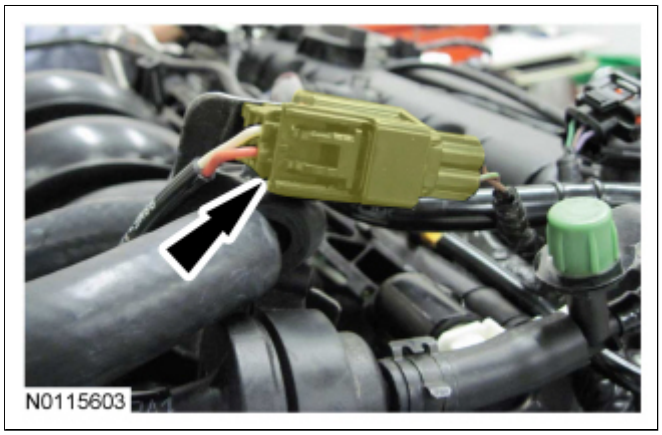
15. Connect the 4 fuel injector electrical connectors.
    - Attach the 2 wiring harness retainers to the valve cover stud bolts.



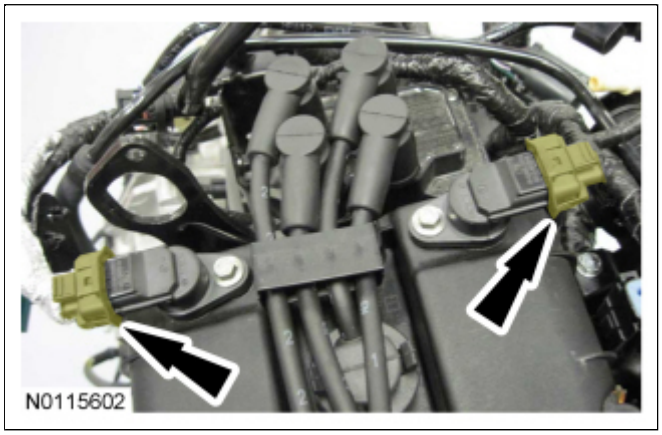
16. Connect the 2 Variable Camshaft Timing (VCT) oil control solenoid electrical connectors.
    - Attach the 2 wiring harness retainers.



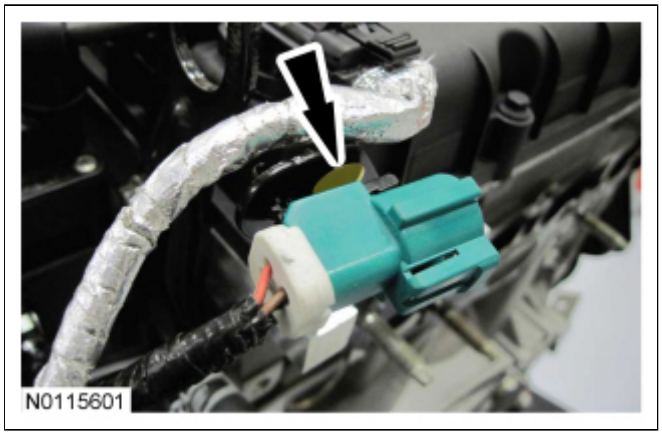
17. Connect and attach the LH KS electrical connector.



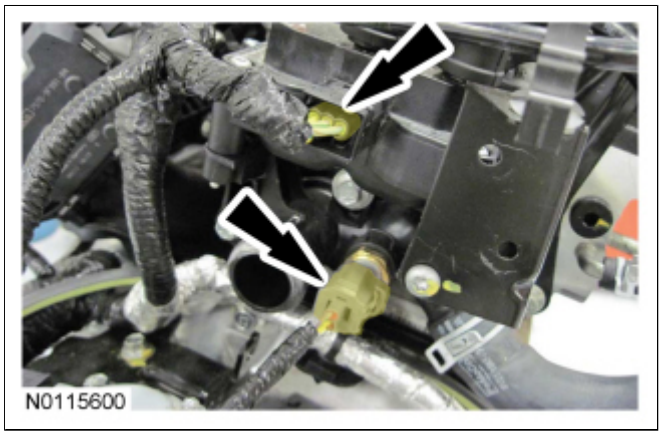
18. Connect the 2 Camshaft Position (CMP) sensor electrical connectors.



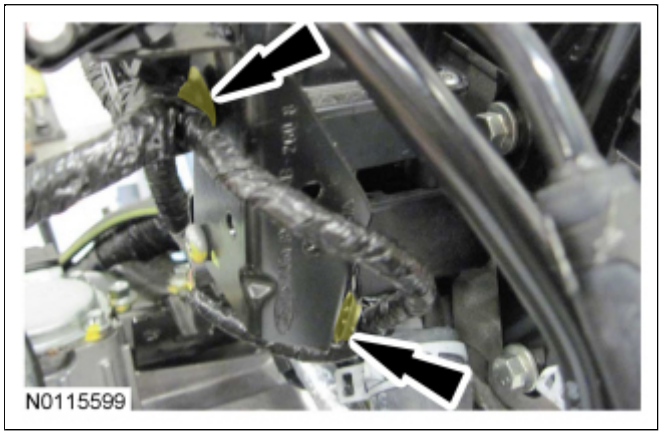
19. Attach the Heated Oxygen Sensor (HO2S) sensor electrical connector pin-type retainer to the bracket.



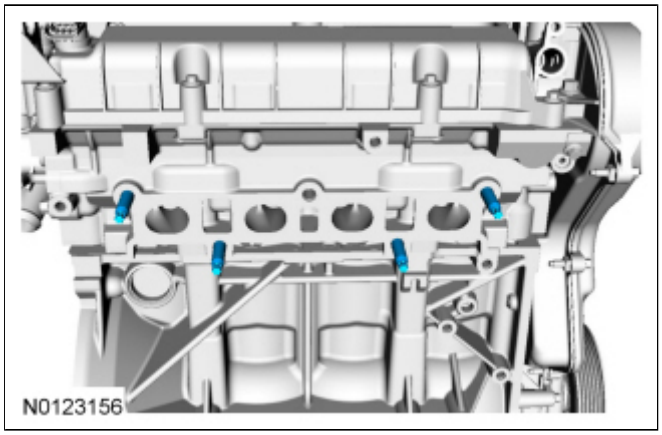
20. Connect the ignition coil and Engine Coolant Temperature (ECT) sensor electrical connectors.



21. Attach the 2 wiring harness retainers to the coolant outlet bracket.

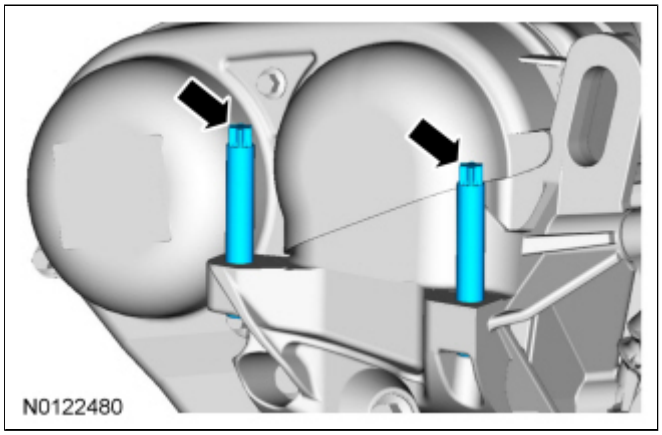


22. Install the 4 new catalytic converter studs.
    - Tighten to 17 Nm (150 lb-in).



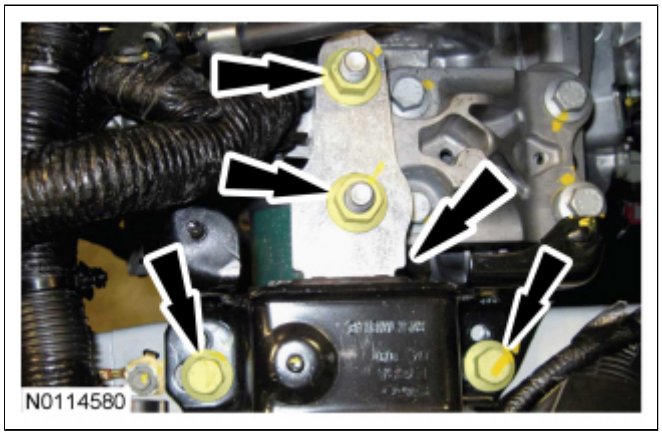
23. ***NOTICE:*** **The engine mount studs must be torqued or damage to the powertrain may occur.**

    Torque the engine mount studs before installing the engine mount nuts.
    - Tighten to 8 Nm (71 lb-in).



24. Using the lift table, position the engine and transaxle assembly in the vehicle.

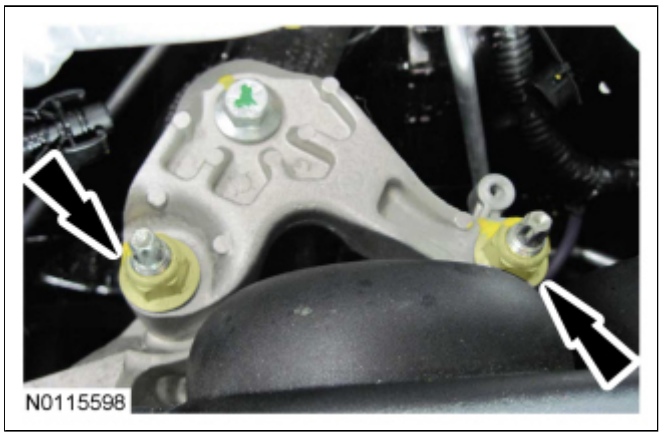
25. Align the transaxle support insulator, install and tighten the 2 nuts and 2 bolts.
    - Tighten the 2 nuts to 125 Nm (92 lb-ft).
    - Tighten the 2 bolts to 90 Nm (66 lb-ft).



26. **NOTE:** Do not loosen the engine mount center bolt or the engine may become improperly positioned.

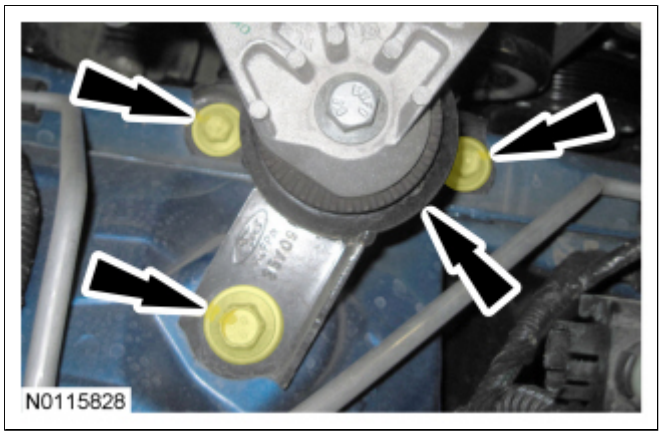
    Install the engine mount and the 2 nuts.

- Tighten the 2 nuts to 80 Nm (59 lb-ft).

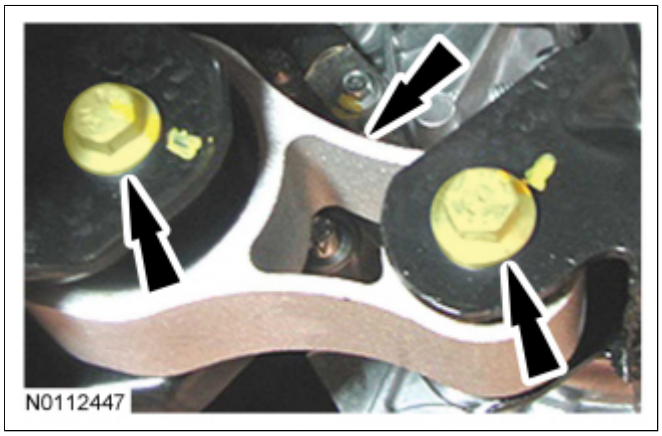


27. Lower the powertrain to the installed position.

28. Install the 3 engine mount bolts.
    - Tighten to 48 Nm (35 lb-ft).

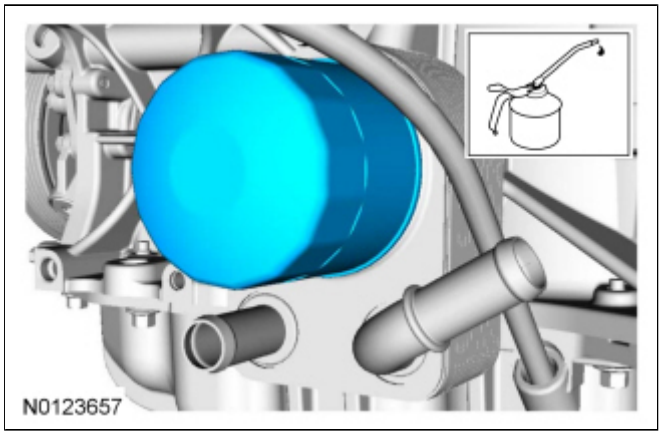


29. Install the transaxle roll restrictor and the 2 bolts.
    - Tighten to 70 Nm (52 lb-ft).



30. **NOTE:** Lubricate the engine oil filter gasket with clean engine oil prior to installing the oil filter.

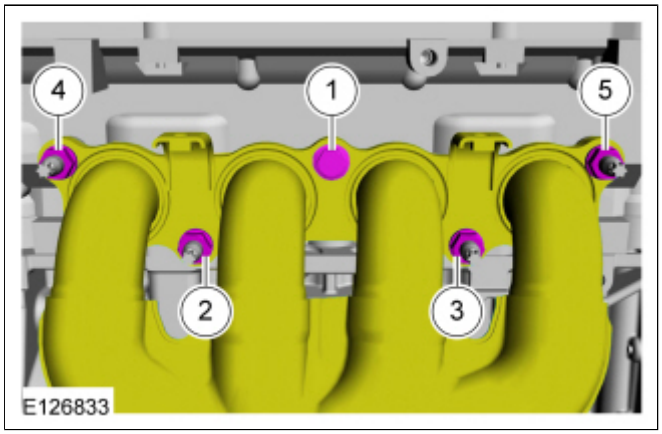
    Install a new engine oil filter.
    - Tighten to 15 Nm (133 lb-in).



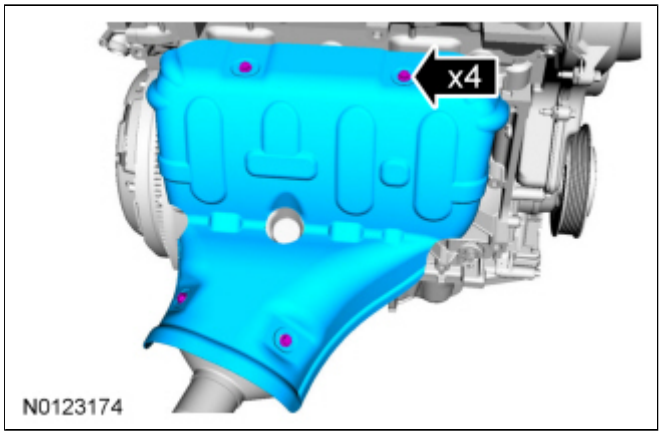
31. If equipped, connect the block heater electrical connector.

32. ***NOTICE:*** **Failure to tighten the catalytic converter manifold fasteners in 20 Nm increments until reaching final torque of 55 Nm will cause the converter to develop an exhaust leak.**

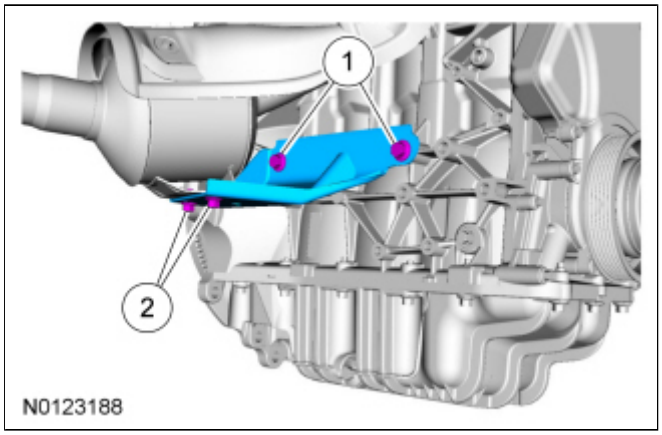
    Tighten the bolt and 4 nuts in the sequence shown, in 3 stages.
    - Stage 1: Tighten all fasteners in sequence to 20 Nm (177 lb-in).
    - Stage 2: Tighten all fasteners in sequence to 40 Nm (30 lb-ft).
    - Stage 3: Tighten all fasteners in sequence to 55 Nm (41 lb-ft).



33. Position the catalytic converter heat shield and install the 4 bolts.
    - Tighten to 10 Nm (89 lb-in).

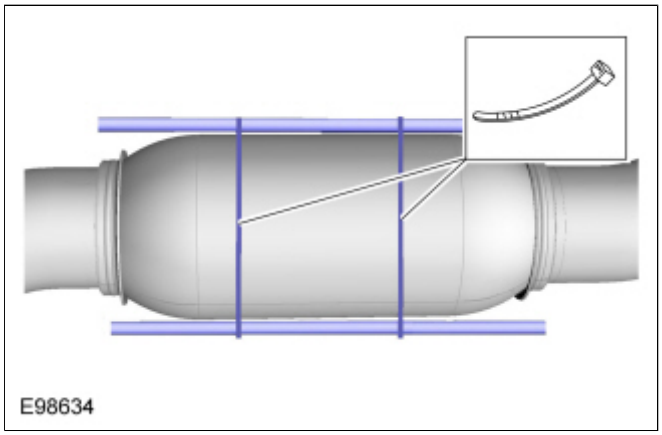


34. Install the lower catalytic converter bracket and the 4 bolts and tighten in sequence shown.
    1. Tighten the catalytic converter bracket-to-engine block bolts to 50 Nm (37 lb-ft).
    2. Tighten the catalytic converter bracket-to-catalytic converter bolts to 25 Nm (18 lb-ft).

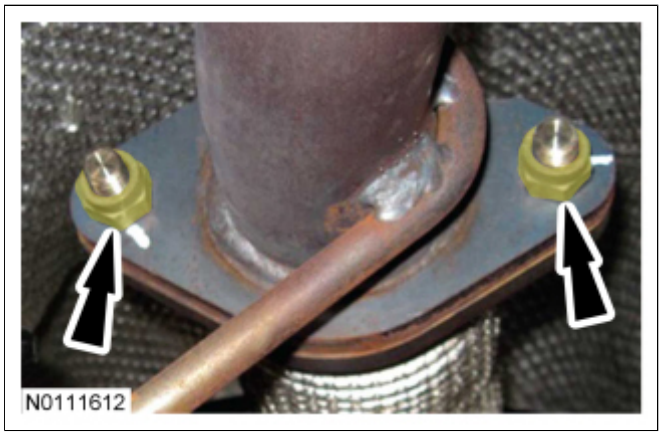


35. ***NOTICE:*** **Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

    Remove the support for the exhaust flexible pipe.



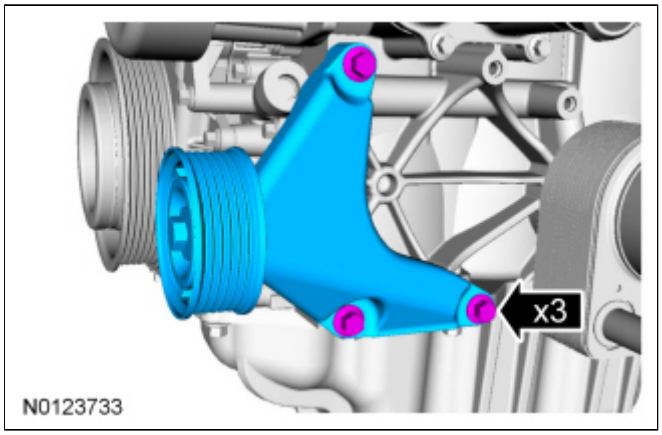
36. Using a new gasket, position the catalytic converter to the muffler and install the 2 catalytic converter nuts.
    - Tighten to 48 Nm (35 lb-ft).



37. Install the Catalyst Monitor Sensor (CMS). For additional information, refer to Section 303-14 .

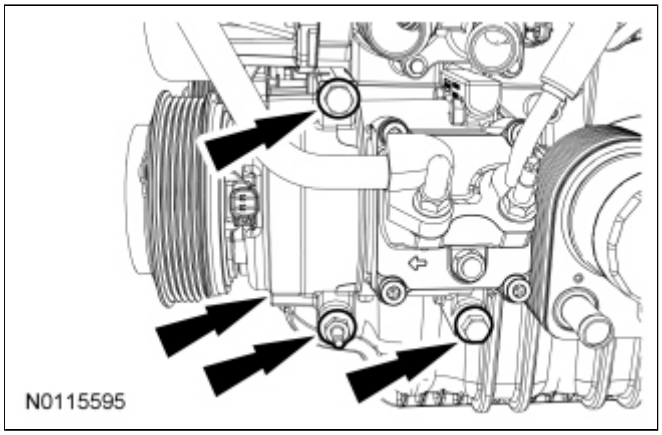
Vehicles without A/C

38. Install the accessory drive belt idler pulley bracket and the 3 bolts.
    - Tighten to 24 Nm (18 lb-ft).

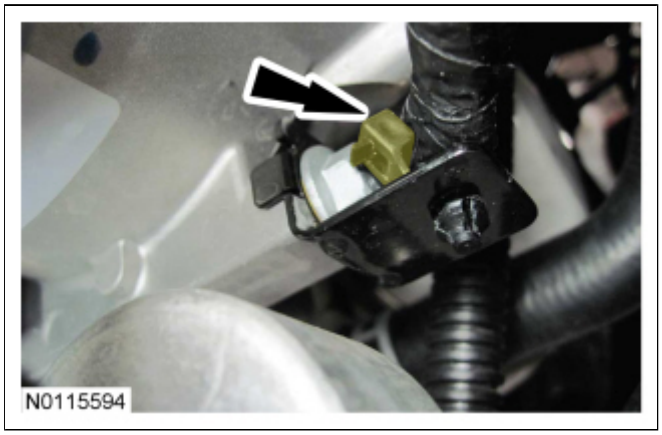


Vehicles with A/C

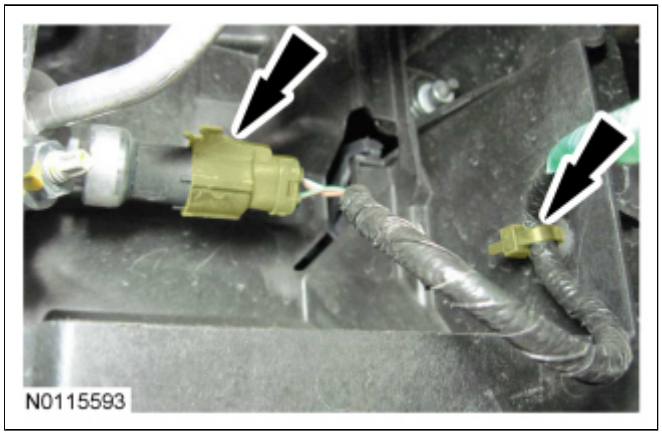
39. Position the A/C compressor and install the 2 bolts and stud bolt.
    - Tighten to 25 Nm (18 lb-ft).



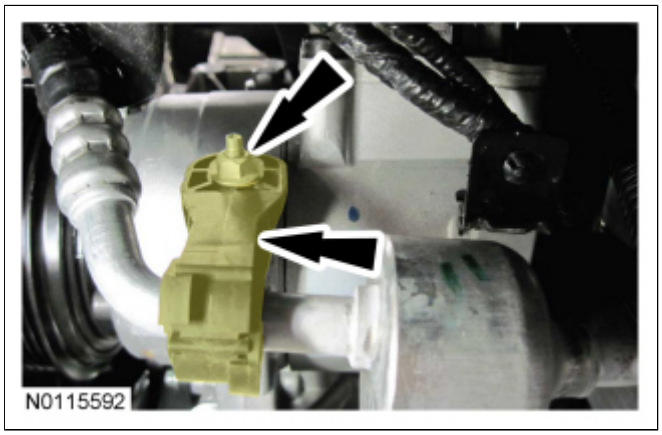
40. Attach the wiring harness retainer to the lower A/C compressor bracket.



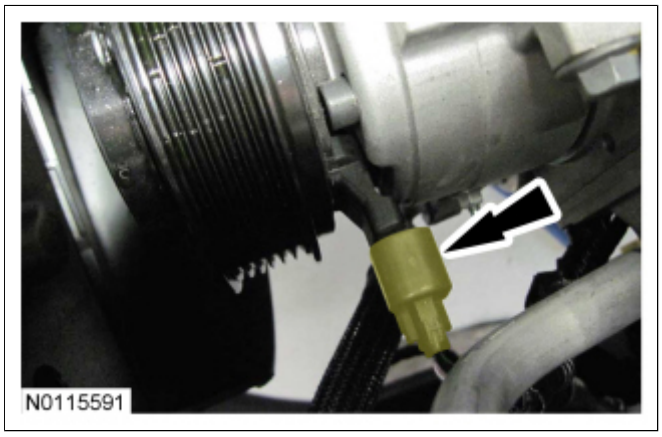
41. Connect the A/C pressure transducer electrical connector.
    - Attach the wiring harness retainer.



42. Position the A/C line bracket and install the nut.
    - Tighten to 9 Nm (80 lb-in).

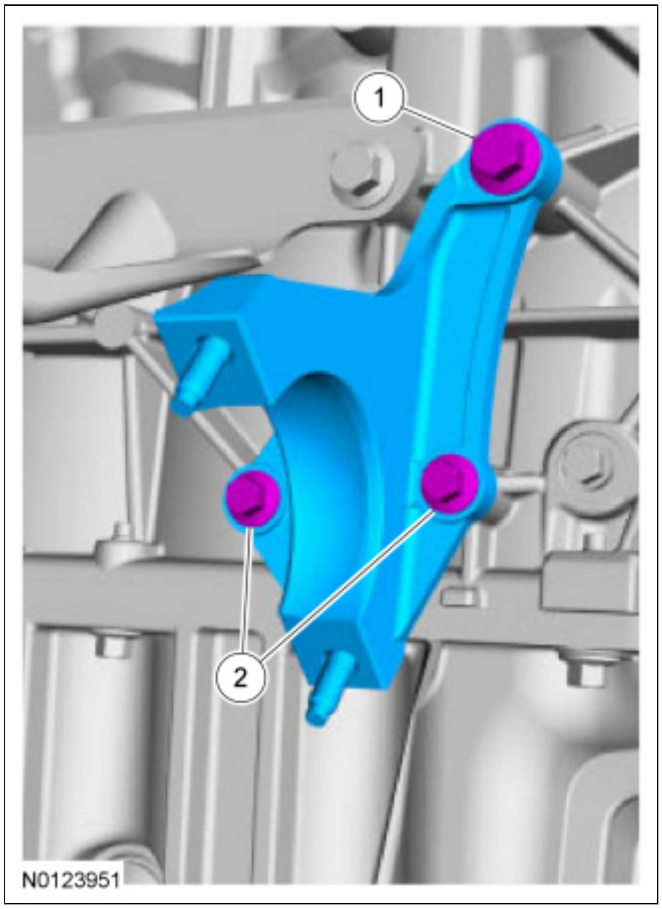


43. Connect the A/C compressor electrical connector.



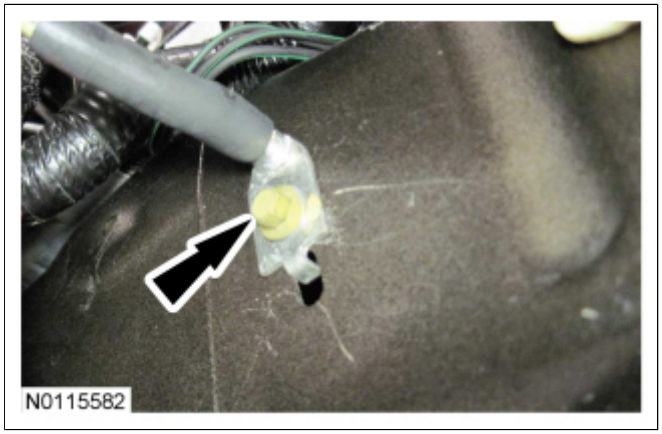
All vehicles

44. Install the halfshaft bracket and the 3 bolts and tighten in sequence shown.
    1. Tighten the top bolt to 48 Nm (35 lb-ft).
    2. Tighten the 2 bottom bolts to 24 Nm (18 lb-ft).

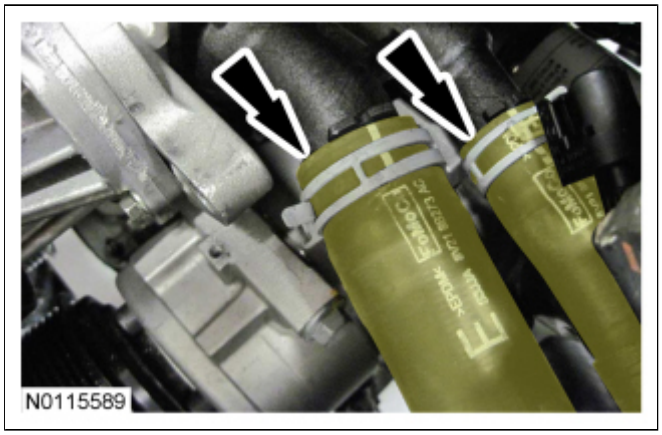


45. Install the RH and LH halfshafts. For additional information, refer to Section 205-04 .

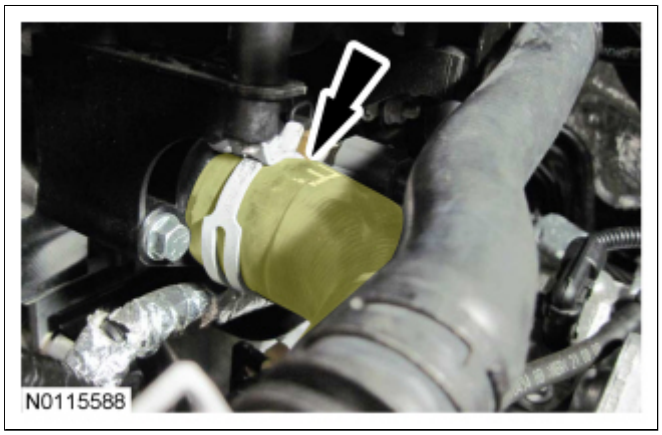
46. Position the engine ground wire and install the bolt.
    - Tighten to 10 Nm (89 lb-in).



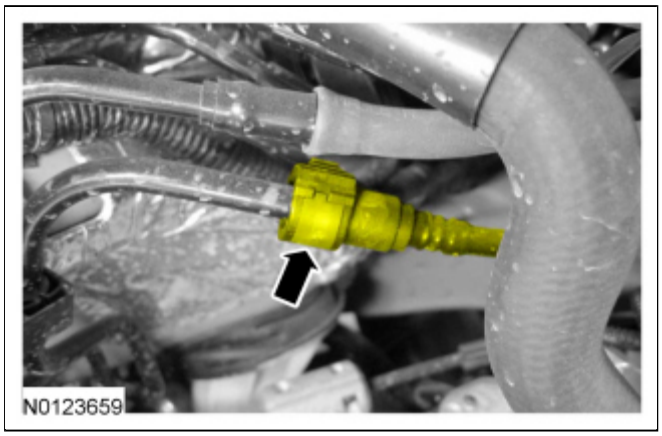
47. Connect the lower radiator hose and coolant hose to the thermostat housing.



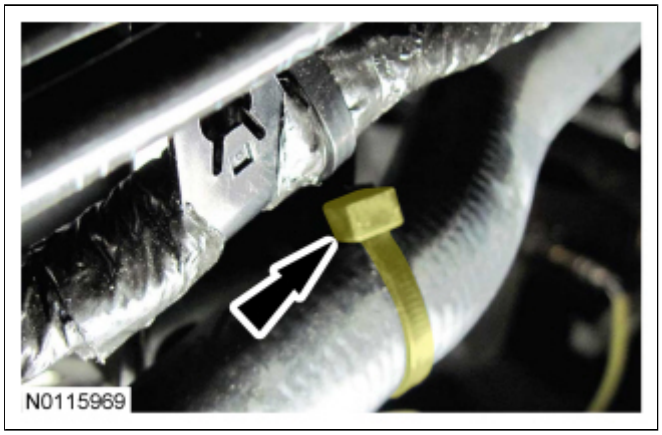
48. Connect the upper radiator hose to the engine.



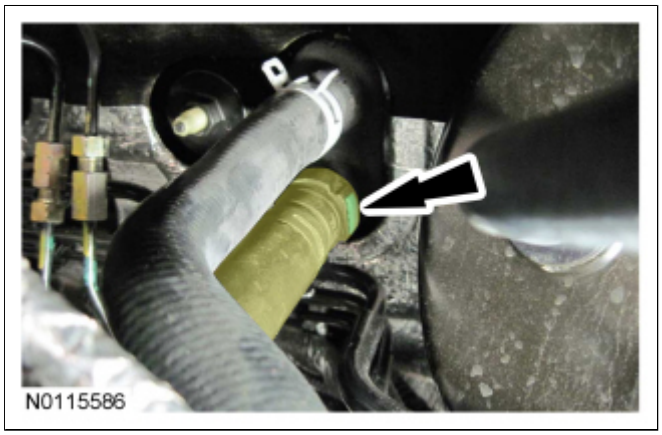
49. Connect the EVAP tube quick connect coupling near the bulk head. For additional information, refer to Section 310-00 .



50. Attach the coolant hose retainer to the coolant outlet bracket.

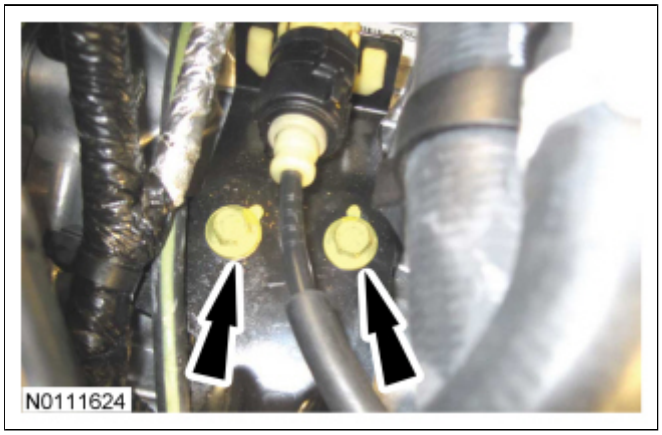


51. Connect the lower heater hose to the heater core.

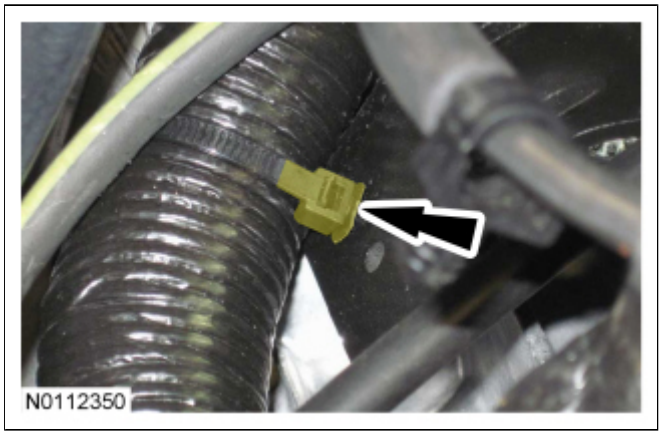


52. Install the HO2S . For additional information, refer to Section 303-14 .

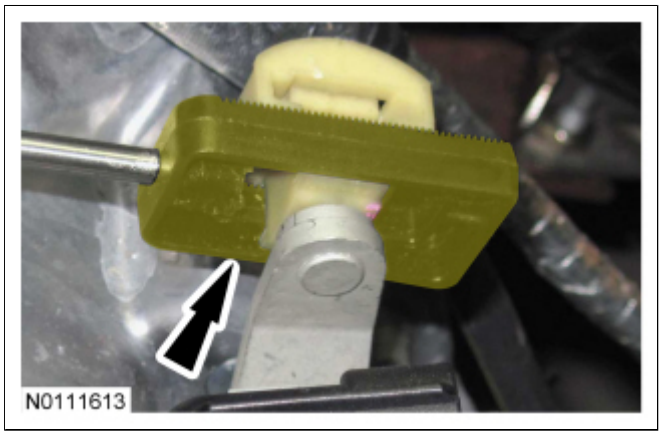
53. Position the selector lever cable and bracket and install the 2 bolts.
    - Tighten to 25 Nm (18 lb-ft).



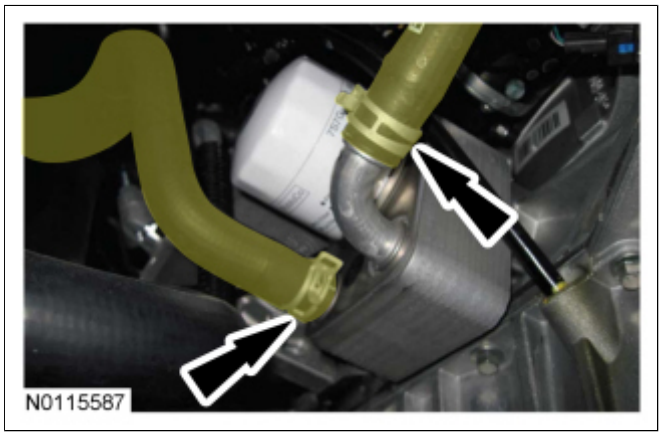
54. Attach the wiring harness retainer to the selector lever cable bracket.



55. Connect the selector lever cable to the control lever.



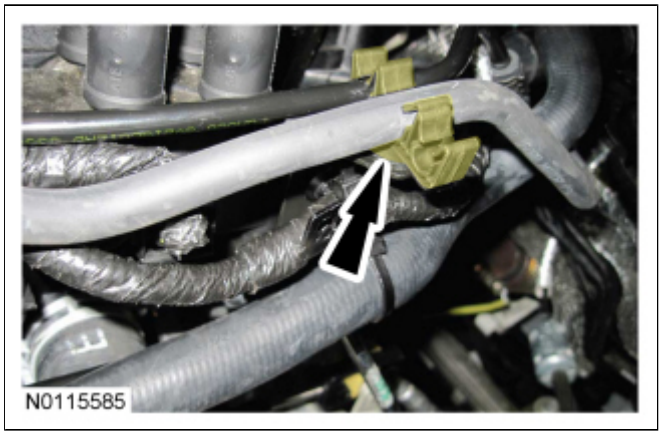
56. Connect the 2 coolant hoses to the engine oil cooler.
    - Attach the oil cooler hose retainer to the upper radiator hose.



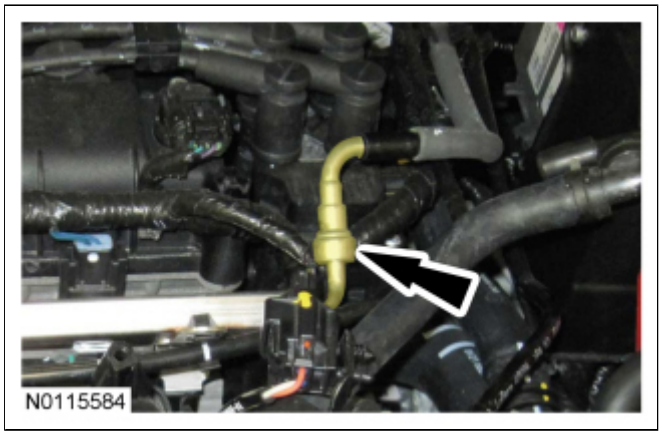
57. Install the cooling fan motor and shroud. For additional information, refer to Section 303-03 .

58. Install the generator. For additional information, refer to Section 414-00 .

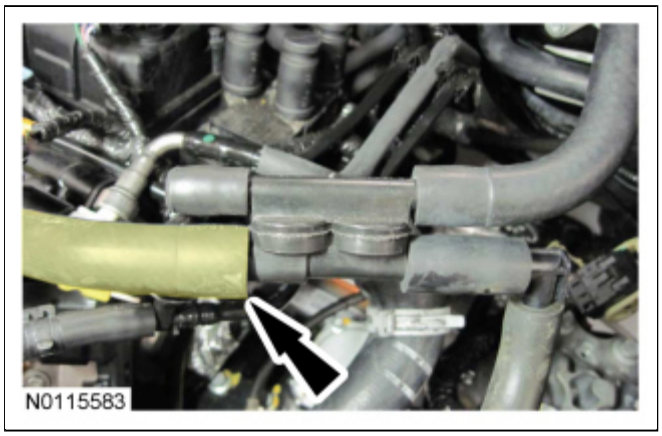
59. Attach the fuel tube to the coolant outlet bracket retainer.



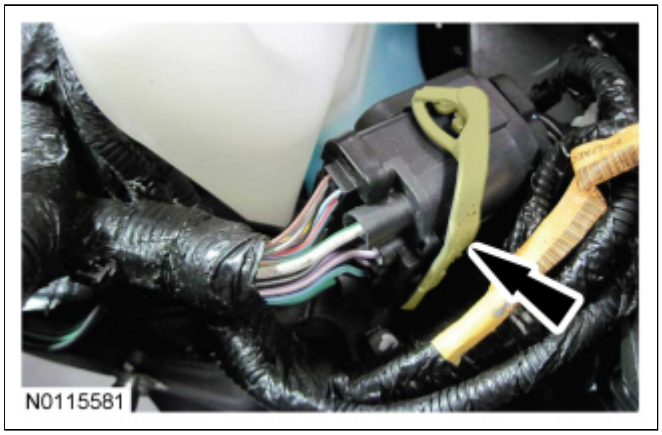
60. Connect the fuel tube spring lock couplings to the fuel rail. For additional information, refer to Section 310-00 .



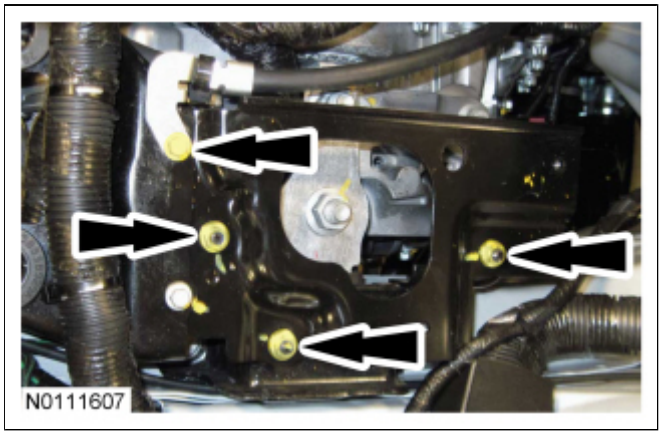
61. Connect the brake booster vacuum hose.



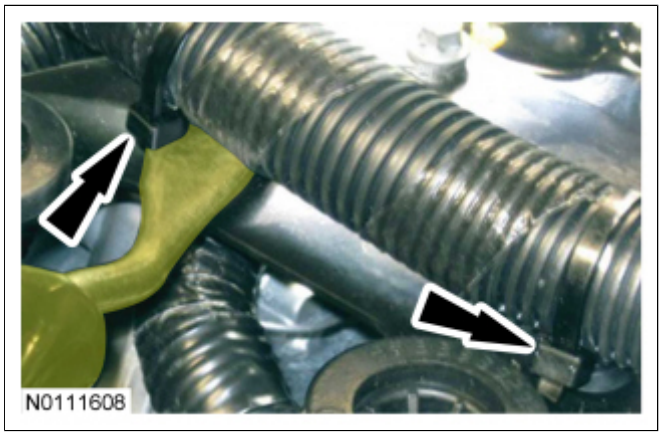
62. Connect the engine harness electrical connector.



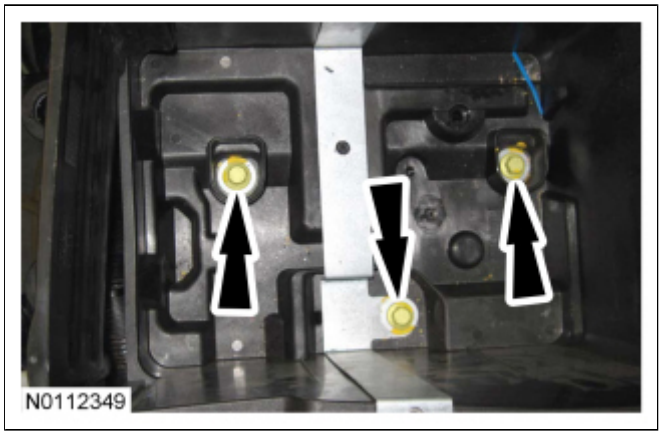
63. Install the battery tray bracket, 3 battery tray nuts and the selector lever cable bolt.
    - Attach the 2 wiring harness retainers to the bottom of the battery tray bracket.
    - Tighten nuts and bolt to 10 Nm (89 lb-in).



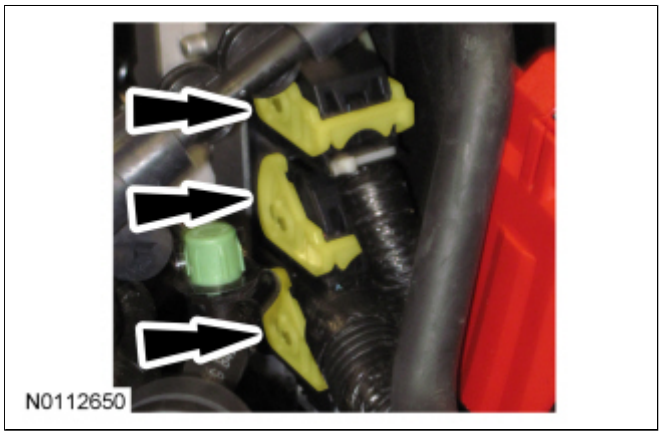
64. Attach the 2 positive battery cable wire harness retainers to battery tray bracket.



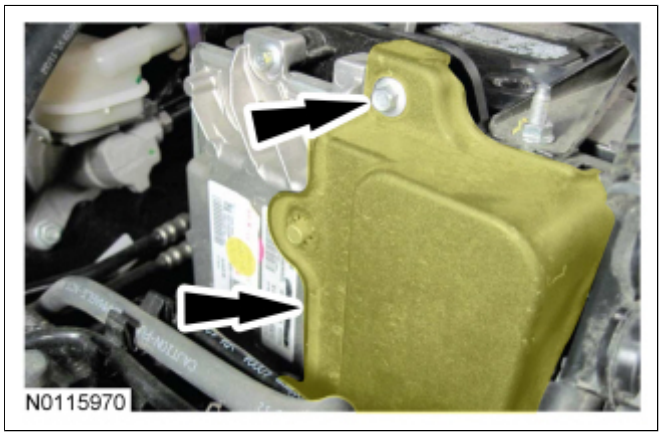
65. Install the battery tray and the 3 bolts.
    - Tighten to 10 Nm (89 lb-in).



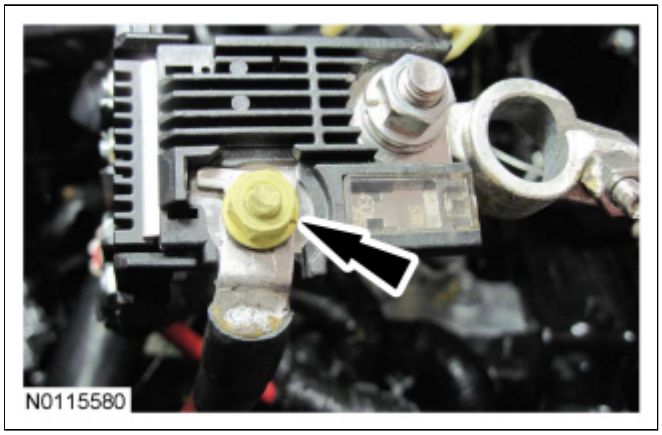
66. Connect the 3 PCM electrical connectors.



67. Install the PCM cover and the bolt.
    - Tighten to 5.4 Nm (47.8 lb-in).

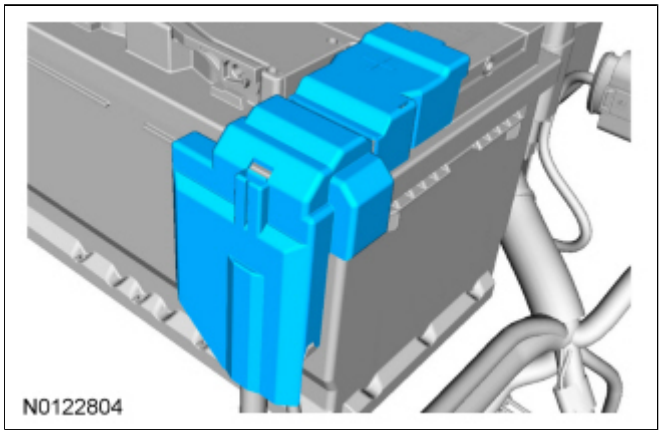


68. Connect the cable and nut to the positive battery cable terminal.
    - Tighten to 10 Nm (89 lb-in).

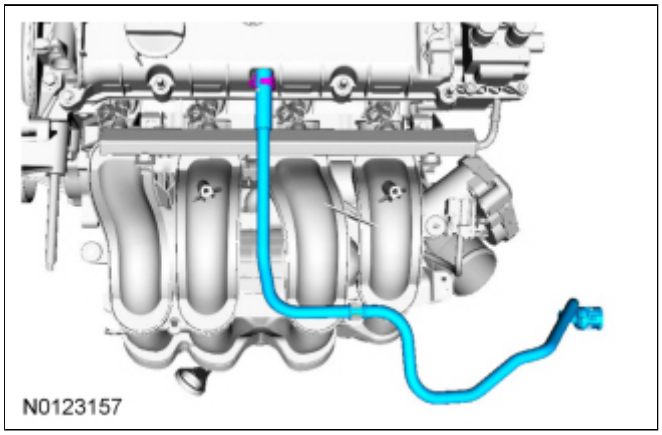


69. Install the battery. For additional information, refer to Section 414-01 .

70. Install the positive battery cable cover.



71. Connect the crankcase vent tube to the valve cover.
    - Attach the crankcase vent tube to the 2 retainers.



72. Install the Air Cleaner (ACL) and ACL outlet pipe. For additional information, refer to Section 303-12 .

73. Fill the engine with clean engine oil.

74. Install the degas bottle. For additional information, refer to Section 303-03 .

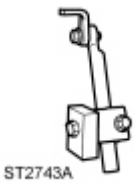
75. Fill the and bleed cooling system. For additional information, refer to Section 303-03 .

76. Fill the transaxle with transmission fluid. For additional information, refer to Section 307-11 .

77. Adjust the selector lever cable. For additional information, refer to Section 307-05 .

Engine — Manual Transaxle

Special Tool(s)

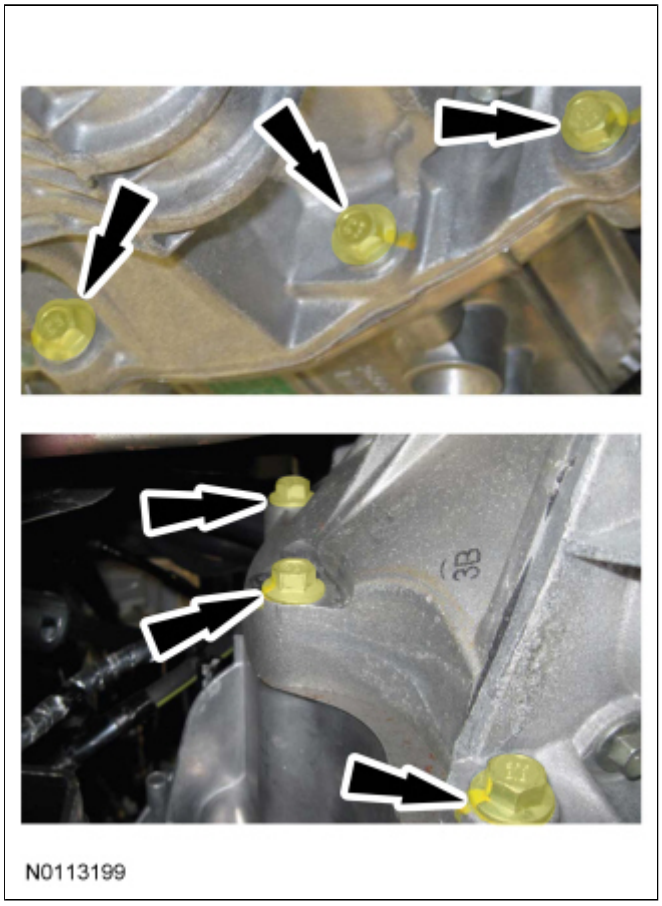
ST1341-A	2,200# Floor Crane, Fold Away 300-OTC1819E
ST1682-A	Powertrain Lift 300-OTC1585AE
ST1602-A	Spreader Bar 303-D089 (D93P-6001-A3) or equivalent
 ST2743A	Adjustable Grip Arm, 1735A 014-00001

Material

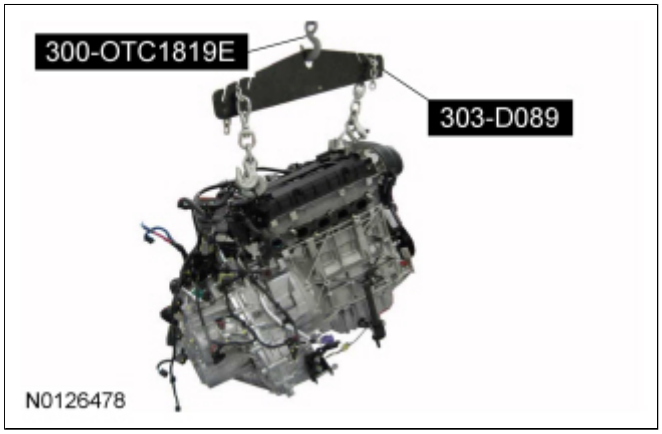
Item	Specification
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

All vehicles

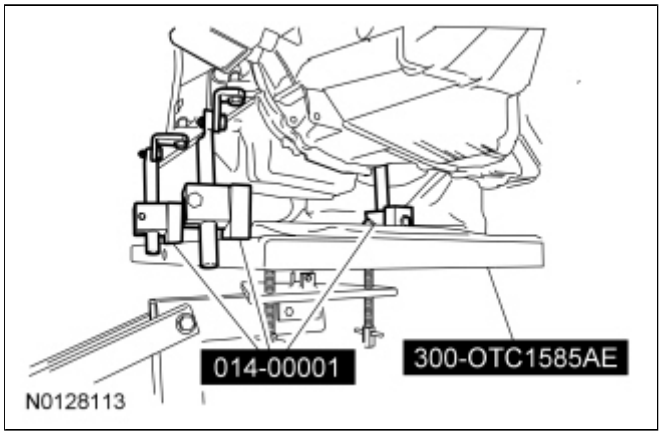
1. Using the Heavy Duty Floor Crane and Spreader Bar, position the engine and transaxle together. Install the 6 engine-to-bellhousing bolts.
    - Tighten to 48 Nm (35 lb-ft).



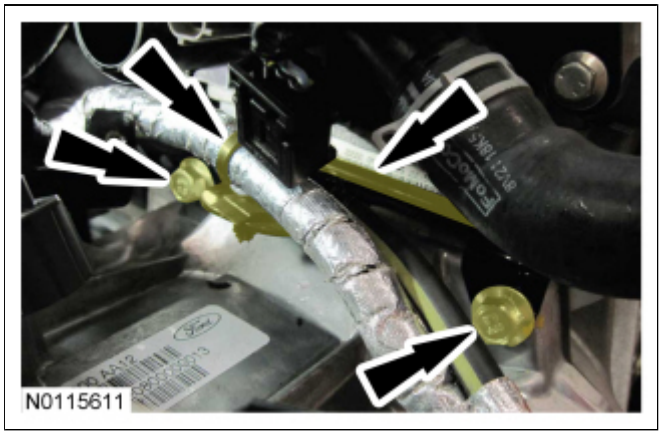
2. Using the Floor Crane and Spreader Bar, raise the engine and transaxle assembly onto the lift table.



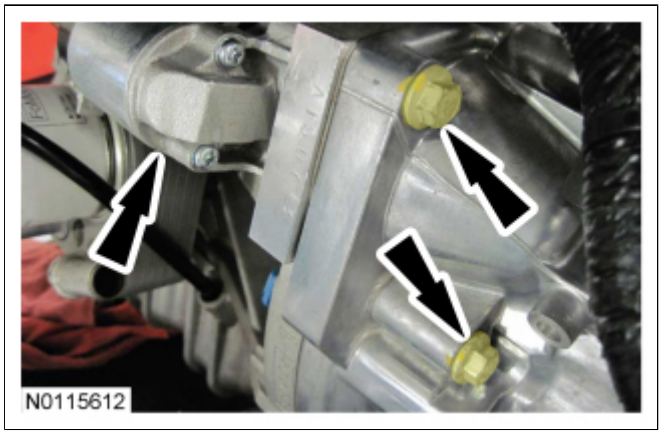
3. Using the Powertrain Lift and Adjustable Grip Arms, secure the engine and transaxle assembly to the lift table.



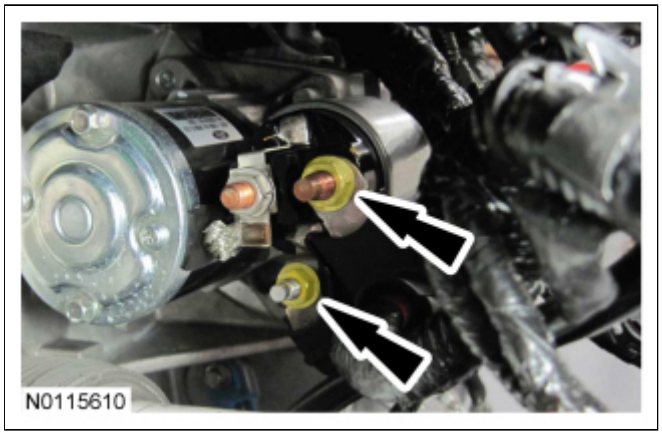
4. Install the 2 upper bellhousing-to-engine bolts and bracket.
    - Tighten to 48 Nm (35 lb-ft).
    - Attach the wiring harness pin-type retainer to the bracket.



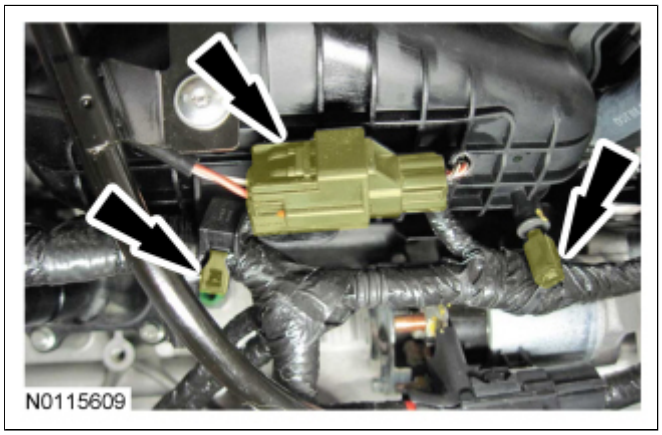
5. Install the starter motor and the 3 bolts (2 shown).
    - Install the 3 bolts finger-tight.
    - Tighten the 2 upper bolts to 48 Nm (35 lb-ft).
    - Tighten the lower bolt to 48 Nm (35 lb-ft).



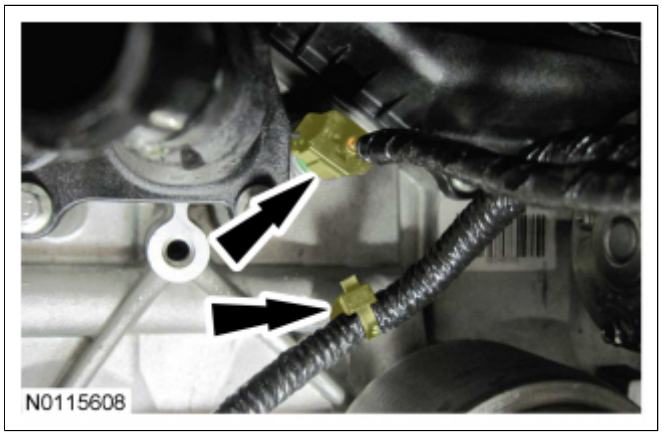
6. Connect the starter motor electrical terminals and install the 2 nuts.
    - Tighten to 10 Nm (89 lb-in).



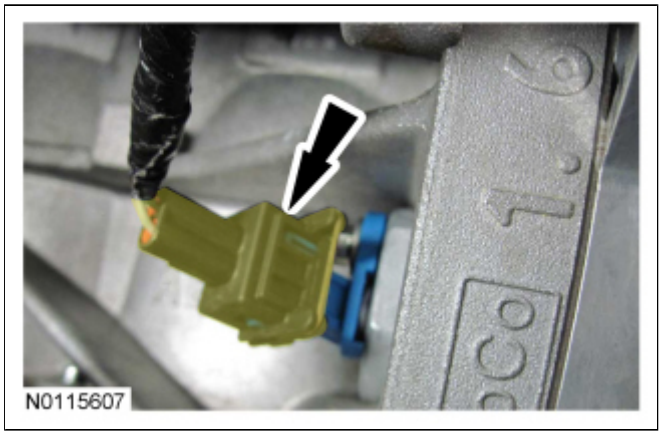
7. Connect the RH Knock Sensor (KS) electrical connector.
    - Attach the 2 wiring harness retainers to the intake manifold.



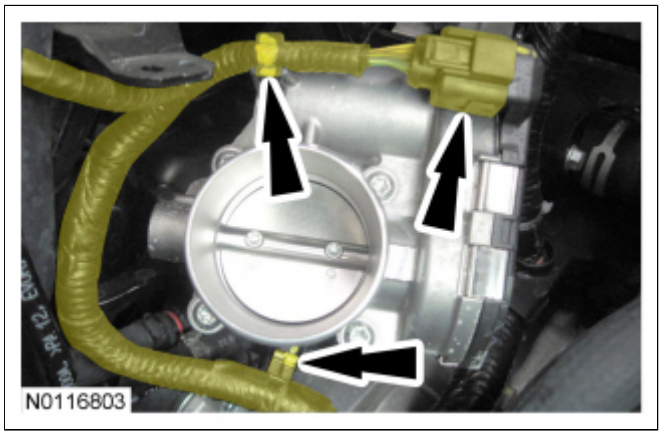
8. Connect the Engine Oil Pressure (EOP) switch electrical connector.
    - Attach the wiring harness retainer to the engine block.



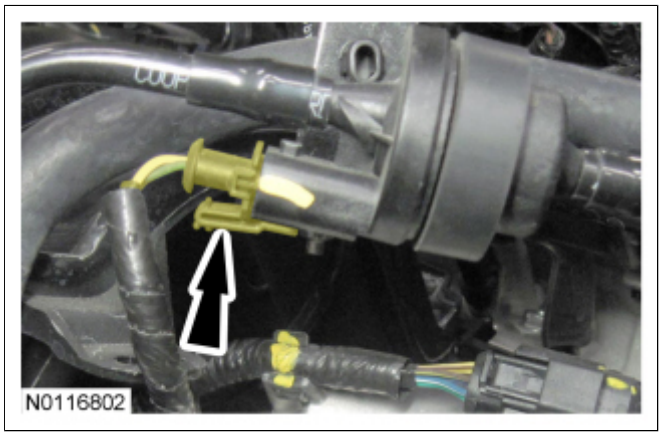
9. Connect the Crankshaft Position (CKP) sensor electrical connector.



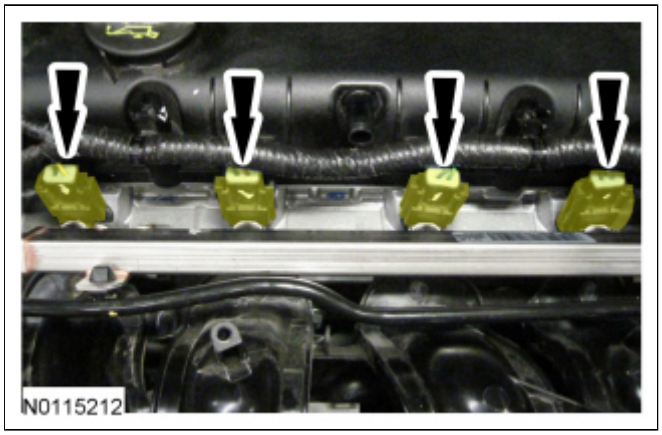
10. Connect the Throttle Body (TB) electrical connector.
    - Attach the 2 wiring harness retainers to the TB .



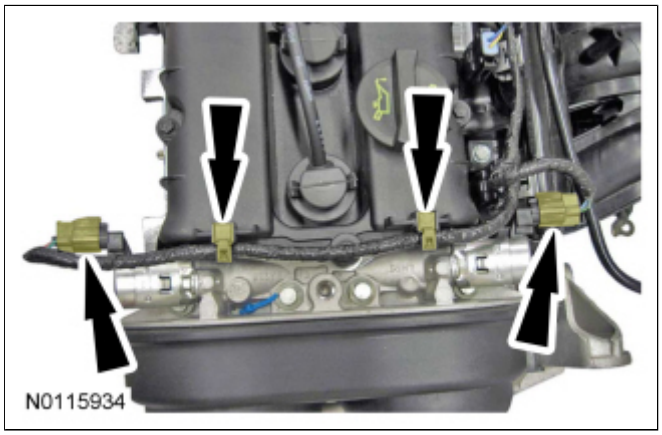
11. Connect the Evaporative Emission (EVAP) canister purge valve electrical connector.



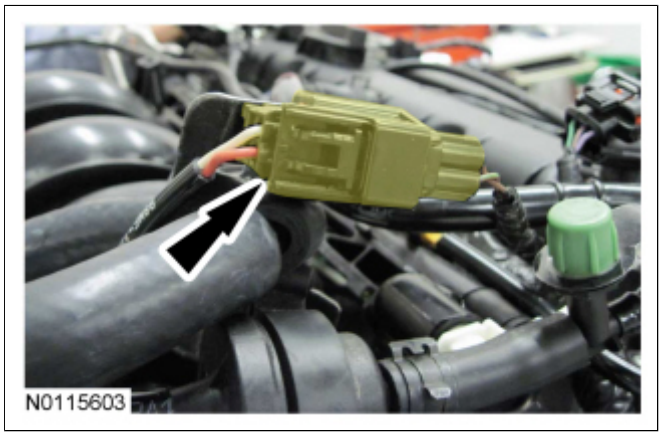
12. Connect the 4 fuel injector electrical connectors.
    - Attach the wiring harness retainers to the valve cover stud bolts.



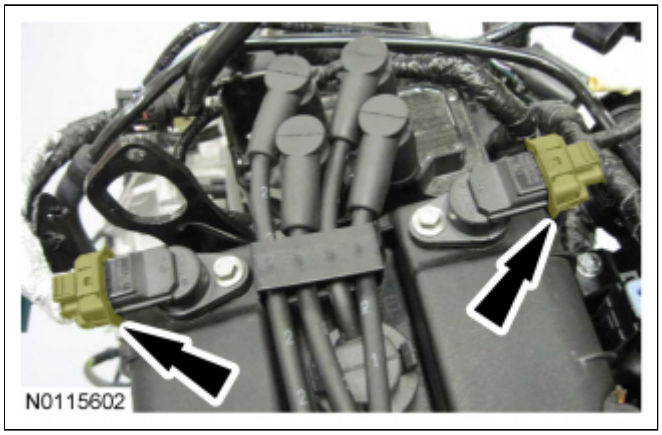
13. Connect the 2 Variable Camshaft Timing (VCT) oil control solenoid electrical connectors.
    - Attach the 2 wiring harness retainers.



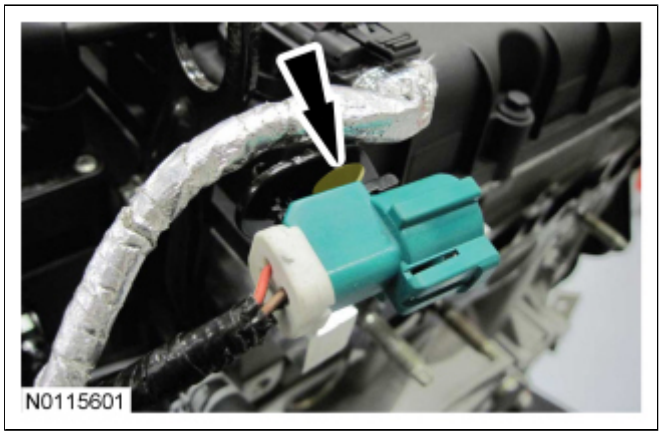
14. Connect and attach the LH KS electrical connector.



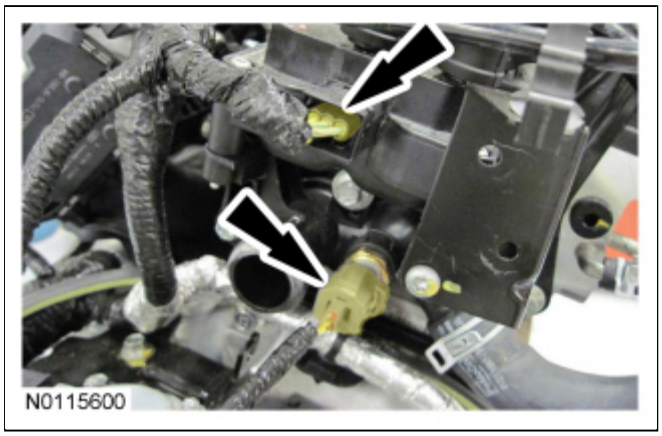
15. Connect the 2 Camshaft Position (CMP) sensor electrical connectors.



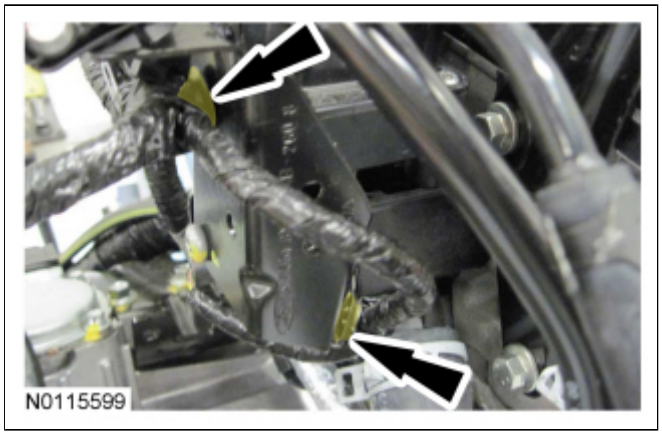
16. Attach the Heated Oxygen Sensor (HO2S) sensor electrical connector pin-type retainer to the bracket.



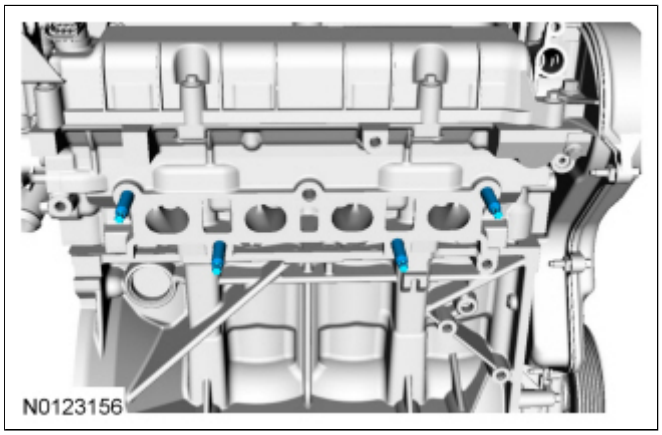
17. Connect the ignition coil and Engine Coolant Temperature (ECT) sensor electrical connectors.



18. Attach the 2 wiring harness retainers to the coolant outlet bracket.

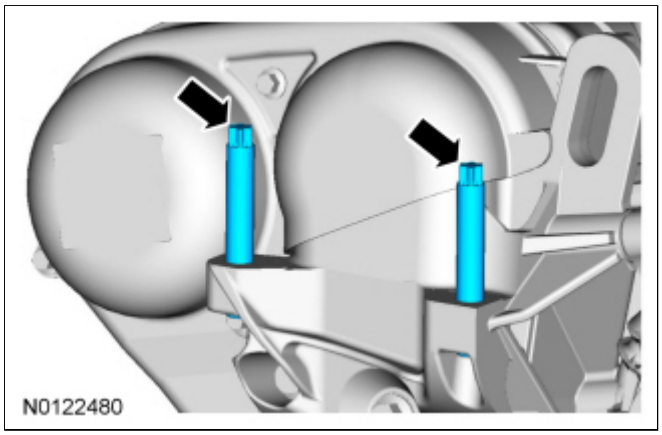


19. Install the 4 new catalytic converter studs.
    - Tighten to 17 Nm (150 lb-in).



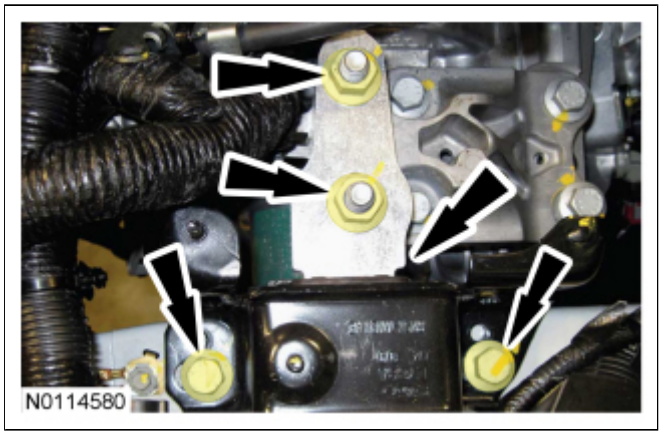
20. ***NOTICE:*** **The engine mount studs must be torqued or damage to the powertrain may occur.**

    Torque the engine mount studs before installing the engine mount nuts.
    - Tighten to 8 Nm (71 lb-in).



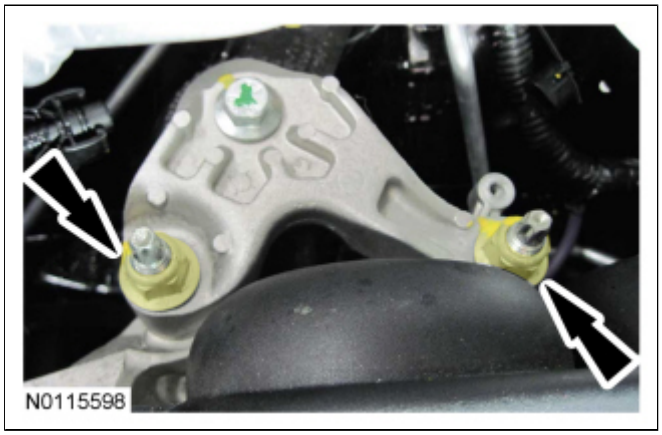
21. Using the lift table, position the engine and transaxle assembly in the vehicle.

22. Align the transaxle support insulator, install and tighten the 2 nuts and 2 bolts.
    - Tighten the 2 nuts to 125 Nm (92 lb-ft).
    - Tighten the 2 bolts to 90 Nm (66 lb-ft).



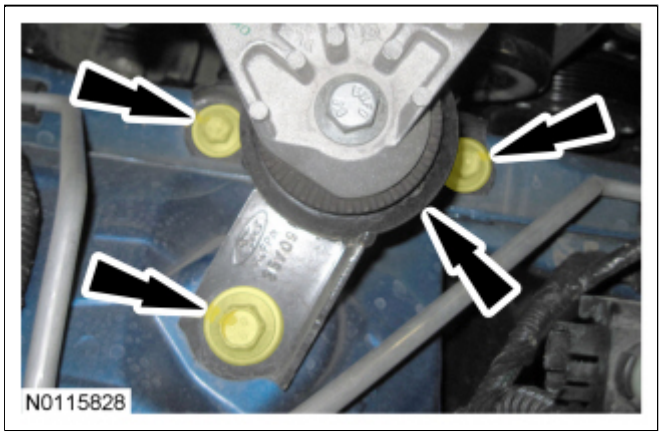
23. **NOTE:** Do not loosen the engine mount center bolt or the engine may become improperly positioned.

    Install the engine mount and the 2 nuts.
    - Tighten the 2 nuts to 80 Nm (59 lb-ft).

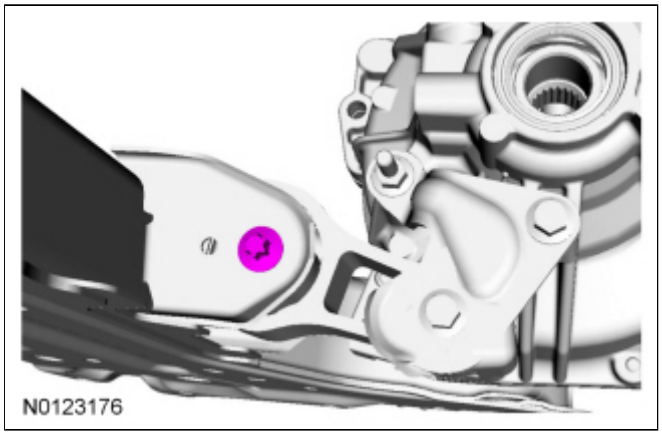


24. Lower the powertrain to the installed position.

25. Install the 3 engine mount bolts.
    - Tighten to 48 Nm (35 lb-ft).

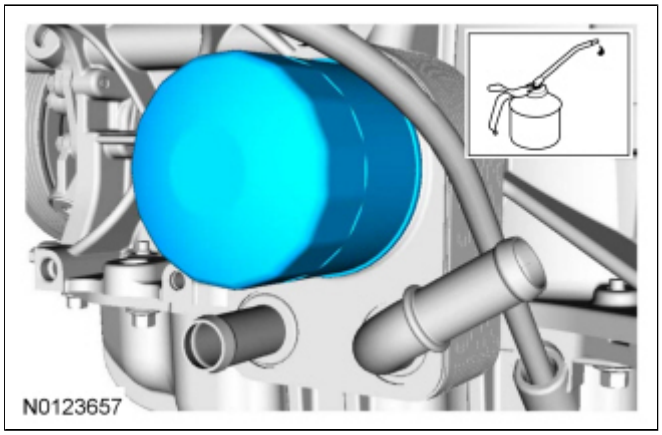


26. Install the transaxle roll restrictor bolt.
    - Tighten to 70 Nm (52 lb-ft).



27. **NOTE:** Lubricate the engine oil filter gasket with clean engine oil prior to installing the oil filter.

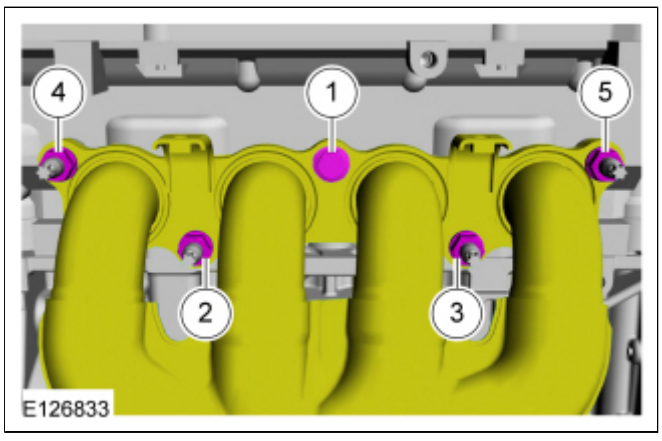
    Install a new engine oil filter.
    - Tighten to 15 Nm (133 lb-in).



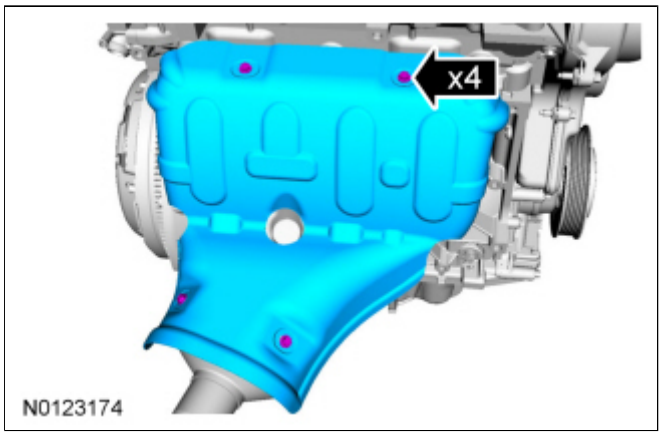
28. If equipped, connect the block heater electrical connector.

29. ***NOTICE:*** **Failure to tighten the catalytic converter manifold fasteners in 20 Nm increments until reaching final torque of 55 Nm will cause the converter to develop an exhaust leak.**

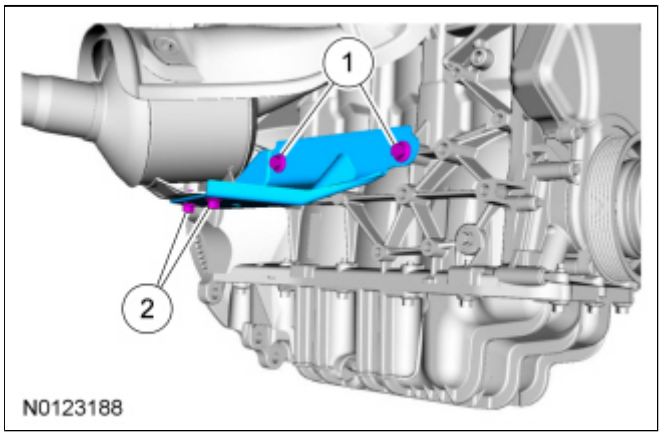
    Tighten the bolt and 4 nuts in the sequence shown, in 3 stages.
    - Stage 1: Tighten all fasteners in sequence to 20 Nm (177 lb-in).
    - Stage 2: Tighten all fasteners in sequence to 40 Nm (30 lb-ft).
    - Stage 3: Tighten all fasteners in sequence to 55 Nm (41 lb-ft).



30. Position the catalytic converter heat shield and install the 4 bolts.
    - Tighten to 10 Nm (89 lb-in).

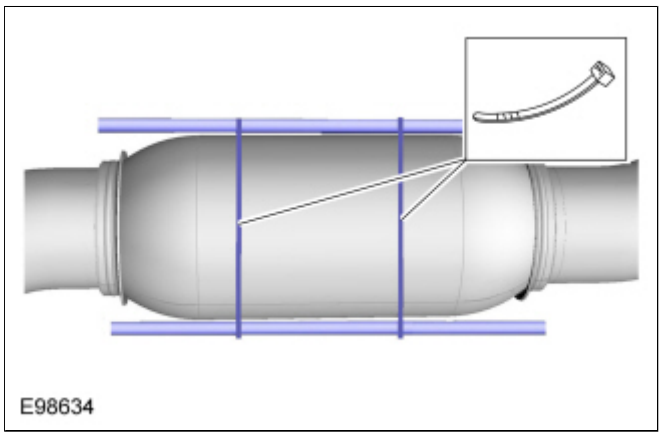


31. Install the lower catalytic converter bracket and the 4 bolts and tighten in sequence shown.
    1. Tighten the catalytic converter bracket-to-engine block bolts to 50 Nm (37 lb-ft).
    2. Tighten the catalytic converter bracket-to-catalytic converter bolts to 25 Nm (18 lb-ft).

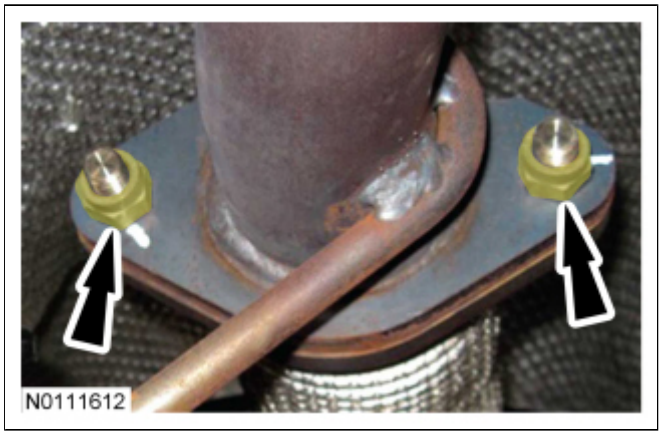


32. ***NOTICE:*** **Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

    Remove the support for the exhaust flexible pipe.



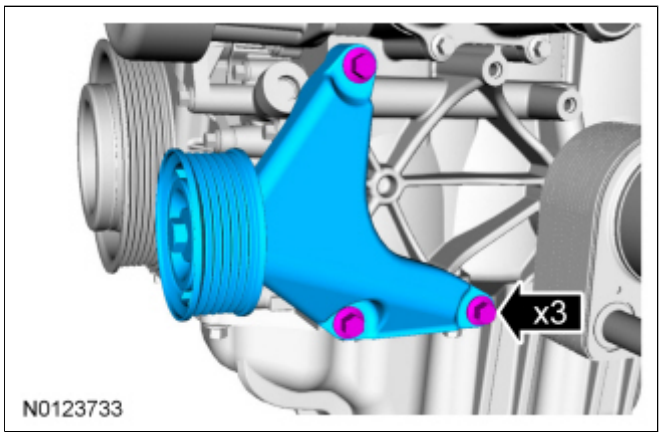
33. Using a new gasket, position the catalytic converter to the muffler and install the 2 catalytic converter nuts.
    - Tighten to 48 Nm (35 lb-ft).



34. Install the Catalyst Monitor Sensor (CMS). For additional information, refer to Section 303-14 .

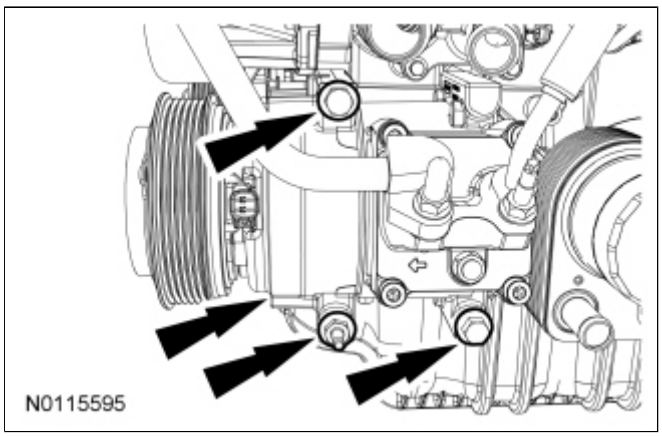
Vehicles without A/C

35. Install the accessory drive belt idler pulley bracket and the 3 bolts.
    - Tighten to 24 Nm (18 lb-ft).

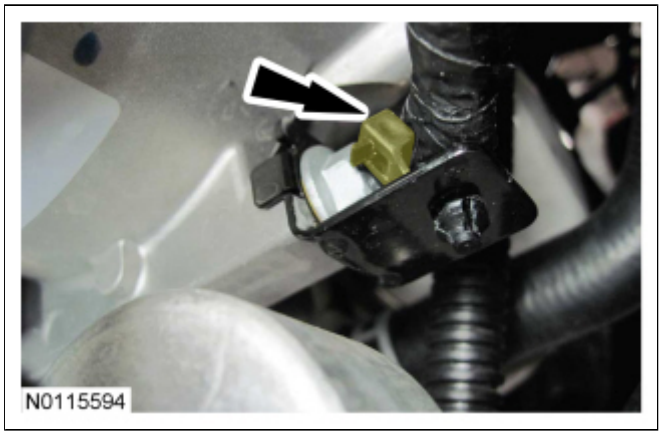


Vehicles with A/C

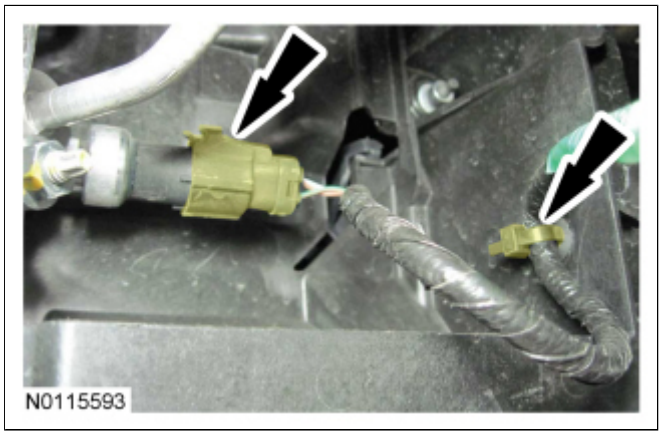
36. Position the A/C compressor and install the 2 bolts and stud bolt.
    - Tighten to 25 Nm (18 lb-ft).



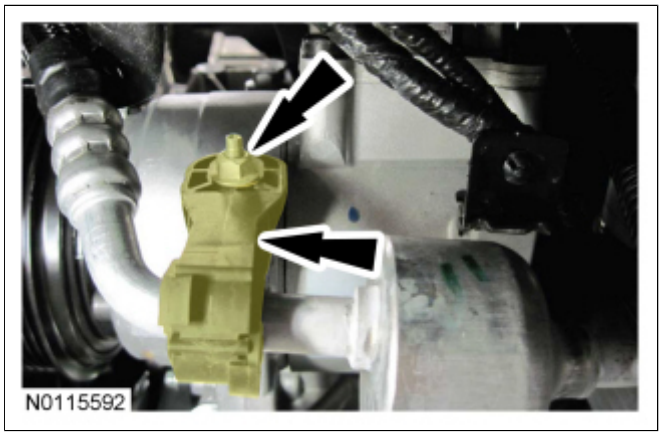
37. Attach the wiring harness retainer to the lower A/C compressor bracket.



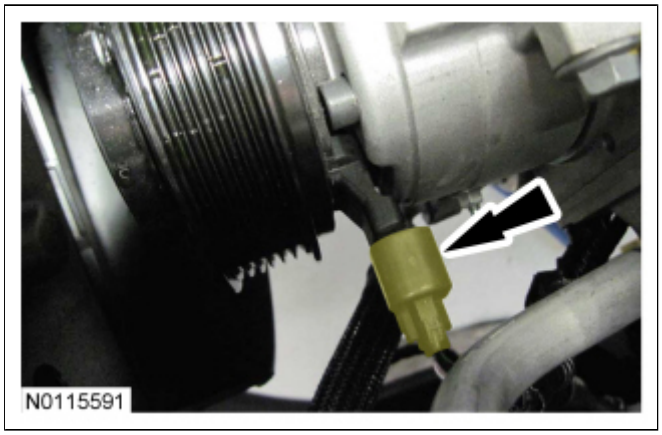
38. Connect the A/C pressure transducer electrical connector.
    - Attach the wiring harness retainer.



39. Position the A/C line bracket and install the nut.
    - Tighten to 9 Nm (80 lb-in).

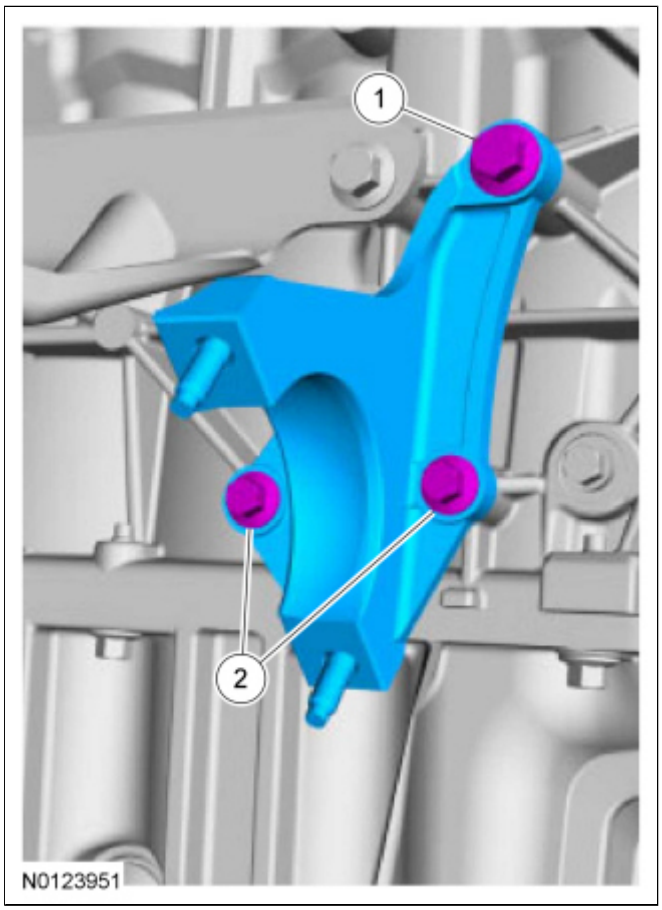


40. Connect the A/C compressor electrical connector.



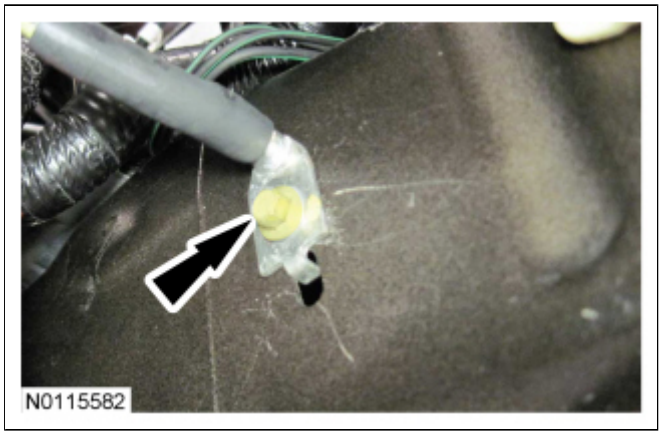
All vehicles

41. Install the halfshaft bracket and the 3 bolts and tighten in sequence shown.
    1. Tighten the top bolt to 48 Nm (35 lb-ft).
    2. Tighten the 2 bottom bolts to 24 Nm (18 lb-ft).

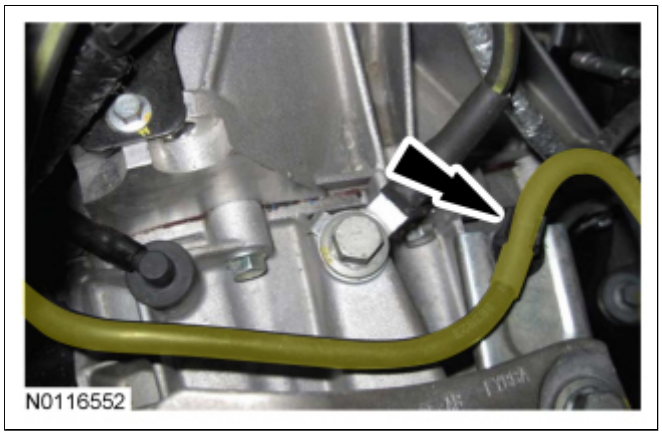


42. Install the RH and LH halfshafts. For additional information, refer to Section 205-04 .

43. Position the engine ground wire and install the bolt.
    - Tighten to 10 Nm (89 lb-in).



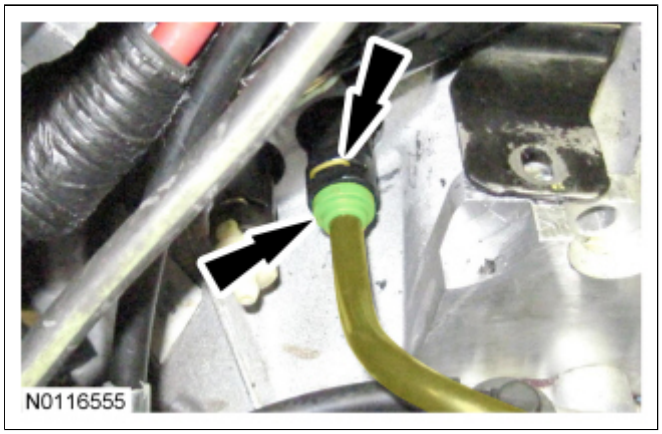
44. Attach the clutch hydraulic hose to the transaxle retainer.



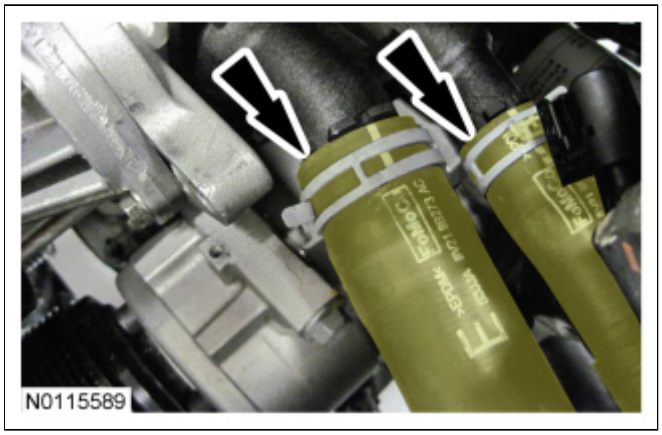
45. **WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.**

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

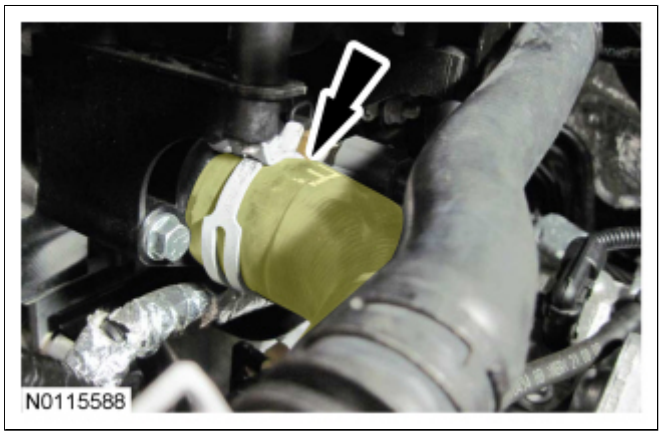
Connect the clutch hydraulic hose and install the clip.



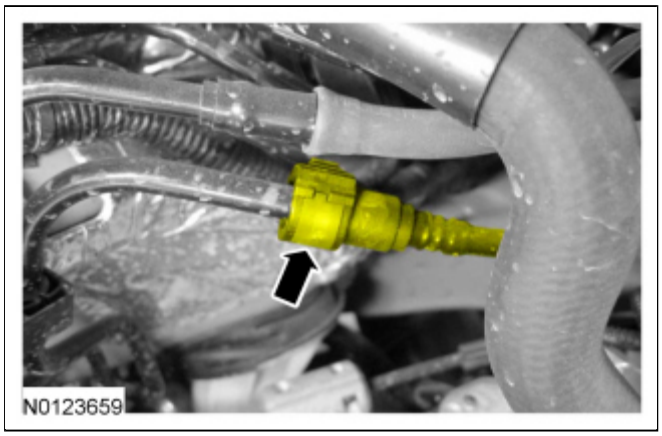
46. Connect the lower radiator hose and coolant hose to the thermostat housing.



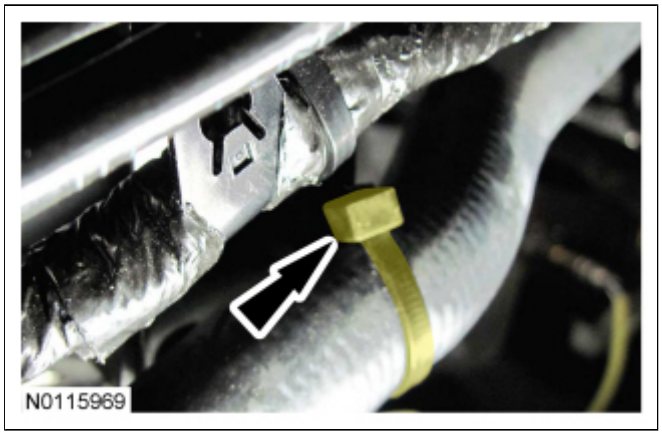
47. Connect the upper radiator hose to the engine.



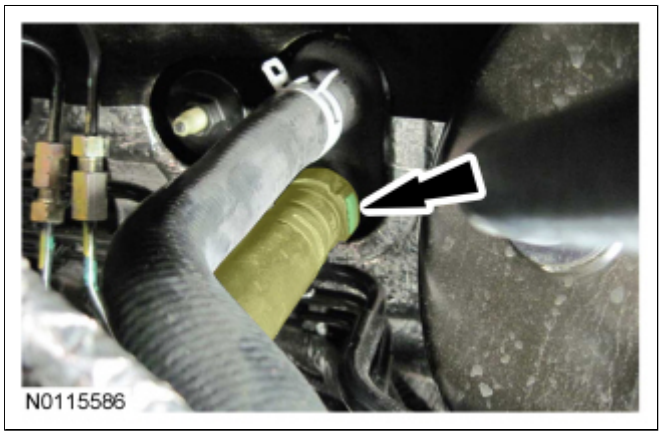
48. Connect the EVAP tube quick connect coupling near the bulk head. For additional information, refer to Section 310-00 .



49. Attach the coolant hose retainer to the coolant outlet bracket.

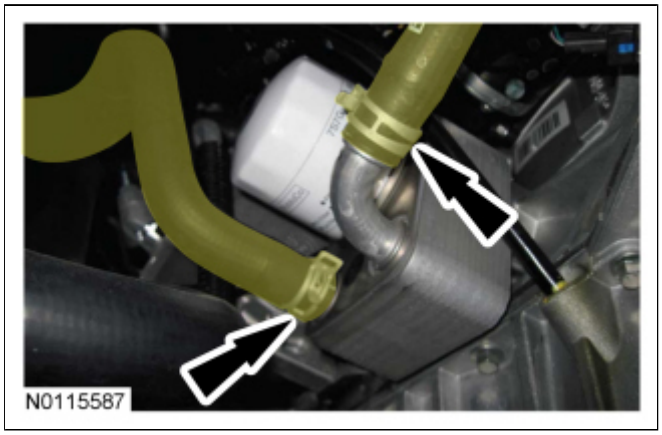


50. Connect the lower heater hose to the heater core.



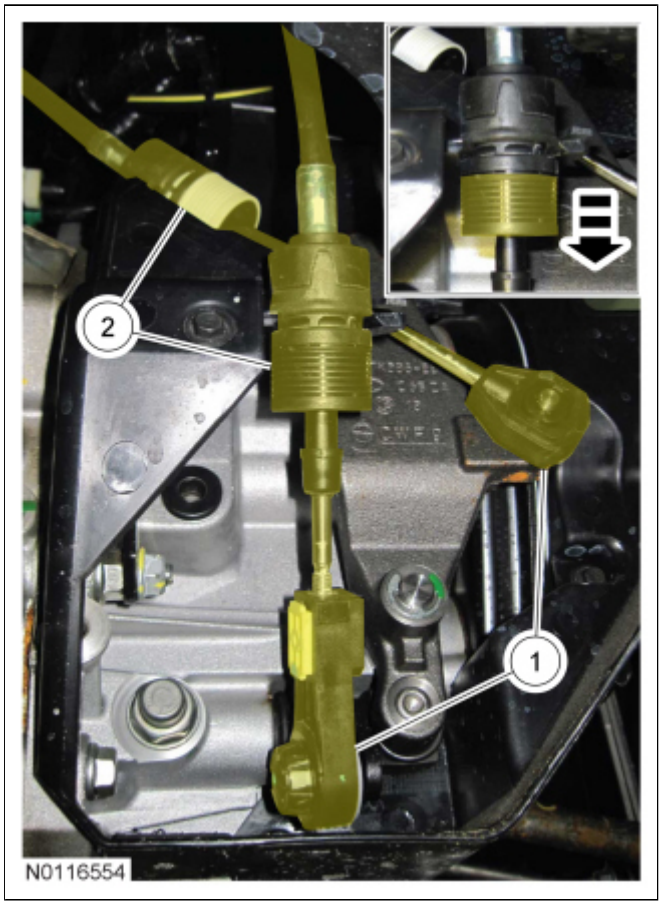
51. Install the HO2S . For additional information, refer to Section 303-14 .

52. Connect the 2 coolant hoses to the engine oil cooler.
    - Attach the oil cooler hose retainer to the upper radiator hose.



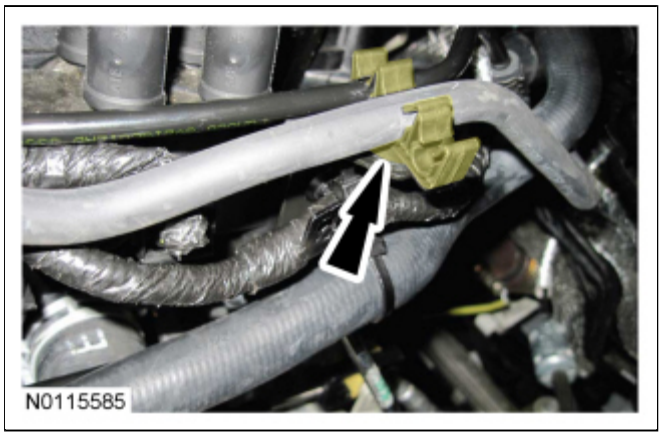
53. Install the cooling fan motor and shroud. For additional information, refer to Section 303-03 .

54. Install the gearshift cables.
    1. Attach the gearshift cables to the transaxle gearshift control levers.
    2. Install the gearshift cable by pulling the lower part of abutment down and installing them in the brackets.

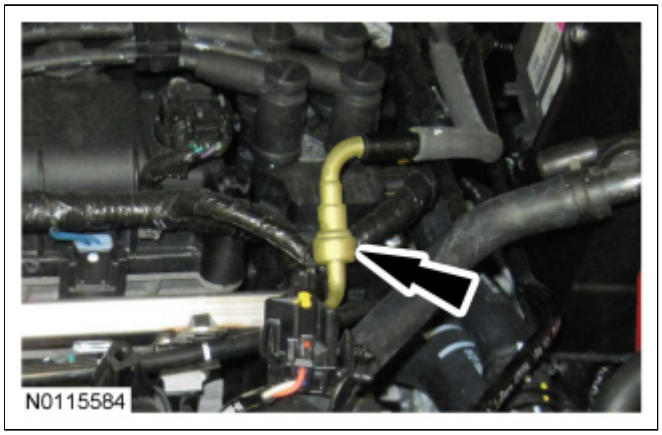


55. Install the generator. For additional information, refer to Section 414-00 .

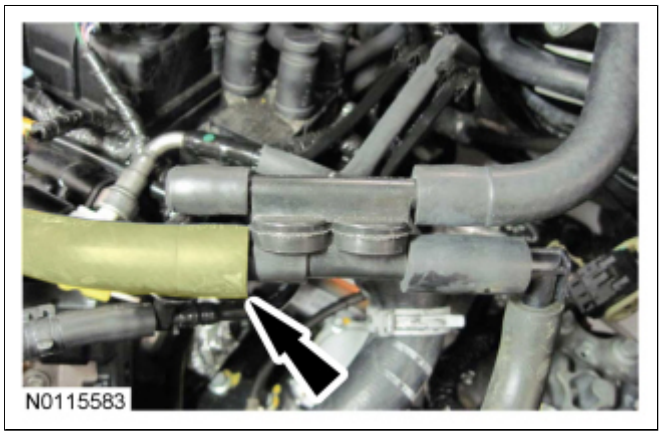
56. Attach the fuel tube to the coolant outlet bracket retainer.



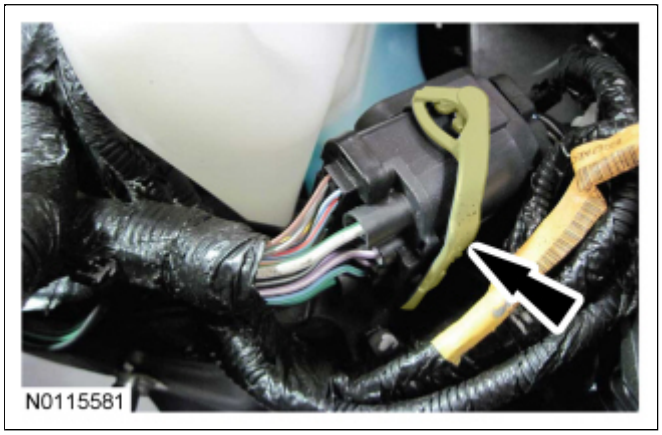
57. Connect the fuel tube spring lock couplings to the fuel rail. For additional information, refer to Section 310-00 .



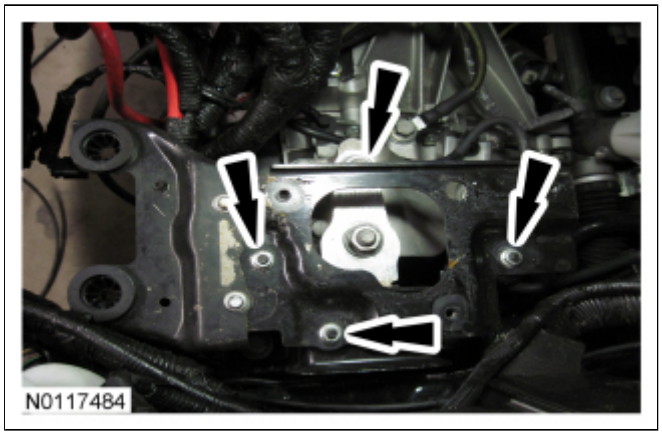
58. Connect the brake booster vacuum hose.



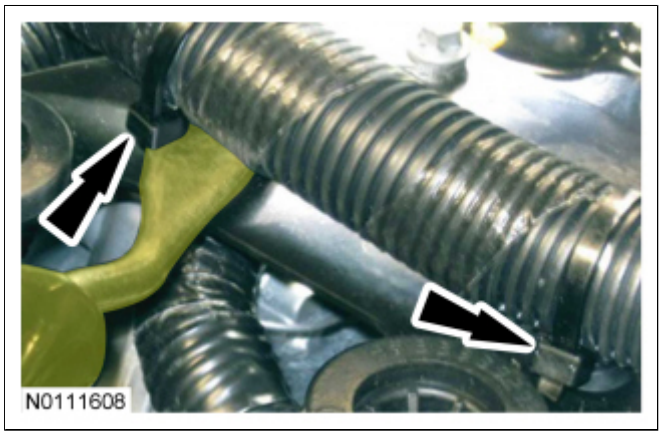
59. Connect the engine harness electrical connector.



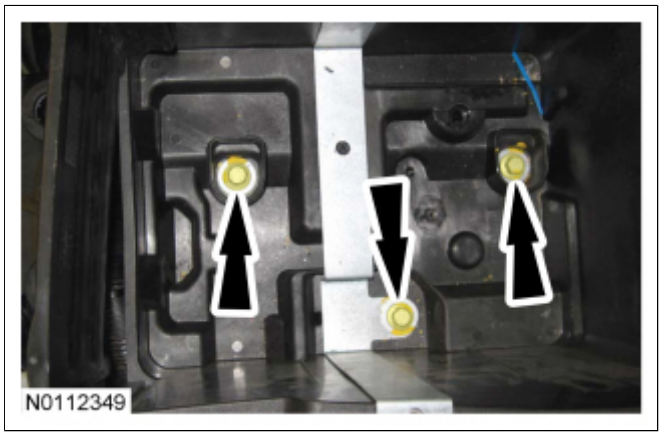
60. Install the battery tray bracket and the 3 battery tray nuts.
    - Attach the 2 wiring harness retainers to the bottom of the battery tray bracket.
    - Tighten nuts and bolt to 10 Nm (89 lb-in).



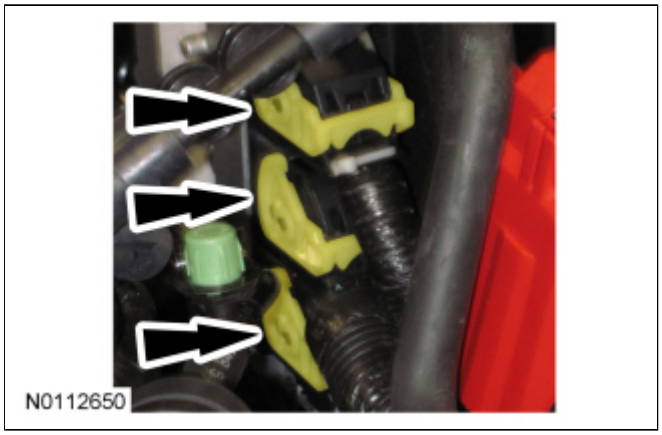
61. Attach the 2 positive battery cable wire harness retainers to battery tray bracket.



62. Install the battery tray and the 3 bolts.
    - Tighten to 10 Nm (89 lb-in).

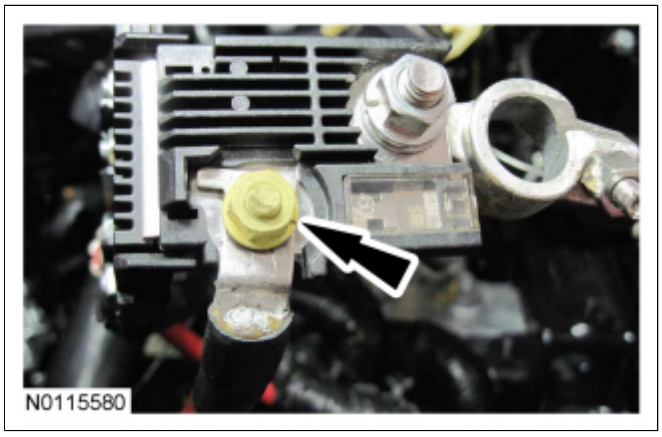


63. Connect the 3 PCM electrical connectors.



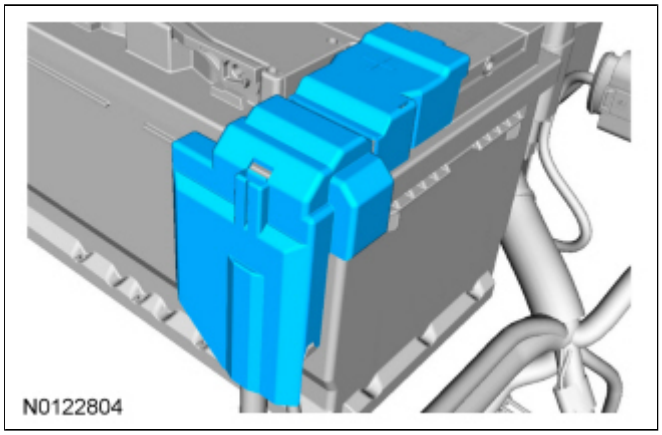
64. Install the PCM cover and the bolt.
    - Tighten to 5.4 Nm (47.8 lb-in).

65. Install the cable and nut to the positive battery cable terminal.
    - Tighten to 10 Nm (89 lb-in).

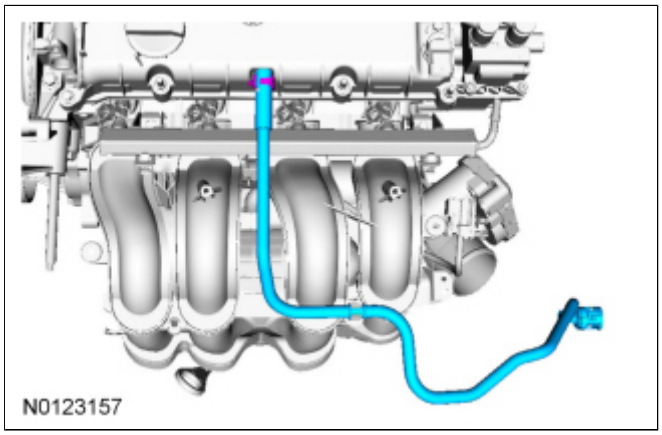


66. Install the battery. For additional information, refer to Section 414-01 .

67. Install the positive battery cable cover.



68. Connect the crankcase vent tube to the valve cover.
    - Attach the crankcase vent tube to the 2 retainers.



69. Install the Air Cleaner (ACL) and ACL outlet pipe. For additional information, refer to Section 303-12 .

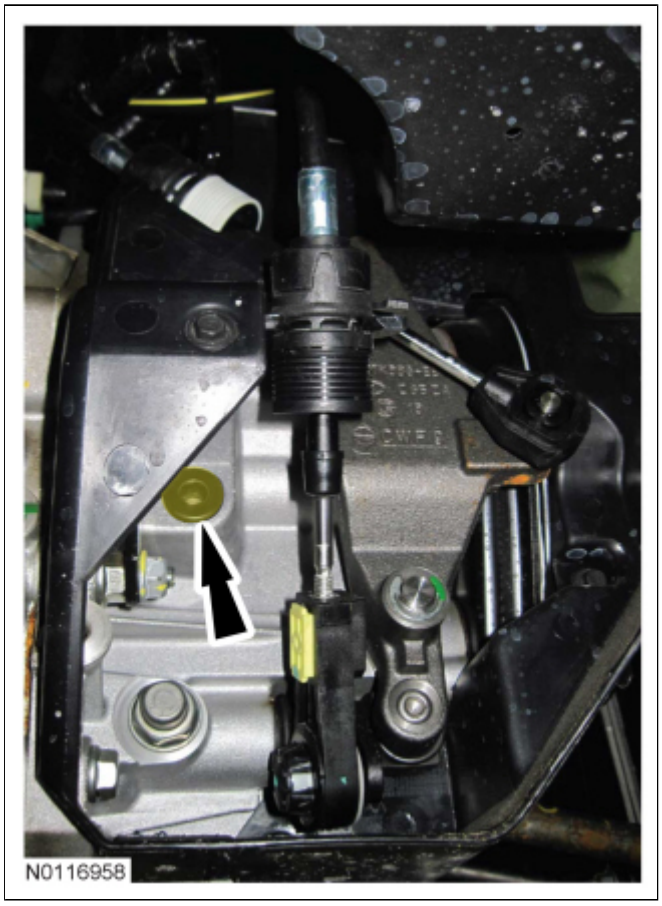
70. Fill the engine with clean engine oil.

71. Install the degas bottle. For additional information, refer to Section 303-03 .

72. Fill the and bleed cooling system. For additional information, refer to Section 303-03 .

73. **NOTE:** Before removing, clean the area around the fill plug.

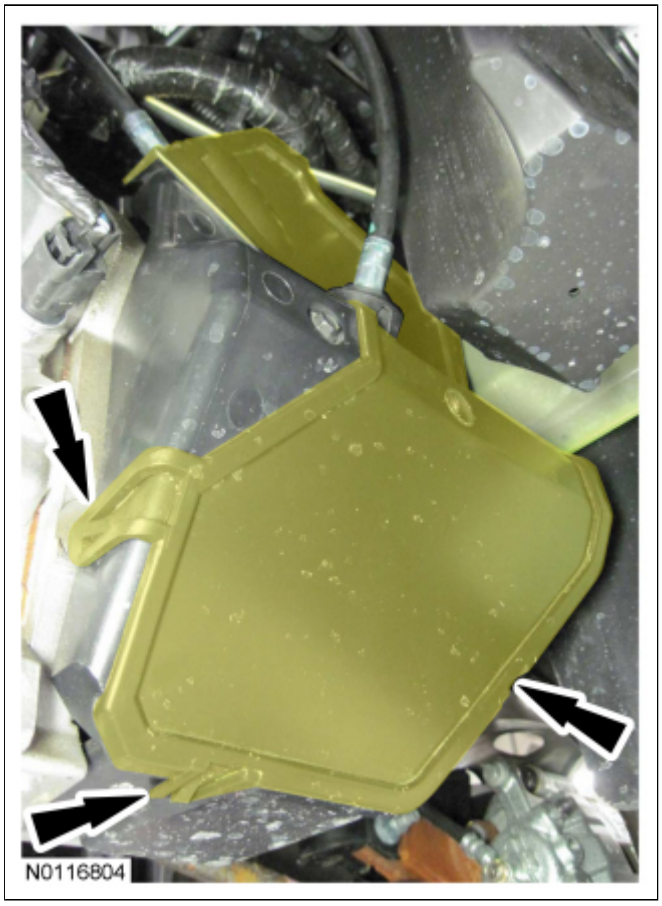
    Remove the fill plug and using a fluid suction gun, fill the transaxle with manual transmission fluid until fluid level is 0.0-5.0 mm (0.0-0.2 in) below the lower edge of the fill hole.
    - Install the fill plug and tighten to 35 Nm (26 lb-ft).



74. Bleed the clutch hydraulic system. For additional information, refer to Section 308-00 .

75. Adjust the gearshift cables. For additional information, refer to Section 308-00 .

76. Install the gearshift cable cover and attach the 7 retainers (2 shown).


N0116804

Material

Item	Specification	Fill Capacity
Motorcraft® Metal Surface Prep ZC-31-A	—	—
Motorcraft® Premium Cooling System Flush VC-1	ESR-M14P7-A	—
Motorcraft® Specialty Orange Engine Coolant VC-3-B (US); CVC-3-B (Canada)	WSS-M97B44-D	5.5L (5.8 qt)

General Specifications

Item	Specification
Pressure Tests	
Complete cooling system maximum pressure	138 kPa (20 psi)
Pressure relief cap	145-159 kPa (21-23 psi)
Radiator (out of vehicle)	138 kPa (20 psi)
Thermostat Opening Temperatures	
Thermostat starts to open	82°C (180°F)
Thermostat fully open	97°C (207°F)

Torque Specifications

Description	Nm	lb-ft	lb-in
A/C compressor bolts and studbolt	24	18	—
A/C tube bracket nut	10	—	89
Accessory drive belt idler pulley bracket bolts	24	18	—
Block heater [a]	3	—	27
Coolant connection bolts	10	—	89
Coolant pump bolts [b]	—	—	—
Coolant pump pulley bolts	20	—	177
Engine mount bolts	48	35	—
Engine mount nuts	80	59	—
Engine mount studs	8	—	71
Engine plug bolt	20	—	177
Timing belt cover bolts	9	—	80
Timing belt tensioner bolt	20	—	177

[a] V-lock design only. Do not install or reinstall a split ring design block heater. Refer to the procedure.

[b] Refer to the procedure.

Engine Cooling

NOTICE: **The engine cooling system is filled with Motorcraft® Specialty Orange Engine Coolant. Do not mix coolant types. Mixing coolant types degrades the corrosion protection of Motorcraft® Specialty Orange Engine Coolant. Failure to follow these instructions may damage the engine or cooling system.**

NOTE: During normal vehicle operation, Motorcraft Specialty Orange Engine Coolant may change color from orange to pink or light red. As long as the engine coolant is clear and uncontaminated, this color change does not indicate the engine coolant has degraded nor does it require the engine coolant to be drained, the system to be flushed, or the engine coolant to be replaced.

The cooling system components include the:

- radiator
- cooling fan motor and shroud
- degas bottle
- radiator drain valve
- coolant pump
- thermostat housing
- block heater (if equipped)

The engine uses a cold side thermostat. This means the thermostat is located at the lower radiator hose connection to the engine, where coolant enters the engine after being cooled by the radiator. During initial warm-up, the cooler coolant from the radiator quickly closes the thermostat after the warm coolant in the engine opens the thermostat slightly. The thermostat opens and closes several times before the coolant coming from the radiator is warm enough to allow the thermostat to remain open. The engine must run much longer than a vehicle with a hot side thermostat before the thermostat remains fully opened.

Engine coolant provides freeze protection, boil protection, corrosion protection and cooling efficiency to the engine and cooling components. In order to obtain these protections, maintain the engine coolant at the correct concentration and fluid level in the degas bottle.

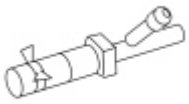
When adding engine coolant, use a 50/50 mixture of engine coolant and distilled water. A coolant concentration of 50% will provide freeze point protection down to -37°C (-34°F).

To maintain the integrity of the coolant and the cooling system:

- Add Motorcraft® Specialty Orange Engine Coolant or equivalent meeting Ford specification WSS-M97B44-D (orange color).
- Do not add or mix with any other engine coolant. Mixing coolants degrades the coolant corrosion protection.
- Do not add alcohol, methanol, brine or any engine coolants mixed with alcohol or methanol antifreeze. These can cause engine damage from overheating or freezing.
- Ford Motor Company does NOT recommend the use of recycled engine coolant in vehicles originally equipped with Motorcraft® Specialty Orange Engine Coolant since a Ford-approved recycling process is not yet available.

Engine Cooling

Special Tool(s)

ST3106-A	3-Way HD Antifreeze Coolant Test Kit 328-00001 or equivalent
ST1720-A	Coolant/Battery Refractometer ROB75240 or equivalent
 ST3280-A	D-Gas Adapter 300-OTC014-R1068 or equivalent
ST3281-A	Radiator Tester STN12270 or equivalent
ST3254-A	UView® Combustion Leak Tester UVU560000-R
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware or equivalent scan tool

Material

Item	Specification
Motorcraft® Specialty Orange Engine Coolant VC-3-B (US); CVC-3-B (Canada)	WSS-M97B44-D

Principles of Operation

Engine coolant flows primarily from the engine to the radiator circuit and back to the coolant pump. Coolant is sent from the coolant pump through the engine block and cylinder heads. A separate circuit from the engine also feeds the heater core with coolant. The coolant pump is operated by engine rotation through a pulley which is driven by the accessory drive belt to circulate the coolant. The coolant thermostat is a control valve actuated by coolant temperature. When the thermostat is closed, coolant flow bypasses the radiator circuit and returns to the coolant pump. When the thermostat is opened, coolant flows through the radiator circuit to transfer engine generated heat to the outside air.

The degas bottle removes air from the cooling system, allows for coolant expansion and system pressurization, replenishes coolant to the cooling system and serves as the location for service fill.

The cooling fan draws air through the radiator to help cool the system coolant as it passes through the radiator.

The thermostat monitor is a function of the PCM and is designed to verify correct thermostat operation. The monitor executes once per drive cycle and has a monitor run duration of 300-800 seconds. If a malfunction occurs, DTC P0125 or P0128 is set, and the Malfunction Indicator Lamp (MIL) is illuminated.

Inspection and Verification

WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

NOTICE: **The engine cooling system is filled with Motorcraft® Specialty Orange Engine Coolant. Always fill the cooling system with the manufacturer's specified coolant. Chemically flush the cooling system if a non-specified coolant has been used. Refer to Cooling System Flushing in this section. Failure to follow these instructions may damage the engine or cooling system.**

NOTE: During normal vehicle operation, Motorcraft Specialty Orange Engine Coolant may change color from orange to pink or light red. As long as the engine coolant is clear and uncontaminated, this color change does not indicate the engine coolant has degraded nor does it require the engine coolant to be drained, the system to be flushed, or the engine coolant to be replaced.

NOTE: Vehicles have the pressure relief cap on the degas bottle and no radiator cap.

1. Verify the customer concern.
2. Visually check the engine coolant level at the degas bottle when the system is cold.
3. Make sure the pressure relief cap is installed correctly.
4. Record any cooling system DTCs retrieved. Refer to the PCM DTC chart in this section for DTC descriptions.
5. **NOTE:** Take note of any coolant odor or steam coming from cooling system components.

   If the system coolant is filled correctly and no DTCs associated with fail-safe cooling are retrieved, verify the customer concern by operating the engine to duplicate the condition.
6. Visually inspect for obvious signs of any mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical

• Leaks or weeps at:
  ▪ Hoses
  ▪ Tubes
  ▪ Clamp joints
  ▪ Gaskets
  ▪ O-rings
  ▪ Thermostat coolant connection
  ▪ Radiator
  ▪ Pressure relief cap
  ▪ Coolant pump
  ▪ Oil cooler (may leak internally or externally)
  ▪ Heater core (wet floor or coolant odor in vehicle)
  ▪ Degas bottle
  ▪ Cylinder block core plugs
  ▪ Cylinder head core plugs
  ▪ Block heater (if equipped)
 	
• Cracked or damaged:
  ▪ Hoses
  ▪ Tubes
  ▪ Hose clamps
  ▪ Thermostat coolant connection
  ▪ Radiator
  ▪ Pressure relief cap
  ▪ Cooling fan
  ▪ Coolant pump
  ▪ Oil cooler
  ▪ Degas bottle
  ▪ Cylinder block core plugs
  ▪ Cylinder head core plugs
  ▪ Block heater (if equipped)
• Restricted airflow through the A/C condenser/radiator
• Drive belt loose, worn or installed incorrectly
• Broken or weak drive belt tensioner
• Excessive white or light gray exhaust smoke (may have burnt coolant odor)
• Coolant in engine oil
• Engine oil in coolant
	• Inoperative or damaged:
	  ▪ Electric cooling fan
	  ▪ Wiring, connectors, relays or modules
	  ▪ Cylinder Head Temperature (CHT) sensor
	  ▪ Vehicle Speed Sensor (VSS)

7. If the inspection reveals an obvious concern that can be readily identified, repair it as necessary. Test the system for normal operation.

8. Inspect the coolant condition.
    1. Inspect the coolant color.
        - Discoloration may indicate that incorrect coolant may have been added to the system. Use of incorrect (green or yellow in color) coolant degrades the corrosion protection of Motorcraft® Specialty Orange Engine Coolant. Addition of Motorcraft® Specialty Green Engine Coolant may cause the color to appear to be a murky green-brown color. The addition of Motorcraft® Premium Gold Engine Coolant, however, may not change the color or appearance of the orange colored coolant. Detection of contamination with Motorcraft® Premium Gold Engine Coolant is determined by the presence of nitrite. If contamination with Motorcraft® Premium Gold Engine Coolant is suspected, test the coolant with the 3-Way HD Antifreeze Coolant Test Kit. Follow the directions on the packaging. If the incorrect coolant has been added to the cooling system, flush the system and refill with the correct mixture of distilled water and Motorcraft® Specialty Orange Engine Coolant. Refer to Cooling System Flushing in this section.
        - A darker orange with the presence of debris could indicate a commercially available stop leak may have been used and could result in loss of coolant flow to critical

parts of the engine. If sediment is present, flush the system and refill with the correct mixture of distilled water and Motorcraft® Specialty Orange Engine Coolant. Refer to Cooling System Flushing in this section.
- A light or reddish brown color indicates that rust may be present in the cooling system. Flush the system and refill with the correct mixture of distilled water and Motorcraft® Specialty Orange Engine Coolant. Refer to Cooling System Flushing in this section.
- An iridescent sheen on top of the coolant could indicate a trace of oil is entering the system. For engine diagnosis, refer to Section 303-00 . Flush the system and refill with the correct mixture of distilled water and Motorcraft® Specialty Orange Engine Coolant. Refer to Cooling System Flushing in this section.
- A milky brown color may indicate that engine oil is entering the cooling system. Pressure test the cooling system. Refer to component tests in this section. If engine oil is suspected, the cause of the leak may be internal to the engine. For engine diagnosis, refer to Section 303-00 . Flush the system and refill with the correct mixture of distilled water and Motorcraft® Specialty Orange Engine Coolant. Refer to Cooling System Flushing in this section.

2. If the engine coolant appearance is acceptable, test the engine coolant freezing point range with the Coolant/Battery Refractometer. The freezing point should be in the range of -50°C to -26°C (-58°F to -15°F). If the vehicle is driven in cold climates less than -37°C (-34°F), it may be necessary to increase the coolant concentration to get adequate freeze protection. Recommended coolant concentration is 50/50 ethylene glycol to distilled water.
   - Maximum coolant concentration is 60/40 for cold weather areas.
   - Minimum coolant concentration is 40/60 for warm weather areas.
3. Adjust coolant range and level if necessary:
   - If coolant is low, add specified coolant mixture only.
   - If the engine coolant tests too weak, remove some of the engine coolant and add undiluted engine coolant until the readings are within acceptable levels.
   - If the engine coolant tests strong, remove some of the engine coolant and add distilled water until the readings are within acceptable levels.

9. If an obvious cause for an observed or reported concern is found, correct the cause and test the system for normal operation before proceeding to the next step.

10. **NOTE:** Make sure to use the latest scan tool software release.

    If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

11. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

    If the scan tool does not communicate with the VCM :
    - check the VCM connection to the vehicle.
    - check the scan tool connection to the VCM .
    - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

12. If the scan tool does not communicate with the vehicle:
    - verify the ignition key is in the ON position.
    - verify the scan tool operation with a known good vehicle.
    - refer to Section 418-00 to diagnose no response from the PCM.

13. Carry out the network test.
    - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
    - If the network test passes, retrieve and record Continuous Memory Diagnostic Trouble Codes (CMDTCs).

14. Clear the continuous DTCs and carry out the self-test diagnostics PCM.

15. If the DTCs recovered are related to the concern, go to the PCM DTC Chart. For all other PCM DTCs, refer to Section 303-14 .

16. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Chart

PCM DTC Chart

DTC	Description	Action
P0125	Insufficient Coolant Temp For Closed Loop Fuel Control	GO to Pinpoint Test C .
P0128	Coolant Thermostat (Coolant Temp Below Thermostat Regulating Temperature)	GO to Pinpoint Test C .
P0480	Fan 1 Control Circuit	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0481	Fan 2 Control Circuit	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0691	Fan 1 Control Circuit Low	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0692	Fan 1 Control Circuit High	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0693	Fan 2 Control Circuit Low	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0694	Fan 2 Control Circuit High	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
All Other PCM DTCs	—	REFER to Section 303-14 .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• Loss of coolant	• Coolant hoses or tubes • Hose clamps • Coolant pump O-ring seal or gasket • Thermostat O-ring seal or gasket • Thermostat coolant connection • Radiator • Degas bottle • Pressure relief cap • Coolant pump leaking	• GO to Pinpoint Test A .

	from weep hole • Oil cooler (may leak internally or externally) • Heater core • Engine gaskets (may leak internally or externally) • Cylinder block core plugs • Cylinder head core plugs • Block heater (if equipped)	
• The engine overheats	• Low coolant level • External engine coolant leak • Airlock in system • Pressure relief cap installation • Restricted airflow through the A/C condenser/radiator • Internal engine coolant leak • Coolant condition/concentration • Accessory drive components • Non-OEM engine enhancement components • Electric cooling fan • Radiator • Thermostat • Engine Coolant Temperature (ECT) sensor • ECT gauge • Coolant pump • Coolant flow restriction	• GO to Pinpoint Test B .
• The engine does not reach normal operating temperature	• Low coolant level • Thermostat • Electric cooling fan always on • ECT gauge	• GO to Pinpoint Test C .
• The block heater does not operate correctly	• Block heater power cable • Block heater	• CHECK continuity in all 3 power cable circuits. If any circuit measures more than 5 ohms, INSTALL a new power cable. • CHECK the resistance of the block heater. If the resistance does not measure between 12.5 and 17 ohms, INSTALL a new block heater.
• The electric cooling fan is inoperative in one or more speeds or does not operate	• Wiring • Relays • Fuses • Fan control module • Cooling fan motor • Cooling fan resistor	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

correctly		
• The electric cooling fan stays on all the time	• Wiring • Relays	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
• Noisy electric cooling fan operation	• Foreign material contamination • Fan motor	• REMOVE the foreign material from the cooling fan and shroud. TEST the system for normal operation. If still noisy, INSTALL a new cooling fan assembly.
	• Fan blade detached from fan motor	• INSTALL a new cooling fan assembly.

Pinpoint Tests

Pinpoint Test A: Loss of Coolant

Normal Operation

The engine cooling system is a closed system providing for coolant expansion and contraction as well as changes in pressure as coolant warms and cools with engine operation. Various gaskets, seals, hoses and clamps contain coolant within the cooling system and keep other fluids and contaminants from entering the cooling system.

Coolant loss can be attributed to external or internal leaks anywhere within the cooling system.

This pinpoint test is intended to diagnose the following:

- Coolant hoses or tubes
- Hose clamps
- Thermostat coolant connection O-ring seal or gasket
- Thermostat coolant connection
- Coolant pump gasket
- Radiator
- Pressure relief cap
- Coolant pump
- Oil cooler (may leak internally or externally)
- Heater core
- Engine gaskets (may leak internally or externally)
- Degas bottle
- Engine Coolant Temperature (ECT) sensor
- Cylinder block core plugs
- Cylinder head core plugs
- Block heater (if equipped)

PINPOINT TEST A: LOSS OF COOLANT

WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is

hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

Test Step	Result / Action to Take
A1 CARRY OUT INSPECTION AND VERIFICATION • Carry out the Inspection and Verification procedure in this section. • **Were any concerns found?**	**Yes** REPAIR as needed. TEST the system for normal operation. **No** GO to A2 .
A2 CHECK THE ENGINE COOLANT LEVEL **NOTE:** Allow the engine to cool before checking the engine coolant level. • Ignition OFF. • Visually inspect the engine coolant level at the degas bottle. • **Is the engine coolant level within specifications?**	**Yes** GO to A3 . **No** ADJUST the engine coolant level as necessary. GO to A3 .
A3 PRESSURE TEST THE ENGINE COOLING SYSTEM • Pressure test the engine cooling system. Refer to Component Tests, Cooling System Pressure Test in this section. • **Does the engine cooling system leak externally?**	**Yes** REPAIR or INSTALL new components. TEST the system for normal operation. **No** GO to A4 .
A4 CHECK THE ENGINE COOLANT FOR AN INTERNAL LEAK • Inspect the engine coolant in the coolant expansion tank for signs of engine oil. • **Is engine oil evident in the coolant?**	**Yes** GO to Section 303-00 for engine diagnosis. **No** GO to A5 .
A5 CHECK THE ENGINE OIL FOR COOLANT • Remove the oil level indicator from the engine. • **Is coolant evident in the oil?**	**Yes** GO to Section 303-00 for engine diagnosis. **No** GO to A6 .
A6 CHECK THE COOLING SYSTEM FOR COMBUSTION GASES • **NOTE:** Use UView® Combustion Leak Tester part number UVU560000-R or equivalent. • Using a cooling system combustion gas leak tester, following the instructions supplied with the tester, check the coolant for combustion gases. • **Are combustion gases present?**	**Yes** GO to Section 303-00 for engine diagnosis. **No** The cooling system is operational.

Pinpoint Test B: The Engine Overheats

Normal Operation

The engine cooling system maintains the engine temperature during operation. Correct coolant flow through the engine, radiator and remainder of cooling system passages and components is essential to maintaining a correct engine temperature.

Engine coolant flows primarily from the engine to the radiator circuit and back to the coolant pump. Coolant is sent from the coolant pump through the engine block and cylinder heads. A separate circuit from the engine also feeds the heater core with coolant. The coolant pump, operated by engine rotation through a pulley driven by the accessory drive belt circulates the coolant. The coolant thermostat is a control valve actuated by coolant temperature. When the thermostat is closed, coolant flow bypasses the radiator circuit and returns to the coolant pump. When the thermostat is opened, coolant flows through the radiator circuit to transfer engine-generated heat to the outside air.

Engine overheating generally occurs when there is a disruption in the ability to control either coolant flow at the correct rate, the inability to transfer heat from the engine through the coolant (including low coolant) or an inability to transfer engine-generated heat to the outside air through the radiator.

This pinpoint test is intended to diagnose the following:

- Low coolant level
- External engine coolant leak
- Airlock in system
- Pressure relief cap installation
- Restricted airflow through the A/C condenser/radiator
- Internal engine coolant leak
- Coolant condition/concentration
- Accessory drive components
- Non-OEM engine enhancement components
- Electric cooling fan
- Radiator
- Thermostat
- Engine Coolant Temperature (ECT)
- ECT gauge
- Coolant pump
- Coolant flow restriction

PINPOINT TEST B: THE ENGINE OVERHEATS

WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

Test Step	Result / Action to Take
B1 CARRY OUT INSPECTION AND VERIFICATION	
• Carry out the Inspection and Verification procedure in this section. • **Were any concerns found?**	**Yes** REPAIR as needed. TEST the system for normal operation. **No** GO to B2 .
B2 CHECK FOR AN AIRFLOW OBSTRUCTION	
• Check the radiator or A/C condenser for	**Yes**

an external obstruction such as leaves or cardboard. • **Is an obstruction present?**	REMOVE the obstruction. TEST the system for normal operation. **No** GO to B3.
B3 CHECK THE ENGINE COOLANT LEVEL **NOTE:** Allow the engine to cool before checking the coolant level. • Ignition OFF. • Visually check the engine coolant level in the coolant expansion tank. • **Is the engine coolant level within specification?**	**Yes** GO to B4. **No** ADJUST the engine coolant level as necessary. GO to B4.
B4 PRESSURE TEST THE ENGINE COOLING SYSTEM • Pressure test the engine cooling system. Refer to Component Tests, Cooling System Pressure Test in this section. • **Does the engine cooling system leak externally?**	**Yes** REPAIR or INSTALL new components. TEST the system for normal operation. **No** GO to B5.
B5 CHECK THE ENGINE COOLANT FOR AN INTERNAL LEAK • Inspect the engine coolant in the coolant expansion tank for signs of engine oil. • **Is engine oil evident in the coolant?**	**Yes** GO to Section 303-00 for engine diagnosis. **No** GO to B6.
B6 CHECK THE ENGINE OIL FOR COOLANT • Remove the oil level indicator from the engine. • **Is coolant evident in the oil?**	**Yes** GO to Section 303-00 for engine diagnosis. **No** GO to B7.
B7 CHECK THE COOLING SYSTEM FOR COMBUSTION GASES • **NOTE:** Use UView® Combustion Leak Tester part number UVU560000-R or equivalent. • Using a cooling system combustion gas leak tester, following the instructions supplied with the tester, check the coolant for combustion gases. • **Are combustion gases present?**	**Yes** GO to Section 303-00 for engine diagnosis. **No** GO to B8.
B8 CHECK COOLANT CONDITION • Check the coolant for dirt, rust or contamination and check the coolant concentration. • **Is the coolant condition OK?**	**Yes** GO to B9. **No** FLUSH the engine cooling system. REFER to Cooling System Flushing in this section. TEST the system for normal operation.
B9 CHECK THE ELECTRIC COOLING FAN OPERATION • Start the engine. • Place the climate control function selector	**Yes** GO to B10.

in the MAX A/C position and the blower motor switch in the HI position. • **Did the electric cooling fan operate?**	**No** DIAGNOSE the electric cooling fan operation. REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
B10 CHECK THE COOLANT PUMP OPERATION	
• Start the engine. • Allow the engine to run for 30 minutes. Place the climate control function selector in the MAX HEAT position. Feel the heater outlet hose. • **Is the heater outlet hose hot?**	**Yes** GO to B11 . **No** INSTALL a new coolant pump. TEST the system for normal operation.
B11 CHECK THE THERMOSTAT OPERATION	
• Start the engine. • Allow the engine to run for 30 minutes. Feel the lower radiator hose. • **Is the lower radiator hose hot?**	**Yes** CHECK the ECT gauge operation. REFER to Section 413-01 . **No** GO to B12 .
B12 VISUALLY INSPECT THE THERMOSTAT	
• Carry out the Thermostat Visual Inspection in the Component Tests portion of this section. • **Is the thermostat damaged?**	**Yes** INSTALL a new thermostat. TEST the system for normal operation. **No** INSTALL a new thermostat. TEST the system for normal operation. If the engine still overheats, INSTALL a new radiator. TEST the system for normal operation.

Pinpoint Test C: The Engine Does Not Reach Normal Operating Temperature

Normal Operation

The engine cooling system maintains engine temperature during operation. Correct coolant flow through the engine, radiator and remainder of cooling system passages and components is essential to maintaining a correct engine temperature.

Engine coolant flows primarily from the engine to the radiator circuit and back to the coolant pump. Coolant is sent from the coolant pump through the engine block and cylinder heads. A separate circuit from the engine also feeds the heater core with coolant. The coolant pump, operated by engine rotation through a pulley driven by the accessory drive belt, circulates the coolant. The coolant thermostat is a control valve actuated by coolant temperature. When the thermostat is closed, coolant flow bypasses the radiator circuit and returns to the coolant pump. When the thermostat is opened, coolant flows through the radiator circuit in order to transfer engine generated heat to the outside air.

Concerns of engine inability to reach normal operating temperature typically occur when the rate of coolant flow through some coolant circuits (radiator, heater core) is more than expected given the conditions, or when the electric cooling fan operates all of the time. Heat is not allowed to build in the engine because a heat exchanger is removing too much heat, including the radiator, heater core and oil cooler. In addition, perceived concerns that the engine does not reach normal operating temperature can be related to a low coolant level or trapped air which does not allow for hot coolant to be available at the heater core, an inoperative climate control system, or for concerns perceived or related to an incorrect engine temperature gauge indication.

- DTC P0125 (Insufficient Coolant Temp for Closed Loop Fuel Control) — Indicates the Engine Coolant Temperature (ECT) sensor has not achieved the required temperature level to enter closed loop operating conditions within a specified amount of time after starting the engine.
- DTC P0128 (Coolant Thermostat [Coolant Temp Below Thermostat Regulating Temperature]) — Indicates that the thermostat monitor has not achieved the required engine operating temperature within a specified amount of time after starting the engine.

This pinpoint test is intended to diagnose the following:

- Low coolant level
- Thermostat
- ECT indicator system (gauge)
- Engine cooling fan always on

PINPOINT TEST C: THE ENGINE DOES NOT REACH NORMAL OPERATING TEMPERATURE

WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

Test Step	Result / Action to Take
C1 CARRY OUT INSPECTION AND VERIFICATION	
• Carry out the Inspection and Verification procedure in this section. • **Were any concerns found?**	**Yes** REPAIR as needed. TEST the system for normal operation. **No** GO to C2.
C2 CHECK FOR DTCs P0125 or P0128	
• Check for DTC P0125 or P0128. • **Is DTC P0125 or P0128 present?**	**Yes** GO to C3. **No** The cooling system is operational. If an inoperative ECT gauge is suspected, CHECK the ECT gauge operation. REFER to Section 413-01. If an inoperative climate control system is suspected, CHECK the climate control system operation. REFER to Section 412-00. If any other DTCs are retrieved, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
C3 CHECK THE ELECTRIC COOLING FAN OPERATION	
• Allow the engine to cool. • Make sure the A/C switch is OFF. • Start the engine. • Check the electric cooling fan. • **Is the electric cooling fan on all the**	**Yes** DIAGNOSE the electric cooling fan operation. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to C4.

time?	
C4 CHECK THE COOLANT LEVEL	
• **NOTE:** Allow the engine to cool before checking the coolant level. • Visually check the engine coolant level in the coolant expansion tank. • **Is the engine coolant level within specification?**	**Yes** INSTALL a new thermostat. TEST the system for normal operation. **No** GO to Pinpoint Test A to diagnose a coolant leak.

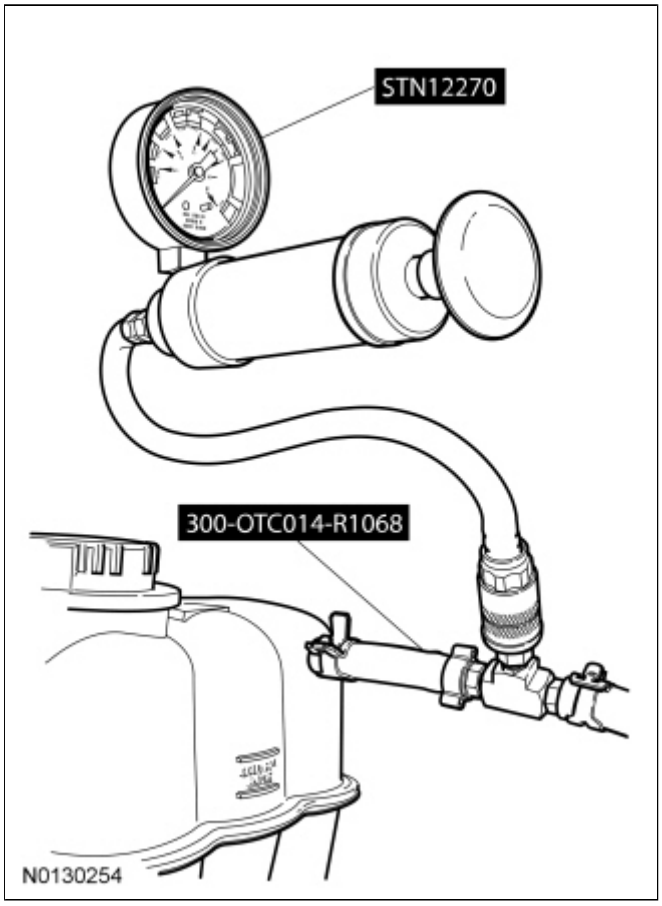
Component Tests

Cooling System Pressure Test

WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

NOTE: Vehicles have the pressure relief cap on the degas bottle and no radiator cap.

1. Turn the engine OFF.
2. Check the engine coolant level. Adjust the coolant level as necessary.
3. Attach the D-Gas Adapter to the degas bottle nipple and overflow hose. Install the Radiator Tester to the quick connect fitting of the D-Gas Adapter.



4. ***NOTICE:*** **Do not pressurize the cooling system beyond the maximum pressure listed in the specifications table in this section or cooling system components may be damaged.**

   NOTE: If the plunger of the pressure tester is pressed too fast, an incorrect pressure reading results.

   Slowly press the plunger of the pressure test pump until the pressure gauge reading stops increasing and note the highest pressure reading obtained. If the pressure reading exceeds the maximum cap pressure listed in the specifications table, install a new pressure relief cap.

5. If the system does not hold pressure, remove the pressure relief cap and wash it in clean water to dislodge all of the foreign material from the gasket. Check the sealing surface in the filler neck of the degas bottle for nicks or cuts. Use fine sandpaper or emery cloth to remove nicks and cuts. Place a shop cloth in the filler neck to prevent debris from falling into the degas bottle. If nicks or cuts are too deep to remove, install a new degas bottle. Install the pressure relief cap.

6. Pressurize the engine cooling system as described in Step 4. Observe the gauge reading for approximately 2 minutes. Pressure should not drop during this time. If the pressure drops, inspect for leaks and repair as necessary.

7. If no leaks are found and the pressure drops, the pressure relief cap may be leaking. Install a new pressure relief cap and retest the system.

8. If no leaks are found after a new pressure relief cap is installed, and the pressure drops, the leak may be internal to the engine. Inspect the coolant for engine oil and the engine oil for coolant. Refer to Section 303-00 to diagnose the engine.

9. Release the system pressure by loosening the pressure relief cap. Check the coolant level and adjust as necessary.

Thermostat

A new thermostat should be installed only after the following tests and checks have been carried out:

- Pinpoint Test A, B or C
- Thermostat Visual Inspection

Thermostat Visual Inspection

1. Remove the thermostat.

2. Examine the thermostat for signs of damage including:
    - Valve not fully seated (light visible through the valve)
    - Foreign material lodged in the main valve
    - Bent or broken frame or flange
    - Bent or broken spring
    - Bent or broken valve or valve stem
    - Wax leaking from wax reservoir or a bulge in the reservoir
    - Any other damage or distortion

3. **NOTE:** If no damage is found during the inspection, do not attempt to open the thermostat using hot water or other heat sources. This method is not an accurate means to test the function of the thermostat and may damage the thermostat.

   If damage is found during the inspection, remove any foreign material or broken pieces and install a new thermostat.

4. If no damage is found during the inspection, continue troubleshooting the system concern. Go to the Symptom Chart for further instructions.

Radiator Leak Test, Removed From Vehicle

NOTICE: **Never leak test an aluminum radiator in the same water that copper/brass radiators are tested in. Flux and caustic cleaners may be present in the cleaning tank and they will damage aluminum radiators.**

NOTE: Clean the radiator before leak testing to avoid contamination of tank.

Leak test the radiator in clean water with air pressurized to the maximum pressure listed in the Specifications.

Cooling System Draining, Filling and Bleeding

Special Tool(s)

ST2818-A	Airlift Cooling System Tester UVU550000 or equivalent

Material

Item	Specification
Motorcraft® Specialty Orange Engine Coolant VC-3-B (US); CVC-3-B (Canada)	WSS-M97B44-D

Draining

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. **WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.**

   NOTICE: **The coolant must be recovered in a suitable, clean container for reuse. If the coolant is contaminated, it must be recycled or disposed of correctly. Using contaminated coolant may damage the engine or cooling system components.**

   NOTE: During normal vehicle operation, Motorcraft Specialty Orange Engine Coolant may change color from orange to pink or light red. As long as the engine coolant is clear and uncontaminated, this color change does not indicate the engine coolant has degraded nor does it require the engine coolant to be drained, the system to be flushed, or the engine coolant to be replaced.

   Release the pressure in the cooling system by slowly turning the pressure relief cap one half turn counterclockwise. When the pressure has been released, remove the pressure relief cap.

3. Place a suitable container below the lower radiator hose.
   - Release the clamp, disconnect the lower radiator hose from the radiator and allow the coolant to drain.

Filling and Bleeding with a Vacuum Cooling System Filler

NOTICE: **The engine cooling system is filled with Motorcraft® Specialty Orange Engine Coolant. Always fill the cooling system with the manufacturer's specified coolant. If a non-specified**

coolant has been used the cooling system must be chemically flushed. Refer to Cooling System Flushing in this section. Failure to follow these instructions may damage the engine or cooling system.

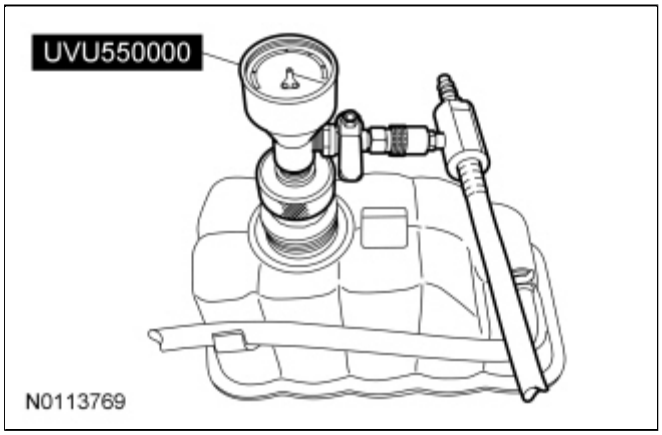
NOTICE: **Engine coolant provides freeze protection, boil protection, cooling efficiency and corrosion protection to the engine and cooling components. In order to obtain these protections, the engine coolant must be maintained at the correct concentration and fluid level in the coolant expansion tank.**

To maintain the integrity of the coolant and the cooling system:

- **Add Motorcraft® Specialty Orange Engine Coolant or equivalent meeting Ford specification WSS-M97B44-D (orange color).**
- **Do not add or mix with any other type of engine coolants. Mixing coolants degrades the coolant's corrosion protection.**
- **Do not add alcohol, methanol or brine, or any engine coolants mixed with alcohol or methanol antifreeze. These can cause engine damage from overheating or freezing.**
- **Ford Motor Company does NOT recommend the use of recycled engine coolant in vehicles originally equipped with Motorcraft® Specialty Orange Engine Coolant since a Ford-approved recycling process is not yet available.**

1. Connect the lower radiator hose to the radiator and position the clamp.

2. Install the vacuum cooling system filler and follow the manufacturer's instructions to fill and bleed the cooling system.
    - Recommended coolant concentration is 50/50 ethylene glycol to distilled water.
    - For extremely cold climates (less than -37°C [-34°F]):
        - It may be necessary to increase the coolant concentration above 50%.
        - NEVER increase the coolant concentration above 60%.
        - Maximum coolant concentration is 60/40 for cold weather areas.
        - A coolant concentration of 60% will provide freeze point protection down to -50°C (-58°F).
        - Engine coolant concentration above 60% will decrease the overheat protection characteristics of the engine coolant and may damage the engine.
    - For extremely hot climates:
        - It is still necessary to maintain the coolant concentration above 40%.
        - NEVER decrease the coolant concentration below 40%.
        - Minimum coolant concentration is 40/60 for warm weather areas.
        - A coolant concentration of 40% will provide freeze point protection down to -26°C (-15°F).
        - Engine coolant concentration below 40% will decrease the corrosion and freeze protection characteristics of the engine coolant and may damage the engine.
    - Vehicles driven year-round in non-extreme climates should use a 50/50 mixture of engine coolant and distilled water for optimum cooling system and engine protection.



Filling and Bleeding without a Vacuum Cooling System Filler

NOTICE: **The engine cooling system is filled with Motorcraft® Specialty Orange Engine Coolant. Always fill the cooling system with the manufacturer's specified coolant. If a non-specified coolant has been used the cooling system must be chemically flushed. Refer to Cooling System Flushing in this section. Failure to follow these instructions may damage the engine or cooling system.**

NOTICE: **Engine coolant provides freeze protection, boil protection, cooling efficiency and corrosion protection to the engine and cooling components. In order to obtain these protections, the engine coolant must be maintained at the correct concentration and fluid level in the coolant expansion tank.**

To maintain the integrity of the coolant and the cooling system:

- **Add Motorcraft® Specialty Orange Engine Coolant or equivalent meeting Ford specification WSS-M97B44-D (orange color).**
- **Do not add or mix with any other type of engine coolants. Mixing coolants degrades the coolant's corrosion protection.**
- **Do not add alcohol, methanol or brine, or any engine coolants mixed with alcohol or methanol antifreeze. These can cause engine damage from overheating or freezing.**
- **Ford Motor Company does NOT recommend the use of recycled engine coolant in vehicles originally equipped with Motorcraft® Specialty Orange Engine Coolant since a Ford-approved recycling process is not yet available.**

1. Connect the lower radiator hose to the radiator and position the clamp.

2. Fill the radiator through the degas bottle until the coolant level is at the max fill line on the degas bottle.
    - Recommended coolant concentration is 50/50 ethylene glycol to distilled water.
    - For extremely cold climates (less than -37°C [-34°F]):
        - It may be necessary to increase the coolant concentration above 50%.
        - NEVER increase the coolant concentration above 60%.
        - Maximum coolant concentration is 60/40 for cold weather areas.
        - A coolant concentration of 60% will provide freeze point protection down to -50°C (-58°F).
        - Engine coolant concentration above 60% will decrease the overheat protection characteristics of the engine coolant and may damage the engine.
    - For extremely hot climates:
        - It is still necessary to maintain the coolant concentration above 40%.
        - NEVER decrease the coolant concentration below 40%.
        - Minimum coolant concentration is 40/60 for warm weather areas.
        - A coolant concentration of 40% will provide freeze point protection down to -26°C (-15°F).
        - Engine coolant concentration below 40% will decrease the corrosion and freeze protection characteristics of the engine coolant and may damage the engine.
    - Vehicles driven year-round in non-extreme climates should use a 50/50 mixture of engine coolant and distilled water for optimum cooling system and engine protection.

3. Install the pressure relief cap.

4. ***NOTICE:*** **If the engine overheats or the fluid level in the coolant expansion tank drops below the min fill line, allow the engine to cool. Once engine is cool, add coolant to the coolant expansion tank to the max fill line. Failure to follow these instructions may damage the engine.**

Start the engine, run and hold at 2,500 rpm for 15 minutes.

5. ***NOTICE:*** **If the engine overheats or the fluid level in the coolant expansion tank drops below the min fill line, allow the engine to cool. Once engine is cool, add coolant to the coolant expansion tank to the max fill line. Failure to follow these instructions may damage the engine.**

   Increase the engine speed to 5,000 rpm and then decrease to idle. Repeat six times.

6. ***NOTICE:*** **If the engine overheats or the fluid level in the coolant expansion tank drops below the min fill line, allow the engine to cool. Once engine is cool, add coolant to the coolant expansion tank to the max fill line. Failure to follow these instructions may damage the engine.**

   Increase the engine speed to 4,000 rpm for ten seconds, then return the engine speed to 2,500 rpm and hold for another ten minutes.

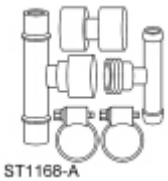
7. Decrease the engine speed to idle, shut the engine off and allow to cool.

8. Check the engine and cooling system for any leaks.

9. Check the coolant level in the degas bottle and fill as necessary.

Cooling System Flushing

Special Tool(s)

ST1167-A	Drain Kit 164-R3662
 ST1168-A	Flush Kit 164-R3658 or equivalent
ST2421-A	Pro Flush and Fill 023-00154 or equivalent

Material

Item	Specification
Motorcraft® Premium Cooling System Flush VC-1	ESR-M14P7-A

1. **WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.**

   Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

2. Remove the thermostat. For additional information, refer to Thermostat in this section.

3. Install the coolant hose connection without the thermostat.
   - Tighten the bolts to 10 Nm (89 lb-in).

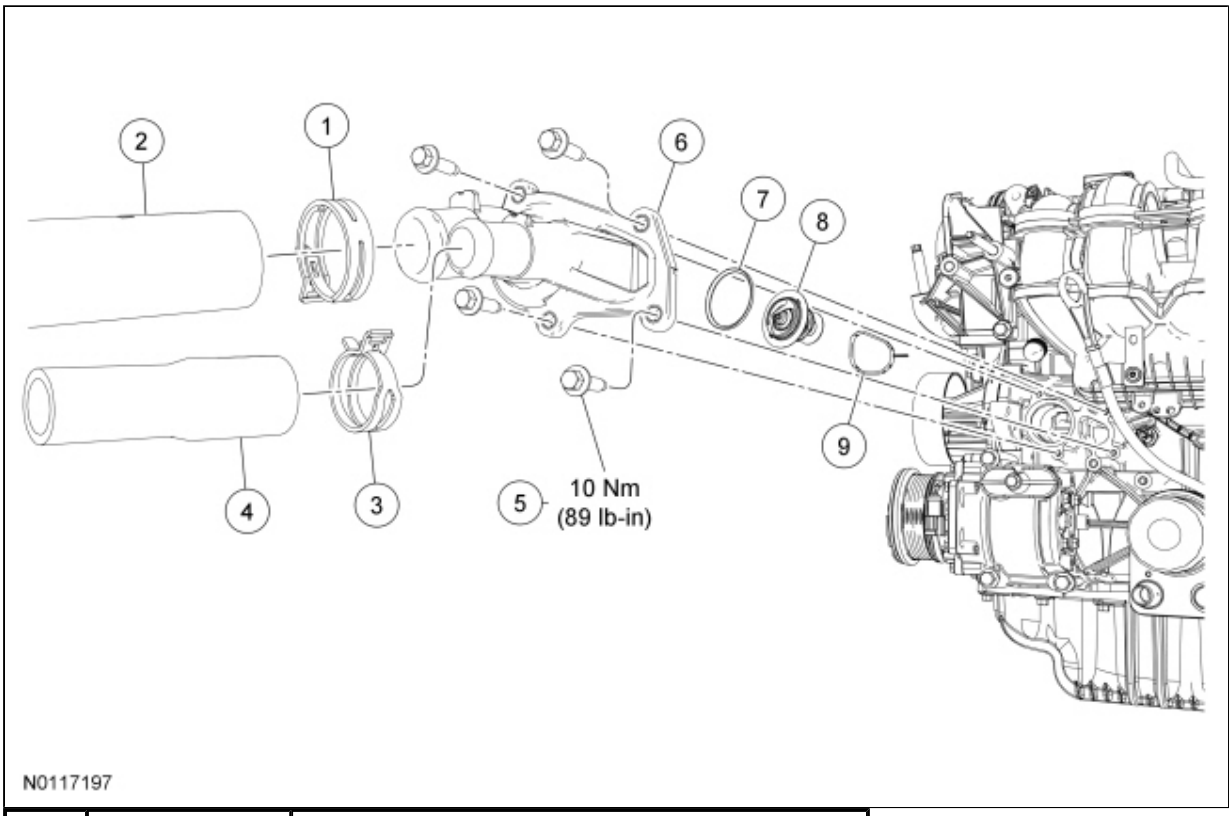
4. **NOTE:** Refer to the cooling system Pro Flush and Fill operating instructions for specific vehicle hook-up.

   Use cooling system Pro Flush and Fill, Flush Kit and Drain Kit to flush the cooling system.
   - Use Motorcraft® Premium Cooling System Flush. Follow the directions on the packaging.

5. Install the thermostat. For additional information, refer to Thermostat in this section.

6. Fill the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Thermostat



Item	Part Number	Description
1	W527338	Lower radiator hose clamp
2	8286	Lower radiator hose
3	W527314	Oil cooler hose clamp
4	8K276	Oil cooler hose
5	W500214	Coolant connection bolt (4 required)
6	8592	Coolant connection
7	8255	Thermostat O-ring seal (part of 8575)
8	8575	Thermostat
9	6840	Coolant connection gasket (part of 8592)

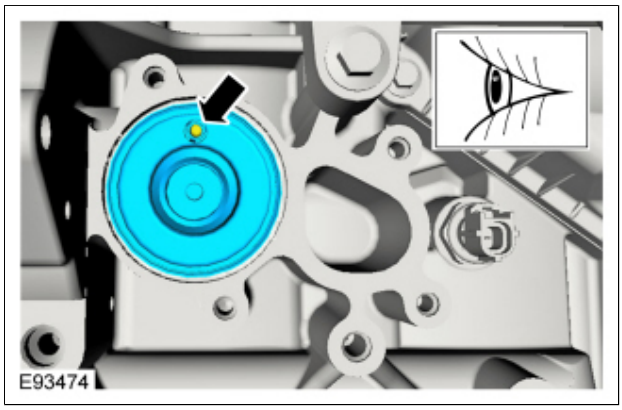
Removal

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the generator. For additional information, refer to Section 414-00 .
3. Release the clamp and disconnect the lower radiator hose from the coolant connection.
4. Release the clamp and disconnect the oil cooler hose from the coolant connection.
5. Remove the 4 bolts, the coolant connection and the gasket.
   - Discard the gasket.

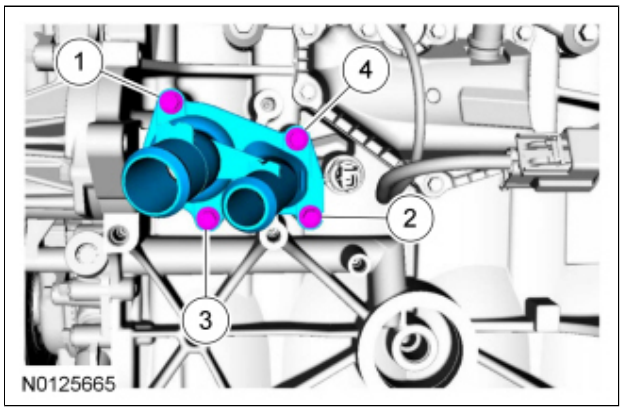
6. Remove the thermostat and the O-ring seal.
    - Discard the O-ring seal.

Installation

1. Position the thermostat and an new O-ring seal.
    - Position the thermostat with the weep hole at the 12 o'clock position.



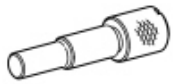
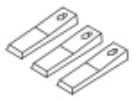
2. Position a new gasket, the coolant connection and install the 4 bolts finger tight. Tighten the bolts in the sequence shown in 2 stages.
    - Stage 1: Tighten to 2 Nm (18 lb-in).
    - Stage 2: Tighten to 10 Nm (89 lb-in).

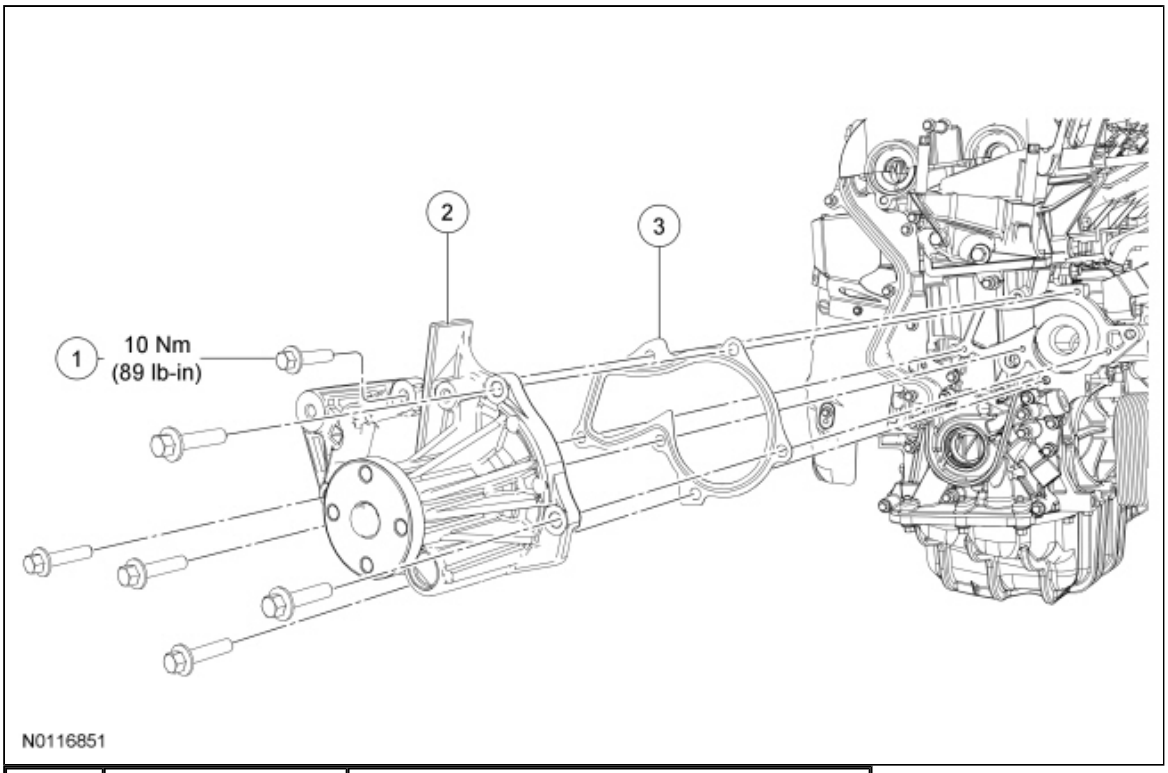


3. Connect the oil cooler hose to the coolant connection and position the clamp.
4. Connect the lower radiator hose to the coolant connection and position the clamp.
5. Install the generator. For additional information, refer to Section 414-00 .
6. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Coolant Pump

Special Tool(s)

 ST3262-A	Pin, Crankshaft Top Dead Center (TDC) 303-748
 ST3276-A	Tool, Timing Belt Holding 303-1556



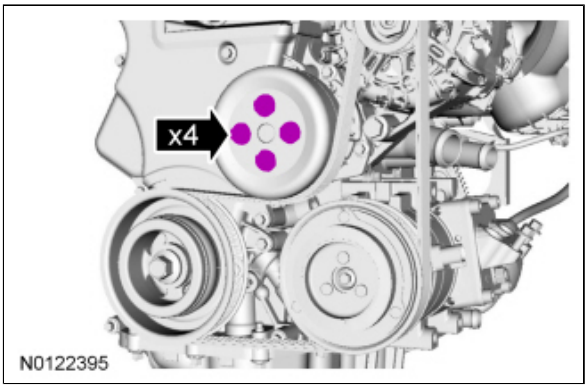
Item	Part Number	Description
1	W713043	Coolant pump bolt (6 required)
2	8501	Coolant pump
3	8507	Coolant pump gasket

Removal

All vehicles

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

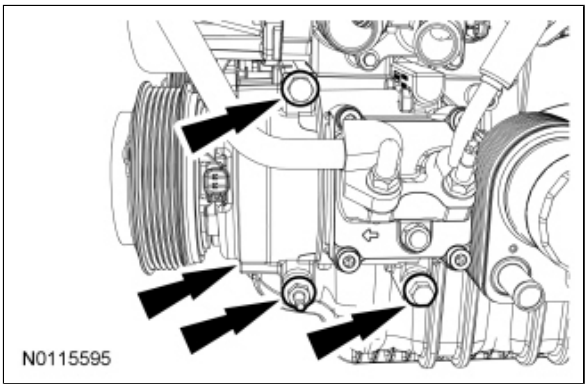
2. Loosen the 4 coolant pump pulley bolts.



3. Remove the accessory drive belt. For additional information, refer to Section 303-05 .

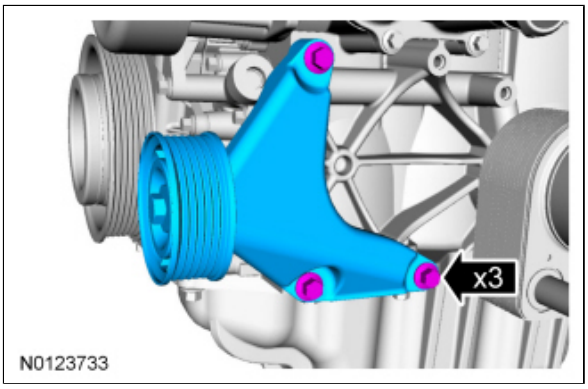
Vehicles with A/C

4. Remove the 2 bolts, the studbolt, position the A/C compressor aside and support it with a length of mechanic's wire.



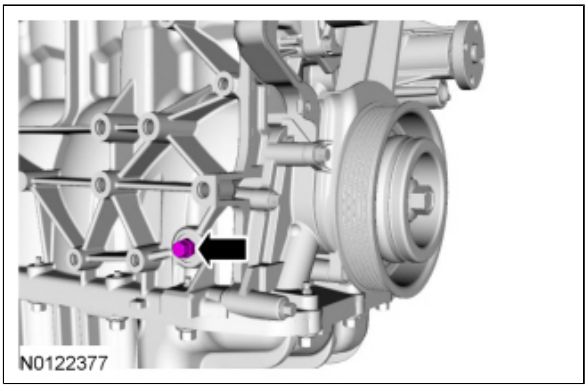
Vehicles without A/C

5. Remove the 3 bolts and the accessory drive belt idler pulley bracket.



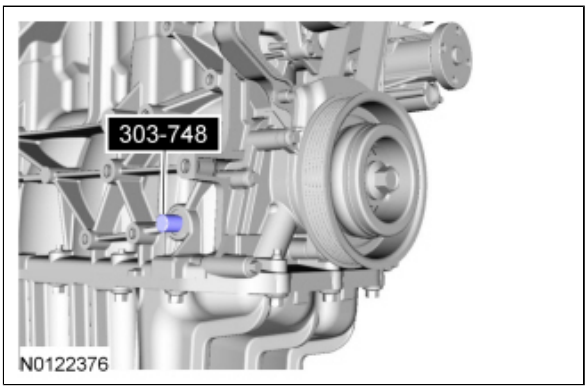
All vehicles

6. Remove the engine plug bolt.



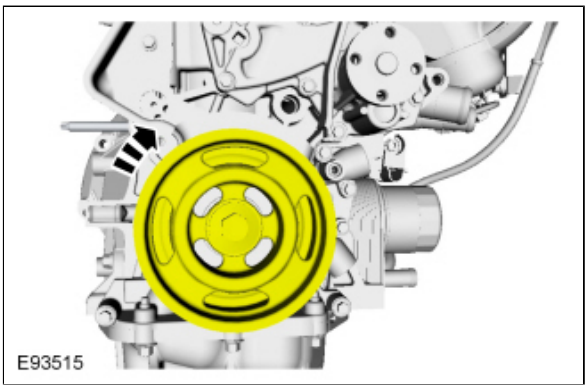
7. **NOTE:** The Crankshaft Top Dead Center (TDC) Pin will contact the crankshaft and prevent it from turning past TDC . However, the crankshaft can still be rotated in the counterclockwise direction. The crankshaft must remain at the TDC position during the coolant pump removal and installation.

   Install the Crankshaft TDC Pin.



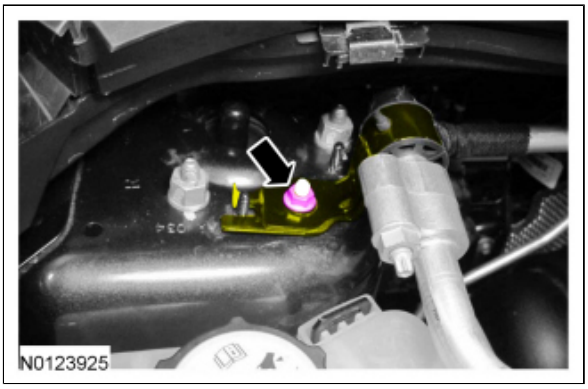
8. **NOTE:** Only rotate the crankshaft in the clockwise direction.

   Rotate the crankshaft until it stops against the Crankshaft TDC Pin.



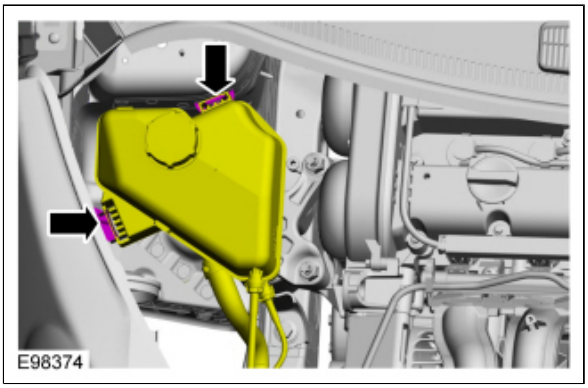
Vehicles with A/C

9. Remove the nut and position the A/C bracket aside.



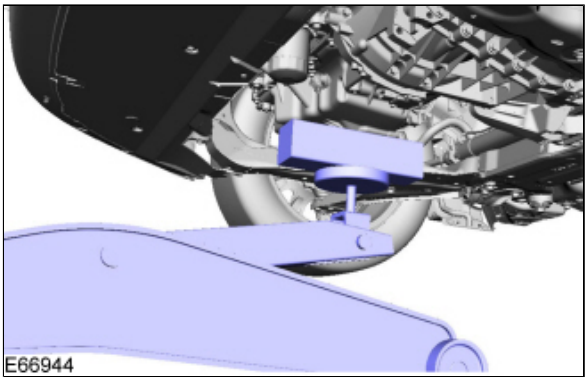
All vehicles

10. Release the 2 tabs and position the degas bottle aside.



11. ***NOTICE:*** **Use a wooden block to protect the oil pan when supporting the engine**

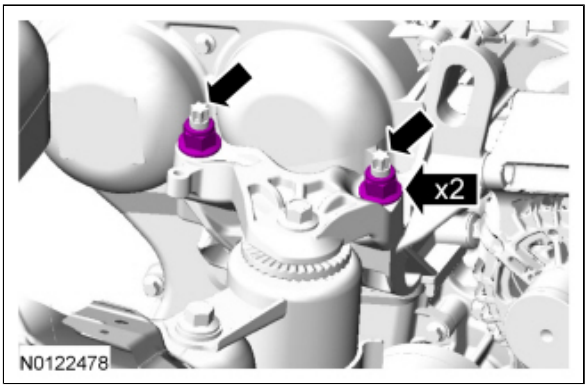
    Using a floor jack and a block of wood, support the engine.



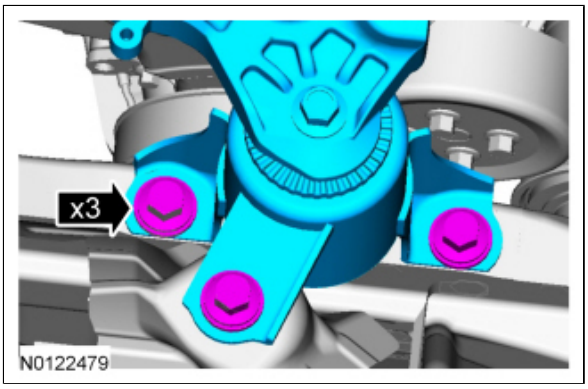
12. ***NOTICE:*** **Hold the engine mount studs while removing the engine mount nuts or the powertrain may be damaged.**

    NOTE: Do not loosen the engine mount center bolt or the engine may become improperly positioned.

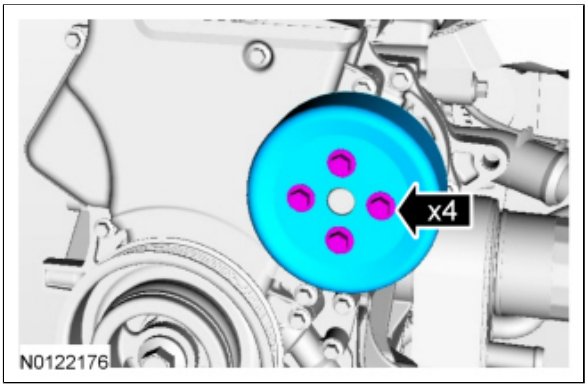
    Using the holding feature to prevent the engine mount studs from turning, remove the 2 engine mount nuts.



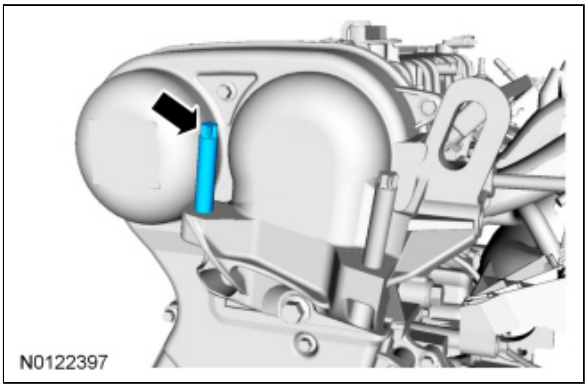
13. Remove the 3 bolts and the engine mount.



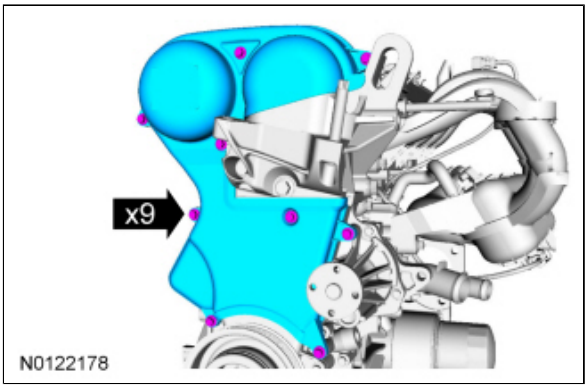
14. Remove the 4 bolts and the coolant pump pulley.



15. Remove the 1 engine mount stud.



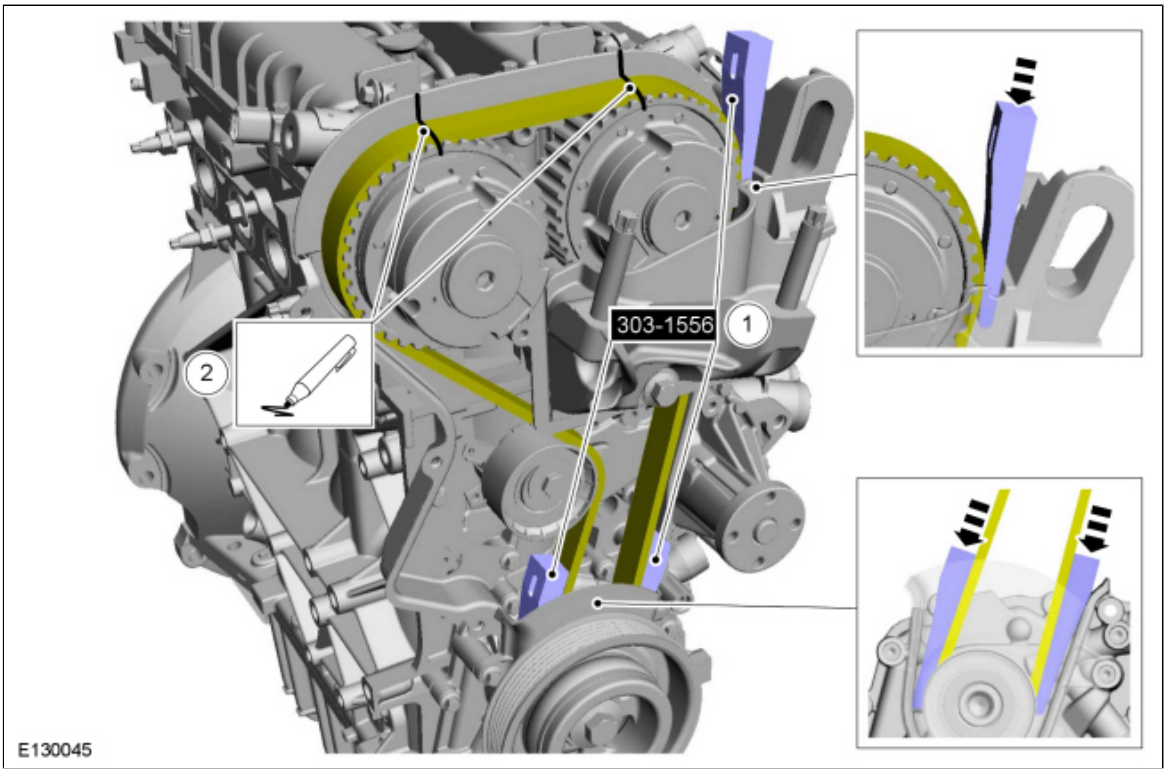
16. Remove the 9 bolts and the timing belt cover.



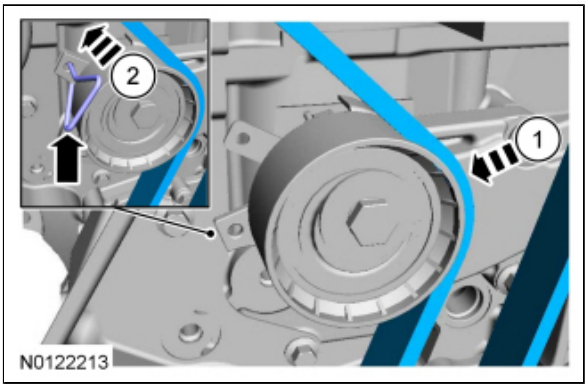
17. ***NOTICE:*** **Do not rotate the crankshaft while installing the special tool or the engine may be damaged.**

Hold the timing belt in position.

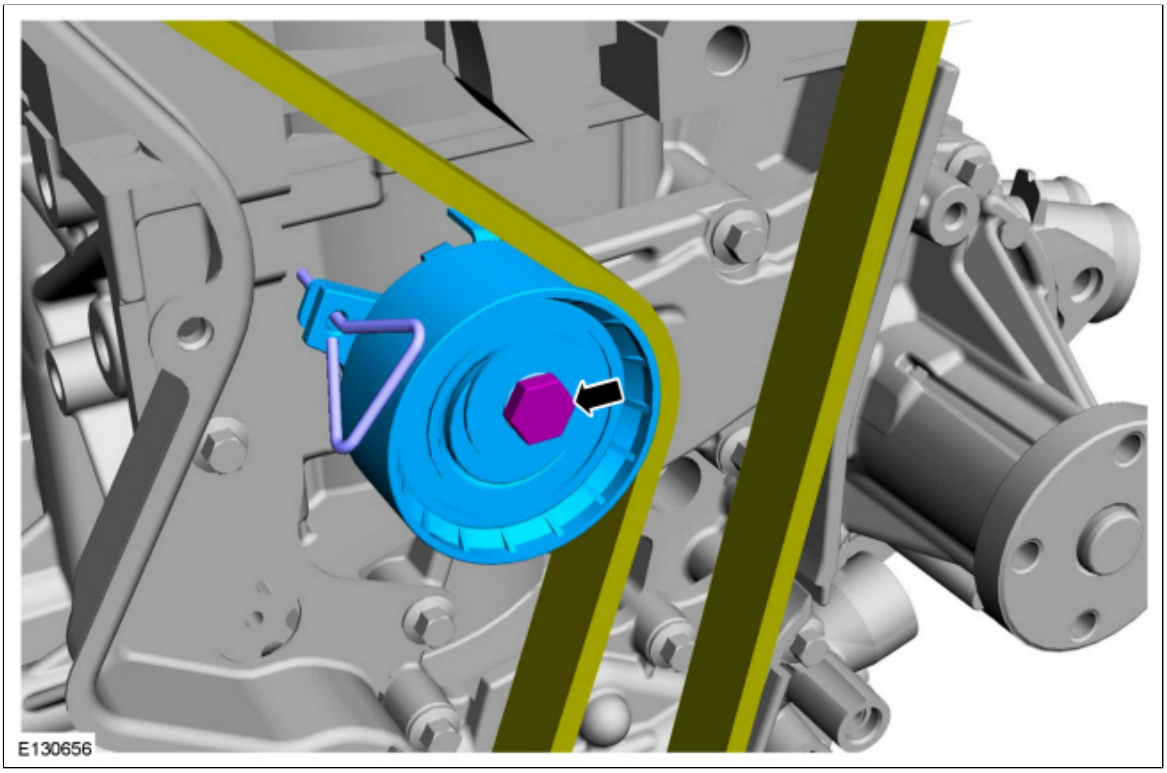
1. Install the Timing Belt Holding Tools in 3 places as shown.
2. Mark the position of the timing belt for assembly reference.



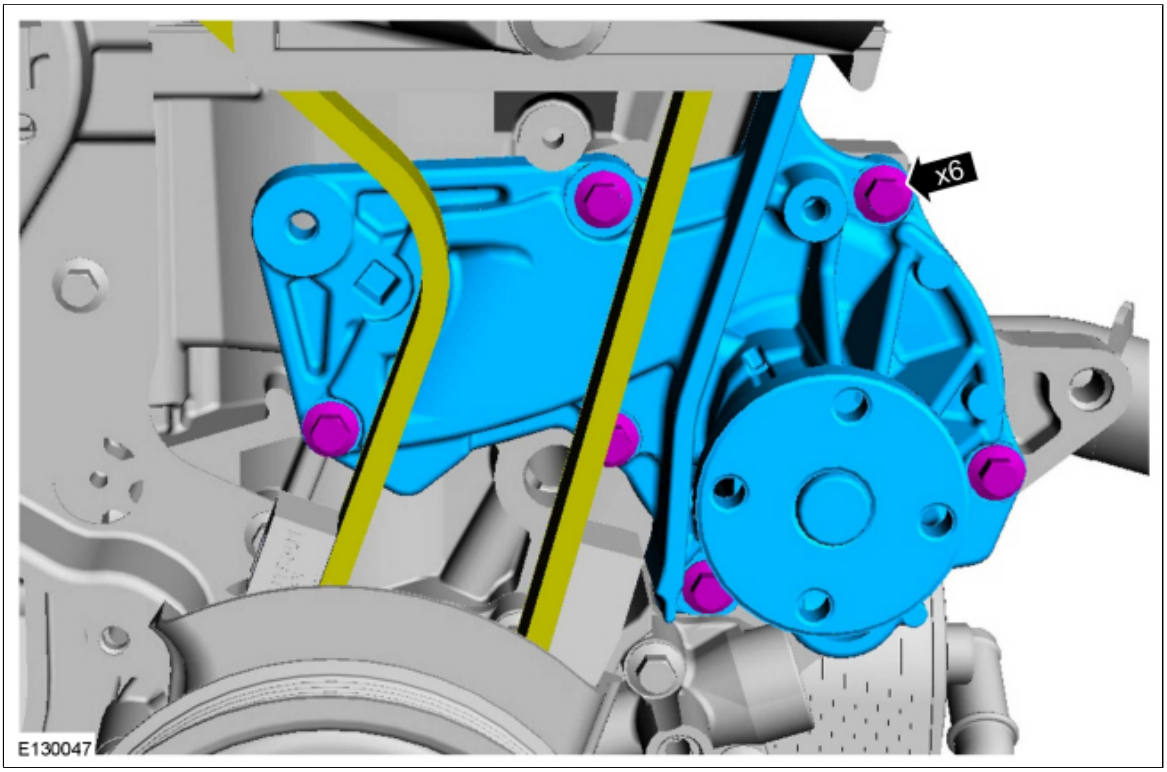
18. Release the timing belt tension.
    1. Rotate the timing belt tensioner clockwise.
    2. Align the 2 holes on the tensioner and install a small screwdriver or holding pin.



19. Remove the bolt and the timing belt tensioner.
    - Discard the bolt.



20. Remove the 6 bolts, the coolant pump and the gasket.
    - Discard the gasket.

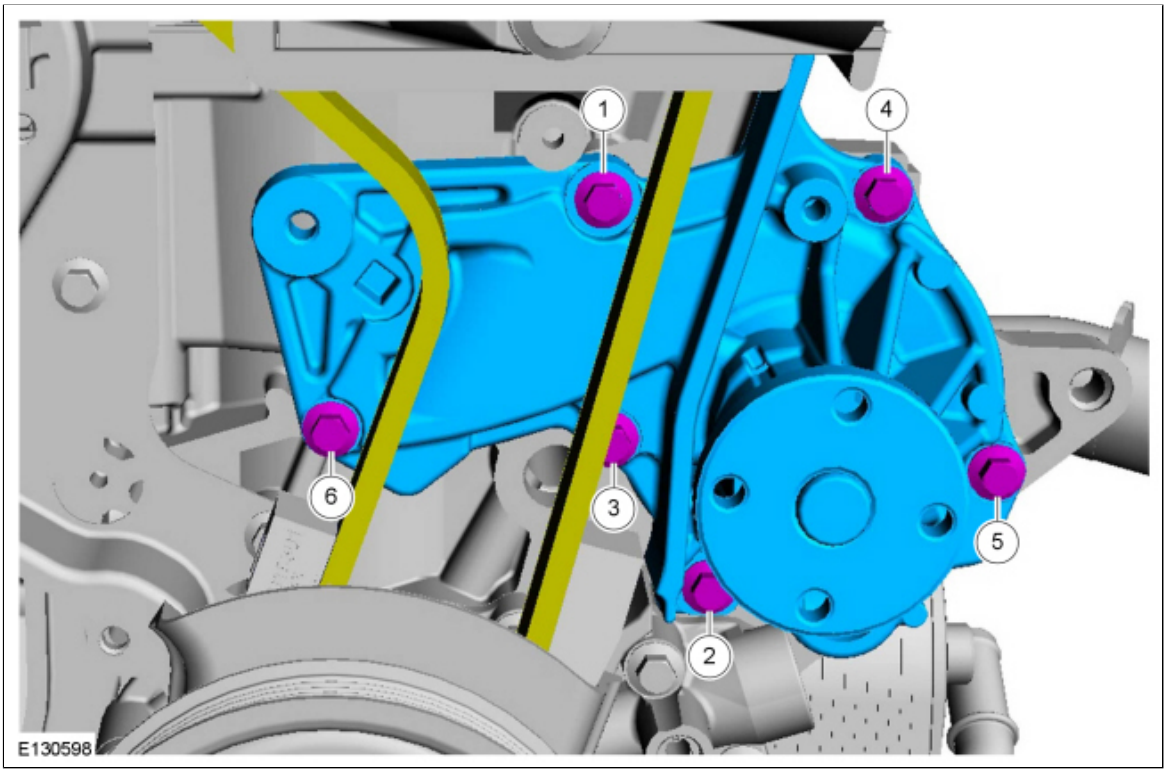


Installation

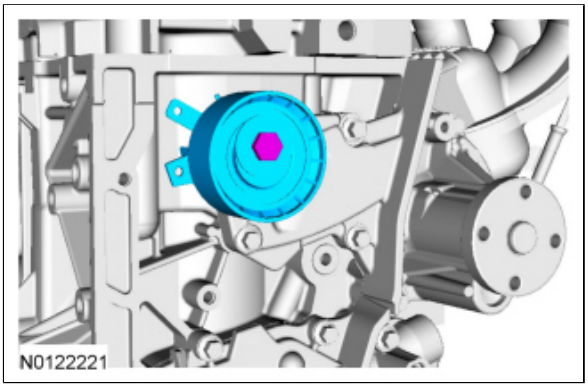
All vehicles

1. Clean the sealing surfaces with metal surface prep. Follow the directions on the packaging.

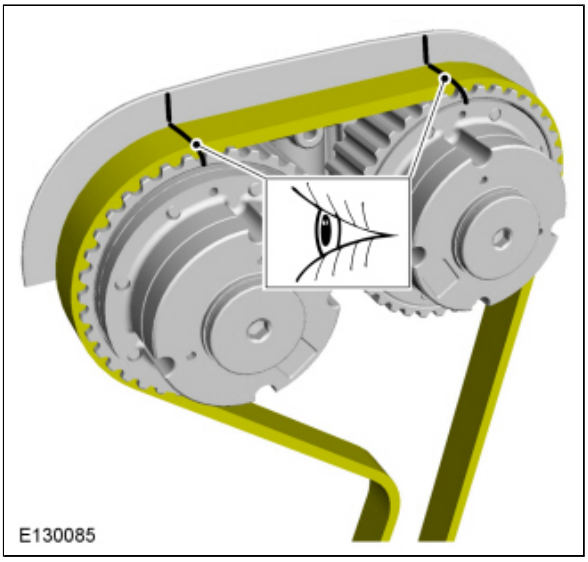
2. Install a new gasket, the coolant pump and the 6 bolts.
    - Tighten the bolts in the sequence shown to 10 Nm (89 lb-in).



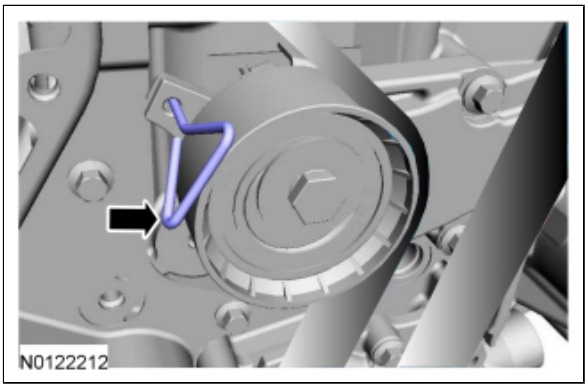
3. Position the timing belt tensioner and install a new bolt.
    - Tighten to 20 Nm (177 lb-in).



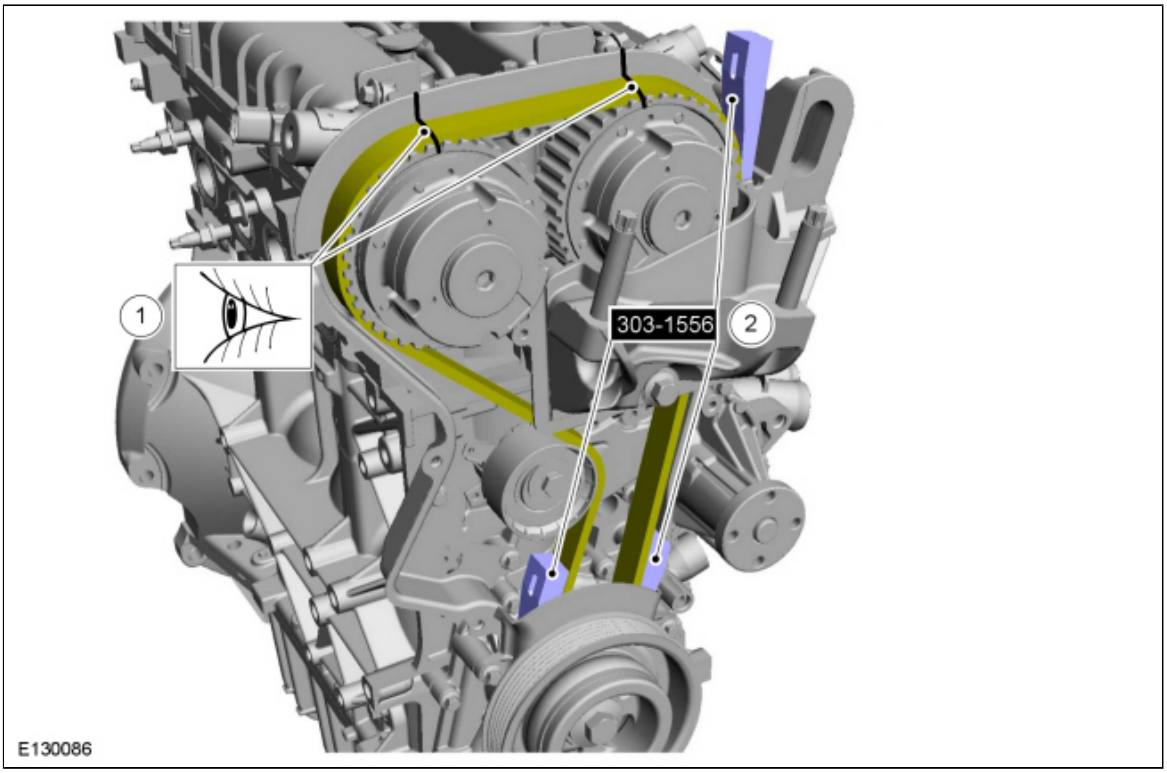
4. Make sure the timing belt is in the position noted during removal.



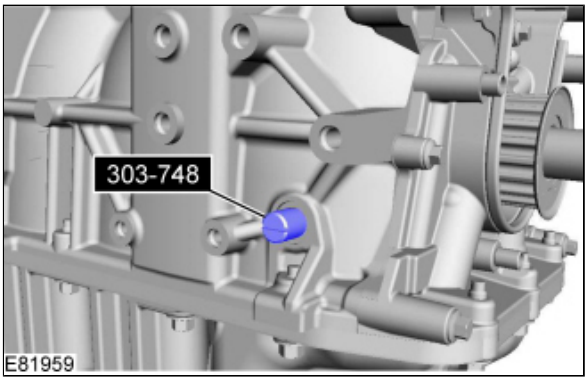
5. Remove the timing belt tensioner holding tool.



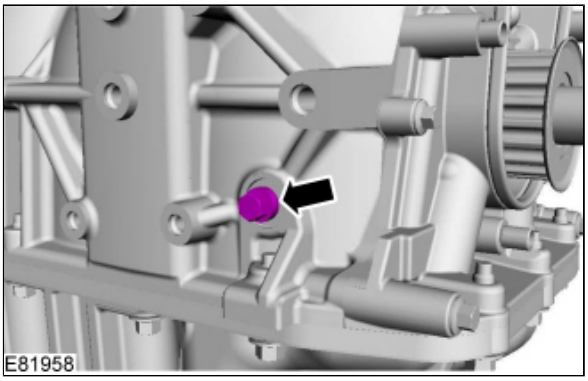
6. Remove the Timing Belt Holding Tools.
    1. Make sure the timing belt is in the position noted during removal.
    2. Remove the 3 Timing Belt Holding Tools.



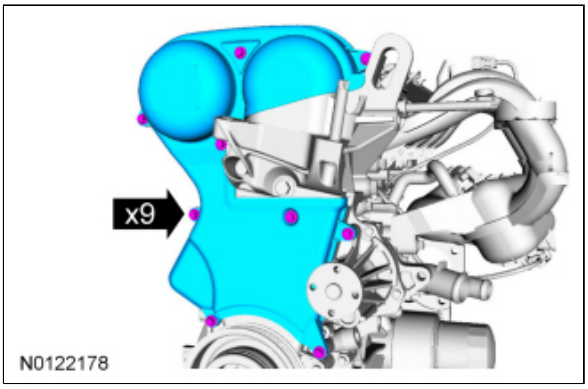
7. Remove the Crankshaft TDC Pin.



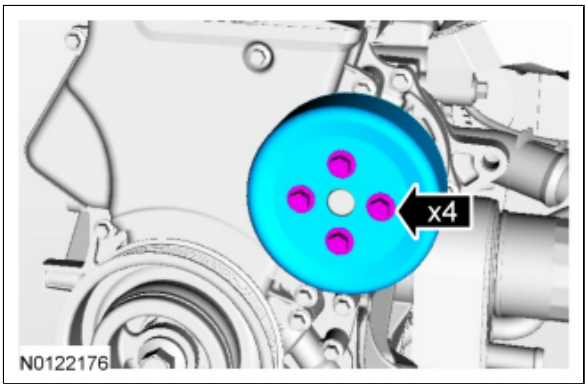
8. Install the engine plug bolt.
    - Tighten to 20 Nm (177 lb-in).



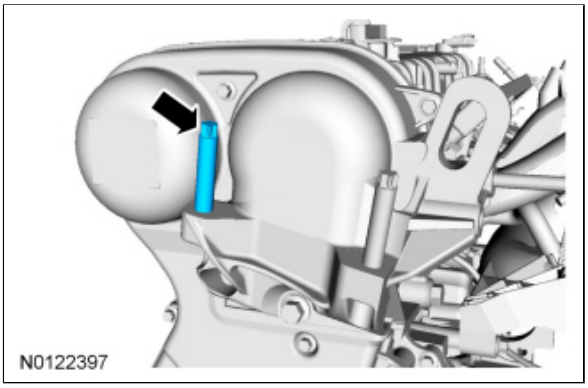
9. Position the timing belt cover and install the 9 bolts.
    - Tighten to 9 Nm (80 lb-in).



10. Position the coolant pump pulley and install the 4 bolts finger tight.

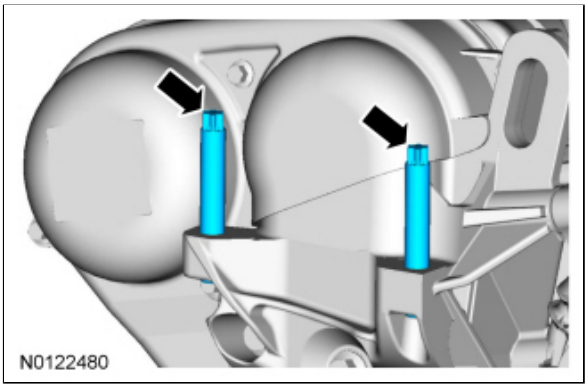


11. Install the 1 engine mount stud finger tight.



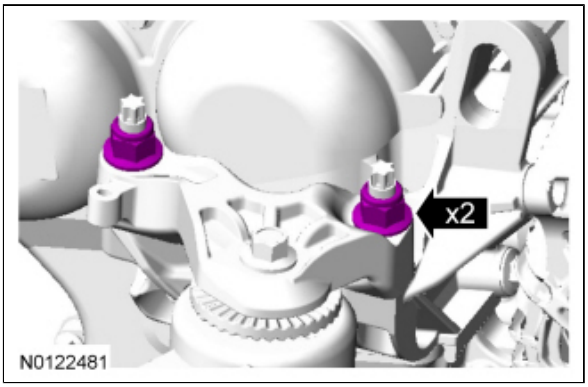
12. ***NOTICE:*** **The 2 engine mount studs must be tightened to specification or the powertrain may be damaged.**

    Tighten the 2 engine mount studs to specification before installing the engine mount nuts.
    - Tighten to 8 Nm (71 lb-in).

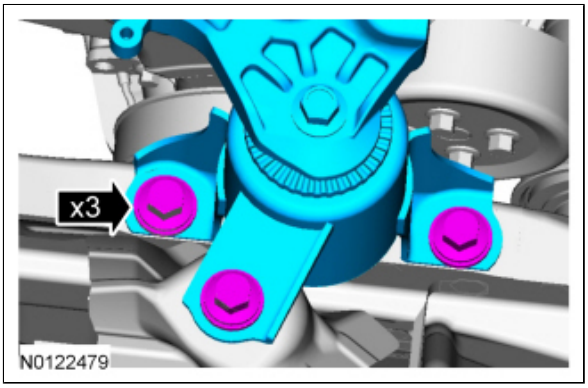


13. **NOTE:** Do not loosen the engine mount center bolt or the engine may become improperly positioned.

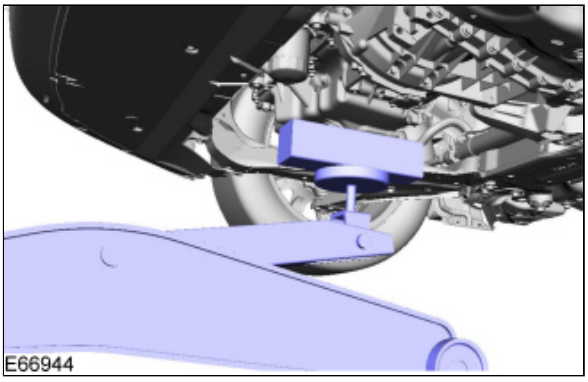
    Position the engine mount and install the 2 nuts.
    - Tighten to 80 Nm (59 lb-ft).



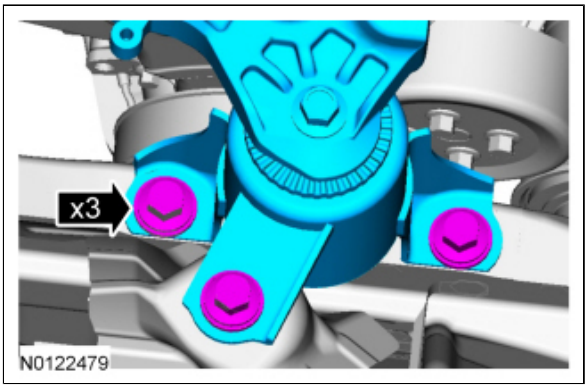
14. Install the 3 engine mount bolts finger tight.



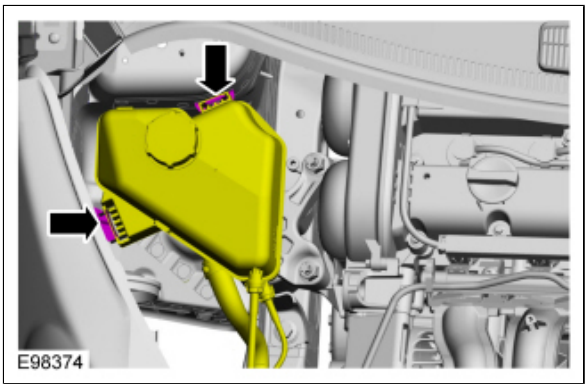
15. Remove the jack and the wood block.



16. Tighten the 3 engine mount bolts.
    - Tighten to 48 Nm (35 lb-ft).

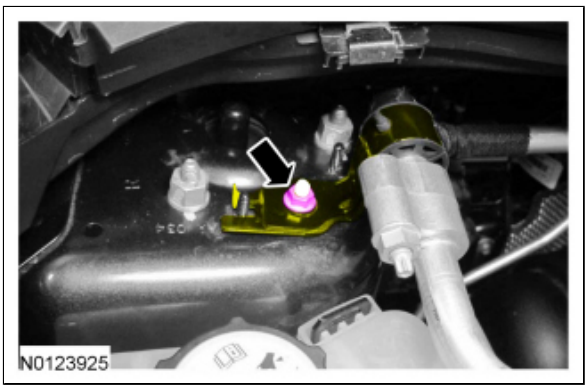


17. Install the degas bottle.

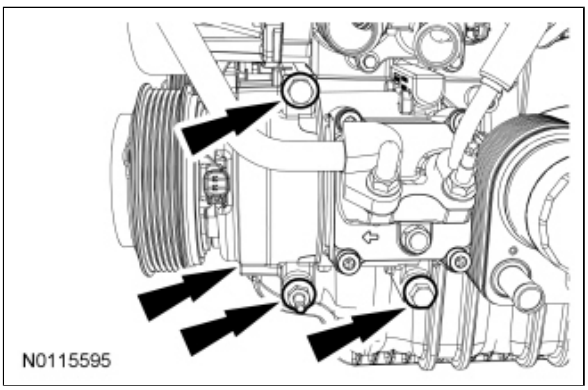


Vehicles with A/C

18. Position the A/C bracket and install the nut.
    - Tighten to 10 Nm (89 lb-in).

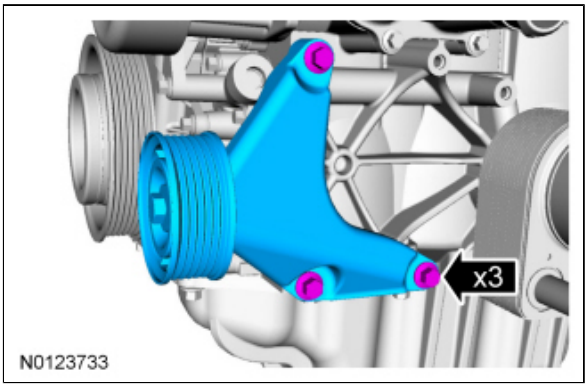


19. Position the A/C compressor and install the 2 bolts and the studbolt.
    - Tighten to 24 Nm (18 lb-ft).



Vehicles without A/C

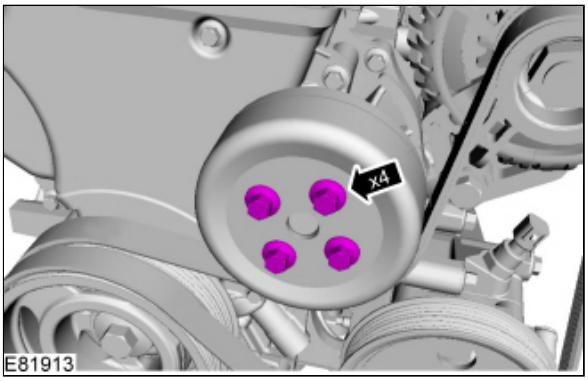
20. Position the accessory drive belt idler pulley bracket and install the 3 bolts.
    - Tighten to 24 Nm (18 lb-ft).



All vehicles

21. Install the accessory drive belt. For additional information, refer to Section 303-05 .

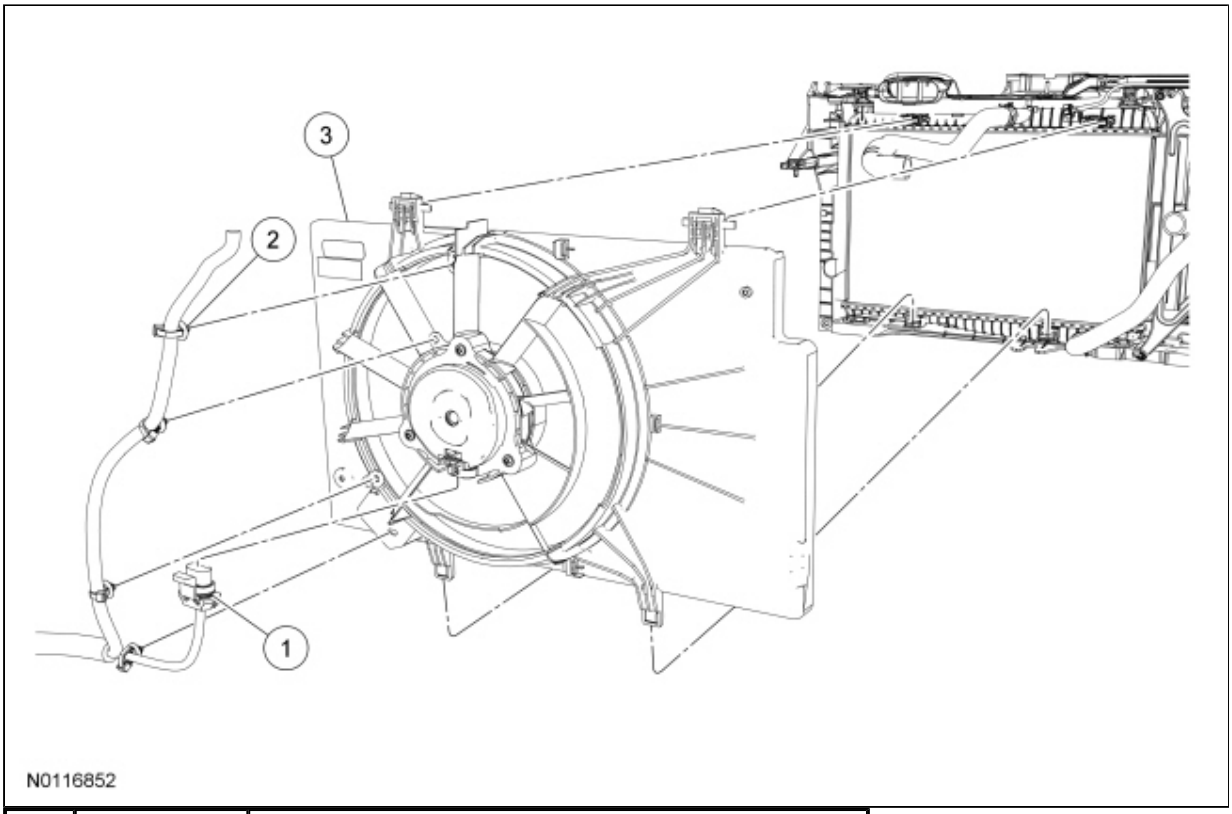
22. Tighten the 4 coolant pump pulley bolts.
    - Tighten to 20 Nm (177 lb-in).



23. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

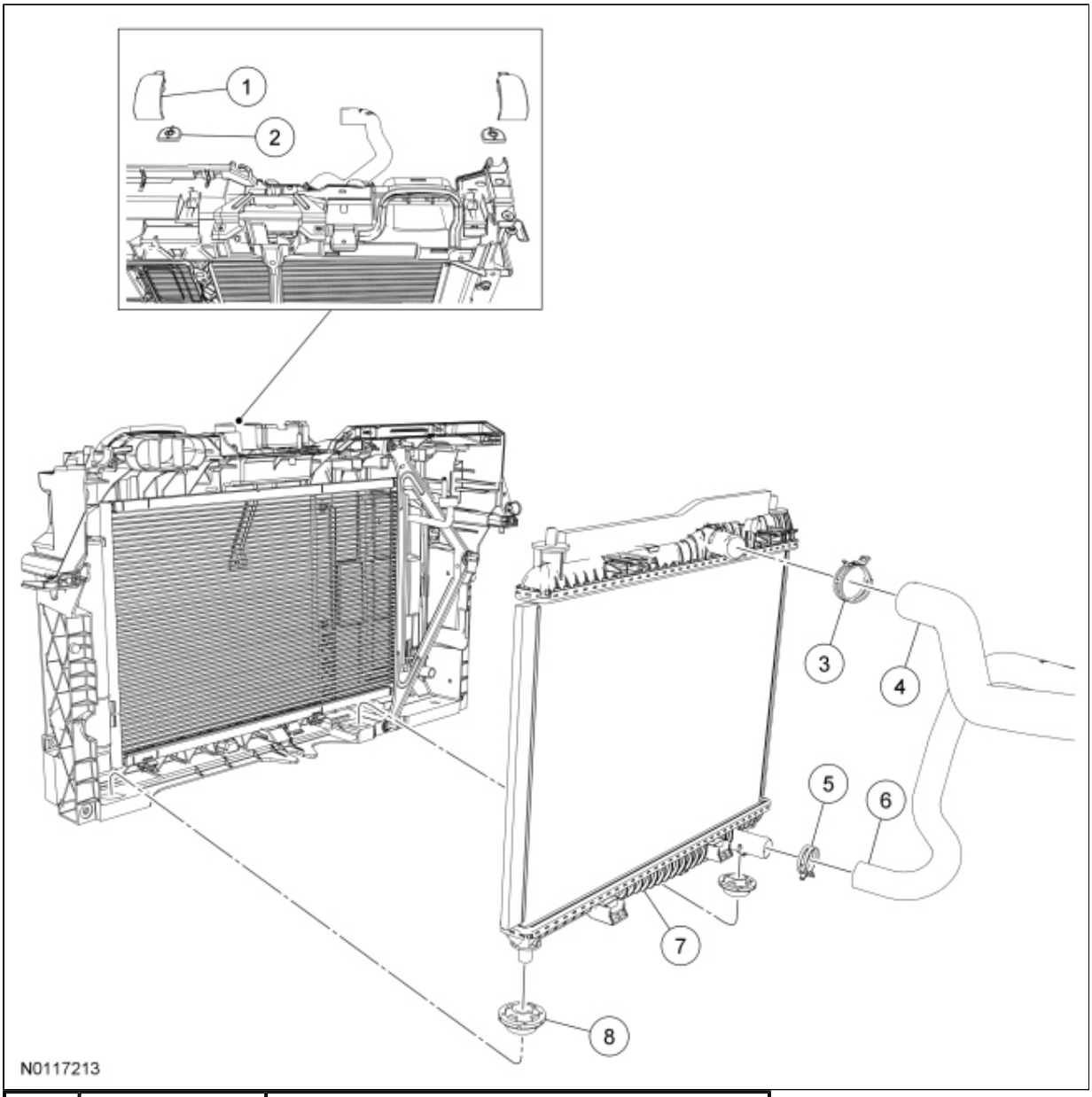
Radiator and Cooling Fan — Exploded View

Cooling Fan Motor and Shroud



Item	Part Number	Description
1	14A464	Cooling fan electrical connector (part of 14K021)
2	14A169	Cooling fan wiring harness retainer (part of 14K021)
3	8C607	Cooling fan motor and shroud

Radiator and Hoses



Item	Part Number	Description
1	8B069	Radiator mounting bracket (2 required)
2	8124A	Upper radiator insulator (2 required)
3	W527317	Upper radiator hose clamp
4	8B274	Upper radiator hose
5	W527317	Lower radiator hose clamp
6	8286	Lower radiator hose
7	8005	Radiator
8	8124B	Lower radiator insulator (2 required)

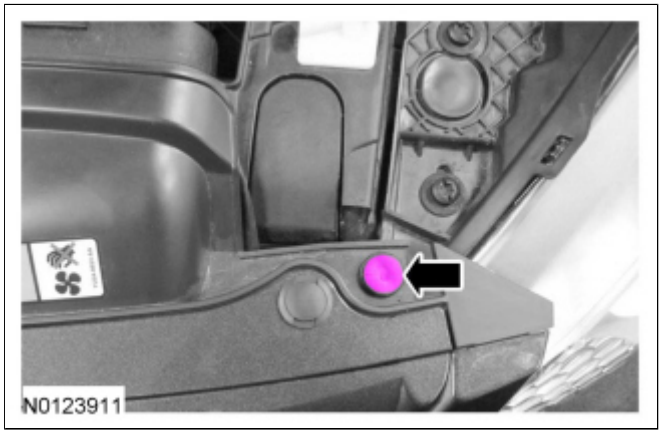
1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Radiator

Removal

All vehicles

1. Remove the cooling fan motor and shroud. For additional information, refer to Cooling Fan Motor and Shroud in this section.
2. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
3. Release the clamp and disconnect the upper radiator hose from the radiator.
4. Remove the trim pushpin on the LH side of the grille.



5. Remove the 2 radiator clips and the 2 rubber grommets.

Vehicles with A/C

6. Release the 2 A/C condenser condenser clips from the radiator and push the radiator up and the A/C condenser down to detach the condenser from the radiator.

All vehicles

7. Tilt the top of the radiator toward the engine, lift the radiator off the radiator supports and remove the radiator.

Installation

Vehicles with A/C

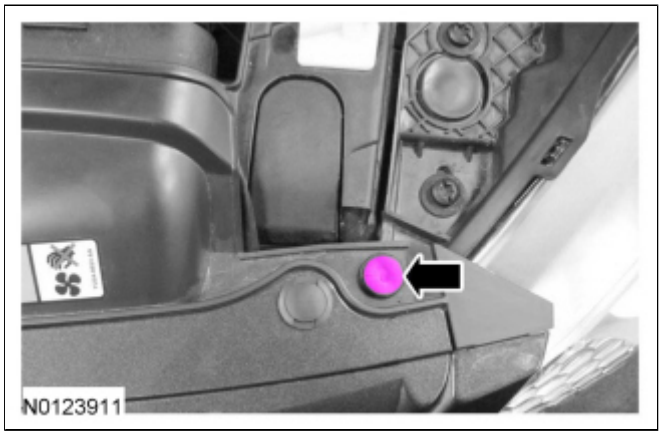
1. Position the radiator in the vehicle, slide the A/C condenser into the top slots on the radiator and clip the A/C condenser to the bottom of the radiator.
2. Position the radiator and A/C condenser assembly on the radiator supports.

Vehicles without A/C

3. Position the radiator on the radiator supports.

All vehicles

4. Install the 2 rubber grommets and the 2 radiator clips.
5. Install the trim pushpin on the LH side of the grille.

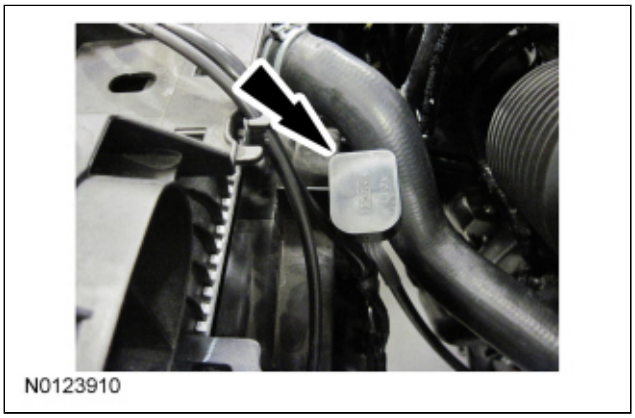


6. Connect the upper radiator hose and position the clamp.
7. Install the cooling fan motor and shroud. For additional information, refer to Cooling Fan Motor and Shroud in this section.
8. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Cooling Fan Motor and Shroud

Removal and Installation

1. Remove the air cleaner. For additional information, refer to Section 303-12 .
2. Detach the transmission vent hose from the cooling fan and shroud.


N0123910

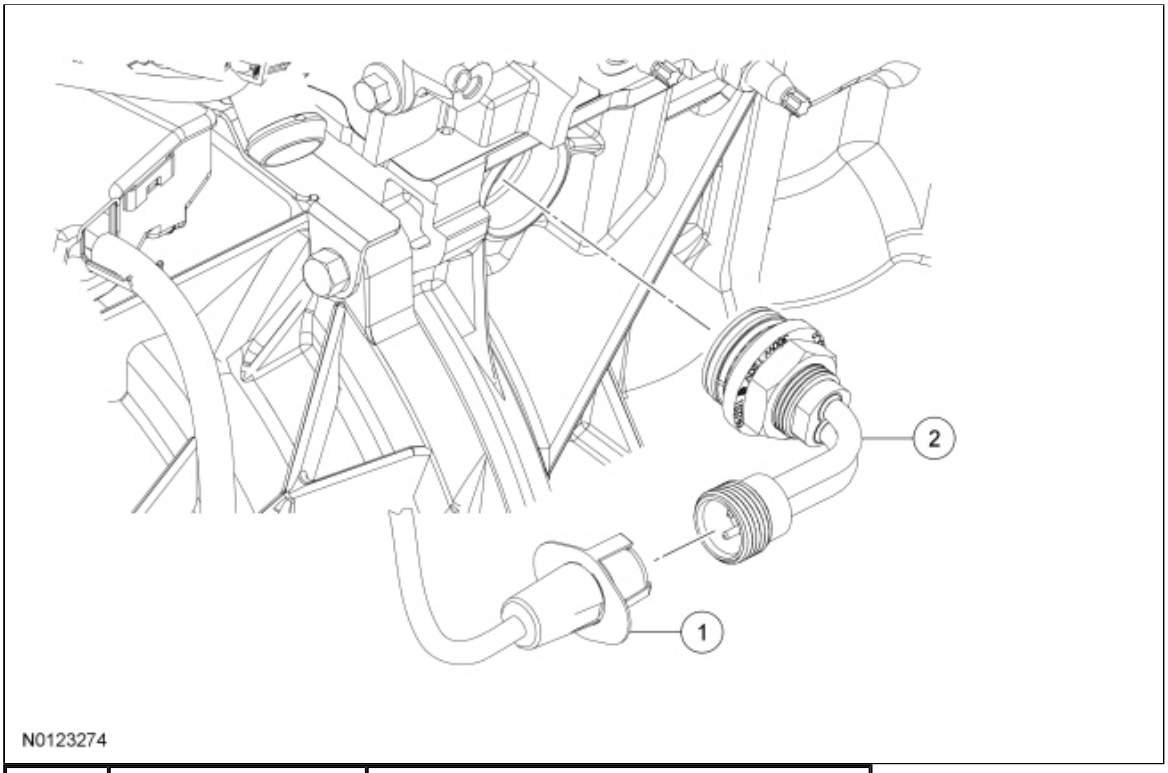
3. Detach the upper 2 wiring harness pushpins from the cooling fan shroud.
4. Release the 2 cooling fan shroud clips.
5. Detach the lower 2 wiring harness pushpins from the cooling fan shroud and disconnect the cooling fan electrical connector.
6. Remove the cooling fan and shroud.
7. To install, reverse the removal procedure.

Block Heater

Material

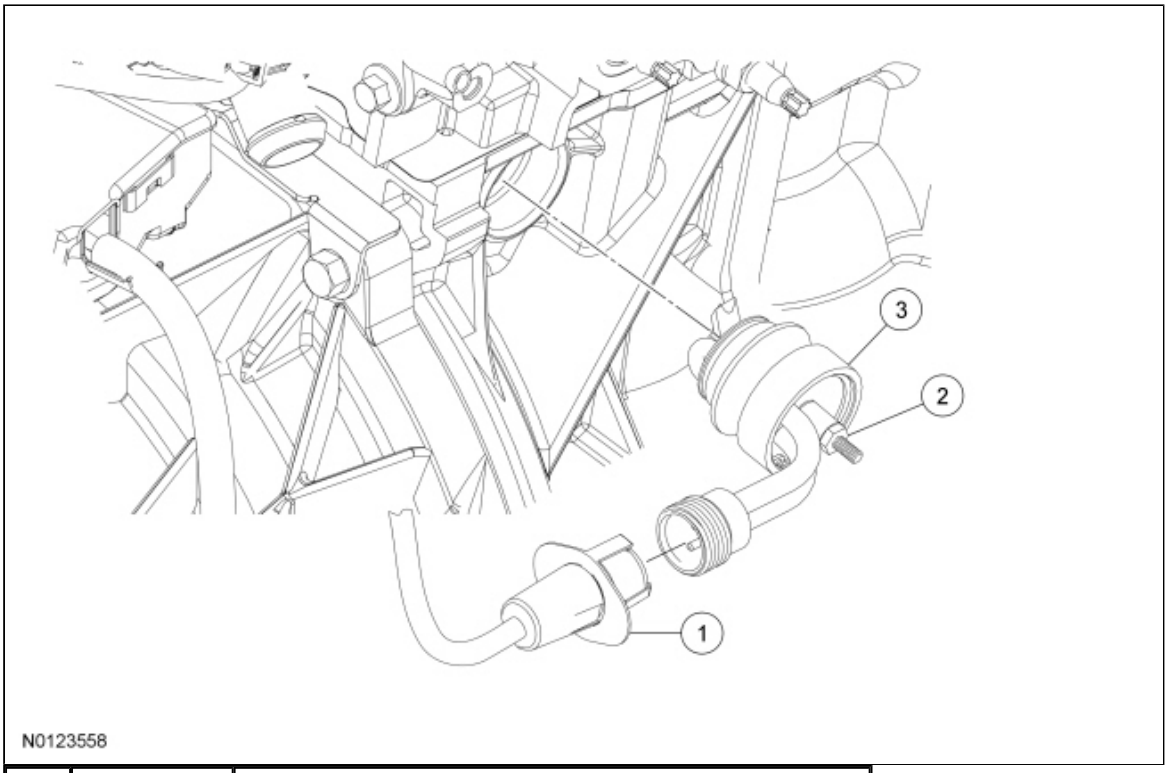
Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	—
Motorcraft® Specialty Orange Engine Coolant VC-3-B (US); CVC-3-B (Canada)	WSS-M97B44-D

Split Ring Design



Item	Part Number	Description
1	6B018	Block heater wiring harness
2	6A051	Block heater

V-Lock Design



Item	Part Number	Description
1	6B018	Block heater wiring harness
2	—	Block heater retaining nut (part of 6A051) 3 Nm (27 lb-in)
3	6A051	Block heater

Removal

All vehicles

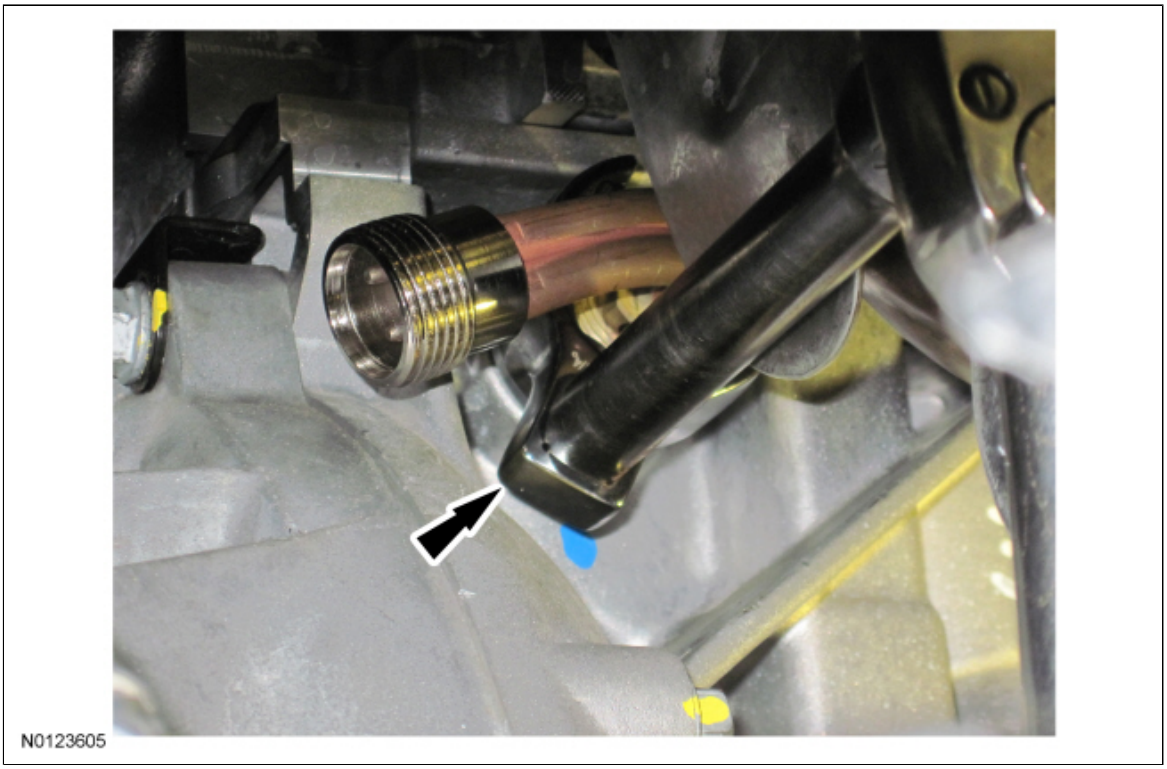
1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

2. Disconnect the block heater electrical connector.

Vehicles equipped with a split ring design block heater

3. **NOTE:** Use a 1 1/4 in, 12-point flare nut crowfoot wrench (such as Snap-on® stock number AN850820B, or equivalent) to remove the block heater.

   Remove the block heater.



Vehicles equipped with a V-lock design block heater

4. Remove the block heater retaining nut and the block heater, then remove the V-lock and the threaded rod.

Installation

NOTE: Install only a V-lock design block heater.

1. Clean the engine block mating surface with Motorcraft® Metal Surface Prep. Follow the directions on the packaging.

2. Position the block heater and finger-tighten the nut, making sure the block heater electrical connector points to the 8 o'clock position.

3. Tighten the block heater nut.
   - Tighten to 3 Nm (27 lb-in).

4. ***NOTICE:*** **Route the block heater power cable away from hot or rotating components, or the cable can be damaged.**

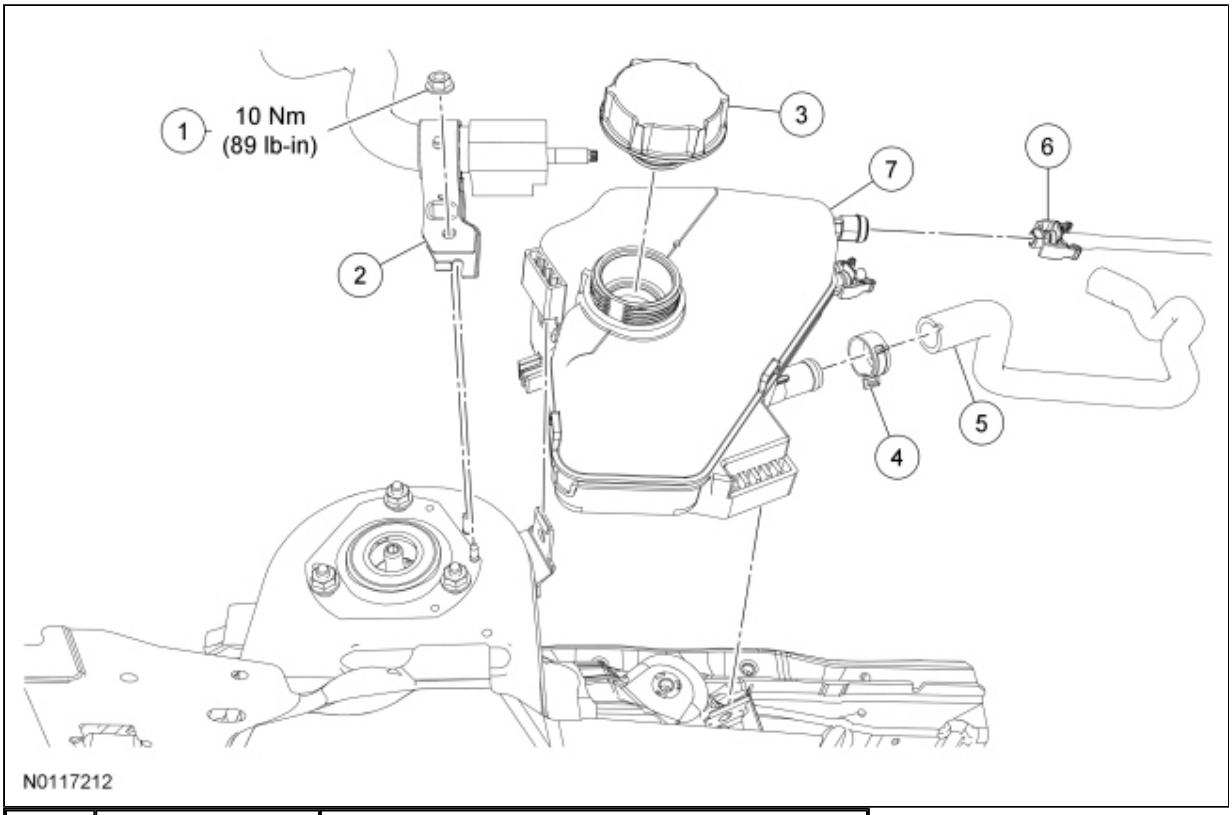
   Connect the electrical connector.

5. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Degas Bottle

Material

Item	Specification
Motorcraft® Specialty Orange Engine Coolant VC-3-B (US); CVC-3-B (Canada)	WSS-M97B44-D



Item	Part Number	Description
1	W520412	A/C tube bracket nut
2	19D626	A/C tube bracket
3	8100	Pressure relief cap
4	W527311	Degas bottle-to-engine hose clamp
5	8K276	Degas bottle-to-engine hose
6	8B081	Engine-to-degas bottle hose
7	8A080	Degas bottle

Removal and Installation

1. Remove the A/C tube bracket nut and detach the bracket from the stud.
   - To install, tighten to 10 Nm (89 lb-in).

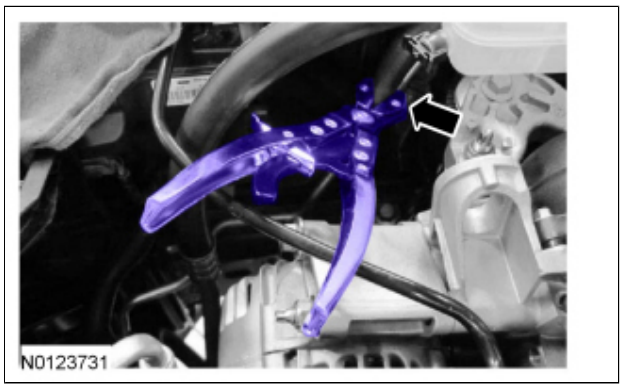
2. **WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when**

the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

NOTE: During normal vehicle operation, Motorcraft Specialty Orange Engine Coolant may change color from orange to pink or light red. As long as the engine coolant is clear and uncontaminated, this color change does not indicate the engine coolant has degraded nor does it require the engine coolant to be drained, the system to be flushed, or the engine coolant to be replaced.

Release the pressure in the cooling system by slowly turning the pressure relief cap one half turn counterclockwise. When the pressure has been released, remove the pressure relief cap.

3. Using hose pinch pliers, clamp the degas bottle-to-engine hose.



4. Using a suitable suction device, siphon the coolant from the degas bottle.
5. Squeeze the tabs and disconnect the engine-to-degas bottle hose.
6. Release the 2 clips and lift the degas bottle hose to access the degas bottle-to-engine hose.
7. Release the clamp, disconnect the degas bottle-to-engine hose and remove the degas bottle.
8. To install, reverse the removal procedure.
9. Fill the degas bottle with a 50/50 mixture of Motorcraft® Specialty Orange Engine Coolant and distilled water.

Material

Item	Specification	Fill Capacity
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A	—

Torque Specifications

Description	Nm	lb-in
Fuel Pump (FP) control module nuts	5	44
Fuel rail bolts	11	97
Throttle Body (TB) bolts	8	71

Fuel Charging and Controls

Sequential Multi-Port Fuel Injection (SFI)

System Overview

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

The fuel charging and controls system is:

- a Sequential Multi-Port Fuel Injection (SFI) system.
- Pulse Width Modulated (PWM).
- Mass Air Flow (MAF) sensor controlled.

Component List

The fuel charging and controls system consists of the:

- Throttle Body (TB)
- fuel injectors
- fuel rail
- Fuel Pump (FP) control module

System Components

Throttle Body (TB)

The TB :

- controls air supply to the intake manifold by electronically positioning the throttle plate.
- is not adjustable.
- cannot be cleaned.

Fuel Injectors

The fuel injectors:

NOTICE: **Handle the fuel injectors and fuel rail with extreme care to prevent damage to sealing areas and sensitive fuel-metering orifices.**

- are electronically operated by the PCM.

- atomize the fuel as the fuel is delivered.
- each have an internal solenoid that opens a needle valve, injecting fuel into the intake port in the cylinder head.
- are deposit resistant.

Fuel Rail

The fuel rail receives fuel from the fuel supply tube and delivers fuel to the fuel injectors

NOTICE: **Handle the fuel injectors and fuel rail with extreme care to prevent damage to sealing areas and sensitive fuel-metering orifices.**

Fuel Pump (FP) Control Module

The FP control module is electronically operated by the PCM and controls voltage to the FP depending on engine load.

System Operation

Fuel is metered into each intake port in a sequential firing order. Fuel injectors pulse to follow engine firing order, in accordance with engine demand on a tuned intake manifold.

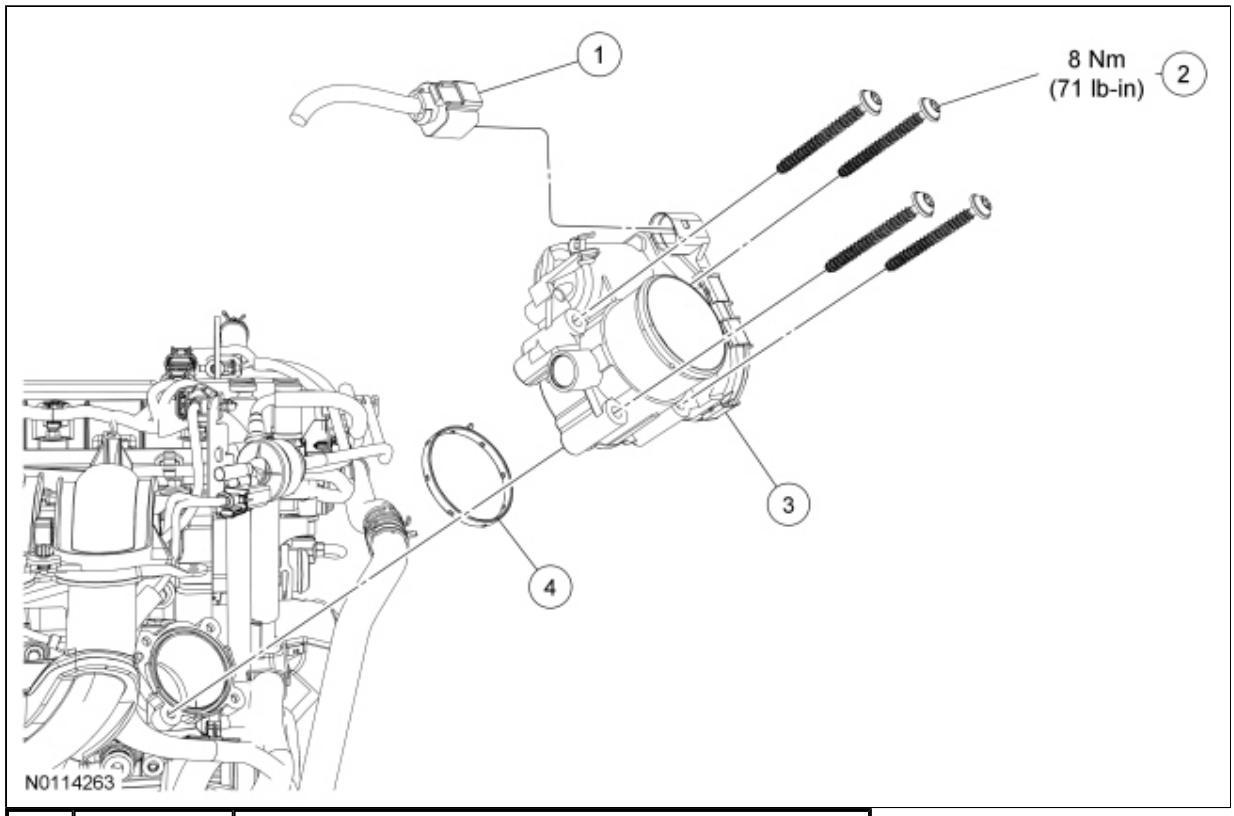
The basic fuel requirement of the engine is determined from the data supplied to the PCM by the MAF sensor. The MAF sensor measures the amount of air being drawn into the engine.

The various sensors detect any changes in the operating conditions and send signals to the PCM. This permits the PCM to control the opening duration (pulse width) of the fuel injectors and maintain optimum exhaust emission control and engine performance for all operating conditions.

Fuel Charging and Controls

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Throttle Body

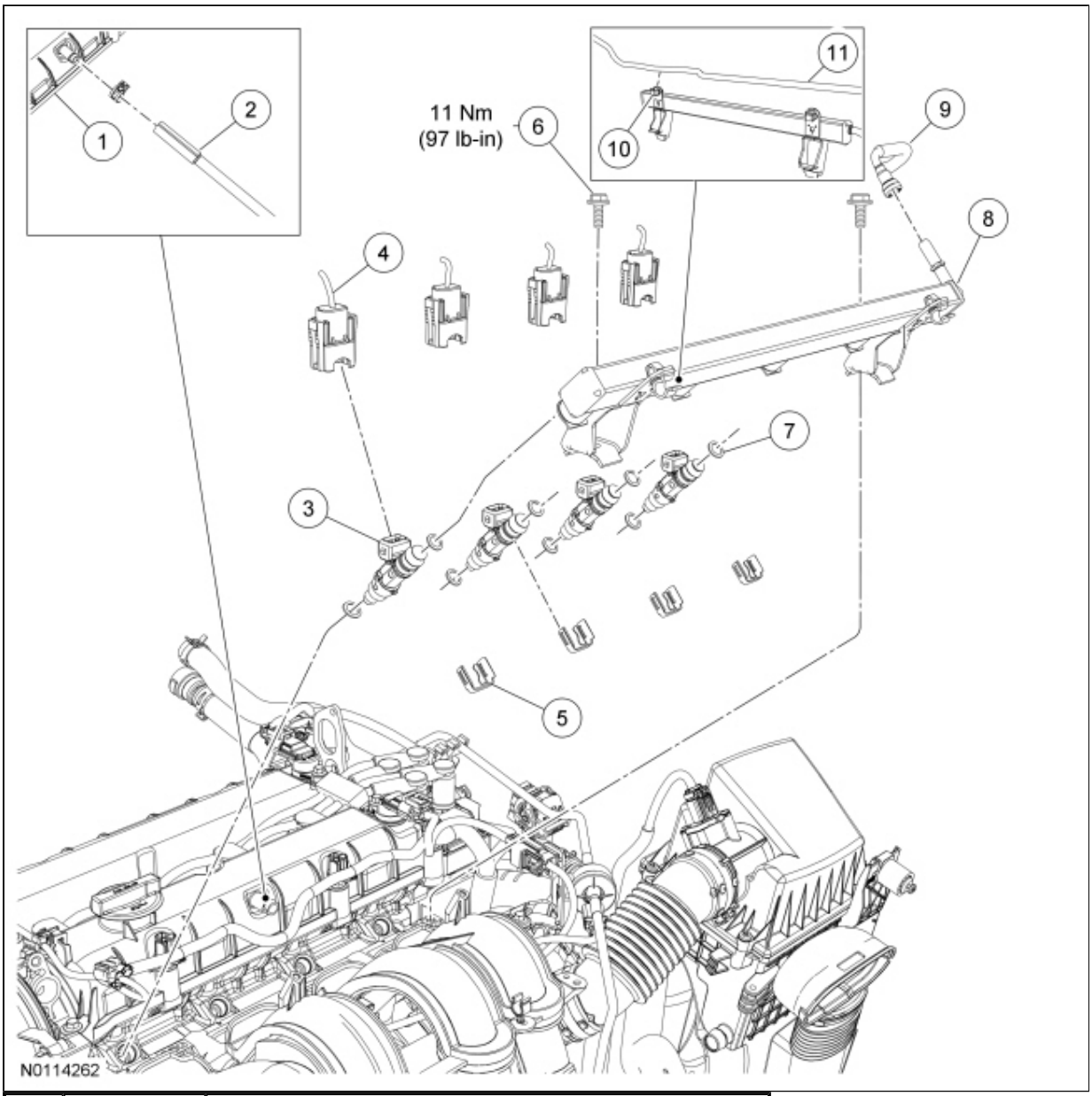


Item	Part Number	Description
1	—	Electronic throttle control electrical connector (part of 12A581)
2	W708972	Throttle Body (TB) bolt (4 required)
3	9E926	TB
4	9E936	TB gasket

Removal and Installation

1. Remove the Air Cleaner (ACL) outlet pipe. For additional information, refer to Section 303-12 .
2. Disconnect the electronic throttle control electrical connector.
3. Remove the 4 bolts and the Throttle Body (TB).
   - Remove and discard the TB gasket.
   - To install, tighten to 8 Nm (71 lb-in).
4. To install, reverse the removal procedure.
   - Install a new TB gasket.
5. If the TB was replaced, turn the key ON without cranking the engine for 1 minute to allow the PCM to learn the adaptive table values for the new TB .

Fuel Rail and Fuel Injector — Exploded View



Item	Part Number	Description
1	6582	Valve cover
2	6A664	Valve cover vent hose
3	9F593	Fuel injector (4 required)
4	—	Fuel injector electrical connector (4 required) (part of 12A581)
5	9C995	Fuel injector clip (4 required)
6	W704043	Fuel rail bolt (2 required)
7	9229	Fuel injector O-ring seals (2 required per injector)
8	9D280	Fuel rail
9	—	Fuel tube-to-fuel rail spring lock coupling (part of

		9L291)
10	00817	Degas bottle vent hose clip
11	8B081	Degas bottle vent hose

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Fuel Rail

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

Removal and Installation

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: Clean all fuel residue from the engine compartment. If not removed, fuel residue may ignite when the engine is returned to operation. Failure to follow this instruction may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

NOTE: Refer to the on-line Workshop Manual to view this illustration as an interactive exploded view, requires Adobe® Acrobat® 8.0 or higher.

NOTE: Refer to the on-line Workshop Manual to learn about using an Interactive Illustration.

1. Release the fuel system pressure. For additional information, refer to Section 310-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .
3. Disconnect the valve cover vent hose from the valve cover and position the hose out of the way.
4. Disconnect the degas bottle vent hose from the two clips on the fuel rail.

5. Disconnect the fuel tube-to-fuel rail spring lock coupling. For additional information, refer to Section 310-00 .

6. Disconnect the 4 fuel injector electrical connectors.

7. Remove the 2 bolts, the fuel rail and the 4 injectors.
   - To install, tighten to 11 Nm (97 lb-in).

8. ***NOTICE:*** **Use O-ring seals that are made of special fuel resistant material. Use of ordinary O-rings can cause the fuel system to leak. Do not reuse the O-ring seals.**

   Remove the fuel injector retaining clips and the fuel injectors.
   - Remove and discard the O-ring seals.

9. **NOTE:** Install new O-ring seals and lubricate them with clean engine oil.

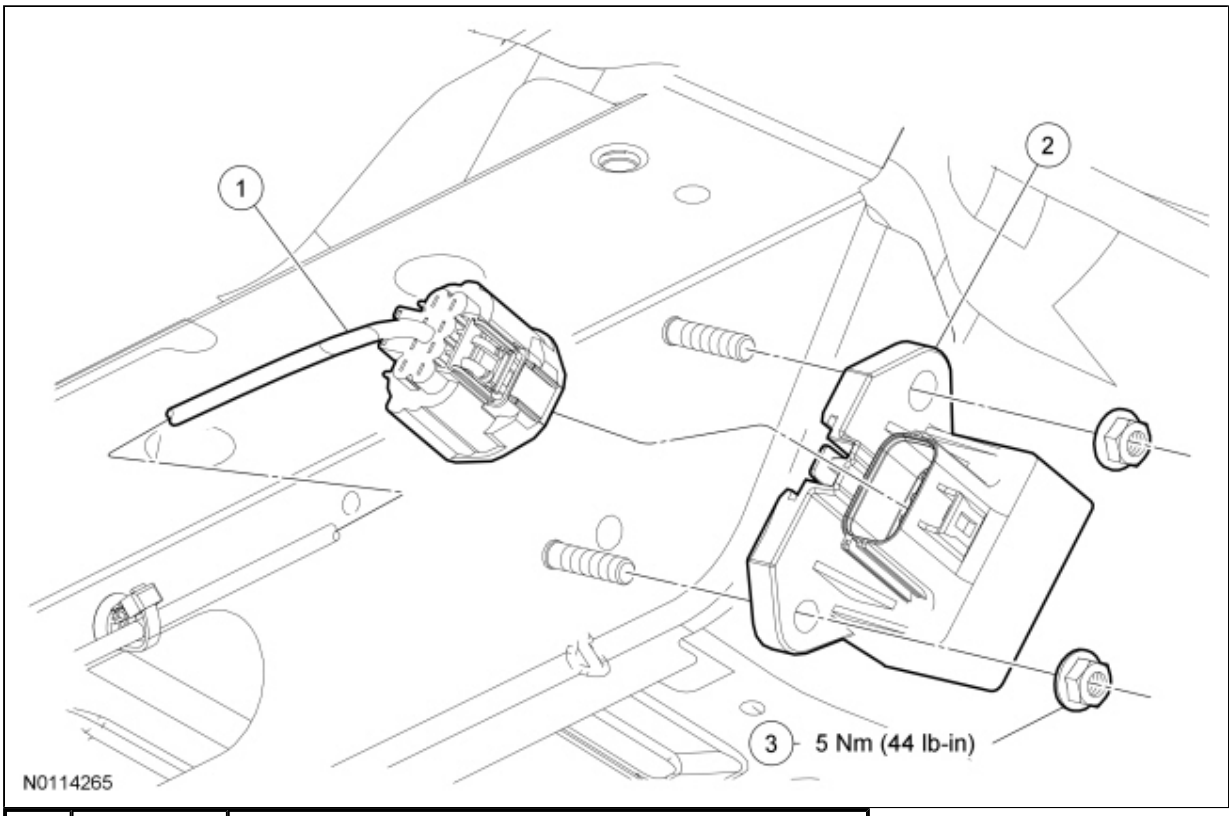
   To install, reverse the removal procedure.

Fuel Injectors

Removal and Installation

1. The fuel injectors are serviced with the fuel rail. For additional information, refer to Fuel Rail and Fuel Injector — Exploded View and Fuel Rail in this section.

Fuel Pump Control Module



Item	Part Number	Description
1	—	Fuel Pump (FP) control module electrical connector (part of 14A005)
2	9D370	FP control module
3	W711330	FP control module nut (2 required)

Removal and Installation

1. Remove the LH front seat. For additional information, refer to Section 501-10 .
2. Remove the scuff plate trim panel and the cowl side trim panel. For additional information, refer to Section 501-05 .
3. **NOTE:** The Fuel Pump (FP) control module is located on the rear surface of the LH front seat mount.

   Disconnect the FP control module electrical connector.
4. ***NOTICE:*** **Do not overtighten the fasteners or damage to the module may occur.**

   Remove the 2 FP control module nuts.
   - To install, tighten to 5 Nm (44 lb-in).
5. To install, reverse the removal procedure.

Torque Specifications

Description	Nm	lb-ft	lb-in
Accessory drive belt idler pulley bolt (without A/C only)	24	18	—
Accessory drive belt idler pulley bracket bolt (without A/C only)	24	18	—
Accessory drive belt splash shield bolts	9	—	80

Accessory Drive

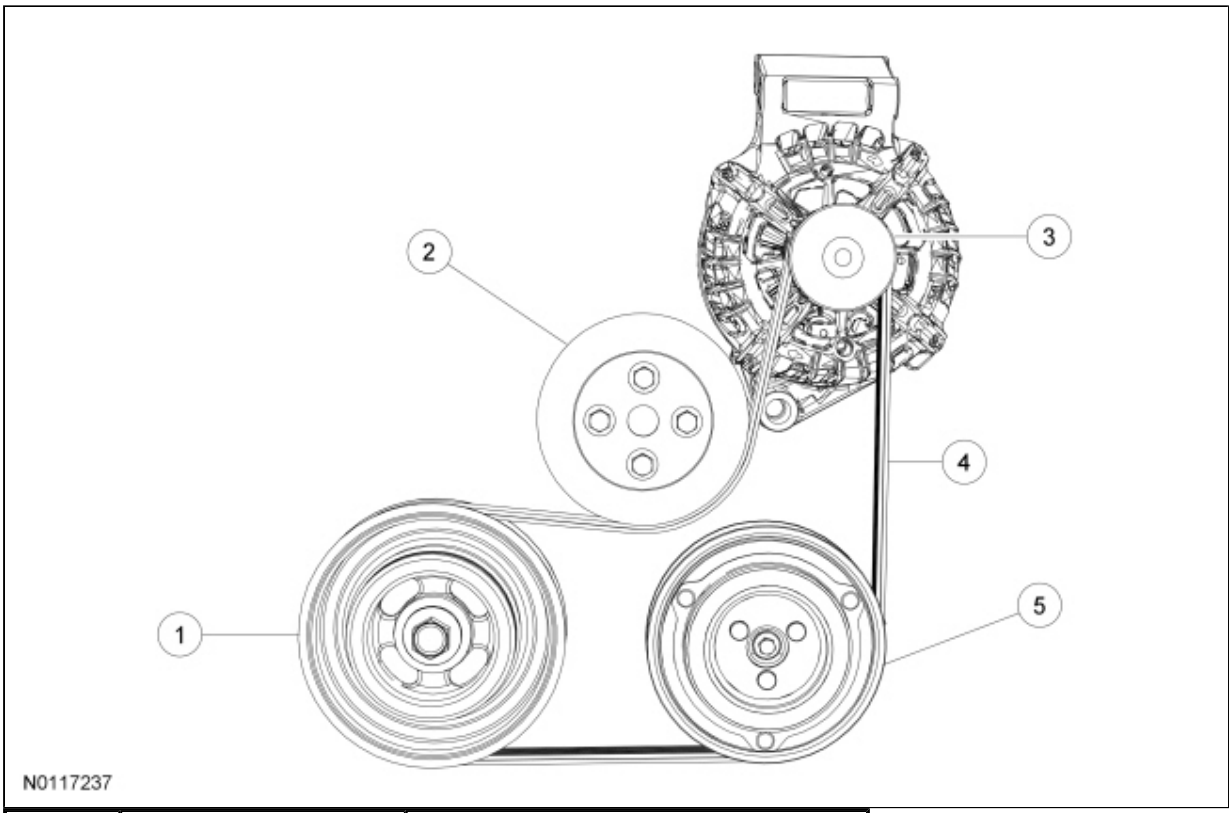
The accessory drive:

- has a single serpentine drive belt with 6 ribs.
- is not adjustable.

The accessory drive system provides power to operate components which power other systems. These could include components such as the generator and A/C compressor. Each of these components is equipped with a pulley which is driven by the accessory drive belt. The accessory drive belt is driven by the engine crankshaft pulley. To maintain correct operation of this system, it is critical that the correct length drive belt be installed. The pulleys must also be correctly aligned and kept clean.

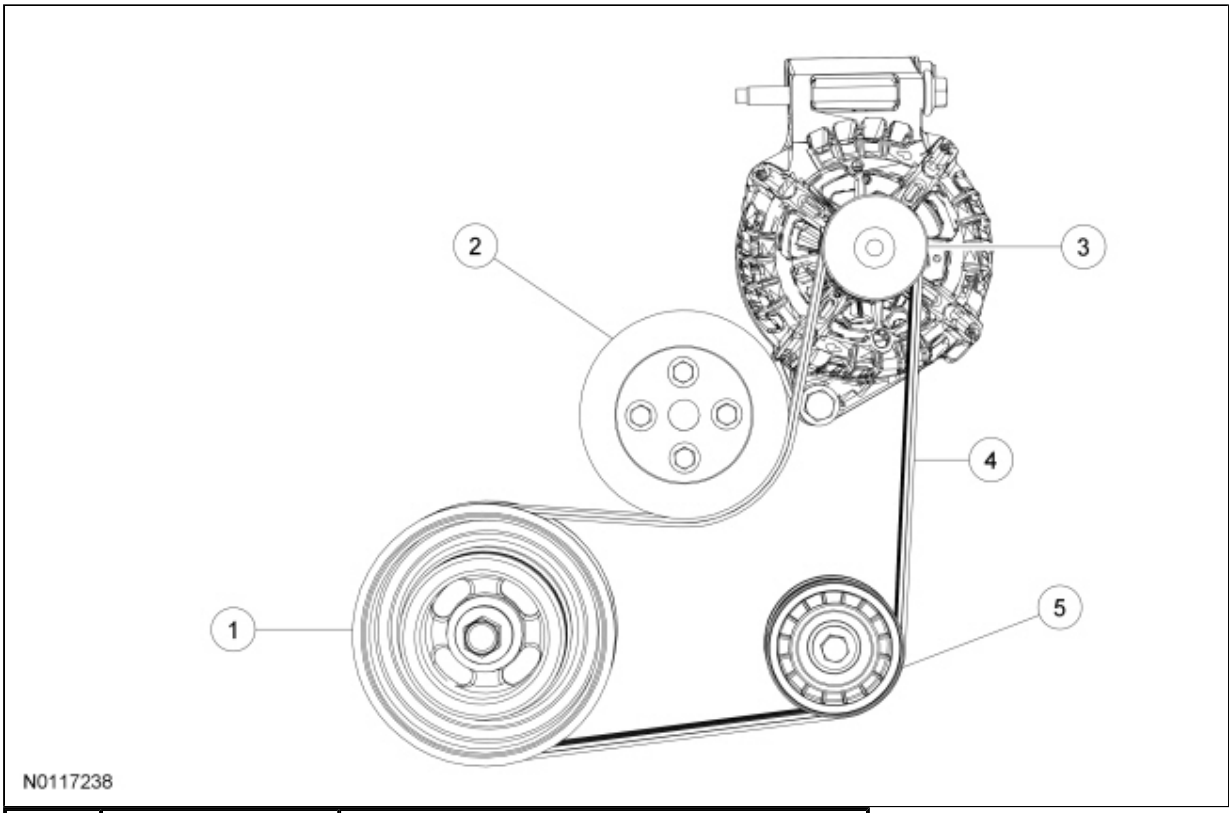
Accessory Drive Belt Routing

With A/C



Item	Part Number	Description
1	6316	Crankshaft pulley
2	8509	Coolant pump pulley
3	10344	Generator pulley
4	6C301	Accessory drive belt
5	19D784	A/C compressor pulley

Without A/C



Item	Part Number	Description
1	6316	Crankshaft pulley
2	8509	Coolant pump pulley
3	10344	Generator pulley
4	6C301	Accessory drive belt
5	6C344	Accessory drive belt Idler pulley

Accessory Drive

Inspection and Verification

NOTICE: **Under no circumstances should the accessory drive belt, tensioner or pulleys have any fluids or belt dressing applied to them as damage to the belt material and tensioner damping mechanism may occur.**

1. Verify the customer concern by operating the system.

2. Visually inspect for obvious signs of mechanical damage.

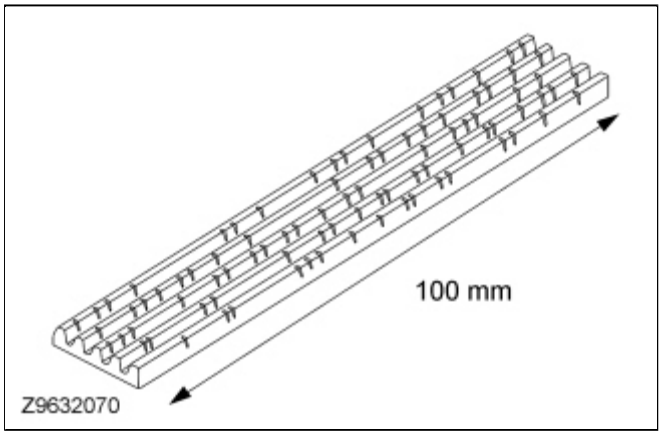
Visual Inspection Chart

Mechanical
• Drive belt cracking/chunking/wear • Belt/pulley contamination • Incorrect accessory drive belt • Incorrectly routed accessory drive belt • Pulley misalignment or excessive pulley runout • Loose or mislocated hardware • Loose accessory drive belt • Damaged pulleys

3. Eliminate all other non-belt related noises that could cause belt misdiagnosis, such as A/C compressor engagement chirp, A/C slugging noise, power steering cavitations at low temperatures, Variable Camshaft Timing (VCT) tick or generator whine.

4. If a concern is found, correct the condition before proceeding to the next step.

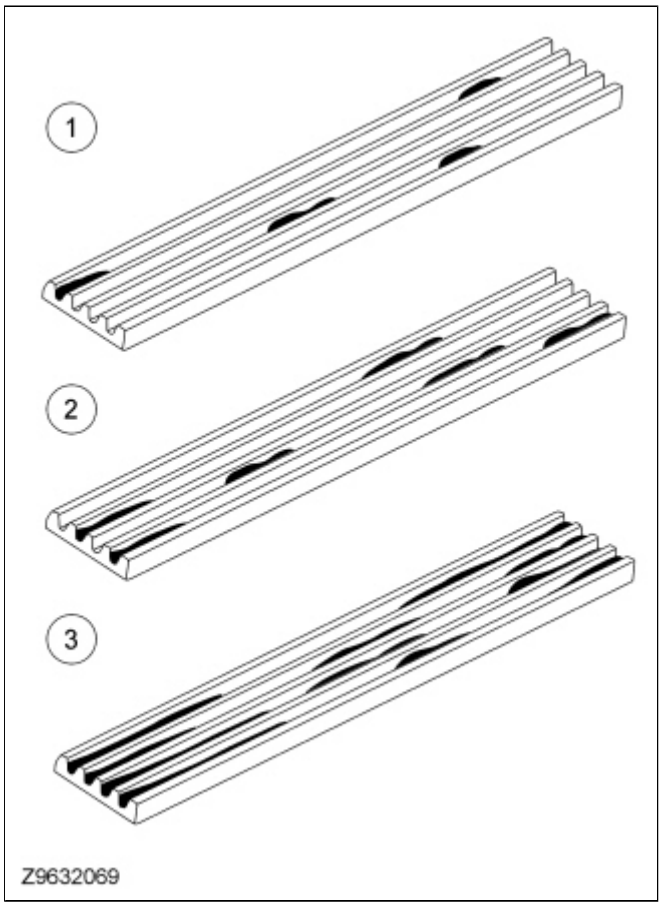
V-Ribbed Serpentine Drive Belt With Cracks Across Ribs



5. Check the belt for cracks. Up to 15 cracks in a rib over a distance of 100 mm (4.0 in) can be considered acceptable. If cracks exceed this standard, install a new belt.

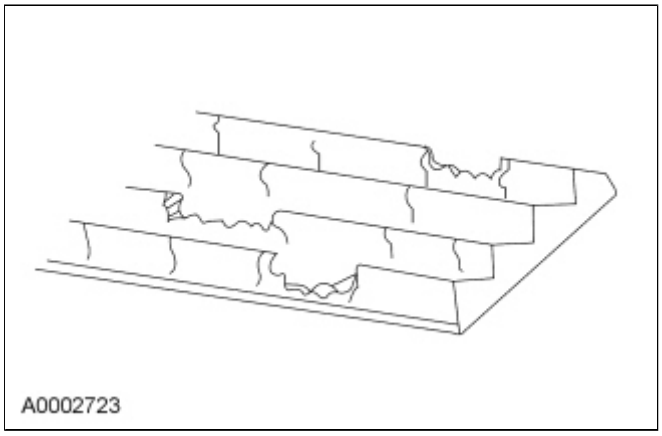
V-Ribbed Serpentine Belt With Piling

NOTE: Piling is an excessive buildup in the V-grooves of the belt.



6. The condition of the V-ribbed drive belt should be compared against the illustration and appropriate action taken.
    1. Small scattered deposits of rubber material. This is not a concern, therefore, installation of a new belt is not required.
    2. Longer deposit areas building up to 50% of the rib height. This is not considered a durability concern, but it can result in excessive noise. If noise is apparent, install a new belt.
    3. Heavy deposits building up along the grooves resulting in a possible noise and belt stability concern. If heavy deposits are apparent, install a new belt.

V-Ribbed Serpentine Belt With Chunks of Rib Missing



7. There should be no chunks missing from the belt ribs. If the belt shows any evidence of this, install a new accessory drive belt.

8. If the concern is not visually evident, verify the symptom and GO to Symptom Chart .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• Accessory drive belt cracking (over 15 cracks in a rib over a distance of 100 mm [4.0 in])	• Accessory drive belt	• INSPECT the accessory drive belt. REFER to Inspection and Verification in this section. INSTALL a new accessory drive belt as necessary.
• Accessory drive belt chunking	• Accessory drive belt	• INSPECT the accessory drive belt. REFER to Inspection and Verification in this section. INSTALL a new accessory drive belt as necessary.
	• Damaged pulley grooves	• INSPECT the accessory drive belt pulley grooves for damage. INSTALL a new pulley or component as necessary.
• Accessory drive belt noise, squeal, chirping or flutter	• Defective/worn or incorrect accessory drive belt • Misaligned pulley (s) • Pulley runout • Damaged or worn accessory drive component or idler • Fluid contamination of accessory drive belt or pulleys	• REFER to Component Tests, Drive Belt — Noise/Flutter in this section. REPAIR or INSTALL new parts as necessary.
	• Damaged pulley grooves	• INSPECT the accessory drive belt pulley grooves for damage. INSTALL a new pulley or component as necessary.
	• Accessory drive component failure	• CHECK the accessory drive components. INSTALL new components as necessary.
	• Accessory drive belt idler pulley bearing failure	• INSPECT the accessory drive belt idler pulley for freedom of rotation and damage. INSTALL a new accessory drive belt idler pulley as necessary.
• Premature accessory drive belt wear	• Defective or incorrect accessory drive belt • Misaligned pulley (s) • Pulley runout	• REFER to Component Tests, Drive Belt — Noise/Flutter and Drive Belt — Incorrect Installation in this section. REPAIR or INSTALL new parts as necessary.

	• Damaged accessories • Incorrectly installed drive belt • Fluid contamination	
	• Damaged pulley grooves	• INSPECT the accessory drive belt pulley grooves for damage. INSTALL a new pulley or component as necessary.

Component Tests

Drive Belt — Noise/Flutter

NOTICE: **Under no circumstances should the accessory drive belt, tensioner or pulleys have any fluids or belt dressing applied to them as damage to the belt material and tensioner damping mechanism may occur.**

Drive belt chirp occurs due to pulley misalignment or excessive pulley runout. It can be the result of a damaged or incorrectly aligned grooved pulley.

To correct, determine the area where the noise comes from. Check each of the pulleys in that area with a straightedge to the crankshaft pulley. Look for accessory pulleys out of position in the fore/aft direction or at an angle to the straightedge.

Drive belt squeal may be an intermittent or constant noise that occurs when the drive belt slips on an accessory pulley under certain conditions.

A short intermittent squeal may occur during engine start up and shut down or during very rapid engine acceleration and decelerations, such as:

- Wide Open Throttle (WOT) 1-2 and 2-3 shifts or 2-3 and 3-4 back-out shifts on automatic transmissions.
- WOT 1-2 and 2-3 shifts and any combination of rapid downshifting on manual transmissions.

These special short-term transient events are expected, and are due to the higher system inertias required to meet the electrical and cooling demands on today's vehicle systems. Constant or reoccurring drive belt squeal can occur:

- if the A/C discharge pressure goes above specifications:
  - the A/C system is overcharged.
  - the A/C condenser core airflow is blocked.
  - the A/C anti-slugging strategy executes after a long hot heat soak.
- if the A/C off equalized pressure (the common discharged and suction pressure that occurs after several minutes) exceeds specifications.
- if any of the accessories or idler pulley(s) are damaged or have a worn or damaged bearing. All accessories should be rotatable by hand in the unloaded condition. If not, inspect the accessory.
- if there is evidence of fluid contamination on the accessory drive belt. When the drive belt has been exposed to fluid contamination during vehicle operation, such as leaks from the power steering system, A/C system or cooling system, clean all pulleys with soap and water, rinse with clean water and install a new accessory drive belt. If the drive belt has been exposed to fluids in a localized area during routine vehicle service, such as replacement of hoses or fluids, the drive belt and pulleys should be washed with soap and water immediately (prior to starting the engine),

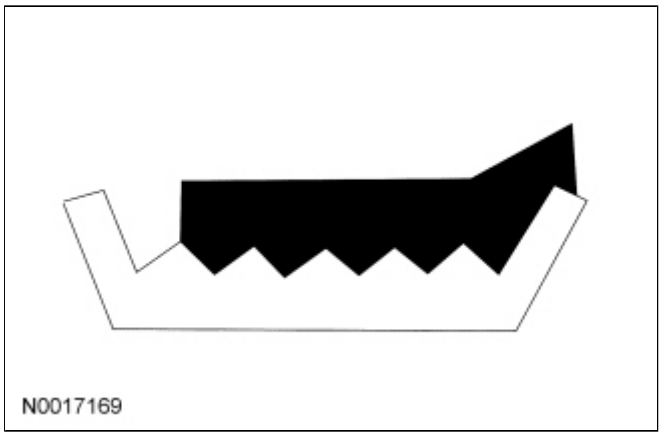
and rinsed with clean water.
- Install a new accessory drive belt if the drive belt is worn or damaged.

Drive Belt — Incorrect Installation

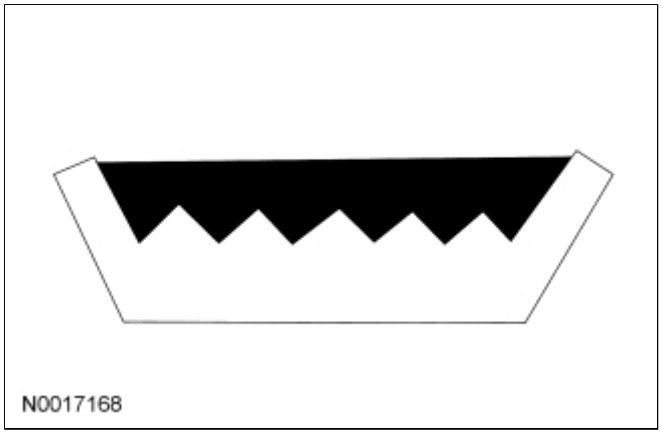
NOTICE: **Incorrect accessory drive belt installation will cause excessive drive belt wear and may cause the drive belt to come off the pulleys.**

Non-standard accessory drive belts can track differently or incorrectly. If an accessory drive belt tracks incorrectly, install a new accessory drive belt to avoid performance failure or loss of the drive belt.

Incorrect Installation



Correct Installation



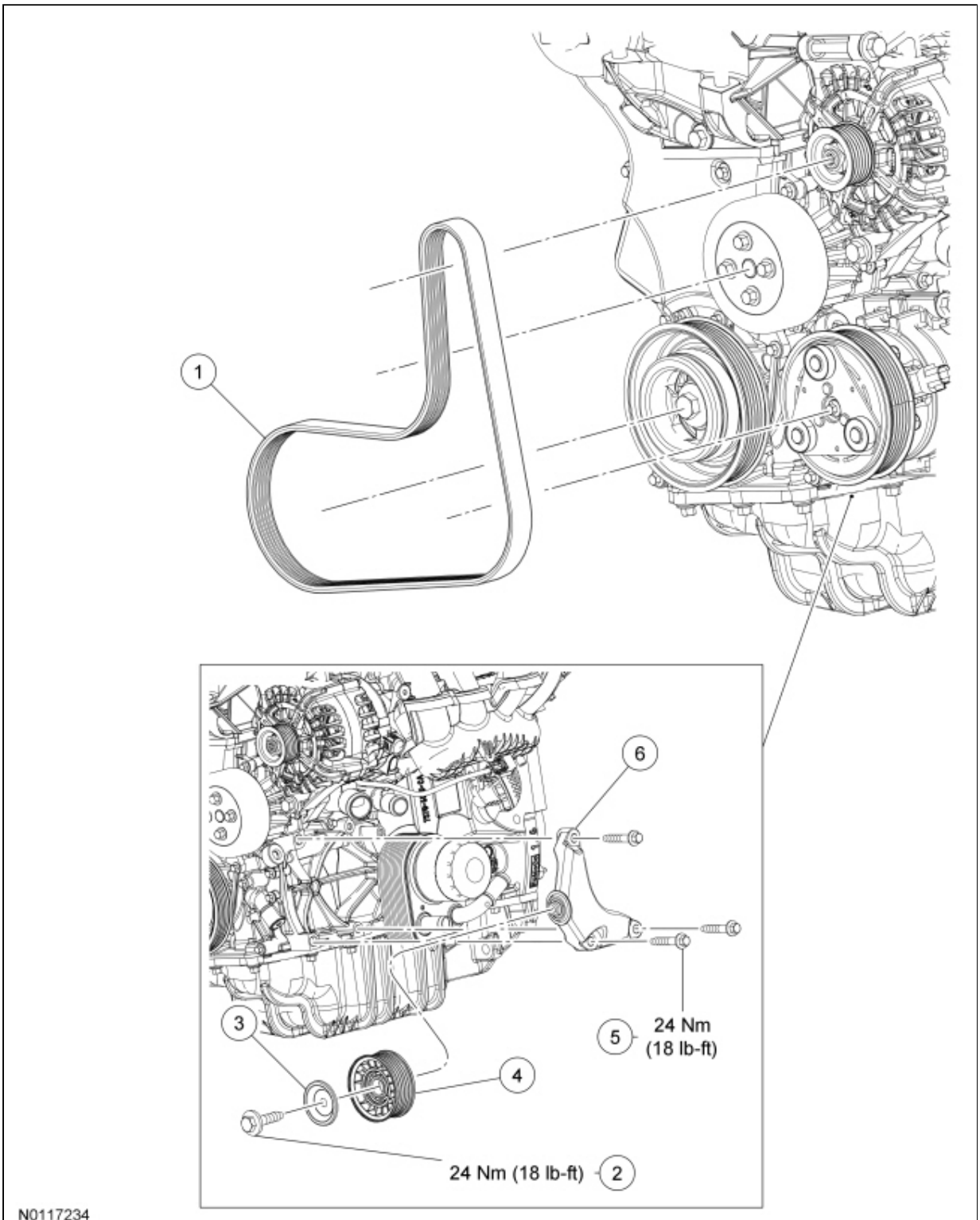
With the engine running, check accessory drive belt tracking on all pulleys. If the edge of the accessory drive belt rides beyond the edge of the pulleys, noise and premature wear will occur. Make sure the accessory drive belt rides correctly on the pulley. If an accessory drive belt tracking condition exists, proceed with the following:

- Visually check the accessory drive belt tensioner for damage and wear, especially the mounting pad surface and arm alignment. If the accessory drive belt tensioner is not installed correctly, the mounting surface pad will be out of position. If the tensioner arm is worn, the arm will be out of alignment. Either of these conditions will result in chirp and squeal noises.
- With the engine running, visually observe the grooves in the pulleys (not the pulley flanges or the pulley forward faces) for excessive wobble. Install new components as necessary.
- Check all accessories, mounting brackets and the accessory drive belt tensioner for any interference that would prevent the component from mounting correctly. Correct any interference

condition and recheck the accessory drive belt tracking.

- Tighten all accessories, mounting brackets and accessory drive belt tensioner retaining hardware to specification. Recheck the accessory drive belt tracking.

Front End Accessory Drive (FEAD) — Exploded View



Item	Part Number	Description
1	6C301	Accessory drive belt
2	W709601	Accessory drive belt idler pulley (without A/C only)

3	8687	Accessory drive belt idler pulley washer (without A/C only)
4	6C344	Accessory drive belt idler pulley (without A/C only)
5	W500311	Accessory drive belt idler pulley bracket bolt (without A/C only) (3 required)
6	8680	Accessory drive belt idler pulley bracket (without A/C only)

1. For additional information, refer to the procedures in this section.

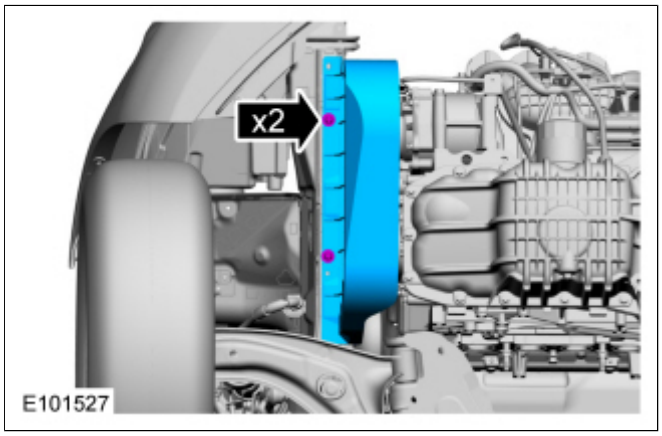
Accessory Drive Belt

Removal

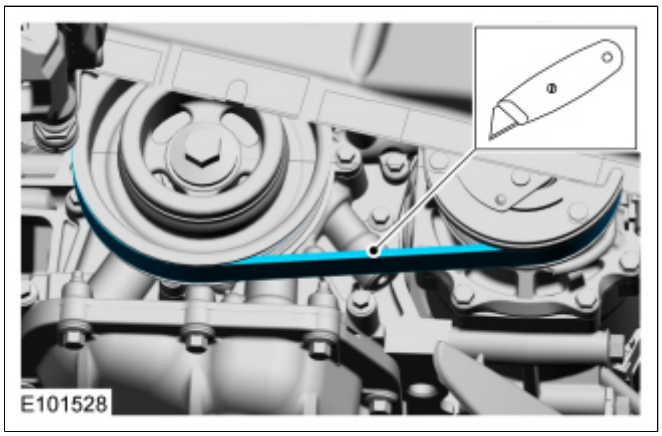
NOTICE: **Under no circumstances should the accessory drive belt, tensioner or pulleys be lubricated as potential damage to the belt material and tensioner damping mechanism will occur. Do not apply any fluids or belt dressing to the accessory drive belt or pulleys.**

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Remove the 2 bolts and the accessory drive belt splash shield.



3. Cut and discard accessory drive belt.

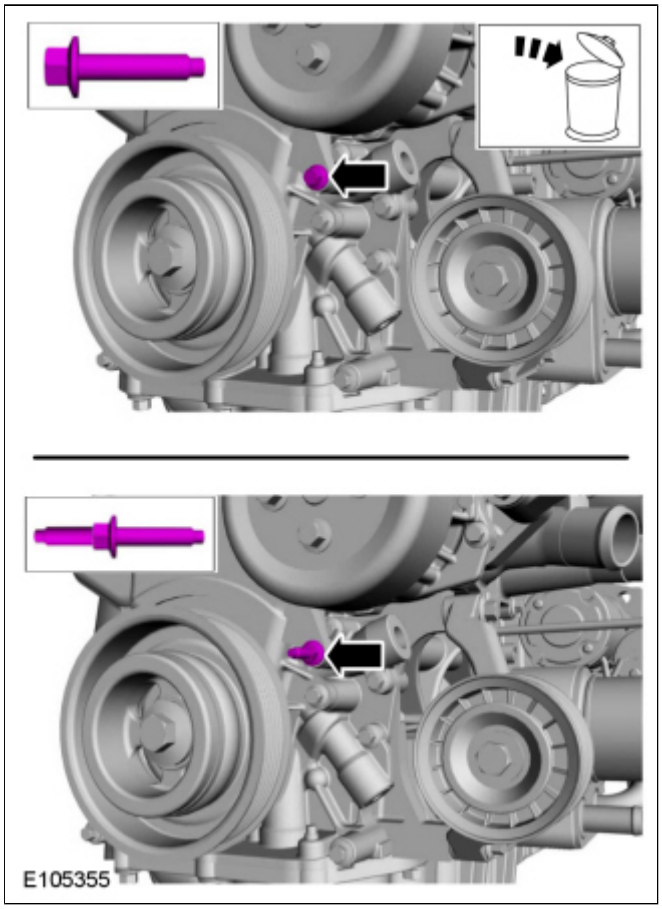


Installation

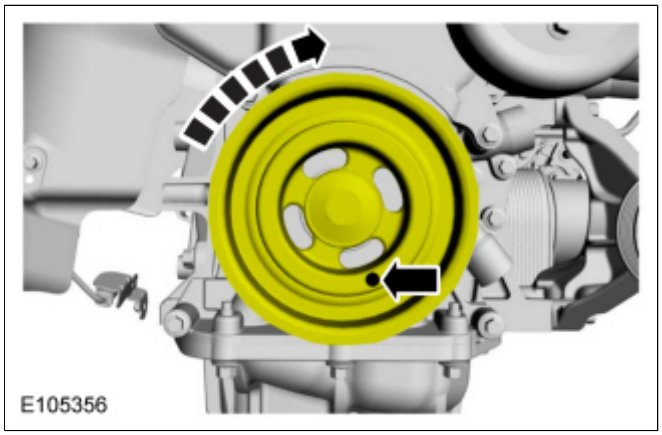
NOTICE: **Under no circumstances should the accessory drive belt, tensioner or pulleys be lubricated as potential damage to the belt material and tensioner damping mechanism will occur. Do not apply any fluids or belt dressing to the accessory drive belt or pulleys.**

NOTICE: **Only rotate the crankshaft clockwise or damage to the engine can occur.**

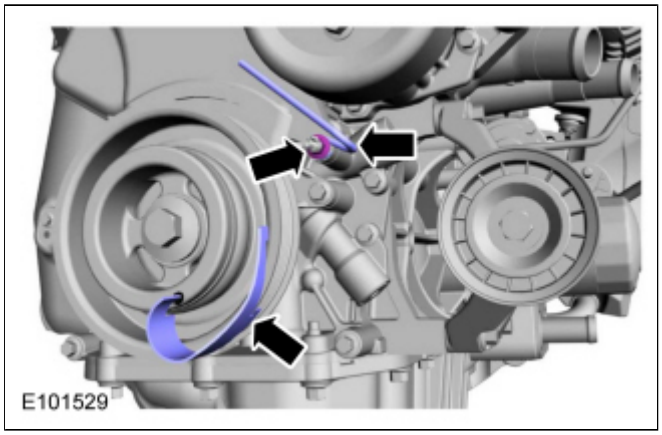
1. Remove and discard the bolt. Install the stud bolt supplied with the new accessory drive belt.
   - Tighten the stud bolt to 9 Nm (80 lb-in).



2. Rotate the crankshaft clockwise until the designated hole is at the 5 o'clock position.

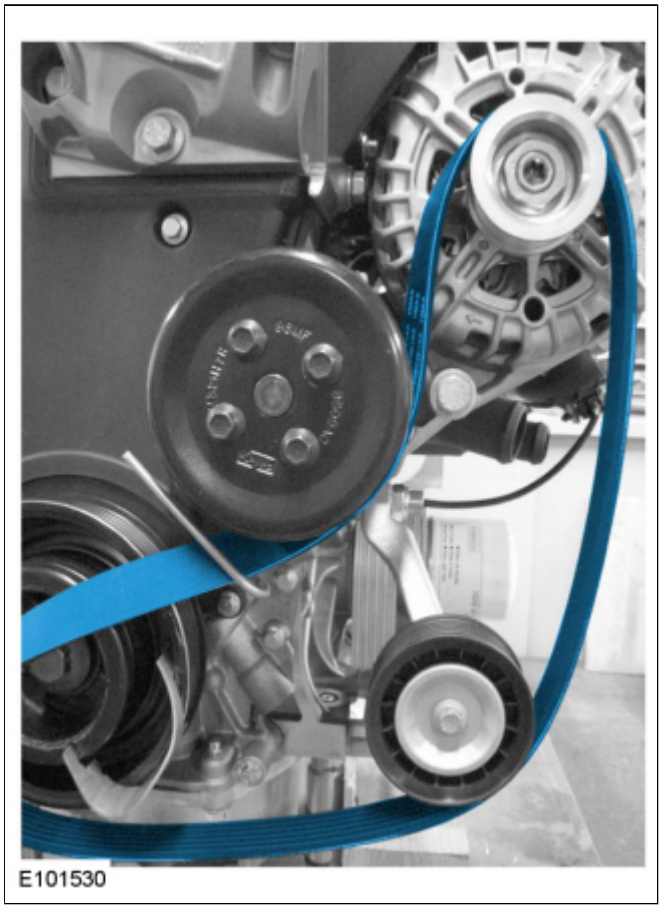


3. Install the tools supplied with the new accessory drive belt as shown.
    - Install the supplied nut finger tight.



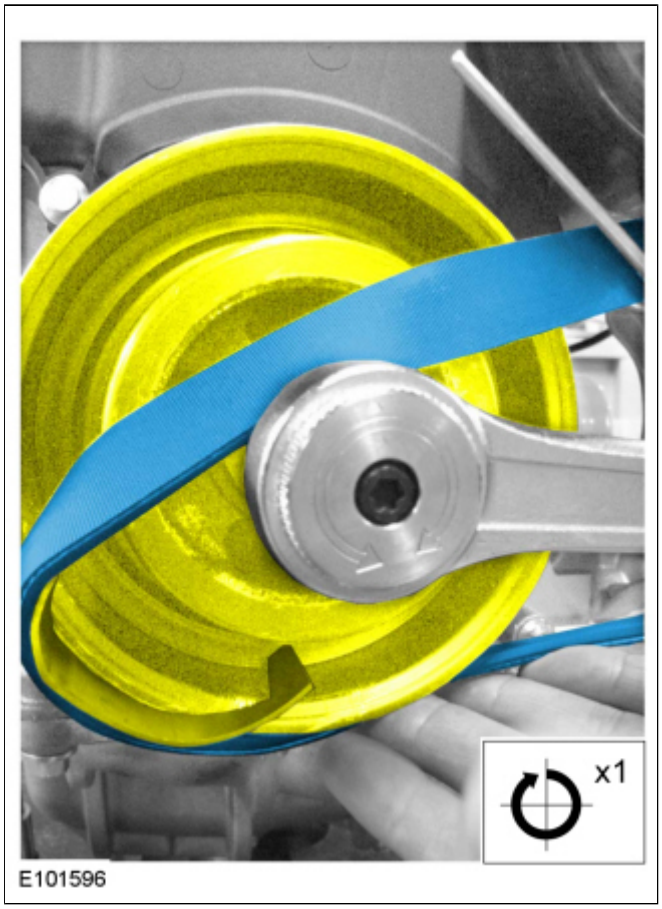
4. **NOTE:** Without A/C shown, with A/C similar.

   Position the accessory drive belt onto the coolant pump, generator and idler pulleys as shown.

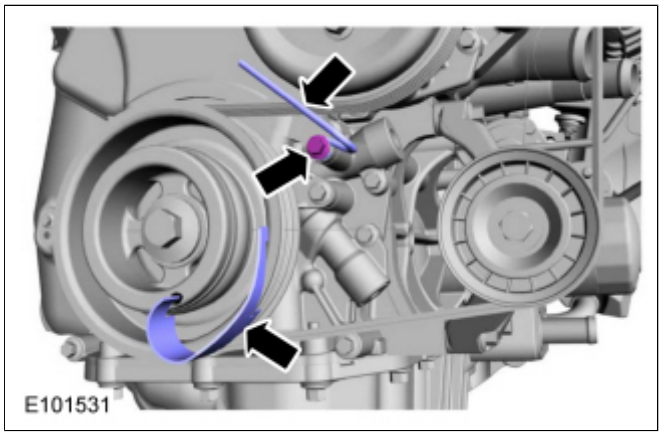


5. **NOTE:** After installation, verify the accessory drive belt is correctly seated on all of the pulleys.

   Rotate the crankshaft clockwise 1 full rotation.

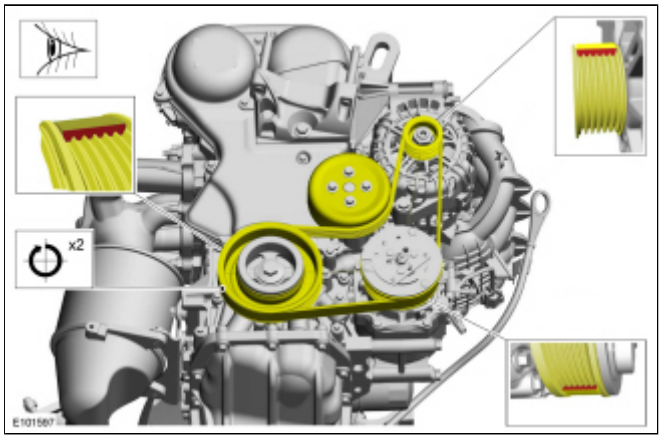


6. Remove the nut and the special tools. Leave the stud bolt installed.

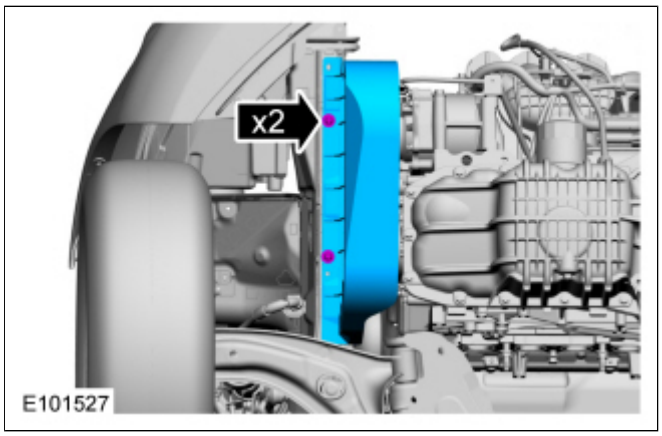


7. **NOTE:** With A/C shown, without A/C similar.

   Verify the accessory drive belt is correctly seated on all of the pulleys.



8. Position the accessory drive belt splash shield and install the 2 bolts.
    - Tighten to 9 Nm (80 lb-in).



Torque Specifications

Description	Nm	lb-ft	lb-in
Starter motor bolts	48	35	—
Starter motor solenoid battery cable nut	10	—	89
Starter motor solenoid wire nut	10	—	89

Starting System

The starting system consists of the following:

Without Intelligent Access

- Battery
- Battery cables
- Ignition switch
- Starter motor
- Starter relay (located in the Battery Junction Box (BJB)
- PCM (located in the engine compartment attached to the battery tray)
- Transmission Range (TR) sensor (automatic transaxle-equipped vehicles) (located on the transaxle)
- Clutch Pedal Position (CPP) switch (manual transmission-equipped vehicles) (located on the clutch pedal)
- Transmission Control Module (TCM) (located on the transaxle)
- Integrated Keyhead Transmitters (IKTs)

With Intelligent Access

- Battery
- Battery cables
- Start/stop switch
- Starter motor
- Starter relay (located in the BJB
- PCM (located in the engine compartment attached to the battery tray)
- Brake pedal switch (automatic transaxle)
- TR sensor (automatic transaxle-equipped vehicles) (located on the transaxle)
- CPP switch (manual transmission-equipped vehicles) (located on the clutch pedal)
- TCM (located on the transaxle)
- Intelligent Access (IA) key
- Remote Function Actuator (RFA) module

Starting System

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST3094-A	Test Light SGT27000 or equivalent 250-300 mA incandescent bulb test lamp
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation — Without Intelligent Access (IA)

NOTE: This vehicle is equipped with Passive Anti-Theft System (PATS) that disables the engine if an unprogrammed PATS key is used or an invalid PCM ID is received. PATS is controlled by the Instrument Panel Cluster (IPC). If there is a PATS concern that caused the engine to be disabled, the anti-theft light flashes rapidly in the IPC. Refer to Section 419-01B to diagnose a PATS concern.

The starting system is electronically controlled by the PCM. The PCM receives the following inputs:

- Correctly coded ignition key from the IPC
- Clutch pedal applied from the Clutch Pedal Position (CPP) switch (vehicles equipped with manual transaxle)
- Transaxle in PARK or NEUTRAL from the Transmission Range (TR) sensor (vehicles equipped with automatic transaxle)
- Request to start the engine, ignition switch in the START position

Under normal operation when the ignition is turned to the START position the IPC generates a key verification message. It sends this message to the PATS transceiver. The transceiver reads the key and sends a key verification message back to the IPC. If the message received does not match the key verified in the IPC memory, the engine will not crank and start. Once the IPC determines the correct programmed key was used to START the vehicle, the IPC sends the PCM a request to crank and start

the engine. When the PCM receives the message, it generates a response and sends it back to the IPC . If the response from the PCM does not match the response in the IPC memory, PATS is not enabled and the engine does not crank. If both the key verification and PCM ID pass, PATS is enabled. The PCM recognizes the correct electronically coded passive key and provides voltage and ground to the starter relay coil. The starter relay coil is energized causing the relay contacts to close providing voltage to the starter solenoid, allowing the starter motor to crank and start the engine. The PCM disengages the starter once an engine rpm threshold is reached, a set crank time is exceeded or the ignition is turned OFF. For additional information, refer to Section 419-01B .

Vehicles equipped with an automatic transaxle have a TR sensor. The TR sensor prevents operation of the starter unless the transaxle is in NEUTRAL or PARK.

Vehicles equipped a manual transaxle have a CPP switch. The CPP switch prevents operation of the starter unless the clutch pedal is fully pressed.

Principles of Operation — With Intelligent Access (IA)

NOTE: This vehicle is equipped with Passive Anti-Theft System (PATS) that disables the engine if an unprogrammed PATS key is used or an invalid PCM ID is received. PATS is controlled by the Remote Function Actuator (RFA) module. If there is a PATS concern that caused the engine to be disabled, the anti-theft light flashes rapidly in the Instrument Panel Cluster (IPC). Refer to Section 419-01B to diagnose a PATS concern.

The Intelligent Access (IA) starting system is electronically controlled by the RFA module which acts as the PATS control function. The RFA module receives the following inputs:

- Correctly coded ignition key from PATS
- Clutch pedal applied input from the Clutch Pedal Position (CPP) switch (vehicles equipped with manual transaxle)
- Transaxle in PARK or NEUTRAL from the Transmission Control Module (TCM) (vehicles equipped with automatic transaxle)
- Request to start the engine, start/stop switch is pushed
- Brake pedal applied input (automatic transaxle)

During a start event, the start/stop button is pushed in combination with either the brake or clutch pedal input. The RFA module receives a request to start the engine. The RFA module recognizes the correct electronically coded passive key and provides voltage to the starter relay coil and signals the PCM. The PCM recognizes the correct inputs and provides ground to energize the relay coil and close the relay contacts. The starter relay contacts close, providing voltage to the starter solenoid, allowing the starter to crank and start the engine. The PCM disengages the starter once an engine rpm threshold is reached, a set crank time is exceeded or the stop/start button is pressed indicating an engine shutdown request.

Vehicles equipped with an automatic transaxle have a TR sensor. The TR sensor prevents operation of the starter unless the transaxle is in NEUTRAL or PARK.

Vehicles equipped a manual transaxle have a CPP switch. The CPP switch prevents operation of the starter unless the clutch pedal is fully pressed.

Inspection and Verification

WARNING: Always disconnect the battery ground cable at the battery before disconnecting the starter motor battery terminal lead. If a tool is shorted at the starter motor battery terminal, the tool can quickly heat enough to cause a skin burn. Failure to follow this instruction may result in serious personal injury.

NOTE: Make sure the anti-theft system is functioning correctly before carrying out a logical starting system diagnosis. Address anti-theft system concerns before continuing. Refer to Section 419-01B .

1. Verify the customer concern.

2. Remove the accessory drive belt. Refer to Section 303-05 . Verify the crankshaft and each of the components driven by the accessory drive belt rotate and are not seized or damaged.

3. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Starter motor • Starter motor bolts • IA key (with Intelligent access) • Start/stop button (with IA)	• Battery • Battery cables • High-current Battery Junction Box (BJB) mega fuse 1 (450A) • BJB fuse 11(30A) • Wiring, terminals or connectors • Starter relay • PATS • Loose or corroded connections

4. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

5. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

6. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

7. For vehicles **without Intelligent Access,** if the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

8. For vehicles **with Intelligent Access,** if the scan tool does not communicate with the vehicle:
   - verify the ignition is in the ON mode.
     - the air bag warning indicator prove-out (other indicators may NOT prove ignition is ON) confirms ignition ON. If ignition does not turn ON, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 , to diagnose no response from the PCM.

9. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, proceed with module self-test diagnostics.

10. Carry out the self-test diagnostics for the Transmission Control Module (TCM) (if equipped), RFA module (if equipped) and the PCM.

11. If the DTCs retrieved are related to the concern, go to DTC Charts.

12. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Chart

PCM DTC Chart

DTC	Description	Action
P0617:12	Starter Relay Circuit High: Circuit Short To Battery	GO to Pinpoint Test C.
P0850:00	Park / Neutral Switch Input Circuit: No Sub Type Information	For vehicles without Intelligent Access (IA), GO to Pinpoint Test A. For vehicles with IA, GO to Pinpoint Test B.
P0851:00	Park / Neutral Switch Input Circuit Low: No Sub Type Information	For vehicles without IA, GO to Pinpoint Test A. For vehicles with IA, GO to Pinpoint Test B.
All other DTCs	—	REFER to Section 303-14.

Transmission Control Module (TCM) DTC Chart

DTC	Description	Action
P0706:00	Transmission Range Sensor A Circuit Range/Performance: No Sub Type Information	REFER to Section 307-11.
P0707:00	Transmission Range Sensor A Circuit Low: No Sub Type Information	REFER to Section 307-11.
P0708:00	Transmission Range Sensor A Circuit High: No Sub Type Information	REFER to Section 307-11.
P0709:00	Transmission Range Sensor A Circuit Intermittent: No Sub Type Information	REFER to Section 307-11.
P2801:00	Transmission Range Sensor B Circuit Range/Performance: No Sub Type Information	REFER to Section 307-11.
P2802:00	Transmission Range Sensor B Circuit Low: No Sub Type Information	REFER to Section 307-11.
P2803:00	Transmission Range Sensor B Circuit High: No Sub Type Information	REFER to Section 307-11.
P2804:00	Transmission Range Sensor B Circuit Intermittent: No Sub Type Information	REFER to Section 307-11.
All other DTCs	—	REFER to Section 307-11

Remote Function Actuator (RFA) Module DTC Chart

DTC	Description	Action
P0615:12	Starter Relay Circuit: Circuit Short to Battery	GO to Pinpoint Test C.
P1708:62	Clutch Switch Circuit: Signal Compare Failure	GO to Pinpoint Test B.
All other DTCs	—	REFER to Section 419-01B.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The engine does not crank — without Intelligent Access (IA)	• Fuse • Battery • Battery cables • Passive Anti-Theft System (PATS) • Starter motor • Wiring, terminals or connectors • PCM • Starter relay • Ignition switch • Transmission Range (TR) sensor (automatic transaxle only) • Transmission Control Module (TCM) (automatic transaxle only) • CPP switch (manual transaxle only)	• GO to Pinpoint Test A.
• The engine does not crank — with Intelligent Access (IA)	• Fuse • Battery • Battery cables • PATS • Starter motor • Wiring, terminals or connectors • PCM • Remote Function Actuator (RFA) module • Starter relay • Start/stop switch • Brake switch input • TCM (automatic transaxle only) • CPP switch (manual transaxle only)	• GO to Pinpoint Test B.
• Unusual starter noise	• Starter motor • Starter motor	• GO to Pinpoint Test D.

	mounting • Flywheel or flexplate ring gear • Starter motor engagement	
• The engine cranks slowly	• Battery • Starter motor • Circuitry	• CARRY OUT the Starter Motor Component Test.
• The starter spins but the engine does not crank	• Starter motor	• INSPECT the flywheel/flexplate ring gear for missing teeth. CHECK the starter motor for correct mounting. If concern persists, INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation.

Pinpoint Tests

Pinpoint Test A: The Engine Does Not Crank — Without Intelligent Access

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Normal Operation

Under normal operation the ignition switch is turned to the START position, the PCM receives a request to start the engine. The PCM receives a signal from theTransmission Control Module (TCM) that the vehicle is in PARK or NEUTRAL as determined by the TR sensor (vehicles equipped with an automatic transaxle) or from the Clutch Pedal Position (CPP) switch indicating the clutch pedal is fully pressed (vehicles equipped with manual transaxle). The PCM supplies voltage and ground to energize the starter relay coil. The energized coil causes the starter relay contacts to close. This allows voltage to be supplied from Battery Junction Box (BJB) fuse 11 (30A) to the starter solenoid. The starter solenoid is grounded at the starter. Energizing the starter solenoid closes the solenoid contacts allowing voltage directly from the battery to the starter, engaging the starter drive into the ring gear causing the engine to crank and start. The PCM disengages the starter once an engine rpm threshold is reached, a set crank time is exceeded or the ignition is turned OFF.

- DTC P0850:00 (Park/Neutral Switch Input Circuit: No Sub Type Information) — sets when the message from the P/N_SW CLUTCH 2 circuit is invalid causing a mismatch with the High Speed Controller Area Network (HS-CAN) message from the TCM .
- DTC P0851:00 (Park/Neutral Switch Input Circuit Low: No Sub Type Information) — sets when the PCM detects a short to ground on the P/N_SW/CLUTCH 2 circuit.

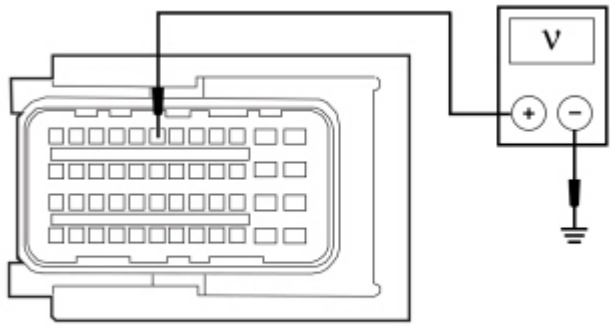
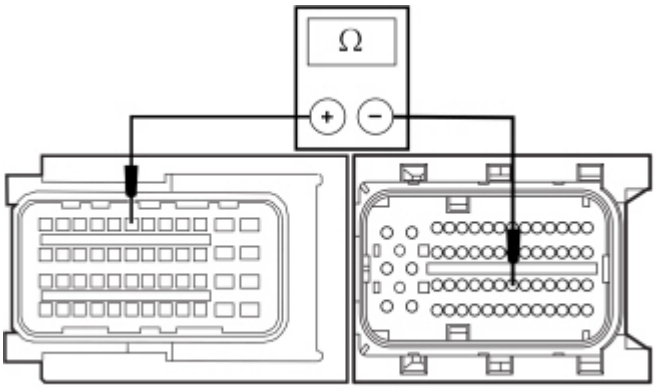
This pinpoint test is intended to diagnose the following:

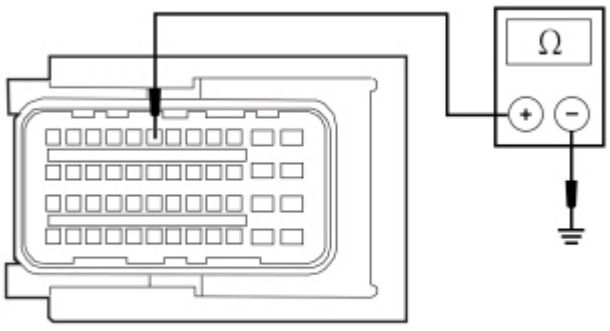
- Battery
- Battery cables
- Passive Anti-Theft System (PATS)
- Ignition switch
- Fuse
- Starter motor
- Starter relay
- Wiring, terminals or connectors
- PCM
- TCM (automatic transaxle)
- Clutch Pedal Position (CPP) switch (manual transaxle only)

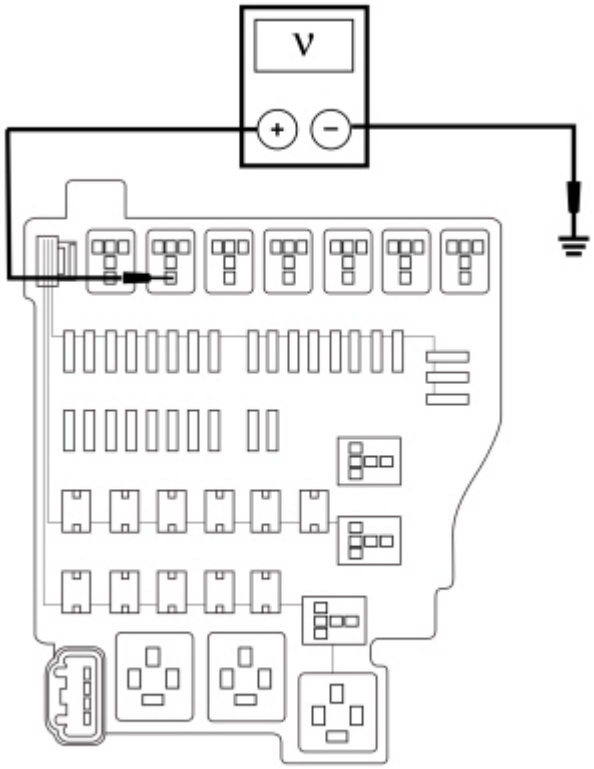
PINPOINT TEST A: THE ENGINE DOES NOT CRANK — WITHOUT INTELLIGENT ACCESS

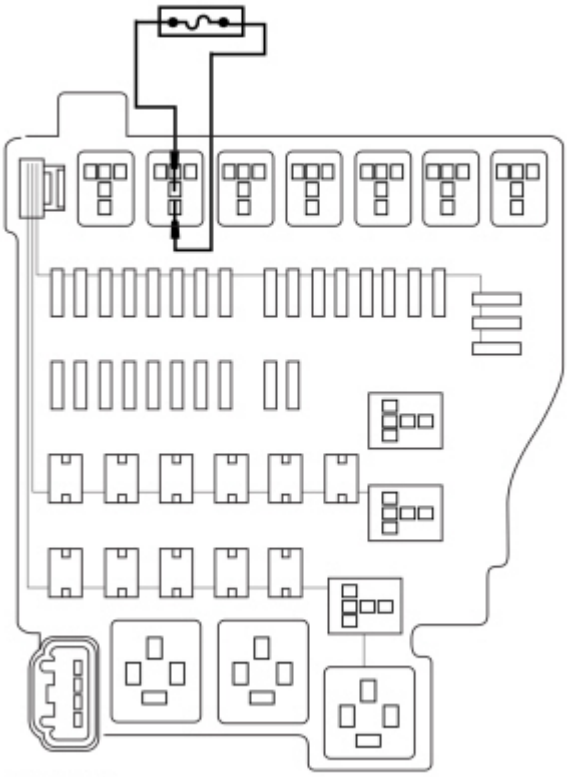
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 CHECK THE BATTERY • Check the battery condition and state of charge. Refer to Diagnosis and Testing in Section 414-01 . • **Is the battery OK?**	**Yes** GO to A2 . **No** CHARGE or INSTALL a new battery as necessary. REFER to Section 414-01 . TEST the system for normal operation.
A2 RETRIEVE DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM — Self-Test. • Enter the following diagnostic mode on the scan tool: IPC — Self-Test. • Enter the following diagnostic mode on the scan tool: TCM — Self-Test. • **Were DTCs retrieved on-demand during self-test?**	**Yes** For IPC DTCs, REFER to Section 413-01 . For all TCM DTCs, REFER to Section 307-11 . For PCM DTC P0617:12, GO to Pinpoint Test C . For PCM DTC P0850:00, GO to A4 . For DTC P0851:00, GO to A7 . For all other PCM DTCs, REFER to Section 303-14 . **No** For automatic transaxle, GO to A3 . For manual transaxle, GO to A9 .
A3 CHECK THE PCM TRANSMISSION PARK OR NEUTRAL RANGE SWITCH (TRP/N) PID • Enter the following diagnostic mode on the scan tool: DataLogger — PCM. • While observing the TRP/N PID, place the gear selector in NEUTRAL and then PARK. • **Does the PID indicate YES with the gear selector in NEUTRAL or PARK?**	**Yes** GO to A10 . **No** GO to A4 .
A4 CHECK THE P/N_SW/CLUTCH 2 CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: PCM C175B. • Disconnect: TCM C1750A. • Ignition ON. • Measure the voltage between PCM C175B-7, circuit CE903 (BU/OG), harness side and ground.	**Yes** REPAIR circuit CE903 (BU/OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal

 N0130041 • **Is any voltage present?**	operation. **No** GO to A5 .
A5 CHECK THE P/N_SW/CLUTCH 2 CIRCUIT FOR AN OPEN • Ignition OFF. • Measure the resistance between PCM C175B-7, circuit CE903 (BU/OG), harness side and TCM C1750A-39, circuit CE903 (BU/OG), harness side.  N0130362 • **Is the resistance less than 5 ohms?**	**Yes** GO to A6 . **No** REPAIR circuit CE903 (BU/OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A6 CHECK THE TCM TRANSMISSION RANGE INPUT ALLOWING ENGINE START (TR_CRANK) AND PCM TRANSMISSION PARK OR NEUTRAL RANGE SWITCH (TRP/N) PIDs • Connect: PCM C175B. • Connect: TCM C1750A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — TCM . • While observing the TR_CRANK PID, place the gear selector in NEUTRAL and then PARK. • Enter the following diagnostic mode on the scan tool: DataLogger — PCM. • While observing the TRP/N PID, place the gear selector in NEUTRAL and then PARK. • **Do the PIDs indicate YES with the gear selector position in NEUTRAL or PARK?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** If the concern is with TRP/N PID, INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. If the concern is with TR_CRANK PID,

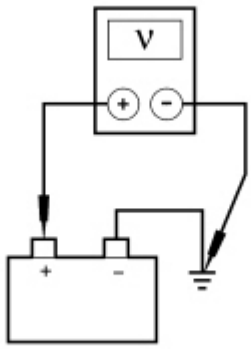
	INSTALL a new TCM. REFER to Section 307-11. TEST the system for normal operation.
A7 CHECK FOR DTC WITH TCM DISCONNECTED	
• Ignition OFF. • Disconnect: TCM C1750A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM — Self-Test. • **Was DTC P0851:00 retrieved on-demand during self-test?**	**Yes** GO to A8. **No** INSTALL a new TCM. REFER to Section 307-11. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A8 CHECK THE P/N_SWITCH CLUTCH 2 CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: PCM C175B. • Measure the resistance between PCM C175B-7, circuit CE903 (BU/OG), harness side and ground.  N0130042 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new PCM. REFER to Section 303-14. TEST the system for normal operation. **No** REPAIR circuit CE903 (BU/OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A9 CHECK THE PCM CLUTCH PEDAL AT OR NEAR BOTTOM OF TRAVEL (CPP_BOT) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — PCM. • While observing the CPP_BOT PID, fully disengage the clutch. • **Does the PID change from NO to YES?**	**Yes** GO to A10. **No** GO to A23.
A10 CHECK THE PCM STARTER RELAY ENABLE (STRT_RLY) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — PCM. • **NOTE:** For manual transaxle, fully disengage the clutch. • Monitor the STRT_RLY PID while holding the key in the START position. • **Does the PID change from DISENGAGED to ENGAGED?**	**Yes** GO to A11. **No** GO to A21.
A11 CHECK THE STARTER RELAY	
• Swap the starter relay with a known good relay and attempt to crank the engine. • **Does the engine crank?**	**Yes** INSTALL a new starter relay. TEST the system for normal operation. **No**

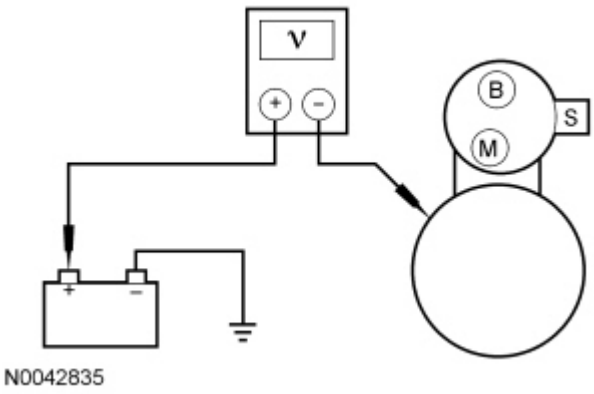
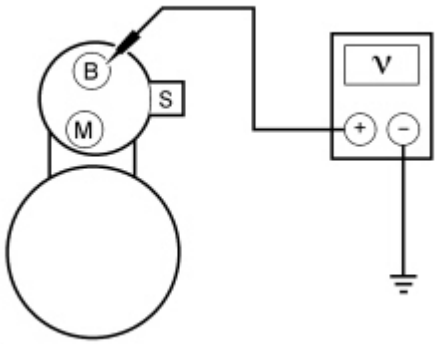
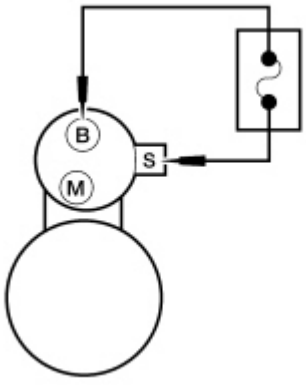
	GO to A12 .
A12 CHECK THE VOLTAGE TO THE STARTER RELAY	
• Ignition OFF. • Disconnect: Starter Relay. • Measure the voltage between Battery Junction Box (BJB) starter relay cavity pin 3, circuit SBB11 (BU/RD), harness side and ground.  N0115734 • **Is the voltage greater than 10 volts?**	**Yes** GO to A13 . **No** VERIFY BJB fuse 11 (30A) is OK. If OK, REPAIR circuit SBB11 (BU/RD) for an open. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.
A13 CHECK THE STARTER MOTOR OPERATION AT THE STARTER RELAY	
• Ignition OFF. • With the transaxle in PARK or NEUTRAL, connect one end of a fused jumper wire to BJB starter relay cavity 3, circuit SBB11 (BU/RD) and momentarily connect the other end of the fused jumper wire to BJB starter relay cavity 5, circuit CDC26 (GY/OG).	**Yes** GO to A19 . **No** GO to A14 .



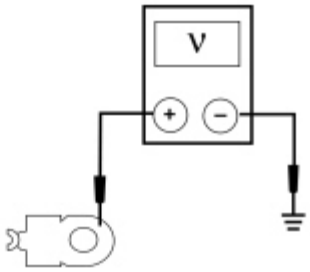
N0114473

- **Did the starter engage and the engine crank?**

A14 CHECK THE BATTERY GROUND CABLE	
• Measure the voltage between the positive battery post and the battery ground cable connection at the engine.  AJ0280-A • **Is the voltage greater than 10 volts?**	**Yes** GO to A15 . **No** CARRY OUT the Starter Motor — Ground Circuit Test. REFER to Component Test in this section. TEST the system for normal operation.
A15 CHECK THE STARTER MOTOR GROUND	
• Measure the voltage between the positive battery post and the starter motor case.	**Yes** GO to A16 . **No** CLEAN the starter motor mounting flange and make sure the starter motor is correctly mounted. TEST the system for normal

 N0042835 • **Is the voltage greater than 10 volts?**	operation.
A16 CHECK THE VOLTAGE TO THE STARTER MOTOR	
• Measure the voltage between starter solenoid C197A, circuit SBF01 (RD) and ground.  N0042836 • **Is the voltage greater than 10 volts?**	**Yes** GO to A17 . **No** INSTALL a new positive battery cable. REFER to Section 414-01 . TEST the system for normal operation.
A17 CHECK THE STARTER MOTOR	
• Connect one end of a fused jumper wire to starter solenoid C197A, circuit SBF01 (RD) and momentarily connect the other end of the fused jumper wire to starter solenoid C197B, circuit CDC26 (GY/OG).  N0084970 • **Did the starter engage and the engine crank?**	**Yes** GO to A18 . **No** INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation.
A18 CHECK FOR START INPUT AT THE STARTER	
• Connect: Starter Relay. • Disconnect: Starter Solenoid C197B. • Measure the voltage between the starter solenoid C197B-1, circuit CDC26 (GY/OG) and ground, while holding the key in the START	**Yes** CLEAN the starter solenoid "S" terminal and connector. CHECK

position.



N0115632

- **Is the voltage greater than 10 volts?**

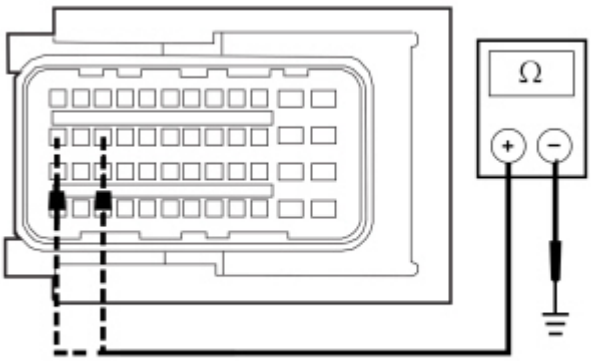
the wiring and the starter motor for a loose or intermittent connection. TEST the system for normal operation.

No
REPAIR circuit CDC26 (GY/OG) for an open. TEST the system for normal operation.

A19 CHECK THE PCM START CIRCUITS FOR A SHORT TO GROUND

- Ignition OFF.
- Disconnect: PCM C175B.
- Disconnect: Starter Relay.
- Disconnect: IPC C220.
- Disconnect: ACM C240A (Vehicles Built After 1/14/2011).
- Measure the resistance between PCM C175B, harness side and ground, using the following chart.

PCM Connector	Circuit
C175B-24	CDC12 (YE)
C175B-22	CDC54 (WH/GN)



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- **Are the resistances greater than 10,000 ohms?**

Yes
GO to A20 .

No
REPAIR the affected circuit for a short to ground. TEST the system for normal operation.

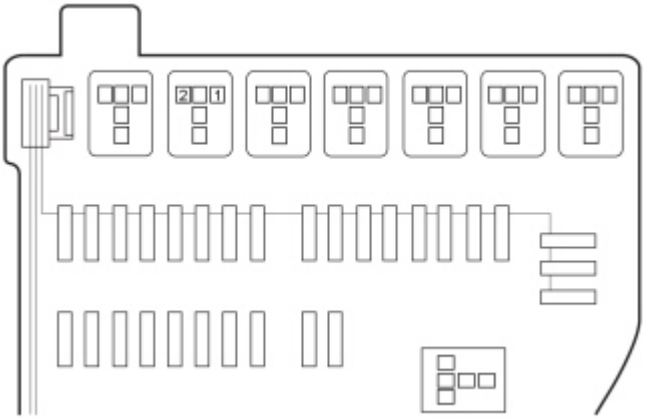
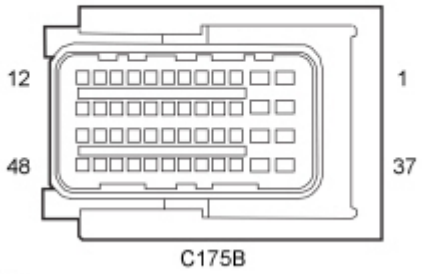
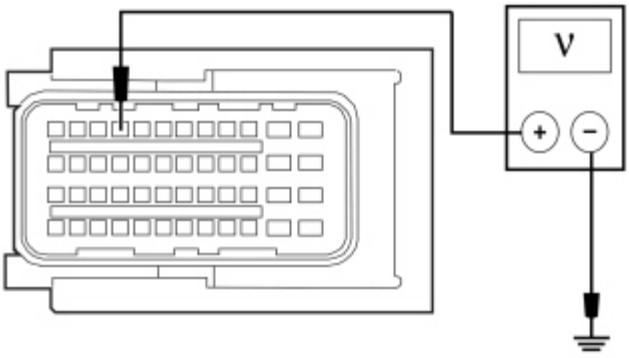
A20 CHECK THE PCM START CIRCUITS FOR AN OPEN

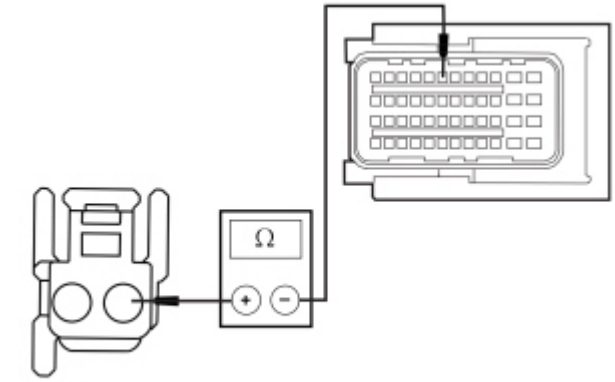
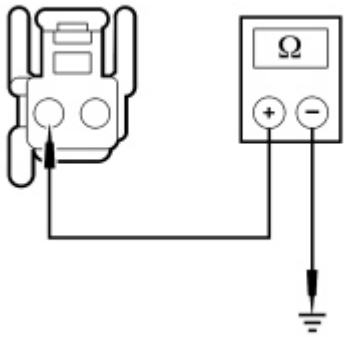
- Measure the resistance between PCM C175B, harness side and BJB starter relay cavity, using the following chart.

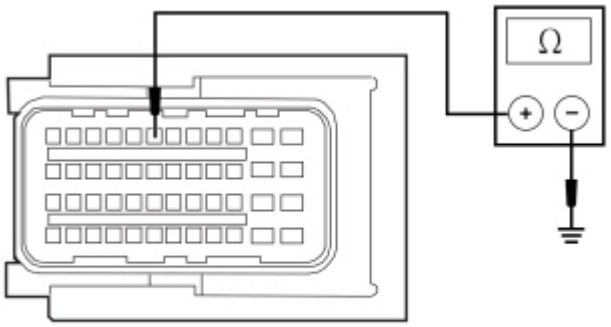
PCM Connector	Circuit	BJB
C175B-24	CDC12 (YE)	BJB starter relay cavity 2
C175B-22	CDC54 (WH/GN)	BJB starter relay cavity 1

Yes
INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.

No
REPAIR the affected circuit for an open. TEST the system for

  N0131351 • **Are the resistances less than 5 ohms?**	normal operation.
A21 CHECK THE START CIRCUIT FOR VOLTAGE AT THE PCM	
• Disconnect: PCM C175B. • Measure the voltage between PCM C175B-9, circuit CDC35 (BU/WH) and ground, while holding the key in the START position.  N0130361 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** GO to A22 .
A22 CHECK THE IGNITION SWITCH	
• Carry out the Ignition Switch Component Test. Refer to Wiring Diagrams Cell 149 for component testing. • **Did the ignition switch pass the component test?**	**Yes** REPAIR circuit CDC35 (BU/WH) for an open. TEST the system for normal operation. **No**

	INSTALL a new ignition switch. REFER to Section 211-05 . TEST the system for normal operation.
A23 CHECK THE CPP SWITCH CIRCUIT FOR AN OPEN • Ignition OFF. • Disconnect: CPP Switch C257. • Disconnect: PCM C175B. • Measure the resistance between CPP switch C257-1, circuit CE903 (BU/OG), harness side and PCM C175B-7, circuit CE903 (BU/OG), harness side.  N0129623 • **Is the resistance less than 5 ohms?**	**Yes** GO to A24 . **No** REPAIR circuit CE903 (BU/OG) for an open. TEST the system for normal operation.
A24 CHECK THE CPP GROUND CIRCUIT FOR AN OPEN • Measure the resistance between CPP switch C257-2, circuit GD187 (BK/GN), harness side and ground.  N0095736 • **Is the resistance less than 5 ohms?**	**Yes** GO to A25 . **No** REPAIR circuit GD187 (BK/GN) for an open. TEST the system for normal operation.
A25 CHECK THE CPP SWITCH • Connect: CPP Switch C257. • Measure the resistance between PCM C175B-7, circuit CE903 (BU/OG), harness side and ground while depressing the clutch pedal.	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** INSTALL a new CPP switch. REFER to Section 303-14 . TEST the system for normal operation.



N0130042

- **Is the resistance less than 5 ohms?**

Pinpoint Test B: The Engine Does Not Crank — With Intelligent Access (IA)

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Normal Operation

Under normal operation the start/stop switch, when pushed in combination with pressing either the brake or clutch pedal (depending upon transaxle), provides the Remote Function Actuator (RFA) module a request to start the engine. The RFA module and PCM receive a signal from the Transmission Control Module (TCM) that the vehicle is in PARK or NEUTRAL (vehicles equipped with an automatic transaxle) or from the Clutch Pedal Position (CPP) switch when the clutch pedal is fully pressed (vehicles equipped with manual transaxle). The RFA module supplies voltage to the starter relay coil and signals the PCM to provide ground to the relay coil. The energized coil causes the starter relay contacts to close. This allows voltage to be supplied from Battery Junction Box (BJB) fuse 11 (30A) to the starter solenoid. The starter solenoid is grounded at the starter. Energizing the starter solenoid closes the solenoid contacts allowing voltage directly from the battery to the starter, engaging the starter drive into the ring gear causing the engine to crank and start. The PCM disengages the starter once an engine rpm threshold is reached, a set crank time is exceeded or the stop/start button is pressed indicating engine shut down.

- DTC P0850:00 (Park/Neutral Switch Input Circuit: No Sub Type Information) — sets when the message from the P/N_SW CLUTCH 2 circuit is invalid causing a mismatch with the High Speed Controller Area Network (HS-CAN) message from the TCM .
- DTC P0851:00 (Park/Neutral Switch Input Circuit Low: No Sub Type Information) — sets when the PCM detects a short to ground on the P/N_SW/CLUTCH 2 circuit.
- DTC P1708:62 (Clutch Switch Circuit: Signal Compare Failure) — sets when the clutch switch input to the RFA module indicates the clutch pedal is pressed but the Medium Speed Controller Area Network (MS-CAN) message transmitted by the Instrument Panel Cluster (IPC) module indicates the clutch pedal is not pressed.

This pinpoint test is intended to diagnose the following:

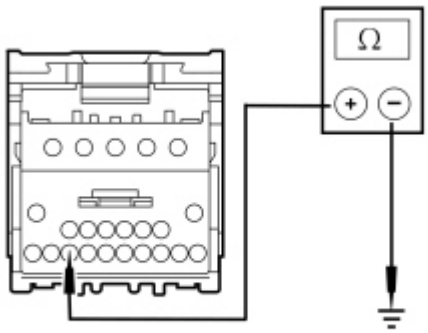
- Battery
- Battery cables
- Start/stop switch
- Cruise control deactivation switch
- Fuses
- PATS
- Starter motor
- Starter relay
- Wiring, terminals or connectors
- PCM
- TCM (automatic transaxle)
- Clutch Pedal Position (CPP) switch (manual transaxle only)

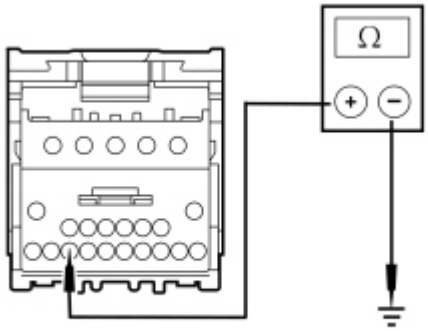
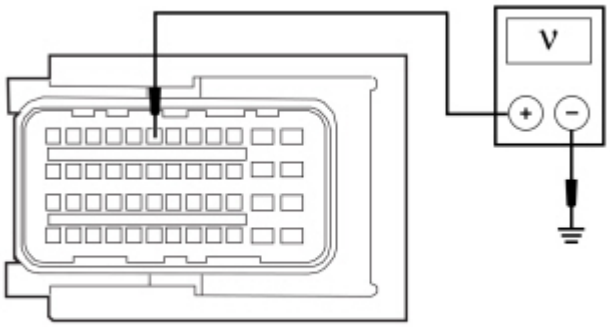
- RFA module

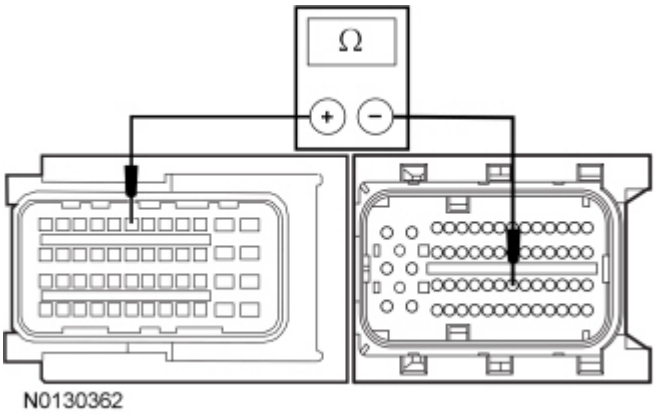
PINPOINT TEST B: THE ENGINE DOES NOT CRANK — WITH INTELLIGENT ACCESS (IA)

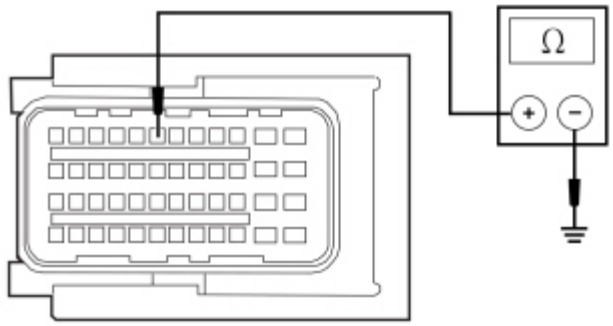
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

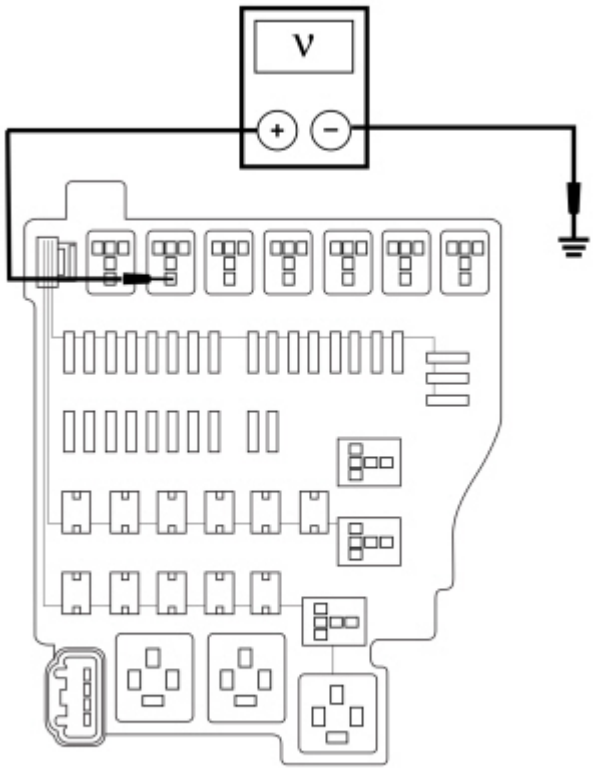
Test Step	Result / Action to Take
B1 CHECK THE BATTERY	
• Check the battery condition and state of charge. Refer to Diagnosis and Testing in Section 414-01 . • **Is the battery OK?**	**Yes** GO to B2 . **No** CHARGE or INSTALL a new battery as necessary. REFER to Section 414-01 . TEST the system for normal operation.
B2 CHECK FOR KEY NOT DETECTED	
NOTE: There are certain areas inside the vehicle where the IA key may not be detected and the message center displays KEY NOT DETECTED. If the IA key is in the far outside edges of the interior (like in a door map pocket or above a sun visor) it might not be detected. Move the IA key to a different location and try to crank the vehicle again. • Check the Front Control/Display Interface Module (FCDIM) while pressing the start/stop switch. • **Is KEY NOT DETECTED displayed?**	**Yes** REFER to Section 419-01B to diagnose KEY NOT DETECTED is displayed. **No** GO to B3 .
B3 CHECK THE IPC OPERATION	
• Observe the Instrument Panel Cluster (IPC) operation while pressing the start/stop switch. • **Do some indicators in the IPC illuminate?**	**Yes** GO to B5 . **No** GO to B4 .
B4 CHECK FOR COMMUNICATION WITH THE SCAN TOOL	
• Refer to Inspection and Verification in Section 418-00 , and follow the procedure to establish a session with the vehicle. • **Does the RFA module pass the network test?**	**Yes** REFER to Section 211-05 to diagnose no power in RUN. **No** REFER to Section 418-00 to diagnose no communication with the RFA module or PCM.
B5 RETRIEVED DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM — Self-Test. • Enter the following diagnostic mode on the scan tool: RFA module — Self-Test. • Enter the following diagnostic mode on the scan tool: TCM — Self-	**Yes** For RFA module DTC P1708:62, GO to B33 . For RFA module DTC P0615:12, GO to Pinpoint Test C . For all

Test. • Enter the following diagnostic mode on the scan tool: PCM — Self-Test. • **Were DTCs retrieved on-demand during self-test?**	other RFA module DTCs, REFER to Section 419-01B. For PCM DTC P0617:12, GO to Pinpoint Test C. For PCM DTC P0850:00, GO to B10. For DTC P0851:00, GO to B13. For all other PCM DTCs, REFER to Section 303-14. For all TCM DTCs, REFER to Section 307-11. **No** For automatic transaxle, GO to B6. For manual transaxle, GO to B15.
B6 CHECK THE RFA MODULE BRAKE SWITCH (BRAKE_SW) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — RFA module. • While observing the BRAKE_SW PID, apply the brake pedal. • **Does the PID change from OFF to ON?**	**Yes** GO to B9. **No** GO to B7.
B7 CHECK THE CRUISE CONTROL DEACTIVATION CIRCUIT TO THE RFA MODULE FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: IPC C220. • Disconnect: RFA module C3503B. • Disconnect: Cruise Control Deactivation Switch C278. • Measure the resistance between RFA module C3503B-21, circuit CCA29 (GN/BU), harness side and ground.  N0116354 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B8. **No** REPAIR circuit CCA29 (GN/BU). TEST the system for normal operation.
B8 CHECK THE BRAKE SWITCH	
• Connect: Cruise Control Deactivation Switch C278. • Measure the resistance between RFA module C3503B-21, circuit CCA29 (GN/BU) and ground while applying the brake pedal.	**Yes** INSTALL a new RFA module. REFER to Section 419-10. TEST the system for normal

 N0116354 • **Is the resistance greater than 10,000 ohms?**	operation. **No** INSTALL a new cruise control deactivation switch. REFER to Section 419-03 . TEST the system for normal operation.
B9 CHECK THE PCM TRANSMISSION P/N SWITCH (TRN/P) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — PCM . • While observing the TRP/N PID, place the gear selector in NEUTRAL and then PARK. • **Does the PID indicate YES with the gear selector in NEUTRAL or PARK?**	**Yes** GO to B16 . **No** GO to B10 .
B10 CHECK THE P/N_SW/CLUTCH 2 CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: PCM C175B. • Disconnect: TCM C1750A. • Ignition ON. • Measure the voltage between PCM C175B-7, circuit CE903 (BU/OG), harness side and ground.  N0130041 • **Is any voltage present?**	**Yes** REPAIR circuit CE903 (BU/OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to B11 .
B11 CHECK THE P/N_SW/CLUTCH 2 CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between PCM C175B-7, circuit CE903 (BU/OG), harness side and TCM C1750A-39, circuit CE903 (BU/OG), harness side.	**Yes** GO to B12 . **No** REPAIR circuit CE903 (BU/OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

 N0130362 • **Is the resistance less than 5 ohms?**	
B12 CHECK THE TCM TRANSMISSION RANGE INPUT ALLOWING ENGINE START (TR_CRANK) AND PCM TRANSMISSION PARK OR NEUTRAL RANGE SWITCH (TRP/N) PIDs	
• Connect: PCM C175B. • Connect: TCM C1750A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — TCM. • While observing the TR_CRANK PID, place the gear selector in PARK and then NEUTRAL. • Enter the following diagnostic mode on the scan tool: DataLogger — PCM. • While observing the TRP/N PID, place the gear selector in PARK and then NEUTRAL. • **Do the PIDs indicate YES with the gear selector in NEUTRAL or PARK?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** If the concern is with TRP/N PID, INSTALL a new PCM. REFER to Section 303-14. TEST the system for correct operation. If the concern is with TR_CRANK PID, INSTALL a new TCM. REFER to Section 307-11. TEST the system for normal operation.
B13 CHECK FOR A DTC WITH THE TCM DISCONNECTED	
• Ignition OFF. • Disconnect: TCM C1750A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM — Self-Test. • **Was DTC P0851:00 retrieved on-demand during self-test?**	**Yes** GO to B14. **No** INSTALL a new TCM. REFER to Section 307-11. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B14 CHECK THE P/N_SW/CLUTCH 2 CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: PCM C175B. • Measure the resistance between PCM C175B-7, circuit CE903	**Yes** INSTALL a new PCM. REFER to Section 303-

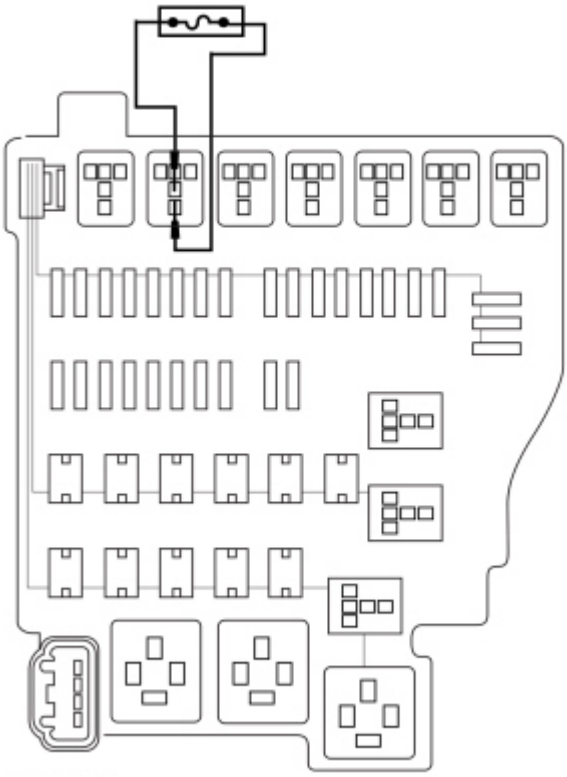
(BU/OG), harness side and ground.  N0130042 • **Is the resistance greater than 10,000 ohms?**	14 . TEST the system for normal operation. **No** REPAIR circuit CE903 (BU/OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B15 CHECK THE PCM CLUTCH PEDAL AT OR NEAR BOTTOM OF TRAVEL (CPP_BOT) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — PCM. • While observing the CPP_BOT PID, fully disengage the clutch. • **Does the PID change from NO to YES?**	**Yes** GO to B16 . **No** GO to B30 .
B16 CHECK THE PCM STARTER RELAY ENABLE (STRT_RLY) PID	
• Enter the following diagnostic mode on the scan tool: DataLogger — PCM. • **NOTE:** For manual transaxle, fully disengage the clutch. • Monitor the STRT_RLY PID while pressing the start/stop switch and the brake or clutch pedal. • **Does the PID change from DISENGAGED to ENGAGED?**	**Yes** GO to B17 . **No** REFER to Section 211-05 to diagnose the no power in start concern.
B17 CHECK THE STARTER RELAY	
• Swap the starter relay with a known good relay and attempt to crank the engine. • **Does the engine crank?**	**Yes** INSTALL a new starter relay. TEST the system for normal operation. **No** GO to B18 .
B18 CHECK THE VOLTAGE TO THE STARTER RELAY	
• Ignition OFF. • Disconnect: Starter Relay. • Measure the voltage between Battery Junction Box (BJB) starter relay cavity 3, circuit SBB11 (BU/RD), harness side and ground.	**Yes** GO to B19 . **No** VERIFY BJB fuse 11 (30A) is OK. If OK, REPAIR circuit SBB11 (BU/RD) for an open. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.



N0115734

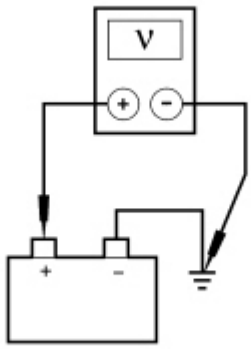
- **Is the voltage greater than 10 volts?**

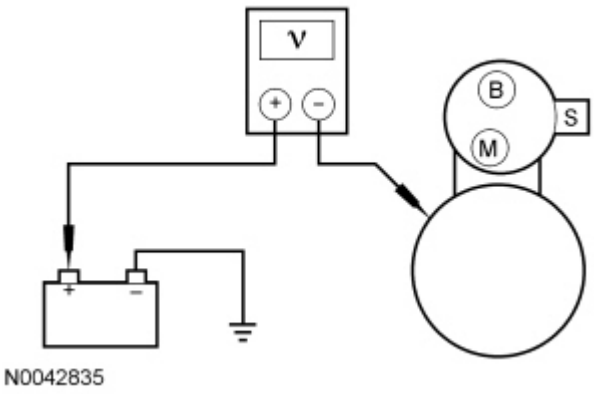
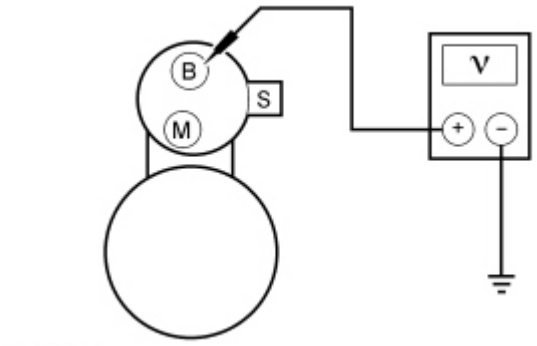
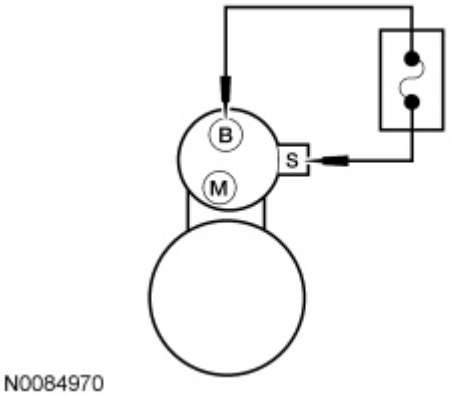
B19 CHECK THE STARTER MOTOR OPERATION AT THE STARTER RELAY	
• Ignition OFF. • With the transaxle in PARK or NEUTRAL, connect one end of a fused jumper wire to BJB starter relay cavity 3, circuit SBB11 (BU/RD) and momentarily connect the other end of the fused jumper wire to BJB starter relay cavity 5, circuit CDC26 (GY/OG).	**Yes** GO to B25 . **No** GO to B20 .

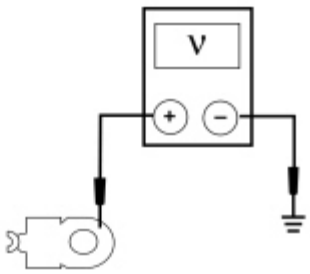
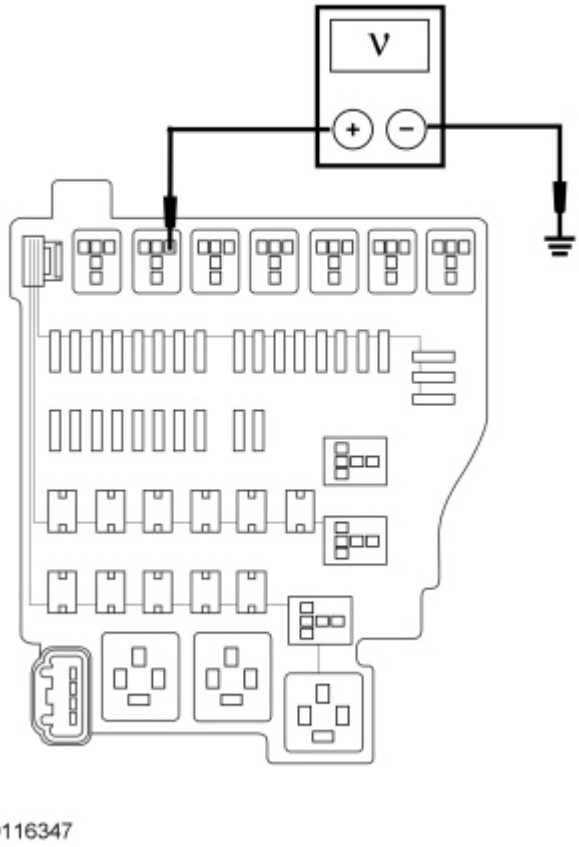


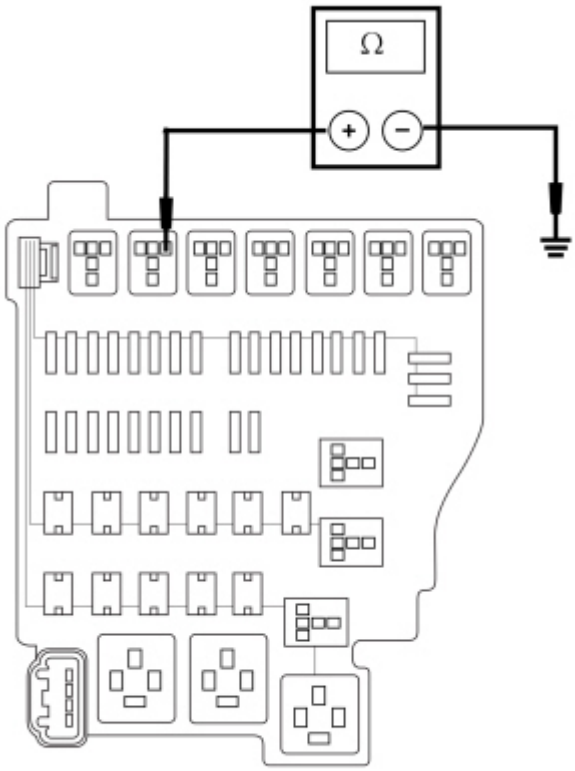
N0114473

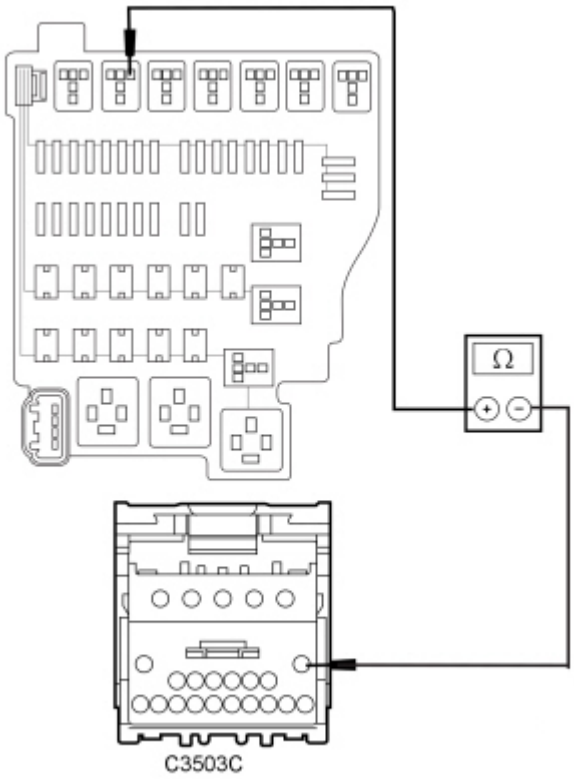
- **Did the starter engage and the engine crank?**

B20 CHECK THE BATTERY GROUND CABLE	
• Measure the voltage between the positive battery post and the battery ground cable connection at the engine.  AJ0280-A • **Is the voltage greater than 10 volts?**	**Yes** GO to B21 . **No** CARRY OUT the Starter Motor — Ground Circuit Test. REFER to Component Test in this section. TEST the system for normal operation.
B21 CHECK THE STARTER MOTOR GROUND	
• Measure the voltage between the positive battery post and the starter motor case.	**Yes** GO to B22 . **No** CLEAN the starter motor mounting flange and make sure the starter motor is correctly mounted. TEST the system for

 N0042835 • **Is the voltage greater than 10 volts?**	normal operation.
B22 CHECK THE VOLTAGE TO THE STARTER MOTOR	
• Measure the voltage between starter solenoid C197A-1, circuit SBF01 (RD) and ground.  N0042836 • **Is the voltage greater than 10 volts?**	**Yes** GO to B23 . **No** INSTALL a new positive battery cable. REFER to Section 414-01 . TEST the system for normal operation.
B23 CHECK THE STARTER MOTOR FOR CORRECT OPERATION	
• Connect one end of a fused jumper wire to starter solenoid C197A-1, circuit SBF01 (RD) and momentarily connect the other end of the fused jumper wire to starter solenoid C197B, circuit CDC26 (GY/OG).  N0084970 • **Did the starter engage and the engine crank?**	**Yes** GO to B24 . **No** INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation.
B24 CHECK FOR START INPUT AT THE STARTER	
• Connect: Starter Relay. • Disconnect: Starter Solenoid C197B. • Measure the voltage between the starter solenoid C197B-1, circuit CDC26 (GY/OG) and ground, while pressing the start/stop switch	**Yes** CLEAN the starter solenoid "S" terminal and connector. CHECK

and the brake or clutch pedal.  N0115632 • **Is the voltage greater than 10 volts?**	the wiring and the starter motor for a loose or intermittent connection. TEST the system for normal operation. **No** REPAIR circuit CDC26 (GY/OG) for an open. TEST the system for normal operation.
B25 CHECK THE RFA MODULE STARTER REQUEST CIRCUIT FOR VOLTAGE	
• Measure the voltage between BJB starter relay cavity 1, circuit CDC54 (WH/GN), harness side and ground while pressing the start/stop switch and the brake or clutch pedal.  N0116347 • **Is the voltage greater than 10 volts?**	**Yes** GO to B28 . **No** GO to B26 .
B26 CHECK THE RFA MODULE STARTER REQUEST CIRCUIT FOR A SHORT TO GROUND	
• Disconnect: IPC C220. • Disconnect: RFA C3503C. • Disconnect: ACM C240A (Vehicles Built After 1/14/2011). • Measure the resistance between BJB starter relay cavity 1, circuit CDC54 (WH/GN), harness side and ground.	**Yes** GO to B27 . **No** REPAIR circuit CDC54

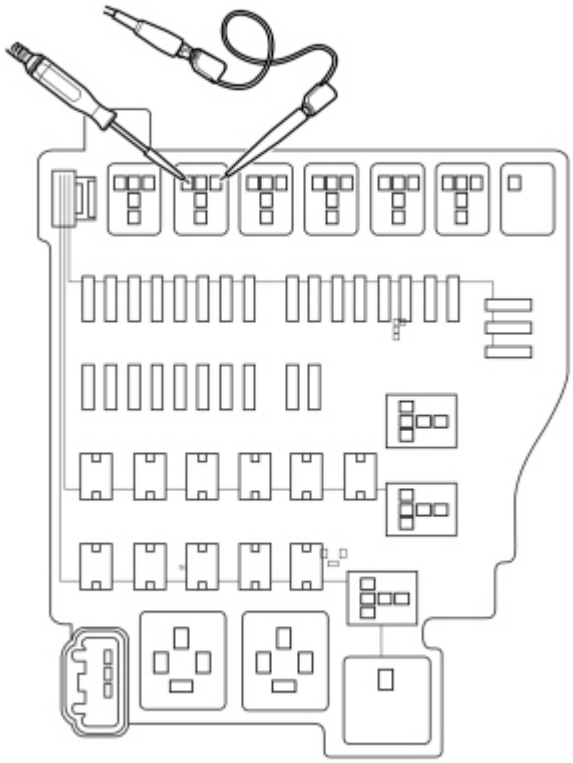
 N0116949 • **Is the resistance greater than 10,000 ohms?**	(WH/GN). TEST the system for normal operation.
B27 CHECK THE RFA MODULE STARTER REQUEST CIRCUIT FOR AN OPEN	
• Measure the resistance between BJB starter relay cavity 1, circuit CDC54 (WH/GN), harness side and RFA module C3503C-6.	**Yes** INSTALL a new RFA module. REFER to Section 419-10 . TEST the system for normal operation. **No** REPAIR circuit CDC54 (WH/GN). TEST the system for normal operation.



N0116356

- **Is the resistance less than 0.5 ohm?**

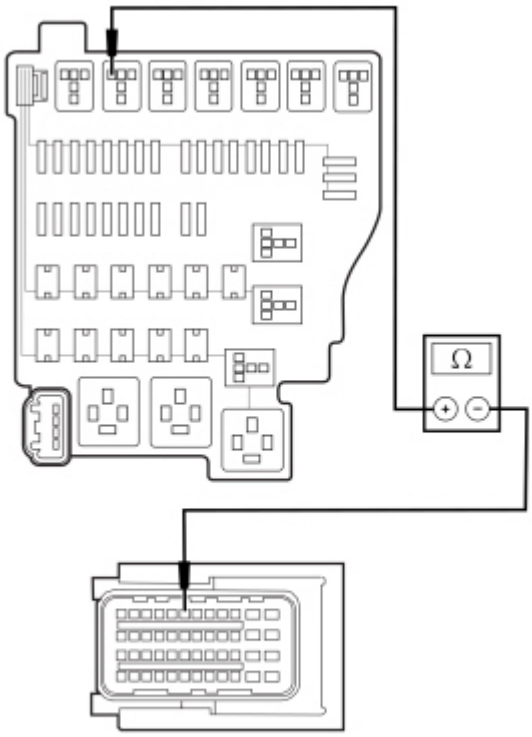
B28 CHECK THE PCM STARTER CONTROL CIRCUIT	
• Connect a 12-volt test light between BJB starter relay cavity 1, circuit CDC54 (WH/GN) and BJB starter relay cavity 2, circuit CDC12 (YE), then press the brake or clutch pedal and press the start/start switch.	**Yes** INSTALL a new starter relay. TEST the system for normal operation. **No** GO to B29.



N0116351

- **Does the test light illuminate?**

B29 CHECK THE STARTER CONTROL CIRCUIT FOR AN OPEN	
• Disconnect: PCM C175B. • Measure the resistance between BJB starter relay cavity 2, circuit CDC12 (YE), harness side and PCM C175B-24, circuit CDC12 (YE), harness side.	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** REPAIR circuit CDC12 (YE). TEST the system for normal operation.

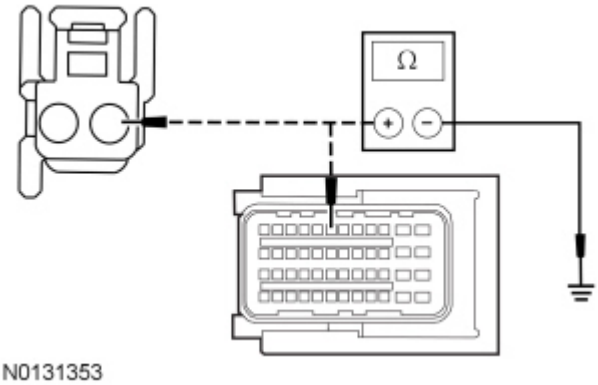


N0131352

- **Is the resistance less than 5 ohms?**

B30 CHECK THE P/N_SW/CLUTCH 2 CIRCUIT FOR AN OPEN OR SHORT TO GROUND	

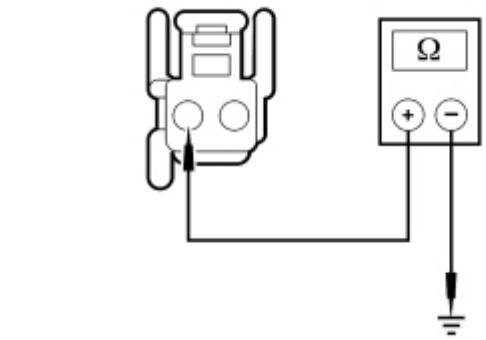
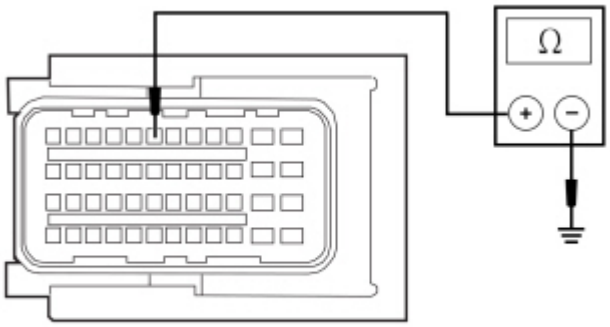
• Ignition OFF.
• Disconnect: CPP Switch C257.
• Disconnect: RFA Module C3503B.
• Disconnect: PCM C175B.
• Measure the resistance between:
  ▪ CPP switch C257-1, circuit CE903 (BU/OG), harness side and PCM C175B-7, circuit CE903 (BU/OG), harness side.
  ▪ PCM C175B-7, circuit CE903 (BU/OG), harness side and ground.
	Yes
	GO to B31.
	
	No
	REPAIR circuit CE903 (BU-OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

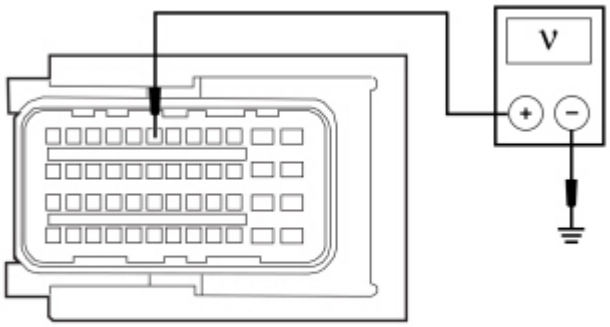


N0131353

- **Is the resistance greater than 10,000 ohms between the PCM and ground; and less than 5 ohms between the PCM and CPP switch?**

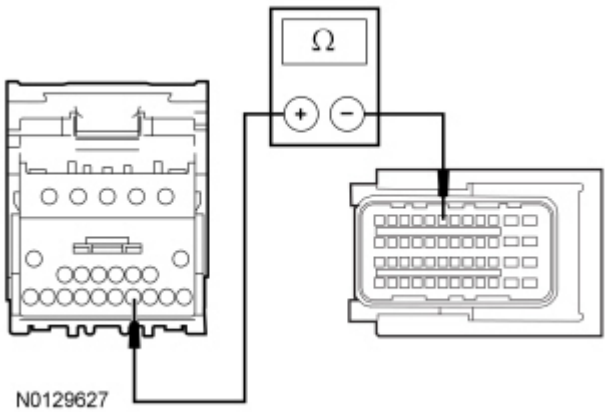
B31 CHECK THE CPP GROUND CIRCUIT FOR AN OPEN	

• Measure the resistance between CPP switch C257-2, circuit GD187 (BK/GN), harness side and ground.  N0095736 • **Is the resistance less than 5 ohms?**	**Yes** GO to B32 . **No** REPAIR circuit GD187 (BK/GN) for an open. CLEAR DTCs. REPEAT the self-test. TEST the system for normal operation.
B32 CHECK THE CPP SWITCH	
• Connect: CPP Switch C257. • Measure the resistance between PCM C175B-7, circuit CE903 (BU/OG), harness side and ground while pressing the clutch pedal.  N0130042 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** INSTALL a new CPP switch. REFER to Section 303-14 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B33 CHECK THE P/N_SW/CLUTCH 2 CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: CPP Switch C257. • Disconnect: RFA Module C3503B. • Disconnect: PCM C175B. • Ignition ON. • Measure the voltage between PCM C175B-7, circuit CE903 (BU/OG), harness side and ground.	**Yes** REPAIR circuit CE903 (BU-OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to B34 .



N0130041

- **Is any voltage present?**

B34 CHECK THE P/N_SW/CLUTCH 2 INPUT CIRCUIT FOR AN OPEN BETWEEN THE PCM AND RFA MODULE	
• Ignition OFF. • Measure the resistance between RFA module C3503B-17, circuit CE903 (BU/OG), harness side and PCM C175B-7, circuit CE903 (BU/OG), harness side.  N0129627 • **Is the resistance less than 5 ohms?**	**Yes** GO to B35 . **No** REPAIR circuit CE903 (BU/OG). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B35 CHECK THE PCM CLUTCH PEDAL AT OR NEAR BOTTOM OF TRAVEL (CPP_BOT) AND RFA MODULE CLUTCH SWITCH (CLUTCH_SW) PIDs	
• Ignition OFF. • Connect: CPP Switch C257. • Connect: RFA Module C3503B. • Connect: PCM C175B. • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger— PCM. • While observing the CPP_BOT PID, fully engage and disengage the clutch pedal. • Enter the following diagnostic mode on the scan tool: DataLogger— RFA module. • While observing the CLUTCH_SW PID, fully engage and disengage the clutch. • **Do both PIDs agree with the clutch pedal position?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation. **No** If the concern is with CPP_BOT PID, INSTALL a new PCM. REFER to Section 303-14 . If the concern is with CLUTCH _SW PID, INSTALL a new RFA module. REFER to

	Section 419-10 . TEST the system for normal operation.

Pinpoint Test C: DTC P0615:12 or P0617:12

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Normal Operation — (Without Intelligent Access)

When the ignition is turned to the START position, the PCM receives a request to start the engine and supplies voltage to the starter relay coil. The PCM monitors the start request circuit for faults. If voltage is detected on the start request circuit and the starter relay is not in an active state, the PCM sets a DTC.

- DTC P0617:12 (Starter Relay Circuit High: Circuit Short to Battery) — sets when the PCM detects excessive current on the starter relay circuit and the output is not activated.

Normal Operation — With Intelligent Access (IA)

When the start/stop switch is pressed and released along with either the brake pedal (vehicles equipped with automatic transaxle) or Clutch Pedal Position (CPP) switch (vehicles equipped with manual transaxle) input, the Remote Function Actuator (RFA) module receives a request from the Intelligent Access (IA) key to start the engine. The RFA module then supplies voltage to the starter relay coil. The RFA module monitors the start request circuit for faults. If voltage is detected on the start request circuit and the starter relay is not in an active state, the RFA module sets a DTC.

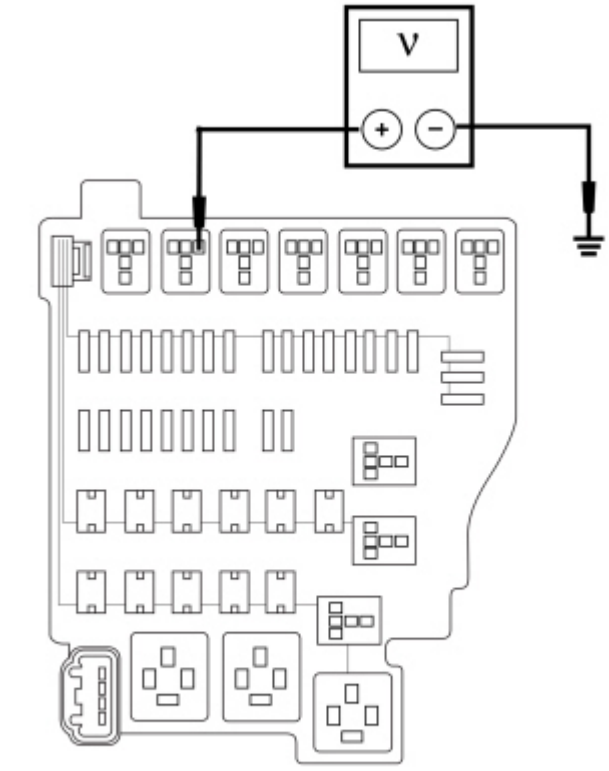
- DTC P0615:12 (Starter Relay Circuit High: Circuit Short to Battery) — sets when the RFA module detects current output above threshold on the starter relay circuit and the output is not activated.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- RFA module
- PCM
- Starter relay

PINPOINT TEST C: DTCs P0615:12 OR P0617:12

Test Step	Result / Action to Take
C1 RETRIEVE DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM — Self-Test (vehicles without IA). • Enter the following diagnostic mode on the scan tool: Self Test — RFA Module (vehicles equipped with IA). • **Are DTCs present on-demand during self-test?**	**Yes** GO to C2 . **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
C2 CHECK THE STARTER REQUEST CIRCUIT FOR A SHORT	

TO VOLTAGE	
• Ignition OFF. • Disconnect: Starter Relay. • Disconnect: ACM C240A (Vehicles Built After 1/14/2011). • Disconnect: RFA module C3503C or PCM C175B. • Ignition ON. • Measure the voltage between BJB starter relay cavity 1, circuit CDC54 (WH/GN), harness side and ground.  N0116347 • **Is any voltage present?**	**Yes** REPAIR circuit CDC54 (WH/GN). CLEAR the DTCs. REPEAT the self-test. **No** GO to C3 .
C3 CHECK THE STARTER RELAY	
• Swap the starter relay with a known good relay. • Enter the following diagnostic mode on the scan tool: Self Test — RFA module or PCM. • **Was RFA DTC P0615:12 or PCM DTC P0617:12 retrieved on-demand during self-test?**	**Yes** **For vehicles without IA ,** INSTALL a new PCM. REFER to Section 303-14 . CLEAR the DTCs. REPEAT the self-test. **For vehicles with IA** INSTALL a new RFA module. REFER to Section 419-10 . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new starter relay. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test D: Unusual Starter Noise

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

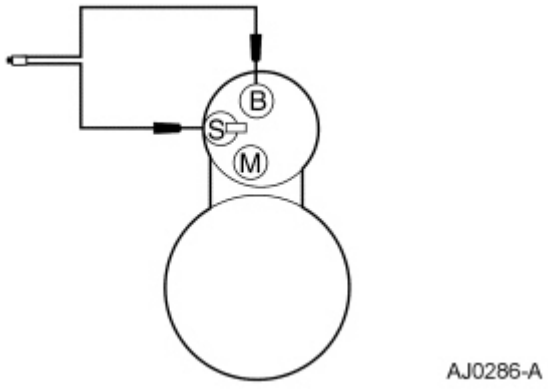
Normal Operation

Correct starter operation relies on correct mounting of the starter to the engine, alignment of the starter ring gear to the flywheel or flexplate and correct functioning of the starter assembly (internal gears, bearings).

This pinpoint test is intended to diagnose the following:

- Starter motor
- Starter motor mounting
- Starter motor engagement
- Flywheel or flexplate ring gear

PINPOINT TEST D: UNUSUAL STARTER NOISE

Test Step	Result / Action to Take
D1 CHECK THE STARTER MOTOR MOUNTING	
• Inspect the starter motor mounting bolts for looseness. • **Is the starter motor mounted correctly?**	**Yes** GO to D2 . **No** INSTALL the starter motor correctly. REFER to Starter Motor in this section.
D2 CHECK FOR ENGINE NOISE	
• Ignition OFF. • Connect a remote starter switch between the starter solenoid "B" and "S" terminals.  AJ0286-A • Engage the starter motor and verify the noise is due to the starter operation. • **Is the noise due to the starter motor engagement?**	**Yes** GO to D3 . **No** REFER to Section 303-00 to continue the diagnosis.
D3 CHECK FOR UNUSUAL WEAR	
• Remove the starter motor. Refer to Starter Motor in this section. • Inspect the ring gear for damaged or worn teeth. • **Is the noise due to ring gear tooth damage?**	**Yes** INSTALL a new flexplate/flywheel ring gear. EXAMINE the starter pinion teeth. If damaged, INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal

	operation. **No** INSTALL a new starter motor. REFER to Starter Motor in this section.

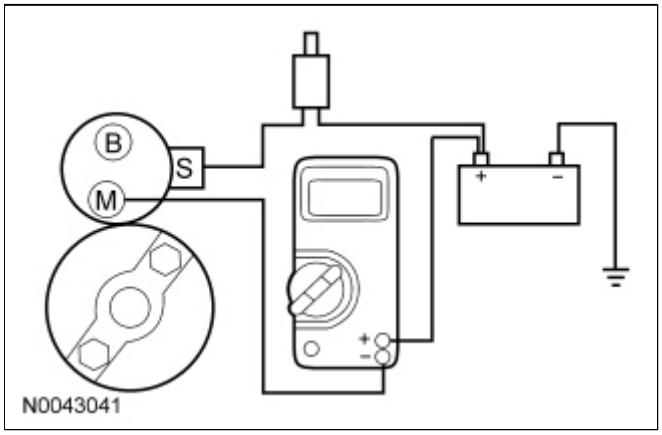
Component Tests

WARNING: Always disconnect the battery ground cable at the battery before disconnecting the starter motor battery terminal lead. If a tool is shorted at the starter motor battery terminal, the tool can quickly heat enough to cause a skin burn. Failure to follow this instruction may result in serious personal injury.

Always make the Fluke 77-IV Digital Multimeter connections at the component terminal rather than at the wiring end connector. Making a connection at the wiring end connector could result in false readings because the meter will not pick up a high resistance between the wiring connector and the component.

Starter Motor — Feed Circuit Test

1. Make sure the battery is fully charged. Carry out the battery condition test. Refer to Diagnosis and Testing in Section 414-01 .
2. Connect a remote starter switch between the starter solenoid "S" terminal and the battery positive (+) terminal.
3. Connect the Fluke 77-IV Digital Multimeter positive lead to the battery positive (+) post. Connect the negative lead to the "M" terminal.



4. Engage the remote starter switch. Read and record the voltage. The voltage reading should be 0.5 volt or less.
5. If the voltage reading is 0.5 volt or less, go to the Starter Motor — Ground Circuit Component Test.
6. If the voltage reading is greater than 0.5 volt, this is an indication of excessive resistance in the connections, the positive battery cable or in the starter solenoid. Move the Fluke 77-IV Digital Multimeter negative lead to the starter solenoid "B" terminal and repeat the test. If the voltage reading at the "B" terminal is lower than 0.5 volt, the concern is either in the connections at the starter solenoid or in the solenoid contacts.

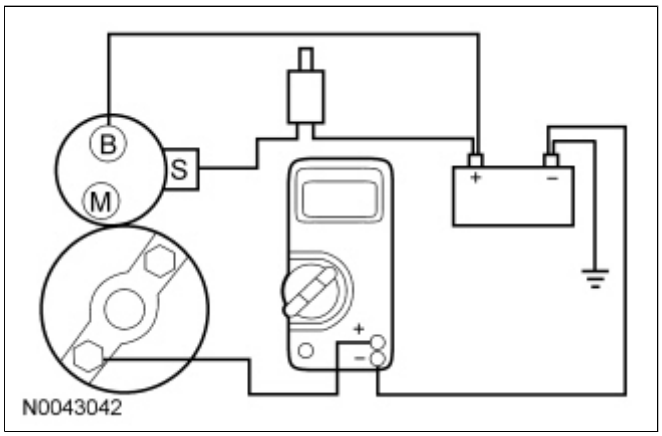
7. Remove the cables from solenoid "B", "S" and "M" terminals. Clean the cables and connections and reinstall the cables to the correct terminals. Repeat Steps 3 through 6. If the voltage drop reading is still greater than 0.5 volt when checked at the "M" terminal and less than 0.5 volt when checked at the "B" terminal, the concern is in the solenoid contacts. Install a new starter motor.

8. If the voltage reading taken at the solenoid "B" terminal is still greater than 0.5 volt after cleaning the cables and the connections at the solenoid, the concern is either in the positive (+) battery cable connection or in the positive battery cable itself. Clean the positive (+) battery cable connection. If this does not solve the problem, install a new positive battery cable. Refer to Section 414-01 .

Starter Motor — Ground Circuit Test

A no or slow crank condition can be caused by excessive resistance in the ground or return portion of the cranking circuit. Check the voltage drop in the ground circuit as follows:

1. Connect the Fluke 77-IV Digital Multimeter positive lead to the starter motor housing (make sure the connection is clean and free of rust or grease). Connect the negative lead to the negative (-) battery terminal.

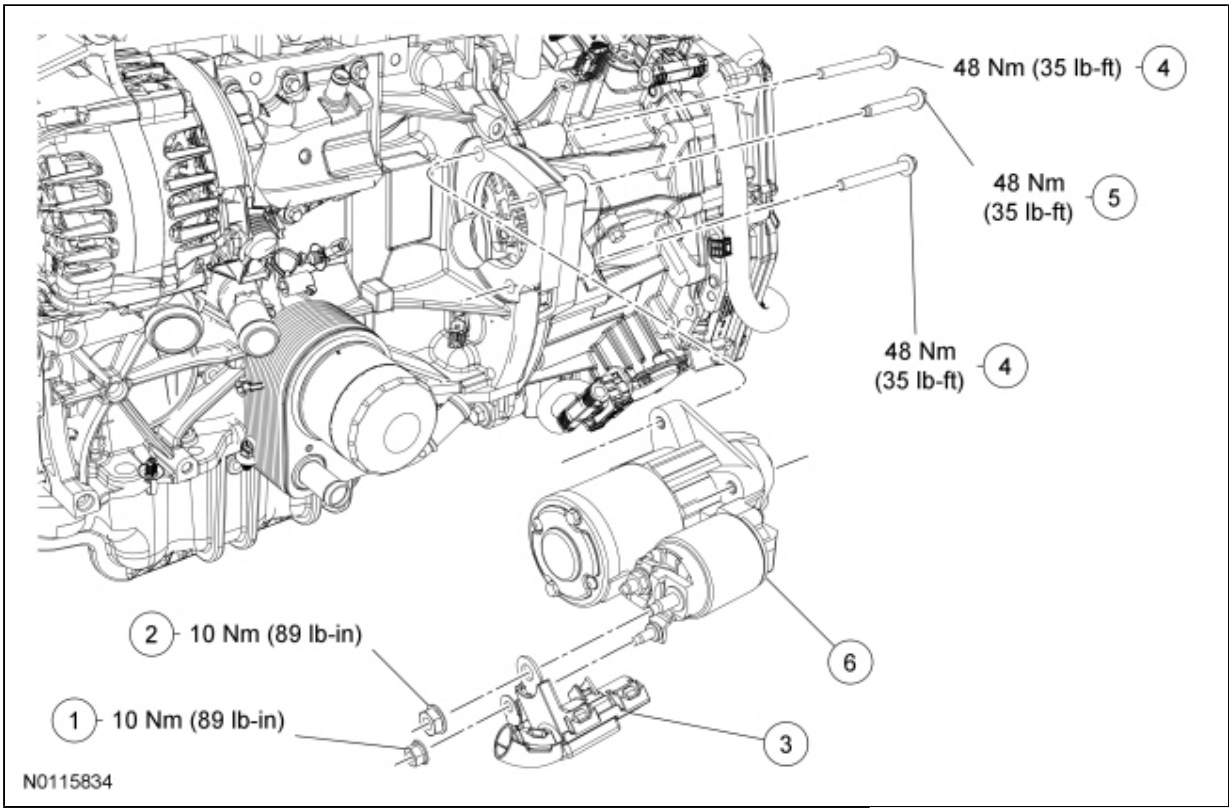


2. Engage the remote starter switch and crank the engine. Read and record the voltage reading. The reading should be 0.5 volt or less.

3. If the voltage is greater than 0.5 volt, clean the negative cable connections at the battery, the body ground connections and the starter ground connections. Retest.

4. If the voltage is greater than 0.5 volt, install a new negative battery cable. If the voltage reading is less than 0.5 volt and the engine still does not crank or cranks slowly, install a new starter motor.

Starter Motor



Item	Part Number	Description
1	W704141	Starter solenoid wire nut
2	W701596	Starter solenoid battery cable nut
3	14A240	Starter motor solenoid wire harness terminal cover
4	W702042	Starter motor bolt (if equiped with IB5 transmission)
4	W500132	Starter motor bolt (if equiped with DPS6 transmission)
5	W500125	Starter motor bolt (if equiped with IB5 transmission)
5	W709638	Starter motor bolt (if equiped with DPS6 transmission)
6	11000	Starter motor

Removal and Installation

WARNING: Always disconnect the battery ground cable at the battery before disconnecting the starter motor battery terminal lead. If a tool is shorted at the starter motor battery terminal, the tool can quickly heat enough to cause a skin burn. Failure to follow this instruction may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .
3. Remove the starter solenoid wire nut.
   - To install, tighten to 10 Nm (89 lb-in).
4. Remove the starter solenoid battery cable nut and the starter motor solenoid wire harness terminal

cover.
    - To install, tighten to 10 Nm (89 lb-in).

5. Remove the bolts and the starter motor.
    - To install, tighten to 48 Nm (35 lb-ft).

6. To install, reverse the removal procedure.

Material

Item	Specification	Fill Capacity
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A	—

General Specifications

Item	Specification
Base ignition timing (not adjustable)	10 degrees before Top Dead Center (TDC)
Firing order	1-3-4-2
Spark plug	CYFS12YEC
Spark plug gap	0.7-0.8 mm (0.027-0.032 in)

Torque Specifications

Description	Nm	lb-in
Coil mounting bolts	6	53
Spark plugs	15	133

Engine Ignition

The Electronic Ignition (EI) system consists of the:

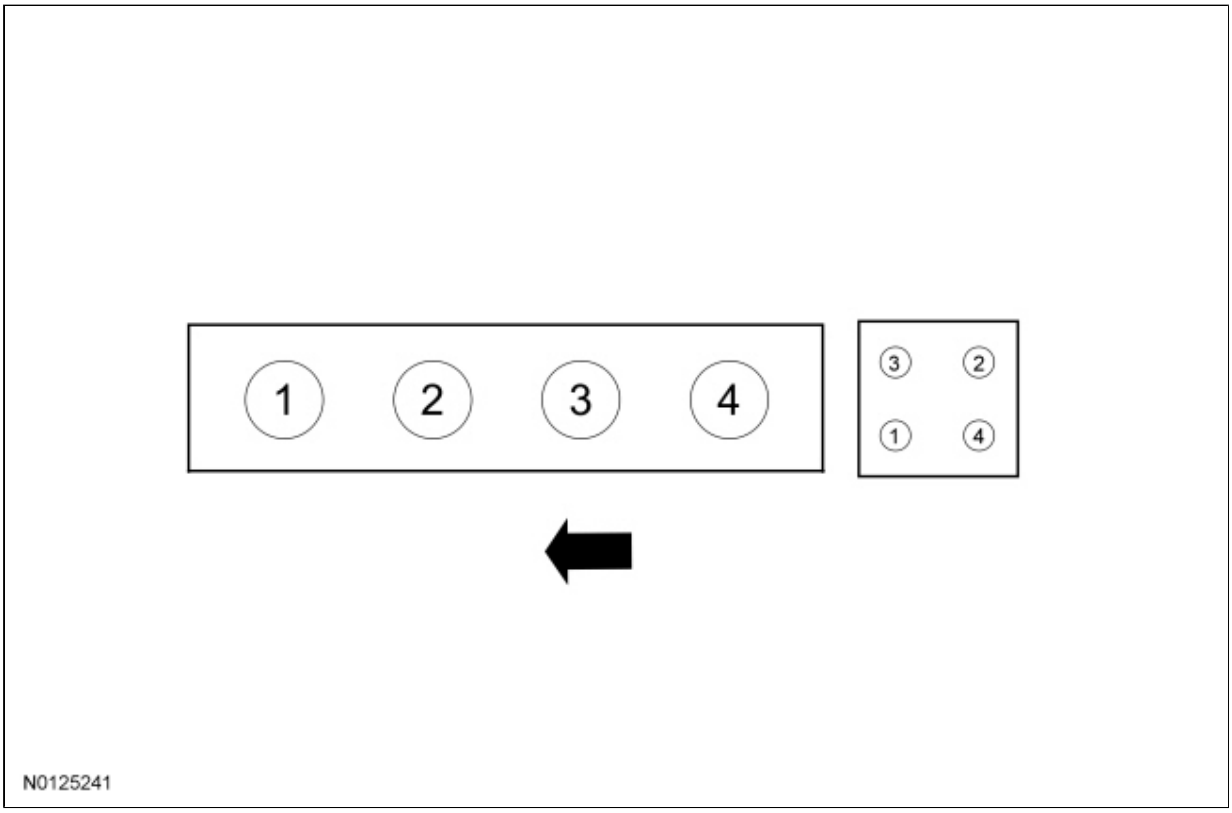
- ignition coil
- spark plug wires
- spark plugs

The ignition coil is controlled by the PCM and fires 2 spark plugs simultaneously.

The spark plug wires carry high voltage pulses from the ignition coil to the spark plugs.

The spark plug ignites the fuel and air mixture.

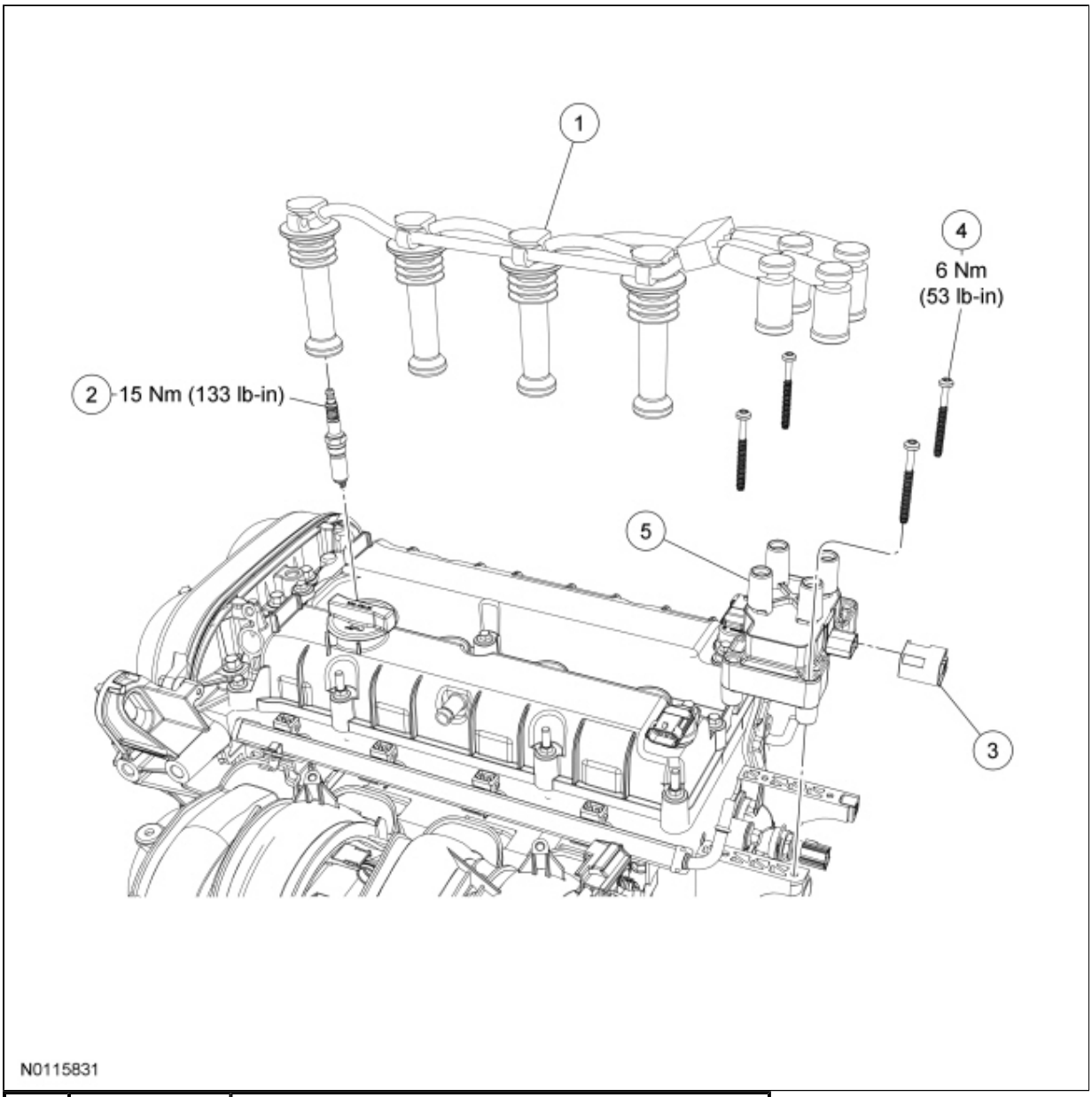
Coil Terminal-to-Cylinder Relationship



Engine Ignition

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the ignition system.

Engine Ignition Components — Exploded View



Item	Part Number	Description
1	12280	Spark plug wire (4 required)
2	12405	Spark plug (4 required)
3	—	Ignition coil electrical connector (part of 14A464)
4	W713210	Ignition coil bolt (4 required)
5	12029	Ignition coil

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Ignition Coil

Material

Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

Removal and Installation

1. ***NOTICE:*** **Spark plug wires must be connected correctly. For additional information, refer to the Coil Terminal-to-Cylinder Relationship illustration in the Description and Operation, Engine Ignition portion of this section. Failure to follow this instruction may result in poor engine performance.**

   NOTICE: **Do not pull on the spark plug wire as it may separate from the spark plug wire connector inside the spark plug wire boot.**

   Disconnect the spark plug wires from the ignition coil by slightly twisting while pulling upwards.

2. Disconnect the ignition coil electrical connector.

3. Remove the 4 ignition coil bolts.
   - To install, tighten to 6 Nm (53 lb-in).

4. Remove the ignition coil.

5. **NOTE:** Wipe the coil towers with a clean cloth dampened with soap and water. Remove any soap film and dry with compressed air. Inspect for cracks, carbon tracking and dirt.

   To install, reverse the removal procedure.
   - Apply silicone dielectric compound to the inside of the spark plug wire boots prior to installation.

Spark Plugs

Material

Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

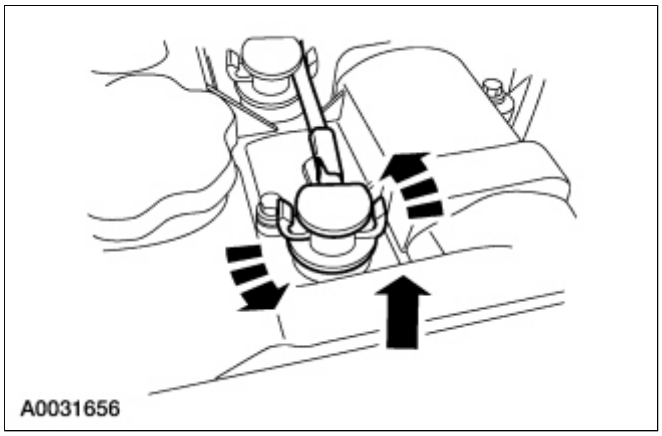
Removal and Installation

1. Detach the spark plug wire if routed through another spark plug wire.

2. ***NOTICE:*** **Spark plug wires must be connected correctly. For additional information, refer to the Coil Terminal-to-Cylinder Relationship illustration in the Description and Operation, Engine Ignition portion of this section. Failure to follow this instruction may result in poor engine performance.**

   NOTICE: **Do not pull on the spark plug wire as it may separate from the spark plug wire connector inside the spark plug wire boot.**

   Disconnect the spark plug wires from the spark plugs by slightly twisting while pulling upwards.



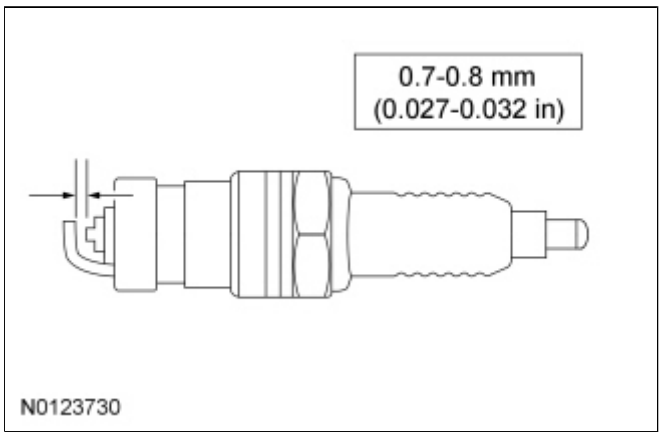
3. **NOTE:** Remove any foreign material with compressed air.

Remove the spark plugs.

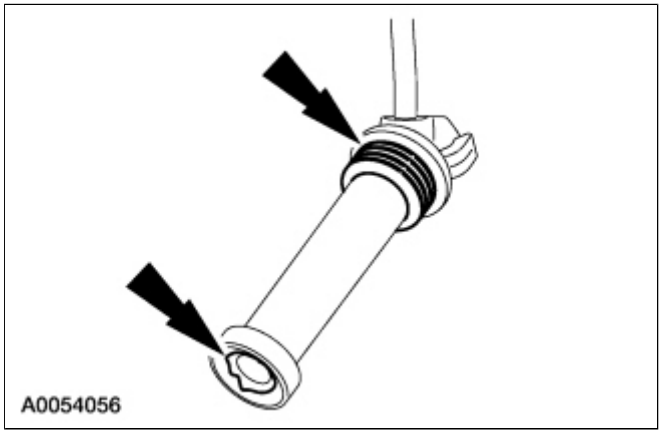
- To install, tighten to 15 Nm (133 lb-in).

4. Inspect the spark pugs. For additional information refer to the Spark Plug Inspection procedure in Section 303-00 .

5. Check and adjust the spark plug gap as necessary.



6. To install, reverse the removal procedure.
   - Apply silicone dielectric compound to the locations shown.



Spark Plug Wires

Material

Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

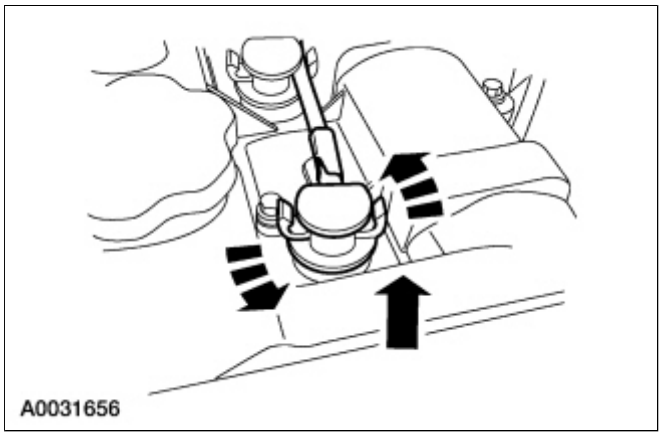
Removal and Installation

1. Detach the spark plug wire if routed through another spark plug wire.

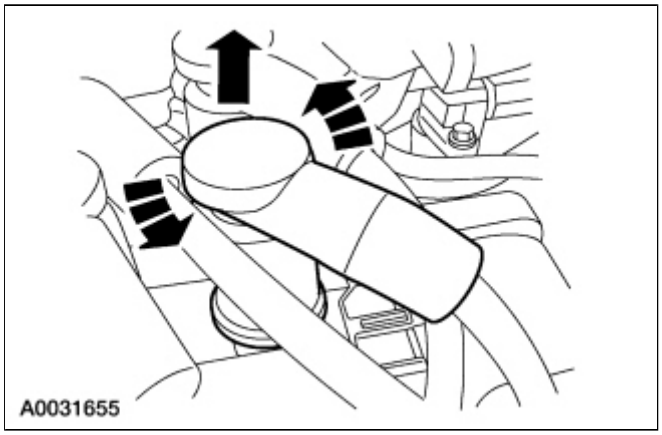
2. ***NOTICE:*** **Spark plug wires must be connected correctly. For additional information, refer to the Coil Terminal-to-Cylinder Relationship illustration in the Description and Operation, Engine Ignition portion of this section. Failure to follow this instruction may result in poor engine performance.**

   NOTICE: **Do not pull on the spark plug wire as it may separate from the spark plug wire connector inside the spark plug wire boot.**

   Disconnect the spark plug wires from the spark plugs by slightly twisting while pulling upwards.



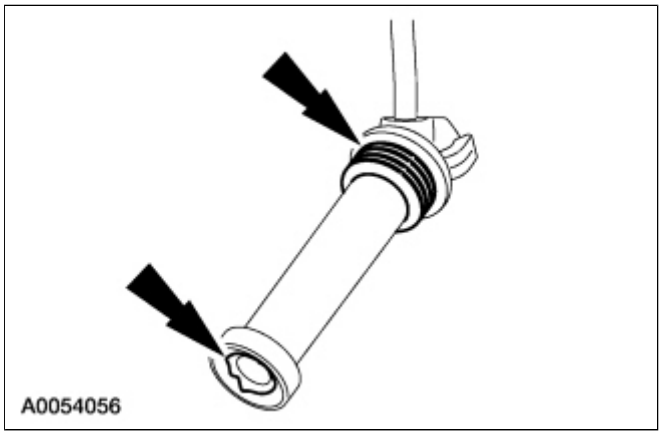
3. Disconnect the spark plug wires from the ignition coil by slightly twisting while pulling upward.



4. Remove the spark plug wires.

5. **NOTE:** Wipe the coil towers with a clean cloth dampened with soap and water. Remove any soap film and dry with compressed air. Inspect for cracks, carbon tracking and dirt.

   To install, reverse the removal procedure.
   - Apply silicone dielectric compound to the locations shown.



Torque Specifications

Description	Nm	lb-in
Crankcase vent oil separator bolts	9	80

Engine Emission Control

Crankcase Ventilation

System Overview

NOTE: The vehicle emission vacuum routing diagrams are contained in the Description and Operation subsection of Evaporative Emissions. Refer to Section 303-13 .

NOTE: Do not permanently remove or render inoperative any part of the vehicle emission control system including related hardware. Failure to comply may violate applicable state and federal laws.

The crankcase ventilation system gathers blow-by vapors from the crankcase and returns them to the intake manifold and air cleaner for combustion.

Component List

The crankcase ventilation system consists of the following components:

- a crankcase vent oil separator located on the engine block
- a valve cover vent hose connected to the air cleaner
- a crankcase vent oil separator hose connected to the intake manifold
- a crankcase pressure regulator located inside the crankcase vent oil separator housing

System Components

The crankcase vent oil separator removes vaporized oil from the blow-by vapors and returns the separated oil to the crankcase.

The crankcase pressure regulator controls the return of the blow-by pressure to the intake manifold through the crankcase vent oil separator hose.

The valve cover vent hose vents excessive crankcase pressure to the air cleaner and allows fresh air into the crankcase to prevent premature degradation of the engine oil.

System Operation

During high intake manifold vacuum situations the blow-by pressure flows through the crankcase pressure regulator and is returned to the intake manifold through the crankcase vent oil separator hose. During low intake manifold vacuum situations the crankcase pressure regulator restricts flow to the intake manifold causing blow-by pressure to flow through the valve cover vent hose to the air cleaner.

Engine Emission Control

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Crankcase Vent Oil Separator

Removal and Installation

NOTICE: **Clean and inspect the crankcase vent oil separator for damage prior to installation. The crankcase vent oil separator gasket cannot be reused and must be replaced prior to installation of the crankcase vent oil separator.**

1. Remove the intake manifold. For additional information, refer to Section 303-01 .

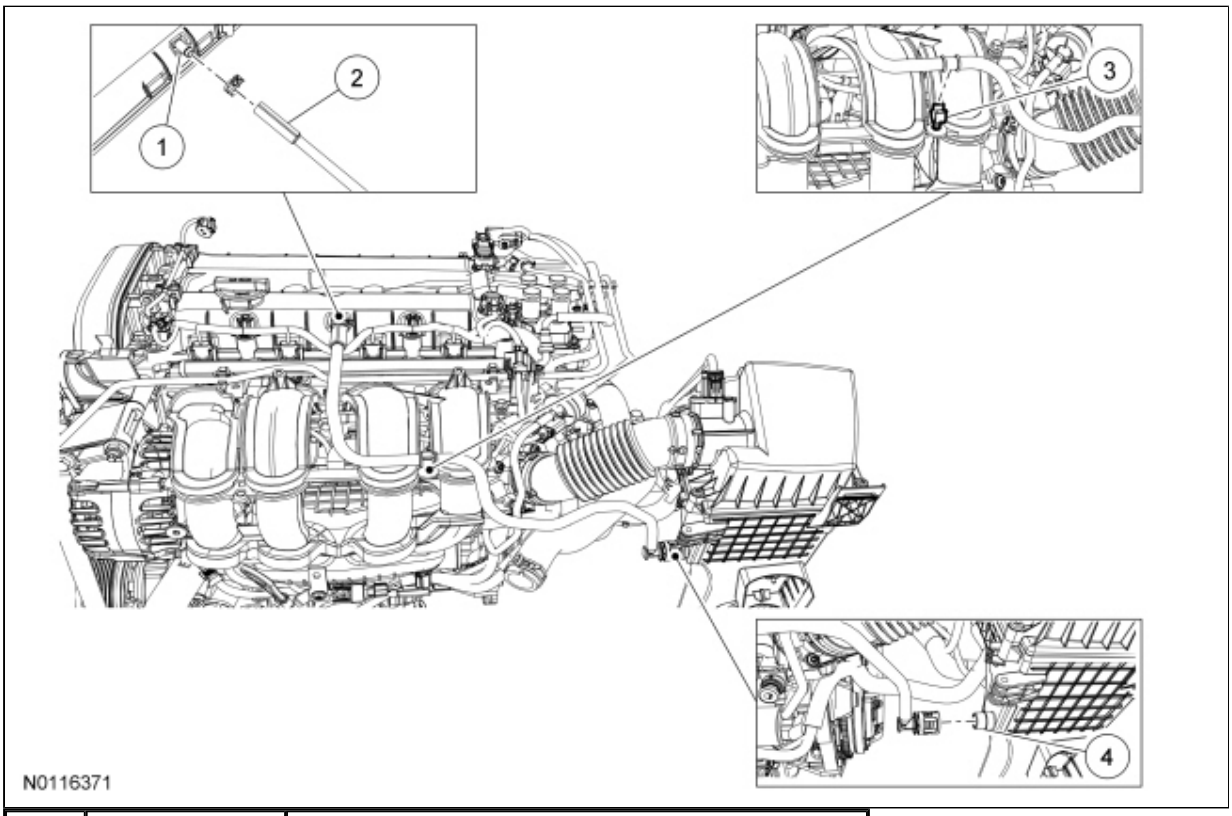
2. Remove the crankcase vent oil separator hose.

3. Remove the 7 bolts and the crankcase vent oil separator.
   - Remove and discard the crankcase vent oil separator gasket.

4. To install, reverse the removal procedure.
   1. Install a new crankcase vent oil separator gasket.
   2. Tighten the 7 crankcase vent oil separator bolts to 9 Nm (80 lb-in).

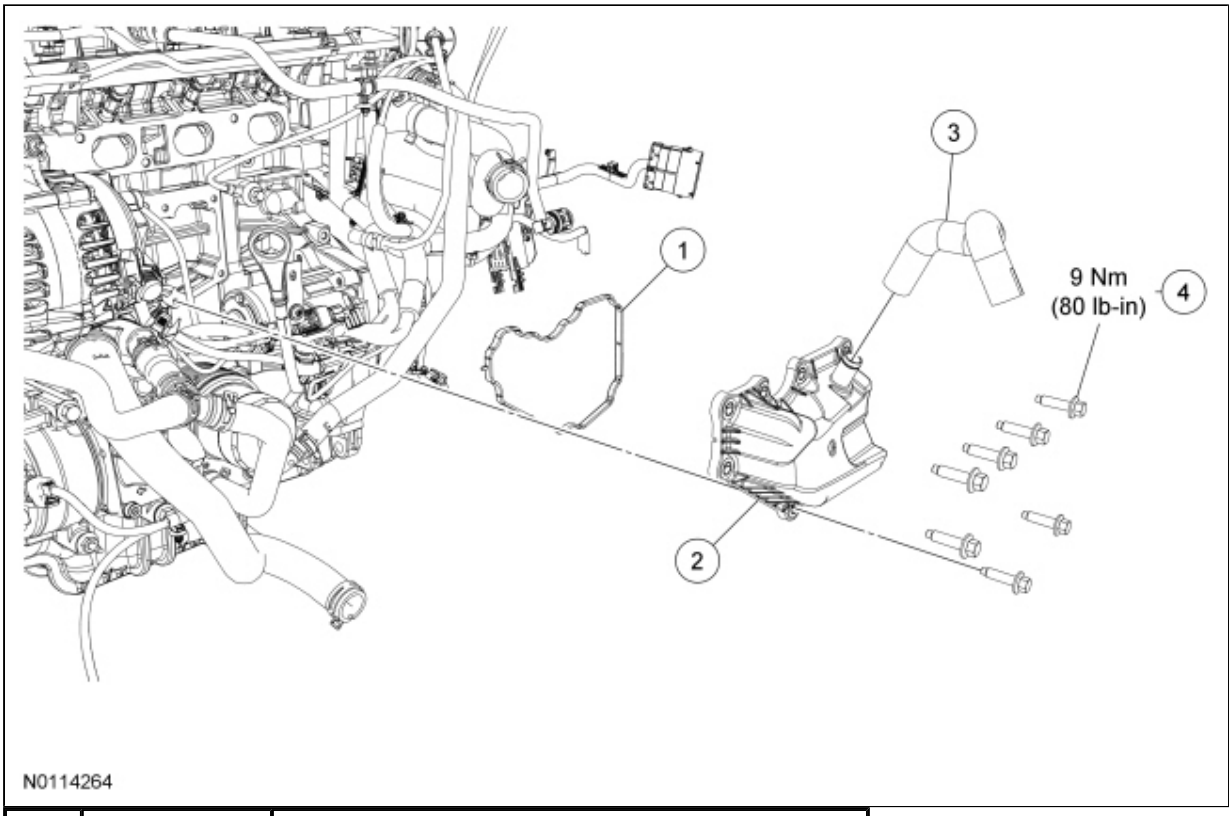
Positive Crankcase Ventilation (PCV) System Components — Exploded View

Valve Cover Vent Hose



Item	Part Number	Description
1	6582	Valve cover
2	6A664	Valve cover vent hose
3	—	Valve cover vent hose clip (part of 6A664)
4	9600	Air cleaner

Crankcase Vent Oil Separator



Item	Part Number	Description
1	—	Crankcase vent oil separator gasket
2	6A785	Crankcase vent oil separator
3	6N664	Crankcase vent oil separator hose
4	W500214	Crankcase vent oil separator bolt (7 required)

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Torque Specifications

Description	Nm	lb-in
Air Cleaner (ACL) cover screws	2	18
ACL outlet pipe clamps	3	27

Intake Air Distribution and Filtering

The air intake system consists of the following:

- Air Cleaner (ACL)
- ACL element
- Mass Air Flow (MAF) sensor
- ACL outlet pipe

The air intake system:

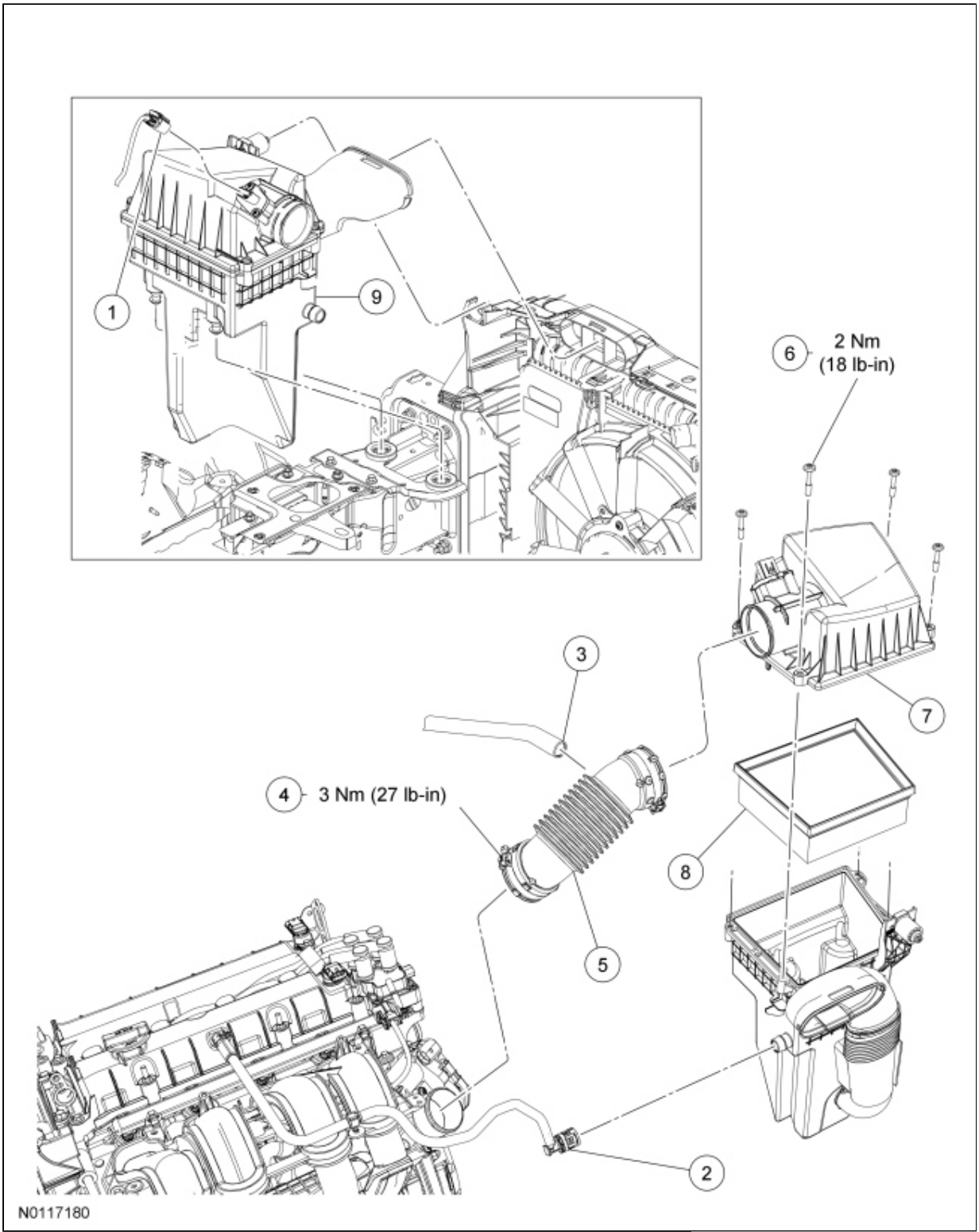
- cleans intake air with an ACL element.
- measures airflow with a MAF sensor.

The ACL contains an ACL element made of treated, pleated paper. A new ACL element must be installed periodically as scheduled. Engine performance and fuel economy are adversely affected when maximum restriction of the ACL element is reached.

Intake Air Distribution and Filtering

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Intake Air System Components — Exploded View



Item	Part Number	Description
1	—	Mass Air Flow (MAF) sensor electrical connector (part of 12A522)

2	6A664	Crankcase ventilation tube
3	9C490	Brake booster vacuum tube assembly
4	—	Air Cleaner (ACL) outlet pipe clamp (2 required) (part of 9R504)
5	9A624	ACL outlet pipe
6	W745236	ACL cover screw (4 required)
7	—	ACL cover (part of 9600)
8	9601	ACL element
9	9600	ACL assembly

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Torque Specifications

Description	Nm	lb-in
Evaporative Emission (EVAP) canister nuts	7	62
EVAP canister purge valve bolt	9	80
Natural vacuum leak detection module nut	7	62

Evaporative Emissions

The Evaporative Emission (EVAP) system consists of the:

- EVAP canister.
- EVAP canister purge valve.
- fuel tank.
- fuel vapor tubes
- natural vacuum leak detection module.

The EVAP system:

- prevents hydrocarbon emissions from reaching the atmosphere.
- stores fuel vapors in the EVAP canister that are generated during vehicle operation hot soak or vehicle refueling, until they can be consumed by the engine during normal engine operation.
- routes the stored fuel vapors to the engine during engine operation.

The fuel vapors are routed:

- to the EVAP canister through a vapor tube.
- to the engine when the EVAP canister purge valve is opened.

The EVAP canister:

- is located under the rear of the vehicle.
- contains activated carbon.
- stores fuel vapors.

The EVAP canister purge valve:

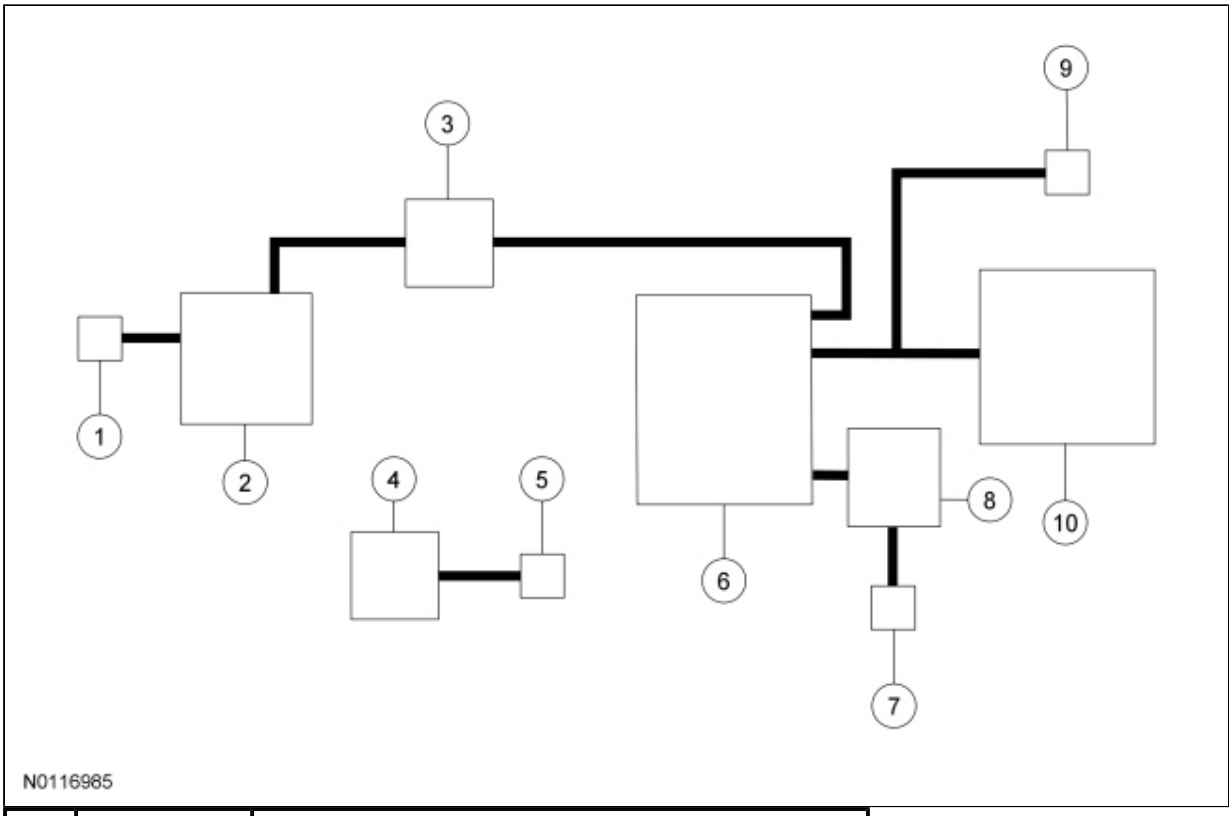
- is normally closed.
- regulates the purging of the EVAP canister.

The natural vacuum leak detection module:

- completes a series of checks to confirm the integrity of the enhanced EVAP system components in the engine running state and the ignition OFF state.

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for additional information on the EVAP system.

Vehicle Emission Vacuum Routing



Item	Part Number	Description
1	6A666	PCV valve
2	9425	Intake manifold
3	9C047	Evaporative Emission (EVAP) canister purge valve
4	6582	Valve cover
5	9R504	Air Cleaner (ACL) outlet tube
6	9D653	EVAP canister
7	9G297	Fresh air hose
8	9A228	Natural vacuum leak detection module
9	9034	Fuel tank filler pipe
10	9002	Fuel tank

Evaporative Emissions

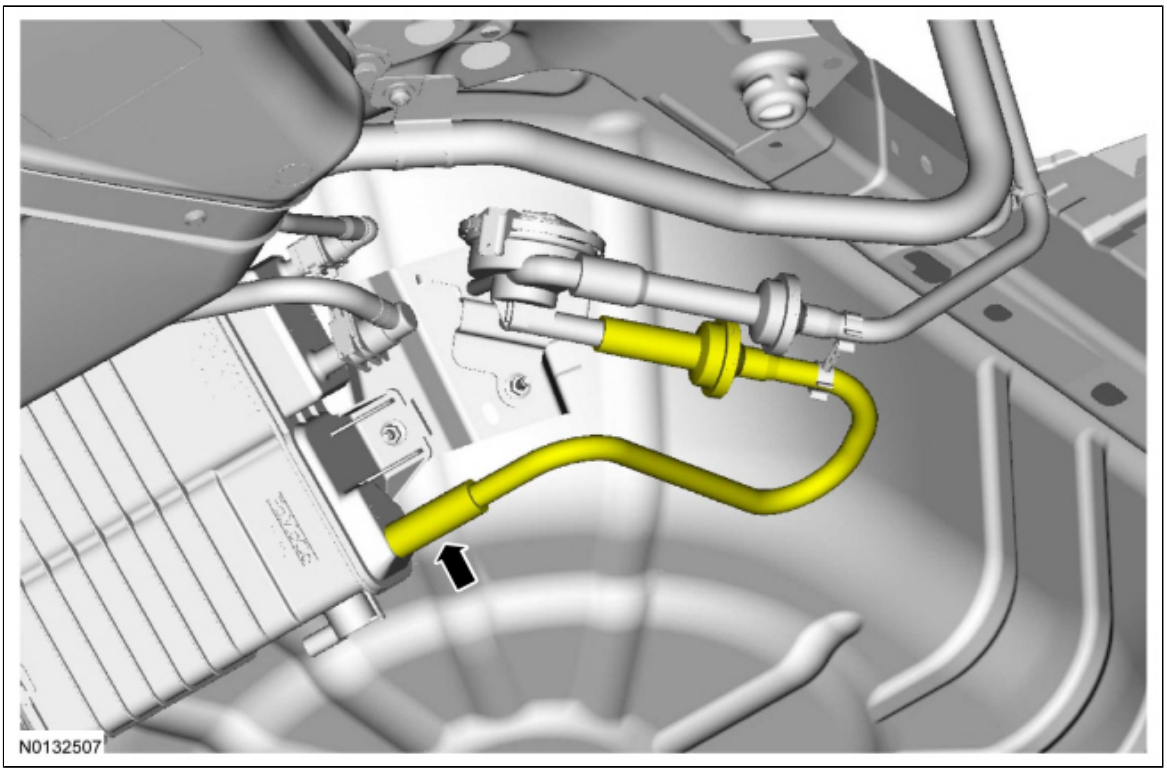
Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Evaporative Emission System Leak Test

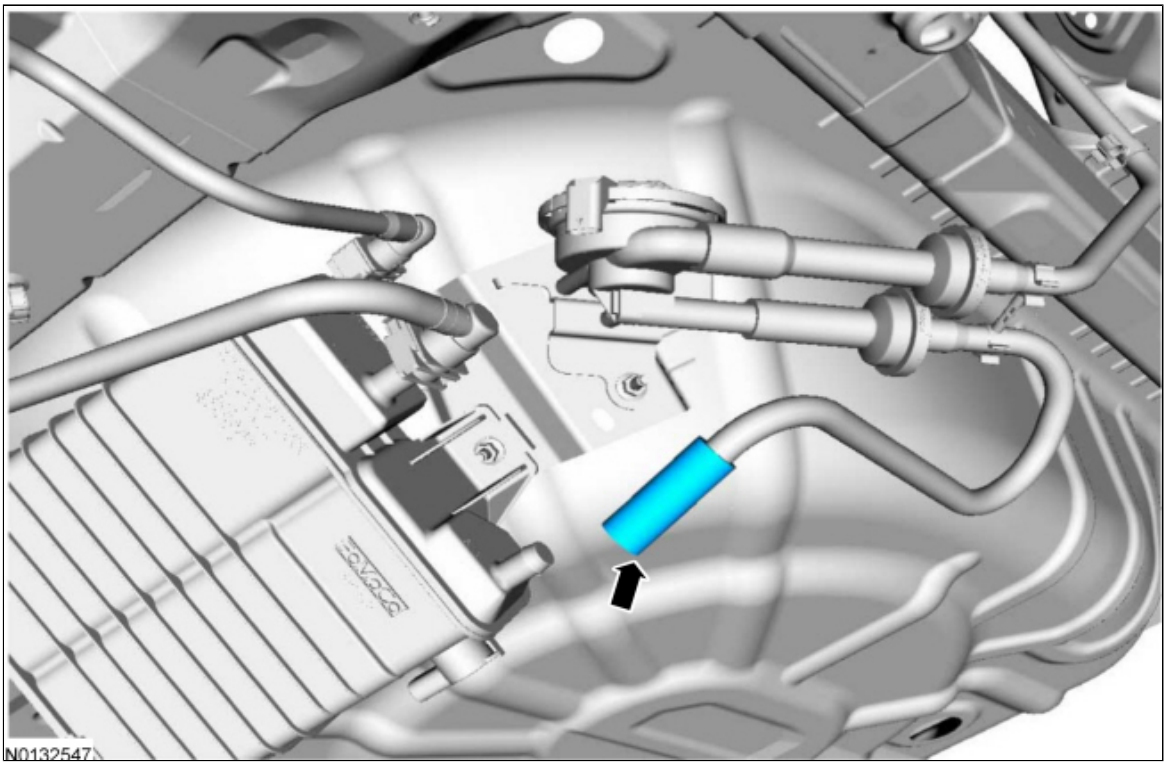
Special Tool(s)

ST2817-A	VACUTEC Smoke Machine Fuel EVAP Emissions System Tester 218-0002 or equivalent

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Disconnect the natural vacuum leak detection module hose from the carbon canister.



3. Connect the VACUTEC Smoke Machine Fuel EVAP Emissions System Tester to the carbon canister port, use a suitable adapter hose. For additional information refer to the manufacturer's instructions.



4. **NOTE:** The supplemental refueling adapter is located in the luggage compartment.

   Install the supplemental refueling adapter into the Easy Fuel ^{TM} (capless) fuel tank filler pipe assembly.

5. **NOTE:** Direct smoke to the carbon canister port only. Smoke directed towards the natural vacuum leak detection module or filter may cause damage and/or restrict vapor lines

   Introduce smoke from the VACUTEC Smoke Machine Fuel EVAP Emissions System Tester into the EVAP system and verify that smoke is exiting the fuel tank filler pipe neck area. For additional information, refer to the manufacturer's instructions.

6. Remove the supplemental refueling adapter once smoke is observed exiting the fuel tank filler pipe neck area.

7. Continue to enter smoke into the system for 60 seconds to obtain pressure.

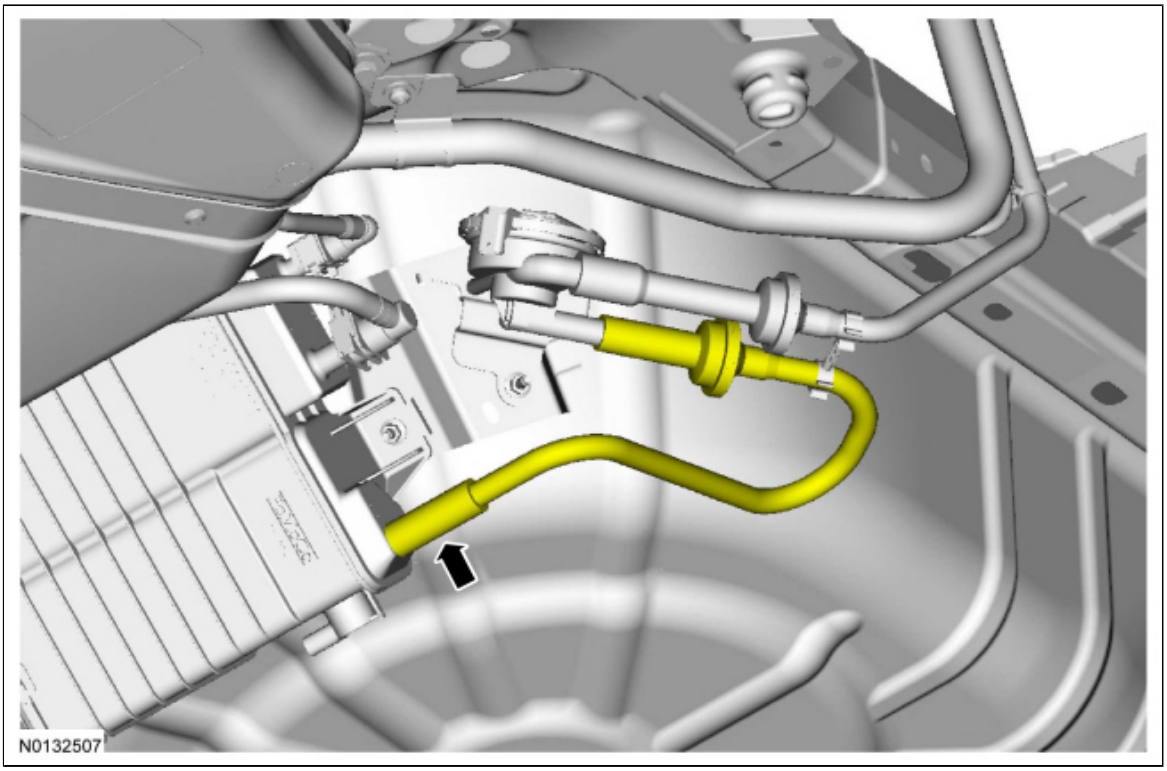
8. Press and release the remote start button in intervals of 15 seconds ON and 15 seconds OFF while checking for exiting smoke.

9. Use the halogen light provided with the VACUTEC Smoke Machine Fuel EVAP Emissions System Tester to follow the EVAP system path and look for smoke exiting at the source of the leak(s).

10. If smoke is observed at:
    - the capless fuel fill insert, clean capless insert (per SSM 21018). If leak persists, replace the fuel filler pipe assembly.
    - a vapor tube joint, disconnect and reconnect the components. If leak persists, replace both components that make up the joint.

11. **NOTE:** If the vehicle fails the IDS leak verification test but a leak cannot be found using the smoke machine, replace the natural vacuum leak detection module and fresh air hose assemblies.

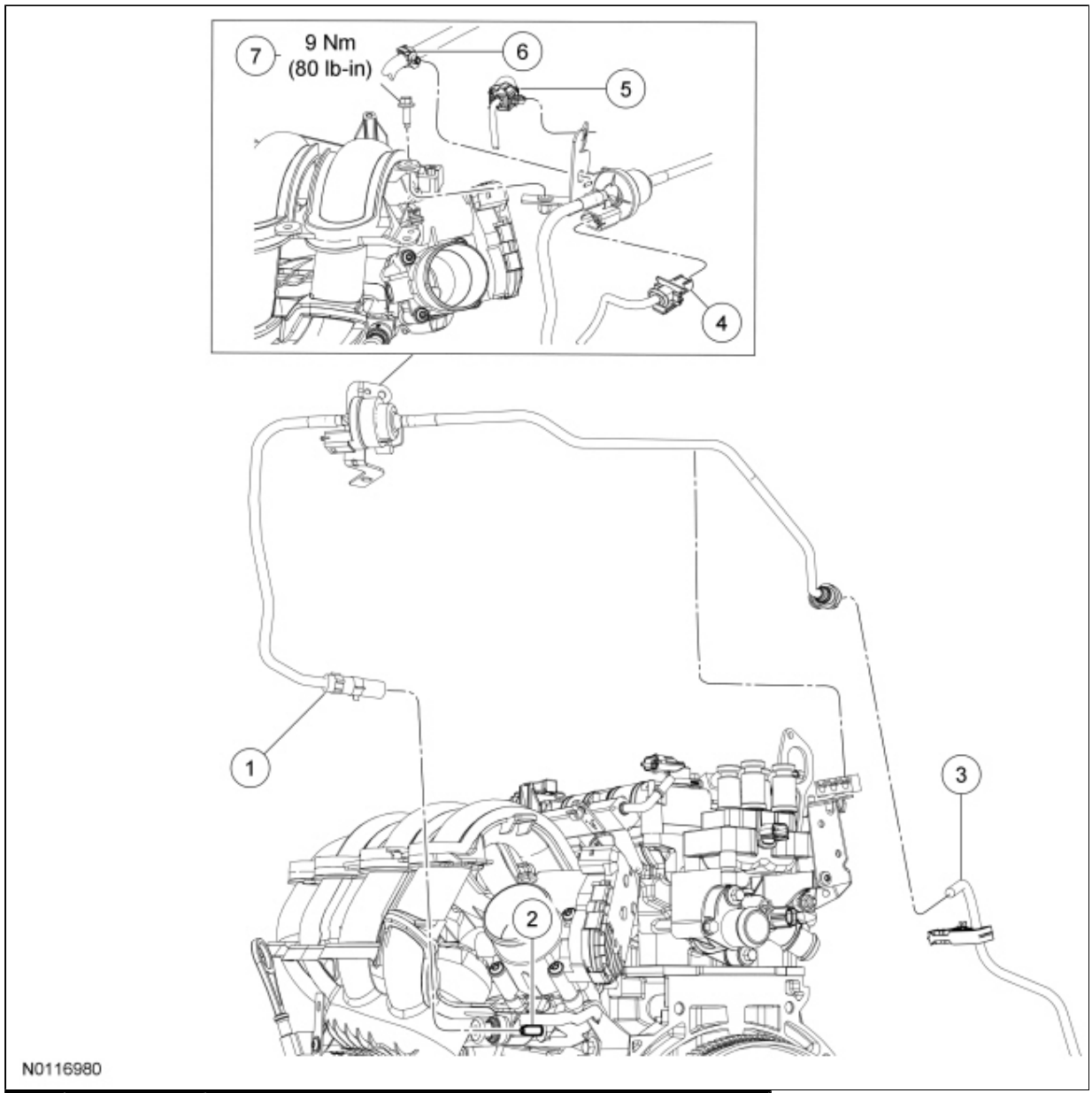
    After smoke testing is completed, reconnect the natural vacuum leak detection module vapor hose to the carbon canister.



12. Re-run the IDS leak verification test to confirm the source of the leak has been corrected.

Evaporative Emission (EVAP) System Components — Exploded View

Evaporative Emission (EVAP) Canister Purge Valve

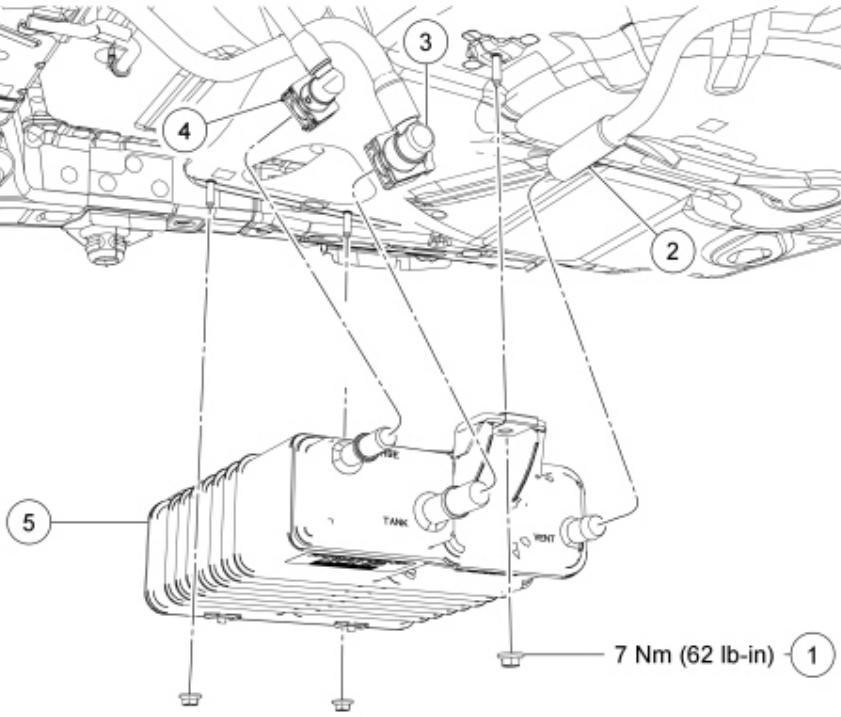


Item	Part Number	Description
1	9C047	Evaporative Emission (EVAP) canister purge valve
2	—	Intake manifold fitting (part of 9424)
3	9L291	Fuel vapor tube
4	—	EVAP canister purge valve electrical connector (part of 12B581)
5	W700475	Wiring harness retainer (part of 12B581)
6	—	Vacuum hose retainer (part of 19048)

7	W500213	EVAP canister purge valve bolt

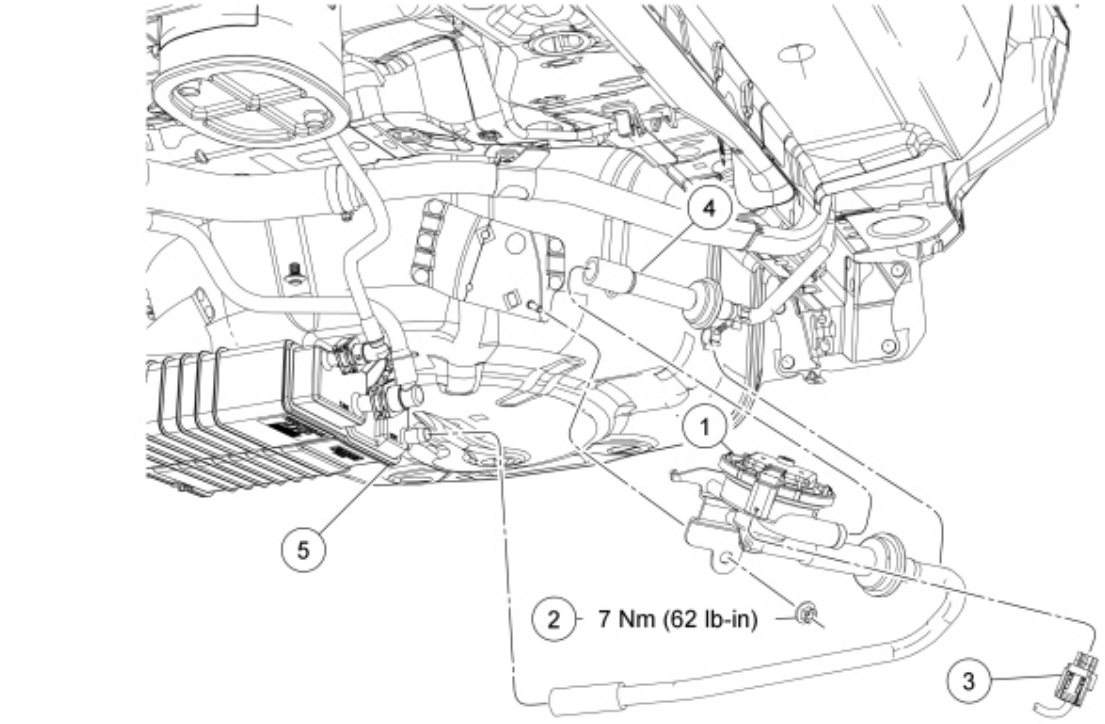
Evaporative Emission (EVAP) Canister

NOTE: Five door vehicle shown, four door vehicle similar.



Item	Part Number	Description
1	W707142	Evaporative Emission (EVAP) canister nut (3 required)
2	—	EVAP hose (part of 9A228)
3	9B033	Fuel vapor tube (to fuel tank)
4	9B337	Fuel vapor tube (to canister purge valve)
5	9D653	EVAP canister

Natural Vacuum Leak Detection Module

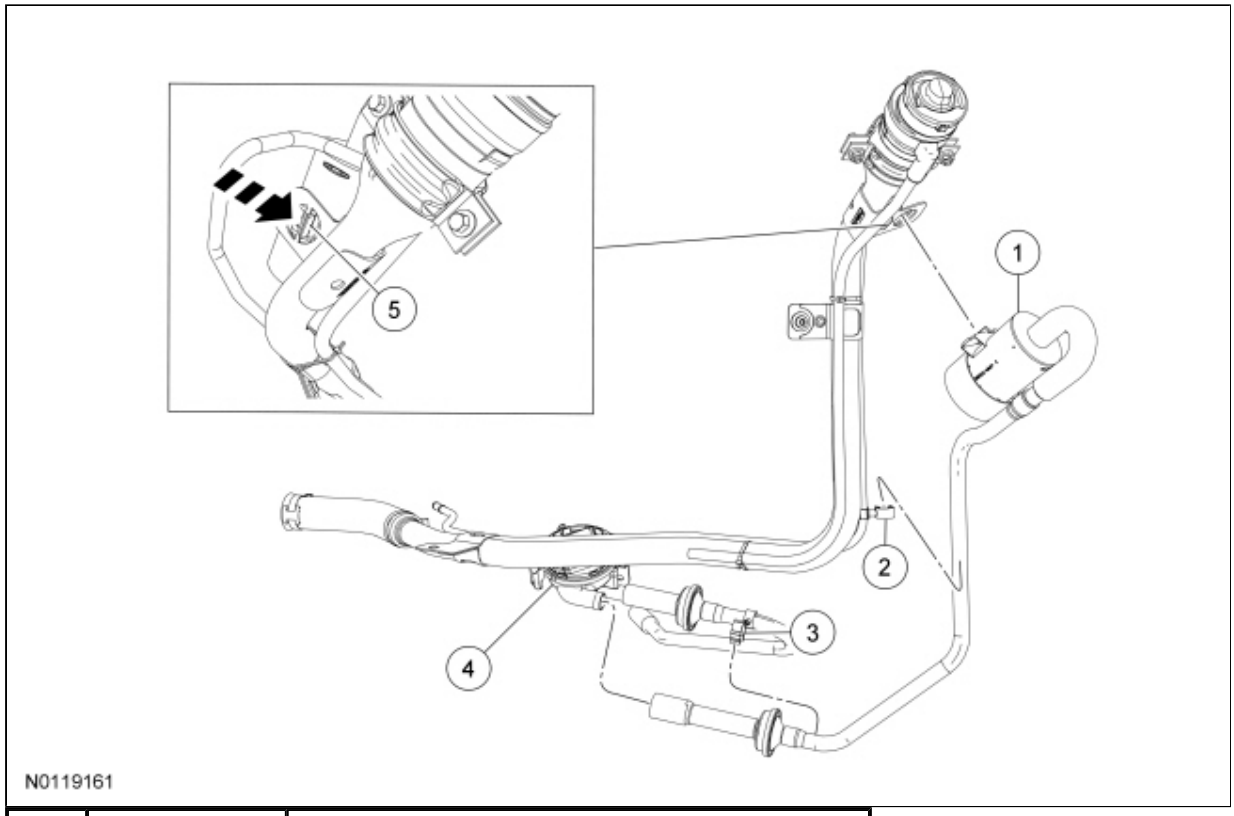


Item	Part Number	Description
1	9J279	Natural vacuum leak detection module
2	W707142	Natural vacuum leak detection module nut
3	—	Natural vacuum leak detection module electrical connector (part of 14A005)
4	9G297	Fresh air hose
5	9D653	EVAP canister

Evaporative Emission (EVAP) Fresh Air Hose

NOTE: The LH wheel liner must be positioned aside to access the fresh air hose.

NOTE: Press the release tab to disengage the fresh air hose from the fuel filler pipe bracket.



Item	Part Number	Description
1	9G297	Fresh air hose
2	W715398	Fresh air hose retainer
3	—	Hose retainer (part of 9A228)
4	9J279	Natural vacuum leak detection module
5	—	Fresh air hose release tab (part of 9G297)

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

NOTE: After installing an Evaporative Emission (EVAP) canister or Evaporative Emission (EVAP) canister purge valve, carry out the Evaporative Emission System Leak Test. For additional information, refer to Evaporative Emission System Leak Test in this section.

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Material

Item	Specification	Fill Capacity
High Temperature Nickel Anti-Seize Lubricant XL-2	—	—
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A	—
Penetrating and Lock Lubricant (US); Penetrating Fluid (Canada) XL-1 (US); CXC-51-A (Canada)	—	—

Torque Specifications

Description	Nm	lb-in
Camshaft Position (CMP) sensor	8	71
Catalyst Monitor Sensor (CMS) [a]	—	—
CMS electrical connector heat shield screw	—	—
Crankshaft Position (CKP) sensor [a]	8	71
Cylinder Head Temperature (CHT) sensor	12	106
Heated Oxygen Sensor (HO2S) [a]	—	—
Knock Sensor (KS)	20	177
Mass Air Flow (MAF) sensor screw	5	44
PCM bolt	5.4	47.8
PCM cover bolt	5.4	47.8
Variable Camshaft Timing (VCT) oil control solenoid	8	71

[a] Refer to the procedure for the specification.

Electronic Engine Controls

The electronic engine controls consist of the following:

- PCM
- Camshaft Position (CMP) sensor (2 required)
- Clutch Pedal Position (CPP) switch (manual transmission only)
- Crankshaft Position (CKP) sensor
- Mass Air Flow (MAF) sensor
- Heated Oxygen Sensor (HO2S)
- Catalyst Monitor Sensor (CMS)
- Knock Sensor (KS) (2 required)
- Engine Coolant Temperature (ECT) sensor
- Variable Camshaft Timing (VCT) oil control solenoid (2 required)

The PCM:

- accepts input from various engine sensors and generates output signals to control fuel injection, ignition and emissions.

The CMP sensor:

- sends the PCM a signal indicating camshaft position used for fuel synchronization.

The CPP sensor:

- sends a signal through the instrument cluster to the PCM. The PCM needs this signal to improve engine running performance during gear changes.

The CKP sensor:

- sends the PCM a signal indicating crankshaft position.

The MAF sensor:

- uses a hot-film element to measure the amount of air entering the engine.

The HO2S :

- creates a voltage signal dependent on exhaust oxygen content.
- provides feedback information to the PCM used to calculate fuel delivery.

The CMS :

- monitors oxygen content after it flows through the catalytic converter.
- provides a voltage to the PCM used to calculate catalytic converter integrity.

The KS :

- is used to detect engine detonation.

- sends a voltage signal to the PCM.

The ECT sensor:

- sends the PCM a signal indicating engine coolant temperature.
- voltage decreases as coolant temperature increases.

The VCT oil control solenoid:

- is an electronic solenoid that actuates the flow of oil to the variable camshaft. Once the PCM transmits a signal, the solenoid moves a valve spool, directing oil into the camshaft phaser cavity. This action changes valve timing by either inducing an advance or retard condition. The camshaft is, thereby repositioned in relation to crankshaft timing and allows for optimum engine performance and lower emissions

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for additional information on electronic engine control components.

Electronic Engine Controls

DTC Charts

PCM DTC Chart

DTC	Description	Action to Take
P0125:00	Insufficient Coolant Temp For Closed Loop Fuel Control: No Sub Type Information	REFER to Section 303-03 .
P0128:00	Coolant Thermostat (Coolant Temp Below Thermostat Regulating Temperature): No Sub Type Information	REFER to Section 303-03 .
P0504:00	Brake Switch A/B Correlation: No Sub Type Information	REFER to Section 419-03 .
P0531:2F	A/C Refrigerant Pressure Sensor A Circuit Range/Performance: Signal Erratic	REFER to Section 412-00 .
P0532:16	A/C Refrigerant Pressure Sensor A Circuit Low: Circuit Voltage Below Threshold	REFER to Section 412-00 .
P0533:17	A/C Refrigerant Pressure Sensor A Circuit High: Circuit Voltage Above Threshold	REFER to Section 412-00 .
P0578:00	Cruise Control Multi-Function Input A Circuit Stuck: No Sub Type Information	REFER to Section 419-03 .
P0579:00	Cruise Control Multi-Function Input A Circuit Range/Performance: No Sub Type Information	REFER to Section 419-03 .
P0617:12	Starter Relay Circuit High: Circuit Short To Battery	REFER to Section 303-06 .
P0645:13	A/C Clutch Relay Control Circuit: Circuit Open	REFER to Section 412-00 .
P0646:11	A/C Clutch Relay Control Circuit Low: Circuit Short To Ground	REFER to Section 412-00 .
P0647:12	A/C Clutch Relay Control Circuit High: Circuit Short To Battery	REFER to Section 412-00 .
P065B:09	Generator Control Circuit Range/Performance: Component Failure	REFER to Section 414-00 .
P065C:09	Generator Mechanical Performance: Component Failure	REFER to Section 414-00 .
P0833:00	Clutch Pedal Switch B Circuit: No Sub Type Information	REFER to Section 419-03 .
P0850:00	Park / Neutral Switch Input Circuit: No Sub Type Information	REFER to Section 303-06 .
P0851:00	Park / Neutral Switch Input Circuit Low: No Sub Type Information	REFER to Section 303-06 .
P0A3B:19	Generator Over Temperature: Component Failure	REFER to Section 414-00 .
P162D:00	Internal Control Module Cruise Control Performance: No Sub Type Information	REFER to Section 419-03 .
P1794:16	Battery Voltage Circuit: Circuit Voltage Below	REFER to Section 414-00 .

	Threshold	
P1794:17	Battery Voltage Circuit: Circuit Voltage Above Threshold	REFER to Section 414-00 .
U0120:88	Lost Communication with Starter/Generator Control Module: Bus Off	REFER to Section 414-00 .
U0167:00	Lost Communication With Vehicle Immobilizer Control Module: No Sub Type Information	REFER to Section 419-01B .
U0426:00	Invalid Data Received From Vehicle Immobilizer Control Module: No Sub Type Information	REFER to Section 419-01B .
U0469:09	Invalid Data Received From Starter/Generator Control Module: Component Failure	REFER to Section 414-00 .
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	REFER to Section 414-00 .
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	REFER to Section 414-00 .
All Other DTCs	—	REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual.

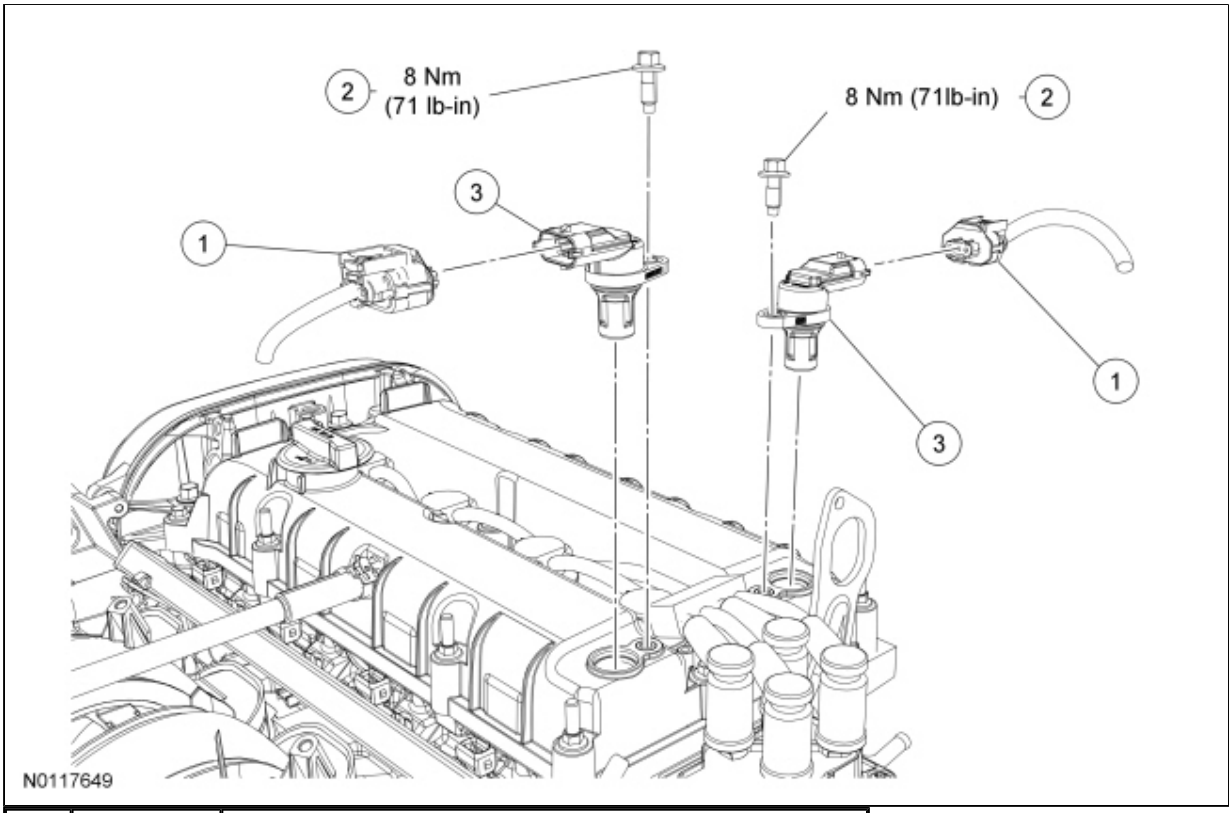
Engine Control Components — Exploded View

Material

Item	Specification
High Temperature Nickel Anti-Seize Lubricant XL-2	—
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A
Penetrating and Lock Lubricant (US); Penetrating Fluid (Canada) XL-1 (US); CXC-51-A (Canada)	—

Camshaft Position (CMP) Sensor

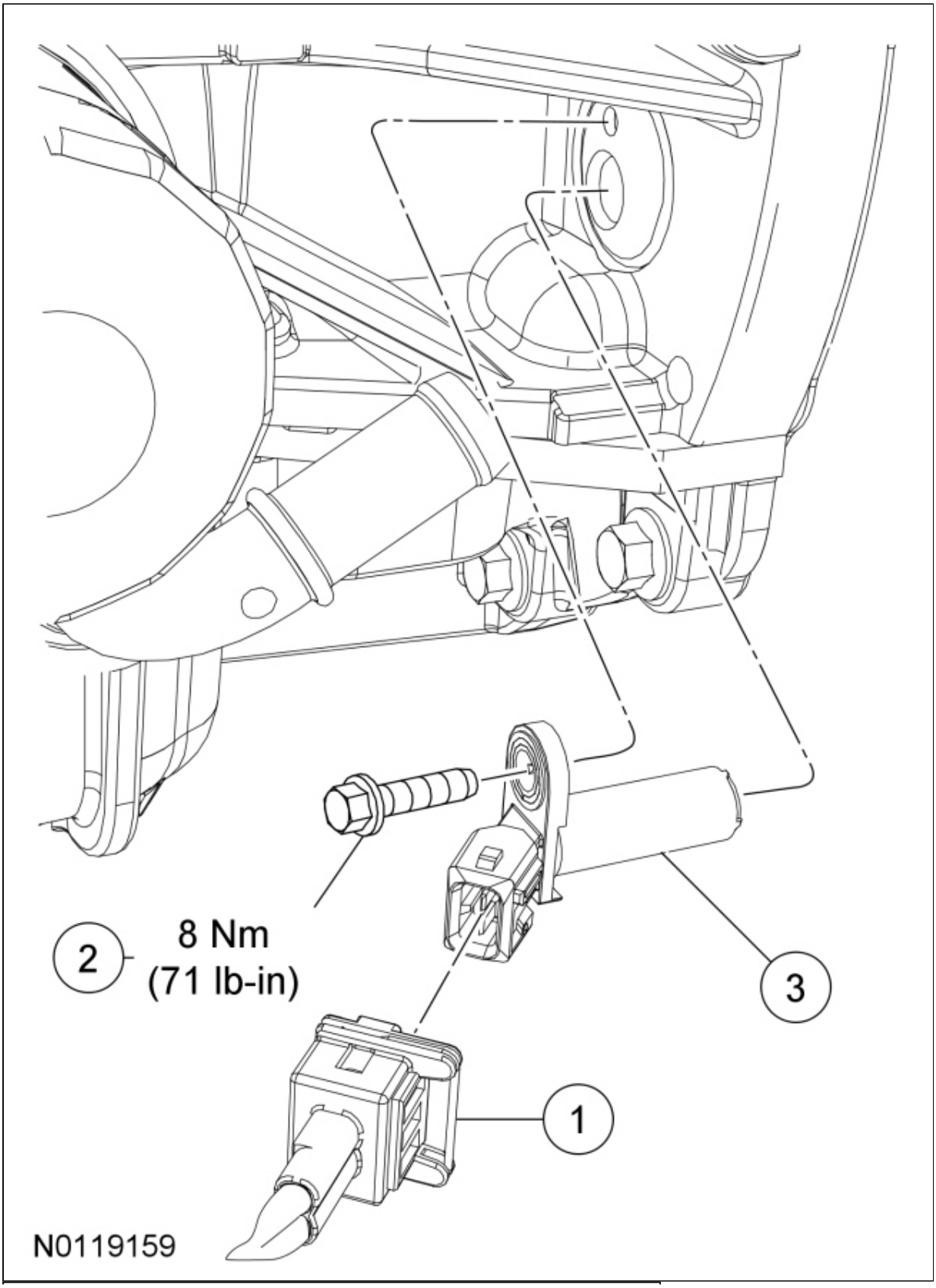
NOTE: Lubricate the O-ring seals with clean engine oil.



Item	Part Number	Description
1	—	Camshaft Position (CMP) sensor electrical connector (part of 12B581) (2 required)
2	W702251	CMP sensor bolt (2 required)

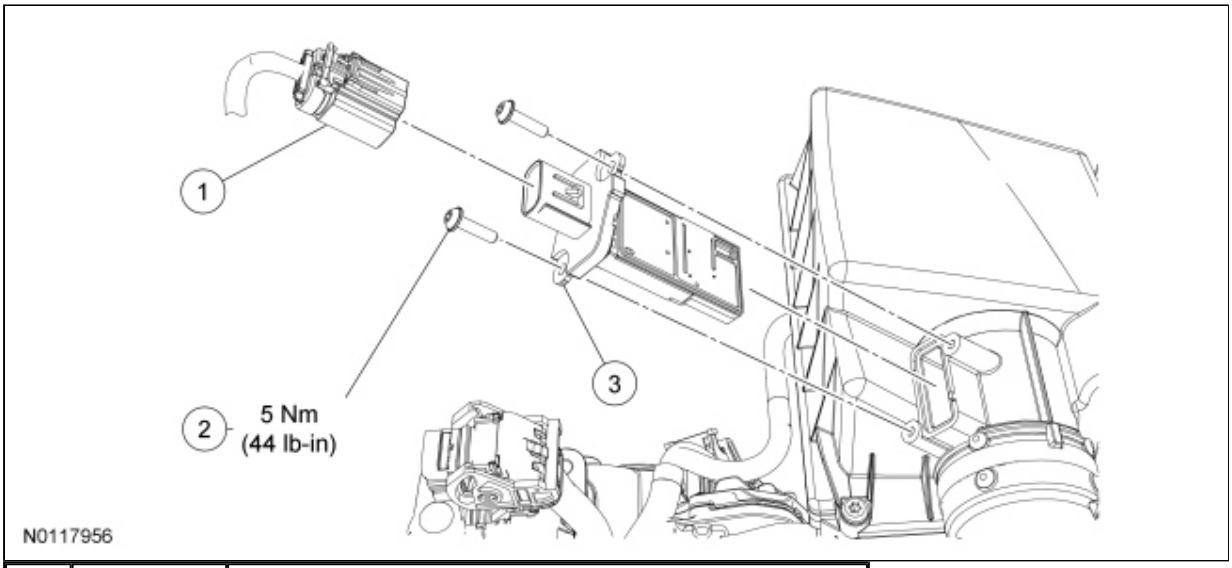
3	12K073	CMP sensor (2 required)

Crankshaft Position (CKP) Sensor



Item	Part Number	Description
1	—	Crankshaft Position (CKP) sensor electrical connector (part of 12B581)
2	W702251	CKP sensor bolt
3	6C315	CKP sensor

Mass Air Flow (MAF) Sensor



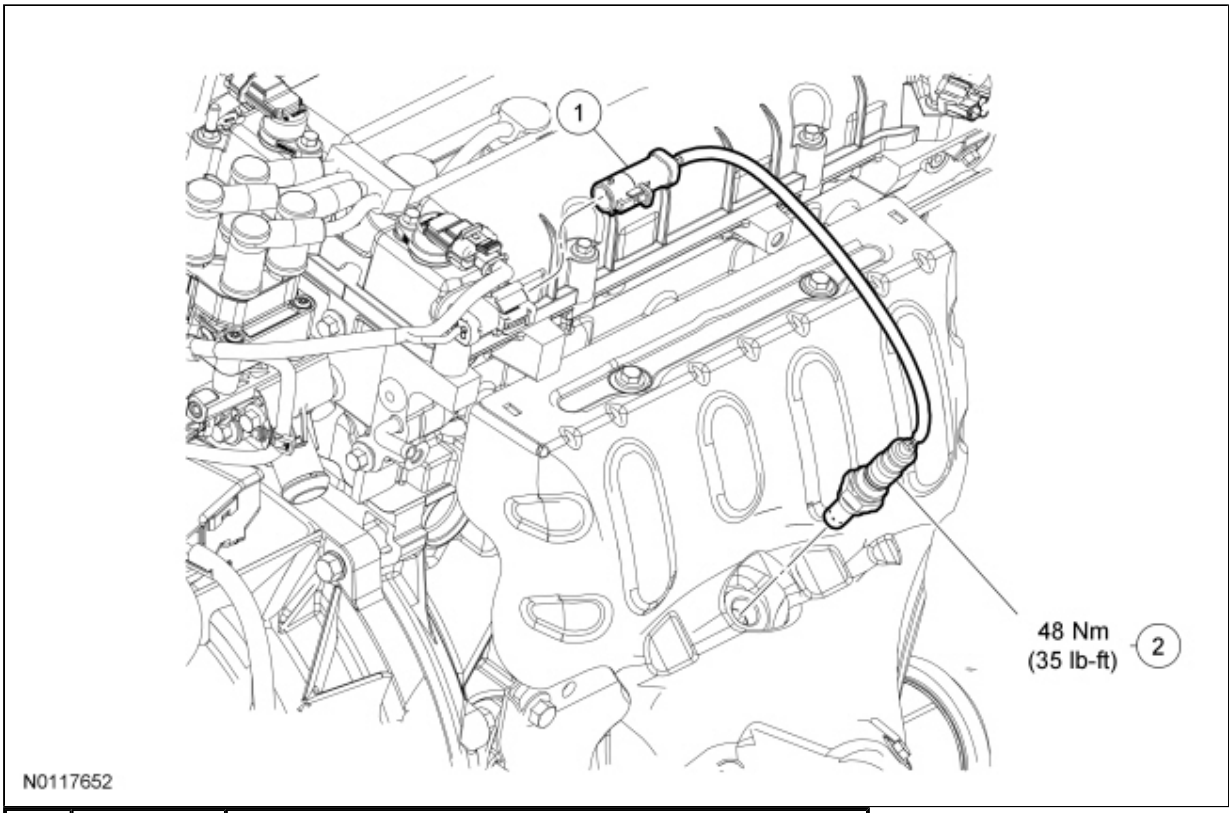
Item	Part Number	Description
1	—	Mass Air Flow (MAF) sensor electrical connector (part of 12B581)
2	—	MAF sensor screw (2 required)
3	12B579	MAF sensor

Heated Oxygen Sensor (HO2S) Sensor

NOTE: If necessary, lubricate the HO2S with penetrating and lock lubricant to assist in removal.

NOTE: Apply anti-seize to the threads of the HO2S prior to installing.

NOTE: The correct torque wrench setting must be calculated when using a commercially available exhaust gas sensor socket to install the HO2S . Refer to the Torque Wrench Adapter Formulas in the Appendix.



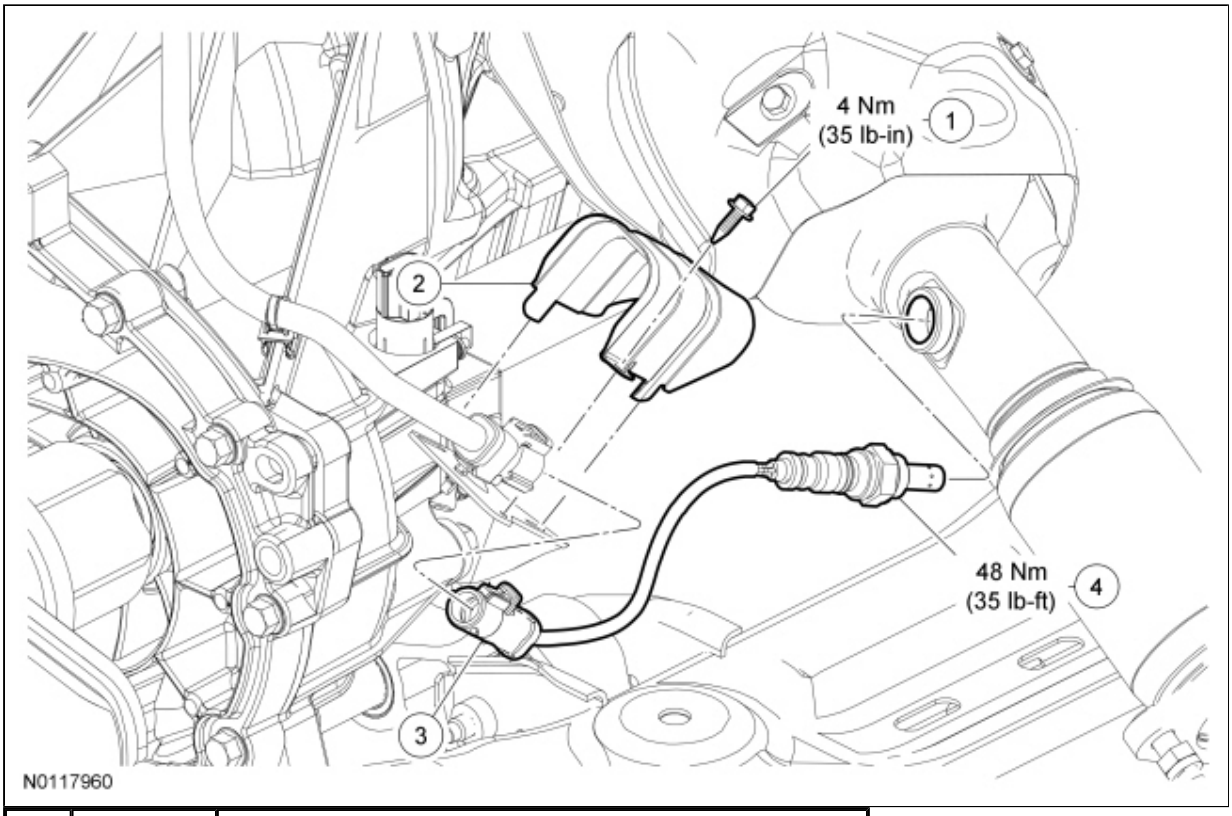
Item	Part Number	Description
1	—	Heated Oxygen Sensor (HO2S) electrical connector (part of 9G444)
2	9G444	HO2S

Catalyst Monitor Sensor (CMS)

NOTE: If necessary, lubricate the CMS with penetrating and lock lubricant to assist in removal.

NOTE: Apply anti-seize to the threads of the CMS prior to installing.

NOTE: The correct torque wrench setting must be calculated when using a commercially available exhaust gas sensor socket to install the CMS . Refer to the Torque Wrench Adapter Formulas in the Appendix.

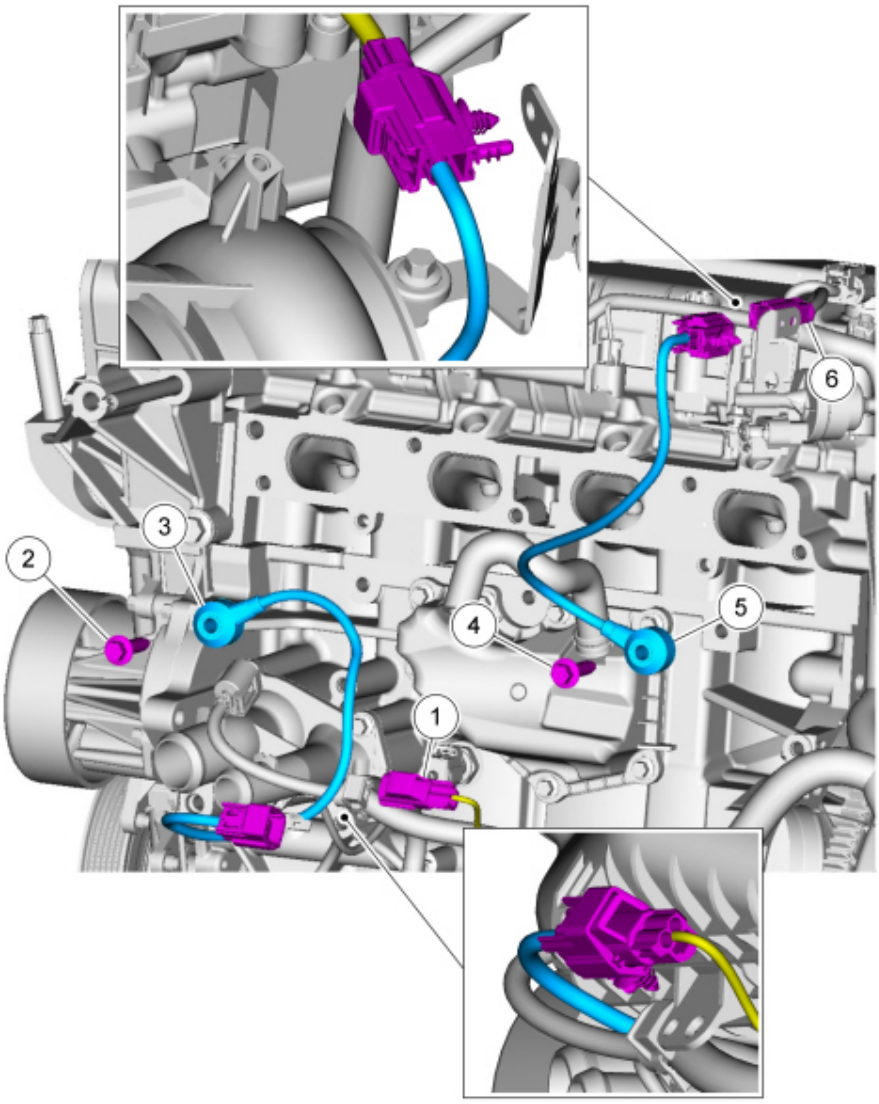


Item	Part Number	Description
1	W705981	Catalyst Monitor Sensor (CMS) electrical connector heat shield screw (manual transmission only)
2	14A163	CMS electrical connector heat shield (manual transmission only)
3	—	CMS electrical connector (part of 12B581)
4	9F472	CMS

Knock Sensor (KS)

NOTICE: **The RH Knock Sensor (KS) must be installed in the 2 o'clock position and the LH KS must be installed in the 11 o'clock position. Failure to follow these instructions may result in damage to the engine.**

NOTE: The intake manifold must be removed to access the KS . For additional information, refer to Section 303-01 .



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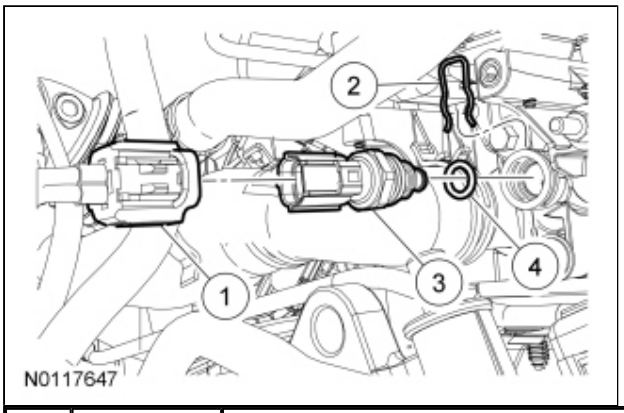
Item	Part Number	Description
1	—	RH Knock Sensor (KS) electrical connector (part of 12B581)
2	W500225	RH KS bolt - 20 Nm (177 lb-in)
3	12A699	RH KS
4	W500225	LH KS bolt - 20 Nm (177 lb-in)
5	12A699	LH KS
6	—	LH KS electrical connector (part of 12B581)

Engine Coolant Temperature (ECT) Sensor

NOTE: Drain the engine cooling system prior to removal of the ECT sensor.

NOTE: Fill and bleed the engine cooling system after installing the ECT sensor.

NOTE: The ignition coil must be removed to access the ECT sensor. For additional information, refer to Section 303-07 .

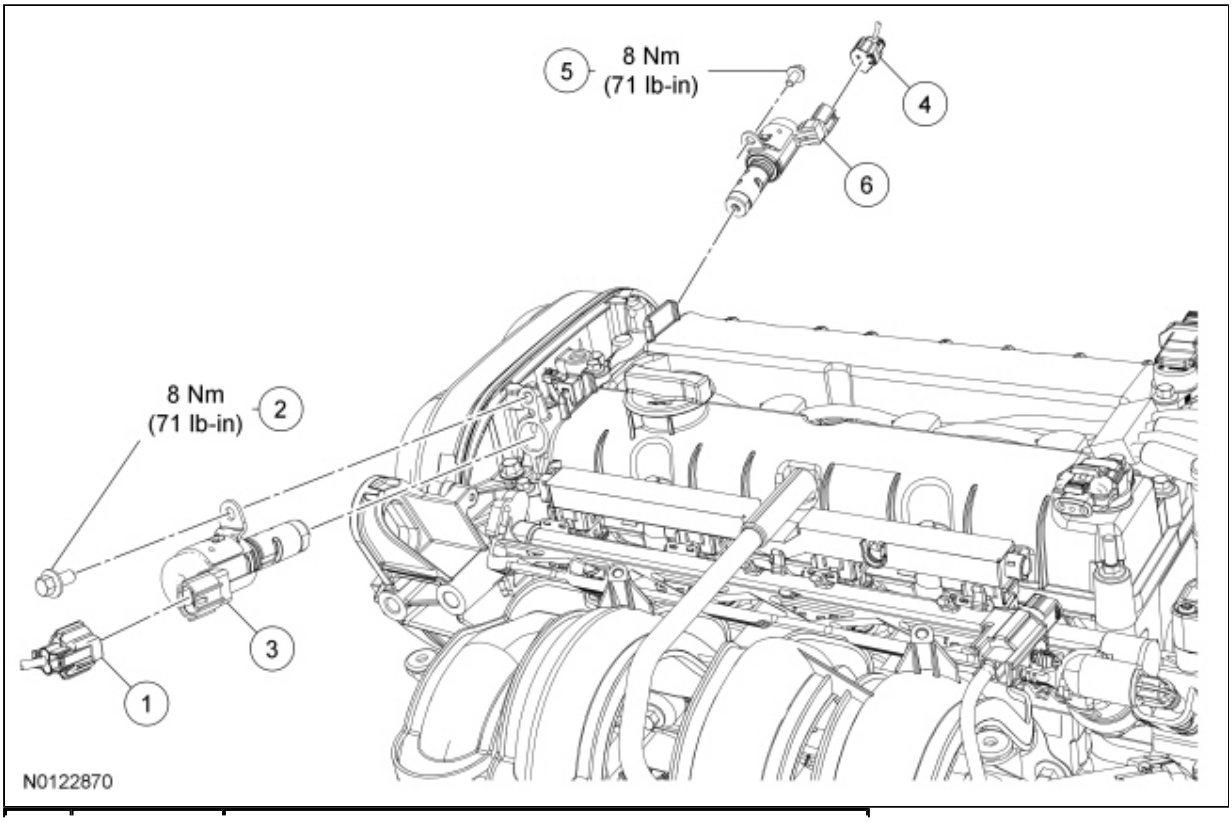


Item	Part Number	Description
1	—	Engine Coolant Temperature (ECT) sensor electrical connector (part of 12B581)
2	W703355	ECT sensor retaining clip
3	12A648	ECT sensor
	—	Engine Coolant Temperature (ECT) sensor O-ring seal (part of 12A648)

Variable Camshaft Timing (VCT) Oil Control Solenoid

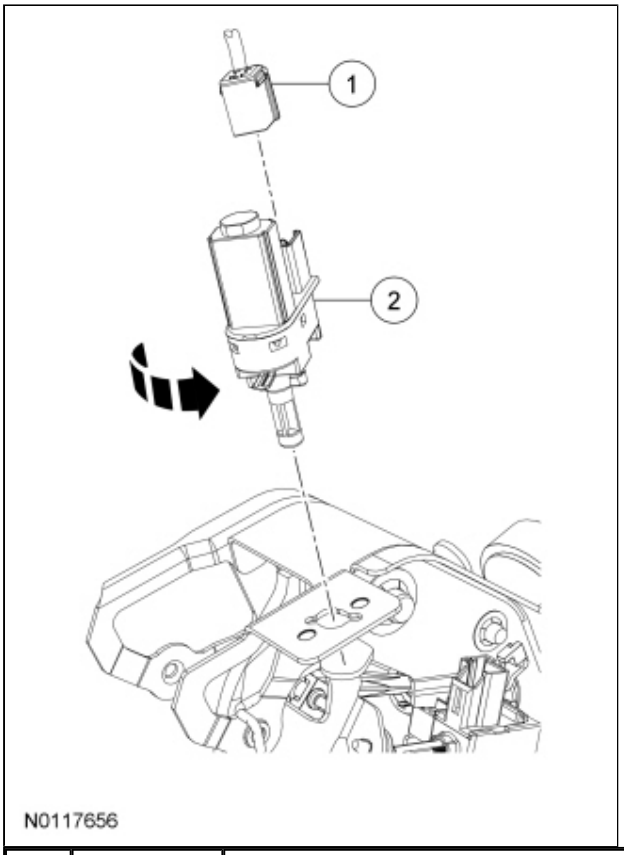
NOTE: Intake solenoid shown, exhaust solenoid similar.

NOTE: Lubricate the O-ring seals with clean engine oil.



Item	Part Number	Description
1	—	LH Variable Camshaft Timing (VCT) oil control solenoid electrical connector
2	W500011	VCT oil control solenoid bolt (2 required)
3	6L713	VCT oil control solenoid (2 required)

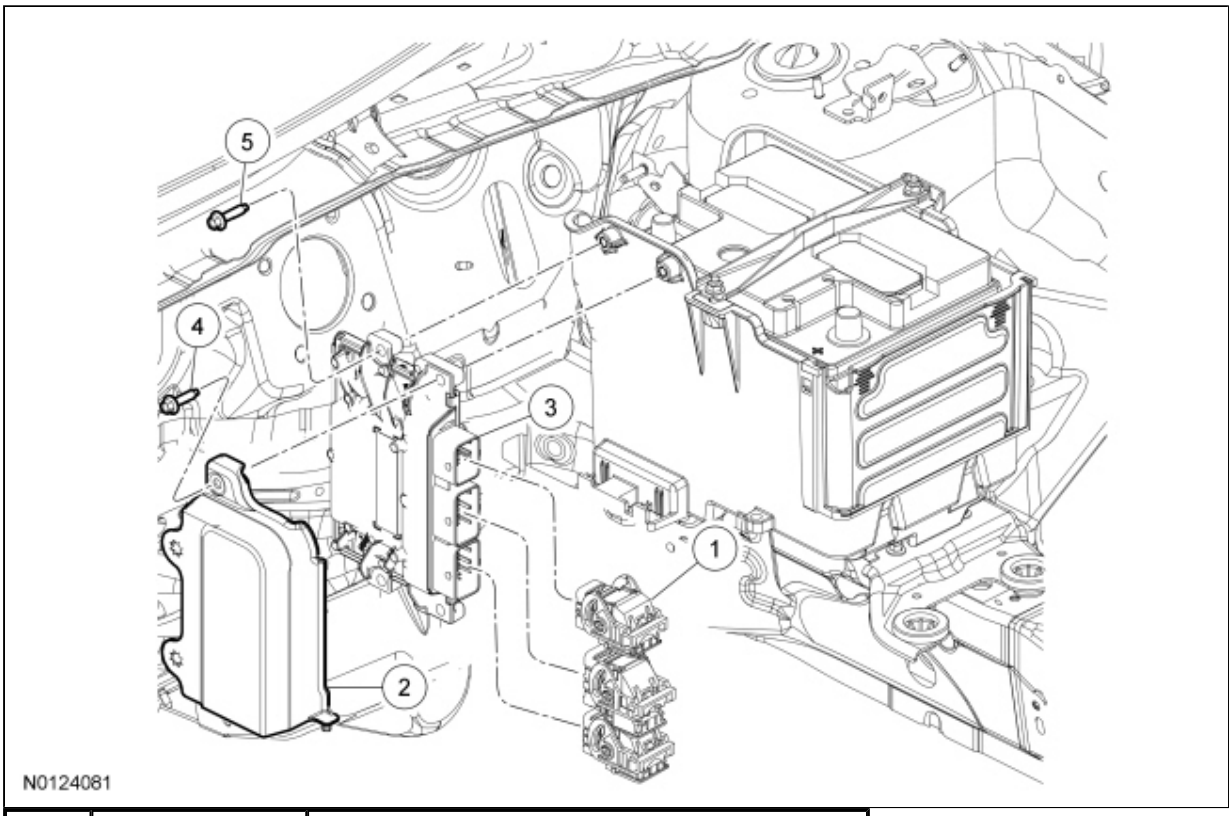
Clutch Pedal Position (CPP) Switch



Item	Part Number	Description
1	—	Clutch Pedal Position (CPP) switch electrical connector (part of 14290)
2	11A152	CPP switch

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Powertrain Control Module (PCM)



Item	Part Number	Description
1	—	PCM electrical connector (3 required)
2	12C514	PCM cover
3	12A650	PCM
4	W700005	PCM cover bolt - 5.4 Nm (47.8 lb-in)
3	W700005	PCM bolt - 5.4 Nm (47.8 lb-in)

Removal

1. **NOTE:** PCM installation DOES NOT require new keys or programming of keys, only a Parameter Reset of the Passive Anti-Theft System (PATS).

   Retrieve the module configuration. Carry out the module configuration retrieval steps of the Programmable Module Installation (PMI) procedure. For additional information, refer to Section 418-01 .

2. Remove the bolt and the PCM cover.

3. Disconnect the 3 PCM electrical connectors.

4. Remove the bolt and the PCM.

Installation

1. ***NOTICE:*** **The PCM and PCM cover can be easily damaged by excessive fastener torque. Do not exceed 5.4 Nm (47.8 lb-in).**

   Position the PCM and install the bolt.

- Tighten to 5.4 Nm (47.8 lb-in).

2. Connect the 3 PCM electrical connectors.

3. ***NOTICE:*** **The PCM and PCM cover can be easily damaged by excessive fastener torque. Do not exceed 5.4 Nm (47.8 lb-in).**

   Position the PCM cover and install the bolt.
   - Tighten to 5.4 Nm (47.8 lb-in).

4. **NOTE:** If the Programmable Module Installation (PMI) procedure was not successful in downloading the data from the vehicles original PCM, then the oil life data of the vehicle is lost. If this occurs, and the oil life cannot be determined through service history or customer interview, it is recommended the vehicle engine oil and filter be changed and the oil change minder reset.

   Restore the module configuration. Carry out the module configuration restore steps of the Programmable Module Installation (PMI) procedure. For additional information, refer to Section 418-01 .

5. Reprogram the PATS . Carry out the Parameter Reset procedure. For additional information, refer to Section 419-01B .

Alignment Specifications

NOTE: All alignment specifications are with the vehicle fuel tank full.

Item	LH	RH	Split	Thrust Angle
Front				
Camber [a]	-0.70° ± 0.75°	-0.70° ± 0.75°	0.00° ± 0.75°	—
Caster [a]	3.37° ± 0.75°	3.37° ± 0.75°	0° ± 0.75°	—
Toe @ curb ride height (positive value is toe in, negative value is toe out)	—	—	0.15° ± 0.35°	—
Rear				
Camber [a]	-1.52° ± 0.75°	-1.52° ± 0.75°	—	—
Only total toe defined	—	—	0.31° ± 0.30°	0° ± 0.50°

[a] Nominal setting (reference only) no adjustment

General Specifications

Item	Specification
Ball Joint Deflection	
Lower	0-0.2 mm (0-0.008 in)
Ride Height	
Front	15 mm (0.59 in) ± 9 mm (0.354 in)
Rear	39 mm (1.535 in) ± 9 mm (0.354 in)

Torque Specifications

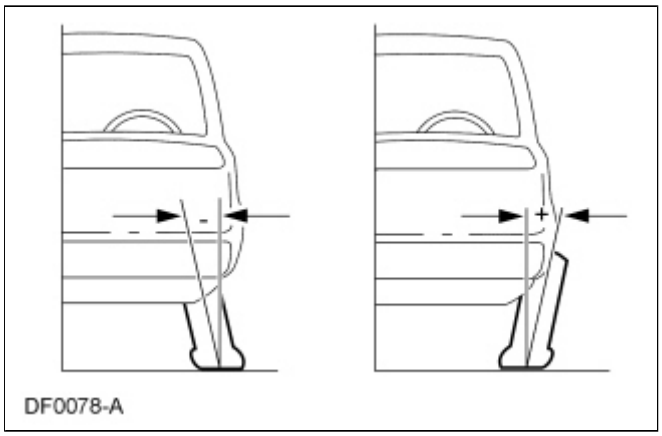
Description	Nm	lb-ft
Tie-rod end jam nut	85	63

Wheel Alignment Angles

Camber

NOTE: Wheel alignment angles can be affected by subframe position. Subframe alignment may be necessary if wheel alignment cannot be achieved.

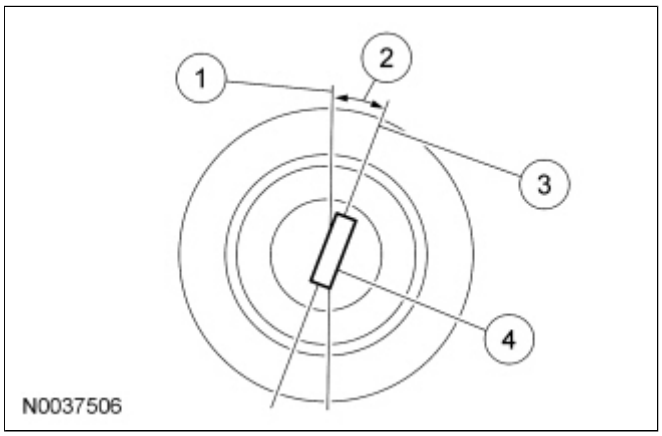
Negative and Positive Camber



Camber is the vertical tilt of the wheel when viewed from the front. Camber can be positive or negative and has a direct effect on tire wear. The camber setting is not adjustable.

Caster

Caster is the deviation from vertical of an imaginary line drawn through the pivot points (top of strut and lower ball joint), when viewed from the side. The caster specifications in this section will give the vehicle the best directional stability characteristics when loaded and driven. The caster setting is not related to tire wear. The caster setting is not adjustable.



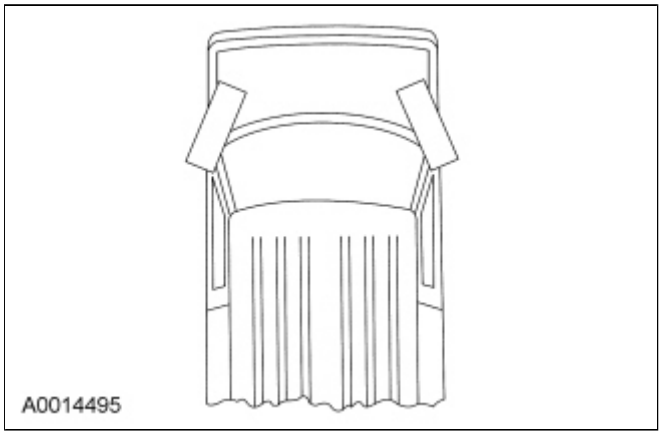
Item	Description
1	True vertical

2	Positive caster angle
3	Strut centerline
4	Pivot centerline

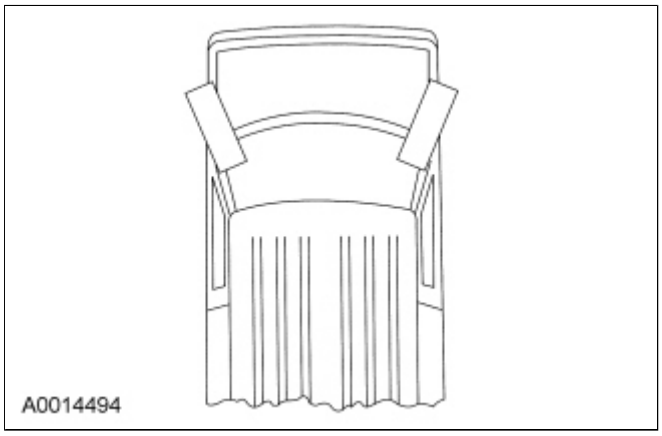
A backward tilt is positive (+) and a forward tilt is negative (-). Front caster adjustment is not a separate procedure on this vehicle.

Toe

Positive Toe (Toe In)

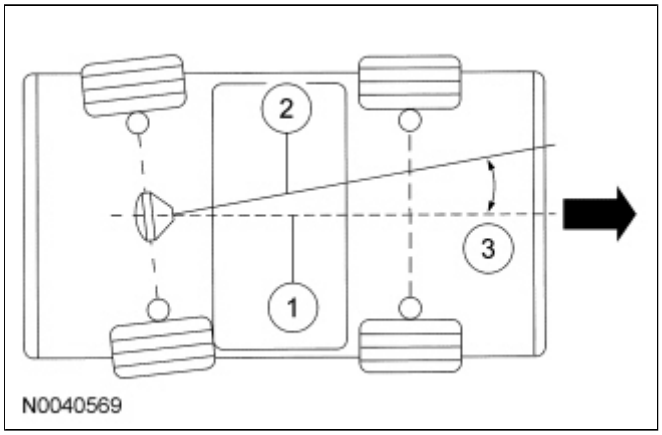


Negative Toe (Toe Out)



The vehicle toe setting affects tire wear and directional stability.

Incorrect Thrust Angle (Dogtracking)



Item	Description
1	Vertical centerline
2	Axle centerline
3	Thrust angle

Incorrect thrust angle (also known as dogtracking) is the condition in which the rear axle is not square to the chassis. Heavily crowned roads can give the illusion of dogtracking.

Wander

Wander is the tendency of the vehicle to require frequent, random left and right steering wheel corrections to maintain a straight path down a level road.

Shimmy

Shimmy, as experienced by the driver, is large, consistent, rotational oscillations of the steering wheel resulting from large, side-to-side (lateral) tire/wheel movements.

Shimmy is usually experienced near 64 km/h (40 mph), and can begin or be amplified when the tire contacts pot holes or irregularities in the road surface.

Nibble

Sometimes confused with shimmy, nibble is a condition resulting from tire interaction with various road surfaces and experienced by the driver as small rotational oscillations of the steering wheel. For wheel and tire diagnosis, refer to Section 204-04 .

Poor Returnability/Sticky Steering

Poor returnability and sticky steering are used to describe the poor return of the steering wheel to center after a turn or steering correction.

Drift/Pull

Pull is a tugging sensation felt by the hands on the steering wheel that must be overcome to keep the vehicle going straight.

Drift describes what a vehicle with this condition does with the hands off the steering wheel.

- A vehicle-related drift/pull on a flat road causes a consistent deviation from the straight-ahead path and requires constant steering input in the opposite direction to counteract the effect.
- Drift/pull may be induced by conditions external to the vehicle (wind or road crown).

Suspension System

Inspection and Verification

1. Road test the vehicle.
   - If any suspension alignment or ride height concerns are present, GO to Symptom Chart - Suspension System .
   - Verify the customer concern by carrying out a road test on a smooth road. If any vibrations are present, GO to Symptom Chart - NVH .
2. Inspect the tires.
   - Check the tire pressures with all normal loads in the vehicle and the tires cold. Refer to the Vehicle Certification (VC) label.
   - Verify that all tires are sized to specification. Refer to the VC label.
   - Inspect the tires for incorrect wear and damage. Install new tires as necessary.
3. Inspect the chassis and underbody.
   - Remove any excessive accumulation of mud, dirt or road deposits from the chassis and underbody.
4. Inspect for aftermarket equipment.
   - Check for aftermarket changes to the steering, suspension, and wheel and tire components (such as competition or heavy duty). The specifications shown in this manual do not apply to vehicles equipped with aftermarket equipment.

Visual Inspection Chart

Mechanical
• Front or rear suspension components • Suspension fastener(s) • Incorrect spring usage • Spring(s) • Shock absorber(s) • Strut(s) • Suspension bushing(s) • Steering system components • Subframe • Wheel bearing and wheel hub(s) • Tires • Non-OEM parts or modifications

5. If an obvious cause for an observed or reported condition is found, correct the cause (if possible) before proceeding to the next step.
6. If the fault is not visually evident, or GO to Symptom Chart - NVH .

Symptom Chart — Suspension System

Symptom Chart — Suspension System

Condition	Possible Sources	Action

• Vehicle drifts/pulls	• Unevenly loaded or overloaded vehicle • Tires/tire pressure • Alignment is not within specification • Brake drag • Steering components • Subframe misalignment	• GO to Pinpoint Test A .
• Wander	• Overloaded, unevenly or incorrectly loaded vehicle	• NOTIFY the customer of incorrect vehicle loading.
	• Ball joint(s)	• INSPECT the ball joints. REFER to the Ball Joint Inspection component test in this section.
	• Damaged or missing front strut mount bearing(s)	• INSTALL a new front strut mount bearing(s) as necessary. REFER to Section 204-01 .
	• Loose, worn or damaged front wheel bearing(s)	• INSPECT the wheel bearings. INSTALL new wheel bearings as necessary.
	• Loose, worn or damaged suspension component(s)	• INSTALL new suspension component(s) as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.
	• Loose suspension fasteners	• INSPECT the suspension fasteners. TIGHTEN to specification. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.
	• Steering components	• INSPECT the steering system. INSTALL new components as necessary. REFER to Section 211-00 .
	• Wheel alignment (excessive total front toe out)	• ADJUST as necessary. REFER to Toe Adjustment — Front in this section.
• Front bottoming or riding low	• Worn, damaged or incorrect springs	• MEASURE the ride height. REFER to Ride Height Measurement in this section. INSTALL new springs as necessary. REFER to Section 204-01 .
	• Worn front strut(s)	• INSTALL new struts as necessary. REFER to Section 204-01 .
• Abnormal/incorrect tire wear	• Incorrect tire pressure (rapid center rib or inner and outer edge wear)	• ADJUST the tire pressure. REFER to the Vehicle Certification (VC) label. REFER to Diagnosis and Testing for further tire wear diagnosis.
	• Incorrect tire rotation intervals	• REFER to Section 100-03 .
	• High-speed cornering • Excessive front or rear toe (inner or outer edge wear) • Excessive	• REFER to Section 204-04 Diagnosis and Testing for further tire wear diagnosis.

	negative or positive camber (inner or outer edge wear) • Front or rear suspension components	• INSPECT the front and rear suspension system. REPAIR or INSTALL new suspension components as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.
• Sticky steering, poor returnability	• Damaged or worn front strut mount bearing(s) • Binding ball joints • Steering components	• INSTALL a new front strut mount bearing(s) as necessary. REFER to Section 204-01 . • REFER to the Ball Joint Inspection component test in this section. • INSPECT the steering system. INSTALL new components as necessary. REFER to Section 211-02 for steering system diagnosis.
• Steering wheel off-center	• Unequal front or rear toe setting (side-to-side) • Steering components	• CHECK the wheel alignment. REFER to Toe Adjustment — Front in this section. ADJUST as necessary. • INSPECT the steering system. INSTALL new components as necessary. REFER to Section 211-00 .
• Sway or roll	• Overloaded, unevenly or incorrectly loaded vehicle • Loose wheel nut (s) • Strut(s) or shock absorber(s) • Loose stabilizer bracket-to-frame bolts • Worn stabilizer bar bushings or links • Damaged or broken stabilizer bar • Worn spring(s)	• NOTIFY the customer of incorrect vehicle loading. • TIGHTEN the wheel nut(s) to specification. REFER to Section 204-04 . • INSTALL new struts or shock absorbers as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension. • TIGHTEN the bolts to specification. REFER to Section 204-01 . • INSTALL new stabilizer bar bushings or links as necessary. REFER to Section 204-01 . • INSTALL a new stabilizer bar as necessary. REFER to Section 204-01 . • INSTALL new springs as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.
• Vehicle leans to one side	• Unevenly loaded or overloaded vehicle • Front or rear suspension components	• NOTIFY the customer of incorrect vehicle loading. • INSPECT the front and rear suspension systems. INSTALL new suspension components as necessary. REFER to Section 204-01 for front suspension or Section

	• Incorrect drive axle(s) ride height. Side-to-side lean out of specification	204-02 for rear suspension. • MEASURE the ride height. REFER to Ride Height Measurement in this section. INSPECT the front and rear suspension systems. REPAIR or INSTALL new components as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Squeak or grunt — noise from the suspension	• Front or rear suspension components	• INSPECT the front or rear suspension. INSTALL new components as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.
• Clunk — noise from the front suspension, occurs in and out of turns	• Loose front suspension	• INSPECT for loose nuts or bolts. TIGHTEN to specifications. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.
• Clunk — noise from the rear suspension, occurs when shifting from REVERSE to DRIVE	• Loose rear suspension components	• INSPECT for loose or damaged rear suspension components. REPAIR or INSTALL new components as necessary. REFER to Section 204-02 .
• Click or pop — noise from the front suspension. More noticeable over rough roads or over bumps	• Worn or damaged ball joint(s)	• CARRY OUT a ball joint inspection. INSTALL new ball joint(s) or control arm(s) as necessary. REFER to Section 204-00 .
• Front suspension noise — a squeak, creak or rattle noise. Occurs mostly over bumps or while turning	• Front suspension components • Loose or damaged front struts, shock absorber(s) or shock absorber bushing(s) • Damaged spring or spring mount(s) • Damaged or worn control/radius arm bushing(s) • Worn or damaged stabilizer bar bushings or link(s) • Worn or damaged upper strut mount	• INSPECT the front suspension. INSTALL new components as necessary. REFER to Section 204-01 .

	bearing(s)	
• Rear suspension noise — a squeak, creak or rattle noise. Occurs mostly over bumps or rough roads	• Loose or damaged rear shock absorber(s) or shock absorber bushing(s) • Damaged spring or spring mount(s) • Damaged or worn control arm bushing(s) • Worn or damaged stabilizer bar bushing(s) or link (s)	• INSPECT the rear suspension. INSTALL new components as necessary. REFER to Section 204-02 .
• Shudder — occurs during acceleration from a slow speed or stop	• Incorrect ride height causing incorrect driveline angle	• REFER to Section 205-00 for driveline angle diagnosis.
• Shimmy	• Loose wheel nut(s) • Loose front suspension fastener(s) • Loose front wheel bearing(s) • Strut(s) or shock absorber(s)	• TIGHTEN the nut(s) to specification. REFER to Section 204-04 . • TIGHTEN the fastener(s) to specification. REFER to Section 204-01 . • INSPECT the front wheel bearing(s). INSTALL new bearing(s) as necessary. REFER to Section 204-01 . • INSTALL new struts or shock absorbers as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.
• Shimmy — most noticeable on coast/deceleration. Also hard steering condition	• Excessive positive caster	• INSPECT the front suspension. REFER to Section 204-01 in this section. REPAIR or INSTALL new suspension components as necessary.
• Rough/harsh ride	• Incorrect tire pressure • Low ride height • Loose, worn or damaged suspension component(s)	• ADJUST the tire pressure. REFER to the VC label. • MEASURE the ride height. REFER to Ride Height Measurement in this section. INSTALL new springs as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension. • INSTALL new suspension component(s) as necessary. REFER to Section 204-01 for front suspension or Section 204-02 for rear suspension.

Pinpoint Tests

Pinpoint Test A: Vehicle Drifts/Pulls

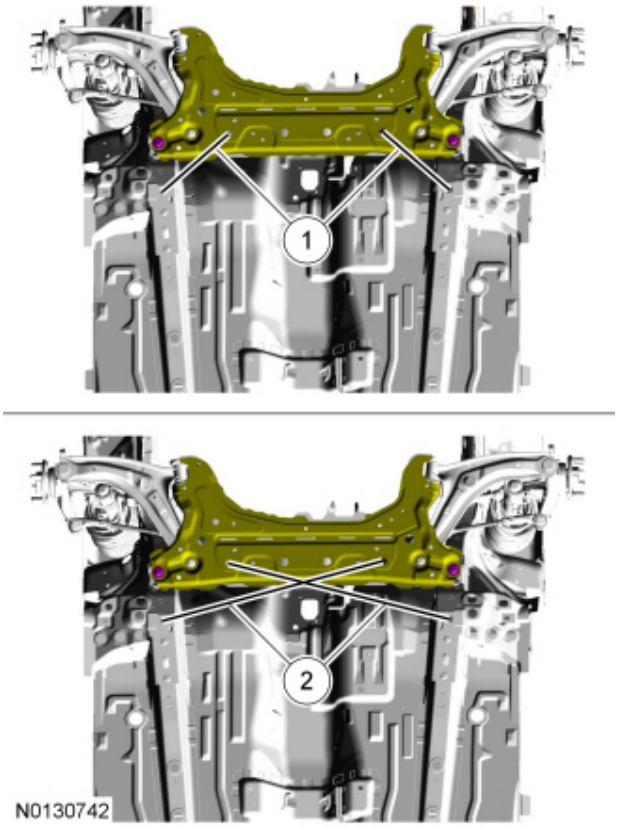
This pinpoint test is intended to diagnose the following:

- Unevenly loaded vehicle
- Tire pressure
- Tire forces
- Brake drag
- Incorrect vehicle alignment
- Steering system

PINPOINT TEST A: VEHICLE DRIFTS/PULLS

Test Step	Result / Action to Take
A1 CHECK FOR UNEVENLY LOADED VEHICLE	
• Visually check the vehicle for an uneven loading condition. • **Is the vehicle unevenly loaded?**	**Yes** ADVISE the customer of uneven loading condition. **No** GO to A2.
A2 CHECK THE TIRE PRESSURES AND TIRE CONDITIONS	
• Check the tire pressures. Refer to the VC label located on the driver door jamb. Check the tires for uneven/abnormal wear. Refer to Diagnosis and Testing —Wheels and Tires in Section 204-04. • **Are the tire pressures and tire conditions OK?**	**Yes** GO to A3. **No** ADJUST the tire pressures to the specified pressure or INSTALL new tires as necessary.
A3 ISOLATE TIRE DRIFT/PULL CONDITION	
• **NOTE:** It is important to determine if tire forces are the cause of a drift/pull condition. Changing the position of the wheel and tire assemblies on the vehicle may correct a pull/drift condition. A tire or tires that are causing a drift/pull should not be removed from service unless it has been determined that the tire(s) are worn beyond specification. Refer to Diagnosis and Testing — Wheels and Tires in Section 204-04 • Cross the front wheel and tire assemblies from left-to-right. Refer to Section 204-04. • **Does the vehicle drift/pull?**	**Yes** If the vehicle drifts/pulls in the opposite direction, tire forces are causing the drift/pull. ROTATE the wheel and tire assemblies front-to-rear. REFER to Section 204-04. If the vehicle drifts/pulls in the same direction, GO to A4. **No** Tire forces were causing the drift/pull and the concern has been corrected.
A4 CHECK SUBFRAME ALIGNMENT	

• **NOTE:** RH and LH dimensions are identical. All measurements on center.
• Using the following measurements, check the subframe alignment.
  ◦ Location 1 — 260 mm (10.236 in).
  ◦ Location 2 — 666 mm (26.22 in).
	Yes
	GO to A5.
	
	No
	REMOVE and DISCARD the 2 rearward subframe bolts. LOOSEN the 2 forward subframe bolts. Using the measurements listed above, ALIGN the subframe. TIGHTEN the 2 forward subframe bolts to 60 Nm (44 lb-ft). TIGHTEN the 2 new rearward subframe bolts to 100 Nm (74 lb-ft). TIGHTEN the 2 new rearward

 • **Is the subframe aligned correctly?**	subframe bolts an additional 240 degrees. Vehicle wheel alignment must be reset after the subframe is moved. ADJUST the alignment as necessary. REFER to General Procedures in this section.
A5 CHECK FOR BRAKE DRAG	
• Spin all four wheel and tire assemblies by hand and check for brake drag. • **Do the wheels spin freely?**	**Yes** GO to A6 . **No** REFER to Section 206-00 to diagnose brake drag condition.
A6 CHECK THE WHEEL ALIGNMENT	
• Using alignment equipment and the manufacturer's instructions, check the wheel alignment. • **Is the wheel alignment out of specification?**	**Yes** ADJUST the alignment as necessary. REFER to General Procedures in this section. **No** REFER to Section 211-00 to diagnose steering system drift/pull/wander condition.

Component Tests

Ball Joint Inspection

1. Prior to inspecting the ball joints for wear, inspect the wheel bearings. Install a new wheel bearing as necessary.

2. **NOTE:** In order to obtain accurate measurements, the suspension must be in full rebound with the weight of the vehicle supported by the frame.

   Raise and support the vehicle by the frame to allow the wheels to hang in the rebound position.

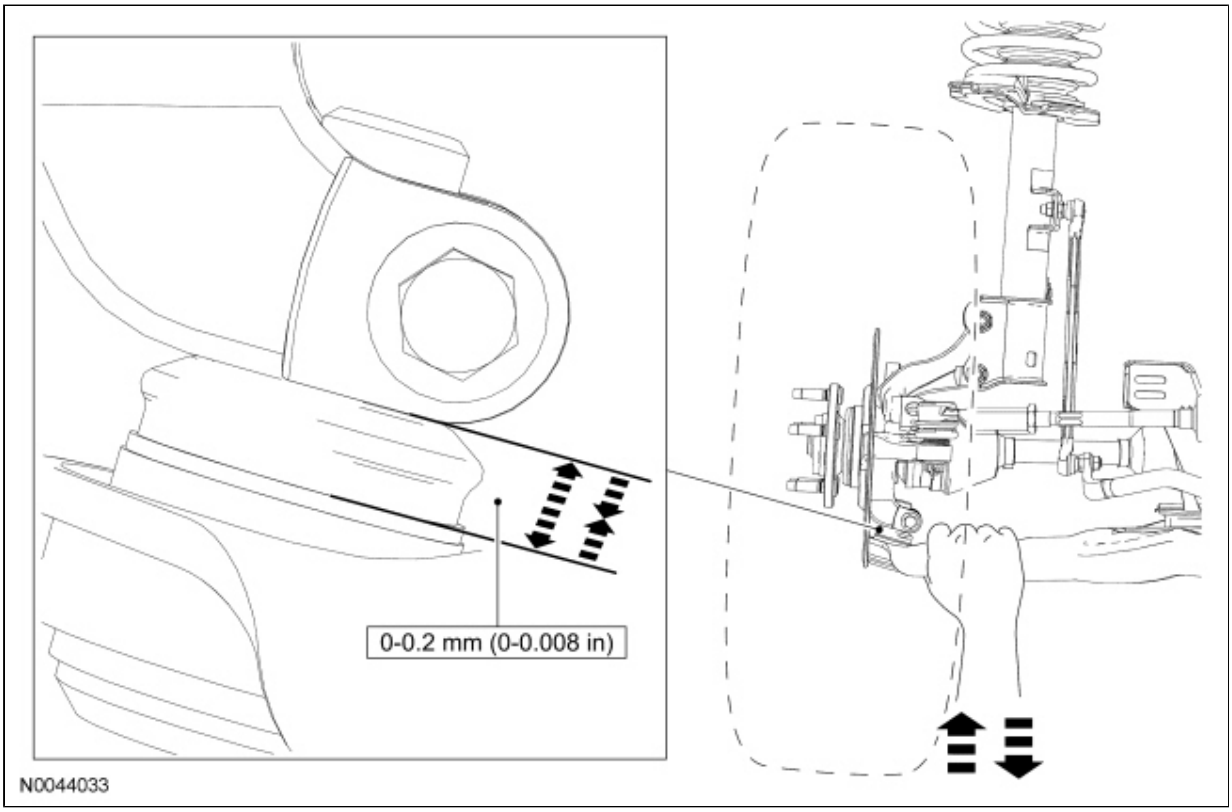
3. Inspect the ball joint and ball joint boot for damage.
    - If the ball joint or ball joint boot is damaged, install a new ball joint as necessary. Refer to Section 204-01 .

4. ***NOTICE:*** **Do not use any tools or equipment to move the wheel and tire assembly or suspension components while checking for relative movement. Suspension damage may occur. The use of tools or equipment will also create relative movement that may not exist when using hand force. Relative movement must be measured using hand force only.**

   Inspect the ball joint for relative movement by alternately pulling downward and pushing upward on the lower control arm by hand. Note any relative vertical movement between the wheel knuckle and lower arm at the lower ball joint.
    - If relative movement is not felt or seen, the ball joint is OK. Do not install a new ball joint.
    - If relative movement is found, continue with Step 5.

5. **NOTE:** In order to obtain an accurate measurement, the dial indicator should be aligned as close as possible with the vertical axis (center line) of the ball joint.

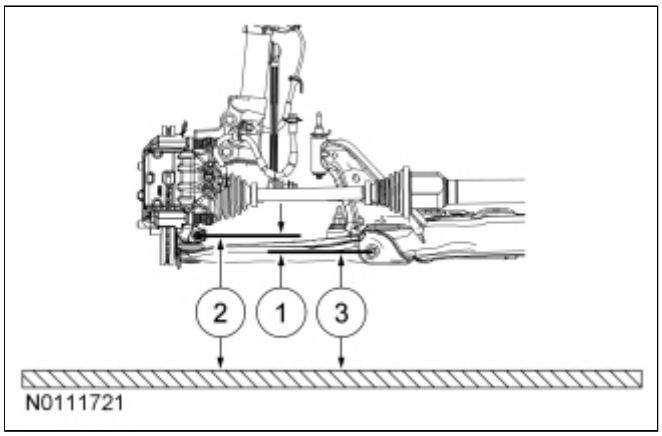
   To measure ball joint deflection, attach a suitable dial indicator with a flexible arm between the lower control arm and the wheel knuckle or ball joint stud.



6. Measure the ball joint deflection while an assistant pushes up and pulls down on the lower control arm, by hand.
    - If the deflection exceeds the specification, a new ball joint must be installed. Refer to Section 204-01 .
    - If the deflection meets the specification, no further action is required.

Ride Height Measurement

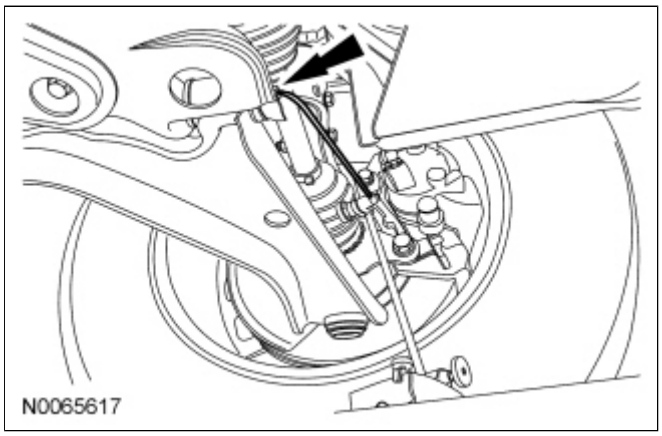
Front Ride Height Measurement



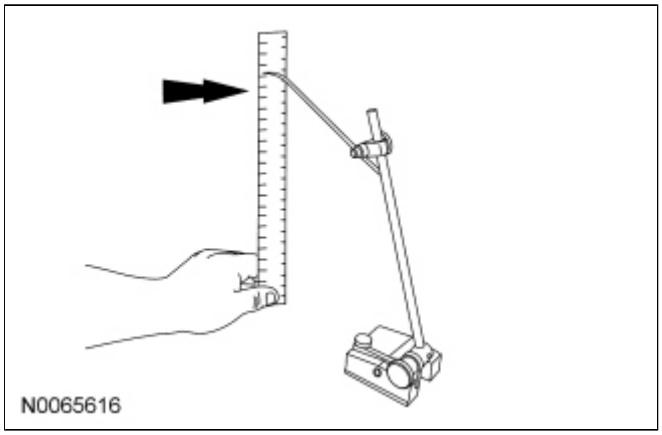
Item	Description
1	Ride height = 2 - 3
2	Measurement 2
3	Measurement 3

NOTE: Make sure that the vehicle is positioned on a flat, level surface and the tires are inflated to the correct pressure. Vehicle should have a full tank of fuel.

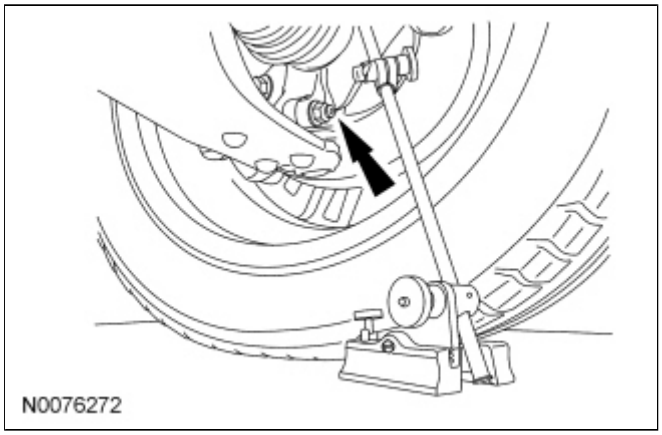
1. Position the surface gauge on the same flat, level surface, adjust the gauge arm until the scriber point is located in the center of the lower arm forward bolt.
    - Lock the surface gauge in this position.



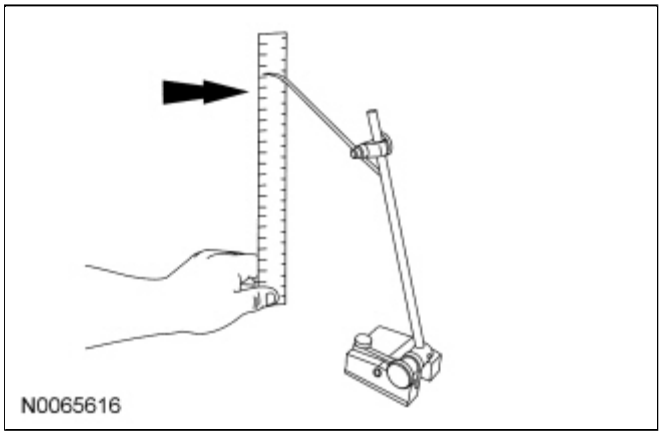
2. With the surface gauge positioned on a flat, level surface, record the measurement of the surface gauge position (measurement 2).



3. Position a suitable surface gauge (such as Starrett 57D Surface Gauge), on a flat, level surface and adjust the gauge arm until the scriber point is located in the center of the ball joint bolt.
    - Lock the surface gauge in this position.

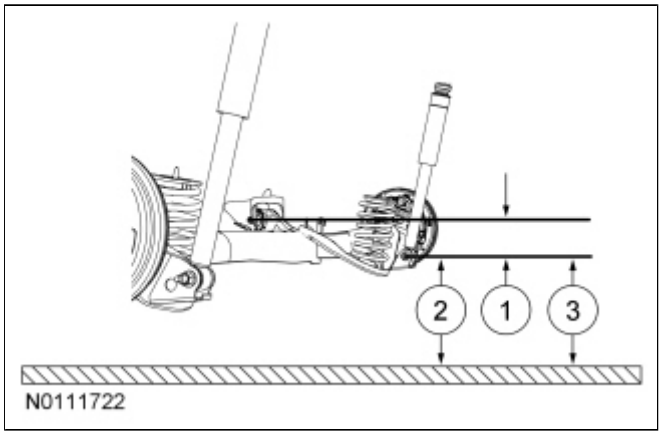


4. With the surface gauge positioned on a flat, level surface, record the measurement of the surface gauge position (measurement 3).



5. Subtract measurement 3 from measurement 2 to obtain the front ride height.
    - Refer to Specifications in this section.

Rear Ride Height Measurement



Item	Description
1	Ride height = 2 - 3
2	Measurement 2
3	Measurement 3

NOTE: Make sure that the vehicle is positioned on a flat, level surface and the tires are inflated to the correct pressure. Vehicle should have a full tank of fuel.

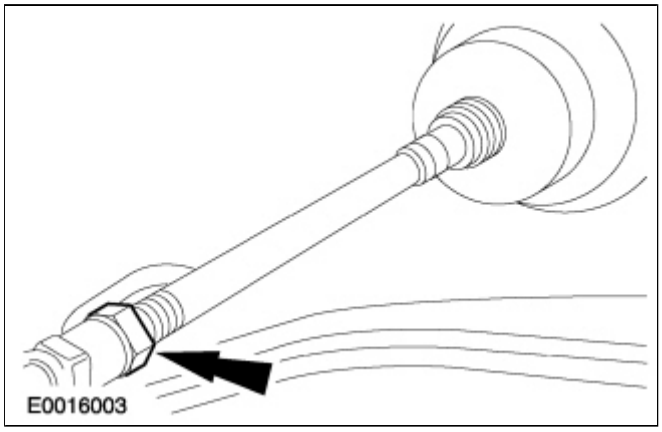
1. Measure the distance between the flat level surface and the forward lower arm inboard bolt (measurement 2).

2. Measure the distance between the flat level surface and the center of the forward lower arm outboard bolt (measurement 3).

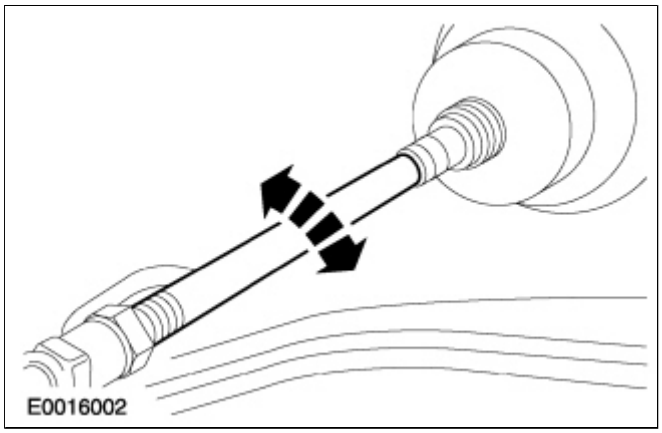
3. Subtract measurement 3 from measurement 2 to obtain the rear ride height.
    - Refer to Specifications in this section.

Toe Adjustment — Front

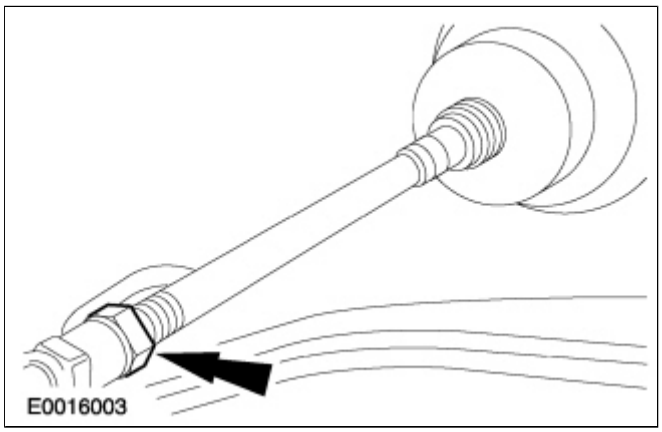
1. Using a suitable steering wheel holding device, lock the steering wheel in the straight ahead position.
2. Using alignment equipment and the manufacturer's instructions, measure the toe.
3. Loosen the tie-rod end jam nuts.



4. Rotate the tie rods as necessary to adjust the toe setting.



5. Tighten the tie-rod end jam nuts to 85 Nm (63 lb-ft).



6. Recheck the toe settings, adjust as necessary.

Torque Specifications

Description	Nm	lb-ft	lb-in
Ball joint nut	52	38	—
Brake caliper guide pin bolts	28	21	—
Brake flexible hose bracket bolt	26	19	—
Lower arm forward bolt [a]	—	—	—
Lower arm rearward bolt [a]	—	—	—
Stabilizer bar bracket bolts	48	35	—
Stabilizer bar link nuts	48	35	—
Strut rod nut	48	35	—
Strut upper nuts	30	22	—
Tie-rod end nut	53	39	—
Wheel hub nut	255	188	—
Wheel knuckle-to-strut nuts [a]	—	—	—
Wheel speed sensor bolt	9	—	80

[a] Refer to the procedure in this section.

Front Suspension

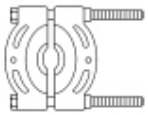
The front suspension consists of the following components:

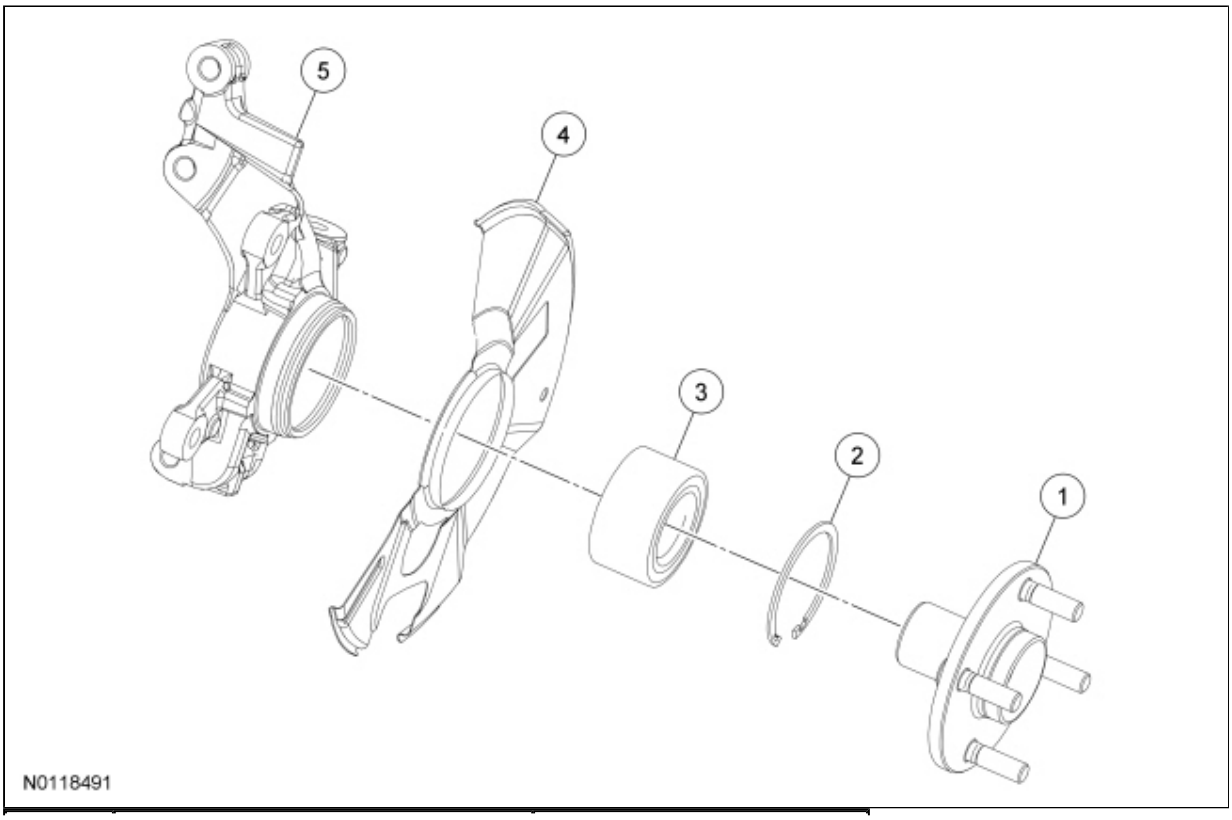
- Lower arms
- Stabilizer bar, bushings and links
- Strut and spring assemblies
- Wheel bearings
- Wheel hubs
- Wheel knuckles
- Wheel studs

The front suspension utilizes a MacPherson strut system. This suspension system incorporates a strut assembly that takes the place of the upper arm and ball joint. The strut performs the function of a shock absorber and is encompassed by a coil spring. The strut and spring assembly carries the sprung weight of the vehicle and is also the pivot point for the steering knuckle. This system uses a lower control arm and ball joint for the lower (unloaded) pivot point of the steering knuckle.

Wheel Bearing

Special Tool(s)

ST2446-A	Installer, Wheel Hub Bearing Cup 205-147
 ST1895-A	Pinion Bearing Cone Remover 205-D0002 (D79L-4621-A) or equivalent
ST1861-A	Remover/Installer, Wheel Hub Cup 204-020
ST2446-A	Step Plate 205-117



Item	Part Number	Description
1	1104	Wheel hub
2	7059	Snap ring
3	1215	Wheel bearing
4	2K005LH/ 2K004RH	Brake disc shield
5	3K186 LH/ 3K185 RH	Wheel knuckle

Removal

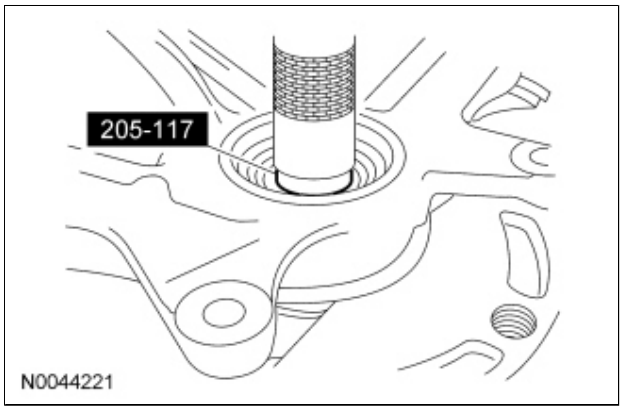
NOTICE: **When the wheel hub is pressed from the bearing, the bearing inner race will come out with the hub. Never try to install the race back into the bearing. Always install a new bearing.**

NOTICE: **Make sure to keep the knuckle level and supported during pressing operations, or damage to the knuckle can occur. Support the knuckle as close to the bearing bore as possible. Do not use knuckle extremities as supports.**

NOTE: If removing the wheel hub, the wheel bearing must be replaced.

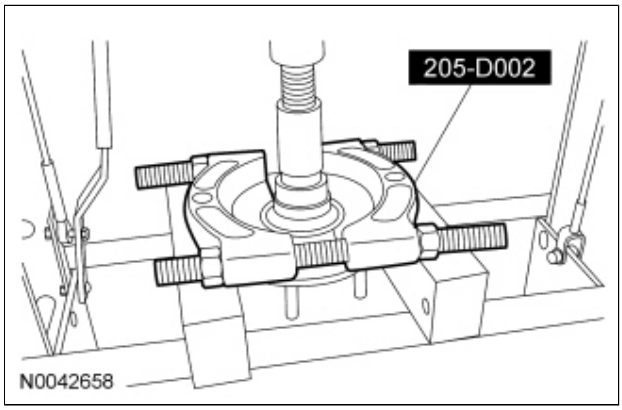
NOTE: The Anti-Lock Brake System (ABS) tone ring is part of the wheel bearing assembly.

1. Remove the wheel knuckle. For additional information, refer to Wheel Knuckle in this section.
2. Using the Step Plate and a suitable press, remove the wheel hub from the wheel bearing.



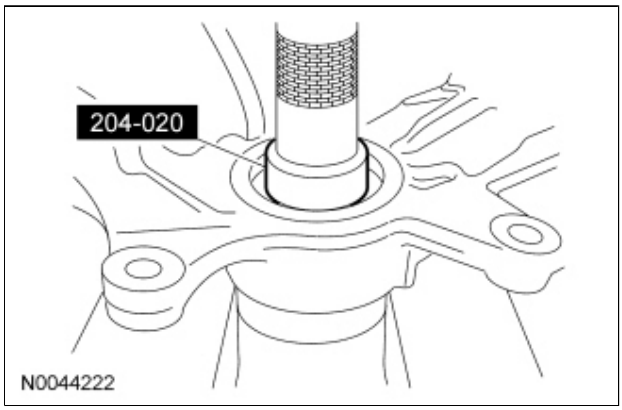
3. **NOTE:** This step may not be necessary if the inner wheel bearing race remains in the wheel knuckle after removing the wheel hub.

   Using the Pinion Bearing Cone Remover and a suitable press, remove the inner wheel bearing race from the wheel hub.



4. Remove the snap ring.

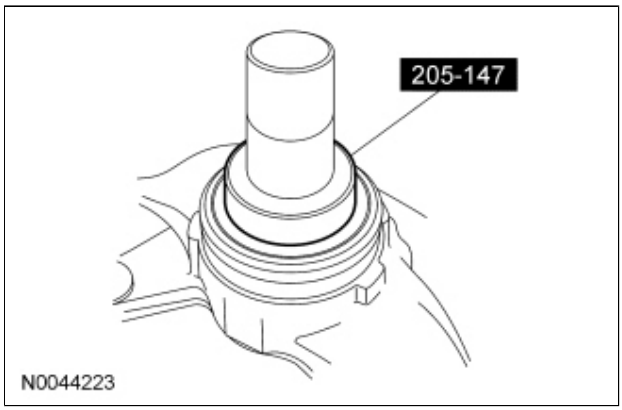
5. Using the Wheel Hub Cup Remover/Installer and a suitable press, remove the outer wheel bearing race from the wheel knuckle.



Installation

NOTE: Install the wheel bearing with the pink colored wheel speed sensor ring facing towards the transmission side.

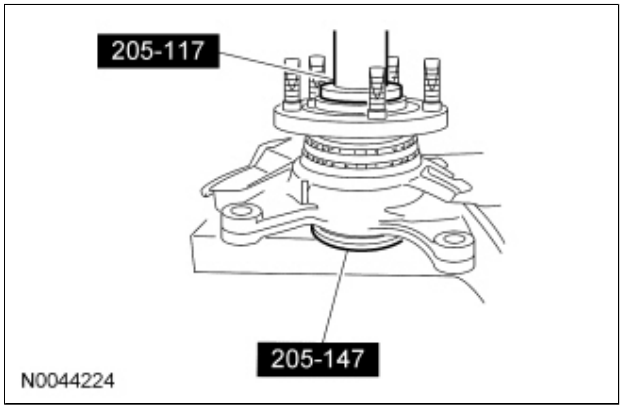
1. Using the Wheel Hub Bearing Cup Installer and a suitable press, install the wheel bearing into the wheel knuckle.



2. Install the snap ring.

3. ***NOTICE:*** **The wheel bearing inner race must be supported during hub installation. Failure to do so will damage the bearing.**

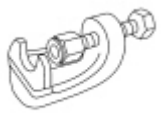
   Using the Wheel Hub Bearing Cup Installer, Step Plate and a suitable press, install the wheel hub into the wheel bearing.

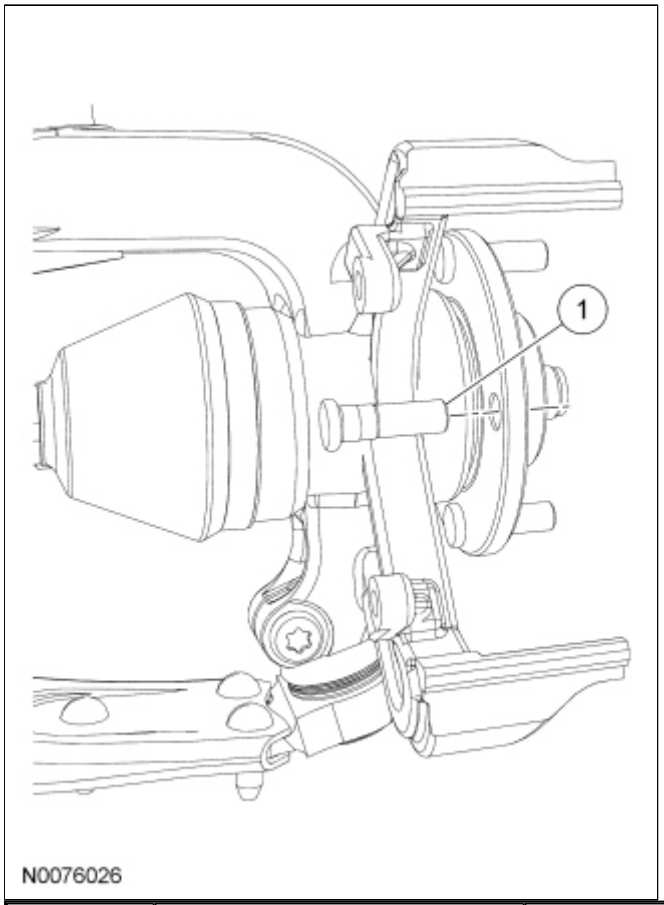


4. Install the wheel knuckle. For additional information, refer to Wheel Knuckle in this section.

Wheel Studs

Special Tool(s)

 ST1106-A	Remover, Tie-Rod End 211-001 (TOOL-3290-D)



Item	Part Number	Description
1	1107	Wheel stud

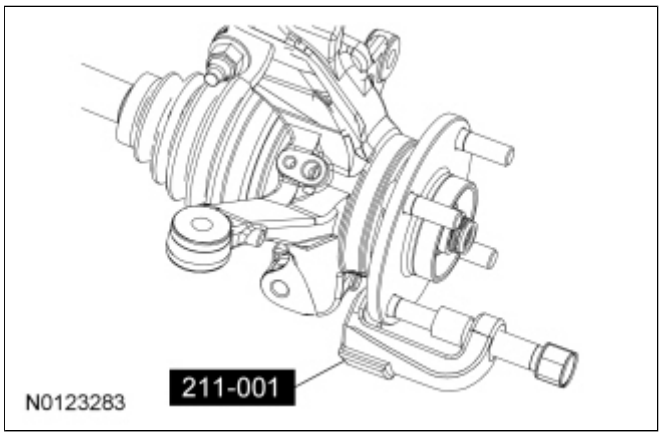
Removal

1. ***NOTICE:*** **Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed with the same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure correct retention of these parts.**

   NOTE: Make sure the steering wheel is in the UNLOCKED position.

Remove the brake disc. For additional information, refer to Section 206-03 .

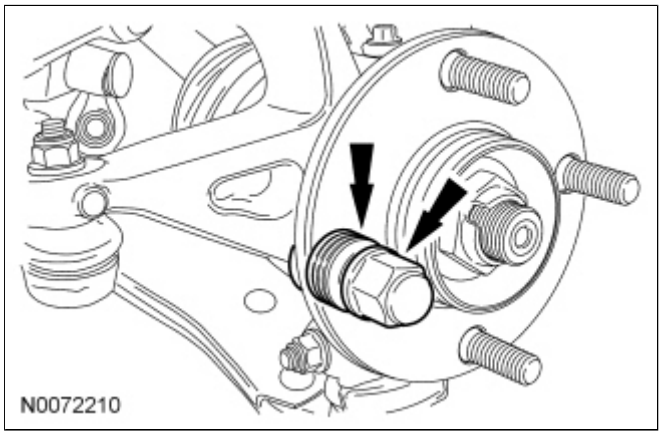
2. Using the Tie-Rod End Remover, remove the wheel stud.



Installation

1. **NOTE:** Make sure to use washers that have an ID that is larger than the OD of the wheel stud serrations. Use enough washers (approximately 4) to allow the wheel stud to fully seat against the hub flange.

   Position the wheel stud in the flange, making sure the serrations on the stud line up with the serrations in the flange. Install the washers and a wheel nut.



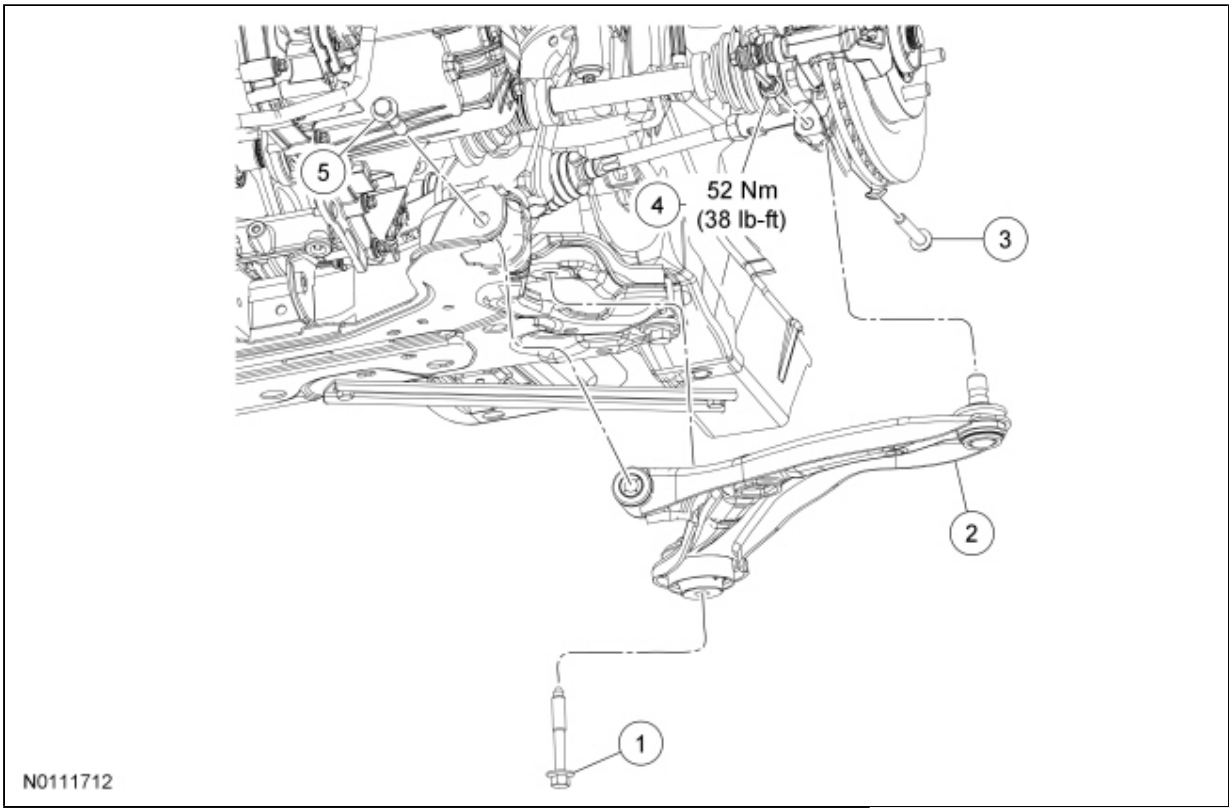
2. ***NOTICE:*** **Do not use power tools to install the wheel stud or damage to the flange may occur.**

   Tighten the wheel nut until the stud is seated against the hub flange.

3. Remove the wheel nut and the washers. Discard the wheel nut.

4. Install the brake disc. For additional information, refer to Section 206-03 .

Lower Arm



Item	Part Number	Description
1	W703432	Rear lower arm bolt
2	3079 LH / 3078 RH	Lower arm
3	W709618	Ball joint bolt
4	W520203	Ball joint nut
5	W703432	Forward lower arm bolt

Removal

NOTICE: **Suspension fasteners are critical parts that affect performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.**

1. Remove the wheel and tire. For additional information, refer to Section 204-04 .

NOTICE: **Use care when releasing the lower arm and wheel knuckle into the resting position or damage to the ball joint seal may occur.**

NOTICE: **Tighten suspension bushing fasteners with the weight of the vehicle resting on the wheel and tires or incorrect clamp load and bushing damage may occur.**

NOTICE: **Do not use a prying device or separator fork between the ball joint and the wheel knuckle. Damage to the ball joint or ball joint seal may result. Only use the pry bar by inserting it into the lower control arm body opening.**

2. Remove and discard the ball joint nut and bolt. Using a pry bar, separate the ball joint stud from the

wheel knuckle.

3. Remove and discard the forward and rear lower arm bolts and remove the lower arm.

Installation

NOTE: Do not tighten the forward and rear lower arm bolts at this time.

1. Position the lower arm and loosely install the new forward and rear bolts.
2. Insert the ball joint stud into the wheel knuckle and install the new ball joint bolt and nut.
   - Tighten to 52 Nm (38 lb-ft).
3. Install the wheel and tire. For additional information, refer to Section 204-04 .
4. Lower the hoist so the weight of the vehicle is resting on the wheels and tires.
5. Tighten the new forward and rear lower arm bolts in 2 stages
   - Stage 1: Tighten to 63 Nm (46 lb-ft).
   - Stage 2: Tighten an additional 180 degrees.
6. Check and, if necessary, align the front end. For additional information, refer to Section 204-00 .

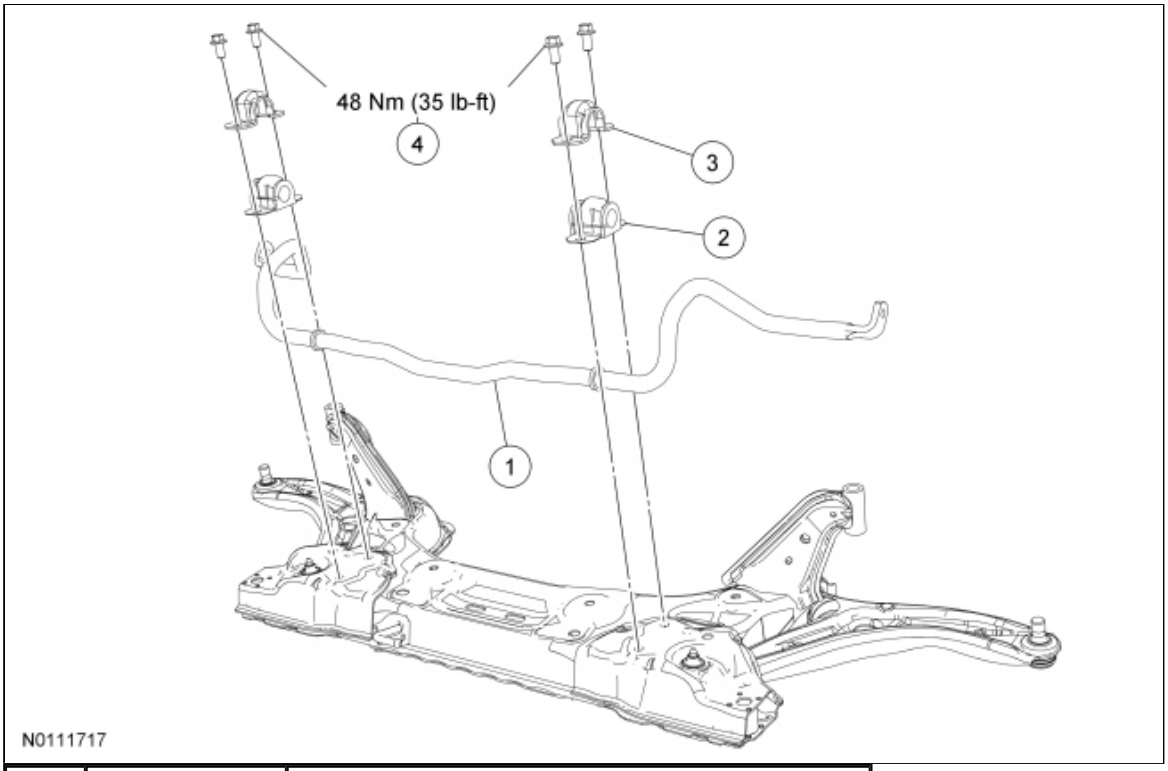
Stabilizer Bar

Special Tool(s)

ST2783-A	Remover, Tie Rod End 211-001 (Tool-3290-D)

General Equipment

Transmission Jack

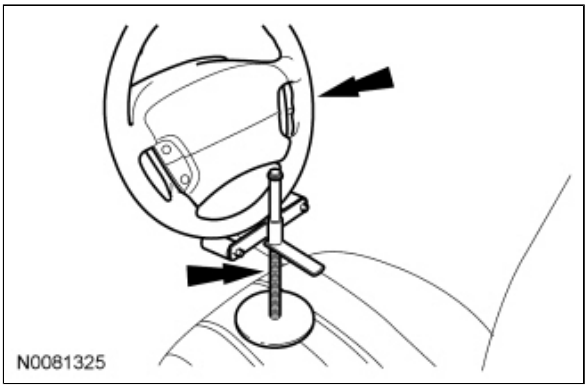


Item	Part Number	Description
1	5482	Stabilizer bar
2	5484	Stabilizer bar bushing (2 required)
3	5486	Stabilizer bar bushing bracket (2 required)
4	W500032	Stabilizer bar bracket bolt (4 required)

Removal

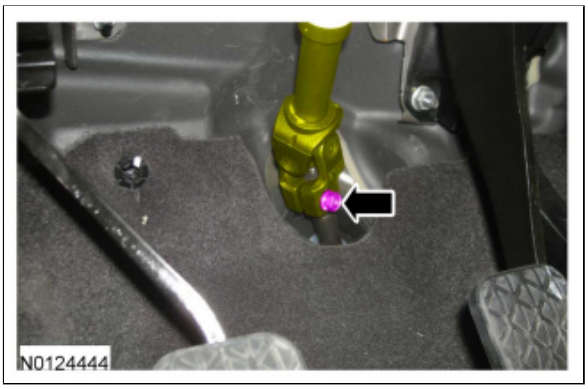
NOTICE: **Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed with the same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure correct retention of these parts.**

1. Using a suitable holding device, hold the steering wheel in the straight-ahead position.



2. ***NOTICE:*** **Do not allow the steering column to rotate while the steering column shaft is disconnected or damage to the clockspring may result. If there is evidence that the steering column shaft has rotated, remove and recenter the clockspring. For additional information, refer to Section 501-20B .**

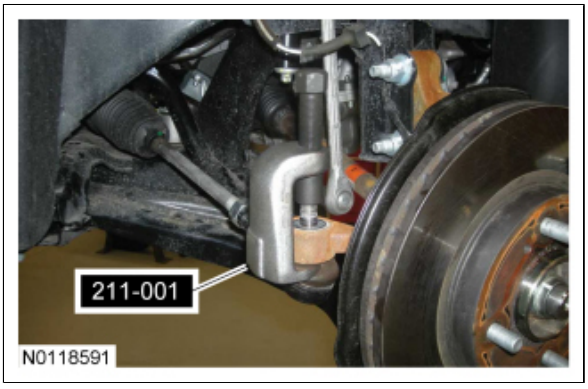
   Remove and discard the steering column shaft-to-steering gear bolt and disconnect the steering column shaft from the steering gear.



3. Remove the front wheels and tires. For additional information, refer to Section 100-04 .

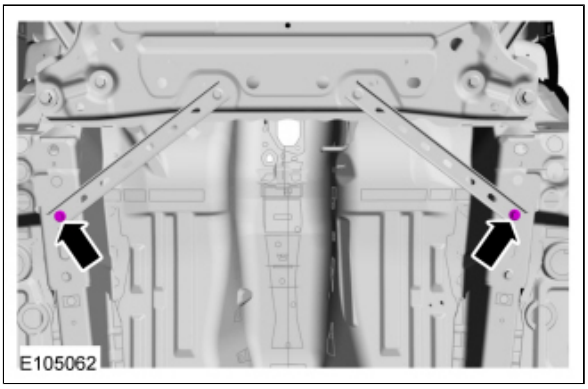
4. Remove and discard the 2 outer tie rod nuts.

5. Using the Tie Rod End Remover, separate the outer tie rods from the wheel knuckles.

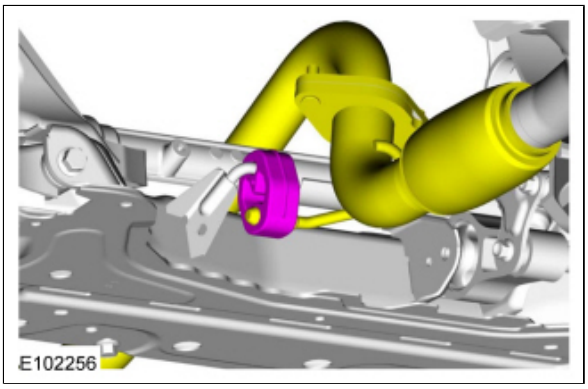


6. Remove and discard the 2 stabilizer bar link-to-stabilizer bar nuts and disconnect the stabilizer bar links from the stabilizer bar.

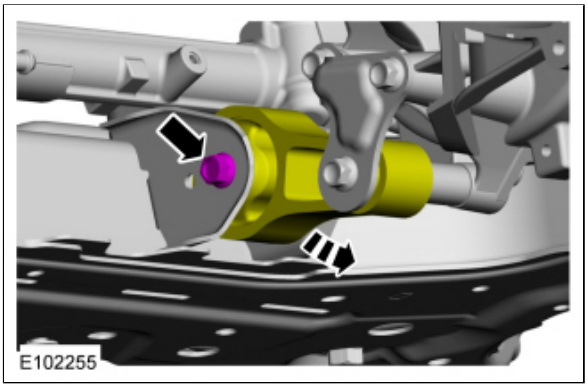
7. Remove the 2 subframe brace-to-body bolts.



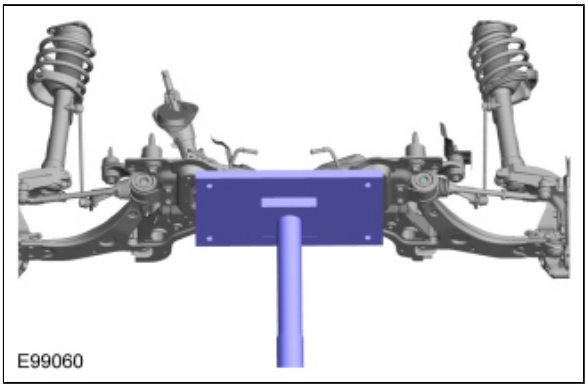
8. Disconnect the exhaust isolator.



9. Remove the engine roll restrictor bolt.

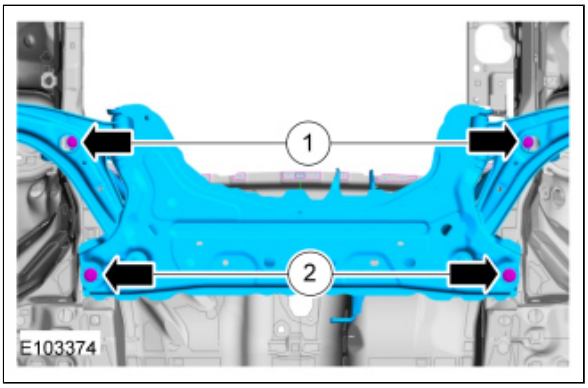


10. Support the front subframe using a suitable transmission jack.

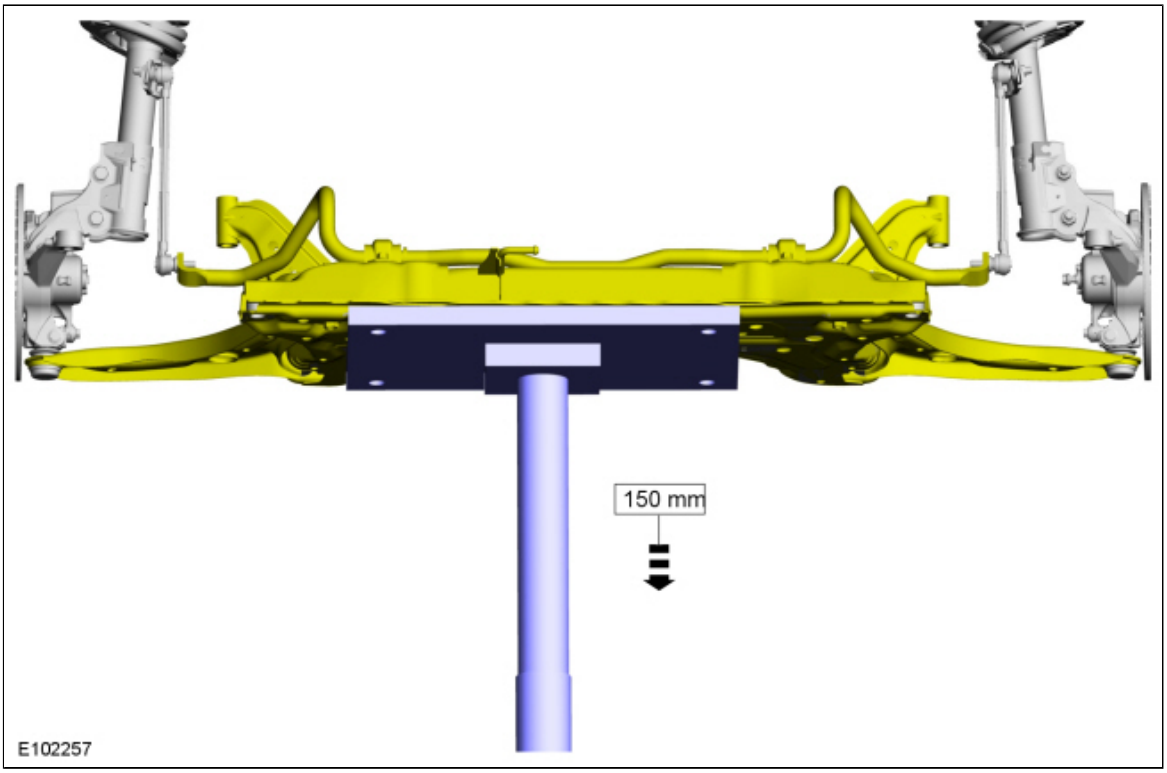


11. Mark the position of the subframe-to-frame mounting location at each mounting point on the vehicle frame rails to aide in installation.

12. Remove the 4 subframe bolts and discard the 2 rearward bolts.



13. Lower the front subframe approximately 155 mm (6.102 in).



14. Remove the stabilizer bar bracket bolts and brackets.
    - Discard the bolts.
15. Remove the stabilizer bar bushings.
16. Remove the stabilizer bar.

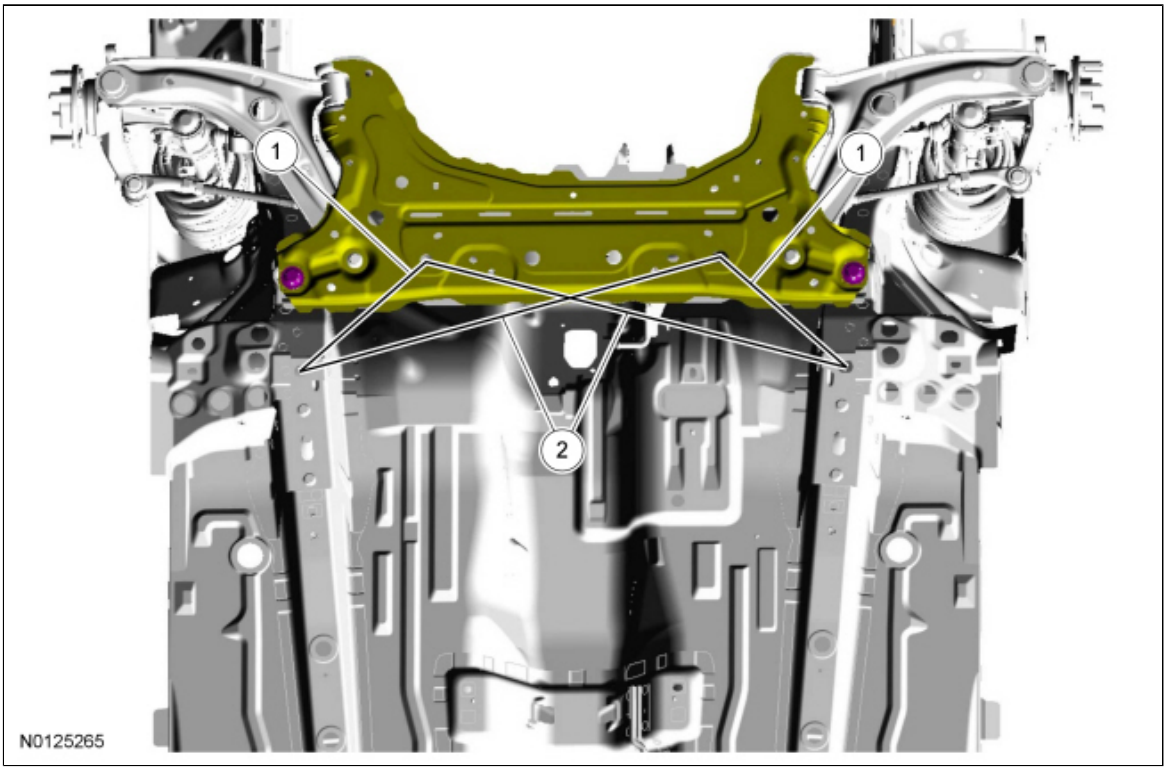
Installation

NOTICE: **The stabilizer bar bushings must be positioned correctly with the slit in the bushing toward the rear of the vehicle or damage to the bushings may occur.**

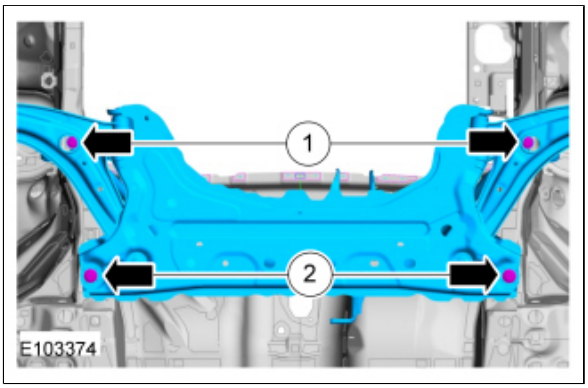
1. Position the stabilizer bar with the bushings installed with the slit in the bushing toward the rear of the vehicle.
2. Position the stabilizer bar brackets and install the new bolts.
    - Tighten to 48 Nm (35 lb-ft).
3. Raise the subframe and loosely Install the 4 subframe bolts.
4. Align the subframe to the locating marks made during removal.

5. **NOTE:** RH and LH dimensions are identical. All measurements on center.

   Measure for correct positioning of the subframe to vehicle underbody.
   1. Location 1 — 260 mm (10.236 in)
   2. Location 2 — 666 mm (26.22 in)

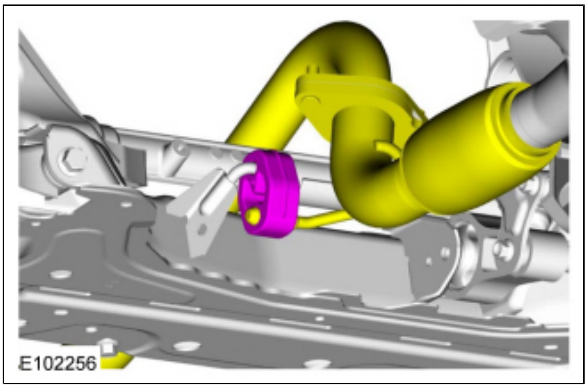


6. Tighten the subframe bolts.
   1. Tighten the forward bolts to 60 Nm (44 lb-ft).
   2. Tighten the new rearward bolts to 100 Nm (74 lb-ft).
      - Tighten the rearward bolts an additional 240°.

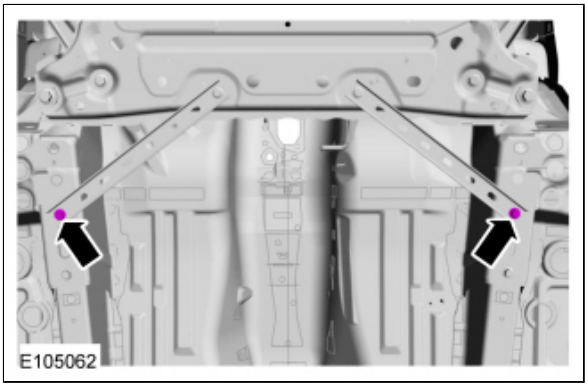


7. Position the engine roll restrictor and install the engine roll restrictor bolt.
   - Tighten to 50 Nm (37 lb-ft).

8. Connect the exhaust isolator.



9. Install the 2 subframe brace-to-body bolts.
    - Tighten to 50 Nm (37 lb-ft).

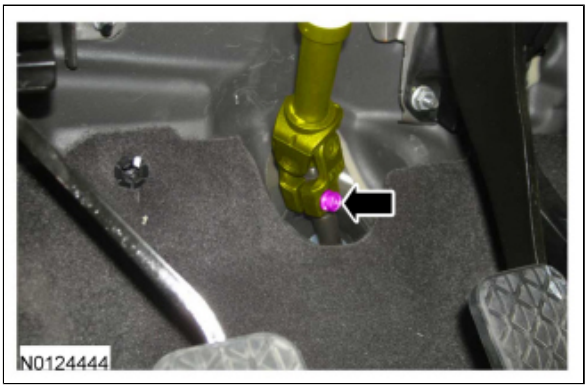


10. Position the stabilizer bar links and install the 2 new stabilizer bar link-to-stabilizer bar nuts.
    - Tighten to 48 Nm (35 lb-ft).

11. Position the outer tie rods and install the new 2 outer tie rod nuts.
    - Tighten to 53 Nm (39 lb-ft).

12. **WARNING: Do not reuse steering column shaft bolts. This may result in fastener failure and steering column shaft detachment or loss of steering control. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

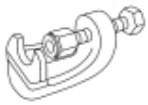
    Connect the steering column shaft and install a new steering column shaft-to-steering gear bolt.
    - Tighten to 32 Nm (24 lb-ft).

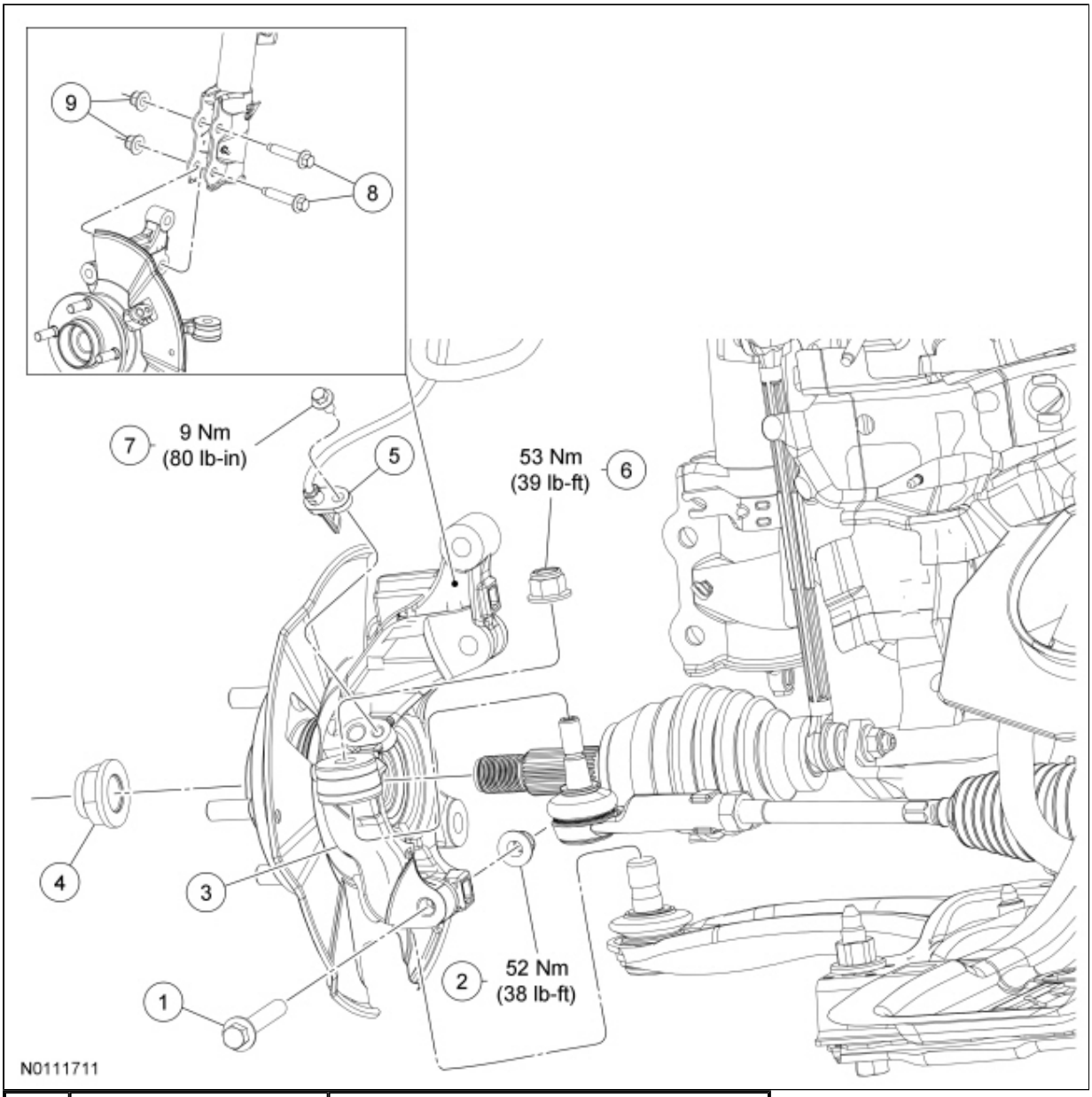


13. Check and, if necessary, adjust the front toe. For additional information, refer to Section 204-00 .

Wheel Knuckle

Special Tool(s)

ST2138-A	Installer, Halfshaft 204-161 (T97P-1175-A)
ST2272-A	Remover, Front Wheel Hub 205-D070 (D93P-1175-B) or equivalent
 ST1106-A	Remover, Tie-Rod End 211-001 (TOOL-3290-D)



Item	Part Number	Description
1	W709618	Ball joint bolt
2	W520203	Ball joint nut
3	3K186 LH / 3K185 RH	Wheel knuckle and hub assembly
4	W713640	Wheel hub nut
5	2C204	Wheel speed sensor
6	W520204	Tie-rod end nut
7	W500011	Wheel speed sensor bolt
8	W709618	Wheel knuckle-to-strut bolt (2 required)
9	W520203	Wheel knuckle-to-strut nut (2 required)

Removal

NOTICE: **Suspension fasteners are critical parts that affect performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.**

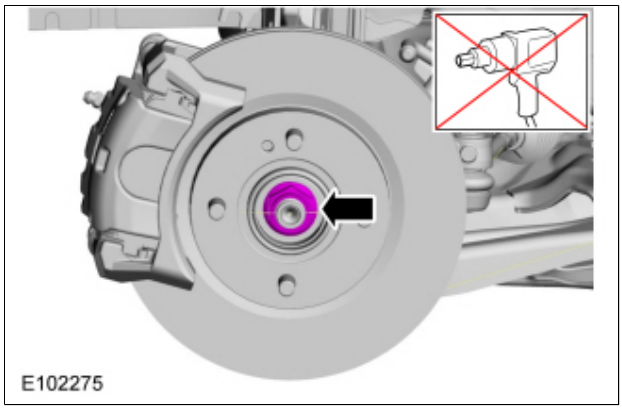
NOTICE: **Do not tighten the wheel hub nut with the vehicle on the ground. Tighten the nut to specification before the vehicle is lowered onto the wheels. Wheel bearing damage will occur if the wheel bearing is loaded with the weight of the vehicle applied.**

NOTICE: **Install and tighten the new wheel hub nut to specification in a continuous rotation. Always install a new wheel hub nut after loosening or when not tightened to specification in a continuous rotation or damage to the component may occur.**

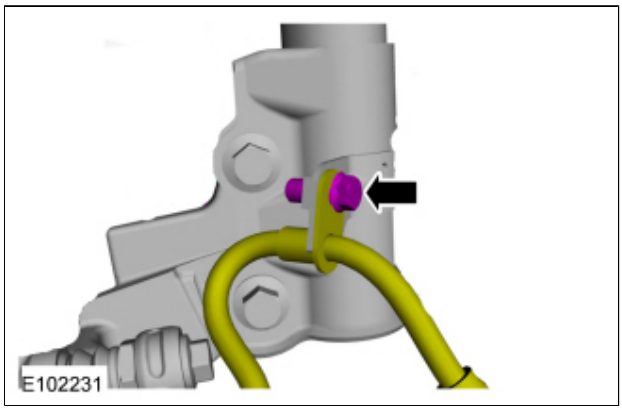
1. Remove the wheel and tire. For additional information, refer to Section 204-04 .

NOTE: Apply the brake to prevent the halfshaft from rotating while loosening the wheel hub nut.

2. Remove and discard the wheel hub nut.



3. Remove the brake flexible hose bracket bolt and disconnect the brake flexible hose from the strut and spring assembly.



NOTICE: **Do not allow the brake caliper to hang from the brake hose or damage to the brake hose can occur.**

4. Remove the 2 brake caliper anchor plate bolts and position the brake caliper assembly aside.
   - Support the brake caliper assembly using mechanic's wire.

5. Remove the brake disc.

6. If equipped with Anti-Lock Brake System (ABS), remove the wheel speed sensor bolt and position the wheel speed sensor aside.

NOTICE: **Do not remove the tie-rod end nut or damage to the tie-rod end may occur.**

7. Loosen the tie-rod end nut.

8. Using the Tie-Rod End Remover, detach the tie-rod end from the wheel knuckle.
   - Remove and discard the tie-rod end nut.

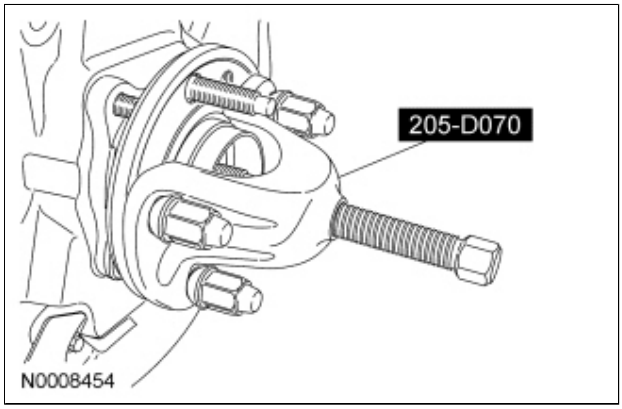
NOTICE: **Do not use a prying device or separator fork between the ball joint and the wheel knuckle. Damage to the ball joint or ball joint seal may result. Only use the pry bar by inserting it into the lower arm body opening.**

NOTICE: **Use care when releasing the lower arm and wheel knuckle into the resting position or damage to the ball joint seal may occur.**

9. Remove and discard the ball joint nut and bolt. Using a pry bar, separate the ball joint stud from the wheel knuckle.

10. ***NOTICE:*** **Do not bend the inner joint more than 18 degrees or the outer joint more than 45 degrees. Damage to the halfshaft will occur.**

    Using the Front Wheel Hub Remover, press the halfshaft from the wheel hub and detach the halfshaft from the wheel hub
    - Support the halfshaft.



11. Remove and discard the wheel knuckle-to-strut nuts and bolts.

12. Remove the wheel knuckle.
    - If necessary, remove the wheel bearing and hub. For additional information, refer to Wheel Bearing in this section.

Installation

1. Position the wheel knuckle and install new wheel knuckle-to-strut bolts and nuts.
    - Tighten to 80 Nm (59 lb-ft) and then tighten an additional 90 degrees.

2. Insert the halfshaft into the wheel hub.

3. Insert the ball joint stud into the wheel knuckle and install the new ball joint bolt and nut.
    - Tighten to 52 Nm (38 lb-ft).

4. Attach the tie-rod end to the wheel knuckle and install a new tie-rod end nut.

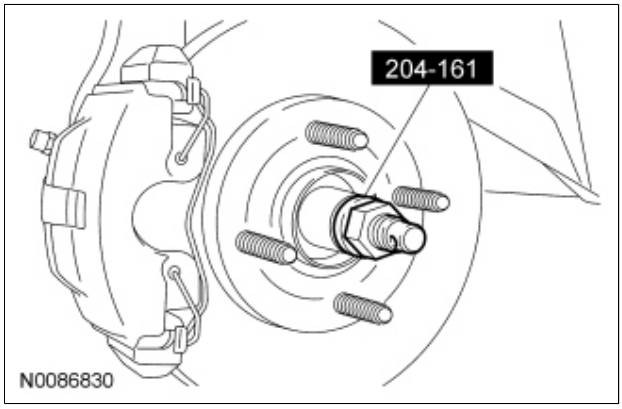
- Tighten to 53 Nm (39 lb-ft).

5. If equipped with ABS, position the wheel speed sensor and install the wheel speed sensor bolt.
   - Tighten to 9 Nm (80 lb-in).

6. Install the brake disc.

7. Position the brake caliper assembly and install the 2 brake caliper anchor plate bolts.
   - Tighten to 68 Nm (50 lb-ft).

8. Using the Halfshaft Installer, install the halfshaft into the wheel hub.



9. Connect the brake flexible hose to the strut and spring assembly and install the brake flexible hose bracket bolt.
   - Tighten to 26 Nm (19 lb-ft).

10. ***NOTICE:*** **Do not tighten the wheel hub nut with the vehicle on the ground. Tighten the nut to specification before the vehicle is lowered onto the wheels. Wheel bearing damage will occur if the wheel bearing is loaded with the weight of the vehicle applied.**

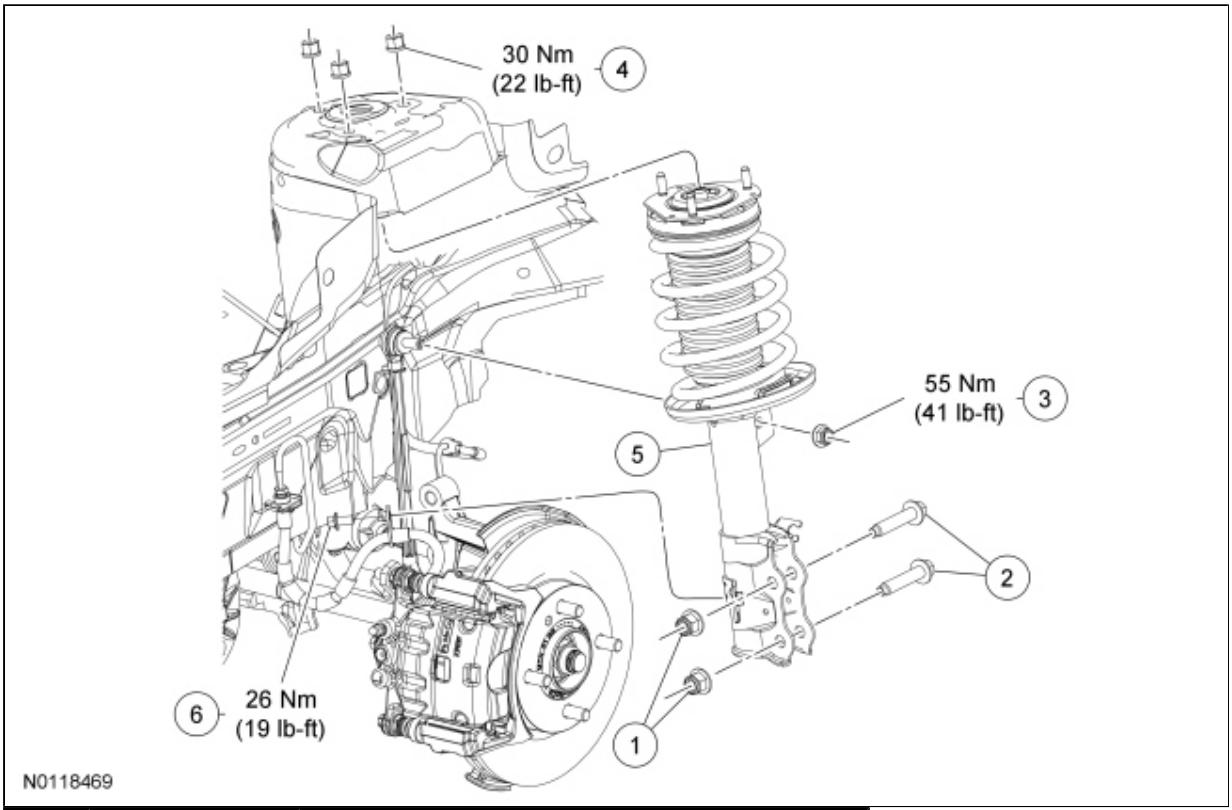
    NOTICE: **Install and tighten the new wheel hub nut to specification in a continuous rotation. Always install a new wheel hub nut after loosening or when not tightened to specification in a continuous rotation, or damage to the components may occur.**

    NOTE: Apply the brake to prevent the halfshaft from rotating while tightening the wheel hub nut.

    Install a new wheel hub nut.
    - Tighten to 255 Nm (188 lb-ft).

11. Install the wheel and tire. For additional information, refer to Section 204-04.

Strut and Spring Assembly



Item	Part Number	Description
1	W520214	Wheel knuckle-to-strut nut (2 required)
2	W500742	Wheel knuckle-to-strut bolt (2 required)
3	W713760	Stabilizer bar link upper nut
4	W715409	Strut upper nut (3 required)
5	18124	Strut and spring assembly
6	W500222	Brake hose bracket to strut bolt

Removal and Installation

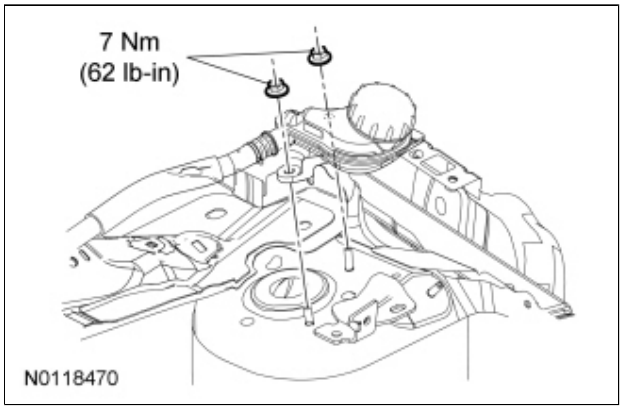
NOTICE: **Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed with the same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure correct retention of these parts.**

NOTICE: **Support the strut and spring assembly to prevent damage.**

1. Remove the wheel and tire. For additional information, refer to Section 204-04 .

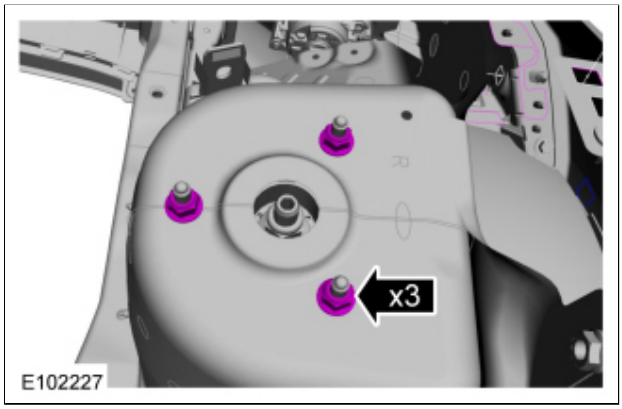
NOTE: Drivers side only

2. Position aside the brake fluid reservoir (main container).
   - To install, tighten to 7 Nm (62 lb-in).



3. Position aside the air conditioner hose support bracket.
    - To install, tighten to 7 Nm (62 lb-in).

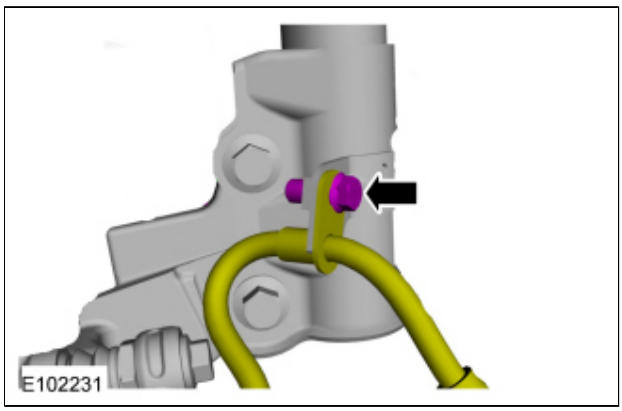
4. Remove and discard the 3 strut and spring assembly upper mount nuts.
    - To install, tighten the new nuts to 30 Nm (22 lb-ft).



5. Disconnect the wheel speed sensor harness from the strut and spring assembly bracket.

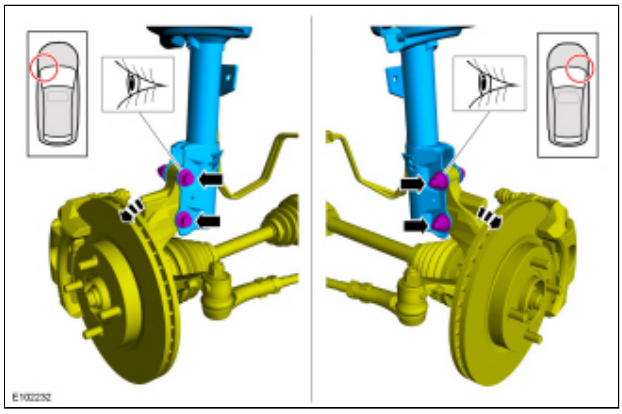
6. Remove the stabilizer bar link upper nut and detach the link from the strut.
    - Discard the nut.
    - To install, tighten the new nut to 55 Nm (41 lb-ft).

7. Remove the brake flexible hose bracket bolt and disconnect the hose from the strut and spring assembly.
    - To install, tighten to 26 Nm (19 lb-ft).



8. Remove the wheel knuckle-to-strut nuts, bolts and the strut and spring assembly.
    - Discard the wheel knuckle-to-strut nuts and bolts.
    - To install, tighten the new wheel knuckle-to-strut nuts to 80 Nm (59 lb-ft) and then tighten an

additional 90 degrees.



9. **NOTE:** Insert LH knuckle-to-strut bolts from the knuckle arm side.

   Insert RH knuckle-to-strut bolts from the brake caliper side.

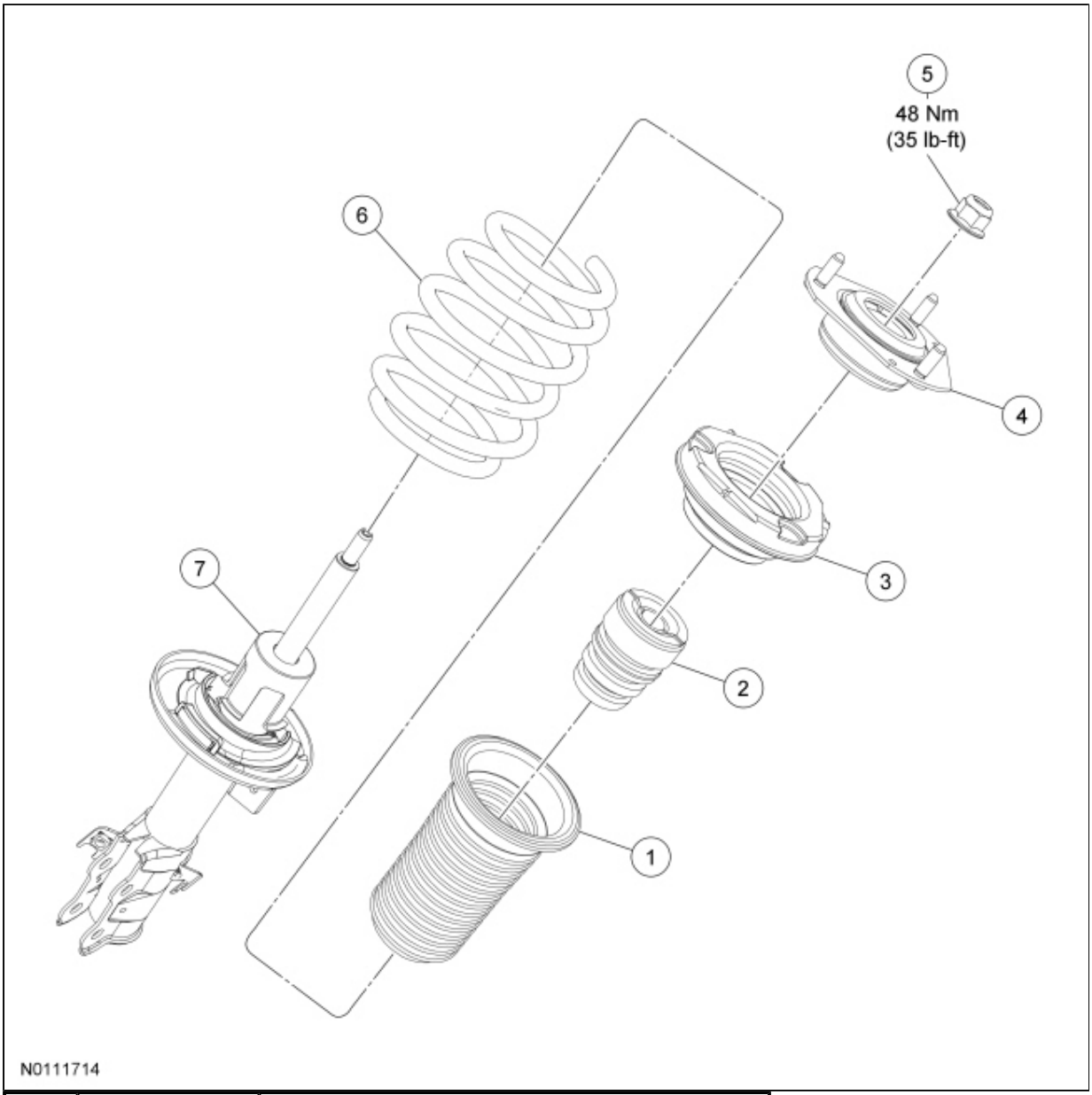
   To install, reverse the removal procedure.

10. Check and, if necessary, align the front end. For additional information, refer to Section 204-00 .

Strut and Spring Assembly

Material

Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A



Item	Part Number	Description
1	5349	Dust boot
2	3020	Jounce bumper
3	18198	Spring upper seat and bearing assembly
4	18183	Upper mount

5	W708922	Strut rod nut
6	5310	Spring
7	18124	Strut assembly

Disassembly and Assembly

WARNING: Do not apply heat or flame to the shock absorber or strut tube. The shock absorber and strut tube are gas pressurized and could explode if heated. Failure to follow this instruction may result in serious personal injury.

WARNING: Keep all body parts clear of shock absorbers or strut rods. Shock absorbers or struts can extend unassisted. Failure to follow this instruction may result in serious personal injury.

***NOTICE:* Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure can result in major service expense. A new part with the same part number must be installed if installation is necessary. Do not use a new part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure of correct retention of these parts.**

***NOTICE:* When installing a suitable spring compressor, use care not to damage the spring coating.**

1. Remove the strut and spring assembly. For additional information, refer to Strut and Spring Assembly in this section.

WARNING: Do not attempt to disassemble the shock absorber and spring assembly without using a spring compressor. Assemblies are under extreme load. Failure to follow this instruction may result in serious personal injury.

WARNING: The coil spring is under extreme load. Care must be taken at all times when removing or installing a loaded spring. Failure to follow this instruction may result in serious personal injury.

2. Using a suitable coil spring compressor, compress the spring.
3. **NOTE:** Use the hex-holding feature to prevent the strut rod from rotating while removing the nut.

   Carefully remove and discard the strut rod nut.
   - To install, tighten the new nut to 48 Nm (35 lb-ft).
4. Remove the upper mount, spring upper seat and bearing assembly and the dust boot.
5. Remove the strut and jounce bumper.
6. Carefully remove the spring from the spring compressor.
7. ***NOTICE:* Make sure the upper mount is correctly seated before assembly or damage to the upper mount may occur.**

   ***NOTICE:* Make sure the spring is installed with the flat surface facing up and with the spring end correctly positioned against the spring seat (color code at the bottom). This is to prevent spring seat damage and incorrect spring position.**

   NOTE: During assembly, apply the specified silicone brake grease to the strut rod and the top and sides of the outermost part of the dust boot.

   To assemble, reverse the disassembly procedure.

Torque Specifications

Description	Nm	lb-ft	lb-in
Brake tube fitting	18	—	159
Shock absorber lower bolt	115	85	—
Shock absorber upper bolt	25	18	—
Trailing arm bolts [a]	—	—	—
Wheel speed sensor bolt	9	—	80
Wheel hub and bearing assembly bolts [a]	—	—	—

[a] Refer to the procedure for specification.

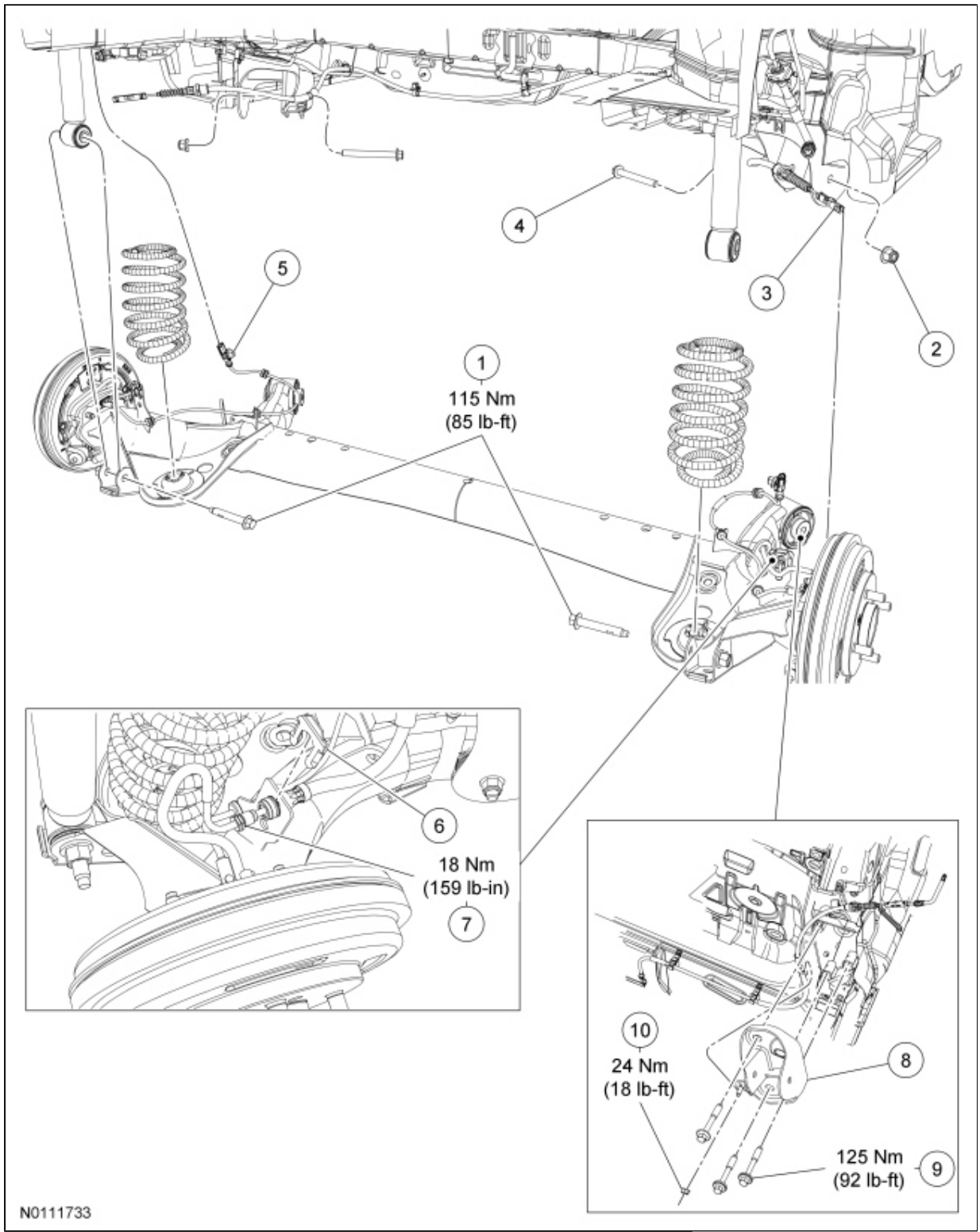
Rear Suspension

The rear suspension consists of the following components:

- Twist-beam axle (torsionally rigid axle)
- Coil springs
- Shock absorbers
- Wheel bearing and wheel hub assemblies
- Wheel studs

If compression takes place on both wheels evenly (for example when a load is placed on the vehicle), the whole axle unit swivels evenly in the rubber-metal bearings. If only one wheel is compressed, the cross-beam twists (undergoes torsion) and acts as a stabilizer. This minimizes track and toe changes.

Axle



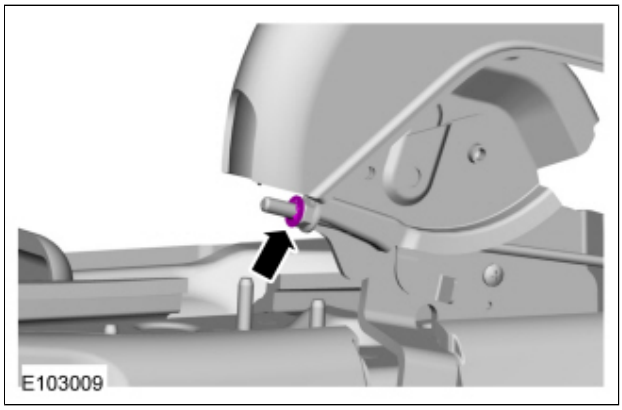
Item	Part Number	Description
1	W713343	Shock absorber lower bolt (2 required)
2	W520214	Trailing arm nut (2 required)

3	—	Front parking brake cable-to-RH rear parking brake cable union (part of 2A635) (2 required)
4	W500553	Trailing arm bolt (2 required)
5	—	Anti-Lock Brake System (ABS) connector (part of 2B372) (2 required)
6	W700936	Clip (2 required)
7	—	Brake tube fitting (part of 2267)
8	5596	Bracket assembly (2 required)
9	W708508	Bracket-to-frame bolts (6 required)
10	W520413	Parking brake cable bracket nut (2 required)

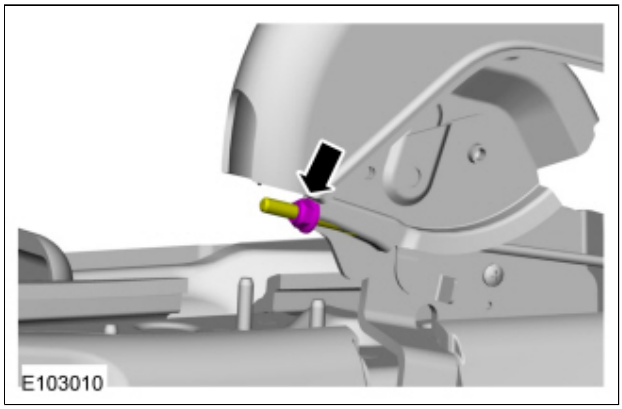
Removal

NOTICE: **Suspension fasteners are critical parts that affect performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.**

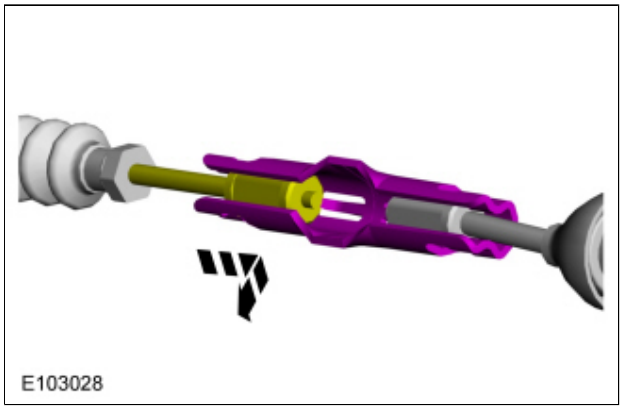
1. Remove the floor console. For additional information, refer to Section 501-12 .
2. Remove the parking brake adjustment nut retaining clip.



3. Loosen the parking brake adjustment nut 5 turns.

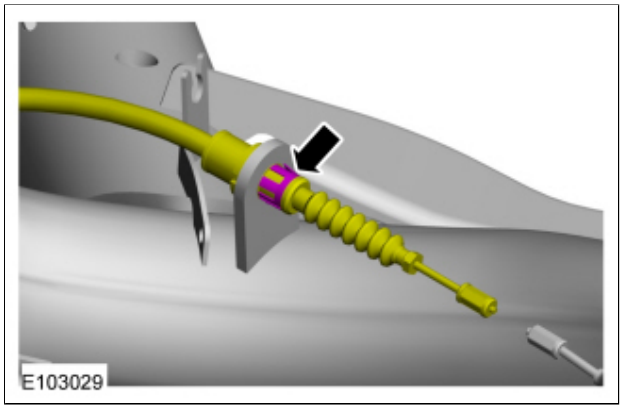


4. Remove the wheel and tire. For additional information, refer to Section 204-04 .
5. Disconnect both parking brake actuation lever cables.



6. **NOTE:** RH side shown, LH side similar.

   Compress the clips and pull both parking brake cables through the mounting brackets.

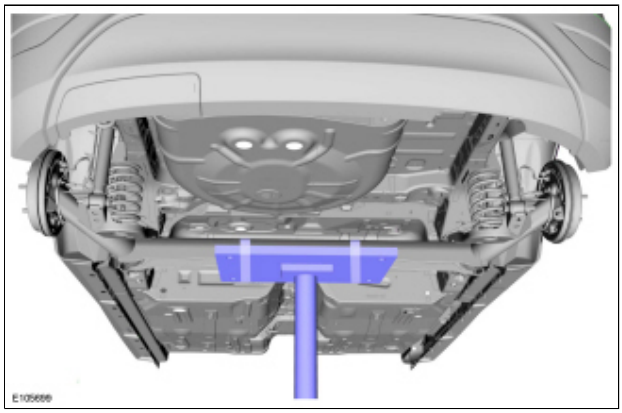


7. **NOTE:** Cap the brake tube connections to prevent fluid loss.

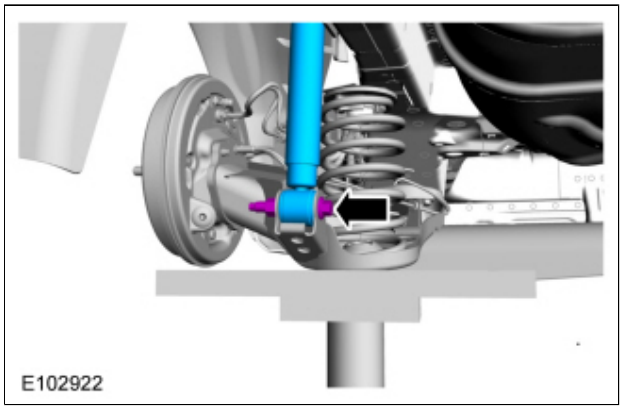
   Disconnect the rear brake tube fittings from the rear brake hoses and remove the clips.
   - To install, tighten to 18 Nm (159 lb-in).

8. Remove the wheel bearing and wheel hub assemblies. For additional information, refer to Wheel Bearing and Wheel Hub .

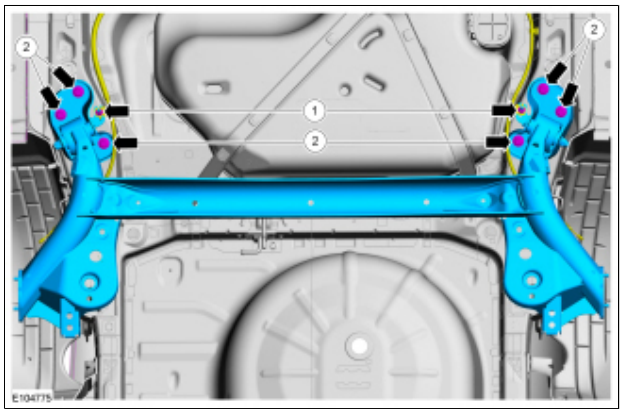
9. Using a suitable jackstand, support the rear axle assembly.



10. Remove and discard the 2 shock absorber lower bolts.
    - To install, tighten to 115 Nm (85 lb-ft).



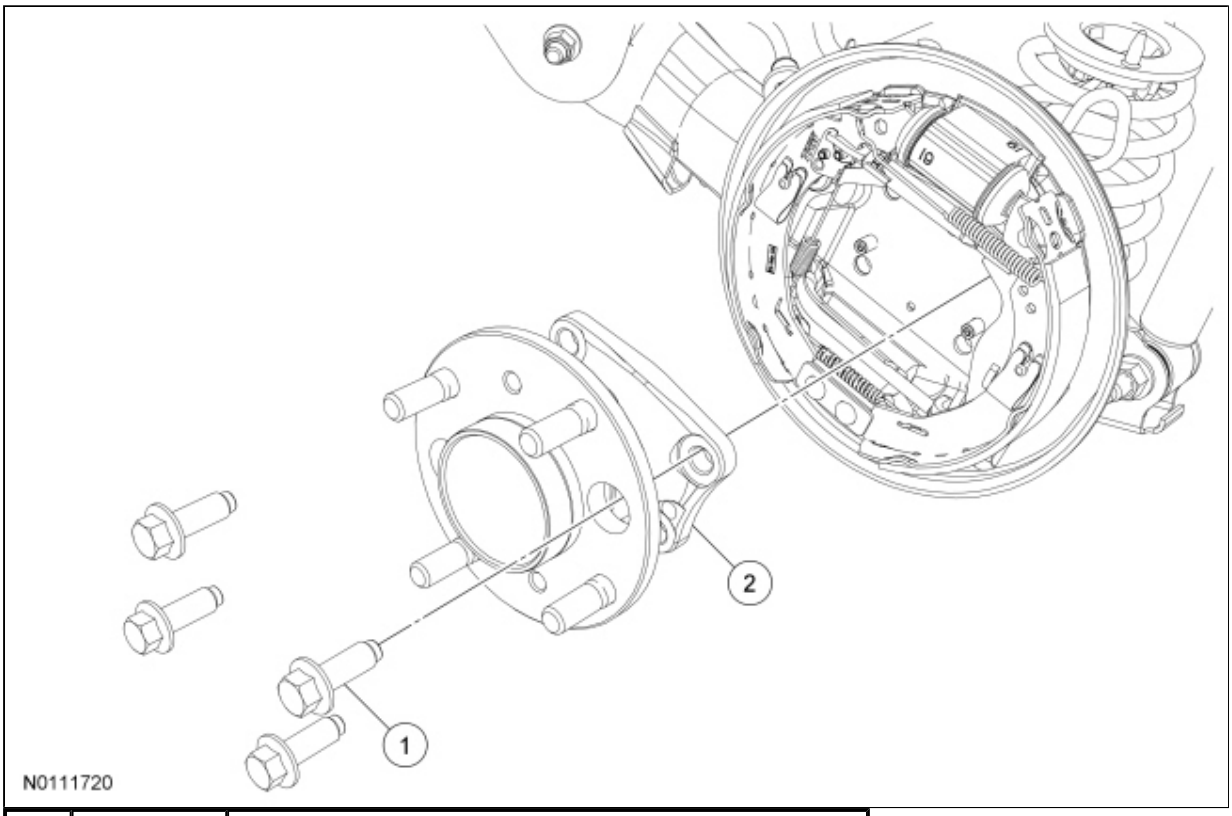
11. Remove the 2 parking brake cable bracket nuts.
    - To install, tighten to 24 Nm (18 lb-ft).



12. Remove the 6 bracket-to-frame bolts and remove the axle assembly
    - To install, tighten to 125 Nm (92 lb-ft).

13. To install, reverse the removal procedure.
    - Bleed the brake wheel cylinders. For additional information, refer to Component Bleeding in Section 206-00 .

Wheel Bearing and Wheel Hub

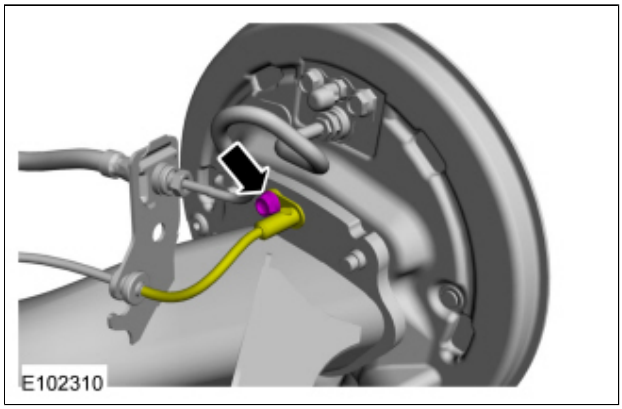


Item	Part Number	Description
1	W711918	Wheel bearing and wheel hub assembly bolt (4 required) (install new)
2	1109	Wheel bearing and wheel hub assembly

Removal

NOTICE: **Suspension fasteners are critical parts that affect performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.**

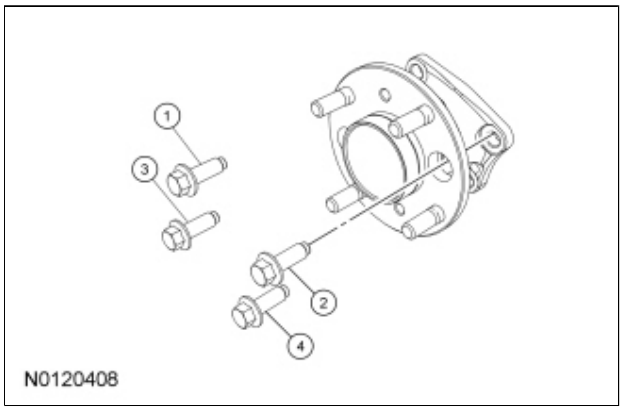
1. Remove the brake drum. For additional information, refer to Section 206-02 .
2. Remove the wheel speed sensor bolt and remove the wheel speed sensor.



3. Remove the wheel bearing and wheel hub assembly.
    - Remove and discard the 4 wheel bearing and wheel hub assembly bolts.
    - Remove the wheel bearing and wheel hub assembly.

Installation

1. Install the wheel bearing and wheel hub assembly with 4 new bolts in the sequence shown.
    1. Tighten all 4 bolts to 65 Nm (48 lb-ft).
    2. Loosen each bolt 90 degrees.
    3. Tighten each bolt to 65 Nm (48 lb-ft) using the sequence shown.



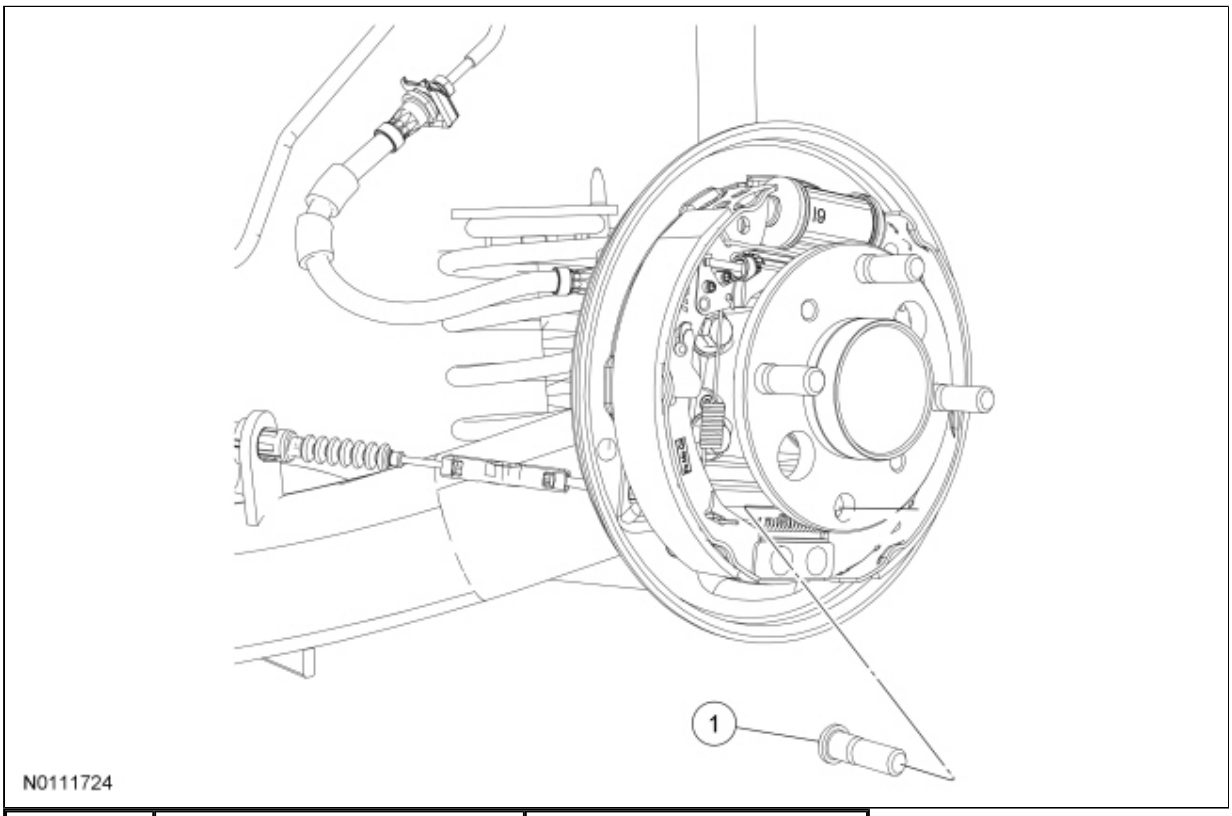
2. Install the wheel speed sensor and install the wheel speed sensor bolt.
    - Tighten to 9 Nm (80 lb-in).

3. Install the brake drum. For additional information, refer to Section 206-02 .

Wheel Studs

Special Tool(s)

ST1106-A	Remover, Tie-Rod End 211-001 (TOOL-3290-D)



Item	Part Number	Description
1	1107	Wheel stud

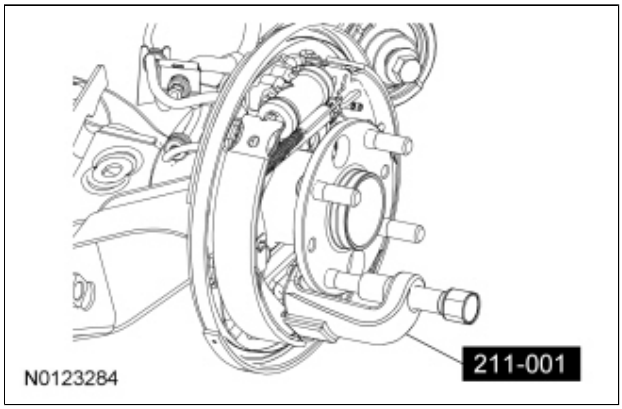
Removal and Installation

NOTICE: **Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed with the same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure of correct retention of these parts.**

1. Remove the brake drum. For additional information, refer to Section 206-02 .

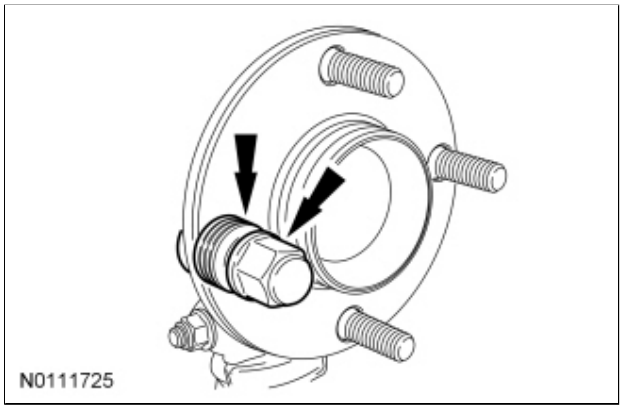
NOTICE: **Never use a hammer to remove a wheel stud. Damage to the wheel hub may result.**

2. Using the Tie-Rod End Remover, remove the wheel stud.



3. **NOTE:** Make sure to use washers that have an ID that is larger than the OD of the wheel stud serrations. Use enough washers (approximately 4) to allow the wheel stud to fully seat against the hub flange.

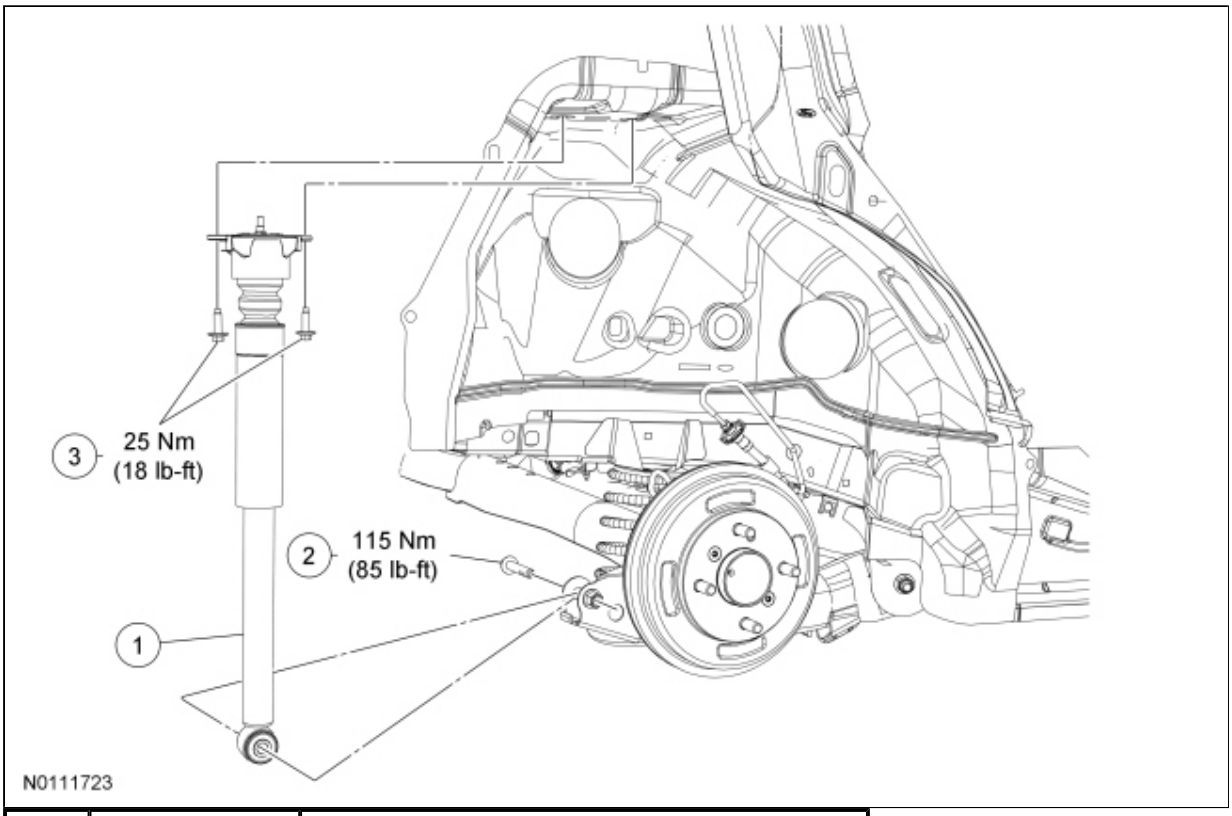
   Position the new wheel stud in the wheel hub, aligning the serrations in the wheel hub flange made by the original wheel stud.
   - Place approximately 4 washers over the outside end of the wheel stud and thread a standard wheel nut onto the wheel stud with the flat side against the washers.
   - Tighten the wheel nut until the wheel stud head seats against the back side of the wheel hub flange.



4. Remove the wheel nut and washers.

5. Install the brake drum. For additional information, refer to Section 206-02 .

Shock Absorber



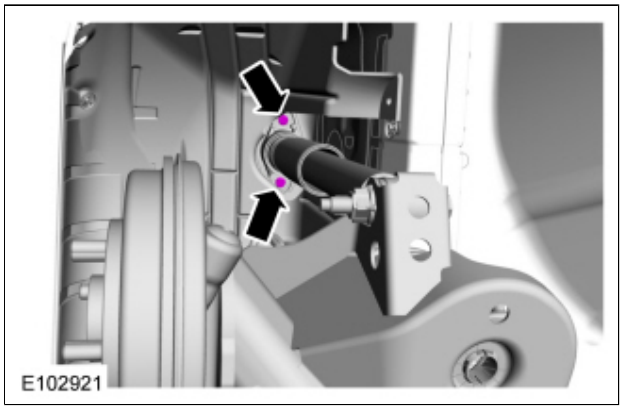
Item	Part Number	Description
1	18125	Shock absorber
2	W713343	Shock absorber lower bolt
3	W708828	Shock absorber upper bolt (2 required)

Removal

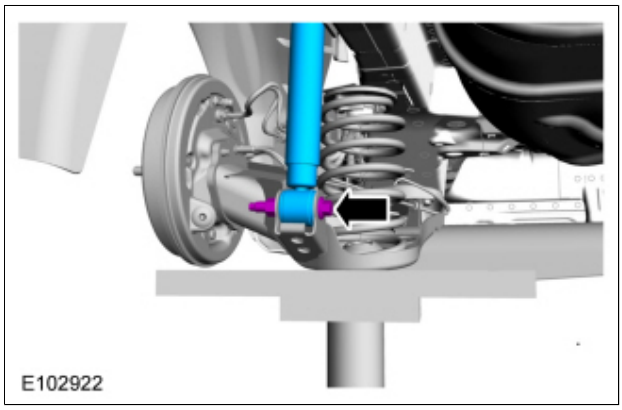
NOTICE: **Suspension fasteners are critical parts that affect performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.**

1. Using a suitable jackstand, support the rear axle.

2. Remove and discard the two shock absorber upper bolts.
   - To install, tighten the new bolts to 25 Nm (18 lb-ft).



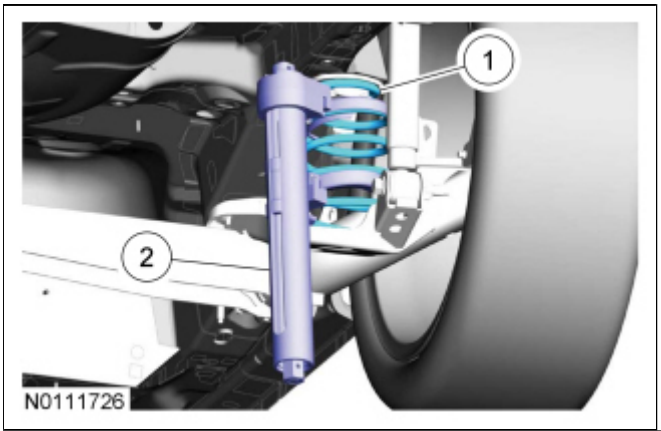
3. Remove and discard the shock absorber lower bolt and remove the shock absorber.
    - To install, tighten the new bolt to 115 Nm (85 lb-ft).



4. ***NOTICE:*** **Tighten the shock absorber lower bolt while the suspension is at curb height or bushing damage and incorrect clamp load may occur.**

    To install, reverse the removal procedure.

Spring



Item	Part Number	Description
1	5560	Spring
2	—	Spring compressor

Removal and Installation

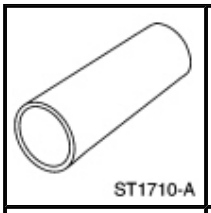
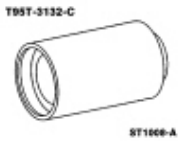
WARNING: The coil spring is under extreme load. Care must be taken at all times when removing or installing a loaded spring. Failure to follow this instruction may result in serious personal injury.

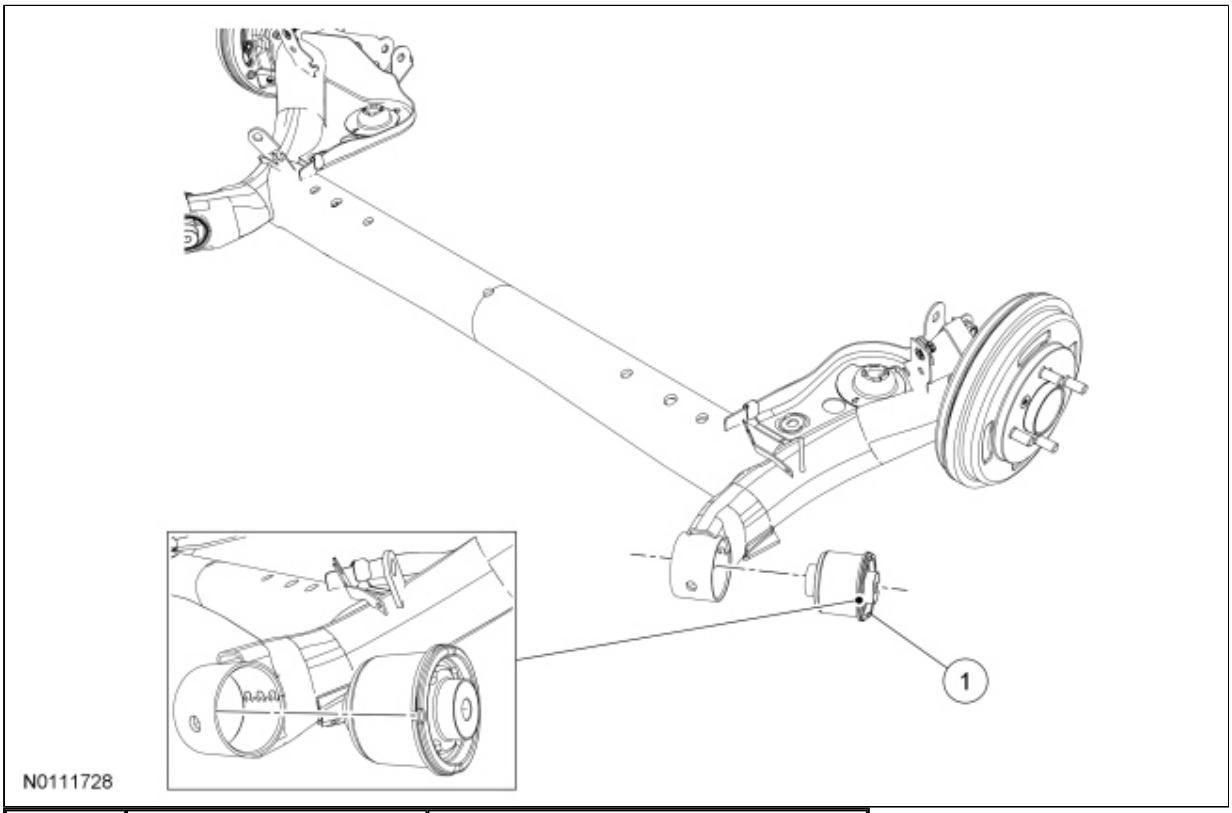
1. Using a suitable spring compressor, compress the spring.
2. Remove the spring.
3. ***NOTICE:*** **Make sure the upper spring seat is installed, and the spring ends butt correctly against the upper and lower spring seats.**

   To install, reverse the removal procedure.

Trailing Arm Bushing

Special Tool(s)

	Installer, Spindle/Axle Shaft 205-199
	Installer, Front Wheel Spindle Oil Seal 205-353
	Installer, Input Shaft Bearing 308-062



Item	Part Number	Description
1	5A638	Trailing arm bushing

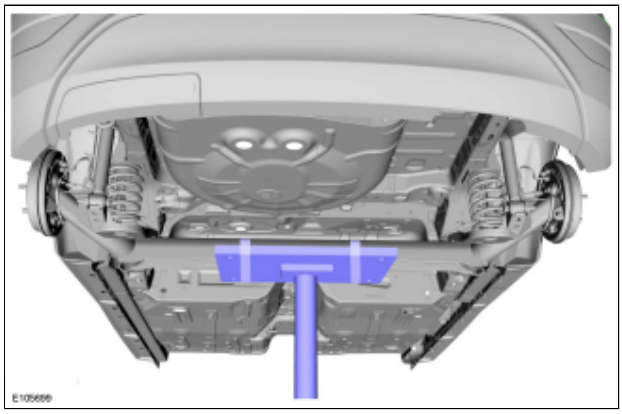
Removal

NOTICE: **Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed with the**

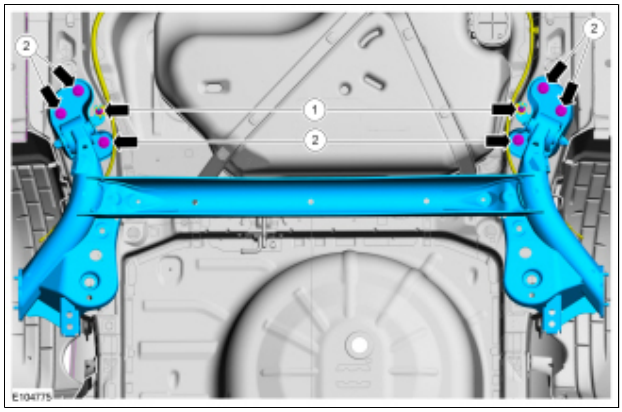
same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure correct retention of these parts.

1. Remove the wheel and tire. For additional information, refer to Section 204-04 .

2. Using a suitable jackstand, support the rear axle assembly.

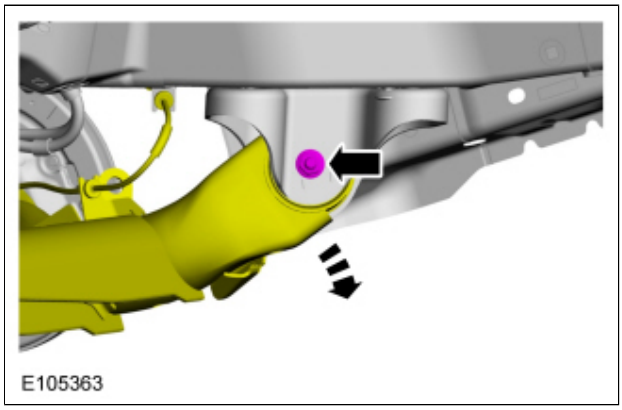


3. Remove the 2 parking brake cable bracket bolts.
   - To Install, tighten to 24 Nm (18 lb-ft).

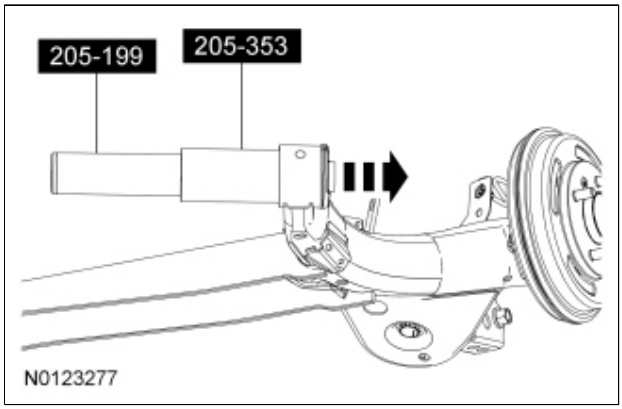


4. Remove the 6 axle bracket-to-frame bolts and remove the axle assembly.
   - To install, tighten to 125 Nm (92 lb-ft).

5. Lower the subframe and remove the 2 trailing arm bolts.
   - To install, tighten to 80 Nm (59 lb-ft) then tighten an additional 120 degrees.

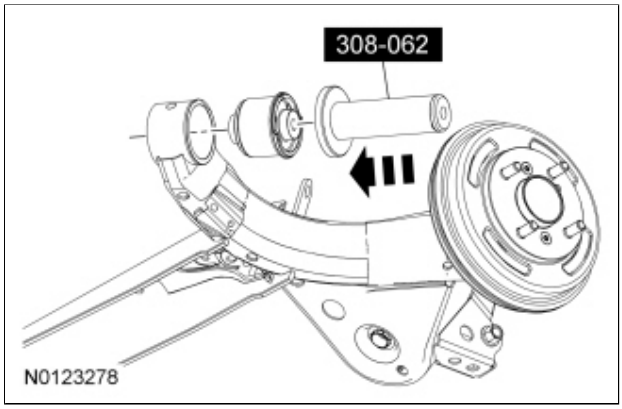


6. Using the special tools, remove the trailing arm bushing.



Installation

1. Using the special tool, install the trailing arm bushing.



2. To install, reverse the removal procedure.

Material

Item	Specification	Fill Capacity
High Temperature Nickel Anti-Seize Lubricant XL-2	—	—
Motorcraft® Wheel and Tire Cleaner ZC-37-A	—	—

General Specifications

Item	Specification
Tire Inflation	
Tires	See Safety Certification Label on driver door jamb
Wheel Weights	
Wheel weight type	Use a wheel weight manufacturer's rim gauge to determine the correct wheel weight application

Torque Specifications

Description	Nm	lb-in
Valve stem-to-Tire Pressure Monitoring System (TPMS) sensor screw	1.5	13
Wheel nuts [a]	—	—

[a] Refer to the procedure in this section.

Wheels And Tires

Safety Precautions

WARNING: Vehicle may have multiple drive wheels. Do not use engine to power the driveline unless all drive wheels are elevated off the ground. Drive wheels in contact with ground could cause unexpected vehicle movement. Failure to follow this instruction may result in serious personal injury.

WARNING: Always match the tire size to the wheel size during assembly. Incorrect matching can result in tire bead damage or tire separation from the wheel. Failure to follow this instruction may result in serious personal injury to technician or vehicle occupant(s).

WARNING: Before servicing any tire, ask the customer if anyone injected a tire sealant into the tire. Tire sealants may be flammable and can burn or explode if exposed to an ignition source. Failure to follow this instruction may result in serious personal injury.

WARNING: Replacement wheels must be equivalent to the original equipment wheels in:

- **load carrying capacity.**
- **diameter, width and offset.**
- **pilot hole and bolt circle.**

Combined load carrying capacity of replacement wheels for a given axle, must be equal to or greater than that axle's gross axle weight rating (GAWR) identified on the vehicle's Safety Compliance Certification label. All other specifications should be evaluated by measurement of both the original wheel and the replacement wheel. If specifications are not equivalent, the safety and handling of the vehicle may be degraded, which may result in serious injury to the vehicle occupant(s).

WARNING: Never use wheels different than the original equipment. Additionally, never use wheel nuts different than the original equipment. Failure to follow these instructions may result in damage to the wheel or mounting system. This damage could cause the wheel to come off while the vehicle is being driven, which could result in serious personal injury or death to vehicle occupant(s).

WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.

WARNING: Keep eyes away from valve stem when deflating tires. Reduce air pressure in tire as much as possible by pushing in valve core plunger prior to removing the core. Escaping air can carry particles that can injure the eyes. Failure to follow these instructions may result in serious personal injury.

WARNING: Only use replacement tires that are the same size, load index, speed rating and type (such as P-metric versus LT-metric or all-season versus all-terrain) as those originally provided by Ford. The recommended tire and wheel size may be found on either the Safety

Compliance Certification Label or the Tire Label, which is located on the B-pillar or edge of the driver's door. If the information is not found on these labels, consult a Ford dealer. Use of any tire or wheel not recommended by Ford can affect the safety and performance of the vehicle, which could result in an increased risk of loss of vehicle control, vehicle rollover, personal injury and death. Additionally, the use of non-recommended tires and wheels could cause steering, suspension, axle or transfer case/power transfer unit failure.

NOTICE: **Do not clean aluminum wheels with steel wool, abrasive-type cleaners or strong detergents or damage to the wheel finish may occur. Use Wheel and Tire Cleaner ZC-27-A or -B or equivalent.**

Factory-installed tires and wheels are designed to operate satisfactorily with loads up to and including full-rated load capacity when inflated to recommended inflation pressures.

Correct tire pressure and driving techniques have an important influence on tire life. Heavy cornering, excessively rapid acceleration and unnecessary sharp braking increase tire wear.

To equalize tire wear, rotate the tires at recommended intervals.

Tire Pressure Monitoring System (TPMS)

NOTE: The Tire Pressure Monitor (TPM) module is identified by the scan tool as the Vehicle Security Module (VSM).

The TPMS includes:

- the TPM / VSM, a stand alone receiver located in the driver's side luggage compartment (4-door), or in the driver's side cargo area (5-door).
- four tire pressure sensors.

TPM / VSM

The TPM / VSM contains the TPMS functionality. Refer to Tire Pressure Monitoring System in Diagnosis and Testing for TPMS fault diagnosis and repair.

The TPM / VSM compares the information of each tire pressure sensor transmission against a pressure limit. If the TPM / VSM determines that the tire pressure has fallen below the minimum pressure the TPM / VSM communicates this to the Instrument Panel Cluster (IPC) on the vehicle communication network.

Tire Pressure Monitoring System (TPMS) Pressure Sensor

The TPM / VSM uses tire pressure sensors to monitor the tire pressure in the 4 road tires. The tire pressure sensors transmit radio frequency signals to the TPM / VSM approximately once every 60 seconds when the vehicle speed exceeds 32 km/h (20 mph).

The tire pressure sensors are battery operated and mounted on the valve stem.

Instrument Panel Cluster (IPC)

The IPC illuminates the TPMS indicator when it receives a message from the TPM / VSM.

For additional Information, refer to Section 413-01 for diagnosis and repair of the IPC.

Wheels And Tires

Special Tool(s)

ST2869-A	Digital Tire Gauge 204-354
ST3058-A	Hunter Road Force® Wheel Balancer GSP9700 Series

Inspection and Verification

WARNING: Vehicle may have multiple drive wheels. Do not use engine to power the driveline unless all drive wheels are elevated off the ground. Drive wheels in contact with ground could cause unexpected vehicle movement. Failure to follow this instruction may result in serious personal injury.

Verify the customer concern by carrying out a road test on a smooth road. If any vibrations are apparent, GO to Symptom Chart - NVH .

To maximize tire performance, inspect for signs of incorrect inflation and uneven wear, which may indicate a need for balancing, rotation or front suspension alignment.

Correct tire pressure and driving techniques have an important influence on tire life. Heavy cornering, excessively rapid acceleration and unnecessary sharp braking increase tire wear.

Replacement tires must follow the recommended:

- tire sizes.
- speed rating.
- load range.
- tire construction type.

The use of any other tire/wheel size, load range or type can seriously affect:

- ride.
- handling.
- speedometer/odometer calibration.
- vehicle ground clearance.
- tire clearance between the body and chassis.
- wheel bearing life.
- braking performance.

New wheels need to be installed when the vehicle wheels:

- are bent.
- are cracked.
- are dented.
- are heavily corroded.
- are leaking.
- have elongated wheel hub bolt holes.
- have excessive lateral or radial runout.

It is mandatory to use only the tire sizes recommended on the tire label located on the driver door or door pillar attached to the vehicle. Larger or smaller tires can damage the vehicle, affect durability and require changing the speedometer calibration. Make sure wheel size and offsets match those recommended for the tire in use.

1. Inspect the tires for signs of uneven wear. Refer to the following descriptions to identify the type of wear and GO to Symptom Chart - Tire Wear for the appropriate repair action to be carried out.

2. Check the tires for:
   - cuts.
   - stone bruises.
   - abrasions.
   - blisters.
   - embedded objects.

3. Check the valve stems for:
   - cracks.
   - cuts.

Install a new valve stem when damage is found or anytime a new tire is installed.

4. Tread wear indicators are molded into the bottom of the tread grooves. Install a new tire when the indicator bands become less than 2/32 inch.

Tire Wear

Tire wear is commonly defined as a loss of tread depth. Tire tread wear occurs due to friction with the contact surface (road/pavement). The tread should wear down uniformly all the way around the circumference of the tire and all the way across the tread face. When this does not occur, the tire may have abnormal/incorrect wear.

Normal Tire Wear

Normal tire wear is identified as even wear around and across the tread. Because there are many factors (driving style, road surfaces, type of vehicle, type of tire) that can affect tire wear, there is no absolute mileage expectation for a normal wear condition. A tire is considered worn-out when the tread has worn to the level of the tread-wear indicators.

Abnormal/Incorrect Tire Wear

Abnormal/incorrect tire wear is identified as tire wear that is not even around or across the tread and that creates performance-related issues.

Abnormal/incorrect wear can be caused by numerous factors, some of which include driving style (aggressive, passive), climate (hot, cold), road conditions, vehicle loading and maintenance (correct tire pressure, rotation intervals and balance). It is important to determine the root cause of wear on a vehicle

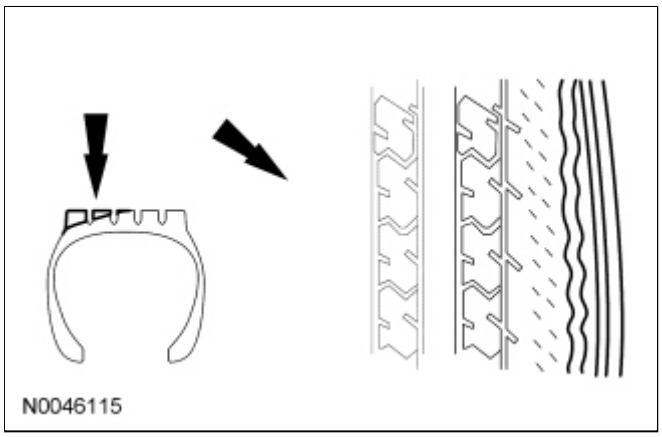
before carrying out repair. Tires exhibiting abnormal/incorrect tire wear may still be serviceable provided that the minimum tread depth is greater than 2/32 inch and the tire is not causing a vehicle performance (noise/vibration) concern.

Some abnormal/incorrect wear patterns look the same all the way around the tread of the tire, other wear patterns are not consistent and can occur in various spots on the tread area. The underlying causes of the 6 wear categories are different. Refer to the following descriptions to identify the type of wear and GO to Symptom Chart - Tire Wear for the appropriate repair action to be carried out.

Inner Edge/Shoulder Wear

Inner edge (or shoulder) wear occurs on the inside edge of the tire and is usually caused by excessive toe out and/or excessive negative camber. If the tread depth of the outer shoulder is at least 50% greater than the tread depth of the inner shoulder, the tire is experiencing inner edge/shoulder wear. To determine whether tires have this type of wear, visually inspect the tires. In some instances, it may be necessary to measure the tread depth of each rib and compare it to that of the shoulder.

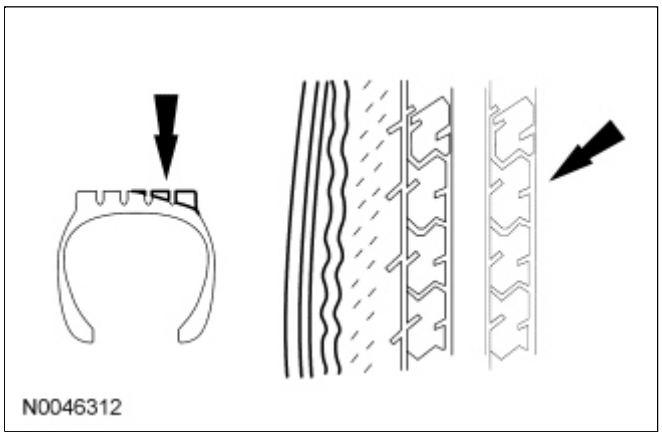
NOTE: RF tire shown, others similar.



Outer Edge/Shoulder Wear

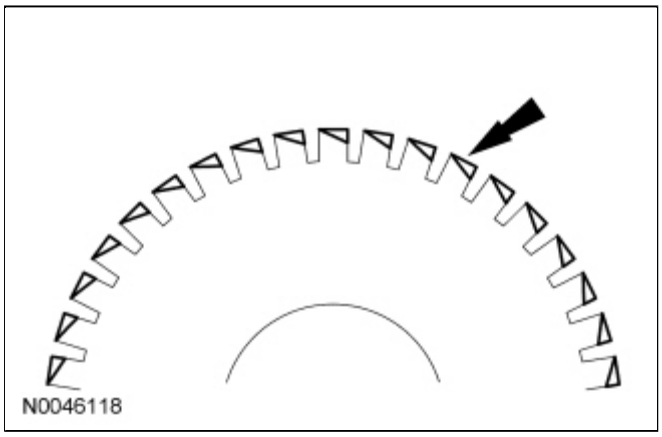
Outer edge (or shoulder) wear occurs on the outside edge of the tire and is usually caused by excessive toe in and/or excessive positive camber. If the tread depth of the inner shoulder is at least 50% greater than the tread depth of the outer shoulder, the tire is experiencing outer edge/shoulder wear. To determine whether tires have this type of wear, visually inspect the tires. In some instances, it may be necessary to measure the tread depth of each rib and compare it to that of the shoulder.

NOTE: RF tire shown, others similar.



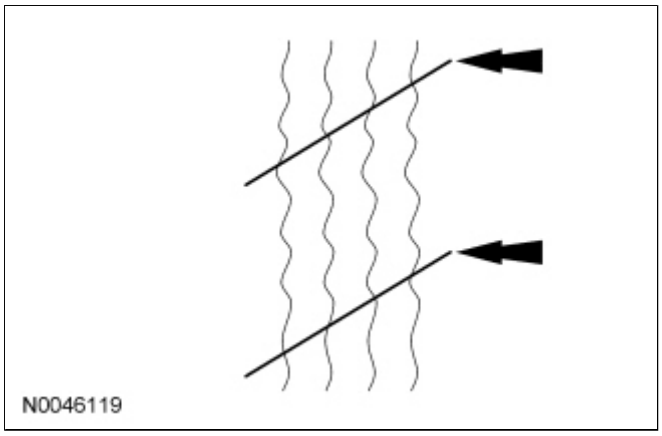
Heel/Toe Wear

Heel/toe wear (also known as feathering) occurs along the outside or inside edge/shoulder of the tire. To determine whether tires have this type of wear, visually inspect the tires in both the inside and outside shoulder ribs. In some instances, it may be necessary to measure the difference in tread depth of leading versus trailing edge of each lug in the inside and outside shoulder rib.



Diagonal Wear

Diagonal wear occurs diagonally across the tread area and around the circumference of the tire. To determine whether tires have this type of wear, visually inspect the tires to determine if the wear pattern runs diagonally across the tread and around the circumference of the tire. In some instances, the difference in tread depth along the diagonal wear pattern may need to be measured.



Symptom Chart — Tire Wear

Symptom Chart — Tire Wear

NOTE: For suspension system and additional alignment diagnosis, refer to Section 204-00 .

Condition	Possible Sources	Action
• Inner edge/shoulder wear	• Excessive toe out and/or negative camber	• GO to Pinpoint Test A .
	• Incorrect wheel and tire assembly rotation intervals	• GO to Pinpoint Test A .
	• High-speed cornering	• GO to Pinpoint Test A .
• Outer	• Excessive toe in	• GO to Pinpoint Test B .

edge/shoulder wear	and/or positive camber • Incorrect wheel and tire assembly rotation intervals • High-speed cornering	• GO to Pinpoint Test B . • GO to Pinpoint Test B .
• Heel/toe wear	• Excessive toe in/out • Incorrect wheel and tire assembly rotation intervals	• ROTATE the wheel and tire assemblies. CHECK the alignment, ADJUST as necessary.
• Diagonal wear	• Excessive toe in/out • Incorrect tire rotation intervals • Loose, worn or damaged suspension components	• GO to Pinpoint Test C . • GO to Pinpoint Test C . • REFER to Section 204-00 .

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Wobble or shimmy	• Bent wheel	• INSTALL a new wheel as necessary.
	• Damaged tire	• INSTALL a new tire as necessary.
	• Loose wheel nuts	• TIGHTEN to specification.
• High-speed shake	• Tires/wheels	• REFER to Wheel and Tire Runout Component Tests in this section.
• Vehicle vibration	• Tires/wheels	• REFER to Wheel and Tire Runout Component Tests in this section.

Pinpoint Tests

For a description of the various tire wear patterns, refer to Inspection and Verification.

Pinpoint Test A: Inner Edge/Shoulder Wear

This pinpoint test is intended to diagnose the following:

- Excessive toe out
- Incorrect wheel and tire rotation

PINPOINT TEST A: INNER EDGE/SHOULDER WEAR

Test Step	Result / Action to Take
A1 MEASURE THE TREAD DEPTH • Using a tread depth gauge or similar tool, measure the inside edge/shoulder tread depth. • **Is the tread depth greater than 2/32 inch?**	**Yes** ROTATE the wheel and tire assemblies. CHECK and ADJUST the toe to nominal +0.15 degrees (toe in). CHECK and ADJUST caster and camber to nominal. REFER to Section 204-00 . **No** INSTALL a new tire(s). CHECK and ADJUST the toe to nominal. CHECK and ADJUST caster and camber to nominal. REFER to Section 204-00 .

Pinpoint Test B: Outer Edge/Shoulder Wear

This pinpoint test is intended to diagnose the following:

- Excessive toe in
- Incorrect wheel and tire rotation

PINPOINT TEST B: OUTER EDGE/SHOULDER WEAR

Test Step	Result / Action to Take
B1 MEASURE THE TREAD DEPTH • Using a tread depth gauge or similar tool, measure the outside edge/shoulder tread depth. • **Is the tread depth greater than 2/32 inch?**	**Yes** ROTATE the wheel and tire assemblies. CHECK and ADJUST the toe to nominal -0.15 degrees (toe out). CHECK and ADJUST caster and camber to nominal. REFER to Section 204-00 . **No** INSTALL a new tire(s). CHECK and ADJUST the toe to nominal. CHECK and ADJUST caster and camber to nominal. REFER to Section 204-00 .

Pinpoint Test C: Diagonal Wear

This pinpoint test is intended to diagnose the following:

- Incorrect wheel and tire rotation
- Excessive toe in/out
- Incorrect tire inflation
- Loose, worn or damaged suspension components

PINPOINT TEST C: DIAGONAL WEAR

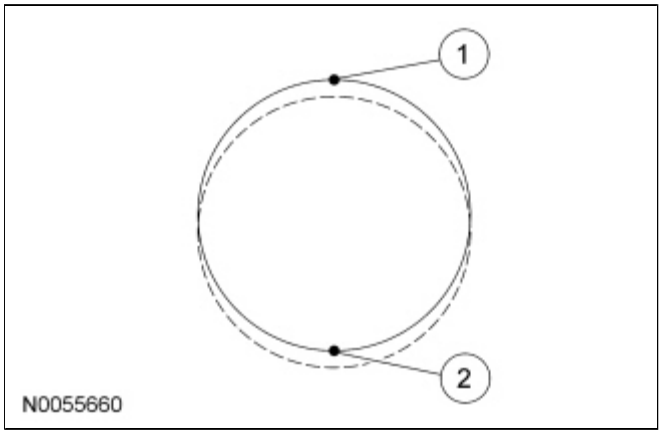
Test Step	Result / Action to Take
C1 MEASURE THE	

TREAD DEPTH	
• Using a tread depth gauge or similar tool, measure the tread depth of the wear pattern. • **Is the tread depth greater than 2/32 inch?**	**Yes** If no performance concerns (noise/vibration) are present, the tire can remain in service. CHECK the air pressure in the tires, ADJUST as necessary. ROTATE the wheel and tire assemblies. INSPECT for loose, worn or damaged suspension components. INSTALL new components as necessary. CHECK the alignment and ADJUST as necessary. REFER to Section 204-00 . **No** INSTALL a new tire(s). CHECK the air pressure in the tires, ADJUST as necessary. ROTATE the wheel and tire assemblies. INSPECT for loose, worn or damaged suspension components. INSTALL new components as necessary. CHECK the alignment and ADJUST as necessary. REFER to Section 204-00 .

Component Tests

Radial Runout

Radial runout is the egg-shaped deviation from a perfect circle and is measured perpendicular to the circumference. On a wheel and tire assembly, this means measuring the center tire tread rib. The center rib is indicative of the condition of the tire as a whole. Total runout is the difference between the maximum-to-minimum gauge reading. The high spot is the location of maximum runout.



Item	Description
1	High spot
2	Low spot

Loaded Runout Measurement (Hunter Road Force® 9700 Series Wheel Balancer)

NOTE: Diagnosis of tire/wheel vibration should not be performed on tires with less than 320 km (200 mi). Some initial tire/wheel vibration issues (such as flat spotting) may correct themselves after the tires have been in service for 320 km (200 mi).

This procedure is intended to assist with the diagnosis of wheel and tire assembly runout and/or force variation issues.

The Hunter Road Force® 9700 Series Wheel Balancer measures the wheel and tire assembly's loaded runout and the tire's radial spring rate. The balancer then converts the runout into pounds of force (termed as Road Force®). Measuring loaded runout (Road Force®) is more effective than measuring unloaded runout using a dial indicator.

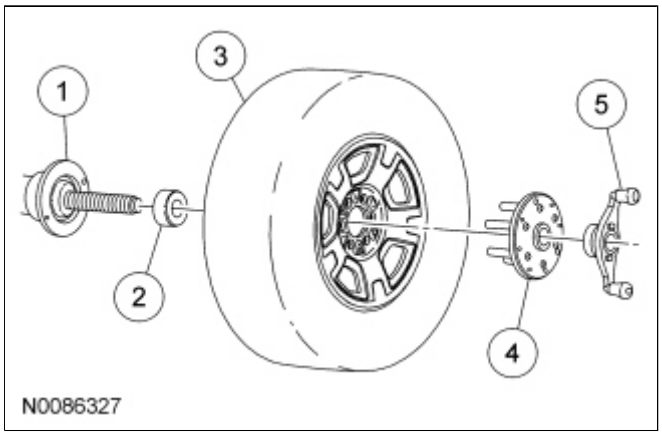
1. Using a tire crayon, record the vehicle position on the inward sidewall of all 4 tires.
2. Remove the wheel and tire assemblies. Refer to Wheel and Tire in this section.
3. **NOTE:** Use only the Digital Tire Gauge any time tire pressures are measured to be sure that accurate values are obtained.

   Make sure that the tire pressures are set to the correct pressure as indicated on the Vehicle Certification (VC) label.
4. ***NOTICE:*** **Make sure that the correct wheel balancer adapters are used when mounting the assembly to the wheel balancer or damage to the wheel may occur.**

   NOTE: Make sure that the wheel and tire assembly is clean and free of foreign material prior to installation on the balancer.

   NOTE: The wheel balancer inflation station must be turned OFF for tires with inflation pressures of 414 kPa (60 psi) or above.

   Mount the wheel and tire assembly on a suitable wheel balancer using the correct wheel balancer adapters as shown. Refer to the list of recommended wheel balancer adapters on the PTS website.



Item	Description
1	Wheel balancer
2	Cone
3	Wheel and tire assembly
4	Finger plate
5	Balancer wing nut

5. Measure the Road Force®.
   - Temporarily mark the high spot and the Road Force® value on the sidewall of the tire. If the wheel and tire assembly Road Force® value is greater than 9 kg (20 lb), carry out the Match Mounting procedure to optimize the wheel and tire assembly.
   - If the wheel and tire assembly Road Force® value is 9 kg (20 lb) or less, permanently mark the high spot and the Road Force® value on the inward sidewall of the tire for reference during future wheel and tire service. Balance the assembly and install the wheel and tire on

the vehicle using the Wheel-to-Hub Optimization procedure.

Runout Measurement (Dial Indicator)

NOTE: Diagnosis of tire/wheel vibration should not be performed on tires with less than 320 km (200 mi). Some initial tire/wheel vibration issues (such as flat spotting) will correct themselves after the tires have been in service for 320 km (200 mi).

NOTE: Loaded run-out measurements are the preferred method for verifying tire serviceability. While a dial indicator can be used to optimize the position of the tire on the wheel, the unloaded run-out measurement cannot accurately determine if the tire should be removed from service.

The following procedures should be used if normal diagnostics leads to a potential runout issue.

Some vehicles may exhibit a wheel and tire vibration caused by excessive runout. Radial runout measurements can be taken using a dial indicator and should be measured with the wheel and tire assembly mounted on a suitable wheel balancer. The dial indicator should be mounted securely to eliminate gauge movement when measuring runout.

1. **NOTE:** Use only the Digital Tire Gauge any time tire pressures are measured to be sure that accurate values are obtained.

   Make sure that the tire pressures are set to the correct pressure as indicated on the VC label.

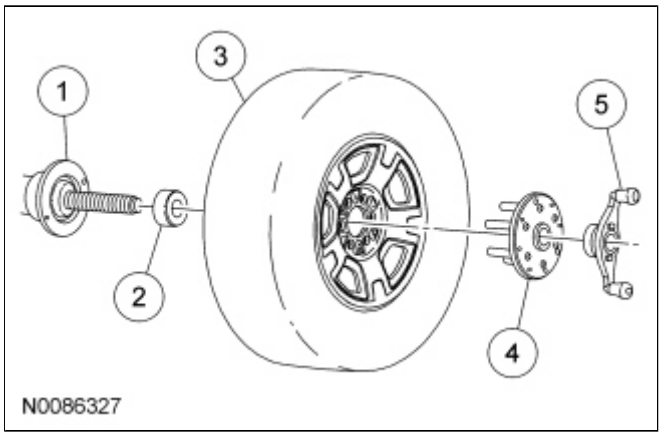
2. Using a tire crayon, record the vehicle position on the inward sidewall of all 4 tires.

3. Remove the wheel and tire assemblies. Refer to Wheel and Tire in this section.

4. ***NOTICE:*** **Make sure that the correct wheel balancer adapters are used when mounting the assembly to the wheel balancer or damage to the wheel may occur.**

   NOTE: Make sure that the wheel and tire assembly is clean and free of foreign material prior to installation on the balancer.

   Mount the wheel and tire assembly on a suitable wheel balancer using the correct wheel balancer adapters as shown. Refer to the list of recommended wheel balancer adapters on the PTS website.

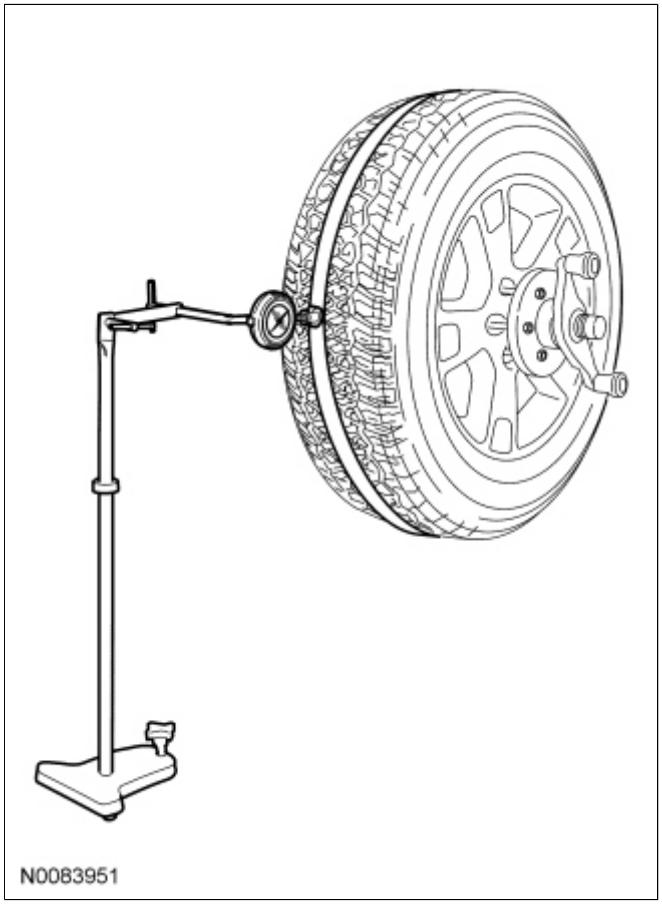


Item	Description
1	Wheel balancer
2	Cone

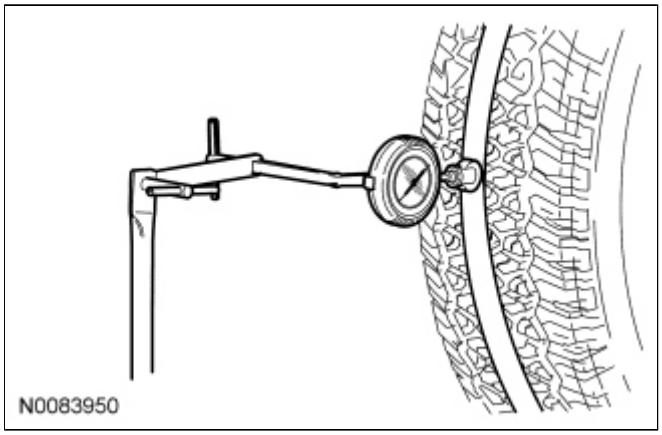
3	Wheel and tire assembly
4	Finger plate
5	Balancer wing nut

5. **NOTE:** Masking tape can be applied on the center tread rib to allow for a smoother measuring surface. Some fluctuation of the gauge reading is expected. Observe the overall sweep of the gauge from the highest to the lowest spot on the tire.

   Position a suitable dial indicator and stand with the dial indicator on the center tread rib.
   - Rotate the wheel and tire assembly (or wheel) to locate the low spot.
   - Adjust the runout gauge to read 0.
   - Rotate the wheel and tire assembly one complete revolution to make sure that the low spot has been found and that the dial indicator returns to a 0 reading.



6. While slowly and constantly rotating the wheel and tire assembly (or wheel), measure the radial runout.
   - Note the variance (runout) from 0 on the dial of the gauge.
   - If the runout reading of a wheel and tire assembly is greater than 1.14 mm (0.045 in), locate and temporarily mark the high spot and runout reading on the sidewall of the tire and carry out the Match Mounting procedure to optimize the wheel and tire assembly.
   - If the runout reading of a wheel and tire assembly is 1.14 mm (0.045 in) or less, permanently mark the high spot and the runout reading on the inward sidewall of the tire for reference during future wheel and tire service. Balance the assembly and install the wheel and tire on the vehicle using the Wheel-to-Hub Optimization procedure.

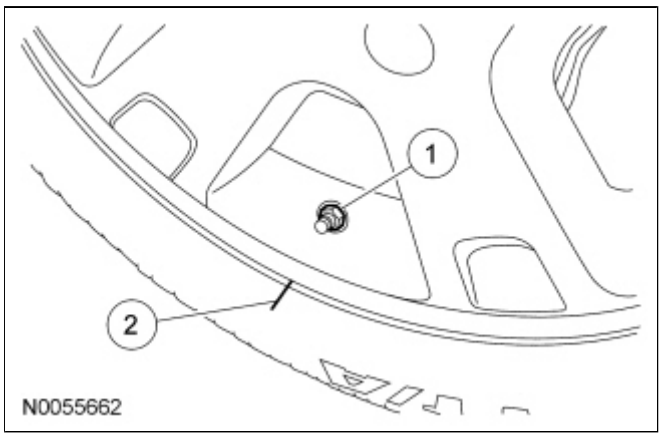


Match Mounting

NOTE: Road Force® values in illustrations are shown in pounds.

Match mounting is a technique used to reduce radial runout or road force on wheel and tire assemblies. Excessive runout is a source of ride quality complaints and match mounting can be used to minimize the runout. Match mounting can be accomplished by changing the position of the tire on the wheel.

1. Position the wheel and tire assembly on a tire machine and put a reference mark on the tire sidewall at the valve stem position.



Item	Description
1	Valve stem
2	Reference mark

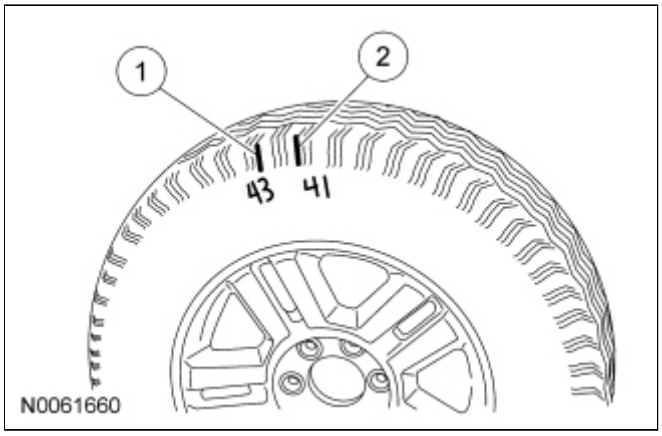
2. ***NOTICE:*** **For vehicles equipped with a Tire Pressure Monitoring System (TPMS), the sensor may be damaged by incorrect tire mounting or dismounting. Dismount the tire from the wheel as instructed in the Disassembly and Assembly procedure. Failure to follow these instructions may result in TPMS component damage.**

   NOTE: Always make sure that the final high spot and measurement values are permanently marked on the inward sidewall of the tire for reference during future wheel and tire service.

   Using a suitable tire machine, separate the tire beads from the wheel.
   - Lubricate the tire beads using a suitable fast drying, corrosion inhibiting tire bead lubricant.
   - Position the tire 180 degrees (half-way around) on the rim so the valve stem reference mark is now opposite the valve stem.

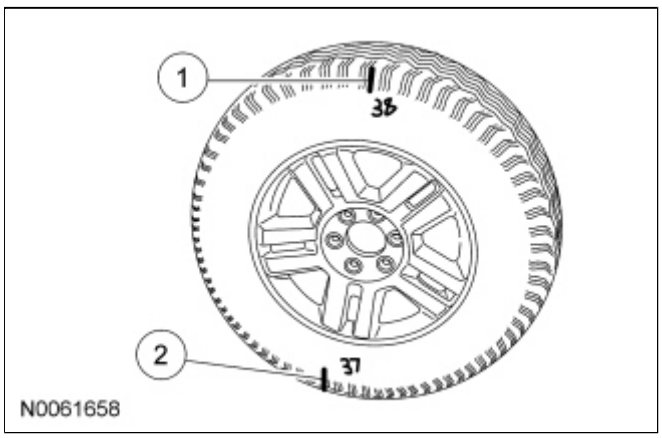
3. Re-inflate the wheel and tire assembly to the specified air pressure and measure the assembly again using a suitable dial indicator or Hunter Road Force® 9700 Series Wheel Balancer. Mark the second high spot on the tire.
    - If the runout or Road Force® is reduced to within specifications, the concern has been resolved. Balance the assembly and install on the vehicle using the Wheel-to-Hub Optimization procedure.

4. If the second runout or Road Force® measurement is still not within specification and both high spots are close to each other (within 101.6 mm [4 in]), the root cause is probably the tire (the high spot followed the tire).
    - To be **SURE** that the tire is causing the high runout, it is necessary to have 2 runout or Road Force® measurements that are not within specification and the high spots must be in approximately the same location on the tire's sidewall. If the tire is the cause, install a new tire, balance the assembly and install on the vehicle using the Wheel-to-Hub Optimization procedure.
    - If the second high spot is not within 101.6 mm (4 in) of the first high spot, proceed to the next step.



Item	Description
1	First high spot on the tire
2	Second high spot on the tire

5. If the second high spot is still above specification and is within 101.6 mm (4 in) of being opposite the first high spot on the wheel, the root cause is probably the wheel (the high spot followed the wheel). Dismount the tire from the wheel, mount the wheel on a balancer and check the wheel runout. If the wheel runout exceeds 1.14 mm (0.045 in), install a new wheel, balance the assembly and install on the vehicle using the Wheel-to-Hub Optimization procedure.

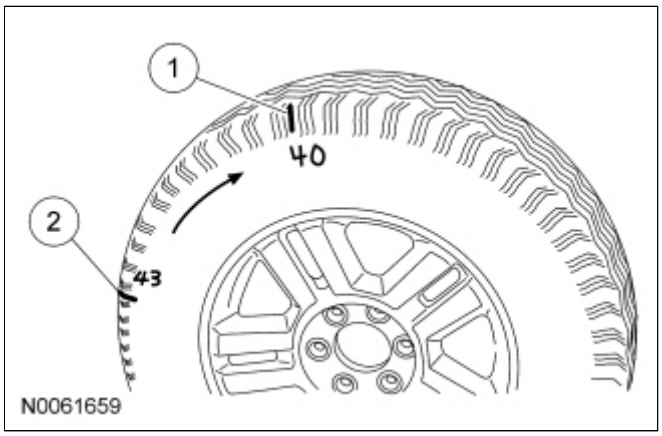


Item	Description

1	First high spot on the tire
2	Second high spot on the tire

6. **NOTE:** If the second high spot did not follow the wheel or the tire and the runout is still not within specification, improvements may be made by rotating the tire 90 degrees (one-fourth turn).

   Draw an arrow on the tire sidewall from the second high spot towards the first high spot (in the shortest direction).
   - Separate the tire beads from the wheel and rotate the tire 90 degrees (one-fourth turn) in the direction of the arrow.

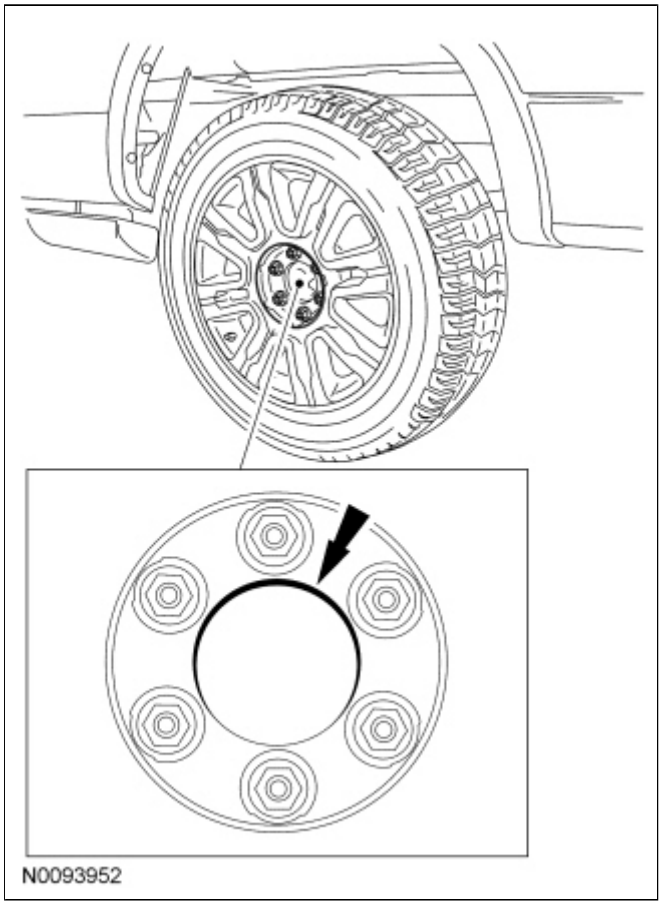


Item	Description
1	First high spot on the tire
2	Second high spot on the tire

Wheel-to-Hub Optimization

Wheel-to-hub optimization is important. Clearance between the wheel and hub can be used to offset or neutralize the Road Force® or run-out of the wheel and tire assembly. For every 0.001 inch of wheel-to-hub clearance, the Road Force® can be affected between 1 and 3 pounds depending on the tire stiffness.

NOTE: The example below illustrates how the clearance between the wheel and the hub can be used to offset the high spot of radial run-out or Road Force®. Following the procedure will make sure of the best optimization.



1. Position the wheel and tire assembly on the vehicle so that the high spot location of radial run-out or Road Force® is at the 6 o'clock position and install the wheel nuts by hand until snug.

2. **NOTE:** Do not allow the full weight of the vehicle to rest on the tires while tightening the wheel nuts.

   Lower the vehicle until the tires make contact with the ground, slightly loading the suspension. Tighten the wheel nuts as described in Wheel and Tire in this section.

Tire Pressure Monitoring System

Special Tool(s)

ST2941-A	Activation Tool, Tire Pressure Monitor 204-363, or Customer Activation Tool, Tire Pressure Monitor 8C2T-1AZ03-AA
ST2869-A	Digital Tire Pressure Gauge 204-354
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

WARNING: The tire pressure monitoring system (TPMS) sensor battery may release hazardous chemicals if exposed to extreme mechanical damage. If these chemicals contact the skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If any part of the battery is swallowed, contact a physician immediately. When disposing of TPMS sensors, follow the correct procedures for hazardous material disposal. Failure to follow these instructions may result in serious personal injury.

NOTE: The Tire Pressure Monitor (TPM) module is identified by the scan tool as the Vehicle Security Module (VSM).

The Tire Pressure Monitoring System (TPMS) uses tire pressure sensors located in the wheels to monitor the tire pressure of all 4 tires (there is no sensor in the spare tire). Each sensor has a unique identifier that is transmitted to the TPMS receiver during system training. The TPM / VSM retains these identifiers in memory and associates them with a vehicle position based on the training order. The sensors transmit tire pressure information to the TPM / VSM via radio frequency signals once every 60 seconds when vehicle speed exceeds 32 km/h (20 mph), or once every 6 hours when stationary. The TPM / VSM function compares tire pressure information against a low-pressure limit. If it determines the tire pressure has fallen below this limit, the TPM /

VSM sends a message requesting illumination of the TPMS indicator to the Instrument Panel Cluster (IPC) over the Medium Speed Controller Area Network (MS-CAN) bus. The IPC illuminates the TPMS indicator when commanded by the TPM / VSM .

Radio Frequency Interference (RFI) can create intermittent TPMS issues that are difficult to diagnose. RFI can be caused by the addition of aftermarket equipment that blocks the TPMS sensor transmissions from getting to the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM). Devices causing RFI can prevent the module from communicating with any of the 4 tire pressure sensors.

Tire Pressure Monitoring System (TPMS) Indicator

The TPMS indicator may display faults that cannot be resolved by the customer. Treat these messages as TPMS DTCs or symptoms that must be serviced.

Tire Pressure Monitoring System (TPMS) Indicator Is On Continuously from Key ON.

The TPMS indicator is illuminated continuously when the ignition is turned to the ON position and any of the tire pressures are low. A DTC is not present for this condition and the TPMS status PID: TP_STAT equals LOW. When this condition exists, the tire pressure must be adjusted in all tires to the recommended cold pressure as noted on the Vehicle Certification (VC) label. GO to Symptom Chart .

Ambient Temperature Change and Tire Pressure

NOTICE: **Do not inflate tires more than maximum tire pressure stamped on the tire sidewall. Premature tire wear or damage to the tire may result.**

Tire pressures fluctuate with temperature changes. For this reason, set tire pressures to specification when tires are at outdoor ambient temperatures. If the vehicle is allowed to warm up to shop temperatures, and the outside temperature is less than shop temperature, adjust the tire inflation pressure accordingly.

If the tires are inflated to specification at shop temperatures and the vehicle is moved outdoors when the outdoor ambient temperature is significantly lower, the tire pressure may drop enough to be detected by the TPMS and illuminate the TPMS indicator.

As the ambient temperature decreases by 6°C (10°F), tire pressure decreases 7 kPa (1 psi). Adjust the tire pressure by 7 kPa (1 psi) for each 6°C (10°F) ambient temperature drop as necessary to maintain tire pressure as specified on the Vehicle Certification (VC) label. Refer to the following tables to adjust the tire pressure indoors for colder outside temperatures.

Table 1. Use Table to Adjust Tire Pressure Inside Garage for Colder Outside Temperature[1]

** Do Not Inflate Tire Higher than Maximum Pressure Stamped on Tire Sidewall. **

Table is based on a Garage Temperature of 70˚F. Max Pressure Adjustment is 7 psi.

Outside Temperature (˚F)	Tire Placard Pressure (PSI)																	
	30	32	34	35	38	40	41	42	45	50	55	60	65	70	75	80	85	90
70	30	32	34	35	38	40	41	42	45	50	55	60	65	70	75	80	85	90
60	31	33	35	36	39	41	42	43	46	51	56	61	67	72	77	82	87	92
50	32	34	36	37	40	42	43	44	47	53	58	63	68	73	79	84	89	94
40	33	35	37	38	41	43	44	45	49	54	59	64	70	75	80	86	91	96
30	34	36	38	39	42	44	46	47	50	55	61	66	72	77	82	87	92	97
20	35	37	39	40	43	46	47	48	51	57	62	67	72	77	82	87	92	97
10	36	38	40	41	45	47	48	49	52	57	62	67	72	77	82	87	92	97
0	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-10	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-20	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-30	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-40	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97

Table 2. Use Table to Adjust Tire Pressure Inside Garage for Colder Outside Temperature (Metric Units)[1]

** Do Not Inflate Tire Higher than Maximum Pressure Stamped on Tire Sidewall. **

Table is based on a Garage Temperature of 21˚C. Max Pressure Adjustment is 50 kPa.

Outside Temperature (˚C)	Tire Placard Pressure (kPa)																	
	205	220	235	240	260	275	285	290	310	345	380	415	450	485	515	550	585	620
21	205	220	235	240	260	275	285	290	310	345	380	415	450	485	515	550	585	620
16	215	230	240	250	270	285	290	295	315	350	385	420	460	495	530	565	600	635
10	220	235	250	255	275	290	295	305	325	365	400	435	470	505	545	580	615	650
4	230	240	255	260	285	295	305	310	340	370	405	440	485	515	550	595	625	660
-1	235	250	260	270	290	305	315	325	345	380	420	455	495	530	565	600	635	670
-7	240	255	270	275	295	315	325	330	350	395	425	460	495	530	565	600	635	670
-12	250	260	275	285	310	325	330	340	360	395	425	460	495	530	565	600	635	670
-18	255	270	285	290	310	325	330	340	360	395	425	460	495	530	565	600	635	670
-23	255	270	285	290	310	325	330	340	360	395	425	460	495	530	565	600	635	670
-29	255	270	285	290	310	325	330	340	360	395	425	460	495	530	565	600	635	670
-34	255	270	285	290	310	325	330	340	360	395	425	460	495	530	565	600	635	670
-40	255	270	285	290	310	325	330	340	360	395	425	460	495	530	565	600	635	670

[1]When Outside (Ambient) Temperature is greater than 21˚C (70˚F), Inflate tires to placard pressure.
[1]Use the table to adjust tire pressure for P-metric and LT tires only.
[1]Do NOT use table for Commercial Truck Tires (i.e. 19.5 inch tires for F450 & F550). See F-Super Duty Service Manual for tire inflation procedure.

N0057700

Tire Pressure Monitoring System (TPMS) Indicator Flashes For 70 seconds From Key ON And Then Remains On Continuously

The TPMS indicator flashes for 70 seconds and then remains on continuously if the TPMS is malfunctioning. The TP_STAT PID can be used to determine why the TPMS indicator is flashing.

Tire Pressure Monitoring System (TPMS) PID Definitions

TPM / VSM Status PID

The TPM / VSM monitors the TPMS status. The TPMS status can be monitored using the scan tool PID TP_STAT. The PID has 4 valid states:

1. TP_STAT = SENSOR FAULT.
   - SENSOR FAULT is displayed if the TPM / VSM has not heard from 1 to 3 TPMS sensors for 20 minutes when the vehicle speed is above 32 km/h (20 mph).

2. TP_STAT = SYSTEM FAULT.
   - SYSTEM FAULT is displayed if the TPM / VSM does not receive a signal transmission from all 4 TPMS sensors for 20 minutes and the vehicle speed is above 32 km/h (20 mph).

3. TP_STAT = LOW.
    - LOW is displayed if the TPM / VSM has detected that at least 1 TPMS sensor is reporting low tire pressure.

4. TP_STAT = ACTIVE.
    - ACTIVE is displayed if the TPMS is functioning normally.

TPMS Last Warning Event PID Definitions

The TPMS uses the TPMS last warning event PIDs to store detailed information about the last 5 times the TPMS indicator was illuminated. These PIDs can be used to acquire more information about a particular TPMS event.

EVT1_IGN through EVT5_IGN

The number of key cycles since the TPMS indicator was illuminated. This PID cycles from zero to 255 and then starts over from zero again. Use this PID to determine how long ago a TPMS event occurred and the time (in key cycles) between events.

EVT1_TLOC through EVT5_TLOC

This is the last programmed location for the sensor causing each TPMS event. Due to tire rotation, the sensor may no longer be at the location indicated. It is suggested that all the PIDs be recorded, the system retrained, and the sensor identifier PIDs be used to pinpoint the actual location of each sensor.

EVT1_PSI through EVT5_PSI

This is the tire pressure associated with each TPMS indicator event. This can be used to identify the TPMS events that were due to low pressure and to determine when a sensor is transmitting inaccurate tire pressure.

EVT1_STAT through EVT5_STAT

Describes the warning status of each TPMS event by using the information received from the TPMS status (TP_STAT) PID. If there is a communication issue, the status could be NORMAL.

- UNKNOWN
- NORMAL (normal operation)
- LOW (low pressure event)
- FAULT (sensor fault or system fault)

EVT1_TxID through EVT5_TxID

This is the unique identifier of the sensor involved in each TPMS event. EVT1 is the most recent event that triggered the TPMS indicator.

Wheel Rotation and Sensor Training Techniques

Moving a Problem Sensor/Wheel to a Different Position

If a sensor in a certain location has caused several events, yet the sensor trains and seems to operate normally, moving that particular sensor/wheel to a different location on the vehicle can isolate the issue to a certain sensor/wheel location. Carry out a road test following sensor/wheel relocation to attempt to recreate the fault. This determines whether the fault followed the sensor or remained in the original sensor location.

Training Sensors in a Different Order

This is a technique to get past a left front sensor that may not be responding to determine if the remaining sensors train to the module. This can help save time determining if other sensors are having issues or if the module is experiencing training difficulties with a certain location.

NOTE: Training known good sensors from another vehicle cannot differentiate between a faulted module and RFI .

Training Known Good Sensors From Another Vehicle

Use this technique to differentiate between a sensor fault and a module fault. If neither the originally installed sensors nor the known good sensors can be trained, then a module fault or RFI concern is present. See items that cause RFI , below. Do not replace the original sensors.

Items That Cause RFI

Non-OEM Equipment

The following equipment has been found to cause RFI :

- Video equipment has been found to cause RFI especially when the video and power supply lines are near the TPMS .
- Car alarms (even those installed by dealerships) can create enough RFI to cause the TPMS to malfunction or lose considerable range. These car alarms can sometimes be difficult to locate, as they are usually hidden somewhere out of the way.
- Many different in-vehicle cell phone chargers have been found to cause considerable RFI . The vehicles with the power point closest to the TPM / VSM are the most affected. It must be noted that most cell phone chargers do not produce high levels of RFI all of the time. This depends on the state of charge of the cell phone battery. The phone must be almost completely discharged in some cases.
- Power supplies and DC/AC inverters typically create significant RFI . Most consumer grade equipment has very little filtering or shielding.

OEM Modules

In some cases, the RFI may actually be caused by a module or ground on the vehicle. A poor ground or loose ground shield can disable the system. Modules that have microcontrollers using clock circuits to create the timing pulses for the microprocessor may radiate RFI .

Using Customer's Electronics to Pinpoint the Radio Frequency Interference (RFI) Source

This can be a way to determine the cause of an issue well before the sensors and module are replaced with little or no affect on the system performance. Since this takes more up-front work, it relies on working with the customer to determine what equipment was being used at the time of the event.

Options for Eliminating Intermittent TPMS Conditions Caused by RFI

- If an OEM component or customer device is causing an RFI issue, the device can be replaced.
- If a phone charger is causing an RFI issue, the customer should consult with their cell phone provider to acquire a different phone charger.
- If a device such as an dealer-installed alarm is causing an RFI issue, the device could be moved to another location on the vehicle. In the case of a portable device, the power cord could be moved to another power point location.

In summary, if the RFI source is present and cannot be moved or replaced, the intermittent issue remains. The TPMS system must accept RFI and the unwanted system operation it can cause.

Inspection and Verification

1. Keep the following items in mind when diagnosing any TPMS related issue:
    - The tire pressure sensors are not designed to be used with aftermarket wheels. The use of run-flat tires (tires with steel body cord plies in the tire sidewall) that are not originally equipped, may block the TPMS signal and are not recommended.
    - Non-OEM modifications made to the vehicle may result in false TPMS warnings.
    - Swapping wheels on vehicles with the same TPMS sensors sets a fault if the sensors are not trained. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section.
    - The tire pressure calibrations in the TPM / VSM for the system cannot be changed to use lower tire pressures than those listed on the Vehicle Certification (VC) label.
    - Certain non-OEM electronic equipment may cause RFI and false TPMS warnings. To aid in

diagnosis, obtain information from the owner regarding any equipment that has been added or was in use at the time the TPMS fault occurred.
- It may be necessary to disconnect any electronic add-on equipment to verify its impact on TPMS operation. For intermittent cases, it may be necessary to ask the customer to provide portable electronic equipment to verify its impact on the system.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Low tire pressure • Tire Pressure Monitoring System (TPMS) sensor damaged or missing • Spare tire installed as a road wheel • Incorrect TPMS sensor installed • TPMS sensor installed incorrectly • Non-OEM wheels installed (aftermarket rims) • Non-OEM equipped run-flat tires installed • Other non-OEM modifications (roll cages, service barriers, part racks, ladder racks)	• Wiring, terminals or connectors • Electrical connectors • TPM / VSM missing or damaged • Aftermarket electronic accessories (in-car chargers or supplies, DC/AC inverters, video screens, car alarms)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record Continuous Memory Diagnostic Trouble Codes (CMDTCs).

8. Clear the CMDTCs and carry out the self-test diagnostics for the TPM / VSM module.

9. If the DTCs retrieved are related to the concern, go to the TPM / VSM DTC Chart. For all other DTCs, refer to the Master DTC Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) DTC Chart

DTC	Description	Action
B106A	TPMS Sensor Pressure Range Bit Incorrect State	GO to Pinpoint Test D .
B106B	Tire Pressure Sensor Low Battery	DTC B106B can be set during TPM / VSM configuration. If DTC B106B was set during configuration, DISREGARD the DTC. If DTC B106B was not set during configuration. GO to Pinpoint Test D .
B106E	Solid State Driver Disabled Due To Short Circuit	GO to Pinpoint Test E .
B106F	Module Disabled Due To External Fault	GO to Pinpoint Test E .
B1217	Horn Relay Coil Circuit Failure	If the horn sounds continuously, REFER to Section 413-06 . If the horn does not sound continuously, GO to Pinpoint Test E .
B1218	Horn Relay Coil Circuit Short to VBatt	GO to Pinpoint Test E .
B1317	Battery Voltage High	GO to Pinpoint Test F .
B1342	ECU Is Faulted	**NOTE:** If other DTCs are present, REPAIR them before installing a new component. CLEAR the DTCs. REPEAT the self-test. If DTC B1342 is retrieved, INSTALL a new module. REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
B1359	Ignition Run/Acc Circuit Failure	GO to Pinpoint Test G .
B1363	Ignition Start Circuit Failure	GO to Pinpoint Test G .
B2477	Module Configuration Failure	Only present in a new or reconfigured module. To configure the TPM / VSM REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
B2868	Left Front Tire Pressure Sensor Fault	Only present in a new or reconfigured module. To configure the TPM / VSM REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
B2869	Right Front Tire Pressure Sensor Fault	Only present in a new or reconfigured module. To configure the TPM / VSM REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section.
B2870	Right Rear Tire Pressure Sensor Fault	Only present in a new or reconfigured module. To configure the TPM / VSM . REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
B2871	Left Rear Tire Pressure Sensor Fault	Only present in a new or reconfigured module. To configure the TPM / VSM . REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
B2872	Tire Pressure Sensor Fault	If DTC B287A is also present, GO to Pinpoint Test K . Otherwise, GO to Pinpoint Test J .
B287A	Tire Pressure System Fault	GO to Pinpoint Test K .
C2780	ECU in Manufacturer	To configure the TPM / VSM REFER to Tire Pressure Monitoring System

	Sub-state	(TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
U0155	Lost Communication With Instrument Panel Cluster	GO to Pinpoint Test L.
U2023	Fault Received From External Node	RETRIEVE and REPAIR all non-network DTCs in the IPC. REFER to Section 413-01.
U2050	No Application Present	CONFIGURE the TPM / VSM. REFER to Programmable Module Installation (PMI) in Section 418-01. CARRY OUT the TPM / VSM self-test. If DTC U2050 returns, INSTALL a new TPM / VSM. REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.

Symptom Chart

Symptom Chart

NOTE: Failure of a TPMS component may not cause the message center to display a fault message or a DTC to be stored. The Symptom Chart is a starting point to begin diagnosis of these concerns.

Condition	Possible Sources	Action
• Tire Pressure Monitoring System (TPMS) indicator ON continuously from key ON with no related DTCs present	• Tire pressure not set to specifications listed on the Vehicle Certification (VC) label	• GO to Pinpoint Test I.
• TPMS indicator flashes for 70 seconds from key ON and then remains on continuously	• TPMS sensor(s) not trained to the TPM / VSM • TPMS sensor(s) not installed • Spare tire in use or road wheel missing for extended duration • Incorrect TPMS sensor installed • Network communication concern • TPM / VSM	• RETRIEVE the DTCs. FOLLOW diagnostics for the DTCs present. REFER to DTC Charts in this section.
• The TPMS does not enter sensor training mode when using the TPMS sensor training procedure	• Stoplamp switch open circuitry • Vehicle communication network • TPM / VSM	• GO to Pinpoint Test H.
• The Tire Pressure Monitoring System (TPMS) enters sensor training mode but one or more sensors do not train and DTCs are present	• TPMS sensor(s) • Vehicle communication issue • TPM / VSM	• RETRIEVE and RECORD DTCs. REFER to Tire Pressure Monitoring System (TPMS) DTC Chart in this section.

• The Tire Pressure Monitoring System (TPMS) enters sensor training mode but one or more sensors do not train and no DTCs are present	• TPMS sensor(s) • Attempting to install a banded TPMS sensor that is not compatible with a valve stem mounted sensor	• TRAIN all 4 tire pressure sensors. REFER to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • If a sensor does not respond to the Tire Pressure Monitor Activation Tool, MOVE the vehicle to rotate the wheels at least one-fourth of a turn and ATTEMPT to activate the same sensor again. If the sensor still does not respond, ATTEMPT to activate the same sensor again using the customer activation tool (if available). If the sensor still fails to train, ATTEMPT to train the sensor with the vehicle doors open. • If the sensor(s) fails to train a second time, INSTALL a new sensor(s). REFER to Tire Pressure Monitoring System (TPMS) Sensor in this section.

Pinpoint Tests

Pinpoint Test D: DTCs B106A, B106B

Normal Operation

If there is a fault in the Tire Pressure Monitoring System (TPMS), such as a damaged or missing sensor(s), damaged module or a communication issue within the vehicle, DTCs are set in the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM). The TPMS warning indicator flashes for 70 seconds and then remains on continuously when the ignition switch is turned to the ON position.

- DTC B106A (TPMS Sensor Range Bit Incorrect State) — sets if an attempt has been made to train a non-compatible sensor.
- DTC B106B (Tire Pressure Sensor Low Battery) — sets if an attempt has been made to train a tire pressure sensor(s) with a low battery. This DTC can also set in the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) during configuration.

This pinpoint test is intended to diagnose the following:

- Non-compatible sensor
- Tire pressure sensor battery
- Tire pressure sensor(s)

PINPOINT TEST D: DTCs B106A, B106B

Test Step	Result / Action to Take
D1 DETERMINE WHICH SENSOR HAS A LOW BATTERY OR IS NON-COMPATIBLE	
• Train all 4 tire pressure sensors. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • **Did all of the tire pressure**	**Yes** CLEAR the DTCs. REPEAT the self-test. VERIFY system operation. **No** **Before installing a new sensor(s)** : If a sensor does not respond

sensors transmit correctly and did the horn sound when each tire pressure sensor transmitted to the TPM / VSM ?	to the Tire Pressure Monitor Activation Tool, MOVE the vehicle to ROTATE the wheels at least one-fourth of a turn and ATTEMPT to ACTIVATE the same sensor again. If the sensor still does not respond, ATTEMPT to ACTIVATE the same sensor again using the customer activation tool (if available). If the sensor still fails to train, ATTEMPT to TRAIN the sensor with the vehicle doors open. If the sensor(s) fails to train a second time, INSTALL a new tire pressure sensor(s). REFER to Tire Pressure Monitoring System (TPMS) Sensor in this section.

Pinpoint Test E: DTCs B106E, B106F, B1217 and B1218

Refer to Wiring Diagrams Cell 118 , Tire Pressure Monitoring System (TPMS) for schematic and connector information.

Normal Operation

The Tire Pressure Monitoring System (TPMS) uses the horn as a feedback signal during TPMS sensor training and activation by sending a ground signal to the Body Control Module (BCM). When the BCM receives this ground signal it activates the horn relay and sounds the horn.

The TPMS monitors the circuit for shorts to voltage, ground and opens. If one of these conditions is detected, the appropriate DTC sets.

The TPM / VSM utilizes a Field-Effect Transistor (FET) (in place of a fuse) to protect itself during a short circuit condition, the FET is also known as a solid state driver. The FET is only designed to withstand a certain amount of use.

The TPMS keeps track of how many times DTC B106E is set and once that counter reaches a predetermined number (based off of FET durability) DTC B106F (and usually B1342) set. DTCs B1217, B1218 and/or B106E also set along with B106F. The only way to clear B106F is by installing a new Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM). Repair the circuit conditions that set DTCs B1217, B1218 and/or B106E before installing a new TPM / VSM .

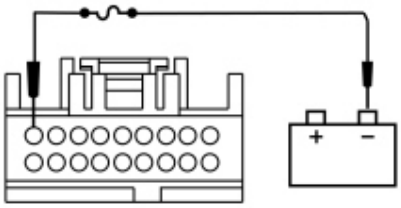
DTC Description	Fault Trigger Condition
• B1217 — Horn Relay Coil Circuit Failure	This DTC sets when the TPMS detects an open or a short to ground on horn control circuit. A short to ground on the horn control circuit causes the horn to sound continuously.
• B1218 — Horn Relay Coil Circuit Short to VBatt	This DTC sets when the TPMS detects a short to battery voltage.
• B106E — Solid State Driver Disabled Due to Short Circuit	This DTC sets when the TPMS has protected the horn control circuit and the horn driver has been deactivated until the vehicle is serviced.
• B106F — Module Disabled Due to External Fault	This DTC sets when DTC B106F indicates the horn control driver has reached the end of its life expectancy and has been permanently disabled.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- TPM / VSM
- BCM module

PINPOINT TEST E: DTCs B106E, B106F, B1217 AND B1218

Test Step	Result / Action to Take

E1 CHECK THE HORN OPERATION	
NOTICE: **If DTC B106F is present, correct the fault condition prior to installing a new Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM). Failure to correct the fault condition first may cause damage to the new TPM / VSM, resulting in a repeat repair.** • Push the horn pad. • **Does the horn sound?**	**Yes** GO to E2. **No** GO to Section 413-06 to diagnose the horn.
E2 CHECK THE HORN CIRCUIT FUNCTION	
NOTICE: **If the jumper wire fails, refer to the Wiring Diagrams Manual to identify the possible causes of the circuit short. After the repair: If no DTCs are present, test the system for normal operation. If DTC B106E is present, Clear the DTCs and repeat the self-test (required to enable the horn driver if DTC B106E is present). Test the system for normal operation. If DTC B106F is present, install a new TPM / VSM. Refer to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. Test the system for normal operation.** • Ignition OFF. • Disconnect: TPM / VSM C4321B. • Ignition ON. • Connect a fused jumper wire between the TPM / VSM, C4321B-9 CRH03 (BN), harness side and ground.  N0113349 • **Does the horn sound?**	**Yes** REMOVE the jumper wire. GO to E3 **No** REMOVE the jumper wire. REPAIR circuit CRH03 (BN) for an open circuit. CLEAR the DTCs and REPEAT the self-test.
E3 CHECK FOR CORRECT TPMS OPERATION	

• Disconnect all the TPM / VSM electrical connectors.
• Check the connectors for:
  ▪ corrosion.
  ▪ pushed-out pins.
  ▪ spread terminals.
• Connect all the TPM / VSM connectors and make sure that they are seated correctly.
• **Is the concern still present?**
	Yes
	INSTALL a new TPM / VSM. REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded

	connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test F: DTC B1317

Refer to Wiring Diagrams Cell 118 , Tire Pressure Monitoring System (TPMS) for schematic and connector information.

Normal Operation

The Tire Pressure Monitoring System (TPMS) monitors the voltage from the battery to determine if it exceeds specific thresholds. DTC B1317 sets in continuous memory if the TPMS detects battery voltage above 16 volts.

- DTC B1317 (Battery Voltage High) — sets if the voltage supplied to the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) exceeds 16 volts during the TPM / VSM self-test or normal operation, with vehicle speed greater than 5 km/h (3 mph).

This pinpoint test is intended to diagnose the following:

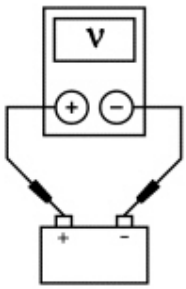
- Wiring, terminals or connectors
- Charging system concern
- TPM / VSM

PINPOINT TEST F: DTC B1317

NOTE: DTC B1317 can be set if the vehicle has been recently jump started or the battery has been recently charged. The battery may become discharged due to excessive load(s) on the charging system from aftermarket accessories or if the battery has been left unattended with the accessories on.

NOTE: Carry out a thorough inspection and verification before proceeding with the pinpoint test. Refer to Inspection and Verification in this section.

Test Step	Result / Action to Take
F1 RETRIEVE ALL CMDTCs IN ALL MODULES • Connect the scan tool. • Ignition ON. • Enter the following diagnostic mode on the scan tool: VSM Self-Test. • **Is DTC B1317 present?**	**Yes** REFER to Section 414-00 to diagnose the charging system. CLEAR all Continuous Memory Diagnostic Trouble Codes (CMDTCs). TEST the system for normal operation. **No** GO to F2 .
F2 CHECK BATTERY CONDITION • Ignition OFF. • Refer to Section 414-01 and carry out the battery condition test. • **Does the battery pass the condition test?**	**Yes** If the battery passed the condition test but required a recharge, REFER to Section 414-00 . CLEAR all CMDTCs . TEST the system for normal operation. If the battery passed the condition test and did not require a

	recharge, GO to F3 . **No** INSTALL a new battery. CLEAR all CMDTCs . TEST the system for normal operation.
F3 CHECK THE CHARGING SYSTEM VOLTAGE	
NOTE: Do not allow the engine rpm to increase above 2,000 rpm while performing this step or the generator may self-excite and result in default charging system output voltage. If engine rpm has gone above 2,000 rpm, shut the vehicle off and restart the engine before performing this step. • Start the engine. • Measure the voltage of the battery: ▪ Turn off all accessories and run the engine at 1,500 rpm for a minimum of 2 minutes.  AJ0210-A • **Is the battery voltage between 13-15.2 volts?**	**Yes** GO to F4 **No** REFER to Section 414-00 to diagnose battery and charging system. TEST the system for normal operation.
F4 CHECK FOR CORRECT TPMS OPERATION	
• Disconnect all the TPM / VSM electrical connectors. • Check the connectors for: ▪ corrosion. ▪ pushed-out pins. ▪ spread terminals. • Connect all the TPM / VSM connectors and make sure that they are seated correctly. • **Is the concern still present?**	**Yes** INSTALL a new TPM / VSM . REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test G: DTCs B1359 and B1363

Refer to Wiring Diagrams Cell 118 , Tire Pressure Monitoring System (TPMS) for schematic and connector information.

Normal Operation

The Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) receives voltage from the Central Junction Box (CJB).

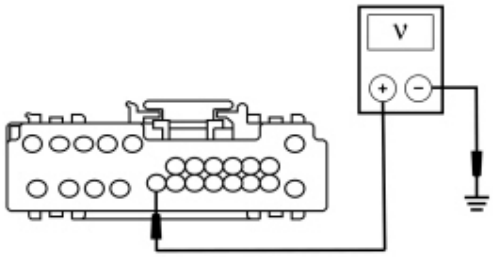
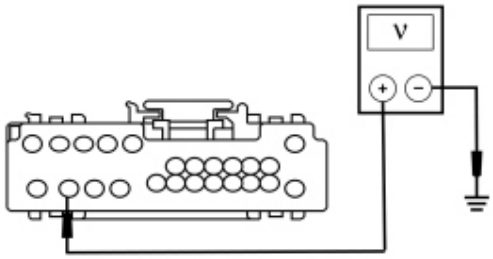
- DTC B1359 (Ignition Run/Acc Circuit Failure) — sets if the TPMS detects that the RUN/ACC input is open or shorted to ground. This DTC also sets set if the self-test is performed with the ignition in the OFF or ACC positions.
- DTC B1363 (Ignition Start Circuit Failure) — sets if the TPMS detects that the RUN/START input is open or shorted to ground. This DTC also sets set if the self-test is performed with the ignition in the OFF or ACC positions.

This pinpoint test is intended to diagnose the following:

- Fuse(s)
- Wiring, terminals or connectors
- TPM / VSM
- Ignition switch

PINPOINT TEST G: DTCs B1359 and B1363

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
G1 CHECK VOLTAGE TO THE TPM / VSM • Ignition In ACC. • Disconnect: TPM / VSM C4321A. • Ignition ON. • Measure the voltage between the TPM / VSM C4321A-20, circuit CBP26 (BU/WH), harness side and ground.  N0113350 • Measure the voltage between the TPM / VSM C4321A-23, circuit CBP23 (BN/YE), harness side and ground.  N0113351 • **Are the voltages greater than 10 volts?**	**Yes** GO to G2 **No** VERIFY the CJB fuses 26 (7.5A) and 23 (10A) are OK. If OK, REPAIR open in circuit CBP26 (BU/WH) or circuit CBP23 (BN/YE). If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the short circuit.

G2 CHECK FOR CORRECT TPMS OPERATION	

• Disconnect all the TPM / VSM electrical connectors.
• Check the connectors for:
  ▪ corrosion.
  ▪ pushed-out pins.
  ▪ spread terminals.
• Connect all the TPM / VSM connectors and make sure that they are seated correctly.
• **Is the concern still present?**
	Yes
	INSTALL a new TPM / VSM. REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test H: The Tire Pressure Monitoring System (TPMS) Does Not Enter Sensor Training Mode When Using the TPMS Sensor Training Procedure

Normal Operation

For the TPMS to enter TPMS sensor training mode, the TPM / VSM must receive valid inputs from the stoplamp switch (OFF-ON-OFF) and it must receive valid Vehicle Speed Sensor (VSS) input (0 km/h [0 mph]). The TPM / VSM also monitors the ignition switch status (both OFF and RUN). Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section for the complete sensor training procedure.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Stoplamp switch state
- TPM / VSM

PINPOINT TEST H: TPM / VSM DOES NOT ENTER SENSOR TRAINING MODE WHEN USING THE TPMS TRAINING PROCEDURE

Test Step	Result / Action to Take
H1 RETRIEVE THE RECORDED DTCs FROM THE SELF-TEST	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: VSM Self-Test. • **Are there any TPM / VSM DTCs present?**	**Yes** GO to the TPM / VSM DTC chart in this section. **No** GO to H2
H2 CHECK THE TPMS BRAKE ON/OFF (BOO_INPUT) PID	
• Enter the following diagnostic mode on the scan tool: VSM DataLogger. • Monitor the BOO_INPUT PID (TPMS receives the brake pedal information from the Instrument Panel Cluster (IPC)). • Press and release the brake pedal while monitoring the PID. • **Do the brake pedal PID values match the brake pedal positions?**	**Yes** GO to H3. **No** REFER to Section 417-01 to continue diagnosis of the stoplamps.
H3 CHECK THE TPMS VEHICLE SPEED SENSOR (VSS) PID	
• Monitor the VSS PID (TPMS	**Yes**

receives vehicle speed from the IPC). • **Is the vehicle speed less than 5 km/h (3 mph)?**	GO to H4 . **No** REFER to Section 413-01 continue diagnosis of the vehicle speed.
H4 CHECK FOR CORRECT TPMS OPERATION	
• Disconnect all the TPM / VSM electrical connectors. • Check the connectors for: ▪ corrosion. ▪ pushed-out pins. ▪ spread terminals. • Connect all the TPM / VSM connectors and make sure that they are seated correctly. • Attempt to train the TPMS sensors again. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • **Is the concern still present?**	**Yes** The TPMS sensors may not be present. DISMOUNT the tire. REFER to Wheel and Tire in this section. VERIFY that the sensors are present and mounted to the wheels. If missing, INSTALL new TPMS sensors. If the TPMS sensors are present, INSTALL a new TPM / VSM . REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test I: TPMS Indicator On Continuously From Key ON With No Related DTCs Present

Normal Operation

The TPMS function compares each tire pressure sensor transmission against a low pressure limit. If the pressure falls below this limit, the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) communicates this on the Medium Speed Controller Area Network (MS-CAN) to the Instrument Panel Cluster (IPC). The IPC illuminates the TPMS indicator.

This pinpoint test is intended to diagnose the following:

- Low tire pressure
- Spare tire in use
- Stuck TPMS sensor

PINPOINT TEST I: TPMS INDICATOR ON CONTINUOUSLY FROM KEY ON WITH NO TPMS RELATED DTCs PRESENT IN THE TPM / VSM

Test Step	Result / Action to Take
I1 DETERMINE TPMS SYSTEM STATUS (TP_STAT) PID	
• Connect the scan tool. • Ignition ON. • Enter the following diagnostic mode on the scan tool: VSM DataLogger. • Read and record the TP_STAT PID. • **Is the TPMS system status LOW?**	**Yes** GO to I2 . **No** IF TP_STAT = SENSOR FAULT, GO to Pinpoint Test J . IF TP_STAT = SYSTEM FAULT, GO to Pinpoint Test K . IF TP_STAT = SYSTEM ACTIVE, the TPMS system is working as designed at this time. If an issue was reported by the customer, REFER to the symptom chart in this section.
I2 CHECK LOW PRESSURE DETECTED	

NOTE: The spare tire is not programmable even if it is equipped with a TPMS sensor. If a damaged road wheel is located in the trunk, the sensor may still be recognized by the TPM / VSM as low. Make sure the spare tire is not currently in use. To restore TPMS functionality, repair the damaged road wheel and re-mount it to the vehicle. • Check spare tire location. • **Is the spare tire in use?**	**Yes** REPAIR and REMOUNT the wheel to the vehicle. REFER to Wheel and Tire in this section. ADJUST tire pressures to the required pressure as defined on the Vehicle Certification (VC) label located in the driver door jam. **No** GO to I3.
I3 CHECK FOR LOW TIRE PRESSURE	
• Using the Digital Tire Gauge, measure and record the tire pressure in all 4 road tires. • Adjust the pressure for those found to be below the specification listed on the VC label. • Activate each sensor at least twice with the training tool or customer activation tool to make sure the module gets the latest tire pressure data. Refer to Tire Pressure Monitoring System (TPMS) Sensor Activation or drive the vehicle for at least 2 minutes above 32 km/h (20 mph) to clear the low pressure warning. Do not train the sensors at this time. • **Has the TPMS indicator gone out?**	**Yes** The system is functioning normally. INFORM the customer that correct tire pressure maintenance is a customer responsibility and the details are provided in the Owner's Literature. **No** GO to I4.
I4 CHECK FOR STUCK TPMS SENSOR	

• Read and record the following PIDs:
  ▪ LF_PRES
  ▪ RF_PRES
  ▪ LR_PRES
  ▪ RR_PRES
• Using the Digital Tire Gauge, measure the actual tire pressures.
• Compare the tire pressure PIDs with the actual tire pressures.
• **Do the compared tire pressure values match within ± 5 psi and has the TPMS indicator gone out?**
	Yes
	The system is functioning normally.
	
	No
	INSTALL a new TPMS sensor(s). REFER to Tire Pressure Monitoring System (TPMS) Sensor in this section.

Pinpoint Test J: DTC B2872

Normal Operation

If there is a concern with 1, 2 or 3 TPMS sensors, the TPMS sets DTC B2872. The TPMS indicator flashes for 70 seconds from key ON and then remains ON continuously. This symptom occurs when the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) does not hear from a sensor or is incapable of hearing a sensor (s) for 20 minutes.

- DTC B2872 (Tire Pressure Sensor Fault) — sets if the TPMS has been unable to communicate with 1 or more sensors (up to 3) for more than 20 minutes.

This pinpoint test is intended to diagnose the following:

- TPMS sensors not trained to the TPMS
- TPMS sensors not transmitting / damaged
- TPMS sensors missing
- Incorrect TPMS sensor installed
- Spare tire in use
- Radio Frequency Interference (RFI)

PINPOINT TEST J: DTC B2872

NOTE: If the vehicle has been stationary for more than 30 minutes, the sensors go into "sleep mode" to

conserve battery power. It becomes necessary to wake them up so that they transmit the latest tire pressure information to the TPM / VSM . Refer to Tire Pressure Monitoring System (TPMS) Sensor Activation in this section.

Test Step	Result / Action to Take
J1 CHECK TPMS SENSOR IDENTIFIERS AND FOR SPARE TIRE USE	**Yes** REPAIR and REMOUNT the wheel to the vehicle. REFER to Wheel and Tire in this section. ADJUST the tire pressure to the required pressure as specified on the Vehicle Certification (VC) label located in the driver door jam. **No** GO to J2 .

NOTE: Make sure that all aftermarket electronic equipment has been disconnected (if possible) and that the customer has been questioned about the kinds of electronic equipment they may have been using in the vehicle when this issue was identified.
• Connect the scan tool.
• **NOTE:** A spare tire cannot be programmed to the vehicle, even if equipped with a TPMS sensor. If a damaged road wheel is located in the trunk and the TPM / VSM cannot communicate with it, or if the damaged wheel has been dropped off at a dealership or repair shop, the TPM / VSM sets a TPMS sensor fault.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: VSM DataLogger.
• Read and record the following PIDs:
  ▪ Left Front Tire Transmitter Identifier (LF_ID)
  ▪ Right Front Tire Transmitter Identifier (RF_ID)
  ▪ Left Rear Tire Transmitter Identifier (LR_ID)
  ▪ Right Rear Tire Transmitter Identifier (RR_ID)
• **Is the spare tire in use?**	

J2 CARRY OUT TPMS SENSOR TRAINING	**Yes** GO to J3 . **No** GO to J4 .
• Training the TPMS sensors. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • **Did all the sensors train?**	
J3 COMPARE THE SENSOR IDENTIFIERS BEFORE AND AFTER SENSOR TRAINING	**Yes** Sensor identifiers that did not match were mounted to the vehicle without the required sensor training. Sensor training in the previous step has corrected the condition. **No** REFER to Tire Pressure Monitoring System (TPMS) PID Definitions in this section for more information on repairing intermittent conditions .

• Ignition ON.
• Enter the following diagnostic mode on the scan tool: VSM DataLogger.
• Read and record the following PIDs:
  ▪ Left Front Tire Transmitter Identifier (LF_ID)
  ▪ Right Front Tire Transmitter Identifier (RF_ID)
  ▪ Left Rear Tire Transmitter Identifier (LR_ID)
  ▪ Right Rear Tire Transmitter Identifier (RR_ID)
• Compare the recorded transmitter identifier PID readings taken before sensor training with the readings taken after sensor training.
• **Did all the sensors match?**	

J4 SENSOR(S) NOT RESPONDING TO TRAINING	**Yes** The system is functioning normally. **No** REFER to Tire Pressure Monitoring System (TPMS) principles of operation in this section for additional information on training sensors.
• **NOTE:** Sensor(s) that fail to train may be broken, missing, effected by RFI or the wrong sensor(s) may be installed. • Dismount tire and inspect the suspect TPMS sensor(s). • Install a new sensor(s) as necessary. Refer to Tire Pressure Monitoring System (TPMS) Sensor in this section. • Retrain the TPMS sensors. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • **Did all the tire pressure sensors transmit to the TPM / VSM ?**	

Pinpoint Test K: DTCs B2872, B287A

NOTE: If the vehicle has been stationary for more then 30 minutes, the sensors go into sleep mode to conserve battery power. It becomes necessary to wake them up to transmit the latest tire pressure information to the Tire Pressure Monitoring System (TPMS). Refer to Tire Pressure Monitoring System (TPMS) Sensor Activation in this section.

Normal Operation

The TPMS normally receives a response from all 4 sensors, if the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) does not receive a response from one or more sensors, the TPMS system sets DTCs B2872 and B287A. When no response is received from all four sensors, the TPMS indicator flashes for 70 seconds from key ON and then remains ON continuously.

- DTC B2872 (Tire Pressure Sensor Fault) — sets if the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) has been unable to communicate with 1 or more sensors (up to 3) for more than 20 minutes.
- DTC B287A (Tire Pressure System Fault) — sets if the TPM / VSM has been unable to communicate with all 4 sensors for more than 20 minutes.
- TP_STAT = SYSTEM FAULT is displayed if the TPM / VSM does not receive a signal transmission from all 4 TPMS sensors for 20 minutes and the vehicle speed is above 32 km/h (20 mph).

This pinpoint test is intended to diagnose the following:

- TPMS sensors not trained to the TPM / VSM
- TPMS sensors missing
- Incorrect TPMS sensor installed
- TPMS
- Radio Frequency Interference (RFI)

PINPOINT TEST K: DTCs B2872, B287A

NOTE: If the vehicle has been stationary for more than 30 minutes, the sensors go into sleep mode" to conserve battery power. It is necessary to wake them up to transmit the latest tire pressure information to the TPM / VSM . Refer to Tire Pressure Monitoring System (TPMS) Sensor Activation in this section.

Test Step	Result / Action to Take
K1 CHECK TPMS SENSOR IDENTIFIERS (IDs) AND CARRY OUT TPMS SENSOR TRAINING PROCEDURE	

NOTE: Make sure that all aftermarket electronic equipment has been disconnected (if possible) and that the customer has been questioned about the kinds of electronic equipment they may have been using in the vehicle when this issue was identified.
• Connect the scan tool.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: VSM DataLogger.
• Read and record the following PIDs:
  ▪ Left Front Tire Transmitter Identifier (LF_ID)
  ▪ Right Front Tire Transmitter Identifier (RF_ID)
  ▪ Left Rear Tire Transmitter Identifier (LR_ID)
  ▪ Right Rear Tire Transmitter Identifier (RR_ID)
• Train the TPMS sensors. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: VSM DataLogger .
• Read and record the following PIDs:
  ▪ Left Front Tire Transmitter Identifier (LF_ID)
	Yes
	GO to K2 .
	
	No
	GO to K3 .

▪ Right Front Tire Transmitter Identifier (RF_ID) ▪ Left Rear Tire Transmitter Identifier (LR_ID) ▪ Right Rear Tire Transmitter Identifier (RR_ID) • **Did all the sensors train?**	
K2 COMPARE THE SENSOR IDENTIFIERS BEFORE AND AFTER SENSOR TRAINING	
• Read and record the following PIDs: ▪ Left Front Tire Transmitter Identifier (LF_ID) ▪ Right Front Tire Transmitter Identifier (RF_ID) ▪ Left Rear Tire Transmitter Identifier (LR_ID) ▪ Right Rear Tire Transmitter Identifier (RR_ID) • Compare the recorded PID readings taken before sensor training with the readings taken after sensor training. • **Did all the sensors match?**	**Yes** If all the sensors trained, REFER to Tire Pressure Monitoring System (TPMS) principles of operation in this section for additional Information on training sensors. **No** Any sensor identifiers that do not match were mounted to the vehicle without the required sensor training. REFER to Tire Pressure Monitoring System (TPMS) Sensor Training in this section.
K3 SENSOR(S) NOT RESPONDING TO TRAINING	
• **NOTE:** Sensor(s) that won't train may be broken, missing, or the wrong sensor(s) may be installed. • Dismount tire and inspect the suspect TPMS sensor(s). • Install a new sensor(s) as necessary. Refer to Tire Pressure Monitoring System (TPMS) Sensor in this section. • Retrain the TPMS sensors. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • **Did all the TPMS sensors transmit to the TPM / VSM ?**	**Yes** The system is functioning normally. **No** GO to K4 .
K4 CHECK TPMS SYSTEM OPERATION	
• Disconnect all the TPM / VSM electrical connectors. • Check the connectors for: ▪ corrosion. ▪ pushed-out pins. ▪ spread terminals. • Connect all the TPM / VSM connectors and make sure that they are seated correctly. • Attempt to train the TPMS sensors again. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • **Is the concern still present?**	**Yes** GO to K5 . **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
K5 CHECK TPM / VSM	
NOTE: Make sure that all aftermarket electronic equipment has been disconnected (if possible) and that the customer has been questioned about the kinds of electronic equipment they may have been using in the vehicle when this issue was identified. A faulty TPM / VSM and a module affected by can behave in the same way. Care must be taken to make sure the root cause of the issue is clearly identified. • Attempt to train the TPMS sensors with all aftermarket electronic equipment disconnected. Refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section. • **Did all the TPMS sensors transmit to the TPM / VSM ?**	**Yes** If the concern and/or DTCs return after the road test, the customer needs to be informed that their aftermarket equipment is causing unwanted RFI with the TPM / VSM and the system is functioning as designed under Federal Communications guidelines. **No** INSTALL a new TPM / VSM . REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.

Pinpoint Test L: DTC U0155

Refer to Wiring Diagrams Cell 118 , Tire Pressure Monitoring System (TPMS) for schematic and connector information.

Normal Operation

- DTC U0155 (Lost Communication With Instrument Panel Cluster) — this DTC sets in the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) if the vehicle speed or stoplamp switch messages that should be received from the Instrument Panel Cluster (IPC) are missing for 10 seconds or longer. If a communications failure is detected by the TPM / VSM , the DTC U0155 is present in the module.

This pinpoint test is intended to diagnose the following:

- Network communication concern
- IPC
- TPM / VSM

PINPOINT TEST L: DTC U0155

Test Step	Result / Action to Take
L1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to L2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
L2 CHECK THE COMMUNICATION NETWORK	
• Enter the following diagnostic mode on the scan tool: IPC Network Test. • Carry out the network test. • **Does the IPC pass the network test?**	**Yes** GO to L3 . **No** REFER to Section 418-00 .
L3 RETRIEVE THE RECORDED DTCs FROM THE TPM / VSM AND IPC SELF-TESTS	
• Check for recorded TPM / VSM and IPC DTCs from the self-test. • **Is DTC U3003:16 (or B1318) or DTC U3003:17 (or B1317) recorded?**	**Yes** For the TPM / VSM , REFER to DTC Chart in this section. For the IPC , REFER to Section 413-01 . **No** GO to L4 .
L4 CHECK FOR DTC U0155 SET IN OTHER MODULES	
• Clear the DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: VSM Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0155:00 or DTC**	**Yes** INSTALL a new IPC . REFER to Section 413-01 . TEST the system for normal operation. REPEAT the ABS module self-test. **No** INSTALL a new TPM / VSM . REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan or Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback in this section. TEST the system for normal operation.

U0155 set in more than one module?	

Tire Pressure Monitoring System (TPMS) Sensor Training

Special Tool(s)

ST2941-A	Activation Tool, Tire Pressure Monitor 204-363, or Customer Activation Tool, Tire Pressure Monitor 8CZT-1A203-AA
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

NOTE: If the vehicle has been stationary for more than 30 minutes, the sensors will go into a "sleep mode" to conserve battery power. It will be necessary to wake them up so they will transmit the latest tire pressure information to the Tire Pressure Monitor (TPM)Vehicle Security Module (VSM). For additional information, refer to Tire Pressure Monitoring System (TPMS) Sensor Activation in this section.

NOTE: The TPMS Sensor Training procedure must be done on a single vehicle, in an area without Radio Frequency Interference (RFI) and at least 1 m (3 ft) away from other vehicles equipped with TPMS .

RFI is generated by certain electrical motors and appliance operation, cellular telephone chargers, remote transmitters, power inverters and portable entertainment equipment.

NOTE: The TPM / VSM has a 2-minute time limit between sensor responses. If the TPM / VSM does not recognize any 1 of the 4 tire pressure sensors during this time limit, the horn will sound twice and the entire procedure must be repeated.

NOTE: For vehicles with different front and rear tire pressures the tire pressure sensors must be trained following a tire rotation. Failure to train the sensors will cause the TPMS indicator to illuminate.

1. **NOTE:** An animated version of this procedure is available on-line.

   Turn the ignition switch to the OFF position, then press and release the brake pedal.

2. Cycle the ignition switch from the OFF position to the RUN position 3 times, ending in the RUN position.

3. Press and release the brake pedal.

4. Turn the ignition switch to the OFF position.

5. Turn the ignition switch from the OFF position to the RUN position 3 times, ending in the RUN position.
   - The horn will sound once and the TPMS indicator will flash if the training mode has been entered successfully.

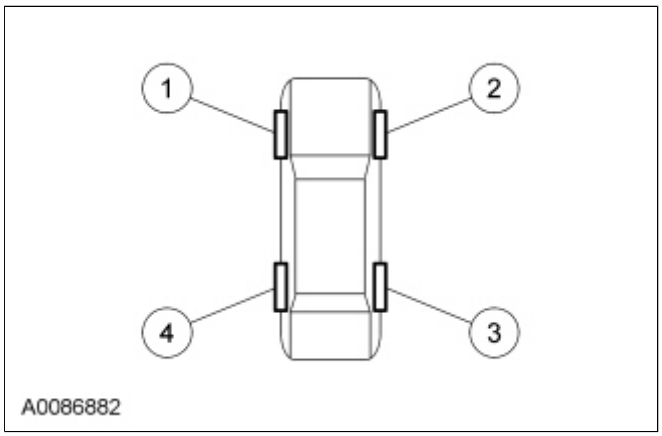
6. **NOTE:** It may take up to 6 seconds to activate a tire pressure sensor. During this time, the Tire

Pressure Monitor Activation Tool must remain in place at the valve stem.

NOTE: If a sensor does not respond to the Tire Pressure Monitor Activation Tool, move the vehicle to rotate the wheels at least one-fourth of a turn and attempt to activate the same sensor again. If the sensor still does not respond, attempt to activate the same sensor again using the customer activation tool (if available). If the sensor still fails to train, attempt to train the sensor with the vehicle doors open.

Place the Tire Pressure Monitor Activation Tool on the LF tire sidewall at the valve stem. Press and release the test button on the Tire Pressure Monitor Activation Tool. The horn will sound briefly to indicate that the tire pressure sensor has been recognized by the TPM / VSM . An animated version of this procedure is available on-line.

7. Within 2 minutes of the horn sounding, place the Tire Pressure Monitor Activation Tool on the RF tire sidewall at the valve stem and press and release the test button to train the RF tire pressure sensor.



8. **NOTE:** Do not wait more than 2 minutes between training each sensor or the TPM / VSM will time out and the entire procedure must be repeated.

   Repeat Step 7 for the RR and LR tires.
   The procedure is completed after the last tire has been trained.
   Successful completion of the training procedure will be verified by turning the ignition switch to the OFF position without the horn sounding. If the horn sounds twice when the switch is turned to the OFF position, the training procedure was not successful.

9. Using the scan tool, locate the updated TPMS sensor identifiers trained to the TPM / VSM and document them on the applicable warranty claim.

10. **NOTE:** This step is required to clear DTC C2780, cause the TPM / VSM to exit the manufacturing mode and to make sure there are no other concerns with a newly programmed TPM / VSM .

    If the sensors are being trained due to the installation of a new TPM / VSM , clear any DTCs and carry out the TPM / VSM On-Demand Self Test.

Tire Pressure Monitoring System (TPMS) Sensor Activation

Special Tool(s)

ST2941-A	Activation Tool, Tire Pressure Monitor 204-363, or Customer Activation Tool, Tire Pressure Monitor

NOTE: The tire pressure sensors will go into a "sleep mode" when a vehicle is stationary to conserve battery power. The sensors do not transmit information while in sleep mode. It will be necessary to wake them up so they will transmit the latest tire pressure information.

1. Turn the ignition switch to the ON position.

2. Position the Tire Pressure Monitor Activation Tool against the LF tire sidewall at the tire valve stem.

3. **NOTE:** The Tire Pressure Monitor Activation Tool will provide feedback in the form of a flashing green light and a beep sound for each successful response from a tire pressure sensor. This feedback may not always be present, do not rely on it as a confirmation that the module heard a particular sensor.

   NOTE: If a sensor does not respond to the Tire Pressure Monitor Activation Tool, move the vehicle to rotate the wheels at least one-fourth of a turn and attempt to activate the same sensor again. If the sensor still does not respond, attempt to activate the same sensor again using the customer activation tool (if available). If the sensor still fails to train, attempt to train the sensor with the vehicle doors open.

   Press the test button on the Tire Pressure Monitor Activation Tool to activate the sensor. Activate the sensor at least 2 times.

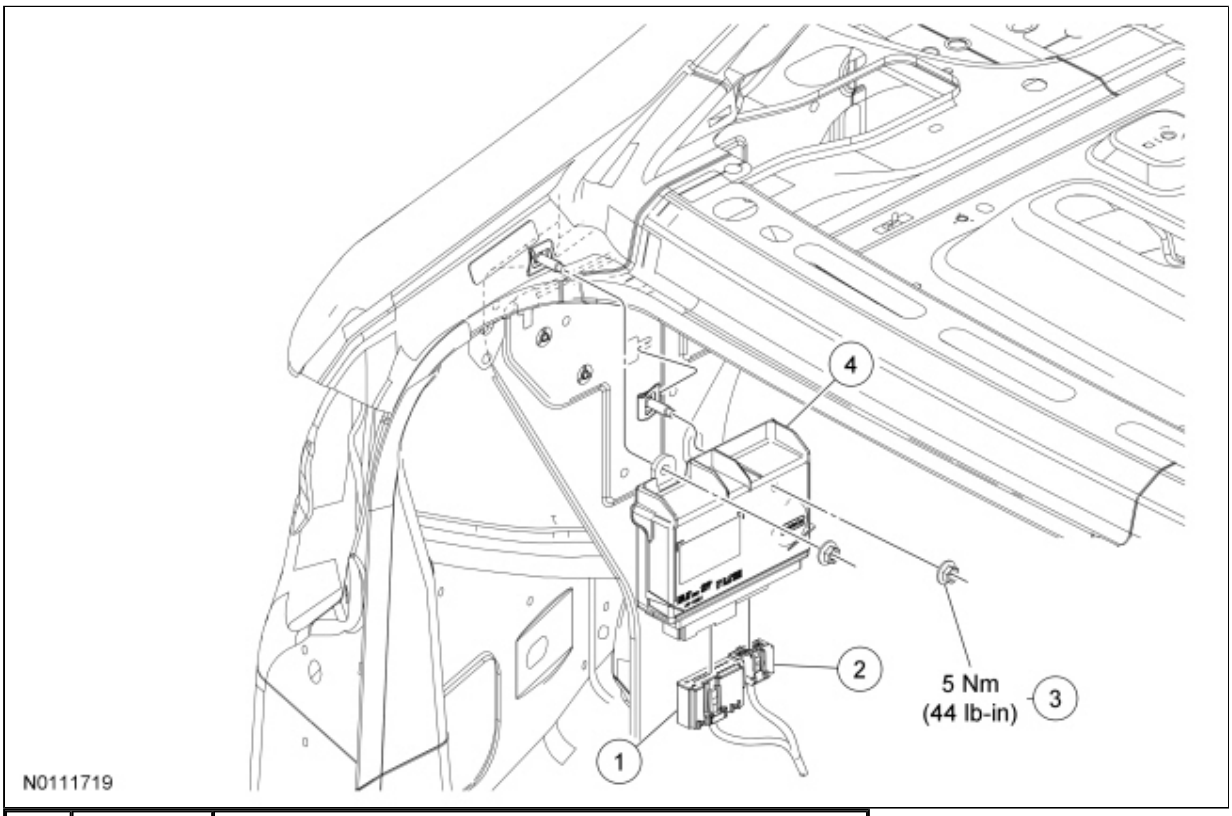
4. Repeat Steps 2 and 3 for the remaining tires.

5. If the Tire Pressure Monitoring System (TPMS) indicator remains illuminated after adjusting and activating each sensor, refer to the Symptom Chart in Diagnosis and Testing in this section.

Tire Pressure Monitoring System (TPMS) Module — 4-Door Sedan

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool



Item	Part Number	Description
1	—	Tire Pressure Monitoring System (TPMS)/Vehicle Security Module (VSM) electrical connector (part of 14401)
2	—	External antenna coax connector
3	W711330	TPMS / VSM nut (2 required)
4	15K602	TPMS / VSM

Removal

NOTICE: **Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage may result.**

NOTE: The Tire Pressure Monitoring System (TPMS)/Vehicle Security Module (VSM) is also identified as the VSM .

NOTE: Prior to the replacement of the TPMS / VSM , upload the module configuration information to a scan tool. This information must be downloaded into the new TPMS / VSM after installation. For additional information, refer to Section 418-01 .

NOTE: The steps included in this procedure are critical to restoring the TPMS to normal operation. A new TPMS / VSM is delivered in a manufacturing mode with 6 pre-set DTCs related to the TPMS . To clear the DTCs, successful configuration of the TPMS / VSM must occur, followed by successful TPMS sensor training, and a successful self-test. The DTCs are as follows:

- B2477 — Module Configuration Failure
- B2868 — Left Front Tire Pressure Sensor Fault
- B2869 — Right Front Tire Pressure Sensor Fault
- B2870 — Right Rear Tire Pressure Sensor Fault
- B2871 — Left Rear Tire Pressure Sensor Fault
- C2780 — ECU in Manufacturer Sub-State

1. **NOTE:** This step is necessary only if the TPMS / VSM is being replaced.

   Upload the module configuration information from the TPMS / VSM . For additional information, refer to Section 418-01 .

2. Position aside the LH cargo area trim panel.

3. Disconnect the 2 TPMS / VSM electrical connectors.

4. Remove the 2 nuts and the TPMS / VSM .

Installation

1. Position the TPMS / VSM and install the 2 nuts.
   - Tighten to 5 Nm (44 lb-in).

2. Connect the 2 TPMS / VSM electrical connectors.

3. Position the LH cargo area trim panel.

4. **NOTE:** When successful, this step provides the calibration necessary for the TPMS / VSM operation and clears DTC B2477. The clearing of this DTC indicates the calibration data has been successfully downloaded to the new TPMS / VSM .

   Download the TPMS / VSM configuration information from the scan tool. For additional information, refer to Section 418-01 .

5. **NOTE:** When successful, this step clears DTCs B2868, B2869, B2870 and B2871. The clearing of these DTCs indicates the TPMS / VSM has recognized the tire pressure sensors during the training procedure.

   Train the tire pressure sensors. For additional information, refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section.

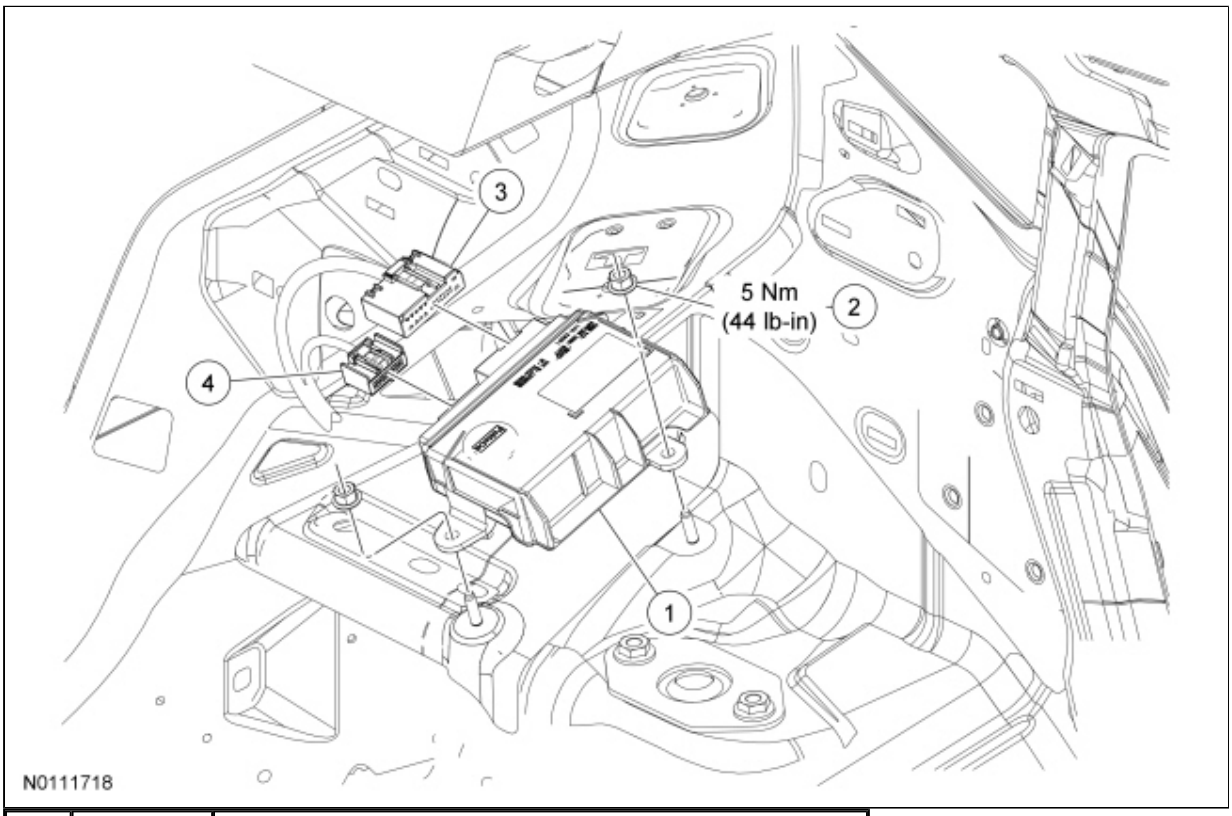
6. **NOTE:** DTC C2780 will not clear if any other DTCs are present in the TPMS / VSM . When successful, this step clears DTC C2780.

   Carry out the TPMS / VSM self-test (including an on-demand self-test). Repeat the self-test to confirm all DTCs have been cleared.

Tire Pressure Monitoring System (TPMS) Module — 5-Door Hatchback

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool



Item	Part Number	Description
1	—	Tire Pressure Monitoring System (TPMS)/Vehicle Security Module (VSM) electrical connector (part of 14401)
2	—	External antenna coax connector
3	W711330	TPMS / VSM nut (2 required)
4	15K602	TPMS / VSM

Removal

NOTICE: **Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage may result.**

NOTE: The Tire Pressure Monitoring System (TPMS)/Vehicle Security Module (VSM) is also identified as the VSM .

NOTE: Prior to the replacement of the TPMS / VSM , upload the module configuration information to a scan tool. This information must be downloaded into the new TPMS / VSM after installation. For additional information, refer to Section 418-01 .

NOTE: The steps included in this procedure are critical to restoring the TPMS to normal operation. A new TPMS / VSM is delivered in a manufacturing mode with 6 pre-set DTCs related to the TPMS . To clear the DTCs, successful configuration of the TPMS / VSM must occur, followed by successful TPMS sensor training, and a successful self-test. The DTCs are as follows:

- B2477 — Module Configuration Failure
- B2868 — Left Front Tire Pressure Sensor Fault
- B2869 — Right Front Tire Pressure Sensor Fault
- B2870 — Right Rear Tire Pressure Sensor Fault
- B2871 — Left Rear Tire Pressure Sensor Fault
- C2780 — ECU in Manufacturer Sub-State

1. **NOTE:** This step is necessary only if the TPMS / VSM is being replaced.

   Upload the module configuration information from the TPMS / VSM . For additional information, refer to Section 418-01 .

2. Remove the LH quarter trim panel. For additional information, refer to Section 501-05

3. Disconnect the 2 TPMS / VSM electrical connectors.

4. Remove the 2 nuts and the TPMS / VSM .

Installation

1. Position the TPMS / VSM and install the 2 nuts.
   - Tighten to 5 Nm (44 lb-in).

2. Connect the 2 TPMS / VSM electrical connectors.

3. Install the LH quarter trim panel. For additional information, refer to Section 501-05

4. **NOTE:** When successful, this step provides the calibration necessary for the TPMS / VSM operation and clears DTC B2477. The clearing of this DTC indicates the calibration data has been successfully downloaded to the new TPMS / VSM .

   Download the TPMS / VSM configuration information from the scan tool. For additional information, refer to Section 418-01 .

5. **NOTE:** When successful, this step clears DTCs B2868, B2869, B2870 and B2871. The clearing of these DTCs indicates the TPMS / VSM has recognized the tire pressure sensors during the training procedure.

   Train the tire pressure sensors. For additional information, refer to Tire Pressure Monitoring System (TPMS) Sensor Training in this section.

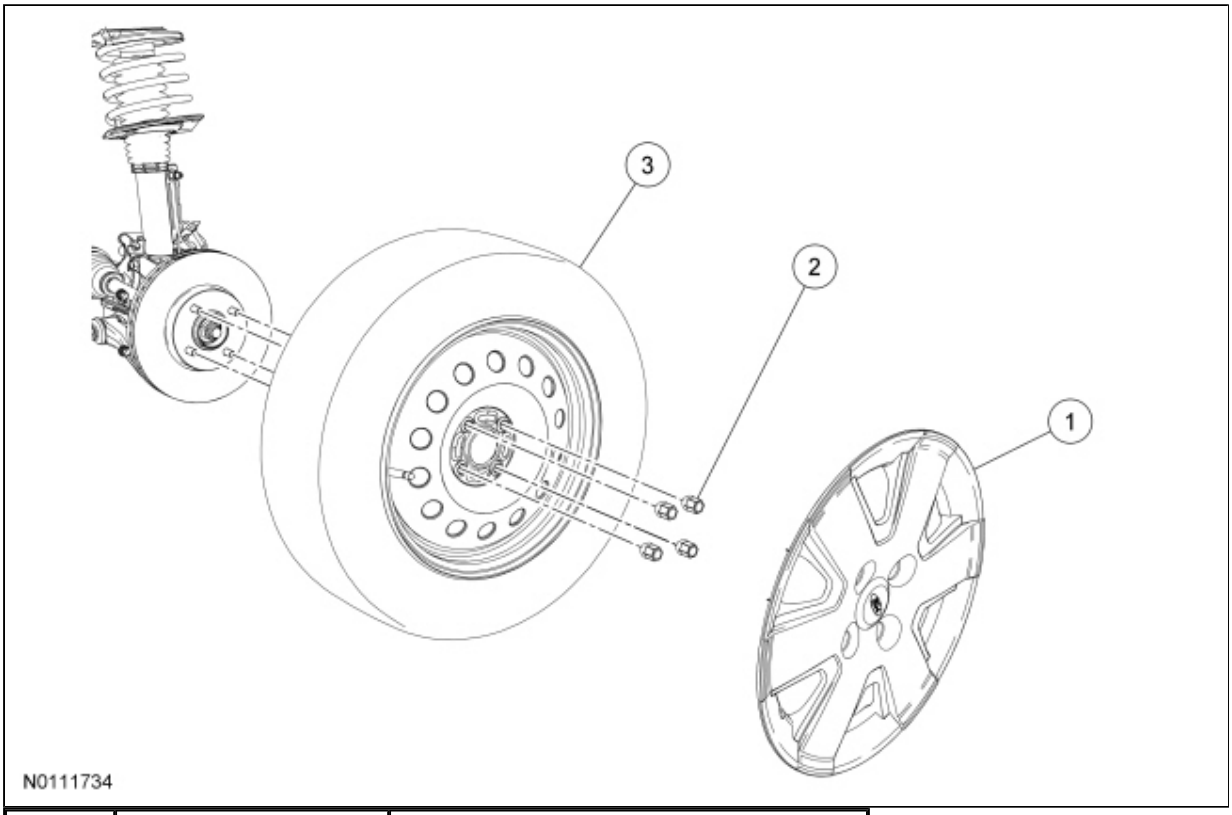
6. **NOTE:** DTC C2780 will not clear if any other DTCs are present in the TPMS / VSM . When successful, this step clears DTC C2780.

   Carry out the TPMS / VSM self-test (including an on-demand self test). Repeat the self-test to confirm all DTCs have been cleared.

Wheel and Tire

Material

Item	Specification
High Temperature Nickel Anti-Seize Lubricant XL-2	—



Item	Part Number	Description
1	1130	Wheel cover
2	1012	Wheel nut (4 required)
3	—	Wheel and tire assembly

Removal

All vehicles

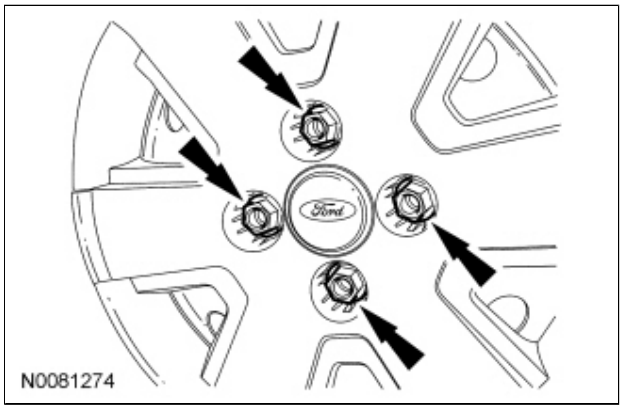
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

Vehicles equipped with wheel cover

2. ***NOTICE:*** **Do not use heat to loosen a seized wheel nut. Heat may damage the wheel and wheel bearings.**

   NOTICE: **Remove the wheel nuts prior to removing the wheel cover or damage to the wheel cover may occur.**

Remove the 4 wheel nuts.



3. Remove the wheel cover and the wheel and tire.

Vehicles equipped with aluminum wheels

4. Remove the 4 wheel nuts and the wheel and tire assembly.

Installation

All vehicles

1. **WARNING: When a wheel is installed, always remove any corrosion, dirt or foreign material present on the mounting surface of the wheel and the mounting surface of the wheel hub, brake drum or brake disc. Make sure that any fasteners that attach the rotor to the hub are secured so they do not interfere with the mounting surfaces of the wheel. Failure to follow these instructions when installing wheels may result in the wheel nuts loosening and the wheel coming off while the vehicle is in motion, which could result in loss of control, leading to serious injury or death to vehicle occupant(s).**

   NOTICE: **Apply a thin coat of anti-seize lubricant to the interface between the wheel pilot bore and the hub pilot. Do not allow the anti-seize lubricant to contact the wheel-to-brake disc/drum mounting surface, wheel studs, wheel nuts, brake pads or brake disc friction surfaces. Damage to components may occur.**

   Clean the wheel mounting surfaces and apply a thin coat of anti-seize lubricant to the wheel hub pilot surface (wheel only).

2. Install the wheel and tire assembly.

Vehicles with wheel cover

3. Align the wheel cover valve stem opening with the valve stem.
   - Install the 4 wheel nuts and tighten by hand while ensuring alignment of the wheel and wheel cover assembly.

All vehicles

4. **WARNING: Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

   NOTICE: **Failure to tighten the wheel nuts in a star/cross pattern can result in high brake disc runout, which speeds up the development of brake roughness, shudder and vibration.**

   NOTE: The wheel nut torque specification is for clean, dry wheel studs and wheel nut threads.

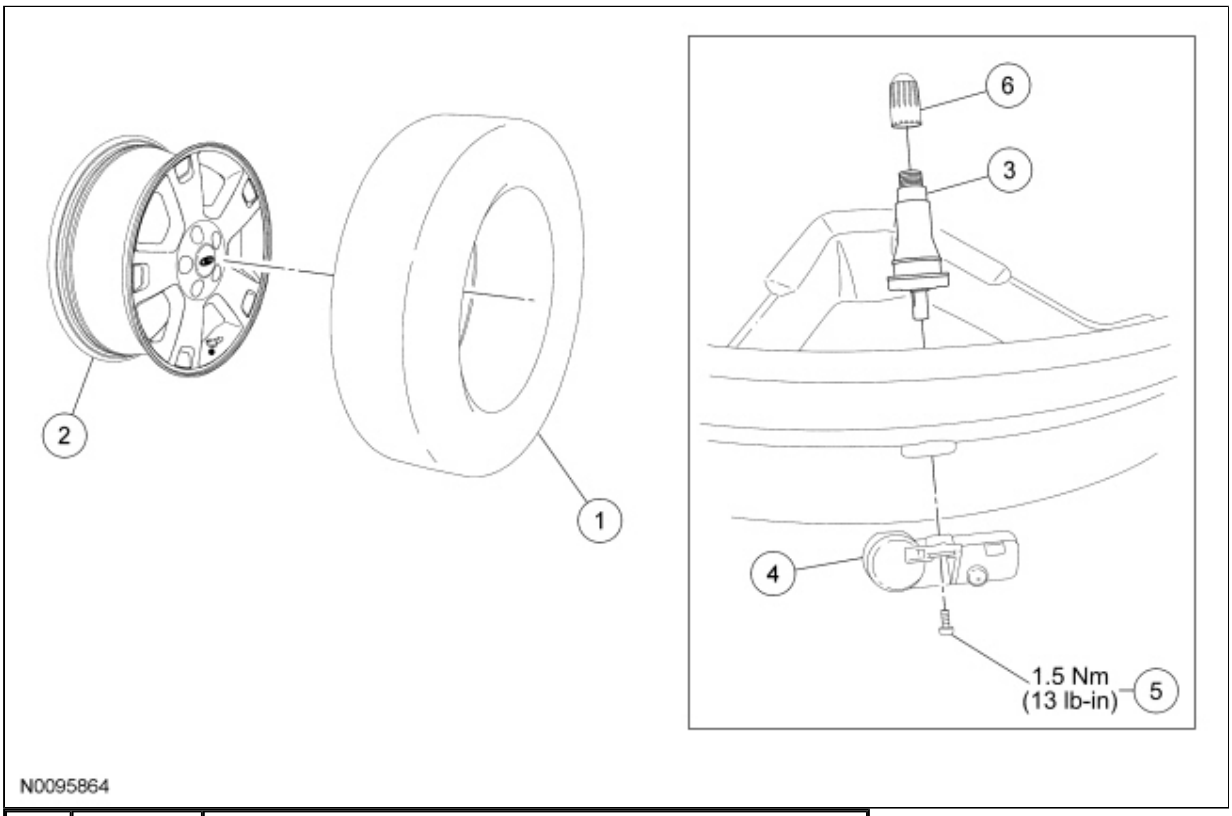
Install the 4 wheel nuts and tighten by hand.

- Tighten the wheel nuts in a star/cross pattern to 135 Nm (100 lb-ft).

Wheel and Tire

Special Tool(s)

ST2869-A	Digital Tire Pressure Gauge 204-354



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Item	Part Number	Description
1	1508	Tire
2	1007	Wheel
3	1700	Valve stem and screw (also part of 1A189)
4	1A189	Tire Pressure Monitoring System (TPMS) sensor (a new sensor assembly includes W714266 screw and 1700 valve stem and cap)
5	—	Valve stem-to- TPMS sensor screw (part of 1700)
6	1A163	Valve stem cap (also part of 1A189)

Disassembly

WARNING: The tire pressure monitoring system (TPMS) sensor battery may release hazardous chemicals if exposed to extreme mechanical damage. If these chemicals contact the skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If any part of the

battery is swallowed, contact a physician immediately. When disposing of TPMS sensors, follow the correct procedures for hazardous material disposal. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Failure to follow the instructions below may result in damage to the Tire Pressure Monitoring System (TPMS) sensor.**

NOTICE: **The Tire Pressure Monitoring System (TPMS) sensor is mounted to the valve stem. Removal of the valve stem requires dismounting the tire from the wheel and removal of the TPMS sensor.**

NOTE: Use only the Digital Tire Pressure Gauge any time tire pressures are measured to be sure that accurate values are obtained.

1. Remove the wheel and tire. For additional information, refer to Wheel and Tire in this section.

2. ***NOTICE:*** **The valve stem is connected to the Tire Pressure Monitoring System (TPMS) sensor. Do not pull the valve stem from the wheel, or damage to the sensor will occur.**

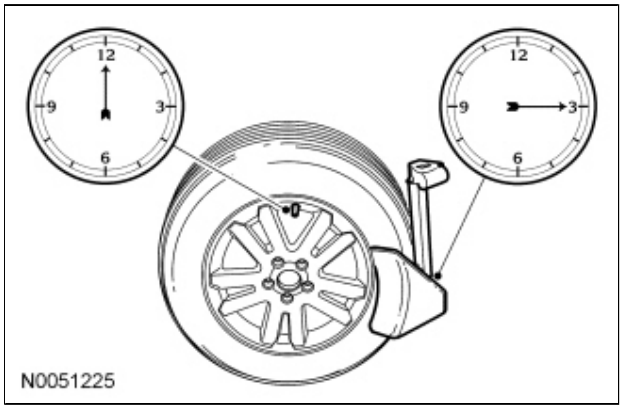
   Remove the valve stem core and fully deflate all air from the tire.
   - If a new Tire Pressure Monitoring System (TPMS) sensor is being installed, remove and discard the valve stem-to-sensor screw and the sensor.

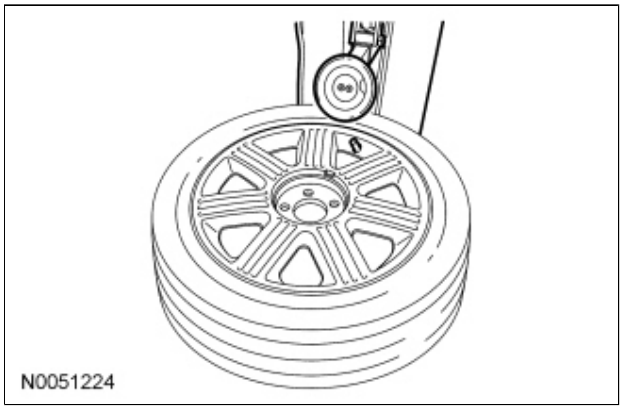
NOTICE: **Do not allow the tire beads to move beyond the wheel mid-plane (middle of the wheel) when separating the beads from the wheels, damage to the Tire Pressure Monitoring System (TPMS) sensor may occur.**

3. ***NOTICE:*** **Tire and valve stem position is critical to prevent damage to the Tire Pressure Monitoring System (TPMS) sensor when using a paddle-type bead separator.**

   NOTE: Some machines may have a nylon roller bead separator at the 12 o'clock position instead of the paddle-type bead separator at the 3 o'clock position.

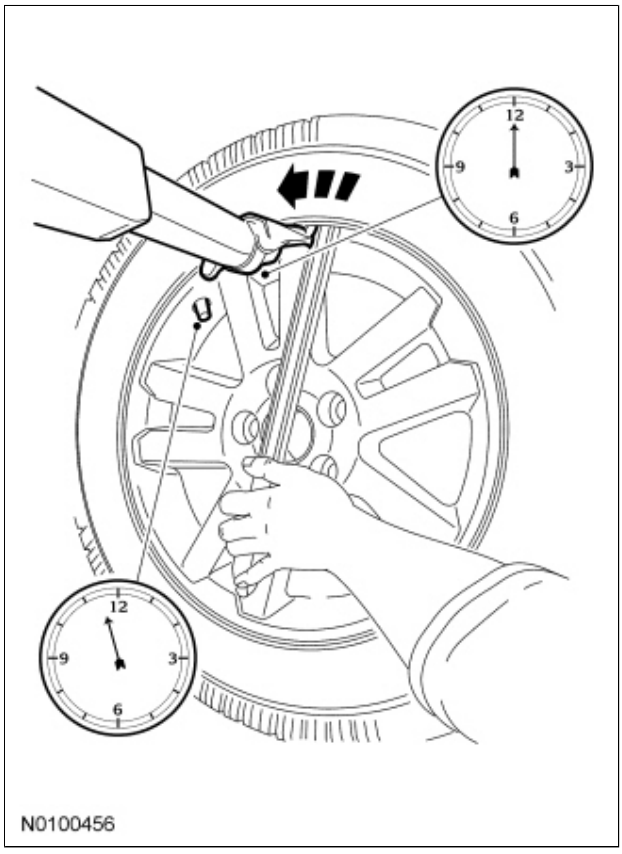
   Position the wheel and tire assembly on a suitable tire machine and separate both beads of the tire from the wheel.
   - For a paddle-type tire machine, position the valve stem at the 12 o'clock or 6 o'clock position and the paddle at the 3 o'clock position.
   - For a roller-type tire machine, align the valve stem with the roller at any position.





4. **NOTE:** Index-mark the valve stem and wheel weight positions on the tire.

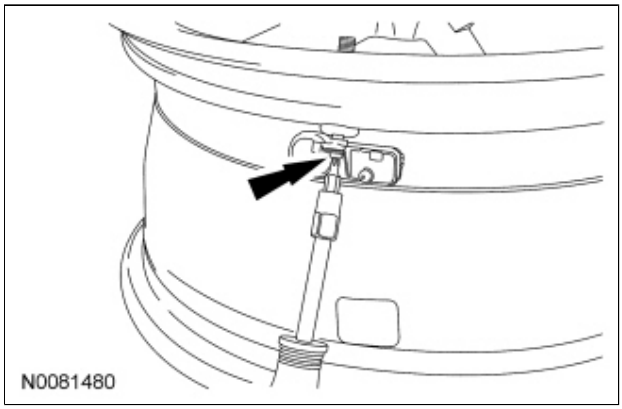
   Place the wheel and tire assembly on the turntable of the tire machine with the valve stem at the 11:30 position and the machine arm at the 12 o'clock position and dismount the outer bead from the wheel.



5. Reset the wheel and tire assembly on the turntable of the tire machine with the valve stem at the 11:30 position and the machine arm at the 12 o'clock position and dismount the inner bead from the wheel.

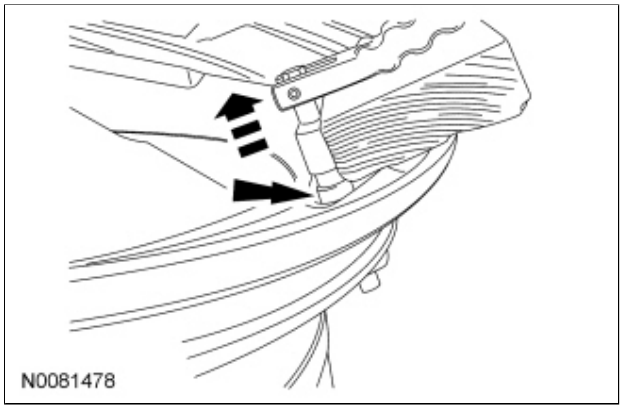
6. **NOTE:** A new valve stem must be installed whenever a new tire or wheel is installed.

   Remove the TPMS sensor in the following sequence.
   1. Using a T10 Torx, remove the valve stem-to- TPMS sensor screw.
   2. Carefully and firmly, pull the sensor straight down and separate it from the valve stem.



7. ***NOTICE:*** **Use care not to damage the wheel surface when removing the valve stem.**

   Using a suitable valve stem puller and a wood block, remove the valve stem from the wheel.



8. **NOTE:** When installing a new wheel, always install a new valve stem and sensor screw. Reuse the TPMS sensor from the previous wheel if possible. The TPMS will not have to be trained if the sensor is reused.

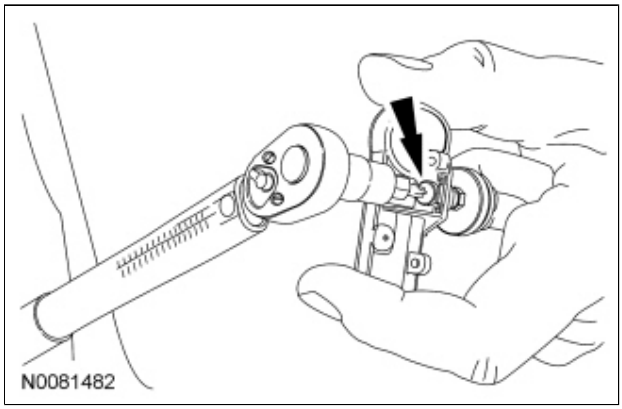
   If the TPMS sensor is being reused, inspect the TPMS sensor for damage and install a new sensor as necessary.

Assembly

NOTICE: **Damage to the Tire Pressure Monitoring System (TPMS) sensor may result if the tire mounting is not carried out as instructed.**

1. ***NOTICE:*** **To prevent Tire Pressure Monitoring System (TPMS) sensor and valve stem damage, the valve stem must be installed onto the TPMS sensor and then installed into the wheel as an assembly.**

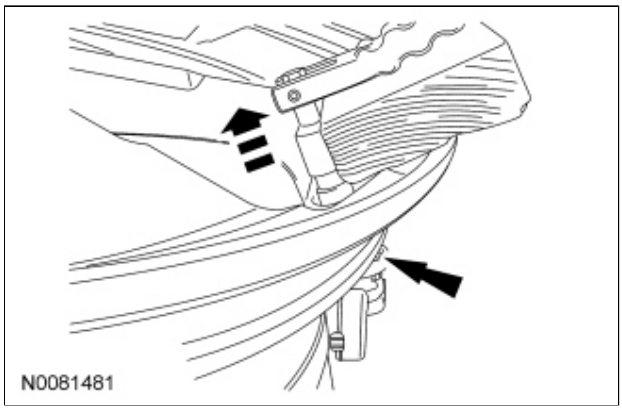
   Install a new valve stem onto the TPMS sensor.
   - Tighten the new valve stem-to- TPMS sensor screw to 1.5 Nm (13 lb-in).



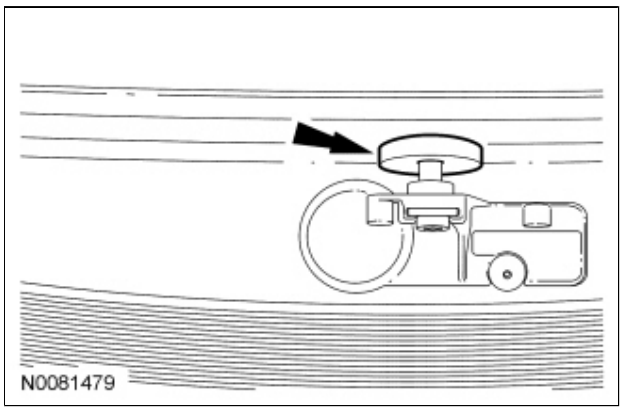
2. ***NOTICE:*** **It is important to pull the valve stem and Tire Pressure Monitoring System (TPMS) sensor assembly through the wheel rim hole in a direction parallel to the valve stem hole axis. If the assembly is pulled through at an angle, damage to the valve stem and sensor assembly may occur.**

   NOTICE: **Use care not to damage the wheel surface when installing the valve stem and Tire Pressure Monitoring System (TPMS) sensor assembly.**

   Lubricate the valve stem with soapy water and install the valve stem and TPMS sensor assembly into the wheel using a block of wood and a suitable valve stem installer.



3. Make sure the valve stem rubber is fully seated against the wheel.

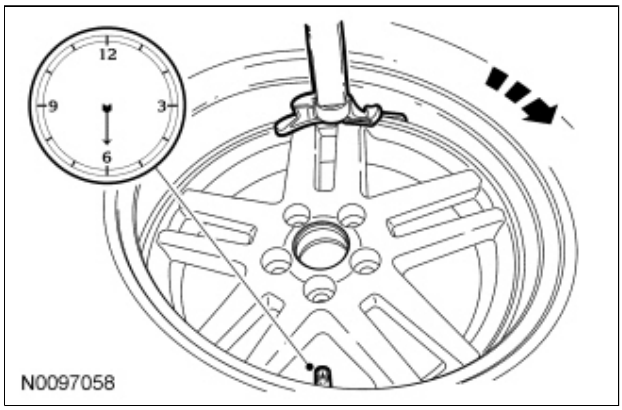


4. **NOTE:** Lubricate the tire beads using a suitable fast-drying, corrosion-inhibiting tire bead lubricant.

   NOTE: Do not mount the tire at this time.

   Position the wheel on the turntable of the tire machine, then lubricate and position the bottom bead of the tire on the wheel.

5. Position the wheel to align the valve stem with the machine arm, at the 6 o'clock position, and mount the bottom bead of the tire.



6. Reposition the wheel to align the valve stem with the machine arm at the 6 o'clock position, and mount the top bead of the tire.

7. **NOTE:** Use only the Digital Tire Pressure Gauge any time tire pressures are measured to make sure that accurate values are obtained.

   Inflate the tire to the pressure specified on the Vehicle Certification (VC) label located on the driver door or door pillar.
   - Proceed to Step 8 if the tire beads do not seat at the specified inflation pressure.

8. **WARNING: If there is a need to exceed the maximum pressure indicated on the sidewall of the tire, in order to seat the beads, follow ALL the steps listed below. Failure to follow these steps may result in serious personal injury.**

   The following steps should only be carried out if the tire beads cannot be seated by inflating the tire up to the maximum inflation pressure listed on the tire sidewall.
   1. Relubricate the tire bead and wheel bead seat area.
   2. Install a remote valve and pressure gauge.
   3. Wear eye and ear protection and stand at a minimum of 3.65 m (12 ft) away from the wheel and tire assembly.
   4. Inflate the tire using the remote valve and tire gauge until the beads have seated or until the pressure gauge is 138 kPa (20 psi) more than maximum inflation pressure on tire sidewall. If beads have not seated, deflate the tire and proceed to the next step.
   5. Place the wheel and tire assembly in an OSHA-approved tire safety cage.
   6. Inflate the tire using the remote valve and pressure gauge until the beads have seated or until the pressure gauge is 276 kPa (40 psi) more than maximum inflation pressure on the tire sidewall. **Do not exceed 276 kPa (40 psi) above the maximum pressure on tire sidewall. Install a new tire if the beads do not seat at this pressure.**

9. Install the wheel and tire. For additional information, refer to Wheel and Tire in this section.

Tire Pressure Monitoring System (TPMS) Sensor

Disassembly

1. **NOTE:** The Tire Pressure Monitoring System (TPMS) sensor cannot be removed without disassembly of the wheel and tire.

   Disassemble the wheel and tire. For additional information, refer to Wheel and Tire in this section.

Driveline System

The driveline system consists of the following:

- Right halfshaft with inner and outer CV joint
- Left halfshaft with inner and outer CV joint
- Intermediate shaft connecting the transaxle to the right halfshaft
- Intermediate shaft bearing that supports the inner right halfshaft CV joint
- Circlips that retain the intermediate shaft and left halfshaft inner CV joint in the transaxle differential side gears
- Splined outer CV joints that mesh with the front drive hubs
- Outboard CV joint wheel hub nuts that secure the CV joints to the wheel hubs

The transaxle contains the differential assembly. The differential receives torque directly from the transmission. Inside the differential, side gears are splined to the right inboard CV joint and intermediate shaft. The differential allows the halfshaft and intermediate shaft to be driven at different speeds as required, such as when cornering. The rotational direction of the halfshafts determines the vehicle movement. The articulation of the front wheels, both in steering and normal jounce and rebound, is controlled by the CV joint. Both plunge and multi-ball style CV joints are used. The CV joints are permanently lubricated with a special high temperature grease and require no periodic maintenance.

Halfshaft Handling

NOTICE: **Excessive pulling force on the interconnecting shaft between the joints of the halfshaft will result in internal joint damage and separation. Axial loads used in assisting removal should be applied through the inboard joint housing only. Handle the halfshaft only by the interconnecting shaft to avoid pull-apart and potential damage to the Constant Velocity (CV) joints. Do not over-angle the CV joints. Damage will occur to an assembled inner CV joint if it is over-plunged outward from the joint housing.**

NOTE: Never use the halfshaft assembly as a lever to position other components. Always support the free-end of the halfshaft. Do not allow the boots to contact sharp edges or hot exhaust components.

Handle all halfshaft components carefully during removal and installation procedures.

Driveline System

Principals of Operation

Driveline System — General Information

The driveline system enables the power generated by the engine and transferred through the transaxle to place the vehicle in motion. Rotational torque received from the transaxle is delivered to the front wheels by halfshafts. The CV joints at the ends of the shafts allow the shafts to rotate smoothly in an allowable angle plane. The rotational torque is introduced into the differential ring gear which drives the differential. The differential divides the torque between the left and right axle shafts, while permitting the shafts to turn at different speeds when required, such as when cornering.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical damage.

Visual Inspection Chart

Mechanical
• CV joints, housings, boots and clamps • Intermediate shaft support bearing • Intermediate shaft support bracket

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, verify the symptom and GO to Symptom Chart - NVH .

Intermediate Shaft Support Bearing

With the vehicle in NEUTRAL, position it on a hoist. Refer to Section 100-02 . Rotate the intermediate shaft by hand. If the support bearing shows any signs of roughness or wear, install a new intermediate shaft bearing. Refer to Section 205-04 .

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely

system and continue diagnosis.

Condition	Possible Sources	Action
• Driveline clunk — loud clunk when shifting from reverse to drive	• Damaged or worn CV joints • Loose hub nut	• INSPECT the CV joints for wear or damage. INSTALL a new halfshaft as necessary. REFER to Section 205-04 . CHECK the torque on the hub nut. REPLACE the hub nut if the torque is not at specification. REFER to Section 205-04 .
• Driveline clunk (Front Wheel Drive (FWD) vehicles) — occurs during acceleration or from cruise to coast/deceleration	• Damaged or worn inner CV joint • Loose hub nut	• INSPECT the inner CV joint and boot. INSTALL a new halfshaft as necessary. REFER to Section 205-04 . CHECK the torque on the hub nut. REPLACE the hub nut if the torque is not at specification. REFER to Section 205-04 .
• Driveline clunk — occurs as the vehicle starts to move forward following a stop	• Loose hub nut	• CHECK the torque on the hub nut. REPLACE the hub nut if the torque is not at specification. REFER to Section 205-04 .
• Clicking, popping or grinding — occurs while the vehicle is turning	• Inadequate or contaminated lubrication in the CV joints • Another component contacting the halfshaft	• CHECK the CV boots and joints for wear or damage. INSTALL new boot(s) or halfshaft as necessary. REFER to Section 205-04 . • CHECK the halfshafts and the area around the halfshafts. REPAIR as necessary.
• Grunting — normally associated with a shudder experienced during acceleration from a complete stop	• Halfshaft CV joint binding	• CLEAN the CV joint and INSTALL a new halfshaft as necessary. REFER to Section 205-04 .

CV Joint Capacities

Description	Liters
Grease, inner tripod joints	Full sachet
Grease, outer joints	Full sachet

Torque Specifications

Description	Nm	lb-ft
Ball joint nut	62	46
Brake hose bracket bolt	25	18
Shield and bearing retainer strap nuts [a]	—	—
Stabilizer bar link upper nut	48	35
Wheel hub nut [a]	—	—

[a] Refer to Halfshaft—Exploded View in this section.

Front Drive Halfshafts

The front halfshafts consist of the following:

- CV joints at both ends to make sure that the rotation is smooth
- Tripod CV joints (with tripod, running rollers and tripod housing) are fitted on the transmission side
- CV joints nearest the wheel are caged ball joints (with ball star, ball cage and ball shell)
- LH tripod joint is secured in the differential with a circlip
- Intermediate shaft (RH side) is secured in the differential by the intermediate shaft bearing
- Tripod housing of the tripod CV joint for the RH front halfshaft and the intermediate shaft are attached as a unique part
- Outboard CV joints are attached to the splined wheel hubs with nuts that control wheel bearing preload

The front halfshafts transmit torque generated by the engine from the transaxle to the wheels. In order to allow vertical and horizontal movement of the wheels, the front drive halfshafts operate at varying lengths and angles. The tripod CV joints allow for changes in halfshaft length during axial movements. The caged balls of the outer CV joint permit the articulation of the front wheels and retain the stability of the intermediate and interconnecting shafts.

Special care should be taken when removing and installing or assembling and disassembling front halfshafts. The inner tripod joint must not be bent at more than 18 degrees. Do not allow the boots to come into contact with sharp edges or the hot exhaust system. Do not drop the front halfshaft as this can damage the inside of the boots without any signs of damage showing on the outside. Do not use front halfshafts as levering tools for the installation of other components. The front halfshafts must always be supported when disconnected from the wheel ends.

Halfshaft — Exploded View

Special Tool(s)

ST2138-A	Installer, Halfshaft 204-161 (T97P-1175-A)
ST2272-A	Remover, Front Wheel Hub 205-D070 (D93P-1175-B) or equivalent
ST1582-A	Remover, Halfshaft 205-241 (T86P-3514-A)
ST2038-A	Remover, Halfshaft (Plate) 205-290 (T89P-3415-B)
ST2789-A	Slide Hammer 100-001 (T50T-100-A)
16089	Remover, Halfshaft 308-256

Wheel End Components

NOTICE: **Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed with the same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure correct retention of these parts.**

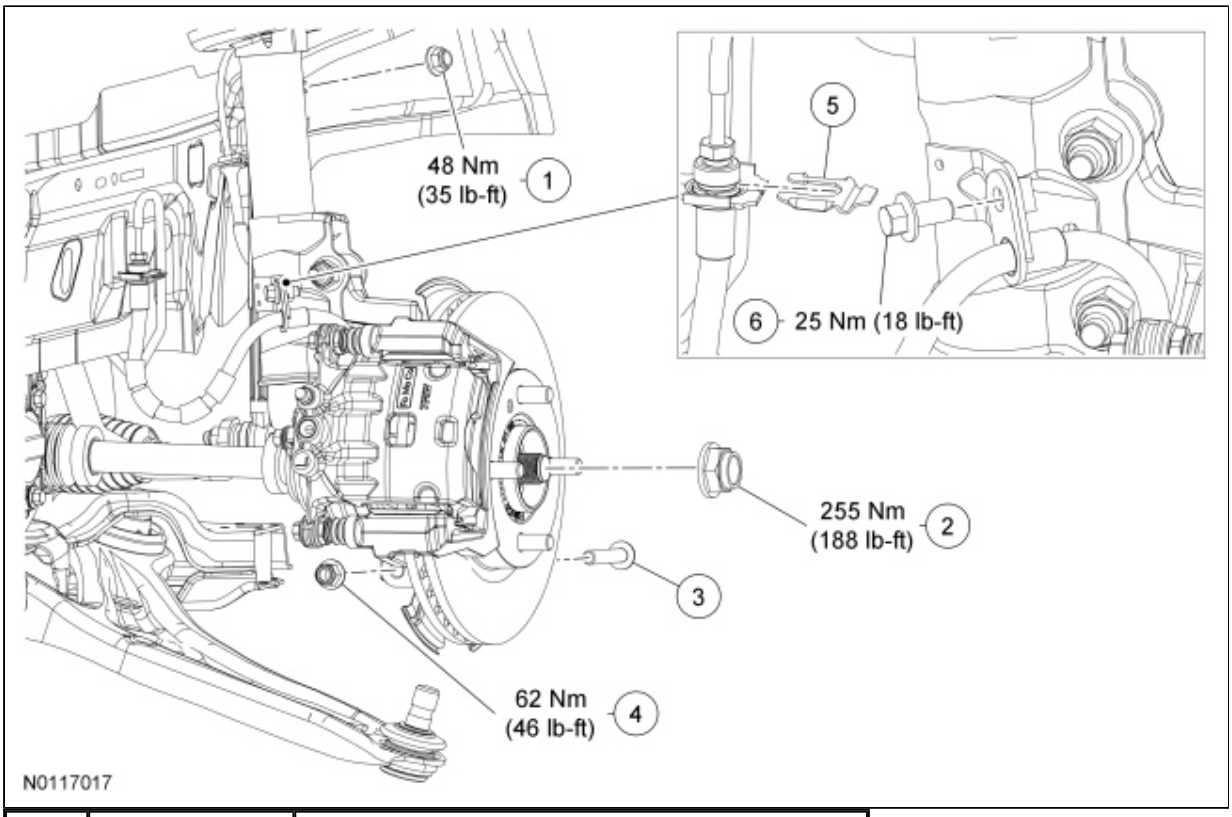
NOTICE: **Do not tighten the wheel hub nut with the vehicle on the ground. Tighten the nut to specification before the vehicle is lowered onto the wheels. Wheel bearing damage will occur if the wheel bearing is loaded with the weight of the vehicle applied.**

NOTICE: **Install and tighten the new wheel hub nut to specification in a continuous rotation. Always**

install a new wheel hub nut after loosening or when not tightened to specification in a continuous rotation or damage to the components may occur.

NOTE: Apply the brake to keep the halfshaft from rotating while tightening the wheel hub nut.

NOTE: LH shown, RH similar.



Item	Part Number	Description
1	W713760	Stabilizer bar link upper nut (install new)
2	W713640	Wheel hub nut (install new)
3	W709618	Ball joint bolt (install new)
4	W520203	Ball joint nut (install new)
5	W700936	Brake hose clip
6	W500222	Brake hose bracket bolt

Halfshafts

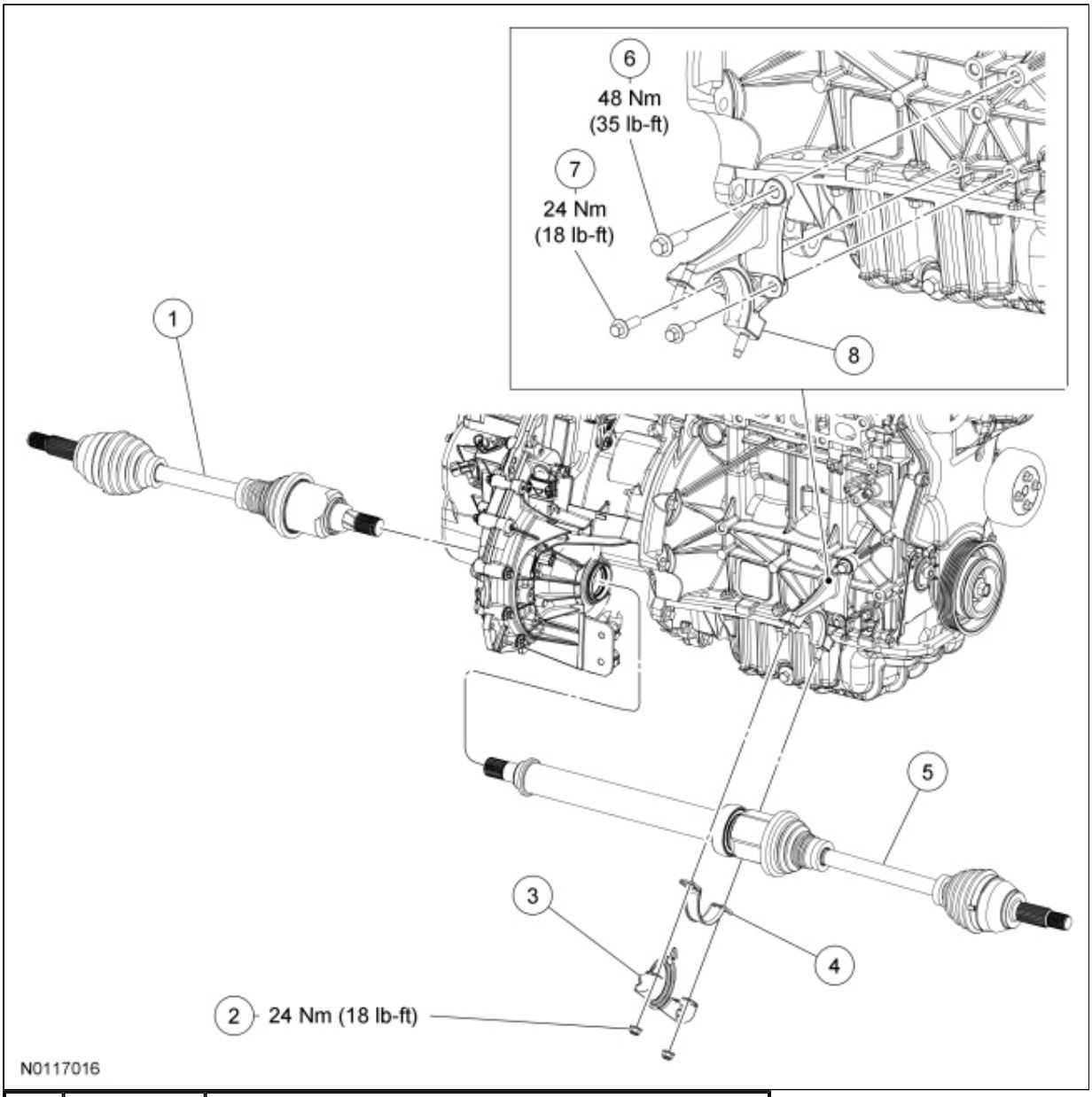
NOTICE: **Install the bearing retainer strap (item 4) on the bracket studs before the shield (item 3) and tighten the nuts evenly in stages (alternating from top to bottom) or incorrect bearing clampload may occur causing component damage.**

NOTICE: **The inner joint must not be bent more than 18 degrees. The outer joint must not be bent more than 45 degrees. Damage to the halfshaft will occur.**

NOTICE: **Install a new halfshaft seal any time the halfshaft is removed from the transmission/transaxle or a leak may occur. For additional Information refer to Section 307-11 .**

NOTE: Install the RH halfshaft shield so the clip is seated in the notch on the support bracket.

NOTE: For halfshaft CV boot service, refer to Halfshaft — RH or Halfshaft — LH In this section.



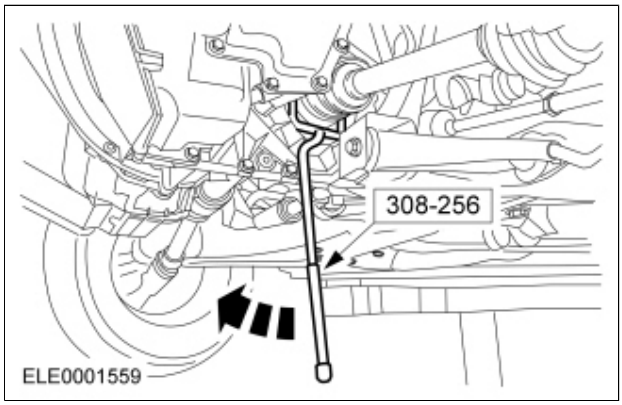
Item	Part Number	Description
1	3B437	LH halfshaft assembly
2	W520102	Shield and bearing retainer strap nuts (2 required, install new)
3	3N278	Shield
4	3N324	Bearing retainer strap (install new)
5	3B436	RH halfshaft assembly
6	W500034	Support bracket upper bolt
7	W500024	Support bracket lower bolt (2 required)
8	3K305	Support bracket

Removal and Installation

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications and Special Tools. Items in the exploded views may not be listed in order of removal.

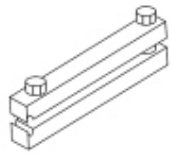
2. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

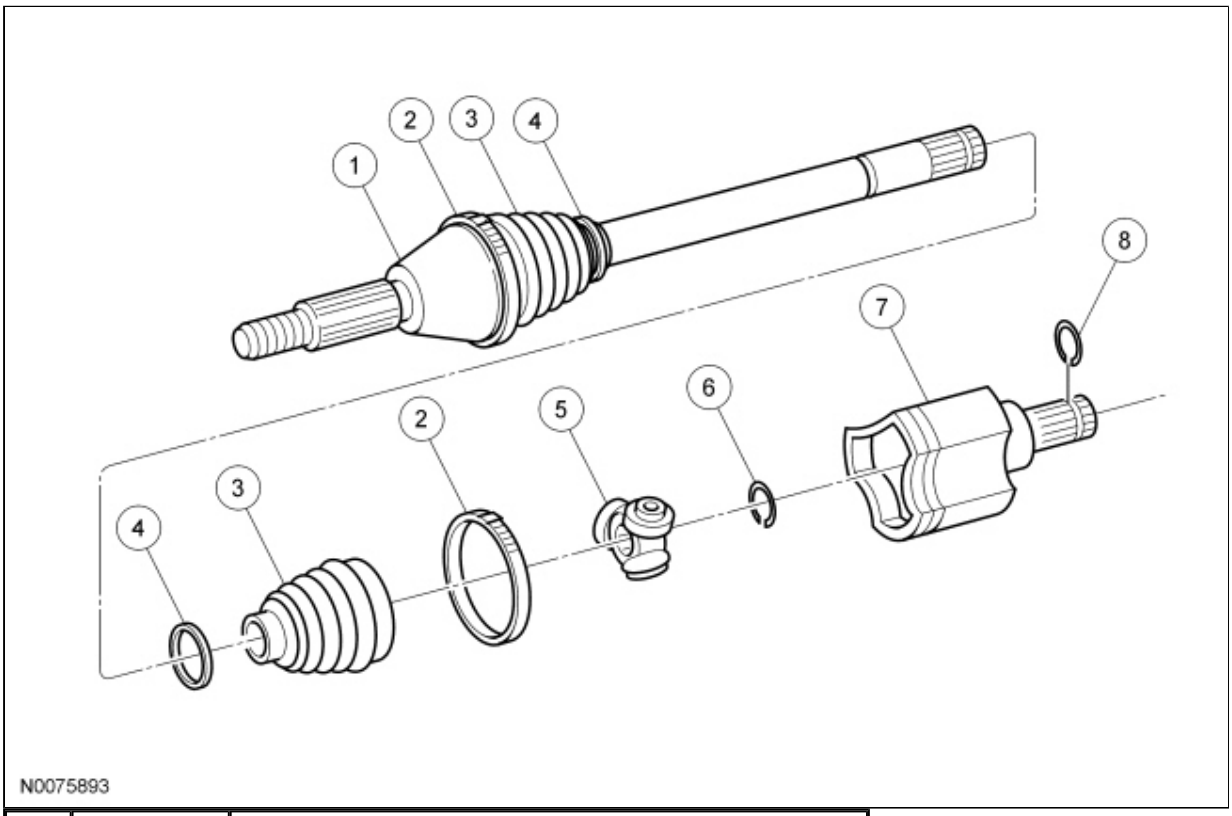
3. Vehicles equipped with a manual transmission, use special tool 308-256 to detach the LH halfshaft.



Halfshaft — LH

Special Tool(s)

 ST1301-A	Installer, Constant Velocity Joint Boot Clamp 205-343 (T95P-3514-A)



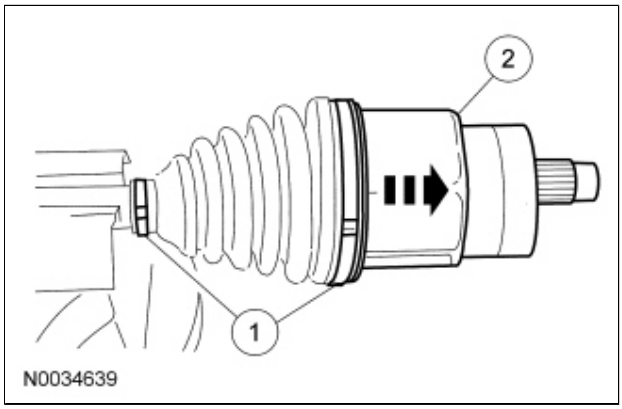
Item	Part Number	Description
1	—	Outboard fixed ball CV joint (part of 3B437 halfshaft assembly)
2	—	Large CV boot clamps (part of 4A804 boot kit)
3	—	CV boot (part of 4A804 boot kit)
4	—	Small CV boot clamps (part of 4A804 boot kit)
5	—	Tripod star with roller (part of 3B437 halfshaft assembly)
6	—	Tripod snap-ring (part of 3B437 halfshaft assembly)
7	—	Inboard tripod housing (part of 3B437 halfshaft assembly)
8	—	Halfshaft retaining circlip

Disassembly

1. Remove the LH halfshaft assembly. For additional information, refer to Halfshaft — Exploded View in this

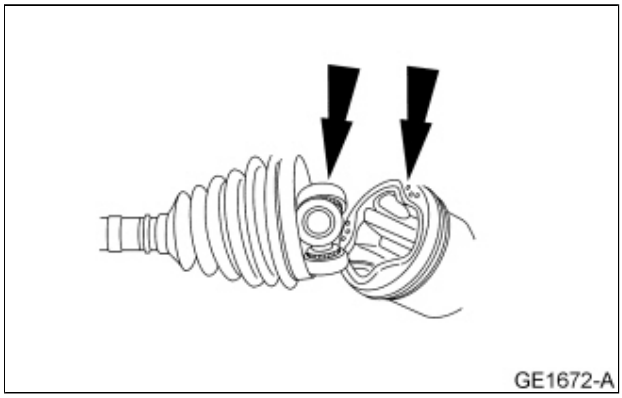
section.

2. Clamp the intermediate shaft in a soft-jawed vise.
    1. Remove and discard the 2 inner CV boot clamps.
    2. Remove the inner CV joint housing.

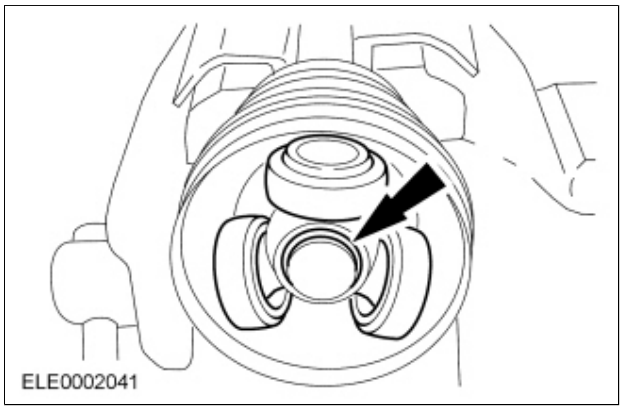


3. Push the boot back along the shaft.

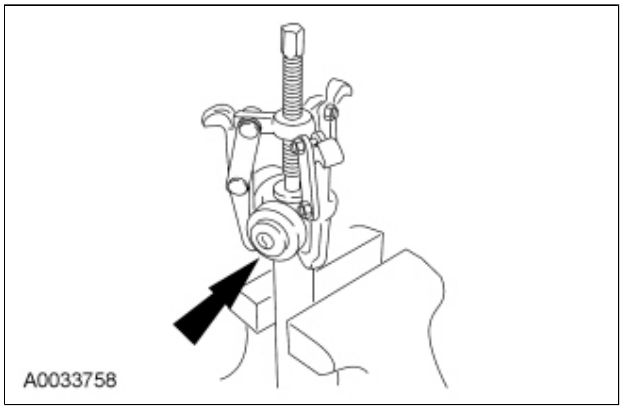
4. Separate the tripod joint from the housing and remove all of the grease.



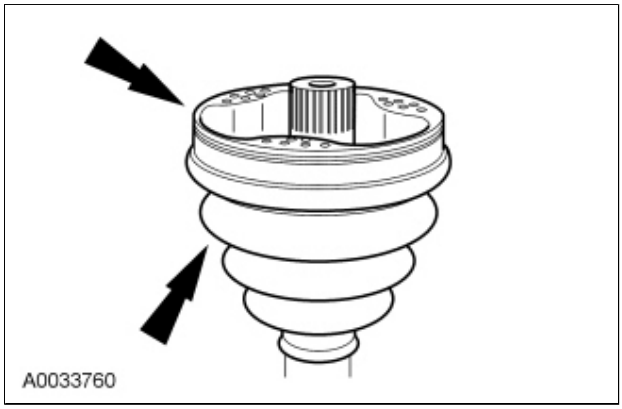
5. Remove and discard the snap ring.



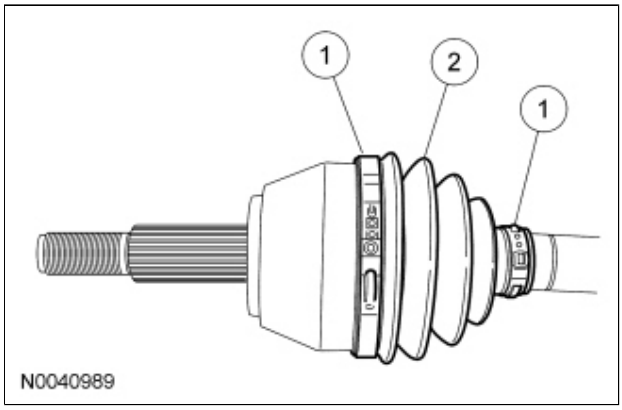
6. Using a suitable 3-jaw puller, remove the tripod joint.



7. Remove and discard the inner CV joint boot.



8. Remove and discard the outboard CV boot and boot insert.
    1. Remove and discard the 2 boot clamps.
    2. Pull the outboard boot down the length of the shaft and off the inboard end.
        - Remove the CV joint grease.



Assembly

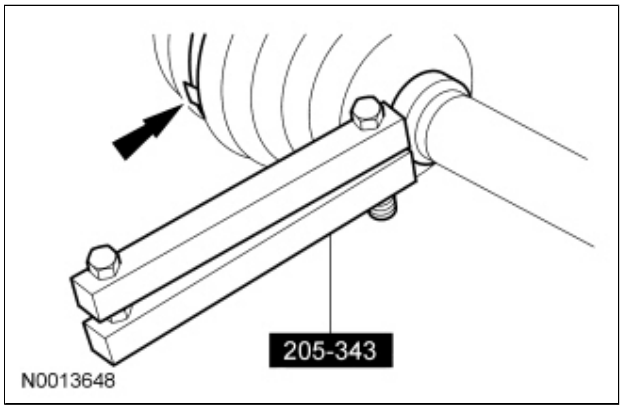
NOTICE: **The inner joint must not be bent at more than 18 degrees; the outer joint must not be bent at more than 45 degrees or damage to the component my occur.**

NOTICE: **Use care not to damage the boot or component damage may occur.**

1. **NOTE:** Install the outboard CV boot from the inboard end.

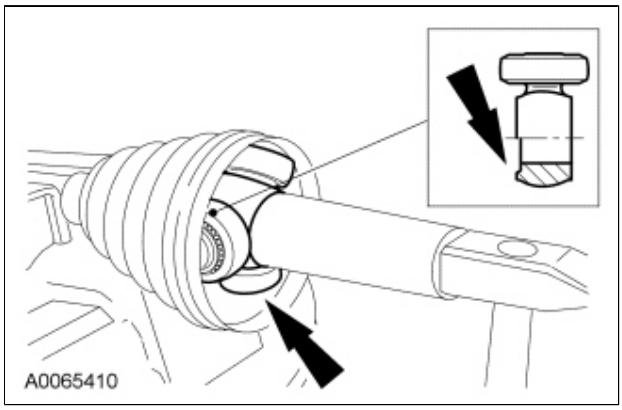
    Install the outboard CV boot and install half the grease in the sachet (supplied with boot kit) into the outer joint and the remainder in the CV joint boot.
    - Slide a small flat-blade screwdriver under the boot seat to allow the air to escape.
    - Position the CV boot and remove the screwdriver.

2. Using the Constant Velocity Joint Boot Clamp Installer, install the 2 new outboard boot clamps.

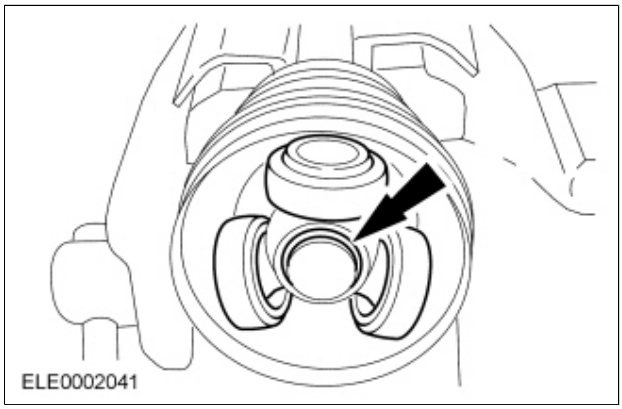


3. ***NOTICE:*** **Do not damage the tripod joint roller bearings or component damage may occur.**

   Install the tripod joint on the inboard end of the shaft.
   - Using a suitable driver, push the tripod joint onto the front drive halfshaft as far as it will go.



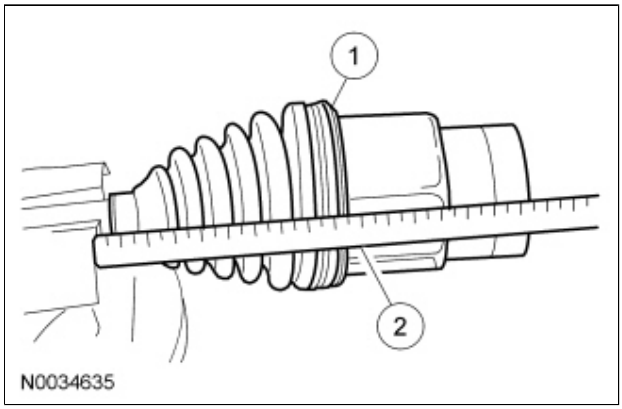
4. Install a new snap ring.



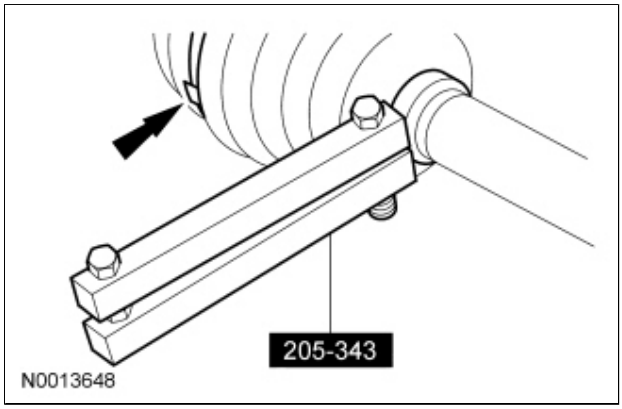
5. Install half of the sachet of grease (supplied with boot kit) into the tripod joint housing. Inject the other half of the grease into the boot.

6. ***NOTICE:*** **Use care not to damage the boot or component damage may occur.**

   Install the tripod joint into the tripod joint housing.
   1. Insert a small flat-blade screwdriver under the boot seat to allow the air to escape.
   2. Slide the tripod joint in as far as it will go, then pull it out 20 mm (0.787 in).
   - Remove the screwdriver.



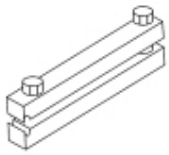
7. Using the Constant Velocity Joint Boot Clamp Installer, install the 2 new CV boot clamps.

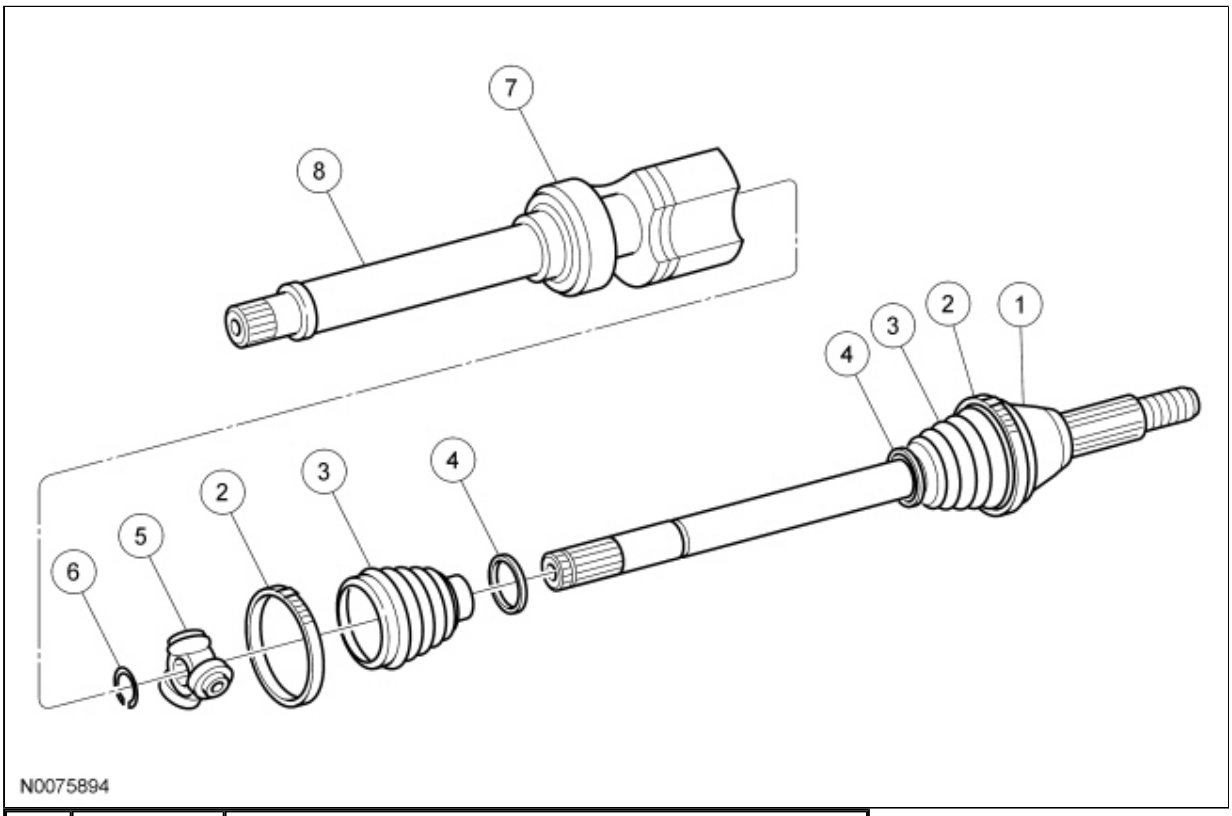


8. Install the LH halfshaft assembly. For additional information, refer to Halfshaft — Exploded View in this section.

Halfshaft — RH

Special Tool(s)

 ST1301-A	Installer, Constant Velocity Joint Boot Clamp 205-343 (T95P-3514-A)



Item	Part Number	Description
1	—	Outboard fixed ball CV joint (part of 3B436 halfshaft assembly)
2	—	Large CV joint boot clamps (part of 4A804 boot kit)
3	—	Outboard CV boots (part of 4A804 boot kit)
4	—	Small CV joint boot clamps (part of 4A804 boot kit)
5	—	Tripod joint (part of 3B436 halfshaft assembly)
6	—	Snap ring (part of 3B436 halfshaft assembly)
7	—	Intermediate shaft support bearing (part of 3B436 halfshaft assembly)
8	—	Intermediate shaft (part of 3B436 halfshaft assembly)

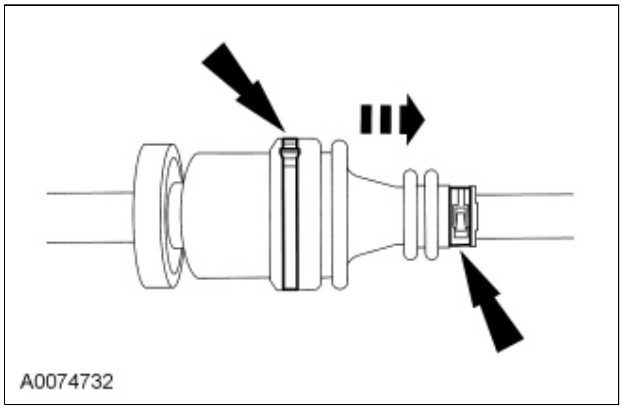
Disassembly

NOTICE: **The inner joint must not be bent at more than 18 degrees; the outer joint must not be bent at**

more than 45 degrees or damage to the component may occur.

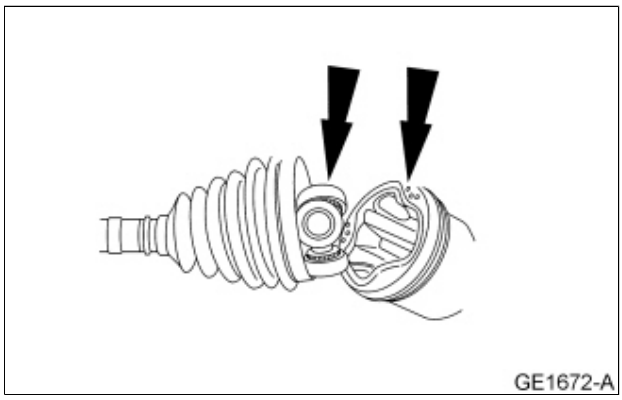
1. Remove the RH halfshaft assembly. For additional information, refer to Halfshaft — Exploded View in this section.

2. Clamp the intermediate shaft in a soft-jawed vise.
   - Remove and discard the 2 inner boot clamps.

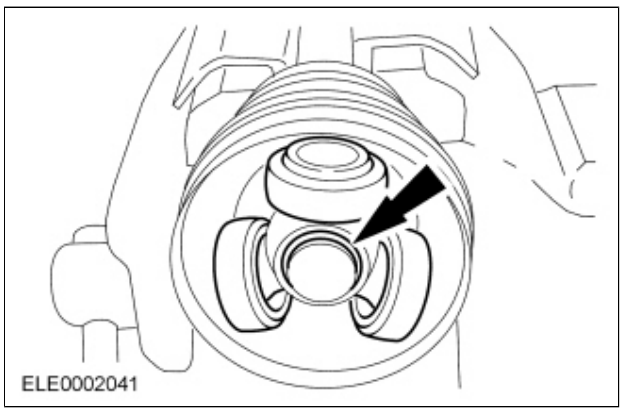


3. Push the boot back along the shaft.

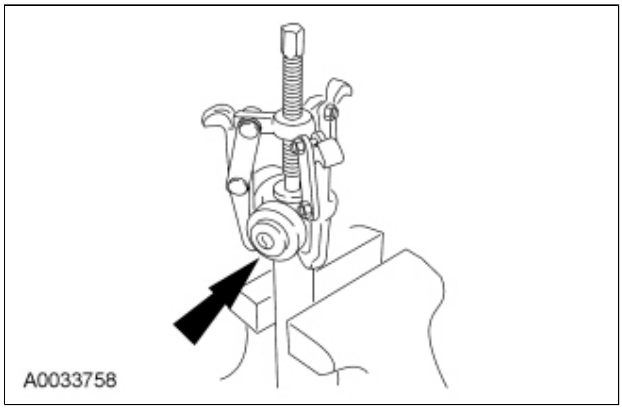
4. Separate the tripod joint from the housing and remove all the grease.



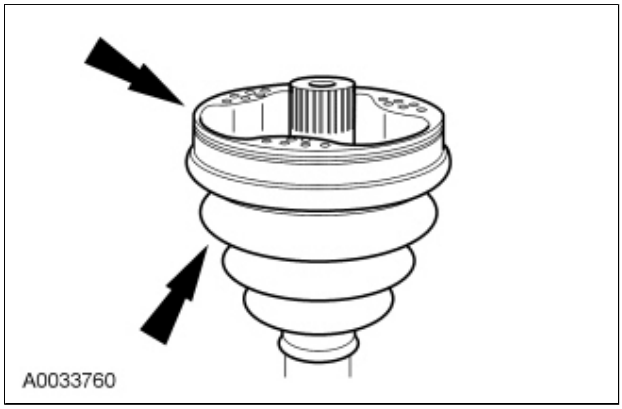
5. Remove and discard the snap ring.



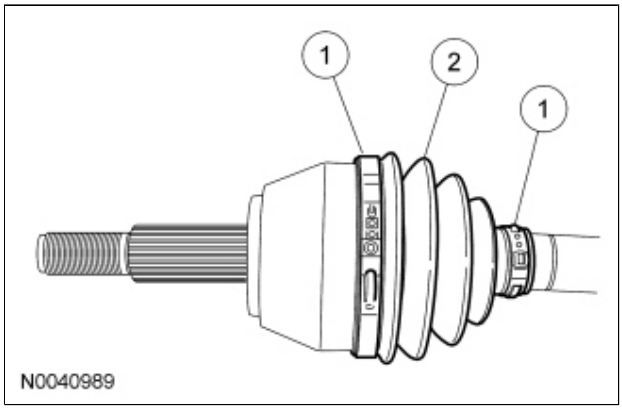
6. Using a suitable 3-jaw puller, remove the tripod joint.



7. Remove and discard the inner CV joint boot and boot insert.



8. Remove and discard the outboard CV boot.
    1. Remove and discard the 2 CV boot clamps.
    2. Remove and discard the boot.
        - Remove the CV joint grease.



Assembly

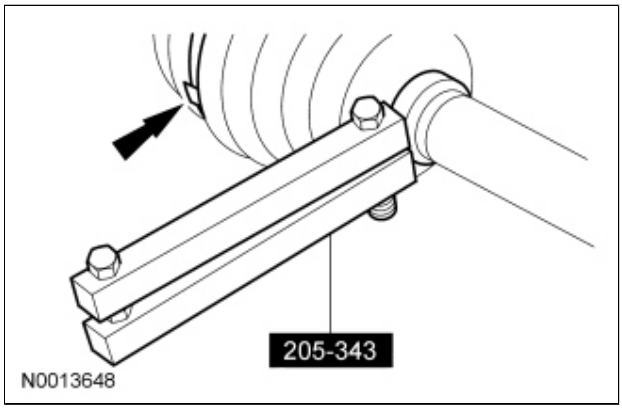
NOTICE: **The inner joint must not be bent at more than 18 degrees; the outer joint must not be bent at more than 45 degrees or damage to the component may occur.**

1. Install the outboard CV boot and install half the grease in the sachet (supplied with boot kit) into the outer joint and the remainder in the CV joint boot.

2. ***NOTICE:*** **Use care not to damage the boot or component damage may occur.**

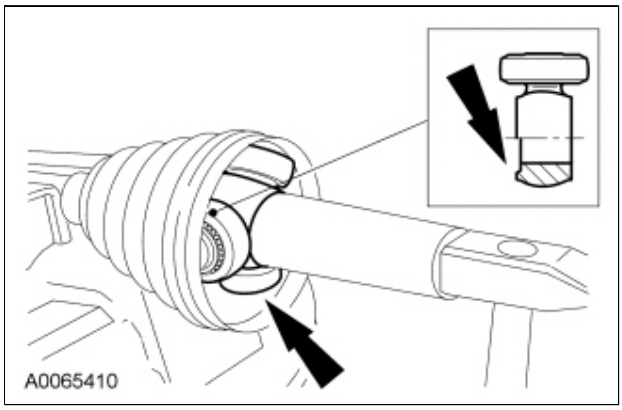
   Position the boot on the outer CV joint.
    - Slide a small flat-blade screwdriver under the boot seat to allow the air to escape.
    - Position the CV boot and remove the screwdriver.

3. Using the Constant Velocity Joint Boot Clamp Installer, install the 2 new clamps in boot ring grooves.

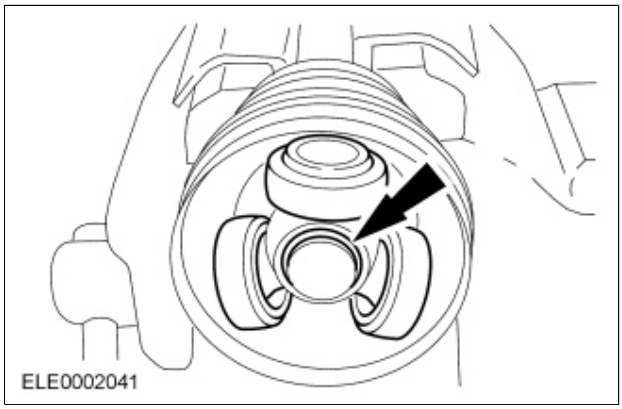


4. ***NOTICE:*** **Do not damage the tripod joint roller bearings or component damage may occur.**

   Install the tripod joint.
   - Using a suitable driver, push the tripod joint onto the front drive halfshaft as far as it will go.

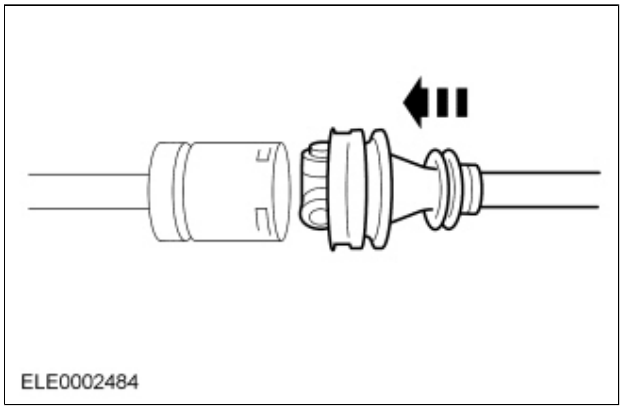


5. Install a new snap ring.

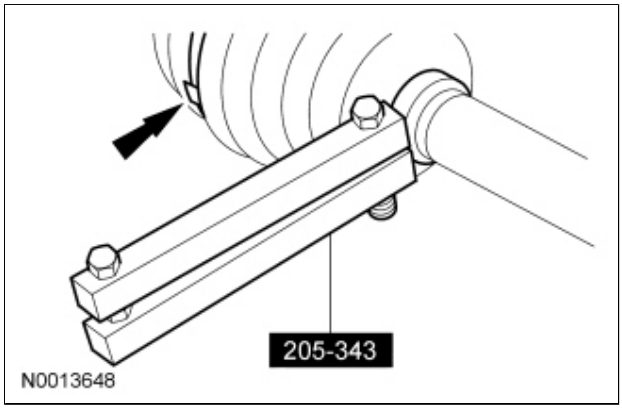


6. Install half of the sachet of grease (supplied with boot kit) into the tripod joint housing. Inject the other half of the grease into the boot.

7. Install the tripod joint into the tripod joint housing.



8. Using the Constant Velocity Joint Boot Clamp Installer, install the 2 new inner CV boot clamps.



9. Install the RH halfshaft assembly. For additional information, refer to Halfshaft — Exploded View in this section.

Material

Item	Specification	Fill Capacity
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	648 ml - Mannual transmission - 586 ml - Automatic transmission
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—	—
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A	—

General Specifications

Item	Specification
Brake Disc	
Front brake disc minimum thickness	21 mm (0.826 in)
Brake Drum	
Maximum brake drum diameter	202 mm (7.952 in)
Brake Pads and Shoes	
Maximum brake shoe taper wear (in any direction)	3.0 mm (0.118 in)
Minimum brake pad thickness	3.0 mm (0.118 in)
Minimum brake shoe thickness	3.75 mm (0.147 in)

Torque Specifications

Description	Nm	lb-in
Brake caliper bleeder screws	10	89
Wheel cylinder bleeder screws	6	54
Master cylinder brake tube fittings	18	155

Brake System

The brake system consists of the following components:

- Fixed brake pedal
- Front disc brake system
- Brake master cylinder and fluid reservoir
- Mechanical parking brake system
- ABS
- Rear drum brake system
- Red brake light indicator
- Vacuum-assisted power brake booster

For information on:

- the hydraulic brake actuation system, refer to Section 206-06 .
- the front disc brakes, refer to Section 206-03 .
- the parking brake actuation system, refer to Section 206-05 .
- the ABS, refer to Section 206-09 .
- the rear drum brake system, refer to Section 206-02 .
- the vacuum assisted power brake booster, refer to Section 206-07 .

Principles of Operation

Brake System

Applying the brake pedal uses lever action to push a rod into the brake booster which, through the use of vacuum, boosts the force of the rod and then transmits this force into the master cylinder. This produces hydraulic pressure in the master cylinder. On vehicles not equipped with ABS, the hydraulic pressure is transmitted by brake fluid through the brake tubes to the individual brake calipers. On vehicles equipped with ABS, the hydraulic pressure is transmitted by brake fluid through the brake tubes to the ABS Hydraulic Control Unit (HCU), which then distributes that pressure through brake tubes to the individual brake calipers. The brake calipers use hydraulic pressure to apply the pads. The application of the brake pads will cause the rotation of the wheels to slow or stop, depending on how much brake pressure is applied. The parking brakes carry out the same function except that they are mechanically actuated by a cable that connects only to the rear brakes.

Brake Master Cylinder Compensator Ports

The purpose of the compensator ports in the brake master cylinder is to supply additional brake fluid from the master cylinder reservoir when needed by the brake system due to brake lining wear and allow brake fluid to return to the master cylinder reservoir when the brakes are released. The returning brake fluid creates a slight turbulence in the master cylinder reservoir. This is a normal condition and indicates that the compensator ports are not clogged. Clogged compensator ports may cause the brakes to hang up or not fully release.

Red Brake Warning Indicator

The red brake warning indicator alerts the driver to certain conditions that exist in the brake system. The Instrument Cluster (IC) performs a bulb check when the ignition key is turned to the RUN position. The conditions that cause the indicator to illuminate are low brake fluid level, the parking brake is applied or there is a fault in the ABS (if the yellow ABS warning indicator is also illuminated). To diagnose red brake warning indicator concerns, refer to Section 413-01.

Inspection And Verification

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Blistering or swelling of rubber brake components can indicate contamination of the brake fluid by a petroleum-based substance. The entire hydraulic brake system must be flushed with clean, specified brake fluid and contaminated rubber components must be replaced to prevent recontamination.**

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

The first indication that something may be wrong in the brake system is a change in the feel through the brake pedal. The brake warning indicator in the Instrument Cluster (IC) and the brake fluid level in the brake master cylinder reservoir are also indicators of system concerns.

If a wheel is locked and the vehicle must be moved, open a bleeder screw at the locked wheel to let out enough fluid to relieve the pressure. Close the bleeder screw. If multiple wheels are locked, check the brake pedal free play to verify brake pedal is not partially applied. These operations may release the brakes, but will not correct the concern. If this does not relieve the locked wheel condition, repair the locked components before proceeding.

1. Verify the customer concern.
   - For parking brake concerns, refer to Section 206-05 .
   - For ABS concerns, refer to Section 206-09 .
   - For all other concerns, continue with the next step.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical

• Brake fluid level and condition • Brake master cylinder • Brake master cylinder reservoir • Brake booster • Brake booster check valve • Brake booster vacuum hose • Brake hoses and tubes • Brake caliper, guide pins and anchor plate • Brake discs/drums • Brake pads/shoes • Brake pedal, bracket and booster linkage • Aftermarket modifications	• Brake fluid level switch • Parking brake switch • Wiring, terminals or connectors

3. Visually inspect the suspension system and tires for obvious signs of wear or damage.

- For suspension system concerns, refer to Section 204-00 .
- For tire concerns, refer to Section 204-04 .

4. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

5. If the cause is not visually evident, GO to Symptom Chart - Brake System or GO to Symptom Chart - NVH .

Symptom Chart

Symptom Chart — Brake System

Symptom Chart — Brake System

Condition	Possible Sources	Action
• The red brake warning indicator and the yellow ABS warning indicator are illuminated	• DTCs in the ABS module	• REFER to Section 206-09 to diagnose the ABS.
• The red brake warning indicator is always/never on	• Brake fluid level switch • Parking brake switch • Wiring, terminals or connectors • Instrument Cluster (IC) • Smart Junction Box (SJB) • Electronic Brake Distribution (EBD)	• REFER to 413-01 to diagnose the red brake warning indicator.
• Brakes drag	• Parking brake component	• REFER to Section 206-05 to diagnose the parking brake system.
	• Incorrect brake shoe and/or parking brake cable adjustment	• ADJUST the brake shoes and parking brake cables. REFER to Parking Brake Cable Adjustment in Section 206-05 .
	• Wheel cylinder (s) • Brake flexible hose • Brake caliper and/or guide pins	• INSPECT the brake system components. REFER to Brake System Inspection in this section.
	• Brake booster • Brake master cylinder	• CARRY OUT the Brake Master Cylinder — Compensator Port Component Test in this section.
	• Hydraulic Control Unit (HCU)	• REFER to Section 206-09 to diagnose the HCU .
	• Stoplamp switch	• VERIFY correct installation of the stoplamp switch. REFER to Section 417-01 .
	• Cruise control deactivator	• VERIFY correct installation of the cruise control deactivator

	switch	switch. REFER to Section 419-03 .
• Brakes lock up under light brake pedal force	• Stoplamp switch	• VERIFY correct installation of the stoplamp switch. REFER to Section 417-01 .
	• Cruise control deactivator switch	• VERIFY correct installation of the cruise control deactivator switch. REFER to Section 419-03 .
	• Brake calipers and/or guide pins • Wheel cylinders and/or brake hardware • Brake flexible hose • Brake pads/shoes • Brake discs/drums	• INSPECT the brake system components. REFER to Brake System Inspection in this section.
	• ABS	• REFER to Section 206-09 to diagnose the ABS.
• Vehicle pulls or drifts during braking	• Brake calipers and/or guide pins • Wheel cylinders and/or brake shoe hardware • Brake flexible hose • Brake pads/shoes • Brake discs/drums	• INSPECT the brake system components. REFER to Brake System Inspection in this section.
	• Tires	• REFER to Section 204-04 to diagnose tire concerns.
	• Suspension component(s) and/or wheel alignment	• REFER to Section 204-00 to diagnose suspension system.
• Brake pedal goes down fast or eases down slowly	• Brake fluid leaks and/or air in the system	• INSPECT the system for leaks. REPAIR as necessary. BLEED the system. REFER to Brake System Bleeding in this section.
	• Brake master cylinder	• CARRY OUT the Brake Master Cylinder — Bypass Condition Component Test in this section.
	• HCU	• REFER to Section 206-09 to diagnose the HCU .
• Excessive brake pedal travel (low/spongy pedal)	• Brake fluid leaks and/or air in the system	• INSPECT the system for leaks. REPAIR as necessary. BLEED the system. REFER to Brake System Bleeding in this section.
	• Incorrect brake shoe adjustment	• REFER to Section 206-02 for the brake shoe adjustment procedure.
	• Brake master	• CARRY OUT the Brake Master

	cylinder • Brake calipers and/or guide pins • Brake flexible hose	Cylinder — Bypass Condition Component Test in this section. • INSPECT the brake calipers and guide pins. REFER to Brake System Inspection in this section. • INSPECT the brake flexible hoses during brake application. REFER to Brake System Inspection in this section.
• Erratic brake pedal travel	• Brake pedal • ABS	• INSPECT the brake pedal for binding, obstructions and correct installation. REPAIR as necessary. CHECK the brake pedal fasteners for correct torque. REFER to Specifications in Section 206-06 . • REFER to Section 206-09 to diagnose the ABS.
• Excessive brake pedal effort	• Insufficient vacuum for brake booster operation • Brake booster manifold vacuum hose • Brake booster • Brake booster check valve • Brake pads/shoes	• CARRY OUT the Brake Booster Component Test in this section. • INSPECT the brake pads/shoes. REFER to Brake System Inspection in this section.

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Vibration when the brakes are applied	• Brake disc (s)/drum(s) • Suspension components	• GO to Pinpoint Test A .
• Brake vibration/shudder — occurs when the brake pedal is released	• Brake drag	• GO to Symptom Chart - Brake System .
• Rattling noise	• Caliper guide	• CHECK the caliper guide pins

	pins or guide pin bolts • Missing or damaged anti-rattle clips or springs • Missing or damaged brake shoe hardware • Loose or bent brake disc shield	and guide pin bolts. REFER to Brake System Inspection in this section. • CHECK the brake pads for missing clips or broken springs. INSTALL new components as necessary. REFER to Section 206-03 . • CHECK the brake shoes for missing or broken hardware. INSTALL new components as necessary. REFER to Section 206-02 . • Realign the brake disc shield to create a 5 mm (0.196 in) minimum clearance between the brake disc shield and the brake disc rotor.
• Squealing noise — occurs on first (morning) brake application	• Brake pads/shoes	• Acceptable condition. Caused by humidity and low brake pad temperature.
• Squealing noise — a continuous squeal	• Brake pads/shoes	• INSPECT the brake pads/shoes. REFER to Brake System Inspection in this section.
• Squealing noise — an intermittent squeal	• Brake pads/shoes	• Acceptable condition. Caused by cold, heat, water, mud or snow.
• Groaning noise — occurs at low speeds with brake lightly applied (creeping)	• Brake pads/shoes	• Acceptable condition.
• Grinding/moaning noise — continuous	• Brake pads/shoes • Brake disc/drums	• INSPECT the brake pads/drums, brake discs/drums and attaching hardware for damage. VERIFY brake components are within specifications. REFER to Brake System Inspection in this section.

Pinpoint Tests

Pinpoint Test A: Vibration When the Brakes are Applied

Normal Operation

During moderate to heavy braking, noise from the Hydraulic Control Unit (HCU) and pulsation in the brake pedal can be observed. Pedal pulsation coupled with noise during heavy braking or on loose gravel, bumps, wet or snowy surfaces is acceptable and indicates correct functioning of the ABS. Pedal pulsation or steering wheel nibble when the brakes are applied (frequency is proportioned to the vehicle speed) indicates a concern with a brake or suspension component.

PINPOINT TEST A: VIBRATION WHEN THE BRAKES ARE APPLIED

Test Step	Result / Action to Take
A1 ROAD TEST THE VEHICLE — LIGHT BRAKING	
• Road test the vehicle. Warm the brakes by slowing the vehicle from 80 to 32 km/h (50 to 20 mph) using light brake force. At highway speeds of 89-97 km/h (55-60 mph), apply the brake using light pedal force. • **Is there a vibration/shudder felt in the steering wheel, seat or brake pedal?**	**Yes** GO to A4 . **No** GO to A2 .
A2 ROAD TEST THE VEHICLE — MODERATE TO HEAVY BRAKING	
• Road test the vehicle. At highway speeds of 89-97 km/h (55-60 mph), apply the brake using a moderate to heavy pedal force. • **Is there a vibration/shudder?**	**Yes** GO to A3 . **No** The concern is not present at this time.
A3 CHECK ABS OPERATION	
• **NOTE:** During moderate to heavy braking, noise from the HCU and pulsation in the brake pedal can be observed. Pedal pulsation coupled with noise during heavy braking or on loose gravel, bumps, wet or snowy surfaces is acceptable and indicates correct operation of the ABS. Pedal pulsation or steering wheel nibble with the frequency proportional to vehicle speed indicates a concern with a brake or suspension component. • Road test the vehicle and apply the brakes on a dry, firm surface, then apply the brakes on a wet, snowy or loose surface (such as gravel). • **Is the vibration/shudder only present on a wet, snowy or loose surface?**	**Yes** This is a normal operating condition of the ABS. **No** GO to A5 .
A4 ISOLATE BRAKE VIBRATION	
• **NOTE:** This test is not applicable to vehicles with drum-in-hat type parking brakes. For vehicles with drum-in-hat parking brakes, proceed to the next test step. For all other vehicles, apply the parking brake to identify if the problem is in the front or rear brake.	**Yes** GO to A7 . **No** GO to A5 .

• Apply the parking brake to identify if the problem is in the front or rear brake. At highway speeds of 89-97 km/h (55-60 mph), lightly apply the parking brake until the vehicle slows down. Release the parking brake immediately after the test. • **Is there a vibration/shudder?**	
A5 CHECK THE FRONT SUSPENSION	
• Check the front suspension. Refer to Section 204-00 . • **Are all the suspension components in satisfactory condition?**	**Yes** GO to A6 . **No** REPAIR or INSTALL new components as necessary. TEST the system for normal operation.
A6 CHECK THE FRONT BRAKE DISCS	
• Inspect the front brake discs. Refer to Brake System Inspection in this section. • Road test the vehicle. • **Is the vibration/shudder present?**	**Yes** GO to A7 . **No** The concern has been repaired.
A7 CHECK THE REAR SUSPENSION	
• Check the rear suspension. Refer to Section 204-00 . • **Are all the suspension components in satisfactory condition?**	**Yes** INSPECT the rear brake drums. REFER to Brake System Inspection in this section. **No** REPAIR or INSTALL new components as necessary. TEST the system for normal operation.

Component Tests

Brake Booster

1. Disconnect the check valve from the brake booster and connect a suitable vacuum/pressure tester to the booster side of the check valve.

2. Apply the parking brake, start the engine and place the transmission in NEUTRAL.
   - Allow the engine to reach normal operating temperature.

3. **NOTE:** Subtract approximately 4.0193 kPa (1 in-Hg) from the specified reading for every 304.8 m (1,000 ft) of elevation above sea level.

   Verify that vacuum is available at the check valve with engine running at normal idle speed.
   - The vacuum gauge should read between 51-74 kPa (15-22 in-Hg).
   - If specified vacuum is available, stop the engine, connect the check valve and continue with Step 5.
   - If specified vacuum is not available, continue with Step 4.

4. Disconnect the check valve from the vacuum hose and verify that the specified vacuum is available at the hose with the engine at idle speed and the transmission in NEUTRAL.
   - If specified vacuum is available, stop the engine, install a new check valve and continue with Step 5.
   - If specified vacuum is not available, stop the engine, connect the vacuum hose to the check valve and refer to Section 303-00 to diagnose the no/low vacuum condition.

5. Apply the brake pedal several times to exhaust all vacuum from the system.

6. Apply the brake pedal and hold it in the applied position. Start the engine and verify that the brake pedal moves downward after the engine starts.
   - If the brake pedal moves, the brake booster is operating correctly.
   - If the brake pedal does not move, install a new brake booster. Refer to Section 206-07 .

7. Operate the engine a minimum of 20 seconds at idle. Stop the engine and let the vehicle stand for 10 minutes, then apply the brake pedal. The brake pedal feel should be the same as that noted with the engine operating.
   - If the brake pedal feels hard (no power assist), install a new brake booster check valve and retest.
   - If condition still exists, install a new brake booster. Refer to Section 206-07 .
   - If the brake pedal feels the same as noted with the engine operating, the check valve is functioning properly.

Brake Master Cylinder — Bypass Condition

1. Inspect the master cylinder. Refer to Brake System Inspection in this section.

2. Disconnect the brake tubes from the master cylinder.

3. Plug the outlet ports of the master cylinder.

4. **NOTE:** Make sure that the outlet port plugs do not show signs of leakage.

   Lightly apply the brakes and hold for 10 seconds. Release the brakes and then reapply with heavy force. If brake pedal height cannot be maintained, the brake master cylinder has an internal leak and a new brake master cylinder must be installed.
   - If brake pedal height is maintained, reinstall brake tubes and tighten to specifications. Refer to Specifications in this section. After installation, bleed the brake system. Refer to Brake System Bleeding in this section.

Brake Master Cylinder — Compensator Port

1. Inspect the master cylinder. Refer to Brake System Inspection in this section.

2. With the vehicle in NEUTRAL, position it on a hoist. Refer to Section 100-02 .

3. Apply and release the brakes.

4. With the brakes released, attempt to rotate each wheel and check for any brake drag.
   - If an excessive amount of brake drag exists at multiple wheels, continue to Step 5.
   - If an excessive amount of brake drag exists at only one wheel, it indicates a possible seized brake caliper, brake wheel cylinder or parking brake component. Repair or install new components as necessary.

5. Check the brake pedal switches and the brake pedal free play to verify that the brake pedal is not partially applied.

6. Loosen the brake master cylinder nuts and position the brake master cylinder away from the brake booster.

7. With the brakes released, attempt to rotate each wheel and check for any brake drag.
   - If the brake drag is no longer present, install a new brake booster. Refer to Section 206-07 .
   - If the brake drag is still present, install a new master cylinder. Refer to Section 206-06 .

Brake System Inspection

Material

Item	Specification
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

Brake Pads

NOTE: It is not required to install new brake pads when the brake discs are machined.

1. Inspect and measure the thickness of the brake pad friction material. For additional information, refer to Specifications in this section.
    - Minor surface cracks do not require pad replacement, however, if there are missing chunks or cracks in the lining through to the backing plate, install new brake pads. For additional information, refer to Section 206-03 for front brake pads.
    - If the thickness of the friction material is less than the specified thickness, install new brake pads. For additional information, refer to Section 206-03 for front disc brakes.
    - If the friction material shows taper wear that is not within specifications, install new brake pads and verify the caliper guide pins are functioning correctly. For additional information, refer to Brake Caliper Guide Pins inspection.

Brake Shoes

1. Inspect and measure the thickness of the brake shoe friction material. For additional information, refer to Specifications in this section.
    - Minor surface cracks do not require shoe replacement, however, if there are missing chunks or cracks in the lining through to the backing plate, install new brake shoes.
    - If the thickness of the friction material is less than the specified thickness, install new brake shoes.
    - Verify that the mounting hardware is installed correctly and operating correctly. Install new hardware as necessary.
    - Verify that the backing plate contact points are free of corrosion that may cause binding. Clean or install new as necessary.
    - Verify correct brake shoe adjustment.
    - For additional information, refer to Section 206-02 .

Brake Discs

NOTICE: **Using an impact tool without a torque socket will lead to unevenly tightened wheel nuts. This causes brake disc on-vehicle lateral runout and brake roughness.**

NOTE: It is generally not required to install new brake discs to address noise issues.

1. Inspect the brake disc and measure the brake disc thickness. Record the measurement, refer to Specifications in this section.
    - If the brake disc is cracked or otherwise damaged, install a new brake disc. For additional information, refer to Section 206-03 for front brakes.
    - If the measurement is below the minimum thickness specification, install a new brake disc. For additional information, refer to Section 206-03 for front brakes.
    - If the diagnosis has revealed vibration in the steering wheel, seat or pedal while braking that varies with vehicle speed, machine the brake disc. Heavily scored brake discs, similar to that caused by pads worn down to the backing plate, should also be machined. In order to machine, discs must be above the minimum thickness specification. For additional information, refer to Specifications and Brake Disc Machining in this section.

Brake Drums

NOTE: It is generally not required to install new brake drums to address noise issues.

1. Inspect the brake drums and measure the brake drum diameter. Record the measurements, refer to Specifications in this section.
    - If the brake drum is cracked or otherwise damaged, install a new brake drum.
    - If the diameter measurement is more than the maximum specification, install a new brake drum.
    - Heavily scored brake drums, similar to that caused by shoes worn down to the backing plate, should be machined. In order to machine, drums must be below the maximum diameter specification.
    - For additional information, refer to Section 206-02 .

Wheel Cylinders

1. Inspect the wheel cylinders for leaks, damage to seals, and piston corrosion or binding.
    - If the wheel cylinder is leaking or otherwise damaged, install a new wheel cylinder. For additional information, refer to Section 206-02 .

Brake Calipers

1. Inspect the brake calipers for leaks, damage to seals, and piston corrosion or binding.
    - If the brake caliper is leaking or otherwise damaged, install a new brake caliper. For additional information, refer to Section 206-03 for front brake calipers.

Brake Caliper Guide Pins

1. The guide pins should slide with a reasonable amount of hand force. If the brake pads show taper wear or the guide pins are difficult to move, carry out the following steps.
    - Disassemble the brake caliper guide pins and inspect the guide pins and guide pin bores for wear, damage and corrosion. If bore is worn or damaged, replace the damaged component.
    - Use a wire brush, rolled-up sandpaper or emery cloth to remove all corrosion and foreign material from the caliper guide pin bores. Clean any remaining foreign material from the bores with brake parts cleaner and compressed air.

- Assemble the caliper guide pins using new caliper seals, boots and guide pins. Use an ample amount of the specified grease to lubricate the bores and guide pins.
- Inspect the brake pads. For additional information, refer to Brake System Inspection in this section.

Brake Flexible Hoses and Tubes

NOTICE: **Never use copper tubing. It is subject to fatigue, cracking and corrosion, which may result in brake tube failure.**

NOTE: Double-wall steel tubing is used throughout the brake hydraulic system. All brake tube fittings must be correctly double flared to provide strong, leakproof connections. When bending tubing to fit the underbody or rear axle contours, be careful not to kink or crack the tube.

1. Inspect brake tubes for corrosion, cracks, leaks or any other signs of damage.
   - If a section of the brake tube is damaged, the entire section must be installed with a new tube of the same type, size, shape and length.
   - When installing the hydraulic brake tubing, hoses or connectors, tighten all connections to specifications. After installation, bleed the brake system. For additional information, refer to Brake System Bleeding in this section.

2. Inspect the brake flexible hoses for cracks, leaks and swelling during brake application or any other signs of damage.
   - Install a new brake flexible hose if the hose shows signs of softening, cracking or other damage. For additional information, refer to Section 206-03 for the front brake flexible hose or Section 206-02 for the rear brake flexible hose.

Brake Master Cylinder

NOTE: During normal operation of the brake master cylinder, the fluid level in the brake master cylinder reservoir will fall during brake application and rise during release. The net fluid level (such as after brake application and release) will remain unchanged. Fluid level will decrease with pad wear.

NOTE: A trace of brake fluid will exist on the booster shell below the master cylinder mounting flange. This results from the normal lubricating action of the master cylinder bore and seal.

1. Inspect the brake master cylinder for fluid leaks.
   - Install a new master cylinder or brake fluid reservoir if signs of excessive leaking are present. For additional information, refer to Section 206-06 .
   - To check for correct brake master cylinder operation, refer to Component Tests in this section.

Brake Booster

1. Inspect the brake booster for excessive corrosion or damage. Inspect the vacuum hoses for leaks and kinks.
   - Install a new brake booster if signs of excessive corrosion or damage is found. For additional information, refer to Section 206-07 .
   - Repair or replace vacuum hoses as necessary.
   - To check for correct brake booster operation, refer to Component Tests in this section.

Brake Disc Machining

NOTE: Do not use a bench lathe to machine the brake discs. Use an on-vehicle brake lathe only. Read the entire operating manual and/or view the video shipped with the lathe before installing, operating or repairing the lathe.

NOTE: An on-vehicle brake lathe with an automatic runout adjustment feature is preferred. However, if the lathe is not self adjusting, the lathe oscillation must be adjusted using a dial indicator. The total indicated runout target is 0.000 mm (0.000 in). The maximum indicated runout should be no more than 0.050 mm (0.002 in). If the runout adjustment (automatic or manual) is carried out correctly prior to machining, then the final brake disc runout will be within specification, and a runout measurement is not necessary after machining.

NOTE: Do not machine new brake discs.

NOTE: Lateral runout and disc thickness variation measurements are not required because correct adjustment of the on-vehicle brake lathe will make sure that these dimensions are within specifications.

1. Remove the wheel and tire. For additional information, refer to Section 204-04 .

2. ***NOTICE:*** **Do not allow the caliper to hang from the brake hose or damage to the hose may occur.**

   NOTE: It is not necessary to disconnect the brake tube from the brake caliper.

   Remove the bolts and position the brake caliper or brake caliper and anchor plate assembly aside, as required.
   - Support the brake caliper using mechanic's wire.

3. Install the hub adapter using:
   - four wheel nuts on a 4-stud wheel hub.
   - five wheel nuts on a 5-stud wheel hub.
   - six wheel nuts on a 6-stud wheel hub.
   - four wheel nuts on a 7- or 8-stud wheel hub.
   - five wheel nuts on a 10-stud wheel hub.

4. Install the cutting lathe.

5. If the lathe is not self adjusting, adjust the lathe oscillation using a dial indicator. The total indicated runout target is 0.000 mm (0.000 in). The maximum indicated runout should be no more than 0.050 mm (0.002 in).

6. Center the cutting head, adjust the cutting bits and install the chip deflector/silencer.

7. **NOTE:** The depth of the cut should be between 0.10 and 0.40 mm (0.004 and 0.015 in). Lighter cuts will cause the bit to heat up and wear faster. Heavier cuts will cause poor brake disc surface finish.

   Machine the brake disc.

8. Remove the lathe and the silencer.

9. Remove the wheel nuts and hub adapter.

10. Remove the metal shavings.

11. Measure the brake disc thickness.
    - If the measurement is below the minimum specification, install a new brake disc. For additional information, refer to Section 206-03 .

12. **NOTE:** It is not required to install new brake pads if friction material is within specifications. For additional information, refer to Specifications in this section.

    Position the brake caliper or brake caliper and anchor plate assembly.
    - Install the bolts.
    - For fastener torque specifications, refer to Section 206-03 .

13. Install the wheel and tire. For additional information, refer to Section 204-04 .

Brake System Bleeding

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1

Pressure Bleeding

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not allow the brake master cylinder to run dry during the bleeding operation. Master cylinder may be damaged if operated without fluid, resulting in degraded braking performance. Failure to follow this instruction may result in serious personal injury.

***NOTICE:* Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTE: The Hydraulic Control Unit (HCU) bleeding procedure must be carried out if the HCU or any components upstream of the HCU are installed new.

NOTE: Pressure bleeding the brake system is preferred to manual bleeding.

1. Clean all dirt from the brake master cylinder filler cap and remove the filler cap.
   - Fill the brake master cylinder reservoir with clean, specified brake fluid.

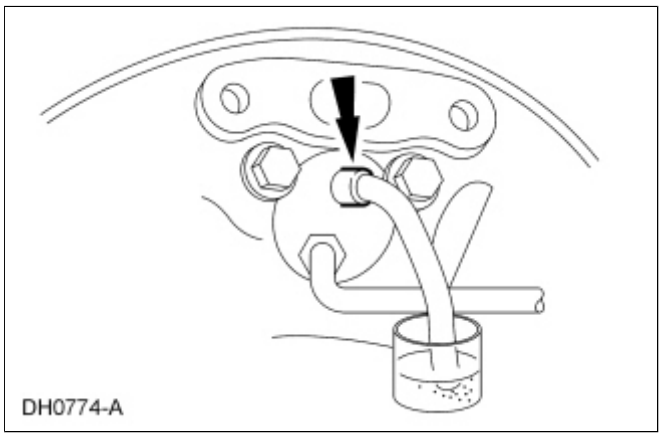
2. **NOTE:** Master cylinder pressure bleeder adapter tools are available from various manufacturers of pressure bleeding equipment. Follow the instructions of the manufacturer when installing the

adapter.

Install the bleeder adapter to the brake master cylinder reservoir, and attach the bleeder tank hose to the fitting on the adapter.

3. **NOTE:** Make sure the bleeder tank contains enough clean, specified brake fluid to complete the bleeding operation.

   Open the valve on the bleeder tank.
   - Apply 207-345 kPa (30-50 psi) to the brake system.



4. Remove the RR bleeder screw cap and place a box-end wrench on the bleeder screw. Attach a rubber drain hose to the RR bleeder screw and submerge the free end of the hose in a container partially filled with clean, specified brake fluid.

5. Loosen the RR bleeder screw. Leave open until clear, bubble-free brake fluid flows, then tighten the RR bleeder screw to specifications. Refer to Specifications in this section. Remove the rubber hose.

6. Continue bleeding the rest of the system, going in order from the LR bleeder screw to the RF bleeder screw, ending with the LF bleeder screw.
   - Tighten the brake caliper and wheel cylinder bleeder screws to specifications. Refer to Specifications in this section.

7. Close the bleeder tank valve. Remove the tank hose from the adapter and remove the adapter. Fill the reservoir with clean, specified brake fluid and install the reservoir cap.

Manual Bleeding

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not allow the brake master cylinder to run dry during the bleeding operation.

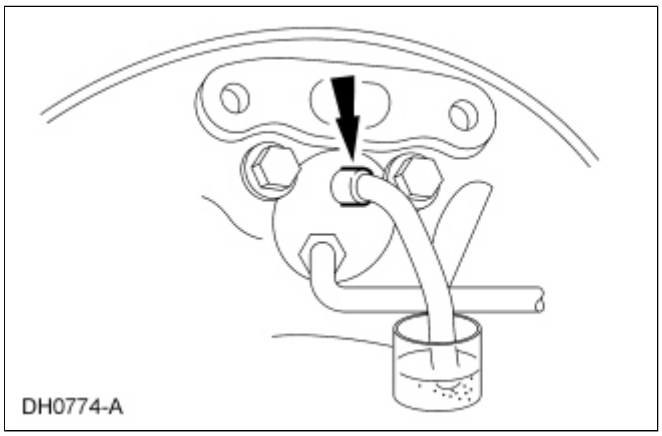
Master cylinder may be damaged if operated without fluid, resulting in degraded braking performance. Failure to follow this instruction may result in serious personal injury.

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTE: Pressure bleeding the brake system is preferred to manual bleeding.

1. Clean all the dirt from around the brake fluid reservoir cap and remove the filler cap.
    - Fill the brake master cylinder reservoir with clean, specified brake fluid.

2. Remove the RR bleeder screw cap and place a box-end wrench on the bleeder screw. Attach a rubber drain hose to the RR bleeder screw and submerge the free end of the hose in a container partially filled with clean, specified brake fluid.



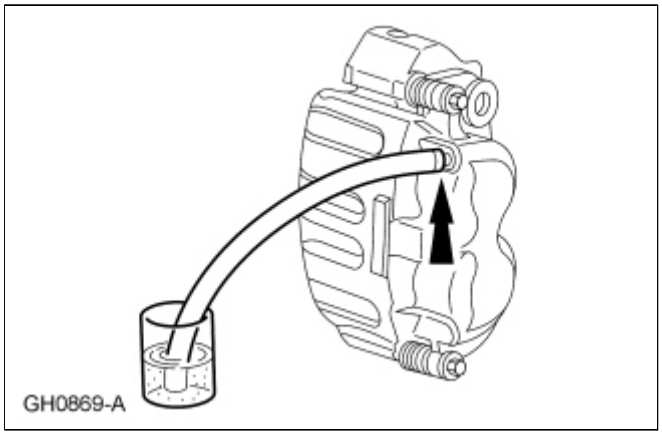
3. Have an assistant pump and then hold firm pressure on the brake pedal.

4. Loosen the RR bleeder screw until a stream of brake fluid comes out. While an assistant maintains pressure on the brake pedal, tighten the RR bleeder screw.
    - Repeat until clear, bubble-free fluid comes out.
    - Refill the brake master cylinder reservoir as necessary.

5. Tighten the RR bleeder screw to specifications. Refer to Specifications in this section. Remove the rubber hose and install the bleeder screw cap.

6. Repeat Steps 2 through 5 for the LR bleeder screw.

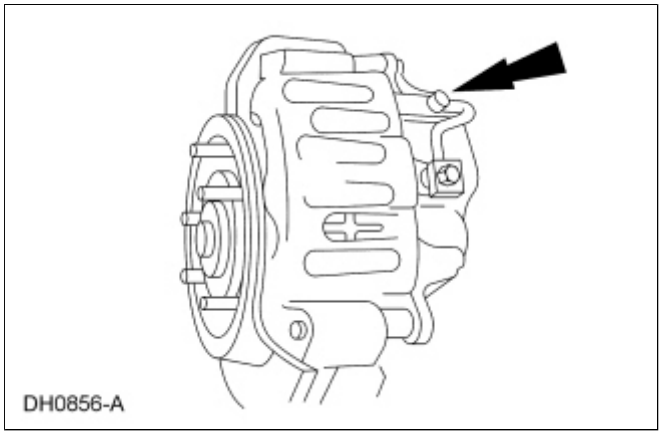
7. Remove the RF bleeder cap and place a box-end wrench on the bleeder screw. Attach a rubber drain hose to the RF bleeder screw and submerge the free end of the hose in a container partially filled with clean, specified brake fluid.



8. Have an assistant pump and then hold firm pressure on the brake pedal.

9. Loosen the RF bleeder screw until a stream of brake fluid comes out. While the assistant maintains pressure on the brake pedal, tighten the RF bleeder screw.
    - Repeat until clear, bubble-free fluid comes out.
    - Refill the brake master cylinder reservoir as necessary.

10. Tighten the RF bleeder screw to specifications. Refer to Specifications in this section. Remove the rubber hose and install the bleeder screw cap.



11. Repeat Steps 7 through 10 for the LF bleeder screw.

Hydraulic Control Unit (HCU) Bleeding

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not allow the brake master cylinder to run dry during the bleeding operation.

Master cylinder may be damaged if operated without fluid, resulting in degraded braking performance. Failure to follow this instruction may result in serious personal injury.

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTE: Pressure bleeding the brake system is preferred to manual bleeding.

1. Follow the Pressure Bleeding or Manual Bleeding procedure steps to bleed the system.
2. Connect the scan tool and follow the ABS Service Bleed instructions.
3. Repeat the Pressure Bleeding or Manual Bleeding procedure steps to bleed the system.

Component Bleeding

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1

Master Cylinder

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

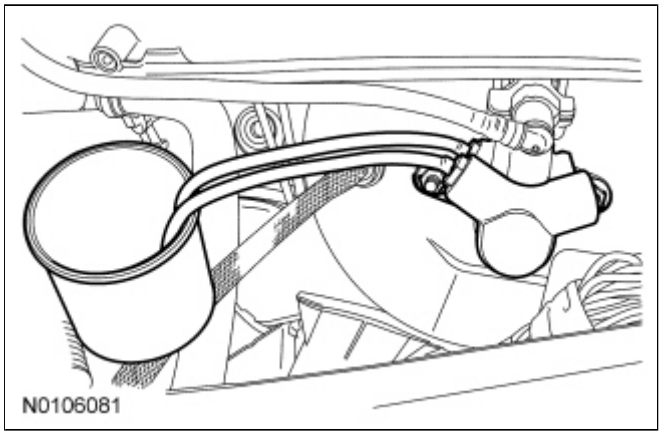
WARNING: Do not allow the brake master cylinder to run dry during the bleeding operation. Master cylinder may be damaged if operated without fluid, resulting in degraded braking performance. Failure to follow this instruction may result in serious personal injury.

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTE: When the brake master cylinder has been installed new or the system has been emptied or partially emptied, it must be primed to prevent air from entering the system.

1. Disconnect the brake outlet tubes from the master cylinder.

2. Install short brake tubes onto the primary and secondary ports with the ends submerged in a container partially filled with clean, specified brake fluid.



3. Have an assistant pump the brake pedal until clear fluid flows from the brake tubes without air bubbles.

4. Remove the short brake tubes, and install the master cylinder brake tubes.
   - Tighten the brake tube fittings to specifications. Refer to Specifications in this section.

5. Bleed the brake system. For additional information, refer to Brake System Bleeding in this section.

Brake Caliper

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

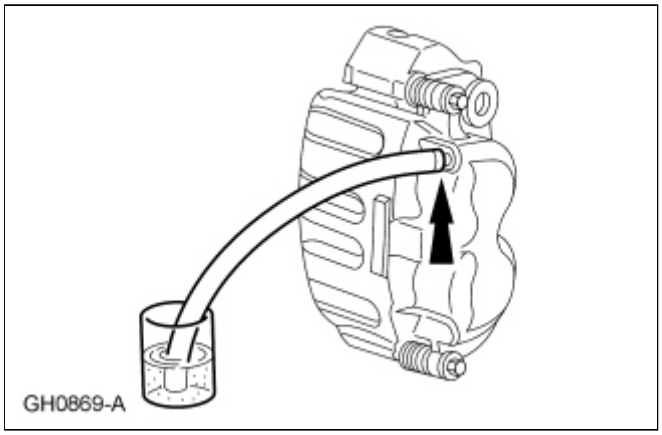
WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not allow the brake master cylinder to run dry during the bleeding operation. Master cylinder may be damaged if operated without fluid, resulting in degraded braking performance. Failure to follow this instruction may result in serious personal injury.

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTE: It is not necessary to do a complete brake system bleed if only the brake caliper was disconnected or installed new.

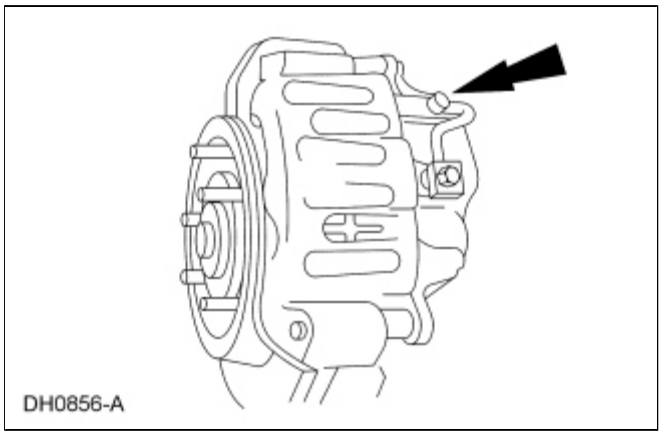
1. Remove the bleeder screw cap and place a box-end wrench on the bleeder screw. Attach a rubber drain hose to the bleeder screw and submerge the free end of the hose in a container partially filled with clean, specified brake fluid.



2. Have an assistant pump the brake pedal at least 2 times and then hold firm pressure on the brake pedal.

3. Loosen the bleeder screw until a stream of brake fluid comes out. While the assistant maintains pressure on the brake pedal, tighten the bleeder screw.
   - Repeat until clear, bubble-free fluid comes out.
   - Refill the brake master cylinder reservoir as necessary.

4. Tighten the bleeder screw to specifications. Refer to Specifications in this section. Remove the rubber hose and install the bleeder screw cap.



Wheel Cylinder

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

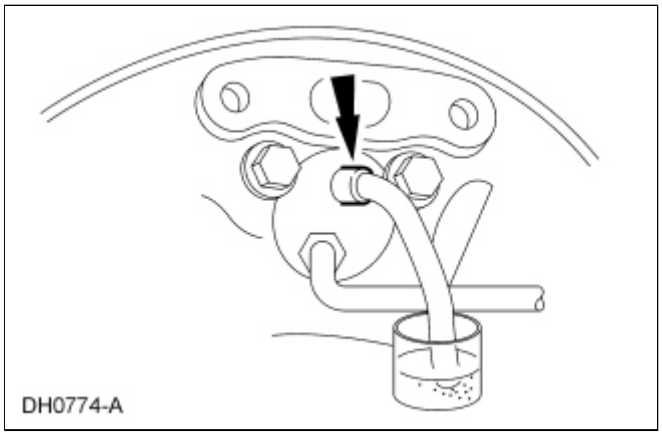
WARNING: Do not allow the brake master cylinder to run dry during the bleeding operation. Master cylinder may be damaged if operated without fluid, resulting in degraded braking

performance. Failure to follow this instruction may result in serious personal injury.

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTE: It is not necessary to do a complete brake system bleed if only the wheel cylinder was disconnected or installed new.

1. Remove the bleeder screw cap and place a box-end wrench on the bleeder screw. Attach a rubber drain hose to the bleeder screw and submerge the free end of the hose in a container partially filled with clean, specified brake fluid.



2. Have an assistant pump the brake pedal at least 2 times and then hold firm pressure on the brake pedal.

3. Loosen the bleeder screw until a stream of brake fluid comes out. While the assistant maintains pressure on the brake pedal, tighten the bleeder screw.
    - Repeat until clear, bubble-free fluid comes out.
    - Refill the brake master cylinder reservoir as necessary.

4. Tighten the bleeder screw to specifications. Refer to Specifications in this section. Remove the rubber hose and install the bleeder screw cap.

Material

Item	Specification	Fill Capacity
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	630 ml (1.33 pt)
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A	—
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—	—

Drum Brake Specification

Description	mm	Inch
Brake drum discard diameter	202	8.03
Brake lining discard thickness	1	0.039

Torque Specifications

Description	Nm	lb-ft	lb-in
Brake tube fittings	18	—	159
Wheel cylinder bolt	12	—	106
Brake drum retainers	13	—	115

Drum Brake

The drum brake system consists of the following components:

- Brake backing plate
- Brake drum
- Brake flexible hose
- Brake shoe hardware kit
- Brake shoes
- Self-adjuster
- Wheel cylinder

When mechanical force is applied by the driver to the brake pedal, the force is converted into hydraulic pressure by the master cylinder. The hydraulic force is directed to the wheel cylinders moving the brake shoes against the friction surface of the brake drum. The friction of the brake shoes on the brake drum causes the slowing or stopping of wheel rotation and the vehicle.

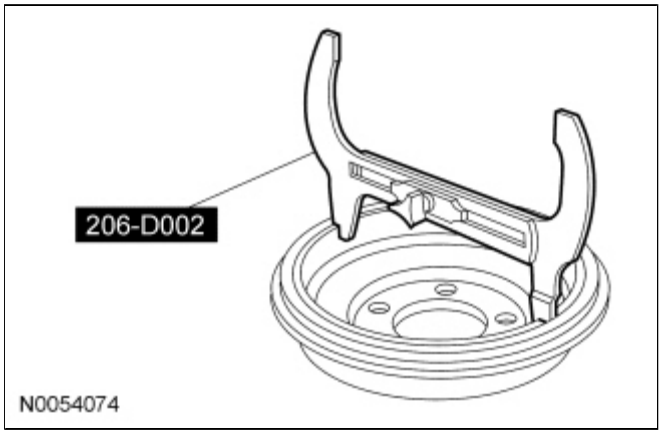
Brake Shoe Adjustment

Special Tool(s)

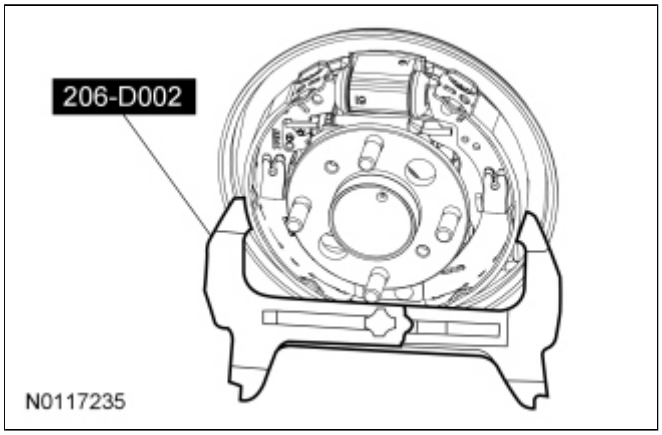
ST1468-A	Brake Adjustment Gauge 206-D002 (D81L-1103-A) or equivalent

1. Remove the brake drum. For additional information, refer to Drum Brake System — Exploded View in this section.

2. Using the Brake Adjustment Gauge, measure the inside diameter of the brake drum.



3. Position the Brake Adjustment Gauge on the brake shoes and linings and adjust accordingly.



4. Install the brake drum. For additional information, refer to Drum Brake System — Exploded View in this section.

Drum Brake System — Exploded View

Material

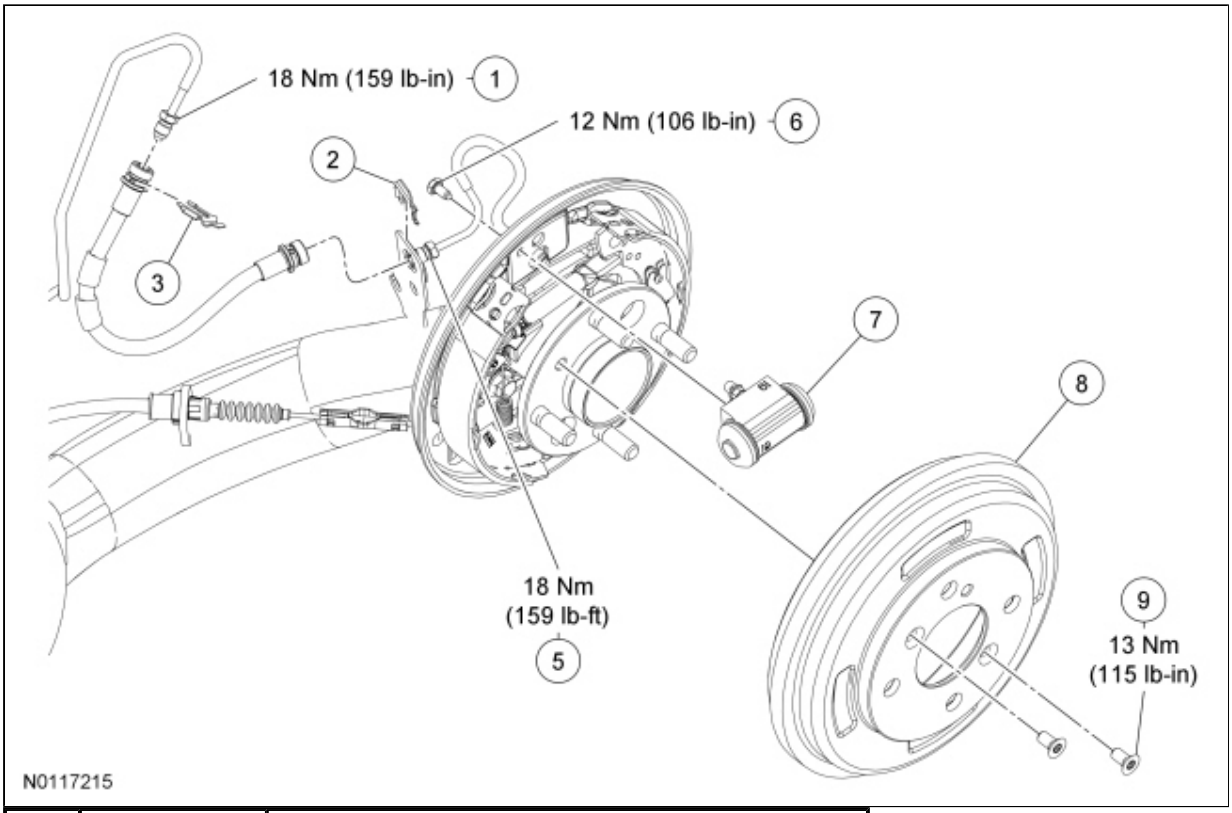
Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

WARNING: Do not breathe dust or use compressed air to blow dust from storage containers or friction components. Remove dust using government-approved techniques. Friction component dust may be a cancer and lung disease hazard. Exposure to potentially hazardous components may occur if dusts are created during repair of friction components, such as brake pads and clutch discs. Exposure may also cause irritation to skin, eyes and respiratory tract, and may cause allergic reactions and/or may lead to other chronic health effects. If irritation persists, seek medical attention or advice. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

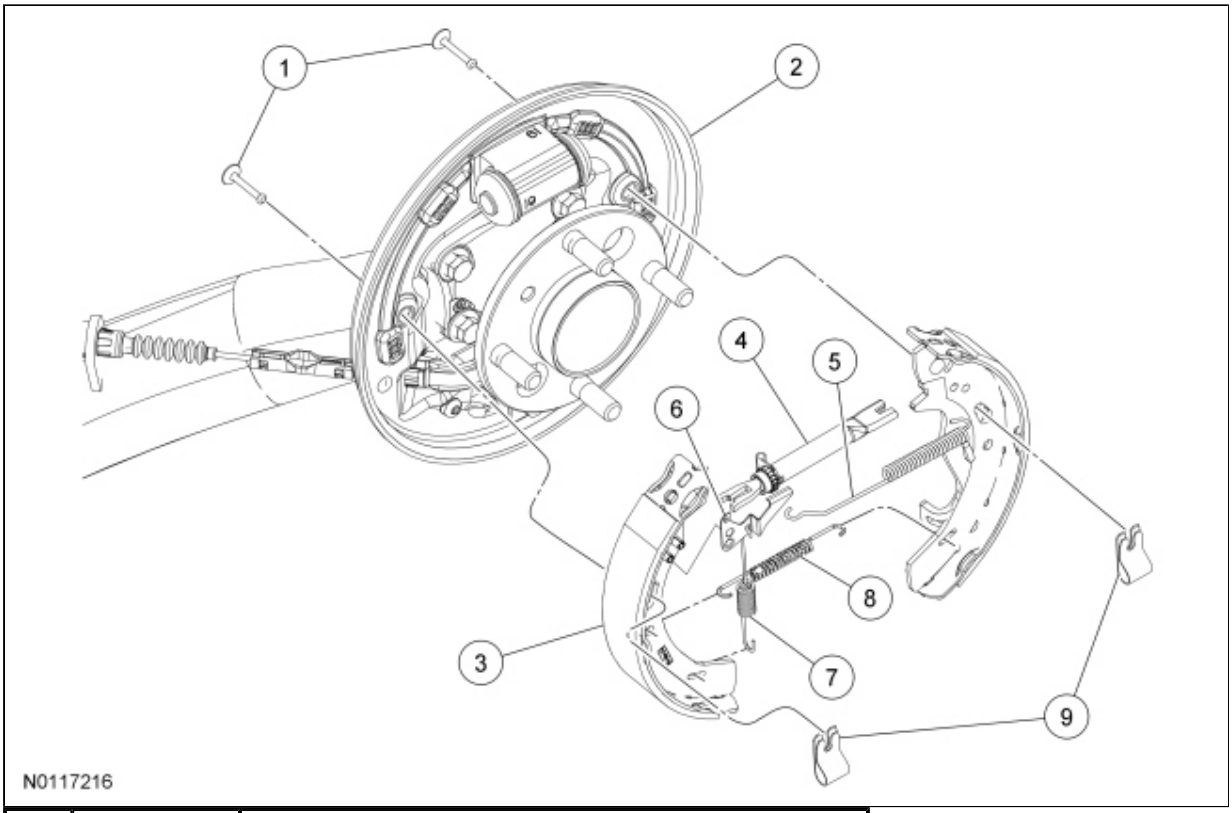


Item	Part Number	Description
1	—	Brake tube fitting (part of 2L111 RH / 2268 LH)
2	W700936	Brake hose clip
3	W700936	Brake hose clip
4	2282	Brake flexible hose
5	—	Brake tube fitting (2 required) (part of 2268)
6	2248	Wheel cylinder bolt
7	2261	Wheel cylinder
8	1126	Brake drum
9	W505741	Brake drum retainers (2 required)

WARNING: Do not breathe dust or use compressed air to blow dust from storage containers or friction components. Remove dust using government-approved techniques. Friction component dust may be a cancer and lung disease hazard. Exposure to potentially hazardous components may occur if dusts are created during repair of friction components, such as brake pads and clutch discs. Exposure may also cause irritation to skin, eyes and respiratory tract, and may cause allergic reactions and/or may lead to other chronic health effects. If irritation persists, seek medical attention or advice. Failure to follow these instructions may result in serious personal injury.

WARNING: Always install new brake shoes or pads at both ends of an axle to reduce the possibility of brakes pulling vehicle to one side. Failure to follow this instruction may result in uneven braking and serious personal injury.

NOTE: Make sure that all mating surfaces are free of foreign material and apply the specified silicone grease to the brake shoe contact points on the brake backing plate.



Item	Part Number	Description
1	—	Brake shoe hold-down pin (2 required) (part of 2A225)
2	2211	Backing plate
3	—	Brake shoe (part of 2200)
4	2K286	Self-adjuster assembly
5	—	Upper return spring (part of 2A225)
6	—	Self-adjuster lever (part of 2K286)
7	—	Self-adjuster lever spring (part of 2K286)
8	—	Lower return spring (part of 2A225)
9	—	Brake shoe hold-down clip (2 required) (part of 2A225)

Removal and Installation

NOTE: For brake system and component bleeding procedures, refer to Section 206-00 .

NOTE: If removing the the drum brake backing plate, the wheel hub and bearing must be removed. For additional information, refer to Section 204-02

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications and Special Tools. Items in the exploded views may not be listed in order of removal.

Material

Item	Specification	Fill Capacity
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	630 ml (1.33 pt)
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—	—

General Specifications

Item	Specification
Brake Disc	
Brake disc minimum thickness	21 mm (0.905 in)
Brake Pads	
Brake pad maximum taper wear (in any direction)	2.0 mm (0.118 in)
Brake pad minimum thickness	2.0 mm (0.118 in)

Torque Specifications

Description	Nm	lb-ft	lb-in
Brake caliper anchor plate bolts	68	50	—
Brake caliper flow bolt	35	26	—
Brake guide pin caliper bolts	28	21	—
Brake hose bracket bolt	27	20	—
Brake tube fitting	18	—	159

Front Disc Brake

The front brake disc system consists of the following components:

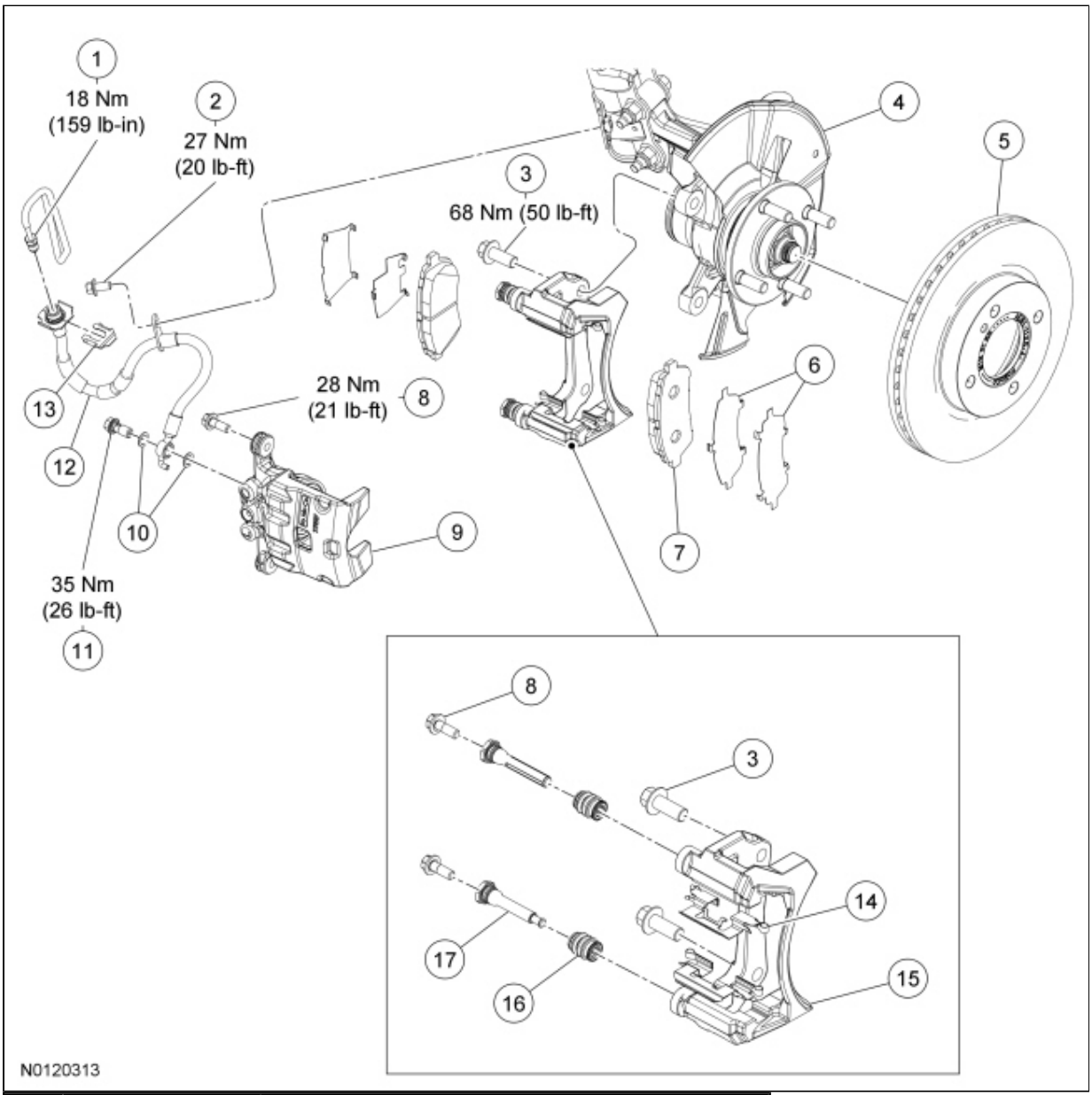
- Brake caliper anchor plate
- Brake caliper
- Brake disc
- Brake flexible hose

When mechanical force is applied by the driver to the brake pedal, the force is converted into hydraulic pressure by the master cylinder. The hydraulic force is directed to the disc brake calipers and transferred to the brake pads. The brake pads are then forced against the brake friction surfaces by the brake caliper pistons. The friction of the brake pads on the brake disc causes the slowing of wheel rotation and the vehicle.

Disc Brake System — Exploded View

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—



Item	Part Number	Description
1	—	Brake tube fitting (part of 2263)

2	W500222	Brake hose bracket bolt
3	2001	Brake caliper anchor plate bolt
4	2K204	Brake disc shield
5	1125	Brake disc
6	—	Stainless steel shims (4 required) (part of 2001 kit)
7	—	Brake pad (2 required) (part of 2001 kit)
8	—	Brake caliper guide pin bolt (2 required) (part of 2L527 kit)
9	2B120RH/ 2B121LH	Brake caliper
10	W711784	Washers (2 required)
11	2L122	Brake caliper flow bolt
12	2078	Brake flexible hose
13	W700936	Brake hose clip
14	—	Brake pad slides (2 required) (part of 2001 kit)
15	2B292	Brake caliper anchor plate
16	—	Dust boot (2 required) (part of 2L257 kit)
17	—	Brake caliper guide pin (2 required) (part of 2L257 kit)

Removal and Installation

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

WARNING: Always install new brake shoes or pads at both ends of an axle to reduce the possibility of brakes pulling vehicle to one side. Failure to follow this instruction may result in uneven braking and serious personal injury.

NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTICE: **Do not allow the brake caliper to hang from the brake flexible hose or damage to the hose can occur.**

NOTICE: **Do not pry in the caliper sight hole to retract the pistons, as this can damage the pistons and boots.**

NOTICE: **Protect the caliper pistons and boots when pushing the caliper pistons into the caliper piston bores or damage to components may occur.**

NOTE: If installing new brake pads, install all of the new hardware and lubricant supplied with the brake pad kit.

NOTE: For brake system and component bleeding procedures, refer to Section 206-00 .

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications and Special Tools. Items in the exploded views may not be listed in order of

removal.

Material

Item	Specification	Fill Capacity
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—	—
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A	—

Torque Specifications

Description	Nm	lb-ft	lb-in
Front parking brake cable nuts	10	—	89
Parking brake control nuts	24	18	—
Parking brake control bolt	24	18	—
Floor console bracket nuts	24	18	—
Crossmember nuts	24	18	—

Parking Brake

The parking brake system consists of the following components:

- Parking brake control
- Parking brake cable equalizer
- Parking brake warning indicator switch
- Rear parking brake cables and conduits
- Rear brake shoes
- Rear brake shoe actuators

The parking brake system is cable operated and controlled by an independent hand-operated parking brake control. The parking brake control actuates the rear brake shoes directly through a cable system.

A red brake warning indicator, located in the instrument cluster, will illuminate to signal the driver that the parking brake is applied. For information and diagnosis of the brake warning indicator, refer to Section 413-01.

Parking Brake

Material

Item	Specification
Metal Brake Parts Cleaner PM-4-A or PM-4-B (US); CPM-4 (Canada)	—
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

Principles of Operation

The parking brake system is cable-actuated and controlled by an independent hand-operated parking brake control that is not self adjusting, The parking brake system is actuated when the parking brake control is pulled up. The parking brake cables are connected to the parking brake control by the parking brake equalizer. When the parking brake control is pulled, the equalizer pulls on both rear parking brake cables, which are attached to the parking brake actuators and apply the brake shoes. When the parking brake release button is pressed and the brake control is released, the tension on the parking brake cables return the system to the released position.

Inspection and Verification

1. Verify the customer concern.
2. With the vehicle in NEUTRAL, position it on a hoist. Refer to Section 100-02 .
3. Visually inspect for obvious signs of mechanical or electrical damage. Refer to the following chart:

Visual Inspection Chart

Mechanical
• Brake shoe actuators • Brake shoe hardware • Brake shoe backing plate • Parking brake cable equalizer • Parking brake control • Rear parking brake cables and conduits

4. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
5. If the concern is not visually evident, verify the symptom. GO to Symptom Chart .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The red brake warning indicator is always illuminated	• Parking brake not fully released • Low brake fluid level • Wiring, terminals or connectors • Brake master cylinder inoperative	• RELEASE the parking brake. TEST the system for normal operation. • REFER to Section 206-00 to diagnose the hydraulic brake system. • REFER to Section 206-00 to diagnose the brake warning indicator circuit. • CARRY OUT the Brake Master Cylinder Component Test. REFER to Component Tests in Section 206-00 .
• The parking brake will not apply	• Rear brake shoes out of adjustment • Parking brake cables out of adjustment • Parking brake control • Parking brake cables • Parking brake cable equalizer • Rear brake shoes and/or hardware	• VERIFY rear brake shoe adjustment, ADJUST as necessary. REFER to Section 206-02 . • VERIFY parking brake cable adjustment, ADJUST as necessary. REFER to Parking Brake Cable Adjustment in this section. • GO to Pinpoint Test A .
• The parking brake will not release and/or rear brakes drag	• Parking brake control • Parking brake cables • Parking brake cable equalizer • Rear brake shoes and/or hardware	• GO to Pinpoint Test B .

Pinpoint Tests

Pinpoint Test A: The Parking Brake Will Not Apply

Normal Operation

When the parking brake control is pulled, the parking brake equalizer pulls on both rear parking brake cables, which are attached to the parking brake actuators and apply the brake shoes.

This pinpoint test is intended to diagnose the following:

- Parking brake cables and conduits

- Parking brake control
- Parking brake equalizer
- Rear brake hardware
- Rear brake shoes

PINPOINT TEST A: THE PARKING BRAKE WILL NOT APPLY

Test Step	Result / Action to Take
A1 CHECK THE PARKING BRAKE CONTROL FOR CORRECT OPERATION • Pull the parking brake control handle. • **Does the parking brake control move?**	**Yes** GO to A2 . **No** GO to A4 .

A2 CHECK FOR BROKEN CABLES AND HARDWARE
• **NOTE:** Have an assistant pull and release the parking brake handle to help isolate disconnected cables or cables that do not move.
• Inspect the following items for damage and correct connections:
  ▪ Parking brake control
  ▪ Parking brake equalizer
  ▪ LH rear cable
  ▪ RH rear cable
• **Is any damage found or are any components disconnected?**
	Yes
	CONNECT the component(s) or INSTALL new parking brake component(s) as necessary. TEST the system for normal operation.
	
	No
	GO to A3 .

A3 CHECK THE PARKING BRAKE SHOES AND HARDWARE • Remove the rear brake drum. Refer to Section 206-02 . Inspect the brake shoes and hardware for damage and/or missing components. • **Is any damage found or are any components missing?**	**Yes** INSTALL new components as necessary. REFER to Section 206-02 . TEST the system for normal operation. **No** VERIFY that the rear brake shoes and linings are within thickness specifications. REFER to Specifications in Section 206-00 . INSTALL new brake shoes as necessary. REFER to Section 206-02 . TEST the system for normal operation.
A4 ISOLATE THE PARKING BRAKE CONTROL AND FRONT PARKING BRAKE CABLE • Disconnect the rear cables from the cable equalizer. • Pull the parking brake control handle. • **Does the parking brake control move?**	**Yes** GO to A5 . **No** INSTALL a new parking brake control. REFER to Parking Brake — Exploded View in this section. TEST the system for normal operation.
A5 ISOLATE THE REAR PARKING	

BRAKE CABLES	
• Remove the rear brake drum. Refer to Section 206-02 . • Disconnect the parking brake cables from the brake shoe actuators. • While holding the rear cable conduit, attempt to slide the rear cable inside the conduit. • **Does the rear cable slide freely inside the conduit?**	**Yes** The system is operating normally at this time. The concern may have been cause by a seized or binding component. CLEAN and LUBRICATE the brake backing plate using the specified materials. CONNECT all cables and INSTALL all components. TEST the system for normal operation. **No** INSTALL new rear brake cable(s). REFER to Parking Brake — Exploded View in this section. TEST the system for normal operation.

Pinpoint Test B: The Parking Brake Will Not Release and/or Rear Brakes Drag

Normal Operation

When the parking brake release button is pressed and the brake control is released, the tension on the parking brake cables return the system to the released position.

This pinpoint test is intended to diagnose the following:

- Parking brake cables and conduits
- Parking brake control
- Parking brake equalizer
- Rear brake hardware
- Rear brake shoes

PINPOINT TEST B: THE PARKING BRAKE WILL NOT RELEASE AND/OR REAR BRAKES DRAG

Test Step	Result / Action to Take
B1 ISOLATE THE PARKING BRAKE CONTROL	
• Disconnect the rear cables from the cable equalizer. • **Does the parking brake release?**	**Yes** INSTALL a new parking brake control. REFER to Parking Brake — Exploded View in this section. TEST the system for normal operation. **No** GO to B2 .
B2 CHECK THE REAR BRAKE SHOES AND HARDWARE	
• Remove the rear brake drum. Refer to Section 206-02 . • Inspect the brake shoes, hardware and backing plate. • **Are the shoes, hardware and backing plate in good condition?**	**Yes** GO to B3 . **No** INSTALL new components as necessary. REFER to Section 206-02 . TEST the system for normal operation.
B3 ISOLATE THE REAR	

PARKING BRAKE CABLES	
• Disconnect the parking brake cables from the brake shoe actuators. • While holding the rear cable conduit, attempt to slide the rear cable inside the conduit. • **Does the rear cable slide freely inside the conduit?**	**Yes** The system is operating normally at this time. The concern may have been cause by a seized or binding component. CLEAN and LUBRICATE the brake backing plate using the specified materials. CONNECT all cables and INSTALL all components. TEST the system for normal operation. **No** INSTALL new rear brake cable(s). REFER to Parking Brake — Exploded View in this section. TEST the system for normal operation.

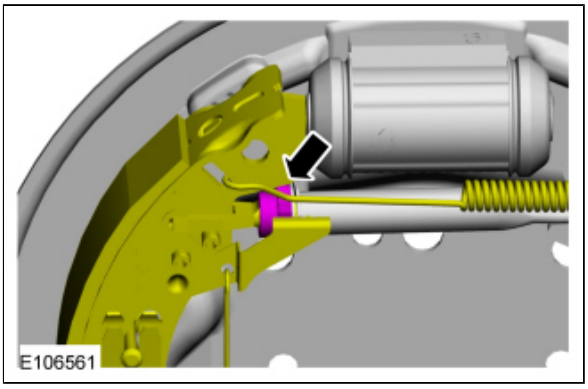
Parking Brake Cable Adjustment

1. Remove the floor console finish panel to access the parking brake cable adjuster nut. For additional information, refer to the floor console procedure exploded view in Section 501-12 .

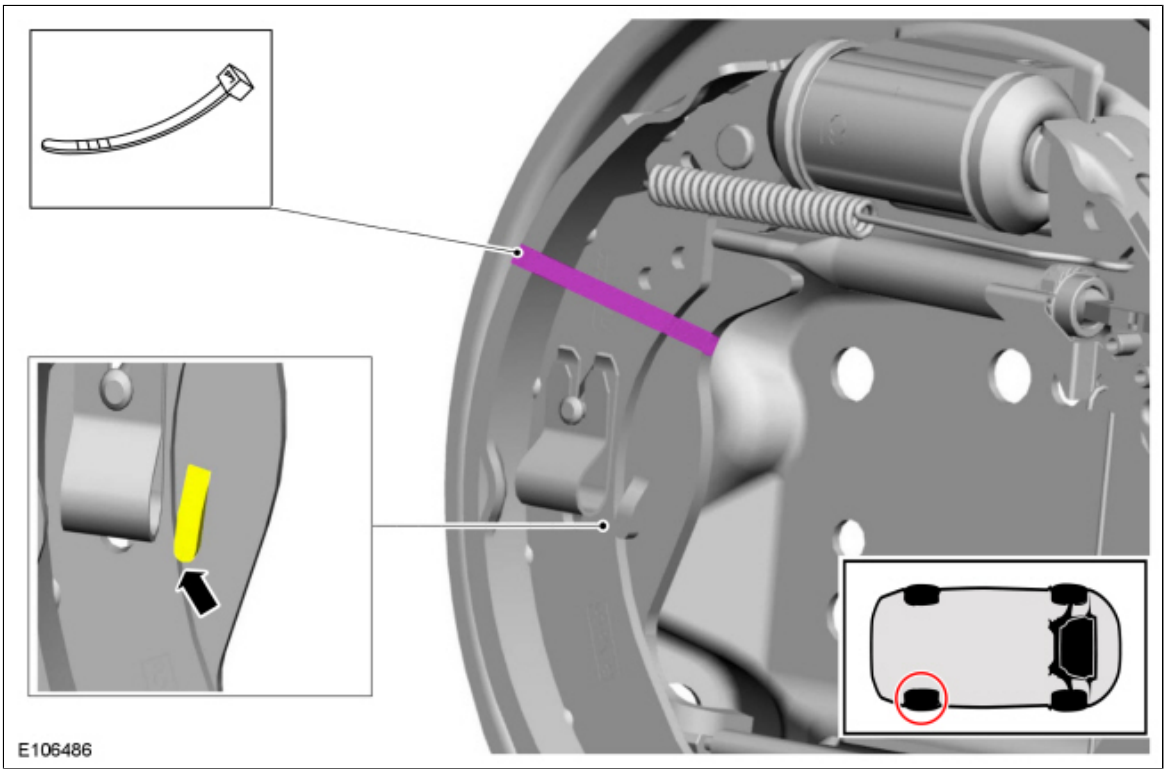
2. Make sure the parking brake control handle is in the fully released position.

3. Remove the brake drums For additional information, refer to . Section 206-02
   - Inspect drum brake assembly. Install new components as necessary.

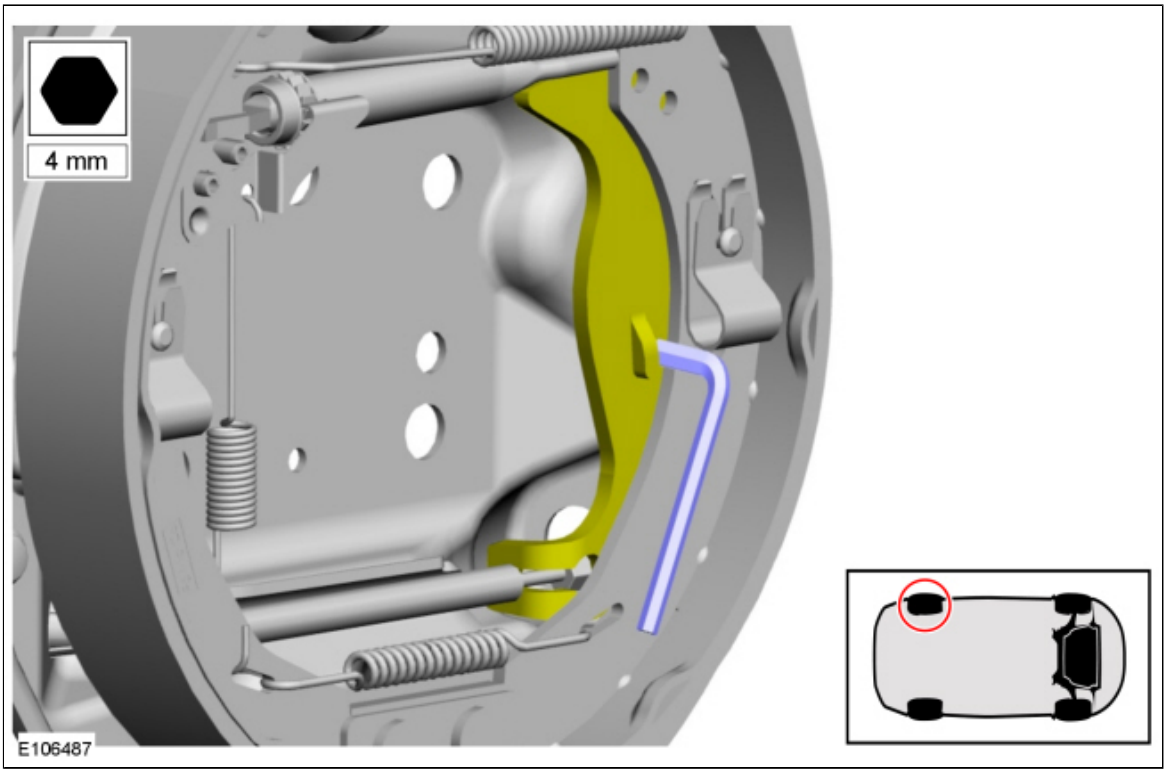
4. Loosen the self-adjuster one full turn on both axle ends.



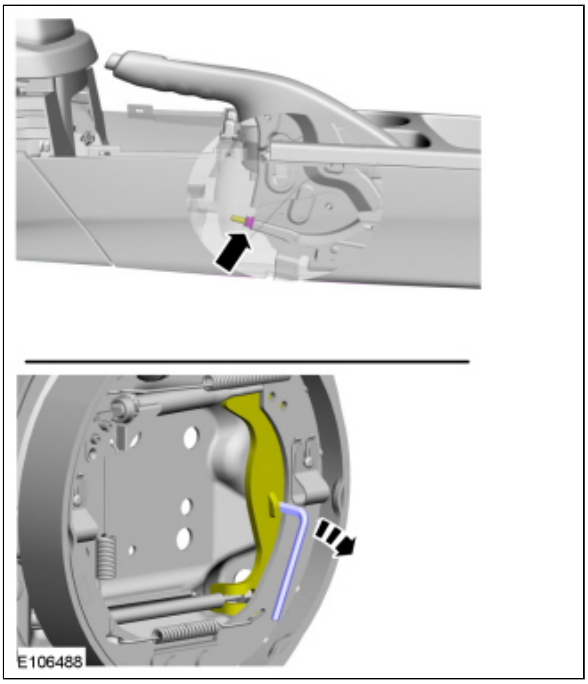
5. Using a cable tie, secure the parking brake actuation lever to the brake shoe as shown on the passenger side rear.



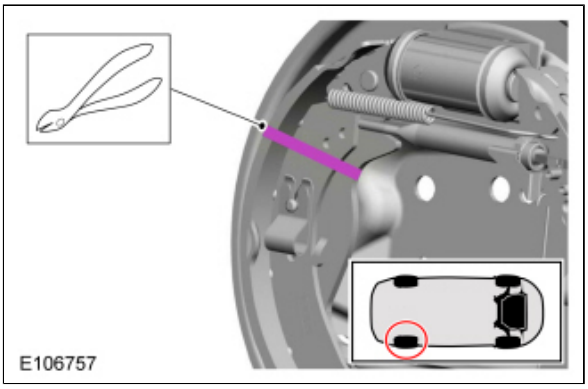
6. Install a 4mm allen wrench against the parking brake actuation lever on driver side rear only.



7. Adjust the parking brake cable adjuster nut until the allen wrench falls out.



8. Remove the cable tie.

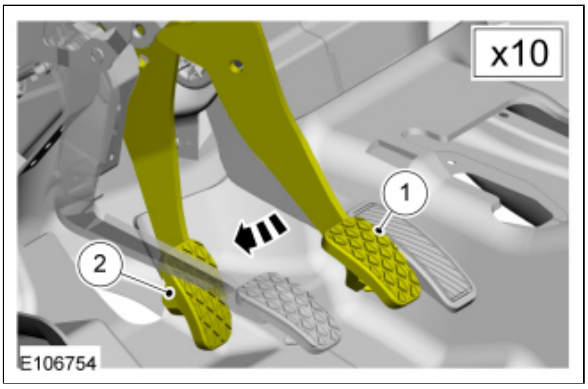


9. Adjust the brake shoes. For additional information, refer to Section 206-02

10. If new rear cables have been installed, carry out the following sub steps. If new rear cables have not been installed, proceed to step 11.
    1. Cycle parking brake control lever to the 10th notch 10 times to stretch the new cables.
    2. Remove the rear drums and verify that the gap exists between the parking brake stop lever and the brake shoe web.
    3. If the gap is zero, repeat step 2 and steps 4 thru 9.

11. After assembling the wheel, verify the wheel turns freely to ensure there is no brake drag present.

12. Fully depress the brake pedal 10 times. Apply the parking brake to verify correct operation.

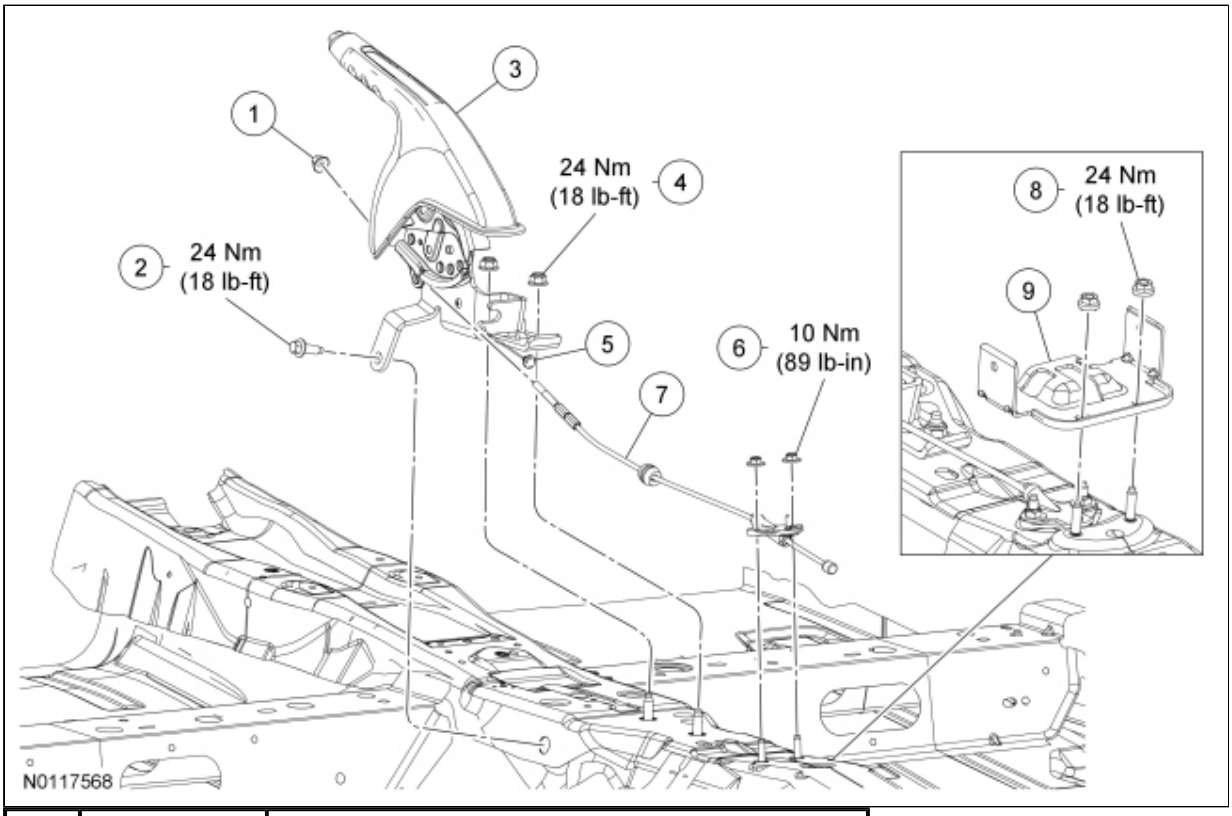


13. Install the floor console finish panel. For additional information, refer to the floor console exploded view in Section 501-12

Parking Brake — Exploded View

Parking Brake Control

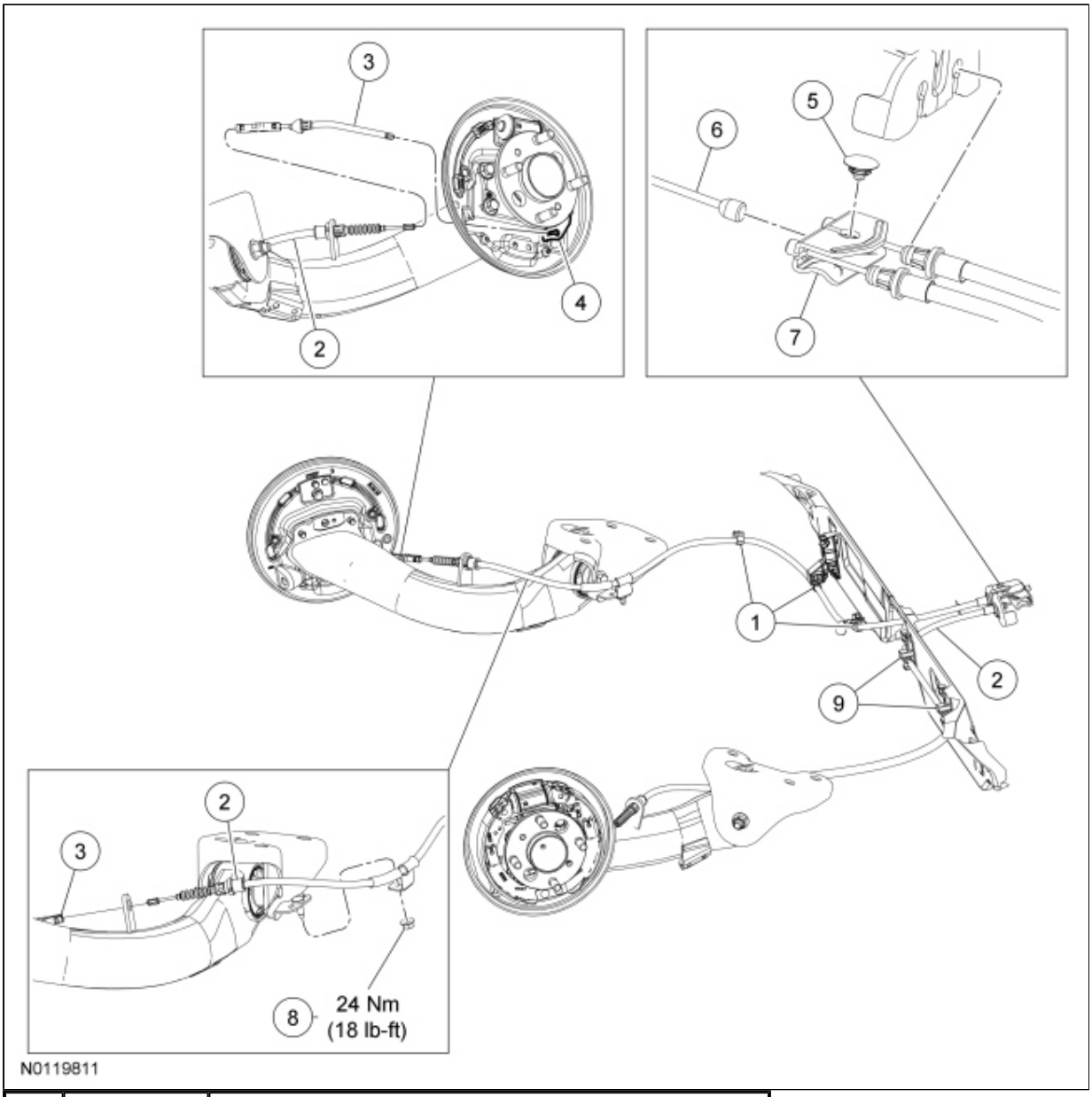
NOTE: The parking brake switch is not serviced separately . If a new parking brake switch is needed, a new parking brake control must be installed.



Item	Part Number	Description
1	—	Parking brake cable adjuster nut (part of 2853)
2	W500223	Parking brake control bolt
3	2780	Parking brake control
4	W520102	Parking brake control nut (2 required)
5	7H406	Pin type retainer
6	W702751	Front parking brake cable nut (2 required)
7	2853	Front parking brake cable
8	W702751	Floor console bracket nut
9	58045B32	Floor console bracket

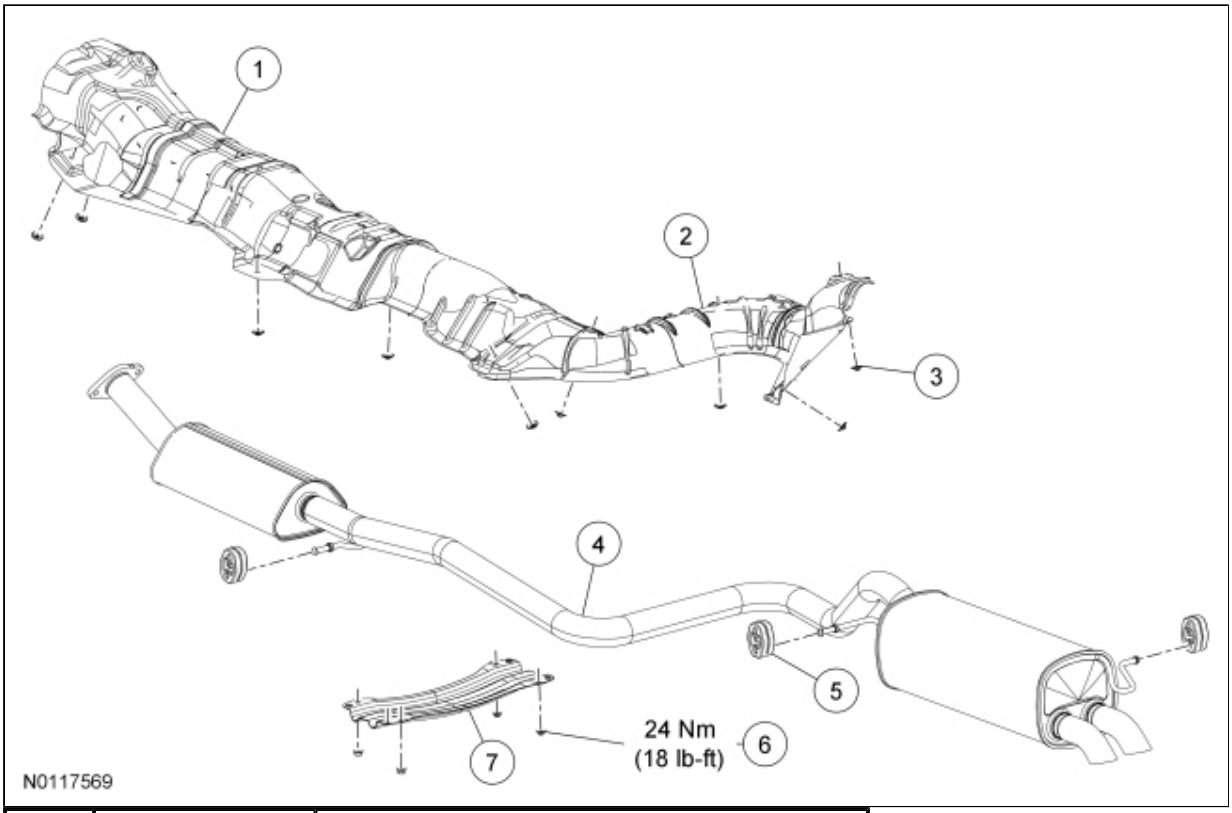
Parking Brake Cables

NOTICE: **Use care when releasing the RH rear parking brake cable from the plastic brackets or damage to the brackets may occur.**



Item	Part Number	Description
1	—	Parking brake cable retainers (3 required) (part of 2A603)
2	2A603	Rear parking brake cable
3	2A635	Parking brake actuation lever cable (2 required)
4	—	Parking brake actuation lever (2 required) (part of 2200)
5	W708952	Plug
6	2853	Front parking brake cable
7	—	Equalizer (part of 2A603)
8	W520413	Parking brake cable bracket nut
9	9A335	Parking brake cable bracket (2 required)

Heat Shields, Exhaust System and Crossmember



Item	Part Number	Description
1	5411434	Exhaust heat shield
2	54114B06	Exhaust heat shield
3	W709729	Exhaust heat shield nut (9 required)
4	5230	Muffler assembly
5	5A262	Exhaust insulator (3 required)
6	W520102	Crossmember nut (8 required)
7	58108K38	Crossmember

Removal and Installation

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications and Special tools. Items in the exploded views may not be listed in order of removal.

2. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

3. Remove the driver seat and the floor console to access the parking brake control.
   - For the driver seat, refer to Section 501-10 .
   - For the floor console, refer to Section 501-12 .

4. Loosen the front parking brake cable adjuster nut 5 turns to release the tension for parking brake service. Remove the floor console finish panel to access the nut. For additional information, refer to the floor console procedure exploded view in Section 501-12 .

5. Remove the crossmember and lower the exhaust and the exhaust heat shields in order to access the parking brake equalizer.

6. Adjust the parking brake cables after parking brake component service. For additional information, refer to Parking Brake Cable Adjustment in this section.

Material

Item	Specification	Fill Capacity
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	648 ml (1.37 pt) (manual transmission) 586 ml (1.24 pt) (automatic transmission)

Torque Specifications

Description	Nm	lb-ft	lb-in
Brake booster nuts	25	18	—
Brake fluid reservoir nuts	7	—	62
Brake master cylinder nuts	20	—	177
Brake pedal bracket nuts	25	18	—
Knee air bag bracket nuts	8	—	71
Primary brake tube fitting	17	—	150
Secondary brake tube fitting	17	—	150
Steering shaft-to-steering gear bolt	32	24	—

Hydraulic Brake Actuation

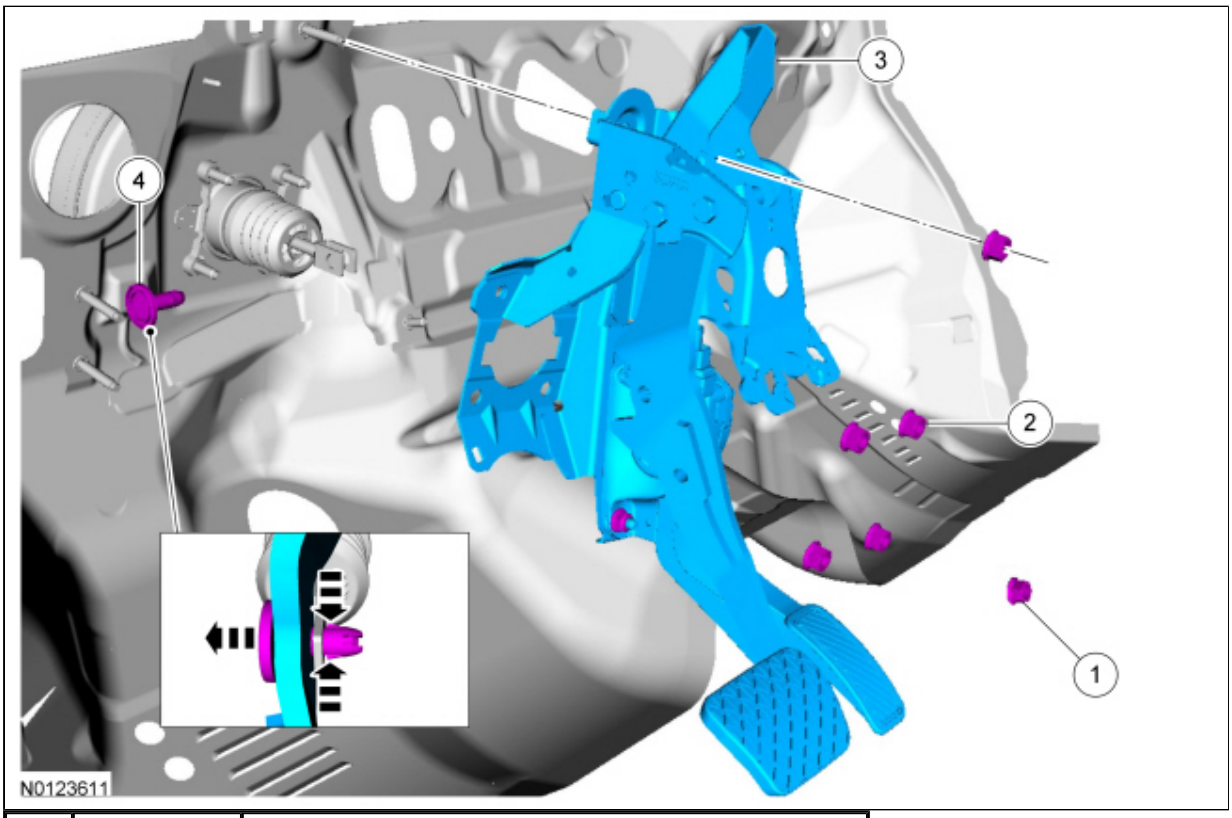
The hydraulic brake actuation system consists of the following components:

- Brake master cylinder and fluid reservoir
- Brake pedal and bracket
- Brake tubes and hoses

The brake pedal is connected to the power brake booster, which is connected to the brake master cylinder. When the brake pedal is pressed, brake fluid is pushed through the double-walled steel tube and flexible hoses to the front brake calipers and rear wheel cylinders. The brake fluid enters the calipers and cylinders, forcing the pistons and brake pads/shoes outward against the friction surface, slowing or stopping rotation. When the brake pedal is released, brake fluid pressure is relieved, returning the caliper pistons, wheel cylinders, brake pads and brake shoes to the unapplied position.

Brake Pedal and Bracket

NOTE: Automatic transmission shown, manual transmission similar.



Item	Part Number	Description
1	W706840	Brake pedal bracket nut (2 required) - 25 Nm (18 lb-ft)
2	W706840	Brake booster nut (4 required) - 25 Nm (18 lb-ft)
3	2455	Brake pedal and bracket assembly
4	2L523	Brake booster push rod clevis locking pin

Removal and Installation

1. Remove the knee air bag module. For additional information, refer to Section 501-20B .

2. ***NOTICE:*** **Do not service the brake pedal without first removing the stoplamp switch. Remove this switch with the brake pedal in the at-rest position. Attempting to remove this switch when the plunger is extended (during pedal apply) results in damage to the switch.**

   Remove the stoplamp switch. For additional information, refer to Section 417-01 .

3. ***NOTICE:*** **Do not service the brake pedal without first removing the cruise control deactivator switch. Remove this switch with the brake pedal in the at-rest position. Attempting to remove this switch when the plunger is extended (during pedal apply) results in damage to the switch.**

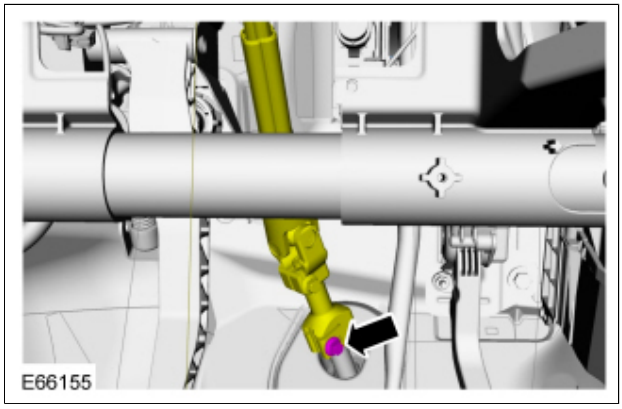
   Remove the cruise control deactivator switch. For additional information, refer to Section 419-03 .

4. Using a suitable holding device, hold the steering wheel in the straight-ahead position.

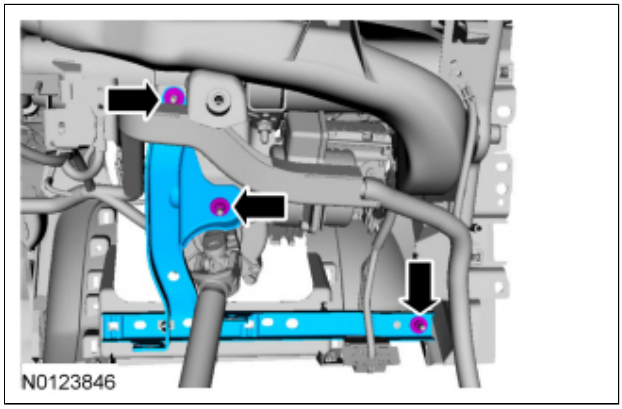
5. **WARNING: Do not reuse steering column shaft bolts. This may result in fastener failure and steering column shaft detachment or loss of steering control. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

   NOTICE: **Do not allow the steering column to rotate while the steering column shaft is disconnected or damage to the clockspring may result. If there is evidence the steering column has rotated, remove and recenter the clockspring. For additional information, refer to Section 501-20B .**

   Remove and discard the steering shaft-to-steering gear bolt, then disconnect the steering shaft from the steering gear.
   - To install, tighten the new bolt to 32 Nm (24 lb-ft).



6. Remove the 3 nuts and position the knee air bag bracket aside.
   - To install, tighten to 8 Nm (71 lb-in).



7. **NOTE:** The booster push rod clevis locking pin is a one-time use only part. Any time the booster push rod clevis locking pin is removed, install a new booster push rod clevis locking pin.

   NOTE: Use an 11 mm, 12-point socket or wrench to compress the 2 locking tabs on the clevis pin.

   Remove and discard the brake booster push rod clevis locking pin, then position the booster push rod aside.

8. Disconnect the accelerator pedal electrical connector.

9. Detach the wire harness from the brake pedal bracket.

10. Remove the 4 brake booster nuts and the 2 brake pedal bracket nuts.
    - To install, tighten to 25 Nm (18 lb-ft).

11. **NOTE:** The accelerator pedal is removed with the brake pedal bracket, but is serviced separately from the brake pedal bracket.

Remove the brake pedal and bracket assembly.

12. ***NOTICE:*** **Do not press, pull or otherwise move the brake pedal while installing the stoplamp switch and cruise control deactivation switch. Install these switches with the booster push rod attached to the brake pedal and with the brake pedal in the at-rest position. Installing these switches with the brake pedal in any other position results in incorrect adjustment and damages the switches.**

    To install, reverse the removal procedure.

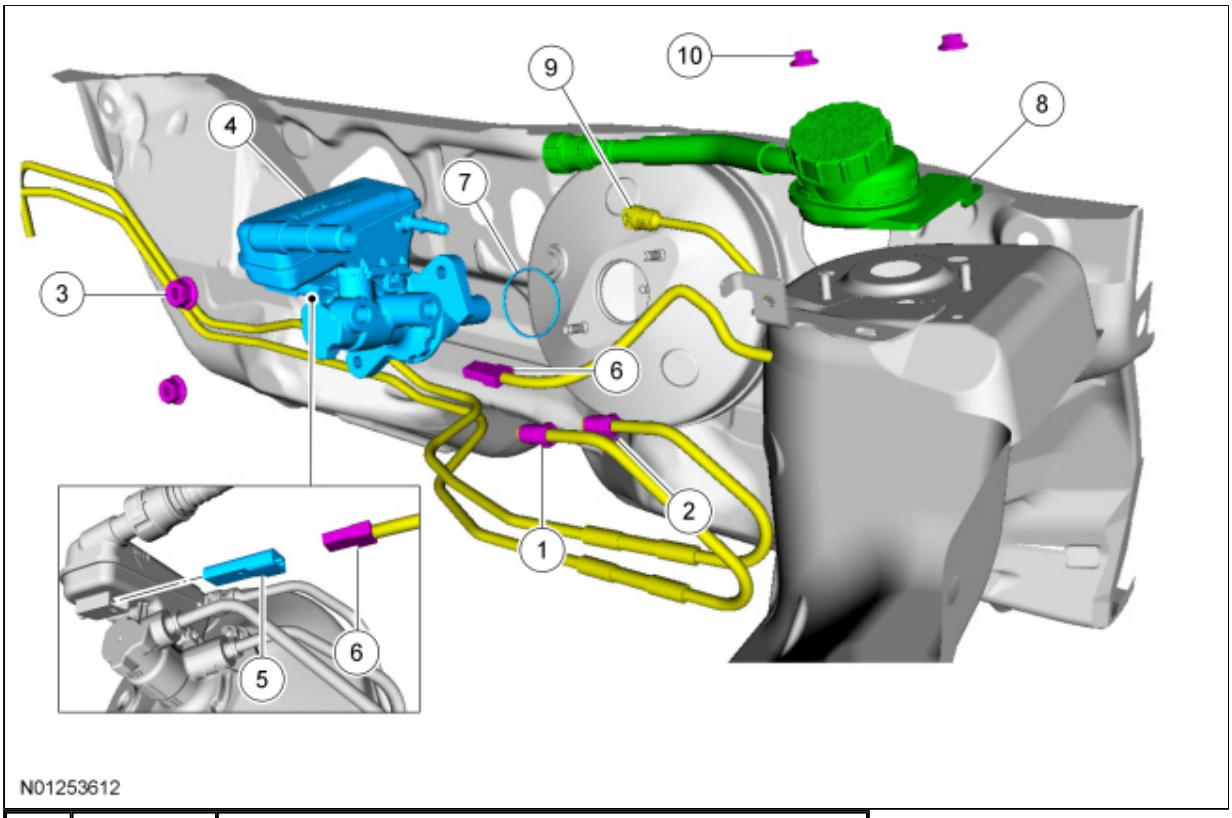
13. Verify correct stoplamp switch and cruise control deactivator switch installation. For additional information, refer to Brake Pedal Switch Adjustment in Section 206-09 .

Brake Master Cylinder

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1

NOTE: Manual transmission shown, automatic transmission similar.



Item	Part Number	Description
1	—	Primary brake tube fitting (part of 2M020) - 17 Nm (150 lb-in)
2	—	Secondary brake tube fitting (part of 2M019) - 17 Nm (150 lb-in)
3	—	Brake master cylinder nut (2 required) (part of 2140) (also part of kit 2C144) - 20 Nm (177 lb-in)
4	2140	Brake master cylinder
5	2C251	Brake fluid level switch (also part of 2140)
6	—	Brake fluid level switch electrical connector (part of 14K012)
7	—	Brake booster-to-master cylinder O-ring (part of 2140) (also part of kit 2C144)
8	2K478	Brake fluid reservoir

9	7T504	Brake master cylinder-to-clutch master cylinder tube (manual transmission only)
10	W711330	Brake fluid reservoir nut (2 required) - 7 Nm (62 lb-in)

Removal and Installation

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Brake fluid is harmful to painted and plastic surfaces. If brake fluid is spilled onto a painted or plastic surface, immediately wash it with water.**

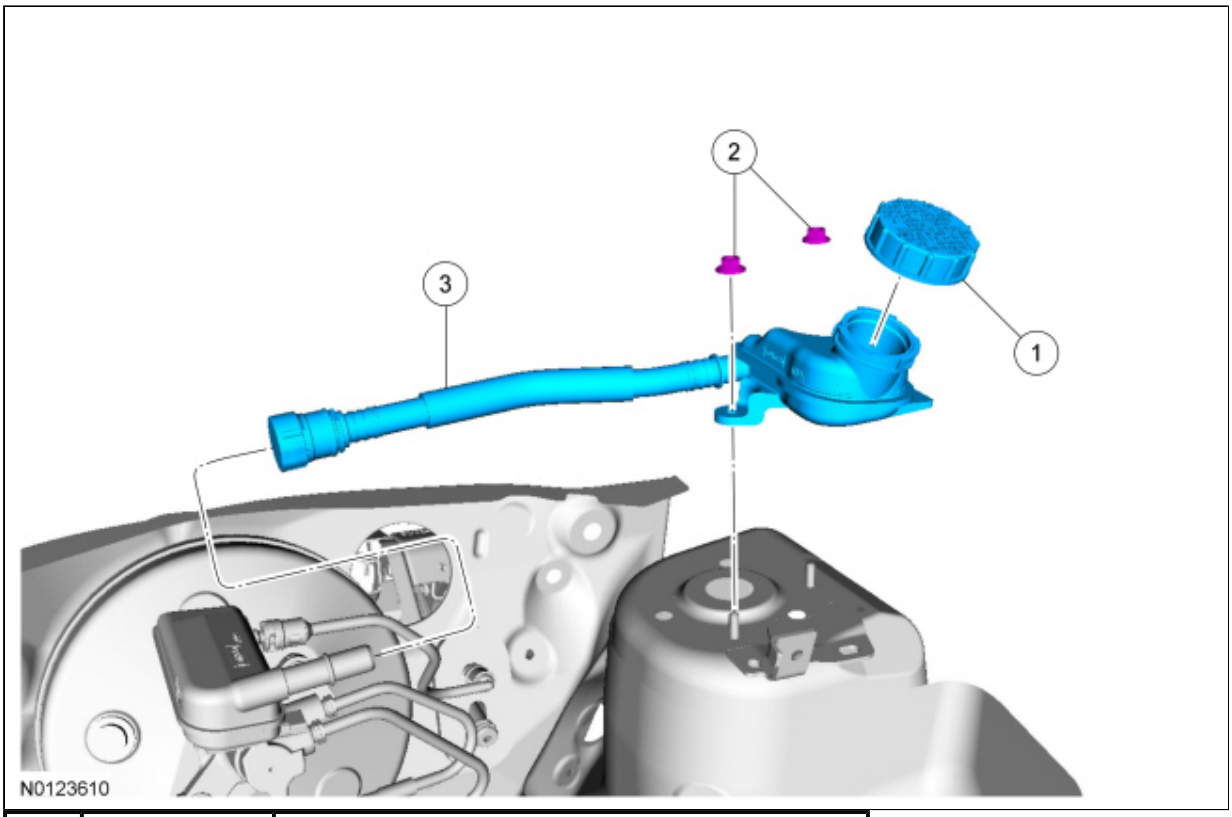
1. Disconnect the vacuum tube from the brake booster.
2. Detach the vacuum tube from the cowl and position aside.
3. Remove the battery tray. For additional information, refer to Section 414-01 .
4. Remove the 2 brake fluid reservoir nuts.
   - To install, tighten to 7 Nm (62 lb-in).
5. Disconnect the brake fluid reservoir tube from the master cylinder.
6. If equipped with a manual transmission, disconnect the brake master cylinder-to-clutch master cylinder tube from the master cylinder.
7. Disconnect the brake fluid level switch electrical connector.
8. Disconnect the primary and secondary brake tubes from the master cylinder.
   - To install, tighten to 17 Nm (150 lb-in).
9. Remove and discard the 2 brake master cylinder nuts.
   - To install, tighten the new brake master cylinder nuts to 20 Nm (177 lb-in).
10. Remove the brake master cylinder and discard the brake booster-to-master cylinder O-ring.
11. **NOTE:** Before installing the master cylinder make sure a new brake booster-to-master cylinder O-ring is in place and the mating faces are clean.

    To install, reverse the removal procedure.
12. Bleed the master cylinder. For additional information, refer to Component Bleeding in Section 206-00 .
13. If equipped with a manual transmission, bleed the hydraulic clutch system. For additional information, refer to Section 308-00 .

Brake Fluid Reservoir

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1



Item	Part Number	Description
1	2162	Brake fluid reservoir cap (also part of 2K478)
2	W711330	Brake fluid reservoir nuts - 7 Nm (62 lb-in)
3	2K478	Brake fluid reservoir

Removal and Installation

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

NOTICE: **Brake fluid is harmful to painted and plastic surfaces. If brake fluid is spilled onto a painted or**

plastic surface, immediately wash it with water.

1. Refer to exploded view and any Warnings, Notices, Materials and Specifications. Items in the exploded views may not be listed in order of removal.

Torque Specifications

Description	Nm	lb-ft
Brake booster nuts	25	18

Brake Booster

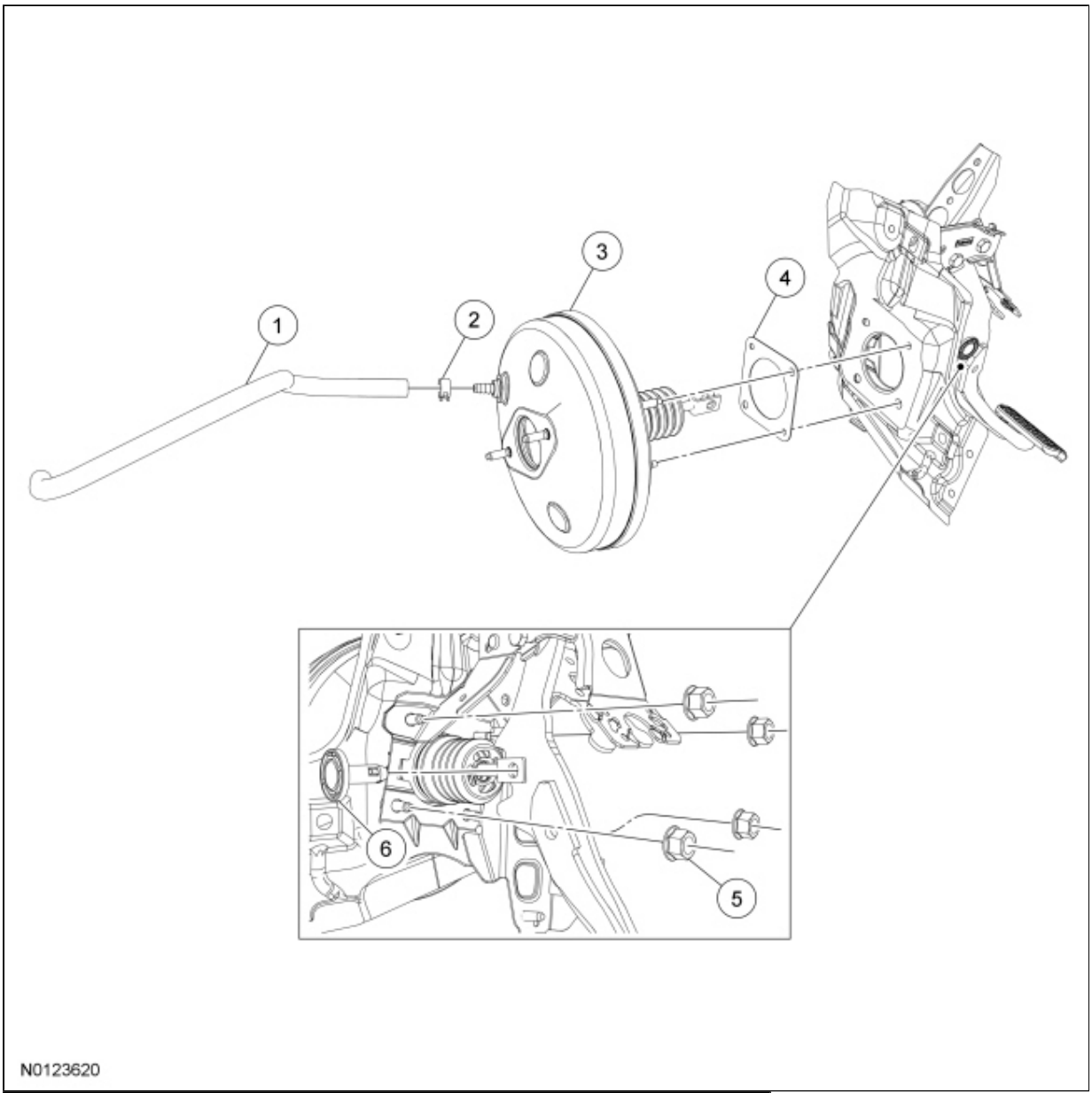
The brake booster consists of:

- brake booster assembly
- brake booster vacuum hose
- brake booster vacuum check valve

The brake booster is a single-diaphragm type which utilizes engine vacuum to reduce brake pedal effort and travel. The brake booster is divided into separate vacuum and atmospheric chambers by the diaphragms. Engine vacuum is supplied to the brake booster through the brake booster hose and a one-way check valve. The check valve retains the engine vacuum in the brake booster and allows for several power-assisted brake applications with the engine off.

When the brake pedal is applied, vacuum replaces the atmospheric pressure in the brake booster, reducing the effort required at the brake pedal to slow the vehicle. When the brake pedal is released, vacuum returns to the brake booster through the brake booster vacuum hose and check valve.

Brake Booster



Item	Part Number	Description
1	9C490	Vacuum hose
2	—	Spring clamp (part of 9C490)
3	2B195	Brake booster
4	2M078	Brake booster seal
5	W706840	Brake booster nut (4 required) - 25 Nm (18 lb-ft)
6	2L523	Brake booster push rod clevis locking pin

Removal and Installation

1. Remove the brake master cylinder. For additional information, refer to Brake Master Cylinder in Section 206-06 .

2. ***NOTICE:*** **Do not service the brake pedal without first removing the stoplamp switch. Remove this switch with the brake pedal in the at-rest position. Attempting to remove this switch when the plunger is extended (during pedal apply) results in damage to the switch.**

   Remove the stoplamp switch. For additional information, refer to Section 417-01 .

3. ***NOTICE:*** **Do not service the brake pedal without first removing the cruise control deactivator switch. Remove this switch with the brake pedal in the at-rest position. Attempting to remove this switch when the plunger is extended (during pedal apply) results in damage to the switch.**

   Remove the cruise control deactivator switch. For additional information, refer to Section 419-03 .

4. **NOTE:** The brake booster push rod clevis locking pin is a one-time use only part. Any time the brake booster push rod clevis locking pin is removed, install a new brake booster push rod clevis locking pin.

   NOTE: Use an 11 mm, 12-point socket or wrench to compress the 2 locking tabs on the brake booster push rod clevis locking pin.

   Remove and discard the brake booster push rod clevis locking pin, then position the brake booster push rod aside.

5. Remove the 4 brake booster nuts.
   - To install, tighten to 25 Nm (18 lb-ft).

6. Remove the brake booster.

7. ***NOTICE:*** **Do not press, pull or otherwise move the brake pedal while installing the stoplamp switch and cruise control deactivator switch. Install these switches with the booster push rod attached to the brake pedal and with the brake pedal in the at-rest position. Installing these switches with the brake pedal in any other position results in incorrect adjustment and damages the switches.**

   To install, reverse the removal procedure.

8. Verify correct stoplamp switch and cruise control deactivator switch installation. For additional information, refer to Brake Pedal Switch Adjustment in Section 206-09 .

Material

Item	Specification	Fill Capacity
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	630 ml (1.33 pt)

Torque Specifications

Description	Nm	lb-ft	lb-in
ABS module-to-Hydraulic Control Unit (HCU) screws	2	—	18
Brake tube fittings	17	—	150
Evaporator outlet tube bracket nut	8	—	71
HCU bracket bolts	24	18	—
HCU bracket-to-support plate bolts	9	—	80
HCU support plate bolts	9	—	80
Wheel speed sensor bolts	9	—	80

Anti-Lock Control

Anti-Lock Braking

The ABS consists of the following components:

- ABS module — attached to the Hydraulic Control Unit (HCU) and cannot be serviced separately from the HCU .
- HCU — which contains several valves (inlet, outlet, isolation and dump) and the hydraulic pump motor. The HCU is mounted on the RH side of the engine compartment and is serviced with the ABS module.
- Front wheel speed sensors — one sensor is located in each front wheel knuckle. The sensors are serviced separately from the knuckle.
- Rear wheel speed sensors — one sensor is located at each rear wheel end, is mounted to the brake backing plate and can be serviced separately.
- Wheel bearing magnetic strip — the wheel bearing magnetic strip is part of the wheel bearing and is serviced with the bearing.

ABS aids in the prevention of wheel lock-up during braking events allowing the driver to maintain steering control and stop in the shortest distance possible under most conditions. This is accomplished by the ABS module and HCU modulating brake fluid pressure to the affected brake caliper(s) and wheel cylinder(s).

When the ABS activates, the driver may notice the following operational symptoms:

- A rumble or grinding sound may be heard (HCU pump motor)
- If the driver's foot is on the brake pedal, a vibration may be felt in the brake pedal (HCU pump motor and valves)

Electronic Brake Distribution (EBD)

The ABS module and HCU incorporate a strategy called Electronic Brake Distribution (EBD). The EBD strategy uses the HCU as an electronic proportioning valve to create a balanced braking condition between the front and rear wheels and minimize the chance of rear wheel lockup during hard braking. A slight bump sensation may be felt in the brake pedal when EBD is active.

ABS with Advance Trac®

The ABS with Advance Trac® system consists of the same components as the conventional ABS above with the following additional components:

- Stability control sensors — located inside the Restraints Control Module (RCM) under the front floor console, and contains several sensors (yaw rate, lateral and longitudinal accelerometers).
- Steering wheel rotation sensor — is part of the Electronic Power Assist Steering (EPAS) column assembly and is not available separately for service.

The Advance Trac® system is comprised of traction control and Electronic Stability Control (ESC). ABS and the traction control portion of the Advance Trac® system will operate with the transmission in reverse gear, but ESC will be disabled.

Traction Control System

The traction control system aids in the prevention of excessive wheel spin which allows the vehicle to maintain traction during acceleration. This is accomplished in the same manner as anti-lock braking

(brake traction control) but also includes using the PCM for modulating engine torque (engine traction control). The traction control system can be disabled by the driver through the message center. The system will remain disabled until the driver enables it through the message center or until the ignition is cycled to OFF and back to RUN.

Electronic Stability Control (ESC) System

The ESC system constantly monitors vehicle direction of travel relative to the intended course and aids in keeping the vehicle traveling along that course. The ESC also aids in keeping the vehicle stable during sudden or abrupt maneuvers. This is accomplished in the same manner as anti-lock braking and traction control. ESC cannot be disabled by the driver.

When either of these 2 systems activate, the driver may notice the same operational symptoms as ABS along with the following additional symptoms:

- A small deceleration or a reduction in the acceleration of the vehicle (PCM modulating engine torque)
- The stability/traction control indicator (also known as the sliding-car icon) flashes (indicating a traction or stability event is taking place)

Stability/Traction Indicator

The stability/traction indicator (also known as the sliding-car icon) is located in the Instrument Panel Cluster (IPC). It alerts the driver to a stability/traction event taking place (flashes twice per second) and to alert the driver of potential concerns in the AdvanceTrac® system (illuminates solidly).

Stability/Traction OFF Indicator

The stability/traction OFF indicator (also known as the sliding-car OFF icon) is located in the IPC . Illumination of the indicator confirms to the driver that the brake traction control portion of the Advance Trac® system has been disabled when the TRACTION CNTRL setting in the message center is set to OFF.

Hill Start Assist (Automatic transmission only)

Hill start assist helps the driver when accelerating from a stop on an incline or side of a hill. Hill start assist supports the driver during drive-off situations on upward gradients. When the driver releases the vehicle brake, hill start assist prevents the vehicle from rolling back in the opposite direction.

Anti-Lock Control

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST3030-A	Rotunda Active Wheel Speed Sensor Tester 105-R0110 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operations

Anti-Lock Braking

The ABS module continuously monitors and compares the rotational speed of each wheel. This is accomplished through the use of 4 active wheel speed sensors, 1 for each wheel. The wheel speed sensors are connected to the ABS module by 2 circuits. One circuit provides voltage for sensor operation and the other circuit provides sensor input to the ABS module. As the wheels spin, the wheel bearing magnetic strip passes through the magnetic field generated by the active wheel speed sensor. The active wheel speed sensor sends a square wave signal to the ABS module to indicate individual wheel speed.

The ABS module uses a Hydraulic Control Unit (HCU) to isolate and modulate hydraulic pressure to the caliper(s) and wheel cylinder(s). The HCU contains several solenoid-controlled valves, a pump motor, an accumulator and several sensors. The fluid flows through 4 normally open inlet valves inside the HCU, and through the outlet ports of the HCU to the brake calipers and wheel cylinders. If the ABS module senses that a wheel is nearing a lockup condition based on wheel speed sensor data and deceleration algorithms, the module closes the normally open inlet valve for that wheel. This isolates the corresponding caliper or wheel cylinder. The ABS module reads the wheel speed sensor signal from the affected wheel again. If the wheel is still decelerating (locking up), the module opens the normally closed

outlet valve allowing a controlled amount of hydraulic pressure in the brake caliper to be relieved into the HCU accumulator. The ABS pump motor runs during an ABS braking event so sufficient brake fluid pressure is consistently available to the HCU valves. This procedure of closing and opening valves is repeated several times per second until the speed of the affected wheel matches the speeds of the other wheels. Once this has been accomplished, the ABS module returns the solenoid valves to their normal position.

The ABS module is self-monitoring. When the ignition is turned to the RUN position, the ABS module carries out a preliminary electrical check of the wheel speed sensor circuitry by sending voltage through the sensor and checking for the voltage to return. At speeds above 20 km/h (12 mph), without the brake pedal being pressed, the pump motor is commanded on for approximately one-half second to check pump motor operation. Also, during all phases of operation while the vehicle is in motion, the ABS module checks for correct operation of the wheel speed sensors. In the event the ABS module detects a concern, the module sets a DTC and sends a message to the Instrument Panel Cluster (IPC) over the High Speed Controller Area Network (HS-CAN) to illuminate the yellow ABS warning indicator and/or the stability/traction control indicator (sliding-car icon). If the concern is severe enough, ABS may be disabled. Normal power-assisted braking, however, remains.

Electronic Brake Distribution (EBD)

The ABS module incorporates a strategy called Electronic Brake Distribution (EBD). The EBD strategy uses the HCU as an electronic proportioning valve. On initial application of the brake pedal, full pressure is applied to the rear brakes. The ABS module uses wheel speed input to calculate an estimated rate of deceleration. Once vehicle deceleration exceeds a certain threshold, the ABS module closes the appropriate solenoid valves in the HCU to hold the rear brake pressure constant while allowing the front brake pressure to build. This creates a balanced braking condition between the front and rear wheels and minimizes the chance of rear wheel lockup during hard braking. As the vehicle decelerates, the valves are opened to increase the rear brake pressure in proportion to the front brake pressure.

If there is a DTC in the ABS module specifically for the HCU or there are 2 or more wheel speed sensor DTCs set, EBD is disabled. When EBD is disabled, the ABS warning indicator, the red brake warning indicator and the stability/traction control indicator (sliding-car icon) illuminate.

AdvanceTrac® Stability Enhancement System

The AdvanceTrac® system provides the following stability enhancement features for certain driving situations:

- Traction Control System — helps to avoid excessive drive-wheel spin and loss of traction.
- Electronic Stability Control (ESC) System — helps to avoid skids and lateral slides.

Traction Control System

The traction control system uses the ABS and the PCM to limit wheel spin. When the ABS module detects a wheel spinning excessively, brake pressure to the appropriate brake caliper is modulated. This is accomplished by opening and closing the appropriate solenoid valves inside the HCU while the hydraulic pump motor is activated. At the same time, the ABS module sends a message over the HS-CAN that a traction control event is taking place. When the IPC receives this message, it flashes the stability/traction control indicator (sliding-car icon). If the event is severe enough, the ABS module sends a message to the PCM over the HS-CAN to assist with traction control. When the PCM receives this message, it adjusts engine timing and decreases fuel injector pulses. Once the affected wheel returns to normal speed, the ABS module returns the solenoid valves in the HCU to their normal position, deactivates the hydraulic pump motor and sends another message over the HS-CAN indicating the traction event has ended. The PCM returns engine timing and fuel injectors to normal operation and the IPC extinguishes the sliding-car icon.

Once vehicle speed reaches or exceeds 100 km/h (62 mph), traction control is accomplished only

through PCM intervention.

Certain DTCs in the ABS module disable the traction control system. Depending on the DTCs present, the yellow ABS warning indicator and/or the sliding-car icon is illuminated.

The driver is able to enable and disable the traction control portion of the Advance Trac®. This is independent of the ABS and ESC functions, which cannot be disabled by the driver. To disable or enable the traction control system, the TRACTION CNTRL setting in the message center is changed from ON to OFF. When the driver disables the traction control system, the IPC communicates traction control system status to the ABS module over the HS-CAN bus. The ABS module will no longer intervene when a traction event is detected. The ABS module sends a message to the IPC over the to HS-CAN bus illuminate the stability/traction control OFF indicator (sliding-car OFF icon), which indicates to the driver that the traction control system is disabled. The system automatically restores to full functionality when the ignition is cycled to OFF and then back to RUN.

Electronic Stability Control (ESC) System

The ESC system is controlled by the ABS module and uses the same wheel speed sensors and wheel bearing magnetic strips used for anti-lock braking. The ESC system also uses input from the stability control sensors for the ESC system to help maintain vehicle stability. They include the yaw rate sensor, lateral accelerometer and longitudinal accelerometer and are located in the Restraints Control Module (RCM).

The ABS module uses the various sensors to continuously monitor vehicle direction of travel relative to the intended course. If the ABS module determines from all these inputs that the vehicle is unable to travel in the intended direction, it modulates brake pressure to the appropriate brake caliper(s) or wheel cylinder(s) by opening and closing the appropriate solenoid valves inside the HCU while the hydraulic pump motor is activated. At the same time, the ABS module sends a message over the HS-CAN that a stability event is taking place. When the IPC receives this message, it flashes the sliding-car icon. Under certain conditions during a stability event, the PCM may be requested to reduce engine torque as it does for traction control. Once the stability condition has been corrected, the ABS module sends another message over the HS-CAN indicating that the event has ended. The PCM returns engine timing and fuel injectors to normal operation and the IPC extinguishes the sliding-car icon.

Certain DTCs being present in the ABS module may disable the ESC system. Depending on the DTCs present, the yellow ABS warning indicator and/or the sliding-car icon is illuminated.

Hill Start Assist (Automatic transmission only)

Hill start assist helps the driver when accelerating from a stop on an incline or side of a hill. Hill start assist supports the driver during drive-off situations on upward gradients when the driver releases the vehicle brake by preventing the vehicle from rolling back in the opposite direction. The system engages automatically when the following conditions are met:

- Road inclination of approximately 4 degrees or more is detected.
- The driver applies the vehicle brake and the vehicle is at a complete stop.
- The vehicle transmission information must indicate that the driver intends to drive up the hill.
- The parking brake is not engaged.

When the driver releases the brake pedal in drive gear, hill start assist holds the car stationary for up to 3 seconds giving the driver time to accelerate the vehicle. As the vehicle accelerates hill start assist gradually reduces the brake pressure to ensure that the vehicle is neither rolling back nor driving off until there is sufficient driving torque to accelerate the vehicle forward. Hill start assist functions if the vehicle is facing downhill if the reverse gear is selected.

There is 1 message displayed by the multifunction display that informs the driver of the status of the hill start assist. HILL START ASSIST NOT AVAILABLE is displayed and the hill start assist telltale in the IPC is illuminated when it is not available.

Stability Control Sensors

The stability control sensors for the ESC system include the yaw rate sensor, lateral accelerometer and longitudinal accelerometer. The sensors are housed in the RCM which sends sensor information to the ABS module over a dedicated Controller Area Network (CAN). If any of the sensors are defective, install a new RCM.

- The yaw rate sensor measures the relative vehicle motion about the vertical axis through its center of gravity.
- The lateral accelerometer measures the acceleration that corresponds to the force involved when the vehicle moves sideways.
- The longitudinal accelerometer measures the acceleration corresponding to the force involved when the vehicle moves forward and rearward in the horizontal plane, along the centerline of the vehicle front and rear wheels.

Lateral acceleration has 2 forms. The first is the centrifugal acceleration that occurs when the vehicle travels around in a circle. The second is the acceleration due to gravity. On level ground there is no contribution from this acceleration. However, if the vehicle is parked sideways on a bank or incline, the sensor measures some lateral acceleration due to gravity, even though the vehicle is not moving.

Steering Sensor

The Power Steering Control Module (PSCM) uses the steering sensor to determine speed and rotation direction of the steering wheel. This information is transmitted to the ABS module along the HS-CAN. The sensor is attached to the Electronic Power Assist Steering (EPAS) column assembly and cannot be serviced separately.

ABS Module Configuration

ABS module configuration is a scan tool process which configures specific vehicle settings in a new ABS module. If installing a new ABS module, it must be configured. Refer to Programmable Module Installation (PMI) in Section 418-01.

ABS Module Calibration

The calibration procedure is also required for the ABS module to learn the "zero-position" of the steering and stability control sensors.

To calibrate the ABS module, connect the scan tool and carry out the IVD Initialization sequence, following the scan tool directions. The vehicle must be on a level surface and not moving during calibration. If a DTC is retrieved after calibration, refer to the ABS Module DTC Chart in this section.

Inspection and Verification

1. Verify the customer concern.

2. Verify the stoplamps operate correctly by pressing and releasing the brake pedal. If the stoplamps do not operate correctly, refer to Section 417-01. If the stoplamps operate correctly, proceed to the next step.

3. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical

• Base brake system
• Hydraulic Control Unit (HCU)
• Incorrectly inflated tires
• Mismatched wheels or tires on vehicle
• Suspension components
• Wheel bearing magnetic strip
	• ABS module
	• Battery Junction Box (BJB) fuse(s):
	  ▪ 1 (40A)
	  ▪ 9 (20A)
	• Central Junction Box (CJB) fuse(s):
	  ▪ 22 (7.5A)
	• Stoplamp switch
	• PCM
	• Wheel speed sensors
	• Wiring, terminals or connectors

4. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

5. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

6. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

7. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

8. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record continuous memory DTCs.

9. Clear the continuous DTCs and carry out the self-test diagnostics for the ABS module.

10. If the DTCs retrieved are related to the concern, go to the ABS Module DTC Chart or the IPC DTC Chart. For all other DTCs, refer to Section 419-10.

11. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure type code. The failure type code provides information about specific fault conditions such as opens or shorts to ground. Continuous Memory Diagnostic Trouble Codes (CMDTCs) have an additional 2-character DTC status code suffix to assist in determining DTC history.

ABS Module DTC Chart

DTC	Description	Action
C0001:49	TCS Control Channel "A" Valve 1: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0001:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0002:49	TCS Control Channel "A" Valve 2: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0002:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0003:49	TCS Control Channel "B" Valve 1: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0003:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0004:49	TCS Control Channel "B" Valve 2: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0004:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0010:49	Left Front Inlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0010:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0011:49	Left Front Outlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0011:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0014:49	Right Front Inlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0014:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0015:49	Right Front Outlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0015:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0018:49	Left Rear Inlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0018:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0019:49	Left Rear Outlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C0019:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C001C:49	Right Rear Inlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C001C:49 returns, INSTALL a new ABS module. REFER to

		Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C001D:49	Right Rear Outlet Control: Internal Electronic Failure	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. REPEAT the self-test. If DTC C001D:49 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0020:11	ABS Pump Motor Control: Circuit Short To Ground	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. TEST drive the vehicle. REPEAT the self-test. DTC C0020:11 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0020:12	ABS Pump Motor Control: Circuit Short To Battery	This DTC indicates that part of the ABS module has failed internally. CLEAR the DTCs. TEST drive the vehicle. REPEAT the self-test. DTC C0020:12 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
C0020:13	ABS Pump Motor Control: Circuit Open	GO to Pinpoint Test A .
C0020:71	ABS Pump Motor Control: Actuator Stuck	GO to Pinpoint Test A .
C0030:07	Left Front Tone Wheel: Mechanical Failure	GO to Pinpoint Test B .
C0031:01	Left Front Wheel Speed Sensor: General Electrical Failure	GO to Pinpoint Test D .
C0031:19	Left Front Wheel Speed Sensor: Circuit Current Above Threshold	GO to Pinpoint Test D .
C0031:29	Left Front Wheel Speed Sensor: Signal Invalid	GO to Pinpoint Test B .
C0031:2F	Left Front Wheel Speed Sensor: Signal Erratic	GO to Pinpoint Test B .
C0031:64	Left Front Wheel Speed Sensor: Signal Plausibility Failure	GO to Pinpoint Test B .
C0033:07	Right Front Tone Wheel: Mechanical Failure	GO to Pinpoint Test B .
C0034:01	Right Front Wheel Speed Sensor: General Electrical Failure	GO to Pinpoint Test D .
C0034:19	Right Front Wheel Speed Sensor: Circuit Current Above Threshold	GO to Pinpoint Test D .
C0034:29	Right Front Wheel Speed Sensor: Signal Invalid	GO to Pinpoint Test B .
C0034:2F	Right Front Wheel Speed Sensor: Signal Erratic	GO to Pinpoint Test B .
C0034:64	Right Front Wheel Speed Sensor: Signal Plausibility Failure	GO to Pinpoint Test B .
C0036:07	Left Rear Tone Wheel: Mechanical Failure	GO to Pinpoint Test B .

C0037:01	Left Rear Wheel Speed Sensor: General Electrical Failure	GO to Pinpoint Test D .
C0037:19	Left Rear Wheel Speed Sensor: Circuit Current Above Threshold	GO to Pinpoint Test D .
C0037:29	Left Rear Wheel Speed Sensor: Signal Invalid	GO to Pinpoint Test B .
C0037:2F	Left Rear Wheel Speed Sensor: Signal Erratic	GO to Pinpoint Test B .
C0037:64	Left Rear Wheel Speed Sensor: Signal Plausibility Failure	GO to Pinpoint Test B .
C0039:07	Right Rear Tone Wheel: Mechanical Failure	GO to Pinpoint Test B .
C003A:01	Right Rear Wheel Speed Sensor: General Electrical Failure	GO to Pinpoint Test D .
C003A:19	Right Rear Wheel Speed Sensor: Circuit Current Above Threshold	GO to Pinpoint Test D .
C003A:29	Right Rear Wheel Speed Sensor: Signal Invalid	GO to Pinpoint Test B .
C003A:2F	Right Rear Wheel Speed Sensor: Signal Erratic	GO to Pinpoint Test B .
C003A:64	Right Rear Wheel Speed Sensor: Signal Plausibility Failure	GO to Pinpoint Test B .
C0044:28	Brake Pressure Sensor "A": Signal Bias Level Out of Range/Zero Adjustment Failure	GO to Pinpoint Test C .
C0044:49	Brake Pressure Sensor "A": Internal Electronic Failure	GO to Pinpoint Test C .
C0044:64	Brake Pressure Sensor "A": Signal Plausibility Failure	GO to Pinpoint Test C .
C0061:28	Lateral Acceleration Sensor: Signal Bias Level Out of Range/Zero Adjustment Failure	GO to Pinpoint Test I .
C0061:64	Lateral Acceleration Sensor: Signal Plausibility Failure	GO to Pinpoint Test I .
C0062:28	Longitudinal Acceleration Sensor: Signal Bias Level Out of Range/Zero Adjustment Failure	GO to Pinpoint Test I .
C0062:64	Longitudinal Acceleration Sensor: Signal Plausibility Failure	GO to Pinpoint Test I .
C0062:76	Longitudinal Acceleration Sensor: Wrong Mounting Position	GO to Pinpoint Test I .
C0063:28	Yaw Rate Sensor: Signal	GO to Pinpoint Test I .

	Bias Level Out of Range/Zero Adjustment Failure	
C0063:64	Yaw Rate Sensor: Signal Plausibility Failure	GO to Pinpoint Test I .
C1B00:29	Steering Angle Sensor: Signal Invalid	DTC C1B00:29 sets when the ABS module receives invalid data from the Power Steering Control Module (PSCM) regarding the steering wheel angle sensor input. RETRIEVE and REPAIR all non-network DTCs in the PSCM . REFER to Section 211-00 .
C1B00:64	Steering Angle Sensor: Signal Plausibility Failure	DTC C1B00:64 sets when the ABS module receives invalid data from the PSCM regarding the steering wheel angle sensor input. RETRIEVE and REPAIR all non-network DTCs in the PSCM . REFER to Section 211-00 .
C1B00:86	Steering Angle Sensor: Signal Invalid	DTC C1B00:86 sets when the ABS module receives invalid data from the PSCM regarding the steering wheel angle sensor input. RETRIEVE and REPAIR all non-network DTCs in the PSCM . REFER to Section 211-00
U0001:88	High Speed CAN Communication: Bus Off	REFER to Section 418-00 to diagnose the network communication concern.
U0100:00	Lost Communication With ECM/PCM "A": No Sub Type Information	GO to Pinpoint Test E .
U0101:00	Lost Communication With TCM: No Sub Type Information	GO to Pinpoint Test F .
U0131:00	Lost Communication With Power Steering Control Module: No Sub Type Information	GO to Pinpoint Test G .
U0140:00	Lost Communication With Body Control Module: No Sub Type Information	GO to Pinpoint Test H .
U0151:00	Lost Communication With Restraints Control Module: No Sub Type Information	GO to Pinpoint Test I .
U0151:88	Lost Communication With Restraints Control Module: Bus Off	GO to Pinpoint Test J .
U0300:51	Internal Control Module Software Incompatibility: Not Programmed	CONFIGURE the ABS module. CARRY OUT Programmable Module Installation (PMI). REFER to Section 418-01 . REPEAT the self-test. If U0300:51 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
U0401:68	Invalid Data received From ECM/PCM "A": Event Information	DTC U0401:68 sets when the ABS module receives invalid network data from the PCM. RETRIEVE and REPAIR all non-network DTCs in the PCM. REFER to Section 303-14 .
U0402:68	Invalid Data received From TCM: Event Information	DTC U0402:68 sets when the ABS module receives invalid network data from the TCM . RETRIEVE and REPAIR all non-network DTCs in the TCM . REFER to Section 307-11 .
U0420:68	Invalid Data received From Power Steering Control Module: Event Information	DTC U0420:68 sets when the ABS module receives invalid network data from the PSCM . RETRIEVE and REPAIR all non-network DTCs in the PSCM . REFER to Section 211-00
U0422:68	Invalid Data received From	DTC U0422:68 sets when the ABS module receives invalid

	Body Control Module: Event Information	network data from the BCM. This DTC refers to the IPC not the Body Control Module (BCM), this vehicle is using the IPC as a gateway module. RETRIEVE and REPAIR all non-network DTCs in the IPC. REFER to Section 413-01.
U0452:68	Invalid Data received From Restraints Control Module: Event Information	GO to Pinpoint Test I.
U2007:46	Valve(s): Calibration/Parameter Memory Failure	This DTC indicates that part of the ABS module has failed internally. CONFIGURE the ABS module. CARRY OUT PMI. REFER to Section 418-01. CLEAR the DTCs. REPEAT the self-test. If DTC U2007:46 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
U2100:00	Initial Configuration Not Complete: No Sub Type Information	CONFIGURE the ABS module. CARRY OUT PMI. REFER to Section 418-01. TEST the system for normal operation.
U2100:41	Initial Configuration Not Complete: General Checksum Failure	CONFIGURE the ABS module. CARRY OUT PMI. REFER to Section 418-01. REPEAT the self-test. If U2100:41 returns, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
U2100:54	Initial Configuration Not Complete: Missing Calibration	CONFIGURE the ABS module. CARRY OUT PMI. REFER to Section 418-01. TEST the system for normal operation.
U2100:55	Initial Configuration Not Complete: Not Configured	CONFIGURE the ABS module. CARRY OUT the PMI. REFER to Section 418-01. TEST the system for normal operation.
U2101:00	Control Module Configuration Incompatible: No Sub Type Information	CONFIGURE the ABS module. CARRY OUT the PMI. REFER to Section 418-01. TEST the system for normal operation. CONFIGURE the ABS module. CARRY OUT the PMI. REFER to Section 418-01. TEST the system for normal operation.
U3000:41	Control Module: General Checksum Failure	This DTC sets if the vehicle battery is disconnected within 1 minute of the ignition being turned OFF. This doesn't allow enough time for the stability sensor information to be recorded to the ABS module memory. CARRY out the IVD Initialization sequence, following the scan tool directions. CLEAR the DTCs. TEST the system for normal operation.
U3000:43	Control Module: Special Memory Failure	CLEAR the DTCs. CARRY OUT the ABS module self-test. RETRIEVE and RECORD any DTCs. If DTC U3000:43 is retrieved again, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
U3000:47	Control Module: Watchdog Safety Failure	This DTC can set if the ABS module electrical connector is not fully seated and locked. DISCONNECT the ABS module C135. INSPECT the connector for bent or loose pins. If OK, RECONNECT C135. CLEAR the DTCs. REPEAT the self-test. If DTC U3000:47 is retrieved again, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
U3000:49	Control Module: Internal Electronic Failure	CLEAR the DTCs. CARRY OUT the ABS module self-test. RETRIEVE and RECORD any DTCs. If DTC U3000:49 is retrieved again, INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.

U3002:62	Vehicle Identification Number: Signal Compare Failure	**NOTE:** This DTC sets if the ABS module cannot communicate with the IPC. Correct any network communications DTCs prior to diagnosing DTC U3002:62. GO to Pinpoint Test K.
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	GO to Pinpoint Test L.
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	GO to Pinpoint Test L.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• No communication with the ABS module	• Fuse • Wiring, terminals or connectors • ABS module	• REFER to Section 418-00, The ABS Module Does Not Respond To The Scan Tool.
• No communication with the Instrument Panel Cluster (IPC)	• Fuse • Wiring, terminals or connectors • IPC	• REFER to Section 418-00, The IPC Does Not Respond To The Scan Tool.
• The red brake warning indicator is always/never on	• Wiring, terminals or connectors • Brake fluid level switch • Parking brake switch • IPC	• REFER to Diagnosis and Testing in Section 413-01.
• The yellow ABS warning indicator is always/never on	• Wiring, terminals or connectors • IPC • ABS module	• RETRIEVE and RECORD any ABS module DTCs. If DTCs are present, GO to the ABS Module DTC Chart in this section. If no DTCs are present, REFER to Diagnosis and Testing in Section 413-01. • If scan tool is unable to communicate with the ABS module, REFER to Section 418-00.
• The stability/traction control indicator (sliding-car icon) is never/always on	• Wiring, terminals or connectors • IPC • ABS module	• RETRIEVE and RECORD any ABS module DTCs. If DTCs are present, GO to the ABS Module DTC Chart. If no DTCs are present, REFER to Diagnosis and Testing in Section 413-01.
• The stability/traction control OFF indicator (sliding-car OFF icon) is never/always on	• Wiring, terminals or connectors • IPC • ABS module	• RETRIEVE and RECORD any ABS module DTCs. If DTCs are present, GO to the ABS Module DTC Chart. If no DTCs are present, REFER to Diagnosis and Testing in

		Section 413-01 .
• Spongy brake pedal with no warning indicator	• Air in the brake hydraulic system • Base brake system	• REFER to Section 206-00 .
• Unintended ABS activation with no DTCs present	• Incorrect or worn tires • Underinflated tire (s) • Worn or damaged suspension components • Missing, damaged or misaligned wheel bearing magnetic strips	• INSPECT the wheels and tires, front and rear suspension and the wheel bearing magnetic strips. REPAIR or INSTALL new as necessary.

Pinpoint Tests

Pinpoint Test A: DTCs C0020:13, C0020:71

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

The ABS module uses an internal solid state switch to operate the ABS pump motor. The ABS module tests the ABS pump motor by activating it for 30 milliseconds. While the pump motor is being activated, the ABS module monitors the voltage drop across the ABS pump motor solid state switch and the amount of current the ABS pump motor draws through the solid state switch. If the voltage drop is too high or if the ABS pump motor is drawing too much current, the ABS module sets a DTC. After 30 milliseconds have passed, the ABS module stops applying voltage to the pump motor and observes the voltage that the spinning ABS pump motor is generating. The voltage generated by the motor indicates how fast the motor is spinning. Voltage that is too low indicates that the motor is not spinning freely and a DTC sets.

The ABS module uses fused battery voltage from Battery Junction Box (BJB) to power the ABS pump motor. The ABS module provides ground for the ABS pump motor. Insufficient power or ground along the circuits causes multiple DTCs to set.

- C0020:13 (ABS Pump Motor Control: Circuit Open) — this DTC sets if the voltage supplied to the ABS module is less than 10 volts, if there is an open or high resistance on the ABS pump motor circuit between the ABS module and the Hydraulic Control Unit (HCU), or if the ABS module is faulted internally.
- C0020:71 (ABS Pump Motor Control: Actuator Stuck) — this DTC sets if the ABS module detects that the ABS pump motor is not rotating when it is commanded to run.

This pinpoint test is intended to diagnose the following:

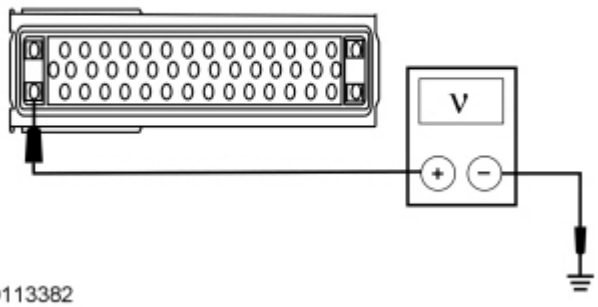
- Fuse
- Wiring, terminals or connectors
- Hydraulic pump motor
- ABS module

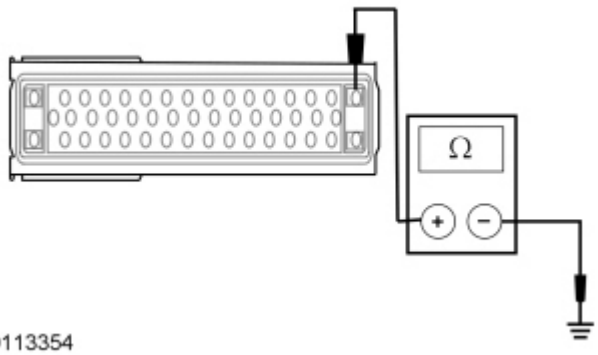
PINPOINT TEST A: DTCs C0020:13 AND C0020:71

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 CHECK THE PUMP MOTOR (PMP_MTR) ACTIVE COMMAND • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — ABS Module. • Toggle the PMP_MTR active command ON. • **Listen for the ABS pump motor noise, does the ABS pump motor run for approximately 2 seconds?**	**Yes** TOGGLE the PMP_MTR active command OFF. CLEAR the DTCs. DRIVE the vehicle at speeds greater than 20 km/h (12 mph). RETRIEVE the DTCs. If DTC C0020:13 or 71 is retrieved, GO to A5. For all other ABS module DTCs, GO to the DTC Chart in this section. If no ABS module DTCs are retrieved, the system is operating correctly at this time. **No** TOGGLE the PMP_MTR active command OFF. GO to A2.

A2 CHECK THE ABS MODULE GROUND EYELET
• Ignition OFF.
• Remove the bolt retaining G107/G108 at the inner RF fender.
  ▪ Clean the chassis mating surface and ground eyelets.
  ▪ Install the ground eyelet to the chassis with the retaining bolt.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — ABS Module.
• **Is the concern still present?**
	Yes
	GO to A3.
	
	No
	The concern was caused by a loose or corroded connector. CLEAR the DTCs. REPEAT self-test.

A3 CHECK THE PUMP MOTOR VOLTAGE SUPPLY TO THE ABS MODULE • Ignition OFF. • Disconnect: ABS module C135. • Measure the voltage between ABS module C135-1, circuit SBB01 (RD), harness side and ground.  N0113382 • **Is the voltage greater than 10 volts?**	**Yes** GO to A4. **No** VERIFY that BJB fuse 1 (40A) is OK. If OK, REPAIR circuit SBB01 (RD). If the fuse is not OK, REFER to the Wiring Diagrams manual to identify the cause of the circuit short. CLEAR the DTCs and REPEAT the self-test.

A4 CHECK THE ABS MODULE GROUND CIRCUIT FOR AN OPEN	
NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 . • Ignition OFF. • Disconnect: Battery Cable — Negative. • Measure the resistance between ABS module C135-47, circuit GD123 (BK/GY), harness side and ground.  N0113354 • **Is the resistance less than 5 ohms?**	**Yes** GO to A5 . **No** REPAIR circuit GD123 (BK/GY) for an open circuit. CLEAR the DTCs. REPEAT the self-test.
A5 CHECK FOR CORRECT ABS MODULE OPERATION	

• Connect: Battery Cable — Negative.
• Check ABS module C135 for:
  ▪ corrosion.
  ▪ pushed-out pins.
  ▪ spread terminals.
• Connect: ABS Module C135.
• Make sure the connector is seated correctly, then operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section.
	
	CLEAR the DTCs. DRIVE the vehicle at speeds greater than 20 km/h (12 mph). TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test B: DTCs C0030:07; C0031:29, 2F, 64; C0033:07; C0034:29, 2F, 64; C0036:07: C0037:29, 2F, 64; C0039:07; C003A:29, 2F or C003A:64

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

The wheel speed sensor and wheel bearing magnetic strip generate a square wave signal to the ABS module that is proportional to wheel speed. The ABS module compares wheel speed inputs from all wheel speed sensors to determine an impending wheel lockup.

DTC Description	Fault Trigger Conditions

• C0030:07 — Left Front Tone Wheel: Mechanical Failure • C0033:07 — Right Front Tone Wheel: Mechanical Failure • C0036:07 — Left Rear Tone Wheel: Mechanical Failure • C0039:07 — Right Rear Tone Wheel: Mechanical Failure	These DTCs set if there is damage to the wheel bearing magnetic strip or damage to the wheel bearing, or contamination or deformation of the bearing seal.
• C0031:29 — Left Front Wheel Speed Sensor: Signal Invalid • C0031:64 — Left Front Wheel Speed Sensor: Signal Plausibility Failure • C0034:29 — Right Front Wheel Speed Sensor: Signal Invalid • C0034:64 — Right Front Wheel Speed Sensor: Signal Plausibility Failure • C0037:29 — Left Rear Wheel Speed Sensor: Signal Invalid • C0037:64 — Left Rear Wheel Speed Sensor: Signal Plausibility Failure • C003A:29 — Right Rear Wheel Speed Sensor: Signal Invalid • C003A:64 — Right Rear Wheel Speed Sensor: Signal Plausibility Failure	These DTCs set if any of the wheel bearing magnetic strips are damaged or defective or not mounted properly. Also sets if the tire size is incorrect or incorrect wheel speed sensor or bearing is installed.
• C0031:2F — Left Front Wheel Speed Sensor: Signal Erratic • C0034:2F — Right Front Wheel Speed Sensor: Signal Erratic • C0037:2F — Left Rear Wheel Speed Sensor: Signal Erratic • C003A:2F — Right Rear Wheel Speed Sensor: Signal Erratic	These DTCs set if any of the wheel bearing magnetic strips are damaged or defective or not mounted properly. Also sets if the tire size is incorrect, incorrect bearing is installed, or high frequency interference is present.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Wheel speed sensor(s)
- Wheel bearing magnetic strip(s)
- ABS module

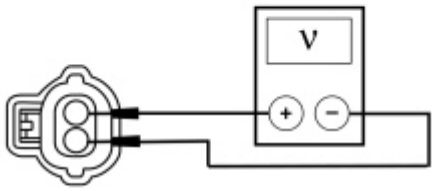
PINPOINT TEST B: DTC C0030:07; C0031:29, 2F, 64; C0033:07; C0034:29, 2F, 64; C0036:07: C0037:29, 2F, 64; C0039:07; C003A:29, 2F or 64

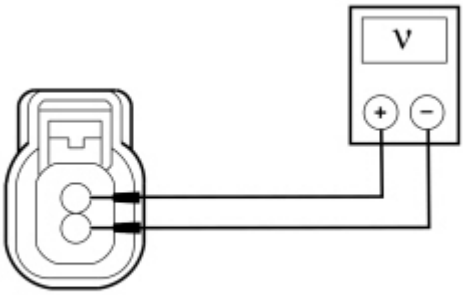
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the**

correct probe adapter(s) may damage the connector.

Test Step	Result / Action to Take
B1 CHECK THE DTCs FROM THE SELF-TEST • Review the DTCs retrieved and recorded during Inspection and Verification. • **Are DTCs C0031:01; C0034:01; C0037:01 and/or C003A:01 present?**	**Yes** GO to Pinpoint Test D . **No** GO to B2 .
B2 CHECK THE TIRES SIZE AND PRESSURE • Verify that all tires and wheels are the same size and the tire size and inflation pressures are correct as indicated on the Vehicle Certification (VC) label. • **Are the wheels and tires OK?**	**Yes** GO to B3 . **No** INSTALL the correct size tire or ADJUST tire pressure as necessary.
B3 MONITOR THE WHEEL SPEED SENSOR PIDs • Ignition ON. • Enter the following diagnostic mode on the scan tool: DataLogger — ABS Module. • Drive the vehicle at a speed greater than 20 km/h (12 mph) while monitoring the following PIDs: ▪ Left front wheel speed sensor (LF_WSPD) ▪ Right front wheel speed sensor (RF_WSPD) ▪ Left rear wheel speed sensor (LR_WSPD) ▪ Right rear wheel speed sensor (RR_WSPD) • **Are the wheel speed PIDs consistent with each other, within 5 km/h (3 mph) and the vehicle speed as indicated on the speedometer?**	**Yes** GO to B11 . **No** GO to B4 .
B4 CHECK THE WHEEL SPEED SENSOR FOR DAMAGE • **NOTE:** Examine the wheel speed sensor wire carefully with a good light source. Failure to verify damage in the wheel speed sensor wire can lead to unnecessary installation of a new component. • Inspect the wheel speed sensor and harness for abrasion, broken connector tabs or water intrusion. • **Is the wheel speed sensor and harness OK?**	**Yes** GO to B5 . **No** INSTALL a new wheel speed sensor. REFER to Wheel Speed Sensor — Front , or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test.
B5 INSPECT THE WHEEL SPEED SENSOR MOUNTING • Ignition OFF. • With the vehicle in NEUTRAL, position it on a hoist. Refer to Section 100-02 . • Inspect the wheel speed sensor and fastener for looseness. • **Are the wheel speed sensor and fastener tight?**	**Yes** GO to B6 . **No** TIGHTEN the wheel speed sensor to specification. REFER to Specifications in this section. CLEAR the DTCs. REPEAT the self-test.
B6 CHECK WHEEL BEARING MAGNETIC STRIP FOR DAMAGE • Inspect the wheel bearings for abnormal wear or roughness and for deformation or contamination of the seal and magnetic strip.	**Yes** For wheel speed sensor testing with the Rotunda

• **Are the wheel bearing(s) OK?**	Active Wheel Speed Sensor Tester, GO to B7 . For wheel speed sensor testing without the Rotunda Active Wheel Speed Sensor Tester, GO to B9 . **No** INSTALL a new wheel bearing as necessary. REFER to Section 204-01 for front wheel bearings or Section 204-02 for rear wheel bearings. CLEAR the DTCs. REPEAT the self-test.
B7 CHECK THE ABS MODULE OUTPUT USING THE ROTUNDA ACTIVE WHEEL SPEED SENSOR TESTER	
• Ignition OFF. • Disconnect: Suspect Wheel Speed Sensor. • Connect the Rotunda Active Wheel Speed Sensor Tester to the wheel speed sensor connectors. • Ignition ON. • Select the correct system polarity on the Rotunda Active Wheel Speed Sensor Tester and turn the power switch to the ON position. • **Is the module output LED illuminated?**	**Yes** GO to B8 . **No** GO to B12 .
B8 CHECK THE WHEEL SPEED SENSOR OUTPUT WITH THE ROTUNDA ACTIVE WHEEL SPEED SENSOR TESTER	
• Raise the suspect wheel until it can spin freely. Refer to Section 100-02 . • While monitoring the Rotunda Active Wheel Speed Sensor Tester, slowly spin the suspect wheel. • **Do the sensor output LEDs illuminate and flash and is the current overload LED not illuminated?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. **No** If the current level LED is not illuminated and the sensor output LEDs do not illuminate or if the current level LED is illuminated red, INSTALL a new wheel speed sensor. REFER to Wheel Speed Sensor — Front or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test. If the current level LED is not illuminated and the sensor output LEDs illuminate green, but do not flash, INSPECT the wheel bearing magnetic strip(s) and INSTALL new if necessary. If the wheel bearing magnetic strip is OK, INSTALL a new wheel speed sensor. REFER to Wheel

	Speed Sensor — Front or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test.
B9 CHECK FOR CORRECT ABS MODULE OUTPUT • Ignition OFF. • Disconnect: Suspect Wheel Speed Sensor. • Ignition ON. **Vehicles Built Up To 1/14/2011**  N0113356 • **For vehicles built up to 1/14/2011** , measure the voltage between the suspect wheel speed sensor connector pins, harness side as follows: **Vehicles Built Up To 1/14/2011** **Location** / **Connector-Pin/ Circuit** / **Connector-Pin/ Circuit** LH front: C150-1 VCA03 (VT/WH) / C150-2 RCA17 (YE) RH front: C160-1 VCA05 (GY/VT) / C160-2 RCA19 (VT) LH rear: C440-1 VCA04 (BU/OG) / C440-2 RCA18 (BN/GN) RH rear: C426-1 VCA06 (WH/OG) / C426-2 RCA20 (BN) **Vehicles Built After 1/14/2011**	**Yes** For vehicles built up to 1/14/2011, GO to B10 . For vehicles built after 1/14/2011, GO to B11 . **No** GO to B12 .



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- **For vehicles built after 1/14/2011** , measure the voltage between the suspect wheel speed sensor connector pins, harness side as follows:

Vehicles Built After 1/14/2011

Location	Connector-Pin/ Circuit	Connector-Pin/ Circuit
LH front	C1315-1 VCA03 (VT/WH)	C1315-2 RCA17 (YE)
RH front	C1316-1 VCA05 (GY/VT)	C1316-2 RCA19 (VT)
LH rear	C4296-1 VCA04 (BU/OG)	C4296-2 RCA18 (BN/GN)
RH rear	C4318-1 VCA06 (WH/OG)	C4318-2 RCA20 (BN)

- **Is the voltage greater than 10 volts?**

B10 CHECK THE WHEEL SPEED SENSOR OUTPUT

NOTE: Digital Multimeter must have the leads in the current sensing ports and the correct range selected.

- **For LF wheel speed sensor DTCs** :
  - connect the meter between LF wheel speed sensor C150-1, circuit VCA03 (VT/WH), harness side and LF wheel speed sensor pin 1, component side.
  - connect a fused jumper wire between LF wheel speed sensor C150-2, circuit RCA17 (YE), harness side and LF wheel speed sensor pin 2, component side.
- **For RF wheel speed sensor DTCs** :
  - connect the meter between RF wheel speed sensor C160-1, circuit VCA05 (GY/VT), harness side and RF wheel speed sensor pin 1, component side.
  - connect a fused jumper wire between RF wheel speed sensor C160-2, circuit RCA19 (VT), harness side and RF wheel speed sensor pin 2, component side.
- **For LR wheel speed sensor DTCs** :
  - connect the meter between LR wheel speed sensor C440-1, circuit VCA04 (BU/OG), harness side and LR wheel speed sensor pin 1, component side.
  - connect a fused jumper wire between LR wheel

Yes
GO to B12 .

No
INSTALL a new wheel speed sensor. REFER to Wheel Speed Sensor — Front , or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test.

speed sensor C440-2, circuit RCA18 (BN/GN), harness side and LR wheel speed sensor pin 2, component side. • **For RR wheel speed sensor DTCs** : ▪ connect the meter between RR wheel speed sensor C426-1, circuit VCA06 (WH/OG), harness side and RR wheel speed sensor pin 1, component side. ▪ connect a fused jumper wire between RR wheel speed sensor C426-2, circuit RCA20 (BN), harness side and RR wheel speed sensor pin 2, component side. • Ignition ON. • Measure the current while slightly rotating the wheel, using incremental turns. • **Does the digital multimeter indicate the current switches between the low state (5 to 8 mA) and the high state (12 to 16 mA)?**	
B11 CHECK THE OUTPUT OF THE WHEEL SPEED SENSOR **NOTE:** Digital Multimeter must have the leads in the current sensing ports and the correct range selected. • **For LF wheel speed sensor DTCs** : ▪ connect the meter between LF wheel speed sensor C1316-1, circuit VCA03 (VT/WH), harness side and LF wheel speed sensor pin 1, component side. ▪ connect a fused jumper wire between LF wheel speed sensor C1316-2, circuit RCA17 (YE), harness side and LF wheel speed sensor pin 2, component side. • **For RF wheel speed sensor DTCs** : ▪ connect the meter between RF wheel speed sensor C1315-1, circuit VCA05 (GY/VT), harness side and RF wheel speed sensor pin 1, component side. ▪ connect a fused jumper wire between RF wheel speed sensor C1315-2, circuit RCA19 (VT), harness side and RF wheel speed sensor pin 2, component side. • **For LR wheel speed sensor DTCs** : ▪ connect the meter between LR wheel speed sensor C4296-1, circuit VCA04 (BU/OG), harness side and LR wheel speed sensor pin 1, component side. ▪ connect a fused jumper wire between LR wheel speed sensor C4296-2, circuit RCA18 (BN/GN), harness side and LR wheel speed sensor pin 2, component side. • **For RR wheel speed sensor DTCs** : ▪ connect the meter between RR wheel speed sensor C4318-1, circuit VCA06 (WH/OG), harness side and RR wheel speed sensor pin 1, component side. ▪ connect a fused jumper wire between RR wheel speed sensor C4318-2, circuit RCA20 (BN), harness side and RR wheel speed sensor pin 2, component side. • Ignition ON. • Measure the current while slightly rotating the wheel, using incremental turns. • **Does the digital multimeter indicate the current switches between the low state (5 to 8 mA) and the high state (12 to 16 mA)?**	**Yes** GO to B12 . **No** INSTALL a new wheel speed sensor. REFER to Wheel Speed Sensor — Front , or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test.
B12 CHECK FOR CORRECT ABS MODULE OPERATION • Ignition OFF. • Disconnect: ABS Module C135. • Check for:	**Yes** INSTALL a new ABS module. REFER to Hydraulic Control

■ corrosion ■ pushed-out pins ■ spread terminals • Connect: ABS Module C135. • Connect: Suspect Wheel Speed Sensor. • Make sure the connector is seated correctly, then operate the system and verify the concern is still present. • **Is the concern still present?**	Unit (HCU) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: DTCs C0044:28, C0044:49 and C0044:64

Normal Operation

The ABS module uses internal pressure sensors to determine correct operation by monitoring internal Hydraulic Control Unit (HCU) hydraulic pressures. These DTCs set if the brake pressure sensor signals do not match. This fault could set by either an internal ABS module failure or a pressure sensor failure. The pressure sensors are internal to the HCU and cannot be serviced separately.

- DTC C0044:28 (Brake Pressure Sensor "A": Signal Bias Level Out of Range / Zero Adjustment Failure) — this DTC sets if the brake pressure sensor signals do not match. This fault could set by a misadjusted stoplamp switch or improperly installed brake pedal. An internal ABS module failure or a pressure sensor failure can also cause this DTC to set. When the ABS module sets DTC C0044:28, a message is also sent to the Transmission Control Module (TCM) along the High Speed Controller Area Network (HS-CAN) bus. After received this message from the ABS module, the TCM places the automatic transmission into NEUTRAL. There is no corresponding DTC set in the Transmission Control Module (TCM).
- DTC C0044:49 (Brake Pressure Sensor "A": Internal Electronic Failure) — this DTC sets if the brake pressure sensor signals do not match. This fault could set by either an internal ABS module failure or a pressure sensor failure.
- DTC C0044:64 (Brake Pressure Sensor "A": Signal Plausibility Failure) — this DTC sets if the brake pressure sensor signals do not match. This fault could set by either an internal ABS module failure or a pressure sensor failure.

This pinpoint test is intended to diagnose the following:

- ABS module
- HCU

PINPOINT TEST C: DTCs C0044:28, C0044:49 AND C0044:64

Test Step	Result / Action to Take
C1 CHECK THE STOPLAMP SWITCH, CRUISE CONTROL DEACTIVATOR SWITCH AND BRAKE PEDAL AND BRACKET	
• Inspect the stoplamp switch, cruise control deactivator switch and brake pedal assembly, verify there is no brake pedal pressure unintentionally applied due to incorrect stoplamp switch, cruise control deactivator switch or brake pedal installation. • **Are the stoplamp switch, cruise control deactivator switch and brake pedal OK?**	**Yes** If DTC C0044:28 is set, GO to C3. Otherwise, GO to C2. **No** REPAIR or INSTALL new components as necessary. REFER to Section 206-06.

C2 CHECK FOR DTC C0044:49 AND/OR C0044:64 TO RETURN	
• Ignition ON. • Using a scan tool, clear all ABS module CMDTCs. • Test drive the vehicle at speeds greater than 32 km/h (20 mph). • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Is DTC C0044:49 and/or C0044:64 present?**	**Yes** GO to C3. **No** The system is operating correctly at this time. The concern may have been caused by air trapped in the hydraulic brake system. REFER to Section 206-00 on bleeding the base brake system. TEST the system for normal operation.
C3 CARRY OUT THE BRAKE PEDAL SWITCH ADJUSTMENT PROCEDURE	
• Refer to Brake Pedal Switch Adjustment in this section. • **Did the stoplamp switch and cruise control deactivator switch pass the brake pedal switch adjustment test?**	**Yes** GO to C4. **No** INSTALL a new stoplamp switch or cruise control deactivator switch as required. REFER to Section 417-01 (stoplamp switch) or Section 419-03 (cruise control deactivator switch).
C4 CHECK FOR CORRECT ABS MODULE TO HCU TORQUE VALUES	
• Verify all ABS module-to- HCU fasteners are tightened to their correct torque specifications. Refer to Specifications in this section. • **Are the ABS module-to- HCU fasteners tightened correctly?**	**Yes** INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation. **No** TIGHTEN all ABS module-to- HCU fasteners. CLEAR the DTCs. GO to C5.
C5 CHECK FOR DTCs C0044:28, C0044:49 AND/OR C0044:64	
• Test drive the vehicle at speeds greater than 32 km/h (20 mph). • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • Record all ABS module DTCs. • **Is DTC C0044:28, C0044:49 and/or C0044:64 present?**	**Yes** INSTALL a new HCU. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern was likely cause by incorrectly tightened fasteners.

Pinpoint Test D: DTCs C0031:01; C0034:01; C0037:01, C003A:01, C0031:19, C0034:19, C0037:19, C003A:19

Refer to Wiring Diagrams Cell 42, Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

Active wheel speed sensors generate a square wave signal that is sent to the ABS module. The wheel speed sensor circuitry connects to the ABS module through 2 wires and a connector at each wheel speed sensor. When the ignition switch is turned to the RUN position, the ABS module carries out a self-test by sending a reference voltage through the wheel speed sensors and their circuitry to determine if

they are functional.

DTC Description	Fault Trigger Condition
• C0031:01 — Left Front Wheel Speed Sensor: General Electrical Failure • C0034:01 — Right Front Wheel Speed Sensor: General Electrical Failure • C0037:01 — Left Rear Wheel Speed Sensor: General Electrical Failure • C003A:01 — Right Rear Wheel Speed Sensor: General Electrical Failure • C0031:19 — LF Wheel Speed Sensor Signal: Circuit Current Above Threshold • C0034:19 — RF Wheel Speed Sensor Signal: Circuit Current Above Threshold • C0037:19 — LR Wheel Speed Sensor Signal: Circuit Current Above Threshold • C003A:19 — RR Wheel Speed Sensor Signal: Circuit Current Above Threshold	These DTCs set if any of the wheel speed sensor's signal current is below 4.5 mA or above 20 mA for longer than 140 milliseconds, or if either sensor circuit is shorted to ground or battery voltage.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Wheel speed sensors
- ABS module

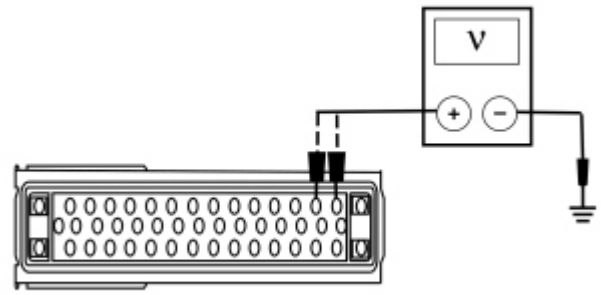
PINPOINT TEST D: DTCs C0031:01; C0034:01; C0037:01, C003A:01, C0031:19, C0034:19, C0037:19, C003A:19

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
D1 CHECK FOR FAULT REPEATABILITY	
• Ignition ON. • Using the scan tool, clear the ABS module DTCs. • Drive the vehicle at least 20 km/h (12 mph). • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Is the concern still present?**	**Yes** If the Rotunda Active Wheel Speed Sensor Tester is available, GO to D2 . If the Rotunda Active Wheel Speed Sensor Tester is not available, GO to D4 . **No** INSPECT the wheel speed sensors, wheel speed sensor wiring and wheel bearing magnetic strip. REPAIR or INSTALL new

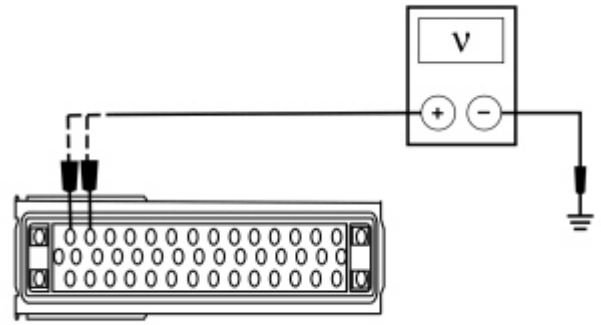
	as necessary. If any other DTCs are retrieved, GO to the ABS Module DTC Chart in this section.
D2 CHECK THE ABS MODULE OUTPUT USING THE ROTUNDA ACTIVE WHEEL SPEED SENSOR TESTER	
• Ignition OFF. • Disconnect: Suspect Wheel Speed Sensor. • Connect the Rotunda Active Wheel Speed Sensor Tester to the wheel speed sensor connectors. • Ignition ON. • Select the correct system polarity on the Rotunda Active Wheel Speed Sensor Tester and turn the power switch to the ON position. • **Is the module output LED illuminated?**	**Yes** GO to D3 . **No** GO to D6 .
D3 CHECK THE WHEEL SPEED SENSOR OUTPUT WITH THE ROTUNDA ACTIVE WHEEL SPEED SENSOR TESTER	
• Raise the suspect wheel until it can spin freely. Refer to Section 100-02 . • While monitoring the Rotunda Active Wheel Speed Sensor Tester, slowly spin the suspect wheel. • **Do the sensor output LEDs illuminate and flash and is the current overload LED not illuminated?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. **No** If the current level LED is not illuminated and the sensor output LEDs do not illuminate or if the current level LED is illuminated red, INSTALL a new wheel speed sensor. REFER to Wheel Speed Sensor — Front or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test. If the current level LED is not illuminated and the sensor output LEDs illuminate green, but do not flash, INSPECT the wheel bearing magnetic strip and INSTALL new if necessary. If the wheel bearing magnetic strip is OK, INSTALL a new wheel speed sensor. REFER to Wheel Speed Sensor — Front or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test.
D4 CHECK THE WHEEL SPEED SENSOR CIRCUITS FOR A SHORT TO BATTERY VOLTAGE	
• Ignition OFF. • Disconnect: ABS Module C135.	**Yes** REPAIR the affected circuit

- Disconnect: Suspect Wheel Speed Sensor.
- Ignition ON.
- **For DTC C0031:01, 19 (LF)** , measure the voltage between:
  - ABS module C135-45, circuit VCA03 (VT/WH), harness side and ground.
  - ABS module C135-46, circuit RCA17 (YE), harness side and ground.



N0113390

- **For DTC C0034:01, 19 (RF)** , measure the voltage between:
  - ABS module C135-33, circuit RCA19 (VT), harness side and ground.
  - ABS module C135-34, circuit VCA05 (GY/VT), harness side and ground.

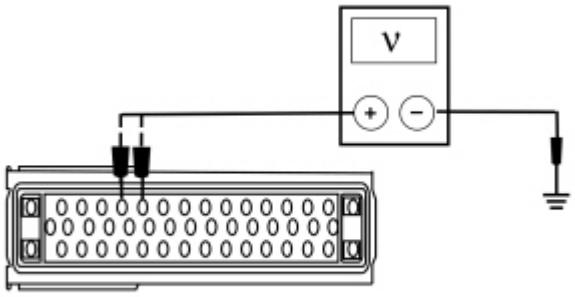


N0113388

- **For DTC C0037:01, 19 (LR)** , measure the voltage between:
  - ABS module C135-36, circuit VCA04 (BU/OG), harness side and ground.
  - ABS module C135-37, circuit RCA18 (BN/GN), harness side and ground.

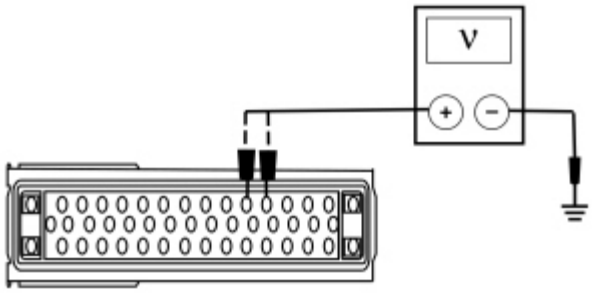
(s) for a short to voltage. CLEAR the DTCs. REPEAT the self-test.

No
GO to D5 .



N0113392

- **For DTC C003A:01, 19 (RR)** , measure the voltage between:
  - ABS module C135-42, circuit RCA20 (BN), harness side and ground.
  - ABS module C135-43, circuit VCA06 (WH/OG), harness side and ground.

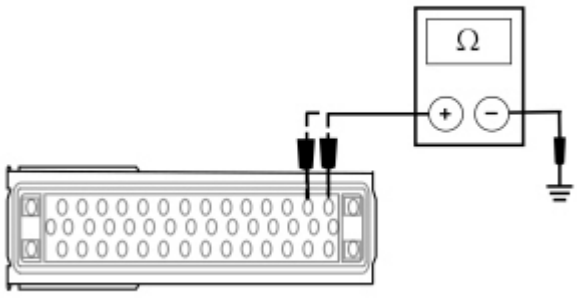


N0113389

- **Is any voltage present?**

D5 CHECK THE WHEEL SPEED SENSOR CIRCUITS FOR A SHORT TO GROUND	

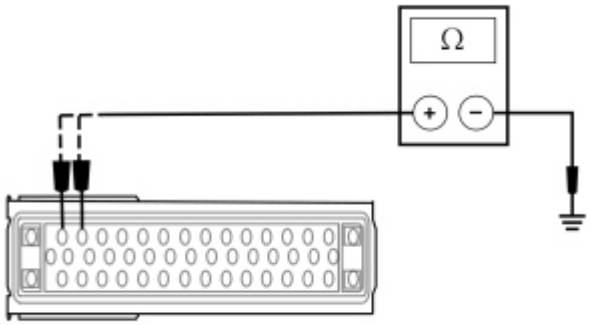
• Ignition OFF.
• **For DTC C0031:01, 19 (LF)** , measure the resistance between:
  ▪ ABS module C135-45, circuit VCA03 (VT/WH), harness side and ground.
  ▪ ABS module C135-46, circuit RCA17 (YE), harness side and ground.
	Yes
	GO to D6 .
	
	No
	REPAIR the affected circuit (s) for a short to ground. CLEAR the DTCs. REPEAT the self-test.



N0113362

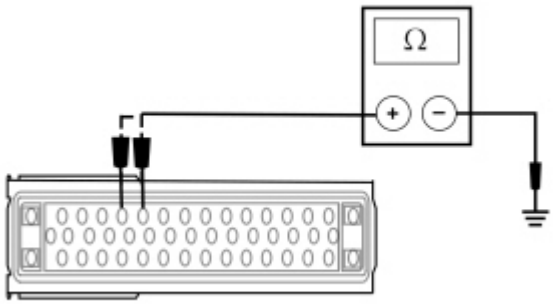
- **For DTC C0034:01, 19 (RF)** , measure the resistance

between:
- ABS module C135-34, circuit VCA05 (GY/VT), harness side and ground.
- ABS module C135-33, circuit RCA19 (VT), harness side and ground.



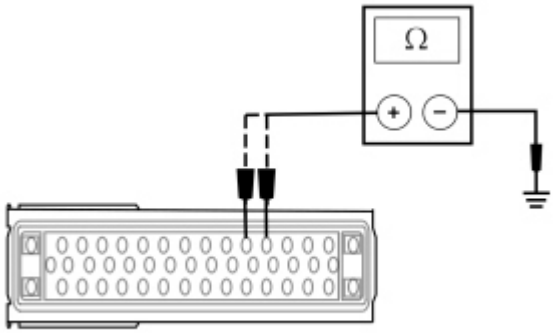
N0113363

- **For DTC C0037:01, 19 (LR)** , measure the resistance between:
  - ABS module C135-36, circuit VCA04 (BU/OG), harness side and ground.
  - ABS module C135-37, circuit RCA18 (BN/GN), harness side and ground.



N0113364

- **For DTC C003A:01, 19 (RR)** , measure the resistance between:
  - ABS module C135-43, circuit VCA06 (WH/OG), harness side and ground.
  - ABS module C135-42, circuit RCA20 (BN), harness side and ground.



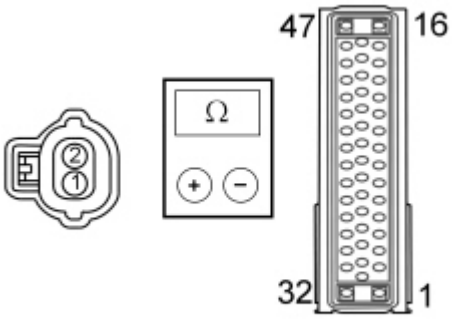
N0113365

- **Are the resistances greater than 10,000 ohms?**

D6 CHECK THE WHEEL SPEED CIRCUITS FOR AN OPEN

- Ignition OFF.
- Disconnect: ABS Module C135 (if not previously disconnected).
- Disconnect: Suspect Wheel Speed Sensor (if not previously disconnected).

Vehicles Built Up To 1/14/2011



N0113366

- **For vehicles built up to 1/14/2011** , measure the resistance between ABS module connector C135, harness side and the suspect wheel speed sensor connector, harness side as indicated in the following chart:

Vehicles Built Up To 1/14/2011

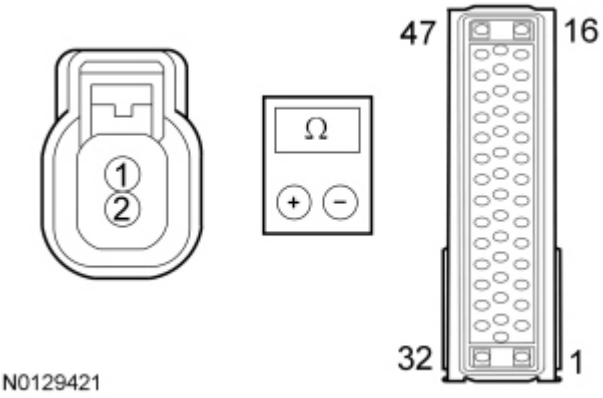
DTC	ABS Module	Circuit	Wheel Speed Sensor
C0031:01, 19	C135-45	VCA03 (VT/WH)	C150-1
	C135-46	RCA17 (YE)	C150-2
C0034:01, 19	C135-34	VCA05 (GY/VT)	C160-1
	C135-33	RCA19 (VT)	C160-2
C0037:01, 19	C135-36	VCA04 (BU/OG)	C440-1
	C135-37	RCA18 (BN/GN)	C440-2
C003A:01,	C135-43	VCA06	C426-1

Yes
GO to D7 .

No
REPAIR the affected circuit (s). CLEAR the DTCs. REPEAT the self-test.

19	C135-42	(WH/OG) RCA20 (BN)	C426-2

Vehicles Built After 1/14/2011



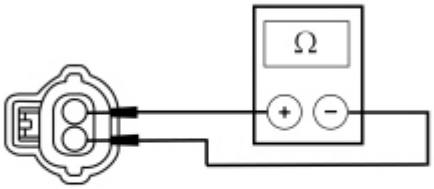
- **For vehicles built after 1/14/2011** , measure the resistance between ABS module connector C135, harness side and the suspect wheel speed sensor connector, harness side as indicated in the following chart:

Vehicles Built After 1/14/2011

DTC	ABS Module	Circuit	Wheel Speed Sensor
C0031:01, 19	C135-45	VCA03 (VT/WH)	C1315-1
	C135-46	RCA17 (YE)	C1315-2
C0034:01, 19	C135-34	VCA05 (GY/VT)	C1316-1
	C135-33	RCA19 (VT)	C1316-2
C0037:01, 19	C135-36	VCA04 (BU/OG)	C4296-1
	C135-37	RCA18 (BN/GN)	C4296-2
C003A:01, 19	C135-43	VCA06 (WH/OG)	C4318-1
	C135-42	RCA20 (BN)	C4318-2

- **Are the resistances less than 5 ohms?**

D7 CHECK FOR SHORTED WHEEL SPEED SENSOR CIRCUITS **Vehicles Built Up To 1/14/2011**	**Yes** GO to D8 . **No** REPAIR the affected circuit (s). CLEAR the DTCs. REPEAT the self-test.



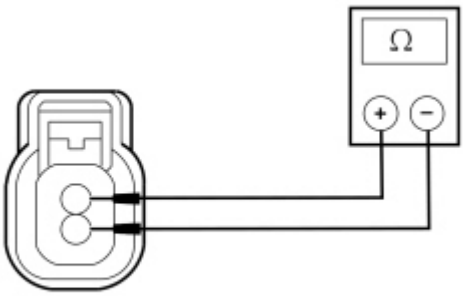
N0113367

- **For vehicles built up to 1/14/2011** , measure the resistance between the suspect wheel speed sensor connector pins, harness side as follows:

Vehicles Built Up To 1/14/2011

DTC	Connector-Pin/ Circuit	Connector-Pin/ Circuit
C0031:01, 19	C150-1 VCA03 (VT/WH)	C150-2 RCA17 (YE)
C0034:01, 19	C160-1 VCA05 (GY/VT)	C160-2 RCA19 (VT)
C0037:01, 19	C440-1 VCA04 (BU/OG)	C440-2 RCA18 (BN/GN)
C003A:01, 19	C426-1 VCA06 (WH/OG)	C426-2 RCA20 (BN)

Vehicles Built After 1/14/2011



N0129359

- **For vehicles built after 1/14/2011** , measure the resistance between the suspect wheel speed sensor connector pins, harness side as follows:

Vehicles Built After 1/14/2011

DTC	Connector-Pin/ Circuit	Connector-Pin/ Circuit
C0031:01,	C1316-1	C1316-2

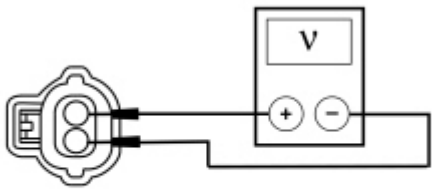
19	VCA03 (VT/WH)	RCA17 (YE)
C0034:01, 19	C1315-1 VCA05 (GY/VT)	C1315-2 RCA19 (VT)
C0037:01, 19	C4296-1 VCA04 (BU/OG)	C4296-2 RCA18 (BN/GN)
C003A:01, 19	C4318-1 VCA06 (WH/OG)	C4318-2 RCA20 (BN)

- **Is the resistance greater 10,000 ohms?**

D8 CHECK FOR CORRECT ABS MODULE OUTPUT

- Connect: ABS Module C135.
- Ignition ON.

Vehicles Built Up To 1/14/2011



N0113356

- **For vehicles built up to 1/14/2011** , measure the voltage between the suspect wheel speed sensor connector pins, harness side as follows:

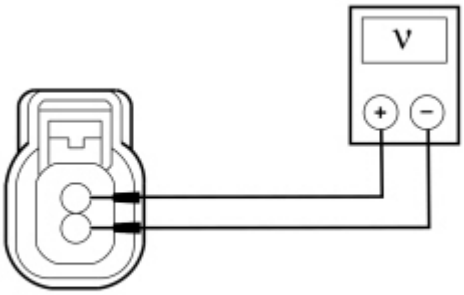
Vehicles Built Up To 1/14/2011

DTC	Connector-Pin/ Circuit	Connector-Pin/ Circuit
C0031:01, 19	C150-1 VCA03 (VT/WH)	C150-2 RCA17 (YE)
C0034:01, 19	C160-1 VCA05 (GY/VT)	C160-2 RCA19 (VT)
C0037:01, 19	C440-1 VCA04 (BU/OG)	C440-2 RCA18 (BN/GN)
C003A:01, 19	C426-1 VCA06 (WH/OG)	C426-2 RCA20 (BN)

Vehicles Built After 1/14/2011

Yes
INSTALL a new wheel speed sensor. REFER to Wheel Speed Sensor — Front , or Wheel Speed Sensor — Rear in this section. CLEAR the DTCs. REPEAT the self-test.

No
GO to D9 .



N0129358

- **For vehicles built after 1/14/2011** , measure the voltage between the suspect wheel speed sensor connector pins, harness side as follows:

Vehicles Built After 1/14/2011

DTC	Connector-Pin/ Circuit	Connector-Pin/ Circuit
C0031:01, 19	C1316-1 VCA03 (VT/WH)	C1316-2 RCA17 (YE)
C0034:01, 19	C1315-1 VCA05 (GY/VT)	C1315-2 RCA19 (VT)
C0037:01, 19	C4296-1 VCA04 (BU/OG)	C4296-2 RCA18 (BN/GN)
C003A:01, 19	C4318-1 VCA06 (WH/OG)	C4318-2 RCA20 (BN)

- **Is the voltage greater than 10 volts?**

D9 CHECK FOR CORRECT ABS MODULE OPERATION	

• Disconnect: ABS Module C135.
• Check for:
  ▪ corrosion
  ▪ pushed-out pins
  ▪ spread terminals
• Connect: ABS Module C135.
• Make sure the connector is seated correctly, then operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test E: DTC U0100:00

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

- DTC U0100:00 (Lost Communication With ECM/PCM "A": No Sub Type Information) — this DTC sets if the brake pedal position switch, and traction control messages that should be received from the ECM/PCM are missing for 5 seconds or longer.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- PCM
- ABS module

PINPOINT TEST E: DTC U0100

Test Step	Result / Action to Take
E1 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Using a scan tool, carry out the network test. • **Does the PCM pass the network test?**	**Yes** GO to E2. **No** REFER to Section 418-00.
E2 CHECK THE ABS MODULE CMDTCs • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • Using a scan tool, clear the ABS module DTCs. • Ignition OFF. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Is DTC U0100:00 present?**	**Yes** GO to E3. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
E3 CHECK THE ABS MODULE FOR BATTERY VOLTAGE DTCs • Review the ABS module DTCs retrieved in the previous step. • **Is DTC U3003:16 or DTC U3003:17 present?**	**Yes** GO to Pinpoint Test L. **No** GO to E4.
E4 CHECK THE PCM CMDTCs • Using a scan tool, carry out the PCM Key ON Engine OFF (KOEO) self-test. • **Is DTC P1794:16 or P1794:17 present?**	**Yes** DIAGNOSE the PCM DTCs. REFER to Section 414-00 **No** GO to E5.
E5 CHECK FOR DTC U0100 SET IN OTHER MODULES • Enter the following diagnostic mode on the scan tool: Self Test — All CMDTCs. • **Is DTC U0100:00 or DTC U0100 set in more than one module?**	**Yes** INSTALL a new PCM. REFER to Section 303-14. TEST the system for normal operation. REPEAT the ABS module self-test.

	No INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.

Pinpoint Test F: DTC U0101:00

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

- DTC U0101:00 (Lost Communication With TCM: No Sub Type Information — this DTC sets in the ABS module if the PRNDL message that should be received from the Transmission Control Module (TCM) is missing for 5 seconds or longer.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- TCM
- ABS module

PINPOINT TEST F: DTC U0101

Test Step	Result / Action to Take
F1 CHECK THE COMMUNICATION NETWORK	**Yes** GO to F2 . **No** REFER to Section 418-00 .
• Ignition ON. • Using a scan tool, carry out the network test. • **Does the TCM pass the network test?**	
F2 CHECK THE ABS MODULE CMDTCs	**Yes** GO to F3 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
• Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • Using a scan tool, clear the ABS module DTCs. • Ignition OFF. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Is DTC U0101:00 present?**	
F3 CHECK THE ABS MODULE FOR BATTERY VOLTAGE DTCs	**Yes** GO to Pinpoint Test L . **No** GO to F4 .
• Review the ABS module DTCs retrieved in the previous step. • **Is DTC U3003:16 or DTC U3003:17 present?**	
F4 CHECK THE TCM CMDTCs	**Yes** DIAGNOSE the TCM DTCs. REFER to Section 307-11 .
• Enter the following diagnostic mode on the scan tool: Self Test — TCM . • **Is DTC P0702, P0882 or P0883**	

present?	**No** GO to F5 .
F5 CHECK FOR DTC U0101 SET IN OTHER MODULES	
• Enter the following diagnostic mode on the scan tool: Self Test — All CMDTCs . • **Is DTC U0101:00 or DTC U0101 set in more than one module?**	**Yes** INSTALL a new TCM . REFER to Section 307-11 . TEST the system for normal operation. REPEAT the ABS module self-test. **No** INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.

Pinpoint Test G: DTC U0131:00

Normal Operation

- DTC U0131:00 (Lost Communication With Power Steering Control Module: No Sub Type Information) — this DTC sets if the steering sensor message that should be received from the Power Steering Control Module (PSCM) is missing for 5 seconds or longer.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- PSCM
- ABS module

PINPOINT TEST G: DTC U0131:00

Test Step	Result / Action to Take
G1 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Using a scan tool, carry out the network test. • **Does the PSCM pass the network test?**	**Yes** GO to G2 . **No** REFER to Section 418-00 .
G2 CHECK THE ABS MODULE CMDTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • Using a scan tool, clear the ABS module DTCs. • Ignition OFF. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Is DTC U0131:00 present?**	**Yes** GO to G3 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
G3 CHECK THE ABS MODULE FOR BATTERY VOLTAGE DTCs	
• Review the ABS module DTCs	**Yes**

retrieved in the previous step. • **Is DTC U3003:16 or DTC U3003:17 present?**	GO to Pinpoint Test L . **No** GO to G4 .
G4 CHECK THE PSCM CMDTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — PSCM . • **Is DTC P0702, P0882 or P0883 present?**	**Yes** DIAGNOSE the PSCM DTCs. REFER to Section 307-11 . **No** GO to G5 .
G5 CHECK FOR DTC U0131:00 SET IN OTHER MODULES	
• Enter the following diagnostic mode on the scan tool: Self Test — All CMDTCs . • **Is DTC U0131:00 or DTC U0131 set in more than one module?**	**Yes** INSTALL a new PSCM . REFER to Section 211-00 . TEST the system for normal operation. CLEAR the DTCs. REPEAT the ABS module self-test. **No** INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.

Pinpoint Test H: DTCs U0140:00

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

- DTC U0140:00 (Lost Communication With Body Control Module: No Sub Type Information) — this DTC sets in the ABS module if it cannot transmit or receive messages to the Body Control Module (BCM) over the High Speed Controller Area Network (HS-CAN) for 5 seconds or longer. This DTC is actually referring to the IPC as this vehicle is using the IPC as a gateway module and never directly establishes communications with the BCM .

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- IPC
- ABS module

PINPOINT TEST H: DTC U0140:00

Test Step	Result / Action to Take
H1 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Using a scan tool, carry out the network test. • **Does the PSCM pass the network test?**	**Yes** GO to H2 . **No** REFER to Section 418-00 .
H2 CHECK THE ABS MODULE CMDTCs	
• Enter the following diagnostic mode on the scan tool: Self Test	**Yes** GO to H3 .

— ABS Module. • Using a scan tool, clear the ABS module DTCs. • Ignition OFF. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Is DTC U0140:00 present?**	**No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
H3 CHECK THE ABS MODULE FOR BATTERY VOLTAGE DTCs	
• Review the ABS module DTCs retrieved in the previous step. • **Is DTC U3003:16 or DTC U3003:17 present?**	**Yes** GO to Pinpoint Test L . **No** GO to H4 .
H4 CHECK THE IPC CMDTCs	
• Enter the following diagnostic mode on the scan tool: Self Test — IPC . • **Is DTC U3006:16 or U3006:17 present?**	**Yes** DIAGNOSE the IPC DTCs. REFER to Section 413-01 . **No** GO to H5 .
H5 CHECK FOR DTC U0140:00 SET IN OTHER MODULES	
• Enter the following diagnostic mode on the scan tool: Self Test — All CMDTCs . • **Is DTC U0140:00 or DTC U0140 set in more than one module?**	**Yes** INSTALL a new IPC . REFER to Section 413-01 . TEST the system for normal operation. CLEAR the DTCs. REPEAT the ABS module self-test. **No** INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation.

Pinpoint Test I: DTC C0061:28, C0061:64, C0062:28, C0062:64, C0062:76, C0063:28, C0063:64, U0151:00, U0452:68

Refer to Wiring Diagrams Cell 14 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

The ABS module uses information received from several sensors (wheel speed sensors, steering wheel rotation sensor, stability/traction control system sensors, etc.) to determine if vehicle stability or traction warrants ESC interaction. If an event is going to occur, the ABS module adjusts the brake torque at specific wheels and the PCM reduces engine torque to make the vehicle more stable. Once the ABS module has determined that the stability event has been corrected, it returns the brake and engine torque to normal and continues to monitor the vehicle. DTCs set in the ignition cycle can only be cleared by cycling the ignition off and on once the fault has been corrected. The Restraints Control Module (RCM) measures the yaw rate and vehicle acceleration, then sends the signal through a secondary, dedicated Controller Area Network (CAN) to the ABS module. This dedicated CAN is used only for communication between the RCM and the ABS module. The ABS module uses this information for AdvanceTrac® system operation. The ABS module also compares this information to information it receives from other sensors (brake pedal input, steering wheel) to determine how valid the information is and to determine if an instability event is about to occur. The yaw rate sensor, lateral and longitudinal accelerometers are contained in the RCM .

DTC Description	Fault Trigger Conditions
DTC C0061:28 Lateral Acceleration Sensor: Signal Bias Level Out of Range/Zero Adjustment Failure	This DTC indicates that the lateral acceleration sensor signal is out of range.
DTC C0061:64 Lateral Acceleration Sensor: Signal Plausibility Failure	This DTC sets if one of the sensor signals does not match the other sensor signals.
DTC C0062:28 Longitudinal Acceleration Sensor: Signal Bias Level Out of Range/Zero Adjustment Failure	This DTC indicates that the longitudinal acceleration sensor signal is out of range.
DTC C0062:64 Longitudinal Acceleration Sensor: Signal Plausibility Failure	This DTC sets if one of the sensor signals does not match the other sensor signals.
DTC C0062:76 Longitudinal Acceleration Sensor: Wrong Mounting Position	This DTC sets if the RCM is loose or mounted incorrectly.
DTC C0063:28 Yaw Rate Sensor: Signal Bias Level Out of Range/Zero Adjustment Failure	This DTC indicates that the yaw rate sensor signal is out of range.
DTC C0063:64 Yaw Rate Sensor: Signal Plausibility Failure	This DTC sets if one of the sensor signals does not match the other sensor signals.
DTC U0151:00 Lost Communication With Restraints Control Module: No Sub Type Information	This DTC sets in the ABS module if it does not receive Yaw, or other sensor messages from the Restraints Control Module (RCM) for 5 seconds or longer.
DTC U0452:68 Invalid Data received From Restraints Control Module: Event Information	This DTC sets when the ABS module receives invalid network data from the RCM.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- RCM
- ABS module

PINPOINT TEST I: DTC C0061:28, C0061:64, C0062:28, C0062:64, C0062:76, C0063:28, C0063:64, U0151:00, U0452:68

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

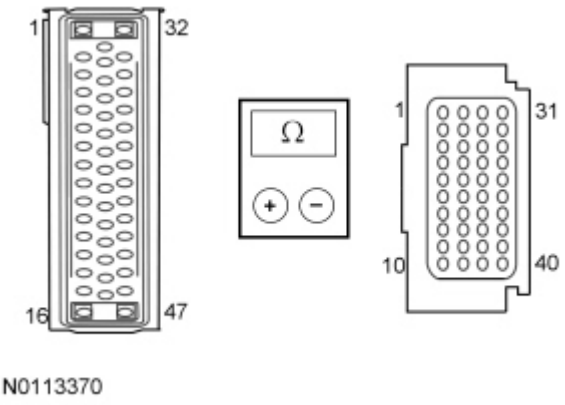
WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

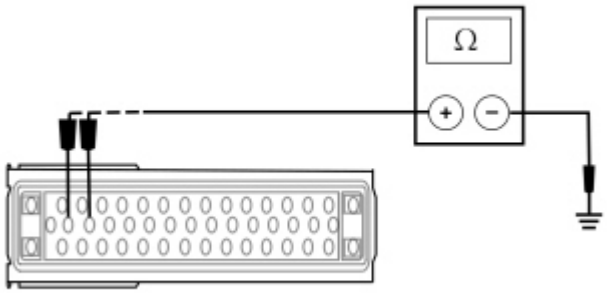
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Supplemental Restraint System (SRS) components should only be disconnected or reconnected when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

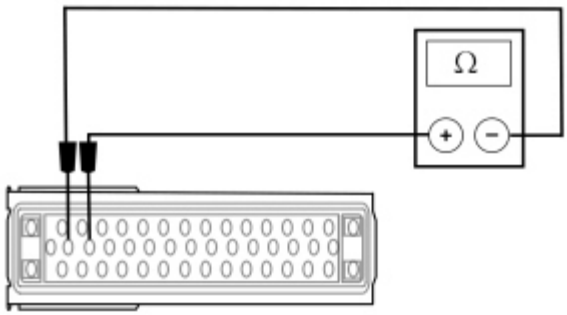
Test Step	Result / Action to Take
I1 CHECK FOR AN HS-CAN COMMUNICATION CONCERN WITH THE RCM	
• Connect the scan tool. • Ignition ON. • **NOTE:** The network test does not test the dedicated CAN communications between the ABS module and RCM. • Using the scan tool, carry out the network test. • **Does the RCM pass the network test?**	**Yes** GO to I2. **No** REFER to Section 418-00, The Restraints Control Module (RCM) Does Not Respond To The Scan Tool.
I2 VERIFY THE RCM PART NUMBER	
• Enter the following diagnostic mode on the scan tool: Log Viewer. • Retrieve and record the RCM part number from the log viewer. • Check the part number recorded against the number listed in the parts catalog. • **Does the part number on the RCM match the part number listed in the parts catalog?**	**Yes** GO to I3. **No** INSTALL the correct RCM. REFER to Section 501-20B. CLEAR the DTCs. REPEAT the self-test.
I3 CHECK FOR RCM AND ABS DTCs	
• Enter the following diagnostic mode on the scan tool: Self-Test — RCM. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Are any RCM DTCs retrieved on-demand self-test?**	**Yes** REFER to Section 501-20B to diagnose the RCM DTCs. TEST the system for normal operation. **No** If only one of the following ABS module DTCs C0061:28, C0061:64, C0062:28, C0062:64, C0063:28, C0063:64, U0452:68 was retrieved, GO to I4. If more than one ABS module DTC C0061:28, C0061:64, C0062:28, C0062:64, C0063:28, C0063:64,U0452:68 was retrieved, GO to I7. For DTC C0062:76 GO to I12. For DTC U0151:00 GO to I7. For all other DTCs, REFER to the ABS Module DTC Chart.
I4 CHECK THE ABS MODULE YAW RATE (YAW_RATE) PID	
• Enter the following diagnostic mode on the scan tool: ABS Module DataLogger. • **NOTE:** The vehicle must be on level ground and at a complete standstill. Any vehicle movement results in false values for this test. • Monitor the YAW_RATE PID.	**Yes** GO to I5. **No** GO to I13.

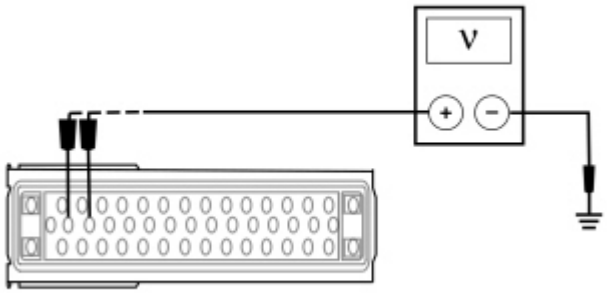
• **Is the YAW_RATE PID value between -0.05 and 0.05?**	
I5 CHECK THE ABS MODULE LATERAL ACCELERATION (LAT_ACCL) PID	
• **NOTE:** The vehicle must be on level ground and at a complete standstill. Any vehicle movement results in false values for this test. • Monitor the LAT_ACCL PID. • **Is the LAT_ACCL PID value between -0.4 and 0.4?**	**Yes** GO to I6 . **No** GO to I13 .
I6 CHECK THE ABS MODULE LONGITUDINAL ACCELERATION (LONG_ACCL) PID	
• **NOTE:** The vehicle must be on level ground and at a complete standstill. Any vehicle movement results in false values for this test. • Monitor the LONG_ACCL PID. • **Is the LONG_ACCL PID value between -0.4 and 0.4?**	**Yes** GO to I7 . **No** GO to I13 .
I7 CHECK THE DEDICATED CAN CIRCUITS FOR AN OPEN	
• Ignition OFF. • Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . • Disconnect: ABS Module C135. • Disconnect: RCM C310A and C310B. • Measure the resistance between the ABS module C135, harness side and the RCM C310B, harness side as indicated in the following chart: **ABS Module / Circuit / RCM** C135-18 / VCA23 (BU/WH) / C310B-20 C135-19 / VCA24 (GN/OG) / C310B-19  N0113370 • **Are the resistances less than 5 ohms?**	**Yes** GO to I8 . **No** REPAIR the affected circuit (s). CLEAR the DTCs. CYCLE the ignition key. REPEAT the self-test.
I8 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TO GROUND	
• Measure the resistance between ground and: ▪ ABS module C135-19, circuit VCA24 (GN/OG), harness side. ▪ ABS module C135-18, circuit VCA23 (BU/WH), harness side.	**Yes** GO to I9 . **No** REPAIR the affected circuit (s). TEST the system for normal operation.



N0113371

- **Are the resistances greater than 10,000 ohms?**

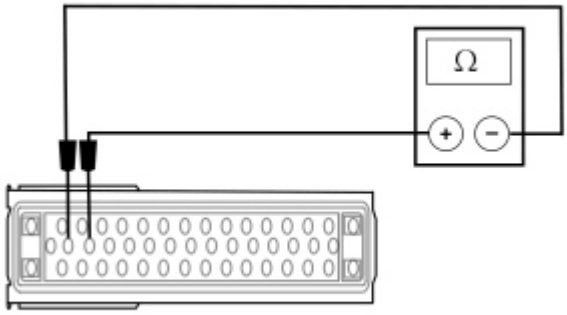
I9 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TOGETHER	
• Measure the resistance between ABS module C135-19, circuit VCA24 (GN/OG), harness side and ABS module C135-18, circuit VCA23 (BU/WH), harness side.  N0113372 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I10 . **No** REPAIR the affected circuit (s). CLEAR the DTCs. REPEAT the self-test.
I10 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TO VOLTAGE	
• Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . • Ignition ON. • Measure the voltage between ground and: ▪ ABS module C135-19, circuit VCA24 (GN/OG), harness side. ▪ ABS module C135-18, circuit VCA23 (BU/WH), harness side.	**Yes** REPAIR the affected circuit (s) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. **No** GO to I11 .



N0113369

- **Is any voltage present?**

I11 CHECK RCM TERMINATING RESISTOR	

• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer to RCM in Section 501-20B.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: RCM C310A and C310B.
• Measure the resistance between ABS module C135-18, circuit VCA23 (BU/WH), harness side and C135-19, circuit VCA24 (GN/OG), harness side.
 	
 
 	
N0113372
 	
• **Is the resistance between 108 and 132 ohms?**
	Yes
	GO to I12.
	
	No
	INSTALL a new RCM.
	REFER to Section 501-20B.
	CLEAR all CMDTCs.
	PERFORM a road test.
	REPEAT the self test. If the concern is still present, GO to I14. If other DTCs are present, REFER to the appropriate DTC chart.

I12 CHECK THE RCM INSTALLATION AND MOUNTING SURFACE	
• Ignition OFF. • If not previously directed to do so, depower the Supplemental Restraint System (SRS). Refer to Supplemental Restraint System (SRS) Depowering and	**Yes** GO to I13. **No** REPAIR or INSTALL new as

Repowering in Section 501-20B . • Inspect the Restraints Control Module (RCM) installation and make sure that the fasteners are fully seated and tightened correctly. Refer to RCM in Section 501-20B . • Inspect the mounting surface for damage, corrosion or foreign material. • **Is the RCM installed correctly and is the mounting surface clean and free from damage?**	necessary. REPOWER the SRS . REFER to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . CLEAR all CMDTCs . PERFORM a road test. REPEAT the self test.
I13 CHECK FOR AN INTERMITTENT FAULT	
• Disconnect: RCM C310A and C310B. • Disconnect: ABS module C135. ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component (s)/Connector(s). • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . • Perform a road test. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module. • **Is the concern still present?**	**Yes** INSTALL a new RCM . REFER to Section 501-20B . CLEAR all CMDTCs . PERFORM a road test. REPEAT the self test. If the concern is still present, GO to I14 . If other DTCs are present, REFER to the appropriate DTC chart. **No** The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. SRS components should only be installed when directed to do so in the pinpoint test.**
I14 CHECK THE ABS MODULE FOR CORRECT OPERATION	
• Depower the SRS . Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . • Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to RCM in Section 501-20B . ▪ inspect ABS module C135 for dirt, corrosion, water intrusion, pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component (s)/Connector(s). • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . • Perform a road test. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module.	**Yes** INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• **Is the concern still present?**	

Pinpoint Test J: DTC U0151:88

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) measures vehicle yaw rate, lateral acceleration and longitudinal acceleration and then sends the information to the ABS module along a dedicated pair of Controller Area Network (CAN) circuits. This dedicated CAN is used only for communication between the RCM and the ABS module. The yaw rate sensor, lateral accelerometer and longitudinal accelerometer are contained in the RCM .

- DTC U0151:88 (Lost Communication With Restraints Control Module: Bus Off) — This DTC can set if either of the dedicated CAN circuits are open, shorted to ground or shorted to each other. Other DTCs indicating missing messages or invalid signals from the RCM sensors can set as a result of a dedicated CAN fault.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- RCM
- ABS module

PINPOINT TEST J: DTC U0151:88

WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

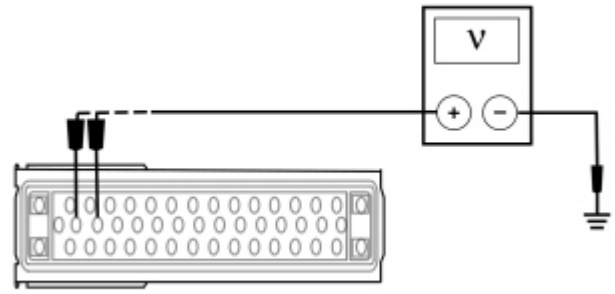
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Supplemental Restraint System (SRS) components should only be disconnected or reconnected when instructed to do so within a pinpoint test step. Failure to follow this instruction may result in incorrect diagnosis of the SRS .

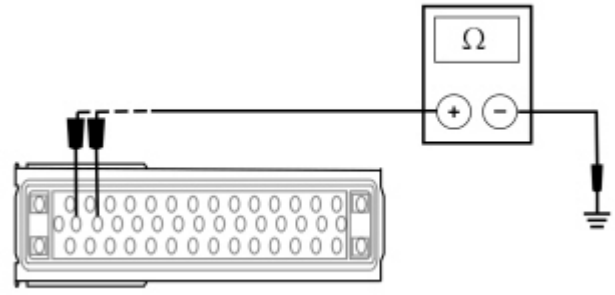
NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

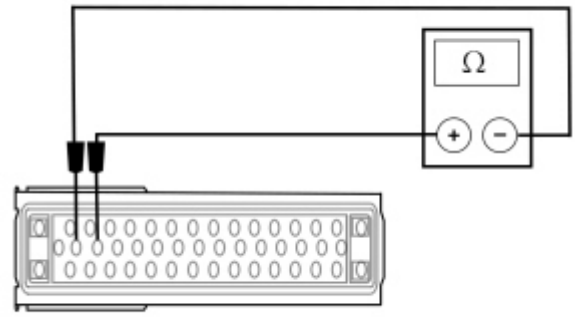
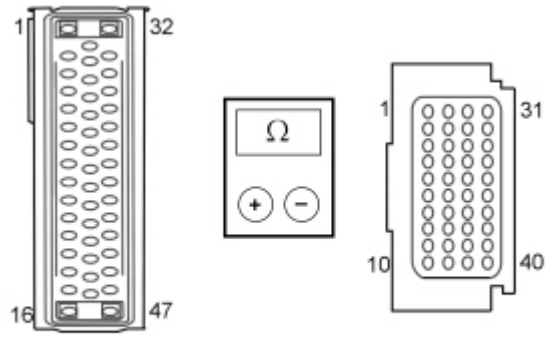
Test Step	Result / Action to Take
J1 CHECK FOR AN HS-CAN CONCERN WITH THE RCM	
• Ignition ON. • **NOTE:** The Network Test does not test the dedicated CAN communications between the ABS module and RCM . • Using a scan tool, carry out the Network Test. • **Does the RCM pass the Network Test?**	**Yes** GO to J2 . **No** REFER to Section 418-00 to diagnose the RCM does

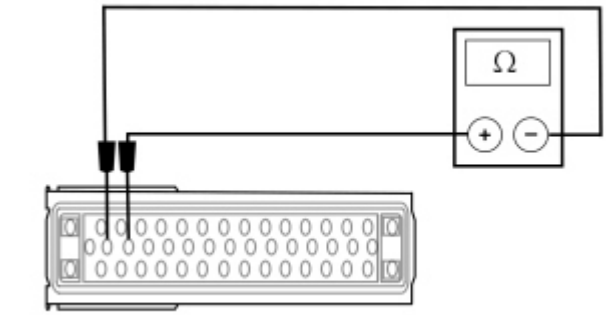
	not respond to scan tool.
J2 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TO VOLTAGE	

• **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to follow this instruction may result in serious personal injury or death in the event of an accidental deployment.**
• Depower the SRS . Refer to Refer to Supplemental Restraint System (SRS) Depowering and Repowering Section 501-20B .
• Disconnect: ABS Module C135 .
• Disconnect: RCM C310A .
• Disconnect: RCM C310B .
• Ignition ON.
• Measure the voltage between ground and:
  ▪ ABS module C135-19, circuit VCA24 (GN/OG), harness side.
  ▪ ABS module C135-18, circuit VCA23 (BU/WH), harness side.
 
 	
N0113369
• **Is any voltage present?**
	Yes
	REPAIR the affected circuit (s) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. GO to J10 .
	
	No
	GO to J3 .

J3 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TO GROUND	

• Ignition OFF.
• Measure the resistance between ground and:
  ▪ ABS module C135-19, circuit VCA24 (GN/OG), harness side.
  ▪ ABS module C135-18, circuit VCA23 (BU/WH), harness side.
 
 	
N0113371
	Yes
	GO to J4 .
	
	No
	REPAIR the affected circuit (s). TEST the system for normal operation. GO to J10 .

• **Are the resistances greater than 10,000 ohms?**	
J4 CHECK THE DEDICATED CAN CIRCUITS FOR A SHORT TOGETHER	
• Measure the resistance between ABS module C135-19, circuit VCA24 (GN/OG), harness side and ABS module C135-18, circuit VCA23 (BU/WH), harness side.  N0113372 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to J5 . **No** REPAIR the affected circuit (s). CLEAR the DTCs. REPEAT the self-test. GO to J10 .
J5 CHECK THE DEDICATED CAN CIRCUITS FOR AN OPEN	
• Measure the resistance between the ABS module C135, harness side and the RCM C310B, harness side as indicated in the following chart: **ABS Module** / **Circuit** / **RCM** C135-18 / VCA23 (BU/WH) / C310B-20 C135-19 / VCA24 (GN/OG) / C310B-19  N0113370 • **Are the resistances less than 5 ohms?**	**Yes** GO to J6 . **No** REPAIR the affected circuit (s). CLEAR the DTCs. CYCLE the ignition key. REPEAT the self-test. GO to J10 .
J6 CHECK RCM TERMINATING RESISTOR	
• Prior to reconnecting any previously disconnected SRS component: ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ▪ inspect wire harness for any damage, pinched, cut or pierced wires. ▪ inspect RCM C310A and C310B Connector Position Assurance (CPA) lever/lock for correct operation. Refer	**Yes** GO to J7 . **No** GO to J8 .

to RCM in Section 501-20B . ■ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: RCM C310A . • Connect: RCM C310B . • Measure the resistance between ABS module C135-19, circuit VCA24 (GN/OG), harness side and ABS module C135-18, circuit VCA23 (BU/WH), harness side.  N0113372 • **Is the resistance between 108 and 132 ohms?**	
J7 CHECK THE ABS MODULE FOR CORRECT OPERATION • Prior to reconnecting any previously disconnected SRS component: ■ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ inspect wire harness for any damage, pinched, cut or pierced wires. ■ inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to RCM in Section 501-20B . ■ inspect ABS module C135 for dirt, corrosion, water intrusion, pushed-out, loose or spread terminals and loose or frayed wire connections at terminals. ■ repair any concerns found. Refer to Wiring Diagrams Cell 5 , Connector Repair Procedures for schematic and connector information. • Connect: All Previously Disconnected Component (s)/Connector(s) . • Repower the SRS . **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B . • Enter the following diagnostic mode on the scan tool: Self Test — ABS Module . • **Was DTC U0151 retrieved on-demand during the self-test?**	**Yes** INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. GO to J10 . **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. GO to J10 .
J8 CONFIRM THE RCM FAULT **NOTE:** Make sure all restraint system components, sensor electrical connectors and the RCM electrical connectors are connected before carrying out the self-test. If not, DTCs will be recorded.	**Yes** INSTALL a new RCM . REFER to Section 501-20B . GO to J10 .

• If previously directed to repower the SRS, depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B.
• Prior to reconnecting any previously disconnected SRS component:
  ▪ inspect connector(s) (including any in-line connectors) for pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ inspect RCM C310A and C310B CPA lever/lock for correct operation. Refer to RCM Removal and Installation in Section 501-20B.
  ▪ inspect ABS module C135 for dirt, corrosion, water intrusion, pushed-out, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Component (s)/Connector(s).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Were DTCs U0028:08 and/or U0028:88 retrieved on-demand during self-test?**
	No
	In the process of diagnosing the fault, the fault condition has become intermittent.
	
	CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition frequently. ACTIVATE other systems in the same wire harness. **Do not install any new SRS components at this time. SRS components should only be installed when directed to do so in the pinpoint test.** GO to J9.

J9 CHECK FOR AN INTERMITTENT FAULT
 	
• Ignition OFF.
• Depower the SRS. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B.
• Disconnect RCM C310B and ABS module C135:
  ▪ inspect connector(s) (including any in-line connectors) for corrosion, loose or spread terminals and loose or frayed wire connections at terminals.
  ▪ inspect wire harness for any damage, pinched, cut or pierced wires.
  ▪ repair any concerns found.
 	
Refer to Wiring Diagrams Cell 5, Connector Repair Procedures for schematic and connector information.
 	
• Connect: All Previously Disconnected Component (s)/Connector(s).
• Repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — RCM.
• **Are any RCM DTCs retrieved on-demand during the self-test?**
	Yes
	REFER to the Restraints Control Module (RCM) DTC Chart in Section 501-20B.
	
	No
	The fault is not present and cannot be recreated at this time. **Do not install any new SRS components at this time. SRS components should only be installed when directed to do so in the pinpoint test.** GO to J10.

J10 CHECK FOR ADDITIONAL SRS DTCs • Ignition OFF. • **WARNING: Turn the ignition OFF and wait one minute to deplete the backup power supply. Failure to**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the

follow this instruction may result in serious personal injury or death in the event of an accidental deployment. • Reconnect all SRS components (if previously disconnected). ▪ If previously directed to depower the SRS, repower the SRS. **Do not** prove out the SRS at this time. Refer to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B. • Ignition ON. • Using a scan tool, clear all RCM CMDTCs. • Enter the following diagnostic mode on the scan tool: Self Test — RCM. • **Were any DTCs retrieved on-demand from the RCM during self-test?**	appropriate DTC Chart in this section and/or Section 501-20B for pinpoint test direction. **No** CLEAR all CMDTCs. PROVE OUT the SRS. REFER to Supplemental Restraint System (SRS) Depowering and Repowering in Section 501-20B. Repair is complete. RETURN the vehicle to the customer.

Pinpoint Test K: DTC U3002:62

Refer to Wiring Diagrams Cell 42, Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

When the ignition is turned to the RUN position, the ABS module and the IPC share Vehicle Identification Number (VIN) information over the High Speed Controller Area Network (HS-CAN) bus. Correct any network communications DTCs prior to diagnosing DTC U3002:62

- DTC U3002:62 (Vehicle Identification Number: Signal Compare Failure) — this DTC sets when the VIN message sent by the IPC over the HS-CAN does not match the VIN stored in the ABS module.

This pinpoint test is intended to diagnose the following:

- Module configuration (ABS and IPC)
- ABS module

PINPOINT TEST K: DTC U3002:62

Test Step	Result / Action to Take
K1 VERIFY IPC VIN	**Yes** GO to K2. **No** CARRY OUT Programmable Module Installation (PMI) for the IPC. REFER to Section 418-01. TEST the system for normal operation.
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Log Viewer. • Compare the VIN in Log Viewer to the vehicle VIN plate. • **Does VIN in Log Viewer match the vehicle VIN plate?**	
K2 VERIFY ABS MODULE PART NUMBER	**Yes** CARRY OUT PMI for the ABS module. Refer to Section 418-01. TEST the system for normal operation. **No** INSTALL a new ABS module. REFER to
• Retrieve and record the ABS module part number from Log Viewer and verify that the vehicle has the correct ABS module installed. • **Is the correct ABS module installed in the vehicle?**	

	Hydraulic Control Unit (HCU) in this section. CLEAR the DTC. CYCLE the ignition key. REPEAT the self-test.

Pinpoint Test L: DTCs U3003:16, U3003:17

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

The operating voltage required to supply the ABS module, hydraulic pump and isolation valves is in a range between 10 and 16 volts.

- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — this DTC sets if the voltage supplied to the ABS module falls below 10 volts during the ABS module self-test or normal operation, with vehicle speed greater than 5 km/h (3 mph.
- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — this DTC sets if the voltage supplied to the ABS module is greater than 17 volts during the ABS module self-test or normal operation, with vehicle speed greater than 5 km/h (3 mph.

This pinpoint test is intended to diagnose the following:

- Module configuration (ABS and PCM)
- ABS module

PINPOINT TEST L: DTCs U3003:16 AND U3003:17

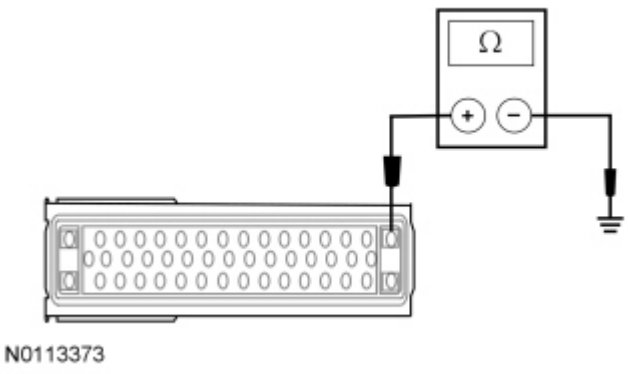
NOTE: DTCs U3003:16 and U3003:17 can set if the vehicle has been recently jump started, the 12-volt battery has been recently charged or the 12-volt battery has been discharged. The 12-volt battery may become discharged due to excessive load(s) on the charging system from aftermarket accessories or if the battery has been left unattended with the accessories on.

NOTE: Carry out a thorough inspection and verification before proceeding with the pinpoint test. Refer to inspection and verification in this section.

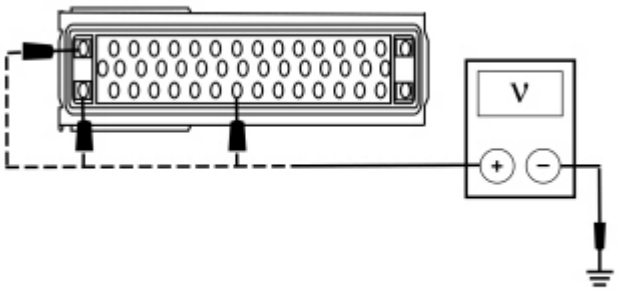
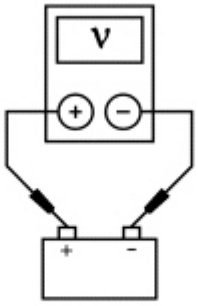
Test Step	Result / Action to Take
L1 RETRIEVE ALL CMDTCs IN ALL MODULES • Connect: ABS Module C135. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — CMDTCs . • **Are there battery, voltage or charging system DTCs present in more than one module?**	**Yes** REFER to Section 414-00 for diagnosis of the battery and charging system. **No** For ABS DTC U3003:16 GO to L2 . For ABS DTC U3003:17 GO to L6
L2 CHECK BATTERY CONDITION • Ignition OFF. • Refer to Section 414-01 and carry out the Battery — Condition Test. • **Does the battery pass the condition test?**	**Yes** If the battery passed the condition test but required a recharge, REFER to Section 414-00 to diagnose the charging system. CLEAR all Continuous Memory Diagnostic Trouble Codes

	(CMDTCs). TEST the system for normal operation. If the battery passed the condition test and did not require a recharge, GO to L3 . **No** INSTALL a new battery. CLEAR all CMDTCs . TEST the system for normal operation.

L3 CHECK THE ABS MODULE GROUND EYELET
 	
• Ignition OFF.
• Remove the bolt retaining G107/G108 at the inner RF fender.
  ▪ Clean the chassis mating surface and ground eyelets.
  ▪ Install the ground eyelet to the chassis with the retaining bolt.
• Ignition ON.
• Enter the following diagnostic mode on the scan tool: Self Test — ABS Module.
• **Is the concern still present?**
	Yes
	GO to L4 .
	
	No
	The concern was caused by a loose or corroded connector. CLEAR the DTCs. REPEAT self-test.

L4 CHECK THE ABS MODULE GROUND CIRCUIT FOR AN OPEN
 	
NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01
 	
• Ignition OFF.
• Disconnect: Battery Cable — Negative.
• Disconnect: ABS Module C135.
• Measure the resistance between ground and:
  ▪ ABS module C135-47, circuit GD123 (BK/GY), harness side.
  ▪ Repeat this measurement while wiggling the harness.
 	
 
 	
N0113373
 	
• **Is the resistance less than 5 ohms?**
	Yes
	GO to L5 .
	
	No
	The concern was caused by a loose or corroded connector. CLEAR the DTCs. REPEAT self-test.

L5 CHECK FOR VOLTAGE AT THE ABS MODULE
 	
• Connect: Battery Cable — Negative.
• Ignition ON.
• Measure the voltage between ground and:
  ▪ ABS module C135-1, SBB01 (RD), harness side.
  ▪ ABS module C135-8, CBP22 (GN/OG), harness side.
	Yes
	GO to L6 .
	
	No
	VERIFY that BJB fuses 1

■ ABS module C135-32, SBB28 (GN/RD), harness side.  N0113375 • **Are the voltages greater than 10 volts?**	(40A), and 9 (20A) and CJB 22 (7.5A) are OK. If OK, REPAIR the affected circuit (s). If the fuses are not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs and REPEAT the self-test.
L6 CHECK CHARGING SYSTEM VOLTAGE • Start the engine. • Measure the voltage of the battery with and without a load on the charging system as follows: ■ Turn off all accessories and measure battery voltage. ■ Turn on headlights and HVAC fan on high and measure battery voltage.  AJ0210-A • **Are the voltages between 13 and 15.2 volts?**	**Yes** GO to L7 . **No** REFER to Section 414-00 to diagnose the charging system. CLEAR all CMDTCs . TEST the system for normal operation.
L7 CHECK FOR CORRECT ABS MODULE OPERATION • Ignition OFF. • Disconnect: ABS Module C135. • Check for: ■ corrosion ■ pushed-out pins ■ spread terminals • Connect: ABS Module C135. • Make sure the connector seats correctly, then operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new ABS module. REFER to Hydraulic Control Unit (HCU) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Brake Pedal Switch Adjustment

NOTICE: **Do not press the brake pedal when installing or removing the brake pedal position switch or damage to the brake pedal-mounted switches can occur.**

1. Inspect both brake pedal position switches and brake pedal assembly to verify there is no brake pedal pressure unintentionally applied due to incorrect brake pedal position switch or brake pedal installation.
   - Correct any concerns before proceeding to the next step.

2. Confirm that all fasteners retaining the brake pedal assembly are correctly tightened. For additional information, refer to Section 206-06 .

3. Using the Integrated Diagnostic System (IDS) scan tool, select DataLogger->Chassis->Braking->Brake Switch Parameters.

4. **NOTE:** Using the scan tool record function makes it easier to observe the brake pressure sensor readings.

   Turn the ignition to the ON position.

5. Slowly apply the brake pedal to generate the pressure graph for the BPS PID.
   - The rate of brake pedal apply must not exceed 5 psi per second as indicated by the scan tool.

6. Record the initial value of the BPS PID when BRAKE_LAMP and CRUISE_CANCL change from OFF to ON.
   - If BRAKE_LAMP and CRUISE_CANCL transition to ON before the BPS PID reads 44 psi or less, the brake pedal position switch is correctly installed.
   - If BRAKE_LAMP and CRUISE_CANCL transition to ON after the BPS PID reads greater than 44 psi, replace the stoplamp switch and cruise control deactivation switch (if equipped). Clear all DTCs and repeat Steps 3-6 to verify that the BRAKE_LAMP and CRUISE_CANCL transition to ON before the BPS PID reads 44 psi or less.

Hydraulic Control Unit (HCU)

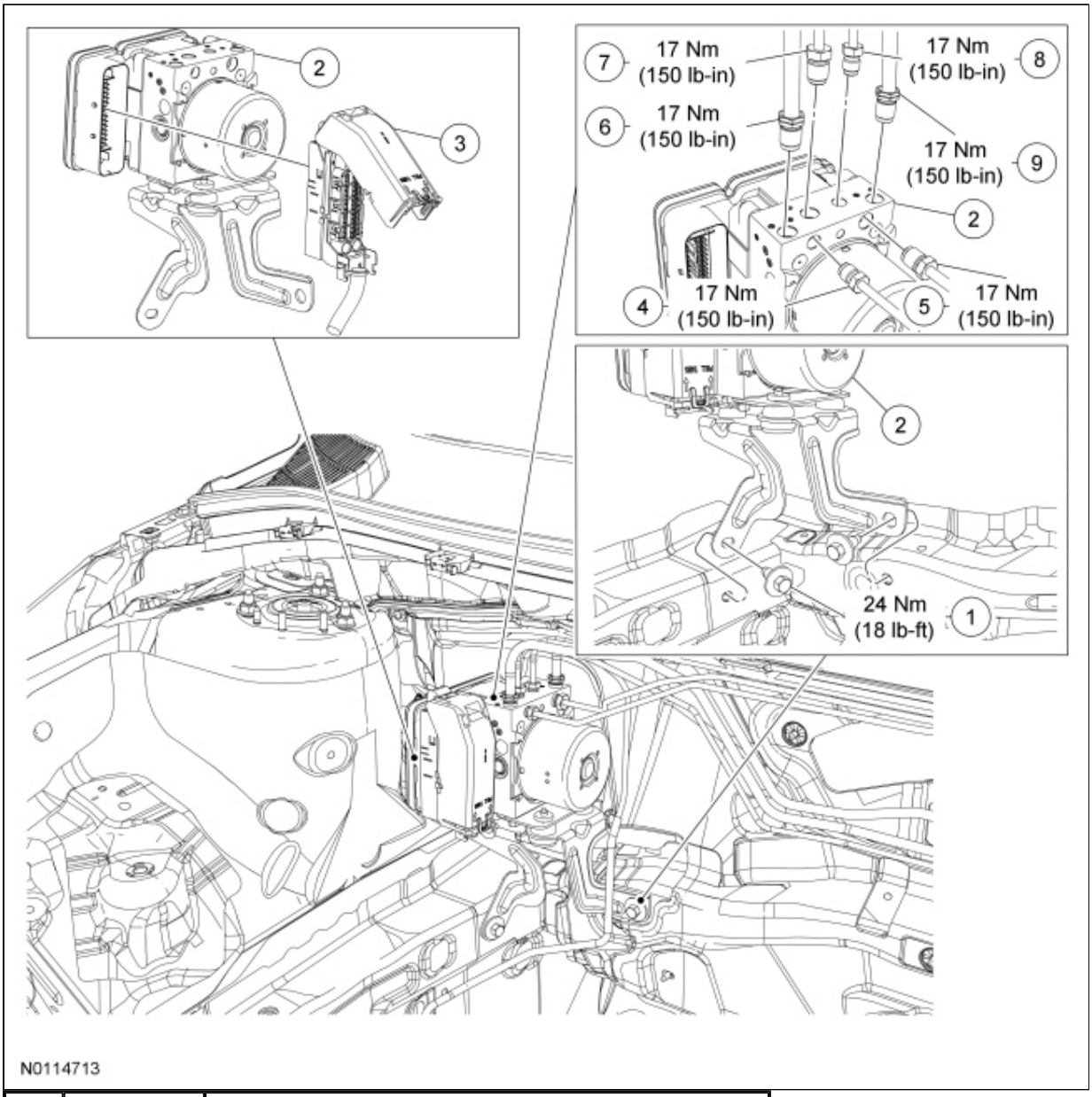
Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Material

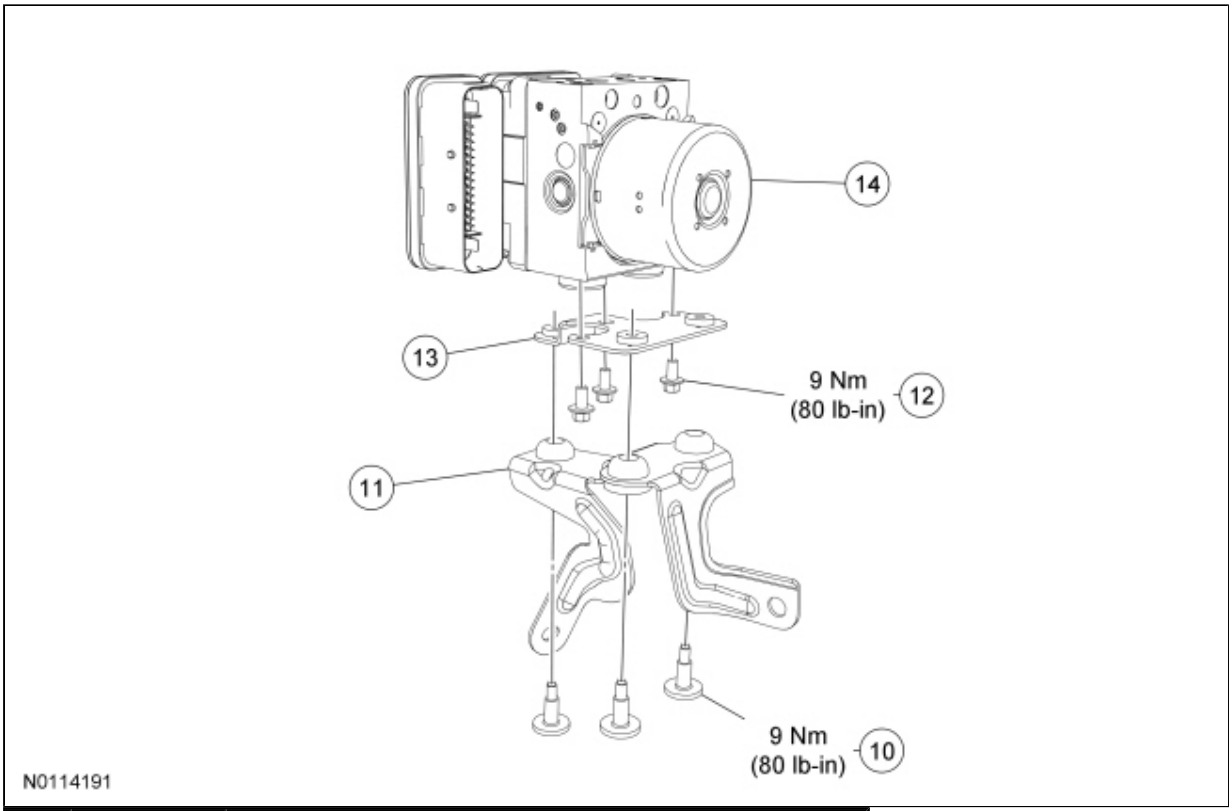
Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1

Hydraulic Control Unit (HCU), Brake Tubes, Electrical Connector and Bracket



Item	Part Number	Description
1	W706859	Hydraulic Control Unit (HCU) bracket-to-frame bolt (2 required)
2	2C405	HCU /ABS module assembly
3	—	HCU /ABS module electrical connector (part of 14A464)
4	—	RH rear brake tube fitting (part of 2C294)
5	—	LH rear brake tube fitting (part of 2C295)
6	—	Master cylinder primary brake tube fitting (part of 2M020)
7	—	LH front brake tube fitting (part of 2264)
8	—	RH front brake tube fitting (part of 2263)
9	—	Master cylinder secondary brake tube fitting (part of 2M019)

Hydraulic Control Unit (HCU) and Brackets



Item	Part Number	Description
10	W703244	Hydraulic Control Unit (HCU) support plate-to-bracket bolt (3 required)
11	2C304	HCU bracket
12	W500011	HCU -to-support plate bolt (3 required)
13	2C325	HCU support plate
14	2C405	HCU /ABS module assembly

Removal and Installation

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification. Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

***NOTICE:* Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

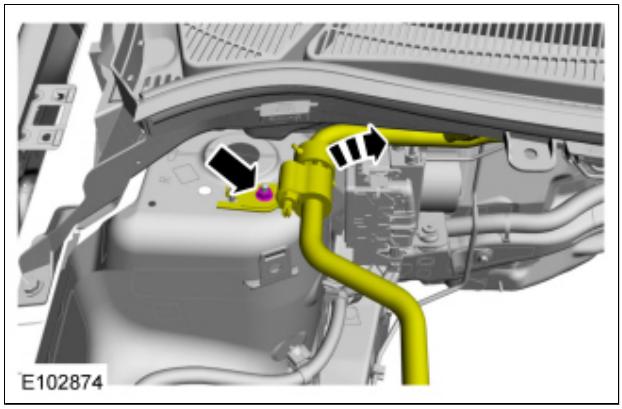
NOTE: The Hydraulic Control Unit (HCU) and ABS module are serviced as an assembly.

1. If installing a new HCU /ABS module, connect the scan tool and upload the module configuration information from the ABS module. For additional information, refer to Section 418-01 .

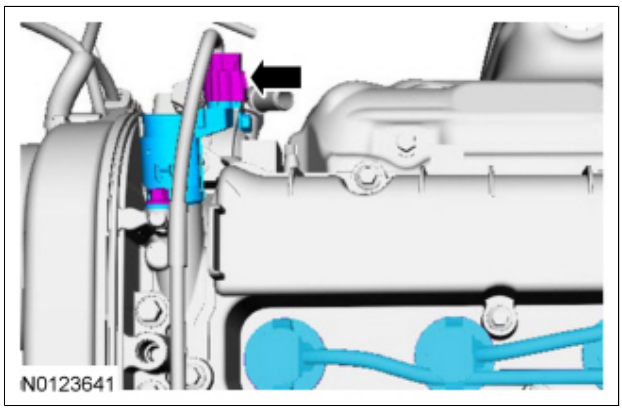
2. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

3. Remove the 2 HCU bracket-to-frame bolts.
   - To install, tighten to 24 Nm (18 lb-ft).

4. Remove the nut and evaporator outlet tube bracket.
    - To install, tighten to 8 Nm (71 lb-in).



5. Disconnect the exhaust camshaft Variable Camshaft Timing (VCT) oil control solenoid electrical connector.



6. **NOTE:** Cap the brake tube connections to prevent fluid loss or dirt contamination.

   Disconnect the 6 brake tubes from the HCU .
    - To install, tighten the brake tube fittings to 17 Nm (150 lb-in).

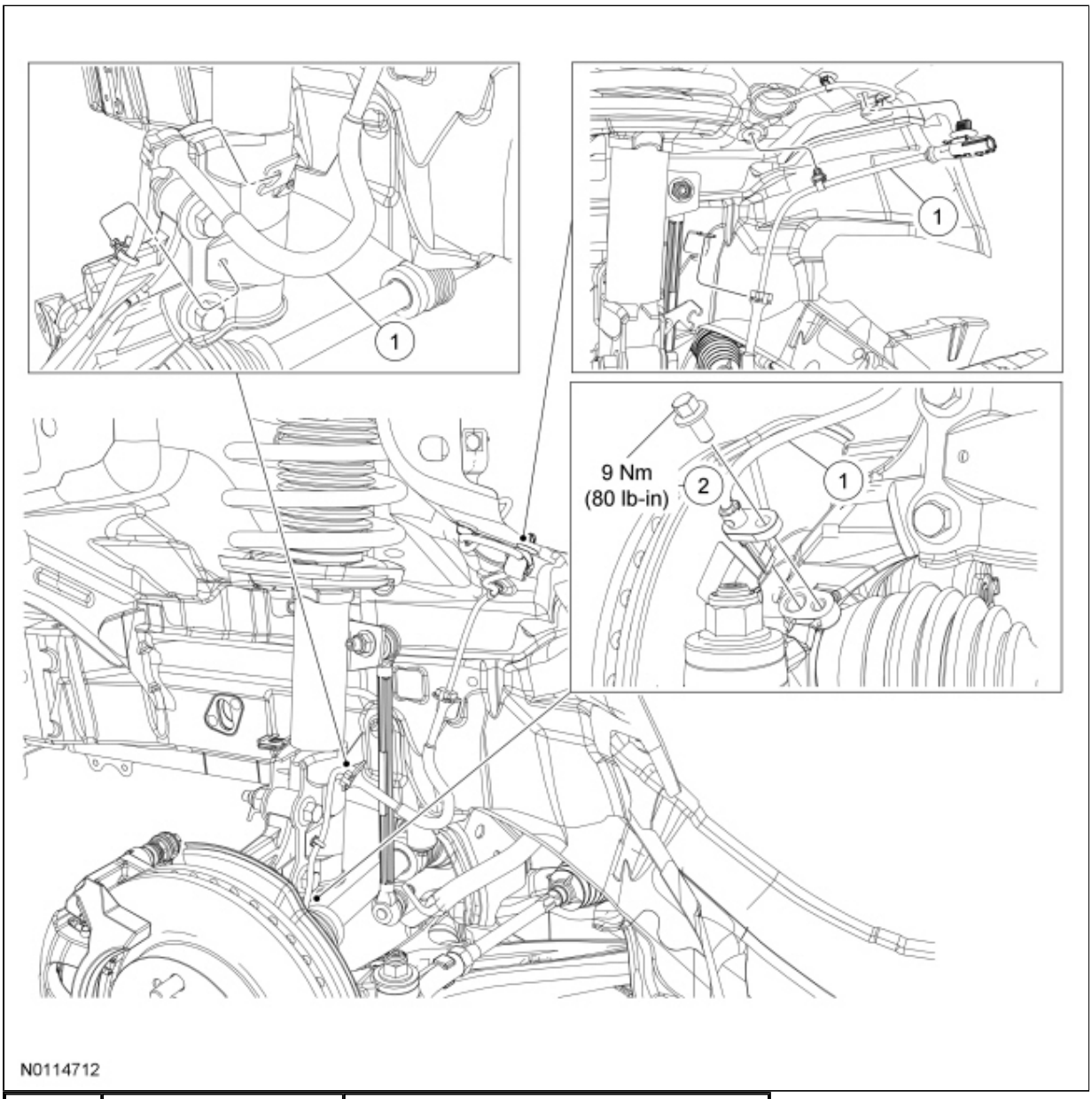
7. Disconnect the HCU /ABS module electrical connector.

8. Position the HCU to the center line of the vehicle and remove the HCU .

9. To install, reverse the removal procedure.
    1. If a new HCU /ABS module was installed, download the module configuration information from the scan tool. For additional information, refer to Section 418-01 .
    2. Bleed the brake system. For additional information, refer to Section 206-00 .

Wheel Speed Sensor — Front

NOTE: LH shown, RH similar.

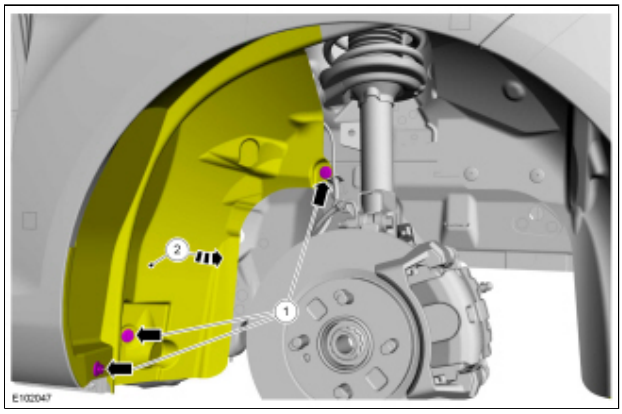


Item	Part Number	Description
1	2C204	Wheel speed sensor
2	W500011	Wheel speed sensor bolt

Removal and Installation

1. Remove the wheel and tire. For additional information, refer to Section 204-04 .

2. Position the rear portion of the splash shield aside.
    1. Remove the 3 pushpin retainers.
    2. Position the splash shield aside.



3. Disconnect the wheel speed sensor electrical connector.

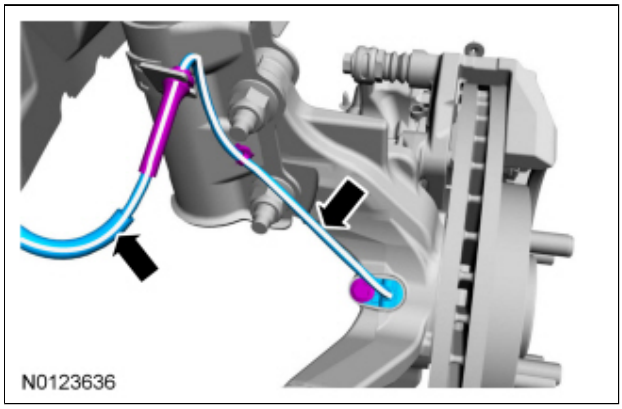
4. Detach the wheel speed sensor from the body and wheel knuckle.

5. Remove the wheel speed sensor bolt.
   - To install, tighten to 9 Nm (80 lb-in).

6. Remove the wheel speed sensor.

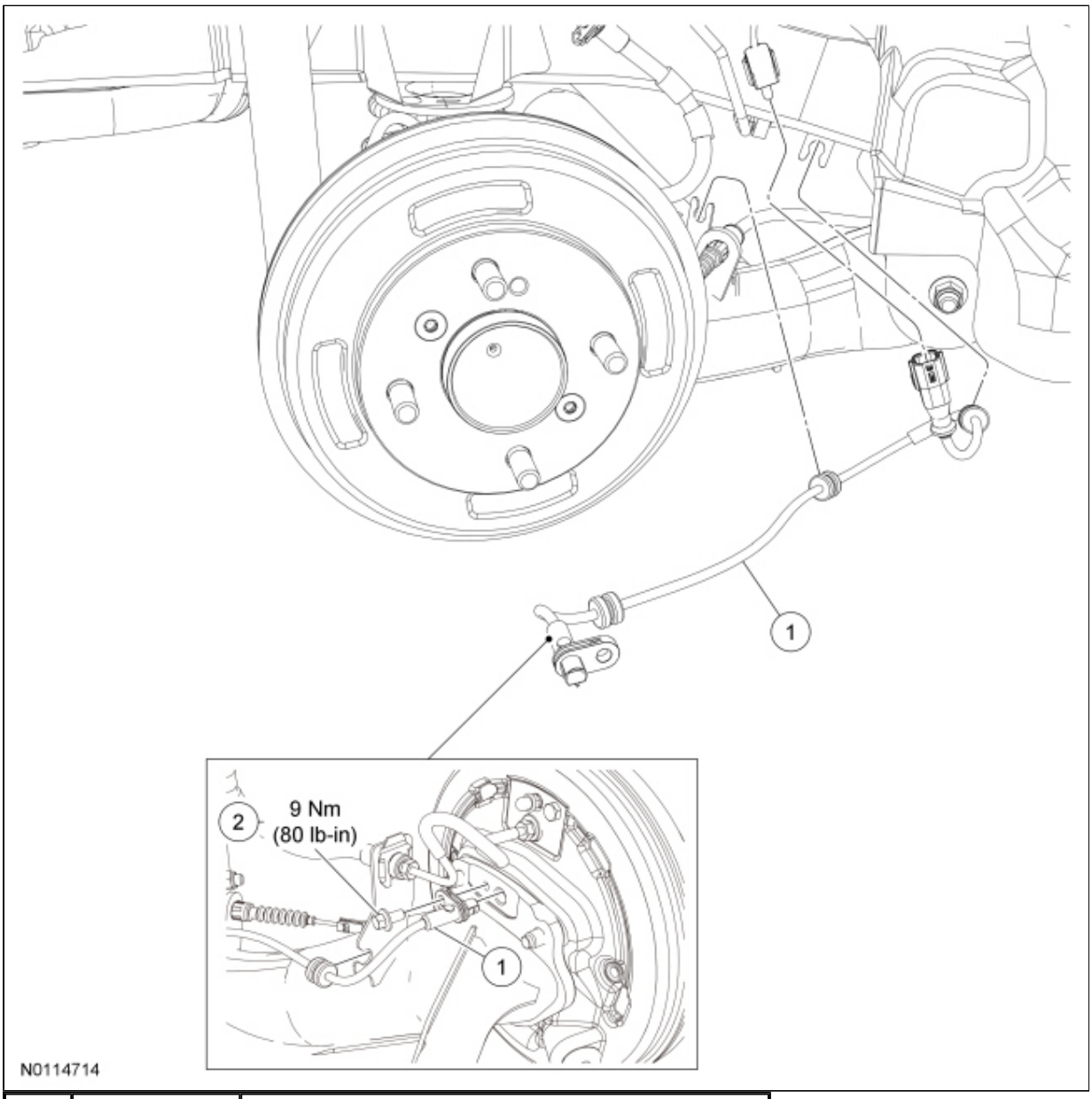
7. ***NOTICE:*** **The white stripe on the wheel speed sensor harness is used for orientation purposes. Correct routing of the wheel speed sensor and harness is essential to prevent contact damage to the harness.**

   To install, reverse the removal procedure.



Wheel Speed Sensor — Rear

NOTE: RH shown, LH similar. Wheel and tire removed for clarity.



Item	Part Number	Description
1	2C204	Wheel speed sensor
2	W500011	Wheel speed sensor bolt (also part of 2C204)

Removal and Installation

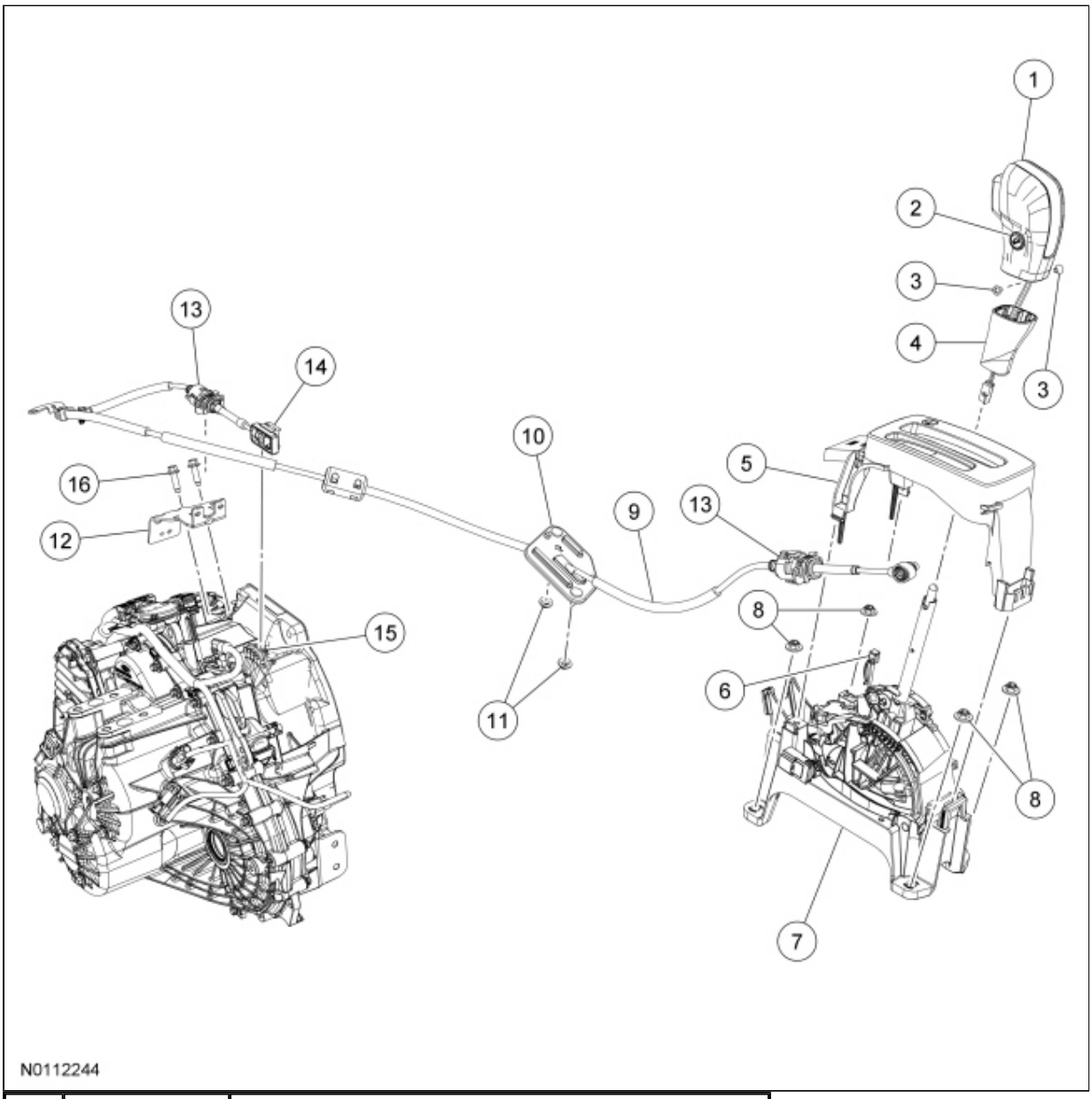
1. Refer to exploded view(s) and any Warnings, Notices, Notes, Materials, Specifications and Special Tools. Items in the exploded views may not be listed in order of removal.

Torque Specifications

Description	Nm	lb-ft	lb-in
Battery tray bolts	10	—	89
Cross brace bolts	40	30	—
Exhaust flange nuts	47	35	—
Selector lever nuts	9	—	80
Selector lever cable bracket-to-battery tray bolt	10	—	89
Selector lever cable bracket-to-transaxle bolt	25	18	—
Selector lever cable grommet nuts	9	—	80
Selector lever knob screws	2	—	18

External Controls

Exploded View



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Item	Part Number	Description
1	7L010	Selector lever knob
2	—	Transmission Control Switch (TCS) (part of 7L010)
3	—	Selector lever knob screws (part of 7L010) (2 required)
4	—	Selector lever knob bezel (part of 7L010)
5	7E034	Selector lever lower bezel
6	—	Brake Shift Interlock Actuator (BSIA) (part of 7210)
7	7210	Selector lever
8	W711470-	Selector lever nuts (4 required)

	S441	
9	7E395	Selector lever cable
10	57809	Selector lever cable grommet
11	W702751-S437	Selector lever cable grommet nuts (2 required)
12	7B229	Selector lever cable bracket
13	7H181	Selector lever cable clip
14	—	Selector lever cable adjuster (part of 7E395)
15	7A256	Manual control lever
16	W714072-S437	Selector lever cable bracket bolts (2 required)

External Controls

The transaxle external controls system consists of the following components:

- Selector lever assembly
- Selector lever cable and bracket
- Brake Shift Interlock Actuator (BSIA)
- Transmission Control Switch (TCS)

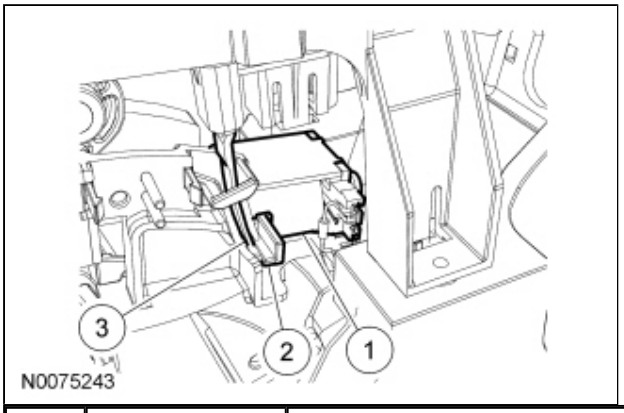
The selector lever controls the transaxle gear selection through the selector lever cable. When the selector lever is moved to the desired mode of operation it moves the selector lever cable which moves the manual control lever on the transaxle. This results in the desired gear selection. The selector lever knob controls the cable detent and selector lever locking position.

Range Selection

Range Positions		
P	Park	In the PARK position, • there is no power flow through the transaxle. • the parking pawl locks the final drive. • the engine may be started. • the ignition key may be removed.
R	Reverse	In the REVERSE position, • the vehicle may be operated in a rearward direction, at a reduced rear ratio. • engine braking occurs.
N	Neutral	In the NEUTRAL position, • the vehicle is able to roll. • there is no power flow through the transaxle. • the output shaft is not held and is free to turn. • the engine may be started.
D	Drive position with Grade Assist	DRIVE is the normal position for most forward driving. The DRIVE position provides • automatic shifts —1st through 6th gears. • maximum fuel economy during normal operation.
L	Manual Low	Manual L position allows for 1st gear when the vehicle reaches slower speeds. This position provides

		• maximum engine braking. • downshifts to the lowest available gear for the current vehicle speed.

Brake Shift Interlock Actuator (BSIA)



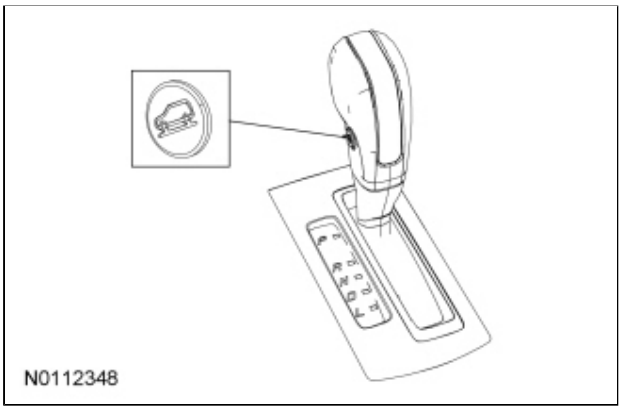
Item	Part Number	Description
1	—	Actuator (part of 7210)
2	—	Blocker (part of 7210)
3	—	Manual release mechanism (part of 7210)

Location

The BSIA is part of the selector lever assembly.

The brake shift interlock system prevents the selector lever from being moved out of PARK unless the requirements to do so are met. The ignition switch must be in the ON position and the brake pedal must be pressed. The brake pedal position is detected by the Brake Pedal Position (BPP) switch. In the event the vehicle will not come out of PARK, the manual release mechanism mechanically bypasses the electric portion of the brake shift interlock system allowing the selector lever to be moved out of PARK. The manual release mechanism is part of the selector lever assembly. If PARK is selected again, the selector lever will be locked again.

Drive with Grade Assist



Drive with Overdrive (O/D) cancel and grade assist is activated when the Transmission Control Switch (TCS) is pressed. The TCS is located on the selector lever knob. When the TCS is pressed, the 6th gear or O/D upshift is prevented or the transaxle shifts down to 5th gear. The TCS is meant to be used when driving conditions cause excessive shifting from 6th to other gears such as hilly terrain, mountainous areas or when engine braking is required.

Grade Assist

- O/D is cancelled.
- The transaxle operates in gears 1 through 5.
- The Grade Assist lamp illuminates on the Instrument Panel Cluster (IPC).
- Improves vehicle handling in hilly terrain or mountainous areas by providing engine braking and extending lower gear operation on uphill climbs.
- Provides additional engine braking through the automatic transaxle shift strategy which reacts to vehicle inputs (vehicle acceleration, accelerator pedal, brake pedal and vehicle speed).
- The transaxle selects gears that provide the desired engine braking which is based on the vehicle inputs. Engine braking increases engine rpm.

Returning to DRIVE mode on flat terrain provides the best fuel economy and transaxle performance. The transaxle returns to O/D when the TCS is pressed again or the key is turned OFF.

Gear Availability

MANUAL LEVER POSITION	TRANSAXLE GEAR OPERATION	DESCRIPTION
P	Park	Forward or reverse gears not available. Final drive is held to the transaxle case.
R	Reverse	Transaxle allows reverse only.
N	Neutral	Forward or reverse gears not available. Final drive moves freely.
D	1 ⇆ 2 ⇆ 3 ⇆ 4 ⇆ 5 ⇆ 6	6 forward gears are available. Gears are dependent on vehicle speed and throttle position with coast braking.
D Grade Assist	1 ⇆ 2 ⇆ 3 ⇆ 4 ⇆ 5 ← 6	1st through 5th gears are available. Transaxle shifts to 5th gear if button is pressed when the transaxle is in 6th gear. Transaxle provides engine braking.
L	[1] ← 2 ← 3 ← 4 ← 5 ← 6	1st gear hold with engine braking, the transaxle downshifts to 1st gear when L is selected above a calibrated speed under minimum to moderate accelerator pedal position.

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External Controls

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Inspection and Verification

1. Verify the customer concern by operating the system.
2. Visually inspect for obvious signs of mechanical or electrical damage.
3. If an obvious cause for an observed or reported concern is found, correct the cause before proceeding to the next step.
4. If the concern is not visually evident, verify the symptom. GO to Symptom Chart - External Controls or GO to Symptom Chart - NVH .

Visual Inspection Chart

Mechanical	Electrical
• Selector lever cable • Manual control lever • Selector lever or selector lever knob	• Central Junction Box (CJB) fuse 18 (10A) • CJB fuse 22 (7.5A) • Connections • Wiring harness • Brake Pedal Position (BPP) switch • Brake Shift Interlock Actuator (BSIA) • Transmission Control Switch (TCS)

DTC Chart

DTC	Component	Description	Condition	Symptom	Action
B2572	Brake Shift Interlock	Brake Shift Interlock Output Circuit Failure	The associated circuitry connected to the Central Junction Box (CJB) or fuse, or the CJB itself may have an	Brake shift interlock is inoperative or does not operate	GO to Pinpoint Test A .

			issue causing a brake shift interlock concern.	correctly.	

PID Chart

PIDs	PID Description
BOO TCM	Brake Switch Input Status
TCS_DEPRES	Transmission Control Switch Depressed
TCS_STATE	Transmission Control Switch State
TR_A_DC	Transmission Range Sensor Input A Duty Cycle
TR_A_POS_MEAS	Transmission Range Sensor A Position - Measured
TR_A_UR	Transmission Range Sensor Input A Unreliable
TR_B_DC	Transmission Range Sensor Input B Duty Cycle
TR_POS_MEAS	Transmission Range Sensor B Position - Measured
TR_B_UR	Transmission Range Sensor Input B Unreliable
TR_CORRECTED	Transmission Range Sensor Position - Corrected
TR_CRANK	Transmission Range Input Allowing Engine Start
TR_CRANK_F	Park Neutral Starter Enable Output Fault Detected
TR_SUPPLY_f	Transmission Range Supply Voltage Output Fault
TRAN_RAT	Transmission Gear Ratio

Symptom Chart — External Controls

Symptom Chart — External Controls

Condition	Possible Sources	Action
• Brake shift interlock system does not release/lock correctly	• Circuitry open/shorted • Central Junction Box (CJB) fuse 18 (10A) • Brake Pedal Position (BPP) switch	• GO to Pinpoint Test A .
	• Brake Shift Interlock Actuator (BSIA)	• INSTALL a new selector lever assembly. REFER to Selector Lever in this section.
	• Transmission Range (TR) sensor	• DIAGNOSE and REPAIR all TR sensor DTCs. REFER to Section 307-11 .
• Transmission Control Switch (TCS) does not operate correctly	• Instrument Panel Cluster (IPC) • Circuitry open/shorted • CJB fuse 22 (7.5A) • Transmission Control Module	• GO to Pinpoint Test B .

	(TCM) • Transmission Control Switch (TCS)	
• Selector lever linkage is out of correct gear relationship	• Selector lever linkage out of adjustment • Loose selector lever cable bracket	• REFER to Selector Lever Cable Adjustment in this section. • CHECK the selector lever cable bracket. TIGHTEN as necessary.
• Unable to remove the key from the ignition	• Circuitry shorted • Ignition lock cylinder • Ignition switch • Selector lever	• REFER to Diagnosis and Testing in Section 211-05 .
• Selector lever making creaking noise	• Excessive dirt/dust in the selector lever slide	• CLEAN selector lever slide.
• Selector lever binding	• Selector lever bezel damaged • Selector lever damaged • Selector lever cable damaged • Internal transaxle components damaged	• CHECK the selector lever bezel for damage. If necessary, INSTALL a new selector lever. REFER to Selector Lever . • CHECK the selector lever for damage. If necessary, INSTALL a new selector lever assembly. REFER to Selector Lever . • CHECK the selector lever cable for damage. If necessary, INSTALL a new selector lever cable. REFER to Selector Lever Cable in this section. • CHECK manual control lever and internal transaxle components for damage. REFER to Section 307-11 .
• Brake shift interlock override does not release the selector lever	• Brake shift interlock override damaged	• INSPECT the selector lever for damage. If necessary, INSTALL a new selector lever. REFER to Selector Lever .

Symptom Chart — NVH

Symptom Chart — NVH

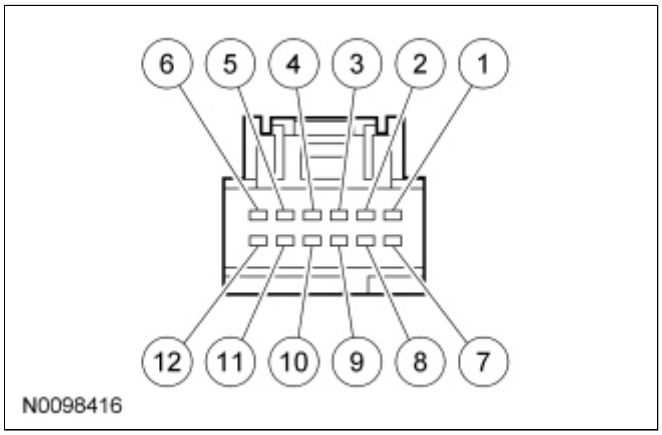
NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action

• Vibration — a high frequency (20-80 Hz) that is felt through the seat or selector lever. Changes with engine speed	• Selector lever cable incorrectly routed, grounded out or loose	• CHECK the selector lever cable. REPAIR as necessary.

Electrical Connectors

Selector Lever Harness C3245 (Vehicle Harness Side)



Pin Number	Circuit	Circuit Function
1	CCA26 (BU/GY)	Brake Shift Interlock Actuator (BSIA) solenoid power circuit
2	CDC41 (WH/BN)	Park position signal to ignition switch
3	—	Park position signal to Instrument Panel Cluster (IPC)
4	CLN04 (BU/BN)	Power to PRNDL LED Illumination
5	GD115 (BK/GY)	Ground
6	CBP22 (GN/OG)	Transmission Control Switch (TCS)/Grade Assist button power supply from Central Junction Box (CJB)
7	CE417 (GY/BN)	TCS /Grade Assist button signal return
8		Empty
9		Empty
10		Empty
11		Empty
12	CTE53 (BU/OG)	BSIA solenoid ground

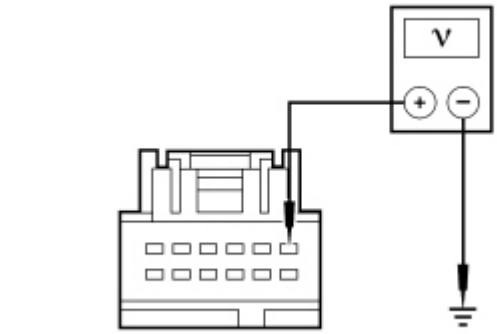
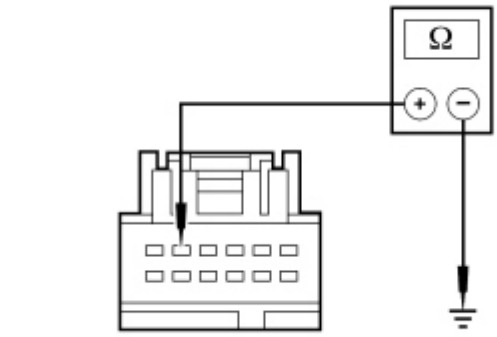
Pinpoint Tests

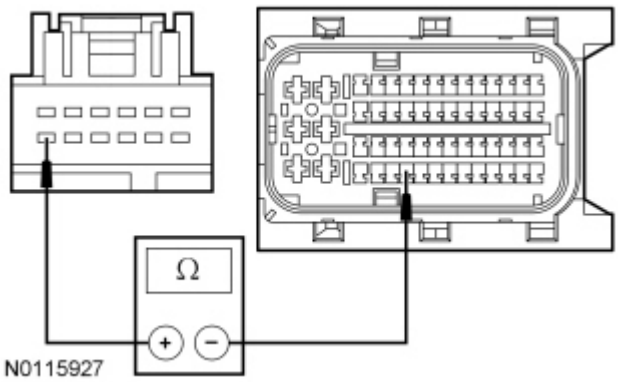
Pinpoint Test A: The Brake Shift Interlock System Does Not Release/Lock Correctly

Refer to Wiring Diagrams Cell 29 , Transmission Controls for schematic and connector information.

Refer to Wiring Diagrams Cell 37 , Shift Interlock for schematic and connector information.

PINPOINT TEST A: THE BRAKE SHIFT INTERLOCK SYSTEM DOES NOT RELEASE/LOCK CORRECTLY

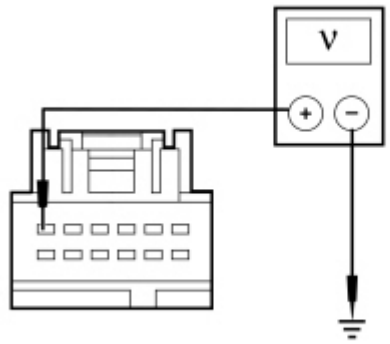
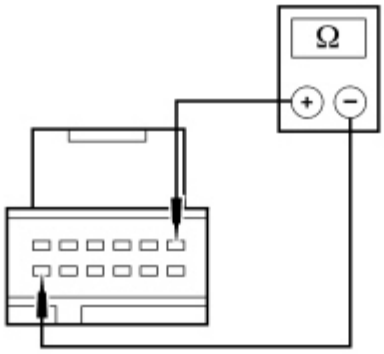
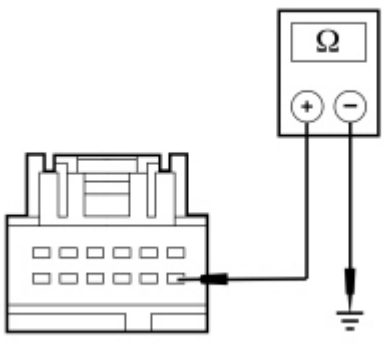
Test Step	Result / Action to Take
A1 TEST THE BRAKE LIGHTS	
• Apply the brake pedal and view the brake lights. • **Do the brake lights illuminate?**	**Yes** GO to A2 . **No** REFER to Section 417-01 .
A2 TEST THE BSIA POWER CIRCUIT	
• Disconnect: Selector Lever Harness C3245. • Ignition ON. • Measure the voltage between selector lever harness C3245-1, circuit CCA26 (BU/GY), vehicle harness side and ground, while applying the brake pedal.  N0098237 • **Is the voltage greater than 10 volts?**	**Yes** GO to A3 . **No** REPAIR circuit CCA26 (BU/GY) for an open.
A3 TEST THE TCM	
• Ignition OFF. • Measure the resistance between selector lever harness C3245-5 circuit GD115 (BK/GY) and ground.  N0098240	**Yes** INSTALL a new selector lever. REFER to Selector Lever in this section. **No** GO to A4 .

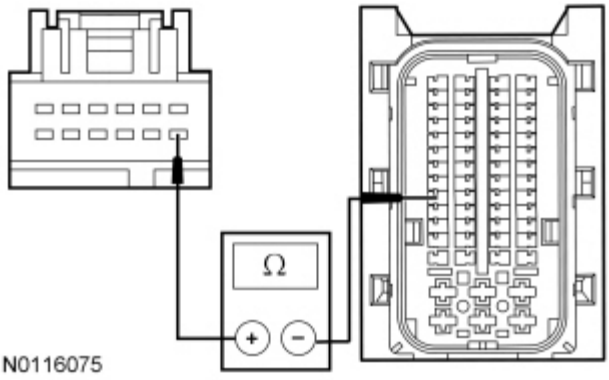
• **Is the resistance less than 5 ohms?**	
A4 TEST THE BSIA GROUND CIRCUIT	
• Disconnect: Transmission Control Module (TCM) C1ET02. • Measure the resistance between selector lever harness C3245-12 and C1ET02-49.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new TCM. **No** REPAIR circuit CET53 (BU/OG) for an open.

Pinpoint Test B: Transmission Control Switch (TCS) Does Not Operate Correctly

PINPOINT TEST B: TCS DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
B1 TEST THE IPC	
• Connect the scan tool. • Using the scan tool, monitor the TCS_DEPRES PID while cycling the Transmission Control Switch (TCS). • **Does the TCS_DEPRES PID cycle from DEPRESSED to NOT DEPRESSED?**	**Yes** REFER to Section 413-01. **No** GO to B2.
B2 CHECK CJB FUSE 22 (7.5A)	
• Ignition OFF. • Check fuse: Central Junction Box (CJB) 22 (7.5A). • **Is the resistance less than 5 ohms?**	**Yes** GO to B3. **No** GO to B4.
B3 CHECK FOR VOLTAGE AT THE SELECTOR LEVER CONNECTOR	
• Disconnect: Selector Lever Harness C3245. • Ignition ON. • Measure the voltage between selector lever harness C3245-6, circuit CBP22 (GN/OG), vehicle harness side and ground.	**Yes** GO to B4. **No** REPAIR circuit CBP22 (GN/OG). RECONNECT all components. TEST the system for normal operation.

 N0115695 • **Is the resistance less than 5 ohms?**	
B4 TEST THE TCS	**Yes** GO to B5 . **No** INSPECT the selector lever wiring harness for damage. REPAIR the wiring harness as required. If the selector lever wiring harness is not damaged, INSTALL a new selector lever knob. REFER to Selector Lever Knob in this section. TEST the system for normal operation.
• Measure the resistance between selector lever harness C3245 pins 6 and 7, component side, while cycling the TCS .  N0098243 • **Is the resistance less than 5 ohms when pressed and greater than 10,000 ohms when released?**	
B5 TEST THE TCS SIGNAL CIRCUIT FOR A SHORT TO GROUND	**Yes** GO to B6 . **No** REPAIR circuit CE417 (GY/BN) for a short to ground. TEST the system for normal operation.
• Ignition OFF. • Disconnect: Transmission Control Module (TCM) C1ET02. • Measure the resistance between selector lever harness C3245-7, circuit CE417 (GY/BN) and ground.  N0115696 • **Is the resistance greater than 10,000 ohms?**	
B6 TEST THE TCS SIGNAL CIRCUIT FOR AN OPEN CIRCUIT	**Yes**
• Measure the resistance between selector lever harness	

C3245-7, circuit CE417 (GY/BN) and TCM C1ET02-11.  • **Is the resistance greater than 10,000 ohms?**	INSTALL a new TCM . REFER to Section 307-11 . **No** REPAIR circuit CE417 (GY/BN) for an open. RECONNECT all components. TEST the system for normal operation.

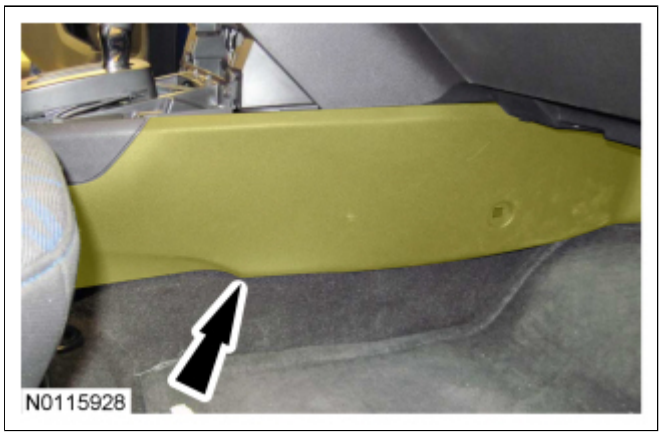
Brake Shift Interlock Override

NOTE: If it is necessary to use the brake shift interlock override procedure to move the selector lever out of the PARK position, it is possible that a fuse has blown and the brake lights are not operational. Before driving the vehicle, verify that the brake lights are working.

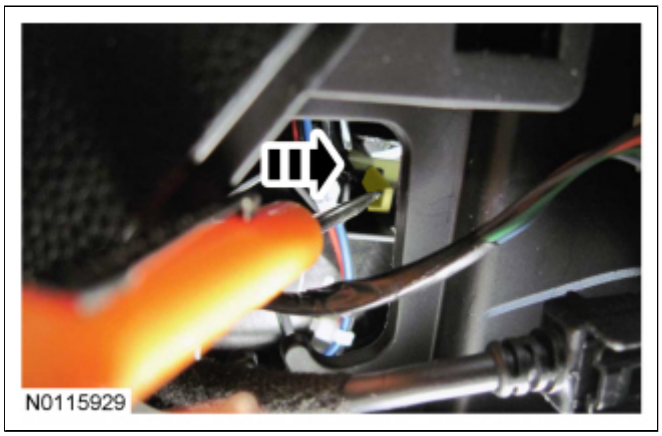
This vehicle is equipped with a brake shift interlock feature that prevents the selector lever from being moved out of PARK when the ignition is in the ON or RUN position unless the brake pedal is depressed.

Perform the following if the selector lever cannot be moved out of the PARK position when the ignition is in the ON position and the brake pedal is depressed:

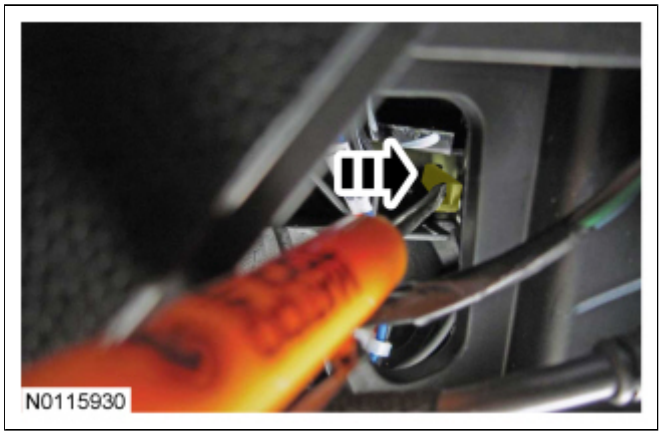
1. Apply the parking brake.
2. Turn the ignition key to the ON position.
3. Remove the center console side panel.



4. Locate the brake shift interlock override mechanism on the Brake Shift Interlock Actuator (BSIA).



5. Using an suitable tool, depress the brake shift interlock override mechanism on the BSIA , apply the brake, depress the button on the selector lever and move the selector lever into NEUTRAL.



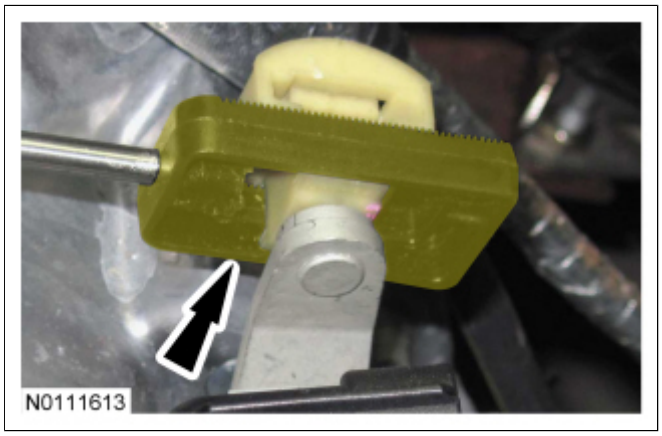
6. Start the vehicle.
7. To install, reverse the procedure.

Selector Lever Cable Adjustment

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

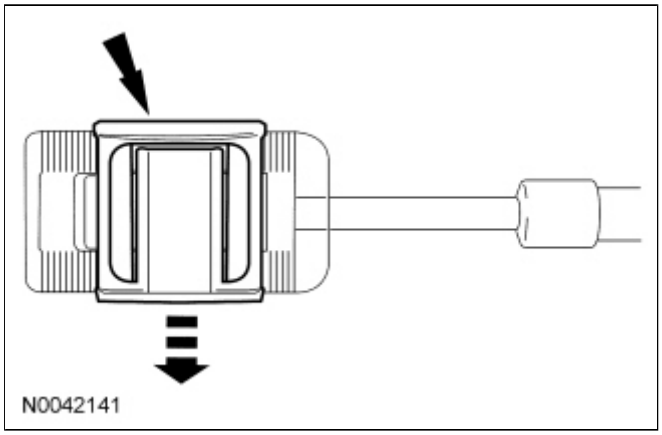
1. Disconnect the selector lever cable end from the manual control lever.


N0111613

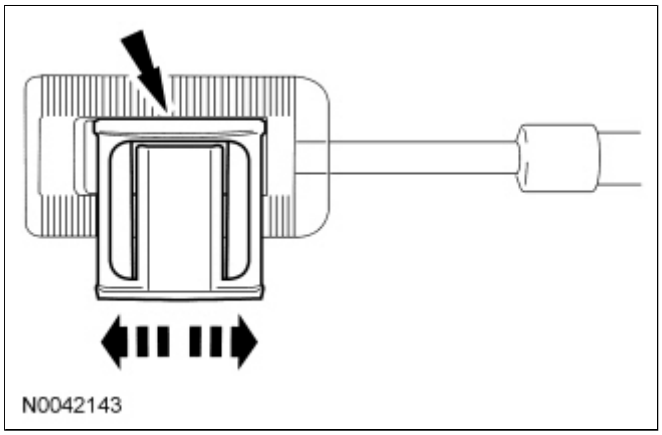
2. Place the manual control lever in the D position as indicated on the transaxle case.
3. Place the manual control lever in the P position as indicated on the transaxle case.
4. Place the manual control lever in the D position as indicated on the transaxle case.
5. Place the selector lever in the D position.

N0111772

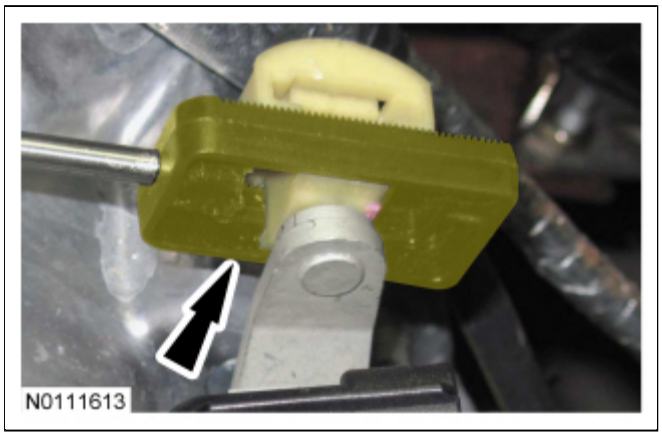
6. Unlock the selector lever cable adjuster by sliding the locking tab over.



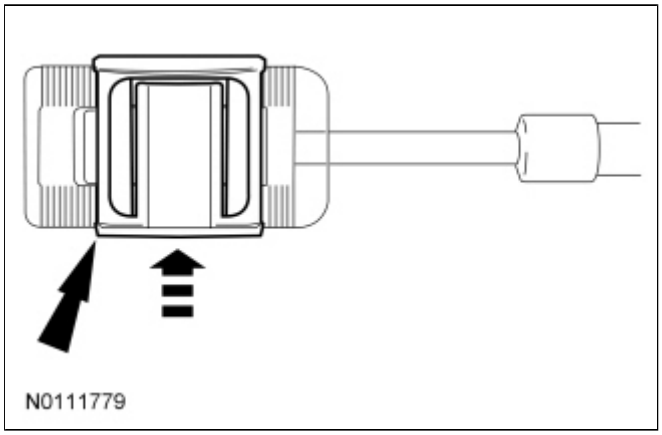
7. Slide the selector lever cable end forward or backward to align it with the manual control lever.



8. With the selector lever cable adjuster locking tab released, connect the selector lever cable end to the manual control lever.



9. Slide the locking tab back to lock the selector lever cable adjuster.

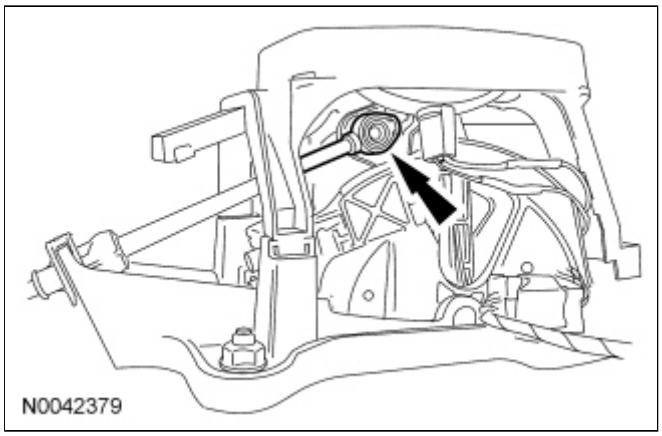


10. Verify that the vehicle only starts in PARK and NEUTRAL and the reverse lamps illuminate in REVERSE.

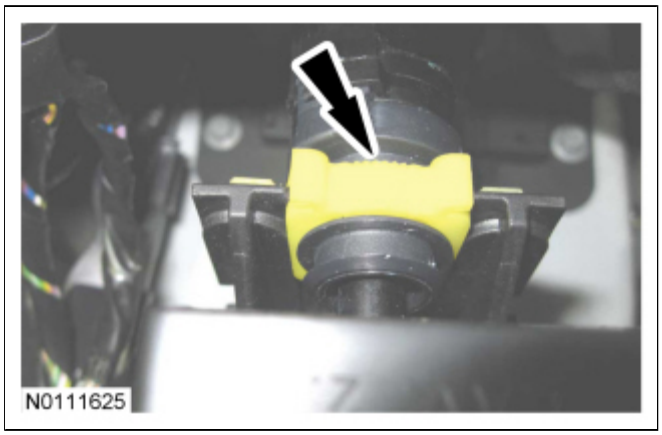
Selector Lever Cable

Removal

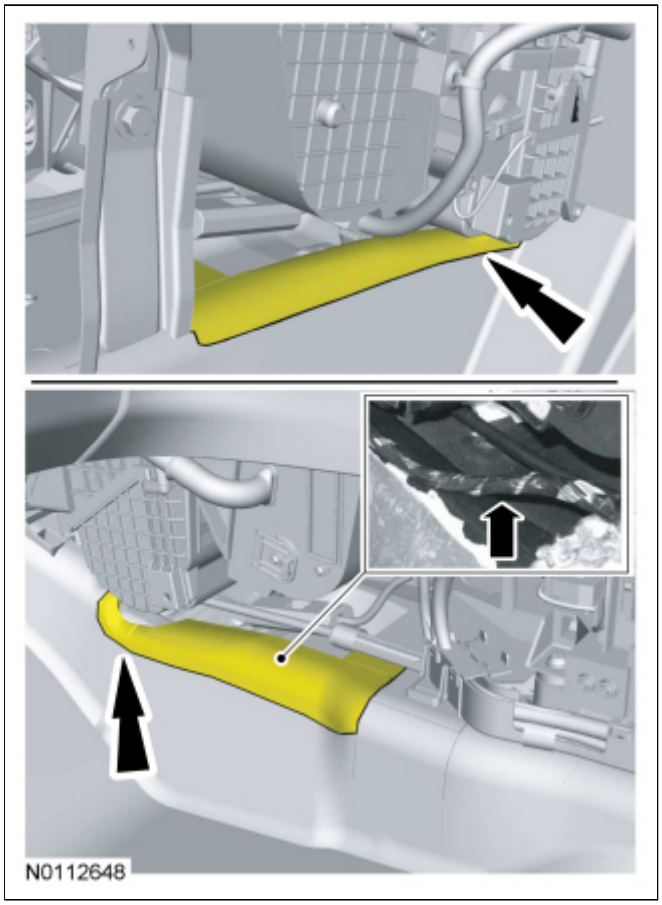
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the floor console. For additional information, refer to Section 501-12 .
3. Disconnect the selector lever cable end from the selector lever ball stud.



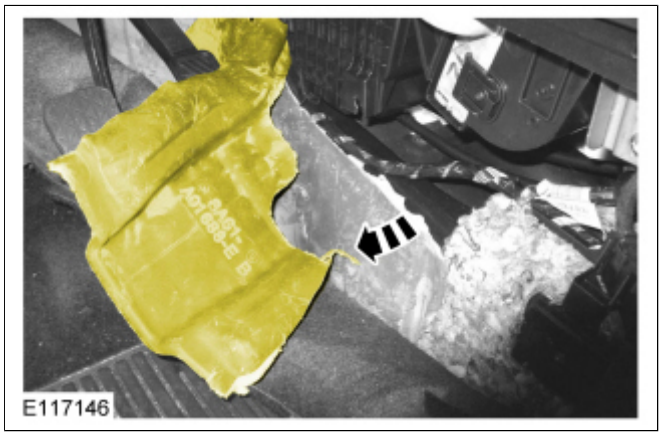
4. Release the locking tab on the selector lever cable clip and remove the selector lever cable from the selector lever housing.



5. Using a suitable tool, cut the carpet in the center under the heater core and evaporator core housing to gain access to the selector lever cable grommet in the following sequence.
    1. Begin cutting the carpet where the selector lever cable is exposed and cut the carpet back until the tool no longer fits between the floor and the heater core and evaporator core housing.
    2. To cut the carpet further forward, access the carpet with the tool through the LH side of the heater core and evaporator core housing.

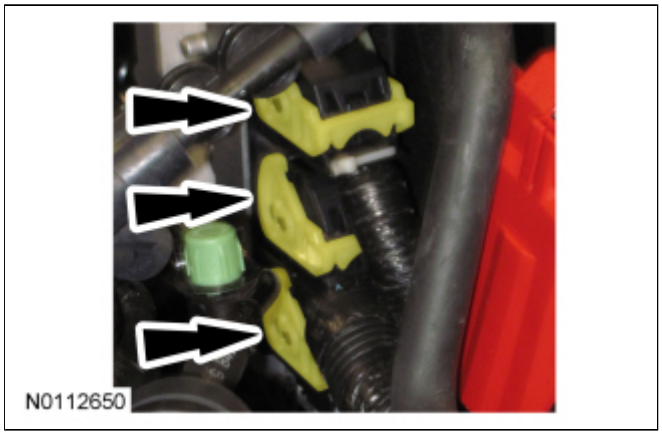


6. Position the carpet aside to access the selector lever cable grommet.

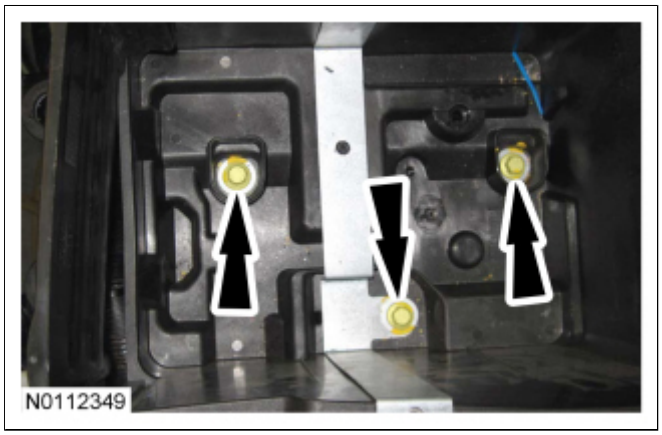


7. Remove the battery. For additional information, refer to Section 414-01 .

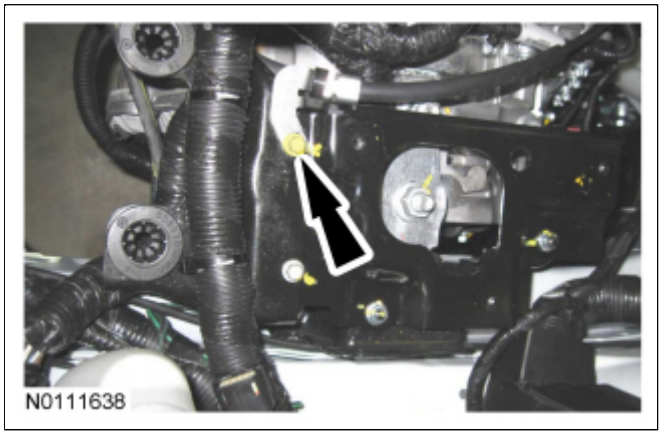
8. Disconnect the 3 PCM electrical connectors.



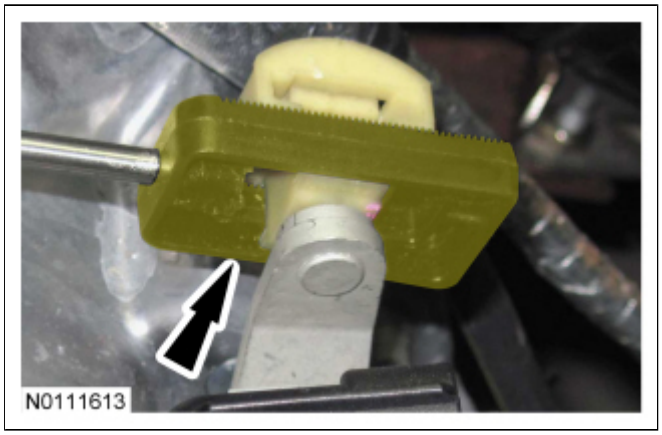
9. Remove the 3 battery tray bolts and the battery tray.



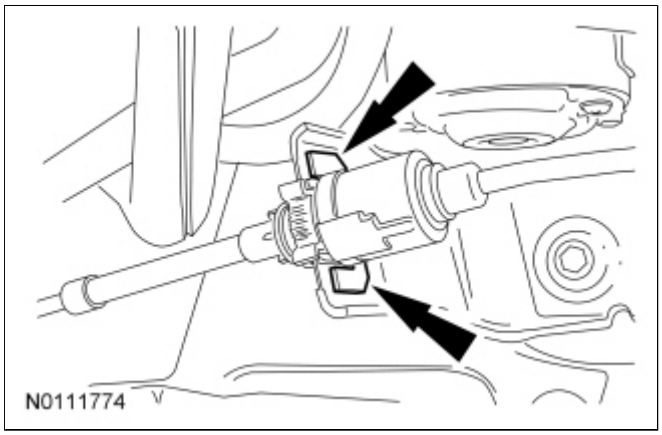
10. Remove the selector lever cable bracket bolt.



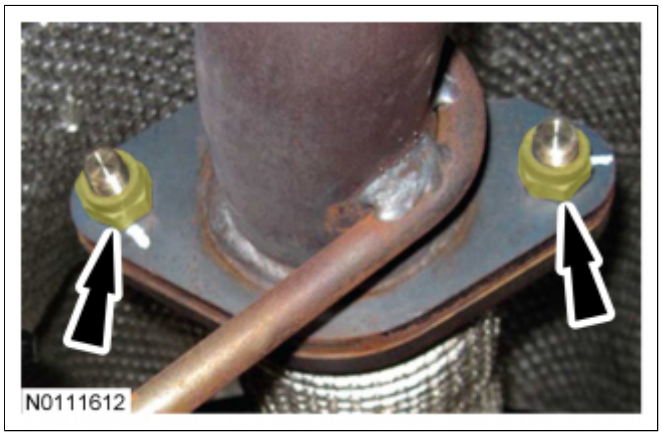
11. Disconnect the selector lever cable end from the manual control lever.



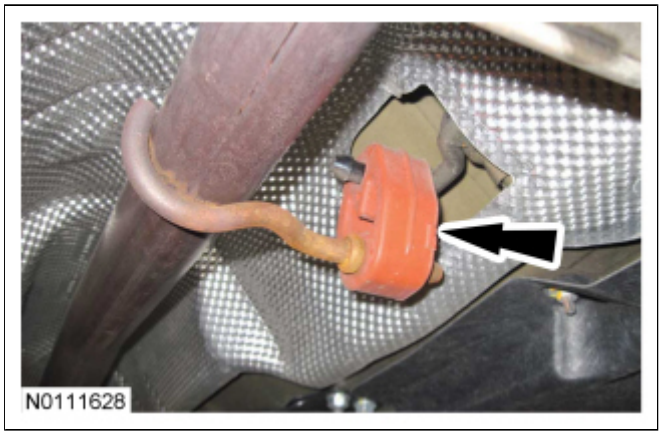
12. Disconnect the selector lever cable from the selector lever cable bracket.

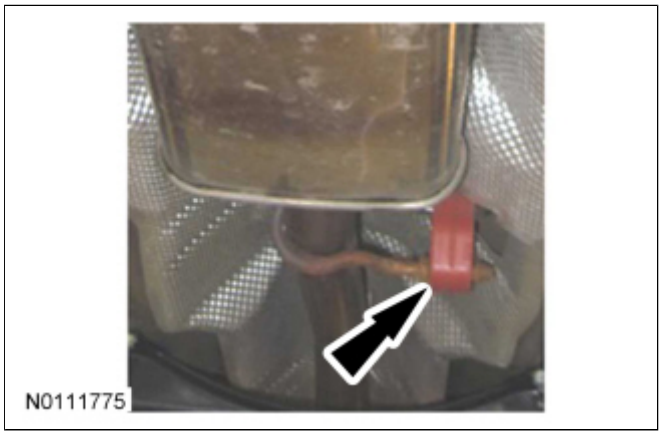


13. Remove and discard the 2 exhaust flange nuts and disconnect the exhaust flange.
    - Discard the exhaust flange gasket.

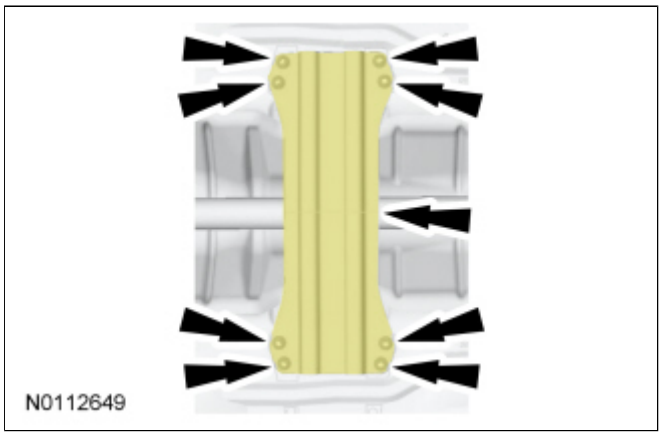


14. Disconnect the exhaust hangers and support the exhaust with wire.

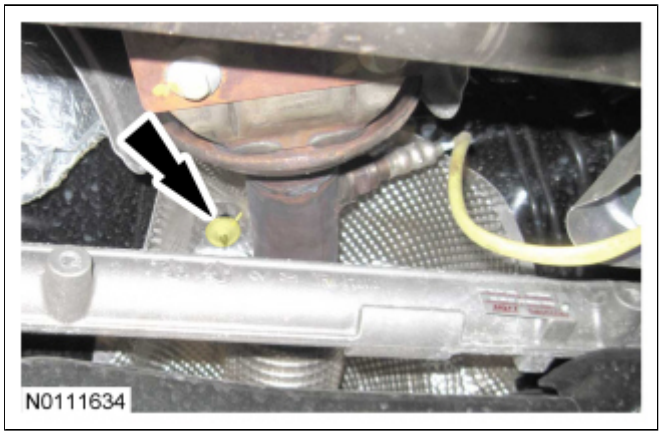


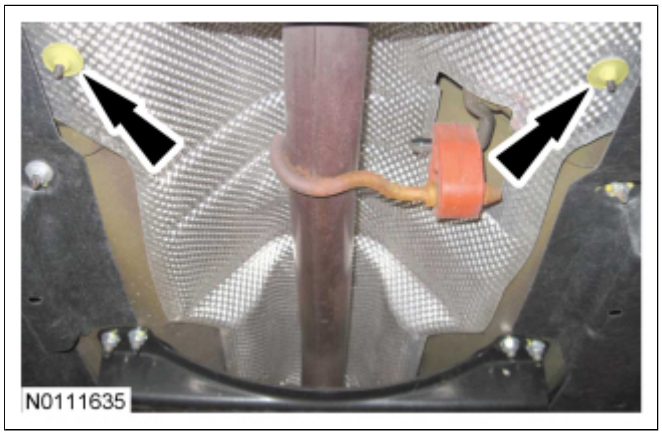


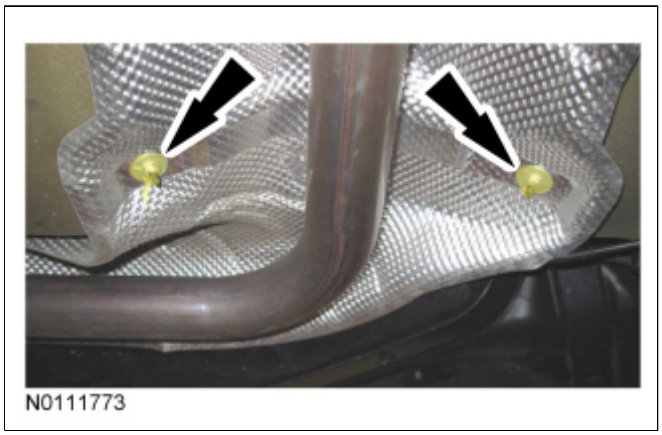
15. Remove the 8 bolts and remove the cross brace.



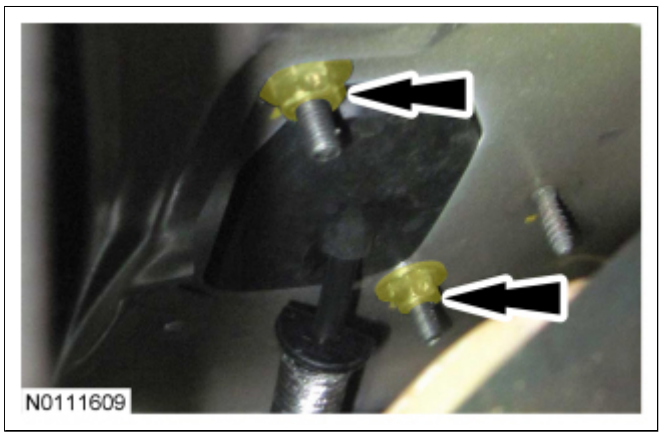
16. Remove the 6 exhaust heat shield fasteners (5 shown) and the exhaust heat shield.







17. Remove the 2 selector lever cable grommet nuts.



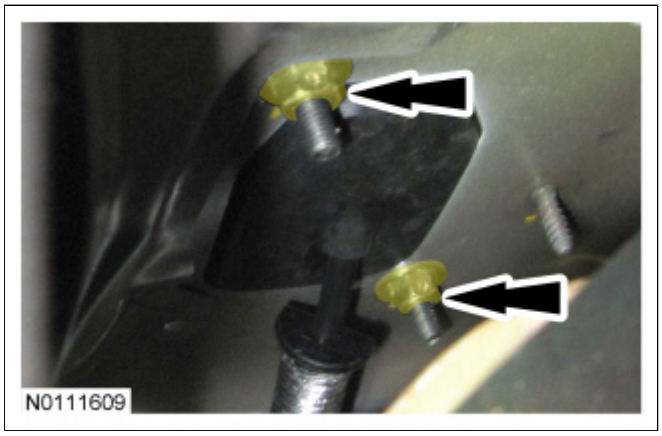
18. **NOTE:** Remove the selector lever cable from outside of the vehicle.

    Remove the selector lever cable.

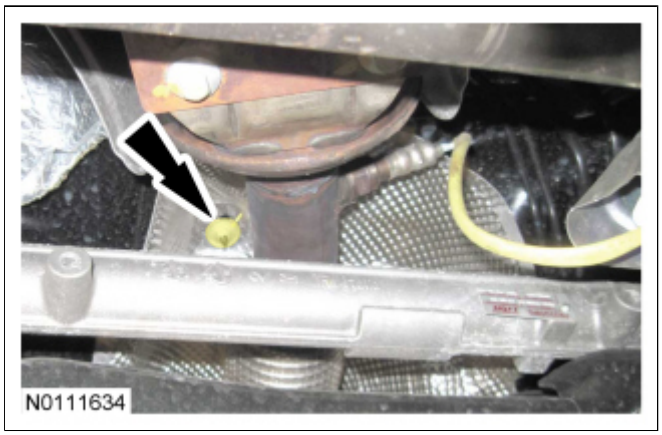
Installation

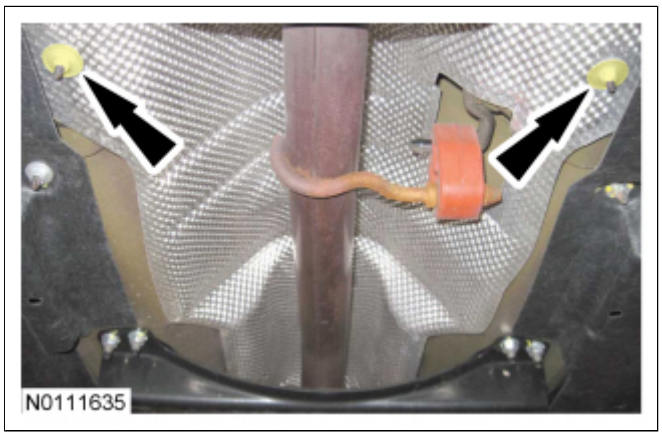
1. Position the selector lever cable grommet in place.

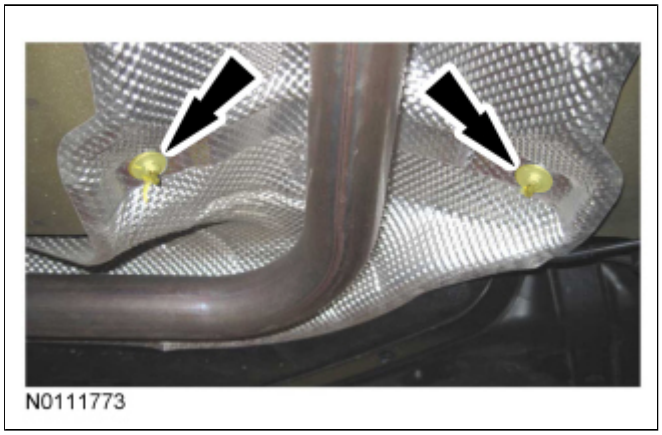
2. Install the 2 selector lever cable grommet nuts.
    - Tighten to 9 Nm (80 lb-in).



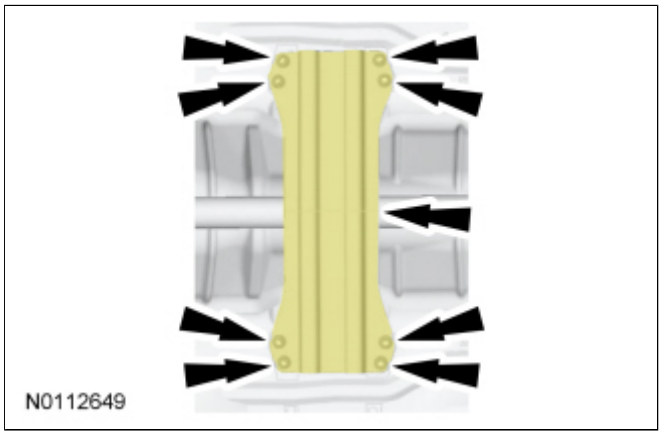
3. Install the exhaust heat shield and the 6 exhaust heat shield fasteners (5 shown).



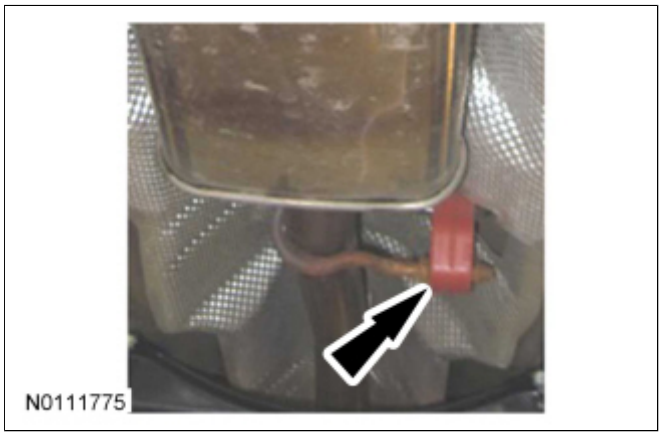


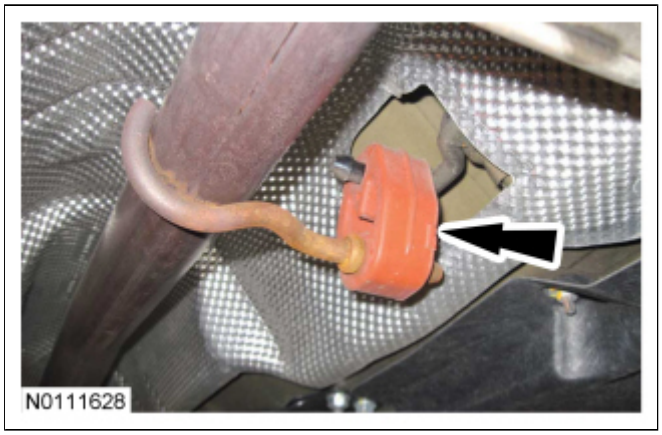

N0111773

4. Install the cross brace and the 8 cross brace bolts.
    - Tighten to 40 Nm (30 lb-ft).

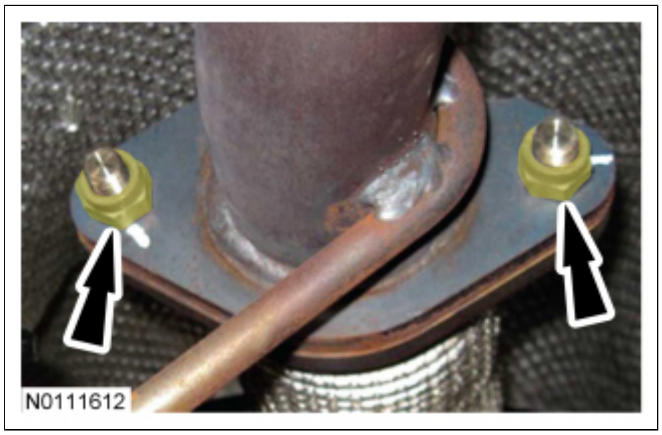

N0112649

5. Connect the exhaust hangers.

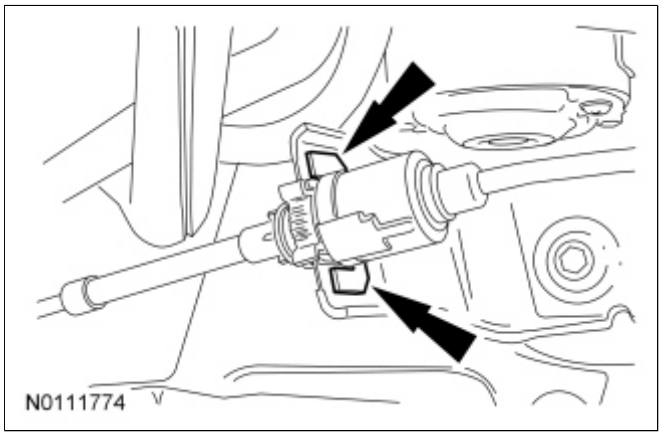

N0111775



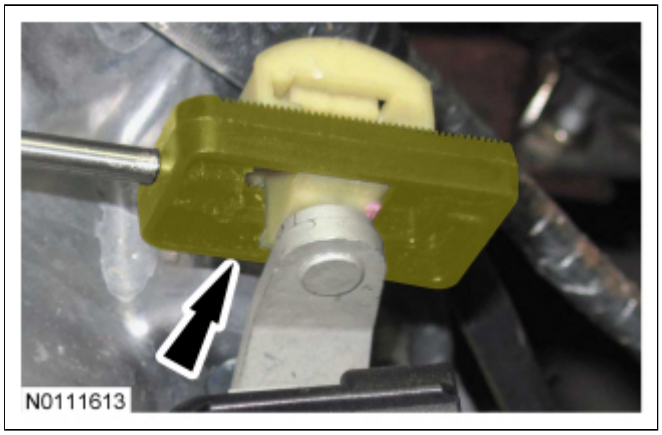
6. Using a new exhaust flange gasket and 2 new exhaust flange nuts, connect the exhaust flange.
    - Tighten to 47 Nm (35 lb-ft).



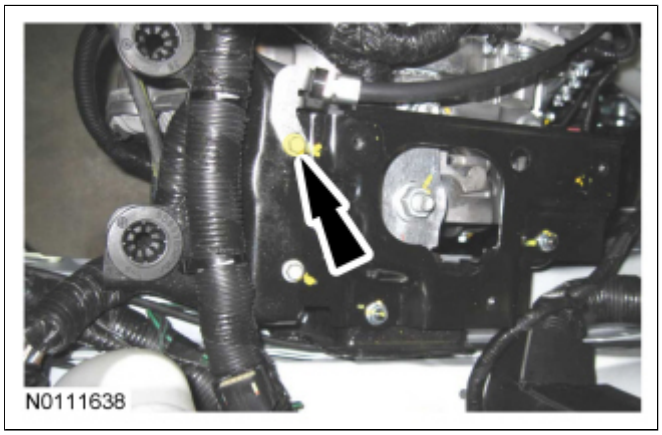
7. Connect the selector lever cable to the selector lever cable bracket.



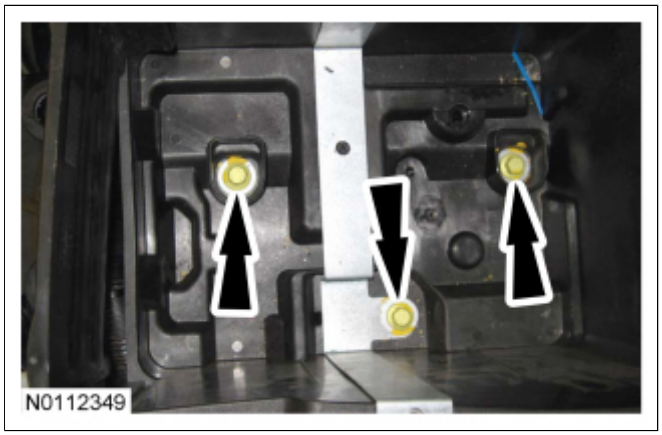
8. Connect the selector lever cable end to the manual control lever.



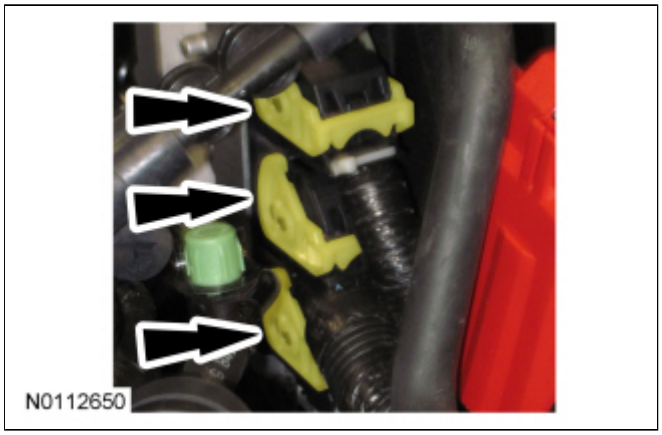
9. Install the selector lever cable bracket bolt.
    - Tighten to 10 Nm (89 lb-in).



10. Install the battery tray and the 3 bolts.
    - Tighten to 10 Nm (89 lb-in).

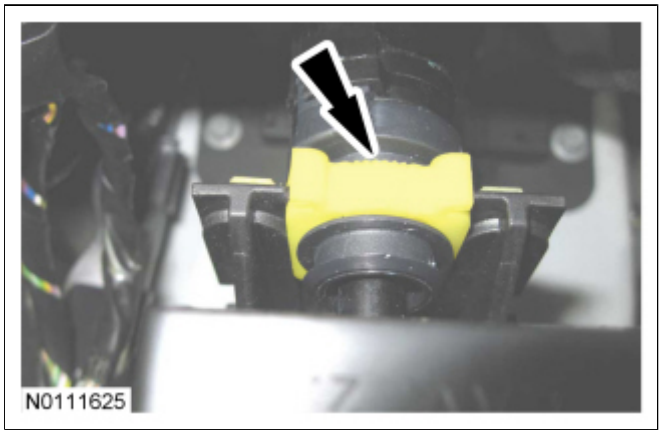


11. Connect the 3 PCM electrical connectors.

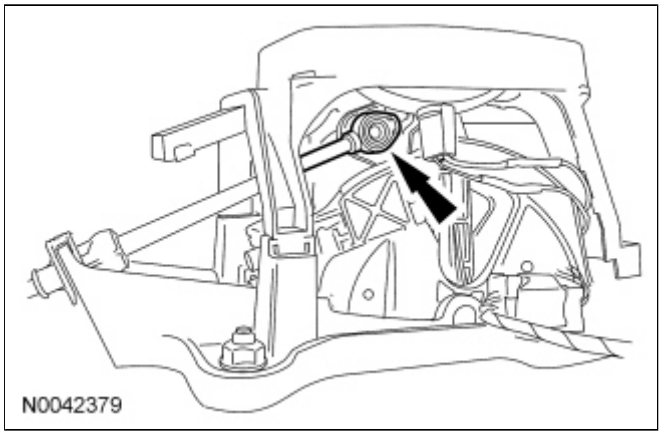


12. Install the battery. For additional information, refer to Section 414-01 .

13. Install the selector lever cable on the selector lever housing.



14. Connect the selector lever cable end to the selector lever ball stud.



15. Position the carpet back in place under the heater core and evaporator core housing.

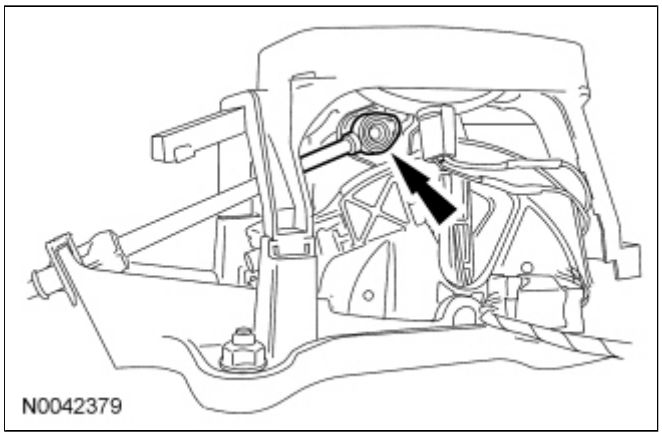
16. Install the floor console. For additional information, refer to Section 501-12 .

17. Adjust the selector lever cable. For additional information, refer to Selector Lever Cable Adjustment in this section.

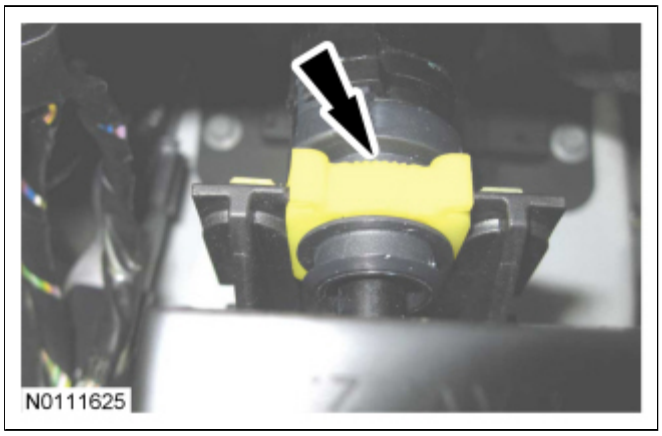
Selector Lever

Removal

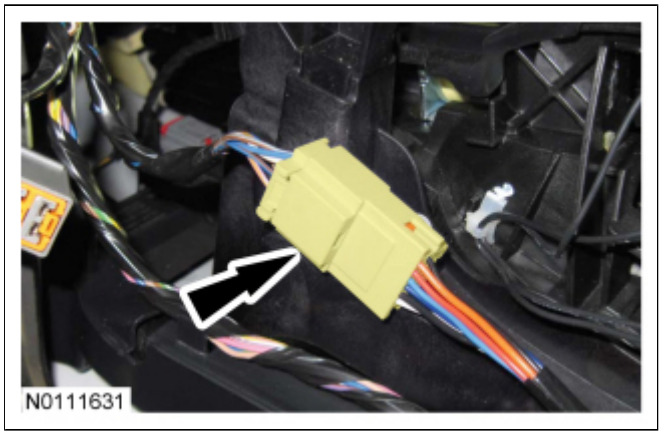
1. Remove the floor console. For additional information, refer to Section 501-12 .
2. Depower the Supplemental Restraint System (SRS). For additional information, refer to Section 501-20B .
3. Disconnect the selector lever cable end from the selector lever ball stud.



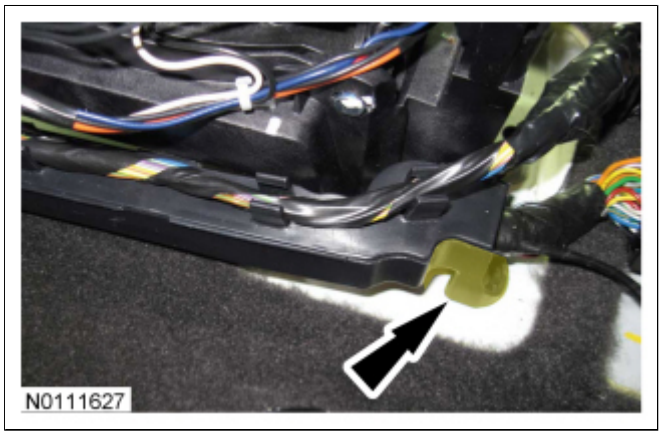
4. Release the locking tab on the selector lever cable clip and remove the selector lever cable from the selector lever housing.



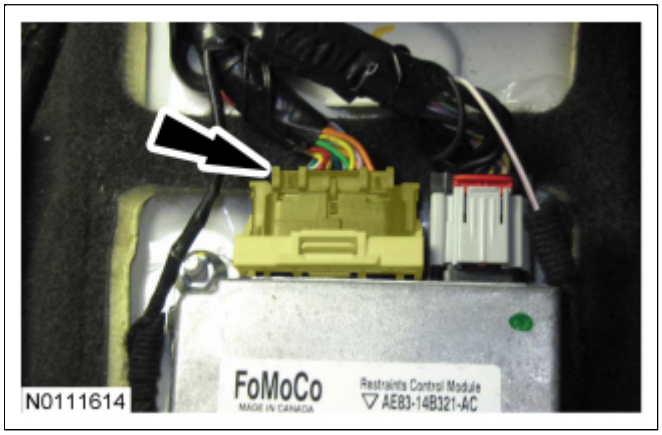
5. Disconnect the selector lever electrical connector.



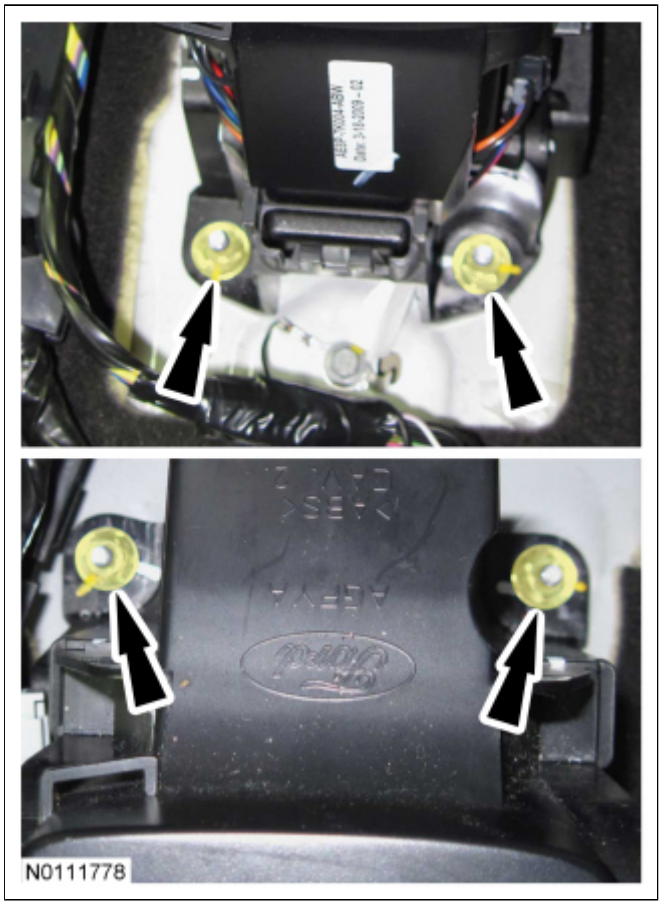
6. Using a suitable tool, remove the wiring harness from the selector lever base.



7. Disconnect the Restraints Control Module (RCM) electrical connector.

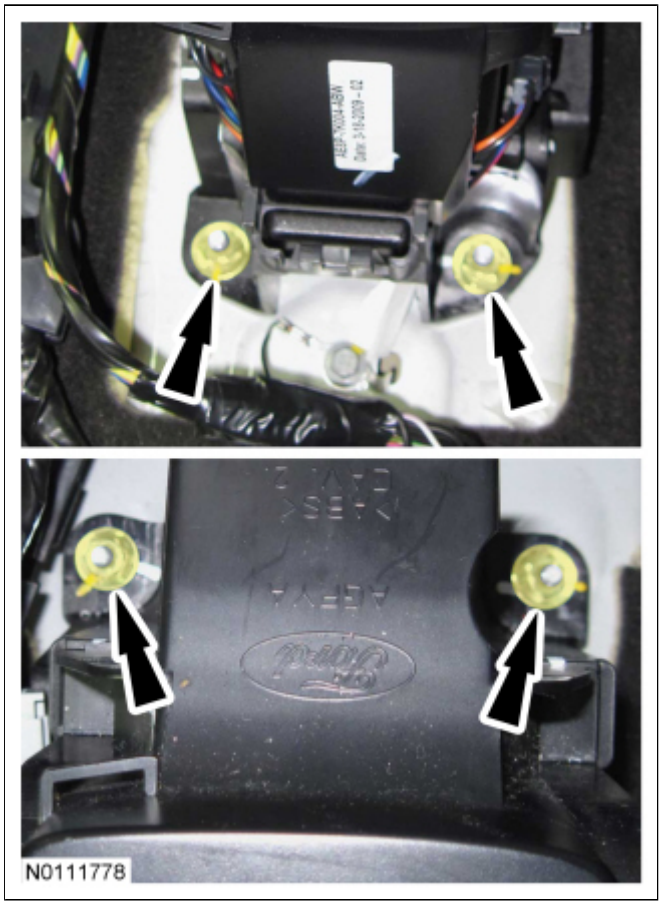


8. Remove the 4 selector lever nuts and remove the selector lever.



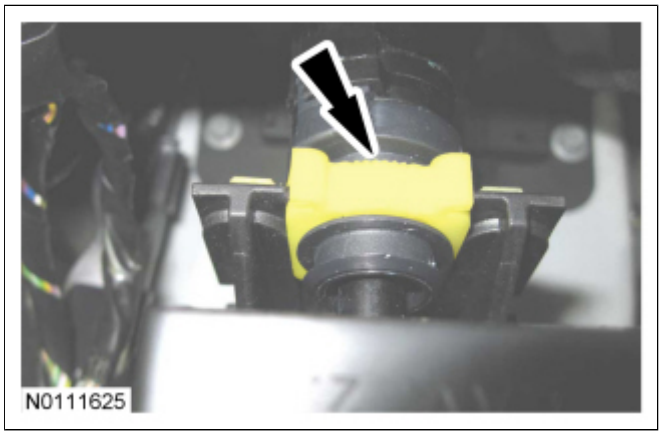
Installation

1. Install the selector lever and the 4 selector lever nuts.
    - Tighten to 9 Nm (80 lb-in).



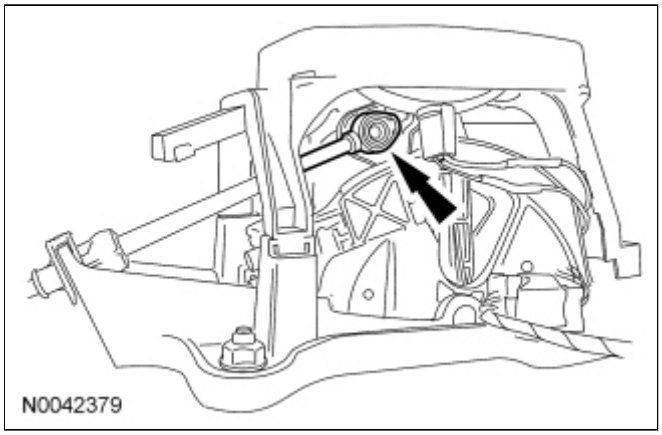
2. **NOTE:** When installing the selector lever cable, make sure the selector lever cable locking tabs are locked in place. Press the selector lever cable into the bracket and listen for the selector lever cable to click in place. Pull back on the selector lever cable to make sure it is locked into the selector lever cable bracket.

   Install the selector lever cable in the selector lever housing.

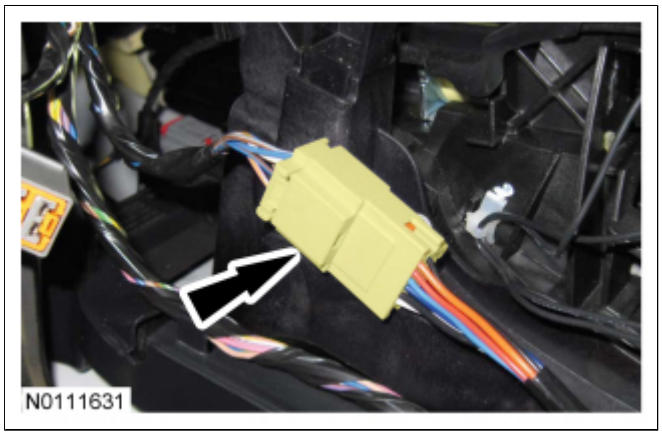


3. **NOTE:** Make sure the selector lever cable end is correctly installed onto the ball stud. Pull back on the selector lever cable end to make sure the selector lever cable end is correctly installed.

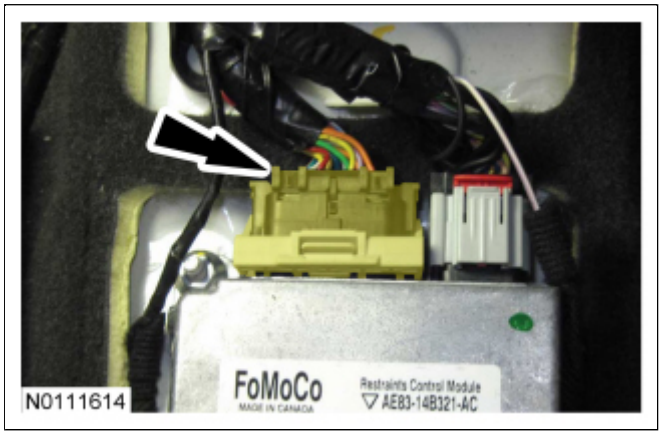
   Connect the selector lever cable end to the selector lever ball stud.



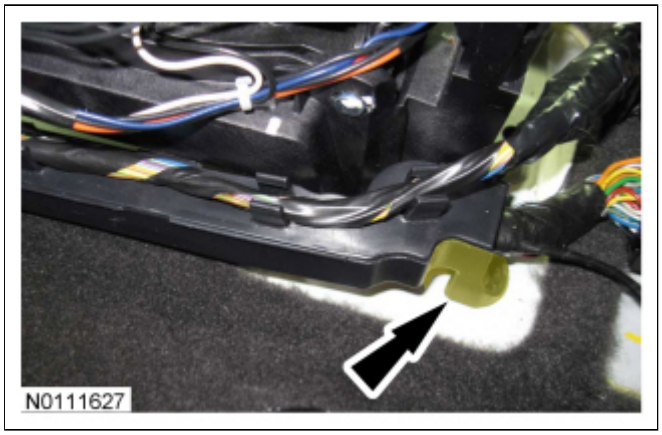
4. Connect the selector lever electrical connector.



5. Connect the RCM electrical connector.



6. Connect the wiring harness to the selector lever base.



7. Install the floor console. For additional information, refer to Section 501-12 .

8. Repower the Supplemental Restraint System (SRS). For additional information, refer to Section 501-20B .

9. Adjust the selector lever cable. For additional information, refer to Selector Lever Cable Adjustment in this section.

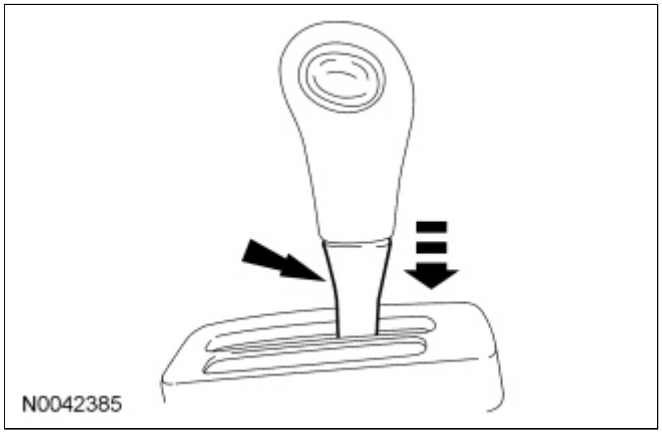
Selector Lever Knob

Removal

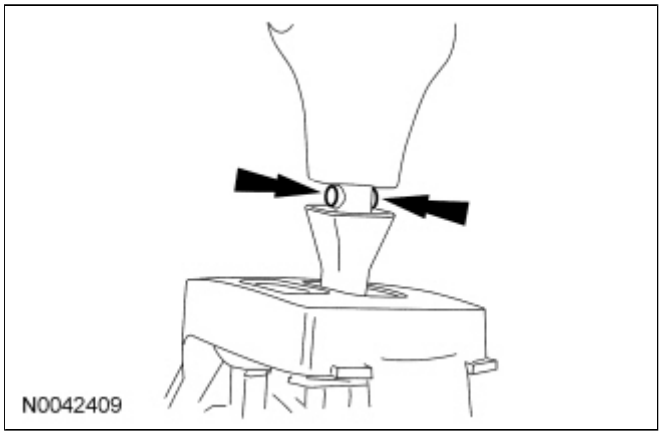
1. Remove the selector lever trim ring.

2. Remove the upper console panel.

3. Slide the selector lever knob bezel downward.

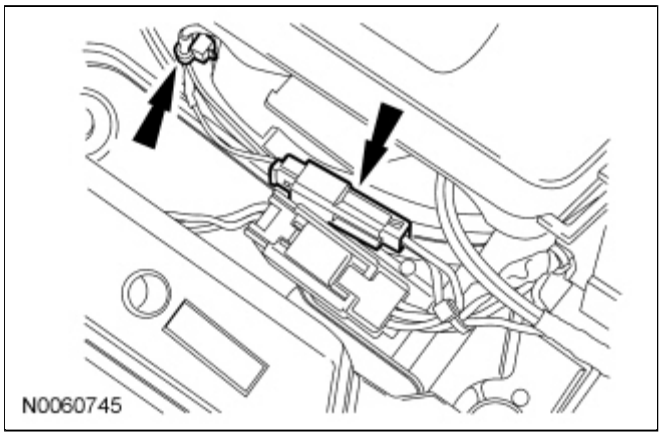


4. Remove and discard the 2 selector lever knob screws.



5. Remove the center console LH panel.

6. Disconnect the Transmission Control Switch (TCS) electrical connector and remove the wiring harness fastener from the selector lever housing.

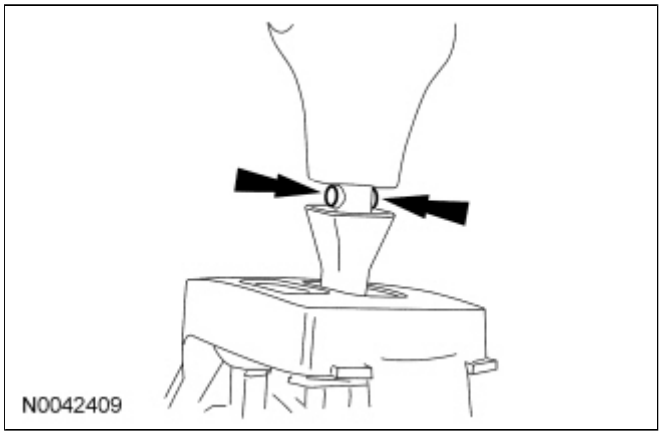


7. Remove the selector lever knob.

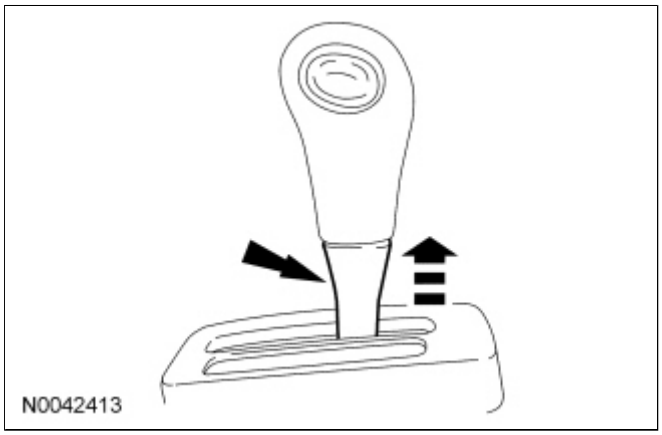
Installation

1. ***NOTICE:*** **Do not overtighten the selector lever knob screws or damage to the selector lever or selector lever knob may occur.**

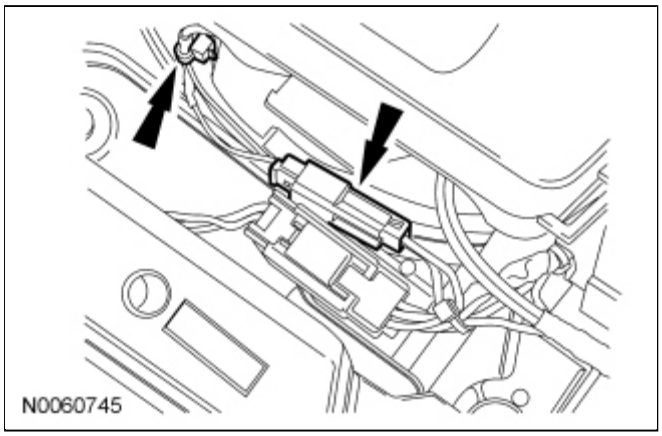
   Install the selector lever knob and the 2 new selector lever knob screws.
   - Tighten to 2 Nm (18 lb-in).



2. Slide the selector lever knob bezel up and into place.



3. Connect the TCS electrical connector and install the wiring harness fastener to the selector lever housing.



4. Install the center console LH panel.

5. Install the upper console panel.

6. Install the selector lever trim ring.

7. Verify the selector lever knob functions correctly.

Material

Item	Specification	Fill Capacity
Gasket Maker TA-16	WSK-M2G348-A5	—
High Temperature Nickel Anti-Seize Lubricant XL-2	—	—
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2	1.7L (1.8 qt)
DPS6 Grease 9U7Z-19A506-BA	WSS-M1C270-A	—

General Specifications

Item	Specification
Transaxle Weight	76 kg (168 lb)

Clutch	
Clutch 1	26 mm (1.023 in) [a]
Clutch 2	15 mm (0.59 in) [a]

[a] Maximum after clutch reset

Synchronizer Ring Clearance	
Clearance Between Synchronizer Ring and Flank Surface of Gear	
Minimum	1.3 mm (0.051 in) minimum (1.6 mm (0.062 in) +/- 0.3 mm (0.011 in))

Shift Fork and Hub Sleeve Clearance	
Reverse/4th Gear Shift Fork and Hub Sleeve	
Maximum	1.85 mm (0.072 in)
Standard	0.75-1.25 mm (0.029-0.049 in)
Clearance Between 1st/5th Shift Fork and Hub Sleeve	
Maximum	1.85 mm (0.072 in)
Standard	0.75-1.25 mm (0.029-0.049 in)
Clearance Between 3rd Gear Shift Fork and Hub Sleeve	
Maximum	1.725 mm (0.067 in)
Standard	0.625-1.125 mm

	(0.024-0.044 in)
Clearance Between 2nd/6th Shift Fork and Hub Sleeve	
Maximum	1.725 mm (0.067 in)
Standard	0.625-1.125 mm (0.024-0.044 in)

Gear Clearance	
1st Gear	
Radial Clearance Maximum	0.055 mm (0.002 in)
Axial Clearance Maximum	0.645 mm (0.025 in)
2nd Gear	
Radial Clearance Maximum	0.055 mm (0.002 in)
Axial Clearance Maximum	0.495 mm (0.019 in)
3rd Gear	
Radial Clearance Maximum	0.055 mm (0.002 in)
Axial Clearance Maximum	0.595 mm (0.023 in)
4th Gear	
Radial Clearance Maximum	0.055 mm (0.002 in)
Axial Clearance Maximum	0.625 mm (0.024 in)
5th Gear	
Radial Clearance Maximum	0.055 mm (0.002 in)
Axial Clearance Maximum	0.52 mm (0.02 in)
6th Gear	
Radial Clearance Maximum	0.055 mm (0.002 in)
Axial Clearance Maximum	0.51 mm (0.02 in)
Reverse Gear	
Radial Clearance Maximum	0.073 mm (0.002 in)
Axial Clearance Maximum	0.59 mm (0.023 in)

Differential Shim Selection Chart

Tool Reading mm (in)	Part Number	Shim Thickness mm (in)
0.500-0.550 (0.0196-0.0216)	AE8P-7F119-AA	0.500 (0.0197)
0.551-0.600 (0.0216-0.0236)	AE8P-7F119-BA	0.550 (0.0217)
0.601-0.650 (0.0236-0.0255)	AE8P-7F119-CA	0.600 (0.0236)
0.651-0.700 (0.0256-0.0275)	AE8P-7F119-DA	0.650 (0.0256)
0.701-0.750 (0.0275-0.0295)	AE8P-7F119-EA	0.700 (0.0276)
0.751-0.800 (0.0295-0.0314)	AE8P-7F119-FA	0.750 (0.0295)
0.801-0.850 (0.0315-0.0334)	AE8P-7F119-GA	0.800 (0.0315)
0.851-0.900 (0.0335-0.0354)	AE8P-7F119-HA	0.850 (0.0335)

0.901-0.950 (0.0354-0.0374)	AE8P-7F119-JA	0.900 (0.0354)
0.951-1.000 (0.0374-0.0393)	AE8P-7F119-KA	0.950 (0.0374)
1.001-1.050 (0.0394-0.0413)	AE8P-7F119-LA	1.000 (0.0394)
1.051-1.100 (0.0413-0.0433)	AE8P-7F119-MA	1.050 (0.0413)
1.101-1.150 (0.0433-0.0452)	AE8P-7F119-NA	1.100 (0.0433)
1.151-1.200 (0.0453-0.0472)	AE8P-7F119-PA	1.150 (0.0452)
1.251-1.300 (0.0492-0.0511)	AE8P-7F119-RA	1.200 (0.0472)

Gear Ratio

Gear	Ratio	Final Drive	Overall Ratio
Reverse	3.508	4.35	15.270
1st	3.917	3.89	15.254
2nd	2.429	3.89	9.459
3rd	1.436	4.35	6.250
4th	1.021	4.35	4.446
5th	0.867	3.89	3.375
6th	0.702	3.89	2.735

Shift Speeds Chart

Throttle Position	Shift	km/h	mph
Light	1-2	13-21 km/h	8-13 mph
	2-3	23-31 km/h	14-19 mph
	3-4	32-39 km/h	20-24 mph
	4-5	40-63 km/h	25-39 mph
	5-6	64-82 km/h	40-51 mph
Medium	1-2	29-42 km/h	18-26 mph
	2-3	43-58 km/h	27-36 mph
	3-4	59-76 km/h	37-47 mph
	4-5	77-87 km/h	48-54 mph
	5-6	88-121 km/h	55-75 mph
Wide Open	1-2	42-61 km/h	26-38 mph
	2-3	63-90 km/h	39-56 mph
	3-4	92-121 km/h	57-75 mph
	4-5	122-208 km/h	76-129 mph
	5-6	209-251 km/h	130-156 mph

Torque Specifications

Description	Nm	lb-ft	lb-in
Ball joint nuts	48	35	—

Battery tray bolts	10	—	89
Battery tray bracket nuts	10	—	89
Brake hose retainer bolts	25	18	—
Clutch actuator lever bolts	19	—	168
Clutch actuator lever spring retainer bolts [a]	—	—	—
Clutch housing-to-case bolts	27	20	—
Clutch housing-to-engine bolts	48	35	—
Clutch motor bolts	5	—	44
Differential ring gear bolts [a]	—	—	—
Drain plug	43	32	—
Exhaust flange nuts	48	35	—
Fill plug	43	32	—
Flexplate-to-clutch nuts [a]	—	—	—
Ground wire bolt	25	18	—
Guide tube bolts	8	—	71
Input shaft bearing retainer bolts	11	—	97
Input shaft speed sensor bolt	10	—	89
Manual control lever bolt	26	19	—
Output shaft bearing retainer bolts [a]	—	—	—
Output Shaft Speed (OSS) sensor bolt	10	—	89
Park plunger plug	43	32	—
PCM cover bolt	—	5.4	47.8
Roll restrictor-to-transaxle bracket bolt	48	35	—
Roll restrictor bolt	70	52	—
Selector lever battery tray bracket bolt	25	18	—
Selector lever cable bracket bolts	10	—	89
Shield and bearing retainer strap nuts [a]	—	—	—
Shim selection tool bolts	18	—	159
Transaxle support insulator bracket bolts	90	66	—
Transaxle support insulator bracket nuts	125	92	—
Transmission Control Module (TCM)	27	20	—
Transmission Range (TR) sensor bolts	10	—	89
Upper strut mount nuts	48	35	—

[a] Refer to the procedure in this section.

Transaxle Description

This DPS6 is a fully automatic, dry dual clutch, automatic shifting manual, electronically controlled 6-speed transaxle.

Its abbreviated designation DPS6 means:

- D — Dry Dual Clutch
- P — Powershift
- S — Synchronized
- 6 — 6-speed transaxle

This transaxle features the following:

- Computer Control with electro-mechanical actuation
- Two piece aluminum housing design
- Six (6) discrete stepped forward gears and one (1) reverse gear
- Dual Output shafts with two separate final drive ratios
- Full ball and roller bearing design for all gears and shafts
- All gears are bevel cut for improved NVH characteristics and power transfer
- All gears are in constant mesh for no loss of torque during the shifting process
- All cast construction of shift fork/linkage mechanisms

This transaxle features two nested input shafts driven by a compact dry dual clutch system. These two shafts are used in conjunction with each other to provide seamless shifting through the six (6) available ratios with overdrive in the two top gears. As each gear is selected, the appropriate clutch is activated to drive the vehicle. Each consecutive gear is then preselected for the next “shift” operation as power is shifted from one clutch to the other and back again as moving up and down through the individual gears

This transaxle is designed to be operated in the same manner as a conventional torque converter equipped automatic transaxle. It provides the smooth application of power, but with the bonus of efficiencies found only in a manual transaxle. By delivering the power with a dual clutch system, fluid volume is limited to less than 2 liters as compared against a conventional automatic transaxle, and that is only within the gearbox case itself. The actuation of the clutch system is controlled by a dedicated computer through two individual electrically driven clutch motors and actuator systems.

This transaxle provides six (6) discrete forward ratios with overdrive in the top two gears and a reverse gear, giving a continuous flow of power for acceleration and deceleration

The selector lever gives the driver a choice of P, R, N, D and L.

With the selector lever in the D position, you can operate the Transmission Control Switch (TCS)/Grade Assist switch on the selector lever to prevent the transaxle from shifting into 6th gear.

If a fault occurs continued motoring is guaranteed in the following limited conditions based on the failure: 1st, 3rd and 5th gear if a fault with clutch 2 and/or relational components occurs. 2nd, 4th, 6th and reverse if a fault with clutch 1 and/or relational components occurs.

This transaxle can be tested using a scan tool through the Data Link Connector (DLC) in the passenger compartment.

Internal components are based on manual transaxle technologies that include:

- Dry friction clutches to transmit power between the engine and transaxle

- Lay shaft gearing for high efficiency and uncoupled ratio selection
- Rotating sequential shift drums for fast response
- Synchronizers with dog clutches to pre-select and direct the power flow
- Splash fluid lubrication without filter and external oil coolers

This transaxle is two transaxles within one housing that share a common:

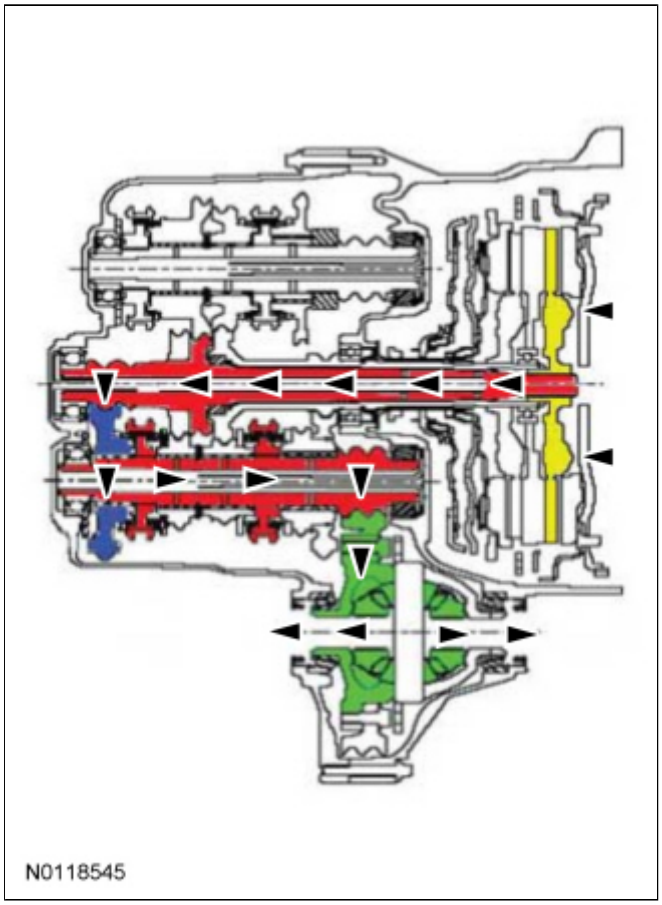
- Final drive which includes two output shaft pinions
- Differential assembly
- Output Shaft Speed (OSS) sensor
- Transmission Range (TR) sensor
- Park system
- Transmission Control Module (TCM)

The first consists of three odd gear ratios (1st, 3rd & 5th):

- Odd input clutch and actuator system including a clutch motor
- Odd or inner input shaft with input shaft speed sensor 1 and related speed gears
- Odd synchronizer system including a shift motor (part of TCM), shift drum, shift forks and transfer assemblies.

The second consists of three even gear ratios and reverse (2nd, 4th, 6th & Reverse):

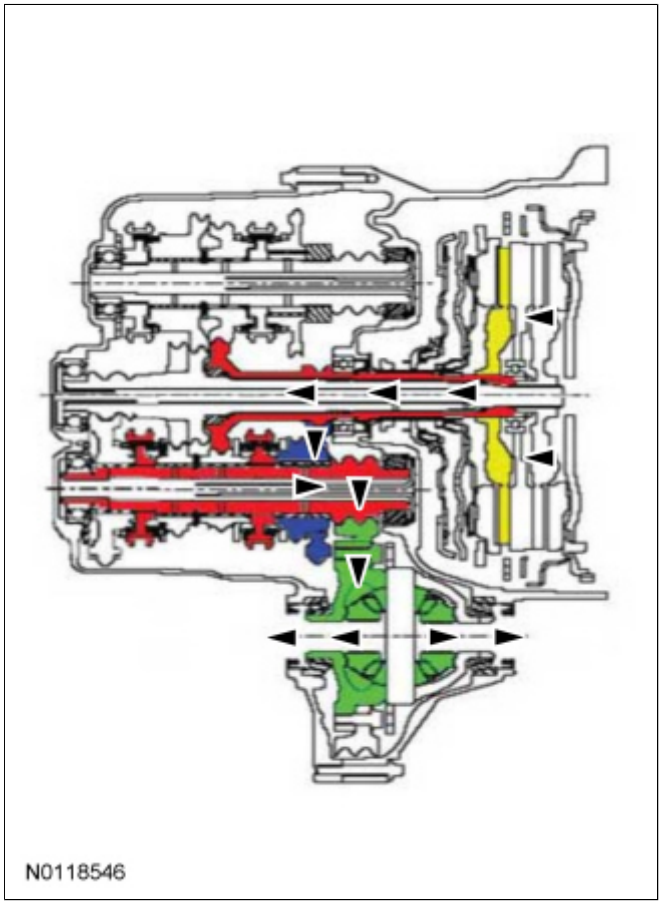
- Even input clutch and actuator system including a clutch motor
- Outer or hollow input shaft with input shaft speed sensor 2 and related speed gears.
- Even synchronizer system including a shift motor (part of TCM), shift drum, shift forks and transfer assemblies



1st Gear

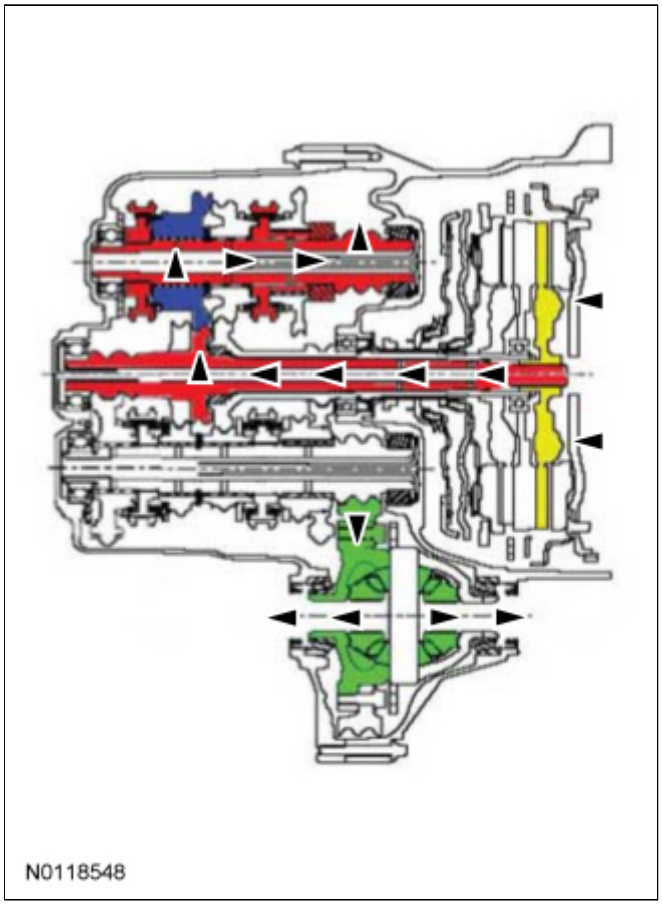
The torque is introduced into the dual clutch via the flywheel. From there, the power is transmitted via

clutch 1 to the inner input shaft. The inner input shaft transmits the torque to the first gear of the output shaft. The torque is transmitted to the differential via the output pinion.



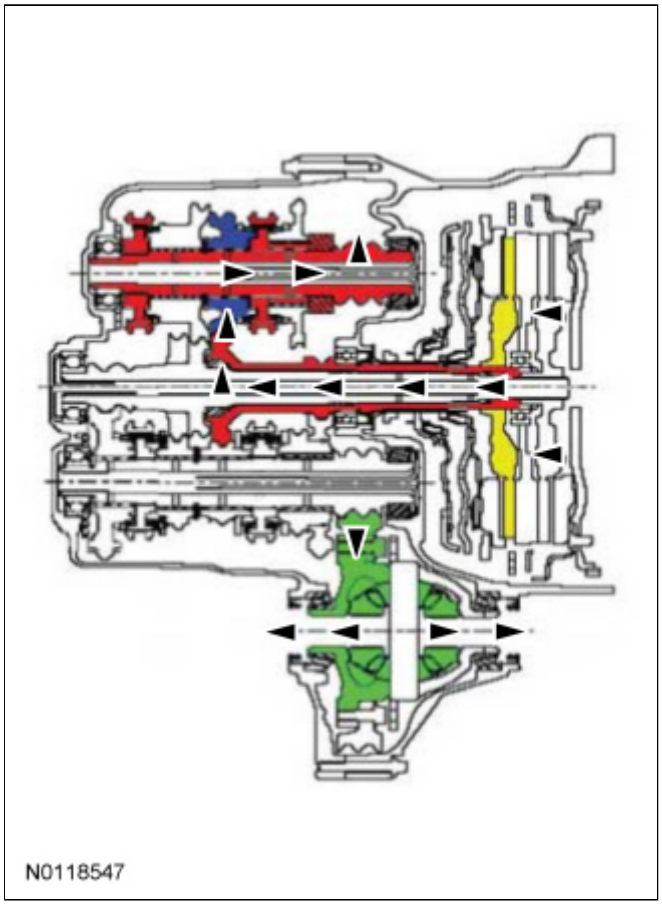
2nd Gear

The torque is introduced into the dual clutch via the flywheel. From there, the power is transmitted via clutch 2 to the hollow input shaft. The inner input shaft transmits the torque to the second gear of the output shaft. The torque is transmitted to the differential via the output pinion.



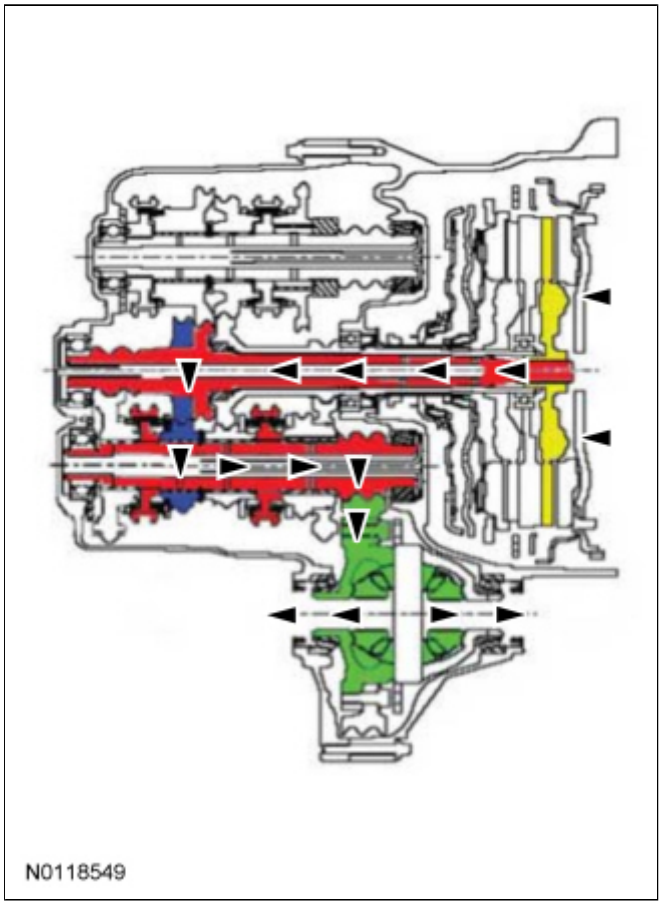
3rd Gear

The torque is introduced into the dual clutch via the flywheel. From there, the power is transmitted via clutch 1 to the inner input shaft. The inner input shaft transmits the torque to the third gear of the output shaft. The torque is transmitted to the differential via the output pinion.



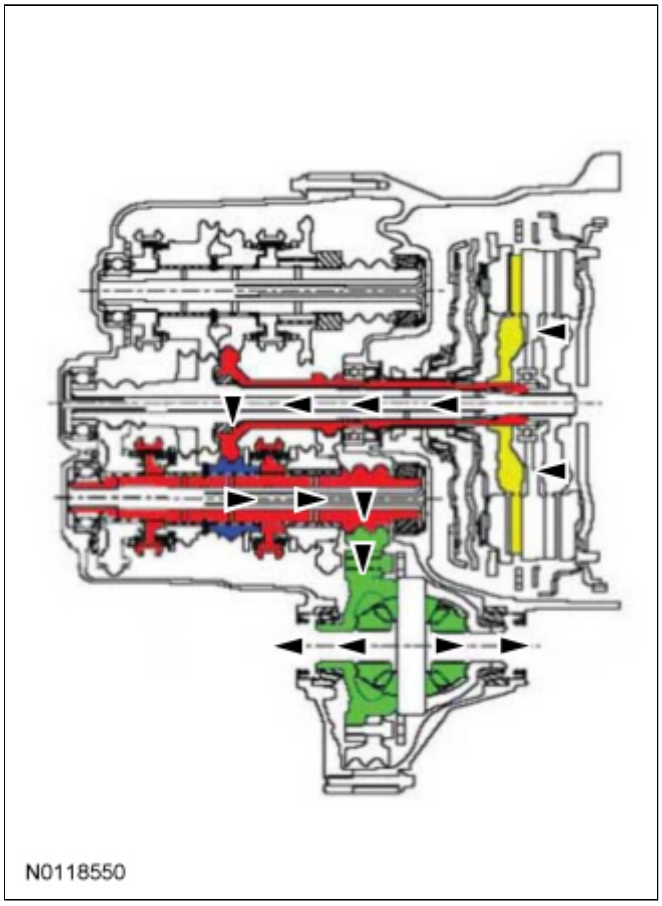
4th Gear

The torque is introduced into the dual clutch via the flywheel. From there, the power is transmitted via clutch 2 to the hollow input shaft. The hollow input shaft transmits the torque to the fourth gear of the output shaft. The torque is transmitted to the differential via the output pinion.



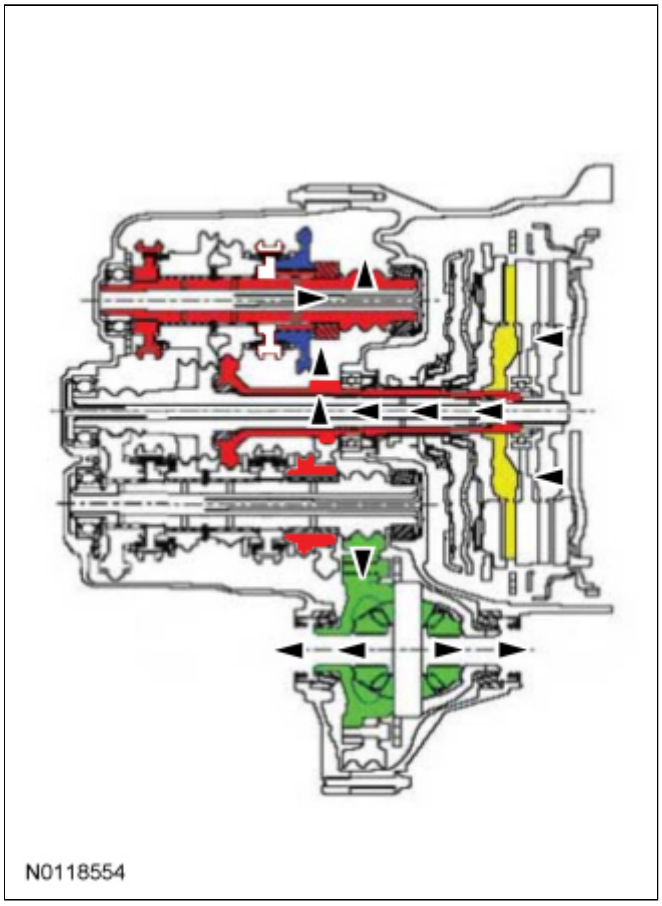
5th Gear

The torque is introduced into the dual clutch via the flywheel. From there, the power is transmitted via clutch 1 to the inner input shaft. The inner input shaft transmits the torque to the fifth gear of the output shaft. The torque is transmitted to the differential via the output pinion.



6th Gear

The torque is introduced into the dual clutch via the flywheel. From there, the power is transmitted via clutch 2 to the hollow input shaft. The hollow input shaft transmits the torque to the sixth gear of the output shaft. The torque is transmitted to the differential via the output pinion.

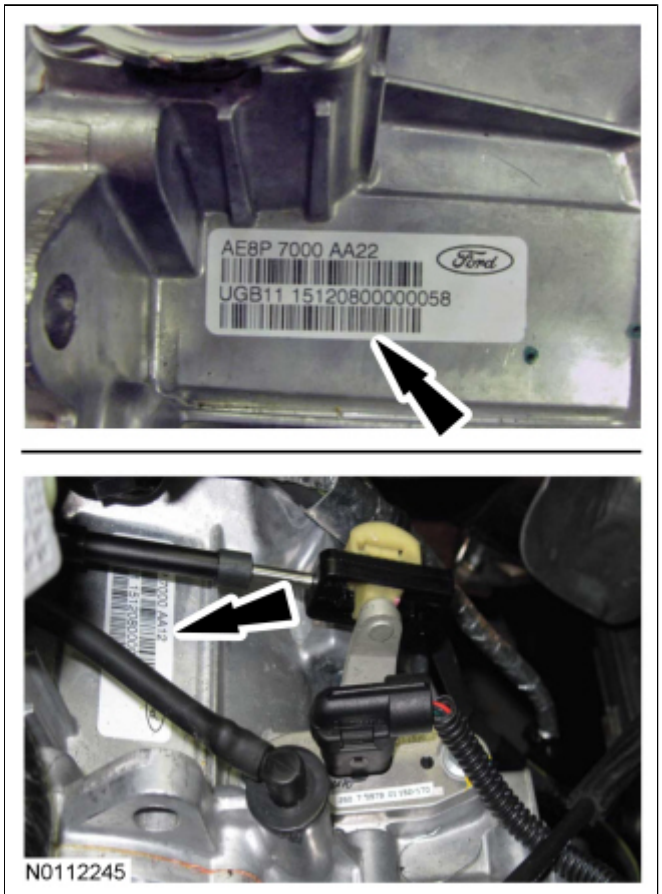


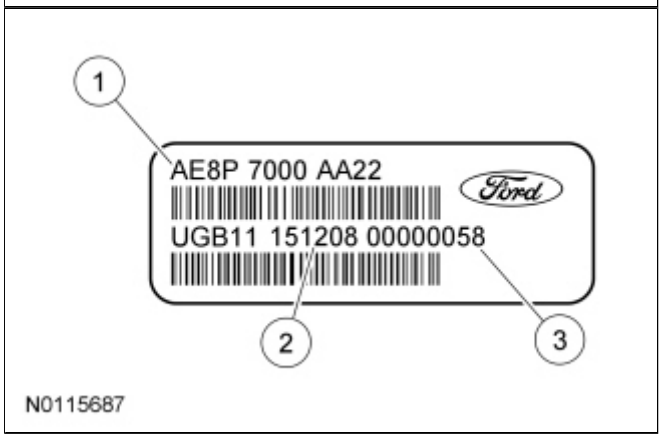
Reverse

The torque is introduced into the dual clutch via the flywheel. From there, the power is transmitted via clutch 2 to the hollow input shaft. The hollow input shaft now transmits the torque to the reverse/2nd double gear which acts as an idler gear to reverse the direction of rotation. This idler transmits torque to the reverse gear of the output shaft. The torque is transmitted to the differential via the output pinion.

Identification Tags

When servicing the transaxle, refer to the identification tag located on the case.

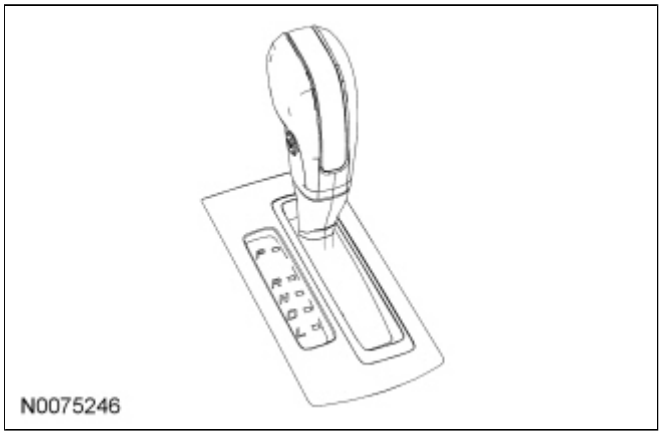




Item	Description
1	Part number
2	Build date
3	Serial number

Range Selection

The transaxle range selector has 5 positions: P, R, N, D, L.



Range Positions		
P	Park	In the PARK position: • there is no power flow through the transaxle. • the parking pawl locks the final drive. • the engine may be started. • the ignition key may be removed.
R	Reverse	In the REVERSE position: • the vehicle may be operated in a rearward direction, at a reduced rear ratio. • engine braking occurs.
N	Neutral	In the NEUTRAL position: • the vehicle is able to roll. • there is no power flow through the transaxle. • the output shaft is not held and is free to turn. • the engine may be started.
D	Drive position with Grade Assist	DRIVE is the normal position for most forward driving. The DRIVE position provides: • automatic shifts —1st through 6th gears. • maximum fuel economy during normal operation. • with Transmission Control Switch (TCS)/Grade assist switch pressed, only gears 1-5 are available.

L	Manual Low	Manual L position allows for 1st gear when the vehicle reaches slower speeds. This position provides: • maximum engine braking. • downshifts to the lowest available gear for the current vehicle speed.

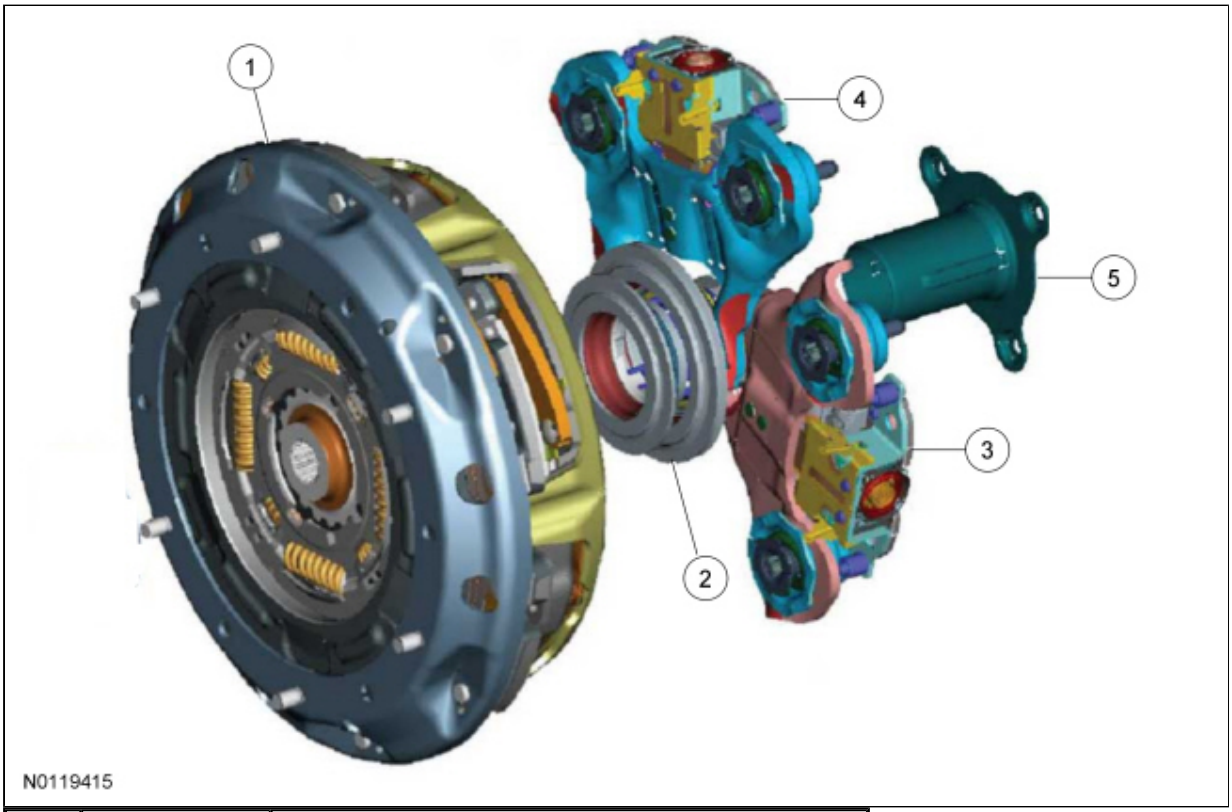
Main Components and Functions

This transmission system has been divided into 6 sub-systems that relate to specific functional areas. These sub-systems are:

- a clutch/actuator system which transfers engine crankshaft speed and torque.
- an active input system which includes applied clutch disc, bearings, speed gears and output shaft.
- a passive input system which includes disengaged clutch disc, bearings, speed gears and an output shaft system.
- a synchronizer/engagement system which includes a torque carrying interface between speed gear and output shaft.
- a differential system that is the final drive output system which includes drive pinions, ring gear, support bearings and side gears.
- an electrical control system which includes control system logic, Transmission Control Module (TCM), speed sensors, electric motors and a wire harness.

Sub-System Overview

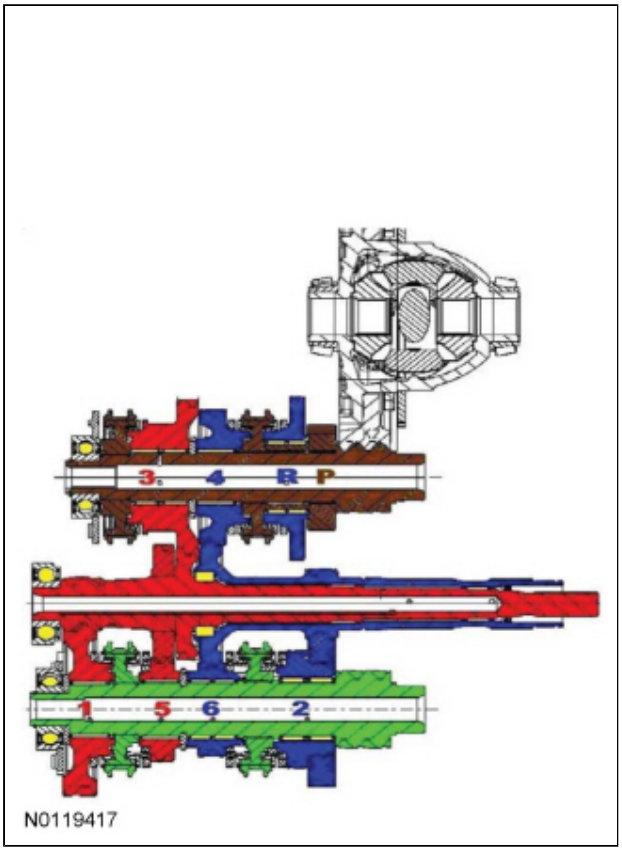
Clutch/Actuator System



Item	Part Number	Description
1	7B546	Clutch assembly
2	7A508	Clutch engagement system bearing assembly
3	7515	Clutch engagement system actuator lever 1
4	7515	Clutch engagement system actuator lever 2
5	7A564	Clutch engagement system guide tube

The clutch and actuator sub – system consists of engine crankshaft mounted rotating components. These include, a center flywheel, odd and even clutch pressure plates, clutch actuating mechanisms and engagement components. The clutch actuators are independent systems within the clutch housing that apply an axial force to the clutch diaphragm springs causing their respective clutch to apply. This apply force is reacted back into the transaxle through the input shaft unlike a manual transaxle dry clutch system, no thrust is applied to the engine crankshaft. Normally the clutch capacity commands are mutually exclusive (to prevent tie-up) with minor overlaps to allow synchronous shifting. A clutch “touch point” position must be established by a learning algorithm within the system software. Establishing the touch point is the system’s method for ensuring that the displacement-based clutch actuation system is properly calibrated. This is necessary so that the clutch capacity can be controlled correctly by the TCM and be engaged and released to the required torque capacity and within the required time.

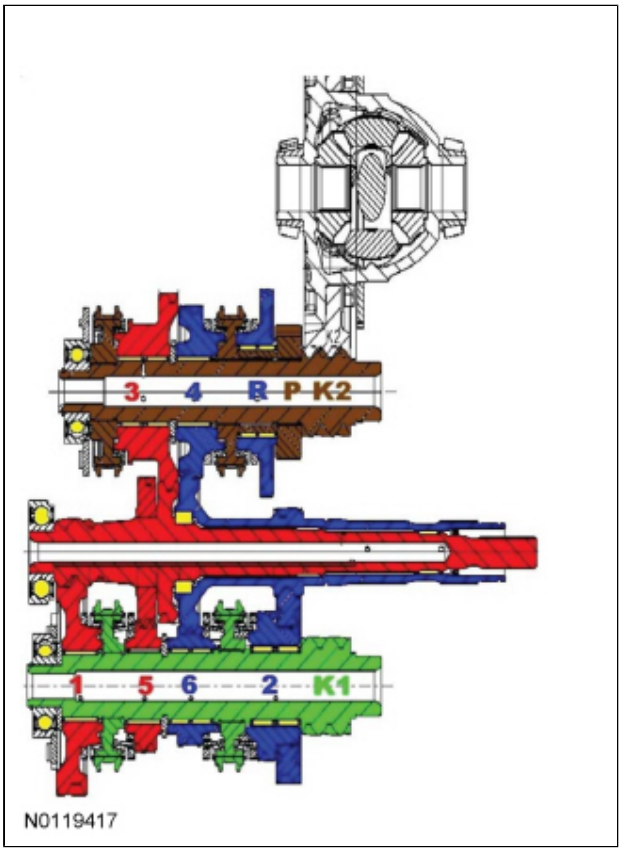
Active Input System



ACTIVE INPUT GEAR	PASSIVE INPUT GEAR	OUTPUT
1	2	K1
3	4	K2
5	6	K1
	R	
2	1	K1
4	3	K2
6	5	K1
R		K2

The active input system of the transaxle can be viewed as two transaxles within a common housing (one for 1st, 3rd & 5th and another for Reverse, 2nd, 4th & 6th). For any driving gear there is one transaxle actively engaged in the power flow between the engine and the wheels and one that is disconnected or passive. This section will discuss considerations for the driving input shaft system whether it be the ODD or EVEN transaxle. The driving or active input shaft system consists of the input shaft and clutch disc, support bearings and the meshed speed gears with their needle roller bearings.

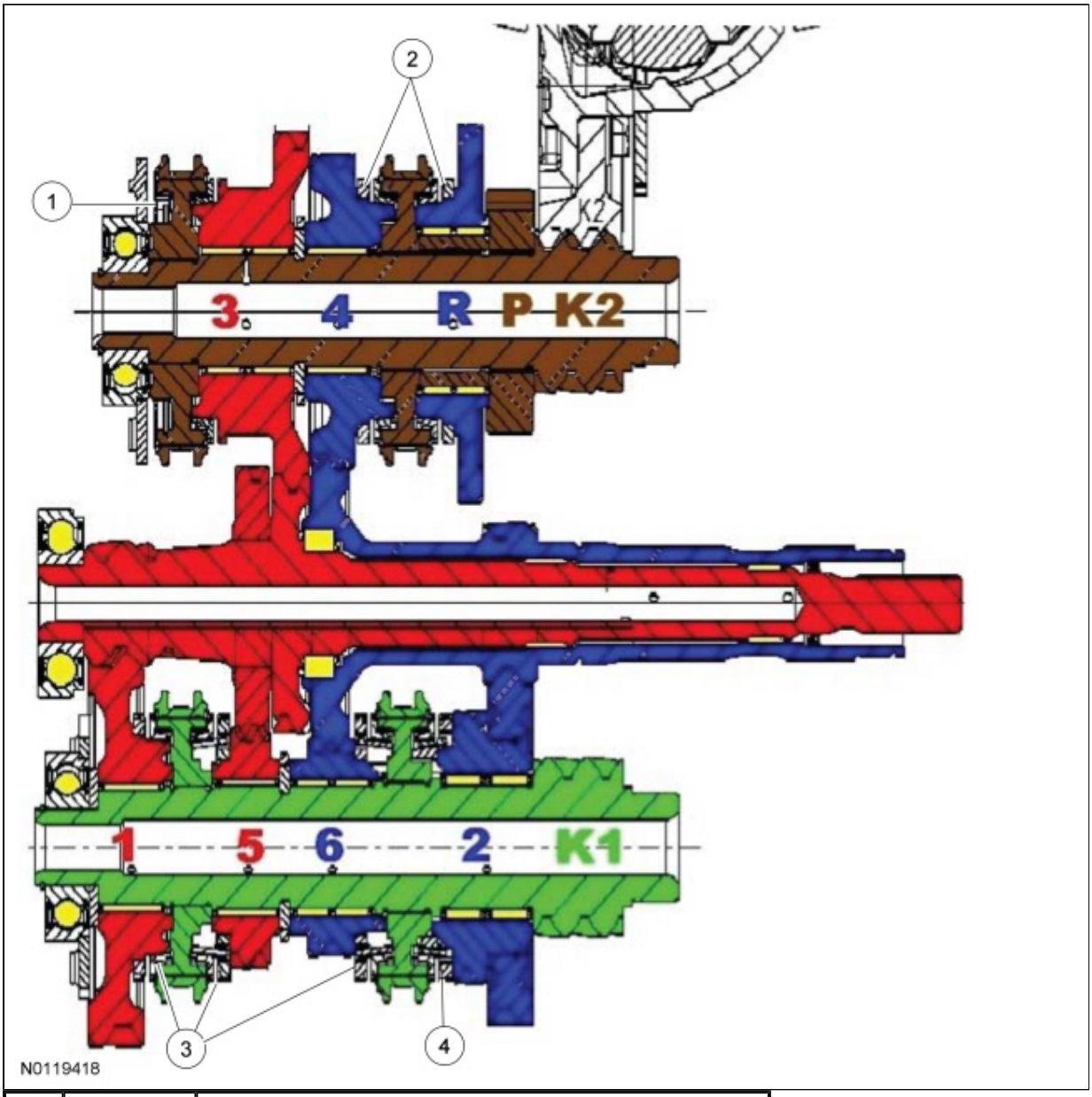
Passive Input System



ACTIVE INPUT GEAR	PASSIVE INPUT GEAR	OUTPUT
1	2	K1
3	4	K2
5	6	K1
	R	
2	1	K1
4	3	K2
6	5	K1
R		K2

The passive input system can be viewed as two transaxles within a common housing (one for 1st, 3rd & 5th and another for Reverse, 2nd, 4th & 6th). For any driving gear there is one transaxle actively engaged in the power flow between the engine and the wheels and one that is disconnected or passive. The non-driving, or passive input shaft system consists of the input shaft and clutch disc, support bearings and the meshed speed gears with their needle roller bearings.

Synchronizer Systems



Item	Part Number	Description
1	—	3rd gear single cone synchronizer system (part of 7060)
2	—	4th gear and reverse gear single cone synchronizer systems (part of 7060)
3	—	1st, 5th and 6th gears single cone synchronizer systems (part of 7060)
4	—	2nd gear dual cone synchronizer system (part of 7060)

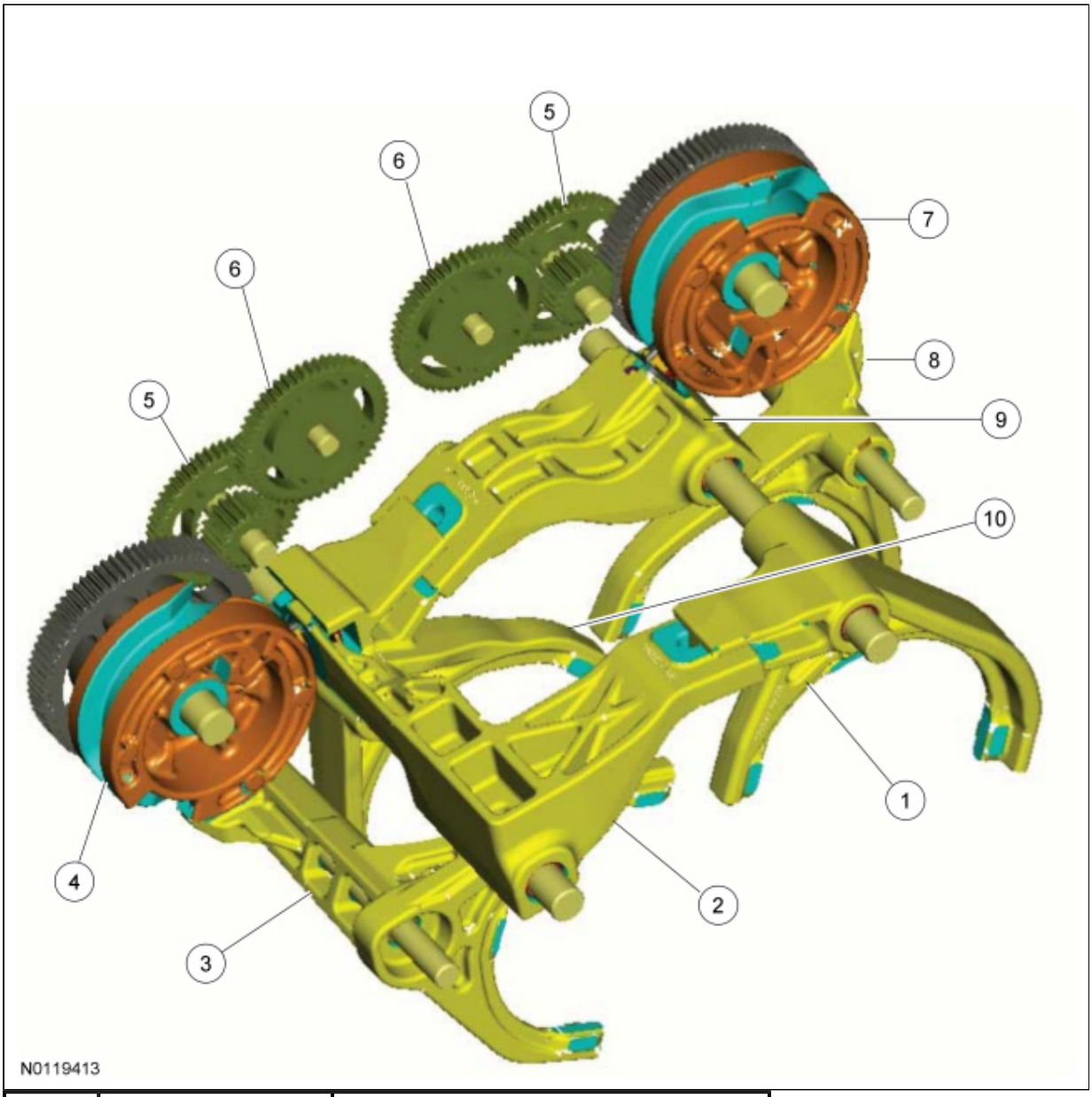
The synchronizer systems are comprised of single and dual cone synchronizer systems. The synchronizers are designed to act as the torque carrying interfaces between each speed gear and corresponding output shaft. The synchronizer design and function are similar to manual transaxle operations.

Basic Synchronizer Hardware Operation

As in manual transaxle operation, gear pre-selection is made by sliding the synchronizer sleeve towards a speed gear. This causes the internal splines of the synchronizer sleeve to bridge a gap between the output hub and the external spline feature of the speed gear, thus transmitting speed and torque between the gear and output shaft. Synchronizers are small cone wet friction clutches mounted to the transaxle output shaft. They are used to bring the rotation speed of the engaging speed gear in sync with the output shaft speed. After synchronous speed has been attained the final power flow connection is made possible and the synchronizer

sleeve is permitted to pass by and engage the external spline teeth on the speed gear.

Shift Fork Mechanical System Overview

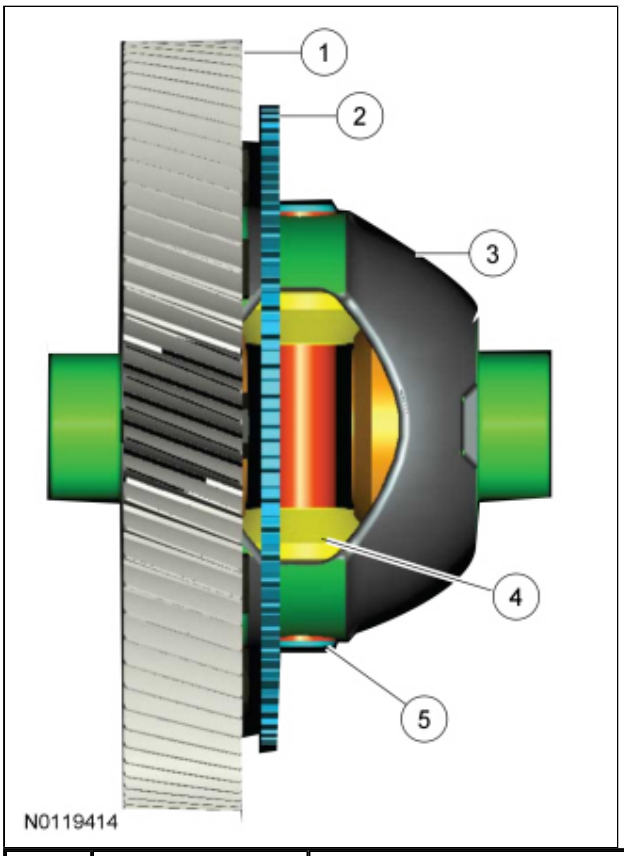


Item	Part Number	Description
1	7230	3rd gear shift fork
2	7P081	3rd gear linkage
3	7230	1st/5th gear shift fork
4	7J047	Shift drum 1
5	7J048	Small clock gear
6	7J049	Large clock gear
7	7J047	Shift drum 2
8	7230	Reverse/4th gear shift fork
9	7P081	2nd/6th linkage
10	7230	2nd/6th gear shift fork

The shift system consists of two independent sub-systems for controlling the transaxle synchronizer pre – selections and engagements. Using this arrangement provides an independent control of the two transaxles

and a mechanical interlock that prevents two gears within the same transaxle from being engaged simultaneously. The TCM houses two electric motors that mesh with and drive the first double gear wheel, which drives the second double gear which finally drives the shift drum. Gearing between the shift motors and the drums reduce speed and multiply torque. Position sensors in the TCM detect feedback of the motor angular position. Shift drum position is learned by the TCM during a teach-in process that involves rotating each drum against hard stops located on the shift drum and the transaxle housing.

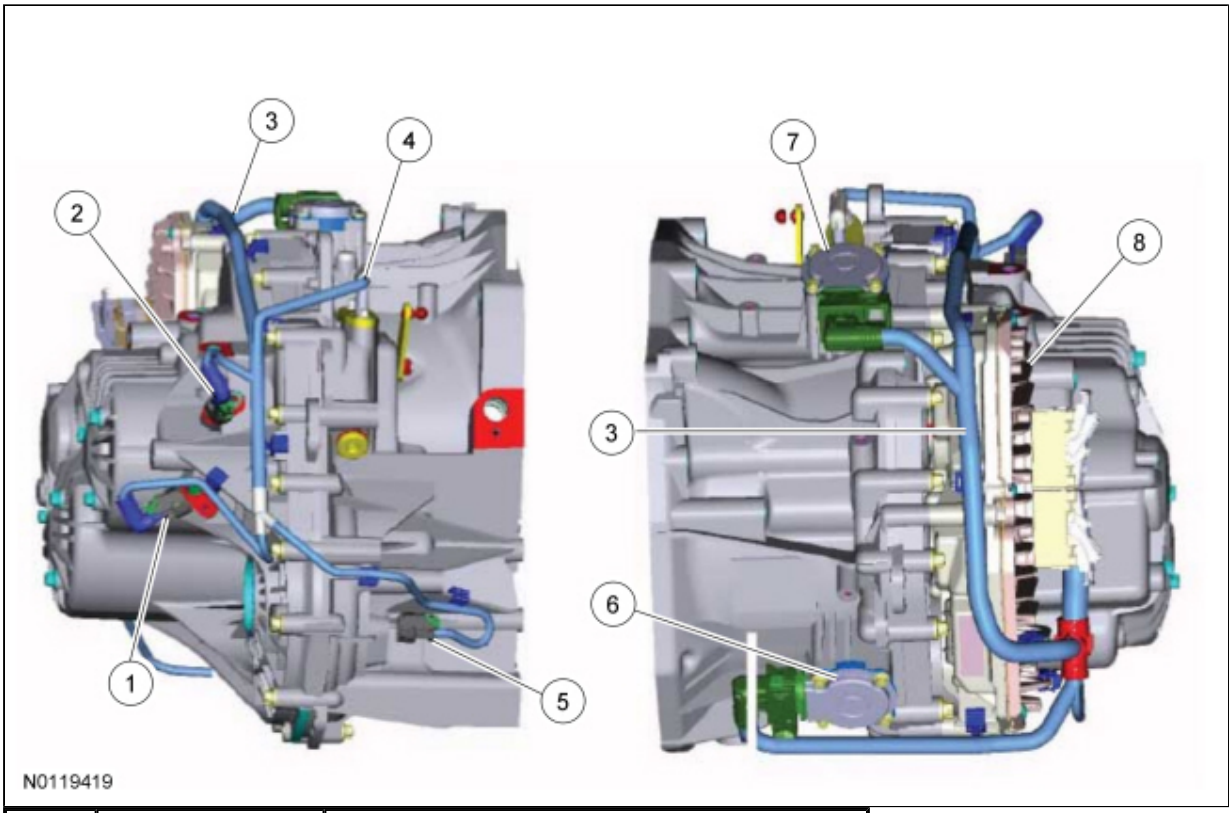
Differential System



Item	Part Number	Description
1	7D392	Differential ring gear
2	7H150	Differential impulse ring
3	—	Differential carrier (part of 4026)
4	—	Differential pinion gear (part of 4026)
5	—	Differential pinion shaft (part of 4026)

The output shaft system consists of the output shaft gears, differential ring (final drive) gear and the differential assembly. Typically when a vehicle is traveling down the road both wheels are rotating at the same speed; however, when a vehicle is turning, the outside wheel must travel a greater distance than the inside wheel. To do this, in the same time, the outside wheel must rotate faster than the inside wheel. The differential is designed to provide speed compensation for the wheels to allow the vehicle to negotiate turns smoothly.

Electrical Control System



Item	Part Number	Description
1	7M101	Input shaft speed sensor 1
2	7M101	Input shaft speed sensor 2
3	7G276	Wiring harness
4	7F293	Transmission Range (TR) sensor
5	7H103	Output Shaft Speed (OSS) sensor
6	7C604	Clutch motor 2
7	7C604	Clutch motor 1
8	7Z369	TCM

Electrical components function:

- Input shaft speed sensor 1 measures the speed and the rotating direction of the input shaft 1. The input shaft can be stationary.
- Input shaft speed sensor 2 measures the speed of the input shaft 2. The rotation direction is not measured.
- OSS sensor measures the speed of the output shaft. The rotation direction is not measured.
- Two electrical clutch motors are used to actuate the dual clutch in the transmission – one motor for each clutch. The motors work independently of each other. When the clutch is fully closed, the clutch motor provides the holding torque in addition with spring force. The clutch motors work against a clutch spring and self disengage with no electrical power.
- TR sensor detects the angular position of the shift lever shaft.
- TCM is an assembly of an electronic module, sensors, and electrical motors.
- The TCM 's electrical motors (2) control the mechanical shift fork system. The shift drums are the link from electrical to mechanical operation. The TCM collects incoming vehicle, transmission and driver demand signals and uses these signals to select the next required gear ratio. The TCM receives transmission sensor signals and transmits clutch motor current through externally mounted wire harness. The TCM uses these signals to control shift feel.

Transaxle Electronic Control System

Overview Electronic Transaxle Control

The electronic transaxle control system includes:

- a Transmission Control Module (TCM)
- a Transmission Range (TR) sensor
- an Output Shaft Speed (OSS) sensor
- 2 input shaft speed sensors each with pre-measured shims.
- 2 shift motors
- 2 clutch motors
- a Brake Pedal Position (BPP) switch
- a Brake Shift Interlock Actuator (BSIA)
- a starter inhibitor relay
- an Transmission Control Switch (TCS)/Grade Assist button
- an TCS /Grade Assist Indicator

Electrical System Components

Transmission Control Module (TCM)

The TCM is an assembly of an electronic module, sensors, and electrical actuators. It combines a control module and two electric motors for gear shifting. The primary function of TCM is to collect incoming data signals to control the transaxle, perform the interpretation of incoming data signals, communicate with the periphery and connect the electrical and mechanical contact to the signal transmitter and actuating elements. Vehicle and transaxle interface is achieved via two connectors; vehicle and transaxle connector. The transaxle connector plug is located at the TCM and is the electrical connection between the TCM and the clutch actuators and the sensors. The vehicle connector is located at the TCM and is the electrical connection between TCM and the vehicle. The TCM is a programmable module.

Transmission Range (TR) Sensor

The TR sensor detects the position of the manual control lever shaft. The TR sensor is mounted on the transaxle. The TR sensor allows the vehicle to start in PARK and NEUTRAL positions. The TR sensor output signal is linear over the measurement range and the TCM receives the selector lever position.

The signals of the TR sensor are used for the following functions:

- to recognize the selector lever position.
- to actuate the starter inhibitor relay.
- to actuate the reversing lamps.

No substitute signal is available for the TR sensor.

If the connection is cut, the vehicle cannot be started.

The TR sensor requires to be calibrated through the adaptive learning procedures.

Output Shaft Speed (OSS) Sensor

The OSS sensor measures the speed of the output shaft. The rotation direction is not measured.

The OSS sensor is located in the clutch housing above the differential.

The OSS sensor is an inductive sensor which detects the vehicle speed by means of an impulse ring on the differential.

The signal is used for the following functions among other things:

- to determine the shift timing.
- to supply the vehicle speed input signal for the TCM .

Input Shaft Speed Sensors

Input shaft speed sensor 1 measures the input speed and the rotating direction of the input shaft 1. The input shaft can be stationary. Therefore it is necessary, that the sensor system can detect the stationary state of the input shaft accurate. By being stationary the sensor must not indicate speed unequal to 0 (also not, if the motor runs by high speeds). The slow rolling of the car has to be detected safely.

Input shaft speed sensor 2 measures the input speed of the input shaft 2. The rotation direction is not measured.

Shift Motors

Two electric motors are used to shift the gears in the transaxle, one motor for gears 1-3-5 and one motor for gears R-2-4-6. The gear shifting is made by two shift drums connected to shift motor pinion via two ideal gears. The max shifting force is 1500 N (337 lb). The motors are integrated in the TCM and work independently of each other.

Clutch Motors

Two electrically commuted motors are used to actuate the double clutch in the transaxle – one motor per clutch. The motors work independently of each other. When the clutch is fully closed, the motor provides the holding torque in addition with spring force. The clutch motors work against a clutch spring and are disengaged when they reach the zero position (rest position) with the spring force.

Brake Pedal Position (BPP) Switch

The BPP switch is mounted on the brake pedal bracket.

The signal of the BPP switch is used by the PCM for the following functions:

- to activate the Brake Shift Interlock Actuator (BSIA) when the brake pedal is pressed in PARK.

No substitute signal is available for the BPP switch.

If the connection to the BPP switch is cut, the selector lever cannot be moved out of PARK.

Brake Shift Interlock Actuator (BSIA)

When the ignition is switched to the ON or RUN position, the BSIA is actuated by pressing the brake (signal from the BPP switch). This retracts the blocker so that the selector lever can be moved out of

PARK.

Brake Shift Interlock Override

NOTE: If PARK is selected again, the selector lever is locked again.

If the brake signal should fail due to a malfunction, manual unlocking of the selector lever is possible.

For this, the release of the mechanism must be done by removing the side console panel and using a suitable tool press the BSIA lever until the selector lever can be moved out of PARK.

Starter Inhibitor Relay

The relay prevents the engine starting in selector lever positions R, D and L.

The relay obtains the information about the position of the selector lever directly from the TR sensor.

Transmission Control Switch (TCS) Button

The TCS button is located on the selector lever.

Grade Assist improves vehicle handling in hilly terrain or mountainous areas by providing additional engine braking and extends lower gear operation on uphill climbs. Additional engine braking is provided through the automatic transaxle shift strategy which reacts to vehicle inputs including vehicle acceleration, accelerator pedal, brake pedal and vehicle speed. The transaxle will select gears that will provide the desired engine braking, based on the vehicle inputs, the engine rpm during engine braking will increase. It is recommended to return to DRIVE mode on flat terrain to provide the best fuel economy and transaxle function. The transaxle returns to Overdrive (O/D) and grade assist is cancelled when the TCS is pressed again.

TCS /Grade Assist Indicator

The TCS /Grade Assist indicator is located in the Instrument Cluster (IC).

It tells the driver that shifting into 6th gear is prevented by the transaxle control.

The O/D /Grade Assist light flashes to tell the driver that the transaxle control has switched to the emergency operating mode.

Emergency Operating Program

If correct gear shifting can no longer be guaranteed due to failure of certain signals, the TCM changes to an emergency operating program.

The driver is informed of the operation of the emergency operating program by the illumination of the powertrain warning indicator in the IC .

Continued motoring is guaranteed in the following limited conditions based on the failure:

- 1st, 3rd and 5th gear if a fault with clutch 2 and/or relational components occurs.
- 2nd, 4th, 6th and reverse if a fault with clutch 1 and/or relational components occurs.

Diagnostic Strategy

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Troubleshooting an electronically-controlled automatic transaxle is simplified by using the proven method of diagnosis. One of the most important things to remember is that there is a definite procedure to follow.

Preliminary Inspection

- Verify the concern by operating the vehicle.
- Check the transmission fluid levels and condition.
- Check selector lever linkages for correct adjustment.

Diagnostics

- Carry out On-Board Diagnostic (OBD) procedures Key ON Engine OFF (KOEO) and Key ON Engine Running (KOER).
- Record all DTCs.
- Repair all non-transaxle DTCs first.
- Repair all transaxle DTCs second.
- Erase all continuous DTCs and attempt to repeat them.
- Repair all continuous DTCs.
- If only pass DTCs are obtained, proceed to the Diagnosis by Symptom Index. Refer to Diagnosis By Symptom in this section for further information and diagnosis.

Follow the diagnostic sequence to diagnose and repair the concern the first time.

Preliminary Inspection

Determine Customer Concern

Determine customer concerns relative to vehicle use and dependent driving conditions, paying attention to the following items:

- Hot or cold vehicle operating temperature
- Hot or cold ambient temperatures
- Type of terrain
- Vehicle loaded/unloaded
- City/highway driving
- Upshift
- Downshift
- Coasting
- Engagement
- Noise/vibration — check for dependencies, either rpm dependent, vehicle speed dependent, shift dependent, gear dependent, range dependent or temperature dependent.

Transmission Fluid Level and Condition Check

NOTICE: **If transaxle noise is reported, first check the transmission fluid level. The vehicle should not be driven if the transmission fluid level is low or damage can occur.**

NOTE: The vehicle should not be driven if the transmission fluid level is low.

An incorrect transmission fluid level may affect the transaxle operation and can result in transaxle damage. To correctly check and add transmission fluid to the transaxle, refer to Transmission Draining and Filling in this section.

A low transmission fluid level can result in poor transaxle shifting, engagement or damage. It can also indicate a leak in the transaxle seals.

1. Check the transmission fluid condition.
    - Observe the color of the transmission fluid. Allow the transmission fluid to drip onto a white cloth and examine the stain. Check the transmission fluid for contamination or metal particles.
        - Transmission fluid should appear nearly clear.

Visual Inspection

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Visually inspect the vehicle for obvious causes of the customer concern. Check for:

- Electronic add-on items
- Vehicle modification

- Leaks; refer to Leakage Inspection in this section.

Inspect the Selector Lever and Components

Check selector lever linkage adjustment by matching the detents in the selector lever with those in the transaxle. If they do not match, adjust the selector lever cable. Refer to Section 307-05 .

Inspect the selector lever and components for:

- binding
- signs of damage.
- broken clips
- binding
- cable not fully seated or in brackets
- hold-down bracket bolts are loose
- correct routing
- correct adjustment

Evaluation of the Transaxle

1. During the road test, use the following driving methods to diagnose the problem.
    - Start the engine.
    - Evaluate the noise in NEUTRAL while the vehicle is parked.
        - Check whether the noise is present.
        - With the parking brake engaged, move the selector lever to DRIVE. Apply very slight pressure to the throttle and note if the noise level is reduced.
        - With the vehicle in PARK, check whether the noise is present as the engine speed is increased. If the noise reduces, note the engine speed at which this occurs.
    - Listen for any change in noise while changing engine rpm.
    - Drive the vehicle and allow it to shift through all of the gear ranges, including reverse. Listen for any change in noise in a particular gear.

- Drive the vehicle in the gear in which the noise is most noticeable. Listen for any change in noise.
- Drive the vehicle in the gear in which the noise is most noticeable and shift the transaxle into NEUTRAL. Allow the vehicle to coast. Note any change in noise.

2. Compare the road test results with the symptom charts. It is a list of conditions that are typical faults into which the transaxle will fall:

GO to Diagnosis By Symptom .

Diagnostic Parameters Identification (PID) Chart

Accessing PIDs

The following general PID list may be of use to the technician when exercising output state control:

PIDs	PID Description
1stBLCK_GR_JMP	1st Gear Is Blocked Due To Gear Jump Occurred
1stBLOCK_TMP	1st Gear Is Blocked Temporarily Protect Mode
2ndBLCK_GR_JMP	2nd Gear Is Blocked Due To Gear Jump Occurred
2ndBLOCK_TMP	2nd Gear Is Blocked Temporarily Protect Mode
3rdBLCK_GR_JMP	3rd Gear Is Blocked Due To Gear Jump Occurred
3rdBLOCK_TMP	3rd Gear Is Blocked Temporarily Protect Mode
4thBLCK_GR_JMP	4th Gear Is Blocked Due To Gear Jump Occurred
4thBLOCK_TMP	4th Gear Is Blocked Temporarily Protect Mode
5thBLCK_GR_JMP	5th Gear Is Blocked Due To Gear Jump Occurred
5thBLOCK_TMP	5th Gear Is Blocked Temporarily Protect Mode
6thBLCK_GR_JMP	6th Gear Is Blocked Due To Gear Jump Occurred
6thBLOCK_TMP	6th Gear Is Blocked Temporarily Protect Mode
CLTC_A_BLCK	Clutch A Actuator Blocked [a]
CLTC_A_CLOS_F	Clutch A Reference Position Closed Failed [a]
CLTC_A_CUR_MES	Clutch A Actuator Current - Measured [a]
CLTC_A_F_MANAG	Clutch A Failure Management Status [a]
CLTC_A_LOWCONF	Clutch A Low Confidence In Sensed Position [a]
CLTC_A_MTR_DSD	Clutch A Actuator Motor - Desired [a]
CLTC_A_OPEN_F	Clutch A Reference Position Open Direction Failed [a]
CLTC_A_POS_F	Clutch Motor A - Position Sensor Fault
CLTC_A_SEQ_F	Clutch Motor A - Phase Sequence Fault
CLTC_A_SLFDIAG	Clutch A Self Diagnostic Procedure Status [a]
CLTC_A_SLIPMES	Clutch A Measured Slip [a]
CLTC_A_SPRNG	Clutch A Spring Cannot Fully Open Clutch [a]
CLTC_B_BLCK	Clutch B Actuator Blocked [b]
CLTC_B_CLOSE_F	Clutch B Reference Position Closed Failed [b]
CLTC_B_CUR_MES	Clutch B Actuator Current - Measured [b]
CLTC_B_F_MANAG	Clutch B Failure Management Status [b]
CLTC_B_LOWCONF	Clutch B Low Confidence In Sensed Position

CLTC_B_MTR_DSD	Clutch B Actuator Motor - Desired [b]
CLTC_B_OPEN_F	Clutch B Reference Position Open Direction Failed [b]
CLTC_B_POS_F	Clutch Motor B - Position Sensor Fault
CLTC_B_SEQ_F	Clutch Motor B - Phase Sequence Fault
CLTC_B_SLFDIAG	Clutch B Self Diagnostic Procedure Status [b]
CLTC_B_SLIPMES	Clutch B Measured Slip [b]
CLTC_B_SPRNG	Clutch B Spring Cannot Fully Open Clutch [b]
CLTC_MTR_A_F	Clutch Motor A - Phase Circuit Fault
CLTC_MTR_B_F	Clutch Motor B - Phase Circuit Fault
CLUTCH_A_OPEN	Clutch A Is Completely Open - Measured
CLUTCH_B_OPEN	Clutch B Is Completely Open - Measured
FOOT_BRAKE	Foot Brake - Foot brake state used by strategy
GEAR_CMD	Gear Commanded
GEAR_ENGAGED	Transmission Gear Engaged
GEAR_OSC	Gear Command by Output State Control
GEARBX_SF_A_F	Gearbox Error Status for Shift Fork A
GEARBX_SF_B_F	Gearbox Error Status for Shift Fork B
ISS_A_PC_F	Input Shaft Speed Sensor A - Power/Circuit Fault
ISS_A_RAW	Input Shaft Speed A - Raw
ISS_B_PC_F	Input Shaft Speed Sensor B - Power/Circuit Fault
ISS_B_RAW	Input Shaft Speed B - Raw
ISS_EFFECT_RPM	Effective Input Shaft Speed
OSS_PC_F	Output Shaft Speed Sensor - Power or Circuit Fault
OSS_SRC	Unfiltered Output Shaft Speed A
REVBLCK_GR_JMP	Reverse Gear Is Blocked Due To Gear Jump Occurred
REVBLOCK_TMP	Reverse Is Blocked Temporarily Protect Mode
RLC	Reverse Lamp Control
RLC_F	Reverse Control Lamp Status
SF_A_CURR_MES	Shift Fork A Actuator Current - Measured
SF_A_ENGAG_STA	Shift Fork A Engagement Control Status
SF_A_GRRAT_MES	Shift Fork A Gear Ratio - Measured
SF_A_POS_MES	Shift Fork A Actuator Position - Measured
SF_A_POS_STAT	Position Signal Status for Shift Fork A Actuator
SF_A_POS_TARG	Shift Fork A Actuator Position - Target
SF_A_ROTAT_MES	Shift Fork A Rotational Position - Measured
SF_B_CURR_MES	Shift Fork B Actuator Current - Measured
SF_B_ENGAG_STA	Shift Fork B Engagement Control Status
SF_B_GRRAT_MES	Shift Fork B Gear Ratio - Measured
SF_B_POS_MES	Shift Fork B Actuator Position - Measured
SF_B_POS_STAT	Position Signal Status for Shift Fork B Actuator
SF_B_POS_TARG	Shift Fork B Actuator Position - Target

SF_B_ROTAT_MES	Shift Fork B Rotational Position - Measured
SHFRK_A_CAL_E1	Self Calibration Error - Shift Fork A Movement
SHFRK_A_CAL_E2	Self Calibration Error - Shift Fork A Reference
SHFRK_B_CAL_E1	Self Calibration Error - Shift Fork B Movement
SHFRK_B_CAL_E2	Self Calibration Error - Shift Fork B Reference
SHFRK_NO_CAL_0	Self Calibration Prevented - Brake Input Status
SHFRK_NO_CAL_1	Self Calibration Prevented - Clutch A is Not Open
SHFRK_NO_CAL_2	Self Calibration Prevented - Clutch B is Not Open
SHFRK_NO_CAL_3	Self Calibration Prevented - Output Shaft Speed
SHFRK_NO_CAL_4	Self Calibration Prevented - Actuator Supply Voltage
SHFTLCK_ALLW	Transmission Range Shift Lock Output Allow
SHFTLCK_ALLW_F	Transmission Range Shift Lock Output Allow Status
SHIFT_A	Shifting In Progress on Shift Fork A
SHIFT_B	Shifting In Progress on Shift Fork B
TCIL	Transmission Control Indicator Light
TCS_DEPRES	Transmission Control Switch Pressed
TCS_STATE	Transmission Control Switch Requested State
TR_A_DC	Transmission Range Sensor Input A Duty Cycle
TR_A_POS_MEAS	Transmission Range Sensor A Position - Measured
TR_A_UR	Transmission Range Sensor Input A Unreliable
TR_B_DC	Transmission Range Sensor Input B Duty Cycle
TR_B_POS_MEAS	Transmission Range Sensor B Position - Measured
TR_B_UR	Transmission Range Sensor Input B Unreliable
TR_CORRECTED	Transmission Range Sensor Position - Corrected
TR_CRANK	Transmission Range Input Allowing Engine Start
TR_CRANK_F	Park Neutral Starter Enable Output Fault Detected
TR_SUPPLY_F	Transmission Range Supply Voltage Output Fault
TRAN_RAT	Transmission Gear Ratio

[a] Clutch A = Clutch 1
[b] Clutch B = Clutch 2

Diagnostic Trouble Code (DTC) Charts

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

DTC Chart

Five Digit DTC	Description	Condition	Symptom	Action
C0044:28	Brake pressure sensor A: signal bias level out of range / zero adjustment failure	Brake pressure sensor signals do not match	Transaxle defaults to NEUTRAL	For additional information, refer to Section 206-09 .
P06A6	Sensor reference voltage A circuit range/performance	Input shaft speed sensor 1 power supply circuit failure	Disabled 3rd and 5th gears. Only engage in 1st gear at a stop. Neutral shift drum 1 after launch.	GO to Pinpoint Test C .
P06A7	Sensor reference voltage B circuit range/performance	Input shaft speed sensor power supply circuit failure	Disabled 2nd, 4th and 6th gears. Neutral shift drum 2 in forward range.	GO to Pinpoint Test C .
P06A8	Sensor reference voltage C circuit range/performance	Output Shaft Speed (OSS) power supply circuit failure.	Substitute Anti-Lock Brake System (ABS) wheel speed, input shaft speed sensor 1 or input shaft speed sensor 2 for OSS .	GO to Pinpoint Test C .
P0700	Transmission control system DTC present	TCM has sent a DTC error code to PCM indicating that additional TCM DTCs may be present.	Malfunction Indicator Lamp (MIL) may be illuminated. Other transmission concerns present.	Code set in PCM to indicate that there is a transmission code(s) present and technician should check the TCM for codes. RERUN OBD test and retrieve transmission DTCs from TCM .
P0701	Wrong engine control fault - monitors the torque up and engine speed requests from the Transmission	Transmission control system range/performance	Will turn on Malfunction Indicator Lamp (MIL).	See more specific DTC. If no other DTCs are set, clear code and re-test.

	Control Module (TCM), if it finds a fault it turns off these requests			
P0702	Transmission control system electrical	Sets with P0882 (voltage out of range low) or P0883 (voltage out of range high)	See more specific DTC.	• Verify TR sensor adaptive learning. For additional information, refer to Transmission Adaptive Learning in this section. • Adjust selector lever cable. Refer to Section 307-05. If concern still present, replace TR sensor.
P0706	TR sensor A circuit range/performance	TR sensor A frequency out of range (200-300 Hz). Code does not set for open, short to ground or short to power (duty cycle less than 2.0 or greater than 98.0 disables this code)	• Default to NEUTRAL at low speed. • Crank disabled if fault present at start-up • Will turn on Malfunction Indicator Lamp (MIL).	GO to Pinpoint Test D.
P0707	TR sensor A circuit low	TR sensor A duty cycle out of range low (below Park Min duty cycle)	• Default to NEUTRAL at low speed. • Crank disabled if fault present at start-up • Will turn on MIL.	• Verify TR sensor adaptive learning. For additional information, refer to Transmission Adaptive Learning in this section. • Adjust selector lever cable. Refer to Section 307-05. If concern still present, replace TR sensor.
P0708	TR sensor A circuit high	TR sensor A duty cycle out of range high (below Low Max duty cycle).	• Default to NEUTRAL at low speed. • Crank disabled if fault present at start-up • Will turn on MIL.	GO to Pinpoint Test D.
P0709	TR sensor A circuit intermittent	TR intermittent PARK or NEUTRAL signal during pre-crank test	• Sets with P0706, P0707 or	GO to Pinpoint Test D.

			P0708. • Will turn on MIL .	
P0715	Insufficient input from input shaft speed sensor	Input shaft speed sensor 1 circuit failure detected	Disabled 3rd and 5th gears. Only engages in 1st at a stop, Neutral Shift Drum 1 after launch.	GO to Pinpoint Test C .
P0716	Input shaft speed sensor A circuit	Erratic input shaft speed sensor 1 signal - noisy signal, out of range high, or not plausible. Detection of this fault is disabled if a power supply (P06A6) or circuit fault (P0715) is present.	Disabled 3rd and 5th gears. Only engages in 1st at a stop, neutral shift drum 1 after launch.	GO to Pinpoint Test C .
P0717	Input shaft speed sensor A circuit no signal	Input shaft speed sensor 1 failed to 0 speed. Detection of this fault is disabled if a power supply (P06A6) or circuit fault (P0715) is present	Disabled 3rd and 5th gears. Only engages in 1st at a stop, neutral shift drum 1 after launch.	GO to Pinpoint Test C .
P0718	Input shaft speed sensor A signal intermittent	PCM has detected an erratic input shaft speed sensor signal.	• Disabled 3rd and 5th gears. Only engages in 1st at a stop, neutral shift drum 1 after launch. • Sets with P06A6, P0715, P0716 or P0717 • Will turn on Malfunction Indicator Lamp (MIL).	GO to Pinpoint Test C .
P0720	Insufficient input from OSS sensor circuit	OSS circuit failure detected.	Substitute ABS wheel speed, input shaft speed sensor 1 or input shaft speed sensor 2 for OSS	GO to Pinpoint Test C .
P0721	OSS sensor signal error	Erratic OSS signal - noisy signal, out of range high, or not plausible. Detection of this fault is disabled if a power supply (P06A8) or circuit fault (P0720) is present.	Substitute ABS wheel speed, input shaft speed sensor 1 or input shaft speed sensor 2 for OSS	GO to Pinpoint Test C .
P0722	OSS sensor no signal	OSS failed to 0 speed when vehicle	Substitute ABS wheel speed, input	GO to Pinpoint Test C .

		conditions indicate OSS should be non-zero. Detection of this fault is disabled if a power supply (P06A8) or circuit fault (P0720) is present.	shaft speed sensor 1 or input shaft speed sensor 2 for OSS	
P0723	OSS sensor circuit intermittent	Sets with P0720, P0721 or P0722	• Substitute ABS wheel speed, input shaft speed sensor 1 or input shaft speed sensor 2 for OSS • Will turn on Malfunction Indicator Lamp (MIL).	GO to Pinpoint Test C .
P072B	Stuck in reverse	Shift drum 2 is unable to disengage REVERSE gear	• Shift drum 2 mechanical fault. • Shift drum 2 motor fault. • Electrical faults that prevent shift drum 2 from rotating (open circuits cannot be detected during operation). • Clutch 2 stuck on (if undetected may prevent shift drum 2 movement). • 2nd, 4th and 6th gears disabled.	• REPAIR all speed sensor, clutch motor 2, and clutch 2 performance DTCs first. • GO to Pinpoint Test B . • INSPECT shift drum, shift fork, synchronizer and TCM Shift Motors for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P072C	Stuck in gear 1	Shift drum 1 is unable to disengage 1st gear	• Shift drum 1 mechanical fault. • Shift drum 1 motor fault. • Electrical faults that prevent shift drum 1 from rotating (open circuits cannot be detected during operation). • Clutch 1 stuck on (if undetected	• REPAIR all speed sensor, clutch motor 1, and clutch 1 performance DTCs first. • GO to Pinpoint Test B . • INSPECT shift drum, shift fork, synchronizer and TCM shift motors for wear or damage. REPLACE as needed. REFER to Transaxle in

			may prevent shift drum 1 movement). • 3rd and 5th gears disabled.	this section.
P072D	Stuck in gear 2	Shift drum 2 is unable to disengage 2nd gear	• Shift drum 2 mechanical fault. • Shift drum 2 motor fault. • Electrical faults that prevent shift drum 2 from rotating (open circuits cannot be detected during operation). • Clutch 2 stuck on (if undetected may prevent shift drum 2 movement). • REVERSE, 4th and 6th gears disabled.	• REPAIR all speed sensor, clutch motor 2, and clutch 2 performance DTCs first. • GO to Pinpoint Test B . • INSPECT shift drum, shift fork, synchronizer and TCM shift motors for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P072E	Stuck in gear 3	Shift drum 1 is unable to disengage 3rd gear	• Shift drum 1 mechanical fault. • Shift drum 1 motor fault. • Electrical faults that prevent shift drum 1 from rotating (open circuits cannot be detected during operation). • Clutch 1 stuck on (if undetected may prevent shift drum 1 movement). • 1st and 5th gears disabled.	• REPAIR all speed sensor, clutch motor 1, and clutch 1 performance DTCs first. • GO to Pinpoint Test B . • INSPECT shift drum, shift fork, synchronizer and TCM shift motors for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P072F	Stuck in gear 4	Shift drum 2 unable to disengage 4th gear	• Shift drum 2 mechanical fault. • Shift drum 2 motor fault. • Electrical faults that	• REPAIR all speed sensor, clutch motor 2, and clutch 2 performance DTCs first. • GO to Pinpoint

			prevent shift drum 2 from rotating (open circuits cannot be detected during operation). • Clutch 2 stuck on (if undetected may prevent shift drum 2 movement). • REVERSE, 2nd and 6th gears disabled.	Test B . • INSPECT shift drum, shift fork, synchronizer and TCM shift motors for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P073A	Stuck in gear 5	Shift drum 1 unable to disengage 5th gear	• Shift drum 1 mechanical fault. • Shift drum 1 motor fault. • Electrical faults that prevent shift drum 1 from rotating (open circuits cannot be detected during operation). • Clutch 1 stuck on (if undetected may prevent shift drum 1 movement). • 1st and 3rd gears disabled.	• REPAIR all speed sensor, clutch motor 1, and clutch 1 performance DTCs first. • GO to Pinpoint Test B . • INSPECT shift drum, shift fork, synchronizer and TCM shift motors for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P073B	Stuck in gear 6	Shift drum 2 unable to disengage 6th gear	• Shift drum 2 mechanical fault. • Shift drum 2 motor fault. • Electrical faults that prevent shift drum 2 from rotating (open circuits cannot be detected during operation). • Clutch 2 stuck on (if undetected may prevent shift drum 2	• REPAIR all speed sensor, clutch motor 2, and clutch 2 performance DTCs first. • GO to Pinpoint Test B . • INSPECT shift drum, shift fork, synchronizer and TCM shift motors for wear or damage. REPLACE as needed. REFER to Transaxle in this section.

			movement). • REVERSE, 2nd and 4th gears disabled.	
P073E	Unable to engage reverse	Shift drum 2 is unable to engage REVERSE	• Motor turns, but cannot synchronize and engage REVERSE gear. • Reverse gear is disabled.	INSPECT shift fork and synchronizer for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P073F	Unable to engage gear 1	Shift drum 1 is unable to engage 1st gear	• Motor turns, but cannot synchronize and engage 1st gear. • 1st gear disabled.	INSPECT shift fork and synchronizer for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P074A	Unable to engage gear 2	Shift drum 2 is unable to engage 2nd gear	• Motor turns, but cannot synchronize and engage 2nd gear. • 2nd gear disabled. • For certain faults shift drum controls will not pass through a failed gear; reverse, 4th and 6th gears may also be disabled.	INSPECT shift fork and synchronizer for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P074B	Unable to engage gear 3	Shift drum 1 is unable to engage 3rd gear	• Motor turns, but cannot synchronize and engage 3rd gear. • 3rd gear disabled. • For certain faults shift drum controls will not pass through a failed gear; 1st and 5th gears may also be disabled.	INSPECT shift fork and synchronizer for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P074C	Unable to engage gear 4	Shift drum 2 is unable to engage 4th gear	• Motor turns, but cannot synchronize and engage 4th gear. • 4th gear disabled.	INSPECT shift fork and synchronizer for wear or damage. REPLACE as needed. REFER to Transaxle in this section.

			• For certain faults shift drum controls will not pass through a failed gear; reverse, 2nd and 6th gears may also be disabled.	
P074D	Unable to engage gear 5	Shift drum 1 is unable to engage 5th gear	• Motor turns, but cannot synchronize and engage 5th gear. • 5th gear disabled.	INSPECT shift fork and synchronizer for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P074E	Unable to engage gear 6	Shift drum 2 is unable to engage 6th gear	• Motor turns, but cannot synchronize and engage 6th gear. • 6th gear disabled.	INSPECT shift fork and synchronizer for wear or damage. REPLACE as needed. REFER to Transaxle in this section.
P07A2	Transmission friction element A performance/stuck off	Clutch A (1st, 3rd and 5th gears) stuck off [a]	1st, 3rd and 5th gears disabled.	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P07A3	Transmission friction element A stuck on	Clutch A (1st, 3rd and 5th gears) spring fault or clutch motor 1 is blocked, preventing it traveling its full range. [a]	• Spring. • Blockage. • 3rd and 5th gears disabled.	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P07A4	Transmission friction element B performance/stuck off	Clutch B (R, 2nd, 4th and 6th) stuck off. [b]	Reverse, 2nd, 4th and 6th gears disabled	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P07A5	Transmission friction element B stuck on	Clutch B (reverse, 2nd, 4th and 6th gears) spring fault or clutch motor 2 is blocked, preventing it traveling its full range. [b]	• Spring. • Blockage. • Reverse, 2nd, 4th and 6th gears disabled.	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P0805	Clutch position sensor A circuit	Clutch motor 1 (ATIC) fault	1st, 3rd and 5th gears disabled.	GO to Pinpoint Test A.
P0806	Clutch position sensor A circuit range/performance	Clutch motor 1 hall sensor fault detected	1st, 3rd and 5th gears disabled	GO to Pinpoint Test A.
P0809	Clutch position sensor A circuit intermittent	Clutch motor 1 sequence fault detected	1st, 3rd and 5th gears disabled.	GO to Pinpoint Test A.
P087A	Clutch position sensor B circuit	Clutch motor 2 (ATIC) fault detected	Reverse, 2nd, 4th and 6th gears disabled.	GO to Pinpoint Test A.

P087B	Clutch position sensor B circuit range/performance	Clutch motor 2 hall sensor fault detected	Reverse, 2nd, 4th and 6th gears disabled.	GO to Pinpoint Test A .
P087E	Clutch position sensor B circuit intermittent	Clutch motor 2 sequence fault detected	Reverse, 2nd, 4th and 6th gears disabled.	GO to Pinpoint Test A .
P0882	TCM power input signal low	TCM voltage out of range - low	Shift drums will not engage new gears.	GO to Pinpoint Test A .
P0883	TCM power input signal high	TCM voltage out of range - high	No noticeable problems.	Section 414-00 .
P0900	Clutch A actuator control circuit / open	Clutch motor 1 open circuit fault detected	1st. 3rd and 5th gears disabled.	GO to Pinpoint Test A .
P0901	Clutch A actuator control circuit range/performance	Sets with P0900, P0902 or P0903	Will turn on MIL .	GO to Pinpoint Test A .
P0902	Clutch A actuator control circuit low	Clutch motor 1 short to ground fault detected	1st, 3rd and 5th gears disabled.	GO to Pinpoint Test A .
P0903	Clutch A actuator control circuit high	Clutch motor 1 short to power fault detected	1st, 3rd and 5th gears disabled.	GO to Pinpoint Test A .
P090A	Clutch B actuator control circuit / open	Clutch motor 2 open circuit fault detected	Reverse, 2nd, 4th and 6th gears disabled.	GO to Pinpoint Test A .
P090B	Clutch B actuator control circuit performance	Sets with P090A, P090C or P090D	Will turn on MIL .	GO to Pinpoint Test A .
P090C	Clutch B actuator control circuit low	Clutch motor 2 short to ground fault detected	Reverse, 2nd, 4th and 6th gears disabled.	GO to Pinpoint Test A .
P090D	Clutch B Actuator Control Circuit High	Clutch motor 2 short to power fault detected	Reverse, 2nd, 4th and 6th gears disabled.	GO to Pinpoint Test A .
P163E	TCM programming error	Gear ratio calibration error	• Gear ratios used within Ford software and shift drum controls do not match. • The calibration does not match the hardware.	Verify TCM calibration. For additional information, refer to Transmission Adaptive Learning in this section.
P2700	Transmission friction element A apply time range/performance	—	—	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P2701	Transmission friction element B apply time range/performance	—	—	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P2765	Input speed sensor 2	Input shaft speed 2	2nd, 4th and 6th	GO to Pinpoint Test

	circuit	circuit failure detected	gears disabled.	C .
P2766	Input speed sensor 2 circuit range / performance	Erratic input shaft speed sensor 1 signal - noisy signal, out of range high, or not plausible	2nd, 4th and 6th gears disabled.	GO to Pinpoint Test C .
P2767	Input speed sensor 2 circuit no signal	Input shaft speed sensor failed to 0 speed when vehicle conditions indicate that input shaft speed sensor should be non-zero	2nd, 4th and 6th gears disabled.	GO to Pinpoint Test C .
P2768	Input speed sensor 2 circuit intermittent	Sets with P06A7, P2765, P2766 or P2767	• 2nd, 4th and 6th gears disabled. • Will turn on MIL .	GO to Pinpoint Test C .
P2801	TR sensor B circuit range/performance	TR B frequency out of range (200-300 Hz). Code does not set for open, short to ground or short to power (duty cycle less than 2.0 or greater than 98.0 disables this code.	• Default to neutral at low speed. • Crank disabled if fault present at start-up	GO to Pinpoint Test D .
P2802	TR sensor B circuit low	TR sensor B duty cycle out of range low	• Default to neutral at low speed. • Crank disabled if fault present at start-up	GO to Pinpoint Test D .
P2803	TR sensor B circuit high	TR sensor B duty cycle out of range high	• Default to neutral at low speed. • Crank disabled if fault present at start-up	GO to Pinpoint Test D .
P2804	TR sensor B circuit intermittent	Sets with P2801, P2802 or P2803	See P0706, P0707 and P0708.	GO to Pinpoint Test D .
P2805	TR sensor A / B correlation	TR sensor A and B sum must be 100 +/- 2x sensor tolerance. If both are "in-range" (no other DTC's set) but the sum fails to add up to 100% this DTC will set	• Defaults to neutral at low speed. • Crank disabled if fault present at start up.	GO to Pinpoint Test D .
P2831	Shift fork A position circuit intermittent	Shift drum motor 1 fault detected	Shift drum 1 will no longer move, so only the current gear is available on shift drum 1	GO to Pinpoint Test B .
P2832	Shift fork A position	Shift drum - shift	• 1st, 3rd, and	GO to Pinpoint Test

	circuit range/performance	drum controls found an error with shift drum 1 that indicated it has lost position confidence.	5th gears disabled. • If shift drum 1 indicates state of shift drum 1 unknown the transaxle will default to neutral.	B .
P2835	Shift fork A position circuit intermittent	Shift drum motor 1 sequence fault detected	Disables all the gears but the current engaged gear.	GO to Pinpoint Test B .
P2836	Shift fork B position circuit	Shift drum motor 2 fault detected	Shift drum will no longer move. Current gear is the only gear available.	GO to Pinpoint Test B .
P2837	Shift fork B position circuit range/performance	Shift drum 2 - shift drum controls found an error with shift drum 2 that indicated it has lost position confidence	• Reverse, 2nd, 4th and 6th gears disabled. • If shift drum control indicates state of shift drum 2 as unknown the transaxle will default to neutral.	GO to Pinpoint Test B .
P283A	Shift fork B position circuit intermittent	Shift drum motor 2 sequence fault detected	Disables all gears but the current gear.	GO to Pinpoint Test B .
P285B	Shift fork A actuator circuit / open	Shift drum motor 2 open circuit fault detected	Disables all gears but the current gear.	GO to Pinpoint Test B .
P285C	Shift fork A actuator circuit performance	Sets with P285F, P2861 or P2862	• Disables all gears but the current gear. • Will turn on MIL .	GO to Pinpoint Test B .
P285D	Shift fork A actuator circuit low	Shift drum motor 1 short to ground fault detected	Disables all gears but the current gear.	GO to Pinpoint Test B .
P285E	Shift fork A actuator circuit high	Shift drum motor 1 short to power fault detected	Disables all gears but the current gear.	GO to Pinpoint Test B .
P285F	Shift fork B actuator circuit / open	Shift drum motor 1 open circuit fault detected	Disables all gears but the current gear.	GO to Pinpoint Test B .
P2860	Shift fork B actuator circuit performance	Sets with P285F, P2861 or P2862	• Disables all gears but the current gear. • Will turn on MIL .	GO to Pinpoint Test B .
P2861	Shift fork B actuator circuit low	Shift drum motor 2 short to ground fault	Disables all gears but the current gear.	GO to Pinpoint Test B .

		detected		
P2862	Shift fork B actuator circuit high	Shift drum motor 2 short to power fault detected	Disables all gears but the current gear.	GO to Pinpoint Test B .
P286F	Clutch A disengagement time performance/too slow	TIP unintended launch protection or wrong driving direction tripped.	Disables clutch 1.	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P2872	Clutch A stuck engaged	Clutch confidence error	Neutral shift drum 1 and disables all gears with clutch 1 on.	• GO to Pinpoint Test B . • Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P2877	Clutch B disengagement time performance/too slow	TIP unintended launch protection or wrong driving direction tripped.	Disables clutch 2.	Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P287A	Clutch B stuck engaged	Clutch confidence error	Neutral shift drum 2 and disables all gears with clutch 2 on.	• GO to Pinpoint Test B . • Check the clutch for wear or damage. For additional information, refer to Clutch in this section.
P287B	Shift fork calibration not learned	Transmission control module adaptive learning failure	Defaults to neutral until a transmission control module adaptive learning completes successfully	Verify TCM calibration. For additional information, refer to Transmission Adaptive Learning in this section.
U0028	Vehicle communication bus A	non- MIL sister code to U0073	• Holds current gear until the vehicle speed is too low, then defaults to neutral.	Refer to Section 418-00 .
U0073	Control module communication bus A off	Complete Controller Area Network (CAN) failure	• Holds current gear until the vehicle speed is too low, then defaults to NEUTRAL. • Will turn on MIL .	Refer to Section 418-00 .
U0100	Lost communication with Engine Control Module (ECM)/ PCM A	Lost communication with the PCM .	• Holds current gear until the vehicle speed is too low, then defaults to neutral. • Will turn on	Refer to Section 418-00 .

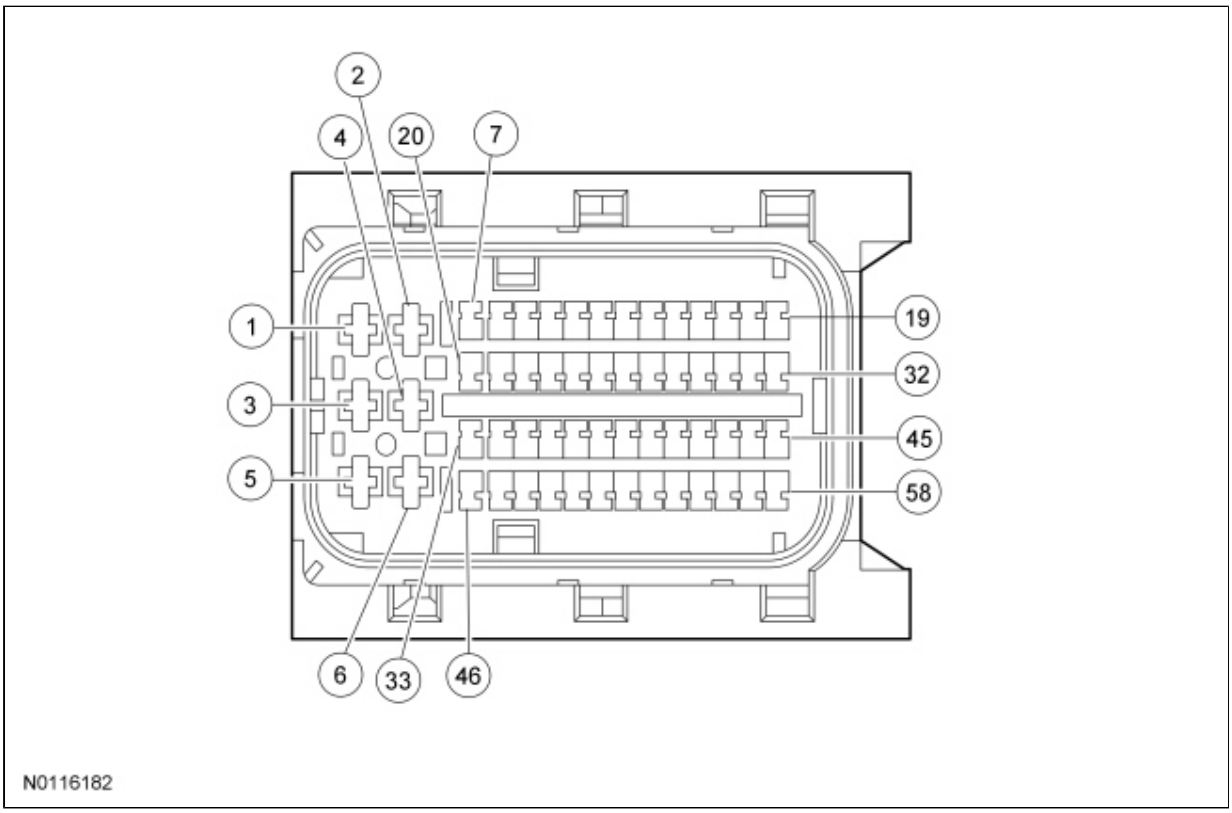
			MIL .	
U0115	Lost Communication With ECM / PCM B	Lost communication with the PCM .	FMEM mode.	Refer to Section 418-00 .
U0121	Lost communication with ABS control module	Lost communication with ABS	Provide failure mode substitutions for missing brake pressure and wheel speeds	Refer to Section 418-00 .
U0129	Lost communication with ABS control module	Lost communication with ABS control module	Provide failure mode substitutions for missing brake pressure and wheel speeds	Refer to Section 418-00 .
U0140	Lost communication with Body Control Module (BCM)	—	—	Refer to Section 418-00 .
U0141	Lost communication with BCM A	—	—	Refer to Section 418-00 .
U0155	Lost communication with Instrument Panel Cluster (IPC) control module	Lost communication with the IPC control module	—	Refer to Section 418-00 .
U0294	Lost communication with PCM	Lost communication with PCM	Holds current gear until speed is too low then defaults to neutral.	Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U0401	Invalid data received from ECM / PCM A	Receiving CAN messages from PCM , but PCM is indicating failures of certain key signals	Holds current gear until speed is too low then defaults to neutral.	Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U0415	Invalid data received from ABS control module	Receiving CAN messages from ABS , but ABS is indicating failures of certain key signals	—	Refer to Section 206-09 .

[a] Clutch A = Clutch 1

[b] Clutch B = Clutch 2

Transaxle Connector Layouts

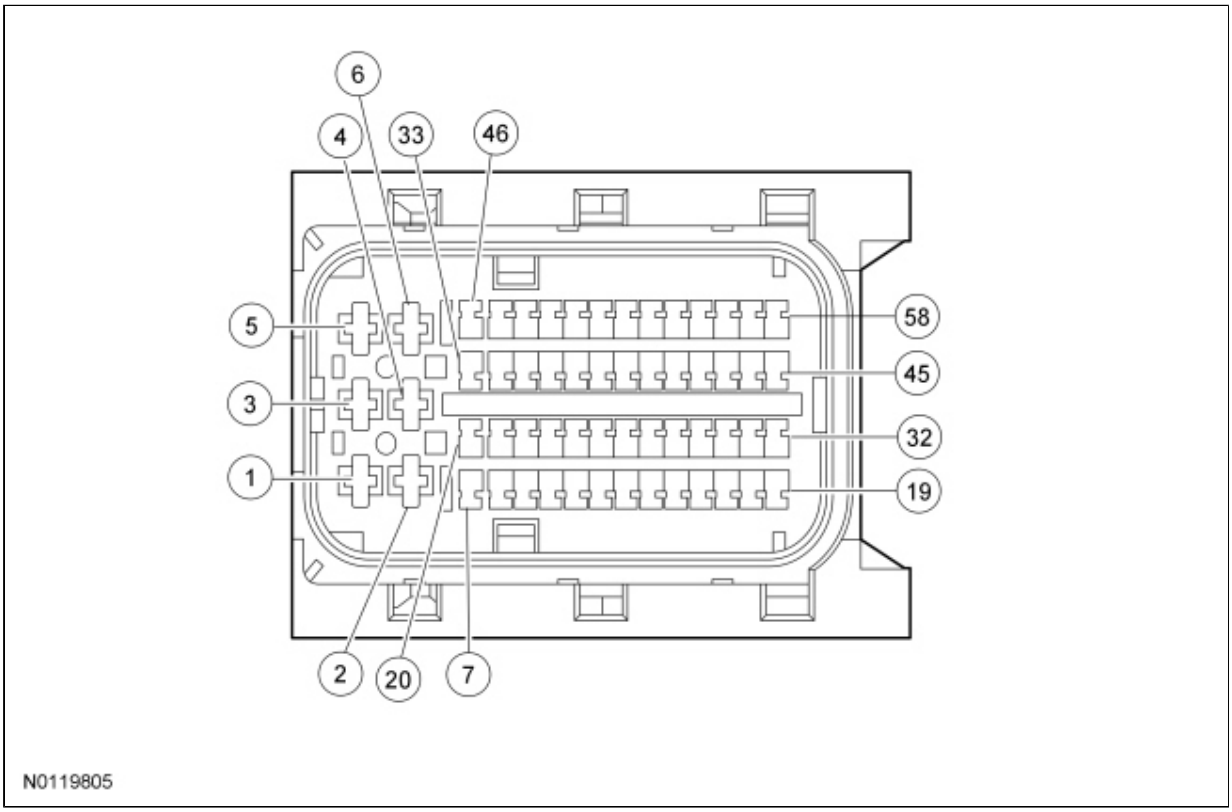
Transmission Control Module (TCM) Connector C1750B



Item	Description
1	Clutch 2 Phase W
2	Clutch 2 Phase U
3	Clutch 2 Phase V
4	Clutch 1 Phase W
5	Clutch 1 Phase V
6	Clutch 1 Phase U
8	Input Shaft Speed Sensor 2
9	Output Shaft Speed (OSS)
10	Input Shaft Speed Sensor 1
12	Input Shaft Speed Sensor 2 Supply
19	Clutch Motor 1
21	Input Shaft Speed Sensor 1 Supply
24	Transmission Range (TR) Sensor 1 Input
25	TR Sensor 2 Input
32	Clutch Motor 1
34	TR Sensor Supply 5 Volt
35	TR Sensor Ground
37	OSS Supply

42	Clutch Motor 2
43	Clutch Motor 2
44	Clutch Motor 2
45	Clutch Motor 1
55	Clutch Motor 2
56	Clutch Motor 2
57	Clutch Motor 1
58	Clutch Motor 1

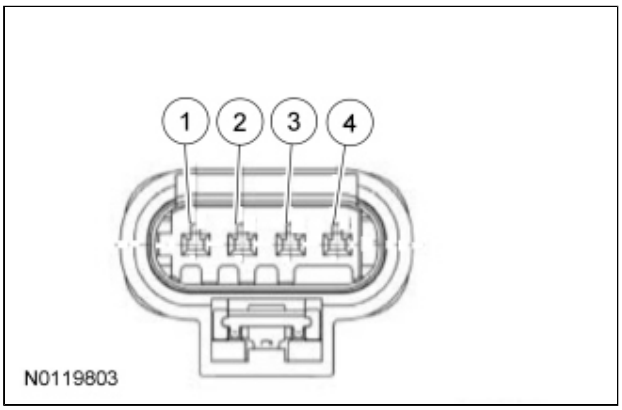
Transmission Control Module (TCM) Connector C1750A



Item	Description
1	Power
2	Power
3	Ground
4	Ground
5	Ground
6	Ground
11	Overdrive (O/D) Cancel
18	Power
31	Ignition Run Start
34	Can Bus High Speed High
35	Can Bus High Speed Low
39	P/N Switch/Clutch 2

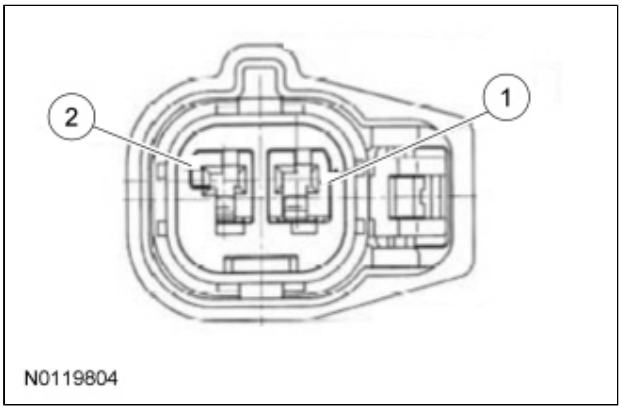
40	REVERSE Lamp
49	Brake Shift Interlock Actuator (BSIA)

Transmission Range (TR) Sensor Vehicle Harness C167



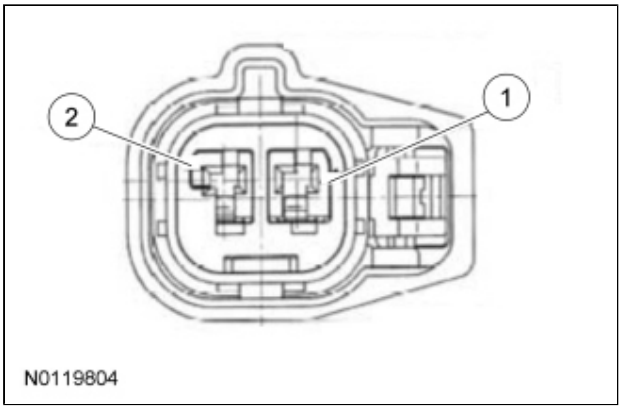
Pin Number	Circuit Function
1	Transmission Range (TR) sensor 2 input
2	Ground
3	Power
4	TR sensor 1 input

Output Shaft Speed (OSS) Vehicle Harness C193



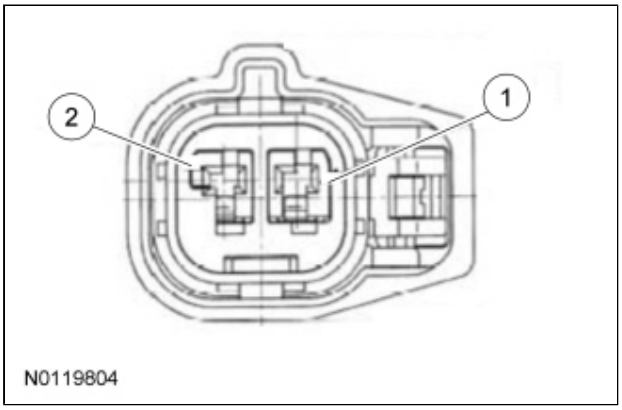
Pin Number	Circuit Function
1	Power
2	Output Shaft Speed (OSS)

Input Shaft Speed Sensor 1 Vehicle Harness C143



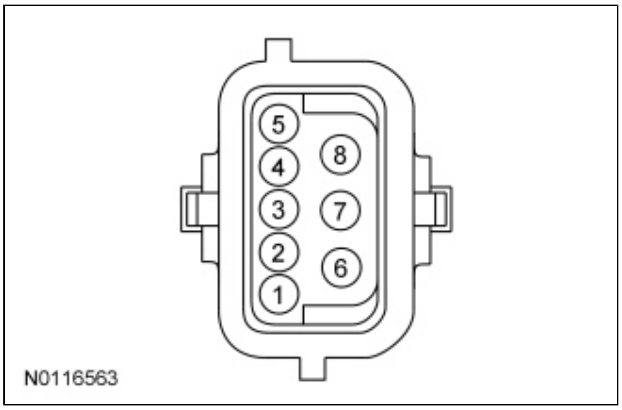
Pin Number	Circuit Function
1	Input Shaft Speed Sensor
2	Power

Input Shaft Speed Sensor 2 Vehicle Harness C164



Pin Number	Circuit Function
1	Power
2	Input Shaft Speed Sensor

Clutch Motor 1 C1633 and Clutch Motor 2 C1634



Pin Number	Circuit Function
1	Power
2	Hall Effect

3	Hall Effect
4	Hall Effect
5	Ground
6	Phase U
7	Phase W
8	Phase V

Pinpoint Tests

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Any time an electrical connector is disconnected, inspect the connector for terminal condition, corrosion and contamination. Also inspect the connector seal for damage. Clean, repair or install new as necessary.

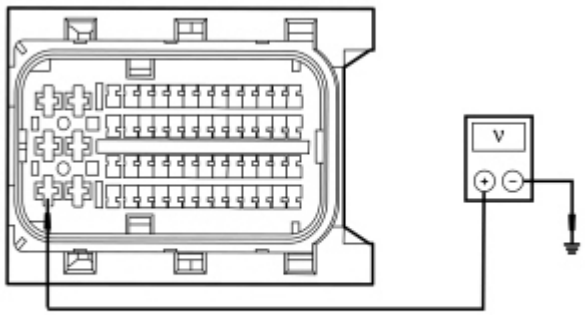
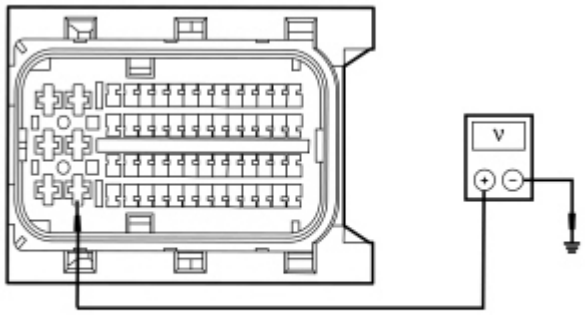
Pinpoint Tests

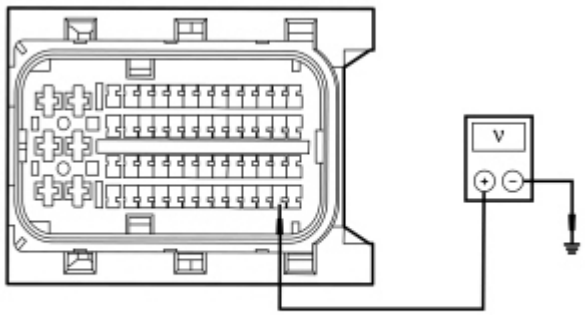
Refer to Wiring Diagrams Cell 29 for schematic and connector information.

PINPOINT TEST A: CLUTCH MOTORS

NOTE: Refer to the transaxle connector illustrations Transaxle Connector Layouts in this section.

Test Step	Result / Action to Take
A1 TEST BJB FUSE 2 (50A)	
• Check fuse: Battery Junction Box (BJB) fuse 2 (50A). • **Is the resistance less than 5 ohms?**	**Yes** GO to A2. **No** REPAIR circuit SBB02 (YE/RD) for a short to ground. INSTALL a new fuse. TEST the system for normal operation. Refer to clutch test in Transmission Adaptive Learning.
A2 TEST BJB FUSE 27 (7.5A)	
• Check fuse: BJB fuse 27 (7.5A). • **Is the resistance less than 5 ohms?**	**Yes** GO to A3.

	No REPAIR circuit SBB27 (BU/RD) for a short to ground. INSTALL a new fuse. TEST the system for normal operation.
A3 TEST CJB FUSE 23 (10A) • Check fuse: Central Junction Box (CJB) fuse 23 (10A). • **Is the resistance less than 5 ohms?**	**Yes** GO to A4 . **No** REPAIR circuit CBP23 (BN/YE) for a short to ground. INSTALL a new fuse. TEST the system for normal operation.
A4 CHECK FOR VOLTAGE AT THE TCM CONNECTOR • Ignition OFF. • Disconnect: Transmission Control Module (TCM) C1750A. • Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals. • Measure the voltage between TCM C1750A-1, circuit SBB02 (YE/RD) harness side and ground.  N0125641 • Measure the voltage between TCM C1750A-2, circuit SBB02 (YE/RD) harness side and ground.  N0125642 • **Is the voltage greater than 10 volts?**	**Yes** GO to A5 . **No** REPAIR circuit SBB02 (YE/RD) for an open. RECONNECT all components. TEST the system for normal operation.
A5 CHECK FOR KAM VOLTAGE AT THE TCM CONNECTOR • Measure the voltage between TCM C1750A-18, circuit SBB27 (BU/RD) harness side and ground.	**Yes** GO to A6 .



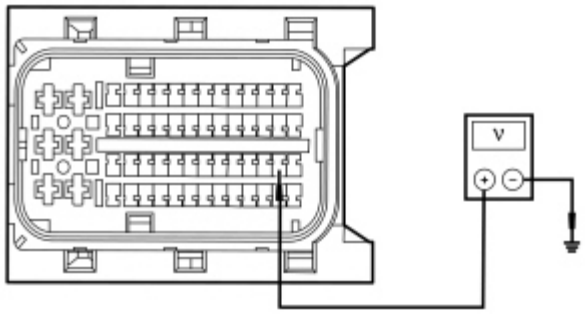
N0125643

- **Is the voltage greater than 10 volts?**

No
REPAIR circuit SBB27 (BU/RD) for an open. RECONNECT all components. TEST the system for normal operation.

A6 CHECK FOR IGNITION POWER AT THE TCM CONNECTOR

- Ignition ON.
- Measure the voltage between TCM C1750A-31, circuit CBP23 (BN/YE) harness side and ground.



N0125644

- **Is the voltage greater than 10 volts?**

Yes
GO to A7.

No
REPAIR circuit CBP23 (BN/YE) for an open. RECONNECT all components. TEST the system for normal operation.

A7 CHECK THE TRANSAXLE WIRING HARNESS FOR AN OPEN CIRCUIT

- Ignition OFF.
- Disconnect: TCM C1750B.
- Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals.
- Disconnect: Clutch Motor 1 C1633.
- Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals.
- Disconnect: Clutch Motor 2 C1634.
- Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals.
- If diagnosing a clutch motor 1 concern, measure the resistance between TCM C1750B, harness side and clutch motor 1 C1633, using the following chart.

TCM	Clutch Motor 1
C1750B-58	C1633-1
C1750B-19	C1633-2
C1750B-45	C1633-3
C1750B-32	C1633-4
C1750B-57	C1633-5

Yes
GO to A8.

No
REPAIR the circuit(s) for an open. RECONNECT all components. TEST the system for normal operation.

C1750B-6	C1633-6
C1750B-4	C1633-7
C1750B-5	C1633-8

- If diagnosing a clutch motor 2 concern, measure the resistance between TCM C1750B, harness side and clutch motor 2 C1634, using the following chart.

TCM	Clutch Motor 2
C1750B-55	C1634-1
C1750B-42	C1634-2
C1750B-44	C1634-3
C1750B-43	C1634-4
C1750B-56	C1634-5
C1750B-2	C1634-6
C1750B-1	C1634-7
C1750B-3	C1634-8

- **Is the resistance less than 5 ohms?**

A8 CHECK THE TRANSAXLE WIRING HARNESS FOR A SHORT TO GROUND

- If diagnosing a clutch motor 1 concern, measure the resistance between TCM C1750B, harness side and ground using the following chart.

TCM	Ground
C1750B-58	Ground
C1750B-19	Ground
C1750B-45	Ground
C1750B-32	Ground
C1750B-57	Ground
C1750B-6	Ground
C1750B-4	Ground
C1750B-5	Ground

- If diagnosing a clutch motor 2 concern, measure the resistance between TCM C1750B, harness side and ground using the following chart.

TCM	Ground
C1750B-55	Ground
C1750B-42	Ground
C1750B-44	Ground
C1750B-43	Ground
C1750B-56	Ground
C1750B-2	Ground

Yes
Inspect the transaxle wiring harness for signs of physical damage and repair or install a new transaxle wiring harness as necessary. TEST the system for normal operation. If the transaxle wiring harness is not damaged, GO to A9 .

No
REPAIR the circuit(s) for a short to ground. RECONNECT all components. TEST the system for normal operation.

C1750B-1	Ground
C1750B-3	Ground

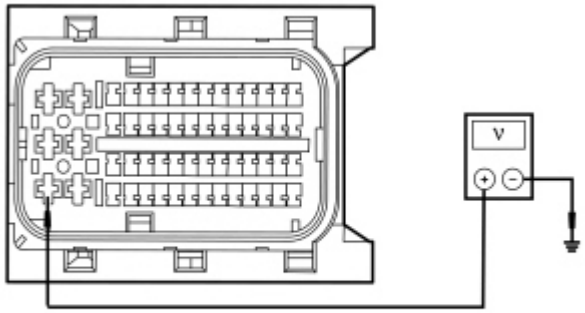
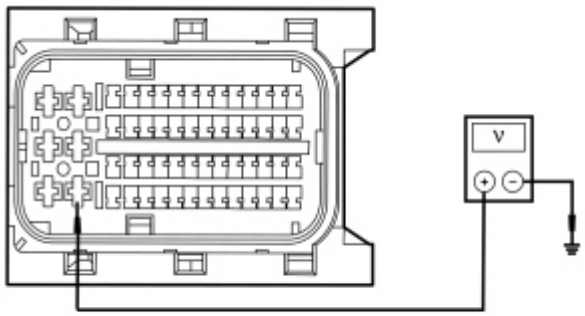
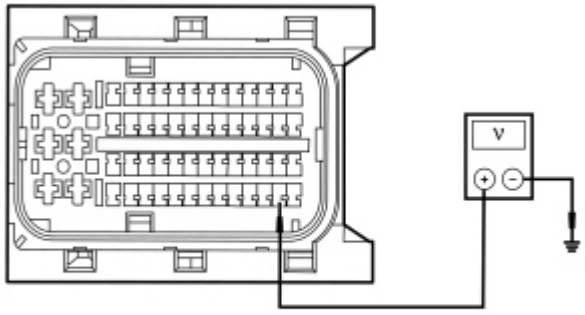
- **Is the resistance greater than 10,000 ohms?**

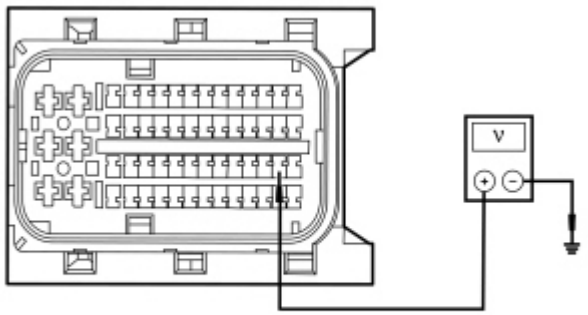
A9 CHECK THE CLUTCH MOTOR	
• Remove both clutch motors. Install clutch motor 1 in the original clutch motor 2 location and install clutch motor 2 in the original clutch motor 1 location. RECONNECT all components. Clear the DTC's and TEST the system for normal operation. • **Does the TCM set the same DTC?**	**Yes** INSTALL a new TCM . **No** INSTALL a new clutch motor. TEST the system for normal operation.

PINPOINT TEST B: SHIFT MOTORS

NOTE: Refer to the transaxle connector illustrations Transaxle Connector Layouts in this section.

Test Step	Result / Action to Take
B1 TEST BJB FUSE 2 (50A)	
• Check fuse: Battery Junction Box (BJB) fuse 2 (50A). • **Is the resistance less than 5 ohms?**	**Yes** GO to B2 . **No** REPAIR circuit SBB02 (YE/RD) for a short to ground. INSTALL a new fuse. TEST the system for normal operation.
B2 TEST BJB FUSE 27 (7.5A)	
• Check fuse: BJB fuse 27 (7.5A). • **Is the resistance less than 5 ohms?**	**Yes** GO to B3 . **No** REPAIR circuit SBB27 (BU/RD) for a short to ground. INSTALL a new fuse. TEST the system for normal operation. Refer to Shift Drum Test in Transmission Adaptive Learning .
B3 TEST CJB FUSE 23 (7.5A)	
• Check fuse: CJB fuse 23 (7.5A). • **Is the resistance less than 5 ohms?**	**Yes** GO to B4 . **No** REPAIR circuit CBP23 (BN/YE) for a short to ground. INSTALL a new fuse. TEST the system for normal operation.
B4 CHECK FOR VOLTAGE AT THE TCM CONNECTOR	
• Ignition OFF. • Disconnect: Transmission Control Module (TCM) C1750A. • Inspect both ends of the connector for damage or pushed-	**Yes** GO to B5 .

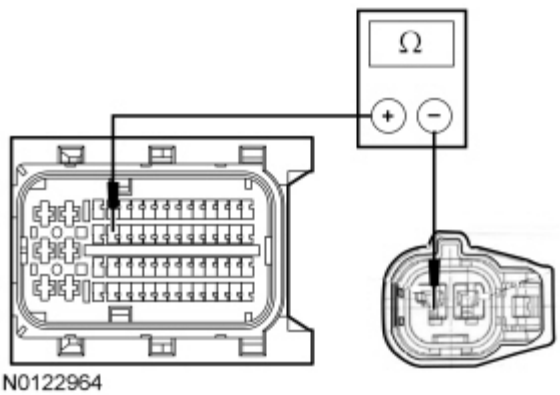
out pins, corrosion, loose wires and missing or damaged seals. • Measure the voltage between TCM C1750A-1, circuit SBB02 (YE/RD) harness side and ground.  N0125641 • Measure the voltage between TCM C1750A-2, circuit SBB02 (YE/RD) harness side and ground.  N0125642 • **Is the voltage greater than 10 volts?**	**No** REPAIR circuit SBB02 (YE/RD) for an open. RECONNECT all components. TEST the system for normal operation.
B5 CHECK FOR KAM VOLTAGE AT THE TCM CONNECTOR	
• Measure the voltage between TCM C1750A-18, circuit SBB27 (BU/RD) harness side and ground.  N0125643 • **Is the voltage greater than 10 volts?**	**Yes** GO to B6 . **No** REPAIR circuit SBB27 (BU/RD) for an open. RECONNECT all components. TEST the system for normal operation.
B6 CHECK FOR IGNITION POWER AT THE TCM CONNECTOR	
• Ignition ON. • Measure the voltage between TCM C1750A-31, circuit CBP23 (BN/YE) harness side and ground.	**Yes** INSTALL a new TCM . **No**

 N0125644 • **Is the voltage greater than 10 volts?**	REPAIR circuit CBP23 (BN/YE) for an open. RECONNECT all components. TEST the system for normal operation.

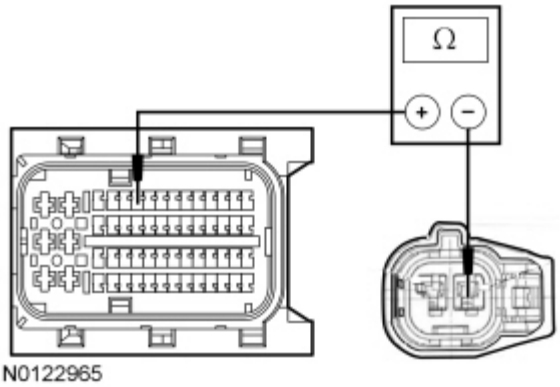
PINPOINT TEST C: SPEED SENSORS

NOTE: Perform speed sensor test prior to beginning speed sensor pinpoint tests. For additional information, refer to Transmission Adaptive Learning in this section.

NOTE: Refer to the transaxle connector illustrations Transaxle Connector Layouts in this section.

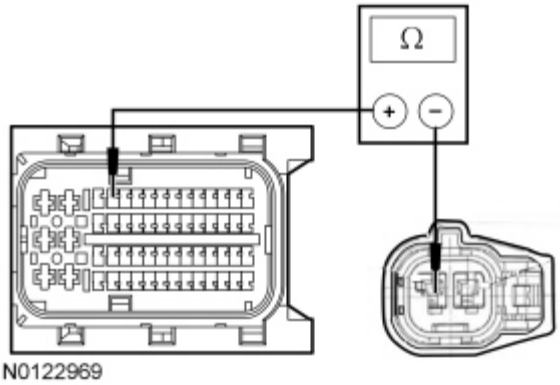
Test Step	Result / Action to Take
C1 CHECK THE TRANSAXLE WIRING HARNESS FOR AN OPEN CIRCUIT	
• Ignition OFF. • Disconnect: Transmission Control Module (TCM) C1750B. • Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals. • Disconnect: Input Shaft Speed Sensor 1 C143. • Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals. • Disconnect: Input Shaft Speed Sensor 2 C164. • Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals. • Disconnect: Output Shaft Speed (OSS) sensor C193. • Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals. • If diagnosing an input shaft speed sensor 1 concern, measure the resistance between TCM C1750B-21, harness side and input shaft speed sensor 1 C143-2.  N0122964 • If diagnosing an input shaft speed sensor 1 concern, measure the resistance between TCM C1750B-10, harness side and	**Yes** GO to C2 . **No** REPAIR the circuit(s) for an open. RECONNECT all components. TEST the system for normal operation.

input shaft speed sensor 1 C143-1.



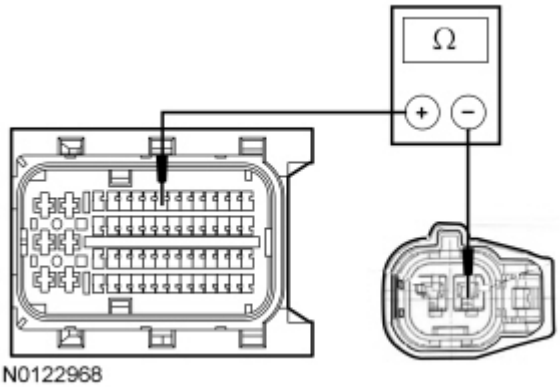
N0122965

- If diagnosing an input shaft speed sensor 2 concern, measure the resistance between TCM C1750B-8, harness side and input shaft speed sensor 2 C164-2.



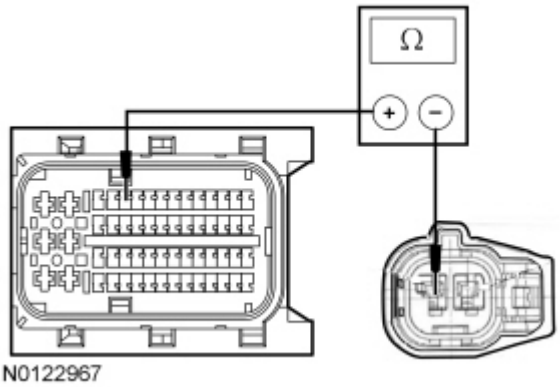
N0122969

- If diagnosing an input shaft speed sensor 2 concern, measure the resistance between TCM C1750B-12, harness side and input shaft speed sensor 2 C164-1.



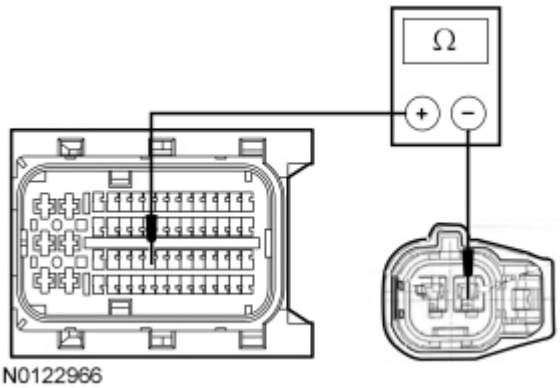
N0122968

- If diagnosing an OSS sensor concern, measure the resistance between TCM C1750B-9, harness side and OSS sensor C193-2.



N0122967

- If diagnosing an OSS sensor concern, measure the resistance between TCM C1750B-37, harness side and OSS sensor C193-1.



N0122966

- **Is the resistance less than 5 ohms?**

C2 CHECK THE TRANSAXLE WIRING HARNESS FOR A SHORT TO GROUND

- If diagnosing an input shaft speed sensor 1 concern, measure the resistance between TCM C1750B, harness side and ground using the following chart.

TCM	Ground
C1750B-21	Ground
C1750B-10	Ground

- If diagnosing an input shaft speed sensor 2 concern, measure the resistance between TCM C1750B, harness side and ground using the following chart.

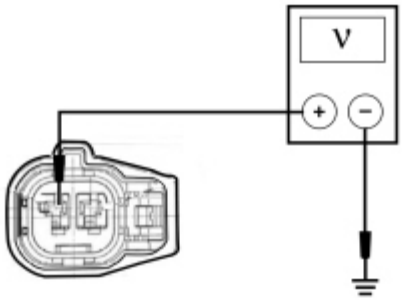
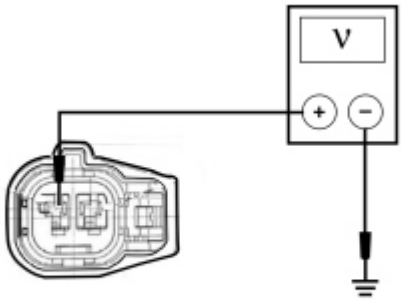
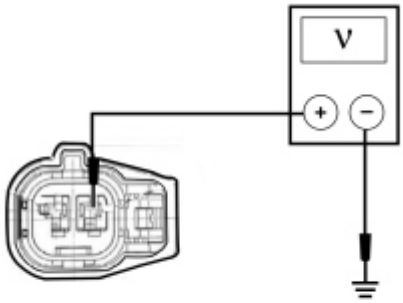
TCM	Ground
C1750B-12	Ground
C1750B-8	Ground

- If diagnosing an OSS sensor concern, measure the resistance between TCM C1750B, harness side and ground using the following chart.

TCM	Ground
C1750B-37	Ground

Yes
Inspect the transaxle wiring harness for signs of physical damage and repair or install a new transaxle wiring harness as necessary. TEST the system for normal operation. If the transaxle wiring harness is not damaged, GO to C3 .

No
REPAIR the circuit(s) for a short to ground. RECONNECT all components. TEST the system for normal operation.

C1750B-9 | Ground • **Is the resistance greater than 10,000 ohms?**	
C3 CHECK THE TCM • Connect: TCM C1750B. • Ignition ON. • If diagnosing an input shaft speed sensor 1 concern, measure the voltage between input shaft speed sensor 1 C143-2, harness side and ground.  N0122981 • If diagnosing an input shaft speed sensor 2 concern, measure the voltage between input shaft speed sensor 2 C164-2, harness side and ground.  N0122981 • If diagnosing an OSS sensor concern, measure the voltage between OSS sensor C193-1, harness side and ground.  N0122982 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new speed sensor. RECONNECT all components. TEST the system for normal operation. Refer to ISS or OSS Test in Transmission Adaptive Learning . **No** INSTALL a new TCM . RECONNECT all components. TEST the system for normal operation.

PINPOINT TEST D: TR SENSOR

NOTE: Prior to beginning TR sensor pinpoint test, verify TR sensor adaptive learning. For additional information, refer to Transmission Adaptive Learning in this section.

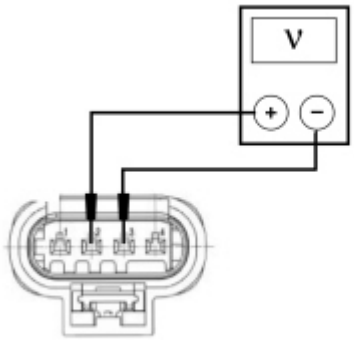
NOTE: Refer to the transaxle connector illustrations Transaxle Connector Layouts in this section.

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>D1 VERIFY SELECTOR LEVER CABLE/LINKAGE ADJUSTMENT</td><td rowspan="2">Yes
GO to D2.

No
ADJUST the selector lever cable/linkage. REFER to Section 307-05.</td></tr>
<tr><td>• Verify that the selector lever cable/linkage is correctly adjusted. Refer to Section 307-05.
• Is the selector lever cable/linkage correctly adjusted?</td></tr>
<tr><td>D2 CHECK THE TRANSAXLE WIRING HARNESS FOR AN OPEN CIRCUIT</td><td rowspan="2">Yes
GO to D3.

No
REPAIR the circuit(s) for an open. RECONNECT all components. TEST the system for normal operation. Refer to TR Sensor Adaptive Learning in Transmission Adaptive Learning.</td></tr>
<tr><td>• Ignition OFF.
• Disconnect: Transmission Control Module (TCM) C1750B.
• Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals.
• Disconnect: Transmission Range (TR) sensor C167.
• Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals.
• Measure the resistance between TCM C1750B, harness side and TR sensor C167, using the following chart.
<table><tr><th>TCM</th><th>Transmission Range Sensor</th></tr><tr><td>C1750B-24</td><td>C167-4</td></tr><tr><td>C1750B-25</td><td>C167-1</td></tr><tr><td>C1750B-34</td><td>C167-3</td></tr><tr><td>C1750B-35</td><td>C167-2</td></tr></table>• Is the resistance less than 5 ohms?</td></tr>
<tr><td>D3 CHECK THE TRANSAXLE WIRING HARNESS FOR A SHORT TO GROUND</td><td rowspan="2">Yes
Inspect the transaxle wiring harness for signs of physical damage and repair or install a new transaxle wiring harness as necessary. TEST the system for normal operation. If the transaxle wiring harness is not damaged, GO to D4.

No
REPAIR the circuit(s) for a short to ground. RECONNECT all components. TEST the system for normal operation.</td></tr>
<tr><td>• Measure the resistance between TCM C1750B, harness side and ground using the following chart.
<table><tr><th>TCM</th><th>Ground</th></tr><tr><td>C1750B-24</td><td>Ground</td></tr><tr><td>C1750B-25</td><td>Ground</td></tr><tr><td>C1750B-34</td><td>Ground</td></tr><tr><td>C1750B-35</td><td>Ground</td></tr></table>• Is the resistance greater than 10,000 ohms?</td></tr>
<tr><td></td><td></td></tr>
</table>

D4 CHECK THE TCM	
• Connect: Transmission Control Module (TCM) C1750B. • Inspect both ends of the connector for damage or pushed-out pins, corrosion, loose wires and missing or damaged seals. • Ignition ON. • Measure the voltage between TR sensor C167-3, harness side and TR sensor C167-2, harness side.  N0122984 • **Is the voltage between 4.5 and 5.5 volts?**	**Yes** INSTALL a new TR sensor. RECONNECT all components. TEST the system for normal operation. **No** INSTALL a new TCM . RECONNECT all components. TEST the system for normal operation. Refer to TR Sensor Adaptive Learning in Transmission Adaptive Learning .

Leakage Inspection

Material

Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

NOTICE: **Do not try to stop the transmission fluid leak by increasing the torque beyond specification. This may cause damage to the case threads.**

If leakage is found at the Transmission Range (TR) manual control lever, install a new seal. Refer to Manual Control Lever Shaft Seal in this section.

If leakage is found at the TCM, install a new O-rings. Refer to Transmission Control Module (TCM) in this section.

Check the fill plug and drain plug. If leakage is present refer to Transmission Draining and Filling in this section.

Check all the speed sensors for leakage. Refer to Input Shaft Speed Sensor — No. 1, Input Shaft Speed Sensor — No. 2 or Output Shaft Speed (OSS) Sensor in this section.

Check the RH and LH halfshaft seals. Refer to Halfshaft Seal — RH and Halfshaft Seal — LH in this section.

The transaxle has the following parts to prevent external transmission fluid leakage:

- Sealer
- O-ring seals

Diagnosis By Symptom

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Symptom Chart — Transaxle Operation

Symptom Chart — Transaxle Operation

Condition	Possible Sources	Action
• No forward or reverse, stuck in neutral.	• Brake pressure sensor	• Go to Section 206-09 .
• Harsh or Soft/delayed engagement or shifts	• Clutch Adaptive Learn • Clutch	• Go to Transmission Adaptive Learning in this section and verify the clutch adaptive learning. • Go to Clutch .
• NVH in 1st, 3rd, and/or 5th	• Clutch 1 • Input Shaft 1	• Go to Clutch . • Go to Transaxle .
• NVH in Park, Neutral, R, 2nd, 4th, and/or 6th	• Clutch 2 • Input Shaft 2	• Go to Clutch . • Go to Transaxle .
• NVH in 1st, 2nd, 5th and/or 6th	• Output shaft 1	• Go to Transaxle .
• NVH in 3rd and/or 4th and/or Reverse	• Output shaft 2	• Go to Transaxle .
• NVH in all gears	• Differential	• Go to Transaxle .
• No PARK / Stuck in PARK	• Selector lever cable adjustment • Park components • TCM software wrong level • TCM B+ too high • Wiring harness • TCM can command PRNDL to stay in PARK	• Go to Section 307-05 . • Go to Transaxle . • Go to Clutch Adaptive Learning in Transmission Adaptive Learning .

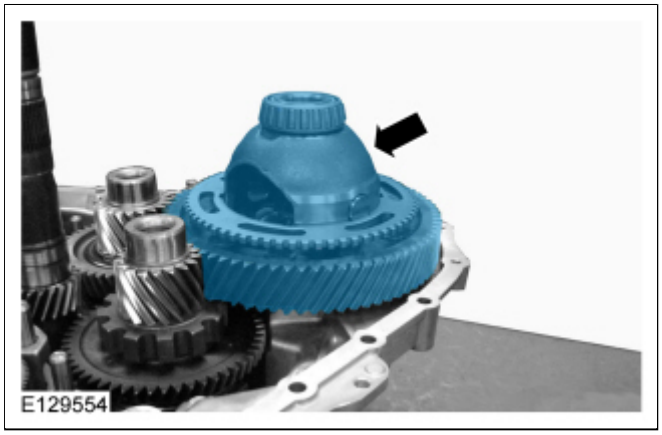
Differential Shim Selection

Special Tool(s)

ST3257-A	Differential Bearing Preload Tool DPS6 307-681 (includes 307-681/1 and 307-681/2)
ST2486-A	Shim Selection Set 308-164

NOTE: If the differential, differential bearings, clutch housing or transaxle case have been replaced this procedure must be performed.

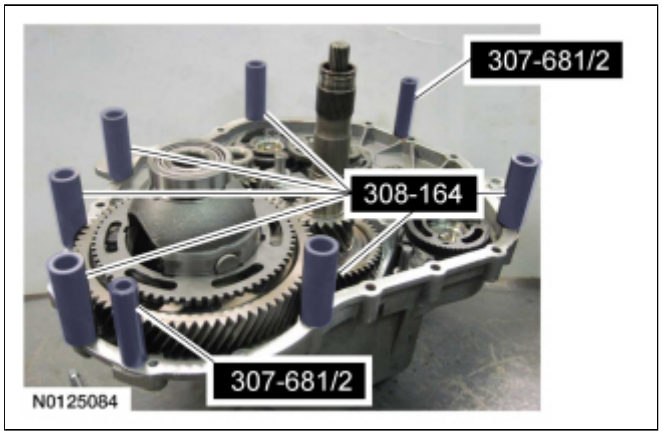
1. Install the differential.



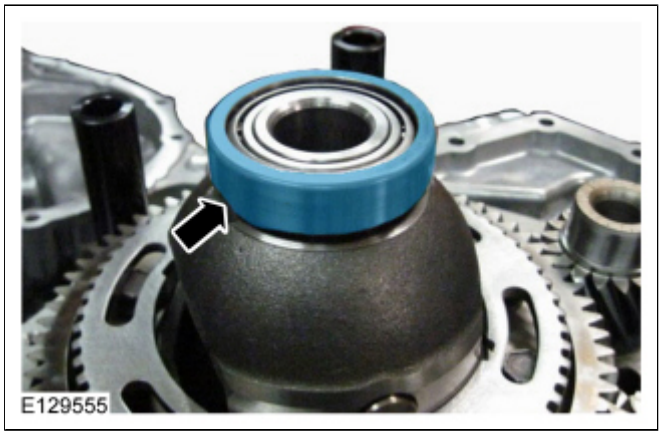
2. **NOTE:** Install the alignment standoffs at the transaxle dowel locations.

   NOTE: Place the special tools around the differential area as shown.

   Install the special tools.

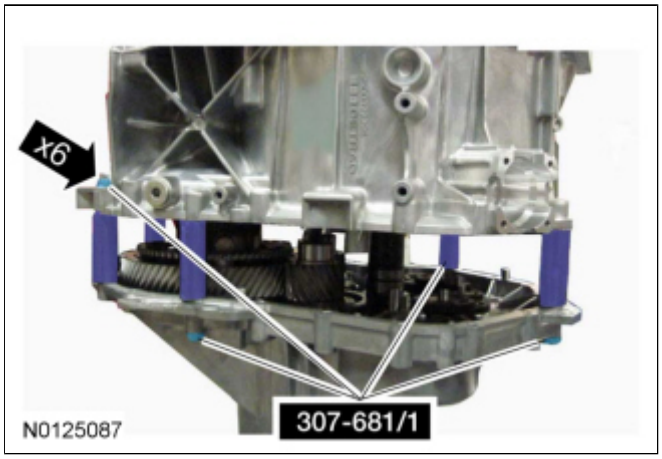


3. Position the differential bearing race on the differential. For removal of the differential bearing race from the clutch housing refer to Differential Shim in this section.



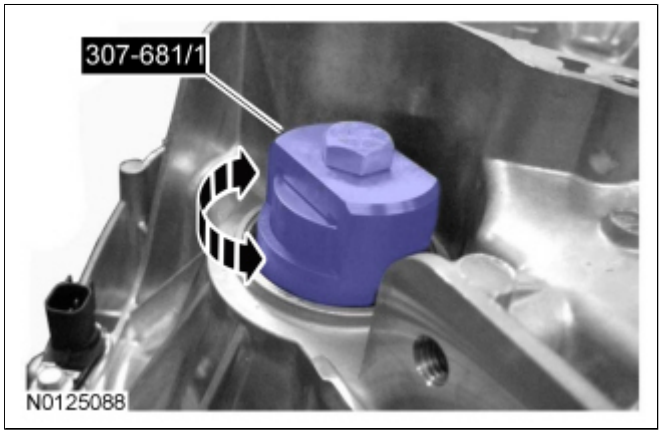
4. Install the special tool on the differential.

5. Position the clutch housing on the special tools and install the 6 special tool bolts, 4 shown.
   - Tighten to 18 Nm (13 lb-ft).

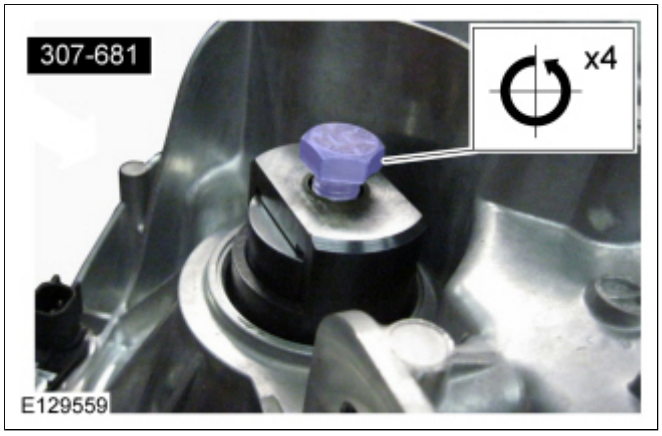


6. Turn the differential several times clockwise and counter-clockwise to make sure the differential turns freely and that the bearing is seated.

7. Turn the differential pre-load tool as shown.

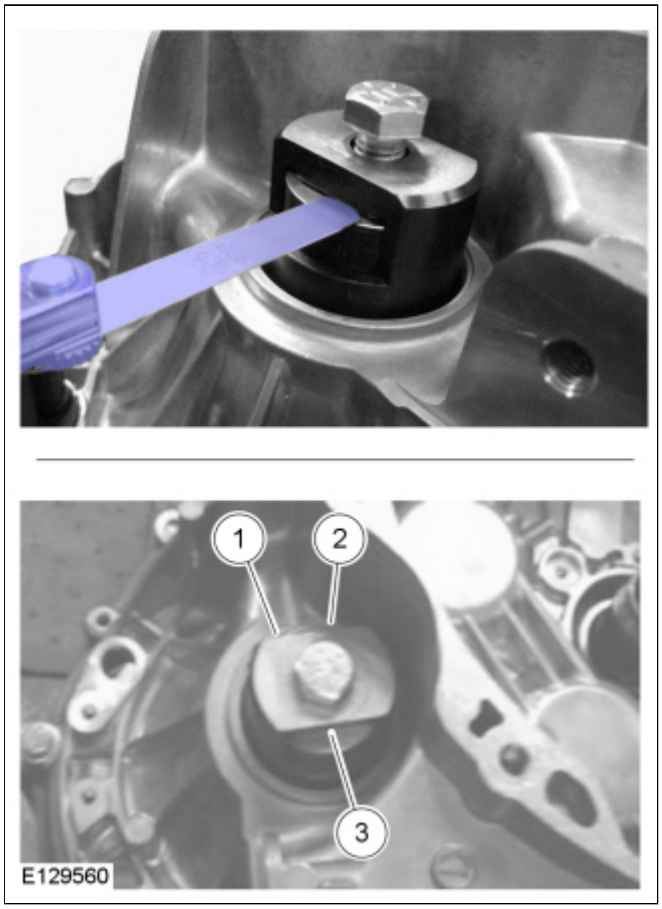


8. Loosen the differential pre-load tool bolt.



9. **NOTE:** The shim size should be the average of the 3 measurements.

   Using a feeler gauge measure the clearance at points 1, 2 and 3 and record. Using the average of the recorded measurements, select the appropriate shim from the shim selection chart in the specifications section.



10. Remove the special tools.

11. Install the selected shim into the clutch housing and install the differential bearing race. For additional information, refer to Differential Shim in this section.

Transmission Adaptive Learning

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

1. The adaptive learning procedures and self-tests should be done with the Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS).

2. **NOTE:** The VCM LED prove-out confirms power and ground from the Data Link Connector (DLC) to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to, Section 418-00 to diagnose no power to the scan tool.

3. If the scan tool does not communicate with the vehicle:
   - verify the ignition is in the RUN position.
   - verify scan tool operation with a known good vehicle.
   - refer to, Section 418-00 to diagnose no response from the scan tool.

4. Carry out the network test.
   - If the scan tool responds with no communication from one or more modules, refer to Section 418-00
   - If the network test passes, continue with the transmission adaptive learning procedures.

5. Verify that the calibration file is present on the scan tool. If the file is present, go to Step 10. If the file is not present, continue with this procedure.

6. Update the PCM/Transmission Control Module (TCM) calibration. Calibration files maybe obtained at Professional Technician Society (PTS) website. Independent Technicians refer to www.motorcraft.com.
   The scan tool checks to see if the file is present on the scan tool. If the calibration file is present, the technician may proceed with downloading the file to the PCM/ TCM. If the file is not present, the scan tool will need to be connected to the server to download the file onto the scan tool.

7. Connect the scan tool to the PTS server.

8. Follow the instructions on the network to download the strategy file to the scan tool.

9. If the scan tool cannot connect to the PTS server, download the file from www.motorcraft.com. If the scan tool cannot download a strategy from the web site, a partial strategy will automatically be downloaded.

10. Reconnect the scan tool to the vehicle.

TCM Reprogramming

1. Using the scan tool, navigate to the Module Reprogramming sub menu.
    1. Module Programming
    2. Module Reprogramming
    3. TCM

2. Follow the instructions displayed on the scan tool.

TCM Programming

1. Using the scan tool, navigate to the Module Reprogramming sub menu.
    1. Module Programming
    2. Programmable Module Installation
    3. TCM

2. Follow the instructions displayed on the scan tool.

Transmission Range (TR) Sensor Adaptive Learning

1. Using the scan tool, navigate to the TCM Adaptive Learning sub menu.
    1. PCM
    2. TCM
    3. TCM Adaptive Learning

2. Select TR sensor.

3. Select Perform Adaptive Learning.

4. Follow the instructions displayed on the scan tool.

Shift Drum Adaptive Learning

1. Using the scan tool, navigate to the TCM Adaptive Learning sub menu.
    1. PCM
    2. Transmission
    3. TCM Adaptive Learning

2. Select Shift Drum.

3. Follow the instructions displayed on the scan tool.

Clutch Adaptive Learning

1. Using the scan tool, navigate to the TCM Adaptive Learning sub menu.
    1. PCM
    2. Transmission
    3. TCM Adaptive Learning

2. Follow the instructions displayed on the scan tool.

Clutch System Test

1. Using the scan tool, navigate to the TCM Adaptive Learning sub menu.
    1. PCM
    2. Transmission
    3. Clutch System Test

2. Follow the instructions displayed on the scan tool.

Speed Sensor Test

1. Using the scan tool, navigate to the TCM Adaptive Learning sub menu.
    1. PCM
    2. Transmission
    3. Speed Sensor Test

2. Select the desired speed sensor.

3. Follow the instructions displayed on the scan tool.

Drive Cycle

NOTICE: **If a drive cycle is not completed, the customer may feel erratic shifts and driveability concerns.**

NOTE: To perform drive cycle, drive the vehicle on a level road surface.

1. Depress vehicle brake pedal (do not use parking brake).

2. Shift to Drive.

3. Wait 15 seconds.

4. Shift to Reverse.

5. Wait 2 seconds.

6. Repeat (1-5) ten (10) times.

7. Accelerate from a stop with light throttle to 15 mph (24 km/h).

8. Brake gently to a complete stop (allow at least 6 seconds).

9. Repeat steps (7-8) five (5) times in dealership parking lot or similar setting.

10. Accelerate from a stop with light throttle performing 1-2, 2-3, 3-4 shifts maintaining 1700-2000 rpm.

11. Accelerate to a speed between 50 mph (80 km/h) and 65 mph (104 km/h), achieve 6th gear, keep throttle steady with engine below 3000 rpm for a minimum of two (2) minutes.

12. Repeat step 11 two (2) times.
13. Test drive the vehicle.

Transmission Draining and Filling

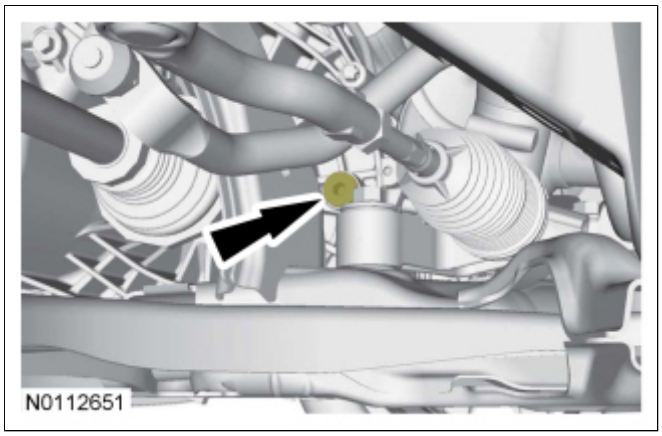
Material

Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

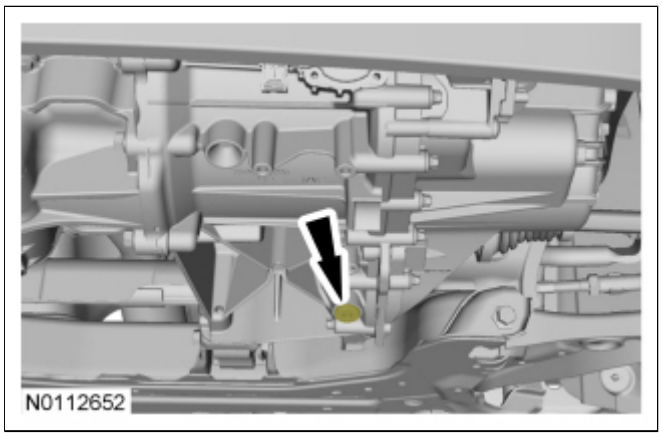
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. **NOTE:** Prior to removal, clean the area surrounding the fill plug.

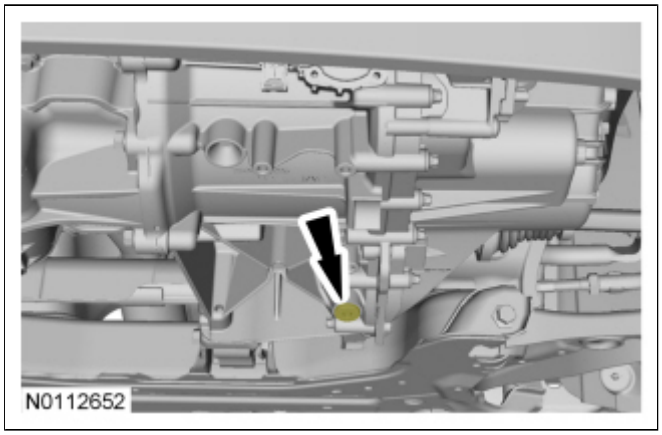
   Remove the fill plug.



3. Remove the drain plug and drain the fluid.

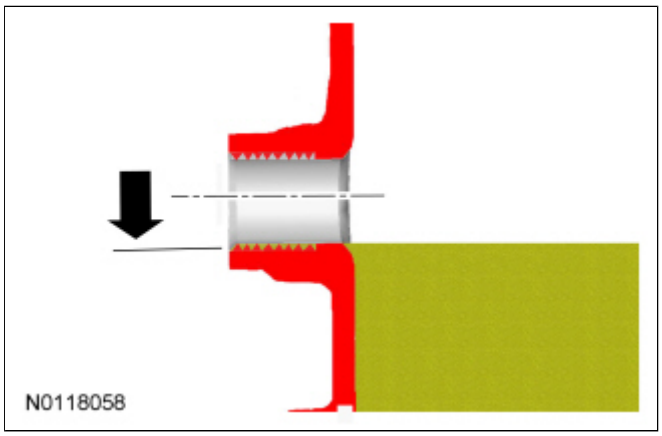


4. Install the drain plug.
   - Tighten to 43 Nm (32 lb-ft).



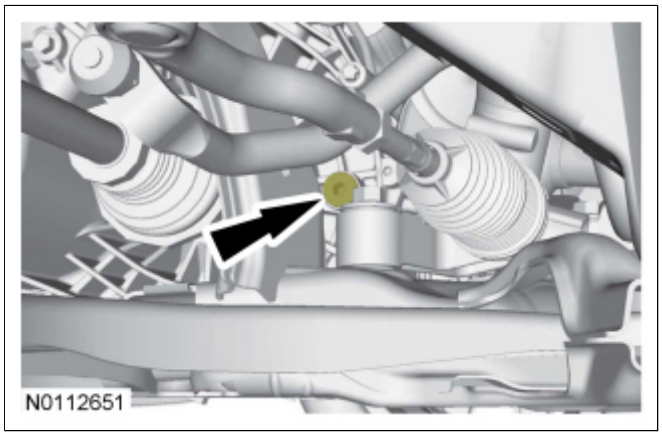
5. **NOTE:** Do not overfill the transaxle. This will cause transaxle fluid to be forced out of the case.

   Using a suitable oil suction gun, fill the transaxle to the correct level with the specified fluid. Add transmission fluid until the oil runs out of the fill port in a continuous stream. The transaxle is full when the oil flow from the fill port has slowed to a broken stream or dripping.



6. **NOTE:** Use a ball head hex socket to torque to specifications.

   Install the fill plug.
   - Tighten to 43 Nm (32 lb-ft).



Transmission Fluid Level Check

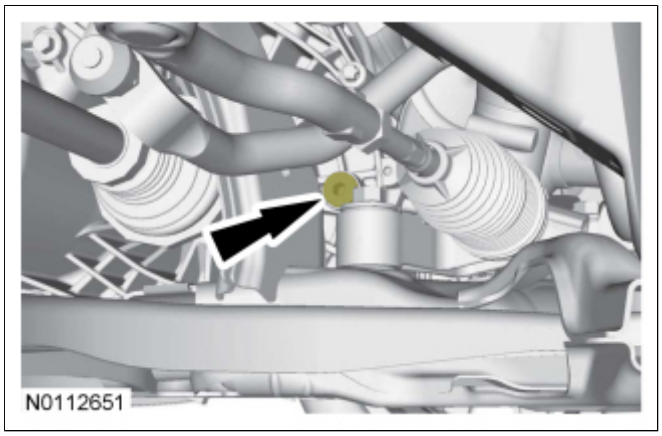
Material

Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

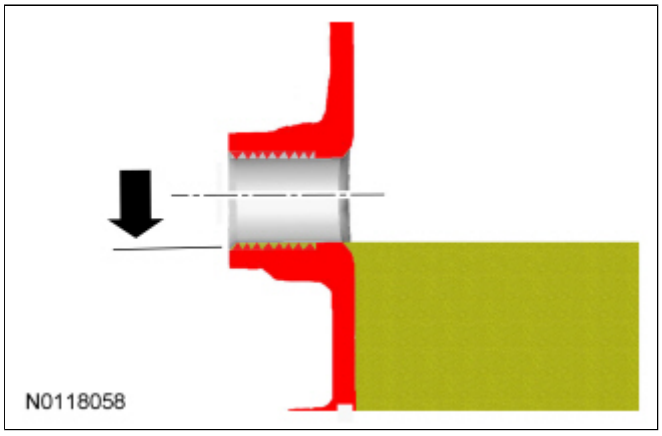
2. **NOTE:** Prior to removal, clean the area around the fill plug.

   Remove the fill plug.



3. **NOTE:** Do not overfill the transaxle. This causes transmission fluid to be forced out of the case.

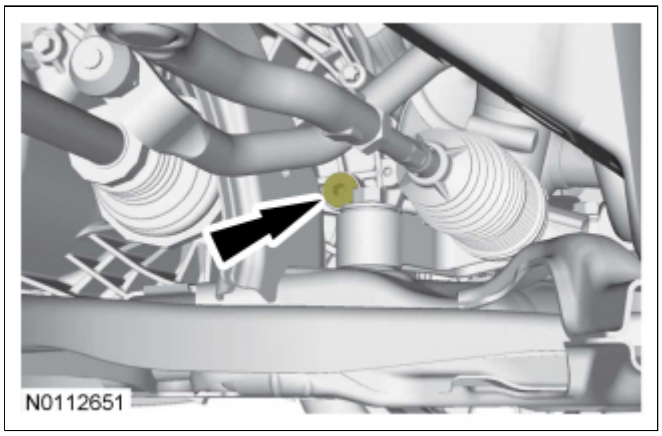
   Using a suitable oil suction gun, fill the transaxle to the correct level with the specified fluid. Add transmission fluid until the oil runs out of the fill port in a continuous stream. The transaxle is full when the oil flow from the fill port has slowed to a broken stream or dripping.



4. **NOTE:** Use a ball head hex socket to tighten the transaxle fill plug.

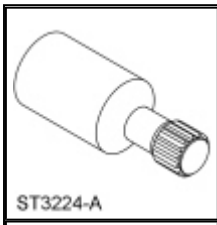
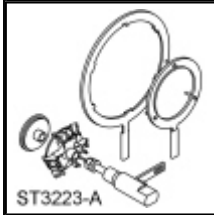
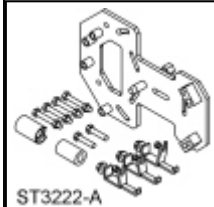
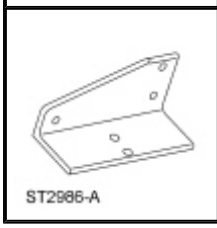
Install the fill plug.

- Tighten to 43 Nm (32 lb-ft).



Clutch

Special Tool(s)

 ST3224-A	Actuator Reset, Spline Socket 307-677
 ST3223-A	Clutch Reset 307-676 (includes 307-676/1, 307-676/2, 307-676/3, 307-676/4, 307-676/5 and 307-676/6)
 ST3222-A	Fixture, Clutch Remover/Installer 307-675 (includes 307-675/1, 307-675/2, 307-675/3 and 307-675/4)
 ST2986-A	Holding Fixture 307-580

Material

Item	Specification
DPS6 Grease 9U7Z-19A506-BA	WSS-M1C270-A
High Temperature Nickel Anti-Seize Lubricant XL-2	—
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

Removal

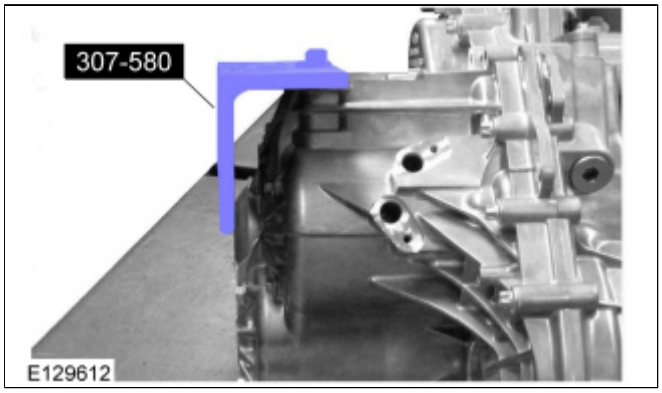
WARNING: Do not breathe dust or use compressed air to blow dust from storage containers or friction components. Remove dust using government-approved techniques. Friction component dust may be a cancer and lung disease hazard. Exposure to potentially hazardous components may occur if dusts are created during repair of friction components, such as brake pads and clutch discs. Exposure may also cause irritation to skin, eyes and respiratory tract, and may cause allergic reactions and/or may lead to other chronic health effects. If irritation persists, seek medical attention or advice. Failure to follow these instructions

may result in serious personal injury.

NOTICE: **After installation of the transaxle be sure to perform the Clutch Adaptive Learning procedure or transaxle damage can occur. For additional information, refer to Transmission Adaptive Learning in this section.**

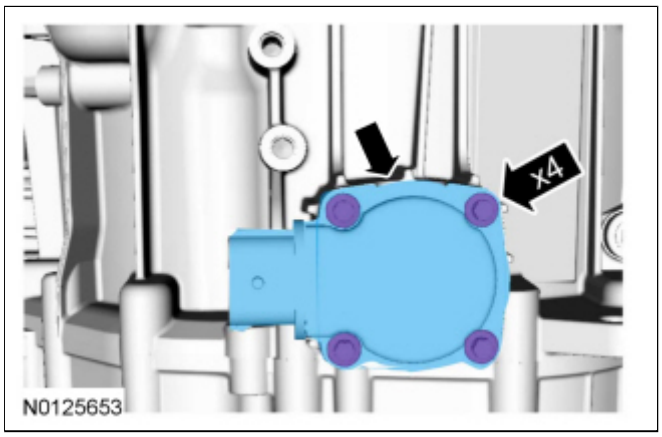
1. Remove the transaxle from the vehicle. For additional information, refer to Transaxle in this section.

2. Install the special tools.

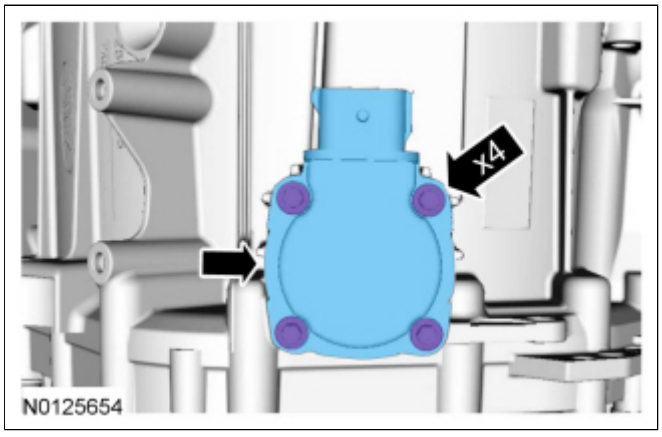


3. Stand the transaxle on its back.

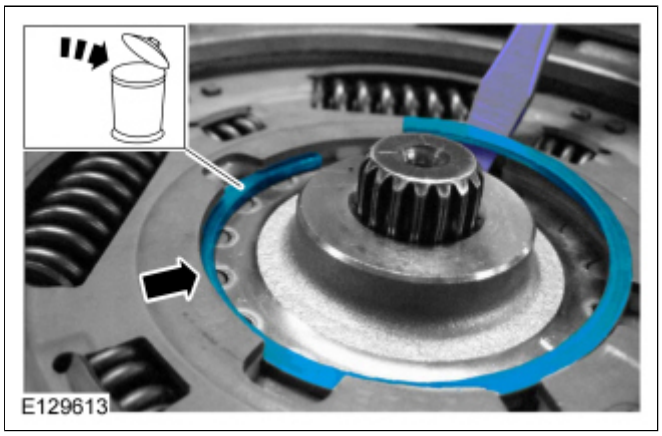
4. Remove the 4 clutch motor 1 bolts and remove clutch motor 1.



5. Remove the 4 clutch motor 2 bolts and remove clutch motor 2.

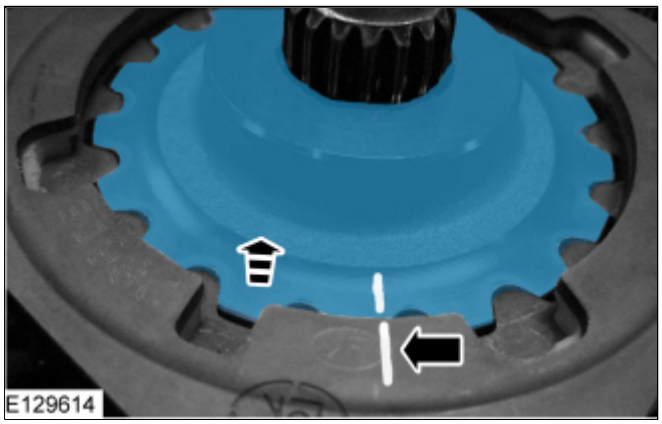


6. Remove and discard the clutch hub snap ring.

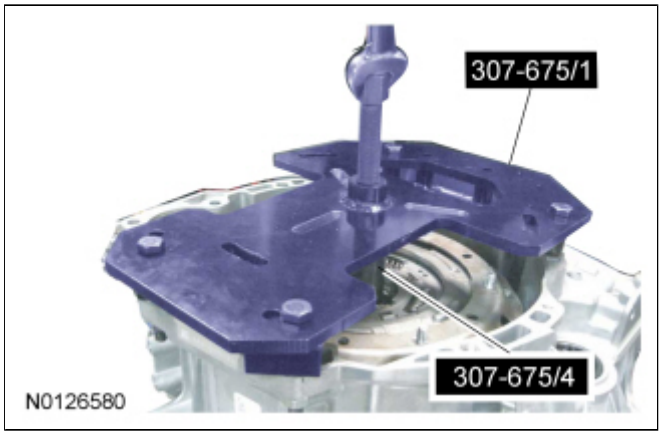


7. **NOTE:** Index mark the clutch hub and clutch for installation.

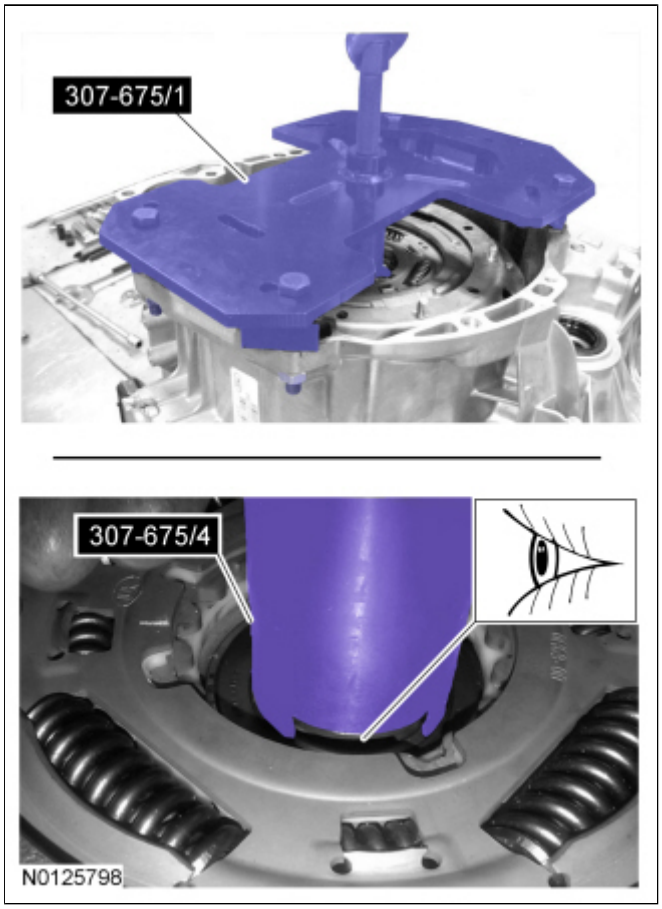
   Remove the clutch hub.



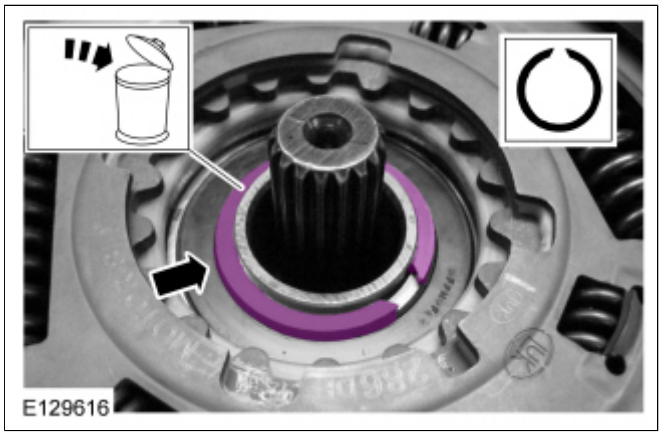
8. Install the special tools.



9. Using the special tools, turn the center bolt of the special tool with a maximum of 5 Nm (44 lb-in) of torque to push the clutch down to release the pressure from the hollow input shaft snap ring.



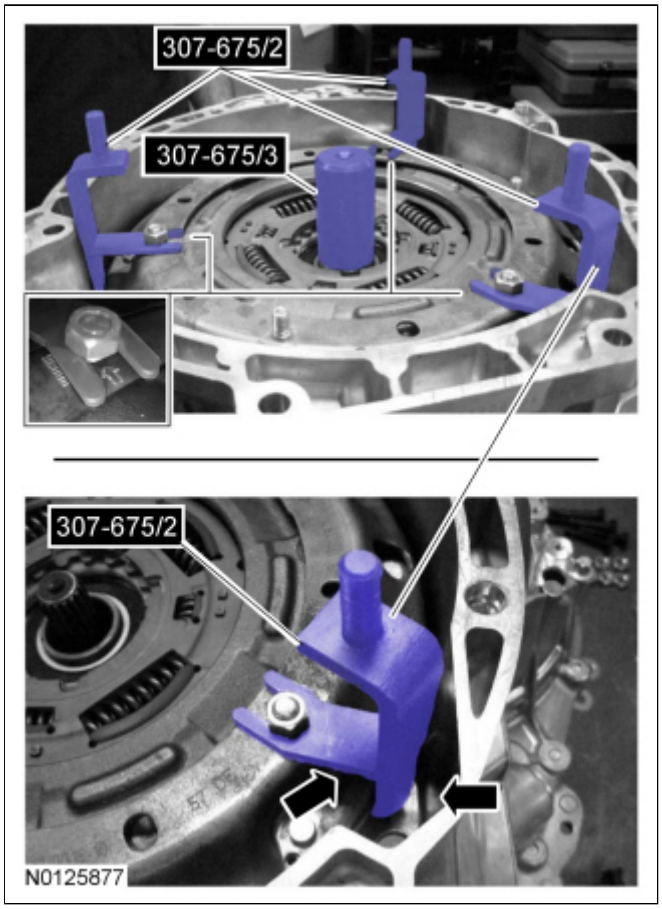
10. Remove and discard the hollow input shaft snap ring.



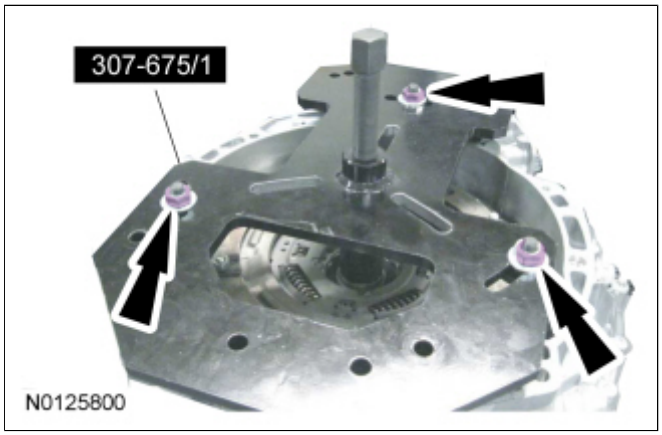
11. **NOTE:** Make sure the lifting legs are installed on the 3 clutch studs marked with the manufacturing mark as shown.

    NOTE: Make sure the lifting leg with the angle is in the location shown.

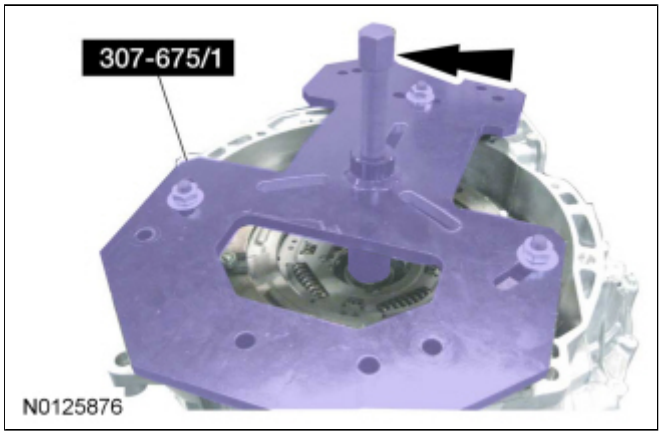
    Install the special tools.



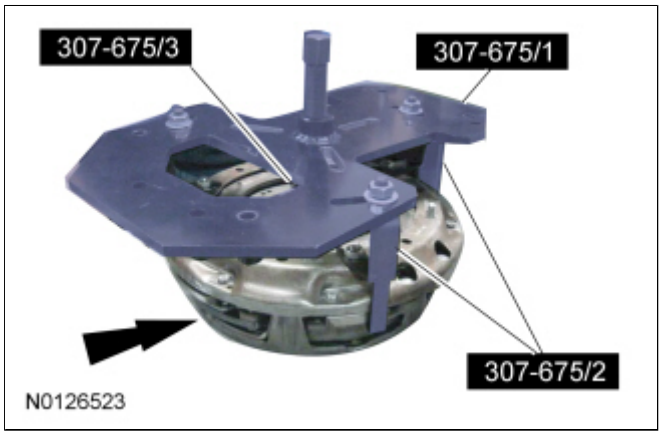
12. Install the special tools.



13. Turn the center bolt of the special tool with approximately 5 Nm (44 lb-in) of torque until the clutch is free of the input shaft.



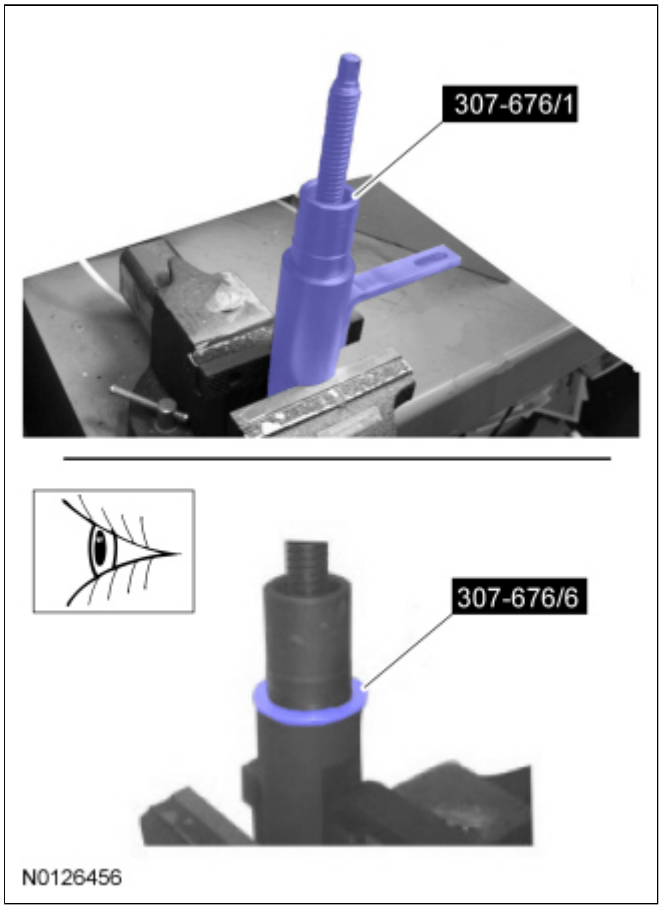
14. Using the special tools, remove the clutch as an assembly from the transaxle.



Installation

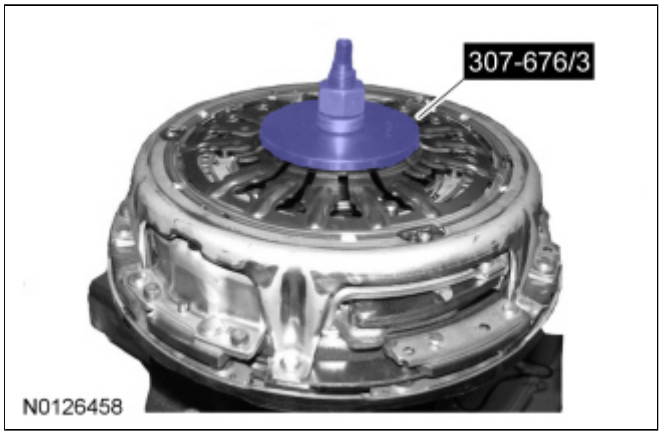
1. If installing a new clutch go to step 19.
2. **NOTE:** Make sure the special tool washer is also installed.

   Install the special tool in a vise.

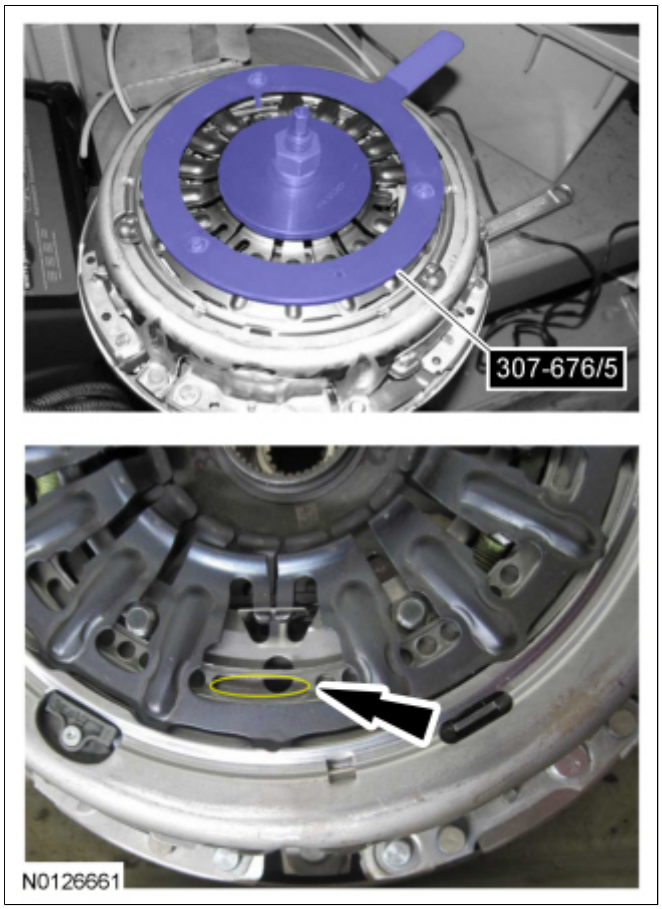


3. Place the clutch on the special tool and align one clutch stud with the slotted hole on the special tool.

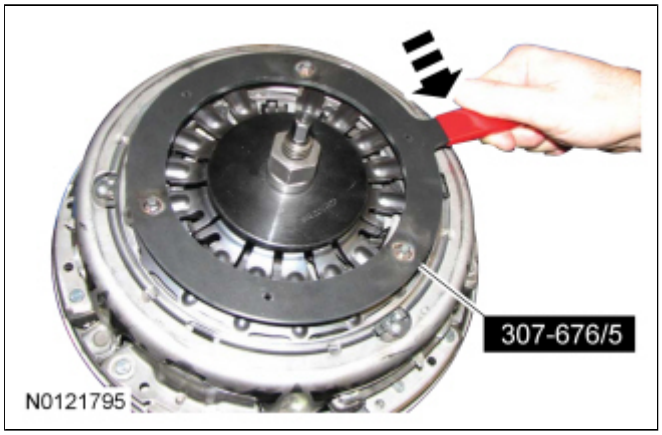
4. Install the special tool loosely on the clutch.



5. Install the special tool on the clutch making sure the legs are inserted in the slots.

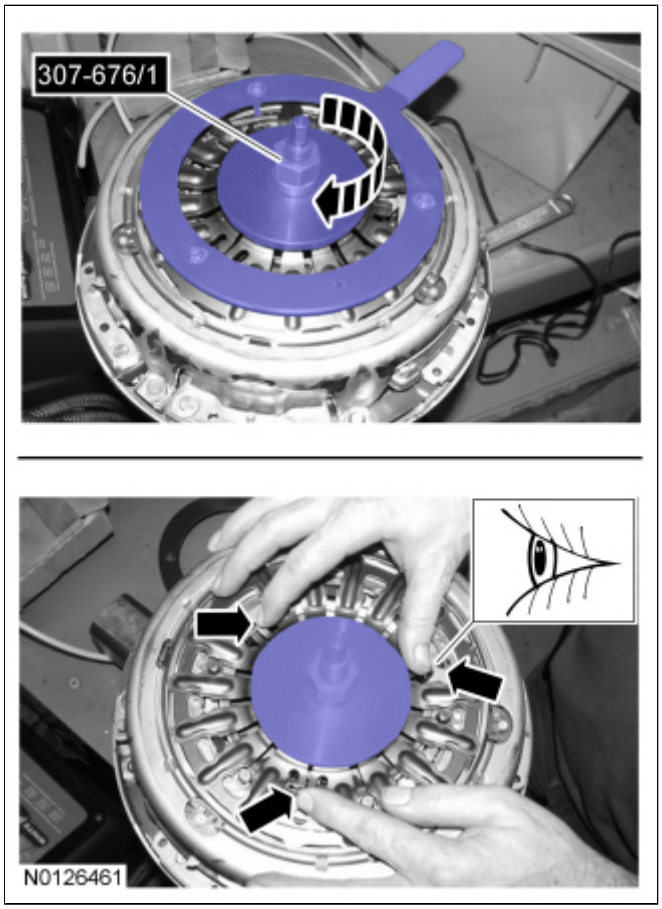


6. Turn the special tool clockwise to the stops and hold.

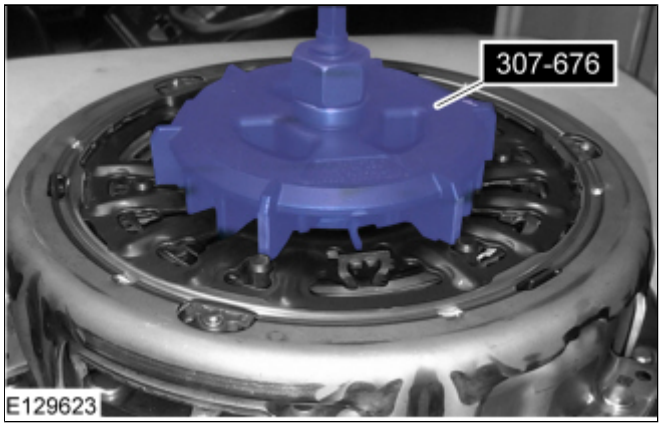


7. ***NOTICE:*** **Failure to rotate the self-adjuster to the stops before compressing the clutch, causes damage to the clutch.**

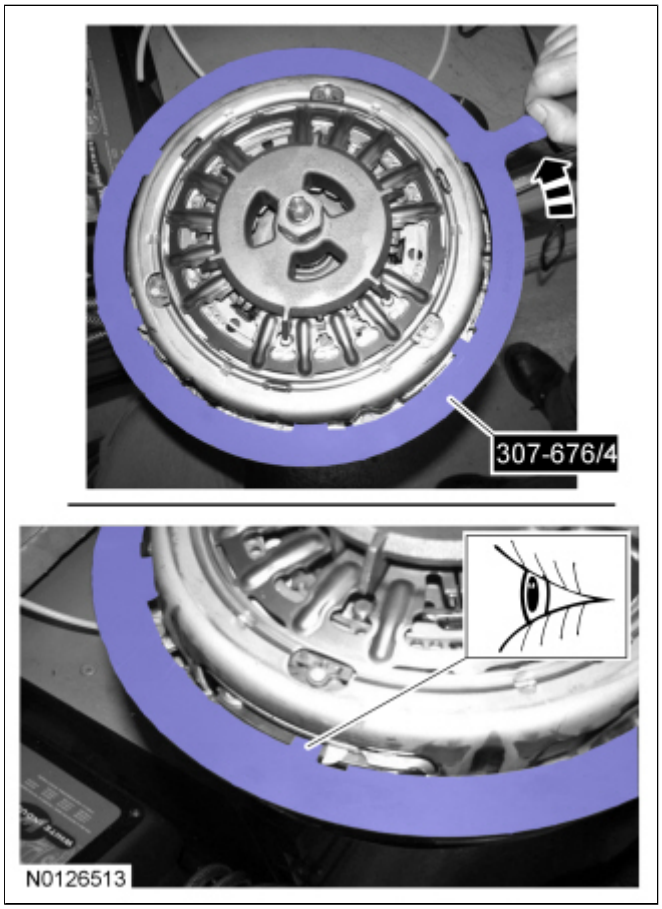
   Tighten the special tool until the 3 clutch 1 locks can be locked in place by hand.



8. Install the special tool loosely on the clutch.



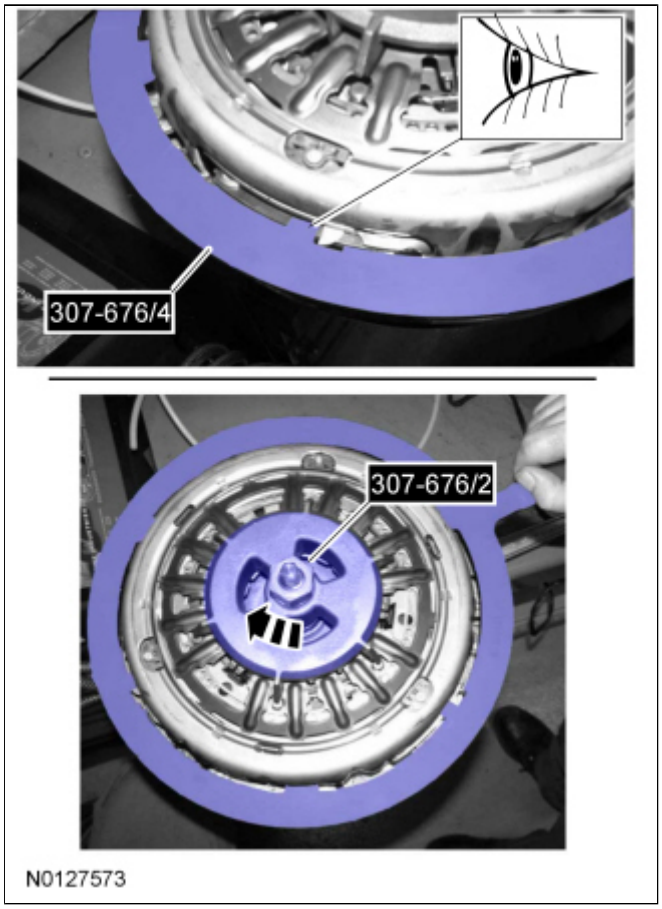
9. Using the special tool, move the clutch self-adjuster counterclockwise to the stop and hold.



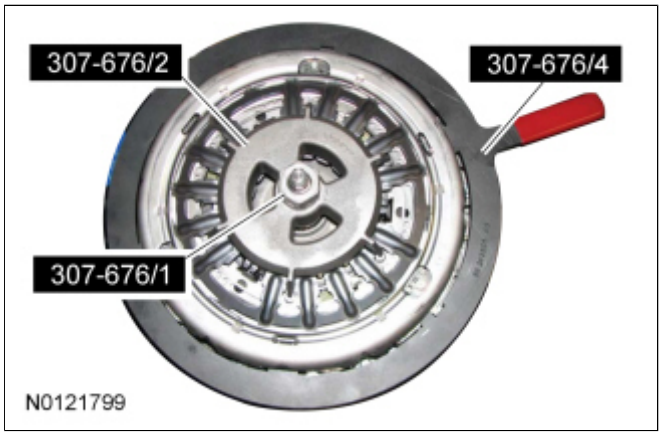
10. ***NOTICE:*** **Make sure the clutch self-adjuster is held to the stops before compressing the clutch or damage will occur to the clutch.**

    NOTE: An audible click can be heard when the clutch locks lock.

    While holding the clutch self-adjuster to the stops, use the special tool and compress the clutch to the stops on the clutch. The locks on clutch 2 lock at this time.

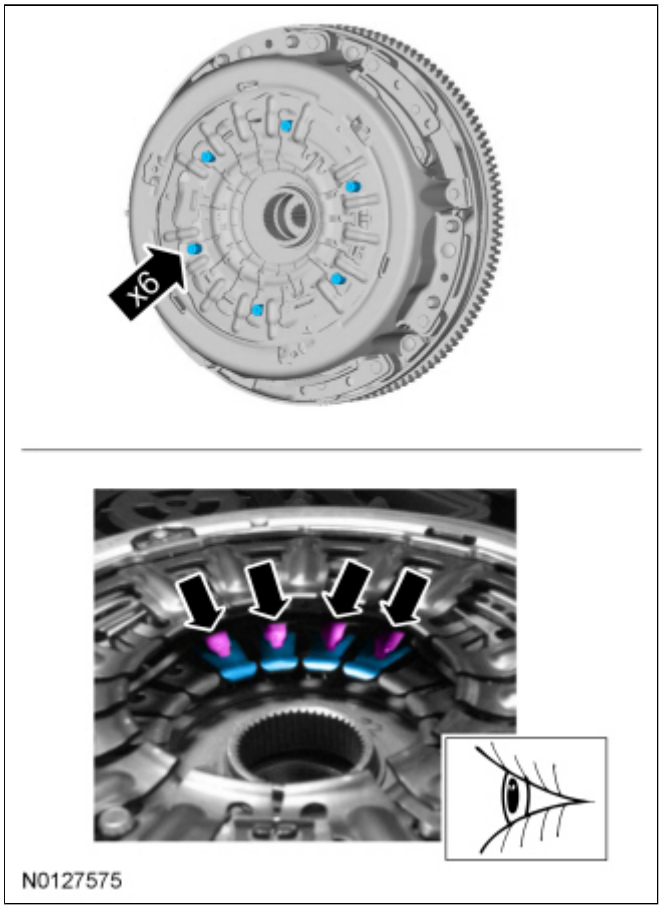


11. Remove the special tools.



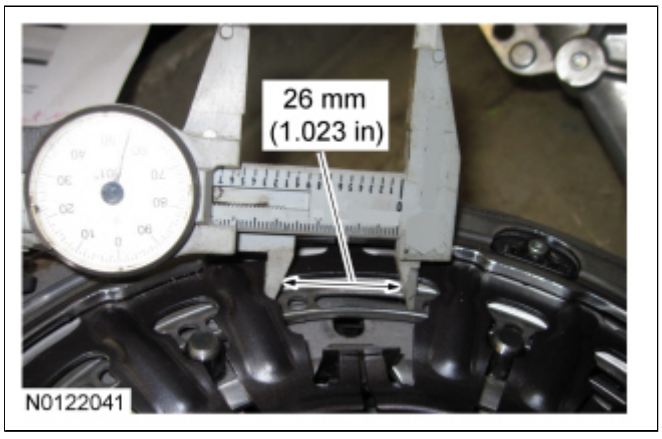
12. **NOTE:** The minimum number of engaged clutch locks is 6. Make sure the 6 locked clutch fingers align with the clutch studs as shown. If not, reset the clutch 2 locks as necessary.

    Visually check the locks to make sure they have locked. 4 locks shown, 12 total.

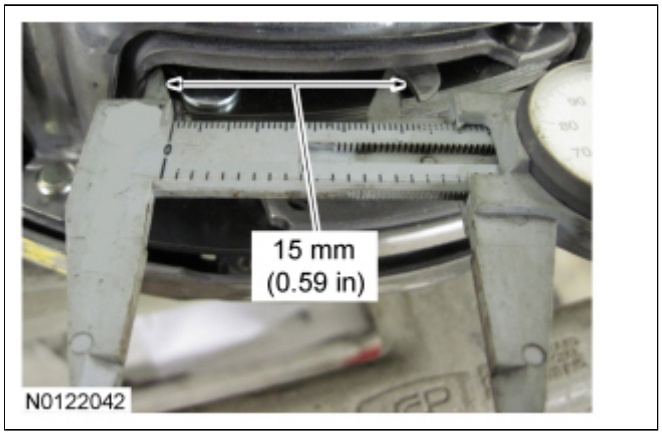


13. If installing a used clutch, verify the clutch is not worn or damaged. Perform the next 2 steps to check for clutch wear.

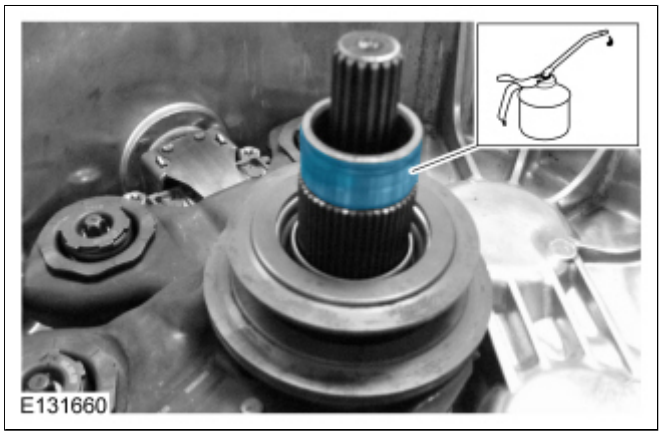
14. Check clutch 1 for wear by measuring the distance between the adjuster ring 1 long hole and lever 1 spring. Replace the clutch assembly if the measurement is 26 mm (1.023 in) or less.



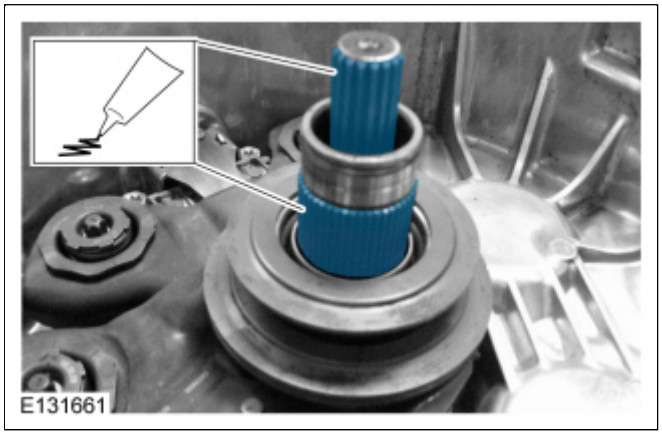
15. Check clutch 2 for wear by measuring the distance between adjuster ring 2 and the cover. Replace the clutch assembly if the measurement is 15 mm (0.59 in) or less.



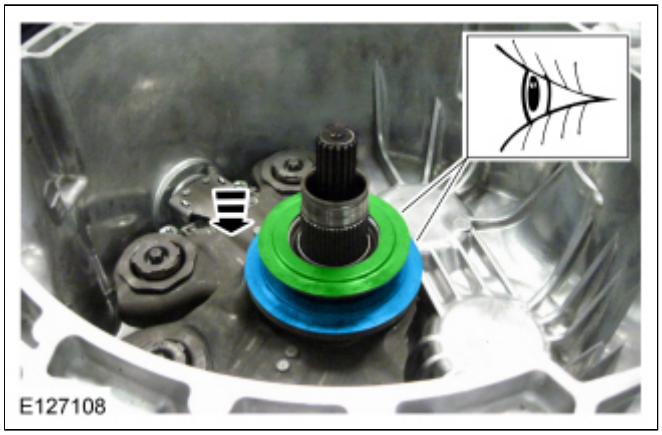
16. Apply a small amount of transmission fluid on the input shaft bearing surface.



17. Apply a small amount of DPS6 Grease on both input shaft splines.



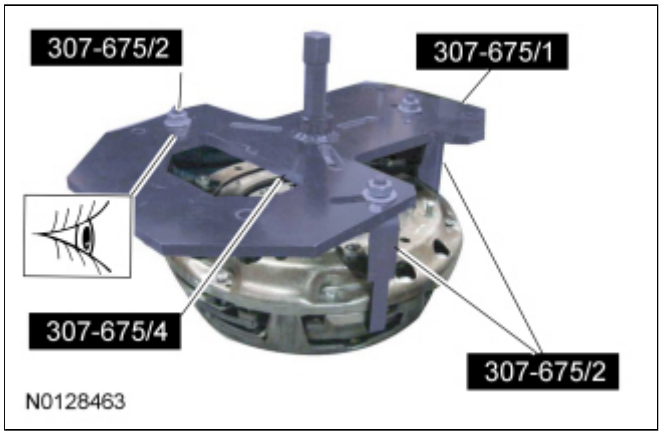
18. Verify the Z-washers are installed correctly.



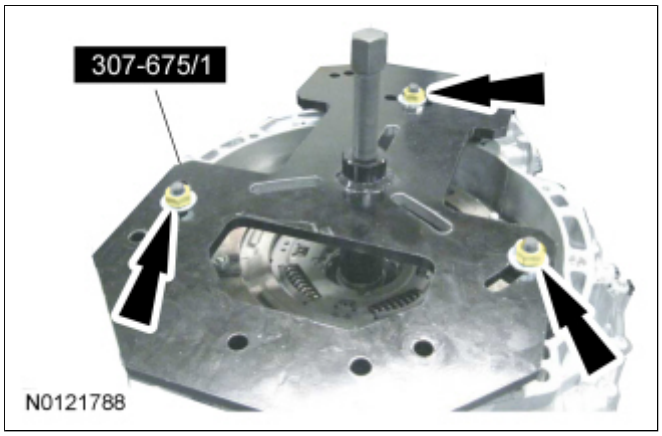
19. ***NOTICE:*** **Verify the clutch locks are locked prior to installation or the transaxle may not operate correctly and damage can occur. If the clutch locks are not locked go to step 2 within this procedure.**

    NOTE: Make sure the angled lifting leg is installed in the location shown.

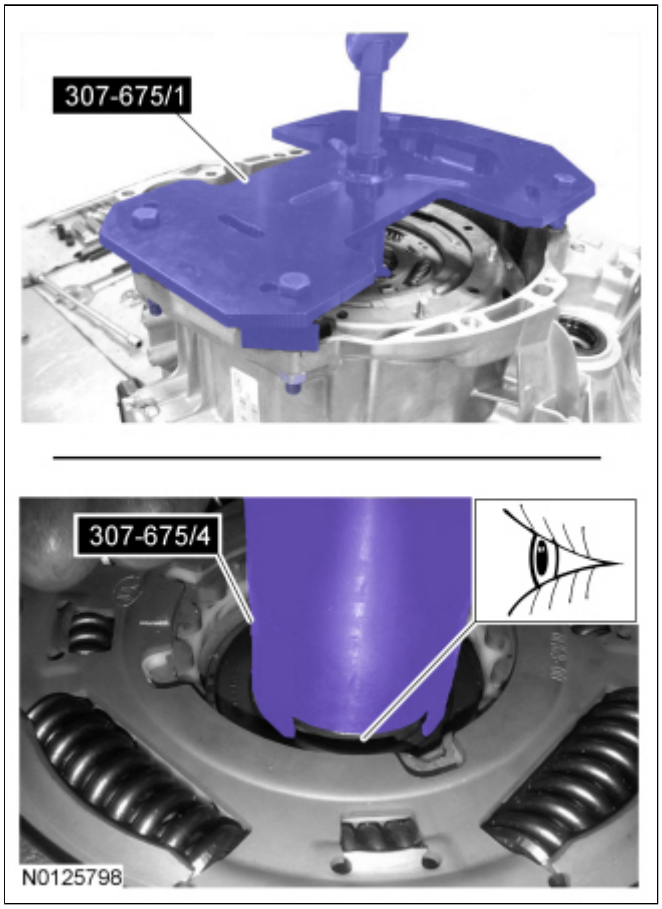
    Using the special tools, install the clutch in the transaxle.



20. Remove all the special tools.

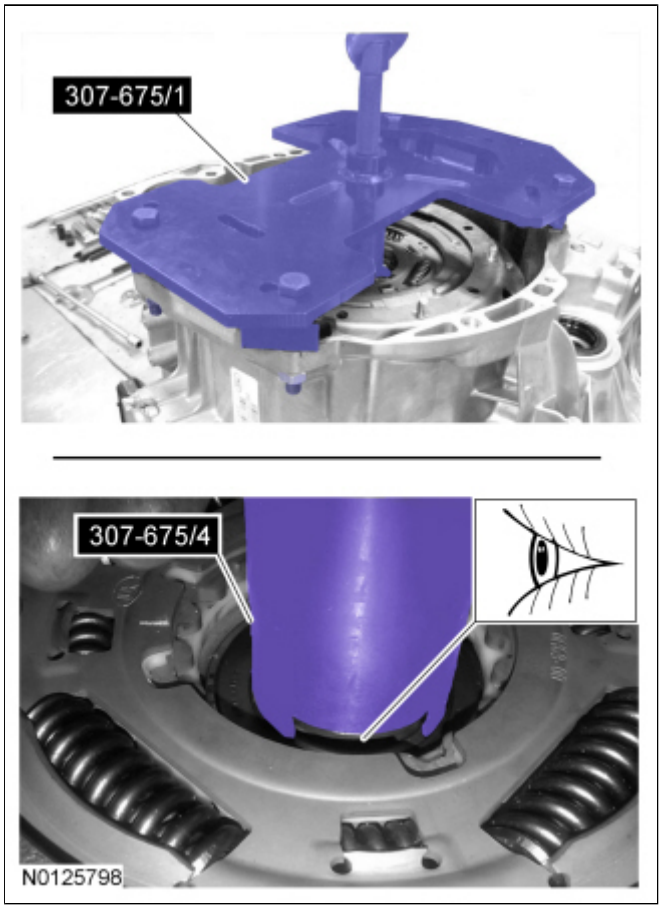


21. Install the special tools onto the transaxle case.



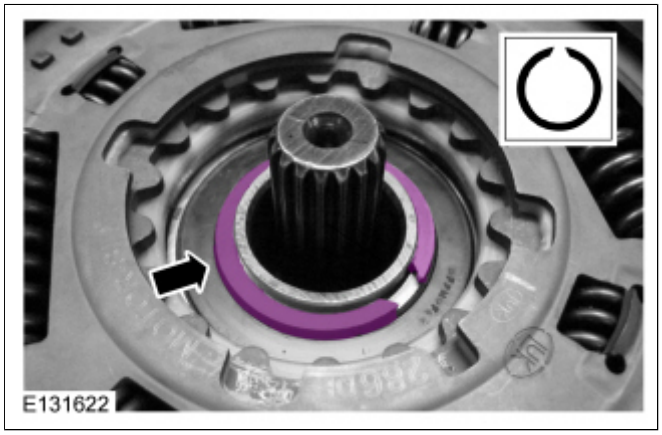
22. ***NOTICE:*** **Do not overtighten the special tool or damage can occur.**

    Using the special tools, push the clutch down with approximately 5 Nm (44 lb-in) of torque until seated on the input shaft bearing and the snap ring groove is visible.



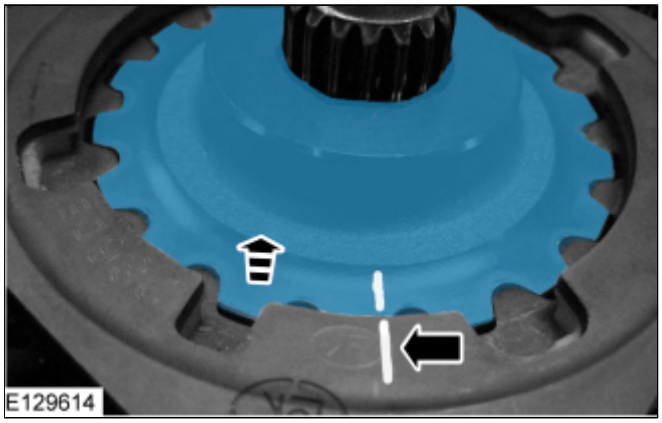
23. **NOTE:** Make sure the hollow input shaft snap ring is fully seated.

    Install the new hollow input shaft snap ring.

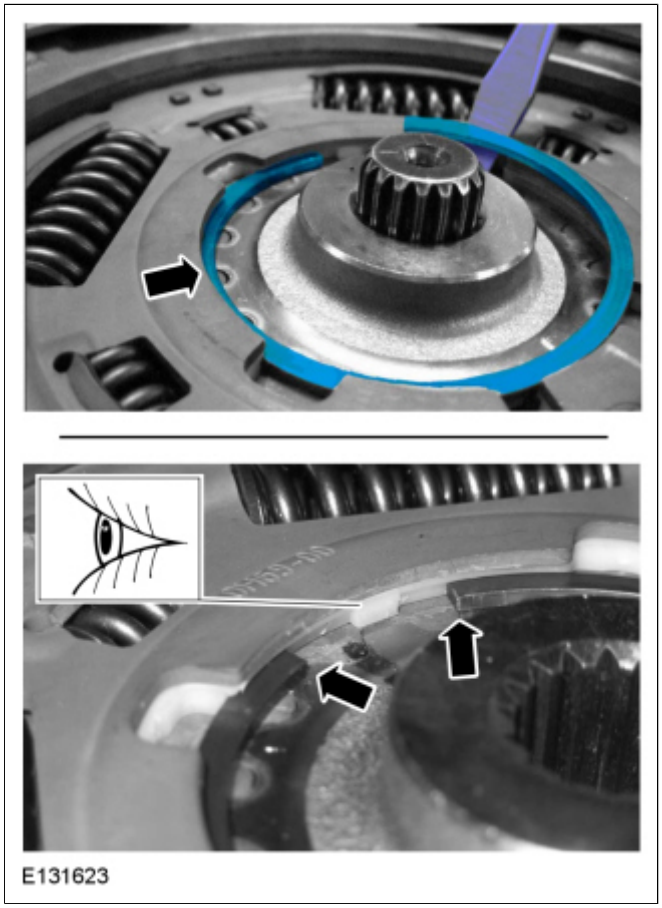


24. **NOTE:** Align the index marks on the clutch hub and clutch.

    Install the clutch hub.

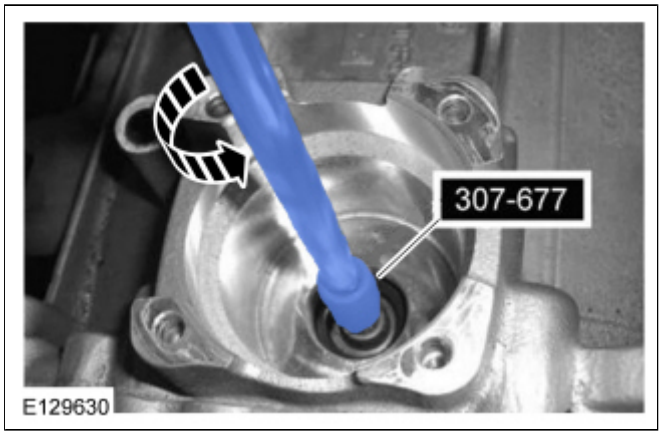


25. Install the new clutch hub snap ring in the position shown.

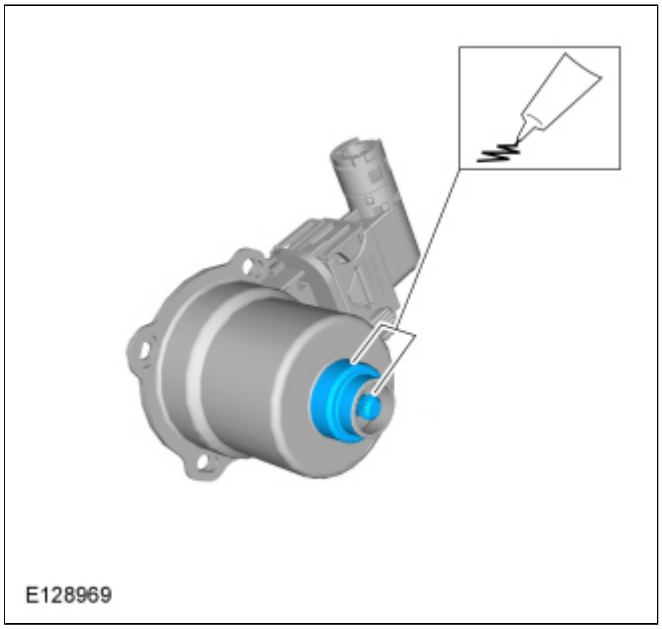


26. ***NOTICE:*** **Do not turn the special tool more than 12 turns or damage to the clutch actuator engagement lever can occur.**

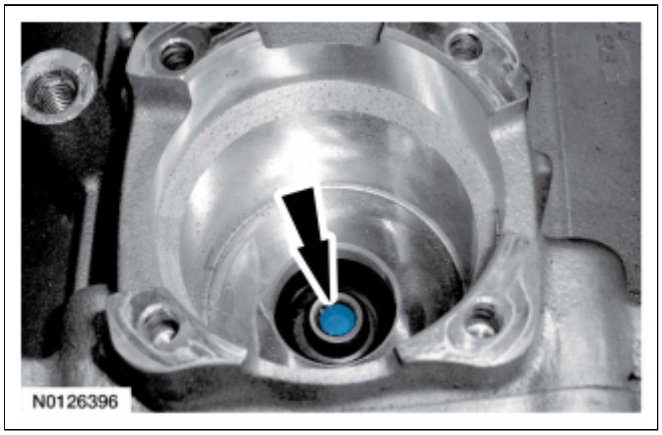
    Using the special tool, release the clutch 1 locks and then the clutch 2 locks by slowly turning the special tool counterclockwise. An audible click will be heard when the clutch locks are released.



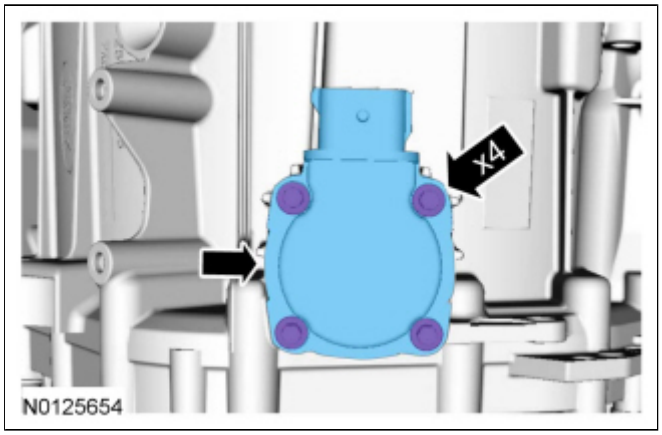
27. Apply High Temperature Nickel Anti-Seize Lubricant to both clutch motor surfaces where indicated.



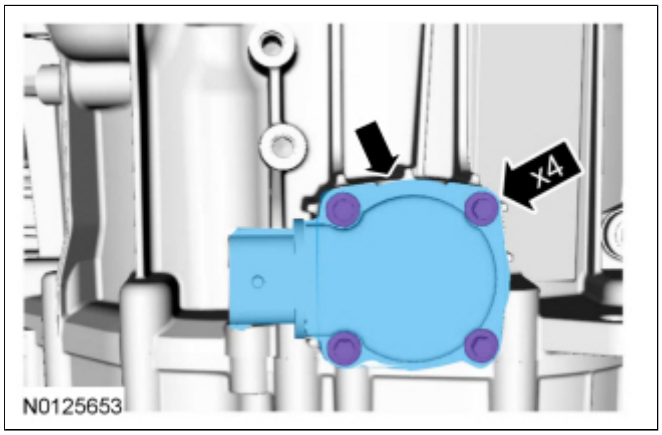
28. Apply High Temperature Nickel Anti-Seize Lubricant to the clutch actuator lever splines as shown.



29. Install the clutch motor 2 and the 4 clutch motor 2 bolts.
    - Tighten to 5 Nm (44 lb-in).



30. Install the clutch motor 1 and the 4 clutch motor 1 bolts.
    - Tighten to 5 Nm (44 lb-in).



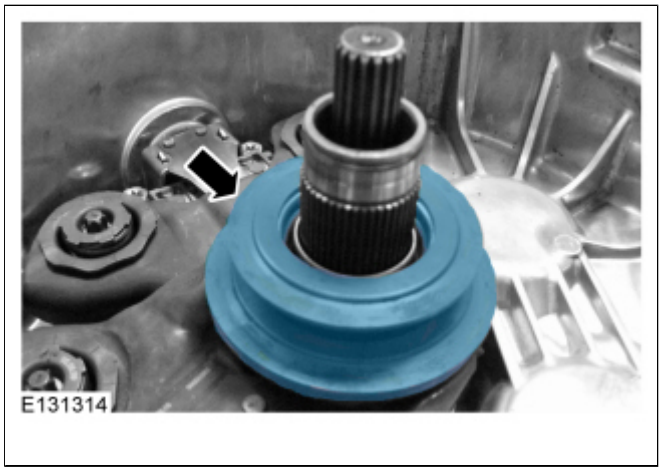
31. ***NOTICE:*** **After installation of the transaxle be sure to perform the Clutch Adaptive Learning procedure or transaxle damage can occur. For additional information, refer to Transmission Adaptive Learning in this section.**

    Install the transaxle in the vehicle. For additional information, refer to Transaxle in this section.

Clutch Engagement System

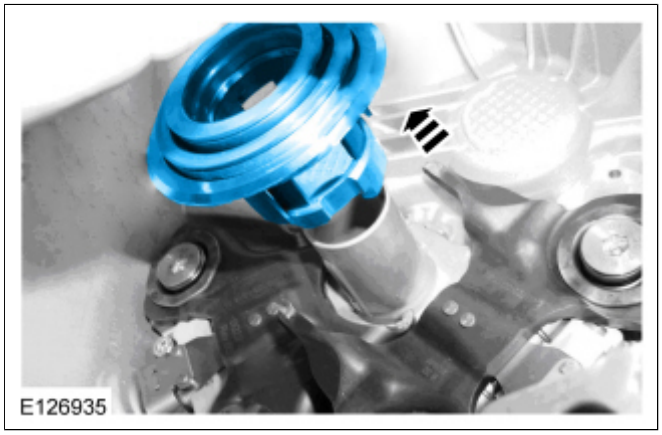
Removal

1. Remove the clutch. For additional information, refer to Clutch in this section.
2. Remove the Z-washers from the engagement system bearing unit.



3. **NOTE:** The engagement system bearing unit should be removed easily.

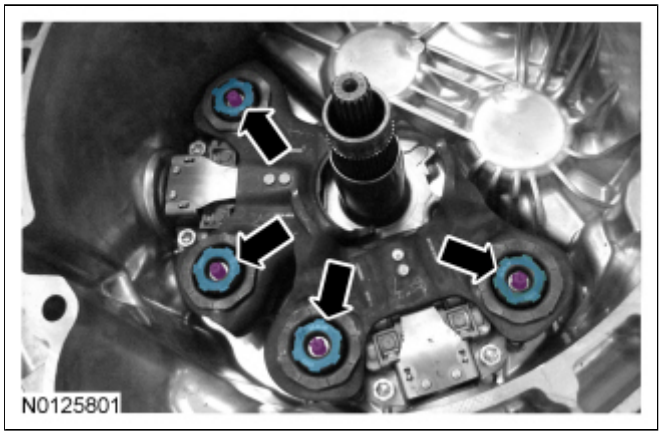
   Remove the engagement system bearing unit. Inspect for wear or damage. Replace as neccessary. Refer to Transaxle in this section.



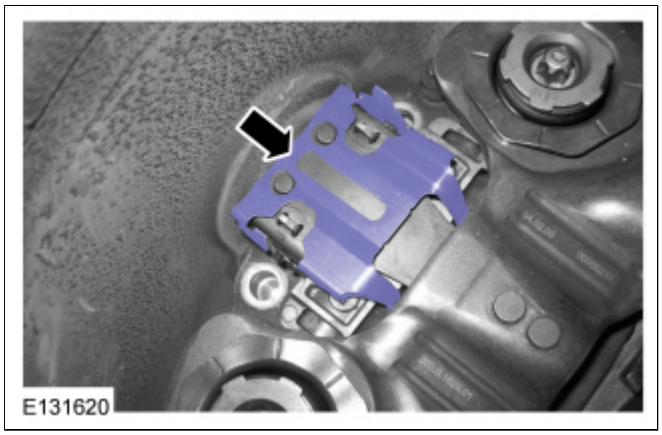
4. ***NOTICE:*** **Remove the spring retainer bolts by loosening them slightly in an alternating pattern or damage can occur to the clutch actuator levers.**

   NOTE: The spring retainers and actuator levers are matched sets with corresponding serial numbers. If the spring retainers and actuator levers are being reused, mark on each spring retainer and actuator lever for assembly.

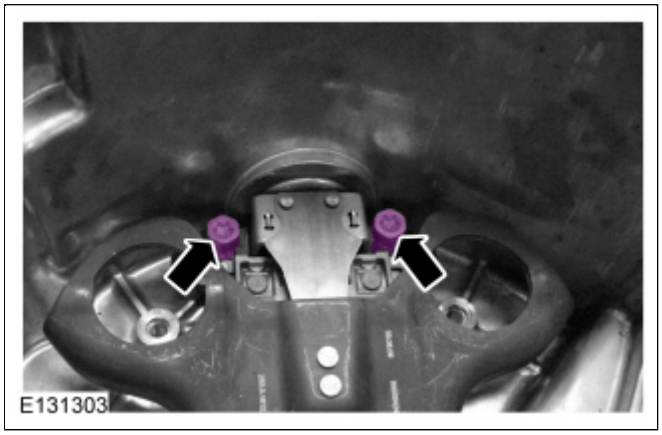
   Remove the 4 spring retainer bolts from the spring retainers and remove the spring retainers.



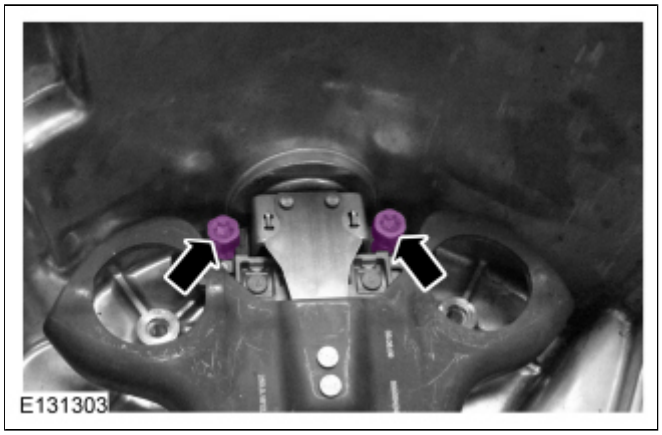
5. Install clutch actuator lever locks as shown if available.



6. Remove the 2 bolts from the clutch actuator lever 1.

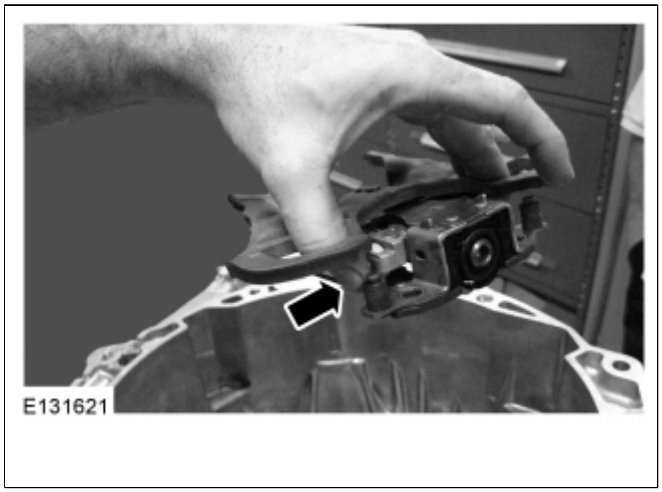


7. Remove the 2 bolts from the clutch actuator lever 2.



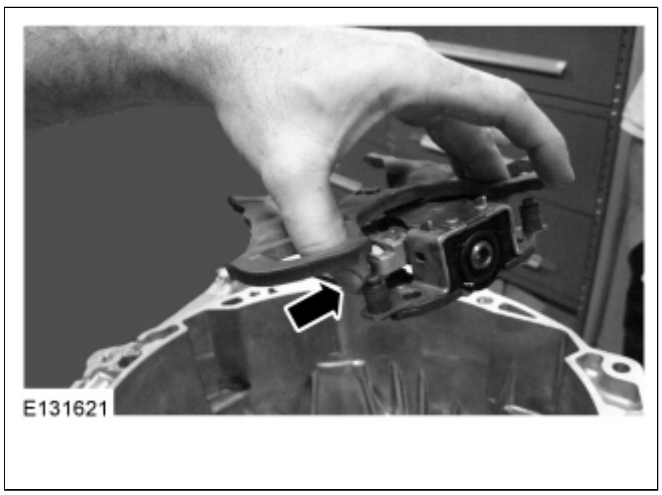
8. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

   Remove the clutch actuator lever 1.



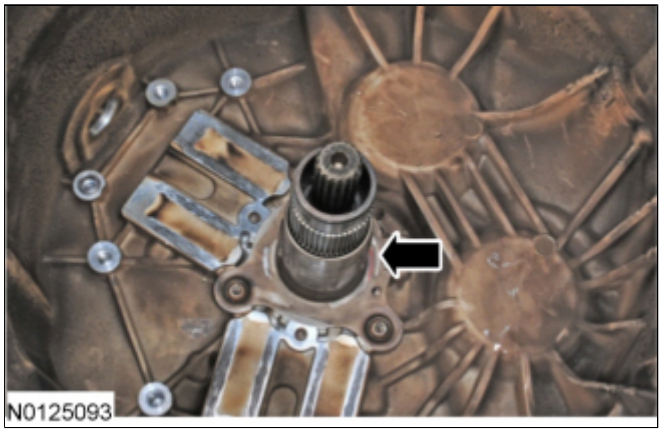
9. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

   Remove the clutch actuator lever 2.



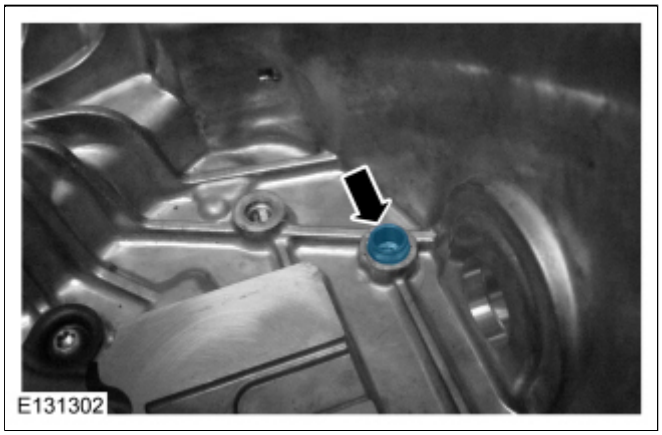
Installation

1. Inspect the guide tube for wear or damage. For additional information, refer to Transaxle in this section.



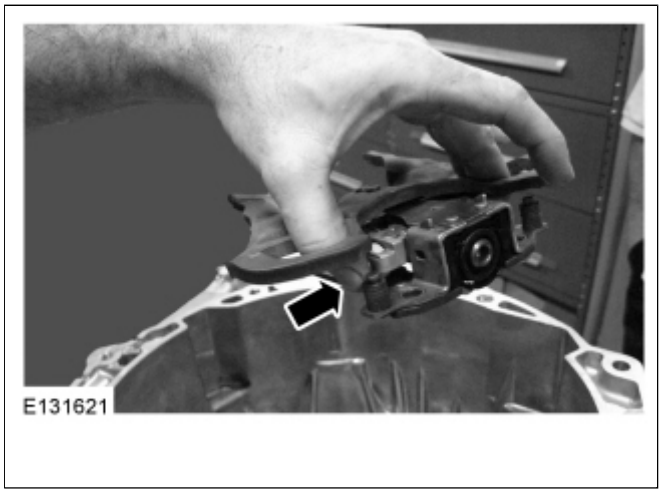
2. **NOTE:** One clutch actuator lever bushing shown, one per clutch actuator lever.

   Install the clutch actuator lever bushings.



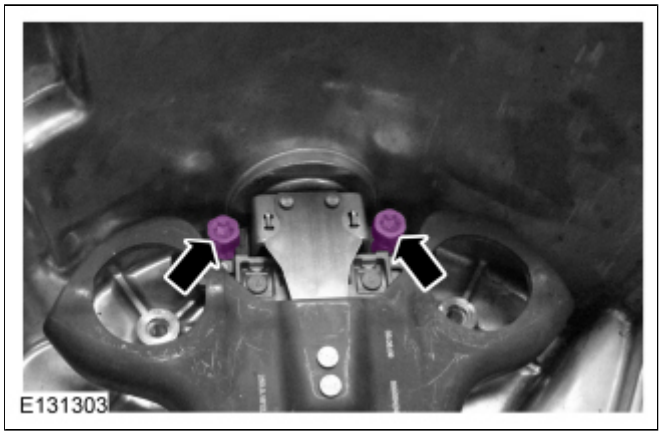
3. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

   Install the clutch actuator lever 2.



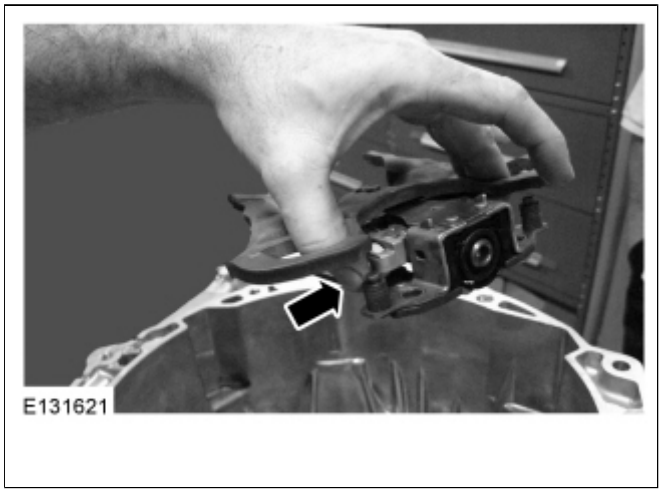
4. Install clutch motor 2 without the bolts to aide in the alignment of the clutch actuator lever.

5. Install the 2 clutch actuator lever 2 bolts.
   - Tighten to 19 Nm (168 lb-in).



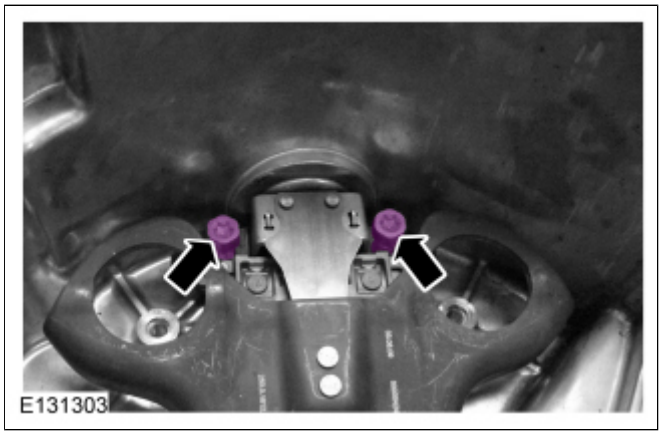
6. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

   Install the clutch actuator lever 1.



7. Install clutch motor 1 without the bolts to aide in the alignment of the clutch actuator lever.

8. Install the 2 clutch actuator lever 1 bolts.
   - Tighten to 19 Nm (168 lb-in).



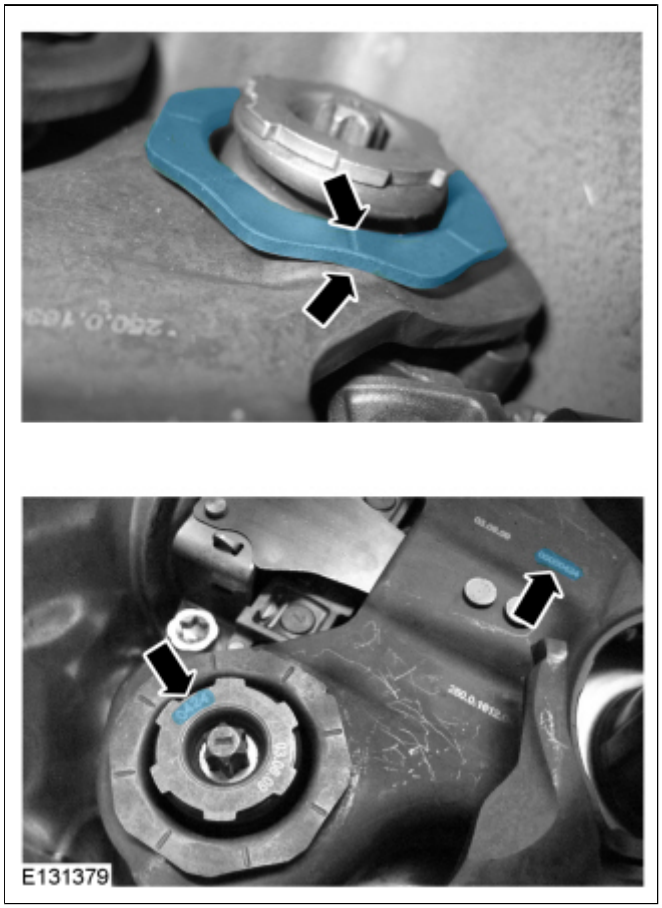
9. ***NOTICE:*** **Tighten the spring retainer bolts by tightening them slightly in an alternating pattern or damage can occur to the clutch actuator levers.**

   NOTE: Make sure the spring retainer contour aligns with the actuator lever contour as shown.

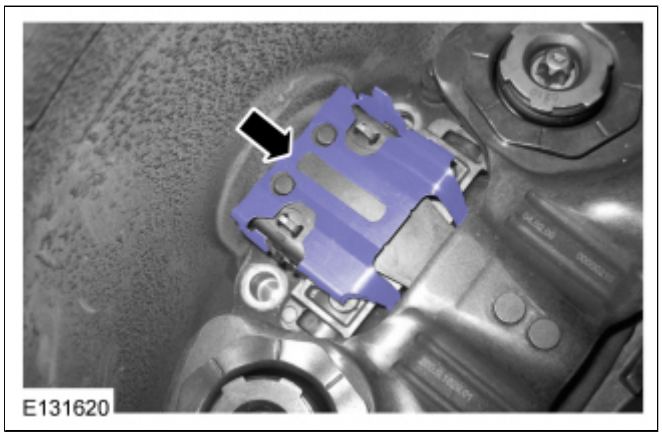
NOTE: Make sure the serial number on the spring retainer matches the serial number on the actuator lever. If reusing the spring retainers and actuator levers use the marks made during removal for assembly.

Install the spring retainers and spring retainer bolts.

- Tighten to 26 Nm (19 lb-ft).

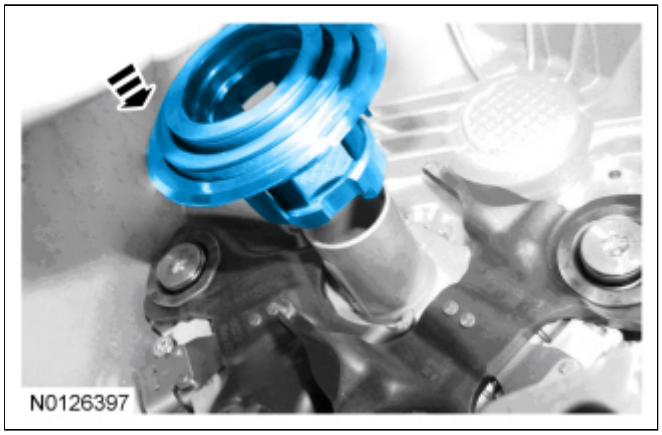


10. Remove the clutch actuator lever locks if installed.



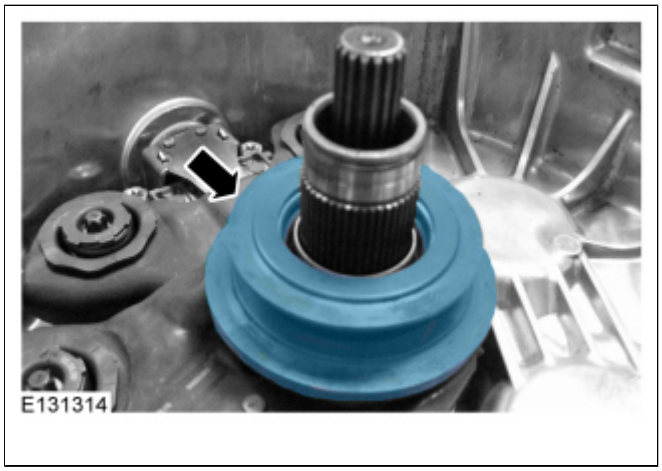
11. **NOTE:** The engagement system bearing unit should be installed easily.

    Install the engagement system bearing unit.



12. ***NOTICE:*** **Do not tilt transaxle after the Z-washers are installed, they may come off center and damage can occur.**

    Install the Z-washers onto the engagement system bearing unit and center them correctly.



13. Install the clutch. For additional information, refer to Clutch in this section.

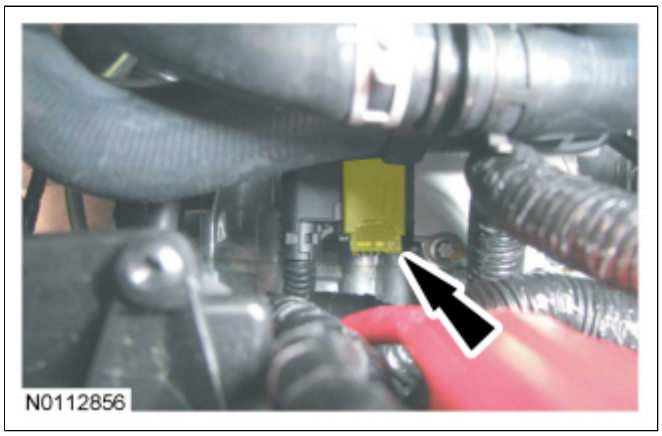
Clutch Motor — No. 1

Material

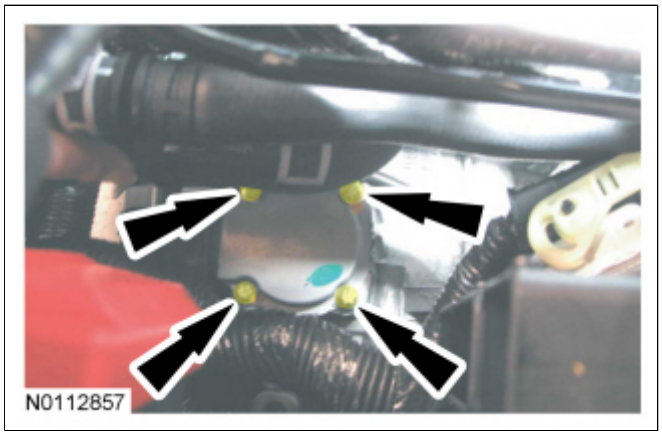
Item	Specification
High Temperature Nickel Anti-Seize Lubricant XL-2	—

Removal

1. Clean the area around the clutch motor to ensure no debris gets into the clutch motor pocket.
2. Disconnect the clutch motor electrical connector.

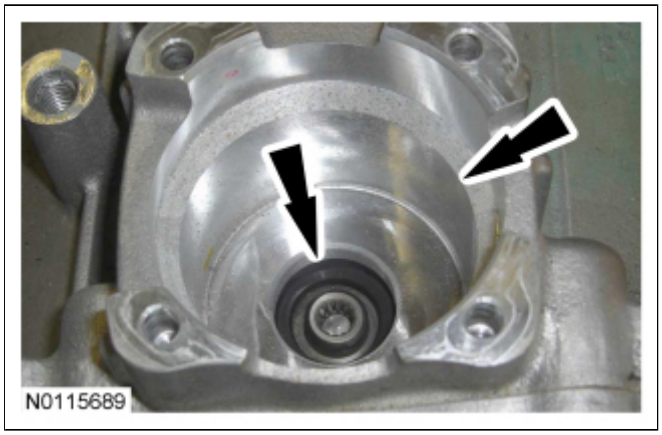


3. Remove the 4 clutch motor bolts and the clutch motor.

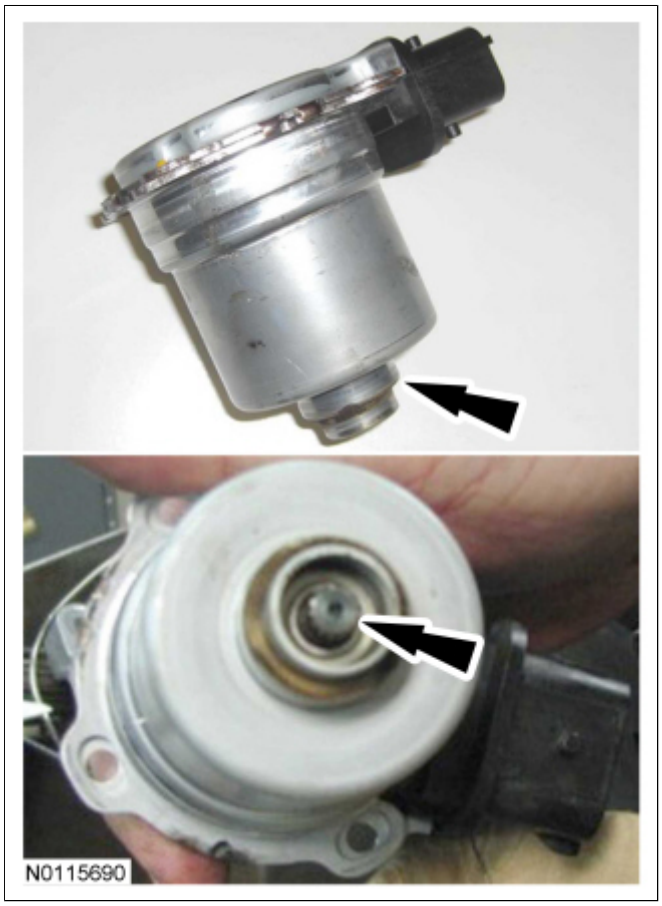


Installation

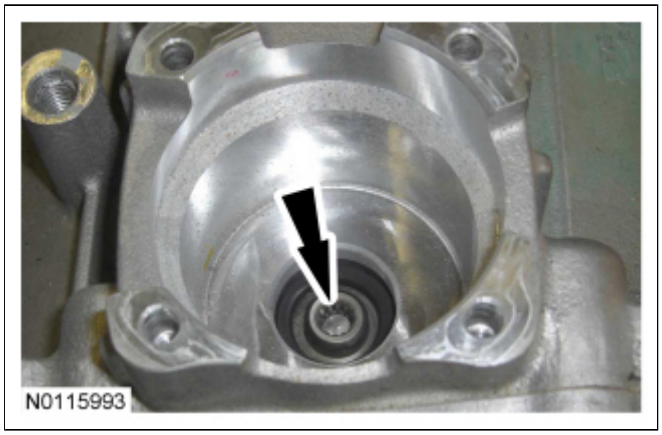
1. Inspect the clutch motor pocket for damage or debris. Clean or repair as needed.



2. Apply anti-seize to the clutch motor surfaces where indicated.

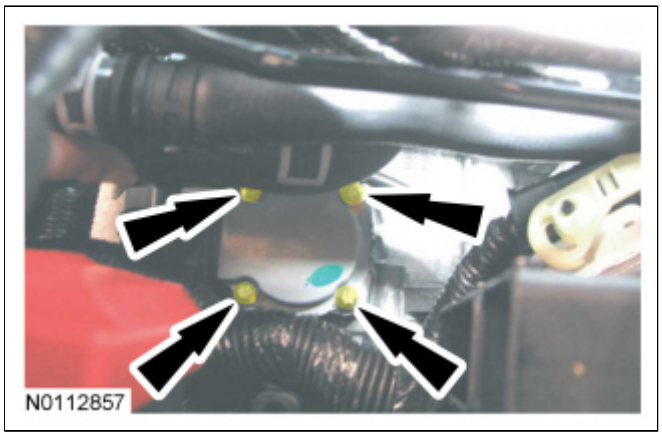


3. Apply anti-seize to the clutch actuator lever splines as shown.

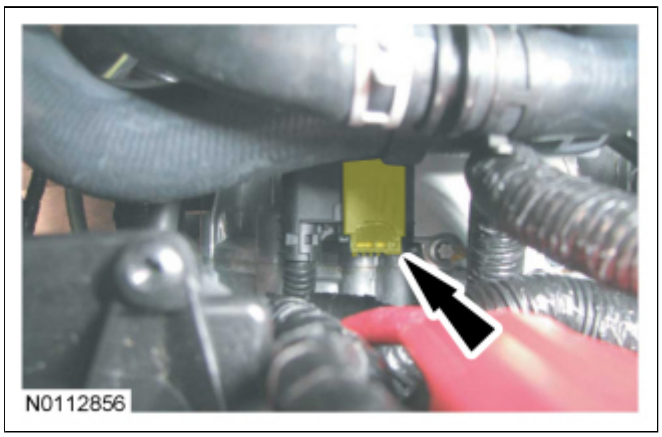


4. **NOTE:** Clutch motor splines may need to be turned to ease installation.

   Install the clutch motor and the 4 clutch motor bolts.
   - Tighten to 5 Nm (44 lb-in).



5. Connect the clutch motor electrical connector.



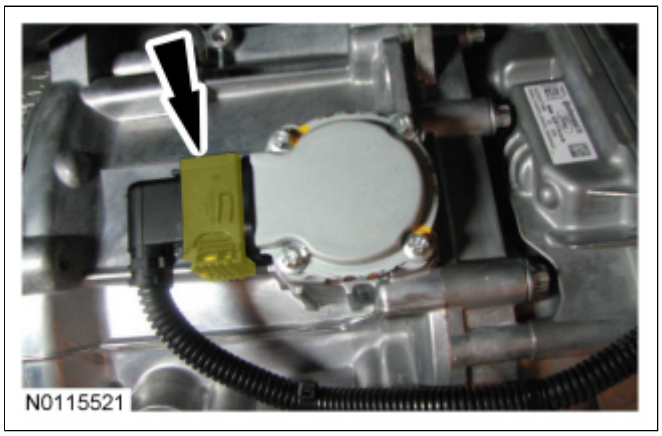
Clutch Motor — No. 2

Material

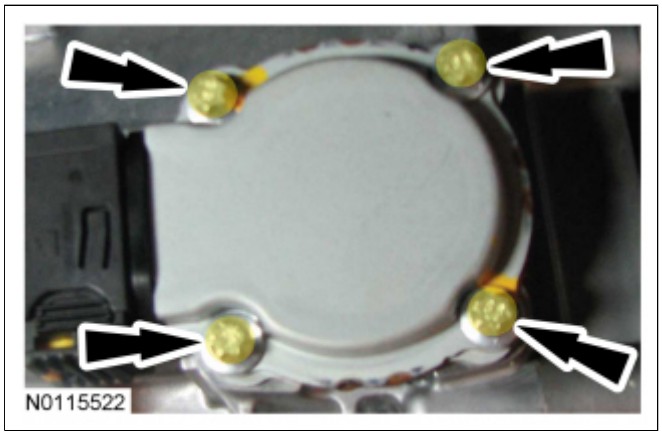
Item	Specification
High Temperature Nickel Anti-Seize Lubricant XL-2	—

Removal

1. Clean the area around the clutch motor to ensure no debris gets into the clutch motor pocket.
2. Disconnect the clutch motor electrical connector.

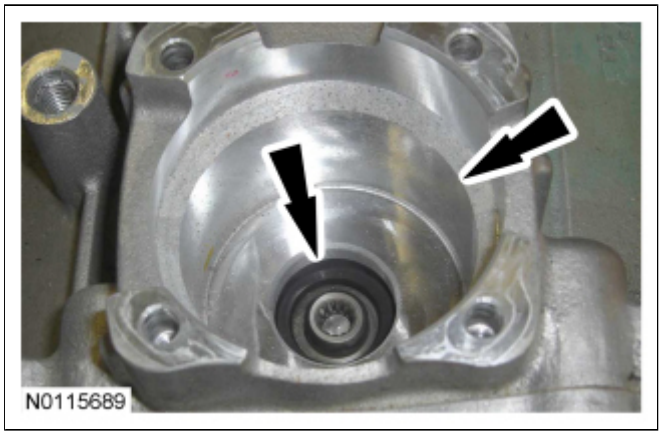


3. Remove the 4 clutch motor bolts and the clutch motor.

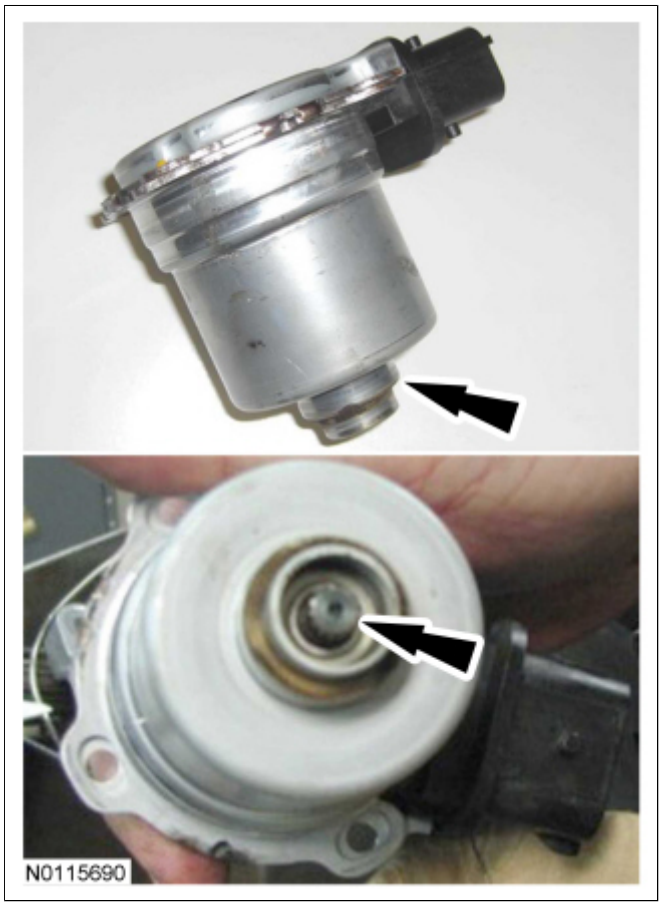


Installation

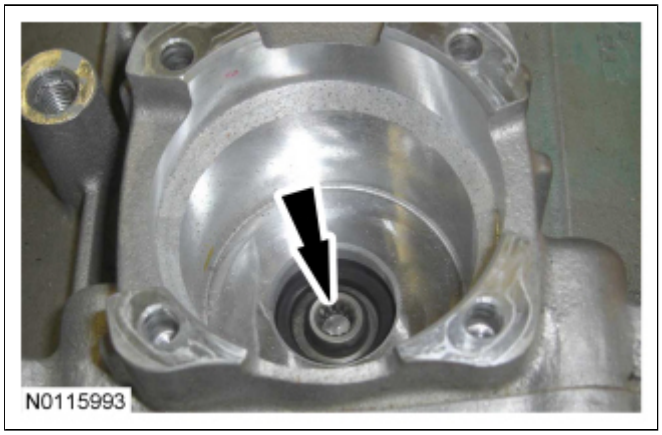
1. Inspect the clutch motor pocket for damage or debris. Clean or repair as needed.



2. Apply anti-seize to the clutch motor surfaces as shown.

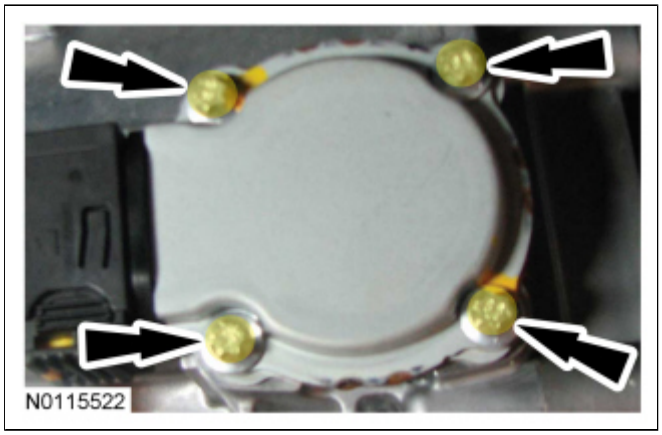


3. Apply anti-seize to the clutch actuator lever splines as shown.

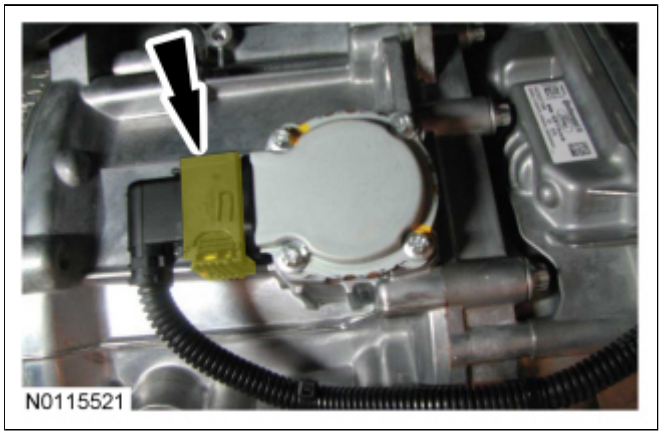


4. **NOTE:** Clutch motor splines may need to be turned to ease installation.

   Install the clutch motor and the 4 clutch motor bolts.
   - Tighten to 5 Nm (44 lb-in).

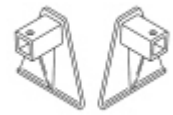
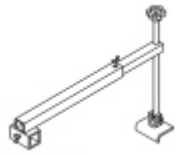


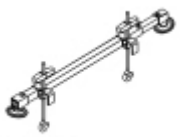
5. Connect the clutch motor electrical connector.



Transaxle

Special Tool(s)

 ST2378-A	Adapter for 303-290A 303-290-01
 ST2379-A	Adapter for 303-290A (Support Leg) 303-290-03A
ST1255-A	Handle 205-153
ST3218-A	Installer, Axle Seal 307-671
ST1582-A	Remover, Halfshaft 205-241 (T86P-3514-A)
ST2038-A	Remover, Halfshaft (Plate) 205-290 (T89P-3415-B)
ST2789-A	Slide Hammer 100-001 (T50T-100-A)
	Support Bar, Engine 303-290A

 ST2363-A	
 ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. **NOTE:** Transmission Control Module (TCM) Programming does not need to be performed if the transmission is being removed for flexplate or rear main seal service.

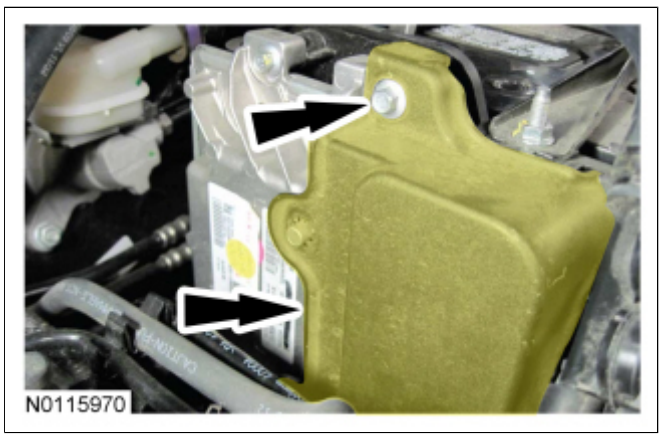
   Using the scan tool, recover all module information before removing the transaxle. For additional information, refer to Transmission Adaptive Learning in this section.

3. Remove the battery. For additional information, refer to Section 414-01 .

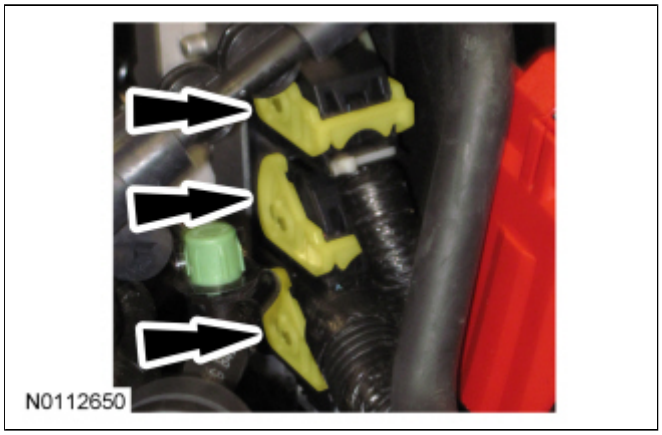
4. Remove the cowl assembly. For additional information, refer to Section 501-02 .

5. Remove the Air Cleaner (ACL) assembly and outlet pipe. For additional information, refer to Section 303-12 .

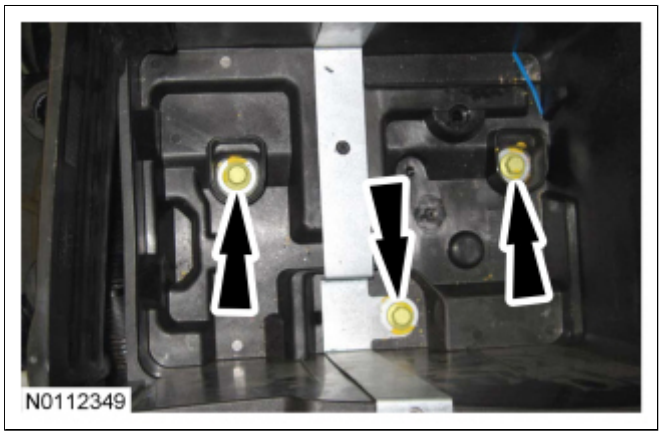
6. Remove the bolt and the PCM cover.



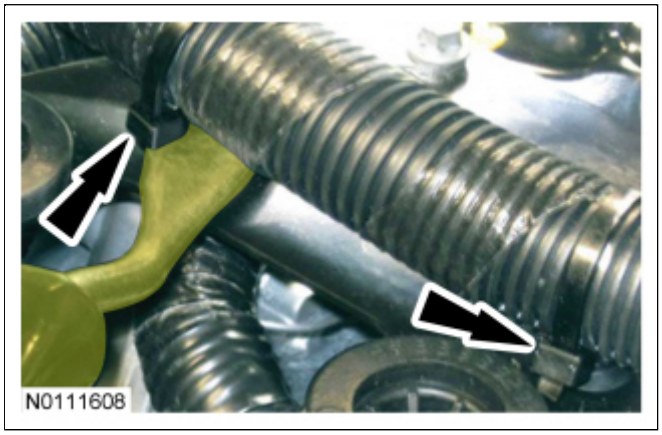
7. Disconnect the 3 PCM electrical connectors.



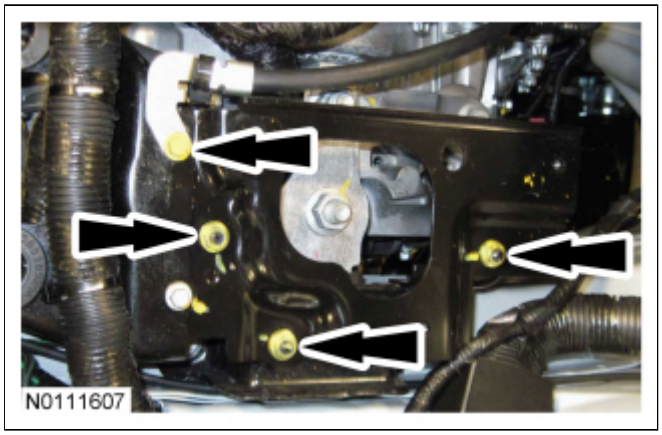
8. Remove the 3 battery tray bolts and the battery tray.



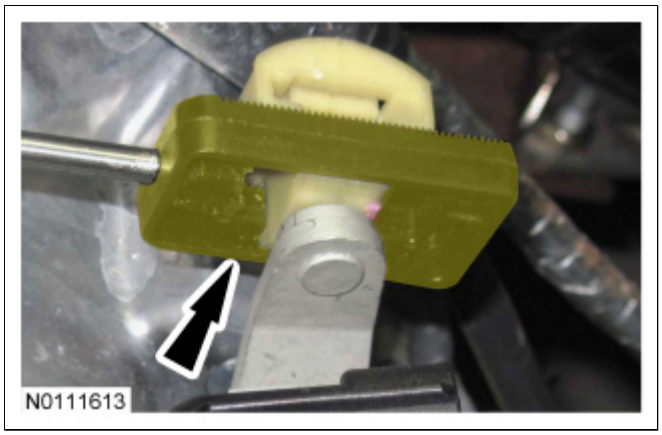
9. Using a suitable tool, detach the wiring harness from the battery tray bracket.



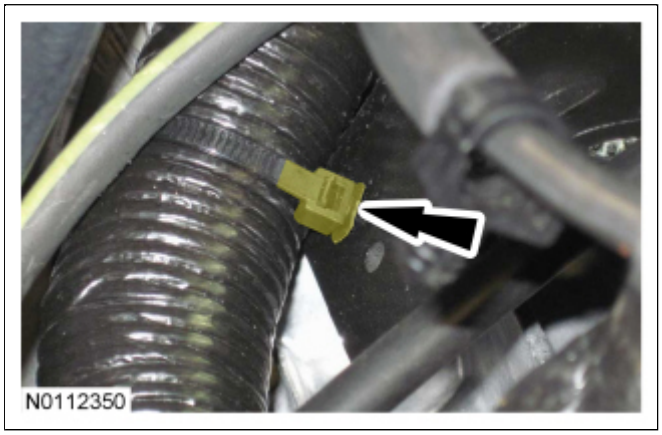
10. Remove the selector lever cable bracket bolt, the battery tray bracket nuts and remove the battery tray bracket.



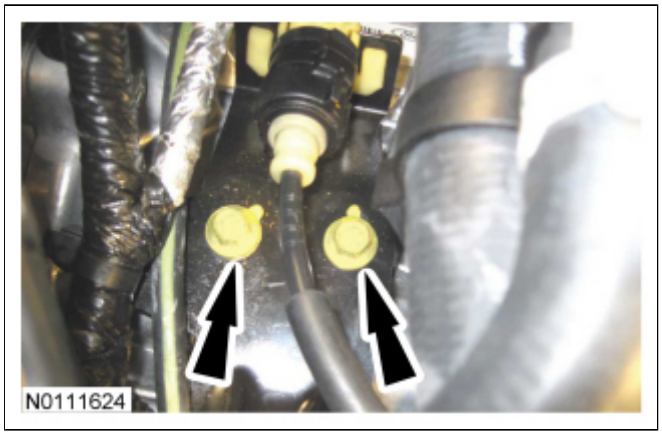
11. Disconnect the selector lever cable from the manual control lever.



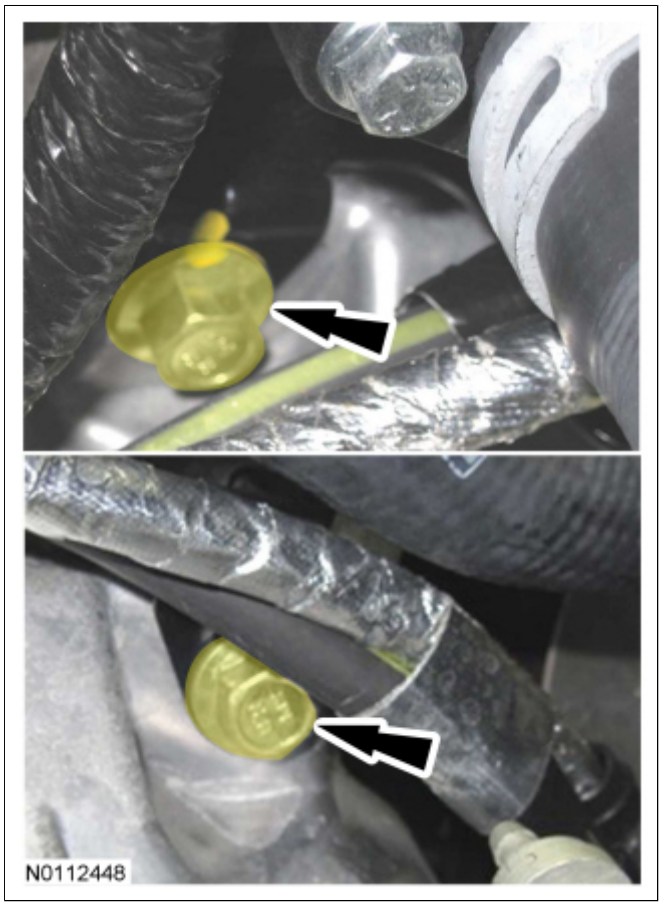
12. Remove the wiring harness from the selector lever cable bracket.



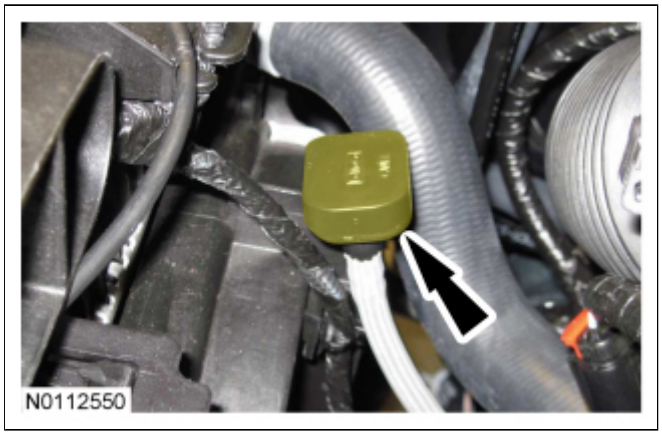
13. Remove the 2 selector lever cable bracket bolts from the transaxle and position the selector lever cable and bracket aside.



14. Remove the 2 upper clutch housing-to-engine bolts.

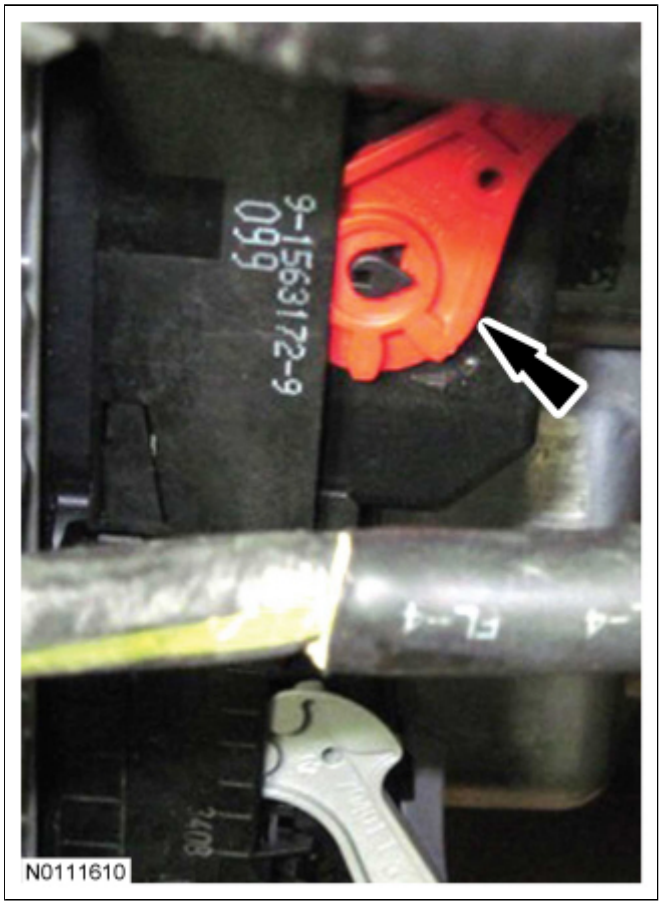


15. Remove the transaxle vent hose from the cooling fan housing and position aside.

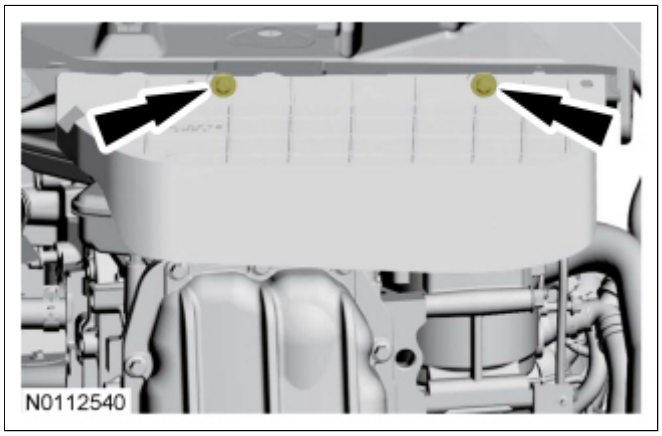


16. Remove the ground wire bolt and the ground wire from the transaxle.

17. Disconnect the engine harness electrical connector from the Transmission Control Module (TCM).

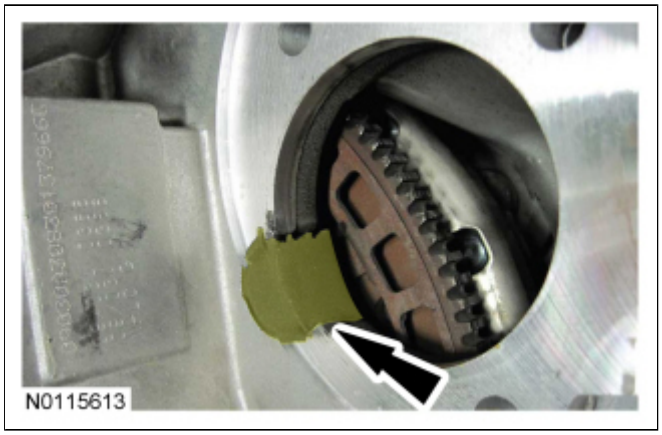


18. If equipped, remove the engine splash shield.



19. Remove the starter motor. For additional information, refer to Section 303-06 .

20. Remove the flexplate-to-clutch nut access cover.

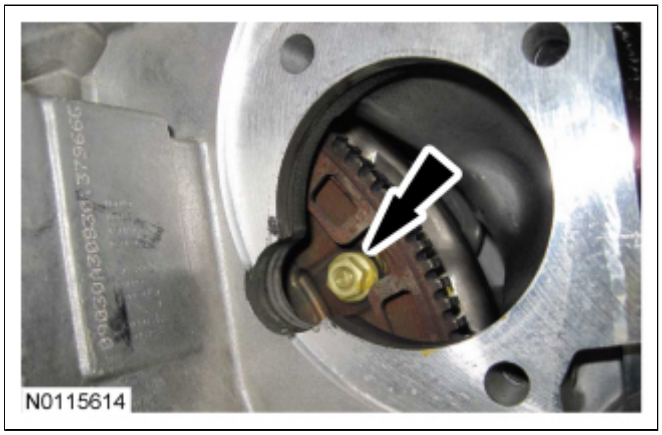


21. ***NOTICE:*** **Rotate the engine in a clockwise direction only or engine damage will occur.**

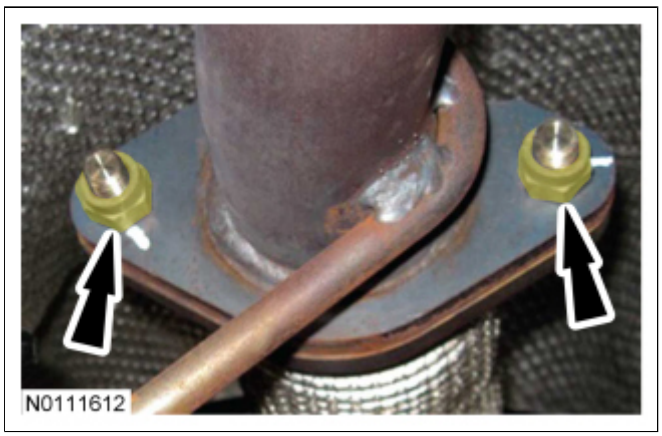
    NOTICE: **To prevent the flexplate-to-clutch nuts from falling into the clutch housing and causing damage, use a magnetic socket to remove the 6 flexplate-to-clutch nuts.**

    NOTE: Index mark one clutch stud and the flexplate for installation reference.

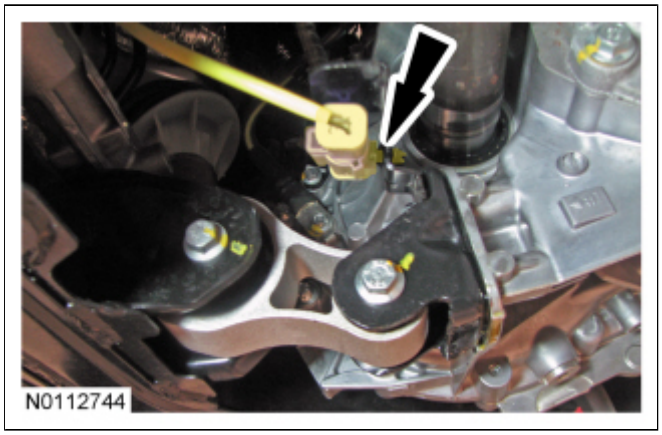
    Rotate the crankshaft in a clockwise direction to gain access to the flexplate-to-clutch nuts. Remove and discard the 6 flexplate-to-clutch nuts.



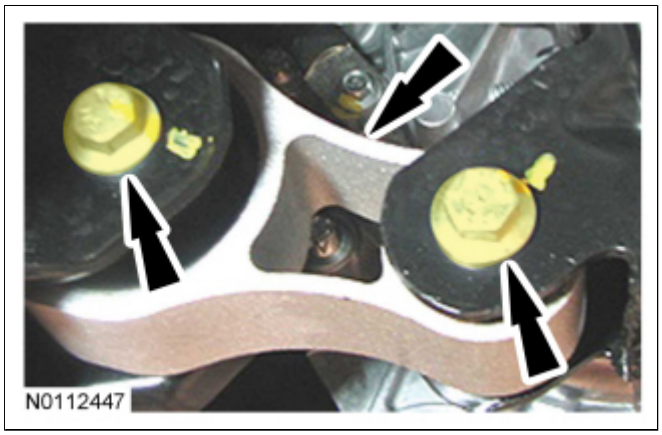
22. Remove and discard the exhaust flange nuts and exhaust flange gasket. Disconnect the exhaust flange.



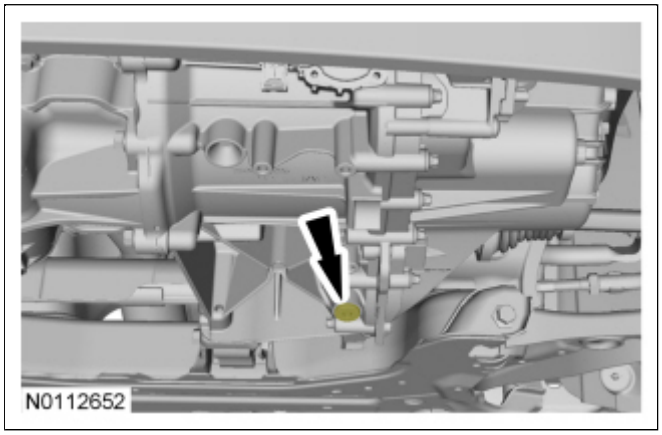
23. Detach the Heated Oxygen Sensor (HO2S) electrical connector from the HO2S bracket.



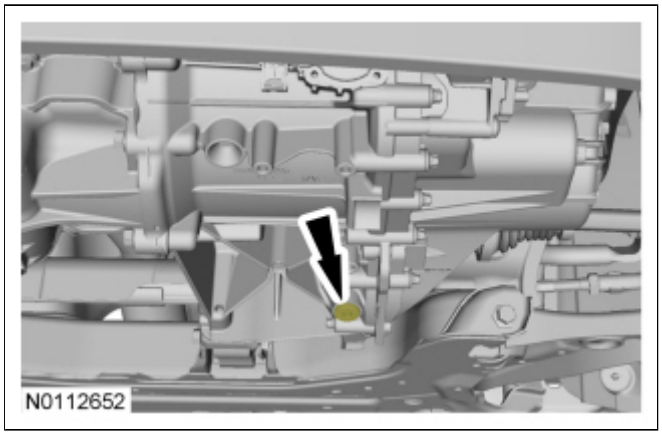
24. Remove the transaxle roll restrictor bolts and the transaxle roll restrictor.



25. Remove the drain plug and drain the transmission fluid.

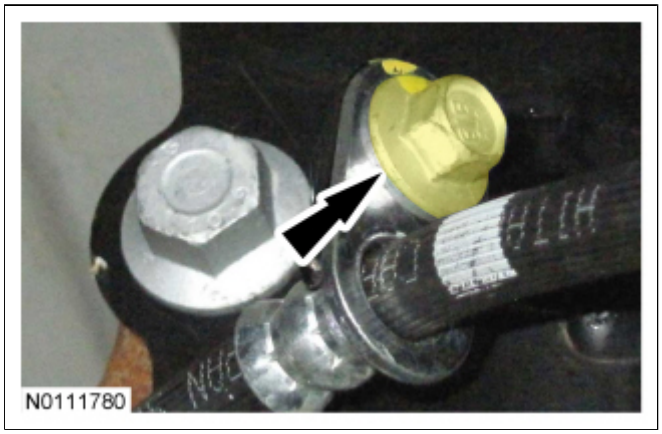


26. Install the drain plug.
    - Tighten to 43 Nm (32 lb-ft).

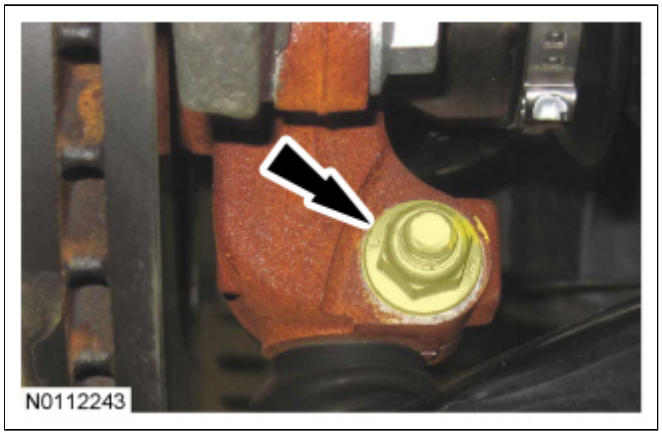


27. Remove the front wheels. For additional information, refer to Section 204-04 .

28. Remove the brake hose retainer bolt and the brake hose retainer from the RH strut.

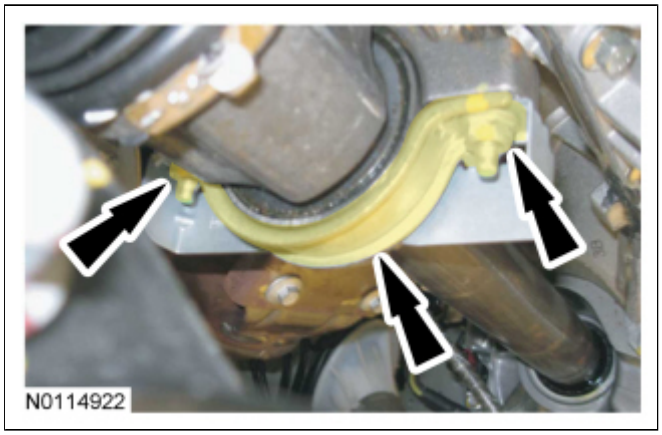


29. Remove and discard the RH ball joint nut and bolt.



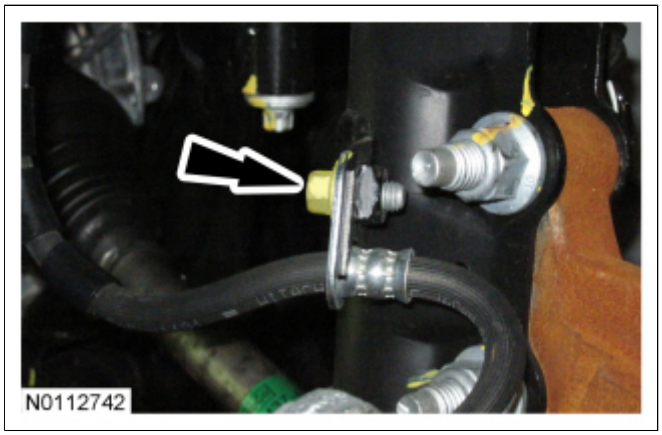
30. Separate the RH ball joint from the knuckle.

31. Remove and discard the bearing retainer strap nuts, shield and the bearing retainer strap.

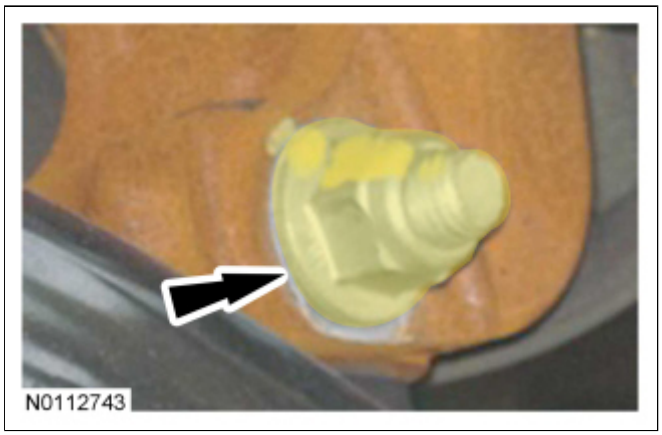


32. Remove the RH intermediate shaft assembly from the transaxle and position aside. Support the intermediate shaft assembly.

33. Remove the brake hose retainer bolt and the brake hose retainer from the LH strut.

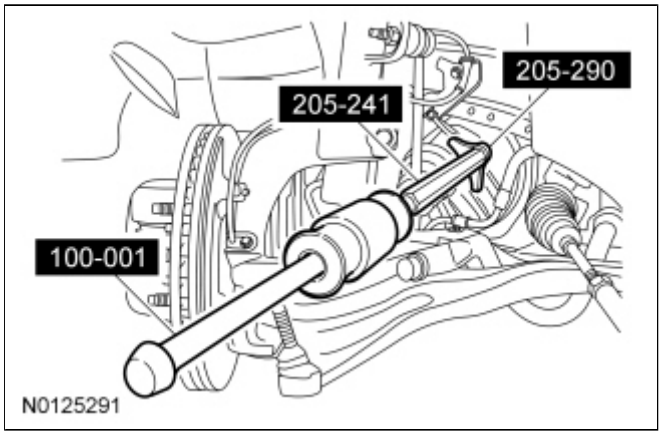


34. Remove and discard the LH ball joint nut and bolt.

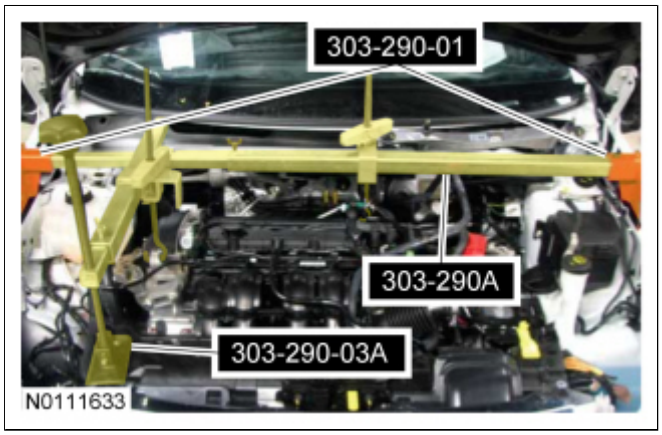


35. Separate the LH ball joint from the knuckle.

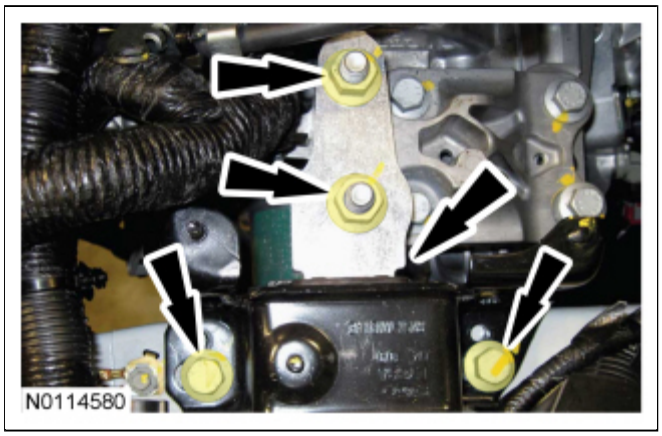
36. Using the special tools, remove the LH halfshaft assembly from the transaxle and position aside. Support the LH halfshaft assembly.



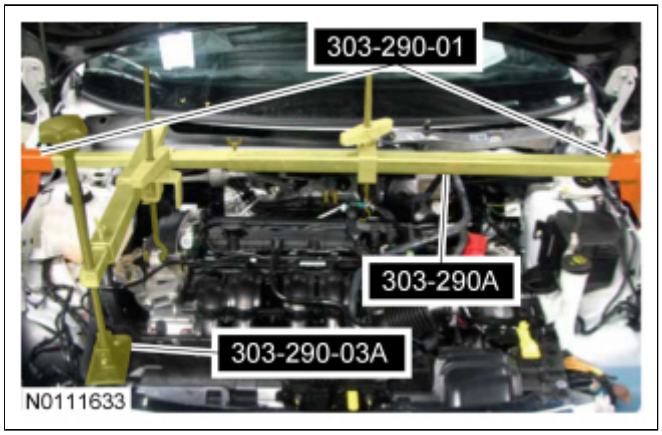
37. Install the special tools and support the engine.



38. Remove the 2 transaxle support insulator bolts and nuts and remove the transaxle support insulator.

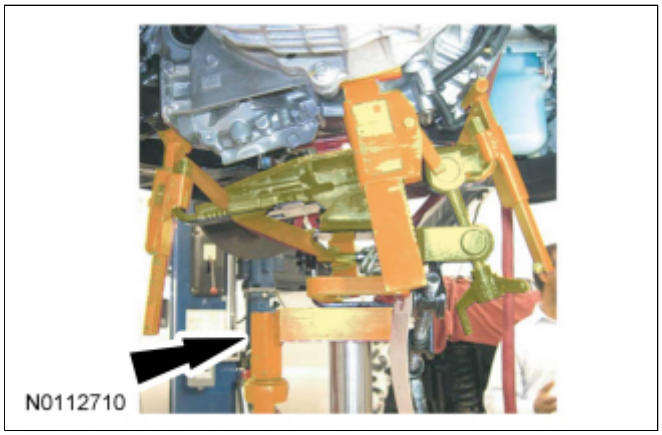


39. Using the special tools, lower the transaxle.

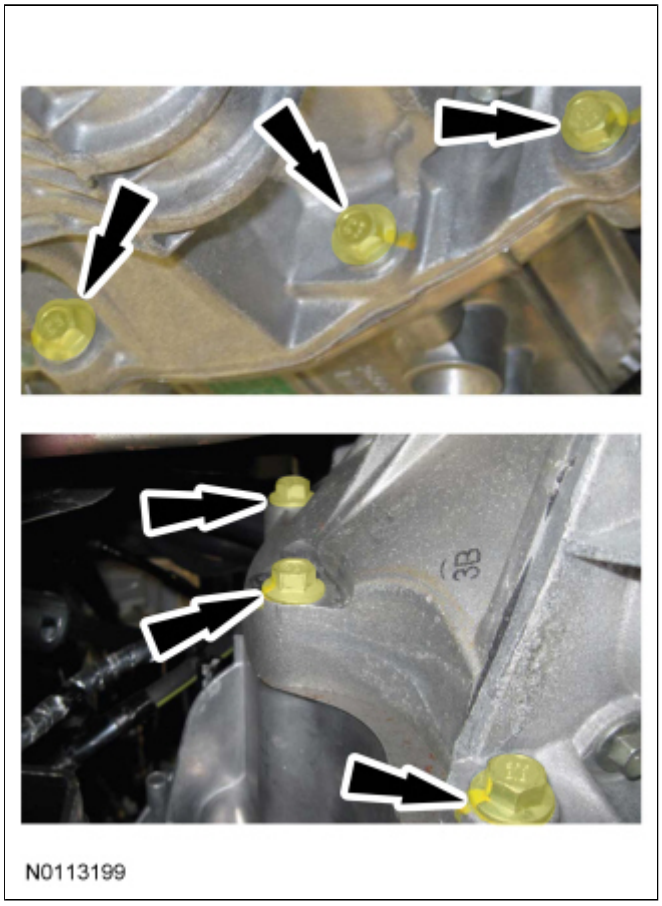


40. ***NOTICE:*** **Use caution not to damage the transaxle wiring harness or sensors.**

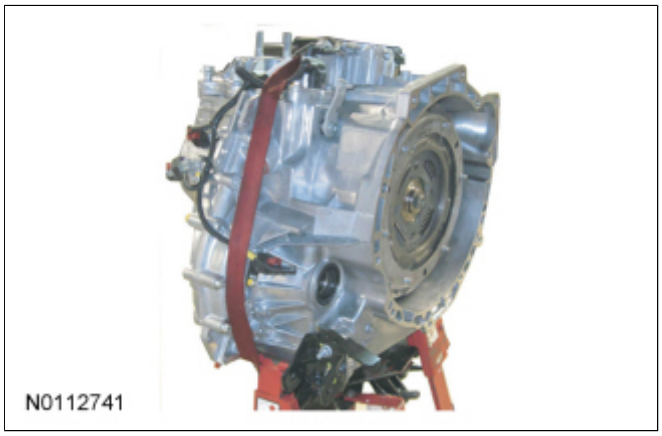
    Position a suitable high-lift transmission jack under the transaxle and secure the transaxle to the high-lift transmission jack.



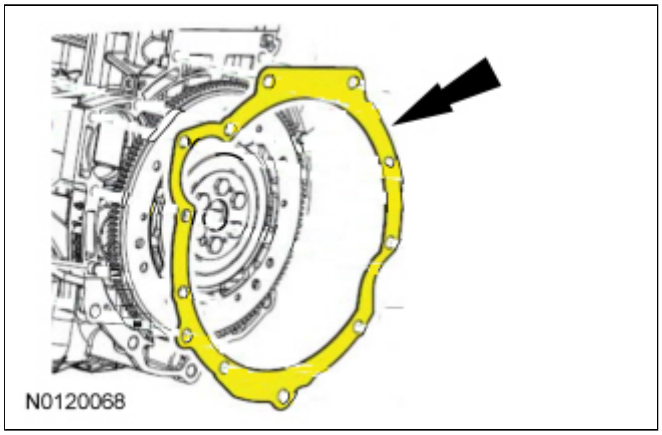
41. Remove the 6 lower clutch housing-to-engine bolts.



42. Remove the transaxle.



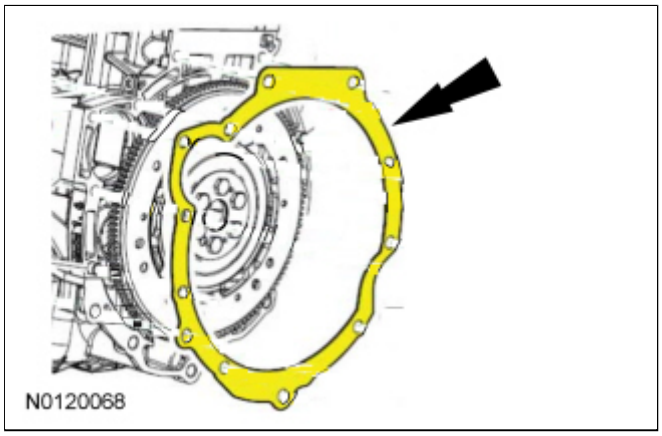
43. Remove and discard the engine-to-transaxle separator plate.



Installation

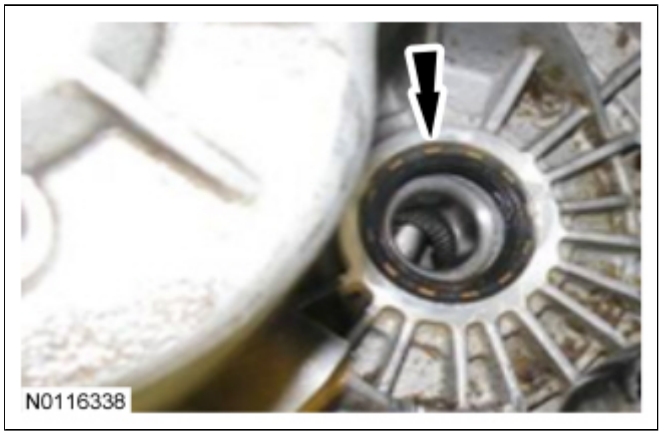
1. ***NOTICE:*** **Use caution not to damage the engine-to-transaxle separator plate or damage can occur.**

   Install the new engine-to-transaxle separator plate.

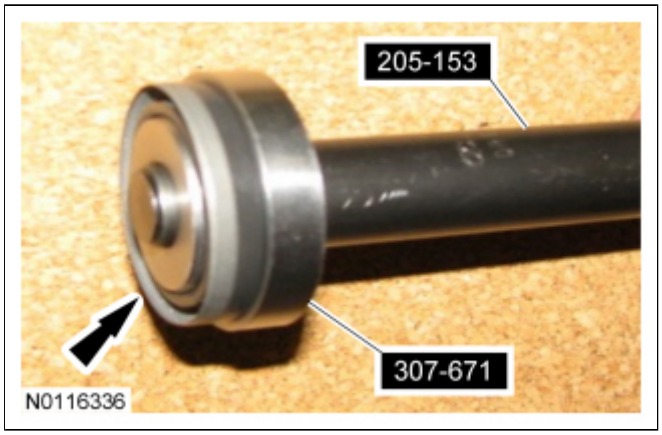


2. ***NOTICE:*** **If installing the existing transaxle, the halfshaft seals must be replaced or damage to the transaxle can occur.**

   Using a suitable tool, remove and discard the LH halfshaft seal.

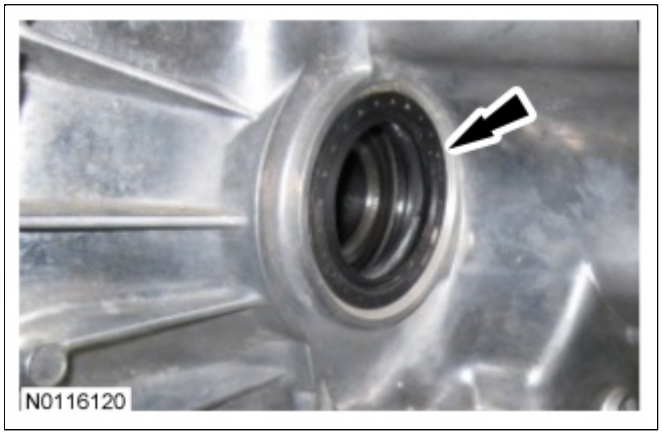


3. Install the new LH halfshaft seal onto the special tool.

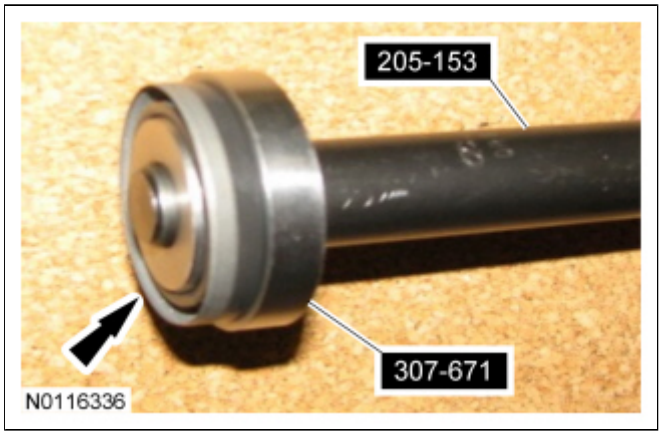


4. Using the special tools, install the new LH halfshaft seal.

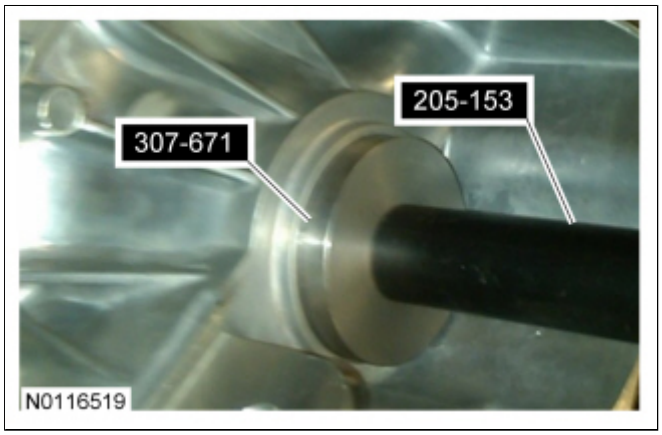
5. Using a suitable tool, remove and discard the RH halfshaft seal.



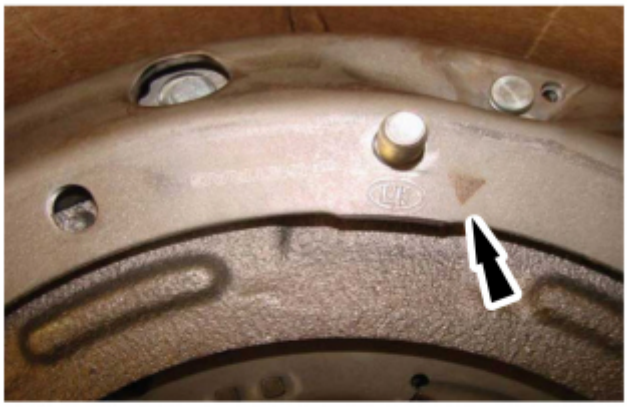
6. Install the new RH halfshaft seal onto the special tool.



7. Using the special tools, install the new RH halfshaft seal.



8. If using a new clutch assembly, make sure the clutch-to-flexplate alignment marks are aligned.



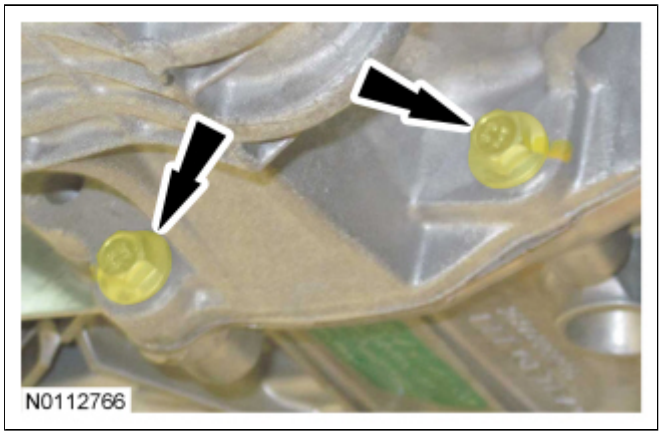
N0115979

9. **NOTE:** If using the existing clutch assembly, align the index marks on the flexplate and the clutch stud made during removal.

   Install the transaxle.

N0112710

10. Install 2 lower clutch housing-to-engine bolts.
    - Tighten to 48 Nm (35 lb-ft).

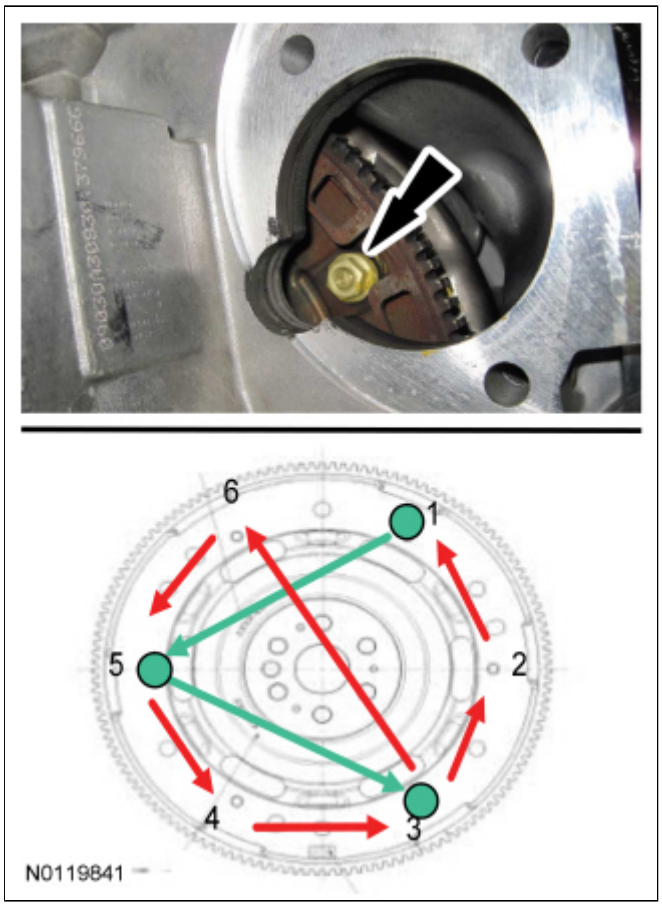


11. ***NOTICE:*** **Rotate the engine in a clockwise direction only or engine damage will occur.**

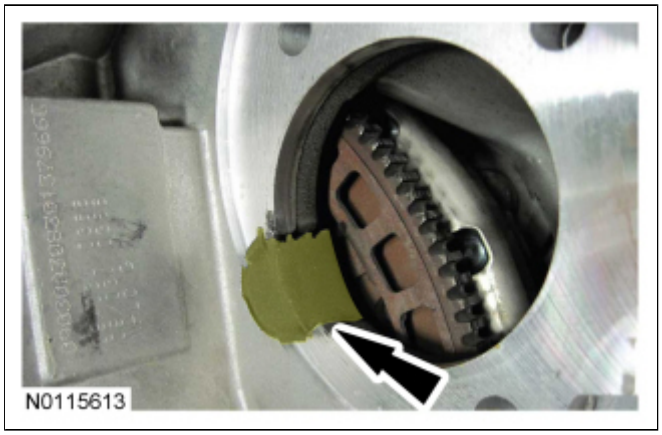
    NOTICE: **Tighten the flexplate-to-clutch nuts in a star pattern or transaxle damage can occur.**

    NOTE: Using a magnetic socket will help ease the installation of new flexplate-to-clutch nuts. If the flexplate-to-clutch nuts fall into the clutch housing, the transaxle will have to be removed to retrieve them.

    Install the 6 new flexplate-to-clutch nuts. Tighten the nuts in a star pattern in 2 stages.
    - Stage 1: Tighten nuts 1, 5 and 3 to 12 Nm (106 lb-in).
    - Stage 2: Tighten all nuts to 25 Nm (18 lb-ft).

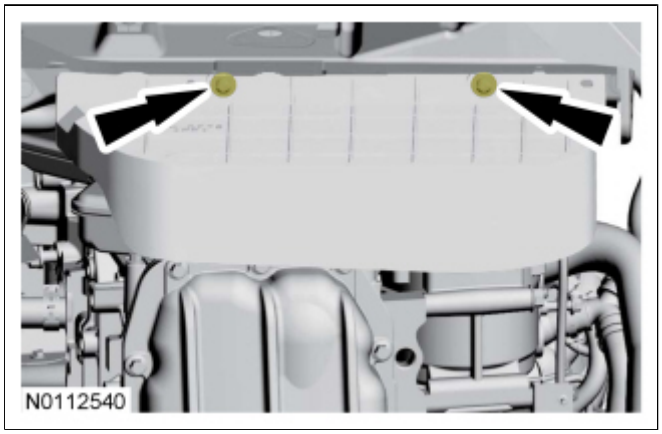


12. Install the flexplate-to-clutch nut access cover.

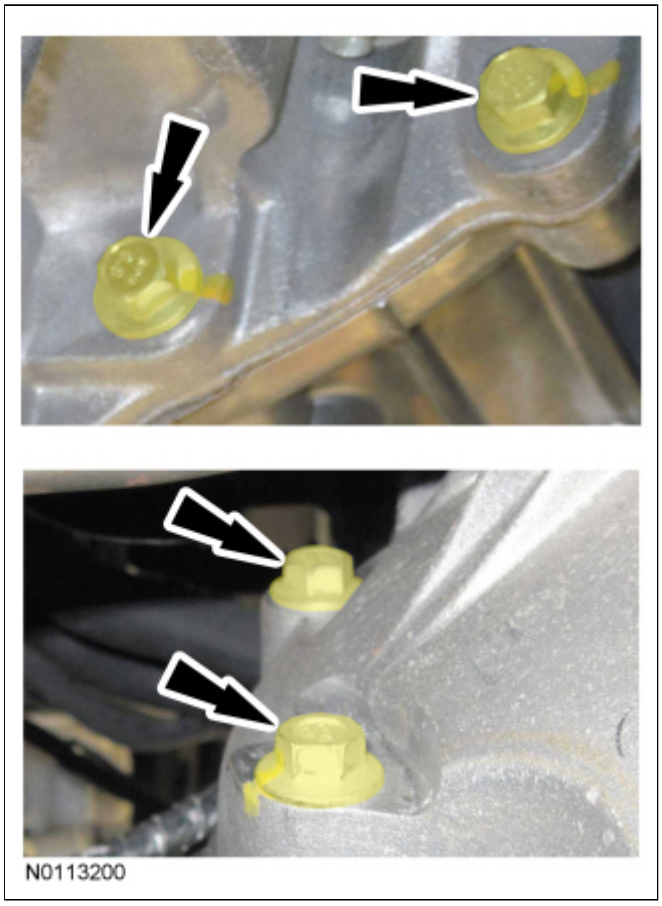


13. Install the starter motor. For additional information, refer to Section 303-06 .

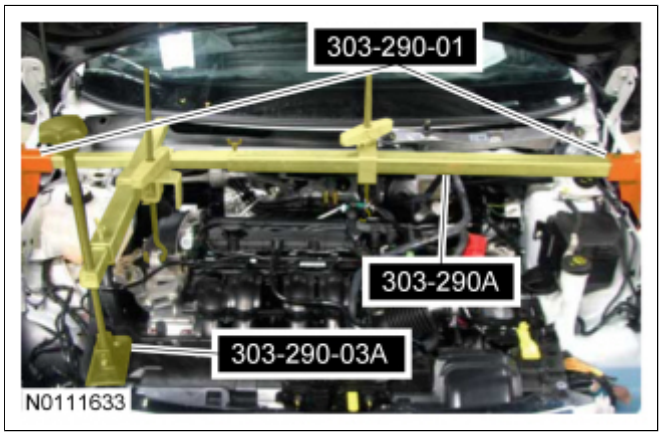
14. If equipped, install the engine splash shield.



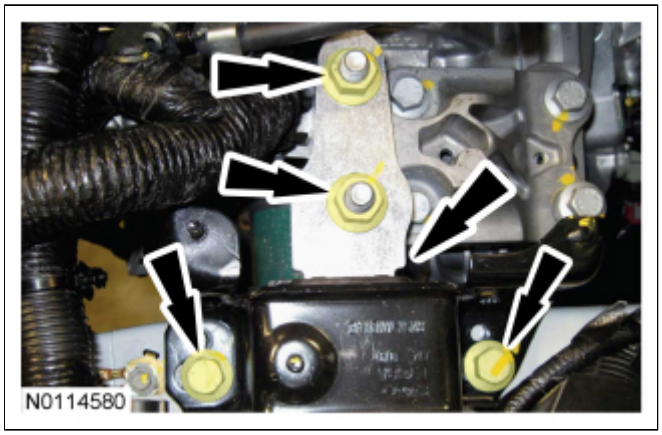
15. Install the 4 lower clutch housing-to-engine bolts.
    - Tighten to 48 Nm (35 lb-ft).



16. Using the special tools, raise the transaxle.

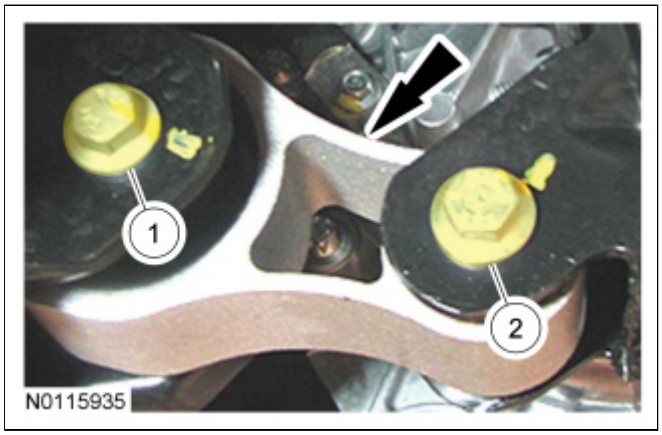


17. Install the transaxle support insulator and install the 2 transaxle support insulator bolts and the 2 nuts.
    - Tighten the 2 bolts to 90 Nm (66 lb-ft).
    - Tighten the 2 nuts to 125 Nm (92 lb-ft).

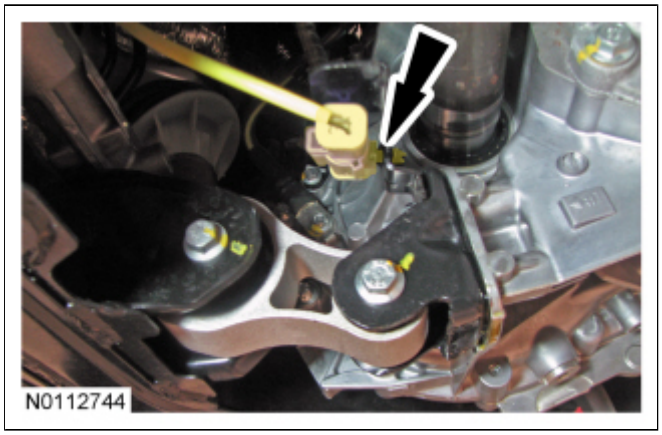


18. Install the ground wire and bolt onto the transaxle.
    - Tighten to 25 Nm (18 lb-ft).

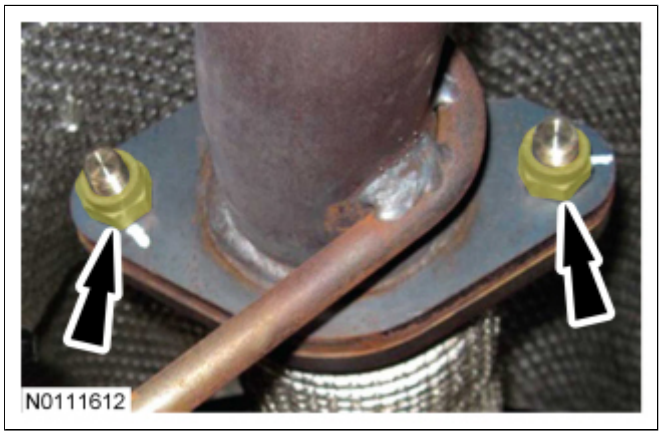
19. Install the transaxle roll restrictor and the 2 roll restrictor bolts. Tighten the bolts in the sequence shown.
    1. Tighten to 70 Nm (52 lb-ft).
    2. Tighten to 70 Nm (52 lb-ft).



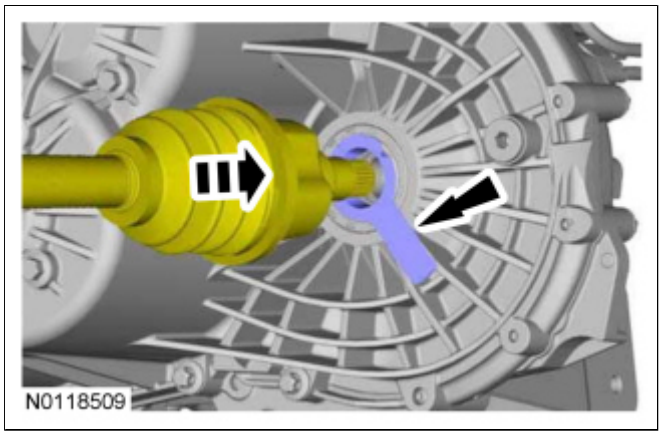
20. Attach the HO2S electrical connector to the HO2S bracket.



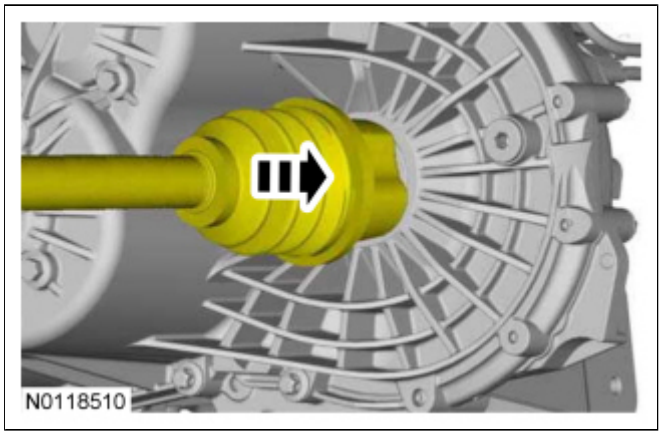
21. Using a new exhaust flange gasket and nuts, connect the exhaust flange to the exhaust.
    - Tighten to 48 Nm (35 lb-ft).



22. Using the LH halfshaft seal protector provided with the new LH halfshaft seal, install the LH halfshaft partially into the transaxle.

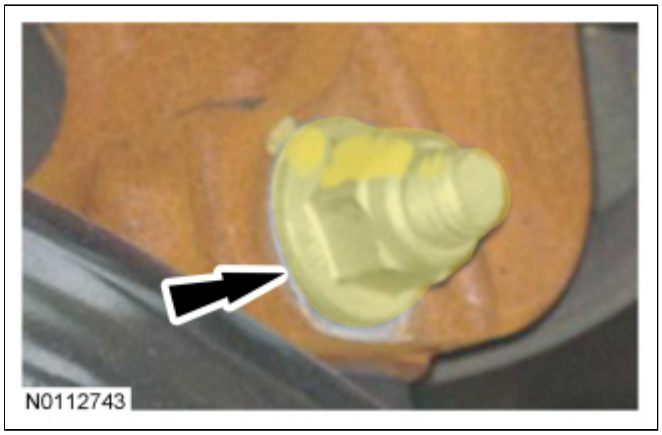


23. Remove the LH halfshaft seal protector and install the LH halfshaft into the transaxle.

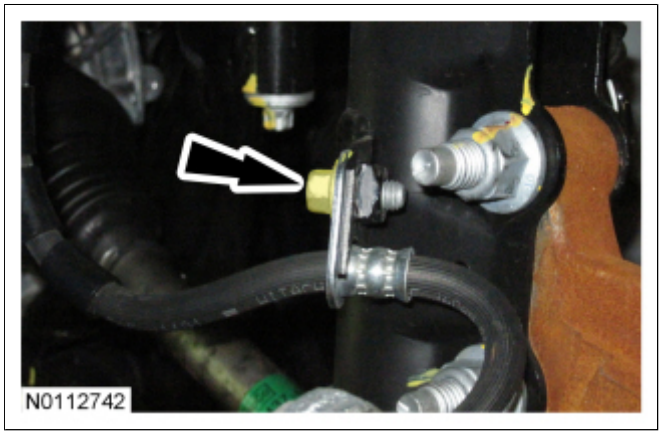


24. Install the LH ball joint into the knuckle.

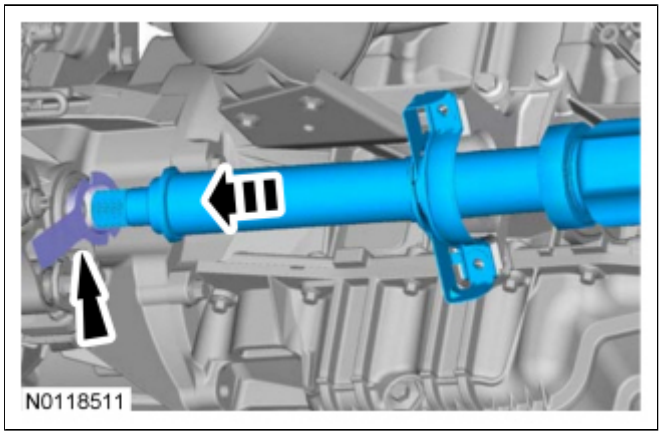
25. Install the new LH ball joint bolt and nut.
    - Tighten to 48 Nm (35 lb-ft).



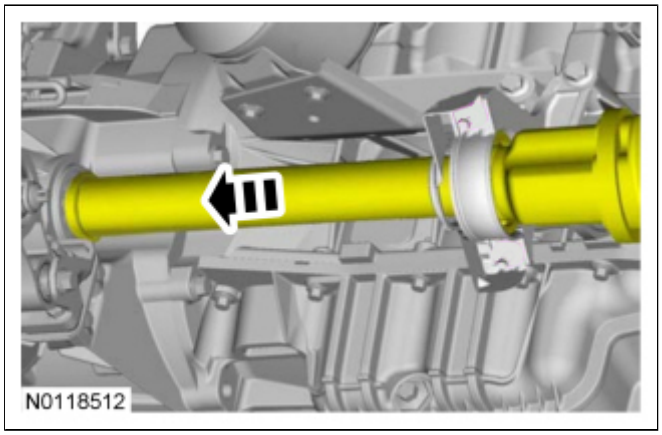
26. Install the brake hose retainer and bolt on the LH strut.
    - Tighten to 25 Nm (18 lb-ft).



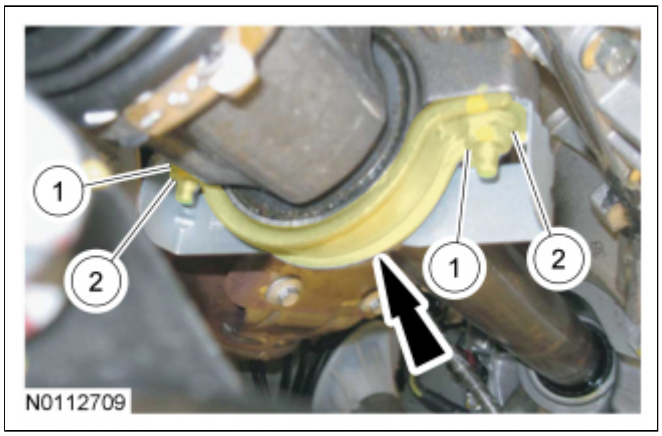
27. Using the RH halfshaft seal protector provided with the new RH halfshaft seal, install the RH intermediate shaft assembly partially into the transaxle.



28. Remove the RH halfshaft seal protector and install the RH intermediate shaft assembly into the transaxle.

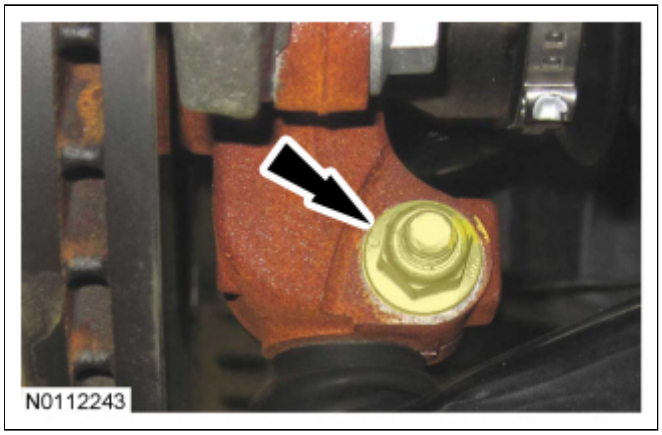


29. Install the new bearing retainer strap, shield and bearing retainer strap nuts. Tighten the nuts in 2 stages.
    - Stage 1: Tighten to 6 Nm (53 lb-in).
    - Stage 2: Tighten to 25 Nm (18 lb-ft).

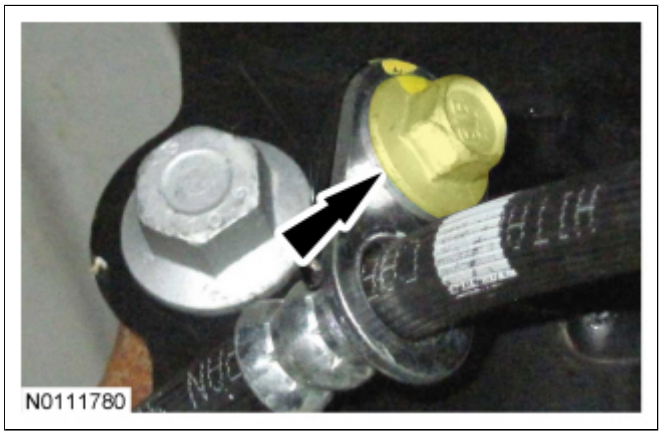


30. Install the RH ball joint into the knuckle.

31. Install the new RH ball joint bolt and nut.
    - Tighten to 48 Nm (35 lb-ft).

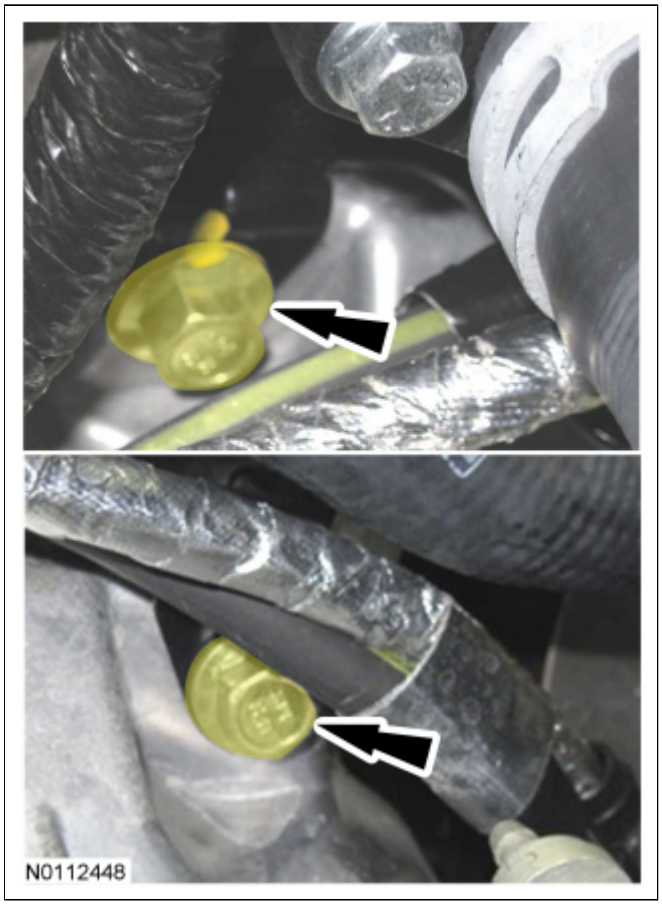


32. Install the brake hose retainer and bolt on the RH strut.
    - Tighten to 25 Nm (18 lb-ft).

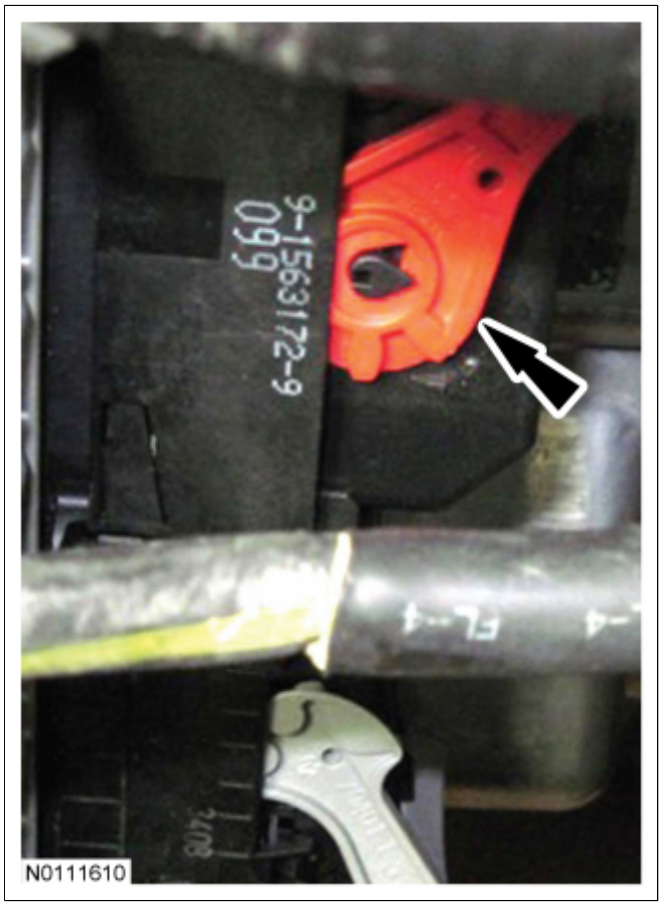


33. Install the front wheels. For additional information, refer to Section 204-04 .

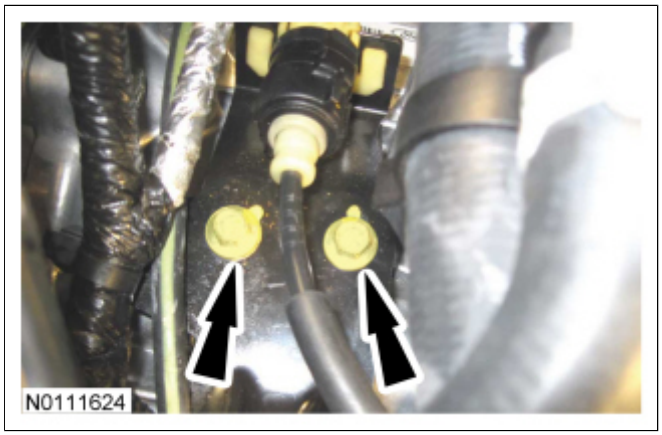
34. Install the 2 upper clutch housing-to-engine bolts.
    - Tighten to 48 Nm (35 lb-ft).



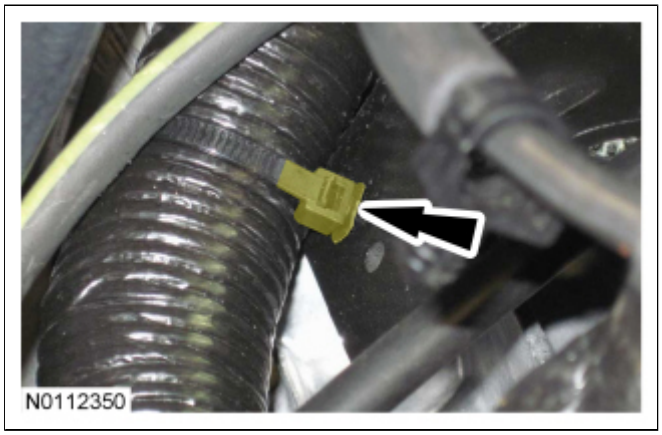
35. Connect the engine harness electrical connector to the TCM .



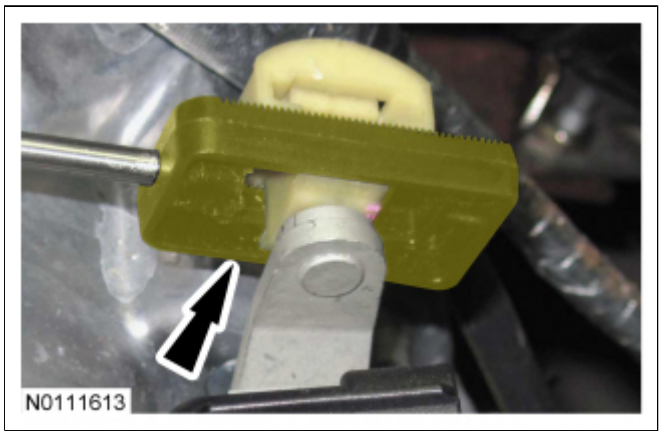
36. Install the selector lever cable bracket and the 2 selector lever cable bracket bolts on the transaxle.
    - Tighten to 25 Nm (18 lb-ft).



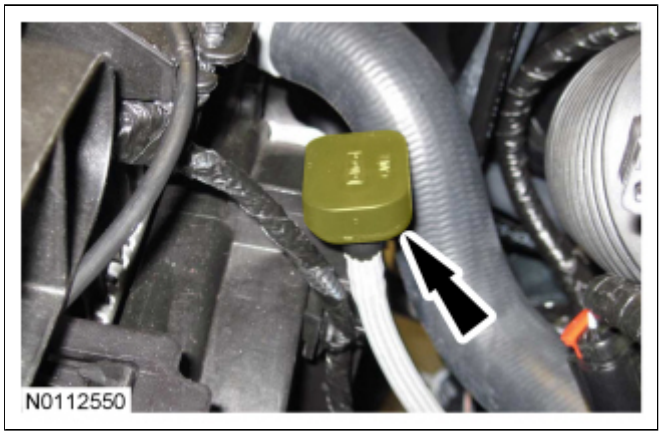
37. Attach the wiring harness to the selector lever cable bracket.



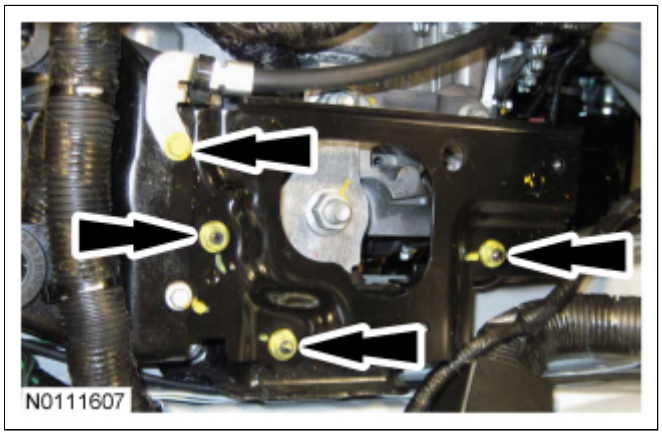
38. Connect the selector lever cable to the manual control lever.



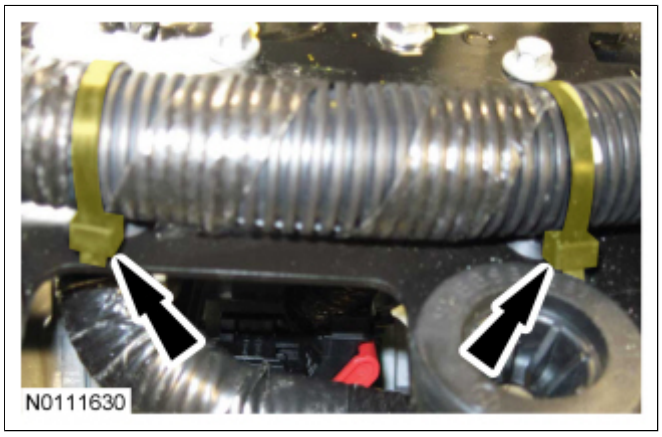
39. Attach the transaxle vent hose to the cooling fan housing.



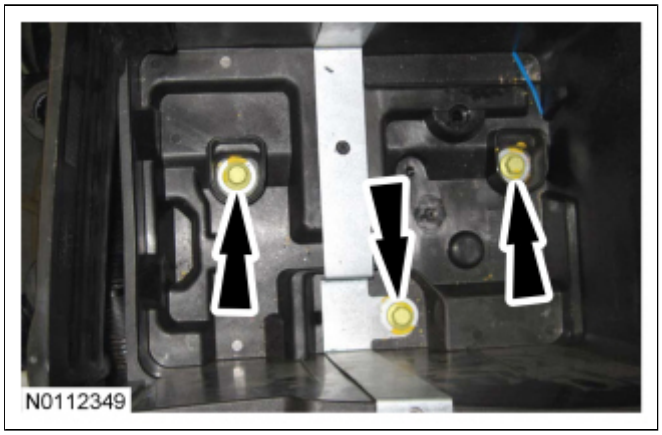
40. Install the battery tray bracket, battery tray bracket nuts and the selector lever cable bracket bolt.
    - Tighten to 10 Nm (89 lb-in).



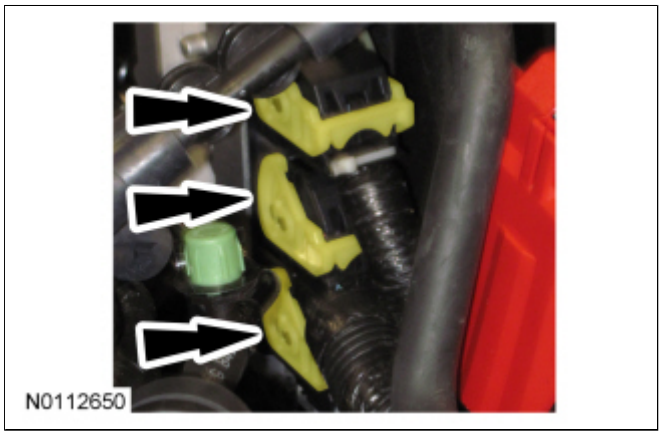
41. Attach the wiring harness to the battery tray bracket.



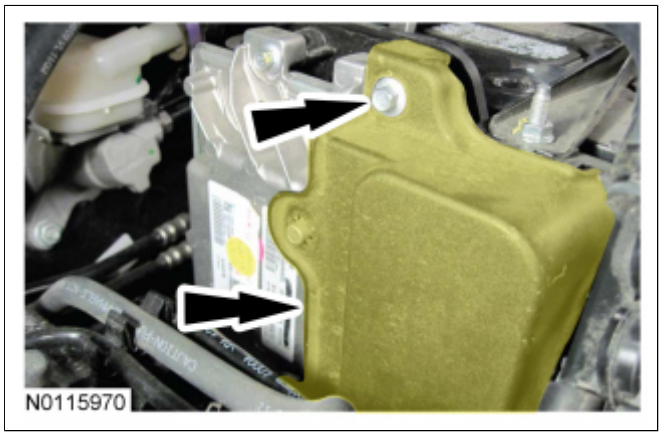
42. Install the battery tray and the 3 battery tray bolts.
    - Tighten to 10 Nm (89 lb-in).



43. Connect the 3 PCM electrical connectors.



44. Install the PCM cover and bolt.
    - Tighten to 5.4 Nm (47.8 lb-in).



45. Install the ACL assembly and outlet pipe. For additional information, refer to Section 303-12 .

46. Install the battery. For additional information, refer to Section 414-01 .

47. Install the cowl assembly. For additional information, refer to Section 501-02 .

48. Fill the transaxle with transmission fluid. For additional information, refer to Transmission Draining and Filling .

49. Adjust the selector lever cable. For additional information, refer to Section 307-05 .

50. Using the scan tool, install all recovered module information after installing the transaxle. For additional information, refer to Transmission Adaptive Learning in this section.

Halfshaft Seal — LH

Special Tool(s)

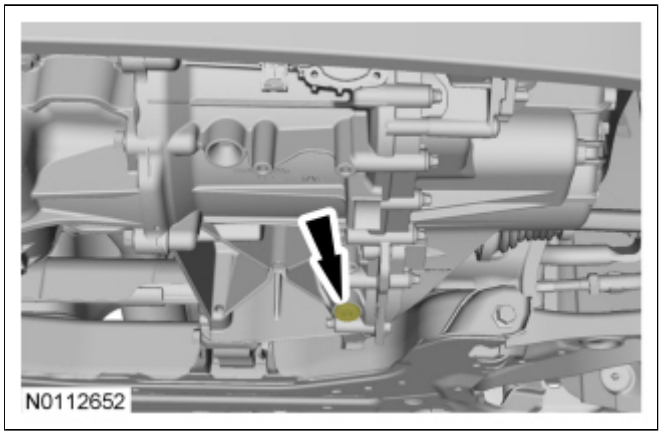
ST1255-A	Handle 205-153 (T80T-4000-W)
ST3218-A	Installer, Output Shaft Seal 307-671
ST1582-A	Remover, Halfshaft 205-241 (T86P-3514-A)
ST2038-A	Remover, Halfshaft (Plate) 205-290 (T89P-3415-B)
ST2789-A	Slide Hammer 100-001 (T50T-100-A)

Material

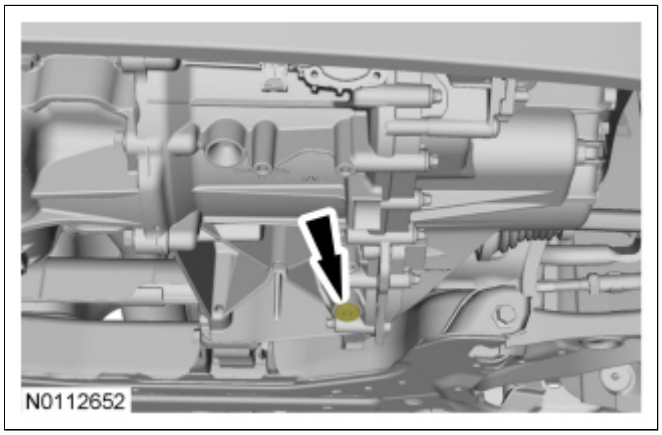
Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

Removal

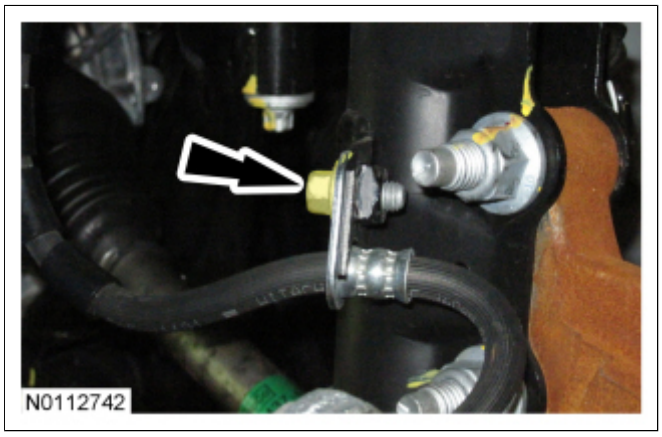
1. Remove the front wheel and tire. For additional information, refer to Section 204-04 .
2. Remove the drain plug and drain the transmission fluid.



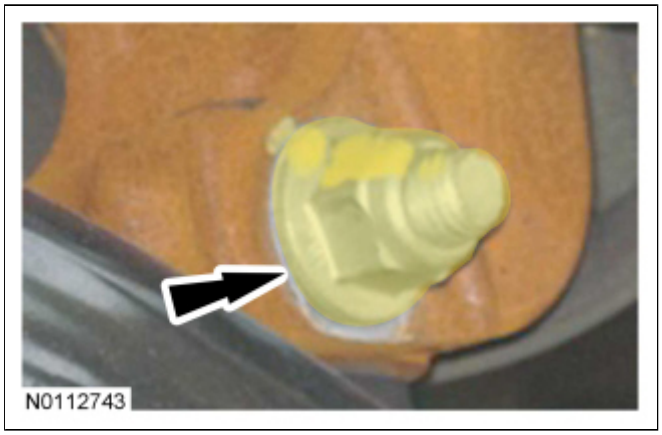
3. Install the drain plug.
    - Tighten to 43 Nm (32 lb-ft).



4. Remove the brake hose retainer bolt and the brake hose retainer from the LH strut.

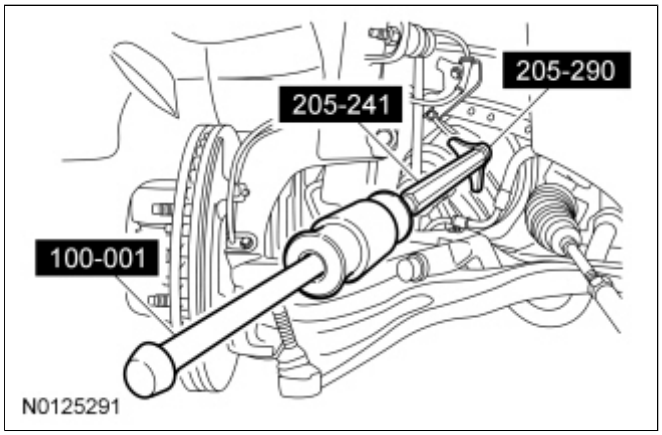


5. Remove and discard the LH ball joint bolt and nut.

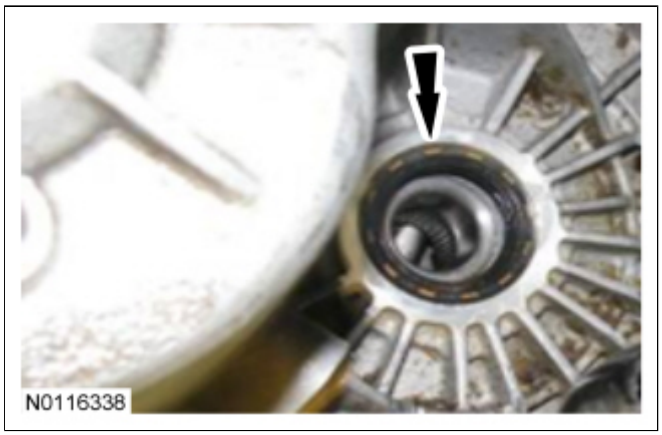


6. Separate the LH ball joint from the knuckle.

7. Using the special tools, remove the LH halfshaft assembly from the transaxle and position aside. Support the LH halfshaft assembly.

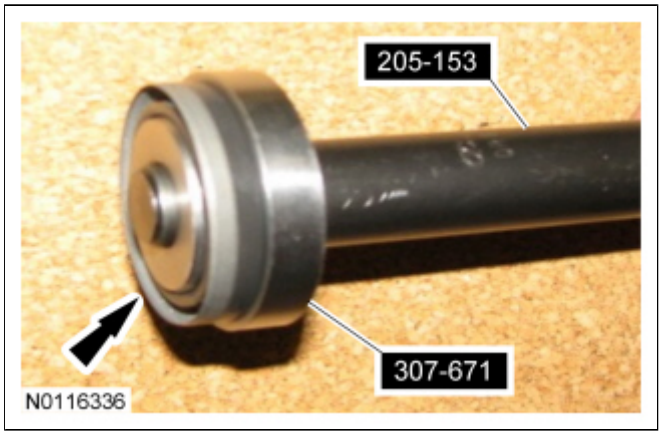


8. Using a suitable tool, remove and discard the LH halfshaft seal.



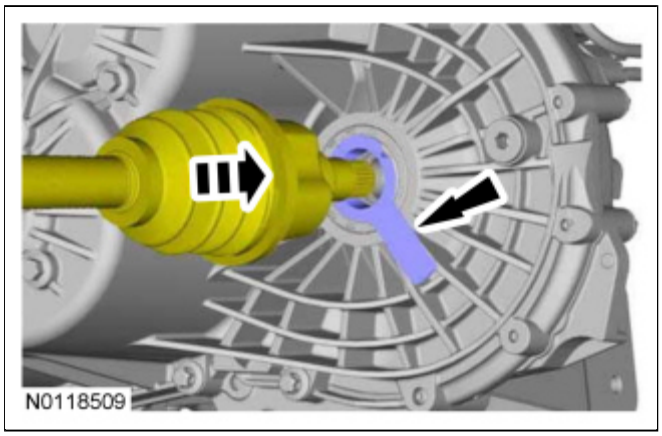
Installation

1. Install the LH halfshaft seal onto the special tool.

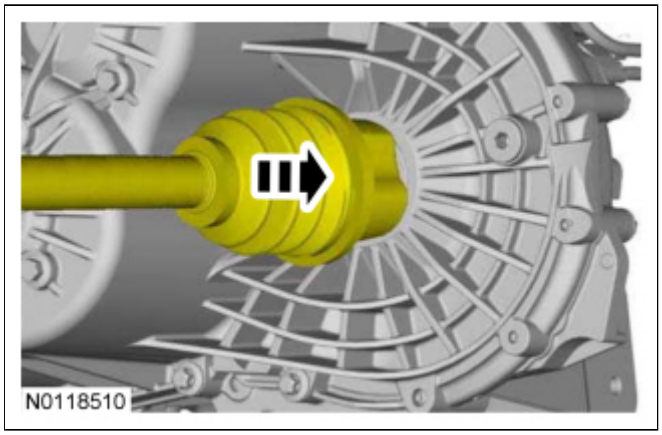


2. Using the special tools, install the LH halfshaft seal.

3. Using the LH halfshaft seal protector provided with the new LH halfshaft seal, install the LH halfshaft partially into the transaxle.

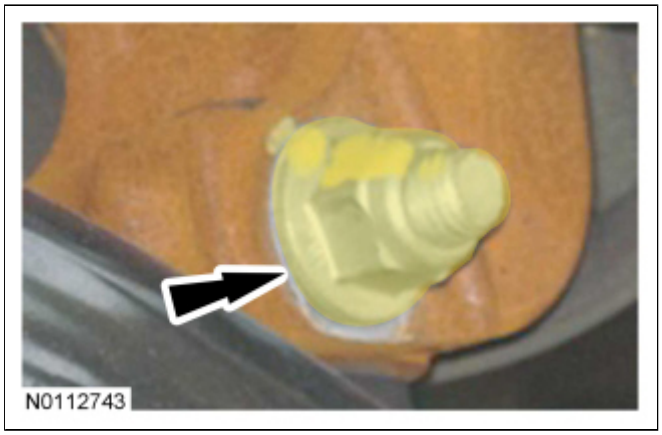


4. Remove the LH halfshaft seal protector and install the LH halfshaft into the transaxle.

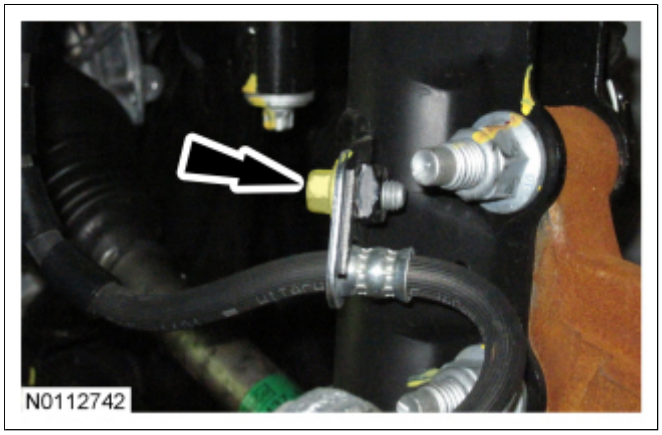


5. Install the LH ball joint into the knuckle.

6. Install the new LH ball joint bolt and nut.
   - Tighten to 48 Nm (35 lb-ft).



7. Install the brake hose retainer and bolt on the LH strut.
   - Tighten to 25 Nm (18 lb-ft).



8. Install the front wheel and tire. For additional information, refer to Section 204-04 .

9. Fill the transaxle with transmission fluid. For additional information, refer to Transmission Draining and Filling in this section.

Halfshaft Seal — RH

Special Tool(s)

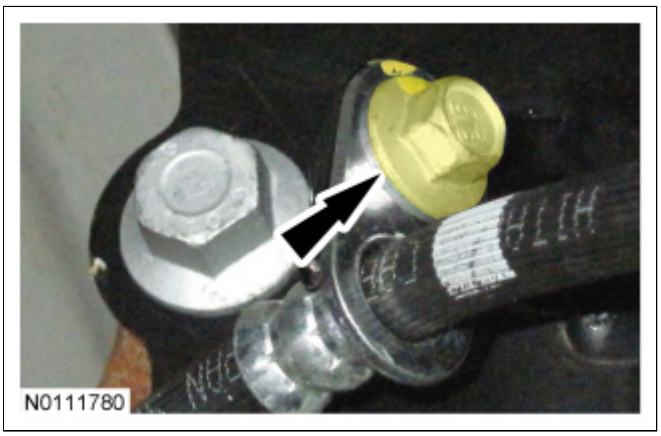
ST1255-A	Handle 205-153
ST3218-A	Installer, Output Shaft Seal 307-671

Material

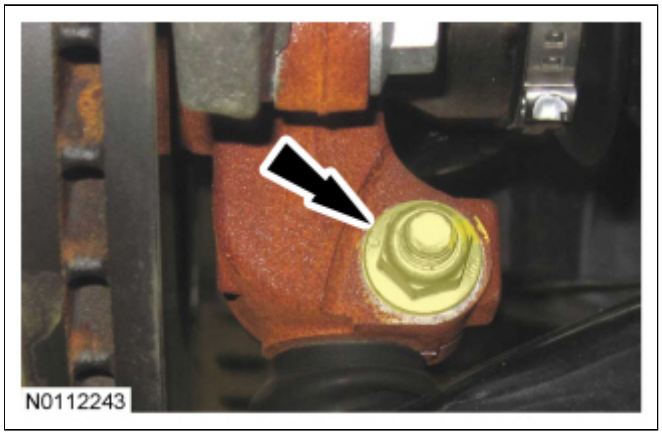
Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

Removal

1. Remove the RH front wheel and tire. For additional information, refer to Section 204-04 .
2. Remove the brake hose retainer bolt and the brake hose retainer from the RH strut.

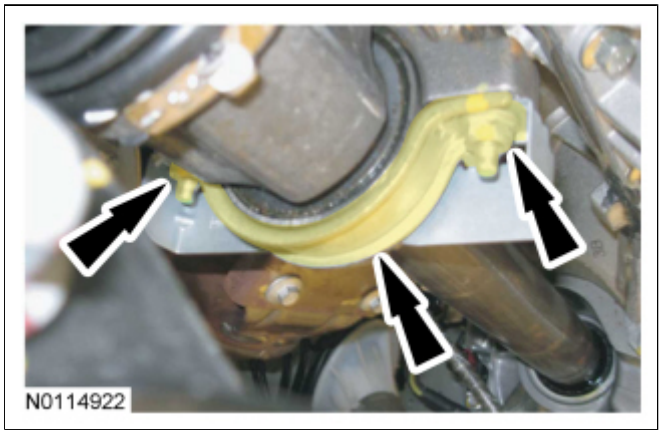


3. Remove and discard the RH ball joint bolt and nut.



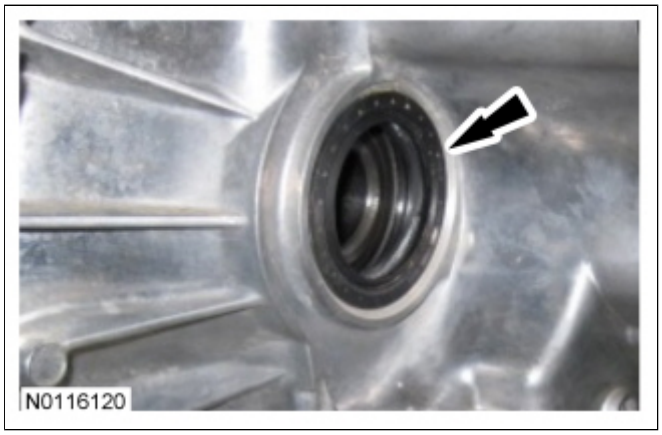
4. Separate the RH ball joint from the knuckle.

5. Remove and discard the bearing retainer strap nuts, shield and the bearing retainer strap.



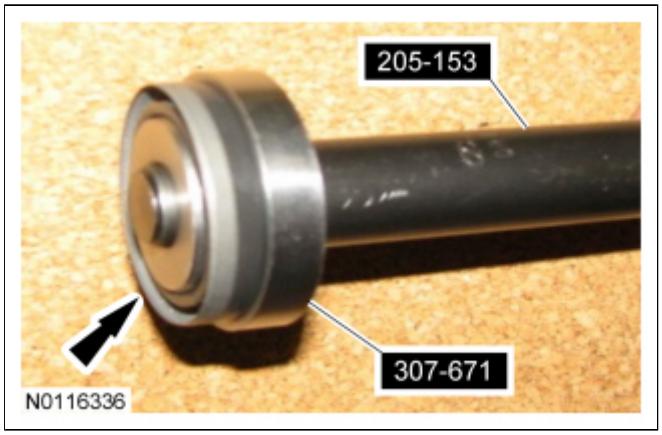
6. Detach the RH intermediate shaft assembly from the transaxle and position aside. Support the RH intermediate shaft assembly.

7. Using a suitable tool. remove and discard the RH halfshaft seal.

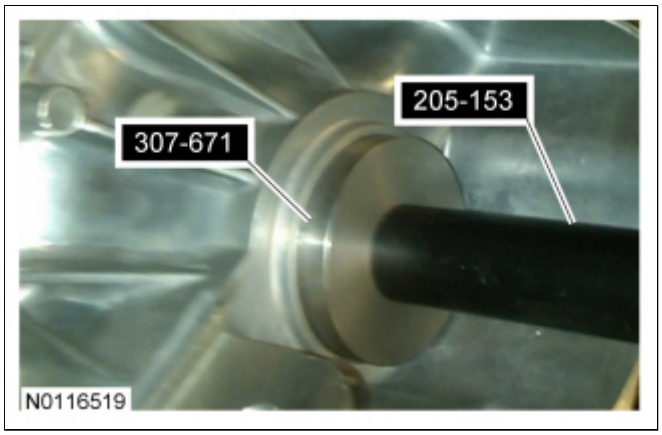


Installation

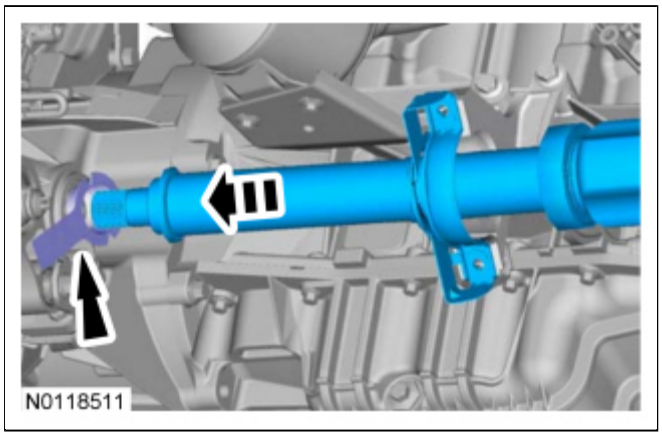
1. Install the RH halfshaft seal onto the special tool.



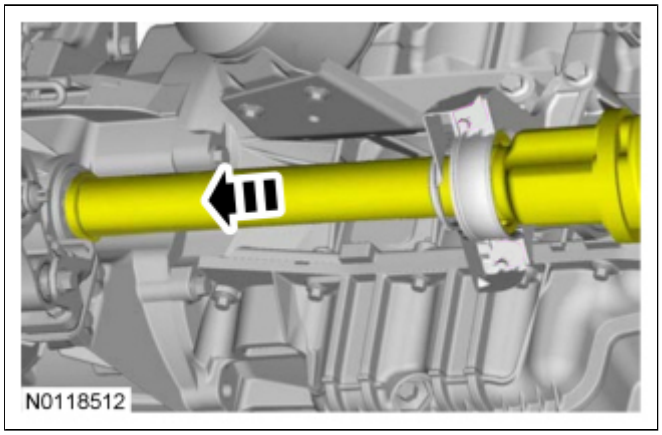
2. Using the special tools, install the RH halfshaft seal.



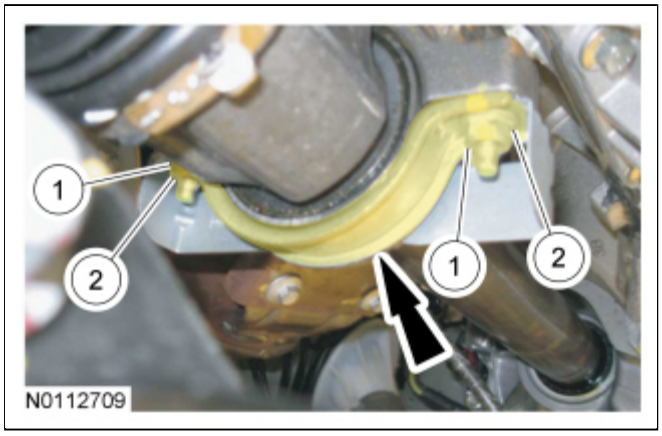
3. Using the RH halfshaft seal protector provided with the new RH halfshaft seal, install the RH intermediate shaft assembly partially into the transaxle.



4. Remove the RH halfshaft seal protector and install the RH intermediate shaft assembly into the transaxle.

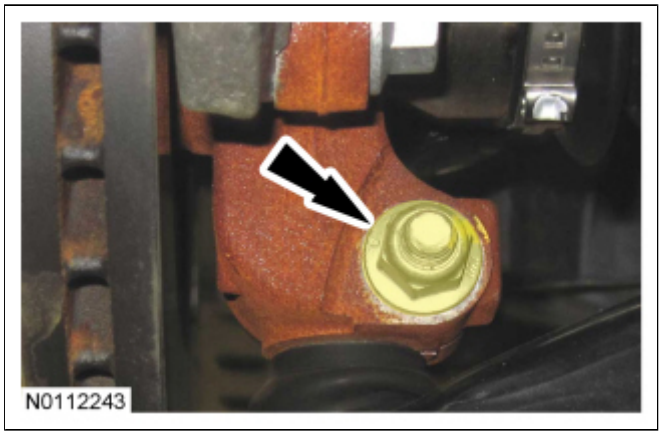


5. Install the new bearing retainer strap, shield and bearing retainer strap nuts. Tighten the nuts in 2 stages.
    - Stage 1: Tighten to 6 Nm (53 lb-in).
    - Stage 2: Tighten to 25 Nm (18 lb-ft).

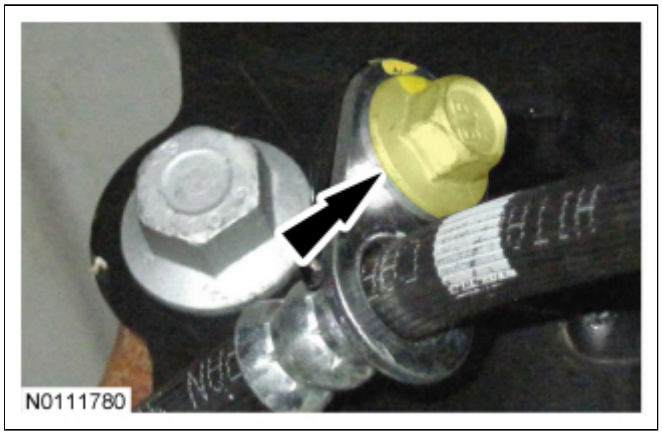


6. Install the RH ball joint into the knuckle.

7. Install the new RH ball join bolt and nut.
    - Tighten to 48 Nm (35 lb-ft).



8. Install the brake hose retainer and bolt on the RH strut.
    - Tighten to 25 Nm (18 lb-ft).

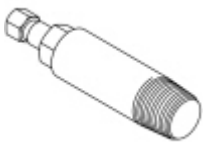
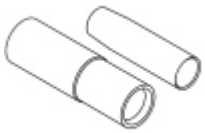


9. Install the RH front wheel and tire. For additional information, refer to Section 204-04 .

10. Fill the transmission fluid. For additional information, refer to Transmission Draining and Filling in this section.

Inner Input Shaft Seal

Special Tool(s)

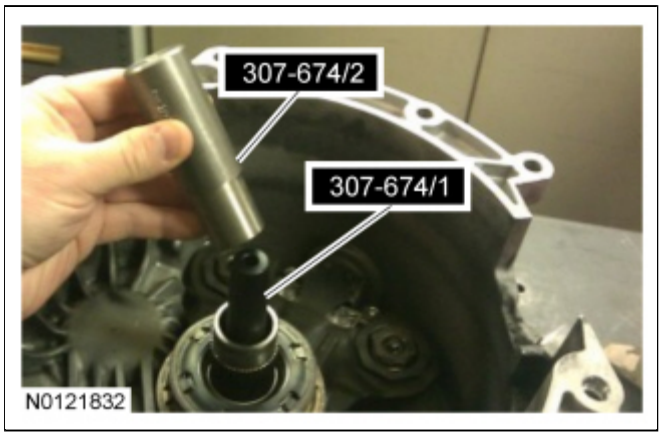
 ST3220-A	Remover, Outer Input Shaft Seal 307-673
 ST3221-A	Installer, Outer Input Seal 307-674 (includes 307-674/1 and 307-674/2)

Removal

1. Remove the transaxle. For additional information, refer to Transaxle .
2. Remove the clutch. For additional information, refer to Clutch .
3. Using the special tools, remove and discard the inner input shaft seal.

Installation

1. Using the special tools, install the new inner input shaft seal.



2. Install the clutch. For additional information, refer to Clutch .
3. Install the transaxle into the vehicle. For additional information, refer to Transaxle .

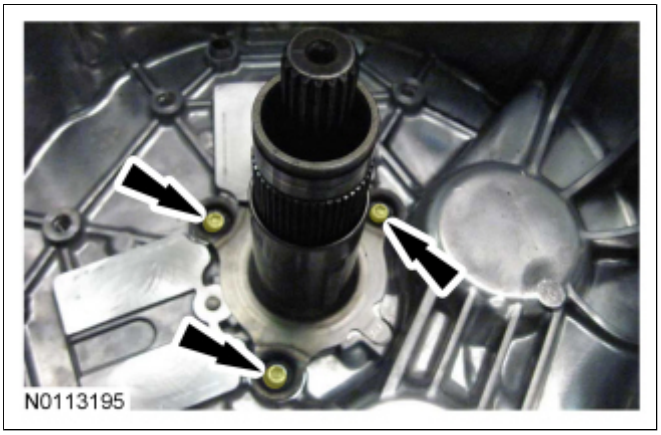
Outer Input Shaft Case Seal

Special Tool(s)

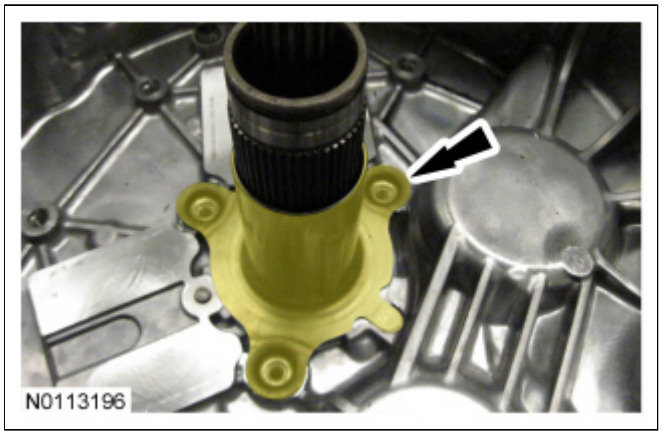
ST3219-A	Installer, Input Guide and Seal 307-672 (includes 307-672/1 and 307-672/2)
ST2417-A	Remover, Input Shaft Oil Seal 308-375
ST1185-A	Slide Hammer 100-001

Removal

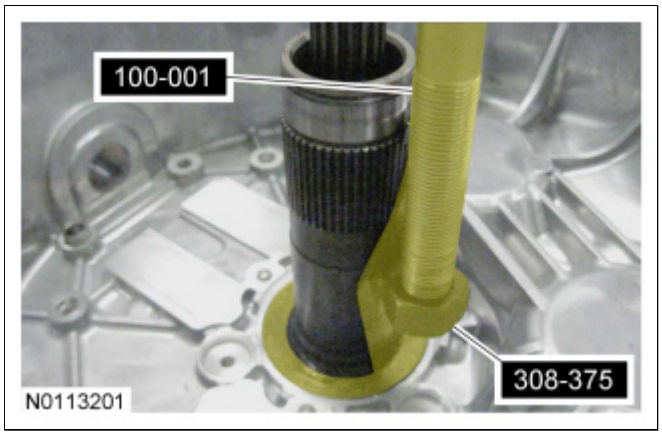
1. Remove the clutch engagement system. For additional information, refer to Clutch Engagement System in this section.
2. Remove the guide tube bolts.



3. Remove the guide tube.

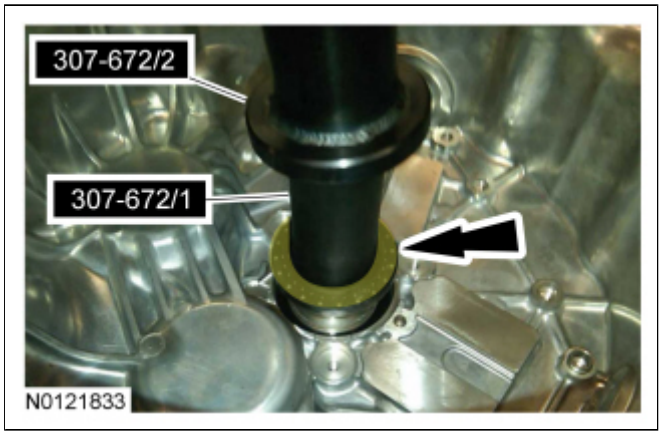


4. Using the special tools, remove and discard the outer input shaft case seal.

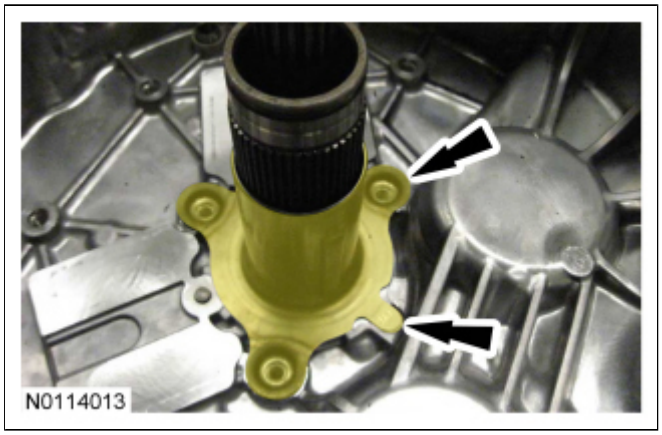


Installation

1. Using the special tools, install the new outer input shaft case seal.

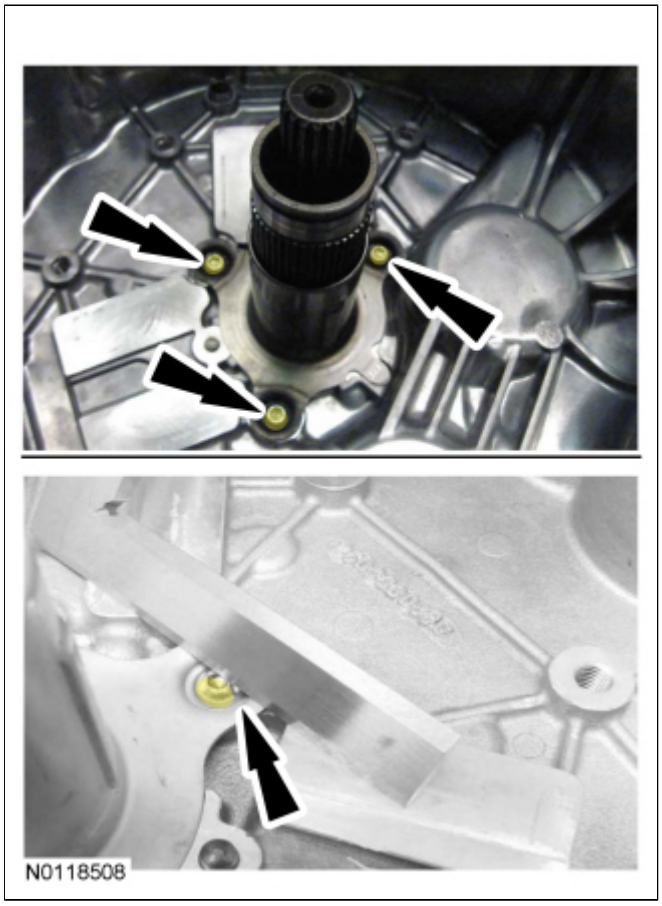


2. Using the locating tab on the guide tube, install the guide tube.



3. **NOTE:** The guide tube bolts must not project beyond the mounting surface of the clutch engagement levers.

   Install the guide tube bolts.
   - Tighten to 8 Nm (71 lb-in).



4. Install the clutch engagement system. For additional information, refer to Clutch Engagement System in this section.

5. Install the clutch. For additional information, refer to Clutch in this section.

6. Install the transaxle into the vehicle. For additional information, refer to Transaxle in this section.

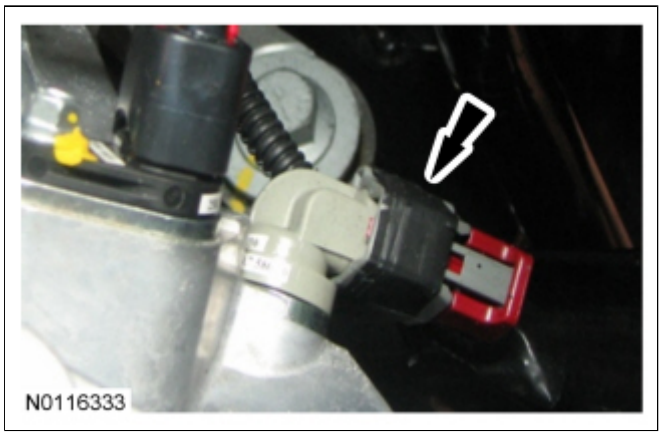
Input Shaft Speed Sensor — No. 1

Material

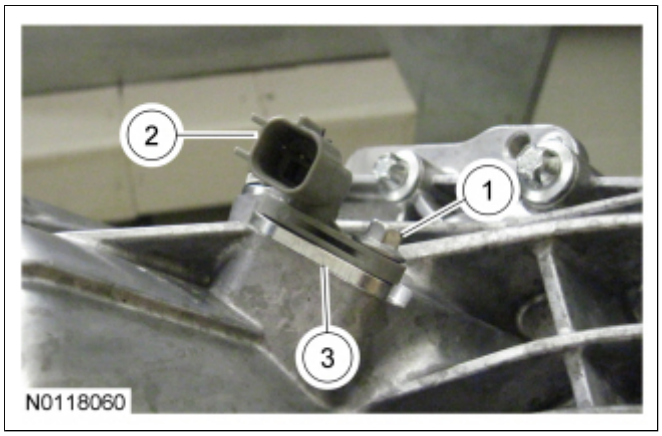
Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

Removal

1. Disconnect the input shaft speed sensor 1 electrical connector.

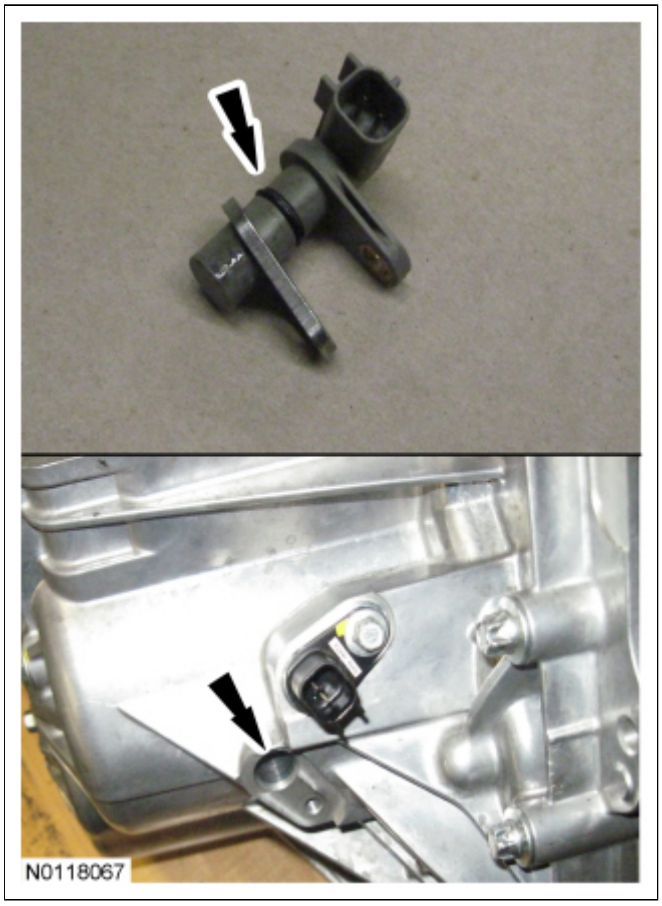


2. Remove the input shaft speed sensor 1.
    1. Remove the input shaft speed sensor 1 bolt.
    2. Remove the input shaft speed sensor 1.
    3. Remove the input shaft speed sensor 1 shim.



Installation

1. Inspect the input shaft speed sensor 1 and transaxle bore for debris or damage. Clean, repair and/or replace as needed.

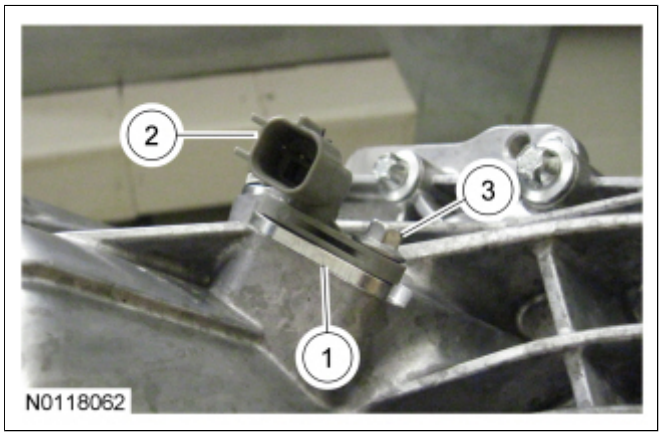


2. ***NOTICE:*** **Be sure to use the 3.5 mm (0.137 in) input shaft speed sensor 1 shim on input shaft speed sensor 1 or damage can occur to the transaxle.**

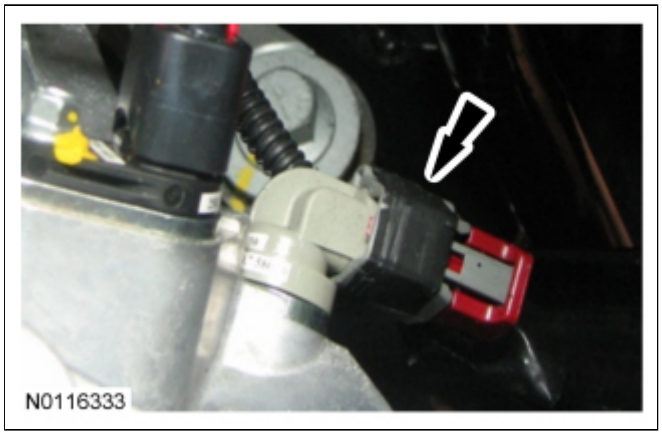
   NOTE: Install a new O-ring if installing the existing input shaft speed sensor 1.

   NOTE: Use a small amount of transmission fluid on the input shaft speed sensor 1 O-ring for installation.

   Install the input shaft speed sensor 1.
   1. Install the input shaft speed sensor 1 shim.
   2. Install the input shaft speed sensor 1.
   3. Install the input shaft speed sensor 1 bolt.
      - Tighten to 10 Nm (89 lb-in).



3. Connect the input shaft speed sensor 1 electrical connector.


N0116333

Input Shaft Speed Sensor — No. 2

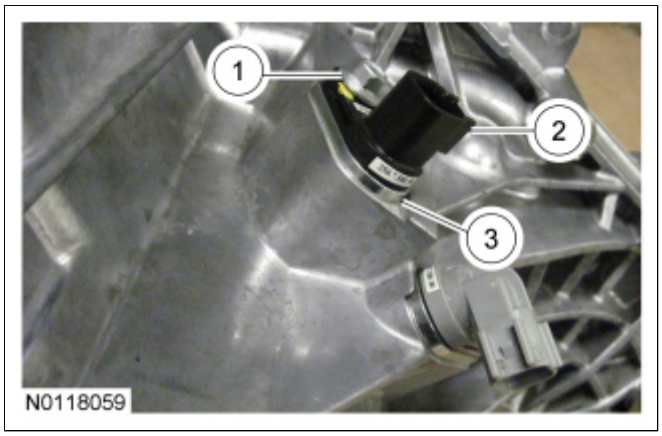
Material

Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

Removal

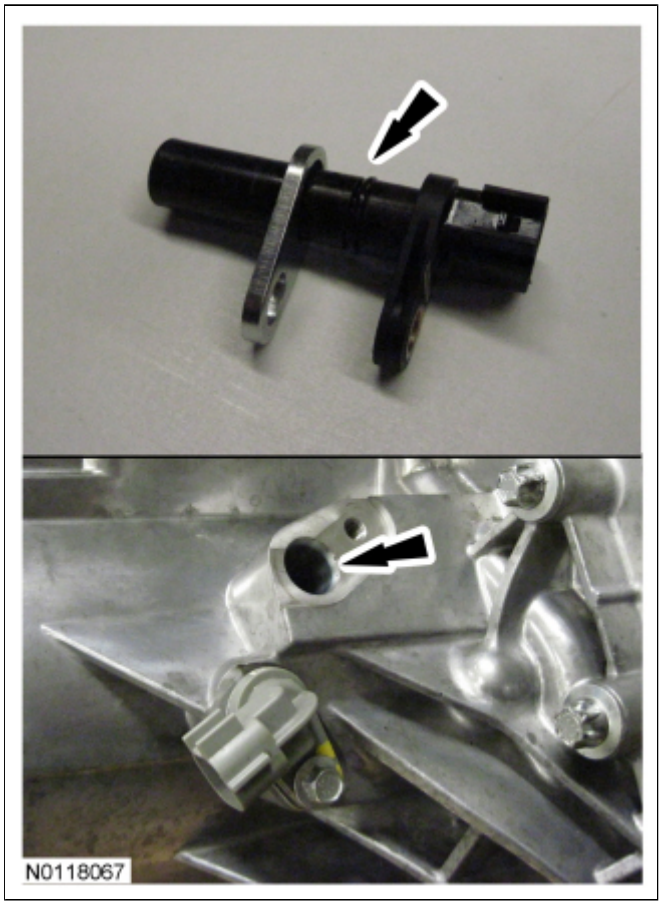
1. Disconnect the input shaft speed sensor 2 electrical connector.

2. Remove the input shaft speed sensor 2.
    1. Remove the input shaft speed sensor 2 bolt.
    2. Remove the input shaft speed sensor 2.
    3. Remove the input shaft speed sensor 2 shim.



Installation

1. Inspect the input shaft speed sensor 2 and transaxle bore for debris or damage. Clean, repair and/or replace as needed.

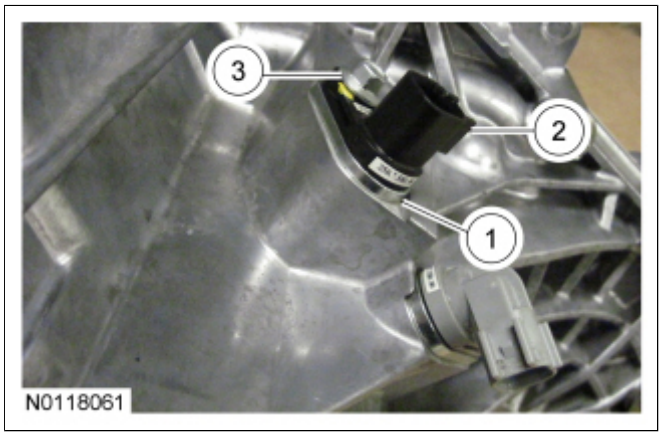


2. ***NOTICE:*** **Be sure to use the 3.2 mm (0.125 in) input shaft speed sensor 2 shim or damage can occur to the transaxle.**

   NOTE: Install a new O-ring if installing the existing input shaft speed sensor 2.

   NOTE: Use a small amount of transmission fluid on the input shaft speed sensor 2 O-ring for installation.

   Install the input shaft speed sensor 2.
   1. Install the input shaft speed sensor 2 shim.
   2. Install the input shaft speed sensor 2.
   3. Install the input shaft speed sensor 2 bolt.
      - Tighten to 10 Nm (89 lb-in).

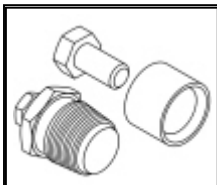


3. Connect the input shaft speed sensor 2 electrical connector.

N0116332

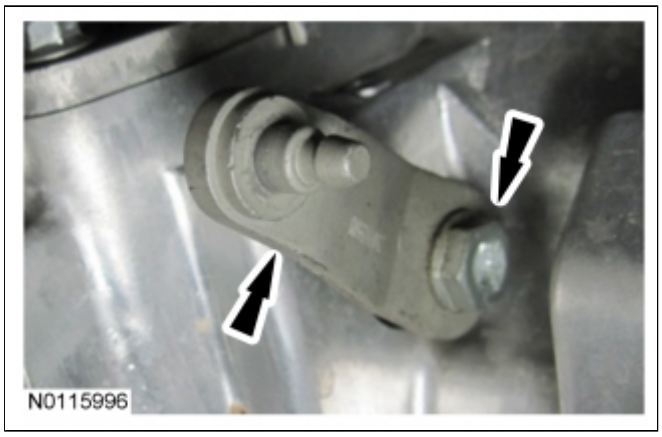
Manual Control Lever Shaft Seal

Special Tool(s)

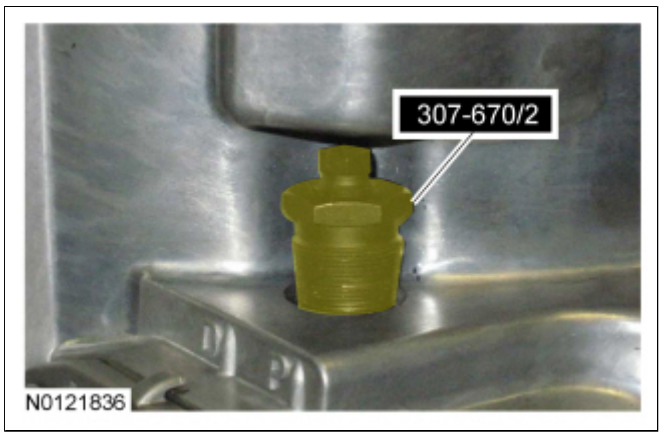
 ST3217-A	Remover/Installer, Manual Lever Seal 307-670 (includes 307-670/1 and 307-670/2)

Removal

1. Remove the transaxle. For additional information, refer to Transaxle in this section.
2. Remove and discard the manual control lever bolt and remove the manual control lever.

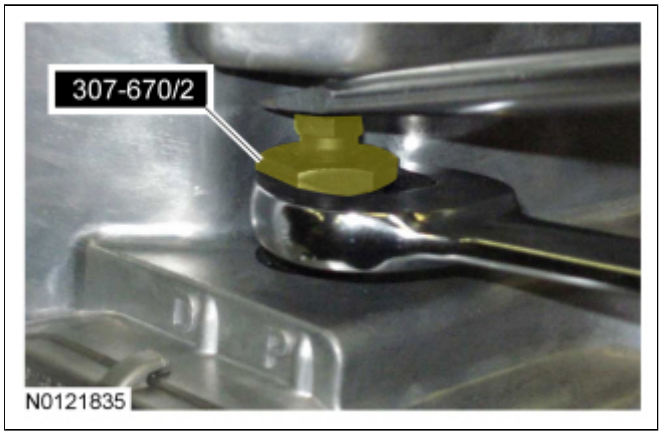


3. Install the special tool.



4. **NOTE:** Use care to prevent clutch housing cup plug from being dislodged.

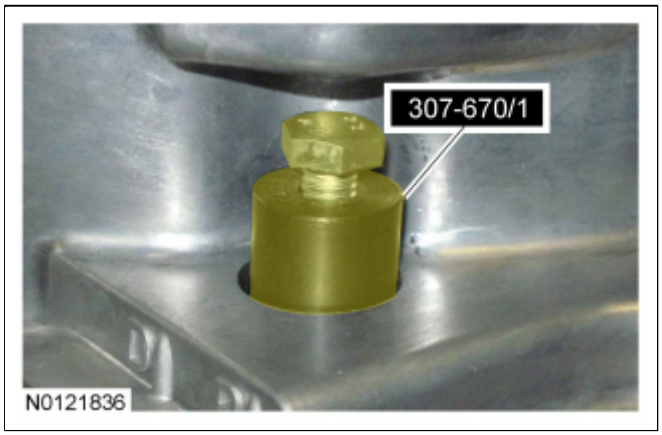
   Using the special tool and a suitable tool, apply slight pressure to the special tool, remove and discard the manual control lever seal.



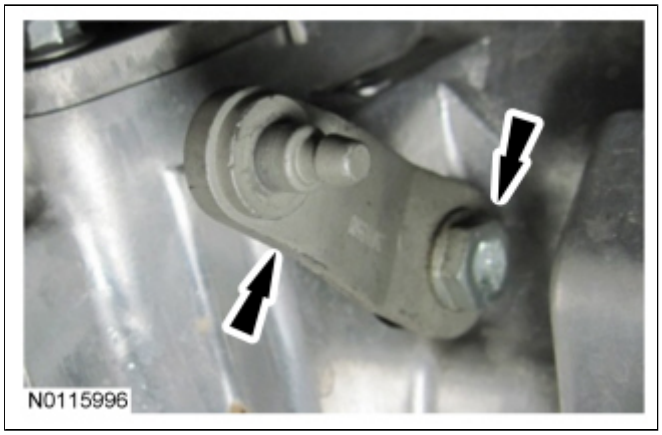
5. Inspect the transaxle case bore for debris or damage. Clean and/or repair as needed.

Installation

1. Using the special tools, install the new manual control lever shaft seal.



2. Install the manual control lever and the new manual control lever bolt.
   - Tighten to 26 Nm (19 lb-ft).



3. Install the transaxle. For additional information, refer to Transaxle in this section.

Output Shaft Speed (OSS) Sensor

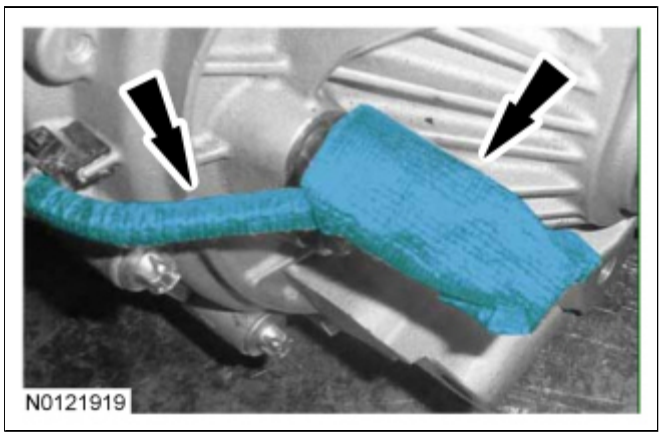
Material

Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

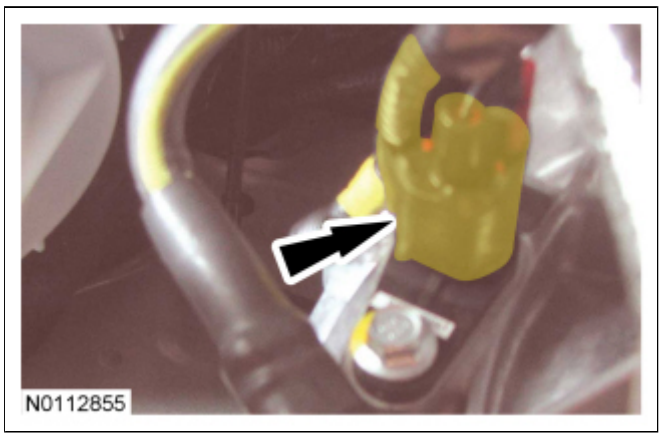
Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

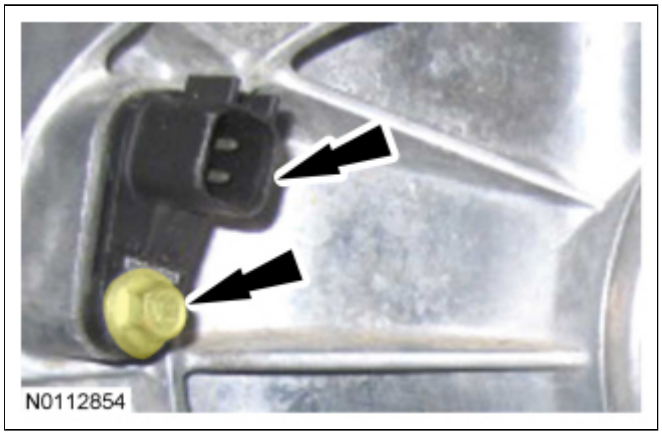
2. Remove and discard the heat tape from the Output Shaft Speed (OSS) sensor and electrical connector.



3. Disconnect the OSS sensor electrical connector.



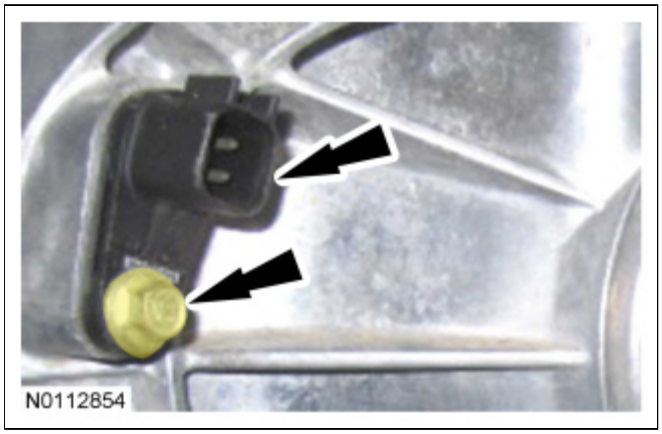
4. Remove the OSS sensor bolt and OSS sensor.



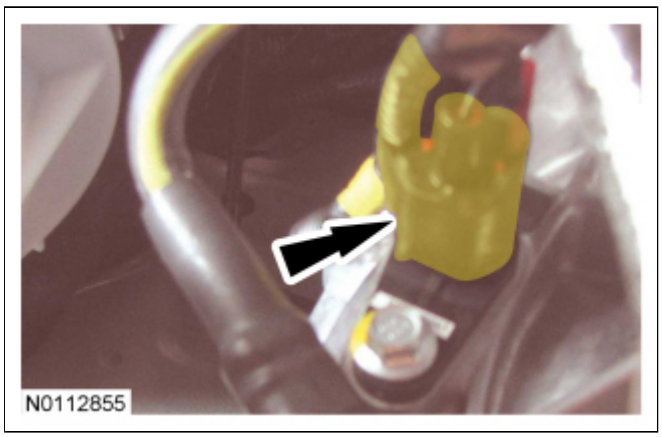
Installation

1. Inspect the transaxle case bore. Clean and/or repair as needed.
2. Inspect the OSS sensor for debris or damage. Clean or replace the OSS as needed.
3. **NOTE:** If installing the old OSS sensor, install a new O-ring.

   Apply a small amount of transmission fluid to the O-ring and install the OSS sensor and the OSS sensor bolt.
   - Tighten to 10 Nm (89 lb-in).



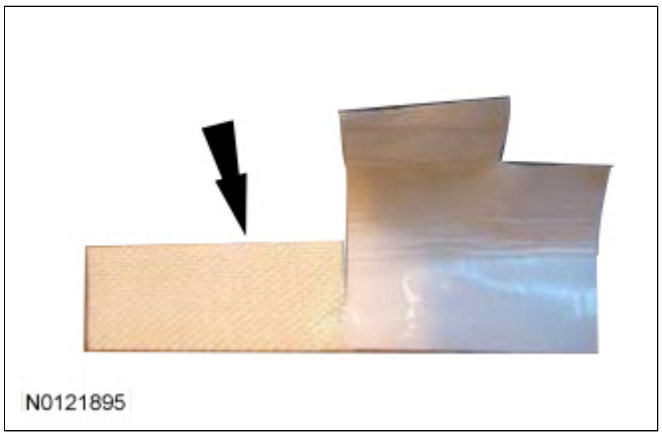
4. Connect the OSS sensor electrical connector.



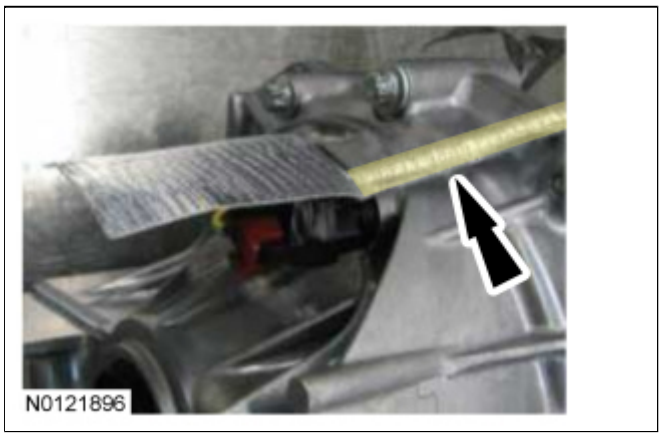
5. Thoroughly clean the OSS sensor, electrical connector and wire.

6. Install new heat tape on the OSS sensor as shown in the preceding steps.

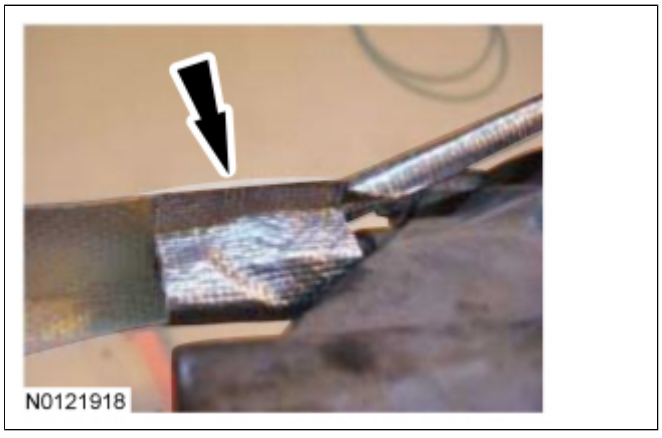
7. Remove the heat tape backing only from this location first.



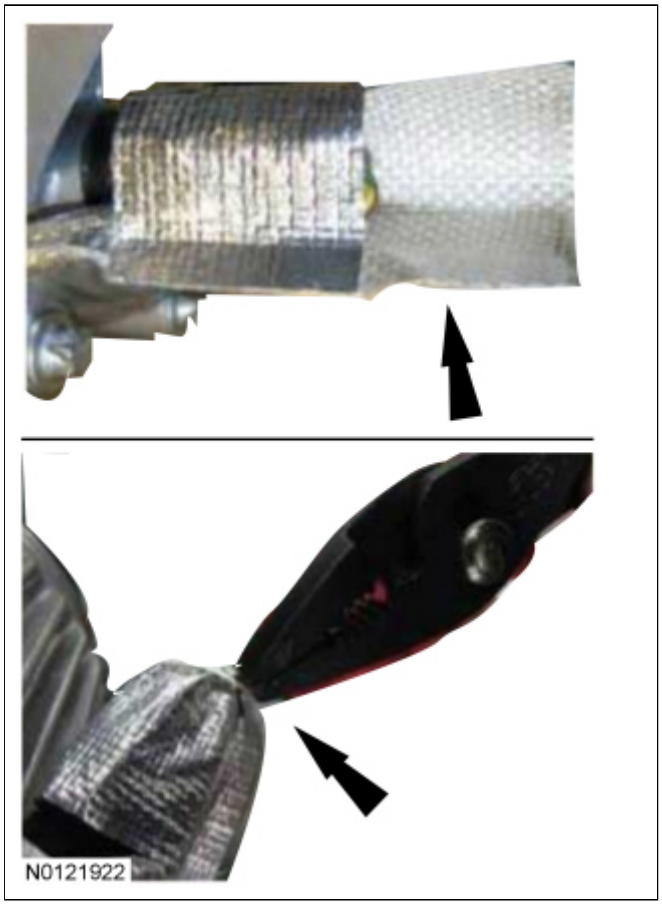
8. Wrap the heat tape around the OSS sensor wiring harness.



9. Remove the heat tape backing from the rest of the heat tape and wrap it around the OSS sensor and sticking the ends together.



10. Fold the remaining portion of the heat tape and crimp around the edge starting from the sensor portion moving around.

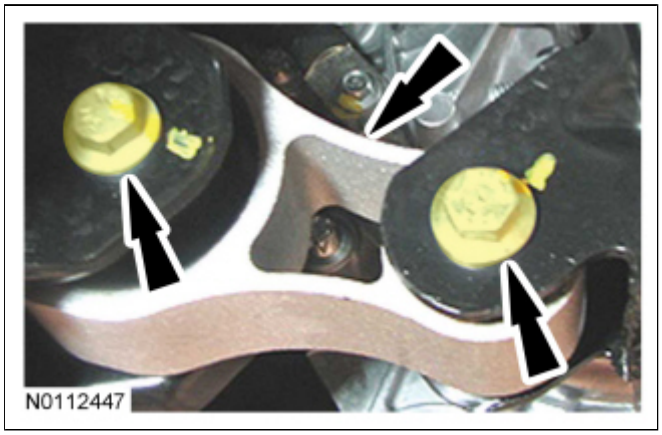

N0121922

Roll Restrictor

Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

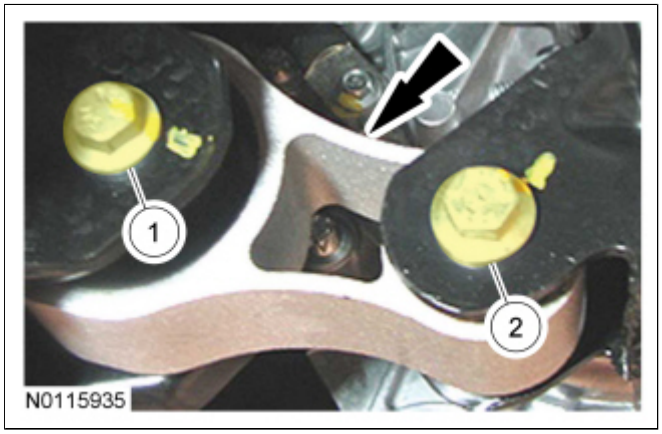
2. Remove the roll restrictor bolts and the roll restrictor.



Installation

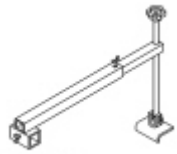
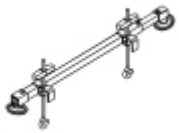
1. **NOTE:** The bolts are different lengths, make sure the bolts are in the correct location using the marks made during removal.

   Install the roll restrictor and the roll restrictor bolts.
   1. Tighten to 70 Nm (52 lb-ft).
   2. Tighten to 48 Nm (35 lb-ft).



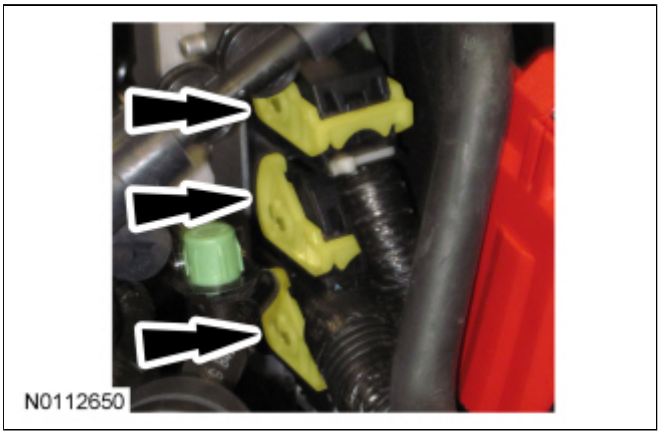
Transaxle Support Insulator

Special Tool(s)

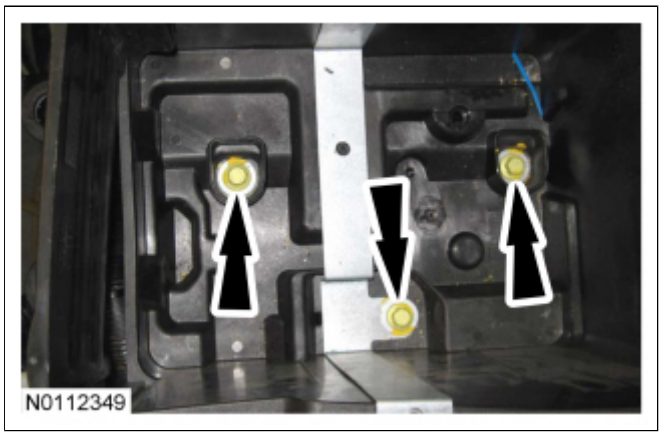
ST2378-A	Adapter for 303-290 303-290-01
 ST2379-A	Adapter for 303-290A (Support Leg) 303-290A-03A
 ST2363-A	Support Bar, Engine 303-290A

Removal

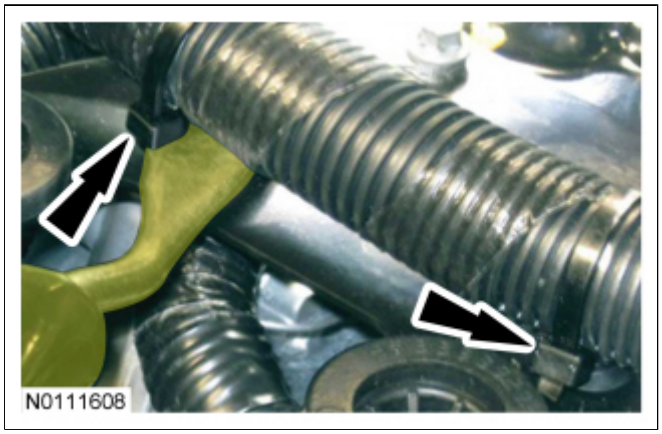
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the battery. For additional information, refer to Section 414-01 .
3. Remove the cowl assembly. For additional information, refer to Section 501-02 .
4. Remove the Air Cleaner (ACL) assembly and outlet pipe. For additional information, refer to Section 303-12 .
5. Disconnect the 3 PCM electrical connectors.



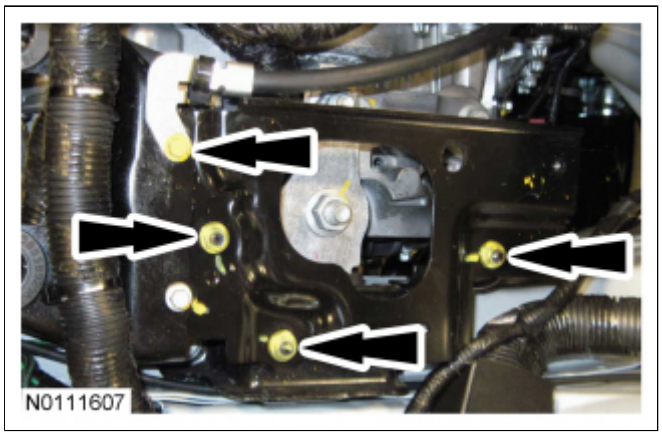
6. Remove the 3 battery tray bolts and the battery tray.



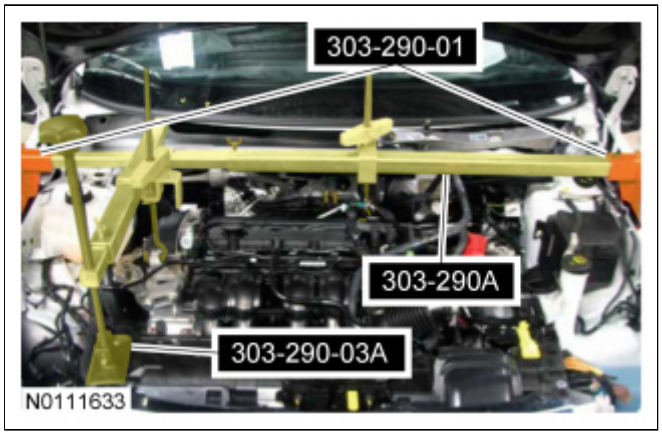
7. Using a suitable tool, detach the wiring harness from the battery tray bracket.



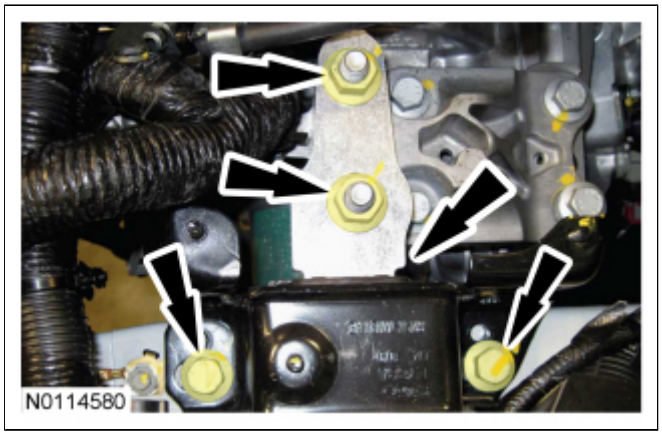
8. Remove the selector lever cable bracket bolt, the battery tray bracket nuts and remove the battery tray bracket.



9. Install the special tools and support the engine.

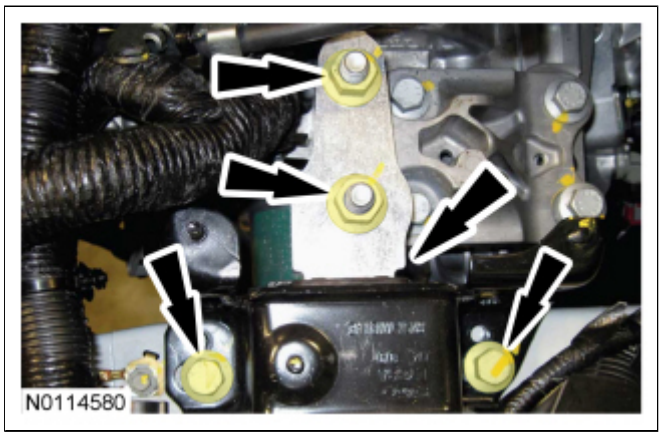


10. Remove the 2 transaxle support insulator bolts and nuts and remove the transaxle support insulator.

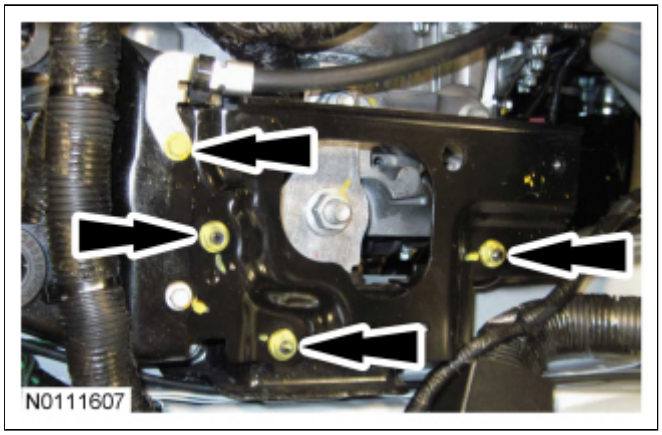


Installation

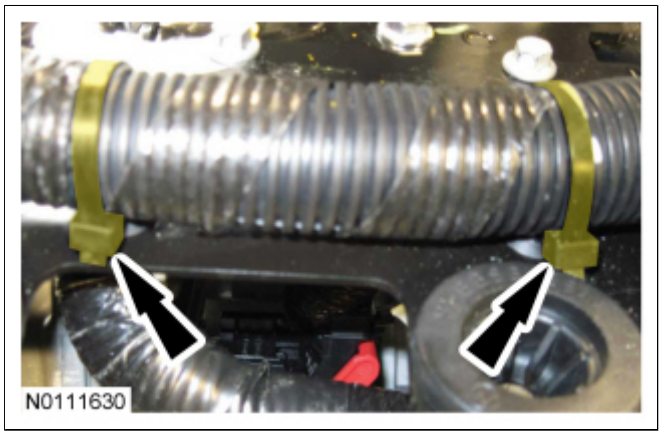
1. Install the transaxle support insulator and install the 2 transaxle support insulator bolts and the 2 nuts.
    - Tighten the 2 bolts to 90 Nm (66 lb-ft).
    - Tighten the 2 nuts to 125 Nm (92 lb-ft).



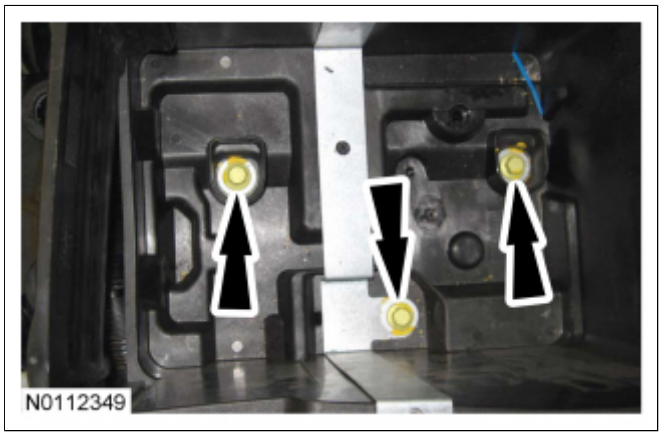
2. Install the battery tray bracket, battery tray bracket nuts and the selector lever cable bracket bolt.
    - Tighten to 10 Nm (89 lb-in).



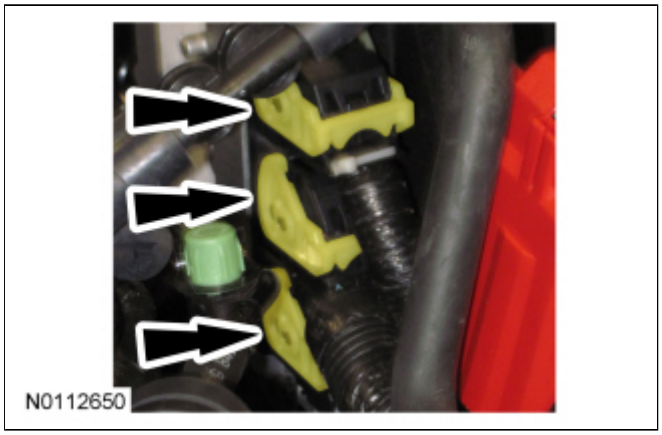
3. Attach the wiring harness to the battery tray bracket.



4. Install the battery tray and 3 battery tray bolts.
    - Tighten to 10 Nm (89 lb-in).

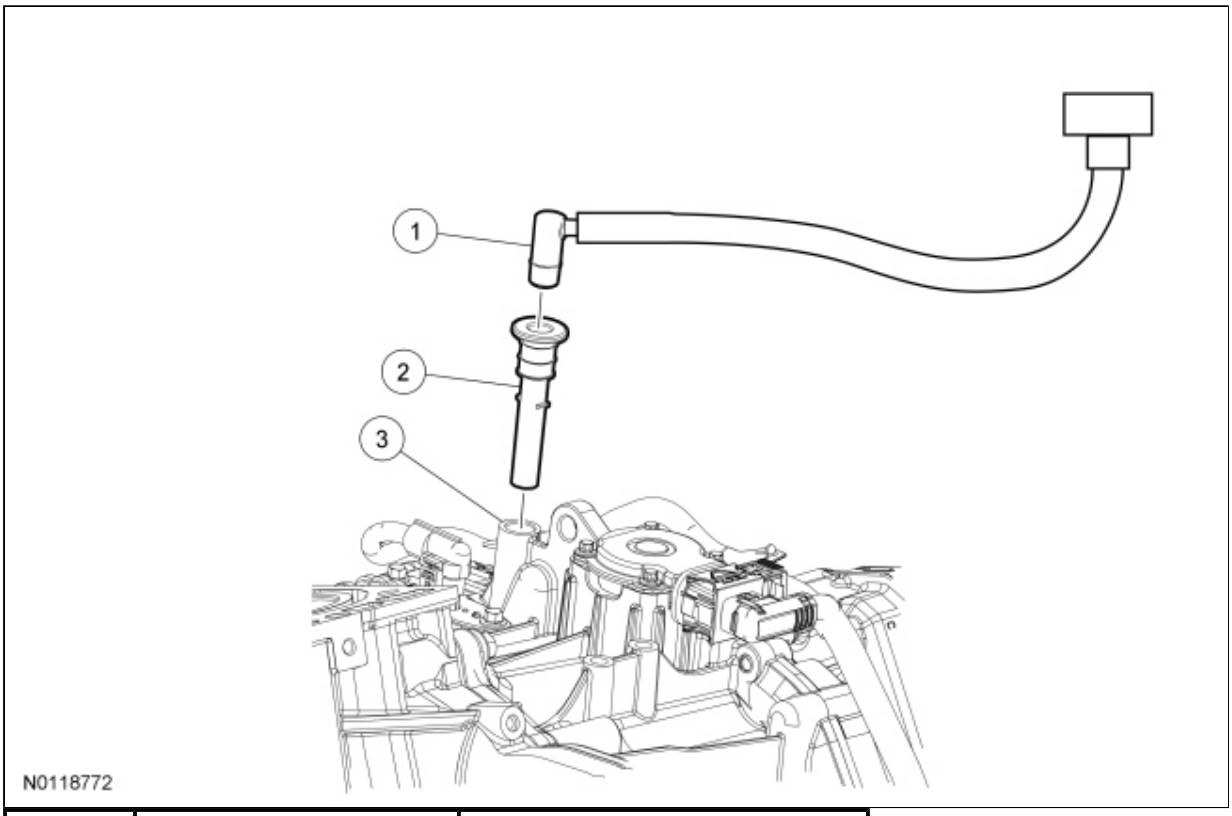


5. Connect the 3 PCM electrical connectors.



6. Install the ACL and the outlet pipe. For additional information, refer to Section 303-12 .
7. Install the cowl assembly. For additional information, refer to Section 501-02 .
8. Install the battery. For additional information, refer to Section 414-01 .

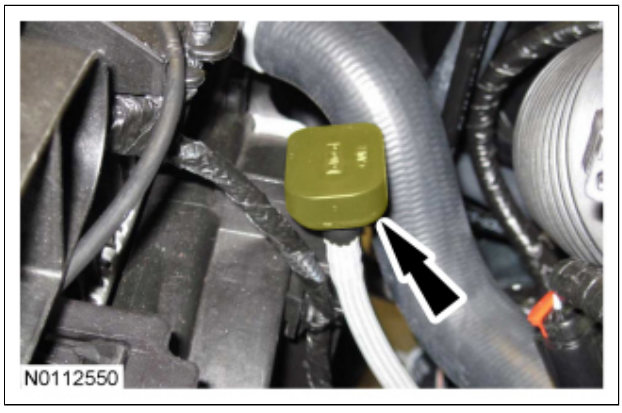
Transaxle Vent



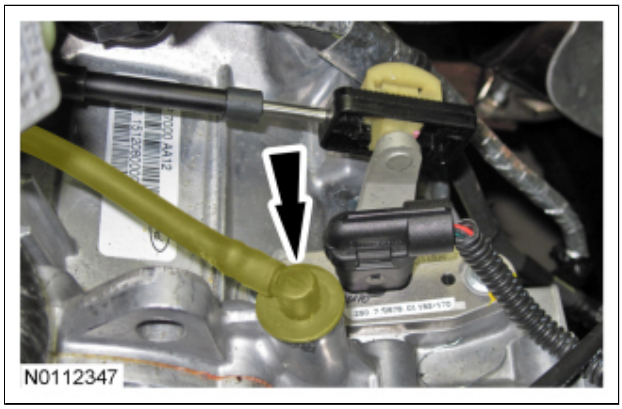
Item	Part Number	Description
1	—	Vent cap housing
2	—	Vent base
3	—	Transaxle

Removal

1. Remove the battery and battery tray. For additional Information, refer to Section 414-01 .
2. Remove the Air Cleaner (ACL) assembly and the outlet pipe. For additional Information, refer to Section 303-12 .
3. Remove the vent assembly end from the cooling fan housing and position it aside.

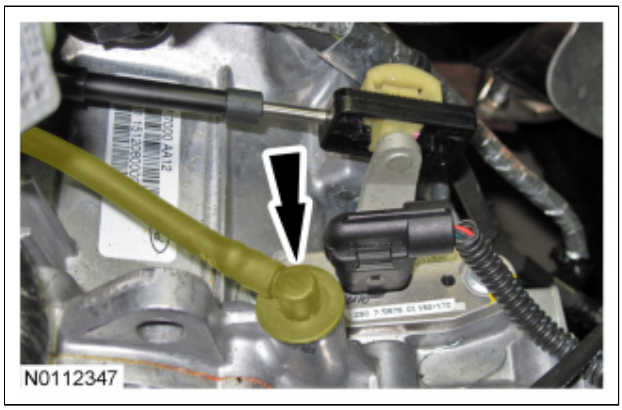


4. Remove the vent assembly from the transaxle.



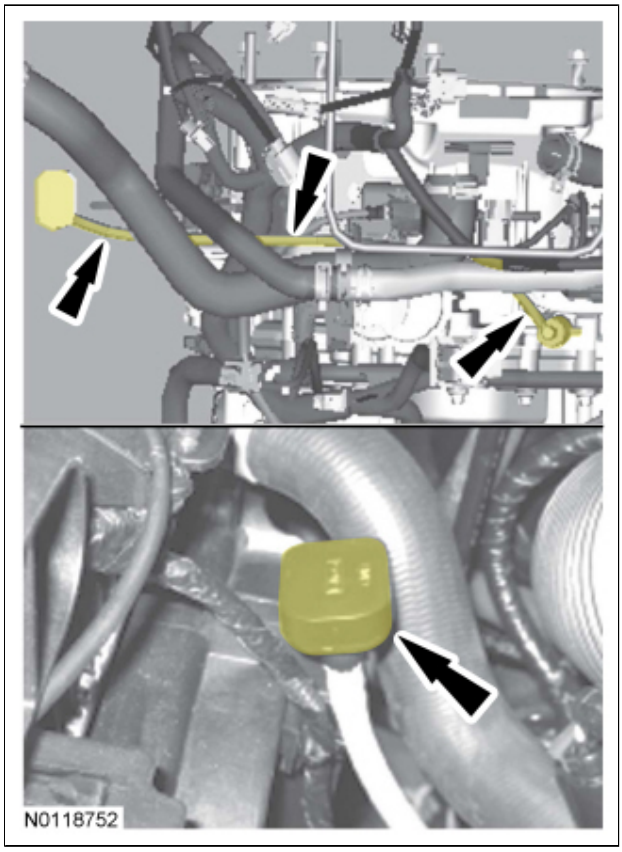
Installation

1. Inspect the vent transaxle bore for damage or debris. Clean or repair as needed.
2. Install the vent assembly in the transaxle bore.



3. ***NOTICE:*** **Make sure the transaxle vent hose is properly routed or damage can occur.**

   Install the vent assembly end onto the cooling fan housing.



4. Install the ACL assembly and outlet pipe. For additional Information, refer to Section 303-12 .
5. Install the battery tray and battery. For additional Information, refer to Section 414-01 .

Transmission Control Module (TCM)

Special Tool(s)

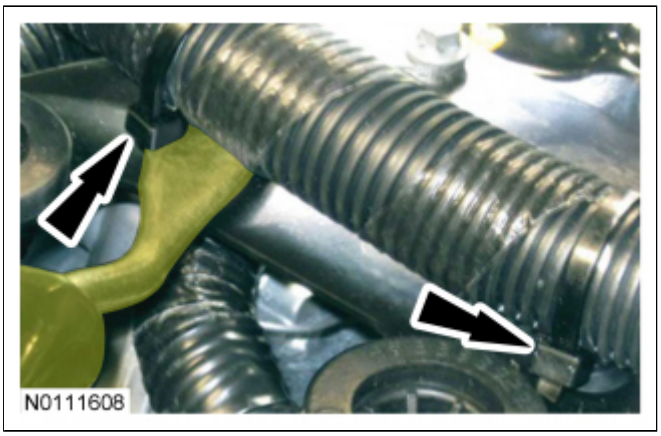
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Material

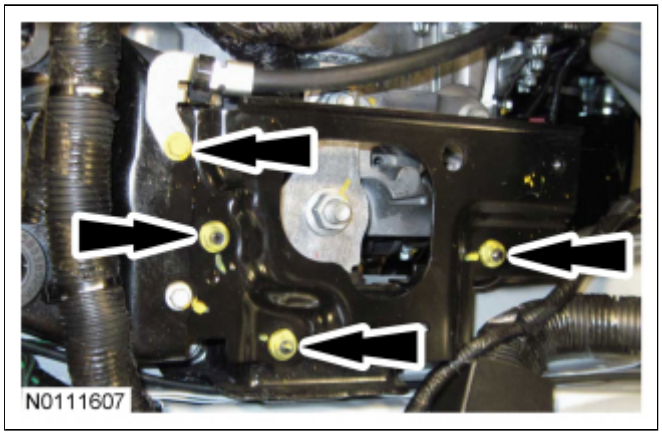
Item	Specification
Motorcraft® Dual Clutch Transmission Fluid XT-11-QDC	WSS-M2C200-D2

Removal

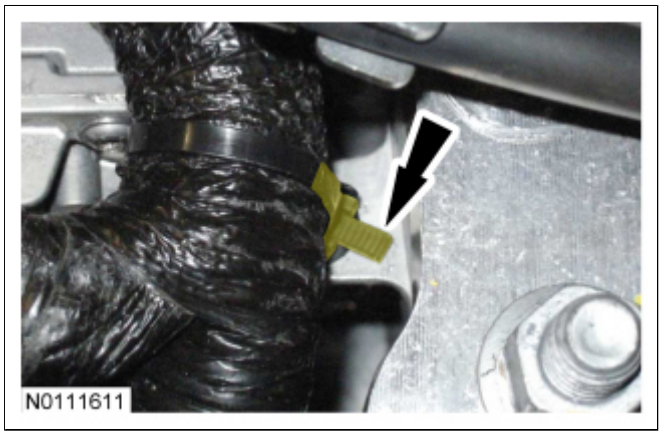
1. Using the scan tool, recover all module information before removing the Transmission Control Module (TCM). For additional information, refer to Transmission Adaptive Learning in this section.
2. Remove the battery and battery tray. For additional information, refer to Section 414-01 .
3. Remove the Air Cleaner (ACL) assembly and the outlet pipe. For additional information, refer to Section 303-12 .
4. Using a suitable tool, detach the wiring harness from the battery tray bracket.


N0111608

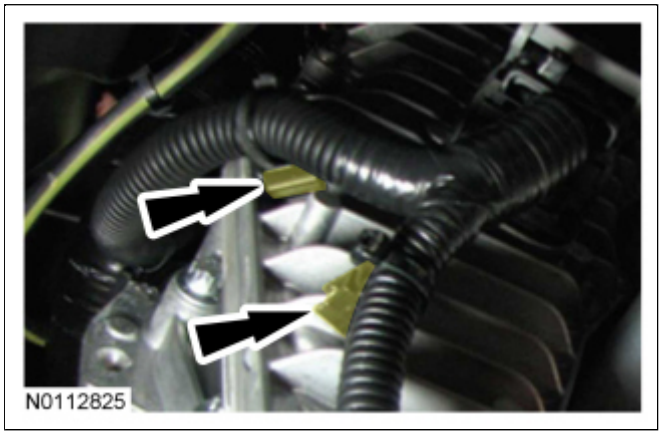
5. Remove the selector lever cable bracket bolt, the battery tray bracket nuts and the battery tray bracket.



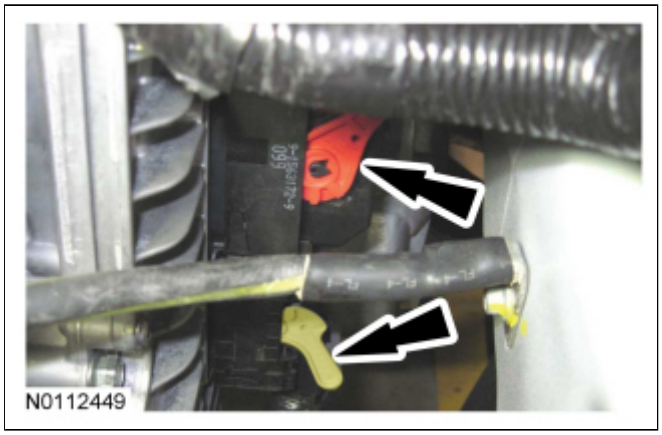
6. Remove the wiring harness from the transaxle housing.



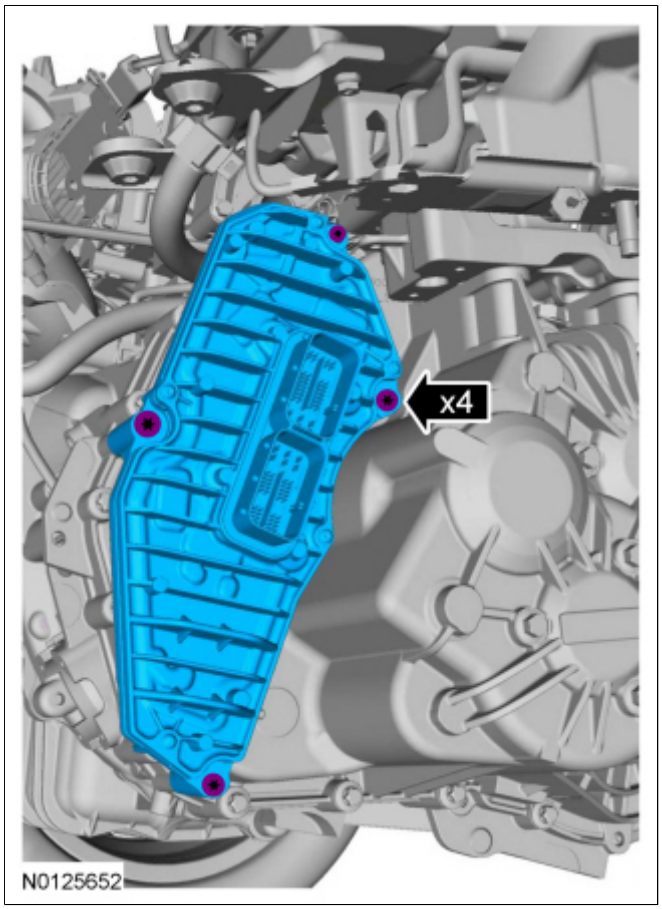
7. Detach the wiring harness clips from the Transmission Control Module (TCM) housing.



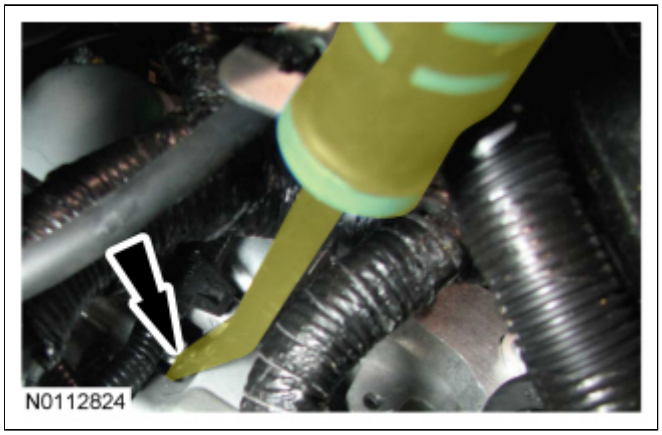
8. Disconnect the 2 TCM electrical connectors.



9. Remove the 4 TCM bolts.



10. Using a suitable flat blade screwdriver, carefully pry the TCM from the transaxle, at the location shown, and remove the TCM , discard the O-rings.

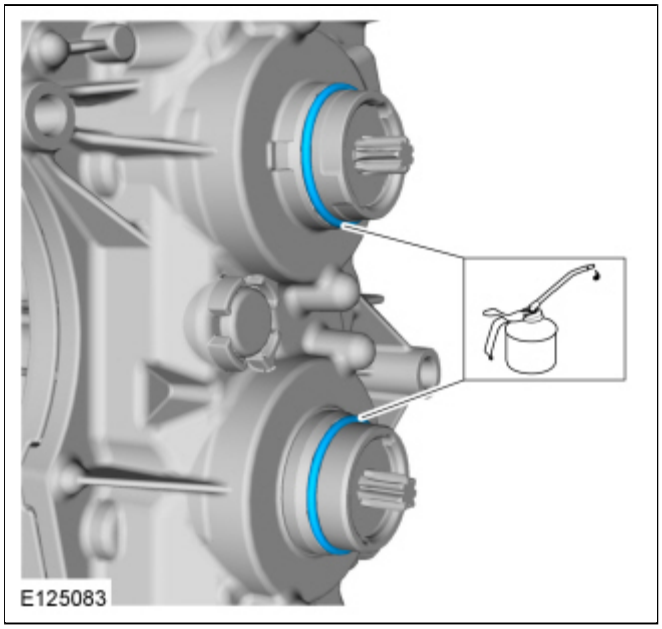


Installation

1. Carefully inspect the TCM and the transaxle bore for debris or damage. Clean and/or repair as needed.

2. **NOTE:** Use a small amount of transmission fluid on the new O-rings prior to installation.

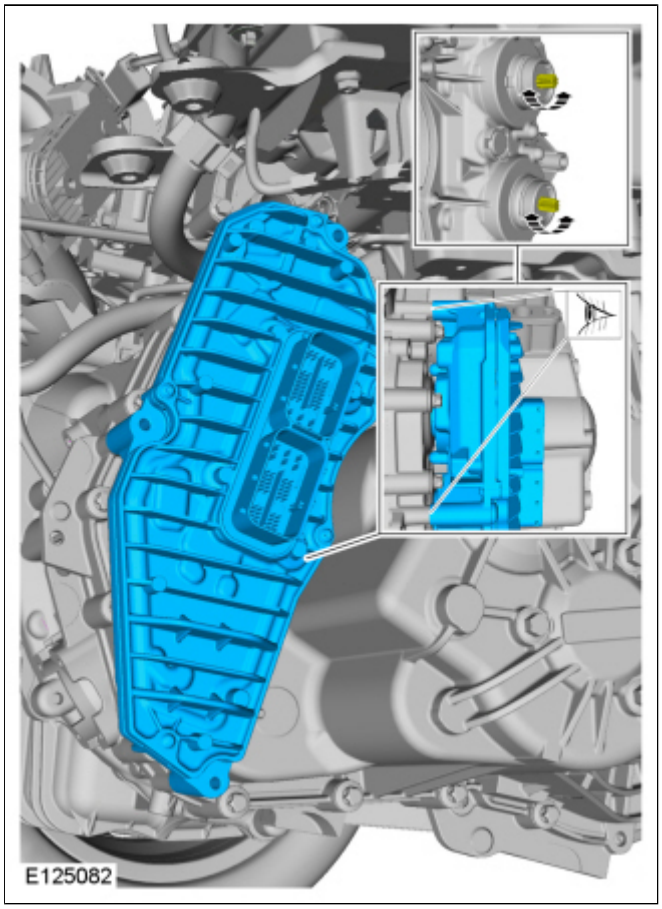
   Install new O-rings if the TCM is being reused.



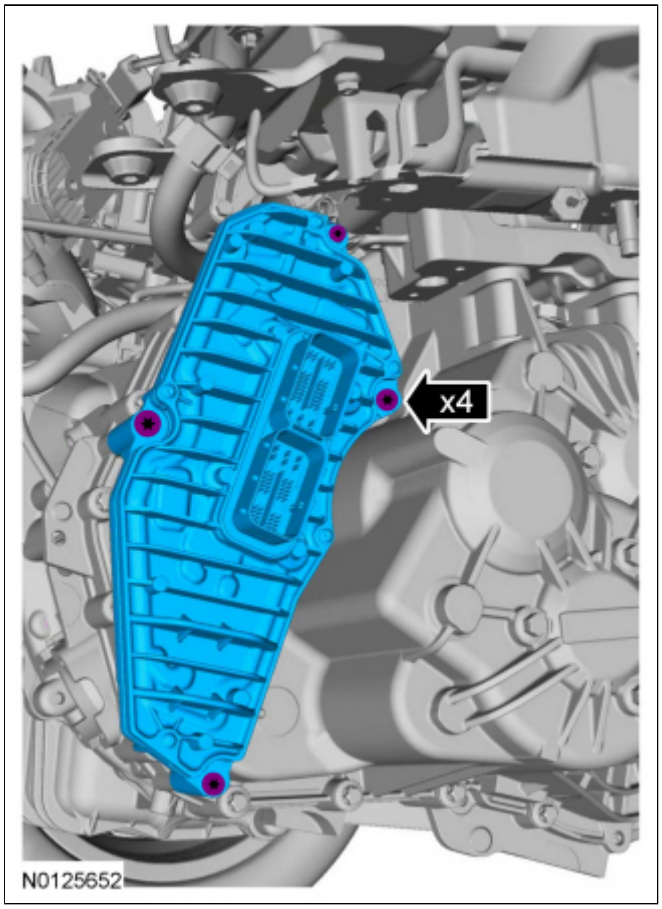
3. ***NOTICE:*** **Do not force the TCM onto the transaxle or damage may occur.**

   NOTICE: **Make sure the TCM sits flush on the transaxle or damage can occur.**

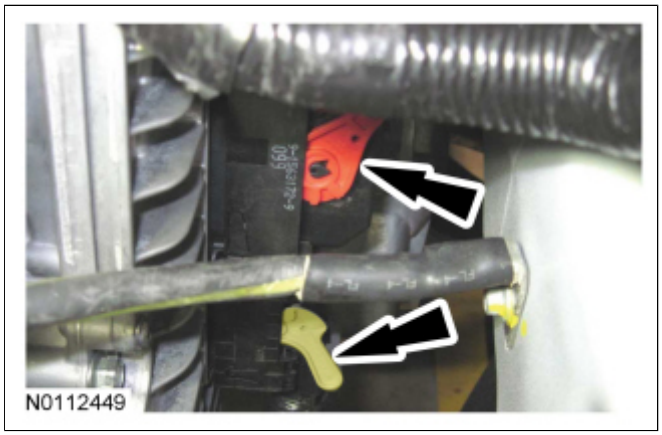
   Install the TCM on the transaxle. Apply light pressure to seat the O-rings. If the TCM does not push in place with light pressure, remove the TCM and slightly turn the TCM gears and retry installing the TCM on the transaxle.



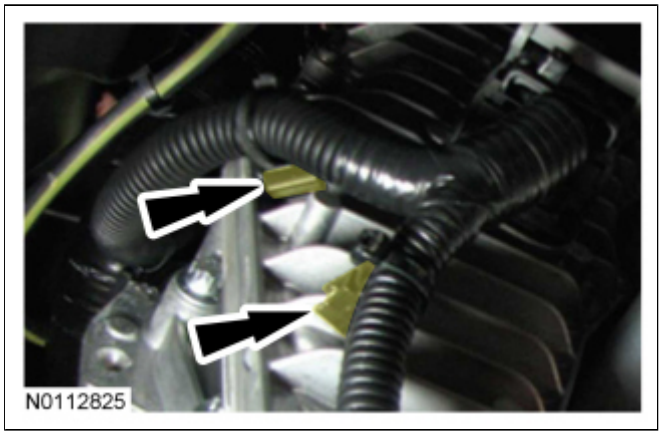
4. Install the 4 TCM bolts.
    - Tighten to 27 Nm (20 lb-ft).



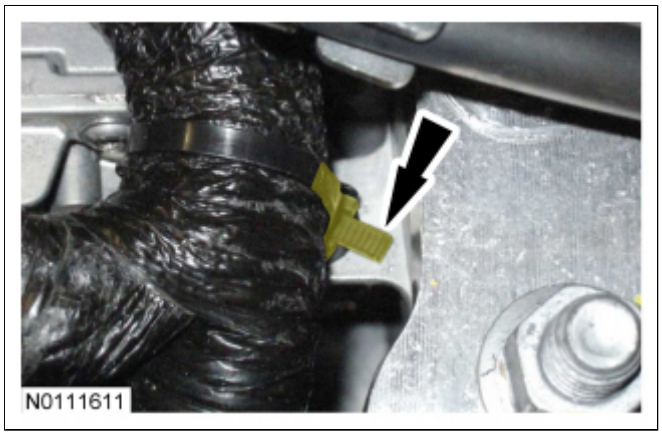
5. Connect the 2 TCM electrical connectors.



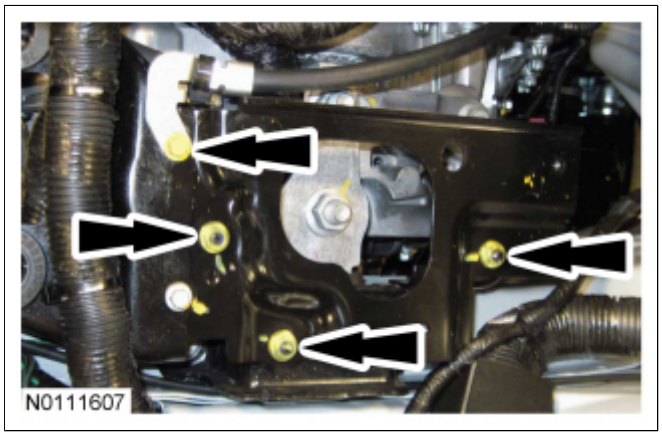
6. Install the wiring harness clips on the TCM housing.



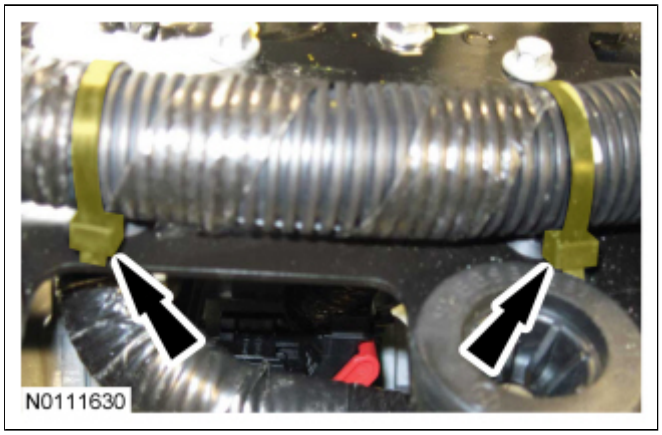
7. Install the wiring harness on the transaxle housing.



8. Install the battery tray bracket, battery tray bracket nuts and selector lever cable bracket bolt.
    - Tighten to 10 Nm (89 lb-in).



9. Install the wiring harness onto the battery tray bracket.



10. Install the ACL assembly and outlet pipe. For additional information, refer to Section 303-12 .
11. Install the battery tray and battery. For additional information, refer to Section 414-01 .
12. If a new TCM was installed, it will need to be reprogrammed to the latest calibration level available. For additional Information, refer to Transmission Adaptive Learning in this section.

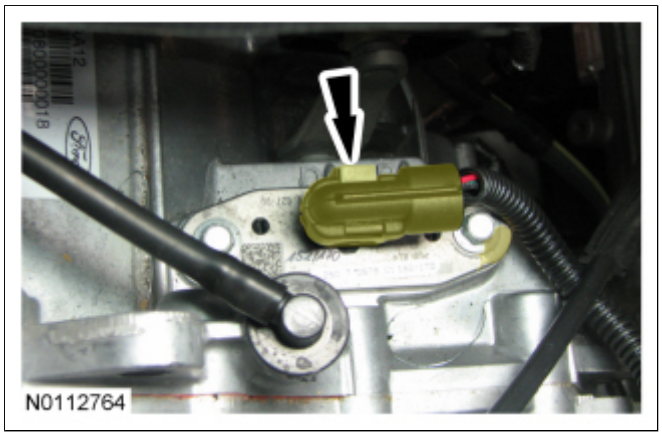
Transmission Range (TR) Sensor

Special Tool(s)

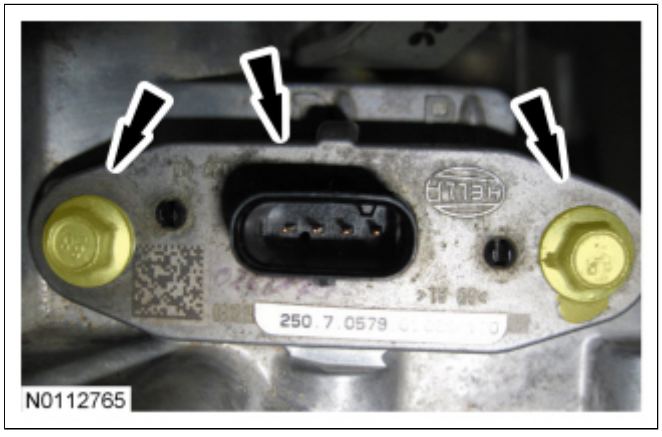
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Removal

1. Disconnect the Transmission Range (TR) sensor electrical connector.

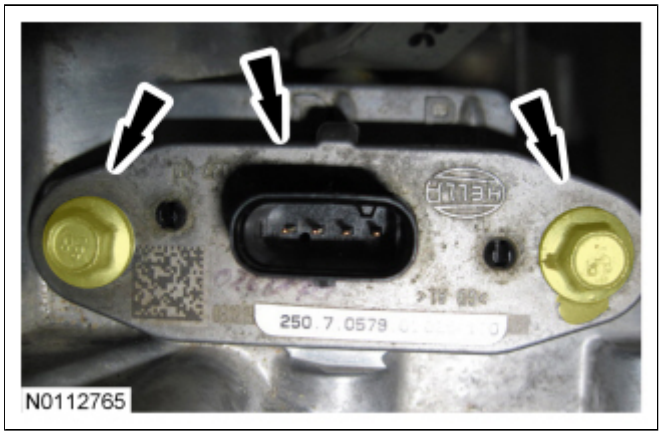


2. Remove the 2 TR sensor bolts and the TR sensor.

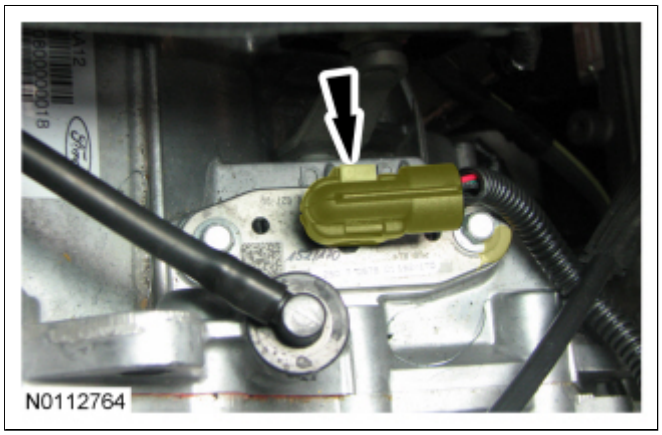


Installation

1. Install the TR sensor and the 2 TR sensor bolts.
   - Tighten to 10 Nm (89 lb-in).



2. Connect the TR sensor electrical connector.



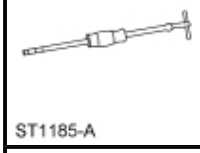
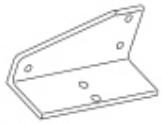
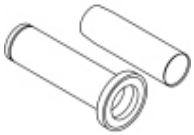
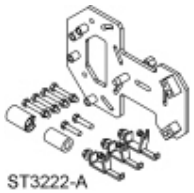
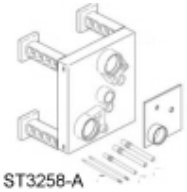
3. Adjust the selector lever cable. For additional information, refer to Section 307-05 .

4. Re-calibrate the TR sensor. For additional information, refer to Transmission Adaptive Learning in this section.

5. Verify the vehicle starts in PARK and NEUTRAL only.

Transaxle

Special Tool(s)

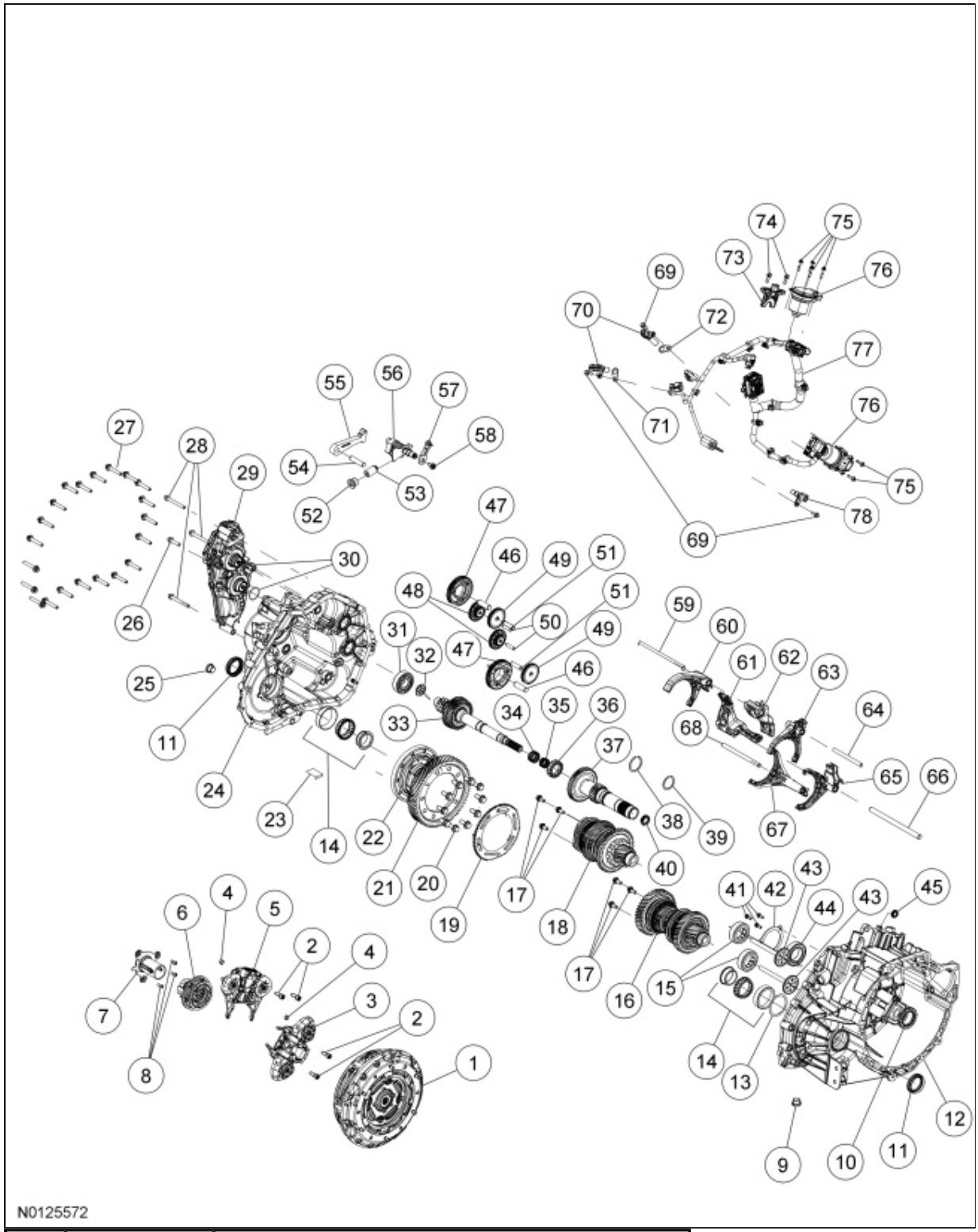
 ST1185-A	Slide Hammer 100-001
 ST2986-A	Holding Fixture 307-580
 ST3219-A	Installer, Input Guide and Seal 307-672 (includes 307-672/1 and 307-672/2)
 ST3222-A	Fixture, Clutch Remover/Installer 307-675 (includes 307-675/1, 307-675/2, 307-675/3 and 307-675/4)
 ST3258-A	Table, Assembly (DPS6) 307-680 (includes 307-680/1, 307-680/2, 307-680/3, 307-680/4 and 307-680/5)
ST2417-A	Remover, Input Shaft Oil Seal 308-375

Material

Item	Specification
DPS6 Grease 9U7Z-19A506-BA	WSS-M1C270-A
Gasket Maker TA-16	WSK-M2G348-A5
High Temperature Nickel Anti-Seize Lubricant XL-2	—
Motorcraft® Dual Clutch Transmission Fluid	WSS-M2C200-D2

XT-11-QDC	

Transaxle Exploded View



Item	Part Number	Description
1	7B546	Clutch assembly (part of 7C601 kit)
2	W790187	Actuator lever bolts (4 required)

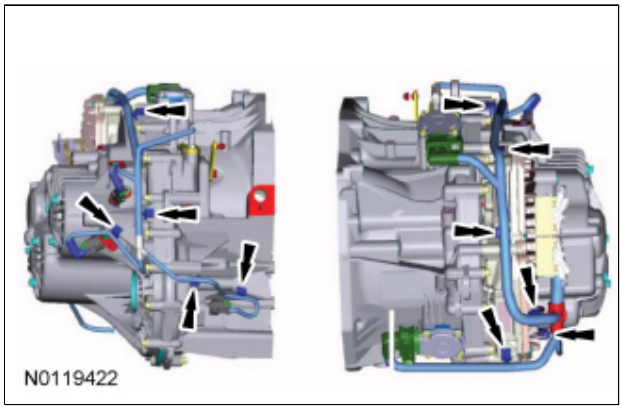
3	7515	Actuator lever 1 (part of 7C601 kit)
4	7N080	Actuator lever dowels (2 required)
5	7515	Actuator lever 2 (part of 7C601 kit)
6	7A508	Engagement bearing (part of 7C603 kit)
7	7A564	Guide tube
8	W790185	Guide tube bolts (3 required)
9	7L013	Drain plug
10	7048	Input shaft case seal
11	1177	Halfshaft seals (2 required)
12	7505	Clutch housing
13	4067	Differential shim (part of kit)
14	4220	Differential bearings (2 required)
15	7M037	Output shaft bearings (2 required)
16	7060	Output shaft assembly
17	W790208	Output shaft bearing retainer bolts (6 required)
18	7060	Output shaft assembly
19	7H150	Differential impulse ring
20	W790237	Differential ring gear bolts (10 required)
21	7D392	Differential ring gear
22	4026	Differential case
23	7L027	Magnet
24	7005	Transaxle case
25	7C013	Fill plug
26	W790189	Transmission Control Module (TCM) bolt
27	W790209	Clutch housing-to-case bolts (21 required)
28	W790188	TCM bolt
29	7Z369	TCM
30	7B498	TCM O-ring seal
31	7118	Input shaft bearing
32	7D000	Oil spout
33	7017	Inner input shaft
34	7M037	Needle bearing
35	7M037	Needle bearing
36	7118	Bearing
37	7017	Hollow input shaft
38	7064	Snap ring
39	7917	Snap ring
40	7052	Hollow input shaft seal
41	W790236	Bolts (3 required)
42	7049	Bearing retainer
43	7D000	Lube feed tubes (2 required)
44	7118	Input shaft bearing
45	7052	Manual control lever shaft seal
46	—	Shift drum pin (2 required) (part of 7J047)
47		

	7J047	Shift drum (2 required)
48	7J048	Small clock gear (2 required)
49	7J048	Large clock gear (2 required)
50	6397	Clock gear pin (2 required)
51	6397	Clock gear pin (2 required)
52	7L013	Park plunger plug
53	7233	Park plunger
54	6397	Park pawl rod
55	7A248	Park pawl
56	7H296	Park pawl actuation shaft assembly
57	7A256	Manual control lever
58	W790198	Manual control lever bolt
59	7240	Shift fork rod
60	7230	2nd/6th gear shift fork
61	7B081	3rd gear shift fork linkage
62	7B081	2nd/6th gear shift fork linkage
63	7230	4th/reverse gear shift fork
64	7240	Shift fork rod
65	7230	3rd gear shift fork
66	7240	Shift fork rod
67	7230	1st/5th gear shift fork
68	7240	Shift fork rod
69	W790186	Bolt
70	7M101	Input shaft speed sensor
71	7Z101	Input shaft speed sensor shim
72	7Z101	Input shaft speed sensor shim
73	7F293	Transmission Range (TR) sensor
74	W790186	Bolts (2 required)
75	W790175	Bolts (8 required)
76	7C604	Clutch motor (2 required)
77	7G276	Transmission wiring harness
78	7H103	Output Shaft Speed (OSS) sensor

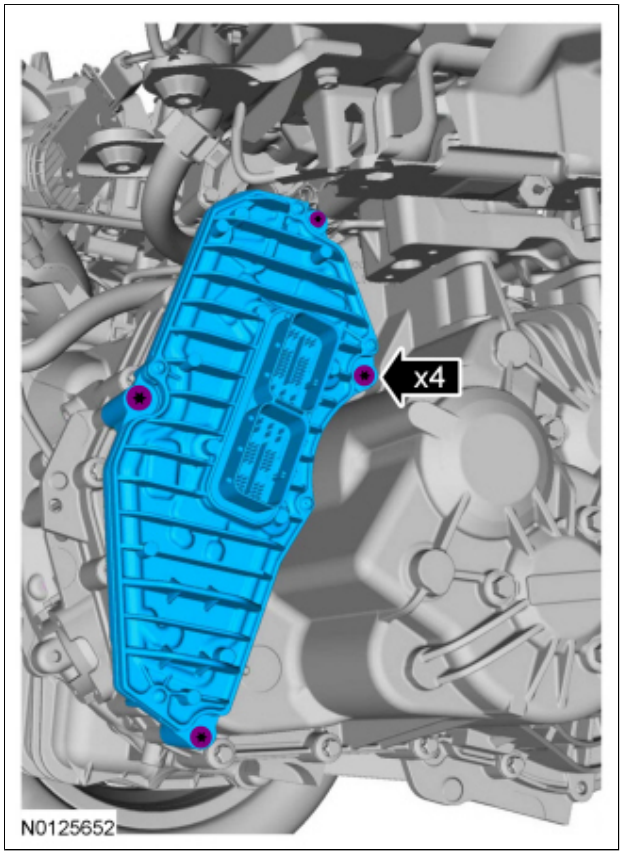
Disassembly

1. **NOTE:** Take note of the transaxle wiring harness clip locations for installation.

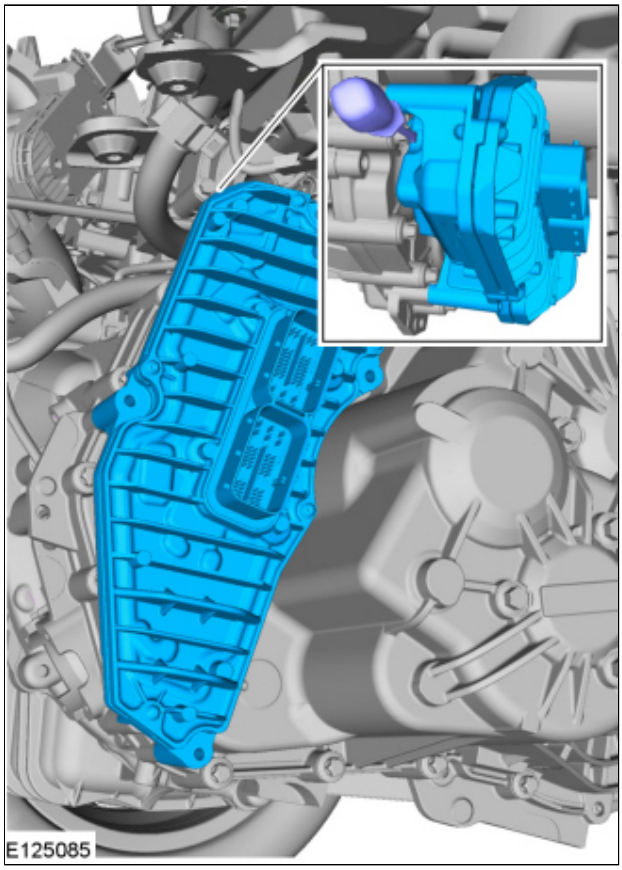
   Remove the transaxle wiring harness.



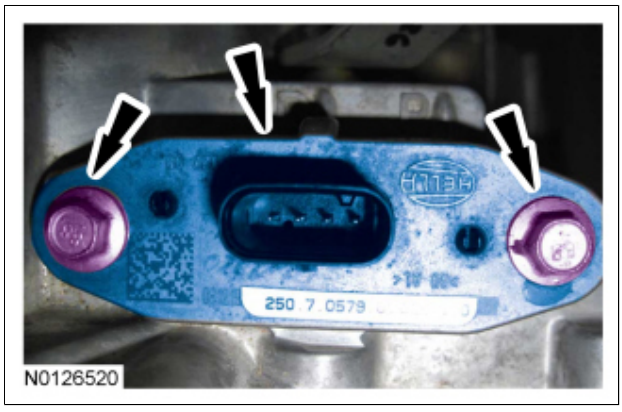
2. Remove the 4 Transmission Control Module (TCM) bolts.



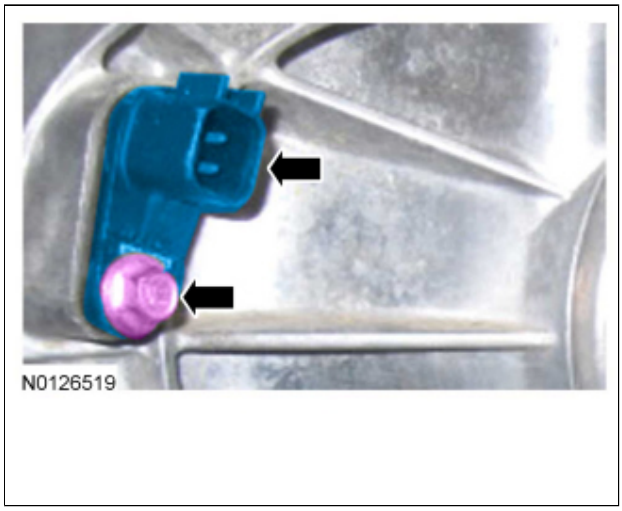
3. Using a flat blade screwdriver, carefully pry the TCM from the transaxle, at the location shown, and remove the TCM, discard the O-rings.



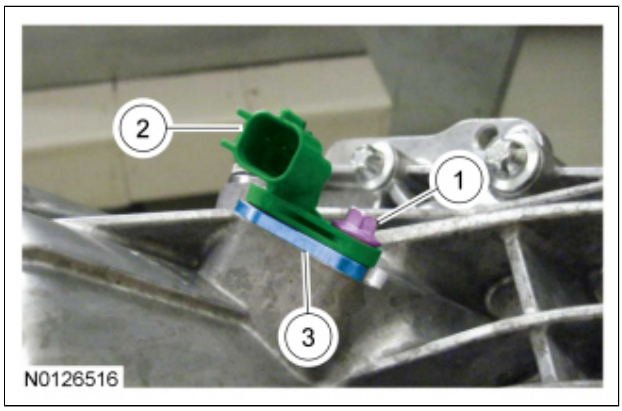
4. Remove the 2 Transmission Range (TR) sensor bolts and the TR sensor.



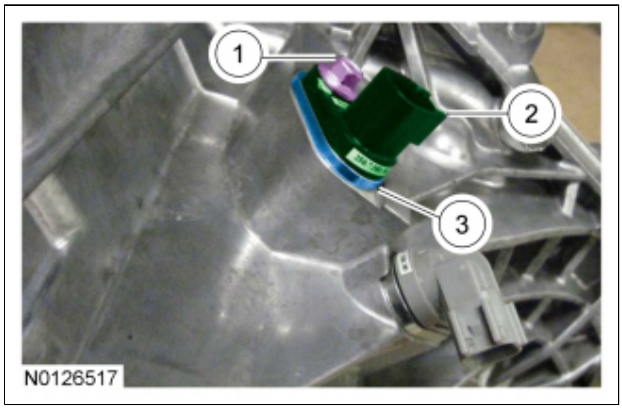
5. Remove the Output Shaft Speed (OSS) sensor bolt and OSS sensor.



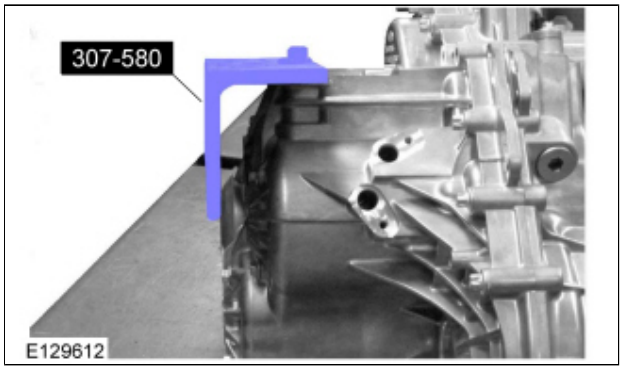
6. Remove the input shaft speed sensor 1.
    1. Remove the input shaft speed sensor 1 bolt.
    2. Remove the input shaft speed sensor 1.
    3. Remove the input shaft speed sensor 1 shim.



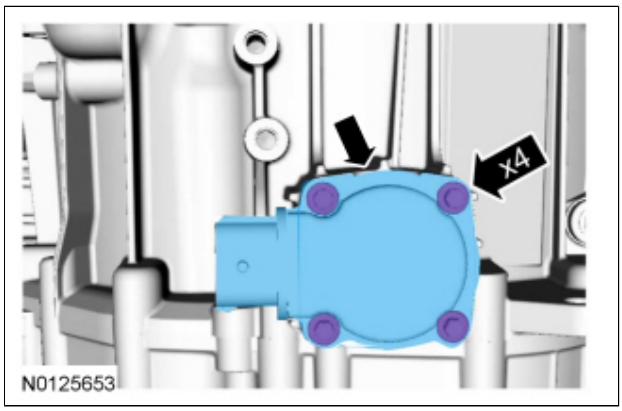
7. Remove the input shaft speed sensor 2.
    1. Remove the input shaft speed sensor 2 bolt.
    2. Remove the input shaft speed sensor 2.
    3. Remove the input shaft speed sensor 2 shim.



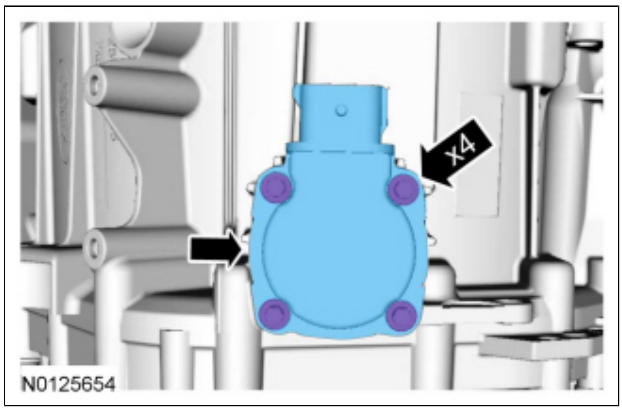
8. Install the special tools.



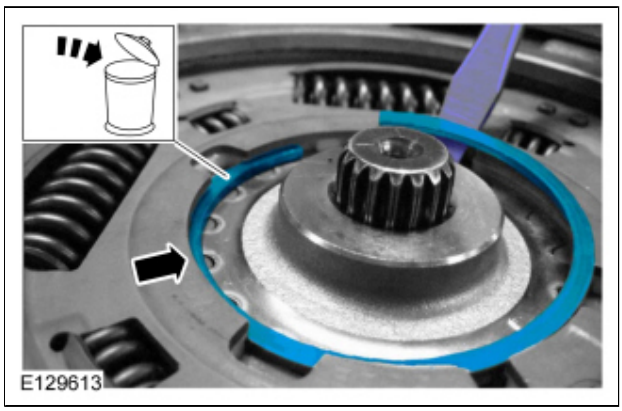
9. Stand the transaxle on its back.
10. Remove the 4 clutch motor 1 bolts and remove clutch motor 1.



11. Remove the 4 clutch motor 2 bolts and remove clutch motor 2.

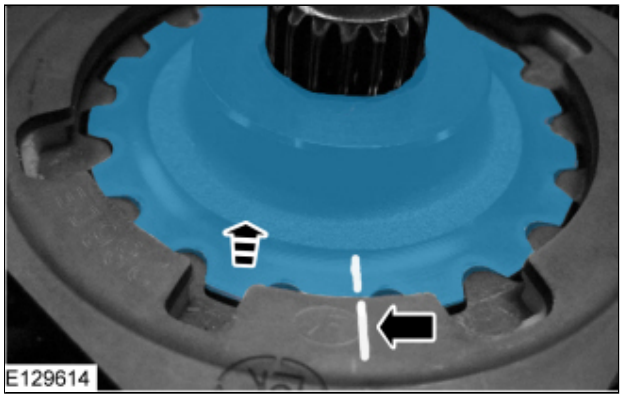


12. Remove and discard the clutch hub snap ring.

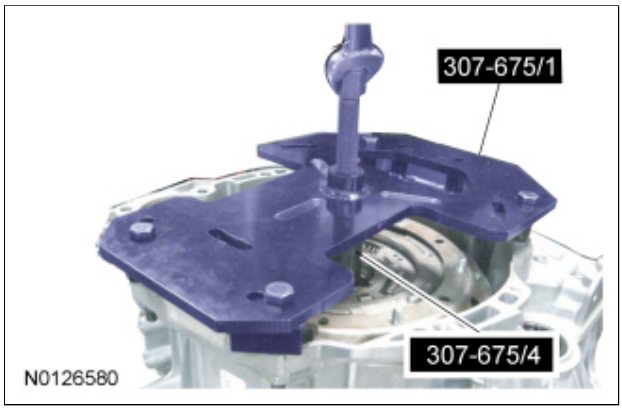


13. **NOTE:** Index mark the clutch hub and clutch for installation.

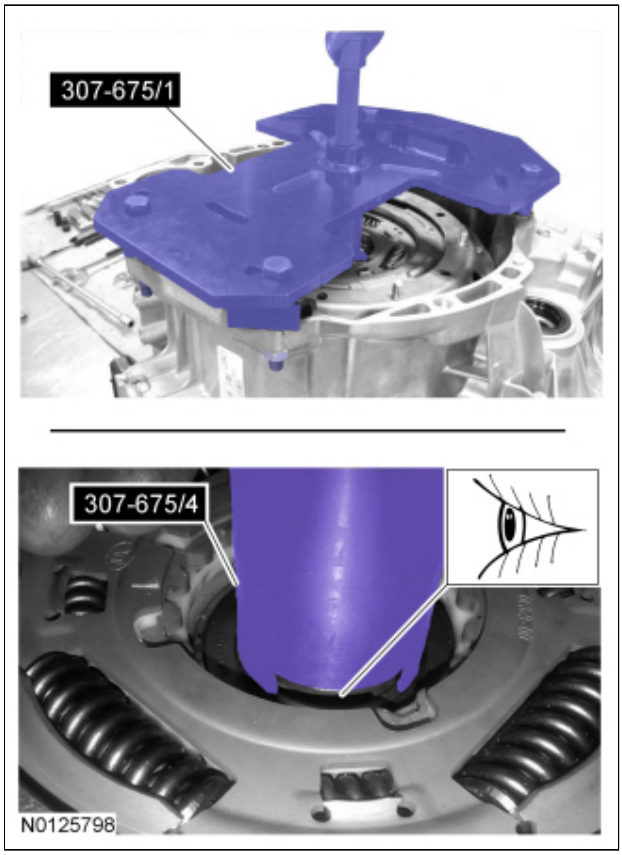
    Remove the clutch hub.



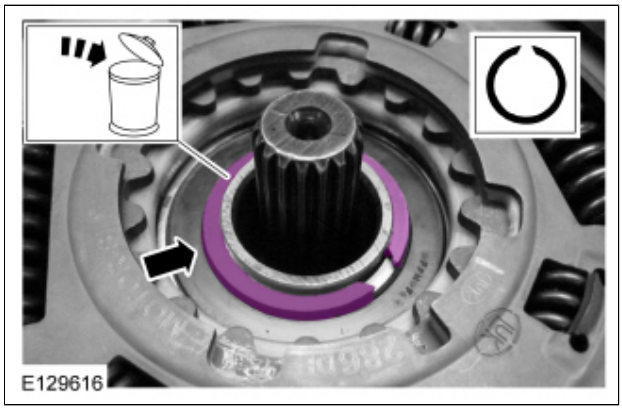
14. Install the special tools.



15. Using the special tools, turn the center bolt of the special tool with a maximum of 5 Nm (44 lb-in) of torque to push the clutch down to release the pressure from the hollow input shaft snap ring.



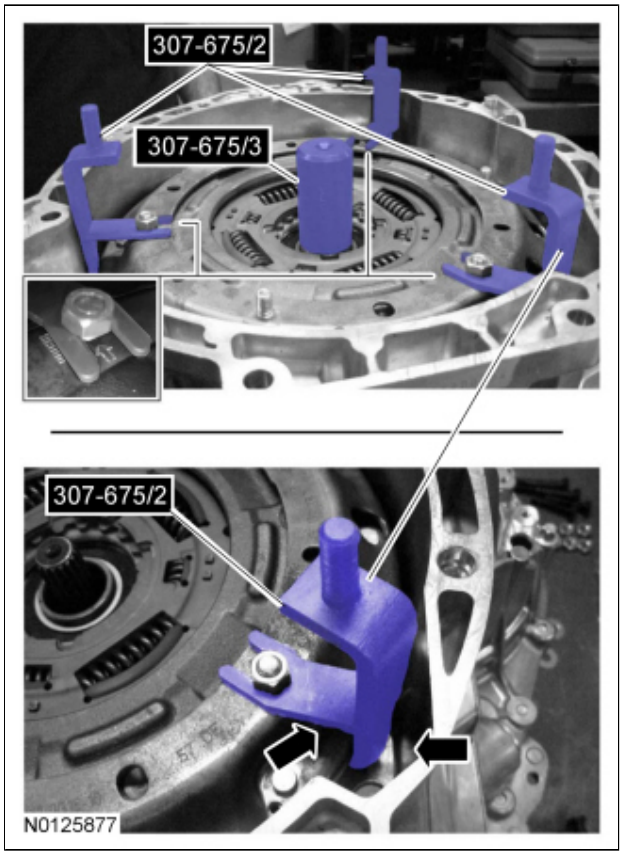
16. Remove and discard the hollow input shaft snap ring.



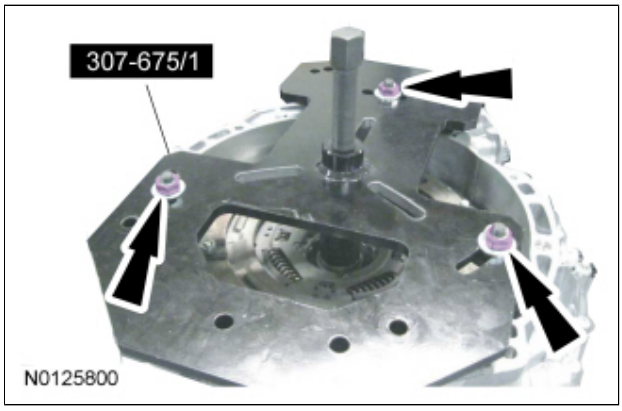
17. **NOTE:** Make sure the lifting legs are installed on the 3 clutch studs marked with the manufacturing mark as shown.

    NOTE: Make sure the lifting leg with the angle is in the location shown.

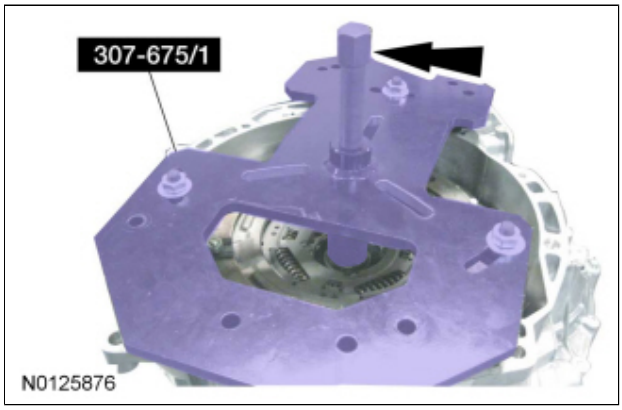
    Install the special tools.



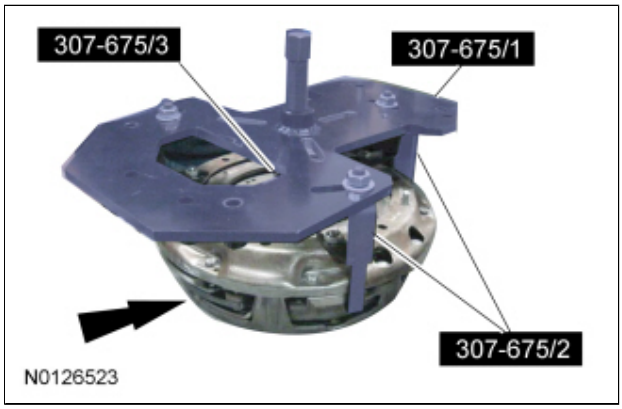
18. Install the special tools.



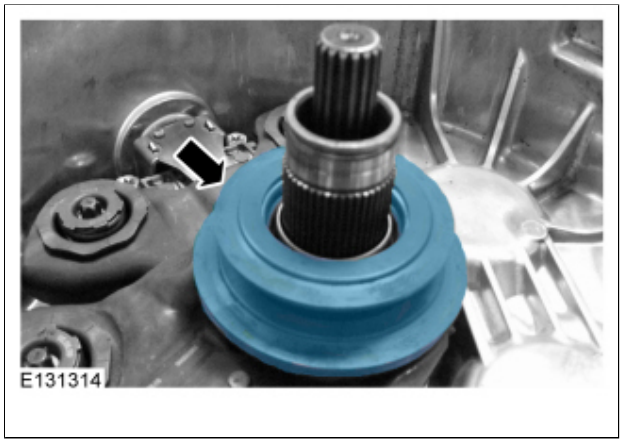
19. Turn the center bolt of the special tool with approximately 5 Nm (44 lb-in) of torque until the clutch is free of the input shaft.



20. Using the special tools, remove the clutch as an assembly from the transaxle.

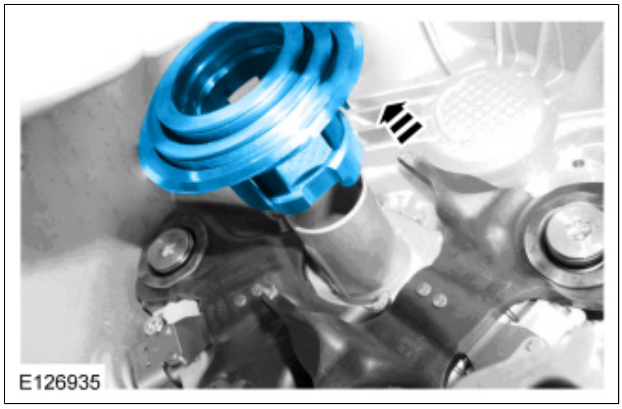


21. Remove the Z-washers from the engagement system bearing unit.



22. **NOTE:** The engagement system bearing unit should be removed easily.

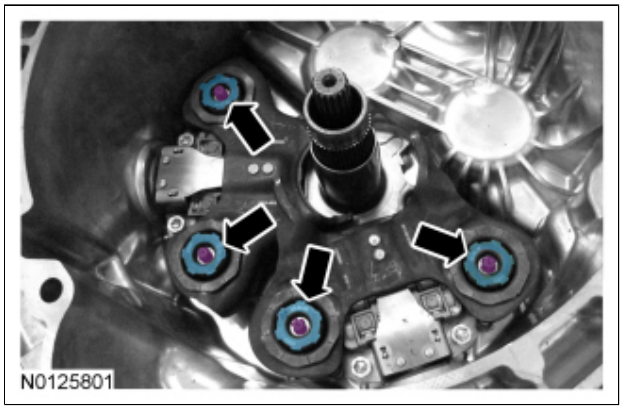
    Remove the engagement system bearing unit. Inspect for wear or damage. Replace as necessary. Refer to Transaxle in this section.



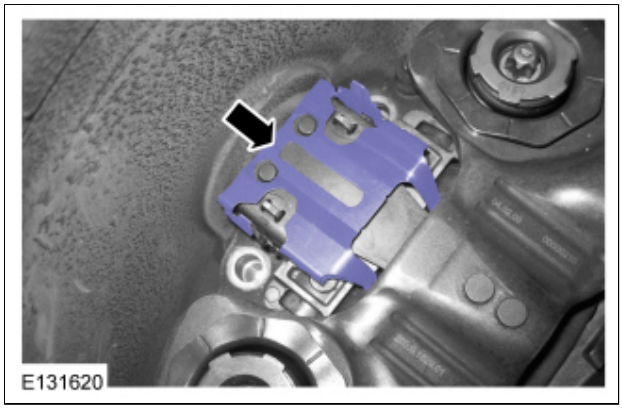
23. ***NOTICE:*** **Remove the spring retainer bolts by loosening them slightly in an alternating pattern or damage can occur to the clutch actuator levers.**

    NOTE: The spring retainers and actuator levers are matched sets with corresponding serial numbers. If the spring retainers and actuator levers are being reused, mark on each spring retainer and actuator lever for assembly.

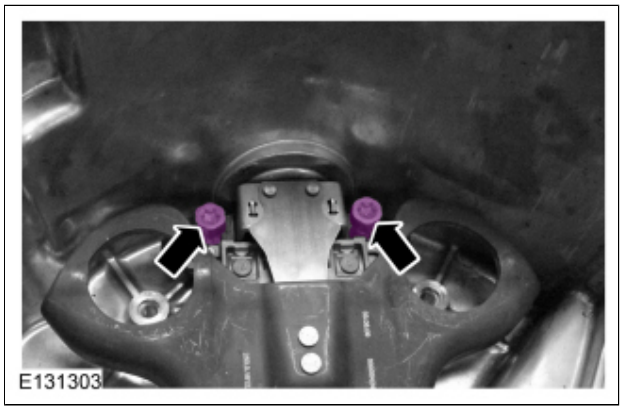
    Remove the 4 spring retainer bolts from the spring retainers and remove the spring retainers.



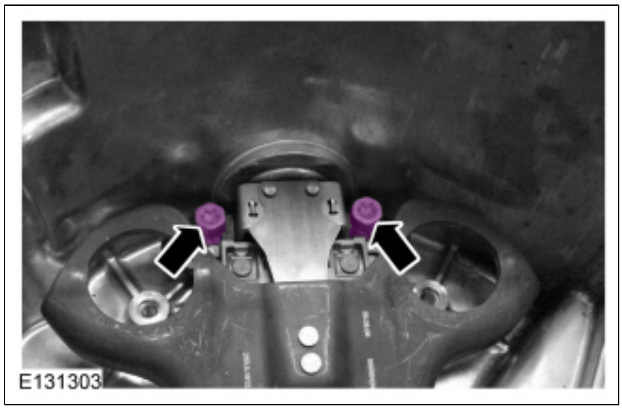
24. Install clutch actuator lever locks as shown if available.



25. Remove the 2 bolts from the clutch actuator lever 1.

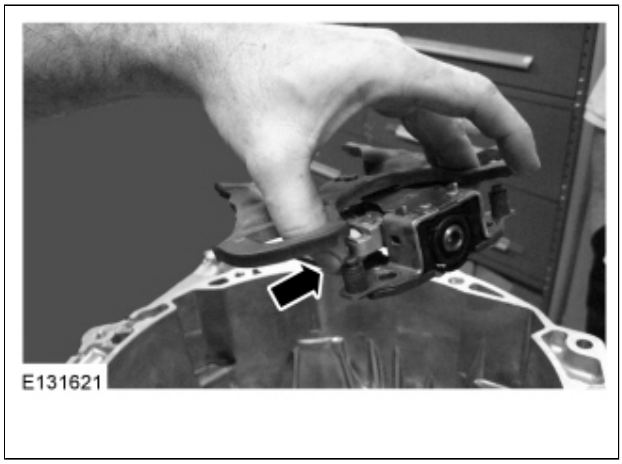


26. Remove the 2 bolts from the clutch actuator lever 2.



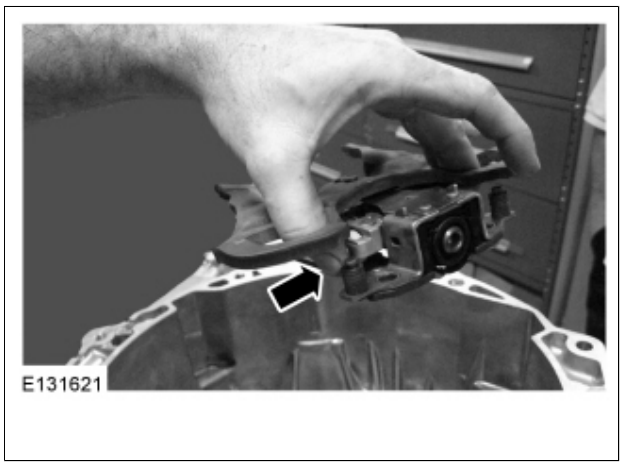
27. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

    Remove the clutch actuator lever 1.

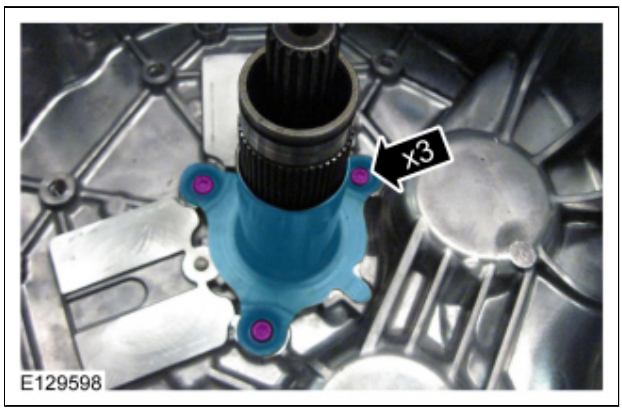


28. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

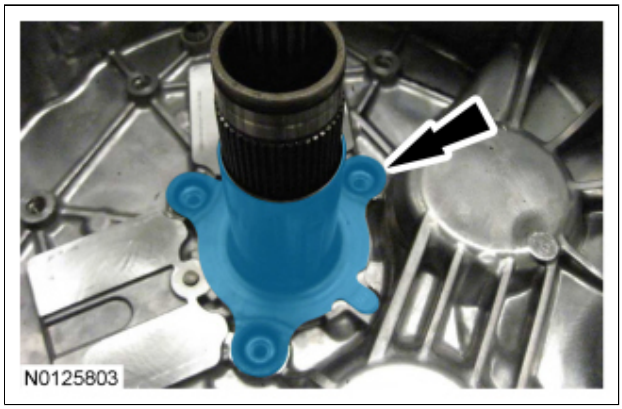
    Remove the clutch actuator lever 2.



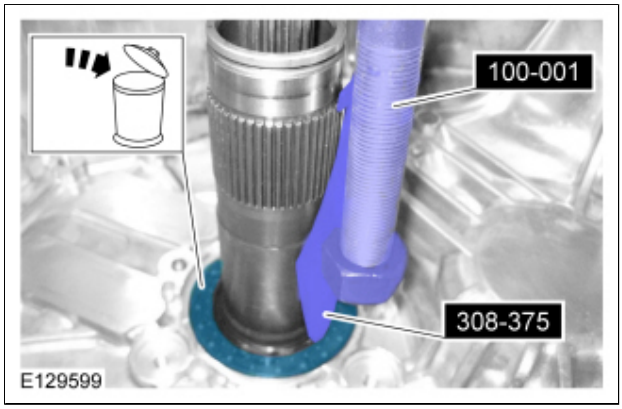
29. Remove the guide tube bolts.



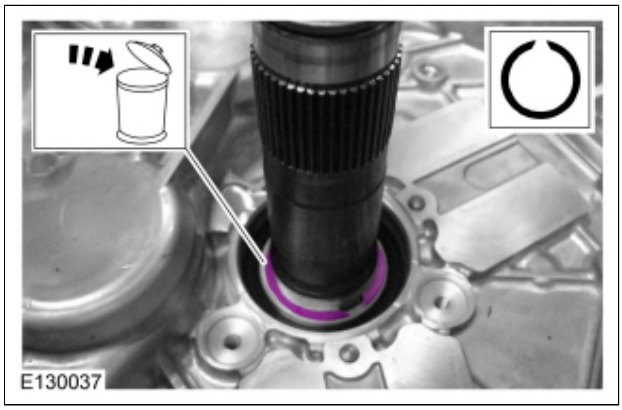
30. Remove the guide tube.



31. Using the special tools, remove and discard the input shaft case seal.

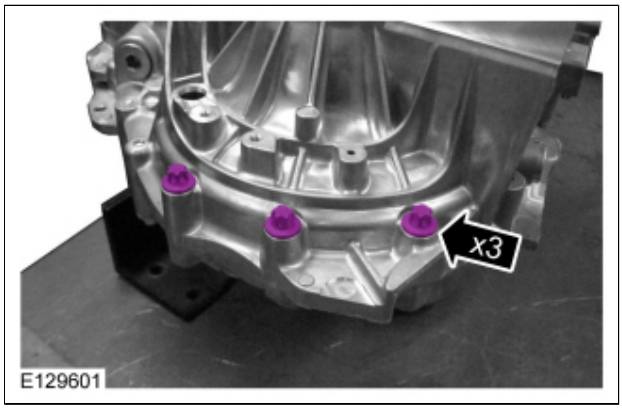


32. Remove and discard the input shaft snap ring.

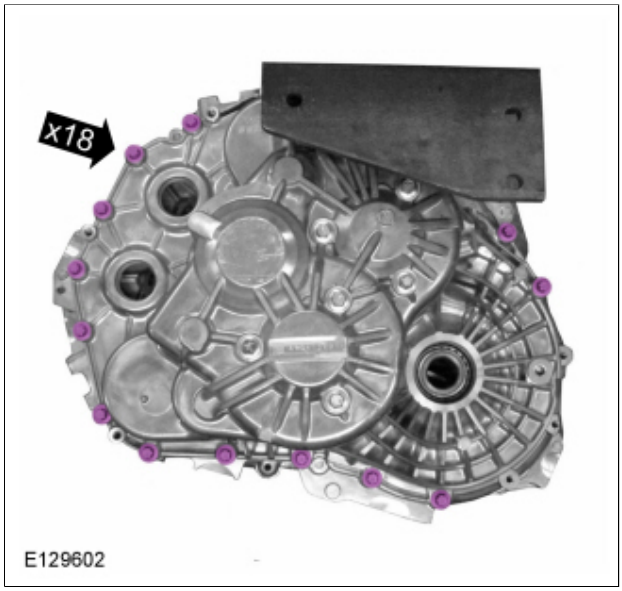


33. Remove discard the manual control lever bolt and remove the manual control lever.

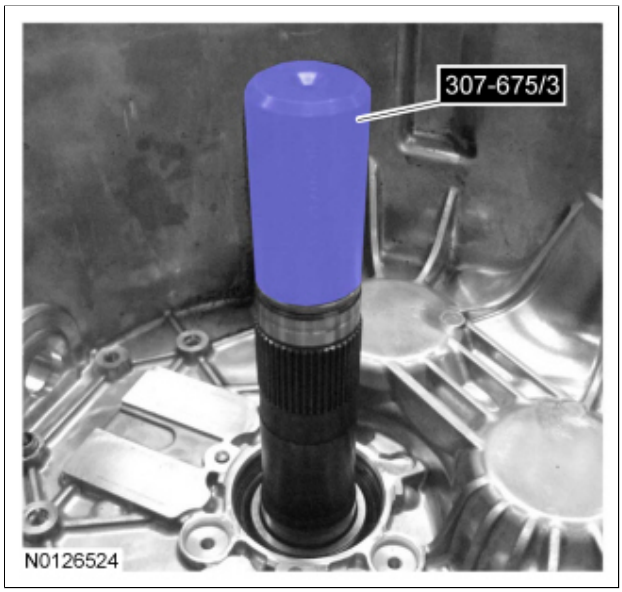
34. Remove the top 3 clutch housing-to-case bolts.



35. Remove the bottom 18 clutch housing-to-case bolts (13 shown).



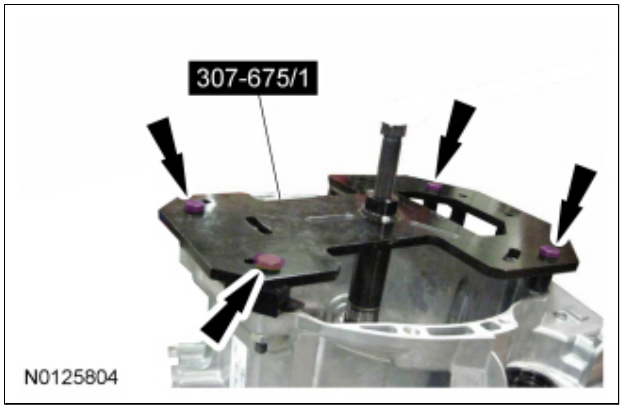
36. Install the special tool.



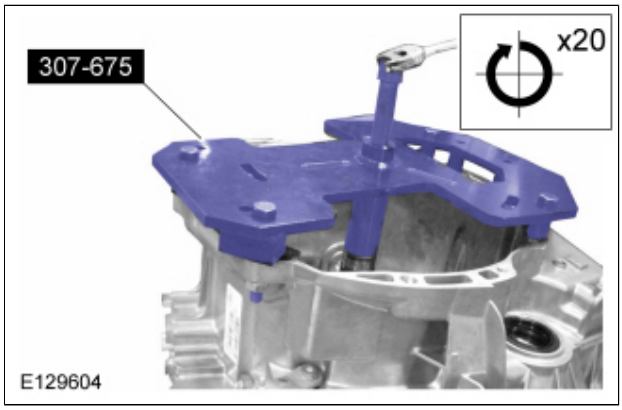
37. **NOTE:** Install the special tools in the position shown.

Install the special tools and special tools bolts.

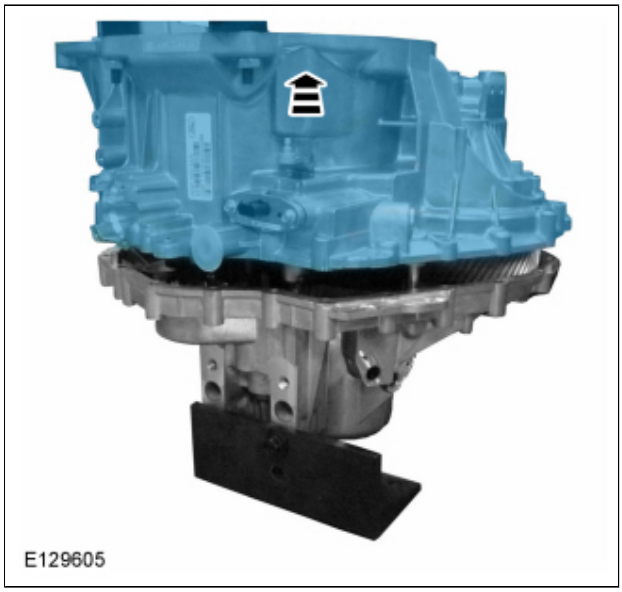
- Tighten to 18 Nm (159 lb-in).



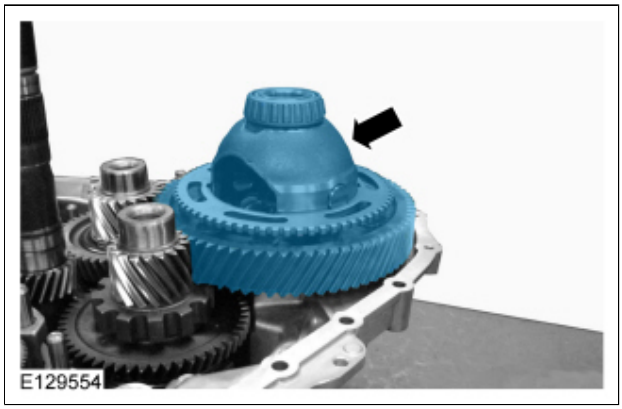
38. Turn the special tool bolt approximately 20 turns to separate the clutch housing from the transaxle case.



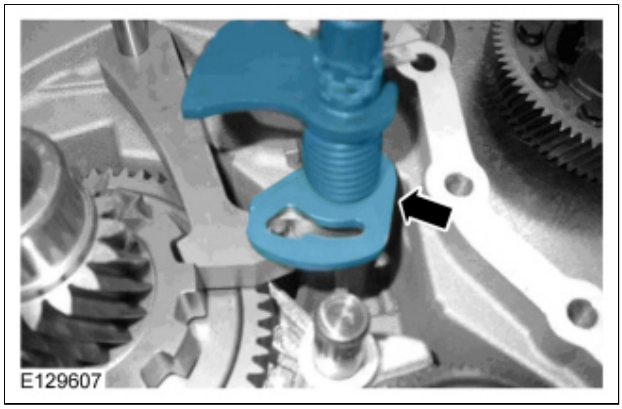
39. Lift the clutch housing off the transaxle case.



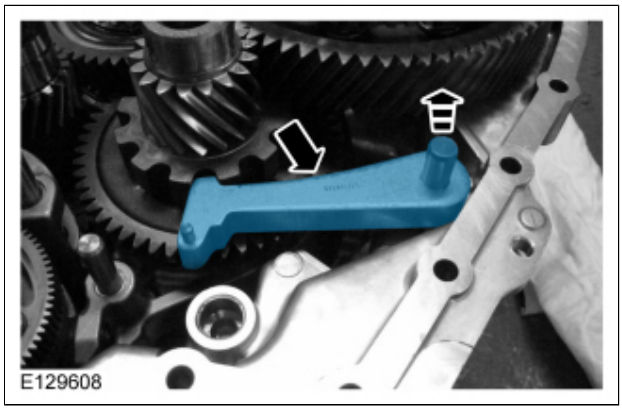
40. Remove the differential.



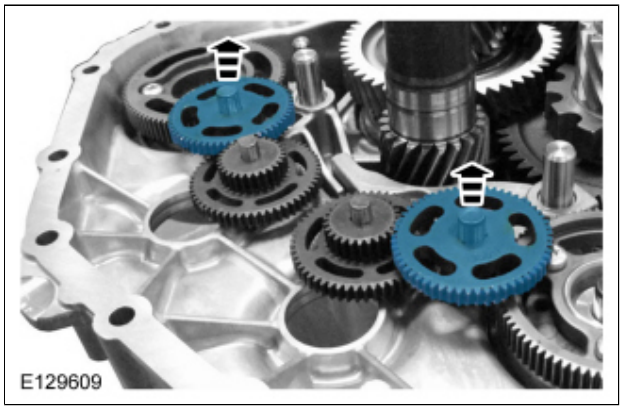
41. Remove the park pawl actuation shaft assembly.



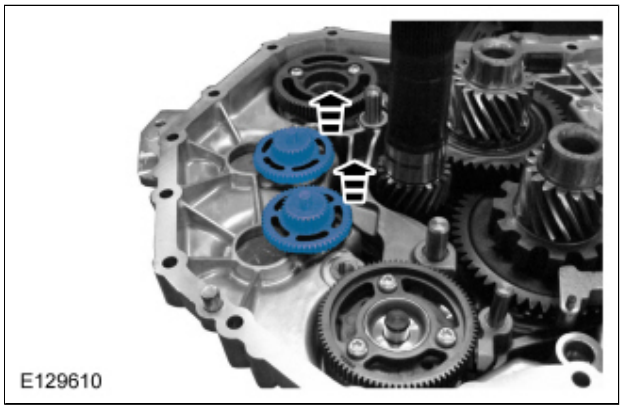
42. Remove the park pawl rod and park pawl.



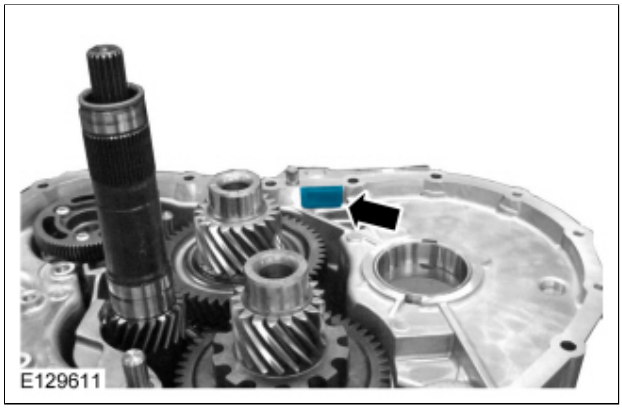
43. Remove the large clock gears and clock gear pins.



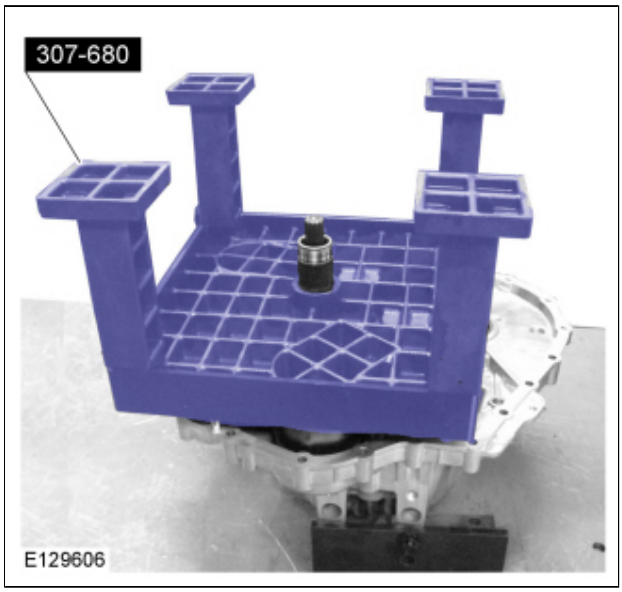
44. Remove the small clock gears and clock gear pins.



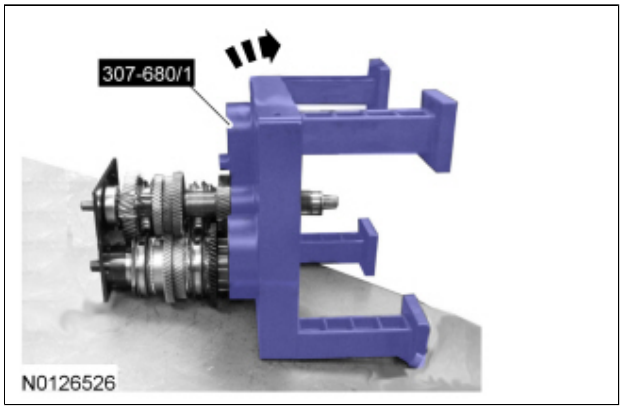
45. Remove the magnet.



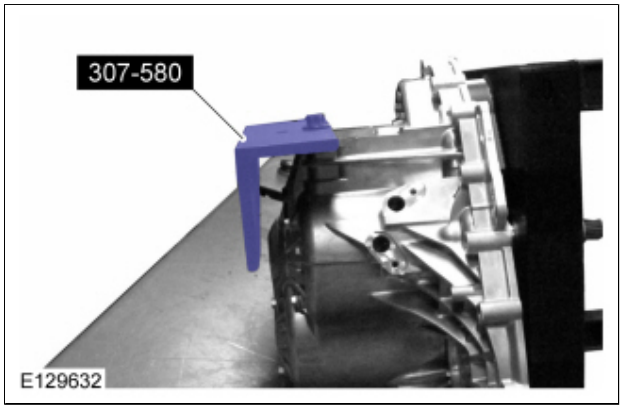
46. Install the special tool on the transansaxle case and gear set assembly.



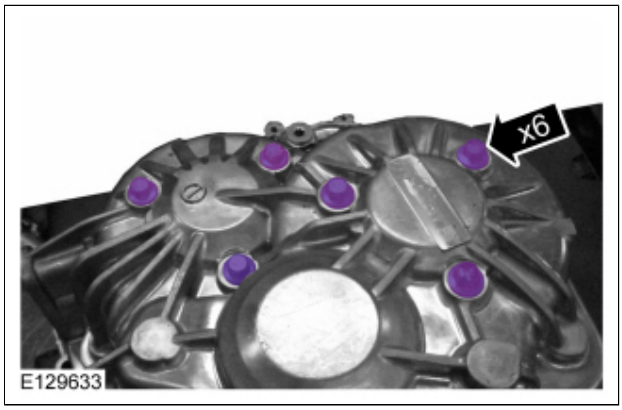
47. Turn the transaxle case and gear set assembly over on the special tool.



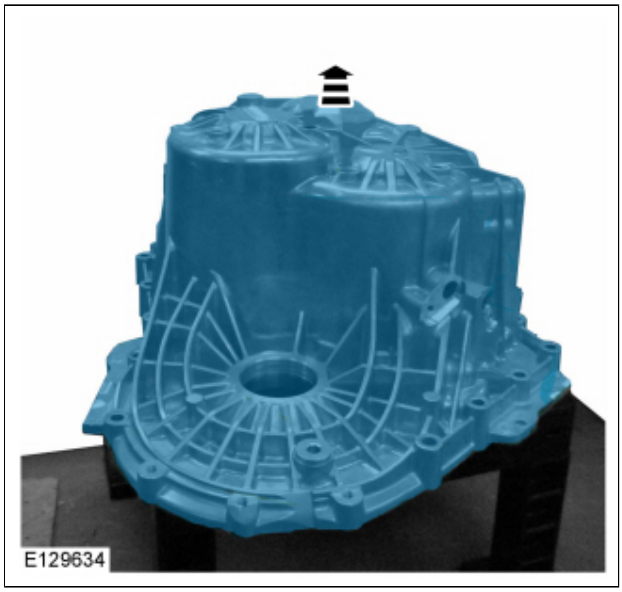
48. Remove the special tool from the transaxle case.



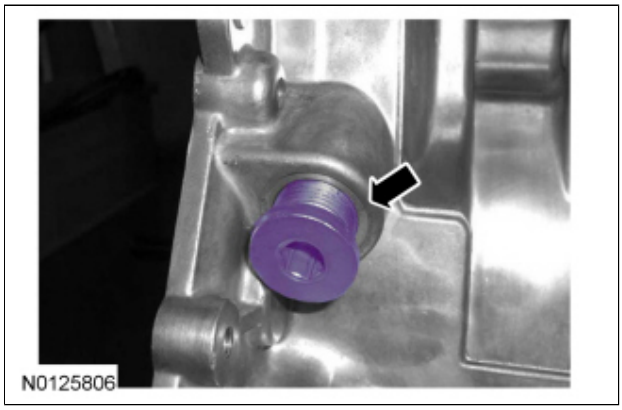
49. Remove and discard the 6 output shaft bearing retainer bolts.



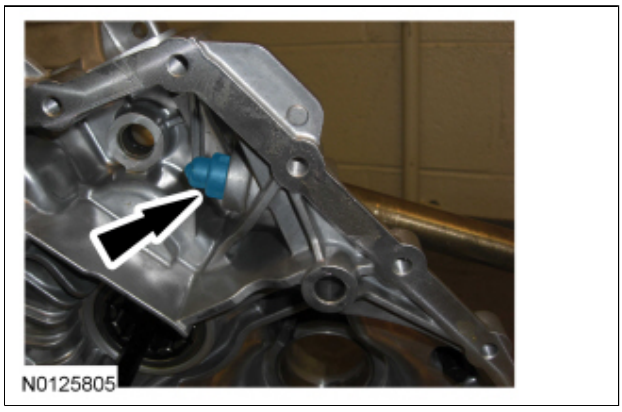
50. Lift the transaxle case off the gearset assemblies.



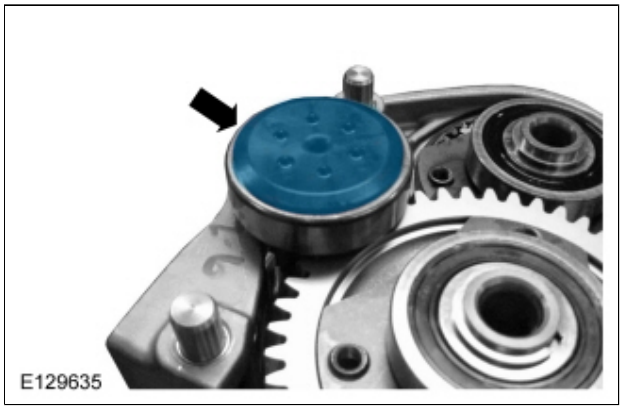
51. Remove the park plunger plug.



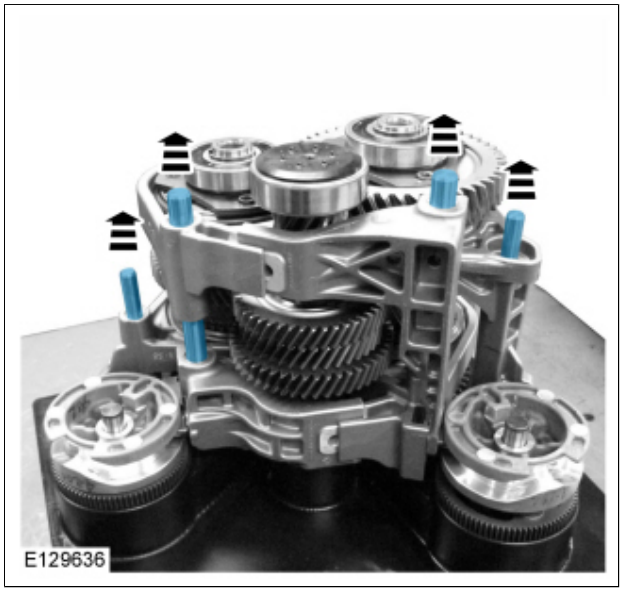
52. Remove the park plunger.



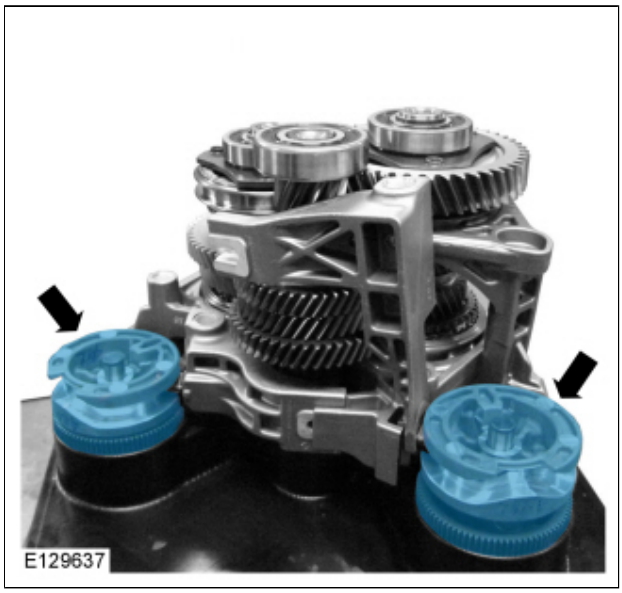
53. Remove the oil spout.



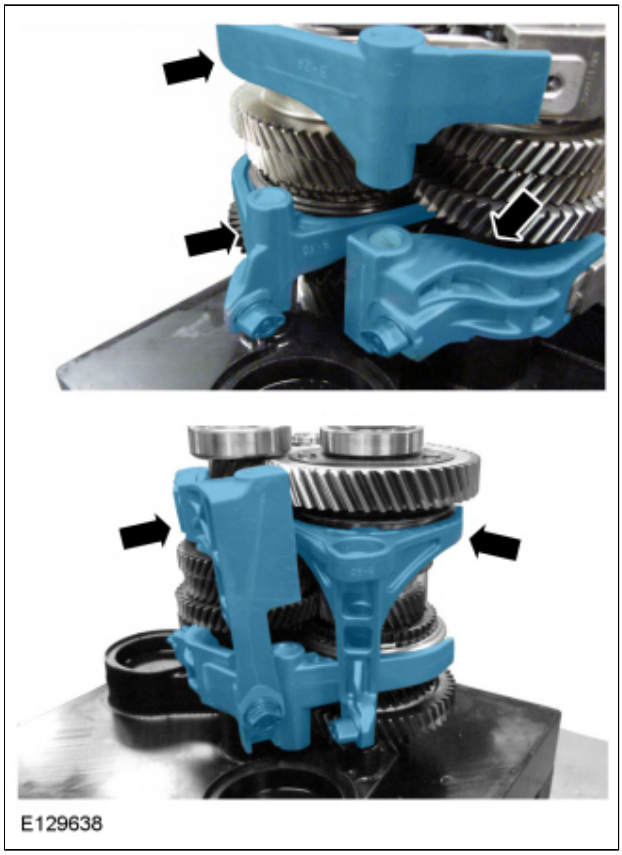
54. Remove the 4 shift fork rods.



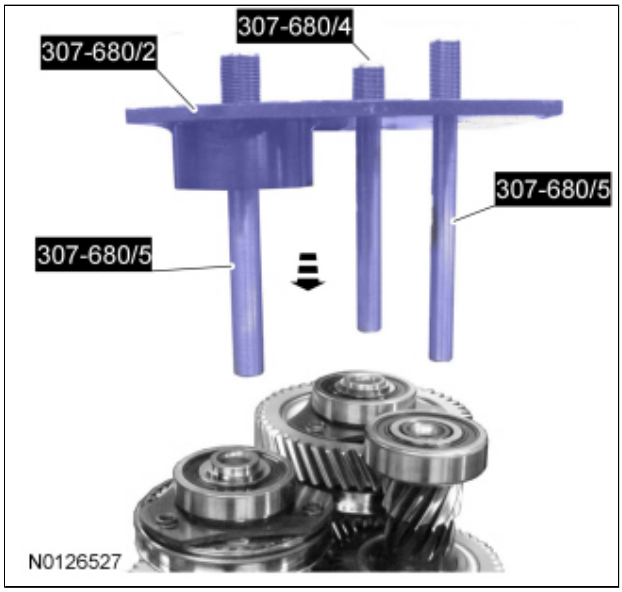
55. Remove the 2 shift drums.



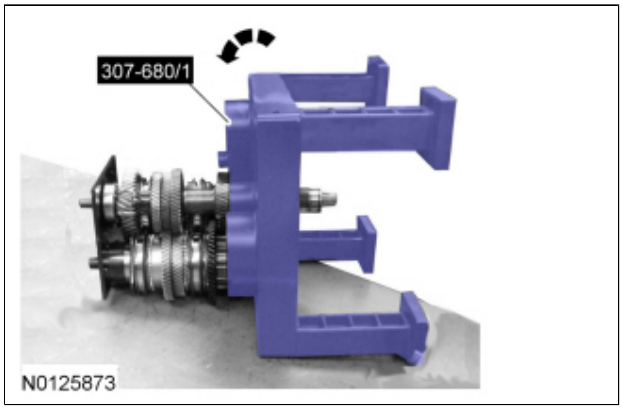
56. Remove the shift forks and linkages.



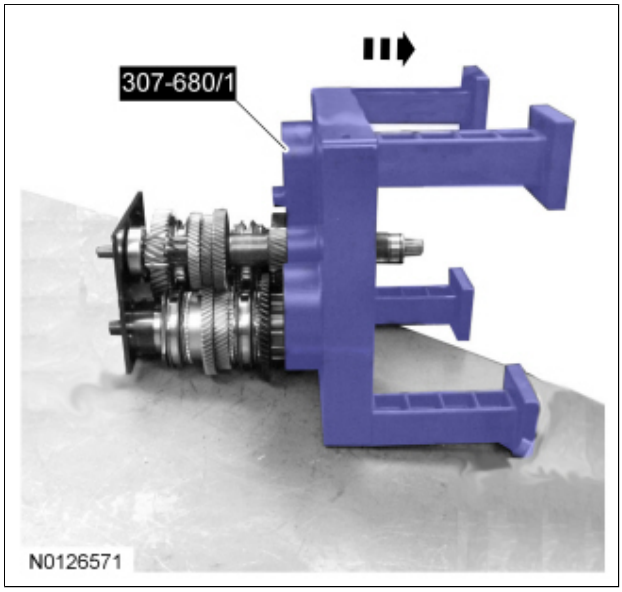
57. Install the special tool.



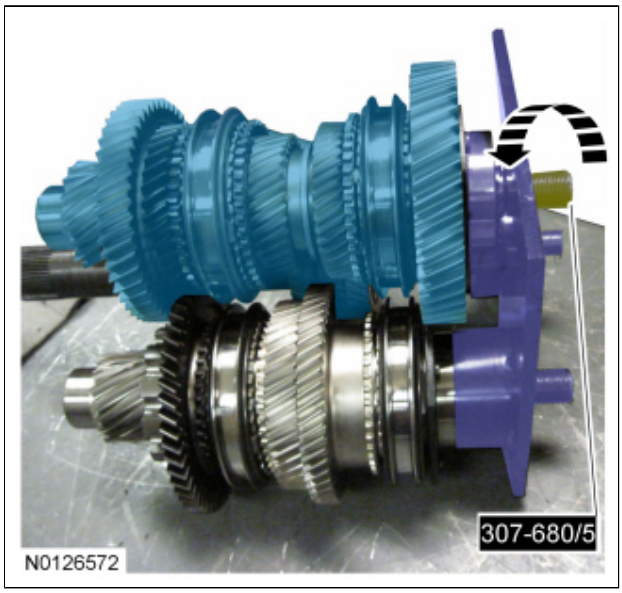
58. Turn the gearset assembly over on its side.



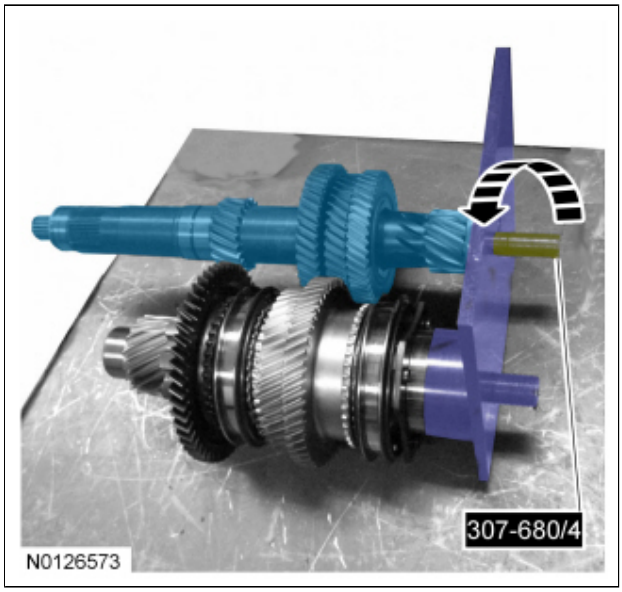
59. Remove the special tool.



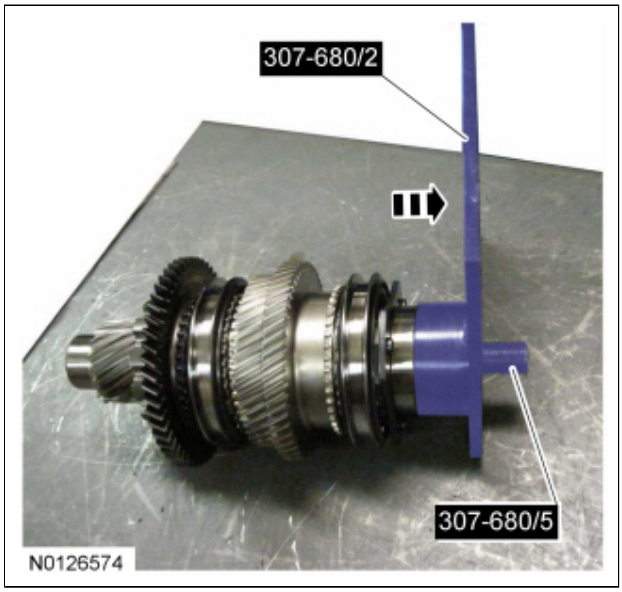
60. Remove output shaft 1 assembly by removing the special tool.



61. Remove the input shaft assembly by removing the special tool.



62. Remove the special tool from output shaft 2 assembly.



63. Remove the hollow input shaft from the solid input shaft.

Assembly

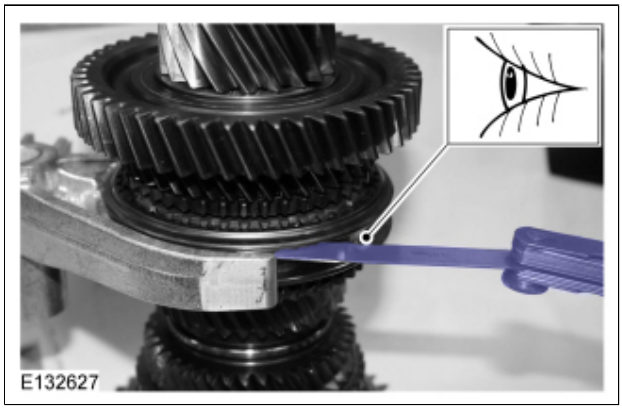
1. ***NOTICE:*** **Do not to damage the inner input shaft seal or bearing when installing the hollow input shaft onto the inner input shaft.**

   Install the hollow input shaft onto the inner input shaft.

2. **NOTE:** Apply pressure on the synchronizer ring while taking the measurements.

   NOTE: If the clearance is less than the minimum measurement stated in the specifications section, install a new output shaft assembly.

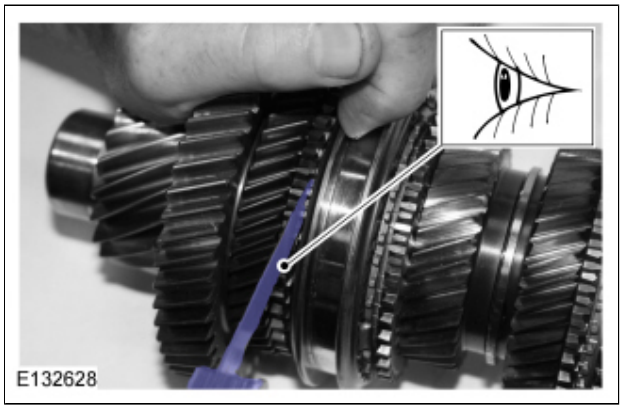
   Using a suitable feeler gauge, measure the clearance between the synchronizer ring and gear in various places around the circumference.



3. **NOTE:** Apply pressure on the synchronizer ring while taking the measurements.

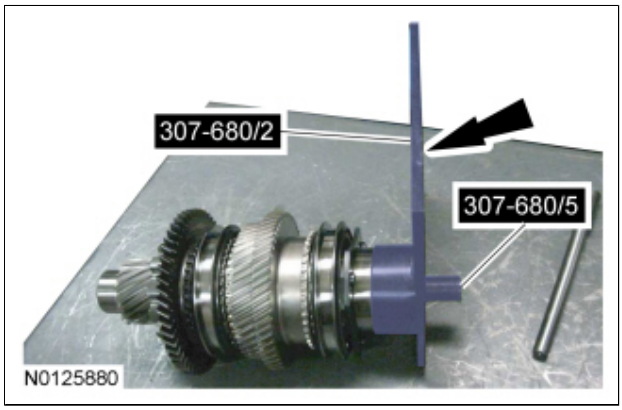
   NOTE: If the clearance is less than the minimum measurement stated in the specifications section, install a new output shaft assembly.

   Using a suitable feeler gauge, measure the clearance between the synchronizer ring and gear in various places around the circumference.

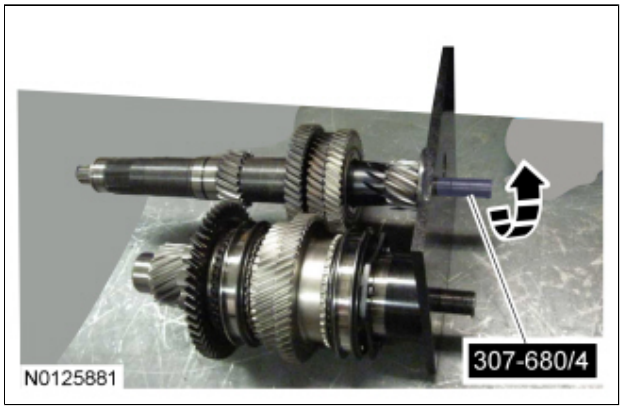


4. **NOTE:** Make sure the synchronizers are in the neutral position.

   Install output shaft 2 assembly on the special tool.

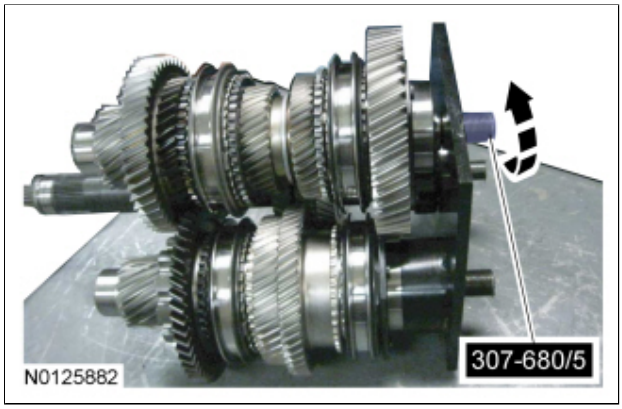


5. Install the input shaft assembly on the special tool.

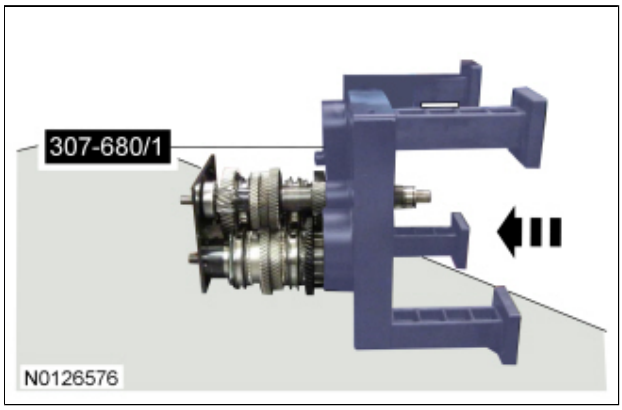


6. **NOTE:** Make sure the synchronizers are in the neutral position.

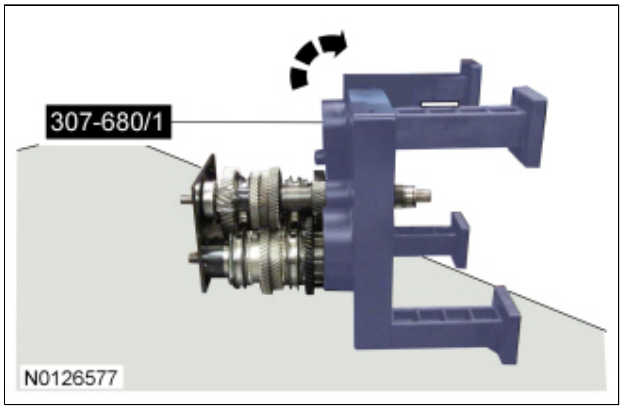
   Install output shaft 1 assembly on the special tool.



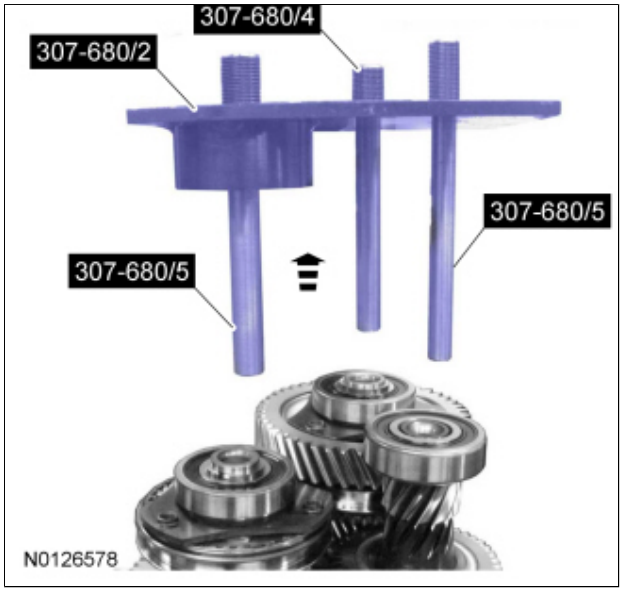
7. Install the special tool.



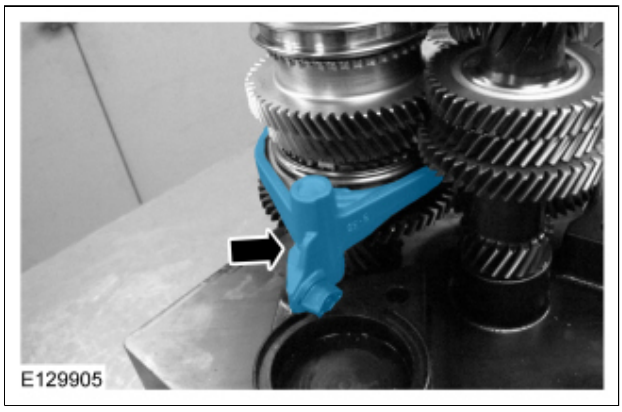
8. Turn the gearset assembly over onto the special tool.



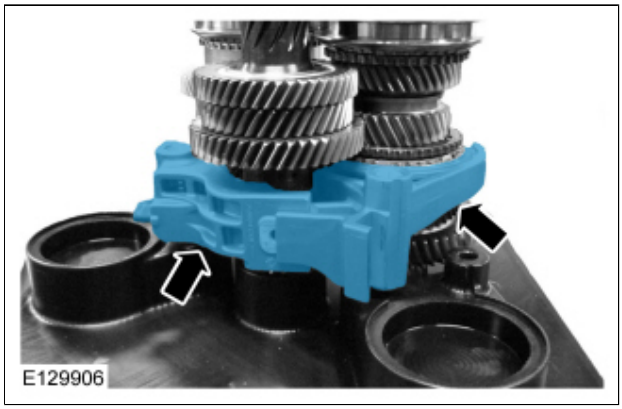
9. Remove the special tool.



10. Install the 4th/reverse gear shift fork.

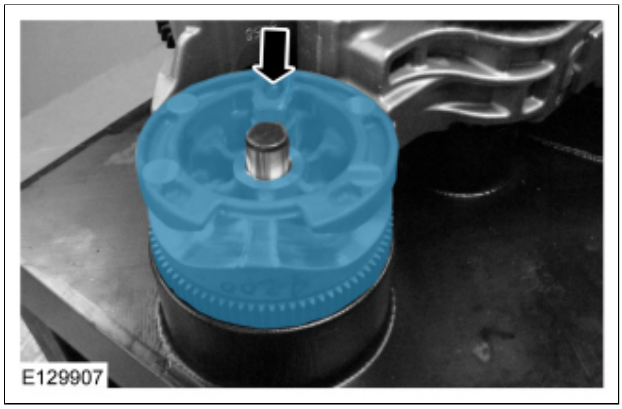


11. Install the 2nd/6th gear shift fork and linkage.



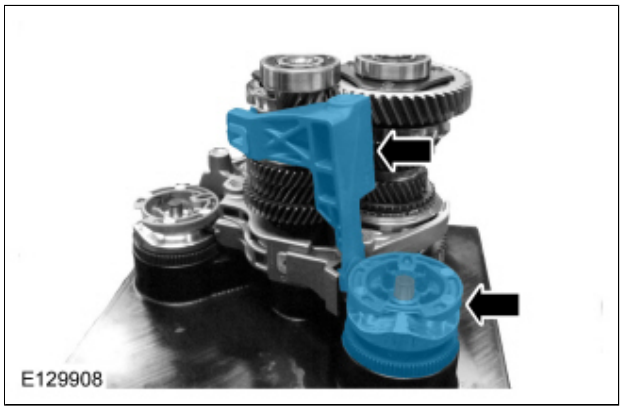
12. **NOTE:** Make sure shift drum 1 is in the neutral position as shown.

    Install shift drum 1.



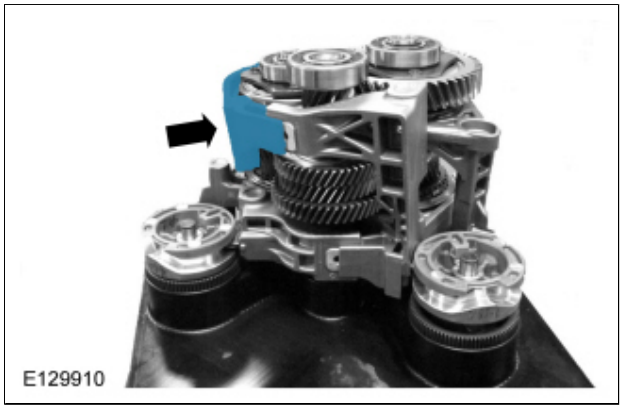
13. **NOTE:** Make sure shift drum 2 is in the neutral position as shown.

    Install the 3rd gear linkage and shift drum 2.

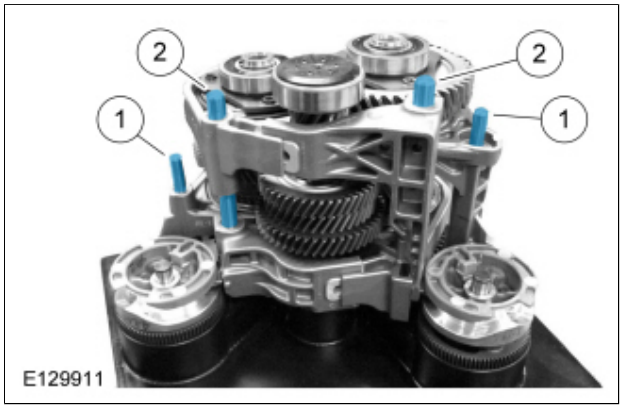


14. Install the 1st/5th gear shift fork.

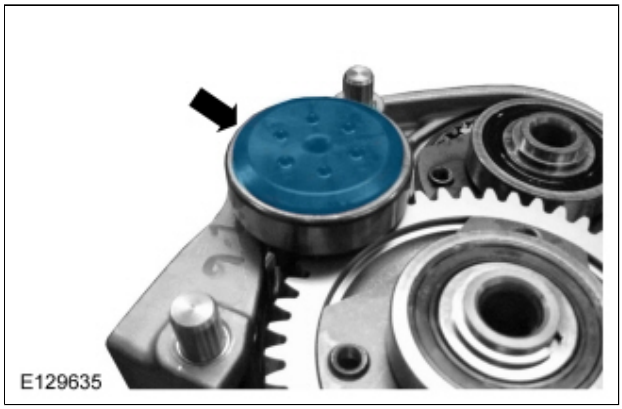
15. Install the 3rd gear shift fork.



16. Install the 4 shift fork rods.
    1. Install the small shift fork rods.
    2. Install the large shift fork rods.



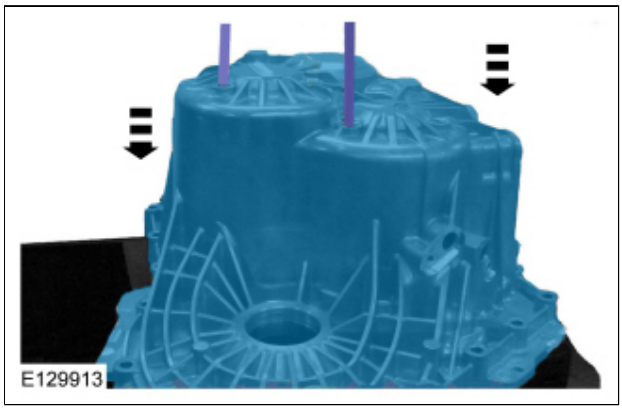
17. Install the oil spout.



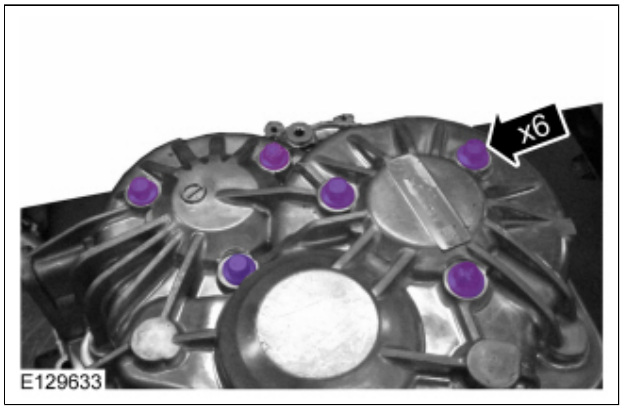
18. **NOTE:** Make sure the output shaft bearing retainer brackets are positioned as shown.

    Install the special tools on the output shafts assemblies.

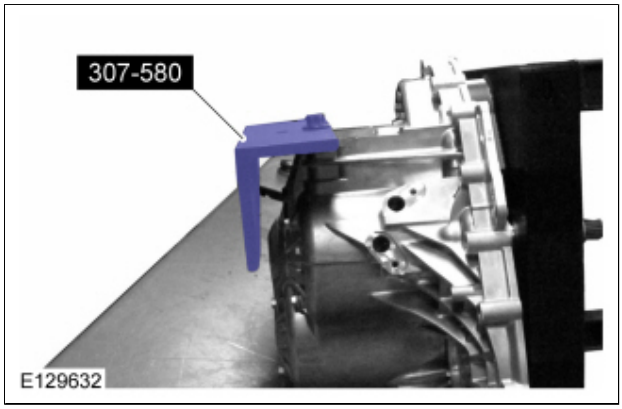
19. Install the transaxle case onto the gearset assemblies.



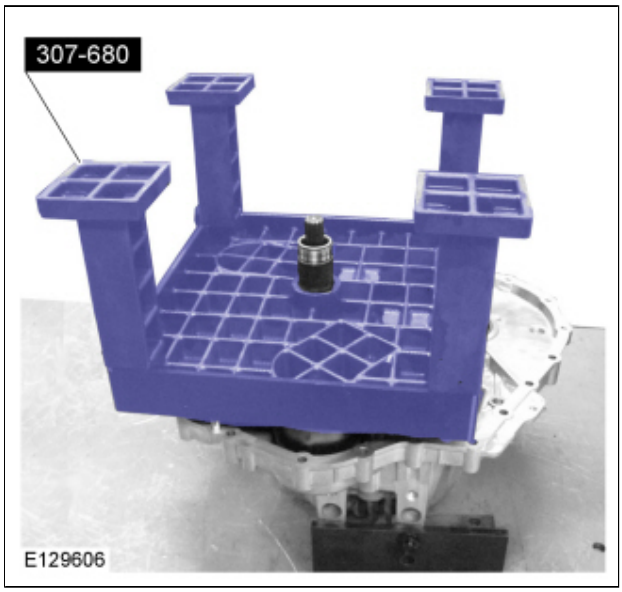
20. Install the 6 new output shaft bearing retainer bolts. Tighten in 2 stages.
    - Stage 1: tighten to 10 Nm (89 lb-in).
    - Stage 2: tighten to 32 Nm (24 lb-ft).



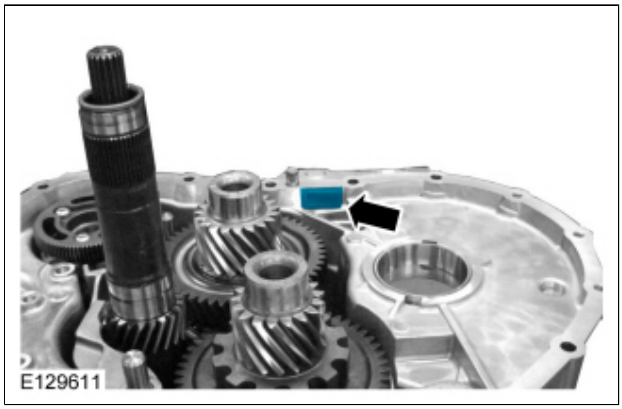
21. Install the special tool on the transaxle case.



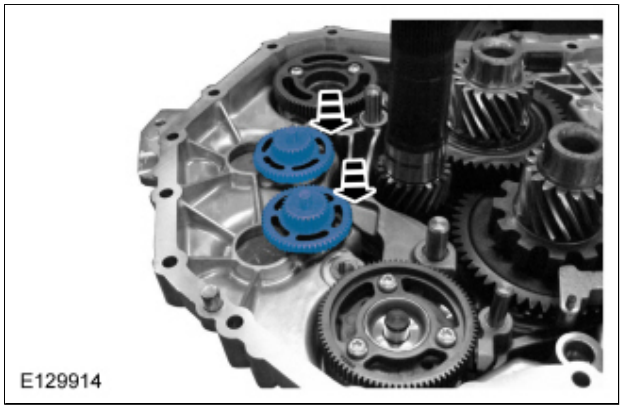
22. Turn the transaxle case and gearset assembly over onto the special tool.
23. Remove the special tool.



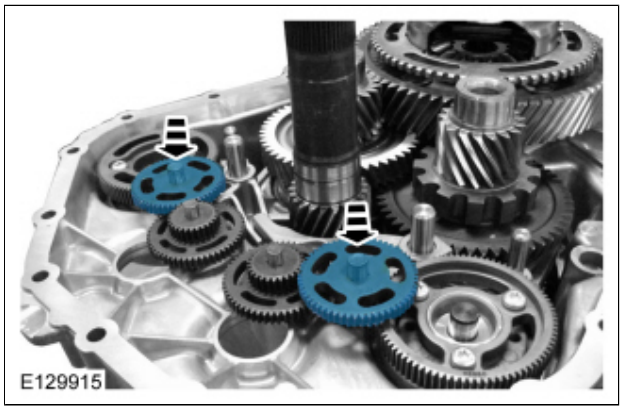
24. Install the magnet.



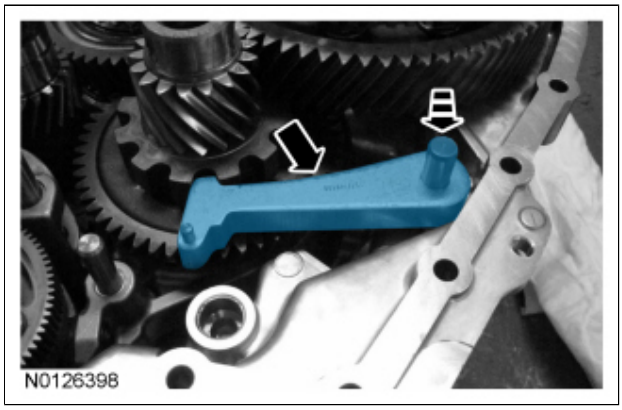
25. Install the small clock gears and clock gear pins.



26. Install the large clock gears and clock gear pins.

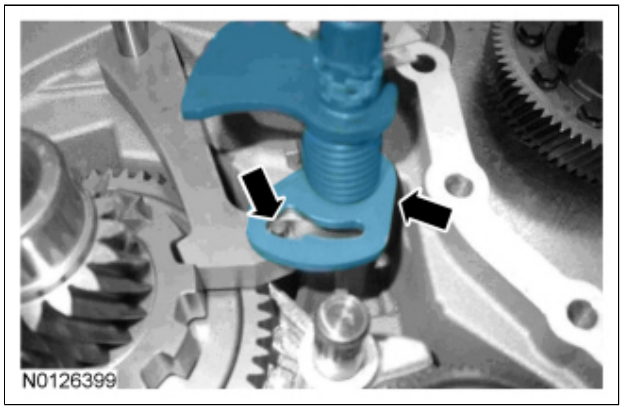


27. Install the park pawl and park pawl rod.



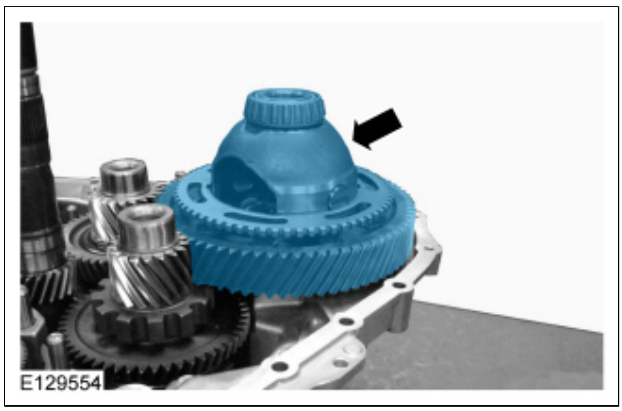
28. **NOTE:** Make sure the pin is installed as shown.

    Install the park pawl actuation shaft assembly.



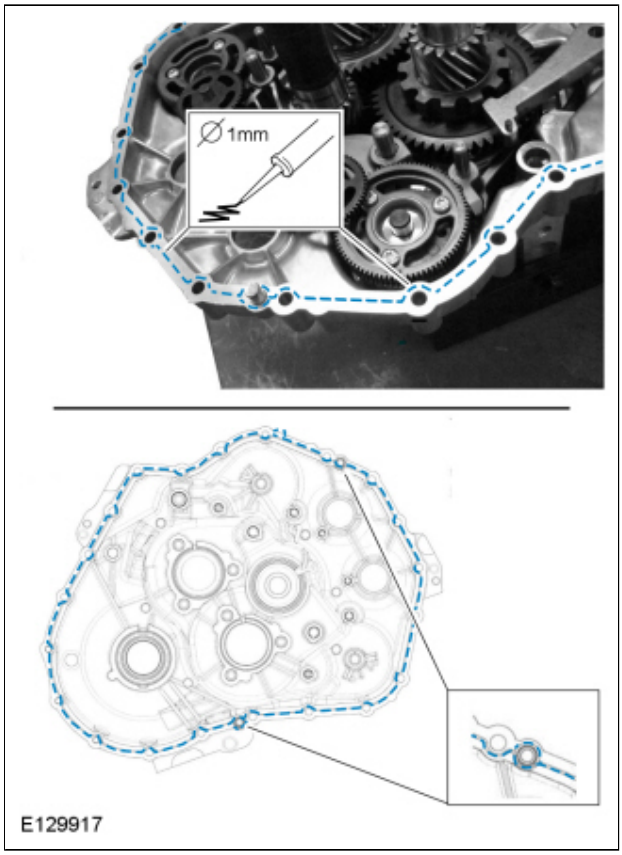
29. **NOTE:** If the differential bearings, differential, clutch housing and/or transaxle case are replaced refer to Differential Shim Selection in this section.

    Install the differential.



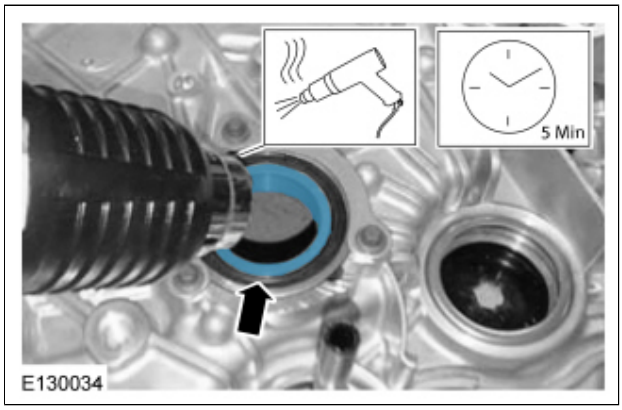
30. ***NOTICE:*** **Make sure the transaxle case and the clutch housing are clean and no old sealant is present or transmission fluid leaks can occur and cause transaxle damage.**

    Apply a 1 mm (0.039 in) bead of Gasket Maker around the inside of the bolt holes on the case side and completely around each dowel.

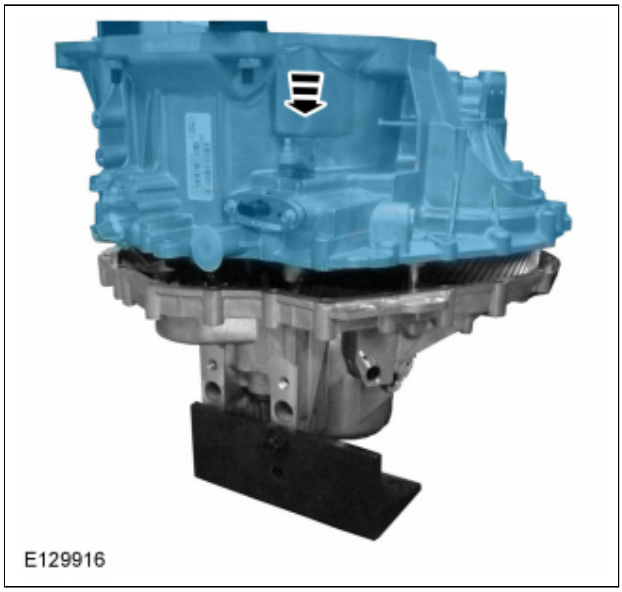


31. ***NOTICE:*** **Do not overheat the bearing or damage to the bearing may occur.**

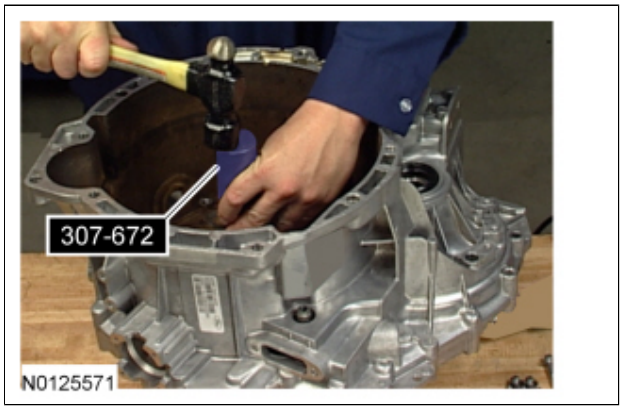
    Using a 1500W heat gun, or equivalent, heat the input shaft bearing in the clutch housing for approximately 5 minutes.



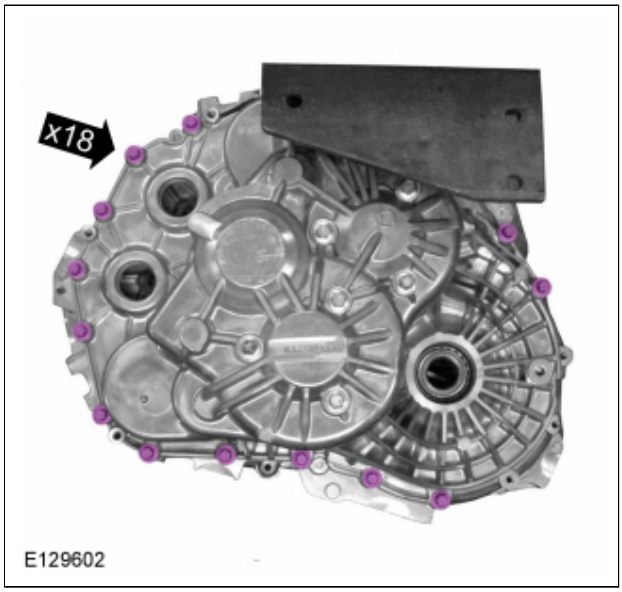
32. Install the clutch housing onto the transaxle case.



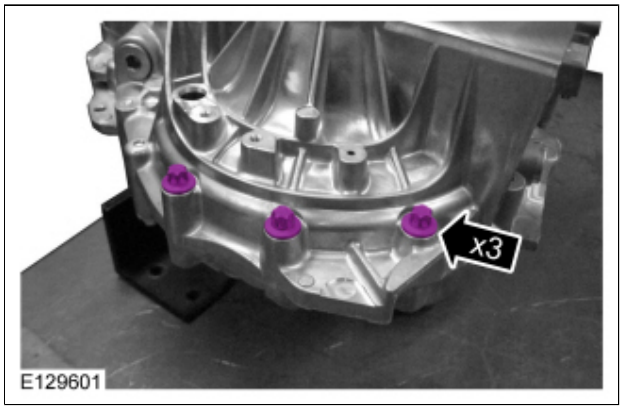
33. Using the special tool and a hammer, tap the clutch housing down onto the transaxle case.



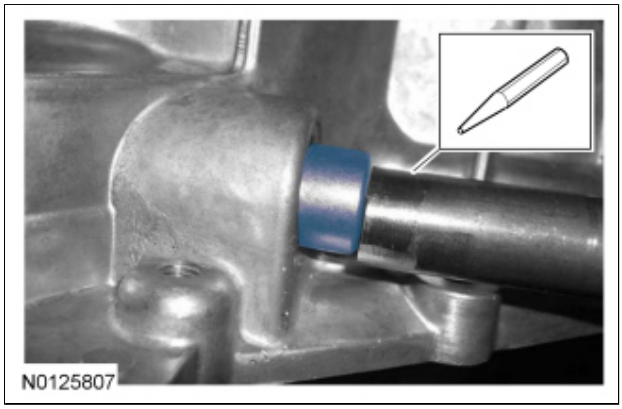
34. Install the 18 bottom clutch housing-to-case bolts (13 shown).
    - Tighten to 27 Nm (20 lb-ft).



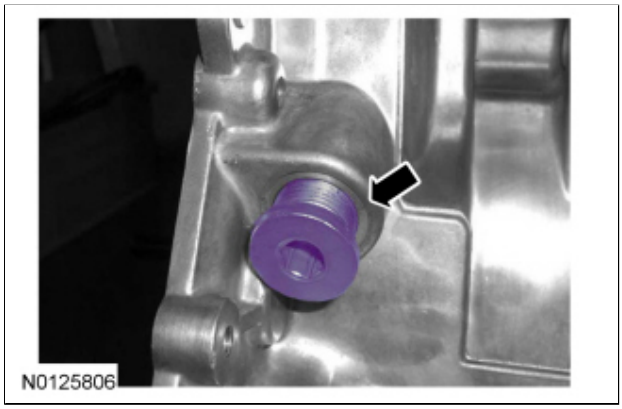
35. Install the 3 top clutch housing-to-case bolts.
    - Tighten to 27 Nm (20 lb-ft).



36. Install the park plunger.

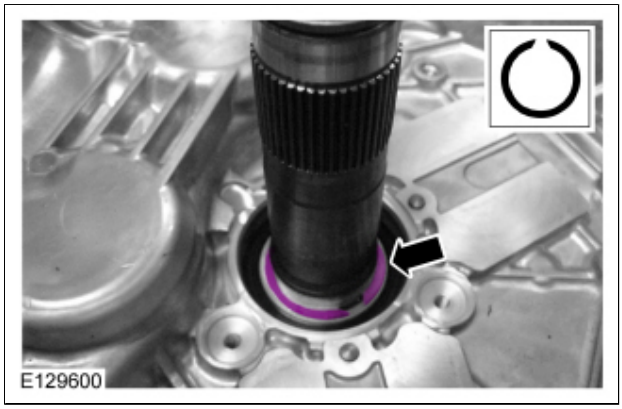


37. Install the park plunger plug.
    - Tighten to 43 Nm (32 lb-ft).

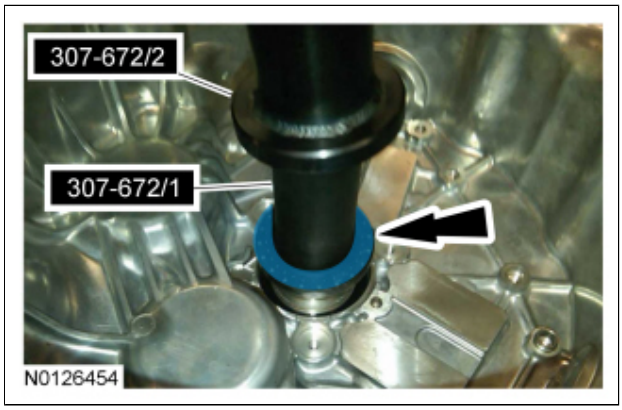


38. Install the manual control lever and the new manual control lever bolt.
    - Tighten to 26 Nm (19 lb-ft).

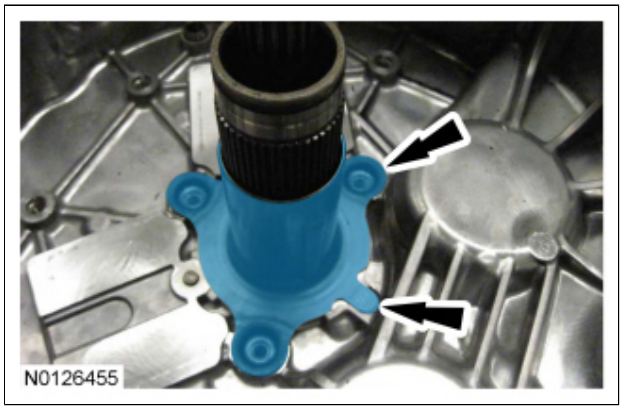
39. Install a new input shaft snap ring.



40. Using the special tools, install a new input shaft case seal.

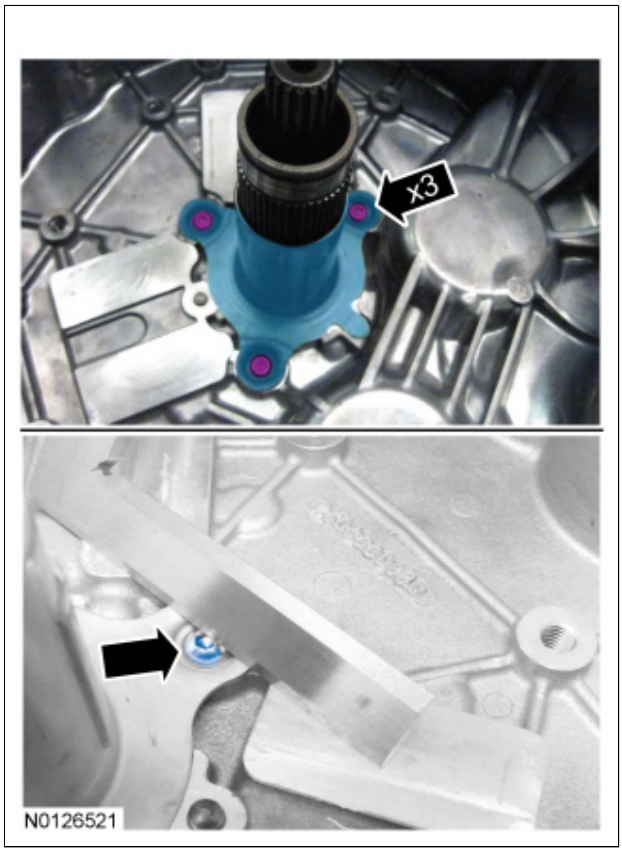


41. Using the locating flange on the guide tube, install the guide tube.

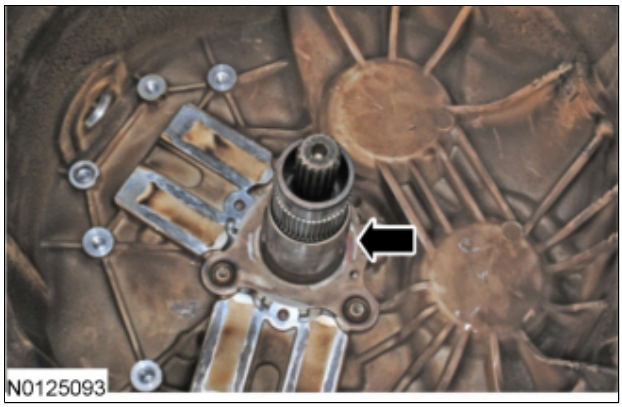


42. **NOTE:** The guide tube bolts must not project beyond the mounting surface of the clutch engagement levers.

    Install the 3 guide tube bolts.
    - Tighten to 8 Nm (71 lb-in).

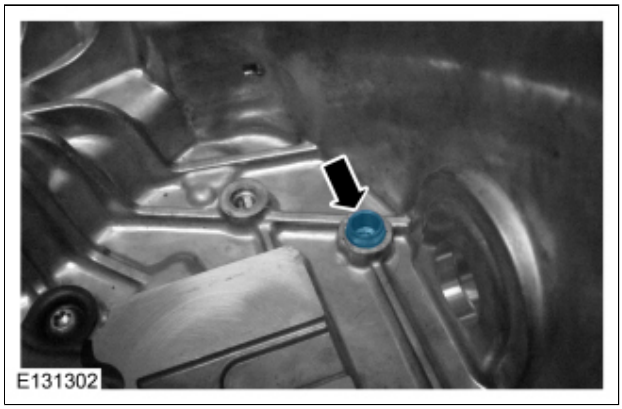


43. Inspect the guide tube for wear or damage. Replace as necessary.



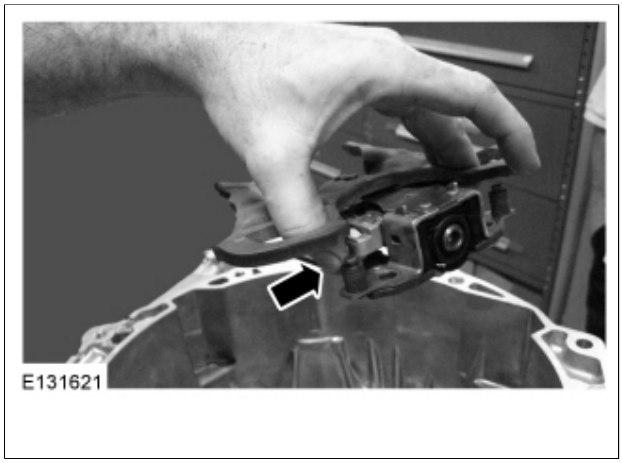
44. **NOTE:** One clutch actuator lever bushing shown, one per clutch actuator lever.

    Install the clutch actuator lever bushings.



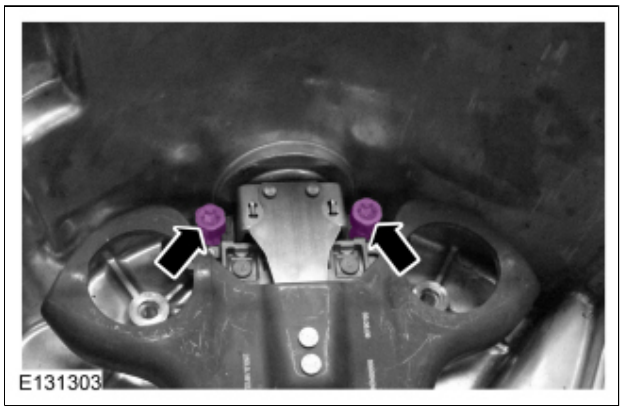
45. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

    Install the clutch actuator lever 2.



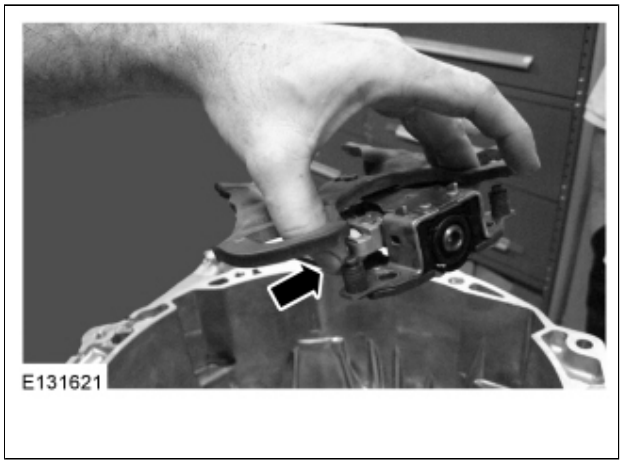
46. Install clutch motor 2 without the bolts to aide in the alignment of the clutch actuator lever.

47. Install the 2 clutch actuator lever 2 bolts.
    - Tighten to 19 Nm (168 lb-in).



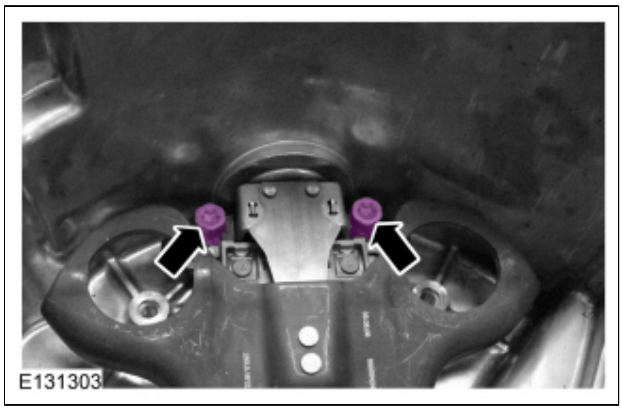
48. ***NOTICE:*** **Be sure to properly handle the actuator lever as shown or damage may occur.**

    Install the clutch actuator lever 1.



49. Install clutch motor 1 without the bolts to aide in the alignment of the clutch actuator lever.

50. Install the 2 clutch actuator lever 1 bolts.
    - Tighten to 19 Nm (168 lb-in).

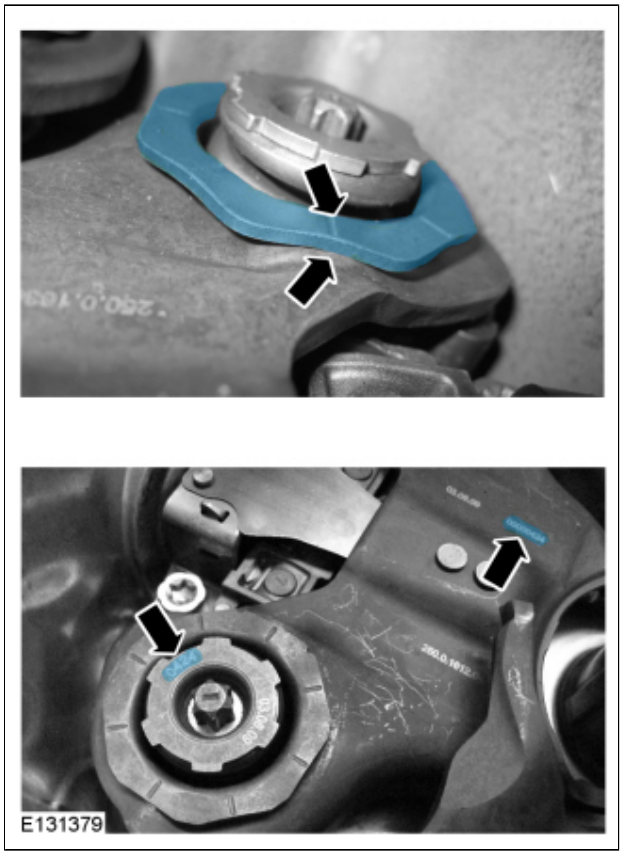


51. ***NOTICE:*** **Tighten the spring retainer bolts by tightening them slightly in an alternating pattern or damage can occur to the clutch actuator levers.**

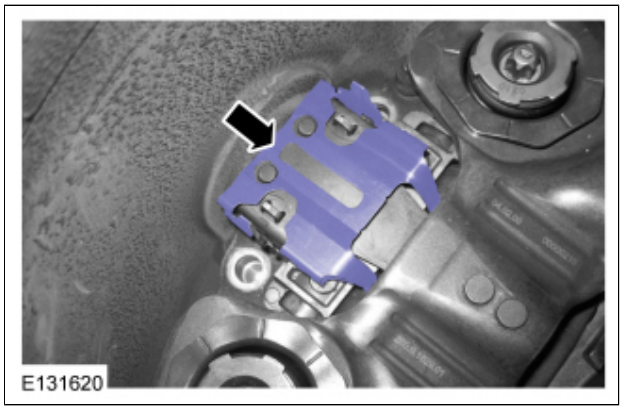
    NOTE: Make sure the spring retainer contour aligns with the actuator lever contour as shown.

    NOTE: Make sure the serial number on the spring retainer matches the serial number on the actuator lever. If reusing the spring retainers and actuator levers use the marks made during removal for assembly.

    Install the spring retainers and spring retainer bolts.
    - Tighten to 26 Nm (19 lb-ft).



52. Remove the clutch actuator lever locks if installed.

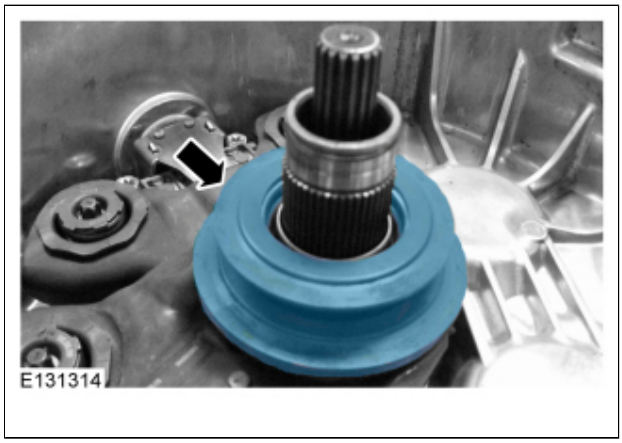


53. **NOTE:** The engagement system bearing unit should be installed easily.

    Install the engagement system bearing unit.

54. ***NOTICE:*** **Do not tilt transaxle after the Z-washers are installed, they may come off center and damage can occur.**

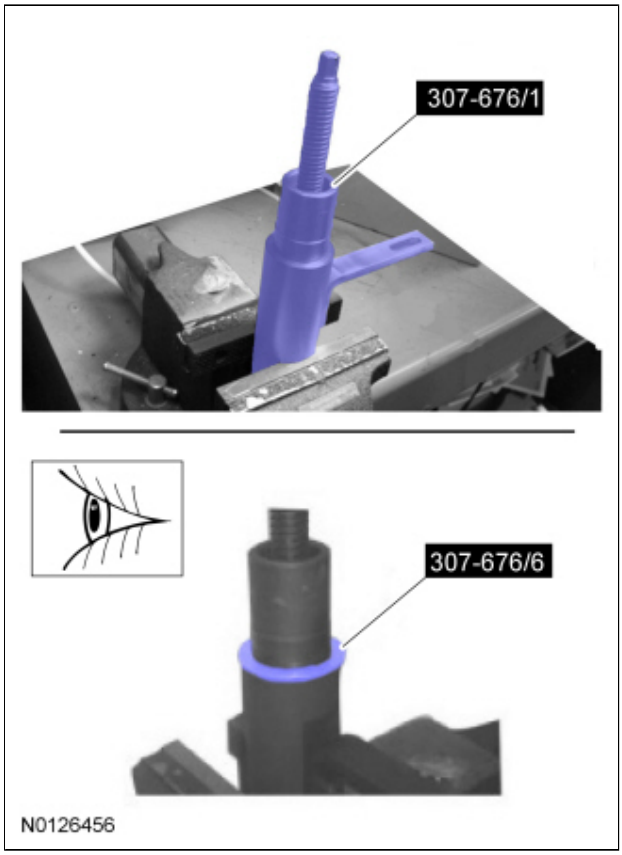
    Install the Z-washers onto the engagement system bearing unit and center them correctly.



55. If installing a new clutch go to step 19.

56. **NOTE:** Make sure the special tool washer is also installed.

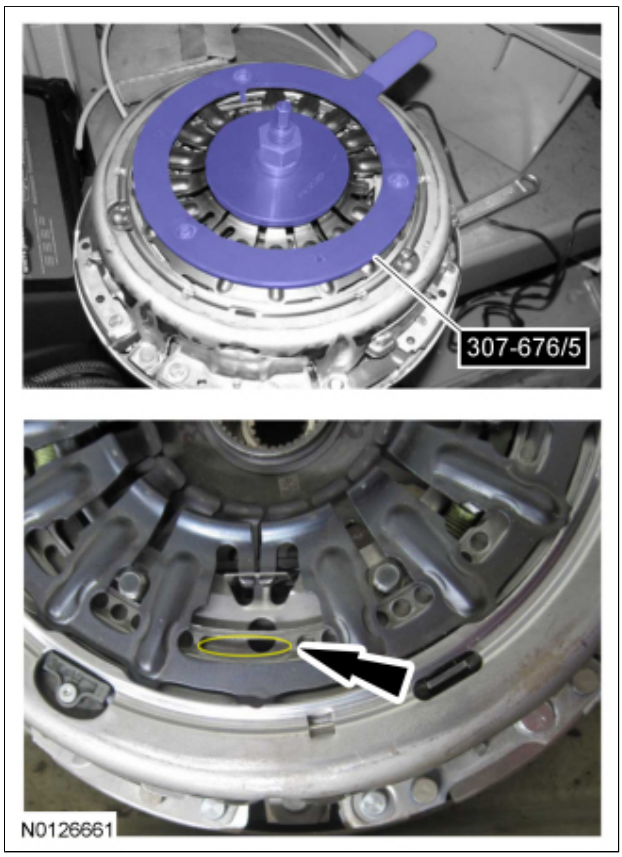
    Install the special tool in a vise.



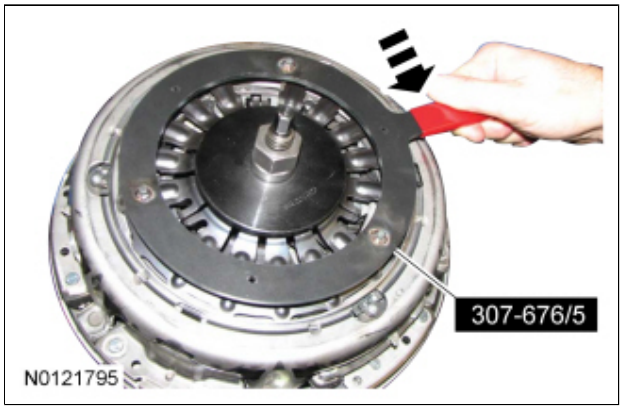
57. Place the clutch on the special tool and align one clutch stud with the slotted hole on the special tool.

58. Install the special tool loosely on the clutch.

59. Install the special tool on the clutch making sure the legs are inserted in the slots.

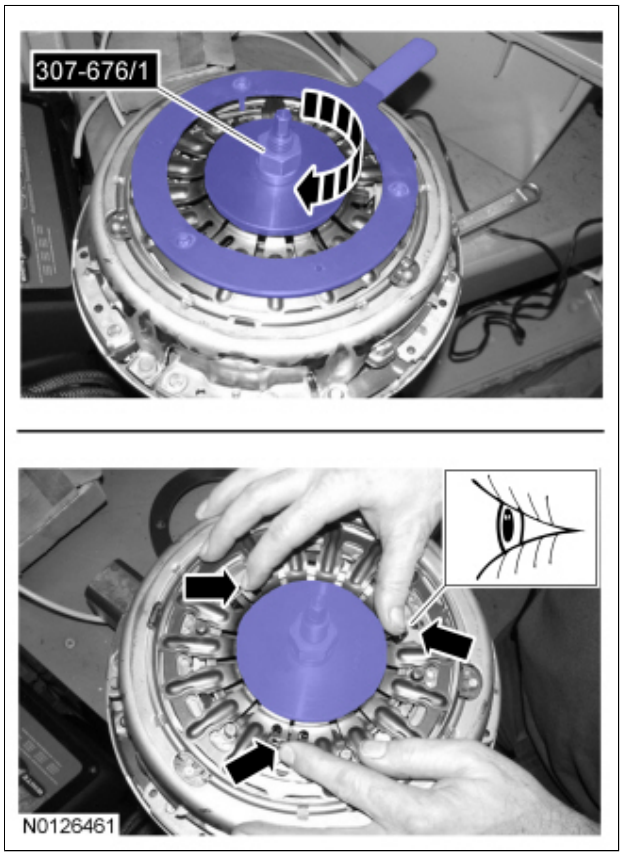


60. Turn the special tool clockwise to the stops and hold.

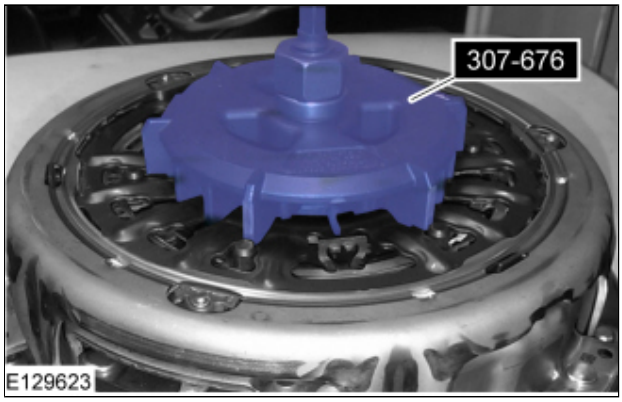


61. ***NOTICE:*** **Failure to rotate the self-adjuster to the stops before compressing the clutch, causes damage to the clutch.**

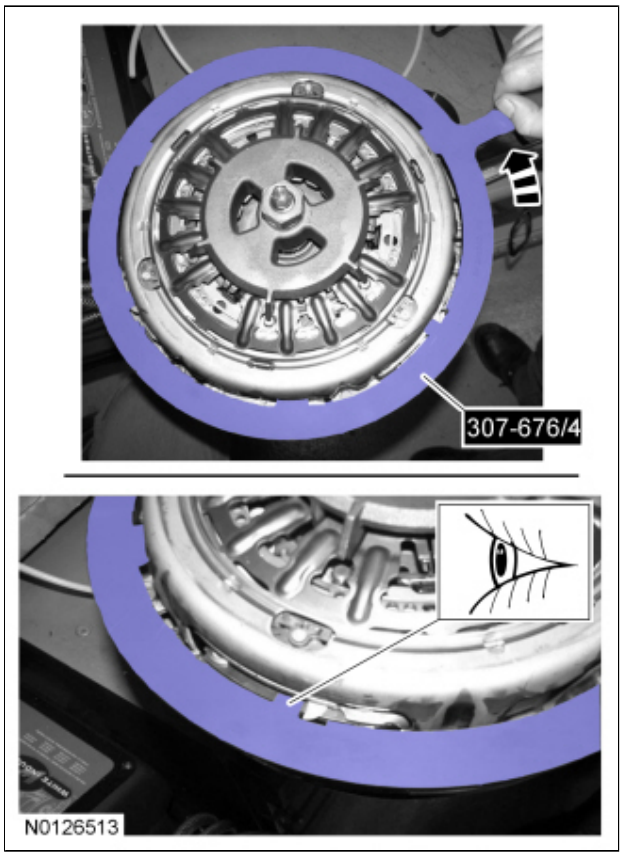
    Tighten the special tool until the 3 clutch 1 locks can be locked in place by hand.



62. Install the special tool loosely on the clutch.



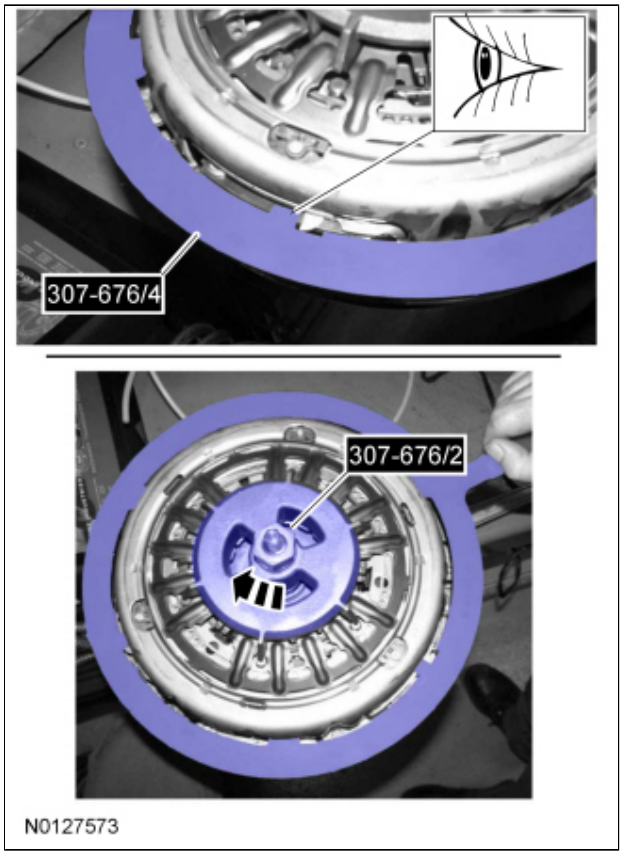
63. Using the special tool, move the clutch self-adjuster counterclockwise to the stop and hold.



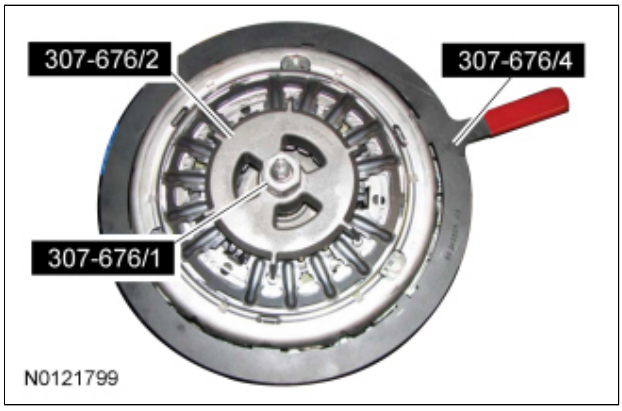
64. ***NOTICE:*** **Make sure the clutch self-adjuster is held to the stops before compressing the clutch or damage will occur to the clutch.**

    NOTE: An audible click can be heard when the clutch locks lock.

    While holding the clutch self-adjuster to the stops, use the special tool and compress the clutch to the stops on the clutch. The locks on clutch 2 lock at this time.

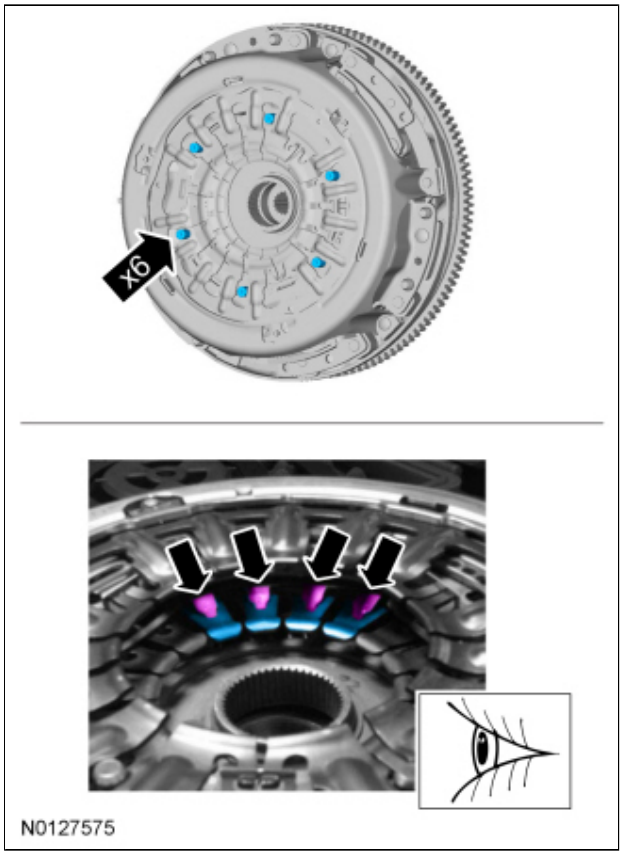


65. Remove the special tools.



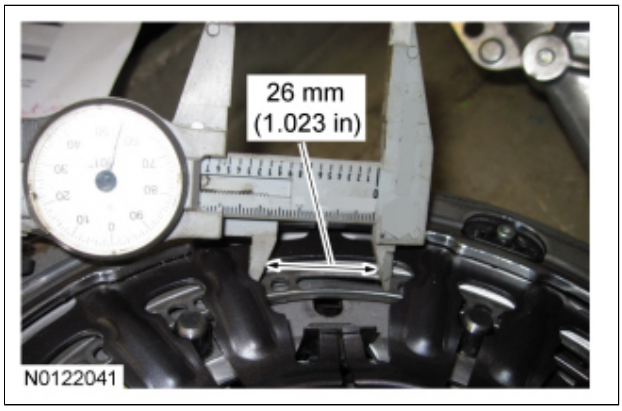
66. **NOTE:** The minimum number of engaged clutch locks is 6. Make sure the 6 locked clutch fingers align with the clutch studs as shown. If not, reset the clutch 2 locks as necessary.

    Visually check the locks to make sure they have locked. 4 locks shown, 12 total.

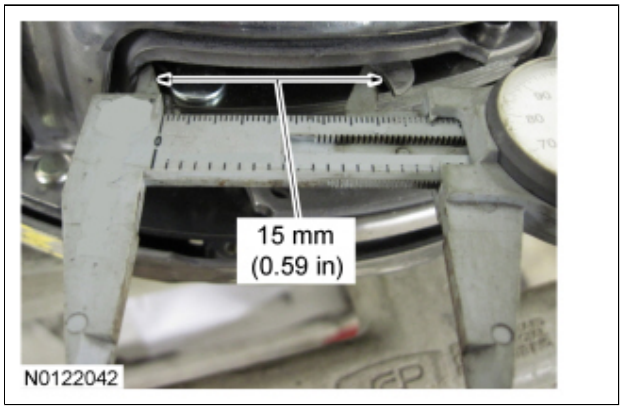


67. If installing a used clutch, verify the clutch is not worn or damaged. Perform the next 2 steps to check for clutch wear.

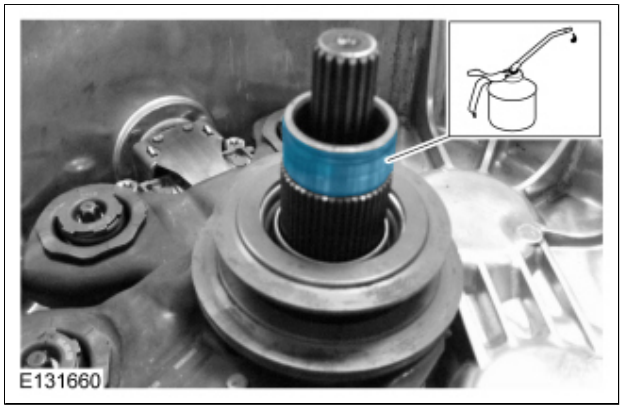
68. Check clutch 1 for wear by measuring the distance between the adjuster ring 1 long hole and lever 1 spring. Replace the clutch assembly if the measurement is 26 mm (1.023 in) or less.



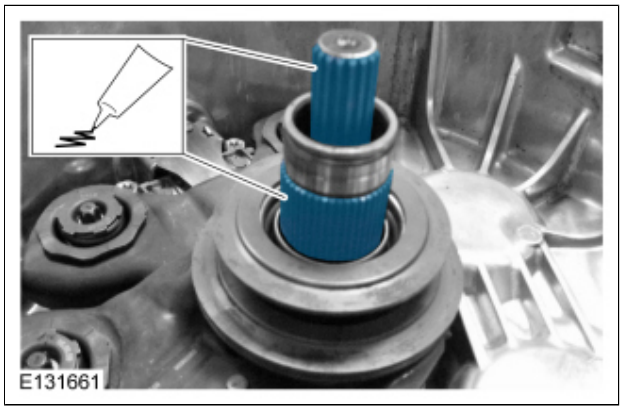
69. Check clutch 2 for wear by measuring the distance between adjuster ring 2 and the cover. Replace the clutch assembly if the measurement is 15 mm (0.59 in) or less.



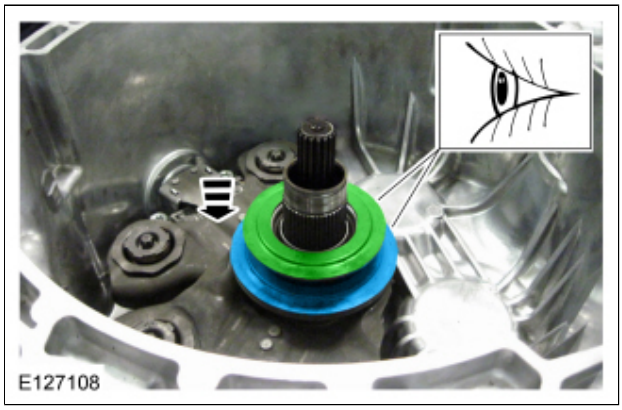
70. Apply a small amount of transmission fluid on the input shaft bearing surface.



71. Apply a small amount of DPS6 Grease on both input shaft splines.



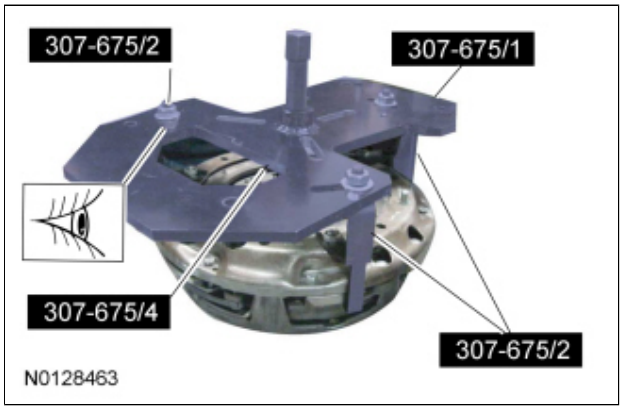
72. Verify the Z-washers are installed correctly.



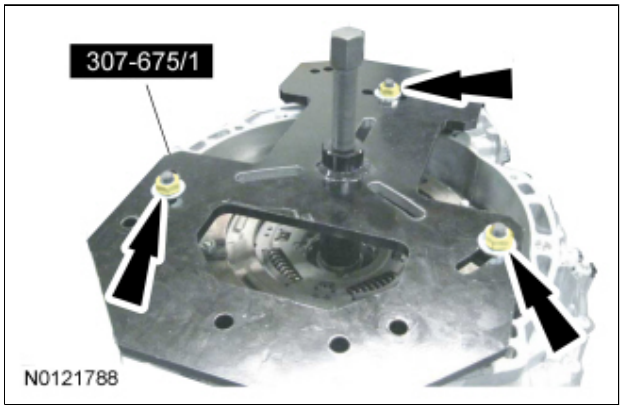
73. ***NOTICE:*** **Verify the clutch locks are locked prior to installation or the transaxle may not operate correctly and damage can occur. If the clutch locks are not locked go to step 2 within this procedure.**

    NOTE: Make sure the angled lifting leg is installed in the location shown.

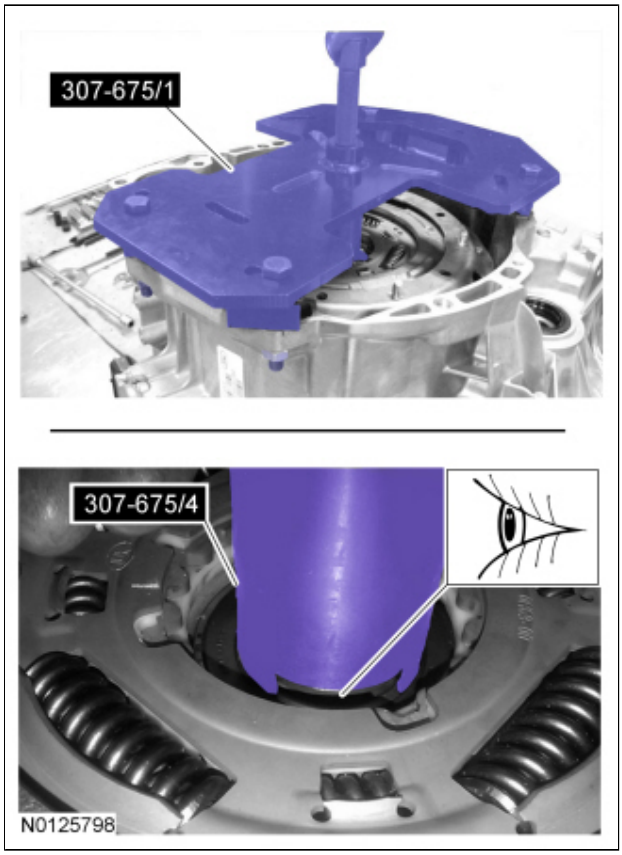
    Using the special tools, install the clutch in the transaxle.



74. Remove all the special tools.

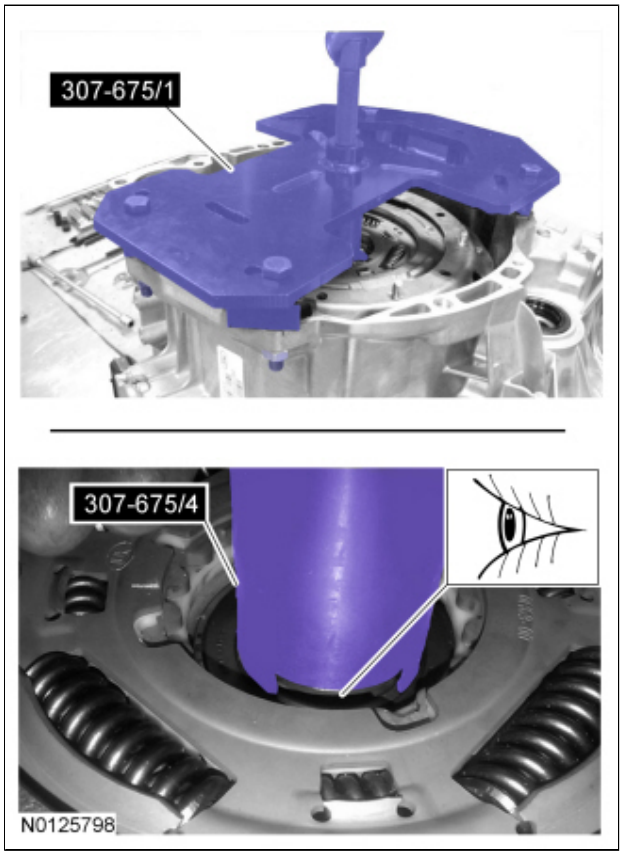


75. Install the special tools onto the transaxle case.



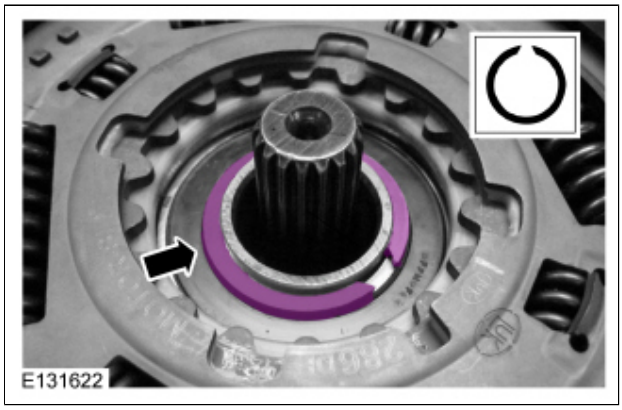
76. ***NOTICE:*** **Do not overtighten the special tool or damage can occur.**

Using the special tools, push the clutch down with approximately 5 Nm (44 lb-in) of torque until seated on the input shaft bearing and the snap ring groove is visible.



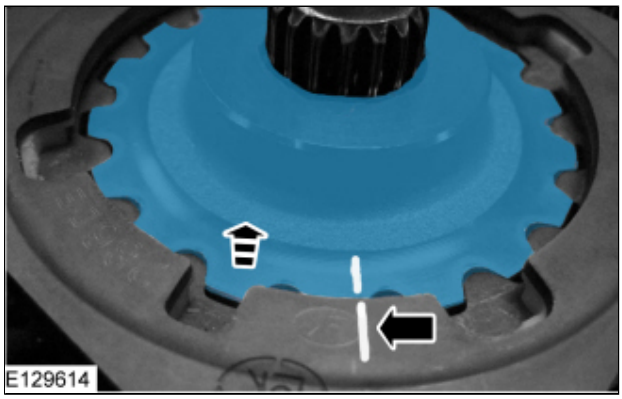
77. **NOTE:** Make sure the hollow input shaft snap ring is fully seated.

    Install the new hollow input shaft snap ring.

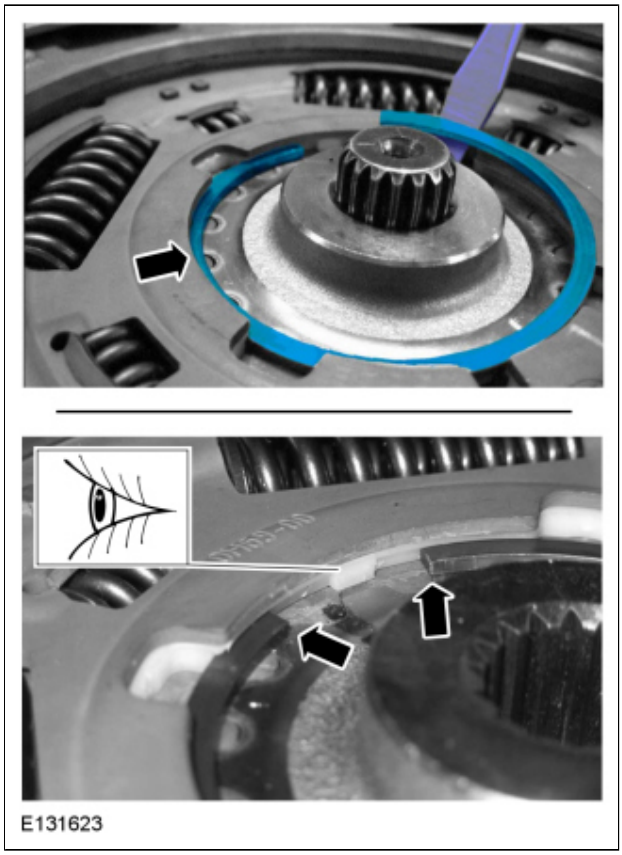


78. **NOTE:** Align the index marks on the clutch hub and clutch.

    Install the clutch hub.

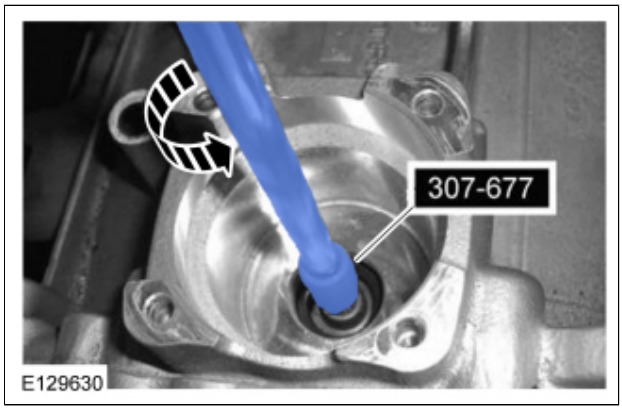


79. Install the new clutch hub snap ring in the position shown.

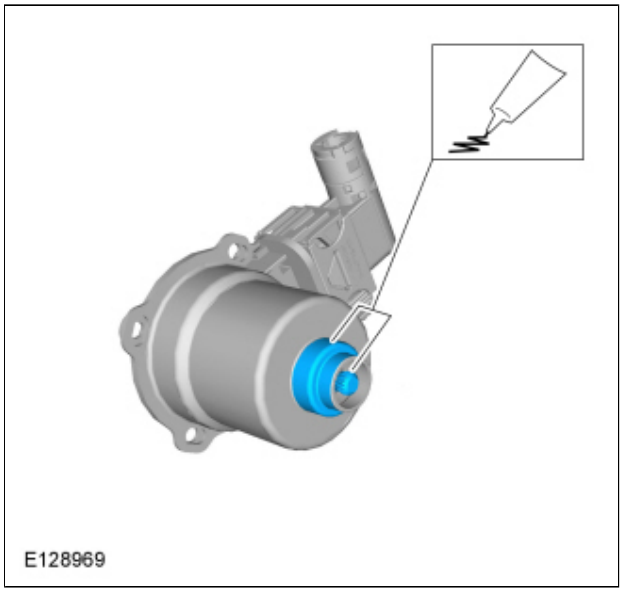


80. ***NOTICE:*** **Do not turn the special tool more than 12 turns or damage to the clutch actuator engagement lever can occur.**

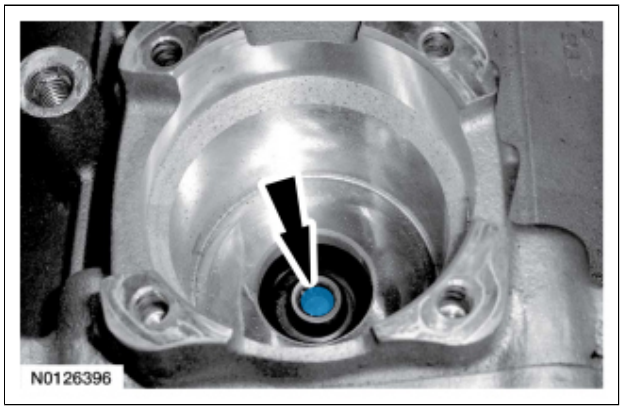
    Using the special tool, release the clutch 1 locks and then the clutch 2 locks by slowly turning the special tool counterclockwise. An audible click will be heard when the clutch locks are released.



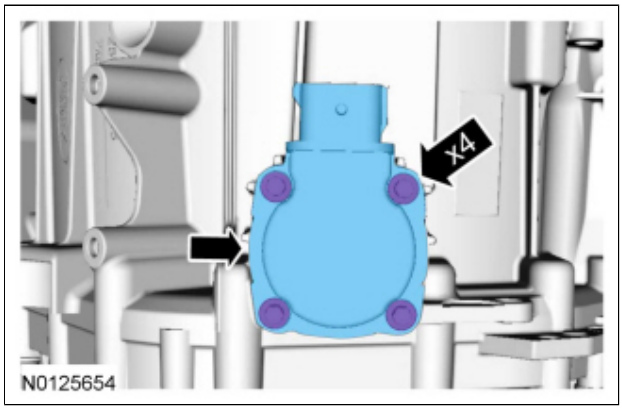
81. Apply High Temperature Nickel Anti-Seize Lubricant to both clutch motor surfaces where indicated.



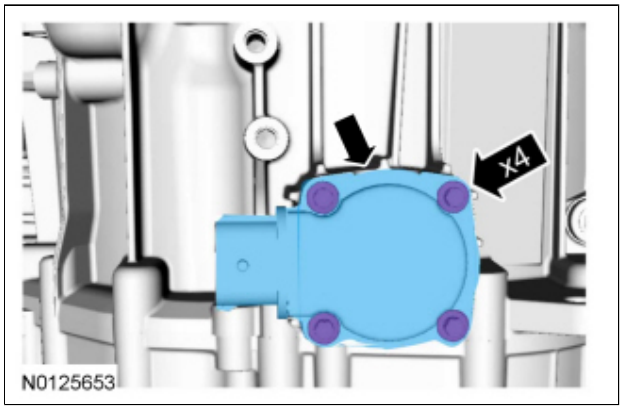
82. Apply High Temperature Nickel Anti-Seize Lubricant to the clutch actuator lever splines as shown.



83. Install the clutch motor 2 and the 4 clutch motor 2 bolts.
    - Tighten to 5 Nm (44 lb-in).



84. Install the clutch motor 1 and the 4 clutch motor 1 bolts.
    - Tighten to 5 Nm (44 lb-in).

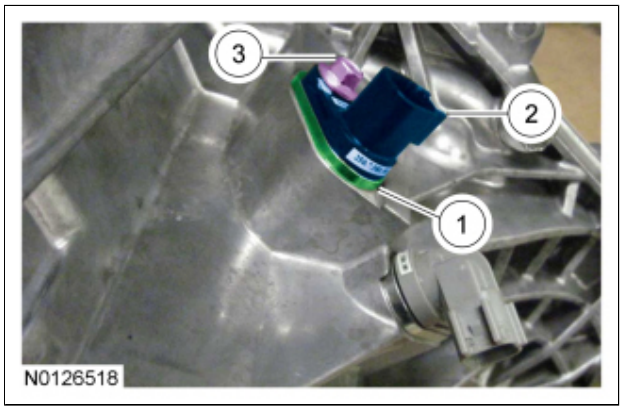


85. ***NOTICE:*** **Be sure to use the 3.2 mm (0.125 in) input shaft speed sensor 2 shim or damage can occur to the transaxle.**

NOTE: Install a new O-ring if installing the existing input shaft speed sensor 2.

NOTE: Use a small amount of transmission fluid on the input shaft speed sensor 2 O-ring for installation.

Install the input shaft speed sensor 2.
1. Install the input shaft speed sensor 2 shim.
2. Install the input shaft speed sensor 2.
3. Install the input shaft speed sensor 2 bolt.
    - Tighten to 10 Nm (89 lb-in).

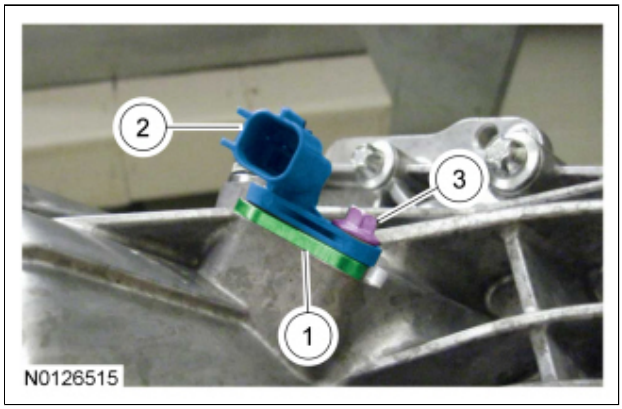


86. ***NOTICE:*** **Be sure to use the 3.5 mm (0.137 in) input shaft speed sensor 1 shim on input shaft speed sensor 1 or damage can occur to the transaxle.**

NOTE: Install a new O-ring if installing the existing input shaft speed sensor 1.

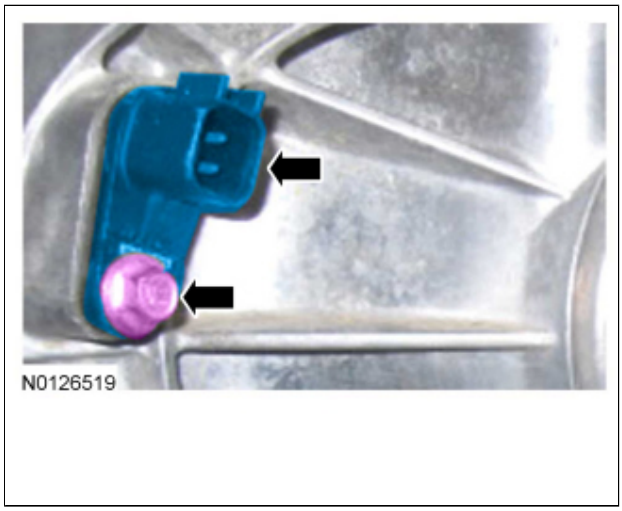
NOTE: Use a small amount of transmission fluid on the input shaft speed sensor 1 O-ring for installation.

Install the input shaft speed sensor 1.
1. Install the input shaft speed sensor 1 shim.
2. Install the input shaft speed sensor 1.
3. Install the input shaft speed sensor 1 bolt.
    - Tighten to 10 Nm (89 lb-in).

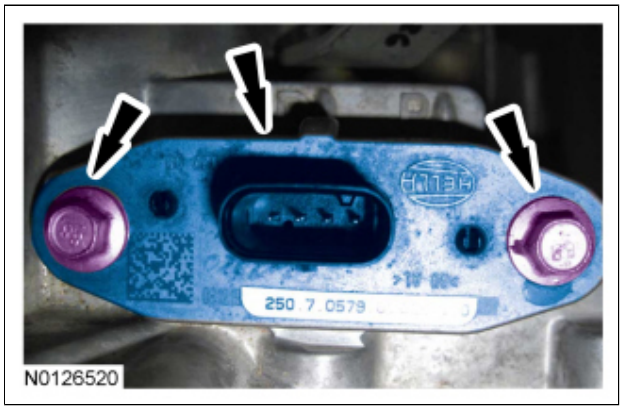


87. **NOTE:** If installing the old OSS sensor, install a new O-ring.

    Install the OSS sensor and the OSS sensor bolt.
    - Tighten to 10 Nm (89 lb-in).



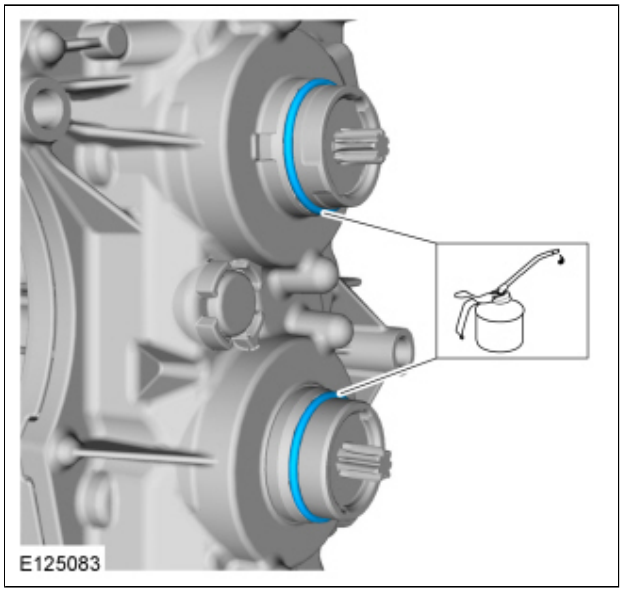
88. Install the TR sensor and the 2 TR sensor bolts.
    - Tighten to 10 Nm (89 lb-in).



89. Carefully inspect the TCM and the transaxle bore for debris or damage. Clean and/or repair as needed.

90. **NOTE:** Use a small amount of transmission fluid on the new O-rings prior to installation.

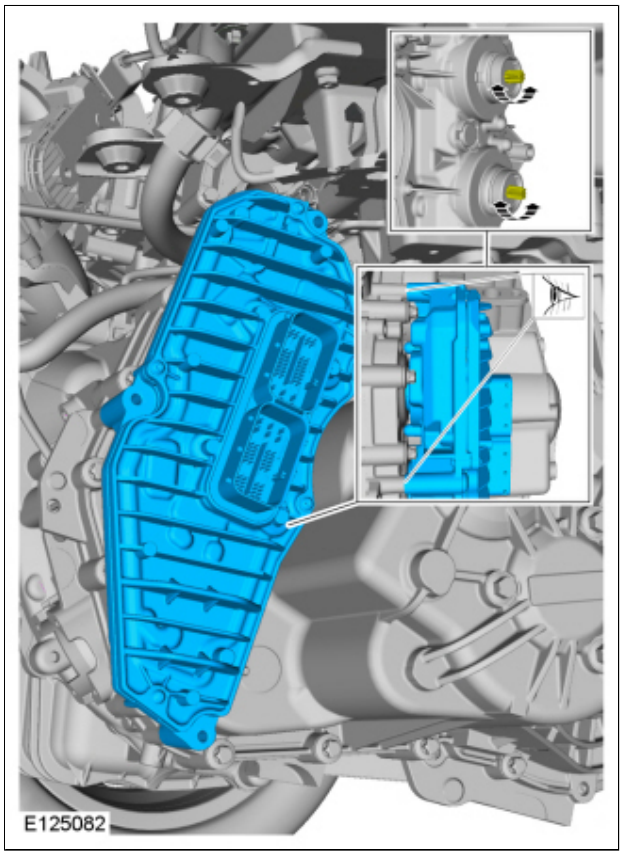
    Install new O-rings if the TCM is being reused.



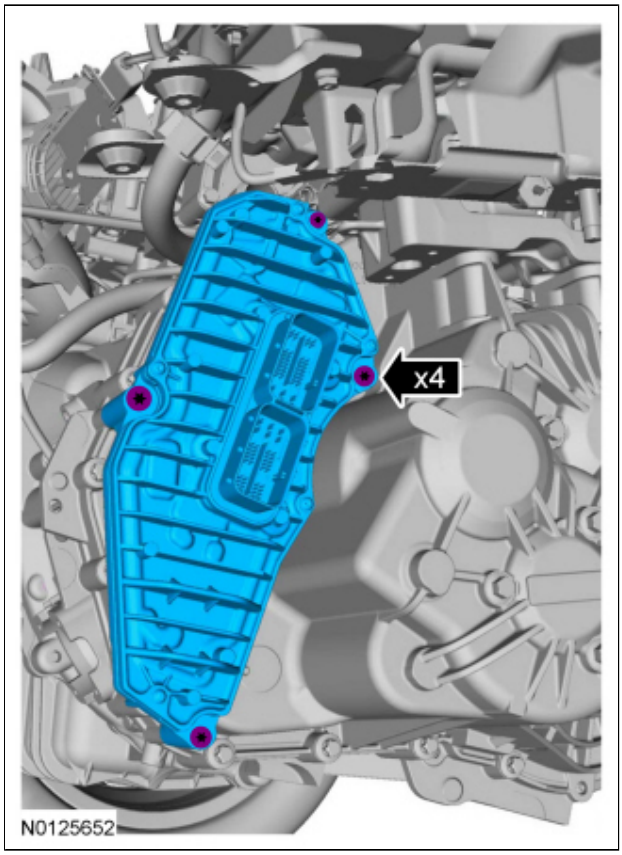
91. ***NOTICE:*** **Do not force the TCM onto the transaxle or damage may occur.**

    NOTICE: **Make sure the TCM sits flush on the transaxle or damage can occur.**

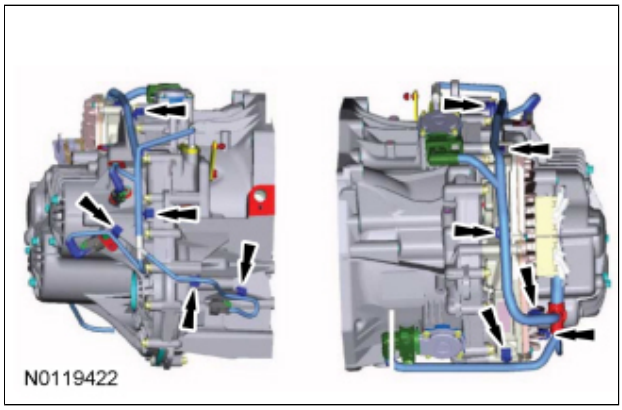
    Install the TCM on the transaxle. Apply light pressure to seat the O-rings. If the TCM does not push in place with light pressure, remove the TCM and slightly turn the TCM gears and retry installing the TCM on the transaxle.



92. Install the 4 TCM bolts.
    - Tighten to 27 Nm (20 lb-ft).

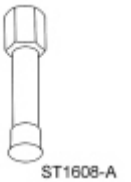
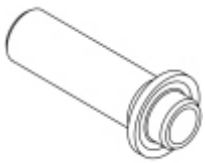


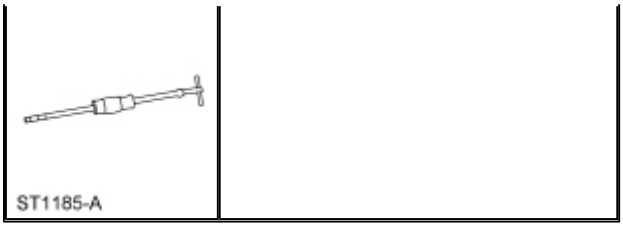
93. Install the transaxle wiring harness.



Clutch Housing

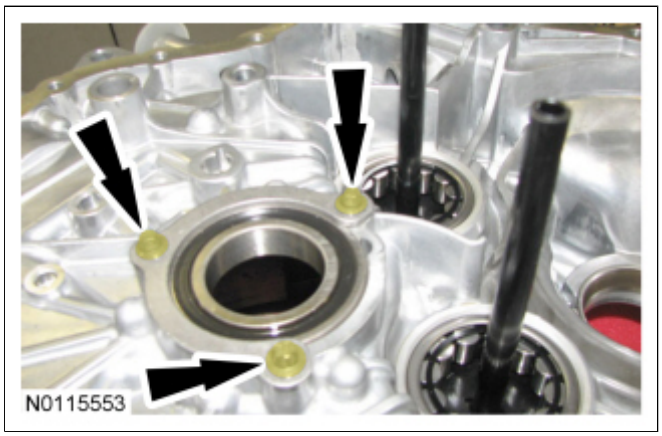
Special Tool(s)

 ST1608-A	Collet, 1 1/4" to 1 1/2" 303-D022
ST3214-A	Forcing Screw 204-594
ST1255-A	Handle 205-153
 ST3226-A	Installer, Countershaft Needle Bearing 307-679
ST2350-A	Installer, Differential Bearing Cup 205-118
ST3218-A	Installer, Output Shaft Seal 307-671
ST3225-A	Remover, Differential Bearing Cup 307-678
	Slide Hammer 100-001



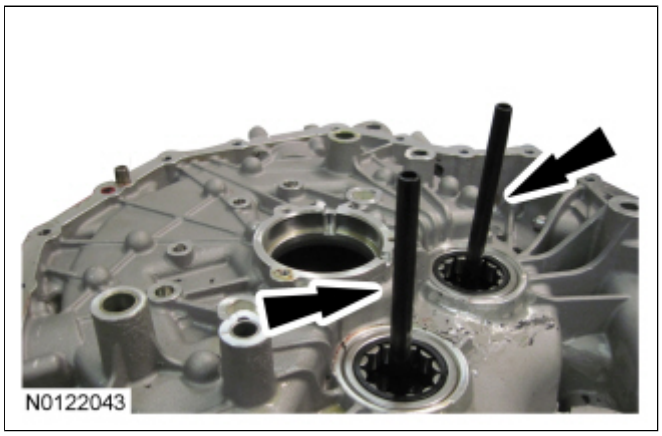
Disassembly

1. Remove and discard the clutch housing input shaft bearing retainer bolts and remove clutch housing input shaft bearing retainer.



2. By lightly tapping, remove and discard the clutch housing input shaft bearing.

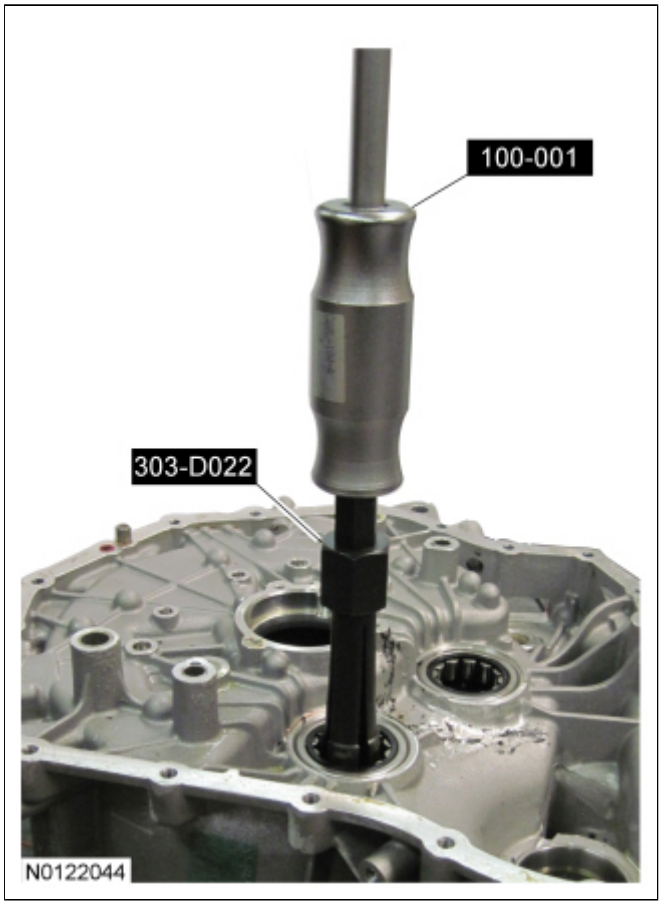
3. Break the lube feed tubes off the clutch housing output shaft bearings and discard.



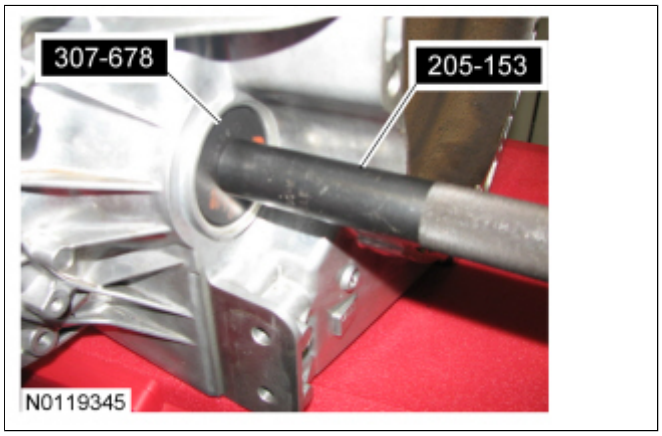
4. **NOTE:** If the clutch housing output shaft bearing is broken, use the next size larger special tool.

   NOTE: The clutch housing output shaft bearing 1 is shown, the clutch housing output shaft bearing 2 is similar.

   Using the special tool, remove the 2 clutch housing output shaft bearings.



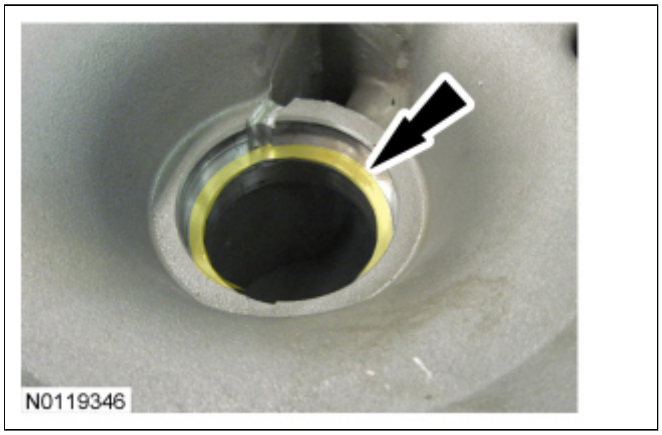
5. Using the special tools, remove the clutch housing differential bearing race and shim.



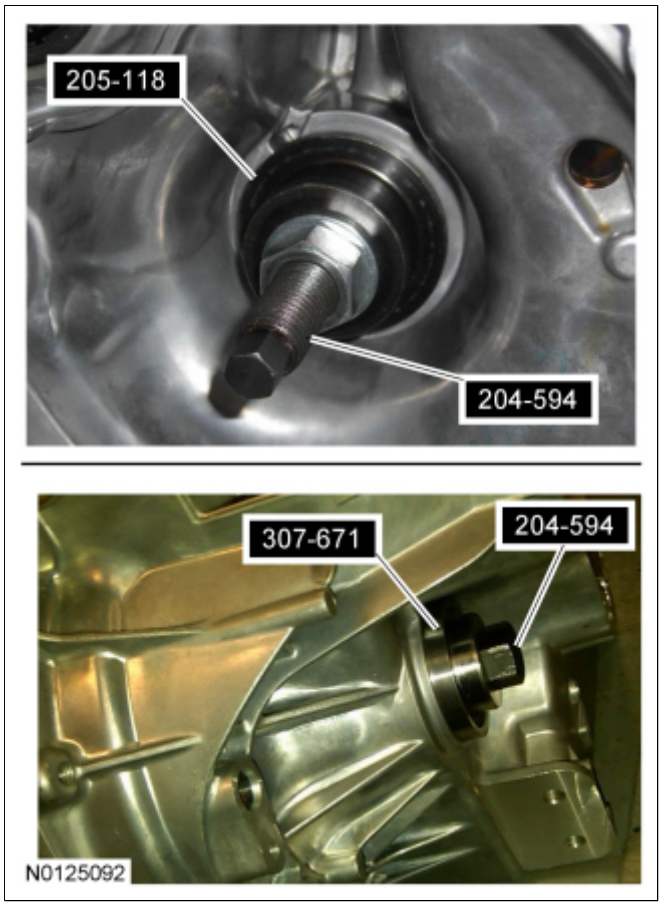
Assembly

1. **NOTE:** If new differential bearings, differential, clutch housing or transaxle case are installed refer to the Differential Shim Selection in this section.

   Install the clutch housing differential bearing shim.

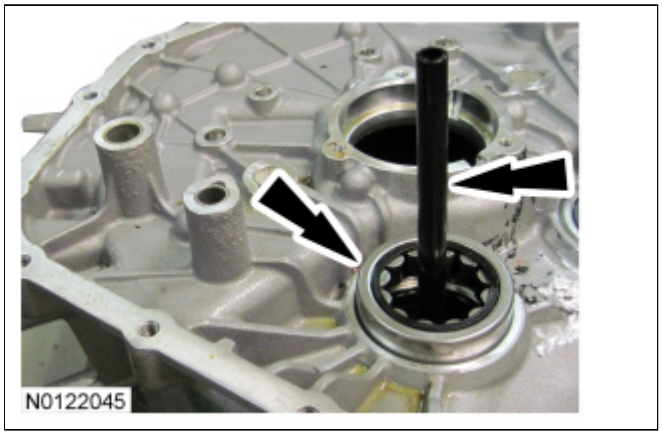


2. Using the special tools, install the clutch housing differential bearing race.



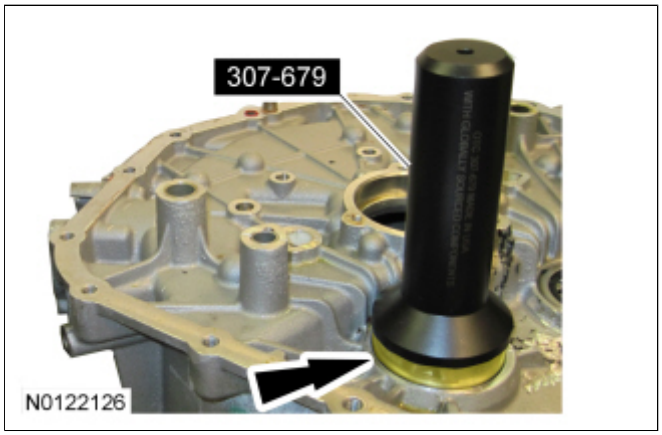
3. **NOTE:** The clutch housing output shaft bearing 1 is shown, the clutch housing output shaft bearing 2 is similar.

   Install the new lube feed tubes and position the clutch housing output shaft bearings into the clutch housing.

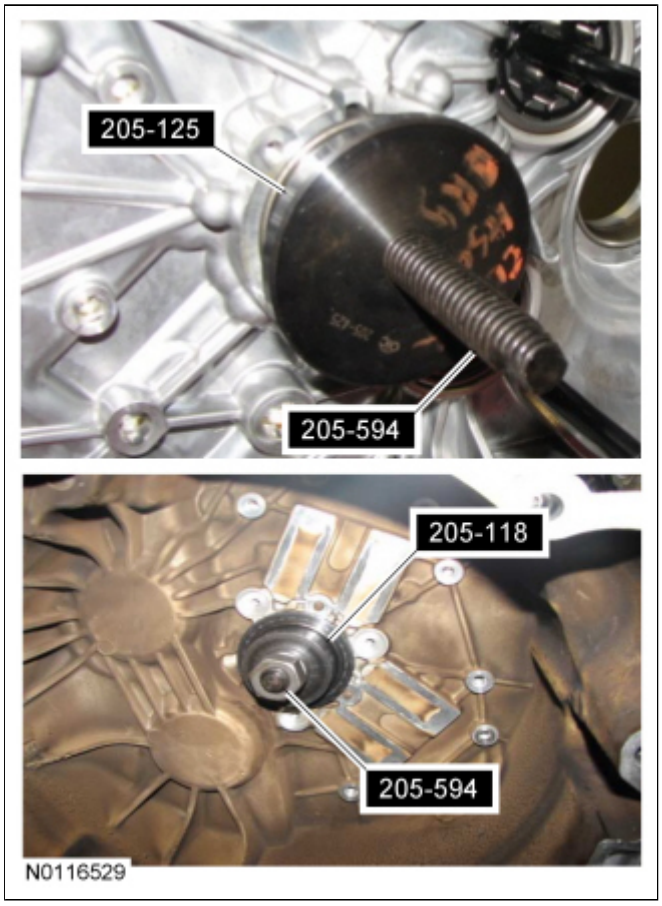


4. **NOTE:** The clutch housing output shaft bearing 1 is shown, the clutch housing output shaft bearing 2 is similar.

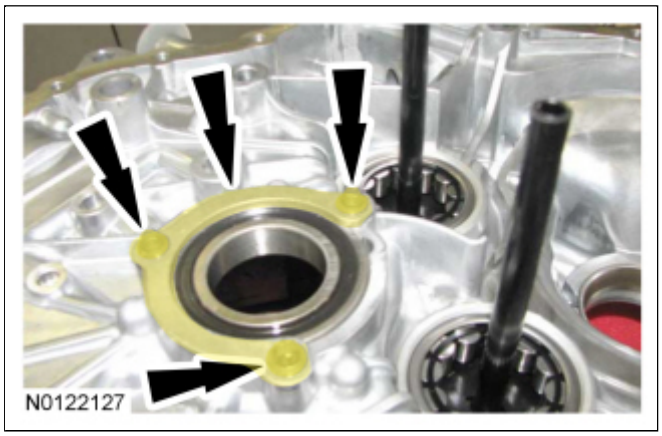
   Using the special tool, install the 2 clutch housing output shaft bearings.



5. Using the special tools, install the new clutch housing input shaft bearing.

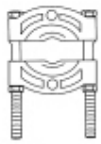
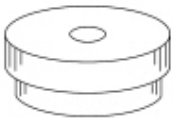


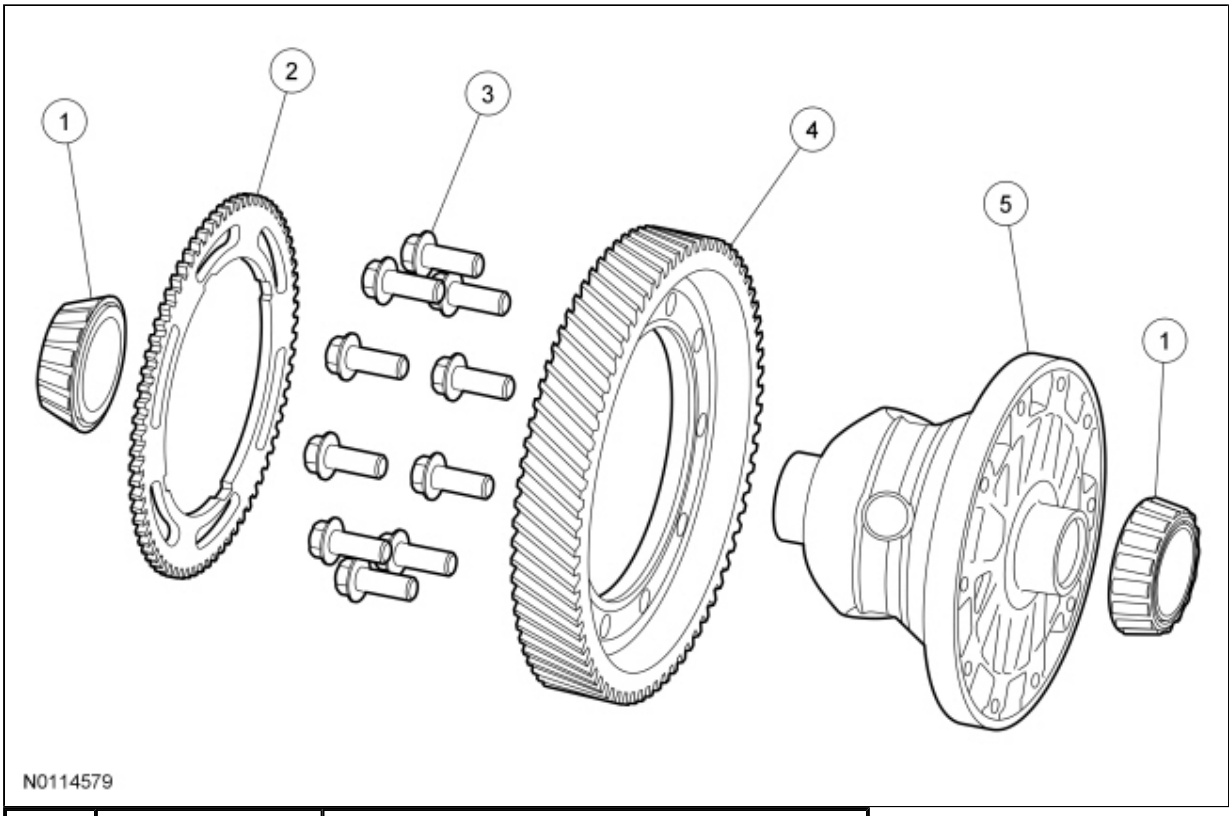
6. Install the clutch housing input shaft bearing retainer and the new clutch housing input shaft bearing retainer bolts.
    - Tighten to 11 Nm (97 lb-in).



Differential

Special Tool(s)

ST1653-A	Handle 205-153
ST3242-A	Installer, Differential Bearing 205-206
 ST2785-A	Puller, Bearing 205-D064
ST2770-A	Remover/Installer, Front Wheel Hub 204-069
 ST1935-A	Step Plate 205-D014

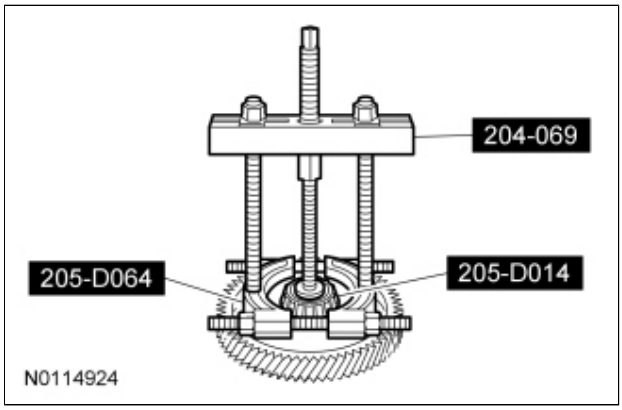


Item	Part Number	Description
1	4220	Differential bearings
2	7H150	Differential impulse ring
3	W790237	Differential ring gear bolts
4	—	Differential ring gear (part of 4026)
5	—	Differential case (part of 4026)

Disassembly

1. ***NOTICE:*** **Take care not to damage the differential impulse ring.**

   Using the special tools, remove and discard the differential bearings.



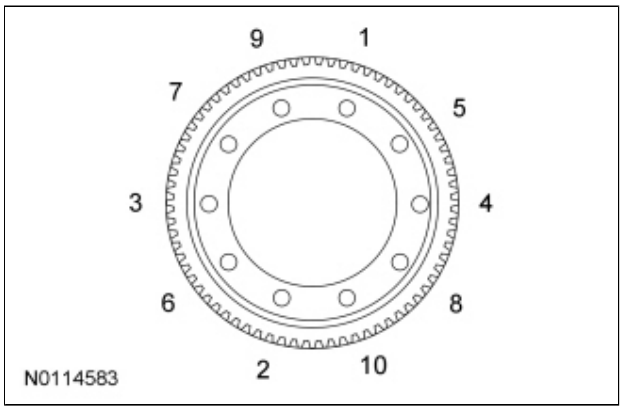
2. Using a 1500W heat gun, slightly heat the impulse ring. Remove the impulse ring.
3. Remove and discard the differential ring gear bolts. Lightly tap the ring gear to separate it from the differential case.
4. Clean all parts in clean solvent and dry with compressed air.

Assembly

1. Inspect differential parts for damage or wear. Repair or replace as needed.

2. Install the differential ring gear onto the differential case.

3. Install the new differential ring gear bolts.
   - Using the illustration, tighten to 85 Nm (63 lb-ft) in a star pattern.

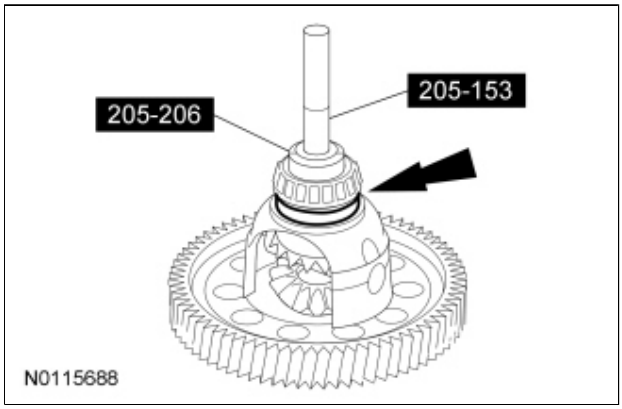


4. **NOTE:** Make sure the differential impulse ring is fully seated and flush on the differential.

   Using a 1500W heat gun, slightly heat the differential impulse ring. Install it onto the differential assembly.

5. ***NOTICE:*** **Take care not to damage the differential impulse ring.**

   Using the special tools, install the new differential bearings.



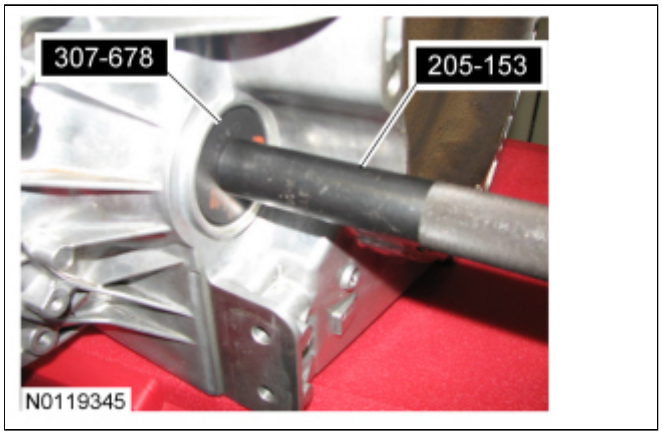
Differential Shim

Special Tool(s)

ST3214-A	Forcing Screw 204-594
ST2350-A	Installer, Differential Bearing Cup 205-118
ST1255-A	Handle 205-153
ST3218-A	Installer, Axle Seal 307-671
ST3225-A	Remover, Differential Bearing Cup 307-678

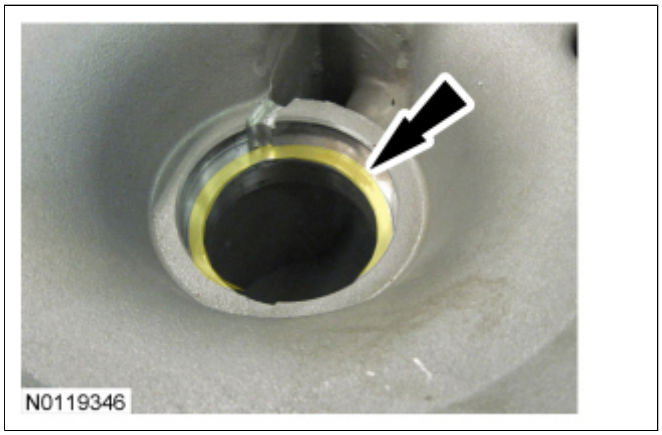
Disassembly

1. Using the special tools, remove the clutch housing differential bearing race and shim.

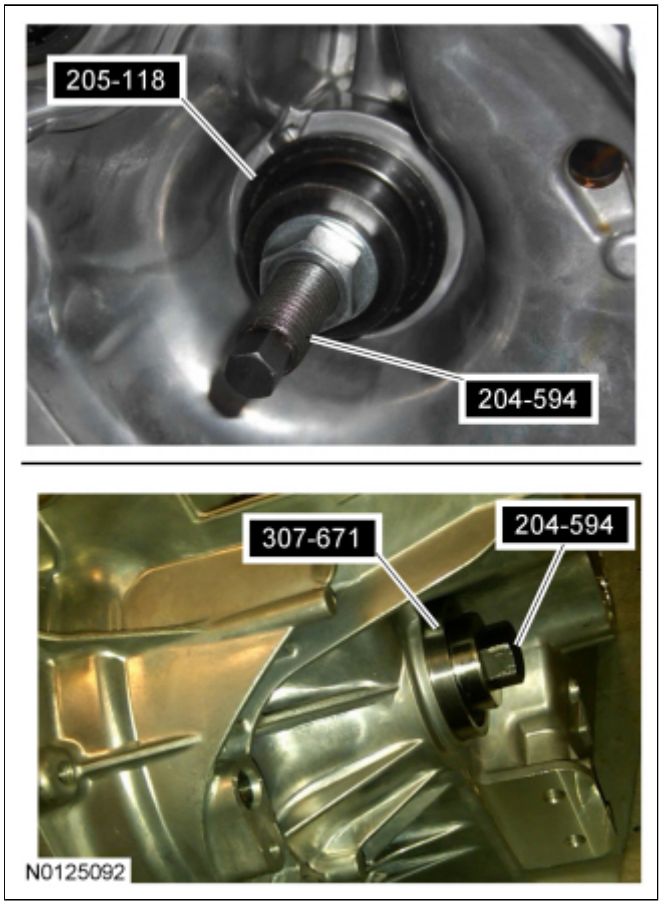


Assembly

1. Install the selected differential bearing shim. If the differential bearings, differential, clutch housing or transaxle case were replaced, refer to Differential Shim Selection in this section.

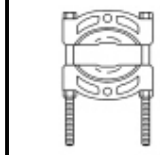


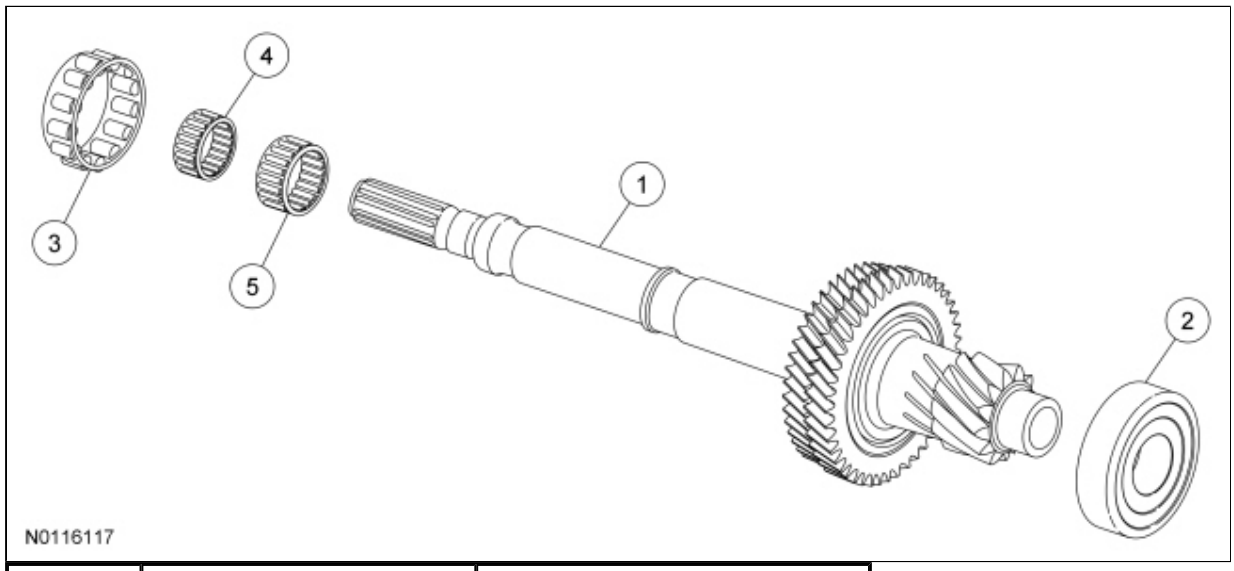
2. Using the special tools, install the differential bearing race.


205-118
204-594
307-671
204-594
N0125092

Input Shaft — Inner

Special Tool(s)

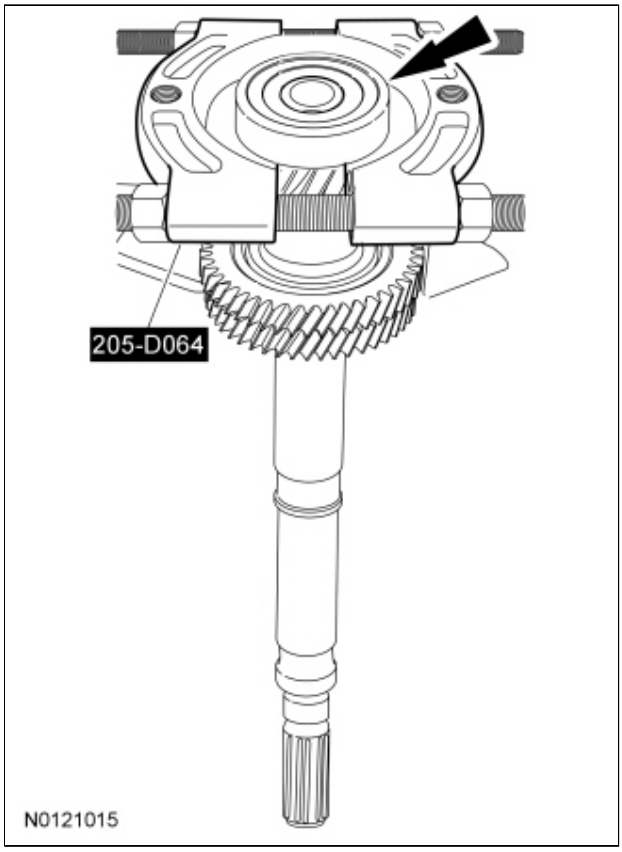
 ST1368-A	Puller, Bearing 205-D064



Item	Part Number	Description
1	7717	Inner input shaft
2	7B412	Radial bearing
3	7B412	Roller bearing
4	7M150	Needle bearing
5	7M150	Needle bearing

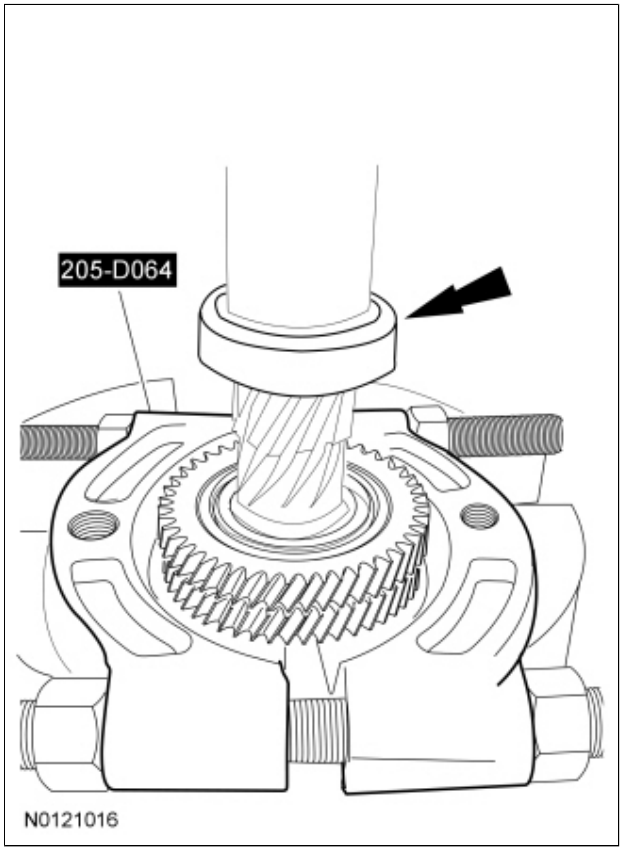
Disassembly

1. Remove the inner input shaft needle bearing.
2. Remove the inner input shaft needle bearing.
3. Remove the inner input shaft roller bearing.
4. Using the special tools and a press, remove the inner input shaft radial bearing.



Assembly

1. Inspect the inner input shaft for wear or damage, replace as needed.
2. Using the special tools and a press, install the inner input shaft radial bearing.



3. Install the inner input shaft roller bearing.
4. Install the inner input shaft needle bearing.
5. Install the inner input shaft needle bearing.

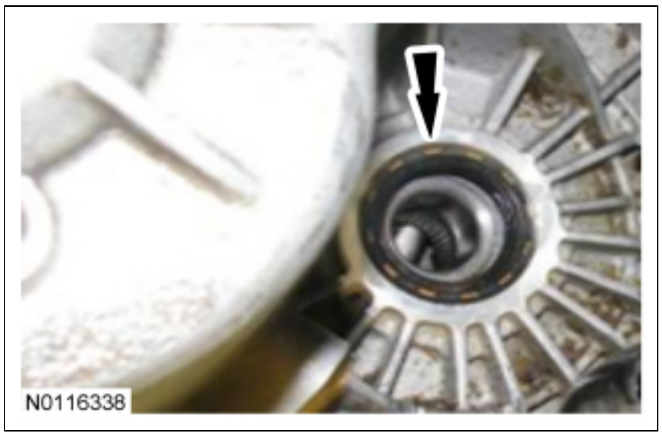
Transaxle Case

Special Tool(s)

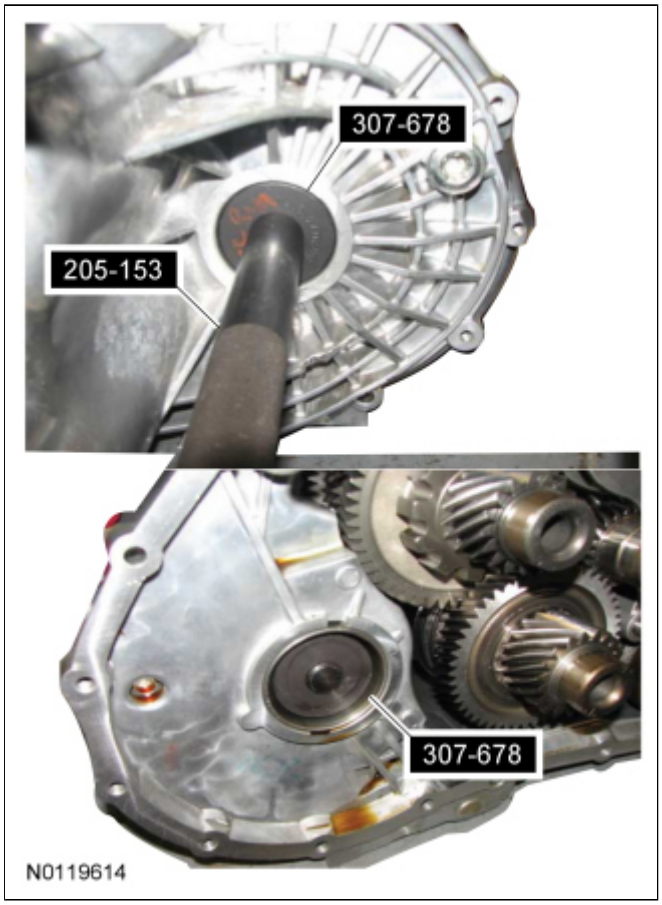
ST3214-A	Forcing Screw 204-594
ST1255-A	Handle 205-153
ST3218-A	Installer, Output Shaft Seal 307-671
ST3225-A	Remover, Differential Bearing Cup 307-678

Disassembly

1. Remove and discard the halfshaft seal.



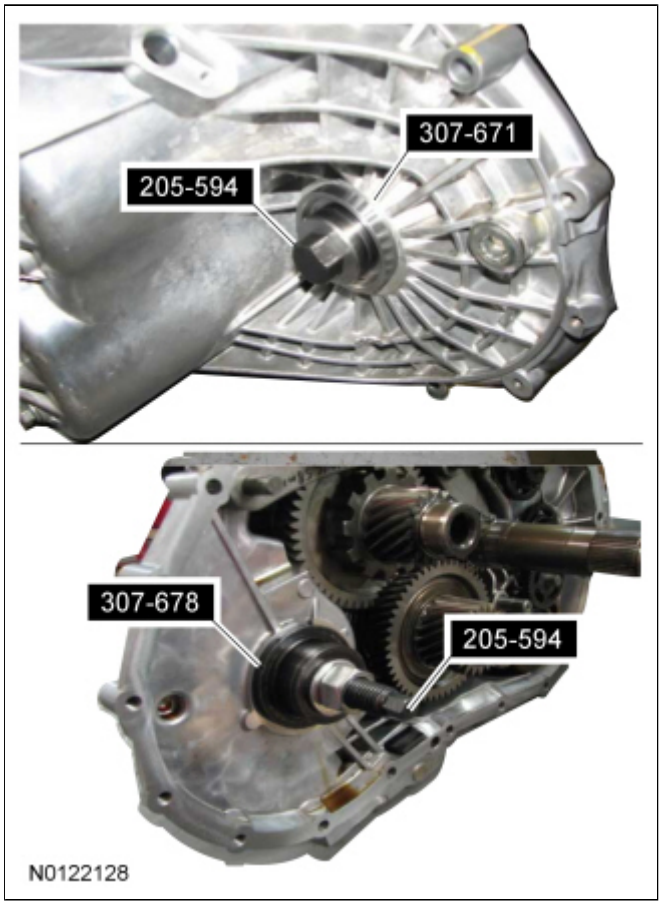
2. Using the special tools, remove the differential case bearing cup.



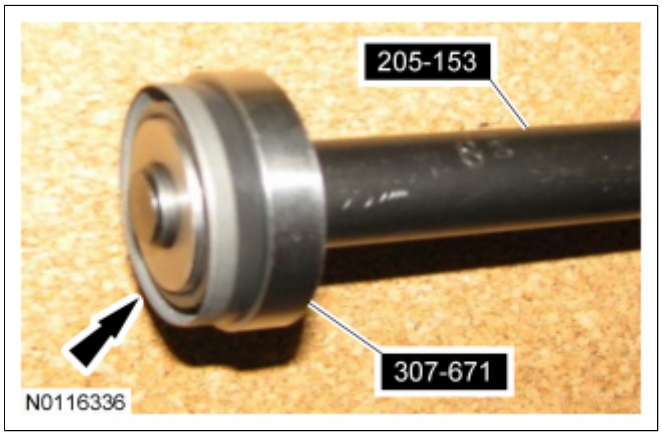
Assembly

1. **NOTE:** If a new differential gear bearing, transmission case, differential or clutch housing are installed, measure the differential shim for the correct size. For additional information, refer to Differential Shim Selection .

   Using the special tools, install the differential gear bearing cup.



2. Install the new halfshaft seal on the special tools.



3. Using the special tools, install the new halfshaft seal.

205-153
307-671
N0116337

Material

Item	Specification	Fill Capacity
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C	2.1L (2.2 qt)
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	—

Gear Ratios

Gear	Ratio
1st	3.85
2nd	2.04
3rd	1.28
4th	0.95
5th	0.76
Reverse	3.62
Final Drive	4.07

Manual Transaxle and Clutch

The IB5 manual transaxle and clutch system consists of the following:

- Five-speed manual transaxle
- Clutch disc
- Clutch pressure plate
- Clutch release hub and bearing
- Clutch hydraulic system
- Clutch pedal
- Flywheel

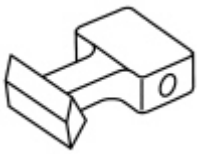
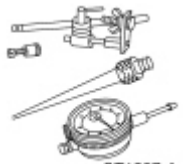
The function of the transaxle is to move the vehicle from a rest position to motion. The transaxle uses gears to adapt the torque to the demands of load and road conditions. It matches engine power to vehicle needs. This power is delivered from the engine flywheel to the transaxle. The power is transmitted through a driver-operated clutch, which allows for engagement and disengagement of the engine to the transaxle.

The transaxle input shaft receives the power when the clutch is engaged. The transaxle then uses a system of gears to change the speed and torque relationship between the engine crankshaft and the transaxle differential.

The purpose of the clutch is to connect and disconnect a manually operated transaxle and the halfshafts from the engine. This allows starting and stopping the vehicle, shifting and changing speeds that correspond to the engine speed through gear changes.

Manual Transaxle and Clutch

Special Tool(s)

 ST1840-A	Holding Tool, Flywheel 303-103 (T74P-6375-A)
 ST1897-A	Dial Indicator Gauge With Holding Fixture 100-002 (TOOL-4201-C)

Material

Item	Specification
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1

Inspection and Verification

NOTICE: **If transaxle noise is reported, check the fluid level first. Do not drive the vehicle if the fluid level is low or damage can occur.**

NOTE: If any evaluation or inspection reveals an obvious concern, repair the vehicle.

NOTE: Before attempting to repair any concerns, road test the vehicle to determine in which system the concern falls.

The technician should have a thorough knowledge of transaxle/clutch operation and accepted general transaxle/clutch guidelines to detect any problems.

A gear driven unit produces a certain amount of noise. Some noise is acceptable and audible at certain speeds or under various driving conditions. Certain conditions, such as road and weather, amplify normal vehicle noise.

Use the following to diagnose and repair a transaxle/clutch concern:

Verify the Customer Concern

NOTICE: **If transaxle noise is reported, first check the fluid level. The vehicle should not be driven if the fluid level is low or damage can occur.**

1. Verify and document the customer concern.
    1. When was it first noticed?
    2. Did it appear suddenly or gradually?
    3. Did anything unusual occur that would coincide with it or precede it?
    4. Identify when the condition occurs.
        - Hot or cold vehicle operating conditions
        - Type of terrain
        - City or highway driving
        - Driving at a particular speed
            - coasting
            - hard acceleration
        - Shifting
            - upshifts
            - downshifts
            - in a particular gear
            - in all gears
        - Hot or cold ambient temperatures
    5. Check TSBs and On-Line Automotive Service Information System (OASIS) messages.

2. Visually inspect for obvious signs of mechanical damage.

Check Fluid Level and Condition

NOTICE: **Do not drive the vehicle if the fluid level is low or damage can occur.**

An incorrect fluid level may affect transaxle operation and can result in transaxle damage. To correctly check and add fluid to the transaxle, refer to transaxle draining and filling in Section 308-03 .

Low fluid level can result in poor transaxle shifting, engagement or damage. It can also indicate a leak in one of the transaxle seals or gaskets.

1. Check the fluid condition.
    - Observe the color and the odor of the fluid. Allow the fluid to drip onto a white cloth and examine the stain. Check the fluid for contamination or metal particles.
        - Fluid should appear nearly clear, similar to clean engine oil.

Evaluation of Clutch Hydraulic System

1. Verify the clutch hydraulic fluid reservoir is filled to the correct level.
    - If the fluid level is low, add fluid as necessary. Check the clutch hydraulic system for leaks and repair as necessary. Refer to Section 308-02 .

Evaluation Of The Clutch

1. Slowly press and release the clutch pedal to see if the pedal is binding. Make sure the clutch pedal can be fully pressed and is not restricted by the floor mat. Verify the pedal return spring is present and is functioning correctly.

2. Measure the clutch reserve. GO to Pinpoint Test A .

3. With the engine idling, the parking brake on and the clutch pedal up, gently move the gearshift lever into a forward or reverse gear, until gear clash can be heard. Slowly press the clutch pedal.
    - If the gears cease to clash (full disengage at 25-38 mm [1-1.5 in] from the floor), hold the pedal at the point of disengagement and increase engine to 4,000 rpm. If the clutch remains disengaged, it is functioning correctly.
    - Any concerns indicate a worn or damaged clutch. Repair as necessary. Refer to Section 308-01 .

4. With the engine idling, move the gearshift lever into 4th gear. Increase the engine to 2,000 rpm and slowly release the clutch pedal.
    - If the engine stalls, the clutch is OK.
    - If the engine does not stall, the clutch is slipping. Repair as necessary.

5. Compare the road test results with the symptom chart. The chart is a list of conditions that are typical faults. GO to Symptom Chart - Clutch .

Inspect The Gearshift Components

1. Inspect the gearshift cables for:
    - signs of damage
    - broken locks
    - binding
    - cables not fully seated or in hold-down brackets
    - correct routing
    - correct adjustment
        - If the concern is a gear(s) cannot be selected, jumps out of gear or gear clashes, adjust the gearshift cables. Refer to Section 303-06 .

2. Inspect the gearshift lever for free play.
    - If the gearshift lever free play is more than 15 mm (0.59 in), check the gearshift cables and repair as necessary.
    - If the gearshift lever free play is 15 mm (0.59 in), adjust the gearshift cables. Refer to Section 308-06 .

Road Test the Vehicle

1. During the road test, use the following driving methods to diagnose the problem.
    - Start the engine.
    - Evaluate the noise in NEUTRAL while the vehicle is parked.
        - Check whether the noise is present with the clutch fully disengaged (pedal fully pressed). Check to see if the pedal pulsates abnormally (for clutch diaphragm finger run out).
        - Check whether the noise is present with the gearshift in the NEUTRAL position and the clutch fully engaged (foot off pedal). With the parking brake engaged, move the gearshift towards the 1st gear position. Apply very slight pressure and note if the gear noise level is reduced (for gear rollover noise).
        - With the clutch fully engaged (foot off pedal) check whether the noise is present as the engine rpm increases. If the noise reduces, note the engine rpm at which this occurs.
    - Listen for any change in noise while pressing and releasing the clutch pedal.
    - Listen for any change in noise while changing the engine rpm.

- Drive the vehicle and shift through all of the gear ranges, including reverse. Listen for any change in noise in a particular gear.
- Drive the vehicle in the gear in which the noise is most noticeable. Press the clutch pedal and leave the gear engaged. Listen for any change in noise.
- Drive the vehicle in the gear in which the noise is most noticeable. Press the clutch pedal and shift the transaxle into NEUTRAL. Release the clutch pedal and allow the vehicle to coast.

2. Compare the road test results with the symptom charts. The charts are a list of conditions that are typical faults.GO to Symptom Chart - Clutch , GO to Symptom Chart - Transaxle or GO to Symptom Chart - NVH in this section.

Symptom Chart — Clutch

Condition	Possible Sources	Action
• Clutch slippage	• Clutch pedal reserve • Worn or damaged pressure plate • Clutch disc facing • Hardened or oiled clutch disc facing surface • Flywheel	• GO to Pinpoint Test A .
• Clutch chatter, rattle or shudder	• Loose or damaged engine or transaxle mounts • Oil on clutch disc facing • Worn pressure plate • Clutch disc facing • Loose or damaged flywheel • Worn clutch disc	• GO to Pinpoint Test B .
• Clutch drag	• Insufficient clutch hydraulic fluid • Air in hydraulic system • Clutch pedal reserve • Diaphragm springs • Clutch disc • Clutch disc splines • Oil on clutch disc facing	• GO to Pinpoint Test C .
• Clutch pedal pulsation	• Clutch and brake pedal pivot shaft not correctly lubricated • Flywheel • Worn pressure plate springs	• GO to Pinpoint Test D .
• Clutch related vibrations	• Engine component grounding against frame • Accessory drive belt • Flywheel bolts loose • Flywheel • Imbalanced clutch pressure plate	• GO to Pinpoint Test E .
• Hard shifting	• Insufficient clutch hydraulic fluid • Clutch pedal reserve • Transaxle concern	• GO to Pinpoint Test F .
• Excessive noise	• Clutch pedal reserve • Clutch slave cylinder • Excessive crankshaft endplay	• GO to Pinpoint Test G .
• Clutch system leakage	• Clutch master cylinder • Clutch slave cylinder • Clutch hydraulic tubes	• GO to Pinpoint Test H .

Symptom Chart — Transaxle

Symptom Chart — Transaxle

Condition	Possible Sources	Action
• Gears clash when shifting from one forward gear to another	• Gear teeth/synchronizer damaged	• INSPECT and REPAIR as necessary. REFER to Section 308-03 .
• Transaxle jumps out of gear	• Bolts retaining transaxle to engine loose	• TIGHTEN the bolts to specification. REFER to Section 308-03 .
	• Preload incorrect • Internal components damaged	• CHECK preload. INSPECT the synchronizer for free movement on their hubs. INSPECT the synchronizer blocking rings for widened index slots, rounded clutch teeth and smooth internal surface. CHECK the countershaft cluster gear for excessive end play. INSPECT the shift forks for wear. CHECK for loose shift forks on the shift rails. INSPECT the synchronizer sliding sleeve and the gear clutch teeth for wear and damage. REPAIR as necessary. REFER to Section 308-03 .
	• Gear teeth worn/damaged	• INSPECT and REPAIR as necessary. REFER to Section 308-03 .
• Transaxle will not shift into one gear — all others OK	• Internal components	• For the gear in question, INSPECT the shift rail and fork, the synchronizer, and the gear clutch teeth for restricted travel. REPAIR as necessary. REFER to Section 308-03 .
• Transaxle is locked in one gear and will not shift out of that gear	• Internal components	• INSPECT the gears, the shift rails, the forks and the synchronizer for wear or damage. REPAIR as necessary. REFER to Section 308-03 .
• Fluid leaks	• Transmission fluid	• CHECK the transmission fluid level and type. • REMOVE all traces of fluid on the exposed transaxle surfaces. CHECK the vent for free breathing. OPERATE the transaxle. INSPECT for new leakage. REFER to Section 308-03 .
	• Other components leaking	• REMOVE all traces of fluid on exposed transaxle surfaces. CHECK the vent for free breathing. OPERATE the transaxle and INSPECT for new leakage. IDENTIFY the leaking fluid as engine, power steering or transmission fluid. REPAIR as

		necessary.
	• Halfshaft seals	• INSPECT and INSTALL new seals as necessary. REFER to Section 308-03 .
	• Input shaft seal	• INSPECT, and REPAIR as necessary. REFER to Section 308-03 .
	• Fill and drain plugs	• INSPECT the plug, O-ring, and the threads in the case. REPAIR as necessary. TIGHTEN the plug to specification. REFER to Section 308-03 .
• Significant effort required when downshifting	• Gear synchronization is inadequate. Gear teeth/synchronizer damaged	• INSPECT the transaxle. INSTALL a new synchronizer assembly with synchronizer rings. INSTALL two new gears belonging to the synchronizer assembly. REFER to Section 308-03 .
• Stiff gearshift	• Transmission fluid • Damaged synchronizer rings or inner selector mechanism	• CHECK that the transaxle is filled with the specified transmission fluid and, if necessary, FILL and ADD transmission fluid as necessary. • CHECK the internal components for wear or damage, REPAIR as necessary. REFER to Section 308-03 .
• One of the gears cannot be selected	• Fault between the gearshift lever and gearshift lever housing	• INSPECT the gearshift lever. REFER to Section 308-06 .
• Reverse gear cannot be selected	• Gearshift lever • Internal components	• CHECK the gearshift lever for damage. REPAIR as necessary, remove the gearshift lever to see whether reverse gear can be selected. • CHECK the reverse idler gear and the appropriate selector fork, shift rail and synchronizer unit. REPAIR as necessary. REFER to Section 308-03 .
• Grinding or clashing noises when shifting into 3rd gear	• Deflected lubrication condition causing early 3rd gear wear	• INSTALL a new 3rd gear, 3rd/4th gear shift fork, outer synchronizer ring, inner synchronizer ring, 3rd gear synchronizer cone, 3rd/4th gear synchronizer assembly. REFER to Section 308-03 .

Symptom Chart — NVH

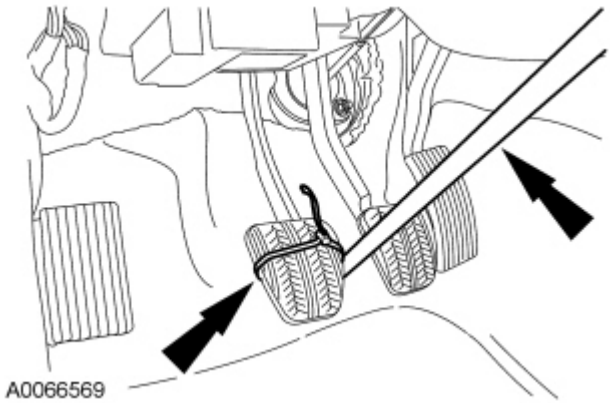
NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Noisy in forward gears — noise described as rattle or a knock	• Transmission fluid level low/incorrect type	• ADD or REFILL with the specified transmission fluid. REFER to Specifications in this section.
	• Components grounding out on transaxle	• CHECK for screws and bolts of chassis components grounding out. REPAIR as necessary.
	• Bearings/gears worn/damaged	• INSPECT the bearings, the gears, and the gear teeth for wear and damage. REPAIR as necessary. REFER to Section 308-03 .
	• Bolts retaining transaxle to engine loose	• VERIFY the bolts are tightened to specification. REFER to Section 308-03 .
• Noise in NEUTRAL occurs after hot soak or under load	• Neutral rollover noise	• A slight rollover gear noise is an acceptable condition. INSTALL a new clutch disc. REFER to Section 308-01 .
	• Transaxle	• INSPECT and REPAIR as necessary. REFER to Section 308-03 .
• Slight buzzing, rattling or metallic scraping noise from the transaxle at 2,500 to 3,500 rpm when coasting or driving without load (particularly in 2nd and 3rd gear)	• Rotational vibration from the engine not sufficiently damped by the clutch	• These noises do not affect the operation and durability of the transaxle.
• Brief scratching noise during gear shifting	• Inadequate gear synchronization	• INSPECT the transaxle for wear or damage. REPAIR as necessary. INSTALL a complete synchronizer assembly with synchronizer rings. INSTALL two new gears belonging to the synchronizer assembly. REFER to Section 308-03 .
• Gear growl — to occur, lug the engine in 1st or 2nd gears, press the throttle to floor and the noise will be heard	• Reduced preload on the input shaft	• Acceptable noise under these conditions.
• Gear whistle — occurs in 2nd, 3rd and 4th gear by pressing the throttle to the floor and letting the vehicle	• Driven gears on the output shaft	• Acceptable noise under these conditions.

accelerate, hard acceleration to Wide Open Throttle (WOT), a very light whistle noise can be heard		
• Clicking noises in reverse gear	• Reverse gear	• INSPECT the gears for wear or damage. INSTALL new gears as necessary. REFER to Section 308-03 .

Pinpoint Tests

PINPOINT TEST A: CLUTCH SLIPPAGE

Test Step	Result / Action to Take
A1 TEST CLUTCH SLIPPAGE	
• Apply the parking brake. • Start engine and engage 4th gear. • Run the engine at approximately 2,000 rpm. • Slowly release clutch pedal. • **Does the engine stall when the clutch pedal is fully released?**	**Yes** Clutch is OK. **No** GO to A2 .
A2 MEASURE THE CLUTCH RESERVE	
NOTE: Remove the floor mat, if equipped, to allow the clutch pedal to travel to the downstop. • Install a cable tie to the lower clutch pedal, than attach a tape measure to the cable tie.  A0066569 • Pull the tape measure up to the steering wheel. Position it through the steering wheel opening. Put a piece of masking tape on the wheel, index mark the tape.	**Yes** Clutch pedal reserve is OK. VERIFY customer concern. GO to Symptom Chart - Clutch . **No** INSTALL a new pressure plate and clutch disc. REFER to Section 308-01 .

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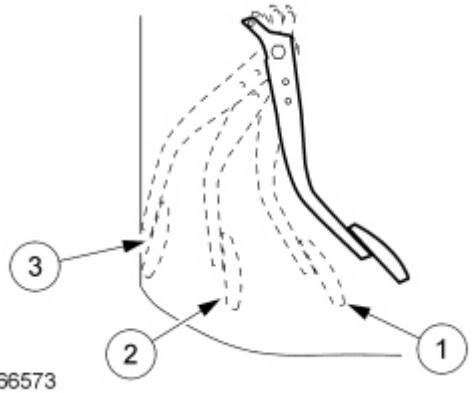
- Press the clutch fully and start the vehicle.
- Shift the transaxle into reverse gear, then move the gearshift lever forward to the position in between reverse gear and neutral. Slowly release the clutch pedal (if the vehicle creeps rearward, move the gearshift lever forward a little more). The transaxle will work as if in neutral, but the reverse gear synchronizer will be bypassed.
- With the clutch pedal released, gently pull the gearshift lever toward the reverse gear position. Gear clash can now be heard.
- Slowly press the clutch pedal. Using the mark on the tape as a reference, note the measurement when the gear clash stops or the gearshift lever slides into reverse gear. Press the clutch pedal to the downstop. The difference between the measurement taken when the gear clash stopped and the measurement taken at the downstop is the clutch reserve.

Item	Pedal Position
1	Gear clash begins
2	Gear clash ends
3	Clutch pedal downstop



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- **Is the clutch reserve between 25-38 mm (1 to 1.5 in)?**

PINPOINT TEST B: CLUTCH CHATTER, RATTLE OR SHUDDER

Test Step	Result / Action to Take
B1 CHECK THE ENGINE OR TRANSAXLE MOUNTS	
• Inspect all the engine and transaxle mounts for looseness or damage.	**Yes** TIGHTEN or INSTALL new engine or transaxle

• **Are any of the engine or transaxle mounts loose or damaged?**	mounts. TEST the system for normal operation. **No** GO to B2.
B2 INSPECT THE PRESSURE PLATE BOLTS	
• Inspect the pressure plate-to-flywheel bolts. • **Are any of the pressure plate-to-flywheel bolts loose?**	**Yes** TIGHTEN or INSTALL new bolts. REFER to Section 308-01. **No** GO to B3.
B3 INSPECT THE PRESSURE PLATE	
• Remove the clutch pressure plate. • Inspect the clutch pressure plate for wear or damage. • **Are any signs of damage present on the clutch pressure plate?**	**Yes** INSTALL a new clutch pressure plate. REFER to Section 308-01. TEST the system for normal operation. **No** GO to B4.
B4 CHECK THE CLUTCH DISC	
NOTE: If the internal damper of the clutch disc is damaged or contaminated with grease or oil, it will sound similar to a "transaxle rattle". • Check the clutch disc for wear or damage. • **Is the clutch disc OK?**	**Yes** GO to B5. **No** INSTALL a new clutch disc. REFER to Section 308-01. TEST the system for normal operation.
B5 INSPECT THE FLYWHEEL	
• Inspect the flywheel for wear or damage. • **Is the flywheel OK?**	**Yes** GO to B6. **No** REPAIR or INSTALL a new flywheel as necessary. REFER to Section 308-01. TEST the system for normal operation.
B6 INSPECT THE INPUT SHAFT	
• Inspect the input shaft for signs of wear, damage or corrosion. • **Are any signs of wear damage, or corrosion present on the input shaft?**	**Yes** If wear or damage is found, INSTALL a new input shaft. REFER to Section 308-03. If corrosion is found on the splines of the input shaft, apply a small amount of grease to the splines of the input shaft. **No** VERIFY the customer concern. GO to Symptom Chart - Clutch, GO to Symptom Chart - Transaxle, GO to Symptom Chart - NVH if necessary.

PINPOINT TEST C: CLUTCH DRAG

Test Step	Result / Action to Take
C1 CHECK CLUTCH FLUID LEVEL	
	Yes

• Check clutch fluid level. • **Is the clutch fluid level between the MAX and MIN marks on the brake fluid reservoir?**	GO to C2 . **No** FILL reservoir to specification, CHECK the brake and clutch systems for leaks. TEST clutch system for normal operation.
C2 TEST CLUTCH PEDAL FREE TRAVEL	
• Manually operate the clutch pedal to the point of resistance and release. • Measure pedal travel. • **Is the measured dimension within 10 mm (0.393 in)?**	**Yes** GO to C3 . **No** GO to Pinpoint Test B .
C3 CHECK THE BELLEVILLE SPRING WASHER OF THE CLUTCH PRESSURE PLATE	
• Remove transaxle. • **Does the clutch pressure plate or the Belleville spring washer of the clutch pressure plate show signs of wear or damage?**	**Yes** INSTALL a new clutch pressure plate. TEST the system for normal operation. **No** VERIFY the customer concern. GO to Symptom Chart - Clutch .

PINPOINT TEST D: CLUTCH PEDAL PULSATION

Test Step	Result / Action to Take
D1 CHECK THE CLUTCH PEDAL PULSATION	
• Start engine. • With the transaxle in neutral, slowly press the clutch pedal. • **Does the clutch pedal pulsate while being pressed?**	**Yes** GO to D2 . **No** VERIFY the customer concern. GO to Symptom Chart - Clutch if necessary.
D2 INSPECT THE PRESSURE PLATE BOLTS	
• Inspect the pressure plate-to-flywheel bolts. • **Are any of the pressure plate-to-flywheel bolts loose?**	**Yes** TIGHTEN or INSTALL new bolts. REFER to Section 308-01 . TEST the system for normal operation. **No** GO to D3 .
D3 INSPECT THE CLUTCH PRESSURE PLATE	
• Remove the clutch pressure plate. REFER to Section 308-01 . • Inspect the clutch pressure plate for wear or damage. • **Are there any signs of damage present on the clutch pressure plate?**	**Yes** INSTALL a new clutch pressure plate. REFER to Section 308-01 . TEST the system for normal operation. **No** GO to D4 .
D4 INSPECT THE CLUTCH DISC	
• Check the clutch disc for wear or damage. • **Is the clutch disc OK?**	**Yes** GO to D5 .

	No INSTALL a new clutch disc. REFER to Section 308-01 . TEST the system for normal operation.
D5 INSPECT THE FLYWHEEL • Inspect the flywheel for wear or damage. • **Is flywheel OK?**	**Yes** VERIFY the customer concern. GO to Symptom Chart - Clutch , GO to Symptom Chart - Transaxle , GO to Symptom Chart - NVH if necessary. **No** TIGHTEN, RESURFACE or INSTALL a new flywheel as necessary. REFER to Section 308-01 . TEST the system for normal operation.

PINPOINT TEST E: CLUTCH RELATED VIBRATIONS

Test Step	Result / Action to Take
E1 CHECK FOR ENGINE COMPONENT GROUNDING • Raise and support the vehicle. • Check the engine mount interlocks for grounding on the body or frame. • Check the exhaust manifold or other engine component grounding on the body or frame. • **Is there evidence of grounding on body or frame?**	**Yes** REPAIR any components as necessary. TEST the system for normal operation. **No** GO to E2 .
E2 CHECK FOR ACCESSORY DRIVE VIBRATIONS • Feel accessory vibration at clutch engage/disengage when engine torque changes. • Disconnect the accessory drive belt and check for vibration. • **Does the vibration stop when the drive belt is removed from the engine?**	**Yes** REPAIR or INSTALL new accessory drive belt components. REFER to Section 303-05 . **No** GO to E3 .
E3 CHECK FOR RELEASE BEARING NOISE • Start engine. • Press and hold clutch pedal. • **Is a whirring, grating or grinding noise present?**	**Yes** INSTALL a new clutch slave cylinder. REFER to Section 308-02 . TEST the system for normal operation. **No** GO to E4 .
E4 INSPECT THE FLYWHEEL • Remove the transaxle. REFER to Section 308-03 . • Inspect for loose flywheel bolts. • Carry out flywheel runout check. REFER to Section 303-00 . • **Is the flywheel OK?**	**Yes** DIAGNOSE engine vibration concern. REFER to Section 308-00 . **No** TIGHTEN the flywheel bolts or INSTALL a new flywheel. REFER to Section 303-01 . TEST the system for normal operation.

PINPOINT TEST F: HARD SHIFTING

Test Step	Result / Action to Take
F1 CHECK THE FLUID LEVEL	
NOTE: The hydraulic clutch fluid is supplied from the brake master cylinder. • Ignition OFF. • Inspect the fluid level in the brake master cylinder reservoir. • **Is the fluid within the MAX and MIN level marks?**	**Yes** GO to F2 . **No** ADD brake fluid and CHECK for leaks in the clutch and brake system. TEST the system for normal operation.
F2 CHECK THE CLUTCH PEDAL FREE PLAY	
• Press the clutch pedal lightly by hand. • Measure the distance the clutch pedal travels. • **Is the clutch pedal free play within 1-3 mm (0.04-0.12 in)?**	**Yes** DIAGNOSE hard shifting concern. REFER to Section 308-03 . **No** INSPECT the clutch pressure plate for wear or damage. REPAIR as necessary. REFER to Section 308-01 . TEST the system for normal operation.

PINPOINT TEST G: EXCESSIVE NOISE

Test Step	Result / Action to Take
G1 CHECK THE TRANSAXLE NEUTRAL POSITION	
• Start engine and run it in neutral. • Press clutch pedal fully. • **Are there noises when the clutch is operated?**	**Yes** GO to G2 . **No** There is a problem with the transaxle. GO to Symptom Chart - Transaxle if necessary.
G2 TEST THE CLUTCH PEDAL FREE TRAVEL	
• Manually press the clutch pedal down until resistance is felt, then release. • Measure pedal travel. • **Is the travel within 10 mm (0.393 in)?**	**Yes** GO to G3 . **No** REFER to Section 308-02 .
G3 TEST THE CLUTCH SLAVE CYLINDER WITH RELEASE BEARING	
• Remove the transaxle. • Check the clutch slave cylinder bolts. • Check the release bearing for wear and rust. • **Are the bolts loose or are there signs of wear or rust?**	**Yes** TIGHTEN the bolts or INSTALL a new clutch slave cylinder with the release bearing. REFER to Section 308-02 . TEST the system for normal operation. **No** GO to G4 .
G4 TEST THE CLUTCH FRICTION DISC TORSION SPRINGS	

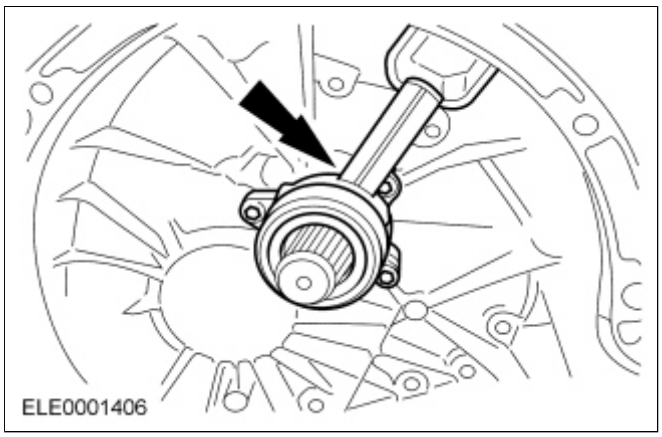
• Check torsion springs for wear or damage. • **Do the torsion springs have signs of wear or damage?**	**Yes** INSTALL a new clutch disc. REFER to Section 308-01 . TEST the system for normal operation. **No** CHECK the crankshaft end play. REFER to Section 303-00 .

PINPOINT TEST H: CLUTCH SYSTEM LEAKAGE

Test Step	Result / Action to Take
H1 INSPECT THE CLUTCH MASTER CYLINDER	
• Inspect clutch master cylinder for leakage. • **Is the clutch master cylinder OK?**	**Yes** GO to H2 . **No** REPAIR or INSTALL a new clutch master cylinder as necessary. REFER to Section 308-02 .
H2 INSPECT THE CLUTCH SLAVE CYLINDER	
• Inspect clutch slave cylinder for leaks. • **Is the clutch slave cylinder OK?**	**Yes** GO to H3 . **No** REPAIR or INSTALL a new clutch slave cylinder as necessary. REFER to Section 308-02 .
H3 INSPECT THE SYSTEM HYDRAULIC TUBES	
• Inspect clutch hydraulic tubes for loose or damaged fittings causing leakage. • **Are the clutch hydraulic tubes OK?**	**Yes** CARRY OUT a road test to VERIFY customer complaint. **No** REPAIR or INSTALL new components as necessary. REFER to Section 308-02 . TEST the clutch system for normal operation.

Clutch Slave Cylinder Check

1. Check the clutch slave cylinder with release bearing for:
    - leaks.
    - transmission fluid.
    - brake fluid.
    - damage or rust.



Clutch System Bleeding

Special Tool(s)

23036A	Vacuum Pump Kit 416-D002 (D95L-7559-A)

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1

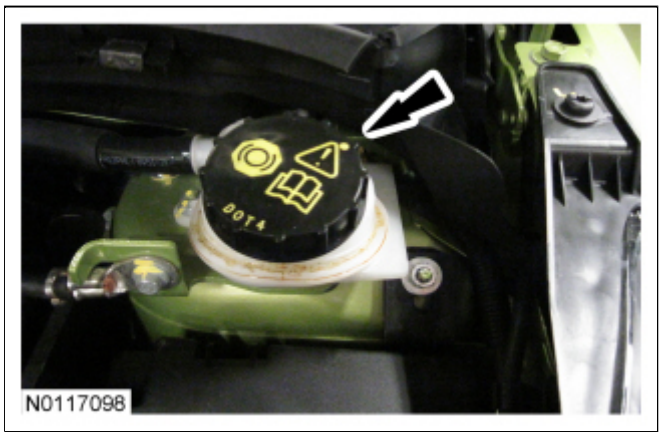
WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

NOTICE: **If brake fluid is spilled on the paint, immediately wash the affected area with cold water or damage can occur.**

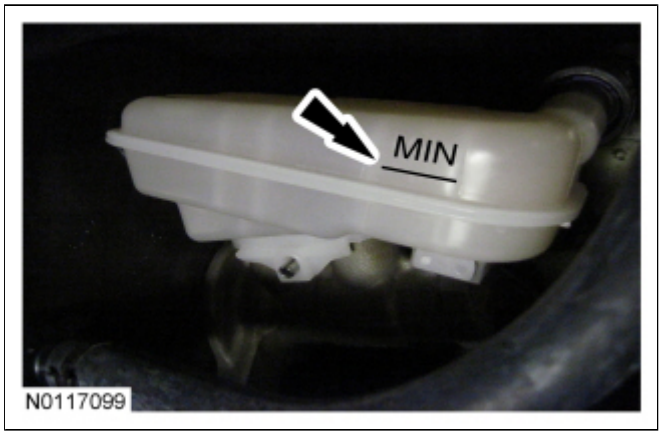
NOTE: Do not reuse brake fluid.

1. Remove the Air Cleaner (ACL) assembly and outlet pipe. For additional information, refer to Section 303-12 .

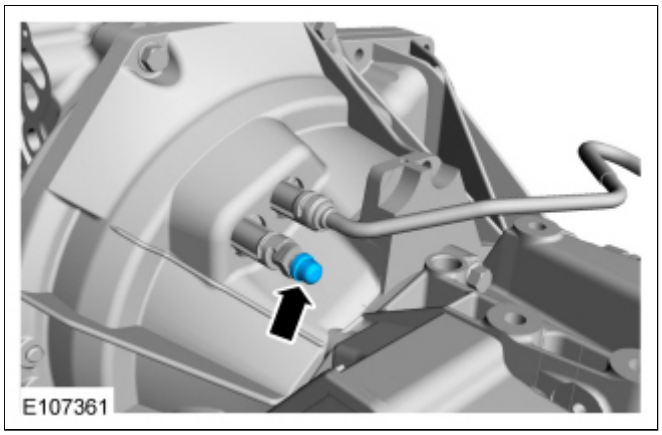
2. Remove the brake fluid reservoir cap.



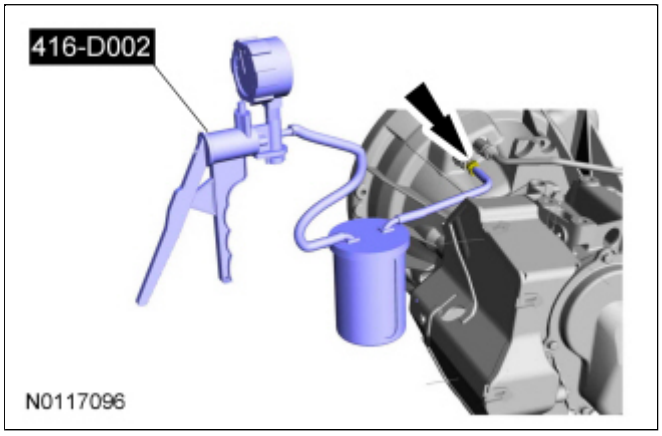
3. Drain the brake fluid reservoir to the MIN mark.



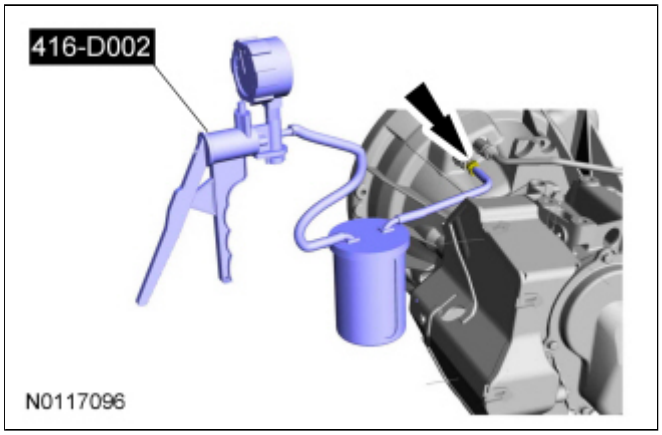
4. Remove the clutch slave cylinder bleed fitting dust cap.



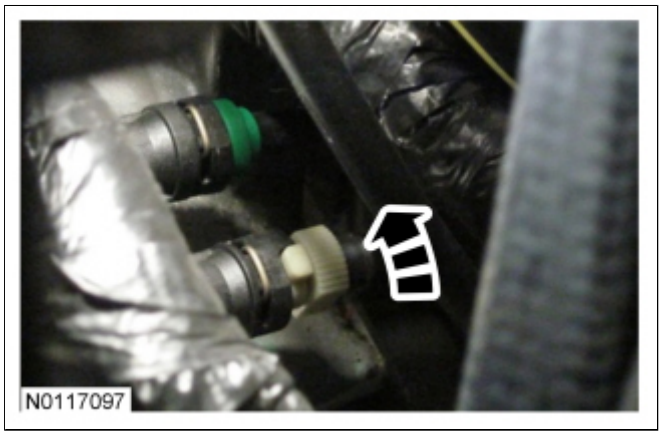
5. Install the special tool and loosen the clutch slave cylinder bleed fitting.



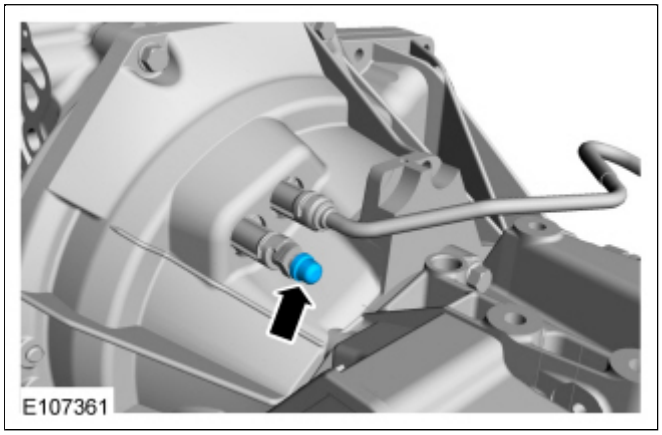
6. Using the special tool, bleed the clutch system.
    1. Fill the reservoir of the special tool with approximately 120 ml (4.06 oz) of brake fluid.
    2. Loosen the clutch slave cylinder bleed fitting.
    3. Pump approximately 100 ml (3.38 oz) of brake fluid into the clutch system.



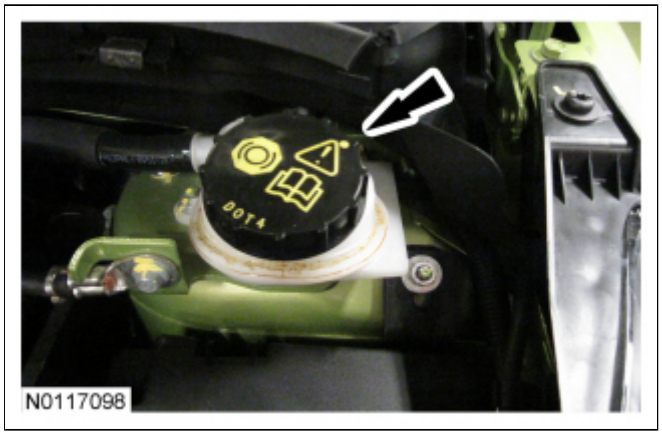
7. Tighten the clutch slave cylinder bleed fitting.



8. Install the clutch slave cylinder bleed fitting dust cap.



9. Install the brake fluid reservoir cap.



10. Check the fluid level in the brake fluid reservoir and add as necessary.

11. **NOTE:** Carefully move the gearshift lever into REVERSE.

    Test the operation of the clutch control system.
    - Start the engine, after 2 seconds press the clutch pedal and carefully move the gearshift lever into REVERSE. If there are abnormal noises, automatically bleed the clutch control system by pressing the clutch pedal 4 or 5 times. During bleeding, full travel of the clutch pedal must be reached.
    - Test the operation of the clutch control system again after 30 seconds. If there are still abnormal noises perform steps 2 to 10 again.

12. Install the ACL assembly and outlet pipe assembly. For additional information, refer to Section 303-12 .

Flywheel Runout Check

NOTICE: **Do not clean the dual mass flywheel with any kind of fluid. Use a dry cloth only or damage to the dual mass flywheel may occur.**

NOTICE: **Do not clean the gap between the primary and secondary mass. Only clean the bolt connection surface and the clutch surface or damage to the flywheel may occur.**

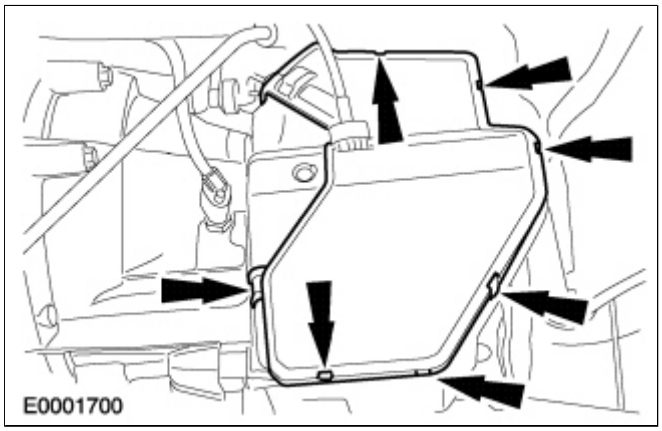
1. Check the transmission fluid level and fill to the correct level as necessary.

2. With the engine operating at idle and the transaxle in NEUTRAL, listen and check for unacceptable noise. Determine if any unacceptable noise is reduced when the clutch pedal is pressed. For additional information, refer to the Flywheel Inspection procedure in Section 303-00 .

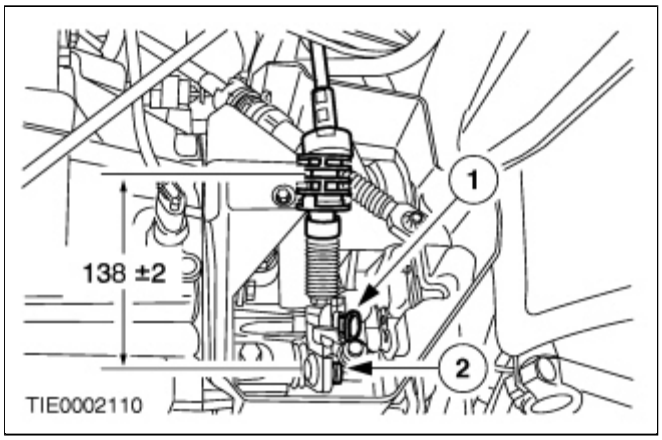
Gearshift Cable Adjustment

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

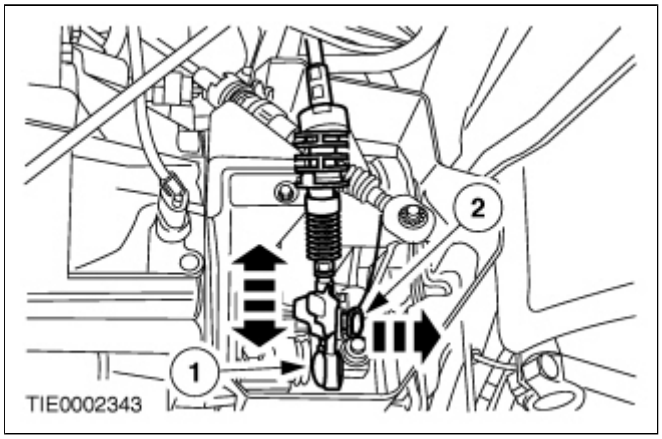
2. Remove the gearshift cables cover.



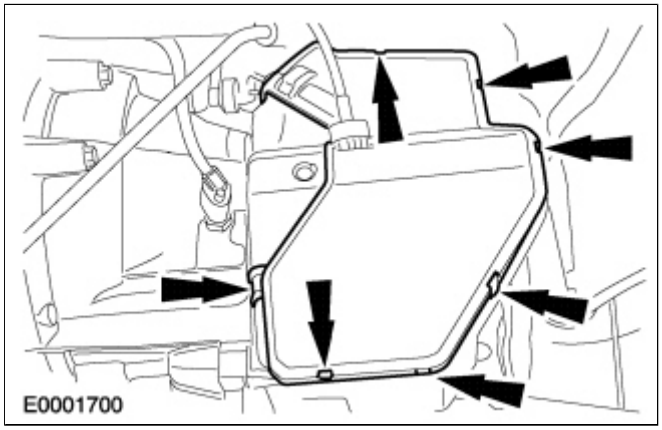
3. Adjust the selector cable.
    1. Unlock the selector cable (press colored insert).
    2. Move the selector lever to its center position.



4. Adjust the selector cable.
    1. Select 3rd or 4th gear (move the gearshift lever to its RH or LH stop position).
    2. Lock the selector cable.



5. Install the gearshift cables cover.



6. Check system for normal operation.

General Specifications

Item	Specification
Clutch	
Type	Single-plate dry clutch
Operation	Hydraulic
External diameter of clutch disc	220 mm (8.661 in)
Pedal travel (not adjustable)	132-138 mm (5.197-5.433 in)

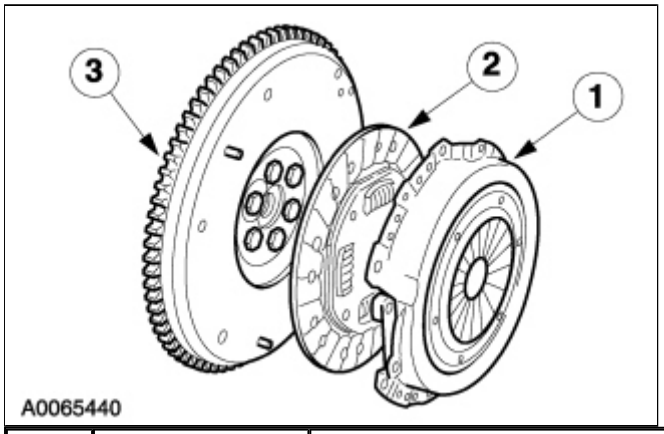
Torque Specifications

Description	Nm	lb-ft
Clutch pressure plate-to-flywheel [a]	—	—

[a] Refer to the procedure in this section.

Clutch

Clutch Components



Item	Part Number	Description
1	7563	Clutch pressure plate (part of 7B546)
2	7550	Clutch friction disc (part of 7B546)
3	6375	Flywheel

The clutch transmits the engine torque to the transaxle.

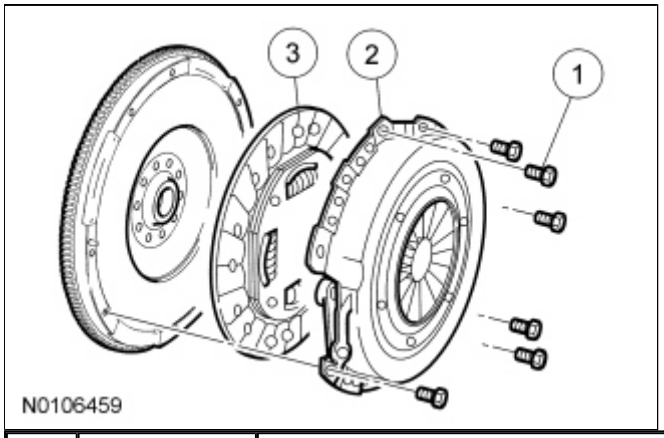
The clutch is a single-plate, dry-friction disc with a diaphragm-style spring clutch pressure plate. The clutch disc has a hub which is splined to the transmission input shaft. The clutch disc has friction material where it contacts the flywheel and the clutch pressure plate. The clutch pressure plate applies pressure to the clutch disc, holding it tightly against the surface of the flywheel. In the engaged position, the diaphragm spring holds the clutch pressure plate against the clutch disc, so that engine torque is transmitted to the input shaft.

When the clutch pedal is applied, the release bearing pushes the diaphragm spring center of the clutch pressure plate toward the flywheel. The diaphragm spring pivots at the fulcrum, relieving the load on the clutch pressure plate. The clutch slave cylinder assists in the effort it takes to relieve the load on the clutch pressure plate. Steel spring straps riveted to the clutch pressure plate cover pull the clutch pressure plate from the clutch disc, disengaging the engine torque from the transaxle.

Clutch

For additional information, refer to Section 308-00 .

Clutch Disc and Pressure Plate



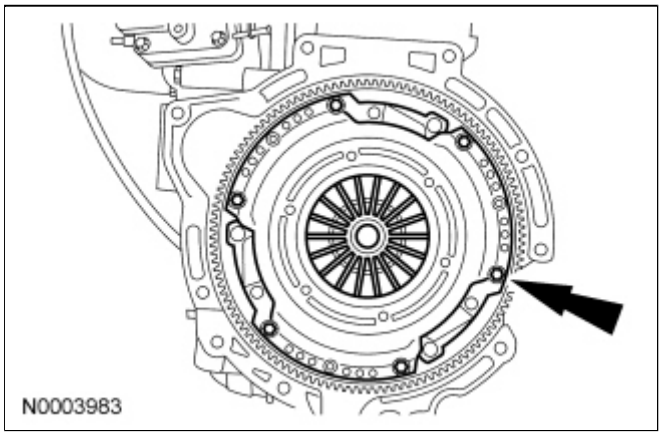
Item	Part Number	Description
1	W702426	Clutch pressure plate-to-flywheel bolt (6 required)
2	7563	Clutch pressure plate (part of 7B546)
3	7550	Clutch disc (part of 7B546)

Removal

1. Remove the transaxle. For additional information, refer to Section 308-03 .

2. ***NOTICE:*** **Loosen the clutch pressure plate retaining bolts evenly, by two turns at a time.**

   Remove and discard the 6 clutch pressure plate retaining bolts, remove the clutch disc and pressure plate.

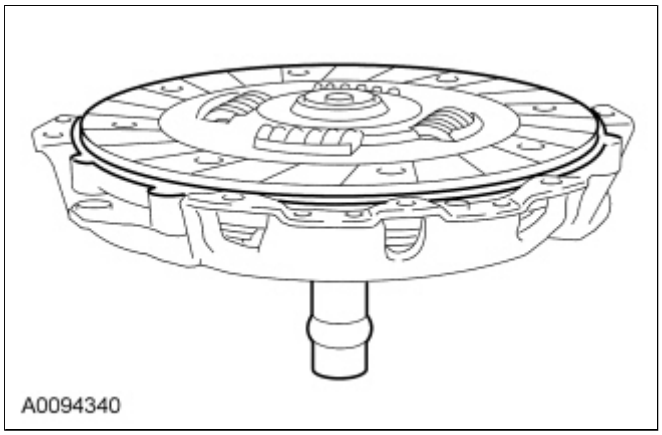


Installation

1. ***NOTICE:*** **Be sure the clutch is installed correctly in the pressure plate. The side of the clutch marked gearbox side faces the pressure plate fingers. Failure to install the clutch plate will damage the clutch assembly during installation on the flywheel.**

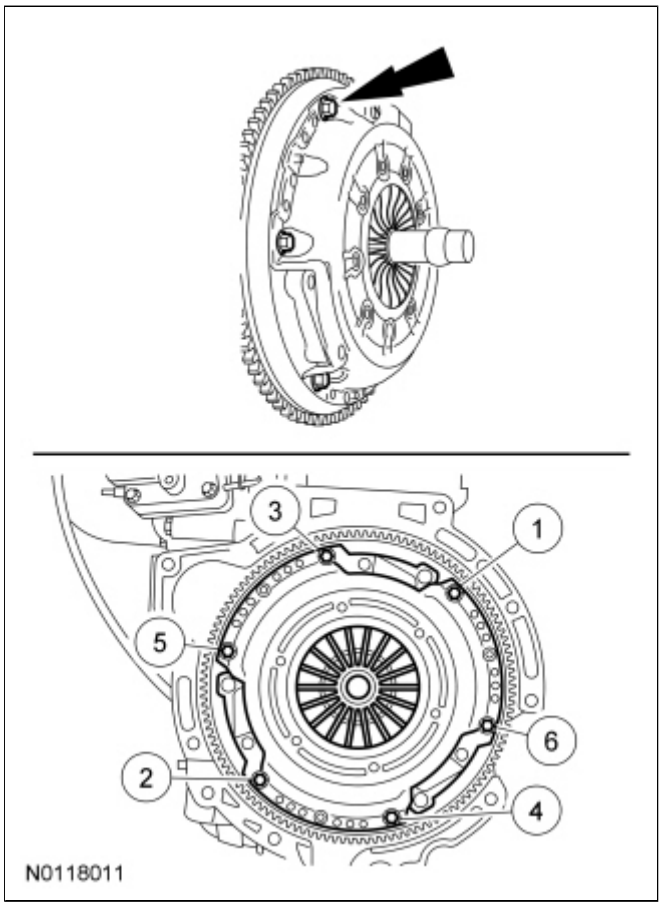
   NOTICE: **Do not use cleaners with a petroleum base and do not immerse the clutch pressure plate in solvent or damage may occur.**

Position the clutch disc on the clutch pressure plate with the side of the clutch marked gearbox side facing the pressure plate fingers. Using a suitable clutch aligner, centralize the clutch disc to the clutch pressure plate.



2. **NOTE:** Tighten the clutch pressure plate-to-flywheel bolts finger tight and then evenly by two turns at a time to the specified torque.

   Using a suitable clutch aligner, position the clutch disc and clutch pressure plate on the flywheel. Install the 6 new clutch pressure plate-to-flywheel bolts.
   - Tighten the bolts evenly two turns at a time in the pattern shown.
   - Tighten to 29 Nm (21 lb-ft).



3. Install the transaxle. For additional information, refer to Section 308-03 .

Material

Item	Specification	Fill Capacity
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	—

General Specifications

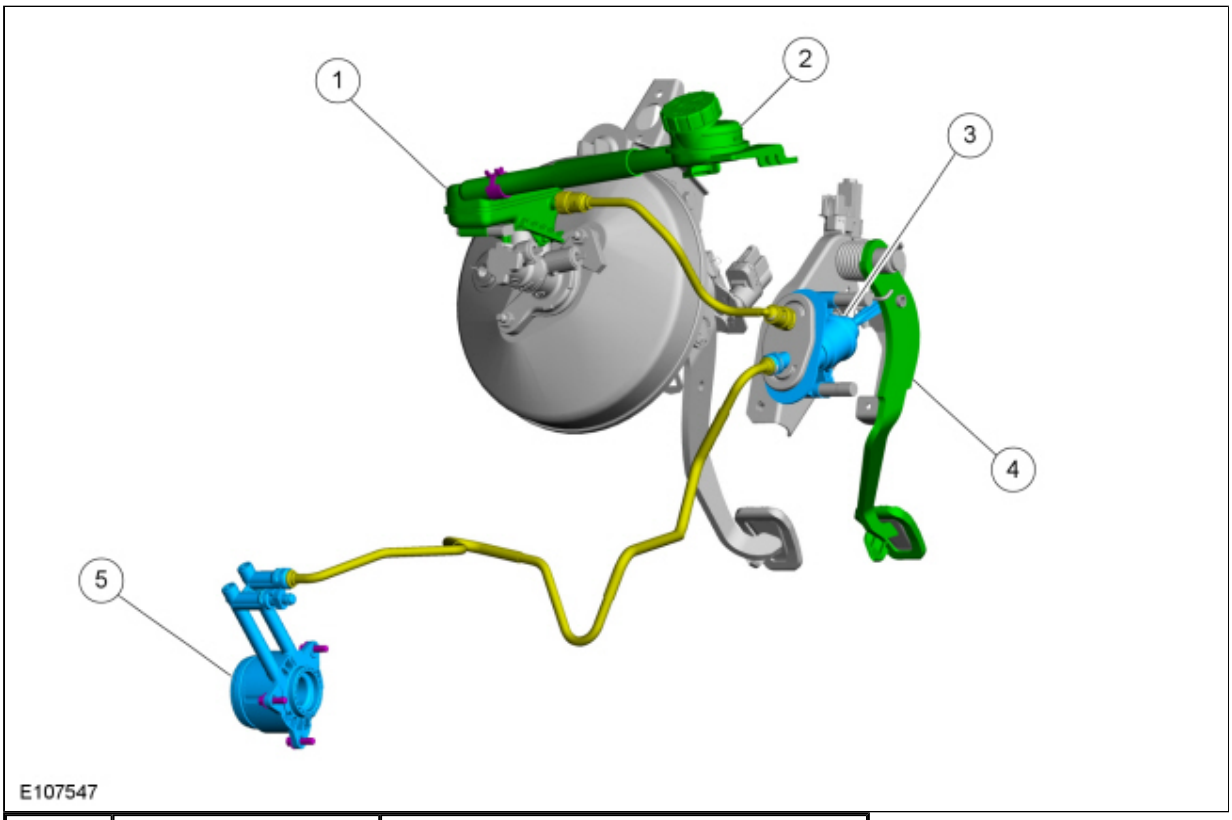
Item	Specification
Clutch adjustment	Automatic
Clutch operation	Hydraulic
Total pedal travel (not adjustable)	132-138 mm (5.197-5.433 in)

Torque Specifications

Description	Nm	lb-ft	lb-in
Clutch pedal assembly nuts	25	18	—
Clutch slave cylinder bolts	10	—	89

Clutch Controls

Components — Clutch Control



Item	Part Number	Description
1	—	Brake fluid reservoir
2	—	Brake fluid filling reservoir
3	—	Clutch master cylinder
4	—	Clutch pedal
5	—	Clutch slave cylinder

The clutch control system is a hydraulic/mechanical clutch system. The clutch control system disengages the clutch when the clutch pedal is pressed and engages the clutch when the clutch pedal is released. When the clutch pedal is pressed, pressure builds up in the clutch master cylinder and the release bearing in the clutch slave cylinder is actuated.

The advantages of a hydraulic clutch system are:

- Automatic adjustment
- Low operating effort
- Minimal wear

A self-adjusting clutch system eliminates the need for maintenance adjustments. It provides for consistent pedal height throughout the service life of the clutch.

Brake Fluid Reservoir

The brake fluid reservoir supplies brake fluid to the hydraulic clutch system and the brake system. The hydraulic clutch system and brake system are arranged separately inside the brake fluid reservoir. If a leak

occurs in the hydraulic clutch system, the brake system continues to operate unrestricted.

Brake Fluid Filling Reservoir

The brake fluid filling reservoir is remotely attached to the brake fluid reservoir. Due to the brake fluid reservoirs location the brake fluid filling reservoir allows the technician to easily fill the brake fluid reservoir.

Clutch Master Cylinder

The clutch master cylinder generates the system pressure required to actuate the clutch. When the clutch pedal is depressed, the piston rod moves the clutch master cylinder piston. The hydraulic fluid in the clutch master cylinder is forced through the high-pressure tube to the clutch slave cylinder.

Clutch Pedal

When the clutch pedal is pressed, the clutch master cylinder transmits hydraulic fluid pressure to the clutch slave cylinder. The clutch slave cylinder and the clutch release fork transfer the clutch pedal motion to the clutch release bearing. The release bearing presses against the pressure plate diaphragm spring, releasing the clutch disc. Once the clutch pedal is released, the diaphragm spring pushes the piston in the clutch slave cylinder back to its initial position. The non-positive connection between the clutch disc and the flywheel is re-established.

Clutch Slave Cylinder

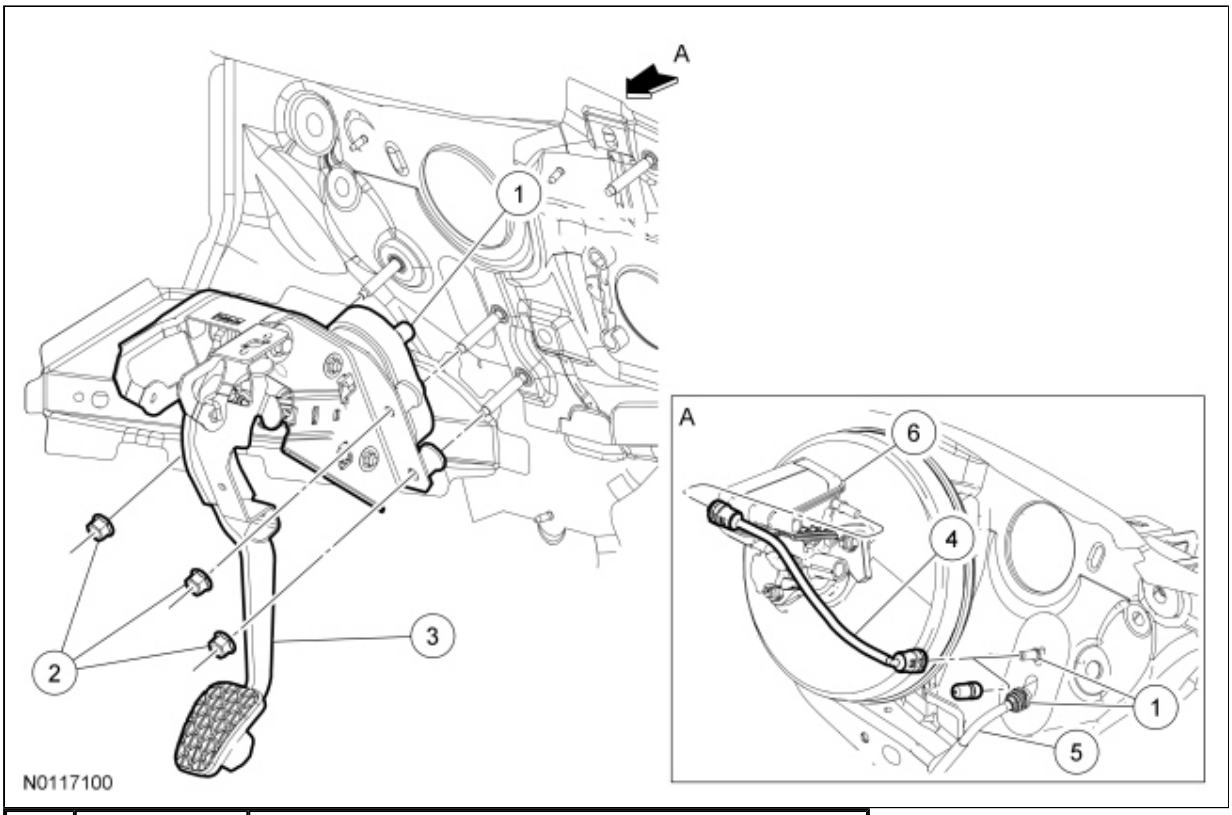
The central clutch slave cylinder is equipped with a release bearing and is attached to the clutch bell housing with three bolts. The release bearing is an interference installed in the clutch slave cylinder and is not serviced separately.

The hydraulic fluid forced from the piston in the clutch master cylinder moves the piston in the clutch slave cylinder which, moves the release bearing in an axial direction. The release bearing inner ring presses onto the diaphragm spring. The non-positive connection between the clutch disc and the flywheel is interrupted.

Clutch Master Cylinder

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1



Item	Part Number	Description
1	—	Clutch master cylinder (part of 7519)
2	W706840	Clutch pedal nut (3 required)
3	7519	Clutch pedal assembly
4	7K502	Brake master cylinder to clutch master cylinder tube
5	7K592	Clutch master cylinder to slave cylinder tube
6	2140	Brake master cylinder assembly

Removal

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not use any fluid other than clean brake fluid meeting manufacturer's specification.

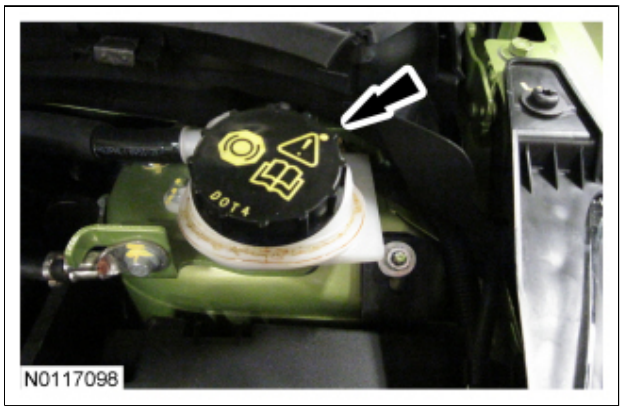
Additionally, do not use brake fluid that has been previously drained. Following these instructions will help prevent system contamination, brake component damage and the risk of serious personal injury.

WARNING: Do not allow the brake master cylinder to run dry during the bleeding operation. Master cylinder may be damaged if operated without fluid, resulting in degraded braking performance. Failure to follow this instruction may result in serious personal injury.

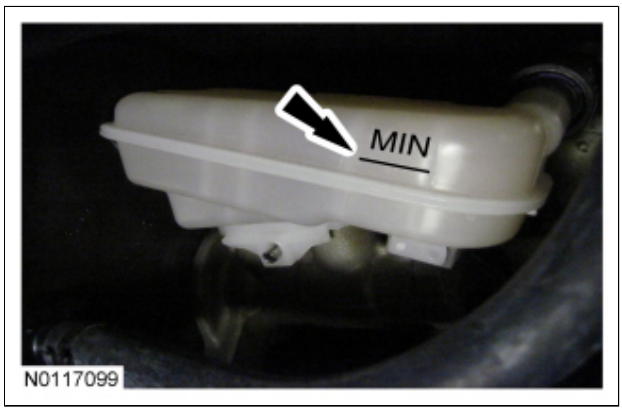
NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

NOTE: When any part of the hydraulic system has been disconnected for repair or new installation, air may get into the system and cause spongy brake pedal action. This requires bleeding of the hydraulic system after it has been correctly connected. The hydraulic system can be bled manually or with pressure bleeding equipment.

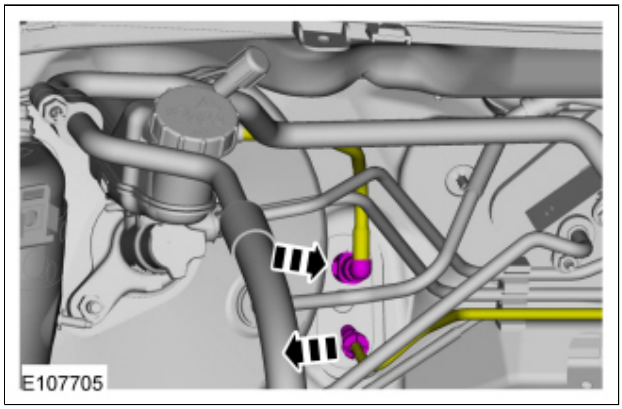
1. Remove the brake fluid reservoir cap.



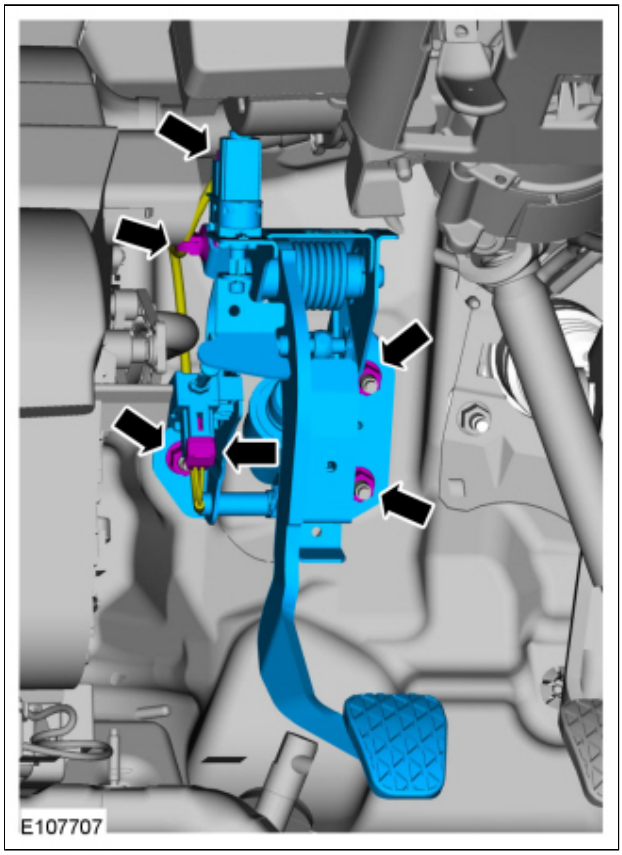
2. Drain the brake fluid into a suitable container until the brake fluid level reaches the MIN mark.



3. Disconnect the clutch master cylinder tubes.



4. Disconnect the clutch pedal position switch, starter inhibitor switch electrical connectors and remove the 3 clutch pedal assembly nuts.

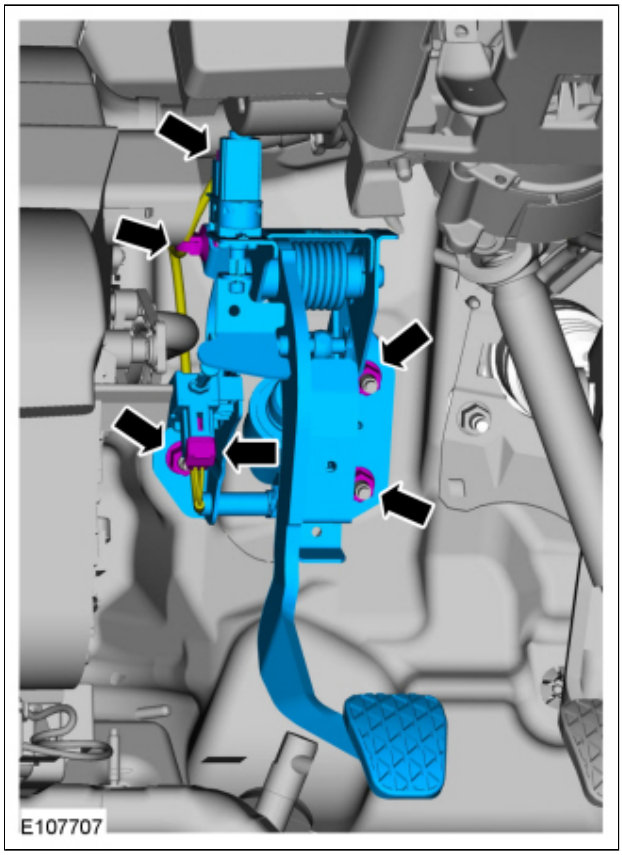


5. Remove the clutch pedal/master cylinder assembly.

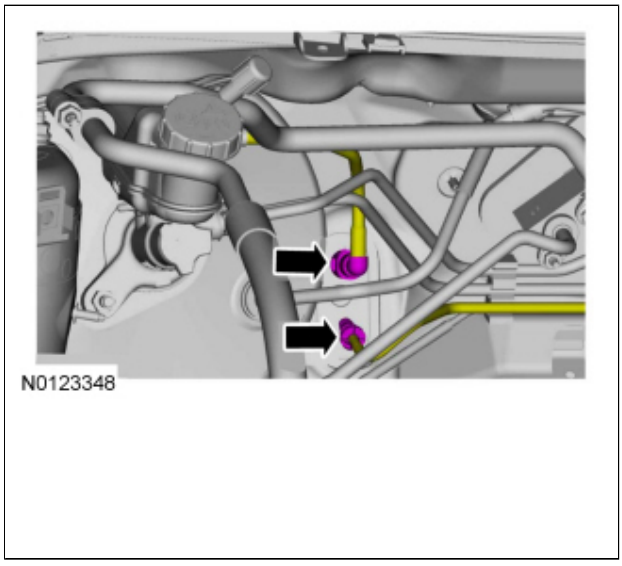
Installation

1. Install the clutch pedal/ master cylinder assembly

2. Install the 3 clutch pedal assembly nuts, connect the starter inhibitor switch and clutch pedal position switch electrical connectors.
   - Tighten to 25 Nm (18 lb-ft).



3. Connect the clutch master cylinder tubes.



4. Bleed the clutch hydraulic system. For additional information, refer to Section 308-00 .

Clutch Slave Cylinder

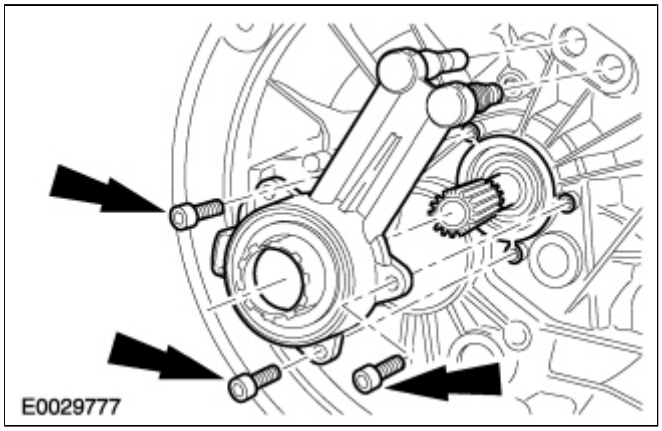
Removal

1. Remove the transaxle. For additional information, refer to Section 308-03 .

2. ***NOTICE:*** **If brake fluid is spilled on the paint work, the affected area must be immediately washed down with cold water.**

   NOTE: Any oily or greasy deposits witnessed on the slave cylinder release bearing surface should be wiped off with a suitable de-greasing agent or cleaner. Do not use detergent or other corrosive agents.

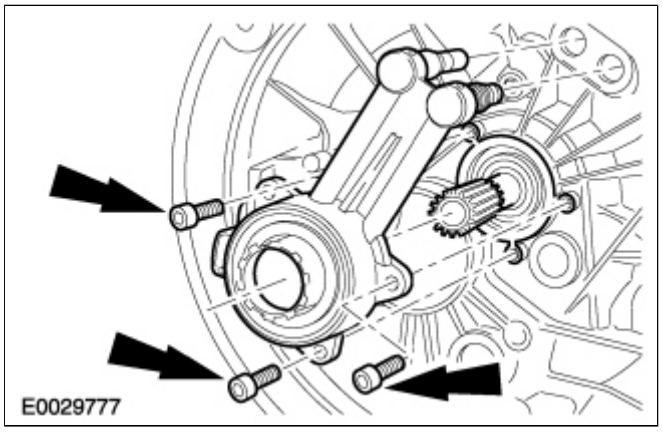
   Remove the 3 clutch slave cylinder bolts and remove the clutch slave cylinder.



Installation

1. ***NOTICE:*** **If brake fluid is spilled on the paint work, the affected area must be immediately washed down with cold water.**

   Install the clutch slave cylinder and the 3 clutch slave cylinder bolts.
   - Tighten to 11 Nm (97 lb-in.).



2. Install the transaxle. For additional information, refer to Section 308-03 .

3. Fill and bleed the clutch system. For additional information, refer to Section 308-00 .

Material

Item	Specification	Fill Capacity
Gasket Maker TA-16	WSK-M2G348-A5	—
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1-C (US); CPM-1-C (Canada)	WSS-M6C62-A or WSS-M6C65-A1	—
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C	2.3L (2.4 qt)
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4	—
Threadlock and Sealer TA-25	WSK-M2G351-A5	—

General Specifications

Item	Specification
Transaxle Weight	36.8 kg (81 lbs)

Transaxle Ratios

Description	1.6L
1st gear	3.85
2nd gear	2.04
3rd gear	1.41
4th gear	1.11
5th gear	0.88
Reverse gear	3.62
Final drive	3.82

Torque Specifications

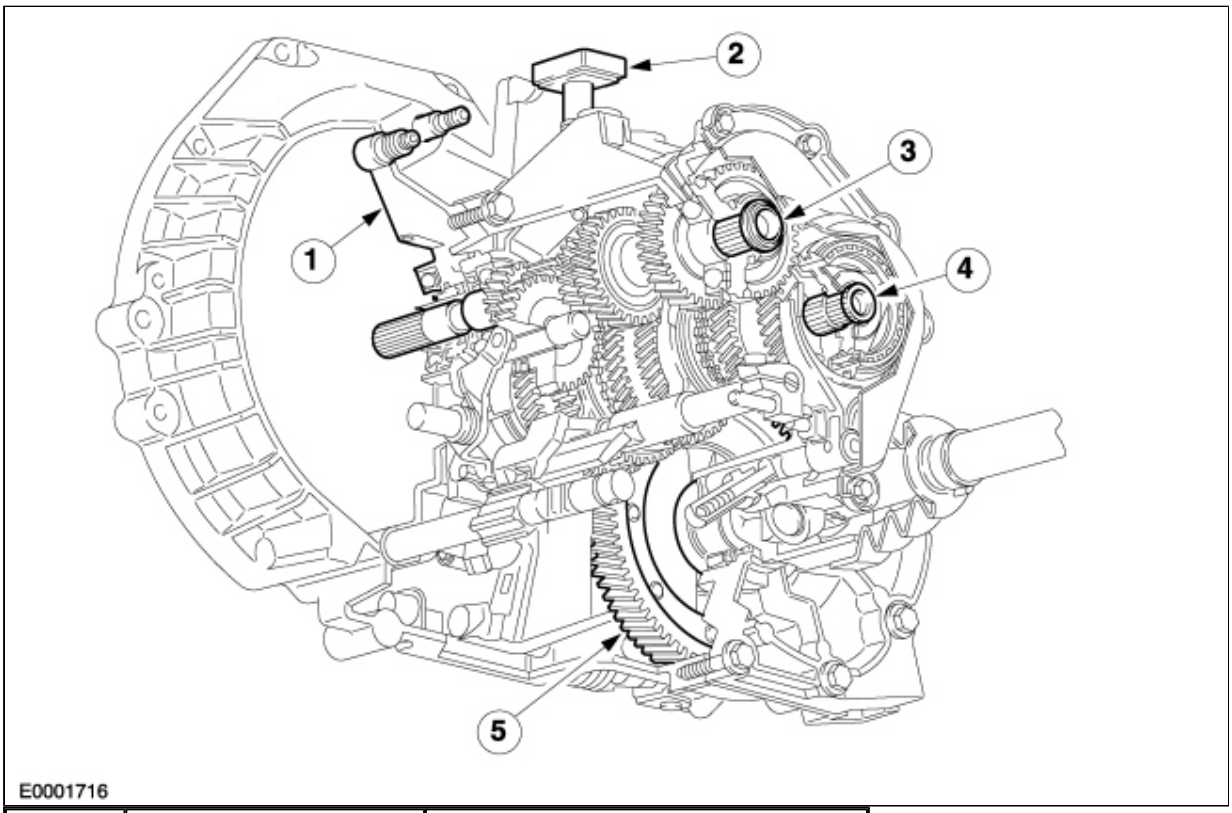
Description	Nm	lb-ft	lb-in
Ball joint nuts	48	35	—
Battery tray bolts	10	—	89
Battery tray bracket nuts	25	18	—
Brake hose retainer bolts	25	18	—

Clutch housing-to-engine bolts	48	35	—
Clutch slave cylinder	11	—	97
Differential ring gear bolts	90	66	—
Exhaust flange nuts	48	35	—
Fifth gear cover	12	—	106
Fifth gear housing-to-transaxle	17	—	150
Fill plug	35	26	—
Gearshift cables shroud	5	—	44
Gearshift cables bracket nuts	20	—	177
Ground wire bolt	25	18	—
Heated Oxygen Sensor (HO2S) bracket nut	25	18	—
PCM cover bolt	6	—	53
Reversing lamp switch	14	—	124
Roll restrictor bolt	70	52	—
Roll restrictor bracket bolts	48	35	—
Roll restrictor-to-transaxle bracket bolt	48	35	—
Selector shaft interlock mechanism	25	18	—
Shield and bearing retainer strap nuts [a]	—	—	—
Transaxle housing	33	24	—
Transaxle housing special tool bolts	28	21	—
Transaxle support insulator bolts	90	66	—
Transaxle support insulator nuts	125	92	—
Upper strut mount nuts	48	35	—
Wiring harness bracket bolt	25	18	—

[a] Refer to the procedure in this section.

Manual Transaxle

General View



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Item	Part Number	Description
1	7A564	Clutch slave cylinder
2	7D494	Transaxle vent
3	7L226	Input shaft
4	7061	Output shaft
5	4026	Differential

The IB5 transaxle has an aluminum transaxle housing which comprises of two sections. Its rigidity has been improved with the inclusion of reinforcement ribbing in the design. The transaxle housing sections come in pairs and cannot be obtained separately. The clutch is hydraulically actuated.

All the gears are constant mesh gears (except reverse gear). In each gear, the required transaxle ratio is achieved by means of a pair of gears.

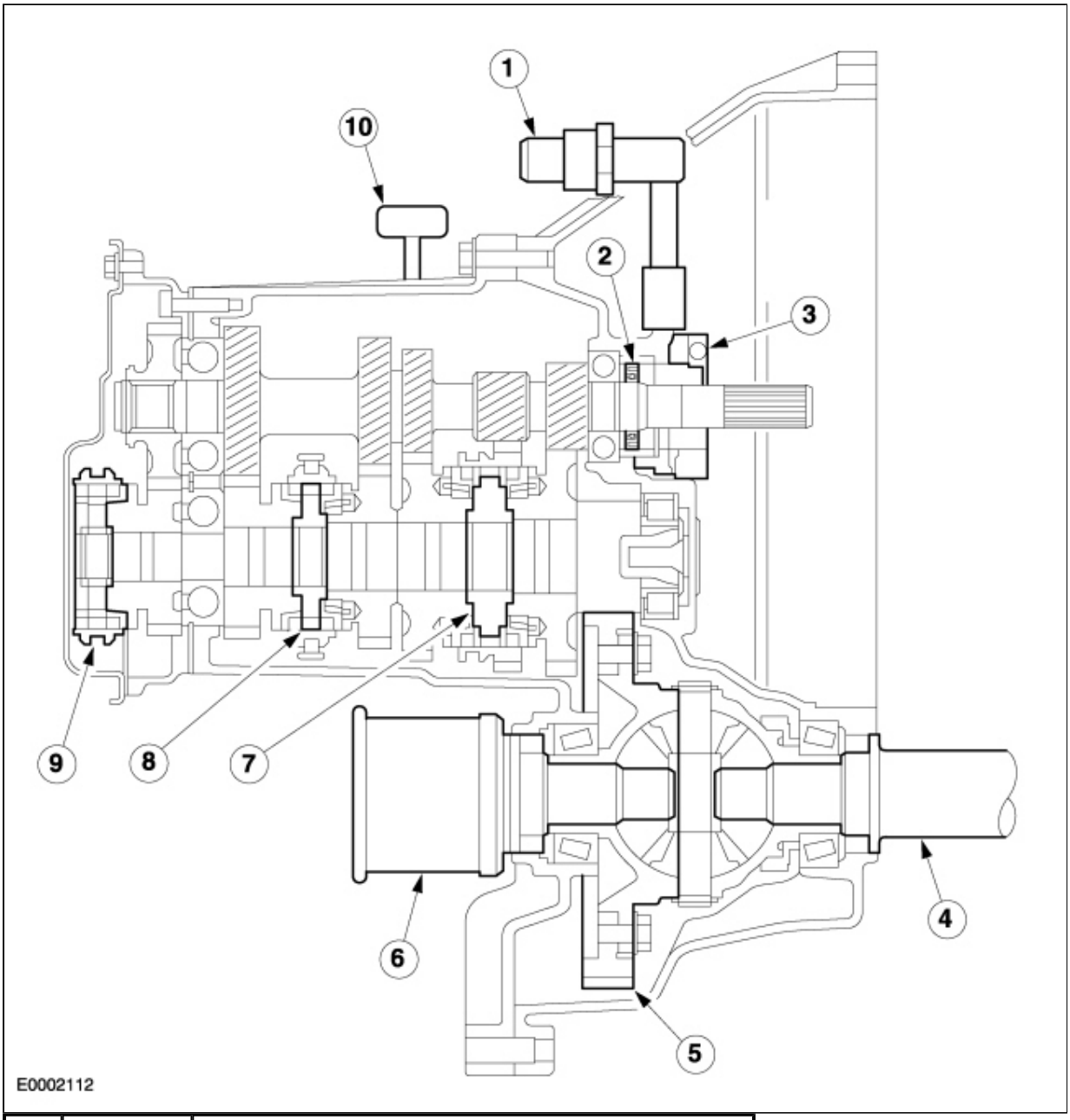
When reverse gear is selected, the direction of rotation of the output shaft is changed by an idler gear.

The gears are all helical gears (except reverse gear). They all have synchronizers (except reverse gear) and run on plain bearings.

First and second gears have dual synchronizers.

IB5 Manual Transaxle Components

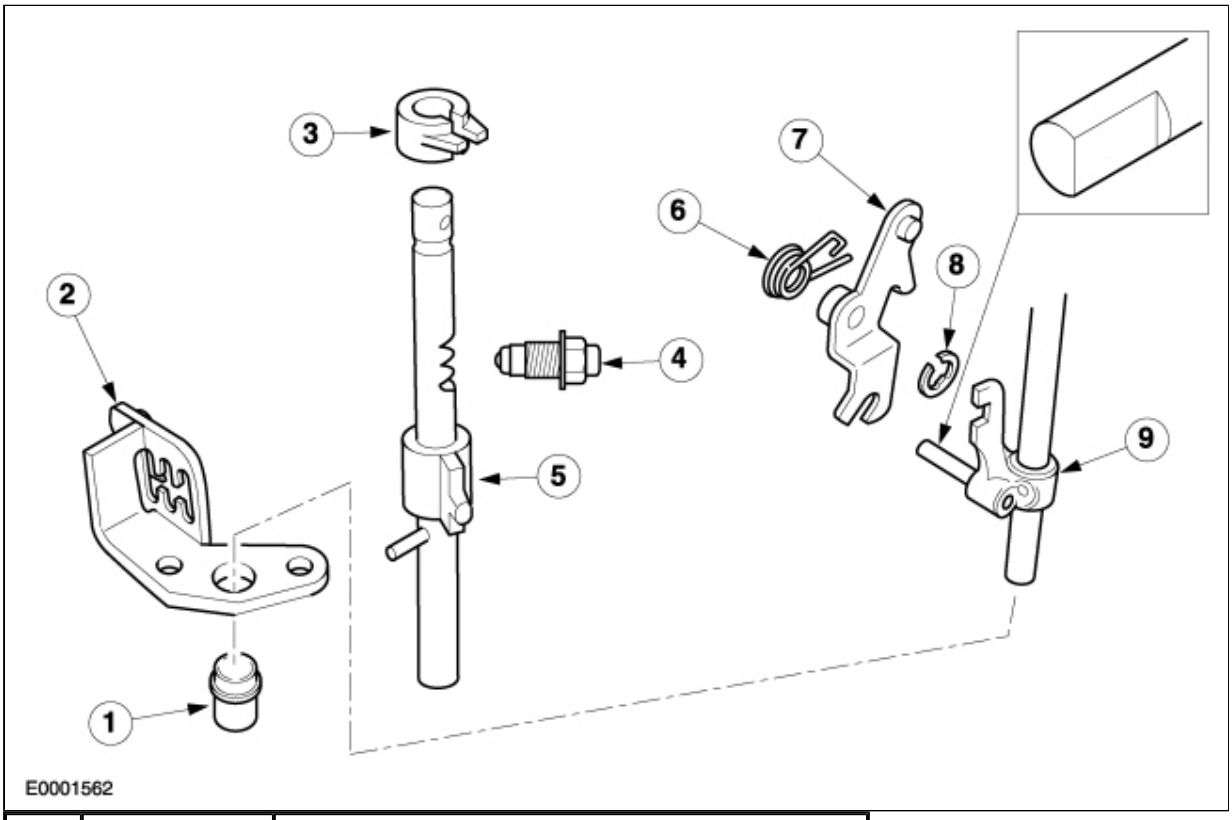
General View



Item	Part Number	Description
1	—	Quick-release coupling
2	7052	Oil seal (accessible from outside)
3	7A564	Clutch slave cylinder with release bearing (cannot be serviced separately)
4	3B436	RH intermediate shaft
5	7F343	Differential ring gear
6	3B437	LH halfshaft
7	7124	Gear synchronizer — 1st/2nd gear
8	7124	Gear synchronizer — 3rd/4th gear
9	7107	Gear synchronizer — 5th gear
10	7D494	Transaxle vent

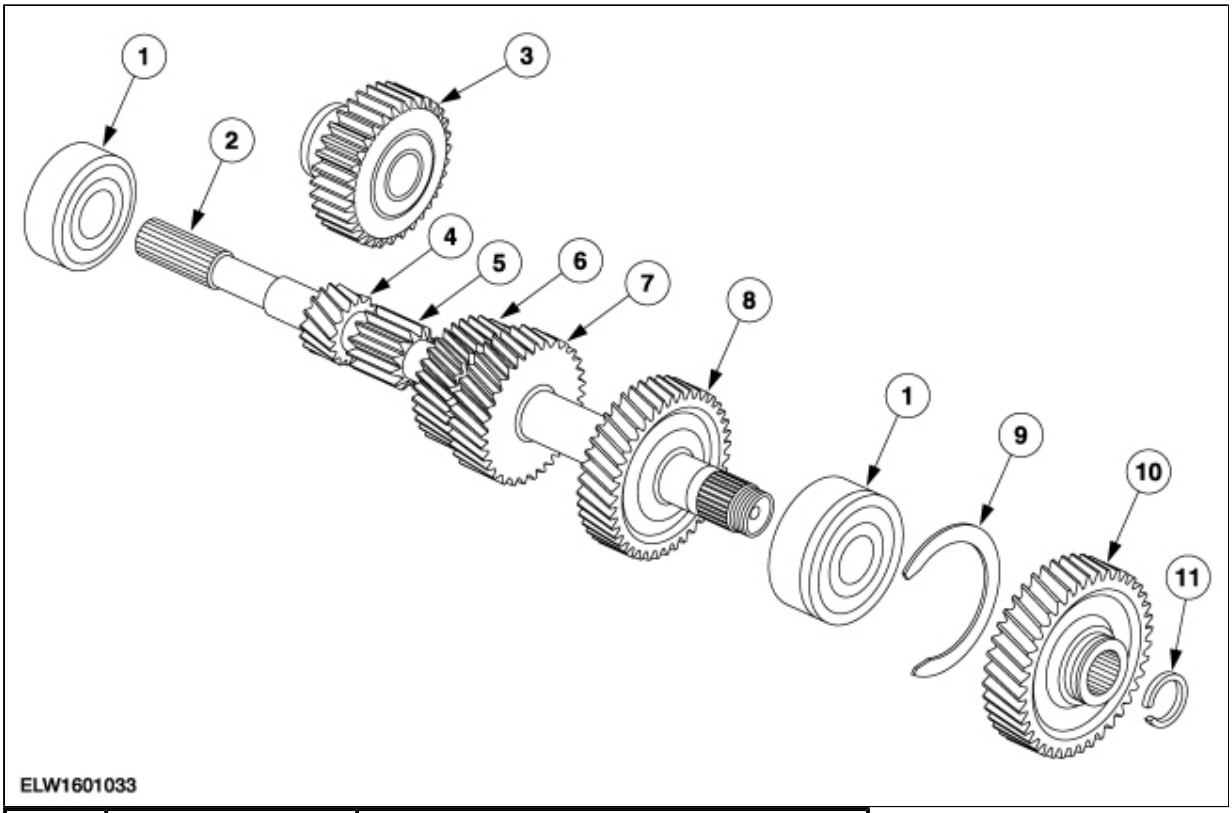
In neutral, no gear is connected to the output shaft via the gear synchronizers. No input torque is transmitted to the differential.

Selector Mechanism



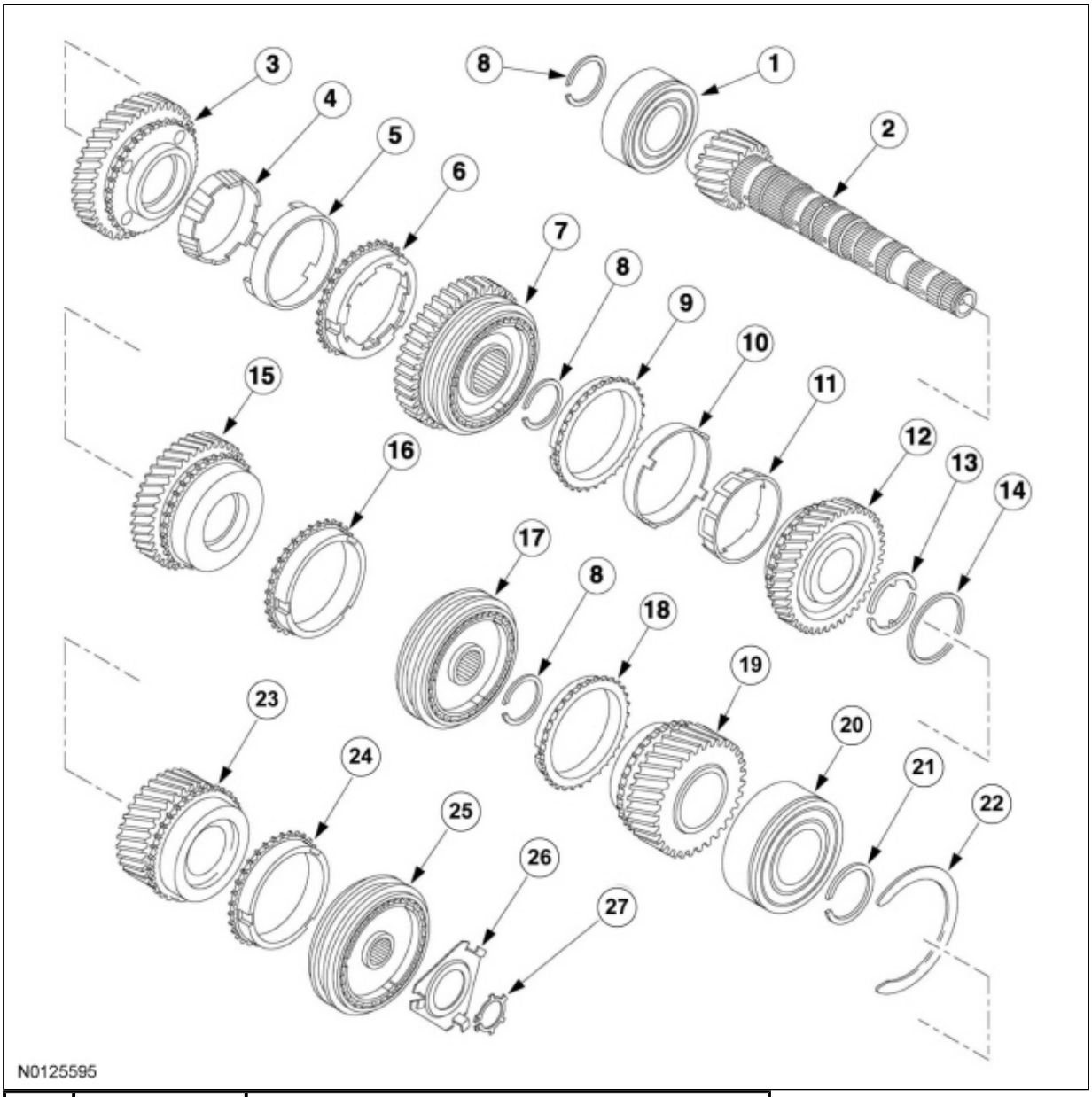
Item	Part Number	Description
1	7K024	Selector rod guide sleeve, 5th/reverse gear
2	7M038	Selector gate
3	7K201	Select interlock plate
4	7M131	Selector shaft interlock mechanism
5	7C031	Selector shift shaft
6	7K205	Return spring for selector lever, reverse gear
7	7K001	Selector lever, reverse gear
8	W527007	Snap-ring
9	7302	Selector fork, 5th/reverse gear

Input Shaft



Item	Part Number	Description
1	7025	Bearing
2	7L226	Input shaft
3	7141	Reverse idler gear
4	—	1st gear (part of 7L226)
5	—	Reverse gear (part of 7L226)
6	—	2nd gear (part of 7L226)
7	—	3rd gear (part of 7L226)
8	—	4th gear (part of 7L226)
9	7026	Retaining ring
10	—	5th gear (part of 7L226)
11	E860332	Snap-ring

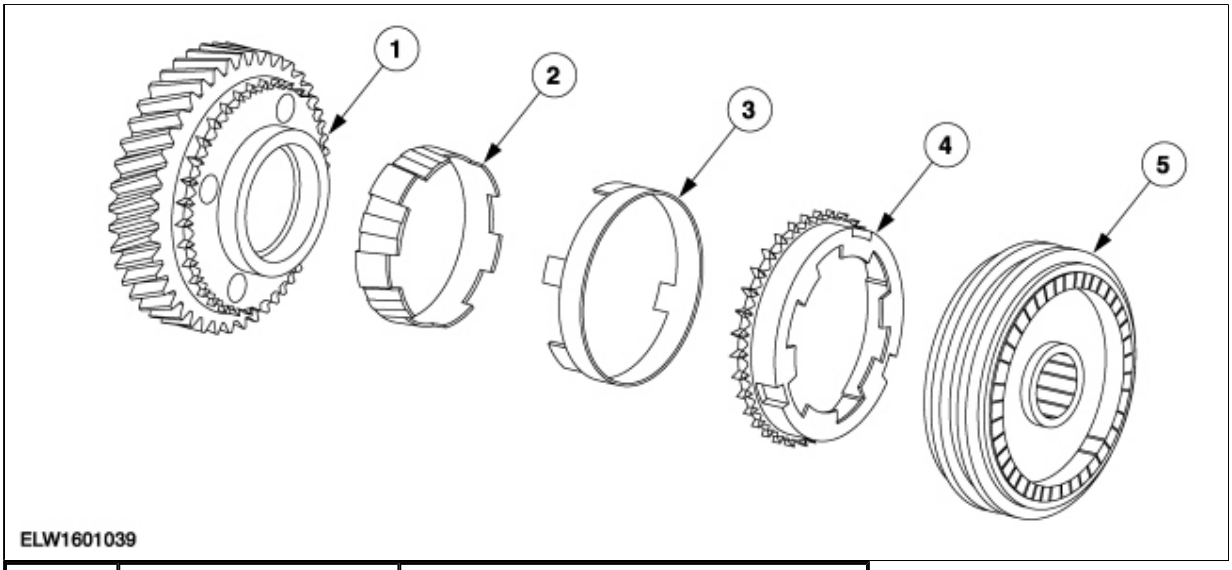
Output Shaft



Item	Part Number	Description
1	7A043	Bearing
2	7061	Output shaft
3	7100	1st gear
4	7107	Inner synchronizer ring
5	7M000	Synchronizer cone
6	7107	Outer synchronizer ring
7	7124	1st/2nd gear synchronizer with reverse gear
8	E860141	Snap-ring
9	—	Outer synchronizer ring (part of 7124)
10	7M000	Synchronizer cone
11	7107	Inner synchronizer ring
12	7102	2nd gear
13	7A385	Half moon washer (2 required)
14	7A046	Snap-ring
15	7B340	3rd gear

16	7107	Synchronizer ring, 3rd gear
17	7124	Gear synchronizer, 3rd/4th gear
18	7107	Synchronizer ring, 4th gear
19	7110	4th gear
20	7065	Bearing
21	E860303	Circlip
22	7026	Retaining ring
23	7K136	5th gear
24	7107	Synchronizer ring, 5th gear
25	7L053	Gear synchronizer, 5th gear
26	7L049	Retaining plate
27	W702295	Circlip

Dual Synchronizer



Item	Part Number	Description
1	7100	Gear
2	7107	Inner synchronizer ring
3	7M000	Synchronizer cone
4	7107	Outer synchronizer ring
5	7124	Synchronizer assembly

Dual Synchronizer

First and second gear have dual synchronizers. The use of a second synchronizer ring means that the effective synchronization area is increased approximate. 100% in relation to single synchronizers. Dual synchronization gives considerable improvement in gearshift quality.

The dual synchronizers consist of inner synchronizer ring, cone ring, outer synchronizer ring and synchronizer assembly.

The conical surface on the gear wheel is discontinued. Synchronization occurs through both synchronizer rings and the cone ring which is positively fitted to the gear wheel.

Differential

Major components of the differential include:

- Differential ring gear
- Differential housing with two taper roller bearings
- Differential pinion gears
- Input shaft pinion gears

The transaxle and differential are housed in a two-section aluminum housing and flange-mounted to the engine.

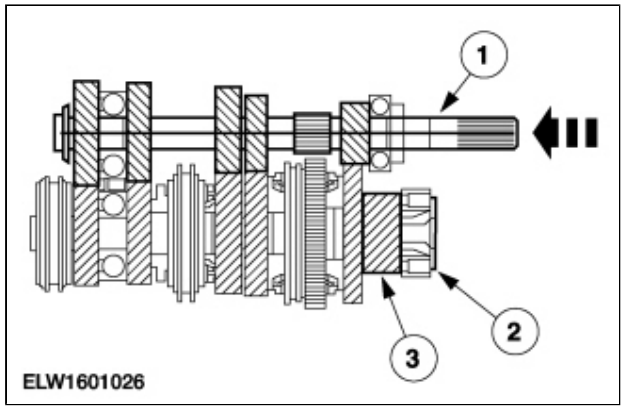
The input torque is transmitted to the differential via a ring gear which is bolted to the differential case.

The differential case contains the differential pinions mounted on one pin as well as the front halfshaft pinions connected to the front drive shafts through the splines.

If the front wheels are travelling at different speeds (when cornering), the front halfshaft pinions can move on the differential pinions.

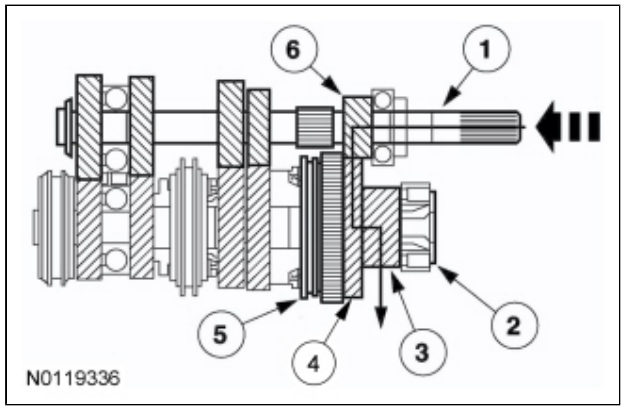
Power Flow

Neutral



1	Input shaft
2	Output shaft
3	Output pinion

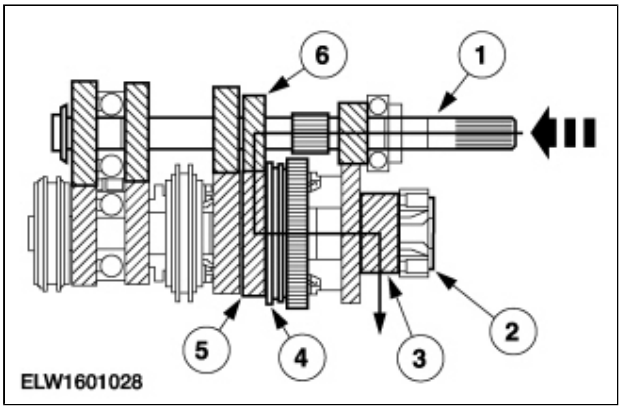
First Gear



1	Input shaft
2	Output shaft
3	Output pinion

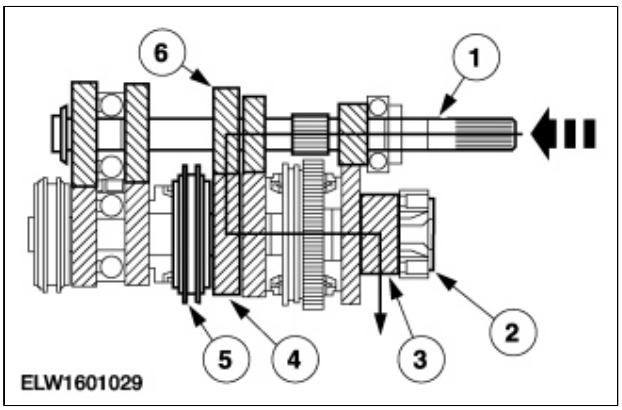
4	1st gear
5	Gear synchronizer, 1st/2nd gear
6	Gearing, 1st gear

Second Gear



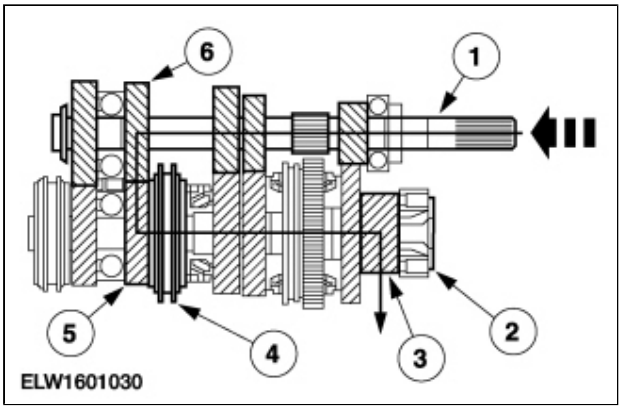
1	Input shaft
2	Output shaft
3	Output pinion
4	Gear synchronizer, 1st/2nd gear
5	2nd gear
6	Gearing, 2nd gear

Third Gear



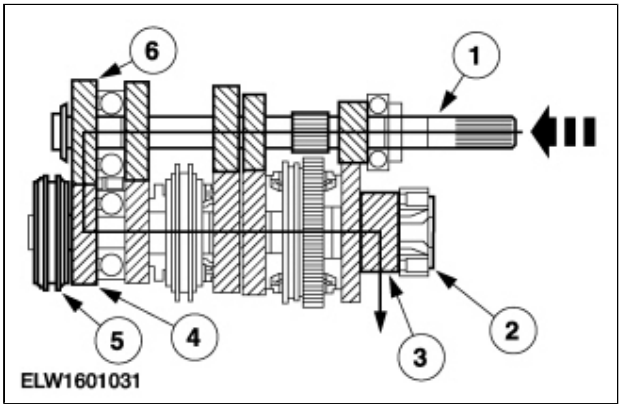
1	Input shaft
2	Output shaft
3	Output pinion
4	Gearing, 3rd gear
5	Gear synchronizer, 3rd/4th gear
6	3rd gear

Fourth Gear



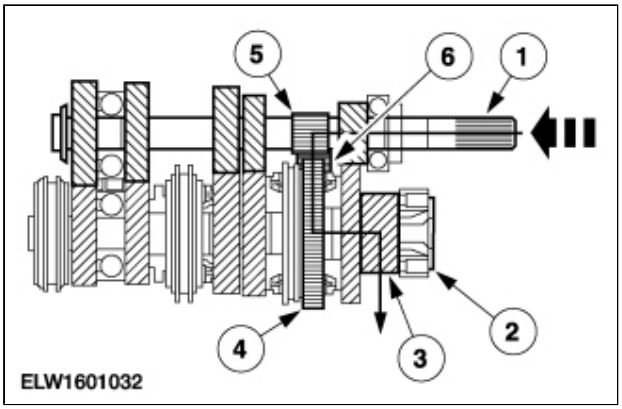
1	Input shaft
2	Output shaft
3	Output pinion
4	Gear synchronizer, 3rd/4th gear
5	Gearing, 4th gear
6	4th gear

Fifth Gear



1	Input shaft
2	Output shaft
3	Output pinion
4	Gearing, 5th gear
5	Gear synchronizer, 5th gear
6	5th gear

Reverse Gear



1	Input shaft
2	Output shaft
3	Output pinion
4	Reverse gear wheel
5	Gearing, reverse gear
6	Reverse idler gear

The reverse idler gear is driven off the input shaft. Its purpose is to change the direction of rotation of the output shaft when reverse gear is selected.

The reverse idler gear runs in a plain bearing on the idler gear shaft and a bearing block.

The selector interlock mechanism and the selector finger are mounted on a sleeve in the transaxle housing. They hold the selected gear by means of a spring-loaded ball until a different gear is selected.

The selector interlock mechanism has three different positions.

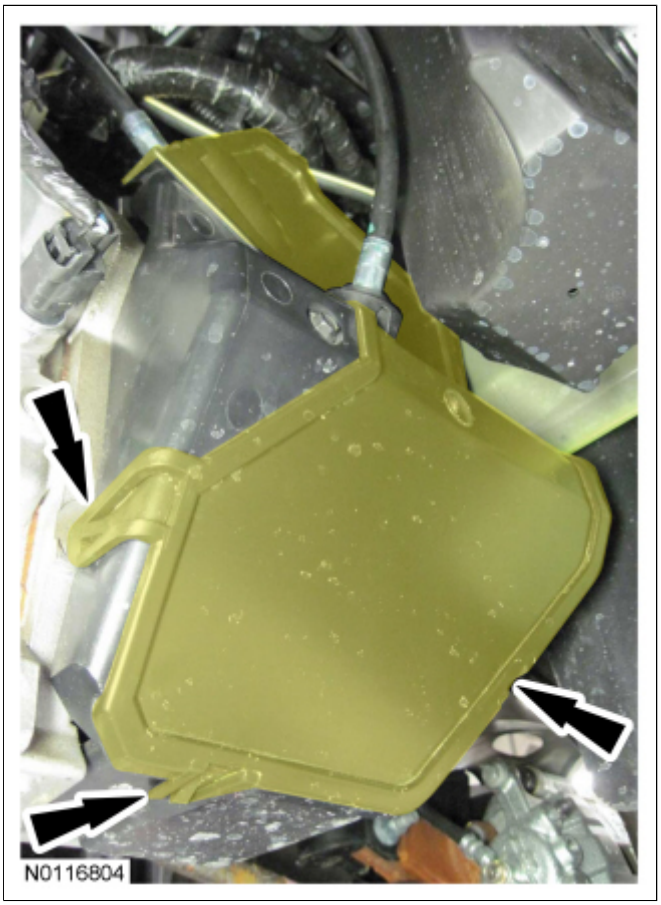
Transaxle Draining and Filling

Material

Item	Specification
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C

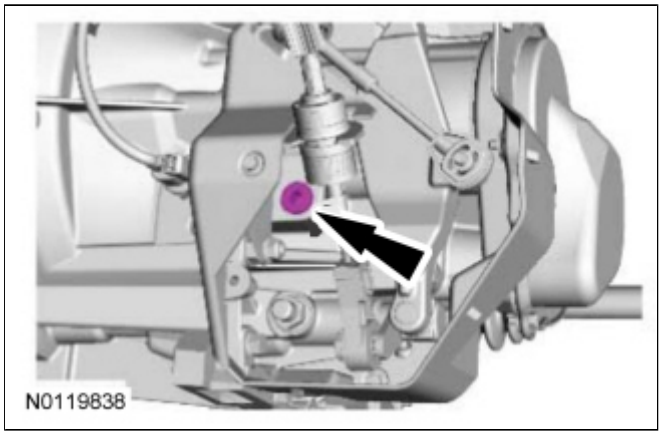
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Release the 7 retainers (2 shown) and remove the shift cable cover.

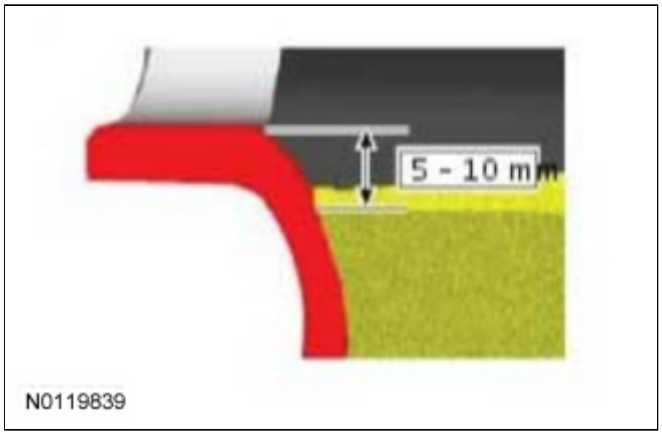


3. **NOTE:** Before removing, clean the area around the filler plug.

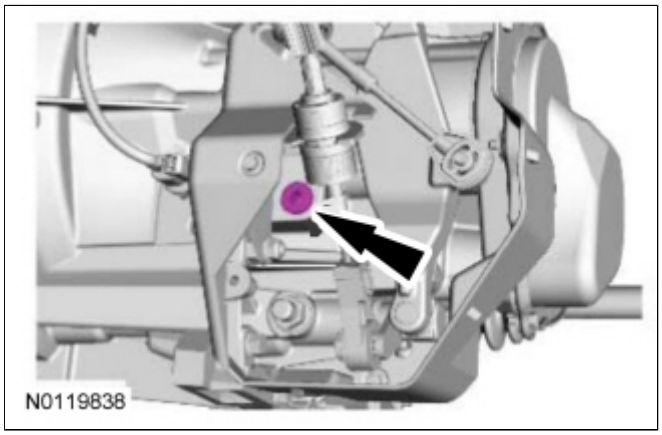
   Remove the fill plug.



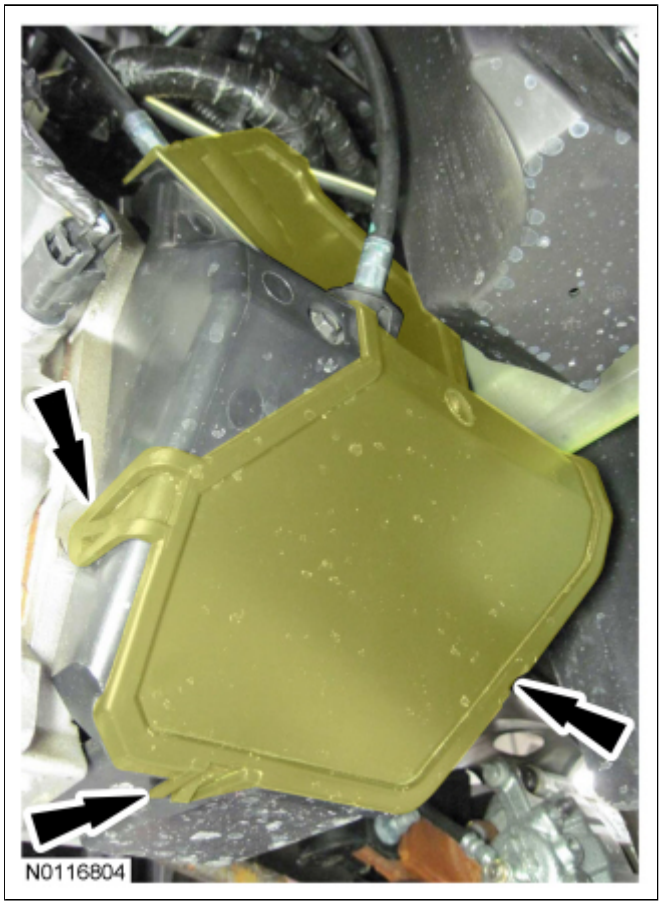
4. Using a suitable oil suction gun, fill the transaxle to the correct level with the specified fluid.
    - Transaxle fluid level: 5-10 mm (0.196-0.393 in.) below the lower edge of the filler plug bore.



5. Install the fill plug.
    - Tighten to 35 Nm (26 lb-ft).

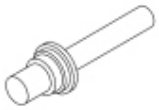
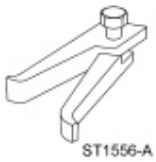


6. Install the shift cables cover.


N0116804

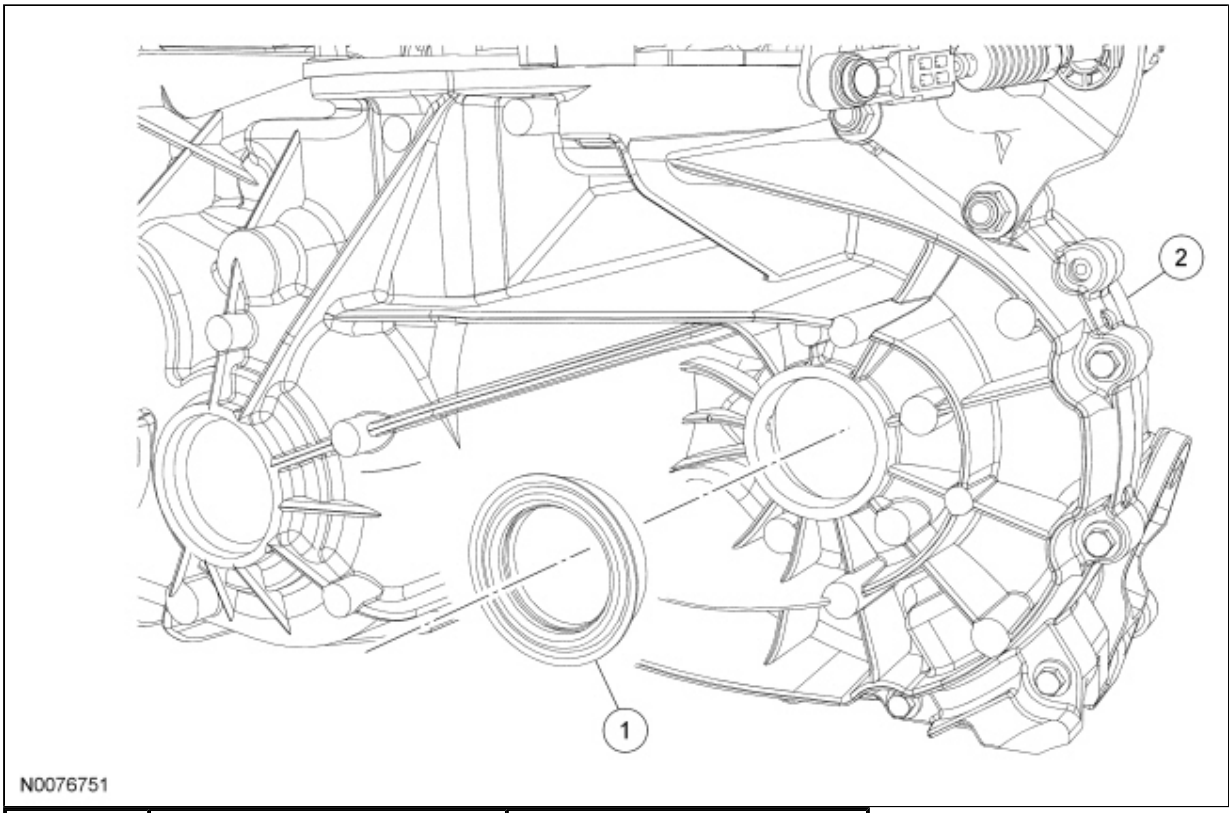
Halfshaft Seal — LH

Special Tool(s)

 16018	Installer, Halfshaft Oil Seal 308-039
 ST1556-A	Remover, Halfshaft Oil Seal 307-163 (T86P-70043-A)
ST2791-A	Remover, Pilot Bearing 308-001 (T58L-101-B)

Material

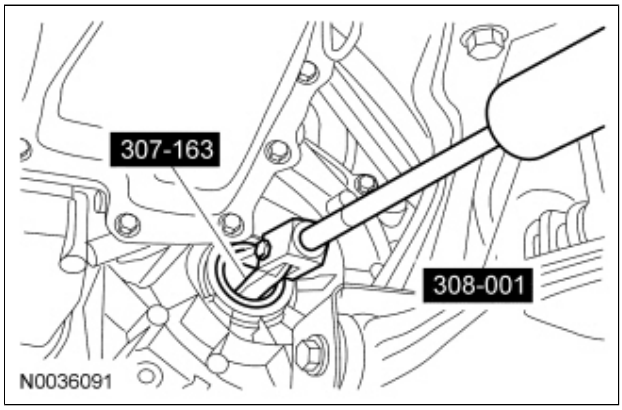
Item	Specification
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C



Item	Part Number	Description
1	3K169	Halfshaft seal
2	7003	Transaxle

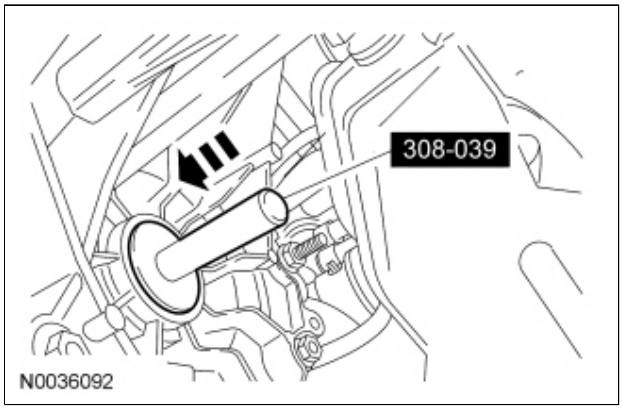
Removal

1. Remove the LH halfshaft. For additional information, refer to Section 205-04 .
2. Using the Pilot Bearing Remover with the Halfshaft Oil Seal Remover, remove and discard the halfshaft oil seal.



Installation

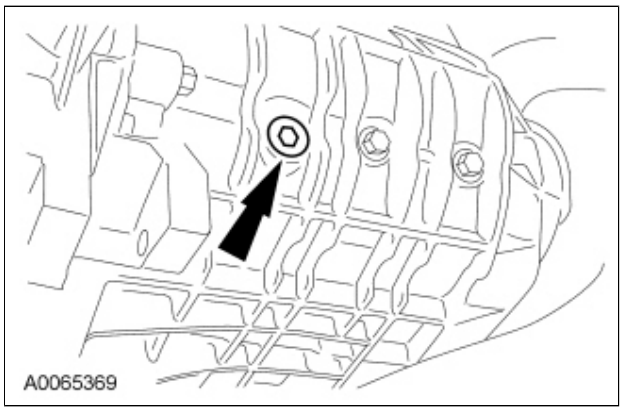
1. Using the Halfshaft Oil Seal Installer, install the new halfshaft oil seal.



2. Install the halfshaft. For additional information, refer to Section 205-04 .

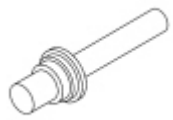
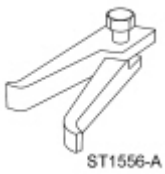
3. **NOTE:** The fill height is 0.0-0.5 mm (0.0-0.2 in) below the lower edge of the filler hole.

   Remove the transaxle fluid filler plug. Check the transaxle fluid level and fill with manual transmission fluid as necessary.
   - Tighten to 35 Nm (26 lb-ft).



Halfshaft Seal — RH

Special Tool(s)

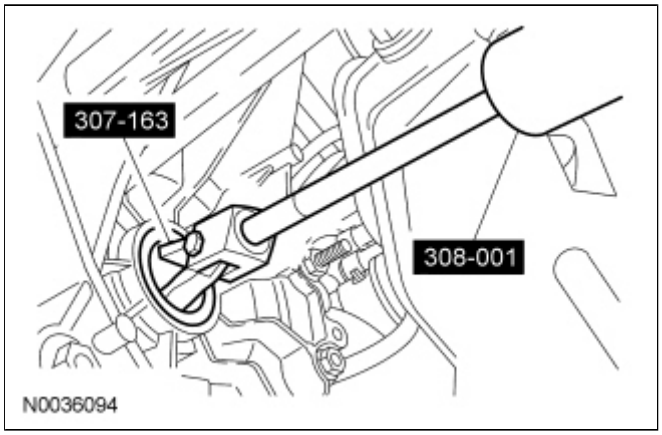
 16018	Installer, Halfshaft Oil Seal 308-039
 ST1556-A	Remover, Halfshaft Oil Seal 307-163 (T86P-70043-A)
ST2791-A	Remover, Pilot Bearing 308-001 (T58L-101-B)

Material

Item	Specification
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C

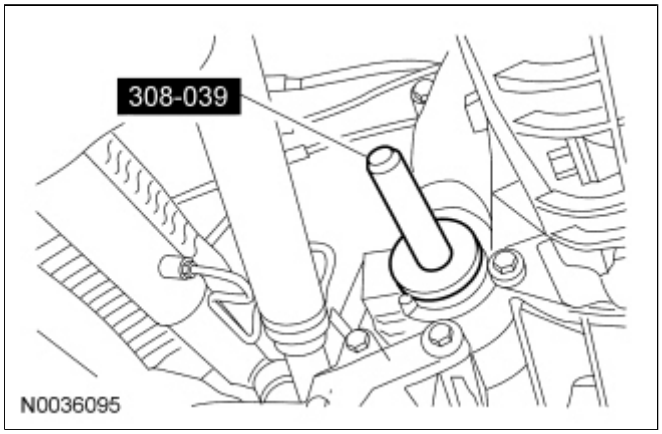
Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the RH halfshaft and intermediate shaft assembly. For additional information, refer to Section 205-04 .
3. Using the Pilot Bearing Remover with the Halfshaft Oil Seal Remover, remove and discard the halfshaft oil seal.



Installation

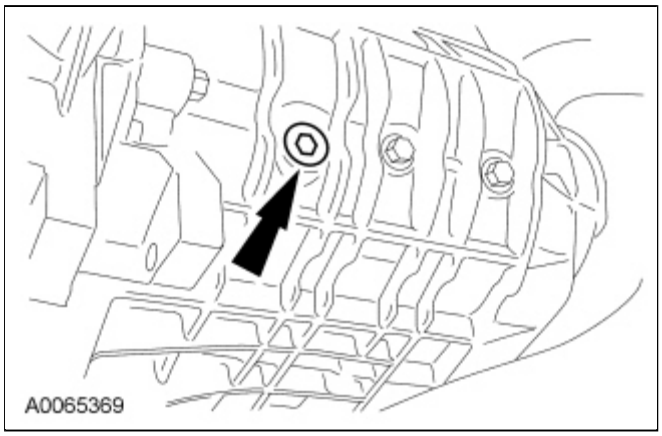
1. Using the Halfshaft Oil Seal Installer, install the new halfshaft oil seal.



2. Install the RH halfshaft and intermediate shaft assembly. For additional information, refer to Section 205-04 .

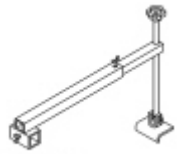
3. **NOTE:** The fill height is 0.0-5.0 mm (0.0-0.2 in) below the lower edge of the filler hole.

   Remove the transaxle fluid filler plug. Check the transaxle fluid level and fill with manual transmission fluid as necessary.
   - Tighten to 35 Nm (26 lb-ft).



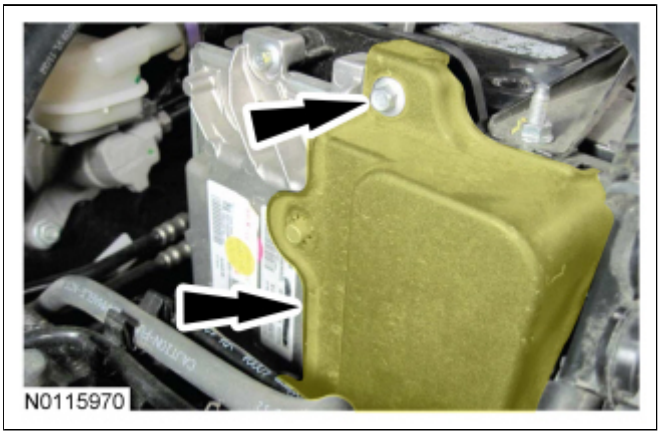
Transaxle Support Insulator

Special Tool(s)

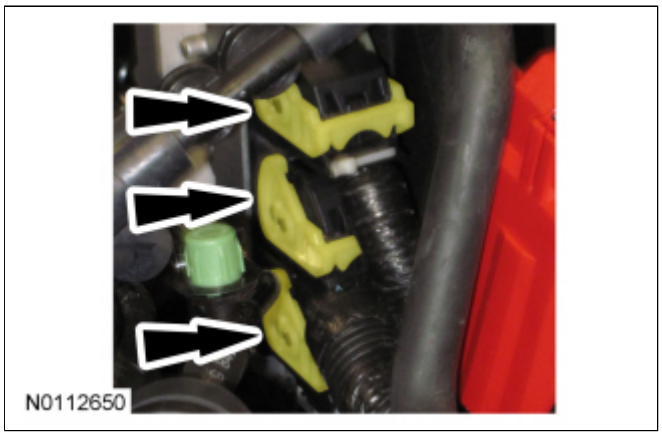
ST2759A	Adapter for 303-290A 303-290-01
 ST2379-A	Adapter for 303-290A (Support Leg) 303-290-03A
ST2761A	Support Bar, Engine 303-290A

Removal

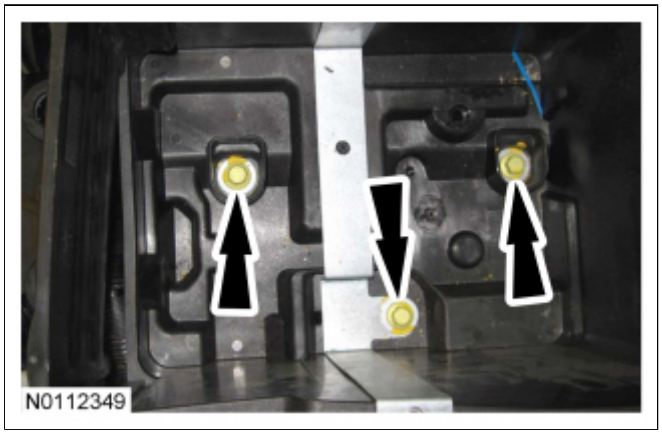
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the battery. For additional information, refer to Section 414-01 .
3. Remove the cowl assembly. For additional information, refer to Section 501-02 .
4. Remove the Air Cleaner (ACL) assembly and outlet pipe. For additional information, refer to Section 303-12 .
5. Remove the PCM cover bolt and the PCM cover.


N0115970

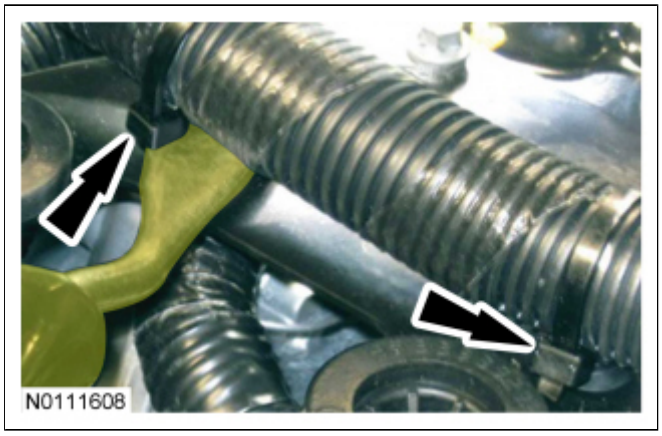
6. Disconnect the 3 PCM electrical connectors.



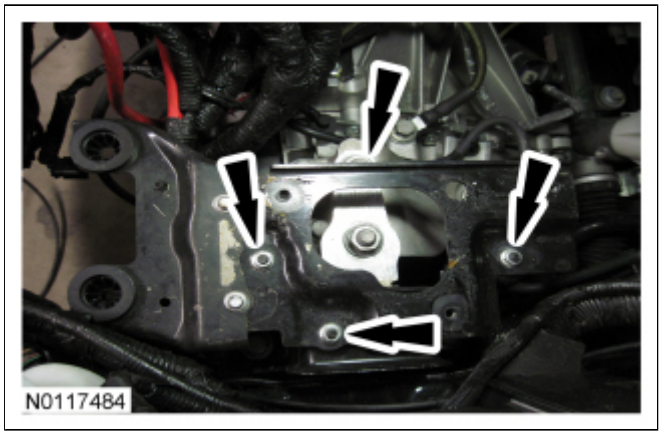
7. Remove the 3 battery tray bolts and the battery tray.



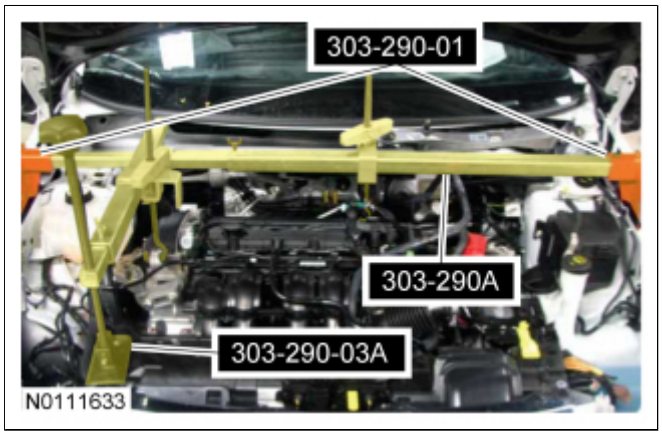
8. Using a suitable tool, detach the wiring harness from the battery tray bracket.



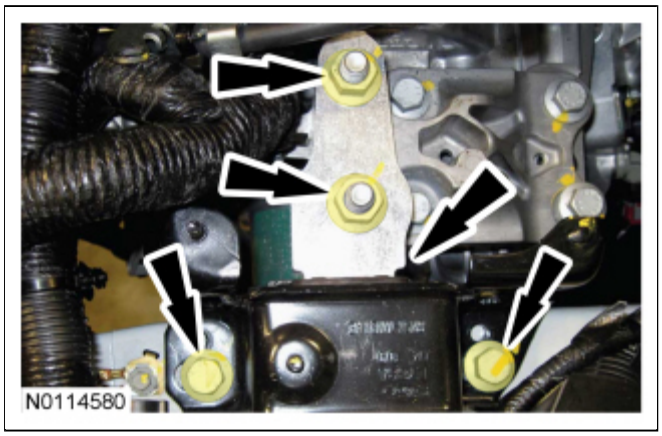
9. Remove the 3 battery tray bracket nuts and remove the battery tray bracket.



10. Install the special tools and support the engine.

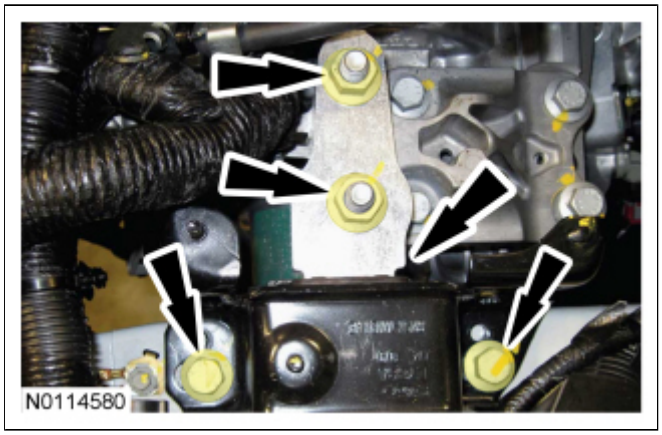


11. Remove the 2 transaxle support insulator bolts and nuts and remove the transaxle support insulator.

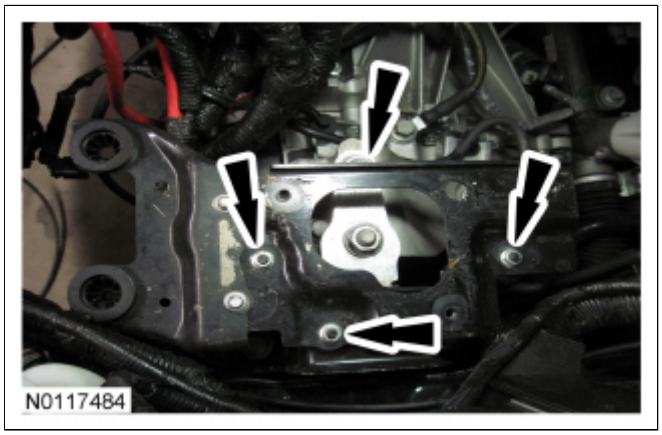


Installation

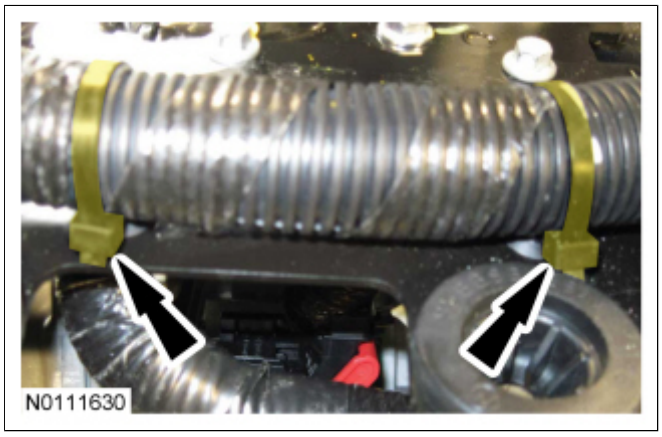
1. Install the transaxle support insulator and install the 2 transaxle support insulator bolts and the 2 nuts.
    - Tighten the 2 bolts to 90 Nm (66 lb-ft).
    - Tighten the 2 nuts to 125 Nm (92 lb-ft).



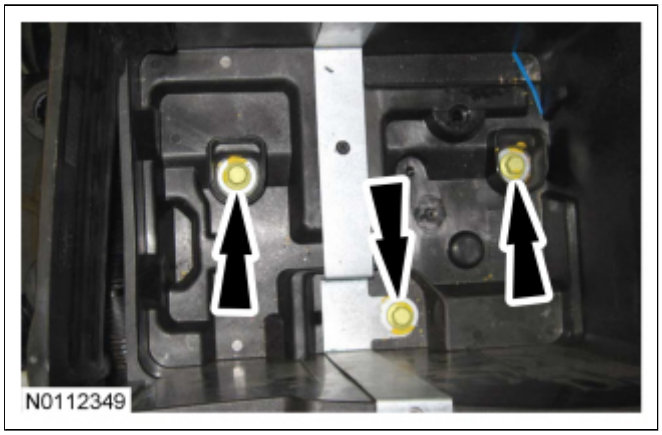
2. Install the battery tray bracket and the 3 battery tray bracket nuts.
    - Tighten to 25 Nm (18 lb-ft).



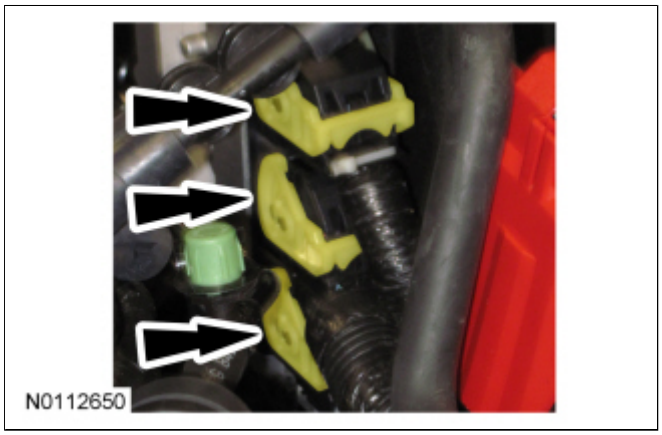
3. Attach the wiring harness to the battery tray bracket.



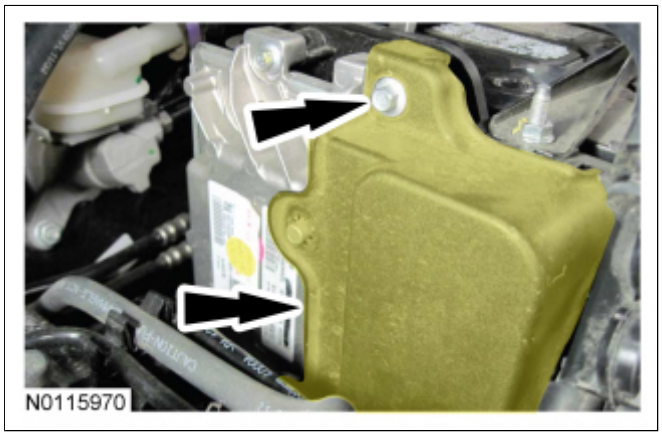
4. Install the battery tray and 3 battery tray bolts.
    - Tighten to 10 Nm (89 lb-in).



5. Connect the 3 PCM electrical connectors.



6. Install the PCM cover and the PCM cover bolt.
   - Tighten to 6 Nm (53 lb-in).



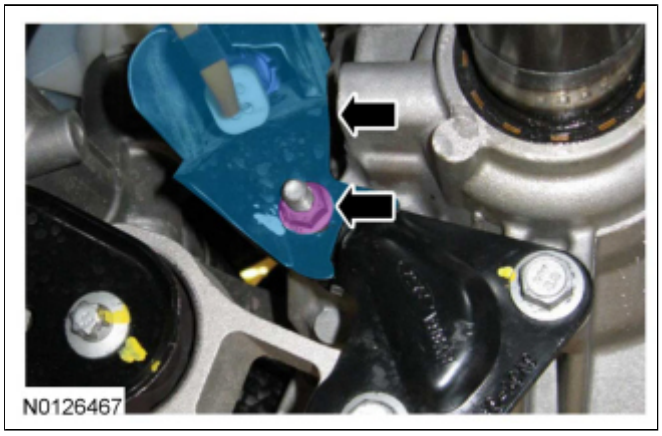
7. Install the ACL and the outlet pipe. For additional information, refer to Section 303-12 .
8. Install the cowl assembly. For additional information, refer to Section 501-02 .
9. Install the battery. For additional information, refer to Section 414-01 .

Roll Restrictor

Removal

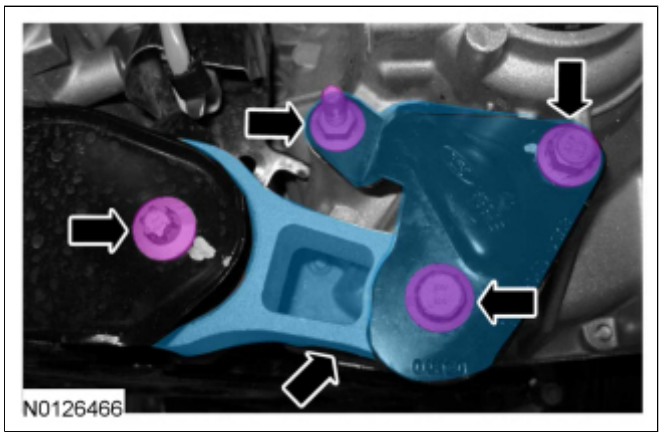
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Remove the Heated Oxygen Sensor (HO2S) electrical connector bracket nut and the HO2S electrical connector bracket from the roll restrictor bracket.



3. **NOTE:** The roll restrictor bolts are different types, make note of their location prior to removal.

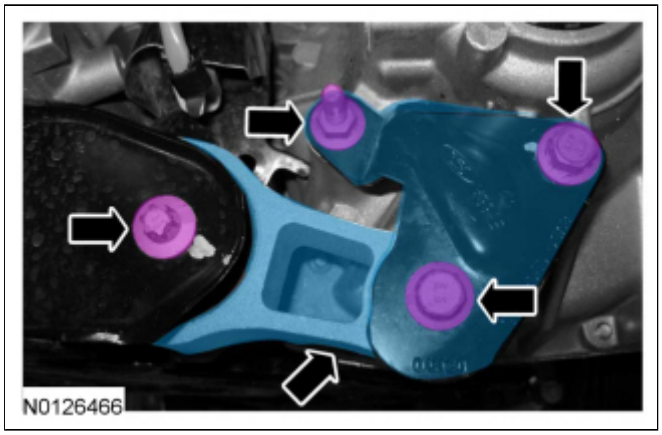
   Remove the roll restrictor bolts, roll restrictor bracket bolts and the roll restrictor with roll restrictor bracket.



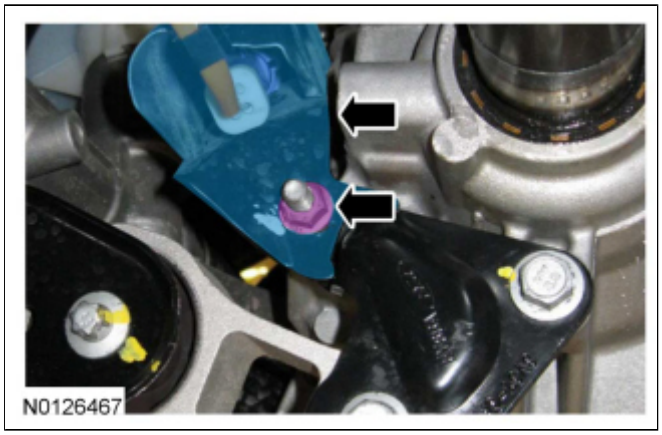
Installation

1. **NOTE:** The bolts are different types, make sure the bolts are in the correct location.

   Install the roll restrictor with roll restrictor bracket, roll restrictor bolts and the roll restrictor bracket bolts.
   1. Tighten to 70 Nm (52 lb-ft).

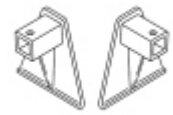
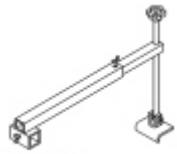
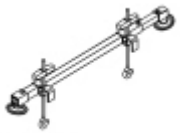


2. Install the HO2S electrical connector bracket to the roll restrictor bracket and install the HO2S electrical connector bracket nut.
    - Tighten to 25 Nm (18 lb-ft).



Transaxle

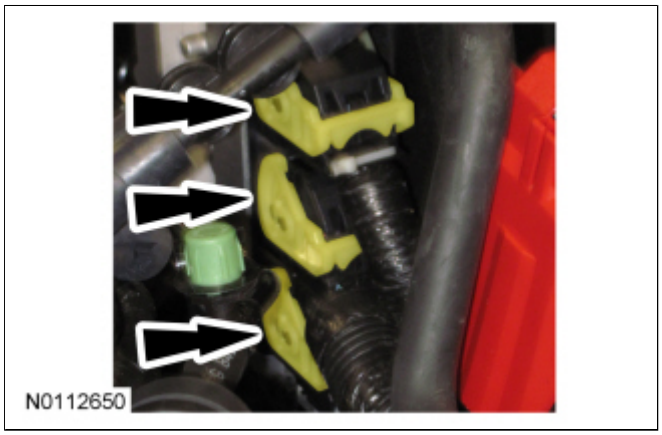
Special Tool(s)

 ST2378-A	Adapter for 303-290A 303-290-01
 ST2379-A	Adapter for 303-290A (Support Leg) 303-290-03A
 ST2363-A	Support Bar, Engine 303-290A
16089	Remover, Halfshaft 308-256

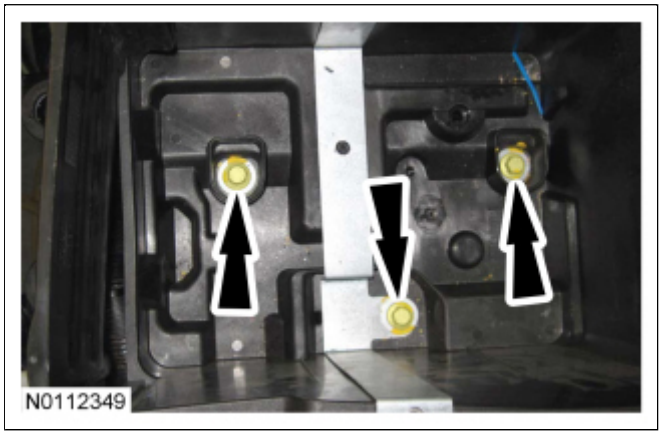
Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the battery. For additional information, refer to Section 414-01 .
3. Remove the cowl assembly. For additional information, refer to Section 501-02 .
4. Remove the Air Cleaner (ACL) assembly and outlet pipe. For additional information, refer to Section 303-12 .
5. Remove the PCM cover bolt and the PCM cover.

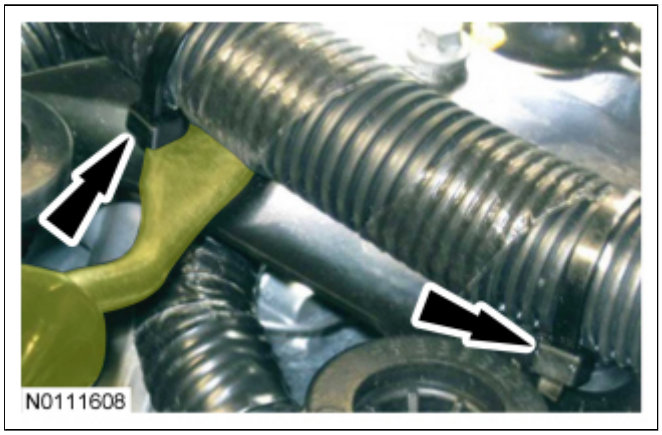
6. Disconnect the 3 PCM electrical connectors.



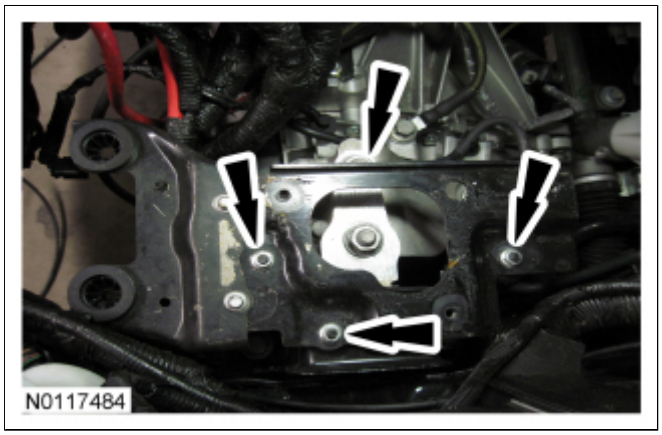
7. Remove the 3 battery tray bolts and the battery tray.



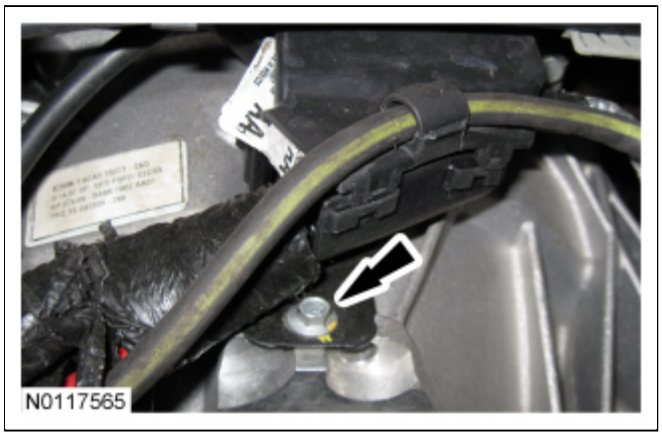
8. Using a suitable tool, detach the wiring harness from the battery tray bracket.



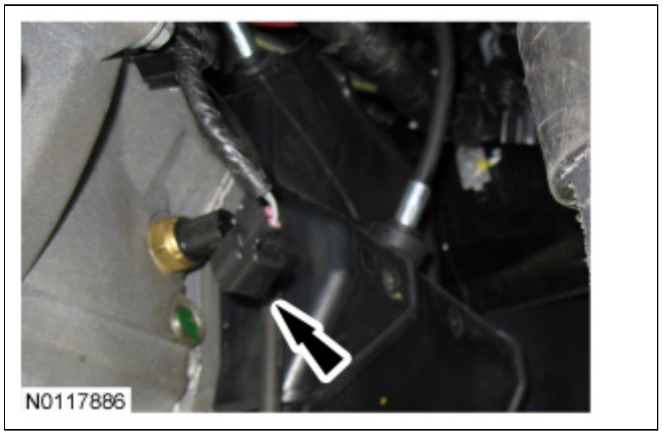
9. Remove the 3 battery tray bracket nuts and remove the battery tray bracket.



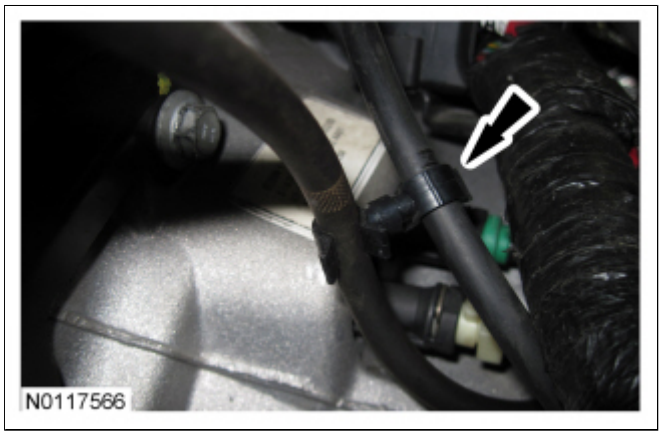
10. Remove the wiring harness bracket bolt from the transaxle and position the wiring harness bracket aside.



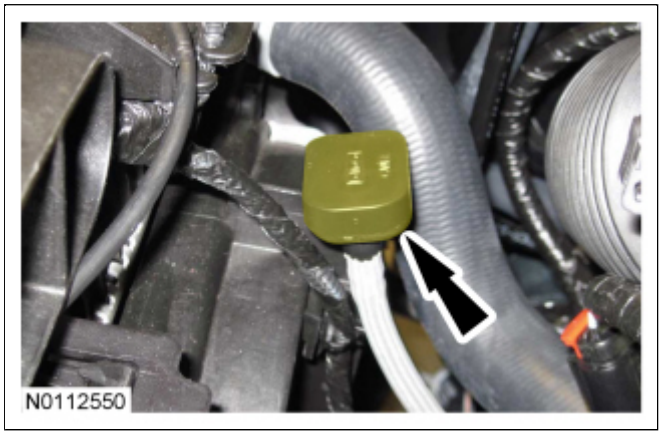
11. Disconnect the reverse light switch electrical connector.



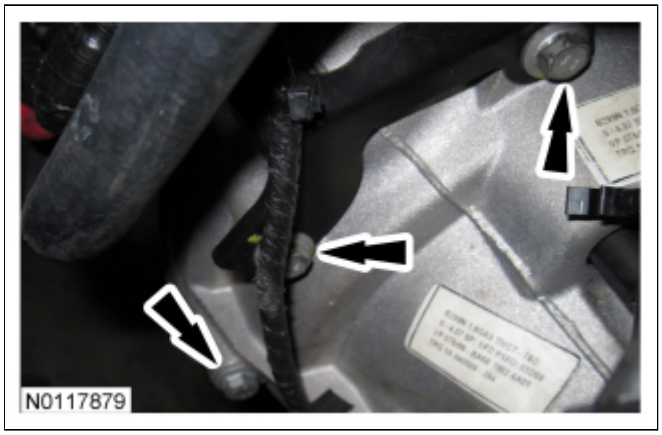
12. Remove the transaxle vent hose from the hose retainer.



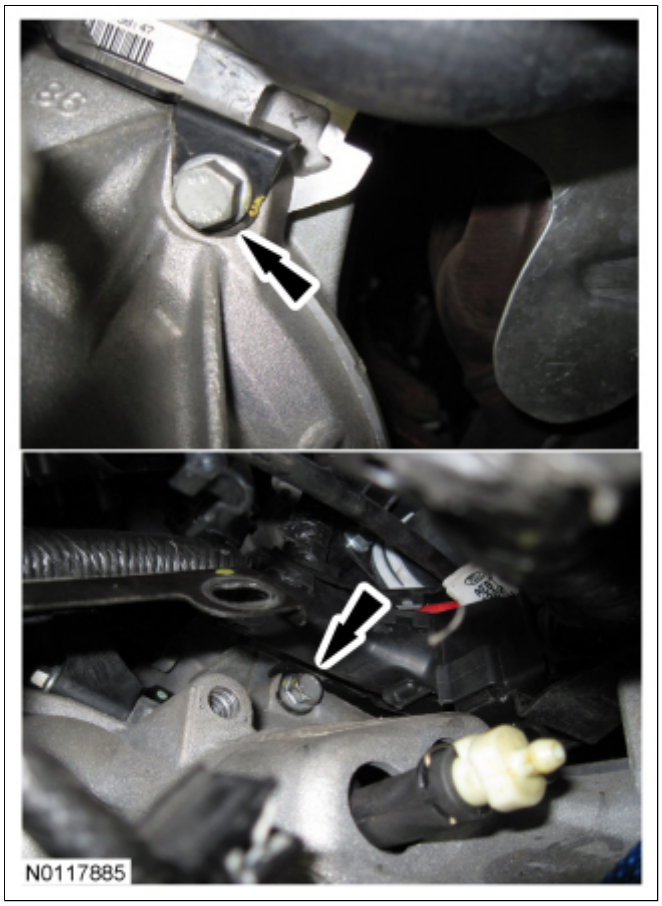
13. Remove the transaxle vent hose from the cooling fan housing and position aside.



14. Remove the 4 clutch housing-to-engine bolts (3 shown).

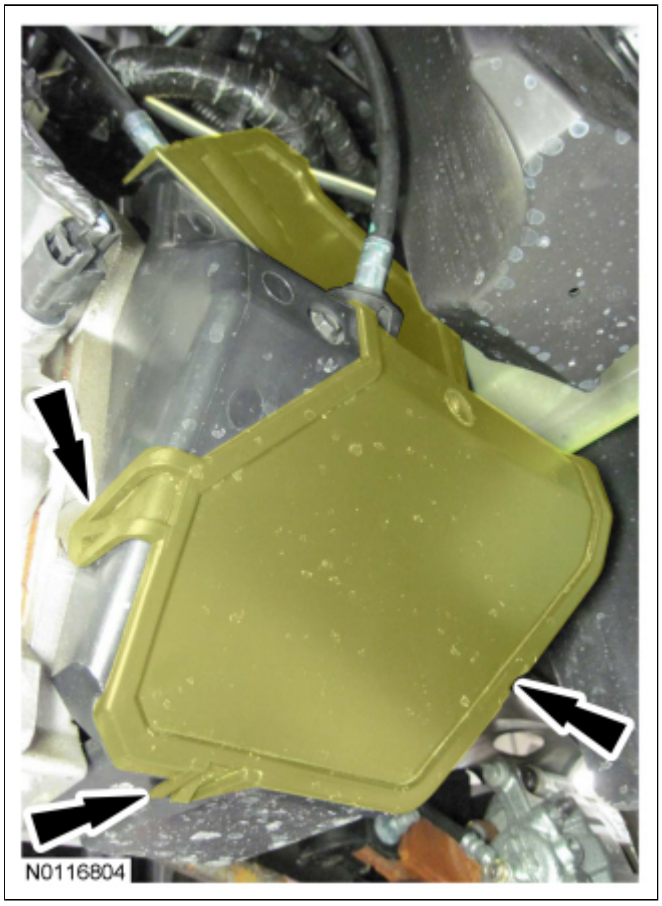


15. Remove the 2 top clutch housing-to-engine bolts.

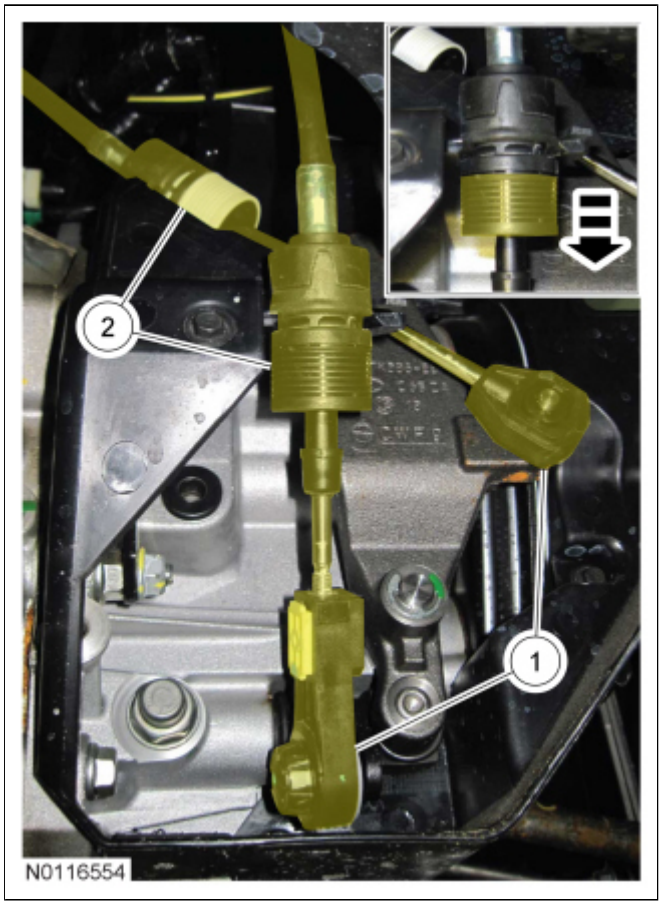


16. Remove the front wheels. For additional information, refer to Section 204-04 .

17. Release the 7 shift cables cover retainers (2 shown) and remove the shift cables cover.

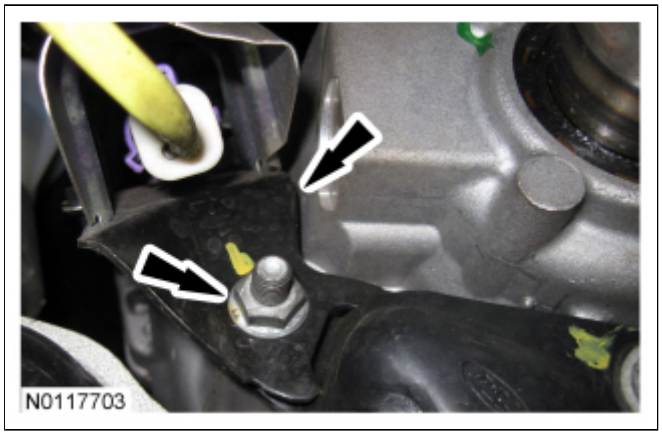


18. Remove the gearshift cables from the transaxle.
    1. Using a suitable tool, gently pry the shift and selector cables off the transaxle shift control levers.
    2. Remove the shift and selector cables by pulling the lower part of abutment down and removing from the brackets.



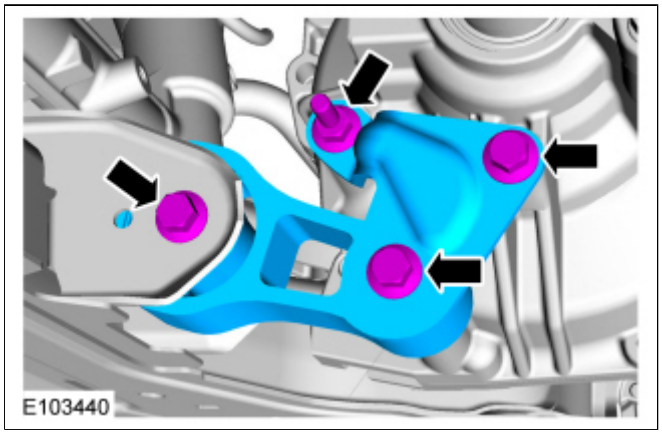
19. Remove and discard the exhaust flange nuts and exhaust flange gasket. Disconnect the exhaust flange.

20. Remove the Heated Oxygen Sensor (HO2S) bracket nut and position the HO2S bracket aside.

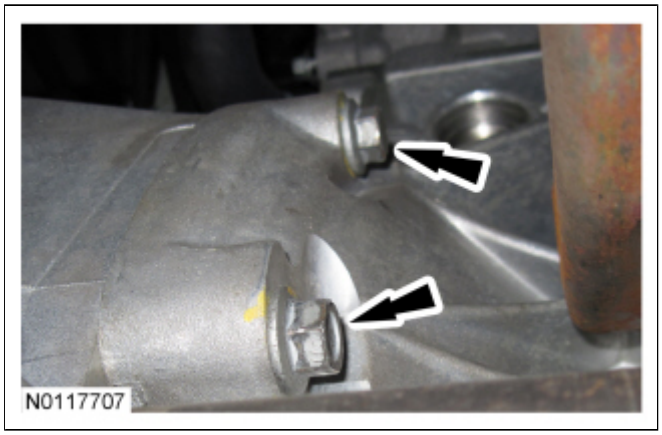


21. **NOTE:** The roll restrictor bolts are different lengths, mark the roll restrictor bolts for installation.

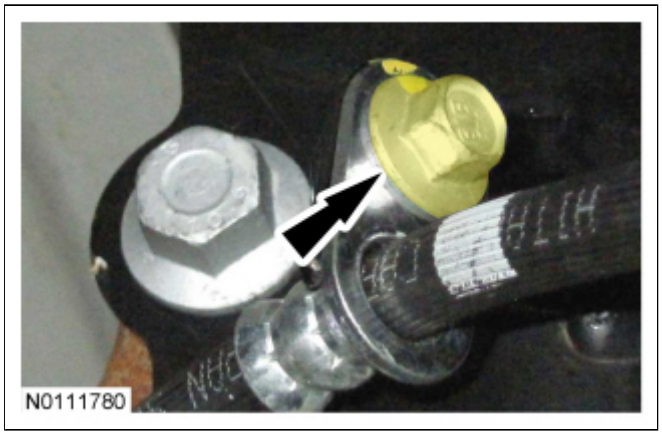
    Remove the roll restrictor bolts, bracket and the roll restrictor.



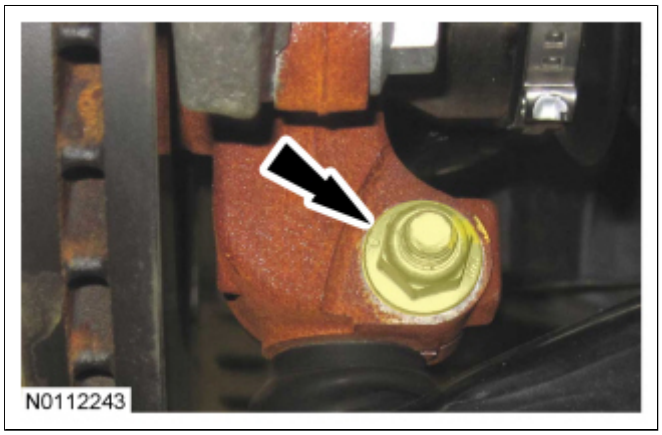
22. Remove the 2 LH clutch housing-to-engine bolts.



23. Remove the brake hose retainer bolt and the brake hose retainer from the RH strut.

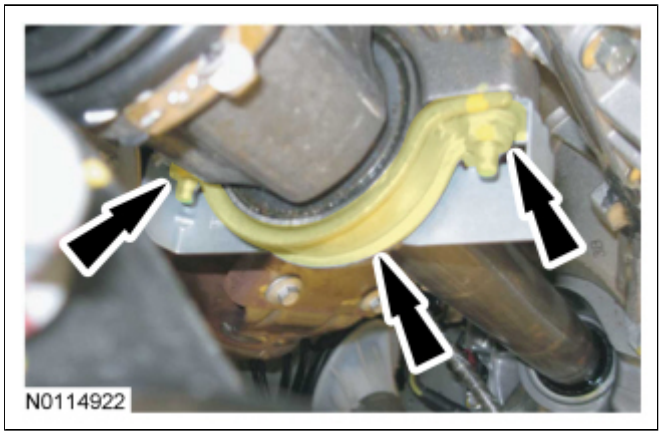


24. Remove and discard the RH ball joint nut and bolt.



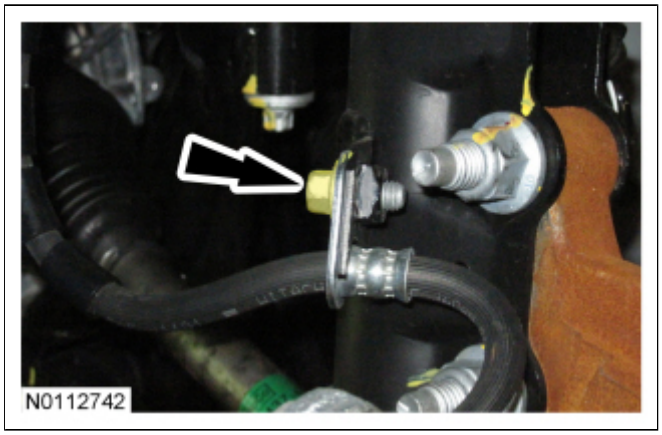
25. Separate the RH ball joint from the knuckle.

26. Remove and discard the bearing retainer strap nuts, shield and bearing retainer strap.

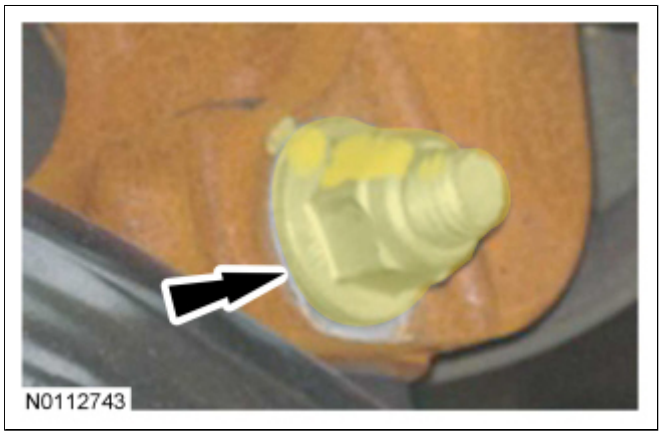


27. Remove the RH intermediate shaft assembly from the transaxle and position aside. Support the intermediate shaft assembly.

28. Remove the brake hose retainer bolt and the brake hose retainer from the LH strut.

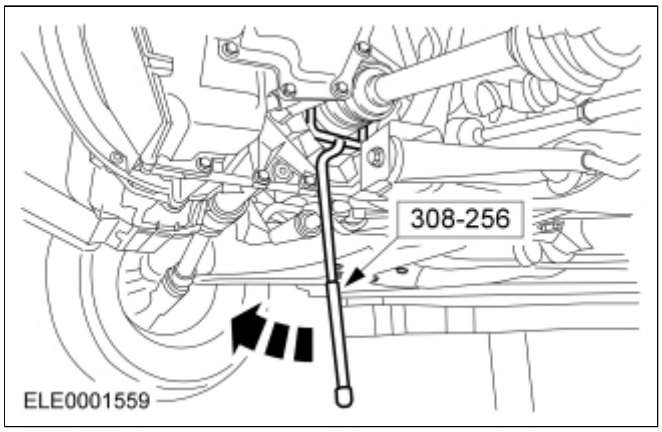


29. Remove and discard the LH ball joint nut and bolt.

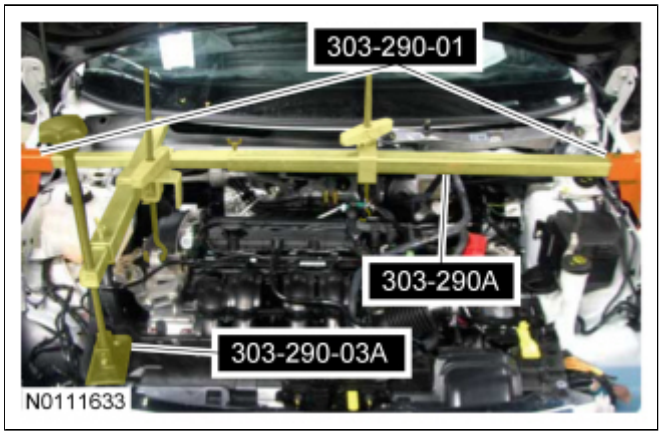


30. Separate the LH ball joint from the knuckle.

31. Using the special tools, remove the LH halfshaft assembly from the transaxle and position aside. Support the LH halfshaft assembly.



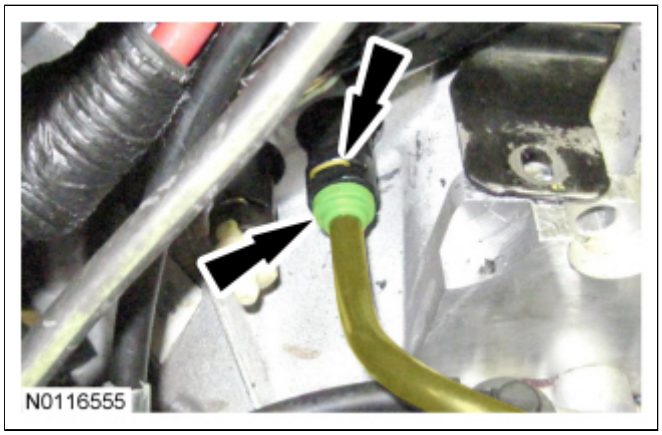
32. Install the special tools and support the engine.



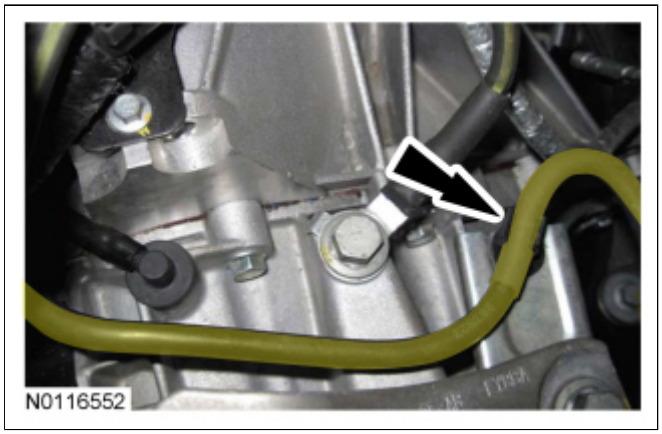
33. **WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.**

    NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

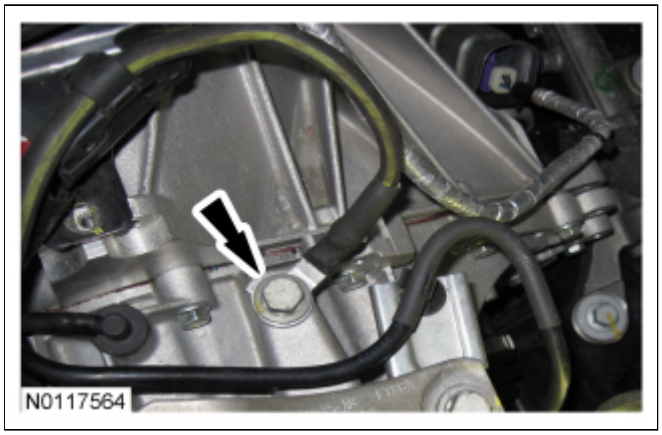
    Remove the clip and disconnect the clutch hydraulic hose.



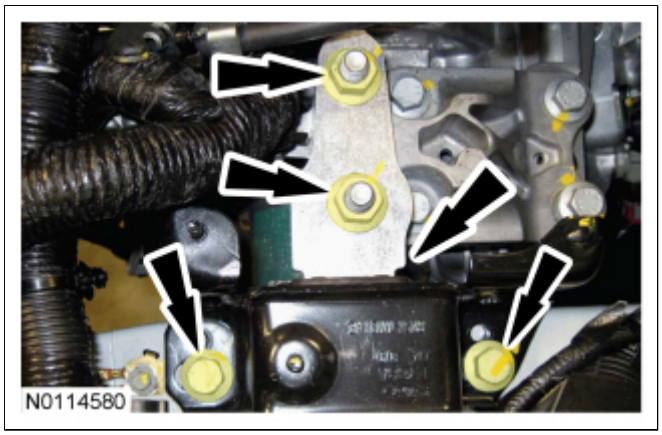
34. Remove the clutch hydraulic hose from the transaxle retainer.



35. Remove the ground wire bolt and position the ground wire aside.

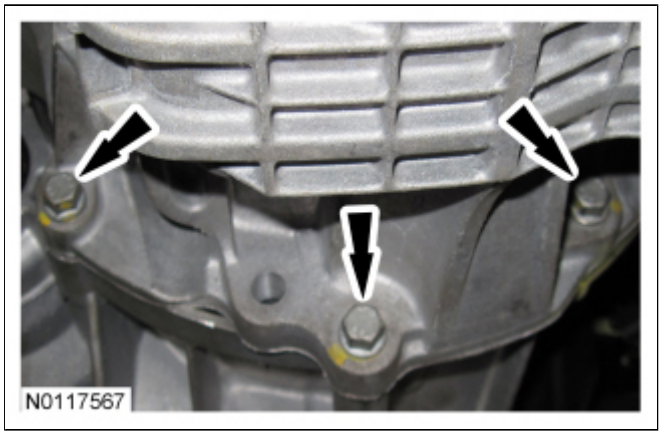


36. Remove the 2 bolts, 2 nuts and the transaxle support insulator.



37. Position a suitable high-lift transmission jack under the transaxle and secure the transaxle to the high-lift transmission jack.

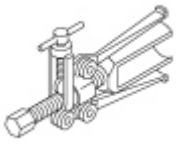
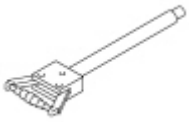
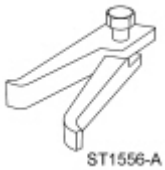
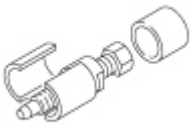
38. Remove the 4 lower clutch housing-to-engine bolts (3 shown).



39. Remove the transaxle.

Transaxle

Special Tool(s)

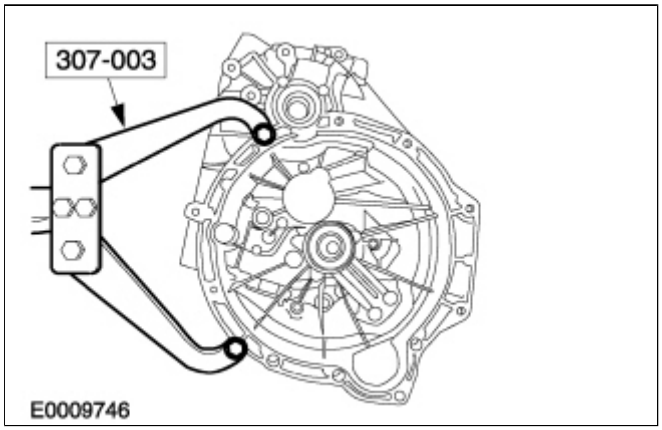
 15048	Remover, Drive Pinion Oil Seal 205-078
 15074	Remover, Bearing Cup, Differential 205-176
 ST1556-A	Remover, Stator Case Bearing 307-163 (T86P-70043-A)
ST1186-A	Holding Fixture, Transmission 307-003 (T57L-500-B)
 16035	Remover, Input Shaft Fifth Gear 308-082

Material

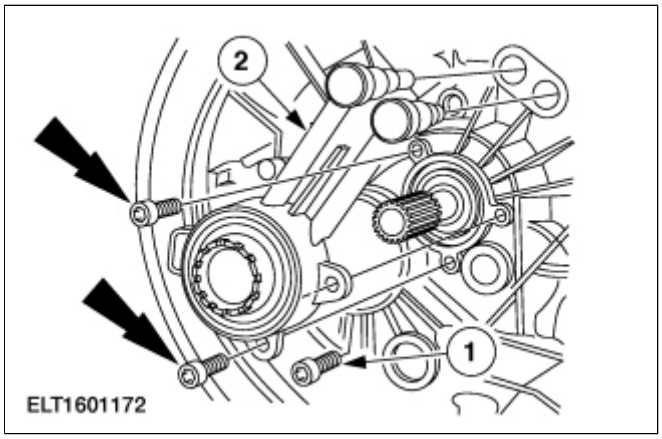
Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	—

Disassembly

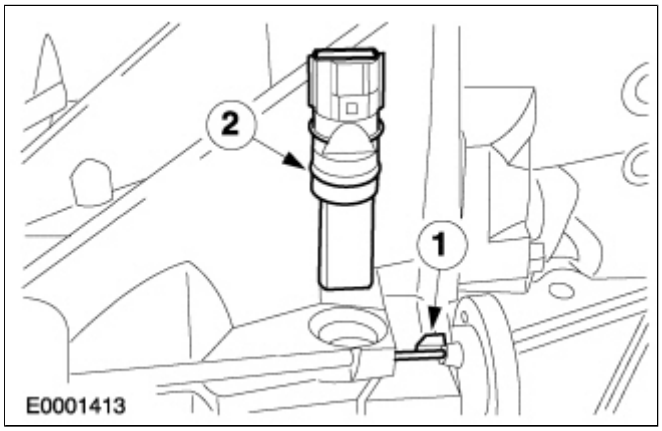
1. Using the special tool, install the transaxle.



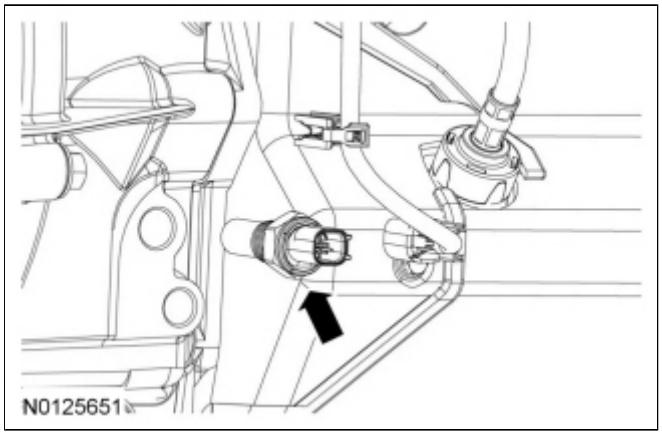
2. Remove the clutch slave cylinder.
    1. Remove the 3 clutch slave cylinder bolts.
    2. Remove the clutch slave cylinder.



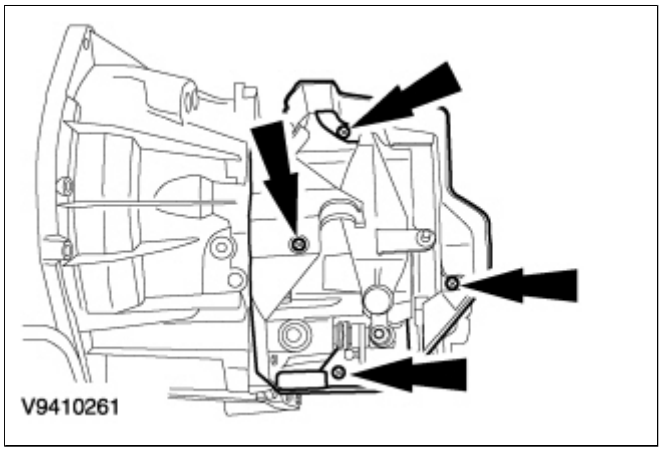
3. Remove the Vehicle Speed Sensor (VSS).
    1. Remove the retaining pin.
    2. Remove the VSS .



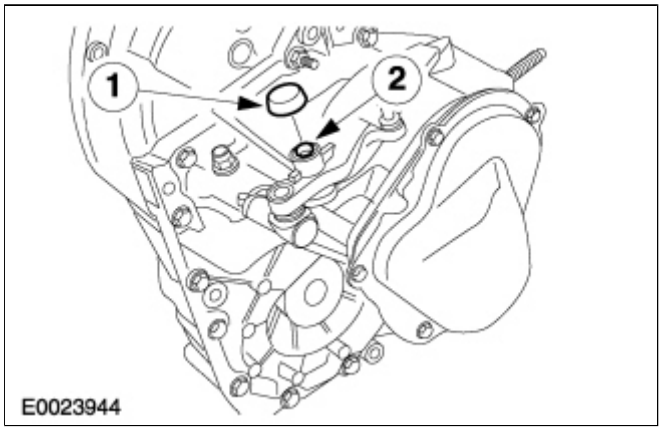
4. Remove the reversing lamp switch.



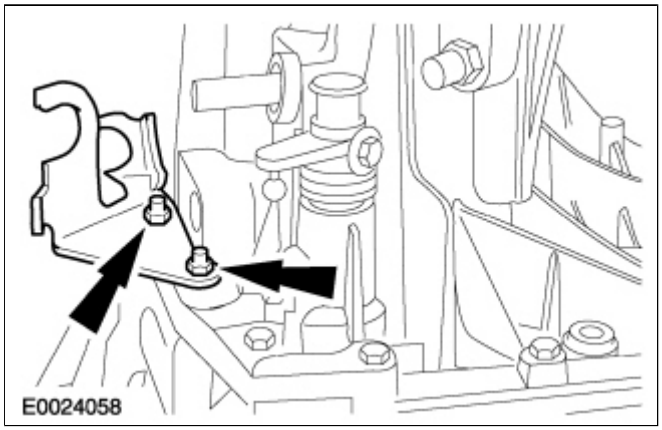
5. Remove the gearshift cables shroud retainers and the gearshift cables shroud.



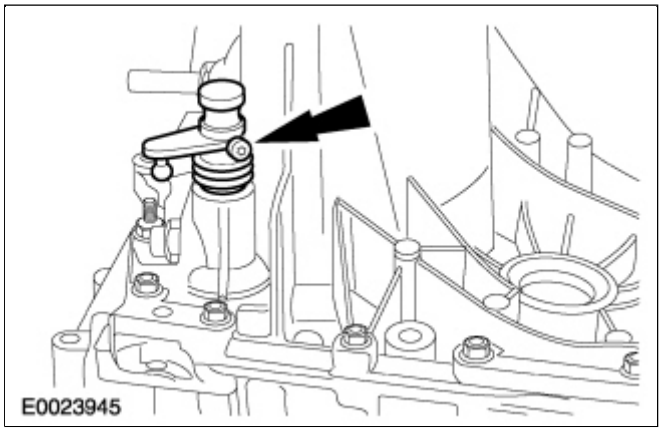
6. Remove the selector lever.
    1. Remove the protective cap.
    2. Remove and discard the snap-ring and remove the selector lever.



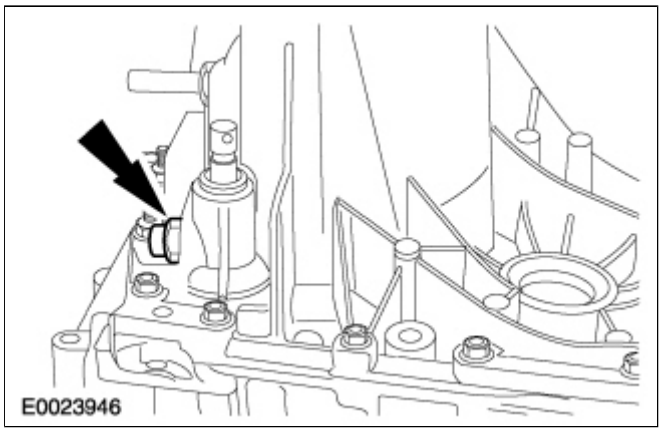
7. Remove the 2 gearshift cables bracket nuts and remove the gearshift cables bracket.



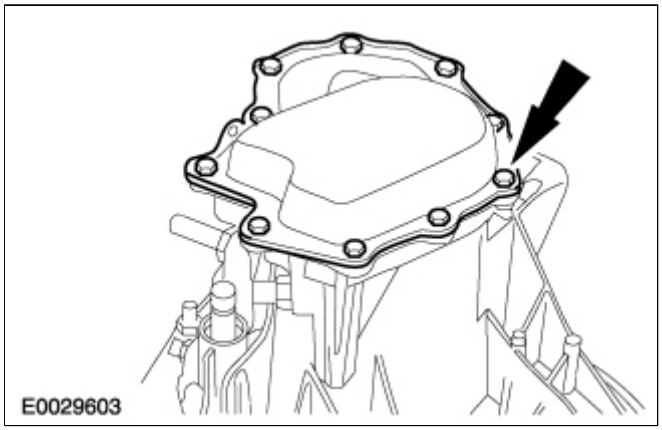
8. Remove the shift lever snap ring and remove the shift lever.



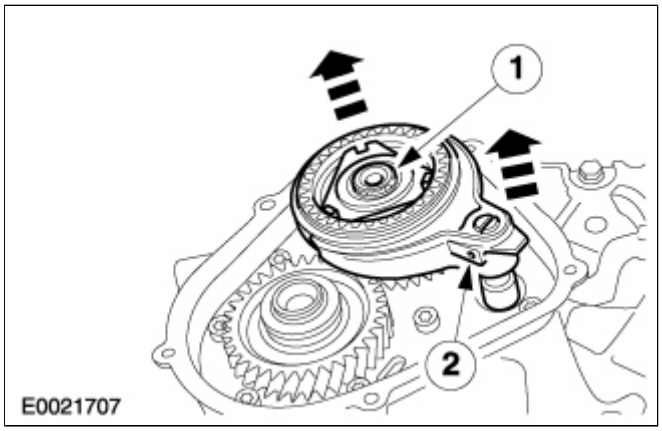
9. Remove the selector shaft interlock mechanism.



10. Remove the 5th gear cover bolts and remove the 5th gear cover.

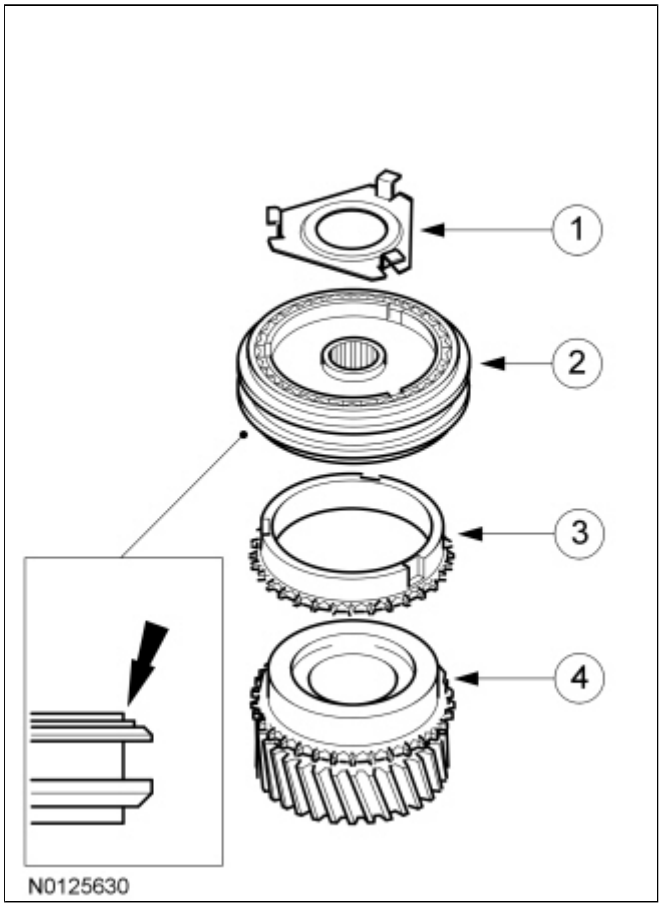


11. Remove the 5th gear synchronizer unit and the selector fork.
    1. Remove and discard the 5th gear synchronizer unit circlip.
    2. Remove and discard the selector fork roll pin.

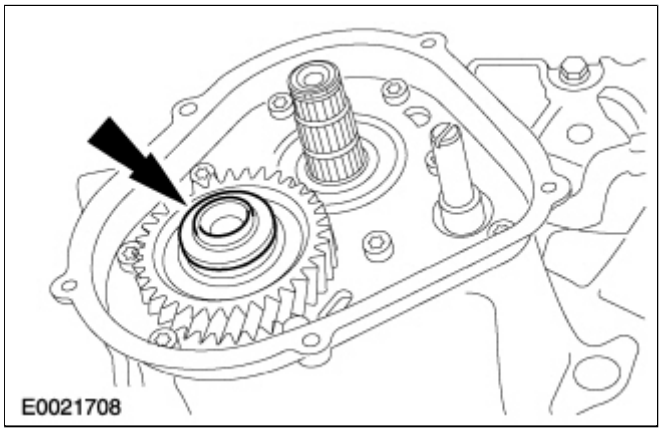


12. **NOTE:** Mark the installation position of the gear synchronizer before disassembling.

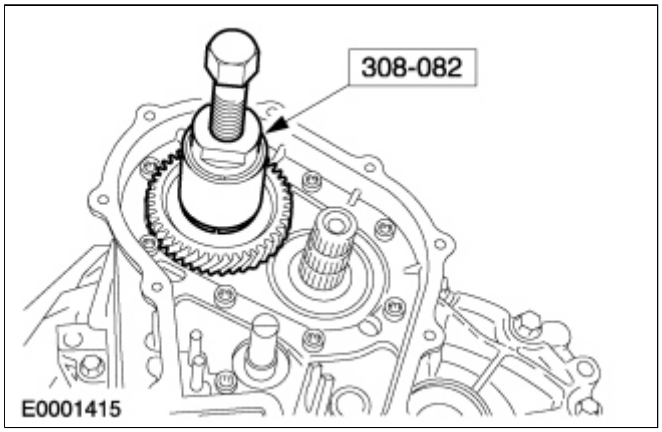
    Disassemble the 5th gear synchronizer unit.
    1. Remove the retaining plate
    2. Remove the 5th gear synchronizer
    3. Remove the synchronizer ring
    4. Remove the 5th gear



13. Remove and discard the 5th gear retaining ring.

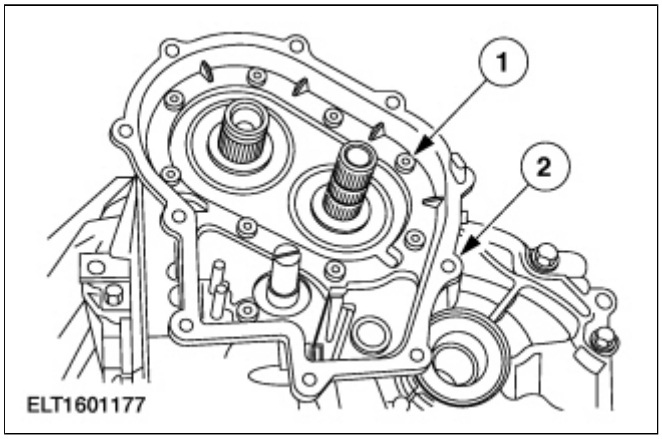


14. Using the special tool, remove the 5th gear.

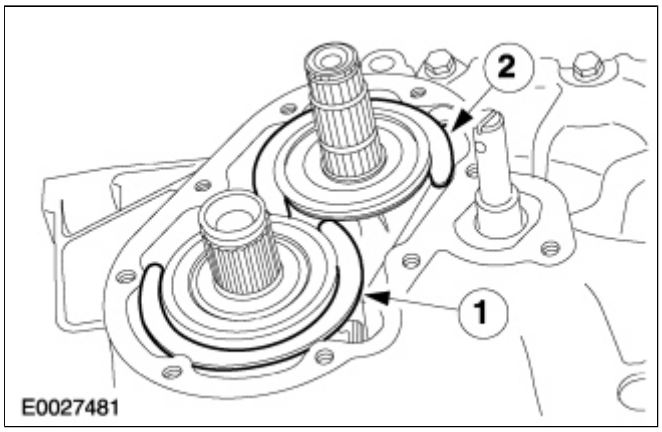


15. ***NOTICE:*** **Do not strike directly on the gear housing mating surfaces or damage can occur.**

    Remove the 5th gear housing.
    1. Remove and discard the 9 bolts and carefully separate the 5th gear housing sections by tapping lightly.
    2. Using Motorcraft® Metal Surface Prep, clean the 5th gear housing mating surfaces.



16. Remove the input shaft and output shaft retaining rings.
    1. Remove and discard the input shaft retaining ring.
    2. Remove and discard the output shaft retaining ring.



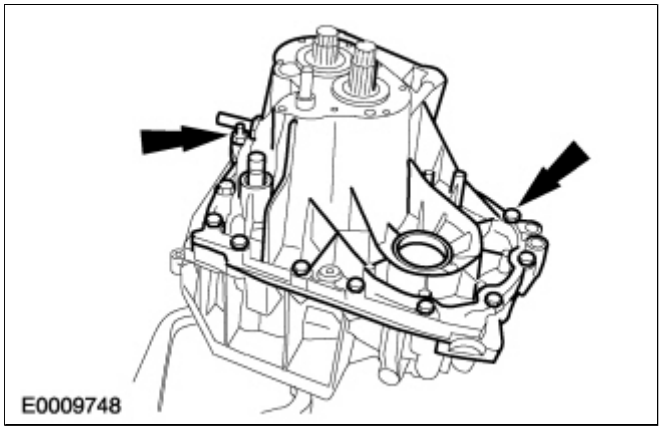
17. Remove the LH and RH halfshaft seals.

18. ***NOTICE:*** **Do not use metal scrapers to clean the transaxle gear housing surfaces or damage can occur.**

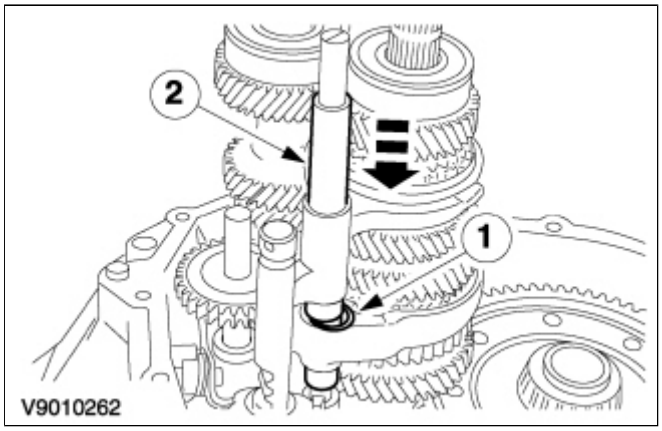
NOTE: Slightly turn the transaxle housing to raise it.

Separate the transaxle housing from the clutch housing.

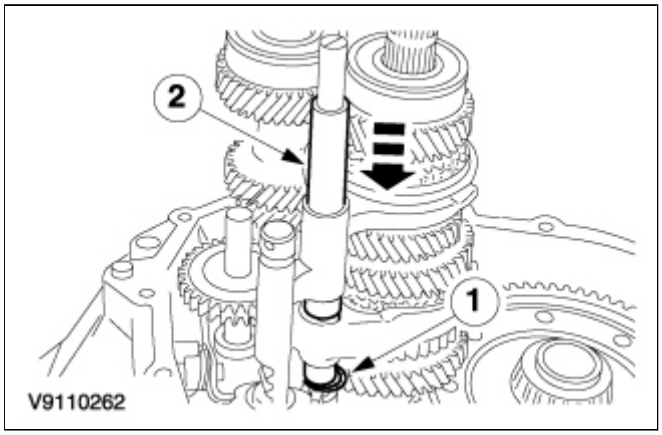
- Using Motorcraft® Metal Surface Prep, clean the transaxle housing and clutch housing mating surfaces.



19. Remove the upper snap-ring from the selector rod guide sleeve.
    1. Remove and discard the upper snap-ring.
    2. Push the selector rod guide sleeve downwards.

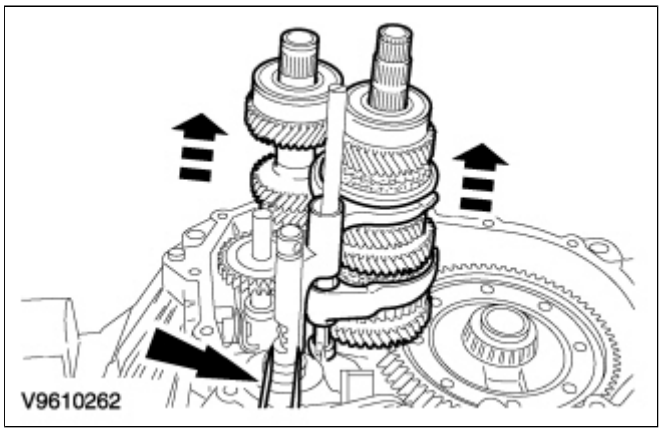


20. Remove the selector rod guide sleeve.
    1. Remove and discard the lower snap-ring from the guide sleeve.
    2. Pull off the selector rod guide sleeve.

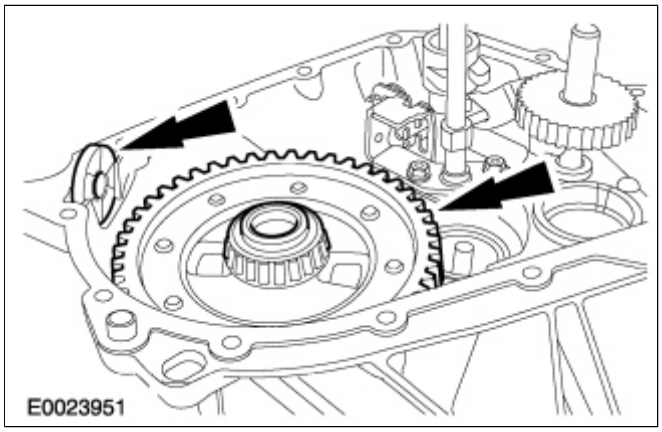


21. **NOTE:** Install a rubber belt to the auxiliary selector shaft to aid disassembly.

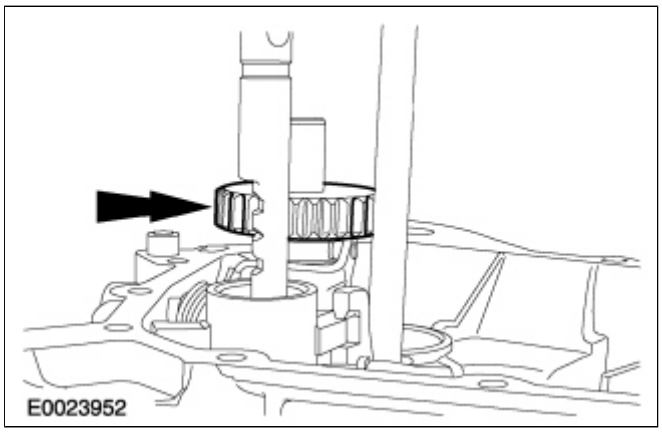
Remove the input and output shaft with the shift forks.



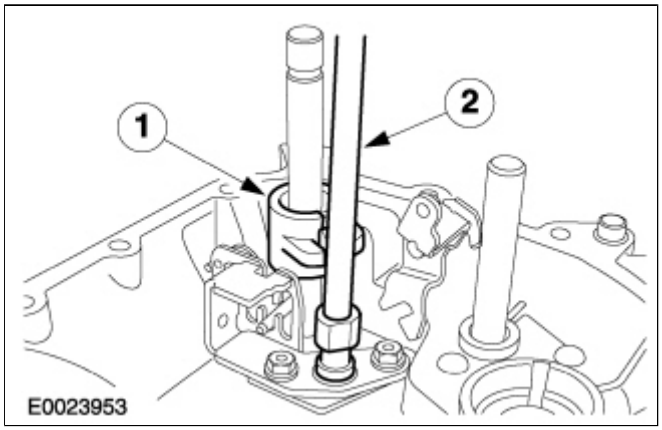
22. Remove the differential and the magnet.



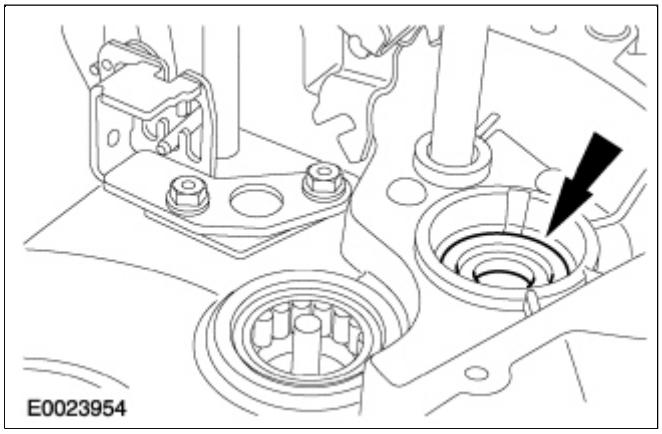
23. Remove the reverse idle gear.



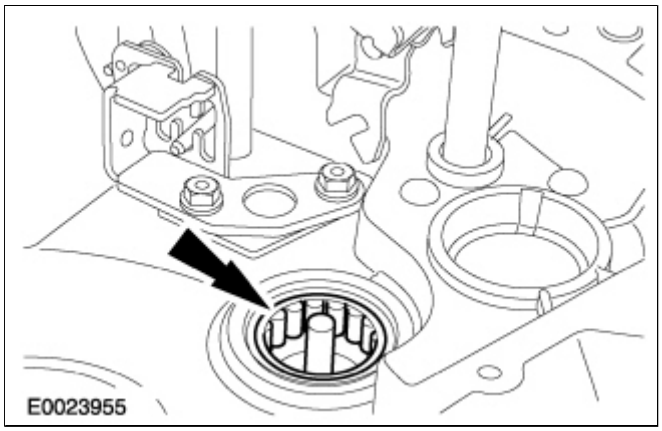
24. Remove the selector rod and locking plate.
    1. Remove the selector interlock plate.
    2. Remove the 5th/reverse gear selector rod.



25. Remove and discard the input shaft oil seal.

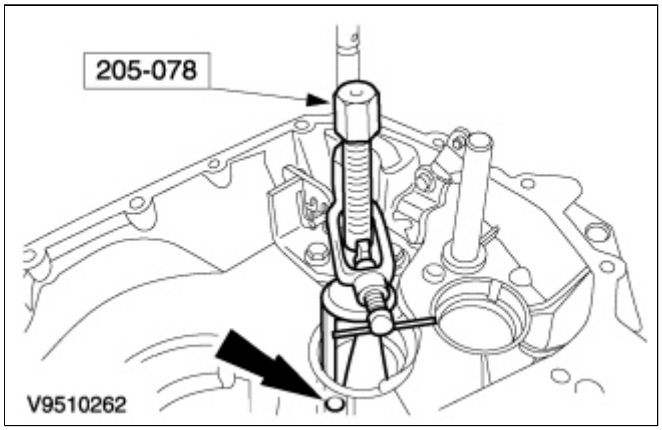


26. Remove output shaft roller bearing.
    - Press out the track rollers from the bearing cage.
    - Remove the bearing cage.

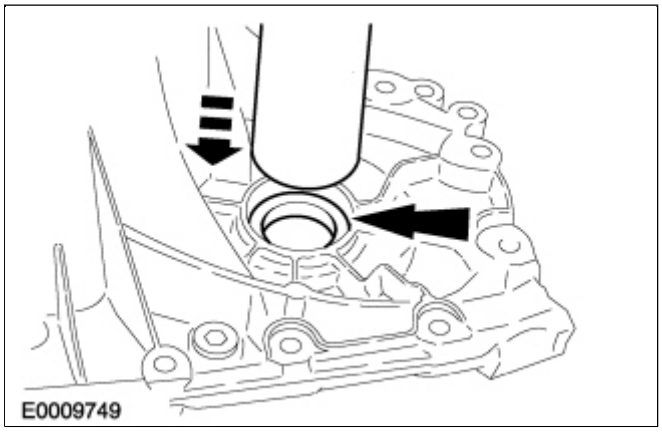


27. ***NOTICE:*** **Only use the special tool in the position indicated, otherwise the blanking plug will be forced out of the housing.**

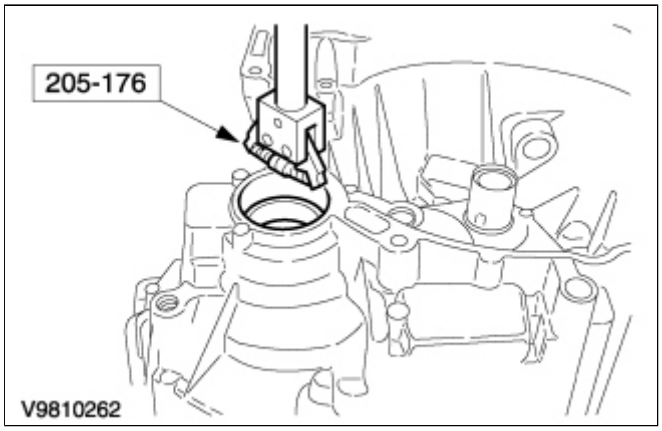
    Using the special tool, remove the output shaft bearing cone.
    - Remove the oil thrower.



28. Remove the bearing cone.

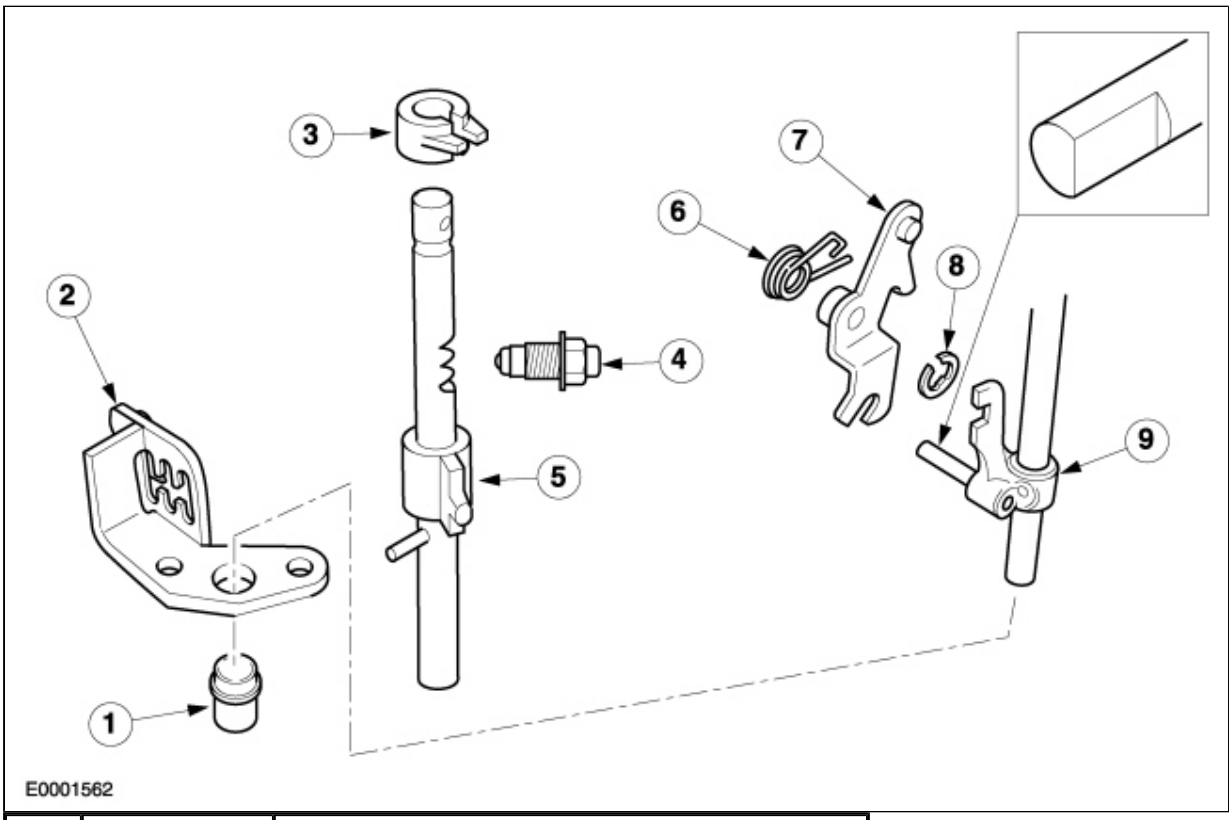


29. Using the special tool, remove the differential bearing cone.



Selector Plate

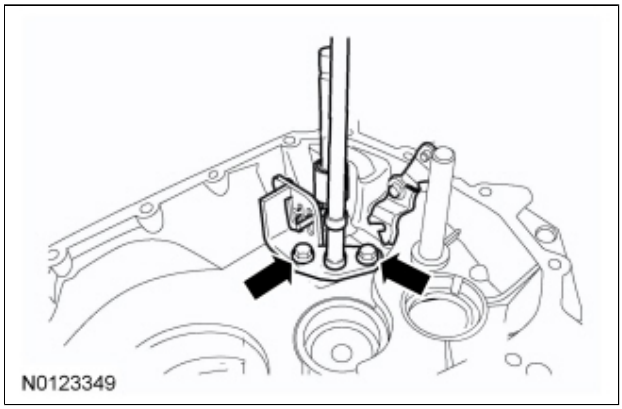
Selector Mechanism



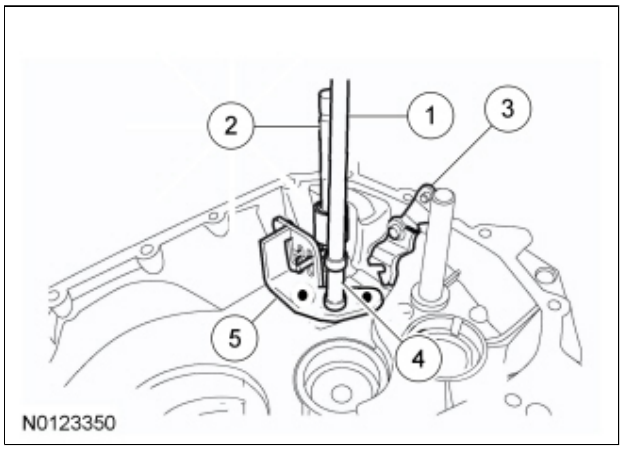
Item	Part Number	Description
1	—	Selector rod guide sleeve, 5th/reverse gear
2	7M038	Selector plate
3	7K201	Selector gate
4	7M131	Selector shaft interlock mechanism
5	7C031	Selector shift shaft
6	7K205	Return spring for selector lever, reverse gear
7	7K001	Selector lever, reverse gear
8	W527007	Snap-ring
9	—	Fifth and reverse gear selector rod

Disassembly

1. Remove the 2 selector plate bolts.

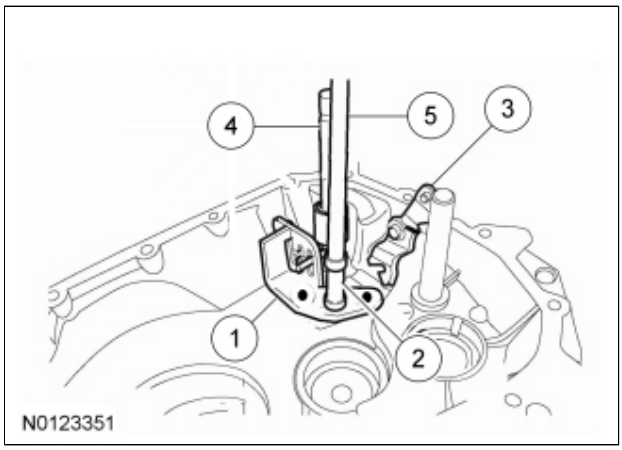


2. Remove the selector mechanism.
    1. Fifth and reverse gear selector rod.
    2. Selector shift shaft.
    3. Reverse gear selector lever.
    4. Fifth and reverse gear selector rod guide sleeve.
    5. Selector plate.

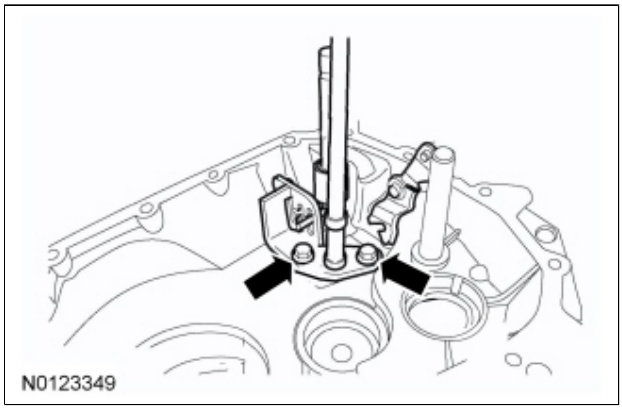


Assembly

1. Install the selector mechanism.
    1. Selector plate.
    2. Fifth and reverse gear selector rod guide sleeve.
    3. Reverse gear selector lever.
    4. Selector shift shaft.
    5. Fifth and reverse gear selector rod.

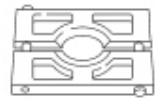


2. Install the 2 selector plate bolts.
    - Tighten to 22 Nm (16 lb-ft).

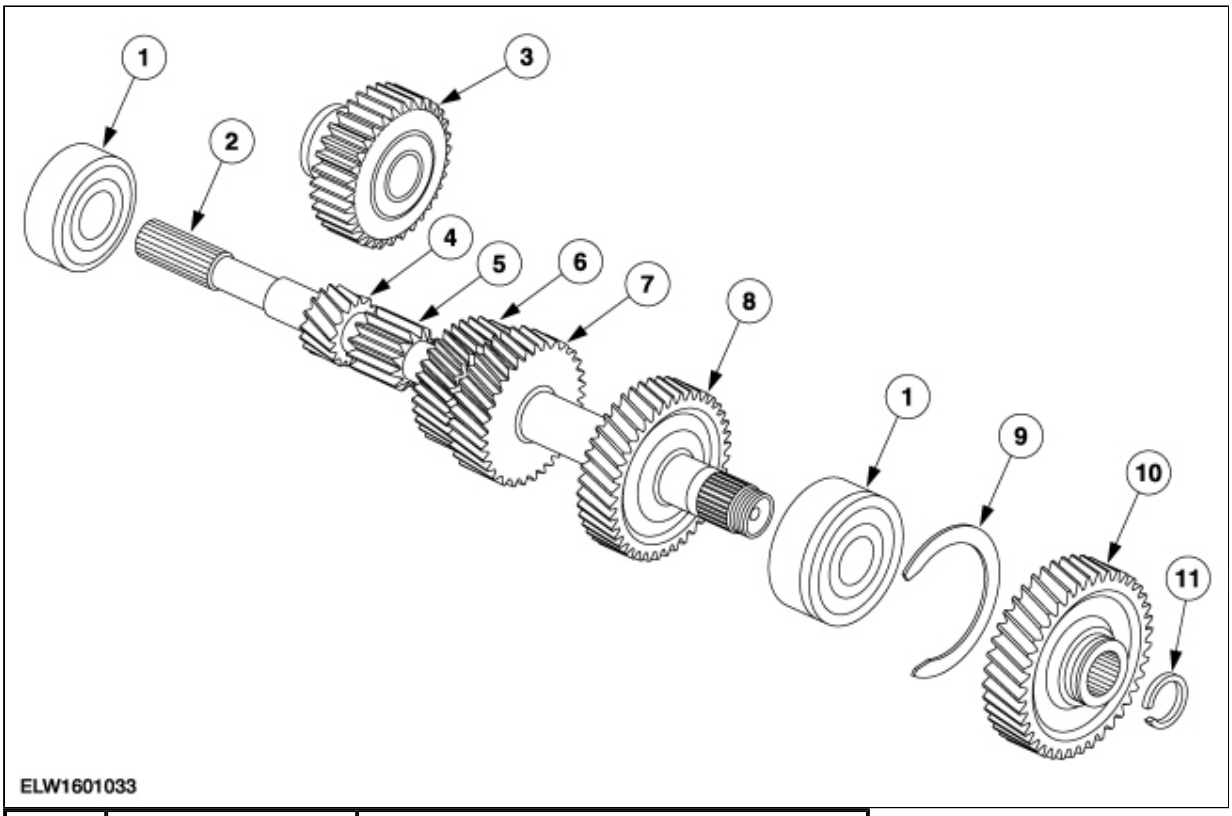

N0123349

Input Shaft

Special Tool(s)

 ST1310-A	Remover, Bearing 205-055

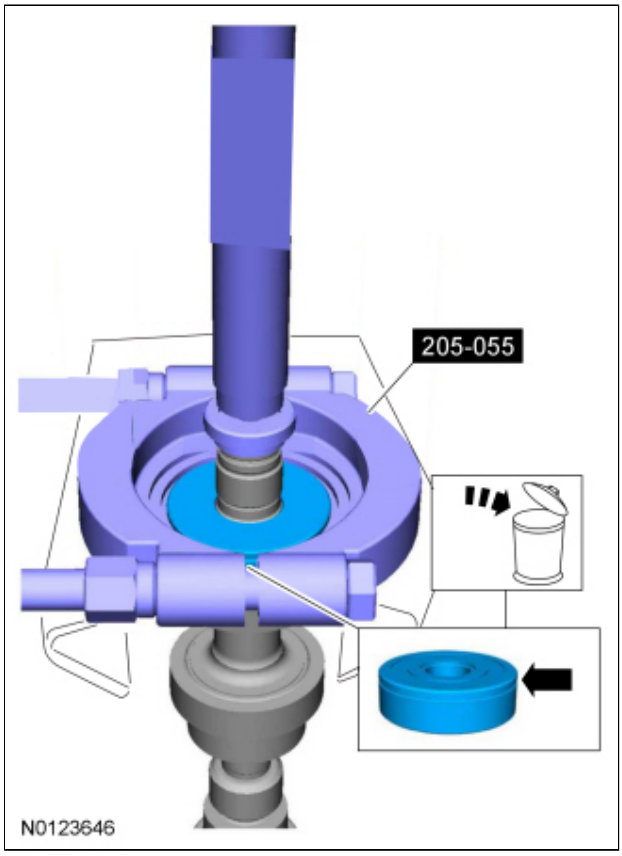
Input Shaft



Item	Part Number	Description
1	7025	Bearing
2	7L226	Input shaft
3	7141	Reverse idler gear
4	—	1st gear (part of 7L226)
5	—	Reverse gear (part of 7L226)
6	—	2nd gear (part of 7L226)
7	—	3rd gear (part of 7L226)
8	—	4th gear (part of 7L226)
9	7026	Retaining ring
10	—	5th gear (part of 7L226)
11	E860332	Snap-ring

Disassembly

1. Using the special tools, remove and discard the bearing.

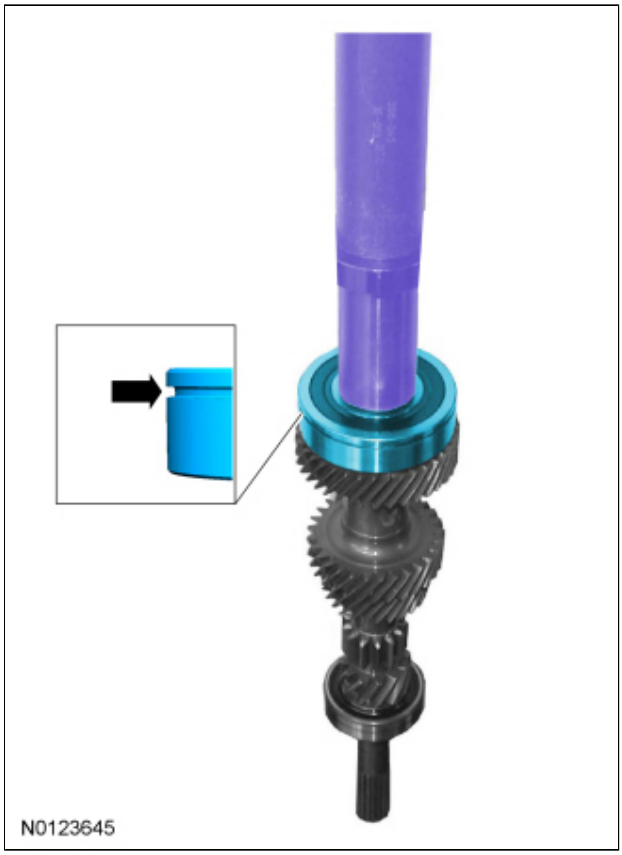


2. Using a suitable tool, remove and discard the bearing.

Assembly

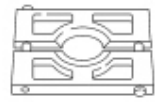
1. Using a suitable tube, install the new bearing.

2. Using a suitable tube, install the new bearing.


N0123645

Output Shaft

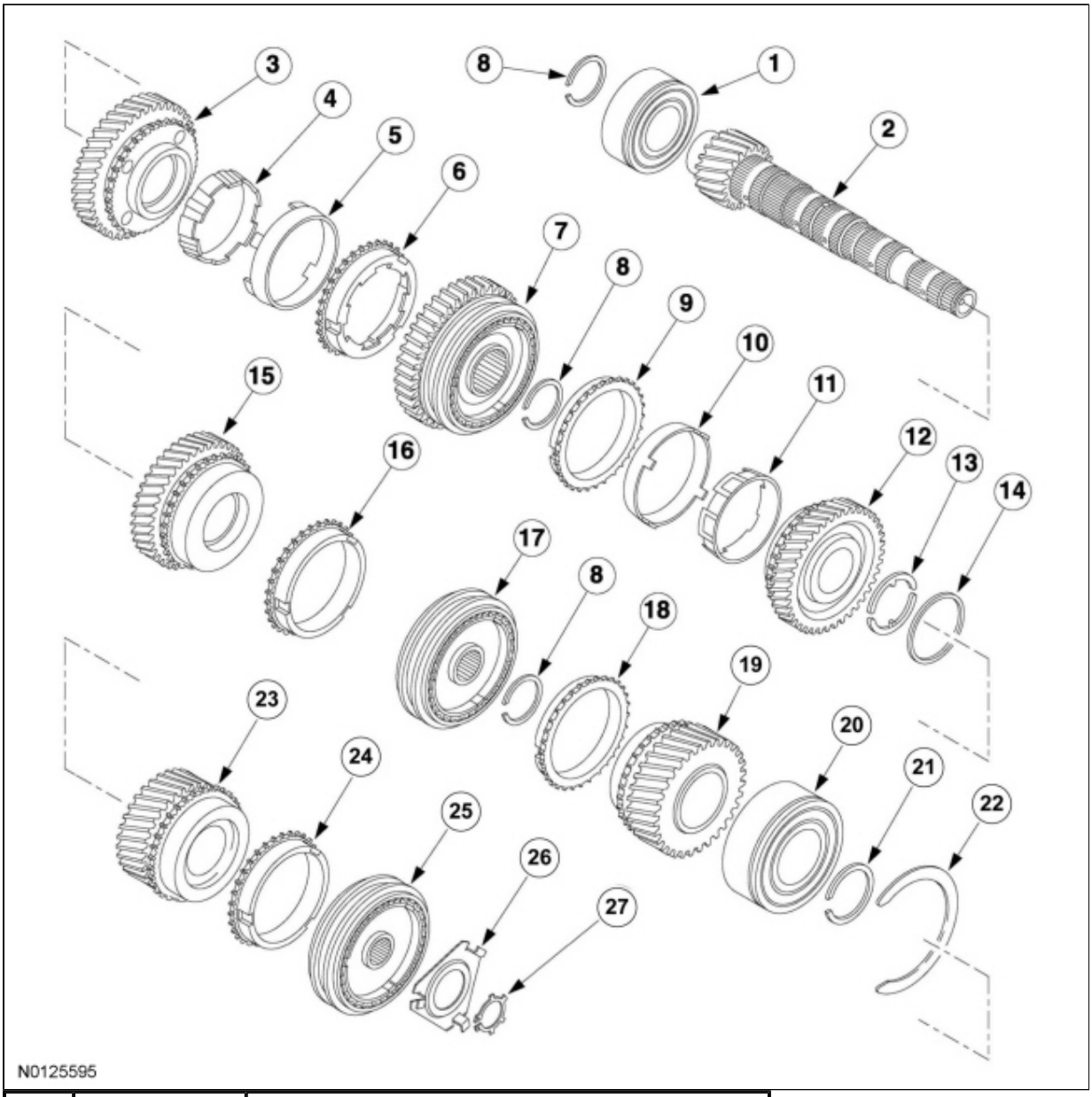
Special Tool(s)

 ST1310-A	Remover, Bearing 205-055

Material

Item	Specification
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C

Output Shaft

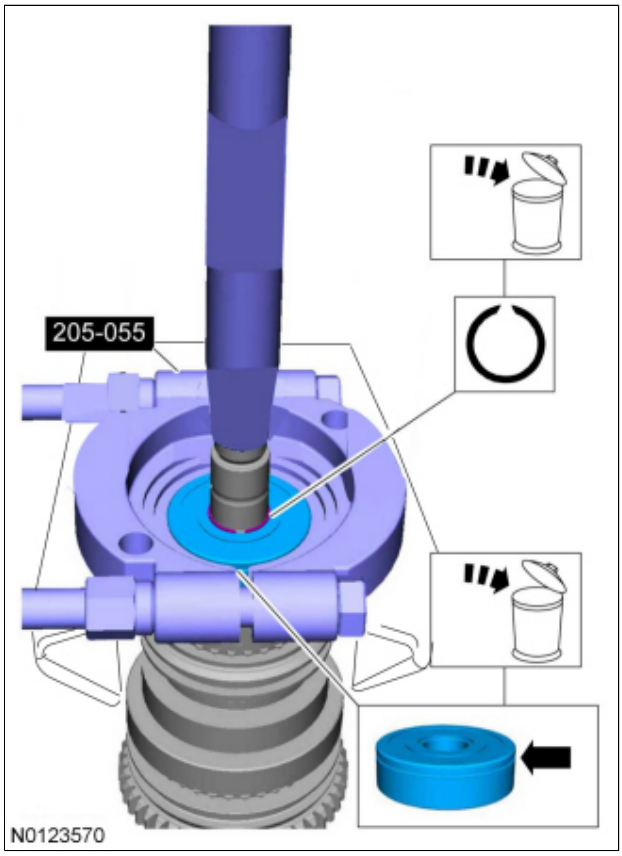


Item	Part Number	Description
1	7065	Bearing
2	7061	Output shaft
3	7100	1st gear
4	7107	Inner synchronizer ring
5	7M000	Synchronizer cone
6	7107	Outer synchronizer ring
7	7124	1st/2nd gear synchronizer with reverse gear
8	E860141	Snap-ring
9	—	Outer synchronizer ring (part of 7124)
10	7M000	Synchronizer cone
11	7107	Inner synchronizer ring
12	7102	2nd gear
13	7A385	Half moon washer (2 required)
14	7A046	Snap-ring
15	7B340	3rd gear

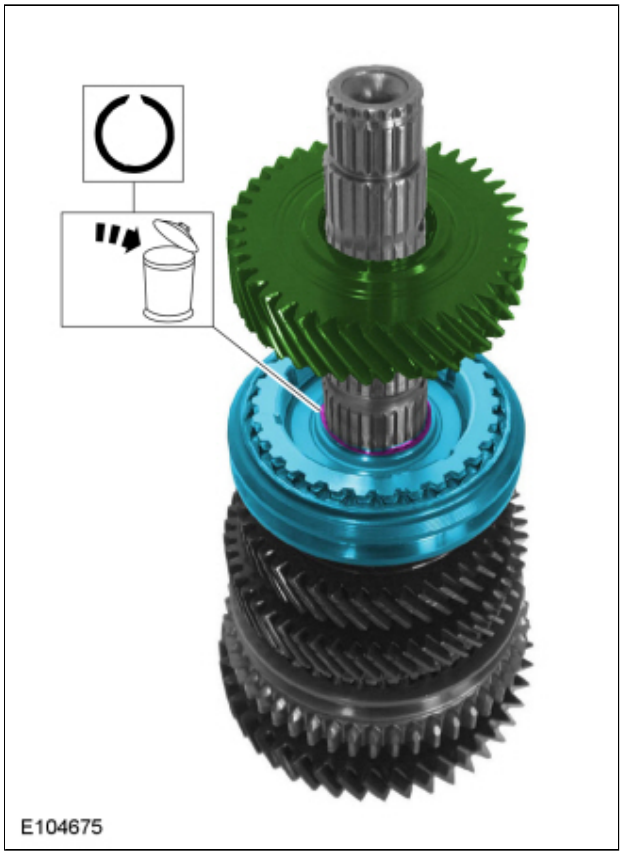
16	7107	Synchronizer ring, 3rd gear
17	7124	Gear synchronizer, 3rd/4th gear
18	7107	Synchronizer ring, 4th gear
19	7110	4th gear
20	7065	Bearing
21	E860303	Circlip
22	7026	Retaining ring
23	7K136	5th gear
24	7107	Synchronizer ring, 5th gear
25	7L053	Gear synchronizer, 5th gear
26	7L049	Retaining plate
27	W702295	Circlip

Disassembly

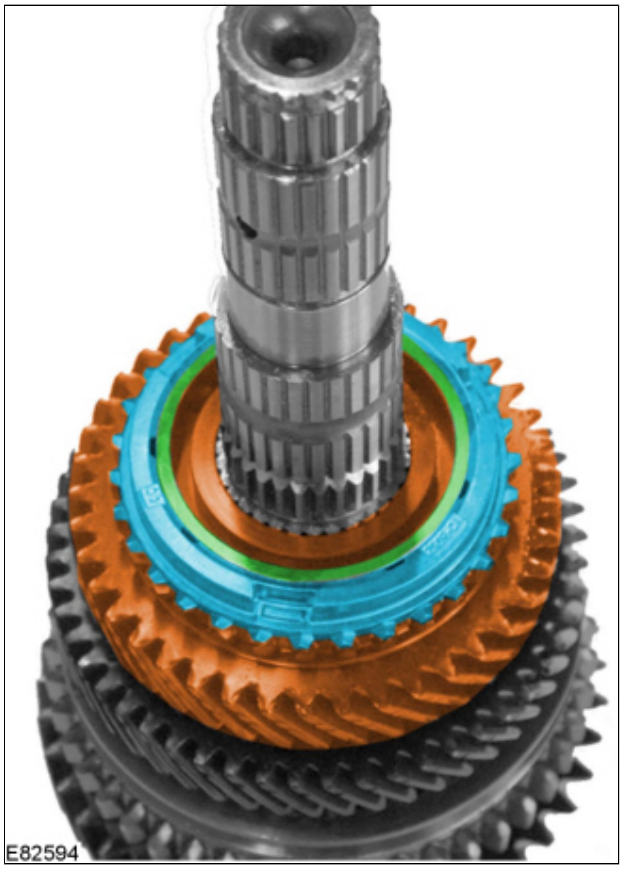
1. Remove the bearing.
    - Remove and discard the circlip.
    - Using the special tools, remove and discard the bearing.



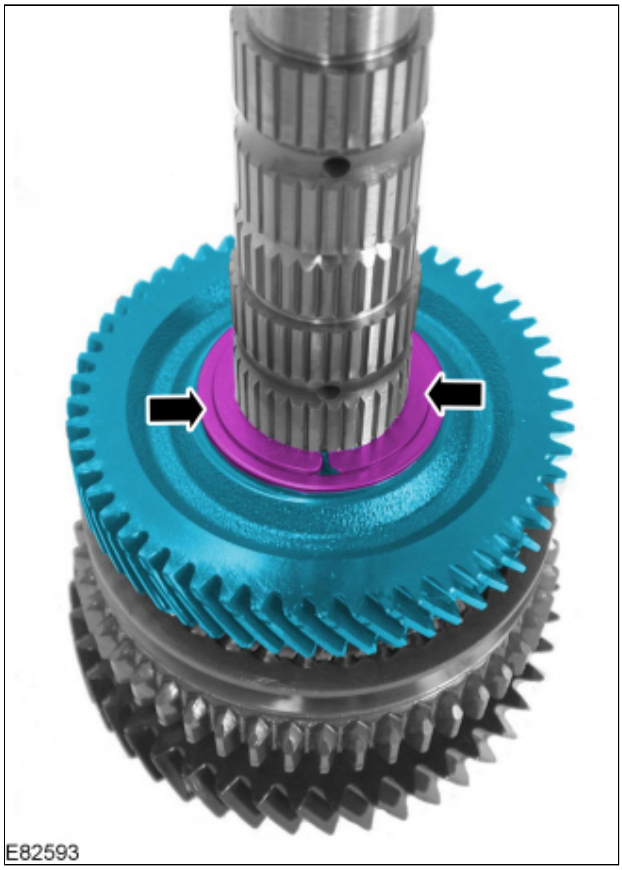
2. Remove 4th gear, remove and discard the snap-ring and remove the 3rd/4th gear synchronizer.



3. Remove the 3rd gear synchronizer ring and 3rd gear.

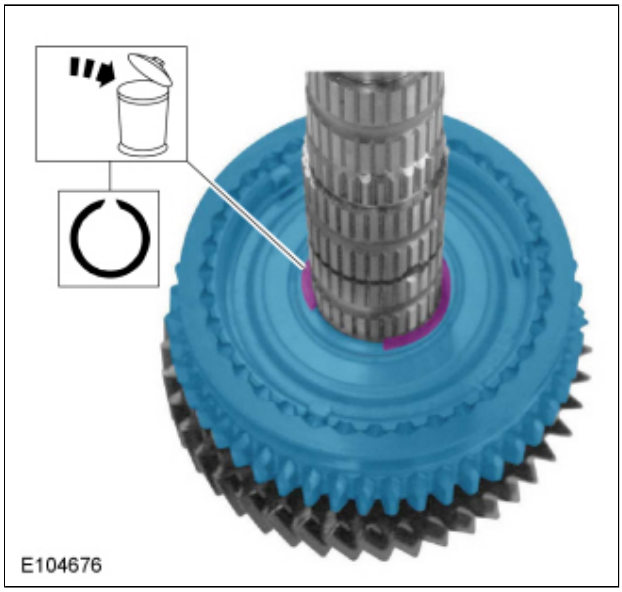


4. Remove the 2 half moon washers and 2nd gear.

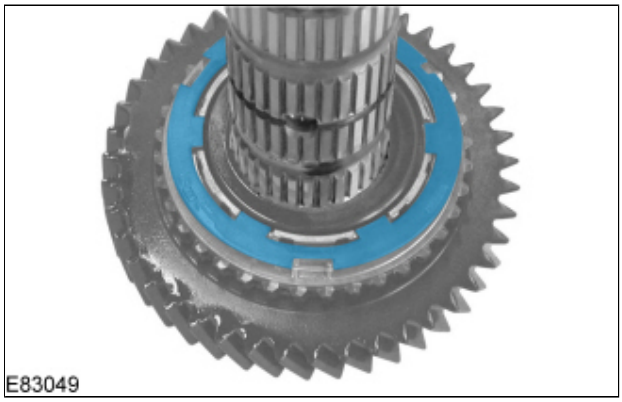


5. Remove the inner and outer synchronizer rings and the synchronizer cone.

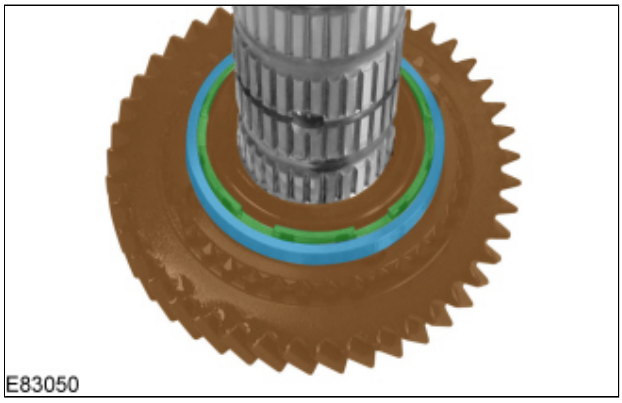
6. Remove and discard the snap-ring and remove the 1st/2nd gear synchronizer with reverse gear.



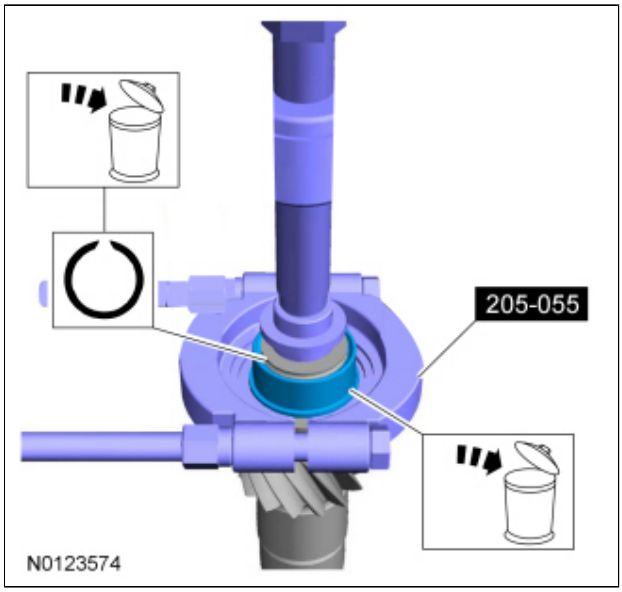
7. Remove the outer synchronizer ring.



8. Remove the synchronizer cone, inner synchronizer ring and the 1st gear.

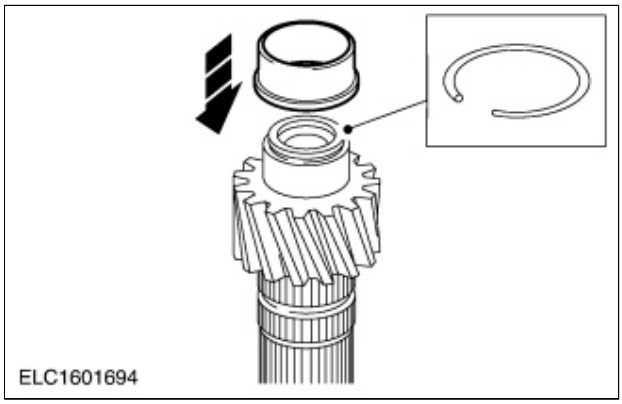


9. Remove the bearing cone.
    - Remove and discard the snap-ring.
    - Using the special tools, remove and discard the bearing cone.

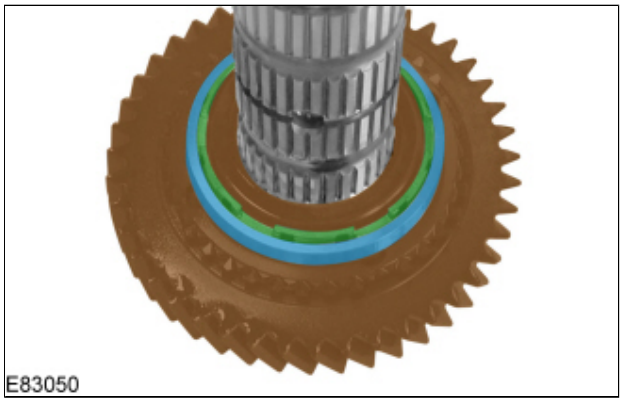


Assembly

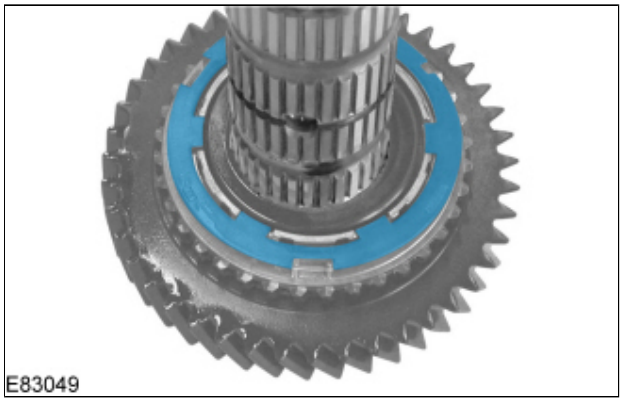
1. Install the new bearing cone and new snap-ring.
    1. Evenly heat the new bearing cone to approximately 176°F (80°C) and slide it onto the output shaft.
    2. Install the new snap-ring.



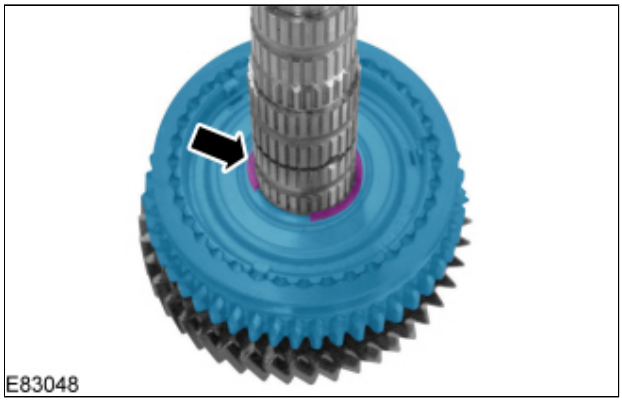
2. Install the 1st gear, inner synchronizer ring and the synchronizer cone.



3. Install the outer synchronizer ring.

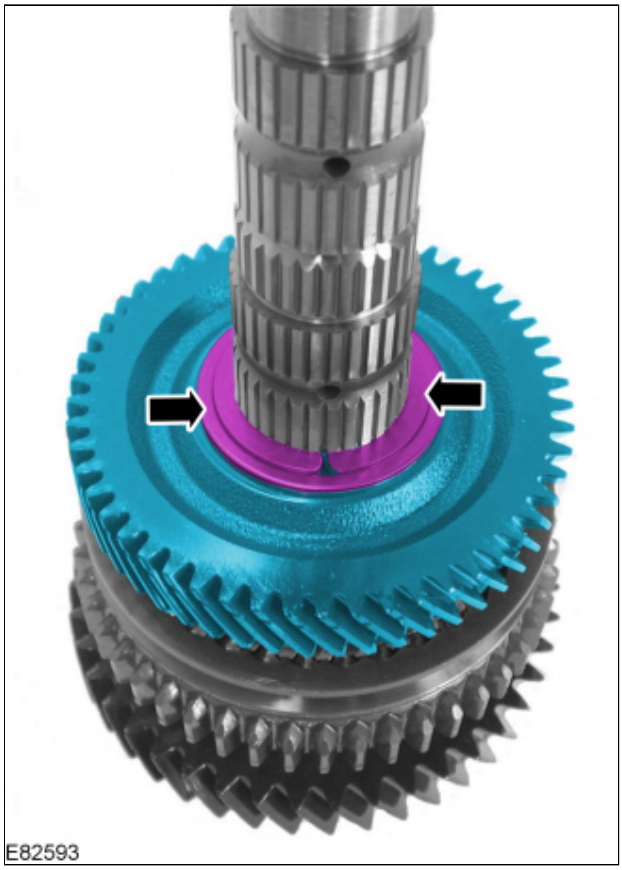


4. Install the new snap-ring.

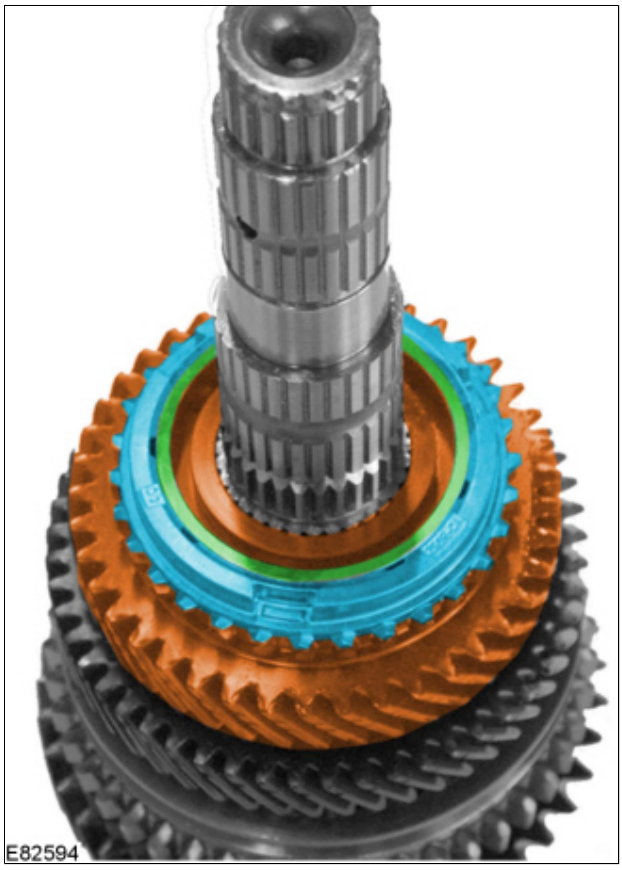


5. Install the synchronizer cone and the outer and inner synchronizer rings.

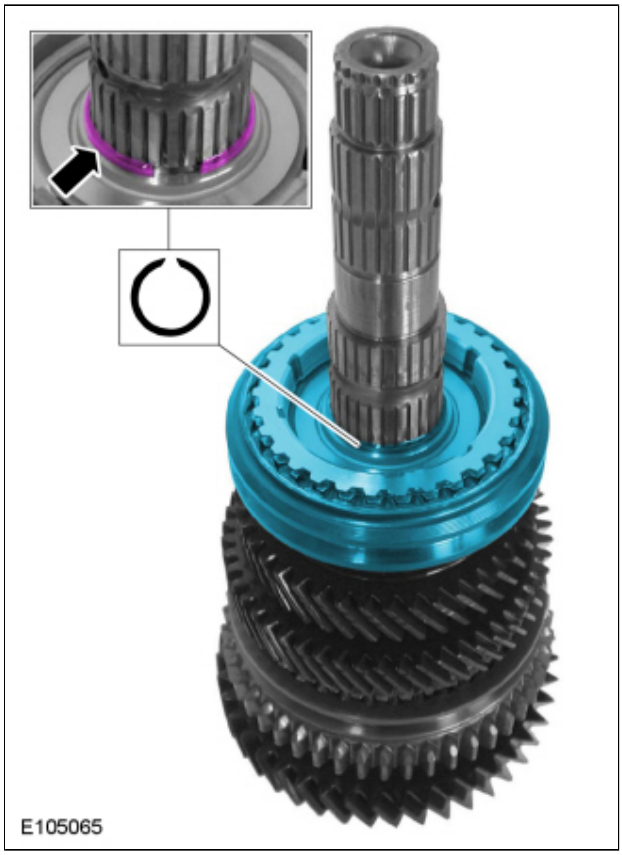
6. Install the 2nd gear and the 2 half moon washers.



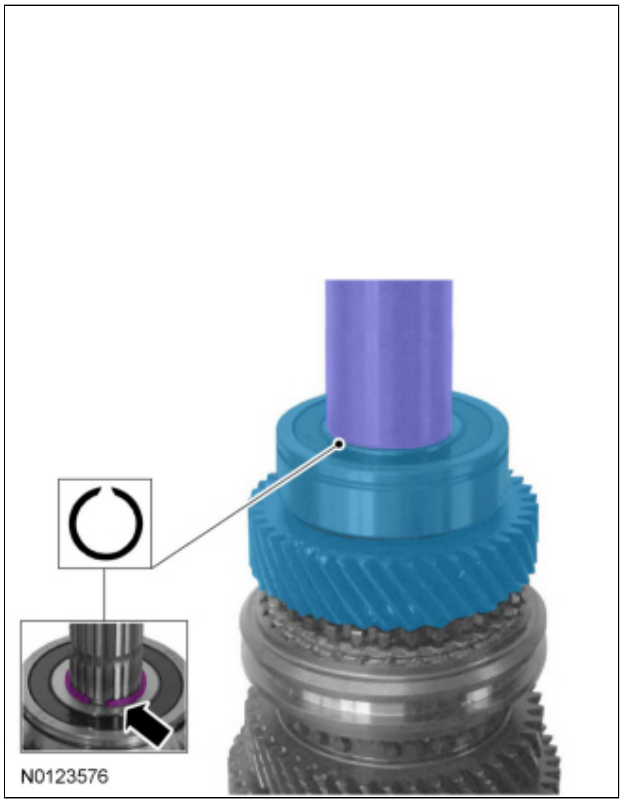
7. Install the 3rd gear and 3rd gear synchronizer ring.



8. Install the 3rd/4th gear synchronizer and new snap-ring.

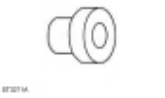


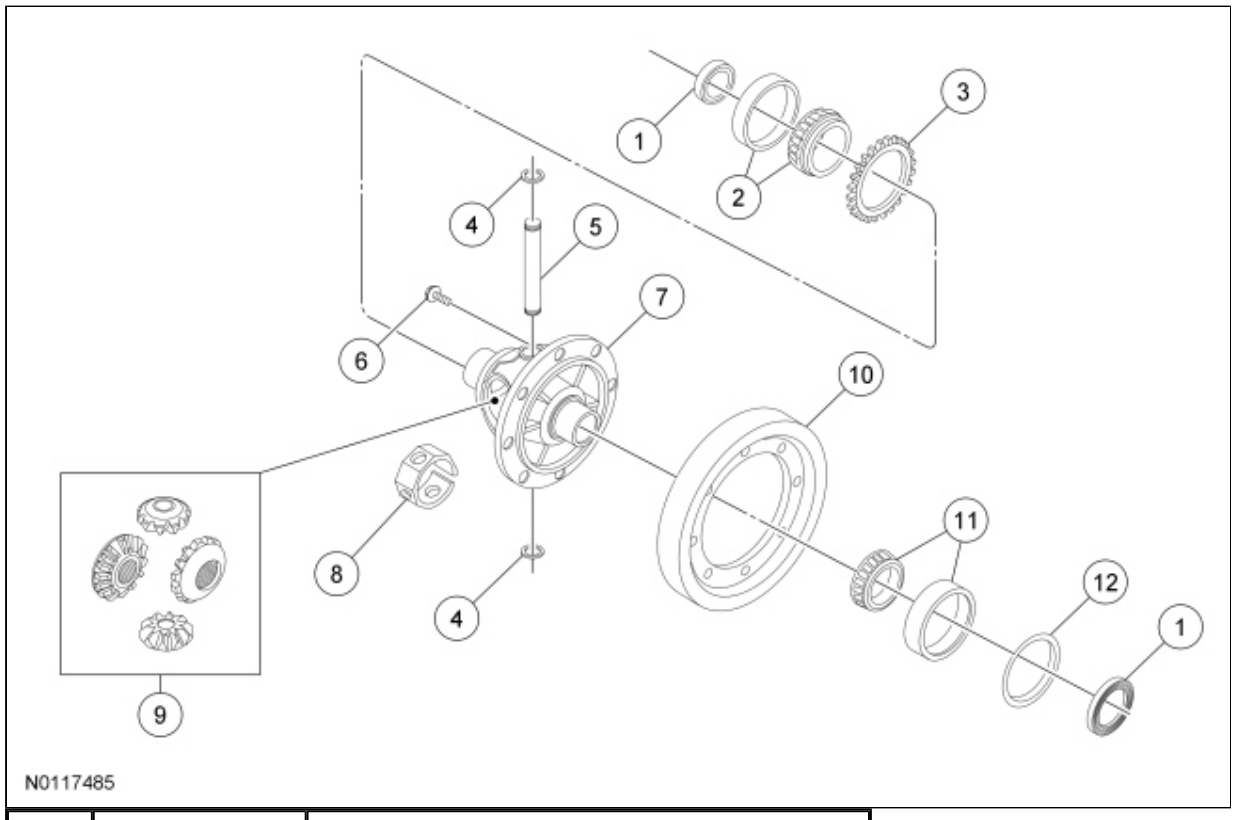
9. Install 4th gear and using a suitable tube, install the new bearing and new circlip.



Differential

Special Tool(s)

	Remover, Wheel Knuckle 205-253 (T87C-1104-A)
 ST2784-A	Puller, Drive Pinion/Differential Carrier 205-D036 (D81L-4220-A)
 ST2769-A	Handle 205-153 (T80T-4000-W)
	Installer, Differential Bearing Cup 308-162 (T88C-77000-C)



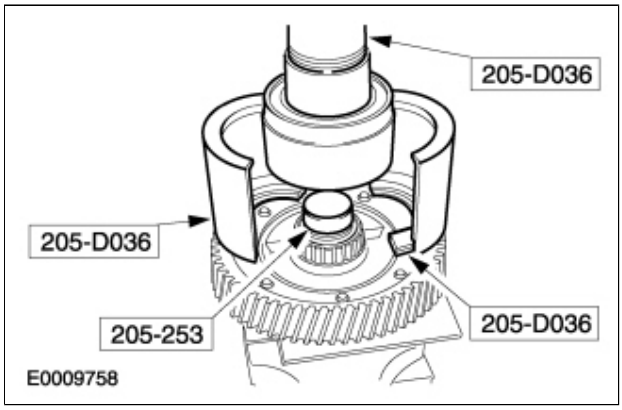
Item	Part Number	Description
1	1177	Differential seal
2	4221	Differential bearing

3	17285	Speed sensor trigger wheel
4	E860187	Retainer
5	4211	Differential pinion shaft
6	W700427	Differential bolt
7	4205	Differential case
8	4K322	Differential case lining
9	—	Differential pinion gears (part of 4026)
10	7F343	Differential ring gear
11	4220	Differential bearing
12	4228	Differential cup

Disassembly

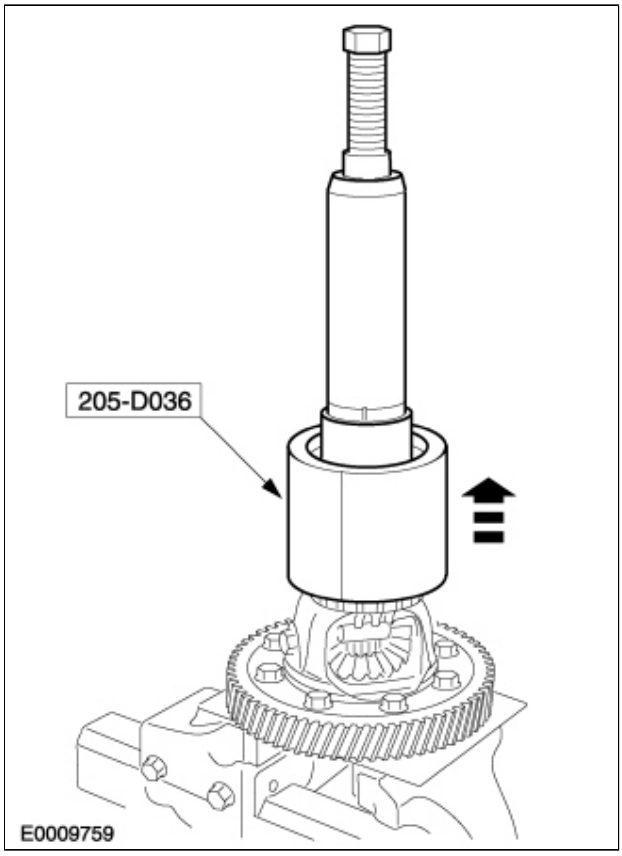
1. **NOTE:** Clutch side shown, transaxle side similar.

   Install the special tools.

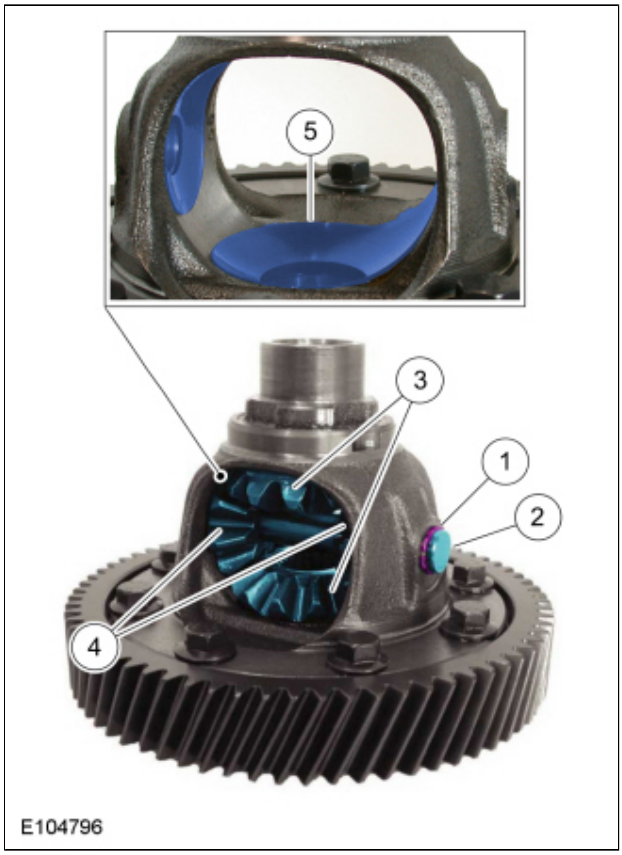


2. **NOTE:** Transaxle side shown, clutch side similar.

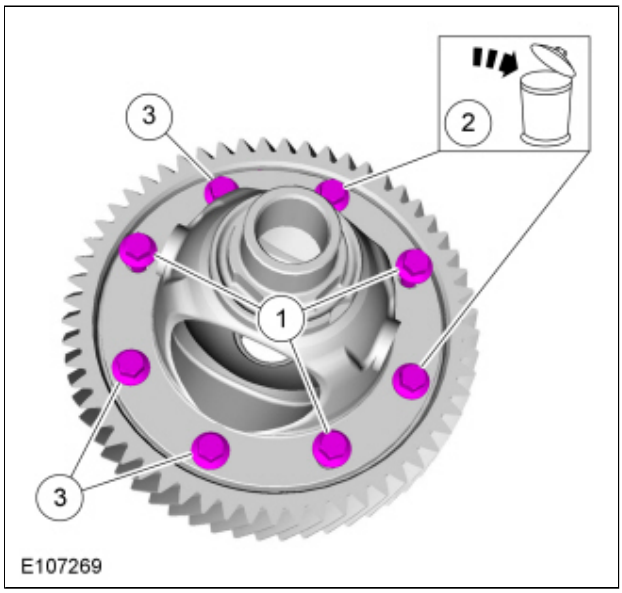
   Using the special tools, remove the differential bearings from the differential assembly.



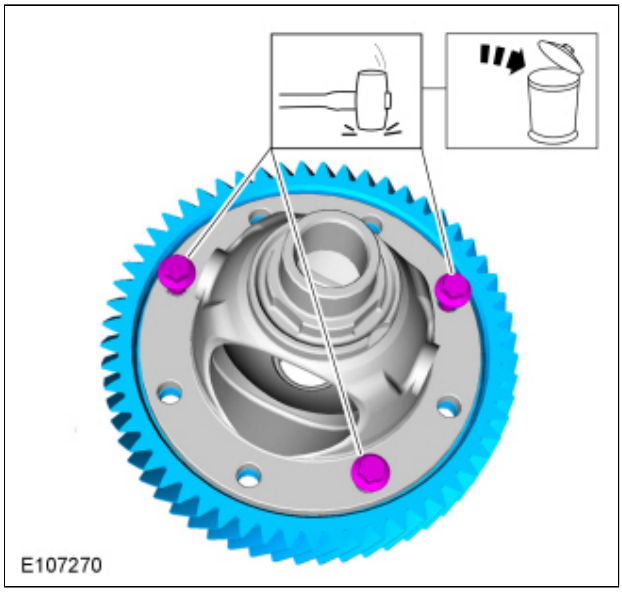
3. Remove the differential pinions.
    1. Remove the differential pinion shaft snap ring.
    2. Remove the differential pinion shaft.
    3. Rotate and remove the differential pinion gears.
    4. Rotate and remove the differential pinion gears.
    5. Remove the differential pinion gear case lining.



4. Remove the differential ring gear bolts as follows:
    1. Loosen the 3 differential bolts four turns.
    2. Remove and discard the 2 differential bolts.
    3. Remove and save the 3 differential bolts.

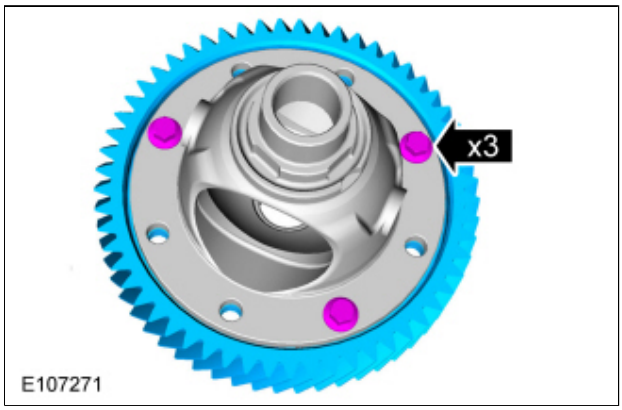


5. Using a hammer, hit the 3 remaining differential bolts, remove and discard the differential bolts and remove the differential ring gear.

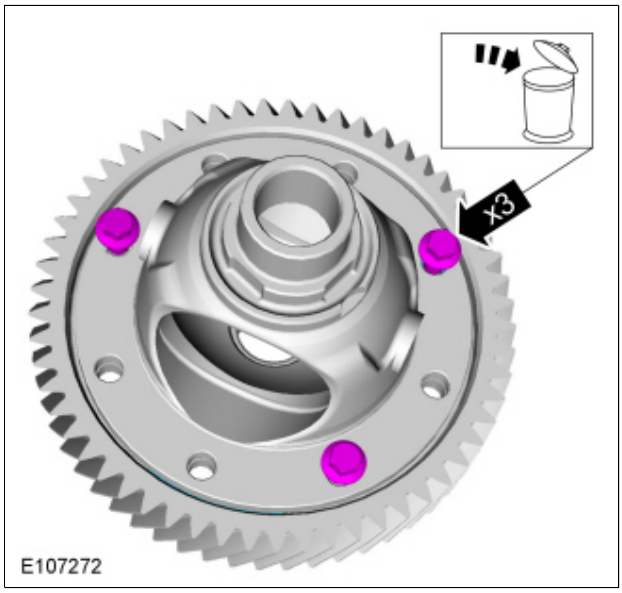


Assembly

1. Install the differential ring gear and the 3 bolts saved during disassembly.
    - Tighten to 105 Nm (77 lb-ft).

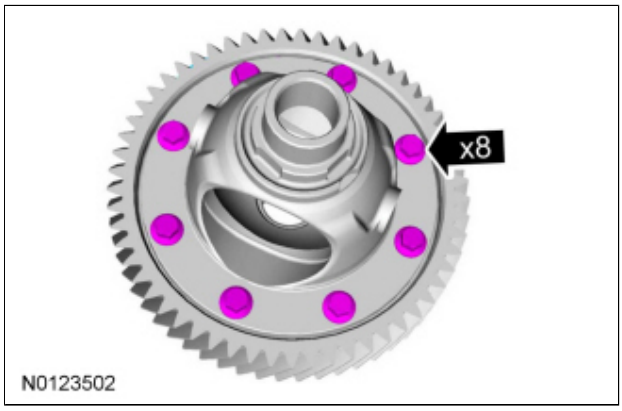


2. Remove and discard the 3 bolts.

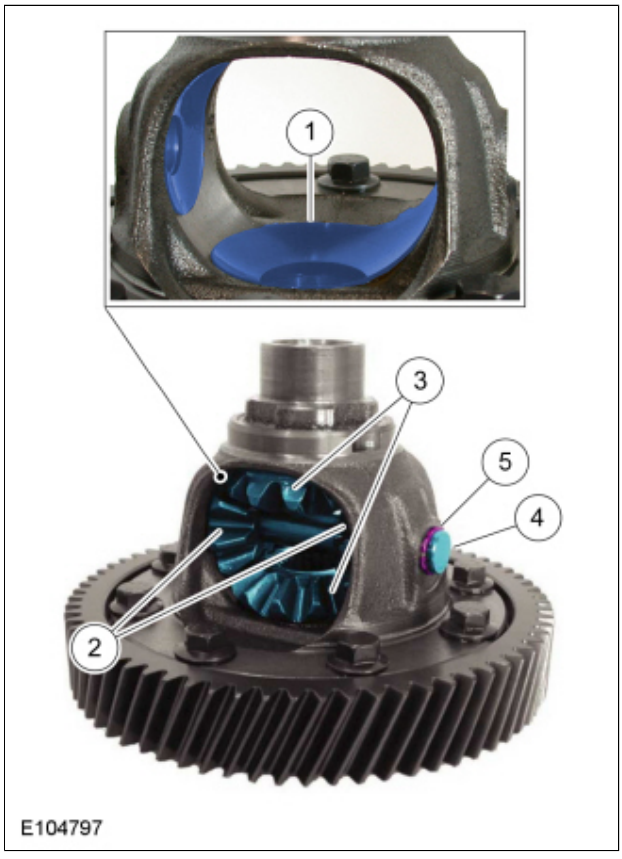


3. Install 8 new differential ring gear bolts.

- Tighten to 105 Nm (77 lb-ft).

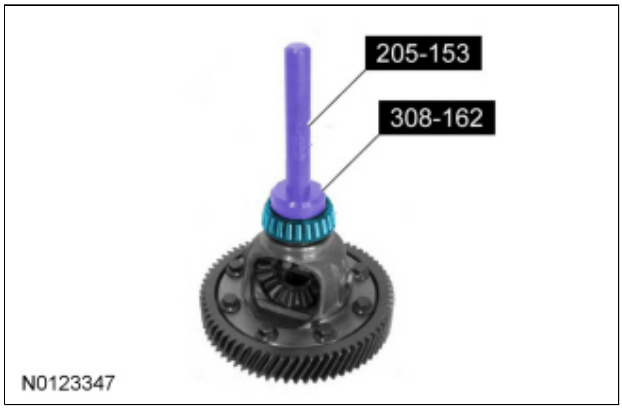


4. Install the differential pinion gears.
    1. Install the differential pinion gear case lining.
    2. Install the differential pinion gears.
    3. Install the differential pinion gears.
    4. Install the differential pinion shaft.
    5. Install the differential pinion shaft snap ring.



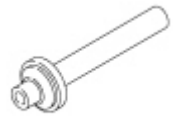
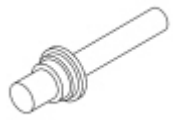
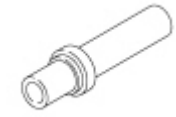
5. **NOTE:** Transaxle side shown, clutch side similar.

    Using the special tools, install the differential bearings.


205-153
308-162
N0123347

Transaxle

Special Tool(s)

	Installer, Rear Hub Bearing/Oil Seal 205-296 (15-085)
	Installer, Input Shaft Snap Ring 308-076
	Installer, Bearing Cones 308-041
	Holding Fixture, Transmission 307-003 (T57L-500-B)
	Installer, Halfshaft Oil Seal 308-039 (16-018)
	Installer, Extension Housing Bushing/Oil Seal 308-045 (16-0159)
	Blanking Plugs, Transaxle Housing 308-152 (T88C-7025-AH)

Material

Item	Specification
Gasket Maker TA-16	WSK-M2G348-A5

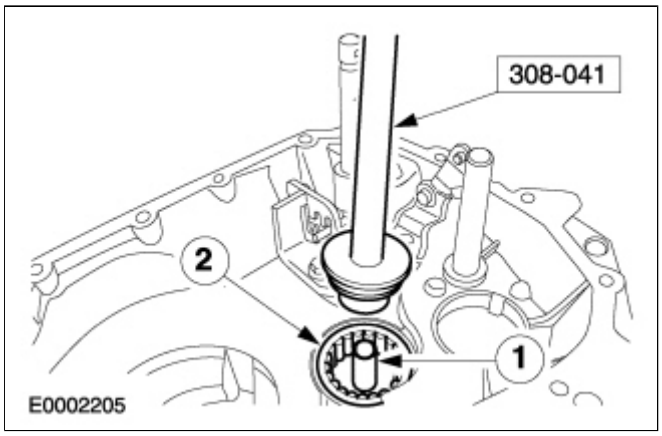
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4
Threadlock and Sealer TA-25	WSK-M2G351-A5

Assembly

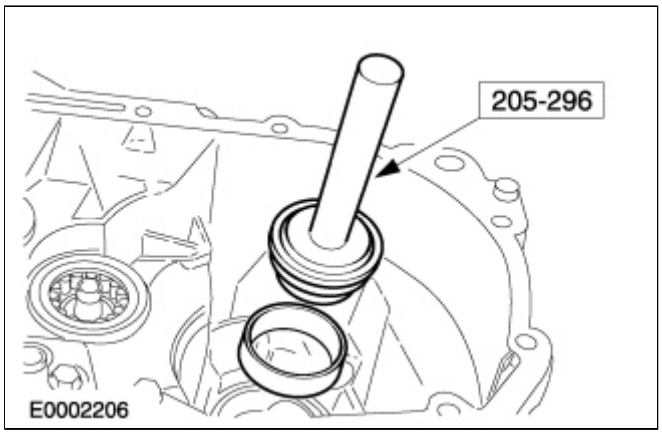
1. **NOTE:** Apply transmission fluid to all rotating surfaces.

   Clean and check all parts carefully before reassembly.

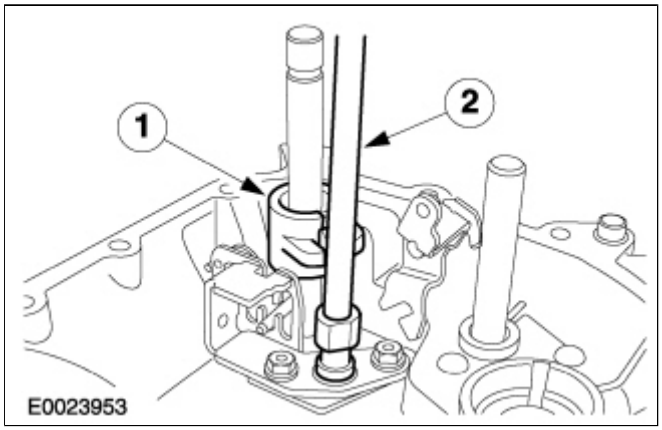
2. Using the special tool, install the output shaft roller bearing and bearing cone.
   1. Install the oil thrower.
   2. Install the bearing as far as stop.



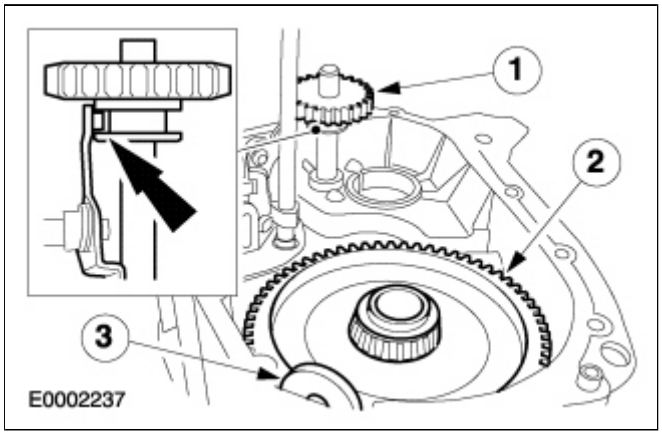
3. Using the special tool, install the differential bearing cone.



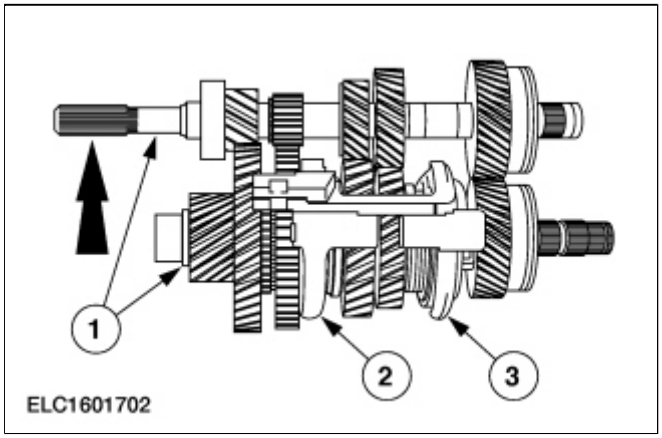
4. Install the shift selector interlock plate and the selector rod.
   1. Install the shift selector interlock plate.
   2. Install the 5th/reverse gear selector rod.



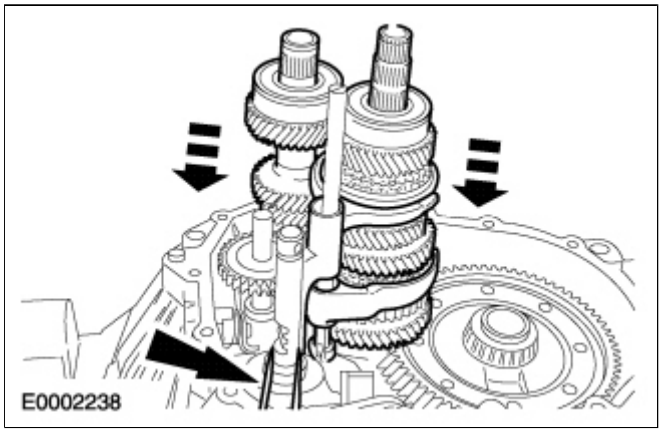
5. Install the reverse gear idler (as shown), the differential and the magnet.
    1. Reverse gear idler.
    2. Differential.
    3. Magnet.



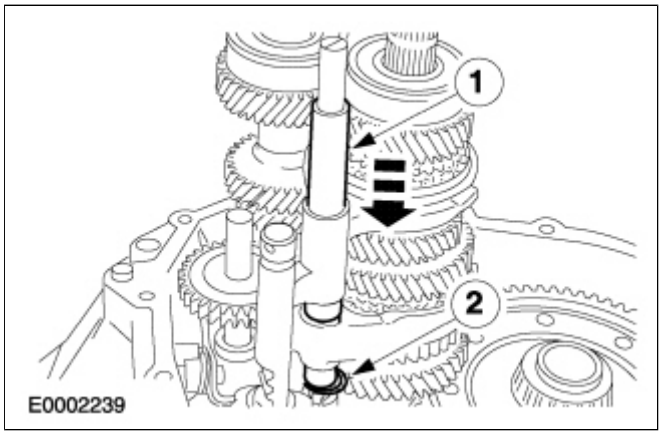
6. Prepare the input and the output shaft for installation.
    1. Position the input shaft and the output shaft together.
    2. Position the 1st and 2nd gear selector fork on the shaft assemblies.
    3. Position the 3rd and 4th gear selector fork on the shaft assemblies.



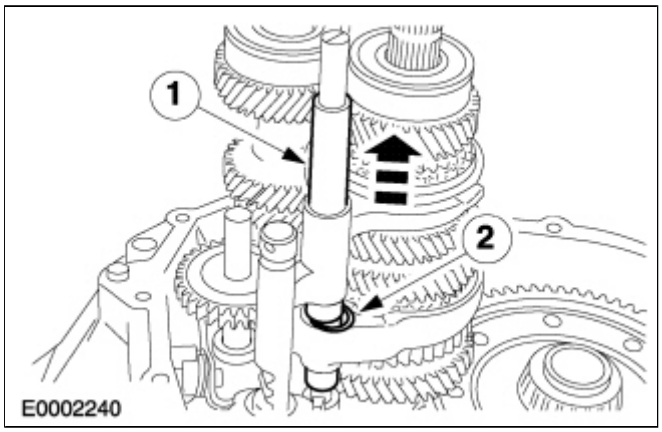
7. Install the input shaft, output shaft and selector fork assemblies into the transaxle case.
    - Install a rubber band to the selector shaft to aid assembly.
    - Insert the input shaft to a depth of approximately 50 mm (1.968 in) and swivel it slightly to the side.
    - Insert the output shaft to the level of the input shaft and engage the gears.
    - Install the input shaft and the output shaft.



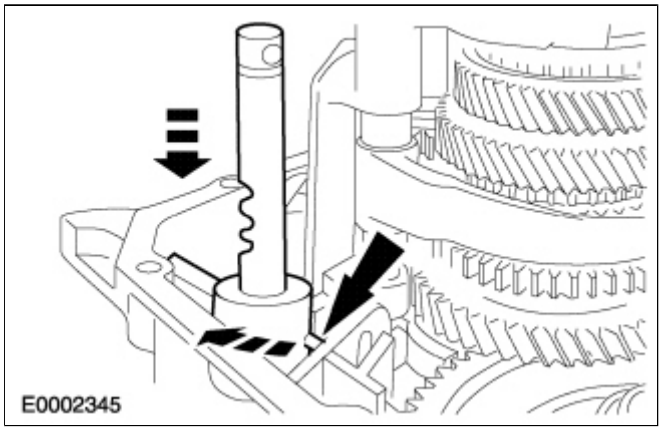
8. Install the selector shaft guide sleeve and new lower snap ring.
    1. Push in the selector shaft guide sleeve.
    2. Install the new lower snap ring.



9. Install the selector shaft guide sleeve new upper snap ring.
    1. Pull up the selector shaft guide sleeve.
    2. Install the new upper snap ring.

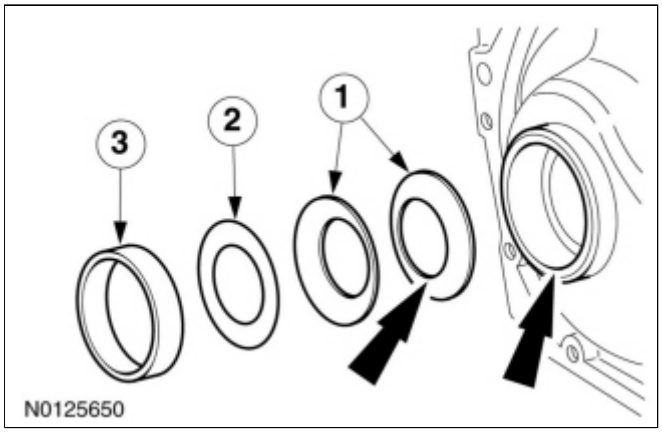


10. Move the inner gearshift linkage to 5th gear.
    - Turn the selector shaft clockwise until the reverse and 5th gear passage is reached, then press downwards.

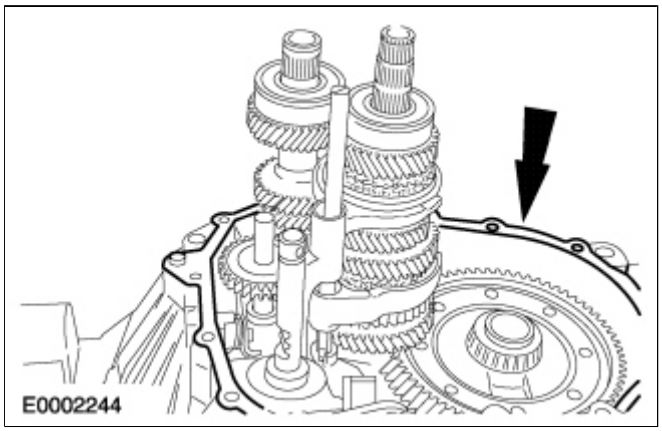


11. **NOTE:** The inner diameters of the Belleville washers are touching.

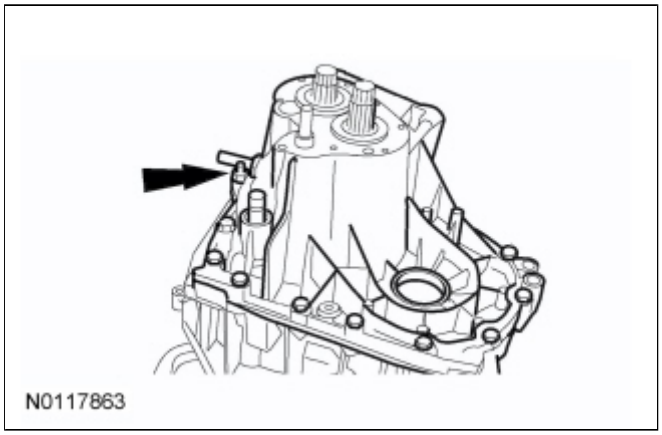
    Install the shim and secure it by staking the edge of the housing.
    1. Belleville washers.
    2. Shim.
    3. Install the bearing cone and secure it by staking the edge of the housing.



12. Apply Gasket Maker to the transaxle housing.

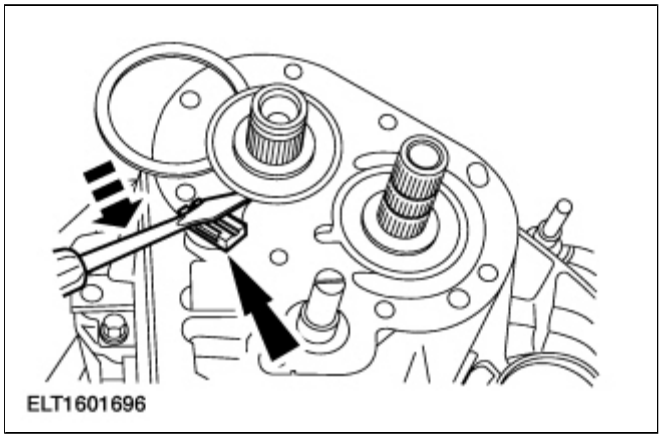


13. Install the transaxle housing bolts and evenly tighten.
    - Tighten to 33 Nm (24 lb-ft).



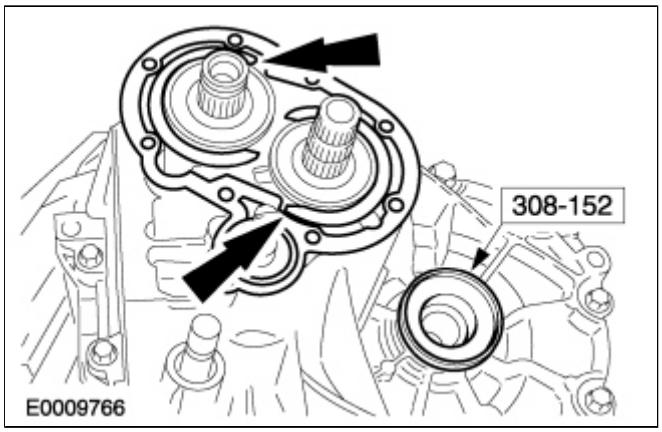
14. **NOTE:** Use a wooden block.

    Install the new input shaft and output shaft retaining rings.

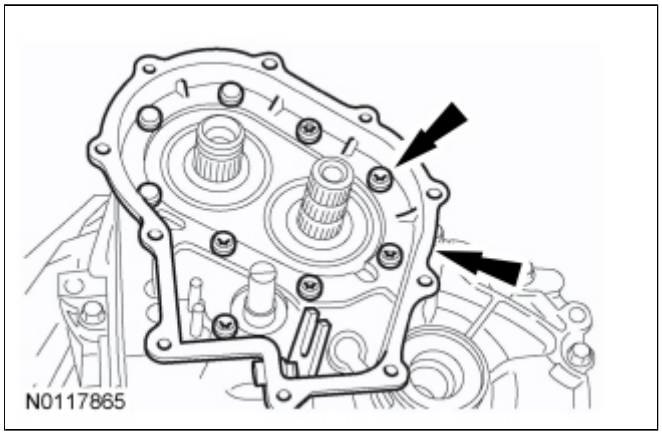


15. **NOTE:** Turn the retaining rings so that they are located in the cut-outs in the gasket.

    Install the special tools.



16. Install the new 5th gear housing gasket, 5th gear housing and the 9 new 5th gear housing bolts.
    - Tighten to 17 Nm (150 lb-in).

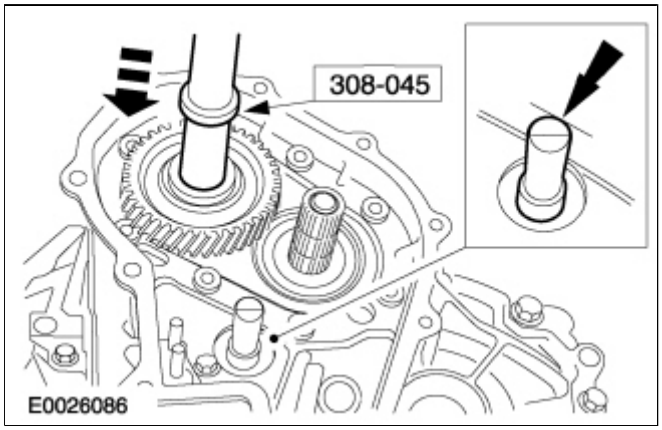


17. **NOTE:** Remove the transaxle from the special tool and carry out the following step on a press.

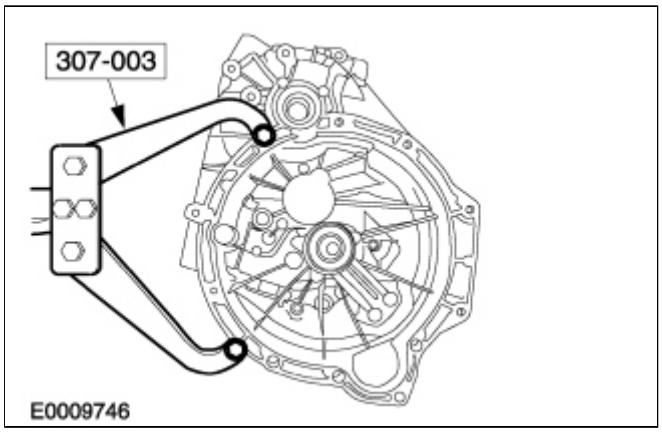
    NOTE: Install an anti twist stop for the selector rod.

    NOTE: The transaxle housing must not rest on the press table. Support the input shaft clutch splines on the press.

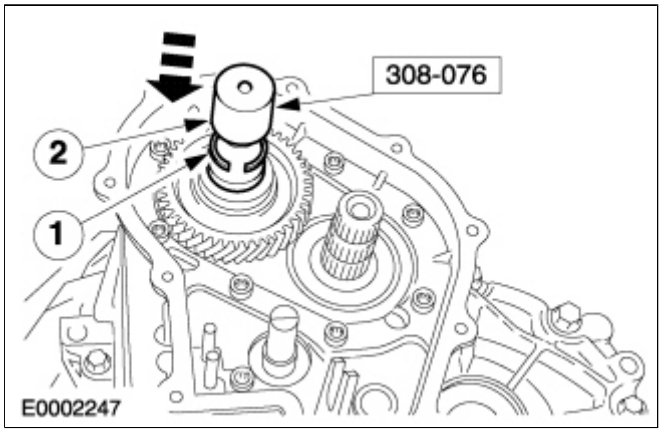
    Using the special tool and a press, install the 5th gear wheel onto the input shaft.



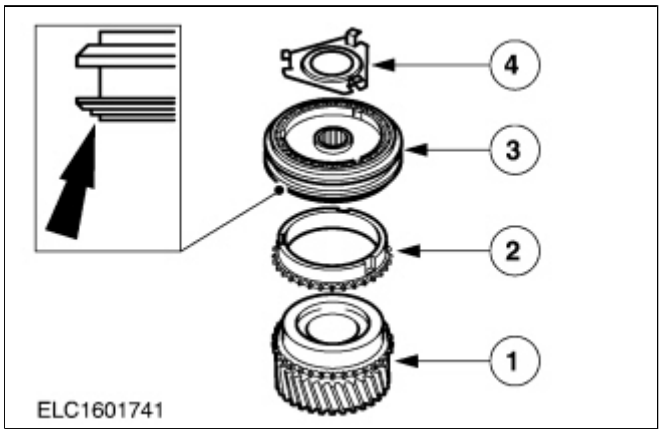
18. Install the special tool onto the transaxle.



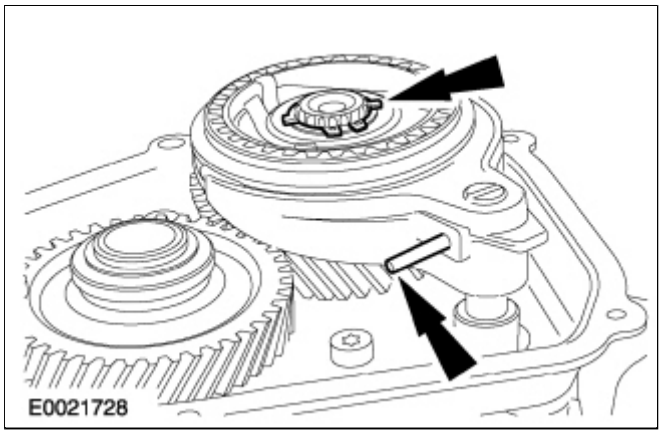
19. Using the special tool, install the new 5th gear snap ring.
    1. Install the new snap ring onto the special tool.
    2. Install the special tool and push on the new snap ring.



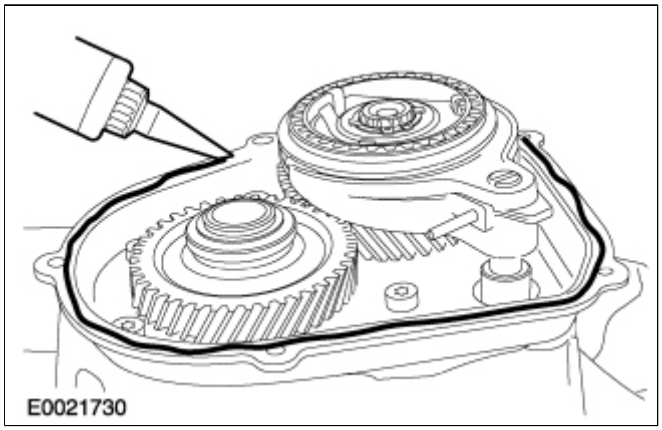
20. Assemble the 5th gear synchronizer unit.
    1. 5th gear.
    2. Synchronizer ring.
    3. Synchronizer (as shown).
    4. Retaining plate.



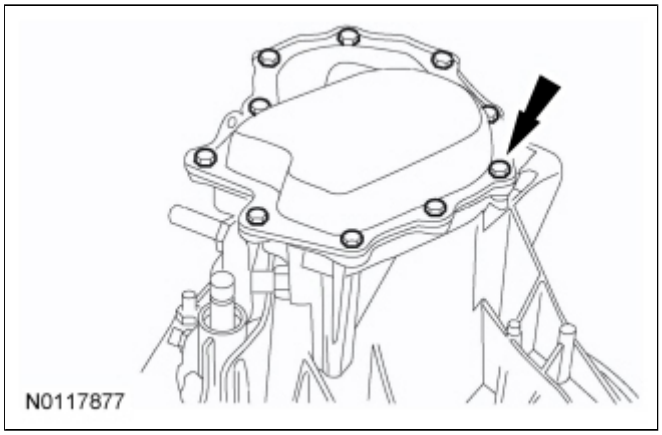
21. Install the 5th gear synchronizer unit with selector fork on the transaxle.
    - Install the new roll pin.
    - Install the new circlip.



22. Apply Silicone Gasket and Sealant evenly to the end cap.

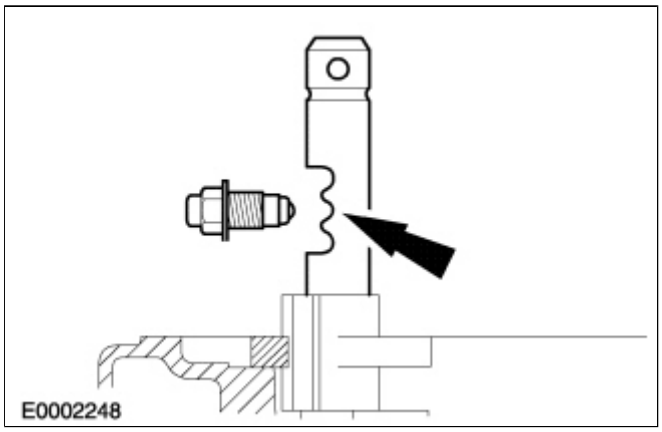


23. Install the 5th gear cover and the 5th gear cover bolts.
    - Tighten to 12 Nm (106 lb-in).



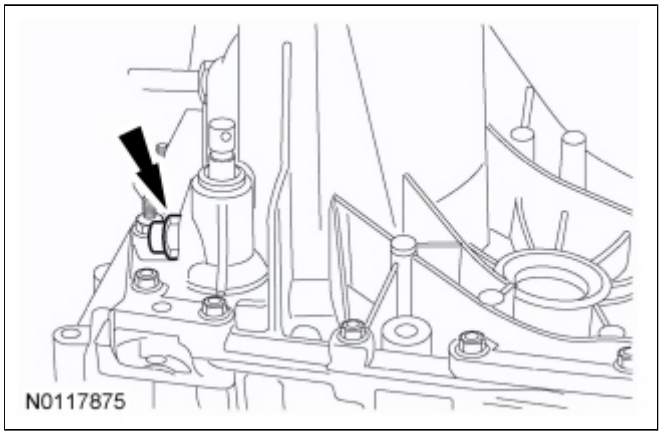
24. **NOTE:** Install the selector shaft interlock in the neutral position.

    Install the selector shaft interlock as shown.

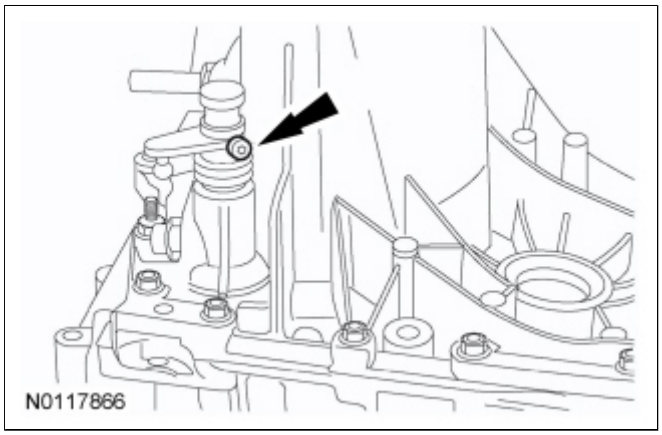


25. **NOTE:** Make sure the selector shaft interlock in the neutral position.

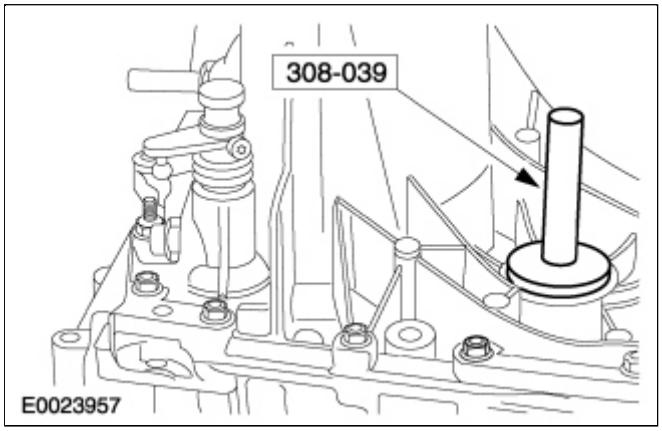
    Apply Threadlock and Sealer to the selector interlock mechanism and install.
    - Tighten to 25 Nm (18 lb-ft).



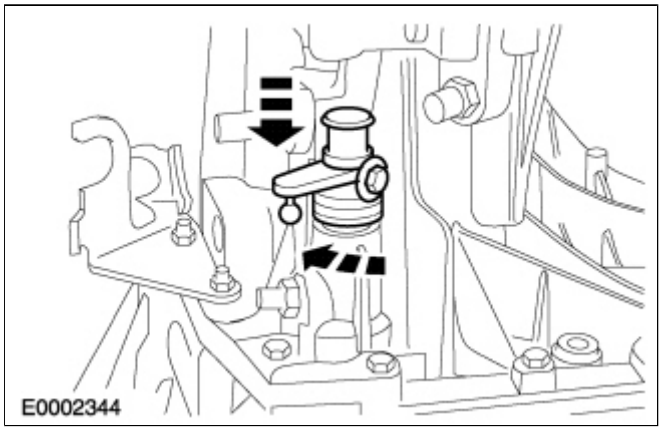
26. Install the shift lever.



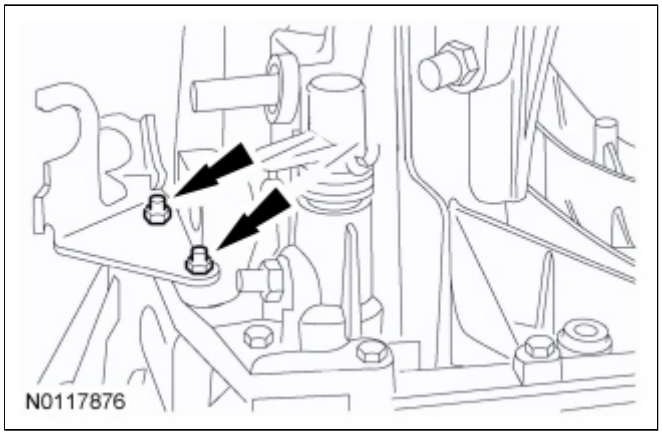
27. Using the special tool, install the halfshaft seal until it engages audibly.



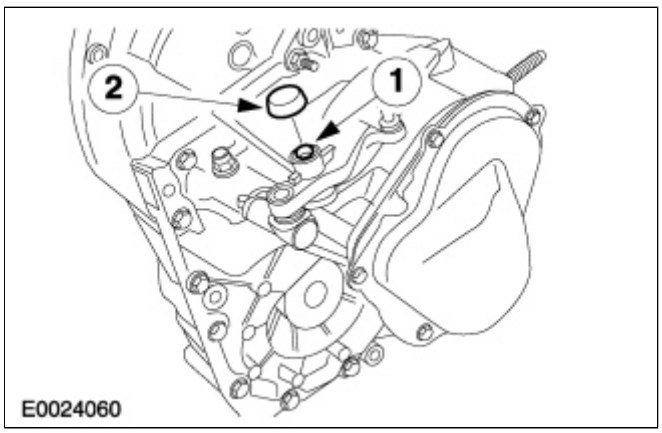
28. Engage 5th gear.
    - Turn the selector shaft clockwise as far as possible and press it in.



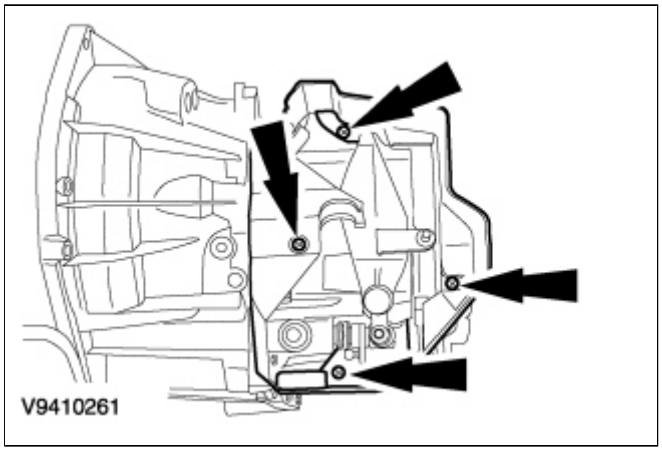
29. Install the gearshift cables bracket and the gearshift cables bracket nuts.
    - Tighten to 20 Nm (177 lb-in).



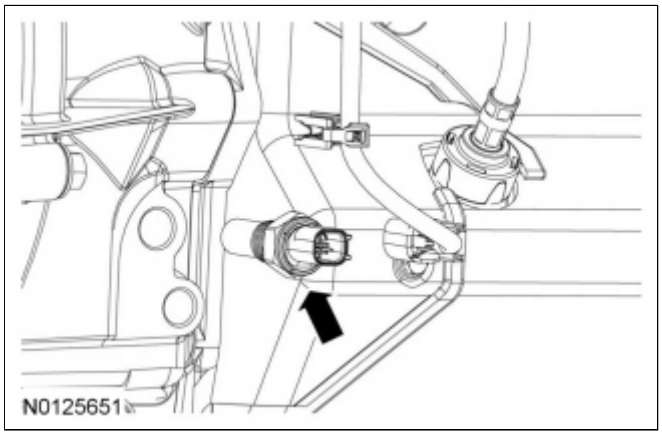
30. Install the selector lever.
    1. Install the new snap ring.
    2. Install the protective cap.



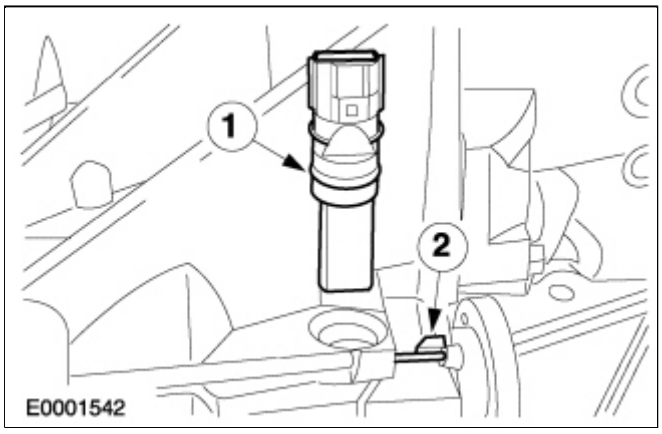
31. Install the gearshift cables shroud and gearshift cables shroud fasteners.



32. Install the reversing lamp switch.
    - Tighten to 14 Nm (124 lb-in).

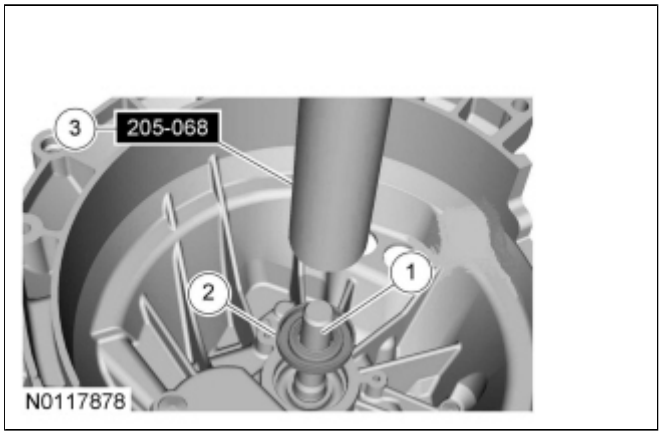


33. Install the Vehicle Speed Sensor (VSS).
    1. Connect the VSS .
    2. Install the retaining pin.

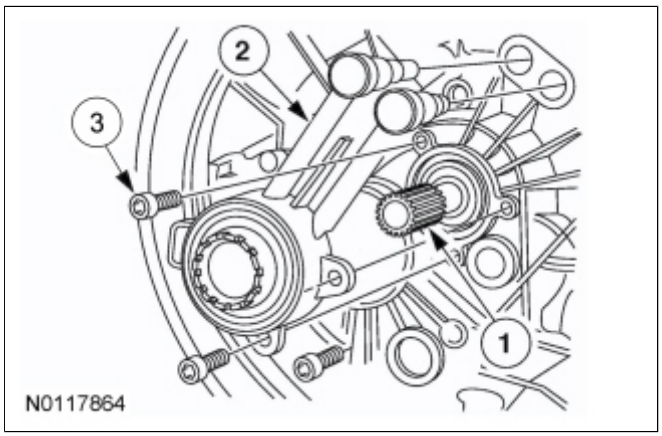


34. ***NOTICE:*** **Apply adhesive tape to cover the input shaft splines to prevent damage to the input shaft seal.**

    Using the special tools, install the new input shaft seal.
    1. Apply a small amount of adhesive tape to the input shaft.
    2. Put the input shaft seal on the input shaft.
    3. Using the special tool, install the new input shaft seal.

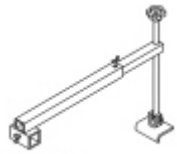
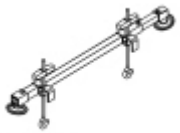


35. Install the clutch slave cylinder and the clutch slave cylinder bolts.
    1. Apply a small amount of grease to the input shaft.
    2. Install the clutch slave cylinder.
    3. Install the 3 clutch slave cylinder bolts.
        - Tighten evenly to 11 Nm (97 lb-in).



Transaxle

Special Tool(s)

ST2378-A	Adapter for 303-290A 303-290-01
 ST2379-A	Adapter for 303-290A (Support Leg) 303-290-03A
 ST2363-A	Support Bar, Engine 303-290A

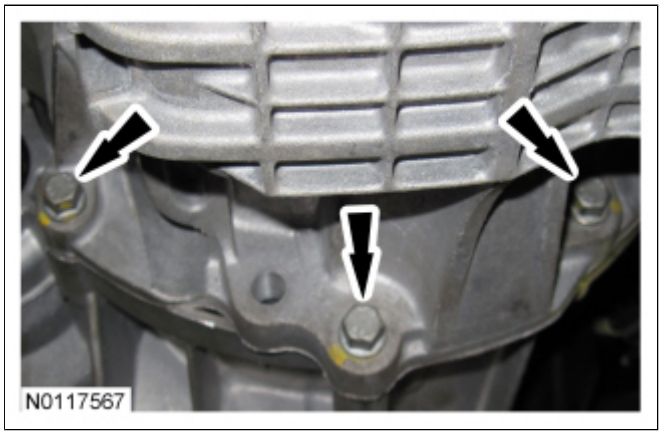
Material

Item	Specification
Motorcraft® Full Synthetic Manual Transmission Fluid XT-M5-QS	WSD-M2C200-C

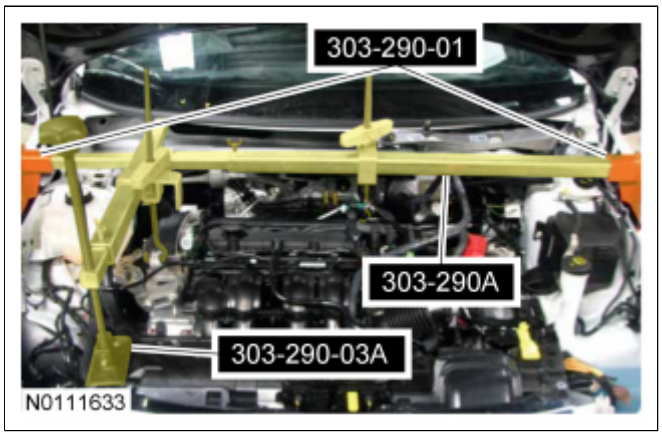
Installation

1. Install the transaxle.

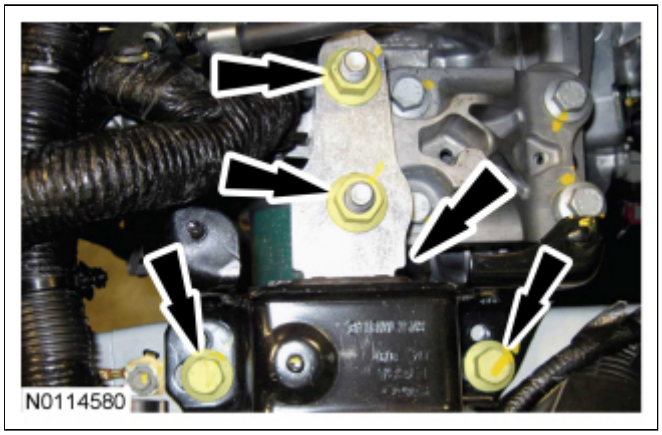
2. Install the 4 lower clutch housing-to-engine bolts (3 shown).
   - Tighten to 48 Nm (35 lb-ft).



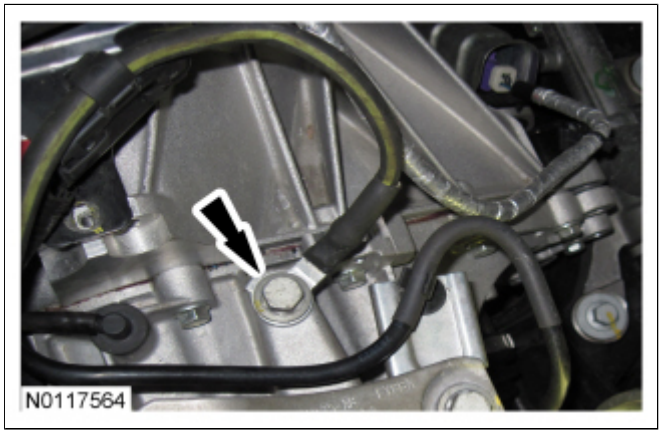
3. Using the special tools, lower the transaxle.



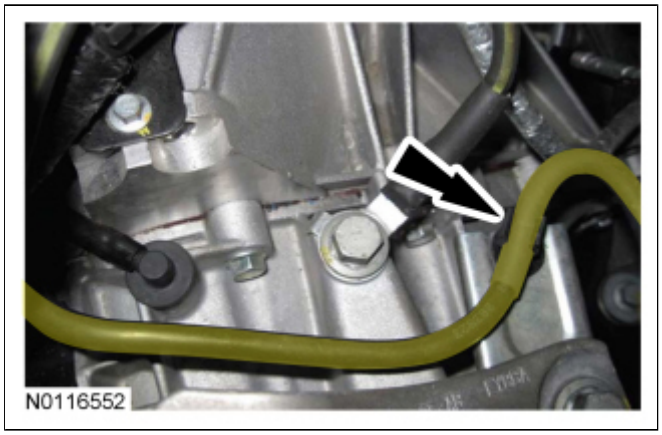
4. Install the transaxle support insulator, the 2 transaxle support insulator bolts and the 2 nuts.
    - Tighten the 2 bolts to 90 Nm (66 lb-ft).
    - Tighten the 2 nuts to 125 Nm (92 lb-ft).



5. Install the ground wire and bolt onto the transaxle.
    - Tighten to 25 Nm (18 lb-ft).



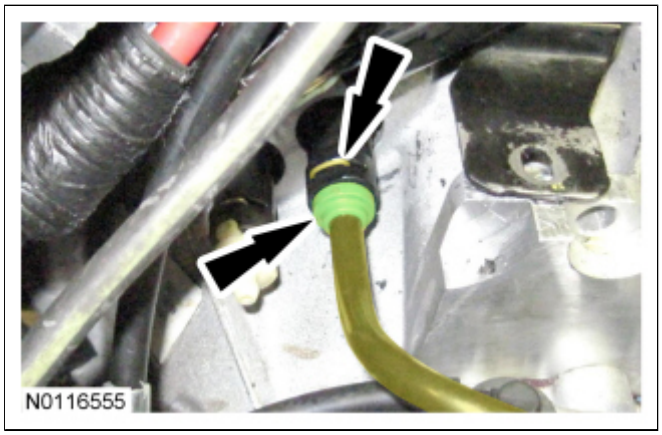
6. Attach the clutch hydraulic hose to the transaxle retainer.



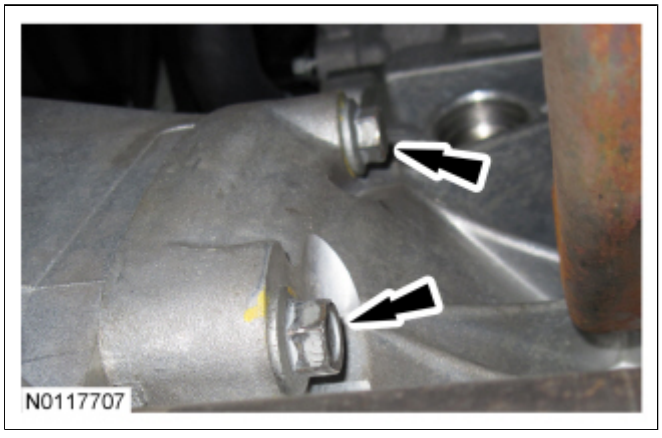
7. **WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.**

   NOTICE: **Do not spill brake fluid on painted or plastic surfaces or damage to the surface may occur. If brake fluid is spilled onto a painted or plastic surface, immediately wash the surface with water.**

   Install the clutch hydraulic hose onto the transaxle and install the clip.

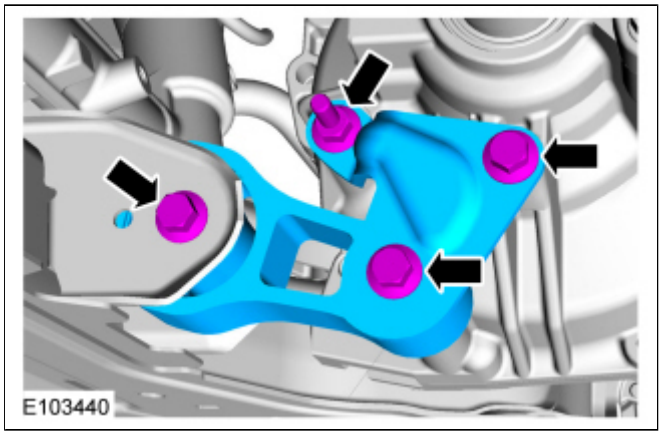


8. Install the 2 LH clutch housing-to-engine bolts.
   - Tighten to 48 Nm (35 lb-ft).

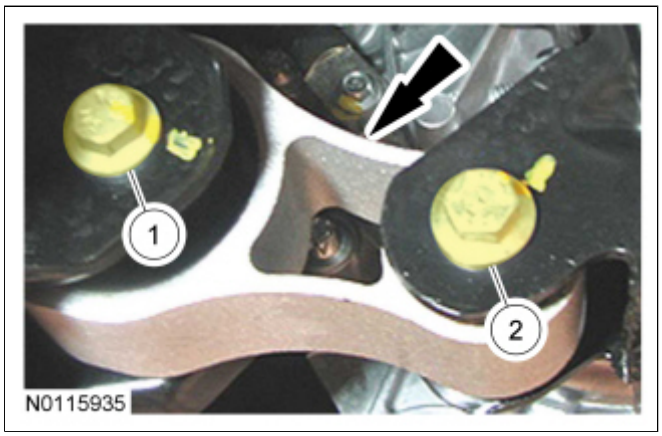


9. **NOTE:** The roll restrictor bolts are different lengths, make sure the roll restrictor bolts are in the correct location using the marks made during removal.

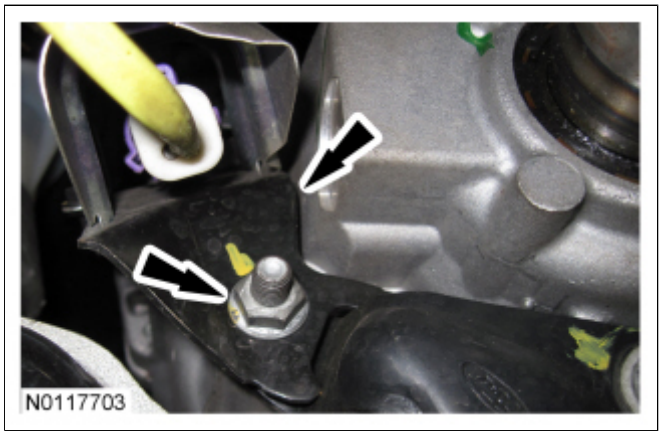
   Install the roll restrictor bracket, roll restrictor and the roll restrictor bolts.
   Loosely install the 2 roll restrictor bolts and the 2 roll restrictor bracket bolts at this time.
   - Only tighten the top 2 roll restrictor bracket bolts.
     - Tighten the to 48 Nm (35 lb-ft).



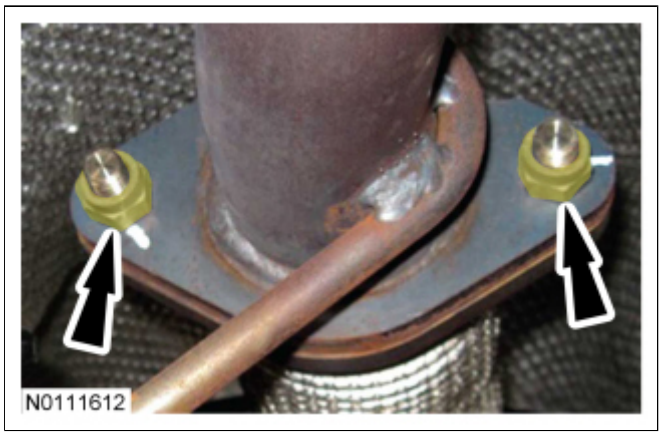
10. Tighten the roll restrictor bolts.
    1. Tighten the roll restrictor bolt to 70 Nm (52 lb-ft).
    2. Tighten the roll restrictor-to-transaxle bracket bolt to 70 Nm (52 lb-ft).



11. Attach the Heated Oxygen Sensor (HO2S) bracket to the transaxle and install the HO2S bracket nut.
    - Tighten to 25 Nm (18 lb-ft).



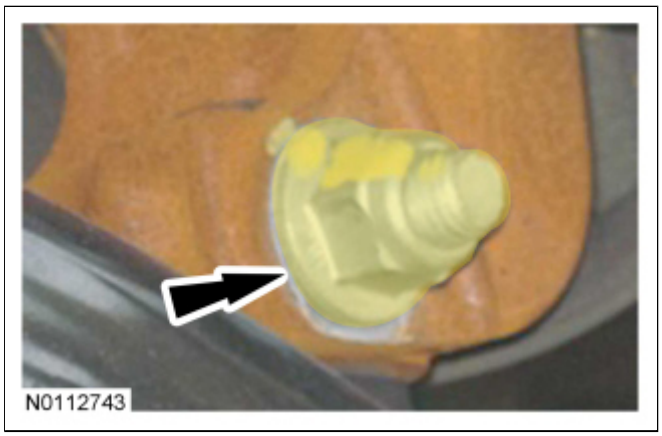
12. Using a new exhaust flange gasket and nuts, connect the exhaust flange to the exhaust.
    - Tighten to 48 Nm (35 lb-ft).



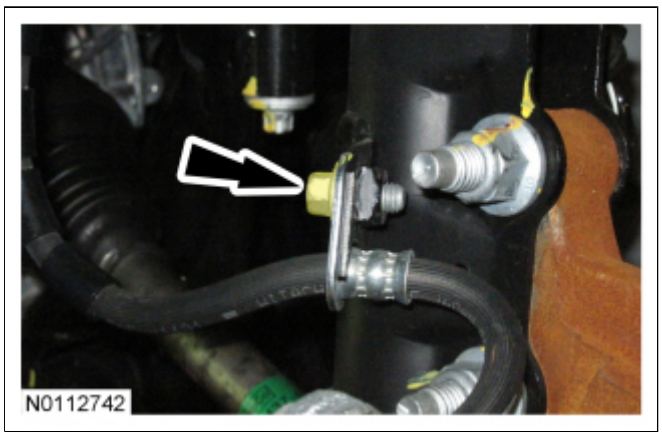
13. Install the LH halfshaft into the transaxle.

14. Install the LH ball joint into the knuckle.

15. Install the new LH ball joint bolt and nut.
    - Tighten to 48 Nm (35 lb-ft).

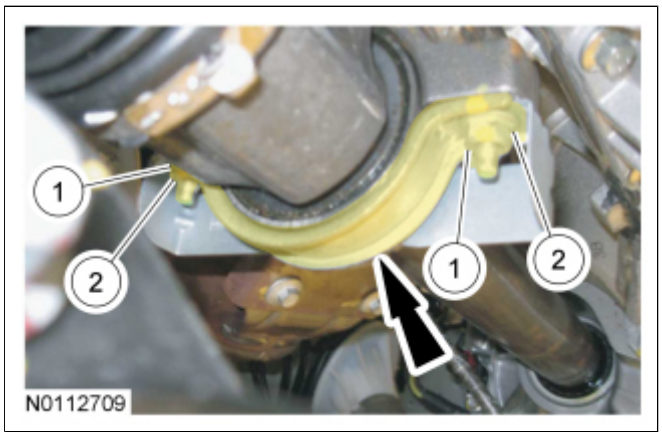


16. Install the brake hose retainer and bolt on the LH strut.
    - Tighten to 25 Nm (18 lb-ft).



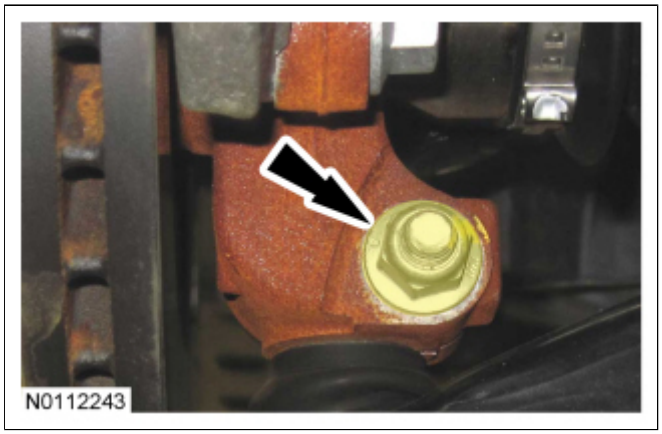
17. Install the RH intermediate shaft assembly into the transaxle.

18. Install the new bearing retainer strap, shield and bearing retainer strap nuts. Tighten the nuts in 2 stages.
    - Stage 1: Tighten to 6 Nm (53 lb-in).
    - Stage 2: Tighten to 25 Nm (18 lb-ft).

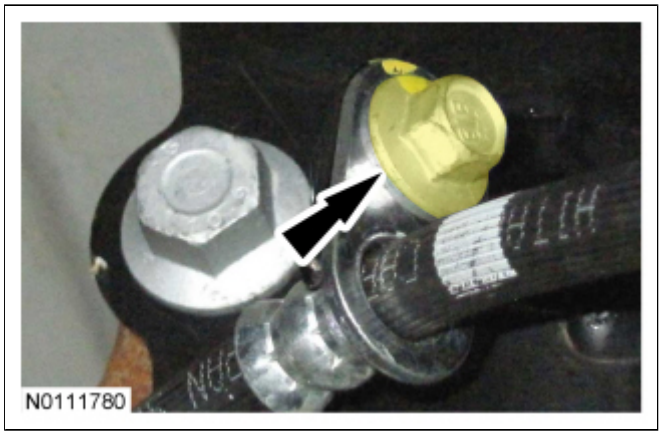


19. Install the RH ball joint into the knuckle.

20. Install the new RH ball joint bolt and nut.
    - Tighten to 48 Nm (35 lb-ft).

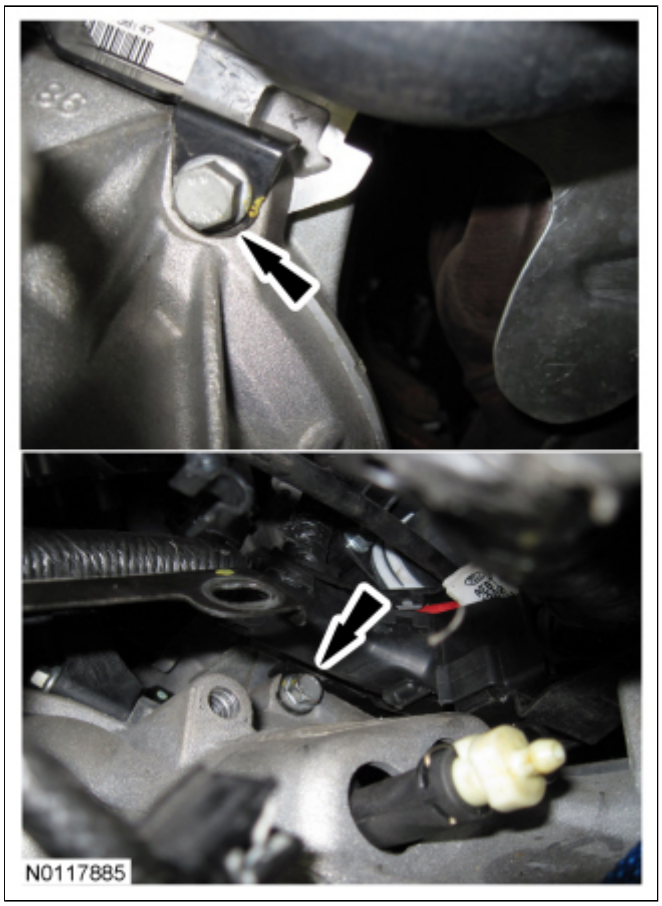


21. Install the brake hose retainer and bolt on the RH strut.
    - Tighten to 25 Nm (18 lb-ft).

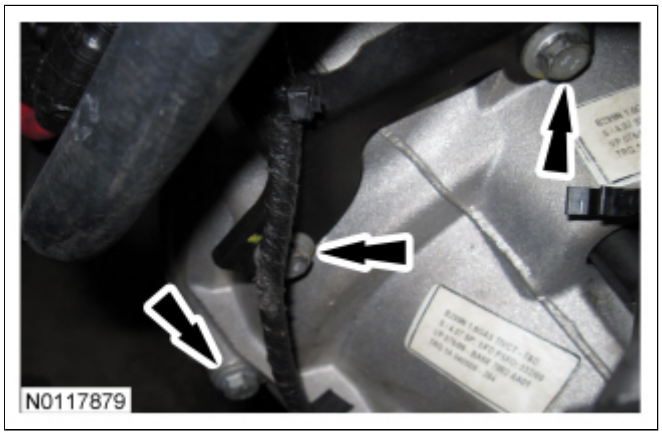


22. Install the front wheels. For additional information, refer to Section 204-04 .

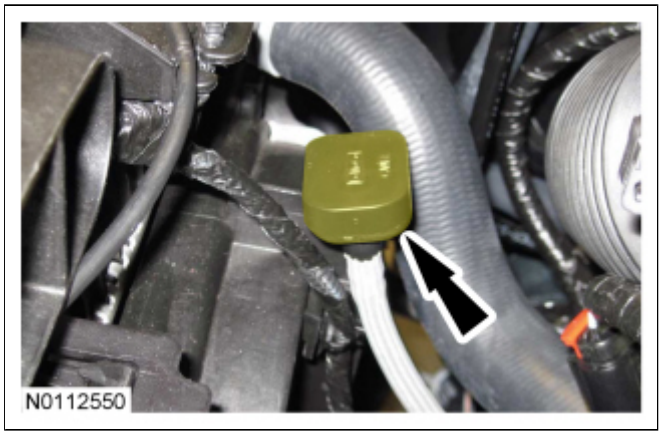
23. Install the 2 top clutch housing-to-engine bolts.
    - Tighten to 48 Nm (35 lb-ft).



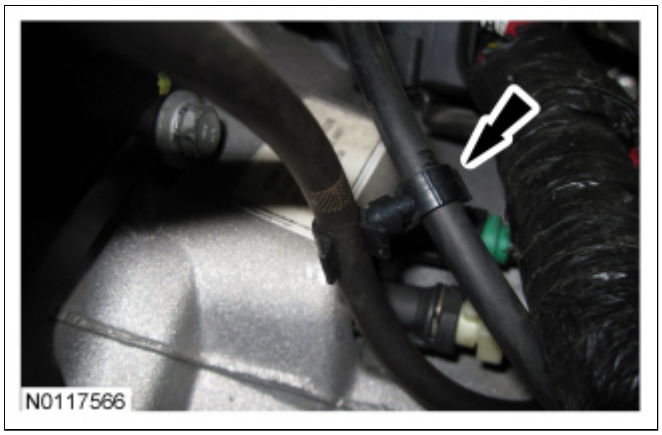
24. Install the 4 clutch housing-to-engine bolts (3 shown).
    - Tighten to 48 Nm (35 lb-ft).



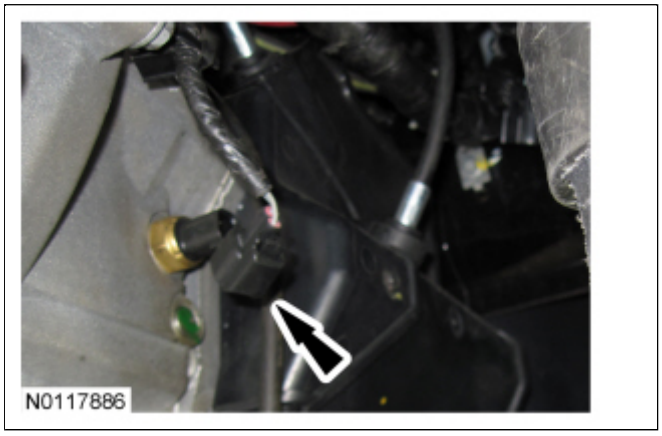
25. Install the transaxle vent hose on the cooling fan housing.



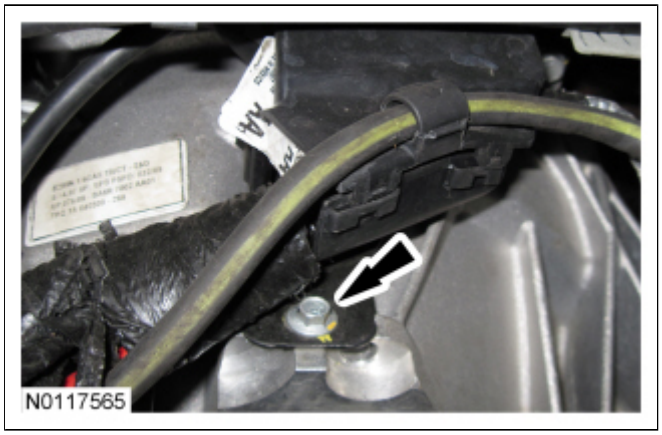
26. Attach the transaxle vent hose to the hose retainer.



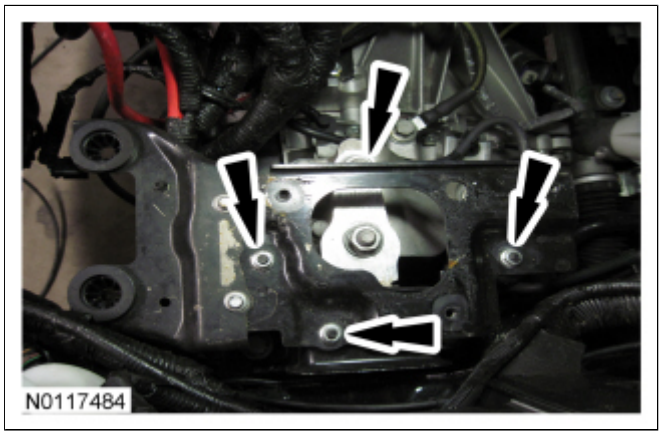
27. Connect the reverse light switch electrical connector.



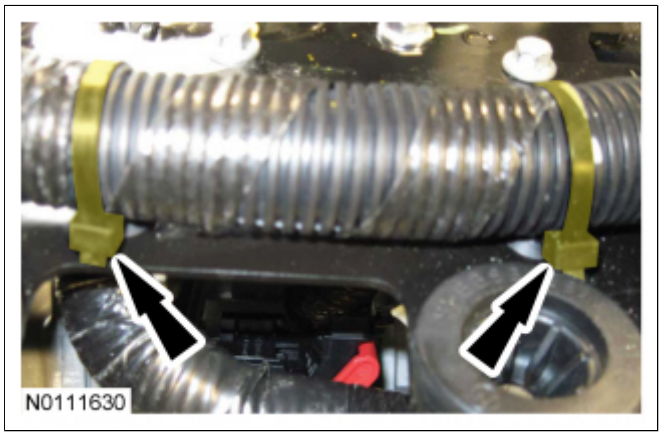
28. Install the wiring harness bracket and wiring harness bracket bolt to the transaxle.
    - Tighten to 25 Nm (18 lb-ft).



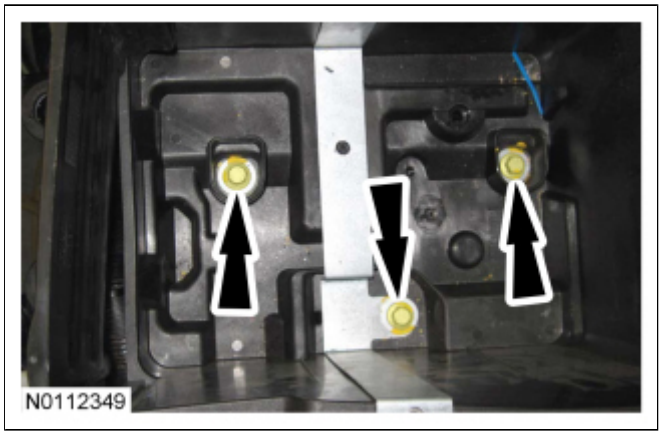
29. Install the battery tray bracket and the 3 battery tray bracket nuts.
    - Tighten to 25 Nm (18 lb-ft).



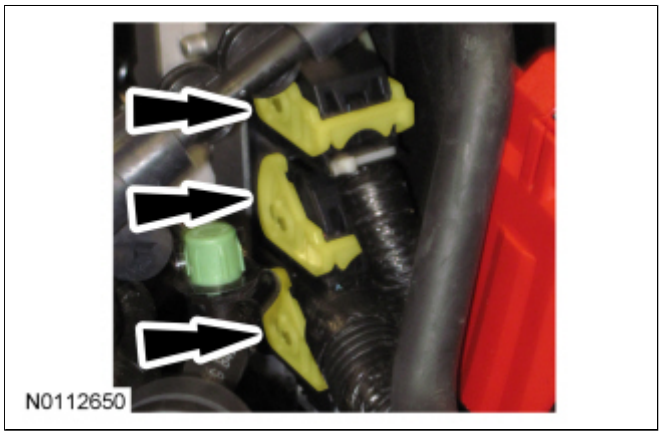
30. Attach the wiring harness to the battery tray bracket.



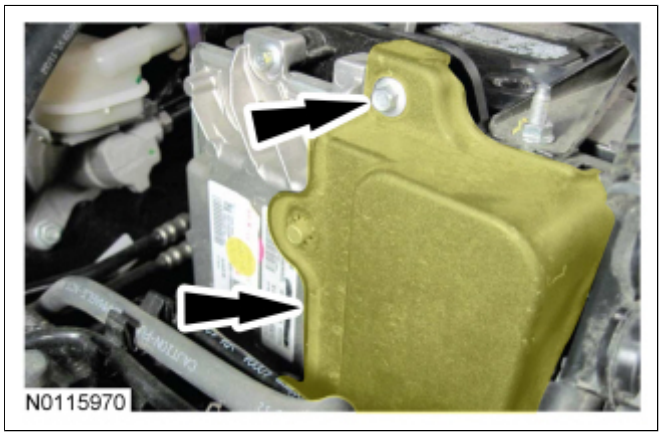
31. Install the battery tray and 3 battery tray bolts.
    - Tighten to 10 Nm (89 lb-in).



32. Connect the 3 PCM electrical connectors.



33. Install the PCM cover and the PCM cover bolt.
    - Tighten to 6 Nm (53 lb-in).



34. Install the cowl assembly. For additional information, refer to Section 501-02 .

35. Install the battery. For additional information, refer to Section 414-01 .

36. Fill the transaxle with transmission fluid. For additional information, refer to Transaxle Draining and Filling in this section.

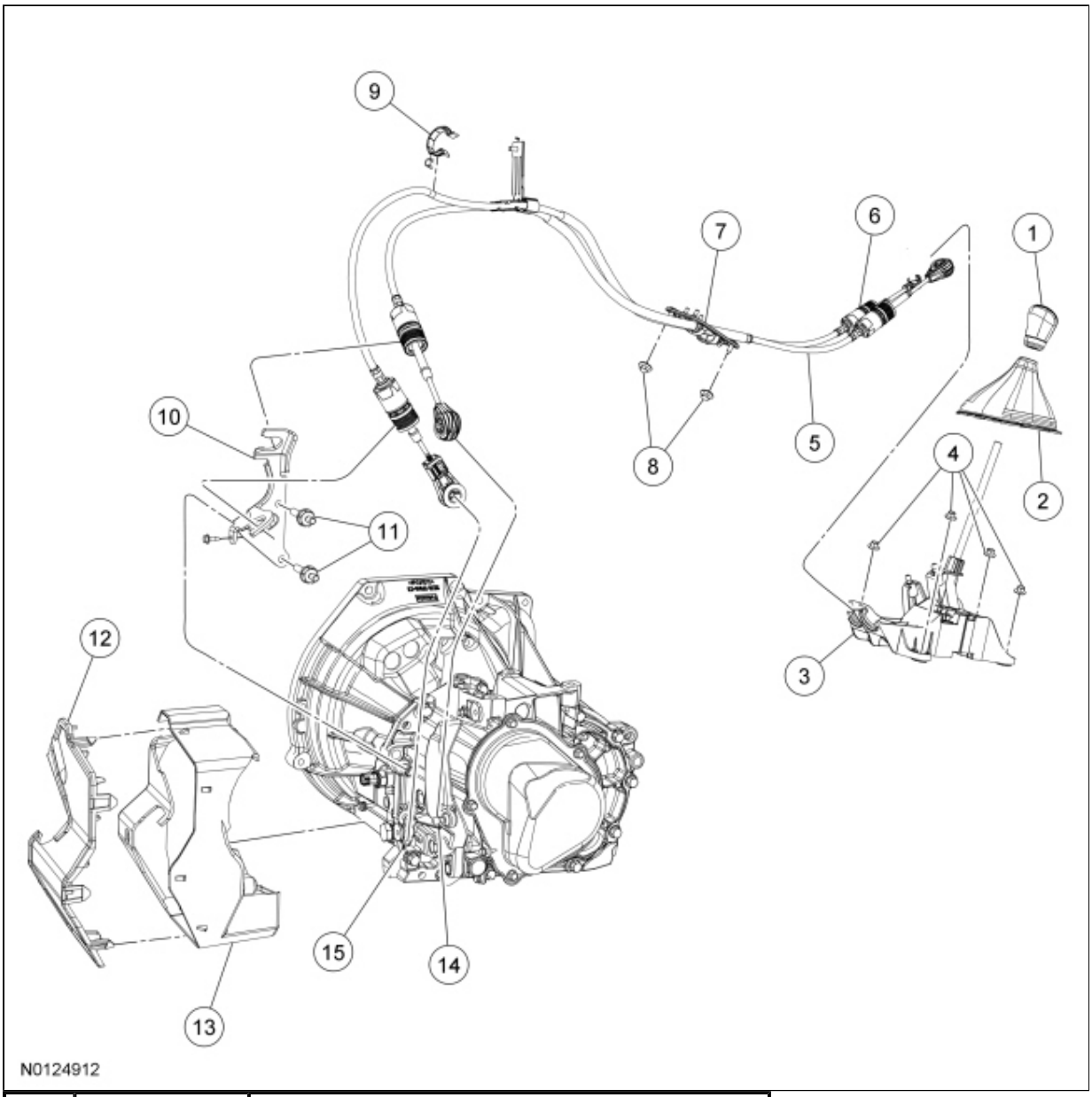
37. Bleed the clutch hydraulic system. For additional information, refer to Section 308-00 .

38. Adjust the gearshift cables. For additional information, refer to Section 308-00 .

Torque Specifications

Description	Nm	lb-ft	lb-in
Exhaust flange bolts	47	35	—
Gearshift lever nuts	9	—	80
Shift and selector cable grommet nuts.	9	—	80

External Controls



Item	Part Number	Description
1	—	Gearshift knob (part of 7213)
2	—	Gearshift boot (part of 7213)
3	—	Gearshift lever base (part of 7210)
4	W706131	Gearshift nuts
5	—	Shift cable (part of 7E395)
6	—	Selector cable (part of 7E395)
7	—	Gearshift cables grommet (part of 7E395)
8	W706131	Gearshift cables grommet nuts (2 required)
9	W709047	Gearshift cable clip
10	7474	Gearshift cables bracket

11	W703125	Gearshift cables bracket studs
12	7222	Gearshift cables cover
13	7220	Gearshift cables shroud
14	7210	Transaxle selector lever
15	7F116	Transaxle shift lever

The IB5 manual transaxle external controls consists of the following:

- Gearshift cables
  - shift cable
  - selector cable
- Gearshift lever
- Gearshift lever knob and boot
- Transaxle shift lever
- Transaxle selector lever

The manual transaxle is controlled by a floor-mounted gearshift lever located in the floor console. Connection between the floor-mounted gearshift lever and the transaxle shift lever and selector lever is made through 2 gearshift cables. When the operator moves the floor mounted gearshift lever, that movement is transmitted through 2 gearshift cables routed through the floor to the transaxle. The 2 gearshift cables are attached to the transaxle at the shift lever and selector lever. The shift and selector levers transfer the movement of the gearshift cables to the shift rods and shift forks located inside the transaxle. Removal and installation of the gearshift cables require specific adjustments for correct shifting of the transaxle. For information regarding gearshift cable adjustments, refer to Section 308-00 .

The shift cable has white ends and the selector cable has black ends. The selector cable (black) does not have an adjustment.

External Controls

1. Verify the customer concern by operating the system.
2. Visually inspect for obvious signs of mechanical or electrical damage.
3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the concern is not evident, verify the symptom. GO to Symptom Chart.

Symptom Chart

Symptom Chart

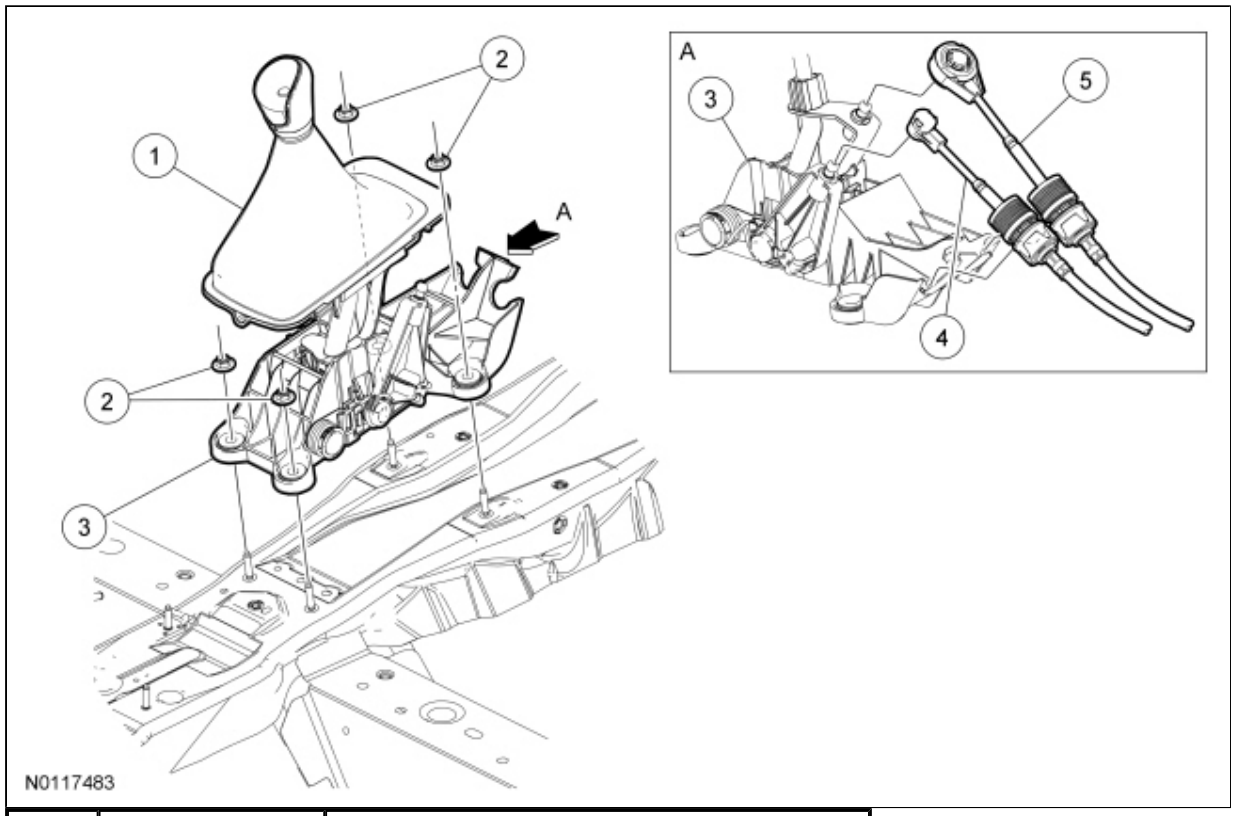
Condition	Possible Sources	Action
• Gearshift Cables Do Not Operate Freely	• Gearshift cables incorrectly adjusted	• ADJUST gearshift cables. REFER to Section 308-00.
• Gearshift Cables Do Not Operate Freely	• Gearshift lever • Gearshift cables	• GO to Pinpoint Test A.

Pinpoint Test

PINPOINT TEST A: GEARSHIFT CABLES DO NOT OPERATE FREELY

Test Step	Result / Action to Take
A1 CHECK GEARSHIFT LEVER	
• Disconnect the gearshift cables from the gearshift lever. • **Is the gearshift lever difficult to operate?**	**Yes** INSTALL a new gearshift lever. REFER to Gearshift Lever in this section. **No** GO to A2.
A2 CHECK THE GEARSHIFT CABLES.	
• Attach the gearshift cables to the gearshift lever. • Disconnect the gearshift cables from the transaxle. • **Is the gearshift lever difficult to operate?**	**Yes** INSTALL a new gearshift cable assembly. REFER to Gearshift Cables in this section. **No** There is a problem with the transaxle. REFER to Section 308-03.

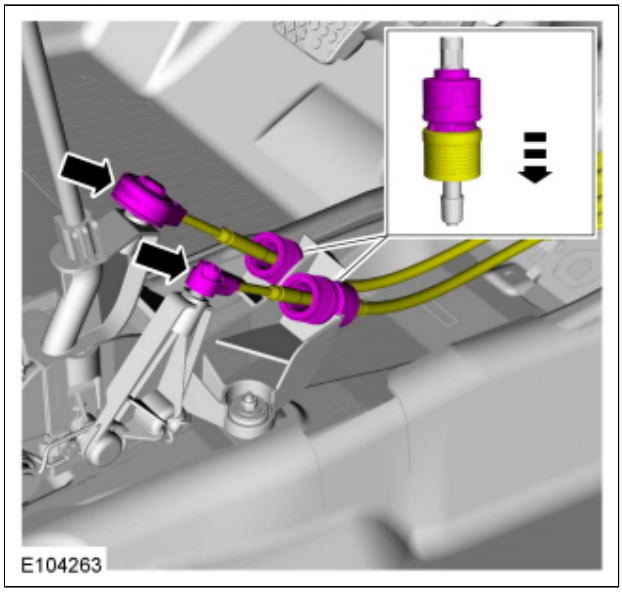
Gearshift Lever



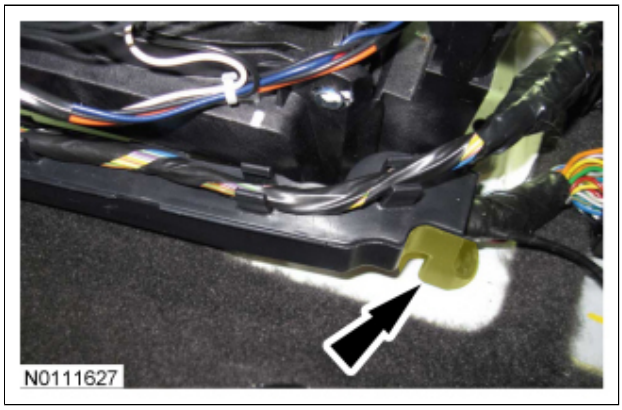
Item	Part Number	Description
1	7213	Gearshift lever
3	W706131	Gearshift lever nuts (4 required)
3	—	Gearshift lever base (part of 7210)
4	—	Shift cable (part of 7E395)
5	—	Selector cable (part of 7E395)

Removal

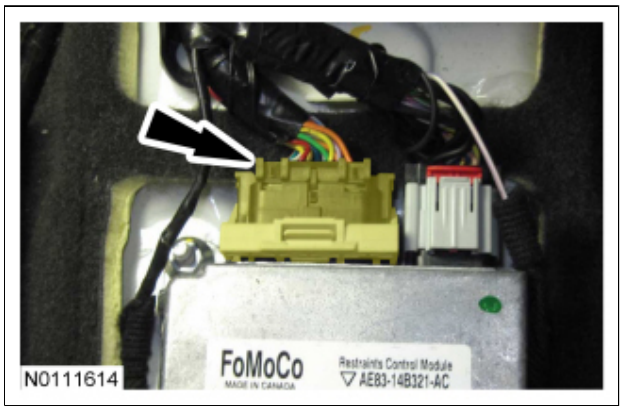
1. Remove the floor console. For additional information, refer to Section 501-12 .
2. Depower the Supplemental Restraint System (SRS). For additional information, refer to Section 501-20B .
3. Remove the gearshift cables.



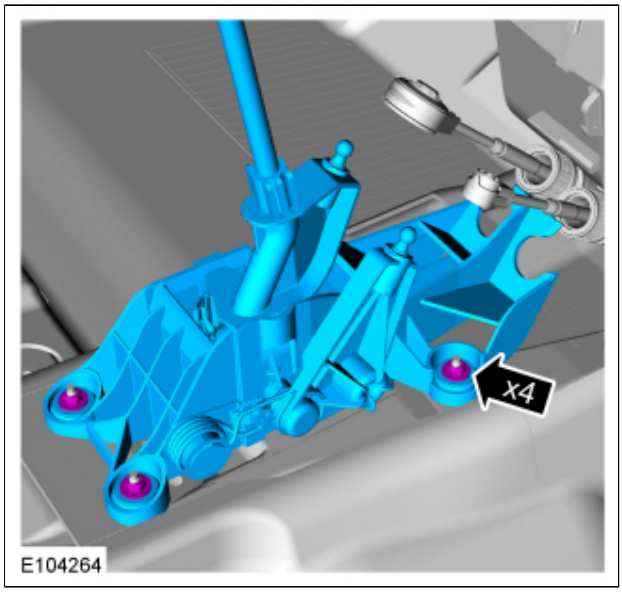
4. Using a suitable tool, remove the wiring harness from the gearshift lever base.



5. Disconnect the RCM electrical connector.

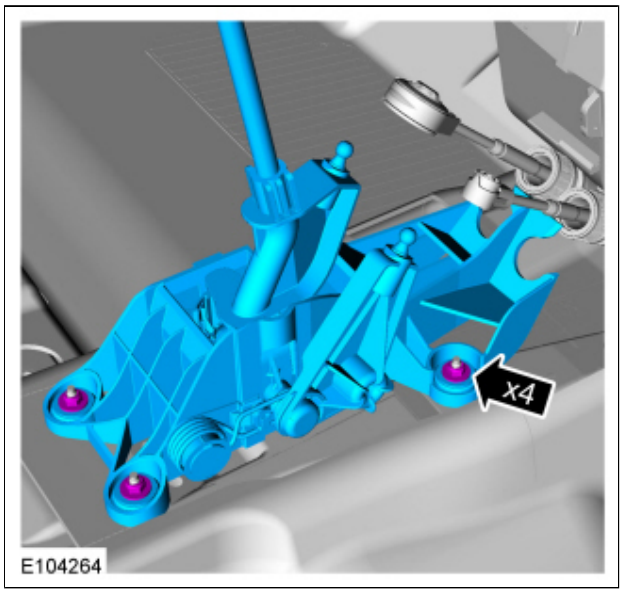


6. Remove the 4 gearshift lever nuts and remove the gearshift lever.

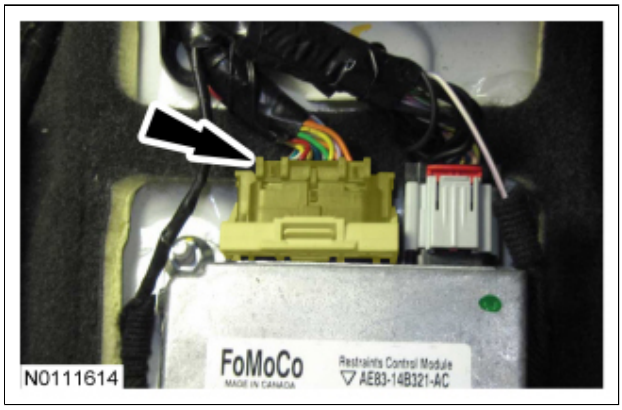


Installation

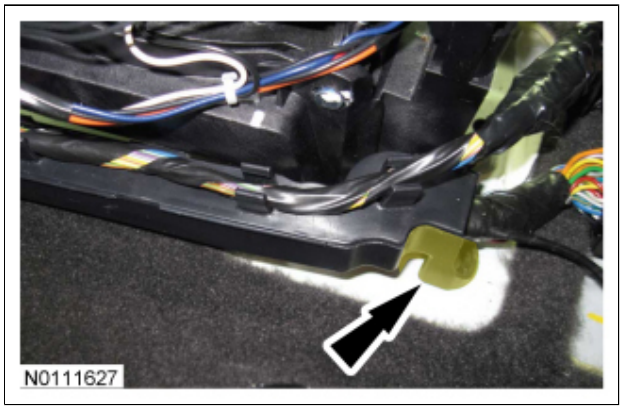
1. Install the gearshift lever and the 4 gearshift lever nuts.
   - Tighten to 9 Nm (80 lb-in).



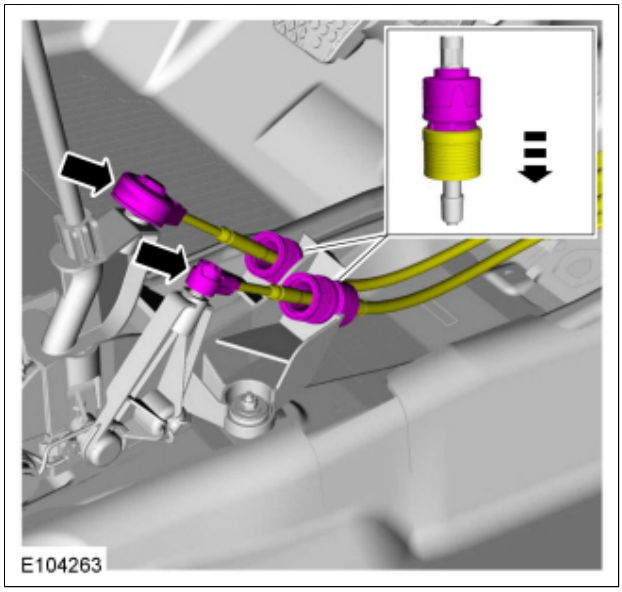
2. Connect the RCM electrical connector.



3. Install the wiring harness to the gearshift lever base.

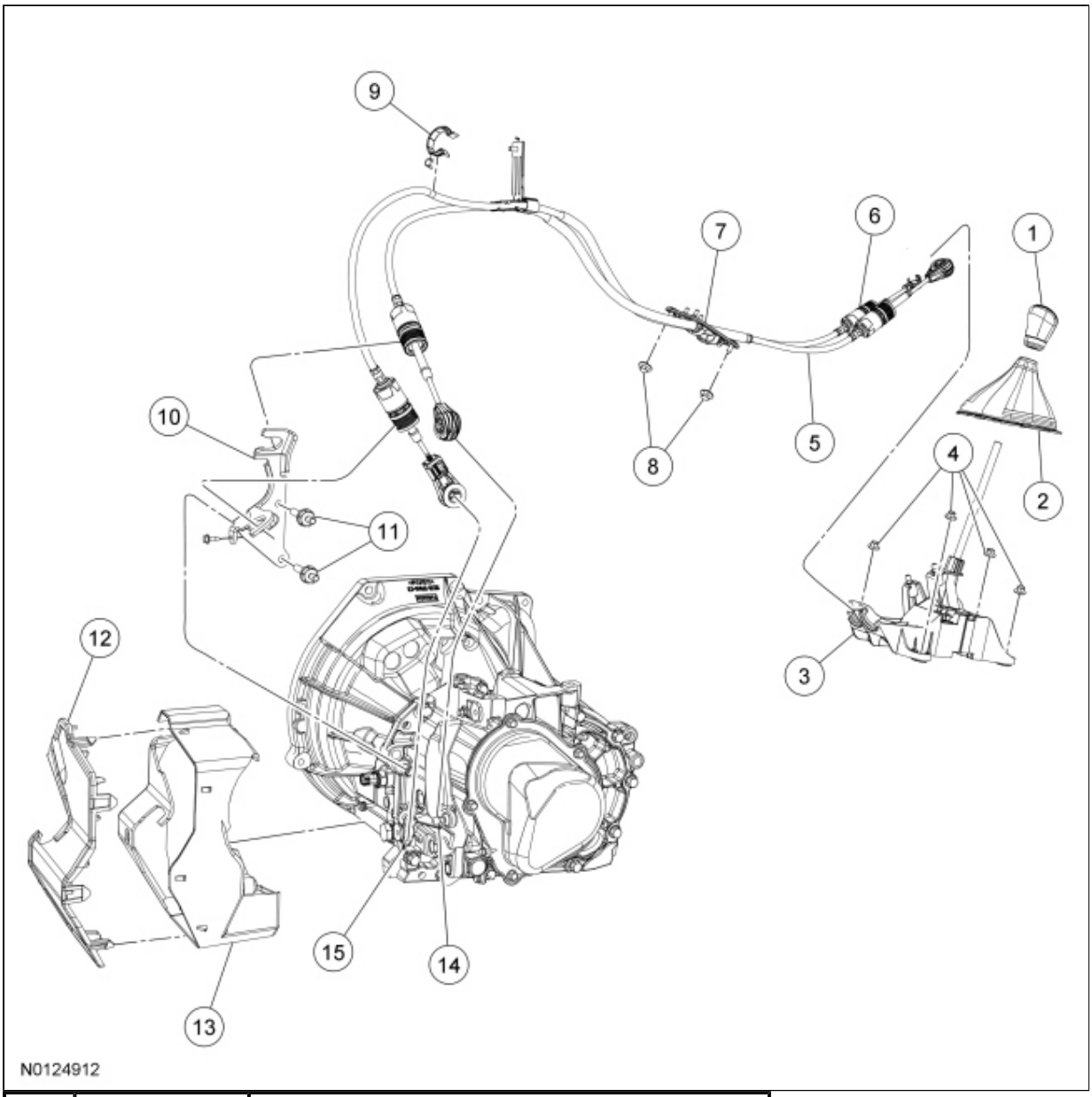


4. Install the gearshift cables.



5. Install the floor console. For additional information, refer to Section 501-12 .
6. Repower the Supplemental Restraint System (SRS). For additional information, refer to Section 501-20B .
7. Adjust the gearshift mechanism. For additional information, refer to Section 308-00 .

Gearshift Cables

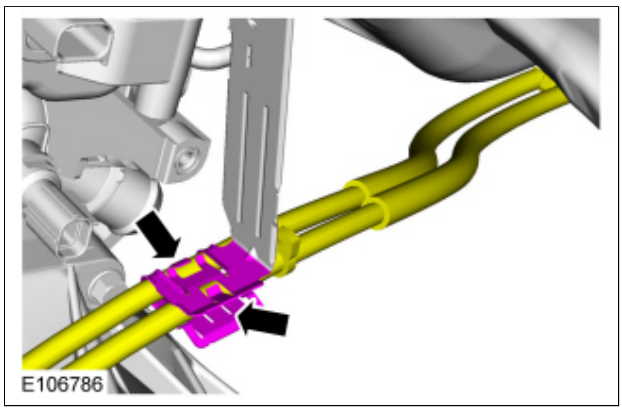


Item	Part Number	Description
1	—	Gearshift knob (part of 7213)
2	—	Gearshift boot (part of 7213)
3	—	Gearshift lever base (part of 7210)
4	W706131	Gearshift nuts
5	—	Shift cable (part of 7E395)
6	—	Selector cable (part of 7E395)
7	—	Gearshift cables grommet (part of 7E395)
8	W706131	Gearshift cables grommet nuts (2 required)
9	W709047	Gearshift cable clip
10	7474	Gearshift cables bracket

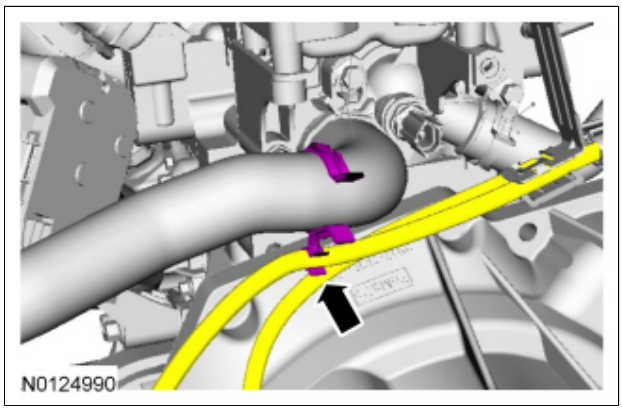
11	W703125	Gearshift cables bracket studs
12	7222	Gearshift cables cover
13	7220	Gearshift cables shroud
14	7210	Transaxle selector lever
15	7F116	Transaxle shift lever

Removal

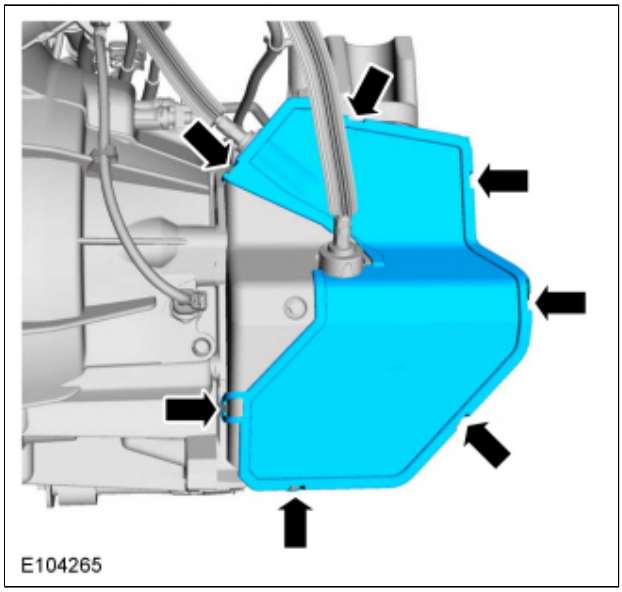
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the battery tray. For additional information, refer to Section 414-01 .
3. Remove the Air Cleaner (ACL) assembly. For additional information, refer to Section 303-12 .
4. Remove the gearshift cables from the gearshift cables bracket.



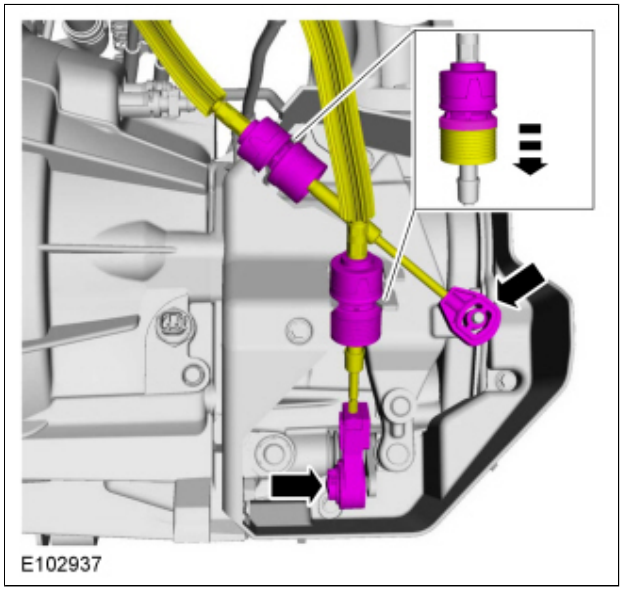
5. Remove the gearshift cable from the gearshift cable clip.



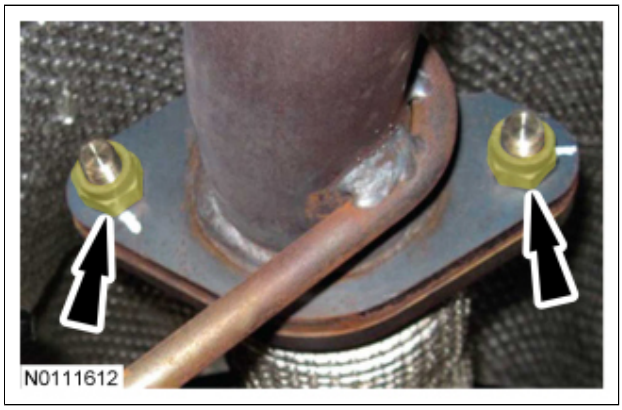
6. Release the 7 retainers and remove the gearshift cables cover.



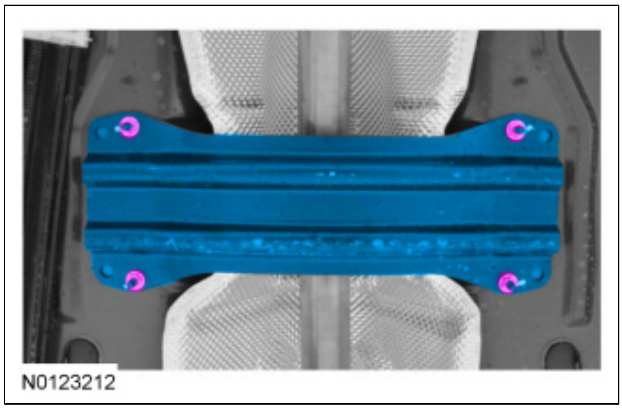
7. Remove the gearshift cables.
    - Using a suitable tool, gently pry the gearshift cables off the transaxle shift control levers.
    - Remove the gearshift cables by pulling the lower part of the abutment down and removing from the gearshift cables bracket.



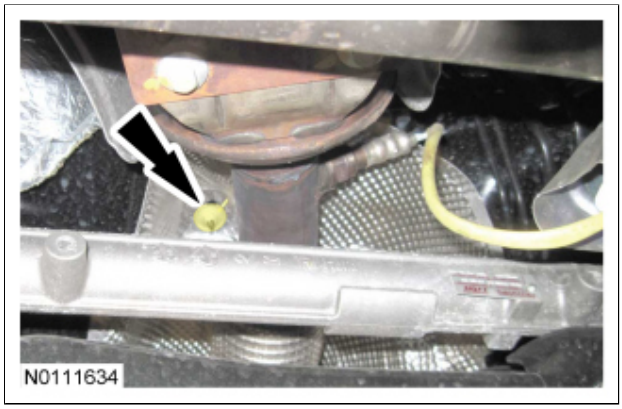
8. Remove and discard the 2 exhaust flange nuts and the exhaust flange gasket. Disconnect the exhaust flange.

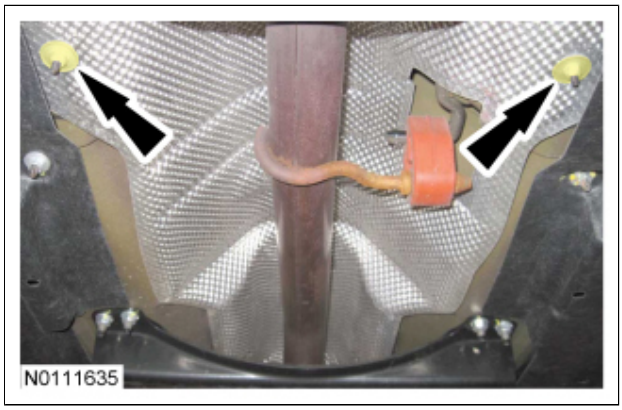


9. Remove the 4 cross brace nuts and remove the cross brace.


N0123212

10. Remove the 6 exhaust heat shield fasteners (5 shown).


N0111634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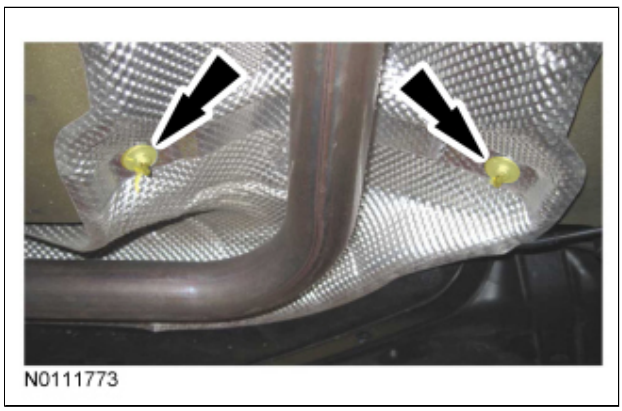
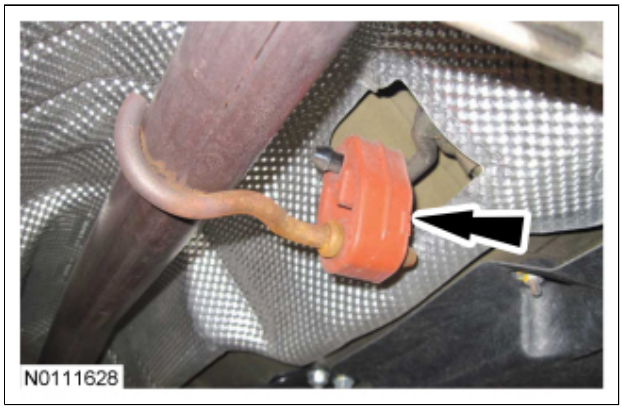
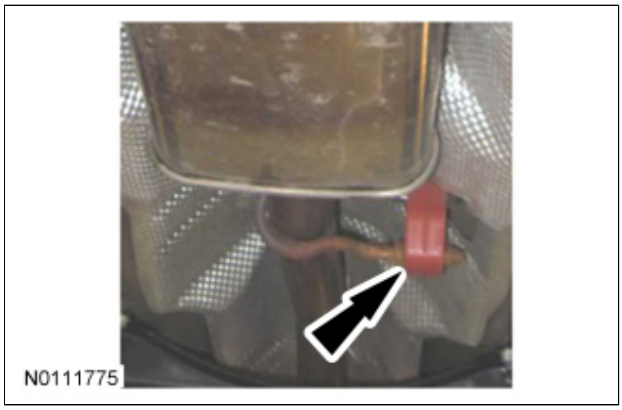
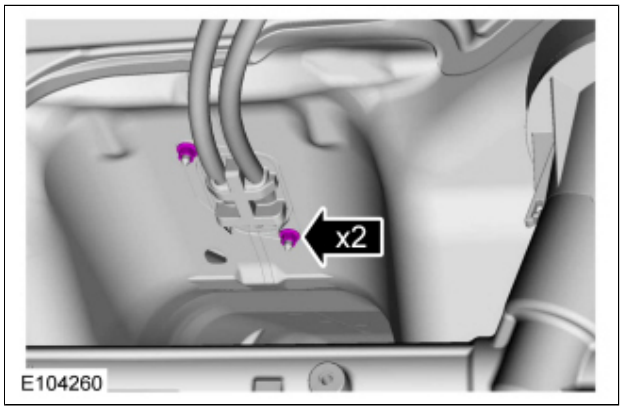

N0111773

11. Disconnect the exhaust hangers and support the exhaust with wire.

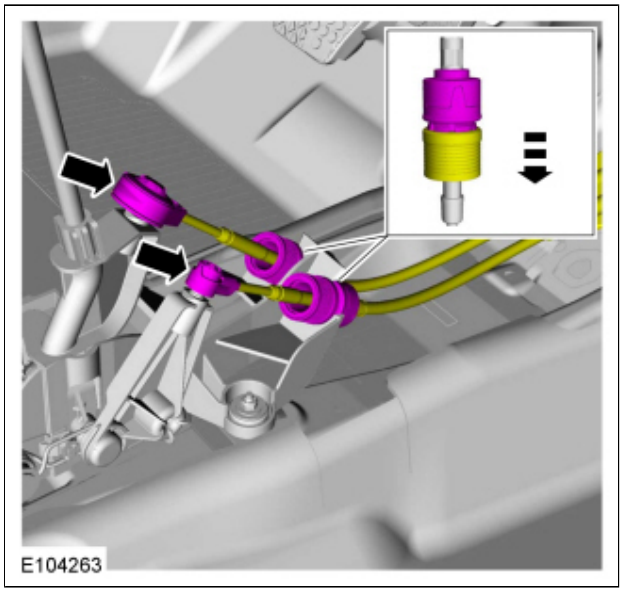




12. Remove the exhaust heat shield.
13. Remove the 2 gearshift cables grommet nuts.

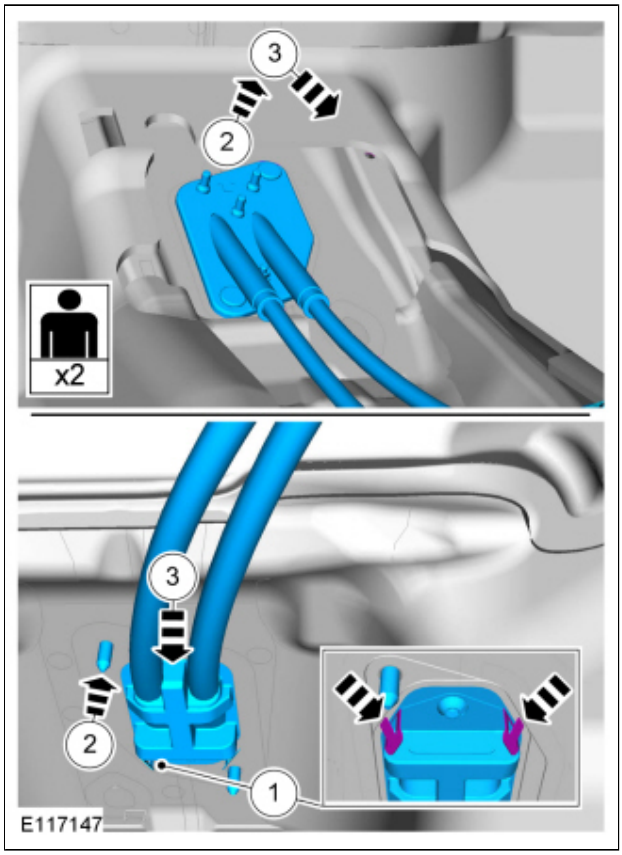


14. Remove the floor console. For additional information, refer to Section 501-12 .
15. Detach the gearshift cables from the gearshift lever.



16. **NOTE:** Heater core and evaporator core housing not shown.

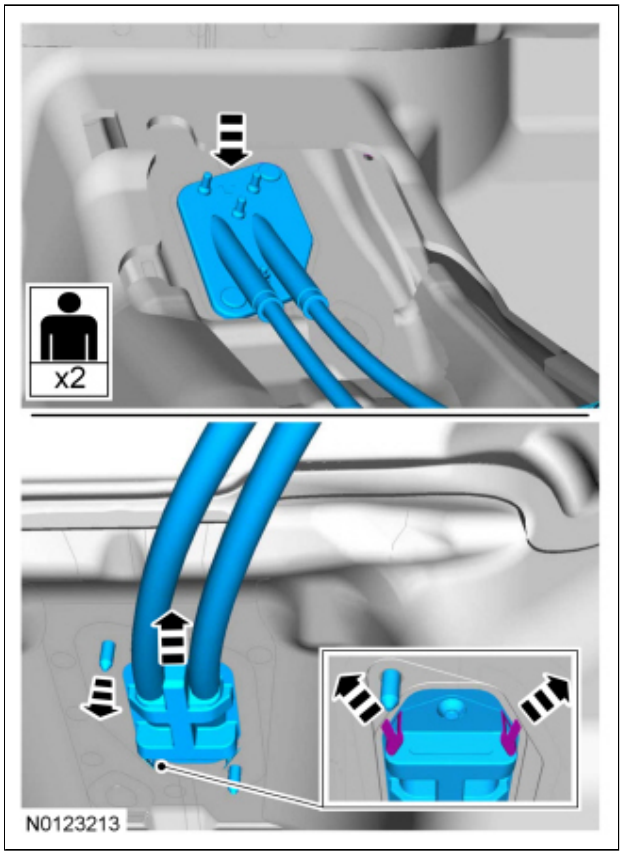
    Remove the gearshift cables.
    1. Release the clips.
    2. Push the studs through the floor pan.
    3. Push the gearshift cables grommet through the floor pan and remove the gearshift cables through to the vehicle interior.



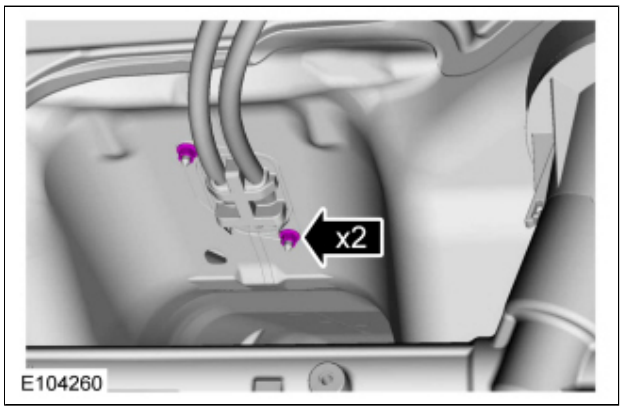
Installation

1. **NOTE:** Heater core and evaporator core housing not shown.

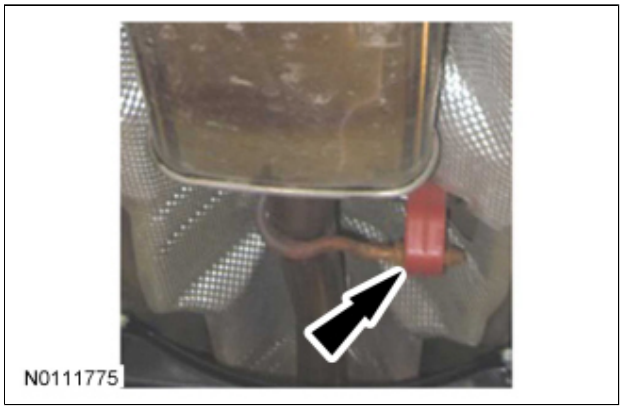
   Position the gearshift cables and gearshift cables grommet in place.

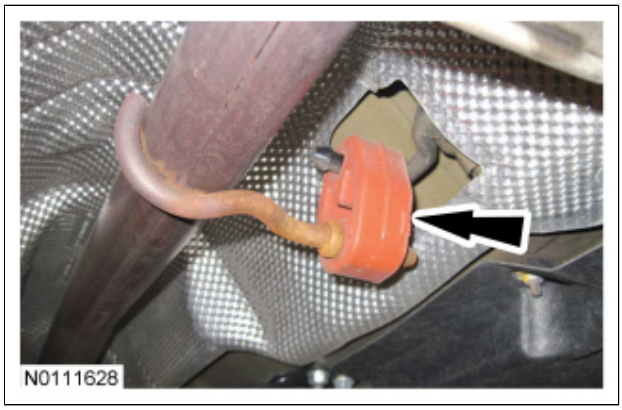


2. Install the 2 gearshift cables grommet nuts.
    - Tighten to 9 Nm (80 lb-in).

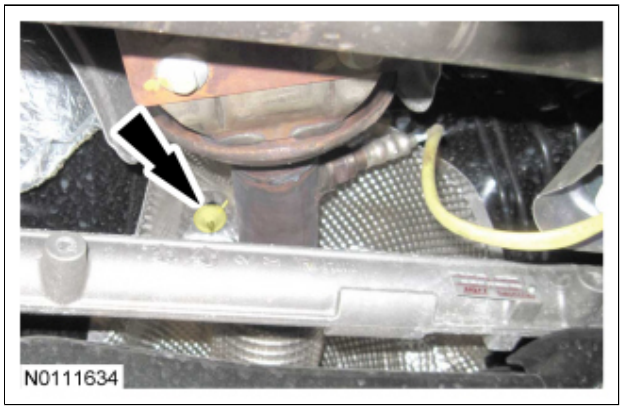


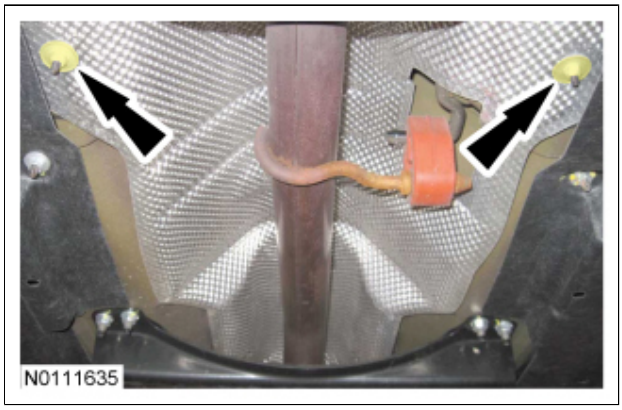
3. Install the exhaust heat shield.
4. Connect the exhaust hangers.

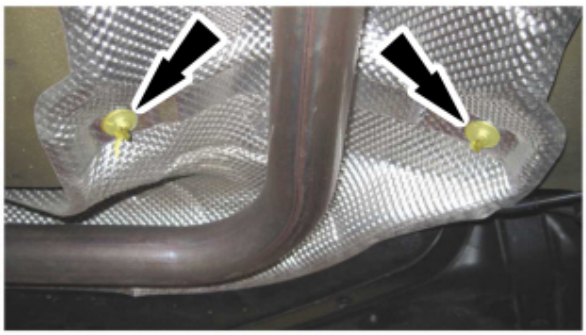




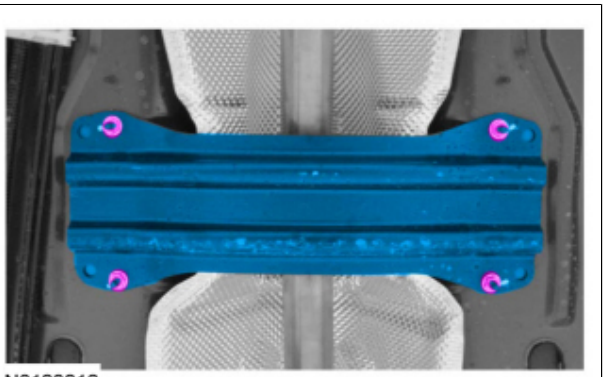
5. Install the 6 exhaust heat shield fasteners (5 shown).






N0111773

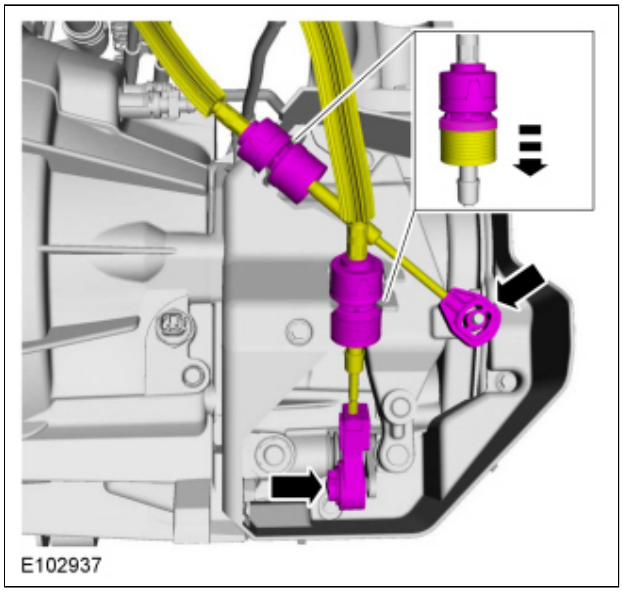
6. Install the cross brace and the 4 cross brace nuts.
    - Tighten to 40 Nm (30 lb-ft).


N0123212

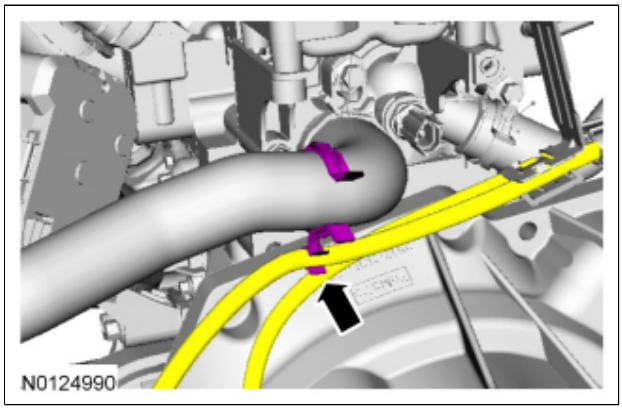
7. Using a new exhaust flange gasket and 2 new exhaust flange nuts, connect the exhaust flange.
    - Tighten to 47 Nm (35 lb-ft).

N0111612

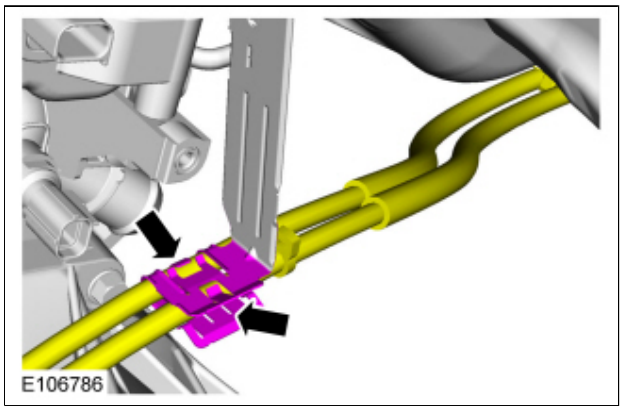
8. Install the gearshift cables.
    - Install the gearshift cables by pulling the lower part of the abutment down and installing the gearshift cables onto the gearshift cables bracket.
    - Push the gearshift cables onto the transaxle shift control levers.



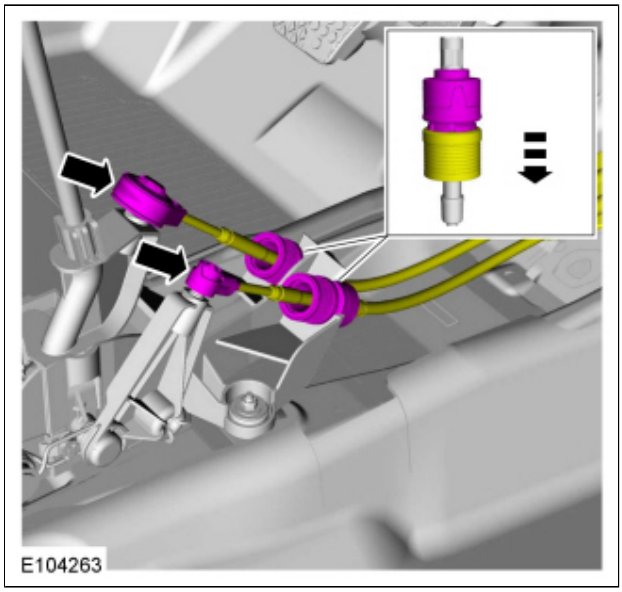
9. Install the gearshift cable on the gearshift cable clip.



10. Install the gearshift cables on the gearshift cables bracket.



11. Attach the gearshift cables to the gearshift lever.



12. Install the floor console. For additional information, refer to Section 501-12 .
13. Install the Air Cleaner (ACL) assembly. For additional information, refer to Section 303-12
14. Install the battery tray. For additional information, refer to Section 414-01
15. Adjust the shift and selector cables. For additional information, refer to Section 308-00 .

Torque Specifications

Description	Nm	lb-ft	lb-in
Catalytic converter bracket-to-engine bolts	50	37	—
Catalytic converter manifold studs	17	—	150
Catalytic converter manifold-to-cylinder head bolt and nuts [a]	—	—	—
Catalytic converter-to-catalytic converter bracket bolts	25	18	—
Catalytic converter-to-muffler and tailpipe assembly nuts	48	35	—
Heat shield bolts	10	—	89
RH halfshaft support bracket upper bolt	48	35	—
RH halfshaft support bracket lower bolts	24	18	—
Worm gear clamp	7	—	62

[a] See the procedure for specification.

Exhaust System

The exhaust system consists of:

- a one-piece catalytic converter manifold with exhaust flexible pipe.
- a resonator.
- a muffler and tailpipe assembly with isolators.

The exhaust system provides an exit for exhaust gases and reduces engine noise by passing exhaust gases through the catalytic converter, a muffler and tailpipe assembly and resonator. Rubber exhaust hanger isolators attach the exhaust system to the mounting hooks on the body.

Catalytic Converter

The catalytic converter plays a major role in the emission control system by functioning as a gas reactor. The catalytic converter speeds up the heat producing chemical reaction between the components of the exhaust gases to reduce air pollutants. Due to the high temperatures at which the catalytic converter operates, the vehicle body areas around the catalytic converter are protected by heat shields. The catalytic converter controls Hydrocarbon (HC), Carbon Monoxide (CO) and Nitrogen Oxides (NOx) emissions.

Exhaust System

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect the components of the exhaust system and related controls that may affect exhaust gas quality or loss of power.
3. Visually inspect for obvious signs of mechanical damage. Refer to the following chart.

Visual Inspection Chart

Mechanical
• Exhaust pipe pinched or crushed • Damaged muffler • Broken or damaged exhaust hanger brackets • Damaged catalytic converter • Cracked exhaust manifold • Loose or damaged heat shields

4. Verify that the exhaust system is installed correctly, with clamps correctly located and tightened to specification.
5. If the fault is not visually evident, determine the symptom. GO to Symptom Chart - Exhaust System or GO to Symptom Chart - NVH .

Symptom Chart — Exhaust System

Symptom Chart — Exhaust System

Condition	Possible Sources	Action
• Vehicle has low or no power — vehicle performance complaint	• Exhaust pipe pinched or crushed • Damaged catalytic converter • Loose obstruction in exhaust	• INSPECT the exhaust components for damage. REPAIR or INSTALL new components as necessary. TEST the system for normal operation. If the concern is still present, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	• Restricted exhaust (possible frozen condensate in muffler)	• CHECK drain holes for foreign material. PARK the vehicle inside to thaw. TEST the vehicle for normal operation. If the concern is still present, REFER to the Powertrain

		Control/Emissions Diagnosis (PC/ED) manual.
• Burning smell — usually occurs at idle, with possible traces of smoke	• Foreign material caught in exhaust system • Missing heat shields	• Visually INSPECT the exhaust system for foreign material or missing heat shields. REPAIR or INSTALL new components as necessary. TEST the system for normal operation after the repair.
• Odor — described as a sulfur or rotten egg smell	• Catalytic converter • Excessive sulfur content in fuel	• At times, a slight sulfur smell is normal for catalytic converters. The cause is the sulfur content in the gasoline being used. ADVISE the customer no repair is required.
	• Rich fuel conditions • Misfire conditions	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
• Visible rust on surface of exhaust pipes	• Catalytic converter/exhaust system	• Surface rust is a characteristic of materials used on exhaust systems. Exposure to heat or road salt may result in surface rust. INSPECT for perforations. If there are no perforations, the condition is normal.

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms should be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Rattle, squeaks or buzz type noise — from the bottom of the vehicle	• Loose or damaged heat shield	• INSPECT the exhaust system for loose or missing heat shields or foreign material trapped between the heat shields and the exhaust system components. If any heat shields are loose, INSTALL worm gear clamp 7L5Z-5A231-AA and tighten to 7 Nm (62 lb-in). If the heat shields are missing, INSTALL new heat shields or exhaust system components as necessary. If a rattle, noise or buzz condition persists, INSTALL a new heat shield or component as necessary. TEST the system for normal operation after the repair.
	• Loose or damaged	• VERIFY that the exhaust

	exhaust isolators	isolators are correctly installed. INSPECT the exhaust isolators for wear or damage. INSTALL new isolators as necessary. TEST the system for normal operation after the repair.
	• Damaged exhaust isolator hanger bracket	• INSPECT the exhaust system components for damaged or broken hangers. INSTALL new components as necessary. CHECK for loose or damaged exhaust hanger brackets or fasteners. TIGHTEN the bolts to specification or INSTALL new components as necessary. TEST the system for normal operation after the repair.
	• Loose or damaged catalytic converter or muffler	• MOVE the exhaust system to simulate the bouncing action of the vehicle, checking for exhaust-to-body contact while moving the exhaust system. Using a rubber mallet, TAP on the exhaust components to duplicate the noise concern. Lightly TAP on the muffler, then the catalytic converter. DETERMINE if there are loose or broken baffles in the muffler or a loose or broken element in the catalytic converter. REPAIR or INSTALL new components as necessary. TEST the system for normal operation after the repair.
	• Exhaust grounded to chassis	• INSPECT for signs of exhaust components-to-body contact. If necessary, CARRY OUT the Exhaust System Alignment in this section.
• Drone or clunk type noise — from the bottom of the vehicle	• Loose or damaged exhaust isolators	• INSPECT the exhaust isolators for wear or damage. INSTALL new isolators as necessary. TEST the system for normal operation after the repair.
	• Exhaust grounded to chassis	• INSPECT for signs of exhaust components-to-body contact. If necessary, CARRY OUT the Exhaust System Alignment in this section.
• Whistles, boom, hum or ticking type noise — noise tends to change as the engine warms. The noises are often accompanied by exhaust fumes	• Exhaust system leak	• INSPECT the entire exhaust system for leaks. CHECK for punctures, loose or damaged clamps/fasteners, gaskets, sensors or broken welds. EXAMINE the chassis for grayish-white or black exhaust soot, which indicates exhaust leakage at that point. To magnify a small leak, have an assistant hold a rag over the

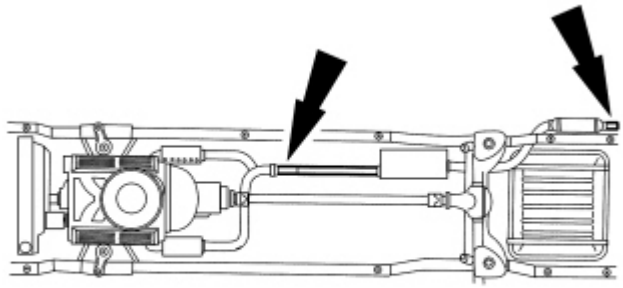
		tailpipe outlet while listening for a leak. REPAIR or INSTALL new components as necessary. TEST the system for normal operation after the repair.
	• Catalytic converter	• MOVE the exhaust system to simulate the bouncing action of the vehicle, checking for exhaust-to-body contact while moving the exhaust system. Using a rubber mallet, TAP on the exhaust components to duplicate the noise concern. Lightly TAP on the muffler and the catalytic converter. DETERMINE if there are loose or broken baffles in the muffler, or a loose or broken element in the catalytic converter. REPAIR or INSTALL new components as necessary. TEST the system for normal operation after the repair.
	• Exhaust muffler/resonator drain hole enlarged due to corrosion	• CONFIRM the drain holes are the noise source. INSTALL new components as necessary. TEST the system for normal operation after the repair.
• Hissing or rushing noise — high frequency sound. Vehicle performance is unaffected	• Exhaust system. Exhaust flow through pipes	• CHECK the exhaust system for leaks. Using a rubber mallet, TAP on the exhaust components to duplicate the noise concern. Lightly TAP on the muffler and the catalytic converter. DETERMINE if there are loose or broken baffles in the muffler, or a loose or broken element in the catalytic converter. REPAIR or INSTALL new components as necessary. TEST the system for normal operation after the repair.
• Pinging noise — occurs when exhaust system is hot, engine turned off	• Catalytic converter/exhaust system	• Cool down pinging is a result of the exhaust system expanding and contracting during heating and cooling. This is a normal condition.
• Vibration — occurs at idle and at low speeds. Also accompanied by a clunk or buzz type noise	• Loose or damaged exhaust isolator	• INSPECT the exhaust isolators for wear or damage. INSTALL new isolators as necessary. TEST the system for normal operation after the repair.
	• Loose or damaged exhaust isolator hanger brackets	• INSPECT the exhaust isolator hanger brackets for wear or damage. INSTALL or REPAIR as necessary. TEST the system for normal operation after the repair.

	• Damper broken or out of position	• CHECK for the correct damper orientation in this section. RELOCATE to the correct position and tighten the nuts to specification. INSPECT for missing or damaged damper. INSTALL new components as necessary. TEST the system for normal operation after the repair.
	• Exhaust system grounded to chassis	• CARRY OUT the Exhaust System Alignment in this section.
• Engine drumming noise — normally accompanied by vibration	• Damaged or misaligned exhaust system	• INSPECT the exhaust system for loose or damaged fasteners, Torca® clamps, or isolators. CARRY OUT the Exhaust System Alignment in this section.
• Sputter type noise — noise worse when cold, lessens or disappears when the vehicle is at operating temperature	• Damaged or worn exhaust system	• INSPECT the exhaust system for leaks or damage. REPAIR as necessary. TEST the system for normal operation after the repair.
• Thumping noise — from the bottom of the vehicle, worse during acceleration	• Misaligned exhaust system	• CHECK the exhaust system to chassis clearance. CHECK the exhaust system isolators for damage. REPAIR as necessary. TEST the system for normal operation after the repair.
• Engine vibration — is felt with increases and decreases in engine rpm.	• Strain on exhaust system isolators	• CARRY OUT the Exhaust System Alignment in this section. REPAIR as necessary. TEST the system for normal operation after the repair.
• Drumming noise — occurs inside the vehicle during idle or high idle, hot or cold. Very low-frequency drumming is very rpm dependent	• Exhaust system vibration excites the body resonances inducing interior noise	• GO to Pinpoint Test A .

Pinpoint Test

PINPOINT TEST A: DRUMMING NOISE

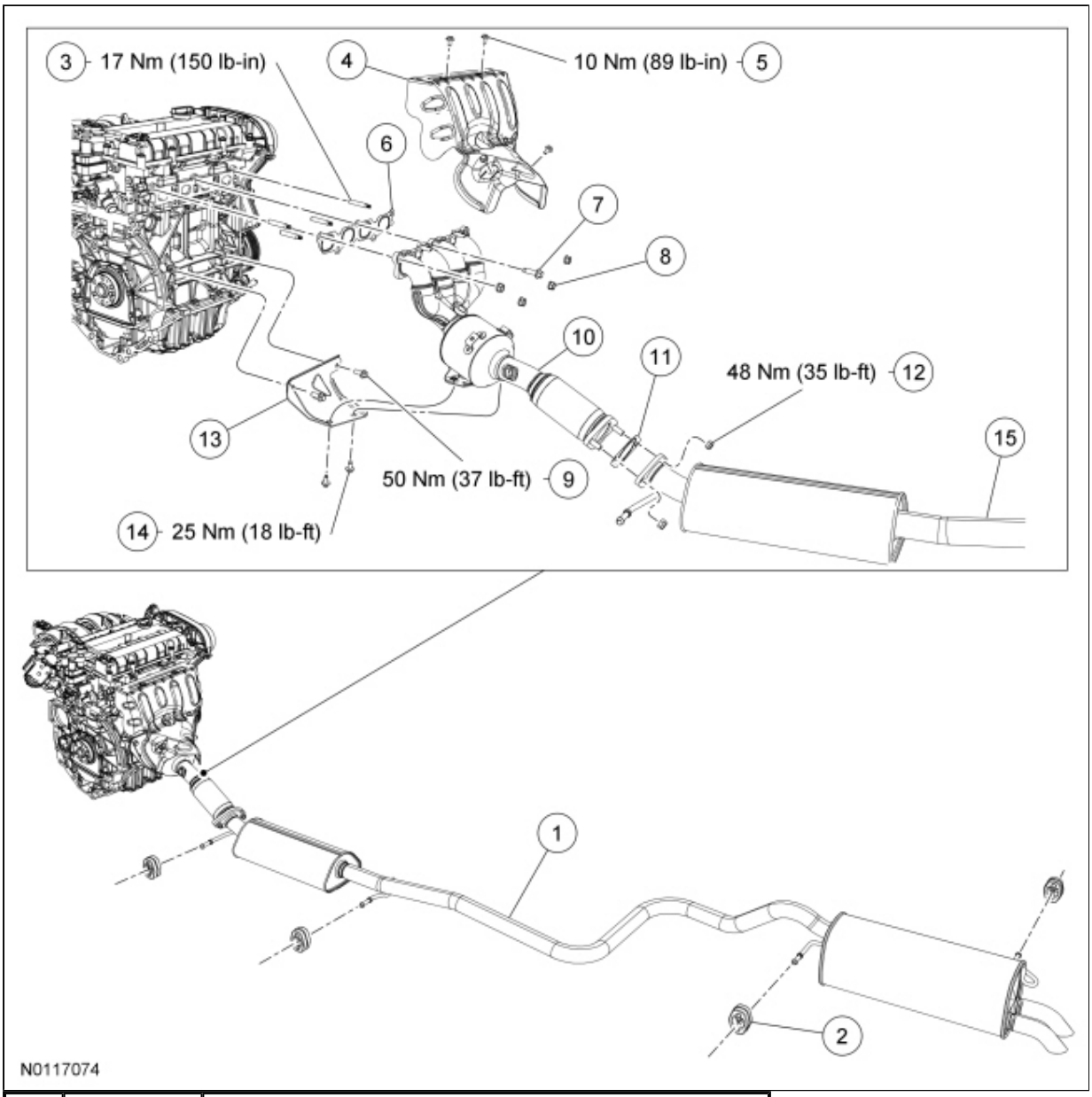
Test Step	Result / Action to Take

A1 CHECK THE EXHAUST SYSTEM	
• Key in RUN position. • Increase the engine rpm until the noise is the loudest. Note the engine rpm. • Ignition OFF. • Add approximately 9 kg (20 lb) of weight to the exhaust system. First place the weight at the tailpipe and test, then at the front pipe.  DF1768-A • Key in RUN position. • Increase the engine rpm and listen for the drumming noise. Note the engine rpm if the noise occurs. • Ignition OFF. • Remove the weight from the exhaust system. • **Is the noise/vibration reduced or eliminated, or does the noise/vibration occur at a different rpm?**	**Yes** REFER to Exhaust System Alignment in this section. TEST the system for normal operation. **No** CONDUCT a diagnosis on other suspect systems. REFER to Section 100-04 .

Exhaust System Alignment

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Loosen all fasteners joining the exhaust system components.
3. Beginning at the front of the vehicle, align the exhaust system to establish the maximum clearance. Make sure all fit pipes are pushed all the way into the preceding pipe and the notches are correctly lined up with the tabs.
4. Beginning at the front of the vehicle, tighten all fasteners and clamps to specification. For additional information, refer to Specifications in this section.
5. Start the engine and check the exhaust system for leaks.

Exhaust System — Exploded View



Item	Part Number	Description
1	5230	Muffler and tailpipe assembly
2	—	Muffler and tailpipe assembly isolator (4 required)
3	W703540	Catalytic converter manifold stud (4 required)
4	9N454	Heat shield
5	W703715	Heat shield bolt (4 required)
6	9448	Catalytic converter manifold gasket
7	W500634	Catalytic converter manifold-to-cylinder head bolt
8	W703662	Catalytic converter manifold-to-cylinder head nut (4 required)
9	W500433	Catalytic converter bracket-to-engine bolts (2 required)

10	5G232	Catalytic converter assembly
11	9450	Gasket
12	W703662	Catalytic converter-to-muffler and tailpipe assembly nut (2 required)
13	5K291	Catalytic converter bracket
14	W703404	Catalytic converter-to-catalytic converter bracket bolts (2 required)
15	5230	Muffler and tailpipe assembly

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Catalytic Converter

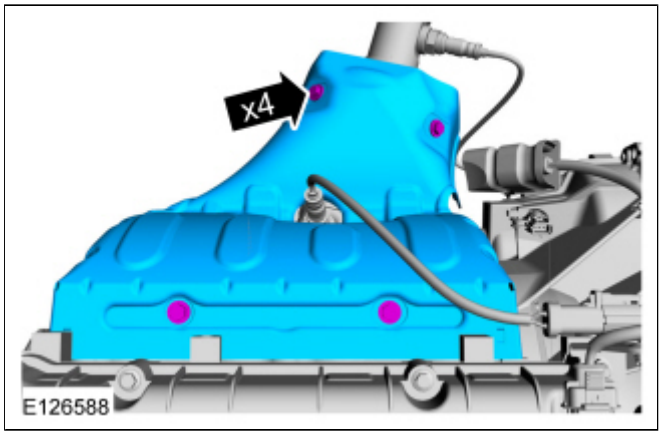
General Equipment

Cable Ties

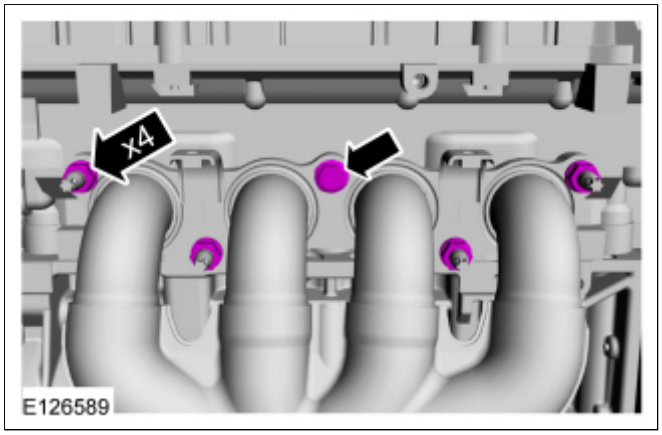
Removal and Installation

NOTE: Exhaust fasteners are of a torque prevailing design. Use only new fasteners with the same part number as the original. Torque values must be used as specified during reassembly to make sure of correct retention of exhaust components.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the Heated Oxygen Sensor (HO2S). For additional information, refer to Section 303-14 .
3. Remove the 4 bolts and position aside the heat shield.

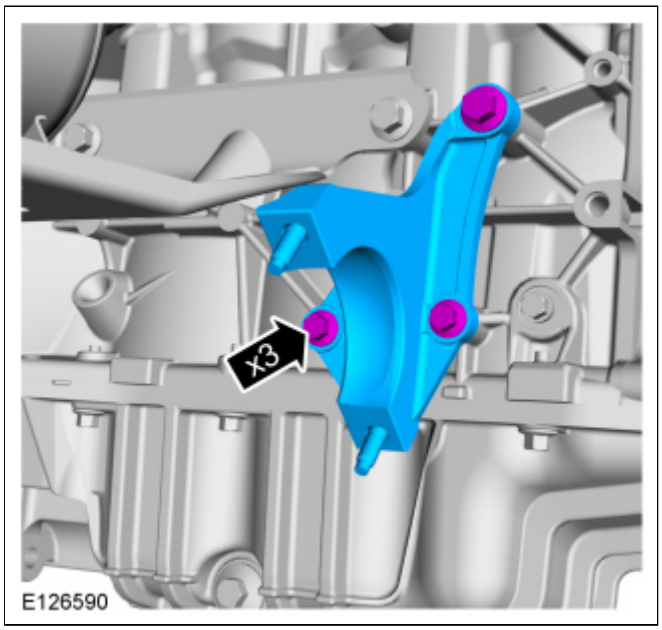


4. Remove and discard the 4 nuts and 1 bolt.

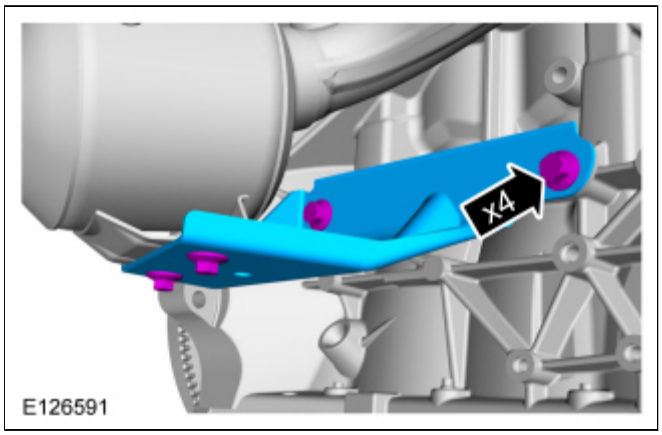


5. Remove the RH halfshaft. For additional information, refer to Front Drive Halfshafts, Halfshaft — Exploded View in Section 205-04 .
6. Remove the Catalyst Monitor Sensor (CMS). For additional information, refer to Section 303-14 .

7. Remove the 3 bolts and the halfshaft support bracket.

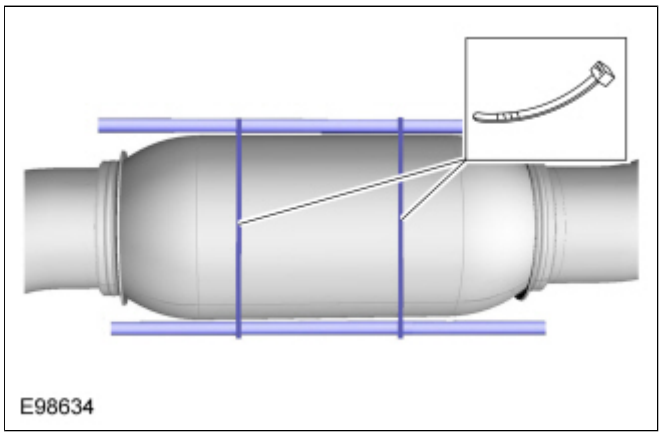


8. Remove the 4 bolts and the catalytic converter bracket.



9. ***NOTICE:*** **Do not forcibly bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

   Using cable ties, support the exhaust flexible pipe with a support wrap or suitable splint.

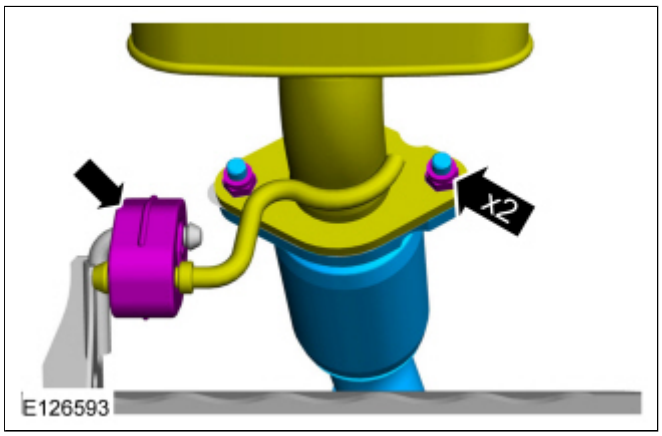


10. ***NOTICE:*** **Do not forcibly bend or twist the exhaust flexible pipe. Failure to follow these**

instructions may cause damage to the flexible pipe.

Detach the muffler and tailpipe assembly isolator and remove the 2 catalytic converter-to-muffler and tailpipe assembly nuts.

- Remove the catalytic converter assembly.
- Discard the 2 nuts and gaskets.

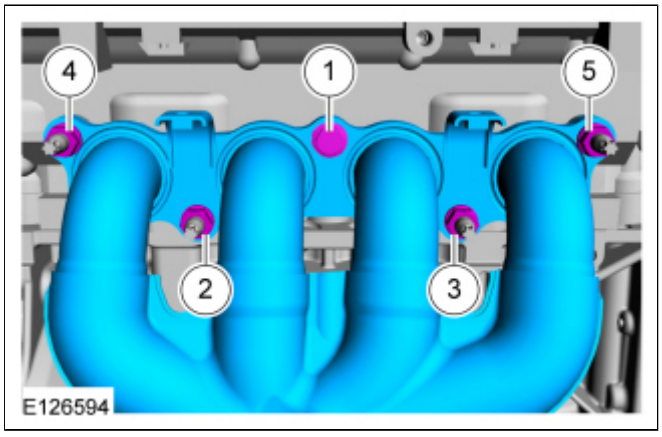


Installation

1. ***NOTICE:*** **Failure to tighten the catalytic converter manifold fasteners in 20 Nm increments until reaching final torque of 55 Nm will cause the converter to develop an exhaust leak.**

   Install a new gasket, catalytic converter assembly and new fasteners. Tighten the bolt and 4 nuts in the sequence shown, in 3 stages.

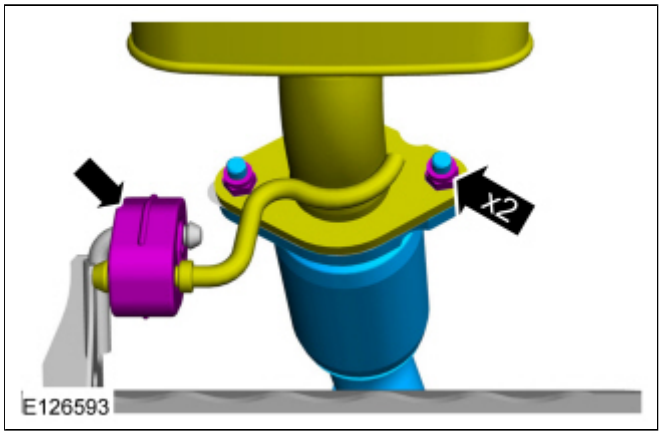
   - Stage 1: Tighten to 20 Nm (177 lb-in).
   - Stage 2: Tighten to 40 Nm (30 lb-ft).
   - Stage 3: Tighten to 55 Nm (41 lb-ft).



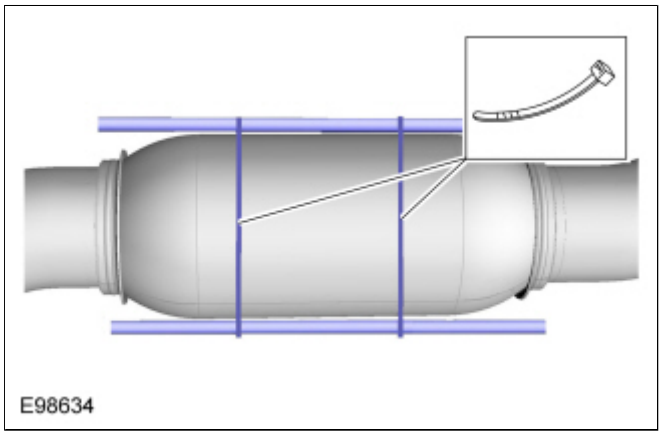
2. ***NOTICE:*** **Do not forcibly bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

   Install a new gasket and 2 new catalytic converter-to-muffler and tailpipe assembly nuts.

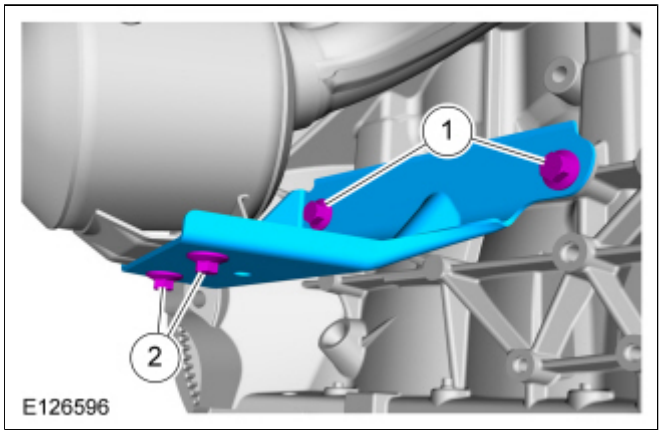
   - Attach the muffler and tailpipe assembly isolator.
   - Tighten to 48 Nm (35 lb-ft).



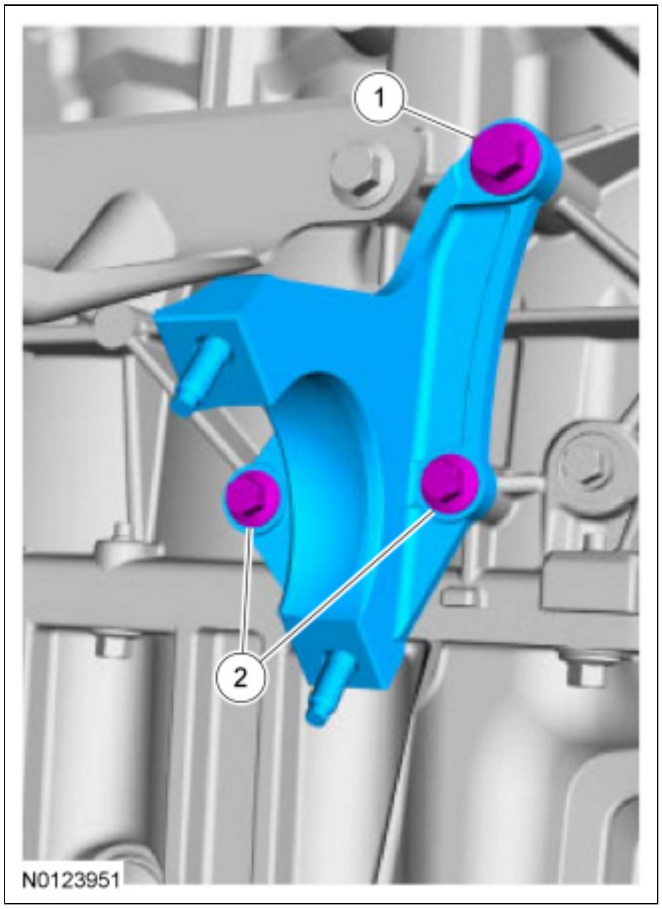
3. Remove the cable ties, support wrap or suitable splint from the exhaust flexible pipe.



4. Install the catalytic converter bracket and the 4 bolts.
    1. Tighten the 2 catalytic converter bracket-to-engine block bolts to 50 Nm (37 lb-ft).
    2. Tighten the 2 catalytic converter bracket-to-catalytic converter bolts to 25 Nm (18 lb-ft).



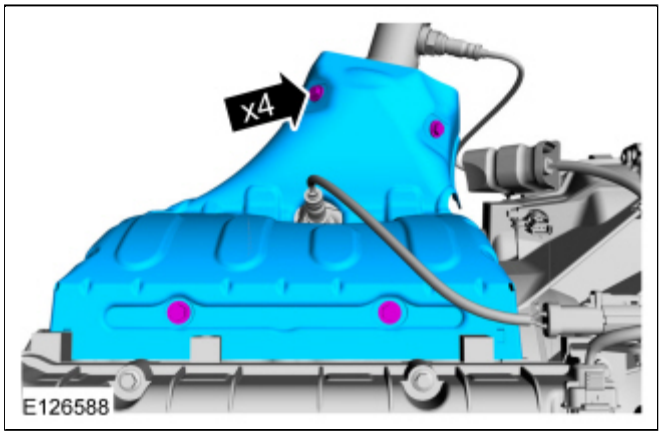
5. Install the halfshaft support bracket and the 3 bolts.
    1. Tighten the upper bolt to 48 Nm (35 lb-ft).
    2. Tighten the 2 lower bolts to 24 Nm (18 lb-ft).



6. Install the RH halfshaft. For additional information, refer to Front Drive Halfshafts, Halfshaft — Exploded View in Section 205-04 .

7. Install the Catalyst Monitor Sensor (CMS). For additional information, refer to Section 303-14 .

8. Install the 4 bolts and the heat shield.
   - Tighten to 10 Nm (89 lb-in).



9. Install the Heated Oxygen Sensor (HO2S). For additional information, refer to Section 303-14 .

10. Fill the transmission/transaxle to the correct fluid level. For Automatic Transmission/Transaxle, refer to Transmission Fluid Level Check in Section 307-11 . For Manual Transmission/Transaxle, refer to Transaxle Draining and Refilling in Section 308-03 .

Muffler and Tailpipe

General Equipment

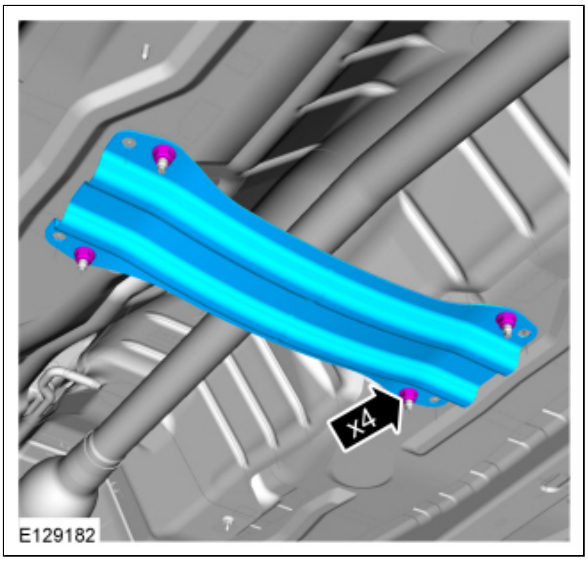
Air Body Saw
Cable Ties

Removal and Installation

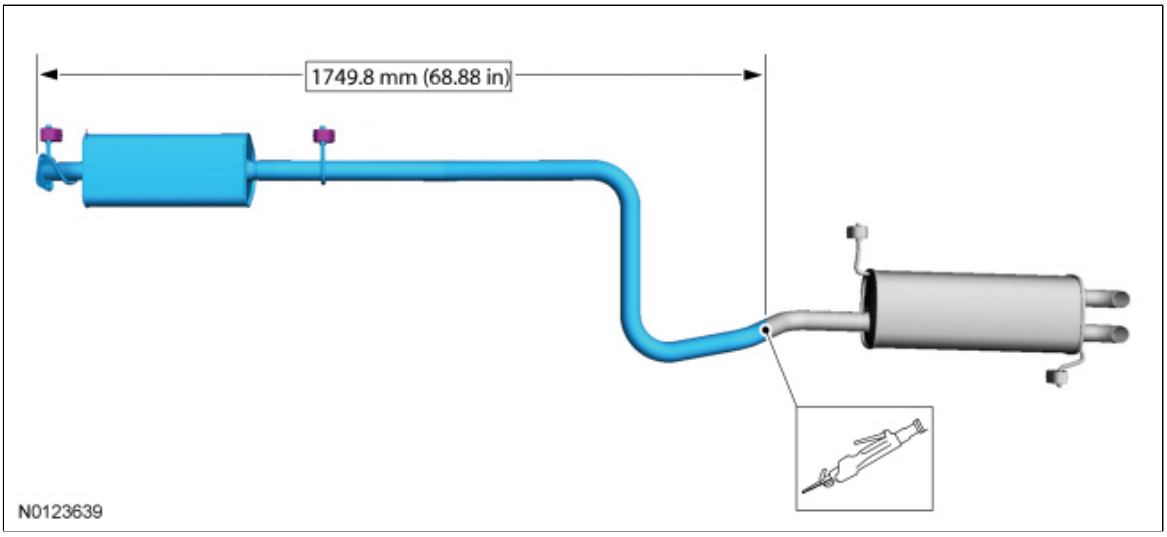
NOTE: Exhaust fasteners are of a torque prevailing design. Use only new fasteners with the same part number as the original. Torque values must be used as specified during reassembly to make sure of correct retention of exhaust components.

NOTE: Check the exhaust hanger isolators for damage and fatigue. Install new exhaust hanger isolators as required.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Remove the 4 nuts and the brace.

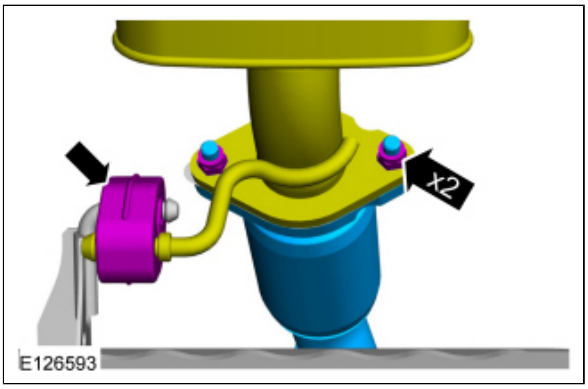


3. Cut the pipe where shown.



4. ***NOTICE:*** **Do not forcibly bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the flexible pipe.**

   Detach the front muffler and tailpipe assembly isolators and remove the 2 catalytic converter-to-muffler and tailpipe assembly nuts.
   - Remove the front muffler and tailpipe section.
   - Discard the 2 nuts and gasket.



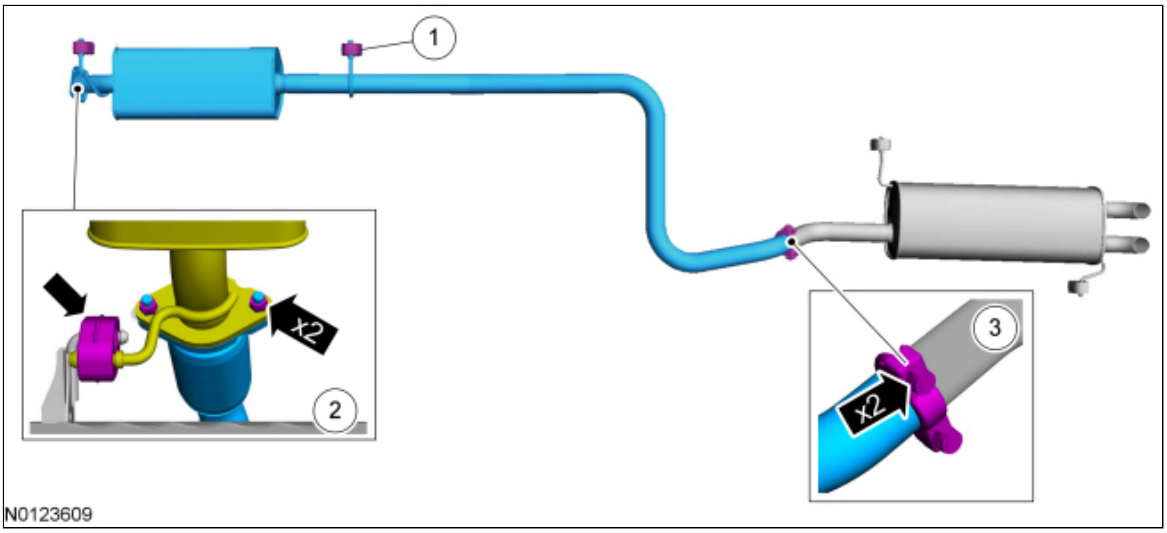
5. Detach the 2 isolators and remove the rear muffler and tailpipe section.

Installation

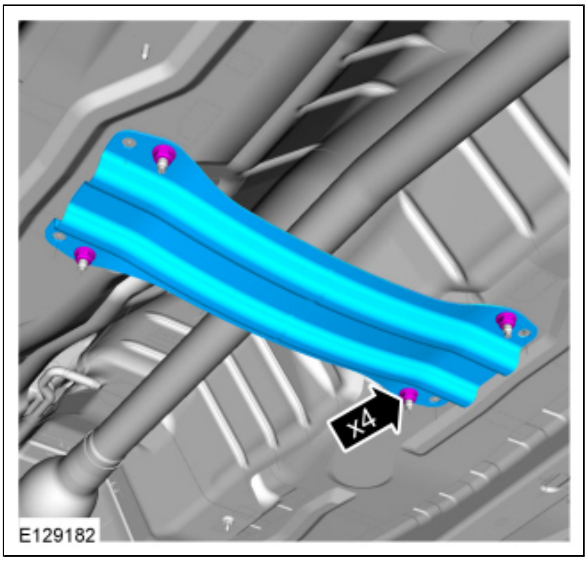
1. Install the rear muffler and tailpipe section and attach the 2 isolators.

2. **NOTE:** If the rear muffler and tailpipe section is being serviced, the rear muffler service part is sized to overlap the front muffler and tailpipe section (shown). If the front muffler and tailpipe section is being serviced, install the service sleeve and clamp.

   Install the front muffler and tailpipe section.
   1. Attach the front muffler and tailpipe assembly isolator.
   2. Install a new gasket and 2 new catalytic converter-to-muffler and tailpipe assembly nuts.
      - Attach the front muffler and tailpipe assembly isolator.
      - Tighten to 48 Nm (35 lb-ft).
   3. Install the service clamp.
      - Tighten to 45 Nm (33 lb-ft).



3. Install the 4 nuts and the brace.
   - Tighten to 40 Nm (30 lb-ft).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Material

Item	Specification	Fill Capacity
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C930-A	—

General Specifications

Item	Specification
Fuel Pressure	
Key ON Engine Running (KOER)	379 kPa (55 psi)
Fuel Tank Capacity	
Fuel tank capacity	47 L (12.5 gal)

Fuel System

The fuel system consists of:

- a Multi-Port Fuel Injection (MFI) system.
- a 2-speed Mechanical Returnless Fuel System (MRFS).
- Easy Fuel TM (capless) fuel tank filler pipe assembly.
- a fuel tank filler pipe containing:
  - a recirculation tube.
  - a fresh air hose.
  - a restrictor plate to permit only unleaded fuel to be pumped into the tank.
- a fuel tank.
- a Fuel Pump (FP) module containing:
  - an electric FP , which provides pressurized fuel to the fuel rail.
  - a lifetime fuel filter serviced as part of the FP module.
  - a serviceable fuel level sender.
  - a check valve, which maintains system pressure after the FP is shut off.
  - a pressure relief valve for overpressure protection in the event of restricted fuel flow.
- fuel, vapor and brake tubes in an integrated bundle assembly attached to the underside of the vehicle by retaining clips.
- a fuel rail.
- fuel injectors.
- fuel pump control module.

The fuel tank filler pipe cannot be modified in any way.

The vehicle is equipped with electronic Multi-Port Fuel Injection (MFI) that is supplied by a 2-speed Mechanical Returnless Fuel System (MRFS) . The PCM is able to maintain constant fuel pressure by varying the FP output. This is accomplished by increasing or decreasing voltage supplied by the fuel pump control module to the FP based on the duty cycle request from the PCM. The returnless fuel system offers improved economy, lower fuel temperatures and decreased fuel vapor in the fuel tank.

Fuel Pump (FP) Shut-off Feature

In the event of a moderate to severe collision, the vehicle is equipped with a Fuel Pump (FP) shut-off feature that is initiated by the event notification signal.

The event notification signal is a signal provided by the Restraints Control Module (RCM) to the FP control module. Signal communication between the RCM and the FP control module allows the PCM to shut-off the FP .

Should the vehicle shut off after a collision due to this feature, the vehicle may be restarted by first turning the ignition switch to the OFF position and then turn the ignition switch to the ON position. In some instances the vehicle may not start the first time and may take one additional key cycle.

Fuel System

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

NOTE: The following procedure diagnoses a slow to fill concern only. For all other concerns, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

The fuel tank filler pipe assembly is used to refuel the vehicle. The fuel tank inlet check valve prevents spitback of fuel during and after refueling. The fuel tank stores the fuel. The fuel tank contains a Fuel Pump (FP) module. The FP module consists of a fuel level sender and a FP . The fuel level sender sends a signal to the fuel gauge informing the driver of how much fuel is in the fuel tank. The FP provides fuel to the fuel tubes, which supply the fuel rail.

During refueling, the fuel tank vents to the atmosphere through the vent and filler pipes, on vehicles without On-Board Refueling Vapor Recovery (ORVR) systems. In vehicles equipped with ORVR , the fuel tank and filler pipe are designed so that when the vehicle is being refueled, fuel vapors in the fuel tank travel to the Evaporative Emission (EVAP) canister, which absorbs the fuel vapors and vents the pressure from the fuel tank during refueling.

Inspection and Verification

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

1. Verify the customer's concern by refueling the vehicle and observe the fuel fill rate.

2. Inspect to determine if any of the following mechanical concerns apply.

Visual Inspection Chart

Mechanical
• Bent, kinked or damaged fuel tank filler pipe • Bent, kinked or damaged fuel tank filler pipe fresh air hose or recirculation tube (if equipped) • Incorrect routing of the fuel tank filler pipe • Incorrect routing of the fuel tank filler pipe fresh air hose or recirculation tube (if equipped) • Incorrect position of fuel tank filler pipe clamps • Incorrect position of fuel tank filler pipe fresh air hose or recirculation tube clamps (if equipped) • Fuel tank mounted vapor tubes bent or damaged • Evaporative Emission (EVAP) system tubes or hoses bent or damaged • Accident damage to the fuel tank • Accident damage to the vehicle effecting the fuel tank filler pipe-to-body connection • Unauthorized modifications and/or alterations to the vehicle • EVAP fresh air hose or recirculation tube plugged (dirt, spider webbing)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, retrieve and record continuous memory DTCs.

8. Clear the continuous memory DTCs and carry out the self-test diagnostics for the EVAP system.

9. If the DTCs retrieved are related to the concern, go to Evaporative Emission (EVAP) System DTC Chart. For PCM related DTCs, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. For all other DTCs, refer to Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Chart

Evaporative Emission (EVAP) System DTC Chart

DTC	Description	Action
P0446	Evaporative Emission System Vent Control Circuit	GO to Pinpoint Test A.
P0451	Evaporative Emission System Pressure Sensor/Switch Range/Performance	GO to Pinpoint Test A.
P0452	Evaporative Emission System Pressure Sensor/Switch Low	GO to Pinpoint Test A.
P0453	Evaporative Emission System Pressure Sensor/Switch High	GO to Pinpoint Test A.
P0454	Evaporative Emission System Pressure Sensor/Switch Intermittent	GO to Pinpoint Test A.
P1450	Unable to Bleed up Fuel Tank Vacuum	GO to Pinpoint Test A.
P1451	Evaporative Emission System Vent Control Circuit	GO to Pinpoint Test A.
P260F	Emission System Monitoring Processor Performance	GO to Pinpoint Test A.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• Slow to fill	• Fuel tank filler pipe • Fuel tank filler pipe fresh air hose or recirculation tube, if equipped • Evaporative Emission (EVAP) system • Fuel tank inlet check valve (part of the fuel tank) • Fuel level vent valve (part of the fuel tank)	• GO to Pinpoint Test A.
• All other fuel system concerns	• Fuel system components	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Pinpoint Test

Pinpoint Test A: Slow to Fill

Normal Operation

Under normal operation, fuel should flow at a steady rate through the fuel tank filler pipe into the fuel tank. As fuel enters the fuel tank, air is vented through the filler pipe or the On-Board Refueling Vapor

Recovery (ORVR) system.

This pinpoint test is intended to diagnose the following:

- Fuel tank filler pipe fresh air hose or recirculation tube, if equipped
- Fuel tank filler pipe
- Evaporative Emission (EVAP) system
- Fuel tank inlet check valve (part of the fuel tank)
- Fuel level vent valve (part of the fuel tank)

PINPOINT TEST A: SLOW TO FILL

Test Step	Result / Action to Take
A1 CARRY OUT INSPECTION AND VERIFICATION • Carry out inspection and verification. • **Was the cause of the concern found?**	**Yes** REPAIR or INSTALL new components to correct the concern. **No** GO to A2.
A2 CHECK THE SYSTEM FOR ANY EVAP DTCs • Connect the scan tool. • Check the system for any of the following EVAP DTCs: P0446, P0451, P0452, P0453, P0454, P1450, P1451 and P260F. • **Are any of these DTCs present?**	**Yes** REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual to diagnosis the EVAP system. **No** GO to A3.
A3 CHECK THE FUEL TANK FILLER PIPE ASSEMBLY FOR BLOCKAGE OR RESTRICTION • Remove the fuel tank filler pipe assembly. Refer to Section 310-01. • Inspect the fuel tank filler pipe and fuel tank filler pipe fresh air hose or recirculation tube (if equipped) for a blockage or restriction. • **Is the fuel tank filler pipe or fuel tank filler pipe fresh air hose or recirculation tube (if equipped) blocked or restricted?**	**Yes** If possible, REPAIR the blockage or restriction. If the blockage or restriction cannot be repaired, INSTALL a new fuel tank filler pipe. REFER to Section 310-01. **No** GO to A4.
A4 CHECK THE FUEL TANK INLET CHECK VALVE • Inspect the fuel tank inlet check valve for restriction or sticking. • **Is the fuel tank inlet check valve restricted or sticking?**	**Yes** If possible, REPAIR the restriction. If the restriction cannot be repaired, INSTALL a new fuel tank. REFER to Section 310-01. **No** INSTALL a new fuel tank. REFER to Section 310-01.

Fuel System Pressure Release

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

1. **NOTE:** The Fuel Pump (FP) module fuse is located in the Battery Junction Box (BJB), location F8.

   Remove the FP module fuse.

2. **NOTE:** The engine will crank and not start.

   Crank the engine for approximately 20 seconds.

3. Crank the engine an additional 20 seconds to make sure the fuel system pressure has been released.

4. Turn the ignition switch to the OFF position.

5. When fuel system service is complete, install the FP module fuse.

6. **NOTE:** It may take more than one key cycle to pressurize the fuel system. Cycle the ignition key and wait 3 seconds to pressurize the fuel system.

   Check for leaks prior to starting the engine.

7. Start the vehicle and check the fuel system for leaks.

Fuel System Pressure Test

Special Tool(s)

ST3038-A	Fuel Pressure Test Kit 310-D009 or equivalent
ST3283-A	Fuel Pressure T-Adapter 5/16" 310-D251 or equivalent

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

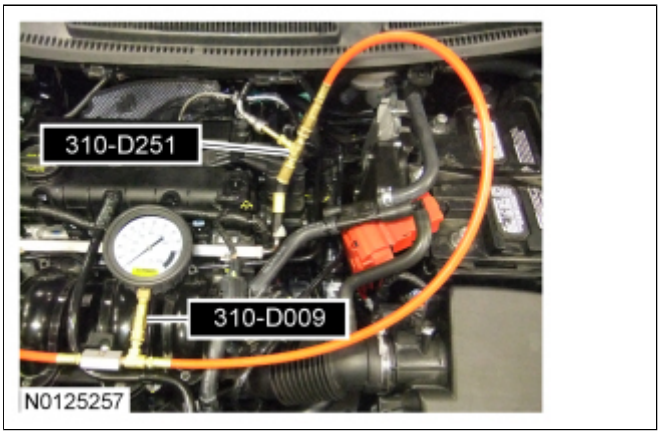
WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

1. Release the fuel system pressure. For additional information, refer to Fuel System Pressure Release in this section.
2. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .
3. Disconnect the fuel supply tube-to-fuel rail spring lock coupling. For additional information, refer to Spring Lock Couplings in this section.
4. Install the Fuel Pressure T-Adapter 5/16" and Fuel Pressure Test Kit in line between the fuel

supply line and fuel rail.



5. **NOTE:** The Fuel Pump (FP) module fuse was removed previously in the Fuel System Pressure Release.

   Install the FP module fuse.

6. Connect the battery ground cable. For additional information, refer to Section 414-01 .

7. **NOTE:** Carry out a Key ON Engine OFF (KOEO) visual inspection for fuel leaks prior to completing the Fuel System Pressure Test.

   NOTE: After completion of the fuel system pressure test, open the drain valve on the Fuel Pressure Test Kit and release any residual fuel into a suitable container prior to removing the Fuel Pressure Test Kit.

   Test the fuel system pressure to make sure it is within the specified range. For additional information, refer to Specifications in this section.

Fuel Tank Draining

Special Tool(s)

ST1134A	Fuel Storage Tanker 164-R3202 or equivalent

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

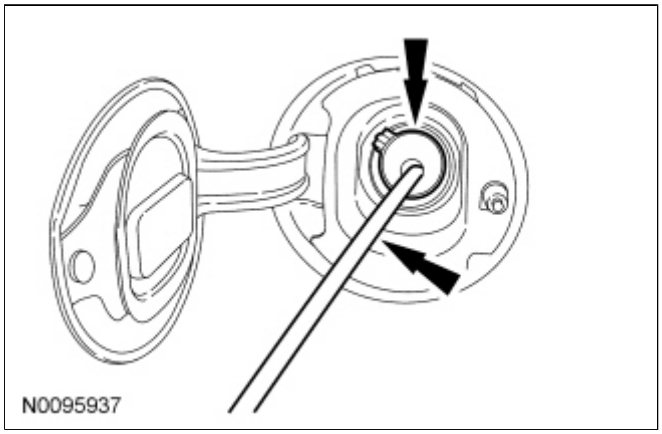
WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

WARNING: Remove the fuel filler cap slowly. The fuel system may be under pressure. If the fuel filler cap is venting vapor or if you hear a hissing sound, wait until it stops before completely removing the fuel filler cap. Otherwise, fuel may spray out. Failure to follow these instructions may result in serious personal injury.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .

2. **NOTE:** The supplemental refueling adapter is located in the luggage compartment.

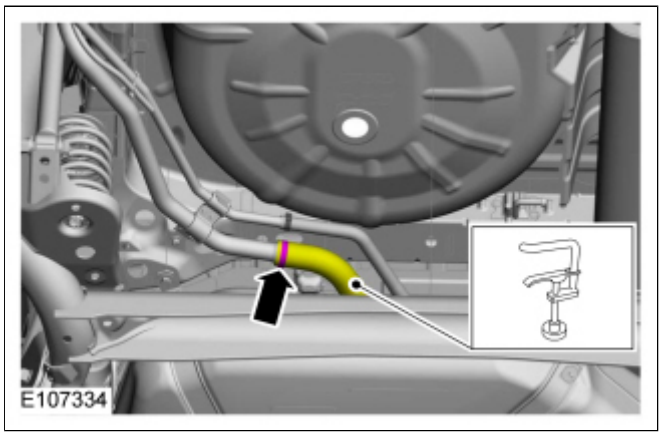
   Install the supplemental refueling adapter and a length of semi-rigid fuel drain tube into the Easy Fuel ™ (capless) fuel tank filler pipe.



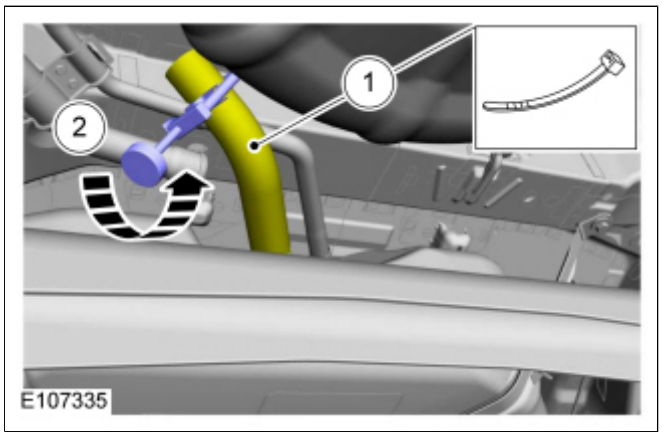
3. Attach the Fuel Storage Tanker to the fuel drain tube and drain as much fuel as possible from the Easy Fuel ^{TM} (capless) fuel tank filler pipe, lowering the fuel level below the fuel tank inlet spout.

4. **NOTE:** Some residual fuel may remain in the fuel tank filler pipe. Carefully drain into a suitable container.

   Release the clamp and position the fuel tank filler pipe hose aside.
   - To install, tighten to 4 Nm (35 lb-in).



5. Secure the fuel tank filler pipe hose above the fuel level.



6. Insert the fuel drain tube into the fuel tank filler pipe hose, attach the Fuel Storage Tanker and drain as much fuel as possible from the fuel tank.

Spring Lock Couplings

Special Tool(s)

ST2590-A	Disconnect Tool, Spring Lock Coupling 310-040 or equivalent

Disconnect

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

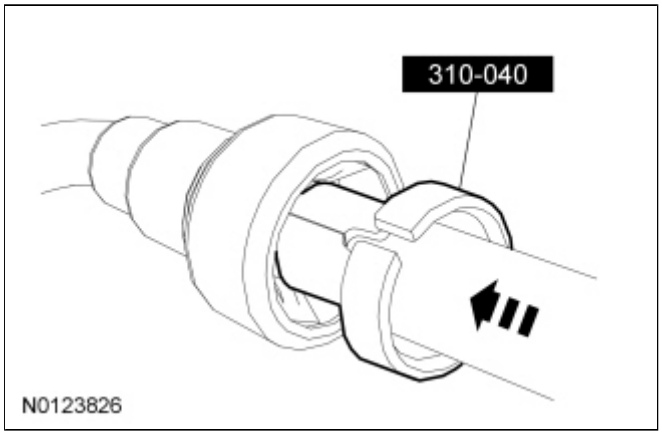
WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

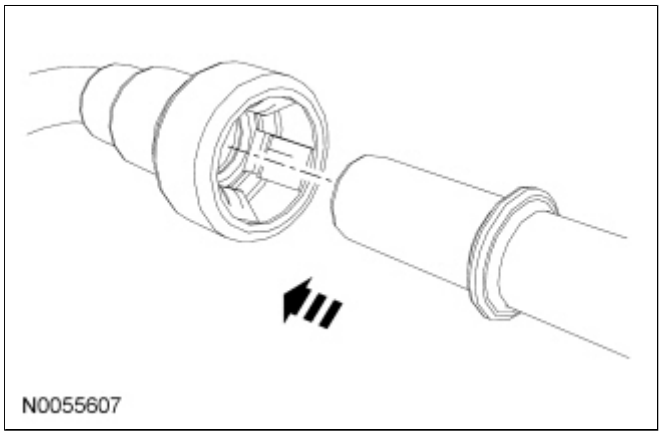
***NOTICE:* When reusing liquid or vapor tube connectors, make sure to use compressed air to remove any foreign material from the connector retaining clip area before separating from the tube or damage to the tube or connector retaining clip can occur.**

***NOTICE:* Fuel injection equipment is manufactured to very precise tolerances and fine clearances. It is essential that absolute cleanliness is observed when working with these components or component damage can occur. Always install plugs to any open orifices or tubes.**

1. Release the fuel system pressure. For additional information, refer to Fuel System Pressure Release in this section.
2. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .
3. Install the Spring Lock Coupling Disconnect Tool on the tube and push into the spring lock coupling to release.

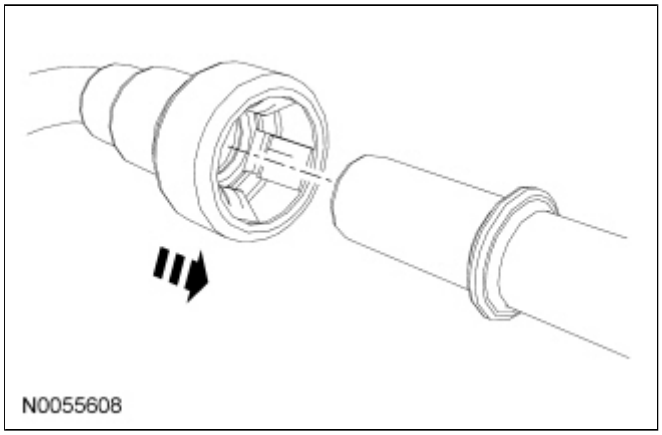


4. Separate the spring lock coupling from the tube.



Connect

1. Align and push the spring lock coupling onto the tube until a click is heard.



2. Pull on the coupling to make sure it is fully engaged.
3. Connect the battery ground cable. For additional information, refer to Section 414-01 .

Quick Connect Coupling

Disconnect — Type I

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

***NOTICE:* When reusing liquid or vapor tube connectors, make sure to use compressed air to remove any foreign material from the connector retaining clip area before separating from the tube or damage to the tube or connector retaining clip can occur.**

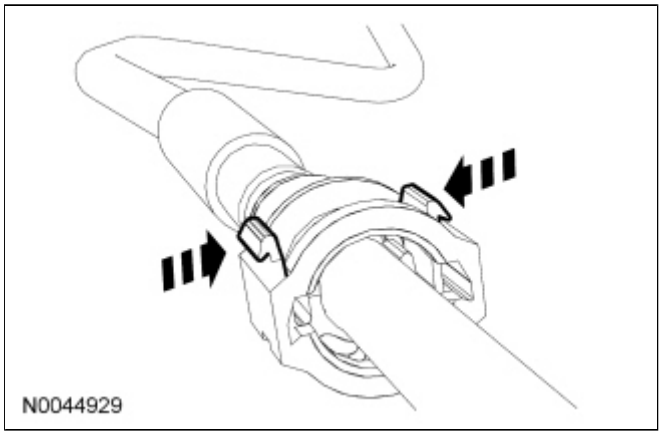
***NOTICE:* Fuel injection equipment is manufactured to very precise tolerances and fine clearances. It is essential that absolute cleanliness is observed when working with these components or component damage can occur. Always install plugs to any open orifices or tubes.**

***NOTICE:* Do not use any tools. The use of tools may cause a deformity in the clip components which may cause fuel leaks.**

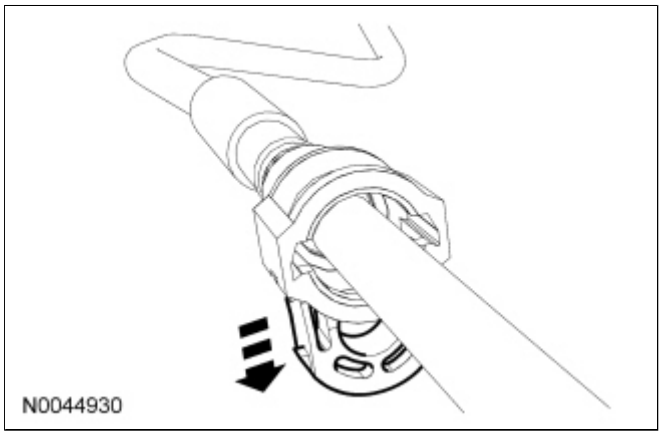
1. If servicing a liquid fuel tube quick connect coupling, release the fuel system pressure. For additional information, refer to Fuel System Pressure Release in this section.

2. Disconnect the battery ground cable. For additional information, refer to Section 414-01.

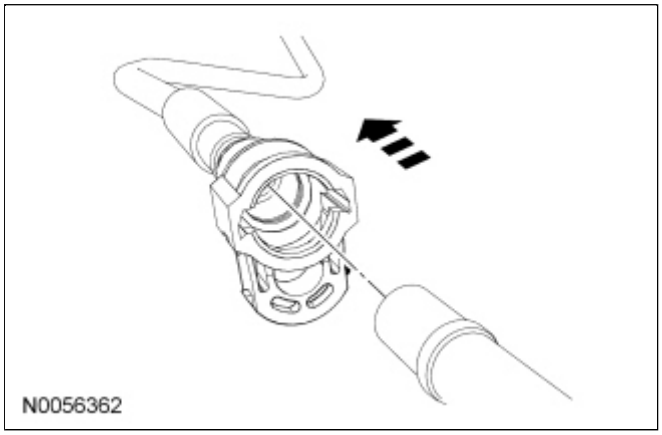
3. Squeeze the quick connect coupling retainer clip tabs to release the locking mechanism.



4. Push the locking mechanism outward to release the tube.

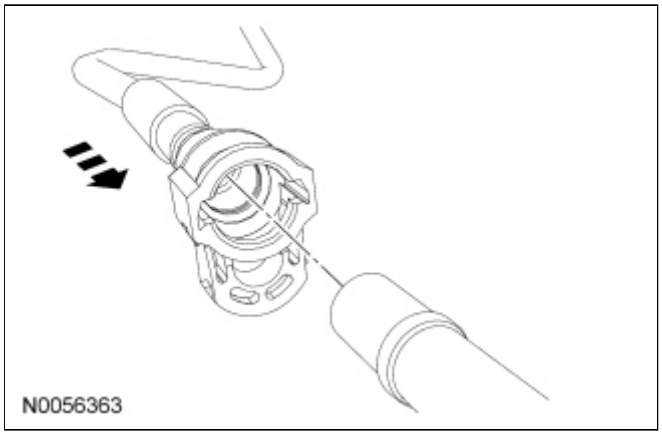


5. Remove the quick connect coupling from the tube.

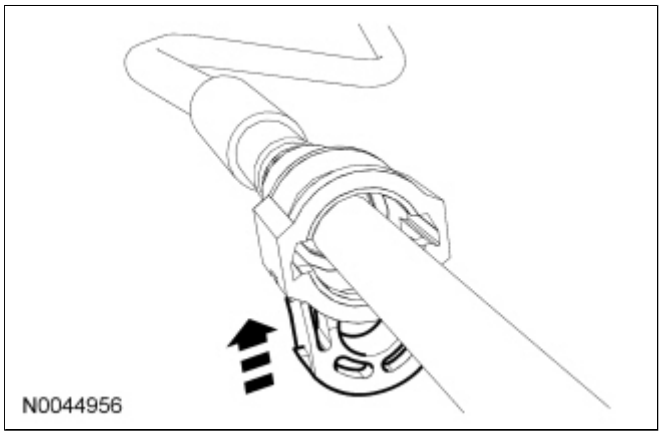


Connect — Type I

1. Install the quick connect coupling onto the tube.

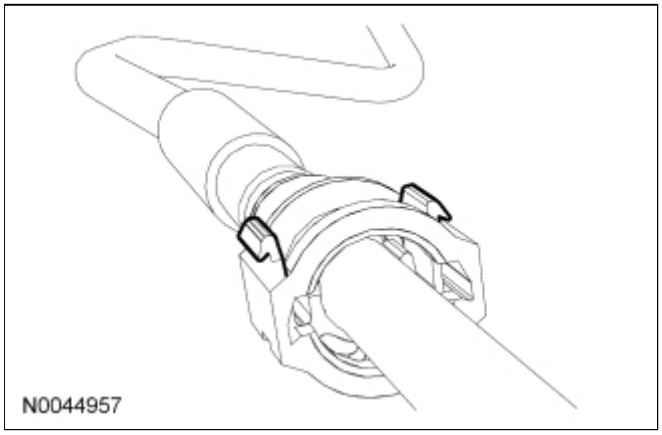


2. Depress the quick connect coupling locking mechanism into the locked position.



3. **NOTE:** Make sure the coupling is completely seated and locked onto the tube by pulling on the quick connect coupling.

   Visually inspect and verify that the locking mechanism is flush with the quick connect coupling housing and that the tabs are locked in place.



4. Connect the battery ground cable. For additional information, refer to Section 414-01 .

Disconnect — Type II

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

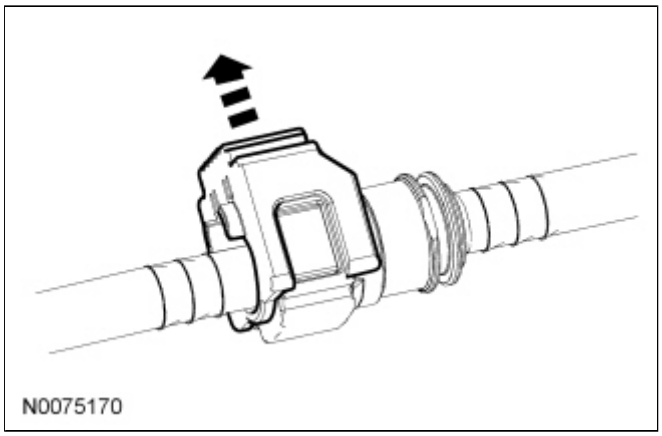
WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

NOTICE: **When reusing liquid or vapor tube connectors, make sure to use compressed air to remove any foreign material from the connector retaining clip area before separating from the tube or damage to the tube or connector retaining clip can occur.**

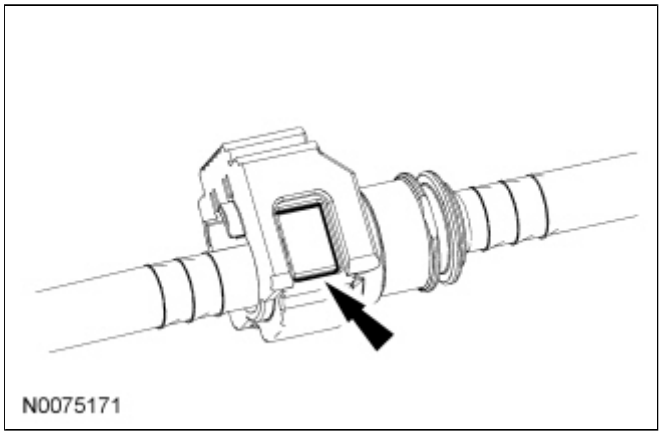
NOTICE: **Fuel injection equipment is manufactured to very precise tolerances and fine clearances. It is essential that absolute cleanliness is observed when working with these components or component damage can occur. Always install plugs to any open orifices or tubes.**

NOTICE: **Do not use any tools. The use of tools may cause a deformity in the clip components which may cause fuel leaks.**

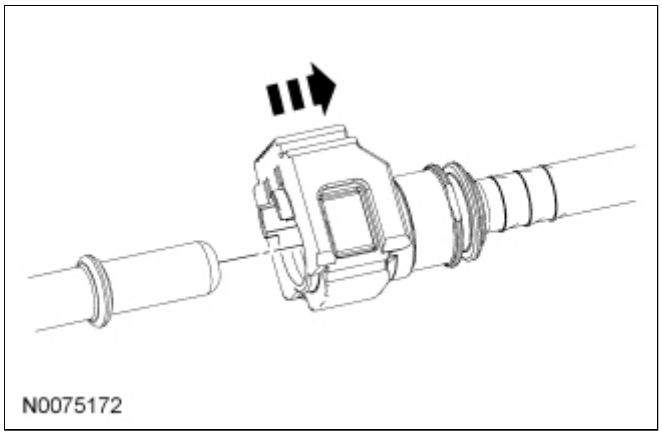
1. If servicing a liquid fuel tube quick connect coupling, release the fuel system pressure. For additional information, refer to Fuel System Pressure Release in this section.
2. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .
3. Position the secondary latch outward.



4. Squeeze both of the release tabs.

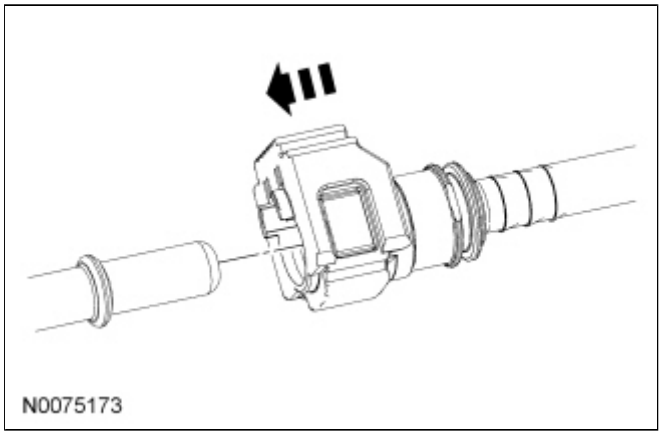


5. Remove the quick connect coupling from the tube.



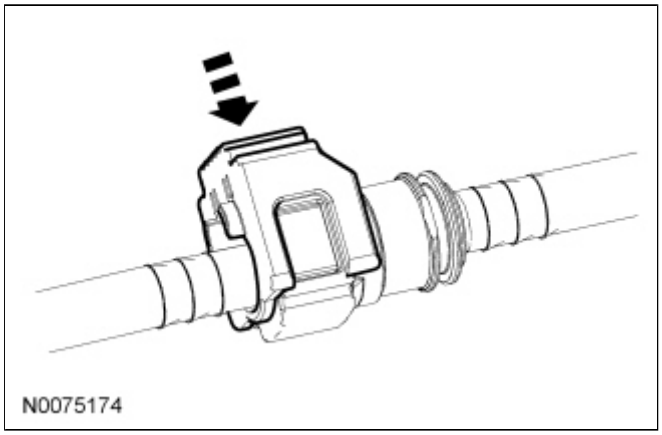
Connect — Type II

1. Install the quick connect coupling onto the tube until completely seated.



2. **NOTE:** Make sure the coupling is completely seated and locked onto the tube by pulling on the quick connect coupling.

   Apply the secondary latch into the locked position.



3. Connect the battery ground cable. For additional information, refer to Section 414-01 .

Material

Item	Specification	Fill Capacity
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A	—

General Specifications

Item	Specification
Fuel tank capacity	47 L (12.5 gal)

Torque Specifications

Description	Nm	lb-ft	lb-in
Brake tube fittings	17	—	150
Fuel tank filler pipe bracket bolt	11	—	97
Fuel tank filler pipe hose clamp	4	—	35
Fuel tank strap bolt	25	18	—

Fuel Tank and Lines

The fuel system consists of:

- a Multi-Port Fuel Injection (MFI) system.
- a 2-speed Mechanical Returnless Fuel System (MRFS).
- Easy Fuel TM (capless) fuel tank filler pipe assembly.
- a fuel tank filler pipe containing:
  - a recirculation tube.
  - a fresh air hose.
  - a restrictor plate to permit only unleaded fuel to be pumped into the tank.
- a fuel tank.
- a Fuel Pump (FP) module containing:
  - an electric FP , which provides pressurized fuel to the fuel rail.
  - a lifetime fuel filter serviced as part of the FP module.
  - a serviceable fuel level sender.
  - a check valve, which maintains system pressure after the FP is shut off.
  - a pressure relief valve for overpressure protection in the event of restricted fuel flow.
- fuel, vapor and brake tubes in an integrated bundle assembly attached to the underside of the vehicle by retaining clips.
- a fuel rail.
- fuel injectors.
- fuel pump control module.

The fuel tank filler pipe cannot be modified in any way.

The vehicle is equipped with electronic Multi-Port Fuel Injection (MFI) that is supplied by a 2-speed Mechanical Returnless Fuel System (MRFS) . The PCM is able to maintain constant fuel pressure by varying the FP output. This is accomplished by increasing or decreasing voltage supplied by the fuel pump control module to the FP based on the duty cycle request from the PCM. The returnless fuel system offers improved economy, lower fuel temperatures and decreased fuel vapor in the fuel tank.

Fuel Pump (FP) Shut-off Feature

In the event of a moderate to severe collision, the vehicle is equipped with a Fuel Pump (FP) shut-off feature that is initiated by the event notification signal.

The event notification signal is a signal provided by the Restraints Control Module (RCM) to the FP control module. Signal communication between the RCM and the FP control module allows the PCM to shut-off the FP .

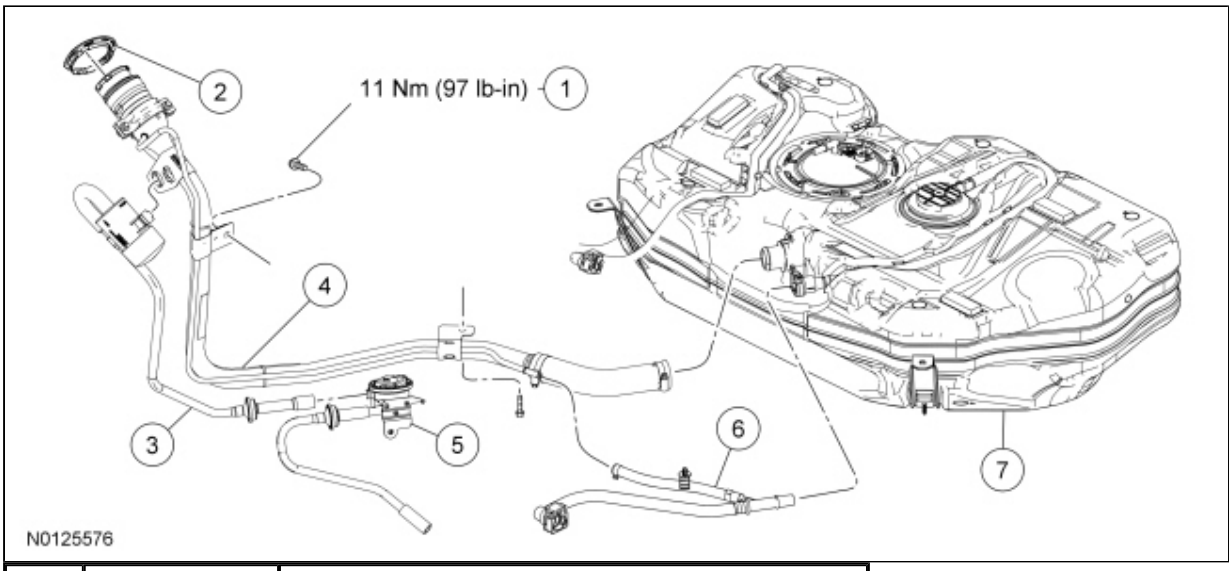
Should the vehicle shut off after a collision due to this feature, the vehicle may be restarted by first turning the ignition switch to the OFF position and then turn the ignition switch to the ON position. In some instances the vehicle may not start the first time and may take one additional key cycle.

Fuel Tank and Lines

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

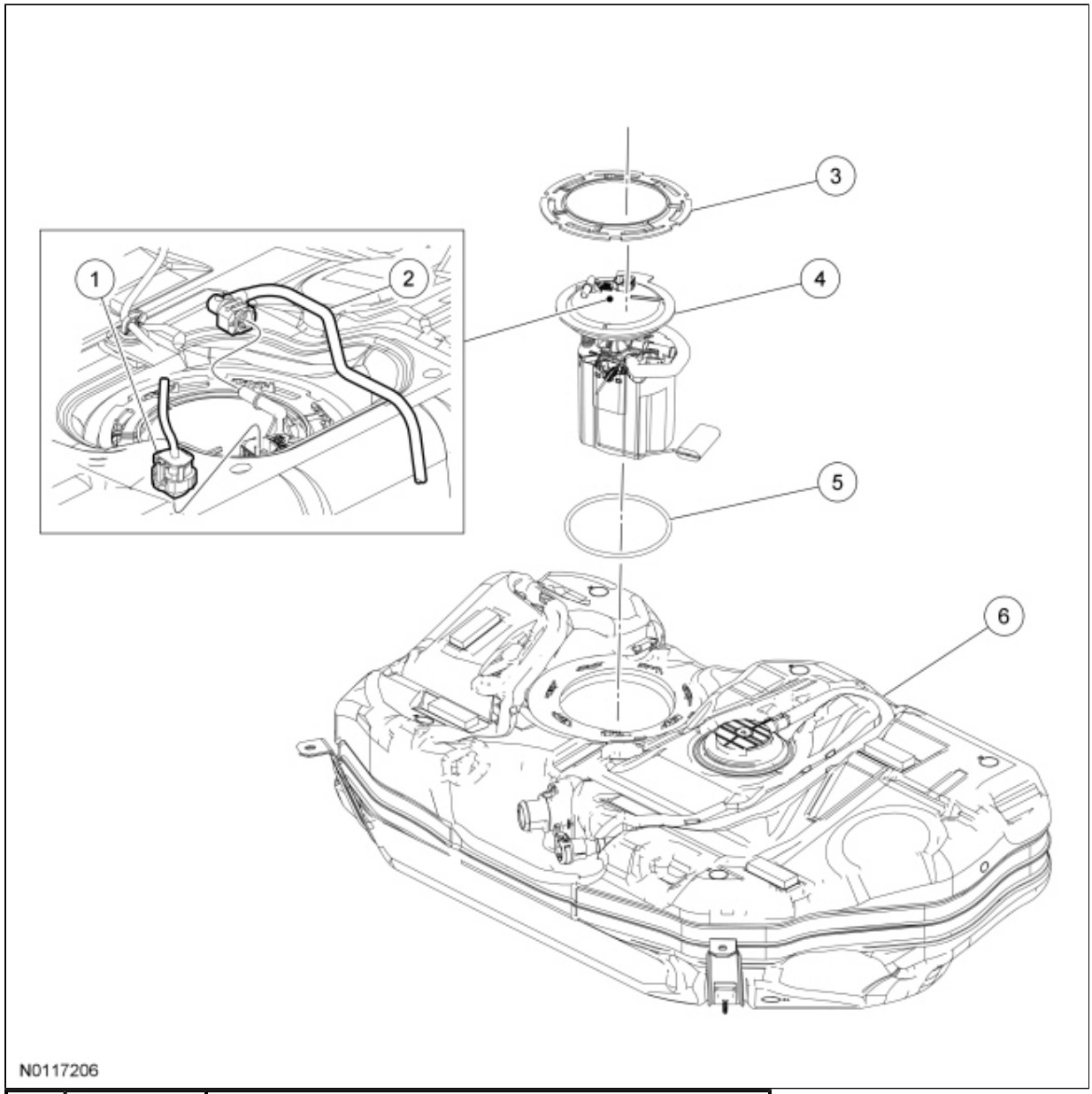
Fuel Tank and Filler Pipe — Exploded View

Fuel Tank Filler Pipe Assembly



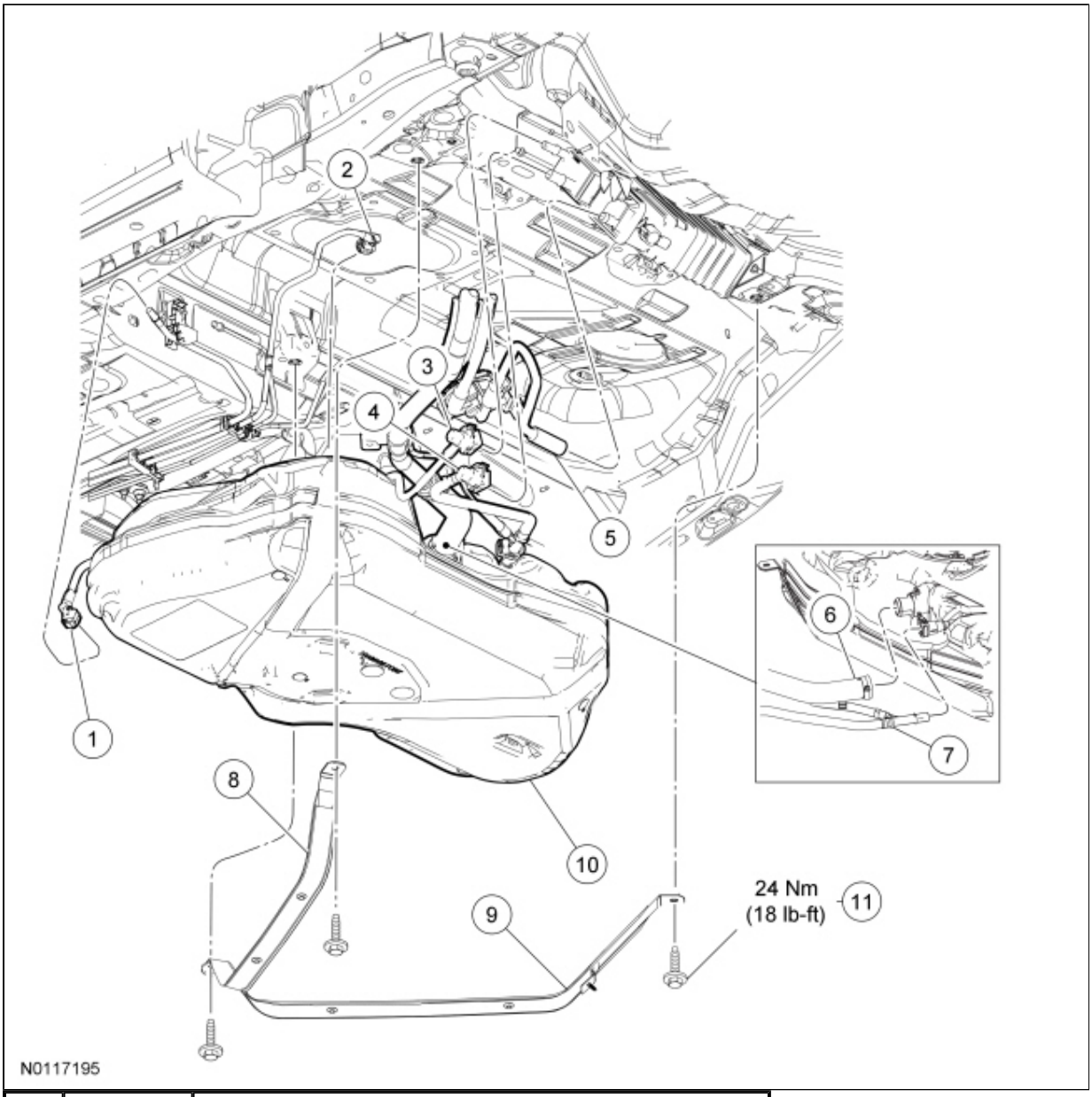
Item	Part Number	Description
1	W700228	Fuel tank filler pipe bracket bolt (2 required)
2	9K072	Fuel tank filler pipe information bezel
3	—	Fresh air hose (part of 9J279)
4	9034	Fuel tank filler pipe
5	9J279	Natural vacuum leak detection valve
6	9B033	Fuel vapor tube assembly
7	9002	Fuel tank

Fuel Fuel Pump (FP) Module and Lock Ring



Item	Part Number	Description
1	—	Fuel Pump (FP) module electrical connector (part of 14A005)
2	9L291	Fuel supply tube
3	9C385	FP module lock ring
4	9H307	FP module
5	9276	FP module O-ring seal
6	9002	Fuel tank

Fuel Tank and Fuel Tank Supports



Item	Part Number	Description
1	9B337	Evaporative Emission (EVAP) vapor tube quick connect coupling-to-fuel vapor tube assembly
2	9L291	Fuel supply tube quick connect coupling
3	9B337	EVAP vapor tube quick connect coupling-to- EVAP canister
4	9B033	Fuel vapor tube quick connect coupling-to- EVAP canister
5	—	Natural vacuum leak detection valve hose (part of 9J279)
6	9034	Fuel tank filler pipe
7	9B033	Fuel vapor tube assembly
8	9054	Fuel tank strap
9	9054	Fuel tank strap
10	9002	Fuel tank
11	W700222	Fuel tank strap bolt (3 required)

1. For additional information, refer to the procedures in this section.

Fuel Tank

Special Tool(s)

ST1293-A	Powertrain Lift 300-OTC1585AE or equivalent

Removal and Installation

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

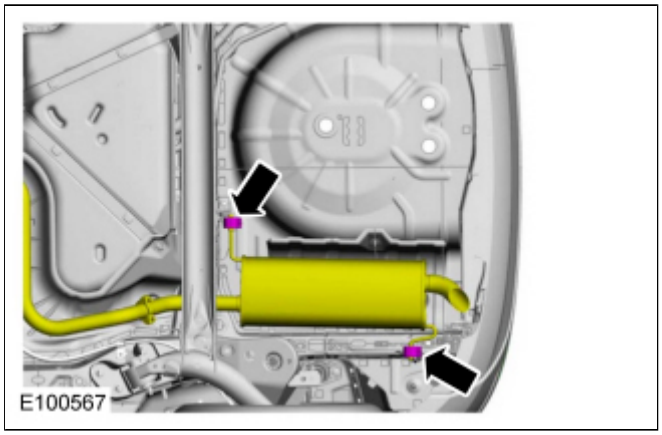
WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

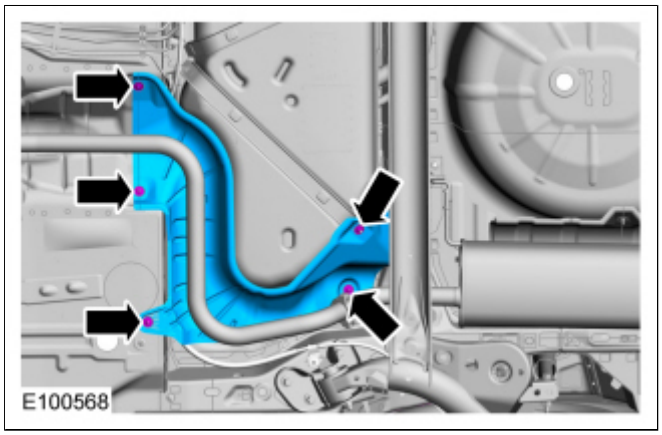
WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Release the fuel system pressure. For additional information, refer to Section 310-00 .
3. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .
4. Drain the fuel tank. For additional information, refer to Section 310-00 .
5. Disconnect the muffler and tailpipe assembly from the insulators.



6. Remove the 5 nuts and fuel tank heat shield.



7. Disconnect the fuel vapor tube assembly-to-fuel tank quick connect coupling. For additional information, refer to Section 310-00 .

8. Loosen the hose clamp and disconnect the fuel tank filler pipe from the fuel tank.

9. Position the Powertrain Lift under the fuel tank.

10. **NOTE:** Some residual fuel may remain in the fuel tank filler pipe after draining the fuel tank. Carefully drain any residual fuel into a suitable container.

    Release the clamp and disconnect the fuel tank filler pipe from the fuel tank.
    - To install, tighten clamp to 4Nm (35 lb-in).

11. Position the Powertrain Lift under the fuel tank.

12. Remove the 3 fuel tank strap bolts.
    - To install, tighten to 25 Nm (18 lb-ft).

13. Partially lower the fuel tank for access.

14. Disconnect the fuel supply tube-to-Fuel Pump (FP) module quick connect coupling. For additional information, refer to Section 310-00 .

15. Disconnect the FP module electrical connector.

16. Lower the fuel tank.

17. To install, reverse the removal procedure.

Fuel Tank Filler Pipe

Special Tool(s)

ST1134A	Fuel Storage Tanker 164-R3202 or equivalent

Removal and Installation

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WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Remove the fuel filler cap slowly. The fuel system may be under pressure. If the fuel filler cap is venting vapor or if you hear a hissing sound, wait until it stops before completely removing the fuel filler cap. Otherwise, fuel may spray out. Failure to follow these instructions may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

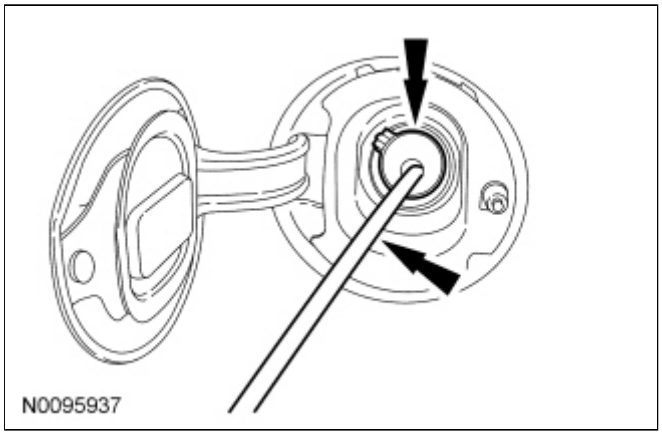
WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .

3. **NOTE:** The supplemental refueling adapter is located in the luggage compartment.

   Install the supplemental refueling adapter and a length of semi-rigid fuel drain tube into the Easy Fuel ™ (capless) fuel tank filler pipe.



4. **NOTE:** If the fuel tank is completely full, this step will lower the fuel level to the fuel tank Inlet.

   Attach the Fuel Storage Tanker to the fuel drain tube and drain the fuel from the fuel tank filler pipe.

5. Remove the information bezel.

6. Remove the LR wheel and tire. For additional information, refer to Section 204-04 .

7. Remove the 3 retainers, 2 pin-type retainers and position LR splash shield aside.

8. Release the fresh air hose from the fuel tank filler pipe bracket and disconnect the fresh air hose retainer from the fuel tank filler pipe.

9. Disconnect the fuel vapor tube-to-Evaporative Emission (EVAP) canister quick connect coupling. For additional information, refer to Section 310-00 .

10. Release the clamp and disconnect the fuel tank filler pipe recirculation tube.

11. **NOTE:** The fuel tank filler pipe may have some residual fuel remaining in it after draining. Upon disconnecting the fuel tank filler pipe, carefully drain the residual fuel into a suitable container.

    Release the clamp and disconnect the fuel tank filler pipe from the fuel tank.
    - To install, tighten to 4 Nm (35 lb-in).

12. Remove the 2 fuel tank filler pipe bracket bolts.
    - To install, tighten to 11 Nm (97 lb-in).

13. Remove the fuel tank filler pipe from the vehicle.

14. To install, reverse the removal procedure.

Fuel Pump Module

Special Tool(s)

ST2803-A	Lock Ring Wrench 310-123

Material

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada) XO-5W20-QSP (US); CXO-5W20-LSP12 (Canada)	WSS-M2C945-A

Removal and Installation

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

NOTE: The Fuel Pump (FP) module has a serviceable fuel level sender. For additional information, refer to Fuel Level Sender in this section.

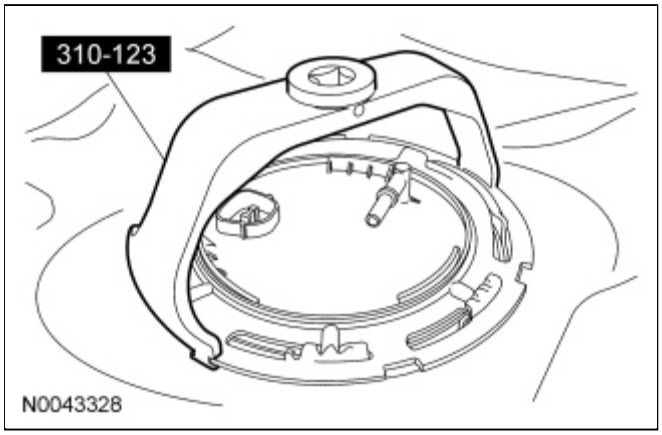
1. **NOTE:** To avoid introducing contamination into the fuel tank use water to clean the FP module

connections, couplings, flange surface and the immediate surrounding area of any dirt or foreign material. Blow dry thoroughly with shop air after cleaning.

Remove the fuel tank. For additional information, refer to Section 310-01 .

2. ***NOTICE:*** **Carefully install the lock ring wrench to avoid damaging the Fuel Pump (FP) module when removing the lock ring**

   Using the lock ring wrench, rotate the lock ring counterclockwise and remove the FP module lock ring.



3. ***NOTICE:*** **The Fuel Pump (FP) module must be handled carefully to avoid damage to the float arm.**

   NOTE: The FP module will have residual fuel remaining internally, drain into a suitable container.

   Remove the FP module from the fuel tank.

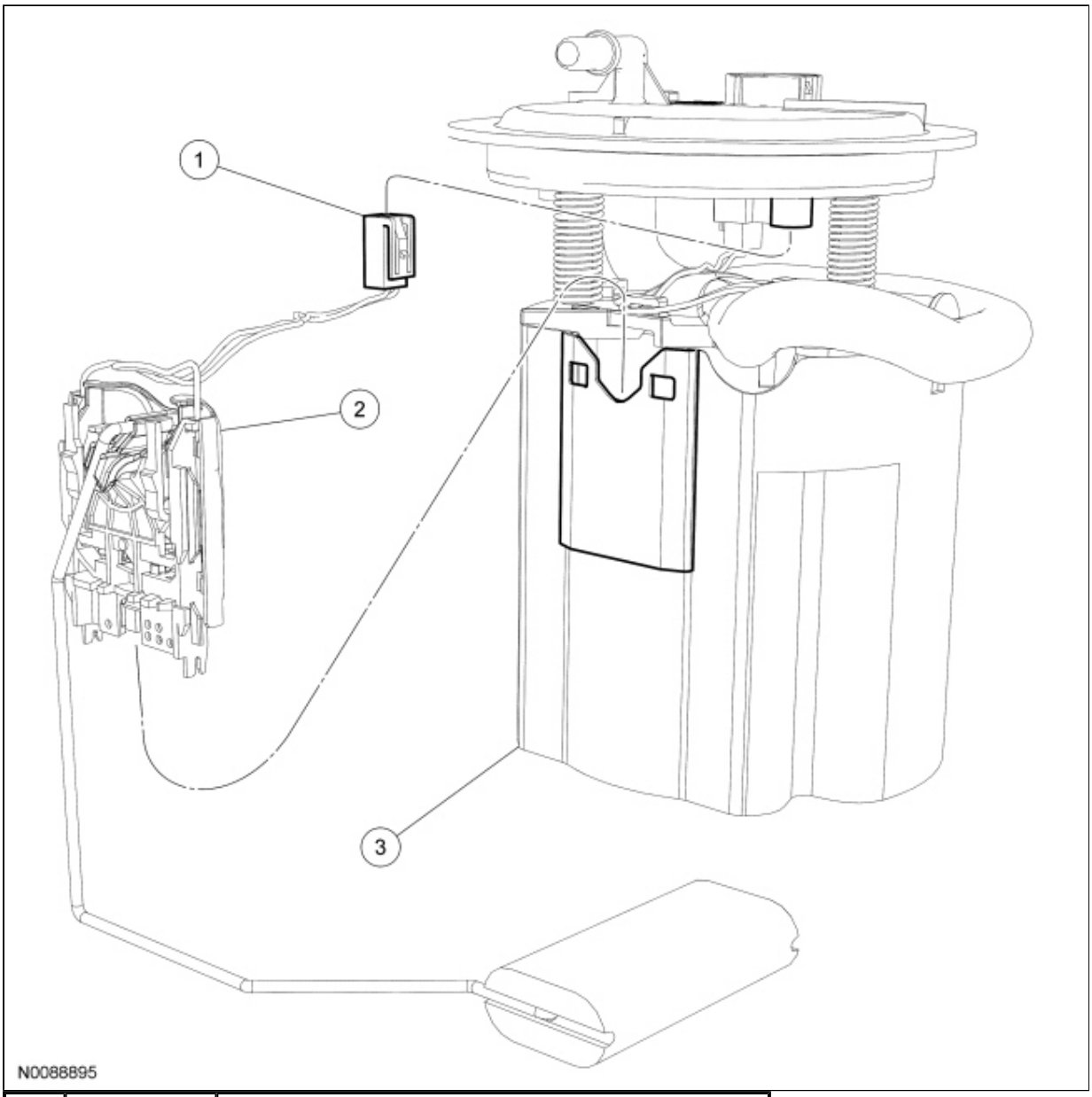
4. **NOTE:** Inspect the mating surfaces of the FP module flange and the fuel tank O-ring seal contact surfaces. Do not polish or adjust the O-ring seal contact area of the fuel tank flange or the fuel tank. Install a new FP module or fuel tank if the O-ring seal contact area is bent, scratched or corroded.

   NOTE: To install, apply clean engine oil to the new O-ring seal.

   Remove and discard the FP module O-ring seal.

5. To install, reverse the removal procedure.
   - Install a new FP module O-ring seal.

Fuel Level Sender



Item	Part Number	Description
1	—	Fuel level sender electrical connector (part of 9A299)
2	9A299	Fuel level sender
3	9H307	Fuel Pump (FP) module

Removal and Installation

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

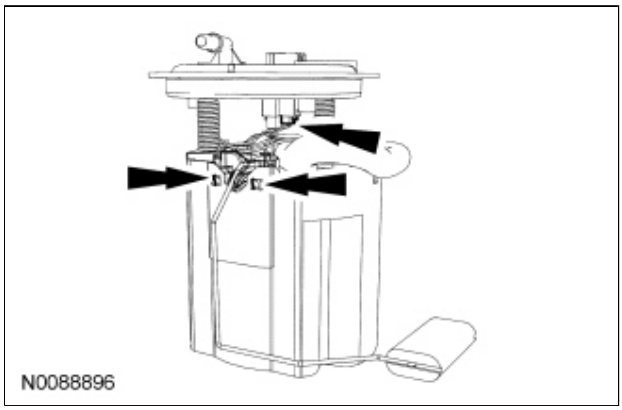
WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio

equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

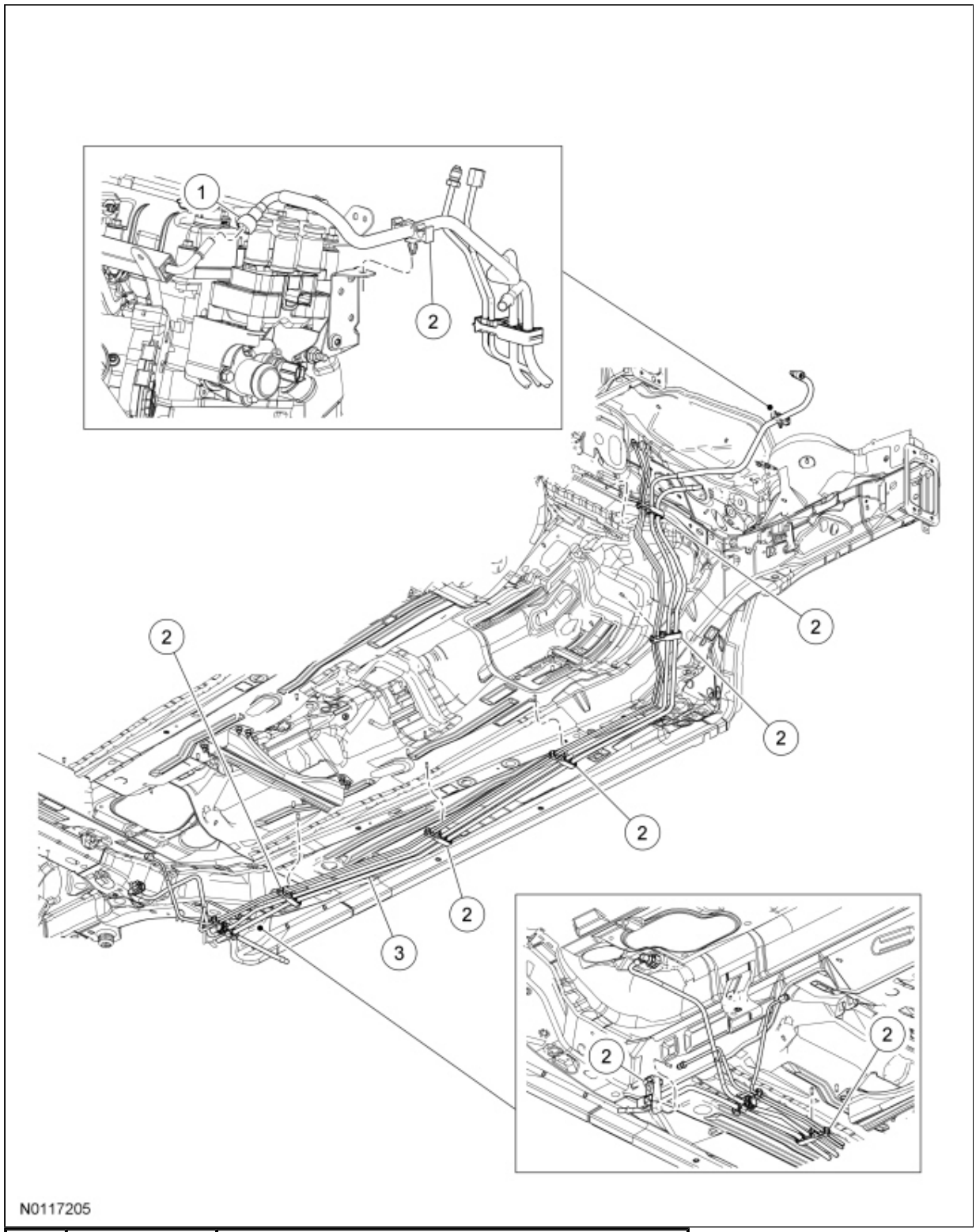
WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

1. Remove the Fuel Pump (FP) module. For additional information, refer to Fuel Pump Module in this section.
2. Disconnect the fuel level sender electrical connector.
3. Depress the lock tabs and slide the fuel level sender upwards.
   - Remove the sender from the FP module.



4. To install, reverse the removal procedure.

Fuel Lines — Exploded View



N0117205

Item	Part Number	Description
1	—	Fuel tube spring lock coupling (part of 9L291)
2	—	Fuel tube bundle retainer (part of 9L291)
3	9L291	Fuel tube bundle

1. For additional information, refer to the procedures in this section.

Fuel Lines

Removal and Installation

WARNING: Do not smoke, carry lighted tobacco or have an open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

WARNING: Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.

WARNING: When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.

WARNING: Always disconnect the battery ground cable at the battery when working on an evaporative emission (EVAP) system or fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Release the fuel system pressure. For additional information, refer to Section 310-00 .

3. Disconnect the battery ground cable. For additional information, refer to Section 414-01 .

4. Remove the fuel tank. For additional information, refer to Fuel Tank in this section.

5. Disconnect the fuel tube-to-fuel rail spring lock coupling.

6. Disconnect the Evaporative Emission (EVAP) canister purge valve-to-fuel vapor tube assembly quick connect coupling.

7. **NOTE:** Cap the brake tube connections to prevent fluid loss or dirt contamination.

   Disconnect the 2 Hydraulic Control Unit (HCU) brake tube inline fittings-to-fuel bundle assembly and postion aside.
   - To install, tighten to 17 Nm (150 b-in).

8. Disconnect the 2 rear brake tube fittings-to-fuel bundle assembly.
   - To install, tighten to 17 Nm (150 b-in).

9. Disconnect the 5 fuel tube bundle retainers and remove fuel tube bundle assembly.

10. To install, reverse the removal procedure.
    - Bleed the brake system. For additional information, refer to Section 206-00 .

Torque Specifications

Description	Nm	lb-ft
Accelerator pedal and sensor assembly nuts	22	16

Acceleration Control

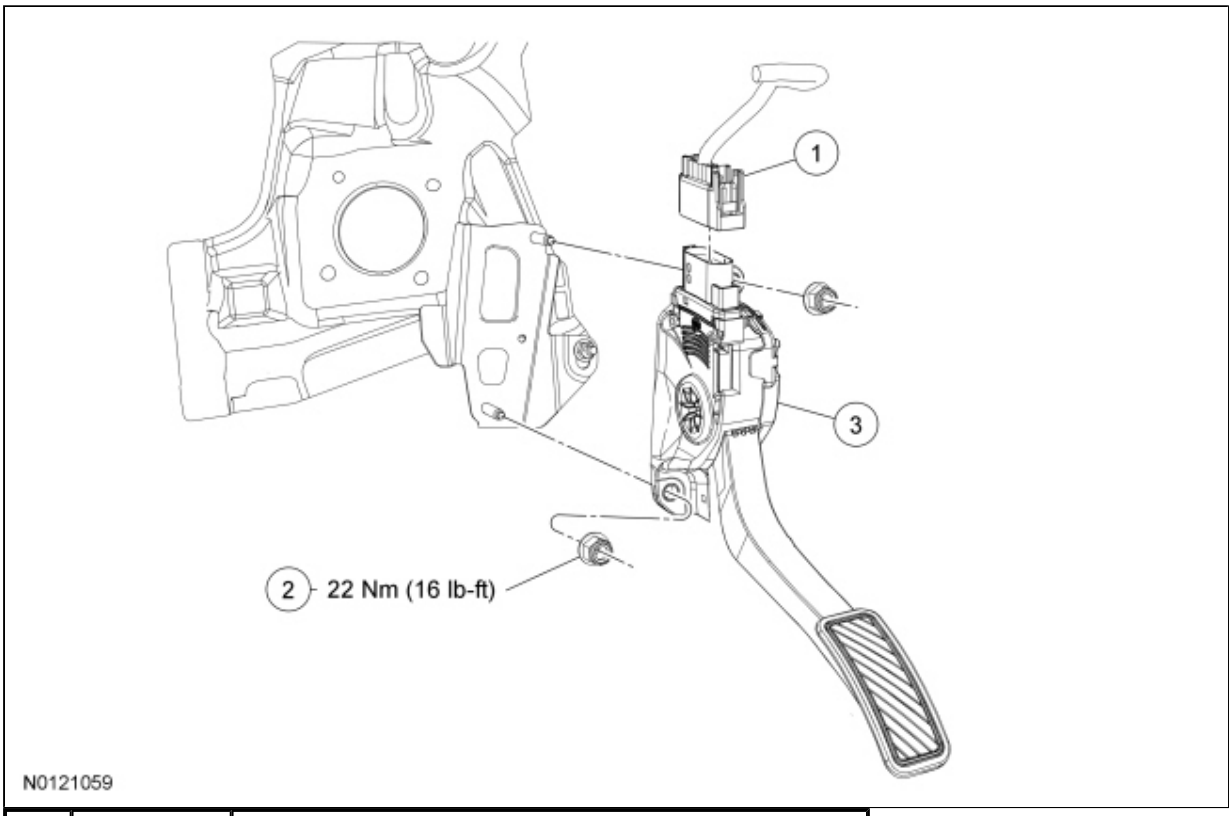
The acceleration controls consist of the accelerator pedal and sensor assembly.

The engine management system electronically operates the throttle of the engine in response to accelerator pedal movements initiated by the driver. In the event of a system failure, the engine management system provides a limp home mode which allows the car to be driven with limited performance.

Acceleration Control

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Accelerator Pedal



Item	Part Number	Description
1	—	Accelerator pedal sensor electrical connector (part of 14K733)
2	W706840	Accelerator pedal and sensor assembly nut (2 required)
3	9F836	Accelerator pedal and sensor assembly

Removal and Installation

1. **NOTE:** To prevent setting DTCs, make sure the ignition switch is in the OFF position prior to disconnecting the accelerator pedal electrical connectors.

   Disconnect the accelerator pedal sensor electrical connector.

2. Remove the 2 nuts and the accelerator pedal and sensor assembly.
   - To install, tighten to 22 Nm (16 lb-ft).

3. To install, reverse the removal procedure.

Steering System

Electronic Power Assist Steering (EPAS) System

NOTICE: **The steering sensor contains a clockspring that will be damaged if the steering column is not handled correctly. To prevent damage to the steering sensor, use the service bolt (HB1) to lock the steering column in the straight ahead position before disconnecting the steering column from the steering gear. Damage caused to the steering sensor by failing to lock the steering when disconnecting the column from the steering gear leads to a complete failure of the Electronic Power Assist Steering (EPAS) system and requires a new EPAS column to be installed.**

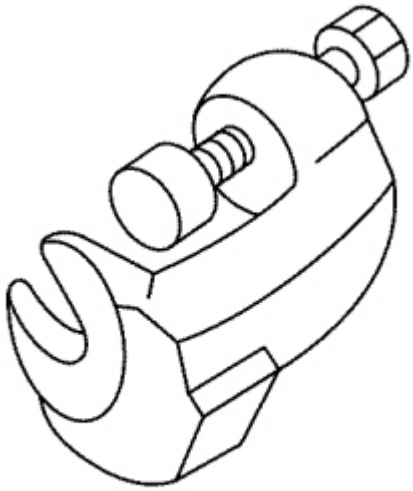
The Electronic Power Assist Steering (EPAS) system consists of the following components:

- Power Steering Control Module (PSCM) — the PSCM controls the functions of the EPAS system and communicates with other modules on the High Speed Controller Area Network (HS-CAN). The PSCM is attached to the EPAS column assembly and cannot be serviced separately.
- Motor — the EPAS column uses a 12-volt brushless, reversible motor, a worm gear and a reduction gear to control the steering effort. The motor is attached to the EPAS column assembly and cannot be serviced separately.
- Steering sensor — the PSCM uses the steering sensor to determine force applied to, speed and direction of the steering wheel. This information is transmitted to other modules along the HS-CAN. The sensor is attached to the EPAS column assembly and cannot be serviced separately.
- Steering column shaft — the steering column shaft connects the EPAS column assembly to the steering gear and can be serviced separately. For additional information, refer to Section 211-04.
- Steering gear — the steering gear is a rack and pinion type gear, which is serviced as an assembly and contained within a one-piece aluminum housing. The steering gear uses tie-rod ends to connect the gear to the wheel knuckles. The steering gear can be serviced separately from the EPAS column assembly. For additional information, refer to Section 211-02.
- Tie-rod ends — one inner and outer tie rod is located at each end of the steering gear and can be serviced separately. For additional information, refer to Section 211-02.

The EPAS system provides power steering assist to the driver by replacing the conventional hydraulic valve system with an electric motor coupled to the steering shaft. The motor is controlled by the PSCM which senses the steering effort using sensors mounted between the steering column shaft and the steering gear. Steering assist is provided in proportion to the steering input effort and vehicle speed.

Steering System

Special Tool(s)

ST2574-A	Flex Probe Kit NUD150-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
 ST1408-A	Tie-Rod End Remover 211-001 (TOOL-3290-D)
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

Electronic Power Assist Steering (EPAS)

The Electronic Power Assist Steering (EPAS) system provides power steering assist to the driver by replacing the conventional hydraulic valve system with an electric motor coupled to the steering shaft. The motor is controlled by the Power Steering Control Module (PSCM) that senses the steering effort using a torque sensor mounted internally to the steering column assembly. Steering assist is provided in proportion to the steering input effort and vehicle speed.

The EPAS system requires a 12-volt, hot at all times feed for system operation. The PSCM is activated when power is applied to the hardwired ignition/run input. After activation, the PSCM monitors the High Speed Controller Area Network (HS-CAN) to determine if the vehicle is operating in a manner capable of supporting the EPAS system.

The PSCM recieves vehicle speed from the PCM over the HS-CAN and steering shaft speed, direction and position from the steering shaft sensor to determine the amount or level of power steering assist provided by the EPAS system.

The level of steering assist is primarily based on vehicle speed. As vehicle speed increases, the amount of assist decreases to improve and enhance road feel at the steering wheel. As vehicle speed decreases the amount of assist increases to ease vehicle maneuvering. If the vehicle speed is missing or out of range, the PSCM defaults to a safe level of assist for all driving conditions. If the vehicle speed returns to the correct in-range values, the PSCM adjusts the level of assist accordingly. Steering wheel/shaft speed, torque and direction information allows the PSCM to determine how much assist is needed to turn the wheels right and left.

The PSCM continually monitors and adjusts steering efforts based on the sensor inputs to enhance the feel of the steering. Compensation is made to reduce the effect of pull or drift that may be experienced when driving on roads with a high degree of camber. Active nibble control is also employed by the PSCM to reduce the vibrating movement felt at the steering wheel that can be caused by driving on rough surfaces or out of balance wheels.

The PSCM is self-monitoring and is capable of setting and storing DTCs. Depending on the DTC set, the control module enters into a safe mode of manual steering. In addition, the PSCM may send a request to the Instrument Panel Cluster (IPC) module over the HS-CAN to display a message in the message center, part of the Front Controls Interface Module (FCIM) alerting the driver of a potential EPAS concern.

Low battery and/or charging system voltage or a charging system DTC being present may cause the PSCM to enter into a limited operation mode resulting in uneven steering assist or a lack of steering assist. This limited operation mode feature is built into the PSCM to allow the safe, continued operation of the vehicle in the event of an EPAS concern. A DTC may or may not be present when the PSCM is operating in limited operation mode. Additionally, overheating the steering system may cause the PSCM to go into the limited operation mode, to protect the electronic components from overheating.

The PSCM is an integral part of the EPAS column assembly and cannot be serviced separately.

Power Steering Control Module (PSCM) Power Down

The internal circuitry of the PSCM enables the PSCM to remain powered for 90 seconds after the igniton state has been switched to OFF. When carrying out diagnostic procedures that require DTCs to be cleared and a new ignition cycle to be started, make sure the ignition state remains OFF for a minimum of 90 seconds before switching to ON. This allows the PSCM to shut down completely and a new ignition cycle to be entered.

Power Steering Motor

The EPAS system uses a 12-volt brushless reversible motor to control the steering effort. The motor is

connected to the steering shaft through a worm gear and a reduction gear on the steering column. The motor is part of the steering column assembly and is not serviced separately.

Steering Sensor

NOTICE: **The steering sensor contains a clockspring that will be damaged if the steering column is not handled correctly. To prevent damage to the steering sensor, use the service bolt (HB1) to lock the steering column in the straight ahead position before disconnecting the steering column from the steering gear. Damage caused to the steering sensor by failing to lock the steering when disconnecting the column from the steering gear leads to a complete failure of the EPAS system and requires a new EPAS column to be installed.**

The steering sensor provides the PSCM with information on the direction, speed and amount of force being applied to the steering wheel. The steering sensor is a split sensor that monitors the steering inputs from the driver and the output side of the EPAS assembly. The PSCM uses the inputs from the sensor to determine the amount of steering assist required and adjusts steering efforts based on the sensor inputs. The sensor is a 5-volt dual analog sensor with an output voltage range of 0.25 volt to 4.75 volts. When the steering wheel is turned to the left, the left signal increases while the right signal decreases, likewise when the steering wheel is turned to the right, the right signal increases while the left signal decreases.

Interactive Diagnostics

For diagnosing and testing please refer to the on-line Workshop Manual. If you do not have an on-line subscription, go to www.motorcraftservice.com.

Torque Specifications

Description	Nm	lb-ft
Engine roll restrictor bolt	50	37
Forward subframe bolts	60	44
Outer tie-rod end nuts	53	39
Rearward subframe bolts [a]	—	—
Stabilizer bar link-to-strut nuts	48	35
Steering column shaft-to-steering gear bolt	32	24
Steering gear bolts	90	66
Subfame brace-to-body bolts	50	37
Tie-rod end jam nuts	63	46

[a] Refer to the procedure in this section.

Power Steering

The rack and pinion steering gear that is used with the Electronic Power Assist Steering (EPAS) system is a manual (non-hydraulic) steering gear that is contained within a 1-piece die cast aluminum housing. The power assist is provided by a 12-volt, 65 amp brush-less motor, mounted to the steering column. The steering column and motor/module are serviced as an assembly. For information on steering column service, refer to Section 211-04 . A new steering gear includes inner tie rods, however, the inner and outer tie rods can also be serviced separately. For information on tie-rod service, refer to Section 211-03 .

Steering Gear

Special Tool(s)

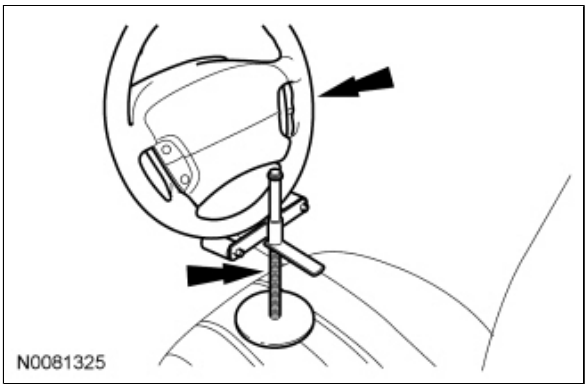
ST2783-A	Remover, Tie Rod End 211-001 (Tool-3290-D)

General Equipment

Transmission Jack

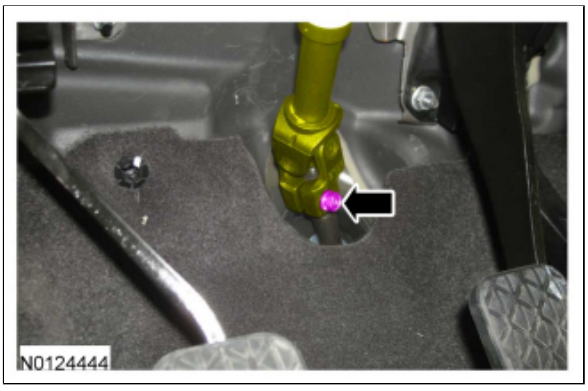
Removal

1. Using a suitable holding device, hold the steering wheel in the straight-ahead position.



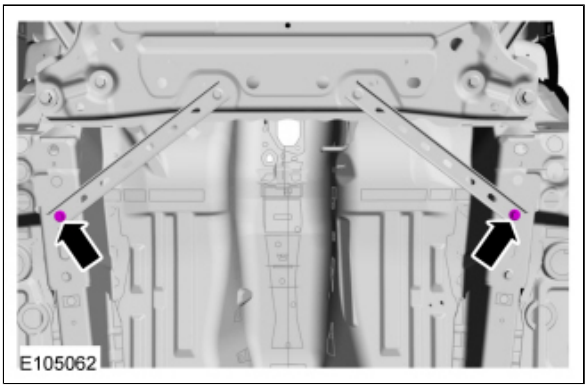
2. ***NOTICE:*** **Do not allow the steering column to rotate while the steering column shaft is disconnected or damage to the clockspring may result. If there is evidence that the steering column shaft has rotated, remove and recenter the clockspring. For additional information, refer to Section 501-20B .**

   Remove and discard the steering column shaft-to-steering gear bolt and disconnect the steering column shaft from the steering gear.

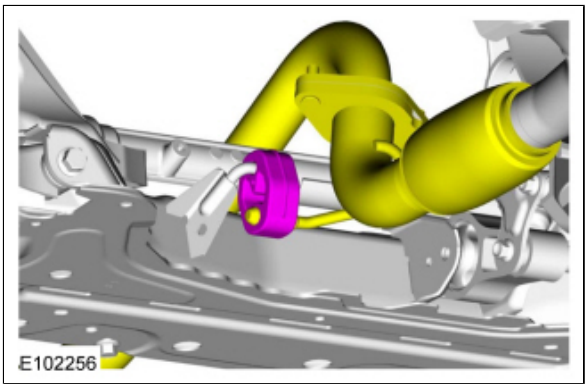


3. Remove the front wheels and tires. For additional information, refer to Section 100-04 .
4. Remove and discard the 2 outer tie rod nuts.
5. Using the Tie Rod End Remover, separate the outer tie rods from the wheel knuckles.

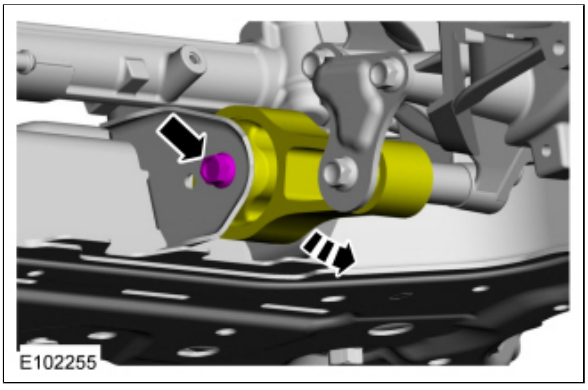
6. Remove and discard the 2 stabilizer bar link-to-strut nuts and disconnect the stabilizer bar links from the struts.
7. Remove the 2 subframe brace-to-body bolts.



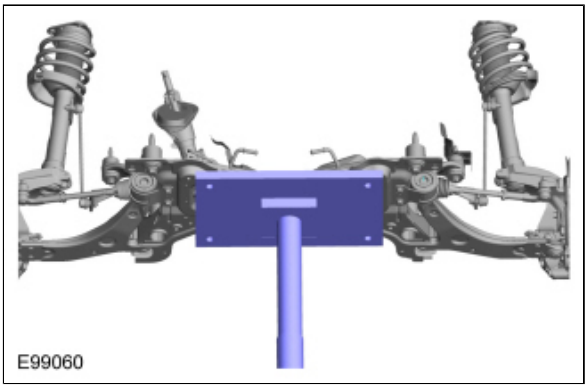
8. Disconnect the exhaust isolator.



9. Remove the engine roll restrictor bolt.

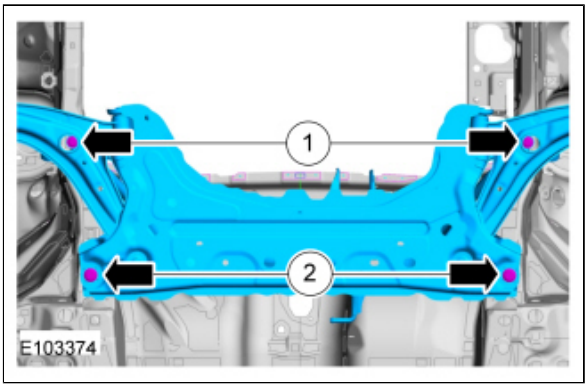


10. Support the front subframe using a suitable transmission jack.

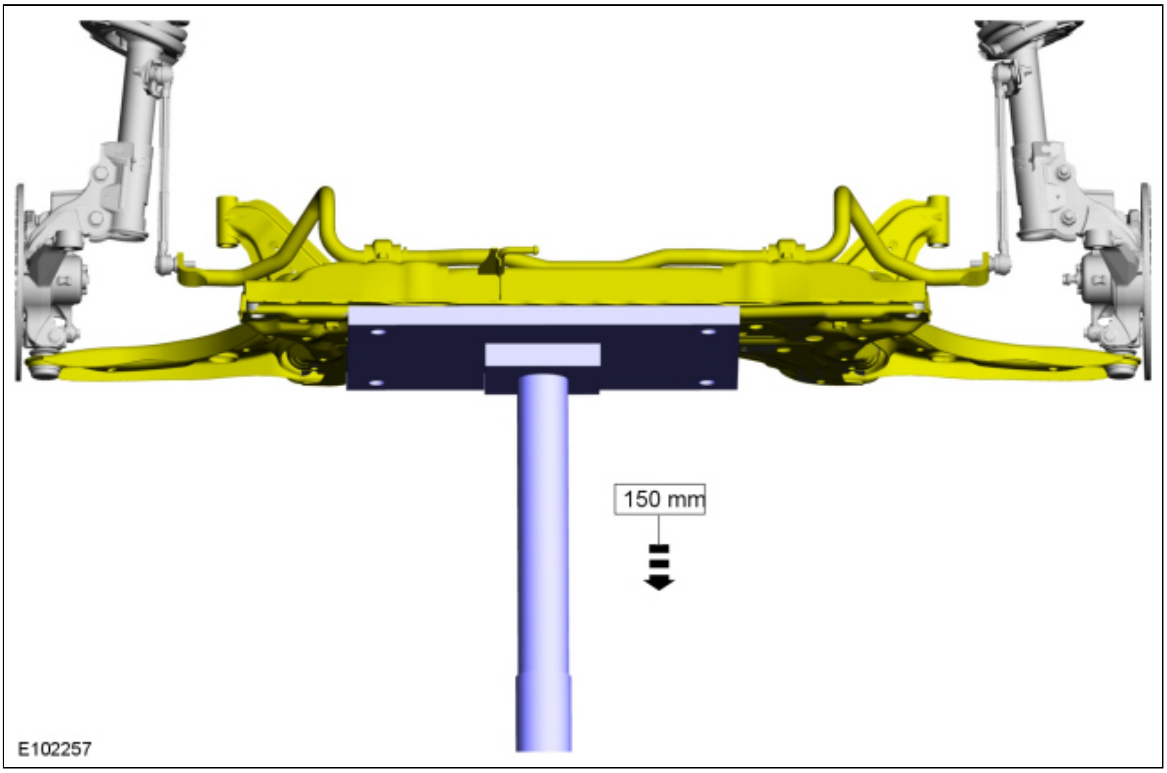


11. Mark the position of the subframe-to-frame mounting location at each mounting point on the vehicle frame rails to aide in installation.

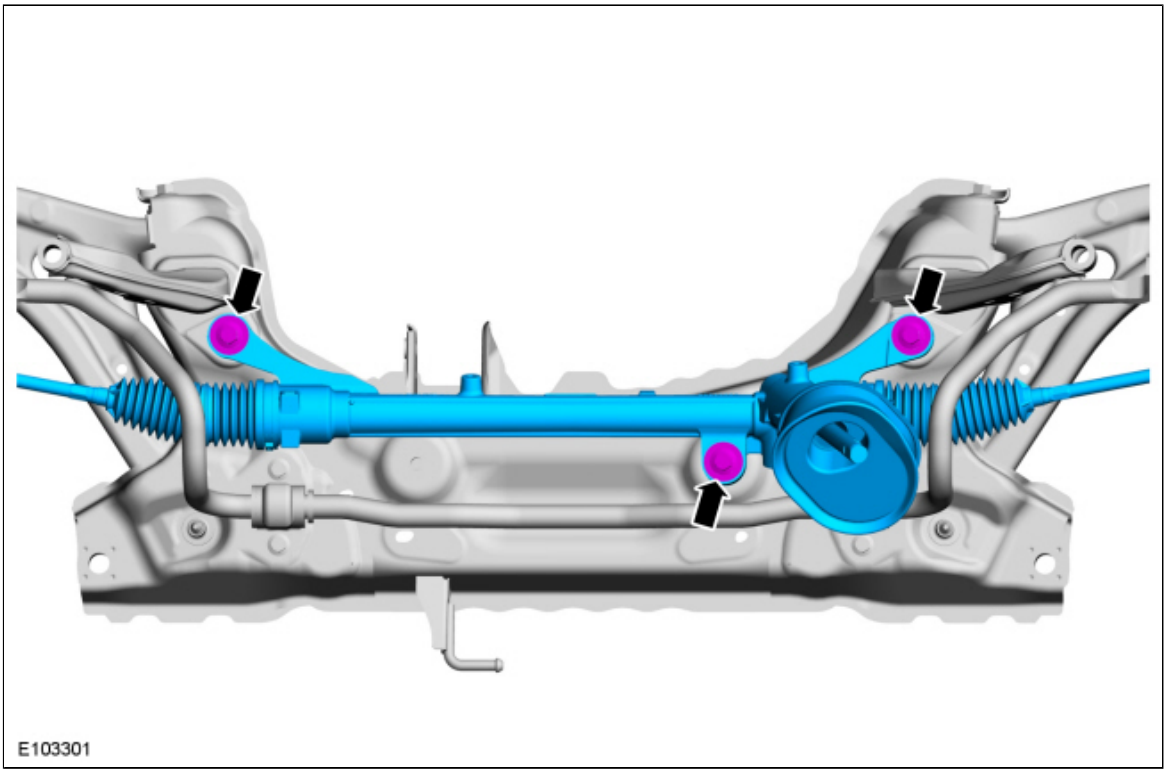
12. Remove the 4 subframe bolts and discard the 2 rearward bolts.



13. Lower the front subframe approximately 155 mm (6.102 in).



14. Remove the 3 steering gear bolts and the steering gear.



Installation

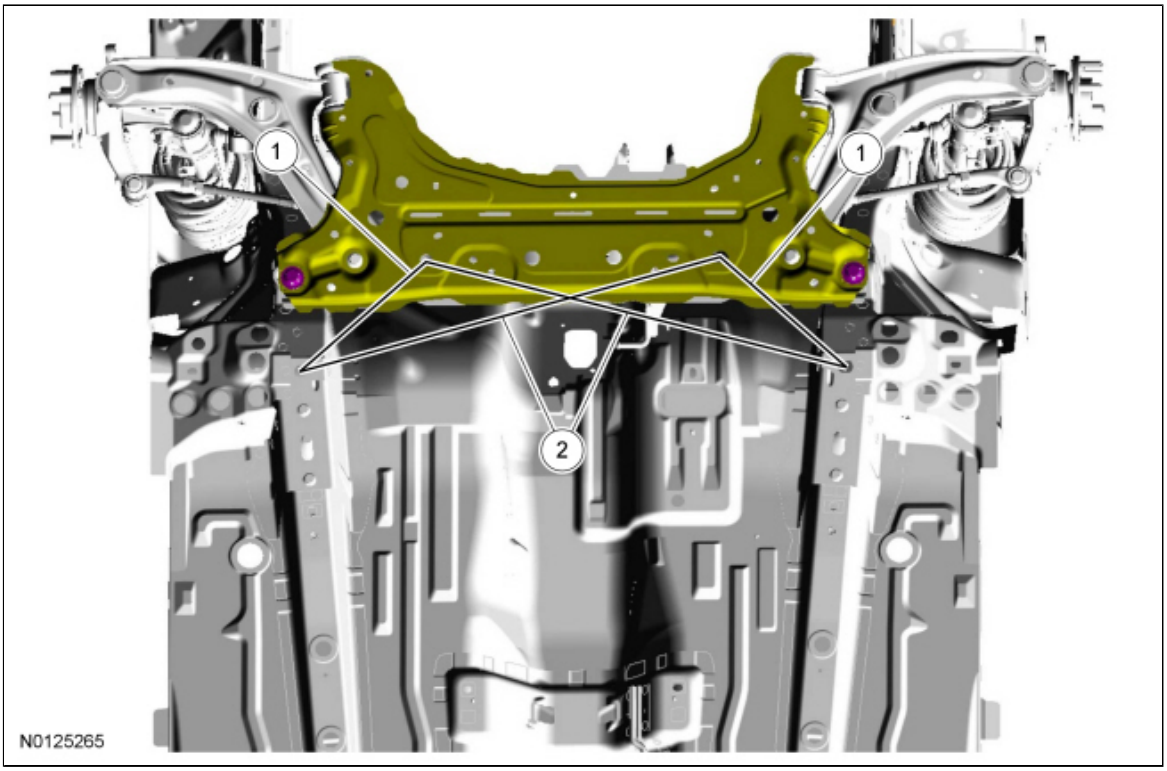
1. Position the steering gear and install the 3 bolts.
   - Tighten to 90 Nm (66 lb-ft).

2. Raise the subframe and loosely install the 4 subframe bolts.

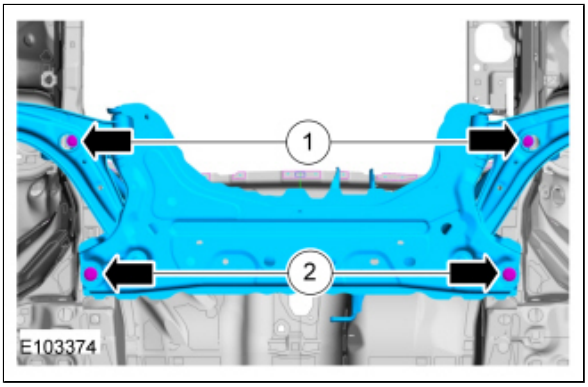
3. Align the subframe to the locating marks made during removal.

4. **NOTE:** RH and LH dimensions are identical. All measurements on center.

   Measure for correct positioning of the subframe to vehicle underbody.
   1. Location 1 — 260 mm (10.236 in)
   2. Location 2 — 666 mm (26.22 in)

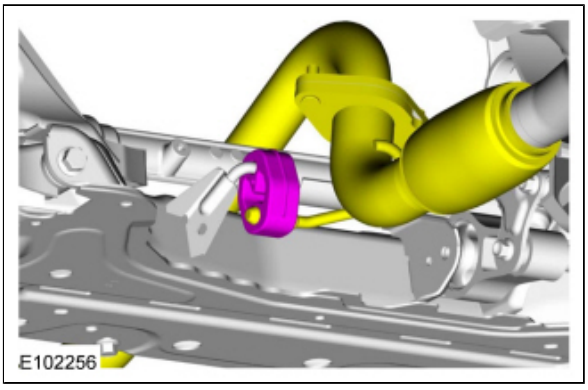


5. Tighten the subframe bolts.
    1. Tighten the forward bolts to 60 Nm (44 lb-ft).
    2. Tighten the new rearward bolts to 100 Nm (74 lb-ft).
        - Tighten the rearward bolts an additional 240°.

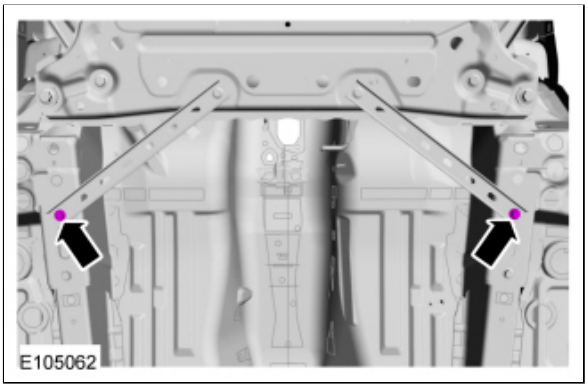


6. Position the engine roll restrictor and install the engine roll restrictor bolt.
    - Tighten to 50 Nm (37 lb-ft).

7. Connect the exhaust isolator.



8. Install the 2 subframe brace-to-body bolts.
    - Tighten to 50 Nm (37 lb-ft).

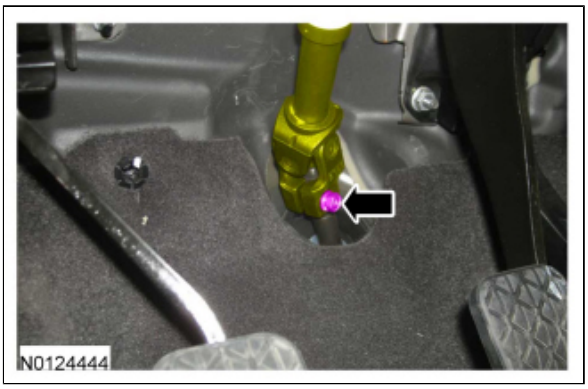


9. Position the stabilizer bar links and install the 2 new stabilizer bar link-to-strut nuts.
    - Tighten to 48 Nm (35 lb-ft).

10. Position the outer tie rods and install the new 2 outer tie rod nuts.
    - Tighten to 53 Nm (39 lb-ft).

11. **WARNING: Do not reuse steering column shaft bolts. This may result in fastener failure and steering column shaft detachment or loss of steering control. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

    Connect the steering column shaft and install a new steering column shaft-to-steering gear bolt.
    - Tighten to 32 Nm (24 lb-ft).



12. Check and, if necessary, adjust the front toe. For additional information, refer to Section 204-00 .

Material

Item	Specification	Fill Capacity
Premium Long-Life Grease XG-1-C or XG-1-K (US); CXG-1-C (Canada)	ESA-M1C75-B	—

Torque Specifications

Description	Nm	lb-ft
Inner tie-rod end	83	61
Outer tie-rod end nut	53	39
Tie-rod end jam nut	63	46

Steering Linkage

The steering linkage consists of the following components:

- Inner tie-rod end
- Steering gear
- Outer tie-rod end
- Steering gear boot

The inner and outer tie rods connect the steering gear to the wheel knuckles. The tie rods are lubricated for life and do not contain grease fittings. The steering linkage is adjustable at the 2 tie-rod ends.

Tie Rod — Inner

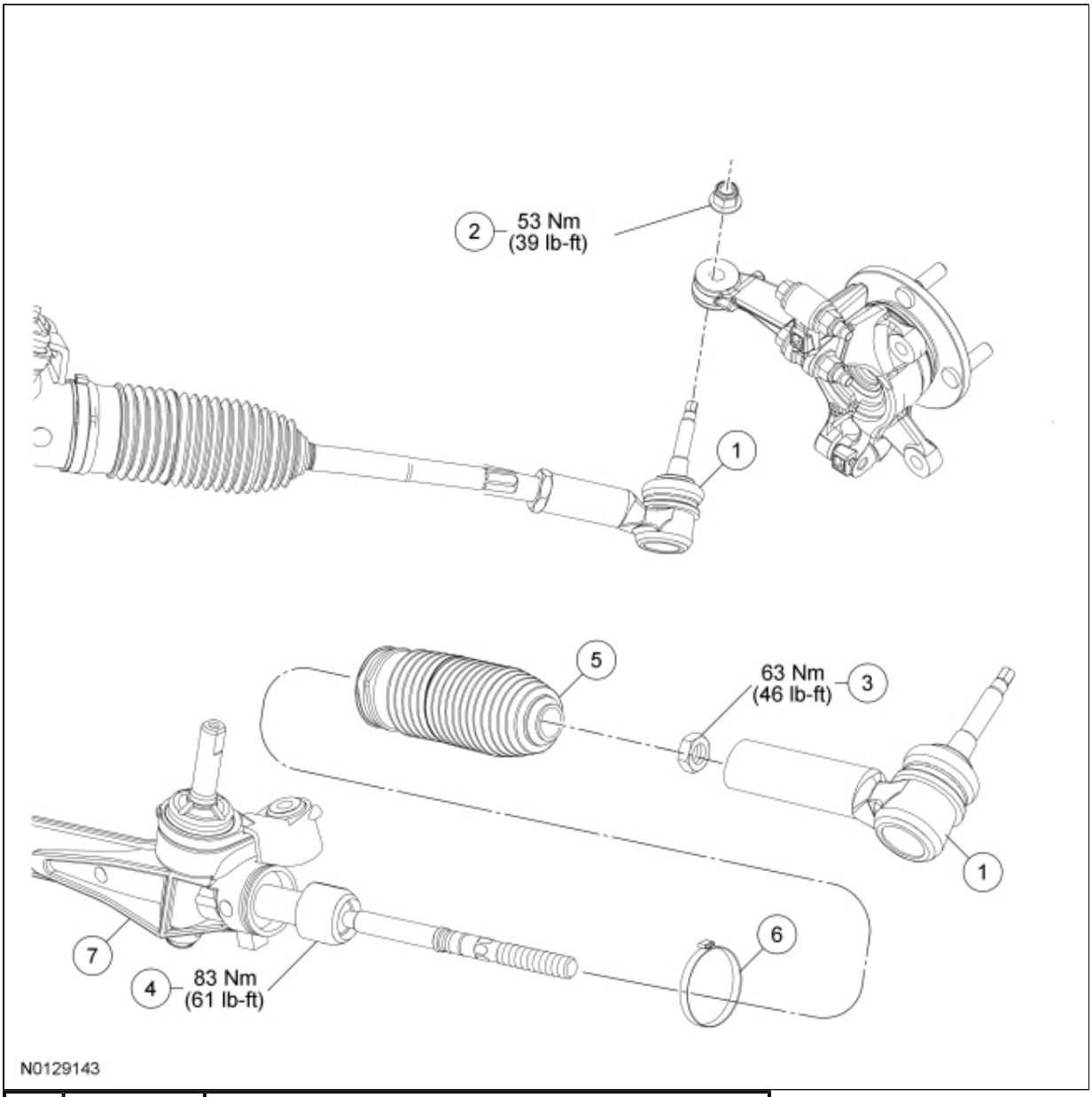
Special Tool(s)

ST2783-A	Remover, Tie Rod End 211-001

Material

Item	Specification
Premium Long-Life Grease XG-1-C or XG-1-K (US); CXG-1-C (Canada)	ESA-M1C75-B

Removal



Item	Part Number	Description
1	3A130	Outer tie-rod end
2	W520204	Outer tie-rod nut
3	W303694	Tie-rod end jam nut
4	3280	Inner tie-rod end
5	—	Steering gear bellows boot kit (part of 3332A boot kit)
6	—	Steering gear bellows boot clamp, inner (part of 3332A boot kit)
7	3504	Steering gear

NOTICE: **The steering gear bellows boots and clamps are designed to produce an airtight seal and protect the internal components of the steering gear. If the seal is not airtight, the vacuum generated during turning will draw water and contamination into the gear, causing damage. Zip ties do not provide an airtight seal and must not be used.**

NOTICE: **The inner tie-rod ball joint grease is not compatible with water. Water trapped in the grease will damage the joint.**

NOTE: If the RH inner tie rod is being serviced, remove the LH outer tie-rod end and bellows boot to access and hold the steering gear rack when loosening and tightening the inner tie rod. An assistant will be needed to hold the steering gear rack on the LH side when servicing the RH inner tie rod.

1. Remove the wheel and tire. For additional information, refer to Section 204-04 .

2. Loosen the tie-rod jam nut.

3. Remove and discard the outer tie rod nut.

4. ***NOTICE:*** **Do not use a hammer to separate the outer tie-rod end from the wheel knuckle or damage to the wheel knuckle can result.**

   Use the Tie-Rod End Remover to separate the outer tie-rod end from the wheel knuckle.

5. **NOTE:** Count and record the number of turns required to remove the outer tie-rod end for reference during installation.

   Remove the outer tie-rod end.

6. Remove the tie-rod jam nut.

7. Remove and discard the inner bellows boot clamp.

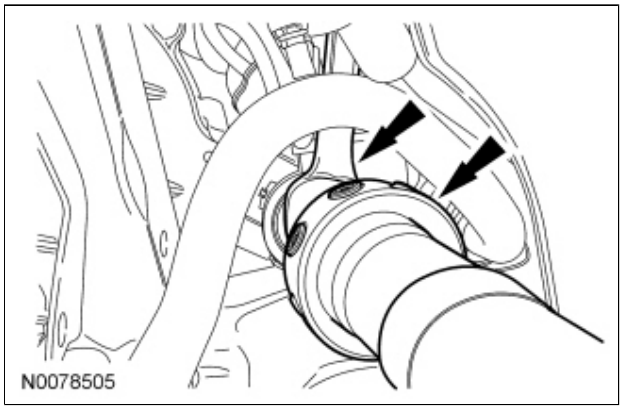
8. Remove and discard the steering gear bellows boot.

9. ***NOTICE:*** **Use an appropriate-sized wrench on the flat of the rack gear to resist rotation and to prevent damage during the removal of the inner tie rod.**

   NOTE: An assistant will be needed to hold the steering gear rack on the LH side when servicing the RH inner tie rod.

   NOTE: Set screw style inner tie rod tool shown.

   While holding the steering gear rack, use a set screw style inner tie rod tool (such as Matco® stock # TRT48) to remove the inner tie rod.



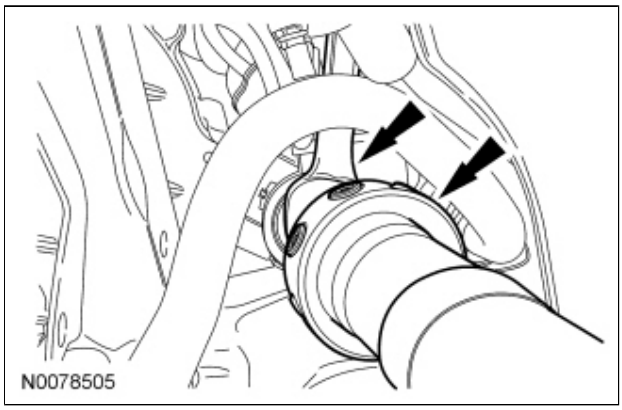
Installation

1. ***NOTICE:*** **Thoroughly remove any abrasive material. This material is extremely harmful to the steering gear.**

   Thoroughly clean the bellows boot-to-steering gear housing mating surface and install the O-ring supplied with the new bellows boot.

2. ***NOTICE:*** **Use an appropriate-sized wrench on the flat of the rack gear to resist rotation and to prevent damage during the installation of the inner tie rod.**

   While holding the steering gear rack, use a set screw style inner tie rod tool (such as Matco® stock # TRT48) to install the inner tie rod.
   - Tighten to 83 Nm (61 lb-ft).



3. Apply the specified grease to the bellows boot-to-steering gear mating surfaces and bellows boot grooves in the inner tie-rod casting.

4. **NOTE:** Make sure the bellows boot is positioned correctly over the steering gear housing bead and the groove in the inner tie rod.

   Install the steering gear bellows boot.

5. Using bellows boot clamp pliers, install a new inner bellows boot clamp.

6. Install the tie-rod jam nut onto the inner tie rod.

7. **NOTE:** Install the outer tie rod end(s) the same number of turns recorded during removal.

   Install the outer tie-rod end.

8. Connect the outer tie-rod end to the wheel knuckle and install the outer tie-rod end nut.
   - Tighten to 53 Nm (39 lb-ft).

9. Tighten the tie-rod jam nut to 63 Nm (46 lb-ft).
10. Install the wheel and tire. For additional information, refer to Section 204-04 .
11. Check and if necessary, adjust the front toe. For additional information, refer to Section 204-00 .

Material

Item	Specification	Fill Capacity
Instant Gel Adhesive TA-19	WSK-M2G402-A4	—

Torque Specifications

Description	Nm	lb-ft	lb-in
Ignition switch/lock cylinder housing shear bolt	15	—	133
Knee air bag brace nuts	8	—	71
Steering column nuts	24	18	—
Steering column shaft-to-steering column bolt	33	24	—
Steering column shaft-to-steering gear bolt	32	24	—
Steering column shroud screws	1	—	9
Steering column switch carrier bolt	7	—	62
Steering wheel bolt	40	30	—

Steering Column

The steering column is the mechanical linkage between the steering wheel and the steering gear. However, the steering column housing also contains the Power Steering Control Module (PSCM), motor and steering sensor, which are used to provide the power assist. The programmable module uses inputs from the sensor to determine when and how much assist is needed. The 12-volt brushless, reversible motor uses a worm gear and a reduction gear to apply the power assist to the steering column shaft. The steering column, module, motor and sensor are serviced as an assembly. For information on Electronic Power Assist Steering (EPAS) diagnosis, refer to Section 211-00 .

The steering wheel is mounted to a shaft which passes through the center of the steering column. The shaft is centered by roller ball bearings within the steering column. The steering column shaft then connects the steering column to the steering gear. The upper and lower steering column shaft connections utilize U-joint type couplings. The tilt function of the steering column is controlled by a mechanical lever on the underside of the steering column which uses a cam to lock and unlock the steering column. When the tilt lever is unlocked, the steering column can then be adjusted to various positions through a pin-type pivot. The steering column switches (multifunction and ignition) are mounted to the steering column. These switches are covered by the upper and lower steering column shrouds. For information on steering column switches, refer to Section 211-05 .

Steering Wheel Wrap Bonding

Material

Item	Specification
Instant Gel Adhesive TA-19	WSK-M2G402-A4

1. **NOTE:** If re-adhering leather to the front side of the steering wheel only, it will not be necessary to remove the steering wheel. Steering wheel removal is necessary only when repairing loose leather on the backside of the steering wheel.

   If necessary remove the steering wheel. For additional information, refer to Steering Wheel in this section.

2. Position the loose leather out of the way.

3. Apply the specificed adhesive evenly over the wheel spoke.

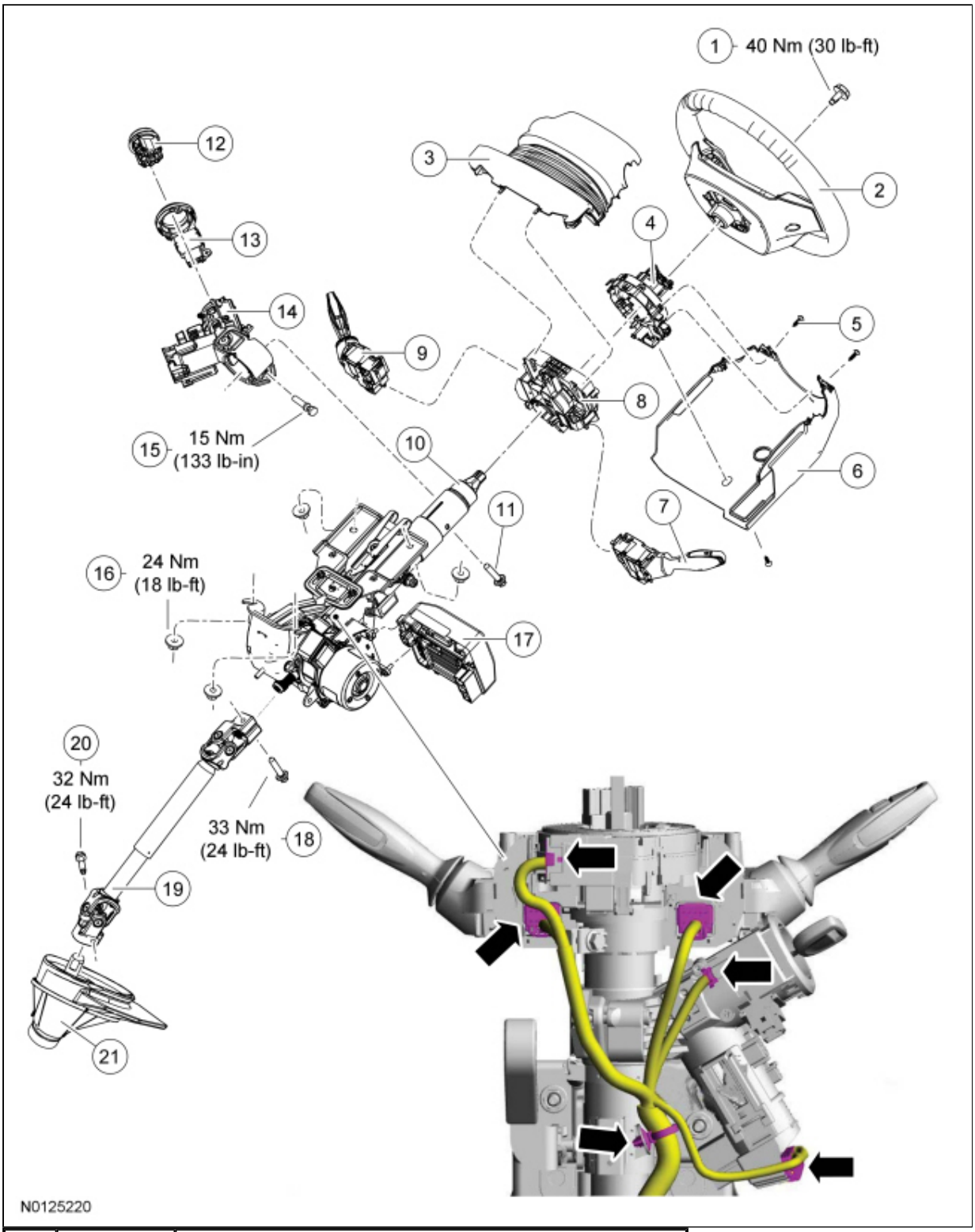
4. Position the loose leather back into the original position.

5. **NOTE:** The adhesive should be completely set after 5 minutes. Do not pull on the repair area.

   Smooth the leather and tuck in for neat appearance.
   - Apply pressure (for at least 30 seconds) until the leather is bonded to the wheel spoke.

6. If removed, Install the steering wheel. For additional information, refer to Steering Wheel in this section.

Steering Column — Exploded View



Item	Part Number	Description
1	W750985	Steering wheel bolt
2	3600	Steering wheel

3	3530A	Upper steering column shroud
4	14A664	Clockspring
5	W714630	Lower steering column shroud screw (3 required)
6	3530B	Lower steering column shroud
7	13341	Steering column multifunction switch
8	3F791	Steering column switch carrier
9	17A553	Wiper/washer switch
10	3C529	Steering column
11	—	Steering column anti-rotation bolt (M6 x 1 x 30)
12	11582	Ignition lock cylinder
13	15607	Passive Anti-Theft System (PATS) transceiver electrical connector (part of 14401)
14	3F527	Ignition switch/lock cylinder housing (push button start and key start)
15	W709942	Ignition switch/lock cylinder housing shear bolt (or part of 3F790)
16	W520102	Steering column nut (4 required)
17	—	Steering column module (part of 3C529)
18	3R827A	Steering column shaft-to-steering column bolt
19	3A525	Steering column shaft (or part of 3C529)
20	3R827B	Steering column shaft-to-steering gear bolt
21	3D677	Dash seal

1. Refer to the procedures in this section.

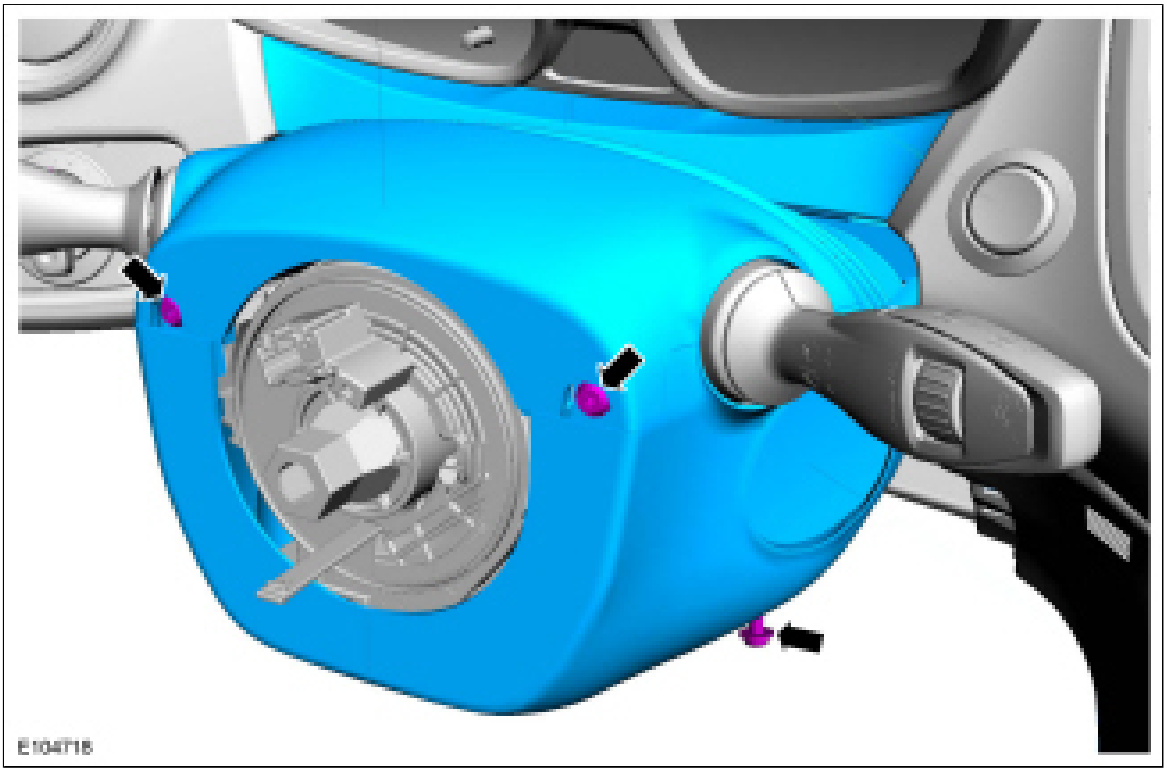
Steering Column

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

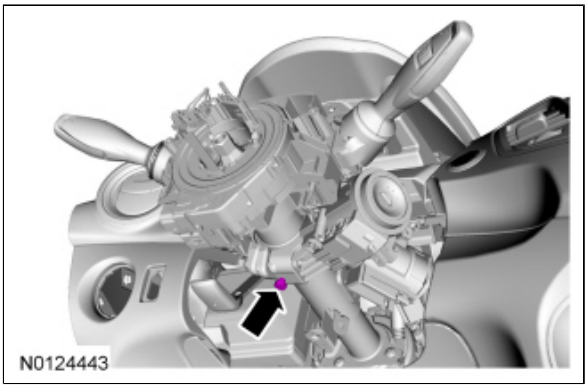
Removal and Installation

1. Remove the steering wheel. For additional information, refer to Steering Wheel in this section.
2. Remove the knee airbag module. For additional information, refer to Section 501-20B .
3. Remove the 3 screws and the upper and lower steering column shroud.
   - To install, tighten to 1 Nm (9 lb-in).

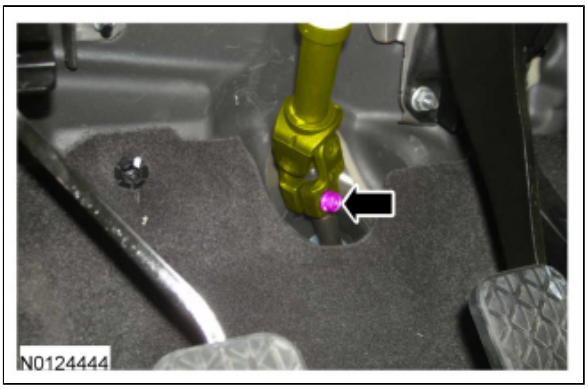


4. ***NOTICE:*** **Do not allow the steering column to rotate while the steering column shaft is disconnected or damage to the steering column internal sensor may result.**

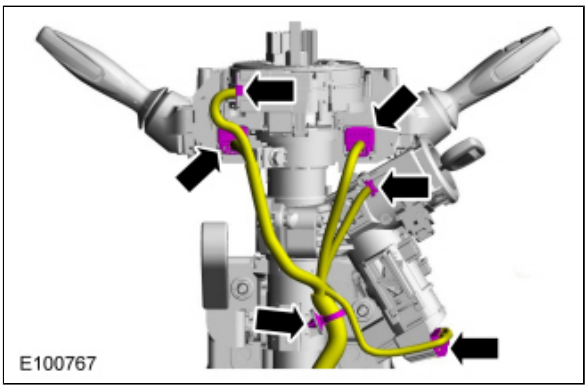
   To prevent steering column rotation, install a M6 x 1 x 30 bolt into the steering column and tighten hand tight.



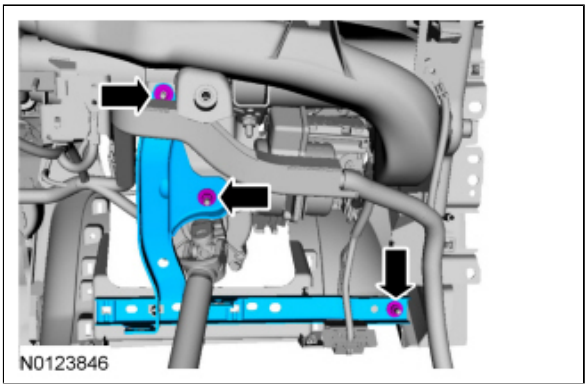
5. Remove and discard the steering column shaft-to-steering gear bolt and disconnect the steering column shaft from the steering gear.
    - To install, tighten the new bolt to 32 Nm (24 lb-ft).



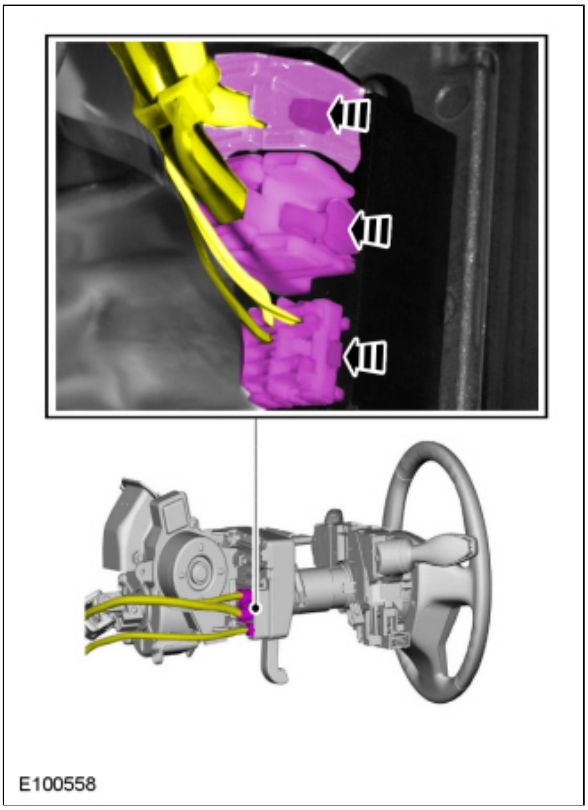
6. Disconnect the electrical connectors, detach the wiring harness retainers and position the wiring harness aside.



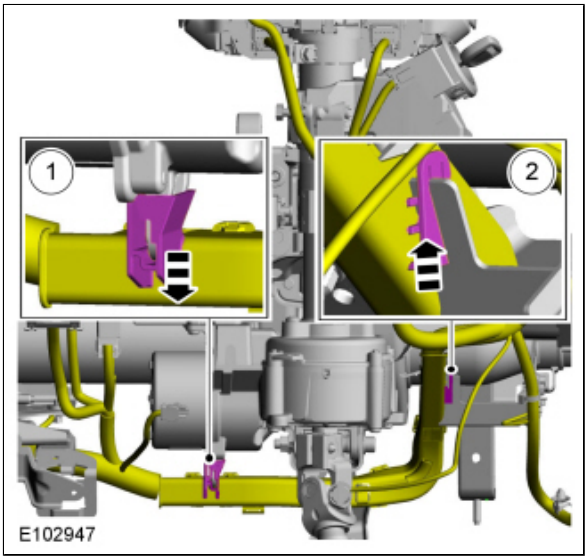
7. Remove the 3 nuts and the knee airbag brace.
    - To install, tighten to 8 Nm (71 lb-in).



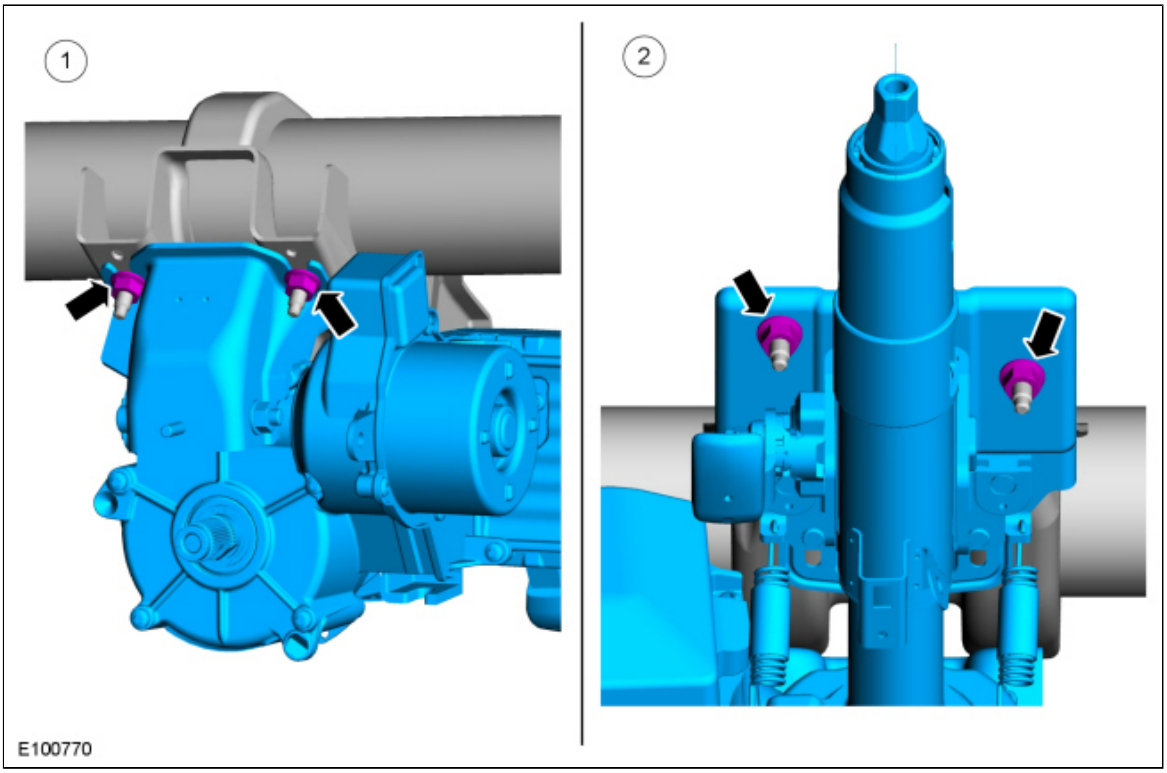
8. Disconnect the 3 steering column electrical connectors.



9. Unclip the wiring harness shield from the steering column in the order shown.



10. Remove and discard the 4 steering column nuts in the order shown.
    - To install, tighten the new nuts to 24 Nm (18 lb-ft).



11. Remove the steering column and steering column shaft as an assembly.

12. ***NOTICE:*** **Leave the anti-rotation cap on the new column until the steering column shaft has been connected and the steering column shaft-to-steering gear bolt has been installed or damage to the steering column may occur. Once the anti-rotation cap has been removed from the new column it must be installed on the old steering column and the anti-rotation bolt can be removed.**

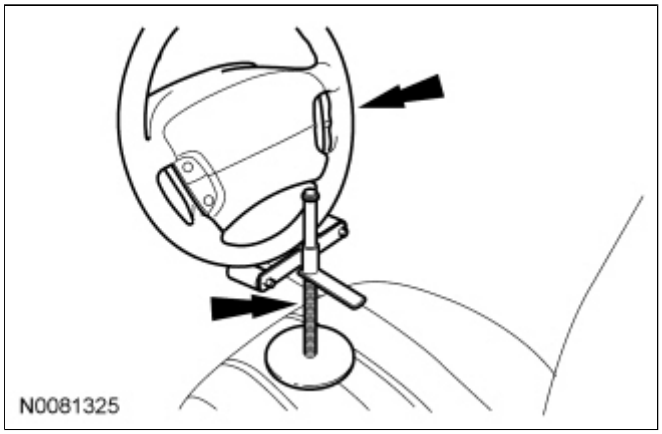
    NOTE: If a new column is being installed, a new ignition switch/lock cylinder housing shear bolt (W709942) will be required to transfer the ignition switch/lock cylinder housing to the new column. For additional information, refer to Ignition Lock Cylinder Housing in Section 501-14 .

    To install, reverse the removal procedure.

13. Calibrate the steering wheel position sensor if a new steering column has been installed.
    - Using the scan tool, select programable parameters/steering wheel position sensor calibration and follow the scan tool instructions.

Steering Column Shaft

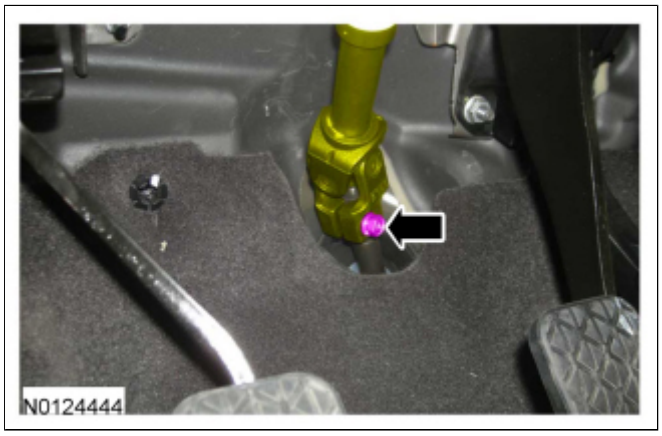
1. Turn the steering wheel 45 degrees to the right and using a suitable holding device, secure the steering wheel.



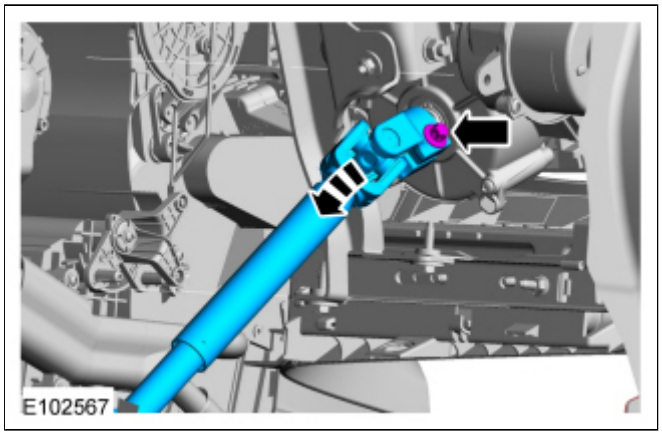
2. ***NOTICE:*** **Do not allow the steering column to rotate while the steering column shaft is disconnected or damage to the clockspring may result. If there is evidence that the steering column has rotated, remove and recenter the clockspring. For additional information, refer to Section 501-20B .**

   NOTICE: **Do not allow the steering column to rotate while the steering column shaft is disconnected or damage to the steering column internal sensor may result.**

   Remove and discard the steering column shaft-to-steering gear bolt and disconnect the steering column shaft from the steering gear.
   - To install, tighten a new bolt to 32 Nm (24 lb-ft).



3. Remove and discard the steering column shaft-to-steering column bolt and remove the steering column shaft.
   - To install, tighten a new bolt to 33 Nm (24 lb-ft).

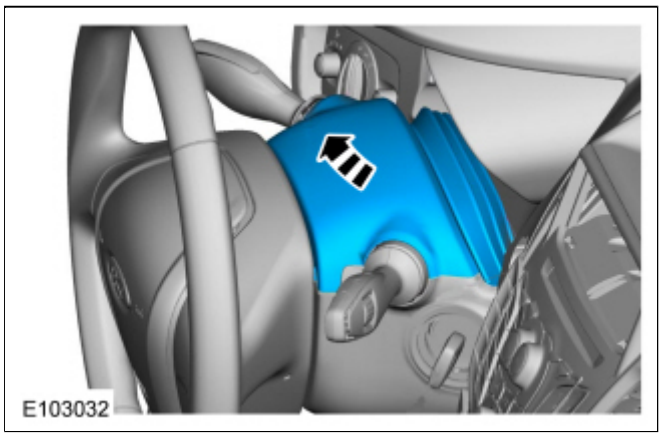


4. To install, reverse the removal procedure.

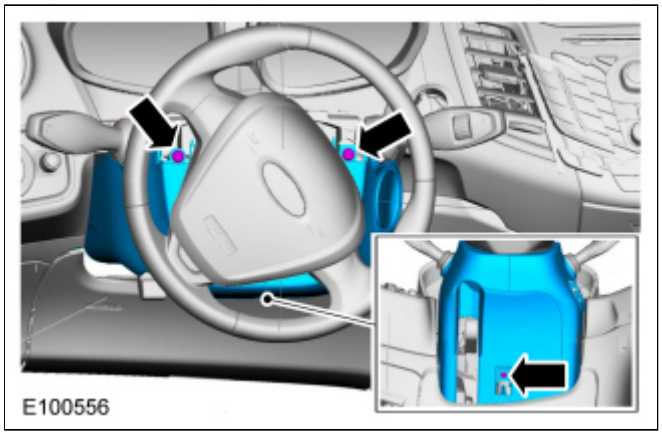
Steering Column Shroud

Removal and Installation

1. Pulling upward, detach the upper steering column shroud from the lower steering column shroud.
   - Slide the upper steering column shroud out of the Instrument Cluster (IC) trim panel and remove the shroud.



2. Remove the 3 screws and the lower steering column shroud.
   - To install, tighten to 1 Nm (9 lb-in).

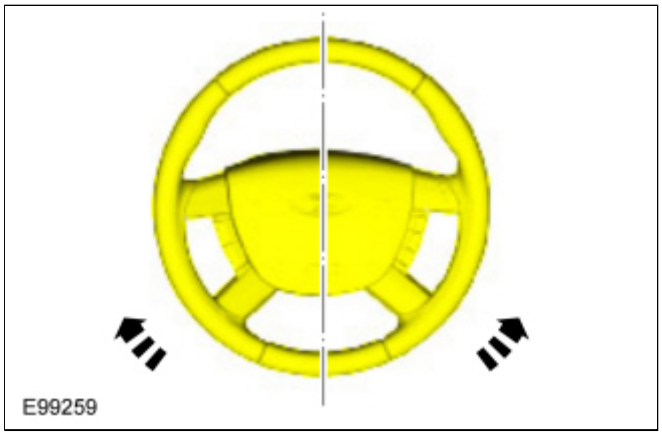


3. To install, reverse the removal procedure.

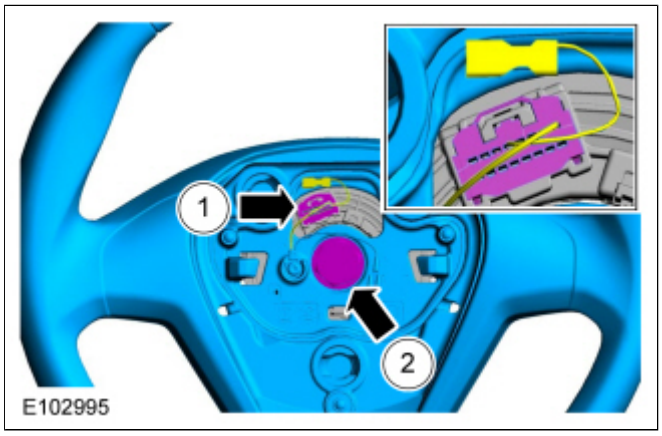
Steering Wheel

Removal and Installation

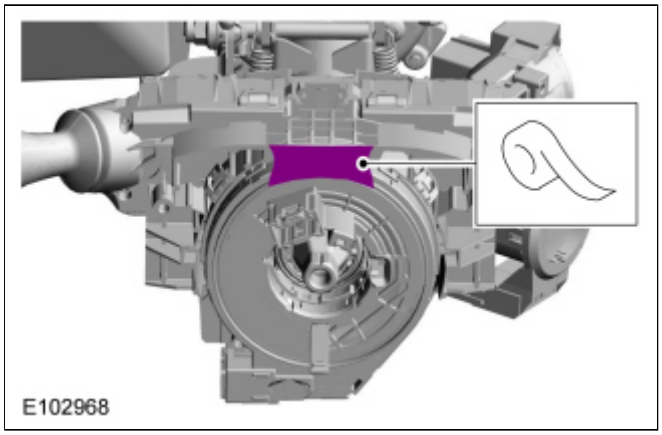
1. Remove the driver air bag module. For additional information, refer to Section 501-20B .
2. Turn the steering wheel to the straight-ahead position.



3. Remove the steering wheel as shown.
    1. Disconnect the electrical connector.
    2. Remove the bolt and the steering wheel.
        - To install, tighten the steering wheel bolt to 40 Nm (30 lb-ft).



4. Tape the clockspring center rotor to the outer housing to keep it from rotating.



5. To install, reverse the removal procedure.

Steering Column Switches

The steering column switches consist of the following components:

- LH multifunction switch – controls the turn signals, headlamp low/high beam, headlamp flash-to-pass and the trip computer display (if equipped). The LH multifunction switch can be serviced separately. For additional information on exterior lighting, refer to Section 417-01 . For additional information on the trip computer, refer to Section 413-01 .
- RH multifunction switch – controls the front windshield wipers and the rear window wiper (if equipped). The RH multifunction switch can be serviced separately. For additional information on the wiper/washer system, refer to Section 501-16 .
- Ignition switch – used in conjunction with the ignition lock cylinder and ignition key to achieve the various ignition modes.
- Start/stop switch – available only on vehicles equipped with a push button start system. Located in the instrument panel just to the right of the steering column, the start/stop switch is used instead of a conventional ignition switch to achieve the various ignition modes.

Push Button Start System Ignition Modes

The push button start system has 3 ignition modes:

- OFF
- ON (engine off)
- START

The start/stop button is used in conjunction Intelligent Access (IA) key and the brake pedal (automatic transaxle) or clutch pedal (manual transaxle) to achieve the different ignition modes as indicated in the table below. For additional information on the IA key, refer to Section 419-01B .

Push Button Start Ignition Modes

Ignition Entry Condition	Desired Ignition Modes	Action
Ignition off	ON (engine off)	Press the start/stop switch without pressing the brake or clutch pedal.
Any ignition mode	START	Press and hold the brake or clutch pedal and then push the start/stop switch.
On (engine off)	OFF	Push the start/stop switch.
On (engine running)	OFF	Press and hold the start/stop switch.

OFF Mode

If the vehicle is in motion, a momentary press of the start/stop switch will not shut the engine off. If the vehicle is moving, the start/stop switch must be pressed and held for longer than one second to achieve OFF mode.

ON Mode

When the vehicle enters ON mode, multiple indicators in the IPC will prove out (just like a vehicle equipped with an ignition key cylinder), the indicator in the start/stop switch will illuminate and the IPC will display the vehicle mileage and current transmission gear selection.

Steering Column Switches

Special Tool(s)

ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

Ignition Switch

The ignition switch is controlled by the ignition lock cylinder with a key. When the ignition lock cylinder is turned, a mechanical connection positions the ignition switch to the selected position. The available ignition switch positions are:

- OFF
- ACC
- ON
- START

The ignition switch supplies battery voltage to the Central Junction Box (CJB) which then distributes this voltage to multiple circuits and modules throughout the vehicle, based on ignition switch position.

Push Button Start System

The Remote Function Actuator (RFA) module applies battery voltage to the same circuits that a conventional ignition switch uses to achieve 3 of the 4 standard ignition states (OFF, ON and START). Unlike a conventional ignition switch system, this push button start system does not have a driver accessible ACC mode. The RFA module automatically cycles through the ACC mode when the driver cycles the vehicle to the ON mode. The RFA module receives input from the following:

- Clutch Pedal Position (CPP) switch (manual transaxle)
- Cruise control deactivator switch (automatic transaxle)
- Intelligent Access (IA) key (wireless input)
- Park detect switch (automatic transaxle)
- Start/stop switch

The RFA module uses input from the IA key to authorize use of the vehicle. The RFA module uses input from the start/stop switch, the park detect switch (automatic transaxle), the cruise control deactivator switch (automatic transaxle) and/or the CPP switch (manual transaxle) to transition between ignition modes.

Intelligent Access (IA) Key

To achieve any ignition state other than OFF, the IA key must be present inside the vehicle. The driver need not perform any actions with the IA key to operate the push button start system. It is sufficient that the IA key is located inside the vehicle when the start/stop switch is pressed. Pressing the start/stop switch triggers radio frequency communication between the IA key and the RFA module.

Backup Antenna

If the battery inside the IA key is weak, if the IA key is damaged or if excessive ambient Radio Frequency Interference (RFI) prevents communication between the RFA module and the IA key, the backup antenna located on the RH side of the steering column (where a conventional ignition lock cylinder would be located) provides a secondary means for the RFA module to validate the IA key and authorize use of the vehicle. The backup antenna uses passive radio frequency identification to exchange signals with the IA key, similar to the way a typical encoded Passive Anti-Theft System (PATS) key and transceiver operate. For additional information on the IA key and backup antenna, refer to Section 419-01B.

Push Button Start System Front Control/Display Interface Module (FCDIM) Messages

The FCDIM provides instruction for operating the push button start system. The FCDIM can also display warnings that could indicate a potential issue with the push button start system. The following FCDIM messages pertain to the push button start system:

- **TO START PRESS BRAKE** — Momentarily displays when the start/stop switch is pressed without the brake pedal being applied (vehicles equipped with an automatic transaxle).
- **TO START PRESS CLUTCH** — Momentarily displays when the start/stop switch is pressed without the clutch pedal being applied (vehicles equipped with a manual transaxle).
- **TO START SELECT N OR P** — Displays when attempting to start the vehicle and the transaxle is not in NEUTRAL or PARK (vehicles equipped with an automatic transaxle).
- **VEHICLE NOT IN PARK SELECT P** — Displays when the start/stop switch is pressed to shut off the engine with the transaxle selector lever in any position other than PARK (vehicles equipped with an automatic transaxle).
- **KEY OUTSIDE CAR** — Whenever a door is opened and then closed while the engine is running, the RFA module searches for the IA key. This message displays if the key is not detected by the module.
- **KEY NOT DETECTED** — Displays if the IA key is not detected by the RFA module when attempting to enter ON mode or attempting to start the vehicle. If this message is observed with the IA key located inside the vehicle, go to Section 419-01B to diagnose the IA key.

Remote Function Actuator (RFA) Module Programming

If it is necessary to replace the RFA module, the replacement module must be programmed. Carry out the following scan tool functions if an RFA module is installed new:

NOTE: All of the following scan tool functions must be completed before the vehicle will start.

- Programmable Module Installation (PMI) — This process configures the new module with specific vehicle information. Refer to Programmable Module Installation (PMI) in Section 418-01 .
- PATS Parameter Reset — This process initiates an exchange of information between the RFA module and the PCM specific to the anti-theft/engine immobilizer feature. Carry out a PATS parameter reset when either the RFA module or the PCM is installed new. For additional information, refer to Passive Anti-Theft System (PATS) Parameter Reset-Intelligent Access (IA) in Section 419-01B .
- IA Key Programming — This process programs the IA keys to the RFA module. If the RFA module is installed new, 2 IA keys will have to be programmed before the vehicle will start. For additional information, refer to Key Programming Using Diagnostic Equipment-Intelligent Access (IA) in Section 419-01B .

Multifunction Switches

The multifunction switches control the various components (high beam headlamps, flash-to-pass, turn signal, trip computer display and windshield wiper/washer) by grounding certain Body Control Module (BCM) or Instrument Panel Cluster (IPC) circuits. When the BCM or IPC detects the ground signal, voltage is sent to activate the appropriate component. The BCM controls the high beam headlamps, flash-to-pass, turn signals and windshield wipers/washers. The IPC controls the trip computer display.

For multifunction switch concerns, refer to one of the following sections:

- For high beam headlamps, flash-to-pass and turn signal concerns, refer to Section 417-01 .
- For wiper and washer concerns, refer to Section 501-16 .
- For trip computer concerns, refer to Section 413-01 .

Inspection and Verification

NOTE: Make sure the vehicle battery is fully charged and in good condition before diagnosing any ignition switch concerns.

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• CPP switch (if equipped with a manual transaxle) • Cruise control deactivator switch (if equipped with an automatic transaxle) • Ignition lock cylinder (if equipped with an ignition key) • Ignition key (if equipped with an ignition switch) • Ignition switch (if equipped) • Intelligent Access (IA) key (if equipped with a push button start system) • Multifunction switches • Start/stop switch (if equipped with a push	• Battery Junction Box (BJB) fuse(s): ▪ 5 (60A) ▪ 7 (60A) • Wiring, terminals or connectors • Central Junction Box (CJB) fuse(s): ▪ 1 (15A) ▪ 19 (7.5A) ▪ 20 (10A) ▪ 21 (10A) ▪ 22 (7.5A) ▪ 23 (10A) ▪ 26 (7.5A) ▪ 34 (30A)

button start system) • Steering column shrouds	• Ignition switch (if equipped) • Start/stop switch (if equipped with a push button start system) • Remote Function Actuator (RFA) module (if equipped with a push button start system)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - Refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the VCM.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may NOT prove ignition is ON). If ignition does not turn ON, GO to Symptom Chart.
   - refer to Section 418-00 Inspection and Verification to establish a scan tool session.
   - verify the scan tool operation with a known good vehicle.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record Continuous Memory Diagnostic Trouble Codes (CMDTCs).

8. If equipped with a start/stop switch, carry out the self-test diagnostics for the RFA module.

9. If the DTCs retrieved are related to the concern, refer to the Remote Function Actuator (RFA) Module DTC Chart. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

Remote Function Actuator (RFA) Module DTC Chart

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure-type code. The failure-type code provides information about specific fault conditions such as opens or shorts to ground. CMDTCs have an additional 2-character DTC status code suffix to assist in determining DTC history.

DTC	Description	Action
B108B:23	Start Button Circuit "A": Signal Stuck Low	GO to Pinpoint Test E.
B108B:29	Start Button Circuit "A": Signal Invalid	GO to Pinpoint Test E.
B108C:23	Start Button Circuit "B": Signal Stuck Low	GO to Pinpoint Test E.

B10E7:11	Ignition On Relay: Circuit Short to Ground	GO to Pinpoint Test F .
B10E7:12	Ignition On Relay: Circuit Short to Battery	GO to Pinpoint Test F .
B10E7:16	Ignition On Relay: Circuit Voltage Below Threshold	GO to Pinpoint Test F .
B10E7:17	Ignition On Relay: Circuit Voltage Above Threshold	GO to Pinpoint Test F .
U3004:11	Accessory Power Relay: Circuit Short to Ground	GO to Pinpoint Test G .
U3004:12	Accessory Power Relay: Circuit Short to Battery	GO to Pinpoint Test G .
U300E:62	Ignition Input On: Signal Compare Failure	GO to Pinpoint Test I .
U300F:62	Ignition Input Accessory: Signal Compare Failure	GO to Pinpoint Test I .
U3010:62	Ignition Input Start: Signal Compare Failure	GO to Pinpoint Test I .
U3011:62	Ignition Input Off: Signal Compare Failure	GO to Pinpoint Test I .
—	All Other Remote Function Actuator (RFA) Module DTCs	REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• No communication with the Remote Function Actuator (RFA) module	• Wiring, terminals or connectors • RFA module	• REFER to Section 418-00 to diagnose the no communication concern.
• No power in all ignition switch positions — vehicles with an ignition switch	• Battery Junction Box (BJB) fuse • Central Junction Box (CJB) fuse • Wiring, terminals or connectors • Ignition switch	• GO to Pinpoint Test A .
• No power in ACC — vehicles with an ignition switch	• Wiring, terminals or connectors • Ignition switch • CJB fuse(s)	• GO to Pinpoint Test B .
• No power in ON — vehicles with an ignition switch	• Wiring, terminals or connectors • Ignition switch • CJB fuse(s)	• GO to Pinpoint Test C .
• No power in ON — vehicles with a push button start system	• Wiring, terminals or connectors • CJB fuse(s) • Start/stop switch • Smart keyless	• GO to Pinpoint Test H .

	entry accessory relay • Smart keyless entry ignition relay • Ignition relay • Cruise control deactivation switch • Clutch Pedal Position (CPP) switch • RFA module	
• No power in START — vehicles with an ignition switch	• Wiring, terminals or connectors • Starting system • Ignition switch	• GO to Pinpoint Test D .
• No power in START — vehicles with a push button start system	• Wiring, terminals or connectors • Start/stop switch • CJB fuse(s) • Smart keyless entry accessory relay • Smart keyless entry ignition relay • Cruise control deactivation switch • Clutch Pedal Position (CPP) switch • Starting system • Passive Anti-Theft System (PATS) • RFA module	• GO to Pinpoint Test H .
• KEY NOT DETECTED is displayed in the Front Control/Display Interface Module (FCDIM)	• Wiring, terminals or connectors • Intelligent Access (IA) key • RFA module antennas • RFA module	• REFER to Section 419-01B to diagnose the IA key concern.
• The ignition key cannot be returned to the OFF position	• Wiring, terminals or connectors • Ignition lock cylinder • Key removal inhibit solenoid (part of the ignition switch) • Park detect switch (part of the selector lever) • Instrument Panel Cluster (IPC)	• GO to Pinpoint Test J .
• The ignition key can be turned to the OFF position when the selector lever is not in PARK	• Wiring, terminals or connectors • Key release interlock actuator (part of the ignition switch) • Park detect switch (part of the selector lever)	• GO to Pinpoint Test K .

• The ignition key is hard to turn	• Ignition lock cylinder • Ignition key • Ignition switch	• GO to the Ignition Switch — Mechanical Component Test in this section.
• The multifunction switch does not operate correctly	• Multifunction switch	• REFER to Section 417-01 to diagnose an exterior lighting concern. • REFER to Section 501-16 to diagnose a wiper or washer concern. • REFER to Section 413-01 to diagnose a trip computer concern.

Pinpoint Tests

Pinpoint Test A: No Power in All Ignition Switch Positions — Vehicles With an Ignition Switch

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Normal Operation

The ignition switch receives fused battery voltage from Central Junction Box (CJB) fuse 1 (15A). The ignition switch distributes this voltage to the PCM and/or the CJB depending on the ignition switch position.

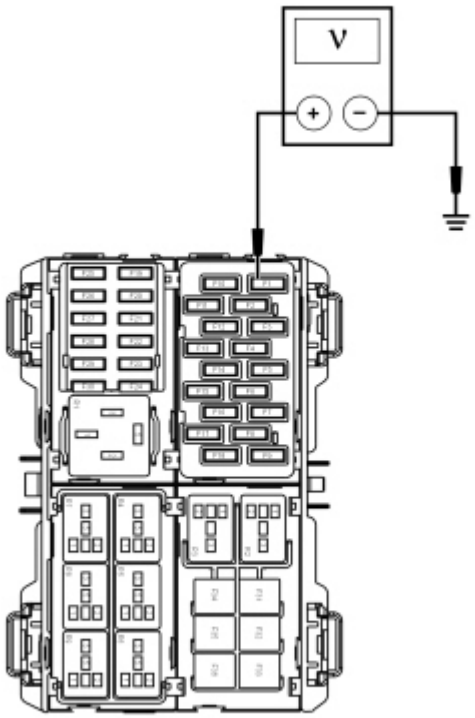
This pinpoint test is intended to diagnose the following:

- CJB fuse
- Battery Junction Box (BJB) fuse
- Wiring, terminals or connectors
- Ignition switch

PINPOINT TEST A: NO POWER IN ALL IGNITION SWITCH POSITIONS — VEHICLES WITH AN IGNITION SWITCH

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

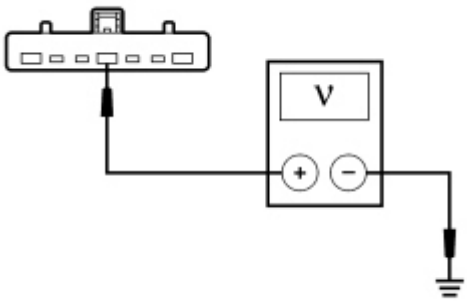
Test Step	Result / Action to Take
A1 CHECK FOR POWER TO CJB FUSE 1 (15A)	
• Disconnect: CJB Fuse 1 (15A). • Measure the voltage between CJB fuse 1 (15A), circuit SBP01 (RD), input side and ground.	**Yes** GO to A2 . **No** VERIFY BJB fuse 5 (60A) is OK. If OK, REPAIR circuit SBB05 (GY/RD). If not OK, REFER to the Wiring Diagrams manual to identify the possible cause of the circuit short. TEST the system for normal operation.



N0117019

- **Is the voltage greater than 10 volts?**

A2 CHECK CJB FUSE 1 (15A) • Check fuse: CJB fuse 1 (15A). • **Is the resistance less than 5 ohms?**	**Yes** GO to A3 . **No** REFER to the Wiring Diagrams manual to identify the possible cause of the circuit short. TEST the system for normal operation.
A3 CHECK FOR POWER TO THE IGNITION SWITCH • Connect: CJB Fuse 1 (15A). • Disconnect: Ignition Switch C250. • Measure the voltage between ignition switch C250-4, circuit SBP01 (RD), harness side and ground.	**Yes** INSTALL a new ignition switch. REFER to Ignition Switch in this section. TEST the system for normal operation. **No** VERIFY in-line connector C212 is OK. If not OK, REPAIR as necessary. If OK, REPAIR circuit SBP01 (RD). TEST the system for normal operation.



A0089808

- **Is the voltage greater than 10 volts?**

Pinpoint Test B: No Power in ACC — Vehicles With an Ignition Switch

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Normal Operation

When the ignition switch is in the ACC position, voltage is provided to Central Junction Box (CJB) fuses 19 (7.5A) and 26 (7.5A).

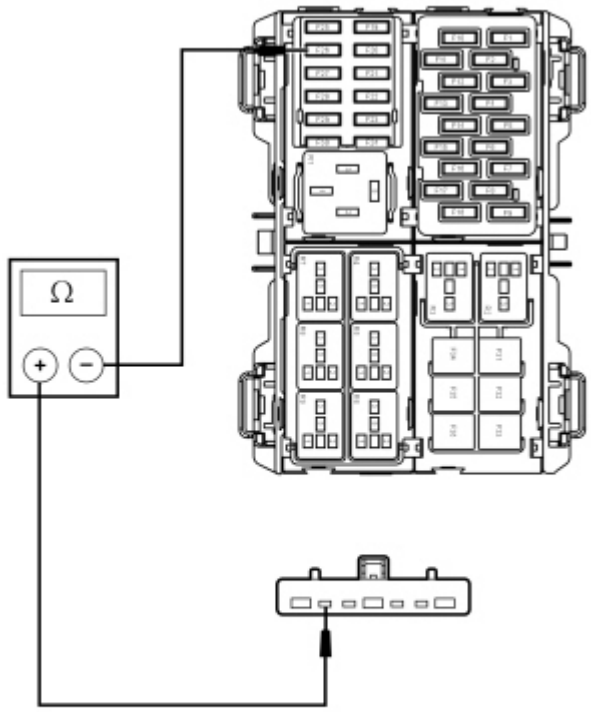
This pinpoint test is intended to diagnose the following:

- CJB fuse(s)
- Wiring, terminals or connectors
- Ignition switch

PINPOINT TEST B: NO POWER IN ACC — VEHICLES WITH AN IGNITION SWITCH

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

Test Step	Result / Action to Take
B1 CHECK THE IGNITION ACC CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Ignition Switch C250. • Disconnect: CJB Fuse 26 (7.5A). • Measure the resistance between CJB fuse 26 (7.5A), circuit CDC33 (VT/GN), input cavity and ignition switch C250-6, circuit CDC33 (VT/GN), harness side.	**Yes** VERIFY CJB fuses 19 (7.5A) and 26 (7.5A) are OK. If OK, INSTALL a new ignition switch. REFER to Ignition Switch in this section. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible cause of the circuit short. TEST the system for normal operation. **No** REPAIR circuit CDC33 (VT/GN). TEST the system for normal operation.



N0118076

- **Is the resistance less than 5 ohms?**

Pinpoint Test C: No Power in ON — Vehicles With an Ignition Switch

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Normal Operation

The switch side of the ignition relay receives fused battery voltage from Battery Junction Box (BJB) fuse 7 (60A). When the ignition switch is in the ON position, voltage is provided to Central Junction Box (CJB) fuses 19 (7.5A), 20 (10A), 21 (10A), 22 (7.5A), 23 (10A), 26 (7.5A) and the coil side of the ignition relay.

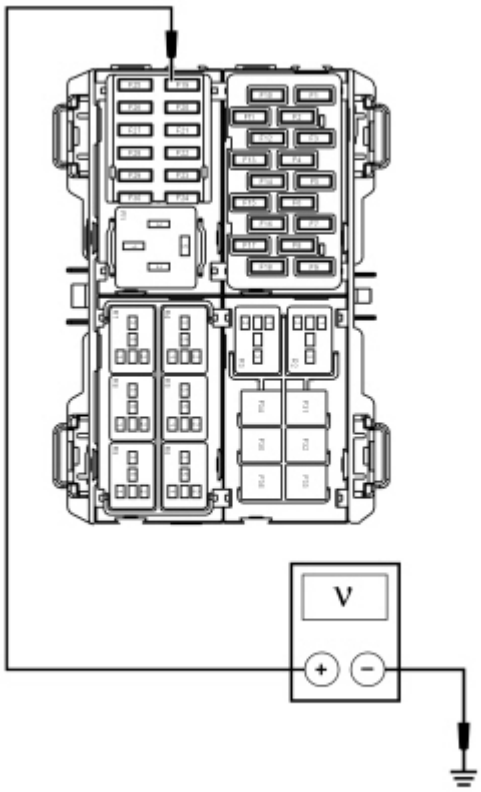
This pinpoint test is intended to diagnose the following:

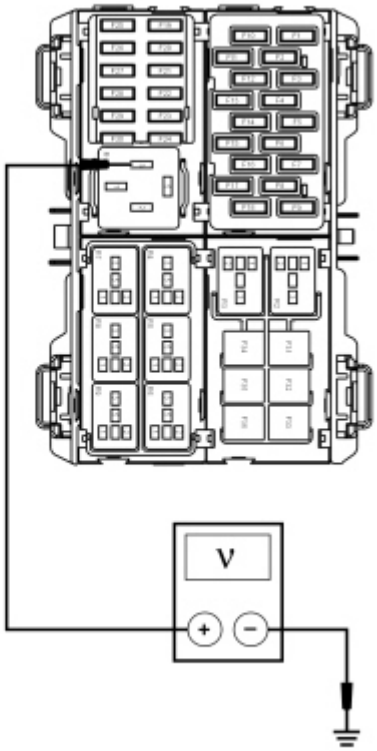
- CJB fuse(s)
- Wiring, terminals or connectors
- Ignition switch

PINPOINT TEST C: NO POWER IN ON — VEHICLES WITH AN IGNITION SWITCH

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

Test Step	Result / Action to Take
C1 CHECK FOR POWER TO CJB FUSE 19 (7.5A)	
• Disconnect: CJB Fuse 19 (7.5A). • Ignition ON.	**Yes** GO to C2 .

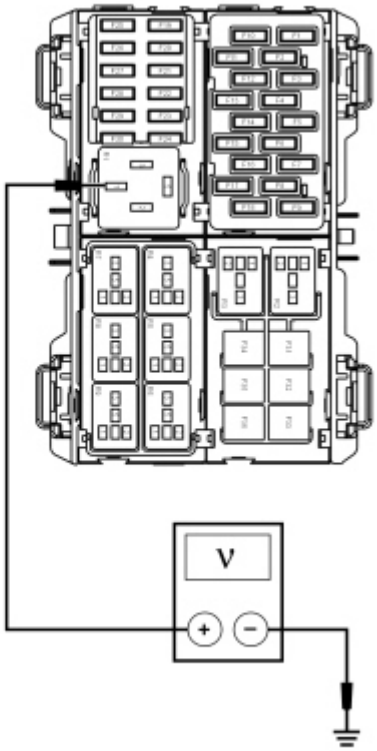
• Measure the voltage between CJB fuse 19 (7.5A), circuit CDC33 (VT/GN), input cavity and ground.  N0118068 • **Is the voltage greater than 10 volts?**	**No** GO to Pinpoint Test B .
C2 CHECK FOR POWER TO THE SWITCH SIDE OF THE IGNITION RELAY	
• Disconnect: Ignition Relay. • Measure the voltage between ignition relay cavity 3, circuit SBB07 (WH/RD), and ground.	**Yes** GO to C3 . **No** VERIFY BJB fuse 7 (60A) is OK. If OK, REPAIR circuit SBB07 (WH/RD). If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REPAIR as necessary. TEST the system for normal operation.



N0117042

- **Is the voltage greater than 10 volts?**

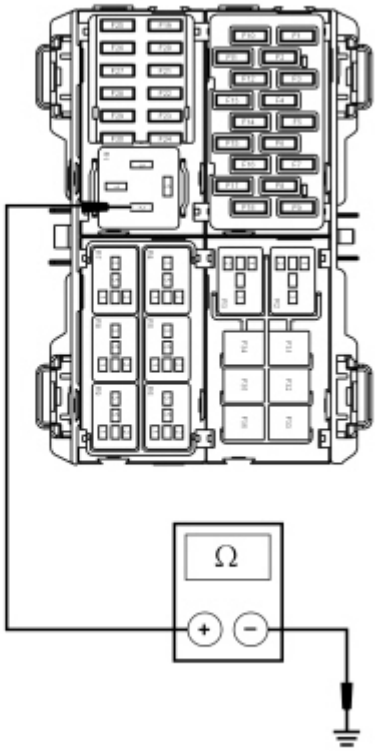
C3 CHECK FOR POWER AT THE COIL SIDE OF THE IGNITION RELAY	
• Measure the voltage between ignition relay cavity 1, circuit CDC32 (BN/YE), and ground.	**Yes** GO to C4 . **No** GO to C5 .



N0118073

- **Is the voltage greater than 10 volts?**

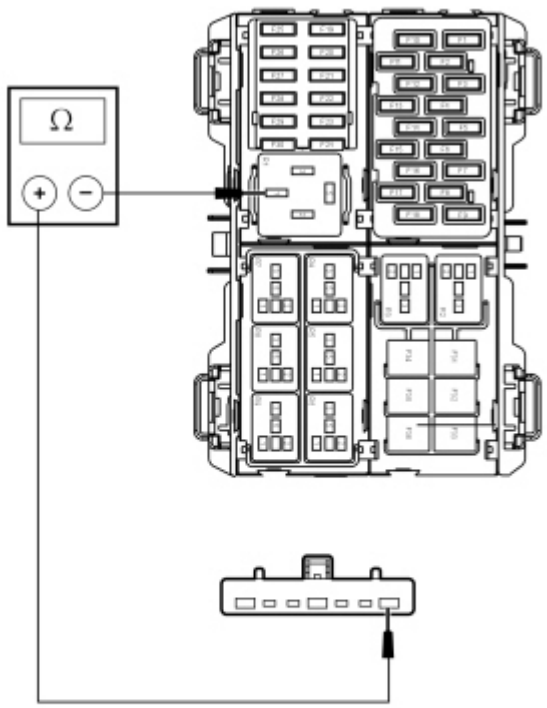
C4 CHECK THE IGNITION RELAY COIL GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between ignition relay cavity 2, circuit GD145 (BK/BU), and ground.	**Yes** INSTALL a new ignition relay. TEST the system for normal operation. **No** REPAIR circuit GD145 (BK/BU). TEST the system for normal operation.



N0119754

- **Is the resistance less than 5 ohms?**

C5 CHECK THE IGNITION ON CIRCUIT FOR AN OPEN	
• Measure the resistance between ignition switch C250-1, circuit CDC32 (BN/YE), harness side and ignition relay cavity 1, circuit CDC32 (BN/YE).	**Yes** INSTALL a new ignition switch. REFER to Ignition Switch in this section. TEST the system for normal operation. **No** REPAIR circuit CDC32 (BN/YE). TEST the system for normal operation.



N0118074

- **Is the resistance greater than 10,000 ohms?**

Pinpoint Test D: No Power in START — Vehicles With an Ignition Switch

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Normal Operation

When the ignition switch is in the START position, voltage is sent to the PCM.

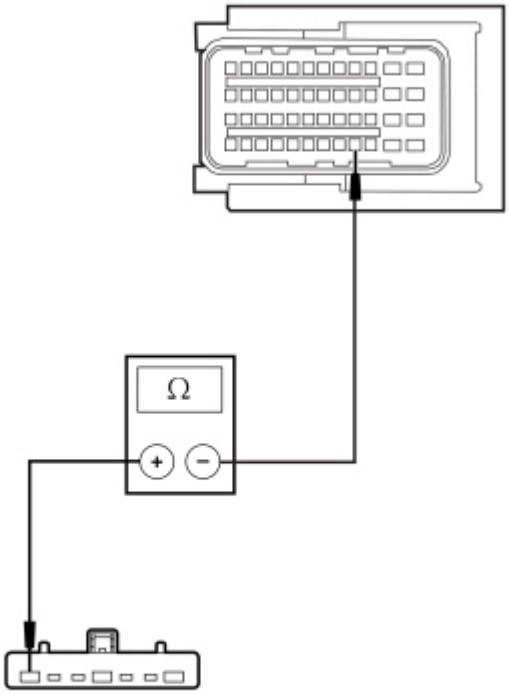
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Ignition switch

PINPOINT TEST D: NO POWER IN START — VEHICLES WITH AN IGNITION SWITCH

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

Test Step	Result / Action to Take
D1 CHECK THE IGNITION START CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Ignition Switch C250.	**Yes** GO to D2 .

• Disconnect: PCM C175B. • Measure the resistance between ignition switch C250-7, circuit CDC35 (BU/WH), harness side and PCM C175B-9, circuit CDC35 (BU/WH), harness side.  N0118075 • **Is the resistance less than 5 ohms?**	**No** REPAIR circuit CDC35 (BU/WH). TEST the system for normal operation.
D2 ISOLATE THE IGNITION SWITCH • Carry out the ignition switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Is the ignition switch OK?**	**Yes** INSTALL a new ignition switch. REFER to Ignition Switch in this section. TEST the system for normal operation. **No** REFER to Section 303-06 to continue diagnosing the starting system.

Pinpoint Test E: DTCs B108B:23, 29 and B108C:23

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Normal Operation

The start stop/switch is a momentary, dual-contact, normally-open switch. This means that the 2 internal contacts will only remain closed for as long as the switch is pressed. As soon as the switch is released, the contacts will open. The start/stop switch is connected to the Remote Function Actuator (RFA)

module by 2 circuits. When the switch is pressed, both contacts close and connect to a ground circuit. The RFA module detects this ground signal and enters into 1 of the 3 ignition modes, depending on other RFA module inputs. The start/stop switch uses 2 sets of contacts and 2 circuits for redundancy; if there is a concern in one of the 2 circuits/contacts, the other can still provide a ground signal to the RFA module. Also, if there is a concern in one of the 2 circuits/contacts, the RFA module sets one or more DTCs.

- DTC B108B:23 (Start Button Circuit "A": Signal Stuck Low) — Pressing the start/stop switch starts a 120 second timer in the RFA module. This DTC sets if the signal from circuit "A" is still present when the timer expires. Pressing and holding the start/stop switch for more than 120 seconds also causes this DTC to set. This DTC only sets during normal operation and not during a module self-test.
- DTC B108B:29 (Start Button Circuit "A": Signal Invalid) — Pressing and releasing the start/stop switch causes both internal contacts to change state (open to closed and then closed to open) at the same time. The RFA module detects this change in state and increases an internal counter by 1 if the change does not happen at the same time or if only one of the contacts changes state. When the internal counter reaches 5, the RFA module sets this DTC. This DTC only sets during normal operation and not during a module self-test.
- DTC B108C:23 (Start Button Circuit "B": Signal Stuck Low) — Pressing the start/stop switch starts a 120 second timer in the RFA module. This DTC sets if the signal from circuit "B" is still present when the timer expires. Pressing and holding the start/stop switch for more than 120 seconds also causes this DTC to set. This DTC only sets during normal operation and not during a module self-test.

This pinpoint test is intended to diagnose the following:

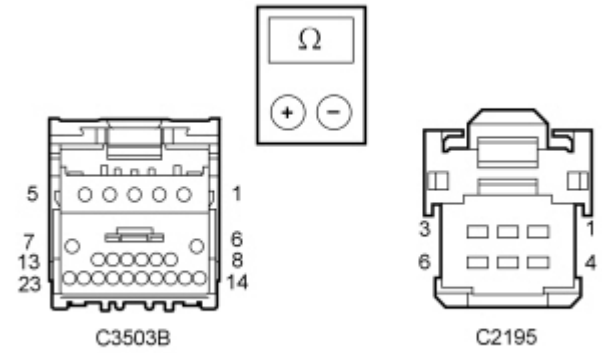
- Start/stop switch
- Wiring, terminals or connectors
- RFA module

PINPOINT TEST E: B108B:23, 29 AND B108C:23

Test Step	Result / Action to Take
E1 CHECK THE START/STOP SWITCH	
• Ignition OFF. • Disconnect: Start/Stop Switch C2195. • Carry out the start/stop switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the start/stop switch pass the test?**	**Yes** GO to E2. **No** INSTALL a new start/stop switch. CLEAR the DTCs. TEST the system for normal operation.
E2 ISOLATE THE DTC	
• Review the RFA module DTCs recorded during Inspection and Verification. • **Is DTC B108B:29 the only DTC present?**	**Yes** GO to E3. **No** If DTC B108B:23 is also present, GO to E5. If DTC B108C:23 is also present, GO to E6.
E3 CHECK THE RFA MODULE START/STOP SWITCH INPUT CIRCUITS FOR AN OPEN	
• Disconnect: RFA Module C3503B. • Measure resistance between RFA module C3503B, harness side and start/stop switch C2195, harness side using the	**Yes** GO to E4.

following chart:

RFA Module	Circuit	Start/Stop Switch
C3503B-23	CPK35 (YE/OG)	C2195-4
C3503B-22	CPK34 (BN/VT)	C2195-3



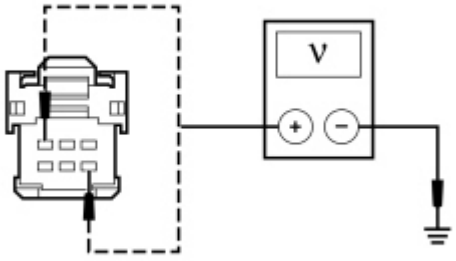
N0118077

- **Are the resistances less than 5 ohms?**

No
REPAIR the affected circuit (s). CLEAR the DTC. TEST the system for normal operation.

E4 CHECK THE RFA MODULE START/STOP SWITCH INPUT CIRCUITS FOR A SHORT TO VOLTAGE

- Connect: RFA Module C3503B.
- Connect: Start/Stop Switch C2195.
- Ignition ON.
- Disconnect: Start/Stop Switch C2195.
- Measure the voltage between ground and:
  - start/stop switch C2195-3, circuit CPK34 (BN/VT), harness side.
  - start/stop switch C2195-4, circuit CPK35 (YE/OG), harness side.



N0118078

- **Are the voltages greater than 5 volts?**

Yes
REPAIR the affected circuit (s). CLEAR the DTC. TEST the system for normal operation.

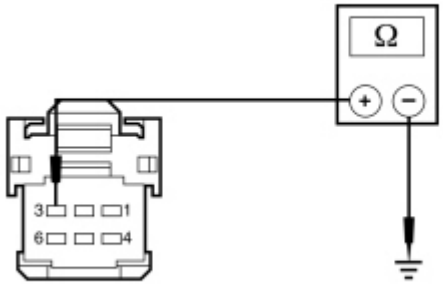
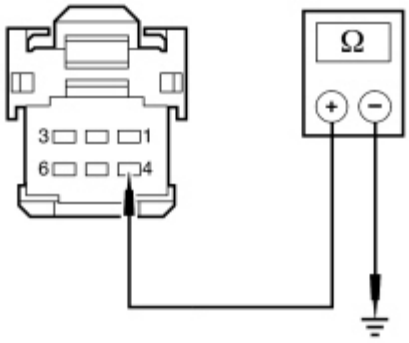
No
GO to E7 .

E5 CHECK START/STOP SWITCH CIRCUIT A FOR A SHORT TO GROUND

- Disconnect: RFA Module C3503B.
- Measure the resistance between start/stop switch C2195-3, circuit CPK34 (BN/VT), harness side and ground.

Yes
GO to E7 .

No
REPAIR circuit CPK34 (BN/VT). CLEAR the DTCs.

 N0117029 • **Is the resistance greater than 10,000 ohms?**	TEST the system for normal operation.
E6 CHECK START/STOP SWITCH CIRCUIT B FOR A SHORT TO GROUND • Disconnect: RFA Module C3503B. • Measure the resistance between start/stop switch C2195-4, circuit CPK35 (YE/OG), harness side and ground.  N0087657 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to E7 . **No** REPAIR circuit CPK35 (YE/OG). CLEAR the DTCs. TEST the system for normal operation.

E7 CHECK FOR CORRECT RFA MODULE OPERATION
• Disconnect all RFA module electrical connectors.
• Check connectors for:
  ▪ corrosion
  ▪ pushed-out pins
  ▪ bent pins
  ▪ spread terminals
• Connect all RFA module electrical connectors and make sure they are seated correctly.
• Connect: Start/Stop Switch C2195.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10 .
	
	CONFIGURE the new RFA module. REFER to Programmable Module Installation (PMI) in Section 418-01 .
	
	CARRY OUT a Passive Anti-Theft System (PATS) Parameter Reset. REFER to Passive Anti-Theft System (PATS) Parameter Reset-Intelligent Access (IA) in Section 419-01B .
	
	PROGRAM 2 Intelligent Access (IA) keys. REFER to Key Programming Using Diagnostic Equipment-Intelligent Access (IA) in

	Section 419-01B . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test F: DTCs B10E7:11, 12, 16 and 17

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Normal Operation

The Remote Function Actuator (RFA) module controls and monitors the coil side of the smart keyless entry ignition relay. When the RFA module enters ON mode, it activates the relay. When energized, the relay sends power to the Central Junction Box (CJB), the main ignition relay and back to the RFA module. The RFA module uses this voltage input for diagnostic purposes.

- DTC B10E7:11 (Ignition On Relay: Circuit Short To Ground) — The RFA module monitors the output to the coil side of the smart keyless entry ignition relay. This DTC sets if the module detects a short to ground on this circuit during normal operation or during an RFA module on-demand self test.
- DTC B10E7:12 (Ignition On Relay: Circuit Short To Battery) — The RFA module monitors the output to the coil side of the smart keyless entry ignition relay. This DTC sets if the module detects a short to battery voltage on this circuit during normal operation or during an RFA module on-demand self test.
- DTC B10E7:16 (Ignition On Relay: Circuit Voltage Below Threshold) — The RFA module monitors the smart keyless entry ignition relay coil input circuit and the relay switch output. This DTC sets if the RFA module activates the relay but does not receive input voltage from the relay due to a short to ground or an open on the relay switch output circuit, an open in the relay coil input circuit or a relay fault. This DTC sets only if DTC B10E7:11 is not set and sets during normal operation or during an RFA module on-demand self test.
- DTC B10E7:17 (Ignition On Relay: Circuit Voltage Above Threshold) — The RFA module monitors the input from the smart keyless entry ignition relay. This DTC sets if the RFA module receives an input voltage from the relay but has not activated the relay. This DTC sets only if DTC B10E7:12 is not set and sets during normal operation or during an RFA module on-demand self test.

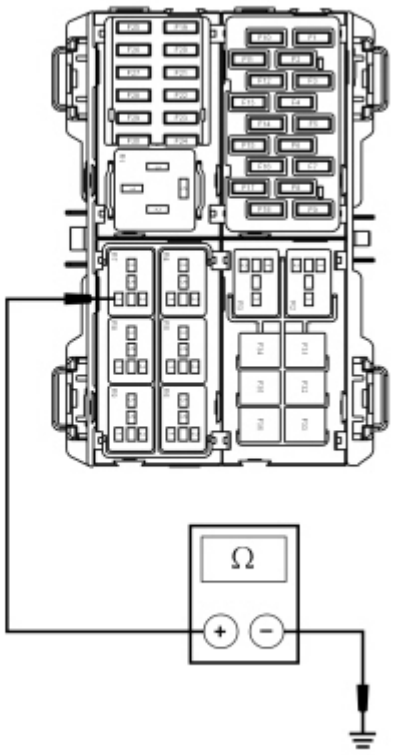
This pinpoint test is intended to diagnose the following:

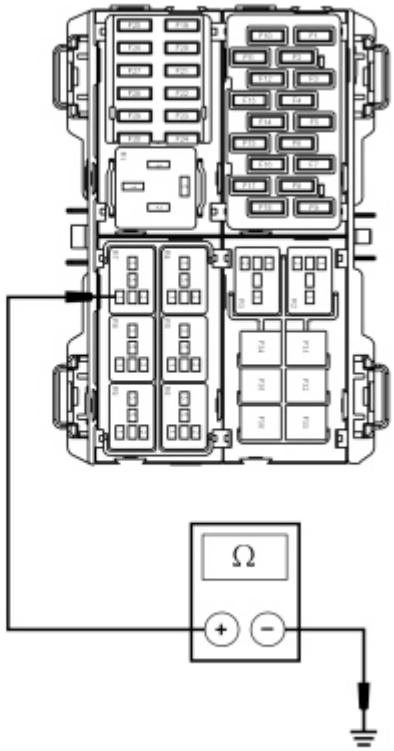
- Wiring, terminals or connectors
- Smart keyless entry ignition relay
- RFA module

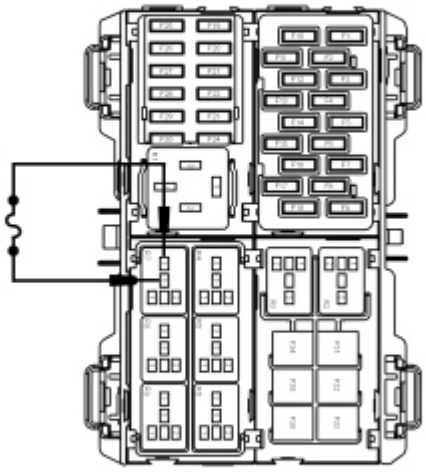
PINPOINT TEST F: DTCs B10E7:11, 12, 16 and 17

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

Test Step	Result / Action to Take

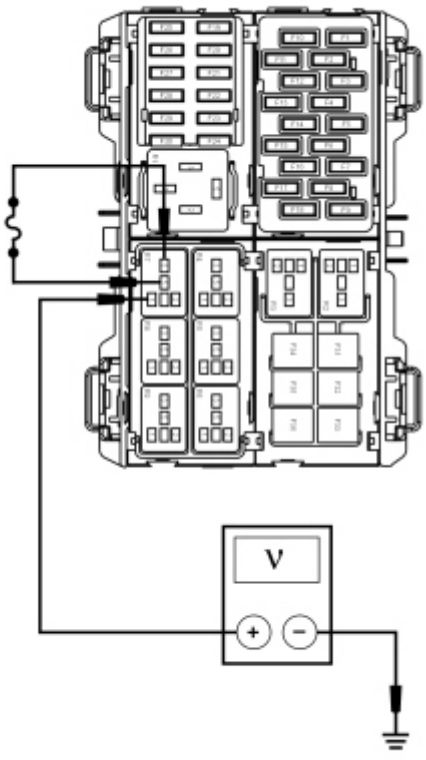
F1 REVIEW THE RFA MODULE DTCs • Review the DTCs retrieved and recorded during Inspection and Verification. • **Is DTC B10E7:11, 12, 16 or 17 present?**	**Yes** For B10E7:11, GO to F2. For B10E7:12, GO to F4. For B10E7:16, GO to F5. For B10E7:17, GO to F9. **No** For all other RFA module DTCs, REFER to the Remote Function Actuator (RFA) Module DTC Chart in this section.
F2 CHECK THE SMART KEYLESS ENTRY IGNITION RELAY CONTROL CIRCUIT AND RFA MODULE FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: Smart Keyless Entry Ignition Relay. • Measure the resistance between smart keyless entry ignition relay cavity 1, circuit ZA102 (OG/YE), and ground.  N0117031 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new smart keyless entry ignition relay. CLEAR the DTC. REPEAT the self-test. **No** GO to F3.
F3 ISOLATE THE SMART KEYLESS ENTRY IGNITION RELAY CONTROL CIRCUIT AND CHECK FOR A SHORT TO GROUND • Disconnect: RFA Module C3503B. • Measure the resistance between smart keyless entry ignition relay cavity 1, circuit ZA102 (OG/YE), and ground.	**Yes** GO to F14. **No**

 N0117031 • **Is the resistance greater than 10,000 ohms?**	REPAIR circuit ZA102 (OG/YE). CLEAR the DTCs. REPEAT the self-test.
F4 CHECK THE SMART KEYLESS ENTRY IGNITION RELAY CONTROL CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: Smart Keyless Entry Ignition Relay. • Disconnect: RFA Module C3503B. • Connect a fused jumper wire between smart keyless entry ignition relay cavity 3, circuit SBP01 (RD) and smart keyless entry ignition relay cavity 5, circuit CDC32 (BN/YE).	**Yes** REPAIR circuit ZA102 (OG/YE). CLEAR the DTCs. REPEAT the self-test. **No** GO to F14 .



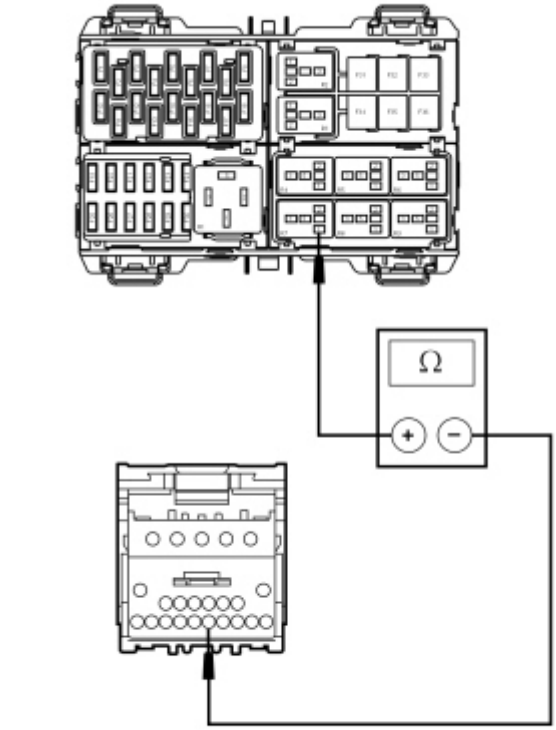
N0117032

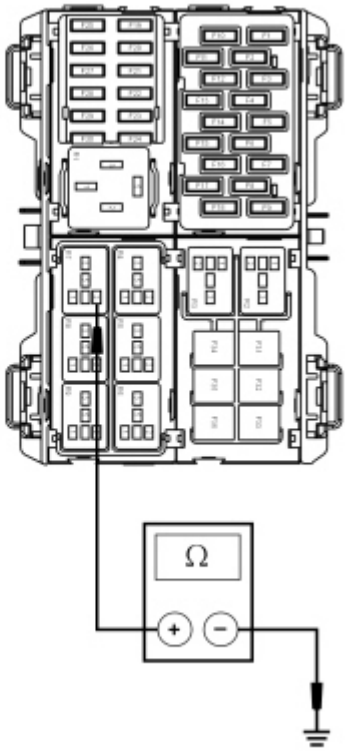
- Measure the voltage between smart keyless entry ignition relay cavity 1, circuit ZA102 (OG/YE), and ground.



N0117033

- **Is any voltage present?**

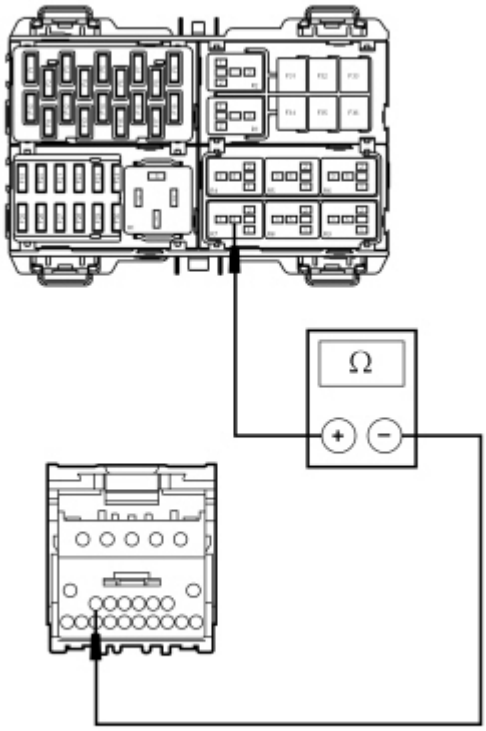
CONTROL CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Smart Keyless Entry Ignition Relay. • Disconnect: RFA Module C3503B. • Measure the resistance between smart keyless entry ignition relay cavity 1, circuit ZA102 (OG/YE), and RFA module C3503B-18, circuit ZA102 (OG/YE), harness side.  N0117035 • **Is the resistance less than 5 ohms?**	**Yes** GO to F6 . **No** REPAIR circuit ZA102 (OG/YE). CLEAR the DTC. REPEAT the self-test.
F6 CHECK THE RELAY CONTROL GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between smart keyless entry ignition relay cavity 2, circuit GD145 (BK/BU), and ground.	**Yes** GO to F7 . **No** REPAIR circuit GD145 (BK/BU). CLEAR the DTC. REPEAT the self-test.



N0117036

- **Is the resistance less than 5 ohms?**

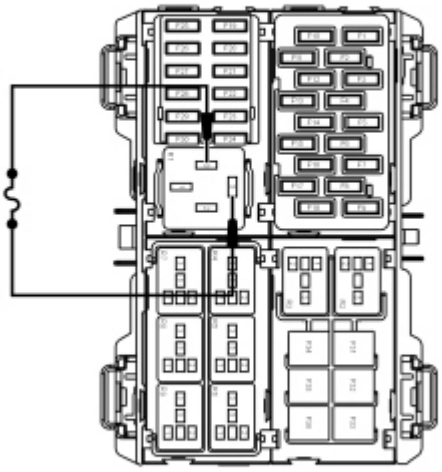
F7 CHECK THE RELAY OUTPUT CIRCUIT FOR AN OPEN	
• Measure the resistance between smart keyless entry ignition relay cavity 5, circuit CDC32 (BN/YE), and RFA module C3503B-13, circuit CDC32 (BN/YE), harness side.	**Yes** GO to F8 . **No** REPAIR circuit CDC32 (BN/YE). CLEAR the DTC. REPEAT the self-test.



N0117037

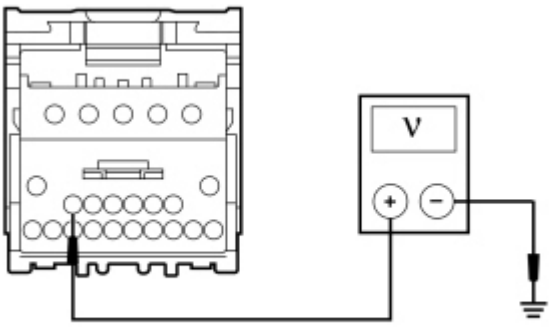
- **Is the resistance less than 5 ohms?**

F8 CHECK THE SMART KEYLESS ENTRY IGNITION RELAY OPERATION	
• Carry out the micro ISO relay component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the relay pass the test?**	**Yes** GO to F14 . **No** INSTALL a new smart keyless entry ignition relay. CLEAR the DTC. REPEAT the self-test.
F9 CHECK THE SMART KEYLESS ENTRY IGNITION RELAY OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: RFA Module C3503B. • Disconnect: Ignition Relay. • **NOTE:** This step may cause one or more DTCs to set in the RFA module. • Connect a fused jumper wire between ignition relay cavity 3, circuit SBB07 (WH/RD) and ignition relay cavity 5, circuit CDC21 (GY/BN).	**Yes** GO to F10 . **No** INSTALL a new smart keyless entry ignition relay. CLEAR the DTC. REPEAT the self-test.



N0118107

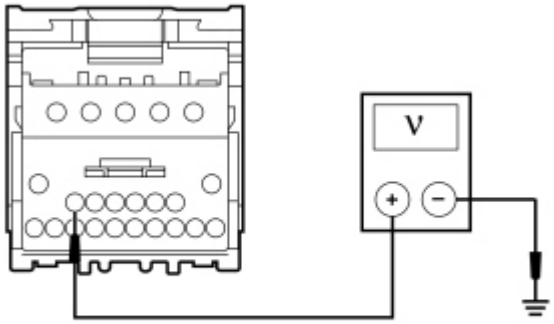
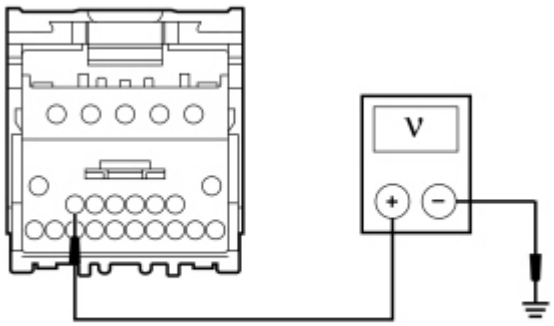
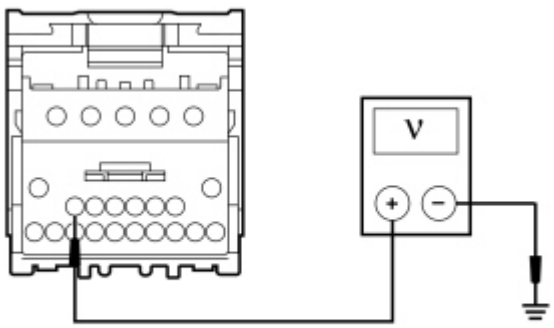
- Measure the voltage between RFA module C3503B-13, circuit CDC32 (BN/YE), harness side and ground.

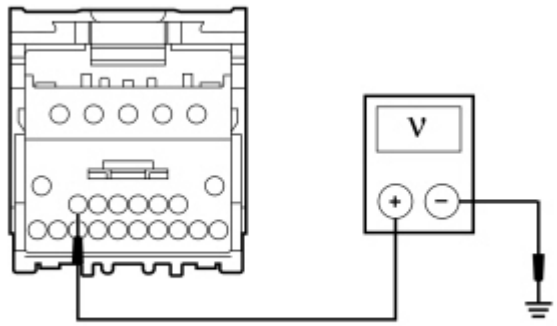


N0118109

- **Is any voltage present?**

F10 ISOLATE CJB FUSE 20 (10A) OUTPUT CIRCUIT AND RECHECK THE RELAY OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: CJB Fuse 20 (10A). • Measure the voltage between RFA module C3503B-13, circuit CDC32 (BN/YE), harness side and ground.	**Yes** GO to F11 . **No** REFER to the Wiring Diagrams manual to identify possible causes of the short on circuit CBP20 (YE/VT). REPAIR as necessary.

 N0118109 • **Is any voltage present?**	CLEAR the DTC. REPEAT the self-test.
F11 ISOLATE CJB FUSE 21 (10A) OUTPUT CIRCUIT AND RECHECK THE RELAY OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: CJB Fuse 21 (10A). • Measure the voltage between RFA module C3503B-13, circuit CDC32 (BN/YE), harness side and ground.  N0118109 • **Is any voltage present?**	**Yes** GO to F12 . **No** REFER to the Wiring Diagrams manual to identify the cause of the short on circuit CBP21 (BU/GY). REPAIR as necessary. CLEAR the DTC. REPEAT the self-test.
F12 ISOLATE CJB FUSE 22 (7.5A) OUTPUT CIRCUIT AND RECHECK THE RELAY OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: CJB Fuse 22 (7.5A). • Measure the voltage between RFA module C3503B-13, circuit CDC32 (BN/YE), harness side and ground.  N0118109 • **Is any voltage present?**	**Yes** GO to F13 . **No** REFER to the Wiring Diagrams manual to identify the cause of the short on circuit CBP22 (GN/OG). REPAIR as necessary. CLEAR the DTC. REPEAT the self-test.
F13 ISOLATE CJB FUSE 23 (10A) OUTPUT CIRCUIT AND	

RECHECK THE RELAY OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: CJB Fuse 23 (10A). • Measure the voltage between RFA module C3503B-13, circuit CDC32 (BN/YE), harness side and ground.  N0118109 • **Is any voltage present?**	**Yes** GO to F14. **No** REFER to the Wiring Diagrams manual to identify the cause of the short on circuit CBP23 (BN/YE). REPAIR as necessary. CLEAR the DTC. REPEAT the self-test.
F14 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect all RFA module electrical connectors.
• Check connectors for:
  ▪ corrosion
  ▪ pushed-out pins
  ▪ bent pins
  ▪ spread terminals
• Connect all RFA module electrical connectors and make sure they are seated correctly.
• Connect: Smart Keyless Entry Ignition Relay.
• Connect: Ignition Relay (if previously disconnected).
• Connect: CJB Fuse 20 (10A) (if previously disconnected).
• Connect: CJB Fuse 21 (10A) (if previously disconnected).
• Connect: CJB Fuse 22 (7.5A) (if previously disconnected).
• Connect: CJB Fuse 23 (10A) (if previously disconnected).
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10.
	
	CONFIGURE the new RFA module. REFER to Programmable Module Installation (PMI) in Section 418-01.
	
	CARRY OUT a Passive Anti-Theft System (PATS) Parameter Reset. REFER to Passive Anti-Theft System (PATS) Parameter Reset-Intelligent Access (IA) in Section 419-01B.
	
	PROGRAM 2 Intelligent Access (IA) keys. REFER to Key Programming Using Diagnostic Equipment-Intelligent Access (IA) in Section 419-01B.
	
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test G: DTCs U3004:11 and 12

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Normal Operation

The Remote Function Actuator (RFA) module controls and monitors the coil side of the smart keyless entry accessory relay. When the RFA module enters ACC mode, it activates the relay. When energized, the relay sends power to the Audio Control Module (ACM) and the Instrument Panel Cluster (IPC) through Central Junction Box (CJB) fuse 19 (7.5A); and to the Tire Pressure Monitoring System (TPMS)/Vehicle Security Module (VSM) through CJB fuse 26 (7.5A).

- DTC U3004:11 (Accessory Power Relay: Circuit Short To Ground) — The RFA module monitors the output to the coil side of the smart keyless entry accessory relay. This DTC sets if the module detects a short to ground on this circuit. This DTC only sets during normal operation.
- DTC U3004:12 (Accessory Power Relay: Circuit Short To Battery) — The RFA module monitors the output to the coil side of the smart keyless entry accessory relay. This DTC sets if the module detects a short to battery voltage on this circuit. This DTC only sets during normal operation.

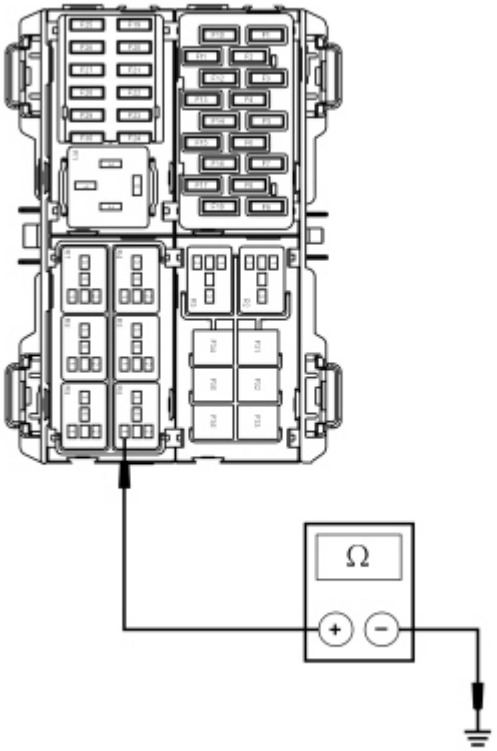
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Smart keyless entry accessory relay
- RFA module

PINPOINT TEST G: DTCs U3004:11 AND 12

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

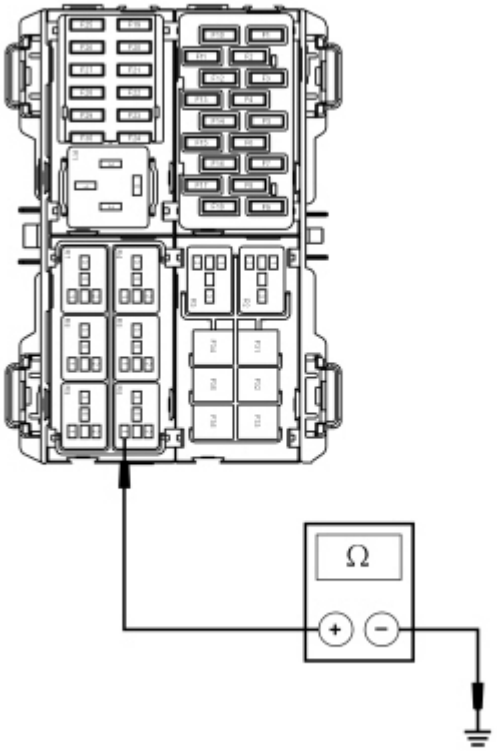
Test Step	Result / Action to Take
G1 REVIEW THE RFA MODULE DTCs • Review the DTCs retrieved and recorded during Inspection and Verification. • **Is DTC U3004:11 or U3004:12 present?**	**Yes** For U3004:11, GO to G2 . For U3004:12, GO to G4 . **No** For all other RFA module DTCs, REFER to the Remote Function Actuator (RFA) Module DTC Chart in this section.
G2 CHECK THE SMART KEYLESS ENTRY ACCESSORY RELAY CONTROL FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: Smart Keyless Entry Accessory Relay. • Measure the resistance between smart keyless entry accessory relay cavity 1, circuit ZA101 (OG), and ground.	**Yes** INSTALL a new smart keyless entry accessory relay. CLEAR the DTC. TEST the system for normal operation. **No** GO to G3 .



N0117040

- **Is the resistance greater than 10,000 ohms?**

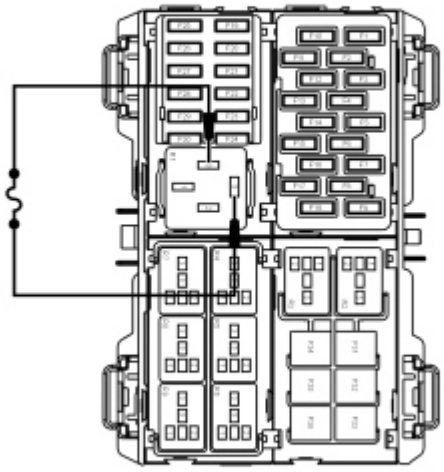
G3 ISOLATE THE SMART KEYLESS ENTRY ACCESSORY RELAY CONTROL CIRCUIT AND RECHECK FOR A SHORT TO GROUND	
• Disconnect: RFA Module C3503C. • Measure the resistance between smart keyless entry accessory relay cavity 1, circuit ZA101 (OG), and ground.	**Yes** GO to G5 . **No** REPAIR circuit ZA101 (OG). CLEAR the DTC. TEST the system for normal operation.



N0117040

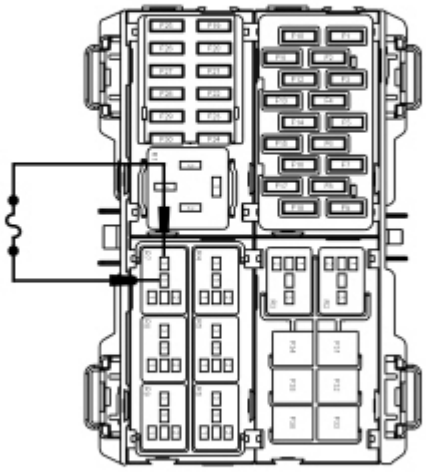
- **Is the resistance greater than 10,000 ohms?**

G4 CHECK THE SMART KEYLESS ENTRY ACCESSORY RELAY CONTROL CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: RFA Module C3503C. • Disconnect: Ignition Relay. • Disconnect: Smart Keyless Entry Ignition Relay. • Disconnect: Smart Keyless Entry Accessory Relay. • **NOTE:** This step may cause one or more DTCs to set in the RFA module. • Connect a fused jumper wire between ignition relay cavity 3, circuit SBB07 (WH/RD) and ignition relay cavity 5, circuit CDC21 (GY/BN).	**Yes** REPAIR circuit ZA101 (OG). CLEAR the DTC. TEST the system for normal operation. **No** GO to G5 .



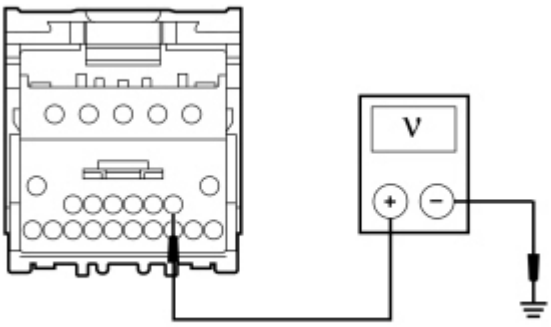
N0118107

- **NOTE:** This step may cause one or more DTCs to set in the RFA module.
- Connect a fused jumper wire between smart keyless entry ignition relay cavity 3, circuit SBP01 (RD) and smart keyless entry ignition relay cavity 5, circuit CDC32 (BN/YE).



N0117032

- Measure the voltage between RFA module C3503C-8, circuit ZA101 (OG), and ground.



N0118111

- **Is any voltage present?**

G5 CHECK FOR CORRECT RFA MODULE OPERATION
- Disconnect all RFA module electrical connectors.
- Check connectors for:
  - corrosion
  - pushed-out pins
  - bent pins
  - spread terminals
- Connect all RFA module electrical connectors and make sure they are seated correctly.
- Connect: Ignition Relay.
- Connect: Smart Keyless Entry Accessory Relay.
- Connect: Smart Keyless Entry Ignition Relay.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10 .
	
	CONFIGURE the new RFA module. REFER to Programmable Module Installation (PMI) in Section 418-01 .
	
	CARRY OUT a Passive Anti-Theft System (PATS)

	Parameter Reset. REFER to Passive Anti-Theft System (PATS) Parameter Reset-Intelligent Access (IA) in Section 419-01B . PROGRAM 2 Intelligent Access (IA) keys. REFER to Key Programming Using Diagnostic Equipment-Intelligent Access (IA) in Section 419-01B . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test H: No Power in ON/No Power in START — Vehicles With a Push Button Start System

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Refer to Wiring Diagrams Cell 37 , Shift Interlock for schematic and connector information.

Normal Operation

To place the vehicle in ON mode, place the Intelligent Access (IA) key inside the vehicle and press the start/stop switch for at least one second without applying the brake pedal (or clutch pedal if equipped with a manual transmission). When in ON mode, the Remote Function Actuator (RFA) module applies battery voltage to the coil side of the smart keyless entry ignition relay and the smart keyless entry accessory relay. When activated, the smart keyless entry ignition relay provides battery voltage to the main ignition relay and several fuses in the Central Junction Box (CJB). The main ignition relay provides power to various vehicle systems. When activated, the smart keyless entry accessory relay provides battery voltage to CJB fuses 19 (7.5A) and 26 (7.5A).

To start the engine; place the IA key inside the vehicle, shift the transaxle into PARK (automatic transaxle) or NEUTRAL (automatic or manual transaxle), place the vehicle in either OFF mode or ON mode, press and hold the brake pedal (automatic transaxle) or clutch pedal (manual transaxle), then press the start/stop switch.

At that time, the RFA module sends a voltage signal to the input side of the starter inhibit relay coil. If the Passive Anti-Theft System (PATS) authorizes the system to start the engine, the PCM supplies a ground to the coil of the starter inhibit relay, closing the relay and engaging the starter motor.

In the event the vehicle will not enter ON or START mode, the Front Control/Display Interface Module (FCDIM) displays messages that may indicate possible causes.

This pinpoint test is intended to diagnose the following:

- Fuses

- Wiring, terminals or connectors
- Start/stop switch
- Smart keyless entry ignition relay
- Smart keyless entry accessory relay
- Ignition relay
- Cruise control deactivation switch
- Clutch Pedal Position (CPP) switch
- Starting system
- PATS
- RFA module

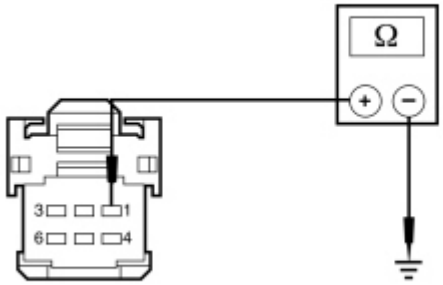
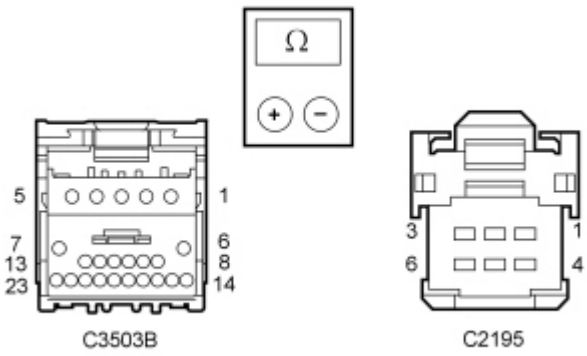
PINPOINT TEST H: NO POWER IN ON/NO POWER IN START — VEHICLES WITH A PUSH BUTTON START SYSTEM

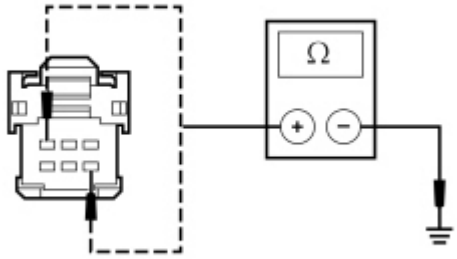
Test Step	Result / Action to Take
H1 CONFIRM THE IA KEY ALLOWS VEHICLE ENTRY • **NOTE:** Do not place the IA key inside the vehicle during this test step. • With the driver door unlocked and the IA key within 1 meter (3 feet) of the driver door, press the button on the driver door handle; the driver door should lock. • **Did the driver door lock?**	**Yes** GO to H3. **No** GO to H2.
H2 CHECK VEHICLE BATTERY • Carry out the Battery Condition Test. Refer to Section 414-01. • **Is the battery OK?**	**Yes** REFER to Section 501-14 to diagnose the Remote Keyless Entry (RKE) system. **No** CORRECT the battery condition. TEST the system for normal operation.
H3 ATTEMPT VEHICLE START WHILE MONITORING THE FCDIM • With the vehicle in PARK (automatic transaxle) or NEUTRAL (automatic or manual transaxle) and the IA key in the vehicle, press the brake pedal (automatic transaxle) or clutch pedal (manual transaxle) and then press the start/stop switch while monitoring FCDIM messages. • **Did the engine crank?**	**Yes** CARRY OUT Key ON Engine OFF (KOEO) self-test. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to diagnose the no start concern. **No** If NO KEY DETECTED is displayed in the FCDIM, REFER to Section 419-01B to diagnose the RFA module and interior antenna concern. If TO START PRESS BRAKE is displayed in the FCDIM, GO to H19.

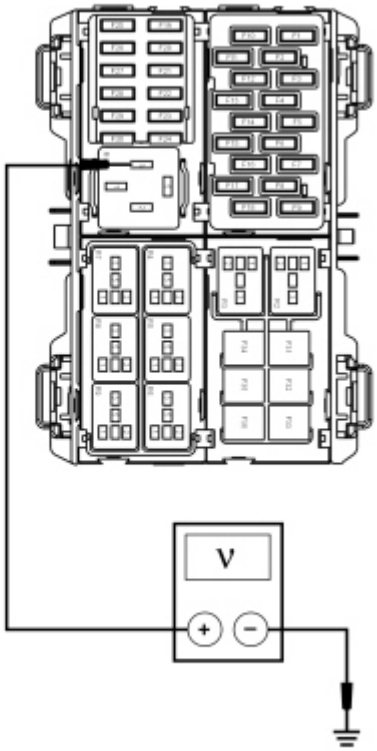
	If TO START SELECT N OR P is displayed in the FCDIM, GO to H24. If TO START PRESS CLUTCH is displayed in the FCDIM, GO to H29. If there is no message displayed in the FCDIM, GO to H4.
H4 CHECK FOR IGNITION ON MODE • **NOTE:** The air bag warning indicator in the Instrument Panel Cluster (IPC) only illuminates and proves out when the vehicle successfully enters ON mode. • Monitor the air bag warning indicator while attempting to enter ON mode. • **Did the air bag warning indicator illuminate for approximately 6 seconds and then go out?**	**Yes** GO to H11. **No** GO to H5.
H5 CARRY OUT A NETWORK TEST **NOTE:** Entering the vehicle with the IA key will cause the RFA module to "wake up". While the RFA module is awake, it is able to report DTCs from a Network Test. Other modules may not be able to pass the Network Test with the ignition in the OFF mode. • Enter the following diagnostic mode on the scan tool: Network Test. • **Did the RFA module pass the Network Test?**	**Yes** GO to H6. **No** REFER to Section 418-00 to diagnose no communication with the RFA module.

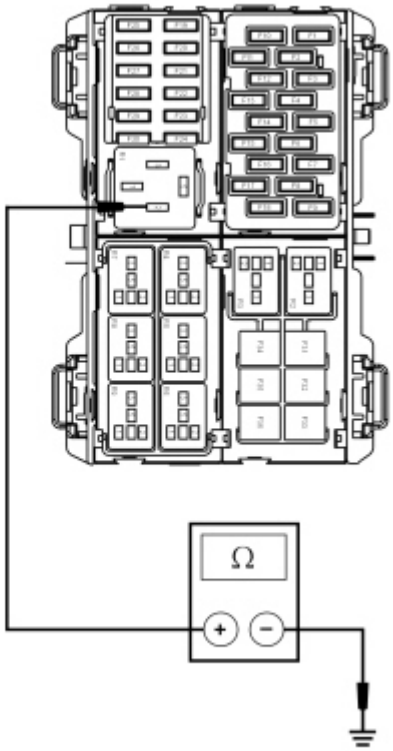
H6 CHECK THE START/STOP SWITCH PIDs
NOTE: The RFA module is able to provide DataLogger information with the ignition in the OFF mode. When the scan tool indicates "Turn the Ignition ON", ignore this command and press or click the "continue" button.
• Enter the following diagnostic mode on the scan tool: DataLogger — RFA Module.
• Monitor the following RFA module PIDs while pressing and releasing the start/stop switch:
  ▪ Start Button Circuit A (START_SW_1)
  ▪ Start Button Circuit B (START_SW_2)
• **Do both PIDs display ON when the switch is pressed and OFF when the switch is released?**
	Yes
	GO to H12.
	
	No
	GO to H7.

H7 CHECK THE START/STOP SWITCH • Ignition OFF. • Disconnect: Start/Stop Switch C2195. • Carry out the start/stop switch component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Does the start/stop switch pass the test?**	**Yes** GO to H8. **No** INSTALL a new start/stop switch. CLEAR the DTCs. TEST the system for normal operation.
H8 CHECK THE START/STOP SWITCH GROUND CIRCUIT FOR AN OPEN • Measure the resistance between start/stop switch C2195-1, circuit GD115 (BK/GY), and ground.	**Yes** GO to H9. **No**

 N0119326 • **Is the resistance less than 5 ohms?**	REPAIR circuit GD115 (BK/GY). TEST the system for normal operation.
H9 CHECK THE RFA MODULE START/STOP SWITCH INPUT CIRCUITS FOR AN OPEN • Disconnect: RFA Module C3503B. • Measure resistance between RFA module C3503B, harness side and start/stop switch C2195, harness side using the following chart: **RFA Module** / **Circuit** / **Start/Stop Switch** C3503B-23 / CPK35 (YE/OG) / C2195-4 C3503B-22 / CPK34 (BN/VT) / C2195-3  N0118077 • **Are the resistances less than 5 ohms?**	**Yes** GO to H10 . **No** REPAIR the affected circuit (s). CLEAR the DTC. TEST the system for normal operation.
H10 CHECK THE RFA MODULE START/STOP SWITCH INPUT CIRCUITS FOR A SHORT TO GROUND • Measure the resistance between ground and: ▪ start/stop switch C2195-3, circuit CPK34 (BN/VT), harness side. ▪ start/stop switch C2195-4, circuit CPK35 (YE/OG), harness side.	**Yes** GO to H34 . **No** REPAIR the affected circuit (s). CLEAR the DTC. TEST the system for normal operation.

 N0118112 • **Are the resistances greater than 10,000 ohms?**	
H11 CARRY OUT AN RFA MODULE SELF-TEST • Enter the following diagnostic mode on the scan tool: Self Test — RFA Module. • Review the results of the self-test. • **Are any RFA module DTCs present?**	**Yes** For DTCs B108B:23, B108B:29 and B108C:23, GO to Pinpoint Test E. For DTCs B10E7:11, B10E7:12, B10E7:16 and B10E7:17, GO to Pinpoint Test F. For DTCs U3004:11 and U3004:12, GO to Pinpoint Test G. For DTCs U300E:62, U300F:62, U3010:62 and U3011:62, GO to Pinpoint Test I. For all other RFA module DTCs, REFER to the Remote Function Actuator (RFA) Module DTC Chart in this section. **No** REFER to Section 303-06 to diagnose the starting system.
H12 ISOLATE THE IGNITION RELAY • Ignition OFF. • Disconnect: Ignition Relay. • Carry out the appropriate relay component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Is the relay OK?**	**Yes** GO to H13. **No** INSTALL a new ignition relay. CLEAR the DTCs. TEST the system for normal operation.
H13 CHECK FOR POWER TO THE IGNITION RELAY • Disconnect: Ignition Relay. • Measure the voltage between ignition relay cavity 3, circuit SBB07 (WH/RD), and ground.	**Yes** GO to H14. **No** VERIFY Battery Junction Box (BJB) fuse 7 (60A) is OK. If OK, REPAIR circuit SBB07 (WH/RD).

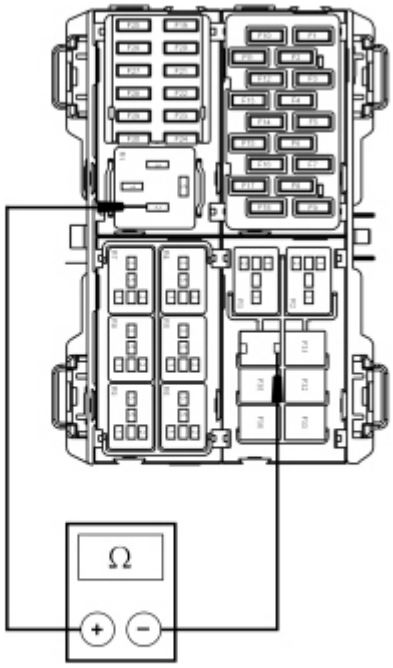
 N0117042 • **Is the voltage greater than 10 volts?**	If not OK, REFER to the Wiring Diagrams manual to identify possible causes of the circuit short. REPAIR as necessary. TEST the system for normal operation.
H14 CHECK THE IGNITION RELAY GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between ignition relay cavity 2, circuit GD145 (BK/BU), and ground.	**Yes** GO to H15 . **No** REPAIR circuit GD145 (BK/BU). TEST the system for normal operation.



N0117043

- **Is the resistance less than 5 ohms?**

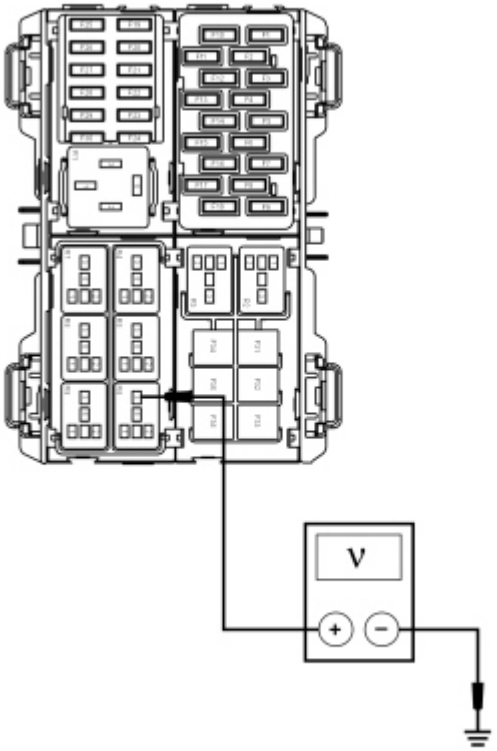
H15 CHECK THE IGNITION RELAY OUTPUT CIRCUIT FOR AN OPEN	
• Disconnect: CJB Fuse 34 (30A). • Measure the resistance between ignition relay pin 5, circuit CDC21 (GY/BN), and CJB fuse 34 (30A), circuit CDC21 (GY/BN), input side.	**Yes** GO to H16 . **No** REPAIR circuit CDC21 (GY/BN). TEST the system for normal operation.



N0117044

- **Is the resistance less than 5 ohms?**

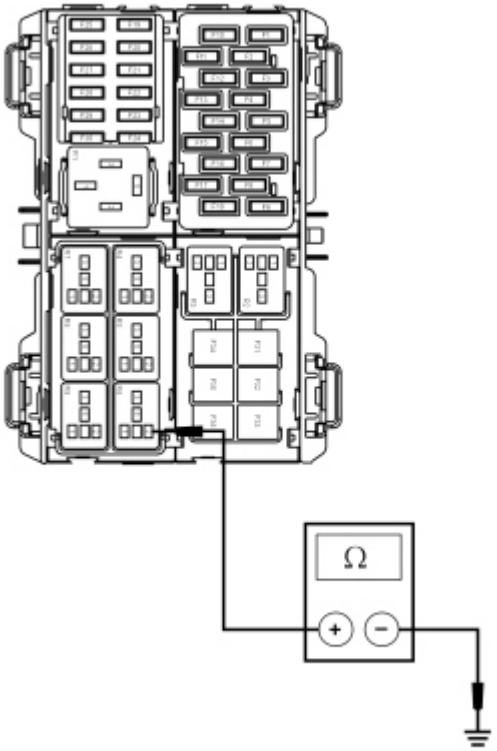
H16 CHECK FOR POWER TO THE SMART KEYLESS ENTRY ACCESSORY RELAY	
• Ignition OFF. • Disconnect: Smart Keyless Entry Accessory Relay. • Measure the voltage between smart keyless entry accessory relay cavity 3, circuit SBP01 (RD), and ground.	**Yes** GO to H17 . **No** VERIFY CJB fuse 1 (15A) is OK. If OK, REPAIR circuit SBP01 (RD). If not OK, REFER to the Wiring Diagrams manual to identify possible causes of the circuit short. REPAIR as necessary. TEST the system for normal operation.



N0117045

- **Is the voltage greater than 10 volts?**

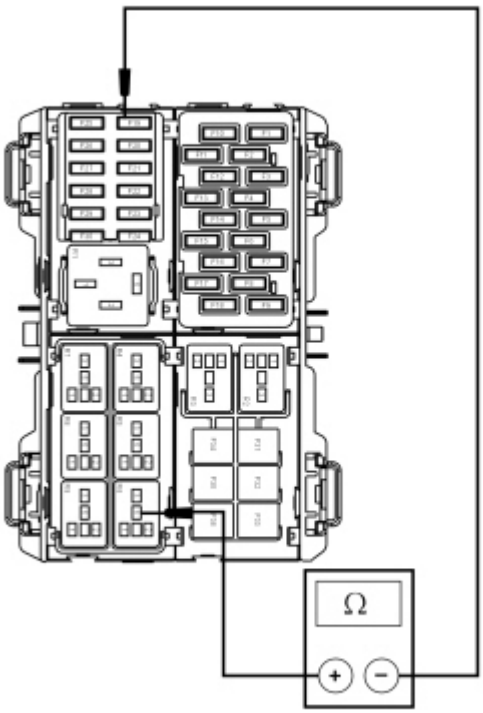
H17 CHECK THE SMART KEYLESS ENTRY ACCESSORY RELAY GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between smart keyless entry accessory relay cavity 2, circuit GD145 (BK/BU), and ground.	**Yes** GO to H18 . **No** REPAIR circuit GD145 (BK/BU). TEST the system for normal operation.



N0117046

- **Is the resistance less than 5 ohms?**

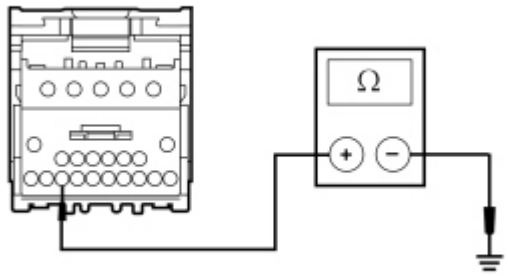
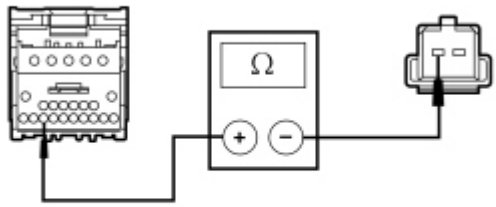
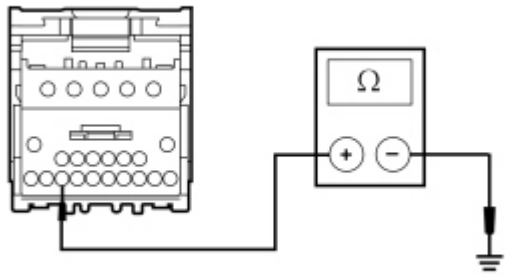
H18 CHECK THE SMART KEYLESS ENTRY ACCESSORY RELAY OUTPUT CIRCUIT FOR AN OPEN	
• Measure the resistance between smart keyless entry accessory relay cavity 5, circuit CDC33 (VT/GN), and CJB fuse 19 (7.5A), circuit CDC33 (VT/GN), input side.	**Yes** INSTALL a new smart keyless entry accessory relay. TEST the system for normal operation. **No** REPAIR circuit CDC33 (VT/GN). TEST the system for normal operation.

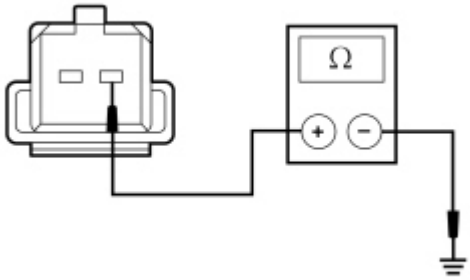
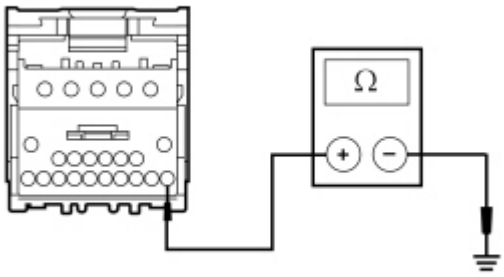


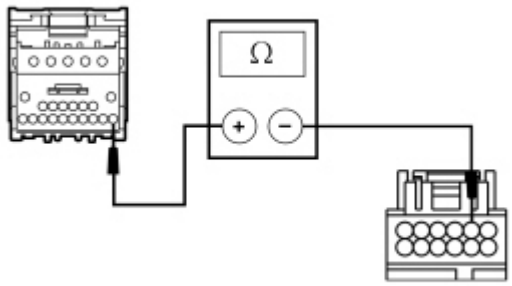
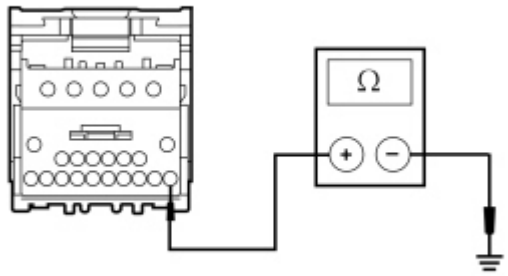
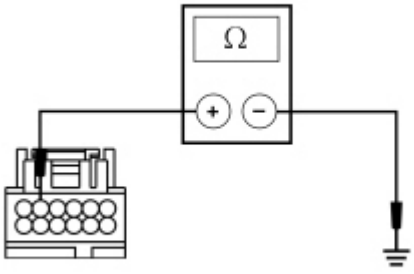
N0117047

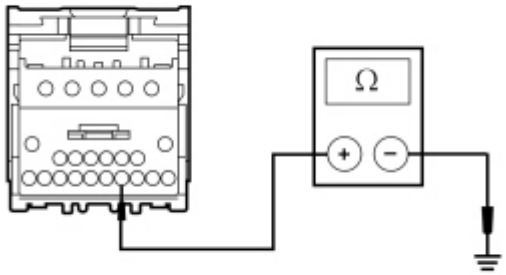
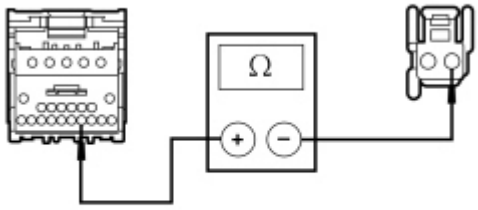
- **Is the resistance less than 5 ohms?**

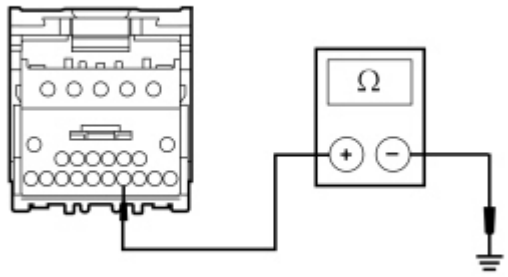
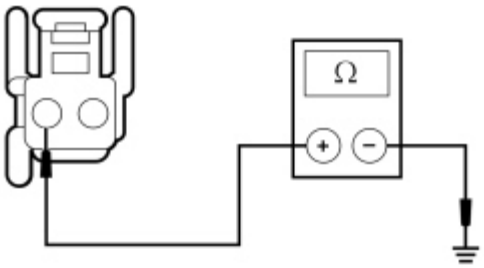
H19 CHECK THE RFA MODULE BRAKE SWITCH (BRAKE_SW) PID	
NOTE: The RFA module is able to provide DataLogger information with the ignition in the OFF mode. When the scan tool indicates "Turn the Ignition ON", ignore this command and press or click the "continue" button. • Enter the following diagnostic mode on the scan tool: DataLogger — RFA Module. • Monitor the BRAKE_SW PID while applying the brake pedal. • **Does the PID change from NO to YES when the brake pedal is applied?**	**Yes** GO to H34 . **No** GO to H20 .
H20 CHECK THE RFA MODULE CRUISE CONTROL DEACTIVATOR SWITCH INPUT	
• Disconnect: RFA Module C3503B. • While pressing and releasing the brake pedal, measure the resistance between RFA module C3503B-21, circuit CCA29 (GN/BU), harness side and ground.	**Yes** GO to H34 . **No** GO to H21 .

 N0117048 • **Is the resistance less than 5 ohms with the brake pedal released and greater than 10,000 ohms with the brake pedal applied?**	
H21 CHECK THE RFA MODULE CRUISE CONTROL DEACTIVATOR SWITCH INPUT CIRCUIT FOR AN OPEN • Disconnect: Cruise Control Deactivator Switch C278. • Measure the resistance between RFA module C3503B-21, circuit CCA29 (GN/BU), harness side and cruise control deactivator switch C278-2, circuit CCA29 (GN/BU), harness side.  N0117049 • **Is the resistance less than 5 ohms?**	**Yes** GO to H22 . **No** REPAIR circuit CCA29 (GN/BU). TEST the system for normal operation.
H22 CHECK THE RFA MODULE CRUISE CONTROL DEACTIVATOR SWITCH INPUT CIRCUIT FOR A SHORT TO GROUND • Measure the resistance between RFA module C3503B-21, circuit CCA29 (GN/BU), harness side and ground.  N0117048 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H23 . **No** REPAIR circuit CCA29 (GN/BU). TEST the system for normal operation.

H23 CHECK THE RFA MODULE CRUISE CONTROL DEACTIVATOR SWITCH GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between cruise control deactivator switch C278-1, circuit GD187 (BK/GN), harness side.  N0117050 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new cruise control deactivator switch. REFER to Section 419-03. TEST the system for normal operation. **No** REPAIR circuit GD187 (BK/GN). TEST the system for normal operation.
H24 CHECK THE RFA MODULE CRANK FACTOR PARK (CRK_FACT_PK) PID	
NOTE: The RFA module is able to provide DataLogger information with the ignition in the OFF mode. When the scan tool indicates "Turn the Ignition ON", ignore this command and press or click the "continue" button. • Enter the following diagnostic mode on the scan tool: DataLogger — RFA Module. • Monitor the Crk_Fact_Pk PID while shifting the transaxle into and out of PARK and NEUTRAL. • **Does the PID display YES with the transaxle in PARK/NEUTRAL and NO with the transaxle out of PARK/NEUTRAL?**	**Yes** GO to H34. **No** GO to H25.
H25 CHECK THE RFA MODULE PARK POSITION SWITCH INPUT	
• Select PARK. • Disconnect: RFA Module C3503C. • Measure the resistance between RFA module C3503C-14, circuit CDC41 (WH/BN), harness side and ground.  N0117051 • **Is the resistance less than 5 ohms with the transaxle in PARK?**	**Yes** GO to H34. **No** GO to H26.
H26 CHECK THE RFA MODULE PARK POSITION SWITCH INPUT CIRCUIT FOR AN OPEN	
• Disconnect: Floor Shifter C3245.	**Yes**

• Measure the resistance between RFA module C3503C-14, circuit CDC41 (WH/BN), harness side and floor shifter C3245-2, circuit CDC41 (WH/BN), harness side.  N0117052 • **Is the resistance less than 5 ohms?**	GO to H27 . **No** REPAIR circuit CDC41 (WH/BN). TEST the system for normal operation.
H27 CHECK THE RFA MODULE PARK POSITION SWITCH INPUT CIRCUIT FOR A SHORT TO GROUND	
• Measure the resistance between RFA module C3503C-14, circuit CDC41 (WH/BN), harness side and ground.  N0117051 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H28 . **No** REPAIR circuit CDC41 (WH/BN). TEST the system for normal operation.
H28 CHECK THE RFA MODULE PARK POSITION SWITCH GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between floor shifter C3245-5, circuit GD115 (BK/GY), harness side and ground.  N0117053 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new transaxle selector lever (floor shifter). REFER to Section 307-05 . TEST the system for normal operation. **No** REPAIR circuit CDC41 (WH/BN). TEST the system for normal operation.
H29 CHECK THE RFA CLUTCH SWITCH (CLUTCH_SW) PID	

NOTE: The RFA module is able to provide DataLogger information with the ignition in the OFF mode. When the scan tool indicates "Turn the Ignition ON", ignore this command and press or click the "continue" button. • Enter the following diagnostic mode on the scan tool: DataLogger — RFA Module. • Monitor the CLUTCH_SW PID while pressing and releasing the clutch pedal. • **Does the PID display YES with the clutch pedal fully applied and NO with the clutch pedal released?**	**Yes** GO to H34 . **No** GO to H30 .
H30 CHECK THE RFA MODULE CPP SWITCH INPUT • Disconnect: RFA Module C3503B. • While pressing and releasing the clutch pedal, measure the resistance between RFA module C3503B-17, circuit CE903 (BU/OG), harness side and ground.  N0117054 • **Is the resistance less than 5 ohms with the clutch pedal fully applied and greater than 10,000 ohms with the clutch pedal released?**	**Yes** GO to H34 . **No** GO to H31 .
H31 CHECK THE RFA MODULE CPP SWITCH INPUT CIRCUIT FOR AN OPEN • Disconnect: CPP Switch C257. • Measure the resistance between RFA module C3503B-17, circuit CE903 (BU/OG), harness side and CPP switch C257-1, circuit CE903 (BU/OG), harness side.  N0119755 • **Is the resistance less than 5 ohms?**	**Yes** GO to H32 . **No** REPAIR circuit CE903 (BU/OG). TEST the system for normal operation.
H32 CHECK THE RFA MODULE CPP SWITCH INPUT CIRCUIT FOR A SHORT TO GROUND • Measure the resistance between RFA module C3503B-17, circuit CE903 (BU/OG), harness side and ground.	**Yes** GO to H33 .

 N0117054 • **Is the resistance greater than 10,000 ohms?**	**No** REPAIR circuit CE903 (BU/OG). TEST the system for normal operation.
H33 CHECK THE RFA MODULE CPP SWITCH GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between CPP switch C257-2, circuit GD187 (BK/GN), harness side.  N0119756 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new CPP switch. TEST the system for normal operation. **No** REPAIR circuit GD187 (BK/GN). TEST the system for normal operation.
H34 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect all RFA module electrical connectors.
• Check connectors for:
  ▪ corrosion
  ▪ pushed-out pins
  ▪ bent pins
  ▪ spread terminals
• Connect all RFA module electrical connectors and make sure they are seated correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10 .
	
	CONFIGURE the new RFA module. REFER to Programmable Module Installation (PMI) in Section 418-01 .
	
	CARRY OUT a Passive Anti-Theft System (PATS) Parameter Reset. REFER to Passive Anti-Theft System (PATS) Parameter Reset-Intelligent Access (IA) in Section 419-01B .
	
	PROGRAM 2 Intelligent Access (IA) keys. REFER to Key Programming Using Diagnostic Equipment-Intelligent Access (IA) in

	Section 419-01B . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test I: DTCs U300E:62, U300F:62, U3010:62 and U3011:62

Refer to Wiring Diagrams Cell 13 , Power Distribution for schematic and connector information.

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Normal Operation

The Remote Function Actuator (RFA) module receives a direct input from the start/stop switch. After receiving this input, the RFA module activates the smart keyless entry ignition relay, the smart keyless entry accessory relay and the main ignition relay. The Instrument Panel Cluster (IPC) receives power from the 2 smart keyless entry relays and sends an ignition status message to the RFA module over the Controller Area Network (CAN), the RFA module uses this status message as a way to self-test.

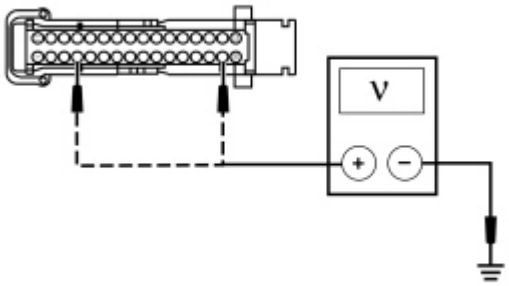
DTC Description	Fault Trigger Condition
• U300E:62 — Ignition Input On: Signal Compare Failure • U300F:62 — Ignition Input Accessory: Signal Compare Failure • U3010:62 — Ignition Input Start: Signal Compare Failure • U3011:62 — Ignition Input Off: Signal Compare Failure	One or more of these DTCs are set if the IPC ignition status message received by the RFA module does not match the start/stop switch input to the RFA module. This can be caused by a communication issue between the IPC and the RFA module, a wiring concern in the CAN , a wiring concern in the ignition input to the RFA module, a wiring concern in the relay inputs to the IPC , a failure of the start/stop switch or a failure in either module. The input from the start/stop switch to the RFA module supersedes the input message from the IPC .

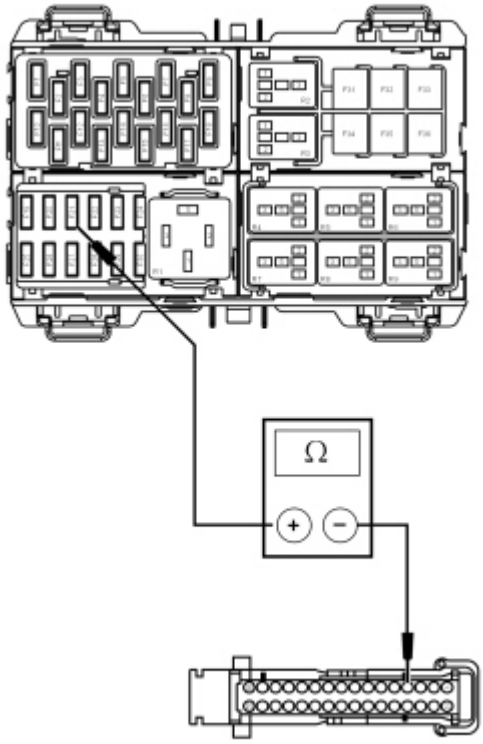
This pinpoint test is intended to diagnose the following:

- Fuses
- Wiring, terminals or connectors
- Smart keyless entry accessory relay
- Start/stop switch
- IPC
- RFA module

PINPOINT TEST I: DTCs U300E:62, U300F:62, U3010:62 AND U3011:62

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

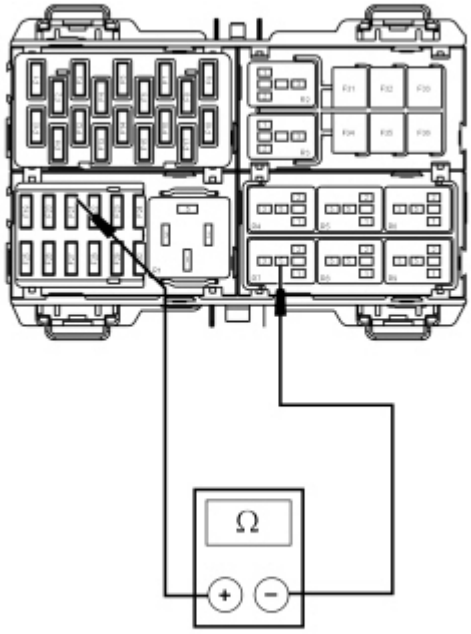
Test Step	Result / Action to Take
I1 CARRY OUT THE IPC SELF-TEST	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — IPC . • **Did the IPC communicate with the scan tool?**	**Yes** GO to I9 . **No** GO to I2 .
I2 CHECK THE IGNITION AND ACCESSORY INPUTS TO THE IPC	
NOTE: Record the results for this pinpoint test step, they will be referred to later in this pinpoint test. • Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between ground and: ▪ IPC C220-4, circuit CBP21 (BU/GY), harness side. ▪ IPC C220-15, circuit CBP19 (BN/WH), harness side.  N0117057 • **Are the voltages greater than 10 volts?**	**Yes** REFER to Section 418-00 to diagnose no communication with the IPC . **No** If the voltage on **both** CBP21 (BU/GY) **and** CBP19 (BN/WH) are less than 10 volts, GO to I3 . If only the voltage on CBP19 (BN/WH) is less than 10 volts, GO to I5 . If only the voltage on CBP21 (BU/GY) is less than 10 volts, GO to I7 .
I3 CHECK THE IPC SMART KEYLESS ENTRY IGNITION RELAY INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: CJB Fuse 21 (10A). • Measure the resistance between IPC C220-4, circuit CBP21 (BU/GY), harness side and CJB fuse 21 (10A), circuit CBP21 (BU/GY), output side.	**Yes** VERIFY CJB fuse 21 (10A) is OK. If OK, GO to I4 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. **No** REPAIR circuit CBP21 (BU/GY). CLEAR the DTCs. REPEAT the self-test.



N0117058

- **Is the resistance less than 5 ohms?**

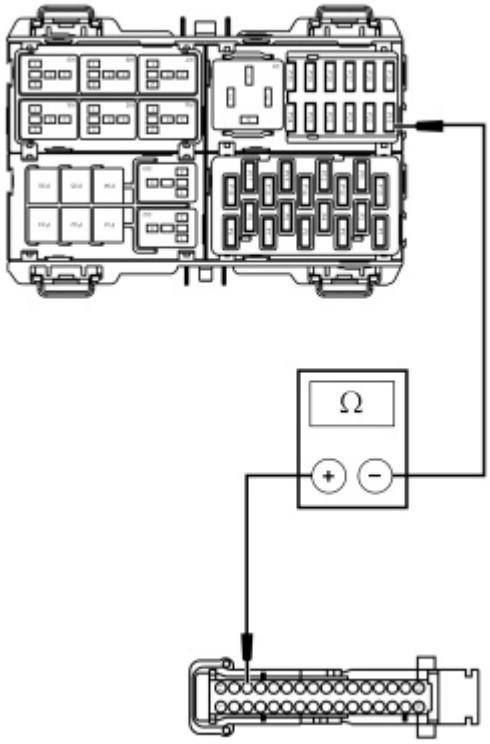
I4 CHECK THE SMART KEYLESS ENTRY IGNITION RELAY OUTPUT TO CJB FUSE 21 (10A)	
• Disconnect: Smart Keyless Entry Ignition Relay. • Measure the resistance between smart keyless entry ignition relay cavity 5, circuit CDC32 (BN/YE), and CJB fuse 21 (10A), circuit CDC32 (BN/YE), input side.	**Yes** If the voltage measured on CBP19 (BN/WH) in Step I2 was also less than 10 volts, GO to I5 . If the voltage measured on CBP19 (BN/WH) in Step I2 was greater than 10 volts, GO to I10 . **No** REPAIR circuit CDC32 (BN/YE). CLEAR the DTCs. REPEAT the self-test.



N0117059

- **Is the resistance less than 5 ohms?**

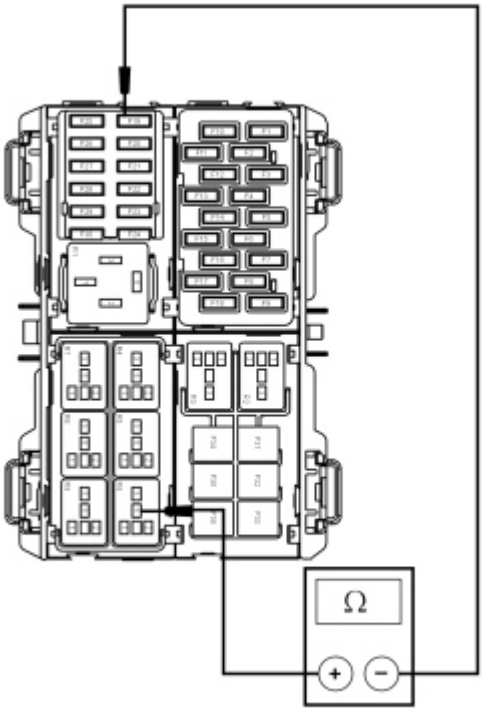
I5 CHECK THE IPC SMART KEYLESS ENTRY ACCESSORY RELAY INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: CJB Fuse 19 (7.5A). • Measure the resistance between IPC C220-15, circuit CBP19 (BN/WH), harness side and CJB fuse 19 (7.5A), circuit CBP19 (BN/WH), output side.	**Yes** VERIFY CJB fuse 19 (7.5A) is OK. If OK, GO to I6 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. **No** REPAIR circuit CBP19 (BN/WH). CLEAR the DTCs. REPEAT the self-test.



N0117060

- **Is the resistance less than 5 ohms?**

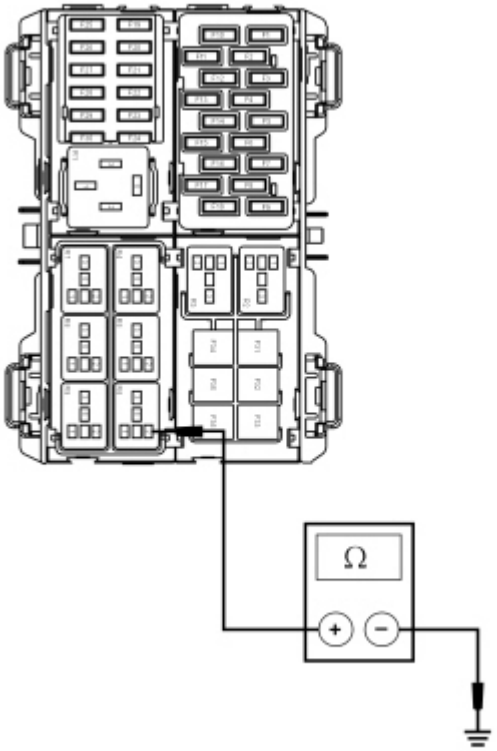
I6 CHECK THE SMART KEYLESS ENTRY ACCESSORY RELAY OUTPUT TO CJB FUSE 19 (7.5A)	
• Disconnect: Smart Keyless Entry Accessory Relay. • Measure the resistance between smart keyless entry accessory relay cavity 5, circuit CDC33 (VT/GN), and CJB fuse 19 (7.5A), circuit CDC33 (VT/GN), input side.	**Yes** GO to I7 . **No** REPAIR circuit CDC33 (VT/GN). CLEAR the DTCs. REPEAT the self-test.

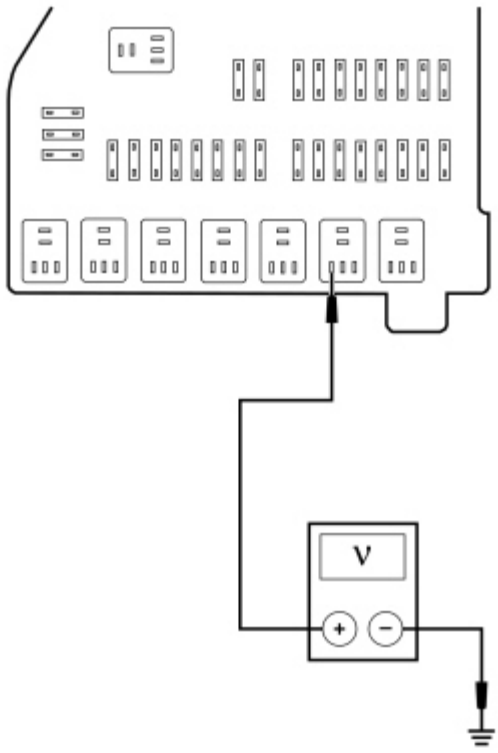


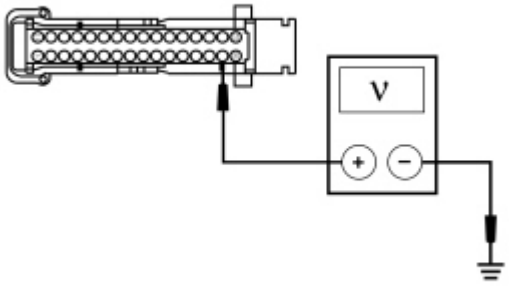
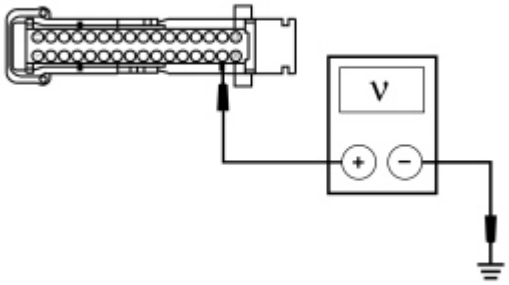
N0117047

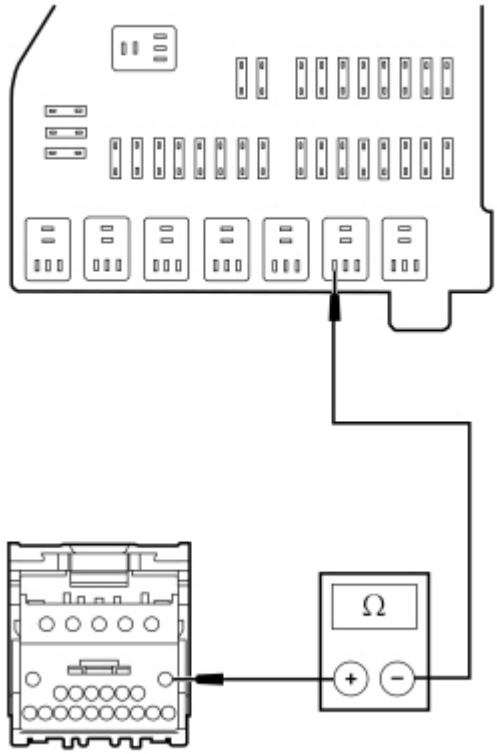
- **Is the resistance less than 5 ohms?**

I7 CHECK THE SMART KEYLESS ENTRY ACCESSORY RELAY GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between smart keyless entry accessory relay cavity 2, circuit GD145 (BK/BU), and ground.	**Yes** GO to I8 . **No** REPAIR circuit GD145 (BK/BU). CLEAR the DTCs. REPEAT the self-test.

 N0117046 • **Is the resistance less than 5 ohms?**	
I8 ISOLATE THE SMART KEYLESS ENTRY ACCESSORY RELAY	
• Carry out the appropriate relay component test. Refer to Wiring Diagrams Cell 149 for component testing. • **Is the relay OK?**	**Yes** GO to I10 . **No** INSTALL a new smart keyless entry accessory relay. CLEAR the DTCs. TEST the system for normal operation.
I9 ACT ON IPC DTCs	
• Refer to the results of the IPC self-test. • **Were any IPC DTCs present?**	**Yes** REFER to the Instrument Panel Cluster (IPC) DTC Chart in Section 413-01 . **No** GO to I10 .
I10 REVIEW THE RFA MODULE DTCs	
• Review the RFA module DTCs retrieved during Inspection and Verification. • **Are any DTCs other than U300E:62, U300F:62, U3010:62 and/or U3011:62 present?**	**Yes** DIAGNOSE all other RFA module DTCs before diagnosing U300E:62, U300F:62, U3010:62 and U3011:62. For DTCs B108B:23, B108B:29 and B108C:23, GO to Pinpoint Test E . For DTCs B10E7:11, B10E7:12, B10E7:16 and

	B10E7:17, GO to Pinpoint Test F. For DTCs U3004:11 and U3004:12, GO to Pinpoint Test G. For all other RFA module DTCs, REFER to the Remote Function Actuator (RFA) Module DTC Chart in this section. **No** For DTCs U300E:62, U300F:62 and/or U3011:62, GO to I11. For DTC U3010:62, GO to I12.
I11 CHECK THE STARTER MOTOR CONTROL SENSE CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: RFA Module C3503C. • Disconnect: IPC C220. • Disconnect: Starter Inhibit Relay. • Disconnect: ACM C240A (Vehicles Built After 1/14/2011). • Ignition ON. • Measure the voltage between starter inhibit relay, cavity 1, circuit CDC54 (WH/GN), harness side and ground.  N0117061 • **Is any voltage present?**	**Yes** REPAIR circuit CDC54 (WH/GN). CLEAR the DTCs. REPEAT the self-test. **No** GO to I12.
I12 CHECK THE IPC ACCESSORY INPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: IPC C220 (if not previously disconnected). • Connect: CJB Fuse 19 (7.5A) (if previously disconnected).	**Yes** GO to I13.

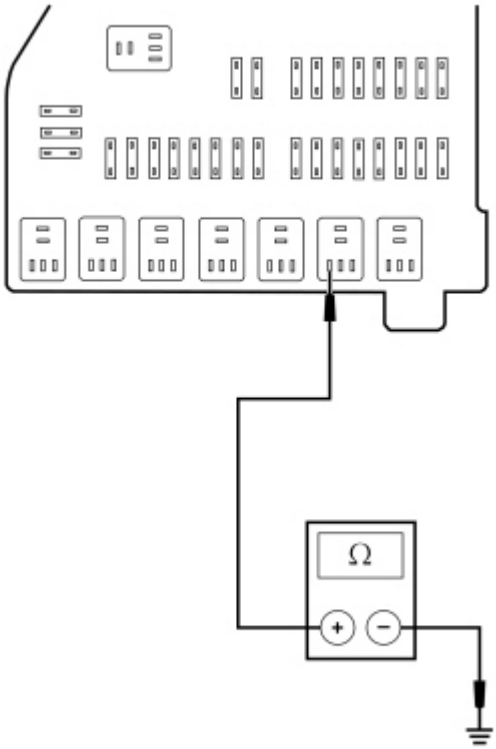
• Connect: Smart Keyless Entry Accessory Relay (if previously disconnected). • Ignition ON. • Measure the voltage between IPC C220-15, circuit CBP19 (BN/WH), harness side and ground.  N0117062 • **Is any voltage present?**	**No** GO to I14 .
I13 ISOLATE THE SMART KEYLESS ENTRY ACCESSORY RELAY AND CHECK THE IPC ACCESSORY INPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: Smart Keyless Entry Accessory Relay. • Measure the voltage between IPC C220-15, circuit CBP19 (BN/WH), harness side and ground.  N0117062 • **Is any voltage present?**	**Yes** REPAIR circuit CBP19 (BN/WH). CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new smart keyless entry accessory relay. CLEAR the DTCs. REPEAT the self-test.
I14 CHECK THE STARTER MOTOR CONTROL SENSE CIRCUIT FOR AN OPEN CIRCUIT	
• Ignition OFF. • Measure the resistance between starter inhibit relay cavity 1, circuit CDC54 (WH/GN), and RFA module C3503C-6, circuit CDC54 (WH/GN), harness side.	**Yes** GO to I15 . **No** REPAIR circuit CDC54 (WH/GN). CLEAR the DTCs. REPEAT the self-test.



N0117063

- **Is the resistance less than 5 ohms?**

I15 CHECK THE STARTER MOTOR CONTROL SENSE CIRCUIT FOR A SHORT TO GROUND	
• Measure the resistance between starter inhibit relay cavity 1, circuit CDC54 (WH/GN), and ground.	**Yes** GO to I16 . **No** REPAIR circuit CDC54 (WH/GN). CLEAR the DTCs. REPEAT the self-test.



N0117064

- **Is the resistance greater than 10,000 ohms?**

I16 CHECK FOR CORRECT RFA MODULE OPERATION
• Disconnect all RFA module electrical connectors.
• Check connectors for:
  ▪ corrosion
  ▪ pushed-out pins
  ▪ bent pins
  ▪ spread terminals
• Connect all RFA module electrical connectors and make sure they are seated correctly.
• Connect all other disconnected module connectors, relays and/or fuses.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10 .
	
	CONFIGURE the new RFA module. REFER to Programmable Module Installation (PMI) in Section 418-01 .
	
	CARRY OUT a Passive Anti-Theft System (PATS) Parameter Reset. REFER to Passive Anti-Theft System (PATS) Parameter Reset-Intelligent Access (IA) in Section 419-01B .
	
	PROGRAM 2 Intelligent Access (IA) keys. REFER to Key Programming Using Diagnostic Equipment-Intelligent Access (IA) in Section 419-01B .
	
	TEST the system for normal operation.
	
	No
	The system is operating

	correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test J: The Ignition Key Cannot Be Returned to the OFF Position

Refer to Wiring Diagrams Cell 37 , Shift Interlock for schematic and connector information.

Normal Operation

The key removal inhibit solenoid (part of the ignition switch) receives battery voltage from Central Junction Box (CJB) fuse 1 (15A). Moving the selector lever out of the PARK position closes the park detect switch (part of the selector lever) and provides a ground path for the key removal inhibit solenoid. The ground path activates the solenoid and prevents the ignition lock cylinder from being turned to the OFF position, which prevents the ignition key from being removed. The Instrument Panel Cluster (IPC) also receives input from the park detect switch along the same circuit as the key removal inhibit solenoid.

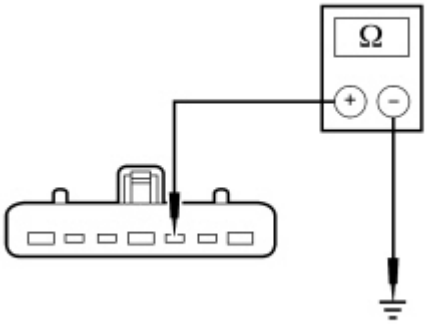
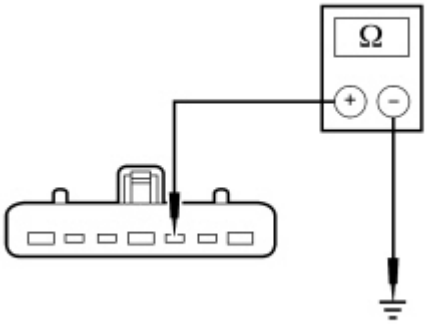
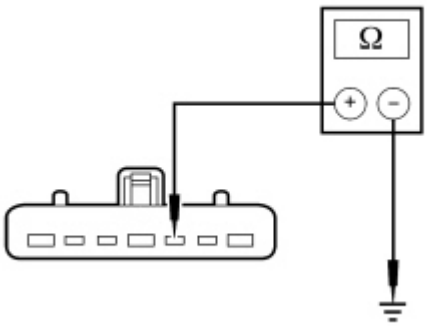
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Key removal inhibit solenoid (part of the ignition switch)
- Ignition lock cylinder
- Park detect switch (part of the selector lever)
- IPC

PINPOINT TEST J: THE IGNITION KEY CANNOT BE RETURNED TO THE OFF POSITION

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

Test Step	Result / Action to Take
J1 CHECK FOR AN ENERGIZED KEY REMOVAL INHIBIT SOLENOID	
• Remove CJB fuse 1 (15A). • Attempt to turn the ignition lock cylinder to the RUN position and then back to the OFF position and remove the key. • **Does the ignition lock cylinder turn to the OFF position and can the key be removed?**	**Yes** GO to J3 . **No** GO to J2 .
J2 CHECK THE IGNITION SWITCH FOR MECHANICAL DAMAGE	
• Remove the ignition switch. Refer to Ignition Switch in this section. • Attempt to turn the ignition lock cylinder to the OFF position and remove the ignition key. • **Does the ignition lock cylinder turn to the OFF position and can the key be removed?**	**Yes** INSTALL a new ignition switch. REFER to Ignition Switch in this section. TEST the system for normal operation. **No** REFER to Section 501-14 to continue diagnosis of the ignition lock cylinder.
J3 CHECK THE KEY REMOVAL INHIBIT SOLENOID CIRCUIT	

FOR A SHORT TO GROUND	
• Disconnect: Ignition Switch C250. • Measure the resistance between ignition switch C250-3, circuit CDC41 (WH/BN), harness side and ground.  N0065439 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new ignition switch. REFER to Ignition Switch in this section. TEST the system for normal operation. **No** GO to J4.
J4 ISOLATE THE IPC	
• Disconnect: IPC C220. • Measure the resistance between ignition switch C250-3, circuit CDC41 (WH/BN), harness side and ground.  N0065439 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to J6. **No** GO to J5.
J5 ISOLATE THE SHORT TO GROUND IN THE KEY REMOVAL INHIBIT SOLENOID CIRCUIT	
• Disconnect: Floor Shifter C3245. • Measure the resistance between ignition switch C250-3, circuit CDC41 (WH/BN), harness side and ground.  N0065439	**Yes** INSTALL a new selector lever. REFER to Section 307-05. TEST the system for normal operation. **No** REPAIR circuit CDC41 (WH/BN). TEST the system for normal operation.

• **Is the resistance greater than 10,000 ohms?**	
J6 CHECK FOR CORRECT IPC OPERATION	

• Check IPC C220 for:
  ▪ corrosion
  ▪ pushed-out pins
  ▪ bent pins
  ▪ spread terminals
• Connect: IPC C220.
• Connect: Ignition Switch C250.
• Make sure the connectors are seated correctly, then operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC .
	REFER to Section 413-01 .
	
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test K: The Ignition Key Can Be Turned to the OFF Position When the Selector Lever is Not In PARK

Refer to Wiring Diagrams Cell 37 , Shift Interlock for schematic and connector information.

Normal Operation

The key removal inhibit solenoid (part of the ignition switch) receives battery voltage from Central Junction Box (CJB) fuse 1 (15A). Moving the selector lever out of the PARK position closes the park detect switch (part of the selector lever) and provides a ground path for the key removal inhibit solenoid. The ground path activates the solenoid and prevents the ignition lock cylinder from being turned to the OFF position, which prevents the ignition key from being removed. The Instrument Panel Cluster (IPC) also receives input from the park detect switch along the same circuit as the key removal inhibit solenoid.

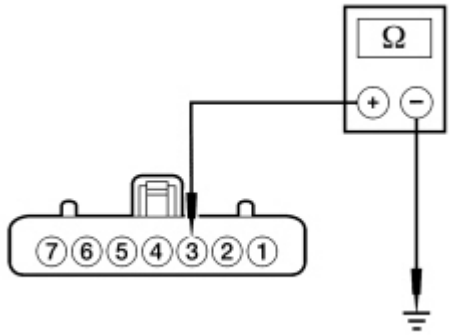
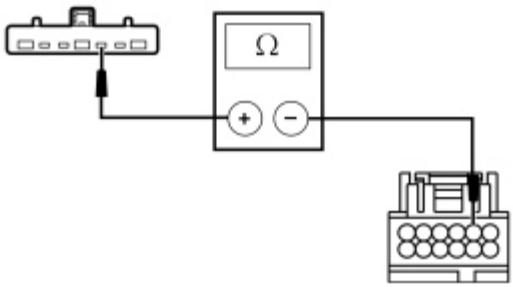
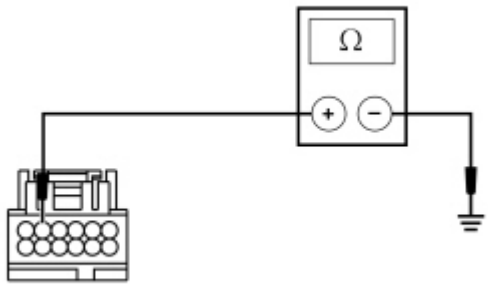
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Key removal inhibit solenoid (part of the ignition switch)
- Park detect switch (part of the selector lever)

PINPOINT TEST K: THE IGNITION KEY CAN BE TURNED TO THE OFF POSITION WHEN THE SELECTOR LEVER IS NOT IN PARK

NOTICE: **Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multi-meter probes.**

Test Step	Result / Action to Take
K1 CHECK THE KEY INHIBIT SOLENOID CIRCUIT FOR GROUND	
• Select NEUTRAL. • Disconnect: Ignition Switch C250. • Measure the resistance between ignition switch C250-3, circuit CDC41 (WH/BN), harness side and ground.	**Yes** INSTALL a new ignition switch. REFER to Ignition Switch in this section. TEST the system for normal operation.

 N0105910 • **Is the resistance less than 5 ohms?**	**No** GO to K2 .
K2 CHECK THE KEY INHIBIT SOLENOID CIRCUIT FOR AN OPEN	
• Disconnect: Floor Shifter C3245. • Measure the resistance between ignition switch C250-3, circuit CDC41 (WH/BN), harness side and floor shifter C3245-2, circuit CDC41 (WH/BN), harness side.  N0117065 • **Is the resistance less than 5 ohms?**	**Yes** GO to K3 . **No** REPAIR circuit CDC41 (WH/BN). TEST the system for normal operation.
K3 CHECK THE FLOOR SHIFTER GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between floor shifter C3245-5, circuit GD115 (BK/GY), harness side and ground.  N0117066 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new selector lever (floor shifter). REFER to Section 307-05 . TEST the system for normal operation. **No** REPAIR circuit GD115 (BK/GY). TEST the system for normal operation.

Component Tests

Ignition Switch — Mechanical

The following conditions can cause difficulty in operating the ignition switch and lock cylinder:

- burrs on the lock cylinder key
- insufficient lube on the lock cylinder
- binding lock cylinder
- burrs or foreign material around the rack-and-pinion actuator in the lock cylinder housing
- insufficient lube on the actuator (do not apply lubricant to the inside of the ignition switch.)
- binding ignition switch

Carry out the following test to determine if the ignition switch and lock cylinder are operating correctly.

1. Inspect the ignition key for any burrs, damage or incorrect cut. Have a new ignition key made as necessary.

2. Turn the key to the ACC position and then the ON position.
   - If the ignition key turns to the ACC and ON position, continue with Step 3.
   - If the ignition key will not turn to the ACC and ON position, continue with Step 4.

3. **NOTE:** The ignition switch and lock cylinder should return from the START position back to the ON position without assistance.

   Turn the ignition key to the START position and release the key.
   - If the ignition switch and lock cylinder return from the START position back to the ON position without assistance, the ignition switch is operating correctly at this time.
   - If the ignition switch and lock cylinder do not return from the START position back to the ON position without assistance, continue with Step 4.

4. Remove the ignition lock cylinder. Refer to Section 501-14 .

5. Rotate the ignition lock cylinder through all of the switch positions.
   - If the lock cylinder operates correctly, install a new ignition switch. Refer to Ignition Switch in this section.
   - If the lock cylinder does not operate correctly, install a new ignition lock cylinder. Refer to Section 501-14 .

Ignition Switch — Electrical

Refer to Wiring Diagrams Cell 149 for component testing.

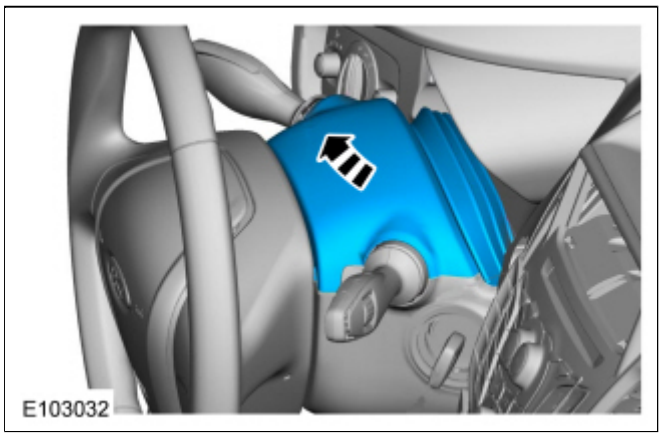
Multifunction Switch — Electrical

Refer to Wiring Diagrams Cell 149 for component testing.

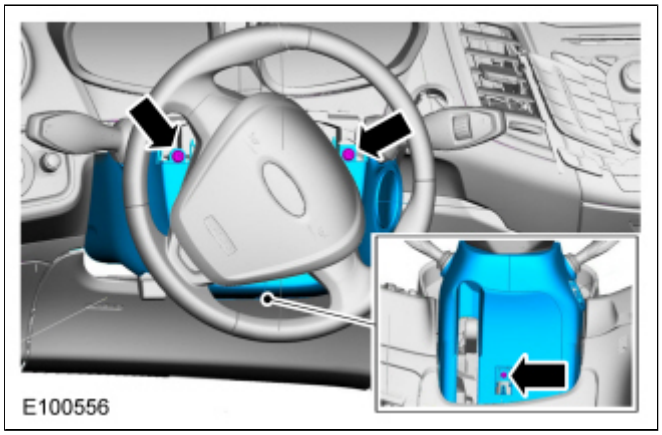
Ignition Switch

Removal and Installation

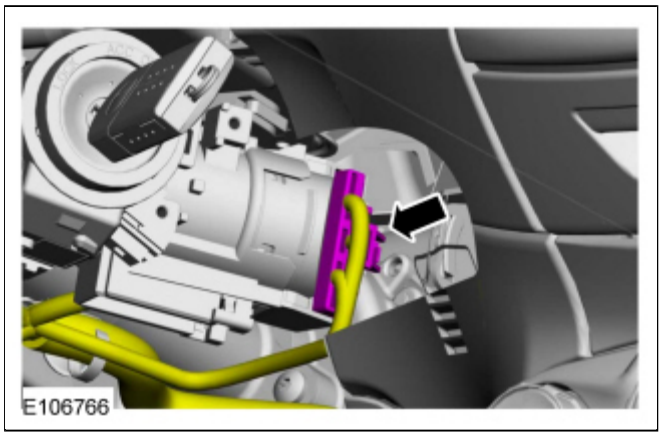
1. Pulling upward, detach the upper steering column shroud from the lower steering column shroud.
   - Slide the upper steering column shroud out of the Instrument Cluster (IC) trim panel and remove the shroud.



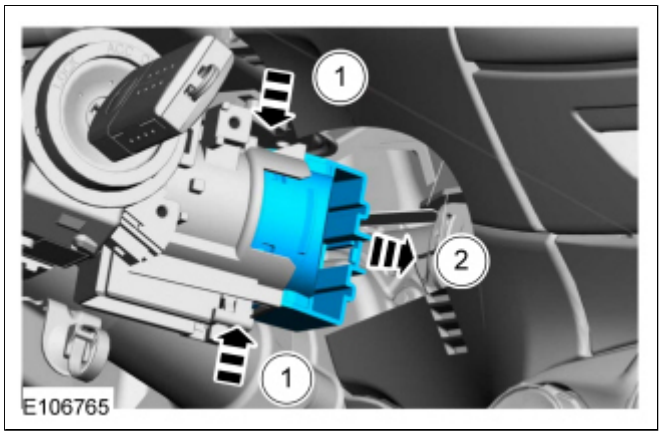
2. Remove the 3 screws and the lower steering column shroud.



3. Disconnect the ignition switch electrical connector.



4. Remove the ignition switch in the sequence shown.
    1. Press the 2 retaining tabs.
    2. Remove the ignition switch.

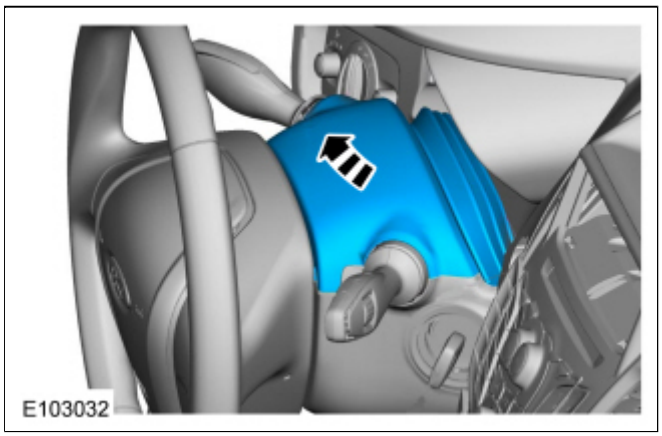


5. To install, reverse the removal procedure.

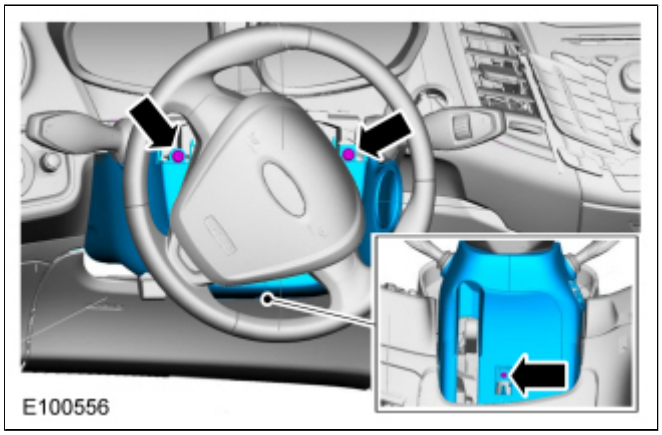
Steering Column Multifunction Switch

Removal and Installation

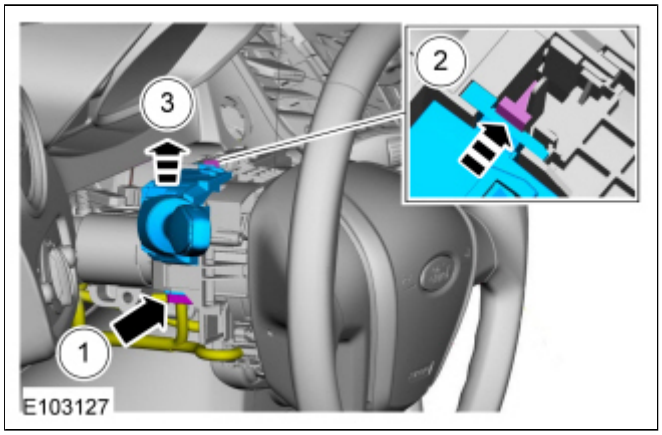
1. Pulling upward, detach the upper steering column shroud from the lower steering column shroud.
    - Slide the upper steering column shroud out of the Instrument Cluster (IC) trim panel and remove the shroud.



2. Remove the 3 screws and the lower steering column shroud.

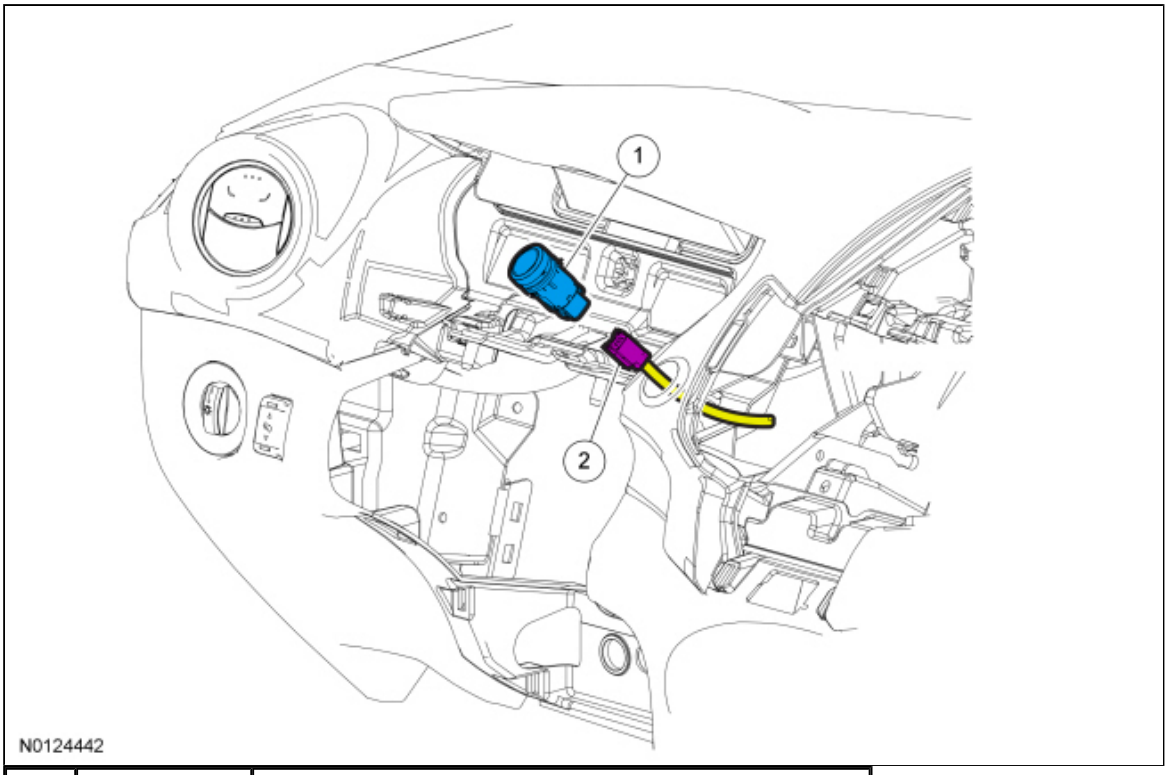


3. Remove the multifunction switch in the sequence shown.
    1. Disconnect the electrical connector.
    2. Push inward to release the locking clip.
    3. Slide the multifunction switch upward on the carrier and remove the multifunction switch.



4. To install, reverse the removal procedure.

Start/Stop Switch

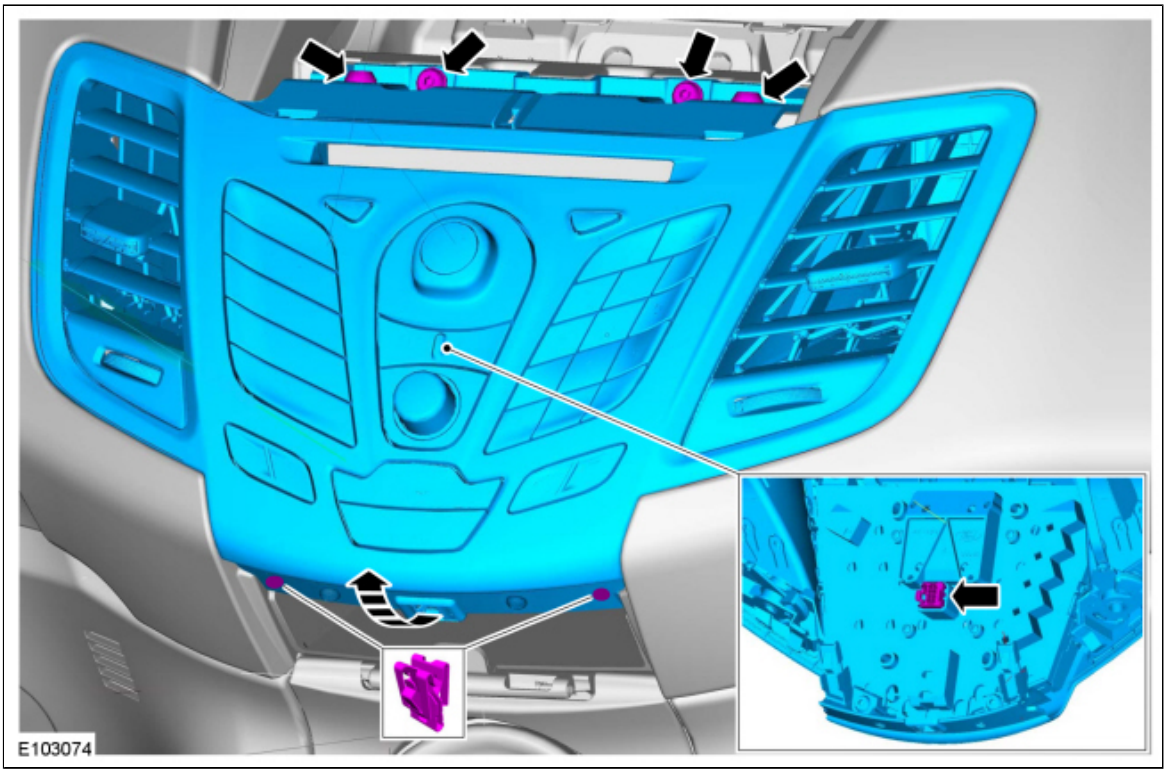


Item	Part Number	Description
1	11572	Start/stop switch
2	—	Start/stop switch electrical connector (part 14K024)

Removal and Installation

1. Remove the upper instrument panel finish panel. For additional information, refer to Section 501-12 .

2. Position aside the Front Controls Interface Module (FCIM) finish panel in the following order.
    1. Remove the 4 upper screws.
    2. Pull outward to detach the 2 lower clips.
    3. Disconnect the FCIM electrical connector and position the FCIM finish panel aside.



3. Release the 2 start/stop switch tabs (upper and lower) and detach the start/stop switch from the instrument panel.

4. Disconnect the start/stop switch electrical connector and remove the start/stop switch.

5. To install, reverse the removal procedure.

General Specifications

Item	Specification
A/C Compressor Magnetic Clutch	
Air gap between pulley and hub	0.3-0.6 mm (0.012-0.024 in)
A/C Pressure Relief Valve	
Open	3,682 kPa (534 psi) minimum
A/C Evaporator Discharge Air Temperature Sensor	
Cut-in/cut-out	2.2°C (36°F)/0.6°C (33°F)

Material

Item	Specification	Fill Capacity
Motorcraft® A/C Cooling Coil Coating YN-29	—	—
Motorcraft® A/C System Flushing Solvent YN-23	—	—
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B	100 ml (3.4 fl oz)
Motorcraft® R-134a Refrigerant YN-19 (US); CYN-16-R (Canada)	WSH-M17B19-A	0.54 kg (19 oz) (1.19 lb)
Stay-Brite® R-134a Leak Detection Dye 164-R6060 (Rotunda)	—	—

Climate Control System

Climate Control System Operation

WARNING: Take the following precautions when repairing an air conditioning system containing R-134a:

- **Always wear safety goggles.**
- **Avoid contact with liquid refrigerant R-134a. R-134a vaporizes at approximately -25°C (-13° F) under atmospheric pressure and will freeze skin tissue.**
- **Never allow refrigerant R-134a gas to escape in quantity in an occupied space. It will displace the oxygen needed to support life.**
- **Never use a torch in an atmosphere containing R-134a gas. R-134a is non-toxic at all normal conditions, but it decomposes when exposed to high temperatures such as a torch flame. During decomposition it releases irritating and toxic gasses (as described in the MSDS sheet from the manufacturer). Decomposition products are hydrofluoric acid, carbon dioxide and water.**

Failure to follow these instructions may result in serious personal injury.

NOTICE: **To avoid damaging the vehicle or Air Conditioning (A/C) components, observe the following precautions.**

- **Identify and analyze the A/C refrigerant of all vehicles prior to refrigerant charging. Failure to do so can contaminate the shop bulk refrigerant and other vehicles.**
- **Do not add R-12 refrigerant to an A/C system that requires the use of R-134a refrigerant. These 2 types of refrigerant must never be mixed. Doing so can damage the A/C system.**
- **Charge the A/C system with R-134a refrigerant gas while the engine is running only at the low-pressure side to prevent refrigerant slugging from damaging the A/C compressor.**
- **Use only R-134a refrigerant. Due to environmental concerns, when the A/C system is drained, collect the refrigerant using refrigerant recovery/recycling equipment. Federal, State/Provincial and/or local laws REQUIRE that R-134a be recovered into appropriate recovery equipment and the process be conducted by qualified technicians who have been certified by an approved organization, such as ASE or Mobile Air Conditioning Society (MACS). Use of a recovery machine dedicated to R-134a is necessary to reduce the possibility of oil and refrigerant incompatibility concerns. Refer to the instructions provided by the equipment manufacturer when removing refrigerant from or charging the A/C system.**
- **R-134a Refrigerant must not be mixed with air for leak testing or used with air for any other purpose above atmospheric pressure. R-134a is combustible when mixed with high concentrations of air and higher pressures.**
- **A number of manufacturers are producing refrigerant products described as direct substitutes for R-134a. The use of any unauthorized substitute refrigerant can severely damage the A/C components. If repair is required, use only new or recycled R-134a refrigerant.**

NOTICE: **To avoid contamination of the Air Conditioning (A/C) system, observe the following precautions.**

- **Never open or loosen a connection before recovering the refrigerant.**

- **When loosening a connection, if any residual pressure is evident, allow it to leak out before opening the fitting.**
- **Evacuate a system that has been opened to install a new component or one that has discharged through leakage before charging.**
- **Seal open fittings with a cap or plug immediately after disconnecting a component from the system.**
- **Clean the outside of the fittings thoroughly before disconnecting a component from the system.**
- **Do not remove the sealing caps from a new component until ready to install.**
- **Refrigerant oil will absorb moisture from the atmosphere if left uncapped. Do not open an oil container until ready to use and install the cap immediately after using. Store the oil in a clean, moisture-free container.**
- **Install a new O-ring seal before connecting an open fitting. Coat the fitting and O-ring seal with PAG oil before connecting.**
- **When installing a refrigerant line, avoid sharp bends. Position the line away from the exhaust or any sharp edges that can chafe the line.**
- **Tighten threaded fittings only to specifications. The steel and aluminum fittings used in the refrigerant system will not tolerate overtightening.**
- **When disconnecting a fitting, use a wrench on both halves of the fitting to prevent twisting of the refrigerant lines or tubes.**
- **Do not open a refrigerant system or uncap a new component unless it is as close as possible to room temperature. This will prevent condensation from forming inside a component that is cooler than the surrounding air.**

The climate control system, **not equipped with A/C** , consists of the following components:

- Heater core and evaporator core housing
- HVAC module
- Instrument Panel Cluster (IPC)
- Temperature blend door actuator
- Floor/defrost/panel mode door actuator
- Air inlet mode door actuator
- Blower motor resistor
- Blower motor

The climate control system, **equipped with A/C** , consists of the following components:

- A/C compressor
- A/C compressor clutch assembly
- A/C condenser core
- A/C evaporator core
- Receiver/drier
- Connecting refrigerant lines
- Thermostatic Expansion Valve (TXV)
- Heater core and evaporator core housing
- HVAC module
- Instrument Panel Cluster (IPC)
- Temperature blend door actuator
- Floor/defrost/panel mode door actuator
- Air inlet mode door actuator
- Blower motor resistor
- Blower motor
- Evaporator discharge air temperature sensor

HVAC System Operation

The Electronic Manual Temperature Control (EMTC) system heats or cools the vehicle depending on the HVAC control panel selection.

- The control panel selection determines heating or cooling, air distribution and enables blower motor operation.
- The temperature control setting determines the air outlet temperature.
- The blower motor switch varies the blower motor speed.
- During A/C operation (if equipped), the system reduces the relative humidity of the air inside the vehicle.

HVAC System Airflow and Mode Description

Max A/C (if equipped)

When MAX A/C is selected:

- the air inlet door closes off outside air and admits only recirculated air.
- the RECIRC button is disabled and the indicator is illuminated. (RECIRC forced on)
- the defrost/panel/floor door directs airflow to the instrument panel registers.
- blended air temperature is available.
- the A/C request button disabled and the indicator is illuminated.
- the A/C compressor operates if the outside temperature is above approximately 0°C (32°F).
- the blower motor is on.

PANEL

When PANEL is selected:

- the RECIRC request button is enabled. If the RECIRC request button is selected (indicator on), the air inlet door closes off outside air from entering the passenger compartment. If the RECIRC request button is not selected (indicator off), the air inlet door admits only outside air into the passenger compartment.
- the defrost/panel/floor door directs airflow to the instrument panel registers.
- blended air temperature is available. Only when A/C compressor operation (if equipped) has been selected by pressing the A/C request button (indicator on), can the airflow temperature be cooled below the outside air temperature.
- the A/C request button (if equipped) is enabled. The A/C compressor operates and the indicator illuminates if the A/C request button is selected and the outside temperature is above approximately 0°C (32°F).
- the blower motor is on.

PANEL/FLOOR

When PANEL/FLOOR is selected:

- the RECIRC request button is enabled. If the RECIRC request button is selected (indicator on), the air inlet door closes off outside air from entering the passenger compartment. If the RECIRC request button is not selected (indicator off), the air inlet door admits only outside air into the passenger compartment.
- the defrost/panel/floor door directs airflow to the floor duct and the instrument panel A/C registers. A small amount of airflow from the side window demisters and defrost duct is present.
- blended air temperature is available. Only when A/C compressor operation (if equipped) has been selected by pressing the A/C request button (indicator on), can the airflow temperature be cooled

below the outside air temperature.
- the A/C request button (if equipped) is enabled. The A/C compressor operates and the indicator illuminates if the A/C request button is selected and the outside temperature is above approximately 0°C (32°F).
- the blower motor is on.

OFF

When OFF is selected:

- the RECIRC request button is disabled.
- the air inlet door closes off outside air and admits only recirculated air.
- the A/C request button (if equipped) is disabled.
- the blower motor is off.

FLOOR

When FLOOR is selected:

- the RECIRC request button is enabled. If the RECIRC request button is selected (indicator on), the air inlet door closes off outside air from entering the passenger compartment. If the RECIRC request button is not selected (indicator off), the air inlet door admits only outside air into the passenger compartment. When RECIRC is selected, the air inlet mode door remains in recirculated air mode for 5 minutes. After 5 minutes, the RECIRC indicator turns off and the air inlet mode door changes to fresh air mode.
- the defrost/panel/floor door directs airflow to the floor duct. A small amount of airflow from the defroster duct and side window demisters is present.
- blended air temperature is available. Only when A/C compressor operation (if equipped) has been selected by pressing the A/C request button (indicator on), can the airflow temperature be cooled below the outside air temperature.
- the A/C request button is enabled. The A/C compressor operates and the indicator illuminates if the A/C request button is selected and the outside temperature is above approximately 0°C (32° F).
- the blower motor is on.

FLOOR/DEFROST

When the FLOOR/DEFROST is selected:

- the RECIRC request button is enabled. If the RECIRC request button is selected (indicator on), the air inlet door closes off outside air from entering the passenger compartment. If the RECIRC request button is not selected (indicator off), the air inlet door admits only outside air into the passenger compartment. When RECIRC is selected, the air inlet mode door remains in recirculated air mode for 5 minutes. After 5 minutes, the RECIRC indicator turns off and the air inlet mode door changes to fresh air mode.
- the defrost/panel/floor door actuator directs airflow to the floor duct, the defroster duct and the side window demisters.
- blended air temperature is available.
- the A/C request button (if equipped) indicates the last status and the indicator can be toggled. To reduce fogging, the A/C compressor operates automatically, regardless of indicator status, if the outside temperature is above approximately 0°C (32°F).
- the blower motor is on.

DEFROST

When DEFROST is selected:

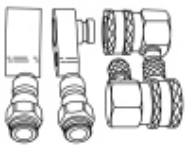
- the RECIRC request button is disabled. The air inlet door opens, admitting only outside air into

the passenger compartment.

- the defrost/panel/floor door directs airflow to the defroster duct and side window demisters. A small amount of airflow from the floor duct is present.
- blended air temperature is available.
- the A/C request button (if equipped) will indicate the last status and the indicator can be toggled. To reduce fogging, the A/C compressor will operate automatically, regardless of indicator status, if the outside temperature is above approximately 0°C (32°F).
- the blower motor is on.

Climate Control System

Special Tool(s)

ST2985-A	A/C Flush Adapter Kit 219-00074 or equivalent
 ST3282-A	Adapters/O-rings for Filter 219-00077 or equivalent
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST1474-A	Pressure Test Kit 014-R1072 or equivalent
ST1928-A	R-134a Manifold Gauge Set 176-R032A or equivalent
ST2351-A	Refrigerant Leak Detector 216-00001 or equivalent
ST3094-A	Test Light SGT27000 or equivalent 250-300 mA incandescent bulb test lamp
	Vehicle Communication Module

ST2834-A	(VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

The Refrigerant Cycle

During stabilized conditions (A/C system shutdown), the refrigerant pressures are equal throughout the system. When the A/C compressor is in operation, it increases pressure on the refrigerant vapor, raising its temperature. The high-pressure and high-temperature vapor is then released into the top of the A/C condenser core.

The A/C condenser, being close to ambient temperature, causes the refrigerant vapor to condense into a liquid when heat is removed from the refrigerant by ambient air passing over the fins and tubing. The now liquid refrigerant, still at high pressure, exits from the bottom of the A/C condenser and enters the inlet side of the A/C receiver/drier. The receiver/drier is designed to remove moisture from the refrigerant.

The outlet of the receiver/drier is connected to the Thermostatic Expansion Valve (TXV). The TXV provides the orifice which is the restriction in the refrigerant system and separates the high and low pressure sides of the A/C system. As the liquid refrigerant passes across this restriction, its pressure and boiling point are reduced.

The liquid refrigerant is now at its lowest pressure and temperature. As it passes through the A/C evaporator, it absorbs heat from the airflow passing over the plate/fin sections of the A/C evaporator. This addition of heat causes the refrigerant to boil (convert to gas). The now cooler air can no longer support the same humidity level of the warmer air and this excess moisture condenses on the exterior of the evaporator coils and fins and drains outside the vehicle.

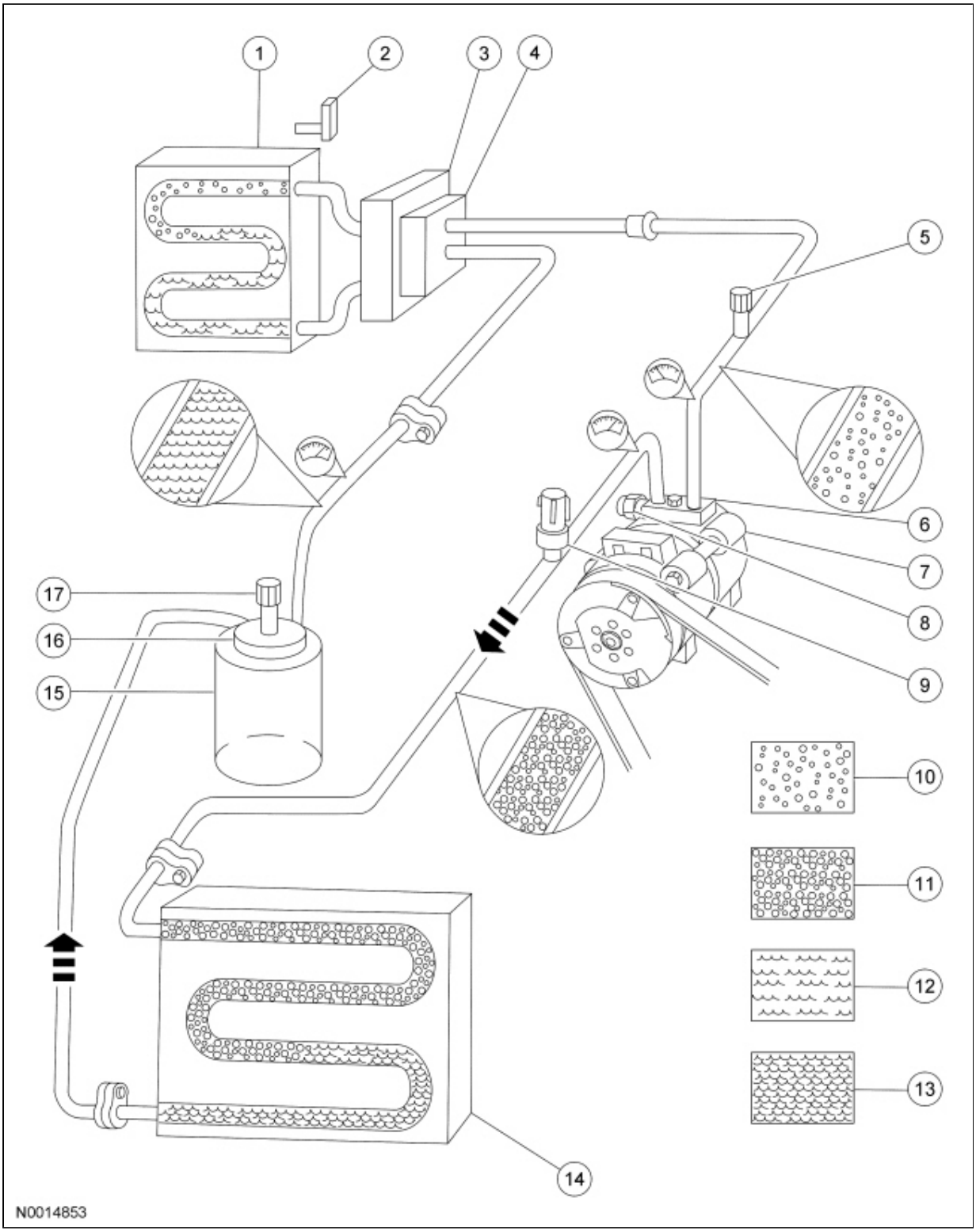
The refrigerant cycle is now repeated with the A/C compressor again increasing the pressure and temperature of the refrigerant.

The evaporator discharge air temperature sensor monitors the temperature of the evaporator core controls A/C clutch cycling. If the temperature of the evaporator core is low enough to cause the condensed water vapor to freeze, the A/C clutch is disengaged by the PCM.

The high-side line pressure is monitored by the A/C pressure transducer so that A/C compressor operation is interrupted if the system pressure becomes too high or is determined to be too low (low charge condition).

The A/C compressor relief valve opens and vents refrigerant to relieve unusually high system pressure.

Thermostatic Expansion Valve (TXV) Type Refrigerant System



Item	Description
1	A/C evaporator core
2	A/C evaporator core temperature sensor
3	Thermostatic Expansion Valve (TXV)
4	Manifold and tube assembly — TXV
5	A/C charge valve port (low side)
6	Manifold and tube assembly — A/C compressor

7	A/C compressor
8	A/C pressure relief valve
9	A/C pressure transducer
10	Low-pressure vapor
11	High-pressure vapor
12	Low-pressure liquid
13	High-pressure liquid
14	A/C condenser core
15	A/C receiver/drier
16	Manifold and tube assembly — receiver/drier
17	A/C charge valve port (high side)

Inspection and Verification

1. Verify the customer concern by operating the climate control system to duplicate the condition.
2. Visually inspect for obvious signs of mechanical or electrical damage.

   Visual Inspection Chart

Mechanical	Electrical

• Loose, missing or damaged A/C compressor drive belt
• Loose or disconnected A/C clutch
• Broken or leaking refrigerant lines
	• Battery Junction Box (BJB) fuse (s):
	  ▪ 4 (40A)
	  ▪ 29 (10A)
	• Central Junction Box (CJB) fuse (s):
	  ▪ 2 (10A)
	  ▪ 7 (7.5A)
	  ▪ 21 (10A)
	• Blower motor inoperative
	• A/C compressor inoperative
	• Circuitry open/shorted
	• Disconnected electrical connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).
5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms voltage and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no voltage to the scan tool.
6. If the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
    - If the scan tool responds with no communication from one or more modules, refer to Section 418-00 .
    - If the network test passes, retrieve and record the Continuous Memory Diagnostic Trouble Codes (CMDTCs).

8. Clear the CMDTCs and carry out the self-test diagnostics from the Instrument Panel Cluster (IPC) and PCM.

9. **NOTE:** Some PCM DTCs may inhibit A/C operation. If any PCM DTCs are retrieved, diagnose those first. Refer to the PCM DTC Chart.

   If the PCM DTCs retrieved are related to the concern, go to the PCM DTC Chart. If the IPC DTCs retrieved are related to the concern, go to the Instrument Panel Cluster (IPC) DTC Chart. For all other DTCs, refer to Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart - Climate Control Systems or GO to Symptom Chart - NVH .

Self-Test — Retrieving And Clearing HVAC Module DTCs

To retrieve HVAC module DTCs, Carry out the following steps:

1. With the ignition on, select any mode except OFF on the HVAC controls.

2. While pressing the RECIRC mode button, select OFF on the HVAC controls.

3. Continue holding the RECIRC mode button for 5 seconds after OFF is selected.

The recirc mode indicator flashes at the rate of 1 flash per second for the first digit of the DTC, pause for 2 seconds, then resumes flashing at 1 flash per second for the second digit of the DTC. There is a 5 second pause between DTCs. DTC 1-1 indicates no faults present.

To exit **without clearing DTCs** , select any mode **except** FLOOR or PANEL/FLOOR or turning the ignition off after retrieving HVAC module DTCs.

To exit and **clear HVAC DTCs** , select FLOOR after retrieving HVAC module DTCs. The recirc mode indicator flashes 5 times a second for 2 seconds, then resumes flashing to indicate any DTCs. DTC 1-1 indicates no faults present.

Calibrating the HVAC Actuators

NOTE: The HVAC module will initialize and calibrate the actuators. The purpose of the HVAC module actuator position calibration is to allow the HVAC module to reinitialize and calibrate the actuator stop points.

To calibrate HVAC actuators, Carry out the following steps:

1. With the ignition on, select any mode except OFF on the HVAC controls.

2. While pressing the RECIRC mode button, select OFF on the HVAC controls.

3. Continue holding the RECIRC mode button for 5 seconds after OFF is selected.

4. Select PANEL/FLOOR mode on the HVAC controls.

The recirc mode indicator flashes at the rate of 1 flash per second for the duration of the actuator calibration. After the calibration is complete, the recirc mode indicator resumes flashing to indicate any DTCs. DTC 1-1 indicates no faults present.

DTC Charts

PCM DTC Chart

DTC	Description	Action to Take
P0531:2F	A/C Refrigerant Pressure Sensor A Circuit Range/Performance: Signal Erratic	INSPECT the refrigerant system for leaks. REFER to Electronic Leak Detection or Fluorescent Dye Leak Detection . If refrigerant system leaks or is low, RECHARGE the refrigerant system. REFER to Specifications in this section. If the refrigerant system does not leak and is properly charged, INSTALL a new A/C pressure transducer. CLEAR the DTCs and REPEAT the self-test. TEST the system for normal operation.
P0532:16	A/C Refrigerant Pressure Sensor A Circuit Low: Circuit Voltage Below Threshold	GO to Pinpoint Test a .
P0533:17	A/C Refrigerant Pressure Sensor A Circuit High: Circuit Voltage Above Threshold	GO to Pinpoint Test a .
P0645:13	A/C Clutch Relay Control Circuit: Circuit Open	GO to Pinpoint Test b .
P0646:11	A/C Clutch Relay Control Circuit Low: Circuit Short To Ground	GO to Pinpoint Test B .
P0647:12	A/C Clutch Relay Control Circuit High: Circuit Short To Battery	GO to Pinpoint Test B .
All Other DTCs	—	REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Instrument Panel Cluster (IPC) DTC Chart

DTC	Description	Action to Take
B101E:01	Air Conditioning Mode Switch: General Electrical Failure	PLACE the HVAC selector in the OFF position, CLEAR the DTCs and REPEAT the self-test. If the DTC does not return, ignore the DTC and continue diagnosing other DTCs or symptoms. If the DTC returns and HVAC DTC 5-2 **is** also set, GO to Pinpoint Test I and diagnose HVAC DTC 5-2. If the DTC returns and HVAC DTC 5-2 is **not** also set, INSTALL a new Instrument Panel Cluster (IPC). REFER to Section 413-01 .
B1B71:11	Evaporator Temperature Sensor: Circuit Short to Ground	GO to Pinpoint Test C .
B1B71:13	Evaporator Temperature Sensor: Circuit Open	GO to Pinpoint Test C .
All Other DTCs	—	REFER to Section 413-01 .

HVAC Module DTC Chart

NOTE: Some PCM and Instrument Panel Cluster (IPC) DTCs may inhibit A/C operation. If any PCM or IPC DTCs are retrieved, diagnose those first. Refer to the PCM DTC Chart or the Instrument Panel Cluster (IPC) DTC Chart.

DTC	Description	Action to Take
1-0	Recirculation Button Performance	If the RECIRC button is held for more than 2 minutes, this DTC sets. ATTEMPT to clean buttons. CLEAR the DTCs. REPEAT the self-test. If DTC returns, INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation.
1-1	Diagnostics Mode Entered — No DTC Set	This DTC indicates that no HVAC faults are present at this time.
1-2	A/C Button Performance	If the A/C button is held for more than 2 minutes, this DTC sets. ATTEMPT to clean buttons. CLEAR the DTCs. REPEAT the self-test. If code returns, INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation.
2-1	Blend Feedback Circuit/Performance	GO to Pinpoint Test m .
2-2	Blend Motor Driver Circuit/Performance	GO to Pinpoint Test m .
2-3	Blend Actuator Calibration Performance	GO to Pinpoint Test m .
3-1	Mode Feedback Circuit/Performance	GO to Pinpoint Test h .
3-2	Mode Motor Driver Circuit/Performance	GO to Pinpoint Test h .
3-3	Mode Actuator Calibration Performance	GO to Pinpoint Test h .
4-2	Recirculation Motor Driver Circuit/Performance	GO to Pinpoint Test g .
4-4	Feedback Reference Circuit/Performance	GO to Pinpoint Test d .
5-1	Blower Relay Driver Circuit/Performance	If the blower motor is inoperative, GO to Pinpoint Test n . If the blower motor is always on, GO to Pinpoint Test o .
5-2	A/C Select Drive Circuit/Performance	If the A/C is inoperative, GO to Pinpoint Test j . If the A/C is always commanded on, GO to Pinpoint Test l .
5-3	Battery Voltage Low	GO to Pinpoint Test e .
5-4	Battery Voltage High	GO to Pinpoint Test e .

Symptom Chart — Climate Control System

Symptom Chart — Climate Control System

NOTE: Some PCM DTCs may inhibit A/C operation. If any PCM DTCs are retrieved, diagnose those first. Refer to the PCM DTC Chart.

Condition	Possible Sources	Action
• All HVAC functions inoperative	• Fuse • Wiring, terminals or connectors • HVAC module	• GO to Pinpoint Test P .

• Unable to duplicate the customer concern and no DTCs present	• Incorrect functioning of the HVAC system and/or related components	• GO to Pinpoint Test F .
• Reduced outlet airflow	• Wiring, terminals or connectors • A/C compressor clutch air gap • A/C pressure transducer • Evaporator discharge air temperature sensor • A/C clutch relay • Blower motor • Blower motor resistor • HVAC module • PCM	• If the vehicle is not equipped with A/C, GO to Pinpoint Test O • If the A/C compressor is engaged and does not cycle, GO to Pinpoint Test K . • If the A/C compressor cycles normally, GO to Pinpoint Test O .
• The air inlet door is inoperative	• Wiring, terminals or connectors • Air inlet mode door actuator • Air inlet mode door binding or stuck • HVAC module	• GO to Pinpoint Test G .
• Incorrect/erratic direction of airflow from outlets	• Wiring, terminals or connectors • Defrost/panel/floor mode door actuator • Defrost/panel/floor mode door binding or stuck • HVAC module	• GO to Pinpoint Test H .
• Insufficient, erratic or no heat	• Low engine coolant level • Plugged or partially plugged heater core • Temperature blend door binding or stuck • Temperature blend door actuator	• GO to Pinpoint Test I .
• The air conditioning (A/C) is inoperative	• Fuse(s) • Wiring, terminals or connectors • A/C system discharged/low charge • PCM • HVAC module • A/C clutch relay • A/C compressor clutch air gap • A/C pressure transducer • Evaporator discharge air temperature sensor • A/C compressor clutch field coil	• GO to Pinpoint Test J .
• The air conditioning (A/C) is always on — A/C compressor does not cycle	• Wiring, terminals or connectors • PCM • A/C clutch relay • A/C compressor	• GO to Pinpoint Test K .

	clutch air gap • Evaporator discharge air temperature sensor	
• The A/C is always on — A/C mode always commanded ON	• Wiring, terminals or connectors • HVAC module • PCM	• GO to Pinpoint Test L .
• Temperature control is inoperative/does not operate correctly	• Wiring, terminals or connectors • HVAC module • Temperature blend door is binding or stuck • Temperature blend door actuator	• GO to Pinpoint Test M .
• The blower motor is inoperative	• Fuse(s) • Wiring, terminals or connectors • HVAC module • Blower motor relay • Blower motor	• GO to Pinpoint Test N .
• The blower motor does not operate correctly	• Wiring, terminals or connectors • A/C blower motor resistor • HVAC module	• GO to Pinpoint Test O .
• A/C pressure relief valve discharging	• High system pressure • A/C pressure relief valve	• CHECK the high side system pressure. If the pressure is below the A/C pressure relief valve open pressure, REPLACE the A/C pressure relief valve. If the system pressure is above the A/C pressure relief valve open pressure, REPAIR the system for a restriction.

Symptom Chart — NVH

Symptom Chart — NVH

NOTE: NVH symptoms will be identified using the diagnostic tools that are available. For a list of these tools, an explanation of their uses and a glossary of common terms, refer to Section 100-04 . Since it is possible any one of multiple systems may be the cause of a symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system. If this is not the causal system for the symptom, refer back to Section 100-04 for the next likely system and continue diagnosis.

Condition	Possible Sources	Action
• Noisy A/C compressor	• A/C compressor clutch air gap out of specification	• CHECK and ADJUST the A/C compressor clutch gap if necessary. REFER to Air Conditioning (A/C) Clutch Air Gap Adjustment in this section. TEST the system for normal operation. • If the A/C compressor clutch gap is OK, INSTALL an A/C compressor clutch. REFER to Section 412-01 . TEST the system for normal operation.
	• A/C compressor pulley bearing	• INSPECT the A/C compressor pulley bearing for roughness. If bearing

	worn	roughness is found, INSTALL an A/C compressor pulley. REFER to Section 412-01. TEST the system for normal operation.

Pinpoint Tests

Pinpoint Test A: DTC P0532:16 or P0533:17

Refer to Wiring Diagrams Cell 23, Electronic Engine Controls for schematic and connector information.

Refer to Wiring Diagrams Cell 54, Manual Climate Control System for schematic and connector information.

Normal Operation

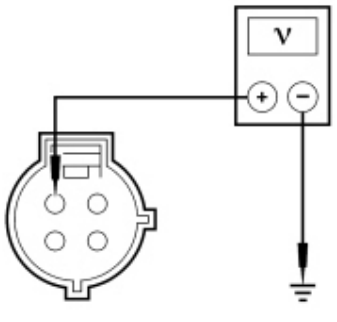
Under normal operation, the A/C pressure transducer receives a ground from the PCM. A 5-volt reference voltage is supplied to the A/C pressure transducer from the PCM. The A/C pressure transducer then sends a voltage to the PCM to indicate the A/C pressure.

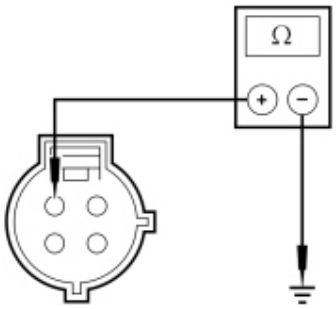
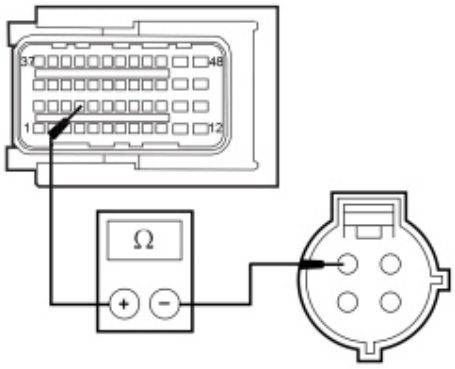
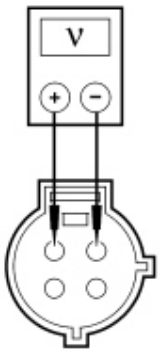
- DTC P0532:16 (A/C Refrigerant Pressure Sensor A Circuit Low: Circuit Voltage Below Threshold) — The A/C pressure transducer inputs a feedback voltage to the PCM. This DTC sets if the feedback voltage is less than 0.26 volts for at least 2 seconds and the ambient air temperature is greater than 0°C (32°F).
- DTC P0533:17 (A/C Refrigerant Pressure Sensor A Circuit High: Circuit Voltage Above Threshold) — The A/C pressure transducer inputs a feedback voltage to the PCM. This DTC sets if the feedback voltage is greater than 4.95 volts for at least 2 seconds and the ambient air temperature is greater than 0°C (32°F).

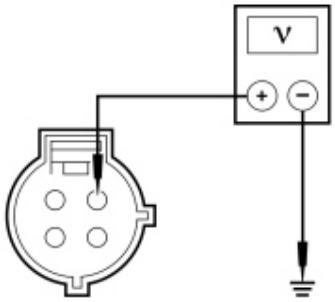
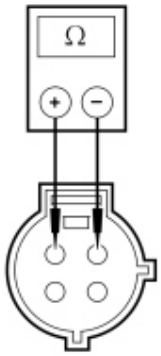
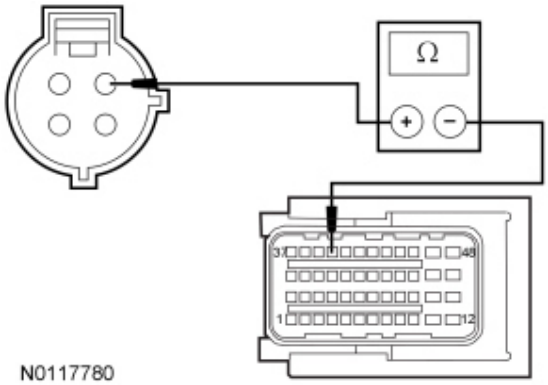
This pinpoint test is intended to diagnose the following:

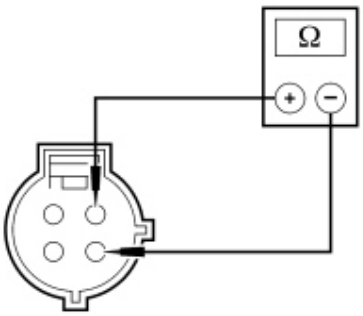
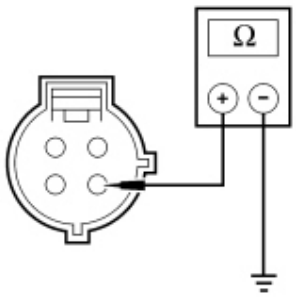
- Wiring, terminals or connectors
- A/C pressure transducer
- PCM

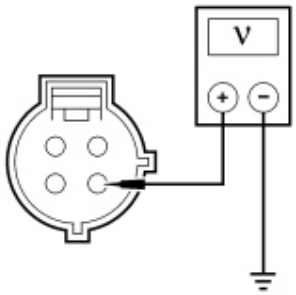
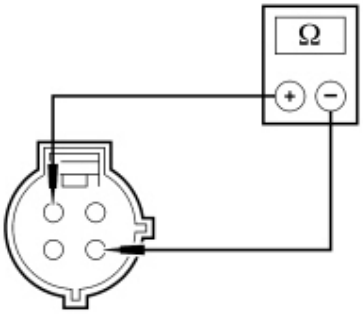
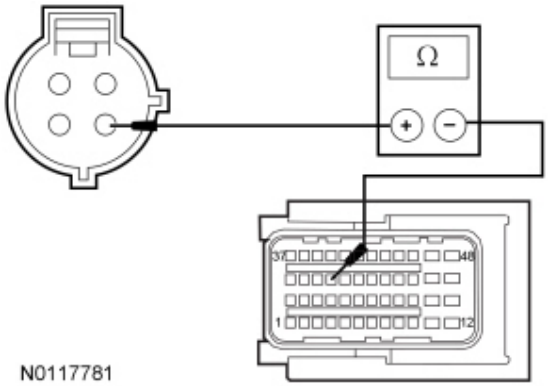
PINPOINT TEST A: DTC P0532:16 OR P0533:17

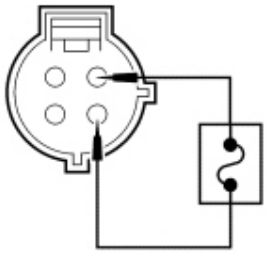
Test Step	Result / Action to Take
A1 CHECK THE PCM OUTPUT VOLTAGE	
• Ignition OFF. • Disconnect: A/C Pressure Transducer C1260. • Ignition ON. • Measure the voltage between ground and A/C pressure transducer C1260-2, circuit LH108 (GY/BN), harness side.  N0082573 • **Is the voltage between 4.7 and 5.1 volts?**	**Yes** GO to A4. **No** If the voltage is less than 4.7 volts, GO to A2. If the voltage is greater than 5.1 volts REPAIR circuit LH108 (GY/BN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

A2 CHECK THE REFERENCE VOLTAGE CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: PCM C175B. • Measure the resistance between ground and A/C pressure transducer C1260-2, circuit LH108 (GY/BN), harness side.  N0115312 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A3 . **No** REPAIR circuit LH108 (GY/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A3 CHECK THE REFERENCE VOLTAGE CIRCUIT FOR AN OPEN	
• Measure the resistance between A/C pressure transducer C1260-2, circuit LH108 (GY/BN), harness side and PCM C175B-16, circuit LH108 (GY/BN), harness side.  N0116059 • **Is the resistance less than 5 ohms?**	**Yes** GO to A15 . **No** REPAIR circuit LH108 (GY/BN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A4 CHECK THE PCM SENSOR GROUND	
• Measure the voltage between A/C pressure transducer C1260-1, circuit RH108 (BN), harness side and A/C pressure transducer C1260-2, circuit LH108 (GY/BN), harness side.  A0047632 • **Is the voltage greater than 4.7 volts?**	**Yes** If diagnosing **DTC P0532** , GO to A8 . If diagnosing **DTC P0533** , GO to A11 . **No** GO to A5 .
A5 CHECK THE SIGNAL RETURN CIRCUIT FOR VOLTAGE	

• Ignition OFF. • Disconnect: PCM C175B. • Ignition ON. • Measure the voltage between ground and A/C pressure transducer C1260-1, circuit RH108 (BN), harness side.  N0115314 • **Is any voltage present?**	**Yes** REPAIR circuit RH108 (BN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to A6 .
A6 CHECK THE SIGNAL RETURN CIRCUIT FOR A SHORT TO THE REFERENCE VOLTAGE CIRCUIT	
• Measure the resistance between A/C pressure transducer C1260-1, circuit RH108 (BN), harness side and A/C pressure transducer C1260-2, circuit LH108 (GY/BN), harness side.  N0116056 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A7 . **No** REPAIR circuit RH108 (BN) for a short to circuit LH108 (GY/BN). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A7 CHECK THE SIGNAL RETURN CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between A/C pressure transducer C1260-1, circuit RH108 (BN), harness side and PCM C175B-40, circuit RH108 (BN), harness side.  N0117780 • **Is the resistance less than 5 ohms?**	**Yes** GO to A15 . **No** REPAIR circuit RH108 (BN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A8 CHECK THE A/C PRESSURE TRANSDUCER	

• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Observe the A/C Pressure Sensor (ACP_V) PCM PID voltage. • **Does the ACP_V PCM PID voltage read greater than 4.7 volts?**	**Yes** INSTALL a new A/C pressure transducer. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to A9.
A9 CHECK THE A/C PRESSURE TRANSDUCER FEEDBACK CIRCUIT FOR A SHORT TO THE SIGNAL RETURN CIRCUIT	
• Ignition OFF. • Disconnect: PCM C175B. • Measure the resistance between A/C pressure transducer C1260-3, circuit VH442 (GN/BN), harness side and A/C pressure transducer C1260-1, circuit RH108 (BN), harness side.  N0082575 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A10. **No** REPAIR circuit VH442 (GN/BN) for a short to circuit RH108 (BN). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A10 CHECK THE A/C PRESSURE TRANSDUCER FEEDBACK CIRCUIT FOR A SHORT TO GROUND	
• Measure the resistance between ground and A/C pressure transducer C1260-3, circuit VH442 (GN/BN), harness side.  A0047688 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A15. **No** REPAIR circuit VH442 (GN/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A11 CHECK THE A/C PRESSURE TRANSDUCER FEEDBACK CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: PCM C175B. • Ignition ON. • Measure the voltage between ground and A/C pressure transducer C1260-3, circuit VH442 (GN/BN), harness side.	**Yes** REPAIR circuit VH442 (GN/BN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No**

 A0047689 • **Is any voltage present?**	GO to A12 .
A12 CHECK THE A/C PRESSURE TRANSDUCER FEEDBACK CIRCUIT FOR A SHORT THE REFERENCE VOLTAGE CIRCUIT	
• Measure the resistance between A/C pressure transducer C1260-3, circuit VH442 (GN/BN), harness side and A/C pressure transducer C1260-2, circuit LH108 (GY/BN), harness side.  N0082576 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A13 . **No** REPAIR circuit VH442 (GN/BN) for a short to circuit LH108 (GY/BN). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A13 CHECK THE A/C PRESSURE TRANSDUCER FEEDBACK CIRCUIT FOR AN OPEN	
• Measure the resistance between A/C pressure transducer C1260-3, circuit VH442 (GN/BN), harness side and PCM C175B-28, circuit VH442 (GN/BN), harness side.  N0117781 • **Is the resistance less than 5 ohms?**	**Yes** GO to A14 . **No** REPAIR circuit VH442 (GN/BN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A14 CHECK THE A/C PRESSURE SENSOR (ACP_V) PCM PID WITH THE A/C PRESSURE TRANSDUCER SHORTED	
NOTE: If the jumper fuse opens while carrying out this test step, repair circuit VH442 (GN/BN) for a short to ground. • Ignition OFF. • Connect: PCM C175B.	**Yes** INSTALL a new A/C pressure transducer. CLEAR the DTCs. REPEAT the self-test.

• Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • While observing the ACP_V PCM PID, connect a fused jumper between A/C pressure transducer C1260-1, circuit RH108 (BN), harness side and A/C pressure transducer C1260-3, circuit VH442 (GN/BN), harness side.  A0008127 • **Does the ACP_V PCM PID voltage read 0 volts?**	TEST the system for normal operation. **No** GO to A15 .
A15 CHECK THE PCM CONNECTION	
• Disconnect all the PCM connectors. • Inspect the PCM connectors for: ▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • Connect and correctly seat all the PCM connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: DTC P0645:13, P0646:11 or P0647:12

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

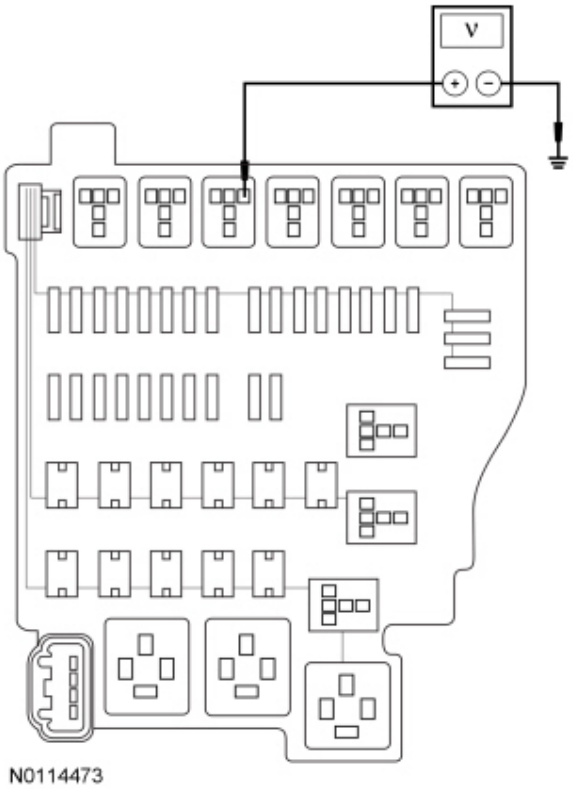
Voltage is provided to the A/C clutch relay coil. When A/C is requested and A/C line pressures allow, a ground is provided to the A/C clutch relay coil from the PCM, energizing the A/C clutch relay.

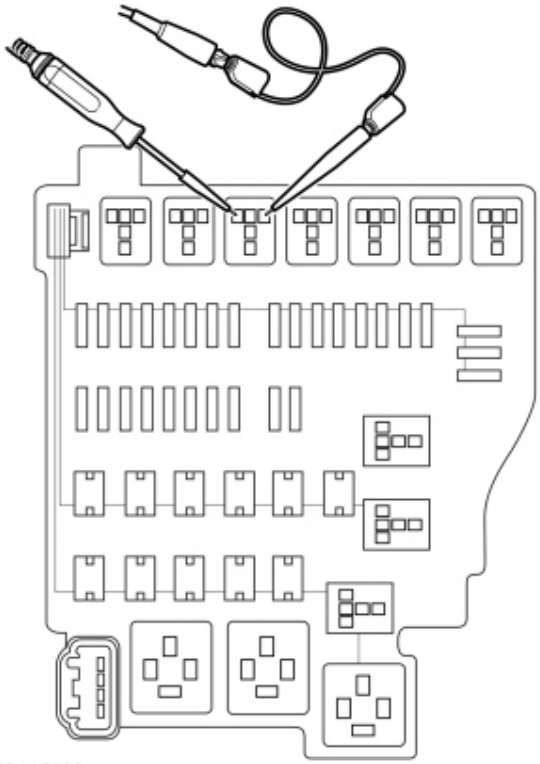
- DTC P0645:13 (A/C Clutch Relay Control Circuit: Circuit Open) — This DTC sets when the relay circuit is OFF and no voltage is detected on the relay circuit. The PCM expects to detect voltage coming through the relay coil to the relay circuit when it is not grounding it.
- DTC P0646:11 (A/C Clutch Relay Control Circuit Low: Circuit Short To Ground) — This DTC sets when the relay circuit is OFF and ground is detected on the relay circuit. The PCM expects to detect voltage coming through the relay coil to the relay circuit when it is not grounding it.
- DTC P0647:12 (A/C Clutch Relay Control Circuit High: Circuit Short To Battery) — This DTC sets when the PCM grounds the relay circuit and excessive current draw (short to voltage) is detected on the relay circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- A/C clutch relay
- PCM

PINPOINT TEST B: DTC P0645:13, P0646:11 OR P0647:12

Test Step	Result / Action to Take
B1 CHECK PCM DTCS	
• Ignition ON. • Check the PCM DTCs retrieved during the self-test. • **Is DTC P0645:13 present?**	**Yes** GO to B2 . **No** **For DTC P0646:11** , GO to B5 . **For DTC P0647:12** , GO to B6 .
B2 CHECK THE VOLTAGE TO THE A/C CLUTCH RELAY COIL	
• Ignition OFF. • Disconnect: A/C Clutch Relay. • Ignition ON. • Measure the voltage between ground and the A/C clutch relay socket pin 1, circuit CBP02 (GN).  N0114473 • **Is the voltage greater than 10 volts?**	**Yes** GO to B3 . **No** VERIFY Central Junction Box (CJB) fuse 2 (10A) is OK. If OK, REPAIR circuit CBP02 (GN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.
B3 CHECK THE A/C CLUTCH RELAY	
NOTICE: **The following step uses a test light to simulate normal circuit loads. Use only the test light recommended in the Special Tools table at the beginning of this section or equivalent. To avoid connector terminal damage, use the Flex Probe Kit for the test light probe connection to the vehicle. Do not use the test light probe directly on any connector.** • Start the engine. • Select PANEL and press the A/C button (indicator on) on the HVAC controls. • With the engine running, connect a 12-volt test light between A/C clutch relay socket pin 1, circuit CBP02 (GN) and A/C clutch relay socket pin 2, circuit CH302 (WH/BN).	**Yes** INSTALL a new A/C clutch relay. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to B4 .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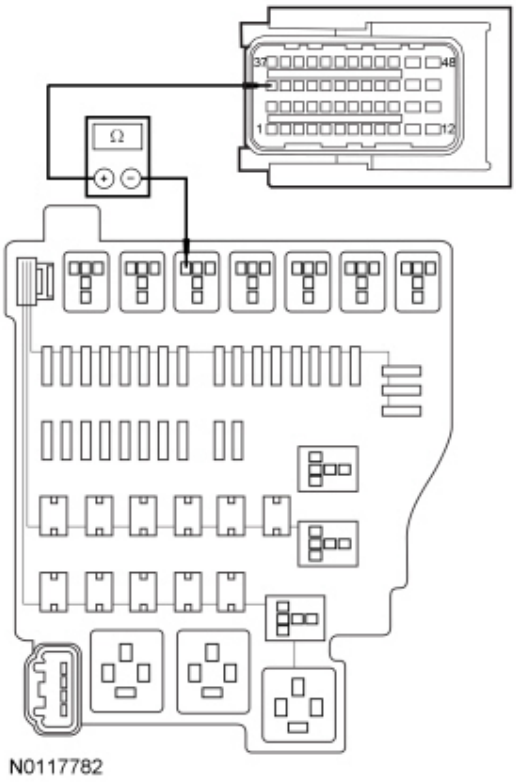
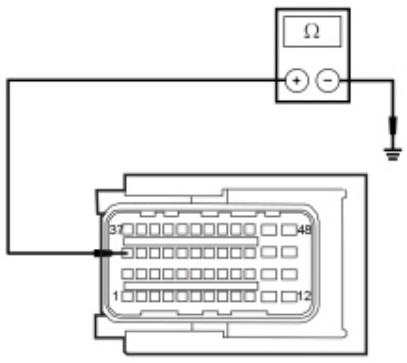
- **Does the test light illuminate?**

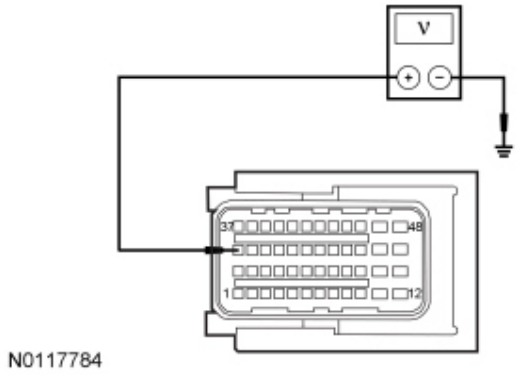
B4 CHECK THE A/C CLUTCH RELAY COIL SWITCHED GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: PCM C175B. • Measure the resistance between A/C clutch relay socket pin 2, circuit CH302 (WH/BN) and PCM C175B-25, circuit CH302 (WH/BN), harness side.	**Yes** GO to B7 . **No** REPAIR circuit CH302 (WH/BN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



N0117782

- **Is the resistance less than 5 ohms?**

B5 CHECK THE A/C CLUTCH RELAY COIL SWITCHED GROUND CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: A/C Clutch Relay. • Disconnect: PCM C175B. • Measure the resistance between ground and PCM C175B-25, circuit CH302 (WH/BN), harness side.  N0117783 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B7 . **No** REPAIR circuit CH302 (WH/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B6 CHECK THE A/C CLUTCH RELAY COIL SWITCHED GROUND CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: A/C Clutch Relay. • Disconnect: PCM C175B. • Ignition ON. • Measure the voltage between ground and PCM C175B-25, circuit CH302 (WH/BN), harness side.	**Yes** REPAIR circuit CH302 (WH/BN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No**

 N0117784 • **Is any voltage present?**	CARRY OUT the A/C clutch relay component test. Refer to Refer to Wiring Diagrams Cell 149 for component testing. If the relay tests OK, GO to B7 .
B7 CHECK THE PCM CONNECTION	
• Disconnect all the PCM connectors. • Inspect the PCM connectors for: ▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • Connect and correctly seat all the PCM connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: DTC B1B71:11 or B1B71:13

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

The evaporator discharge air temperature sensor receives a ground from the Instrument Panel Cluster (IPC). The sensor varies its resistance with the temperature. As the temperature rises, the resistance falls. As the temperature falls, the resistance rises. The IPC measures this resistance on the feedback circuit to determine the temperature at the sensor. The sensor value is sent from the IPC to the PCM through the High Speed Controller Area Network (HS-CAN).

The evaporator discharge air temperature sensor is used for A/C compressor cycling. An accurate evaporator discharge air temperature is critical to prevent evaporator icing. The PCM uses the temperature measurement to turn off the A/C compressor before the evaporator temperature is cold enough to freeze the condensation. This prevents ice blockage of airflow over the evaporator core.

- DTC B1B71:11 (Evaporator Discharge Air Temperature Sensor: Circuit Short to Ground) — The module senses lower than expected voltage on the sensor feedback circuit, indicating a short to ground.
- DTC B1B71:13 (Evaporator Discharge Air Temperature Sensor: Circuit Open) — The module senses greater than expected voltage on the sensor feedback circuit, indicating an open circuit or sensor.

This pinpoint test is intended to diagnose the following:
- Wiring, terminals or connectors
- Evaporator discharge air temperature sensor
- IPC

PINPOINT TEST C: DTC B1B71:11 OR B1B71:13

Test Step	Result / Action to Take

C1 CHECK THE SENSOR RESISTANCE

- Ignition OFF.
- Disconnect: Evaporator Discharge Air Temperature Sensor C296.
- Allow enough time for the evaporator to stabilize to the ambient temperature.
- Measure the resistance between evaporator discharge air temperature sensor C296 terminals and compare to the table below.

Ambient Temperature	Resistance
0-10°C (32-50°F)	5,892-9,893 ohms
10-20°C (50-68°F)	3,689-6,048 ohms
20-25°C (68-77°F)	2,950-3,805 ohms
25-30°C (77-86°F)	2,374-3,050 ohms
30-35°C (86-95°F)	1,923-2,460 ohms
35-40°C (95-104°F)	1,566-1,996 ohms
40-50°C (104-122°F)	1,057-1,630 ohms

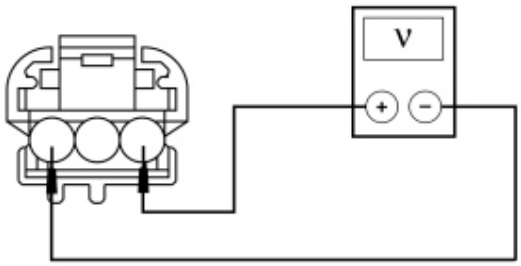
- **Is the resistance within the specified values for the temperatures?**

Yes
GO to C2 .

No
INSTALL a new evaporator discharge air temperature sensor. REFER to Section 412-01 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

C2 CHECK THE IPC SENSOR OUTPUT VOLTAGE

- Ignition ON.
- Select PANEL and press the A/C button (indicator on) on the HVAC controls.
- Measure the voltage between evaporator discharge air temperature sensor C296-1, circuit VH406 (VT/BN), harness side and C296-3, circuit RH119 (YE/VT), harness side.



N0114477

- **Is the voltage between 4.7 and 5.1 volts?**

Yes
INSTALL a new evaporator discharge air temperature sensor. REFER to Section 412-01 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. If the DTC returns, GO to C7 .

No
If diagnosing DTC B1B71:13 , GO to C3 .

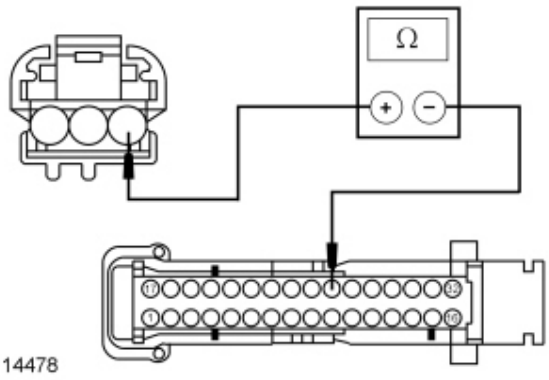
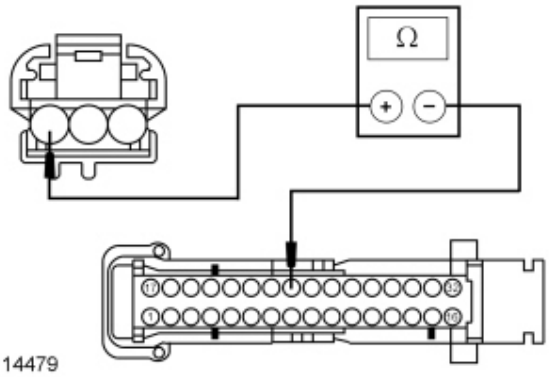
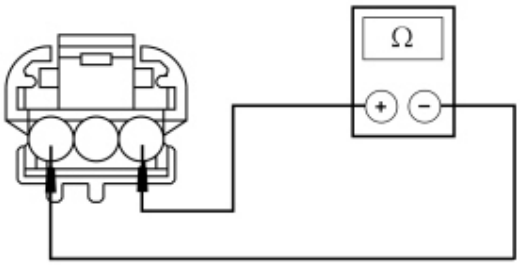
If diagnosing DTC B1B71:11 , GO to C5 .

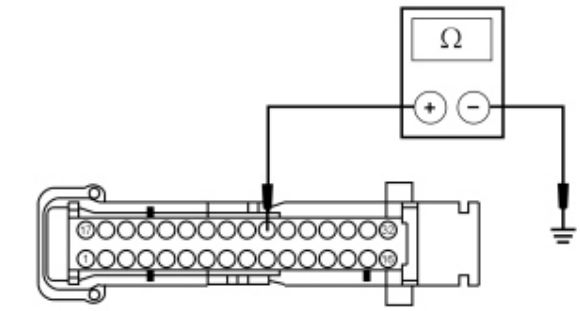
C3 CHECK THE EVAPORATOR TEMPERATURE SENSOR FEEDBACK CIRCUIT FOR AN OPEN

- Ignition OFF.
- Disconnect: Instrument Panel Cluster (IPC) C220.
- Measure the resistance between IPC C220-26, circuit VH406 (VT/BN), harness side and evaporator discharge air temperature sensor C296-1, circuit VH406 (VT/BN), harness side.

Yes
GO to C4 .

No
REPAIR circuit VH406 (VT/BN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

 N0114478 • **Is the resistance less than 5 ohms?**	
C4 CHECK THE SIGNAL RETURN CIRCUIT FOR AN OPEN	
• Measure the resistance between IPC C220-24, circuit RH119 (YE/VT), harness side and evaporator discharge air temperature sensor C296-3, circuit RH119 (YE/VT), harness side.  N0114479 • **Is the resistance less than 5 ohms?**	**Yes** GO to C7 . **No** REPAIR circuit RH119 (YE/VT) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
C5 CHECK THE EVAPORATOR TEMPERATURE SENSOR FEEDBACK CIRCUIT FOR A SHORT TO THE SIGNAL RETURN CIRCUIT	
• Ignition OFF. • Disconnect: IPC C220. • Measure the resistance between evaporator discharge air temperature sensor C296-1, circuit VH406 (VT/BN), harness side and C296-3, circuit RH119 (YE/VT), harness side.  N0114480 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to C6 . **No** REPAIR circuits VH406 (VT/BN) and RH119 (YE/VT) for a short together. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
C6 CHECK THE EVAPORATOR TEMPERATURE SENSOR FEEDBACK CIRCUIT FOR A SHORT TO GROUND	
• Measure the resistance between IPC C220-26, circuit VH406 (VT/BN), harness side and ground.	**Yes** GO to C7 .

 N0114481 • **Is the resistance greater than 10,000 ohms?**	**No** REPAIR circuit VH406 (VT/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
C7 CHECK THE IPC CONNECTION	

• Disconnect all the IPC connectors.
• Inspect the IPC connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the IPC connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Section 413-01. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test D: DTC 4-4

Refer to Wiring Diagrams Cell 54, Manual Climate Control System for schematic and connector information.

Normal Operation

A 5-volt reference voltage is supplied to the sensors and actuators from the HVAC module.

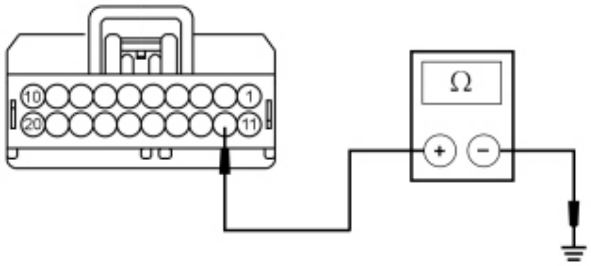
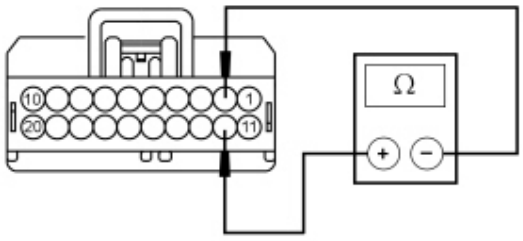
- DTC 4-4 (Feedback Reference Circuit/Performance) — The module senses less than expected voltage on the reference voltage circuit, indicating a short directly to ground or the module senses greater than expected voltage on the sensor reference voltage circuit, indicating an open or a short directly to voltage.

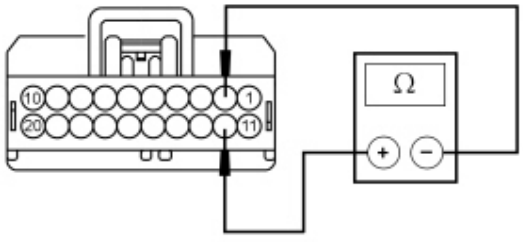
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- HVAC module

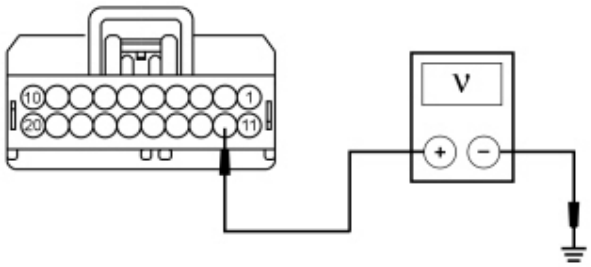
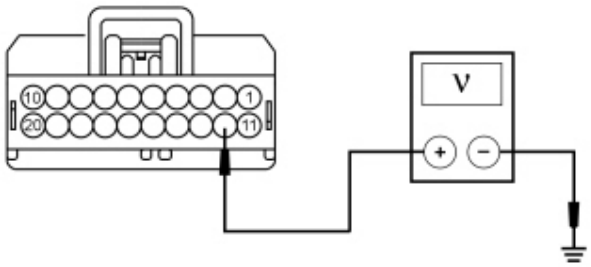
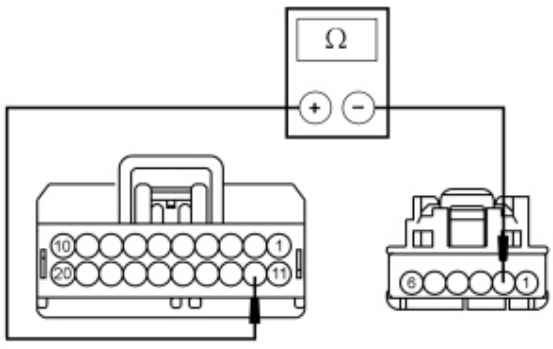
PINPOINT TEST D: DTC 4-4

Test Step	Result / Action to Take
D1 CHECK THE REFERENCE VOLTAGE CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Measure the resistance between ground and HVAC module C228A-12, circuit CH232 (WH/BN), harness side.	**Yes** GO to D2. **No** REPAIR circuit CH232 (WH/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

 N0114482 • **Is the resistance greater than 10,000 ohms?**	
D2 CHECK THE REFERENCE VOLTAGE CIRCUIT AND THE SIGNAL RETURN CIRCUIT FOR A SHORT TOGETHER	
• Measure the resistance between HVAC module C228A-12, circuit CH232 (WH/BN), harness side and HVAC module C228A-2, circuit CH233 (VT/BN), harness side.  N0114483 • **Is the resistance greater than 100 ohms?**	**Yes** GO to D4 . **No** GO to D3 .
D3 CHECK THE ACTUATORS	

• Measure the resistance between HVAC module C228A-2, circuit CH233 (VT/BN), harness side and HVAC module C228A-12, circuit CH232 (WH/BN), harness side.
 
N0114483
• While measuring the resistance, disconnect the following components one at a time, in order. Stop disconnecting components if the measured resistance rises above 100 ohms.
  • Defrost/panel/floor door actuator C236
  • Temperature blend door actuator C2092
• **Did the resistance rise above 100 ohms?**
	Yes
	INSTALL a new actuator (the last one to be disconnected). REFER to Section 412-01 . CONNECT the actuator electrical connector before the HVAC module connector(s). This allows the actuator to be calibrated when the HVAC module is reconnected. TEST the system for normal operation.
	
	No
	REPAIR circuits CH233 (VT/BN) and CH232 (WH/BN) for a short together. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

D4 CHECK THE REFERENCE VOLTAGE CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition ON.	**Yes**

• Measure the voltage between ground and HVAC module C228A-12, circuit CH232 (WH/BN), harness side  N0114484 • **Is any voltage present?**	REPAIR circuit CH232 (WH/BN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to D5 .
D5 CHECK THE RETURN CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition ON. • Measure the voltage between ground and HVAC module C228A-2, circuit CH233 (VT/BN), harness side  N0114484 • **Is any voltage present?**	**Yes** REPAIR circuit CH233 (VT/BN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to D6 .
D6 CHECK THE REFERENCE VOLTAGE CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Temperature Blend Door Actuator C2092. • Measure the resistance between ground and HVAC module C228A-12, circuit CH232 (WH/BN), harness side and temperature blend door actuator C2092-2, circuit CH232 (WH/BN).  N0114485 • **Is the resistance less than 5 ohms?**	**Yes** GO to D7 . **No** REPAIR circuit CH232 (WH/BN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
D7 CHECK THE HVAC MODULE CONNECTION	
• Disconnect all the HVAC module connectors. • Inspect the HVAC module connectors for:	**Yes** INSTALL a new HVAC module.

▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • Connect and correctly seat all the HVAC module connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	REFER to Section 412-01 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test E: DTCs 5-3 and 5-4

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

NOTE: DTCs 5-3 and 5-4 can be set if the vehicle has been recently jump started, the battery has been recently charged or the battery has been discharged. The battery may become discharged due to excessive load(s) on the charging system from aftermarket accessories or if the battery has been left unattended with the accessories on.

NOTE: Carry out a thorough inspection and verification before proceeding with the pinpoint test. Refer to Inspection and Verification in this section.

Normal Operation

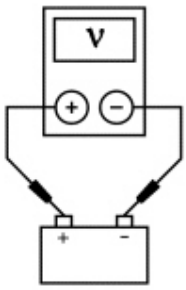
The HVAC module receives a ground. The HVAC module is supplied constant battery voltage and ignition voltage.

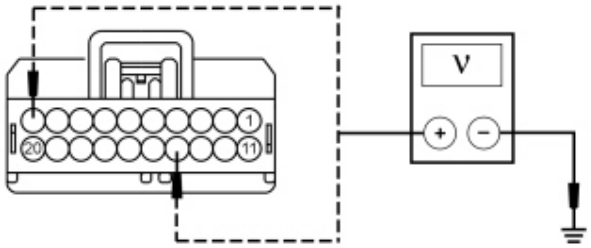
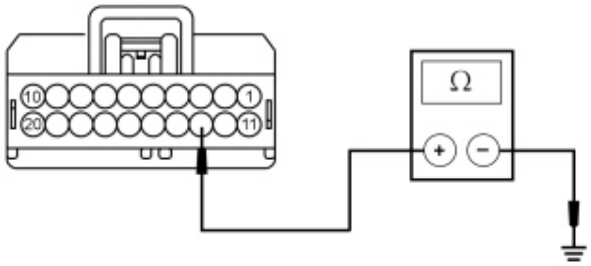
- DTC 53 (Battery Voltage Low) — The module senses when battery voltage is less than 8 volts for more than 2 seconds.
- DTC 54 (Battery Voltage High) — The module senses when battery voltage is greater than 16 volts for more than 2 seconds.

This pinpoint test is intended to diagnose the following:
- Wiring, terminals or connectors
- HVAC module
- Battery
- Charging system concern

PINPOINT TEST E: DTCs 5-3 AND 5-4

Test Step	Result / Action to Take
E1 RETRIEVE ALL CMDTCs IN ALL MODULES • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self Test — All CMDTCs . • **Are any charging system DTCs present in the PCM??**	**Yes** REFER to Section 414-00 for diagnosis of the battery and charging system. **No** GO to E2 .
E2 CHECK BATTERY CONDITION • Ignition OFF. • Refer to Section 414-01 and carry out the Battery — Condition Test. • **Does the battery pass the condition test?**	**Yes** If the battery passed the condition test but required a recharge, REFER to Section 414-00 to diagnose the charging system. CLEAR all

	Continuous Memory Diagnostic Trouble Codes (CMDTCs). TEST the system for normal operation. If the battery passed the condition test and did not require a recharge, GO to E3 . **No** INSTALL a new battery. CLEAR all CMDTCs . TEST the system for normal operation.
E3 CHECK THE CHARGING SYSTEM VOLTAGE **NOTE:** Do not allow the engine rpm to exceed above 2,000 rpm while performing this step or the generator may self-excite and result in default charging system output voltage. If engine rpm has exceeded 2,000 rpm, shut the vehicle off and restart the engine before performing this step. • Start the engine. • Measure the voltage of the battery: ▪ **For DTC 54** , turn on headlights and HVAC fan on high and run engine at 1,500 rpm for a minimum of 2 minutes. ▪ **For DTC 53** , turn off all accessories and run the engine at 1,500 rpm for a minimum of 2 minutes.  AJ0210-A • **Is the battery voltage between 13 and 15.2 volts?**	**Yes** **If diagnosing DTC 5-3** , GO to E4 . **If diagnosing DTC 5-4** , INSTALL a new HVAC module. REFER to Section 412-01 . CLEAR all CMDTCs . REPEAT the self-test. **No** REFER to Section 414-00 to diagnose the charging system. CLEAR all CMDTCs . TEST the system for normal operation.
E4 CHECK THE HVAC MODULE VOLTAGE SUPPLY CIRCUITS • Ignition OFF. • Disconnect: HVAC Module C228A. • Ignition ON. • With the engine running, measure the voltage between ground and: ▪ HVAC module C228A-10, circuit SBP07 (WH/RD), harness side. ▪ HVAC module C228A-14, circuit CBP21 (BU/GY), harness side.	**Yes** GO to E5 . **No** REPAIR circuit SBP07 (WH/RD) or CBP21 (BU/GY) for high resistance. CLEAR all CMDTCs . REPEAT the self-test.

 N0114486 • **Are the voltages greater than 10 volts?**	
E5 CHECK THE HVAC MODULE GROUND CIRCUIT	
• Ignition OFF. • Measure the resistance between ground and HVAC module C228A-13, circuit GD115 (BK/GY), harness side.  N0114487 • **Is the resistance less than 5 ohms?**	**Yes** GO to E6 . **No** REPAIR circuit GD115 (BK/GY) for high resistance. CLEAR all CMDTCs . REPEAT the self-test. TEST the system for normal operation.
E6 CHECK THE HVAC MODULE CONNECTION	
• Disconnect all the HVAC module connectors. • Inspect the HVAC module connectors for: ▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • Connect and correctly seat all the HVAC module connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test F: Unable to Duplicate the Customer Concern and No DTCs Present

Normal Operation

This pinpoint test tests the functions of the HVAC system and identifies the correct HVAC symptom pinpoint test.

This pinpoint test is intended to diagnose the following:

- Incorrect functioning of the HVAC system and/or related components

PINPOINT TEST F: UNABLE TO DUPLICATE THE CUSTOMER CONCERN AND NO DTCS PRESENT

Test Step	Result / Action to Take
F1 CHECK THE BLOWER MOTOR OPERATION • Ignition ON. • Select PANEL mode. • Observe blower motor operation and select each blower motor speed. • **Does the blower motor operate in all selections and change speed in each?**	**Yes** GO to F2. **No** If the blower motor does not operate in any setting, GO to Pinpoint Test N. If the blower motor does not properly change speeds or shut off, GO to Pinpoint Test O.
F2 CHECK AIRFLOW OPERATION • Select the highest blower motor setting. • **NOTE:** Refer to Description and Operation in this section for proper airflow descriptions. • While observing the airflow, select each of the airflow positions (PANEL, PANEL/FLOOR, FLOOR, FLOOR/DEFROST, DEFROST). • **Is the airflow directed to the proper outlets?**	**Yes** GO to F3. **No** GO to Pinpoint Test H.
F3 VERIFY TEMPERATURE CONTROL OPERATION • Start the vehicle and allow it to reach normal operating temperature. • Select PANEL and press the A/C button (indicator on) (if equipped) on the HVAC controls. • Change the temperature setting from the coldest to the warmest and back to the coldest. • **Does the temperature change between very warm to cool?**	**Yes** If the vehicle **is equipped** with A/C, GO to F4. If the vehicle **is not equipped** with A/C, GO to F6. **No** If the temperature does not get very warm, GO to Pinpoint Test I. If the temperature does not change at all, GO to Pinpoint Test M.
F4 VERIFY THE A/C CLUTCH DOES NOT ENGAGE WITH A/C OFF • Start the engine. • Select PANEL and press the A/C button (indicator off) on the HVAC controls. • Select the coldest temperature setting. • **Is the outlet temperature close to ambient temperature?**	**Yes** GO to F5. **No** If the temperature is warmer than ambient temperature, GO to Pinpoint Test M and diagnose for inoperative blend door. If the outlet temperature is significantly colder than ambient temperature and the A/C compressor clutch cycles normally, GO to Pinpoint Test L. If the outlet temperature is significantly colder than ambient temperature and the A/C compressor clutch is engaged and does not cycle, GO to Pinpoint Test K.
F5 VERIFY A/C CLUTCH ENGAGEMENT IN THE A/C MODE • Make sure the ambient air temperature is above 0°C (32°F). • Select PANEL mode on the HVAC controls. • Press the A/C button (indicator on). • **Does the A/C clutch engage when the PANEL and A/C button (indicator on) is**	**Yes** GO to F6. **No** GO to Pinpoint Test J.

pressed?	
F6 CHECK THE RECIRC OPERATION	
• With the engine running, press the RECIRC button (indicator off). • Select PANEL mode. • Select the highest blower motor setting. • Observe airflow noise. • Press the RECIRC button (indicator on). • **Does the airflow noise increase when the RECIRC mode is selected (indicator on)?**	**Yes** The system is operating normally. **No** GO to Pinpoint Test G .

Pinpoint Test G: The Air Inlet Door is Inoperative

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

The HVAC module supplies voltage and ground to the air inlet mode door actuator through the actuator motor circuits to rotate the air inlet mode door actuator. To reverse the air inlet mode door actuator rotation, the HVAC module reverses voltage and ground on the circuits.

When the HVAC is in FLOOR/DEFROST or FLOOR mode, RECIRC is a timed function. When RECIRC is selected, the air inlet mode door remains in recirculated air mode for 5 minutes. After 5 minutes, the RECIRC indicator turns off and the air inlet mode door changes to fresh air mode.

- DTC 4-2 (Recirculation Motor Driver Circuit/Performance) — This DTC sets when either of the following occurs:
  - The module senses lower than expected voltage on an actuator motor circuit when voltage is applied to drive the motor, indicating a short to ground.
  - The module senses greater than expected voltage on the actuator motor circuit when ground is applied to drive the motor, indicating a short to voltage.

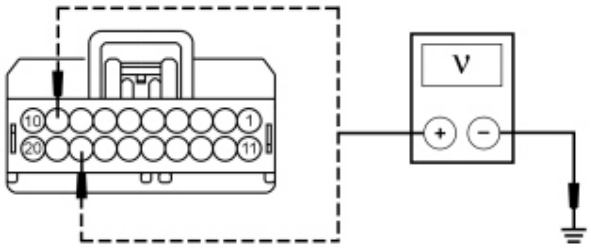
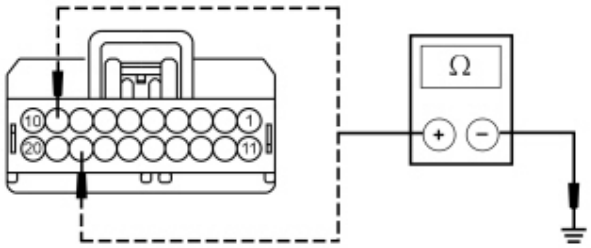
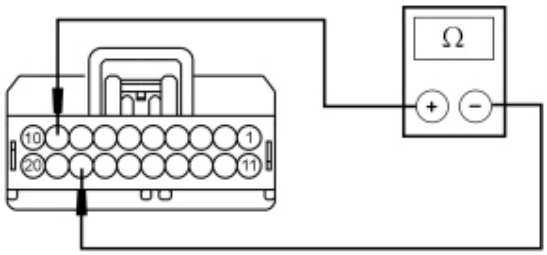
This pinpoint test is intended to diagnose the following:

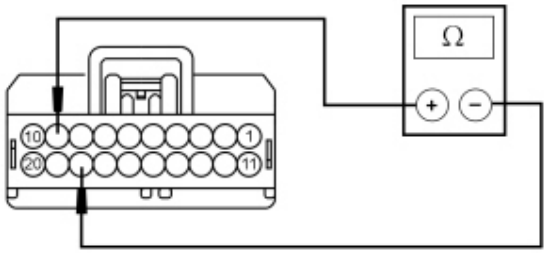
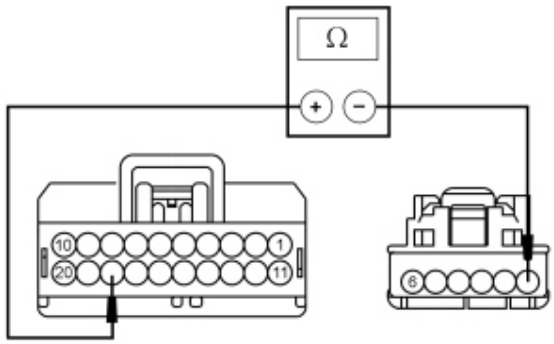
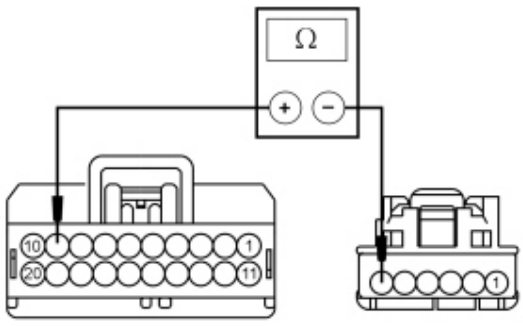
- Wiring, terminals or connectors
- Air inlet mode door actuator
- HVAC module
- Air inlet mode door binding or stuck

PINPOINT TEST G: THE AIR INLET DOOR IS INOPERATIVE

Test Step	Result / Action to Take
G1 CHECK THE HVAC MODULE FOR DTCs	
• Ignition ON. • CARRY OUT the HVAC module self-test. • Check for HVAC DTCs retrieved during the self-test. • **Is DTC 4-2 present?**	**Yes** GO to G2 . **No** GO to G6 .
G2 CHECK THE AIR INLET MODE DOOR ACTUATOR MOTOR CIRCUITS FOR A SHORT TO VOLTAGE	

• Ignition OFF.
• Disconnect: HVAC Module C228A.
• Ignition ON.
• Measure the voltage between ground and:
  ▪ HVAC module C228A-9, circuit CH206 (YE/VT), harness side.
  ▪ HVAC module C228A-18, circuit CH208 (GN/OG), harness side.
	Yes
	REPAIR circuit CH206 (YE/VT) or CH208 (GN/OG) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

 N0114488 • **Are any voltages present?**	**No** GO to G3 .
G3 CHECK THE AIR INLET MODE DOOR ACTUATOR MOTOR CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between ground and: ▪ HVAC module C228A-9, circuit CH206 (YE/VT), harness side. ▪ HVAC module C228A-18, circuit CH208 (GN/OG), harness side.  N0114489 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to G4 . **No** REPAIR circuit CH206 (YE/VT) or CH208 (GN/OG) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
G4 CHECK THE AIR INLET MODE DOOR ACTUATOR MOTOR RESISTANCE	
• Measure the resistance between HVAC module C228A-9, circuit CH206 (YE/VT), harness side and HVAC module C228A-18, circuit CH208 (GN/OG), harness side.  N0114490 • **Is the resistance greater than 30 ohms?**	**Yes** GO to G8 . **No** GO to G5 .
G5 CHECK THE AIR INLET MODE DOOR ACTUATOR MOTOR	

CIRCUITS FOR A SHORT TOGETHER	
• Disconnect: Air Inlet Mode Door Actuator C289. • Measure the resistance between HVAC module C228A-9, circuit CH206 (YE/VT), harness side and HVAC module C228A-18, circuit CH208 (GN/OG), harness side.  N0114490 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new air inlet actuator. REFER to Section 412-01 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** REPAIR circuits CH208 (GN/OG) and CH206 (YE/VT) for a short together. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
G6 CHECK THE AIR INLET MODE DOOR ACTUATOR MOTOR CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Disconnect: Air Inlet Mode Door Actuator C289. • Measure the resistance between HVAC module C228A-18, circuit CH208 (GN/OG), harness side and air inlet mode door actuator C289-1, circuit CH208 (GN/OG), harness side.  N0114491 • Measure the resistance between HVAC module C228A-9, circuit CH206 (YE/VT), harness side and air inlet mode door actuator C289-6, circuit CH206 (YE/VT), harness side.  N0114492 • **Are the resistances less than 5 ohms?**	**Yes** GO to G7 . **No** REPAIR circuit CH206 (YE/VT) or CH208 (GN/OG) for an open. TEST the system for normal operation.
G7 CHECK THE AIR INLET MODE DOOR AND LINKAGE	
	Yes

• Disconnect: Air Inlet Mode Door Actuator C289. • REMOVE the air inlet mode mode door actuator. REFER to Section 412-01 . • INSPECT the air inlet mode mode door and linkage for a broken, loose or binding condition. • **Is any binding condition found during inspection?**	REPAIR the air inlet mode mode door or linkage TEST the system for normal operation. **No** GO to G8 .
G8 CHECK THE AIR INLET MODE DOOR ACTUATOR CONNECTION	

• Disconnect the air inlet mode door actuator connector.
• Inspect the air inlet door actuator connector for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat the actuator connector.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	CARRY OUT the Air Inlet Mode Door Actuator component test in this section. INSTALL a new air inlet mode door if necessary. REFER to Section 412-01 . If the actuator tests OK, GO to G9 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

G9 CHECK THE HVAC MODULE CONNECTION	

• Disconnect all the HVAC module connectors.
• Inspect the HVAC module connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the HVAC module connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

Pinpoint Test H: Incorrect/Erratic Direction of Airflow From Outlets

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

The HVAC module supplies voltage and ground to the defrost/panel/floor mode door actuator motor through the actuator motor circuits to rotate the defrost/panel/floor mode door actuator. To reverse the defrost/panel/floor mode door actuator rotation, the HVAC module reverses voltage and ground on the circuits.

The defrost/panel/floor mode door actuator feedback resistor is supplied a 5-volt reference voltage and ground from the HVAC module. The HVAC module measures the resistance on the defrost/panel/floor mode door actuator feedback circuit to determine the defrost/panel/floor mode door actuator position by the position of the actuator feedback resistor wiper arm.

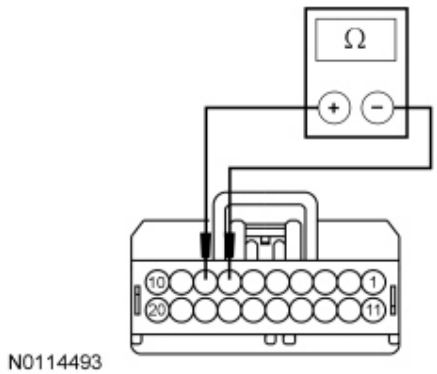
During an actuator calibration cycle, the HVAC module drives the defrost/panel/floor mode door until the door reaches both internal stops in the HVAC case. If the defrost/panel/floor mode door is temporarily obstructed or binding during a calibration cycle, the HVAC module may interpret this as the actual end of travel for the door. When this condition occurs and the HVAC module commands the actuator to its end of travel, the airflow may not be from the expected outlets.

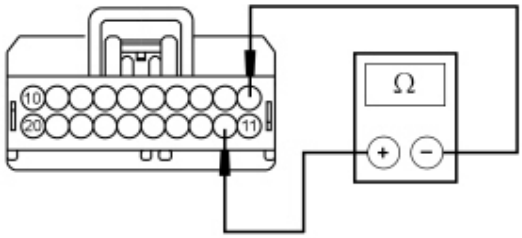
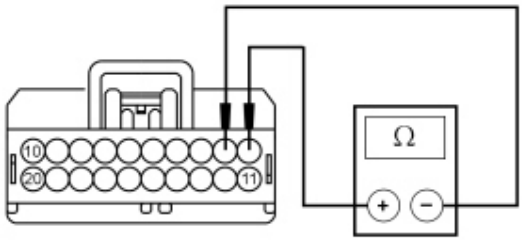
- DTC 3-1 (Mode Feedback Circuit/Performance) — The module senses no changes in the feedback circuit when motor movement is commanded and no motor electrical DTCs are present. This indicates an open actuator motor, an open or shorted feedback circuit, an open feedback resistor reference voltage circuit, or an internal electrical or mechanical failure.
- DTC 3-2 (Mode Motor Driver Circuit/Performance) — The module senses lower than expected voltage on an actuator motor circuit when voltage is applied to drive the motor. This indicates a short to ground or the module senses greater than expected voltage on the actuator motor circuit when ground is applied to drive the motor, indicating a short to voltage.
- DTC 3-3 (Mode Actuator Calibration Performance) — The module senses the actuator has moved outside its travel limits during calibration. This indicates broken/disconnected linkage or door or an internal mechanical failure.

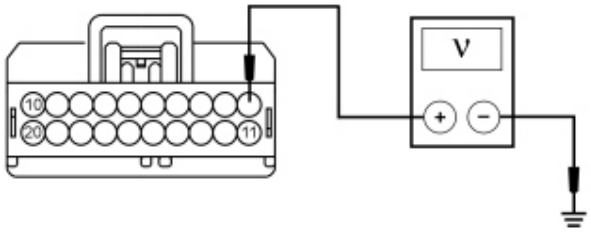
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Defrost/panel/floor mode door actuator
- HVAC module
- Defrost/panel/floor mode door binding or stuck

PINPOINT TEST H: INCORRECT/ERRATIC DIRECTION OF AIRFLOW FROM OUTLETS

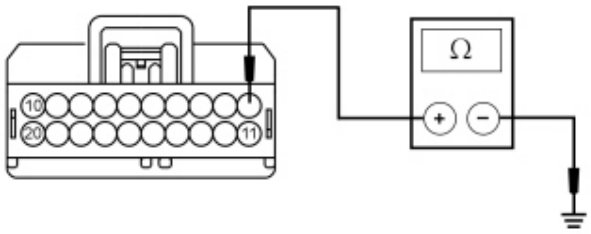
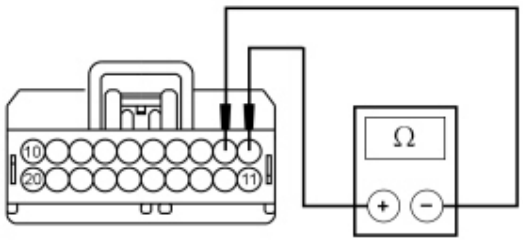
Test Step	Result / Action to Take
H1 CHECK THE HVAC MODULE FOR DTCs **NOTE:** If HVAC DTC 4-4 is present, GO to Pinpoint Test D and diagnose that DTC first. • Ignition ON. • CARRY OUT the HVAC module self-test. • Check for HVAC DTCs retrieved during the self-test. • **Are HVAC DTCs present?**	**Yes** **For DTC 3-1** , GO to H2 . **For DTC 3-2** , GO to H9 . **For DTC 3-3** , GO to H8 . **No** GO to H7 .
H2 CHECK THE ACTUATOR MOTOR AND CIRCUITS • Ignition OFF. • Disconnect: HVAC Module C228A. • Measure the resistance between HVAC module C228A-7, circuit CH202 (BU/GN), harness side and HVAC module C228A-8, circuit CH203 (GN/BN), harness side.  N0114493 • **Is the resistance less than 40 ohms?**	**Yes** GO to H4 . **No** GO to H3 .
H3 CHECK THE DEFROST/PANEL/FLOOR MODE DOOR ACTUATOR • Ignition OFF. • Disconnect: Defrost/Panel/Floor Mode Door Actuator C236. • CARRY OUT the Defrost/Panel/Floor Mode Door Actuator component test in this section. • **Did the defrost/panel/floor mode door actuator test OK?**	**Yes** REPAIR circuit CH202 (BU/GN) or CH203 (GN/BN) for an open or high resistance. REPEAT the self-test. TEST the system for normal

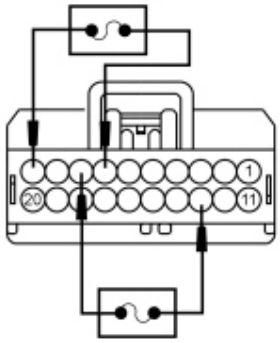
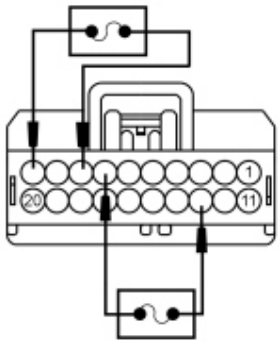
	operation. **No** GO to H13 .
H4 CHECK THE POTENTIOMETER LOW- AND HIGH-SIDE RESISTANCE • Measure the **high-side** resistance between HVAC module C228A-12, circuit CH232 (WH/BN), harness side and HVAC module C228A-1, circuit CH204 (GY/OG), harness side.  N0114494 • Measure the **low-side** resistance between HVAC module C228A-2, circuit CH233 (VT/BN), harness side and HVAC module C228A-1, circuit CH204 (GY/OG), harness side.  N0115268 • **Are the resistances between 215 and 4,375 ohms?**	**Yes** GO to H5 . **No** CARRY OUT the Defrost/Panel/Floor Mode Door Actuator component test in this section. INSTALL a new defrost/panel/floor mode door actuator if necessary. REFER to Section 412-01 . If the actuator tests OK and: If the **high-side** resistance only is greater than 4,375 ohms, REPAIR circuit CH232 (WH/BN) for an open. If the **high-side** resistance only is less than 215 ohms, REPAIR circuits CH204 (GY/OG) and CH232 (WH/BN) for a short together. If the **low-side** resistance only is greater than 4,375 ohms, REPAIR circuit CH233 (VT/BN) for an open. If the **low-side** resistance only is less than 215 ohms, REPAIR circuits CH204 (GY/OG) and CH233 (VT/BN) for a short together. If both the **high-side and low-side** resistance is greater than 4,375 ohms, REPAIR circuit CH204 (GY/OG) for an open. Once the repair is complete, CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section. TEST the system for normal operation.
H5 CHECK THE ACTUATOR FEEDBACK CIRCUIT FOR A SHORT TO VOLTAGE • Ignition ON. • Measure the voltage between ground and HVAC module C228A-1, circuit CH204 (GY/OG), harness side.	**Yes** REPAIR circuit CH204 (GY/OG) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to H6 .

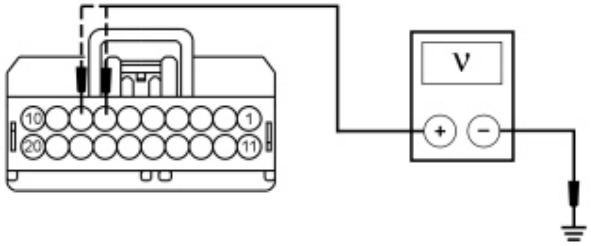
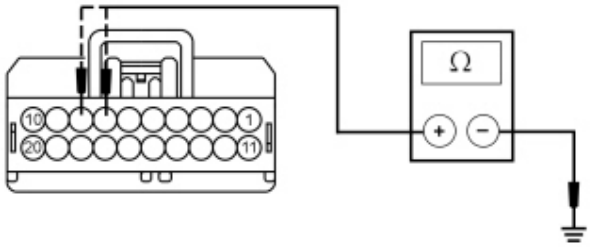
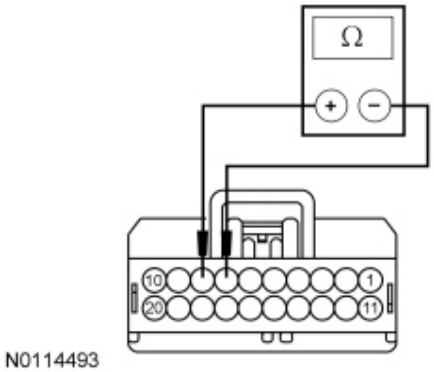


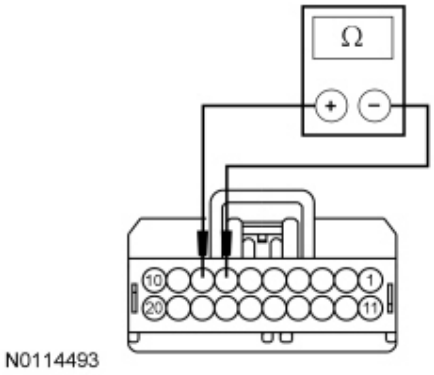
N0117785

- **Is any voltage present?**

H6 CHECK THE ACTUATOR FEEDBACK CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between ground and HVAC module C228A-1, circuit CH204 (GY/OG), harness side.  N0117786 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to H7 . **No** REPAIR circuit CH204 (GY/OG) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
H7 CHECK THE DEFROST/PANEL/FLOOR MODE DOOR ACTUATOR OPERATION	
• Ignition OFF. • Disconnect: HVAC Module C228A (If not previously disconnected). • Measure the resistance between HVAC module C228A-2, circuit CH233 (VT/BN), harness side and HVAC module C228A-1, circuit CH204 (GY/OG), harness side.  N0115268 • Connect a fused jumper wire between: ▪ HVAC module C228A-10, circuit SBP07 (WH/RD), harness side and HVAC module C228A-7, circuit CH202 (BU/GN), harness side. ▪ HVAC module C228A-13, circuit GD115 (BK/GY), harness side and HVAC module C228A-8, circuit	**Yes** GO to H14 . **No** GO to H8 .

CH203 (GN/BN), harness side.  N0116057 • Remove the fused jumpers. • Connect a fused jumper wire between: ▪ HVAC module C228A-13, circuit GD115 (BK/GY), harness side and HVAC module C228A-7, circuit CH202 (BU/GN), harness side. ▪ HVAC module C228A-10, circuit SBP07 (WH/RD), harness side and HVAC module C228A-8, circuit CH203 (GN/BN), harness side.  N0116058 • **Does the resistance smoothly increase to approximately 3,500 ohms and/or decrease to approximately 290 ohms when the jumpers are connected?**	
H8 CHECK THE DEFROST/PANEL/FLOOR MODE DOOR AND LINKAGE	
• Disconnect: Defrost/Panel/Floor Mode Door Actuator C236. • REMOVE the defrost/panel/floor mode door actuator. REFER to Section 412-01 . • INSPECT the defrost/panel/floor mode door and linkage for a broken, loose or binding condition. • **Is any condition found during inspection?**	**Yes** REPAIR the defrost/panel/floor mode door or linkage REINSTALL the defrost/panel/floor mode door actuator. CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section. TEST the system for normal operation. **No** GO to H13 .
H9 CHECK THE ACTUATOR MOTOR DRIVE CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Ignition ON. • Measure the voltage between ground and: ▪ HVAC module C228A-7, circuit CH202 (BU/GN),	**Yes** REPAIR circuit CH202 (BU/GN) or CH203 (GN/BN) for a short to voltage. TEST the system for normal operation.

harness side. ■ HVAC module C228A-8, circuit CH203 (GN/BN), harness side.  N0115271 • **Are any voltages present?**	**No** GO to H10 .
H10 CHECK THE ACTUATOR MOTOR DRIVE CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between ground and: ■ HVAC module C228A-7, circuit CH202 (BU/GN), harness side. ■ HVAC module C228A-8, circuit CH203 (GN/BN), harness side.  N0115272 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to H11 . **No** REPAIR circuit CH202 (BU/GN) or CH203 (GN/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
H11 CHECK THE ACTUATOR MOTOR AND CIRCUIT RESISTANCE	
• Measure the resistance between HVAC module C228A-7, circuit CH202 (BU/GN), harness side and HVAC module C228A-8, circuit CH203 (GN/BN), harness side.  N0114493	**Yes** GO to H14 . **No** GO to H12 .

• **Is the resistance greater than 30 ohms?**	
H12 CHECK THE ACTUATOR MOTOR CIRCUITS FOR A SHORT TOGETHER	
• Disconnect: Defrost/Panel/Floor Mode Door Actuator C236. • Measure the resistance between HVAC module C228A-7, circuit CH202 (BU/GN), harness side and HVAC module C228A-8, circuit CH203 (GN/BN), harness side.  N0114493 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H13 . **No** REPAIR circuits CH202 (BU/GN) and CH203 (GN/BN) for a short together. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
H13 CHECK THE DEFROST/PANEL/FLOOR MODE DOOR ACTUATOR CONNECTION	

• Disconnect the defrost/panel/floor mode door actuator connector.
• Inspect the defrost/panel/floor mode door actuator connector for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• REINSTALL the defrost/panel/floor mode door actuator, If removed.
• Connect and correctly seat the defrost/panel/floor mode door actuator connector.
• CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new defrost/panel/floor mode door actuator. REFER to Section 412-01 . CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

H14 CHECK THE HVAC MODULE CONNECTION	

• Disconnect all the HVAC module connectors.
• Inspect the HVAC module connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the HVAC module connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation.
	
	No
	The system is now operating correctly at this time. The concern may have been caused by a foreign object in the HVAC case or temporary binding that restricted actuator door travel. CHECK any actuator external linkage. If condition recurs, INSPECT actuator linkage and door for binding and CHECK HVAC case for foreign objects.

Pinpoint Test I: Insufficient, Erratic or No Heat

Normal Operation

Coolant flows from the engine through the heater core and back to the engine. Proper coolant temperatures are critical for good heater performance.

This pinpoint test is intended to diagnose the following:

- Plugged or partially plugged heater core
- Low engine coolant level
- Temperature blend door actuator
- Temperature blend door binding or stuck

PINPOINT TEST I: INSUFFICIENT, ERRATIC OR NO HEAT

Test Step	Result / Action to Take
I1 CHECK FOR CORRECT ENGINE COOLANT LEVEL	
• Ignition OFF. • Check the engine coolant level. • **Is the engine coolant at the correct level as indicated on the engine coolant recovery reservoir?**	**Yes** GO to I3. **No** GO to I2.
I2 CHECK THE ENGINE COOLING SYSTEM FOR LEAKS	
• Pressure test the cooling system for leaks. Refer to Section 303-03. • **Does the engine cooling system leak?**	**Yes** REPAIR the engine coolant leak. TEST the system for normal operation. **No** FILL and BLEED the cooling system. REFER to Section 303-03. After filling and bleeding the cooling system, GO to I3.
I3 CHECK FOR COOLANT FLOW TO THE HEATER CORE	
• Run the engine until it reaches normal operation temperature. Select the FLOOR position on the control assembly. Set the temperature control to full warm and the blower to the lowest setting. • Using a suitable temperature measuring device, check the heater core inlet hose to see if it is hot. • **Is the heater core inlet hose temperature above 65.5°C (150°F)?**	**Yes** GO to I4. **No** REFER to Section 303-03 to diagnose the engine not reaching normal operating temperature.
I4 CHECK FOR A PLUGGED OR RESTRICTED HEATER CORE	
• Using a suitable temperature measuring device, measure the heater core outlet hose temperature. • **Is the heater core outlet hose temperature similar to the inlet hose temperature (within approximately 6-17° C [10-30°F])?**	**Yes** GO to Pinpoint Test M. **No** INSTALL a new heater core. REFER to Section 412-01. TEST the system for normal operation.

Pinpoint Test J: The Air Conditioning (A/C) is Inoperative

Refer to Wiring Diagrams Cell 54, Manual Climate Control System for schematic and connector information.

Normal Operation

When A/C is requested the HVAC module grounds a circuit to the Instrument Panel Cluster (IPC). The IPC then sends an A/C request through the High Speed Controller Area Network (HS-CAN) to the PCM.

Voltage is provided to the A/C clutch relay coil and switch contacts. When A/C is requested and A/C line pressures allow, a ground is provided to the A/C clutch relay coil from the PCM, energizing the A/C clutch relay. When the PCM energizes the relay, voltage is supplied to the A/C clutch from the relay. Ground is supplied for the A/C clutch.

The evaporator discharge air temperature sensor is used for A/C compressor cycling. An accurate evaporator temperature is critical for compressor engagement. The PCM uses the temperature measurement to turn the A/C compressor off before the evaporator temperature is cold enough to freeze the condensation on the evaporator core.

When an A/C request is received by the PCM, the A/C compressor clutch only engages the A/C clutch relay if all of the following conditions are met:

- The A/C pressure transducer does not indicate excessively low or high refrigerant pressure. Refer to Specifications in this section.
- The PCM does not detect excessively high engine coolant temperature.
- The PCM does not detect an ambient air temperature below 0°C (32°F).
- The PCM has not detected a Wide Open Throttle (WOT) condition.
- The HVAC module does not detect an evaporator discharge air temperature below 0.6°C (33°F).

- DTC 52 (A/C Select Drive Circuit/Performance) — This DTC sets when any of the following occur during a self-test:
  - The module senses ground on the A/C request circuit when the circuit is not grounded by the HVAC module, indicating a short directly to ground.
  - The module senses voltage on the A/C request circuit when the circuit is grounded by the HVAC module, indicating a short directly to voltage.
  - The module senses no voltage on the A/C request circuit when the relay is not grounded by the HVAC module, indicating an open.

This pinpoint test is intended to diagnose the following:

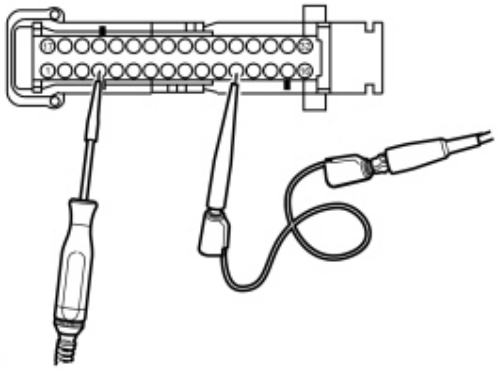
- Fuse(s)
- Wiring, terminals or connectors
- A/C system discharged/low charge
- PCM
- HVAC module
- IPC
- Evaporator discharge air temperature sensor
- A/C pressure transducer
- A/C compressor clutch field coil
- A/C clutch relay
- A/C compressor clutch air gap

PINPOINT TEST J: THE AIR CONDITIONING (A/C) IS INOPERATIVE

NOTE: Some PCM and Instrument Panel Cluster (IPC) DTCs may inhibit A/C operation. If any PCM or IPC DTCs are retrieved, diagnose those first. Refer to the PCM DTC Chart or the Instrument Panel Cluster (IPC) DTC Chart.

Test Step	Result / Action to Take
J1 CHECK THE HVAC MODULE FOR DTCs	
• Ignition ON. • CARRY OUT the HVAC module self-test. • Check for HVAC DTCs retrieved during the self-test. • **IS DTC 52 present?**	**Yes** GO to J19 . **No** GO to J2 .
J2 CHECK THE A/C SYSTEM PRESSURE	
• Ignition OFF.	**Yes**

• With the R-134a manifold gauge set connected, check the A/C system pressure. • **Is the A/C system pressure above 290 kPa (42 psi) ?**	GO to J3 . **No** CHECK the A/C system for leaks. REFER to Fluorescent Dye Leak Detection or Electronic Leak Detection in this section. RECHARGE the A/C system. REFER to Air Conditioning (A/C) System Recovery, Evacuation and Charging . TEST the system for normal operation.
J3 CHECK THE A/C PRESSURE SENSOR (ACP_PRESS) PCM PID	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • With the R-134a manifold gauge set connected, compare the pressure readings of the manifold gauge set and the ACP_PRESS PCM PID. • **Are the pressure values of the manifold gauge set and the ACP_PRESS PCM PID similar?**	**Yes** GO to J4 . **No** INSTALL a new A/C pressure transducer. TEST the system for normal operation.
J4 CHECK THE A/C EVAPORATOR TEMPERATURE (EVAP_TEMP) INSTRUMENT PANEL CLUSTER (IPC) PID	
• Allow the vehicle exterior and interior to stabilize to the ambient temperature. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Monitor the EVAP_TEMP IPC PID • **Does the EVAP_TEMP IPC PID read similar to the ambient temperature?**	**Yes** GO to J5 . **No** GO to J21
J5 CHECK THE AIR CONDITIONING SWITCH (A/C_SWITCH) IPC PID WITH THE A/C ON	
• Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Monitor the A/C_SWITCH IPC PID • Select PANEL and press the A/C button (indicator on) on the HVAC controls. • **Does the A/C_SWITCH IPC PID read ACTIVE?**	**Yes** GO to J7 . **No** GO to J6 .
J6 CHECK THE A/C REQUEST TO THE IPC	
***NOTICE:* The following step uses a test light to simulate normal circuit loads. Use only the test light recommended in the Special Tools table at the beginning of this section. To avoid connector terminal damage, use the Flex Probe Kit for the test light probe connection to the vehicle. Do not use the test light probe directly on any connector.** • Ignition OFF. • Disconnect: Instrument Panel Cluster (IPC) C220. • Ignition ON. • Connect a 12-volt test light between IPC C220-4, circuit CBP21 (BU/GY), harness side and IPC C220-12, circuit CH434 (GY/YE), harness side.	**Yes** GO to J24 . **No** GO to J22 .



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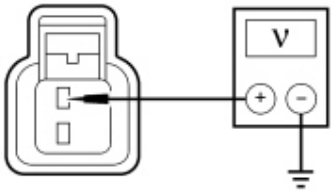
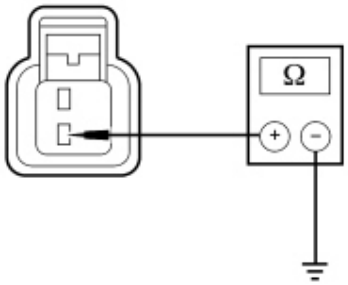
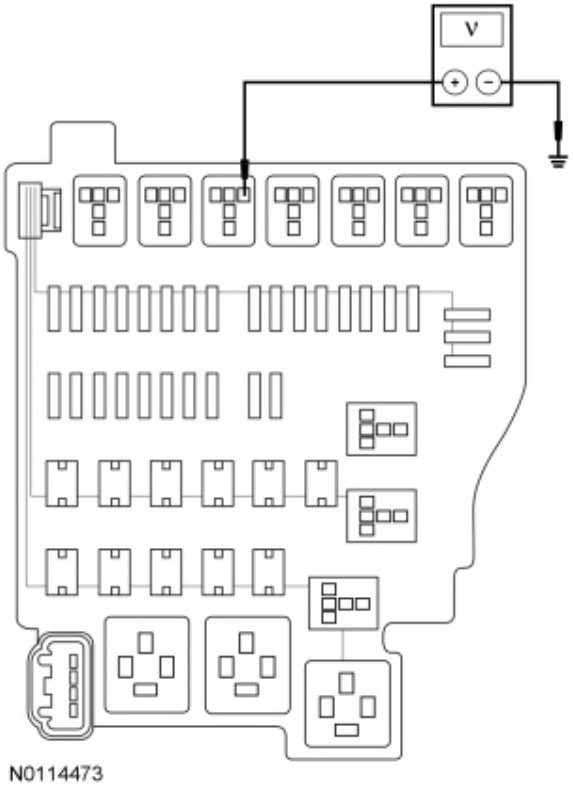
- Select PANEL and press the A/C button (indicator on) on the HVAC controls.
- **Does the test light illuminate?**

J7 CHECK THE AIR CONDITIONING REQUEST SIGNAL (AC_REQ) PCM PID WITH THE A/C ON	
• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Select PANEL and press the A/C button (indicator on) on the HVAC controls. • Monitor the AC_REQ PCM PID • **Does the AC_REQ PCM PID read YES?**	**Yes** GO to J8 . **No** GO to J24 .
J8 CHECK THE AIR CONDITIONING COMPRESSOR COMMANDED STATE (ACC_CMD) PCM PID WITH THE A/C ON	
• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Select PANEL and press the A/C button (indicator on) on the HVAC controls. • Monitor the ACC_CMD PCM PID • **Does the ACC_CMD PCM PID read ON?**	**Yes** GO to J9 . **No** GO to J23 .
J9 CHECK THE VOLTAGE AT THE A/C COMPRESSOR CLUTCH FIELD COIL	
• Ignition OFF. • Disconnect: A/C Compressor Clutch Field Coil C100. • Start the engine. • Select MAX A/C on the HVAC module. • Measure the voltage between ground and A/C compressor clutch field coil C100-1, circuit CH401 (VT/WH), harness side.  A0048576 • **Is the voltage greater than 10 volts?**	**Yes** GO to J10 . **No** GO to J13 .
J10 CHECK THE GROUND AT THE A/C COMPRESSOR CLUTCH FIELD COIL	
• Ignition OFF. • Measure the resistance between ground and A/C compressor clutch field coil C100-2, circuit GD120 (BK/GN), harness side.	**Yes** GO to J11 . **No**

 N0003086 • **Is the resistance less than 5 ohms?**	REPAIR circuit GD120 (BK/GN) for an open. TEST the system for normal operation.
J11 CHECK THE A/C COMPRESSOR CLUTCH FIELD COIL • Measure the resistance between the A/C compressor clutch field coil C100 terminals, component side. • **Is the resistance between 2 and 5 ohms?**	**Yes** GO to J12 . **No** INSTALL a new A/C compressor clutch field coil. REFER to Section 412-01 . TEST the system for normal operation.
J12 CHECK THE A/C COMPRESSOR CLUTCH FIELD COIL FOR A SHORT TO GROUND • Measure the resistance between the A/C compressor clutch field coil C100 terminals, component side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** ADJUST the A/C compressor clutch gap. REFER to Air Conditioning (A/C) Clutch Air Gap Adjustment in this section. TEST the system for normal operation. **No** INSTALL a new A/C compressor clutch field coil. REFER to Section 412-01 . TEST the system for normal operation.
J13 CHECK THE VOLTAGE TO THE A/C CLUTCH RELAY COIL • Ignition OFF. • Disconnect: A/C Clutch Relay. • Start the engine. • Measure the voltage between A/C clutch relay socket pin 1, circuit CBP02 (GN) and ground.	**Yes** GO to J14 . **No** VERIFY Central Junction Box (CJB) fuse 2 (10A) is OK. If OK, REPAIR circuit CBP02 (GN) for an open. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.



- **Is the voltage greater than 10 volts?**

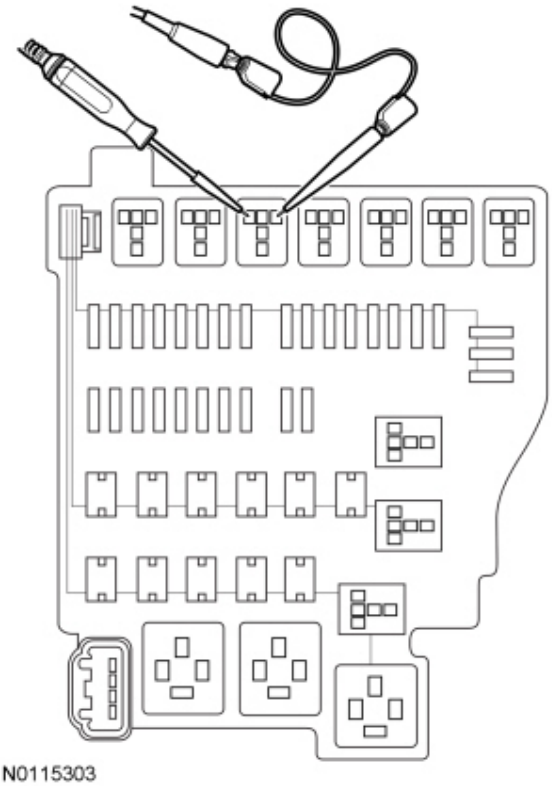
J14 CHECK THE A/C CLUTCH RELAY

NOTICE: **The following step uses a test light to simulate normal circuit loads. Use only the test light recommended in the Special Tools table at the beginning of this section or equivalent. To avoid connector terminal damage, use the Flex Probe Kit for the test light probe connection to the vehicle. Do not use the test light probe directly on any connector.**

- Start the engine.
- Select PANEL and press the A/C button (indicator on) on the HVAC controls.
- With the engine running, connect a 12-volt test light between A/C clutch relay socket pin 1, circuit CBP02 (GN) and A/C clutch relay socket pin 2, circuit CH302 (WH/BN).

Yes
GO to J17 .

No
GO to J15 .



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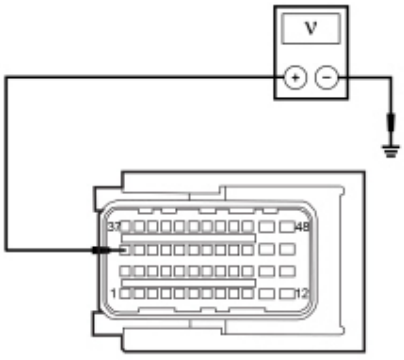
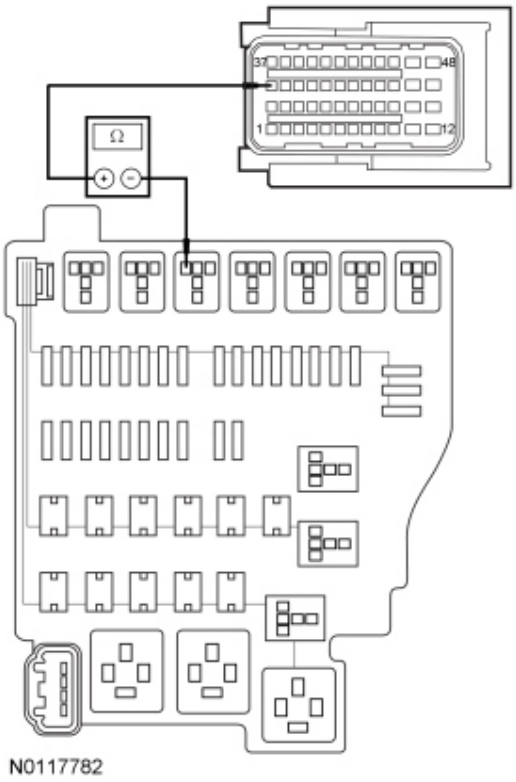
- **Does the test light illuminate?**

J15 CHECK THE A/C CLUTCH RELAY COIL SWITCHED GROUND CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: PCM C175B. • Ignition ON. • Measure the voltage between ground and PCM C175B-25, circuit CH302 (WH/BN), harness side.  N0117784 • **Is any voltage present?**	**Yes** REPAIR circuit CH302 (WH/BN) for a short to voltage. TEST the system for normal operation. **No** GO to J16.
J16 CHECK THE A/C CLUTCH RELAY COIL SWITCHED GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between A/C clutch relay socket pin 2, circuit CH302 (WH/BN) and PCM C175B-25, circuit CH302 (WH/BN), harness side.	**Yes** GO to J23. **No** REPAIR circuit CH302 (WH/BN) for an open. TEST the system for normal operation.



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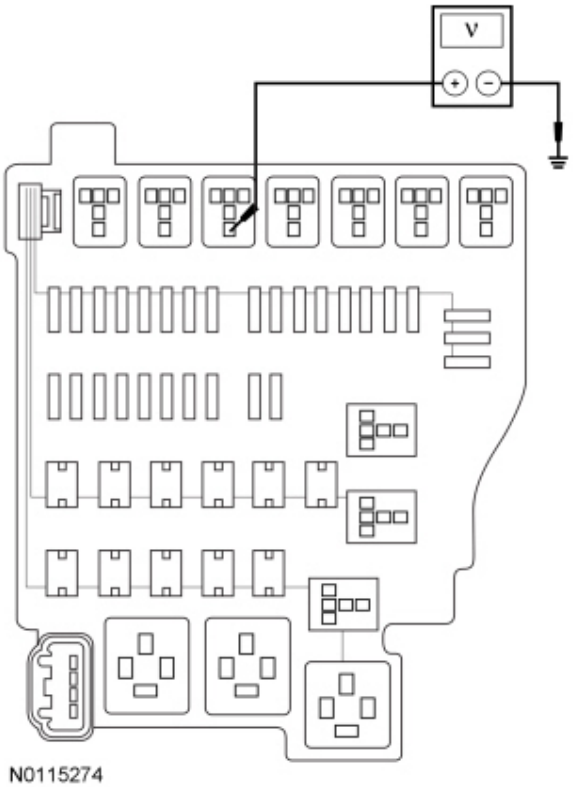
- **Is the resistance less than 5 ohms?**

J17 CHECK THE VOLTAGE TO THE A/C CLUTCH RELAY SWITCH CONTACTS

- Measure the voltage between ground and the A/C clutch relay socket pin 3, circuit SBB29 (GY/RD).

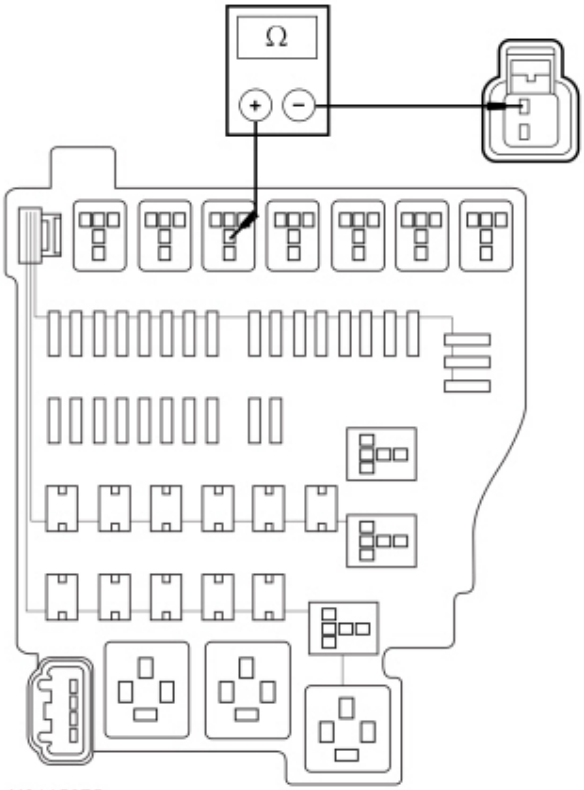
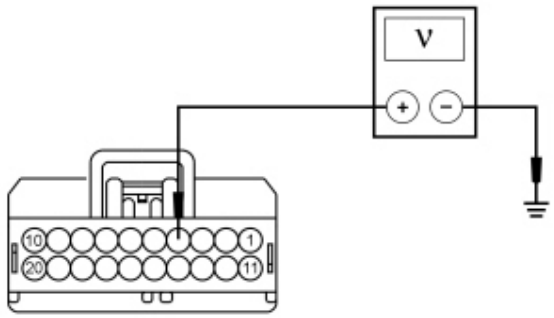


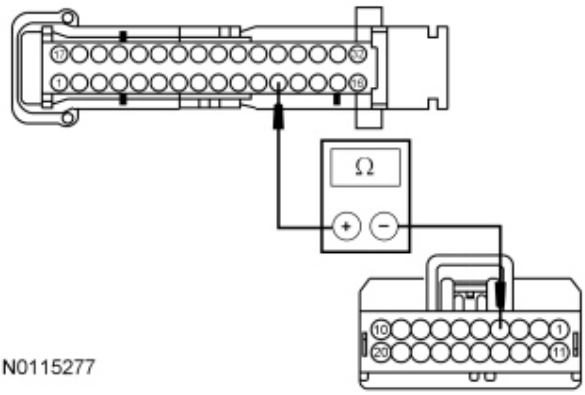
N0115274

- **Is the voltage greater than 10 volts?**

Yes
GO to J18 .

No
VERIFY Battery Junction Box (BJB) fuse 29 (10A) is OK. If OK, REPAIR circuit SBB29 (GY/RD) for an open. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.

J18 CHECK THE A/C COMPRESSOR CLUTCH FIELD COIL VOLTAGE CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between A/C clutch relay socket pin 5, circuit CH401 (VT/WH) and A/C compressor clutch field coil C100-1, circuit CH401 (VT/WH), harness side.  N0115275 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new A/C clutch relay. TEST the system for normal operation. **No** REPAIR circuit CH401 (VT/WH) for an open. TEST the system for normal operation.
J19 CHECK THE A/C REQUEST CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Disconnect: Instrument Panel Cluster (IPC) C220. • Ignition ON. • Measure the voltage between ground and HVAC module C228A-4, circuit CH434 (GY/YE), harness side.  N0115276 • **Is any voltage present?**	**Yes** REPAIR circuit CH434 (GY/YE) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to J20.
J20 CHECK THE A/C REQUEST CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between HVAC module C228A-4, circuit CH434 (GY/YE), harness side and IPC C220-12, circuit CH434	**Yes** GO to J22.

(GY/YE), harness side.  • **Is the resistance less than 5 ohms?**	**No** REPAIR circuit CH434 (GY/YE) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
J21 CHECK THE EVAPORATOR TEMPERATURE AIR TEMPERATURE SENSOR	
• Ignition OFF. • Disconnect: Evaporator Discharge Air Temperature Sensor C296. • CARRY OUT the Evaporator Discharge Air Temperature Sensor component test in this section. • **Did the evaporator discharge air temperature sensor test OK?**	**Yes** GO to J24 . **No** INSTALL a new evaporator discharge air temperature sensor. REFER to Section 412-01 . TEST the system for normal operation.
J22 CHECK THE HVAC MODULE CONNECTION	

• Disconnect all the HVAC module connectors.
• Inspect the HVAC module connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the HVAC module connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

J23 CHECK THE PCM CONNECTION	

• Disconnect all the PCM connectors.
• Inspect the PCM connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the PCM connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

J24 CHECK THE IPC CONNECTION	
• Disconnect all the IPC connectors. • Inspect the IPC connectors for:	**Yes** INSTALL a new IPC .

■ corrosion. ■ pushed-out terminals. ■ damaged terminals. • Connect and correctly seat all the IPC connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	REFER to Section 413-01. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test K: The Air Conditioning (A/C) is Always On — A/C Compressor Does Not Cycle

Refer to Wiring Diagrams Cell 54, Manual Climate Control System for schematic and connector information.

Normal Operation

When A/C is requested the HVAC module grounds a circuit to the Instrument Panel Cluster (IPC). The IPC then sends an A/C request through the High Speed Controller Area Network (HS-CAN) to the PCM.

Voltage is provided to the A/C clutch relay coil and switch contacts. When A/C is requested and A/C line pressures allow, a ground is provided to the A/C clutch relay coil from the PCM, energizing the A/C clutch relay. When the PCM energizes the relay, voltage is supplied to the A/C clutch from the relay. Ground is supplied for the A/C clutch.

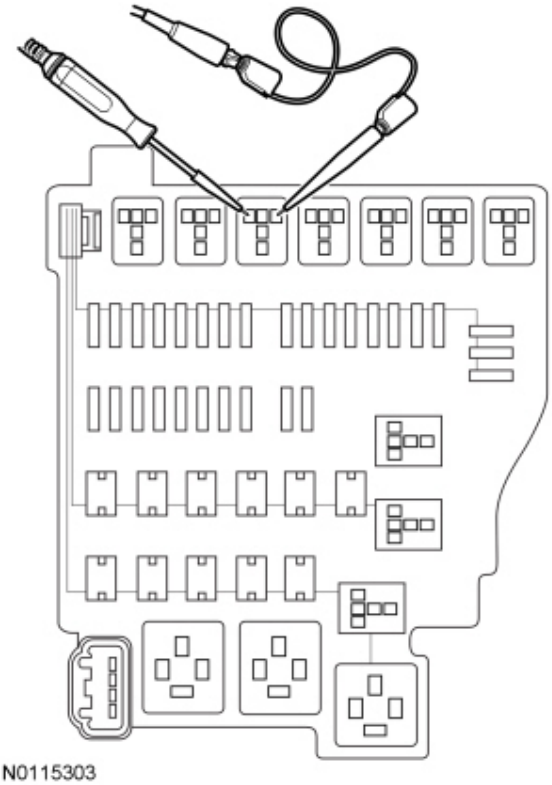
The evaporator discharge air temperature sensor is used for A/C compressor cycling. An accurate evaporator temperature is critical for compressor engagement. The PCM uses the temperature measurement to turn the A/C compressor off before the evaporator temperature is cold enough to freeze the condensation on the evaporator core.

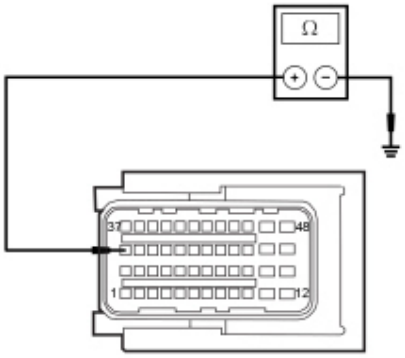
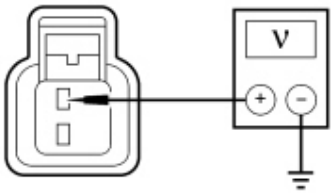
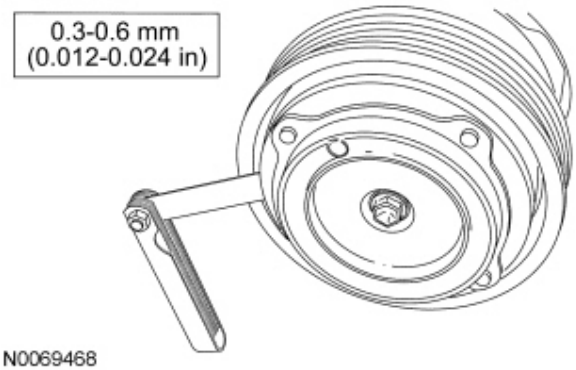
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- PCM
- IPC
- Evaporator discharge air temperature sensor
- A/C clutch relay
- A/C compressor clutch air gap

PINPOINT TEST K: THE AIR CONDITIONING (A/C) IS ALWAYS ON — A/C COMPRESSOR DOES NOT CYCLE

Test Step	Result / Action to Take
K1 CHECK THE A/C EVAPORATOR TEMPERATURE (EVAP_TEMP) INSTRUMENT PANEL CLUSTER (IPC) PID	
• Ignition ON. • Allow the vehicle exterior and interior to stabilize to the ambient temperature. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Monitor the EVAP_TEMP IPC PID • **Does the EVAP_TEMP IPC PID read similar to the ambient temperature?**	**Yes** GO to K2. **No** GO to K8.
K2 CHECK AIR CONDITIONING COMPRESSOR COMMANDED STATE (ACC_CMD) PCM PID WITH THE A/C OFF	

• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Select PANEL and press the A/C button (indicator off) on the HVAC controls. • Monitor the ACC_CMD PCM PID • **Does the ACC_CMD PCM PID read OFF?**	**Yes** GO to K3 . **No** GO to K10 .
K3 CHECK THE A/C RELAY	
• Ignition OFF. • Disconnect: A/C Clutch Relay. • Start the engine. • OBSERVE A/C compressor clutch operation. • **Does the A/C compressor clutch disengage?**	**Yes** GO to K4 . **No** GO to K6 .
K4 CHECK THE A/C CLUTCH RELAY	
NOTICE: **The following step uses a test light to simulate normal circuit loads. Use only the test light recommended in the Special Tools table at the beginning of this section or equivalent. To avoid connector terminal damage, use the Flex Probe Kit for the test light probe connection to the vehicle. Do not use the test light probe directly on any connector.** • Connect a 12-volt test light between A/C clutch relay socket pin 1, circuit CBP02 (GN) and A/C clutch relay socket pin 2, circuit CH302 (WH/BN).  N0115303 • **Does the test light illuminate?**	**Yes** GO to K5 . **No** INSTALL a new A/C clutch relay. TEST the system for normal operation.
K5 CHECK THE A/C CLUTCH RELAY COIL SWITCHED GROUND CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: PCM C175B. • Measure the resistance between ground and PCM C175B-25, circuit CH302 (WH/BN), harness side.	**Yes** GO to K10 . **No** REPAIR circuit CH302 (WH/BN) for a short to ground. TEST the system for normal operation.

 N0117783 • **Is the resistance greater than 10,000 ohms?**	
K6 CHECK FOR VOLTAGE TO THE A/C COMPRESSOR CLUTCH FIELD COIL	
• Ignition OFF. • Disconnect: A/C Compressor Clutch Field Coil C100. • Ignition ON. • Measure the voltage between A/C compressor clutch field coil C100-1, circuit CH401 (VT/WH), harness side and ground.  A0048576 • **Is any voltage present?**	**Yes** REPAIR circuit CH401 (VT/WH) for a short to voltage. TEST the system for normal operation. **No** GO to K7 .
K7 CHECK THE A/C COMPRESSOR CLUTCH AIR GAP	
• Measure the A/C compressor clutch air gap at 3 equally spaced locations between the clutch hub and the A/C compressor clutch pulley.  N0069468 • **Is the A/C compressor clutch air gap average less than 0.3 mm (0.012 in)?**	**Yes** ADJUST the A/C compressor clutch gap. REFER to Air Conditioning (A/C) Clutch Air Gap Adjustment in this section. TEST the system for normal operation. **No** INSTALL a new A/C compressor clutch. REFER to Section 412-01 . TEST the system for normal operation.
K8 CHECK THE EVAPORATOR TEMPERATURE AIR TEMPERATURE SENSOR	
• Ignition OFF. • Disconnect: Evaporator Discharge Air Temperature Sensor C296. • CARRY OUT the Evaporator Discharge Air Temperature Sensor component test in this section.	**Yes** GO to K9 . **No**

• **Did the evaporator discharge air temperature sensor test OK?**	INSTALL a new evaporator discharge air temperature sensor. REFER to Section 412-01 . TEST the system for normal operation.
K9 CHECK THE IPC CONNECTION	

• Disconnect all the IPC connectors.
• Inspect the IPC connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the IPC connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Section 413-01 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

K10 CHECK THE PCM CONNECTION	

• Disconnect all the PCM connectors.
• Inspect the PCM connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the PCM connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test L: The Air Conditioning (A/C) is Always On — A/C Mode Always Commanded ON

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

Under normal operation, when A/C is requested the HVAC module grounds a circuit to the Instrument Panel Cluster (IPC). The IPC then sends an A/C request through the High Speed Controller Area Network (HS-CAN) to the PCM.

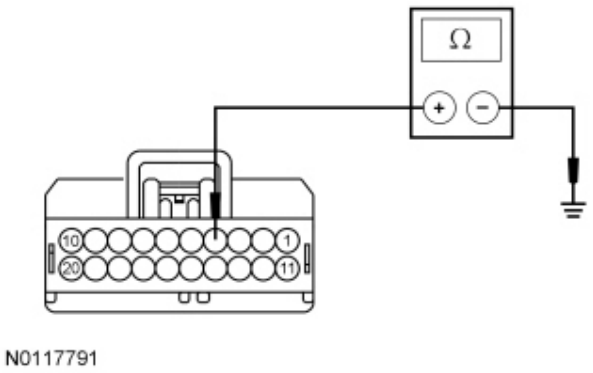
- DTC 52 (A/C Select Drive Circuit/Performance) — This DTC sets when any of the following occur during a self-test:
  - The module senses ground on the A/C request circuit when the circuit is not grounded by the HVAC module, indicating a short directly to ground.
  - The module senses voltage on the A/C request circuit when the circuit is grounded by the HVAC module, indicating a short directly to voltage.
  - The module senses no voltage on the A/C request circuit when the relay is not grounded by the HVAC module, indicating an open.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- PCM
- HVAC module

PINPOINT TEST L: THE AIR CONDITIONING (A/C) IS ALWAYS ON — A/C MODE ALWAYS COMMANDED ON

NOTE: Some PCM and Instrument Panel Cluster (IPC) DTCs may inhibit A/C operation. If any PCM or IPC DTCs are retrieved, diagnose those first. Refer to the PCM DTC Chart or the Instrument Panel Cluster (IPC) DTC Chart.

Test Step	Result / Action to Take
L1 CHECK THE HVAC MODULE FOR DTCs	
• Ignition ON. • Select OFF on the HVAC controls. • CARRY OUT the HVAC module self-test. • Check for HVAC DTCs retrieved during the self-test. • **Is DTC 52 present?**	**Yes** GO to L2. **No** GO to L3.
L2 CHECK THE A/C REQUEST CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Disconnect: Instrument Panel Cluster (IPC) C220. • Ignition ON. • Measure the resistance between ground and HVAC module C228A-4, circuit CH434 (GY/YE), harness side.  N0117791 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to L8. **No** REPAIR circuit CH434 (GY/YE) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
L3 CHECK THE AIR CONDITIONING SWITCH (A/C_SWITCH) IPC PID WITH THE A/C OFF	
• Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Monitor the A/C_SWITCH IPC PID • Select PANEL and press the A/C button (indicator off) on the HVAC controls. • **Does the A/C_SWITCH IPC PID read INACTIVE?**	**Yes** GO to L4. **No** GO to L6.
L4 CHECK THE AIR CONDITIONING REQUEST SIGNAL (AC_REQ) PCM PID WITH THE A/C OFF	
• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Select PANEL and press the A/C button (indicator off) on the HVAC controls. • Monitor the AC_REQ PCM PID • **Does the AC_REQ PCM PID read NO?**	**Yes** GO to L5. **No** GO to L7.
L5 CHECK AIR CONDITIONING COMPRESSOR COMMANDED	

STATE (ACC_CMD) PCM PID WITH THE A/C OFF	
• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Select PANEL and press the A/C button (indicator off) on the HVAC controls. • Monitor the ACC_CMD PCM PID • **Does the ACC_CMD PCM PID read OFF?**	**Yes** GO to L6 . **No** GO to L7 .
L6 CHECK THE HVAC MODULE CONNECTION	

• Disconnect all the HVAC module connectors.
• Inspect the HVAC module connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the HVAC module connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

L7 CHECK THE PCM CONNECTION	

• Disconnect all the PCM connectors.
• Inspect the PCM connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the PCM connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

L8 CHECK THE IPC CONNECTION	

• Disconnect all the IPC connectors.
• Inspect the IPC connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the IPC connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Section 413-01 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test M: Temperature Control is Inoperative/Does Not Operate Correctly

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

The HVAC module supplies voltage and ground to the temperature blend door actuator motor through the actuator motor circuits to rotate the temperature blend door actuator. To reverse the temperature blend door actuator rotation, the HVAC module reverses the voltage and ground on the circuits.

The temperature blend door actuator feedback resistor is supplied a 5-volt reference voltage and ground from the HVAC module. The HVAC module measures the resistance on the temperature blend door actuator feedback circuit to determine the temperature blend door actuator position by the position of the actuator feedback resistor wiper arm.

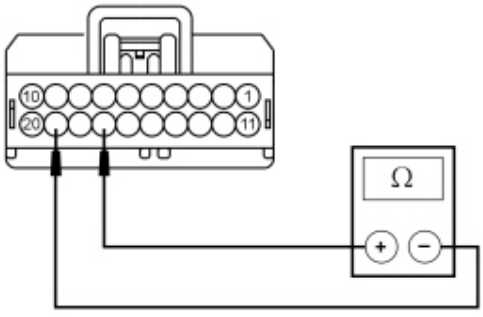
During an actuator calibration cycle, the HVAC module drives the temperature blend door until the door reaches both internal stops in the HVAC case. If the temperature blend door is temporarily obstructed or binding during a calibration cycle, the HVAC module may interpret this as the actual end of travel for the door. When this condition occurs and the HVAC module commands the actuator to its end of travel, the airflow may not be the expected temperature.

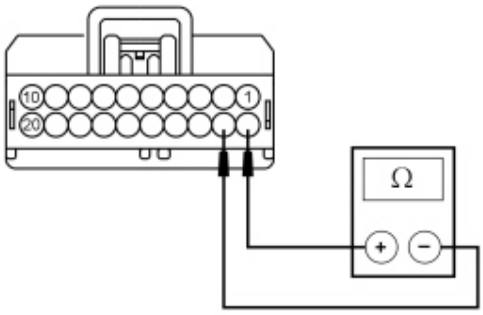
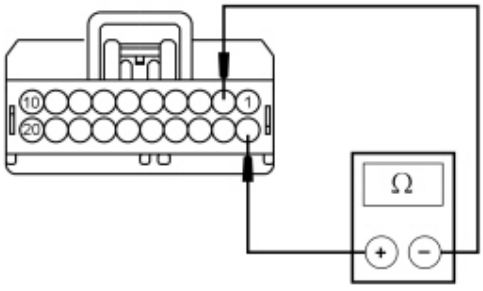
- DTC 2-1 (Blend Feedback Circuit/Performance) — The module senses no changes in the feedback circuit when motor movement is commanded and no motor electrical DTCs are present. This indicates an open actuator motor, an open or shorted feedback circuit, an open feedback resistor reference voltage circuit, or an internal electrical or mechanical failure.
- DTC 2-2 (Blend Motor Driver Circuit/Performance) — The module senses lower than expected voltage on an actuator motor circuit when voltage is applied to drive the motor. This indicates a short to ground or the module senses greater than expected voltage on the actuator motor circuit when ground is applied to drive the motor, indicating a short to voltage.
- DTC 2-3 (Blend Actuator Calibration Performance) — The module senses the actuator has moved outside its travel limits during calibration. This indicates broken/disconnected linkage or door or an internal mechanical failure.

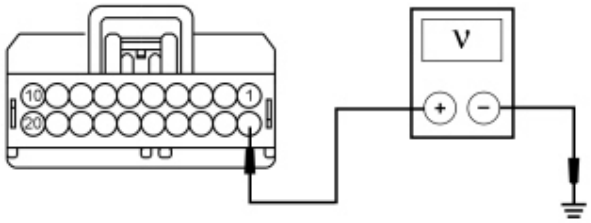
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Temperature blend door actuator
- HVAC module
- Temperature blend door is binding or stuck

PINPOINT TEST M: TEMPERATURE CONTROL IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

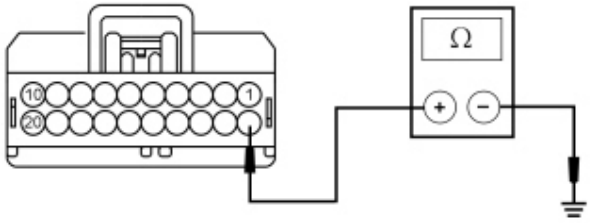
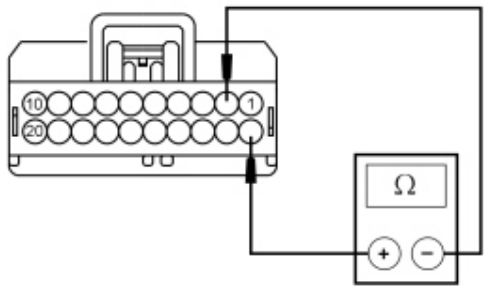
Test Step	Result / Action to Take
M1 CHECK THE HVAC MODULE FOR DTCs **NOTE:** If HVAC DTC 4-4 is present, GO to Pinpoint Test D and diagnose that DTC first. • Ignition ON. • CARRY OUT the HVAC module self-test. • Check for HVAC DTCs retrieved during the self-test. • **Are HVAC DTCs present?**	**Yes** **For DTC 2-1** , GO to M2 . **For DTC 2-2** , GO to M9 . **For DTC 2-3** , GO to M8 . **No** GO to M7 .
M2 CHECK THE ACTUATOR MOTOR AND CIRCUITS • Ignition OFF. • Disconnect: HVAC Module C228A. • Measure the resistance between HVAC module C228A-17, circuit CH235 (BU), harness side and HVAC module C228A-19, circuit CH236 (WH), harness side.  N0115278 • **Is the resistance less than 40 ohms?**	**Yes** GO to M4 . **No** GO to M3 .
M3 CHECK THE TEMPERATURE BLEND DOOR ACTUATOR	

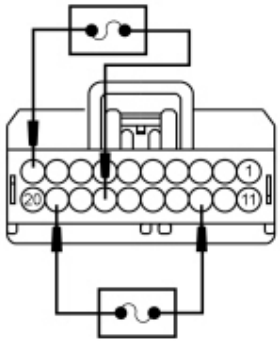
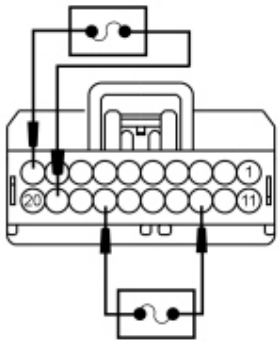
• Ignition OFF. • Disconnect: Temperature Blend Door Actuator C2092. • CARRY OUT the Temperature Blend Door Actuator component test in this section. • **Did the temperature blend door actuator test OK?**	**Yes** REPAIR circuit CH235 (BU) or CH236 (WH) for an open or high resistance. REPEAT the self-test. TEST the system for normal operation. **No** GO to M13.
M4 CHECK THE POTENTIOMETER LOW- AND HIGH-SIDE RESISTANCE	
• Measure the **high-side** resistance between HVAC module C228A-12, circuit CH232 (WH/BN), harness side and HVAC module C228A-11, circuit CH206 (YE/VT), harness side.  N0115279 • Measure the **low-side** resistance between HVAC module C228A-2, circuit CH233 (VT/BN), harness side and HVAC module C228A-11, circuit CH206 (YE/VT), harness side.  N0115280 • **Are the resistances between 215 and 4,375 ohms?**	**Yes** GO to M5. **No** CARRY OUT the Temperature Blend Door Actuator component test in this section. INSTALL a new defrost/panel/floor mode door actuator if necessary. REFER to Section 412-01. If the actuator tests OK and: If the **high-side** resistance only is greater than 4,375 ohms, REPAIR circuit CH232 (WH/BN) for an open. If the **high-side** resistance only is less than 215 ohms, REPAIR circuits CH206 (YE/VT) and CH232 (WH/BN) for a short together. If the **low-side** resistance only is greater than 4,375 ohms, REPAIR circuit CH233 (VT/BN) for an open. If the **low-side** resistance only is less than 215 ohms, REPAIR circuits CH206 (YE/VT) and CH233 (VT/BN) for a short together. If both the **high-side and low-side** resistance is greater than 4,375 ohms, REPAIR circuit CH206 (YE/VT) for an open. Once the repair is complete, CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section. TEST the system for normal operation.
M5 CHECK THE ACTUATOR FEEDBACK CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition ON. • Measure the voltage between ground and HVAC module C228A-11, circuit CH206 (YE/VT), harness side.	**Yes** REPAIR circuit CH206 (YE/VT) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to M6.

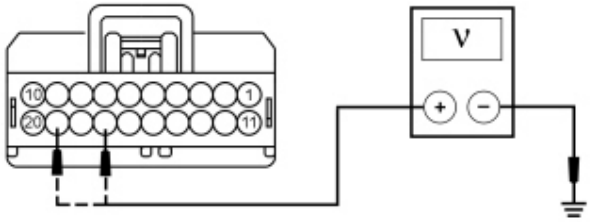
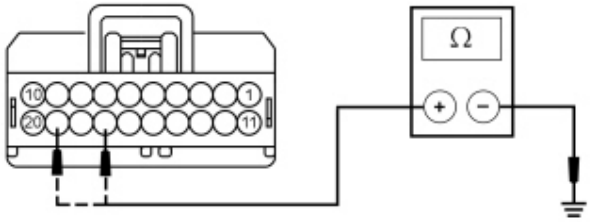
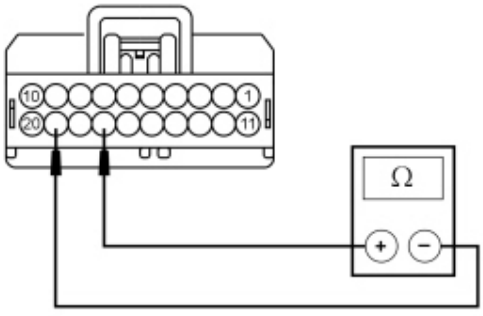


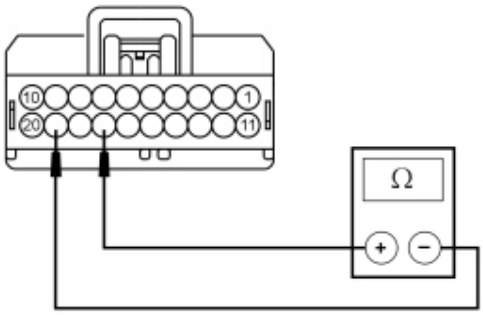
N0117787

- **Is any voltage present?**

M6 CHECK THE ACTUATOR FEEDBACK CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between ground and HVAC module C228A-11, circuit CH206 (YE/VT), harness side.  N0117788 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to M7 . **No** REPAIR circuit CH206 (YE/VT) or CH233 (VT/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
M7 CHECK THE TEMPERATURE BLEND DOOR ACTUATOR OPERATION	
• Ignition OFF. • Disconnect: HVAC Module C228A (If not previously disconnected). • Measure the resistance between HVAC module C228A-2, circuit CH233 (VT/BN), harness side and HVAC module C228A-11, circuit CH206 (YE/VT), harness side.  N0115280 • Connect a fused jumper wire between: ▪ HVAC module C228A-10, circuit SBP07 (WH/RD), harness side and HVAC module C228A-17, circuit CH235 (BU), harness side. ▪ HVAC module C228A-13, circuit GD115 (BK/GY), harness side and HVAC module C228A-19, circuit	**Yes** GO to M14 . **No** GO to M8 .

CH236 (WH), harness side.  N0117789 • Remove the fused jumpers. • Connect a fused jumper wire between: ▪ HVAC module C228A-13, circuit GD115 (BK/GY), harness side and HVAC module C228A-17, circuit CH235 (BU), harness side. ▪ HVAC module C228A-10, circuit SBP07 (WH/RD), harness side and HVAC module C228A-19, circuit CH236 (WH), harness side.  N0117790 • **Does the resistance smoothly increase to approximately 3,500 ohms and/or decrease to approximately 290 ohms when the jumpers are connected?**	
M8 CHECK THE TEMPERATURE BLEND DOOR AND LINKAGE	
• Disconnect: Temperature Blend Door Actuator C2092. • REMOVE the temperature blend door actuator. REFER to Section 412-01 . • INSPECT the temperature blend door and linkage for a broken, loose or binding condition. • **Is any condition found during inspection?**	**Yes** REPAIR the temperature blend door or linkage REINSTALL the temperature blend door actuator. CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section. TEST the system for normal operation. **No** GO to M13 .
M9 CHECK THE ACTUATOR MOTOR DRIVE CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Ignition ON. • Measure the voltage between ground and: ▪ HVAC module C228A-17, circuit CH235 (BU), harness side. ▪ HVAC module C228A-19, circuit CH236 (WH),	**Yes** REPAIR circuit CH235 (BU) or CH236 (WH) for a short to voltage. TEST the system for normal operation. **No**

harness side.  N0115283 • **Are any voltages present?**	GO to M10.
M10 CHECK THE ACTUATOR MOTOR DRIVE CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between ground and: ▪ HVAC module C228A-17, circuit CH235 (BU), harness side. ▪ HVAC module C228A-19, circuit CH236 (WH), harness side.  N0115284 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to M11. **No** REPAIR circuit CH235 (BU) or CH236 (WH) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
M11 CHECK THE ACTUATOR MOTOR AND CIRCUIT RESISTANCE	
• Measure the resistance between HVAC module C228A-17, circuit CH235 (BU), harness side and HVAC module C228A-19, circuit CH236 (WH), harness side.  N0115278 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to M14. **No** GO to M12.

M12 CHECK THE ACTUATOR MOTOR CIRCUITS FOR A SHORT TOGETHER	
• Disconnect: Temperature Blend Door Actuator C2092. • Measure the resistance between HVAC module C228A-17, circuit CH235 (BU), harness side and HVAC module C228A-19, circuit CH236 (WH), harness side.  N0115278 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to M13 . **No** REPAIR circuits CH235 (BU) and CH236 (WH) for a short together. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
M13 CHECK THE ACTUATOR CONNECTION	
• Disconnect the temperature blend door actuator connector. • Inspect the temperature blend door actuator connector for: ▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • REINSTALL the temperature blend door actuator, If removed. • Connect and correctly seat the temperature blend door actuator connector. • CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new temperature blend door actuator. REFER to Section 412-01 . CALIBRATE the actuators. REFER to Calibrating the HVAC Actuators in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.
M14 CHECK THE HVAC MODULE CONNECTION	
• Disconnect all the HVAC module connectors. • Inspect the HVAC module connectors for: ▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • Connect and correctly seat all the HVAC module connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation. **No** The system is now operating correctly at this time. The concern may have been caused by a foreign object in the HVAC case or temporary binding that restricted actuator door travel. CHECK any actuator external linkage. If condition recurs, INSPECT actuator linkage and door for binding and CHECK HVAC case for foreign objects.

Pinpoint Test N: The Blower Motor is Inoperative

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

The blower motor relay coil and relay switch contacts receive voltage. The blower motor relay is energized when the coil receives ground from the HVAC module, if the HVAC power is on. When the relay coil is energized, voltage is delivered to the blower motor. Ground for the blower motor is provided from the blower resistor or the blower switch (HI). The blower resistor is grounded through the blower motor switch. The blower motor switch is grounded. The blower motor switch is part of the HVAC module and can not be replaced separately.

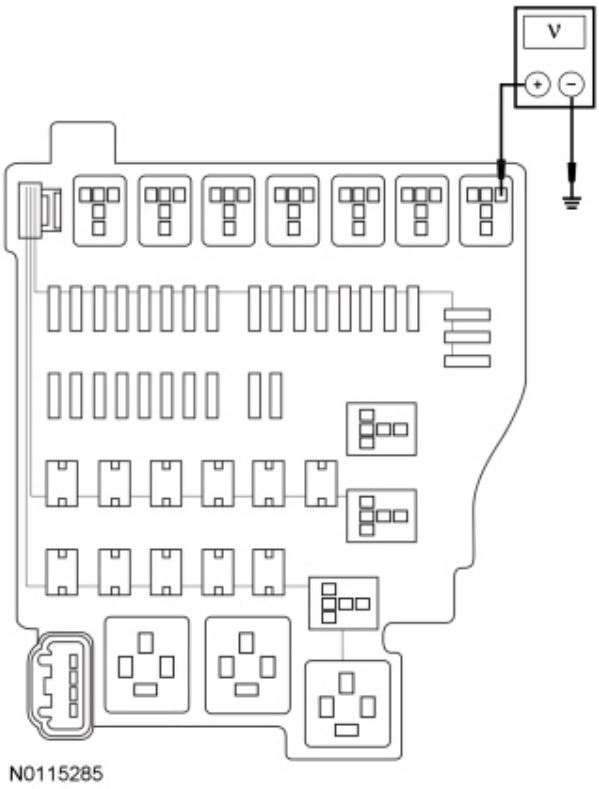
- DTC 51 (Blower Relay Driver Circuit/Performance) — This DTC sets when any of the following occur:
  - The module senses ground on the relay coil ground circuit when the relay is not grounded by the HVAC module, indicating a short directly to ground.
  - The module senses voltage on the relay coil ground circuit when the relay is grounded by the HVAC module, indicating a short directly to voltage.
  - The module senses no voltage on the relay coil ground circuit when the relay is not grounded by the HVAC module, indicating an open.

This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- Blower motor
- Blower motor relay
- HVAC module

PINPOINT TEST N: THE BLOWER MOTOR IS INOPERATIVE

Test Step	Result / Action to Take
N1 CHECK THE HVAC MODULE FOR DTCs	
• Ignition ON. • CARRY OUT the HVAC module self-test. • Check for HVAC DTCs retrieved during the self-test. • **Is DTC 51 present?**	**Yes** GO to N2 . **No** GO to N6 .
N2 CHECK THE BLOWER MOTOR RELAY COIL SUPPLY VOLTAGE	
• Ignition OFF. • Disconnect: Blower Motor Relay. • Ignition ON. • Measure the voltage between blower motor relay socket pin 1, circuit CBP21 (BU/GY) and ground.	**Yes** GO to N3 . **No** REPAIR circuit CBP21 (BU/GY) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



- **Is the voltage greater than 10 volts?**

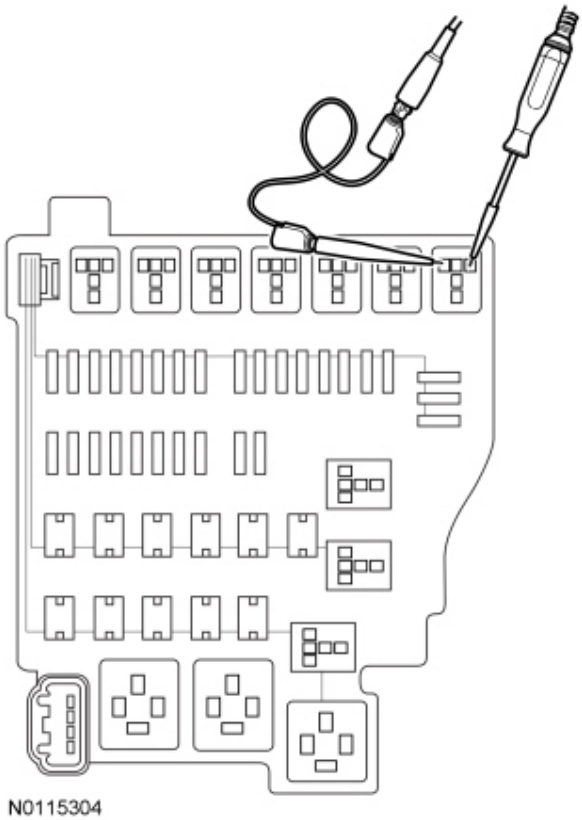
N3 CHECK THE BLOWER MOTOR RELAY COIL

NOTICE: **The following step uses a test light to simulate normal circuit loads. Use only the test light recommended in the Special Tools table at the beginning of this section or equivalent. To avoid connector terminal damage, use the Flex Probe Kit for the test light probe connection to the vehicle. Do not use the test light probe directly on any connector.**

- Select PANEL on the HVAC controls.
- Connect a 12-volt test light between blower motor relay socket pin 1, circuit CBP21 (BU/GY) and blower motor relay socket pin 2, circuit CH123 (VT/GN).

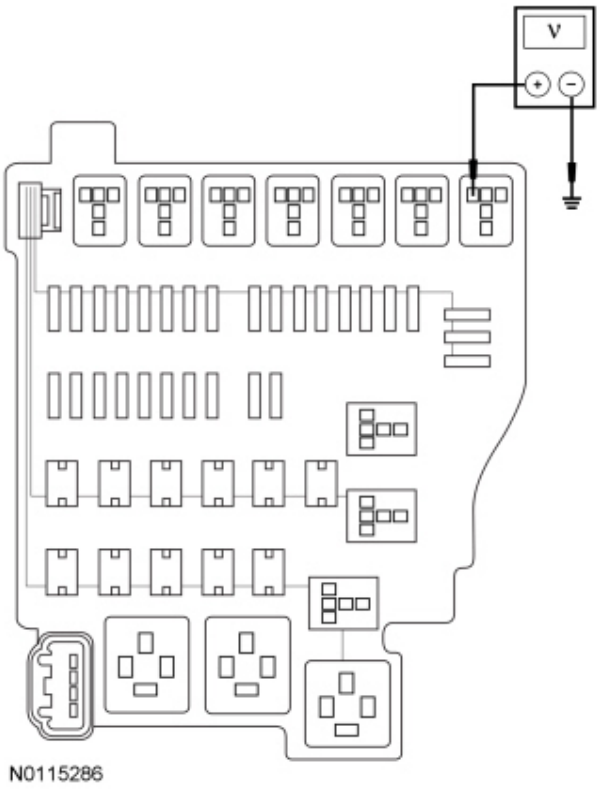
Yes
INSTALL a new blower motor relay. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

No
GO to N4 .


N0115304

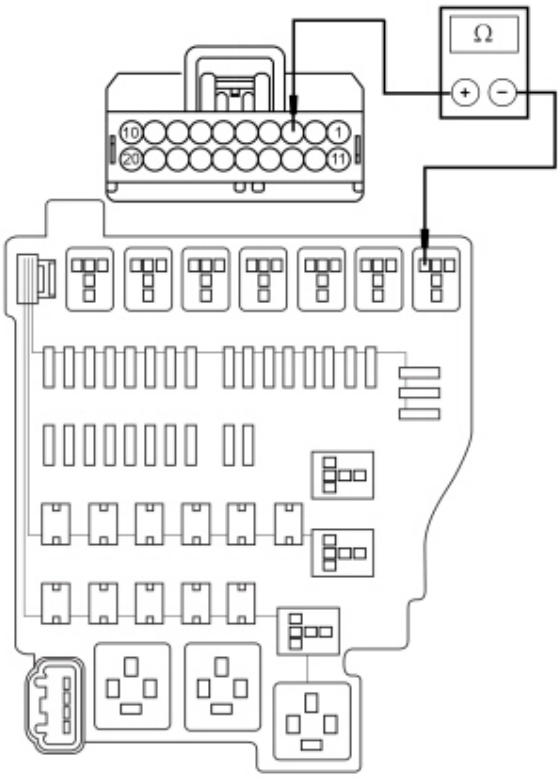
- **Does the test light illuminate?**

N4 CHECK THE BLOWER MOTOR RELAY COIL GROUND CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: HVAC Module C228A. • Ignition ON. • Measure the voltage between blower motor relay socket pin 2, circuit CH123 (VT/GN) and ground.	**Yes** REPAIR circuit CH123 (VT/GN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to N5 .



- **Is any voltage present?**

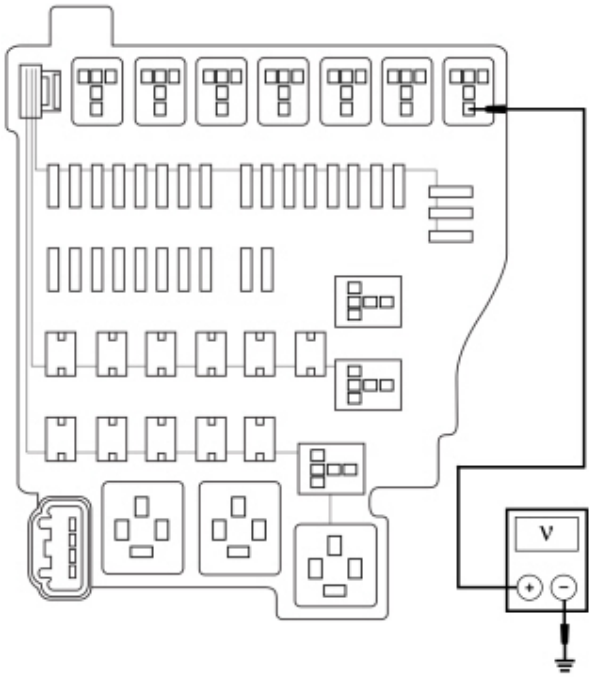
N5 CHECK THE BLOWER MOTOR RELAY COIL GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between blower motor relay socket pin 2, circuit CH123 (VT/GN) and HVAC module C228A-3, circuit CH123 (VT/GN), harness side.	**Yes** GO to N12 . **No** REPAIR circuit CH123 (VT/GN) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



N0115287

- **Is the resistance less than 5 ohms?**

N6 CHECK THE BLOWER MOTOR RELAY SWITCH CONTACTS SUPPLY VOLTAGE	
• Ignition OFF. • Disconnect: Blower Motor Relay. • Ignition ON. • Measure the voltage between blower motor relay socket pin 3, circuit SBB04 (GN/RD) and ground.	**Yes** GO to N7 . **No** VERIFY Battery Junction Box (BJB) fuse 4 (40A) is OK. If OK, REPAIR circuit SBB04 (GN/RD) for an open. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.

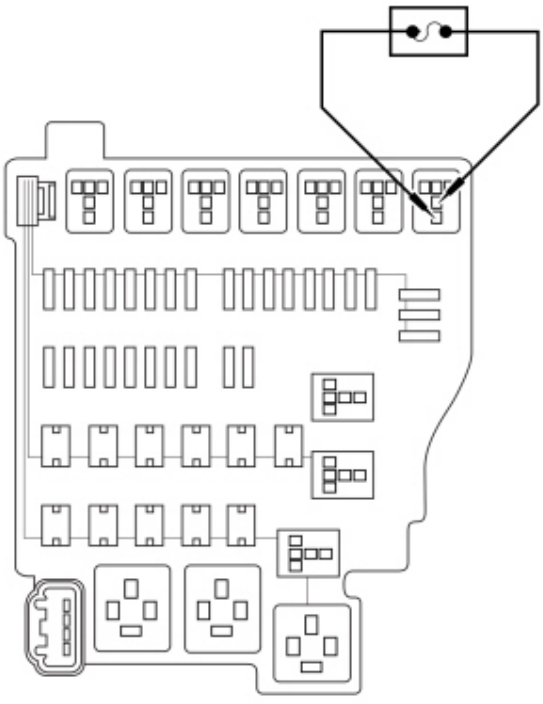


N0115305

- **Is the voltage greater than 10 volts?**

N7 CHECK THE BLOWER MOTOR RELAY

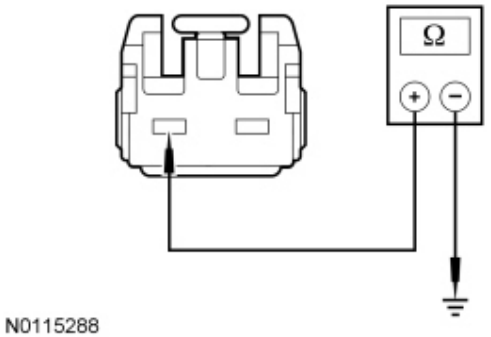
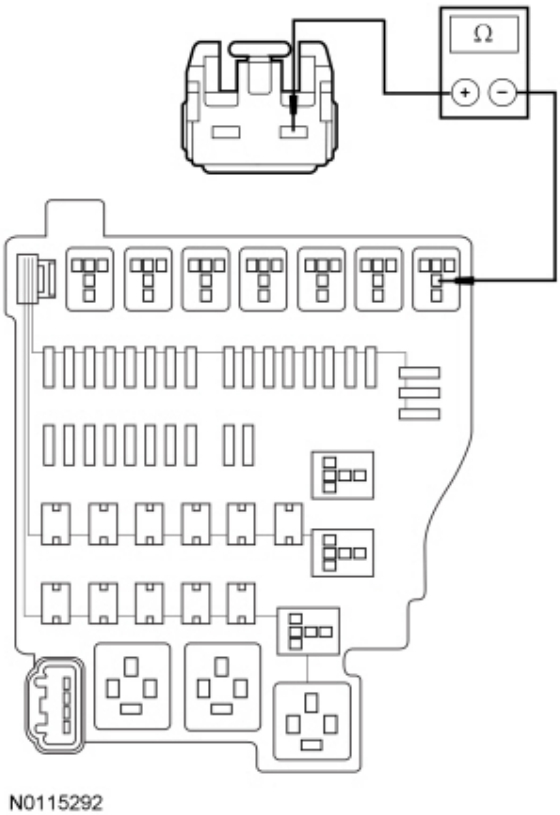
- Select the highest blower motor speed on HVAC controls.
- Connect a fused jumper lead between blower motor relay socket pin 3, circuit SBB04 (GN/RD) and blower motor relay socket pin 5, circuit CH402 (YE/GN).

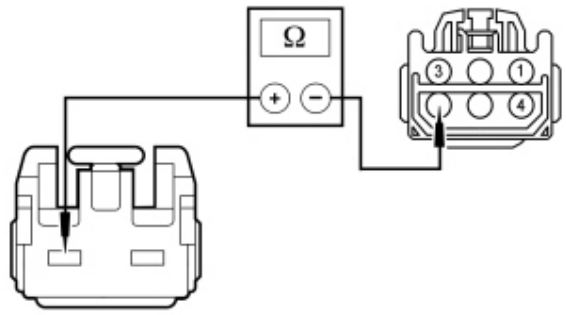
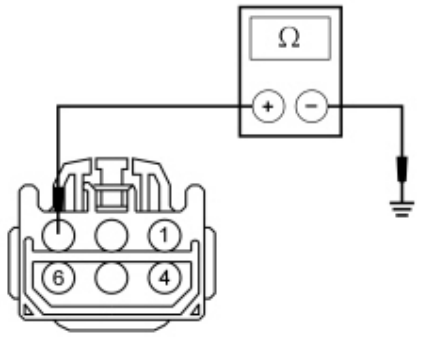


N0115293

Yes
INSTALL a new blower motor relay. TEST the system for normal operation.

No
GO to N8 .

• **Does the blower motor operate?**	
N8 CHECK THE BLOWER MOTOR GROUND CIRCUIT	
• Ignition OFF. • Disconnect: Blower Motor C2004. • Turn the blower motor switch to the HI position. • Measure the resistance between blower motor connector C2004-2, circuit CH430 (VT/OG), harness side and ground.  N0115288 • **Is the resistance less than 5 ohms?**	**Yes** GO to N9 . **No** GO to N10 .
N9 CHECK THE BLOWER MOTOR VOLTAGE CIRCUIT FOR AN OPEN	
• Measure the resistance between blower motor relay socket pin 5, circuit CH402 (YE/GN) and blower motor C2004-1, circuit CH402 (YE/GN), harness side.  N0115292 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new blower motor. TEST the system for normal operation. **No** REPAIR circuit CH402 (YE/GN) for an open. TEST the system for normal operation.
N10 CHECK THE BLOWER MOTOR GROUND CIRCUIT FOR AN OPEN	
• Disconnect: HVAC Module C228B. • Measure the resistance between HVAC module C228B-6, circuit CH430 (VT/OG), harness side and blower motor C2004-2, circuit CH430 (VT/OG), harness side.	**Yes** GO to N11 . **No**

 N0115289 • **Is the resistance less than 5 ohms?**	REPAIR circuit CH430 (VT/OG) for an open. TEST the system for normal operation.
N11 CHECK THE BLOWER MOTOR SWITCH GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between HVAC module C228B-3, circuit GD115 (BK/GY), harness side and ground.  N0115290 • **Is the resistance less than 5 ohms?**	**Yes** GO to N12 . **No** REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation.
N12 CHECK THE HVAC MODULE CONNECTION	
• Disconnect all the HVAC module connectors. • Inspect the HVAC module connectors for: ▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • Connect and correctly seat all the HVAC module connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test O: The Blower Motor Does Not Operate Correctly

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

Under normal operation, the blower motor is provided a ground through part of the blower resistor in LO, MED-

LO and MED-HI blower setting. The blower motor resistor is grounded through the blower motor switch in any setting except HI. In HI, the blower motor is grounded directly through the blower motor switch. The blower switch is provided a ground. The blower motor switch is part of the HVAC module and can not be replaced separately.

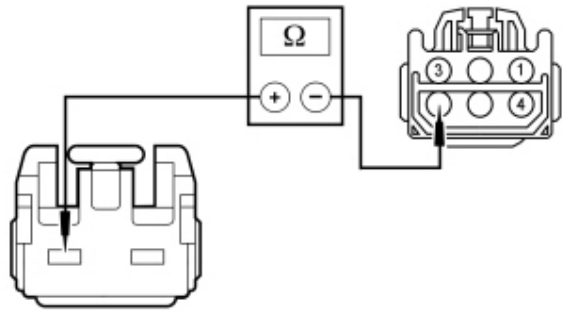
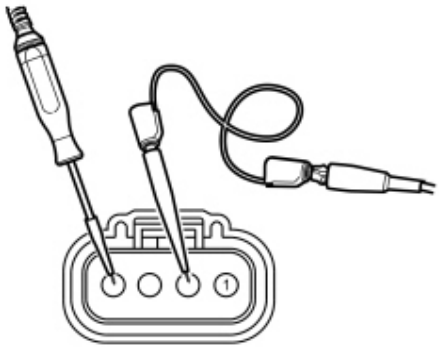
- DTC 51 (Blower Relay Driver Circuit/Performance) — This DTC sets when any of the following occur:
  - The module senses ground on the relay coil ground circuit when the relay is not grounded by the HVAC module, indicating a short directly to ground.
  - The module senses voltage on the relay coil ground circuit when the relay is grounded by the HVAC module, indicating a short directly to voltage.
  - The module senses no voltage on the relay coil ground circuit when the relay is not grounded by the HVAC module, indicating an open.

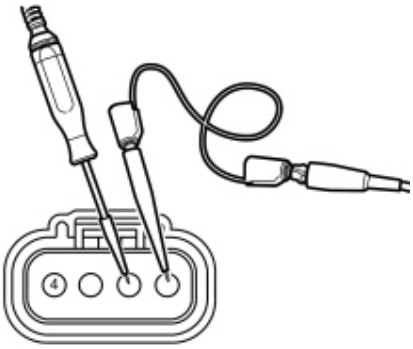
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Blower motor resistor
- HVAC module

PINPOINT TEST O: THE BLOWER MOTOR DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
O1 CHECK THE HVAC MODULE FOR DTCs	
• Ignition ON. • CARRY OUT the HVAC module self-test. • Check for HVAC DTCs retrieved during the self-test. • **Is DTC 51 present?**	**Yes** REPAIR circuit CH123 (VT/GN) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to O2.
O2 CHECK THE BLOWER MOTOR OPERATION	
• Turn the function selector switch to the FLOOR position. • Select all blower speed positions. • **Does the blower motor operate in any position?**	**Yes** If the blower motor will not turn off, REPAIR circuit CH402 (YE/GN) for a short to voltage. TEST the system for normal operation. If the blower motor does not operate in HI setting only, GO to O3. If the blower motor does not operate in LO, MED-LO or MED-HI setting only, GO to O4. If the blower motor operates in HI setting only, GO to O6. For all other symptoms, GO to O7.

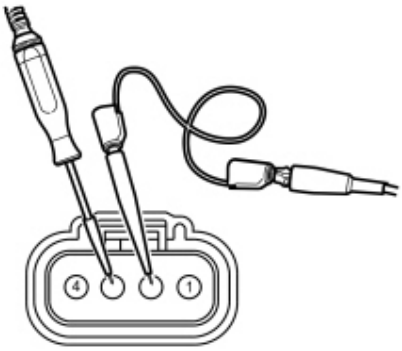
	No GO to Pinpoint Test N.
O3 CHECK THE BLOWER MOTOR GROUND CIRCUIT TO THE BLOWER MOTOR SWITCH FOR AN OPEN	
• Ignition OFF. • Disconnect: HVAC Module C228B. • Disconnect: Blower Motor C2004. • Measure the resistance between HVAC module C228B-6, circuit CH430 (VT/OG), harness side and blower motor C2004-2, circuit CH430 (VT/OG), harness side.  N0115289 • **Is the resistance less than 5 ohms?**	**Yes** GO to O9. **No** REPAIR circuit CH430 (VT/OG) for an open. TEST the system for normal operation.
O4 CHECK THE BLOWER MOTOR RESISTOR	
NOTICE: **The following step uses a test light to simulate normal circuit loads. Use only the test light recommended in the Special Tools table at the beginning of this section. To avoid connector terminal damage, use the Flex Probe Kit for the test light probe connection to the vehicle. Do not use the test light probe directly on any connector.** • Ignition OFF. • Disconnect: Blower Motor Resistor C293. • Ignition ON. • Turn the function selector switch to the FLOOR position. **For LO inoperative**  N0116010 • **For LO inoperative** : With the blower motor switch in the LO speed position, connect a 12-volt test light between blower motor resistor C293-2, circuit CH430 (VT/OG), harness side and blower motor resistor C293-4, circuit CH427 (BN), harness side. **For MED-LO inoperative**	**Yes** INSTALL a new blower motor resistor. REFER to Section 412-01. TEST the system for normal operation. **No** GO to O5.



N0116011

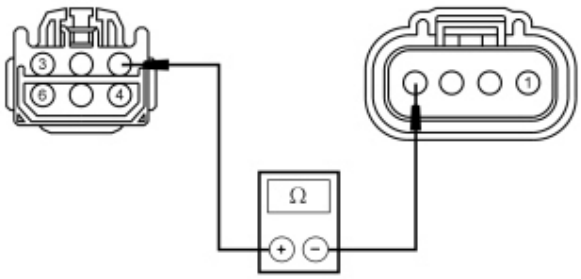
- **For MED-LO inoperative** : With the blower motor switch in the MED-LO speed position, connect a 12-volt test light between blower motor resistor C293-2, circuit CH430 (VT/OG), harness side and blower motor resistor C293-1, circuit CH428 (GN/WH), harness side.

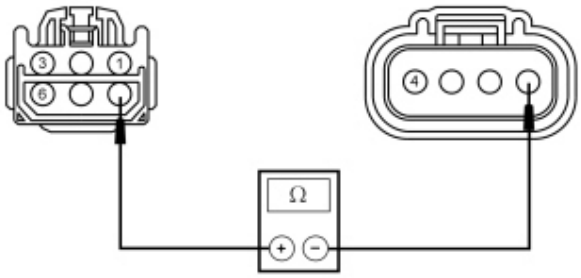
  For MED-HI inoperative



N0116012

- **For MED-HI inoperative** : With the blower motor switch in the MED-HI speed position, connect a 12-volt test light between blower motor resistor C293-2, circuit CH430 (VT/OG), harness side and blower motor resistor C293-3, circuit CH429 (GY/BN), harness side.
- **Does the test light illuminate?**

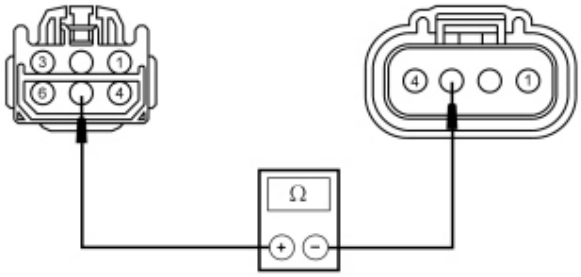
O5 CHECK THE BLOWER MOTOR RESISTOR TO BLOWER MOTOR SWITCH CIRCUITS	
• Disconnect: HVAC Module C228B. **For LO inoperative**  N0115297 • **For LO inoperative** , measure the resistance between HVAC module C228B-1, circuit CH427 (BN), harness side and blower motor resistor C293-4, circuit CH427 (BN), harness side. **For MED-LO inoperative**	**Yes** GO to O9 . **No** REPAIR circuit CH427 (BN), CH428 (GN/WH) or CH429 (GY/BN) for an open. TEST the system for normal operation.



N0115298

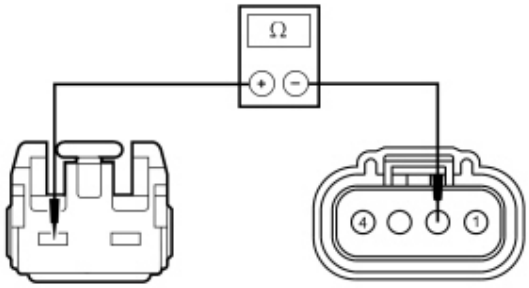
- **For MED-LO inoperative** , measure the resistance between HVAC module C228B-4, circuit CH428 (GN/WH), harness side and blower motor resistor C293-1, circuit CH428 (GN/WH), harness side.

  For MED-HI inoperative

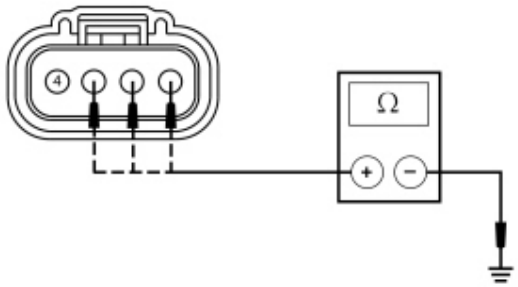


N0115299

- **For MED-HI inoperative** , measure the resistance between HVAC module C228B-5, circuit CH429 (GY/BN), harness side and blower motor resistor C293-3, circuit CH429 (GY/BN), harness side.
- **Is the resistance less than 5 ohms?**

O6 CHECK THE BLOWER MOTOR GROUND CIRCUIT TO THE BLOWER MOTOR RESISTOR FOR AN OPEN	
• Ignition OFF. • Disconnect: Blower Motor C2004. • Disconnect: Blower Motor Resistor C293. • Measure the resistance between blower motor resistor C293-2, circuit CH430 (VT/OG), harness side and blower motor C2004-2, circuit CH430 (VT/OG), harness side.  N0116013 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new blower motor resistor. REFER to Section 412-01 . TEST the system for normal operation. **No** REPAIR circuit CH430 (VT/OG) for an open. TEST the system for normal operation.
O7 CHECK THE BLOWER MOTOR RESISTOR CIRCUITS FOR A SHORT TO GROUND	

- Ignition OFF.
- Disconnect: Blower Motor C2004.
- Disconnect: Blower Motor Resistor C293.
- Disconnect: HVAC Module C228B.
- Measure the resistance between ground and blower motor resistor:
  - C293-1, circuit CH428 (GN/WH), harness side.
  - C293-3, circuit CH429 (GY/BN), harness side.
  - C293-2, circuit CH430 (VT/OG), harness side.



N0115301

- **Are the resistances greater than 10,000 ohms?**

Yes
GO to O8.

No
REPAIR the affected circuit for a short to ground. TEST the system for normal operation.

O8 CHECK THE BLOWER MOTOR RESISTOR CIRCUITS FOR SHORTS TOGETHER

- Measure the resistance between blower motor resistor C293, harness side using the following chart:

Blower Motor Resistor	Circuit	Blower Motor Resistor	Circuit
C293-1	CH428 (GN/WH)	C293-2	CH430 (VT/OG)
C293-1	CH428 (GN/WH)	C293-3	CH429 (GY/BN)
C293-1	CH428 (GN/WH)	C293-4	CH427 (BN)
C293-2	CH430 (VT/OG)	C293-3	CH429 (GY/BN)
C293-2	CH430 (VT/OG)	C293-4	CH427 (BN)
C293-3	CH429 (GY/BN)	C293-4	CH427 (BN)

C293

N0115302

- **Are the resistances greater than 10,000 ohms?**

Yes
GO to O9.

No
REPAIR the affected circuits. TEST the system for normal operation.

O9 CHECK THE HVAC MODULE CONNECTION	

• Disconnect all the HVAC module connectors.
• Inspect the HVAC module connectors for:
  ▪ corrosion.
  ▪ pushed-out terminals.
  ▪ damaged terminals.
• Connect and correctly seat all the HVAC module connectors.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test P: All HVAC Functions Inoperative

Refer to Wiring Diagrams Cell 54 , Manual Climate Control System for schematic and connector information.

Normal Operation

The HVAC module receives a ground. The HVAC module is supplied constant battery voltage and ignition voltage.

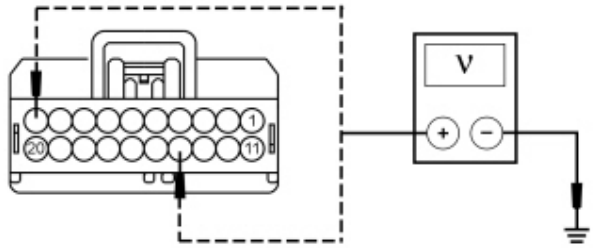
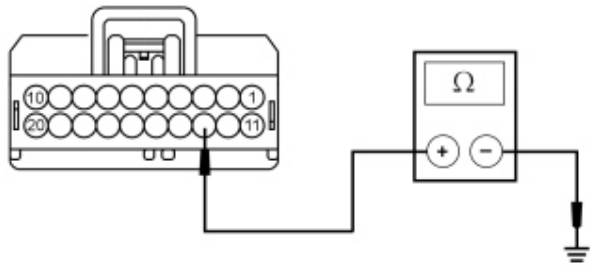
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- HVAC module
- Battery
- Charging system concern

PINPOINT TEST P: ALL HVAC FUNCTIONS INOPERATIVE

Test Step	Result / Action to Take
P1 CHECK THE HVAC MODULE VOLTAGE SUPPLY CIRCUITS FOR AN OPEN	

• Ignition OFF.
• Disconnect: HVAC Module C228A.
• Ignition ON.
• With the engine running, measure the voltage between ground and:
  ▪ HVAC module C228A-10, circuit SBP07 (WH/RD), harness side.
  ▪ HVAC module C228A-14, circuit CBP21 (BU/GY), harness side.
	Yes
	GO to P2 .
	
	No
	REPAIR circuit SBP07 (WH/RD) or CBP21 (BU/GY) for high resistance. CLEAR all CMDTCs . REPEAT the self-test.

 N0114486 • **Are the voltages greater than 10 volts?**	
P2 CHECK THE HVAC MODULE GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between ground and HVAC module C228A-13, circuit GD115 (BK/GY), harness side.  N0114487 • **Is the resistance less than 5 ohms?**	**Yes** GO to P3 . **No** REPAIR circuit GD115 (BK/GY) for high resistance. CLEAR all CMDTCs . REPEAT the self-test. TEST the system for normal operation.
P3 CHECK THE HVAC MODULE CONNECTION	
• Disconnect all the HVAC module connectors. • Inspect the HVAC module connectors for: ▪ corrosion. ▪ pushed-out terminals. ▪ damaged terminals. • Connect and correctly seat all the HVAC module connectors. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new HVAC module. REFER to Section 412-01 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

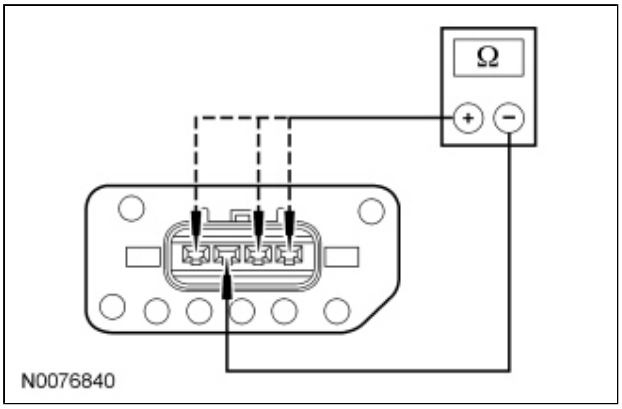
Component Tests

Evaporator Discharge Air Temperature Sensor

Ambient Temperature	Resistance
0-10°C (32-50°F)	5,892-9,893 ohms
10-20°C (50-68°F)	3,689-6,048 ohms
20-25°C (68-77°F)	2,950-3,805 ohms
25-30°C (77-86°F)	2,374-3,050 ohms
30-35°C (86-95°F)	1,923-2,460 ohms
35-40°C (95-104°F)	1,566-1,996 ohms

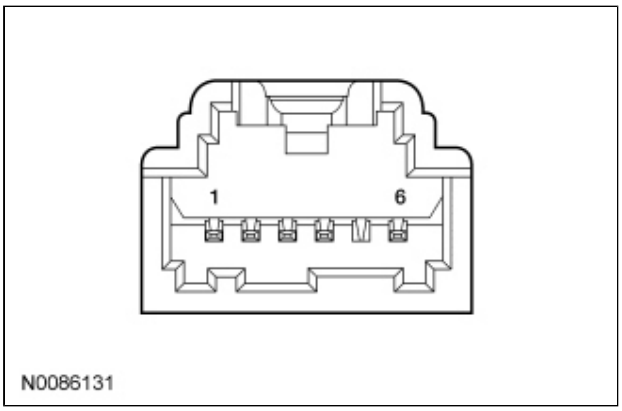
40-50°C (104-122°F)	1,057-1,630 ohms

Blower Motor Resistor



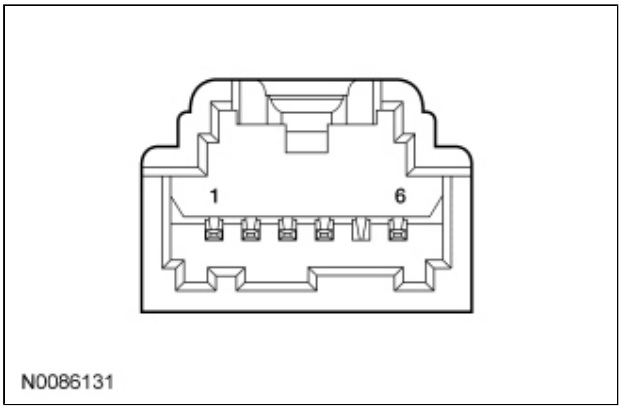
Blower Motor Resistor Pins	Resistance
4 and 2	2.0-2.6 ohms
2 and 3	0.2-0.4 ohms
2 and 1	0.8-1.1 ohms

Defrost/Panel/Floor Mode Door Actuator



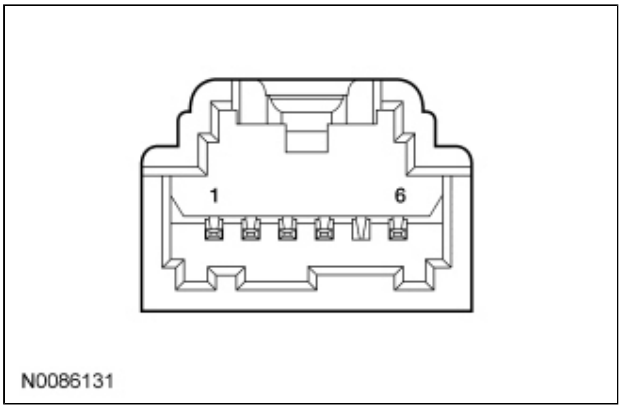
Actuator Pins	Approx. Resistance
1 and 6	30-40 ohms
2 and 4	215-4,375 ohms
3 and 4	215-4,375 ohms
2 and 3	2,800-4,200 ohms

Temperature Blend Door Actuator



Actuator Pins	Approx. Resistance
1 and 6	30-40 ohms
2 and 4	215-4,375 ohms
3 and 4	215-4,375 ohms
2 and 3	2,800-4,200 ohms

Air Inlet Mode Door Actuator



Actuator Pins	Approx. Resistance
1 and 6	30-40 ohms

Heater Core

1. **NOTE:** If a heater core leak is suspected, test he heater core by following the plugged heater core component test before the heater core pressure test. Carry out a system inspection by checking the heater system thoroughly.

   Inspect for evidence of coolant leakage at the heater hose to heater core attachments. A coolant leak in the heater hose could follow the heater core tube to the heater core and appear as a leak in the heater core.

2. **NOTE:** Spring-type clamps are installed as original equipment. Installation and overtightening of non-specified clamps can cause leakage at the heater hose connection and damage the heater core.

   Check the integrity of the heater hose clamps.

Heater Core — Plugged

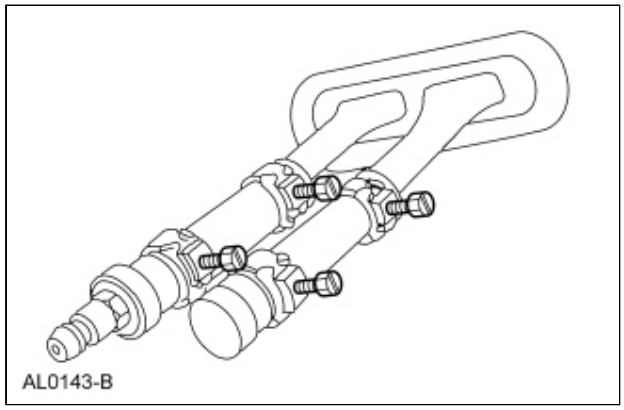
1. Verify that the engine coolant is at the correct level.
2. Start the engine and turn on the heater.
3. When the engine coolant reaches operating temperature, check the heater core inlet and outlet hoses to see if they are hot.
4. If the outlet only is not hot the heater core may have an air pocket or may be plugged.
5. If the inlet only is not hot the thermostat may not be working correctly.

Heater Core — Pressure Test

Use the Pressure Test Kit to carry out the pressure test.

1. **NOTE:** Due to space limitations, a bench test may be necessary for pressure testing.

   Drain the coolant from the cooling system.
2. Disconnect the heater hoses from the heater core.
3. Install a short piece of heater hose, approximately 101 mm (4 in) long on each heater core tube.
4. Fill the heater core and heater hoses with water and install the plug BT-7422-B and the adapter BT-7422-A from the Pressure Test Kit. Secure the heater hoses, plug and adapter with hose clamps.



5. Attach the pump and gauge assembly from the Pressure Test Kit to the adapter.
6. Close the bleed valve at the base of the gauge. Pump 138 kPa (20 psi) of air pressure into the heater core.
7. Observe the pressure gauge for a minimum of 3 minutes.
8. If the pressure drops, check the heater hose connections to the heater core tubes for leaks. If the heater hoses do not leak, remove the heater core from the vehicle and carry out the bench test.

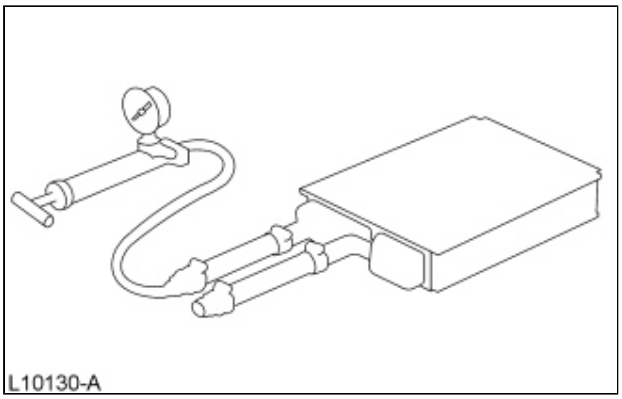
Heater Core — Bench Test

1. Remove the heater core from the vehicle.
2. Drain all of the coolant from the heater core.

3. Connect the 101 mm (4 in) test heater hoses with plug and adapter to the heater core tubes. Then connect the Pressure Test Kit to the adapter.

4. Apply 138 kPa (20 psi) of air pressure to the heater core. Submerge the heater core in water.

5. If a leak is observed, install a new heater core.



Evaporator/Condenser Core — On-Vehicle Leak Test

1. Discharge and recover the refrigerant. Refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

2. Disconnect the suspect evaporator core or condenser core from the A/C system.

3. Clean the manifold fittings.

4. Connect the appropriate test fittings from the A/C Flush Adapter Kit to the condenser or evaporator core tube connections.

5. **NOTE:** The automatic shut-off valves on some gauge set hoses do not open when connected to the test fittings. If available, use hoses without shut-off valves. If hoses with shut-off valves are used, make sure the valve opens when attached to the test fittings or install an adapter that will activate the valve. The test is not valid if the shut-off valve does not open.

   Attach the correct adapters from the Adapters/O-rings for Filter kit to the test fittings and connect the red and blue hoses from the R-134a Manifold Gauge Set to the test fittings on the evaporator core or condenser core. Connect the yellow hose to a known good vacuum pump.

6. Open both gauge set valves and start the vacuum pump. Allow the vacuum pump to operate for a minimum of 45 minutes after the gauge set low pressure gauge indicates 101 kPa (30 in-Hg). The 45 minute evacuation is necessary to remove any refrigerant from oil left in the evaporator core or condenser core. If the refrigerant is not completely removed from the oil, outgassing degrades the vacuum and appears as a refrigerant leak.

7. If the low pressure gauge reading will not drop to 101 kPa (30 in-Hg) when the valves on the gauge and manifold set are open and the vacuum pump is operating, close the gauge set valves and observe the low pressure gauge. If the pressure rises rapidly to zero, a large leak is indicated. Recheck the test fitting connections and gauge set connections before installing a new evaporator core or condenser core.

8. After evacuating for 45 minutes, close the gauge set valves and stop the vacuum pump. Observe the low pressure gauge; it should remain at the 101 kPa (30 in-Hg) mark.
   - If the low pressure gauge reading rises 34 kPa (10 in-Hg) or more of vacuum from the 101 kPa (30 in-Hg) position in 10 minutes, a leak is indicated.
   - If a very small leak is suspected, wait 30 minutes and observe the vacuum gauge.
   - If a small amount of vacuum is lost, operate the vacuum pump with gauge valves open for an additional 30 minutes to remove any remaining refrigerant from the oil in the evaporator core or condenser core. Then recheck for loss of vacuum.
   - If a very small leak is suspected, allow the system to sit overnight with vacuum applied and check

for vacuum loss.

9. If the evaporator core or condenser core leaks, as verified by the above procedure, install a new evaporator core or condenser core.

A/C Compressor — External Leak Test

1. Install the adapter from the A/C Flush Adapter Kit on the port of the A/C compressor, using the existing manifold retaining bolt.

2. Connect the high and low pressure lines of a manifold gauge set or a refrigerant recovery/recycling station to the corresponding fittings on the adapter.

3. Attach the center hose of a manifold gauge set to a refrigerant container standing in an upright position.

4. Open the low pressure gauge valve, the high pressure gauge valve and the valve on the refrigerant container to allow the refrigerant vapor to flow into the A/C compressor.

5. Using the Refrigerant Leak Detector, check for leaks at the compressor shaft.

6. If an external leak is found, install a new A/C compressor.

7. When the leak test is complete, recover the refrigerant from the compressor.

Refrigerant System Tests

Special Tool(s)

ST1928-A	R-134a Manifold Gauge Set 023-00047 or equivalent
ST3079A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 023-00181 or equivalent
ST3081-A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 199-00067 or equivalent
ST3080-A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 265-00012 or equivalent

Procedure 1 — Ambient Temperature at or Below 38°C (100°F)

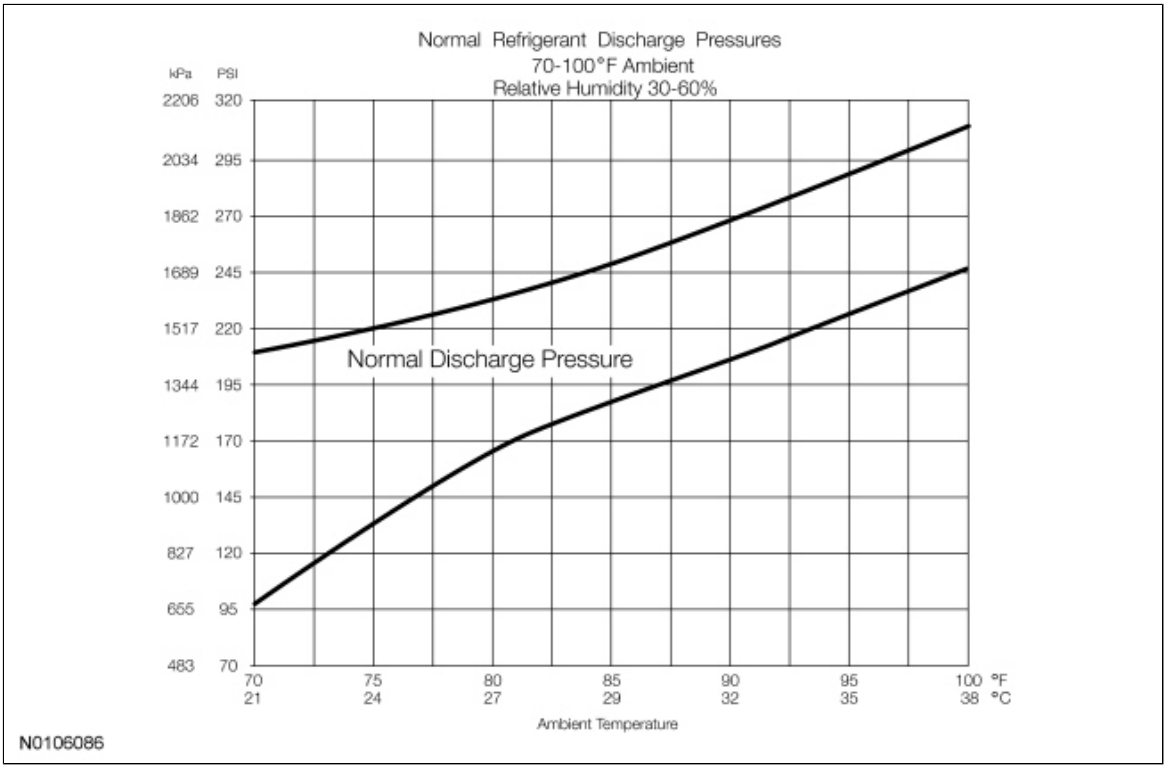
NOTE: The system performance can be evaluated and diagnosed by analysis of the compressor suction and discharge pressures. The following procedure is used to determine if the system is operating at normal pressures.

NOTE: The procedure varies depending on the ambient (shop) temperature. If the ambient temperature is 38°C (100° F) or lower, follow Procedure 1. If the ambient temperature is over 38°C (100°F), follow Procedure 2.

NOTE: If the A/C compressor cycles at any time during this test, refer to the diagnostic table.

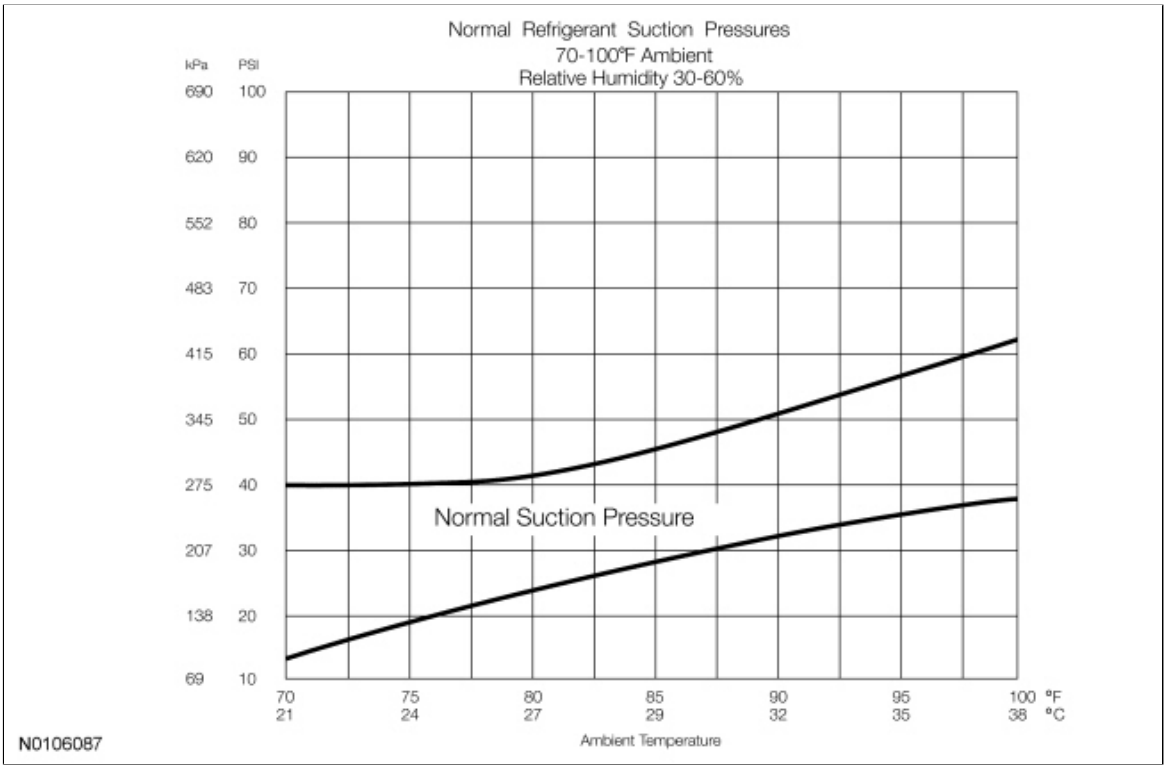
1. Drive the vehicle or run the engine until it reaches normal operating temperature.
2. Connect an R-134a Manifold Gauge Set or R-134a Refrigerant Management Machine with high-pressure and low-pressure gauges to the refrigerant system.
3. Set the A/C controls for normal A/C-PANEL mode, full COOL temperature, FRESH air, HI blower. If the vehicle has a fresh air/recirc button, set it to FRESH. If the vehicle has an A/C switch or compressor on switch, set it to A/C ON.
4. Open all vehicle windows and leave the hood open for the test. Open the rear doors.
5. Confirm the compressor clutch is engaged and the engine cooling fan(s) are operating or engaged. Allow the vehicle to idle until the suction (low-side) and discharge (high-side) pressures are stable or fluctuate in a range that repeats.
6. Record the ambient (shop) temperature.
7. Record the discharge pressure. If the pressure is fluctuating, record the average value.

8. Determine if the discharge pressure falls within the normal operating limits using the Normal Refrigerant Discharge Pressures chart.



9. Record the suction pressure. If the pressure is fluctuating, record the average value.

10. Determine if the suction pressure falls between normal operating limits using the Normal Refrigerant Suction Pressures chart.



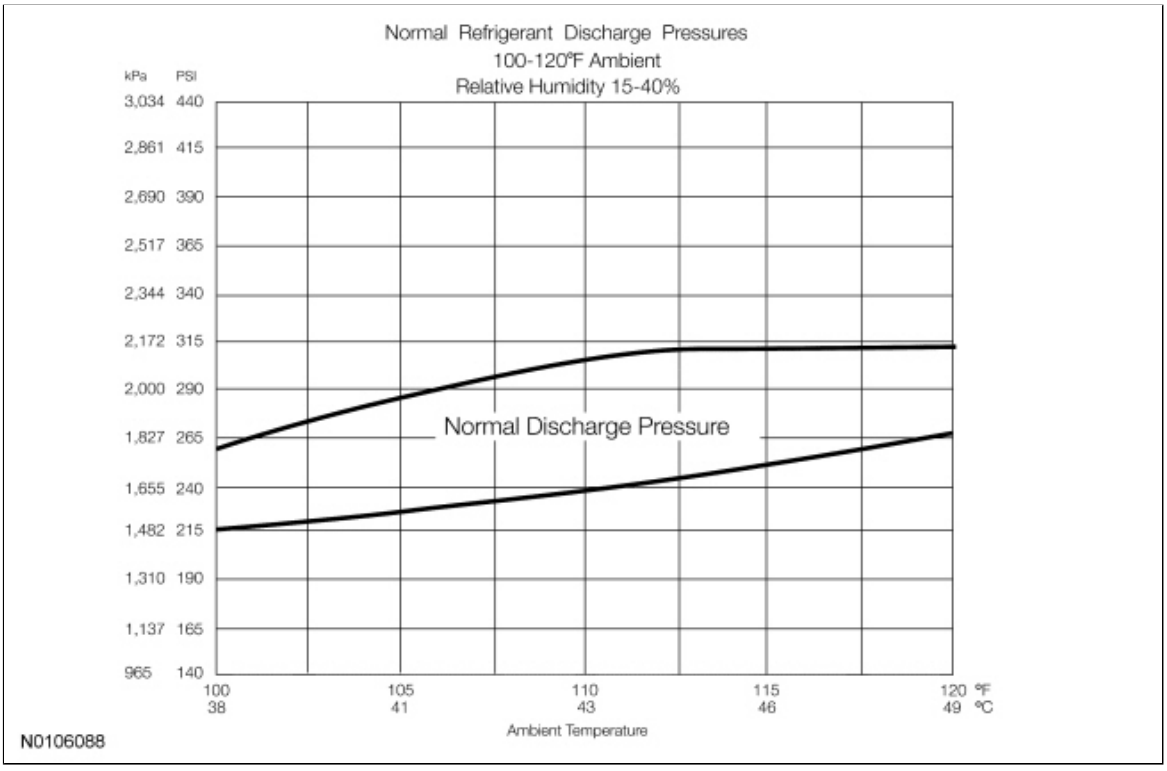
11. Proceed to the Diagnostic Table.

Procedure 2 — Ambient Temperature Above 38°C (100°F)

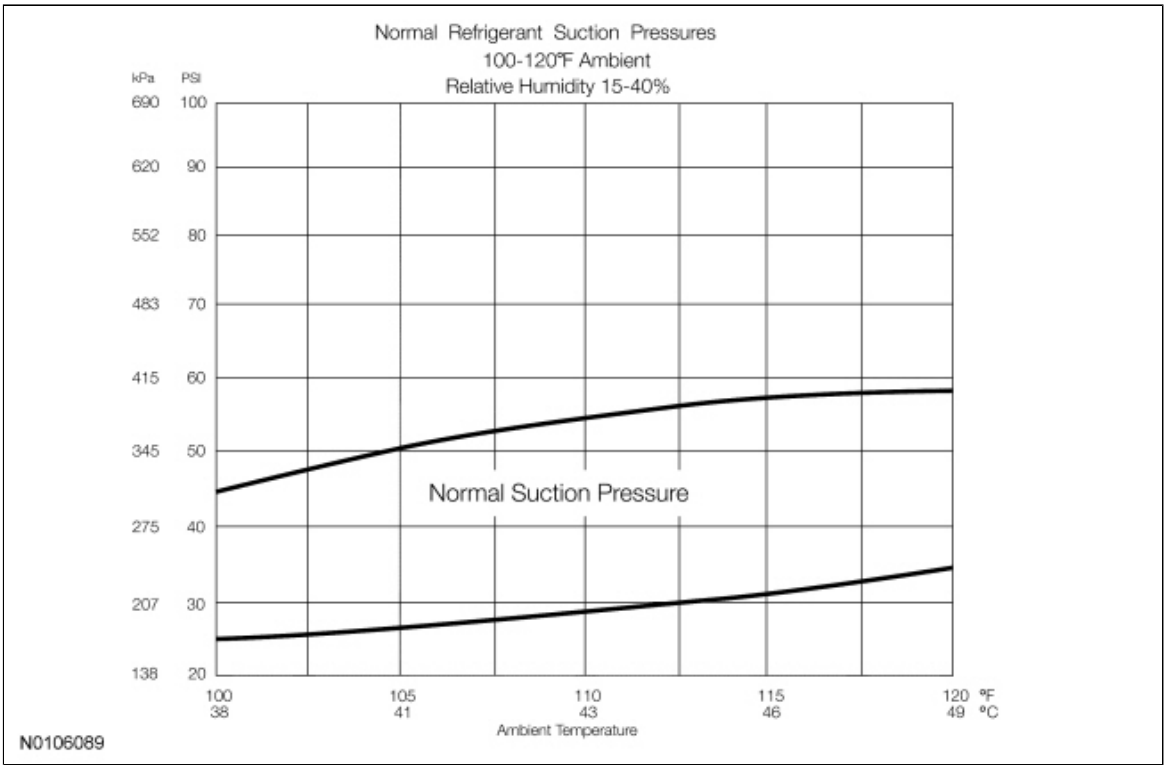
NOTE: The system performance can be evaluated and diagnosed by analysis of the compressor suction and discharge pressures. The following procedure is used to determine if the system is operating at normal pressures.

NOTE: The procedure varies depending on the ambient (shop) temperature. If the ambient temperature is 38°C (100° F) or lower, follow Procedure 1. If the ambient temperature is over 38°C (100°F), follow Procedure 2.

1. Drive the vehicle or run the engine until it reaches normal operating temperature.
2. Connect an R-134a Manifold Gauge Set or R-134a Refrigerant Management Machine with high-pressure and low-pressure gauges to the refrigerant system.
3. Set the A/C controls for normal A/C-PANEL mode, full COOL temperature, FRESH air, MED LO blower. If the vehicle has a fresh air/recirc button, set it to FRESH. If the vehicle has an A/C switch or compressor on switch, set it to A/C ON.
4. Open all vehicle windows and leave the hood open for the test. Open the rear hatch and/or rear doors (if equipped).
5. Confirm the compressor clutch is engaged and the engine cooling fan(s) are operating or engaged. Allow the vehicle to idle until the suction (low-side) and discharge (high-side) pressures are stable or fluctuate in a range that repeats.
6. Record the ambient (shop) temperature.
7. Record the discharge pressure. If the pressure is fluctuating, record the average value.
8. Determine if the discharge pressure falls within the normal operating limits using the Normal Refrigerant Discharge Pressures chart.



9. Record the suction pressure. If the pressure is fluctuating, record the average value.
10. Determine if the suction pressure falls between normal operating limits using the Normal Refrigerant Suction Pressures chart.



11. Proceed to the Diagnostic Table.

Diagnostic Table

1. **NOTE:** The following table is used to guide diagnosis of the refrigerant system if operating pressures are outside normal limits.

   Refer to the chart below.

High (Discharge) Pressure	Low (Suction) Pressure	Component — Causes
High or Clutch Cycling	High	Condenser — inadequate airflow.
High	Normal to High	Engine — overheating.
Normal to High	Normal	Refrigerant overcharge — air in refrigerant.
Normal to Low	Normal to High	A/C suction line — partially restricted or plugged. [a]
Normal to Low	Low or Clutch Cycling	Low refrigerant charge, A/C suction line — partially restricted or plugged. [b]
Erratic Operation or Compressor Not Running		Evaporator discharge air temperature sensor or A/C pressure transducer — poor connection at A/C clutch connector. A/C electrical circuit erratic — see A/C Electrical Circuit Wiring Diagram.
Normal to Low	High	Compressor — low performance.
Additional Possible Cause Components Associated With Inadequate Compressor Operation		
• Compressor Drive Belt — loose • Compressor Clutch — slipping • Clutch Coil Open — shorted, or loose mounting • HVAC Module • Clutch Wiring Circuit — high resistance, open or blown fuse • Compressor Operation Interrupted by PCM		
Additional Possible Cause Components Associated With a Damaged Compressor		
• Incorrect Clutch Air-gap • Refrigerant Leaks		

[a] Low pressure reading will be normal to high if restriction is downstream of service access valve.
[b] Low pressure reading will be low restriction is upstream of service access valve.

Air Conditioning (A/C) Odor Treatment

Special Tool(s)

ST2940-A	Flexible Applicator Tool 258-00005

Material

Item	Specification
Motorcraft® A/C Cooling Coil Coating YN-29	—

WARNING: Carry out this procedure in a well-ventilated area with all vehicle windows and doors opened. Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION, seek medical advice. On Ford/Motorcraft products in the USA or Canada call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS), if available. Failure to follow these instructions may result in serious personal injury.

NOTE: There are typically 4 types of objectionable odors found in a vehicle:

- Chemical odors
- Environmental odors
- Human and other interior-generated odors
- Microbiological odors

Before determining that A/C odor treatment is required, the source and the circumstances under which the odor occurs must be determined.

NOTE: Chemical odors are usually constant regardless of the climate control system setting although they may be enhanced by A/C operation. Most chemical odors are caused by fluid leaks or incorrectly cured adhesives. Chemical odors can be eliminated by repairing the leaking component and removing any residue.

NOTE: Environmental odors usually occur for a short time and diminish after the vehicle passes through the affected area. These odors are typically only detected when the vehicle windows are open, or when the climate control system is operating in a mode that allows for fresh air. Environmental odors cannot be eliminated because they are external in source, but they may be minimized by switching to a climate control setting that uses recirculated air.

NOTE: Human and other interior-generated odors occur while the source is present and may linger for a short time after. These odors may be more noticeable during A/C operation. Human odors may be eliminated by removing the source and cleaning the affected area.

NOTE: Microbiological odors, if in the A/C system, usually last for about 30 seconds after the system is

turned on. They will be detected while the A/C is turned on and using either outside or recirculated air. Microbiological odors that occur in areas other than the A/C system (for example, water in doors or wet carpeting) may last indefinitely and will be more intense when recirculated air is used. Microbiological odors will not be present at temperatures at or below 10°C (50°F).

Microbiological odors can be eliminated by removing the source and treating the affected area. Standing water must be allowed to drain and dry out. A/C systems may be treated by using A/C cooling coil coating as described in the service procedure below.

Microbiological odors result from microbial growth supported by warm temperatures and moisture. Microbiological odors are described as musty/mildew type smells and may occur on/in:

- foam seals.
- rubber seals.
- adhesives.
- standing water.
- water soaked carpet/trim.

1. Identify the type of odor present in the vehicle. Do not proceed with A/C odor treatment if the odor source is found to be outside of the A/C system. Refer to the following chart for examples.

Odor Source	Odor Description
Chemical Odors	
Coolant	Sweet smell
Fuel	Gasoline or diesel fuel smell
Oil	Oil type or burning smell
Power Steering Fluid	Oil type or burning smell
Transmission Fluid	Oil type or burning smell
Washer Fluid	Alcohol type smell
Gear Lube	Garlic/sulfur smell
Refrigerant Oil	Ether type smell
Carpet/trim Adhesives	Fishy, urine or sweet smell
Evaporator Core Coating	Wet cement type smell
Environmental Odors	
Exhaust	Exhaust, fuel or burning type smell
Industrial Pollutants	Various smells
Dust	Musty, mildew or wet cement type smell
Pollen	Sweet smell
Tobacco	Burning, tar smell
Human and Other Interior Generated Odors	
Body Secretions	Body odor
Perfuming Agents	Sweet or fragrance smell
Clothing	Musty, mildew or body odors
Food/Beverage	Sweet, musty, mildew or fishy smell
Microbiological Odors	
Microbiological Odors Occurring Inside of A/C System	Musty, mildew smell lasting about 30 seconds after A/C is turned on
Microbiological Odors Occurring	Musty, mildew smell lasting indefinitely and possibly more

Outside of A/C System	pronounced when using recirculated air

2. Identify the source of the odor.
   - Check the evaporator core drain tube for restriction.
   - Check the passenger and driver side carpet for moisture. If moisture is found, A/C odor treatment is not necessary. Diagnose for a water leak as needed.
   - Check the blower motor and blower motor cover (if equipped) for moisture resulting from water bypassing the cowl baffling system. If moisture is found, A/C odor treatment is not necessary. Diagnose for a water leak as needed.
   - Check the cowl top panel and air inlet screen for standing water or foreign material. If possible, remove any standing water and clean the air inlet screen using a wet/dry vacuum.

3. Open all vehicle windows and doors.

4. Make sure that the A/C is off.

5. Set the following.
   - Select PANEL mode (A/C off).
   - Adjust the temperature setting to full warm.
   - Adjust the blower motor speed to HI.

6. Run the engine for 25 minutes to dry out the A/C system.

7. Turn the ignition OFF.

8. Remove the blower motor.

9. **NOTE:** Blower motor speed controls that are mounted outside of the evaporator core housing and not exposed to the blower motor airflow do not need to be removed.

   Remove the blower motor resistor (if equipped) or blower motor speed control (if equipped and exposed to the inside of the evaporator core housing).

10. ***NOTICE:*** **To avoid damage to the vehicle interior, do not spill or spray this product on any interior surface.**

    Add one full bottle of A/C cooling coil coating to the Flexible Applicator Tool.

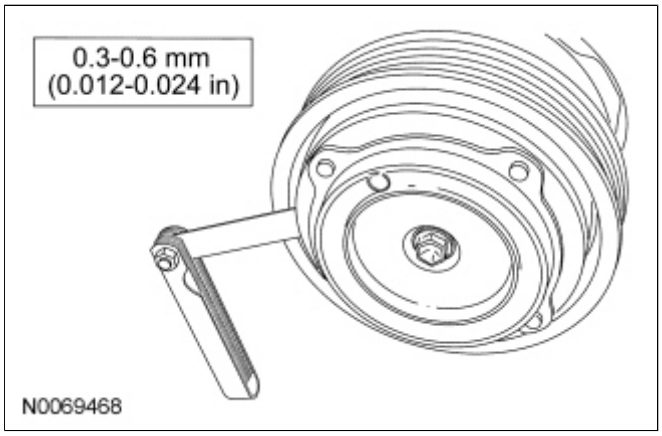
11. Insert the nozzle into the evaporator housing and direct the spray toward the evaporator core face. Spray the entire evaporator core face until empty.

12. Install the blower motor and blower motor resistor (if equipped) or blower motor speed control (if equipped).

13. Repeat Steps 4 through 6 to cure the evaporator core coating.

Air Conditioning (A/C) Clutch Air Gap Adjustment

1. Check the A/C clutch air gap at 3 equally spaced places between the clutch plate and the A/C clutch pulley.



2. If the A/C clutch air gap is out of range, remove the clutch plate. Add or remove spacers between the clutch plate hub and the compressor shaft until the clearance is within specification.

Electronic Leak Detection

Special Tool(s)

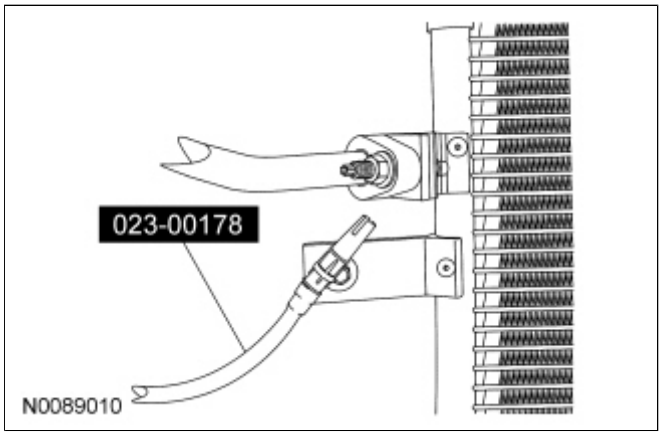
ST3072-A	Heated Pentode Halogen Leak Detector 023-00178 or equivalent

NOTE: Good ventilation is necessary in the area where electronic A/C leak testing is to be carried out. If the surrounding air is contaminated with refrigerant gas, the Heated Pentode Halogen Leak Detector will indicate this gas all the time. Odors from other chemicals such as antifreeze, diesel fuel, disc brake cleaner or other cleaning solvents can cause the same problem. Using a fan to ventilate the area to be tested before proceeding with the leak detection procedure is helpful in removing small traces of contamination from the air, but the fan should be turned off during actual testing.

NOTE: R-134a is heavier than air, and will tend to move downward from the source of the leak if present. It is possible that a leak may not be detected if the leak detector tip is held above the leaking fitting, line or component. Always be sure to thoroughly leak test below the fitting, line or component for the presence of R-134a as well as leak testing above and around.

1. **NOTE:** The system pressure should be between 413-551 kPa (60-80 psi) at 24°C (75°F) with the engine off and cool. The pressure reading may be higher if the engine is hot.

   Leak test the refrigerant system using the Heated Pentode Halogen Leak Detector. Follow the instructions included with the Heated Pentode Halogen Leak Detector for handling and operation techniques.



Fluorescent Dye Leak Detection

Special Tool(s)

ST3073-A	Cordless/Rechargeable True UV LED Light ES 023-00182 or equivalent
ST3057-A	R-134a Loop/Add On Injector Kit-Set 219-00069 or equivalent
ST1928-A	R-134a Manifold Gauge Set 300-R0B40134AE or equivalent
ST3079A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 300-R0B34788-PROE or equivalent
ST3081-A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 199-00067 or equivalent
ST3080-A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 265-00012 or equivalent

Material

Item	Specification
Stay-Brite® R-134a Leak Detection Dye 164-R6060 (Rotunda)	—

Fluorescent Dye Injection Using a R-134a Refrigerant Management Machine and Dye Injector — Vehicles Requiring R-134a Addition

NOTE: This method of fluorescent dye injection requires the addition of R-134a from a R-134a Refrigerant Management Machine or R-134a Manifold Gauge Set hooked to an external tank to charge the dye into the refrigerant system. If adding fluorescent dye to a refrigerant system that is already fully charged, the R-134a Loop/Add On Injector Kit-Set method should be used.

NOTE: Fluorescent refrigerant system dye is added to the refrigerant system at the factory to assist in refrigerant system leak diagnosis using a Rotunda-approved UV blacklight. It is not necessary to add additional dye to the refrigerant system before diagnosing leaks, even if a significant amount of refrigerant has been removed from the system. Replacement suction accumulators and receiver/driers are shipped with a fluorescent dye "wafer" included in the desiccant bag which will dissolve after approximately 30 minutes of continued A/C operation. It is not necessary to add dye after flushing or filtering the refrigerant system because a new suction accumulator or receiver/drier is installed as part of the flushing or filtering procedure. Additional refrigerant system dye should only be added if more than 50% of the refrigerant system lubricant capacity has been lost due to a fitting separation, hose rupture or other damage.

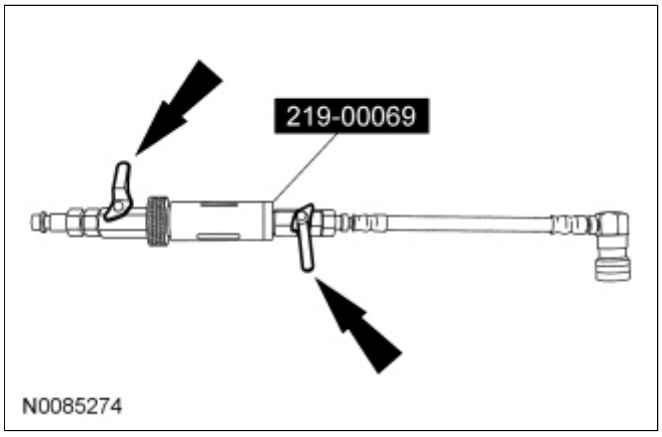
NOTE: Before using the R-134a Loop/Add On Injector Kit-Set for the first time, refer to the manufacturer's instructions on evacuation of any non-condensable gases from the hoses.

NOTE: Only connect the dye/lubricant injector from the R-134a Loop/Add On Injector Kit-Set when fluorescent dye is to be injected. The dye/lubricant injector has a one-way check valve that will prevent refrigerant system recovery and evacuation.

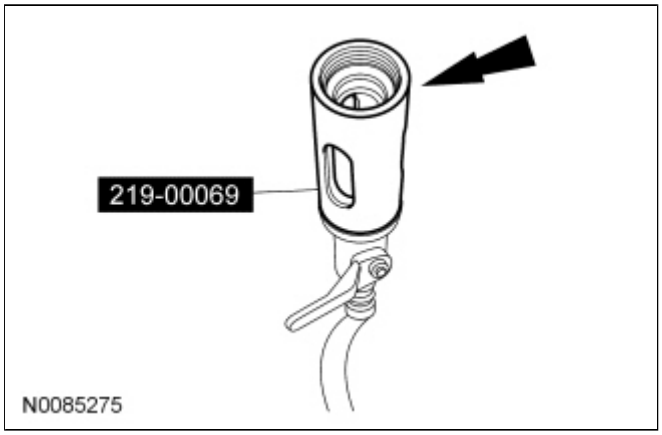
1. **NOTE:** If no R-134a pressure is present in the refrigerant system, the system should be evacuated before carrying out the injection procedure. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

   Connect a R-134a Refrigerant Management Machine or a R-134a Manifold Gauge Set to the refrigerant system service port valves.

2. Verify that the valves on the dye/lubricant injector from the R-134a Loop/Add On Injector Kit-Set are closed.



3. Fill the R-134a fluorescent dye injector reservoir with 7 ml (0.25 oz) of fluorescent dye.



4. Install the dye/lubricant injector between the low-pressure service gauge port valve and the R-134a Refrigerant Management Machine or R-134a Manifold Gauge Set.

5. **NOTE:** Following fluorescent dye injection, the refrigerant system should be fully charged to make sure of correct movement of the dye.

   Open all valves and inject the fluorescent dye into the refrigerant system by charging the refrigerant system with the required amount of R-134a.

6. When fluorescent dye injection is complete, close all valves.

7. Recover the refrigerant from the dye/lubricant injector.

8. Remove the dye/lubricant injector from the low-pressure service gauge port valve and the R-134a Refrigerant Management Machine or R-134a Manifold Gauge Set.

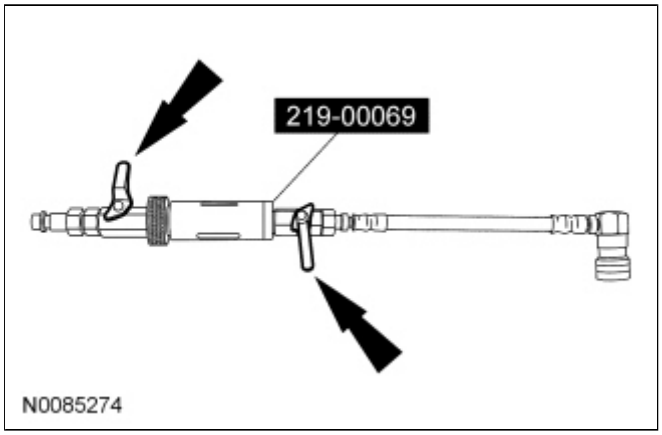
Fluorescent Dye Injection Using a R-134a Loop/Add On Injector Kit-Set — Vehicles Not Requiring R-134a Addition

NOTE: Fluorescent refrigerant system dye is added to the refrigerant system at the factory to assist in refrigerant system leak diagnosis using a Rotunda-approved UV blacklight. It is not necessary to add additional dye to the refrigerant system before diagnosing leaks, even if a significant amount of refrigerant has been removed from the system. Replacement suction accumulators and receiver/driers are shipped with a fluorescent dye "wafer" included in the desiccant bag which will dissolve after approximately 30 minutes of continued A/C operation. It is not necessary to add dye after flushing or filtering the refrigerant system because a new suction accumulator or receiver/drier is installed as part of the flushing or filtering procedure. Additional refrigerant system dye should only be added if more than 50% of the refrigerant system lubricant capacity has been lost due to a fitting separation, hose rupture or other damage.

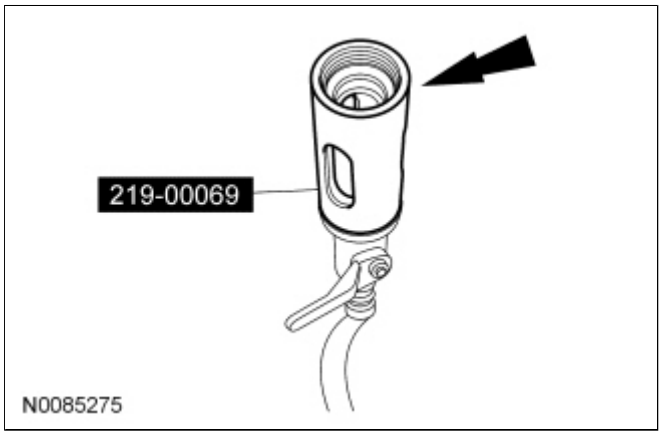
NOTE: Before using the R-134a Loop/Add On Injector Kit-Set for the first time, refer to the equipment manufacturer's instructions on evacuation of non-condensable gases from the hoses.

NOTE: Refrigerant system pressure should be between 413-551 kPa (60-80 psi) at 24°C (75°F) with the engine off and cool.

1. Verify that the valves on the R-134a Loop/Add On Injector Kit-Set are closed.



2. Fill the R-134a Loop/Add On Injector Kit-Set reservoir with 7 ml (0.25 oz) of fluorescent dye.



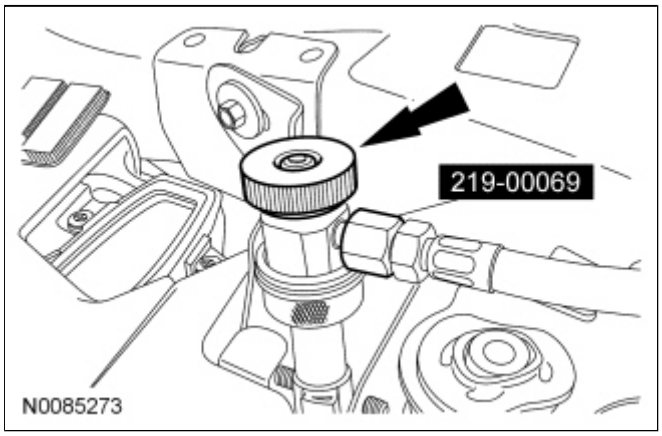
3. Install the R-134a Loop/Add On Injector Kit-Set between the high-pressure and low-pressure service gauge port valves.

4. ***NOTICE:*** **Make sure all tools and hoses are clear of the engine cooling fan and drive belt before starting the engine. Failure to keep tools and hoses clear from the engine cooling fan and drive belt will result in damage to the tools and/or vehicle.**

   With the A/C off, start the engine. Allow engine speed to stabilize below 1,000 rpm.

5. Set the A/C to the ON position.

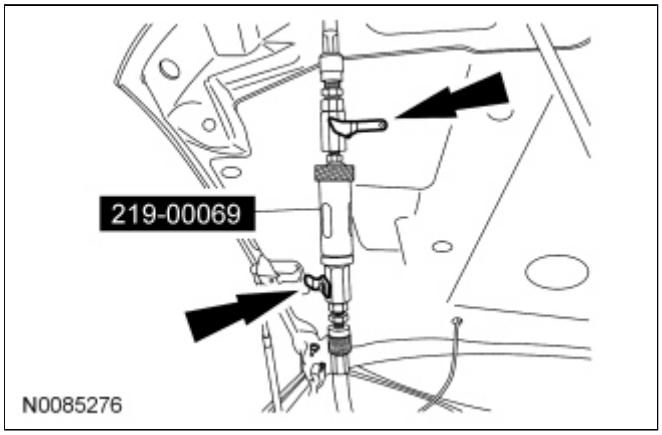
6. Open the high-pressure service valve.



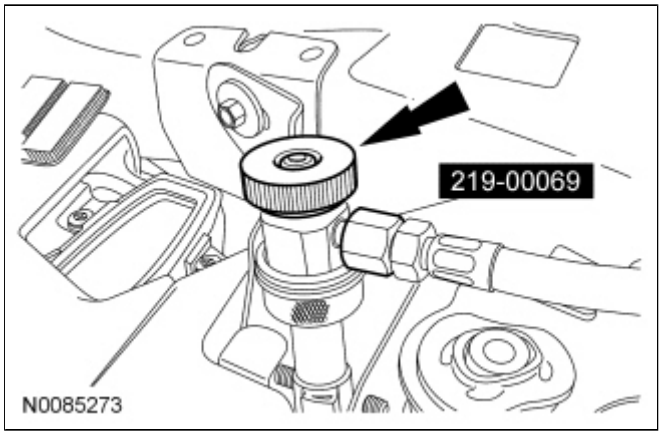
7. **NOTE:** To prevent pressure spike/liquid slug, crack the R-134a Loop/Add On Injector Kit-Set

valves and slowly open to inject the fluorescent dye into the refrigerant system.

Open the R-134a Loop/Add On Injector Kit-Set valves and inject the fluorescent dye into the refrigerant system.

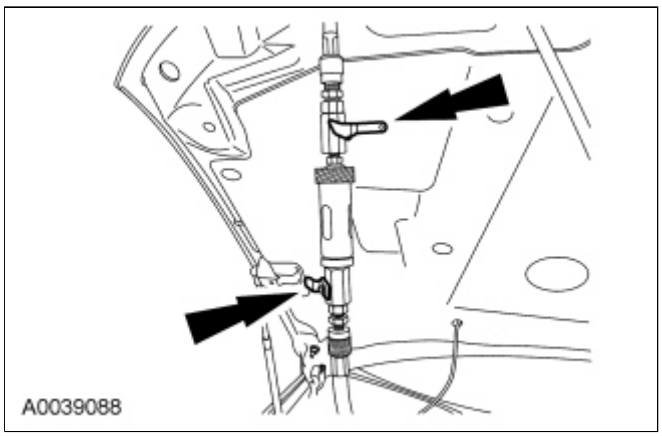


8. Close the high-pressure service valve to allow the pressure inside the R-134a Loop/Add On Injector Kit-Set to equalize with the suction side of the refrigerant system.



9. **NOTE:** Close the valves on the R-134a Loop/Add On Injector Kit-Set while the A/C compressor is operating.

   Close the valves on the R-134a Loop/Add On Injector Kit-Set.



10. **NOTE:** Leave all valves on the R-134a Loop/Add On Injector Kit-Set closed when not in use.

    Disconnect the high-pressure and low-pressure service valves and remove the R-134a Loop/Add

On Injector Kit-Set from the vehicle.

Fluorescent Dye Detection

NOTE: Ford Motor Company vehicles are produced with R-134a fluorescent dye installed in the refrigerant system from the factory. The location of leaks can be pinpointed by the bright yellow-green glow of the fluorescent dye under a UV lamp. Since more than one leak can exist, make sure to inspect each component, line and fitting in the refrigerant system for a leak.

NOTE: Use of dye-enhancing glasses or goggles greatly improves the detection of the dye under the UV lamp.

NOTE: Not all UV lamps will fluoresce the dye used in Ford vehicles. All Rotunda UV lamps are optimized to fluoresce the dye.

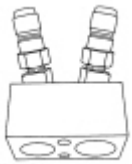
1. Check for leaks using a Rotunda-approved UV lamp and dye enhancing glasses.
    - Inspect all components, lines and fittings of the refrigerant system.

2. After the leak(s) is repaired, remove any traces of fluorescent dye with a general purpose oil solvent.

3. Verify the repair by running the vehicle for a short period of time and rechecking the area of the leak with a Rotunda-approved UV lamp.

Air Conditioning (A/C) System Flushing

Special Tool(s)

ST2985-A	A/C Flush Adapter Kit 219-00074 or equivalent
ST2466-A	A/C Flush and Purge Machine 219-00022 (part of 219-00023) or equivalent
 ST3046A	Connector, Refrigerant Flushing Equipment 412-145

Material

Item	Specification
Motorcraft® A/C System Flushing Solvent YN-23	—
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

WARNING: Use extreme care and observe all safety and service precautions related to the use of refrigerants as outlined on refrigerant tank and on recovery and charging equipment. Failure to follow these instructions may result in serious personal injury.

WARNING: Carefully read cautionary information on product label. For EMERGENCY MEDICAL INFORMATION seek medical advice. In the USA or Canada on Ford/Motorcraft products call: 1-800-959-3673. For additional information, consult the product Material Safety Data Sheet (MSDS) if available. Failure to follow these instructions may result in serious personal injury.

NOTICE: **An Air Conditioning (A/C) refrigerant analyzer must be used before the recovery of any vehicle A/C refrigerant. Failure to do so puts the shop bulk refrigerant at risk of contamination. If the vehicle A/C refrigerant is contaminated, refer the customer to the repair facility that carried out the last A/C repair. All contaminated A/C refrigerant must be disposed of as hazardous waste. For all equipment, follow the equipment manufacturer procedures and instructions.**

NOTICE: **The Thermostatic Expansion Valve (TXV) and hoses with mufflers, should be removed when flushing the Air Conditioning (A/C) system. Internal plumbing of these devices makes it impossible to correctly remove any residual-flushing agent. These components are typically discarded after A/C system contamination. Hoses without mufflers can normally be reused unless they are clogged with foreign material.**

NOTE: Prior to using the A/C Flush and Purge Machine 219-00022 for the first time, review the operating instructions.

NOTE: Only the A/C Flush and Purge Machine kit, which includes A/C Flush and Purge Machine, A/C Flush and Purge Fitting Kit and the A/C Systems Flushing Solvent, is approved for use. No other flushing device or solvent is approved for flushing heat exchangers (A/C condenser, A/C evaporator). Use of any other flusher or solvent may cause damage to the A/C system and the flushing unit.

NOTE: Ford Motor Company has approved a procedure to provide technicians with a non-Chlorofluorocarbons (CFC) method of flushing contaminated A/C system heat exchangers. The procedure allows the specific components to be cleaned and flushed while installed in their normal in-vehicle location. The types of contamination flushed include particle matter that results from A/C compressor or desiccant failure and gummy residue that can form when refrigerant oil is overheated during A/C compressor seizure. The flushing process is a 2-step procedure that involves the use of an A/C Flush and Purge Machine to:

- circulate the flushing solvent through the heat exchanger in the reverse direction of normal refrigerant flow (back-flushing). Particulate matter picked up during flushing is filtered from the returning solvent before the solvent is returned to the reservoir for continued circulation.
- remove the flushing solvent from the heat exchanger. In this step of the procedure, pressurized air 621-862 kPa (90-125 psi) is used to push and evaporate any remaining flush solvent from the heat exchanger.

1. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

2. Disconnect the refrigerant lines from the heat exchanger(s) to be flushed.

3. Connect the A/C Flush and Purge Machine to the heat exchanger to be flushed using the Refrigerant Flushing Equipment Connector or the correct adapters from the A/C Flush Adapter Kit. Do not flush through the evaporator core orifice or hoses. The internal plumbing and material make-up of these components make it impossible to correctly remove foreign material or residual flushing solvent.

4. **NOTE:** Flush the heat exchanger for a minimum of 15 minutes. The flush solvent may be used for one or both heat exchangers in the A/C system. However, the flush solvent and the flushing unit filter is intended for one vehicle only.

   Flush the heat exchanger for a minimum of 15 minutes.

5. Apply 621-862 kPa (90-125 psi) of pressurized air to the component for a minimum of 30 minutes. The 30-minute purge time is required to force and evaporate all residual solvent from the A/C system component. Failure to successfully remove all residual solvent within the component can result in system damage when reconnected and operated. Dispose of the used flush solvent and filter in accordance with local, state and federal regulations.

6. **NOTE:** A/C system filtering as described in this section is optional if system flushing is carried out. However, the filter kit use is recommended after flushing if the A/C system contamination is extensive.

   Install a new Thermostatic Expansion Valve (TXV) in any vehicle being repaired for an internal A/C compressor or desiccant failure.

7. Install new refrigerant hoses if clogged with foreign material.

8. Install a new receiver/drier in any vehicle being repaired for an internal A/C compressor or desiccant failure.

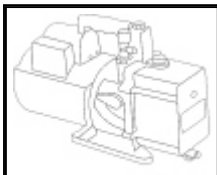
9. Reconnect the heat exchanger being repaired.

10. If a new A/C compressor is not to be installed, lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

11. If a new A/C compressor is not to be installed, evacuate, leak test, and charge the A/C system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Air Conditioning (A/C) System Recovery, Evacuation and Charging

Special Tool(s)

 ST1686-A	6.0 CFM Vacuum Pump 300-R0B15600E or equivalent
ST2742-A	Automatic Refrigerant Charging Meter 023-00155 or equivalent
ST1928-A	R-134a Manifold Gauge Set 300-R0B40134AE or equivalent
ST3079A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 300-R0B34788-PROE or equivalent
ST3081-A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 199-00067 or equivalent
ST3080-A	R-134a Refrigerant Management Machine (SAE J-2788 Compliant) 265-00012 or equivalent

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

Refrigerant System Recovery

NOTICE: **An Air Conditioning (A/C) refrigerant analyzer must be used before the recovery of any vehicle's A/C refrigerant. Failure to do so puts the shop's bulk refrigerant at risk of contamination. If the vehicle's A/C refrigerant is contaminated, refer the customer to the service facility that carried out the last A/C service. If the customer wishes to pay the additional cost, use the A/C recovery equipment that is designated for recovering contaminated A/C refrigerant. All contaminated A/C refrigerant must be disposed of as hazardous waste. For all equipment, follow the equipment manufacturer procedures and instructions.**

NOTE: Ford Motor Company recommends the use of R-134a refrigerant management equipment that meets the requirements of the SAE J2788 standard.

1. Prior to recovering, the purity of the refrigerant must be verified. For additional information, refer to Refrigerant Identification Testing in this section.

2. Connect a R-134a Refrigerant Management Machine to the low- and high-pressure service gauge port valves following the operating instructions provided by the equipment manufacturer.

3. Recover the refrigerant from the system following the operating instructions provided by the equipment manufacturer. Note the amount of oil removed during the refrigerant recovery (if any). Add that same amount back into the system once repairs are complete.

4. Once the R-134a Refrigerant Management Machine has recovered the refrigerant, switch OFF the power supply.

5. Allow the system to set for about 2 minutes, and observe the system vacuum reading. If the vacuum is not lost, disconnect the recovery equipment.

6. If the system does lose vacuum, repeat Steps 3 through 5 until the vacuum level remains stable for 2 minutes.

7. Carry out the required repairs.

Refrigerant System Evacuation Using a R-134a Refrigerant Management Machine

1. Connect a R-134a Refrigerant Management Machine to the low- and high-pressure service gauge port valves following the operating instructions provided by the equipment manufacturer.

2. Evacuate the system until the low-pressure gauge reads at least 99.4 kPa (29.5 in-Hg) of vacuum and as close to 101.1 kPa (30 in-Hg) as possible. Continue to operate the Vacuum Pump for a minimum of 45 minutes.

3. Turn OFF the Vacuum Pump. Observe the low-pressure gauge for 5 minutes to make sure that the system vacuum is held.

Refrigerant System Evacuation Using a R-134a Manifold Gauge Set and Vacuum Pump

NOTE: Leaks in refrigerant system service equipment, hoses or gauges can cause a leak in vacuum that may be misinterpreted as a problem with the vehicle's refrigerant system. It is necessary to leak-test all refrigerant system service equipment, hoses and gauges on a weekly basis to verify that no leaks are present.

1. Connect the R-134a Manifold Gauge Set to the low-side and high-side service gauge port valves.

2. Connect the center (yellow) hose from the R-134a Manifold Gauge Set to the suction port on the Vacuum Pump.

3. Open all valves on the R-134a Manifold Gauge Set and both service gauge port valves.

4. Turn on the Vacuum Pump and evacuate the system until the low-pressure gauge reads at least 99.4 kPa (29.5 in-Hg) of vacuum and as close to 101.1 kPa (30 in-Hg) as possible. Continue to operate the Vacuum Pump for a minimum of 45 minutes.

5. Close the high-side and low-side valves on the R-134a Manifold Gauge Set (not the service gauge port valves) and turn OFF the Vacuum Pump.

6. Observe the low-pressure gauge for 5 minutes to make sure that the system vacuum is held. If vacuum is not held for 5 minutes, leak test the system, repair the leak and evacuate the system again.

Refrigerant System Charging Using a R-134a Refrigerant Management Machine

1. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

2. Connect a R-134a Refrigerant Management Machine to the low-side and high-side service gauge port valves following the operating instructions provided by the equipment manufacturer.

3. Set the refrigerant charge amount, and charge the refrigerant system following the instructions provided by the equipment manufacturer.

Refrigerant System Charging Using a R-134a Manifold Gauge Set and Automatic Refrigerant Charging Meter

NOTE: Ford Motor Company recommends use of a R-134a Refrigerant Management Machine to carry out charging of the refrigerant system. If a R-134a Refrigerant Management Machine is not available, refrigerant system charging may be accomplished using a separate Automatic Refrigerant Charging Meter and R-134a Manifold Gauge Set.

1. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

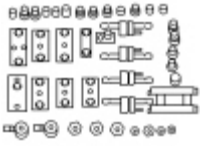
2. Assemble the R-134a Manifold Gauge Set, Automatic Refrigerant Charging Meter and R-134a supply tank following the Automatic Refrigerant Charging Meter operating instructions.

3. Charge the refrigerant system following the Automatic Refrigerant Charging Meter operating instructions.

4. If the refrigerant flow stops before the refrigerant charge is complete, start the engine, select MAX A/C operation and allow the refrigerant charge to complete.

Refrigerant System Filtering Following Air Conditioning (A/C) Compressor Installation

Special Tool(s)

ST2985-A	A/C Flush Adapter Kit 219-00074 or equivalent
 ST2469-A	A/C Flush and Purge Fitting Kit 219-00024 or equivalent

Material

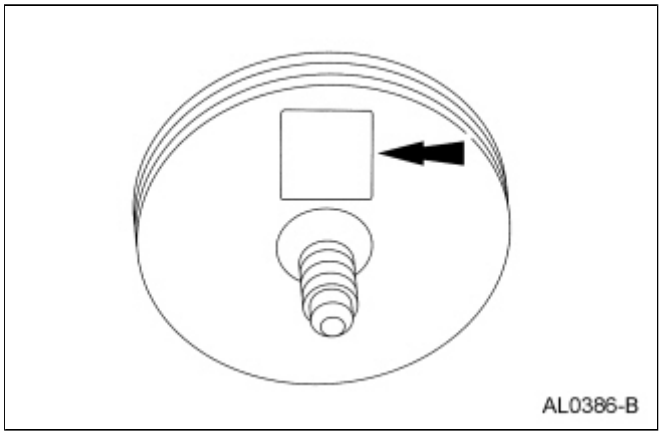
Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

NOTICE: **An Air Conditioning (A/C) refrigerant analyzer must be used before the recovery of any vehicle's A/C refrigerant. Failure to do so puts the shop's bulk refrigerant at risk of contamination. If the vehicle's A/C refrigerant is contaminated, refer the customer to the service facility that carried out the last A/C service. If the customer wishes to pay the additional cost, use the A/C recovery equipment that is designated for recovering contaminated A/C refrigerant. All contaminated A/C refrigerant must be disposed of as hazardous waste. For all equipment, follow the equipment manufacturer's procedures and instructions.**

NOTICE: **On vehicles being serviced for an internal compressor or desiccant failure, a new suction accumulator or receiver/drier, Thermostatic Expansion Valve (TXV) or evaporator core orifice and any hoses containing mufflers must be installed prior to filtering the Air Conditioning (A/C) system. Internal plumbing of these devices makes it impossible to correctly remove any foreign material. These components are typically discarded after A/C system contamination. Hoses without mufflers can normally be reused unless they are clogged with foreign material. The filter is intended for use on one vehicle only.**

1. **NOTE:** The filter inlet is marked with a label on one side of the filter body.

   Orient the filter inlet toward the A/C condenser core.



2. ***NOTICE:*** **The flexible extension adapters included in the A/C Flush Adapter Kit are designed for low-pressure flushing and are not designed for use with a charged refrigerant system. Do not make the condenser fitting connections using the flexible extension adapters or damage to the adapters and loss of refrigerant will occur.**

   NOTE: The F8VZ-19E773-AB pancake filter is not permanently installed and will be removed at the end of this procedure.

   Disconnect the condenser outlet fitting and temporarily install the pancake filter between the 2 halves of the fitting.
   - Use flexible R-134a service hoses of 17,238 kPa (2,500 psi) burst rating.
   - Make the connections using the correct adapters from the A/C Flush Adapter Kit and/or A/C Flush and Purge Fitting Kit.

3. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

4. Evacuate and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

5. Check all refrigerant system hoses, lines and the position of the newly installed filters to be sure they do not interfere with other engine compartment components. If necessary, use tie straps to make adjustments.

6. Provide adequate airflow to the front of the vehicle (with a fan, if necessary). Select A/C operation and set the blower motor speed to maximum. Start the engine and let it idle briefly. Make sure the A/C system is operating correctly.

7. Using a scan tool, command the idle to gradually bring the engine up to 1,200 rpm by running it at lower rpms for short periods (first at 800 rpm, then at 1,000 rpm). Set the engine at 1,200 rpm and run it for one hour with the A/C system operating.

8. Stop the engine.

9. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

10. Remove the adapters, flexible hoses and pancake filter from between the condenser and the condenser to evaporator tube.

11. Discard the pancake filter. It can be used one time only.

12. Reconnect the condenser outlet fitting.

13. Evacuate, charge and leak-test the refrigerant system. For additional information, refer to Air

Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Refrigerant Oil Adding

Special Tool(s)

ST3057-A	R-134a Loop/Add On Injector Kit-Set 219-00069 or equivalent

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

Refrigerant Oil Adding

NOTE: During normal A/C operation, oil is circulated through the system with the refrigerant, and a small amount is retained in each component. If certain components of the system are removed, some of the PAG oil will go with the component. To maintain the original total oil charge, it is necessary to compensate for the oil lost by adding oil to the system with the new part.

1. Refer to the chart below for refrigerant oil adding amounts and methods of installation.

Component	PAG Oil Amount	Method of Adding
A/C Compressor	Refer to Adding Refrigerant Oil After A/C Compressor Replacement	Add or remove directly through A/C compressor low-side port before installation.
Suction Accumulator or Receiver/Drier	Refer to Adding Refrigerant Oil After New Suction Accumulator or Receiver/Drier Replacement	Add directly to suction accumulator inlet port or inject to low-side service port during system charging.
Evaporator Core	45 ml (1.5 fl oz) added to the amount collected during refrigerant recovery	Add directly to evaporator core inlet tube or inject to low-side service port during system charging.
Condenser Core	60 ml (2 fl oz) added to the amount collected during refrigerant recovery	Add directly to condenser core inlet or inject to low-side service port during system charging.
Evaporator Core Orifice or Thermostatic Expansion Valve (TXV)	The amount collected during refrigerant recovery	Inject to low-side service port during system charging.
A/C Pressure Relief Valve	60 ml (2 fl oz) added to the amount collected during refrigerant recovery	Inject to low-side service port during system charging.

Refrigerant Hose/Line	60 ml (2 fl oz) added to the amount collected during refrigerant recovery [a]	Inject to low-side service port during system charging.
O-ring Leak Repair	60 ml (2 fl oz) added to the amount collected during refrigerant recovery [b]	Inject to low-side service port during system charging.
Service Port Leak Repair	60 ml (2 fl oz) added to the amount collected during refrigerant recovery	Inject to low-side service port during system charging.

[a] If an excessive amount of PAG oil is lost due to a hose rupture/separation or other damage, the total system PAG oil capacity must be added.
[b] The amount specified may be used for one or multiple O-ring leak repairs. Do not multiply the PAG oil amount by the number of O-ring leaks being repaired.

Adding Refrigerant Oil After A/C Compressor Replacement

Service A/C compressors shipped without clutch and pulley

1. Rotate the old A/C compressor shaft 6 to 8 revolutions while collecting oil in a clean measuring device.
    - If the amount of oil drained from the old A/C compressor is between 85-142 ml (3-5 oz), pour the same amount plus 30 ml (1 oz) of clean PAG Refrigerant Compressor Oil (R-134a Systems) (YN-12-D) WSH M1C231-B or equivalent into the new A/C compressor.
    - If the amount of oil that was removed from the old A/C compressor is greater than 142 ml (5 oz), pour the same amount drained of clean PAG Refrigerant Compressor Oil (R-134a Systems) or equivalent into the new A/C compressor.
    - If the amount of oil that was removed from the old A/C compressor is less than 85 ml (3 oz), pour 85 ml (3 oz) of clean A/C Refrigerant Compressor Oil (R-134a Systems) or equivalent into the new A/C compressor.

Service A/C compressors shipped with clutch and pulley

2. Rotate the old A/C compressor shaft 6 to 8 revolutions while collecting oil in a clean measuring device.
    - If the amount of oil drained from the old A/C compressor is less than 89 ml (3 oz), remove 118 ml (4 oz) from the new A/C compressor.
    - If the amount of oil drained from the old A/C compressor is 89 ml (3 oz), remove 89 ml (3 oz) from the new A/C compressor.
    - If the amount of oil drained from the old A/C compressor is 118 ml (4 oz), remove 59 ml (2 oz) from the new A/C compressor.
    - If the amount of oil drained from the old A/C compressor is 148 ml (5 oz), remove 29 ml (1 oz) from the new A/C compressor.
    - If the amount of oil drained from the old A/C compressor is greater than 148 ml (5 oz), remove 0 ml (0 oz) from the new A/C compressor.

Adding Refrigerant Oil After New Suction Accumulator or Receiver/Drier Replacement

NOTE: This refrigerant oil adding method is to be used when a new suction accumulator or receiver drier only has been installed. If a new A/C compressor and evaporator core orifice or Thermostatic Expansion Valve (TXV) have also been installed due to system contamination, refer to the appropriate heading.

1. Drill one 12.7 mm (1/2 in) hole in the old suction accumulator or receiver/drier cylinder and drain the oil into a clean measuring cup.

2. Add the same quantity of new PAG oil, plus the amount collected during refrigerant recovery and 60 ml (2 fl oz).

Adding Refrigerant Oil After Multiple Component Replacement After A/C System Contamination

NOTE: This refrigerant oil adding method is to be used when a new A/C compressor, suction accumulator or receiver drier and evaporator core orifice or TXV have been installed due to system contamination and the A/C system has been flushed.

1. If the new A/C compressor is shipped with a new clutch and pulley already installed, remove the shipping caps and rotate the new A/C compressor shaft 6 to 8 revolutions while collecting the oil in a clean measuring cup.

2. Add 60 ml (2 fl oz) directly to the new A/C compressor suction port.

3. Inject the total vehicle PAG oil capacity minus 60 ml (2 fl oz) to the low-side service port during system charging. For the total PAG oil capacity specification, refer to the Specifications table in this section.

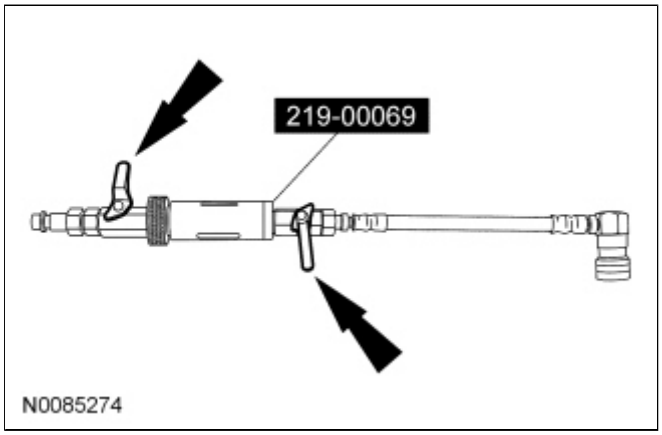
Oil Injection Using a Dye/Lubricant Injector

NOTE: If fluorescent leak detection dye is also to be added during A/C charging, the dye may be added to the dye/lubricant injector, from the R-134a Loop/Add On Injector Kit-Set, along with the PAG oil.

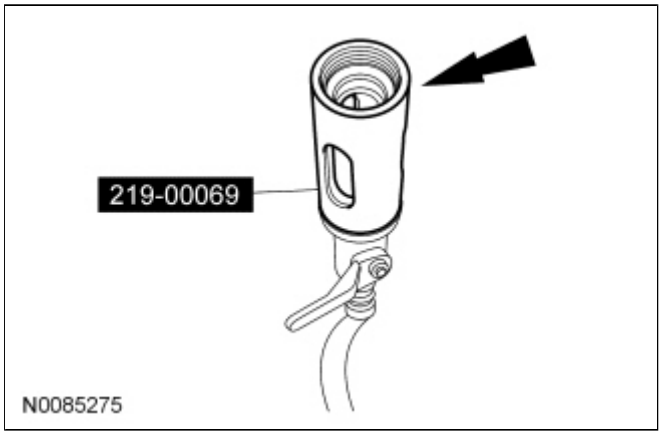
1. Evacuate the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

2. Assemble the dye/lubricant injector and the correct adapters from the R-134a Loop/Add On Injector Kit-Set to match the amount of refrigerant compressor oil to be injected.

3. Verify that all the valves on the dye/lubricant injector are closed.



4. Fill the dye/lubricant injector with the correct amount of clean, new PAG oil.



5. Install the dye/lubricant injector between the low-side service gauge port valve and the refrigerant service station or manifold gauge set.

6. Open all valves and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Refrigerant Identification Testing

Special Tool(s)

ST3090-A	Refrigerant Blend Identifier with Printer 198-00012 or equivalent

Refrigerant Identification

1. **NOTE:** A Refrigerant Blend Identifier with Printer must be used to identify gas samples taken directly from the refrigeration system or storage containers prior to recovering or charging the refrigerant system.

   Follow the instructions included with the Refrigerant Blend Identifier with Printer to obtain the sample for testing.

2. The Refrigerant Blend Identifier with Printer will display one of the following:
   - If the purity level of R-134a is 98% or greater by weight, the green PASS LED will light. The weight concentrations of R-134a, R-12, R-22, hydrocarbons and air will be displayed on the digital display.
   - If refrigerant R-134a does not meet the 98% purity level, the red FAIL LED will light and an alarm will sound alerting the user of potential hazards. The weight concentrations of R-134a, R-12, R-22 and hydrocarbons will be displayed on the digital display.
   - If hydrocarbon concentrations are 2% or greater by weight, the red FAIL LED will light, "Hydrocarbon High" will be displayed on the digital display, and an alarm will sound alerting the user of potential hazards. The weight concentrations of R-134a, R-12, R-22 and hydrocarbons will also be displayed on the digital display.

3. The percentage of air contained in the sample will be displayed if the R-134a content is 98% or greater. The Refrigerant Blend Identifier with Printer eliminates the effect of air when determining the refrigerant sample content because air is not considered a contaminant, although air can affect A/C system performance. When the Refrigerant Blend Identifier with Printer has determined that a refrigerant source is pure (R-134a is 98% or greater by weight) and air concentration levels are 2% or greater by weight, it will prompt the user if an air purge is desired.

4. If contaminated refrigerant is detected, repeat the refrigerant identification test to verify that the refrigerant is indeed contaminated.

Contaminated Refrigerant Handling

NOTICE: **If contaminated refrigerant is detected, DO NOT recover the refrigerant into R-134a recovery/recycling equipment. Recovery of contaminated refrigerant will contaminate the recovered refrigerant supply and may damage the recovery/recycling equipment.**

NOTE: A new suction accumulator or receiver/drier must be installed as directed by the A/C system

flushing procedure.

1. Recover the contaminated refrigerant using suitable recovery-only equipment designed for capturing and storing contaminated refrigerant only.
    - If this equipment is not available, contact an A/C service facility in the area with the correct equipment to carry out this service.

2. Determine and correct the cause of the customer's initial concern.

3. Flush the A/C system.

4. Dispose of the contaminated refrigerant in accordance with all federal, state and local regulations.

Material

Item	Specification	Fill Capacity
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B	100 ml (3.4 fl oz)
Motorcraft® R-134a Refrigerant YN-19 (US); CYN-16-R (Canada)	WSH-M17B19-A	0.54 kg (19 oz) (1.19 lb)

Torque Specifications

Description	Nm	lb-ft	lb-in
A/C clutch disc and hub bolt	13	—	115
A/C compressor bolts	24	18	—
A/C compressor fitting nuts (suction and discharge)	15	—	133
A/C compressor pressure relief valve	10	—	89
A/C compressor stud-bolt	24	18	—
Compressor-to-condenser discharge line bracket nut	7	—	62
Condenser fitting nuts (outlet and inlet)	8	—	71
Evaporator outlet line bracket nut	8	—	71
Evaporator outlet line fitting nut	8	—	71
Heater core and evaporator core housing bolt	6	—	53
Heater core and evaporator core housing nuts	6	—	53
Radiator support reinforcement bolts	8	—	71
Receiver/drier fitting nuts	8	—	71
Thermostatic Expansion Valve (TXV) bolts	8	—	71
TXV fitting nuts (high-pressure and low-pressure)	10	—	89

Air Conditioning

The refrigerant system components include the following:

- A/C compressor and clutch assembly
- A/C condenser core
- A/C evaporator core
- Receiver/drier
- Connecting refrigerant lines
- Thermostatic Expansion Valve (TXV)

The A/C compressor contains a pressure relief valve to protect the refrigerant system against excessively high refrigerant pressures.

A/C Compressor and Clutch Assembly

NOTE: Internal A/C compressor components are not serviced separately. The A/C compressor is serviced as an assembly. A new A/C pressure relief valve is included with replacement A/C compressors, but the valve is also available as a separate component and can be independently replaced if needed. The A/C compressor clutch, A/C compressor pulley and A/C clutch field coil can be serviced separately.

The A/C compressor has the following characteristics:

- A non-serviceable shaft seal.
- Uses PAG Refrigerant Compressor Oil (R-134a Systems) YN-12-D. This oil contains special additives required for the A/C compressor.
- The A/C compressor oil may darken over time while maintaining normal oil viscosity. This is normal because of break-in wear.
- Use the refrigerant oil adding procedure specified for this vehicle when installing a new A/C compressor or any other A/C component. Refer to the Refrigerant Oil Adding procedure in Section 412-00.

When battery voltage is applied to the A/C compressor clutch field coil, the clutch disc and hub assembly is drawn toward the A/C compressor pulley. The magnetic force locks the clutch disc and hub assembly and the A/C compressor pulley together as one unit, causing the compressor shaft to rotate with the engine. When battery voltage is removed from the A/C compressor clutch field coil, springs in the clutch disc and hub assembly move the clutch disc away from the A/C compressor pulley.

A/C Pressure Relief Valve

NOTE: If the A/C compressor is operating within limits and the A/C pressure relief valve is venting or leaking around the threads, install a new A/C pressure relief valve and O-ring. If the new A/C pressure relief valve still vents after it is installed, diagnose the refrigerant system for a restriction.

An A/C pressure relief valve is incorporated in the A/C compressor to prevent damage to the A/C compressor and other system components by relieving unusually high system discharge pressure buildups. For specifications regarding operating pressure(s), refer to Section 412-00.

The A/C pressure relief valve can be serviced separately from the A/C compressor. It is necessary to

recover the refrigerant before removing the A/C pressure relief valve.

A/C Condenser Core

The condenser core is an aluminum fin-and-tube design heat exchanger located in front of the vehicle radiator. It cools compressed refrigerant gas by allowing air to pass over fins and tubes to extract heat, and condenses gas to liquid refrigerant as it is cooled.

A/C Evaporator Core

The evaporator core is an aluminum plate/fin type and is located in the heater core and evaporator core housing. A mixture of liquid refrigerant and oil enters the bottom of the evaporator core through the evaporator core inlet tube and continues out of the evaporator core through the evaporator core outlet tube as a vapor. During A/C compressor operation, air flow from the blower motor is cooled and dehumidified as it flows through the evaporator core fins.

Thermostatic Expansion Valve (TXV)

The Thermostatic Expansion Valve (TXV) is located at the evaporator core inlet and outlet tubes at the center rear of the engine compartment. The TXV provides a restriction to the flow of refrigerant from the high-pressure side of the refrigerant system and separates the low-pressure and high-pressure sides of the refrigerant system. Refrigerant entering and exiting the evaporator core passes through the TXV through 2 separate flow paths. An internal temperature sensing bulb senses the temperature of the refrigerant flowing out of the evaporator core and adjusts an internal pin-type valve to meter the refrigerant flow into the evaporator core. The internal pin-type valve decreases the amount of refrigerant entering the evaporator core at lower temperatures and increases the amount of refrigerant entering the evaporator core at higher temperatures.

Receiver/Drier

NOTE: Installation of a new receiver/drier is not required when repairing the A/C system, unless there is physical evidence of contamination from a failed A/C compressor or damage to the receiver/drier. Damage to the receiver/drier includes leaks, physical damage to the receiver/drier shell or desiccant, or moisture contamination. Moisture contamination results only from a complete loss of refrigerant, and equalization of the refrigerant system pressure with atmospheric pressure for a period longer than one hour. If even a slight amount of positive refrigerant pressure is present in the refrigerant system before repairs are carried out, a new receiver/drier should not be installed.

The receiver/drier is mounted to the RH side of the condenser core above the condenser outlet fitting. It stores high-pressure liquid after it leaves the condenser core. A desiccant cartridge mounted inside the receiver/drier removes moisture from the refrigerant.

Evaporator Discharge Air Temperature Sensor

The evaporator discharge air temperature sensor contains a thermistor. The resistance of this thermistor varies by a specific amount based on the evaporator discharge air temperature. The PCM measures a voltage ratio between the reference voltage it supplies to the sensor and the sensor voltage to determine this resistance and the associated evaporator discharge air temperature.

As the evaporator core removes heat and moisture from the air flow moving through the evaporator core

fins, the removed moisture condensates on the exterior of the evaporator core. The PCM uses input from the evaporator discharge air temperature sensor to prevent this moisture from freezing on the exterior of the evaporator core, and inhibiting air flow through the evaporator core fins. When the evaporator core temperature drops to a temperature near the freezing point of water, the PCM switches off the A/C compressor. The A/C compressor is switched back on when the evaporator core temperature rises to an acceptable level.

The evaporator discharge air temperature sensor is located below the glove compartment outside of the heater core and evaporator core housing.

A/C Pressure Transducer

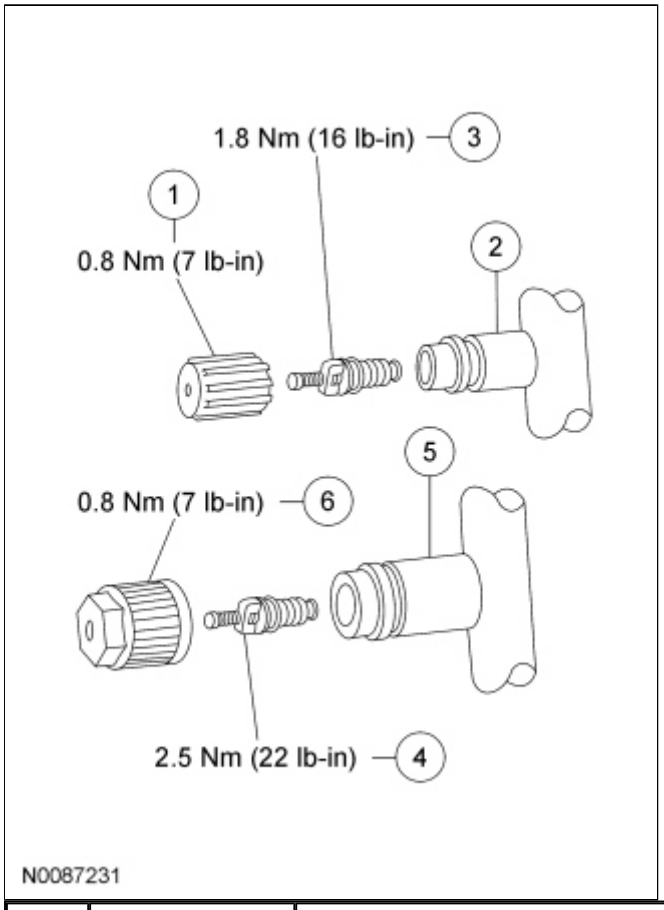
The A/C pressure transducer monitors the compressor discharge pressure and communicates with the PCM. The PCM interrupts A/C compressor operation in the event the A/C pressure transducer indicates high system discharge pressures. It also to senses low charge conditions. If the pressure is below a predetermined value for a given ambient temperature, the PCM will not allow the clutch to engage.

The A/C pressure transducer is located at the lower RH corner of the condenser core near the condenser outlet fitting. It is not necessary to recover the refrigerant before removing the A/C pressure transducer.

Service Gauge Port Valves

The high-pressure service gauge port valve is located on the compressor-to-condenser discharge line near the condenser inlet fitting.

The low-pressure service gauge port valve is located on the A/C compressor suction line near the RH shock tower.



Item	Part Number	Description
1	19D702	A/C charging valve cap
2	—	Low-pressure service gauge port valve
3	19D701	Low-pressure Schrader-type valve core
4	19D701	High-pressure Schrader-type valve core
5	—	High-pressure service gauge port valve
6	19D702	A/C charging valve cap

The service gauge port valve is an integral part of the refrigerant system line or component.

- Special couplings are required for both the high-side and low-side service gauge ports.
- A very small amount of leakage is always detectable around the Schrader-type valve with the service gauge port valve cap removed, and is considered normal. If the seal leaks excessively, install a new Schrader-type valve core.
- The service gauge port valve caps each include an O-ring seal used as a primary seal in the refrigerant system to prevent any leakage through the Schrader-type valves from reaching the atmosphere. Check the service gauge port valve cap O-ring seals when checking the refrigerant system for leaks and install a new cap if necessary. Always install and tighten the A/C service gauge port valve caps to the correct torque after they are removed.

Refrigerant System Dye

Fluorescent refrigerant system dye is added to the refrigerant system at the factory to assist in refrigerant system leak diagnosis when using a Rotunda-approved ultraviolet black light. It is not necessary to add additional dye to the refrigerant system before diagnosing leaks, even if a significant amount of refrigerant has been removed from the system. Replacement receiver/driers are shipped with

a fluorescent dye "wafer" included in the desiccant bag, which dissolves after approximately 30 minutes of continued A/C operation. It is not necessary to add dye after flushing or filtering the refrigerant system because a new receiver/drier is installed as part of the flushing or filtering procedure. Only add additional refrigerant system dye if more than 50% of the refrigerant system lubricant capacity has been lost due to a fitting separation or hose rupture. Refer to Section 412-00 .

Air Distribution and Filtering

Air Distribution and Filtering

NOTE: The air distribution system is equipped with a factory installed cabin air filter.

There are 2 sources of air available to the air distribution system:

- Fresh (outside) air
- Recirculated air

Recirculated air is always used when the HVAC module is set to the MAX A/C mode and can be selected in any mode except DEFROST or FLOOR/DEFROST.

Air distribution within the vehicle is determined by the air flow mode selected. Electric mode door actuator-positioned airflow mode control doors direct airflow within the heater core and evaporator core housing.

Air enters the passenger compartment from the following outlets:

- Instrument panel registers
- Floor duct outlets
- Windshield defroster
- Side window demisters
- Rear footwell duct

Passenger compartment air is exhausted from the vehicle through open windows or body air vents.

Cabin Air Filter

The cabin air filter is located in the heater core and evaporator core housing. For cabin air filter maintenance intervals, refer to Section 100-03.

Control Components

Electronic Manual Temperature Control (EMTC)

The HVAC module allows the vehicle occupants to select the following:

- Air inlet source (outside or recirculated)
- Blower motor speed
- Discharge air temperature (temperature blend)
- Discharge air location (defrost, panel, floor, panel/floor, defrost/floor)
- A/C compressor operation
- Rear window defroster operation

Control System Inputs

The blower motor speed switch is mounted in the HVAC module and controls blower motor speed by adding or bypassing resistors in the blower motor resistor in all modes except OFF. The blower motor speed switch is serviced only as an assembly with the HVAC module.

The temperature control switch adjusts the discharge air temperature. Movement of the temperature knob from COOL (blue) to WARM (red) causes a corresponding movement of the temperature blend door. The position of the temperature blend door determines the discharge air temperature that the air distribution system will maintain. The temperature control selector is an integral part of the HVAC module and cannot be serviced separately.

The airflow mode setting adjusts the discharge air outlet location. Movement of the airflow mode selector causes a corresponding movement of the airflow mode doors and determines the discharge air outlet location. The airflow mode selector is an integral part of the HVAC module and cannot be serviced separately.

The A/C request button determines A/C compressor operation, except when the airflow mode selector is in the OFF, MAX A/C, DEFROST or FLOOR/DEFROST mode. The A/C request button is an integral part of the HVAC module and cannot be serviced separately.

The recirculated air request button can select recirculated air in any mode except DEFROST, and fresh air in any mode except MAX A/C or OFF. The recirculated air request button is an integral part of the HVAC module and cannot be serviced separately.

The rear defog button signals activation of the heated backlight. Under certain conditions, the heated backlight may be activated automatically by the PCM and Body Control Module (BCM). The rear defog button indicator may remain off during this time. The rear defog button is an integral part of the HVAC module and cannot be serviced separately.

Control System Outputs

The Electronic Manual Temperature Control (EMTC) system has 4 system outputs.

Blower Motor Speed

The HVAC module blower motor speed selector varies the blower motor ground circuit resistance by adding or bypassing series resistance in the blower motor resistor. Increased resistance lowers the blower motor speed, and lowered resistance increases blower motor speed. When the blower motor is in the HI (4) position, the blower motor resistor is bypassed.

The blower motor resistor is located on the heater core and evaporator core housing below the glove compartment.

Temperature Blend Door Position

The temperature blend door actuator moves the temperature blend door on command from the HVAC module.

The temperature blend door actuator contains a reversible electric motor and a potentiometer. The potentiometer circuit reports the position of the temperature blend door to the HVAC module. The HVAC module drives the temperature blend door actuator motor in whichever direction is necessary to move the temperature blend door to the position set by the vehicle occupants.

The temperature blend door actuator is mounted to the RH side of the heater core and evaporator core housing and can be serviced separately.

Airflow Mode Door Position

The airflow mode door actuator controls the airflow mode door actuating assembly to position the airflow mode doors on command from the HVAC module.

The airflow mode door actuator contains a reversible electric motor and potentiometer. The potentiometer circuit reports the position of the airflow mode doors to the HVAC module. The HVAC module drives the actuator motor in whichever direction is necessary to move the airflow mode doors to the position set by the vehicle occupants. The airflow mode door actuating assembly contains a cam and gear arrangement which transfers the rotation of the airflow mode door actuator to the individual airflow mode doors.

The airflow mode door actuating assembly is mounted to the LH side of the heater core and evaporator core housing and can be serviced separately. The airflow mode door actuator is mounted to the airflow mode door actuating assembly and can be serviced separately.

Air Inlet Mode Door Position

The air inlet mode door actuator moves the air inlet door between the fresh and RECIRC positions on command from the HVAC module. The air inlet mode door actuator is driven to, and will automatically stop at, the full RECIRC or full fresh air inlet position and does not require a potentiometer circuit to monitor its position. The airflow mode door does not stop at any point between the RECIRC or fresh air inlet position. When the air inlet mode is switched, the airflow mode door actuator is driven by the HVAC module for 9 seconds, and will stall at the end of travel until the 9 second timer has expired.

The air inlet mode door actuator is mounted to the air inlet duct and can be accessed through the glove compartment. The air inlet mode door actuator can be serviced separately.

Heating and Ventilation

The heating and ventilation system has the following features:

- Controls the temperature and, during A/C operation, reduces the relative humidity of the air inside the vehicle
- Delivers heated or cooled air to maintain the vehicle interior temperature and comfort level
- Cooling or heating can be adjusted to maintain the desired temperature

The heating and ventilation system includes the following components:

- Blower motor
- Heater core and evaporator core housing
- Heater core

Blower Motor

The blower motor draws air from the air inlet and forces it into the heater core and evaporator core housing where it is mixed and distributed. The blower motor receives battery voltage at all times when the ignition is in the RUN position, and is grounded by the HVAC module blower motor switch.

The blower motor is mounted to the LH side of the heater core and evaporator core housing to the right of the pedal assembly.

Heater Core and Evaporator Core Housing

The heater core and evaporator core housing directs air flow from the blower motor through the evaporator core (if equipped) and heater core. All air flow from the blower motor passes through the evaporator core. The air flow is then directed through or around the heater core by an electric motor actuated temperature blend door. After passing through or around the heater core, the air flow is distributed to the selected outlet. The air flow mode doors are actuated by a single electric motor using a cam and gear setup.

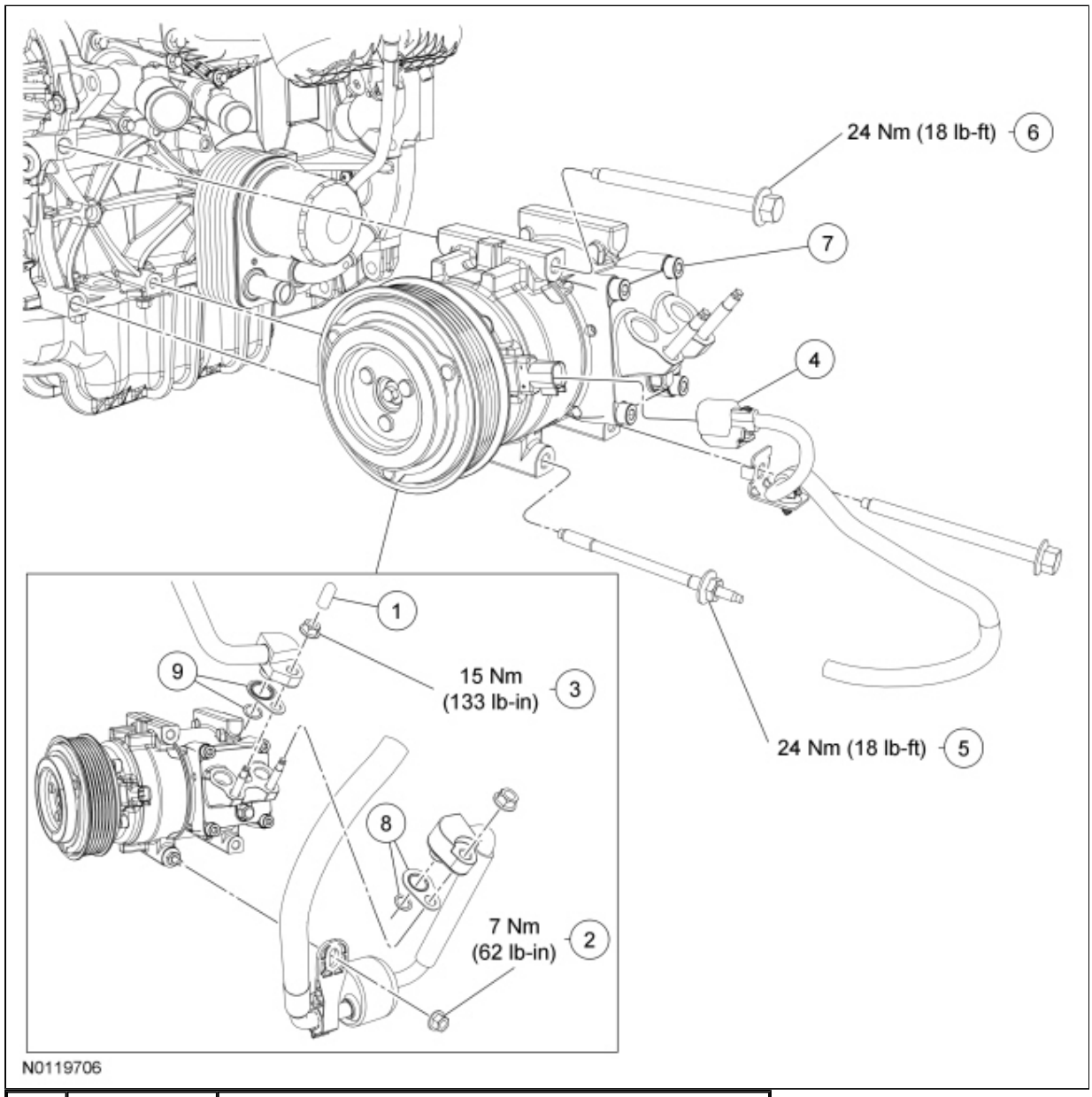
Heater Core

The heater core receives a flow of coolant from the engine cooling system through the heater core inlet. The heater core consists of fins and tubes arranged to extract heat from the engine coolant and transfer it to air passing through the heater core. The engine coolant is then returned to the engine cooling system through the heater core outlet.

The heater core is located in the heater core and evaporator core housing.

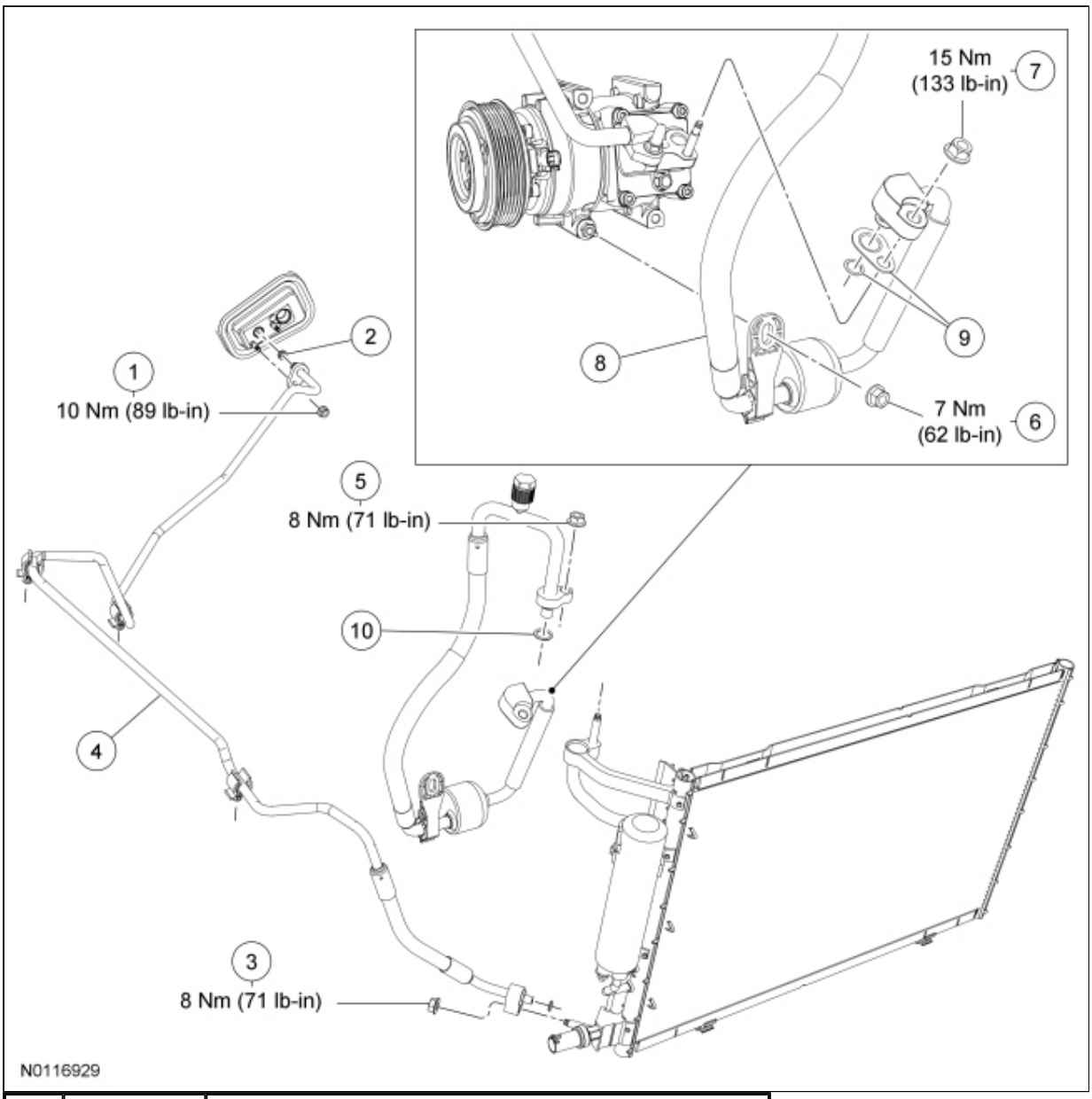
Air Conditioning — Exploded View

A/C Compressor



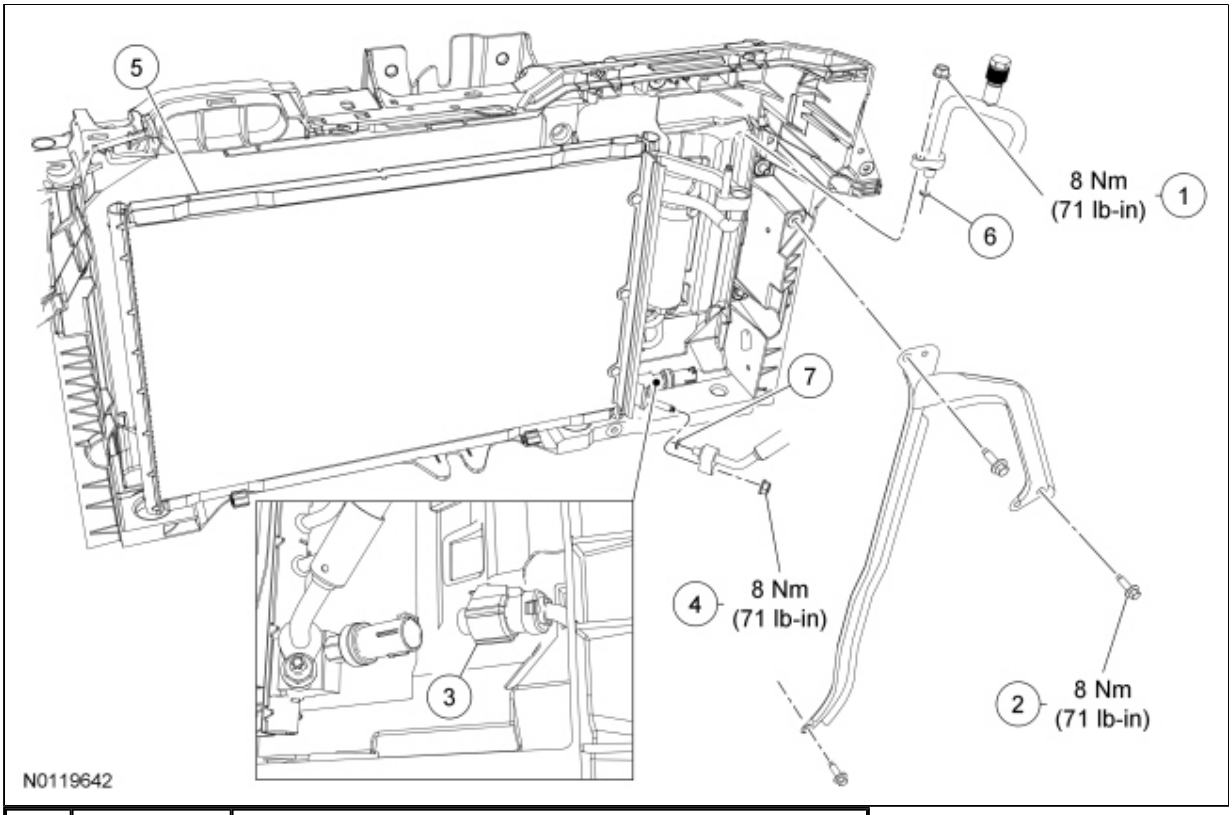
Item	Part Number	Description
1	386802-S	Rubber cap
2	W520111	Compressor-to-condenser discharge line bracket nut
3	W520413	A/C compressor fitting nut (2 required)
4	—	A/C compressor electrical connector (part of 12A522)
5	W714403	A/C compressor stud-bolt
6	W701331	A/C compressor bolt (2 required)
7	19703	A/C compressor
8	19B596	O-ring seal and gasket seal kit
9	19B596	O-ring seal and gasket seal kit

A/C High-Pressure Lines



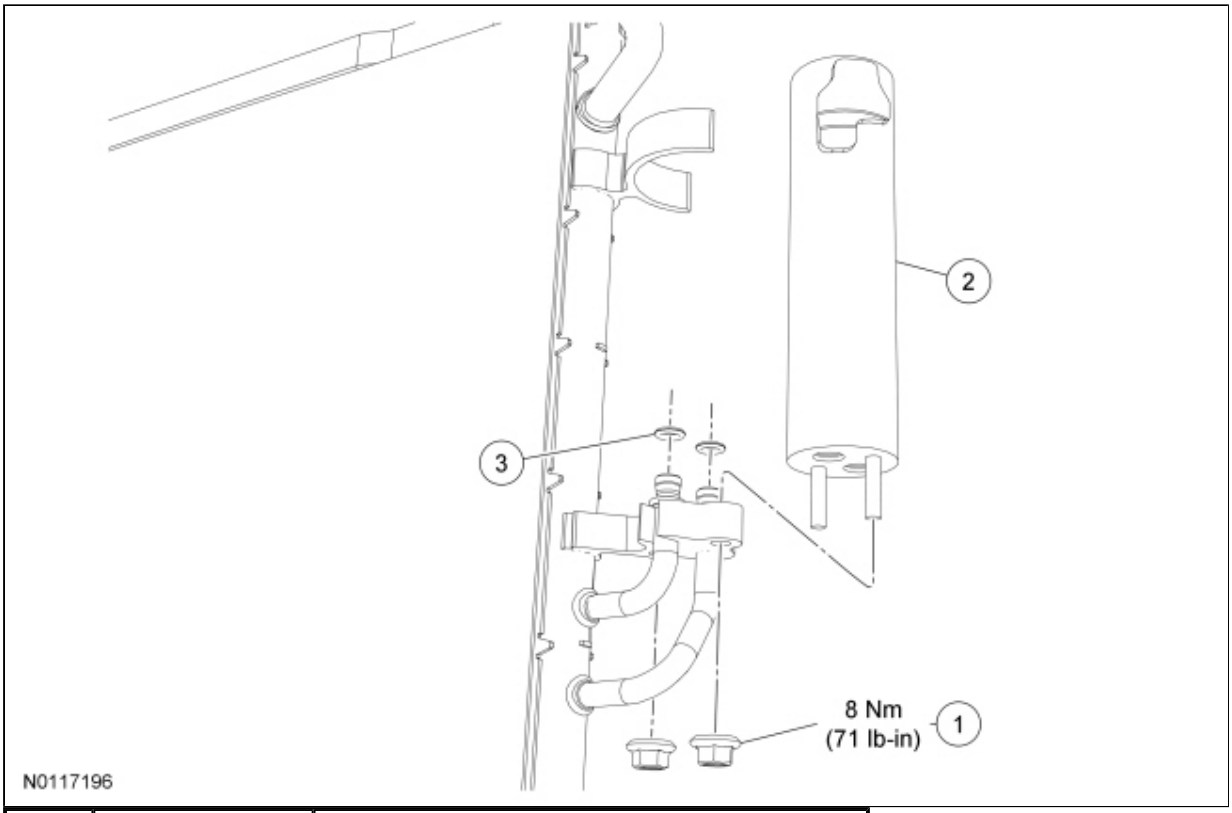
Item	Part Number	Description
1	W520412	Thermostatic Expansion Valve (TXV) high-pressure fitting nut
2	19E889	O-ring seal (2 required)
3	W520413	Condenser outlet fitting nut
4	19835	Condenser-to-evaporator line
5	W520413	Condenser inlet fitting nut
6	W520111	Compressor-to-condenser discharge line bracket nut
7	W520413	A/C compressor discharge fitting nut
8	19972	Compressor-to-condenser discharge line
9	19B596	O-ring seal and gasket seal kit
10	19E889	O-ring seal

A/C Condenser Core



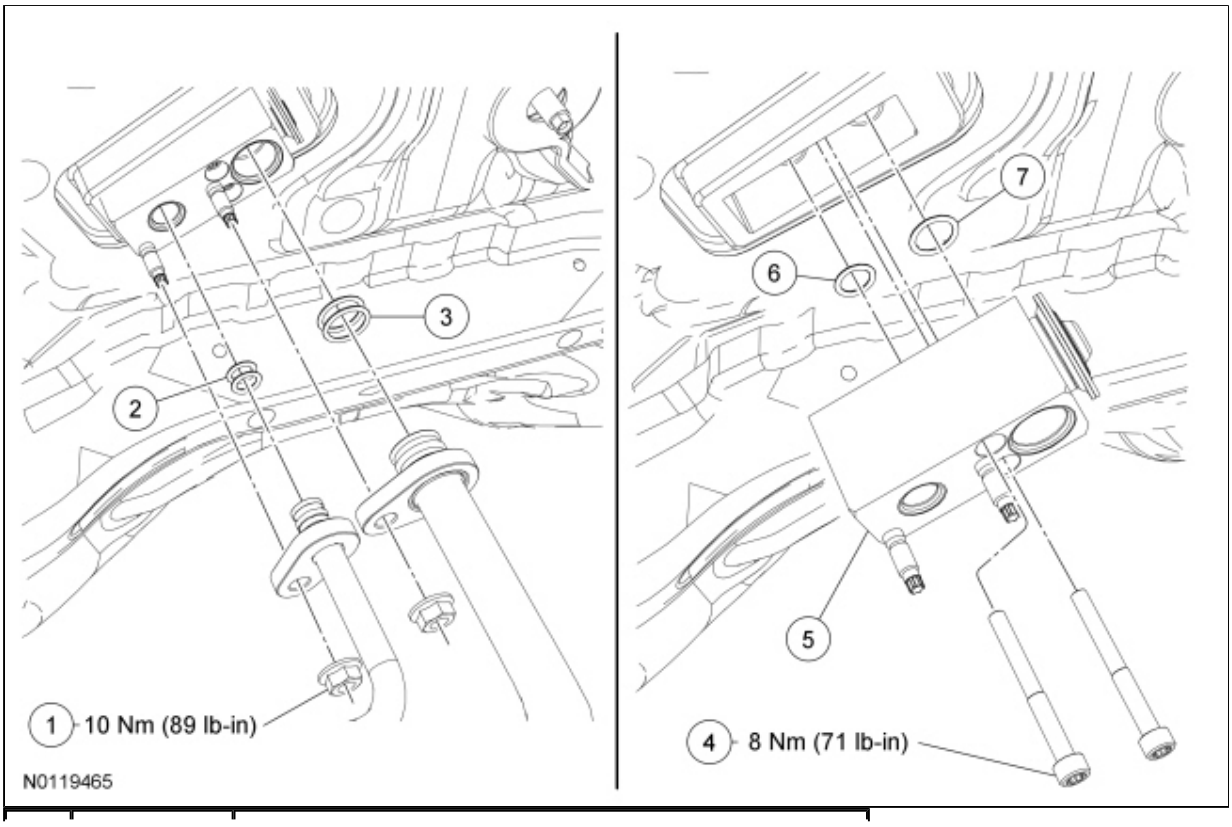
Item	Part Number	Description
1	W520413	Condenser inlet fitting nut
2	W500213	Radiator support reinforcement bolt (3 required)
3	—	A/C pressure transducer electrical connector (part of 12A522)
4	W520413	Condenser outlet fitting nut
5	19712	Condenser core
6	19E889	O-ring seal
7	19E889	O-ring seal

Receiver/Drier



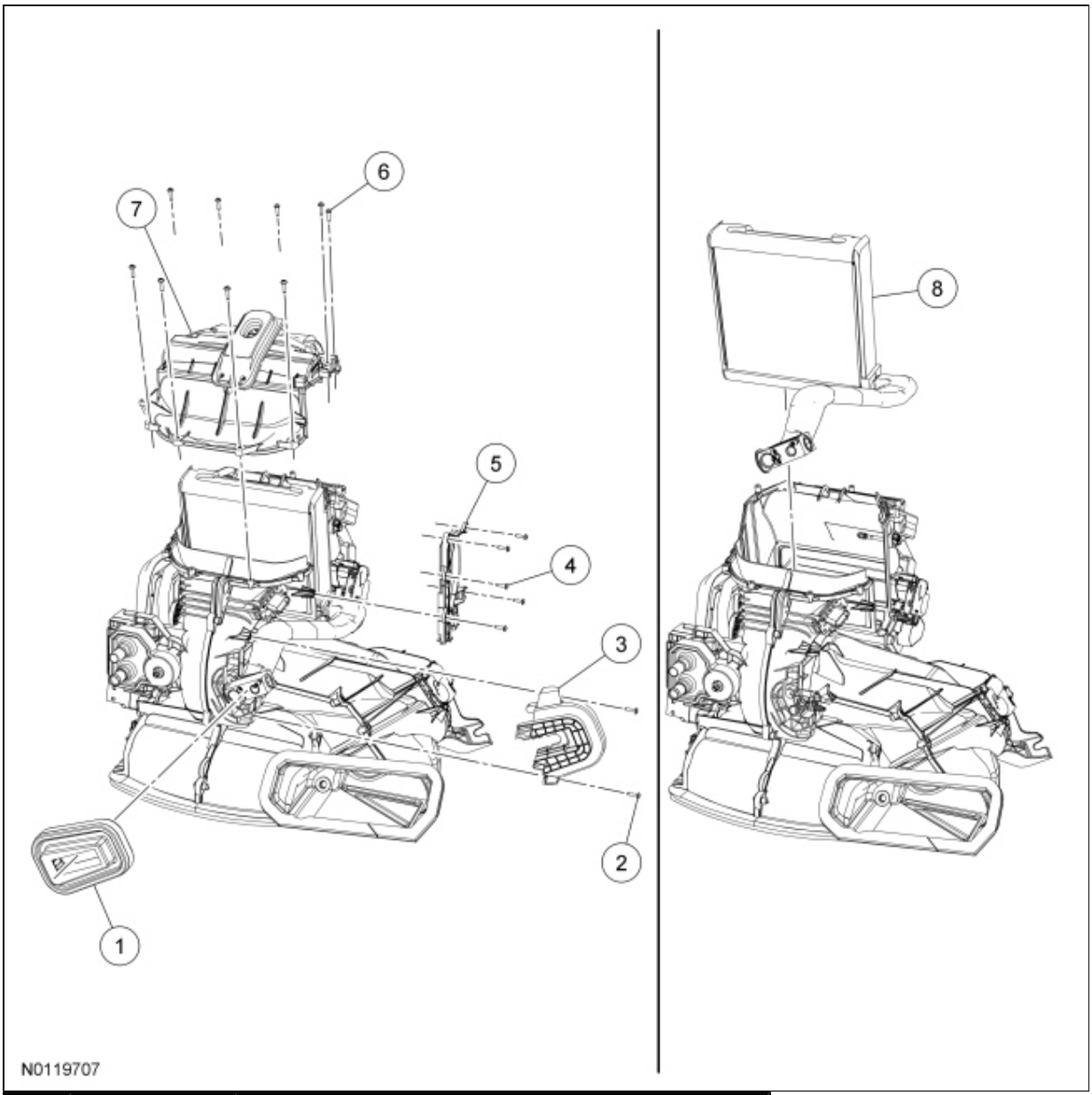
Item	Part Number	Description
1	W705460	Receiver/drier fitting nut (2 required)
2	19959	Receiver/drier
3	19E889	O-ring seal (2 required)

Thermostatic Expansion Valve (TXV)



Item	Part Number	Description
1	W520412	Thermostatic Expansion Valve (TXV) fitting nut (2 required)
2	19E889	O-ring seal (2 required)
3	19E889	O-ring seal (2 required)
4	—	TXV bolt (2 required) (part of 19849)
5	19849	TXV
6	19E889	O-ring seal
7	19E889	O-ring seal

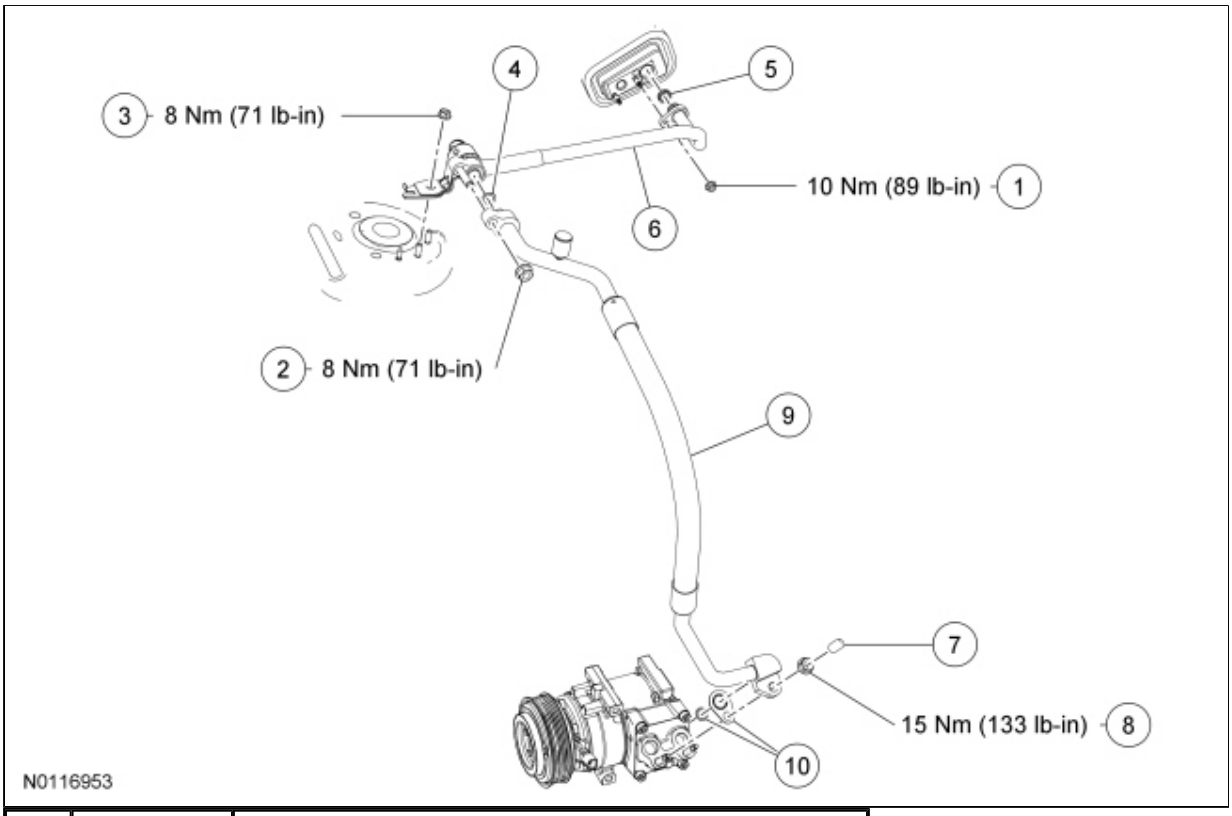
Evaporator Core



Item	Part Number	Description
1	19B588	Dash panel seal
2	W506945	Evaporator tube bracket screw (2 required)

3	—	Evaporator tube bracket (part of 19850)
4	W506945	Cabin air filter access cover screw (5 required)
5	19D672	Cabin air filter access cover
6	W506945	Evaporator core cover screw (9 required)
7	—	Evaporator core cover (part of 19850)
8	19860	Evaporator core

A/C Low-Pressure Lines



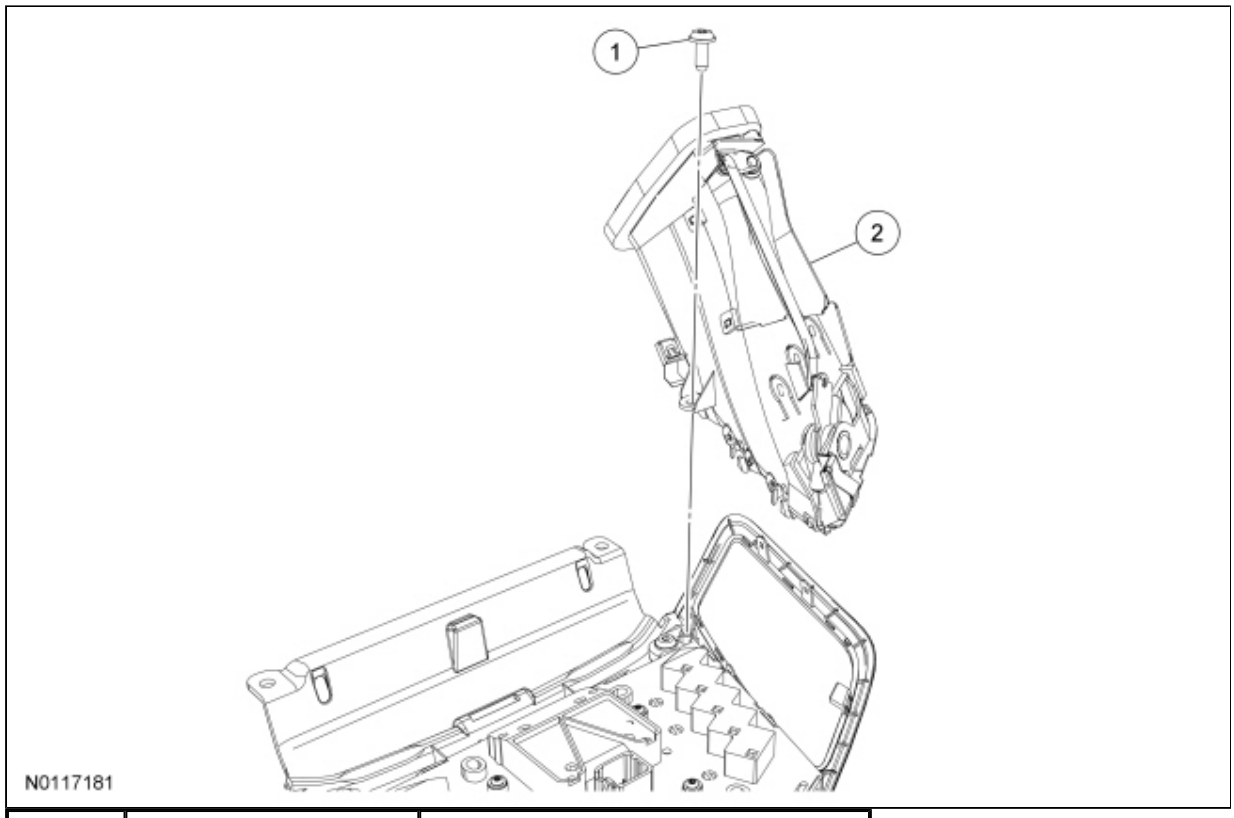
Item	Part Number	Description
1	W520412	Thermostatic Expansion Valve (TXV) low-pressure fitting nut
2	W520413	Evaporator outlet line fitting nut
3	W520412	Evaporator outlet line bracket nut
4	19E889	O-ring seal
5	19E889	O-ring seal (2 required)
6	19867	Evaporator outlet line
7	386802	Rubber cap
8	W520413	A/C compressor suction fitting
9	19D734	Evaporator-to-compressor suction line
10	19D596	O-ring seal and gasket seal kit

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Air Distribution and Filtering — Exploded View

Center Registers

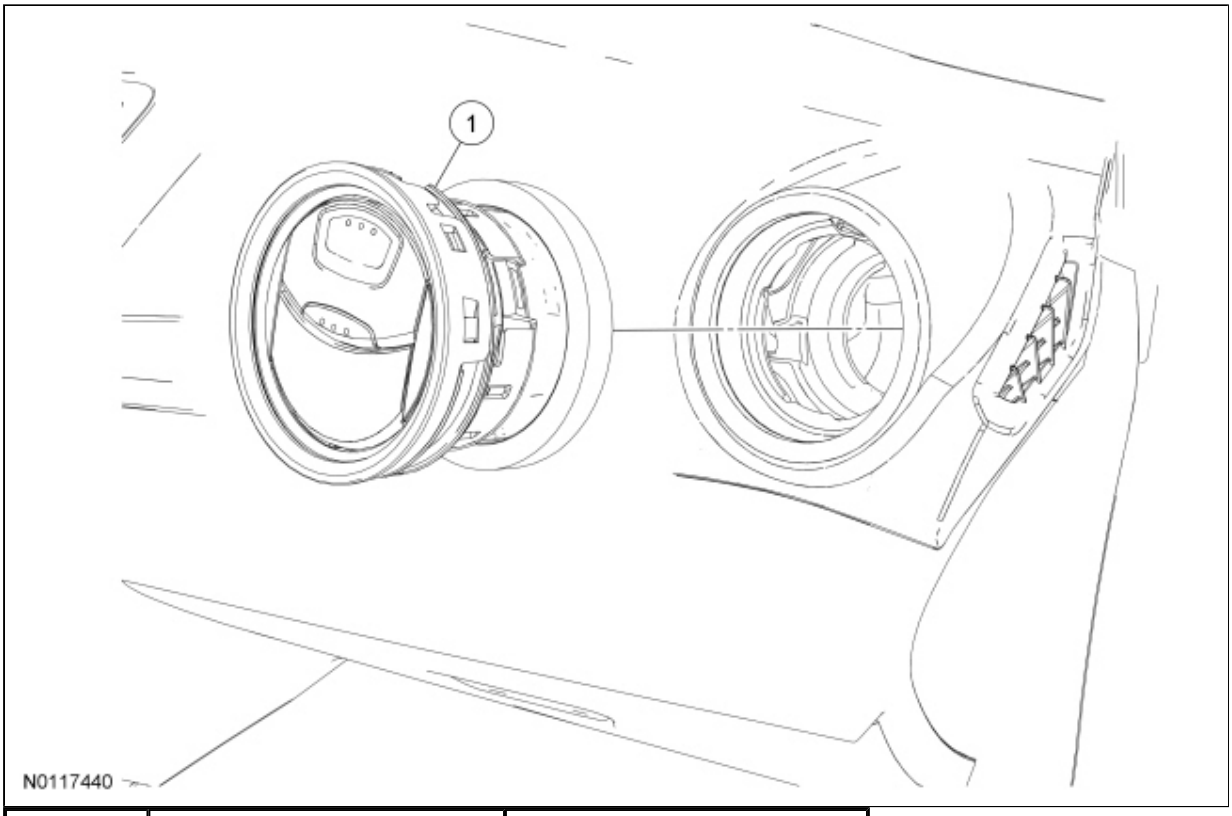
NOTE: LH center register shown, RH similar



Item	Part Number	Description
1	W506962	Center register screw
2	19893	Center register

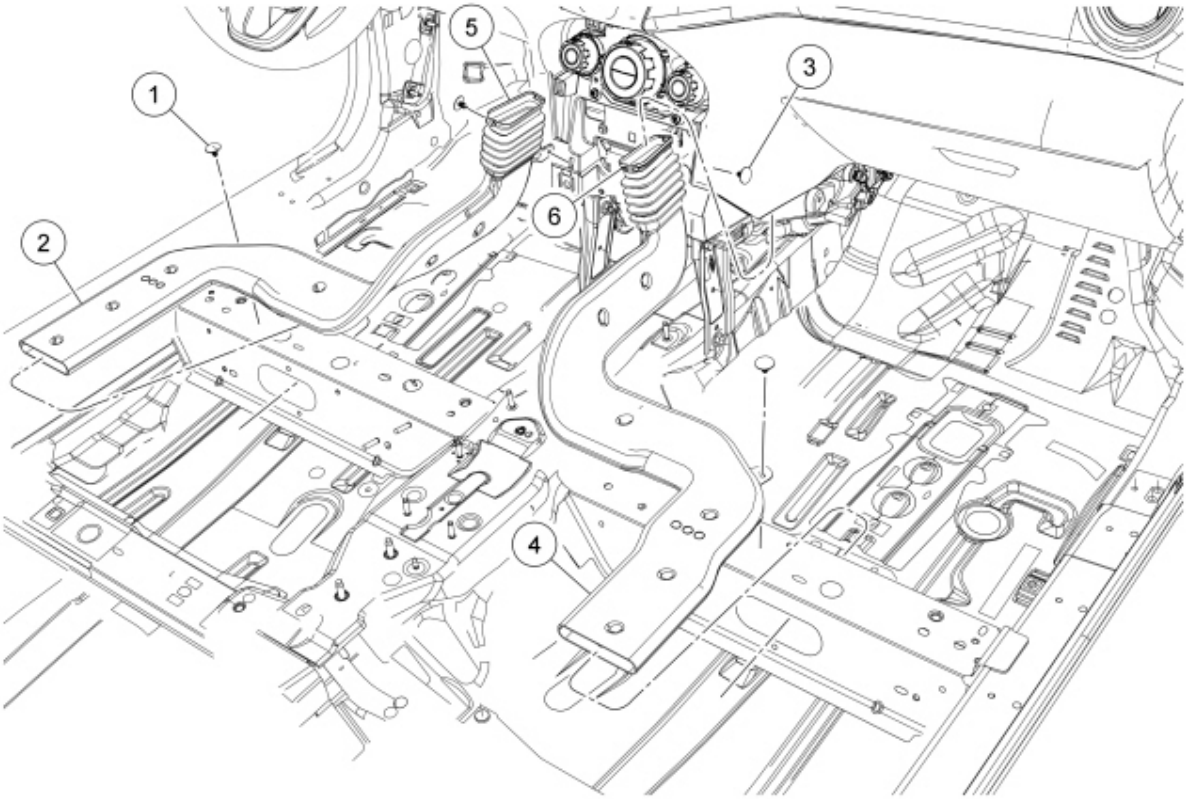
Outer Registers

NOTE: RH outer register shown, LH similar



Item	Part Number	Description
1	19893	Outer register

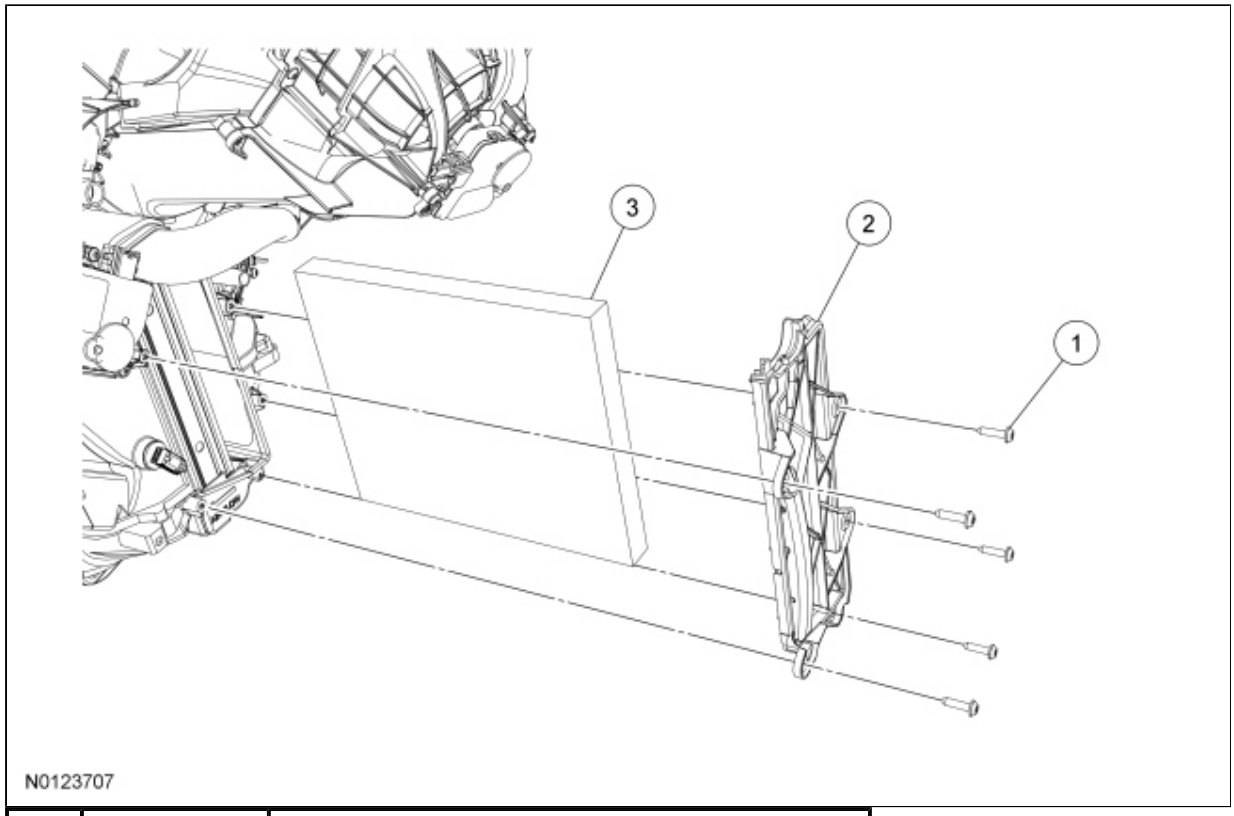
Rear Footwell Ducts



N0117178

Item	Part Number	Description
1	W701374	LH rear footwell duct pin-type retainer (2 required)
2	18C297	LH rear footwell duct
3	W701374	RH rear footwell duct pin-type retainer (2 required)
4	18C297	RH rear footwell duct
5	18C297	LH rear footwell duct adapter
6	18C297	RH rear footwell duct adapter

Cabin Air Filter

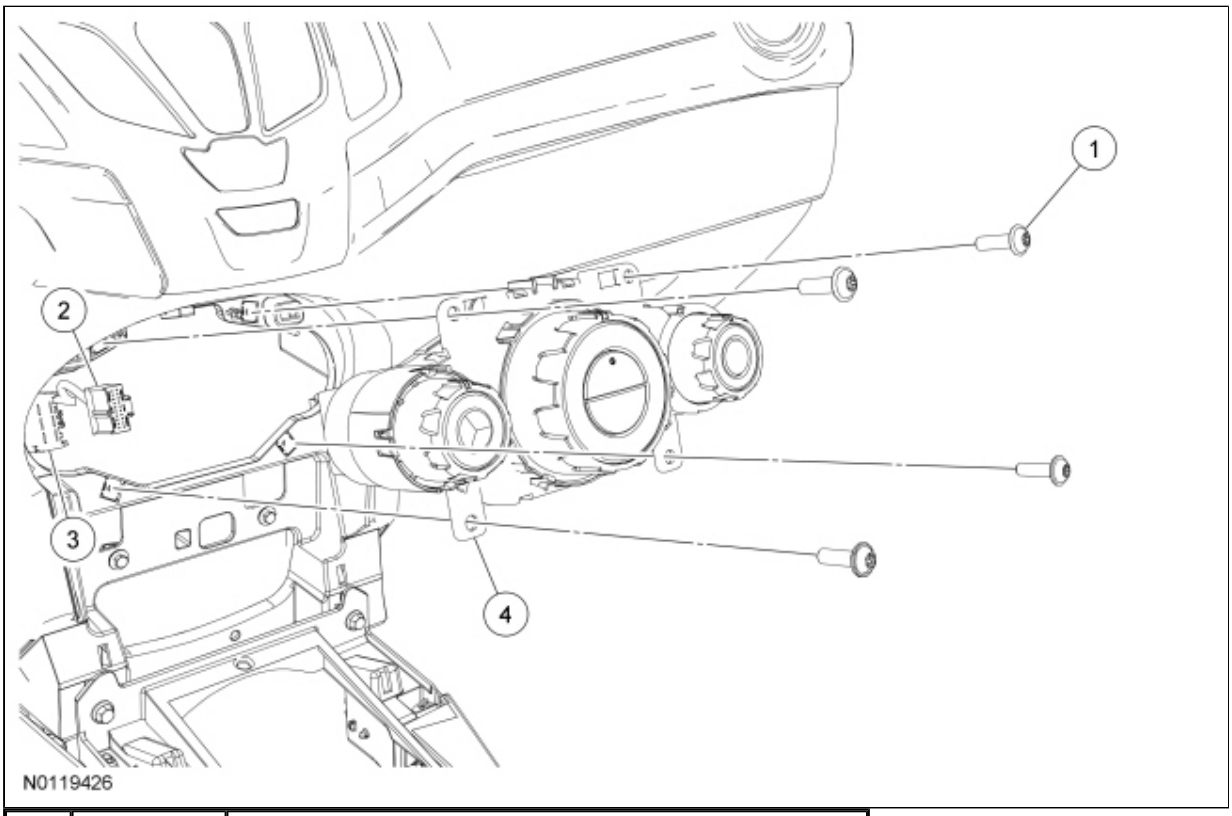


Item	Part Number	Description
1	W506945	Cabin air filter access cover screw (5 required)
2	19D672	Cabin air filter access cover
3	19N619	Cabin air filter

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

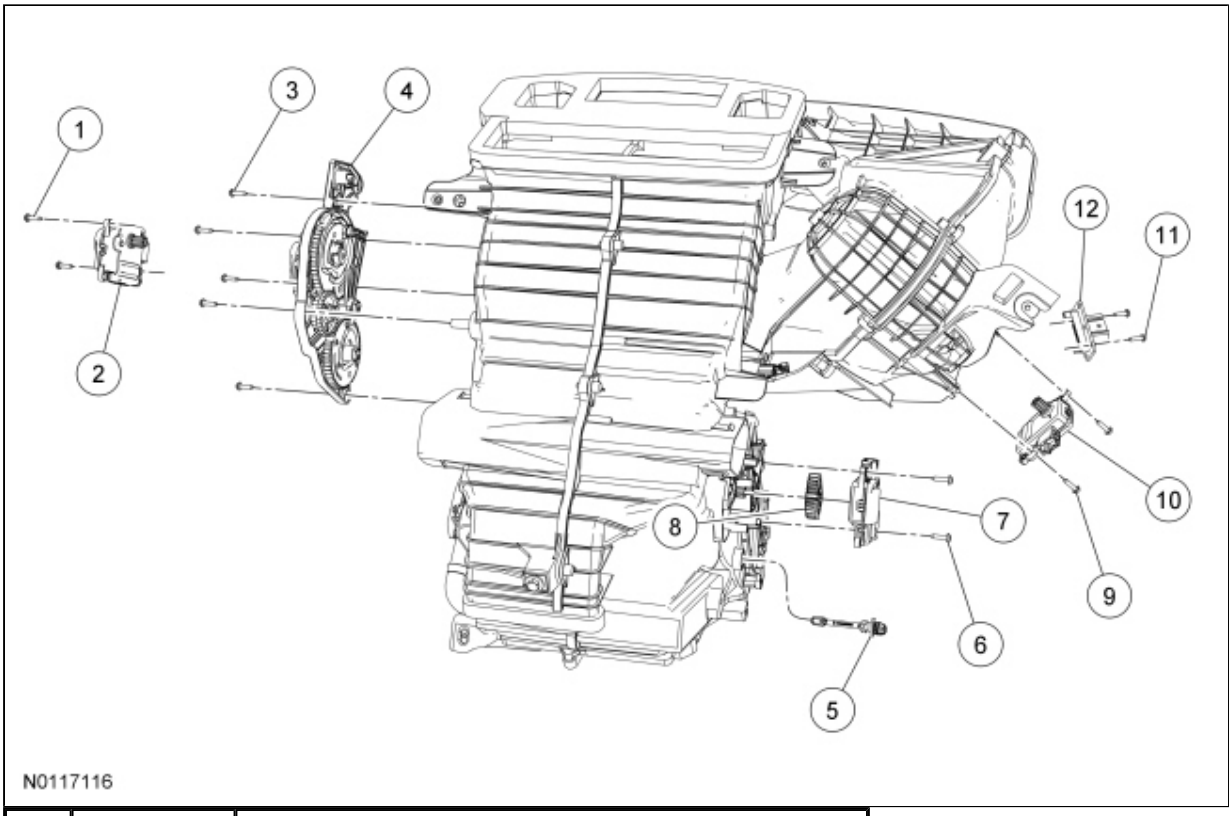
Control Components — Exploded View

HVAC Housing



Item	Part Number	Description
1	W707628	HVAC module screw (4 required)
2	—	HVAC module electrical connector (part of 14401)
3	—	HVAC module blower motor switch electrical connector (part of 14401)
4	18549	HVAC module (vehicles not equipped with A/C)
4	19980	HVAC module (vehicles equipped with A/C)

HVAC Control Components

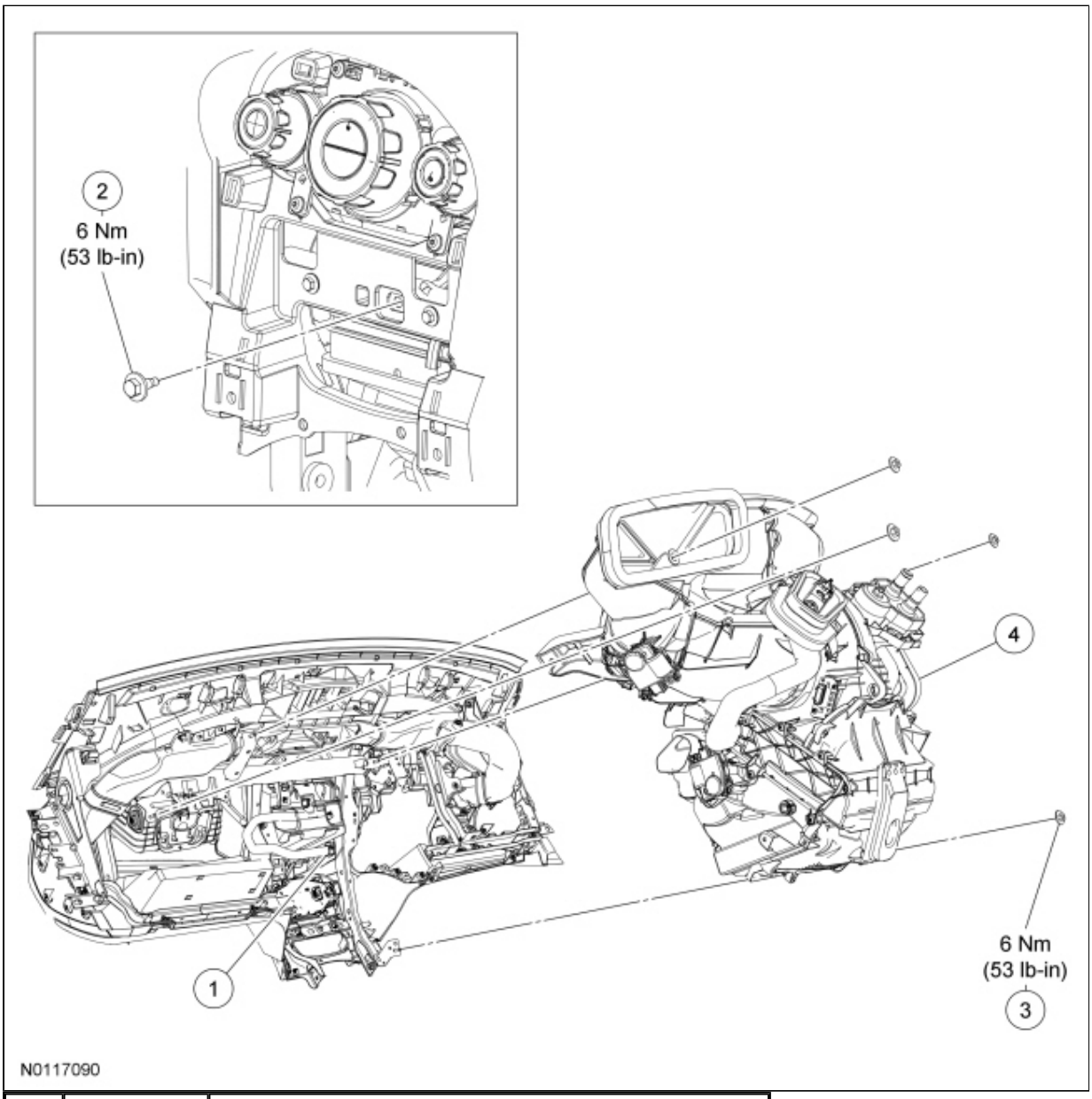


Item	Part Number	Description
1	W506945	Airflow mode door actuator screw (2 required)
2	19E616	Airflow mode door actuator
3	W506945	Airflow mode door actuating assembly screw (5 required)
4	19788	Airflow mode door actuating assembly
5	19C734	Evaporator discharge air temperature sensor
6	W506945	Temperature blend door actuator screw (2 required)
7	—	Temperature blend door actuator (part of 19788)
8	—	Temperature blend door actuator cam (part of 19788)
9	W506945	Air inlet mode door actuator screw (2 required)
10	19E616	Air inlet mode door actuator
11	W506945	Blower motor resistor screw (2 required)
12	18591	Blower motor resistor

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

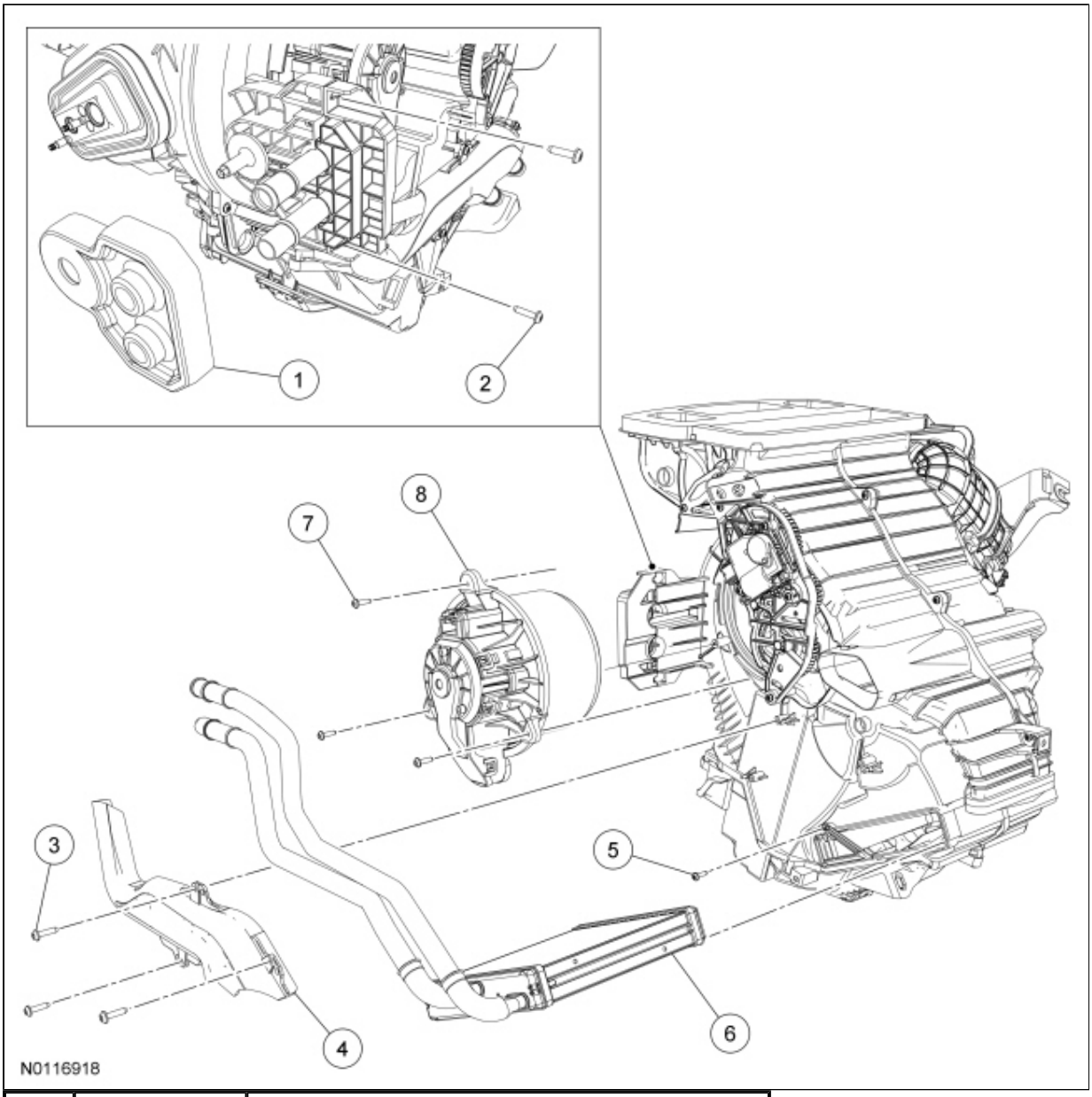
Heating and Ventilation — Exploded View

Heater Core and Evaporator Core Housing



Item	Part Number	Description
1	19D888	Radio vent tube
2	W505422	Heater core and evaporator core housing bolt
3	W700430	Heater core and evaporator core housing nut (4 required)
4	19850	Heater core and evaporator core housing

Blower Motor and Heater Core



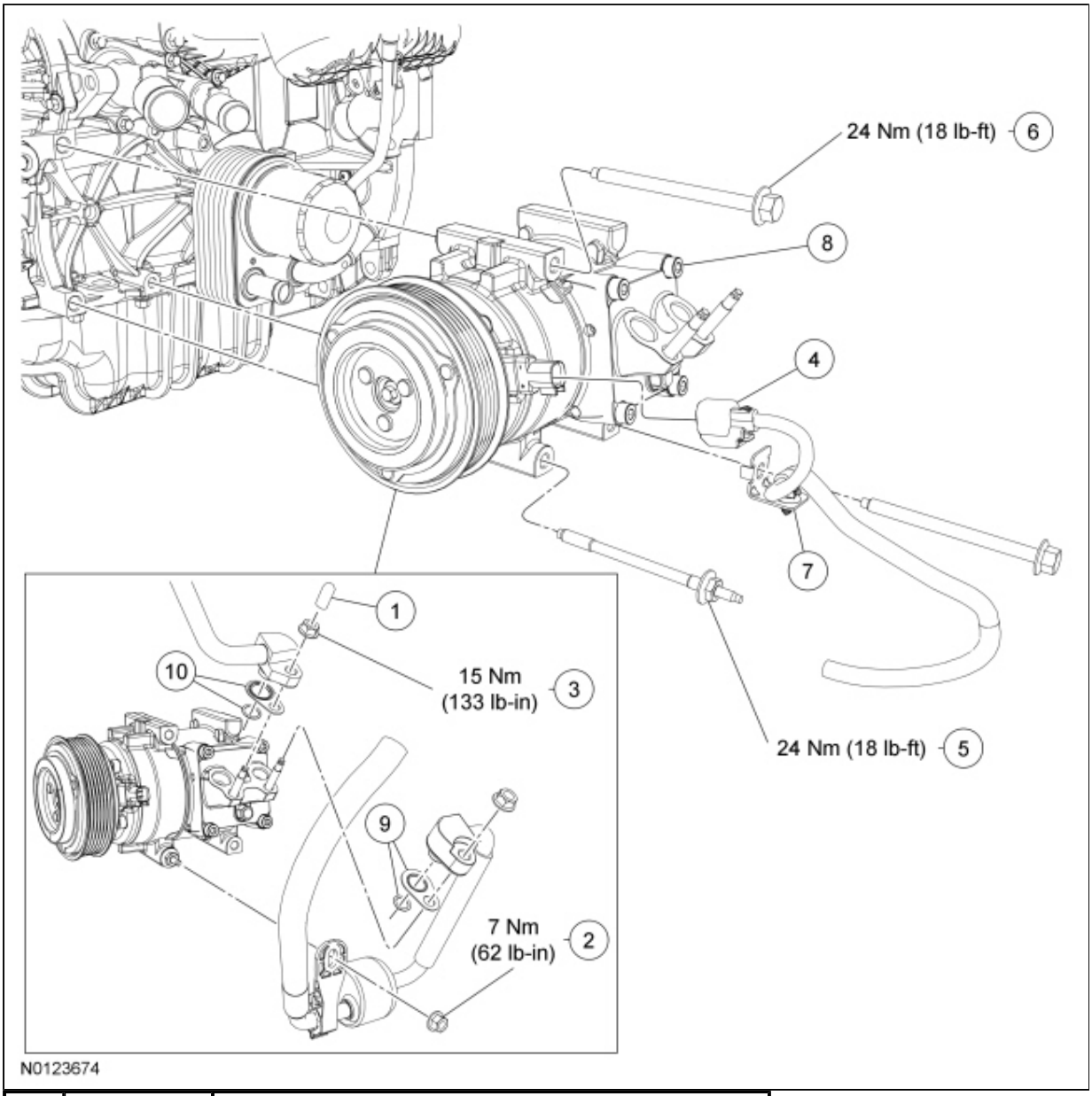
Item	Part Number	Description
1	19B588	Dash panel seal
2	W506495	Heater core tube bracket screw (2 required)
3	W506495	Heater tube cover screw (3 required)
4	—	Heater core tube cover
5	W506495	Heater core retainer screw
6	18476	Heater core
7	W506495	Blower motor screw (3 required)
8	19805	Blower motor

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Air Conditioning (A/C) Compressor

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B



Item	Part Number	Description
1	386802-S	Rubber cap
2	W520111	Compressor-to-condenser discharge line bracket nut
3	W520413	A/C compressor fitting nut (2 required)
4	—	A/C compressor electrical connector (part of 12A522)

5	W714403	A/C compressor stud-bolt
6	W701331	A/C compressor bolt (2 required)
7	—	A/C compressor wire harness bracket (part of 12A522)
8	19703	A/C compressor
9	19B596	O-ring seal and gasket seal kit
10	19B596	O-ring seal and gasket seal kit

Removal and Installation

NOTICE: **If installing a new Air Conditioning (A/C) compressor due to an internal failure of the old unit, the following procedures must be carried out to remove contamination from the A/C system. Failure to remove contamination from the A/C system, if present, will result in poor A/C performance and/or damage to the new A/C compressor and other components.**

- **If A/C flushing equipment is available, carry out flushing of the A/C system prior to installing a new A/C compressor. For additional information, refer to Section 412-00 .**
- **If A/C flushing equipment is not available, carry out filtering of the A/C system after a new A/C compressor has been installed. For additional information, refer to Section 412-00 .**
- **Install a new Thermostatic Expansion Valve (TXV), as directed by the A/C flushing or filtering procedure.**
- **Install a new receiver/drier as directed by the A/C flushing or filtering procedure.**

NOTE: Installation of a new receiver/drier is not required when repairing the A/C system, except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver/drier. Damage to the receiver/drier includes leaks in the receiver/drier, physical damage to the receiver/drier shell or desiccant, or moisture contamination. Moisture contamination results only from a complete loss of refrigerant and equalization of the refrigerant system pressure with atmospheric pressure for a period longer than one hour. If even a slight amount of positive refrigerant pressure is present in the system before repairs are carried out, the receiver/drier should not be replaced.

NOTE: A new A/C compressor may come equipped with an A/C clutch disc and hub, A/C compressor pulley and A/C clutch field coil already installed. If these components are not pre-installed, it will be necessary to transfer these parts from the old A/C compressor to the new compressor prior to installation of the A/C compressor if suitable for reuse.

1. If flushing of the refrigerant system has not been carried out, recover the refrigerant. For additional information, refer to Section 412-00 .

2. Remove the compressor-to-condenser discharge line bracket nut.
   - To install, tighten to 7 Nm (62 lb-in).

3. Remove the 2 A/C compressor fitting nuts and disconnect the fitting.
   - Discard the O-ring seals and gasket seals.
   - To install, tighten to 15 Nm (133 lb-in).

4. Remove the accessory drive belt. For additional information, refer to Section 303-05 .

5. Disconnect the A/C clutch field coil electrical connector.

6. Detach the wire harness from the A/C compressor wire harness bracket.

7. Remove the 2 A/C compressor bolts, the A/C compressor stud bolt and the A/C compressor wire harness bracket.
   - To install, tighten to 24 Nm (18 lb-ft).

8. Remove the A/C compressor.

9. To install, reverse the removal procedure.
   - Install new O-ring seals and gasket seals.

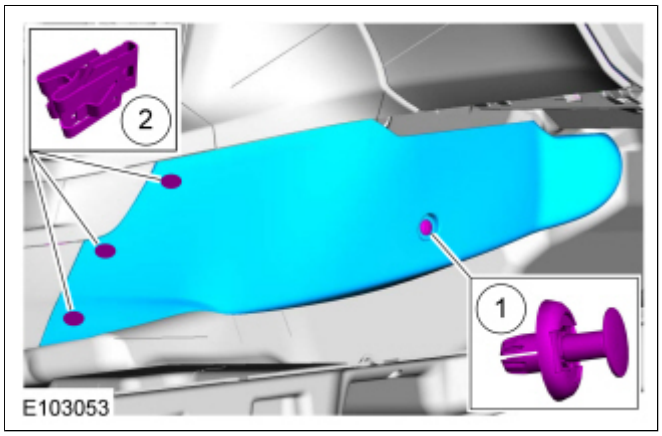
- If filtering of the refrigerant system is not to be carried out, add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to the Refrigerant Oil Adding procedure in Section 412-00 .

10. If filtering of the refrigerant system is not to be carried out, evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

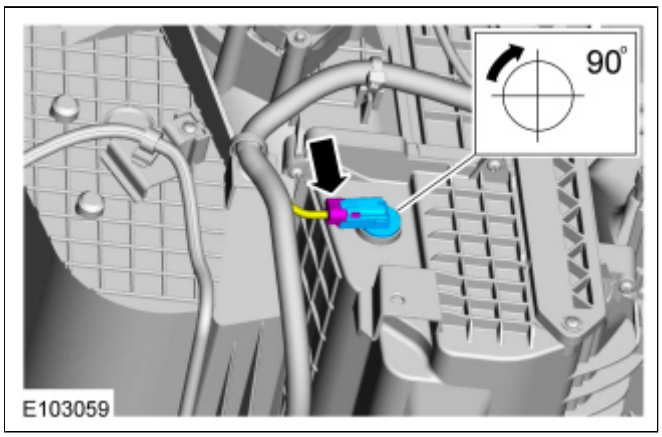
Air Conditioning (A/C) Evaporator Discharge Air Temperature Sensor

Removal and Installation

1. Remove the RH floor console trim panel.
    1. Remove the pin-type retainer.
    2. Detach the 3 clips and remove the trim panel.



2. Disconnect the evaporator discharge air temperature sensor electrical connector and rotate the sensor clockwise to remove.



3. To install, reverse the removal procedure.

Air Conditioning (A/C) Pressure Relief Valve

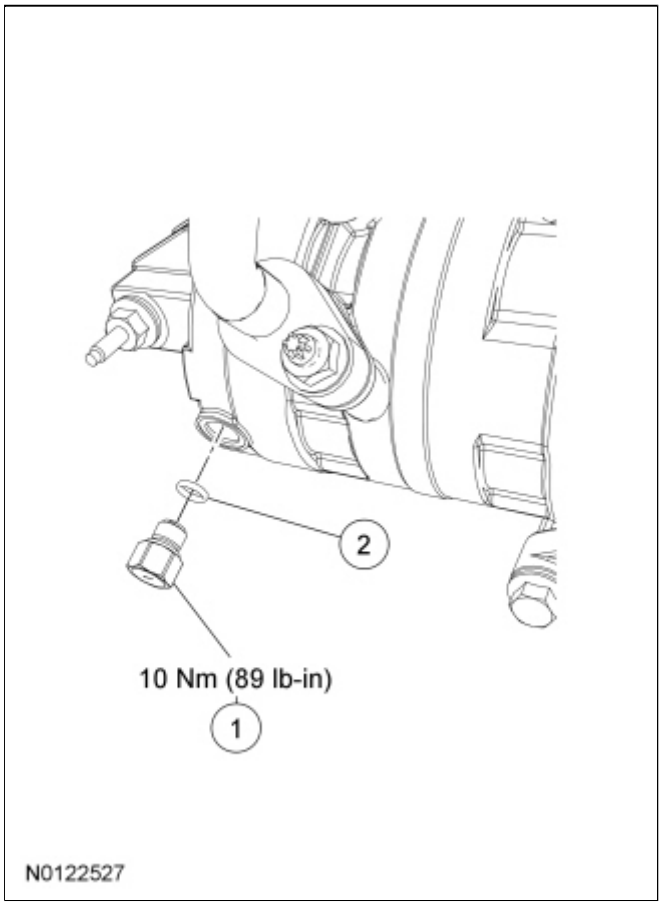
Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

Removal and Installation

1. Recover the refrigerant. For additional information, refer to Section 412-00 .

2. Remove the A/C compressor pressure relief valve and O-ring seal.
   - To install, tighten to 10 Nm (89 lb-in).



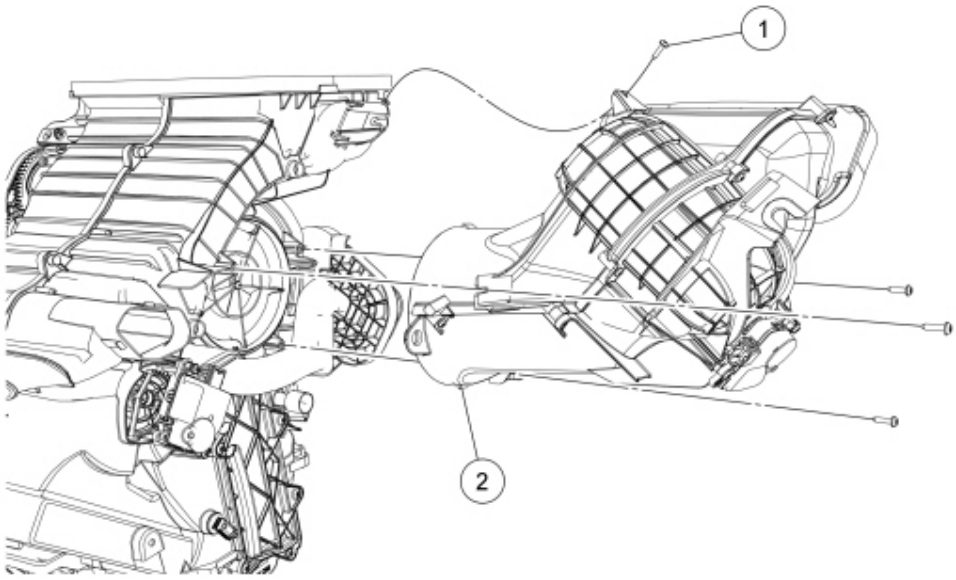
3. **NOTE:** A new O-ring seal will already be installed on the new A/C compressor pressure relief valve service part.

   To install, reverse the removal procedure.
   - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to the Refrigerant Oil Adding procedure in Section 412-00 .

4. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section

412-00 .

Air Inlet Duct



N0123602

Item	Part Number	Description
1	W506945	Air inlet duct screw (4 required)
2	19A618	Air inlet duct

Removal and Installation

1. Remove the heater core and evaporator core housing. For additional information, refer to Heater Core And Evaporator Core Housing in this section.
2. Remove the 4 air inlet duct screws.
3. Remove the air inlet duct.
4. To install, reverse the removal procedure.

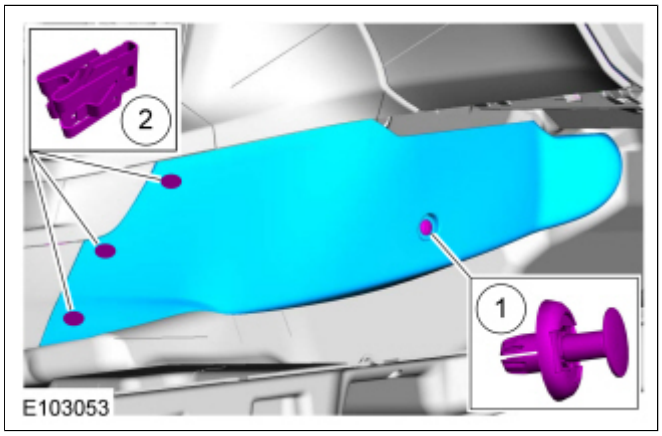
Blower Motor

Removal and Installation

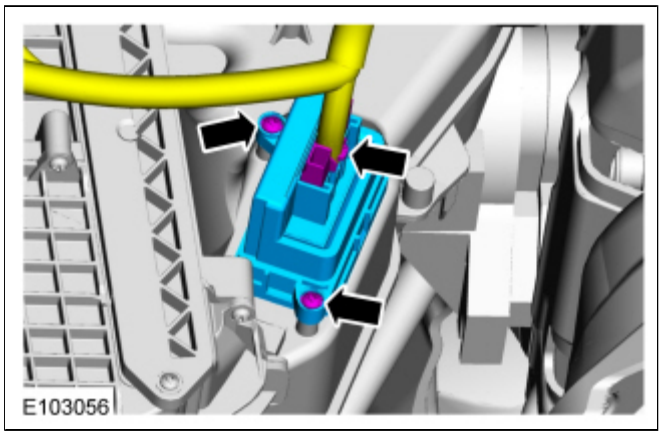
1. With the ignition in the ON position , select the PANEL climate control mode. Switch the ignition to the OFF position.
2. Remove the brake pedal and bracket assembly. For additional information, refer to Section 206-06 .
3. Disconnect the blower motor electrical connector.
4. Remove the 3 blower motor screws.
5. Remove the blower motor.
6. To install, reverse the removal procedure.

Blower Motor Resistor

1. Remove the RH floor console side panel.
    1. Remove the side panel pin-type retainer.
    2. Detach the clips and remove the RH floor console side panel.



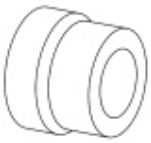
2. Remove the blower motor resistor.
    - Disconnect the blower motor resistor electrical connector.
    - Remove the 2 blower motor resistor screws and the blower motor resistor.

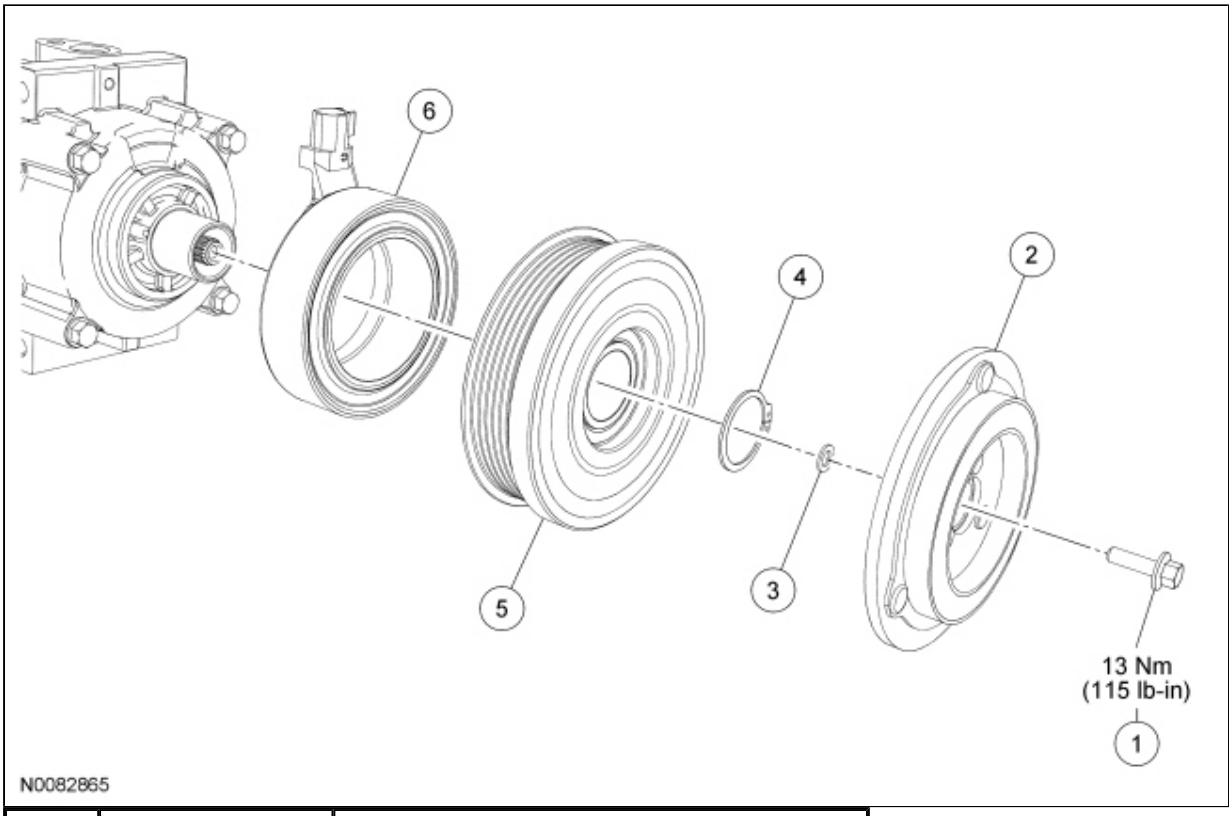


3. To install, reverse the removal procedure.

Clutch and Clutch Field Coil

Special Tool(s)

ST2946-A	Holding Tool, Compressor Clutch 412-134
 ST1232-A	Installer, A/C Compressor Coil 412-065 (T89P-19623-EH)
ST1234-A	Installer, A/C Compressor Field Coil 412-078 (T91L-19623-CH)
ST1233-A	Remover, A/C Compressor Field Coil 412-067 (T89P-19623-FH)
ST2382-A	Remover, Compressor Pulley 412-001 (T71P-19703-B)

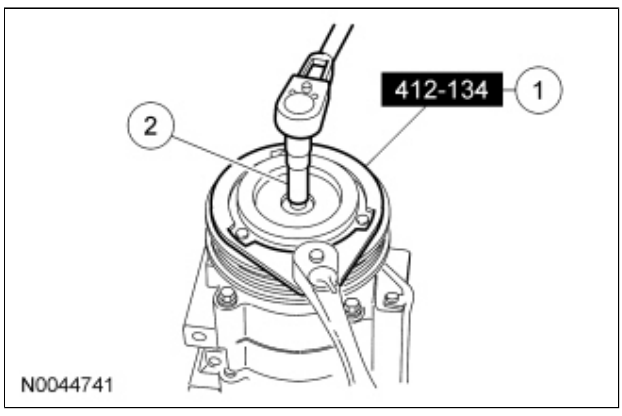


Item	Part Number	Description
1	W711877	A/C clutch disc and hub bolt
2	19D786	A/C clutch disc and hub
3	19D648	A/C clutch disc and hub spacer
4	N805338	A/C compressor pulley snap ring
5	19D784	A/C compressor pulley
6	19D798	A/C clutch field coil

Removal

1. Remove the A/C compressor. For additional information, refer to Air Conditioning (A/C) Compressor in this section.

2. Remove the A/C clutch disc and hub bolt.
    1. Using the Compressor Clutch Holding Tool, hold the A/C clutch disc and hub.
    2. Remove the A/C clutch disc and hub bolt.



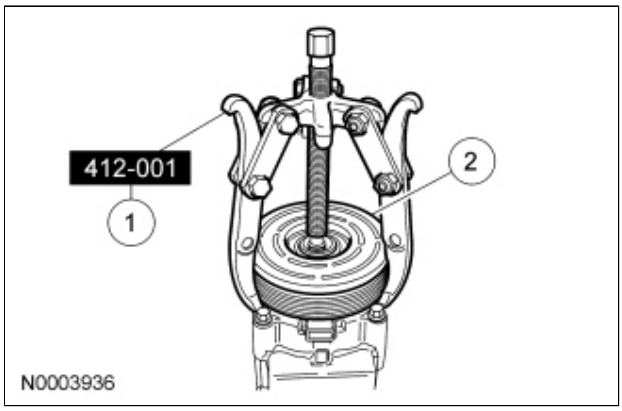
3. Remove the A/C clutch disc and hub.

4. Remove the A/C clutch disc and hub spacer(s).

5. Remove the A/C compressor pulley snap ring.

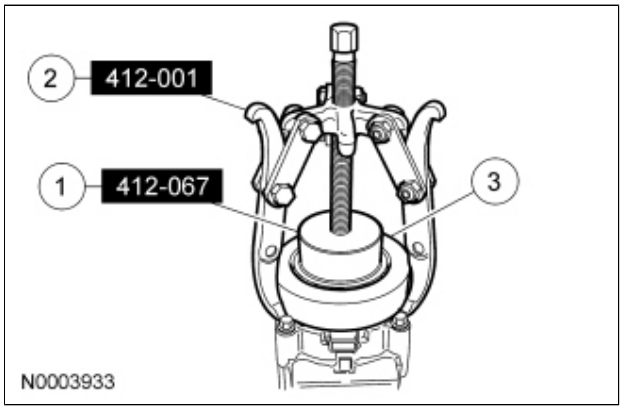
6. ***NOTICE:*** **Do not use air tools. Damage to the Air Conditioning (A/C) compressor pulley or A/C compressor may result.**

   Remove the A/C compressor pulley.
   1. Install the Compressor Pulley Remover.
   2. Remove the A/C compressor pulley.



7. ***NOTICE:*** **Do not use air tools. Damage to the Air Conditioning (A/C) clutch field coil or A/C compressor may result.**

   Remove the A/C clutch field coil.
   1. Install the A/C Compressor Field Coil Remover.
   2. Install the Compressor Pulley Remover.
   3. Remove the A/C clutch field coil.

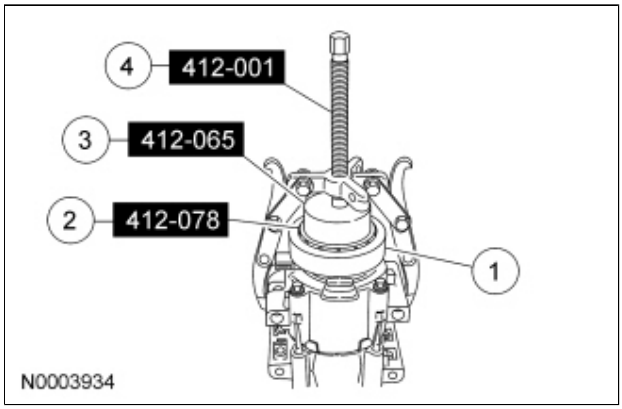


Installation

1. Clean the A/C clutch field coil and pulley mounting surfaces.

2. ***NOTICE:*** **Do not use air tools. Damage to the Air Conditioning (A/C) clutch field coil or A/C compressor may result.**

   Install the A/C clutch field coil.
   1. Place the A/C clutch field coil on the A/C compressor with the A/C clutch field coil electrical connector correctly positioned.
   2. Place the A/C Compressor Field Coil Installer on the A/C clutch field coil.
   3. Place the A/C Compressor Coil Installer on the A/C Compressor Field Coil Installer.
   4. Use the Compressor Pulley Remover to install the A/C clutch field coil.

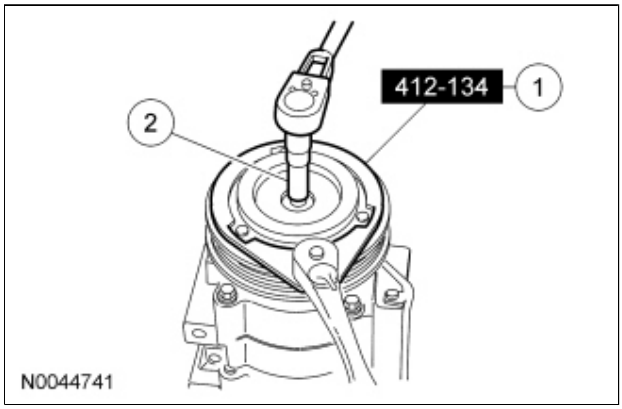


3. Install the A/C compressor pulley.

4. Install the A/C compressor pulley snap ring.

5. Install the A/C clutch disc and hub spacer(s) and the A/C clutch disc and hub.

6. Install the A/C clutch disc and hub bolt.
    1. Hold the A/C clutch disc and hub with the Compressor Clutch Holding Tool.
    2. Tighten to 13 Nm (115 lb-in).



7. Measure and adjust the clutch air gap by adding or removing A/C clutch disc and hub spacers. For additional information, refer to the A/C clutch air gap procedure in Section 412-00 .

8. Install the A/C compressor. For additional information, refer to Air Conditioning (A/C) Compressor in this section.

Compressor to Condenser Discharge Line

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .

2. Recover the refrigerant. For additional information, refer to Section 412-00 .

3. Remove the condenser inlet fitting nut and disconnect the fitting.
   - Discard the O-ring seal.
   - To install, tighten to 8 Nm (71 lb-in).

4. Remove the compressor-to-condenser discharge line bracket nut.
   - To install, tighten to 7 Nm (62 lb-in).

5. Remove the compressor discharge fitting nut and disconnect the fitting.
   - Discard the O-ring seal and gasket seal.
   - To install, tighten to 15 Nm (133 lb-in).

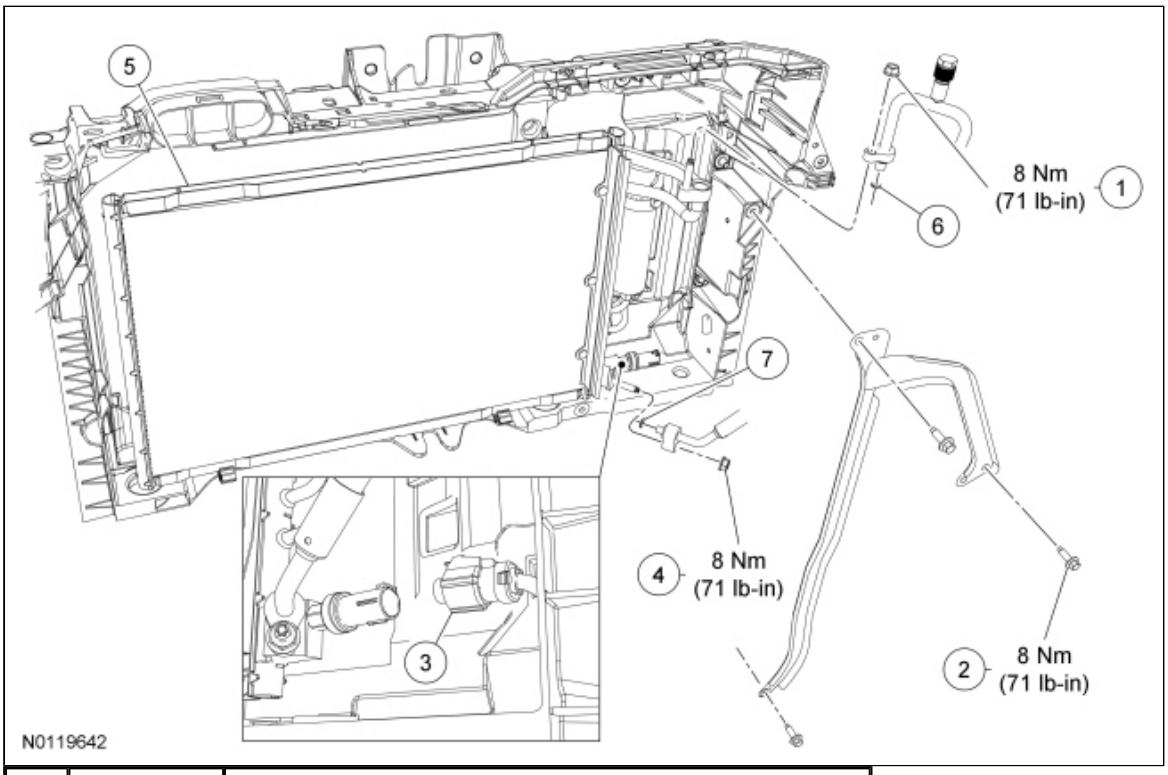
6. To install, reverse the removal procedure.
   - Install new O-ring seals and a new gasket seal.
   - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to Section 412-00 .

7. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

Condenser Core

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B



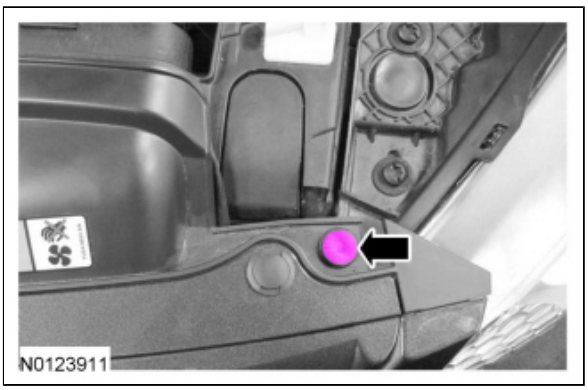
Item	Part Number	Description
1	W520413	Condenser inlet fitting nut
2	W500213	Radiator support reinforcement bolt (3 required)
3	—	A/C pressure transducer electrical connector (part of 12A522)
4	W520413	Condenser outlet fitting nut
5	19712	Condenser core
6	19E889	O-ring seal
7	19E889	O-ring seal

Removal and Installation

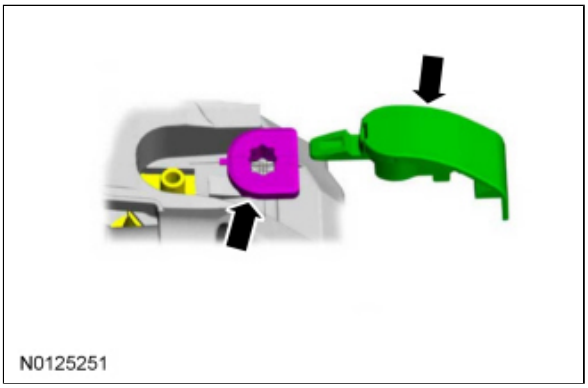
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Recover the refrigerant. For additional information, refer to Section 412-00 .
3. Remove the cooling fan motor and shroud. For additional information, refer to Section 303-03 .
4. Remove the condenser inlet fitting nut and disconnect the fitting.
   - Discard the O-ring seal.

- To install, tighten to 8 Nm (71 lb-in).

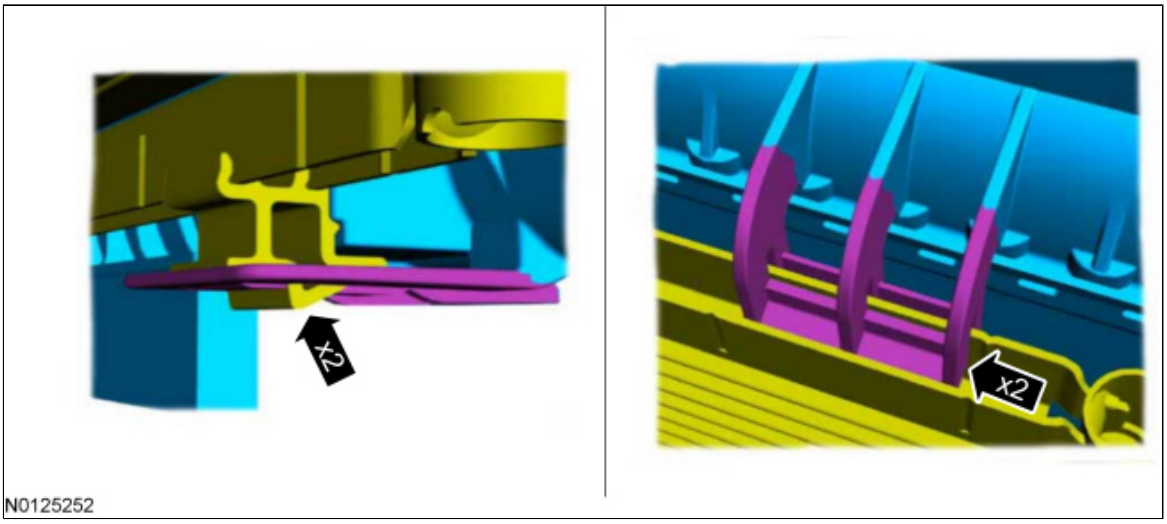
5. Remove the LH radiator grille pin-type retainer.



6. Release the LH and RH upper radiator bracket tabs and remove the LH and RH upper radiator insulators.



7. Remove the 3 radiator support reinforcement bolts and the radiator support reinforcement.
8. Disconnect the A/C pressure transducer electrical connector.
9. Remove the condenser outlet fitting nut and disconnect the fitting.
   - Discard the O-ring seal.
   - To install, tighten to 8 Nm (71 lb-in).
10. Lift the radiator out of the lower insulator bushings and position it rearward.
11. Release the tabs and detach the condenser core from the radiator.



12. Remove the condenser core.

13. To install, reverse the removal procedure.
    - Install new O-ring seals and a new gasket seal.
    - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to the Refrigerant Oil Adding procedure in Section 412-00 .

14. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

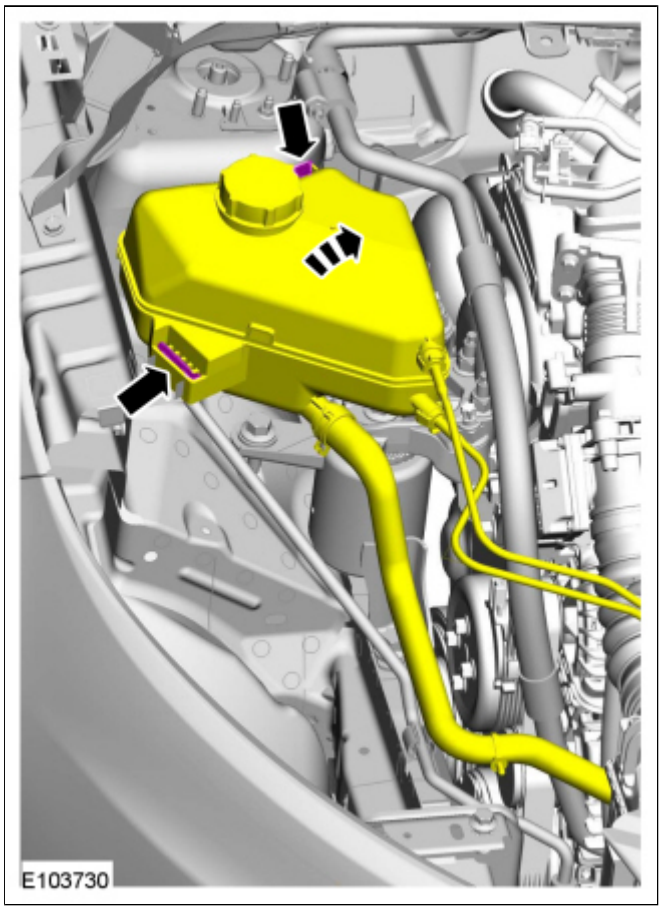
Condenser to Evaporator Line

Material

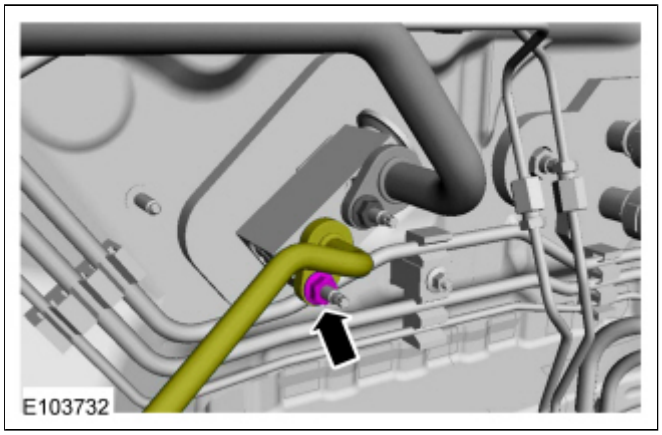
Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

Removal and Installation

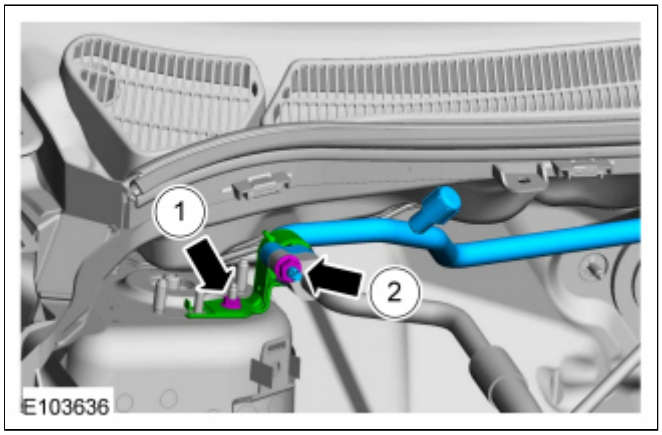
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Recover the refrigerant. For additional information, refer to Section 412-00 .
3. Release the clips and position the coolant bottle aside.



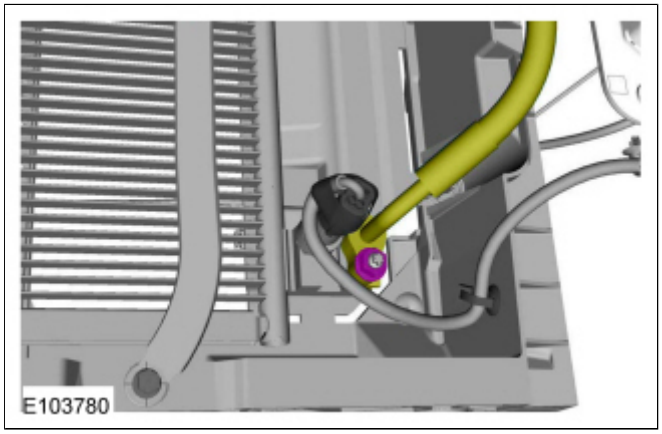
4. Remove the Thermostatic Expansion Valve (TXV) inlet fitting nut and disconnect the fitting.
   - Discard the O-ring seals.
   - To install, tighten to 10 Nm (80 lb-in).



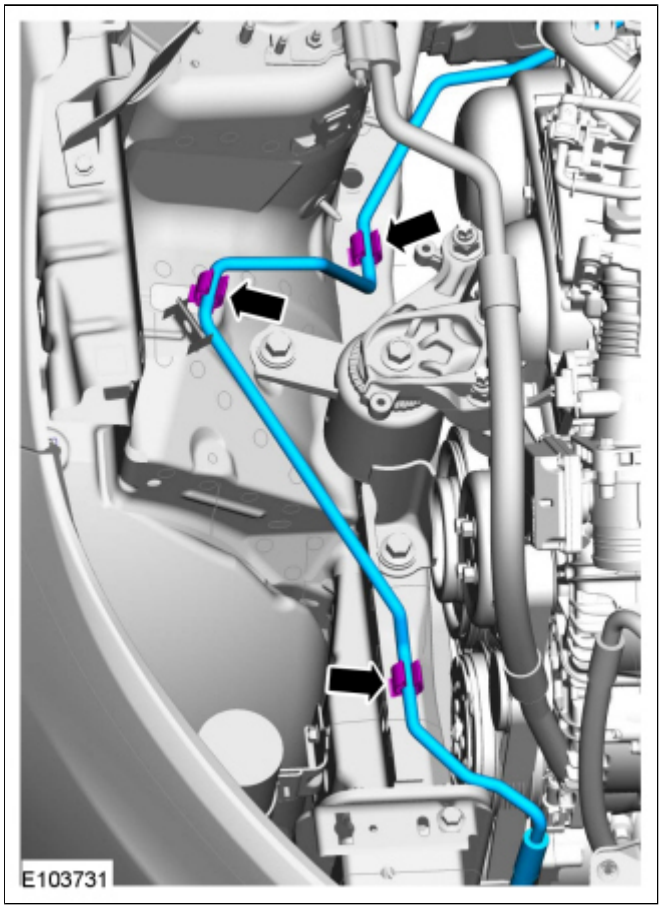
5. Disconnect the evaporator outlet line fitting.
    1. Remove the evaporator outlet line bracket nut.
    2. Remove the evaporator outlet line fitting nut and disconnect the fitting.
    - Discard the O-ring seal.
    - To install, tighten the evaporator outlet line fitting nut to 8 Nm (71 lb-in).
    - To install, tighten the evaporator outlet line bracket nut to 8 Nm (71 lb-in).



6. Remove the condenser outlet fitting nut and disconnect the fitting.
    - Discard the O-ring seal.
    - To install, tighten to 8 Nm (71 lb-in).



7. Detach the condenser-to-evaporator line from the clips.



8. Remove the condenser-to-evaporator line.

9. To install, reverse the removal procedure.
   - Install new O-ring seals.
   - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to the Refrigerant Oil Adding procedure in Section 412-00 .

10. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

Evaporator Outlet Line

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

Removal and Installation

1. Recover the refrigerant. For additional information, refer to Section 412-00 .
2. Remove the Thermostatic Expansion Valve (TXV) outlet fitting nut and disconnect the fitting.
   - Discard the O-ring seals.
   - To install, tighten to 10 Nm (89 lb-in).
3. Remove the evaporator outlet line bracket nut.
   - To install, tighten to 8 Nm (71 lb-in).
4. Remove the A/C compressor suction fitting nut and disconnect the fitting.
   - Discard the O-ring seal and gasket seal.
   - To install, tighten to 15 Nm (133 lb-in).
5. Remove the evaporator outlet line.
6. To install, reverse the removal procedure.
   - Install new O-ring seals, and a new gasket seal.
   - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to the Refrigerant Oil Adding procedure in Section 412-00 .
7. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

Evaporator to Compressor Suction Line

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B

1. Recover the refrigerant. For additional information, refer to Section 412-01 .
2. Remove the evaporator outlet line fitting nut.
   - Discard the O-ring seal.
   - To install, tighten to 8 Nm (71 lb-in).
3. Remove the rubber cap from the A/C compressor suction fitting stud.
4. Remove the A/C compressor suction fitting nut.
   - Discard the gasket seal.
   - To install, tighten to 15 Nm (133 lb-in).
5. To install, reverse the removal procedure.
   - Install a new gasket seal and new O-ring seals.
   - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to Section 412-00 .
6. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

Footwell Duct — Rear

Removal and Installation

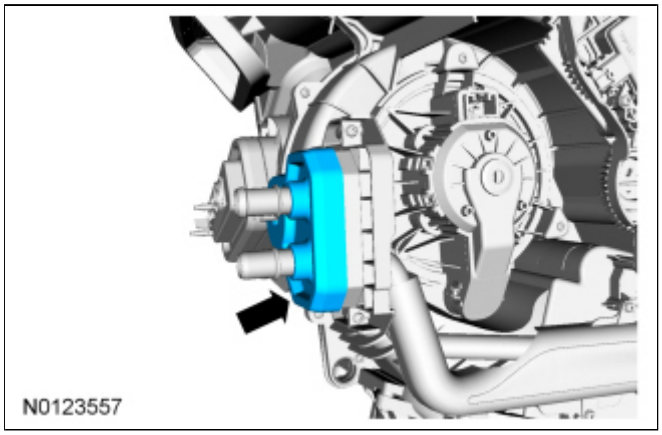
1. Remove the front seats. For additional information, refer to Section 501-10 .
2. Remove the LH and RH front scuff plates, and the RH and LH cowl side trim panels. For additional information, refer to Section 501-05 .
3. Remove the 2 LH rear footwell duct pin-type retainers and the LH rear footwell duct.
4. Remove the 2 RH rear footwell duct pin-type retainers and the RH rear footwell duct.
5. To install, reverse the removal procedure.

Heater Core

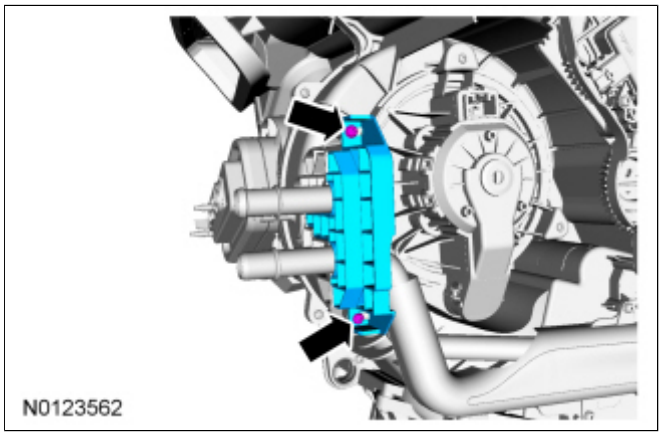
Removal and Installation

1. Remove the heater core and evaporator core housing. For additional information, refer to Heater Core And Evaporator Core Housing in this section.

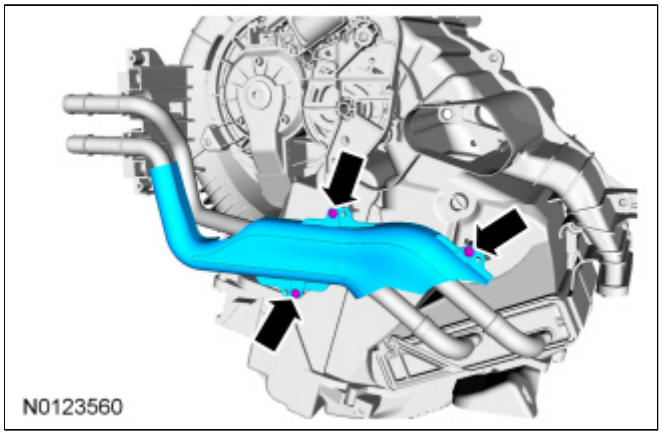
2. Remove the dash panel seal.



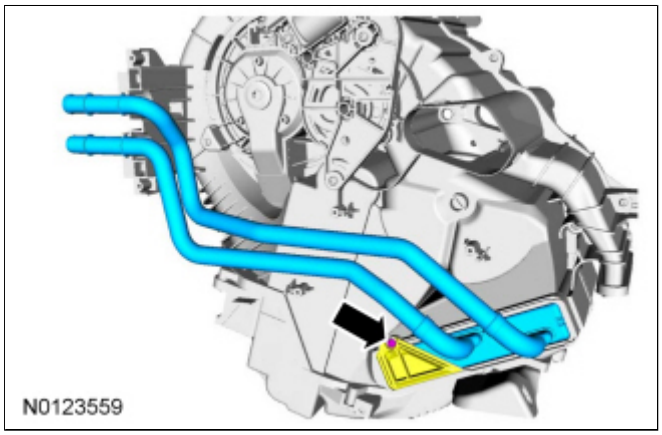
3. Remove the 2 heater core tube bracket screws and remove the bracket.



4. Remove the 3 heater tube cover screws and remove the heater tube cover

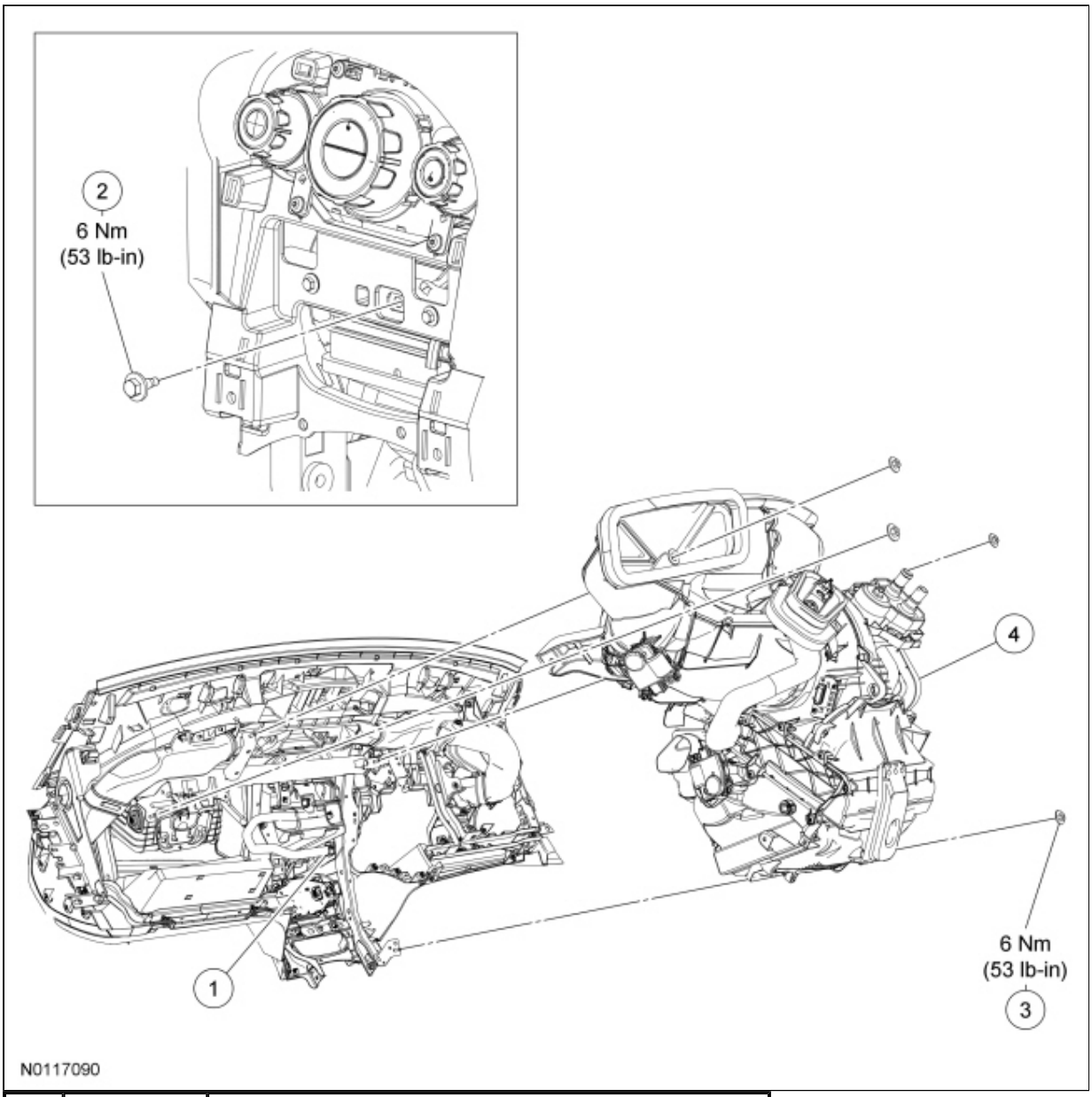


5. Remove the heater core retainer screw and position the retainer aside.



6. Remove the heater core.
7. To install, reverse the removal procedure.

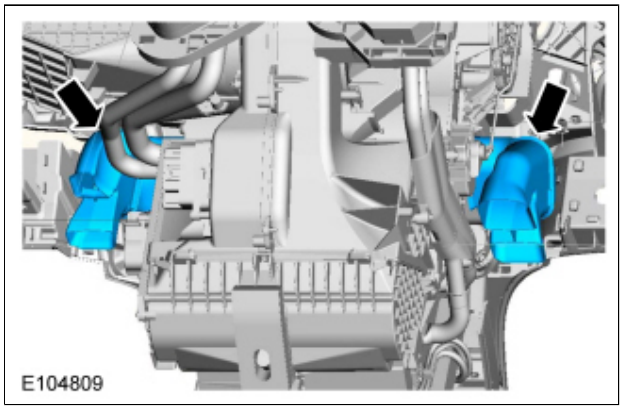
Heater Core And Evaporator Core Housing



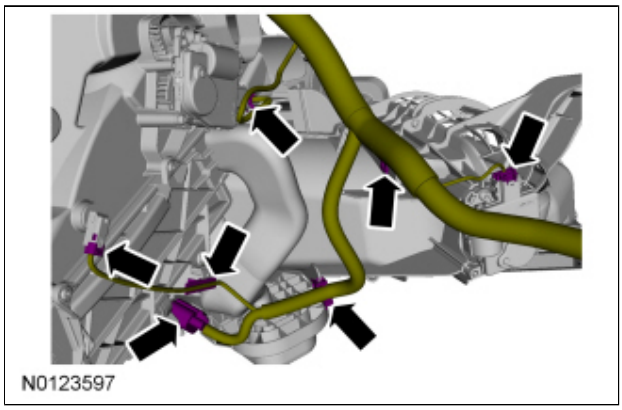
Item	Part Number	Description
1	19D888	Audio unit vent tube
2	W505422	Heater core and evaporator core housing bolt
3	W700430	Heater core and evaporator core housing nuts (4 required)
4	19850	Heater core and evaporator core housing

Removal and Installation

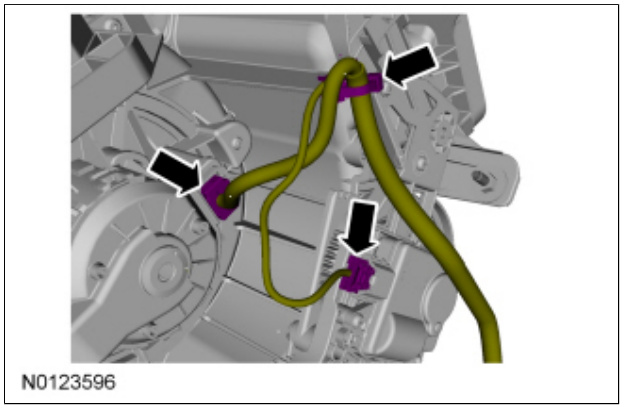
1. Remove the instrument panel. For additional information, refer to Section 501-12 .
2. Remove the 2 floor ducts.



3. Disconnect the electrical connectors and detach the wire harness clips from the RH side of the heater core and evaporator core housing.



4. Disconnect the electrical connectors and detach the wire harness retainer from the LH side of the heater core and evaporator core housing.

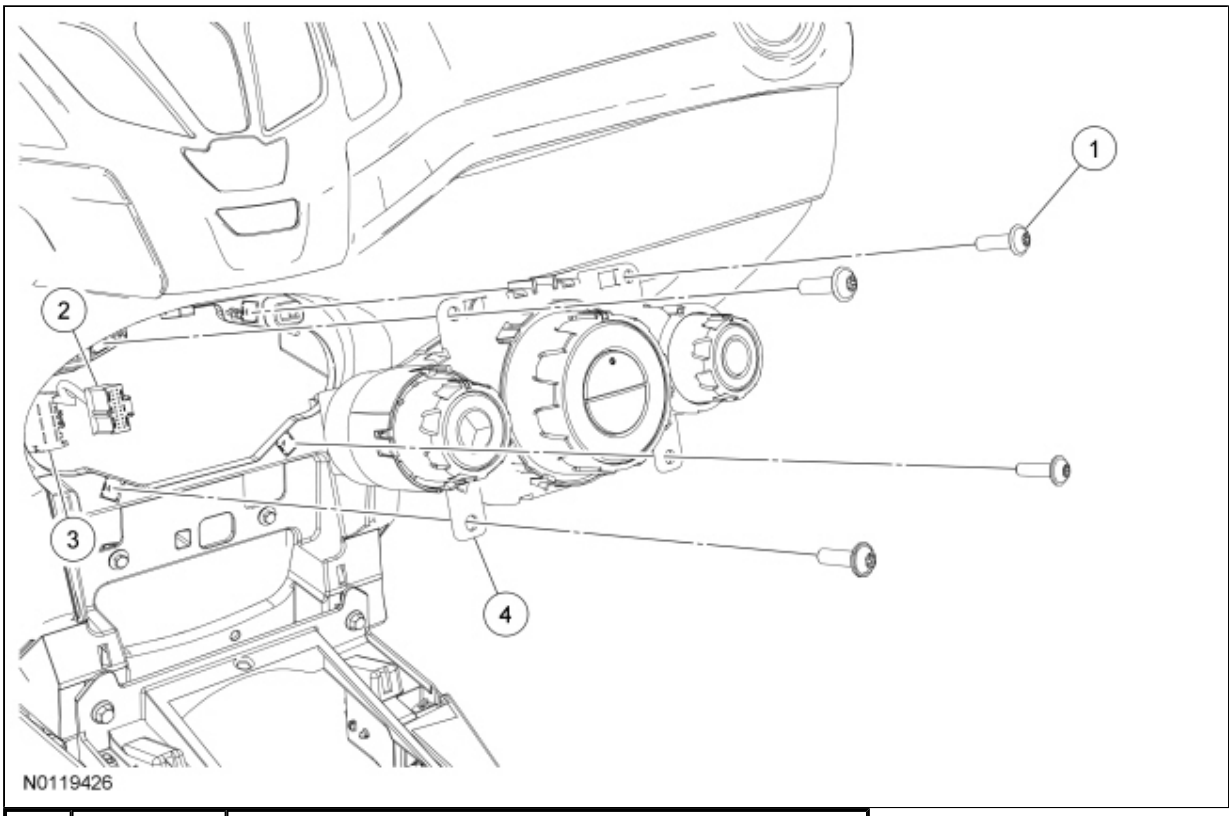


5. Release the clamp and detach the audio unit vent tube from the heater core and evaporator core housing.

6. Remove the 4 heater core and evaporator core housing nuts, and the heater core and evaporator core housing bolt.
   - To install, tighten to 6 Nm (53 lb-in).

7. To install, reverse the removal procedure.

Heating Ventilation Air Conditioning (HVAC) Module



Item	Part Number	Description
1	W707628	HVAC module screw (4 required)
2	—	HVAC module electrical connector (part of 14401)
3	—	HVAC module blower motor switch electrical connector (part of 14401)
4	18549	HVAC module (vehicles not equipped with A/C)
4	19980	HVAC module (vehicles equipped with A/C)

Removal and Installation

1. Remove the lower instrument panel finish panel. For additional information, refer to Section 501-12 .
2. Remove the 4 HVAC module screws.
3. Disconnect the 2 HVAC module electrical connectors.
4. Remove the HVAC module.
5. To install, reverse the removal procedure.

Mode Door Actuator — Air Inlet Door

Removal and Installation

1. Lower and remove the glove compartment.
2. Disconnect the air inlet mode door actuator electrical connector.
3. Remove the 2 air inlet mode door actuator screws.
4. Remove the air inlet mode door actuator.
5. To install, reverse the removal procedure.

Mode Door Actuator — Defrost/Panel/Floor Door

Removal and Installation

1. If replacing the defrost/panel/floor mode door actuator motor only, remove the knee air bag module and the lower steering column shroud. For additional information, refer to Section 501-20B and Section 211-04 .

2. If replacing the airflow mode door actuating assembly, remove the heater core and evaporator core housing. For additional information, refer to Heater Core And Evaporator Core Housing in this section.

3. Disconnect the defrost/panel/floor mode door actuator electrical connector.

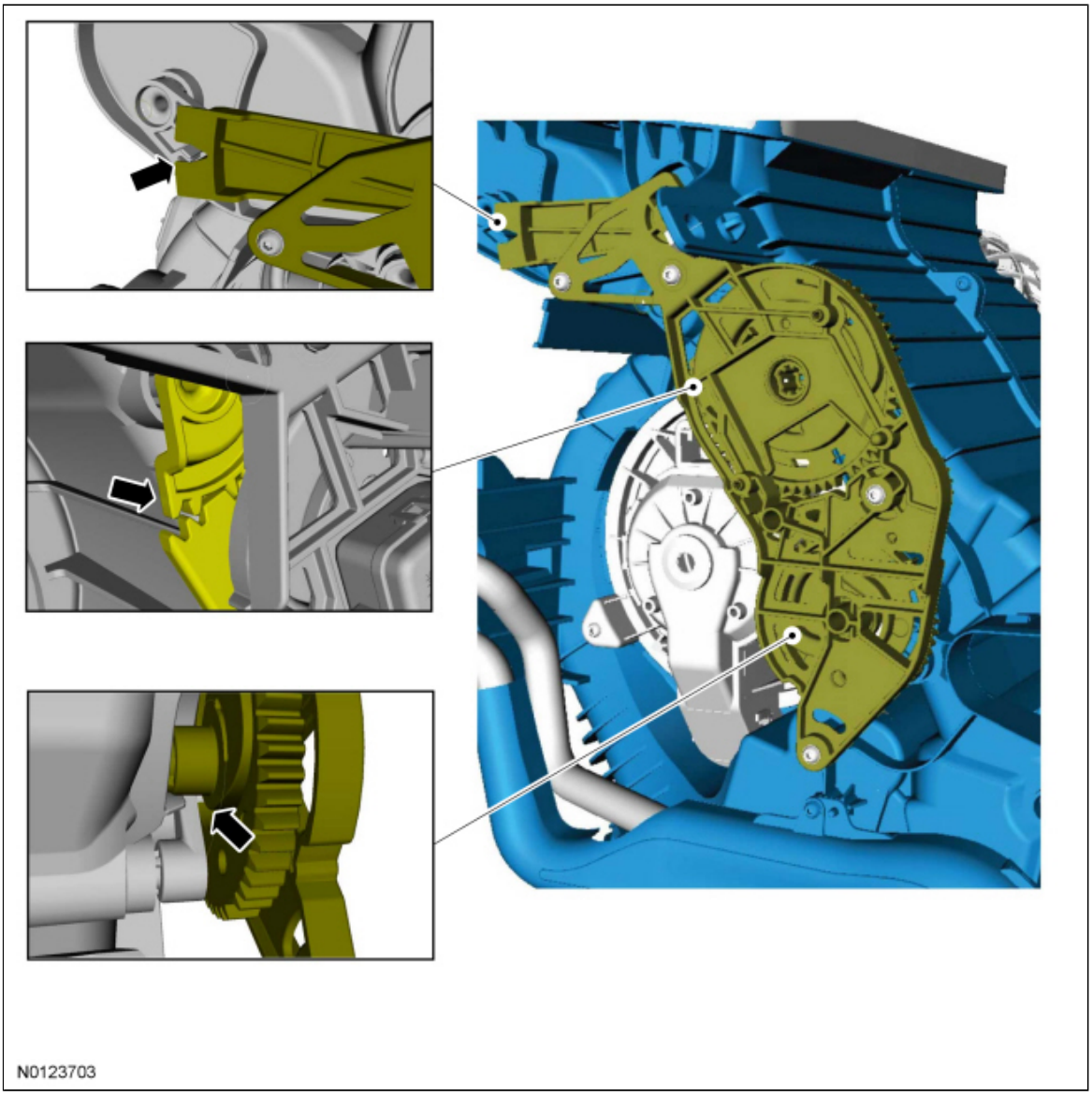
4. Remove the 2 defrost/panel/floor mode door actuator screws and the defrost/panel/floor door mode door actuator.

5. Remove the defrost/panel/floor mode door actuator.

6. If removing the airflow mode door actuating assembly, remove the 5 airflow mode door actuating assembly screws and the actuating assembly.

7. **NOTE:** When installing the airflow mode door actuating assembly, make sure that each airflow mode door gear or lever is correctly aligned with the actuating assembly.

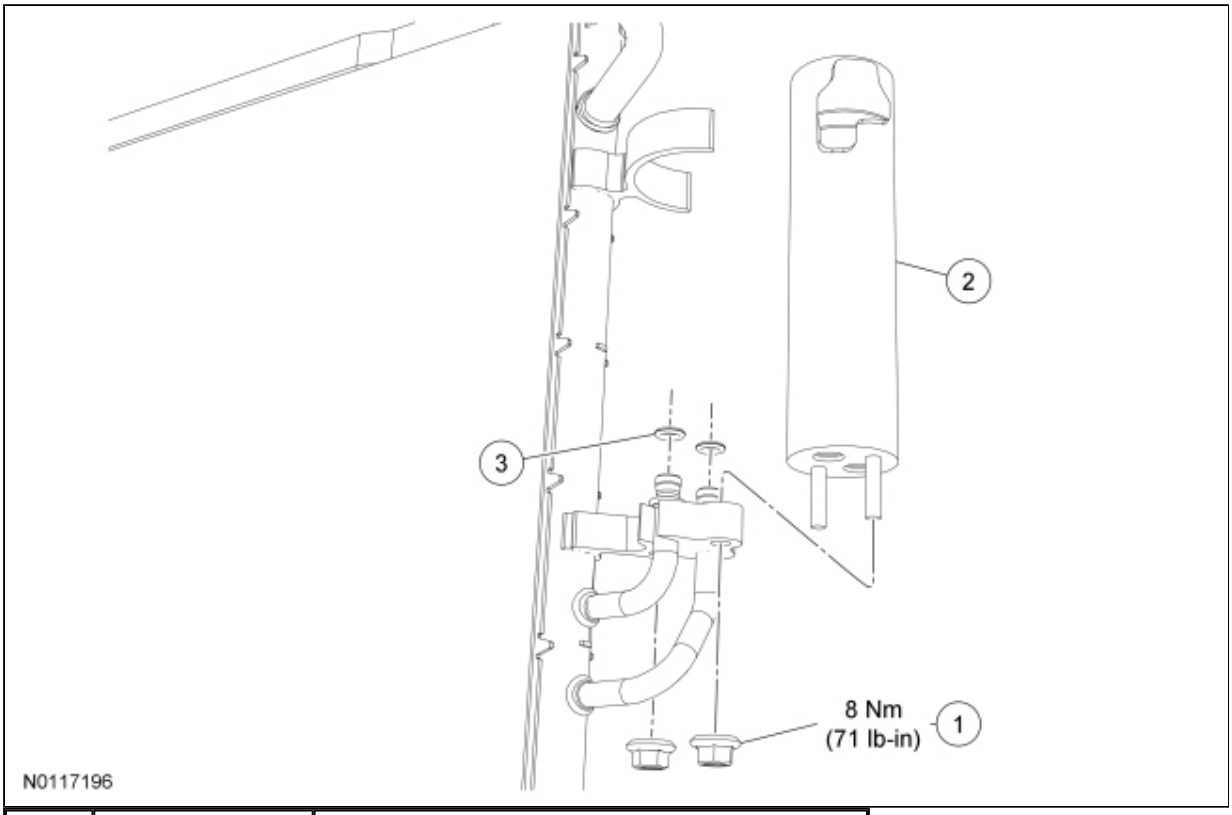
   To install, reverse the removal procedure.


N0123703

Receiver Drier

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B



Item	Part Number	Description
1	W705460	Receiver/drier fitting nut (2 required)
2	19959	Receiver/drier
3	19E889	O-ring seal (2 required)

Removal and Installation

NOTE: Installation of a new receiver/drier is not required when repairing the A/C system, except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver/drier. Damage to the receiver/drier includes leaks in the receiver/drier, physical damage to the receiver/drier shell or desiccant, or moisture contamination. Moisture contamination results only from a complete loss of refrigerant and equalization of the refrigerant system pressure with atmospheric pressure for a period longer than one hour. If even a slight amount of positive refrigerant pressure is present in the system before repairs are carried out, the receiver/drier should not be replaced.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Recover the refrigerant. For additional information, refer to Section 412-00 .
3. Remove the 2 receiver/drier fitting nuts.

- To install, tighten to 8 Nm (71 lb-in).

4. Remove the receiver/drier.
   - Discard the O-ring seals.

5. To install, reverse the removal procedure.
   - Install new O-ring seals.
   - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to Section 412-00 .

6. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

Register

Removal and Installation

Outer registers

1. With a non-metallic trim-type tool, gently pry out on the outer rim of the register to release and remove the register.

Center registers

2. Remove the FCIM finish panel. For additional information, refer to Section 501-12 .
3. Remove the center register screws.
4. Release the center register clips and remove the center registers.

All registers

5. To install, reverse the removal procedure.

Temperature Blend Door Actuator

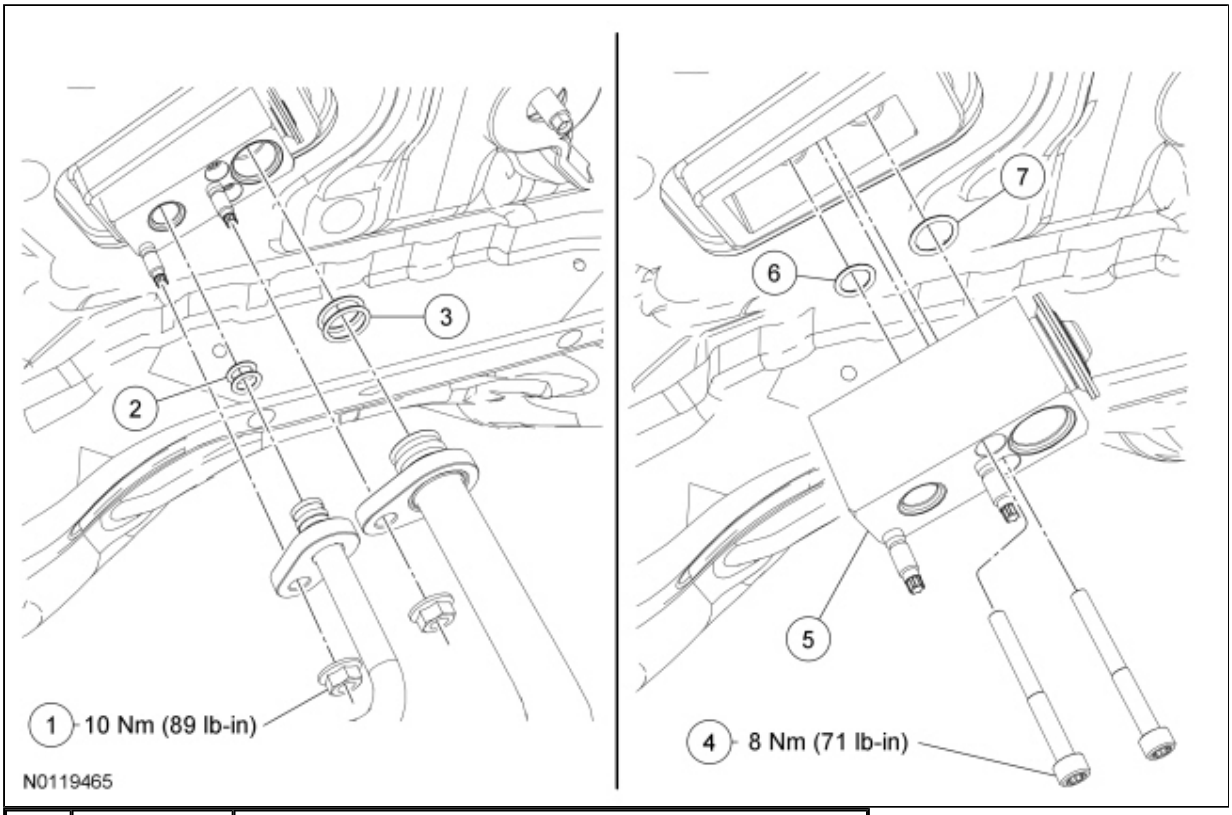
1. Remove the instrument panel. For additional information, refer to Section 501-12 .
2. Disconnect the temperature blend door actuator electrical connector.
3. Remove the 2 temperature blend door actuator screws.
4. Remove the temperature blend door actuator.
5. **NOTE:** When installing the temperature blend door actuator, be sure that the actuator gear, and the blend door gear are aligned so that the center (keyed) portion of each gear mates with the center (keyed) portion of the opposite gear as the gears are rotated.

   To install, reverse the removal procedure.

Thermostatic Expansion Valve

Material

Item	Specification
Motorcraft® PAG Refrigerant Compressor Oil YN-12-D	WSH-M1C231-B



Item	Part Number	Description
1	W520412	Thermostatic Expansion Valve (TXV) fitting nut (2 required)
2	19E889	O-ring seal (2 required)
3	19E889	O-ring seal (2 required)
4	—	TXV bolt (2 required) (part of 19849 kit)
5	19849	TXV
6	19E889	O-ring seal
7	19E889	O-ring seal

Removal and Installation

1. Recover the refrigerant. For additional information, refer to Section 412-00 .
2. Remove the 2 Thermostatic Expansion Valve (TXV) fitting nuts and disconnect the fittings.
   - Discard the O-ring seals.
   - To install, tighten to 10 Nm (89 lb-in).

3. Remove the 2 TXV bolts.
    - To install, tighten to 8 Nm (71 lb-in).

4. Remove the TXV .
    - Discard the O-ring seals.

5. To install, reverse the removal procedure.
    - Install new O-ring seals.
    - Add the correct amount of clean PAG oil to the refrigerant system. For additional information, refer to Section 412-00 .

6. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Section 412-00 .

Instrument Cluster and Panel Illumination

Overview

The backlighting system consist of dimmable components and non-dimmable components.

Dimmable Components

The functional dimmable components are:

- Driver heated seat switch
- Floor shifter
- Instrument panel dimmer switch
- Front Controls Interface Module (FCIM)
- Headlamp switch
- HVAC module
- Passenger heated seat/ambient lighting switch
- Start/stop switch
- Steering wheel switches
- Instrument Panel Cluster (IPC) (via network message)
- Front Control/Display Interface Module (FCDIM) (via network message)
- Body Control Module (BCM)

The dimmable backlighting is controlled by the BCM . The dimmable switches and components are illuminated when the parking lamps are on. The instrument panel dimmer switch is a single detent rocker switch used to control all dimmable interior illuminated components. The up detent increases dimmable backlighting intensity and the down detent decreases dimmable backlighting intensity. When the parking lamps are off, the Instrument Panel Cluster (IPC) is illuminated to full brightness.

Non-Dimmable Components

The functional non-dimmable components are:

- Window control switches

The non-dimmable illumination provides backlighting to the window switches when the ignition relay is energized.

Instrument Cluster and Panel Illumination

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

Dimmable Backlighting

When the parking lamps are on, the Body Control Module (BCM) monitors the input from the instrument panel dimmer switch. The BCM sends voltage to the dimmable components based on input received from the instrument panel dimmer switch.

If a fault is detected by the BCM on the dimmable illumination output circuit, the BCM sets a DTC and disables the circuit function until the fault is cleared and an ignition cycle takes place.

The BCM also sends a message over the network to the Front Control/Display Interface Module (FCDIM) and the Instrument Panel Cluster (IPC) to control the backlighting intensity level.

If the receiving module does not receive the backlighting status message from the BCM , or if the data received is deemed invalid for more than 5 seconds, the receiving module sets a missing message related DTC in continuous memory and defaults the backlighting to full nighttime intensity.

Non-Dimmable Backlighting

When the ignition relay (located in the Central Junction Box (CJB)) is energized, switched voltage is supplied to the window control switches.

Field-Effect Transistor (FET) Protection

Field-Effect Transistor (FET) is a type of transistor that when used with module software, monitors and controls current flow on module outputs. The FET protection strategy prevents module damage in the event of excessive current flow.

The BCM utilizes an FET protective circuit strategy for many of its outputs, for example a backlighting illumination output circuit. Output loads (current level) are monitored for excessive current (typically short circuits) and are shut down when a fault event is detected. A short circuit DTC sets when the fault occurs.

The FET protection continues to shut off the circuit so long as the fault exists. When the fault is corrected and the ignition state is cycled off and then back on, the module resets the FET protection and allows the circuit to function.

The FET protected circuit for the dimmable backlighting system is the dimmable backlighting illumination circuit.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Headlamp switch • Instrument panel dimmer switch	• Illuminated components

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool release software.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - Check the VCM connection to the vehicle.
   - Check the scan tool connection to the VCM.
   - Refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - Verify the ignition key is in the ON position.
   - Verify the scan tool operation with a known good vehicle.
   - Refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication with one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the BCM.

9. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B134E:23	Switch Illumination Adjustment Control: Signal Stuck low	GO to Pinpoint Test A.
U2010:11	Switch Illumination: Circuit Short To Ground	GO to Pinpoint Test B.
All other DTCs	—	REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• All dimmable illumination does not increase/decrease brightness	• Wiring, terminals or connectors • Instrument panel dimmer switch • Body Control Module (BCM)	• GO to Pinpoint Test A.
• All dimmable non-networked illumination is inoperative	• Wiring, terminals or connectors • BCM	• GO to Pinpoint Test B.
• All dimmable non-networked illumination is always on	• Wiring, terminals or connectors • BCM	• GO to Pinpoint Test C.
• The steering wheel switch illumination is inoperative	• Wiring, terminals or connectors • Steering wheel switch (es) • Steering wheel harness • Clockspring	• GO to Pinpoint Test D.
• One or more switch illumination is inoperative	• Wiring, terminals or connectors • Illuminated switch	• GO to Pinpoint Test E.
• The window control switch illumination is inoperative	• Window control switch	• CHECK the operation of the power windows. ▪ If the power windows

		operate correctly, INSTALL a new window control switch. REFER to Section 501-11. TEST the system for normal operation. ■ If the power windows do not operate correctly, REFER to Section 501-11.
• All network controlled illumination does not dim	• Medium Speed Controller Area Network (MS-CAN) • BCM	• CARRY OUT the network test. ■ If the scan tool responds with no communication to any module on the MS-CAN, REFER to Section 418-00. ■ If the scan tool communicates with the modules on the MS-CAN, INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
• The Instrument Panel Cluster (IPC) illumination is inoperative	• MS-CAN • IPC	• CARRY OUT the network test. ■ If the scan tool responds with no communication with the IPC, REFER to Section 418-00. ■ If the scan tool communicates with the IPC, INSTALL a new IPC. REFER to Section 413-01. TEST the system for normal operation.
• The Front Control/Display Interface Module (FCDIM) illumination operate correctly	• MS-CAN • FCDIM	• REFER to Section 415-00.

Pinpoint Tests

Pinpoint Test A: All Dimmable Illumination Does Not Increase/Decrease Brightness

Refer to Wiring Diagrams Cell 71, Cluster and Panel Illumination for schematic and connector information.

Normal Operation

The instrument panel dimmer switch is a rocker style switch with 2 inputs to the Body Control Module (BCM) to increase or decrease the backlighting illumination. When the instrument panel dimmer switch is pressed up or down, a ground signal is routed to the BCM.

Based on the ground signal input from the instrument panel dimmer switch, the BCM sends a message

over the network to the modules with backlighting output indicating the backlighting intensity level, and provides voltage to the hard-wired dimmable illumination sources.

- DTC B134E:23 (Switch Illumination Adjustment Control: Signal Stuck low) — a continuous and on-demand DTC that sets when the BCM detects the instrument panel dimmer switch is stuck or held low for more than 2 minutes or the increase or decrease control circuits are shorted to ground. If the instrument panel dimmer switch is stuck low the BCM defaults the backlighting illumination to full backlighting intensity.

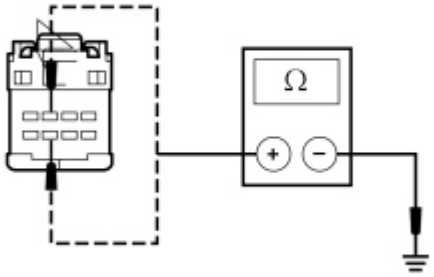
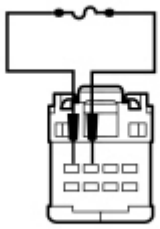
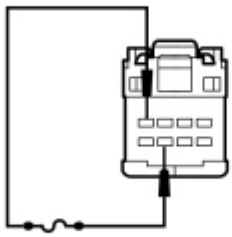
This pinpoint test is intended to diagnose the following:

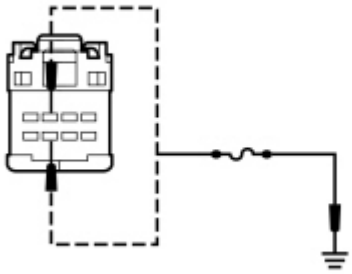
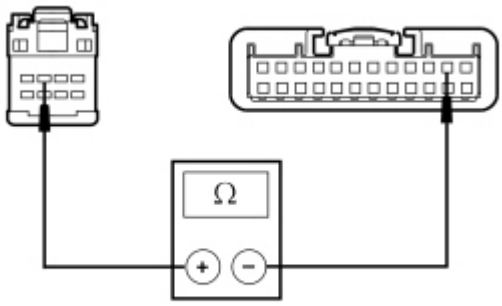
- Wiring, terminals or connectors
- Instrument panel dimmer switch
- BCM

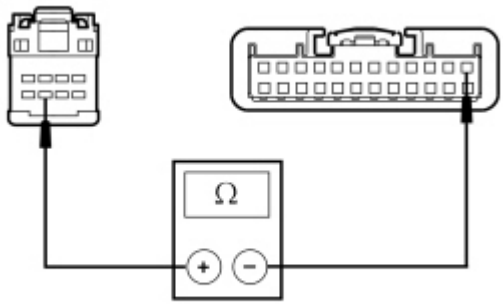
PINPOINT TEST A: ALL DIMMABLE ILLUMINATION DOES NOT INCREASE/DECREASE BRIGHTNESS

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 CHECK THE RECORDED RESULTS FROM THE BCM ON-DEMAND SELF-TEST	
• Ignition OFF. • Review the recorded results from the BCM on-demand self-test. • **Is DTC B134E:23 present?**	**Yes** GO to A2. **No** GO to A4.
A2 CHECK THE INSTRUMENT PANEL DIMMER SWITCH FOR A SHORT TO GROUND	
• Disconnect: Instrument Panel Dimmer Switch C2298. • Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • Clear the DTCs and repeat the BCM self-test. • **Is on-demand DTC B134E:23 still present?**	**Yes** GO to A3. **No** INSTALL a new instrument panel dimmer switch. REFER to Instrument Panel Dimmer Switch in this section. TEST the system for normal operation.
A3 CHECK THE INSTRUMENT PANEL DIMMER SWITCH INPUT CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280E. • Measure the resistance between the instrument panel dimmer switch C2298-3, circuit CLN56 (BN/VT), harness side and ground; and between the instrument panel dimmer switch C2298-7, circuit CLN55 (YE/VT), harness side and ground.	**Yes** GO to A7. **No** REPAIR the circuit in question for a short to ground. CLEAR the DTCs. REPEAT the self-

 N0115751 • **Are the resistances greater than 10,000 ohms?**	test.
A4 CHECK THE INSTRUMENT PANEL DIMMER SWITCH • Disconnect: Instrument Panel Dimmer Switch C2298. • **NOTE:** For this step, the PID should indicate "DIMMER" each time the fused jumper wire is connected. • For the illumination decrease function, while monitoring the BCM PID IP_DIMMER_SW, connect and disconnect a fused jumper wire between the instrument panel dimmer switch C2298-3, circuit CLN56 (BN/VT), harness side and the instrument panel dimmer switch C2298-4, circuit GD115 (BK/GY), harness side.  N0115795 • **NOTE:** For this step, the PID should indicate "BRIGHTER" each time the fused jumper wire is connected. • For the illumination increase function, while monitoring the BCM PID IP_DIMMER_SW, connect and disconnect a fused jumper wire between the instrument panel dimmer switch C2298-7, circuit CLN55 (YE/VT), harness side and the instrument panel dimmer switch C2298-4, circuit GD115 (BK/GY), harness side.  N0115752 • **Does the PID indication agree with the fused jumper wire**	**Yes** INSTALL a new instrument panel dimmer switch. REFER to Instrument Panel Dimmer Switch in this section. TEST the system for normal operation. **No** GO to A5.

position?	
A5 CHECK THE INSTRUMENT PANEL DIMMER SWITCH GROUND CIRCUIT • **NOTE:** For this step, the PID should indicate "DIMMER" each time the fused jumper wire is connected to C2298-3, and "BRIGHTER" each time the fused jumper wire is connected to C2298-7. • While monitoring the BCM PID IP_DIMMER_SW, connect and disconnect a fused jumper wire between the instrument panel dimmer switch C2298-3, circuit CLN56 (BN/VT), harness side and ground; and between the instrument panel dimmer switch C2298-7, circuit CLN55 (YE/VT), harness side and ground.  N0115753 • **Does the PID indication agree with the fused jumper wire position?**	**Yes** REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation. **No** GO to A6.
A6 CHECK THE INSTRUMENT PANEL DIMMER SWITCH DIM UP AND DIM DOWN CIRCUITS FOR AN OPEN • Ignition OFF. • Disconnect: BCM C2280E. • Measure the resistance between the instrument panel dimmer switch C2298-3, circuit CLN56 (BN/VT), harness side and the BCM C2280E-11, circuit CLN56 (BN/VT), harness side.  N0115754 • Measure the resistance between the instrument panel dimmer switch C2298-7, circuit CLN55 (YE/VT), harness side and the BCM C2280E-12, circuit CLN55 (YE/VT), harness side.	**Yes** GO to A7. **No** REPAIR the circuit in question for an open. TEST the system for normal operation.

 N0115755 • **Are the resistances less than 5 ohms?**	

A7 CHECK FOR CORRECT BCM OPERATION
• Connect all disconnected connectors.
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: All Dimmable Non-Networked Illumination Is Inoperative

Refer to Wiring Diagrams Cell 71 , Cluster and Panel Illumination for schematic and connector information.

Normal Operation

When the parking lamps are on, the Body Control Module (BCM) provides voltage to the hard-wired dimmable illumination sources based on the hard-wired inputs from the instrument panel dimmer switch to the BCM .

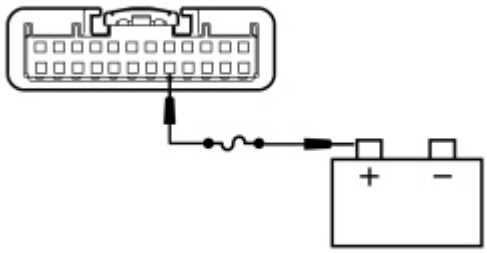
- DTC U2010:11 (Switch Illumination: Circuit Short To Ground) — A continuous and on-demand DTC that sets when the BCM has temporarily shut down the output driver. The module has temporarily disabled the backlighting output because an excessive current draw exists (such as a short to ground). The BCM cannot enable the backlighting output until the cause of the short is corrected, the DTCs have been cleared and an ignition cycle takes place.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- BCM

PINPOINT TEST B: ALL DIMMABLE NON-NETWORKED ILLUMINATION IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 CHECK THE INSTRUMENT PANEL DIMMER SWITCH • While observing the Instrument Panel Cluster (IPC), press the instrument panel dimmer switch up and down. • **Does the backlighting in the IPC increase and decrease intensity?**	**Yes** GO to B2. **No** GO to Pinpoint Test A.
B2 BYPASS THE BCM • Ignition OFF. • Disconnect: BCM C2280E. • **NOTE:** If the jumper wire fails, refer to the Wiring Diagrams manual to identify the possible causes of the circuit short. After the repair: If no DTCs are present, test the system for normal operation. If DTCs are present, clear the DTCs and repeat the self-test. Test the system for normal operation. • Connect a fused jumper wire between the BCM C2280E-20, circuit CLN04 (BU/BN) and battery positive.  N0115756 • **Do the backlighting components illuminate?**	**Yes** REMOVE the jumper wire. GO to B3. **No** REMOVE the jumper wire. REPAIR circuit CLN04 (BU/BN) for an open. TEST the system for normal operation.

B3 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: All Dimmable Non-Networked Illumination Is Always On

Refer to Wiring Diagrams Cell 71, Cluster and Panel Illumination for schematic and connector information.

Normal Operation

When the parking lamps are on, the Body Control Module (BCM) provides voltage to the hard-wired dimmable illumination sources based on the hard-wired inputs from the instrument panel dimmer switch to the BCM .

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- BCM

PINPOINT TEST C: ALL DIMMABLE NON-NETWORKED ILLUMINATION IS ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
C1 CHECK THE EXTERIOR LIGHTING • Place the headlamp switch in the OFF position. • Observe the parking lights. • **Are the parking lights illuminated?**	**Yes** REFER to Section 417-01 . **No** GO to C2 .
C2 CHECK THE BCM BACKLIGHTING OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: BCM C2280E. • Ignition ON. • **Do the dimmable backlighted components continue to illuminate?**	**Yes** REPAIR circuit CLN04 (BU/BN) for a short to voltage. TEST the system for normal operation. **No** GO to C3 .

C3 CHECK FOR CORRECT BCM OPERATION
• Ignition OFF.
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test D: The Steering Wheel Switch Illumination Is Inoperative

Refer to Wiring Diagrams Cell 71 , Cluster and Panel Illumination for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends voltage to the steering wheel switches. The voltage passes

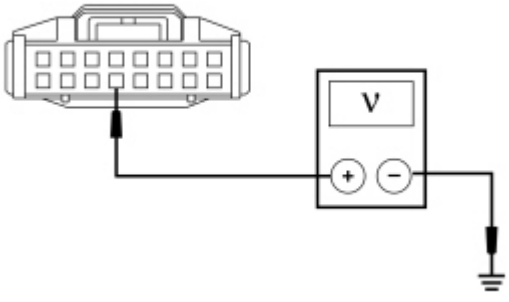
through the clockspring to the steering wheel harness and on to the steering wheel switches.

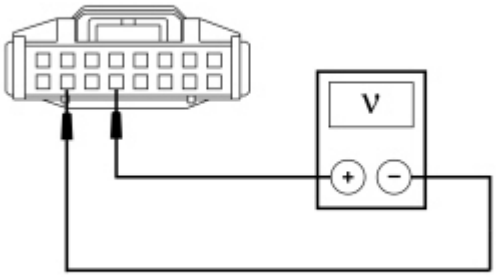
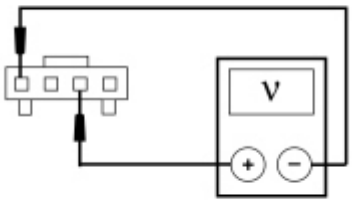
This pinpoint test is intended to diagnose the following:

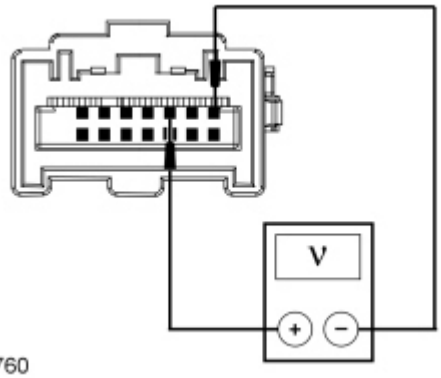
- Wiring, terminals or connectors
- Steering wheel switch(es)
- Steering wheel harness
- Clockspring

PINPOINT TEST D: THE STEERING WHEEL SWITCH ILLUMINATION IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
D1 CHECK THE OTHER DIMMABLE LIGHTING SWITCHES • Ignition OFF. • Place the headlamp switch in the PARKING LAMPS ON position. • Press and hold the instrument panel dimmer switch up to the full illumination position and observe other dimmable switches. • **Are all the dimmable switches inoperative?**	**Yes** GO to Pinpoint Test B. **No** GO to D2.
D2 CHECK THE HORN OPERATION • Press the driver air bag module against the steering wheel. • **Does the horn sound?**	**Yes** GO to D3. **No** REFER to Section 413-06 to diagnose the horn is inoperative.
D3 CHECK FOR VOLTAGE TO THE CLOCKSPRING • Place the headlamp switch in the OFF position. • Disconnect: Clockspring C218B. • Place the headlamp switch in the PARKING LAMPS ON position. • Press and hold the instrument panel dimmer switch up to the full illumination position. • Measure the voltage between the clockspring C218B-13, circuit CLN04 (BU/BN), harness side and ground.  N0115757 • **Is the voltage greater than 10 volts?**	**Yes** GO to D4. **No** REPAIR circuit CLN04 (BU/BN) for an open. TEST the system for normal operation.

D4 CHECK THE GROUND CIRCUIT TO THE CLOCKSPRING FOR CONTINUITY	
• Measure the voltage between the clockspring C218B-13, circuit CLN04 (BU/BN), harness side and the clockspring C218B-15, circuit GD115 (BK/GY), harness side.  N0115758 • **Is the voltage greater than 10 volts?**	**Yes** GO to D5 . **No** REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation.
D5 CHECK FOR VOLTAGE TO THE STEERING WHEEL SWITCH	
• Connect: Clockspring C218B. • Place the headlamp switch in the OFF position. • Remove the driver air bag module. Refer to Section 501-20B . • Disconnect: Inoperative Steering Wheel Switch. • Place the headlamp switch in the PARKING LAMPS ON position. • For the cruise control switch, measure the voltage between the cruise control switch C2999-3, harness side and the cruise control switch C2999-1, harness side. • For the steering wheel controls switch, measure the voltage between the steering wheel controls switch C2998-3, harness side and the steering wheel controls switch C2998-1, harness side.  N0115850 • **Is the voltage greater than 10 volts?**	**Yes** REPLACE the inoperative steering wheel switch. For the cruise control switch, REFER to Section 419-03 . For the steering wheel controls switch, REFER to Section 415-00 TEST the system for normal operation. **No** GO to D6 .
D6 CHECK FOR VOLTAGE TO THE UPPER CLOCKSPRING	
• Disconnect: Clockspring C218C . • Measure the voltage between the clockspring C218C-6, component side and the clockspring C218C-8, component side.	**Yes** INSTALL a new steering wheel. REFER to Section 211-04 . TEST the system for normal operation. **No** INSTALL a new

 N0115760 • **Is the voltage greater than 10 volts?**	clockspring. REFER to Section 501-20B . TEST the system for normal operation.

Pinpoint Test E: One Or More Switch Illumination is Inoperative

Refer to Wiring Diagrams Cell 71 , Cluster and Panel Illumination for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends voltage to the dimmable components.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Illuminated switch

PINPOINT TEST E: ONE OR MORE SWITCH ILLUMINATION IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
E1 CHECK THE VOLTAGE TO THE SINGLE ILLUMINATION	
NOTE: If the instrument panel dimmer switch illumination is the inoperative source, increase the backlighting brightness to the highest setting before disconnect the instrument panel dimmer switch connector. • Ignition OFF. • Disconnect: Inoperative Illumination Source. • Ignition ON. • **NOTE:** If the headlamp switch illumination is the inoperative source, unplugging the headlamp switch connector causes the BCM to turn the exterior lights on by default, so there is no need to turn the parking lamps on. • Place the headlamp switch to the PARKING LAMPS ON position. • Increase the backlighting brightness to the highest setting. • Measure the voltage between the inoperative illumination source, harness side and ground as follows:	**Yes** GO to E2 . **No** REPAIR circuit CLN04 (BU/BN) for an open. TEST the system for normal operation.

Component	Connector-Pin	Circuit
Instrument panel dimmer switch	C2298-2	CLN04 (BU/BN)
Headlamp switch	C205-1	CLN04 (BU/BN)
Front Controls Interface Module (FCIM)	C2402-3	CLN04 (BU/BN)
HVAC module	C228A-6	CLN04 (BU/BN)
Floor shifter	C3245-4	CLN04 (BU/BN)
Driver heated seat switch	C2400-5	CLN04 (BU/BN)
Passenger heated seat/ambient lighting switch	C2401-5	CLN04 (BU/BN)
Start/stop switch	C2195-6	CLN04 (BU/BN)

- **Is the voltage greater than 10 volts?**

E2 CHECK THE GROUND CIRCUIT TO THE ILLUMINATION SOURCE FOR CONTINUITY

- Measure the voltage between the inoperative illumination source pins, harness side as follows:

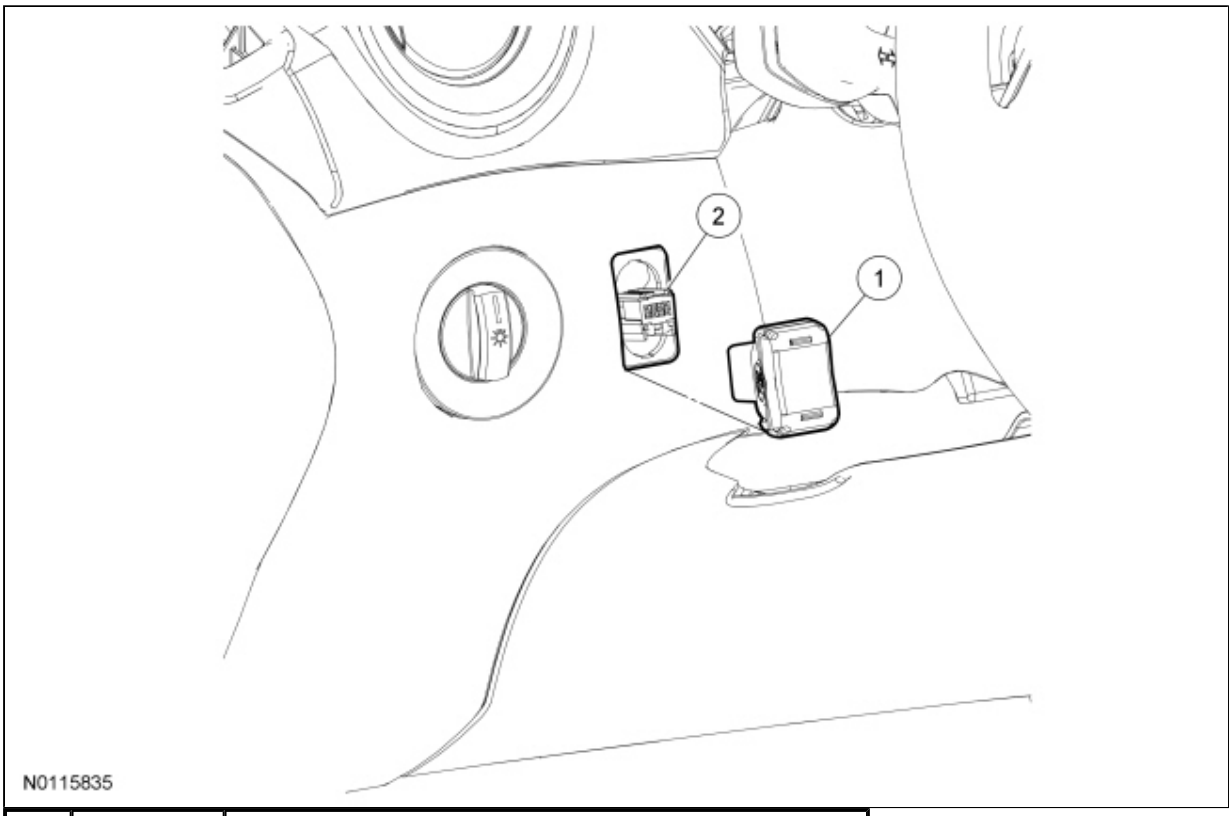
Component	Connector-Pin/ Circuit	Connector-Pin/ Circuit
Instrument panel dimmer switch	C2298-2 CLN04 (BU/BN)	C2298-1 GD115 (BK/GY)
Headlamp switch	C205-1 CLN04 (BU/BN)	C205-8 GD115 (BK/GY)
Front Controls Interface Module (FCIM)	C2402-3 CLN04 (BU/BN)	C2402-5 GD115 (BK/GY)
HVAC module	C228A-6 CLN04 (BU/BN)	C228A-13 GD115 (BK/GY)
Floor shifter	C3245-4 CLN04 (BU/BN)	C3245-5 GD115 (BK/GY)
Driver heated seat switch	C2400-5 CLN04 (BU/BN)	C2400-4 GD115 (BK/GY)
Passenger heated seat/ambient lighting switch	C2401-5 CLN04 (BU/BN)	C2401-4 GD115 (BK/GY)
Start/stop switch	C2195-6 CLN04 (BU/BN)	C2195-1 GD115 (BK/GY)

Yes
INSTALL a new component in question. TEST the system for normal operation.

No
REPAIR the ground circuit in question for an open. TEST the system for normal operation.

• **Is the voltage greater than 10 volts?**	

Instrument Panel Dimmer Switch



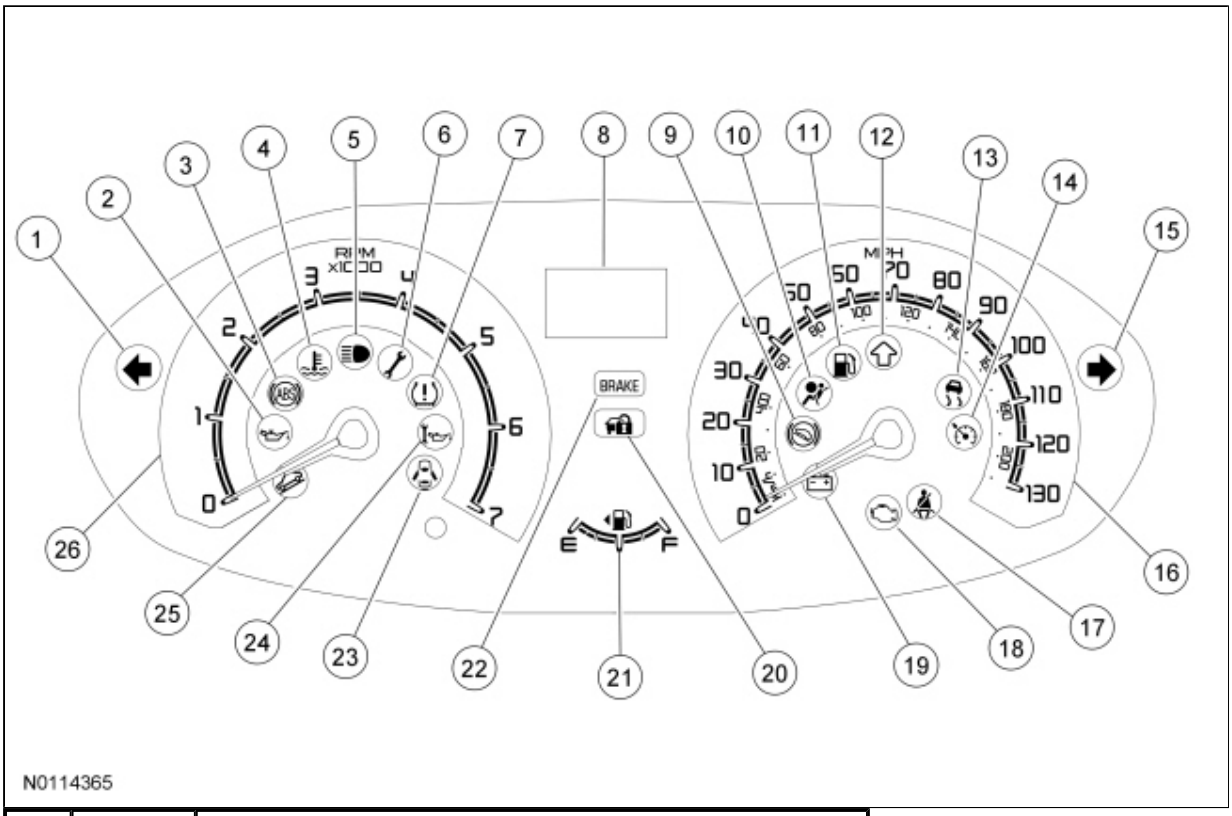
Item	Part Number	Description
1	11691	Instrument panel dimmer switch
2	—	Instrument panel dimmer switch electrical connector (part of 14K024)

Removal and Installation

1. Using a suitable non-marring tool, pry the dimmer switch from the instrument panel.
    - Disconnect the electrical connector.

2. To install, reverse the removal procedure.

Instrument Panel Cluster (IPC)



N0114365

Item	Part Number	Description
1	—	LH turn indicator
2	—	Low engine oil pressure warning indicator
3	—	ABS warning indicator
4	—	Engine over-temperature warning indicator
5	—	High beam indicator
6	—	Powertrain malfunction (wrench) warning indicator
7	—	Tire Pressure Monitoring System (TPMS) warning indicator (Note that the TPMS warning indicator is the only indication on this vehicle. There are no additional warnings for low tire pressure.)
8	—	Odometer display area
9	—	Hill start assist indicator
10	—	Air bag warning indicator
11	—	Low fuel warning indicator
12	—	Upshift indicator
13	—	Traction control indicator
14	—	Cruise control indicator
15	—	RH turn indicator
16	—	Speedometer
17	—	Safety belt warning indicator

18	—	Malfunction Indicator Lamp (MIL)
19	—	Charging system warning indicator
20	—	Anti-theft indicator
21	—	Fuel gauge
22	—	Brake warning indicator
23	—	Door ajar warning indicator
24	—	Oil change minder
25	—	Overdrive off
26	—	Tachometer

The Instrument Panel Cluster (IPC) contains gauges, informational indicators, warning indicators and an integrated circuit display designed to provide the driver with system status and to alert the driver when certain conditions exist in the vehicle.

The integrated circuit display, located in the top center of the IPC , uses a 3-line Liquid Crystal Display (LCD) of basic informational items such as the odometer, trip odometer, gear position display, Distance To Empty (DTE), average fuel economy and outside air temperature.

Gauges

Gauges inform the driver of the status of systems. The systems that use gauges are as follows:

- Engine rpm
- Fuel level
- Vehicle speed

Transport Mode

The vehicle is placed in a transport mode at the completion of production to reduce the drain on the battery. Various systems may be altered in how they operate or are disabled when in the transport mode. The vehicle automatically reverts to normal operation after 80 km (50 miles). To disable or turn off the transport mode, carry out the following within 10 seconds:

- Verify the battery is fully charged.
- With ignition in RUN, press brake pedal 5 times.
- Press hazard switch 4 times (on, off, on, off).

Informational Indicators/Warning Indicators

Informational indicators inform the driver of vehicle conditions. Warning indicators inform the driver of conditions that could potentially cause personal injury or alter vehicle performance.

Hardwired Inputs

The hardwired inputs are provided from the following systems or components:

- Accelerator Pedal Position (APP) sensor
- A/C request switch
- Ambient temperature sensor
- Brake fluid level switch
- Evaporator temperature sensor
- Clutch pedal switch
- Cruise control switch
- Fuel pump module
- Message center switch (located in the multifunction switch)
- Network communications High Speed Controller Area Network (HS-CAN) and Medium Speed Controller Area Network (MS-CAN)

- Park detect switch
- Parking brake switch
- Passive Anti-Theft System (PATS) transceiver

Network Messaged Inputs

Module messaging has increased over time and has become the standard for sending and receiving information required to operate the IPC . For a complete list of module messages with the message origination sources, refer to Section 418-00 .

The following is a partial list of status and information messages the IPC requires from other vehicle inputs:

- ABS
  - ABS braking
  - Stability/traction control
- Chassis
  - Electronic Power Assist Steering (EPAS)
  - Tire Pressure Monitoring System (TPMS)
- Lighting system
  - LH/RH turn
  - High beam
- Powertrain
  - Charging system
  - Cruise control system
  - Engine emission system
  - Engine oil pressure
  - Engine rpm
  - Engine temperature
  - Overdrive status
  - Hill start assist status
  - Oil life
  - Tow haul status
  - Transaxle range
  - Transaxle upshift (manual transaxle)
  - Transaxle fault
  - Vehicle speed
- Security/safety
  - Door ajar
- Supplemental Restraint System (SRS)
  - Air bag
  - Safety belt/Belt-Minder®

Information And Message Center

The message center consists of the following:

- Instrument Panel Cluster (IPC)
- Front Control/Display Interface Module (FCDIM)

The message center is integrated into the FCDIM , which displays message center warning messages, message center warning indicators and audio information. The message center displays are controlled by the IPC through messages sent to the FCDIM over the High Speed Controller Area Network (HS-CAN) communication bus. The message center constantly monitors different vehicle systems and displays all warnings and message center functions in the FCDIM . The message center notifies the driver of potential vehicle concerns by displaying a warning message pertaining to the system in which a fault has been detected.

Oil Change Minder

The message center provides an oil change minder to inform the driver that an oil change is required. The calculated interval between oil changes is based on mileage and time. The interval for the oil change minder is 16,093 km (10,000 miles) or 1 year. The oil change minder can be reset by the driver. Refer to Message Center Configuration in this section.

Message Center Indicators

The FCDIM displays message center indicators along with warning messages. Many of the message center indicators use the same or similar iconic representations that are used in the IPC as informational or warning indicators. For example: the door ajar message center warning indicator is represented by the same door ajar symbol used in the IPC . The message center indicators are displayed along with warning messages and may also be accompanied by a warning chime.

System Warning Messages

The system warning messages alert the operator to possible concerns or malfunctions in the vehicle operating systems. The warning messages that are displayed in the message center are as follows:

Body

- AIR BAG MALFUNCTION SERVICE NOW
- ALARM SYSTEM MALFUNCTION NEXT SERVICE
- ALARM TRIGGERED CHECK VEHICLE
- DRIVER DOOR OPEN
- DRIVER'S REAR DOOR OPEN
- HOOD OPEN
- PASSENGER DOOR OPEN
- PASSENGER REAR DOOR OPEN
- TRUNK OPEN

Chassis

- ABS MALFUNCTION SERVICE NOW
- BRAKE FLUID LEVEL LOW SERVICE NOW
- BRAKE SYSTEM MALFUNCTION STOP SAFELY
- STEERING ASSIST FAULT SERVICE NOW

- TCS OFF

Intelligent Access (IA)

- KEY BATTERY LOW REPLACE BATTERY
- KEY NOT DETECTED
- TURN IGNITION OFF USE POWER BUTTON
- KEY OUTSIDE CAR
- TO START PRESS BRAKE
- CLOSE TRUNK OR USE SPARE KEY
- TO START PRESS CLUTCH
- IMMOBILIZER MALFUNCTION SERVICE NOW
- TO START PRESS BRAKE
- VEHICLE NOT IN PARK SELECT P
- TO START SELECT N
- TO START SELECT N OR P

Powertrain

- DOOR OPEN APPLY BRAKE
- ENGINE OIL CHANGE NEXT SERVICE
- ENGINE OIL PRESSURE LOW STOP SAFELY
- ENGINE MALFUNCTION SERVICE NOW
- TRANSMISSION HOT STOP OR SPEED UP
- TRANSMISSION HOT STOP SAFELY
- TRANSMISSION MALFUNCTION SERVICE NOW
- TRANSMISSION HOT WAIT 1 MINUTE
- TRANSMISSION HOT WAIT XX MINUTES
- TRANSMISSION HOT WAIT...
- TRANSMISSION READY
- USE BRAKE TO STOP SAFELY

Warning Chimes

The warning chimes provide the driver with an audible warning that acts as a supplemental alert to the Instrument Panel Cluster (IPC) indication and message center warnings. The IPC controls all warning chimes based on messages received from external modules.

The warning chime system consists of the following:

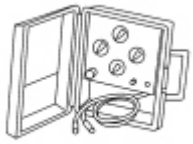
- IPC
- Safety belt warning indicator switch(es)
- Door ajar switch(es)
- Headlamp switch
- Key-in-ignition warning switch (without Intelligent Access (IA))
- Parking brake warning indicator switch
- Body Control Module (BCM)

The following chimes are controlled by the IPC :

- Belt-Minder®
- Door ajar
- Headlamps on
- Key-in-ignition
- Parking brake applied
- Safety belt warning
- Turn signal/hazard

Instrumentation, Message Center and Warning Chimes

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
 ST1388-A	Instrument Gauge System Tester 014-R1063 or equivalent
ST2834-A	Vehicle Security Module (VSM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

NOTE: Whenever a network message is suspected as missing or confirmed by a missing message DTC (U-code), it is important to look for other conditions that may also be present in the Instrument Panel Cluster (IPC) and throughout the vehicle. Once a DTC sets in the IPC, it may be helpful to review the complete message list available in Section 418-00 to see what other modules also rely on the same message and run the self-test for those modules. If the message is missing from other modules, the same DTC may also be set in those modules. Confirmation of missing messages common to multiple modules may indicate that the originating module is the source of the concern or the communication network may be experiencing some problems.

The IPC uses input messages from other modules to control the gauges, informational indicators, warning indicators, message center and warning chimes over the communication networks. If a required message is missing or invalid for less than 5 seconds, the gauge or indicator that requires the message remains at the last commanded state based upon the last known good message. For example, if the brake status message is missing for less than 5 seconds and the brake warning indicator was illuminated, the indicator remains in the on state until the next good message is received. If the message remains missing or invalid for more than 5 seconds, the IPC sets a U-code DTC and the output becomes a default action for the indicator or gauge. Each indicator or gauge utilizes a different default strategy depending on the nature of the indication. Refer to the normal operation descriptions located before each individual pinpoint test for further description of the default action specific to each indicator or gauge. If the messaged input to the IPC returns at any time, the normal function of the gauge or indicator resumes.

It is very important to understand:

- where the input originates.
- all the information necessary in order for a feature to operate.
- which module(s) receive(s) the input or command message.
- whether the module which received the input controls the output of the feature, or whether it outputs a message over the communication network to another module.
- which module controls the output of the feature.

Instrument Panel Cluster (IPC)

The IPC utilizes a microprocessor to control the gauge and indicator functions. Data is sent to the IPC over the Medium Speed Controller Area Network (MS-CAN) and the High Speed Controller Area Network (HS-CAN) bus lines and through hardwired circuitry from individual components. The IPC uses each input to output an action to the gauges or indicators.

IPC Gateway Function

The IPC acts as a gateway module by receiving information in one format and transmitting it to other modules using another format. For example, the IPC receives the vehicle speed data from the PCM over the HS-CAN , converts the data into an MS-CAN message and sends (gateways) the message to other network modules such as the Body Control Module (BCM). This enables network communication between modules that do not communicate using the same network (HS-CAN or MS-CAN).

IPC Configuration

The IPC contains items that are configurable. Configurable items include customer preference items, which can be set with a scan tool. The remaining items can be set only through the Programmable Module Installation (PMI) procedure using As-Built data. Refer to Section 418-01 .

NOTE: When installing a new IPC , it is necessary to upload the module configuration to the scan tool. Following installation of the IPC download the module configuration from the scan tool into the new IPC . It is also necessary to carry out key programming and parameter reset whenever a new IPC or PCM is installed. Refer to Section 419-01B .

IPC Configuration Parameters

Customer Preference	As-Built Parameter
—	Air bag driver side
—	Alarm
—	Alternator
—	Climate control unit
—	Cruise control
—	Emission standard
—	Engine type
—	Front center mounted display
—	Fuel
—	Gearbox
—	Gearbox type
—	Hill start assist

—	Integrated vehicle dynamic control
—	KVM (Intelligent Access (IA))
—	Power steering type
—	Shift indication
—	Speedometer display
—	Speed warning device
—	Steering wheel position
—	Transmission driveline
—	Tire pressure mode system
—	Trip computer
—	Vehicle type

IPC Prove-Out

The IPC and other vehicle modules carry out a display prove-out to verify that all module controlled informational and warning indicators and monitored systems are functioning correctly within the IPC . When the ignition is transitioned to the ON state with the engine off, the indicators illuminate to prove-out according to the following table:

Indicator	Indicator Type	Prove-Out Duration
ABS	Warning	3 seconds
Air bag	Warning	6 seconds
Anti-theft indicator	Informational	3 seconds
Brake	Warning	3 seconds
Charge	Informational	Engine start up
Cruise control	Informational	3 seconds
Door ajar	Informational	No prove-out
Engine over-temperature	Warning	3 seconds
High beam	Informational	No prove-out
Low engine oil pressure	Warning	Engine start up
Low fuel	Informational	3 seconds
Malfunction Indicator Lamp (MIL)	Warning	Engine start up
Overdrive off	Informational	No prove-out
RH/LH turn signals	Informational	No prove-out
Safety belt	Warning	60 seconds if the safety belt is unbuckled, turns off when the safety belt is buckled (controlled by the Restraints Control Module (RCM))
Tire Pressure Monitoring System (TPMS)	Warning	3 seconds
Traction control	Informational	3 seconds (controlled by the ABS module)
Upshift	Informational	3 seconds

Information and Message Center

The message center is integrated into the Front Control/Display Interface Module (FCDIM). The message center is controlled by the IPC and acts upon much of the same information that is input and used to operate the IPC gauges, informational indicators, and warning indicators. The FCDIM receives the message center display information from the IPC over the MS-CAN communication bus.

Whenever conditions are present that require a warning message, the message center replaces the last selected display with the new warning message. Once the message is reset or cleared, the message center returns to the last selected display. If multiple warnings are present, the message center displays each warning for approximately 4 seconds. Warning messages are also generally associated with other observable IPC indications. For example, when the LH front door is opened, the message center displays the message DRIVER DOOR AJAR along with the door ajar warning indicator. This allows the message center to be a more informative supplement to the IPC gauges and indicators.

Warning Chimes

The IPC uses inputs that are both hardwired to individual components and messages that are sent from other modules over the HS-CAN or MS-CAN to control the warning chime functions.

Warning Chime Characteristics

Each warning chime has unique characteristics that help identify and differentiate one warning chime from another. The warning chimes use volume, chime frequency, length of time the chime sounds and the number of chime tones to identify which chime is sounding. The IPC prioritizes the chimes according to a preset hierarchy programmed into the IPC software. Generally, when more than one chime request is received by the IPC , the most important chime sounds. If a lower priority chime is currently sounding, the higher priority request takes over and replaces the lower priority chime.

There are 3 different chimes as listed below:

- Repetitive
- Single tone
- Tick-tock

The following table provides a summary of the chime characteristics including the chime priority:

IPC Chime Characteristics

Chime Name	Chime Type	Condition Description
Belt-Minder® A and B	Repetitive	Belt-Minder® A is a repetitive on/off chime tone sequence that sounds for as long as the IPC receives the Belt-Minder® chime request. Belt-Minder® B is a repetitive on/off chime tone sequence that increases the tone frequency and duration of the tone. On for as long as the IPC receives the Belt-Minder® chime request.
Door ajar	Single tone	A single on/off chime tone that sounds whenever the IPC receives a door ajar message.
Headlamps on	Repetitive	A repetitive on/off chime tone sequence that sounds for as long as the headlamps are on and the IPC receives the chime on command.

Key-in-ignition	Repetitive	A repetitive on/off chime tone sequence that sounds for as long as the key is in the ignition (without Intelligent Access (IA)) or with the ignition in the off state and the transaxle range selector out of park (with IA) with the door ajar and IPC receives the chime on command.
Parking brake on	Repetitive	A repetitive on/off chime tone sequence that sounds for as long as the parking brake is applied and the IPC receives the chime on command.
Safety belt	Repetitive	A series of 4 on/off chime tone sequences that sound when the safety belt is unbuckled and the IPC receives the chime on command.
Turn signal/hazard	Tick-tock	Repetitive tick-tock sound for as long as the RH or LH turn signal, or hazard lamps are on and the IPC receives the chime on command.

Belt-Minder®

The Belt-Minder® is configurable. To configure the Belt-Minder®, refer to Belt-Minder® Deactivating/Activating in this section.

The Belt-Minder® feature supplements the current safety belt warning function and is enabled after the current safety belt warning is complete. The Belt-Minder® informs the driver that the driver or front passenger safety belt is unbuckled by intermittently and simultaneously sounding a chime and illuminating the safety belt warning indicator in the IPC once the vehicle speed has exceeded 9.7 km/h (6 mph). The Belt-Minder® remains active for 5 minutes from the time it is started. While activated, the Belt-Minder® chime provides a series of 6 chimes/safety belt warning indicator flash sequences, which consist of a 1-second chime tone and safety belt warning indicator on/off state. The Belt-Minder® chime and the safety belt warning indicator sound and flash for 6 seconds, then the chime stops and the safety belt warning indicator remains on for 30 seconds. The IPC repeats the chime cycle for 5 minutes.

If the vehicle speed drops below 4.8 km/h (3 mph) once the Belt-Minder® chime has activated, the chime turns off and the safety belt warning indicator remains on. When the vehicle speed exceeds 9.7 km/h (6 mph) again, the Belt-Minder® chime resumes.

The Belt-Minder® warning chime inputs are the:

- Ignition state.
- Safety belt warning request communicated by the RCM to the IPC through the HS-CAN .
- Belt-Minder® chime request communicated by the RCM to the IPC through the HS-CAN .

Safety Belt Warning Chime

The safety belt warning chime warns that the driver safety belt is not fastened and sounds when the driver safety belt is not fastened, the ignition is transitioned from the OFF/LOCK or ACC state to the RUN or START state.

The safety belt warning chime stops sounding when the safety belt is fastened, the ignition is transitioned from the RUN or START state to the OFF/LOCK or ACC state, or the chime has sounded for approximately 6 seconds.

The safety belt warning chime inputs are the:

- Ignition state.
- Driver safety belt warning request communicated by the RCM to the IPC through the HS-CAN .
- Driver safety belt warning chime request communicated by the RCM to the IPC through the HS-CAN .

Door Ajar Warning Chime

The door ajar warning chime warns that a door is open or not fully closed. The chime sounds when any door, or the luggage compartment lid becomes ajar while the ignition is in the RUN state.

The door ajar warning chime stops sounding and resets when all of the doors and the luggage compartment lid are closed, or the ignition is placed in the OFF/LOCK or ACC state.

The door ajar warning chime inputs are the:

- Ignition state.
- Door ajar data communicated by the BCM to the IPC through the MS-CAN .

Headlamps On Warning Chime

The headlamps on warning chime sounds if the driver door is ajar, the headlamp switch is in the PARK or HEADLAMP position, and the ignition is in the OFF/LOCK state with the key removed (IA only).

The headlamps on warning chime stops sounding when any one of the above conditions are removed or the battery saver has expired.

The headlamps on warning chime inputs are the:

- Ignition state.
- Door ajar input from the driver door ajar switch to the BCM .
- Headlamp switch input to the BCM .
- Headlamps on chime request communicated by the BCM to the IPC through the MS-CAN .

Key-In-Ignition Warning Chime

On vehicles without IA , the key-in-ignition warning chime warns that the key is still in the ignition when the driver door is ajar. On vehicles with IA , the key-in-ignition warning chime sounds when the ignition is in the ON state with the door ajar.

On vehicles with IA and a automatic transaxle, the key-in-ignition warning chime is also used when the ignition is in the OFF mode with the transaxle range selector out of park. The message center displays a warning message and the chime sounds.

The key-in-ignition warning chime inputs are:

- Ignition state.
- Key-in-ignition chime request to the IPC from the BCM over the MS-CAN (without IA).
- Key-in-ignition chime request to the IPC from the Remote Function Actuator (RFA) module over the MS-CAN (with IA).
- Door ajar input to the BCM .

Parking Brake Warning Chime

The parking brake warning chime warns that the parking brake is engaged when the vehicle is in motion. The parking brake warning chime sounds if the ignition is in the ON state, the parking brake is engaged, and the vehicle speed is greater than 4.8 km/h (3 mph).

The parking brake warning chime stops sounding and resets if the parking brake is released, the ignition is not in the ON state, if the vehicle speed is less than 4.8 km/h (3 mph), or after 90 seconds from the time the chime is activated.

The parking brake warning chime inputs are:

- Ignition state.
- Parking brake switch status to the IPC .
- Vehicle speed data communicated by the PCM to the IPC through the HS-CAN .

Turn/Hazard On Tone

The IPC provides a tick-tock tone along with the visual turn signal indicators to indicate that the RH/LH TURN or HAZARD indicators are on.

The turn/hazard on tone inputs are:

- Left turn indicator signal from the BCM to the IPC through the HS-CAN .
- Right turn indicator signal from the BCM to the IPC through the HS-CAN .

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical

• Accessory drive belt
• Brake fluid level
• Door adjustment
• Engine oil level
• Engine coolant level
• Fuel evaporative system
• Fuel tank
• Tire pressure
• Tire size
	• Central Junction Box (CJB) fuse(s):
	  ▪ 3 (7.5A)
	  ▪ 19 (7.5A)
	  ▪ 21 (10A)
	• Wiring, terminals or connectors
	• Message center switch
	• Instrument Panel Cluster (IPC)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is in the ON state.
     - The air bag indicator (other indicators may not prove ignition on) confirms ignition ON. If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.

- If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
- If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the IPC , Body Control Module (BCM), PCM, ABS module and Restraints Control Module (RCM).

9. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart - Instrument Panel Cluster (IPC) , GO to Symptom Chart - Information And Message Center or GO to Symptom Chart - Warning Chimes .

DTC Charts

Instrument Panel Cluster (IPC) DTC Chart

DTC	Description	Action
B101E:01	Air Conditioning Mode Switch: General Electrical Failure	REFER to Section 412-00 .
B1029:11	Accelerator Pedal Sensor: Circuit Short To Ground	FOLLOW the PCM diagnostics in section 3, Powertrain Control Module (PCM) Quick Test, of the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
B1029:13	Accelerator Pedal Sensor: Circuit Open	FOLLOW the PCM diagnostics in section 3, Powertrain Control Module (PCM) Quick Test, of the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
B1048:01	Brake Fluid Level Switch: General Electrical Failure	GO to Pinpoint Test M .
B1053:11	Fuel Tank Level Sensor: Circuit Short To Ground	GO to Pinpoint Test B .
B1053:13	Fuel Tank Level Sensor: Circuit Open	GO to Pinpoint Test B .
B10BD:01	Multifunctional Switch: General Electrical Failure	GO to Pinpoint Test AE .
B10D5:94	PATS Antenna: Unexpected Operation	REFER to Section 419-01B .
B10D7:05	PATS Key: System Programming Failure	REFER to Section 419-01B .
B10D7:51	PATS Key: Not Programmed	REFER to Section 419-01B .
B10D7:81	PATS Key: Invalid Data Signal Received	REFER to Section 419-01B .
B10D7:87	PATS Key: Missing Message	REFER to Section 419-01B .
B10D7:94	PATS Key: Unexpected Operation	REFER to Section 419-01B .
B10D8:00	PATS Key Less Than Minimum Programmed: No Sub Type Information	REFER to Section 419-01B .
B10DA:51	PATS PCM Identifier: Not Programmed	REFER to Section 419-01B .

B10DA:62	PATS PCM Identifier: Signal Compare Failure	REFER to Section 419-01B .
B1A14:11	RCM Warning Lamp: Circuit Short To Ground	CLEAR the DTC. REPEAT the self-test. If DTC B1A14:11 returns, INSTALL a new Instrument Panel Cluster (IPC). REFER to Instrument Panel Cluster (IPC) . TEST the system for normal operation.
B1A14:13	RCM Warning Lamp: Circuit Open	CLEAR the DTC. REPEAT the self-test. If DTC B1A14:13 returns, INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) . TEST the system for normal operation.
B1A68:11	Ambient Temperature Sensor: Circuit Short To Ground	GO to Pinpoint Test AD .
B1A68:13	Ambient Temperature Sensor: Circuit Open	GO to Pinpoint Test AD .
B1A84:41	Car Configuration Data: General Checksum Failure	CARRY OUT Programmable Module Installation (PMI) (when the original module is not available). REFER to Section 418-01 . TEST the system for normal operation.
B1A84:51	Car Configuration Data: Not Programmed	CARRY OUT PMI (when the original module is not available). REFER to Section 418-01 . TEST the system for normal operation.
B1B71:11	Evaporator Temperature Sensor: Circuit Short To Ground	REFER to Section 412-00 .
B1B71:13	Evaporator Temperature Sensor: Circuit Open	REFER to Section 412-00 .
P0565:01	Cruise Control ON Signal: General Electrical Failure	REFER to Section 419-03 .
P0566:01	Cruise Control OFF Signal: General Electrical Failure	REFER to Section 419-03 .
P0567:01	Cruise Control RESUME Signal: General Electrical Failure	REFER to Section 419-03 .
P0568:01	Cruise Control SET Signal: General Electrical Failure	REFER to Section 419-03 .
P0569:01	Cruise Control COAST Signal: General Electrical Failure	REFER to Section 419-03 .
P0579:01	Cruise Control Multi-Function Input A Circuit Range/Performance: General Electrical Failure	REFER to Section 419-03 .
P0581:13	Cruise Control Multi-Function Input A Circuit High: Circuit Open	REFER to Section 419-03 .
P0704:01	Clutch Switch Input Circuit: General Electrical Failure	REFER to Section 419-03 .
P081C:01	Park Input Circuit: General Electrical Failure	GO to Pinpoint Test AG .
P1536:01	Parking Brake Switch Circuit: General Electrical Failure	GO to Pinpoint Test M .
P1572:01	Brake Pedal Switch Circuit: General Electrical Failure	REFER to Section 419-03 .
P1607:81	MIL Output Circuit: Invalid	DTC P1607:81 sets when the IPC receives invalid

	Serial Data Received	network data from the PCM. RETRIEVE and REPAIR all non-network DTCs in the PCM and other modules on the network. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual and Section 419-10 for navigation of all DTCs. TEST the system for normal operation.
P1607:87	MIL Output Circuit: Missing Message	GO to Pinpoint Test AM .
U0100:00	Lost Communication With ECM/PCM "A": No Sub Type Information	GO to Pinpoint Test AM .
U0101:00	Lost Communication With TCM : No Sub Type Information	GO to Pinpoint Test AN .
U0121:00	Lost Communication With Anti-Lock Brake System (ABS) Control Module: No Sub Type Information	GO to Pinpoint Test AO .
U0131:00	Lost Communication With Power Steering Control Module: No Sub Type Information	GO to Pinpoint Test AP .
U0140:00	Lost Communication With Body Control Module: No Sub Type Information	GO to Pinpoint Test AQ .
U0151:00	Lost Communication With Restraints Control Module: No Sub Type Information	GO to Pinpoint Test AR .
U0214:00	Lost Communication With Remote Function Actuation: No Sub Type Information	GO to Pinpoint Test AS .
U0257:00	Lost Communication With Front Controls / Display Interface Module: No Sub Type Information	GO to Pinpoint Test AT .
U0401:68	Invalid Data Received From ECM/PCM "A": Event Information	DTC U0401:68 sets when the IPC receives invalid network data from the PCM for the vehicle speed, engine rpm, engine temperature or odometer count input. RETRIEVE and REPAIR all non-network DTCs in the PCM and other modules on the network. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual and Section 419-10 for navigation of all DTCs. TEST the system for normal operation.
U2023 (this may display as DTC U0427:68)	Fault Received From External Node (this may display Invalid Data Received From Vehicle Security Module: Event Information)	DTC U2023 (U0427:68) sets when the IPC receives invalid network data from the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) for the Tire Pressure Monitoring System (TPMS) input. RETRIEVE and REPAIR all non-network DTCs in the TPM / VSM and other modules on the network. REFER to Section 204-04 for navigation of all DTCs. TEST the system for normal operation.
U2101:00	Control Module Configuration Incompatible: No Sub Type Information	DTC U2101:00 sets when the IPC configuration does not match the configuration of the other vehicle modules. DETERMINE which module was recently installed and CARRY OUT Programmable Module Installation (PMI)

		(when the original module is not available) for that specific module. REFER to Section 418-01 . TEST the system for normal operation.
U2104:01	Trip Meter Reset Button: General Electrical Failure	CLEAR the DTC. REPEAT the self-test. If DTC U2104:01 is still present, INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) . TEST the system for normal operation.
U3000:00	Control Module: No Sub Type Information	CLEAR the DTC. REPEAT the self-test. If DTC U3000:00 returns, INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) . TEST the system for normal operation.
U3006:16	Control Module Input Power "A": Circuit Voltage Below Threshold	GO to Pinpoint Test AU .
U3006:17	Control Module Input Power "A": Circuit Voltage Above Threshold	GO to Pinpoint Test AV .
U3010:01	Ignition Input Start: General Electrical Failure	GO to Pinpoint Test AW .

PCM DTC Chart

DTC	Description	Action
P0460	Fuel Level Sensor A Circuit	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual first. If sent here from the PC/ED manual, GO to Pinpoint Test B .
P0461	Fuel Level Sensor A Circuit Range/Performance	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual first. If sent here from the PC/ED manual, GO to Pinpoint Test B .
P0462	Fuel Level Sensor A Circuit Low	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual first. If sent here from the PC/ED manual, GO to Pinpoint Test B .
P0463	Fuel Level Sensor A Circuit High	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual first. If sent here from the PC/ED manual, GO to Pinpoint Test B .
All other DTCs	—	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B10F1:23	Key In Switch: Signal Stuck Low	GO to Pinpoint Test AI .

All other DTCs	—	REFER to Section 419-10 .

Instrument Panel Cluster (IPC) Dealer Test Mode

To enter the IPC dealer test mode, begin with the ignition in the OFF mode. Press and hold the IPC TRIP/RESET button. Place the ignition in the RUN mode and hold the TRIP/RESET button until the display indicates tESt, usually within 3 to 5 seconds. Press the TRIP/RESET button once to advance through each stage of the self-test. To exit the IPC dealer test mode, turn the ignition to the OFF position.

NOTE: The displays listed in the table below use xxx's to represent a numeric or alpha-numeric value. The value may display the same amount of characters represented by the xxx's or there may be more/less depending on the type of display. For example, DTC xxxx xxxx xxxx may display DTC C0100. Note that there were 12 x's in the display description but only 4 digits in the actual display.

IPC Display	Description
Test	Initial entry display into the dealer test mode.
Gauge	Carries out the gauge sweep of all gauges, then displays the present gauge values.
LED	Illuminates all the microprocessor controlled lamps and LEDs.
Read-Only Memory (ROM) level	Displays the hexadecimal ROM level. For a ROM checksum fault, FAIL displays on the bottom line
Non-Volatile Memory (NVM) target ROM	Displays the hexadecimal ROM level and type as stored in NVM . For an NVM checksum fault is detected, FAIL displays on the bottom line
NVM Electrically Erasable Programmable Read-Only Memory (EEPROM) level	Displays the hexadecimal value for the EEPROM level. For an NVM checksum fault, FAIL displays on the bottom line
Manufacturing date	Displays the hexadecimal coding of the final manufacturing test date.
DTC	Displays DTCs detected in continuous operation not during self-test.
Speed mph	Displays the English speed value being inputs in tenths of mph to the IPC , the speedometer indicates the present filtered speed.
Speed km/h	Displays the metric speed value being inputs in tenths of km/h to the IPC , the speedometer indicates the present filtered speed.
Speedometer	Displays corresponding speedometer gauge driver counts output for present filtered speed.
Engine rpm	Displays the tachometer value being input in rpm to the IPC , tachometer indicates the present filtered rpm.
Tachometer	Displays corresponding tachometer driver counts output for present filtered engine rpm.
Odometer	Displays the odometer rolling count input to the IPC .
Fuel analog/digital input	Displays the present fuel level analog/digital input in decimal. The IPC indicates the present fuel level.
Fuel gauge	Displays corresponding fuel gauge driver counts output for present filtered fuel level.
Fuel flow	Displays the present filtered fuel flow status in decimal (used for Distance To Empty (DTE) calculation).
Fuel percent	Displays the present fuel level percent status in decimal.

Engine temperature	Displays the last temperature gauge input value from the High Speed Controller Area Network (HS-CAN) in degrees C, temperature gauge indicates the present filtered temperature.
Temperature gauge	Displays corresponding temperature gauge driver counts output for present filtered temperature value.
Battery voltage	Displays the present battery monitor reading in volts.
Analog/digital input	Displays hexadecimal value of the analog/digital port input reads.
Personality input	Displays the vehicle configuration for the personality settings.
Port input	Displays hexadecimal value of the digital port reads.
DTE	Displays the calculated DTE .
Average fuel economy	Displays the running average fuel economy in decimal.
Passive Anti-Theft System (PATS)	Displays the current PATS settings.
Manufacturing start date	Displays the hexadecimal manufacturing start date.

Symptom Charts

Symptom Chart — Instrument Panel Cluster (IPC)

Condition	Possible Sources	Action
• No communication with the Instrument Panel Cluster (IPC)	• Fuse(s) • Wiring, terminals or connectors • IPC	• REFER to Section 418-00 to diagnose The IPC Does Not Respond to The Scan Tool.
• The Instrument Panel Cluster (IPC) is inoperative	• Fuse(s) • Wiring, terminals or connectors • IPC	• GO to Pinpoint Test A .
• Incorrect fuel gauge indication	• Wiring, terminals or connectors • Fuel pump module • Fuel level sender (float and card) • Fuel tank • IPC	• GO to Pinpoint Test B .
• The tachometer is inoperative	• PCM • IPC	• GO to Pinpoint Test C .
• Incorrect tachometer indication	• PCM concern • IPC	• GO to Pinpoint Test D .
• The speedometer is inoperative	• PCM • IPC	• GO to Pinpoint Test E .
• Incorrect speedometer indication	• Tire size configuration • PCM concern • IPC	• GO to Pinpoint Test F .
• The odometer is inoperative	• PCM concern • IPC	• GO to Pinpoint Test G .
• The low oil pressure warning indicator is never/always on	• Wiring, terminals or connectors • Engine oil	• GO to Pinpoint Test H .

	pressure switch • Base engine oil pressure concern • PCM • IPC	
• The engine over-temperature warning indicator is never/always on	• PCM • IPC	• GO to Pinpoint Test I.
• The low fuel warning indicator is never on	• IPC	• GO to Pinpoint Test J.
• The low fuel warning indicator is always on	• IPC	• VERIFY that the fuel gauge is operating correctly and that the Distance To Empty (DTE) is less than 80 km (50 miles). ▪ If the DTE is less than 80 km (50 miles), the system is operating correctly at this time. ▪ If the DTE is not less than 80 km (50 miles), INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC). TEST the system for normal operation.
• The charging system warning indicator is never/always on	• Charging system concern • PCM • IPC	• GO to Pinpoint Test K.
• The brake warning indicator is never on	• Wiring, terminals or connectors • Parking brake warning indicator switch • Brake fluid level switch • IPC	• GO to Pinpoint Test L.
• The brake warning indicator is always on	• Wiring, terminals or connectors • Parking brake warning indicator switch • Brake fluid level switch • ABS concern • IPC	• GO to Pinpoint Test M.
• The ABS warning indicator is never/always on	• ABS module • IPC	• GO to Pinpoint Test N.
• The stability/traction control indicator is never/always on	• Traction control concern • ABS module • IPC	• GO to Pinpoint Test O.
• The Malfunction Indicator Lamp (MIL) is never/always on	• PCM • IPC	• GO to Pinpoint Test P.

• The powertrain malfunction (wrench) warning indicator is never/always on	• Electronic Throttle Control (ETC) concern • Transmission concern • IPC	• GO to Pinpoint Test Q .
• The hill start assist indicator is never/always on	• Hill start assist function concern • ABS module • IPC	• GO to Pinpoint Test R .
• The overdrive off indicator is never/always on	• Overdrive function concern • Transmission Control Module (TCM) • IPC	• GO to Pinpoint Test S .
• The upshift indicator is never/always on	• PCM • IPC	• GO to Pinpoint Test T .
• The cruise control indicator is never/always on	• PCM • IPC	• GO to Pinpoint Test U .
• The oil change minder indicator is never/always on	• PCM • IPC	• GO to Pinpoint Test V .
• The door ajar warning indicator is never/always on	• Interior lamps concern • Hood ajar concern • Decklid ajar concern • Wiring, terminals or connectors • Body Control Module (BCM) • IPC	• GO to Pinpoint Test W .
• The LH/RH turn or high beam indicator is never/always on	• Turn signal concern • High beam concern • BCM • IPC	• GO to Pinpoint Test X .
• The Tire Pressure Monitoring System (TPMS) warning indicator is never/always on	• Tire pressure • TPMS concern • Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) • IPC	• GO to Pinpoint Test Y .
• The safety belt warning indicator is never/always on	• Restraints Control Module (RCM) • IPC	• GO to Pinpoint Test Z .
• The air bag warning indicator is never/always on	• RCM • IPC	• GO to Pinpoint Test AA .
• The anti-theft indicator is never/always on	• Passive Anti-Theft System (PATS) concern	• GO to Pinpoint Test AB .

	• IPC	
• The transaxle range display is never on	• TCM concern • IPC	• GO to Pinpoint Test AC .
• The outside air temperature display does not operate correctly	• Wiring, terminals or connectors • Ambient Air Temperature (AAT) sensor • IPC	• GO to Pinpoint Test AD
• The integrated circuit display is inoperative	• Fuse(s) • Wiring, terminals or connectors • IPC	• GO to Pinpoint Test A .
• The trip computer switch is inoperative	• Wiring, terminals or connectors • Message center switch • IPC	• GO to Pinpoint Test AE .
• Not all integrated circuit display segments illuminate	• IPC	• INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Symptom Chart — Information And Message Center

Condition	Possible Sources	Action
• The Front Control/Display Interface Module (FCDIM) does not display warning messages or message center warning indicators	• Communication concern • FCDIM	• GO to Pinpoint Test AF .
• The FCDIM display is blank	• Fuse • Wiring, terminals or connectors • FCDIM	• REFER to Section 415-00 .
• An Intelligent Access (IA) warning is never/always on	• IA system concern	• REFER to Section 419-01B .
• The VEHICLE NOT IN PARK SELECT P warning is inoperative/always on	• Wiring, terminals or connectors • Park detect switch • IPC	• GO to Pinpoint Test AG .
• The DRIVER, PASSENGER, REAR LEFT, REAR RIGHT DOOR or TRUNK AJAR warning is never/always on	• Door ajar warning indication concern	• GO to Pinpoint Test W .
• The BRAKE SYSTEM MALFUNCTION STOP SAFELY or BRAKE FLUID LEVEL LOW SERVICE NOW warning is never/always on	• Brake warning indication concern	• GO to Pinpoint Test L (never on) or GO to Pinpoint Test M (always on).
• The ABS MALFUNCTION SERVICE NOW warning is never/always on	• ABS warning indication concern	• GO to Pinpoint Test N .
• The TCS MALFUNCTION NEXT SERVICE (base	• Traction control warning indication	• GO to Pinpoint Test O .

message center) or ESP MALFUNCTION NEXT SERVICE (optional message center) warning is never/always on	concern	
• The AIR BAG MALFUNCTION SERVICE NOW warning is never/always on	• Air bag warning indication concern	• GO to Pinpoint Test AA .
• The POWER STEERING MALFUNCTION SERVICE NOW warning is always on	• Electronic Power Assist Steering (EPAS) concern	• Section 211-00 .
• The ENGINE OIL PRESSURE LOW STOP SAFELY warning is never/always on	• Base engine oil pressure concern • Low oil pressure warning indication concern	• GO to Pinpoint Test H .
• The TRANSPORT MODE CONTACT DEALER message is always on	• Vehicle still in transport mode	• REFER to Transport Mode in Instrument Panel Cluster (IPC) and CARRY OUT the procedure to place the vehicle in normal operation mode.
• A transmission warning is never/always on	• Transaxle concern	• Section 307-11 .

Symptom Chart — Warning Chimes

Condition	Possible Sources	Action
• All the chimes are inoperative	• Instrument Panel Cluster (IPC)	• INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
• The chime sounds when the driver door is ajar (no key in ignition and headlamps off)	• Wiring, terminals or connectors • Key-in-ignition warning switch (without Intelligent Access (IA)) • Body Control Module (BCM)	• GO to Pinpoint Test AH .
• The key-in-ignition warning chime is inoperative	• Wiring, terminals or connectors • Key-in-ignition warning switch (without IA) • BCM • IPC	• GO to Pinpoint Test AI .
• The headlamps on warning chime is inoperative	• Door ajar indication • BCM • IPC	• GO to Pinpoint Test AJ .
• The door ajar warning chime is inoperative	• Wiring, terminals or connectors • BCM	• OPEN the driver door and OBSERVE the door ajar warning indicator.

	• IPC	▪ If the door ajar warning indicator does not operate correctly, GO to Pinpoint Test W. ▪ If the door ajar warning indicator operates correctly, INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
• The safety belt warning chime is inoperative	• Safety belt warning indication concern • Speedometer concern • IPC	• GO to Pinpoint Test AK.
• The Belt-Minder® feature does not operate	• Belt-Minder® deactivated • Safety belt warning indication concern • Speedometer concern • IPC	• GO to Pinpoint Test AK.
• The parking brake warning chime is inoperative	• Brake warning indication concern • IPC	• GO to Pinpoint Test AL.
• The turn signal/hazard on tone is inoperative	• Turn signal indication concern • IPC	• VERIFY that the turn signal indicator operates correctly. ▪ If the turn signal indicator does not operate correctly, GO to Pinpoint Test X. ▪ If the turn signal indicator operates correctly, INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC). TEST the system for normal operation.

Pinpoint Tests

Pinpoint Test A: The Instrument Panel Cluster (IPC) Is Inoperative

Refer to Wiring Diagrams Cell 60, Instrument Cluster for schematic and connector information.

Normal Operation

The Instrument Panel Cluster (IPC) receives the ignition RUN state input from Central Junction Box (CJB) fuse 21 (10A). The IPC receives the ignition ACC state input from CJB fuse 19 (7.5A). The IPC

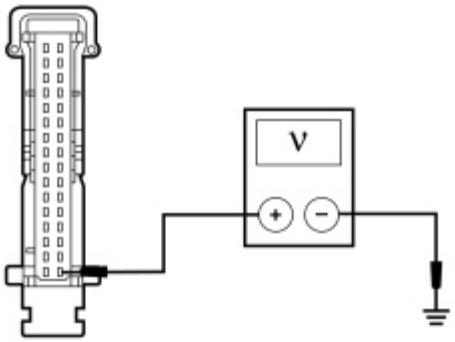
receives hot at all times B+ voltage from CJB fuse 22 (7.5A). The IPC is grounded through a single hardwired ground circuit.

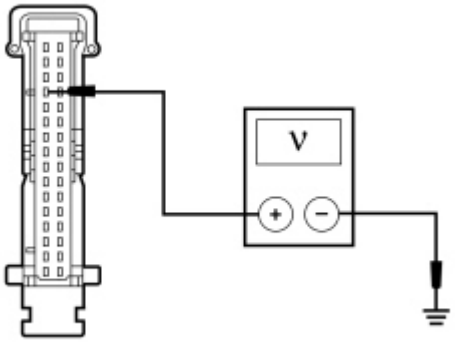
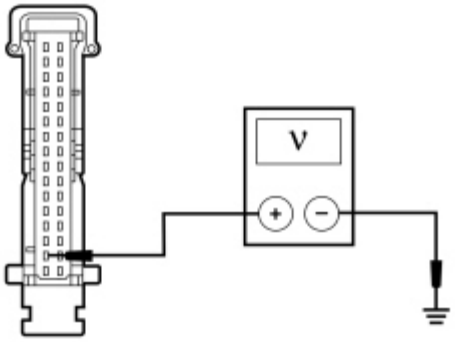
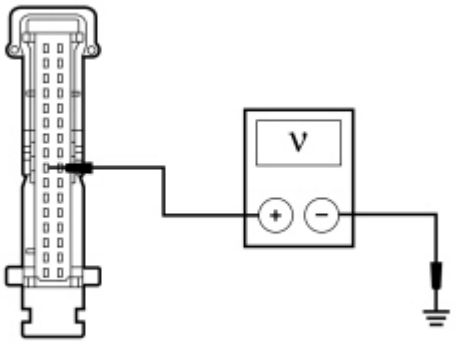
This pinpoint test is intended to diagnose the following:

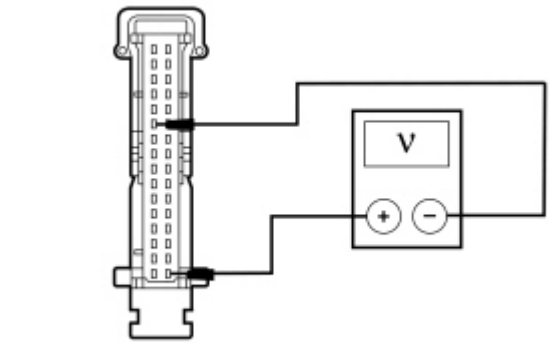
- Fuse(s)
- Wiring, terminals or connectors
- IPC

PINPOINT TEST A: THE IPC IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded IPC DTCs from the self-test. • **Is DTC U3010:01 recorded?**	**Yes** GO to Pinpoint Test AW . **No** GO to A2 .
A2 CHECK THE IPC B+ VOLTAGE SUPPLY • Ignition OFF. • Disconnect: IPC C220. • Measure the voltage between the IPC C220-32, circuit SBP03 (BU/RD), harness side and ground.  N0115640 • **Is the voltage greater than 10 volts?**	**Yes** GO to A3 . **No** VERIFY the CJB fuse 3 (7.5A) is OK. If OK, REPAIR circuit SBP03 (BU/RD) for an open. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.
A3 CHECK THE IPC RUN VOLTAGE SUPPLY • Ignition ON. • Measure the voltage between the IPC C220-4, circuit CBP21 (BU/GY), harness side and ground.	**Yes** GO to A4 . **No** VERIFY the CJB fuse 21 (10A) is OK. If OK, REPAIR circuit CBP21 (BU/GY) for an open. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the

 N0115641 • **Is the voltage greater than 10 volts?**	system for normal operation.
A4 CHECK THE IPC ACC VOLTAGE SUPPLY	
• Ignition In ACC. • Measure the voltage between the IPC C220-15, circuit CBP19 (BN/WH), harness side and ground.  N0115642 • **Is the voltage greater than 10 volts?**	**Yes** GO to A5 . **No** VERIFY the CJB fuse 19 (7.5A) is OK. If OK, REPAIR circuit CBP19 (BN/WH) for an open. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.
A5 CHECK THE IPC START VOLTAGE SUPPLY	
• Place the ignition in the START position. • Measure the voltage between the IPC C220-9, circuit CDC54 (WH/GN), harness side and ground.  N0115643 • **Is the voltage greater than 10 volts?**	**Yes** GO to A6 . **No** REPAIR circuit CDC54 (WH/GN) for an open. TEST the system for normal operation.
A6 CHECK THE IPC GROUND CIRCUIT FOR AN OPEN	
• Ignition ON. • Measure the voltage between the IPC C220-32, circuit SBP03 (BU/RD), harness side and the IPC C220-6, circuit GD115 (BK/GY), harness side.	**Yes** GO to A7 . **No**

 N0115644 • **Is the voltage greater than 10 volts?**	REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation.

A7 CHECK FOR CORRECT IPC OPERATION
• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC .
	REFER to Instrument Panel Cluster (IPC) in this section.
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: Incorrect Fuel Gauge Indication

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

The fuel pump module is hardwired to the Instrument Panel Cluster (IPC) between the fuel level signal circuit and the fuel level signal return circuit. The fuel level sender (float and card) is a variable resistor attached to the fuel pump module that ranges from 180 ohms ± 4 ohms at empty (E) and 10 ohms ± 2 ohms at full (F). The IPC provides a reference voltage to the fuel pump module on the fuel level input circuit. As the fuel level changes, a float actuates a variable resistor on the fuel level sensor card and raises or lowers the fuel level signal voltage depending on the resistance of the fuel level sensor. The IPC monitors the changes in voltage and commands the fuel gauge with a corresponding movement of the pointer. If the IPC detects a fault on the fuel level input circuit, fuel level return circuit or the fuel pump module, the IPC defaults the fuel gauge to the empty (E) position and illuminates the low fuel warning indicator.

IPC DTCs

DTC Description	Fault Trigger Conditions
• B1053:11 — Fuel Tank Level Sensor: Circuit Short to Ground	A continuous and on-demand DTC that sets after 33 seconds if the IPC detects that the fuel sender is out of range on the fuel level input circuit with a short to ground. The IPC defaults the fuel gauge to empty (E) once the IPC detects a fault and sets DTC B1053:11.
• B1053:13 — Fuel Tank Level Sensor:	A continuous and on-demand DTC that sets after 33 seconds if the IPC detects that the fuel sender is out of range on the fuel level input circuit

Circuit Open	with an open or short to voltage. The IPC defaults the fuel gauge to empty (E) once the IPC detects a fault and sets DTC B1053:13.

PCM DTCs

DTC Description	Fault Trigger Conditions
• P0460 — Fuel Level Sensor A Circuit	Sets when the PCM determines the value of the fuel level input signal is stuck, that the fuel level input signal does not change or does not correspond with the calculated fuel usage.
• P0461 — Fuel Level Sensor A Circuit Range/Performance	Sets when the PCM determines the fuel level input signal repeatedly moves in and out of range, exceeding the minimum or maximum allowable calibrated parameters for a specified fuel fill percentage in the fuel tank.
• P0462 — Fuel Level Sensor A Circuit Low	Sets when the PCM detects a short to ground on the fuel pump module signal circuit based on the messaged input received from the IPC .
• P0463 — Fuel Level Sensor A Circuit High	Sets when the PCM detects an open or a short to voltage on the fuel pump module signal circuit based on the messaged input received from the IPC .

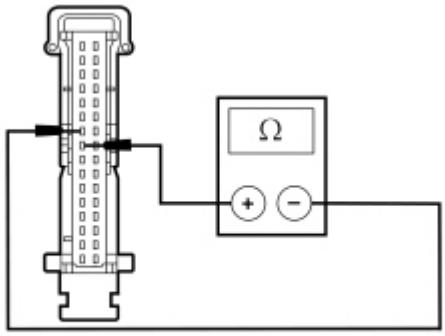
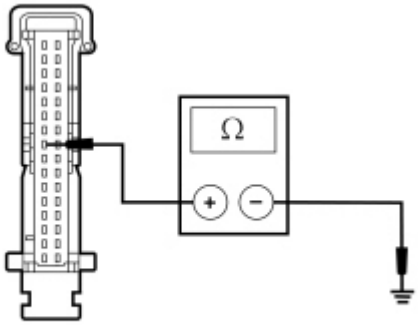
This pinpoint test is intended to diagnose the following:

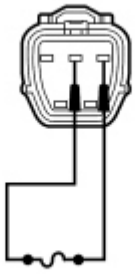
- Wiring, terminals or connectors
- Fuel pump module
- Fuel level sender (float and card)
- Fuel tank
- IPC

PINPOINT TEST B: INCORRECT FUEL GAUGE INDICATION

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC B1053:11, GO to B2 . For DTC B1053:13, GO to B5 . For all other DTCs, REFER to DTC Charts in this section. **No** GO to B9 .
B2 CHECK THE FUEL PUMP MODULE FOR A SHORT TO GROUND	
• Disconnect: Fuel Pump Module C463.	**Yes**

• Ignition ON. • Wait one minute. • Enter the following diagnostic mode on the scan tool: IPC Self-Test. • **NOTE:** DTC B1053:13 may also be present when carrying out this step and should be ignored at this time. • Repeat the IPC self-test. • Retrieve the IPC continuous DTCs. • **Is DTC B1053:13 retrieved?**	GO to B13 . **No** GO to B3 .
B3 CHECK THE FUEL LEVEL SIGNAL AND RETURN CIRCUITS FOR A SHORT TOGETHER	
• Disconnect: IPC C220. • Ignition OFF. • Measure the resistance between the IPC C220-8, circuit VE724 (GY), harness side and the IPC C220-7, circuit VE721 (WH/OG), harness side.  N0115648 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B4 . **No** REPAIR the circuits for a short together. CLEAR the DTCs. REPEAT the self-test.
B4 CHECK THE FUEL LEVEL SIGNAL CIRCUIT FOR A SHORT TO GROUND	
• Measure the resistance between the IPC C220-8, circuit VE724 (GY), harness side and ground.  N0115649 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B15 . **No** REPAIR circuit VE724 (GY) for a short to ground. CLEAR the DTCs. REPEAT the self-test.
B5 CHECK THE FUEL PUMP MODULE FOR AN OPEN	
• Ignition OFF. • Disconnect: Fuel Pump Module C463. • Connect a fused jumper wire between the fuel pump module C463-1, circuit VE721 (WH/OG), harness side and the fuel pump module C463-2, circuit VE724 (GY), harness side.	**Yes** REMOVE the jumper wire. GO to B13 . **No** REMOVE the jumper wire. GO to B6 .



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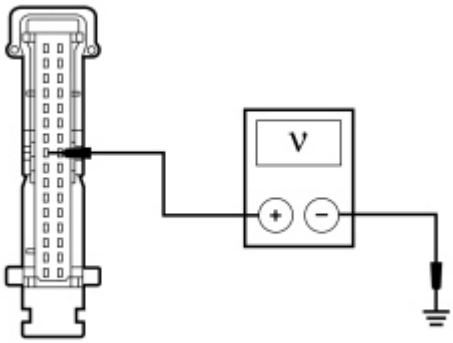
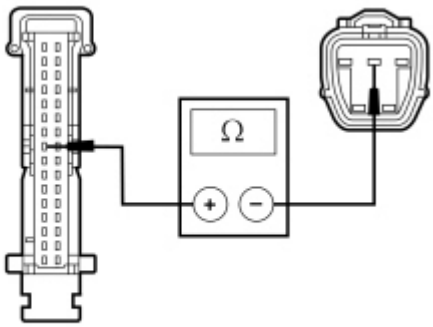
- Ignition ON.
- Wait one minute.
- Enter the following diagnostic mode on the scan tool: IPC Self-Test.
- **NOTE:** DTC B1053:13 may also be present when carrying out this step and should be ignored at this time.
- Repeat the IPC self-test.
- Retrieve the IPC continuous DTCs.
- **Is DTC B1053:11 retrieved?**

B6 CHECK THE FUEL LEVEL SIGNAL CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between the IPC C220-8, circuit VE724 (GY), harness side and ground.  N0115645 • **Is any voltage present?**	**Yes** REPAIR circuit VE724 (GY) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. **No** GO to B7.
B7 CHECK THE FUEL LEVEL SIGNAL CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between the IPC C220-8, circuit VE724 (GY), harness side and the fuel pump module assembly C463-2, circuit VE724 (GY), harness side.	**Yes** GO to B8. **No** REPAIR circuit VE724 (GY) for an open. CLEAR the DTCs. REPEAT the self-test.



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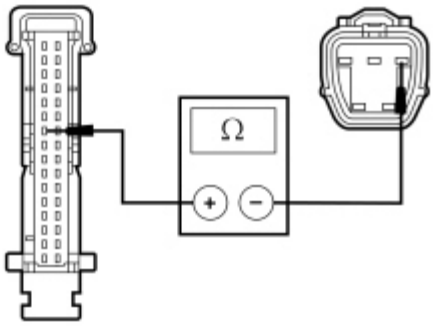
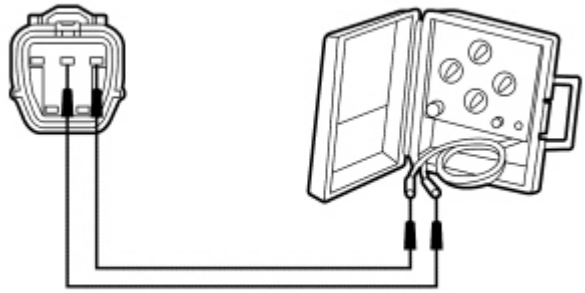
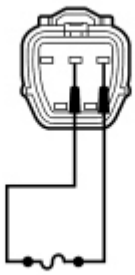
- **Is the resistance less than 5 ohms?**

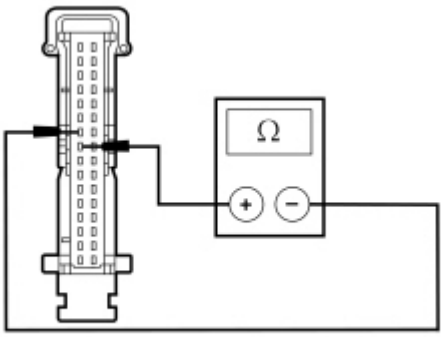
B8 CHECK THE FUEL LEVEL RETURN CIRCUIT FOR AN OPEN	
• Measure the resistance between the IPC C220-7, circuit VE721 (WH/OG), harness side and the fuel pump module assembly C463-1, circuit VE721 (WH/OG), harness side.  N0115647 • **Is the resistance less than 5 ohms?**	**Yes** GO to B15 . **No** REPAIR circuit VE721 (WH/OG) for an open. CLEAR the DTCs. REPEAT the self-test.
B9 CARRY OUT THE IPC FUEL GAUGE ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC fuel gauge (FUELLEVEL) active command. Command the fuel gauge from 0% to 20%, 50%, 70% and 100% while observing the fuel gauge. • **Does the fuel gauge begin at (E) empty, move to approximately 1/4, 1/2, 3/4 and F (full)?**	**Yes** GO to B10 . **No** GO to B15 .
B10 CHECK THE FUEL LEVEL INPUT TO THE IPC	
NOTE: Since the IPC may be in anti-slosh fuel indication mode, the self-test and tester values may not match the fuel gauge readings. Disregard the actual gauge indication during this test step. • Ignition OFF. • Disconnect: Fuel Pump Module C463. • Connect one lead of the instrument gauge system tester to the fuel pump module C463-2, circuit VE724 (GY), harness side and the other lead to the fuel pump module assembly C463-1, circuit VE721 (WH/OG), harness side.	**Yes** DISCONNECT the instrument gauge system tester. GO to B12 . **No** DISCONNECT the instrument gauge system tester. GO to B11 .



N0026539

- Ignition ON.
- Enter the following diagnostic mode on the scan tool: IPC DataLogger.
- **NOTE:** It is extremely important to confirm the gauge tester settings with an ohmmeter to make sure that the gauge tester is in the correct position. Failure to follow this check may result in inaccurate test results.
- Monitor the IPC fuel level (FUELLEVEL) PID with the gauge tester set at 180 ohms, 90 ohms, 55 ohms, 30 ohms and 10 ohms.
- **Does the PID begin at approximately 0%, move to 25%, 50%, 75% then 100%?**

B11 CHECK THE FUEL LEVEL SIGNAL AND RETURN CIRCUITS FOR HIGH RESISTANCE	
- Ignition OFF. - Disconnect: IPC C220. - Connect a fused jumper wire between the fuel pump module C463-1, circuit VE721 (WH/OG), harness side and the fuel pump module C463-2, circuit VE724 (GY), harness side.  N0053609 - Measure the resistance between the IPC C220-8, circuit VE724 (GY), harness side and the IPC C220-7, circuit VE721 (WH/OG), harness side.	**Yes** REMOVE the jumper wire. GO to B15 . **No** REPAIR the circuits for high resistance. TEST the system for normal operation.



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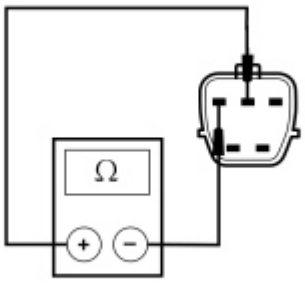
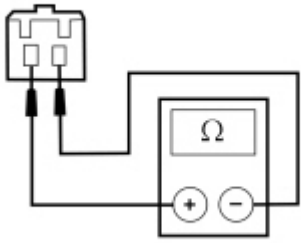
- **Is the resistance less than 5 ohms?**

B12 CHECK THE FUEL TANK	
• Check the fuel tank for any damage or deformation. • **Is the fuel tank OK?**	**Yes** GO to B13 . **No** VERIFY the fuel level sensor and fuel pump module are OK. INSTALL a new fuel tank. REFER to Section 310-01 . TEST the system for normal operation.
B13 CHECK THE FUEL PUMP MODULE	
NOTE: The fuel pump module resistance measures between 10 ohms ± 2 ohms at the upper stop position and 180 ohms ± 4 ohms at the lower stop position. • Remove the fuel pump module. Refer to Section 310-01 . • Measure the resistance between the fuel pump module pin 1, component side, and the fuel pump module pin 2, component side, while moving the float arm from the lower stop position to the upper stop position.  N0115698 • **Does the resistance slowly decrease from approximately 180 ohms to 10 ohms?**	**Yes** CHECK the fuel pump module connector for corrosion, damaged or pushed out pins and REPAIR as necessary. TEST the system for normal operation. **No** GO to B14 .
B14 CHECK THE FUEL LEVEL SENDER (FLOAT AND CARD)	
NOTE: The fuel level sender (float and card) resistance measures between 180 ohms ± 4 ohms at the lower stop position and 10 ohms ± 2 ohms at the upper stop position. • Disconnect the fuel level sender (float and card) input wire from the	**Yes** INSTALL a new fuel pump module. REFER to Section 310-01 .

fuel pump module. • Measure the resistance between the fuel level sender (float and card) input wire pin 1, harness side, and the fuel level sender (float and card) return wire pin 2, harness side, while slowly moving the float arm from the lower stop position to the upper stop position.  N0115651 • **Does the resistance slowly decrease from approximately 180 ohms at the lower stop to 10 ohms at the upper stop?**	CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new fuel level sender (float and card). REFER to Section 310-01 . CLEAR the DTCs. REPEAT the self-test.
B15 CHECK FOR CORRECT IPC OPERATION	

• Disconnect the IPC connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: The Tachometer Is Inoperative

Normal Operation

The PCM uses the Crankshaft Position (CKP) sensor to measure the engine rpm. The PCM sends the data to the Instrument Panel Cluster (IPC) over the High Speed Controller Area Network (HS-CAN) communication bus to command the tachometer according to the data.

If the engine rpm data is invalid for 5 seconds or less or if the IPC does not receive the engine rpm data for 5 seconds or less, the IPC defaults the tachometer to the last setting, based upon the last known good rpm message.

If the IPC does not receive the engine rpm data from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the tachometer to 0 rpm. If the engine rpm data received is deemed invalid by the IPC for 5 seconds or more, the IPC sets DTC U0401:68 and defaults the tachometer to 0 rpm.

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative speedometer or odometer.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST C: THE TACHOMETER IS INOPERATIVE

Test Step	Result / Action to Take
C1 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST • Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to C2.
C2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM. For all other DTCs, REFER to DTC Charts in this section. **No** GO to C3.
C3 CARRY OUT THE TACHOMETER ACTIVE COMMAND USING THE SCAN TOOL • Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC tachometer (TACH_IND) active command. Command the tachometer on then off while monitoring the tachometer. • **Does the tachometer begin at 0 rpm, increase to 7,000 rpm then return to 0 rpm?**	**Yes** INSTALL a new PCM. REFER to Section 303-14. TEST the system for normal operation. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test D: Incorrect Tachometer Indication

Normal Operation

If the engine rpm data is invalid for 5 seconds or less or if the IPC does not receive the engine rpm data for 5 seconds or less, the IPC defaults the tachometer to the last setting, based upon the last known good rpm message.

If the IPC does not receive the engine rpm data from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the tachometer to 0 rpm. If the engine rpm data received is deemed invalid by the IPC for 5 seconds or more, the IPC sets DTC U0401:68 and defaults the tachometer to 0 rpm.

NOTE: If DTC U0100:00 sets in the IPC, other observable symptoms may be an inoperative speedometer or odometer.

This pinpoint test is intended to diagnose the following:

- PCM concern
- IPC

PINPOINT TEST D: INCORRECT TACHOMETER INDICATION

Test Step	Result / Action to Take
D1 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	
• Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to D2.
D2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM. For all other DTCs, REFER to DTC Charts in this section. **No** GO to D3.
D3 CARRY OUT THE TACHOMETER ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC tachometer (TACH_IND) active command. Command the tachometer in increments of 10% while monitoring the tachometer. The rpm indicated should increase in increments of approximately 700 rpm for each 10% change. • **Does the tachometer indication increase within specifications?**	**Yes** GO to D4. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
D4 CHECK THE PCM RPM PIDs	
• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Select the PCM engine rpm (RPM) PID and monitor the tachometer while operating the engine at 1,000, 1,500, 2,000 and 2,500 rpm using the PCM PID to set the vehicle speed. • **Does the tachometer indication range between 922-1,078 at 1,000 rpm, 1,422-1,578 rpm at 1,500 rpm, 1,922-2,078 rpm at 2,000 rpm and 2,422-2,578 rpm at 2,500 rpm?**	**Yes** The tachometer is operating correctly at this time. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test E: The Speedometer Is Inoperative

Normal Operation

The Instrument Panel Cluster (IPC) receives the vehicle speed signal from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. The vehicle speed data originates with the wheel speed sensors. The ABS module provides the wheel speed data to the PCM over the HS-CAN communication bus. The IPC monitors the vehicle speed input from the PCM and commands the speedometer with a corresponding movement of the pointer.

If the IPC receives invalid vehicle speed data from the PCM for 5 seconds or less, the IPC defaults the speedometer to the last setting, based upon the last known good vehicle speed message. If the IPC does not receive the vehicle speed data from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the speedometer to 0 km/h (0 mph). If the vehicle speed data received is deemed invalid by the IPC , the IPC sets DTC U0401:68 and defaults the speedometer to 0 km/h (0 mph).

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative tachometer or odometer.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST E: THE SPEEDOMETER IS INOPERATIVE

Test Step	Result / Action to Take
E1 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST • Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. TEST the system for normal operation. **No** GO to E2 .
E2 CARRY OUT THE SPEEDOMETER ACTIVE COMMAND USING THE SCAN TOOL • Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC speedometer (SPDOMETER) active command. Command the speedometer on and off while monitoring the speedometer. • **Does the speed begin at 0 km/h (0 mph) move to 209 km/h (130 mph) and return to 0 km/h (0 mph)?**	**Yes** GO to E3 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
E3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM . For all other DTCs, REFER to DTC Charts in this section. **No** INSTALL a new PCM. REFER to Section

	303-14 . TEST the system for normal operation.

Pinpoint Test F: Incorrect Speedometer Indication

Normal Operation

The Instrument Panel Cluster (IPC) receives the vehicle speed signal from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. The vehicle speed data originates with the wheel speed sensors. The ABS module provides the wheel speed data to the PCM over the HS-CAN communication bus. The IPC monitors the vehicle speed input from the PCM and commands the speedometer with a corresponding movement of the pointer.

The IPC provides a tolerance that allows the speed indication to display between 3% below and 7% above the actual vehicle speed. This means that with an actual vehicle speed of 96.6 km/h (60 mph), the speedometer may indicate between 93.7-103.3 km/h (58.2-64.2 mph). Incorrect tire size or tire size configuration could potentially affect the speedometer accuracy.

If the IPC receives invalid vehicle speed data from the PCM for 5 seconds or less, the IPC defaults the speedometer to the last setting, based upon the last known good vehicle speed message. If the IPC does not receive the vehicle speed data from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the speedometer to 0 km/h (0 mph). If the vehicle speed data received is deemed invalid by the IPC , the IPC sets DTC U0401:68 and defaults the speedometer to 0 km/h (0 mph).

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative tachometer or odometer.

This pinpoint test is intended to diagnose the following:

- Tire size configuration
- PCM concern
- IPC

PINPOINT TEST F: INCORRECT SPEEDOMETER INDICATION

Test Step	Result / Action to Take
F1 CHECK THE TIRE SIZE CONFIGURATION	
• Enter the following diagnostic mode on the scan tool: Module Programming. • **NOTE:** The correct tire size can be found on the vehicle certification label on the LH B-pillar. Refer to Section 100-01 . • Verify that the size of the tires installed on the vehicle matches the certification label. • Verify that the tire size configuration matches the certification label. • **Is the tire size correct and is tire size correctly configured?**	**Yes** GO to F2 . **No** INSTALL the correct size tires or CONFIGURE the correct tire size as required. TEST the system for normal operation.
F2 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	
• Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED)

	manual. TEST the system for normal operation. **No** GO to F3.
F3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM. For all other DTCs, REFER to DTC Charts in this section. **No** GO to F4.
F4 CARRY OUT THE SPEEDOMETER ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC speedometer (SPDOMETER) active command. Command the speedometer according to the following tables: **Early Build Vehicles and All Vehicles With Part Number Suffix xF** **Late Build Vehicles With Part Number Suffix xG and xH**	**Yes** GO to F5. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Early Build Vehicles and All Vehicles With Part Number Suffix xF

Command	Indication Range
21 km/h (13 mph)	20-22 km/h (13-14 mph)
42 km/h (26 mph)	40-45 km/h (25-28 mph)
63 km/h (39 mph)	61-67 km/h (38-42 mph)
84 km/h (52 mph)	81-90 km/h (50-56 mph)
105 km/h (65 mph)	101-112 km/h (63-70 mph)
126 km/h (78 mph)	121-134 km/h (75-83 mph)
146 km/h (91 mph)	141-157 km/h (88-97 mph)
167 km/h (104 mph)	162-179 km/h (100-111 mph)
188 km/h (117 mph)	182-201 km/h (113-125 mph)
209 km/h (130 mph)	202-224 km/h (125-139 mph)

Late Build Vehicles With Part Number Suffix xG and xH

Command	Indication Range
21 km/h (13 mph)	20-22 km/h (13 mph)
42 km/h (26 mph)	40-43 km/h (25-27 mph)
63 km/h (39 mph)	61-65 km/h (38-40 mph)
84 km/h (52 mph)	81-87 km/h (50-54 mph)
105 km/h (65 mph)	101-108 km/h (63-67 mph)
126 km/h (78 mph)	121-130 km/h (75-81 mph)

146 km/h (91 mph)	141-152 km/h (88-94 mph)
167 km/h (104 mph)	162-173 km/h (100-108 mph)
188 km/h (117 mph)	182-195 km/h (113-121 mph)
209 km/h (130 mph)	202-217 km/h (125-135 mph)

- **Does the speed indicated increase within the specified range?**

F5 CHECK THE PCM VSS PIDs	
• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Select the PCM vehicle speed (VSS) PID and monitor the PID while driving the vehicle at 32 km/h (20 mph), 64 km/h (40 mph) and 97 km/h (60 mph). • **Does the speedometer indicate between 31-34 km/h (19-21 mph), 63-69 km/h (39-43 mph) and 93-103 km/h (58-64 mph) at the 3 PCM PID values?**	**Yes** GO to F6 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
F6 OBSERVE THE SPEEDOMETER OPERATION	
• Ignition ON. • Observe the speedometer while driving the vehicle at various speeds and stopping frequently. • **Does the speedometer begin at 0 km/h (0 mph) and fully return to the 0 km/h (0 mph) position when the vehicle is stopped?**	**Yes** The speedometer is operating correctly at this time. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test G: The Odometer Is Inoperative

Normal Operation

The Instrument Panel Cluster (IPC) receives the odometer rolling count data from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. The IPC monitors the odometer rolling count input from the PCM and commands the odometer with a display in the integrated circuit display area.

If the IPC does not receive the odometer rolling count data from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the odometer display to all dashes (-----). If the odometer rolling count data is deemed invalid by the IPC for 5 seconds or more, the IPC sets DTC U0401:68 and defaults the odometer display to all dashes (-----).

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative speedometer or tachometer.

This pinpoint test is intended to diagnose the following:

- PCM concern
- IPC

PINPOINT TEST G: THE ODOMETER IS INOPERATIVE

Test Step	Result / Action to Take
G1 RETRIEVE THE RECORDED DTCs FROM THE KOEO PCM SELF-TEST	
• Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to G2.
G2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM. For all other DTCs, REFER to DTC Charts in this section. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test H: The Low Oil Pressure Warning Indicator Is Never/Always On

Refer to Wiring Diagrams Cell 60, Instrument Cluster for schematic and connector information.

Normal Operation

The Instrument Panel Cluster (IPC) receives the engine oil pressure status from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. The PCM provides a reference voltage to the engine oil pressure switch when the ignition key is in the RUN position. With the engine running and low or no oil pressure, the engine oil pressure switch closes to ground. The PCM detects the reference voltage pulled low and sends a request to the IPC to illuminate the low oil pressure warning indicator. With the engine running and sufficient oil pressure, the engine oil pressure switch opens. The reference voltage remains unchanged or high and sends a request to the IPC to turn off the low oil pressure warning indicator.

If the IPC fails to receive the oil pressure status from the PCM for 5 seconds or less, the IPC defaults the low oil pressure warning indicator to the last state (on or off), based upon the last known good oil pressure status message. If the IPC fails to receive the oil pressure status from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the low oil pressure warning indicator active (on).

NOTE: If DTC U0100:00 sets in the IPC, other observable symptoms may be an inoperative speedometer, tachometer, or odometer.

This pinpoint test is intended to diagnose the following:

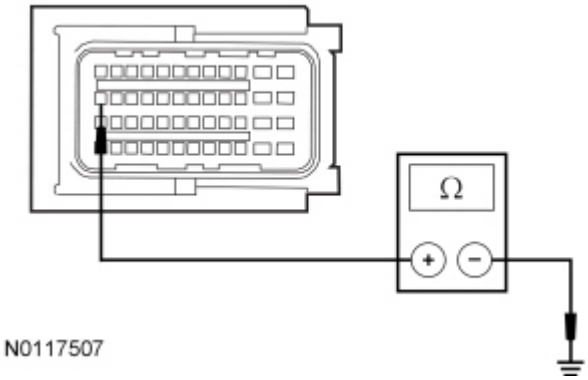
- Wiring, terminals or connectors
- Engine oil pressure switch
- Base engine oil pressure concern
- PCM
- IPC

PINPOINT TEST H: THE LOW OIL PRESSURE WARNING INDICATOR IS NEVER/ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
H1 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC low oil pressure warning indicator (OIL_P_LOW) active command. Command the low oil pressure warning indicator on and off. Observe the low oil pressure warning indicator. • **Does the low oil pressure warning indicator illuminate when commanded on and turn off when commanded off?**	**Yes** If the low oil pressure warning indicator is always on, GO to H2 . If the low oil pressure warning indicator is never on, GO to H5 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
H2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Is DTC U0100:00 recorded?**	**Yes** GO to Pinpoint Test AM . **No** GO to H3 .
H3 CHECK FOR A STUCK CLOSED ENGINE OIL PRESSURE SWITCH	
• Ignition OFF. • Disconnect: Engine Oil Pressure Switch C103. • Ignition ON. • Observe the low oil pressure indicator. • **Does the low oil pressure warning indicator turn off?**	**Yes** INSTALL a new engine oil pressure switch. REFER to Section 303-01 . TEST the system for normal operation. **No** GO to H4 .
H4 CHECK THE OIL PRESSURE INPUT CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: PCM C175E. • Measure the resistance between the PCM C175E-25, circuit CMC24 (GY), harness side and ground.	**Yes** GO to H8 . **No** REPAIR circuit CMC24 (GY) for a short to ground. TEST the system for normal operation.



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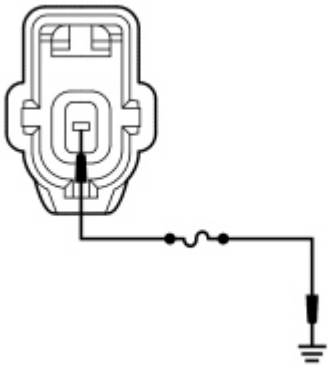
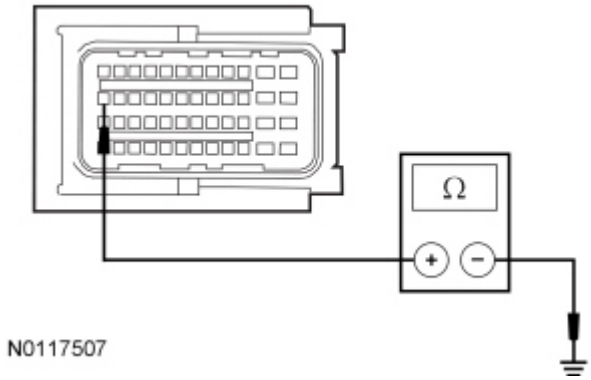
- **Is the resistance greater than 10,000 ohms?**

H5 CHECK FOR A STUCK OPEN ENGINE OIL PRESSURE SWITCH	
• Ignition OFF. • Disconnect: Engine Oil Pressure Switch C103. • **NOTE:** Make sure to use a good clean ground for this test step. • Connect a fused jumper wire between the engine oil pressure switch C103-1, circuit CMC24 (GY), harness side and ground.  N0002760 • Ignition ON. • Observe the low oil pressure warning indicator. • **Does the low oil pressure indicator turn on?**	**Yes** REMOVE the jumper wire. GO to H7 . **No** LEAVE the jumper wire connected. GO to H6 .
H6 CHECK THE ENGINE OIL PRESSURE INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Disconnect: C175E. • With the jumper wire in place, measure the resistance between the PCM C175E-25, circuit CMC24 (GY), harness side and ground.	**Yes** REMOVE the jumper wire. GO to H8 . **No** REMOVE the jumper wire. REPAIR circuit CMC24 (GY) for an open. TEST the system for normal operation.

 • **Is the resistance less than 5 ohms?**	
H7 CHECK THE OIL PRESSURE	**Yes** INSTALL a new engine oil pressure switch. REFER to Section 303-01 . TEST the system for normal operation. **No** REFER to Section 303-00 to continue diagnosis of the engine oil pressure.
• Carry out the engine oil pressure test. Refer to Section 303-00 . • **Is the oil pressure within specification?**	
H8 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. TEST the system for normal operation. **No** GO to H9 .
• Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	
H9 CHECK FOR CORRECT PCM OPERATION	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• Disconnect the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the PCM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**	

Pinpoint Test I: The Engine Over-Temperature Warning Indicator Is Never/Always On

Normal Operation

The PCM uses the Engine Coolant Temperature (ECT) sensor to measure the engine coolant

temperature. The Instrument Panel Cluster (IPC) receives the engine over-temperature request from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. When the PCM detects high engine coolant temperature, the PCM sends a request to the IPC to illuminate the engine over-temperature warning indicator.

If the engine coolant temperature status message is missing for 5 seconds or less or if the IPC receives an invalid engine temperature status message for 5 seconds or less, the IPC defaults the engine over-temperature warning indicator to the last setting (on or off), based upon the last known good request message.

If the IPC does not receive the engine coolant temperature status message from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the engine over-temperature warning indicator on. If the engine coolant temperature status message is deemed invalid by the IPC for 5 seconds or more, the IPC sets DTC U0401:68 and defaults the engine over-temperature warning indicator on.

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative tachometer, speedometer or odometer.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST I: THE ENGINE OVER-TEMPERATURE WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
I1 CARRY OUT THE ENGINE OVER-TEMPERATURE WARNING INDICATOR ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC engine over-temperature warning indicator (COOLANT_LMP) active command. Command the engine over-temperature warning indicator on and off while monitoring the engine over-temperature warning indicator. • **Does the engine over-temperature warning indicator turn off when commanded off and turn on when commanded on?**	**Yes** GO to I2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
I2 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	
• Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to I3 .
I3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM .

	For all other DTCs, REFER to DTC Charts in this section. **No** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.

Pinpoint Test J: The Low Fuel Warning Indicator Is Never On

Normal Operation

The low fuel warning indicator illuminates when the Instrument Panel Cluster (IPC) calculation for the Distance To Empty (DTE) reaches 50 miles (80 km) or less. The DTE is calculated internally by the IPC from data received from the PCM and the fuel gauge. If the IPC detects a fault in the fuel input (circuitry or fuel pump module), the IPC defaults the fuel gauge to the empty (E) stop position and illuminates the low fuel warning indicator.

This pinpoint test is intended to diagnose the following:

- IPC

PINPOINT TEST J: THE LOW FUEL WARNING INDICATOR IS NEVER ON

Test Step	Result / Action to Take
J1 CARRY OUT THE IPC INDICATOR LAMP ACTIVE COMMAND USING THE SCAN TOOL	**Yes** GO to J2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC low fuel (LOFUELL) active command. Command the low fuel warning indicator on and off. Observe the low fuel warning indicator. • **Does the low fuel warning indicator illuminate when commanded on and turn off when commanded off?**	
J2 CHECK THE DTE STATUS	**Yes** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The low fuel warning message does not appear until the DTE is 80 km (50 miles) or less.
• Access and observe the message center DTE displayed mileage. • **Does the DTE display indicate 80 km (50 miles) or less until empty?**	

Pinpoint Test K: The Charging System Warning Indicator Is Never/Always On

Normal Operation

The charging system indicator is controlled by the Instrument Panel Cluster (IPC) based upon data received from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. When a fault is detected in the charging system, the PCM sends the IPC a request to illuminate the charging system warning indicator.

If the charging system message is missing or invalid for less than 5 seconds, the charging system warning indicator remains in the last indication mode (on or off) based on the last known good message received. If the charging system message is missing for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the charging system warning indicator on. If the charging data received is deemed invalid by the IPC for 5 seconds or more, the IPC defaults the charging system warning indicator on.

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative speedometer, tachometer or odometer.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- PCM
- IPC

PINPOINT TEST K: THE CHARGING SYSTEM WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
K1 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC charging system warning indicator (CHARGE_LMP) active command. Command the charging system warning indicator on and off. Observe the charging system warning indicator. • **Does the charging system warning indicator illuminate when commanded on, and turn off when commanded off?**	**Yes** GO to K2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
K2 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	
• Check for recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any charging system DTCs recorded?**	**Yes** REFER to Section 414-00 . **No** GO to K3 .
K3 CHECK THE CHARGING SYSTEM OPERATION	
• Check the charging system operation. Refer to Section 414-00 . • **Does the charging system operate correctly?**	**Yes** GO to K4 . **No** REFER to Section 414-00 .
K4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-	**Yes**

test. • **Are any DTCs recorded?**	For DTC U0100:00, GO to Pinpoint Test AM . For all other DTCs, REFER to DTC Charts in this section. **No** If the charging system warning indicator is always on, INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. If the charging system warning indicator is never on, the system is operating correctly at this time.

Pinpoint Test L: The Brake Warning Indicator is Never On

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

The Instrument Panel Cluster (IPC) uses 3 basic inputs to control the brake warning indicator. The first 2 are the parking brake warning indicator switch and brake fluid level switch. The third is for the Electronic Brake Distribution (EBD), controlled by the ABS. The parking brake warning indicator switch and brake fluid level switch are hardwired to the IPC through independent signal circuits. The EBD message is sent from the ABS module over the High Speed Controller Area Network (HS-CAN) communication bus.

The IPC provides a reference voltage to both the parking brake warning indicator switch and the brake fluid level switch. When the parking brake is applied, the parking brake warning indicator switch closes to ground, providing a ground to the IPC and pulling the signal circuit low. When a low brake fluid level condition exists, the low brake fluid level switch closes to ground pulling the signal circuit low. The IPC monitors the parking brake and the brake fluid level inputs and illuminates the brake warning indicator when the parking brake is applied or when the brake fluid level is low. When the ABS module detects a base brake system concern, other ABS-related or EBD concerns, the ABS module sends a message to the IPC to illuminate both the ABS warning indicator and the brake warning indicator.

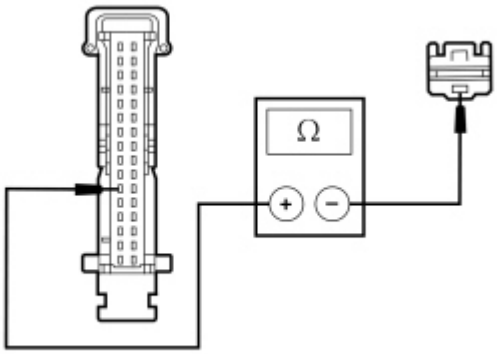
This pinpoint test is intended to diagnose the following:

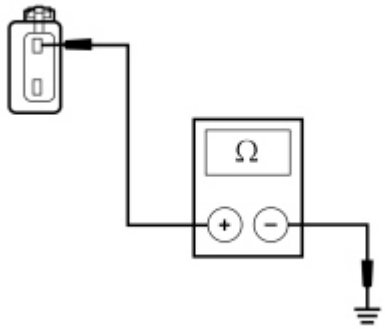
- Wiring, terminals or connectors
- Parking brake warning indicator switch
- Brake fluid level switch
- IPC

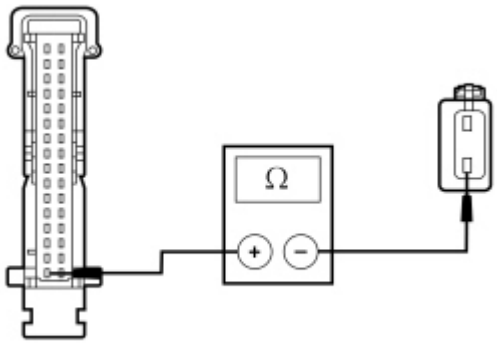
PINPOINT TEST L: THE BRAKE WARNING INDICATOR IS NEVER ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
L1 CHECK THE OPERATION OF THE IPC	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC brake warning indicator (PBA_LMP) active command. Command the brake warning indicator on while observing the brake warning indicator.	**Yes** GO to L2 . **No** INSTALL a new IPC . REFER to Instrument

• **Does the brake warning indicator illuminate?**	Panel Cluster (IPC) in this section. TEST the system for normal operation.
L2 CHECK THE OPERATION OF THE BRAKE WARNING INDICATOR FROM THE PARKING BRAKE SWITCH	
• Apply the parking brake while monitoring the brake warning indicator. • **Does the brake warning indicator illuminate?**	**Yes** GO to L5 . **No** GO to L3 .
L3 CHECK THE PARKING BRAKE WARNING INDICATOR SWITCH	
• Ignition OFF. • Disconnect: Parking Brake Warning Indicator Switch C306. • Ignition ON. • Connect a fused jumper wire between the parking brake warning indicator switch C306-1, circuit CMC25 (WH/VT), harness side and ground. N0115699 • **Does the brake warning indicator illuminate?**	**Yes** INSTALL a new parking brake warning indicator switch. TEST the system for normal operation. **No** GO to L4 .
L4 CHECK THE PARKING BRAKE SIGNAL CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: IPC C220. • Measure the resistance between the IPC C220-11, circuit CMC25 (WH/VT), harness side and the parking brake warning indicator switch C306-1, circuit CMC25 (WH/VT), harness side.  N0115654 • **Is the resistance less than 5 ohms?**	**Yes** GO to L8 . **No** REPAIR circuit CMC25 (WH/VT) for an open. TEST the system for normal operation.
L5 CHECK THE BRAKE FLUID LEVEL INPUT TO THE IPC	
NOTE: If the fuse in the jumper wire fails, repair circuit CE908 (BU/BN) for a short to voltage.	**Yes** GO to L6 .

• Ignition OFF. • Disconnect: Brake Fluid Level Switch C124. • Connect a fused jumper wire between the brake fluid level switch C124-2, circuit CE908 (BU/BN), harness side and ground. N0115655 • Ignition ON. • Monitor the brake warning indicator. • **Does the brake warning indicator turn on?**	**No** GO to L7 .
L6 CHECK THE BRAKE FLUID LEVEL INDICATOR SWITCH GROUND CIRCUIT	
• Ignition OFF. • Measure the resistance between the brake fluid level switch C124-1, circuit GD187 (BK/GN), harness side and ground.  N0115656 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new brake fluid level switch. TEST the system for normal operation. **No** REPAIR circuit GD187 (BK/GN) for an open. TEST the system for normal operation.
L7 CHECK BRAKE FLUID LEVEL SIGNAL CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between the IPC C220-16, circuit CE908 (BU/BN), harness side and the brake fluid level switch C124-2, circuit CE908 (BU/BN), harness side.	**Yes** GO to L8 . **No** REPAIR circuit CE908 (BU/BN) for an open. TEST the system for normal operation.

 N0115657 • **Is the resistance less than 5 ohms?**	

L8 CHECK FOR CORRECT IPC OPERATION
• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test M: The Brake Warning Indicator is Always On

Refer to Wiring Diagrams Cell 60, Instrument Cluster for schematic and connector information.

Normal Operation

The Instrument Panel Cluster (IPC) uses 3 basic inputs to control the brake warning indicator. The first 2 are the parking brake warning indicator switch and brake fluid level switch. The third is for the Electronic Brake Distribution (EBD), controlled by the ABS. The parking brake warning indicator switch and brake fluid level switch are hardwired to the IPC through independent signal circuits. The EBD message is sent from the ABS module over the High Speed Controller Area Network (HS-CAN) communication bus.

The IPC provides a reference voltage to both the parking brake warning indicator switch and the brake fluid level switch. When the parking brake is applied, the parking brake warning indicator switch closes to ground, providing a ground to the IPC and pulling the signal circuit low. When a low brake fluid level condition exists, the low brake fluid level switch closes to ground pulling the signal circuit low. The IPC monitors the parking brake and the brake fluid level inputs and illuminates the brake warning indicator when the parking brake is applied or when the brake fluid level is low. When the ABS module detects a base brake system concern, other ABS-related or EBD concerns, the ABS module sends a message to the IPC to illuminate both the ABS warning indicator and the brake warning indicator.

If the EBD message from the ABS module is missing for less than 5 seconds, the brake warning indicator remains in the last indication mode (on or off) based on the last known good message received. If the EBD message from the ABS module is missing or deemed invalid for more than 5 seconds, the IPC sets DTC U0121:00 and defaults the ABS warning indicator on. If the brake warning message received from the ABS module is deemed invalid by the IPC for 5 seconds or more, the EBD defaults the brake warning indicator on.

- DTC B1048:01 (Brake Fluid Level Switch: General Electrical Failure) — an on-demand DTC that sets in the IPC if the IPC detects a short to ground on the brake fluid level input circuit.
- DTC P1536:01 (Parking Brake Switch Circuit: General Electrical Failure) — an on-demand DTC that sets when the IPC detects a short to ground on the parking brake warning indicator switch input circuit during the module self-test.

NOTE: If DTC U0140:00 sets in the IPC, other symptoms may also be present such as Tire Pressure Monitoring System (TPMS), instrument panel backlighting, and door ajar indication.

NOTE: Both the ABS warning indicator and the brake warning indicator illuminate if the input to turn on the brake warning indicator is received from the ABS module.

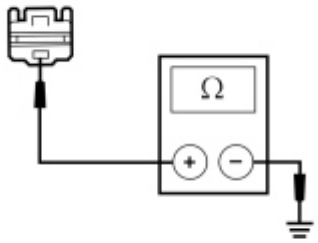
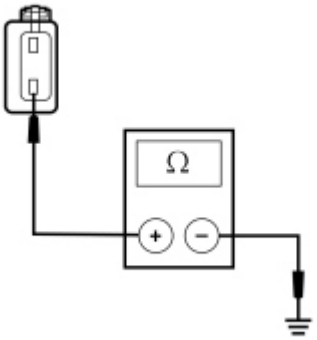
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Parking brake warning indicator switch
- Brake fluid level switch
- ABS concern
- IPC

PINPOINT TEST M: THE BRAKE WARNING INDICATOR IS ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
M1 RETRIEVE THE RECORDED DIAGNOSTIC TROUBLE CODES (DTCs) FROM THE ABS MODULE SELF-TEST	
• Check for recorded ABS module DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 206-09. **No** GO to M2.
M2 CHECK THE OPERATION OF THE IPC	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC brake warning indicator active command (PBA_LMP). Command the brake warning indicator on then off while observing the brake warning indicator. • **Does the brake warning indicator illuminate when commanded on and turn off when commanded off?**	**Yes** GO to M3. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
M3 CHECK THE PARKING BRAKE WARNING INDICATOR SWITCH	
• Ignition OFF. • Disconnect: Parking Brake Warning Indicator Switch C306. • Ignition ON. • Monitor the brake warning indicator with the parking brake switch disconnected. • **Does the brake warning indicator turn off?**	**Yes** INSTALL a new parking brake warning indicator switch. TEST the system for normal operation. **No**

	GO to M4 .
M4 CHECK THE OPERATION OF THE BRAKE FLUID LEVEL SWITCH INPUT TO THE IPC **NOTE:** Verify that a low brake fluid level condition exists or existed prior to beginning the brake fluid level switch diagnostics. • Ignition OFF. • Disconnect: Brake Fluid Level Switch C124. • Ignition ON. • Monitor the brake warning indicator. • **Does the brake warning indicator turn off?**	**Yes** INSTALL a new brake fluid level switch. TEST the system for normal operation. **No** GO to M5 .
M5 CHECK THE PARKING BRAKE SIGNAL CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: IPC C220. • Measure the resistance between the parking brake warning indicator switch C306-1, circuit CMC25 (WH/VT), harness side and ground.  N0115658 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to M6 . **No** REPAIR circuit CMC25 (WH/VT) for a short to ground. TEST the system for normal operation.
M6 CHECK THE BRAKE FLUID LEVEL INPUT CIRCUIT FOR A SHORT TO GROUND • Measure the resistance between the brake fluid level switch C124-2, circuit CE908 (BU/BN), harness side and ground.  N0115659 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to M7 . **No** REPAIR circuit CE908 (BU/BN) for a short to ground. TEST the system for normal operation.

M7 CHECK FOR CORRECT IPC OPERATION
 	
• Disconnect all IPC connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
	Yes
	INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in

▪ pushed-out pins • Connect all IPC connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	this section. TEST the system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test N: The ABS Warning Indicator Is Never/Always On

Normal Operation

The ABS module provides the ABS status to the Instrument Panel Cluster (IPC) over the High Speed Controller Area Network (HS-CAN) communication bus. If a fault condition exists in the ABS, the ABS module sends the IPC a command to either flash the ABS warning indicator or to turn it on.

If the ABS status message is missing for less than 5 seconds, the ABS warning indicator remains in the last indication mode (on or off) based on the last known good message received. If the ABS status message is missing for more than 5 seconds, the IPC sets DTC U0121:00 and defaults the ABS warning indicator on. If the ABS data received is deemed invalid by the IPC for 5 seconds or more, the IPC defaults the ABS warning indicator on.

This pinpoint test is intended to diagnose the following:

- ABS module
- IPC

PINPOINT TEST N: THE ABS WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
N1 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC ABS warning indicator (ABS_LAMP) active command. Command the ABS warning indicator on then off. Observe the ABS warning indicator. • **Does the ABS warning indicator turn off when commanded off?**	**Yes** GO to N2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
N2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0121:00, GO to Pinpoint Test AO . For all other DTCs, REFER to DTC Charts in this section. **No**

	GO to N3 .
N3 RETRIEVE THE RECORDED DTCs FROM THE ABS MODULE SELF-TEST	
• Check for recorded ABS module DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 206-09 . **No** If the ABS warning indicator is always on, INSTALL a new ABS module. REFER to Section 206-09 . TEST the system for normal operation. If the ABS warning indicator is never on, the system is operating correctly at this time.

Pinpoint Test O: The Stability/Traction Control Indicator Is Never/Always On

Normal Operation

The Instrument Panel Cluster (IPC) receives the stability/traction control data from the ABS module over the High Speed Controller Area Network (HS-CAN) communication bus. The stability/traction control indicator flashes when the vehicle traction control is in active mode or is being controlled by the ABS module. The IPC monitors the stability/traction control message from the ABS module and either flashes the stability/traction control indicator or turns it on steady depending on the condition.

If the stability/traction control message is invalid for 5 seconds or less or if the IPC does not receive the stability/traction control message for 5 seconds or less, the IPC defaults the stability/traction control indicator to the last indication mode (on/off) based upon the last known good message. If the stability/traction control message is missing for more than 5 seconds, the IPC sets DTC U0121:00 in continuous memory and defaults the stability/traction control indicator on.

This pinpoint test is intended to diagnose the following:

- Stability/traction control concern
- ABS module
- IPC

PINPOINT TEST O: THE STABILITY/TRACTION CONTROL INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
O1 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC stability/traction control indicator (TC/IVD/RSCLMP) active command. Command the stability/traction control active indicator on and off while observing the stability/traction control indicator. • **Does the stability/traction control indicator illuminate when commanded on and turn off when commanded off?**	**Yes** GO to O2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
O2 RETRIEVE THE RECORDED DTCs FROM	

THE IPC SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0121:00, GO to Pinpoint Test AO . For all other DTCs, REFER to DTC Charts in this section. **No** GO to O3 .
O3 RETRIEVE THE RECORDED DTCs FROM THE ABS MODULE SELF-TEST	
• Check for recorded DTCs from the ABS module self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 206-09 . **No** If the stability/traction control indicator is never on, the system is operating correctly at this time. If the stability/traction control indicator is always on, INSTALL a new ABS module. REFER to Section 206-09 . TEST the system for normal operation.

Pinpoint Test P: The Malfunction Indicator Lamp (MIL) Is Never/Always On

Normal Operation

The Malfunction Indicator Lamp (MIL) is controlled by the Instrument Panel Cluster (IPC) using data sent from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus.

If the MIL status message is missing or invalid for less than 5 seconds, the MIL remains in the last indication mode (on or off) based upon the last known good data message. If the MIL status message is missing for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the MIL on. If the MIL status message is deemed invalid for more than 5 seconds, the IPC defaults the MIL on.

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative speedometer, tachometer or odometer.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST P: THE MIL IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
P1 CARRY OUT THE IPC MIL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC MIL (MIL) active command. Command the MIL	**Yes** GO to P2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal

on and off. Observe the MIL . • **Does the MIL illuminate when selected on and turn off when selected off?**	operation.
P2 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	
• Check the recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any PCM DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to P3 .
P3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Is DTC U0100:00 recorded?**	**Yes** GO to Pinpoint Test AM . **No** If the MIL is never on, the system is operating correctly at this time. If the MIL is always on, INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.

Pinpoint Test Q: The Powertrain Malfunction (Wrench) Warning Indicator Is Never/Always On

Normal Operation

The Instrument Panel Cluster (IPC) receives the powertrain malfunction data from the PCM and the transmission status from the Transmission Control Module (TCM) over the High Speed Controller Area Network (HS-CAN) communication bus. When a fault condition exists in the PCM, the PCM sends a request to the IPC to illuminate the powertrain malfunction (wrench) warning indicator. When a fault occurs in the transmission, the TCM sends a request to the IPC to illuminate the powertrain malfunction (wrench) warning indicator.

If the powertrain malfunction (wrench) warning indicator request message is missing from the PCM or TCM for 5 seconds or less, the powertrain malfunction (wrench) warning indicator remains in the last indication mode (on or off) based upon the last known good request received. If the powertrain malfunction (wrench) warning indicator request message is missing from the PCM for more than 5 seconds, the IPC sets DTC U0100:00 and defaults the powertrain malfunction (wrench) warning indicator on. If the powertrain malfunction (wrench) warning indicator request message is missing from the TCM for more than 5 seconds, the IPC sets DTC U0101:00 and defaults the powertrain malfunction (wrench) warning indicator on.

NOTE: If U0100:00 sets in the IPC other symptoms may also be present such as an inoperative speedometer, tachometer or odometer.

This pinpoint test is intended to diagnose the following:

- ETC concern
- Transmission concern
- IPC

PINPOINT TEST Q: THE POWERTRAIN MALFUNCTION (WRENCH) WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
Q1 CARRY OUT THE IPC POWERTRAIN MALFUNCTION (WRENCH) INDICATOR ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC powertrain malfunction (wrench) warning indicator (EMS_FAULT) active command. Command the powertrain malfunction (wrench) warning indicator on and off while observing the powertrain malfunction (wrench) warning indicator. • **Does the powertrain malfunction (wrench) warning indicator illuminate when commanded on, and turn off when commanded off?**	**Yes** GO to Q2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
Q2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Is DTC U0100:00 or DTC U0101:00 recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM . For DTC U0101:00, GO to Pinpoint Test AN . **No** GO to Q3 .
Q3 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	
• Check for recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** REFER to Section 307-11 to diagnose TCM DTCs.

Pinpoint Test R: The Hill Start Assist Indicator Is Never/Always On

Normal Operation

The Instrument Panel Cluster (IPC) receives the hill start assist indicator request from the ABS module over the High Speed Controller Area Network (HS-CAN) communication bus. When the hill start assist is active, the ABS module sends a request to the IPC to illuminate the hill start assist indicator.

If the hill start assist request is missing or if the data is deemed invalid for less than 5 seconds, the hill start assist remains in the last indication mode (on or off) based on the last known good request received. If the hill start assist request is missing or if the data is deemed invalid by the IPC for more than 5 seconds, the IPC sets DTC U0121:00 in continuous memory and defaults the hill start assist indicator off.

NOTE: If DTC U0121:00 sets in the IPC , other observable symptoms may be brake, ABS or traction control warning indication concerns.

This pinpoint test is intended to diagnose the following:

- Hill start assist function concern
- ABS module
- IPC

PINPOINT TEST R: THE HILL START ASSIST INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
R1 CHECK THE OPERATION OF THE HILL START ASSIST FUNCTION	
• Verify that the hill start assist function operates correctly. Refer to Hill Start Assist in Section 206-09 . • **Does the hill start assist function operate correctly?**	**Yes** GO to R2 . **No** GO to R4 .
R2 CARRY OUT THE IPC DEALER TEST MODE	
• Ignition ON. • Enter the IPC dealer test mode. Scroll through the displays until LEd is displayed. • **Does the hill start assist indicator illuminate?**	**Yes** GO to R3 **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
R3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Is DTC U0121:00 recorded?**	**Yes** GO to Pinpoint Test AO . **No** GO to R4 .
R4 RETRIEVE THE RECORDED DTCs FROM THE ABS MODULE SELF-TEST	
• Check for recorded ABS module DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 206-09 . **No** INSTALL a new ABS module. REFER to Section 206-09 . TEST the system for normal operation.

Pinpoint Test S: The Overdrive Off Indicator Is Never/Always On

Normal Operation

The Instrument Panel Cluster (IPC) receives the overdrive off indicator request from the Transmission Control Module (TCM) over the High Speed Controller Area Network (HS-CAN) communication bus. When the overdrive off function is selected, the TCM sends a request to the IPC to illuminate the overdrive off indicator.

If the overdrive off request is missing or if the data is deemed invalid for less than 5 seconds, the overdrive off indicator remains in the last indication mode (on or off) based on the last known good request received. If the overdrive off request is missing or if the data is deemed invalid by the IPC for more than 5 seconds, the IPC sets DTC U0101:00 in continuous memory and defaults the overdrive off indicator off.

This pinpoint test is intended to diagnose the following:

- Overdrive function concern

- TCM
- IPC

PINPOINT TEST S: THE OVERDRIVE OFF INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
S1 CHECK THE OPERATION OF THE OVERDRIVE OFF FUNCTION	**Yes** GO to S2. **No** REFER to Section 307-05.
• Verify that the overdrive off function operates when engaged and turns off when disengaged. Refer to Section 307-05. • **Does the overdrive off function operate correctly?**	
S2 CARRY OUT THE IPC OVERDRIVE OFF INDICATOR ACTIVE COMMAND USING THE SCAN TOOL	**Yes** GO to S3. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC overdrive off indicator (HDC_ACTIVE) active command. Command the overdrive off indicator on and off while observing the overdrive off indicator. • **Does the overdrive off indicator illuminate when commanded on, and turn off when commanded off?**	
S3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	**Yes** GO to Pinpoint Test AM. **No** GO to S4.
• Check for recorded IPC DTCs from the self-test. • **Is DTC U0100:00 recorded?**	
S4 RETRIEVE THE RECORDED DTCs FROM THE TCM SELF-TEST	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** INSTALL a new TCM. REFER to Section 307-11. TEST the system for normal operation.
• Check for recorded TCM DTCs from the self-test. • **Are any DTCs recorded?**	

Pinpoint Test T: The Upshift Indicator Is Never/Always On

Normal Operation

The upshift indicator informs the driver of shift points that provide the highest fuel economy. The upshift indicator is controlled by the Instrument Panel Cluster (IPC) based upon an upshift indicator request sent from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus.

If the upshift indicator request is missing or if the data is deemed invalid for less than 5 seconds, the

upshift indicator remains in the last indication mode (on or off) based on the last known good request received. If the upshift indicator request is missing or if the data is deemed invalid by the IPC for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the upshift indicator off.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST T: THE UPSHIFT INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
T1 CARRY OUT THE IPC UPSHIFT INDICATOR ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC upshift indicator (SHIFT_LAMP) active command. Command the upshift indicator on and off while observing the upshift indicator. • **Does the upshift indicator illuminate when commanded on, and turn off when commanded off?**	**Yes** GO to T2. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
T2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Is DTC U0100:00 recorded?**	**Yes** GO to Pinpoint Test AM. **No** GO to T3.
T3 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST	
• Check for recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** INSTALL a new PCM. REFER to Section 303-14. TEST the system for normal operation.

Pinpoint Test U: The Cruise Control Indicator Is Never/Always On

Normal Operation

The Instrument Panel Cluster (IPC) receives the cruise control indicator request from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. When the cruise control is engaged, the PCM sends a request to the IPC to illuminate the cruise control indicator.

If the cruise control indicator request is missing or if the data is deemed invalid for less than 5 seconds, the cruise control indicator remains in the last indication mode (on or off) based on the last known good request received. If the cruise control indicator request is missing for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the cruise control indicator off.

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative speedometer, tachometer or odometer.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST U: THE CRUISE CONTROL INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
U1 CHECK THE CRUISE CONTROL OPERATION	
• Operate the cruise control. • **Does the cruise control operate correctly?**	**Yes** GO to U2 . **No** REFER to Section 419-03 .
U2 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC cruise control indicator (CRUISE) active command. Command the cruise control indicator on and off. Observe the cruise control indicator. • **Does the cruise control indicator illuminate when commanded on and turn off when commanded off?**	**Yes** GO to U3 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
U3 RETRIEVE AND RECORD THE DTCs FROM THE PCM KOEO SELF-TEST	
• Check for recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any PCM DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to U4 .
U4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM . For all other DTCs, REFER to DTC Charts in this section. **No** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.

Pinpoint Test V: The Oil Change Minder Indicator Is Never/Always On

Normal Operation

The oil change minder indicator informs the driver that the vehicle requires an oil change. The Instrument Panel Cluster (IPC) receives the oil change minder indicator request from the PCM over the High Speed Controller Area Network (HS-CAN) communication bus. When the PCM has determined that the criteria for vehicle mileage or length of time has been met, the PCM sends a request to the IPC to illuminate the oil change minder indicator.

If the oil change minder indicator request is missing or if the data is deemed invalid for less than 5 seconds, the oil change minder indicator remains in the last indication mode (on or off) based on the last known good request received. If the oil change minder indicator request is missing for more than 5 seconds, the IPC sets DTC U0100:00 in continuous memory and defaults the oil change minder indicator off.

NOTE: If DTC U0100:00 sets in the IPC , other observable symptoms may be an inoperative speedometer, tachometer or odometer.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST V: THE OIL CHANGE MINDER INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
V1 CARRY OUT THE IPC DEALER TEST MODE • Ignition ON. • Enter the IPC dealer test mode. Scroll through the displays until LEd is displayed. • **Does the oil change minder indicator illuminate when in the dealer test mode and turn off during normal operation?**	**Yes** GO to V2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
V2 CARRY OUT THE OIL LIFE RESET PROCEDURE • Reset the oil minder. Refer to Message Center Configuration in this section. • **Does the oil change minder indicator turn off?**	**Yes** The system is operating correctly at this time. **No** GO to V3 .
V3 RETRIEVE AND RECORD THE DTCs FROM THE PCM KOEO SELF-TEST • Check for recorded PCM DTCs from the Key ON Engine OFF (KOEO) self-test. • **Are any PCM DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to V4 .
V4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM . For all other DTCs, REFER to DTC Charts in this section. **No**

	INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.

Pinpoint Test W: The Door Ajar Warning Indicator Is Never/Always On

Normal Operation

The door ajar indicator informs the driver if any of the doors, the luggage compartment lid or the hood is not completely closed. The door ajar information is sent from the Body Control Module (BCM) to the Instrument Panel Cluster (IPC) over the Medium Speed Controller Area Network (MS-CAN) communication bus.

If the door ajar status is missing or if the data is deemed invalid for less than 5 seconds, the door ajar warning indicator remains in the last indication mode (on or off) based on the last known good request received. If the door ajar status is missing for more than 5 seconds, the IPC sets DTC U0140:00 in continuous memory and defaults the door ajar warning indicator off.

This pinpoint test is intended to diagnose the following:

- Interior lamps concern
- Hood ajar concern
- Decklid ajar concern
- Wiring, terminals or connectors
- BCM
- IPC

PINPOINT TEST W: THE DOOR AJAR WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
W1 CHECK THE INTERIOR LIGHTING OPERATION	
• Open and close each door while monitoring the courtesy lamps. • **Do the courtesy lamps operate correctly with each door?**	**Yes** GO to W2 . **No** REFER to Section 417-02 .
W2 CARRY OUT THE IPC DOOR AJAR WARNING INDICATOR ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC door ajar warning indicator (DOOR_AJAR) active command. Command the door ajar warning indicator on and off while observing the door ajar warning indicator. • **Does the door ajar warning indicator illuminate when commanded on, and turn off when commanded off?**	**Yes** GO to W3 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
W3 RETRIEVE THE RECORDED DTCs FROM THE CONTINUOUS IPC SELF-TEST	
• Check for recorded IPC DTCs from the continuous self-test.	**Yes** GO to Pinpoint Test AQ .

• **Is DTC U0140:00 recorded?**	**No** GO to W4 .
W4 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Check for recorded DTCs from the BCM self-test. • **Are any BCM DTCs recorded?**	**Yes** REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 . **No** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.

Pinpoint Test X: The LH/RH Turn Or High Beam Indicator Is Never/Always On

Normal Operation

When the multifunction switch is in the LH or RH TURN position or if the high beams are on, a message is sent to the Instrument Panel Cluster (IPC) from the Body Control Module (BCM) over the Medium Speed Controller Area Network (MS-CAN) communication bus. The IPC , upon receipt of the LH/RH turn or high beam on message, flashes the LH or RH turn signal indicator on and off or illuminates the high beam indicator.

If the LH/RH TURN or high beam status is missing or if the data is deemed invalid for less than 5 seconds, the LH/RH TURN or high beam indicator remains in the last indication mode (on or off) based on the last known good request received. If the LH/RH TURN or high beam status is missing for more than 5 seconds, the IPC sets DTC U0140:00 in continuous memory and defaults the LH/RH TURN or high beam indicator off.

This pinpoint test is intended to diagnose the following:

- Turn signal concern
- High beam concern
- BCM
- IPC

PINPOINT TEST X: THE LH/RH OR HIGH BEAM TURN INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
X1 DETERMINE THE FAULT CONDITION	
• Place the headlamp switch in the HIGH BEAM position. • Ignition ON. • Observe the high beam indicator. • **Does the high beam indicator illuminate?**	**Yes** GO to X4 . **No** LEAVE the headlamp switch in the HIGH BEAM position. GO to X2 .
X2 CHECK THE HIGH BEAM HEADLAMPS OPERATION	
• Observe the high beam headlamps. • **Do the high beam headlamps operate correctly?**	**Yes** GO to X3 . **No** REFER to Section 417-01 .

X3 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC high beam indicator (HIGH_BEAM). • Command the high beam indicator on and off. Observe the high beam indicator. • **Does the high beam indicator illuminate when commanded on and turn off when commanded off?**	**Yes** GO to X6 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
X4 CHECK THE LH OR RH TURN SIGNAL LAMPS OPERATION	
• Ignition ON. • Operate the LH or RH turn signal. Observe the exterior LH or RH turn lamps. • **Do the turn signal lamps operate correctly?**	**Yes** GO to X5 . **No** REFER to Section 417-01 .
X5 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC RH or LH turn signal indicator (RH_TURN_L) or (LH_TURN_L) active command. Command the RH or LH turn signal indicator on and off. Observe the LH or RH turn signal indicator. • **Does the LH or RH turn signal indicator illuminate when commanded on and turn off when commanded off?**	**Yes** GO to X6 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
X6 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Check for recorded BCM DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 419-10 . **No** GO to X7 .
X7 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Is DTC U0140:00 recorded?**	**Yes** GO to Pinpoint Test AQ . **No** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.

Pinpoint Test Y: The Tire Pressure Monitoring System (TPMS) Warning Indicator Is Never/Always On

Normal Operation

The Instrument Panel Cluster (IPC) receives the Tire Pressure Monitoring System (TPMS) messages from the Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) over the Medium Speed Controller Area Network (MS-CAN) communication bus. If the TPM / VSM determines that the tire pressure has exceeded the low tire pressure limits, a message is sent to the IPC to illuminate the TPMS warning indicator. If a TPMS fault condition exists or if the TPMS is in the tire training mode, the TPM / VSM sends a message to the IPC to flash the TPMS warning indicator.

If the TPMS status message is missing or invalid for less than 5 seconds, the IPC defaults the TPMS warning indicator to the last setting (on or off) based upon the last known good message received. If the TPMS status message is missing for more than 5 seconds, the IPC flashes the TPMS indicator for approximately 75 seconds then turns the indicator on steady. If the TPMS status message is invalid for more than 5 seconds, the IPC sets flashes the TPMS indicator for approximately 75 seconds then turns the indicator on steady.

This pinpoint test is intended to diagnose the following:

- Tire pressure
- TPMS concern
- TPM / VSM
- IPC

PINPOINT TEST Y: THE TPMS WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
Y1 CHECK THE TIRE PRESSURE • Verify that the tire pressure in all tires meets the recommended tire pressures on the Vehicle Certification (VC) label. Refer to Section 100-01 . • **Do all the tires meet the recommended tire pressures?**	**Yes** GO to Y2 . **No** CORRECT the tire pressures. TEST the system for normal operation.
Y2 CARRY OUT THE IPC DEALER TEST MODE • Ignition ON. • Enter the IPC dealer test mode. Scroll through the displays until LEd is displayed. • **Does the TPMS warning indicator illuminate?**	**Yes** GO to Y3 **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
Y3 RETRIEVE THE RECORDED DTCs FROM IPC SELF-TEST • Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0140:00, GO to Pinpoint Test AQ . For all other DTCs, REFER to DTC Charts in this section. **No** GO to Y4
Y4 RETRIEVE THE RECORDED DTCs FROM THE TPM / VSM SELF-TEST • Check for recorded TPM / VSM DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to the Diagnostic Trouble Code (DTC) Chart in Section 204-04 . **No** If the TPMS warning indicator is never on, the system is operating correctly at this time. If the TPMS warning indicator is always on, INSTALL a new TPM module Section 204-04 . TEST the system for normal operation.

Pinpoint Test Z: The Safety Belt Warning Indicator Is Never/Always On

Normal Operation

The Restraints Control Module (RCM) monitors the safety belt position. The RCM provides the safety belt status to the Instrument Panel Cluster (IPC) over the High Speed Controller Area Network (HS-CAN) communication bus.

If the safety belt status is missing or invalid for less than 5 seconds, the IPC defaults the safety belt warning indicator to the last state (on or off) based upon the last known good message received. If the IPC does not receive the safety belt buckle switch status from the RCM for more than 5 seconds, the IPC sets DTC U0151:00 and defaults the safety belt warning indicator off. If the RCM message is deemed invalid by the IPC for more than 5 seconds, the IPC sets defaults the safety belt warning indicator off.

This pinpoint test is intended to diagnose the following:

- RCM
- IPC

PINPOINT TEST Z: THE SAFETY BELT WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
Z1 RETRIEVE THE RECORDED RCM DTCs FROM THE SELF-TEST	
• Check for recorded RCM DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 501-20B . **No** GO to Z2 .
Z2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0151:00, GO to Pinpoint Test AR . For all other DTCs, REFER to DTC Charts in this section. **No** GO to Z3 .
Z3 CARRY OUT THE IPC INDICATOR LAMP CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC all warning indicators (SBLT_LAMP) active command. Command all the warning indicators on and off. Observe the safety belt warning indicator. • **Does the safety belt warning indicator illuminate when commanded on and turn off when commanded off?**	**Yes** If the safety belt warning indicator is never on, the system is operating correctly at this time. If the safety belt warning indicator is always on, INSTALL a new RCM . REFER to Section 501-20B . TEST the system for normal operation. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AA: The Air Bag Warning Indicator Is Never/Always On

Normal Operation

The Instrument Panel Cluster (IPC) receives the Supplemental Restraint System (SRS) status from the Restraints Control Module (RCM) over the High Speed Controller Area Network (HS-CAN) communication bus. If an SRS concern is detected, the RCM sets a DTC and sends a request to the IPC to illuminate the air bag warning indicator.

If the SRS status is missing or invalid for less than 5 seconds, the IPC defaults the air bag warning indicator to the last state (on or off) based upon the last known good message received. If the SRS status message is deemed invalid for more than 5 seconds, the IPC defaults the air bag warning indicator on. If the SRS status message is missing for more than 5 seconds, the IPC sets DTC U0151:00 and defaults the air bag warning indicator on.

This pinpoint test is intended to diagnose the following:

- RCM
- IPC

PINPOINT TEST AA: THE AIR BAG WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
AA1 CARRY OUT THE IPC RESTRAINTS OUTPUT CONTROL ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC all warning indicators (AIRBAG_LMP) active command. Command all the warning indicators on and off. Observe the air bag warning indicator. • **Does the air bag warning indicator illuminate when commanded on and turn off when commanded off?**	**Yes** GO to AA2. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
AA2 RETRIEVE THE RECORDED DTCs FROM THE RCM SELF-TEST	
• Check for recorded RCM DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 501-20B. **No** GO to AA3.
AA3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0151:00, GO to Pinpoint Test AR. For all other DTCs, REFER to DTC Charts in this section. **No** If the air bag warning indicator is never on, the system is operating correctly at this time. If the air bag warning indicator is always on, INSTALL a new RCM. REFER to Section 501-20B. TEST

	the system for normal operation.

Pinpoint Test AB: The Anti-Theft Indicator Is Never/Always On

Normal Operation

On vehicles not equipped with Intelligent Access (IA), the anti-theft indicator is controlled by the Passive Anti-Theft System (PATS) housed in the Instrument Panel Cluster (IPC). On vehicles equipped with IA, the anti-theft indicator is controlled by the IPC based on a PATS message sent from the Remote Function Actuator (RFA) module.

This pinpoint test is intended to diagnose the following:

- PATS concern
- IPC

PINPOINT TEST AB: THE ANTI-THEFT INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
AB1 CARRY OUT THE IPC ANTI-THEFT INDICATOR ACTIVE COMMAND USING THE SCAN TOOL	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC anti-theft indicator (THEFT_LMP) active command. Command the anti-theft indicator on and off while observing the anti-theft indicator. • **Does the anti-theft indicator illuminate when commanded on and turn off when commanded off?**	**Yes** For vehicles without IA, GO to AB2. For vehicles with IA, GO to AB3. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
AB2 RETRIEVE THE RECORDED DTCs FROM THE CONTINUOUS IPC SELF-TEST	
• Check for recorded IPC DTCs from the continuous self-test. • **Are any PATS -related DTCs recorded?**	**Yes** REFER to Section 419-01B. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
AB3 RETRIEVE THE RECORDED DTCs FROM THE CONTINUOUS RFA MODULE SELF-TEST	
• Check for recorded RFA module DTCs from the continuous self-test. • **Are any PATS -related DTCs recorded?**	**Yes** REFER to Section 419-01B. **No** GO to AB4.
AB4 RETRIEVE THE RECORDED DTCs FROM THE CONTINUOUS IPC SELF-TEST	
• Check for recorded IPC DTCs from the continuous self-test. • **Is DTC U0214:00 recorded?**	**Yes** GO to Pinpoint Test AS. **No**

	INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AC: The Transaxle Range Display is Never On

Normal Operation

The Instrument Panel Cluster (IPC) receives the transaxle range status from the Transmission Control Module (TCM) over the High Speed Controller Area Network (HS-CAN) communication bus.

If the transaxle range status is missing from the TCM for less than 5 seconds, the transaxle range indicator displays the last selected range based upon the last good known message. If the transaxle range status information is missing from the TCM for 5 seconds or more, the IPC sets DTC U0101:00 and the transaxle range indicator is blank.

This pinpoint test is intended to diagnose the following:

- TCM concern
- IPC

PINPOINT TEST AC: THE TRANSAXLE RANGE DISPLAY IS NEVER ON

Test Step	Result / Action to Take
AC1 VERIFY THE INTEGRATED CIRCUIT DISPLAY FUNCTIONS	
• Ignition ON. • Observe the odometer in the integrated display. • **Does the odometer display illuminate?**	**Yes** GO to AC2 . **No** GO to Pinpoint Test A .
AC2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0100:00, GO to Pinpoint Test AM . For DTC U0101:00, GO to Pinpoint Test AN . **No** GO to AC3 .
AC3 RETRIEVE THE RECORDED DTCs FROM THE TCM SELF-TEST	
• Check for recorded TCM DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 307-11 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AD: The Outside Air Temperature Display Does Not Operate Correctly

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

The Ambient Air Temperature (AAT) sensor is hardwired to the Instrument Panel Cluster (IPC) through the input and return circuits. The IPC provides a reference voltage to the AAT sensor and monitors the change in voltage resulting from changes in resistance as determined by outside air temperature. The IPC is programmed to update the displayed temperature at different rates depending on several criteria to prevent false temperature displays due to a condition known as heat soaking. Heat soaking is where the outside air temperature is hotter in the location of the AAT sensor than the actual outside air temperature.

The IPC uses the last displayed temperature reading, engine coolant temperature and length of time the engine is off to determine how the display is updated. The IPC stores the last temperature reading at key off and then compares the value against the current temperature reading. When the current temperature reading is below the stored temperature reading, the engine has been off for 2.5 hours or the engine coolant temperature is below 45°C (32°F), the IPC displays the current outside air temperature as measured by the AAT sensor.

If the IPC fails any of the above criteria, the display is updated according to the following table:

Early Build Update Rate

Vehicle Speed	Display Update Rate
Up to 35 km/h (22 mph)	0.1°C (0.18°F) per minute
Between 35 km/h (22 mph) and 120 km/h (75 mph)	0.55°C (0.99°F) per minute
Between 120 km/h (75 mph) and 300 km/h (186 mph)	1.0°C (1.8°F)

Late Build Update Rate

Vehicle Speed	Display Update Rate
Below 25 km/h (16 mph)	Not updated
Between 25 km/h (16 mph) and 35 km/h (22 mph)	0.5°C (0.9°F) per minute
Between 35 km/h (22 mph) and 65 km/h (40 mph)	1.0°C (1.8°F)
Between 65 km/h (40 mph) and 100 km/h (62 mph)	2.0°C (3.6°F)
Above 100 km/h (62 mph)	4.0°C (7.2°F)

- DTC B1A68:11 (Ambient Temperature Sensor: Circuit Short To Ground) — a continuous and on-demand DTC that sets if the IPC detects a short to ground on the AAT sensor input circuit. If the IPC detects a short to ground on the outside air temperature input, the IPC defaults the display to dashes (----).
- DTC B1A68:13 (Ambient Temperature Sensor: Circuit Open) — a continuous and on-demand DTC that sets if the IPC detects an open on the AAT sensor input circuit. If the IPC detects an open on the outside air temperature input, the IPC defaults the display to dashes (----).

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- AAT sensor
- IPC

PINPOINT TEST AD: THE OUTSIDE AIR TEMPERATURE DISPLAY DOES NOT OPERATE CORRECTLY

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>AD1 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST
• Check for recorded IPC DTCs from the self-test.
• Is IPC DTC B1A68:11 or DTC B1A68:13 recorded?</td><td>Yes
GO to AD4 .

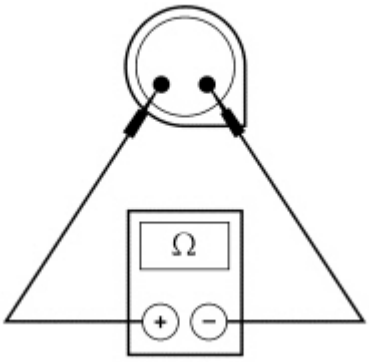
No
VERIFY the vehicle has been driven to eliminate any potential heat soak condition and cool off the sensor.

If the outside air temperature display is still inaccurate, GO to AD2 .</td></tr>
<tr><td>AD2 VERIFY THE SPEEDOMETER OPERATION
• Operate the vehicle and verify the speedometer operation.
• Does the speedometer operate correctly?</td><td>Yes
GO to AD3 .

No
GO to Pinpoint Test E .</td></tr>
<tr><td>AD3 CHECK THE AMBIENT AIR TEMPERATURE SENSOR FUNCTION
• Ignition OFF.
• Disconnect: Ambient Air Temperature Sensor C132.
• Measure the resistance between the ambient air temperature sensor C132 pin 2, component side and the ambient air temperature sensor C132 pin 1, component side according to the following table.

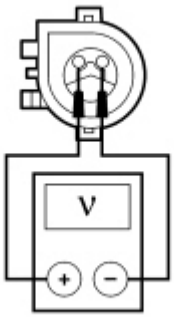
<table><tr><th>Ambient Air Temperature</th><th>Ambient Air Temperature Sensor Resistance</th></tr><tr><td>0-10°C (32-50°F)</td><td>5179-3838 ohms</td></tr><tr><td>10-20°C (50-68°F)</td><td>3838-2792 ohms</td></tr><tr><td>20-30°C (68-86°F)</td><td>2792-1978 ohms</td></tr><tr><td>30-40°C (86-104°F)</td><td>1978-1392 ohms</td></tr></table></td><td>Yes
The system is operating normally at this time. EXPLAIN to the customer the normal operation of the system.

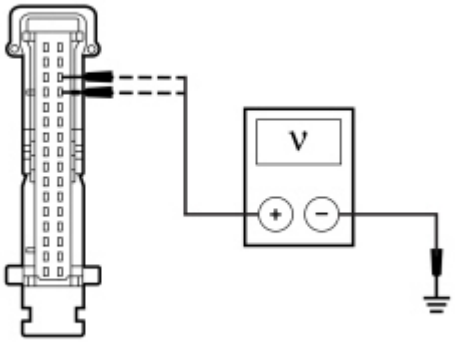
No
CHECK the connector for corrosion or pushed out pins. If the connector is OK, INSTALL a new ambient air temperature sensor. TEST the system for normal operation.</td></tr>
</table>



GK6894-A

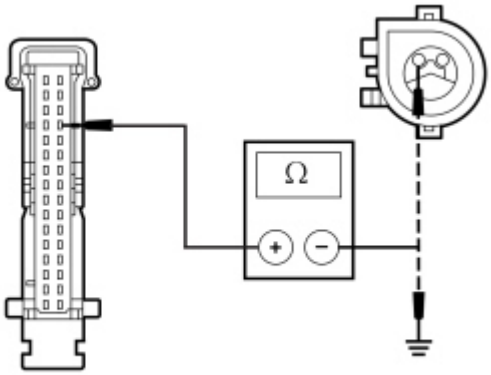
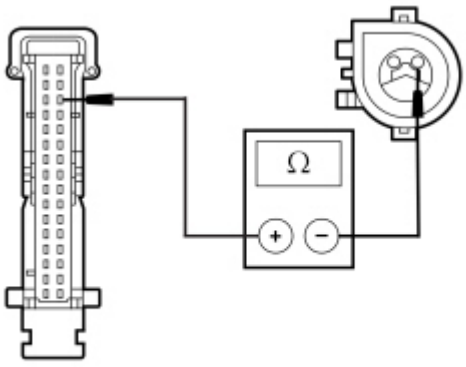
- **Does the ambient air temperature sensor resistance match the ambient air temperature according to the table?**

AD4 CLEAR THE DTCs AND RECHECK THE SYSTEM	
• Clear the DTCs and repeat the IPC self-test. • **Is IPC DTC B1A68:11 or DTC B1A68:13 recorded?**	**Yes** GO to AD5 . **No** The system is operating normally at this time.
AD5 CHECK THE AMBIENT AIR TEMPERATURE SENSOR FUNCTION	
• Ignition OFF. • Disconnect: Ambient Air Temperature Sensor C132. • Ignition ON. • Measure the voltage between the ambient air temperature sensor C132-1, circuit VH407 (YE/GN), harness side and the ambient air temperature sensor C132-2, circuit RH107 (GN/BU), harness side.	**Yes** INSTALL a new ambient air temperature sensor. CLEAR the DTCs. REPEAT the self-test. **No** GO to AD6 .
 N0084209 • **Is the voltage approximately 5 volts?**	
AD6 CHECK THE OUTSIDE AIR TEMPERATURE SENSOR INPUT AND RETURN CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between the IPC C220-20, circuit VH407 (YE/GN), harness side and ground; and between the IPC C220-19, circuit RH107 (GN/BU), harness side and ground.	**Yes** REPAIR the circuit in question for a short to voltage. REPEAT the self-test. CLEAR the DTCs. **No** GO to AD7 .



N0115662

- **Is any voltage present?**

AD7 CHECK THE OUTSIDE AIR TEMPERATURE INPUT CIRCUIT FOR AN OPEN AND SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between the IPC C220-20, circuit VH407 (YE/GN), harness side and the ambient air temperature sensor C132-1, circuit VH407 (YE/GN), harness side; and between the IPC C220-20, circuit VH407 (YE/GN), harness side and ground.  N0117519 • **Is the resistance less than 5 ohms between the IPC and the ambient air temperature sensor, and greater than 10,000 ohms between the IPC and ground?**	**Yes** GO to AD8 . **No** REPAIR circuit VH407 (YE/GN) for an open or for a short to ground. TEST the system for normal operation.
AD8 CHECK THE OUTSIDE AIR TEMPERATURE RETURN CIRCUIT FOR AN OPEN	
• Measure the resistance between the IPC C220-19, circuit RH107 (GN/BU), harness side and the ambient air temperature sensor C132-2, circuit RH107 (GN/BU), harness side.  N0117520 • **Is the resistance less than 5 ohms?**	**Yes** GO to AD9 . **No** REPAIR circuit RH107 (GN/BU) for an open. CLEAR the DTCs. REPEAT the self-test.

AD9 CHECK FOR CORRECT IPC OPERATION	

• Disconnect all the IPC connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the IPC connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test AE: The Trip Computer Switch Is Inoperative

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

The trip computer switch is a redundant switch used to control the functions in the integrated circuit display such as trip computer. The trip computer switch is located in the multifunction switch and hardwired directly to the Instrument Panel Cluster (IPC) through a single signal circuit with a ground provide through a separate circuit. When the driver presses the trip computer button, the switch closes to ground. The IPC detects the change in button state and carries out the chosen function of the integrated display.

- DTC B10BD:01 (Multifunctional Switch: General Electrical Failure) — sets on-demand in the IPC when the IPC detects a short to ground on the trip computer switch signal circuit.

This pinpoint test is intended to diagnose the following:

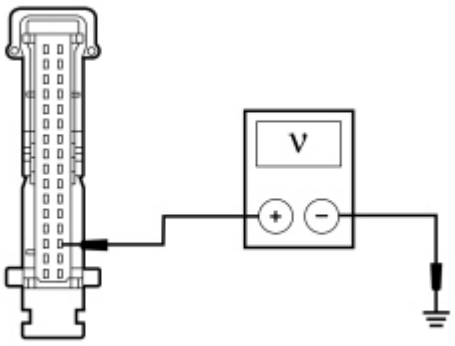
- Wiring, terminals or connectors
- Message center switch
- IPC

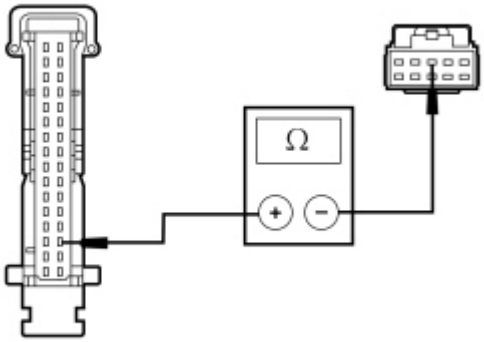
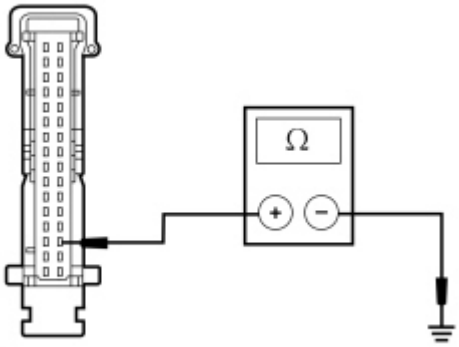
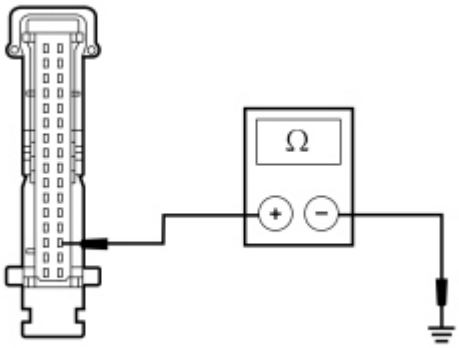
PINPOINT TEST AE: THE TRIP COMPUTER SWITCH IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
AE1 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Are any DTCs recorded?**	**Yes** For DTC B10BD:01, GO to AE6 .

	For all other DTCs, REFER to DTC Charts in this section. **No** GO to AE2.
AE2 CHECK THE TRIP COMPUTER SWITCH OPERATION	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC trip computer switch PID (EXT_TRIP_SW). • Monitor the PID display while pressing the trip computer switch button. • **Does the PID display ON when the button is pressed and OFF when the button is released?**	**Yes** GO to AE3. **No** GO to AE4.
AE3 RETRIEVE THE RECORDED DTCs FROM THE FCDIM SELF-TEST	
• Check for recorded DTCs from the FCDIM self-test. • **Is DTC U0155:00 recorded?**	**Yes** REFER to Section 415-00. **No** INSTALL a new FCDIM. REFER to Section 415-00. TEST the system for normal operation.
AE4 CHECK THE TRIP COMPUTER SIGNAL CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between the IPC C220-30, circuit RMC27 (WH/BN), harness side and ground.  N0115665 • **Is any voltage present?**	**Yes** REPAIR circuit RMC27 (WH/BN) for a short to voltage. TEST the system for normal operation. **No** GO to AE5.
AE5 CHECK THE TRIP COMPUTER SIGNAL CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Multifunction Switch C202A. • Measure the resistance between the IPC C220-30, circuit RMC27 (WH/BN), harness side and the multifunction switch C202A-3, circuit RMC27 (WH/BN), harness side.	**Yes** GO to AE7. **No** REPAIR circuit RMC27 (WH/BN) for an open. TEST the system for

 N0115666 • **Is the resistance less than 5 ohms?**	normal operation.
AE6 CHECK THE TRIP COMPUTER SIGNAL CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: Multifunction Switch C202A. • Measure the resistance between the IPC C220-30, circuit RMC27 (WH/BN), harness side and ground.  N0115667 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to AE7 . **No** REPAIR circuit RMC27 (WH/BN) for a short to ground. TEST the system for normal operation.
AE7 CHECK THE TRIP COMPUTER SWITCH INPUT TO THE IPC	
• Connect: Multifunction Switch C202A. • Disconnect: Negative Battery Cable. • While pressing and releasing the trip computer switch, measure the resistance between the IPC C220-30, circuit RMC27 (WH/BN), harness side and ground.  N0115667 • **Is the resistance less than 5 ohms with the trip computer button pressed and greater then 10,000 ohms with the trip computer button released?**	**Yes** GO to AE8 . **No** INSTALL a new multifunction switch. REFER to Section 211-05 . CLEAR the DTC. REPEAT the self-test.

AE8 CHECK FOR CORRECT IPC OPERATION	

• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test AF: The Front Control/Display Interface Module (FCDIM) Does Not Display Warning Messages Or Message Center Warning Indicators

Refer to Wiring Diagrams Cell 60, Instrument Cluster for schematic and connector information.

Normal Operation

The message center display is located in the Front Control/Display Interface Module (FCDIM) and receives the message center data from the Instrument Panel Cluster (IPC) over the High Speed Controller Area Network (HS-CAN) and Medium Speed Controller Area Network (MS-CAN) communication bus.

This pinpoint test is intended to diagnose the following:

- Communication concern
- FCDIM

PINPOINT TEST AF: THE FCDIM DOES NOT DISPLAY WARNING MESSAGES OR MESSAGE CENTER WARNING INDICATORS

Test Step	Result / Action to Take
AF1 CARRY THE FCDIM DISPLAY OPERATION	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: FCDIM DataLogger. • Select the FCDIM LCD display (LCD_SEG) and message center warnings (WARN_AMBER) and (WARN_RED) active command. Command the LCD display segments, amber and red warning displays on. • Monitor the FCDIM display. • **Do the LCD segments and amber and red warning displays turn on when commanded on?**	**Yes** GO to AF2. **No** INSTALL a new FCDIM. REFER to Section 415-00. TEST the system for normal operation.
AF2 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Are any DTCs recorded?**	**Yes** REFER to DTC Charts in this section.

	No GO to AF3 .
AF3 RETRIEVE THE RECORDED DTCs FROM THE FCDIM SELF-TEST	
• Check for recorded DTCs from the FCDIM self-test. • **Is DTC U0155:00 recorded?**	**Yes** REFER to Section 415-00 . **No** INSTALL a new FCDIM . REFER to Section 415-00 . TEST the system for normal operation.

Pinpoint Test AG: The VEHICLE NOT IN PARK SELECT P Message Is Inoperative/Always On (Intelligent Access (IA) Only)

Normal Operation

The park detect switch is hardwired to the Instrument Panel Cluster (IPC) through a single input circuit and grounded through a separate ground circuit. When the vehicle is in PARK (P), the park detect switch opens. When the vehicle is not in PARK (P), the park detect switch closes, providing a ground to the IPC through the park detect input circuit. The IPC receives the driver door ajar data from the Body Control Module (BCM) over the Medium Speed Controller Area Network (MS-CAN) communication bus. When the ignition is placed in the off mode with the floor shifter out of the PARK (P) position and the driver door open, the IPC sends the Front Control/Display Interface Module (FCDIM) a request over the Controller Area Network (CAN) communication bus to display VEHICLE NOT IN PARK SELECT P in the message center.

- DTC P081C:01 (Park Input Circuit: General Electrical Failure) — an on-demand DTC that sets if the IPC detects an open on the park input circuit.

This pinpoint test is intended to diagnose the following:

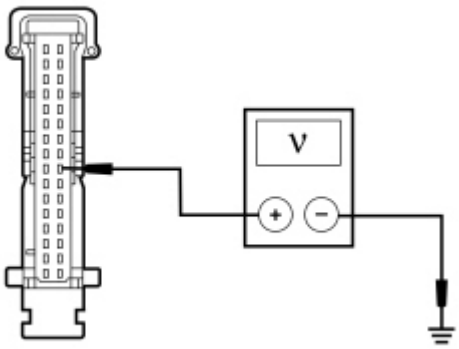
- Wiring, terminals or connectors
- Park detect switch
- IPC

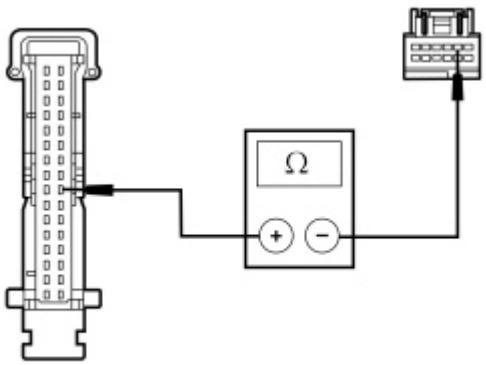
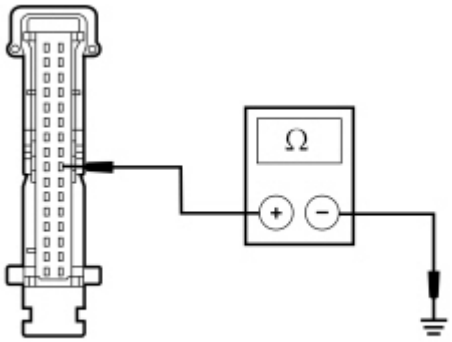
PINPOINT TEST AG: THE VEHICLE NOT IN PARK SELECT P MESSAGE IS INOPERATIVE/ALWAYS ON (IA ONLY)

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
AG1 CHECK THE PARK DETECT INPUT TO THE IPC	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Select the IPC park detect PID (GEAR_PARK). • Monitor the PID while moving the floor shifter in and out of PARK	**Yes** GO to AG2 . **No** GO to AG3 .

(P). • **Does the PID display TRUE when in PARK (P) and FALSE when out of PARK (P)?**	
AG2 RETRIEVE THE RECORDED DTCs FROM THE FCDIM SELF-TEST	
• Check for recorded DTCs from the FCDIM self-test. • **Is DTC U0155:00 recorded?**	**Yes** REFER to Section 415-00 . **No** INSTALL a new FCDIM . REFER to Section 415-00 . TEST the system for normal operation.
AG3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Are any DTCs recorded?**	**Yes** For DTC P081C:01, GO to AG4 . For all other DTCs, REFER to DTC Charts in this section. **No** GO to AG6 .
AG4 CHECK THE PARK DETECT INPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: IPC C220. • Disconnect: Remote Function Actuator (RFA) Module C3503C. • Ignition ON. • Measure the voltage between the IPC C220-25, circuit CDC41 (WH/BN), harness side and ground.  N0115668 • **Is any voltage present?**	**Yes** REPAIR circuit CDC41 (WH/BN) for a short to voltage. TEST the system for normal operation. **No** GO to AG5 .
AG5 CHECK THE PARK DETECT INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Floor Shifter C3245. • Measure the resistance between the IPC C220-25, circuit CDC41 (WH/BN), harness side and the floor shifter C3245-2, circuit CDC41 (WH/BN), harness side.	**Yes** GO to AG7 . **No** REPAIR circuit CDC41 (WH/BN) for an open. TEST the system for normal operation.

 N0115669 • **Is the resistance less than 5 ohms?**	
AG6 CHECK THE PARK DETECT INPUT CIRCUIT FOR A SHORT TO GROUND	**Yes** GO to AG7 . **No** REPAIR circuit CDC41 (WH/BN) for a short to ground. TEST the system for normal operation.
• Ignition OFF. • Disconnect: Remote Function Actuator (RFA) Module C3503C. • Measure the resistance between the IPC C220-25, circuit CDC41 (WH/BN), harness side and ground.  N0115670 • **Is the resistance greater than 10,000 ohms?**	
AG7 CHECK FOR CORRECT IPC OPERATION	**Yes** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**	

Pinpoint Test AH: The Chime Sounds When The Driver Door Is Ajar (No Key In Ignition And Headlamps Off)

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

On vehicles without Intelligent Access (IA), the key-in-ignition warning switch is hardwired to the Body Control Module (BCM) through the key-in-ignition input circuit. When the key is inserted into the ignition lock cylinder, the key-in-ignition switch opens and removes the ground to the Body Control Module (BCM). When the BCM detects the key-in-ignition input open with the driver door open, the BCM sends the IPC a message over the Medium Speed Controller Area Network (MS-CAN) communication bus to sound the key-in-ignition chime.

On vehicles with IA, the Remote Function Actuator (RFA) module generates an implied key-in-ignition status from the ignition states and the driver door ajar input. If the vehicle is turned off with the selector lever out of PARK (P) and the driver door open, the RFA module sends the IPC a message to sound the key-in-ignition chime.

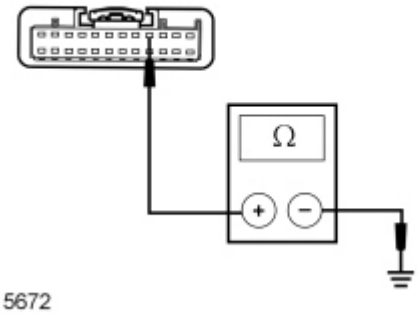
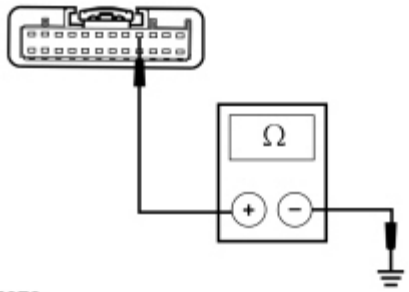
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Key-in-ignition warning switch (without IA)
- BCM

PINPOINT TEST AH: THE CHIME SOUNDS WHEN THE DRIVER DOOR IS AJAR (NO KEY IN IGNITION AND HEADLAMPS OFF)

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
AH1 CHECK THE INSTRUMENT CLUSTER ILLUMINATION	
• Close all doors. • Wait one minute. • Observe the exterior lights. • **Are the headlamps and parking lamps off?**	**Yes** GO to AH2. **No** REFER to Section 417-01.
AH2 CHECK THE INTERIOR LIGHTING OPERATION	
• Open and close the driver door. • Observe the interior lamps. • **Do the interior lamps operate correctly from the driver door?**	**Yes** GO to AH3. **No** REFER to Section 417-02.
AH3 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Check for recorded DTCs from the BCM self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 419-10 for correct navigation of the DTC. **No** GO to AH4.
AH4 CHECK THE KEY-IN-IGNITION SWITCH OPERATION	
• Ignition OFF. • Disconnect: BCM C2280G. • Remove the key from the ignition lock cylinder. • Measure the resistance between the BCM C2280G-9, circuit CDC30 (BU/GY), harness side and ground.	**Yes** GO to AH6. **No** GO to AH5.

 N0115672 • **Is the resistance greater than 10,000 ohms?**	
AH5 CHECK THE KEY-IN-IGNITION INPUT CIRCUIT FOR A SHORT TO GROUND	
• Disconnect: Key-In-Ignition Switch C2112. • Measure the resistance between the BCM C2280G-9, circuit CDC30 (BU/GY), harness side and ground.  N0115672 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new ignition switch. REFER to Section 211-05 . TEST the system for normal operation. **No** REPAIR circuit CDC30 (BU/GY) short to ground. TEST the system for normal operation.
AH6 CHECK FOR CORRECT BCM OPERATION	
• Disconnect all the BCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test AI: The Key-In-Ignition Warning Chime Is Inoperative

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

The Instrument Panel Cluster (IPC) receives the key-in-ignition warning status from the Body Control Module (BCM) over the Medium Speed Controller Area Network (MS-CAN) communication bus.

On vehicles without Intelligent Access (IA), the key-in-ignition warning switch is hardwired to the BCM through the key-in-ignition input circuit. When the key is inserted into the ignition lock cylinder, the key-in-ignition switch opens and removes the ground to the BCM. When the BCM detects the key-in-ignition input open with the driver door open, the BCM sends the IPC a message to sound the key-in-ignition chime.

On vehicles with IA, the Remote Function Actuator (RFA) module receives the door ajar input from the BCM-HVTB over the MS-CAN communication bus. The start/stop button is hardwired to the RFA module. The RFA module generates an implied key-in-ignition status from the start/stop button and the driver door ajar input. When the ignition is placed in the ON mode (engine off) with the driver door open, the RFA module sends the IPC a message to sound the key-in-ignition chime.

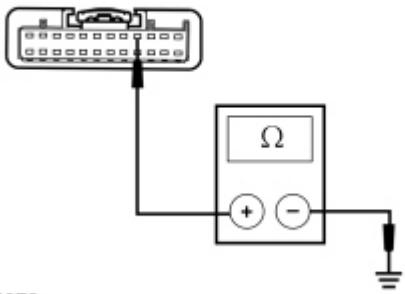
- DTC B100A:23 (Fuel Pump Authorization: Signal Stuck Low) — this DTC sets for a key-in-ignition fault and sets on-demand in the BCM when the BCM detects a short to ground on the key-in-ignition output circuit.

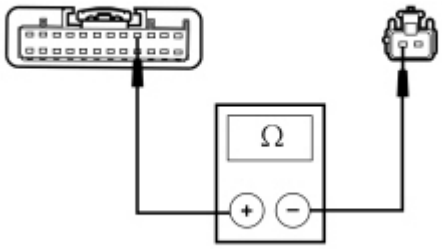
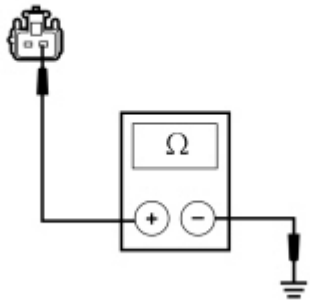
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Key-in-ignition warning switch (without IA)
- BCM (without IA)
- RFA module (with IA)
- IPC

PINPOINT TEST AI: THE KEY-IN-IGNITION WARNING CHIME IS INOPERATIVE

Test Step	Result / Action to Take
AI1 CHECK THE SAFETY BELT WARNING CHIME OPERATION	
• Ignition OFF. • Ignition ON. • Monitor the safety belt warning chime when the ignition switch is transitioned from OFF to RUN. • **Does the safety belt warning chime operate for approximately 6 seconds?**	**Yes** GO to AI2. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
AI2 CHECK THE INTERIOR LAMPS OPERATION	
• Check the operation of the courtesy lamps from the driver door. • **Do the courtesy lamps operate correctly from the driver door?**	**Yes** GO to AI3. **No** REFER to Section 417-02.
AI3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Are any DTCs recorded?**	**Yes** REFER to DTC Charts in this section. **No** For vehicles with IA, GO to AI4. For vehicles without IA,

	GO to AI5.
AI4 RETRIEVE THE RECORDED DTCs FROM THE RFA MODULE SELF-TEST	
• Check the recorded DTCs from the RFA module self-test. • **Are any DTCs present?**	**Yes** REFER to Section 419-10. **No** INSTALL a new RFA module. REFER to Section 419-10. TEST the system for normal operation.
AI5 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Check the recorded DTCs from the BCM self-test. • **Are any DTCs present?**	**Yes** For all other DTCs, REFER to Section 419-10. For DTC B10F1:23, GO to AI6. **No** GO to AI9.
AI6 CHECK THE KEY-IN-IGNITION INPUT FOR AN OPEN	
• Ignition OFF. • Disconnect: BCM C2280G. • Insert the key into the ignition lock cylinder. • Measure the resistance between the BCM C2280G-9, circuit CDC30 (BU/GY), harness side and ground.  N0115672 • **Is the resistance less than 5 ohms?**	**Yes** GO to AI8. **No** GO to AI7.
AI7 CHECK THE KEY-IN-IGNITION SWITCH OPERATION	
• Disconnect: Key-In-Ignition Switch C2112. • Measure the resistance between the BCM C2280G-9, circuit CDC30 (BU/GY), harness side and the key-in-ignition switch C2112-1, circuit CDC30 (BU/GY), harness side.	**Yes** INSTALL a new ignition switch. REFER to Section 211-05. TEST the system for normal operation. **No** REPAIR circuit CDC30 (BU/GY) for an open. TEST the system for normal

 N0115673 • **Is the resistance less than 5 ohms?**	operation.
AI8 CHECK THE KEY-IN-IGNITION GROUND CIRCUIT FOR AN OPEN	
• Measure the resistance between the key-in-ignition switch C2112-2, circuit GD115 (BK/GY), harness side and ground.  N0124632 • **Is the resistance less than 5 ohms?**	**Yes** GO to AI10 . **No** REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation.
AI9 CHECK FOR CORRECT BCM OPERATION	
• Disconnect all the BCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.
AI10 CHECK FOR CORRECT KEY-IN-IGNITION SWITCH OPERATION	
• Check the key-in-ignition switch C2112 for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect the key-in-ignition switch C2112 and make sure it seats correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new ignition switch. REFER to Section 211-05 . TEST the system for normal operation. **No** The system is

	operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test AJ: The Headlamps On Warning Chime Is Inoperative

Normal Operation

The Body Control Module (BCM) uses hardwired circuitry to receive the headlamp switch status from the headlamp switch and the LH front door ajar status from the LH front door ajar switch. The headlamps on warning chime sounds when the LH front door is opened with the ignition in the OFF state, the key is not in the ignition lock cylinder (without IA), and the headlamp switch in the PARK or HEADLAMP ON position. The BCM communicates the headlamp on chime request to the Instrument Panel Cluster (IPC) based on headlamp or parking lamp and driver door inputs.

This pinpoint test is intended to diagnose the following:

- Door ajar indication
- BCM
- IPC

PINPOINT TEST AJ: THE HEADLAMPS ON WARNING CHIME IS INOPERATIVE

Test Step	Result / Action to Take
AJ1 CHECK THE SAFETY BELT WARNING CHIME OPERATION	
• Ignition OFF. • Ignition ON. • Monitor the safety belt warning chime when the ignition switch is transitioned from OFF to RUN. • **Does the safety belt warning chime operate for approximately 6 seconds?**	**Yes** GO to AJ2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
AJ2 CHECK THE INTERIOR LAMPS OPERATION	
• On vehicles without IA , remove the key from the ignition lock cylinder. • On vehicles with IA , place the ignition in the OFF state. • Open and close the driver door. • Observe the interior lamps. • **Do the interior lamps operate correctly from the driver door?**	**Yes** GO to AJ3 . **No** REFER to Section 417-02 .
AJ3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** For DTC U0140:00, GO to Pinpoint Test AQ . For all other DTCs, REFER to DTC Chart in this section. **No** GO to AJ4 .

AJ4 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Check for recorded BCM DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to Section 419-10 for correct navigation of the DTC. **No** INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.

Pinpoint Test AK: The Safety Belt Warning Chime Is Inoperative/The Belt-Minder® Feature Does Not Operate

Normal Operation

The Instrument Panel Cluster (IPC) receives the safety belt and Belt-Minder® requests from the Restraints Control Module (RCM) over the High Speed Controller Area Network (HS-CAN). The safety belt warning chime sounds for approximately 6 seconds when the driver safety belt is not fastened and the ignition is changed from the OFF or ACC state to the RUN or START state.

The Belt-Minder® feature supplements the safety belt warning function and is enabled after the safety belt warning is complete. The Belt-Minder® simultaneously sounds the chime and illuminates the safety belt warning lamp in the IPC once the vehicle speed has exceeded 5 km/h (3 mph), and remains active for 5 minutes from the time it is started.

There are 2 Belt-Minder® strategies used and implemented by the IPC as commanded by the RCM. The 2 strategies are designed to provide an increased intensity level of the chime. Belt-Minder® A provides 6 one-second sequences of 0.5-second on/0.5-second off for the first minute of the Belt-Minder® warning. Belt-Minder® B provides 6 one-second sequences of 0.2-second on/0.2-second off then 0.3-second on/0.3-second off for the remainder of the Belt-Minder® warning.

NOTE: Make sure the safety belt/Belt-Minder® chime operation is verified with the vehicle moving at least 9.7 km/h (6 mph).

This pinpoint test is intended to diagnose the following:

- Belt-Minder® deactivated
- Safety belt warning indication concern
- Speedometer concern
- IPC

PINPOINT TEST AK: THE SAFETY BELT WARNING CHIME IS INOPERATIVE/THE BELT-MINDER® FEATURE DOES NOT OPERATE

Test Step	Result / Action to Take
AK1 CHECK THE HEADLAMPS ON WARNING CHIME OPERATION	
• Ignition OFF. • Place the headlamp switch in the HEADLAMP position. • Open the LH front door and observe the headlamps on warning chime operation. • **Does the headlamps on warning chime operate correctly?**	**Yes** GO to AK2. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

AK2 CHECK THE DRIVER SAFETY BELT BUCKLE SWITCH	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: RCM PIDs. • Monitor the RCM driver safety belt buckle PID (SBELT_D_ST) while buckling and unbuckling the driver safety belt. • **Does the PID display BUCKLED with the safety belt buckled and UNBUCKLED with the safety belt unbuckled?**	**Yes** GO to AK3. **No** REFER to Section 501-20B.
AK3 CHECK THE SAFETY BELT WARNING INDICATOR FOR CORRECT OPERATION	
• Ignition ON. • Within one minute, buckle then unbuckle the LH front safety belt. • With the engine running, verify the safety belt warning indicator illuminates with the safety belt unbuckled and turns off when buckled. • **Does the safety belt warning indicator operate correctly?**	**Yes** GO to AK4. **No** GO to Pinpoint Test Z.
AK4 CHECK THE SPEEDOMETER OPERATION	
• Verify the speedometer is operating correctly. • **Does the speedometer operate correctly?**	**Yes** GO to AK5. **No** GO to Pinpoint Test E.
AK5 CHECK THE BELT-MINDER® CONFIGURATION	
• Verify the Belt-Minder® is activated or configured on for the seating position in question. Refer to Belt-Minder® Deactivating/Activating in this section to configure without a scan tool. • **Is the Belt-Minder® activated for the seating position in question?**	**Yes** If the Belt-Minder® is always on above 5 km/h (3 mph) with the safety belt unfastened, the system is operating normally. If the Belt-Minder® is always on with the safety belt fastened or never on with the safety belt unfastened above 9.7 km/h (6 mph), INSTALL a new RCM. REFER to Section 501-20B. TEST the system for normal operation. **No** ACTIVATE the Belt-Minder® for the seating position in question. REFER to Belt-Minder® Deactivating/Activating in this section. TEST the system for normal operation.

Pinpoint Test AL: The Parking Brake Warning Chime Is Inoperative

Normal Operation

The Instrument Panel Cluster (IPC) uses vehicle speed data sent from the ABS module over the High Speed Controller Area Network (HS-CAN) and parking brake switch status input to the IPC to determine when to turn on the sound the parking brake warning chime.

The parking brake warning chime sounds when the ignition is in the ON state, the parking brake is

engaged, and the vehicle speed is greater than 5 km/h (3 mph). The parking brake warning chime stops sounding and resets if the parking brake is released, the ignition is not in the ON state, the vehicle speed is below 5 km/h (3 mph), or after 90 seconds from the time the chime is activated.

NOTE: Make sure the parking brake warning chime operation is verified with the vehicle moving at least 5 km/h (3 mph) with the parking brake slightly applied (just enough to turn the brake warning indicator on without damaging the rear brakes).

This pinpoint test is intended to diagnose the following:

- Brake warning indication concern
- IPC

PINPOINT TEST AL: THE PARKING BRAKE WARNING CHIME IS INOPERATIVE

Test Step	Result / Action to Take
AL1 CHECK THE SAFETY BELT WARNING CHIME OPERATION	
• Ignition OFF. • Ignition ON. • Monitor the safety belt warning chime when the ignition switch is transitioned from OFF to RUN. • **Does the safety belt warning chime operate for approximately 6 seconds?**	**Yes** GO to AL2 . **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.
AL2 CHECK THE BRAKE WARNING INDICATOR OPERATION	
• Apply the parking brake. • Ignition ON. • Observe the brake warning indicator. • **Does the brake warning indicator turn on?**	**Yes** GO to AL3 . **No** GO to Pinpoint Test L .
AL3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded IPC DTCs from the self-test. • **Are any DTCs recorded?**	**Yes** REFER to DTC Chart in this section. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AM: DTC U0100:00 and P1607:87

Normal Operation

- DTC U0100:00 (Lost Communication With ECM /PCM "A": No Sub Type Information) — sets in continuous memory in the Instrument Panel Cluster (IPC) if data messages received from the PCM over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more. For a complete list of all network messages, refer to Section 418-00 .
- DTC P1607:87 (MIL Output Circuit: Missing Message) — sets in continuous memory in the IPC when the MIL message from the PCM is missing for 5 seconds or more.

NOTE: Once the IPC sets DTC U0100:00, multiple gauges or indicators are likely to be inoperative in the IPC . Other modules that require data from the IPC all set communication DTCs and may also

exhibit system function concerns.

This pinpoint test is intended to diagnose the following:

- PCM
- IPC

PINPOINT TEST AM: DTC U0100:00 AND P1607:87

Test Step	Result / Action to Take
AM1 VERIFY THE SCAN TOOL CAN COMMUNICATE WITH THE PCM • Connect the scan tool. • Check that a vehicle session can be established using the scan tool. • **Can a vehicle session be established?**	**Yes** GO to AM2. **No** REFER to Section 418-00 to diagnose no communication with the PCM.
AM2 CHECK THE IPC CONTINUOUS MEMORY DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC Self-Test. • Clear the DTCs. • Wait 10 seconds. • Repeat the IPC self-test. • **Is DTC U0100:00 or DTC P1607:87 retrieved again?**	**Yes** GO to AM3. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AM3 RETRIEVE THE RECORDED DTCs FROM THE PCM KOEO SELF-TEST • Check for recorded DTCs from the PCM Key ON Engine OFF (KOEO) self-test. • **Is DTC P0562 or P0563 recorded?**	**Yes** REFER to Section 303-14. **No** GO to AM4.
AM4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded DTCs from the IPC self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** For DTC U3006:16, GO to Pinpoint Test AU. For DTC U3006:17, GO to Pinpoint Test AV. **No** GO to AM5.
AM5 CHECK FOR DTC U0100:00 SET IN OTHER MODULES • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0100:00 set in the Remote Function Actuator (RFA) module or the Restraints Control Module (RCM)?**	**Yes** INSTALL a new PCM. REFER to Section 303-14. CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new IPC. REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AN: DTC U0101:00

Normal Operation

- DTC U0101:00 (Lost Communication With TCM : No Sub Type Information) — sets in continuous memory in the Instrument Panel Cluster (IPC) if data messages received from the Transmission Control Module (TCM) over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more.

This pinpoint test is intended to diagnose the following:

- TCM
- IPC

PINPOINT TEST AN: DTC U0101:00

Test Step	Result / Action to Take
AN1 VERIFY THE CUSTOMER CONCERN • Ignition ON. • Verify there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to AN2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AN2 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the TCM module pass the network test?**	**Yes** GO to AN3 . **No** REFER to Section 418-00 .
AN3 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded IPC DTCs from the self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** For DTC U3006:16, GO to Pinpoint Test AU . For DTC U3006:17, GO to Pinpoint Test AV . **No** GO to AN4 .
AN4 RECHECK THE IPC DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. • Wait 10 seconds. • Repeat the IPC self-test. • **Is DTC U0101:00 still present?**	**Yes** GO to AN5 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AN5 CHECK FOR DTC U0101:00 SET IN OTHER MODULES • Clear all DTCs. • Ignition OFF.	**Yes** INSTALL a new TCM . REFER to

• Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0101:00 set in the ABS module?**	Section 307-11 . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AO: DTC U0121:00

Normal Operation

- DTC U0121:00 (Lost Communication With Anti-Lock Brake System (ABS) Control Module: No Sub Type Information) — sets in continuous memory in the Instrument Panel Cluster (IPC) if data messages received from the ABS module over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- ABS module
- IPC

PINPOINT TEST AO: DTC U0121:00

Test Step	Result / Action to Take
AO1 VERIFY THE CUSTOMER CONCERN	**Yes** GO to AO2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
• Ignition ON. • Verify there is an observable symptom present. • **Is an observable symptom present?**	
AO2 CHECK THE COMMUNICATION NETWORK	**Yes** GO to AO3 . **No** REFER to Section 418-00 .
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the ABS module pass the network test?**	
AO3 RETRIEVE THE RECORDED DTCs FROM THE ABS MODULE SELF-TEST	**Yes** REFER to Section 206-09 . **No** GO to AO4 .
• Check for recorded DTCs from the ABS module self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	
AO4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	**Yes** For DTC U3006:16, GO to Pinpoint Test AU . For DTC U3006:17, GO
• Check for recorded DTCs from the IPC self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	

	to Pinpoint Test AV . **No** GO to AO5 .
AO5 RECHECK THE IPC DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. • Wait 10 seconds. • Repeat the IPC self-test. • **Is DTC U0121:00 still present?**	**Yes** INSTALL a new ABS module. REFER to Section 206-09 . CLEAR the DTCs. REPEAT the IPC self-test. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.

Pinpoint Test AP: DTC U0131:00

Normal Operation

- DTC U0131:00 (Lost Communication With Power Steering Control Module: No Sub Type Information) — sets in continuous memory if data messages received from the Power Steering Control Module (PSCM) module over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- PSCM module
- IPC

PINPOINT TEST AP: DTC U0131:00

Test Step	Result / Action to Take
AP1 VERIFY THE CUSTOMER CONCERN • Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to AP2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AP2 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the PSCM pass the network test?**	**Yes** GO to AP3 . **No** REFER to Section 418-00 .
AP3 RETRIEVE THE RECORDED DTCs FROM THE PSCM SELF-TEST • Check for recorded DTCs from the PSCM self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** REFER to Section 211-00 .

	No GO to AP4 .
AP4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** For DTC U3006:16, GO to Pinpoint Test AU . For DTC U3006:17, GO to Pinpoint Test AV . **No** GO to AP5 .
AP5 RECHECK THE IPC DTCs	
NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the IPC self-test. • **Is DTC U0131:00 still present?**	**Yes** GO to AP6 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AP6 CHECK FOR DTC U0131:00 SET IN OTHER MODULES	
• Clear all DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0131:00 set in the ABS module?**	**Yes** INSTALL a new PSCM (part of the steering gear). REFER to Section 211-02 . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AQ: DTC U0140:00

Normal Operation

- DTC U0140:00 (Lost Communication With Body Control Module: No Sub Type Information) — sets in continuous memory in the Instrument Panel Cluster (IPC) if data messages received from the Body Control Module (BCM) over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- BCM
- IPC

PINPOINT TEST AQ: DTC U0140:00

Test Step	Result / Action to Take
AQ1 VERIFY THE CUSTOMER CONCERN	

• Ignition ON. • Verify there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to AQ2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AQ2 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the BCM pass the network test?**	**Yes** GO to AQ3 . **No** REFER to Section 418-00 .
AQ3 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST • Check for recorded DTCs from the BCM self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** REFER to Section 419-10 . **No** GO to AQ4 .
AQ4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded DTCs from the IPC self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** For DTC U3006:16, GO to Pinpoint Test AU . For DTC U3006:17, GO to Pinpoint Test AV . **No** GO to AQ5 .
AQ5 RECHECK THE IPC DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. • Wait 10 seconds. • Repeat the IPC self-test. • **Is DTC U0140:00 still present?**	**Yes** GO to AQ6 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AQ6 CHECK FOR DTC U0140:00 SET IN OTHER MODULES • Clear all DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0140:00 set in the Audio Control Module (ACM)?**	**Yes** INSTALL a new BCM . REFER to Section 419-10 . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AR: DTC U0151:00

Normal Operation

- DTC U0151:00 (Lost Communication With Restraints Control Module: No Sub Type Information)

— sets in continuous memory in the Instrument Panel Cluster (IPC) if data messages received from the Restraints Control Module (RCM) over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- RCM
- IPC

PINPOINT TEST AR: DTC U0151:00

Test Step	Result / Action to Take
AR1 VERIFY THE CUSTOMER CONCERN • Ignition ON. • Verify there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to AR2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AR2 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the RCM pass the network test?**	**Yes** GO to AR3 . **No** REFER to Section 418-00 .
AR3 RETRIEVE THE RECORDED DTCs FROM THE RCM SELF-TEST • Check for recorded DTCs from the RCM self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** REFER to Section 501-20B . **No** GO to AR4 .
AR4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST • Check for recorded DTCs from the IPC self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** For DTC U3006:16, GO to Pinpoint Test AU . For DTC U3006:17, GO to Pinpoint Test AV . **No** GO to AR5 .
AR5 RECHECK THE IPC DTCs • Clear the DTCs. • Wait 10 seconds. • Repeat the IPC self-test. • **Is DTC U0151:00 still present?**	**Yes** GO to AR6 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AR6 CHECK FOR DTC U0151:00 SET IN	

OTHER MODULES	
• Clear all DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0151:00 set in the Occupant Classification System Module (OCSM)?**	**Yes** INSTALL a new RCM . REFER to Section 501-20B . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AS: DTC U0214:00

Normal Operation

- DTC U0214:00 (Lost Communication With Remote Function Actuation: No Sub-Type Information) — sets in continuous memory in the Instrument Panel Cluster (IPC) if data messages received from the Remote Function Actuator (RFA) module over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- RFA module
- IPC

PINPOINT TEST AS: DTC U0214:00

Test Step	Result / Action to Take
AS1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to AS2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AS2 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the RFA module pass the network test?**	**Yes** GO to AS3 . **No** REFER to Section 418-00 .
AS3 RETRIEVE THE RECORDED DTCs FROM THE RFA MODULE SELF-TEST	
• Check for recorded DTCs from the RFA module self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** REFER to Section 419-10 **No** GO to AS4 .
AS4 RETRIEVE THE RECORDED DTCs FROM THE IPC	

SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** For DTC U3006:16, GO to Pinpoint Test AU . For DTC U3006:17, GO to Pinpoint Test AV . **No** GO to AS5 .
AS5 RECHECK THE IPC DTCs	
NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the IPC self-test. • **Is DTC U0214:00 still present?**	**Yes** INSTALL a new RFA module. REFER to Section 419-10 . CLEAR the DTCs. REPEAT the IPC self-test. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.

Pinpoint Test AT: DTC U0257:00

Normal Operation

- DTC U0257:00 (Lost Communication With Front Controls / Display Interface Module: No Sub Type Information) — sets in continuous memory in the Instrument Panel Cluster (IPC) if data messages received from the Front Control/Display Interface Module (FCDIM) over the High Speed Controller Area Network (HS-CAN) are missing for 5 seconds or more. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- FCDIM
- IPC

PINPOINT TEST AT: DTC U0257:00

Test Step	Result / Action to Take
AT1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON. • Verify there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to AT2 . **No** The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AT2 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test.	**Yes** GO to AT3 . **No** REFER to Section 418-00 .

• **Does the FCDIM pass the network test?**	
AT3 RETRIEVE THE RECORDED DTCs FROM THE FCDIM SELF-TEST	
• Check for recorded DTCs from the FCDIM self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** REFER to Section 415-00 . **No** GO to AT4 .
AT4 RETRIEVE THE RECORDED DTCs FROM THE IPC SELF-TEST	
• Check for recorded DTCs from the IPC self-test. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** For DTC U3006:16, GO to Pinpoint Test AU . For DTC U3006:17, GO to Pinpoint Test AV . **No** GO to AT5 .
AT5 RECHECK THE IPC DTCs	
• Clear the DTCs. • Wait 10 seconds. • Repeat the IPC self-test. • **Is DTC U0257:00 still present?**	**Yes** GO to AT6 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AT6 CHECK FOR DTC U0212:87 SET IN OTHER MODULES	
• Clear all DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0257:00 set in the Audio Control Module (ACM)?**	**Yes** INSTALL a new FCDIM . REFER to Section 415-00 . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.

Pinpoint Test AU: DTC U3006:16

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

- DTC U3006:16 (Control Module Input Power "A": Circuit Voltage Below Threshold) — sets in the Instrument Panel Cluster (IPC) in continuous memory if the IPC detects battery voltage below 8 volts on the hot at all times B+ voltage supply circuit for more than one second after the engine has been running for longer than one second.

This pinpoint test is intended to diagnose the following:

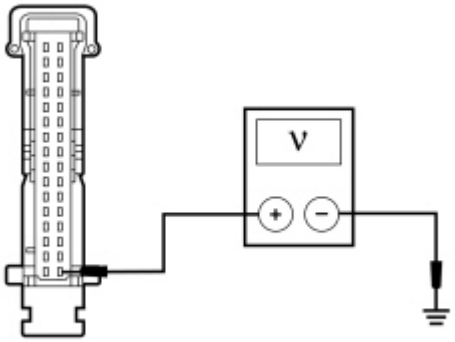
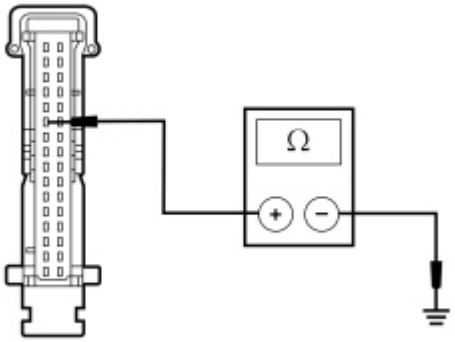
- Wiring, terminals or connectors
- High circuit resistance
- IPC

PINPOINT TEST AU: DTC U3006:16

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
AU1 RECHECK THE IPC DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: IPC Self-Test. • Clear the DTCs. • Wait 10 seconds. • Repeat the IPC self-test. • **Is DTC U3006:16 still present?**	**Yes** GO to AU2 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
AU2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM	
• Enter the following diagnostic mode on the scan tool: PCM Self-Test. • Carry out the PCM Key ON Engine OFF (KOEO) self-test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC P0469, P065B, P065C, or P0A3B set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to AU3 .
AU3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE	
• Check the battery condition and verify the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to AU4 . **No** REFER to Section 414-01 .
AU4 CHECK THE IPC VOLTAGE PID	
• Ignition ON. • Measure and record the voltage at the battery. • Enter the following diagnostic mode on the scan tool: IPC DataLogger. • Monitor the IPC voltage PID (MAINECUV). • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to AU7 . **No** GO to AU5 .
AU5 CHECK THE IPC VOLTAGE SUPPLY	
• Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between the IPC C220-32, circuit SBP03 (BU/RD), harness side and ground.	**Yes** GO to AU6 . **No** REPAIR circuit SBP03 (BU/RD) for high resistance. CLEAR the DTC. REPEAT the self-test.

 N0115640 • **Is the voltage within 0.2 volt of the recorded battery voltage?**	
AU6 CHECK THE IPC GROUND CIRCUIT	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the IPC C220-6, circuit GD115 (BK/GY), harness side and ground.  N0115675 • **Is the resistance less than 5 ohms?**	**Yes** GO to AU7 . **No** REPAIR circuit GD115 (BK/GY) for high resistance. CLEAR the DTCs. REPEAT the self-test.
AU7 CHECK FOR CORRECT IPC OPERATION	
• Disconnect the IPC connector. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect the IPC connector and make sure it seats correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test AV: DTC U3006:17

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

- DTC U3006:17 (Control Module Input Power "A": Circuit Voltage Above Threshold) — sets in the Instrument Panel Cluster (IPC) in continuous memory if the IPC detects battery voltage above 16

volts on the hot at all times B+ voltage supply circuit for more than one second after the engine has been running for longer than one second.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- IPC

PINPOINT TEST AV: DTC U3006:17

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: DTC U3006:17 may be stored in the module memory due to past battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
AV1 CHECK FOR DTC B1317, B1676, P0563 (PCM) OR U3003:17 SET IN OTHER MODULES • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC B1317, B1676, P065B (PCM) or U3003:17 set in more than one module?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to AV2 .
AV2 CHECK THE BATTERY VOLTAGE • Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 15.5 volts or higher?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to AV3 .
AV3 RECHECK FOR DTC U3006:17 • Turn the engine off. • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test. • Clear the continuous memory DTCs. • Carry out the IPC self-test. • **Is DTC U3006:17 present?**	**Yes** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation. **No** The system is operating normally at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

Pinpoint Test AW: DTC U3010:01

Normal Operation

- DTC U3010:01 (Ignition Input Start: General Electrical Failure) — sets on-demand in the Instrument Panel Cluster (IPC) if the IPC detects voltage on the START input circuit during the self-test.

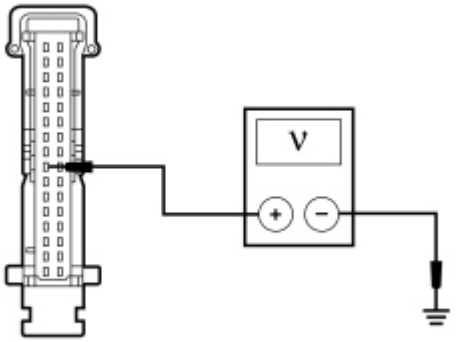
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- IPC

PINPOINT TEST AW: DTC U3010:01

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
AW1 CHECK FOR VEHICLE OPTION CONTENT	
• Check if the vehicle is equipped with Intelligent Access (IA). • **Is the vehicle equipped with IA ?**	**Yes** GO to AW2 . **No** GO to AW3 .
AW2 CHECK THE RFA MODULE	
• Ignition OFF. • Disconnect: RFA Module C3503C. • Ignition ON. • Clear the IPC DTCs. • Enter the following diagnostic mode on the scan tool: Self-Test. • Repeat the IPC self-test. • **Is DTC U3010:01 recorded?**	**Yes** GO to AW4 . **No** REFER to Section 303-06 to diagnose the PCM starter inhibit function.
AW3 CHECK THE PCM	
• Ignition OFF. • Disconnect: PCM C175B. • Ignition ON. • Clear the IPC DTCs. • Enter the following diagnostic mode on the scan tool: Self-Test. • Repeat the IPC self-test. • **Is DTC U3010:01 recorded?**	**Yes** GO to AW4 . **No** REFER to Section 303-06 to diagnose the PCM starter inhibit function.
AW4 CHECK THE START INPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between the IPC C220-9, circuit CDC54 (WH/GN), harness side and ground.	**Yes** REPAIR circuit CDC54 (WH/GN) for a short to voltage. TEST the system for normal operation. **No** INSTALL a new IPC . REFER to Instrument Panel Cluster (IPC) in this section. TEST the system for normal operation.



N0115643

- **Is any voltage present?**

Belt-Minder® Deactivating/Activating

Preparation

NOTE: The driver and front passenger Belt-Minder® are deactivated/activated independently. When deactivating/activating one seating position, do not buckle the other position, as this terminates the procedure.

NOTE: The Belt-Minder® can also be deactivated/activated using the scan tool.

1. Before deactivating/activating the Belt-Minder®, set the parking brake (manual transaxle).

2. Place the transmission selector lever in PARK (automatic transaxle).

3. Turn the ignition switch to the OFF position.
   - For vehicles with push-button start, push the start/stop switch to turn the vehicle off completely.

4. Unbuckle the driver and front passenger safety belts.

Deactivating/Activating

1. Turn the ignition switch to the RUN position (do not start the engine).
   - For vehicles with push-button start, push the start/stop switch and release quickly, do not attempt to start the engine.

2. Wait approximately 1 minute until the safety belt warning indicator turns off.

3. **NOTE:** Complete Step 3 within 50 seconds after the safety belt warning indicator turns off.

   NOTE: Buckle and unbuckle the safety belt at a moderate rate. If the safety belt buckle/unbuckle/buckle sequence is carried out too quickly, the Restraints Control Module (RCM) can fail to recognize one of the sequences and the procedure must be repeated.

   To disable the seating position, buckle then unbuckle the safety belt 3 times, ending in the unbuckled state.
   - After Step 3, the safety belt warning indicator illuminates for 3 seconds then turns off.

4. Within 7 seconds of the indicator turning off, buckle then unbuckle the safety belt.
   - If currently enabled this disables the Belt-Minder® feature for that seating position. As confirmation, the safety belt warning indicator flashes 1 time per second for 3 seconds.
   - If currently disabled this enables the Belt-Minder® feature for that seating position. As confirmation, the safety belt warning indicator flashes 4 times per second for 3 seconds, followed by 3 seconds with the indicator ff, then followed by the safety belt warning indicator flashing 1 times per second for 3 seconds again.

Message Center Configuration

Oil Life Reset

NOTE: This procedure resets the oil life telltale in the Instrument Panel Cluster (IPC), and the oil change reminder message in the message center display.

1. Press the brake and accelerator pedals at the same time.

2. Turn the ignition switch to the RUN position (do not start the engine).
   - For vehicles with push-button start, push the start/stop switch and release quickly, do not attempt to start the engine.

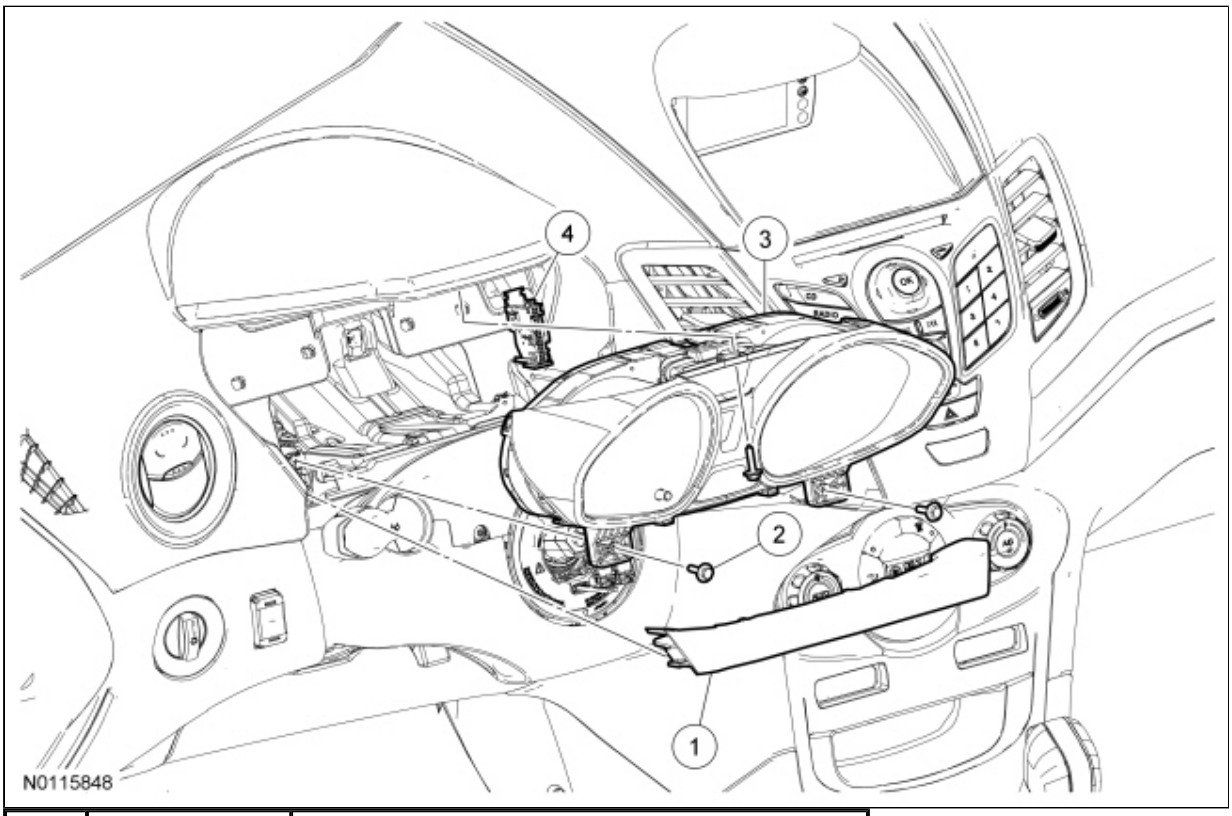
3. Keep the pedals fully depressed for a minimum of 20 seconds.

4. Rotate the key to the OFF position.
   - For vehicles with push-button start, push the start/stop switch to turn the vehicle off completely.

5. Start the vehicle. Make sure that the oil life telltale is not illuminated in the IPC , and the oil change reminder message is no longer displayed in the message center.

Instrument Panel Cluster (IPC)

NOTE: Steering wheel removed for clarity.



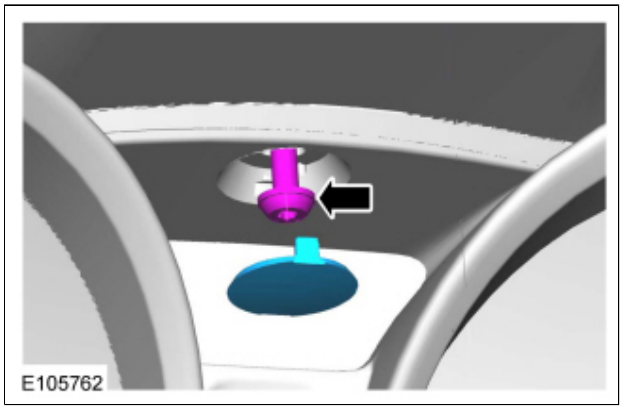
Item	Part Number	Description
1	—	IPC finish panel
2	W707628	IPC screws (3 required)
3	10849	IPC
4	—	IPC electrical connector (part of 14K024)

Removal

NOTE: If installing a new Instrument Panel Cluster (IPC), all vehicle keys are erased during the parameter reset procedure. Verify at least 2 of the vehicle keys are available prior to carrying out this procedure.

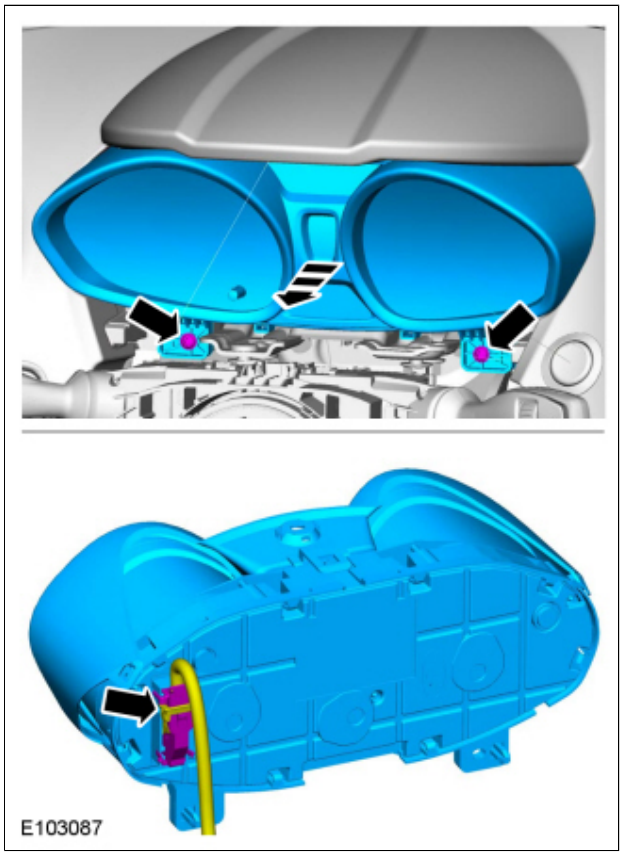
NOTE: If a new non-Intelligent Access (IA) IPC is installed, the IPC and the PCM require a parameter reset to allow the IPC and the PCM to recognize each other. Failure to carry out the parameter reset to the IPC and the PCM may result in a no start condition.

1. If installing a new IPC , upload the IPC configuration information to the scan tool. For additional information, refer to Programmable Module Installation (PMI) in Section 418-01 .
2. Lower the tilt steering column to the lowest setting.
3. Remove the IPC center bolt cover and bolt.



4. Position back the instrument cluster finish panel.

5. Remove the two lower IPC bolts and the IPC .
    - Disconnect the electrical connector.

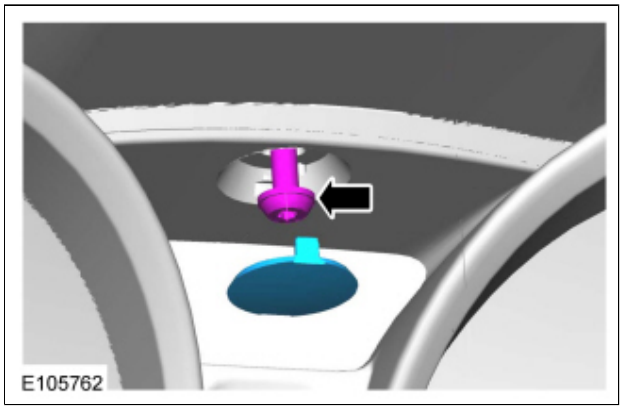


Installation

1. Position the IPC in the instrument panel, connect the electrical connector and install the 2 lower IPC screws.

2. Reposition the instrument cluster finish panel.

3. Install the IPC center bolt cover and bolt.



4. If installing a new IA IPC remove relay R7 from the Central Junction Box (CJB) and jumper pins 3 and 5 together. Download the IPC configuration information from the scan tool into the new IPC . For additional information, refer to PMI in Section 418-01 .
    - After configuration, remove the jumper and reinstall relay R7.

5. If installing a new non- IA IPC , carry out the parameter reset procedure. For additional information, refer to Section 418-01 .

6. If installing a new non- IA IPC , carry out the key programming procedure. For additional information, refer to Section 419-01B .

Torque Specifications

Description	Nm	lb-in
Horn bracket bolt	9	80

Horn

The horn system consists of the following components:

- Body Control Module (BCM)
- Clockspring
- Driver air bag module
- Horn relay (integral to the BCM)
- Horn (located below the RH headlamp and behind the RH fender)

Horn

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Battery Junction Box (BJB) supplies the switched and control voltage to the horn relay (part of the Body Control Module (BCM)). When the driver air bag module is pressed, the horn switch (which is integrated into the driver air bag module) is closed and ground is supplied to the BCM which is routed through the clockspring. The horn relay then energizes, sending voltage to the horn, enabling the horn to sound.

The horn switch is not a single component, but consists of contact points located on the steering wheel and driver air bag module. The contact points are separated by springs. One set of contacts is part of the steering wheel itself and the other set is part of a metal plate mounted to the rear of the driver air bag module. Springs mounted to the metal plate are isolated by plastic seats on the steering wheel. When the driver air bag module is pressed against the steering wheel, the contacts on the driver air bag module and the steering wheel touch to complete the circuit.

Anti-Theft Horn

On vehicles equipped with perimeter alarm, the vehicle has a separate anti-theft horn. Refer to Section 419-01A , for information on the perimeter alarm and anti-theft horn.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Horn	• Battery Junction Box (BJB) fuse 32 (20A) • Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, verify the symptom and GO to Symptom Chart

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The horn is inoperative	• Fuse • Wiring, terminals or connectors • Steering wheel harness • Horn • Clockspring • Driver air bag module • Body Control Module (BCM)	• GO to Pinpoint Test A .
• The horn is always on	• Wiring, terminals or connectors • Steering wheel harness • Clockspring • Driver air bag module • BCM • Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM)	• GO to Pinpoint Test B .

Pinpoint Tests

Pinpoint Test A: The Horn Is Inoperative

Refer to Wiring Diagrams Cell 44 , Horn/Cigar Lighter for schematic and connector information.

Normal Operation

When the driver air bag module is pressed, the normally open horn switch (which is part of the driver air bag module) is closed and ground is routed through the clockspring to the horn relay, energizing the horn relay. The Battery Junction Box (BJB) supplies the switched and control voltage to the horn relay, which is integrated into the Body Control Module (BCM). The horn relay then provides voltage to the horn, enabling the horn to sound.

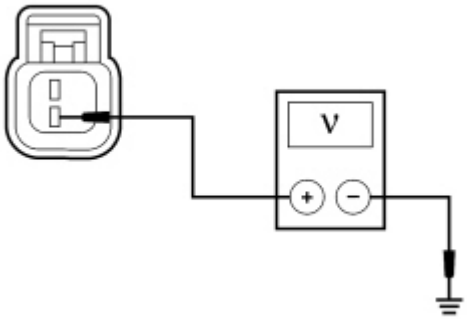
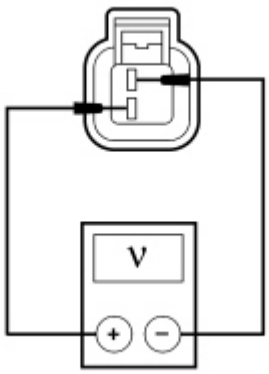
This pinpoint test is intended to diagnose the following:

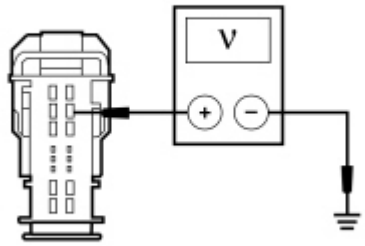
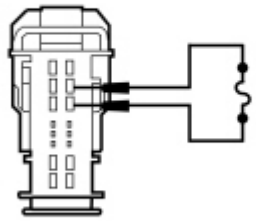
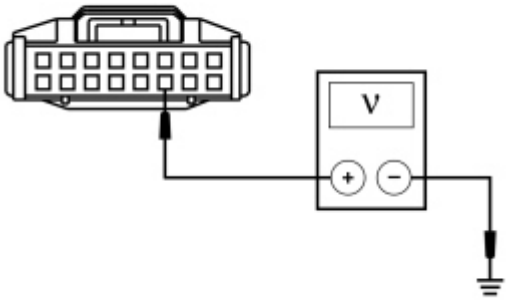
- Fuse
- Wiring, terminals or connectors
- Steering wheel harness

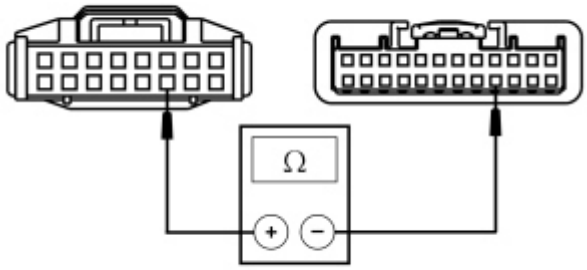
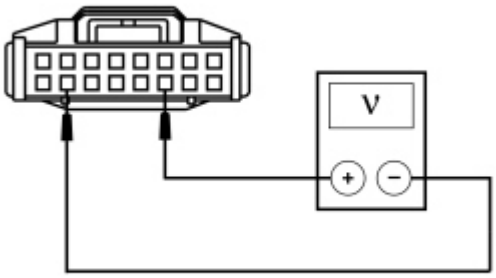
- Horn
- Clockspring
- Driver air bag module
- BCM

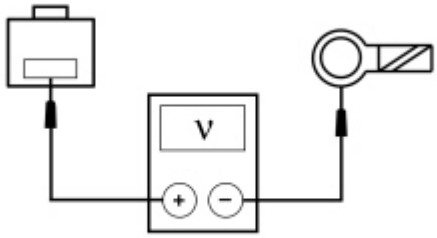
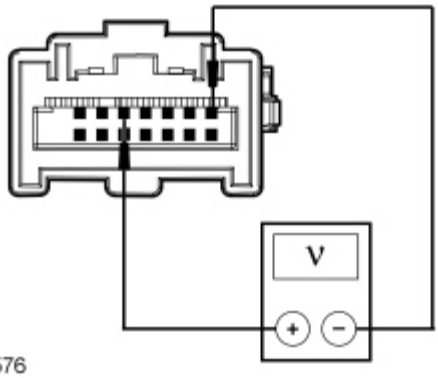
PINPOINT TEST A: THE HORN IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 CHECK FOR VOLTAGE TO THE HORN	
• Ignition OFF. • Disconnect: Horn C131. • While pressing the horn switch, measure the voltage between the horn C131-2, circuit CRH04 (VT/GN), harness side and ground.  N0090544 • **Is the voltage greater than 10 volts?**	**Yes** GO to A2 . **No** GO to A3 .
A2 CHECK FOR VOLTAGE TO THE HORN USING THE CONNECTOR GROUND	
• While pressing the horn switch, measure the voltage between the horn C131-2, circuit CRH04 (VT/GN), harness side and the horn C131-1, circuit GD123 (BK/GY), harness side.  N0013171 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new horn. REFER to Horn in this section. TEST the system for normal operation. **No** REPAIR circuit GD123 (BK/GY) for an open. TEST the system for normal operation.
A3 CHECK FOR VOLTAGE TO THE BCM	
• Connect: Horn C131.	**Yes** GO to A4 .

• Disconnect: BCM C2280A. • Measure the voltage between the BCM C2280A-2, circuit SBB32 (VT/RD), harness side and ground.  N0115570 • **Is the voltage greater than 10 volts?**	**No** VERIFY the BJB fuse 32 (20A) is OK. If OK, REPAIR circuit SBB32 (VT/RD) for an open. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. TEST the system for normal operation.
A4 BYPASS THE BCM	
• Connect a fused jumper wire between the BCM C2280A-2, circuit SBB32 (VT/RD), harness side and the BCM C2280A-3, circuit CRH04 (VT/GN), harness side.  N0115571 • **Does the horn sound?**	**Yes** REMOVE the jumper wire. GO to A5 . **No** REMOVE the jumper wire. REPAIR circuit CRH04 (VT/GN) for an open. TEST the system for normal operation.
A5 CHECK FOR VOLTAGE TO THE CLOCKSPRING	
• Connect: BCM C2280A. • Disconnect: Clockspring C218B . • Measure the voltage between the clockspring C218B-11, circuit CRH03 (BN), harness side and ground.  N0115572 • **Is the voltage greater than 10 volts?**	**Yes** GO to A7 . **No** GO to A6 .

A6 CHECK HORN RELAY COIL GROUND CONTROL CIRCUIT FOR AN OPEN	
• Disconnect: BCM C2280E. • Measure the resistance between the clockspring C218B-11, circuit CRH03 (BN), harness side and the BCM C2280E-21, circuit CRH03 (BN), harness side.  N0115573 • **Is the resistance less than 5 ohms?**	**Yes** GO to A10 . **No** REPAIR circuit CRH03 (BN) for an open. TEST the system for normal operation.
A7 CHECK FOR VOLTAGE TO THE CLOCKSPRING USING THE CONNECTOR GROUND	
• Measure the voltage between the clockspring C218B-11, circuit CRH03 (BN), harness side and the clockspring C218B-15, circuit GD115 (BK/GY), harness side.  N0115574 • **Is the voltage greater than 10 volts?**	**Yes** GO to A8 . **No** REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation.
A8 CHECK FOR VOLTAGE TO THE HORN SWITCH CONNECTOR	
• Connect: BCM C2280E. • Connect: Clockspring C218B. • Remove the driver air bag module. Refer to Section 501-20B . • Disconnect: Horn Switch C217A. • Disconnect: Horn Switch C217B. • Measure the voltage between the horn switch C217A-1, circuit (RD), harness side and the horn switch C217B-1, circuit (VT), harness side.	**Yes** INSTALL a new driver air bag module. REFER to Section 501-20B . TEST the system for normal operation. **No** GO to A9 .

 N0115575 • **Is the voltage greater than 10 volts?**	
A9 CHECK FOR VOLTAGE TO THE CLOCKSPRING • Disconnect: Clockspring C218C. • Measure the voltage between the clockspring connector C218C pin 4, component side and the clockspring C218C pin 8 component side.  N0115576 • **Is the voltage greater than 10 volts?**	**Yes** The steering wheel harness has an open circuit. INSTALL a new steering wheel. REFER to Section 211-04 . TEST the system for normal operation. **No** INSTALL a new clockspring. REFER to Section 501-20B . TEST the system for normal operation.
A10 CHECK FOR CORRECT BCM OPERATION • Disconnect all the BCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: The Horn Is Always On

Refer to Wiring Diagrams Cell 44 , Horn/Cigar Lighter for schematic and connector information.

Normal Operation

When the driver air bag module is pressed, the normally open horn switch (which is part of the driver air bag module) is closed and ground is routed through the clockspring to the horn relay, energizing the horn relay. The Battery Junction Box (BJB) supplies the switched and control voltage to the horn relay,

which is integrated into the Body Control Module (BCM). The horn relay then provides voltage to the horn, enabling the horn to sound. If incorrectly installed, the horn pad can cause the horn switch to be closed at all times.

The Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) is also wired to the horn relay coil controlled circuit. The TPM / VSM sounds the horn during TPMS sensor training.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Steering wheel harness
- Clockspring
- Driver air bag module
- BCM
- TPM / VSM

PINPOINT TEST B: THE HORN IS ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

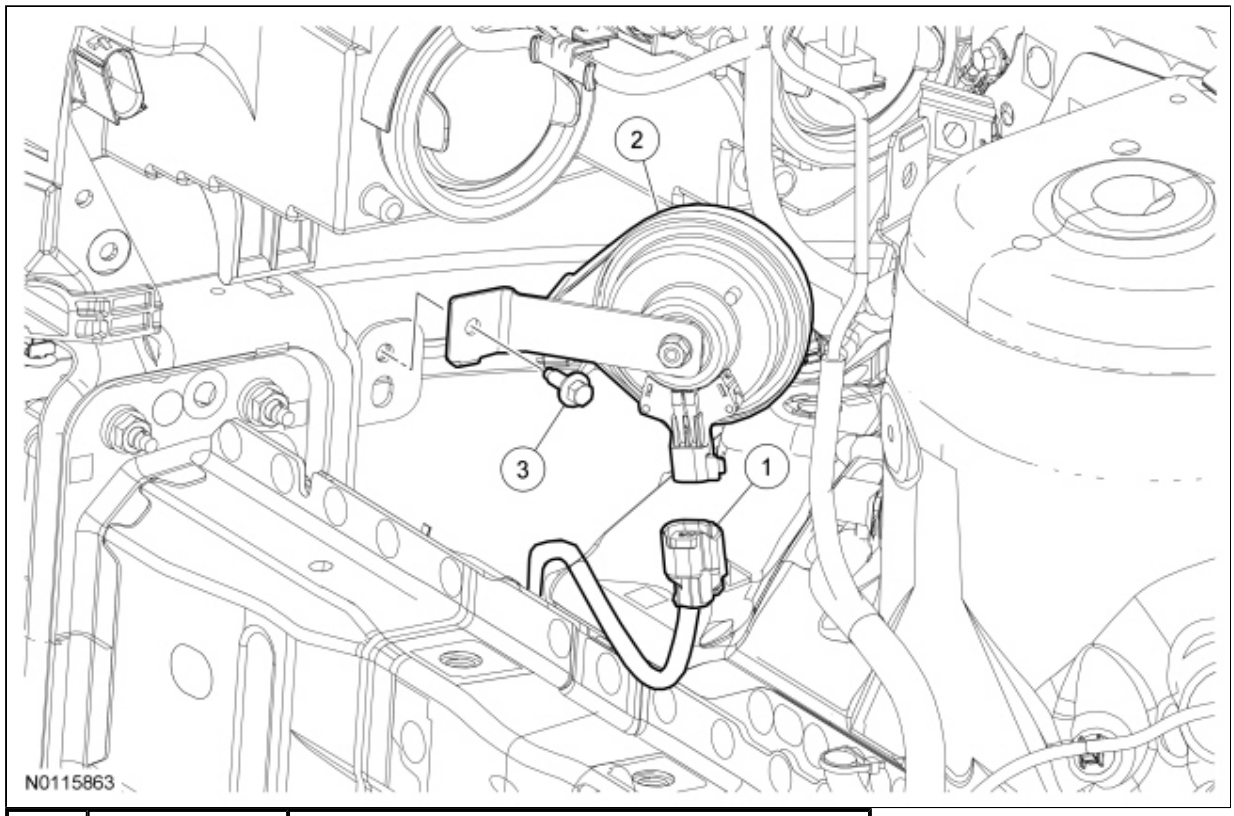
Test Step	Result / Action to Take
B1 CHECK THE HORN SWITCH INPUT TO THE BCM • Ignition OFF. • Disconnect: BCM C2280E. • Disconnect: BCM C2280D. • Ignition ON. • **Does the horn continue to sound?**	**Yes** GO to B2. **No** GO to B3.
B2 CHECK THE HORN CIRCUIT FOR SHORT TO VOLTAGE • Ignition OFF. • Disconnect: BCM C2280A. • Ignition ON. • **Does the horn continue to sound?**	**Yes** REPAIR circuit CHR04 (VT/GN) for a short to voltage. TEST the system for normal operation. **No** GO to B7.
B3 CHECK THE TPM / VSM • Ignition OFF. • Connect: BCM C2280E. • Connect: BCM C2280D. • Disconnect: TPM / VSM C4321B. • **Does the horn continue to sound?**	**Yes** GO to B4. **No** GO to B8.
B4 CHECK THE HORN SWITCH INPUT CIRCUIT FOR A SHORT TO GROUND • Disconnect: Clockspring C218B. • **Does the horn continue to sound?**	**Yes** REPAIR circuit CRH03 (BN) for a short to ground. TEST the system for normal operation. **No** GO to B5.

B5 CHECK HORN SWITCH • Connect: Clockspring C218B. • Remove the driver air bag module. Refer to Section 501-20B . • Disconnect: Horn Switch C217A. • **Does the horn continue to sound?**	**Yes** GO to B6 . **No** INSTALL a new driver air bag module. REFER to Section 501-20B . TEST the system for normal operation.
B6 CHECK THE CLOCKSPRING FOR A SHORT TO GROUND • Disconnect: Clockspring C218C. • **Does the horn continue to sound?**	**Yes** INSTALL a new clockspring. REFER to Section 501-20B . TEST the system for normal operation. **No** The steering wheel harness has a short circuit. INSTALL a new steering wheel. REFER to Section 211-04 . TEST the system for normal operation.

B7 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

B8 CHECK FOR CORRECT TPM / VSM OPERATION
• Disconnect all the TPM / VSM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the TPM / VSM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new TPM module. REFER to Section 204-04 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Horn



Item	Part Number	Description
1	—	Horn electrical connector (part of 14K012)
2	13832	Horn
2	W702498	Horn bracket bolt

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Disconnect the electrical connector.
3. Remove the horn bracket bolt and the horn.
   - To install, tighten to 10 Nm (89 lb-in).
4. To install, reverse the removal procedure.

General Specifications

Item	Specification
Generator	
Generator pulley ratio	2.62:1
Rating	81 amps @ 750 rpm (min) - 124 amps @ 2,300 rpm (max)
Voltage regulator type	Electronic internal with generator

Torque Specifications

Description	Nm	lb-ft	lb-in
Generator B+ terminal nut	15	—	133
Generator nut	48	35	—
Generator stud bolt	10	—	89
Lower generator bolt	48	35	—
Upper generator bolt	48	35	—

Charging System

The charging system is a negative ground system consisting of:

- a generator with an internal voltage regulator.
- a charging system warning indicator.
- a battery.
- circuitry and cables.
- a PCM.

The generator is driven by the accessory drive belt. When the engine is started, the generator begins to generate AC voltage which is internally converted to DC voltage. The DC voltage is controlled by the voltage regulator (located on the rear of the generator) and supplied to the battery. The PCM controls the voltage regulator set point, communicating with the generator internal voltage regulator over a dedicated Local Interconnect Network (LIN) communication circuit.

Principles of Operation

The PCM-controlled charging system, or Smart Charge charging system, determines the optimal voltage setpoint for the charging system and communicates this information to the voltage regulator. The Smart Charge charging system is designed to set 1 of 9 DTCs any time a charging system fault is present. All of the DTCs can set continuous faults, but not all DTCs set as on-demand faults.

DTC	Key ON Engine OFF (KOEO)	Key ON Engine Running (KOER)	Continuous
P065B:09		X	X
P065C:09		X	X
P0A3B:09		X	X
P1794:16	X	X	X
P1794:17	X	X	X
U0120:13	X	X	X
U0469:09		X	X
U3003:16	X	X	X
U3003:17	X	X	X

This system uses a dedicated Local Interconnect Network (LIN) communication circuit. The generator uses this LIN circuit to communicate the desired setpoint from the PCM to the voltage regulator. The generator also uses this LIN circuit to communicate the generator load and error conditions to the PCM.

The PCM simultaneously controls and monitors the output of the generator. When the usage of current is high or the battery is discharged, the PCM raises engine speed as needed to increase generator output. The generator charges the battery and at the same time supplies power for all of the electrical loads that are required. The battery is more effectively charged with a higher voltage when the battery is cold and a lower voltage when the battery is warm. The PCM uses the measurement from the Intake Air Temperature (IAT) sensor to adjust the charging voltage according to the battery temperature. The PCM also uses other inputs to control charging system voltage such as the Vehicle Speed Sensor (VSS) and Engine Coolant Temperature (ECT) sensor. The voltage setpoint is calculated by the PCM and communicated to the voltage regulator by the LIN circuit based on the needs of the vehicle and the operating conditions.

The PCM turns off the generator during cranking to reduce the generator load and improve cranking speed. Once the engine starts, the PCM slowly increases generator output to desired voltage.

The PCM controls the charging system warning indicator by sending a message over the High Speed Controller Area Network (HS-CAN) to the Instrument Panel Cluster (IPC) module. The IPC module controls the charging system warning indication based on the message from the PCM. The IPC module controls the charging system indication based on the message from the PCM, turning it on or off. If equipped with a Front Control/Display Interface Module (FCDIM) (message center), the IPC module displays a CHECK CHARGING SYSTEM message. When the ignition is on and the engine is off on vehicles equipped with a message center, the CHECK CHARGING SYSTEM message may not be displayed. For additional information regarding the IPC module, refer to Section 413-01 . For additional information regarding the FCDIM , refer to Section 415-00 .

Under certain circumstances the charging system may have a concern but still keep the battery charged and the vehicle running. The LIN normally initiates charging from the PCM, but the generator may continue charging when a fault is present on this circuit. If the engine is operated at greater than 2,000

rpm momentarily, the generator may self-excite or start charging on its own. The charging system warning indicator is illuminated and/or CHECK CHARGING SYSTEM message is displayed, and the generator operates in a default mode (approximately 13.5 volts) until the engine is turned off. When the engine is restarted and the engine is operated at greater than 2,000 rpm momentarily, the generator may again self-excite and again the charging system warning indicator is illuminated and/or CHECK CHARGING SYSTEM message is displayed.

The PIDs and their associated descriptions used in the charging system diagnosis are listed below:

PID Chart

PID	Description	Normal Display	Associated Circuit Name	Connector, Circuit
GENVDSD	Generator Voltage Desired	Voltage varies by vehicle needs - May be controlled by an output state control	—	—
VPWR	Module Supply Voltage	Within 0.5 volt of battery voltage	—	—

Inspection And Verification

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

WARNING: Batteries contain sulfuric acid and produce explosive gases. Work in a well-ventilated area. Do not allow the battery to come in contact with flames, sparks or burning substances. Avoid contact with skin, eyes or clothing. Shield eyes when working near the battery to protect against possible splashing of acid solution. In case of acid contact with skin or eyes, flush immediately with water for a minimum of 15 minutes, then get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in serious personal injury.

WARNING: Always lift a plastic-cased battery with a battery carrier or with hands on opposite corners. Excessive pressure on the battery end walls may cause acid to flow through the vent caps, resulting in personal injury and/or damage to the vehicle or battery.

NOTICE: **Do not make jumper connections except as directed. Incorrect connections may damage the voltage regulator test terminals or fuses.**

NOTICE: **Do not allow any metal object to come in contact with the generator housing and internal diode cooling fins. A short circuit may result and burn out the diodes.**

NOTE: While carrying out any pinpoint test, disregard any DTCs set while following a specific pinpoint test. After the completion of a test, be sure to clear all DTCs in the PCM.

NOTE: All voltage measurements are referenced to the negative (-) battery post unless otherwise specified.

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Battery • Front End Accessory Drive (FEAD) belt • Generator pulley	• Wiring, terminals or connectors • Cables • Battery • Generator • Fuses

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. Verify the battery condition. Refer to Section 414-01 .

5. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

6. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

7. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out (other indicators may NOT prove ignition is on) confirms ignition on. If ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - refer to Section 418-00 , Inspection and Verification, to establish a scan tool session (without the ignition on).
   - verify the scan tool operation with a known good vehicle.

8. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .

NOTE: Use the Integrated Diagnostic System (IDS) feature that retrieves all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules at one time.

9. Retrieve CMDTCs from all modules.

10. **NOTE:** If no charging system DTCs are present, the charging system is operating correctly. If the charging system has a concern, it usually sets a charging system DTC.

    If the DTCs retrieved are related to the concern, go to the Diagnostic Trouble Code (DTC) Chart in this section. For all other DTCs, refer to the Master DTC Chart in Section 419-10 or Powertrain Control/Emissions Diagnosis (PC/ED) manual.

11. If no DTCs related to the concern are retrieved, go to the Symptom Chart in this section.

Diagnostic Trouble Code (DTC) Chart

DTCs	Description	Source	Action
P065B:09	Generator Control Circuit Range/Performance: Component Failure	PCM	INSTALL a new generator. Refer to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
P065C:09	Generator Mechanical Performance: Component Failure	PCM	GO to Pinpoint Test D .
P0A3B:09	Generator Over Temperature: Component Failure	PCM	INSTALL a new generator. Refer to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
P1794:16	Battery Voltage Circuit: Circuit Voltage Below Threshold	PCM	GO to Pinpoint Test B .
P1794:17	Battery Voltage Circuit: Circuit Voltage Above Threshold	PCM	GO to Pinpoint Test A .
U0120:13	Lost Communication with Starter/Generator Control Module: Circuit Open	PCM	GO to Pinpoint Test C .
U0469:09	Invalid Data Received From Starter/Generator Control Module: Component Failure	PCM	INSTALL a new generator. Refer to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	PCM	GO to Pinpoint Test B .
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	PCM	GO to Pinpoint Test A .
All other DTCs	—	Various Modules	REFER to the Section 303-14 or the Powertrain Control/Emissions Diagnosis (PC/ED) manual. If directed to this section from another section, GO to Symptom Chart in this section.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• System voltage high	• Engine, generator and battery grounds • Wiring, terminals or connectors • Battery • Generator • PCM	• GO to Pinpoint Test A .
• System voltage low or battery is discharged	• High-current fuse assembly • Abnormal ignition-off current drain(s) • Engine, generator and battery grounds • Positive battery cable • Wiring, terminals or connectors • Battery • Generator • PCM	• GO to Pinpoint Test B .
• The generator is noisy	• Front End Accessory Drive (FEAD) belt • Loose bolts/brackets • Generator/pulleys	• GO to Pinpoint Test D .
• Radio interference	• Generator • Wiring, terminals or connectors • In-vehicle entertainment system	• GO to Pinpoint Test E .
• Charging system warning indicator is never/always on	• Wiring, terminals or connectors • IPC • Generator • PCM	• RETRIEVE Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules. If any charging system DTCs are found, REFER to the Diagnostic Trouble Code (DTC) Chart in this section. If no charging system DTCs are found, REFER to Section 413-01 .

Pinpoint Test

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Pinpoint Test A: System Voltage High

Refer to Wiring Diagrams Cell 12 , Charging System for schematic and connector information.

NOTE: DTC P1794:17 or U3003:17 can set if the vehicle has been recently jump started, the battery has been recently charged or the battery has been discharged. The battery may become discharged due to excessive load(s) on the charging system from aftermarket accessories or if vehicle accessories have been operating for an extended period of time without the engine running.

Normal Operation

With the engine running, the charging system supplies voltage to the battery and the vehicle electrical system through the battery B+ cable. The voltage that is supplied to the vehicle electrical system operates of the various vehicle systems and modules. Many modules monitor this voltage and set a DTC if the voltage exceeds their calibrated setpoint.

- DTC P1794:17 (Battery Voltage Circuit: Circuit Voltage Above Threshold) — Sets when the module senses battery voltage is greater than 16 volts.
- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — Sets when the module senses battery voltage is greater than 16 volts.

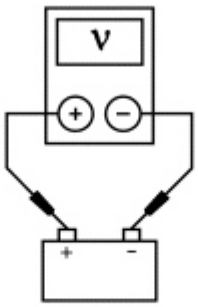
This pinpoint test is intended to diagnose the following:

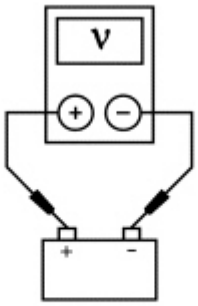
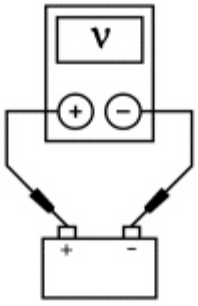
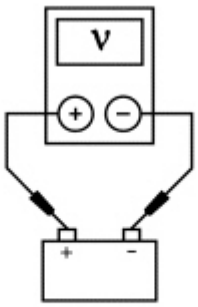
- Wiring, terminals or connectors
- Engine, generator and battery grounds
- Battery
- Generator
- PCM

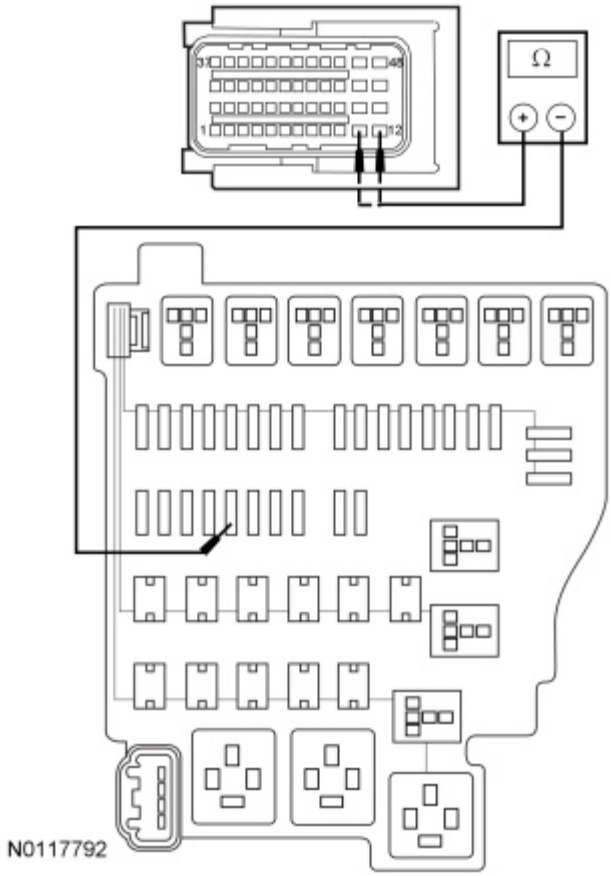
PINPOINT TEST A: SYSTEM VOLTAGE HIGH

NOTE: Make sure battery voltage is greater than 12.2 volts prior to and during this pinpoint test.

NOTE: Do not have a battery charger attached during vehicle testing.

Test Step	Result / Action to Take
A1 CHECK BATTERY CONDITION	
• Refer to Section 414-01 and carry out Pinpoint Test A: Battery Condition Test to determine if the battery can hold a charge and is OK for use. • **Does the battery pass the condition test?**	**Yes** GO to A2 . **No** INSTALL a new battery. REFER to Section 414-01 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A2 MONITOR PCM PID GENERATOR VOLTAGE DESIRED (GENVDSD)	
• Start the engine. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor the GENVDSD PID. • **Does the GENVDSD PID indicate 15.9 volts or less?**	**Yes** GO to A3 . **No** GO to A8 .
A3 MONITOR PCM PID GENERATOR VOLTAGE DESIRED (GENVDSD)	
• With the engine still running at idle, measure battery voltage and record.  AJ0210-A • Monitor the GENVDSD PID. • **Is battery voltage within ±0.6 volt of the PID GENVDSD?**	**Yes** The fault is not present at this time. CHECK generator connections for corrosion, loose connections and/or bent terminals. REPAIR as necessary. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to A4 .
A4 MONITOR PCM PID GENERATOR VOLTAGE DESIRED (GENVDSD) WHILE COMMANDED	
• Monitor the GENVDSD PID. • Using the active command, set GENVDSD PID to 14 volts. • With the engine still running at idle, measure battery voltage and record.	**Yes** GO to A5 . **No** INSTALL a new generator. REFER to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

 AJ0210-A • **Is battery voltage within ±0.6 volt of the PID GENVDSD?**	
A5 CHECK THE GENERATOR OUTPUT	
• Increase engine rpm until generator starts to generate output. • With the engine running, measure battery voltage and record.  AJ0210-A • **Is the voltage greater than 14.5 volts?**	**Yes** INSTALL a new generator. REFER to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to A6.
A6 COMPARE PCM SUPPLY VOLTAGE (VPWR) PID TO BATTERY VOLTAGE	
• With the engine still running at idle, measure the battery voltage at the battery and monitor the PCM VPWR PID.  AJ0210-A • **Does PCM VPWR PID accurately display battery voltage within ±0.5 volt?**	**Yes** INSTALL a new generator. REFER to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to A7.
A7 CHECK PCM SUPPLY VOLTAGE CIRCUITS	
• Ignition OFF. • Disconnect: PCM C175B. • Inspect the connector pins for damage. Measure resistance	**Yes** GO to A8.

between Battery Junction Box (BJB) fuse 16 (15A), output side and: ■ PCM C175B-11, circuit CBB16 (BU/GN), harness side. ■ PCM C175B-12, circuit CBB16 (BU/GN), harness side.  • **Are the resistances less than 0.5 ohm?**	**No** REPAIR high resistance or loose connections in the affected circuit(s). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
A8 CHECK FOR CORRECT PCM OPERATION	
• Ignition OFF. • Check the PCM harness and component side connectors for: ■ corrosion. ■ pushed-out/bent pins. • Connect the PCM and generator, make sure the connectors seat correctly. • Operate the system and determine if the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new PCM. REFER to Section 303-14 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test B: System Voltage Low or Battery is Discharged

Refer to Wiring Diagrams Cell 12 , Charging System for schematic and connector information.

Normal Operation

With the engine running, the charging system supplies voltage to the battery and the vehicle electrical system through the battery B+ cable. The voltage that is supplied to the vehicle electrical system operates the various vehicle systems and modules. Many modules monitor this voltage and set a DTC if the voltage drops below their calibrated setpoint.

- DTC P1794:16 (Battery Voltage Circuit: Circuit Voltage Below Threshold) — Sets when the module senses battery voltage is less than 9 volts.
- DTC P065B:09 (Generator Control Circuit Range/Performance: Component Failure) — Sets when the generator reports an internal regulator failure.
- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — Sets when the module senses battery voltage is less than 9 volts.

This pinpoint test is intended to diagnose the following:

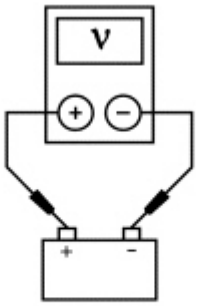
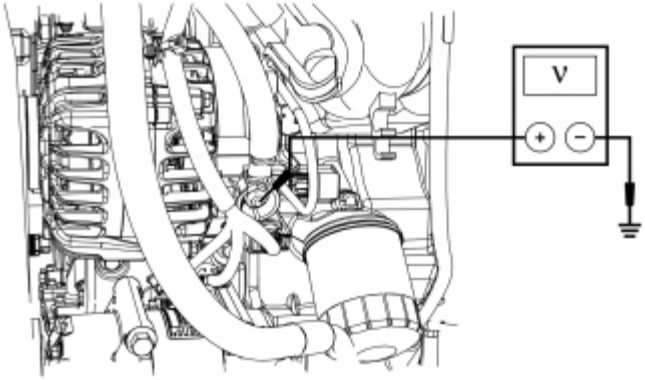
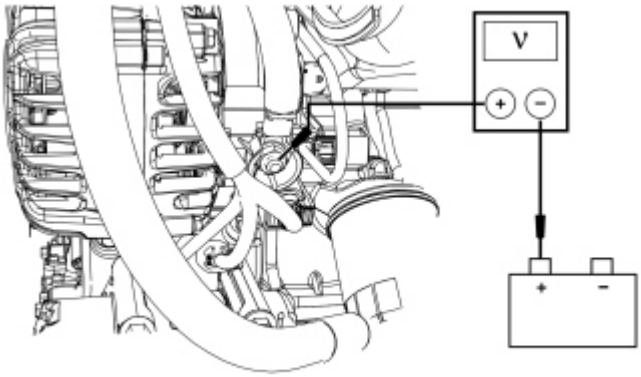
- High-current fuse assembly
- Abnormal ignition-off current drain(s)
- Engine, generator and battery grounds
- Positive battery cable
- Wiring, terminals or connectors
- Battery
- Generator
- PCM

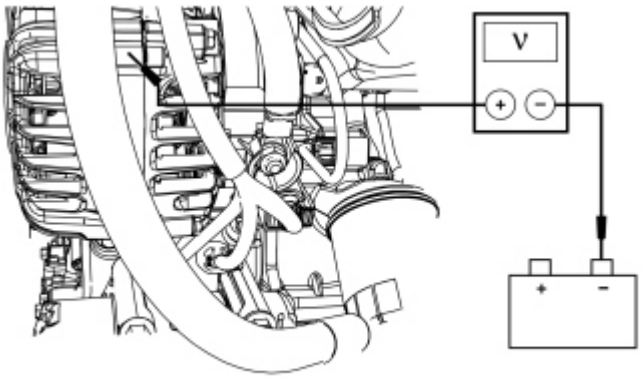
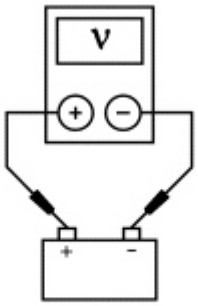
PINPOINT TEST B: SYSTEM VOLTAGE LOW OR BATTERY IS DISCHARGED

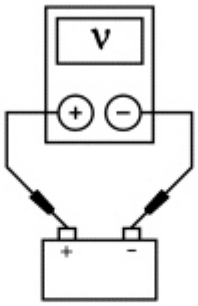
NOTE: Make sure battery voltage is greater than 12.2 volts prior to and during this pinpoint test.

NOTE: Do not have a battery charger attached during vehicle testing.

Test Step	Result / Action to Take
B1 CHECK THE PCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test — PCM. • Check the PCM for DTCs. • **Is DTC P065B:09 present?**	**Yes** INSTALL a new generator. REFER to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to B2.
B2 CHECK BATTERY CONDITION	
• Refer to Section 414-01 and carry out Pinpoint Test A: Battery Condition Test to determine if the battery can hold a charge and is OK for use. • **Does the battery pass the condition test?**	**Yes** GO to B3. **No** INSTALL a new battery. REFER to Section 414-01. TEST the system for normal operation.
B3 CHECK THE GENERATOR CONNECTIONS	
• Ignition OFF. • Inspect generator C102A connection. Connector should be installed correctly and tight. • Inspect generator C102A for bent and/or pushed-out pins.	**Yes** GO to B4. **No**

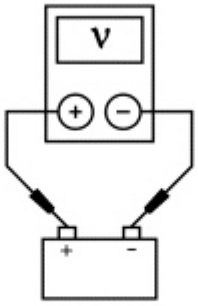
• Inspect generator C102B, B+ circuit SBF01 (RD) connection. The connection should be tight. • Measure the battery voltage.  AJ0210-A • Measure the voltage between generator C102B, B+ circuit SBF01 (RD) and ground.  N0115310 • **Is the generator C102B connection tight and does the generator B+ measure battery voltage within ±0.5 volt?**	TIGHTEN or INSTALL a new C102B (B+ nut) or REPAIR connection as needed. REFER to Specifications in this section. VERIFY the high current fuse assembly is OK. If the fuse assembly is OK, REPAIR circuit SBF01 (RD). If the fuse assembly is not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B4 CHECK THE VOLTAGE DROP IN THE B+ CIRCUIT	
• Start the engine. • With the engine running at idle, headlamps on and blower on high, measure the voltage drop between generator B+ C102B, circuit SBF01 (RD) and the positive battery terminal.  N0115311 • Carry out a wiggle test of the generator wiring and connections while measuring voltage drop. • **Is the voltage drop less than 0.5 volt?**	**Yes** GO to B5 . **No** INSPECT and REPAIR any corrosion in the B+ circuit SBF01 (RD) or positive battery cable connections. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

B5 CHECK THE VEHICLE GROUNDS	
• Start the engine. • With the engine running at idle, headlamps on and heater blower on high, measure the voltage drop between the generator housing and the negative battery terminal.  N0117821 • **Is the voltage drop less than 0.5 volt?**	**Yes** GO to B6 . **No** INSPECT and REPAIR the engine ground, generator ground or the battery ground for corrosion. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B6 COMPARE PCM SUPPLY VOLTAGE (VPWR) PID	
• Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor PCM VPWR PID. • With the engine still running at idle, headlamps on and blower on high, measure the battery voltage at the battery and monitor the PCM VPWR PID.  AJ0210-A • **Does PCM VPWR PID display battery voltage within ±0.5 volt?**	**Yes** GO to B7 . **No** REPAIR high resistance or loose connections in the affected PCM power circuit(s). CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
B7 CHECK PCM GROUND FOR HIGH RESISTANCE	
• Monitor PCM VPWR PID. • With the engine still running at idle, turn off all accessory loads, measure the battery voltage at the battery and note the PCM VPWR PID.	**Yes** GO to B8 . **No** REPAIR the affected PCM ground circuits. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.



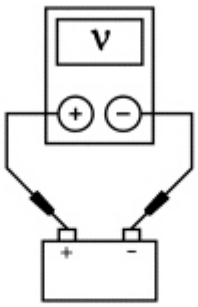
AJ0210-A

- With the engine still running at idle, turn headlamps on and blower on high, measure the battery voltage at the battery and monitor the PCM VPWR PID.



AJ0210-A

- **Does the VPWR PID read within ±0.5 volt with accessory loads on as compared to accessory loads off?**

B8 MONITOR PID VPWR AT WOT	
• With the engine still running at idle, turn off all accessory loads, measure the battery voltage at the battery and monitor the PCM VPWR PID.  AJ0210-A • Monitor the VPWR PID and momentarily accelerate the engine to WOT and release. Repeat this step 4-5 times while continuing to monitor the VPWR PID. • **Does the VPWR PID stay within 0.5 volt of battery voltage when the engine rpms are increased?**	**Yes** CARRY OUT the Component Test, Battery — Drain Test. REFER to Section 414-01 . **No** INSTALL a new PCM. REFER to Section 303-14 . CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test C: DTC U0120:13

Refer to Wiring Diagrams Cell 12 , Charging System for schematic and connector information.

Normal Operation

The charging system supplies voltage to the battery and the vehicle electrical system through the battery B+ cable. The PCM monitors the generator output through a dedicated Local Interconnect Network (LIN) communication circuit. The generator uses this LIN circuit to communicate the desired voltage setpoint from the PCM to the voltage regulator. The generator also uses this LIN circuit to communicate the generator load and error conditions to the PCM.

- DTC U0120:13 (Lost Communication with Starter/Generator Control Module: Circuit Open) — Sets when the PCM does not detect communication through the LIN circuit. This can be a result of an open or short in the LIN circuit. This DTC also sets if the B+ circuit is open.

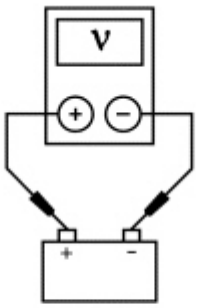
This pinpoint test is intended to diagnose the following:

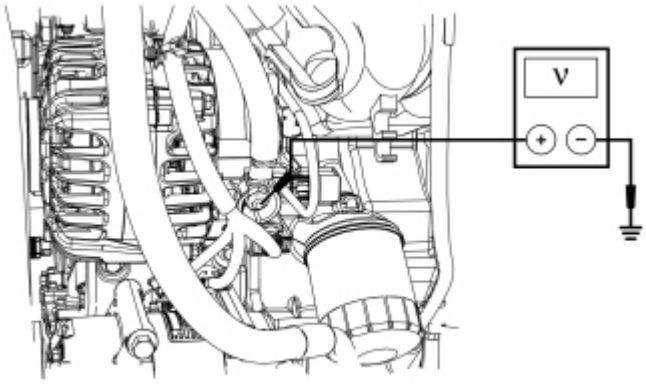
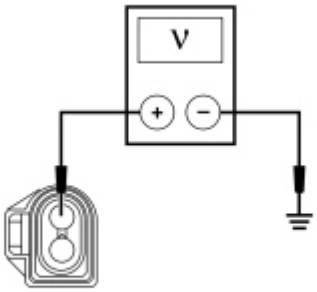
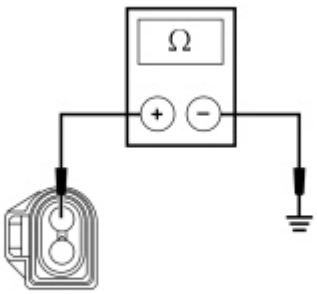
- Wiring, terminals or connectors
- Generator
- PCM

PINPOINT TEST C: DTC U0120:13

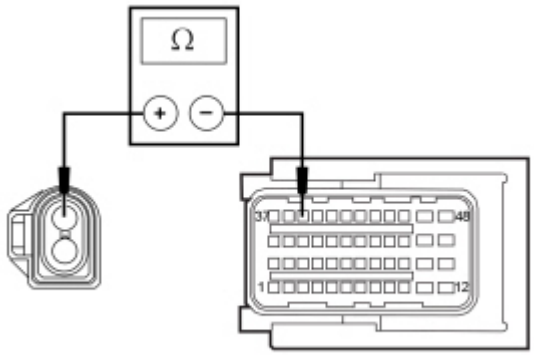
NOTE: Make sure battery voltage is greater than 12.2 volts prior to and during this pinpoint test.

NOTE: Do not have a battery charger attached during vehicle testing.

Test Step	Result / Action to Take
C1 CHECK THE GENERATOR CONNECTIONS • Ignition OFF. • Inspect generator C102A connection. Connector should be installed correctly and tight. • Inspect generator C102A for bent and/or pushed-out pins. • Inspect generator C102B, B+ circuit SBF01 (RD) connection. The connection should be tight. • Measure the battery voltage.  AJ0210-A • Measure the voltage between generator C102B, B+ circuit SBF01 (RD) and ground.	**Yes** GO to C2 . **No** TIGHTEN or INSTALL a new C102B (B+ nut) or REPAIR connection as needed. REFER to Specifications in this section. VERIFY the high current fuse assembly is OK. If the fuse assembly is OK, REPAIR circuit SBF01 (RD). If the fuse assembly is not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

 N0115310 • **Is the generator C102B connection tight and does the generator B+ measure battery voltage within ±0.5 volt?**	
C2 CHECK THE GENERATOR LIN CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: Generator C102A. • Disconnect: PCM C175E. • Ignition ON. • Measure the voltage between generator C102A-1, circuit CDC15 (VT), harness side and ground.  N0116048 • **Is any voltage present?**	**Yes** REPAIR circuit CDC15 (VT) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. **No** GO to C3 .
C3 CHECK THE GENERATOR LIN CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Measure the resistance between the generator C102A-1, circuit CDC15 (VT), harness side and ground.  N0116049 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to C4 . **No** REPAIR circuit CDC15 (VT) for a short to ground. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

C4 CHECK THE GENERATOR LIN CIRCUIT FOR AN OPEN	

• Inspect the following harness connectors for damaged or pushed-out pins:
  ▪ PCM C175E-39, circuit CDC15 (VT)
  ▪ Generator C102A-1, circuit CDC15 (VT)
• Measure the resistance between PCM C175E-39, circuit CDC15 (VT), harness side and generator C102A-1, circuit CDC15 (VT), harness side.
 
 	
N0117793
• **Are the connectors and pins free of damage and is the resistance less than 5 ohms?**
	Yes
	INSTALL a new generator. Refer to Generator in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
	
	If DTC U0120:13 returns, INSTALL a new PCM. Refer to Section 303-14. TEST the system for normal operation.
	
	No
	REPAIR circuit CDC15 (VT) for an open. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test D: The Generator is Noisy

Refer to Wiring Diagrams Cell 12, Charging System for schematic and connector information.

Normal Operation

The generator is belt-driven by the engine accessory drive system. Sources of generator noise include bearing noise, electrical fault noise and generator or belt pulley misalignment. A generator with certain types of diode or stator failures may also produce an audible noise.

- DTC P065C:09 (Generator Mechanical Performance: Component Failure) — Sets when the generator reports an internal mechanical failure. This DTC also sets if the generator has a bad bearing, pulley, axle or belt.

This pinpoint test is intended to diagnose the following:

- Front End Accessory Drive (FEAD) drive belt
- Loose bolts/brackets
- Generator/pulley

PINPOINT TEST D: THE GENERATOR IS NOISY

Test Step	Result / Action to Take
D1 CHECK FOR ACCESSORY DRIVE BELT NOISE AND LOOSE MOUNTING BRACKETS	
• Ignition OFF. • Check the accessory drive belt and tensioner for damage and correct installation. Refer to Section 303-05. • Check the accessory mounting brackets and	**Yes** GO to D2. **No** REPAIR as necessary. REFER to Section

generator pulley for looseness or misalignment. • **Is the accessory drive OK?**	303-05 for diagnosis and testing of the accessory drive system. TEST the system for normal operation.
D2 CHECK THE GENERATOR MOUNTING	
• Check the generator mounting for loose bolts or misalignment. • **Is the generator mounted correctly?**	**Yes** GO to D3. **No** REPAIR as necessary. TEST the system for normal operation.
D3 CHECK THE GENERATOR FOR NOISE	
• With the engine running, use a stethoscope or equivalent listening device to probe the generator and the accessory drive area for unusual mechanical noise. • **Is the generator the noise source?**	**Yes** INSTALL a new generator. REFER to the Generator in this section. **No** REFER to Section 303-00 to diagnose the source of the engine noise.

Pinpoint Test E: Radio Interference

Refer to Wiring Diagrams Cell 12, Charging System for schematic and connector information.

Normal Operation

The generator radio suppression equipment reduces interference transmitted through the audio system speakers by the vehicle electrical system.

This pinpoint test is intended to diagnose the following:

- Generator
- Wiring, terminals or connectors
- In-vehicle entertainment system

PINPOINT TEST E: RADIO INTERFERENCE

NOTE: If the OEM audio unit has been replaced with an aftermarket unit, the vehicle may not pass this test. Return the vehicle to OEM condition before carrying out this pinpoint test.

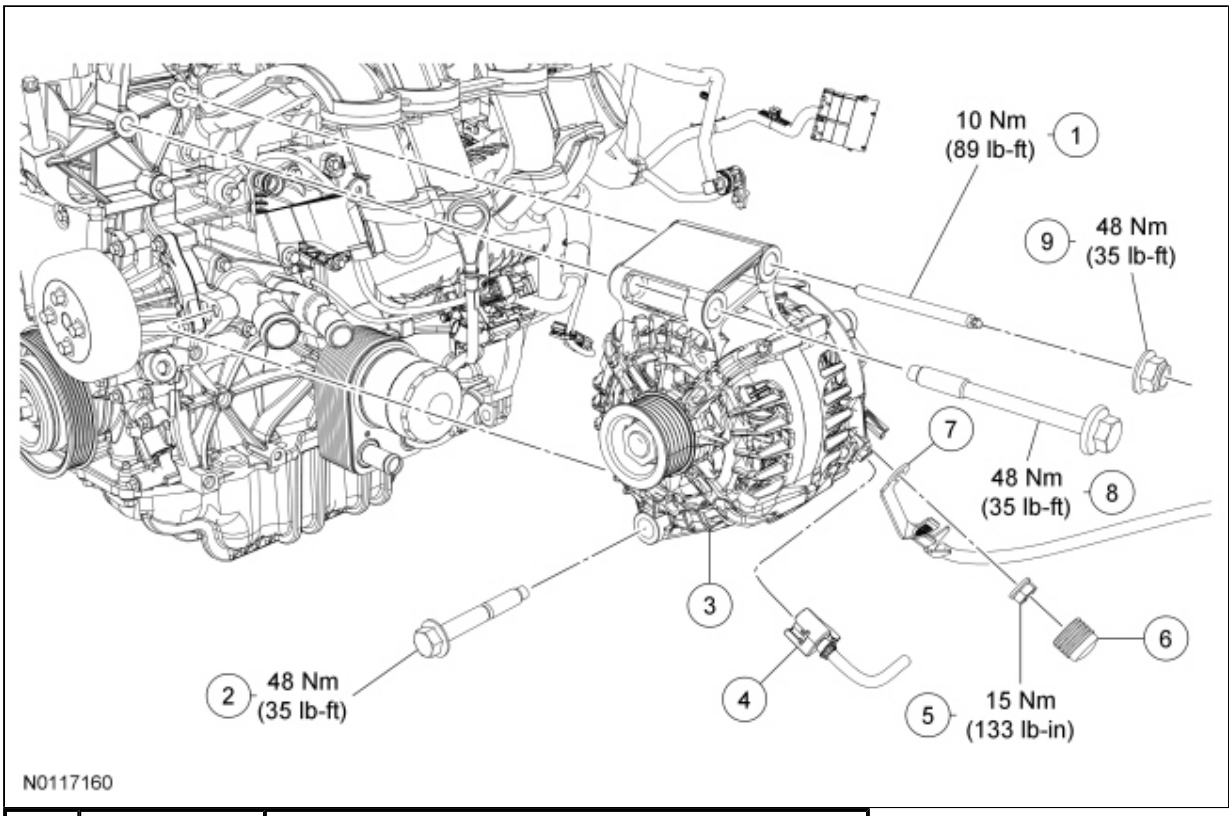
NOTE: If the engine is operated at greater than 2,000 rpm momentarily, the generator self-excites. Make sure the engine rpm remains below 2,000 rpm when the generator is disconnected. If it rises above 2,000 rpm, turn the ignition to the OFF position and restart the test.

NOTE: Inspect for any aftermarket accessories that have been added to the vehicle. Check the wiring for these accessories and be sure they have not been attached to the generator circuits and are positioned away from the generator wiring.

Test Step	Result / Action to Take
E1 VERIFY THE GENERATOR IS THE SOURCE OF THE RADIO INTERFERENCE	
• Start the engine and allow the engine to idle. • Tune the audio unit to a station where the interference is present.	**Yes** REFER to Section 415-00 for diagnosis and testing of the in-vehicle entertainment system.

• Ignition OFF. • Disconnect: Generator C102B. • Start the engine and allow the engine to idle, determine if the interference is still present. • **Is the interference present with the generator disconnected?**	**No** INSTALL a new generator. REFER to Generator in this section. TEST the system for normal operation.

Generator



Item	Part Number	Description
1	W703175	Generator stud bolt
2	W715065	Lower generator bolt
3	10346	Generator
4	—	Generator electrical connector (part of 12A522)
5	W707759	Generator B+ terminal nut (part of 10346)
6	10A375	Generator B+ terminal protective cover
7	—	Generator B+ terminal (part of 12A522)
8	W703957	Upper generator bolt
9	W520103	Generator nut

Removal

1. Disconnect the battery. For additional information, refer to Section 414-01 .
2. Remove the accessory drive belt. For additional information, refer to Section 303-05 .
3. Remove the generator B+ terminal protective cover and nut. Position the generator B+ terminal aside.
4. Disconnect the generator electrical connector.
5. Detach the upper degas bottle hose from the fuel rail and position aside.
6. Remove the generator nut and the stud bolt.

7. Remove the upper and lower generator bolts.

8. Remove the generator.

Installation

1. Install the generator and generator upper and lower bolts. Hand-tighten the bolts. Do not torque the bolt at this time.

2. Install the generator stud bolt.
   - Tighten to 10 Nm (89 lb-in).

3. Install the generator nut.
   - Tighten to 48 Nm (35 lb-ft).

4. Tighten the generator upper and lower bolts.
   - Tighten to 48 Nm (35 lb-ft).

5. Attach the upper degas bottle hose to the fuel rail.

6. Connect the generator electrical connector.

7. Position the generator B+ terminal on the generator and install the nut.
   - Tighten the nut to 15 Nm (133 lb-in).
   - Install the generator B+ terminal protective cover.

8. Install the accessory drive belt. For additional information, refer to Section 303-05 .

9. Connect the battery. For additional information, refer to Section 414-01 .

General Specifications

Item	Specification
Battery	
Cold Cranking Amps (CCA) measured at -18°C (0°F)	500 CCA

Torque Specifications

Description	Nm	lb-ft	lb-in
Battery ground cable body terminal bolt	13	—	115
Battery hold-down bracket nuts	5	—	44
Battery terminal nuts	5	—	44
Battery tray bolts	10	—	89
High current battery junction box side terminal nuts	5	—	44
High current battery junction box upper terminal nuts	10	—	89

Battery and Cables

Vehicles are equipped with a 12-volt, maintenance-free battery.

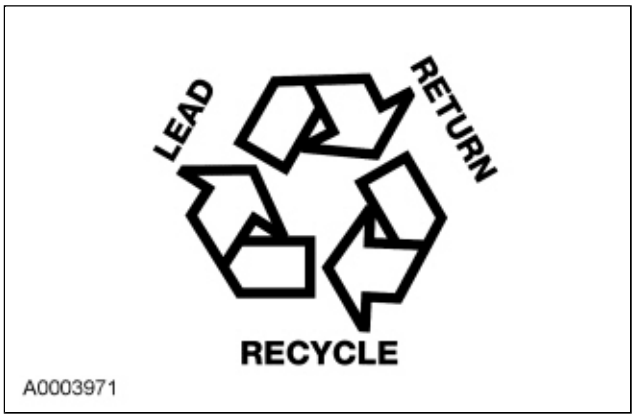
The battery and cable system consists of the following components:

- Battery
- Battery cable assembly
- Battery tray

The battery is a 12V DC source connected in a negative ground system. The battery case is sealed with 2 vent holes to release gases. The battery has 3 major functions:

- Engine cranking power source
- Voltage stabilizer for the electrical system
- Temporary power source when electrical loads exceed the generator output current

Ford Motor Company strongly recommends that lead-acid batteries be returned to an authorized recycling facility for disposal.



Principles of Operation

Battery Eye Operation

The battery eye indicates the state-of-charge of the battery by responding to the specific gravity of a single battery cell electrolyte. The battery eye has a viewing plate, 2 colored balls of different specific gravity and a small passage. As the state-of-charge and specific gravity changes, the balls change their position in the passageway and subsequently display a different color in the viewing eye. The primary purpose of the battery is to be a quick indicator of state-of-charge for assembly plants and dealership pre-delivery processes.

The color of the battery eye indicates the approximate state-of-charge.

- Red — indicates low state-of-charge.
- Yellow/Black — indicates between high and low state-of-charge.
- Green — indicates high state-of-charge.
- No color can occur after the battery has been in service for several years and some of the plate material has coated the balls.
- A clear battery eye can occur if the battery case becomes damaged and the electrolyte has fallen below the plates.

NOTE: The battery eye may remain red for a period of time (up to several days), even after the battery is fully charged, because the acid is not yet fully mixed.

Do not install a new battery based solely on the indication of the battery eye. The battery eye color simply indicates the battery state-of-charge, not its condition. For example, a red or yellow/black battery eye usually indicates the battery is discharged, not defective. If the battery eye indicates the battery may be discharged, it is necessary to recharge the battery before testing its condition.

Charging a Battery

Batteries discharge while the vehicle is on the dealer lot or parked by the customer for an extended period of time due to normal parasitic key-off loads. Also, vehicles still in dealer inventory or in long-term storage may be driven short distances with heavy electrical loads. Over a period of time (30 days or more), this could result in vehicles having shallow or deeply discharged batteries.

- Deeply discharged — A battery that is drained over a prolonged period of time, such as an unsold vehicle or a vehicle in storage, to the point the battery is dead.
- Shallow discharge — A battery that is drained by leaving an accessory on for several hours or a few days and has a very low charge.

The vehicle charging system is designed to supply the electrical power needed to maintain the battery near full charge during normal vehicle use. The charging system is not capable of bringing a deeply discharged battery back to near full charge in a short amount of time such as allowing the vehicle to idle for 15 minutes to "recharge the battery". Discharged batteries should be charged using an external charger.

NOTE: Battery chargers have improved greatly with the addition of the new generation pulse chargers. These chargers pulse current into the battery, breaking down the sulfation layer on the battery plates and generally reduce charging times to less than an hour.

NOTE: Cold batteries will not readily accept a charge. Therefore, batteries should be allowed to warm to approximately 5°C (41°F) before charging. This may require 4 to 8 hours at room temperature.

The following chart summarizes 2 recommended methods of charging.

Type of Battery Discharge	Pulse Charger	Standard Charger
Deeply discharged	Follow directions supplied with the pulse charger	2 to 8 hours and may take up to an hour to accept initial charge
Shallow discharge	45 minutes to an hour charge	2 hours below (40A) on manual setting or medium automatic setting

Inspection And Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Battery • Battery mounting	• Battery cables • Battery posts

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the fault is not visually evident, GO to Pinpoint Test A in the Pinpoint Test procedure.

Pinpoint Test

Special Tool(s)

ST2442-A	Micro 490 Digital Battery Analyzer 162-00004 or equivalent

Pinpoint Test A: Battery Condition Test

Normal Operation

Battery condition is determined by measuring battery terminal voltage after a specific discharge current is applied for a specified time period.

This pinpoint test is intended to diagnose the following:

- Battery charge
- Battery

PINPOINT TEST A: BATTERY CONDITION TEST

Test Step	Result / Action to Take
A1 TEST THE BATTERY CONDITION **NOTE:** A red test-eye indicates the battery is discharged, not necessarily defective. **NOTE:** Failure to fully charge the battery before retesting may cause false readings. • Verify the battery condition using the Micro 490 Digital Battery Analyzer. • **Is the battery OK?**	**Yes** If the meter reads GOOD BATTERY, RETURN the battery to service. If the meter reads GOOD-RECHARGE, CHARGE the battery and RETURN it to service. If the meter reads CHARGE & RETEST, fully CHARGE and RETEST the battery. **No** If the meter reads REPLACE BATTERY, INSTALL a new battery. If the meter reads BAD CELL-REPLACE, INSTALL a new battery.

Component Test

Battery — Drain Tests

WARNING: Batteries contain sulfuric acid and produce explosive gases. Work in a well-ventilated area. Do not allow the battery to come in contact with flames, sparks or burning substances. Avoid contact with skin, eyes or clothing. Shield eyes when working near the battery to protect against possible splashing of acid solution. In case of acid contact with skin or eyes, flush immediately with water for a minimum of 15 minutes, then get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in serious personal injury.

NOTICE: **To prevent damage to the meter, do not crank the engine or operate accessories that draw more than 10A.**

NOTE: No factory-equipped vehicle should have more than a 50 mA (0.050 amp) draw.

Check for current drains on the battery in excess of 50 mA (0.050 amp) with all the electrical accessories off and the vehicle at rest for at least 40 minutes. Current drains can be tested with the following procedure.

NOTE: Many electronic modules draw 10 mA (0.010 amp) or more continuously.

NOTE: Typically, a drain of approximately 1 amp is attributed to an engine compartment lamp, glove compartment lamp or interior lamp staying on continually. Other component failures or wiring shorts are located by selectively pulling fuses to pinpoint the location of the current drain. When the current drain is found, the meter reading falls to an acceptable level. If the drain is still not located after checking all the fuses, it may be due to the generator. Disconnect the generator and retest.

NOTE: To accurately test the drain on a battery, an in-line ammeter must be used between the negative battery post and its respective cable. Use of a test lamp or voltmeter is not an accurate method.

1. Make sure the junction box(es)/fuse panel(s) is accessible without turning on the interior lights or the underhood lights.

2. Drive the vehicle at least 5 minutes and over 48 km/h (30 mph) to turn on and activate the vehicle systems.

3. Allow the vehicle to sit with the key out of the ignition for at least 40 minutes to allow the modules to time out/power down.

4. Connect a fused jumper wire (30A) between the negative battery cable and the negative battery post to prevent modules from resetting.

5. Disconnect the negative battery cable from the negative battery post without breaking the connection of the jumper wire.

6. **NOTE:** It is very important that continuity is not broken between the battery and the negative battery cable when connecting the meter. If this happens, the entire 40-minute procedure must be repeated.

   Connect the battery tester between the negative battery cable and the post. The meter must be

capable of reading milliamps and should have a 10-amp capability.

7. **NOTE:** If the meter settings need to be switched or the test leads need to be moved to another jack, the jumper wire must be reinstalled to avoid breaking continuity.

   Remove the jumper wire.

8. Note the amperage draw. Draw varies from vehicle to vehicle depending on the equipment package. Compare to a similar vehicle for reference.

NOTE: If the vehicle sits for an extended period of time and the battery drains, there is the possibility of a control module staying alive and not going into sleep mode. If a module does stay alive, it can also result in battery drain. If a module is suspect, isolate individual modules by disconnecting each module one at a time and note if the excessive draw goes away.

NOTE: For vehicles equipped with aftermarket bodies or boxes which contain electrical connections, disconnect the aftermarket to factory connections to isolate the body from the chassis.

9. If the current draw is excessive, remove the fuses from the Battery Junction Box (BJB) one at a time and note the current drop. When the current level drops to an acceptable level after removing a fuse, the circuit containing the excessive draw has been located. The excessive draw can be isolated by continuing to pull sub system fuses. Do not reinstall the fuses until testing is finished. To correctly isolate each of the circuits, all of the fuses may need to be removed, then install one fuse and note the amperage draw, remove the fuse and install the next fuse. Continue this process with each fuse.
   - Once the main circuit is identified, continue to remove the fuses from the Smart Junction Box (SJB) one at a time and note the current reading. Do not reinstall the fuses until testing is finished. To correctly isolate each of the circuits, all of the fuses may need to be removed, then install one fuse and note the amperage draw, remove the fuse and install the next fuse. Continue this process with each fuse.

10. Check the wiring diagrams for any circuits that run from the battery without passing through the BJB or the SJB. If the current draw is still excessive, disconnect these circuits until the draw is found. Also, disconnect the generator electrical connections and retest if the draw cannot be located. The generator may be internally shorted, causing the current drain.

Battery Disconnect

WARNING: Batteries contain sulfuric acid and produce explosive gases. Work in a well-ventilated area. Do not allow the battery to come in contact with flames, sparks or burning substances. Avoid contact with skin, eyes or clothing. Shield eyes when working near the battery to protect against possible splashing of acid solution. In case of acid contact with skin or eyes, flush immediately with water for a minimum of 15 minutes, then get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in serious personal injury.

WARNING: Always deplete the backup power supply before repairing or installing any new front or side air bag supplemental restraint system (SRS) component and before servicing, removing, installing, adjusting or striking components near the front or side impact sensors or the restraints control module (RCM). Nearby components include doors, instrument panel, console, door latches, strikers, seats and hood latches.

Refer to the Description and Operation portion of Section 501-20B for location of the RCM and impact sensor(s).

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least 1 minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Failure to follow these instructions may result in serious personal injury or death in the event of an accidental deployment.

WARNING: Always lift a plastic-cased battery with a battery carrier or with hands on opposite corners. Excessive pressure on the battery end walls may cause acid to flow through the vent caps, resulting in personal injury and/or damage to the vehicle or battery.

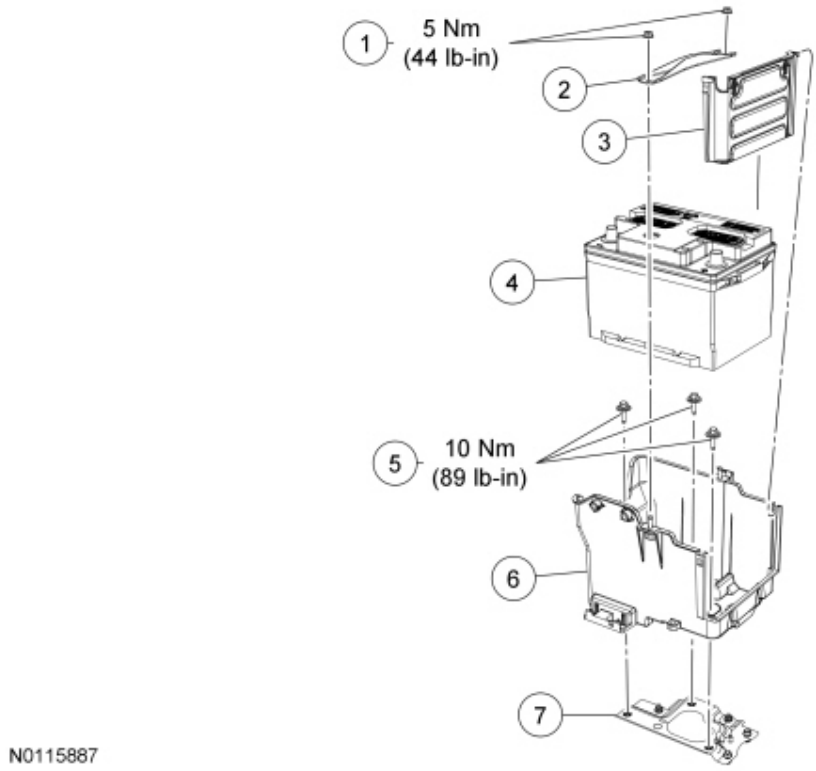
NOTE: When the battery (or PCM) is disconnected and connected, some abnormal drive symptoms may occur while the vehicle relearns its adaptive strategy. The charging system set point may also vary. The vehicle may need to be driven to relearn its strategy.

NOTE: When disconnecting the battery ground cable to interrupt power to the vehicle electrical system, disconnect the battery ground cable only. It is not necessary to disconnect the positive battery cable.

NOTE: Wait one minute between ignition OFF and disconnecting the negative battery cable or the ABS module sets DTC U3000:41.

1. Disconnect the battery ground terminal.
   - To connect, tighten to 5 Nm (44 lb-in).
2. Disconnect the positive battery terminal.
   - To connect, tighten to 5 Nm (44 lb-in).
3. To connect, reverse the disconnect procedure.

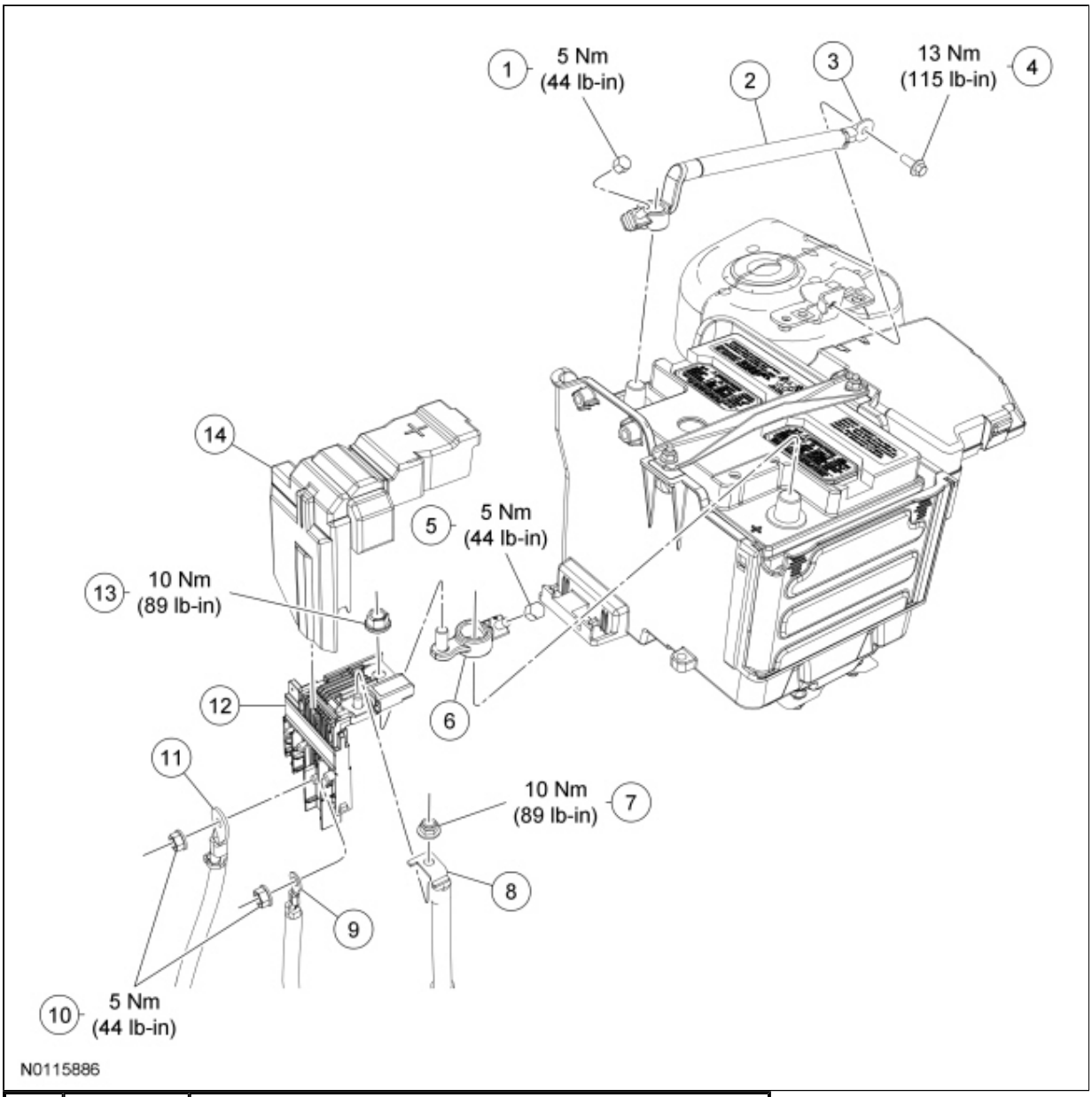
Battery and Battery Tray — Exploded View



Item	Part Number	Description
1	W520412	Battery hold-down bracket nut (2 required)
2	10718	Battery hold-down bracket
3	10757	Battery heat shield
4	10655	Battery
5	W701695	Battery tray bolt (3 required)
6	10732	Battery tray
7	10732	Battery tray support bracket

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Battery Cables — Exploded View



Item	Part Number	Description
1	—	Battery ground cable terminal nut (part of 14301)
2	14301	Battery ground cable
3	—	Battery ground cable body terminal (part of 14301)
4	W505253	Battery ground cable body terminal bolt
5	—	Battery positive terminal nut (part of 14450)
6	14450	Battery positive terminal
7	W520101	Engine harness wire terminal-to-high current battery junction box terminal nut
8	—	Engine harness wire terminal (part of 12A522)
9	—	Engine compartment harness wire terminal (part of

		14K012)
10	W705790	Engine compartment harness wire terminal-to-high current battery junction box side terminal nuts (2 required)
11	—	Engine compartment harness wire terminal (part of 14K012)
12	67010	High current battery junction box
13	W711953	High current battery junction box-to-battery positive terminal nut
14	14A003	High current battery junction box cover

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Torque Specifications

Description	Nm	lb-in
Antenna cable bolt (part of the antenna cable)	9	80
Door subwoofer bolts	3	27

Information and Entertainment System

Functional Components

The functional components of the audio system (and their locations) are as follows:

- Audio Control Module (ACM)
- Front Controls Interface Module (FCIM)
- Front Control/Display Interface Module (FCDIM)
- Accessory Protocol Interface Module (APIM) (if equipped), located under the RH side of the instrument panel
- Global Positioning System Module (GPSM) (if equipped), located in the top center area of the instrument panel
- Speakers (see Audio Line-Up for locations)
- Antenna (either AM/FM, or combination AM/FM/satellite)
- Antenna cables
- Clockspring
- Audio input jack
- Steering wheel controls (if equipped)
- Universal Serial Bus (USB) port and cable (if equipped)
- Microphone (if equipped)

Audio Line-Up

The vehicle is equipped with one of the following audio systems:

- Base
  - AM/FM stereo (CD with MP3 optional)
  - Four speakers (2 front door woofers, 2 front door tweeters)
- High
  - AM/FM/Single CD with MP3
  - Six speakers (2 front door woofers, 2 front door tweeters, 2 rear door full-range speakers)

All audio systems include the following features:

- Audio input jack

The following options are also available:

- Steering wheel controls
- Satellite radio system
  - Provides satellite broadcast audio channels
- SYNC system
  - Provides mobile phone and media device functionality with the vehicle audio system

Antenna

All vehicles utilize a fixed-mast antenna for AM/FM reception. If the vehicle is equipped with satellite radio, a combination AM/FM/satellite radio antenna is utilized.

Satellite Radio

The satellite radio system is comprised of the following:

- Satellite radio receiver (built-in to the ACM)
- Antenna
- Antenna cables

SYNC System

The SYNC system is comprised of the following:

- APIM
- SYNC-specific steering wheel controls
- Microphone
- USB port and cable
- Audio input jack
- GPSM

SYNC is a hands-free communications and entertainment system that allows the following interactions:

- Send and receive phone calls via a Bluetooth-enabled phone
- Send and receive text messages via a Bluetooth-enabled phone
- Connect media devices (such as an iPod® or USB flash device) in order to play audio files
- Play media files via a Bluetooth-enabled media audio device
- Produce vehicle health reports
- Initiate an emergency call (eCall) when the air bags deploy
- Provide turn-by-turn traffic directions through the use of the signal received by the GPSM

Not all features are available with every phone.

For additional information on audio system operation, including the SYNC system, refer to the Owner's Literature.

Information and Entertainment System

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent
ST3104-A	Backprobe Pins POM6411 or equivalent
ST3051-A	Universal Serial Bus (USB) Male-A to Male-A Cable CCMUSB2-AM-AM-10 or equivalent
ST3086-A	Multi-Media Interface Tester 105-00120

Principles of Operation

Audio Control Module (ACM)

The Audio Control Module (ACM) can be operated while the key is in RUN or ACC. Additionally, the one hour mode feature allows the audio system to be operated for 1 hour when the ignition is transitioned to OFF and the ON/OFF button is pressed.

The ACM can produce its own DTCs, which can be communicated to the scan tool. The ACM communicates on the Infotainment Controller Area Network (I-CAN), with the Front Control/Display Interface Module (FCDIM) acting as the gateway to the Medium Speed Controller Area Network (MS-CAN).

Front Controls Interface Module (FCIM)

The Front Controls Interface Module (FCIM) is the customer interface to the audio system. It is separate from the ACM , and utilizes a dedicated Local Interconnect Network (LIN) with the FCDIM to transmit button press information.

Front Control/Display Interface Module (FCDIM)

The FCDIM is a stand-alone module. It receives messages for all of its displays, which include:

- Audio information
- Warning and information messages

The FCDIM acts as the gateway between the MS-CAN and the I-CAN .

Satellite Audio

The satellite audio system consists of the ACM , the AM/FM/satellite radio combination antenna, and the antenna cables. The antenna receives digital audio signals and sends them to the ACM .

Antenna

The fixed-mast antenna receives AM/FM radio waves and sends them to the ACM via the antenna co-axial cable. If the vehicle is equipped with satellite audio, a combination AM/FM/satellite radio antenna is utilized.

The antenna receives voltage from the ACM in order to amplify the audio signals.

SYNC® System

The SYNC® system allows interaction with several types of customer devices, including mobile phones and media devices. The system is comprised of the Accessory Protocol Interface Module (APIM), a microphone, the Universal Serial Bus (USB) cable and port, and the audio input jack. The APIM contains an on-board Bluetooth® chipset, which enables certain wireless devices to interact with the system.

The APIM consists of 2 internal modules: the Consumer Interface Processor (CIP) and the Vehicle Interface Processor (VIP). The modules are not replaceable individually, but can be flashed independently, if required.

The CIP interfaces with all of the customer inputs to the APIM . The CIP contains an analog-to-digital-to-analog converter, as well as the Bluetooth® chipset. Any consumer-available application upgrades that are available are loaded directly to the CIP through the USB port.

The VIP provides an interface between the CIP and the vehicle. The main functions of the VIP are controlling the APIM power management and translating both inbound and outbound signals over the CAN .

The APIM can receive inputs from the following sources:

- USB port
- Audio input jack
- Bluetooth®

The USB port can be used for connecting a media device (such as an iPod®) with the device's available cable, or for directly plugging in a portable mass storage device (such as a "thumb drive"). When playing media files stored on a mass storage device, the SYNC® system only plays files that do not have Digital Rights Management (DRM) protection. The USB port can also be used for uploading vehicle application upgrades.

The USB port is powered by the APIM , so no external power source is needed to power a device plugged into the USB port.

The audio input jack can be used for connecting a media device (such as an iPod®) utilizing a 1/8-inch audio jack. When a device is connected through the audio input jack, only the speaker volume can be controlled by the ACM . All other functions (such as seek, fast forward, pause, etc.) must be carried out on the device itself.

The Bluetooth® interface can accommodate both Bluetooth®-enabled mobile phones and Bluetooth®-enabled media devices. Any Bluetooth® device used with the SYNC® system must first be paired with the system before it is operational.

Bluetooth® is a secure, short-range radio frequency that allows devices to communicate wirelessly through radio waves. The operating range of a Bluetooth® signal is a maximum of 32 feet.

Only one Bluetooth® phone and one Bluetooth® media device can be connected to the system at any one time. If an additional device of either type is paired with the system and made active, the APIM disconnects any active connections and establishes a connection with the new device.

It is important to understand that not all mobile phones have the same level of features when interacting with the SYNC® system. For a list of compatible phones, refer to the SyncMyRide website .

In addition to audio information, metadata may also be sent to the APIM from a device plugged into the USB port. Metadata consists of such information as artist, album title, song title, and genre. The metadata is used by the APIM to create indexes that can be used to sort for particular music, based on customer preference. Not all USB devices send metadata to the APIM ; also, no metadata is transferred when a device is connected through the audio input jack. When a new media device is connected to the SYNC® system, the APIM automatically indexes the information. This can take up to several minutes (depending on the amount of data on the device), and is considered normal operation. When a device that was previously connected to the SYNC® system is reconnected, the APIM updates the index (rather than creating a new one), which reduces the amount of time needed to create the index.

The APIM receives both stereo and mono sound inputs, and can also transmit both stereo and mono sound. The mono function is used to receive the microphone input, and to send sound to the ACM for voice prompts, the Text-To-Speech (TTS) feature, ringtones, and any audio received through a connected mobile phone. The TTS feature speaks information so that it does not have to be read from the display.

The Global Positioning System Module (GPSM) provides vehicle location for real-time traffic reports and re-routing, and for identifying vehicle location in the event of a collision (part of the e911 feature). The vehicle location information is broadcast to the APIM over the CAN .

The APIM communicates via the I-CAN and High Speed Controller Area Network (HS-CAN). Communication with the scan tool is established through the HS-CAN .

Steering Wheel Controls

The steering wheel controls consist of a series of resistors. Each steering wheel controls switch function corresponds with a specific resistance value within the switch. When a switch is pressed, the FCDIM (or the APIM) monitors the change in reference voltage to determine the requested function.

On vehicles equipped with the SYNC® system, the PUSH-TO-TALK (an icon of a person speaking) switch interfaces directly with the APIM , while the other audio steering wheel controls interface with the FCDIM .

Audio Input Jack

The audio input jack allows for a portable MP3 audio device to be connected to the vehicle audio system. When a portable MP3 player is connected, audio from the MP3 audio device can be played through the vehicle speakers. The audio stream from the audio input jack routes to the APIM if the vehicle is equipped with the SYNC® system, or directly to the ACM if the vehicle is not equipped with the SYNC® system.

Audio Signals

Stereo signals contain left and right channel information, and are used for most audio signals.

A mono signal is used for the microphone input to the APIM. A mono signal is also used for the voice prompts, the TTS feature, ringtones, and any audio received through a connected mobile phone. These audio signals are output from the APIM to the ACM. The mono and stereo outputs from the APIM utilize separate circuits.

A digital signal is used to transmit data from a media device connected through the USB port to the APIM. The APIM then converts the signal to analog and relays the signal to the ACM.

A wireless signal is used to broadcast audio signals from a Bluetooth® device to the APIM. As with a digital signal sent through the USB port, the APIM converts the wireless audio signal to analog and relays it to the ACM.

Network Communication

There are numerous messages internal to the audio system. The functions of these message include (but are not limited to):

- Changing the audio source
- Updating the FCDIM display

In addition, the numerous messages are utilized by the audio system in conjunction with systems outside of the audio system. Refer to Section 418-00 for a complete list of network messages.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Front Control/Display Interface Module (FCDIM) • Front Controls Interface Module (FCIM) • Antenna • Universal Serial Bus (USB) port • Audio input jack • Steering wheel controls • Speaker mounting/speaker cones • Trim panels	• Body Control Module (BCM) fuse(s): ▪ 7 (7.5A) ▪ 10 (15A) ▪ 16 (15A) ▪ 19 (7.5A) • Wiring, terminals or connectors

3. If the fault is visually evident, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - Check the VCM connection to the vehicle.
   - Check the scan tool connection to the VCM.
   - Refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - Verify the ignition key is in the ON position.
   - Verify the scan tool operation with a known good vehicle.
   - Refer to Section 418-00 to diagnose no response from the PCM.

7. **NOTE:** Do not press any buttons on the FCIM while the ACM is carrying out the self-test.

   Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

9. If no DTCs related to the concern are retrieved, refer to the Symptom Charts.

DTC Charts

Audio Control Module (ACM) DTC Chart

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure-type code. The failure-type code provides information about specific fault conditions such as opens, or shorts to ground. Continuous memory DTCs have an additional 2-character DTC status code suffix to assist in determining DTC history.

DTC	Description	Action
B1A01:01	Speaker #1: General Electrical Failure	GO to Pinpoint Test F.
B1A01:11	Speaker #1: Circuit Short to Ground	GO to Pinpoint Test F.
B1A01:12	Speaker #1: Circuit Short to Battery	GO to Pinpoint Test F.
B1A01:13	Speaker #1: Circuit Open	GO to Pinpoint Test F.
B1A02:01	Speaker #2: General Electrical Failure	GO to Pinpoint Test F.
B1A02:11	Speaker #2: Circuit Short to Ground	GO to Pinpoint Test F.

B1A02:12	Speaker #2: Circuit Short to Battery	GO to Pinpoint Test F .
B1A02:13	Speaker #2: Circuit Open	GO to Pinpoint Test F .
B1A03:01	Speaker #3: General Electrical Failure	GO to Pinpoint Test F .
B1A03:11	Speaker #3: Circuit Short to Ground	GO to Pinpoint Test F .
B1A03:12	Speaker #3: Circuit Short to Battery	GO to Pinpoint Test F .
B1A03:13	Speaker #3: Circuit Open	GO to Pinpoint Test F .
B1A04:01	Speaker #4: General Electrical Failure	GO to Pinpoint Test F .
B1A04:11	Speaker #4: Circuit Short to Ground	GO to Pinpoint Test F .
B1A04:12	Speaker #4: Circuit Short to Battery	GO to Pinpoint Test F .
B1A04:13	Speaker #4: Circuit Open	GO to Pinpoint Test F .
B1A56:1D	Antenna: Circuit Current Out of Range	GO to Pinpoint Test A .
B1A56:21	Antenna: Signal Amplitude ⟨ Minimum	GO to Pinpoint Test A .
B1A89:11	Satellite Antenna: Circuit Short to Ground	GO to Pinpoint Test B .
B1A89:13	Satellite Antenna: Circuit Open	GO to Pinpoint Test B .
B1D19:4B	Compact Disc Unit: Over Temperature	The ACM was over-temperature. This may occur during extended use. Audio operation can resume after the ACM cools. CLEAR the DTCs. This is normal operation.
U0074:00	Control Module Communication Bus "B" Off: No Sub Type Information	REFER to Section 418-00 .
U0140:00	Lost Communication With Body Control Module: No Sub Type Information	GO to Pinpoint Test P .
U0253:00	Lost Communication With Accessory Protocol Interface Module: No Sub Type Information	GO to Pinpoint Test Q .
U0257:00	Lost Communication With Front Controls/Display Interface Module: No Sub Type Information	GO to Pinpoint Test R .
U2100:00	Initial Configuration Not Complete: No Sub Type Information	REPROGRAM the Audio Control Module (ACM). REFER to the Programmable Module Installation (PMI) procedure in Section 418-01 . TEST the system for normal operation.
U2101:00	Control Module Configuration Incompatible: No Sub Type Information	REPROGRAM the ACM . REFER to the PMI procedure in Section 418-01 . TEST the system for normal operation.
U3000:41	Control Module: General Checksum Failure	CLEAR the DTCs. REPEAT the self-test. If DTC U3000:41 is retrieved again, INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
U3000:42	Control Module: General Memory Failure	CLEAR the DTCs. REPEAT the self-test. If DTC U3000:41 is retrieved again, INSTALL a new ACM .

		REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
U3000:49	Control Module: Internal Electronic Failure	CLEAR the DTCs. REPEAT the self-test. If DTC U3000:49 is retrieved again, INSTALL a new ACM. REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
U3000:96	Control Module: Component Internal Failure	GO to Pinpoint Test C.
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	GO to Pinpoint Test S.
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	GO to Pinpoint Test T.

Front Control/Display Interface Module (FCDIM) DTC Chart

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure-type code. The failure-type code provides information about specific fault conditions such as opens, or shorts to ground. Continuous memory DTCs have an additional 2-character DTC status code suffix to assist in determining DTC history.

DTC	Description	Action
B10BD:11	Multifunctional Switch: Circuit Short to Ground	GO to Pinpoint Test D.
B10BD:13	Multifunctional Switch: Circuit Open	GO to Pinpoint Test D.
B10BD:23	Multifunctional Switch: Signal Stuck Low	GO to Pinpoint Test D.
U0010:88	Medium Speed CAN Communication Bus: Bus Off	REFER to Section 418-00.
U0074:88	Control Module Communication Bus "B" Off: Bus Off	REFER to Section 418-00.
U1A00:00	Private Communication Network: No Sub Type Information	GO to Pinpoint Test Y.
U0140:00	Lost Communication With Body Control Module: No Sub Type Information	GO to Pinpoint Test P.
U0155:00	Lost Communication With Instrument Panel Cluster (IPC) Control Module: No Sub Type Information	GO to Pinpoint Test U.
U0193:00	Lost Communication With "Digital Audio Control Module A": No Sub Type Information	GO to Pinpoint Test X.
U0423:68	Invalid Data Received From Instrument Panel Cluster Control Module: Event Information	RETRIEVE and FOLLOW other DTCs present in the FCDIM or IPC.
U2100:00	Initial Configuration Not Complete: No Sub Type Information	PROGRAM the FCDIM. REFER to the Programmable Module Installation (PMI) procedure in Section 418-01. TEST the system for normal operation.
U3000:00	Control Module: No Sub Type Information	INSTALL a new FCDIM. REFER to Front Controls/Display Interface Module (FCDIM) in this

		section. TEST the system for normal operation.
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	GO to Pinpoint Test AE .
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	GO to Pinpoint Test AF .

Accessory Protocol Interface Module (APIM) DTC Chart

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure-type code. The failure-type code provides information about specific fault conditions such as opens, or shorts to ground. Continuous memory DTCs have an additional 2-character DTC status code suffix to assist in determining DTC history.

DTC	Description	Action
B1201:1C	Steering Wheel Audio Switch Pack 2: Circuit Voltage Out of Range	GO to Pinpoint Test I .
B1201:63	Steering Wheel Audio Switch Pack 2: Circuit / Component Protection Time-Out	GO to Pinpoint Test I .
B1252:04	USB Port: System Internal Failure	GO to Pinpoint Test H .
B1252:11	USB Port: Circuit Short to Ground	GO to Pinpoint Test H .
B1D79:01	Microphone Input: General Electrical Failure	GO to Pinpoint Test I .
U0100:00	Lost Communication With ECM /PCM "A": No Sub Type Information	GO to Pinpoint Test Z .
U0140:00	Lost Communication With Body Control Module: No Sub Type Information	GO to Pinpoint Test P .
U0151:00	Lost Communication With Restraints Control Module: No Sub Type Information	GO to Pinpoint Test AA .
U0155:00	Lost Communication With Instrument Panel Cluster (IPC): No Sub Type Information	GO to Pinpoint Test U .
U016A:00	Lost Communication With Global Positioning System Module: No Sub Type Information	GO to Pinpoint Test AB .
U0184:00	Lost Communication With Radio: No Sub Type Information	GO to Pinpoint Test X .
U0255:00	Lost Communication With Front Display Interface Module: No Sub Type Information	GO to Pinpoint Test R .
U0422:00	Invalid Data Received From Body Control Module: No Sub Type Information	RETRIEVE and FOLLOW other DTCs present in the Accessory Protocol Interface Module (APIM) or Body Control Module (BCM).
U0423:00	Invalid Data Received From Instrument Panel Control Module: No Sub Type Information	RETRIEVE and FOLLOW other DTCs present in the APIM or Instrument Panel Cluster (IPC).
U046B:00	Invalid Data Received From Global	RETRIEVE and FOLLOW other DTCs present in the

	Positioning System Module: No Sub Type Information	APIM or Global Positioning System Module (GPSM).
U0485:00	Invalid Data Received From Radio: No Sub Type Information	RETRIEVE and FOLLOW other DTCs present in the APIM or Audio Control Module (ACM).
U2100:00	Initial Configuration Not Complete: No Sub Type Information	PROGRAM the APIM . REFER to the Programmable Module Installation (PMI) procedure in Section 418-01 . TEST the system for normal operation.
U2101:00	Control Module Configuration Incompatible: No Sub Type Information	PROGRAM the APIM . REFER to the PMI procedure in Section 418-01 . TEST the system for normal operation.
U3000:04	Control Module: System Internal Failure	GO to Pinpoint Test M .
U3000:41	Control Module: General Checksum Failure	INSTALL a new APIM . REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.
U3000:42	Control Module: General Memory Failure	INSTALL a new APIM . REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.
U3000:88	Control Module: Bus Off	REFER to Section 418-00 .
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	GO to Pinpoint Test AC .
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	GO to Pinpoint Test AD .

Global Positioning System Module (GPSM) DTC Chart

NOTE: This module utilizes a 5-character DTC followed by a 2-character failure-type code. The failure-type code provides information about specific fault conditions such as opens, or shorts to ground. Continuous memory DTCs have an additional 2-character DTC status code suffix to assist in determining DTC history.

DTC	Description	Action
U0140:00	Lost Communication With Body Control Module: No Sub Type Information	GO to Pinpoint Test P .
U0155:00	Lost Communication With Instrument Panel Cluster (IPC): No Sub Type Information	GO to Pinpoint Test U .
U0422:00	Invalid Data Received From Body Control Module: No Sub Type Information	RETRIEVE and FOLLOW other DTCs present in the Global Positioning System Module (GPSM) or Body Control Module (BCM).
U0423:00	Invalid Data Received From Instrument Panel Control Module: No Sub Type Information	RETRIEVE and FOLLOW other DTCs present in the GPSM or Instrument Panel Cluster (IPC).
U3000:09	Control Module: Component Failure	INSTALL a new GPSM . REFER to Global Positioning System Module (GPSM) in this section. TEST the system for normal operation.
U3000:41	Control Module: General Checksum Failure	INSTALL a new GPSM . REFER to Global Positioning System Module (GPSM) in this section. TEST the system for normal operation.

U3000:42	Control Module: General Memory Failure	INSTALL a new GPSM. REFER to Global Positioning System Module (GPSM) in this section. TEST the system for normal operation.
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	GO to Pinpoint Test AG.
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	GO to Pinpoint Test AH.

Symptom Chart — General Audio System

General Audio System

Condition	Possible Sources	Action
• The Audio Control Module (ACM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • Front Control/Display Interface Module (FCDIM) • ACM	• REFER to Section 418-00.
• The Front Control/Display Interface Module (FCDIM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • FCDIM	• REFER to Section 418-00.
• The Accessory Protocol Interface Module (APIM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • APIM	• REFER to Section 418-00.
• The Global Positioning System Module (GPSM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • FCDIM • GPSM	• REFER to Section 418-00.
• The entire audio system is inoperative	• Communication network concern • FCIM • FCDIM • ACM	• GO to Pinpoint Test K.
• The steering wheel controls are inoperative/do not operate correctly	• Wiring, terminals or connectors • Steering wheel controls • Steering column multifunction switch (vehicles with SYNC®) • FCDIM • ACM • APIM (if equipped)	• For the VOICE switch, GO to Pinpoint Test I. • For all other switches, GO to Pinpoint Test D.
• The speed sensitive	• Speed sensitive	• GO to Pinpoint Test W.

volume does not operate correctly	volume setting • Vehicle Speed Sensor (VSS) signal concern • ACM	
• The audio input jack is inoperative/does not operate correctly	• Wiring, terminals or connectors • Audio input jack • ACM • APIM (if equipped)	• GO to Pinpoint Test E.
• An individual Front Controls Interface Module (FCIM) button is inoperative/does not operate correctly	• FCIM	• INSTALL a new FCIM. REFER to Front Controls Interface Module (FCIM) in this section. TEST the system for normal operation.
• The audio system does not operate correctly from the Front Controls Interface Module (FCIM)	• Wiring, terminals or connectors • FCIM • FCDIM	• GO to Pinpoint Test Y.
• The Front Controls Interface Module (FCIM) illumination does not operate correctly	• Backlighting system concern • FCIM	• CHECK the operation of the audio system from the FCIM by turning the system on, adjusting the volume, and selecting several different presets. ▪ If the audio system does not operate correctly from the FCIM, GO to Pinpoint Test Y. ▪ If the illumination is the only concern, REFER to Section 413-00.
• One or more Front Control/Display Interface Module (FCDIM) displays is inoperative/does not operate correctly	• FCDIM • ACM • Instrument Panel Cluster (IPC) concern • APIM (if equipped)	• GO to Pinpoint Test V.
• The Front Control/Display Interface Module (FCDIM) screen is completely inoperative	• Fuse • Wiring, terminals or connectors • FCDIM	• CARRY OUT the FCDIM self-test. ▪ If the scan tool cannot communicate with the FCDIM, REFER to Section 418-00. ▪ If the scan tool does communicate with the FCDIM, INSTALL a new FCDIM. REFER to Front Controls/Display Interface Module (FCDIM) in this section. TEST the system for normal operation.

• The Front Control/Display Interface Module (FCDIM) illumination does not operate correctly	• Backlighting system concern • FCDIM	• GO to Pinpoint Test L .

Symptom Chart — Sound Quality

Sound Quality

Condition	Possible Sources	Action
• Poor reception — AM/FM	• Antenna • Antenna cable • Charging system • Ignition system • Audio Control Module (ACM)	• GO to Pinpoint Test A .
• Continuous seek/scan in AM/FM	• Antenna • Antenna cable • ACM	• GO to Pinpoint Test A .
• Poor quality/distorted/no sound from one or more speakers (not all speakers)	• Wiring, terminals or connectors • Speaker • ACM	• GO to Pinpoint Test F .
• Poor quality/distorted/no sound from all speakers	• Wiring, terminals or connectors • ACM	• GO to Pinpoint Test G .
• Poor reception — satellite radio	• Obstructions to the antenna line of sight • Antenna • Antenna cable • ACM	• GO to Pinpoint Test B .
• Continuous seek/scan — satellite radio	• Obstructions to the antenna line of sight • No channel found in the selected category • Antenna • Antenna cable • ACM	• GO to Pinpoint Test B .
• Poor sound quality/no sound while in satellite radio mode — all other functions operate correctly	• Antenna • Antenna cable • ACM	• GO to Pinpoint Test B .
• Poor quality/distorted/no sound while in SYNC® mode	• Wiring, terminals or connectors • Accessory Protocol Interface Module (APIM) • ACM	• GO to Pinpoint Test J .

Symptom Chart — Satellite Radio

Satellite Radio

Condition	Possible Sources	Action
• Poor reception	• Obstructions to the antenna line of sight • Antenna • Antenna cable • Audio Control Module (ACM)	• GO to Pinpoint Test B .
• Continuous seek/scan	• No channel found in the selected category • Obstructions to the antenna line of sight • Antenna • Antenna cable • ACM	• GO to Pinpoint Test B .
• Poor sound quality/no sound while in satellite radio mode — all other functions operate correctly	• Antenna • Antenna cable • ACM	• GO to Pinpoint Test B .
• The satellite radio is inoperative/does not operate correctly	• Subscription status • Satellite radio system concern • ACM	• GO to Pinpoint Test C .

Symptom Chart — SYNC® System

SYNC® System

Condition	Possible Sources	Action
• The SYNC® system is completely inoperative	• Audio system concern • Communication network concern • Customer error • Customer device • Accessory Protocol Interface Module (APIM)	• GO to Pinpoint Test M .
• Poor quality/distorted/no sound while in SYNC® mode	• Wiring, terminals or connectors • APIM • ACM	• GO to Pinpoint Test J .
• Unable to pair Bluetooth® device	• Incompatible Bluetooth® device • Customer error • Customer Bluetooth® device • APIM	• GO to Pinpoint Test N .
• An individual Bluetooth® device feature is inoperative	• Customer device compatibility	• **NOTE:** If a Bluetooth® device is able to pair with the SYNC® system, there are no concerns with the APIM . INSTRUCT the customer

		to review the device compatibility list on the SyncMyRide website . Not all phone features are available through SYNC®. This is normal operation.
• The Universal Serial Bus (USB) port is inoperative/does not operate correctly	• Customer USB device • USB cable and port • APIM	• GO to Pinpoint Test H .
• The steering wheel controls are inoperative/do not operate correctly	• Wiring, terminals or connectors • Steering wheel controls • Multifunction switch • FCDIM • ACM • APIM	• For the VOICE switch, GO to Pinpoint Test I . • For all other switches, GO to Pinpoint Test D .
• The audio input jack is inoperative/does not operate correctly	• Wiring, terminals or connectors • Audio input jack • APIM	• GO to Pinpoint Test E .
• The SYNC® system audible prompts are inoperative/do not operate correctly	• Customer setting • Wiring, terminals or connectors • ACM • APIM	• **NOTE:** The audible prompts include the Text-To-Speech (TTS) feature, voice prompts, and ringtones. GO to Pinpoint Test O .
• During a phone call, no incoming audio is heard in the vehicle	• Customer setting • Wiring, terminals or connectors • ACM • APIM	• GO to Pinpoint Test O .
• Voice recognition is inoperative/does not operate correctly	• Wiring, terminals or connectors • Microphone • Steering column multifunction switch • APIM	• GO to Pinpoint Test I .
• During a phone call, no outgoing audio is heard on the outside device	• Wiring, terminals or connectors • Microphone • APIM	• GO to Pinpoint Test I .

Pinpoint Tests

Pinpoint Test A: Poor Reception — AM/FM

Normal Operation

The antenna receives AM and FM radio waves and sends them to the Audio Control Module (ACM)

through the antenna cable. The ACM powers the antenna in order to amplify the AM signal.

- DTC B1A56:1D (Antenna: Circuit Current Out of Range) — sets continuously when the antenna enable circuit current is outside of limits. The current is checked once every 5 seconds.
- DTC B1A56:21 (Antenna: Signal Amplitude ⟨ Minimum) — sets on-demand when no signal is detected from the antenna.

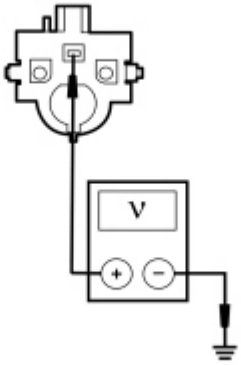
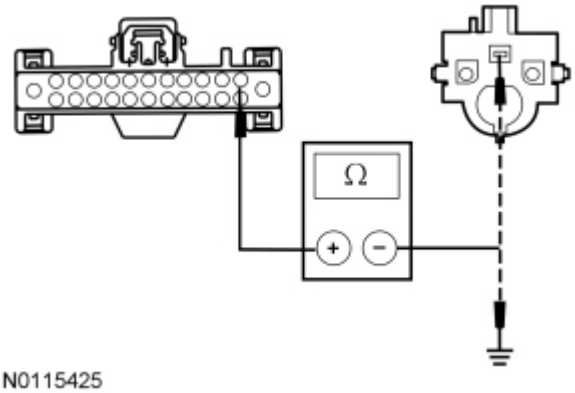
This pinpoint test is intended to diagnose the following:

- Antenna
- Antenna cable
- Charging system
- Ignition system
- ACM

PINPOINT TEST A: POOR RECEPTION — AM/FM

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 CHECK THE AUDIO SYSTEM RECEPTION	
• Operate the audio system in radio tuner (AM/FM) mode. • Check the reception with the engine running, and with the engine off. • **Does the poor reception only occur with the engine running?**	**Yes** GO to A2. **No** GO to A4.
A2 CHECK THE GENERATOR	
• Ignition OFF. • Disconnect the wiring harness from the generator voltage regulator. • Start the engine. • Operate the audio system in radio tuner (AM/FM) mode. • **Is the reception OK?**	**Yes** INSTALL a new generator. REFER to Section 414-00. TEST the system for normal operation. **No** GO to A3.
A3 CHECK THE IGNITION CIRCUITS	
• Ignition OFF. • Connect the wiring harness to the voltage regulator. • Visually inspect the engine compartment and make sure all ignition coils are correctly and securely connected, and that there are no visible cracks in the coil housings. • Inspect all the wiring harnesses and connectors for damaged insulation and loose or broken conditions. • **Are the ignition components OK?**	**Yes** USE a jumper cable to ground various parts of the vehicle to the frame (for example: engine, fenders, quarter panels, stone deflectors, air cleaner, body sheet metal). When the noise is eliminated, PROVIDE a permanent ground where necessary. TEST the system for normal operation. **No** REPAIR the ignition system as necessary. TEST the system for normal

	operation.
A4 CHECK THE ANTENNA ENABLE CIRCUIT	
• Ignition OFF. • Disconnect: Antenna C9021. • Operate the audio system in radio tuner (AM/FM) mode. • Measure the voltage between the antenna C9021-1, circuit CME44 (BU), harness side and ground.  N0115423 • **Is the voltage greater than 10 volts?**	**Yes** GO to A6 . **No** GO to A5 .
A5 CHECK THE ANTENNA ENABLE CIRCUIT FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Disconnect: ACM C240A. • Measure the resistance between the ACM C240A-2, circuit CME44 (BU), harness side and the antenna C9021-1, circuit CME44 (BU); and between the ACM C240A-2, circuit CME44 (BU), harness side and ground.  N0115425 • **Is the resistance less than 5 ohms between the ACM and the antenna, and greater than 10,000 ohms between the ACM and ground?**	**Yes** GO to A9 . **No** REPAIR the circuit. TEST the system for normal operation.
A6 CHECK THE AM/FM ANTENNA CABLE	
• Ignition OFF. • Disconnect: AM/FM Antenna In-Line Connection At RH Kick Panel. • Disconnect: AM/FM Antenna Cable At ACM . • Measure the resistance of the rear AM/FM antenna cable core between the antenna and the front AM/FM antenna cable in-line connection; and between the rear AM/FM antenna cable core and shield. • Measure the resistance of the front AM/FM antenna cable core between the ACM and the rear AM/FM antenna cable in-	**Yes** GO to A7 . **No** INSTALL a new front or rear AM/FM antenna cable. REFER to Antenna Cable — AM/FM/Satellite Radio in this section. TEST the system for normal

line connection; and between the front AM/FM antenna cable core and shield. • **Is the resistance of each AM/FM antenna cable core less than 2 ohms, and the resistance between the core and shield of each AM/FM antenna cable greater than 10,000 ohms?**	operation.
A7 ISOLATE THE ANTENNA	
• Connect: AM/FM Antenna In-Line Connection At RH Kick Panel. • Connect: AM/FM Antenna Cable At ACM. • Install a new antenna. Refer to Antenna in this section. • Operate the audio system in radio tuner (AM/FM) mode. • **Is the reception OK?**	**Yes** The concern was caused by an inoperative AM/FM antenna. The system is now operating correctly. **No** GO to A8.
A8 ISOLATE THE ANTENNA CABLE	
• Ignition OFF. • Substitute each antenna cable by routing a new component. Do not remove the original antenna cable at this time. • Operate the audio system in radio tuner (AM/FM) mode. • **Is the reception OK?**	**Yes** INSTALL a new antenna cable for the inoperative cable. REFER to Antenna Cable — AM/FM/Satellite Radio in this section. TEST the system for normal operation. **No** REMOVE the substitute antenna cable. GO to A9.
A9 CHECK FOR CORRECT ACM OPERATION	

• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM. REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: Poor Reception/Poor Sound Quality/No Sound — Satellite Radio

Normal Operation

Digital signals are received by the satellite radio antenna and sent to the Audio Control Module (ACM) through the satellite radio antenna cable.

A short to ground in the satellite radio antenna typically has no effect on the antenna signal. However, an open in the antenna circuit results in no sound from the satellite radio system. A short to voltage in the antenna circuit can have varying effects on the system.

Obstructions to the antenna line of sight can affect reception, but this is considered normal operation. Possible obstructions include hills, tall buildings, tunnels, and being parked inside a garage. Make sure the vehicle is in a clear area, free of obstructions, before testing satellite radio reception.

- DTC B1A89:11 (Satellite Antenna: Circuit Short to Ground) — sets when the satellite radio antenna circuit is shorted to voltage or ground for greater than 250 ms. This DTC can be either continuous or on-demand.
- DTC B1A89:13 (Satellite Antenna: Circuit Open) — sets when an open is detected in the satellite radio antenna circuit for greater than 250 ms. This DTC can be either continuous or on-demand.

This pinpoint test is intended to diagnose the following:

- Obstructions to the antenna line of sight
- No channel found in the selected category
- Antenna
- Antenna cable
- ACM

PINPOINT TEST B: POOR RECEPTION/POOR SOUND QUALITY/NO SOUND — SATELLITE RADIO

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 CHECK THE RECEPTION AND CATEGORY FILTER SETTING	
• Turn the category filter function off. For additional information, refer to the Owner's Literature. • Drive the vehicle to an open location, free of obstacles. • Scan for a good channel. • **Does the satellite audio system find a good channel with normal reception?**	**Yes** The system is operating correctly at this time. The concern was a result of no channel being found in the selected category or obstructions to the antenna line of sight. **No** GO to B2.
B2 CHECK THE SATELLITE SIGNAL PID (SAT_SIG_STR)	
• Enter the following diagnostic mode on the scan tool: ACM DataLogger. • Monitor the ACM satellite signal strength PID (SAT_SIG_STR). • **Does the PID indicate "No Signal"?**	**Yes** GO to B3. **No** GO to Pinpoint Test C.
B3 CHECK THE SATELLITE RADIO ANTENNA CABLE RESISTANCE	
• Ignition OFF. • Disconnect: Satellite Radio Antenna Connection At ACM. • Disconnect: Satellite Radio Antenna Cable In-Line Connection At RH Kick Panel. • Disconnect: Antenna C9021. • Measure the resistance of the front satellite radio antenna cable core between the ACM and the satellite radio antenna in-line connection; and between the front satellite radio antenna cable core and shield. • Measure the resistance of the rear satellite radio antenna cable core between the antenna C9021, harness side and the satellite radio antenna cable in-line connection; and between the rear satellite	**Yes** GO to B4. **No** INSTALL a new antenna cable. REFER to Antenna Cable — AM/FM/Satellite Radio in this section. CLEAR any DTCs present. TEST the system for normal operation.

radio antenna cable core and shield. • **Is the resistance of each satellite radio antenna cable core less than 2 ohms, and the resistance between the core and shield of each satellite radio antenna cable greater than 10,000 ohms?**	
B4 ISOLATE THE ANTENNA	
• Connect: Satellite Radio Antenna Connection At ACM . • Connect: Satellite Radio Antenna Cable In-Line Connection At RH Kick Panel. • Install a new antenna. Refer to Antenna in this section. • Operate the audio system in satellite radio mode. • **Is the reception OK?**	**Yes** The concern was caused by an inoperative antenna. The system is now operating correctly. CLEAR any DTCs present. TEST the system for normal operation. **No** GO to B5 .
B5 CHECK FOR CORRECT ACM OPERATION	

• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: The Satellite Radio Is Inoperative/Does Not Operate Correctly

Normal Operation

Digital signals are received by the antenna and sent to the Audio Control Module (ACM) through the satellite radio antenna. The satellite radio receiver is internal to the ACM .

When a satellite radio subscription is activated, the Electronic Serial Number (ESN) of the built-in satellite radio receiver is associated with the Vehicle Identification Number (VIN). As a result, the ACM cannot be swapped from one vehicle to another.

- DTC U3000:96 (Control Module: Component Internal Failure) — sets when the ACM detects an internal failure with the built-in satellite radio receiver.

This pinpoint test is intended to diagnose the following:

- Subscription status
- Satellite radio system concern
- ACM

PINPOINT TEST C: THE SATELLITE RADIO IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take

C1 VERIFY AN ACTIVE SUBSCRIPTION	
• Operate the audio system in satellite radio mode and observe the display. • **Does the display indicate the subscription has expired?**	**Yes** The subscription has expired. INFORM the customer to contact Sirius to re-activate the subscription. **No** GO to C2.
C2 CHECK THE SATELLITE SIGNAL PID (SAT_SIG_STR)	
• Enter the following diagnostic mode on the scan tool: ACM DataLogger. • Monitor the ACM satellite signal strength PID (SAT_SIG_STR). • **Does the PID indicate "No Signal"?**	**Yes** GO to Pinpoint Test B. **No** GO to C3.
C3 CHECK FOR CORRECT ACM OPERATION	

• Ignition OFF.
• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM. REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test D: The Steering Wheel Controls Are Inoperative/Do Not Operate Correctly

Refer to Wiring Diagrams Cell 130, Audio System for schematic and connector information.

Normal Operation

A reference voltage is sent from the appropriate module to the steering wheel controls. When a switch is pressed, the voltage is routed through a specific resistor value for each function, then to ground through the module. The module uses this voltage signal to determine which control input function has been selected.

All switches are wired to the Front Control/Display Interface Module (FCDIM) except for the VOICE switch, which is wired directly to the Accessory Protocol Interface Module (APIM) for vehicles with the SYNC® system. If the VOICE switch is inoperative, the entire voice recognition system is inoperative. To diagnose this concern, GO to Pinpoint Test I.

- B10BD:11 (Multifunctional Switch: Circuit Short to Ground) — sets when a short to ground is detected in the steering wheel controls circuit.
- B10BD:13 (Multifunctional Switch: Circuit Open) — sets when an open is detected in the steering wheel controls circuit.
- B10BD:23 (Multifunctional Switch: Signal Stuck Low) — sets in continuous memory when the FCDIM detects a steering wheel controls switch stuck for more than 2 minutes during normal operation.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Steering wheel controls

- Clockspring
- ACM

PINPOINT TEST D: THE STEERING WHEEL CONTROLS ARE INOPERATIVE/DO NOT OPERATE CORRECTLY

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>D1 CHECK THE DTCs</td><td rowspan="2">Yes
INSTALL new steering wheel controls. REFER to Steering Wheel Controls in this section. CLEAR the DTCs. TEST the system for normal operation.

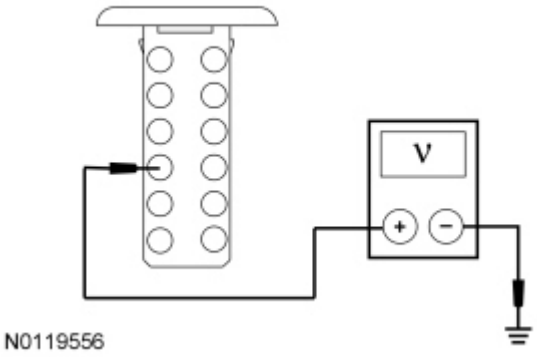
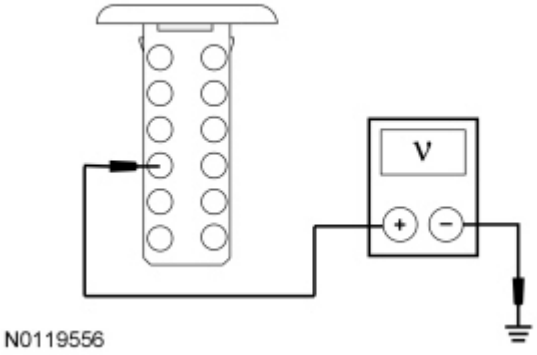
No
GO to D2 .</td></tr>
<tr><td>• Carry out the FCDIM self-test.
• Is DTC B10BD:23 retrieved?</td></tr>
<tr><td>D2 MONITOR THE STEERING WHEEL CONTROLS PIDs (FCDIM - CONTROLLED SWITCHES)</td><td rowspan="2">Yes
GO to D13 .

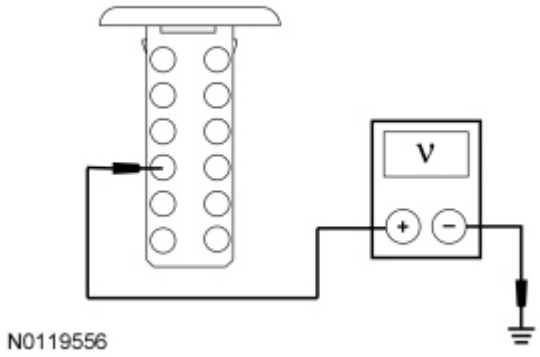
No
If only one PID value is incorrect or the PID value always reads one particular switch position, INSTALL new steering wheel controls. REFER to Steering Wheel Controls in this section. CLEAR any DTCs present. TEST the system for normal operation.

Otherwise, GO to D3 .</td></tr>
<tr><td>• Enter the following diagnostic mode on the scan tool: FCDIM DataLogger.
• Monitor the steering wheel controls PIDs while pressing each steering wheel controls switch as follows:

<table><tr><th>Steering Wheel Controls Switch</th><th>PID</th></tr><tr><td>VOL-</td><td>SCS_VOLDOWN</td></tr><tr><td>VOL+</td><td>SCS_VOLUP</td></tr><tr><td>SEEK-</td><td>SCS_SEEKMINUS</td></tr><tr><td>SEEK+</td><td>SCS_SEEKPLUS</td></tr><tr><td>MODE</td><td>SCS_MODE</td></tr></table>
• Do the PID values agree with the switch positions?</td></tr>
<tr><td>D3 CHECK THE STEERING WHEEL CONTROLS REFERENCE VOLTAGE CIRCUIT FOR A SHORT TO VOLTAGE</td><td rowspan="2">Yes
TURN the parking lamps off. GO to D4 .

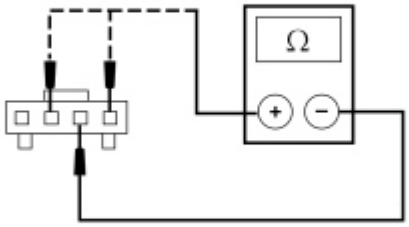
No
TURN the parking lamps off. GO to D7 .</td></tr>
<tr><td>• Ignition OFF.
• Disconnect: FCDIM C2123 .
• Ignition ON.
• Turn the parking lamps on.
• Measure the voltage between the FCDIM C2123-10, circuit VME14 (GY/YE), harness side and ground.</td></tr>
</table>

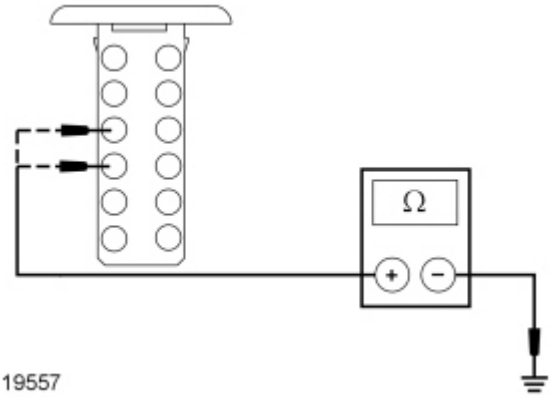
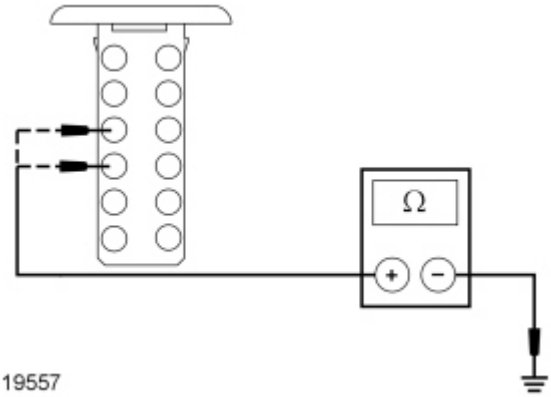
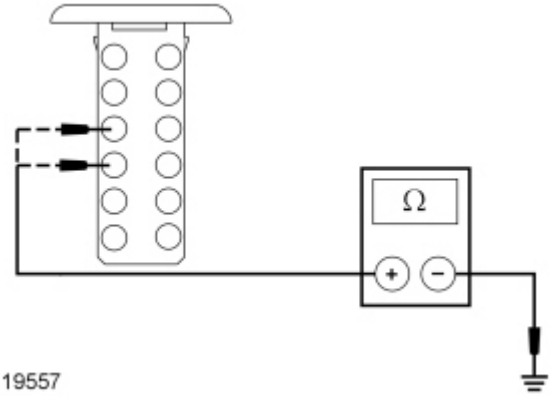
 N0119556 • **Is any voltage present?**	
D4 CHECK THE STEERING WHEEL CONTROLS REFERENCE VOLTAGE CIRCUIT FOR A SHORT TO VOLTAGE WITH THE CLOCKSPRING DISCONNECTED	
• Ignition OFF. • Disconnect: Clockspring C218B . • Ignition ON. • Turn the parking lamps on. • Measure the voltage between the FCDIM C2123-10, circuit VME14 (GY/YE), harness side and ground.  N0119556 • **Is any voltage present?**	**Yes** REPAIR the circuit. CLEAR any DTCs present. TEST the system for normal operation. **No** TURN the parking lamps off. GO to D5 .
D5 CHECK THE CLOCKSPRING FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Connect: Clockspring C218B . • **WARNING: Make sure no one is in the vehicle and there is nothing blocking or placed in front of any air bag module when the battery is connected. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.** • Remove the driver air bag module. Refer to Section 501-20B . • Disconnect: Clockspring C218C . • Connect the battery. • Ignition ON. • Turn the parking lamps on. • Measure the voltage between the FCDIM C2123-10, circuit VME14 (GY/YE), harness side and ground.	**Yes** INSTALL a new clockspring. REFER to Section 501-20B . CLEAR any DTCs present. TEST the system for normal operation. **No** GO to D6 .

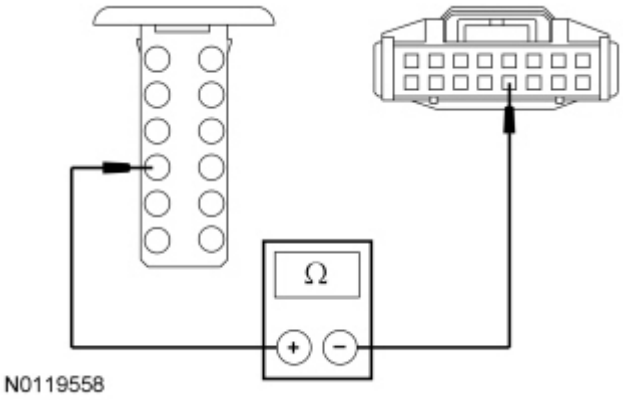
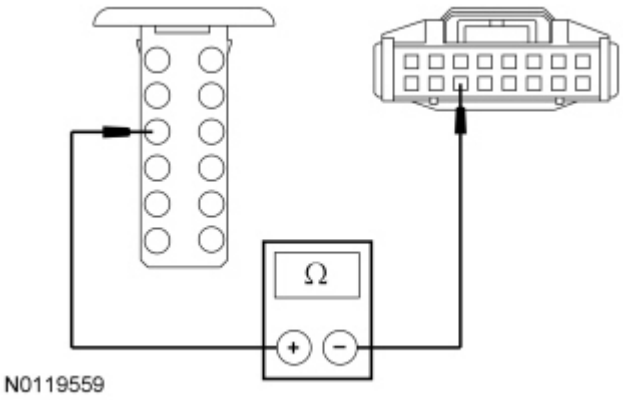
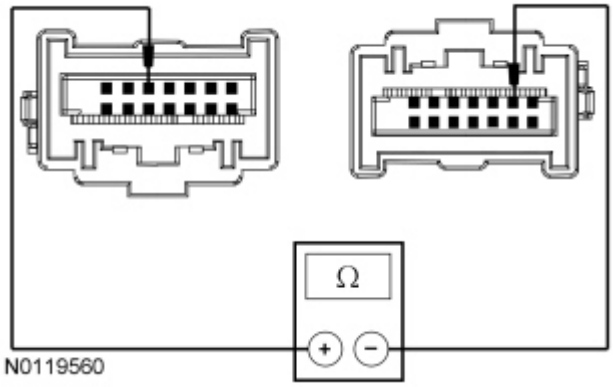


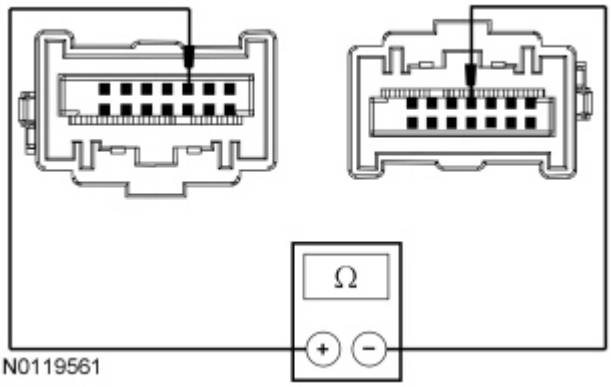
N0119556

- **Is any voltage present?**

D6 CHECK THE STEERING WHEEL CONTROLS CIRCUITRY FOR A SHORT TO THE ILLUMINATION CIRCUIT	
• Ignition OFF. • Disconnect: Steering Wheel Controls C2998 . • Measure the resistance between the steering wheel controls C2998-2, harness side and the steering wheel controls C2998-3, harness side; and between the steering wheel controls C2998-4, harness side and the steering wheel controls C2998-3, harness side.  N0117590 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL new steering wheel controls. REFER to Steering Wheel Controls in this section. CLEAR any DTCs present. TEST the system for normal operation. **No** REPAIR the steering wheel harness or INSTALL a new steering wheel. REFER to Section 211-04 . TEST the system for normal operation.
D7 CHECK THE STEERING WHEEL CONTROLS CIRCUITRY FOR A SHORT TO GROUND	
• Ignition OFF. • Remove the driver air bag module. Refer to Section 501-20B . • Disconnect: Steering Wheel Controls C2998 . • Measure the resistance between the FCDIM C2123-10, circuit VME14 (GY/YE), harness side and ground; and between the FCDIM C2123-9, circuit RME24 (BU/WH), harness side and ground	**Yes** GO to D10 . **No** GO to D8 .

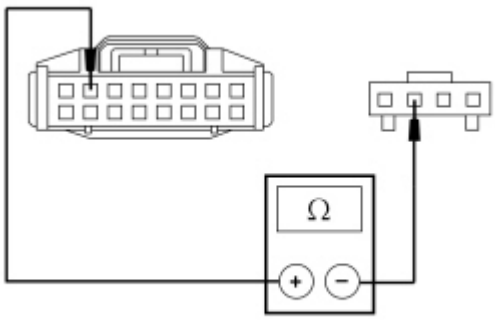
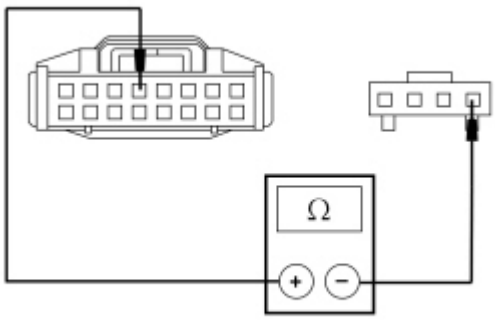
 • **Are the resistances greater than 10,000 ohms?**	
D8 CHECK THE CLOCKSPRING FOR A SHORT TO GROUND • Disconnect: Clockspring C218B . • Measure the resistance between the FCDIM C2123-10, circuit VME14 (GY/YE), harness side and ground; and between the FCDIM C2123-9, circuit RME24 (BU/WH), harness side and ground  • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to D9 . **No** REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation.
D9 CHECK THE STEERING WHEEL HARNESS FOR A SHORT TO GROUND • Connect: Clockspring C218B . • Disconnect: Clockspring C218C . • Measure the resistance between the FCDIM C2123-10, circuit VME14 (GY/YE), harness side and ground; and between the FCDIM C2123-9, circuit RME24 (BU/WH), harness side and ground  • **Are the resistances greater than 10,000 ohms?**	**Yes** REPAIR the steering wheel harness or INSTALL a new steering wheel. REFER to Section 211-04 . TEST the system for normal operation. **No** INSTALL a new clockspring. REFER to Section 501-20B . CLEAR any DTCs present. TEST the system for normal operation.

D10 CHECK THE STEERING WHEEL CONTROLS CIRCUITRY FOR AN OPEN	
• Disconnect: Clockspring C218B . • Measure the resistance between the FCDIM C2123-10, circuit VME14 (GY/YE), harness side and the clockspring C218B-12, circuit VME14 (GY/YE), harness side.  N0119558 • Measure the resistance between the FCDIM C2123-9, circuit RME24 (BU/WH), harness side and the clockspring C218B-14, circuit RME24 (BU/WH), harness side.  N0119559 • **Are the resistances less than 5 ohms?**	**Yes** GO to D11 . **No** REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation.
D11 CHECK THE CLOCKSPRING FOR AN OPEN	
• Disconnect: Clockspring C218C . • Measure the resistance between the clockspring C218B-12, component side and the clockspring C218C-7, component side.  N0119560 • Measure the resistance between the clockspring C218B-14, component side and the C218C-5, component side.	**Yes** GO to D12 . **No** INSTALL a new clockspring. REFER to Section 501-20B . CLEAR any DTCs present. TEST the system for normal operation.



N0119561

- **Are the resistances less than 5 ohms?**

D12 CHECK THE STEERING WHEEL HARNESS FOR AN OPEN	
• Disconnect: Clockspring C218C . • Measure the resistance between the clockspring C218C-7, harness side and the steering wheel controls C2998-2, harness side.  N0119562 • Measure the resistance between the clockspring C218C-5, harness side and the steering wheel controls C2998-4, harness side.  N0119563 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL new steering wheel controls. REFER to Steering Wheel Controls in this section. CLEAR any DTCs present. TEST the system for normal operation. **No** REPAIR the steering wheel harness or INSTALL a new steering wheel. REFER to Section 211-04 . TEST the system for normal operation.
D13 CHECK FOR CORRECT FCDIM OPERATION	

• Connect: All Disconnected Connectors.
• Disconnect the FCDIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
	Yes
	INSTALL a new FCDIM . REFER to Front Controls/Display Interface Module (FCDIM) in this

▪ pushed-out pins • Connect the FCDIM connector and make sure it seats correctly. • Operate the system and determine if the concern is still present. • **Is the concern still present?**	section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR any DTCs present. TEST the system for normal operation.

Pinpoint Test E: The Audio Input Jack Is Inoperative/Does Not Operate Correctly

Refer to Wiring Diagrams Cell 130 , Audio System for schematic and connector information.

Normal Operation — Vehicles Without the SYNC® System

Audio signals are sent from the audio input jack to the Audio Control Module (ACM). There are no external power or ground circuits to the audio input jack.

Vehicles With the SYNC® System

Audio signals are sent from the audio input jack to the Accessory Protocol Interface Module (APIM). The signals are then sent to the ACM . There are no external power or ground circuits to the audio input jack.

This pinpoint test is intended to diagnose the following:

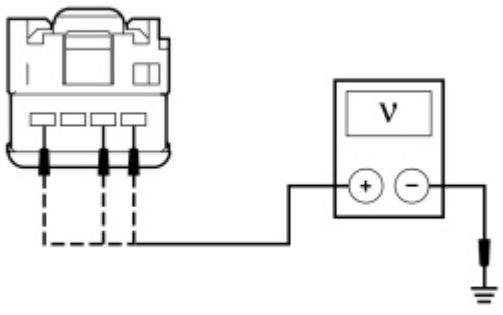
- Wiring, terminals or connectors
- Audio input jack
- ACM
- APIM (if equipped)

PINPOINT TEST E: THE AUDIO INPUT JACK IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

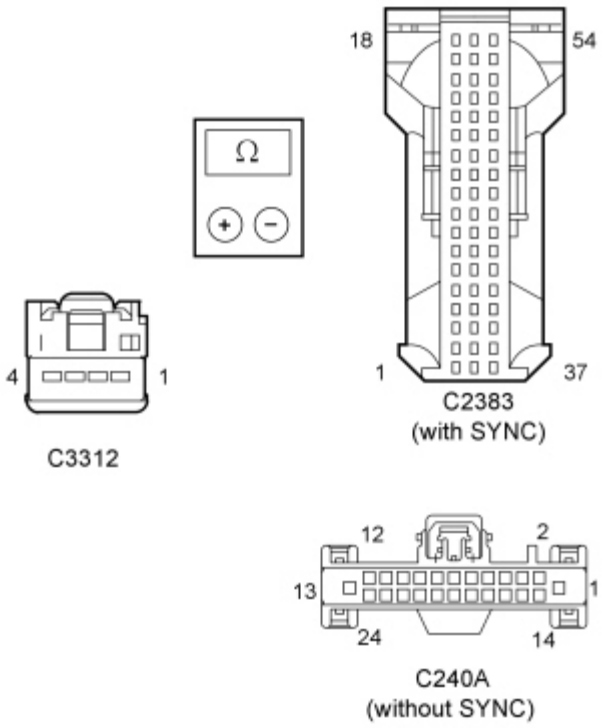
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Before carrying out this pinpoint test, make sure the MP3 device is operating correctly.

Test Step	Result / Action to Take
E1 CHECK THE AUDIO INPUT JACK AUDIO	
• Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, attempt to play an audio file using the audio input jack. • **Does the file play correctly?**	**Yes** The system is operating correctly at this time. The concern may be with the customer device. **No** GO to E2 .

E2 DETERMINE THE VEHICLE CONTENT	
• Determine if the vehicle is equipped with the SYNC® system. • **Is the vehicle equipped with the SYNC® system?**	**Yes** GO to E3 . **No** GO to E4 .
E3 CHECK THE APIM AUDIO OUTPUT	
• Using the Multi-Media Interface Tester, attempt to play an audio file using either the Universal Serial Bus (USB) port or Bluetooth®. • **Is the audio output OK for the USB port or Bluetooth®?**	**Yes** GO to E4 . **No** GO to Pinpoint Test M .
E4 CHECK THE AUDIO INPUT JACK CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: Audio Input Jack C3312. • Disconnect: ACM C240B or APIM C2383 (If Equipped). • Ignition ON. • Measure the voltage between the audio input jack, harness side and ground as follows: **Positive Meter Lead** / **Negative Meter Lead** C3312-1 VME46 (BU/GN) — Ground C3312-2 RME46 (WH/GN) — Ground C3312-4 RME45 (YE/GN) — Ground  N0119548 • **Is any voltage present?**	**Yes** REPAIR the circuit in question. TEST the system for normal operation. **No** GO to E5 .
E5 CHECK THE AUDIO INPUT JACK CIRCUITS FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between the audio input jack, harness side and the ACM (or APIM , if equipped), harness side; and between the audio input jack, harness side and ground follows:	**Yes** GO to E6 . **No** REPAIR the circuit in

Positive Meter Lead	Negative Meter Lead	Circuit
C3312-1	C240A-18 or C2383-47, then ground	VME46 (BU/GN)
C3312-2	C240A-6 or C2383-48, then ground	RME45 (YE/GN)
C3312-4	C240A-17 or C2383-45, then ground	VME45 (BU)



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- **Is the resistance less than 5 ohms between the audio input jack and the ACM (or APIM), and greater than 10,000 ohms between the audio input jack and ground?**

question. TEST the system for normal operation.

E6 ISOLATE THE AUDIO INPUT JACK

- Disconnect: ACM C240A or APIM C2383 (If Equipped).
- Install a new audio input jack. Refer to Audio Input Jack in this section.
- Connect: Multi-Media Interface Tester.
- Using the Multi-Media Interface Tester, attempt to play an audio file using the audio input jack.
- **Does the file play correctly?**

Yes
The concern was caused by an inoperative audio input jack. The system is now operating correctly.

No
For vehicles without the SYNC® system, GO to E7 .

For vehicles with the SYNC® system, GO

	to E8 .
E7 CHECK FOR CORRECT ACM OPERATION	

• Ignition OFF.
• Connect: Audio Input Jack C2401.
• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

E8 CHECK FOR CORRECT APIM OPERATION	

• Ignition OFF.
• Connect: Audio Input Jack C2401.
• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the APIM connector and make sure it seats correctly.
• Turn the radio on and press the PUSH-TO-TALK button.
• Wait 2 minutes for the APIM to re-initalize.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new APIM . REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test F: Poor Quality/Distorted/No Sound From One Or More Speakers (Not All Speakers)

Refer to Wiring Diagrams Cell 130 , Audio System for schematic and connector information.

Normal Operation

The Audio Control Module (ACM) directs audio signals to the speakers in the form of a fluctuating AC voltage. The ACM has an overload protection function that protects the ACM if an over-current condition is present. As a result, if there is a short to ground on the circuitry to any of the interior speakers, the ACM can mute the sound to all of the interior speakers.

Root DTC Description	Failure Types	Fault Trigger Conditions
B1A01 — Speaker #1	01, 11, 12, 13	Sets when an open, short to ground, or short to voltage is detected in the LF speaker circuits. The test period is typically 100 ms.
B1A02 — Speaker #2	01, 11, 12, 13	Sets when an open, short to ground, or short to voltage is detected in the RF speaker circuits. The test period is typically 100 ms.
B1A03 — Speaker #3	01, 11, 12, 13	Sets when an open, short to ground, or short to voltage is detected in the LR speaker circuits. The test period is typically 100 ms.

B1A04 — Speaker #4	01, 11, 12, 13	Sets when an open, short to ground, or short to voltage is detected in the LR speaker circuits. The test period is typically 100 ms.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Speaker
- ACM

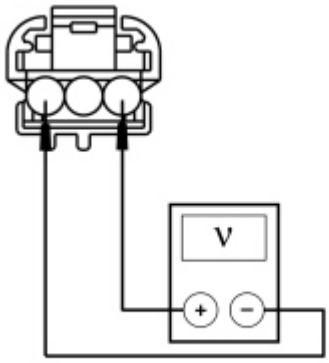
PINPOINT TEST F: POOR QUALITY/DISTORTED/NO SOUND FROM ONE OR MORE SPEAKERS (NOT ALL SPEAKERS)

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>F1 DETERMINE THE INOPERATIVE SPEAKER</td><td rowspan="2">Yes
GO to F2 .

No
GO to F5 .</td></tr>
<tr><td>NOTE: For vehicles with a 4-speaker system, proceed directly to Step F5.
• Manually adjust the fade/balance to test for sound at each individual speaker.
• Is there a concern with a front door tweeter speaker?</td></tr>
<tr><td>F2 CHECK THE AUDIO SIGNAL TO THE TWEETER SPEAKER</td><td rowspan="2">Yes
INSTALL a new tweeter speaker. REFER to Speaker — Tweeter in this section. CLEAR any DTCs present. TEST the system for normal operation.

No
GO to F3 .</td></tr>
<tr><td>• Ignition OFF.
• Disconnect: Suspect Speaker.
• Operate the audio system in radio tuner (AM/FM) mode.
• Measure the AC voltage between the suspect tweeter speaker pins, harness side as follows:
<table>
<tr><th>Suspect Tweeter Speaker</th><th>Positive Meter Lead</th><th>Negative Meter Lead</th></tr>
<tr><td>LH</td><td>C513-1
VME08 (GN/OG)</td><td>C513-3
RME08 (GY/OG)</td></tr>
<tr><td>RH</td><td>C613-1
VME11 (VT/OG)</td><td>C613-3
RME11 (YE/OG)</td></tr>
</table></td></tr>
</table>



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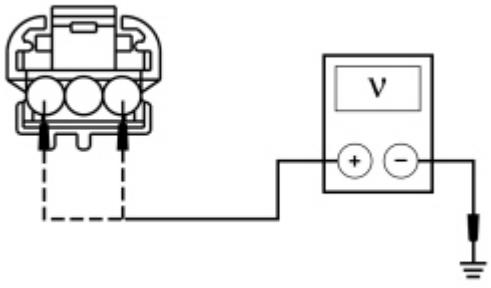
- **Is a fluctuating AC voltage present?**

F3 CHECK THE AUDIO CIRCUITS TO THE TWEETER FOR A SHORT TO VOLTAGE

- Ignition OFF.
- Disconnect: LF Door Speaker C536 (LH Speaker Concern) or RF Door Speaker C628 (RH Speaker Concern).
- Ignition ON.
- Measure the voltage between the suspect tweeter speaker, harness side and ground as follows:

Suspect Tweeter Speaker	Positive Meter Lead	Negative Meter Lead
LH	C513-1 VME08 (GN/OG) C513-3 RME08 (GY/OG)	Ground Ground
RH	C613-1 VME11 (VT/OG) C613-3 RME11 (YE/OG)	Ground Ground



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- **Is any voltage present?**

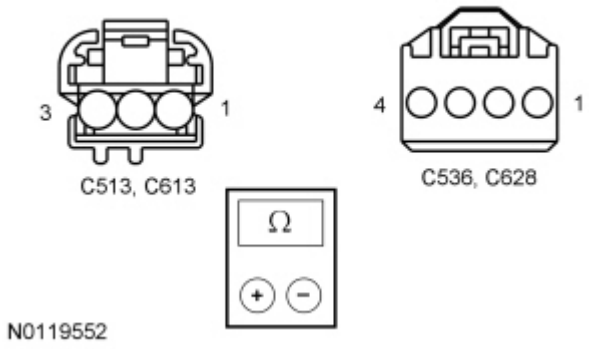
Yes
REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation.

No
GO to F4 .

F4 CHECK THE AUDIO CIRCUITS TO THE TWEETER FOR AN OPEN OR SHORT TO GROUND

- Measure the resistance between the suspect tweeter speaker, harness side and the corresponding door speaker, harness side; and between the suspect tweeter speaker, harness side and ground as follows:

Suspect Tweeter Speaker	Positive Meter Lead	Negative Meter Lead	Circuit
LH	C513-1	C536-2, then ground	VME08 (GN/OG)
	C513-3	C536-3, then ground	RME08 (GY/OG)
RH	C613-1	C628-2, then ground	VME11 (VT/OG)
	C613-3	C628-3, then ground	RME11 (YE/OG)



- **Are the resistances less than 5 ohms between the suspect tweeter speaker and the corresponding door speaker, and greater than 10,000 ohms between the suspect tweeter speaker and ground?**

Yes
GO to F8 .

No
REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation.

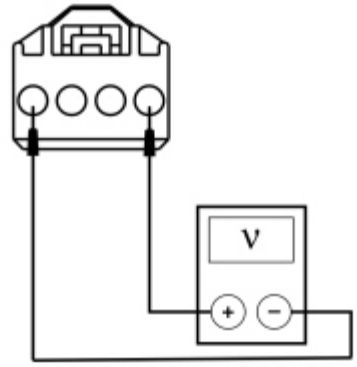
F5 CHECK THE AUDIO SIGNAL TO THE SUSPECT SPEAKER

- Ignition OFF.
- Disconnect: Suspect Speaker.
- Operate the audio system in radio tuner (AM/FM) mode.
- Measure the AC voltage between the suspect speaker pins, harness side as follows:

Suspect Speaker	Positive Meter Lead	Negative Meter Lead
LF door	C536-1 VME07 (WH)	C536-4 RME07 (WH/BN)
RF door	C628-1 VME10 (WH/VT)	C628-4 RME10 (WH/OG)
LR door	C702-1 VME09 (WH/GN)	C702-4 RME09 (BN/YE)
RR door	C802-1 VME12 (BN/WH)	C802-4 RME12 (BN/BU)

Yes
INSTALL a new door speaker. REFER to Speaker — Front Door or Speaker — Rear Door in this section. CLEAR any DTCs present. TEST the system for normal operation.

No
GO to F6 .



- **Is a fluctuating AC voltage present?**

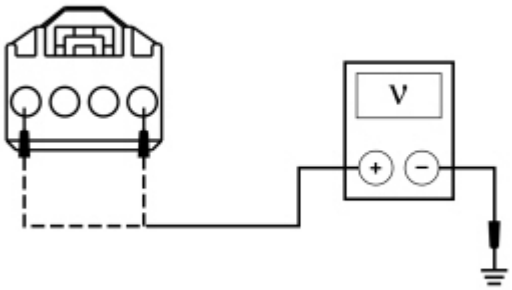
F6 CHECK THE AUDIO CIRCUITS TO THE SUSPECT SPEAKER FOR A SHORT TO VOLTAGE

- Ignition OFF.
- Disconnect: ACM C240A.
- Ignition ON.
- Measure the voltage between the suspect speaker, harness side and ground as follows:

Suspect Speaker	Positive Meter Lead	Negative Meter Lead
LF door	C536-1 VME07 (WH) C536-4 RME07 (WH/BN)	Ground Ground
RF door	C628-1 VME10 (WH/VT) C628-4 RME10 (WH/OG)	Ground Ground
LR door	C702-1 VME09 (WH/GN) C702-4 RME09 (BN/YE)	Ground Ground
RR door	C802-1 VME12 (BN/WH) C802-4 RME12 (BN/BU)	Ground Ground

Yes
REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation.

No
GO to F7 .



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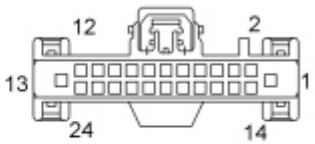
- **Is any voltage present?**

F7 CHECK THE AUDIO CIRCUITS TO THE SUSPECT SPEAKER FOR AN OPEN OR SHORT TO GROUND

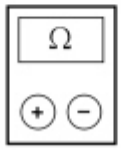
- Measure the resistance between the suspect speaker, harness side and the ACM, harness side; and between the suspect speaker, harness side and ground as follows:

Suspect Speaker	Positive Meter Lead	Negative Meter Lead	Circuit
LF door	C536-1	C240A-22, then ground	VME07 (WH)
	C536-4	C240A-10, then ground	RME07 (WH/BN)
RF door	C628-1	C240A-23, then ground	VME10 (WH/VT)
	C628-4	C240A-11, then ground	RME10 (WH/OG)
LR door	C702-1	C240A-21, then ground	VME09 (WH/GN)
	C702-4	C240A-9, then ground	RME09 (BN/YE)
RR door	C802-1	C240A-24, then ground	VME12 (BN/WH)
	C802-4	C240A-12, then ground	RME12 (BN/BU)

C536, C628, C702, C802



C240A



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- **Are the resistances less than 5 ohms between the suspect speaker and the ACM, and greater than 10,000 ohms between**

Yes
GO to F8.

No
REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation.

the suspect speaker and ground?	

F8 CHECK FOR CORRECT ACM OPERATION
• Connect: All Disconnected Connectors.
• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM. REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test G: Poor Quality/Distorted/No Sound From All Speakers

Refer to Wiring Diagrams Cell 130, Audio System for schematic and connector information.

Normal Operation

The Audio Control Module (ACM) receives the START signal through the Controller Area Network (CAN). When it receives this signal, it mutes the audio output to prevent voltage spikes from producing a popping noise through the speakers during engine cranking.

If the ACM loses power or ground, the scan tool cannot communicate with it. Refer to Section 418-00 to continue diagnosis.

If a speaker fault DTC is set in the ACM, the cause of the concern is likely a short to ground or short to voltage in the circuitry to an individual speaker, which has caused the ACM overload protection to activate.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- ACM

PINPOINT TEST G: POOR QUALITY/DISTORTED/NO SOUND FROM ALL SPEAKERS

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
G1 CHECK FOR SPEAKER DTCs • Ignition ON. • Carry out the ACM self-test. • **Are any speaker fault DTCs present?**	**Yes** GO to Pinpoint Test F. **No** GO to G2.
G2 CHECK FOR CORRECT ACM OPERATION	

• Ignition OFF.
• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test H: The Universal Serial Bus (USB) Port Is Inoperative/Does Not Operate Correctly

Normal Operation

The Universal Serial Bus (USB) port is connected to the Accessory Protocol Interface Module (APIM) through the USB cable. The USB port can be used to play audio files or upload software from mass storage devices, or for connecting a media device.

If supported by the user device, the USB can provide charging. Because of this feature, when a USB device is plugged into the USB port, the SYNC® system does not automatically switch to the device.

If a USB mass storage device is used to play an audio file, the SYNC® system only plays audio files that do not have Digital Rights Management (DRM) protection.

The USB cable and port are not serviceable separately.

- DTC B1252:04 (USB Port: System Internal Failure) — sets when the APIM detects an over-temperature condition in the USB circuit. This can be caused by a fault in the USB cable and port, or by the customer USB device.
- DTC B1252:11 (USB Port: Circuit Short to Ground) — sets when the APIM detects an over-current condition in the USB circuit. This can be caused by a fault in the USB cable and port, or by the customer USB device.

This pinpoint test is intended to diagnose the following:

- Customer USB device
- USB cable and port
- APIM

PINPOINT TEST H: THE USB PORT IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
H1 CHECK THE USB CONNECTION	
• Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, attempt to play a file using the USB port. • **Does the audio file play successfully using the USB connection?**	**Yes** The SYNC® system is operating correctly. REVIEW the operation of the USB port with the customer. If the customer device still does not operate correctly, the fault is with the customer device. **No** GO to H2 .

H2 INSPECT THE USB CABLE • Ignition OFF. • Disconnect: USB Cable At APIM . • Inspect the USB cable for damage. • Connect: USB Cable At APIM . • Ignition ON. • Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, attempt to play a file using the USB port. • **Does the audio file play successfully using the USB connection?**	**Yes** The concern was caused by the USB connection not being seated correctly. The system is now operating correctly. **No** GO to H3 .
H3 RESET THE APIM AND RECHECK SYNC® SYSTEM OPERATION **NOTE:** Carrying out a Master Reset returns all preference settings to the factory defaults, erases all the phone book and call histories, and deletes any devices paired with the SYNC® system. • Carry out an APIM power reset by disconnecting the battery for 5 minutes, then reconnecting it. • Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, test the audio output for the audio input jack, USB port, and Bluetooth connection using the VOICE switch on the steering wheel controls to enter each mode. • **Do all of the SYNC® inputs function correctly?**	**Yes** The SYNC® system is operating correctly at this time. CARRY OUT a SYNC® system Master Reset. REFER to the Owner's Literature. REVIEW the SYNC® system operation with the customer. If the customer device still does not operate correctly, the fault is with the customer device. **No** If only the USB port is inoperative, GO to H4 . If additional inputs are inoperative, GO to Symptom Chart to diagnose the observed symptom. If all inputs are inoperative, INSTALL a new APIM . REFER to Accessory Protocol Interface Module (APIM) in this section.
H4 ISOLATE THE USB CABLE AND PORT • Install a new USB cable and port. Refer to Universal Serial Bus (USB) Cable and Port in this section. • Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, attempt to play a file using the USB port. • **Does the audio file play successfully using the USB connection?**	**Yes** The concern was caused by an inoperative USB cable. The system is now operating correctly. **No** GO to H5 .

H5 CHECK FOR CORRECT APIM OPERATION
• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the APIM connector and make sure it seats correctly.
• Wait 2 minutes for the APIM to re-initalize.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new APIM . REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR any DTCs present.

Pinpoint Test I: Voice Recognition Is Inoperative/Does Not Operate Correctly

Refer to Wiring Diagrams Cell 130 , Audio System for schematic and connector information.

Normal Operation

When the VOICE switch is pressed, it changes a reference voltage signal and the audio system enters voice recognition mode. The VOICE switch is wired to the Accessory Protocol Interface Module (APIM). The microphone receives the voice command and sends a signal to the APIM . The microphone is also used to detect outgoing audio during a phone call.

- DTC B1201:1C (Steering Wheel Audio Switch Pack 2: Circuit Voltage Out of Range) — sets when the APIM detects the VOICE switch circuit out-of-range for greater than 250 ms.
- DTC B1201:63 (Steering Wheel Audio Switch Pack 2: Circuit / Component Protection Time-Out) — sets when the APIM detects the VOICE switch stuck within range for greater than 120 seconds during normal operation, or for greater than 3 seconds during the on-demand self-test.
- DTC B1D79:01 (Microphone Input: General Electrical Failure) — sets during the on-demand self-test if the APIM does not detect the microphone.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Steering column multifunction switch
- Microphone
- APIM

PINPOINT TEST I: VOICE RECOGNITION IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

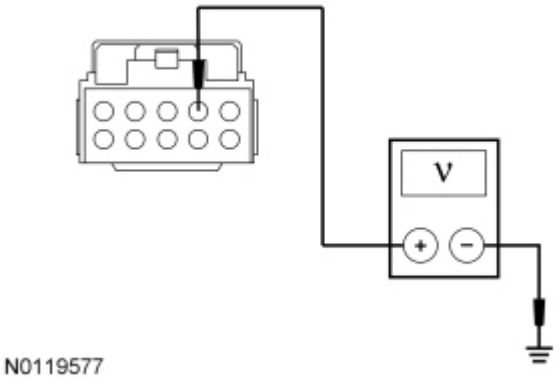
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
I1 CHECK THE OPERATION OF THE VOICE SWITCH • Operate the audio system in radio tuner (AM/FM) mode. • Adjust the audible prompt volume to an acceptable range. Refer to the Owner's Literature. • Press the VOICE switch. • **Does the audio system enter voice recognition mode?**	**Yes** GO to I6 . **No** GO to I2 .
I2 MONITOR THE VOICE SWITCH PID • Enter the following diagnostic mode on the scan tool: APIM DataLogger. • Monitor the VOICE switch PID (SCS_VOICE) while pressing and releasing the VOICE switch. • **Does the PID value agree with the switch position?**	**Yes** GO to I11 . **No** If the switch always reads active, INSTALL a new steering column multifunction switch. REFER to Section 211-05 . CLEAR any DTCs present. TEST the system for normal operation. For all other PID values, GO to I3 .
I3 CHECK THE REFERENCE VOLTAGE CIRCUIT TO THE VOICE	

SWITCH FOR A SHORT TO VOLTAGE

- Disconnect: Steering Column Multifunction Switch C202A.
- Disconnect: APIM C2383 .
- Ignition ON.
- Measure the voltage between the steering column multifunction switchC202A-2, circuit VME14 (GY/YE), harness side and ground.



- **Is any voltage present?**

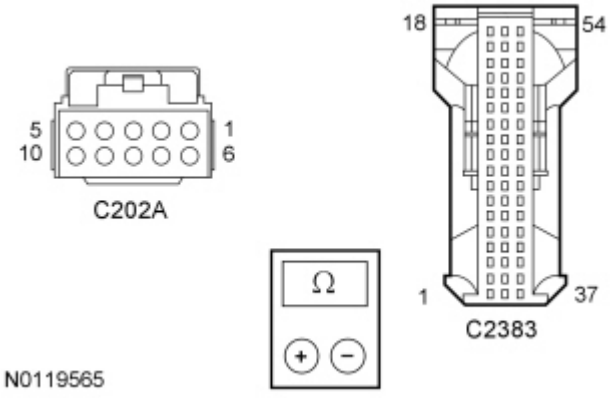
Yes
REPAIR the circuit. CLEAR any DTCs present. TEST the system for normal operation.

No
GO to I4 .

I4 CHECK THE CIRCUITS TO THE VOICE SWITCH FOR AN OPEN OR SHORT TO GROUND

- Ignition OFF.
- Measure the resistance between the steering column multifunction switch, harness side and the APIM , harness side; and between the steering column multifunction switch, harness side and ground as follows:

Positive Meter Lead	Negative Meter Lead	Circuit
C202A-2	C2383-15, then ground	VME14 (GY/YE)
C202A-7	C2383-14, then ground	RME24 (BU/WH)

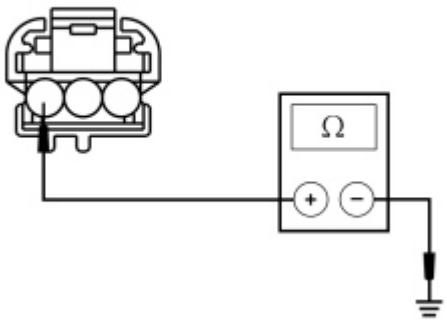


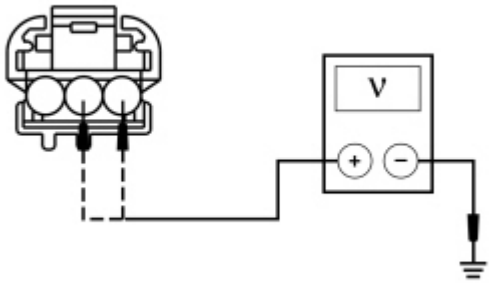
- **Is the resistance less than 5 ohms between the steering column multifunction switch and the APIM , and greater than 10,000 ohms between the steering column multifunction switch and ground?**

Yes
GO to I5 .

No
REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation.

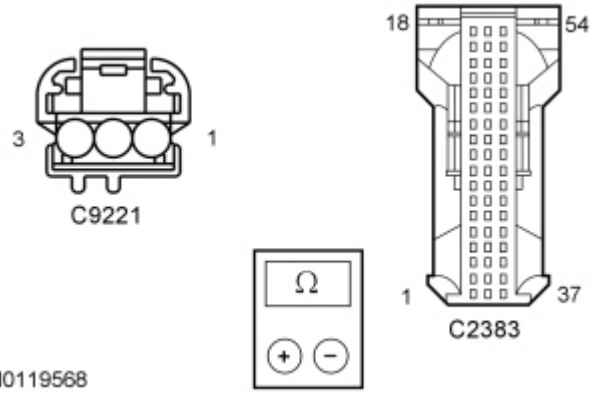
I5 ISOLATE THE VOICE SWITCH

• Connect: APIM C2383. • Install a new steering column multifunction switch. Refer to Section 211-05 . • Operate the system and determine if the concern is still present. • **Is the concern still present?**	**Yes** GO to I11 . **No** The system is operating correctly at this time. The concern was caused by an inoperative steering column multifunction switch. CLEAR any DTCs present.
I6 CHECK THE OPERATION OF THE VOICE RECOGNITION	
• Press the VOICE switch. • Wait for the SYNC® system to acknowledge the VOICE switch being pressed. • While still in voice recognition mode, speak the command "PHONE", and observe the audio system. • **Does the SYNC® system acknowledge the command "PHONE"?**	**Yes** The system is operating correctly at this time. ADVISE the customer on the correct operation of the voice recognition system. **No** GO to I7 .
I7 CHECK THE MICROPHONE SHIELD CIRCUIT FOR CONTINUITY TO GROUND	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Disconnect: Microphone C9221. • Measure the resistance between the microphone C9221-3, circuit GD111, harness side and ground.  N0119566 • **Is the resistance less than 5 ohms?**	**Yes** GO to I8 . **No** REPAIR the circuit. TEST the system for normal operation.
I8 CHECK THE MICROPHONE CIRCUITS FOR A SHORT TO VOLTAGE	
• Connect: Negative Battery Cable. • Disconnect: APIM 2383. • Ignition ON. • Measure the voltage between the microphone C9221-1, circuit VMT02 (GN/OG), harness side and ground; and between the microphone C9221-2, circuit VMM13 (YE/GN), harness side and ground.	**Yes** REPAIR the circuit in question. CLEAR any DTCs present. TEST the system for normal operation. **No** GO to I9 .



N0119567

- **Is any voltage present?**

I9 CHECK THE MICROPHONE CIRCUITS FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between the microphone, harness side and the APIM , harness side as follows: **Positive Meter Lead** / **Negative Meter Lead** / **Circuit** C9221-1 / C2383-18, then ground / VMT02 (GN/OG) C9221-2 / C2383-5, then ground / VMM13 (YE/GN)  N0119568 • **Are the resistances less than 5 ohms between the microphone and the APIM , and greater than 10,000 ohms between the microphone and ground?**	**Yes** GO to I10 . **No** REPAIR the circuit in question. TEST the system for normal operation.
I10 ISOLATE THE MICROPHONE	
• Connect: APIM C2383. • Install a new microphone. Refer to Microphone in this section. • Operate the audio system in radio tuner (AM/FM) mode. • Press the VOICE switch and attempt several voice commands. • **Does the voice recognition operate correctly?**	**Yes** The fault was caused by an inoperative microphone. The system is now operating correctly. **No** GO to I11 .
I11 RESET THE APIM AND RECHECK SYNC® SYSTEM OPERATION	
NOTE: Carrying out a Master Reset returns all preference settings to the factory defaults, erases all the phone book and call	**Yes** The SYNC® system is

histories, and deletes any devices paired with the SYNC® system. • Carry out an APIM power reset by disconnecting the battery for 5 minutes, then reconnecting it. • Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, test the audio output for the audio input jack, USB port, and Bluetooth connection using the VOICE switch on the steering wheel controls to enter each mode. • **Do all of the SYNC® inputs function correctly?**	operating correctly at this time. CARRY OUT a SYNC® system Master Reset. REFER to the Owner's Literature. REVIEW the SYNC® system operation with the customer. If the customer device still does not operate correctly, the fault is with the customer device. **No** GO to I12.
I12 CHECK FOR CORRECT APIM OPERATION • Disconnect the APIM connector. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect the APIM connector and make sure it seats correctly. • Turn the radio on and press the PUSH-TO-TALK button. • Wait 2 minutes for the APIM to re-initalize. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test J: Poor Quality/Distorted/No Sound While In SYNC® Mode

Refer to Wiring Diagrams Cell 130, Audio System/Navigation for schematic and connector information.

Normal Operation

The Accessory Protocol Interface Module (APIM) transmits left and right channel analog audio signals to the Audio Control Module (ACM). These signals include inputs from the Universal Serial Bus (USB) port, the audio input jack, and a Bluetooth® media device.

If a USB mass storage device is used to play an audio file, the SYNC® system only plays audio files that do not have Digital Rights Management (DRM) protection.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- ACM
- APIM

PINPOINT TEST J: POOR QUALITY/DISTORTED/NO SOUND WHILE IN SYNC® MODE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>J1 VERIFY THE OPERATION OF THE SYNC® SYSTEM AUDIO SOURCES</td><td></td></tr>
<tr><td>

Connect: Multi-Media Interface Tester.
Using the Multi-Media Interface Tester, test the audio output for the audio input jack, USB port and Bluetooth®.
Is there poor quality/distorted/no sound from each SYNC® audio source?

</td><td>Yes
GO to J2.

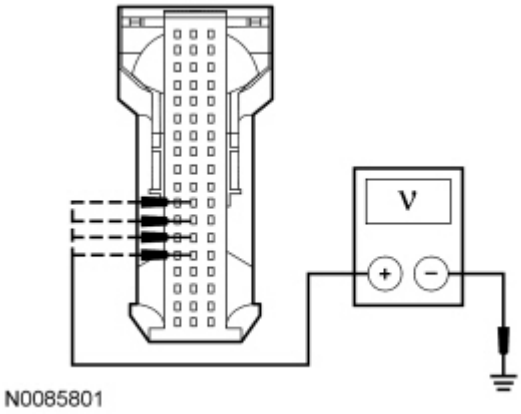
No
If the concern is only with some of the audio sources, GO to Symptom Chart - SYNC® System to diagnose the observed symptom.

If all audio sources operate correctly, the concern is with the customer device.</td></tr>
<tr><td>J2 CHECK THE AUDIO CIRCUITS FROM THE APIM FOR A SHORT TO VOLTAGE</td><td></td></tr>
<tr><td>

Ignition OFF.
Disconnect: ACM C240B.
Disconnect: APIM C2383.
Ignition ON.
Measure the voltage between the APIM, harness side and ground as follows:

<table>
<tr><th>Positive Meter Lead</th><th>Negative Meter Lead</th></tr>
<tr><td>C2383-23
VME53 (VT/GN)</td><td>Ground</td></tr>
<tr><td>C2383-24
RME53 (BN/WH)</td><td>Ground</td></tr>
<tr><td>C2383-25
VME52 (BU)</td><td>Ground</td></tr>
<tr><td>C2383-26
RME52 (GY/OG)</td><td>Ground</td></tr>
</table>
</td><td>Yes
REPAIR the circuit in question. TEST the system for normal operation.

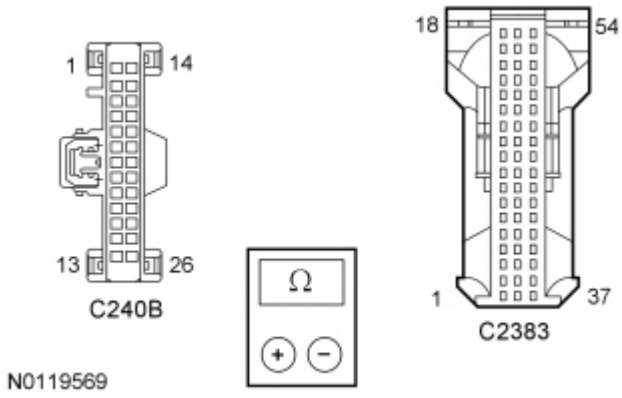
No
GO to J3.</td></tr>
</table>



- **Is any voltage present?**

J3 CHECK THE CIRCUITS FROM THE APIM FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between the ACM, harness side, and the APIM, harness side; and between the ACM, harness side and ground as follows:	**Yes** GO to J4. **No** REPAIR the circuit in question. TEST the system for normal operation.

Positive Meter Lead	**Negative Meter Lead**	**Circuit**
C240B-13	C2383-23, then ground	VME53 (VT/GN)
C240B-26	C2298-24, then ground	RME53 (BN/WH)
C240B-12	C2298-25, then ground	VME52 (BU)
C240B-25	C2298-26, then ground	RME52 (GY/OG)



- **Are the resistances less than 5 ohms between the ACM and the APIM, and greater than 10,000 ohms between the ACM and ground?**

J4 CHECK FOR CORRECT APIM OPERATION	

• Connect: All Disconnected Connectors.
• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
	Yes
	INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section.

▪ pushed-out pins • Connect the APIM connector and make sure it seats correctly. • Turn the radio on and press the PUSH-TO-TALK button. • Wait 2 minutes for the APIM to re-initalize. • Operate the system and verify the concern is still present. • **Is the concern still present?**	TEST the system for normal operation. If the concern is still present, GO to J5 . **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.
J5 CHECK FOR CORRECT ACM OPERATION	
• Disconnect all the ACM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the ACM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test K: The Entire Audio System is Inoperative

Normal Operation

With the ignition in RUN or ACC, the audio system can be powered on. When the ON button is pressed on the Front Controls Interface Module (FCIM) (or the ignition is turned to RUN or ACC and the audio system was on when the ignition was turned off), a wake-up signal is provided to the Front Control/Display Interface Module (FCDIM) via the dedicated Local Interconnect Network (LIN) line. The FCDIM then broadcasts a message over the Infotainment Controller Area Network (I-CAN) to the other modules in the audio system.

When a button is pressed on the FCIM , there is a corresponding display on the FCDIM . The FCDIM displays base audio system information, warning message and icons, SYNC® information (if equipped), and satellite radio information (if equipped). The information is sent to the FCDIM via the MS-CAN .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- FCIM
- FCDIM
- ACM

PINPOINT TEST K: THE ENTIRE AUDIO SYSTEM IS INOPERATIVE

Test Step	Result / Action to Take
K1 CHECK FOR SCAN TOOL COMMUNICATION	
• Carry out the network test with the scan tool.	**Yes** REFER to Section 418-00 to diagnose The

• **Do either the ACM or the FCDIM fail to communicate with the scan tool?**	ACM Does Not Respond To The Scan Tool or The FCDIM Does Not Respond To The Scan Tool. **No** GO to K2.
K2 CHECK THE POWER SWITCH INPUT TO THE FCDIM	
• Enter the following diagnostic mode on the scan tool: FCDIM DataLogger. • Monitor the FCDIM power switch PID (BTN_POWER) while pressing and releasing the power switch on the FCIM. • **Does the PID display the correct the power switch positions?**	**Yes** GO to K3. **No** GO to Pinpoint Test Y.
K3 CHECK FOR LOST COMMUNICATION DTCs	
• Using the scan tool, clear the ACM and FCDIM continuous DTCs. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Repeat the ACM and FCDIM self-tests. • **Is DTC U0140:00, U0193:00, or U0257:00 present in either module?**	**Yes** REFER to DTC Charts in this section. **No** GO to K4.
K4 CHECK FOR CORRECT ACM OPERATION	

• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM. REFER to Audio Control Module (ACM) in this section. CLEAR any DTCs present. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR any DTCs present.

Pinpoint Test L: The Front Control/Display Interface Module (FCDIM) Illumination Does Not Operate Correctly

Normal Operation

The Front Control/Display Interface Module (FCDIM) receives the illumination signal from the Body Control Module (BCM) and dims the illumination based on the position of the dimmer switch. In the event this signal is lost, the FCDIM defaults to full nighttime brightness, resulting in a symptom of the FCDIM being unable to dim.

This pinpoint test is intended to diagnose the following:

- Backlighting system concern
- FCDIM

PINPOINT TEST L: THE FDIM ILLUMINATION DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
L1 CHECK FOR DTC U0140:00	**Yes** GO to Pinpoint Test P . **No** GO to L2 .
• Carry out the FCDIM self-test. • **Is DTC U0140:00 present?**	
L2 CHECK FOR CORRECT FCDIM OPERATION	**Yes** INSTALL a new FCDIM . REFER to Front Controls/Display Interface Module (FCDIM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• Disconnect the FCDIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the FCDIM connector and make sure it seats correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**	

Pinpoint Test M: The SYNC® System Is Completely Inoperative

Normal Operation

The Accessory Protocol Interface Module (APIM) takes action based on network message it receives from other audio system modules, and from the VOICE switch (part of the multifunction switch). The APIM sends display data to the Front Control/Display Interface Module (FCDIM) in order to update the display screen.

- DTC U3000:04 (Control Module: System Internal Failure) — sets when the APIM detects a fault due to a device conflict or an internal failure.

This pinpoint test is intended to diagnose the following:

- Audio system concern
- Communication network concern
- Customer error
- Customer device
- APIM

PINPOINT TEST M: THE SYNC® SYSTEM IS COMPLETELY INOPERATIVE

Test Step	Result / Action to Take
M1 CHECK FOR SCAN TOOL COMMUNICATION WITH THE APIM	**Yes** GO to M2 . **No** REFER to Section 418-00 .
• Carry out the network test using the scan tool. • **Does the APIM pass the network test?**	

M2 CHECK THE SYNC® SYSTEM OPERATION	
NOTE: Carrying out a Master Reset returns all preference settings to the factory defaults, erases all the phone book and call histories, and deletes any devices paired with the SYNC® system. • Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, test the audio output for the audio input jack, USB port, and Bluetooth connection using the VOICE switch on the steering wheel controls to enter each mode. • **Do all of the SYNC® inputs function correctly?**	**Yes** The SYNC® system is operating correctly at this time. CARRY OUT a SYNC® system Master Reset. REFER to the Owner's Literature. REVIEW the SYNC® system operation with the customer. If the customer device still does not operate correctly, the fault is with the customer device. **No** GO to M3.
M3 RESET THE APIM AND RECHECK SYNC® SYSTEM OPERATION	
• Carry out an APIM power reset by disconnecting the battery for 5 minutes, then reconnecting it. • Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, test the audio output for the audio input jack, USB port, and Bluetooth connection using the VOICE switch on the steering wheel controls to enter each mode. • **Do all of the SYNC® inputs function correctly?**	**Yes** The SYNC® system is operating correctly at this time. CARRY OUT a SYNC® system Master Reset. REFER to the Owner's Literature. REVIEW the SYNC® system operation with the customer. If the customer device still does not operate correctly, the fault is with the customer device. **No** If only some (but not all) of the inputs are inoperative, GO to Symptom Chart to diagnose the observed symptom. If all inputs are inoperative and/or DTC U3000:04 is present, INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section.

Pinpoint Test N: Unable To Pair Bluetooth® Device

Normal Operation

When a new Bluetooth® device is added, the Accessory Protocol Interface Module (APIM) and the Bluetooth® device must be paired together. Most Bluetooth® devices can pair with the SYNC® system, although functionality varies. To determine if a Bluetooth® device is supported, retrieve the Consumer Interface Processor (CIP) software level using the Accessory Protocol Interface Module (APIM) Software Level Check in this section, and verify the customer device is on the compatibility list for the current CIP software level.

Pairing a Bluetooth® device is accomplished through the "Add Device" selection of the phone menu. When pairing a device, the SYNC® system generates a unique Personal Identification Number (PIN) that must be entered on the Bluetooth® device in order for the pairing process to be successful. There are also some device-specific actions that must take place. For additional information on the pairing process, refer to the Owner's Literature.

This pinpoint test is intended to diagnose the following:

- Incompatible Bluetooth® device
- Customer error
- Customer Bluetooth® device

- APIM

PINPOINT TEST N: UNABLE TO PAIR Bluetooth® DEVICE

Test Step	Result / Action to Take
N1 CHECK THE BLUETOOTH® CONNECTION **NOTE:** Carrying out a Master Reset returns all preference settings to the factory defaults, erases all the phone book and call histories and deletes any devices paired with the SYNC® system. • Connect: Multi-Media Interface Tester. • Using the Multi-Media Interface Tester, connect to the SYNC® system using Bluetooth®. Follow the tool instructions. • Enter the following diagnostic mode on the scan tool: APIM DataLogger. • Monitor the Bluetooth® device paired PID (BT_PAIR) and the Bluetooth® device connected PID (BT_CONN). • **Do the PIDs both read "Yes"?**	**Yes** The SYNC® system is operating correctly at this time. CARRY OUT a SYNC® system Master Reset. REFER to the Owner's Literature. REVIEW the pairing process with the customer. If the customer device still does not pair, the fault is with the customer device. **No** GO to N2.

N2 CHECK FOR CORRECT APIM OPERATION
 	
• Ignition OFF.
• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pints
• Connect the APIM connector and make sure it seats correctly.
• Turn the radio on and press the PUSH-TO-TALK button.
• Wait 2 minutes for the APIM to re-initalize.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test O: The SYNC® System Audible Prompts Are Inoperative/Do Not Operate Correctly

Refer to Wiring Diagrams Cell 130, Audio System for schematic and connector information.

Normal Operation

The Text-To-Speech (TTS) and voice prompt features speak certain text information and interaction requests in order to minimize driver distraction while driving. The ringtone alerts the driver to an incoming call.

Audible prompts can range from a simple tone to more elaborate spoken text, based on the customer setting. When interaction mode is set to standard, detailed guidance is provided. When interaction mode is set to advanced, most prompts are tones only and minimal audible guidance is provided. Refer to the Owner's Literature for further information on voice interaction.

The audio signals for the TTS and voice prompt features, the ringtones, and audio from an outside device during a phone call, are sent from the Accessory Protocol Interface Module (APIM) to the Audio Control Module (ACM).

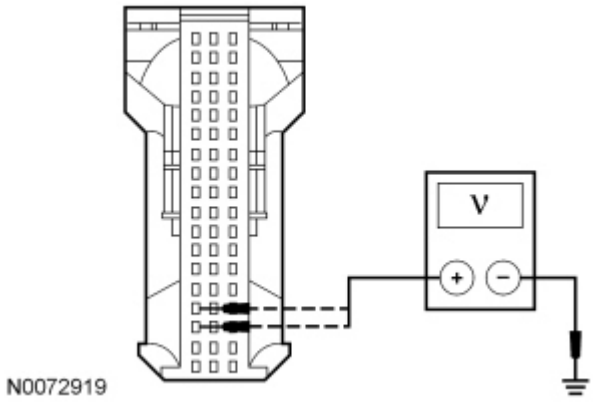
This pinpoint test is intended to diagnose the following:

- Customer setting
- Wiring, terminals or connectors
- ACM
- APIM

PINPOINT TEST O: THE SYNC® SYSTEM AUDIBLE PROMPTS ARE INOPERATIVE/DO NOT OPERATE CORRECTLY

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
O1 CHECK THE AUDIBLE PROMPT SETTING • Operate the audio system in SYNC® mode. • Verify the audible prompts are enabled. Refer to "SYNC® Voice Recognition Feature" in the Owner's Literature. • Press the VOICE button on the steering wheel controls and observe the SYNC® audible prompt. • **Does the SYNC® system produce an audible prompt correctly?**	**Yes** The system is operating correctly at this time. The concern was caused by a customer setting. INSTRUCT the customer in the correct operation of the audible prompt feature. **No** GO to O2.
O2 CHECK FOR A VOLTAGE SIGNAL FROM THE APIM ***NOTICE:*** **This pinpoint test step directs testing circuits using a back-probe method. Use the special back-probe tool specified in the tool list in this section. Do not force test leads or other probes into connectors. Adequate care must be exercised to avoid connector terminal damage while ensuring that good electrical contact is made with the circuit or terminal. Failure to follow these instructions may cause damage to wiring, terminals, or connectors and subsequent electrical faults.** • Operate the audio system in SYNC® mode. • While pressing the VOICE button repeatedly, measure the AC voltage by backprobing between the ACM C240B-8, circuit VMN14 (WH/VT), harness side and the ACM C240B-21, circuit RMN14 (GY/BN), harness side. • **Is an AC voltage produced each time the VOICE switch is pressed?**	**Yes** GO to O6. **No** GO to O3.
O3 CHECK THE AUDIBLE PROMPT CIRCUITS FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: ACM C240B. • Disconnect: APIM C2383. • Ignition ON. • Measure the voltage between the APIM C2383-3, circuit VMN14 (WH/VT), harness side and ground; and between the APIM C2383-4, circuit RMN14 (GY/BN), harness side and ground.	**Yes** REPAIR the circuit in question. TEST the system for normal operation.



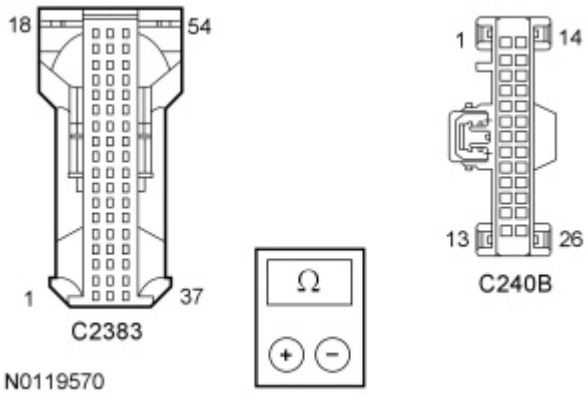
- **Is any voltage present?**

No
GO to O4 .

O4 CHECK THE AUDIBLE PROMPT CIRCUITS FOR AN OPEN OR SHORT TO GROUND

- Ignition OFF.
- Measure the resistance between the APIM , harness side and the ACM , harness side; and between the APIM , harness side and ground as follows:

Positive Meter Lead	Negative Meter Lead	Circuit
C2383-3	C240B-8, then ground	VMN14 (WH/VT)
C2383-4	C240B-21, then ground	RMN14 (GY/BN)



- **Are the resistances less than 5 ohms between the APIM and the ACM , and greater than 10,000 ohms between the APIM and ground?**

Yes
GO to O5 .

No
REPAIR the circuit in question. TEST the system for normal operation.

O5 CHECK FOR CORRECT APIM OPERATION

- Ignition OFF.
- Connect: ACM C240B.
- Disconnect the APIM connector.
- Check for:
  - corrosion
  - damaged pins
  - pushed-out pins
- Connect the APIM connector and make sure it seats correctly.
- Turn the radio on and press the PUSH-TO-TALK button.
- Wait 2 minutes for the APIM to re-initalize.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

Yes
INSTALL a new APIM . REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.

	No The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

O6 CHECK FOR CORRECT ACM OPERATION
• Ignition OFF.
• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test P: DTC U0140:00

Normal Operation

Several audio system modules receive network messages from the Body Control Module (BCM) via the Medium Speed Controller Area Network (MS-CAN). The following information is included in the messages:

- Light and chime request
- Illumination dimmer control

As more than one module receives these messages, all modules receiving a particular message should exhibit a symptom if the message is missing.

- DTC U0140:00 (Lost Communication With Body Control Module: No Sub Type Information) — set by the Audio Control Module (ACM), the Front Control/Display Interface Module (FCDIM), the Accessory Protocol Interface Module (APIM), or the Global Positioning System Module (GPSM) when network messages are missing from the BCM for greater than 5 seconds with the ignition in RUN.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- Audio system concern
- BCM

PINPOINT TEST P: DTC U0140:00

Test Step	Result / Action to Take
P1 CHECK FOR LOST COMMUNICATION DTCs • Ignition ON. • Clear continuous DTCs from all modules. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Retrieve all continuous DTCs from all modules. • **Is DTC U0140:00 set in any audio system module?**	**Yes** GO to P2 . **No** The system is operating correctly at this time. The DTC may been set due to an intermittent fault in the network wiring.
P2 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs • Carry out the self-test for the following modules: ▪ ACM ▪ FCDIM ▪ APIM ▪ GPSM ▪ BCM • **Is DTC U3003:16 or DTC U3003:17 recorded in any module?**	**Yes** For an audio system module, REFER to DTC Charts in this section. For the BCM , REFER to Section 419-10 . **No** GO to P3 .
P3 CHECK FOR DTC U0140:00 SET IN MULTIPLE MODULES • Review the recorded results from the self-test. • **Is DTC U0140:00 set in more than one audio system module?**	**Yes** If all audio system modules except the FCDIM set DTC U0140:00, INSTALL a new FCDIM . REFER to Front Controls/Display Interface Module (FCDIM) in this section. TEST the system for normal operation. Otherwise, GO to P4 . **No** If there is an observable symptom, GO to Symptom Chart - General Audio System to diagnose the observed symptom. If there is no observable symptom, the system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
P4 CHECK FOR CORRECT BCM OPERATION • Ignition OFF. • Disconnect all the BCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pints • Connect all the BCM connectors and make sure	**Yes** INSTALL a new BCM . REFER to Section 419-10 . CLEAR all continuous DTCs. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all continuous DTCs. REPEAT the self-test for the module(s) that set DTC U0140:00.

they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	

Pinpoint Test Q: DTC U0253:00

- DTC U0253:00 (Lost Communication With Accessory Protocol Interface Module: No Sub Type Information) — set by the Audio Control Module (ACM) when network messages are missing from the Accessory Protocol Interface Module (APIM) over the Medium Speed Controller Area Network (MS-CAN) for greater than 5 seconds with the ignition in RUN.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- Audio system concern
- APIM

PINPOINT TEST Q: DTC U0253:00

Test Step	Result / Action to Take
Q1 CHECK FOR LOST COMMUNICATION DTCs	
• Ignition ON. • Clear continuous DTCs from all modules. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Retrieve all continuous DTCs from all modules. • **Is DTC U0253:00 or DTC U0197:00 set in any module?**	**Yes** GO to Q2 . **No** The system is operating correctly at this time. The DTC may been set due to an intermittent fault in the network wiring.
Q2 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs	

• Carry out the self-test for the following modules:
  ▪ ACM
  ▪ APIM
• **Is DTC U3003:16 or DTC U3003:17 recorded in any module?**
	Yes
	REFER to DTC Charts in this section.
	
	No
	GO to Q3 .

Q3 CHECK FOR DTC U0253:00 OR DTC U0197:00 SET IN MULTIPLE MODULES	
• Review the recorded results from the self-test. • **Are DTC U0253:00 or DTC U0197:00 set in more than one module?**	**Yes** GO to Q4 . **No** If there is an observable symptom, GO to Symptom Chart - General Audio System to diagnose the observed symptom.

	If there is no observable symptom, the system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.

Q4 CHECK FOR CORRECT APIM OPERATION
• Ignition OFF.
• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pints
• Connect the APIM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new APIM . REFER to Accessory Protocol Interface Module (APIM) in this section. CLEAR all continuous DTCs. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all continuous DTCs. REPEAT the self-test for the module(s) that set DTC U0197:00 or DTC U0253:00.

Pinpoint Test R: DTC U0255:00 Or DTC U0257:00

- DTC U0255:00 (Lost Communication With Front Display Interface Module: No Sub Type Information) — set by the Accessory Protocol Interface Module (APIM) when network messages are missing from the Front Control/Display Interface Module (FCDIM) for greater than 5 seconds with the ignition in RUN.
- DTC U0257:00 (Lost Communication With Front Controls/Display Interface Module: No Sub Type Information) — set by the Audio Control Module (ACM) when network messages are missing from the FCDIM for greater than 5 seconds with the ignition in RUN.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- ACM
- APIM
- FCDIM

PINPOINT TEST R: DTC U0255:00 OR DTC U0257:00

NOTE: Disregard the pinpoint test steps for the APIM if the concern is on a vehicle without the SYNC® system.

Test Step	Result / Action to Take
R1 CHECK FOR LOST COMMUNICATION DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Ignition ON. • Clear the ACM and APIM DTCs. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds.	**Yes** GO to R2 . **No** The system is operating correctly at this time. The DTC may have been set due to an intermittent fault in the network wiring.

• Repeat the ACM and APIM self-test. • **Is DTC U0255:00 or DTC U0257:00 still present?**	
R2 VERIFY THE CUSTOMER CONCERN • Operate the audio system in various modes (radio tuner, SYNC®, etc.). • Verify there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to R3. **No** The system is operating correctly at this time. The DTC may have been set due to an intermittent fault in the network wiring. CHECK the network wiring between the FCDIM and the module in question for an intermittent fault.
R3 CHECK THE COMMUNICATION NETWORK • Carry out the network test using the scan tool. • **Does the FCDIM pass the network test?**	**Yes** GO to R4. **No** REFER to The FCDIM Does Not Respond To The Scan Tool in Section 418-00.
R4 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs • Carry out the self-test for the following modules: ▪ ACM ▪ APIM ▪ FCDIM • **Are any low or high voltage DTCs recorded in any module?**	**Yes** REFER to DTC Charts in this section. **No** INSTALL a new FCDIM. REFER to Front Controls Interface Module (FCIM) in this section. CLEAR the ACM and APIM DTCs. REPEAT the ACM and APIM self-tests. If DTC U0257:00 is still present in the ACM, INSTALL a new ACM. REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation. If DTC U0255:00 is still present in the APIM, INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.

Pinpoint Test S: DTC U3003:16 (Audio Control Module (ACM))

Refer to Wiring Diagrams Cell 130, Audio System for schematic and connector information.

Normal Operation

- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — set by the Audio Control Module (ACM) as a continuous or on-demand DTC when the supply voltage falls below 10 volts for at least 10 seconds during normal operation, or for greater than 250 milliseconds during the self-test.

This pinpoint test is intended to diagnose the following:

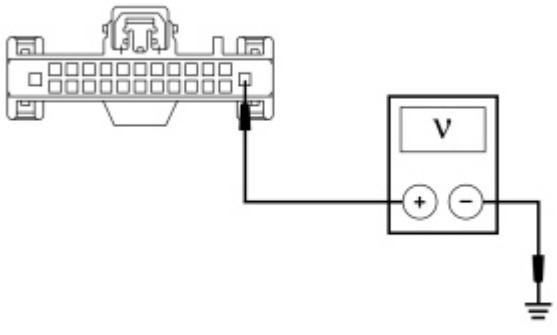
- Wiring, terminals or connectors
- High circuit resistance

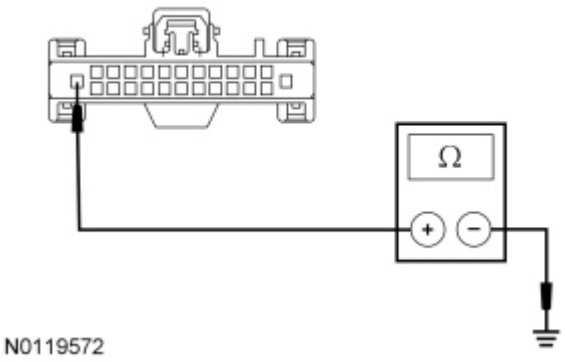
- ACM

PINPOINT TEST S: DTC U3003:16 (ACM)

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
S1 RECHECK THE ACM DTCs • Clear the ACM DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Repeat the ACM self-test. • **Is DTC U3003:16 still present?**	**Yes** GO to S2 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
S2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM • Retrieve the continuous memory DTCs from all modules. • **Are any voltage-related DTCs set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to S3 .
S3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE • Check the battery condition and verify that the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to S4 . **No** REFER to Section 414-01 .
S4 CHECK THE ACM VOLTAGE SUPPLY • Ignition OFF. • Measure and record the voltage at the battery. • Disconnect: ACM C240A. • Ignition ON. • Measure the voltage between the ACM C240A-1, circuit SBP10 (YE/RD), harness side and ground.  N0119571	**Yes** GO to S5 . **No** REPAIR the circuit for high resistance. CLEAR the DTC. REPEAT the self-test.

• **Is the voltage within 0.2 volt of the recorded battery voltage?**	
S5 CHECK THE ACM GROUND CIRCUIT FOR CONTINUITY • Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the ACM C240A-13, circuit GD111 (BK/BU), harness side and ground.  N0119572 • **Is the resistance less than 5 ohms?**	**Yes** GO to S6. **No** REPAIR the circuit for high resistance. CLEAR the DTCs. REPEAT the self-test.

S6 CHECK FOR CORRECT ACM OPERATION
• Connect: Negative Battery Cable.
• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM. REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test T: DTC U3003:17 (Audio Control Module (ACM))

Refer to Wiring Diagrams Cell 130, Audio System for schematic and connector information.

Normal Operation

- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — set by the Audio Control Module (ACM) when the supply voltage is greater than 15.8 volts for more than 250 milliseconds during normal operation or the self-test.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- ACM

PINPOINT TEST T: DTC U3003:17 (ACM)

NOTE: DTC U3003:17 may be stored in the module memory due to past battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
T1 CHECK FOR HIGH VOLTAGE DTCs SET IN OTHER MODULES • Ignition ON. • Retrieve all continuous DTCs from all modules. • **Are high voltage DTCs (e.g., B1317, U3003:17, P0563) set in more than one module?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to T2 .
T2 CHECK THE BATTERY VOLTAGE • Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 15.5 volts or higher?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to T3 .
T3 RECHECK FOR DTC U3003:17 • Ignition OFF. • Ignition ON. • Clear the ACM DTCs. • Repeat the ACM self-test. • **Is DTC U3003:17 present?**	**Yes** INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

Pinpoint Test U: DTC U0155:00

Normal Operation

Several audio system modules receive network messages from the Instrument Panel Cluster (IPC) via the Medium Speed Controller Area Network (MS-CAN). The following information is included in the messages:

- Date/time data
- Ignition switch position
- Vehicle speed data
- Warning indicator status

As more than one module receives these messages, all modules receiving a particular message can exhibit a symptom if the message is missing.

- DTC U0155:00 (Lost Communication With Instrument Panel Cluster (IPC) Control Module: No Sub Type Information) — set by the Front Control/Display Interface Module (FCDIM), the Accessory Protocol Interface Module (APIM), or the Global Positioning System Module (GPSM) when network messages are missing from the IPC for greater than 5 seconds with the ignition in RUN.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- Audio system concern
- IPC

PINPOINT TEST U: DTC U0155:00

Test Step	Result / Action to Take
U1 CHECK FOR LOST COMMUNICATION DTCs	
• Ignition ON. • Clear continuous DTCs from all modules. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Retrieve all continuous DTCs from all modules. • **Is DTC U0155:00 set in any audio system module?**	**Yes** GO to U2. **No** The system is operating correctly at this time. The DTC may have been set due to an intermittent fault in the network wiring.
U2 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs	

• Carry out the self-test for the following modules:
  ▪ FCDIM
  ▪ APIM (if equipped)
  ▪ GPSM (if equipped)
  ▪ IPC
• **Are any low or high voltage DTCs recorded in any module?**
	Yes
	For an audio system module, REFER to DTC Charts in this section.
	
	For the IPC, REFER to Section 413-01.
	
	No
	GO to U3.

U3 CHECK FOR DTC U0155:00 SET IN MULTIPLE MODULES	
• Review the recorded results from the self-test. • **Is DTC U0155:00 set in more than one audio system module?**	**Yes** GO to U4. **No** If there is an observable symptom, GO to Symptom Chart - General Audio System to diagnose the observed symptom. If there is no observable symptom, the system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
U4 CHECK FOR CORRECT IPC OPERATION	

• Ignition OFF.
• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Section 413-01. CLEAR all continuous DTCs. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all continuous DTCs. REPEAT the self-test for the module(s) that set DTC U0155:00.

Pinpoint Test V: One Or More Front Control/Display Interface Module (FCDIM) Displays Is Inoperative/Does Not Operate Correctly

Normal Operation

All of the displays on the Front Control/Display Interface Module (FCDIM) screen are controlled through network messages. The modules sending display data to the FCDIM are:

- Audio Control Module (ACM): audio system information (including satellite radio information)
- Instrument Panel Cluster (IPC): warning messages and indicators
- Accessory Protocol Interface Module (APIM): SYNC® system information

If the FCDIM loses the signal from any of these modules, only those specific displays are inoperative.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- ACM
- IPC
- APIM (if equipped)
- FCDIM

PINPOINT TEST V: ONE OR MORE FCDIM DISPLAYS IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
V1 CHECK FOR SCAN TOOL COMMUNICATION WITH THE FCDIM	
• Carry out the network test using the scan tool. • **Does the scan tool communicate with the FCDIM ?**	**Yes** GO to V2 . **No** REFER to The FCDIM Does Not Respond To The Scan Tool in Section 418-00 .
V2 CHECK FOR LOST COMMUNICATION DTCs SET IN THE FCDIM	
• Using the scan tool, retrieve all continuous DTCs. • **Is DTC U0155:00 or U0193:00 present in the FCDIM ?**	**Yes** REFER to DTC Charts in this section. **No** GO to V3 .
V3 CHECK THE FCDIM DISPLAY SEGMENTS	
• Enter the following diagnostic mode on the scan tool: FCDIM DataLogger. • Command all of the LCD segments on using the FCDIM active command LCD_SEG (All LCD Segments). • **Do all of the FDIM segments illuminate?**	**Yes** GO to V4 . **No** GO to V5 .
V4 OBSERVE THE SPECIFIC INOPERATIVE DISPLAY	
• Observe the inoperative FCDIM display while carrying out the indicated diagnostic method as follows: | | | |	**Yes** The system is operating correctly at this time. INFORM

Inoperative Display	Diagnostic Method	Expected Results
Audio system	Turn the audio system on, press the AM/FM button, and tune to several channels.	The FCDIM display updates to show the change in audio setting.
SYNC® system (if equipped)	Turn the audio system on, press the phone button, and observe the display.	The FCDIM display shows information relating to the phone.

- **Does the suspect display operate correctly based on the expected results?**

the customer on the operation of the FCDIM display.

No
For a warning message or indicator concern, REFER to Section 413-01 .

For all other display concerns, GO to V5 .

V5 CHECK FOR CORRECT FCDIM OPERATION	

• Ignition OFF.
• Disconnect the FCDIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the FCDIM connector and make sure it seats correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FCDIM .
	REFER to Front Controls/Display Interface Module (FCDIM) in this section.
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test W: The Speed Sensitive Volume Does Not Operate Correctly

Normal Operation

The speed sensitive volume function adjusts the volume based on the Vehicle Speed Sensor (VSS) signal, which is received over the Controller Area Network (CAN) Other modules also receive this signal and should exhibit symptoms if the signal is lost.

This pinpoint test is intended to diagnose the following:

- Speed sensitive volume setting
- VSS signal concern
- Communication network concern
- ACM

PINPOINT TEST W: THE SPEED SENSITIVE VOLUME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
W1 CHECK THE SPEEDOMETER OPERATION	
• Drive the vehicle and observe the speedometer. • **Does the speedometer operate correctly?**	**Yes** GO to W2 .

	No REFER to Section 413-01 .
W2 CHECK THE SPEED SENSITIVE VOLUME SETTING	
• Turn the speed sensitive volume off. Refer to the Owner's Literature. • Operate the audio system in radio tuner (AM/FM) mode. • Drive the vehicle at various speeds and observe the speaker volume. • Set the speed sensitive volume to maximum compensation. Refer to the Owner's Literature. • Operate the audio system in radio tuner (AM/FM) mode. • Drive the vehicle at various speeds and observe the speaker volume. • **Does the volume remain constant with the speed sensitive volume turned off, and increase and decrease with vehicle speed with the speed sensitive volume set to maximum?**	**Yes** The system is operating correctly at this time. INSTRUCT the customer in the correct usage of the speed sensitive volume feature. **No** GO to W3 .
W3 CHECK FOR DTC U0155:00 SET IN THE FCDIM	
• Carry out the FCDIM self-test. • **Is DTC U0155:00 present?**	**Yes** GO to Pinpoint Test U . **No** GO to W4 .
W4 CHECK FOR CORRECT ACM OPERATION	

• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test X: DTC U0184:00 Or DTC U0193:00

Normal Operation

Several audio system modules receive network messages from the Audio Control Module (ACM). These messages consist mainly of audio setting information.

As more than one module receives each of these messages, all modules receiving a particular message can exhibit a symptom if the message is missing.

- DTC U0184:00 (Lost Communication With Radio: No Sub Type Information) — set by the Accessory Protocol Interface Module (APIM) when network messages are missing from the ACM for greater than 5 seconds with the ignition in RUN.
- DTC U0193:00 (Lost Communication With "Digital Audio Control Module A": No Sub Type Information) — set by the Front Control/Display Interface Module (FCDIM) when network messages are missing from the ACM for greater than 5 seconds with the ignition in RUN.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- Audio system concern
- ACM

PINPOINT TEST X: DTC U0184:00 OR DTC U0193:00

Test Step	Result / Action to Take
X1 CHECK FOR LOST COMMUNICATION DTCs	
• Ignition ON. • Clear continuous DTCs from all modules. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Retrieve all continuous DTCs from all modules. • **Is DTC U0184:00 or DTC U0193:00 set in any audio system module?**	**Yes** GO to X2 . **No** The system is operating correctly at this time. The DTC may have been set due an intermittent fault in the network wiring.
X2 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs	

• Carry out the self-test for the following modules:
  ▪ ACM
  ▪ FCDIM
  ▪ APIM (if equipped)
• **Are any low or high voltage DTCs recorded in any module?**
	Yes
	REFER to DTC Charts in this section.
	
	No
	GO to X3 .

X3 CHECK FOR DTC U0184:00 OR DTC U0193:00 SET IN MULTIPLE MODULES	
• Review the recorded results from the self-test. • **Is DTC U0184:00 or DTC U0193:00 set in more than one module?**	**Yes** GO to X4 . **No** If there is an observable symptom, GO to Symptom Chart - General Audio System to diagnose the observed symptom. If there is no observable symptom, the system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
X4 CHECK FOR CORRECT ACM OPERATION	

• Ignition OFF.
• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and
	Yes
	INSTALL a new ACM . REFER to Audio Control Module (ACM) in this section. CLEAR all continuous DTCs. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all continuous DTCs. REPEAT the self-test for the module(s) that set DTC U0184 or DTC U0184:00.

determine if the concern is still present. • **Is the concern still present?**	

Pinpoint Test Y: The Audio System Does Not Operate Correctly From The Front Controls Interface Module (FCIM)

Normal Operation

The Front Controls Interface Module (FCIM) exchanges information with the Front Control/Display Interface Module (FCDIM) over the Local Interconnect Network (LIN). This information includes (among others) button press data and display data.

- DTC U1A00:00 (Private Communication Network: No Sub Type Information) — sets when the FCDIM does not receive information from the FCIM over the LIN for greater than 2 seconds. This does not necessarily indicate a fault in the LIN wiring, as a loss of power or ground to the FCIM can also cause a lack of communication.

This pinpoint test is intended to diagnose the following:

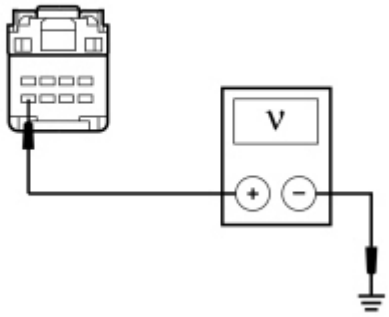
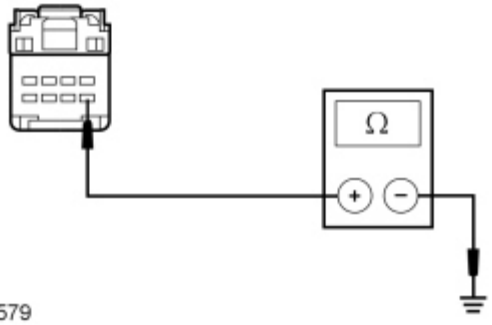
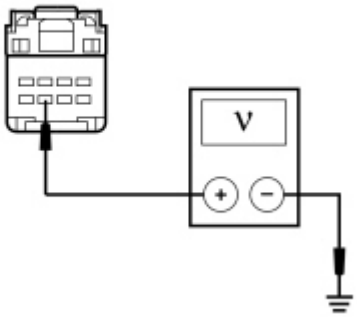
- Wiring, terminals or connectors
- FCIM
- FCDIM

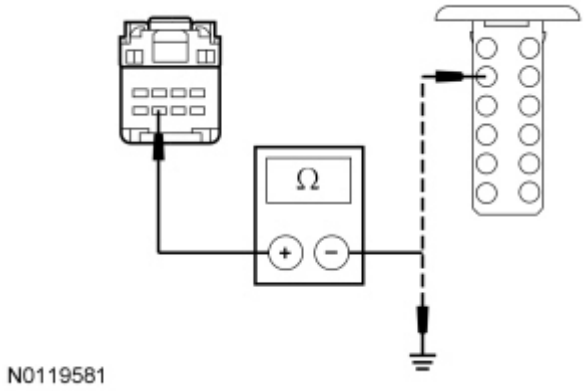
PINPOINT TEST Y: THE AUDIO SYSTEM DOES NOT OPERATE CORRECTLY FROM THE FCIM

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
Y1 CHECK THE FCDIM BUTTON PIDs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: FCDIM DataLogger. • **NOTE:** The button PIDs begin with the prefix "BTN_" and end with the indicated button. For example, PID BTN_FM correlates with the FM button on the FCIM . • Monitor several of the FCDIM button PIDs. • **Do the PID states agree with the button presses?**	**Yes** GO to Y6 . **No** GO to Y2 .
Y2 CHECK FOR VOLTAGE TO THE FCIM	
• Ignition OFF. • Disconnect: FCIM C2402. • Ignition ON. • Measure the voltage between the FCIM C2402-8, circuit SBP07 (WH/RD), harness side and ground.	**Yes** GO to Y3 . **No** REPAIR the circuit. TEST the system for normal operation.

 N0119578 • **Is the voltage greater than 10 volts?**	
Y3 CHECK THE FCIM GROUND CIRCUIT FOR CONTINUITY • Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the FCIM C2402-5, circuit GD115 (BK/GY), harness side and ground.  N0119579 • **Is the resistance less than 5 ohms?**	**Yes** GO to Y4 . **No** REPAIR the circuit. TEST the system for normal operation.
Y4 CHECK THE LIN CIRCUIT FOR A SHORT TO VOLTAGE • Disconnect: FCDIM C2123. • Measure the voltage between the FCIM C2402-7, circuit VDB21 (OG), harness side and ground.  N0119580 • **Is any voltage present?**	**Yes** REPAIR the circuit. CLEAR any DTCs present. TEST the system for normal operation. **No** GO to Y5 .
Y5 CHECK THE LIN CIRCUIT FOR AN OPEN OR SHORT TO GROUND • Measure the resistance between the FCIM C2402-7, circuit VDB21 (OG), harness side and the FCDIM C2123-8, circuit	**Yes** INSTALL a new FCIM .

VDB21 (OG), harness side; and between the FCIM C2402-7, circuit VDB21 (OG), harness side and ground.  N0119581 • **Is the resistance less than 5 ohms between the FCIM and the FCDIM, and greater than 10,000 ohms between the FCIM and ground?**	REFER to Front Controls Interface Module (FCIM) in this section . TEST the system for normal operation. GO to Y6 . **No** REPAIR the circuit. CLEAR any DTCs present. TEST the system for normal operation.

Y6 CHECK FOR CORRECT FCDIM OPERATION
• Connect: All Disconnected Connectors.
• Disconnect the FCDIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the FCDIM connector and make sure it seats correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FCDIM . REFER to Front Controls/Display Interface Module (FCDIM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test Z: DTC U0100:00

Normal Operation

The Accessory Protocol Interface Module (APIM) receives network messages from the PCM via the High Speed Controller Area Network (HS-CAN). These messages include the odometer reading and the fuel level.

As other modules outside of the audio system also receive these messages, all modules receiving a particular message can exhibit a symptom if the message is missing.

- DTC U0100:00 (Lost Communication With ECM /PCM "A": No Sub Type Information) — set by the APIM when it is missing messages from the PCM over the HS-CAN for greater than 5 seconds with the ignition in the RUN position.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- PCM

PINPOINT TEST Z: DTC U0100:00

Test Step	Result / Action to Take
Z1 CHECK FOR LOST COMMUNICATION DTCs	
• Ignition ON. • Clear continuous DTCs from all modules. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Retrieve all continuous DTCs from all modules. • **Is DTC U0100 or DTC U0100:00 set in any modules?**	**Yes** GO to Z2 . **No** The system is operating correctly at this time. The DTC may have been set due to an intermittent fault in the network wiring.
Z2 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs	

• Carry out the self-test for the following modules:
  ▪ APIM
  ▪ PCM
  ▪ Instrument Panel Cluster (IPC)
• **Are any low or high voltage DTCs recorded in any module?**
	Yes
	For the APIM , REFER to DTC Charts in this section.
	
	For all other modules, REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .
	
	No
	GO to Z3 .

Z3 CHECK FOR DTC U0100 OR DTC U0100:00 SET IN MULTIPLE MODULES	
• Review the recorded results from the self-test. • **Is DTC U0100 or DTC U0100:00 set in more than one module?**	**Yes** GO to Z4 . **No** If there is an observable symptom, GO to Symptom Chart - General Audio System to diagnose the observed symptom. If there is no observable symptom, the system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
Z4 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14 . CLEAR all continuous DTCs. REPEAT the APIM self-test.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all continuous DTCs. REPEAT the APIM self-test.

Pinpoint Test AA: DTC U0151:00

Normal Operation

The Accessory Protocol Interface Module (APIM) receives the emergency call notification message from the Restraints Control Module (RCM) via the High Speed Controller Area Network (HS-CAN). The APIM uses this message to activate the emergency call system.

As other modules outside of the audio system also receive this message, all modules receiving it can exhibit a symptom if the message is missing.

- DTC U0151:00 (Lost Communication With Restraints Control Module: No Sub Type Information) — set by the APIM when it is missing the air bag deployment notification message from the RCM over the HS-CAN for greater than 5 seconds with the ignition in the RUN position.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- Restraints system concern

PINPOINT TEST AA: DTC U0151:00

Test Step	Result / Action to Take
AA1 CHECK FOR LOST COMMUNICATION DTCs • Ignition ON. • Clear continuous DTCs from all modules. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Retrieve all continuous DTCs from all modules. • **Is DTC U0151 or DTC U0151:00 set in any modules?**	**Yes** GO to AA2. **No** The system is operating correctly at this time. The DTC may have been set due to an intermittent fault in the network wiring.

AA2 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs
• Carry out the self-test for the following modules:
  ▪ APIM
  ▪ PCM
  ▪ RCM
  ▪ Instrument Panel Cluster (IPC)
• **Are any low or high voltage DTCs recorded in any module?**
	Yes
	For the APIM, REFER to DTC Charts in this section.
	
	For all other modules, REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.
	
	No
	GO to AA3.

AA3 CHECK FOR DTC U0151 OR DTC U0151:00 SET IN MULTIPLE MODULES • Review the recorded results from the self-test. • **Is DTC U0151 or DTC U0151:00 set in more than one module?**	**Yes** GO to AA4. **No** If there is an observable audio system symptom, GO to Symptom Chart - General Audio System to diagnose the observed symptom. If there is an observable restraints system symptom, REFER to Section 501-20B to diagnose the symptom.

	If there is no observable symptom, the system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
AA4 CHECK FOR CORRECT RCM OPERATION	

• Disconnect all the RCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RCM connectors and make sure they seat correctly.
• **Is the concern still present?**
	Yes
	INSTALL a new RCM. REFER to Section 501-20B. CLEAR all continuous DTCs. REPEAT the APIM self-test.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR all continuous DTCs. REPEAT the APIM self-test.

Pinpoint Test AB: DTC U016A:00

- DTC U016A:00 (Lost Communication With Global Positioning System Module: No Sub Type Information) — set by the Accessory Protocol Interface Module (APIM) when it is missing network messages from the Global Positioning System Module (GPSM) over the Medium Speed Controller Area Network (MS-CAN) for greater than 5 seconds with the ignition in the RUN position.

This pinpoint test is intended to diagnose the following:

- Communication network concern
- GPSM
- APIM

PINPOINT TEST AB: DTC U016A:00

Test Step	Result / Action to Take
AB1 CHECK THE APIM DTCs	
NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Ignition ON. • Clear the APIM DTCs. • Ignition OFF. • Ignition ON. • Wait at least 10 seconds. • Retrieve the APIM self-test. • **Is DTC U016A:00 still present?**	**Yes** GO to AB2. **No** The system is operating correctly at this time. The DTC may have been set due to an intermittent fault in the network wiring.
AB2 VERIFY THE CUSTOMER CONCERN	
• Operate the audio system in various modes (radio tuner, SYNC®, etc.). • Observe the compass display for normal operation. • **Is an observable symptom present?**	**Yes** GO to AB3. **No** The system is operating correctly at this

	time. The DTC may have been set due to an intermittent fault in the network wiring. CHECK the MS-CAN wiring between the APIM and the GPSM for an intermittent fault.
AB3 CHECK THE COMMUNICATION NETWORK • Carry out the network test using the scan tool. • **Does the GPSM pass the network test?**	**Yes** GO to AB4. **No** REFER to The GPSM Does Not Respond To The Scan Tool in Section 418-00.

AB4 CHECK FOR BATTERY VOLTAGE OUT-OF-RANGE DTCs
• Carry out the self-test for the following modules:
  ▪ APIM
  ▪ GPSM
• **Is DTC U3003:16 or DTC U3003:17 recorded in either module?**
	Yes
	REFER to DTC Charts in this section.
	
	No
	INSTALL a new GPSM. REFER to Global Positioning System Module (GPSM) in this section. CLEAR the APIM DTCs. REPEAT the APIM self-test.
	
	If DTC U016A:00 is still present, INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation.

Pinpoint Test AC: DTC U3003:16 (Accessory Protocol Interface Module (APIM))

Refer to Wiring Diagrams Cell 130, Audio System for schematic and connector information.

Normal Operation

- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — set by the Accessory Protocol Interface Module (APIM) when the supply voltage falls below 10 volts for at least 10 seconds during normal operation, or for more than 250 ms during the self-test.

This pinpoint test is intended to diagnose the following:

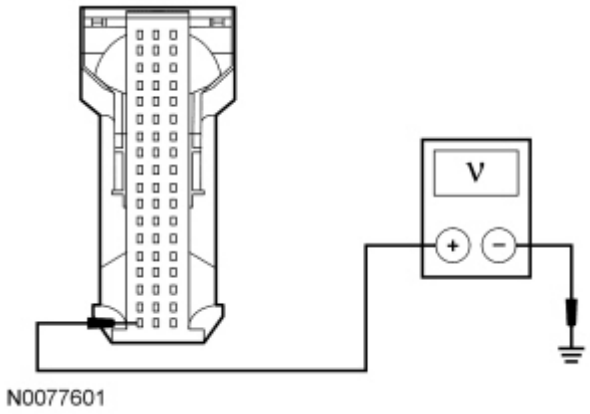
- Wiring, terminals or connectors
- High circuit resistance
- APIM

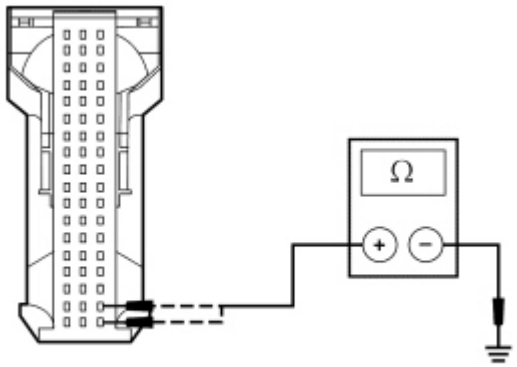
PINPOINT TEST AC: DTC U3003:16 (APIM)

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01.

Test Step	Result / Action to Take
AC1 RECHECK THE APIM DTCs	

• Clear the APIM DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Repeat the APIM self-test. • **Is DTC U3003:16 still present?**	**Yes** GO to AC2 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
AC2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM	
• Retrieve the continuous memory DTCs from all modules. • **Are any low voltage DTCs set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to AC3 .
AC3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE	
• Check the battery condition and verify that the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to AC4 . **No** REFER to Section 414-01 .
AC4 CHECK THE APIM VOLTAGE SUPPLY	
• Ignition OFF. • Measure and record the voltage at the battery. • Disconnect: APIM C2383. • Ignition ON. • Measure the voltage between the APIM C2383-1, circuit SBP10 (YE/RD), harness side and ground.  N0077601 • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to AC5 . **No** REPAIR the circuit for high resistance. CLEAR the DTC. REPEAT the self-test.
AC5 CHECK THE APIM GROUND CIRCUIT FOR CONTINUITY	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the APIM C2383-37, circuit GD111 (BK/BU), harness side and ground; and between the APIM C2383-38, circuit GD111 (BK/BU), harness side and ground.	**Yes** GO to AC6 . **No** REPAIR the circuit in question for high resistance. CLEAR the DTCs. REPEAT the self-test.

 N0077602 • **Are the resistances less than 5 ohms?**	
AC6 CHECK FOR CORRECT APIM OPERATION	**Yes** INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• Connect: Negative Battery Cable.
• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the APIM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**	

Pinpoint Test AD: DTC U3003:17 (Accessory Protocol Interface Module (APIM))

Normal Operation

- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — set by the Accessory Protocol Interface Module (APIM) when the supply voltage is greater than 15.8 volts for greater than 250 milliseconds during normal operation or the self-test.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- APIM

PINPOINT TEST AD: DTC U3003:17 (APIM)

NOTE: DTC U3003:17 may be stored in the module memory due to past battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
AD1 CHECK FOR HIGH VOLTAGE DTCs SET IN OTHER MODULES	
• Ignition ON. • Retrieve the continuous memory DTCs	**Yes** REFER to Section 414-01 to diagnose an

from all modules. • **Are high voltage DTCs (e.g., B1317, U3003:17, P0563) set in more than one module?**	overcharging. **No** GO to AD2.
AD2 CHECK THE BATTERY VOLTAGE • Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 15.5 volts or higher?**	**Yes** REFER to Section 414-00. **No** GO to AD3.
AD3 RECHECK FOR DTC U3003:17 • Ignition OFF. • Ignition ON. • Clear the APIM DTCs. • Repeat the APIM self-test. • **Is DTC U3003:17 present?**	**Yes** INSTALL a new APIM. REFER to Accessory Protocol Interface Module (APIM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

Pinpoint Test AE: DTC U3003:16 (Front Control/Display Interface Module (FCDIM))

Refer to Wiring Diagrams Cell 130, Audio System for schematic and connector information.

Normal Operation

- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — set by the Front Control/Display Interface Module (FCDIM) when the supply voltage falls below 9 volts for greater than 1 second during normal operation.

This pinpoint test is intended to diagnose the following:

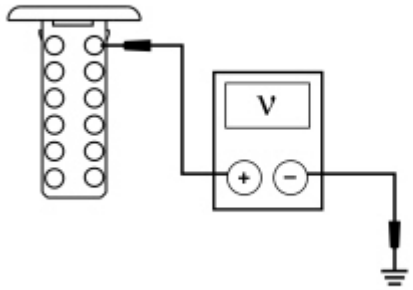
- Wiring, terminals or connectors
- High circuit resistance
- FDIM

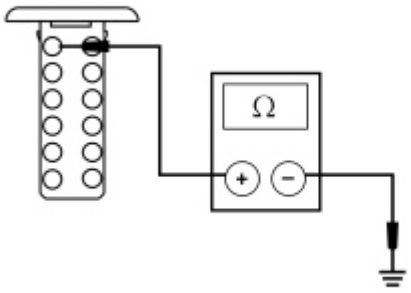
PINPOINT TEST AE: DTC U3003:16 (FCDIM)

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01.

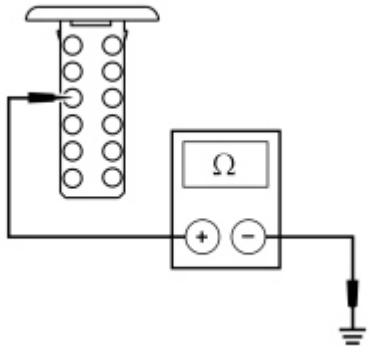
Test Step	Result / Action to Take
AE1 RECHECK THE FCDIM DTCs • Clear the FCDIM DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Repeat the FCDIM self-test.	**Yes** GO to AE2. **No** The system is operating

• **Is DTC U3003:16 still present?**	correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
AE2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM	
• Retrieve the continuous memory DTCs from all modules. • **Are any low voltage DTCs set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to AE3 .
AE3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE	
• Check the battery condition and verify that the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to AE4 . **No** REFER to Section 414-01 .
AE4 CHECK THE TCIL VOLTAGE SUPPLY	
• Ignition OFF. • Measure and record the voltage at the battery. • Disconnect: FCDIM C2123. • Ignition ON. • Measure the voltage between the FCDIM C2123-1, circuit SBP07 (WH/RD), harness side and ground.  N0115771 • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to AE5 . **No** REPAIR the circuit for high resistance. CLEAR the DTC. REPEAT the self-test.
AE5 CHECK THE FCDIM GROUND CIRCUIT FOR CONTINUITY	
• Ignition OFF. • Disconnect: Negative Battery Cable. • For vehicles built up to 1/14/2011, measure the resistance between the FCDIM C2123-7, circuit GD115 (BK/GY), harness side and ground.	**Yes** GO to AE6 . **No** REPAIR the circuit for high resistance. CLEAR the DTCs. REPEAT the self-test.



N0117689

- For vehicles built after 1/14/2011, measure the resistance between the FCDIM C2123-9, circuit GD115 (BK/GY), harness side and ground.



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- **Is the resistance less than 5 ohms?**

AE6 CHECK FOR CORRECT FCDIM OPERATION	

• Connect: Negative Battery Cable.
• Disconnect the FCDIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the FCDIM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FCDIM . REFER to Front Controls/Display Interface Module (FCDIM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test AF: DTC U3003:17 (Front Control/Display Interface Module (FCDIM))

Normal Operation

- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — set by the Front Control/Display Interface Module (FCDIM) when the supply voltage is greater than 16 volts for greater than 1 second during normal operation.

This pinpoint test is intended to diagnose the following:

- Charging system concern

- FCDIM

PINPOINT TEST AF: DTC U3003:17 (FCDIM)

NOTE: DTC U3003:17 may be stored in the module memory due to past battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
AF1 CHECK FOR HIGH VOLTAGE DTCs SET IN OTHER MODULES	
• Ignition ON. • Retrieve the continuous memory DTCs from all modules. • **Are high voltage DTCs (e.g., B1317, U3003:17, P0563) set in more than one module?**	**Yes** REFER to Section 414-01 to diagnose an overcharging. **No** GO to AF2 .
AF2 CHECK THE BATTERY VOLTAGE	
• Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 15.5 volts or higher?**	**Yes** REFER to Section 414-00 . **No** GO to AF3 .
AF3 RECHECK FOR DTC U3003:17	
• Ignition OFF. • Ignition ON. • Clear the FCDIM DTCs. • Repeat the FCDIM self-test. • **Is DTC U3003:17 present?**	**Yes** INSTALL a new FCDIM . REFER to Front Controls/Display Interface Module (FCDIM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

Pinpoint Test AG: DTC U3003:16 (Global Positioning System Module (GPSM))

Refer to Wiring Diagrams Cell 130 , Audio System/Navigation for schematic and connector information.

Normal Operation

- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — set by the Global Positioning System Module (GPSM) when the supply voltage falls below 10 volts for at least 10 seconds during normal operation or for greater than 250 milliseconds during the self-test.

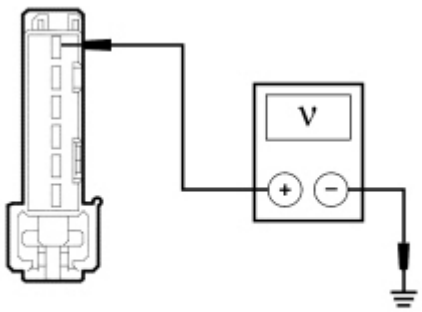
This pinpoint test is intended to diagnose the following:

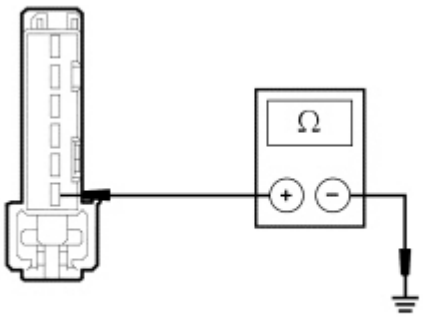
- Wiring, terminal or connectors
- High circuit resistance
- GPSM

PINPOINT TEST AG: DTC U3003:16 (GPSM)

NOTICE: **Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
AG1 RECHECK THE GPSM DTCs	
• Clear the GPSM DTCs. • Ignition OFF. • Ignition ON. • Wait at least 15 seconds. • Repeat the GPSM self-test. • **Is DTC U3003:16 still present?**	**Yes** GO to AG2 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
AG2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM	
• Retrieve the continuous memory DTCs from all modules. • **Are any low voltage DTCs set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to AG3 .
AG3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE	
• Check the battery condition and verify that the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to AG4 . **No** REFER to Section 414-01 .
AG4 CHECK THE GPSM VOLTAGE SUPPLY	
• Ignition OFF. • Measure and record the voltage at the battery. • Disconnect: GPSM C2398. • Measure the voltage between the GPSM C2398-1, circuit SBP16 (VT/RD) for vehicles built up to 1/14/2011, or circuit SBP10 (YE/RD) for vehicles built after 1/14/2011, harness side and ground.  N0094349 • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to AG5 . **No** REPAIR the circuit for high resistance. CLEAR the DTC. REPEAT the self-test.
AG5 CHECK THE GPSM GROUND CIRCUIT FOR CONTINUITY	

• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the GPSM C2398-6, circuit GD111 (BK/BU), harness side and ground.  N0094350 • **Is the resistance less than 5 ohms?**	**Yes** GO to AG6 . **No** REPAIR the circuit for high resistance. CLEAR the DTC. REPEAT the self-test.
AG6 CHECK FOR CORRECT GPSM OPERATION	

• Disconnect the GPSM connector.
• Connect: Negative Battery Cable.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the GPSM connector and make sure it seats correctly.
• **Is the concern still present?**
	Yes
	INSTALL a new GPSM . REFER to Global Positioning System Module (GPSM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test AH: DTC U3003:17 (Global Positioning System Module (GPSM))

Normal Operation

- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — set by the Global Positioning System Module (GPSM) when the supply voltage is greater than 15.8 volts for greater than 250 milliseconds during normal operation or the self-test.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- GPSM

PINPOINT TEST AH: DTC U3003:17 (GPSM)

NOTE: DTC U3003:17 may be stored in the module memory due to past battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
AH1 CHECK FOR HIGH VOLTAGE DTCs SET IN OTHER MODULES	
• Ignition ON. • Retrieve the continuous memory DTCs from all modules. • **Are high voltage DTCs (e.g., B1317, U3003:17, P0563) set in more than one module?**	**Yes** REFER to Section 414-01 to diagnose an overcharging. **No** GO to AH2 .
AH2 CHECK THE BATTERY VOLTAGE	
• Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 15.5 volts or higher?**	**Yes** REFER to Section 414-00 . **No** GO to AH3 .
AH3 RECHECK FOR DTC U3003:17	
• Ignition OFF. • Ignition ON. • Clear the GPSM DTCs. • Repeat the GPSM self-test. • **Is DTC U3003:17 present?**	**Yes** INSTALL a new GPSM . REFER to Global Positioning System Module (GPSM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

Accessory Protocol Interface Module (APIM) Software Level Check

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST3051-A	Universal Serial Bus (USB) Male-A to Male-A Cable CCMUSB2-AM-AM-10 or equivalent

NOTE: This procedure applies to checking the Accessory Protocol Interface Module (APIM) software level. To program the APIM , refer to Accessory Protocol Interface Module (APIM) Programming in Section 418-01 .

1. Turn the Audio Control Module (ACM) on.

2. Connect the scan tool to the Data Link Connector (DLC).

3. Connect one end of the Universal Serial Bus (USB) male-A to male-A cable to the scan tool.

4. Connect the other end of the USB male-A to male-A cable to the vehicle USB port.

5. From the technician service publication website, run On-Line Automotive Service Information System (OASIS) using Quick Start or by manually entering the Vehicle Identification Number (VIN).

6. From the OASIS tab, select the "Sync/APIM" bullet.

7. Select the "Read APIM" button to verify the current APIM software level.
   - The display shows both the Vehicle Interface Processor (VIP) and Consumer Interface Processor (CIP) software levels.

8. The scan tool displays the following information:
   - Last Recorded State — Hardware
     - VIN : vehicle identification number associated with the current APIM
     - Installed date: date the APIM was installed
     - Radio: currently identified ACM in the vehicle
     - HW Part No.: APIM hardware part number
     - Un-installed date: date (if any) the APIM was uninstalled
     - S/N: APIM serial number
   - Last Recorded State — Software
     - Date/Time: date and time of last recorded software installation
     - VIP : VIP software that was installed at that time

        - CIP : CIP software that was installed at that time
        - Description: a description of the content of the software revision
    - History — Software
        - Date/Time: date and time of any recorded software installation
        - VIP : VIP software that was installed at that time
        - CIP : CIP software that was installed at that time
        - Description: a description of the content of the software revision
    - Available Software for Programming
        - Select: allows the software package to be selected
        - Lineage: the original software release, if the software available is a revision
        - VIP : VIP software level that is available with the selection
        - CIP : CIP software level that is available with the selection
        - Description: a description of the content of the software revision

9. Click a CIP software level to view the device compatibility list associated with the CIP software level, if desired.

10. To exit the APIM software level check, disconnect the scan tool from the DLC and the USB port, or exit the OASIS screen.

Satellite Radio Receiver Electronic Serial Number (ESN) Retrieval

Satellite Radio Electronic Serial Number (ESN) Retrieval

NOTE: If the SDARS is inoperable the Electronic Serial Number (ESN) may be obtained from a label affixed to the chassis.

1. Operate the audio system in satellite radio mode.

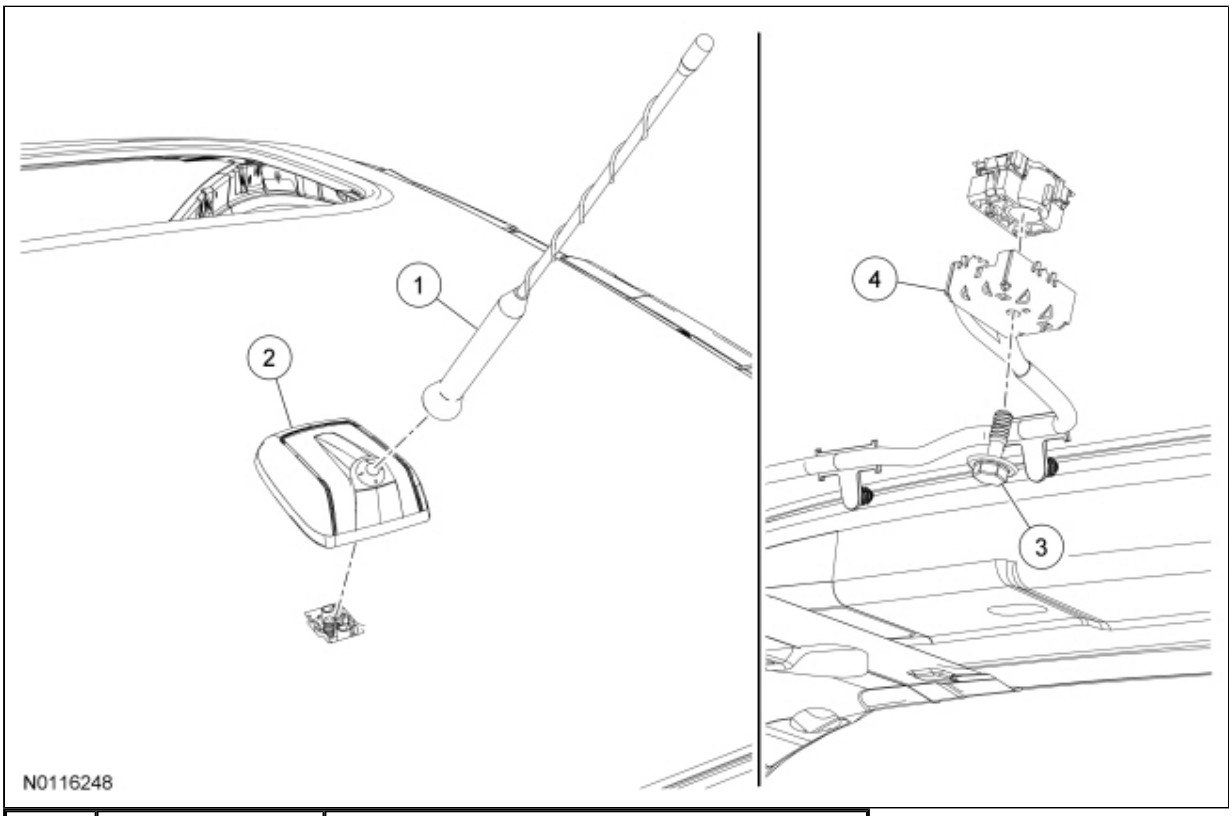
2. Depending on vehicle configuration, press and hold the AUX button and preset button 1 or the SIRIUS button and preset button 1, simultaneously.
   - The Satellite Digital Audio Receiver System (SDARS) module Electronic Serial Number (ESN) displays on the screen.

3. Record the SDARS module ESN .

4. Turn the audio system off.

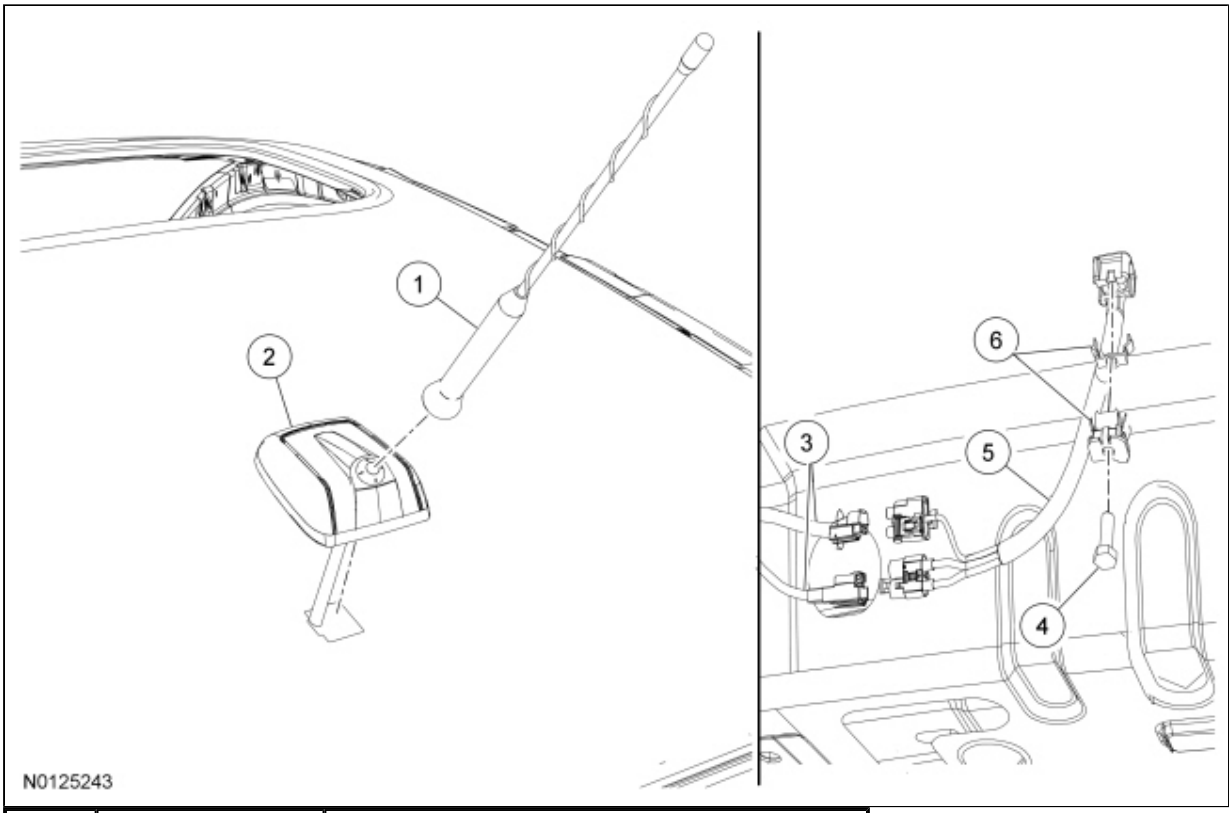
Antenna

Early Build



Item	Part Number	Description
1	18813	Antenna mast
2	18936	Antenna
3	—	Antenna cable bolt (part of 18812)
4	18812	Antenna cable

Late Build



Item	Part Number	Description
1	18813	Antenna mast
2	18936	Antenna
3	18812	Antenna cable
4	—	Antenna cable bolt (part of 18936)
5	—	Antenna pigtail (part of 18936)
6	—	Antenna retainers (part of 18936)

Removal and Installation

All

1. Remove the headliner. For additional information, refer to Section 501-05 .

Early build

2. Remove the bolt from the antenna base and remove the antenna cable connector from the antenna base.
   - To install, tighten to 9Nm (80 lb-in).

Late build

3. Disconnect the antenna cable electrical connectors. Remove the bolt from the antenna base and remove the antenna base retainers.
   - To install, tighten to 9Nm (80 lb-in).

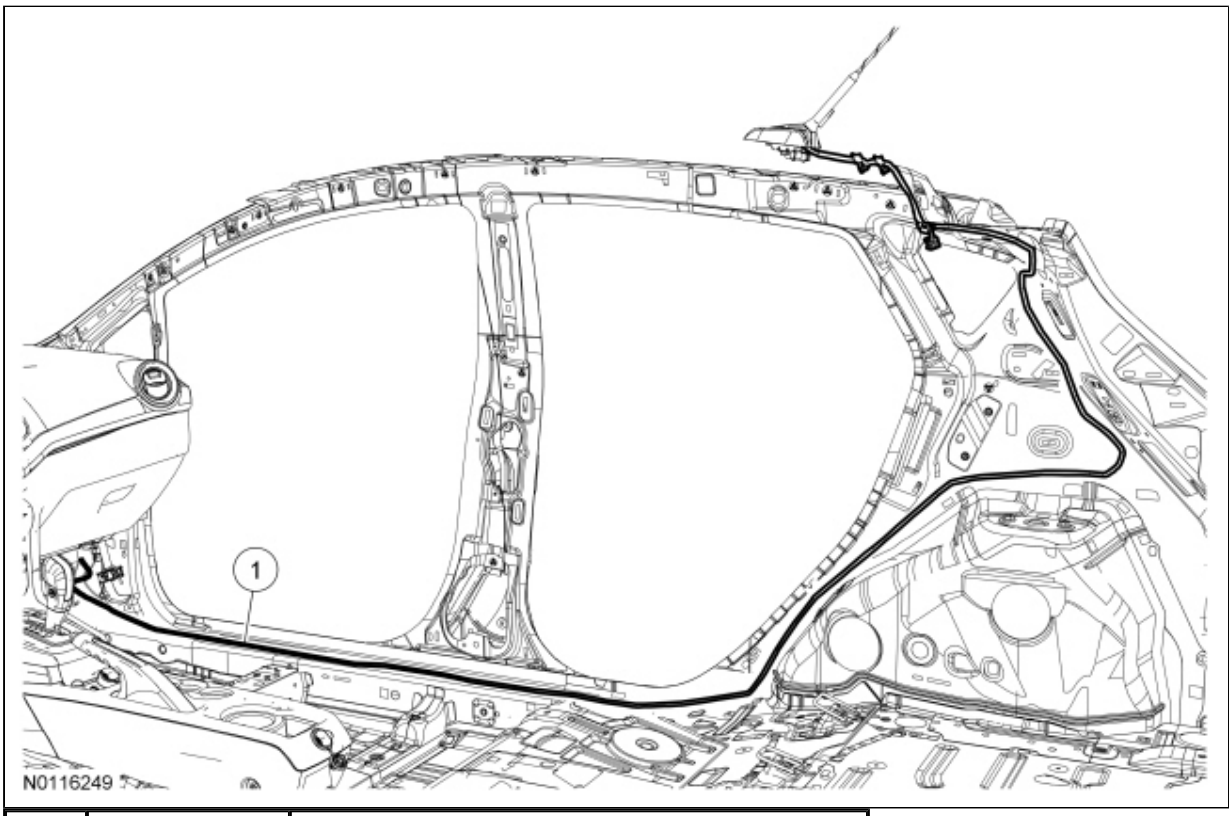
All

4. Remove the satellite radio antenna from the top of the roof.

5. To install, reverse the removal procedure.

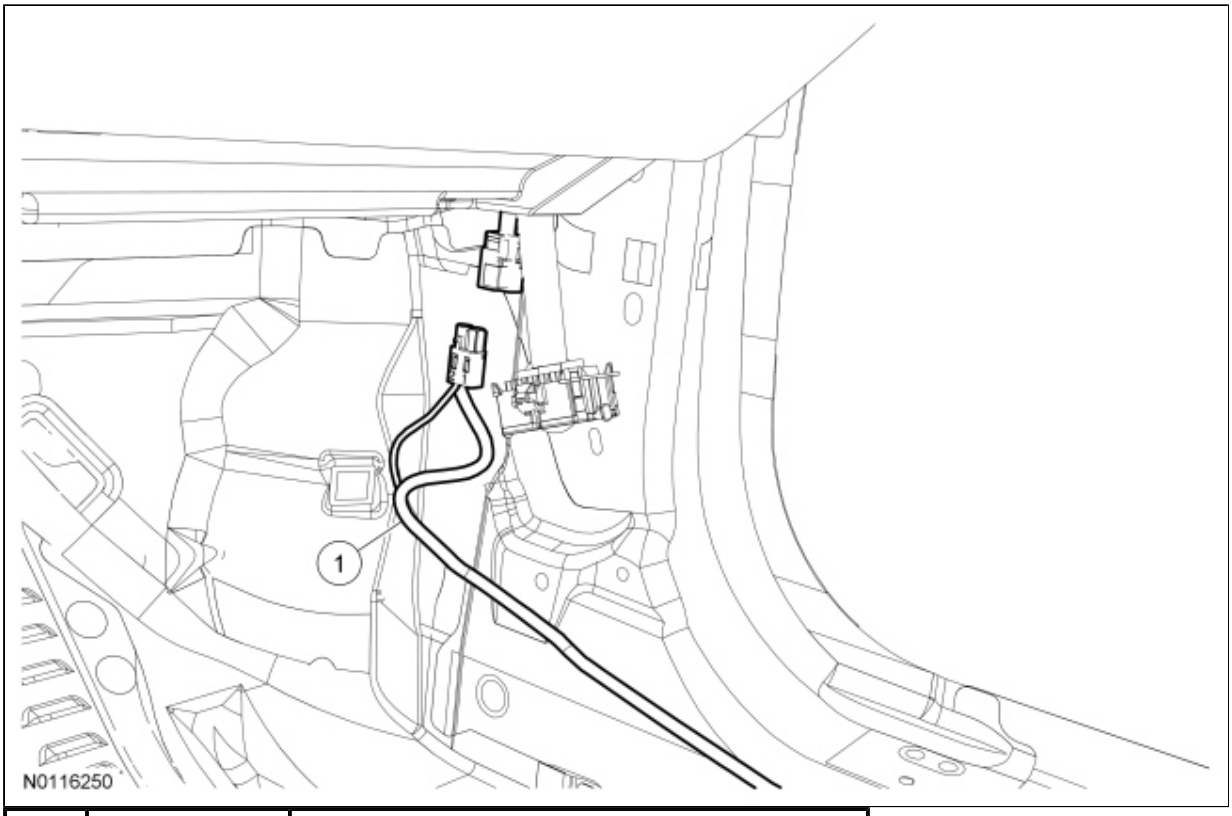
Antenna Cable — AM/FM/Satellite Radio

Cable Routing — Rear



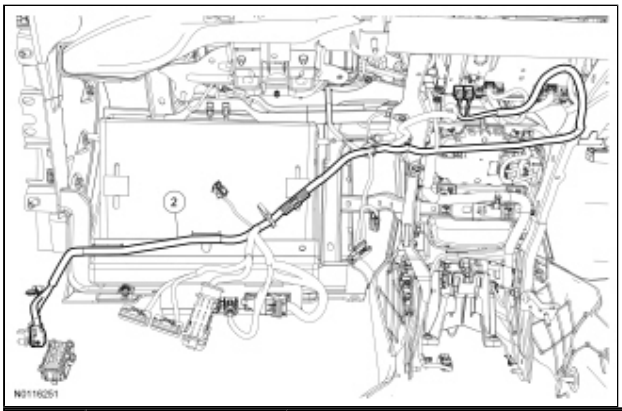
Item	Part Number	Description
1	18812	AM/FM/Satellite radio rear antenna cable

Cable Connection



Item	Part Number	Description
1	18812	AM/FM/Satellite radio rear antenna cable

Cable Routing — Front



Item	Part Number	Description
2	18812	AM/FM/Satellite radio front antenna cable

Removal

NOTE: The AM/FM/Satellite radio antenna cables are part of the vehicle wiring harness. Because the cables cannot be removed from the harness, this procedure applies to replacement of the cables only.

Front cable

1. Remove the Audio Control Module (ACM) and disconnect the AM/FM/Satellite radio antenna cable connection(s). For additional information, refer to Audio Control Module (ACM) in this section.

2. Remove the glove compartment. For additional information, refer to Section 501-12 .

3. Remove the right lower cowl side trim panel. For additional information, refer to Section 501-05 .

4. Disconnect the AM/FM/Satellite radio front antenna cable in-line connection(s) at the lower right side of the cowl.

Rear cable

5. Remove the headliner, C-pillar upper trim panel, C-pillar lower trim panel, rear scuff plate, B-pillar lower trim panel, front scuff plate and the RH side cowl side trim panel. For additional information, refer to Section 501-05 .

6. Remove the AM/FM/Satellite radio antenna cable bolt, and disconnect the AM/FM/Satellite radio rear antenna cable from the antenna base.

7. Disconnect the AM/FM/Satellite radio rear antenna cable in-line connection(s) at the lower right side of the cowl.

Installation

Front cable

1. Overlay the new AM/FM/Satellite radio front antenna cable on the vehicle wiring harness, following the routing of the original cable.

2. Secure the new AM/FM/Satellite radio front antenna cable to the wiring harness with tape or zip ties as necessary.

3. Connect the AM/FM/Satellite radio front antenna cable in-line connection(s) at the lower right side of the cowl.

4. Install the right lower cowl side trim panel. For additional information, refer to Section 501-05 .

5. Install the glove compartment. For additional information, refer to Section 501-12 .

6. Install the Audio Control Module (ACM) and connect the AM/FM/Satellite radio front antenna cable connection(s). For additional information, refer to Audio Control Module (ACM) in this section.

Rear cable

7. Overlay the new AM/FM/Satellite radio rear antenna cable on the vehicle wiring harness, following the routing of the original cable.

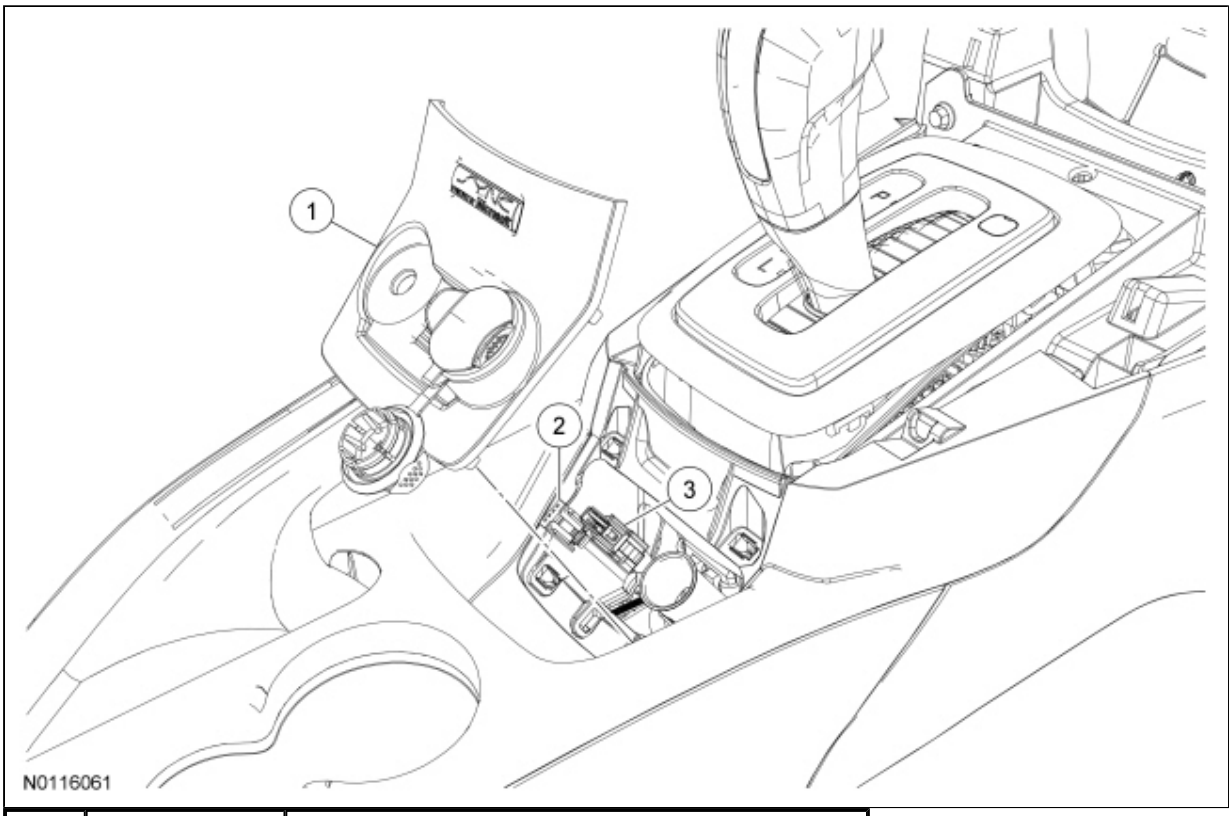
8. Secure the new AM/FM/Satellite radio rear antenna cable to the wiring harness with tape or zip ties as necessary.

9. Connect the AM/FM/Satellite radio rear antenna cable to the AM/FM/Satellite radio antenna cable base and install the antenna cable bolt.
    - Tighten to 6 Nm (53 lb-in).

10. Connect the AM/FM/Satellite radio rear antenna cable in-line connection(s) at the lower right side of the cowl and at the right side quarter trim panel.

11. Install the headliner, C-pillar upper trim panel, C-pillar lower trim panel, rear scuff plate, B-pillar lower trim panel, front scuff plate and the RH side cowl side trim panel. For additional information, refer to Section 501-05 .

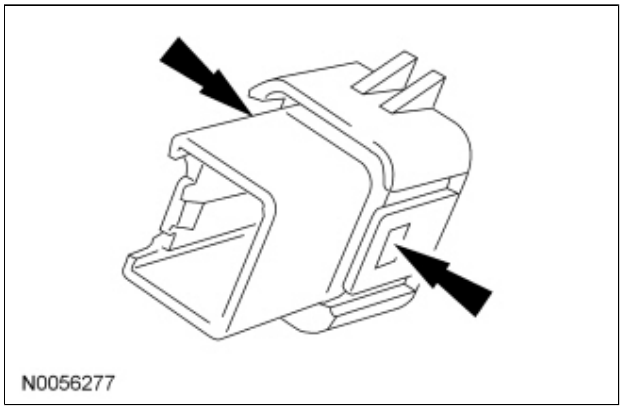
Audio Input Jack



Item	Part Number	Description
1	19C149	Console bezel
2	19A164	Audio input jack
3	14D202	Universal Serial Bus (USB) port and cable

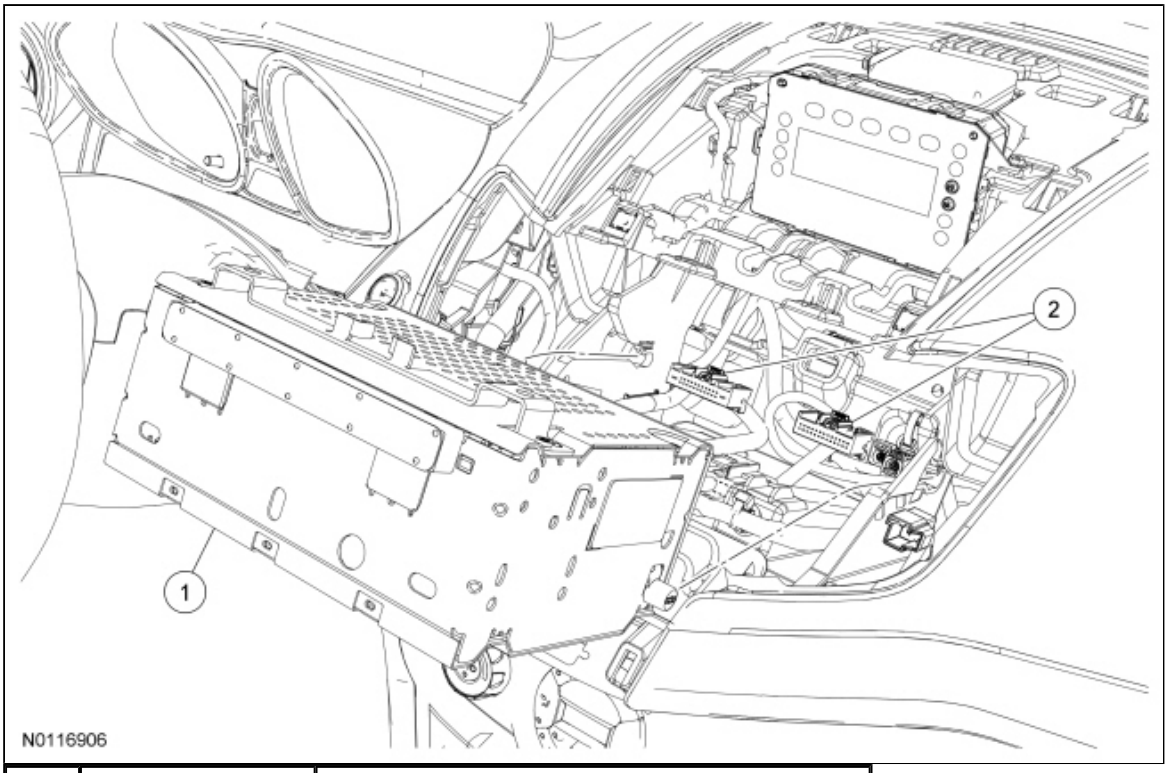
Removal and Installation

1. Remove the instrument panel lower finish panel. For additional information, refer to Section 501-12 .
2. With a non-marring tool, lift the corners of the console bezel upward to release the retaining clips.
3. Disconnect the electrical connector from the audio input jack.
4. Release the tabs and remove the audio input jack from the bezel.



5. To install, reverse the removal procedure.
    - Make sure to align the finish panel retaining clips to the adjacent retaining clip holes.

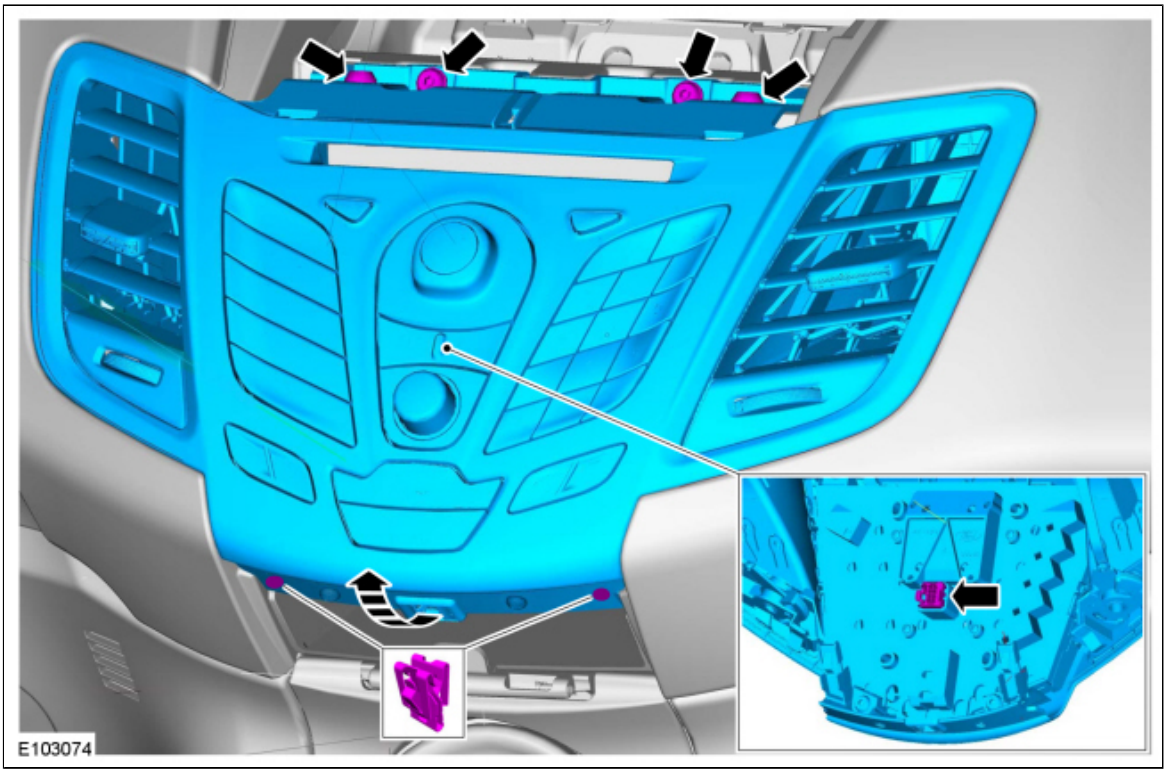
Audio Control Module (ACM)



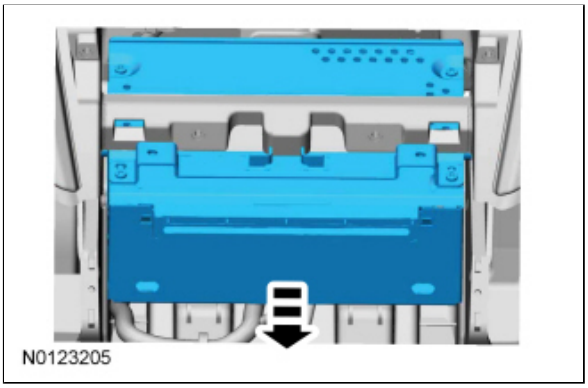
Item	Part Number	Description
1	18K810 / 18C869	ACM
2	—	ACM electrical connectors (part of 14K024)

Removal and Installation

1. Remove the instrument panel upper finish panel. For additional information, refer to Section 501-12 .
2. Remove the 4 Front Controls Interface Module (FCIM) finish panel screws and rotate upwards from the bottom to release the 3 clips. Remove the Front Controls Interface Module (FCIM) finish panel.
   - Disconnect the electrical connector.

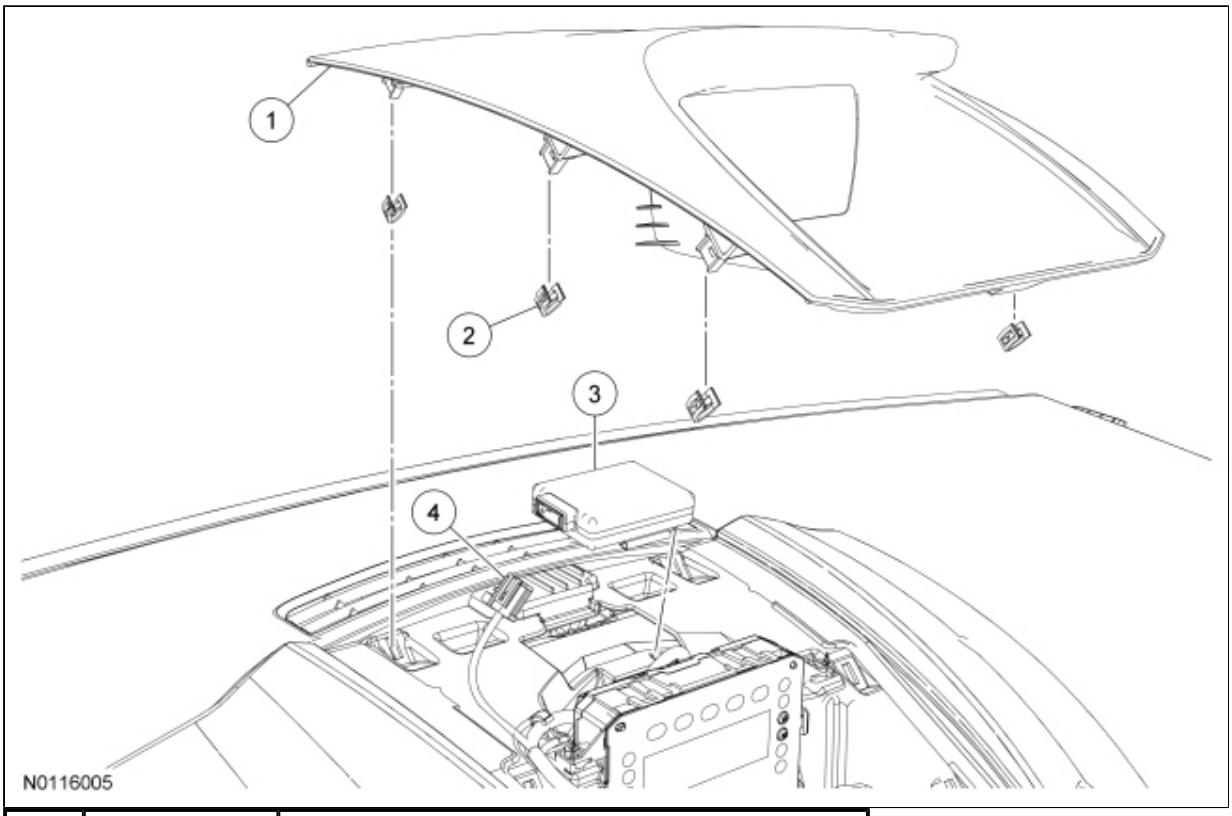


3. Remove the ACM .
   - Disconnect the ACM electrical connectors.



4. To install, reverse the removal procedure.

Global Positioning System Module (GPSM)

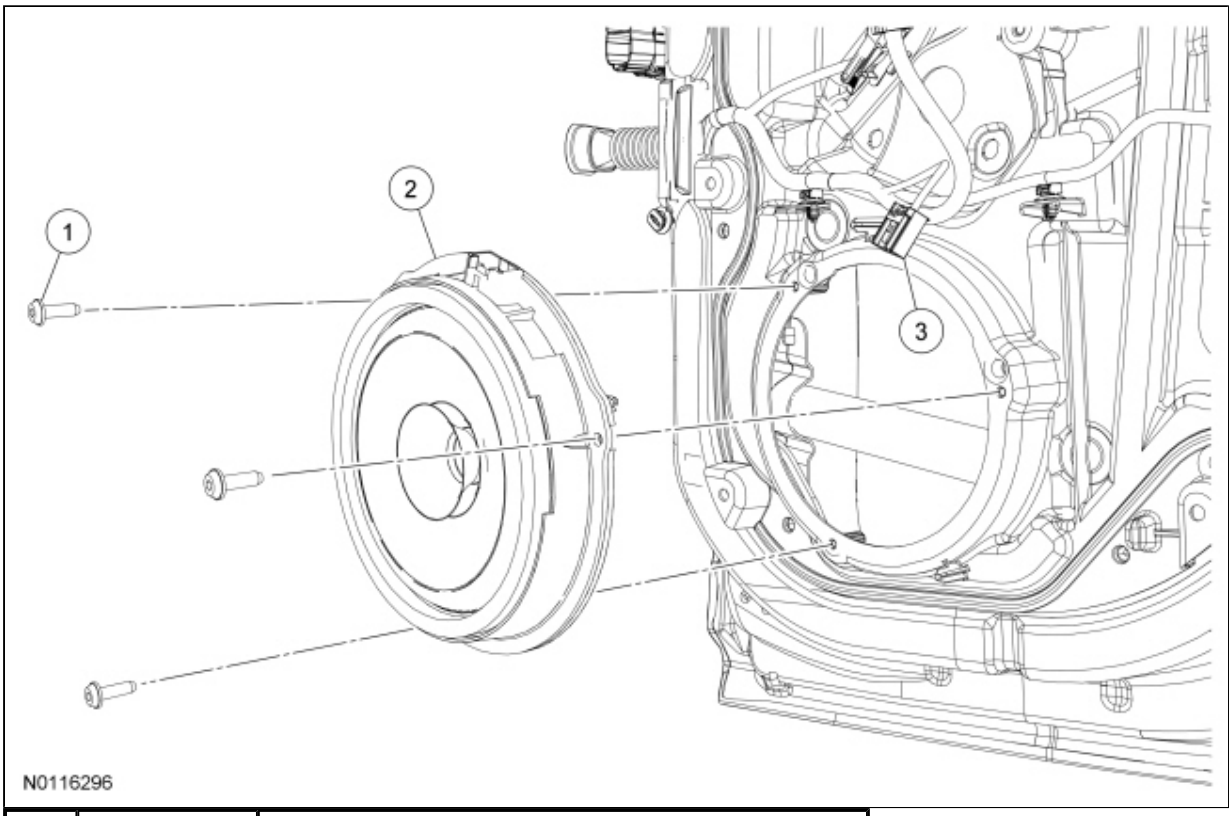


Item	Part Number	Description
1	042A82	Upper finish panel
2	W714972	Upper finish panel clips (6 required)
3	10E893	Global Positioning System Module (GPSM)
4	—	GPSM electrical connector (part of 14K024)

Removal and Installation

1. Remove the instrument panel upper finish panel. For additional information, refer to Section 501-12 .
2. Slide the GPSM and bracket rearward and remove.
   - Disconnect the electrical connector.
3. To install, reverse the removal procedure.

Speaker — Rear Door

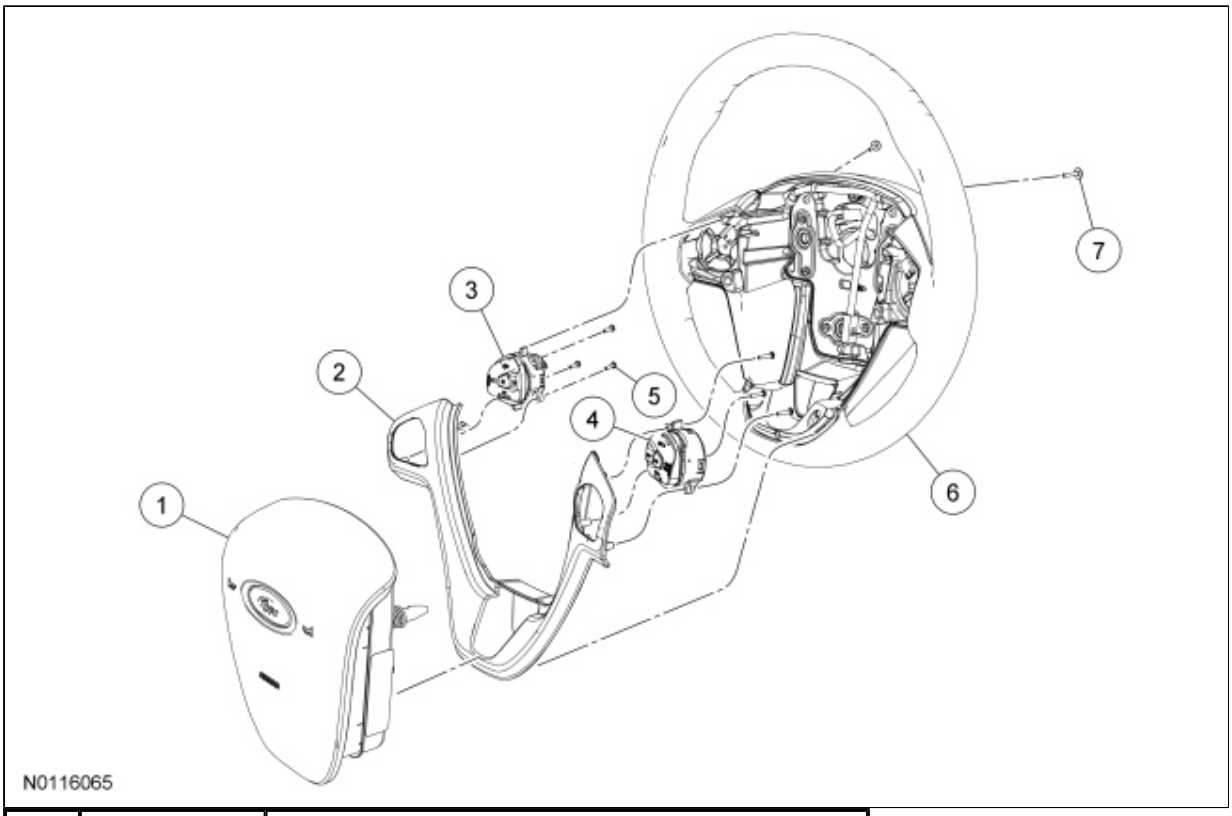


Item	Part Number	Description
1	W506964-S	Speaker screws (3 required)
2	18808C	Door speaker
3	—	Door speaker electrical connector (part of 14631)

Removal and Installation

1. Remove the rear door trim panel. For additional information, refer to Section 501-05 .
2. Remove the 3 screws from the rear door speaker and remove the speaker.
   - Disconnect the electrical connector.
3. To install, reverse the removal procedure.

Steering Wheel Controls

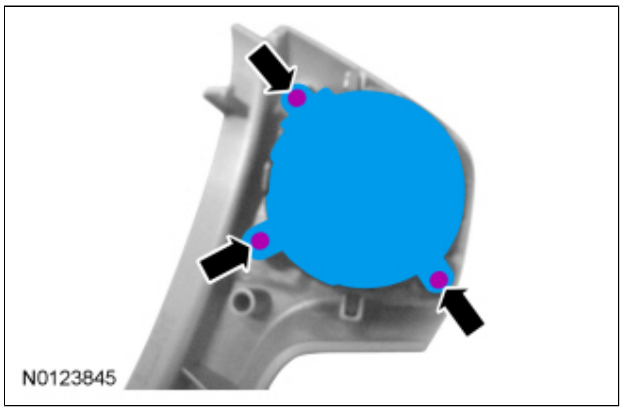


Item	Part Number	Description
1	043B13	Driver air bag module
2	—	Steering wheel finish panel
3	9C888	Audio control switch
4	9C888	Cruise control switch
5	—	Switch screws (3 required)
6	3600	Steering wheel
7	—	Steering wheel finish panel screws (2 required)

Removal and Installation

1. Remove the driver air bag module. For additional information, refer to Section 501-20B .
2. Remove the 2 steering wheel finish panel screws on the back of the steering wheel and remove the steering wheel finish panel.

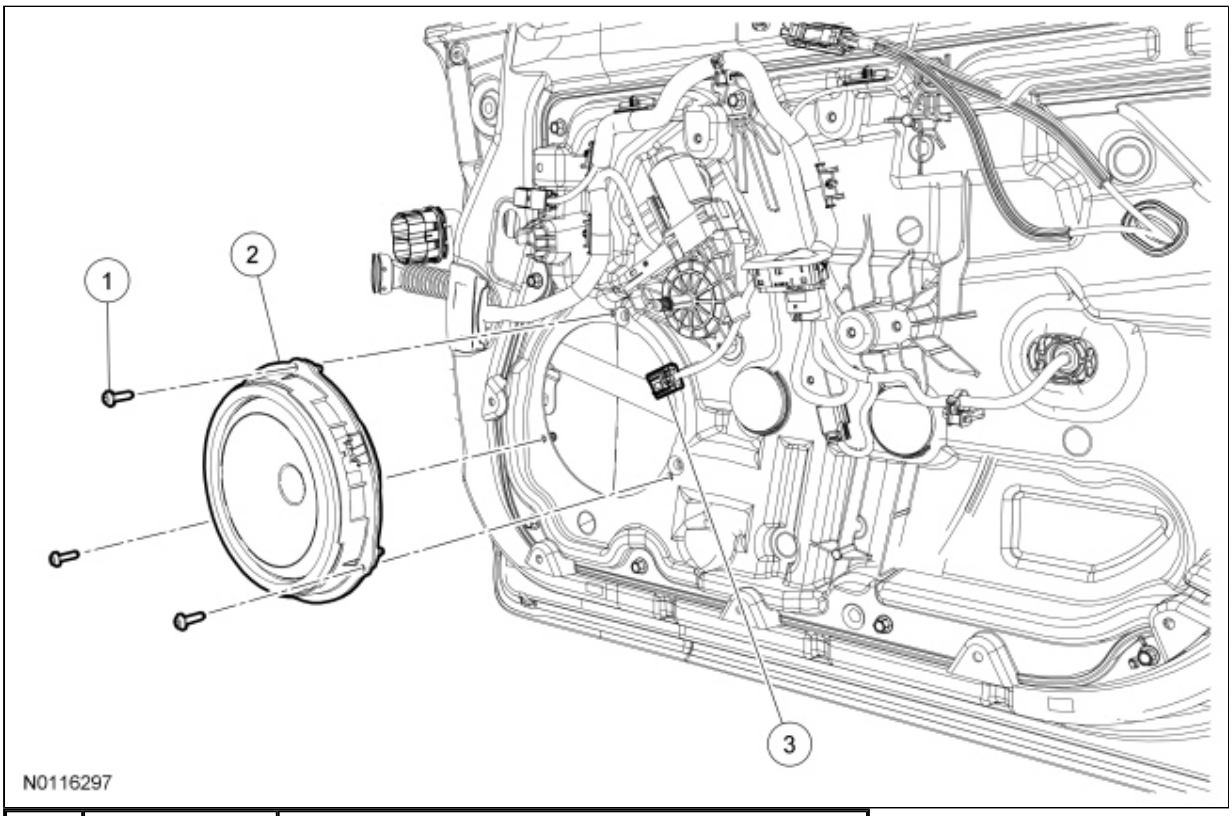
3. Remove the 3 screws on the steering wheel control switch and remove the switch from the steering wheel finish panel.
    - Disconnect the electrical connector.



4. To install, reverse the removal procedure.

Speaker — Front Door

Speaker — subwoofer

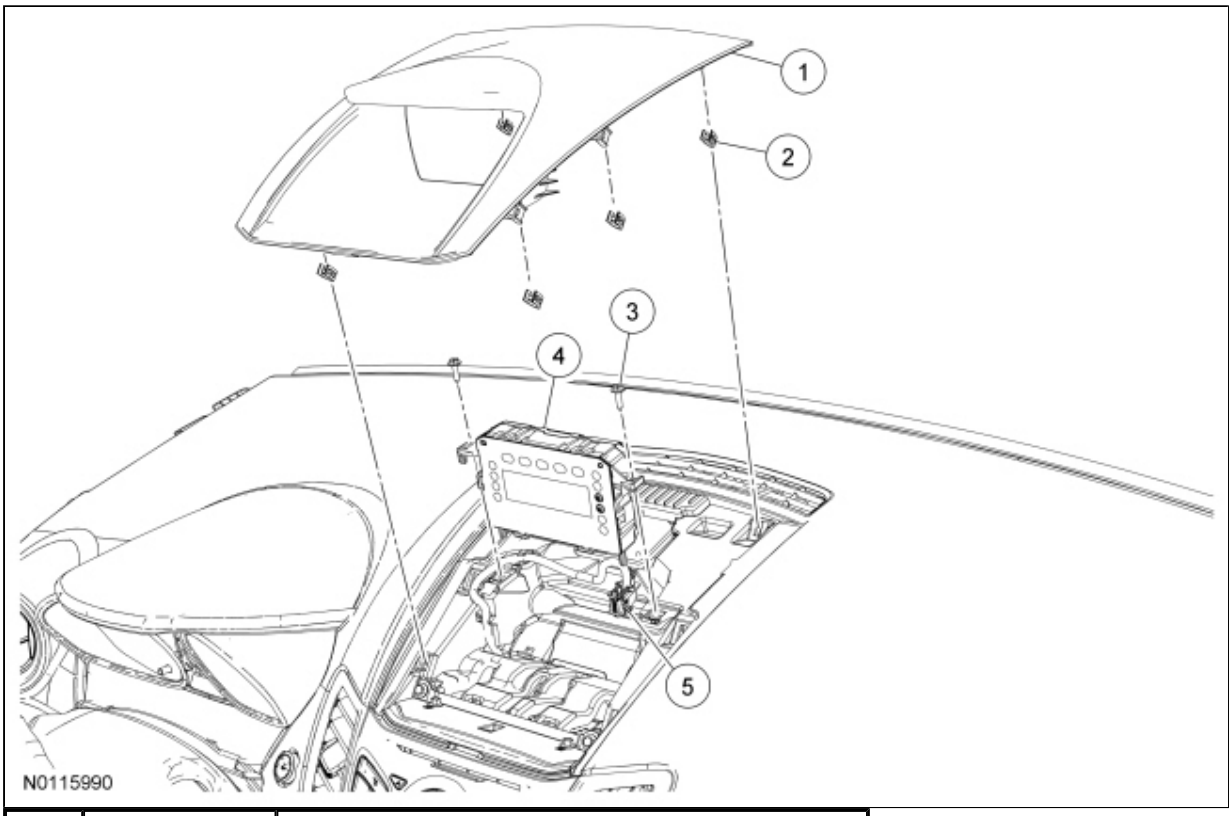


Item	Part Number	Description
1	W506964-S	Speaker screws (3 required)
2	18808A	Speaker
3	—	Speaker electrical connector (part of 14631)

Removal and Installation

1. Remove the front door trim panel. For additional information, refer to Section 501-05 .
2. Remove the 3 speakers screws and remove the speaker.
   - Disconnect the electrical connector.
3. To install, reverse the removal procedure.

Front Controls/Display Interface Module (FCDIM)

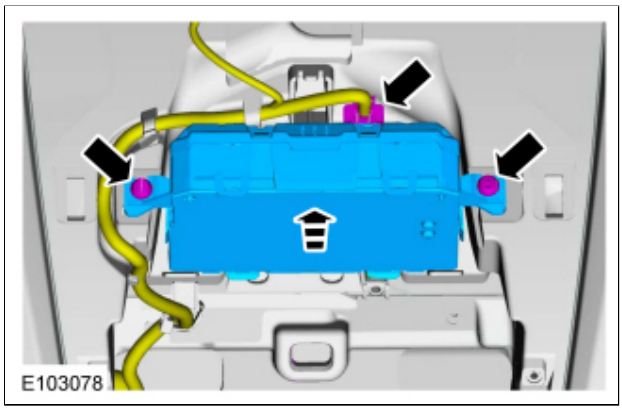


Item	Part Number	Description
1	042A82	Upper finish panel
2	W714972	Upper finish panel clips (6 required)
3	N806272	FCDIM screws (2 required)
4	10D885	FCDIM
5	—	FCDIM electrical connector (part of 14K024)

Removal and Installation

1. Remove the instrument panel upper finish panel. For additional information, refer to Section 501-12 .

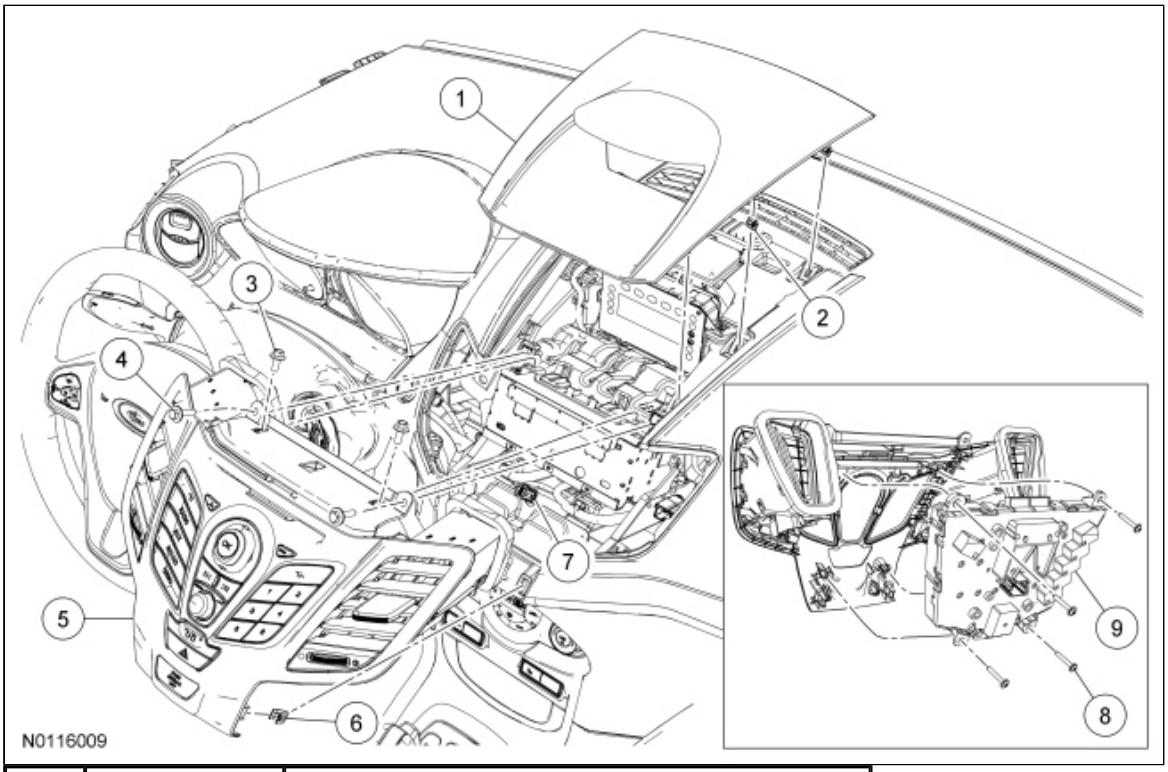
2. Remove the two screws and remove the FCDIM .
   - Disconnect the FCDIM electrical connectors.



3. To install, reverse the removal procedure.

Front Controls Interface Module (FCIM)

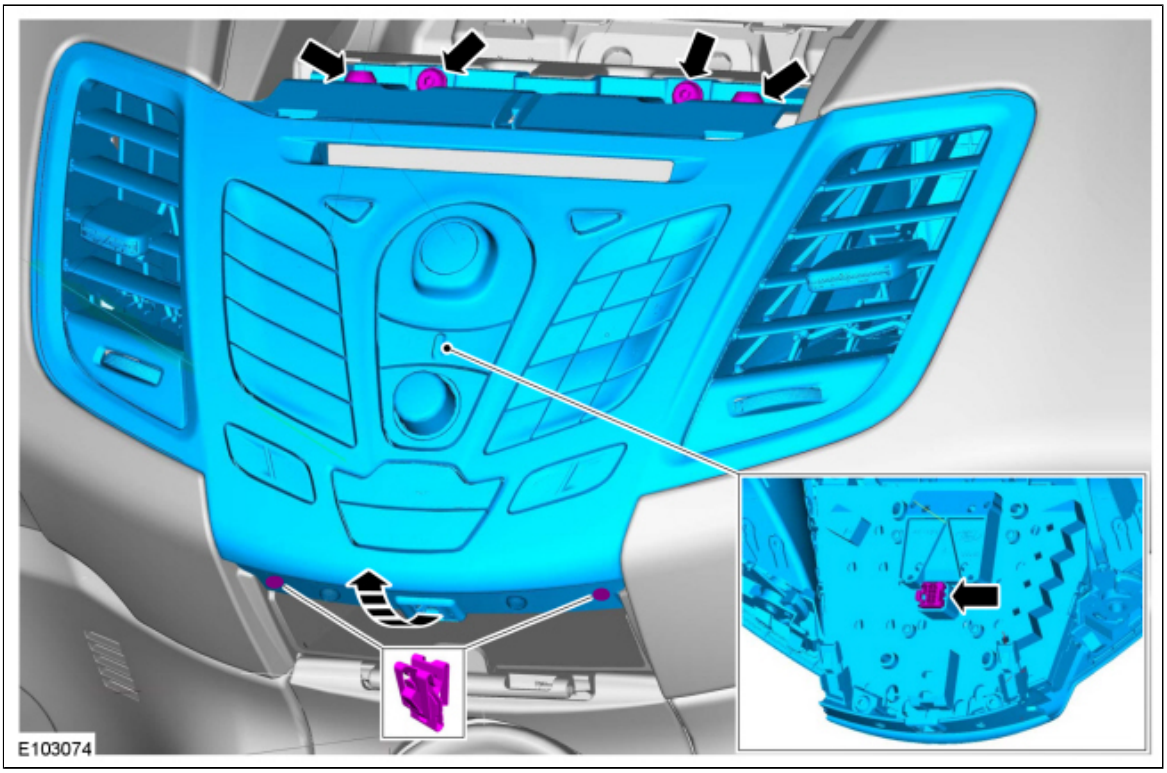
Front Controls Interface Module (FCIM)



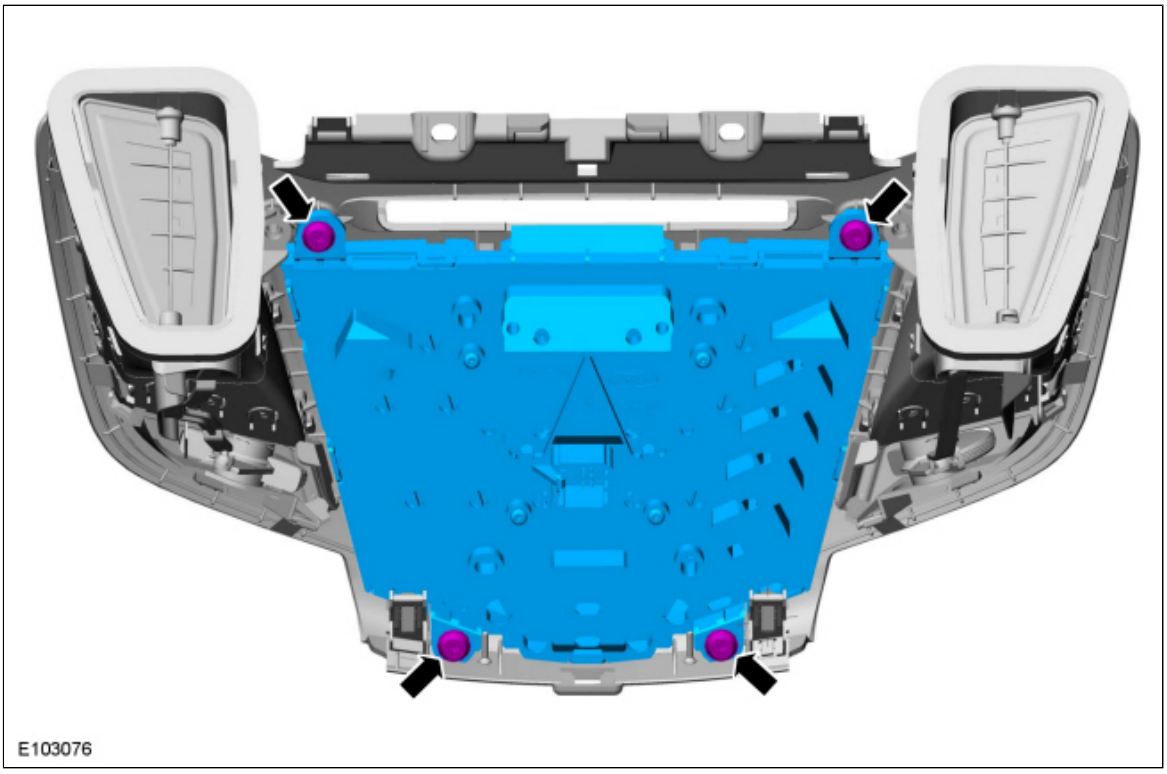
Item	Part Number	Description
1	042A82	Upper finish panel
2	W714972	Upper finish panel clips (6 required)
3	W505142	FCIM finish panel screws (2 required)
4	W707628	FCIM finish panel screws (2 required)
5	18A802	Finish panel
6	—	Finish panel clip (2 required)
7	18812	FCIM electrical connector (part of 14K024)
8	W506962	FCIM screws (4 required)
9	18842	FCIM

Removal and Installation

1. Remove the upper finish panel. For additional information, refer to Section 501-12 .
2. Remove the 4 Front Controls Interface Module (FCIM) finish panel screws and rotate upwards from the bottom to release the 3 clips. Remove the FCIM finish panel.
   - Disconnect the electrical connector and release the Passenger Air Bag Deactivation (PAD) indicator from the FCIM finish panel.

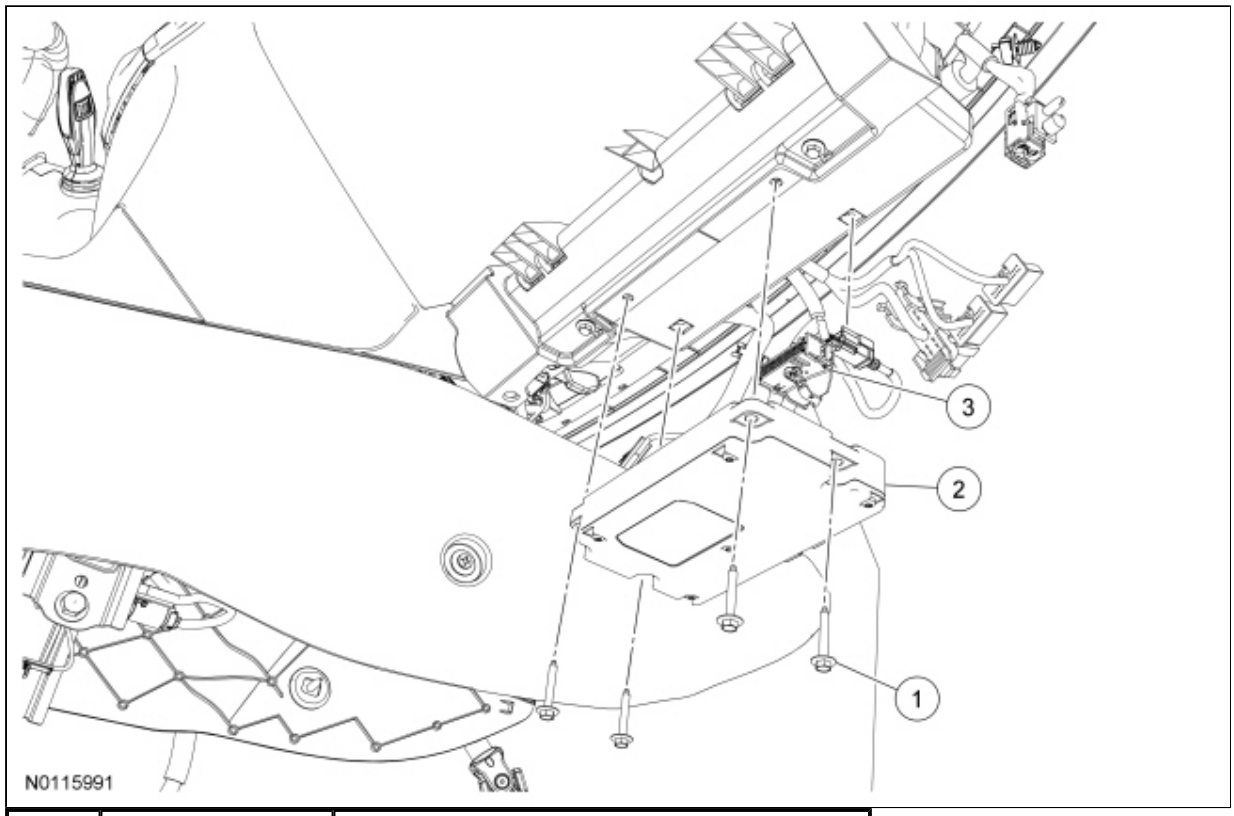


3. Remove the 4 screws from the FCIM and remove the FCIM from the finish panel.



4. To install, reverse the removal procedure.

Accessory Protocol Interface Module (APIM)



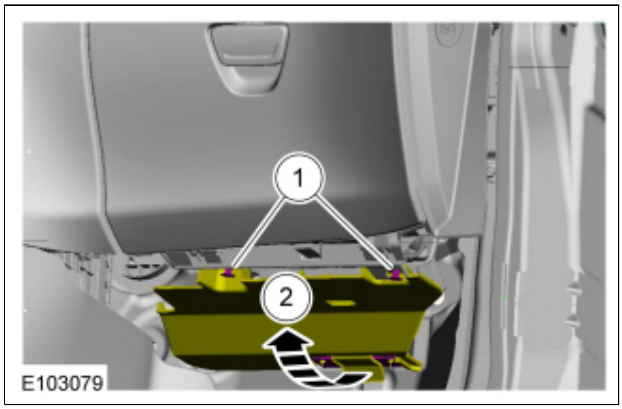
Item	Part Number	Description
1	W505156	APIM screws (4 required)
2	14D212	APIM
3	—	APIM connector (part of 14K024)

Removal and Installation

1. **NOTE:** It is necessary to record the current Accessory Protocol Interface Module (APIM) software and hardware level when a new APIM is being installed to make sure that the new component is the same version as the component being replaced.

   Retrieve and record the current APIM software and hardware level. For additional information, refer to Accessory Protocol Interface Module (APIM) Software Level Check in this section.

2. Disengage the two push pins and remove the hush panel from the lower right side of the instrument panel.

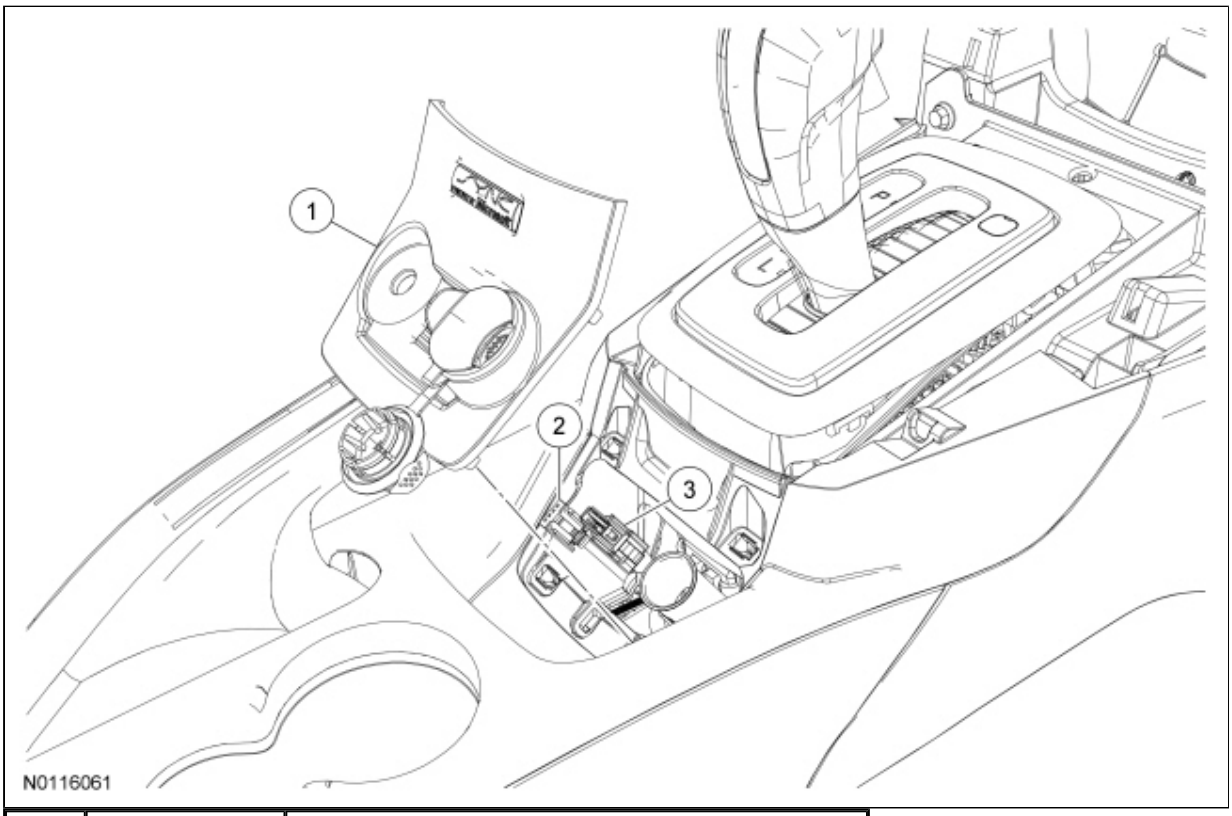


3. Remove the 4 screws and the APIM .
    - Disconnect the electrical connector and the Universal Serial Bus (USB) cable.

4. To install, reverse the removal procedure.
    - If a new APIM is being installed, program the APIM to the correct software level. For additional information, refer to Section 418-01 .

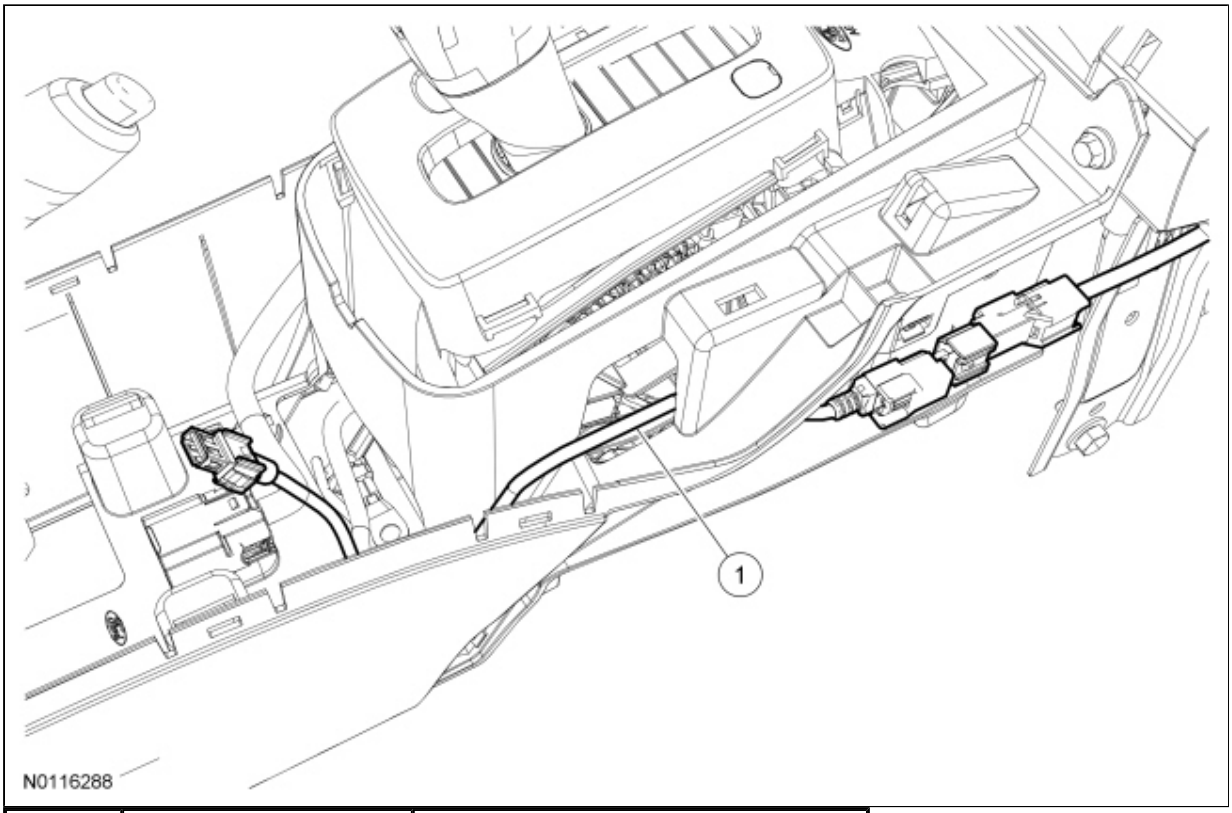
Universal Serial Bus (USB) Cable and Port

USB Port



Item	Part Number	Description
1	19C149	Console bezel
2	19A164	Audio input jack
3	14D202	Universal Serial Bus (USB) port and cable

USB Cable — Console



Item	Part Number	Description
1	14D202	USB cable — console

Removal

NOTE: The Universal Serial Bus (USB) cable is a two piece cable. The USB cable routed through the floor console can be removed and replaced. The USB cable routed through the instrument panel is taped into the wiring harness. Because the instrument panel USB cable cannot be removed from the harness, this procedure applies to replacement of that cable only.

USB Port and Cable — Console

1. Remove the instrument panel lower finish panel and the RH floor console side panel. For additional information, refer to Section 501-12 .

2. Release the push-pins and remove the Universal Serial Bus (USB) port and cable from the floor console bezel.

3. Disconnect the floor console to instrument panel USB cable electrical connector and remove the USB cable.

USB Cable Cable — Instrument panel

4. Remove the instrument panel lower finish panel and the RH floor console side panel. For additional information, refer to Section 501-12 .

5. Disconnect the floor console to instrument panel USB cable electrical connector and push pin.

6. Disconnect the USB cable at the Accessory Protocol Interface Module (APIM). For additional information, refer to Section 415-00 .

Installation

USB Port and Cable — Console

1. Route the USB cable through the floor console. Connect the floor console to instrument panel USB cable electrical connector.

2. Connect the USB port and cable to the floor console bezel.

3. Install the instrument panel lower finish panel and the RH floor console side panel. For additional information, refer to Section 501-12 .

USB Cable Cable — Instrument panel

4. Overlay the new USB cable on the vehicle wiring harness, following the routing of the original cable.

5. Secure the new USB cable to the wiring harness with tape or zip ties as necessary.

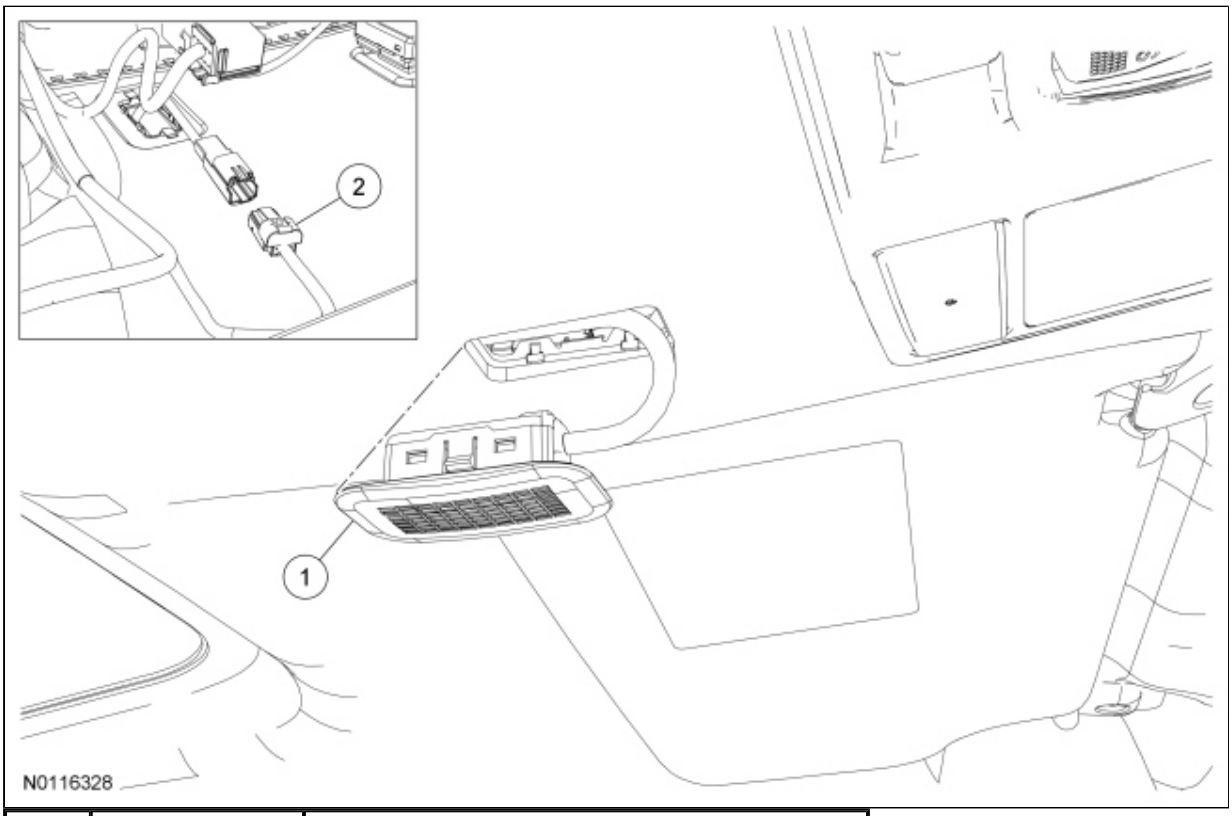
6. Connect the floor console to instrument panel USB cable electrical connector and push pin.

7. Connect the USB cable at the Accessory Protocol Interface Module (APIM). For additional information, refer to Section 415-00 .

8. Install the instrument panel lower finish panel and the RH floor console side panel. For additional information, refer to Section 501-12 .

Microphone

Microphone — SYNC



Item	Part Number	Description
1	19A391	Microphone
2	W713933	Microphone connector (Part of 14335)

Removal

NOTE: If the microphone is removed from the headliner, a new microphone must be installed.

1. Using a suitable tool, (such as a thin small flat head screwdriver) twist and pry the microphone bezel from the headliner metal mounting bracket.

2. Remove the microphone from the headliner by grasping the microphone pigtail.
   - Disconnect the microphone electrical connector.

Installation

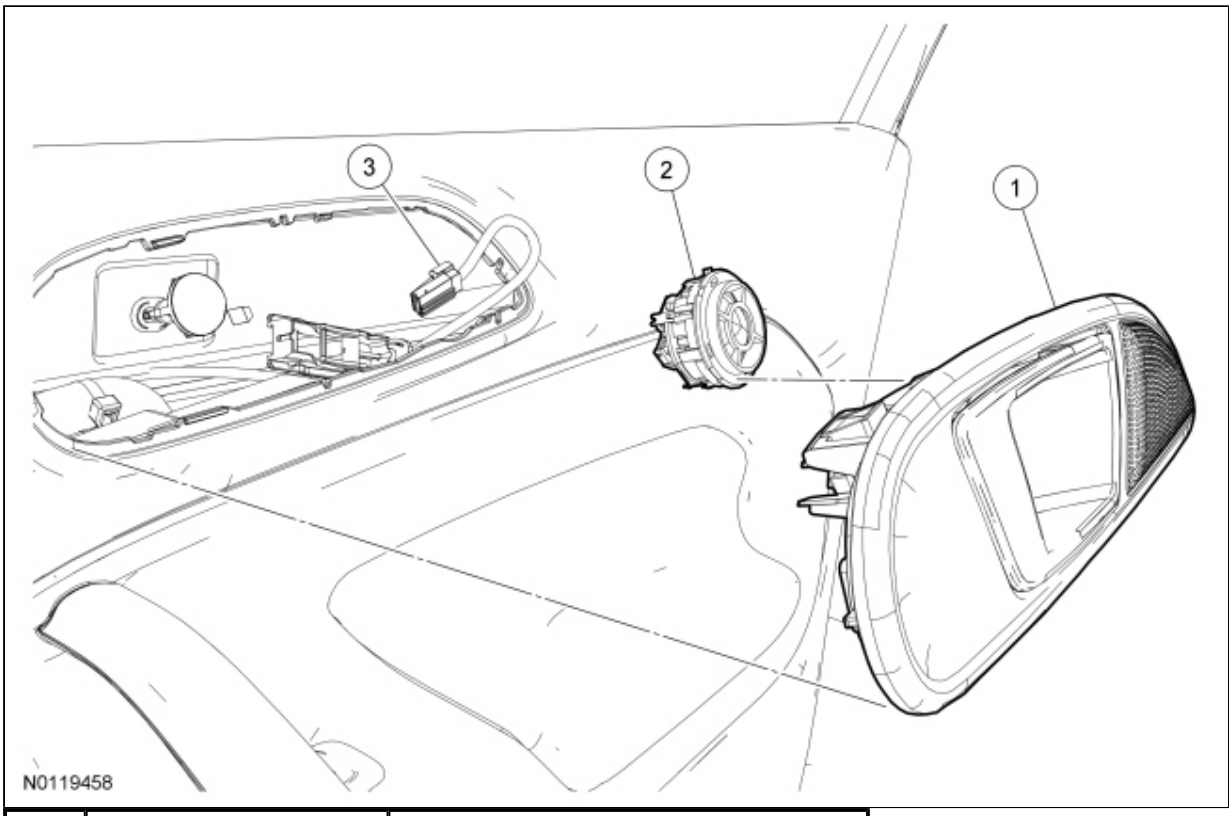
1. Reconnect the microphone electrical connector.

2. Wrap the connection with anti-rattle tape.

3. Feed the microphone pigtail into the headliner through the microphone hole.
   - Verify the microphone pigtail points towards the front of the vehicle.

4. Snap the microphone into the headliner mounting bracket.
   - Verify the mounting bracket and microphone are snug to the headliner.

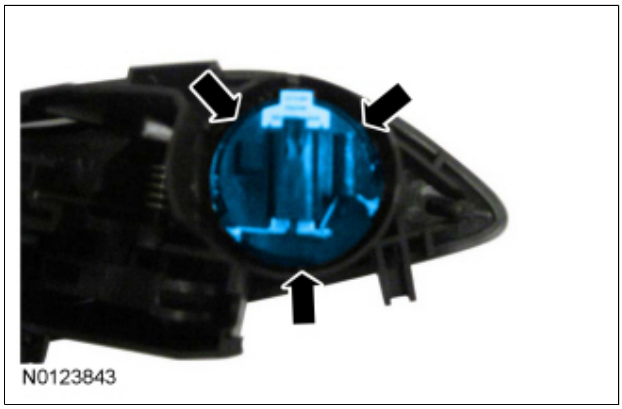
Speaker — Tweeter



Item	Part Number	Description
1	22600 RH/ 22601 LH	Interior door handle
2	18808B	Speaker
3	—	Speaker connector (part of 14631)

Removal and Installation

1. Remove the front interior door handle. For additional information, refer to Section 501-14 .
2. Release the 3 tabs and remove the speaker from the front interior door handle.



3. To install, reverse the removal procedure.

Torque Specifications

Description	Nm	lb-in
Headlamp assembly bolts	5	44
High mounted stoplamp screws (5-door hatchback)	1	9
Reversing lamp switch	14	124

Exterior Lighting

The exterior lighting system consists of the following components:

- Headlamp assemblies
- Body Control Module (BCM) (located under the glove compartment)
- Stoplamp switch
- Low beam relay
- High beam relay
- Reversing lamp relay
- Daytime Running Lamps (DRL) relay (if equipped)
- Headlamp switch
- Multifunction switch
- Reversing lamp switch (manual transaxle)
- Exterior mirror turn lamps
- High mounted stoplamp
- Rear lamp assemblies
- License plate lamps

Lamp Assembly Condensation

Exterior lamps are vented to accommodate normal changes in pressure. Condensation can be a natural by-product of this design. When moist air enters the lamp assembly through the vents, there is a possibility that condensation can occur if the temperature is cold. When normal condensation occurs, a thin mist forms on the interior of the lens. The thin mist eventually clears and exits through the vents during normal operation. The amount of time it takes to clear the lens of acceptable mist varies with ambient humidity and lamp types. Normal condensation clears from any lamp in 48 hours under dry conditions.

Do **not** replace a lamp assembly with acceptable levels of condensation such as:

- presence of thin mist (no streaks, drip marks or droplets are present)
- fine mist covers less than 50% of the lens

Examples of unacceptable moisture (usually caused by a lamp housing leak):

- water puddling inside the lamp
- large water droplets, drip marks or streaks present on the interior of the lens

Headlamps

The headlamp system is a quad-beam pattern system. It consists of replaceable low and high beam bulbs. The headlamp assembly has the park/turn indicator and side marker lamp integrated into the headlamp assembly. The headlamps do not illuminate when the ignition is OFF or in ACC and the headlamp switch is in the HEADLAMPS ON position.

If the headlamps are in the high beam mode when the headlamp switch is turned off, the BCM defaults the headlamps to the low beam mode the next time the headlamp switch is placed in the HEADLAMPS ON position.

Flash-to-Pass and High Beam

When the ignition is in RUN, the high beams are illuminated when the multifunction switch is placed in the FLASH-TO-PASS position and remain illuminated until the multifunction switch is released.

If the low beams are on when the multifunction switch is placed in the HIGH BEAM position, the high beams are illuminated in addition to the low beams (high beam mode). The high beams turn off (low beam mode) when the multifunction switch is placed in the HIGH BEAM position again or the headlamp switch is switched out of the HEADLAMPS ON position.

Headlamp Exit Delay

When the ignition is OFF or in ACC and the multifunction switch is placed in the FLASH-TO-PASS position and released, the parking lamps and low beams are illuminated. They remain illuminated until one of the following occurs:

- 3 minutes have elapsed with a door open
- 30 seconds have elapsed after all doors are closed
- the multifunction switch is placed in the FLASH-TO-PASS position again
- the ignition changes to RUN

With all the doors closed, but within the 30 second delay, opening any door results in the 3 minute timer restarting.

Daytime Running Lamps (DRL)

If the vehicle is equipped with Daytime Running Lamps (DRL), the BCM is configured for this feature. The DRL feature illuminates the low beam headlamps at a reduced intensity when the ignition is in RUN and the headlamp switch is in the OFF position.

The DRL feature is inactive when the flash-to-pass feature is active.

The DRL feature is not a programmable parameter for this vehicle.

Stoplamps

The stoplamp switch is located on the brake pedal assembly. The stoplamps illuminate when the brake pedal is applied. The rear lamps are combination stop/turn lamps on 4-door vehicles.

Turn Signal/Hazard Lamps

The front turn signal lamps are located within the headlamp assemblies. The rear lamps on 4-door vehicles share functionality with the stoplamps (combination stop/turn lamps). If equipped, there are turn signal lamps located within the exterior mirrors.

When the multifunction switch is place in the LH or RH LANE CHANGE position (first detent down or up) and released, the turn signals flash 1 or 3 times. This setting is programmed by the driver from the center display (Front Control/Display Interface Module (FCDIM)) in the instrument panel.

When the multifunction switch is placed in the LH or RH TURN position (second detent down or up), the BCM cycles the voltage on and off approximately 75 times per minute. If a front or rear turn bulb is inoperative, the BCM cycles the voltage on and off approximately 150 times per minute.

The hazard flasher switch is integrated into the Front Controls Interface Module (FCIM). When the hazard flasher switch is pressed, the BCM cycles the voltage on and off to all the turn lamps approximately 75 times per minute.

Parking Lamps

The BCM supplies voltage to the parking lamps when demanded. The parking lamp system includes the following:

- Front parking lamps
- Front side marker lamps
- Rear parking lamps
- License plate lamps

Reversing Lamps

When the transaxle is placed in REVERSE (R) with the ignition in RUN, the reversing lamp relay (automatic transaxle) or the reversing lamp switch (manual transaxle) provides voltage to the reversing lamps. The reversing lamps are located within the rear lamp assemblies.

Diagnostic Trouble Code (DTC) Chart

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B1007:92	High-Beam Headlamp Switch: Performance Or Incorrect Operation	GO to Pinpoint Test D.
B1092:12	Daytime Running Light Relay: Circuit Short To Battery	GO to Pinpoint Test F.
B1092:14	Daytime Running Light Relay: Circuit Short To Ground Or Open	If the Daytime Running Lamps (DRL) are inoperative, GO to Pinpoint Test F. If the DRL are on with the ignition off, GO to Pinpoint Test G.
B1098:11	Left Position Light: Circuit Short To Ground	GO to Pinpoint Test P.
B1098:15	Left Position Light: Circuit Short To Battery Or Open	If the parking lamps are inoperative, GO to Pinpoint Test P. If the parking lamps are always on, GO to Pinpoint Test Q.
B1099:11	Right Position Light: Circuit Short To Ground	GO to Pinpoint Test P.
B1099:15	Right Position Light: Circuit Short To Battery Or Open	If the parking lamps are inoperative, GO to Pinpoint Test P. If the parking lamps are always on, GO to Pinpoint Test Q.
B109A:12	High Beam Relay: Circuit Short To Battery	GO to Pinpoint Test B.
B109A:14	High Beam Relay: Circuit Short To Ground Or Open	If the high beams are inoperative, GO to Pinpoint Test B. If the high beams are always on, GO to Pinpoint Test D.
B10A6:92	Main Light Switch: Performance Or Incorrect Operation	GO to Pinpoint Test C.
B10A8:12	Low Beam Relay: Circuit Short To Battery	GO to Pinpoint Test A.
B10A8:14	Low Beam Relay: Circuit Short To Ground Or Open	If the low beams are inoperative, GO to Pinpoint Test A. If the low beams are always on, GO to Pinpoint Test C.
B1118:11	Left Rear Sidemarker: Circuit Short To Ground	GO to Pinpoint Test P.
B1118:15	Left Rear Sidemarker: Circuit Short To Battery Or Open	If the parking lamps are inoperative, GO to Pinpoint Test P. If the parking lamps are always on, GO to Pinpoint Test Q.

B132B:12	Left Stop/Turn Lamp: Circuit Short To Battery	GO to Pinpoint Test M .
B132B:14	Left Stop/Turn Lamp: Circuit Short To Ground Or Open	If the LH stoplamp is inoperative, GO to Pinpoint Test I . If the LH rear turn lamp function is inoperative, GO to Pinpoint Test M .
B132C:12	Right Stop/Turn Lamp: Circuit Short To Battery	GO to Pinpoint Test M .
B132C:14	Right Stop/Turn Lamp: Circuit Short To Ground Or Open	If the RH stoplamp is inoperative, GO to Pinpoint Test I . If the RH rear turn lamp function is inoperative, GO to Pinpoint Test M .
B1D06:11	Left Turn Indicator: Circuit Short To Ground	For 4-door vehicles, GO to Pinpoint Test M . For 5-door vehicles, GO to Pinpoint Test N .
B1D06:15	Left Turn Indicator: Circuit Short To Battery Or Open	For 4-door vehicles, GO to Pinpoint Test M . For 5-door vehicles, GO to Pinpoint Test N .
B1D07:11	Right Turn Indicator: Circuit Short To Ground	For 4-door vehicles, GO to Pinpoint Test M . For 5-door vehicles, GO to Pinpoint Test N .
B1D07:15	Right Turn Indicator: Circuit Short To Battery Or Open	For 4-door vehicles, GO to Pinpoint Test M . For 5-door vehicles, GO to Pinpoint Test N .
B1D35:23	Hazard Switch: Signal Stuck Low	GO to Pinpoint Test O .
B1D36:92	Turn Indicator Switch: Performance Or Incorrect Operation	GO to Pinpoint Test L .
C1137:24	Reverse Gear Switch: Signal Stuck High	GO to Pinpoint Test T .
All other DTCs	—	REFER to Section 419-10 .

Headlamps

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

Exterior Lighting

The Body Control Module (BCM) monitors the headlamp switch position by sending voltage signals on multiple circuits to the headlamp switch. There is one circuit for each headlamp switch position. At any given time, one of the signal circuits is switched to ground to indicate the headlamp switch position.

If, when the ignition is in RUN, the BCM does not detect any active inputs from the headlamp switch or if the BCM detects multiple headlamp switch input circuits short to ground, the BCM turns the parking lamps and headlamps on and keeps them on until the ignition is transitioned OFF.

If either situation occurs, the BCM **cannot** be ruled immediately as being at fault. This is normal behavior of the BCM design as a fault has been detected with the inputs from the headlamp switch.

Flash-to-Pass and High Beam

The BCM monitors the multifunction switch for a flash-to-pass or high beam request. With the ignition in RUN and the multifunction switch in the FLASH-TO-PASS position, the BCM energizes the high beam relay until the multifunction switch is released.

If the low beams are on when the BCM detects the multifunction switch is in the HIGH BEAM position, the BCM energizes the high beam relay to provide voltage to the high beams (high beam mode). The BCM defaults to low beam mode if the headlamps are turned off using the headlamp switch or the ignition transitions out of RUN.

Field-Effect Transistor (FET) Protection

A Field-Effect Transistor (FET) is a type of transistor that, when used with module software, monitors and controls current flow on module outputs. The FET protection strategy prevents module damage in the event of excessive current flow.

The BCM utilizes a FET protective circuit strategy for many of its outputs (such as a turn lamp output circuit). Output loads (current level) are monitored for excessive current (typically short circuits) and are shut down when a fault event is detected. A short circuit DTC sets when the fault event occurs.

The circuit remains off until the fault is corrected and the ignition is cycled off and then back on, the module resets the FET protection and allows the circuit to function.

The FET protected circuits for the headlamp system are the low and high beam relay coil ground circuits.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

   Visual Inspection Chart

Mechanical	Electrical

• Headlamp switch
• Multifunction switch
	• Battery Junction Box (BJB) fuse(s):
	  ▪ 12 (10A) (LH high beam)
	  ▪ 13 (10A) (RH high beam)
	  ▪ 14 (10A) (LH low beam)
	  ▪ 15 (10A) (RH low beam)
	  ▪ 23 (7.5A) (low beam relay coil)
	  ▪ 31 (20A) (low beam relay)
	• Central Junction Box (CJB) fuse 21 (10A) (ignition ON input)
	• Low beam relay
	• High beam relay
	• Bulb(s)
	• Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.

- verify the scan tool operation with a known good vehicle.
- refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the BCM .

9. If the DTCs retrieved are related to the concern, refer to Diagnostic Trouble Code (DTC) Chart in this section. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• One or both low beams are inoperative	• Fuse • Wiring, terminals or connectors • Low beam relay • Headlamp assembly • Body Control Module (BCM)	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test A .
• One or both high beams are inoperative	• Fuse • Wiring, terminals or connectors • High beam relay • Multifunction switch • Headlamp assembly • Battery Junction Box (BJB) • BCM	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test B .
• The low beam are always on	• Wiring, terminals or connectors • Low beam relay • Daytime Running Lamps (DRL) system concern • Headlamp switch • BCM	• GO to Pinpoint Test C .
• The high beams are always on	• Wiring, terminals or connectors • High beam relay • Multifunction switch • BCM	• GO to Pinpoint Test D .
• The flash-to-pass feature is inoperative	• Wiring, terminals or connectors • Multifunction switch • BCM	• GO to Pinpoint Test E .

Pinpoint Tests

Pinpoint Test A: One Or Both Low Beams Are Inoperative

Refer to Wiring Diagrams Cell 85 , Headlamps for schematic and connector information.

Normal Operation

The low beams do not turn on unless the ignition is in RUN. The Body Control Module (BCM) monitors a circuit that is provided voltage when the ignition is in RUN.

Voltage is provided at all times to the switch and coil sides of the low beam relay. When the BCM detects the headlamp switch in the HEADLAMPS ON position, the BCM provides ground for the low beam relay coil. When the low beam relay energizes, voltage is routed through Battery Junction Box (BJB) fuses 14 (10A) (LH low beam) and 15 (10A) (RH low beam) to the headlamps.

- DTC B10A8:12 (Low Beam Relay: Circuit Short To Battery) — a continuous and on-demand DTC that sets when the BCM detects a short to voltage from the low beam relay coil ground controlled circuit.
- DTC B10A8:14 (Low Beam Relay: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects an open from the low beam relay coil ground controlled circuit.

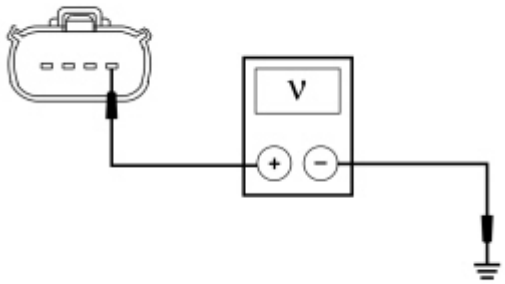
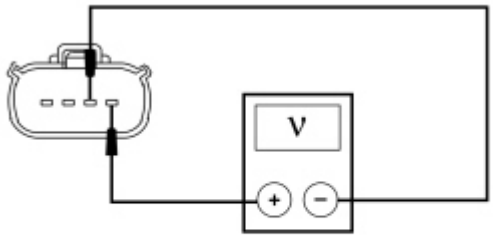
This pinpoint test is intended to diagnose the following:

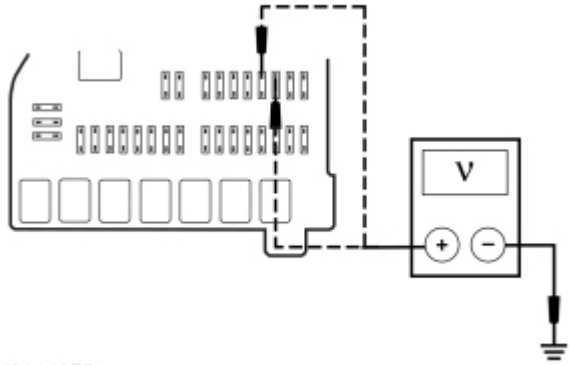
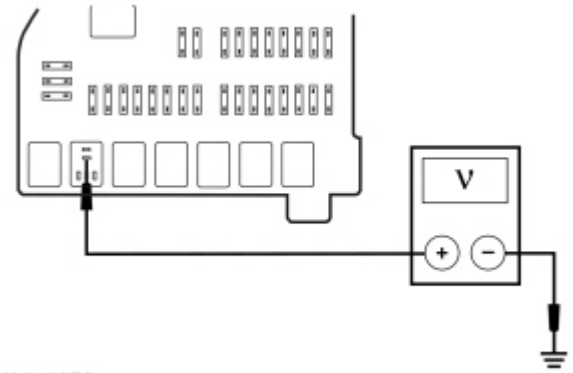
- Fuse
- Wiring, terminals or connectors
- Low beam relay
- Headlamp assembly
- BCM

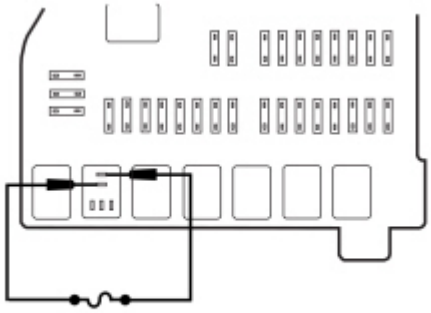
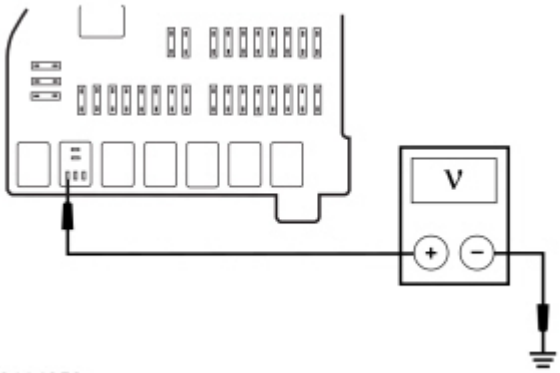
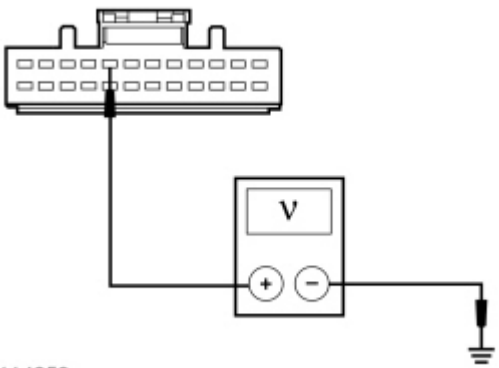
PINPOINT TEST A: ONE OR BOTH LOW BEAMS ARE INOPERATIVE

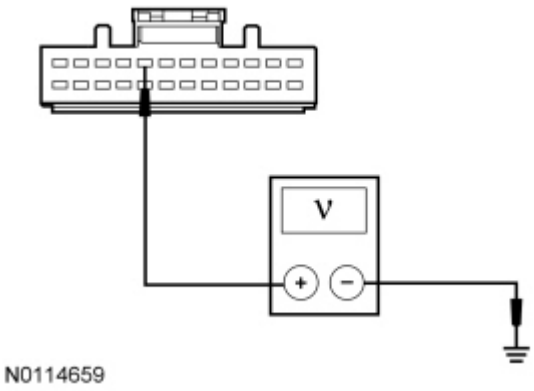
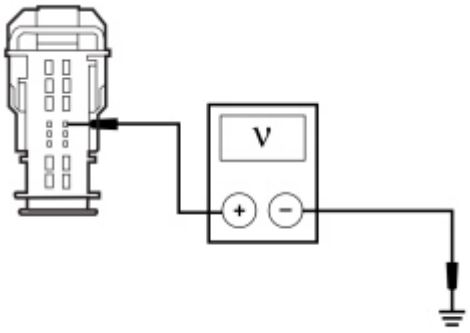
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
A1 DETERMINE IF BOTH HEADLAMPS ARE INOPERATIVE	
• Ignition ON. • Place the headlamp switch in the HEADLAMPS ON position and observe the headlamps. • **Are both headlamps inoperative?**	**Yes** VERIFY the BJB fuses 23 (7.5A) and 31 (20A) are OK. If OK, GO to A5 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. **No** VERIFY the BJB fuse 14 (10A) (LH low beam) or fuse 15

	(10A) (RH low beam) is OK. If OK, GO to A2 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.
A2 CHECK FOR VOLTAGE TO THE HEADLAMP • Place the headlamp switch in the HEADLAMPS OFF position. • Ignition OFF. • Disconnect: Inoperative Headlamp. • Ignition ON. • Place the headlamp switch in the HEADLAMPS ON position. • Measure the voltage between the LH headlamp C1021-1, circuit CBB14 (VT/OG), harness side and ground; or between the RH headlamp C1041-1, circuit CBB15 (BN/BU), harness side and ground.  N0114653 • **Is the voltage greater than 10 volts?**	**Yes** GO to A3 . **No** GO to A4 .
A3 CHECK THE HEADLAMP GROUND CIRCUIT FOR AN OPEN • Measure the voltage between the LH headlamp C1021-1, circuit CBB14 (VT/OG), harness side and the LH headlamp C1021-2, circuit GD123 (BK/GY), harness side; or between the RH headlamp C1041-1, circuit CBB15 (BN/BU), harness side and the RH headlamp C1041-2, circuit GD188 (BK/YE), harness side.  N0114654 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR or INSTALL a new headlamp assembly. REFER to Headlamp Assembly in this section. TEST the system for normal operation. **No** REPAIR the circuit GD123 (BK/GY) (LH headlamp) or circuit GD188 (BK/YE) (RH headlamp) for an open. TEST the system for normal operation.
A4 CHECK FOR VOLTAGE TO THE LOW BEAM FUSE • Disconnect: BJB Fuse 14 (10A) (LH low beam) or Fuse 15 (10A) (RH low beam) . • Measure the voltage between the BJB fuse 14 (10A) (LH low beam),	**Yes** REPAIR circuit CBB14 (VT/OG) (LH

circuit CLF09 (BU/GY), input side and ground; or between the BJB fuse 15 (10A) (RH low beam), circuit CLF09 (BU/GY), input side and ground.  N0114655 • **Is the voltage greater than 10 volts?**	headlamp) or circuit CBB15 (BN/BU) (RH headlamp) for an open. TEST the system for normal operation. **No** REPAIR circuit CLF09 (BU/GY) for an open. TEST the system for normal operation.
A5 CHECK THE LOW BEAM RELAY • Place the headlamp switch in the HEADLAMPS OFF position. • Ignition OFF. • Disconnect: Low Beam Relay. • Substitute a known good relay. • Ignition ON. • Place the headlamp switch in the HEADLAMPS ON position. • **Do the headlamps illuminate?**	**Yes** REMOVE the known good relay. INSTALL a new low beam relay. TEST the system for normal operation. **No** REMOVE the known good relay. GO to A6.
A6 CHECK FOR VOLTAGE TO THE LOW BEAM RELAY • Ignition OFF. • Measure the voltage between the low beam relay pin 5, circuit SBB31 (WH/RD), BJB face side and ground.  N0114656 • **Is the voltage greater than 10 volts?**	**Yes** GO to A7. **No** REPAIR circuit SBB31 (WH/RD) for an open. TEST the system for normal operation.
A7 BYPASS THE LOW BEAM RELAY • Connect a fused jumper wire between the low beam relay pin 5, circuit SBB31 (WH/RD), BJB face side and the low beam relay pin 3, circuit CLF09 (BU/GY), BJB face side.	**Yes** REMOVE the jumper wire. GO to A8. **No** REMOVE the jumper wire. REPAIR circuit

 N0114657 • **Do the headlamps illuminate?**	CLF09 (BU/GY) for an open. TEST the system for normal operation.
A8 CHECK FOR VOLTAGE TO THE LOW BEAM RELAY COIL	
• Measure the voltage between the low beam relay pin 1, circuit SBB23 (WH/RD), BJB face side and ground.  N0114658 • **Is the voltage greater than 10 volts?**	**Yes** GO to A9 . **No** REPAIR circuit SBB23 (WH/RD) for an open. CLEAR the DTCs. TEST the system for normal operation.
A9 CHECK THE LOW BEAM RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: BCM C2280D. • Ignition ON. • Measure the voltage between the BCM C2280D-5, circuit CLF04 (BN/BU), harness side and ground.  N0114659 • **Is any voltage present?**	**Yes** REPAIR circuit CLF04 (BN/BU) for a short to voltage. CYCLE the ignition ON then OFF. CLEAR the DTCs. TEST the system for normal operation. **No** GO to A10 .
A10 CHECK THE LOW BEAM RELAY COIL GROUND CONTROLLED CIRCUIT FOR AN OPEN	
• Ignition OFF.	**Yes**

• Connect: Low Beam Relay. • Ignition ON. • Measure the voltage between the BCM C2280D-5, circuit CLF04 (BN/BU), harness side and ground.  N0114659 • **Is the voltage greater than 10 volts?**	GO to A11 . **No** REPAIR circuit CLF04 (BN/BU) for an open. CLEAR the DTCs. TEST the system for normal operation.
A11 CHECK THE IGNITION RUN INPUT CIRCUIT FOR AN OPEN	
• Disconnect: BCM C2280B. • Ignition ON. • Measure the voltage between the BCM C2280B-4, circuit CBP21 (BU/GY), harness side and ground.  N0114660 • **Is the voltage greater than 10 volts?**	**Yes** GO to A12 . **No** REPAIR circuit CBP21 (BU/GY) for an open. CLEAR the DTCs. TEST the system for normal operation.
A12 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: One or Both High Beams are Inoperative

Refer to Wiring Diagrams Cell 85 , Headlamps for schematic and connector information.

Normal Operation

Voltage is provided at all times to the switch and coil sides of the high beam relay. The Body Control Module (BCM) sends a voltage signal to the multifunction switch to monitor for a high beam request. The multifunction switch routes the voltage signal to ground when placed in the HIGH BEAM position. When the headlamps are on and the BCM detects a request for the high beams, the BCM provides ground for the high beam relay coil. When the high beam relay energizes, voltage is routed through Battery Junction Box (BJB) fuses 12 (10A) (LH low beam) and 13 (10A) (RH low beam) to the headlamps.

- DTC B109A:12 (High Beam Relay: Circuit Short To Battery) — a continuous and on-demand DTC that sets when the BCM detects a short to voltage from the high beam relay coil ground controlled circuit.
- DTC B109A:14 (High Beam Relay: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects an open from the high beam relay coil ground controlled circuit.

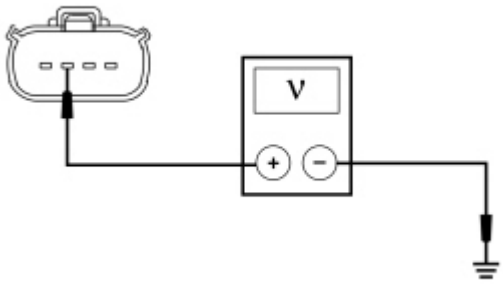
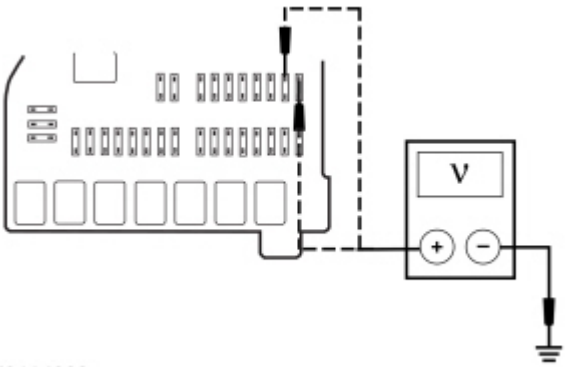
This pinpoint test is intended to diagnose the following:

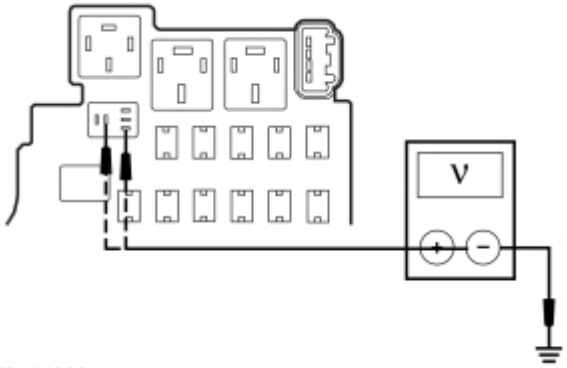
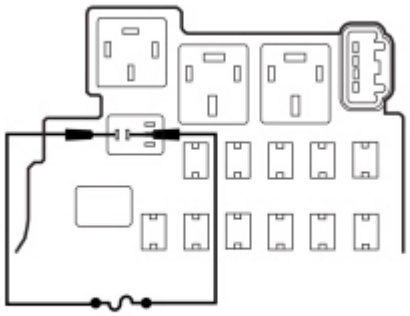
- Fuse
- Wiring, terminals or connectors
- High beam relay
- Multifunction switch
- Headlamp assembly
- BJB
- BCM

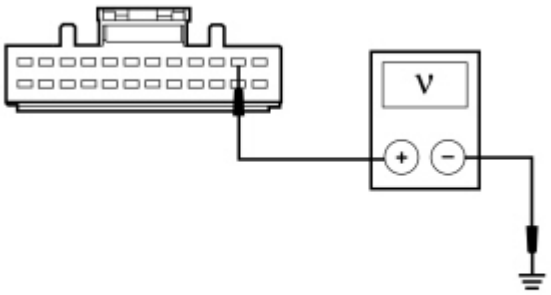
PINPOINT TEST B: ONE OR BOTH HIGH BEAMS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 CHECK THE LOW BEAM OPERATION	
• Ignition ON. • Place the headlamp switch in the HEADLAMPS ON position. • **Do both low beams illuminate?**	**Yes** If an individual high beam is inoperative, VERIFY the BJB fuse 12 (10A) (LH high beam) or fuse 13 (10A) (RH high beam) is OK. If OK, GO to B2 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. If both high beams are inoperative, GO to B4 . **No** GO to Pinpoint Test A .
B2 CHECK FOR VOLTAGE TO THE HEADLAMP	
• Place the headlamp switch in the HEADLAMPS OFF position. • Ignition OFF. • Disconnect: Inoperative Headlamp.	**Yes** REPAIR or INSTALL a new headlamp assembly.

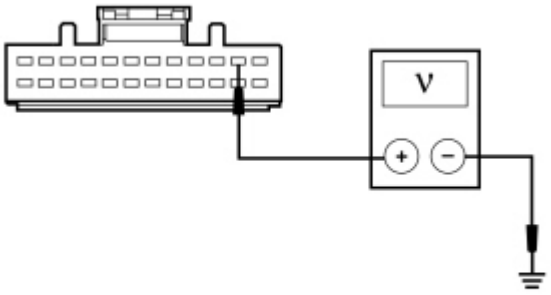
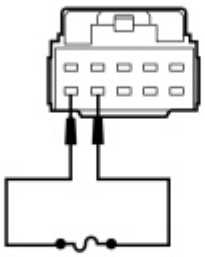
• Ignition ON. • Place the headlamp switch in the HEADLAMPS ON position and the multifunction switch in the HIGH BEAM position. • Measure the voltage between the LH headlamp C1021-3, circuit CBB12 (GN/WH), harness side and ground; or between the RH headlamp C1041-3, circuit CBB13 (GY/BN), harness side and ground.  N0114661 • **Is the voltage greater than 10 volts?**	REFER to Headlamp Assembly in this section. TEST the system for normal operation. **No** GO to B3.
B3 CHECK FOR VOLTAGE TO THE HIGH BEAM FUSE	
• Ignition OFF. • Disconnect: BJB Fuse 12 (10A) (LH high beam) or Fuse 13 (10A) (RH high beam). • Measure the voltage between the BJB fuse 12 (10A) (LH high beam), circuit CLF08 (YE/VT), input side and ground; or between the BJB fuse 13 (10A) (RH high beam), circuit CLF08 (YE/VT), input side and ground.  N0114662 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit CBB12 (GN/WH) (LH headlamp) or circuit CBB13 (GY/BN) (RH headlamp) for an open. TEST the system for normal operation. **No** REPAIR circuit CLF08 (YE/VT) for an open. TEST the system for normal operation.
B4 CHECK THE BCM MULTIFUNCTION SWITCH PID	
• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM multifunction switch input PID (HIGH_BEAM_SW) while placing the multifunction switch in the HIGH BEAM position. • **Does the PID indicate a request for high beams?**	**Yes** GO to B5. **No** GO to B10.
B5 CHECK THE HIGH BEAM RELAY	
• Place the headlamp switch in the HEADLAMPS OFF position. • Ignition OFF. • Disconnect: High Beam Relay. • Substitute a known good relay. • Ignition ON.	**Yes** REMOVE the known good relay. INSTALL a new high beam relay. TEST the system for normal

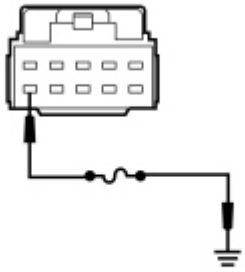
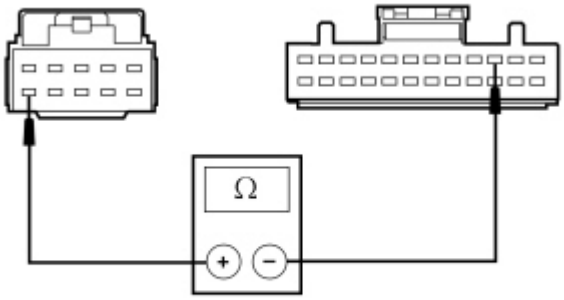
• Place the headlamp switch in the HEADLAMPS ON position and the multifunction switch in the HIGH BEAM position. • **Do the high beams illuminate?**	operation. **No** REMOVE the known good relay. GO to B6 .
B6 CHECK FOR VOLTAGE TO THE HIGH BEAM RELAY	
• Ignition OFF. • Measure the voltage between the high beam relay pin 1, BJB face side and ground; and between the high beam relay pin 5, BJB face side and ground.  N0114663 • **Are the voltages greater than 10 volts?**	**Yes** GO to B7 . **No** INSTALL a new BJB . CLEAR the DTCs. TEST the system for normal operation.
B7 BYPASS THE HIGH BEAM RELAY	
• Connect a fused jumper wire between the high beam relay pin 5, BJB face side and the high beam relay pin 3, circuit CLF08 (YE/VT), BJB face side.  N0114664 • **Do the high beams illuminate?**	**Yes** REMOVE the jumper wire. GO to B8 . **No** REMOVE the jumper wire. REPAIR circuit CLF08 (YE/VT) for an open. TEST the system for normal operation.
B8 CHECK THE HIGH BEAM RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: BCM C2280D . • Ignition ON. • Measure the voltage between the BCM C2280D-11, circuit CLF02 (GY/BN), harness side and ground.	**Yes** REPAIR circuit CLF02 (GY/BN) for a short to voltage. CYCLE the ignition ON then OFF. CLEAR the DTCs. TEST the system for normal operation. **No** GO to B9 .



N0114665

- **Is any voltage present?**

B9 CHECK THE HIGH BEAM RELAY COIL GROUND CONTROLLED CIRCUIT FOR AN OPEN	
• Ignition OFF. • Connect: High Beam Relay. • Ignition ON. • Measure the voltage between the BCM C2280D-11, circuit CLF02 (GY/BN), harness side and ground.  N0114665 • **Is the voltage greater than 10 volts?**	**Yes** GO to B13 . **No** REPAIR circuit CLF02 (GY/BN) for an open. CLEAR the DTCs. TEST the system for normal operation.
B10 BYPASS THE MULTIFUNCTION SWITCH	
• Ignition OFF. • Disconnect: Multifunction Switch C202A. • Ignition ON. • Connect a fused jumper wire between the multifunction switch C202A-10, circuit CLF17 (WH/OG), harness side and the multifunction switch C202A-9, circuit GD115 (BK/GY), harness side.  N0114666	**Yes** REMOVE the jumper wire. INSTALL a new multifunction switch. REFER to Section 211-05 . TEST the system for normal operation. **No** REMOVE the jumper wire. GO to B11 .

• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM multifunction switch input PID (HIGH_BEAM_SW). • **Does the PID indicate a request for high beams?**	
B11 BYPASS THE MULTIFUNCTION SWITCH GROUND CIRCUIT	
• Connect a fused jumper wire between the multifunction switch C202D-10, circuit CLF17 (WH/OG), harness side and ground.  N0114667 • Enter the following diagnostic mode on the scan tool: BCM DataLogger . • Monitor the BCM multifunction switch input PID (HIGH_BEAM_SW). • **Does the PID indicate a request for high beams?**	**Yes** REMOVE the jumper wire. REPAIR circuit GD115 (BK/GY) for an open. TEST the system for normal operation. **No** REMOVE the jumper wire. GO to B12 .
B12 CHECK THE HIGH BEAM REQUEST INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: BCM C2280F . • Measure the resistance between the multifunction switch C202A-10, circuit CLF17 (WH/OG), harness side and the BCM C2280F-10, circuit CLF17 (WH/OG), harness side.  N0114668 • **Is the resistance less than 5 ohms?**	**Yes** GO to B13 . **No** REPAIR circuit CLF17 (WH/OG) for an open. TEST the system for normal operation.
B13 CHECK FOR CORRECT BCM OPERATION	
• Disconnect all the BCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present.	**Yes** INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation. **No** The system is operating

• **Is the concern still present?**	correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: The Low Beams Are Always On

Refer to Wiring Diagrams Cell 85 , Headlamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends voltage signals to the headlamp switch through the headlamp switch input circuits (off, parking lamps, headlamps). At any given time, the headlamp switch routes one of the input circuits to ground, indicating the headlamp switch position to the BCM . When the BCM detects the headlamp switch in the HEADLAMPS ON position, the BCM provides ground for the low beam relay coil. When the low beam relay energizes, voltage is routed through Battery Junction Box (BJB) fuses 14 (10A) (LH low beam) and 15 (10A) (RH low beam) to the headlamps.

If the BCM detects multiple or no active headlamp switch inputs, the BCM defaults the exterior lamps on.

Vehicles equipped with Daytime Running Lamps (DRL) utilize a separate relay in conjunction with the existing headlamp circuitry to illuminate the low beams at a reduced intensity when the ignition is in RUN.

- DTC B10A6:92 (Main Light Switch: Performance Or Incorrect Operation) — a continuous and on-demand DTC that sets when the BCM detects a no inputs from the headlamp switch are active (circuits open) or more than one headlamp switch input circuits are active (short to ground).
- DTC B10A8:14 (Low Beam Relay: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the low beam relay coil ground controlled circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Low beam relay
- DRL system concern
- Headlamp switch
- BCM

PINPOINT TEST C: THE LOW BEAMS ARE ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
C1 CHECK THE BCM HEADLAMP SWITCH PIDs	
NOTE: Make sure the headlamp switch is aligned in the correct position when monitoring the PIDs. **NOTE:** Only one PID should indicate ON at each headlamp switch position. • Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM	**Yes** GO to C7 . **No** GO to C2 .

DataLogger.
- While moving the headlamp switch through all positions (OFF, PARKING LAMPS and HEADLAMPS), monitor the BCM headlamp switch input PIDs (LIGHTNG_MODE, PARK_LMP_SW, LOW_BEAM_SW).
- **Do the headlamp switch positions agree with the PIDs (with only one PID indicating ON in each position?**

C2 CHECK THE HEADLAMP SWITCH

- Ignition OFF.
- Disconnect: Headlamp Switch C205.
- Carry out the headlamp switch component test.

  Refer to Wiring Diagrams Cell 149 for component testing.

- **Does the headlamp switch pass the component test?**

Yes
GO to C3 .

No
INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. CLEAR the DTCs. TEST the system for normal operation.

C3 DETERMINE IF A HEADLAMP SWITCH INPUT IS SHORT TO GROUND

- Ignition ON.
- Enter the following diagnostic mode on the scan tool: BCM DataLogger.
- Monitor the BCM headlamp switch input PIDs (LIGHTNG_MODE, PARK_LMP_SW, LOW_BEAM_SW).
- **Do any of the headlamp switch PIDs indicate ON?**

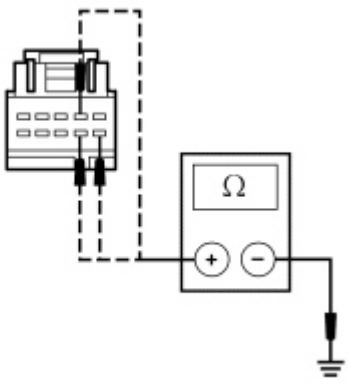
Yes
GO to C4 .

No
GO to C5 .

C4 CHECK THE HEADLAMP SWITCH INPUT CIRCUITS FOR A SHORT TO GROUND

- Ignition OFF.
- Disconnect: BCM C2280E.
- Measure the resistance between the headlamp switch, harness side and ground as follows:

Headlamp Switch Connector-Pin	Circuit
C205-6	CLF23 (WH/VT)
C205-2	CLF24 (YE/BU)
C205-7	CLF18 (BU/WH)



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- **Are the resistances greater than 10,000 ohms?**

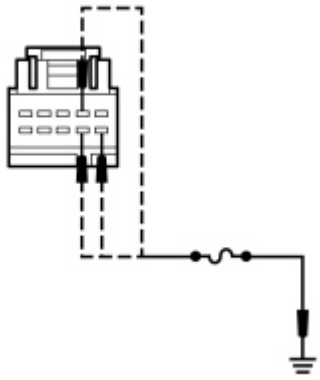
Yes
GO to C12 .

No
REPAIR the circuit in question for a short to ground. CLEAR the DTCs. TEST the system for normal operation.

C5 DETERMINE IF A HEADLAMP SWITCH INPUT IS OPEN

- Enter the following diagnostic mode on the scan tool: BCM DataLogger.
- Monitor the BCM headlamp switch input PIDs while connecting a fused jumper wire between the headlamp switch pins and ground as follows:

PID to Monitor	Headlamp Switch Connector-Pin	Circuit
LIGHTNG_MODE	C205-6	CLF23 (WH/VT)
PARK_LMP_SW	C205-2	CLF24 (YE/BU)
LOW_BEAM_SW	C205-7	CLF18 (BU/WH)



N0117257

- **Do the PIDs indicate ON with each corresponding connection?**

Yes
REPAIR circuit GD115 (BK/GY) for an open. CLEAR the DTCs. TEST the system for normal operation.

No
GO to C6.

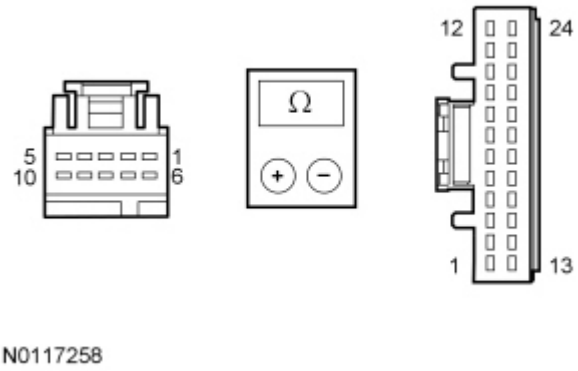
C6 CHECK THE HEADLAMP SWITCH INPUT CIRCUITS FOR AN OPEN

- Ignition OFF.
- Disconnect: BCM C2280E.
- Measure the resistance between the headlamp switch, harness side and the BCM, harness side as follows:

Headlamp Switch Connector-Pin	BCM Connector-Pin	Circuit
C205-6	C2280E-3	CLF23 (WH/VT)
C205-2	C2280E-9	CLF24 (YE/BU)
C205-7	C2280E-13	CLF18 (BU/WH)

Yes
GO to C12.

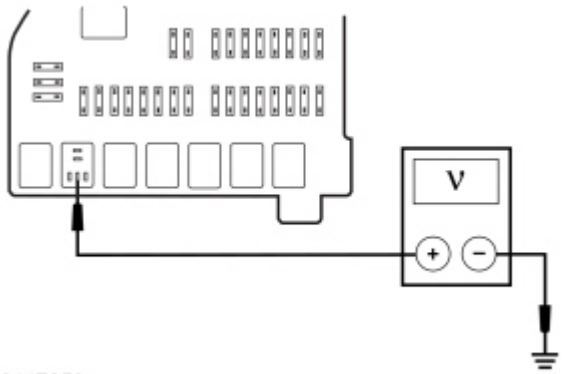
No
REPAIR the circuit in question for an open. CLEAR the DTCs. TEST the system for normal operation.



N0117258

- **Are the resistances less than 5 ohms?**

C7 CHECK THE LOW BEAM RELAY OUTPUT	
• Ignition OFF. • Disconnect: Low Beam Relay. • Ignition ON. • **Do the low beams continue to illuminate?**	**Yes** GO to C8 . **No** If equipped with DRL , GO to C9 . If not equipped with DRL , GO to C10 .
C8 ISOLATE THE SHORT TO VOLTAGE	
• Disconnect: BJB Fuses 14 (10A) and 15 (10A). • **Does either low beam continue to illuminate?**	**Yes** REPAIR circuit CBB14 (VT/OG) (LH headlamp) or circuit CBB15 (BN/BU) (RH headlamp) for a short to voltage as necessary. TEST the system for normal operation. **No** REPAIR circuit CLF09 (BU/GY) for a short to voltage. TEST the system for normal operation.
C9 CHECK THE DRL SYSTEM	
• Ignition OFF. • Measure the voltage between the low beam relay pin 4, circuit CLF13 (YE/BU), BJB face side and ground.	**Yes** GO to Pinpoint Test G . **No** GO to C10 .

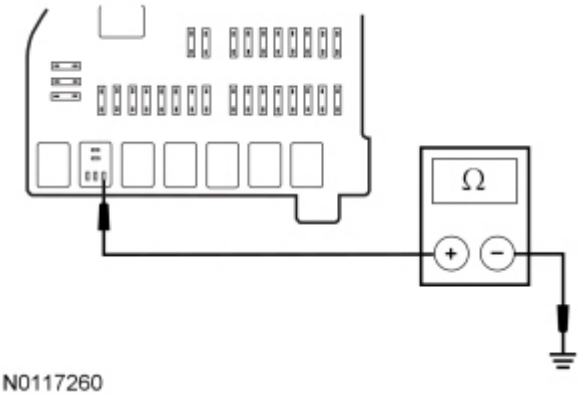


N0117259

- **Is any voltage present?**

C10 CHECK THE LOW BEAM RELAY	
• Ignition OFF. • Substitute a known good relay. • Ignition ON. • **Do the low beams continue to illuminate?**	**Yes** REMOVE the known good relay. GO to C11 . **No** REMOVE the known good relay. INSTALL a new low beam relay. TEST the system for normal operation.
C11 CHECK THE LOW BEAM RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280D. • Measure the resistance between the low beam relay pin 2, circuit CLF04 (BN/BU), BJB face side and ground.	**Yes** GO to C12 . **No** REPAIR circuit CLF04 (BN/BU), for a short to ground. CLEAR the DTCs. TEST the system for normal operation.
C12 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at



N0117260

- **Is the resistance greater than 10,000 ohms?**

	this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test D: The High Beams Are Always On

Refer to Wiring Diagrams Cell 85 , Headlamps for schematic and connector information.

Normal Operation

Voltage is provided at all times to the switch and coil sides of the high beam relay. The Body Control Module (BCM) sends two voltage signals to the multifunction switch. One is to monitor for a high beam request and the other for a flash-to-pass request. The multifunction switch routes the corresponding voltage signal to ground when placed in the HIGH BEAM or FLASH-TO-PASS position. When the headlamps are on and the BCM detects a request for the high beams or flash-to-pass feature, the BCM provides ground for the high beam relay coil. When the high beam relay energizes, voltage is routed through Battery Junction Box (BJB) fuses 12 (10A) (LH high beam) and 13 (10A) (RH high beam) to the headlamps.

- DTC B1007:92 (High-Beam Headlamp Switch: Performance Or Incorrect Operation) — an on-demand DTC that sets when the BCM detects a short to ground from the high beam or flash-to-pass request input circuits.
- DTC B109A:14 (High Beam Relay: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the high beam relay coil ground controlled circuit.

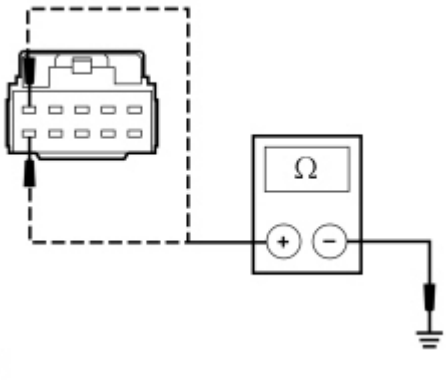
This pinpoint test is intended to diagnose the following:

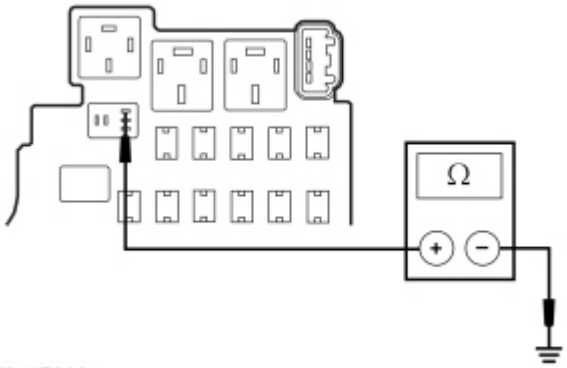
- Wiring, terminals or connectors
- High beam relay
- Multifunction switch
- BCM

PINPOINT TEST D: THE HIGH BEAM(S) ARE ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
D1 CHECK THE MULTIFUNCTION SWITCH INPUT	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM multifunction switch high beam and flash-to-pass PIDs (HIGH_BEAM_SW, FLASH-to-PASS). • **Does either PID indicate a high beam or flash-to-pass request?**	**Yes** GO to D2 . **No** GO to D4 .
D2 CHECK THE MULTIFUNCTION SWITCH	
• Ignition OFF. • Disconnect: Multifunction Switch C202A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM	**Yes** GO to D3 . **No**

DataLogger. • Monitor the BCM multifunction switch high beam and flash-to-pass PIDs (HIGH_BEAM_SW, FLASH-to-PASS). • **Does either PID indicate a high beam or flash-to-pass request?**	INSTALL a new multifunction switch. REFER to Section 211-05. TEST the system for normal operation.
D3 CHECK THE HIGH BEAM AND FLASH-TO-PASS INPUT CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280E and C2280F . • Measure the resistance between the multifunction switch C202A-5, circuit CLF27 (GN/BN), harness side and ground; and between the multifunction switch C202A-10, circuit CLF17 (WH/OG), harness side and ground.  N0117261 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to D8. **No** REPAIR circuit CLF27 (GN/BN) (flash-to-pass) or circuit CLF17 (WH/OG) (high beam) for a short to ground. TEST the system for normal operation.
D4 CHECK THE HIGH BEAM RELAY OUTPUT	
• Ignition OFF. • Disconnect: High Beam Relay. • Ignition ON. • **Do the high beams continue to illuminate?**	**Yes** GO to D5. **No** GO to D6.
D5 ISOLATE THE SHORT TO VOLTAGE	
• Disconnect: BJB Fuses 12 (10A) and 13 (10A). • **Does either high beam continue to illuminate?**	**Yes** REPAIR circuit CBB12 (GN/WH) (LH headlamp) or circuit CBB13 (GN/BN) (RH headlamp) for a short to voltage as necessary. TEST the system for normal operation. **No** REPAIR circuit CLF08 (YE/VT) for a short to voltage. TEST the system for normal operation.
D6 CHECK THE HIGH BEAM RELAY	
• Ignition OFF. • Substitute a known good relay. • Ignition ON. • **Do the high beams continue to illuminate?**	**Yes** REMOVE the known good relay. GO to D7. **No**

	REMOVE the known good relay. INSTALL a new high beam relay. TEST the system for normal operation.
D7 CHECK THE HIGH BEAM RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280D. • Measure the resistance between the high beam relay pin 2, circuit CLF02 (GY/BN), BJB face side and ground.  N0117262 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to D8. **No** REPAIR circuit CLF04 (BN/BU), for a short to ground. CLEAR the DTCs. TEST the system for normal operation.
D8 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test E: The Flash-To-Pass Feature Is Inoperative

Normal Operation

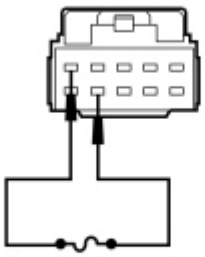
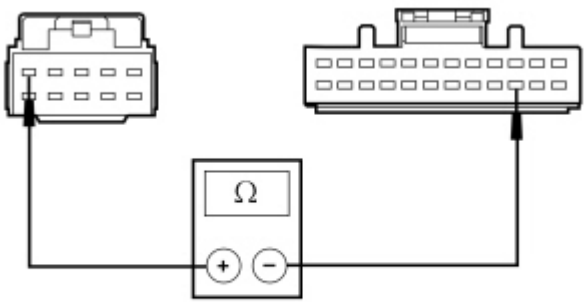
The Body Control Module (BCM) sends a voltage signal to the multifunction switch to monitor for a flash-to-pass feature request. The multifunction switch routes the voltage signal to ground when placed in the FLASH-TO-PASS position. When the headlamps are on and the BCM detects a request for the flash-to-pass feature, the BCM activates the high beams.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Multifunction switch
- BCM

PINPOINT TEST E: THE FLASH-TO-PASS FEATURE IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
E1 VERIFY THE HIGH BEAM HEADLAMP OPERATION	
• Ignition ON. • Place the headlamp switch in the HEADLAMPS ON position. • Place the multifunction switch in the HIGH BEAM position while observing the headlamps. • **Do the high beams illuminate?**	**Yes** GO to E2. **No** GO to Pinpoint Test B.
E2 BYPASS THE MULTIFUNCTION SWITCH	
• Place the headlamp switch in the OFF position. • Ignition OFF. • Disconnect: Multifunction Switch C202A. • Ignition ON. • Connect a fused jumper wire between the multifunction switch C202A-5, circuit CLF27 (GN/BN), harness side and the multifunction switch C202A-9, circuit GD115 (BK/GY), harness side.  N0117263 • **Do the high beams illuminate?**	**Yes** REMOVE the jumper wire. INSTALL a new multifunction switch. REFER to Section 211-05. TEST the system for normal operation. **No** REMOVE the jumper wire. GO to E3.
E3 CHECK THE FLASH-TO-PASS INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: BCM C2280E. • Measure the resistance between the multifunction switch C202A-5, circuit CLF27 (GN/BN), harness side and the BCM C2280E-22, circuit CLF27 (GN/BN), harness side.  N0117264	**Yes** GO to E4. **No** REPAIR circuit CLF27 (GN/BN) for an open. TEST the system for normal operation.

• **Is the resistance less than 5 ohms?**	

E4 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Daytime Running Lamps (DRL)

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Body Control Module (BCM) controls the Daytime Running Lamps (DRL) by energizing the DRL relay when the ignition is in RUN and the headlamp switch is not in the HEADLAMPS ON position.

When the DRL relay is energized, voltage is routed through a resistor wire to the low beam relay. The voltage passes through the low beam relay to the existing circuitry for the low beams. The voltage passes through a resistor wire to illuminate the low beams at reduced intensity.

The DRL is not a programmable parameter for this vehicle.

Field-Effect Transistor (FET) Protection

A Field-Effect Transistor (FET) is a type of transistor that, when used with module software, monitors and controls current flow on module outputs. The FET protection strategy prevents module damage in the event of excessive current flow.

The BCM utilizes a FET protective circuit strategy for many of its outputs (such as a turn lamp output circuit). Output loads (current level) are monitored for excessive current (typically short circuits) and are shut down when a fault event is detected. A short circuit DTC sets when the fault event occurs.

The circuit remains off until the fault is corrected and the ignition is cycled off and then back on, the module resets the FET protection and allows the circuit to function.

The FET protected circuit for the DRL system is the DRL relay coil ground circuit.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Electrical
• Battery Junction Box (BJB) fuse 25 (15A) (DRL relay) • Central Junction Box (CJB) fuse 21 (10A) (ignition input) • Daytime Running Lamps (DRL) relay • Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).
5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.
6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.
7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, retrieve and record the continuous memory DTCs.
8. Clear the continuous DTCs and carry out the self-test diagnostics for the BCM .
9. If the DTCs retrieved are related to the concern, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual or the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .
10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action

• The Daytime Running Lamps (DRL) are inoperative	• Fuse • Wiring, terminals or connectors • DRL relay • Body Control Module (BCM)	• GO to Pinpoint Test F .
• The Daytime Running Lamps (DRL) are on with the ignition off	• Wiring, terminals or connectors • DRL relay • Body Control Module (BCM)	• GO to Pinpoint Test G .

Pinpoint Tests

Pinpoint Test F: The Daytime Running Lamps (DRL) Are Inoperative

Refer to Wiring Diagrams Cell 85 , Headlamps for schematic and connector information.

Normal Operation

Voltage at all times to the switch and coil sides of the Daytime Running Lamps (DRL) relay. When the ignition is in RUN, voltage the is supplied Body Control Module (BCM) from an ignition switch input circuit.

When the headlamps are not on and the BCM detects the ignition in RUN, the BCM provides ground for the DRL relay coil, energizing the relay. The DRL relay provides voltage to the low beam relay through a resistor wire. The voltage passes through the low beam relay and on to the existing low beam circuitry, illuminating the headlamps at a reduced intensity.

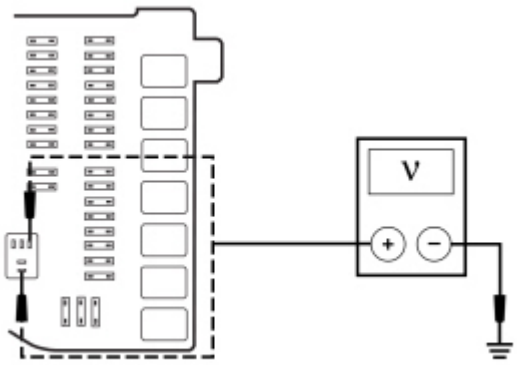
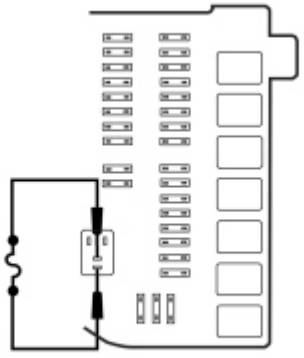
- DTC B1092:12 (Daytime Running Light Relay: Circuit Short To Battery) — a continuous and on-demand DTC that sets when the BCM detects a short to voltage from the DRL relay coil ground controlled circuit.
- DTC B1092:14 (Daytime Running Light Relay: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects an open from the DRL relay coil ground controlled circuit.

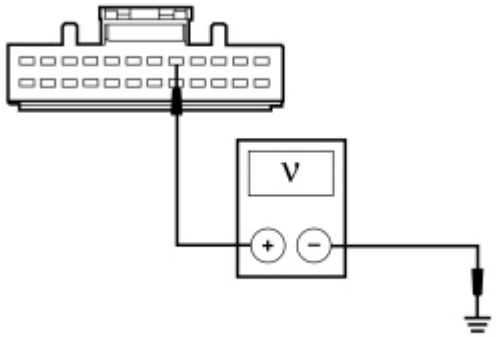
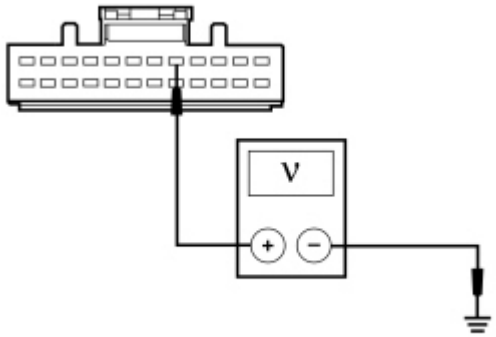
This pinpoint test is intended to diagnose the following:

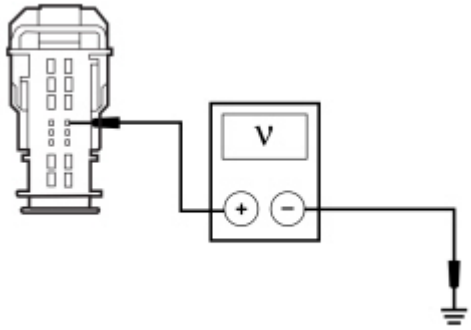
- Fuse
- Wiring, terminals or connectors
- DRL relay
- BCM

PINPOINT TEST F: THE DRL ARE INOPERATIVE

Test Step	Result / Action to Take
F1 CHECK THE LOW BEAM OPERATION	
• Ignition ON. • Place the headlamp switch in the HEADLAMPS ON position. • **Do both low beams illuminate?**	**Yes** VERIFY the BJB fuse 25 (15A) is OK. If OK, GO to F2 . If not OK, REFER to the Wiring Diagrams

	manual to identify the possible causes of the circuit short. **No** GO to Pinpoint Test A.
F2 CHECK THE DRL RELAY	
• Place the headlamp switch in the HEADLAMPS OFF position. • Ignition OFF. • Disconnect: DRL Relay. • Substitute a known good relay. • Ignition ON. • **Do the headlamps illuminate?**	**Yes** REMOVE the known good relay. INSTALL a new DRL relay. TEST the system for normal operation. **No** REMOVE the known good relay. GO to F3.
F3 CHECK FOR VOLTAGE TO THE DRL RELAY	
• Ignition OFF. • Measure the voltage between the DRL relay pin 1, circuit SBB25 (RD), BJB face side and ground; and between the DRL relay pin 3, circuit SBB25 (RD), BJB face side and ground.  N0117265 • **Are the voltages greater than 10 volts?**	**Yes** GO to F4. **No** REPAIR circuit SBB25 (RD) for an open. TEST the system for normal operation.
F4 BYPASS THE DRL RELAY	
• Connect a fused jumper wire between the DRL relay pin 3, circuit SBB25 (RD), BJB face side and the DRL relay pin 5, circuit CLF13 (YE/BU), BJB face side.  N0117266 • **Do the headlamps illuminate?**	**Yes** REMOVE the jumper wire. GO to F6. **No** LEAVE the jumper wire connected. GO to F5.
F5 CHECK THE LOW BEAM RELAY	

• Disconnect: Low Beam Relay. • Substitute a known good relay. • **Do the headlamps illuminate?**	**Yes** REMOVE the jumper wire and the known good relay. INSTALL a new low beam relay. TEST the system for normal operation. **No** REMOVE the jumper wire and the known good relay. REPAIR circuit CLF13 (YE/BU) for an open. TEST the system for normal operation.
F6 CHECK THE DRL RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: BCM C2280D. • Ignition ON. • Measure the voltage between the BCM C2280D-8, circuit CLF10 (GN/OG), harness side and ground.  N0117267 • **Is any voltage present?**	**Yes** REPAIR circuit CLF10 (GN/OG) for a short to voltage. CYCLE the ignition ON then OFF. CLEAR the DTCs. TEST the system for normal operation. **No** GO to F7 .
F7 CHECK THE DRL RELAY COIL GROUND CONTROLLED CIRCUIT FOR AN OPEN	
• Ignition OFF. • Connect: DRL Relay. • Ignition ON. • Measure the voltage between the BCM C2280D-8, circuit CLF10 (GN/OG), harness side and ground.  N0117267 • **Is the voltage greater than 10 volts?**	**Yes** GO to F8 . **No** REPAIR circuit CLF10 (GN/OG) for an open. CLEAR the DTCs. TEST the system for normal operation.
F8 CHECK THE IGNITION ON INPUT CIRCUIT FOR AN OPEN	

• Ignition OFF. • Disconnect: BCM C2280B. • Ignition ON. • Measure the voltage between the BCM C2280B-4, circuit CBP21 (BU/GY), harness side and ground.  N0114660 • **Is the voltage greater than 10 volts?**	**Yes** GO to F9 . **No** VERIFY the CJB fuse 21 (10A) is OK. If OK, REPAIR circuit CBP21 (BU/GY) for an open. TEST the system for normal operation. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.
F9 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test G: The Daytime Running Lamps (DRL) Are On With The Ignition Off

Refer to Wiring Diagrams Cell 85 , Headlamps for schematic and connector information.

Normal Operation

Voltage at all times to the switch and coil sides of the Daytime Running Lamps (DRL) relay. Voltage is supplied from an ignition switch input circuit to the Body Control Module (BCM) when the ignition is in RUN.

When the headlamps are not on and the BCM detects the ignition in RUN, the BCM provides ground for the DRL relay coil, energizing the relay. The DRL relay provides voltage to the low beam relay through a resistor wire. The voltage passes through the low beam relay and on to the existing low beam circuitry, illuminating the headlamps at a reduced intensity.

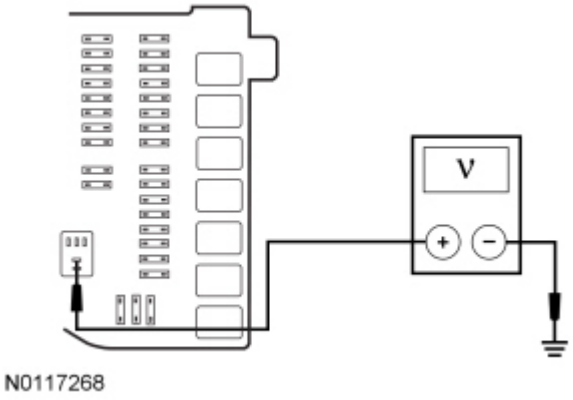
- DTC B1092:14 (Daytime Running Light Relay: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the DRL relay coil ground controlled circuit.

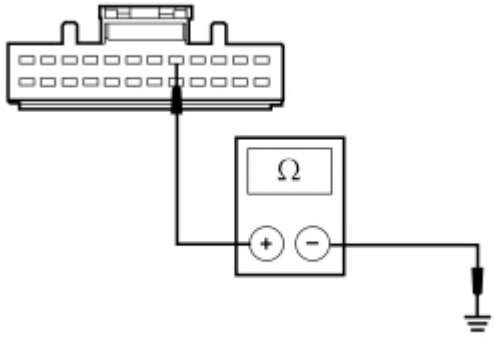
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- DRL relay

- BCM

PINPOINT TEST G: THE DRL ARE ON WITH THE IGNITION OFF

Test Step	Result / Action to Take
G1 CHECK THE DRL RELAY OUTPUT	
• Ignition OFF. • Disconnect: DRL Relay. • **Do the headlamps continue to illuminate?**	**Yes** GO to G2. **No** GO to G3.
G2 CHECK THE DRL RELAY OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: Low Beam Relay. • Measure the voltage between the DRL relay pin 5, circuit CLF13 (YE/BU), BJB face side and ground.  N0117268 • **Is any voltage present?**	**Yes** REPAIR circuit CLF13 (YE/BU) for a short to voltage. TEST the system for normal operation. **No** GO to Pinpoint Test C.
G3 CHECK THE DRL RELAY	
• Substitute a known good relay. • **Do the headlamps continue to illuminate?**	**Yes** REMOVE the known good relay. GO to G4. **No** REMOVE the known good relay. INSTALL a new DRL relay. TEST the system for normal operation.
G4 CHECK THE DRL RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO GROUND	
• Disconnect: BCM C2280D. • Measure the resistance between the BCM C2280D-8, circuit CLF10 (GN/OG), harness side and ground.	**Yes** GO to G5. **No** REPAIR circuit CLF10 (GN/OG) for a short to ground. CLEAR the DTCs. TEST the system for normal operation.

 N0117308 • **Is the resistance greater than 10,000 ohms?**	

G5 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Stoplamps

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

4-Door Vehicles

The stoplamp switch is provided voltage at all times. When the brake pedal is applied, voltage is routed to the high mounted stoplamp and to the LH and RH turn relays. The voltage passes through the turn relays, on to the LH and RH stoplamps. The stoplamps are combination rear stop/turn lamps.

5-Door Vehicles

The stoplamp switch is provided voltage at all times. When the brake pedal is applied, voltage is routed to all of the stoplamps.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Stoplamp switch	• Central Junction Box (CJB) fuse 18 (10A) (stoplamp switch) ▪ • Bulb • Bulb socket

	• Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the BCM.

9. If the DTCs retrieved are related to the concern, refer to Diagnostic Trouble Code (DTC) Chart in this section. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• All the stoplamps are inoperative	• Fuse • Wiring, terminals or connectors • Stoplamp switch	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test H.
• One or more stoplamps are inoperative	• Wiring, terminals or connectors • Bulb socket • High mounted stoplamp • Turn relay	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test I.

	• Body Control Module (BCM)	
• The stoplamps are on continuously	• Wiring, terminals or connectors • Stoplamp switch • PCM	• GO to Pinpoint Test J .

Pinpoint Tests

Pinpoint Test H: All The Stoplamps Are Inoperative

Refer to Wiring Diagrams Cell 90 , Turn Signal/Stop/Hazard Lamps for schematic and connector information.

Normal Operation

The stoplamp switch is provided voltage at all times from the Central Junction Box (CJB) fuse 18 (10A). The stoplamps are combination rear stop/turn lamps.

On 4-door vehicles, when the brake pedal is applied, voltage is routed to the high mounted stoplamp and to the LH and RH turn relays. The voltage passes through the turn relays, to the LH and RH stoplamps.

On 5-door vehicles, when the brake pedal is applied, voltage is routed to all of the stoplamps.

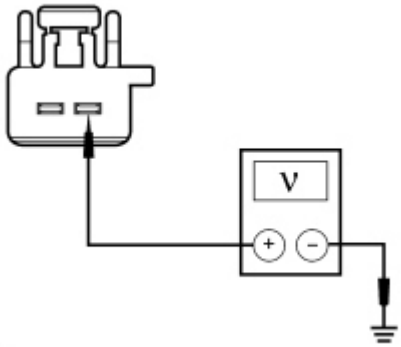
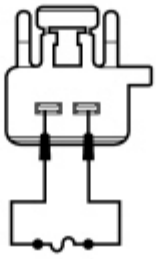
This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- Stoplamp switch

PINPOINT TEST H: ALL THE STOPLAMPS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
H1 CHECK FOR VOLTAGE TO THE STOPLAMP SWITCH	
• Ignition OFF. • Disconnect: Stoplamp Switch C2314. • Measure the voltage between the stoplamp switch C2314-1, circuit SBP18 (YE/RD), harness side and ground.	**Yes** GO to H2 . **No** VERIFY the CJB fuse 18 (10A) is OK. If OK, GO to H2 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.

 N0037278 • **Is the voltage greater than 10 volts?**	
H2 BYPASS THE STOPLAMP SWITCH	
• Connect a fused jumper wire between the stoplamp switch C2314-1, circuit SBP18 (YE/RD), harness side and the stoplamp switch C2314-2, circuit CCA26 (BU/GY), harness side.  N0047016 • **Are the stoplamps illuminated?**	**Yes** REMOVE the jumper wire. INSTALL a new stoplamp switch. REFER to Stoplamp Switch in this section. TEST the system for normal operation. **No** REMOVE the jumper wire. REPAIR circuit CCA26 (BU/GY) for an open. TEST the system for normal operation.

Pinpoint Test I: One Or More Stoplamps Are Inoperative

Refer to Wiring Diagrams Cell 90 , Turn Signal/Stop/Hazard Lamps for schematic and connector information.

Normal Operation — 4-Door

When the brake pedal is applied, voltage is routed to the high mounted stoplamp and to the LH and RH turn relays. The voltage passes through the turn relays, on to the LH and RH stoplamps. When a turn relay is energized (during turn lamp operation), voltage from the stoplamp switch is interrupted. The stoplamps are combination rear stop/turn lamps.

5-Door

On 5-door vehicles, when the brake pedal is applied, voltage is routed to all of the stoplamps.

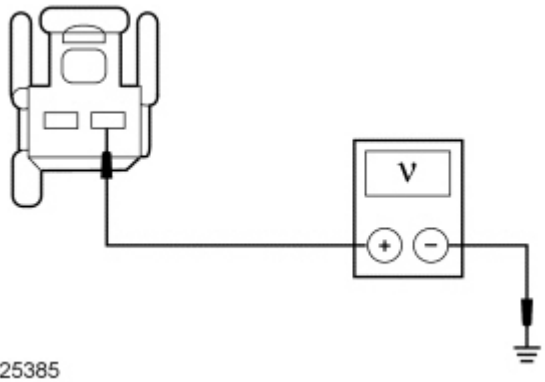
- DTC B132B:14 (Left Stop/Turn Lamp: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the LH rear turn lamp relay coil ground controlled circuit.
- DTC B132C:14 (Right Stop/Turn Lamp: Circuit Short To Ground Or Open) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the RH rear turn lamp relay coil ground controlled circuit.

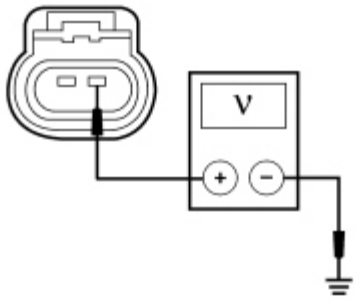
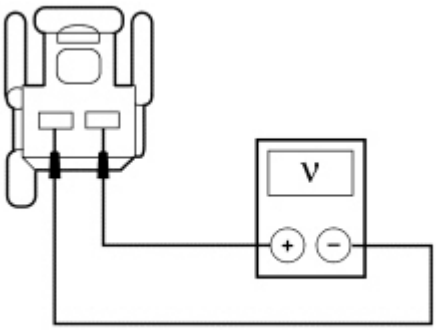
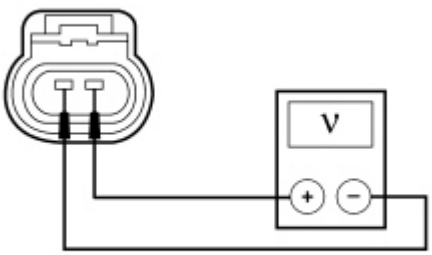
This pinpoint test is intended to diagnose the following:

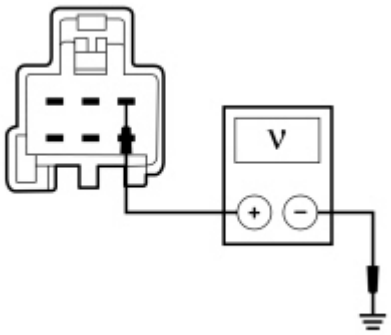
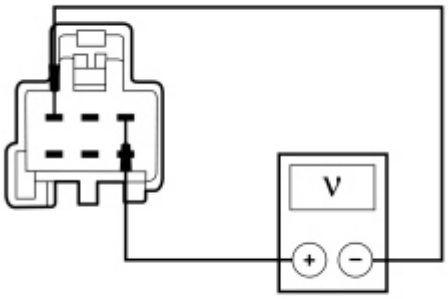
- Wiring, terminals or connectors
- Bulb socket
- High mounted stoplamp
- Turn relay
- BCM

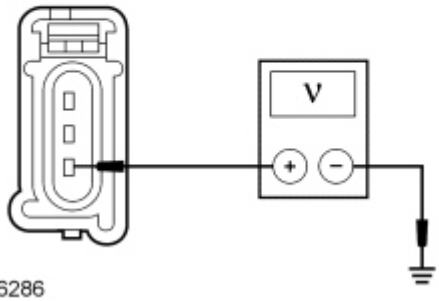
PINPOINT TEST I: ONE OR MORE STOPLAMPS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
I1 DETERMINE THE INOPERATIVE STOPLAMP	
• Ignition OFF. • Apply the brake pedal and observe the stoplamps. • **Are all the stoplamps inoperative?**	**Yes** GO to Pinpoint Test H. **No** For an inoperative high mounted stoplamp, GO to I2. For an inoperative rear lamp on a 5-door vehicle, GO to I4. For an inoperative rear lamp on a 4-door vehicle, GO to I6.
I2 CHECK FOR VOLTAGE TO THE HIGH MOUNTED STOPLAMP	
• Disconnect: High Mounted Stoplamp C904 or C9040. • For 4-door vehicles, while applying the brake pedal, measure the voltage between the high mounted stoplamp C904-1, circuit CCA26 (BU/GY), harness side and ground.  A0025385 • For 5-door vehicles, while applying the brake pedal, measure the voltage between the high mounted stoplamp C9040-1, circuit CCA26	**Yes** GO to I3. **No** REPAIR circuit CCA26 (BU/GY) for an open. TEST the system for normal operation.

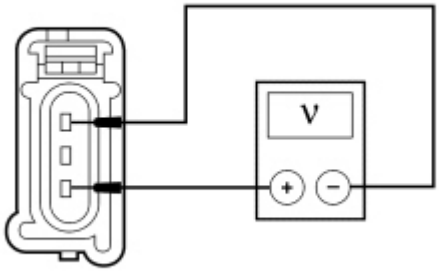
(BU/GY), harness side and ground.  N0107644 • **Is the voltage greater than 10 volts?**	
I3 CHECK THE HIGH MOUNTED STOPLAMP GROUND CIRCUIT FOR AN OPEN	
• For 4-door vehicles, while applying the brake pedal, measure the voltage between the high mounted stoplamp C904-1, circuit CCA26 (BU/GY), harness side and the high mounted stoplamp C904-2, circuit GD143 (BK/VT), harness side.  N0090415 • For 5-door vehicles, while applying the brake pedal, measure the voltage between the high mounted stoplamp C9040-1, circuit CCA26 (BU/GY), harness side and the high mounted stoplamp C9040-2, circuit GD143 (BK/VT), harness side.  N0107645 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new high mounted stoplamp. REFER to High Mounted Stoplamp in this section. TEST the system for normal operation. **No** REPAIR circuit GD143 (BK/VT) for an open. TEST the system for normal operation.
I4 CHECK FOR VOLTAGE TO THE REAR LAMP	
• Disconnect: Inoperative Rear Lamp. • While applying the brake pedal, measure the voltage between the LH	**Yes** GO to I5 .

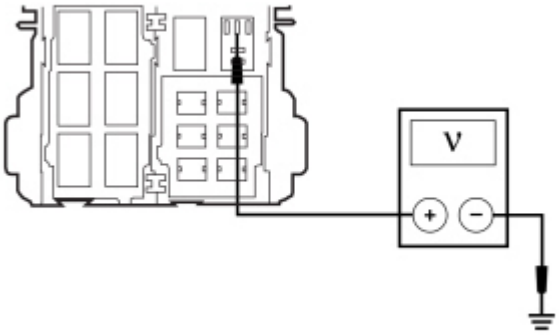
rear lamp C414-3, circuit CCA26 (BU/GY), harness side and ground; or between the RH rear lamp C417-3, circuit CCA26 (BU/GY), harness side and ground.  N0117269 • **Is the voltage greater than 10 volts?**	**No** REPAIR circuit CCA26 (BU/GY) for an open. TEST the system for normal operation.
I5 CHECK THE REAR LAMP GROUND CIRCUIT FOR AN OPEN	
• While applying the brake pedal, measure the voltage between the LH rear lamp C414-3, circuit CCA26 (BU/GY), harness side and the LH rear lamp C414-1, circuit GD143 (BK/VT), harness side; or between the RH rear lamp C417-3, circuit CCA26 (BU/GY), harness side and the RH rear lamp C417-1, circuit GD145 (BK/BU), harness side.  N0117270 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR or INSTALL a new rear lamp harness. TEST the system for normal operation. **No** REPAIR circuit GD143 (BK/VT) (LH rear lamp) or circuit GD145 (BK/BU) (RH rear lamp) for an open. TEST the system for normal operation.
I6 CHECK FOR VOLTAGE TO THE BULB SOCKET	
• Disconnect: Inoperative Rear Lamp. • While applying the brake pedal, measure the voltage between the LH rear lamp C412-3, circuit CLS55 (GN/BU), harness side and ground; or between the RH rear lamp C415-3, circuit CLS54 (BU/OG), harness side and ground.	**Yes** GO to I7 . **No** GO to I8 .



N0066286

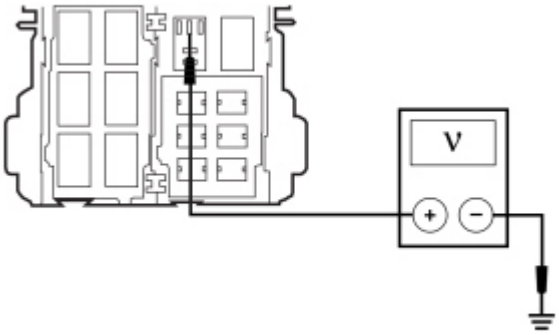
- **Is the voltage greater than 10 volts?**

I7 CHECK THE REAR LAMP GROUND CIRCUIT FOR AN OPEN	
• While applying the brake pedal, measure the voltage between the LH rear lamp C412-3, circuit CLS55 (GN/BU), harness side and the LH rear lamp C412-1, circuit GD143 (BK/VT), harness side; or between the RH rear lamp C415-3, circuit CLS54 (BU/OG), harness side and the RH rear lamp C415-1, circuit GD145 (BK/BU), harness side.  N0088174 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new bulb socket. TEST the system for normal operation. **No** REPAIR circuit GD143 (BK/VT) (LH rear lamp) or circuit GD145 (BK/BU) (RH rear lamp) for an open. TEST the system for normal operation.
I8 CHECK THE TURN RELAY	
• Connect: Inoperative Rear Lamp. • Disconnect: Suspect Turn Relay. • Substitute a known good relay. • Apply the brake pedal and observe the stoplamps. • **Does the stoplamp in question illuminate?**	**Yes** REMOVE the known good relay. INSTALL a new turn relay. TEST the system for normal operation. **No** REMOVE the known good relay. GO to I9 .
I9 CHECK FOR VOLTAGE TO THE TURN RELAY	
• For the LH stoplamp, while applying the brake pedal, measure the voltage between the LH turn relay pin 4, circuit CCA26 (BU/GY), CJB face side and ground.	**Yes** GO to I10 . **No** REPAIR circuit CCA26 (BU/GY) for an open. TEST the system for normal operation.



N0117271

- For the RH stoplamp, while applying the brake pedal, measure the voltage, between the RH turn relay pin 4, circuit CCA26 (BU/GY), CJB face side and ground.

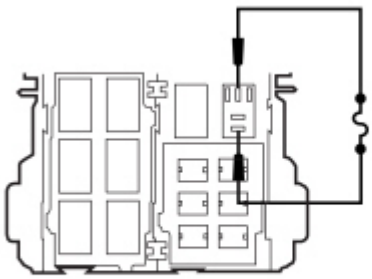


N0117272

- **Is the voltage greater than 10 volts?**

I10 BYPASS THE TURN RELAY

- For the LH stoplamp, connect a fused jumper wire between the LH turn relay pin 4, circuit CCA26 (BU/GY), CJB face side and the LH turn relay pin 3, circuit CLS55 (GN/BU), CJB face side.

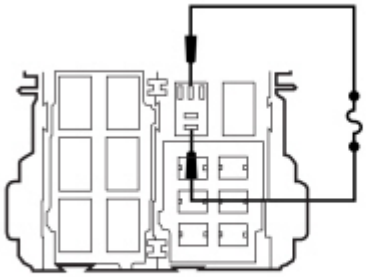


N0117273

- For the RH stoplamp, connect a fused jumper wire between the RH turn relay pin 4, circuit CCA26 (BU/GY), CJB face side and the LH turn relay pin 3, circuit CLS54 (BU/OG), CJB face side.

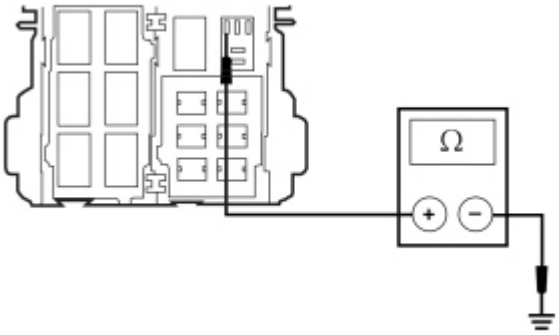
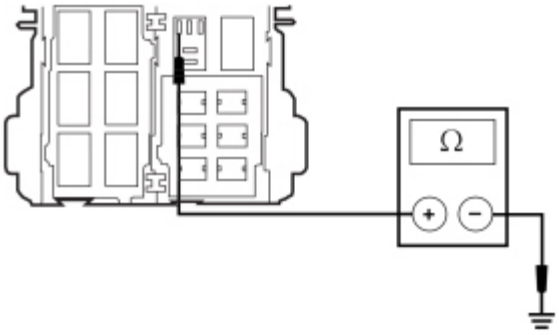
Yes
REMOVE the jumper wire. GO to I11 .

No
REMOVE the jumper wire. REPAIR circuit CLS55 (GN/BU) (LH rear lamp) or circuit CLS54 (BU/OG) (RH rear lamp) for an open. TEST the system for normal operation.



N0117274

- Apply the brake pedal and observe the stoplamps.
- **Does the stoplamp in question illuminate?**

I11 CHECK THE TURN RELAY COIL GROUND CIRCUIT FOR A SHORT TO GROUND	
• Disconnect: BCM C2280D. • For the LH stoplamp, measure the resistance between the LH turn relay pin 2, circuit CLS51 (WH/GN), harness side and the ground.  N0117275 • For the RH stoplamp, measure the resistance between the RH turn relay pin 2, circuit CLS53 (GY/VT), harness side and the ground.  N0117276 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I12 . **No** REPAIR circuit CLS51 (WH/GN) (LH stoplamp) or circuit CLS53 (GY/VT) for a short to ground. CLEAR the DTCs. TEST the system for normal operation.
I12 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal

• Operate the system and verify the concern is still present. • **Is the concern still present?**	operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test J: The Stoplamps Are On Continuously

Normal Operation

On 4-door vehicles, when the brake pedal is applied, voltage is routed to the PCM, the high mounted stoplamp and to the LH and RH turn relays. The voltage passes through the turn relays, on to the LH and RH stoplamps.

On 5-door vehicles, when the brake pedal is applied, voltage is routed to the PCM and all of the stoplamps.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Stoplamp switch
- PCM

PINPOINT TEST J: THE STOPLAMPS ARE ON CONTINUOUSLY

Test Step	Result / Action to Take
J1 CHECK THE STOPLAMP SWITCH	
• Disconnect: Stoplamp Switch C2314. • **Do the stoplamps continue to illuminate?**	**Yes** GO to J2 . **No** INSTALL a new stoplamp switch. REFER to Stoplamp Switch in this section. TEST the system for normal operation.
J2 CHECK THE PCM	
• Disconnect: PCM C175B. • **Do the stoplamps continue to illuminate?**	**Yes** For 4-door vehicles, GO to J3 . For 5-door vehicles, REPAIR circuit CCA26 (BU/GY) for a short to voltage. TEST the system for normal operation. **No** GO to J4 .
J3 ISOLATE THE SHORT TO VOLTAGE	
• Disconnect: LH and RH Turn Relays. • **Does the high mounted**	**Yes** REPAIR circuit CCA26 (BU/GY) for a short to voltage. TEST the system for normal operation.

stoplamp continue to illuminate?	**No** REPAIR circuit CLS55 (GN/BU) (LH stoplamp) or circuit CLS54 (BU/OG) for a short to voltage. TEST the system for normal operation.
J4 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14 .
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Turn Signal and Hazard Lamps

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Body Control Module (BCM) monitors the multifunction switch position by sending voltage signals to the multifunction switch and the Front Controls Interface Module (FCIM). When the multifunction switch is in the LH or RH TURN position, or the hazard flasher lamp switch is pressed, that input signal is routed to ground.

When the BCM receives a request for a turn signal or hazard lamp function, the BCM supplies on/off voltage to the appropriate turn lamps.

On 4-door vehicles, turn relays interrupt the stoplamp switch output and allow the BCM to control voltage to the combination stop/turn lamps.

The timed on/off cycle for the turn lamps is determined by the BCM and is set to flash approximately 75 times per minute if both the front and rear turn lamps operate correctly. If an individual turn lamp is inoperative, the BCM flashes the remaining turn lamp approximately 150 times per minute.

The timed on/off cycle for the hazard lamp function is set to flash all the turn lamps approximately 75 times per minute.

Field-Effect Transistor (FET) Protection

A Field-Effect Transistor (FET) is a type of transistor that, when used with module software, monitors and controls current flow on module outputs. The FET protection strategy prevents module damage in the event of excessive current flow.

The BCM utilizes a FET protective circuit strategy for many of its outputs (such as a turn lamp output circuit). Output loads (current level) are monitored for excessive current (typically short circuits) and are

shut down when a fault event is detected. A short circuit DTC sets when the fault event occurs.

The circuit remains off until the fault is corrected and the ignition is cycled off and then back on, the module resets the FET protection and allows the circuit to function.

The FET protected circuits for the turn lamp system are the turn relay coil ground circuits and the front and rear turn lamp voltage supply circuits.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Multifunction switch • Front Controls Interface Module (FCIM)	• Bulb • Bulb socket(s) • Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the Body Control Module (BCM).

9. If the DTCs retrieved are related to the concern, refer to Diagnostic Trouble Code (DTC) Chart in this section. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The turn signal function is inoperative	• Wiring, terminals or connectors • Multifunction switch • Body Control Module (BCM)	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test K.
• The turn signal function is always on	• Wiring, terminals or connectors • Multifunction switch • BCM	• GO to Pinpoint Test L.
• **NOTE:** NOTE: LED lamps draw low current compared to an incandescent bulb. The Smart Junction Box (SJB) interprets this as a bulb out and fast flashes (bulb outage mode) the turn lamps. The turn signal lamps fast flash and no bulbs are inoperative	• Bulb(s)	• INSTALL a correct bulbs as necessary. TEST the system for normal operation.
• One turn signal/hazard lamp is inoperative/always on (4-door)	• Wiring, terminals or connectors • Bulb socket • Turn relay • BCM	• VERIFY the bulb is OK. If OK, GO to Pinpoint Test M.
• One turn signal/hazard lamp is inoperative/always on (5-door)	• Wiring, terminals or connectors • Bulb socket • BCM	• VERIFY the bulb is OK. If OK, GO to Pinpoint Test N.
• The hazard lamp function is inoperative/always on	• Wiring, terminals or connectors • Front Controls Interface Module (FCIM) • BCM	• GO to Pinpoint Test O.

Pinpoint Tests

Pinpoint Test K: The Turn Signal Function Is Inoperative

Refer to Wiring Diagrams Cell 90 , Turn Signal/Stop/Hazard Lamps for schematic and connector information.

Normal Operation

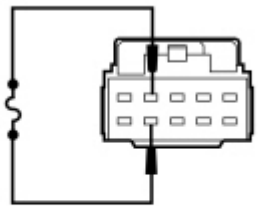
The Body Control Module (BCM) sends voltage signals to the multifunction switch to monitor the LH and RH turn input circuits. The voltage signal is routed to ground when the multifunction switch is placed in the LH or RH TURN position. When the BCM detects the multifunction switch is in the LH or RH TURN position, the BCM sends voltage to the appropriate turn lamps.

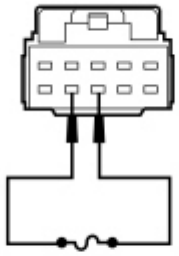
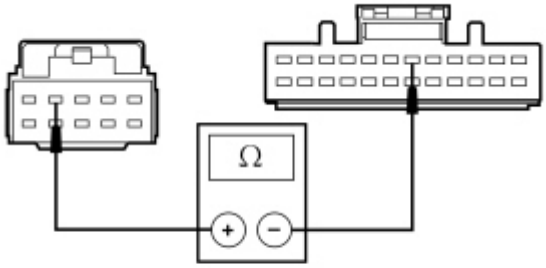
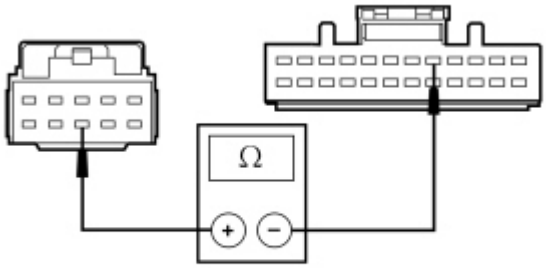
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Multifunction switch
- BCM

PINPOINT TEST K: THE TURN SIGNAL FUNCTION IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
K1 CHECK FOR CORRECT HIGH BEAM OPERATION	
• Place the headlamp switch in the HEADLAMPS ON position. • Place the multifunction switch in the HIGH BEAM position while observing the high beam headlamps. • **Do the high beams operate correctly?**	**Yes** GO to K2 . **No** REFER to Headlamps in this section.
K2 BYPASS THE MULTIFUNCTION SWITCH	
• Ignition OFF. • Disconnect: Multifunction Switch C202A. • For an inoperative LH turn signal, connect a fused jumper wire between the multifunction switch C202A-4, circuit CLS39 (VT/WH), harness side and the multifunction switch C202A-9, circuit GD115 (BK/GY), harness side.  N0117277 • For an inoperative RH turn signal, connect a fused jumper wire between the multifunction switch C202A-8, circuit CLS41 (GY/YE),	**Yes** REMOVE the jumper wire. INSTALL a new multifunction switch. REFER to Section 211-05 . TEST the system for normal operation. **No** REMOVE the jumper wire. GO to K3 .

harness side and the multifunction switch C202A-9, circuit GD115 (BK/GY), harness side.  N0117278 • Ignition ON. • **Do the turn signals in question flash on and off?**	
K3 CHECK THE TURN LAMP REQUEST INPUT CIRCUIT FOR AN OPEN	
• Disconnect: BCM C2280E. • For an inoperative LH turn signal, measure the resistance between the multifunction switch C202A-4, circuit CLS39 (VT/WH), harness side and the BCM C2280E-7, circuit CLS39 (VT/WH), harness side.  N0117279 • For an inoperative RH turn signal, measure the resistance between the multifunction switch C202A-8, circuit CLS41 (GY/YE), harness side and the BCM C2280E-8, circuit CLS41 (GY/YE), harness side.  N0117280 • **Is the resistance less than 5 ohms?**	**Yes** GO to K4 . **No** REPAIR circuit CLS39 (VT/WH) (LH turn) or circuit CLS41 (GY/YE) (RH turn) for an open. TEST the system for normal operation.
K4 CHECK FOR CORRECT BCM OPERATION	
• Disconnect all the BCM connectors.	**Yes**

• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test L: The Turn Signal Function Is Always On

Refer to Wiring Diagrams Cell 90, Turn Signal/Stop/Hazard Lamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends voltage signals to the multifunction switch to monitor the LH and RH turn input circuits. The voltage signal is routed to ground when the multifunction switch is placed in the LH or RH TURN position. When the BCM detects the multifunction switch is in the LH or RH TURN position, the BCM sends voltage to the appropriate turn lamps.

- DTC B1D36:92 (Turn Indicator Switch: Performance Or Incorrect Operation) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the LH and/or the RH turn signal switch input.

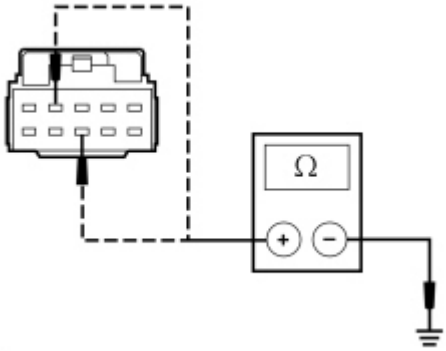
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Multifunction switch
- BCM

PINPOINT TEST L: THE TURN SIGNAL FUNCTION IS ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
L1 CHECK THE MULTIFUNCTION SWITCH	
• Ignition OFF. • Disconnect: Multifunction Switch C202A. • Ignition ON. • **Do the turn lamps continue to flash on and off?**	**Yes** GO to L2. **No** INSTALL a new multifunction switch. REFER to Section 211-05. TEST the system for normal operation.
L2 CHECK THE TURN LAMP REQUEST INPUT CIRCUIT FOR A	

SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280E. • Measure the resistance between the multifunction switch C202A-4 (LH turn lamps), circuit CLS39 (VT/WH), harness side and ground; or between the multifunction switch C202A-8 (RH turn lamps), circuit CLS41 (GY/YE), harness side and ground.  N0117281 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to L3 . **No** REPAIR circuit CLS39 (VT/WH) (LH turn) or circuit CLS41 (GY/YE) (RH turn) for a short to ground. TEST the system for normal operation.
L3 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test M: One Turn Signal/Hazard Lamp Is Inoperative/Always On (4-Door)

Refer to Wiring Diagrams Cell 90 , Turn Signal/Stop/Hazard Lamps for schematic and connector information.

Normal Operation

When the Body Control Module (BCM) detects the multifunction switch is in the LH TURN position, the BCM provides ground for the LH turn relay coil to interrupt the stoplamp switch output to the LH rear lamp, and simultaneously provides on/off voltage to the LH front turn lamp on one output circuit, and to the LH turn relay (switch side) and LH exterior mirror turn lamp (if equipped) on another circuit.

When the Body Control Module (BCM) detects the multifunction switch is in the RH TURN position, the BCM provides ground for the RH turn relay coil to interrupt the stoplamp switch output to the RH rear lamp, and simultaneously provides on/off voltage to the RH front turn lamp on one output circuit, and to the RH turn relay (switch side) and RH exterior mirror turn lamp (if equipped) on another circuit.

The rear lamps are combination stop/turn lamps and are controlled through the rear stoplamp circuitry.

DTC Description	Fault Trigger Conditions
• B132B:12 — Left Stop/Turn Lamp: Circuit Short To Battery	A continuous and on-demand DTC that sets when the BCM detects a short to voltage from the LH turn relay coil ground controlled circuit.
• B132B:14 — Left Stop/Turn Lamp: Circuit Short To Ground Or Open	A continuous and on-demand DTC that sets when the BCM detects an open or short to ground from the LH turn relay coil ground controlled circuit.
• B132C:12 — Right Stop/Turn Lamp: Circuit Short To Battery	A continuous and on-demand DTC that sets when the BCM detects a short to voltage from the RH turn relay coil ground controlled circuit.
• B132C:14 — Right Stop/Turn Lamp: Circuit Short To Ground Or Open	A continuous and on-demand DTC that sets when the BCM detects an open or short to ground from the RH turn relay coil ground controlled circuit.
• B1D06:11 — Left Turn Indicator: Circuit Short To Ground	A continuous and on-demand DTC that sets when the BCM detects a short to ground from the LH front or LH rear turn lamp voltage supply circuits.
• B1D06:15 — Left Turn Indicator: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects an open or short to voltage from the LH front or LH rear turn lamp voltage supply circuits.
• B1D07:11 — Right Turn Indicator: Circuit Short To Ground	A continuous and on-demand DTC that sets when the BCM detects a short to ground from the RH front or RH rear turn lamp voltage supply circuits.
• B1D07:15 — Right Turn Indicator: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects an open or short to voltage from the RH front or RH rear turn lamp voltage supply circuits.

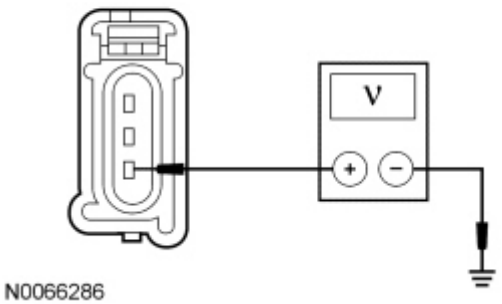
This pinpoint test is intended to diagnose the following:

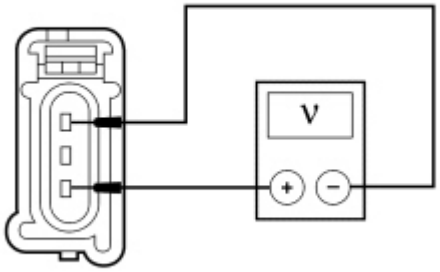
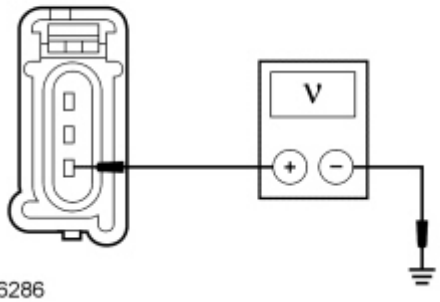
- Wiring, terminals or connectors
- Bulb socket
- Turn relay
- BCM

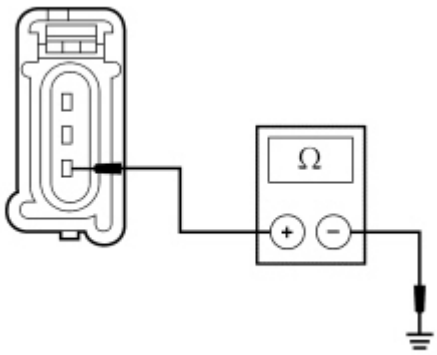
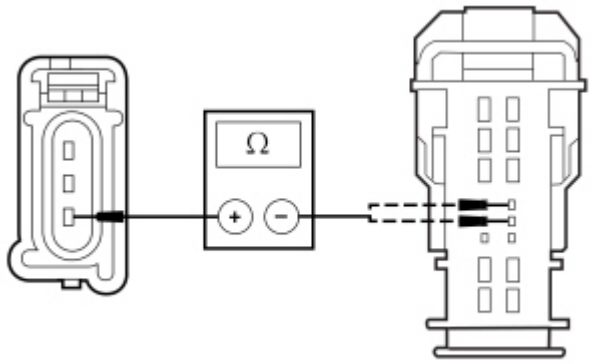
PINPOINT TEST M: ONE TURN SIGNAL/HAZARD LAMP IS INOPERATIVE/ALWAYS ON (4-DOOR)

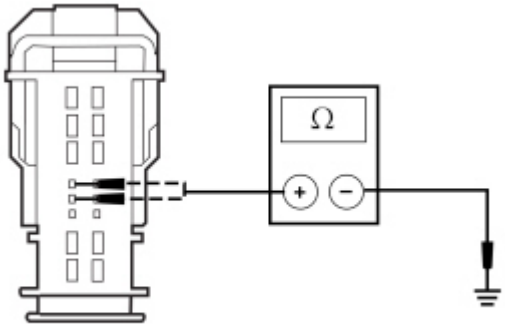
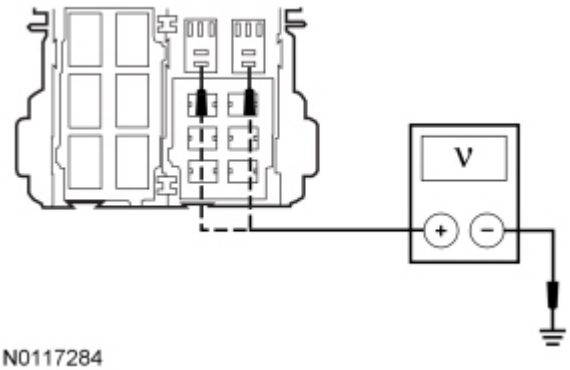
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

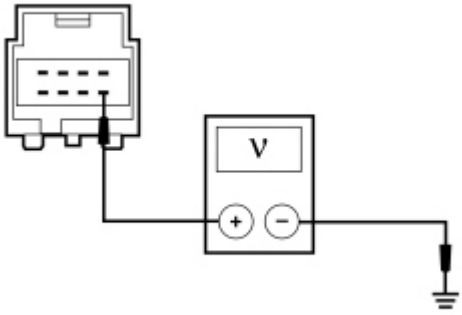
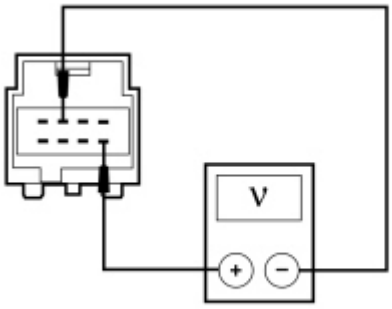
Test Step	Result / Action to Take
M1 CHECK THE STOPLAMPS	
• Ignition OFF. • Apply and release the brake pedal while observing the stoplamps. • **Do the stoplamps operate correctly?**	**Yes** GO to M2 . **No** REFER to Stoplamps in this section.
M2 DETERMINE IF A TURN LAMP IS ALWAYS ON	
NOTE: If the turn lamps are flashing, GO to Pinpoint Test L . • Ignition ON.	**Yes** GO to M3 .

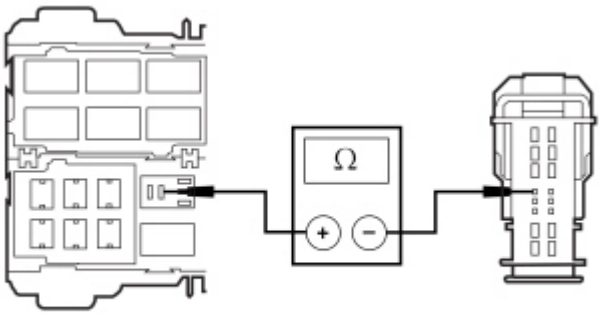
• Activate the hazard lamp function and monitor the turn lamps. • **Is any turn lamp on?**	**No** For a front turn lamp, GO to M4 . For a rear or exterior mirror turn lamp, GO to M9 .
M3 CHECK THE BCM TURN LAMP OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Deactivate the hazard lamp function . • Ignition OFF. • Disconnect: BCM C2280A (Front Turn Lamp). • Disconnect: BCM C2280C (Rear or Exterior Mirror Turn Lamp). • Ignition ON. • Activate the hazard lamp function . • **Does the turn lamp in question continue to illuminate?**	**Yes** For the LH front turn lamp, REPAIR circuit CLS21 (BU/GN) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. For the RH front turn lamp, REPAIR circuit CLS25 (YE/VT) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. For the LH rear or exterior mirror turn lamp, REPAIR circuit CLS23 (GY/OG) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. For the RH rear or exterior mirror turn lamp, REPAIR circuit CLS27 (GN/OG) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. **No** GO to M19 .
M4 CHECK FOR VOLTAGE TO THE FRONT TURN LAMP	
• Ignition OFF. • Disconnect: Inoperative Front Lamp. • Activate the hazard lamp function . • Measure the voltage between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and ground; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and ground.  N0066286 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	**Yes** GO to M5 . **No** GO to M6 .
M5 CHECK THE FRONT TURN LAMP GROUND CIRCUIT FOR	

AN OPEN	
• Measure the voltage between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and the LH front lamp C1023-1, circuit GD188 (BK/YE), harness side; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and the RH front lamp C1043-1, circuit GD123 (BK/GY), harness side.  N0088174 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	**Yes** INSTALL a new bulb socket. CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR circuit GD188 (BK/YE) (LH turn) or circuit GD123 (BK/GY) (RH turn) for an open. CLEAR the DTCs. TEST the system for normal operation.
M6 CHECK THE FRONT TURN LAMP BULB SOCKET FOR A SHORT TO GROUND	
• Deactivate the hazard lamp function . • Cycle the ignition on then off. • Activate the hazard lamp function . • Measure the voltage between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and ground; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and ground.  N0066286 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	**Yes** INSTALL a new bulb socket. CLEAR the DTCs. TEST the system for normal operation. **No** GO to M7 .
M7 CHECK THE FRONT TURN LAMP VOLTAGE CIRCUIT FOR A SHORT TO GROUND	
• Deactivate the hazard lamp function . • Disconnect: BCM C2280A. • Measure the resistance between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and ground; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and ground.	**Yes** GO to M8 . **No** REPAIR circuit CLS21 (BU/GN) (LH turn) or CLS25 (YE/VT) (RH turn) for a short to ground.

 N0077657 • **Is the resistance greater than 10,000 ohms?**	CLEAR the DTCs. CYCLE the ignition. TEST the system for normal operation.
M8 CHECK THE FRONT TURN LAMP VOLTAGE CIRCUIT FOR AN OPEN	
• Measure the resistance between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and the BCM C2280A-5, circuit CLS21 (BU/GN), harness side; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and the BCM C2280A-6, circuit CLS25 (YE/VT), harness side.  N0117282 • **Is the resistance less than 5 ohms?**	**Yes** GO to M19 . **No** REPAIR circuit CLS21 (BU/GN) (LH turn) or CLS25 (YE/VT) (RH turn) for an open. CLEAR the DTCs. TEST the system for normal operation.
M9 USE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Deactivate the hazard lamp function. • Check the recorded results from the BCM on-demand self-test. • **Is DTC B1D06:11 or DTC B1D07:11 present?**	**Yes** If equipped with exterior mirror turn lamps, GO to M10 . If not equipped with exterior mirror turn lamps, GO to M11 . **No** GO to M12 .
M10 CHECK THE EXTERIOR MIRROR FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: LH Exterior Mirror C521 (DTC B1D06:11). • Disconnect: RH Exterior Mirror C601 (DTC B1D07:11). • Cycle the ignition on and then off. • Activate the hazard lamp function. • **Does the rear lamp flash on and off?**	**Yes** INSTALL a new exterior mirror. REFER to Section 501-09 . TEST the system for normal operation. **No** GO to M11 .

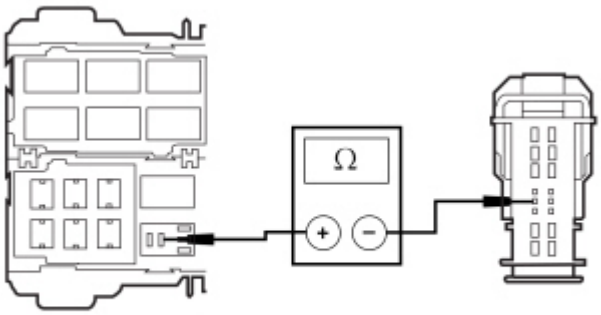
M11 CHECK THE BCM REAR TURN LAMP OUTPUT CIRCUIT FOR A SHORT TO GROUND	
• Deactivate the hazard lamp function. • Disconnect: Corresponding LH or RH Turn Relay. • Disconnect: BCM C2280C. • Measure the resistance between the BCM C2280C-12 (DTC B1D06:11), circuit CLS23 (GY/OG), harness side and ground; or between the BCM C2280C-13 (DTC B1D07:11), circuit CLS27 (GN/OG), harness side and ground.  N0117312 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to M19 . **No** REPAIR circuit CLS23 (GY/OG) (LH turn) or circuit CLS27 (GN/OG) (RH turn) for a short to ground. CLEAR the DTCs. CYCLE the ignition. TEST the system for normal operation.
M12 CHECK FOR VOLTAGE TO THE TURN RELAY OR EXTERIOR MIRROR	
NOTE: If both the rear turn and exterior mirror turn lamps are inoperative, follow the diagnostics for the rear turn lamp. • Ignition OFF. • Disconnect: Suspect Turn Relay or Exterior Mirror. • Activate the hazard lamp function. • For an inoperative rear turn lamp, measure the voltage between the LH turn relay pin 5, CJB face side, circuit CLS23 (GY/OG), harness side and ground; or between the RH turn relay pin 5, CJB face side, circuit CLS27 (GN/OG), harness side and ground.  N0117284 • For an inoperative exterior mirror turn lamp, measure the voltage between the LH exterior mirror, C521-8, circuit CLS23 (GY/OG), harness side and ground; or between the RH exterior mirror, C601-8, circuit CLS27 (GN/OG), harness side and ground.	**Yes** For an inoperative exterior mirror turn lamp, GO to M13 . For an inoperative rear turn lamp, GO to M15 . **No** For an inoperative exterior mirror turn lamp, REPAIR circuit CLS23 (GY/OG) (LH turn) or circuit CLS27 (GN/OG) (RH turn) for an open. TEST the system for normal operation. For an inoperative rear turn lamp, GO to M14 .

 N0117285 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	
M13 CHECK THE EXTERIOR MIRROR GROUND CIRCUIT FOR AN OPEN	
• Measure the voltage between the LH exterior mirror C521-8, circuit CLS23 (GY/OG), harness side and the LH exterior mirror C521-2, circuit GD143 (BK/VT), harness side; or between RH exterior mirror, C601-8, circuit CLS27 (GN/OG), harness side and the RH exterior mirror C601-2, circuit GD145 (BK/BU), harness side.  N0117286 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	**Yes** INSTALL a new exterior mirror. REFER to Section 501-09 . TEST the system for normal operation. **No** REPAIR the circuit GD143 (BK/VT) (LH turn) or circuit GD145 (BK/BU) (RH turn) for an open. TEST the system for normal operation.
M14 CHECK THE BCM REAR TURN LAMP OUTPUT CIRCUIT FOR AN OPEN	
• Deactivate the hazard lamp function. • Disconnect: BCM C2280C. • For an inoperative LH rear turn lamp, measure the resistance between the LH turn relay pin 5, circuit CLS23 (GY/OG), CJB face side and the BCM C2280C-12, circuit CLS23 (GY/OG), harness side.	**Yes** GO to M19 . **No** REPAIR circuit CLS23 (GY/OG) (LH turn) or circuit CLS27 (GN/OG) (RH turn) for an open. CLEAR the DTCs. TEST the system for normal operation.



N0117310

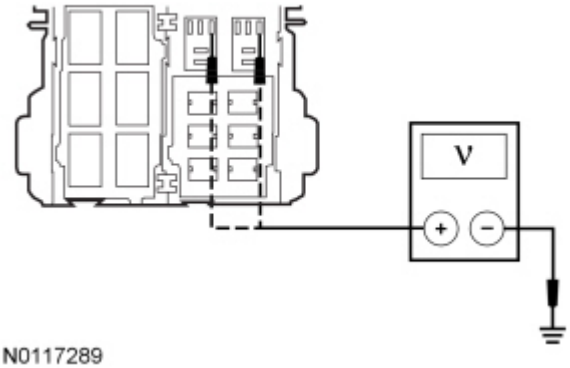
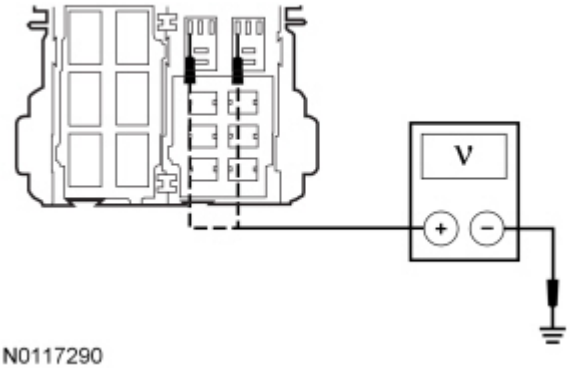
- For an inoperative RH rear turn lamp, measure the resistance between the RH turn relay pin 5, circuit CLS27 (GN/OG), CJB face side and the BCM C2280C-13, circuit CLS27 (GN/OG), harness side.

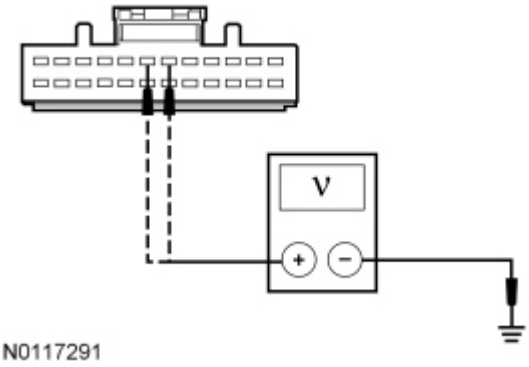


N0117311

- **Is the resistance less than 5 ohms?**

M15 CHECK THE TURN RELAY	
• Deactivate the hazard lamp function. • Substitute a known good relay. • Activate the hazard lamp function. • **Does the suspect rear turn lamp flash on and off?**	**Yes** REMOVE the known good relay. INSTALL a new turn relay. TEST the system for normal operation. **No** REMOVE the known good relay. GO to M16 .
M16 CHECK THE FOR VOLTAGE TO THE TURN RELAY	
• Deactivate the hazard lamp function. • Measure the voltage between the LH turn relay pin 1, circuit SBP18 (YE/RD), CJB face side and ground; or between the RH turn relay pin 1, circuit SBP18 (YE/RD), CJB face side and ground.	**Yes** GO to M17 . **No** REPAIR circuit SBP18 (YE/RD) for an open. TEST the system for normal operation

 N0117289 • **Is the voltage greater than 10 volts?**	
M17 CHECK THE TURN RELAY GROUND CONTROLLED CIRCUIT FOR A SHORT TO VOLTAGE • Disconnect: BCM C2280D. • Ignition ON. • Measure the voltage between the LH turn relay pin 2, circuit CLS51 (WH/GN), CJB face side and ground; or between the RH turn relay pin 2, circuit CLS53 (GY/VT), CJB face side and ground.  N0117290 • **Is any voltage present?**	**Yes** REPAIR circuit CLS51 (WH/GN) (LH turn) or circuit CLS53 (GY/VT) (RH turn) for a short to voltage. CLEAR the DTCs. CYCLE the ignition. TEST the system for normal operation. **No** GO to M18 .
M18 CHECK THE TURN RELAY GROUND CONTROLLED CIRCUIT FOR AN OPEN • Ignition OFF. • Connect: Suspect Turn Relay. • Measure the voltage between the BCM C2280D-6 (LH turn), circuit CLS51 (WH/GN), harness side and ground; or between the BCM C2280D-7 (RH turn), circuit CLS53 (GY/VT), harness side and ground.	**Yes** GO to M19 . **No** REPAIR circuit CLS51 (WH/GN) (LH turn) or circuit CLS53 (GY/VT) (RH turn) for an open. CLEAR the DTCs. TEST the system for normal operation.

 N0117291 • **Is the voltage greater than 10 volts?**	

M19 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test N: One Turn Signal/Hazard Lamp Is Inoperative/Always On (5-Door)

Refer to Wiring Diagrams Cell 90, Turn Signal/Stop/Hazard Lamps for schematic and connector information.

Normal Operation

When the Body Control Module (BCM) detects the multifunction switch is in the LH TURN position, the BCM provides on/off voltage to the LH front turn lamp on one output circuit, and to the LH rear and LH exterior mirror turn lamp (if equipped) on another circuit.

When the BCM detects the multifunction switch is in the RH TURN position, the BCM provides on/off voltage to the RH front turn lamp on one output circuit, and to the RH rear and RH exterior mirror turn lamp (if equipped) on another circuit.

DTC Description	Fault Trigger Conditions
• B1D06:11 — Left Turn Indicator: Circuit Short To Ground	A continuous and on-demand DTC that sets when the BCM detects a short to ground from the LH front or LH rear turn lamp voltage supply circuits.
• B1D06:15 — Left Turn Indicator: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects an open or short to voltage from the LH front or LH rear turn lamp voltage supply circuits.
• B1D07:11 — Right Turn Indicator: Circuit Short To Ground	A continuous and on-demand DTC that sets when the BCM detects a short to ground from the RH front or RH rear turn lamp voltage supply circuits.
• B1D07:15 — Right Turn	A continuous and on-demand DTC that sets when the BCM

Indicator: Circuit Short To Battery Or Open	detects an open or short to voltage from the RH front or RH rear turn lamp voltage supply circuits.

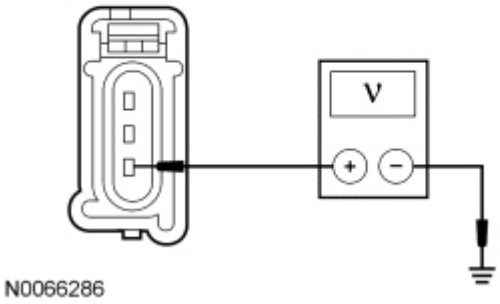
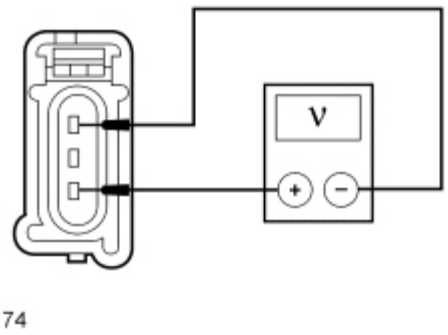
This pinpoint test is intended to diagnose the following:

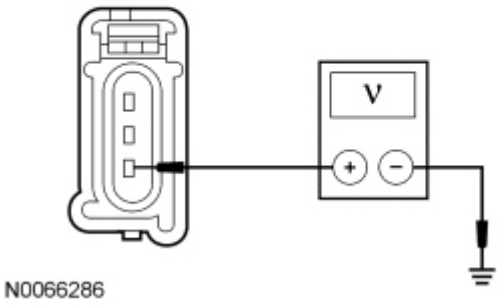
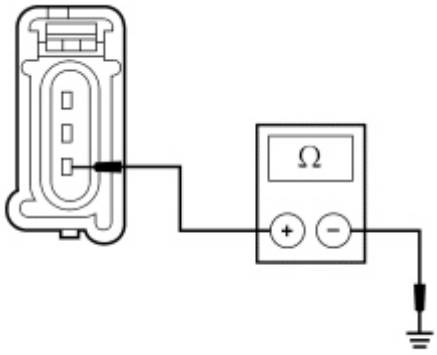
- Wiring, terminals or connectors
- Bulb socket
- BCM

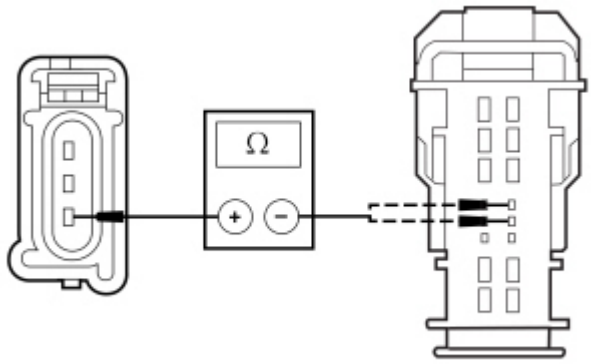
PINPOINT TEST N: ONE TURN SIGNAL/HAZARD LAMP IS INOPERATIVE/ALWAYS ON (5-DOOR)

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
N1 CHECK THE STOPLAMPS	
• Ignition OFF. • Apply and release the brake pedal while observing the stoplamps. • **Do the stoplamps operate correctly?**	**Yes** GO to N2. **No** REFER to Stoplamps in this section.
N2 DETERMINE IF A TURN LAMP IS ALWAYS ON	
NOTE: If the turn lamps are flashing, GO to Pinpoint Test L. • Ignition ON. • **Is any turn lamp on?**	**Yes** GO to N3. **No** For a front turn lamp, GO to N4. For a rear or exterior mirror turn lamp, GO to N9.
N3 CHECK THE BCM TURN LAMP OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Deactivate the hazard lamp function. • Ignition OFF. • Disconnect: BCM C2280A (Front Turn Lamp). • Disconnect: BCM C2280C (Rear or Exterior Mirror Turn Lamp). • Ignition ON. • **Does the turn lamp in question continue to illuminate?**	**Yes** For the LH front turn lamp, REPAIR circuit CLS21 (BU/GN) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. For the RH front turn lamp, REPAIR circuit CLS25 (YE/VT) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. For the LH rear or exterior mirror turn lamp, REPAIR circuit CLS23 (GY/OG) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. For the RH rear or exterior mirror turn lamp, REPAIR circuit CLS27 (GN/OG) for a short to voltage. CLEAR the

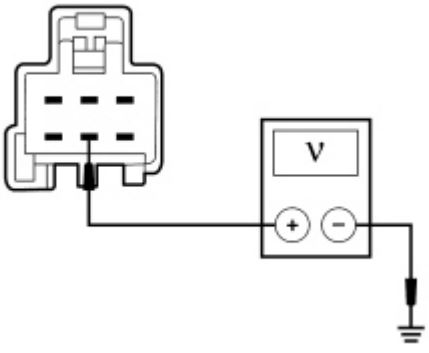
	DTCs. TEST the system for normal operation. **No** GO to N16 .
N4 CHECK FOR VOLTAGE TO THE FRONT TURN LAMP • Ignition OFF. • Disconnect: Inoperative Front Lamp. • Activate the hazard lamp function. • Measure the voltage between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and ground; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and ground.  N0066286 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	**Yes** GO to N5 . **No** GO to N6 .
N5 CHECK THE FRONT TURN LAMP GROUND CIRCUIT FOR AN OPEN • Measure the voltage between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and the LH front lamp C1023-1, circuit GD188 (BK/YE), harness side; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and the RH front lamp C1043-1, circuit GD123 (BK/GY), harness side.  N0088174 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	**Yes** INSTALL a new bulb socket. CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR circuit GD188 (BK/YE) (LH turn) or circuit GD123 (BK/GY) (RH turn) for an open. CLEAR the DTCs. TEST the system for normal operation.
N6 CHECK THE FRONT TURN LAMP BULB SOCKET FOR A SHORT TO GROUND • Deactivate the hazard lamp function. • Cycle the ignition on then off. • Activate the hazard lamp function.	**Yes** INSTALL a new bulb socket. CLEAR the DTCs.

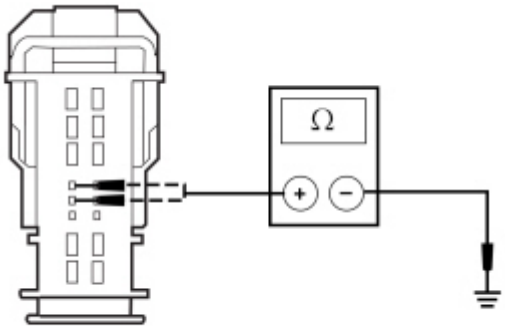
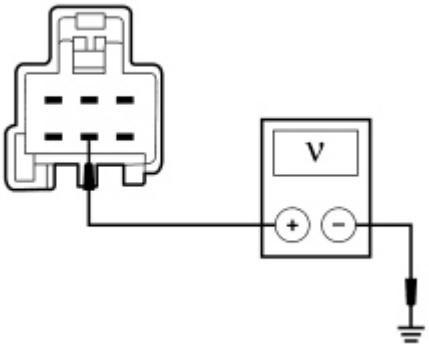
• Measure the voltage between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and ground; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and ground.  N0066286 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	TEST the system for normal operation. **No** GO to N7 .
N7 CHECK THE FRONT TURN LAMP VOLTAGE CIRCUIT FOR A SHORT TO GROUND	
• Deactivate the hazard lamp function. • Disconnect: BCM C2280A. • Measure the resistance between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and ground; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and ground.  N0077657 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to N8 . **No** REPAIR circuit CLS21 (BU/GN) (LH turn) or CLS25 (YE/VT) (RH turn) for a short to ground. CLEAR the DTCs. CYCLE the ignition. TEST the system for normal operation.
N8 CHECK THE FRONT TURN LAMP VOLTAGE CIRCUIT FOR AN OPEN	
• Measure the resistance between the LH front turn lamp C1023-3, circuit CLS21 (BU/GN), harness side and the BCM C2280A-5, circuit CLS21 (BU/GN), harness side; or between the RH front turn lamp C1043-3, circuit CLS25 (YE/VT), harness side and the BCM C2280A-6, circuit CLS25 (YE/VT), harness side.	**Yes** GO to N16 . **No** REPAIR circuit CLS21 (BU/GN) (LH turn) or CLS25 (YE/VT) (RH turn) for an open. CLEAR the DTCs. TEST the system for normal operation.

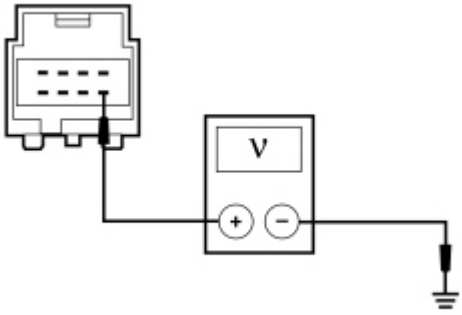


N0117282

- **Is the resistance less than 5 ohms?**

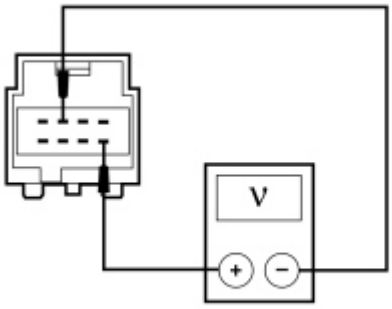
N9 USE THE RECORDED DTCs FROM THE BCM SELF-TEST • Deactivate the hazard lamp function. • Check the recorded results from the BCM on-demand self-test. • **Is DTC B1D06:11 or DTC B1D07:11 present?**	**Yes** If equipped with exterior mirror turn lamps, GO to N10. If not equipped with exterior mirror turn lamps, GO to N11. **No** GO to N13.
N10 CHECK THE EXTERIOR MIRROR FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: LH Exterior Mirror C521 (DTC B1D06:11). • Disconnect: RH Exterior Mirror C601 (DTC B1D07:11). • Cycle the ignition on and then off. • Activate the hazard lamp function. • **Does the rear lamp flash on and off?**	**Yes** INSTALL a new exterior mirror. REFER to Section 501-09. TEST the system for normal operation. **No** GO to N11.
N11 CHECK THE REAR TURN LAMP BULB SOCKET FOR A SHORT TO GROUND • Disconnect: Inoperative Rear Lamp. • Deactivate the hazard lamp function. • Cycle the ignition on then off. • Activate the hazard lamp function. • Measure the voltage between the LH rear turn lamp C414-5, circuit CLS23 (GY/OG), harness side and ground; or between the RH rear turn lamp C417-5, circuit CLS27 (GN/OG), harness side and ground.  N0104366	**Yes** INSTALL a new bulb socket. CLEAR the DTCs. CYCLE the ignition. TEST the system for normal operation. **No** GO to N12.

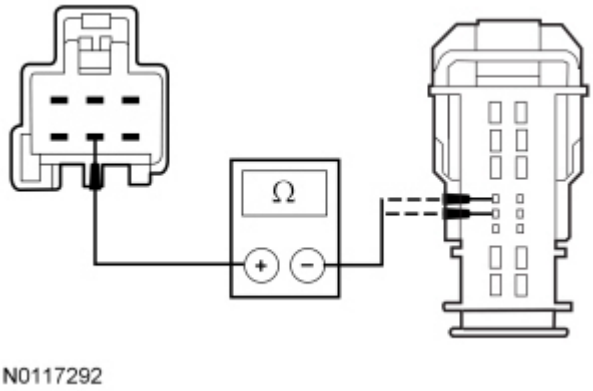
• **Does the voltage alternate between 0 volts and greater than 10 volts?**	
N12 CHECK THE BCM REAR TURN LAMP OUTPUT CIRCUIT FOR A SHORT TO GROUND	
• Deactivate the hazard lamp function. • Disconnect: BCM C2280C. • Measure the resistance between the BCM C2280C-12 (LH turn), circuit CLS23 (GY/OG), harness side and ground; or between the BCM C2280D-13(RH turn), circuit CLS27 (GN/OG), harness side and ground.  N0117312 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to N16 . **No** REPAIR circuit CLS23 (GY/OG) (LH turn) or circuit CLS27 (GN/OG) (RH turn) for a short to ground. CLEAR the DTCs. CYCLE the ignition. TEST the system for normal operation.
N13 CHECK FOR VOLTAGE TO THE REAR TURN LAMP OR EXTERIOR MIRROR	
NOTE: If both the rear turn and exterior mirror turn lamps are inoperative, follow the diagnostics for the rear turn lamp. • Ignition OFF. • Disconnect: Inoperative Rear Lamp or Exterior Mirror. • Activate the hazard lamp function. • For an inoperative rear turn lamp, measure the voltage between the LH rear turn lamp C414-5, circuit CLS23 (GY/OG), harness side and ground; or between the RH rear turn lamp C417-5, circuit CLS27 (GN/OG), harness side and ground.  N0104366 • For an inoperative exterior mirror turn lamp, measure the voltage between the LH exterior mirror, C521-8, circuit CLS23 (GY/OG), harness side and ground; or between the RH exterior mirror, C601-8, circuit CLS27 (GN/OG), harness side and ground.	**Yes** For an inoperative exterior mirror turn lamp, GO to N14 . For an inoperative rear turn lamp, REPAIR or INSTALL a new rear lamp harness. CLEAR the DTCs. TEST the system for normal operation. **No** For an inoperative exterior mirror turn lamp, REPAIR circuit CLS23 (GY/OG) (LH turn) or circuit CLS27 (GN/OG) (RH turn) for an open. TEST the system for normal operation. For an inoperative rear turn lamp, GO to N15 .



N0117285

- **Does the voltage alternate between 0 volts and greater than 10 volts?**

N14 CHECK THE EXTERIOR MIRROR GROUND CIRCUIT FOR AN OPEN	
• Measure the voltage between the LH exterior mirror C521-8, circuit CLS23 (GY/OG), harness side and the LH exterior mirror C521-2, circuit GD143 (BK/VT), harness side; or between RH exterior mirror, C601-8, circuit CLS27 (GN/OG), harness side and the RH exterior mirror C601-2, circuit GD145 (BK/BU), harness side.  N0117286 • **Does the voltage alternate between 0 volts and greater than 10 volts?**	**Yes** INSTALL a new exterior mirror. REFER to Section 501-09 . TEST the system for normal operation. **No** REPAIR the circuit GD143 (BK/VT) (LH turn) or circuit GD145 (BK/BU) (RH turn) for an open. TEST the system for normal operation.
N15 CHECK THE BCM REAR TURN LAMP OUTPUT CIRCUIT FOR AN OPEN	
• Deactivate the hazard lamp function. • Disconnect: BCM C2280C. • Measure the resistance between the LH rear turn lamp C414-5, circuit CLS23 (GY/OG), harness side and the BCM C2280C-12, circuit CLS23 (GY/OG), harness side; or between the RH rear turn lamp C417-5, circuit CLS27 (GN/OG), harness side and the BCM C2280C-13, circuit CLS27 (GN/OG), harness side.	**Yes** GO to N16 . **No** REPAIR circuit CLS23 (GY/OG) (LH turn) or circuit CLS27 (GN/OG) (RH turn) for an open. CLEAR the DTCs. TEST the system for normal operation.

 N0117292 • **Is the resistance less than 5 ohms?**	

N16 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test O: The Hazard Lamp Function Is Inoperative/Always On

Refer to Wiring Diagrams Cell 90, Turn Signal/Stop/Hazard Lamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends a voltage signal to the Front Controls Interface Module (FCIM). The voltage signal is routed to ground when the hazard flasher lamp switch is activated. When the BCM detects a request for the hazard lamps, the BCM provides on/off voltage to all the turn lamps.

- DTC B1D35:23 (Hazard Switch: Signal Stuck Low) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the hazard flasher lamp switch input circuit.

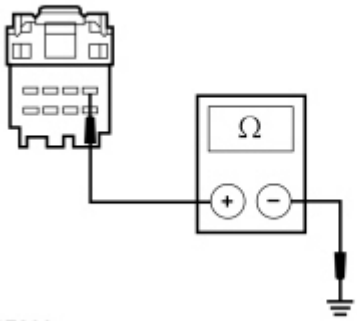
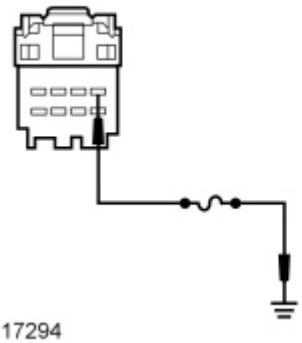
This pinpoint test is intended to diagnose the following:

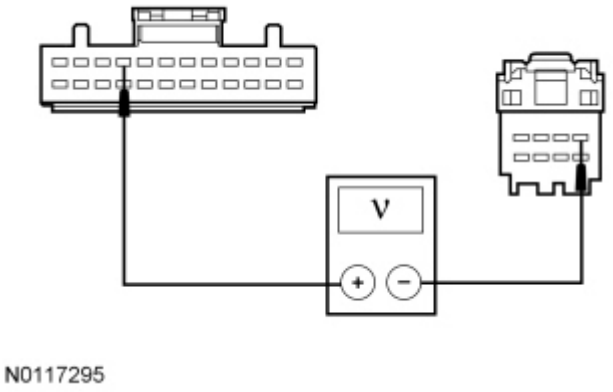
- Wiring, terminals or connectors
- FCIM
- BCM

PINPOINT TEST O: THE HAZARD LAMP FUNCTION IS INOPERATIVE/ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to

	Take
O1 CHECK THE RECORDED DTCs FROM THE BCM SELF-TEST • Check the recorded DTCs from the BCM self-test. • **Is DTC B1D35:23 present?**	**Yes** GO to O2. **No** GO to O4.
O2 CHECK THE FCIM • Ignition OFF. • Disconnect: FCIM C2402. • Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • Clear the DTCs and repeat the BCM self-test. • **Is DTC B1D35:23 still present?**	**Yes** GO to O3. **No** GO to O6.
O3 CHECK THE HAZARD LAMP REQUEST INPUT CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: BCM C2280F. • Measure the resistance between the FCIM C2402-1, circuit CLS32 (BN/YE), harness side and ground.  N0117293 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to O7. **No** REPAIR circuit CLS32 (BN/YE) for a short to ground. CLEAR the DTCs. TEST the system for normal operation.
O4 BYPASS THE FCIM • Ignition OFF. • Disconnect: FCIM C2402. • Connect and remove a fused jumper wire between the FCIM C2402-1, circuit CLS32 (BN/YE), harness side and ground.  N0117294 • **Does the hazard lamp function operate?**	**Yes** GO to O6. **No** GO to O5.

O5 CHECK THE HAZARD LAMP REQUEST INPUT CIRCUIT FOR AN OPEN	
• Disconnect: BCM C2280F. • Measure the resistance between the BCM C2280F-4, circuit CLS32 (BN/YE), harness side and the FCIM C2402-1, circuit CLS32 (BN/YE), harness side.  N0117295 • **Is the resistance less than 5 ohms?**	**Yes** GO to O7 . **No** REPAIR circuit CLS32 (BN/YE) for an open. TEST the system for normal operation.
O6 CHECK FOR CORRECT FCIM OPERATION	

• Disconnect all the FCIM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the FCIM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FCIM . REFER to Section 415-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

O7 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Parking, Rear and License Plate Lamps

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Body Control Module (BCM) monitors the headlamp switch position by sending voltage signals on multiple circuits to the headlamp switch. There is one circuit for each headlamp switch position. At any given time, one of the signal circuits is switched to ground to indicate the headlamp switch position.

If, when the ignition is in RUN, the BCM does not detect any active inputs from the headlamp switch or if the BCM detects multiple headlamp switch input circuits short to ground, the BCM turns the parking lamps and headlamps on and keeps them on until the ignition is transitioned OFF.

If either situation occurs, the BCM **cannot** be ruled immediately as being at fault. This is normal behavior of the BCM design as a fault has been detected with the inputs from the headlamp switch.

When the BCM receives an input from the headlamp switch indicating a request for the parking lamps, the supplies voltage to the exterior lamps.

Field-Effect Transistor (FET) Protection

A Field-Effect Transistor (FET) is a type of transistor that, when used with module software, monitors and controls current flow on module outputs. The FET protection strategy prevents module damage in the event of excessive current flow.

The BCM utilizes a FET protective circuit strategy for many of its outputs (such as a turn lamp output circuit). Output loads (current level) are monitored for excessive current (typically short circuits) and are shut down when a fault event is detected. A short circuit DTC sets when the fault event occurs.

The circuit remains off until the fault is corrected and the ignition is cycled off and then back on, the module resets the FET protection and allows the circuit to function.

The FET protected circuits for the parking lamp system are the LH rear (and license plate lamps), the RH rear, LH front, RH front and front marker lamp voltage supply circuits.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Headlamp switch	• Battery Junction Box (BJB) fuse 22 (15A) • Bulb(s) • Bulb socket(s) • Auxiliary parking lamp(s) • Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the SJB.

9. If the DTCs retrieved are related to the concern, refer to Diagnostic Trouble Code (DTC) Chart in this section. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• One or more parking, rear or license plate lamps is inoperative	• Fuse • Wiring, terminals or connectors • Bulb socket • Auxiliary parking lamp • Body Control Module (BCM)	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test P .
• The parking, rear or license plate lamps are on continuously	• Wiring, terminals or connectors • BCM	• GO to Pinpoint Test Q .

Pinpoint Tests

Pinpoint Test P: One Or More Parking, Rear or License Plate Lamps Is Inoperative

Refer to Wiring Diagrams Cell 92 , Parking, Rear and License Lamps for schematic and connector information.

Normal Operation

The Battery Junction Box (BJB) fuse 22 (15A) provides voltage to the Body Control Module (BCM) for the parking lamps. When the headlamp switch is placed in the PARKING LAMPS ON position, the BCM provides voltage on 5 separate circuits to the front and rear parking and license plate lamps.

If a fault exists with the headlamp switch input, the BCM faults the parking lamps and low beam headlamps on.

DTC Description	Fault Trigger Conditions
• B1098:11 — Left Position Light: Circuit Short To Ground	A continuous and on-demand DTC that sets when the BCM detects a short to ground from the LH front or LH rear parking lamp voltage supply circuits.
• B1098:15 — Left Position Light: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects an open from the LH front or LH rear parking lamp voltage supply circuits.
• B1099:11 — Right Position Light: Circuit Short To Ground	A continuous and on-demand DTC that sets when the BCM detects a short to ground from the RH front or RH rear parking lamp voltage supply circuits.
• B1099:15 — Right Position Light: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects an open from the RH front or RH rear parking lamp voltage supply circuits.
• B1118:11 — Left Rear Sidemarker: Circuit Short To Ground	A continuous and on-demand DTC that sets when the BCM detects a short to ground from the front side marker lamps voltage supply circuit.

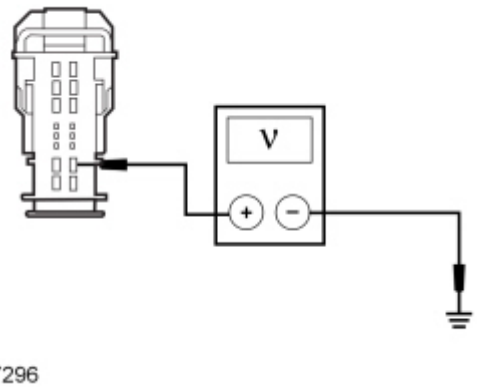
• B1118:15 — Left Rear Sidemarker: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects an open from the front side marker lamps voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- Bulb socket
- Auxiliary parking lamp
- BCM

PINPOINT TEST P: ONE OR MORE PARKING, REAR OR LICENSE PLATE LAMPS IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
P1 DETERMINE IF ALL THE PARKING LAMPS ARE INOPERATIVE	
• Ignition OFF. • Place the headlamp switch in the PARKING LAMPS ON position. • **Are all the parking lamps inoperative?**	**Yes** VERIFY the BJB fuse 22 (15A) is OK. If OK, GO to P2. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. **No** GO to P3.
P2 CHECK FOR VOLTAGE TO THE BCM	
• Place the headlamp switch in the OFF position. • Disconnect: BCM C2280A. • Measure the voltage between the BCM C2280A-7, circuit SBB22 (BN/RD), harness side and ground.  N0117296 • **Is the voltage greater than 10 volts?**	**Yes** GO to P6. **No** REPAIR circuit SBB22 (BN/RD) for an open. TEST the system for normal operation.
P3 CHECK FOR VOLTAGE TO THE INOPERATIVE PARKING LAMP	
NOTE: If the LH rear and both license plate lamps are	**Yes**

inoperative, follow the diagnostics for the rear lamp.

- Place the headlamp switch in the OFF position.
- Disconnect: Inoperative Lamp.
- Place the headlamp switch in the PARKING LAMPS ON position.
- Measure the voltage between the inoperative lamp, harness side and ground as follows:

Inoperative Lamp	Connector-Pin	Circuit
LH front	C1023-2	CLS06 (GN/OG)
RH front	C1043-2	CLS07 (BN/YE)
LH front side marker	C1127-2	CLS12 (WH/VT)
RH front side marker	C1126-2	CLS12 (WH/VT)
LH front auxiliary	C1445-1	CLS12 (WH/VT)
RH front auxiliary	C1446-1	CLS12 (WH/VT)
LH rear (4-door)	C412-2	CLS08 (VT/GN)
RH rear (4-door)	C415-2	CLS09 (WH/OG)
LH rear (5-door)	C414-2	CLS08 (VT/GN)
RH rear (5-door)	C417-2	CLS09 (WH/OG)
LH license plate	C452-1	CLS08 (VT/GN)
RH license plate	C462-1	CLS08 (VT/GN)

- **Is the voltage greater than 10 volts?**

For a license plate lamp, REPAIR circuit GD143 (BK/VT) for an open. TEST the system for normal operation. For all other lamps, GO to P4 .

No
For a license plate lamp, REPAIR circuit CLS08 (VT/GN) for an open. TEST the system for normal operation. If an individual front side marker lamp or either front auxiliary parking lamp is inoperative, REPAIR circuit CLS12 (WH/VT) for an open. TEST the system for normal operation. For all other lamp concerns, GO to P5 .

P4 CHECK THE PARKING LAMP GROUND CIRCUIT FOR AN OPEN

- Measure the voltage between the inoperative lamp pins, harness side as follows:

Inoperative Lamp	Connector-Pin/ Circuit	Connector-Pin/ Circuit
LH front	C1023-2 CLS06 (GN/OG)	C1023-1 GD188 (BK/YE)
RH front	C1043-2 CLS07 (BN/YE)	C1043-1 GD123 (BK/GY)
LH front side marker	C1127-2 CLS12 (WH/VT)	C1127-1 GD188 (BK/YE)
RH front side marker	C1126-2 CLS12 (WH/VT)	C1126-1 GD123 (BK/GY)
LH front auxiliary	C1445-1 CLS12 (WH/VT)	C1445-2 GD188 (BK/YE)
RH front auxiliary	C1446-1 CLS12 (WH/VT)	C1446-1 GD123 (BK/GY)
LH rear (4-door)	C412-2	C412-1

Yes
For a front parking or side marker lamp, INSTALL a new bulb socket. TEST the system for normal operation. For a front auxiliary parking lamp, INSTALL a new auxiliary parking lamp. REFER to Parking Lamp — Auxiliary in this section. TEST the system for normal operation. For a rear parking lamp (4-door), INSTALL a new bulb socket. TEST the system for normal operation. For a rear parking lamp (5-door), REPAIR or INSTALL a new rear lamp harness . TEST the system for normal operation.

No
REPAIR the ground circuit in question for an open. CLEAR the DTCs. TEST the system for normal operation.

	CLS08 (VT/GN)	GD143 (BK/VT)
RH rear (4-door)	C415-2 CLS09 (WH/OG)	C415-1 GD145 (BK/BU)
LH rear (5-door)	C414-2 CLS08 (VT/GN)	C414-1 GD143 (BK/VT)
RH rear (5-door)	C417-2 CLS09 (WH/OG)	C417-1 GD145 (BK/BU)

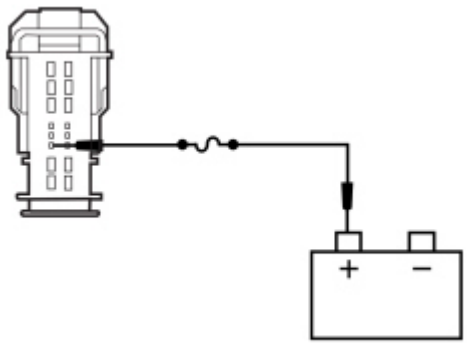
- **Is the voltage greater than 10 volts?**

P5 BYPASS THE BCM

NOTE: If both LH (front and rear) or RH (front and rear) lamps are inoperative, the test must be checked at both lamps to eliminate the circuitry as the cause of the concern.

NOTE: If the fuse in the jumper wire fails, refer to the Wiring Diagrams manual to identify the possible causes of the circuit short. After the repair, cycle the ignition to reset the driver within the BCM . Test the system for normal operation.

- Disconnect: BCM C2280C (Front Side Marker Lamps).
- Disconnect: BCM C2280D (Front Parking Lamps).
- Disconnect: BCM C2280G (Rear Parking Lamps).
- For the front side marker lamps, connect a fused jumper wire between the BCM C2280C-14, circuit CLS12 (WH/VT), harness side and battery positive.



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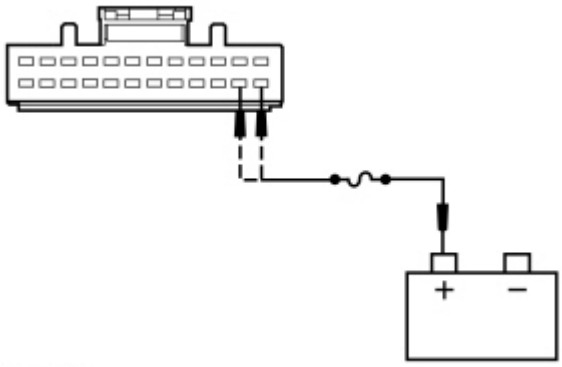
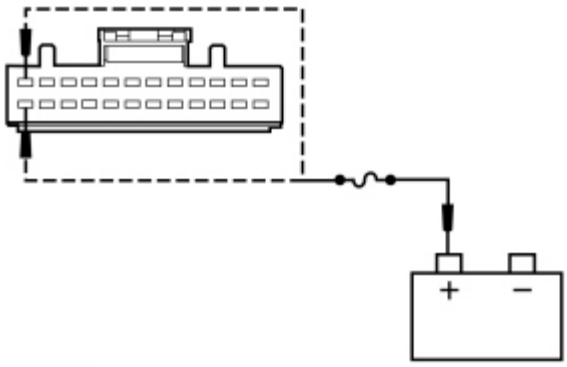
- For a front parking lamp, connect a fused jumper wire between the BCM C2280D-24 (LH), circuit CLS06 (GN/OG), harness side and battery positive; or between the BCM C2280D-23 (RH), circuit CLS07 (BN/YE), harness side and battery positive.

Yes
REMOVE the jumper wire.
GO to P6 .

No
REMOVE the jumper wire.
REPAIR the parking lamp voltage supply circuit in question for an open.
CLEAR the DTCs. TEST the system for normal operation.

 N0117298 • For a rear parking lamp, connect a fused jumper wire between the BCM C2280G-13 (LH), circuit CLS08 (VT/GN), harness side and battery positive; or between the BCM C2280G-1 (RH), circuit CLS09 (WH/OG), harness side and battery positive.  N0117300 • **Does the parking lamp(s) in question illuminate?**	
P6 CHECK FOR CORRECT BCM OPERATION	
• Disconnect all the BCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test Q: The Parking, Rear Or License Plate Lamps Are On Continuously

Refer to Wiring Diagrams Cell 92, Parking, Rear and License Lamps for schematic and connector information.

Normal Operation

The Battery Junction Box (BJB) fuse 22 (15A) provides voltage to the Body Control Module (BCM) for the parking lamps. When the headlamp switch is placed in the PARKING LAMPS ON position, the BCM provides voltage on 5 separate circuits to the front and rear parking and license plate lamps.

If a fault exists with the headlamp switch input, the BCM faults the parking lamps and low beam headlamps on.

DTC Description	Fault Trigger Conditions
• B1098:15 — Left Position Light: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects a short to voltage from the LH front or LH rear parking lamp voltage supply circuits.
• B1099:15 — Right Position Light: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects a short to voltage from the RH front or RH rear parking lamp voltage supply circuits.
• B1118:15 — Left Rear Sidemarker: Circuit Short To Battery Or Open	A continuous and on-demand DTC that sets when the BCM detects a short to voltage from the front side marker lamps voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- BCM

PINPOINT TEST Q: THE PARKING, REAR OR LICENSE PLATE LAMPS ARE ON CONTINUOUSLY

Test Step	Result / Action to Take
Q1 USE THE RECORDED DTCs FROM THE BCM SELF-TEST • Check the recorded results from the BCM self-test. • **Was DTC B10A6:92 recorded?**	**Yes** GO to Pinpoint Test C . **No** GO to Q2 .
Q2 CHECK THE BCM PARKING LAMP OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: BCM C2280C (Front Side Marker and Auxiliary Lamps). • Disconnect: BCM C2280D (Front Parking Lamps). • Disconnect: BCM C2280G (Rear Parking Lamps). • Ignition ON. • **Does the parking lamp(s) in question continue to illuminate?**	**Yes** REPAIR the parking lamp voltage supply circuit in question for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. **No** GO to Q3 .

Q3 CHECK FOR CORRECT BCM OPERATION
• Ignition OFF.
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• Operate the system and verify the concern is still present. • **Is the concern still present?**	

Reversing Lamps

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

Automatic Transaxle

The reversing lamps are provided voltage from the reversing lamps relay. Voltage is supplied to the reversing lamps relay when the ignition is in RUN. The Transmission Control Module (TCM) monitors the transaxle gear status. When the TCM detects the transaxle is in REVERSE (R), the TCM provides a ground for the reversing lamps relay coil. When the relay is energized, voltage is supplied to the reversing lamps.

Manual Transaxle

Voltage is supplied to the reversing lamp switch when the ignition is in RUN. When the transaxle is in REVERSE (R), the reversing lamp switch routes voltage to the reversing lamps.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical

- Central Junction Box (CJB) fuse 6 (10A)
- Bulb
- Wiring, terminals or connectors
- Reversing lamps relay (automatic transaxle)
- Reversing lamp switch (manual transaxle)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the Body Control Module (BCM).

9. If the DTCs retrieved are related to the concern, refer to Diagnostic Trouble Code (DTC) Chart in this section. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• Both reversing lamps are inoperative	• Fuse • Wiring, terminals or connectors • Reversing lamps relay (automatic transaxle) • Reversing lamp switch	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test R.

	(manual transaxle) • Transmission Control Module (TCM) (automatic transaxle)	
• An individual reversing lamp is inoperative	• Wiring, terminals or connectors • Bulb socket	• VERIFY the bulb is OK. If OK, GO to Pinpoint Test S.
• The reversing lamps are on continuously	• Wiring, terminals or connectors • Reversing lamps relay (automatic transaxle) • Reversing lamp switch (manual transaxle) • Auto-dimming interior rear view mirror • Global Positioning System Module (GPSM) • Body Control Module (BCM) • TCM (automatic transaxle)	• GO to Pinpoint Test T.

Pinpoint Tests

Pinpoint Test R: Both Reversing Lamps Are Inoperative

Refer to Wiring Diagrams Cell 93, Reversing Lamps for schematic and connector information.

Normal Operation — Automatic Transaxle

The reversing lamps are provided voltage from the reversing lamps relay. Voltage is supplied to the reversing lamps relay when the ignition is in RUN. The Transmission Control Module (TCM) monitors the transaxle gear status. When the TCM detects the transaxle is in REVERSE (R), the TCM provides a ground for the reversing lamps relay coil. When the relay is energized, voltage is supplied to the reversing lamps.

Manual Transaxle

Voltage is supplied to the reversing lamp switch when the ignition is in RUN. When the transaxle is in REVERSE (R), the reversing lamp switch routes voltage to the reversing lamps.

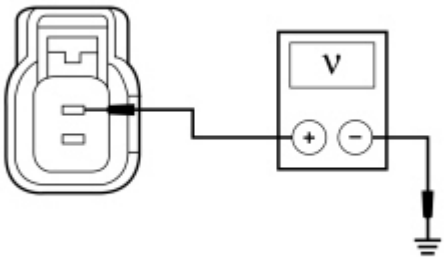
NOTE: The reversing lamps on 4-door vehicles share the same ground circuit.

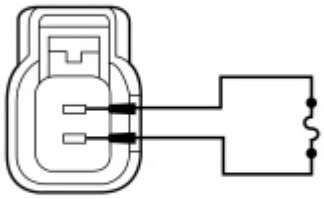
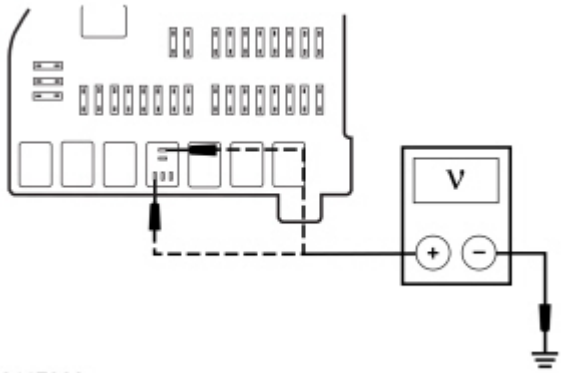
This pinpoint test is intended to diagnose the following:

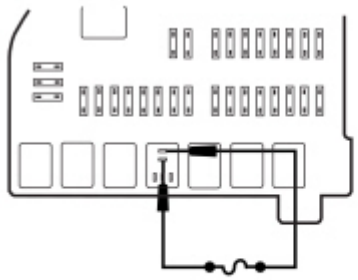
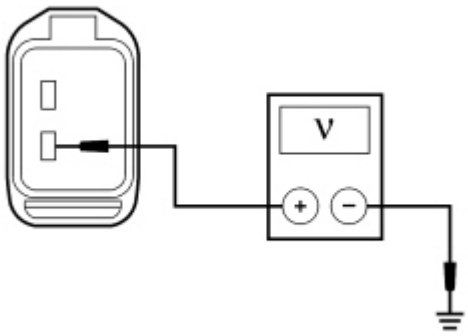
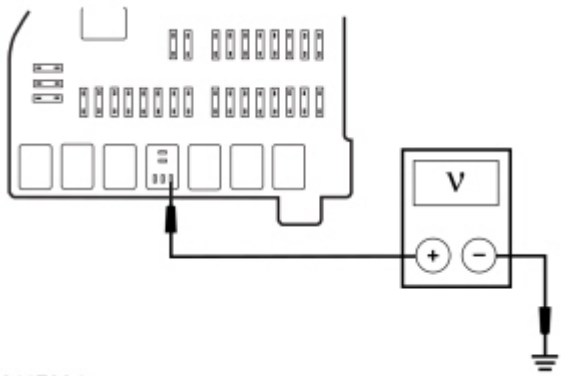
- Fuse
- Wiring, terminals or connectors
- Reversing lamps relay (automatic transaxle)
- Reversing lamp switch (manual transaxle)
- TCM (automatic transaxle)

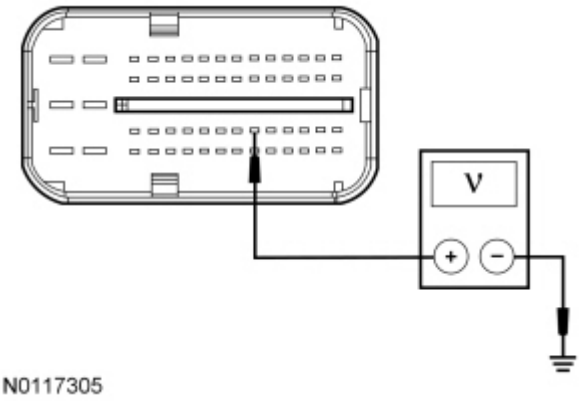
PINPOINT TEST R: BOTH REVERSING LAMPS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
R1 DETERMINE THE TRANSAXLE TYPE	
• Ignition OFF. • Check the vehicle for a manual transaxle. • **Is the vehicle equipped with a manual transaxle?**	**Yes** VERIFY the CJB fuse 6 (10A) is OK. If OK, GO to R2 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. **No** VERIFY the CJB fuse 6 (10A) is OK. If OK, GO to R4 . If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.
R2 CHECK FOR VOLTAGE TO THE REVERSING LAMP SWITCH	
• Disconnect: Reversing Lamp Switch C169. • Ignition ON. • Measure the voltage between the reversing lamp switch C169-1, circuit CBP06 (WH/BU), harness side and ground.  N0117309 • **Is the voltage greater than 10 volts?**	**Yes** GO to R3 . **No** REPAIR circuit CBP06 (WH/BU) for an open. TEST the system for normal operation.
R3 BYPASS THE REVERSING LAMP SWITCH	
• Connect a fused jumper wire between the reversing lamp switch C169-1, circuit CBP06 (WH/BU), harness side and the reversing lamp switch C169-2, circuit CET47 (BU), harness side.	**Yes** REMOVE the jumper wire. INSTALL a new reversing lamp switch. REFER to Reversing Lamp Switch in this section. TEST the system for normal operation. **No** For 4-door vehicles, LEAVE the jumper wire

 N0117301 • **Do the reversing lamps illuminate?**	connected. GO to R7 . For 5-door vehicles, REMOVE the jumper wire. REPAIR circuit CET47 (BU) for an open. TEST the system for normal operation.
R4 CHECK THE REVERSING LAMPS RELAY • Disconnect: Reversing Lamps Relay. • Ignition ON. • Substitute a known good relay and recheck the reversing lamps operation. • **Do the reversing lamps operate correctly?**	**Yes** REMOVE the known good relay. INSTALL a new reversing lamps relay. TEST the system for normal operation. **No** REMOVE the known good relay. GO to R5 .
R5 CHECK FOR VOLTAGE TO THE REVERSING LAMPS RELAY • Ignition ON. • Measure the voltage between the reversing lamps relay pin 1, circuit CBP06 (WH/BU), BJB face side and ground; and between the reversing lamps relay pin 3, circuit CBP06 (WH/BU), BJB face side and ground.  N0117302 • **Are the voltages greater than 10 volts?**	**Yes** GO to R6 . **No** REPAIR circuit CBP06 (WH/BU) for an open. TEST the system for normal operation.
R6 BYPASS THE REVERSING LAMPS RELAY • Connect a fused jumper wire between the reversing lamps relay pin 3, circuit CBP06 (WH/BU), BJB face side and the reversing lamps relay pin 5, circuit CET47 (BU), BJB face side.	**Yes** REMOVE the jumper wire. GO to R8 . **No** For 4-door vehicles, LEAVE the jumper wire connected. GO to R7 . For 5-door vehicles, REMOVE the jumper wire. REPAIR circuit

 N0117303 • **Do the reversing lamps illuminate?**	CET47 (BU) for an open. TEST the system for normal operation.
R7 CHECK FOR VOLTAGE TO THE LH REVERSING LAMP • Ignition OFF. • Disconnect: LH Reverse Lamp C487. • Ignition ON. • Measure the voltage between the LH reversing lamp C487-1, circuit CET47 (BU), harness side and ground.  A0057554 • **Is the voltage greater than 10 volts?**	**Yes** REMOVE the jumper wire. REPAIR circuit GD143 (BK/VT) for an open. TEST the system for normal operation. **No** REMOVE the jumper wire. REPAIR circuit CET47 (BU) for an open. TEST the system for normal operation.
R8 CHECK THE REVERSING LAMPS RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: TCM C1750A. • Ignition ON. • Measure the voltage between the reversing lamps relay pin 2, circuit CLS28 (BU/WH), BJB face side and ground.  N0117304 • **Is any voltage present?**	**Yes** REPAIR circuit CLS28 (BU/WH) for a short to voltage. TEST the system for normal operation. **No** GO to R9 .
R9 CHECK THE REVERSING LAMPS RELAY COIL GROUND	

CONTROLLED CIRCUIT FOR AN OPEN	
• Ignition OFF. • Connect: Reversing Lamps Relay. • Ignition ON. • Measure the voltage between the TCM C1750A-40, circuit CLS28 (BU/WH), harness side and ground.  N0117305 • **Is the voltage greater than 10 volts?**	**Yes** GO to R10 . **No** REPAIR circuit CLS28 (BU/WH) for an open. TEST the system for normal operation.
R10 CHECK THE TCM GEAR STATUS INPUT PID	
• Ignition OFF. • Connect: TCM C1750A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: TCM DataLogger. • Monitor the TCM gear status PID (GEAR_ENGAGED) while placing the gear selector lever through all its positions. • **Does the PID agree with the gear selections?**	**Yes** GO to R11 . **No** REFER to Section 307-11 to continue diagnosis of the gear input.
R11 CHECK FOR CORRECT TCM OPERATION	

• Ignition OFF.
• Disconnect all the TCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the TCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new TCM . REFER to Section 307-11 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test S: The Individual Reversing Lamp Is Inoperative

Refer to Wiring Diagrams Cell 93 , Reversing Lamps for schematic and connector information.

Normal Operation

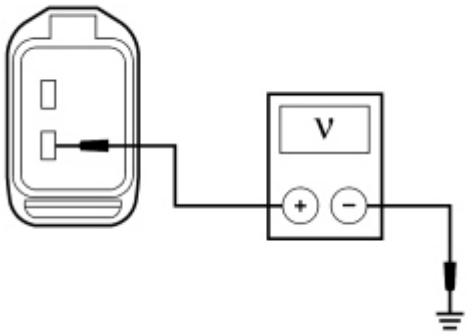
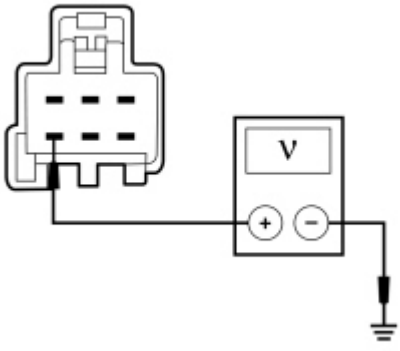
Voltage is routed to the reversing lamps when the reversing lamps relay is energized.

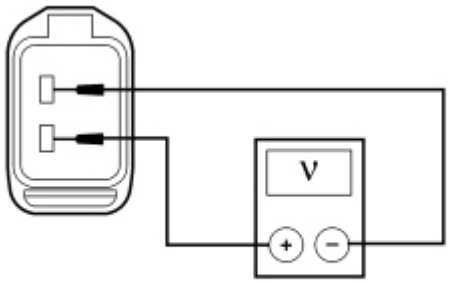
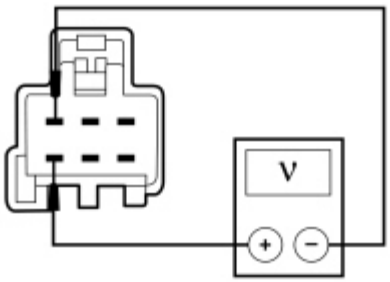
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Bulb socket

PINPOINT TEST S: THE INDIVIDUAL REVERSING LAMP IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
S1 CHECK FOR VOLTAGE TO THE INOPERATIVE REVERSING LAMP • Apply the parking brake. • Disconnect: Inoperative Reversing Lamp. • Ignition ON. • Select REVERSE. • For 4-door vehicles, measure the voltage between the LH reversing lamp C487-1, circuit CET47 (BU), harness side and ground; or between the RH reversing lamp C488-1, circuit CET47 (BU), harness side and ground.  A0057554 • For 5-door vehicles, measure the voltage between the LH reversing lamp C414-4, circuit CET47 (BU), harness side and ground; or between the RH reversing lamp C417-4, circuit CET47 (BU), harness side and ground.  N0117306 • **Is the voltage greater than 10 volts?**	**Yes** GO to S2 . **No** REPAIR circuit CET47 (BU) for an open. TEST the system for normal operation.
S2 CHECK THE REVERSING LAMP GROUND CIRCUIT FOR AN OPEN • For 4-door vehicles, measure the voltage between the LH reversing lamp C487-1, circuit CET47 (BU), harness side and the LH reversing lamp C487-2, circuit GD143 (BK/VT), harness side; or between the RH reversing lamp C488-1, circuit CET47 (BU), harness side and the RH reversing lamp C488-2, circuit GD143 (BK/VT), harness side.	**Yes** INSTALL a new bulb socket. TEST the system for normal operation. **No**

 N0088182 • For 5-door vehicles, measure the voltage between the LH reversing lamp C414-4, circuit CET47 (BU), harness side and the LH reversing lamp C414-1, circuit GD143 (BK/VT), harness side; or between the RH reversing lamp C417-4, circuit CET47 (BU), harness side and the RH reversing lamp C417-1, circuit GD143 (BK/BU), harness side.  N0117307 • **Is the voltage greater than 10 volts?**	REPAIR circuit GD143 (BK/VT) or circuit GD143 (BK/VT) for an open. TEST the system for normal operation.

Pinpoint Test T: The Reversing Lamps Are On Continuously

Refer to Wiring Diagrams Cell 93 , Reversing Lamps for schematic and connector information.

Normal Operation

The reversing lamps are illuminated, voltage is also provided to the Body Control Module (BCM), the auto-dimming interior rear view mirror and the Global Positioning System Module (GPSM) if equipped.

Automatic Transaxle

The reversing lamps are provided voltage from the reversing lamps relay. Voltage is supplied to the reversing lamps relay when the ignition is in RUN. The Transmission Control Module (TCM) monitors the transaxle gear status. When the TCM detects the transaxle is in REVERSE (R), the TCM provides a ground for the reversing lamps relay coil. When the relay is energized, voltage is supplied to the reversing lamps.

Manual Transaxle

Voltage is supplied to the reversing lamp switch when the ignition is in RUN. When the transaxle is in REVERSE (R), the reversing lamp switch routes voltage to the reversing lamps.

- DTC C1137:24 (Reverse Gear Switch: Signal Stuck High) — A continuous and on-demand DTC that sets when the BCM detects a short to voltage from the reversing lamp voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Reversing lamps relay (automatic transaxle)
- Reversing lamp switch (manual transaxle)
- Auto-dimming interior rear view mirror
- BCM
- GPSM
- TCM (automatic transaxle)

PINPOINT TEST T: THE REVERSING LAMPS ARE ON CONTINUOUSLY

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
T1 DETERMINE THE TRANSAXLE TYPE • Ignition OFF. • Check the vehicle for a manual transaxle. • **Is the vehicle equipped with a manual transaxle?**	**Yes** GO to T2. **No** GO to T3.
T2 CHECK THE REVERSING LAMP SWITCH • Ignition OFF. • Disconnect: Reversing Lamp Switch C169. • Ignition ON. • **Do the reversing lamps continue to illuminate?**	**Yes** If equipped with a GPSM, GO to T4. If not equipped with a GPSM, GO to T5. **No** INSTALL a new reversing lamp switch. REFER to Reversing Lamp Switch in this section. TEST the system for normal operation.
T3 CHECK THE REVERSING LAMPS RELAY OUTPUT • Ignition OFF. • Disconnect: Reversing Lamps Relay. • Ignition ON. • **Do the reversing lamps continue to illuminate?**	**Yes** If equipped with a GPSM, GO to T4. If not equipped with a GPSM, GO to T5. **No** GO to T7.
T4 CHECK THE GPSM FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: GPSM C2398. • Ignition ON. • **Do the reversing lamps continue to illuminate?**	**Yes** GO to T5. **No** GO to T10.
T5 CHECK THE BCM FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: BCM C2280D. • Ignition ON. • **Do the reversing lamps continue to illuminate?**	**Yes** If equipped with an auto-dimming interior rear view mirror, GO to T6. If not equipped with an auto-dimming interior rear view mirror, REPAIR circuit CET47 (BU) for a short to voltage. TEST the

	system for normal operation. **No** GO to T11 .
T6 CHECK THE AUTO-DIMMING INTERIOR REAR VIEW MIRROR FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: Auto-Dimming Interior Rear View Mirror C911. • Ignition ON. • **Do the reversing lamps continue to illuminate?**	**Yes** REPAIR circuit CET47 (BU) for a short to voltage. TEST the system for normal operation. **No** INSTALL a new auto-dimming interior rear view mirror. REFER to Section 501-09 . TEST the system for normal operation.
T7 CHECK THE REVERSING LAMPS RELAY	
• Ignition OFF. • Substitute a known good relay. • Ignition ON. • **Do the reversing lamps continue to illuminate?**	**Yes** REMOVE the known good relay. GO to T8 . **No** REMOVE the known good relay. INSTALL a new reversing lamps relay. TEST the system for normal operation.
T8 CHECK THE REVERSING LAMPS RELAY COIL GROUND CONTROLLED CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Connect: Reversing Lamps Relay. • Disconnect: TCM C1750A. • Ignition ON. • **Do the reversing lamps continue to illuminate?**	**Yes** REPAIR circuit CLS28 (BU/WH) for a short to ground. TEST the system for normal operation. **No** GO to T9 .
T9 CHECK THE TCM GEAR STATUS INPUT PID	
• Ignition OFF. • Connect: TCM C1750A. • Ignition ON. • Enter the following diagnostic mode on the scan tool: TCM DataLogger. • Monitor the TCM gear status PID (GEAR_ENGAGED) while placing the gear selector lever through all its positions. • **Does the PID agree with the gear selections?**	**Yes** GO to T12 . **No** REFER to Section 307-11 to continue diagnosis of the gear input.
T10 CHECK FOR CORRECT GPSM OPERATION	

• Ignition OFF.
• Disconnect all the GPSM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the GPSM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
	Yes
	INSTALL a new GPSM . REFER to Section 415-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• **Is the concern still present?**	

T11 CHECK FOR CORRECT BCM OPERATION
• Ignition OFF.
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

T12 CHECK FOR CORRECT TCM OPERATION
• Ignition OFF.
• Disconnect all the TCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the TCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new TCM. REFER to Section 307-11. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Headlamp Adjustment

Special Tool(s)

ST3041-A	Vision 100 Headlamp Aimer 196-00005 or equivalent

Headlamp Aiming

NOTE: For the photometric aiming procedure, refer to the appropriate photometric headlamp aimer instruction manual.

NOTE: Mechanical aimers cannot be used with VOR- or VOL-type headlamps.

NOTE: Consult your state vehicle inspection manual for recommended tolerance ranges for visual aiming.

NOTE: Horizontal aim is not adjustable.

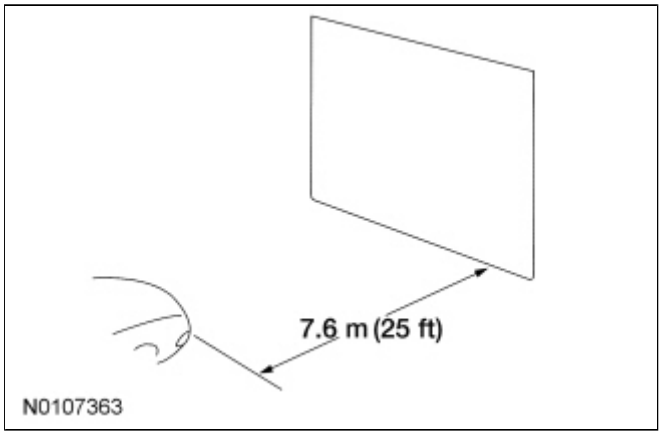
1. The headlamp aiming procedure depends on what type of beam pattern the headlamp is equipped with. Vehicles may come equipped with visually optically aligned left (VOL) or visually optically aligned right (VOR) headlamps. To identify the headlamp beam pattern, look on the headlamp lens. Molded in small letters on the headlamp lens is one of the following:
   - VOL and SAE
   - VOR and SAE

2. Once the headlamp beam pattern is identified, aim the headlamps using one of the following methods as applicable.
   - Photometric aimers can aim VOL- and VOR- headlamps. This is the preferred method of headlamp aiming.
   - Visual or screen method aiming can be used to aim VOL- and VOR- headlamps.
   - Mechanical aimers cannot be used with VOR- or VOL-type headlamps. Aerodynamic lamps that can be aimed mechanically have 3 nibs molded into the lens of the lamp.

3. Before starting headlamp adjustment:
   - check that the vehicle is on level ground.
   - check the tire inflation.
   - check that no other load is in the vehicle other than a half tank of fuel.
   - check that the headlamps are clean.
   - check for correct headlamp operation.
   - if the vehicle is equipped with air suspension, make sure that the switch is on.

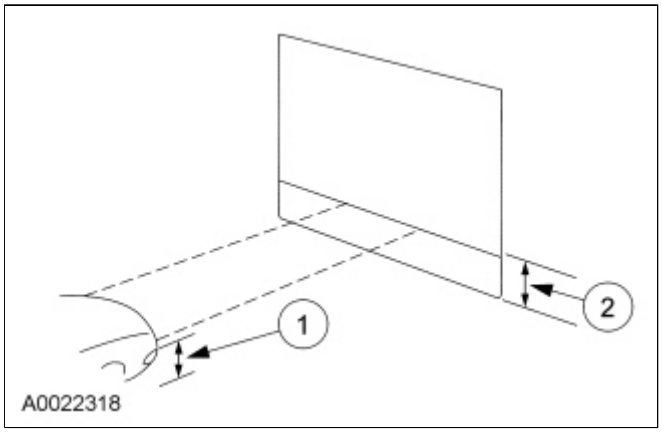
4. **NOTE:** The vertical wall or screen must be a minimum of 2.4 m (8 ft) wide.

   Park the vehicle on a level surface approximately 7.6 m (25 ft) from the vertical wall or screen directly in front of it.



5. **NOTE:** The center of the lamp is marked either on the lens (circle, crosshair or other mark) or on the bulb shield internal to the lamp (crosshair or other mark).

   Mark a horizontal reference line on the vertical wall or screen.
   1. Measure the center of the headlamp height to ground and record the measurement.
   2. Make a 2.4 m (8 ft) horizontal mark (using masking tape) on the vertical wall or screen at the same distance from the ground as previously recorded.

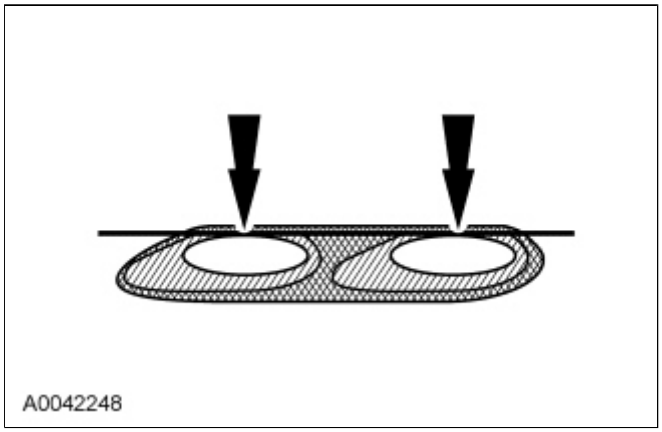


6. **NOTE:** This procedure should be done in a dark environment to effectively see the headlamp beam pattern.

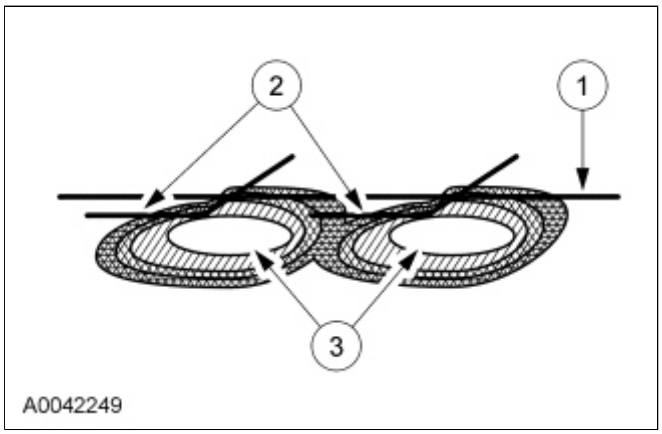
   Turn on the low beam headlamps to illuminate the wall or screen and open the hood.

7. **NOTE:** The appearance of the VOR beam pattern may vary between vehicles.

   For VOR-type headlamps, locate the top edge of this high intensity area a distinct horizontal cutoff in the beam pattern on the wall or screen. Using the adjusting screw, adjust the headlamp until the top edge of this cutoff is even with the horizontal reference line.

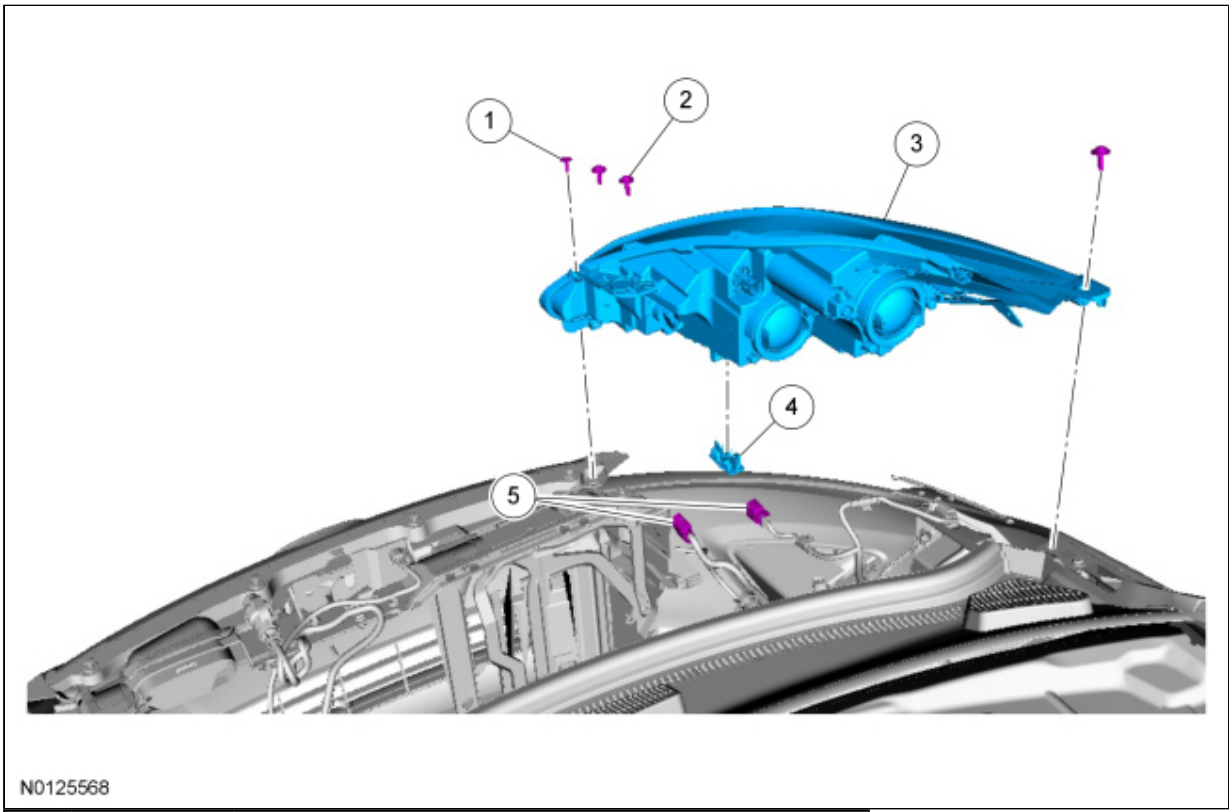


8. For VOL-type headlamps, locate the distinct cutoff in the left portion of the beam pattern. Using the adjusting screw, adjust the headlamp until the edge of this cutoff is positioned 50.2 mm (2 in) below the horizontal reference line.
    1. Horizontal reference line.
    2. Top edge of the beam pattern.
    3. High intensity zone.



Headlamp Assembly

NOTE: RH shown, LH similar.



Item	Part Number	Description
1	W714040	Upper radiator grille reinforcement pin-type retainer
2	W702733	Headlamp assembly bolt (3 required)
3	13008	Headlamp assembly (RH / LH)
4	13N129	Headlamp assembly lower clip
5	—	Headlamp assembly electrical connectors (part of 14K102)

Removal and Installation

1. Remove the headlamp assembly-to-upper radiator grille reinforcement pin-type retainer.

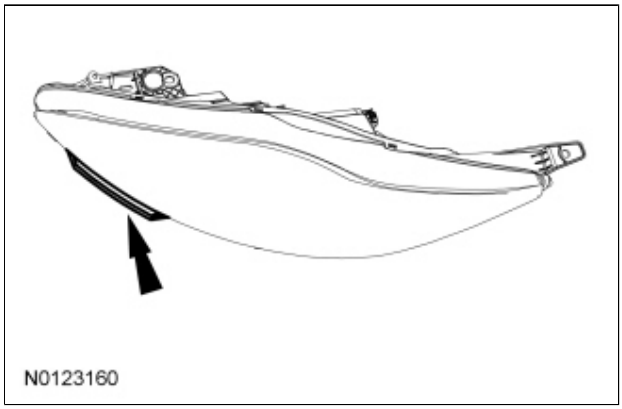
2. Remove the 3 headlamp assembly bolts.
   - To install, tighten to 5 Nm (44 lb-in).

3. Gently lift up on the headlamp assembly to disconnect assembly from the lower clip.

4. Disconnect the headlamp assembly electrical connectors and disengage the wiring assembly clips from the headlamp assembly.

5. **NOTE:** The headlamp assembly has a lip that must fit under the front bumper assembly to insure proper fit.

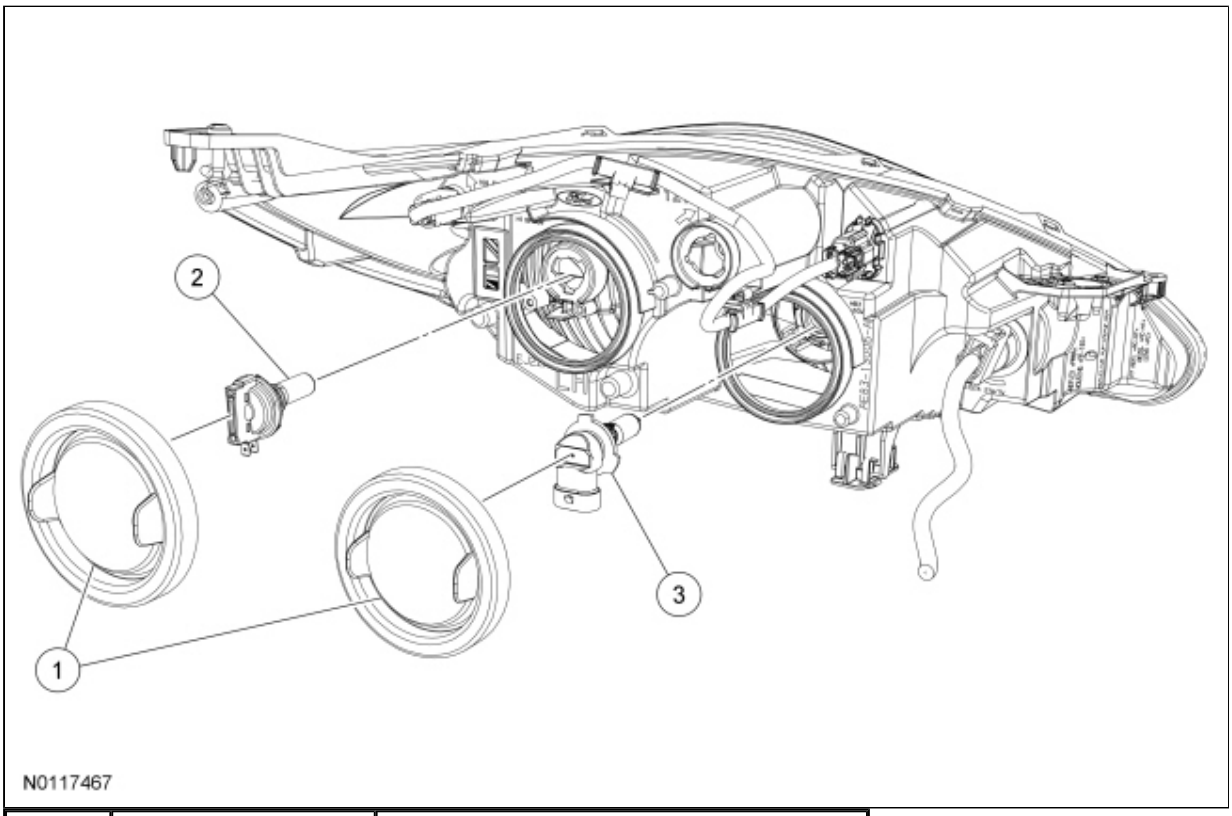
   Remove the headlamp assembly.



6. To install, reverse the removal procedure.
    - If necessary, adjust the headlamps. For additional information, refer to Headlamp Adjustment in this section.

Headlamp Bulb

NOTE: The headlamp assembly is shown removed for clarity.



Item	Part Number	Description
1	13N019	Headlamp bulb cover
2	13N021A	Headlamp low beam bulb
3	13N021B	Headlamp high beam bulb

Removal and Installation

WARNING: The bulb contains gas under pressure. The bulb may shatter if the glass envelope is scratched or if the bulb is dropped. Handle the bulb only by its base. Avoid touching the glass envelope. Failure to follow these instructions may result in personal injury.

NOTE: The headlamp bulb should not be removed from the headlamp until just before a new bulb is installed. Removing the bulb for an extended period of time may affect headlamp bulb performance. Contaminants may enter the headlamp where they can settle on the lens and reflector. Never turn on the headlamps with the bulb removed.

NOTE: Make sure the headlamp switch and the ignition switch are in the OFF position.

Left Hand Side

1. Remove the headlamp assembly. For additional information, refer to Headlamp Assembly in this section.

Right Hand Side

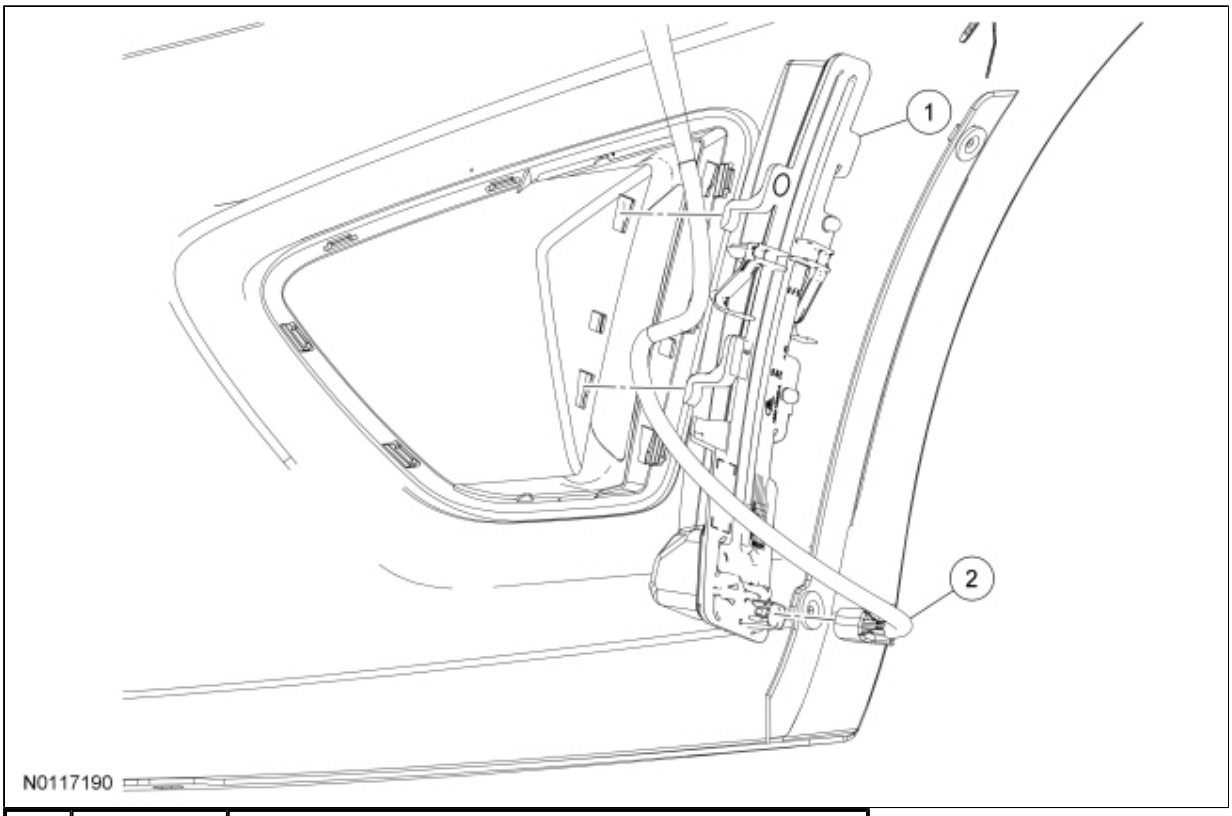
2. Position aside the degas bottle.

Both Sides

3. Remove the headlamp bulb.
    1. Remove the headlamp bulb cover.
    2. Disconnect and remove the headlamp bulb.

4. To install, reverse the removal procedure.

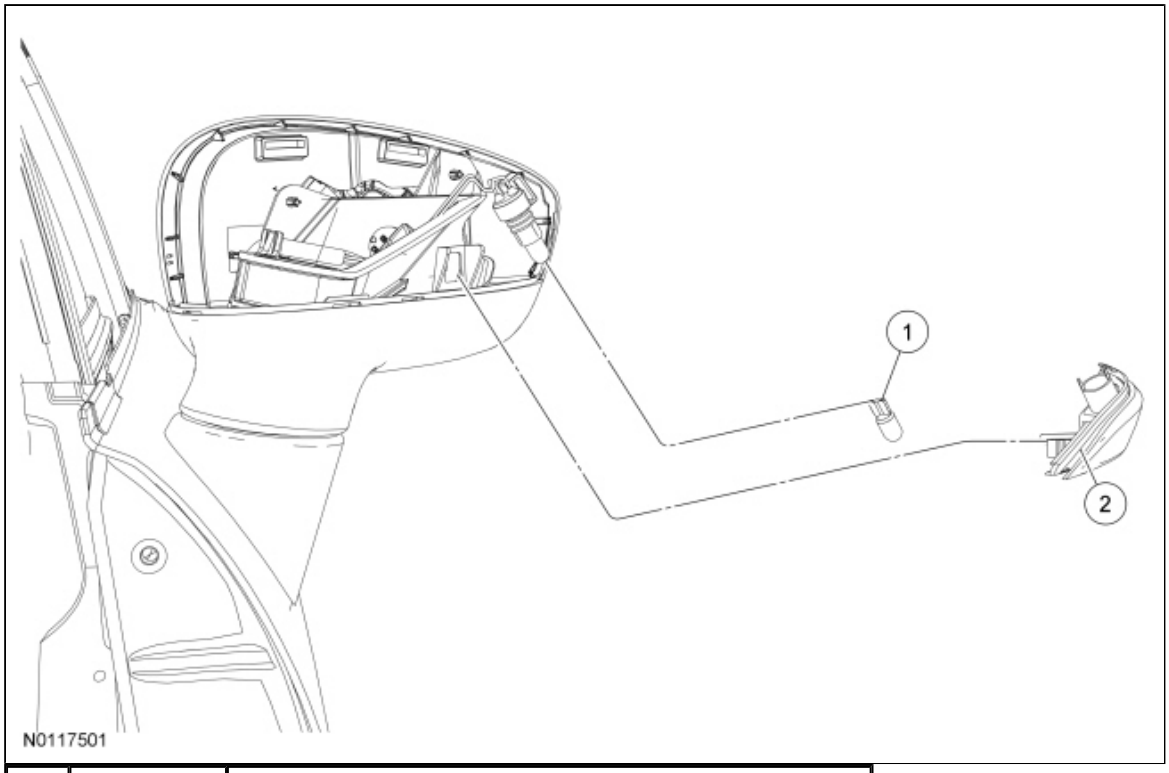
Parking Lamp — Auxiliary



Item	Part Number	Description
1	13200	Supplemental parking lamp assembly (RH/LH)
2	—	Supplemental parking lamp electrical connector (part of 14K012)

1. Remove the front fender splash shield. For additional information, refer to Section 501-02 .
2. Disconnect the supplemental parking lamp electrical connector.
3. Unclip and remove the supplemental parking lamp assembly.
4. To install, reverse the removal procedure.

Turn Signal Lamp — Outside Rear View Mirror

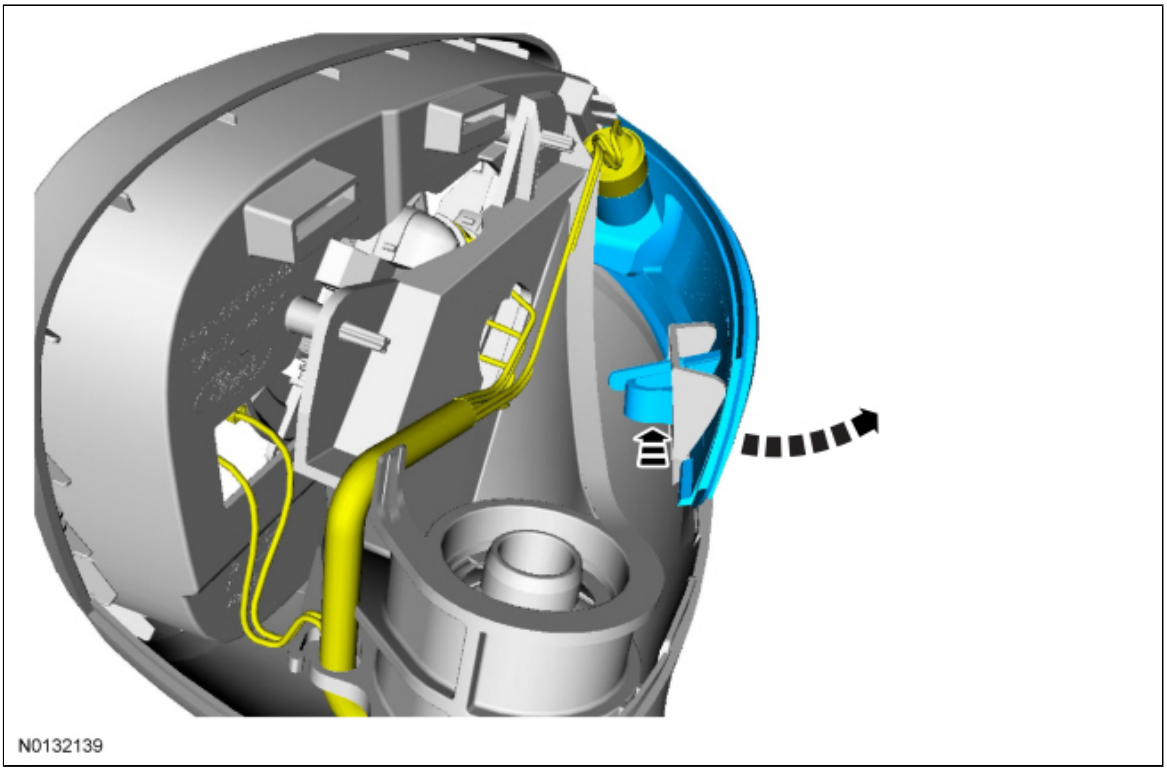


Item	Part Number	Description
1	13466	Outside rear view mirror turn signal lamp bulb
2	13B374	Outside rear view mirror turn signal lamp assembly (RH/LH)

Removal

1. Remove the exterior mirror cover. For additional information, refer to Section 501-09 .

2. Remove the outside rear view mirror turn signal assembly.
    1. Remove the turn signal bulb and socket from the turn signal assembly and position the wiring harness aside.
    2. Release the turn signal clip and remove the turn signal assembly.

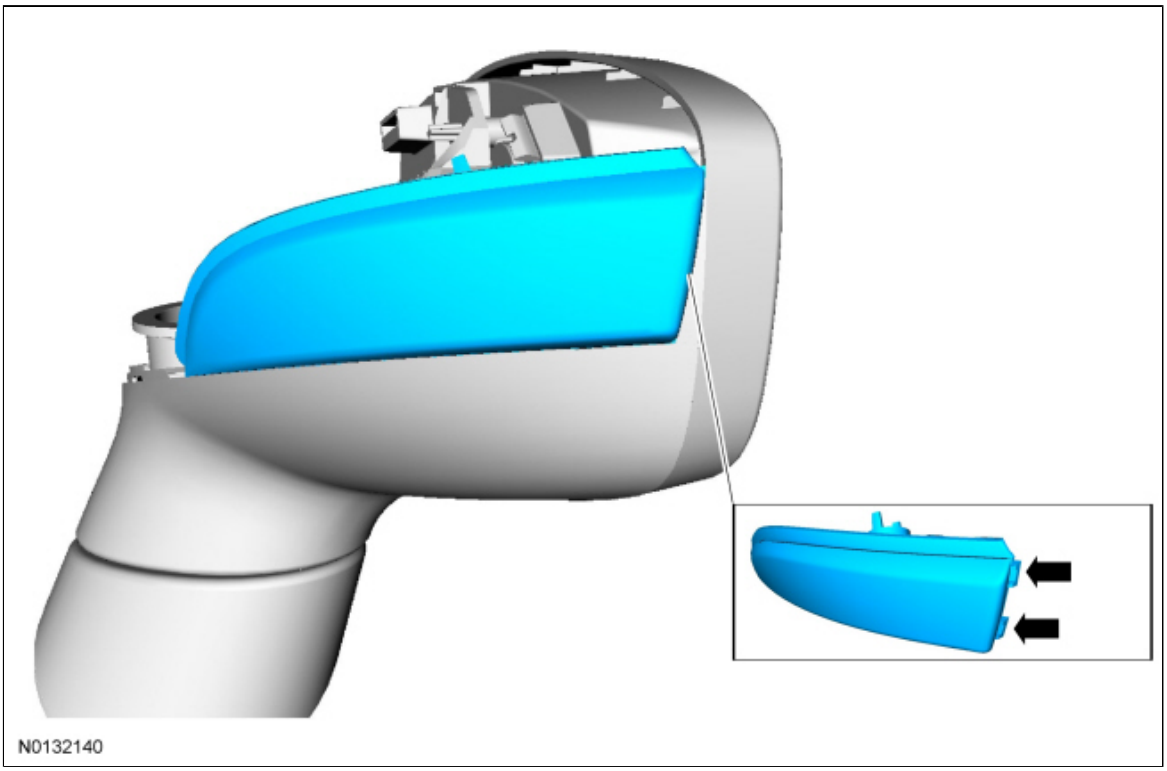


Installation

1. **NOTE:** Bulb and socket will be fully seated in the turn signal assembly when the 2 slots align with the rubber seal.

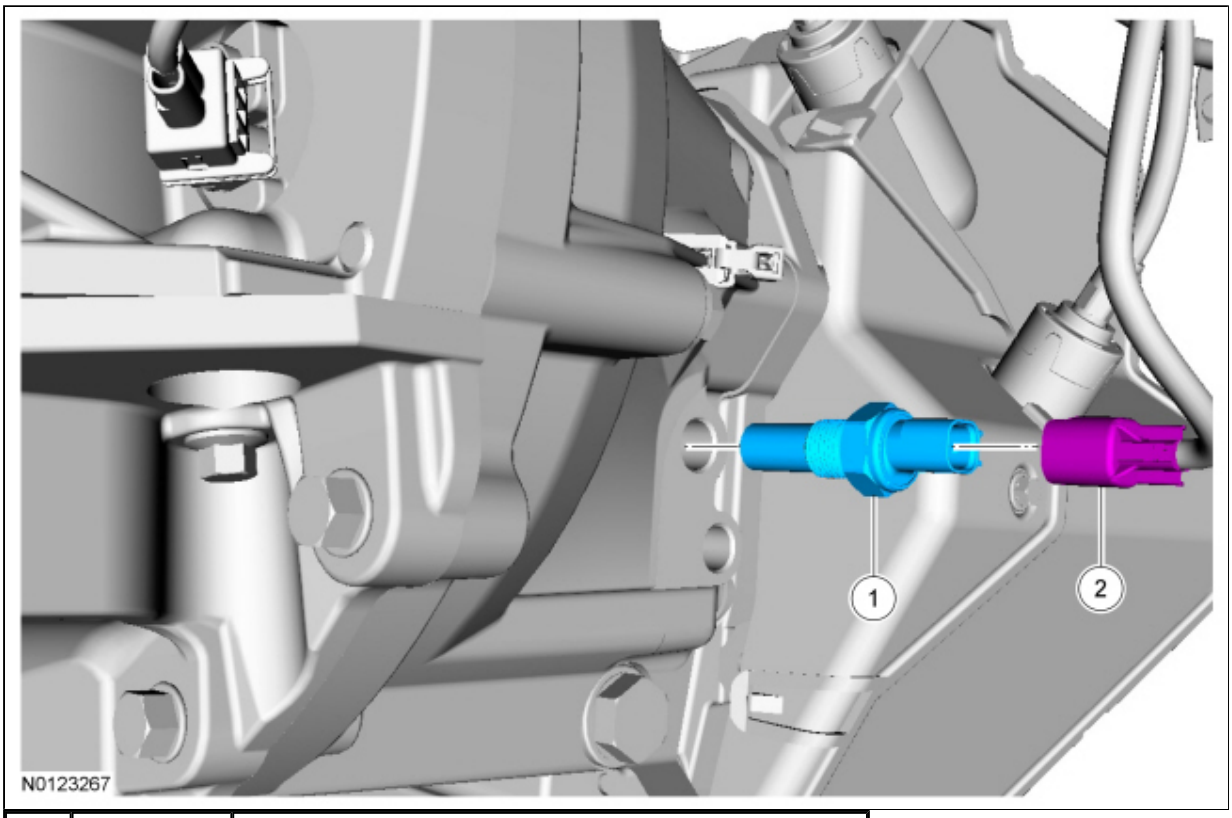
   Install the turn signal bulb and socket into the turn signal assembly.

2. Install the 2 rear hooks of the turn signal assembly under the edge of the rear view mirror and snap the turn signal clip in place.



3. Install the exterior mirror cover. For additional information, refer to Section 501-09 .

Reversing Lamp Switch

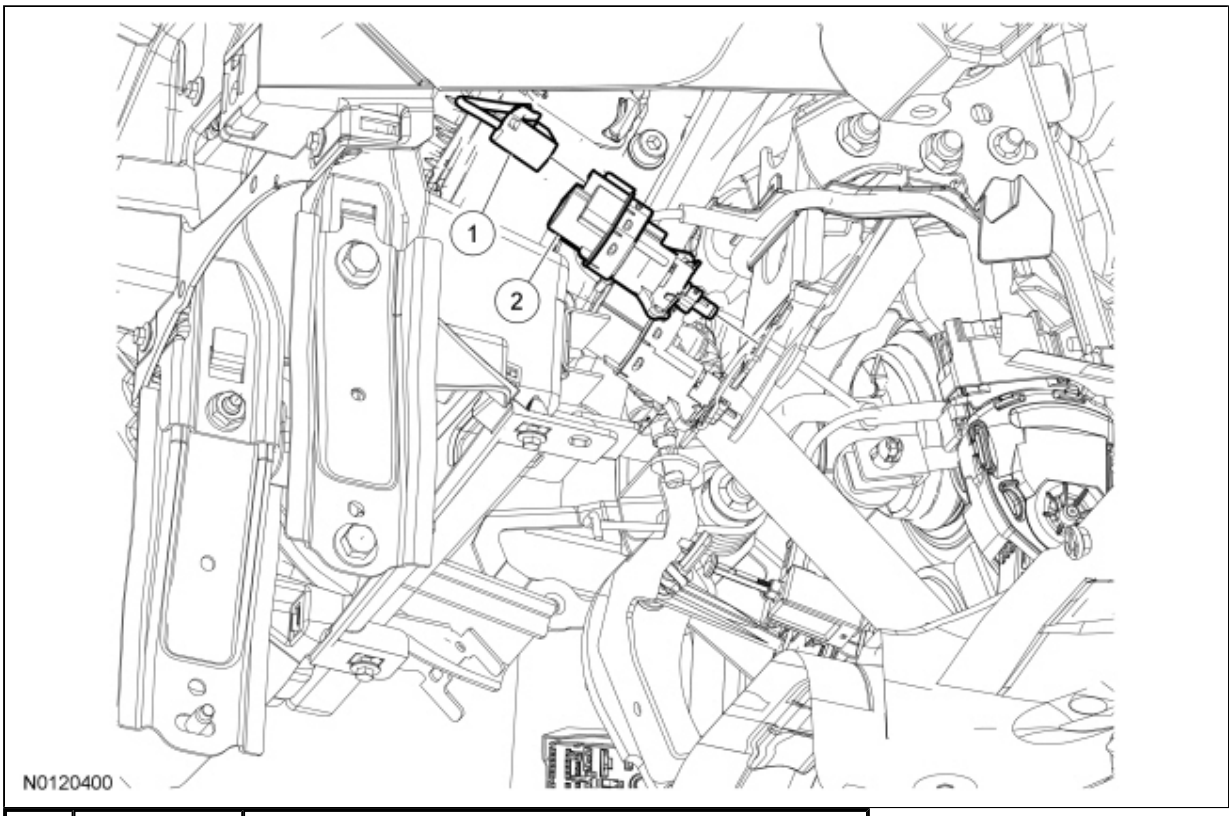


Item	Part Number	Description
1	15520	Reversing lamp switch - 14 Nm (124 lb-in)
2	—	Reversing lamp switch electrical connector (part of 13A690)

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-02 .
2. Refer to exploded view(s) and any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Stoplamp Switch



Item	Part Number	Description
1	—	Stoplamp switch electrical connector (part of 14K012)
2	13480	Stoplamp lamp switch

Removal and Installation

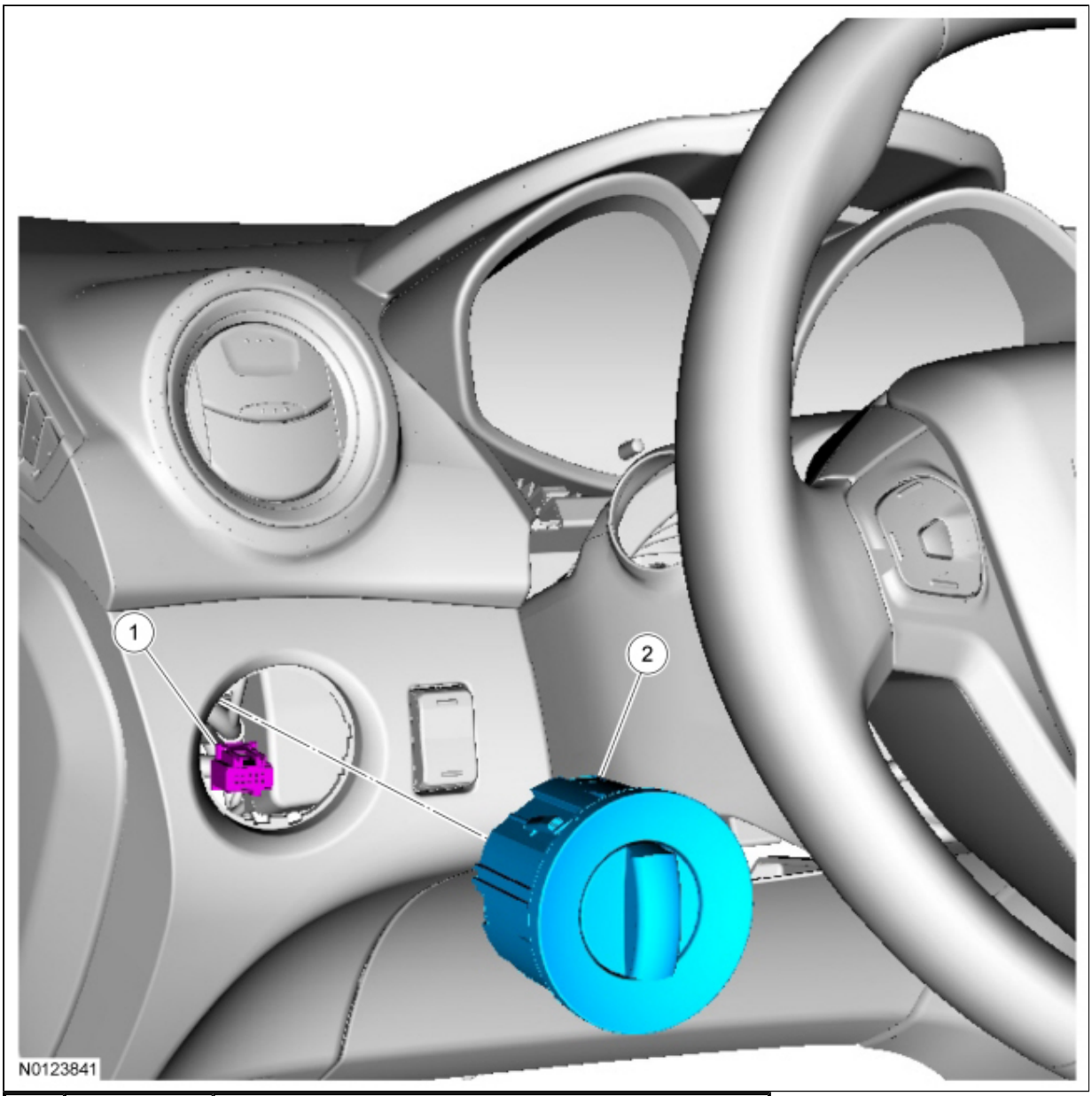
NOTICE: **Do not press, pull or otherwise move the brake pedal while installing the stoplamp switch and cruise control deactivation switch. Install these switches with the booster push rod attached to the brake pedal and with the brake pedal in the at-rest position. Installing these switches with the brake pedal in any other position results in incorrect adjustment and damages the switches.**

1. **NOTE:** The stoplamp switch is located above the cruise control deactivation switch (if equipped).

   Rotate the stoplamp switch clockwise approximately one-eighth turn to remove the stoplamp switch.

2. To install, reverse the removal procedure.
   - Perform the brake pedal switch adjustment. For additional information, refer to Section 206-09 .

Headlamp Switch



Item	Part Number	Description
1	—	Headlamp switch electrical connector (part of 14K024)
2	11654	Headlamp switch

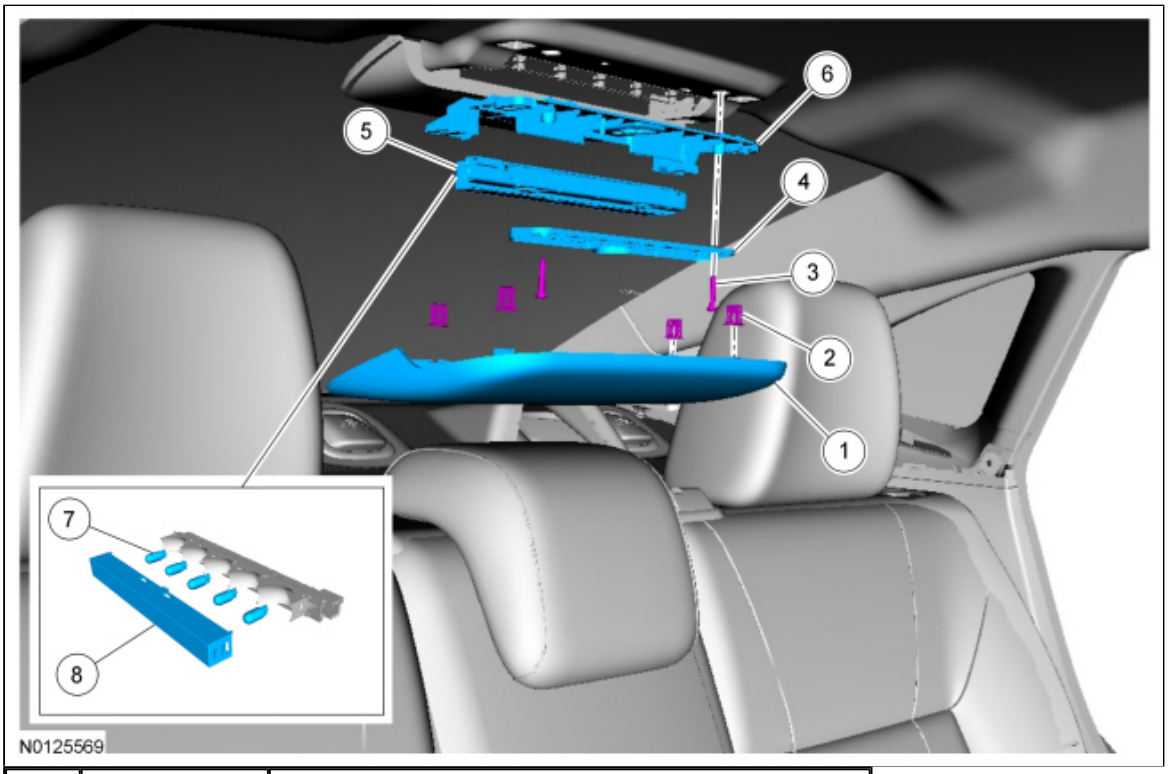
Removal and Installation

1. Using a suitable non-marring tool, work around the outer edge of the switch to release the clips and pull the switch out through the front of the finish panel.
    - Disconnect the electrical connector.

2. To install, reverse the removal procedure.

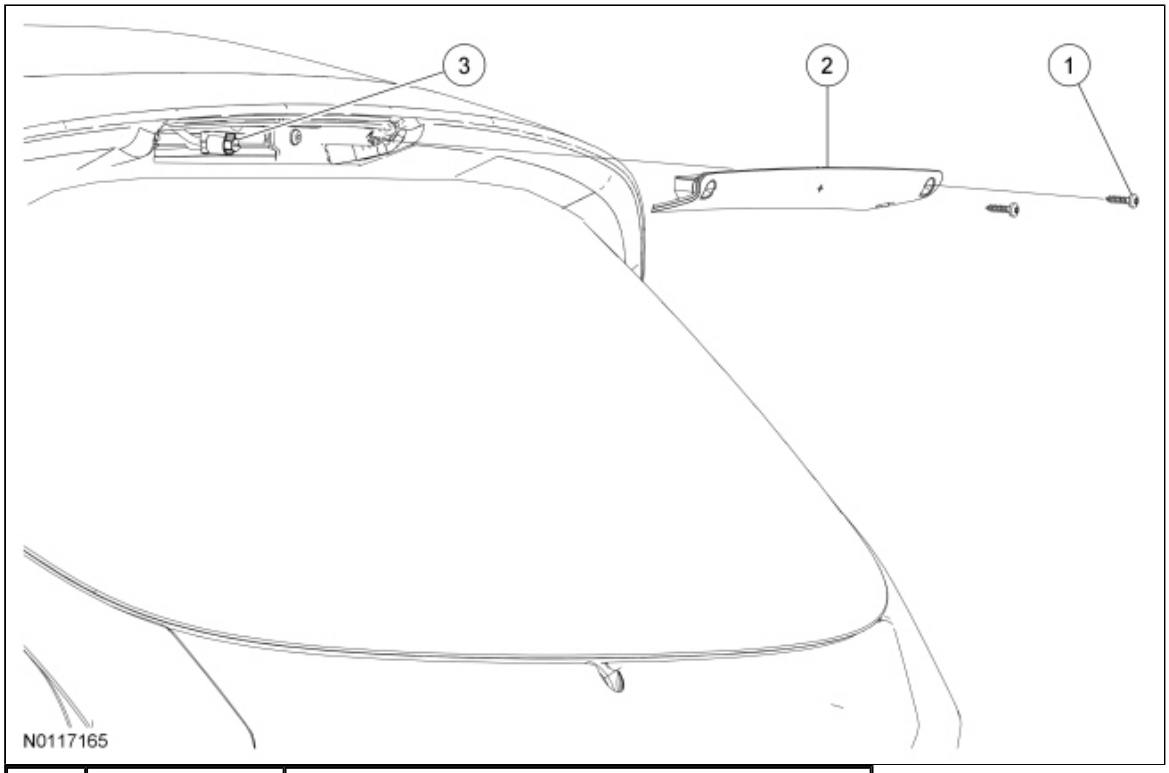
High Mounted Stoplamp

4-Door Sedan



Item	Part Number	Description
1	13466	High mounted stoplamp cover
2	N807389	High mounted stoplamp cover clip (4 required)
3	W502564	High mounted stoplamp screw (2 required)
4	13A624	High mounted stoplamp lower bracket
5	13A613	High mounted stoplamp
6	13A624	High mounted stoplamp upper bracket
7	13466	High mounted stoplamp bulb (5 required)
8	—	High mounted stoplamp lens (part of 13A613)

5-Door Hatchback

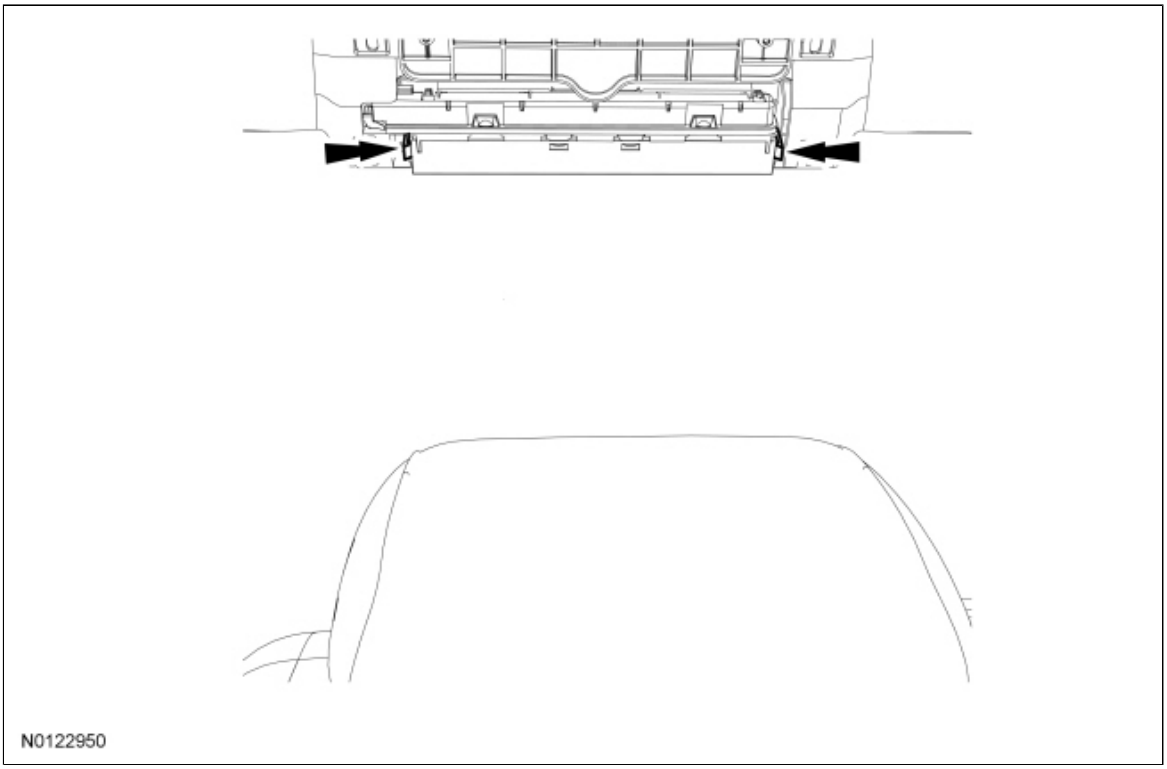


Item	Part Number	Description
1	46058	High mounted stoplamp screw (2 required)
2	13A613	High mounted stoplamp
3	—	High mounted stoplamp connector

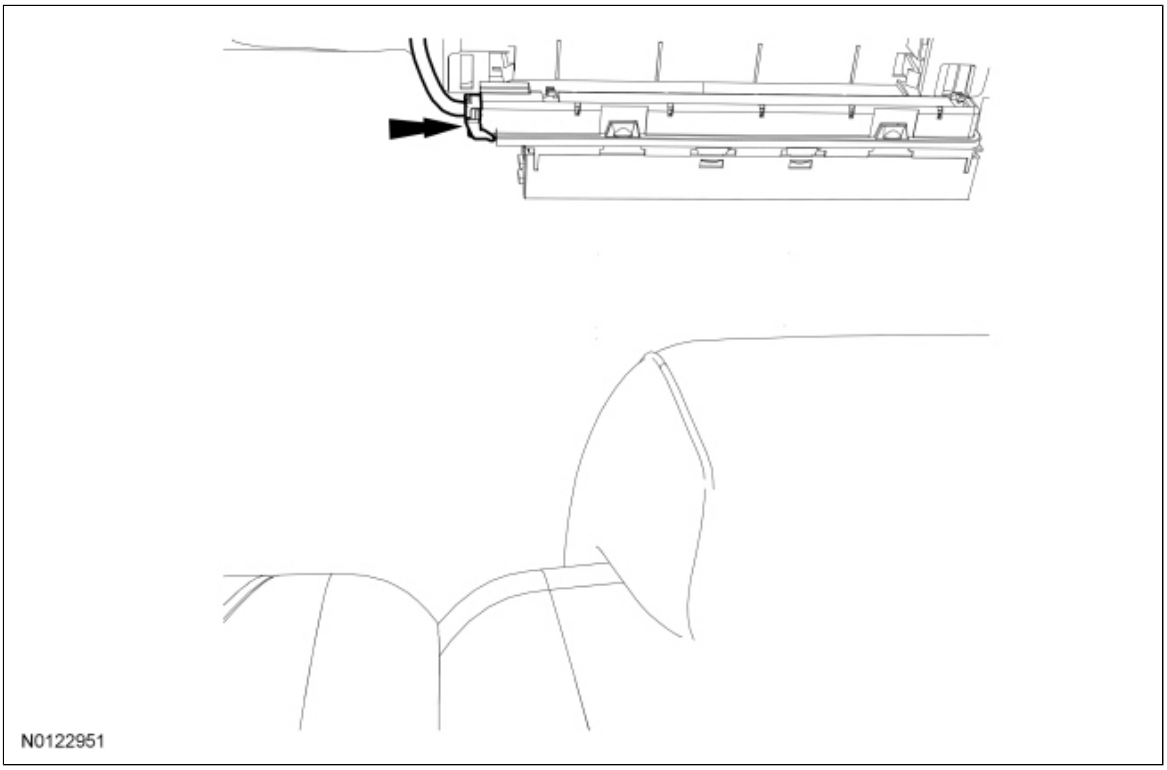
Removal and Installation

4-Door Sedan

1. Remove the high mounted stoplamp assembly cover.
2. Disconnect the 2 clips on the side of the high mounted stoplamp assembly and lower the high mounted stoplamp assembly down.

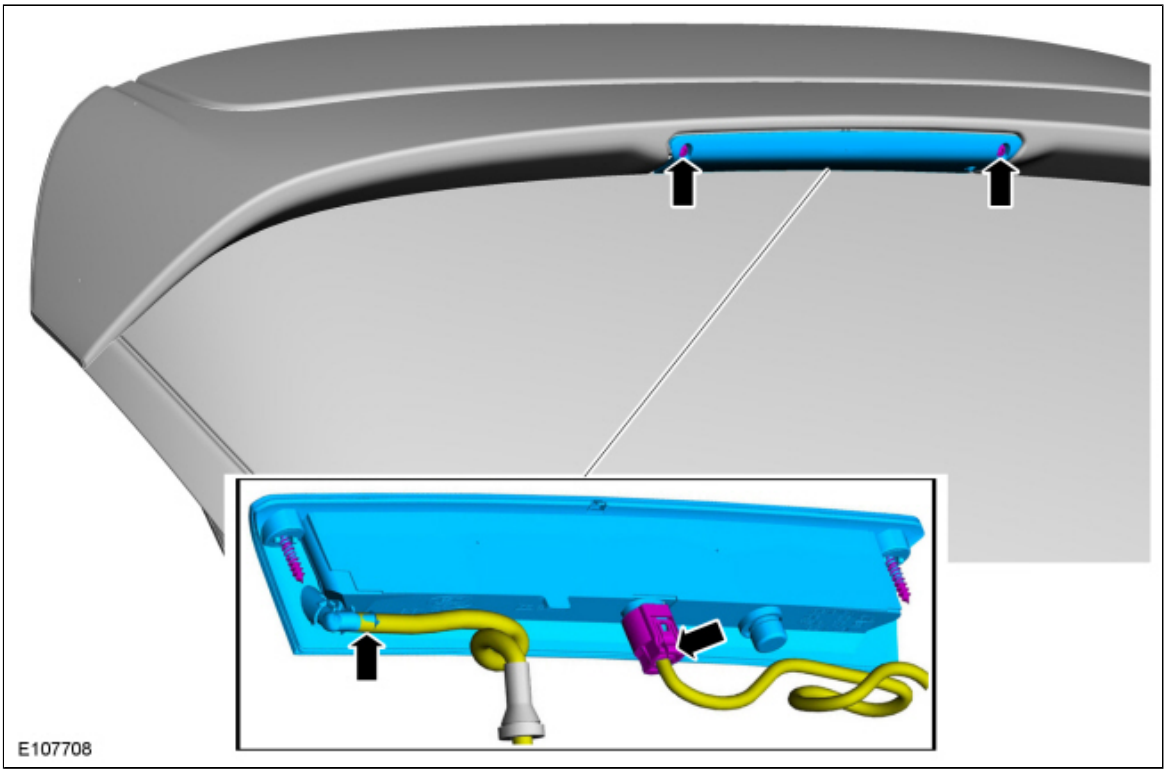


3. Disconnect the high mounted stoplamp assembly electrical connector and remove.



5-Door Hatchback

4. Remove the high mounted stoplamp assembly.
    1. Remove the 2 high mounted stoplamp assembly screws.
    2. Disconnect the high mounted stoplamp assembly electrical connector and the rear window washer hose and remove the high mounted stoplamp assembly.

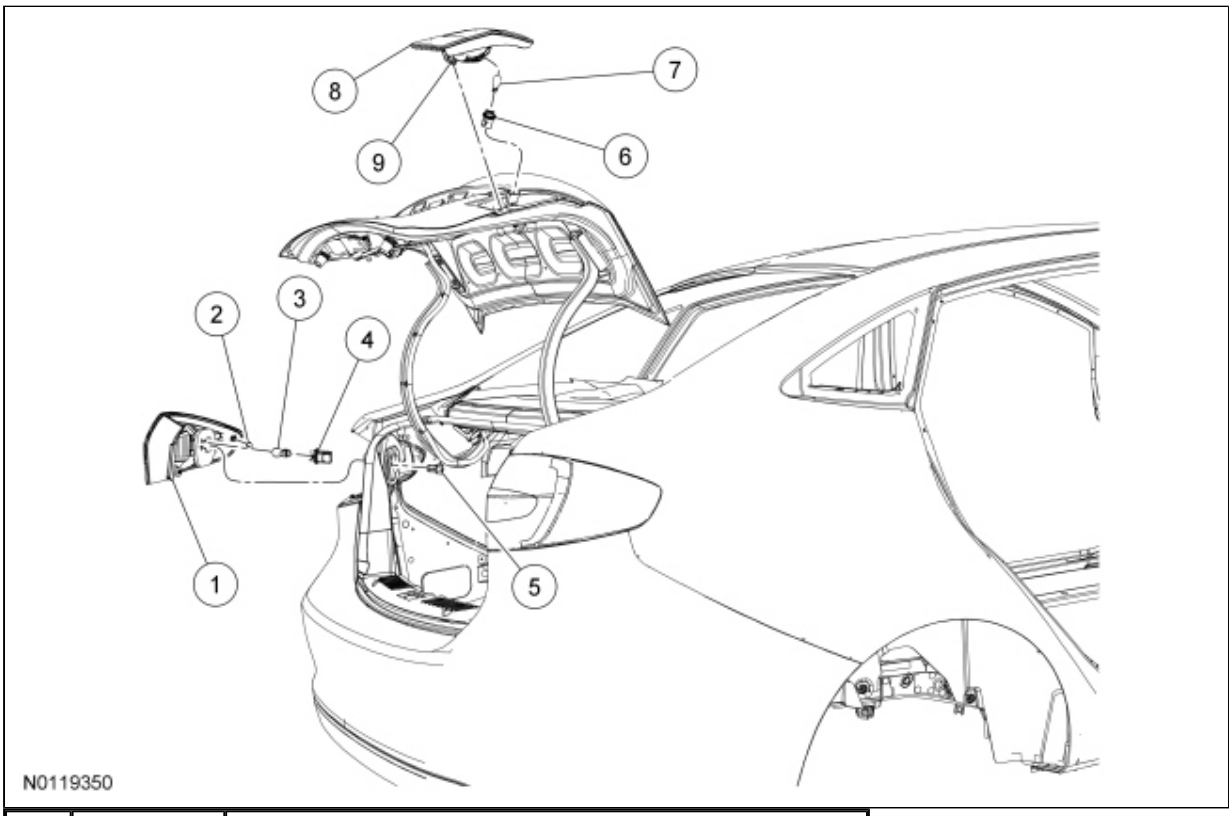


All Vehicles

5. To install, reverse the removal procedure.

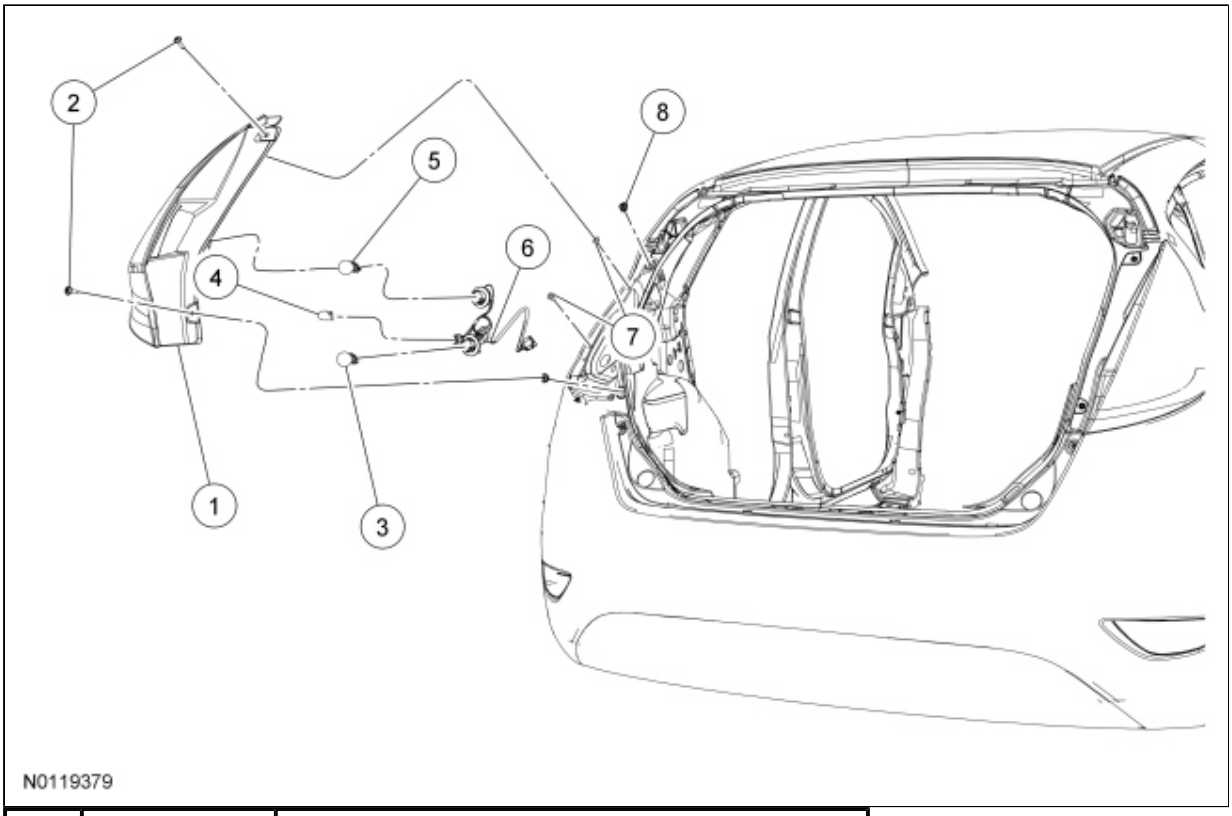
Rear Lamp Assembly

4-Door Sedan



Item	Part Number	Description
1	13404/ 13405	Rear outer lamp assembly (RH/LH)
2	13K262	Rear outer lamp assembly grommet
3	13466	Park/ turn/ stop lamp bulb
4	13411	Park/ turn/ stop lamp bulb socket
5	W707612	Rear outer lamp assembly retaining nut
6	13411	Reverse bulb socket
7	13466	Reverse bulb
8	15500/ 15501	Rear inner lamp assembly (RH/LH)
9	—	Rear inner lamp assembly retaining nut (part of the rear inner lamp assembly)

5-Door Hatchback



Item	Part Number	Description
1	13404/ 13405	Rear lamp assembly (RH/LH)
2	W714309	Rear lamp assembly screws (2 required)
3	13466	Rear lamp assembly lower inner bulb
4	13466	Rear lamp assembly outer bulb
5	13466	Rear lamp assembly upper bulb
6	13410	Rear lamp socket and wire assembly
7	16K262	Rear lamp assembly grommets (2 required)
8	W707977	Rear lamp assembly retainer nut (2 required)

Removal and Installation

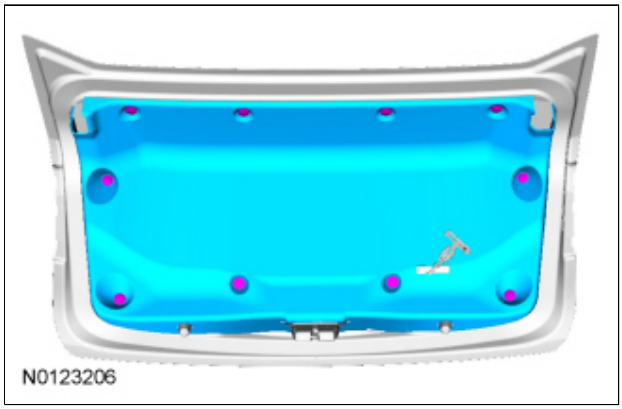
4-Door sedan rear outer lamp assembly

1. Remove the pin-type retainer and position the luggage compartment trim panel aside.

2. Remove the rear outer lamp assembly.
    1. Remove the rear outer lamp assembly retaining nut.
    2. Disconnect and remove the rear outer lamp assembly.

4-Door sedan rear inner lamp assembly

3. Remove the 10 pin-type retainers and the decklid trim panel.



4. Remove the rear inner lamp assembly.
    1. Loosen the rear inner lamp assembly retaining nut.
    2. Disconnect and remove the rear inner lamp assembly.

5-Door hatchback

5. Remove the 2 rear lamp assembly screws.

6. Remove the rear lamp assembly.
    1. Pull the rear lamp assembly out.
    2. Remove the 3 rear lamp assembly bulbs and remove the lamp assembly.

All vehicles

7. To install, reverse removal procedure.

Interior Lighting

The interior lighting system consists of the following components:

- Interior/map lamps
- Luggage compartment lamp
- Door ajar switches (integrated into the door latches)
- Luggage compartment lid/liftgate ajar switch (integrated into the luggage compartment lid/liftgate latch)
- Ambient lighting module (located under the center console)
- Ambient lighting switch (integrated into the passenger heated seat switch)
- Body Control Module (BCM)

The interior lighting system consists of up to 3 subsystems:

- Courtesy lamps
- Demand lamps
- Ambient lighting

Battery Saver

NOTE: Time-out is 10 seconds if the vehicle is in Factory mode or 0 seconds if the vehicle is in Transport mode.

The provides automatic shut-off of the courtesy and demand lamps after a time-out period when the ignition is OFF. A timer in the BCM starts when any of the following occur:

- the ignition is changed to OFF
- any door or luggage compartment lid/liftgate becomes ajar
- the UNLOCK button of the transmitter is pressed
- a door is unlocked using a key
- the door lock switch is pressed

When 10 minutes (30 minutes for demand lamps) have elapsed, the automatically shuts the voltage off to the lamps. The timer restarts (voltage is restored if the BCM is in battery saver mode) if any of the following occurs:

- the ignition is changed out of OFF
- any door, luggage compartment lid or liftgate becomes ajar
- the UNLOCK button of the transmitter is pressed
- a door is unlocked using a key
- the door lock switch is pressed

Courtesy Lamps

The courtesy lamp subsystem consists of the interior/map lamps, the door ajar switches and the BCM . The turns the courtesy lamps on when a door is opened or when an unlock signal is received from the Remote Keyless Entry (RKE) transmitter.

Illuminated Entry/Exit

The illuminated entry and exit features provide temporary illumination of the parking lamps, the

dimmable backlighting, the ambient backlighting and the courtesy lamps. Refer to the following table for additional information.

NOTE: An arbitrator (software programming) within the determines which actions take precedence over others (for example, an open door keeps the courtesy lamps on even when a command to lock the doors is received).

NOTE: For vehicles without Intelligent Access (IA), the timer for the backlighting and ambient lighting is reset to 25 seconds when the key is inserted or removed from the ignition lock cylinder.

Action	Parking Lamps	Courtesy Lamps	Dimmable Backlighting	Ambient Lighting
RKE transmitter or mechanical unlocking of the doors	On for 25 seconds	On for 25 seconds	On for 25 seconds	On for 25 seconds
RKE transmitter or mechanical locking of the doors	Off	Off	Off	Off
Open a closed door after previously unlocking (no ignition state change since unlock)	Off (on for remianing time if unlocked from transmitter or mechanical unlocking of the doors)	On	On	On
Close all doors	Off	On for 25 seconds	On for 25 seconds	On for 25 seconds
Ignition changed to ON	Off	On for 25 seconds	Off	On
Ignition changed out of ON	Off	On for 25 seconds	On for 25 seconds	On for 25 seconds
Open a door after the ignition is changed to OFF	Off	On	Off	Off
Ignition is OFF and doors are unlocked from the door lock switch	Off	On for 25 seconds	Off	Off
Ignition is OFF and doors are locked from the door lock switch	Off	Off	Off	Off

Theater Lighting

The theater lighting option ramps-up the courtesy lamps over 0.7 second when courtesy lamp activation is requested. The theater lighting feature ramps-down the courtesy lamps over 1.7 seconds when interior lighting deactivation is requested by any feature other than the panic alarm or battery saver.

Demand Lamps

The demand lamps subsystem consists of the map/reading lamps and the luggage compartment lamp (sedan) or cargo lamp (5-door) lamp. The energizes the battery saver relay to supply voltage to the demand lamps when the battery saver feature is not active.

Ambient Lighting

The ambient lighting LEDs illuminate the cup holders (front and rear) and the front and rear footwell areas. The ambient lighting subsystem consists of the ambient lighting switch, the ambient lighting module, and the harness with hardwired LEDs located within the floor console and under the instrument

panel footwell areas. The ambient lighting is operational when the ignition is in any state other than OFF (the exception is when it is used in conjunction with the illuminated entry/exit features). The ambient lighting switch cycles the LEDs through 7 different color combinations or to turn the ambient lighting off.

Interior Lighting

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Body Control Module (BCM) supplies voltage (and ground for the courtesy lamps) to the interior lighting system. The interior lighting system illuminates the courtesy lamps to enhance visibility of the interior when a vehicle door is ajar. The BCM controls all interior lighting functions and timing by monitoring inputs from the door ajar switches, luggage compartment lid/liftgate ajar switch, door lock switch, input from the Remote Keyless Entry (RKE) system and the ignition state.

The voltage supply circuit to the BCM for the interior lamps is also used for the horn.

Ambient Lighting

The ambient lighting module provides voltage and ground to the LEDs. The ambient lighting switch is an input to the ambient lighting module. With each press of the ambient lighting switch, the ambient lighting module cycles through a different color variation or turns the ambient lighting feature off. There are 3 different color (red, blue and green) LEDs housed within each LED assembly. By illuminating various color combinations, the LEDs are able to produce 7 different colors of ambient light. The module retains the last color setting between ignition cycles.

Field-Effect Transistor (FET) Protection

A FET is a type of transistor that, when used with module software, monitors and controls current flow on module outputs. The FET protection strategy prevents module damage in the event of excessive current flow.

The BCM utilizes a FET protective circuit strategy for many of its outputs (such as a turn lamp output circuit). Output loads (current level) are monitored for excessive current (typically short circuits) and are shut down when a fault event is detected. A short circuit DTC sets when the fault event occurs.

The circuit remains off until the fault is corrected and the ignition is cycled off and then back on, the module resets the FET protection and allows the circuit to function.

The FET protected circuits for the interior lighting system are the interior lamp voltage supply, courtesy lamp ground and ambient lighting module voltage supply circuits.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

• Interior/map lamps • Luggage compartment/cargo lamp	• Bulb(s) • Wiring, terminals or connectors • Interior/map lamps • Luggage compartment/cargo lamp • Ambient lighting switch

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is ON.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the Body Control Module (BCM).

9. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to

the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Charts

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B1091:12	Courtesy Lamp Sense: Circuit Short To Battery	GO to Pinpoint Test B .
B1175:92	Drivers Door Ajar Switch: Performance Or Incorrect Operation	GO to Pinpoint Test D .
B1176:92	Passenger Door Ajar Switch: Performance Or Incorrect Operation	GO to Pinpoint Test D .
B1178:92	Boot/Trunk Ajar Switch: Performance Or Incorrect Operation	GO to Pinpoint Test C .
B11E9:92	Left Rear Door Ajar Switch: Performance Or Incorrect Operation	GO to Pinpoint Test D .
B11EA:92	Right Rear Door Ajar Switch: Performance Or Incorrect Operation	GO to Pinpoint Test D .
B12F1:11	Ambient Lighting Zone 1 Output: Circuit Short To Ground	GO to Pinpoint Test H .
B12F1:15	Ambient Lighting Zone 1 Output: Circuit Short To Battery Or Open	If the ambient lighting is inoperative, GO to Pinpoint Test H . If the ambient lighting is always on, GO to Pinpoint Test J .
B1D14:11	Interior Lights Circuit "B": Circuit Short To Ground	GO to Pinpoint Test B .

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The courtesy lamps do not illuminate with a door open	• Wiring, terminals or connectors • Door latch • Body Control Module (BCM)	• GO to Pinpoint Test A .
• One or more courtesy lamps are inoperative	• Wiring, terminals or connectors • Interior lamp • BCM	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test B .
• The luggage compartment/cargo lamp is inoperative	• Wiring, terminals or connectors • Luggage compartment lid/liftgate latch • Luggage compartment/cargo lamp	• VERIFY the bulb is OK. If OK, GO to Pinpoint Test C .

• The courtesy lamps are always on	• Wiring, terminals or connectors • Door latch • BCM	• GO to Pinpoint Test D .
• The luggage compartment/cargo lamp is always on	• Wiring, terminals or connectors • Luggage compartment lid/liftgate latch	• GO to Pinpoint Test E .
• One or more demand lamps are inoperative	• Wiring, terminals or connectors • Interior/map lamps	• VERIFY the bulbs are OK. If OK, GO to Pinpoint Test F .
• The battery saver does not deactivate after time-out	• Wiring, terminals or connectors • BCM	• GO to Pinpoint Test G .
• The ambient lighting is inoperative	• Wiring, terminals or connectors • Ambient lighting switch • Ambient lighting harness • Ambient lighting module • BCM	• GO to Pinpoint Test H .
• The ambient lighting does not cycle through all color variations	• Wiring, terminals or connectors • Ambient lighting switch • Ambient lighting harness • Ambient lighting module	• GO to Pinpoint Test I .
• The ambient lighting is always on	• Wiring, terminals or connectors • BCM	• GO to Pinpoint Test J .

Pinpoint Tests

Pinpoint Test A: The Courtesy Lamps Do Not Illuminate With A Door Open

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends a voltage signal to each door ajar switch (integrated into the door latch), which is routed to ground when the door is closed (the door ajar switch is closed when the door is closed). When the door is opened, the signal to ground is interrupted, indicating an open door to the BCM . When the BCM determines a door is open, the battery saver relay energizes (if not already energized) to supply voltage to the interior lamps and the BCM provides ground to the courtesy lamps.

The demand lamp system (map lamps) uses the interior lamps ground circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Door latch

- BCM

PINPOINT TEST A: THE COURTESY LAMPS DO NOT ILLUMINATE WITH A DOOR OPEN

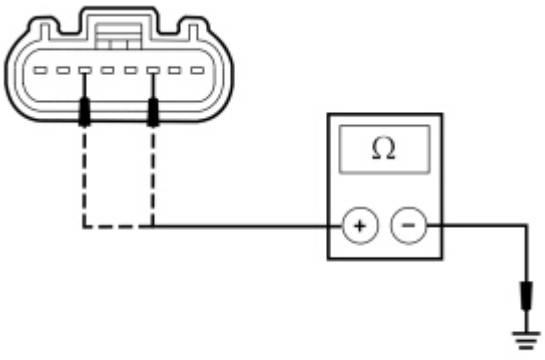
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>A1 CHECK THE OPERATION OF THE COURTESY LAMPS FROM ALL THE DOORS</td><td></td></tr>
<tr><td>NOTE: Make sure the interior lamp switches are in the DOOR or COURTESY position before carrying out this step.
• Open all the doors and observe the interior lamps.
• Do the interior lamps illuminate?</td><td>Yes
CLOSE the doors. GO to A2.

No
CLOSE the doors. GO to Pinpoint Test B.</td></tr>
<tr><td>A2 CHECK THE DOOR AJAR SWITCH OPERATION</td><td></td></tr>
<tr><td>• Ignition OFF.
• Disconnect: Suspect Door Latch .
• Do the courtesy lamps illuminate?</td><td>Yes
INSTALL a new door latch in question. REFER to Section 501-14. TEST the system for normal operation.

No
GO to A3.</td></tr>
<tr><td>A3 CHECK THE DOOR AJAR SWITCH CIRCUIT FOR A SHORT TO GROUND</td><td></td></tr>
<tr><td>• Disconnect: BCM C2280G.
• Measure the resistance between the suspect door latch, harness side and ground as follows:

<table>
<tr><th>Suspect Door Latch</th><th>Connector-Pin</th><th>Circuit</th></tr>
<tr><td>LH front</td><td>C525-3</td><td>CPL26 (GN/VT)</td></tr>
<tr><td>RH front</td><td>C609-6</td><td>CPL31 (WH)</td></tr>
<tr><td>LH rear</td><td>C705-3</td><td>CPL36 (GN)</td></tr>
<tr><td>RH rear</td><td>C805-6</td><td>CPL39 (YE)</td></tr>
</table>

N0114650</td><td>Yes
GO to A4.

No
REPAIR the circuit in question for a short to ground. TEST the system for normal operation.</td></tr>
</table>

• **Is the resistance greater than 10,000 ohms?**	
A4 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: One Or More Courtesy Lamps Are Inoperative

Refer to Wiring Diagrams Cell 89, Interior Lamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) supplies voltage and ground to the courtesy lamps when requested. The voltage supply is also used for the demand lamp function (map lamps).

- DTC B1091:12 (Courtesy Lamp Sense: Circuit Short To Battery) — a continuous and on-demand DTC that sets when the BCM detects a short to voltage from the courtesy lamp ground controlled circuit.
- DTC B1D14:11 (Interior Lights Circuit "B": Circuit Short to Ground) — a continuous and on-demand DTC that sets when the BCM detects a short to ground from the courtesy lamp voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Interior lamp
- BCM

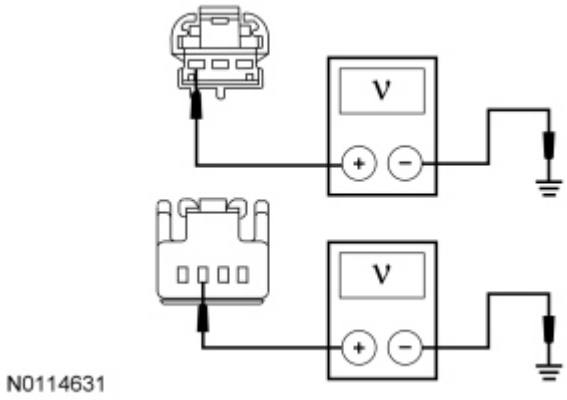
PINPOINT TEST B: ONE OR MORE COURTESY LAMPS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 CHECK THE OPERATION OF THE COURTESY LIGHTING WITH THE LH FRONT DOOR OPEN	
NOTE: For vehicles equipped with a moonroof, make sure the interior lamp switches are in the DOOR position before carrying out this step. • Ignition OFF. • Open the LH front door and observe the interior lamps. • **Are all the interior lamps inoperative?**	**Yes** GO to B4. **No** GO to B2.
B2 CHECK FOR VOLTAGE TO THE INOPERATIVE COURTESY LAMP	

- Disconnect: Inoperative Lamp.
- Ignition ON.
- With a door open, measure the voltage between the inoperative interior lamp, harness side and ground as follows:

Inoperative Lamp	Connector-Pin	Circuit
Front (with moonroof)	C926-3	CLN01 (GN/VT)
Front (without moonroof)	C901-3	CLN01 (GN/VT)
Rear	C932-3	CLN01 (GN/VT)



N0114631

- **Is the voltage greater than 10 volts?**

Yes
GO to B3 .

No
REPAIR circuit CLN01 (GN/VT) for an open. TEST the system for normal operation.

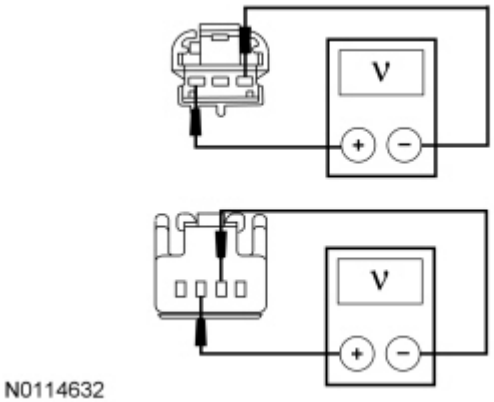
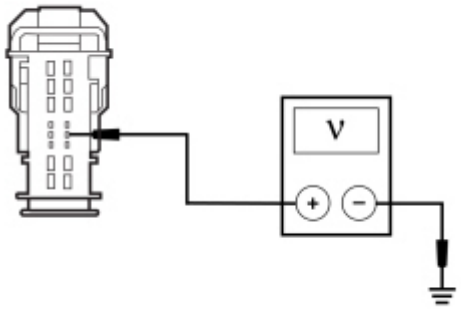
B3 CHECK THE INOPERATIVE COURTESY LAMP GROUND CONTROLLED CIRCUIT FOR AN OPEN

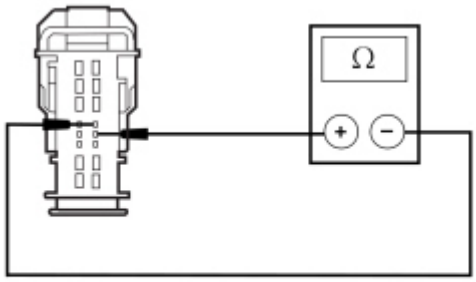
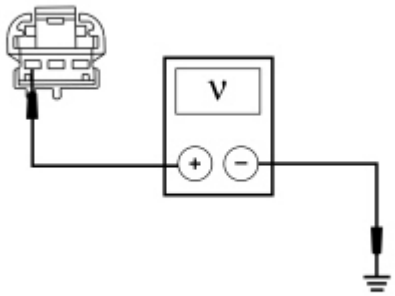
- Measure the voltage between the inoperative interior lamp pins, harness side as follows:

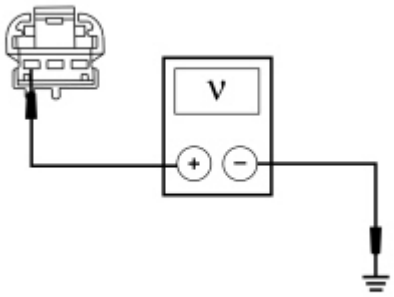
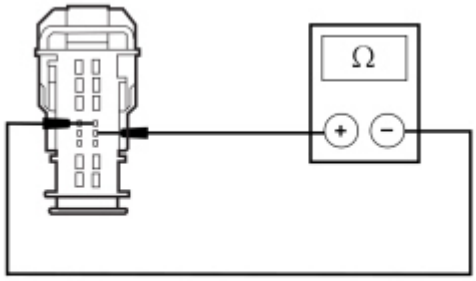
Inoperative Lamp	Connector-Pin Circuit	Connector-Pin Circuit
Front (with moonroof)	C926-3 CLN01 (GN/VT)	C926-2 CLN03 (YE/GY)
Front (without moonroof)	C901-3 CLN01 (GN/VT)	C901-1 CLN03 (YE/GY)
Rear	C932-3 CLN01 (GN/VT)	C932-1 CLN03 (YE/GY)

Yes
INSTALL a new interior lamp for the lamp in question. TEST the system for normal operation.

No
REPAIR circuit CLN03 (YE/GY) for an open. TEST the system for normal operation.

 N0114632 • **Is the voltage greater than 10 volts?**	
B4 CHECK THE OPERATION OF THE COURTESY LAMPS FROM ALL THE DOORS	
• Open all the doors and observe the interior lamps. • **Do the interior lamps illuminate?**	**Yes** GO to Pinpoint Test A . **No** CLOSE all the doors. GO to B5 .
B5 CHECK THE OPERATION OF THE MAP LAMP	
• Ignition ON. • Use the map lamp function on the front interior lamp and attempt to turn the lamp on. • **Does the front interior lamp illuminate?**	**Yes** GO to B6 . **No** GO to B8 .
B6 CHECK THE COURTESY LAMPS GROUND CONTROLLED CIRCUIT FOR A SHORT TO VOLTAGE	
• Disconnect: BCM C2280C. • Ignition ON. • Measure the voltage between the BCM C2280C-5, circuit CLN03 (YE/GY), harness side and ground.  N0114633 • **Is any voltage present?**	**Yes** REPAIR circuit CLN03 (YE/GY) for a short to voltage. CYCLE the ignition ON and then OFF. CLEAR the DTCs. TEST the system for normal operation. **No** GO to B7 .
B7 CHECK THE COURTESY LAMPS GROUND CONTROLLED CIRCUIT FOR AN OPEN	
• Ignition OFF. • Measure the resistance between the BCM C2280C-5, circuit CLN03 (YE/GY), harness side and the BCM C2280C-4, circuit CLN01 (GN/VT), harness side.	**Yes** GO to B13 . **No** REPAIR circuit CLN03 (YE/GY) for an open. TEST

 N0114634 • **Is the resistance less than 5 ohms?**	the system for normal operation.
B8 ISOLATE THE FRONT INTERIOR LAMP	
• Ignition OFF. • Disconnect: Front Interior Lamp C926 (with moonroof) or C901 (without moonroof). • Cycle the ignition ON and then OFF. • Open the LH front door. • **Does the rear interior lamp illuminate?**	**Yes** INSTALL a new front interior lamp. CLEAR the DTCs. TEST the system for normal operation. **No** CLOSE the LH front door. GO to B9 .
B9 ISOLATE THE LUGGAGE COMPARTMENT/CARGO LAMP	
• Disconnect: Luggage Compartment/Cargo Lamp C489. • Cycle the ignition ON and then OFF. • Open the LH front door. • **Does the rear interior lamp illuminate?**	**Yes** INSTALL a new luggage compartment/cargo lamp. CLEAR the DTCs. TEST the system for normal operation. **No** CLOSE the LH front door. GO to B10 .
B10 ISOLATE THE REAR INTERIOR LAMP	
• Disconnect: Rear Interior Lamp C932. • Cycle the ignition ON and then OFF. • Open the LH front door. • Measure the voltage between the rear interior lamp C932-3, circuit CLN01 (GN/VT), harness side and ground.  N0114635 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new rear interior lamp. CLEAR the DTCs. TEST the system for normal operation. **No** GO to B11 .
B11 CHECK THE INTERIOR LAMP VOLTAGE SUPPLY CIRCUIT	

FOR A SHORT TO GROUND	
• Disconnect: BCM C2280C. • Measure the resistance between the rear interior lamp C932-3, circuit CLN01 (GN/VT), harness side and ground.  N0114635 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR circuit CLN01 (GN/VT) for a short to ground. CYCLE the ignition ON and then OFF. CLEAR the DTCs. TEST the system for normal operation. **No** GO to B12.
B12 CHECK THE INTERIOR LAMP VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Connect: Front, Rear and Luggage Compartment/Cargo Lamps . • Measure the resistance between the BCM C2280C-5, circuit CLN03 (YE/GY), harness side and the BCM C2280C-4, circuit CLN01 (GN/VT), harness side.  N0114634 • **Is the resistance less than 5 ohms?**	**Yes** GO to B12. **No** REPAIR circuit CLN01 (GN/VT) for an open. TEST the system for normal operation.
B13 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: The Luggage Compartment/Cargo Lamp Is Inoperative

Refer to Wiring Diagrams Cell 89 , Interior Lamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends a voltage signal to the luggage compartment lid/liftgate ajar switch (integrated into the latch) to monitor the ajar switch status. The switch is normally closed when the luggage compartment lid/liftgate is closed, and open when the luggage compartment lid/liftgate is open. The ajar switch also controls the ground side of the luggage compartment lamp. The luggage compartment ajar switch completes the path to ground for the luggage compartment/cargo lamp when the luggage compartment lid/liftgate is open.

- DTC B1178:92 (Boot/Trunk Ajar Switch: Performance Or Incorrect Operation) — an on-demand DTC that sets when the BCM detects an open from the luggage compartment lid/liftgate ajar input circuit.

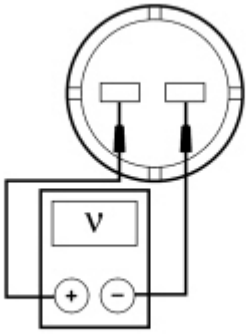
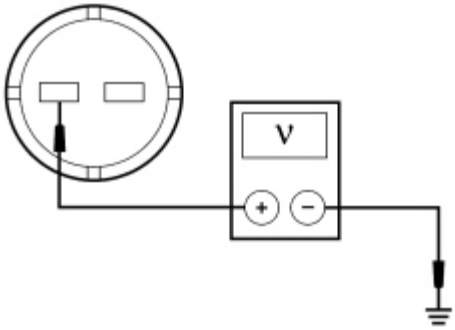
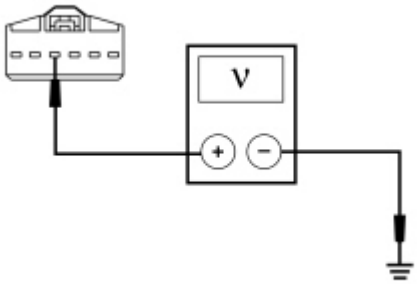
This pinpoint test is intended to diagnose the following:

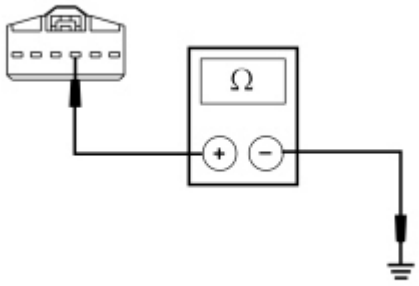
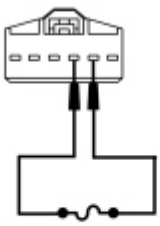
- Wiring, terminals or connectors
- Luggage compartment lid/liftgate latch
- Luggage compartment/cargo lamp

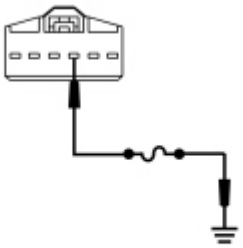
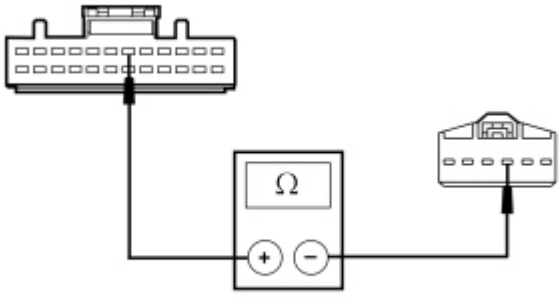
PINPOINT TEST C: THE LUGGAGE COMPARTMENT/CARGO LAMP IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
C1 CHECK THE COURTESY LAMP OPERATION	
• Open the LH front door and observe the interior lamps. • **Do the courtesy lamps illuminate?**	**Yes** GO to C2 . **No** GO to Pinpoint Test A .
C2 CHECK THE LUGGAGE COMPARTMENT LID/LIFTGATE AJAR PID	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM luggage compartment lid/liftgate ajar switch PID while opening and closing the luggage compartment lid/liftgate. • **Does the PID agree with the luggage compartment lid/liftgate positions?**	**Yes** GO to C3 . **No** If the PID always indicates closed, GO to C6 . If the PID always indicates open, GO to C8 .
C3 CHECK FOR VOLTAGE TO THE LUGGAGE COMPARTMENT/CARGO LAMP	
• Ignition OFF. • Open the luggage compartment lid/liftgate. • Disconnect: Luggage Compartment/Cargo Lamp C489. • Measure the voltage between the luggage compartment/cargo lamp C489-1, circuit CLN01 (GN/VT), harness side and the luggage compartment lamp C489-2, circuit CLN13 (WH/BU).	**Yes** INSTALL a new luggage compartment lamp. TEST the system for normal operation.

 N0089982 • **Is the voltage greater than 10 volts?**	**No** GO to C4 .
C4 CHECK THE LUGGAGE COMPARTMENT/CARGO LAMP VOLTAGE SUPPLY CIRCIUT FOR AN OPEN	
• Measure the voltage between the luggage compartment/cargo lamp C489-1, circuit CLN01 (GN/VT), harness side and ground.  N0075717 • **Is the voltage greater than 10 volts?**	**Yes** GO to C5 . **No** REPAIR circuit CLN01 (GN/VT) for an open. TEST the system for normal operation.
C5 CHECK THE LUGGAGE COMPARTMENT/CARGO LAMP GROUND CIRCUIT FOR AN OPEN	
• Connect: Luggage Compartment/Cargo Lamp C489. • Disconnect: Luggage Compartment Lid/Liftgate Latch C4223. • Measure the voltage between the luggage compartment lid/liftgate latch C4223-4, circuit CLN13 (WH/BU), harness side and ground.  N0114636 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new luggage compartment lid/liftgate latch. REFER to Section 501-14 . TEST the system for normal operation. **No** REPAIR circuit CLN13 (WH/BU) for an open. TEST the system for normal operation.
C6 RECHECK THE PID WITH THE LUGGAGE COMPARTMENT/LIFTGATE LATCH DISCONNECTED	
• Disconnect: Luggage Compartment Lid/Liftgate Latch C4223.	**Yes**

• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM luggage compartment lid/liftgate ajar switch PID. • **Does the PID indicate the luggage compartment lid/liftgate is open?**	INSTALL a new luggage compartment lid/liftgate latch. REFER to Section 501-14 . TEST the system for normal operation. **No** GO to C7 .
C7 CHECK THE LUGGAGE COMPARTMENT/LIFTGATE AJAR INPUT CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280G. • Measure the resistance between the luggage compartment lid/liftgate latch C4223-3, circuit CPL44 (YE/OG), harness side and ground.  N0114640 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to C11 . **No** REPAIR circuit CPL44 (YE/OG) for a short to ground. TEST the system for normal operation.
C8 BYPASS THE LUGGAGE COMPARTMENT/LIFTGATE LATCH	
• Ignition OFF. • Disconnect: Luggage Compartment Lid/Liftgate Latch C4223. • Ignition ON. • Connect a fused jumper wire between the luggage compartment lid/liftgate latch C4223-3, circuit CPL44 (YE/OG), harness side and the luggage compartment lid/liftgate latch C4223-2, circuit GD143 (BK/VT), harness side.  N0114638 • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM luggage compartment lid/liftgate ajar switch PID. • **Does the PID indicate the luggage compartment lid/liftgate is closed?**	**Yes** REMOVE the jumper wire. INSTALL a new luggage compartment lid latch. REFER to Section 501-14 . TEST the system for normal operation. **No** REMOVE the jumper wire. GO to C9 .

C9 BYPASS THE LUGGAGE COMPARTMENT/LIFTGATE LATCH GROUND CIRCUIT	
• Connect a fused jumper wire between the luggage compartment lid/liftgate latch C4223-3, circuit CPL44 (YE/OG), harness side and ground.  N0114639 • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM luggage compartment lid/liftgate ajar switch PID. • **Does the PID indicate the luggage compartment lid/liftgate is closed?**	**Yes** REMOVE the jumper wire. REPAIR circuit GD143 (BK/VT) for an open. TEST the system for normal operation. **No** REMOVE the jumper wire. GO to C10.
C10 CHECK THE LUGGAGE COMPARTMENT/LIFTGATE AJAR INPUT CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: BCM C2280G. • Measure the resistance between the BCM C2280G-7, circuit CPL44 (YE/OG), harness side and the luggage compartment lid/liftgate latch C4223-3, circuit CPL44 (YE/OG), harness side.  N0114643 • **Is the resistance less than 5 ohms?**	**Yes** GO to C11. **No** REPAIR circuit CPL44 (YE/OG) for an open. TEST the system for normal operation.
C11 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all BCM the connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern

	may have been caused by a loose or corroded connector.

Pinpoint Test D: The Courtesy Lamps Are Always On

Refer to Wiring Diagrams Cell 89 , Interior Lamps for schematic and connector information.

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends a voltage signal to each door ajar switch (integrated into the door latch), which is routed to ground when the door is closed (the door ajar switch is closed when the door is closed). When the door is opened, the signal to ground is interrupted, indicating an open door to the BCM . When the BCM determines a door is open, the battery saver relay energizes (if not already energized) to supply voltage to the interior lamps and then the BCM provides ground to the courtesy lamps.

DTC Description	Fault Trigger Conditions
• B1175:92 — Driver Door Ajar Switch: Performance Or Incorrect Operation	An on-demand DTC that sets when the BCM detects an open from the LH front door ajar circuit.
• B1176:92 — Passenger Door Ajar Switch: Performance Or Incorrect Operation	An on-demand DTC that sets when the BCM detects an open from the RH front door ajar circuit.
• B11E9:92 — Left Rear Door Ajar Switch: Performance Or Incorrect Operation	An on-demand DTC that sets when the BCM detects an open from the LH rear door ajar circuit.
• B11EA:92 — Right Rear Door Ajar Switch: Performance Or Incorrect Operation	An on-demand DTC that sets when the BCM detects an open from the RH rear door ajar circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Door latch
- BCM

PINPOINT TEST D: THE COURTESY LAMPS ARE ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

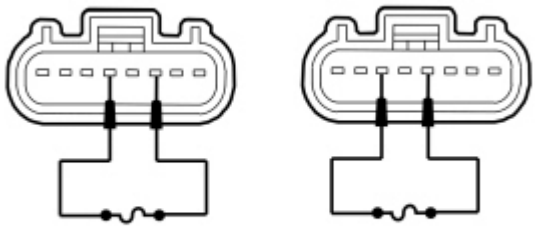
Test Step	Result / Action to Take
D1 CHECK THE DOOR AJAR PIDs	
• Ignition ON. • Close all the doors. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM door ajar switch PIDs while opening and closing all the doors. • **Do all the door ajar switch PID values agree with the door**	**Yes** GO to D5 . **No** GO to D2 .

positions?

D2 BYPASS THE SUSPECT DOOR LATCH

- Ignition OFF.
- Disconnect: Suspect Door Latch .
- Ignition ON.
- Connect a fused jumper wire between the suspect door latch pins, harness side as follows:

Suspect Door Latch	Connector-Pin Circuit	Connector-Pin Circuit
LH front	C525-3 CPL26 (GN/VT)	C525-5 GD143 (BK/VT)
RH front	C609-6 CPL31 (WH)	C609-4 GD145 (BK/BU)
LH rear	C705-3 CPL36 (GN)	C705-5 GD143 (BK/VT)
RH rear	C805-6 CPL39 (YE)	C805-4 GD145 (BK/BU)



N0114641

- Monitor the suspect BCM door ajar switch PID.
- **Does the PID indicate the suspect door is closed?**

Yes
REMOVE the jumper wire. INSTALL a new door latch for the one in question. REFER to Section 501-14 . TEST the system for normal operation.

No
REMOVE the jumper wire. GO to D3 .

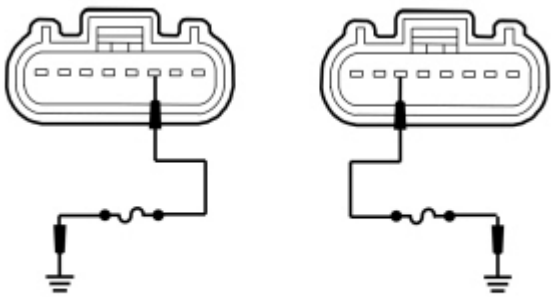
D3 BYPASS THE DOOR LATCH GROUND CIRCUIT

- Connect a fused jumper wire between the suspect door latch, harness side and ground as follows:

Suspect Door Latch	Connector-Pin	Circuit
LH front	C525-3	CPL26 (GN/VT)
RH front	C609-6	CPL31 (WH)
LH rear	C705-3	CPL36 (GN)
RH rear	C805-6	CPL39 (YE)

Yes
REMOVE the jumper wire. REPAIR the door latch ground circuit in question for an open. TEST the system for normal operation.

No
REMOVE the jumper wire. GO to D4 .



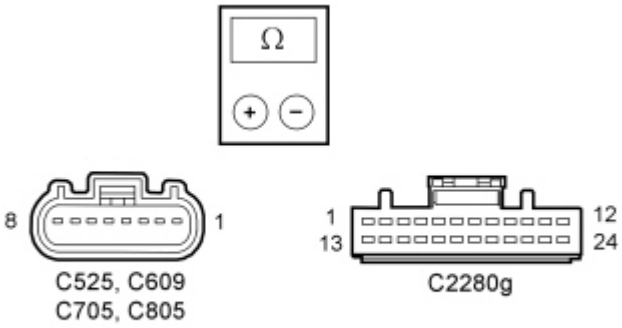
N0114642

- Monitor the suspect BCM door ajar switch PID.
- **Does the PID indicate the suspect door is closed?**

D4 CHECK THE DOOR AJAR SWITCH INPUT CIRCUIT FOR AN OPEN

- Ignition OFF.
- Disconnect: BCM C2280G.
- Measure the resistance between the suspect door ajar switch, harness side and the BCM, harness side as follows:

Suspect Door Ajar Latch Connector-Pin	BCM Connector-Pin	Circuit
LH front	C2280G-10	CPL26 (GN/VT)
RH front	C2280G-22	CPL31 (WH)
LH rear	C2280G-4	CPL36 (GN)
RH rear	C2280G-3	CPL39 (YE)



N0114644

- **Is the resistance less than 5 ohms?**

Yes
GO to D6.

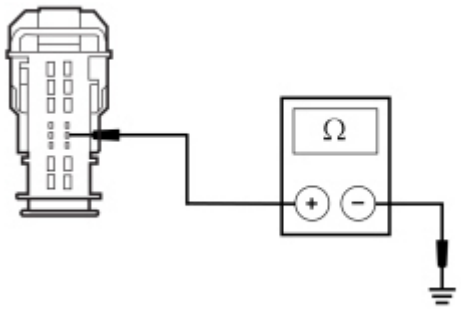
No
REPAIR the door ajar input circuit in question for an open. TEST the system for normal operation.

D5 CHECK THE COURTESY LAMP GROUND CIRCUIT FOR A SHORT TO GROUND

- Ignition OFF.
- Disconnect: BCM C2280C.
- Measure the resistance between the BCM C2280C-5, circuit CLN03 (YE/GY), harness side and ground.

Yes
GO to D6.

No
REPAIR circuit CLN03 (YE/GY) for an open. TEST the system for normal operation.

 N0114645 • **Is the resistance greater than 10,000 ohms?**	
D6 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and determine if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test E: The Luggage Compartment/Cargo Lamp Is Always On

Refer to Wiring Diagrams Cell 89, Interior Lamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) sends a voltage signal to the luggage compartment lid/liftgate ajar switch (integrated into the latch) to monitor the ajar switch status. The switch is normally closed when the luggage compartment lid/liftgate is closed, and open when the luggage compartment lid/liftgate is open. The ajar switch also controls the ground side of the luggage compartment lamp. The luggage compartment ajar switch completes the path to ground for the luggage compartment/cargo lamp when the luggage compartment lid/liftgate is open.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Luggage compartment lid/liftgate latch

PINPOINT TEST E: THE LUGGAGE COMPARTMENT/CARGO LAMP IS ALWAYS ON

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
E1 CHECK THE LUGGAGE COMPARTMENT LID/LIFTGATE AJAR PID	

• Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM luggage compartment lid/liftgate ajar PID while opening and closing the luggage compartment lid/liftgate. • **Does the PID agree with the luggage compartment lid/liftgate positions?**	**Yes** GO to E2. **No** GO to Pinpoint Test C.
E2 CHECK THE LUGGAGE COMPARTMENT LID/LIFTGATE LATCH	
• Ignition OFF. • Disconnect: Luggage Compartment Lid/Liftgate Latch C4223. • Ignition ON. • **Does the luggage compartment/cargo lamp continue to illuminate?**	**Yes** REPAIR circuit CLN13 (WH/BU) for a short to ground. TEST the system for normal operation. **No** INSTALL a new luggage compartment lid/liftgate latch. REFER to Section 501-14. TEST the system for normal operation.

Pinpoint Test F: One Or More Demand Lamps Are Inoperative

Refer to Wiring Diagrams Cell 89, Interior Lamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) supplies voltage to the interior lamps when the battery saver feature is not active. This voltage supply is shared with the courtesy lamps. The interior lamps have a dedicated ground circuit that is used for the map lamps to function independently of the courtesy lamp operation.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Interior/map lamps

PINPOINT TEST F: ONE OR MORE DEMAND LAMPS ARE INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
F1 CHECK THE COURTESY LAMP OPERATION	
NOTE: For vehicles equipped with a moonroof, make sure the interior lamp switches are in the DOOR position before carrying out this step. • Check the operation of the courtesy lamps with any door open. • **Do the courtesy lamps operate correctly?**	**Yes** GO to F2. **No** GO to Pinpoint Test B.
F2 DETERMINE IF THE FRONT AND REAR DEMAND LAMPS ARE OPERATIVE	
• Operate the map lamp function from the front and rear interior lamps.	**Yes** REPAIR circuit

<table>
<tr><td>

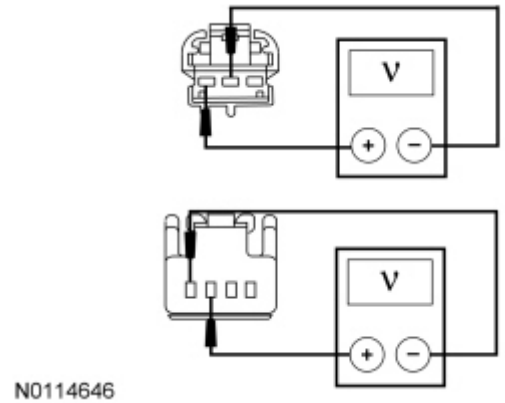
- **Is the map lamp function inoperative from both lamps?**

</td><td>GD143 (BK/VT) for an open. TEST the system for normal operation.

No
GO to F3 .</td></tr>
<tr><td>F3 CHECK INTERIOR LAMP GROUND CIRCUIT FOR AN OPEN</td><td></td></tr>
<tr><td>

- Ignition OFF.
- Disconnect: Inoperative Interior Lamp.
- Ignition ON.
- Measure the voltage between the inoperative interior lamp pins, harness side as follows:

<table>
<tr><th>Inoperative Lamp</th><th>Connector-Pin
Circuit</th><th>Connector-Pin
Circuit</th></tr>
<tr><td>Front (with moonroof)</td><td>C926-3
CLN01 (GN/VT)</td><td>C926-4
GD143 (BK/VT)</td></tr>
<tr><td>Front (without moonroof)</td><td>C901-3
CLN01 (GN/VT)</td><td>C901-2
GD143 (BK/VT)</td></tr>
<tr><td>Rear</td><td>C932-3
CLN01 (GN/VT)</td><td>C932-2
GD143 (BK/VT)</td></tr>
</table>



N0114646

- **Is the voltage greater than 10 volts?**

</td><td>Yes
INSTALL a new interior lamp in question. TEST the system for normal operation.

No
REPAIR circuit GD143 (BK/VT) for an open. TEST the system for normal operation.</td></tr>
</table>

Pinpoint Test G: The Battery Saver Does Not Deactivate After Time-out

Refer to Wiring Diagrams Cell 89 , Interior Lamps for schematic and connector information.

Normal Operation

The Body Control Module (BCM) provides a battery saver function that automatically shuts off of the courtesy lamps after 10 minutes and the demand lamps (map lamps and luggage compartment/cargo lamp) after 30 minutes have elapsed in order to save battery power.

If the courtesy lamps remain on after the battery saver feature activates (10 minutes), GO to Pinpoint Test D .

Refer to Interior Lighting , Battery Saver for specific information regarding the conditions which the battery saver activates.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals, or connectors
- BCM

PINPOINT TEST G: THE BATTERY SAVER DOES NOT DEACTIVATE AFTER TIME-OUT

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
G1 CHECK THE INTERIOR LAMP VOLTAGE SUPPLY CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: BCM C2280C. • Ignition ON. • Turn any map lamp on. • **Does the map lamp turn on?**	**Yes** REPAIR circuit CLN01 (GN/VT) for a short to voltage. TEST the system for normal operation. **No** GO to G2 .
G2 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test H: The Ambient Lighting Is Inoperative

Refer to Wiring Diagrams Cell 89 , Interior Lamps for schematic and connector information.

Normal Operation

When the ignition is in any state other than OFF, the Body Control Module (BCM) supplies voltage to the ambient lighting module and the ambient lighting switch. The ambient lighting module supplies voltage and ground to the ambient lighting LEDs. The ambient lighting switch cycles through the 7 color combinations or turns the ambient lighting feature off.

When the ambient lighting switch is pressed, voltage is routed to the ambient lighting module, indicating a request for the module to cycle the ambient lighting to the next setting.

The ambient lighting switch is a momentary contact switch.

- DTC B12F1:11 (Ambient Lighting Zone 1 Output: Circuit Short To Ground) — a continuous and

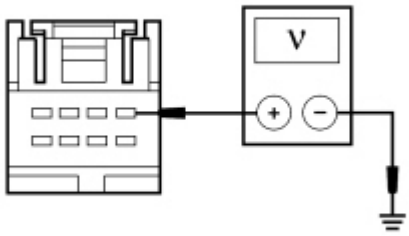
on-demand DTC that sets when the BCM detects a short to ground from the ambient lighting module voltage supply circuit.
- DTC B12F1:15 (Ambient Lighting Zone 1 Output: Circuit Short To Battery Or Open) — a continuous and on-demand DTC that sets when the BCM detects an open from the ambient lighting module voltage supply circuit.

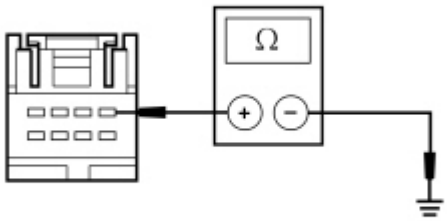
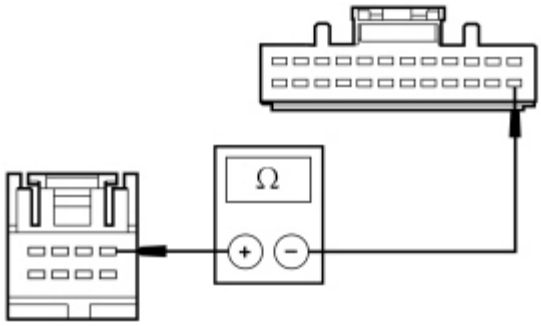
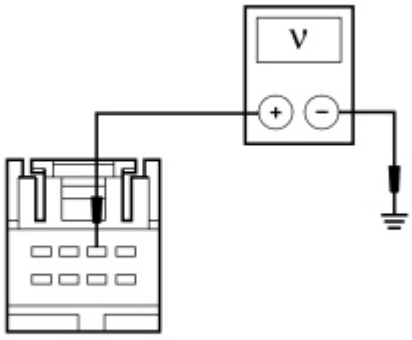
This pinpoint test is intended to diagnose the following:

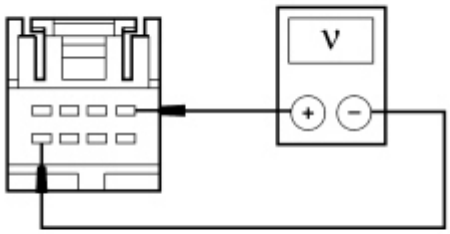
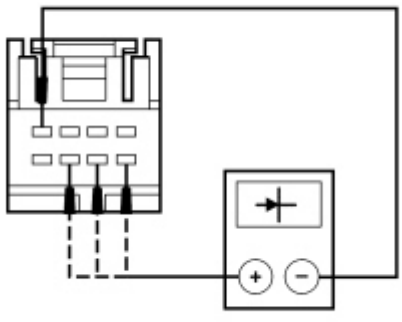
- Wiring, terminals, or connectors
- Ambient lighting switch
- Ambient lighting harness
- Ambient lighting module
- BCM

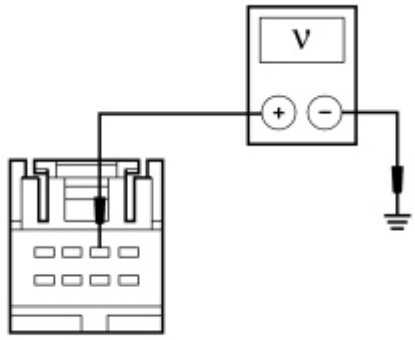
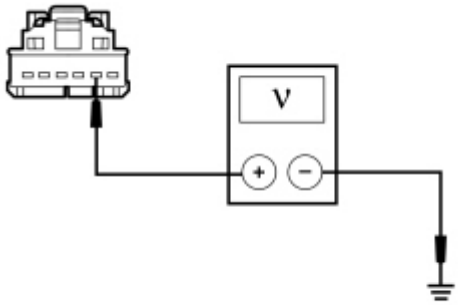
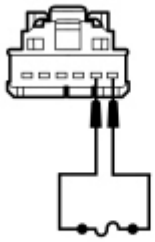
PINPOINT TEST H: THE AMBIENT LIGHTING IS INOPERATIVE

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
H1 CHECK FOR VOLTAGE TO THE AMBIENT LIGHTING MODULE • Ignition OFF. • Disconnect: Ambient Lighting Module C3347. • Ignition ON. • Measure the voltage between the ambient lighting module C3347-1, circuit CBX07 (GN/RD), harness side and ground.  N0107358 • **Is the voltage greater than 10 volts?**	**Yes** GO to H4 . **No** GO to H2 .
H2 CHECK THE AMBIENT LIGHTING MODULE VOLTAGE SUPPLY CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: BCM C2280E. • Measure the resistance between the ambient lighting module C3347-1, circuit CBX07 (GN/RD), harness side and ground.	**Yes** GO to H3 . **No** REPAIR circuit CLN02 (VT/BN) for a short to ground. CYCLE the ignition ON and then OFF. CLEAR the DTCs. TEST the system for normal

 N0114651 • **Is the resistance greater than 10,000 ohms?**	operation.
H3 CHECK THE AMBIENT LIGHTING MODULE VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Measure the resistance between the ambient lighting module C3347-1, circuit CBX07 (GN/RD), harness side and the BCM C2280E-24, circuit CLN02 (VT/BN), harness side.  N0114647 • **Is the resistance less than 5 ohms?**	**Yes** GO to H11 . **No** REPAIR circuit CBX07 (GN/RD) or circuit CLN02 (VT/BN) for an open. TEST the system for normal operation.
H4 CHECK THE AMBIENT LIGHTING SWITCH OUTPUT CIRCUIT	
• While pressing and releasing the ambient lighting switch, measure the voltage between the ambient lighting module C3347-2, circuit CLN54 (BN/YE), harness side and ground.  N0107360 • **Is the voltage greater than 10 volts with the switch pressed and 0 volts with the switch released?**	**Yes** GO to H5 . **No** If voltage is always present, GO to H7 . If no voltage is present, GO to H8 .
H5 CHECK THE AMBIENT LIGHTING MODULE GROUND CIRCUIT FOR AN OPEN	
• Measure the voltage between the ambient lighting module C3347-	**Yes**

1, circuit CBX07 (GN/RD), harness side and the ambient lighting module C3347-8, circuit GD908 (BK), harness side.  N0107361 • **Is the voltage greater than 10 volts?**	GO to H6 . **No** REPAIR circuit GD908 (BK) or circuit GD115 (BK/GY) for an open. TEST the system for normal operation.
H6 CHECK THE AMBIENT LIGHTING HARNESS	
• Ignition OFF. • Check any of the diode circuits between the ambient lighting module, harness side as follows: **Connector-Pin Circuit** / **Connector-Pin Circuit** C3347-5 CLN45 (GN) / C3347-4 RLN44 (BN) C3347-6 CLN46 (BU) / C3347-4 RLN44 (BN) C3347-7 CLN44 (OG) / C3347-4 RLN44 (BN)  N0107362 • **Does the meter indicate the circuit is good?**	**Yes** GO to H10 . **No** REPAIR or INSTALL a new ambient lighting harness. TEST the system for normal operation.
H7 CHECK THE AMBIENT LIGHTING SWITCH OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: Ambient Lighting Switch C2401. • Ignition ON.	**Yes** REPAIR circuit CLN54 (BN/YE) or circuit

• Measure the voltage between the ambient lighting module C3347-2, circuit CLN54 (BN/YE), harness side and ground.  N0107360 • **Is any voltage present?**	CLN60 (WH/BN) for a short to voltage. TEST the system for normal operation. **No** INSTALL a new ambient lighting switch. REFER to Ambient Lighting Switch in this section. TEST the system for normal operation.
H8 CHECK FOR VOLTAGE TO THE AMBIENT LIGHTING SWITCH	
• Ignition OFF. • Connect: Ambient Lighting Module C3347. • Disconnect: Ambient Lighting Switch C2401. • Ignition ON. • Measure the voltage between the ambient lighting switch C2401-2, circuit CLN02 (VT/BN), harness side and ground.  N0114648 • **Is the voltage greater than 10 volts?**	**Yes** GO to H9 . **No** REPAIR circuit CLN02 (VT/BN) for an open. TEST the system for normal operation.
H9 BYPASS THE AMBIENT LIGHTING SWITCH	
• Connect and remove a fused jumper wire between the ambient lighting switch C2401-2, circuit CLN02 (VT/BN), harness side and the ambient lighting switch C2401-1, circuit CLN60 (WH/BN), harness side.  N0114649	**Yes** REMOVE the jumper wire. INSTALL a new ambient lighting switch. REFER to Ambient Lighting Switch in this section. TEST the system for normal operation. **No** REMOVE the jumper wire. REPAIR circuit CLN54 (BN/YE) or circuit CLN60 (WH/BN) for an open. TEST the system for normal operation.

• **Do the ambient LEDs illuminate and cycle through a color change each time the jumper wire is connected and removed?**	
H10 CHECK FOR CORRECT AMBIENT LIGHTING MODULE OPERATION	

• Disconnect the ambient lighting module connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the ambient lighting module connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ambient lighting module. REFER to Ambient Lighting Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

H11 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test I: The Ambient Lighting Does Not Cycle Through All Color Variations

Refer to Wiring Diagrams Cell 89, Interior Lamps for schematic and connector information.

Normal Operation

When the ignition is in any state other than OFF, the Body Control Module (BCM) supplies voltage to the ambient lighting module and the ambient lighting switch. The ambient lighting module supplies voltage and ground to the ambient lighting LEDs. The ambient lighting switch cycles through the 7 color combinations or turns the ambient lighting feature off.

When the ambient lighting switch is pressed, voltage is routed to the ambient lighting module, indicating a request for the module to cycle the ambient lighting to the next setting.

The ambient lighting switch is a momentary contact switch.

This pinpoint test is intended to diagnose the following:

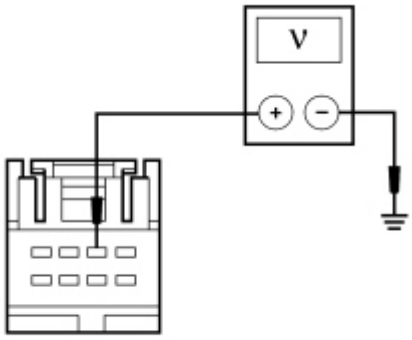
- Wiring, terminals or connectors
- Ambient lighting switch
- Ambient lighting harness
- Ambient lighting module

PINPOINT TEST I: THE AMBIENT LIGHTING DOES NOT CYCLE THROUGH ALL COLOR VARIATIONS

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>I1 CHECK THE AMBIENT LIGHTING SWITCH OUTPUT CIRCUIT</td><td></td></tr>
<tr><td>

Ignition OFF.
Disconnect: Ambient Lighting Module C3347.
Ignition ON.
While pressing and releasing the ambient lighting switch, measure the voltage between the ambient lighting module C3347-2, circuit CLN54 (BN/YE), harness side and ground.



N0107360

Is the voltage greater than 10 volts with the switch pressed and 0 volts with the switch released?

</td><td>Yes
GO to I2 .

No
If voltage is always present, GO to I3 . If no voltage is present, GO to I4 .</td></tr>
<tr><td>I2 CHECK THE AMBIENT LIGHTING HARNESS</td><td></td></tr>
<tr><td>

Ignition OFF.
Check the diode circuits between the ambient lighting module, harness side as follows:

<table>
<tr><th>Connector-Pin

Circuit</th><th>Connector-Pin

Circuit</th></tr>
<tr><td>C3347-5

CLN45 (GN)</td><td>C3347-4

RLN44 (BN)</td></tr>
<tr><td>C3347-6

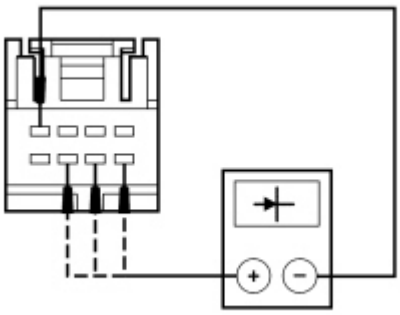
CLN46 (BU)</td><td>C3347-4

RLN44 (BN)</td></tr>
<tr><td>C3347-7

CLN44 (OG)</td><td>C3347-4

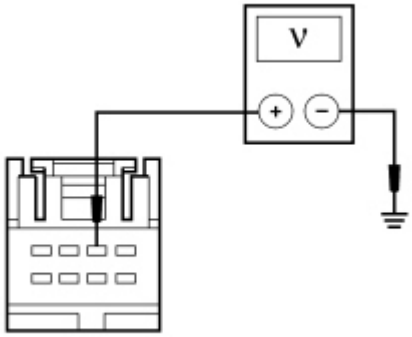
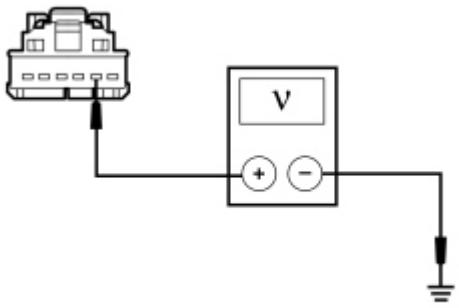
RLN44 (BN)</td></tr>
</table>
</td><td>Yes
GO to I6 .

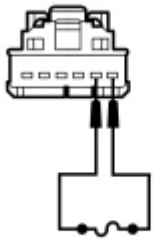
No
REPAIR or INSTALL a new ambient lighting harness. TEST the system for normal operation.</td></tr>
</table>



N0107362

- **Does the meter indicate good for each circuit check?**

I3 CHECK THE AMBIENT LIGHTING SWITCH OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: Ambient Lighting Switch C2401. • Ignition ON. • Measure the voltage between the ambient lighting module C3347-2, circuit CLN60 (WH/BN), harness side and ground.  N0107360 • **Is any voltage present?**	**Yes** REPAIR circuit CLN54 (BN/YE) or circuit CLN60 (WH/BN) for a short to voltage. TEST the system for normal operation. **No** INSTALL a new ambient lighting switch. REFER to Ambient Lighting Switch in this section. TEST the system for normal operation.
I4 CHECK FOR VOLTAGE TO AMBIENT LIGHTING SWITCH	
• Ignition OFF. • Connect: Ambient Lighting Module C3347. • Disconnect: Ambient Lighting Switch C2401. • Ignition ON. • Measure the voltage between the ambient lighting switch C2401-2, circuit CLN02 (VT/BN), harness side and ground.  N0114648 • **Is the voltage greater than 10 volts?**	**Yes** GO to I5 . **No** REPAIR circuit CLN02 (VT/BN) for an open. TEST the system for normal operation.

I5 BYPASS THE AMBIENT LIGHTING SWITCH	
• Connect and remove a fused jumper wire between the ambient lighting switch C2401-2, circuit CLN02 (VT/BN), harness side and the ambient lighting switch C2401-1, circuit CLN60 (WH/BN), harness side.  N0114649 • **Do the ambient LEDs illuminate and cycle through a color change each time the jumper wire is connected and removed?**	**Yes** REMOVE the jumper wire. INSTALL a new ambient lighting switch. REFER to Ambient Lighting Switch in this section. TEST the system for normal operation. **No** REMOVE the jumper wire. REPAIR circuit CLN54 (BN/YE) or circuit CLN60 (WH/BN) for an open. TEST the system for normal operation.
I6 CHECK FOR CORRECT AMBIENT LIGHTING MODULE OPERATION	

• Disconnect the ambient lighting module connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the ambient lighting module connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ambient lighting module. REFER to Ambient Lighting Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test J: The Ambient Lighting Is Always On

Refer to Wiring Diagrams Cell 89 , Interior Lamps for schematic and connector information.

Normal Operation

When the ignition is in any state other than OFF, the Body Control Module (BCM) supplies voltage to the ambient lighting module and the ambient lighting switch.

The ambient lighting also has its own illuminated entry/exit strategy. For additional information regarding this strategy, refer to Interior Lighting , Illuminated Entry/Exit.

- DTC B12F1:15 (Ambient Lighting Zone 1 Output: Circuit Short To Battery Or Open) — a continuous and on-demand DTC that sets when the BCM detects a short to voltage from the ambient lighting module voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals, or connectors
- BCM

PINPOINT TEST J: THE AMBIENT LIGHTING IS ALWAYS ON

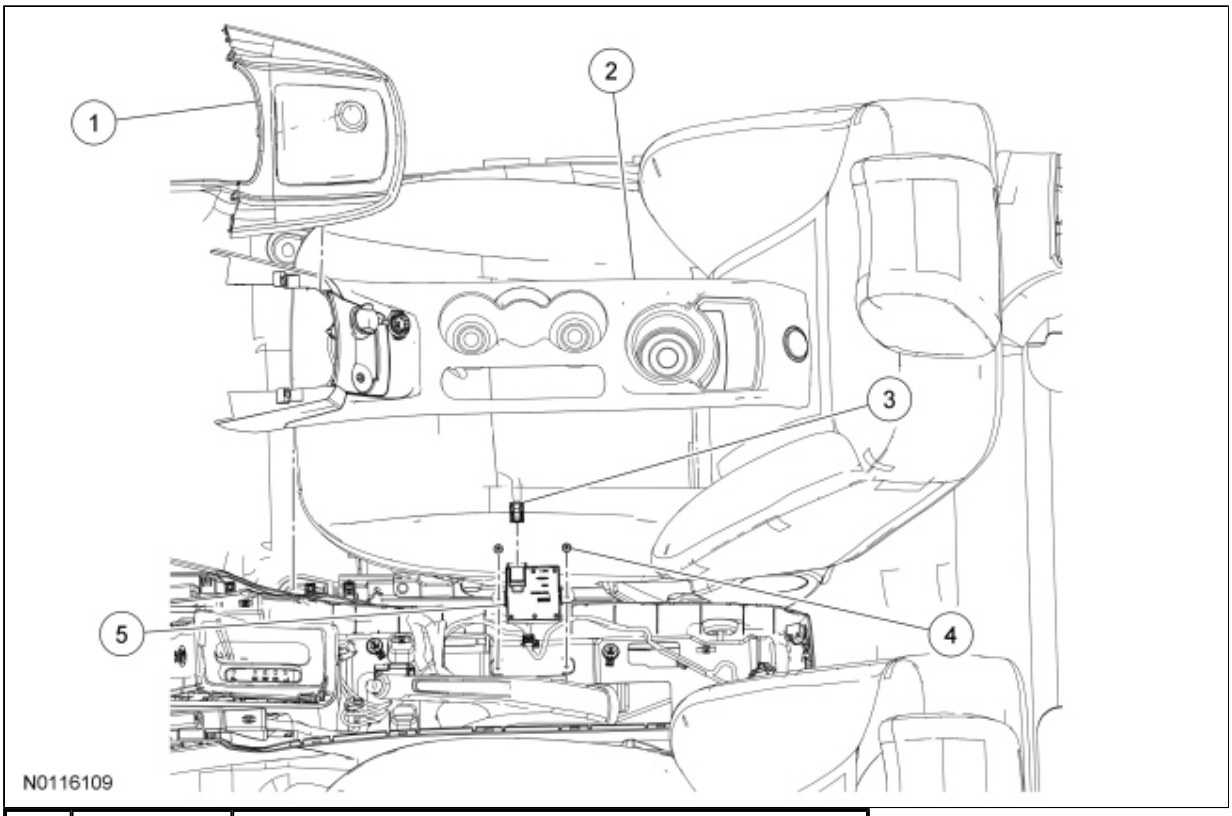
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Under some conditions, the ambient lighting system is active for up to 10 minutes after the ignition is changed to OFF or a door is opened. Make sure the battery saver feature operates correctly before continuing diagnostics.

Test Step	Result / Action to Take
J1 CHECK THE BCM AMBIENT LIGHTING SYSTEM OUTPUT CIRCUIT FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: BCM C2280E. • Ignition ON. • **Does the ambient lighting continue to illuminate?**	**Yes** REPAIR circuit CLN54 (BN/YE) or circuit CLN60 (WH/BN) for a short to voltage. CLEAR the DTCs. TEST the system for normal operation. **No** GO to J2.
J2 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Ambient Lighting Module



Item	Part Number	Description
1	—	Lower instrument panel finish panel
2	83B01	Floor console finish panel
3	—	Ambient lighting module electrical connector (part of 14K006)
4	W790200	Ambient lighting module screws (2 required)
5	13C788	Ambient lighting module

Removal and Installation

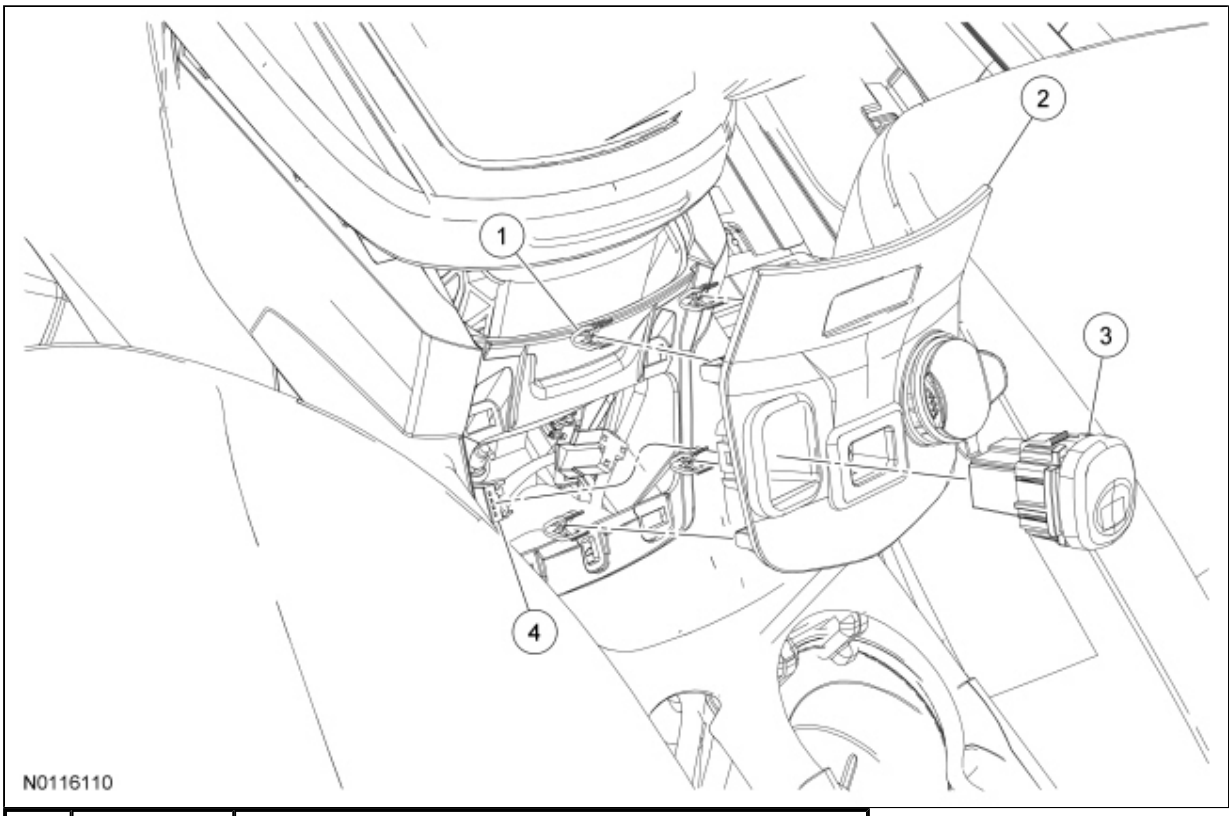
1. Remove the lower instrument panel finish panel. For additional information, refer to Section 501-12 .

2. Remove the floor console finish panel for access to the ambient lighting module. For additional information, refer to the floor console exploded view in Section 501-12 .
   - Lift upward on the rear of the floor console finish panel to release the floor console finish panel clips.
   - If equipped, disconnect the electrical connector.
   - Slide the park brake lever boot and the floor console finish panel over the park brake lever.

3. Remove the ambient lighting module.
   - Remove the 2 screws.
   - Disconnect the electrical connector.

4. To install, reverse the removal procedure.

Ambient Lighting Switch



Item	Part Number	Description
1	W714972-S1	Retaining clip (4 required)
2	15K12A	Media bezel
3	13D806A	Ambient lighting switch
4	—	Ambient lighting switch electrical connector (part of 14E078)

Removal and Installation

1. Refer to the procedures and/or exploded views in this section for any Warnings, Notices, Notes, Materials, Specifications, and Special Tools. Items in the exploded views may not be listed in order of removal.

Communications Network

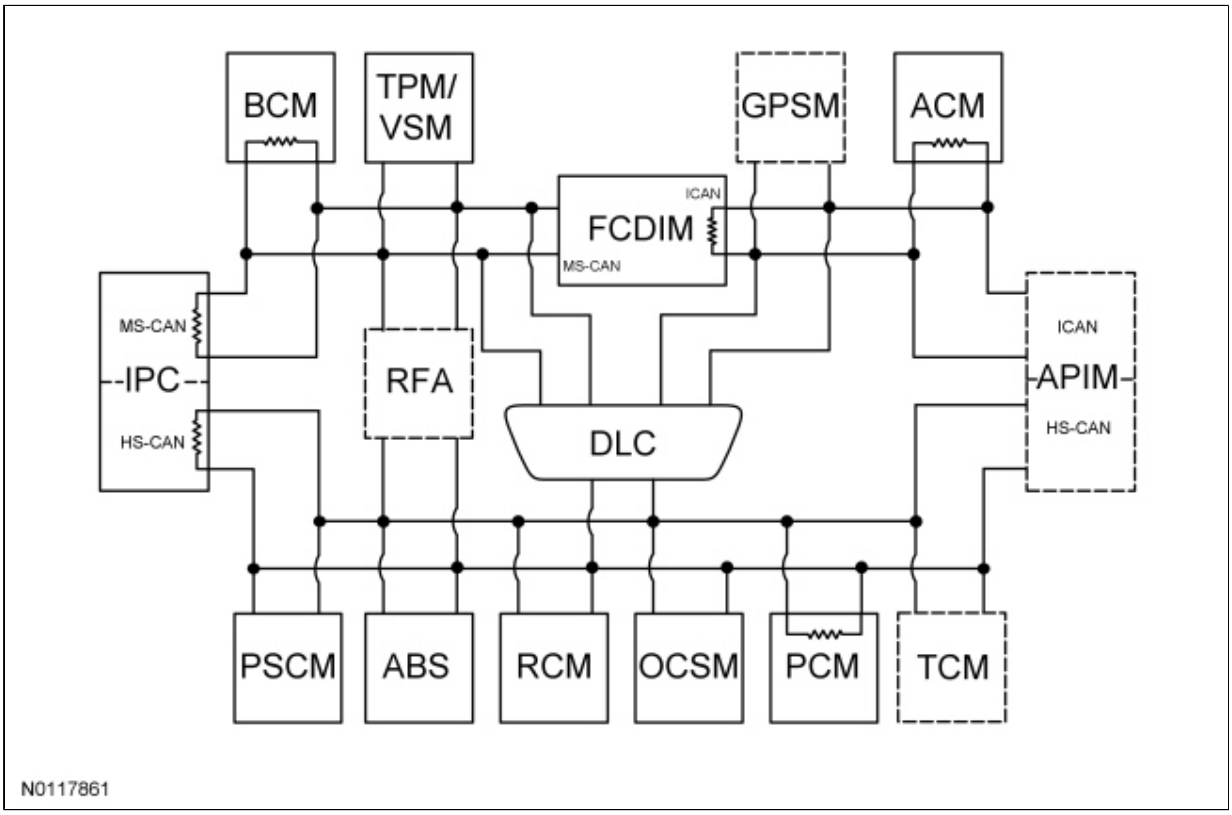
Multiplexing is a method of sending 2 or more signals simultaneously over a single circuit. Multiplexing allows 2 or more electronic modules (nodes) to communicate simultaneously over a twisted-wire pair [data (+) and data (-)] network. The information or messages that can be communicated on these wires consists of commands, status or data. The advantage of using multiplexing is to reduce the weight of the vehicle by reducing the number of redundant components and electrical wiring.

The vehicle has 2 module communication networks connected to the Data Link Connector (DLC) and communicate with the scan tool. The communication networks are:

- High Speed Controller Area Network (HS-CAN)
- Medium Speed Controller Area Network (MS-CAN)

The Infotainment Controller Area Network (I-CAN) is connected to the DLC , but the I-CAN modules communicate with the scan tool over the MS-CAN . The Front Control/Display Interface Module (FCDIM) is used as a gateway module for the messages to transfer between the scan tool and the modules on the I-CAN .

Network Topology



Module Name	Network Type	Termination Module
ABS module	HS-CAN	No
Accessory Protocol Interface Module (APIM) (if equipped)	HS-CAN / I-CAN	No/No
Audio Control Module (ACM)	I-CAN	Yes
Body Control Module (BCM)	MS-CAN	Yes
Front Control/Display Interface Module (FCDIM) (MS-CAN / I-CAN gateway module)	MS-CAN / I-CAN	No/Yes

Global Positioning System Module (GPSM) (if equipped)	I-CAN	No
Instrument Panel Cluster (IPC) (HS-CAN / MS-CAN gateway module)	HS-CAN / MS-CAN	Yes/Yes
Occupant Classification System Module (OCSM)	HS-CAN	No
PCM	HS-CAN	Yes
Power Steering Control Module (PSCM)	HS-CAN	No
Remote Function Actuator (RFA) module (if equipped)	HS-CAN / MS-CAN	No/No
Restraints Control Module (RCM)	HS-CAN	No
Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM)	MS-CAN	No
Transmission Control Module (TCM) (if equipped)	HS-CAN	No

Network Termination

The CAN uses a network termination circuit to improve communication reliability. The network termination of the CAN bus occurs inside the termination modules by termination resistors. Termination modules are located at either end of the bus network. As network messages are broadcast in the form of voltage signals, the network voltage signals are stabilized by the termination resistors. Each termination module has a 120 ohm resistor across the positive and negative bus connection in the termination module. With 2 termination modules on each network, and the 120 ohm resistors located in a parallel circuit configuration, the total network impedance, or total resistance is 60 ohms.

Network termination improves bus message reliability by stabilizing bus voltage, and eliminating electrical interference.

Gateway Module

The IPC is the gateway module, translating HS-CAN to MS-CAN and vice versa. The FCDIM is the gateway module, translating MS-CAN to I-CAN and vice versa, allowing a message to be distributed throughout the three networks. The IPC and the FCDIM are the only modules on this vehicle that have this ability.

Communications Network

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The High Speed Controller Area Network (HS-CAN) operates at a maximum data transfer speed of 500 Kbps and is designed for real time powertrain information transfer and control. Modules on the HS-CAN communicate using bussed messages. The HS-CAN uses an unshielded twisted pair cable, data bus (+) and data bus (-) circuits. In addition to scan tool communication, the HS-CAN allows sharing of information between all modules on the network.

The Medium Speed Controller Area Network (MS-CAN) operates at a maximum data transfer speed of 125 Kbps for bus messages and is designed for general information transfer. Modules on the MS-CAN communicate using bussed messages. The MS-CAN uses an unshielded twisted pair cable, data bus (+) and data bus (-) circuits. In addition to scan tool communication, the MS-CAN allows sharing of information between all modules on the network.

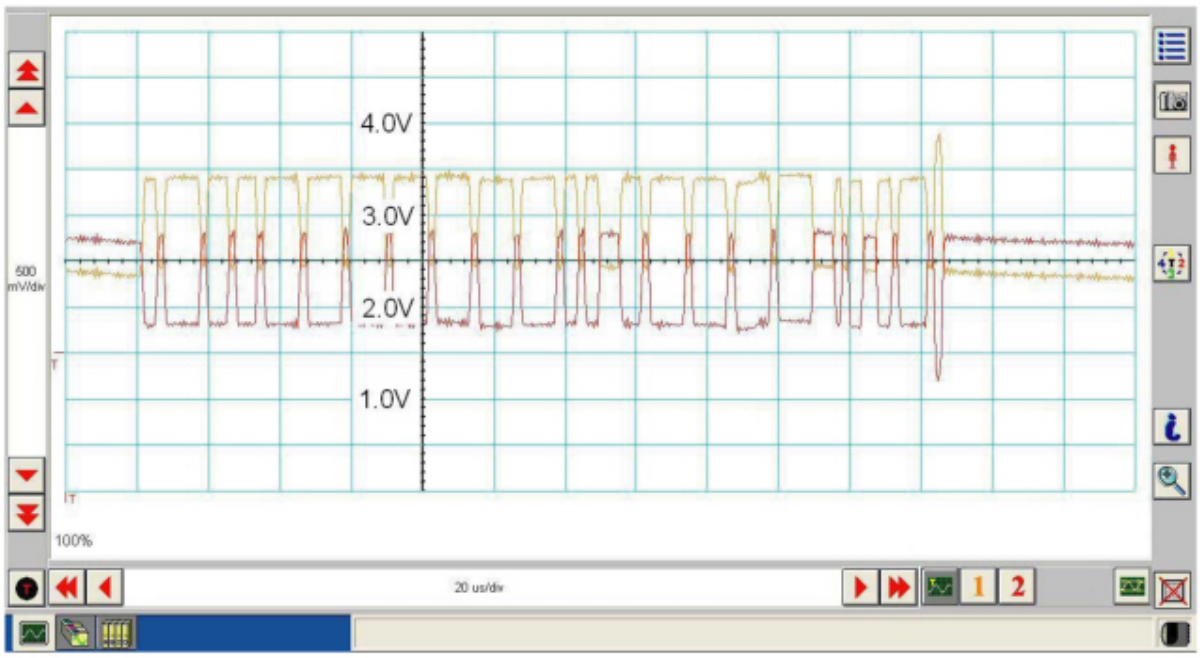
The Infotainment Controller Area Network (I-CAN) operates at a maximum data transfer speed of 500 Kbps and is designed for real time audio and multimedia information transfer and control. Modules on the I-CAN communicate using bussed messages. The I-CAN uses an unshielded twisted pair cable, data bus (+) and data bus (-) circuits. The I-CAN allows sharing of information between all modules on the network. The I-CAN is connected to the Data Link Connector (DLC), but the I-CAN modules communicate with the scan tool over the MS-CAN . The Front Control/Display Interface Module (FCDIM) is used as a gateway module for the messages to transfer between the scan tool and the modules on the I-CAN .

Controller Area Network (CAN) Fault Tolerance

NOTE: The oscilloscope traces below are from the Integrated Diagnostic System (IDS) oscilloscope taken using the IDS pre-configured CAN settings. The traces are for both data (+) and data (-) taken simultaneously (2-channel) at a sample rate of 1 mega-sample per second (1MS/s) or greater.

Traces below are viewed at 500mV per division (vertical axis) and 20 microseconds (20µs) per division (horizontal axis). Readings taken with a different oscilloscope vary from those shown. Compare any suspect readings to a known good vehicle.

Normal CAN Operation

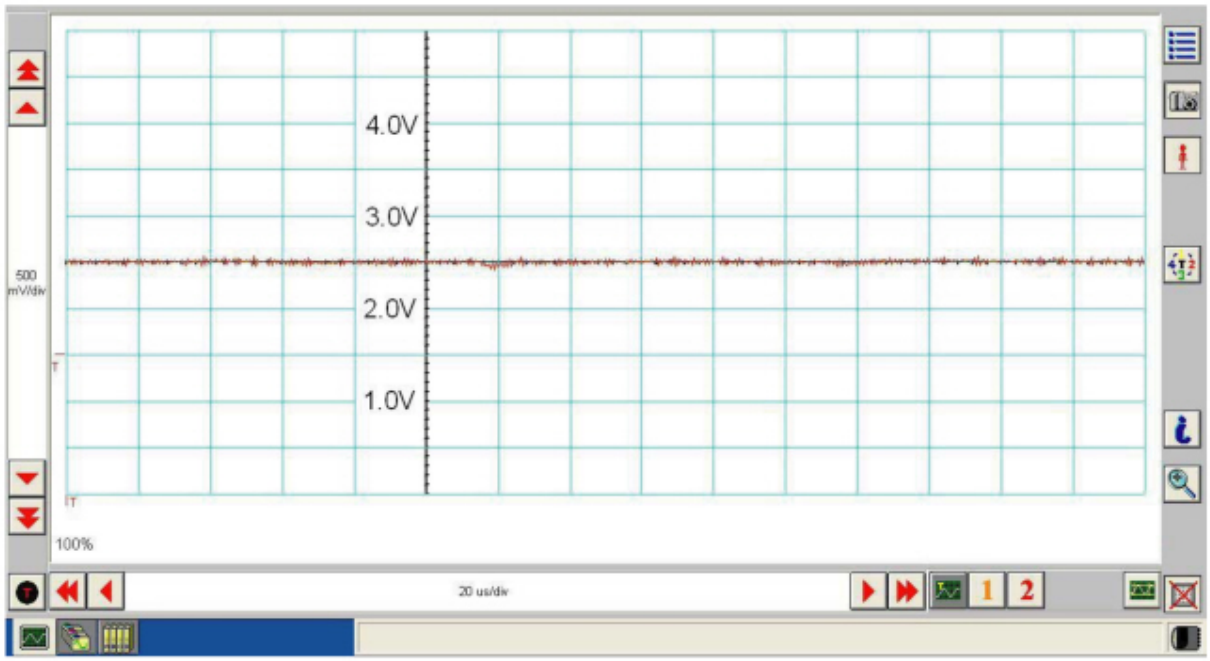


N0102180

The data (+) and data (-) circuits are each regulated to approximately 2.5 volts during neutral or rested network traffic. As messages are sent on the data (+) circuit, voltage is increased by approximately 1.0 volt. Inversely, the data (-) circuit is reduced by approximately 1.0 volt when a message is sent.

Successful communication of a message can usually be identified by the slight spike at the end of a message transmission. Any signals that are significantly different than the normal CAN waveform may cause network DTCs (U-codes) to set or may cause a complete network outage.

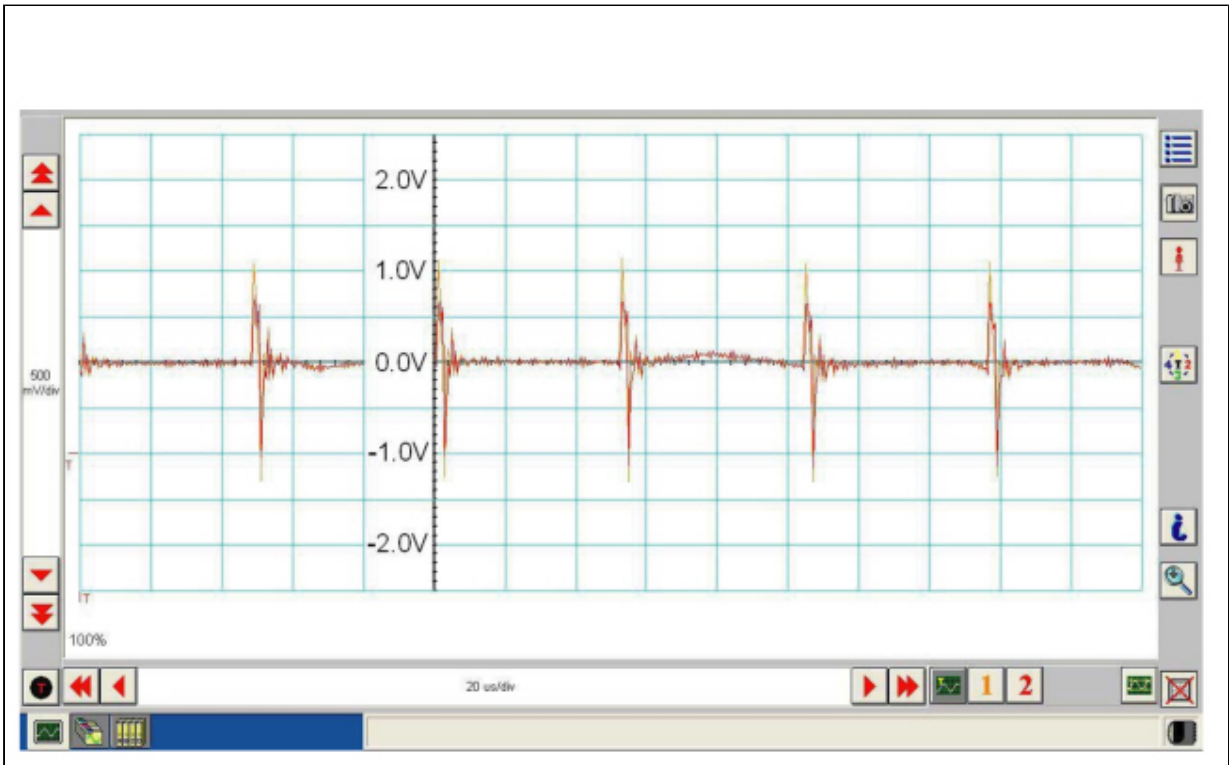
CAN Circuits Shorted Together



N0102181

In the event the data (+) and data (-) circuits become shorted together, the signal stays at base voltage (2.5V) continuously and all communication capabilities are lost.

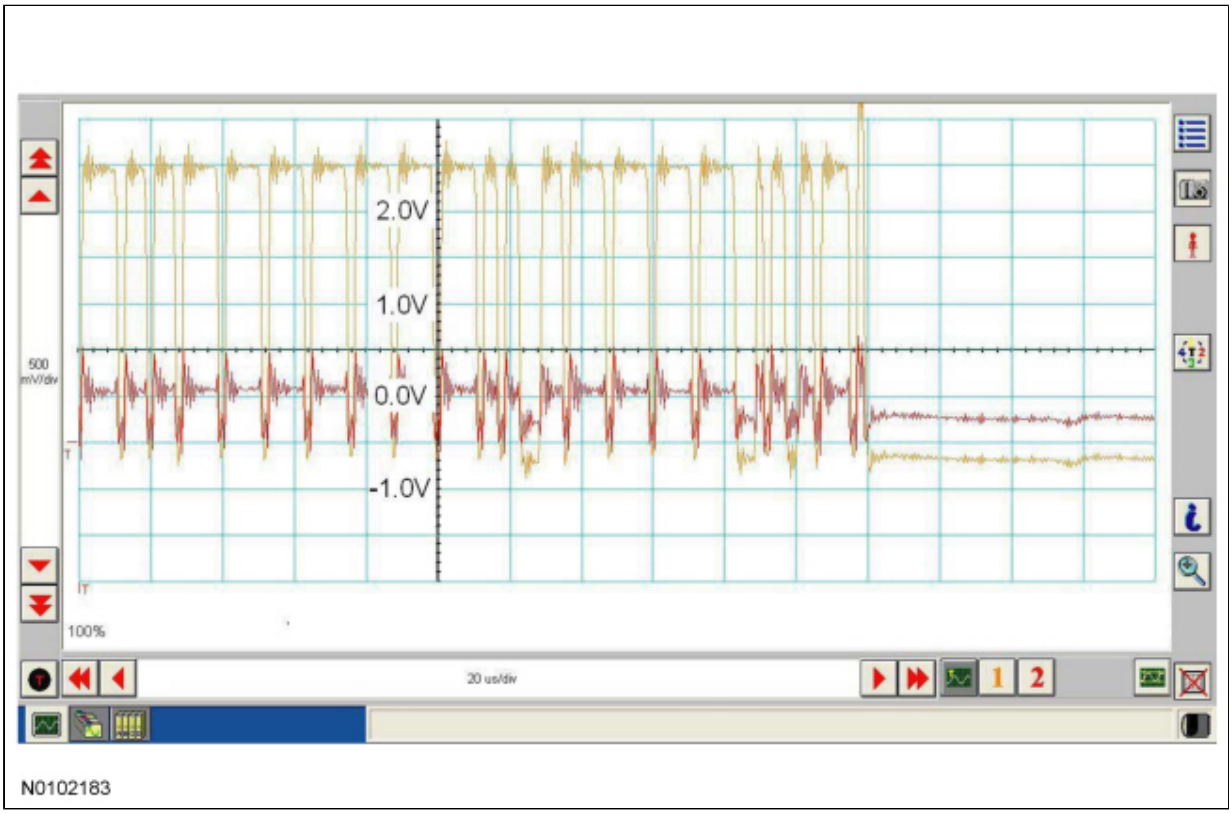
CAN (+) Circuit Shorted To Ground



N0102182

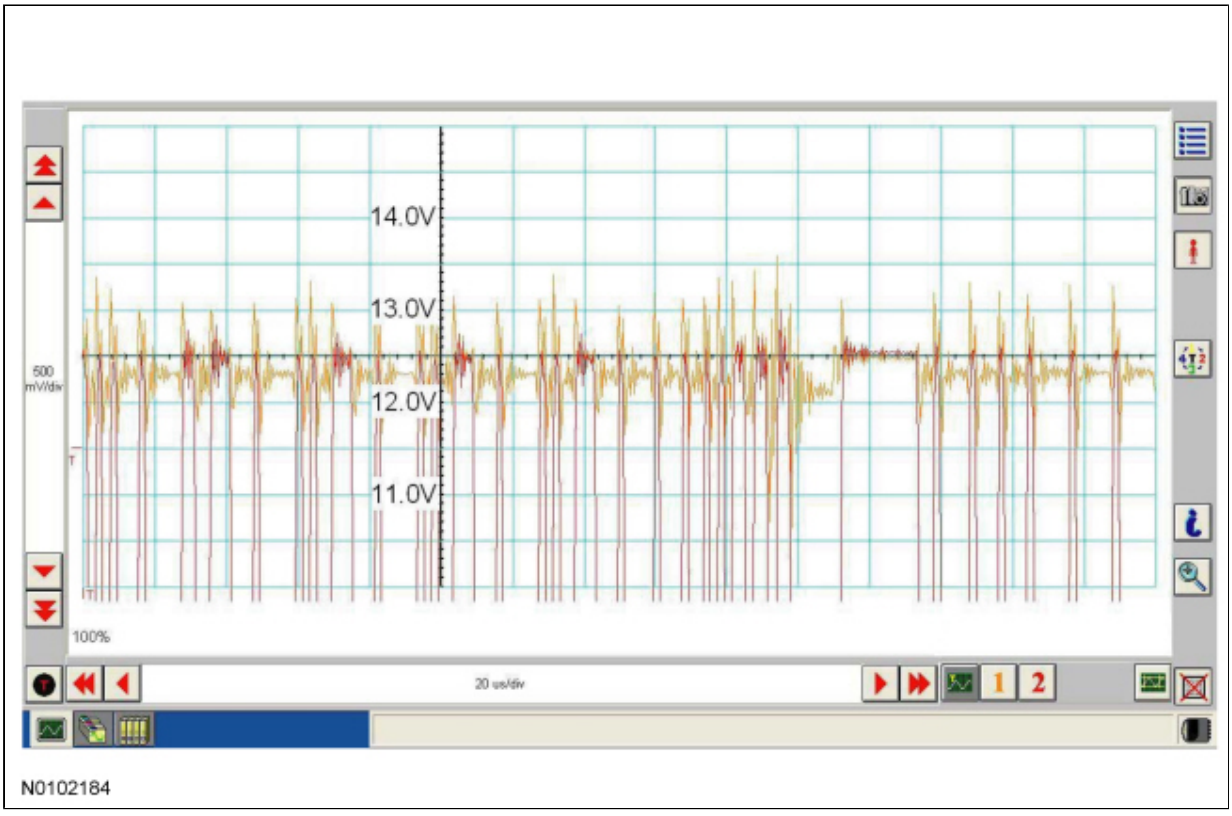
In the event the data (+) circuit becomes shorted to ground, both the data (+) and data (-) circuits are pulled low (0V) and all communication capabilities are lost.

CAN (-) Circuit Shorted To Ground



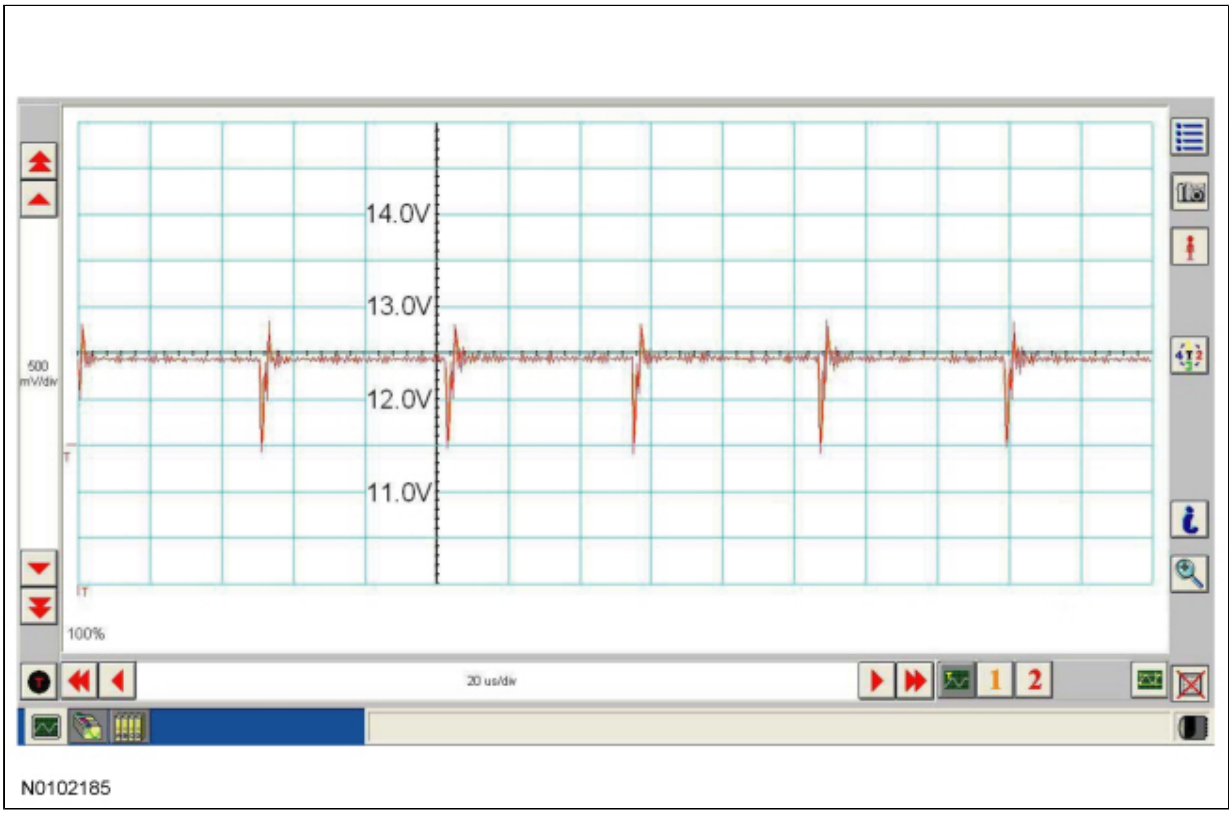
In the event the data (-) circuit becomes shorted to ground, the data (-) circuit is pulled low (0V) and the data (+) circuit reaches near-normal peak voltage (3.0V) during communication but falls to 0V instead of normal base voltage (2.5V). Communication may continue but at a degraded level.

CAN (+) Circuit Shorted To Battery Voltage



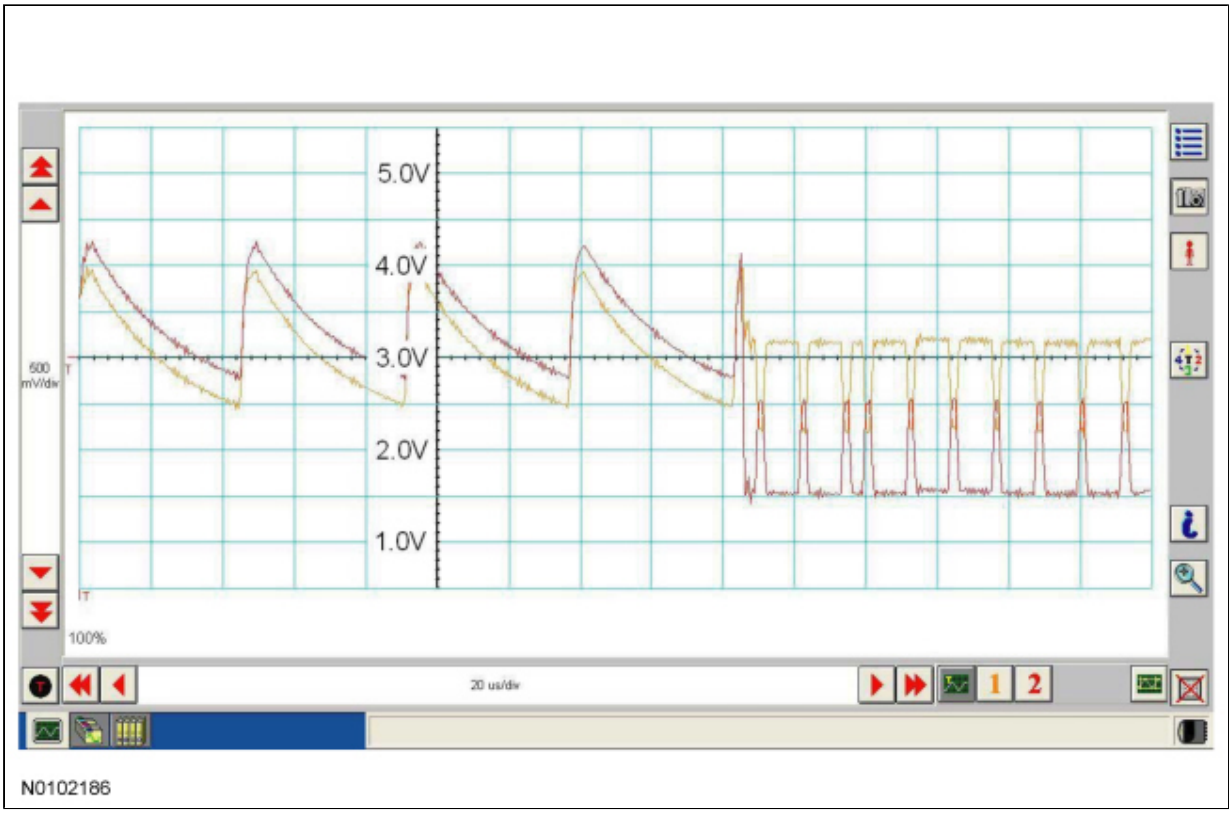
In the event the data (+) circuit becomes shorted to battery voltage, the data (+) circuit is pulled high (12V) and the data (-) circuit falls to abnormally high voltage (above 5V) during communication and reaches battery voltage (12V) for peak voltage. Communication may continue but at a degraded level.

CAN (-) Circuit Shorted To Battery Voltage



In the event the data (-) circuit becomes shorted to battery voltage, both the data (+) and data (-) circuits are pulled high (12V) and all communication capabilities are lost.

CAN Circuit Signal Corruption



Rhythmic oscillations, inductive spikes or random interference can disrupt the network communications. The corruption signal source may be outside electrical interference such as motors or solenoids or internal interference generated from a module on the network. In some cases, an open in either the data (+) or data (-) circuit to a network module may cause the module to emit interference on the one circuit which is still connected. The trace shown is an example of a "sawtooth" pattern transmitted from a module with one open network circuit.

Other corruptions may be present when a module is intermittently powered up and down. The module on power up may initiate communication out of sync with other modules on the network causing momentary communication outages.

Controller Area Network (CAN) Multiplex Messages

Modules on the CAN utilize simultaneous communication of 2 or more messages on the same network circuits. The following chart summarizes the messages sent and received on the network.

CAN Module Communication Message Chart

NOTE: This chart describes the specific HS-CAN and MS-CAN messages broadcast by each module, and the module(s) that receive the message.

NOTE: For the I-CAN , message mapping is not essential to diagnostics as the symptoms arising from a message error are all related to the audio system. For audio system concerns, refer to Section 415-00 .

Broadcast Message	Originating Module	Network Type	Receiving Module(s)
ABS flag data	ABS module	HS-CAN	• IPC • PCM • TCM
ABS info	ABS module	HS-CAN	• IPC • TCM

ABS info2	ABS module	HS-CAN	• RFA • PCM • TCM
ABS_Request	ABS module	HS-CAN	• IPC • PCM • RCM • TCM
ABS vehicle reference speed (gateway)	IPC	MS-CAN	• BCM
Accelerometer data	ABS module	HS-CAN	• TCM
Accelerometer data (gateway)	IPC	MS-CAN	• FCDIM
Air/fuel freeze frame data	PCM	HS-CAN	• TCM
Body information 4	IPC	HS-CAN	• ABS module • PCM
Body system data (gateway)	BCM	MS-CAN	• FCDIM • IPC • RFA module
Charging system current data	PCM	HS-CAN	• IPC
Charging system data	PCM	HS-CAN	• IPC
Chime request data	FCDIM	MS-CAN	• IPC
Date/time adjust request	FCDIM	MS-CAN	• IPC
Date/time data	IPC	MS-CAN	• FCDIM
Display data	IPC	MS-CAN	• FCDIM
Display parameters	FCDIM	MS-CAN	• IPC • BCM
Driver information data (gateway)	IPC	MS-CAN	• BCM • FCDIM • TPMS
Engine idle speed data	PCM	HS-CAN	• ABS module • IPC
Engine torque data 1 (gateway)	IPC	MS-CAN	• BCM • RFA module • TPMS
Engine torque data 3	PCM	HS-CAN	• TCM
Engine torque data flags	PCM	HS-CAN	• ABS module • TCM
Engine torque status	PCM	HS-CAN	• ABS module • IPC • TCM
IPC information 1	IPC	HS-CAN	• PCM • TCM
IPC information 3	IPC	HS-CAN	• ABS module • PCM
IPC PATS status	IPC	HS-CAN	• PCM
IPC status data	IPC	MS-CAN	• BCM • FCDIM • RFA module
Illumination data	BCM	MS-CAN	• FCDIM • IPC
Light and chime request	BCM	MS-CAN	• FCDIM • IPC • TPMS
OCS data	OCSM	HS-CAN	• RCM
OCS serial data	OCSM	HS-CAN	• RCM

PCM PATS status	PCM	HS-CAN	• IPC
Pedal data	IPC	HS-CAN	• ABS module • PCM
PEPS data	RFA module	MS-CAN	• IPC • BCM
PEPS status	RFA module	MS-CAN	• IPC
Power mode data	IPC	HS-CAN	• ABS module • PCM • PSCM
Power mode status	IPC	MS-CAN	• BCM • FCDIM • RFA module
Powertrain data 1	PCM	HS-CAN	• ABS module • IPC • RCM • TCM
RCM event	RCM	HS-CAN	• IPC • PCM
RCM event (gateway)	IPC	MS-CAN	• BCM
RCM serial number	RCM	HS-CAN	• ABS module • OCSM
RCM status	RCM	HS-CAN	• APIM • IPC • OCSM
Restraints data	IPC	HS-CAN	• RCM
Speed control status	PCM	HS-CAN	• IPC • TCM
Speed control switch data (gateway)	IPC	HS-CAN	• PCM
Steering wheel angle sensor data	PSCM	HS-CAN	• ABS module • PCM
Torque data 1	PCM	HS-CAN	• ABS module • IPC • RCM • TCM
TPMS status	TPMS	MS-CAN	• IPC
Transmission configuration	PCM	HS-CAN	• ABS module • TCM
Transmission data	TCM	HS-CAN	• IPC • PCM
Transmission data 3	TCM	HS-CAN	• ABS module • IPC • OCSM • PCM
Transmission data 4	TCM	HS-CAN	• IPC • PCM
Transmission gear data 2	PCM	HS-CAN	• ABS module
Transmission input data 1	TCM	HS-CAN	• PCM
Transmission input data 2	TCM	HS-CAN	• ABS module • IPC • PCM
Vehicle age	IPC	MS-CAN	• BCM • FCDIM
Vehicle age	IPC	HS-CAN	• PCM • TCM

Vehicle configuration data	IPC	MS-CAN	• BCM • FCDIM • RFA module
Vehicle configuration data (gateway)	IPC	HS-CAN	• ABS module • PCM • PSCM • RCM
Vehicle speed data	PCM	HS-CAN	• ABS module • IPC • PSCM • RCM • TCM
Vehicle speed data (gateway)	IPC	MS-CAN	• BCM • FCDIM • HVAC module • RFA module • TPMS
Wheel speed data	ABS module	HS-CAN	• PCM • TCM
Wheel speed data (gateway)	IPC	MS-CAN	• FCDIM

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of electrical damage.
    - If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

Visual Inspection Chart

Electrical

• Battery Junction Box (BJB) fuse(s):
  ▪ 1 (40A) (ABS module)
  ▪ 2 (50A) (Transmission Control Module (TCM))
  ▪ 9 (20A) (ABS module)
  ▪ 16 (15A) (PCM)
  ▪ 27 (7.5A) (PCM, TCM)
• Central Junction Box (CJB) fuse(s):
  ▪ 1 (15A) (Remote Function Actuator (RFA) module)
  ▪ 3 (7.5A) (Instrument Panel Cluster (IPC))
  ▪ 4 (7.5A) (Occupant Classification System Module (OCSM))
  ▪ 5 (15A) (no power to scan tool)
  ▪ 7 (7.5A) (Front Control/Display Interface Module (FCDIM))
  ▪ 9 (20A) (RFA module)
  ▪ 10 (15A) (Audio Control Module (ACM), Accessory Protocol Interface Module (APIM), Global Positioning System Module (GPSM) vehicles built after 1/14/2011)
  ▪ 12 (20A) (Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM))
  ▪ 14 (20A) (RFA module)
  ▪ 16 (15A) (Global Positioning System Module (GPSM) vehicles built up to 1/14/2011)
  ▪ 19 (7.5A) (ACM , IPC)
  ▪ 20 (10A) (Restraints Control Module (RCM))
  ▪ 21 (10A) (Body Control Module (BCM), IPC , Power Steering Control Module (PSCM))
  ▪ 22 (7.5A) (ABS module, PCM)
  ▪ 23 (10A) (TCM , TPM / VSM)
  ▪ 26 (7.5A) (TPM / VSM)
• Data Link Connector (DLC)
• Wiring, terminals or connectors

3. Connect the scan tool to the DLC .
   - **NOTE:** Make sure to use the latest scan tool software release.

     NOTE: The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

     If the Integrated Diagnostic System (IDS) does not communicate with the VCM :
     - Check the VCM connection to the vehicle.
     - Check the scan tool connection to the VCM .
     - GO to Pinpoint Test R , to diagnose No Power To The Scan Tool.

4. Establish a scan tool session.
   - **NOTE:** The scan tool first attempts to communicate with the PCM, after establishing communication with the PCM, the scan tool then attempts to communicate with all other modules on the vehicle.

     If an IDS session cannot be established with the vehicle, (IDS may state "No communication can be established with the PCM"):
     - Choose "NO" when the scan tool prompts whether or not to retry communication.
     - Enter either a PCM part number, tear tag or calibration number to identify the vehicle and start a session (the PCM part number and 4-character tear tag are printed on the PCM label).
     - GO to Pinpoint Test A , to diagnose The PCM Does Not Respond To The Scan Tool.

5. Carry out the network test.
   - If the network test passes, retrieve and record the continuous memory DTCs and proceed to Step 6.
   - If the network test fails, GO to Symptom Chart to diagnose the failed communication network.
   - If a module fails to communicate during the network test, GO to Symptom Chart .

6. Retrieve and review the DTCs.
   - If the DTCs retrieved are related to the concern, go to DTC Charts. Follow the non-network DTC diagnostics (B-codes, C-codes, P-codes) prior to the network DTC diagnostics (U-codes).
   - If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Charts

NOTE: Network DTCs (U-codes) are often a result of intermittent concerns such as damaged wiring or low battery voltage occurrences. Additionally, repair procedures such as module reprogramming often set network DTCs. Replacing a module to resolve a network DTC is unlikely to correct the concern. To prevent repeat network DTC concerns, inspect all network wiring, especially connectors. Test the vehicle battery, refer to Section 414-01 .

Communication Network DTC Chart

DTC	Description	Source	Action
U0001:00	High Speed Controller Area Network (HS-CAN) Communication Bus: no subtype information	RFA	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0001:88	High Speed Controller Area Network (HS-	• ABS module	The module could not communicate on the network at a point in time. The fault is not currently present (the

	CAN) Communication Bus	• PSCM • PCM	module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0002:81	High Speed Controller Area Network (HS-CAN) Communication Bus Performance	PCM	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0010:00	Medium Speed Controller Area Network (MS-CAN) Communication Bus: no subtype information	RFA	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0010:88	Medium Speed Controller Area Network (MS-CAN) Communication Bus	• BCM • FCDIM	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0028:00	Vehicle Communication Bus A	TCM	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0028:08	Vehicle Communication Bus A: Bus Signal/Message Failures	RCM	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0028:88	Vehicle Communication Bus A: Bus Off	RCM	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0073:00	Control Module Communication Bus "A" Off	TCM	The module could not communicate on the network at a point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U0074:88	Infotainment Controller	FCDIM	The module could not communicate on the network at a

	Area Network (I-CAN) Communication Bus		point in time. The fault is not currently present (the module had to communicate with the scan tool to report this DTC). CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.
U3000:88	Control Module: Bus Off	APIM	The module could not communicate on the network at a point in time. The fault is currently not present since the module is currently communicating with the scan tool reporting this DTC. CLEAR the DTC. REPEAT the network test with the scan tool. VERIFY the integrity of the connectors and wiring Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The vehicle does not start with the scan tool connected to the Data Link Connector (DLC) and/or multiple malfunction indicators are only on when the scan tool is connected to the DLC .	• Wiring, terminals or connectors • Scan tool	• GO to Pinpoint Test R .
• The PCM does not respond to the scan tool	• Wiring, terminals or connectors • PCM	• REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual, Section 5, pinpoint test QA before proceeding to Pinpoint Test A . If pinpoint test QA has been completed, GO to Pinpoint Test A .
• The ABS module does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • ABS module	• GO to Pinpoint Test B .
• The Instrument Panel Cluster (IPC) does not respond to the scan tool	• Fuse(s) • Wiring, terminals or connectors • IPC	• GO to Pinpoint Test C .
• The Occupant Classification System Module (OCSM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • OCSM	• GO to Pinpoint Test D .
• The Restraints Control Module (RCM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • RCM	• GO to Pinpoint Test E .
• The Accessory Protocol Interface Module (APIM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors	• GO to Pinpoint Test F .

	• APIM	
• The Remote Function Actuator (RFA) module does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • RFA module	• GO to Pinpoint Test G.
• The Front Control/Display Interface Module (FCDIM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • FCDIM	• GO to Pinpoint Test H.
• The Power Steering Control Module (PSCM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • PSCM	• GO to Pinpoint Test I.
• The Body Control Module (BCM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • BCM	• GO to Pinpoint Test J.
• The Audio Control Module (ACM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • ACM	• GO to Pinpoint Test K.
• The Global Positioning System Module (GPSM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • GPSM	• GO to Pinpoint Test L.
• The Transmission Control Module (TCM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • TCM	• GO to Pinpoint Test M.
• The Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) does not respond to the scan tool	• Fuse • Wiring, terminals or connectors • TPM / VSM	• GO to Pinpoint Test N.
• No Medium Speed Controller Area Network (MS-CAN) communication, all modules are not responding	• Wiring, terminals or connectors • BCM • FCDIM • IPC • RFA module (if equipped) • TPM / VSM (if equipped)	• GO to Pinpoint Test O.
• No High Speed Controller Area Network (HS-CAN) communication, all modules are not responding	• Wiring, terminals or connectors • ABS module • APIM (if equipped) • IPC • OCSM • PCM • PSCM • RCM	• GO to Pinpoint Test P.

	• RFA module (if equipped) • TCM (if equipped)	
• No Infotainment Controller Area Network (I-CAN) communication, all modules are not responding	• Wiring, terminals or connectors • ACM • APIM • FCDIM • GPSM	• If the FCDIM does not pass a network test, DIAGNOSE the FCDIM first. GO to Pinpoint Test H . • If the FCDIM passes a network test, GO to Pinpoint Test Q .
• No power to the scan tool	• Fuse • Wiring, terminals or connectors • Scan tool • Data Link Connector (DLC)	• GO to Pinpoint Test R .

Pinpoint Tests

Pinpoint Test A: The PCM Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 23 , Electronic Engine Controls for schematic and connector information.

Normal Operation

The PCM communicates with the scan tool through the High Speed Controller Area Network (HS-CAN).

This pinpoint test is intended to diagnose the following:

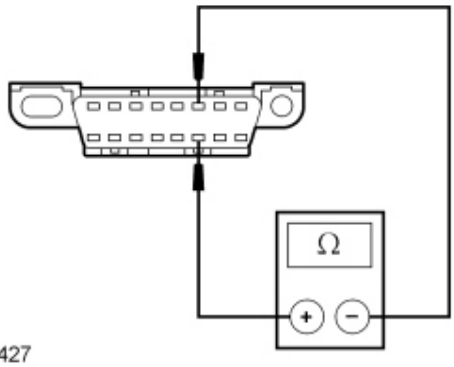
- Wiring, terminals or connectors
- PCM

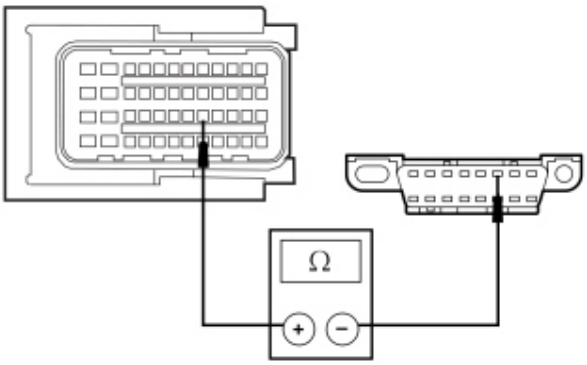
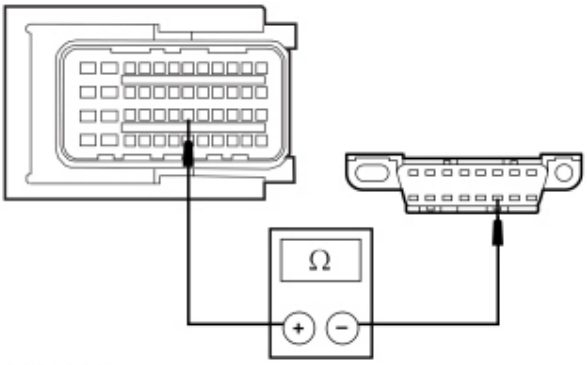
PINPOINT TEST A: THE PCM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
A1 VERIFY WHETHER OTHER HS-CAN MODULES PASS THE NETWORK TEST	
• Enter the following diagnostic mode on the scan tool: Network Test. • In the left hand pane of the IDS network test display screen, verify whether any HS-CAN modules passed the network test. • **Is the text "pass" or a DTC listed next to any of the following modules (if equipped): ABS module, Accessory Protocol Interface Module (APIM), Instrument Panel Cluster (IPC), Occupant Classification System Module (OCSM), Power Steering Control Module (PSCM), PCM, Remote Function Actuator (RFA),**	**Yes** If "pass" or a DTC was listed next to the PCM, a network fault is not currently present. GO to Pinpoint Test r to diagnose an intermittent HS-CAN fault condition.

Restraints Control Module (RCM) orTransmission Control Module (TCM)?	If "pass" or a DTC was listed next to one or more modules other than the PCM, GO to A2 . **No** No modules are currently communicating on the HS-CAN . GO to Pinpoint Test q to diagnose no HS-CAN communication.
A2 PC/ED MANUAL PINPOINT TEST QA VERIFICATION CHECK	
• Verify that pinpoint test QA has been carried out. • **Has pinpoint test QA been carried out?**	**Yes** GO to A3 . **No** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual, Section 5, pinpoint test QA to diagnose no communication with the PCM.
A3 CHECK THE HS-CAN TERMINATION RESISTANCE	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the Data Link Connector (DLC) C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0026427 • **Is the resistance between 54 and 66 ohms?**	**Yes** CONNECT the negative battery cable. GO to A5 . **No** GO to A4 .
A4 CHECK THE HS-CAN CIRCUITS BETWEEN THE PCM AND THE DLC FOR AN OPEN	
• Disconnect: PCM C175B. • Measure the resistance between the PCM C175B-20, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.	**Yes** CONNECT the negative battery cable. GO to A5 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

 N0117716 • Measure the resistance between the PCM C175B-19, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0117702 • **Are the resistances less than 5 ohms?**	
A5 CHECK FOR CORRECT PCM OPERATION • Disconnect all the PCM connectors. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect all the PCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new PCM. REFER to Section 303-14 . CLEAR the DTCs. REPEAT the network test with the scan tool. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test B: The ABS Module Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 42 , Vehicle Dynamic Systems for schematic and connector information.

Normal Operation

The ABS module communicates with the scan tool through the High Speed Controller Area Network (HS-CAN).

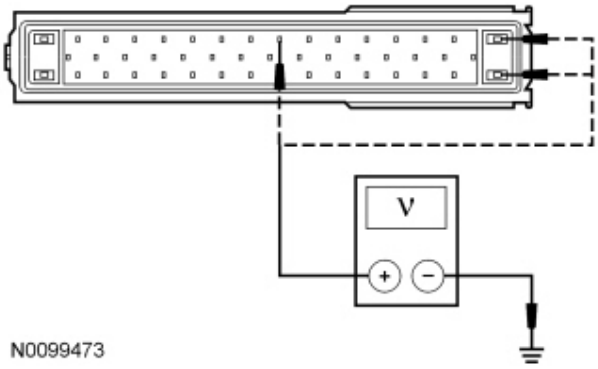
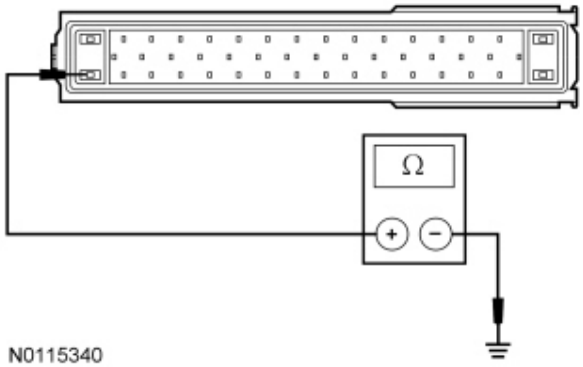
This pinpoint test is intended to diagnose the following:

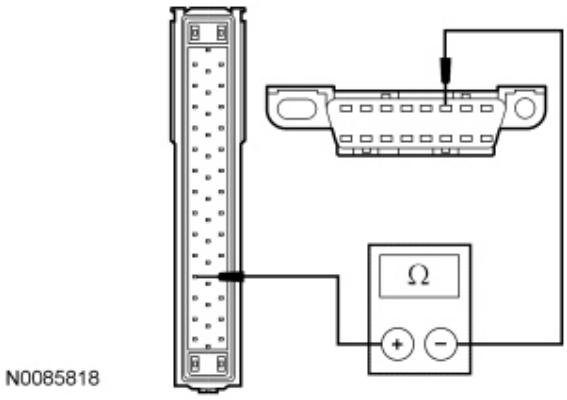
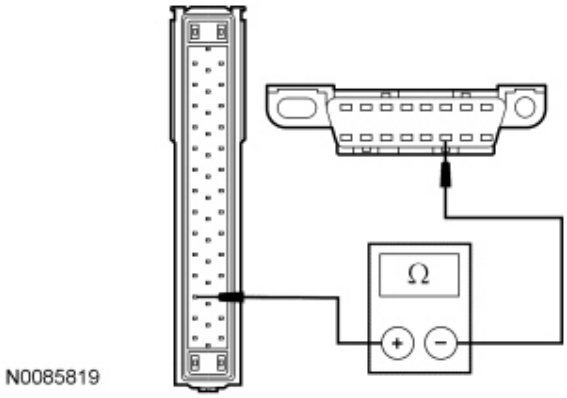
- Fuse
- Wiring, terminals or connectors
- ABS module

PINPOINT TEST B: THE ABS MODULE DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
B1 CHECK THE ABS MODULE VOLTAGE SUPPLY CIRCUITS FOR AN OPEN	**Yes** GO to B2 . **No** VERIFY the Battery Junction Box (BJB) fuses 1 (40A), 9 (20A) and Central Junction Box (CJB) fuse 22 (7.5A) are OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
• Ignition OFF. • Disconnect: ABS Module C135. • Ignition ON. • Measure the voltage between the ABS module C135-1, circuit SBB01 (RD), C135-8, circuit CBP22 (GN/WH) and C135-32, circuit SBB28 (GN/RD), harness side and ground.  N0099473 • **Are the voltages greater than 10 volts?**	
B2 CHECK THE ABS MODULE GROUND CIRCUIT FOR AN OPEN	**Yes** GO to B3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the network test with the scan tool.
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the ABS module C135-47, circuit GD123 (BK/GY), harness side and ground.  N0115340 • **Is the resistance less than 5 ohms?**	
B3 CHECK THE HS-CAN CIRCUITS BETWEEN THE ABS MODULE AND THE DLC FOR AN OPEN	

• Measure the resistance between the ABS module C135-12, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.  N0085818 • Measure the resistance between the ABS module C135-13, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0085819 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to B4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

B4 CHECK FOR CORRECT ABS MODULE OPERATION
• Disconnect the ABS module connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the ABS module connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS module. REFER to Section 206-09 . CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test C: The Instrument Panel Cluster (IPC) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Normal Operation

The Instrument Panel Cluster (IPC) communicates with the scan tool and other network modules on the High Speed Controller Area Network (HS-CAN). The IPC does not communicate with the scan tool on the Medium Speed Controller Area Network (MS-CAN).

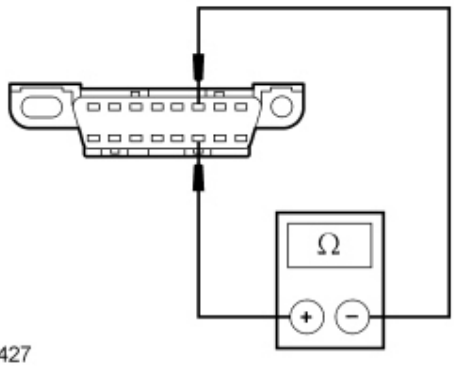
This pinpoint test is intended to diagnose the following:

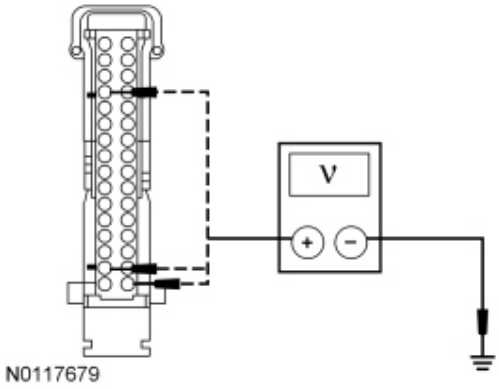
- Fuse(s)
- Wiring, terminals or connectors
- IPC

PINPOINT TEST C: THE IPC DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 413-01 .

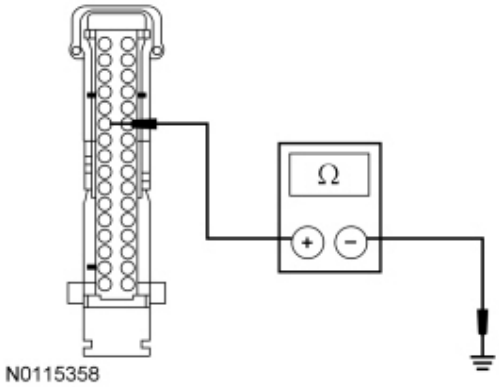
Test Step	Result / Action to Take
C1 CHECK THE HS-CAN TERMINATION RESISTANCE	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Disconnect the scan tool cable from the Data Link Connector (DLC). • Measure the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0026427 • **Is the resistance between 54 and 66 ohms?**	**Yes** CONNECT the negative battery cable. GO to C2 . **No** GO to C4 .
C2 CHECK THE IPC VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between the IPC , harness side and ground as follows: **Connector-Pin** / **Circuit** C220-4 / CBP21 (BU/GY) C220-15 / CBP19 (BN/WH) C220-32 / SBP03 (BU/RD)	**Yes** GO to C3 . **No** VERIFY the Central Junction Box (CJB) fuse 3 (7.5A), 19 (7.5A) and 21 (10A) is OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.



- **Are the voltages greater than 10 volts?**

C3 CHECK THE IPC GROUND CIRCUIT FOR AN OPEN

- Disconnect: Negative Battery Cable.
- Measure the resistance between IPC C220-6, circuit GD115 (BK/GY) harness side and ground.



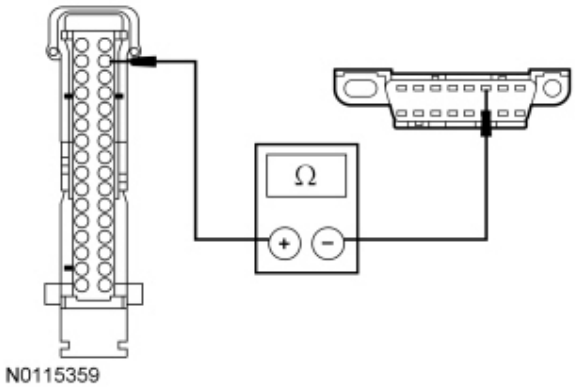
- **Is the resistance less than 5 ohms?**

Yes
GO to C4 .

No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

C4 CHECK THE HS-CAN CIRCUITS BETWEEN THE IPC AND THE DLC FOR AN OPEN

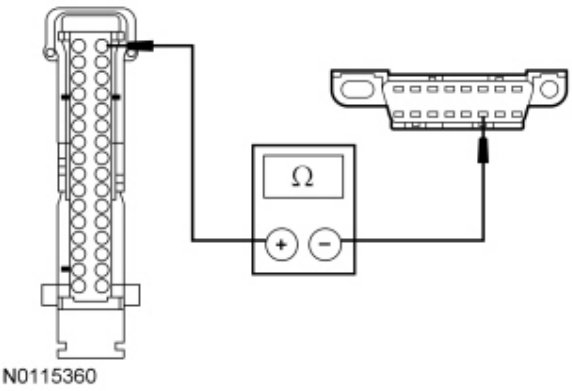
- Measure the resistance between the IPC C220-18, circuit VDB04 (WH/BU), harness side and the Data Link Connector (DLC) C251-6, circuit VDB04 (WH/BU), harness side.



- Measure the resistance between the IPC C220-17, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.

Yes
GO to C5 .

No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.



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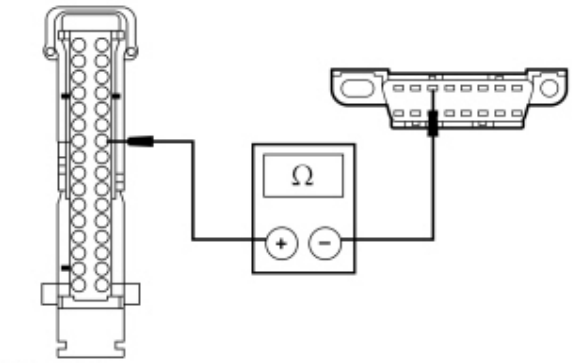
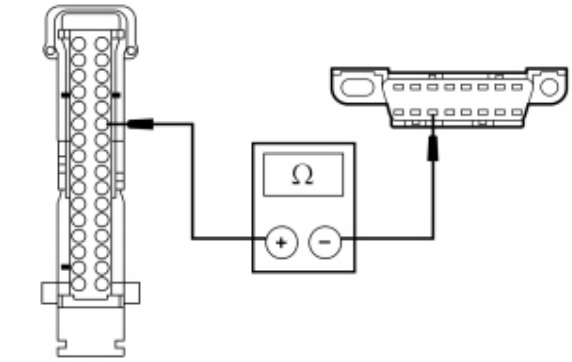
- **Are the resistances less than 5 ohms?**

C5 CHECK THE MS-CAN CIRCUITS BETWEEN THE IPC AND THE DLC FOR AN OPEN	
• Measure the resistance between the IPC C220-23, circuit VDB06 (GY/OG), harness side and the Data Link Connector (DLC) C251-3, circuit VDB06 (GY/OG), harness side.  N0115361 • Measure the resistance between the IPC C220-22, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.  N0115362 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to C6 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
C6 CHECK FOR CORRECT IPC OPERATION	

• Disconnect all the IPC connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the IPC connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Section 413-01 . CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused

	by a loose or corroded connector.

Pinpoint Test D: The Occupant Classification System Module (OCSM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 46 , Supplemental Restraint System for schematic and connector information.

Normal Operation

The Occupant Classification System Module (OCSM) communicates with the scan tool through the High Speed Controller Area Network (HS-CAN).

This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- OCSM

PINPOINT TEST D: THE OCSM DOES NOT RESPOND TO THE SCAN TOOL

WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

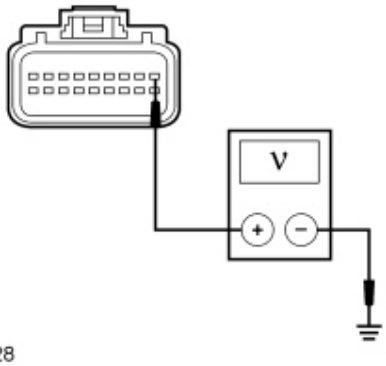
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
D1 CHECK THE OCSM VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Ignition OFF. • Depower the SRS . Refer to Section 501-20B . • Disconnect: OCSM C3159. • Deactivate the SRS . Refer to Section 501-20B . • Repower the SRS . Refer to Section 501-20B . • Ignition ON. • Measure the voltage between the OCSM C3159-1, circuit CBP04 (VT), harness side and ground.	**Yes** GO to D2 . **No** VERIFY the Central Junction Box (CJB) fuse 4 (7.5A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REACTIVATE the SRS . REFER to Section 501-20B . CLEAR the DTCs. REPEAT the network test with the scan tool.



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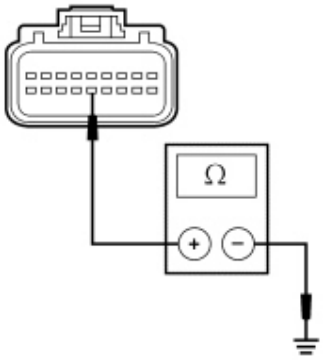
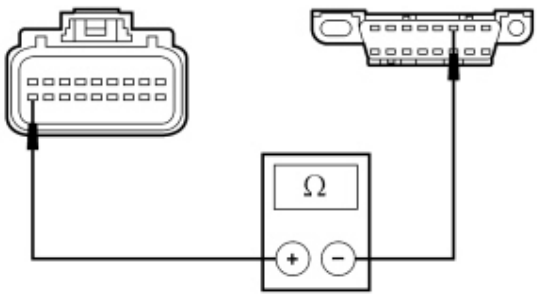
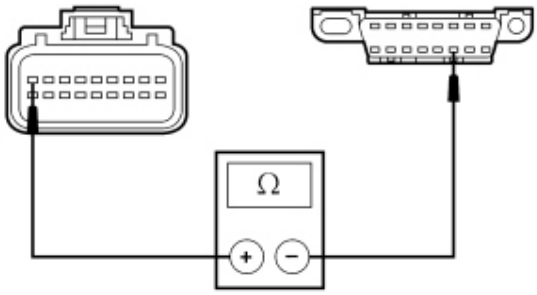
- **Is the voltage greater than 10 volts?**

D2 CHECK THE OCSM GROUND CIRCUIT FOR AN OPEN • Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the OCSM C3159-14, circuit GD145 (BK/BU), harness side and ground.  N0060229 • **Is the resistance less than 5 ohms?**	**Yes** GO to D3. **No** REPAIR the circuit. REACTIVATE the SRS. REFER to Section 501-20B. CLEAR the DTCs. REPEAT the network test with the scan tool.
D3 CHECK THE HS-CAN CIRCUITS BETWEEN THE OCSM AND THE DATA LINK CONNECTOR (DLC) FOR AN OPEN • Measure the resistance between the OCSM C3159-18, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.  N0026670 • Measure the resistance between the OCSM C3159-9, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.	**Yes** CONNECT the negative battery cable. GO to D4. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

 N0026671 • **Are the resistances less than 5 ohms?**	
D4 CHECK FOR CORRECT OCSM OPERATION	

• Disconnect the OCSM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the OCSM connector and make sure it seats correctly.
• Verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new OCSM. REACTIVATE the SRS. REFER to Section 501-20B. CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. REACTIVATE the SRS. REFER to Section 501-20B. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test E: The Restraints Control Module (RCM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 46, Supplemental Restraint System for schematic and connector information.

Normal Operation

The Restraints Control Module (RCM) communicates with the scan tool through the High Speed Controller Area Network (HS-CAN).

This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- RCM

PINPOINT TEST E: THE RCM DOES NOT RESPOND TO THE SCAN TOOL

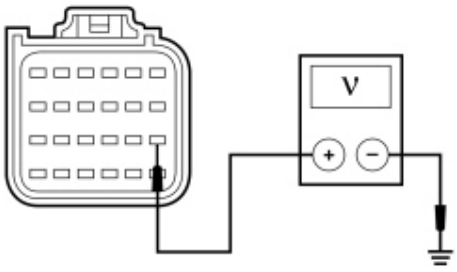
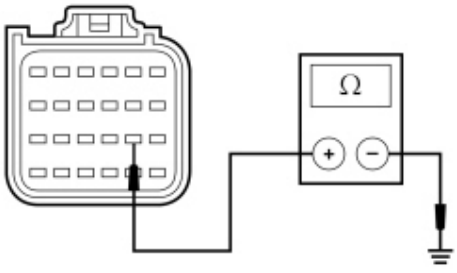
WARNING: Never disassemble or tamper with safety belt buckle/retractor pretensioners, adaptive load limiting retractors, safety belt inflators, or probe the electrical connectors. Failure to follow this instruction may result in the accidental deployment of the safety belt pretensioners, adaptive load limiting retractors, or safety belt inflators, which increases the risk of serious personal injury or death.

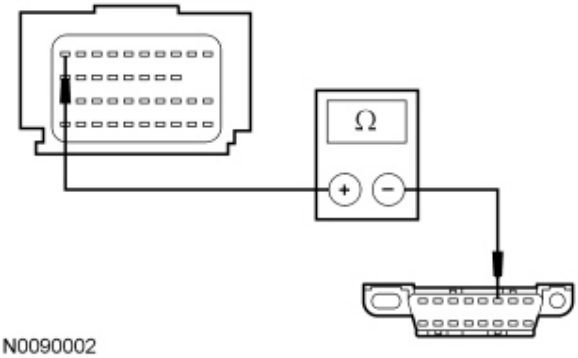
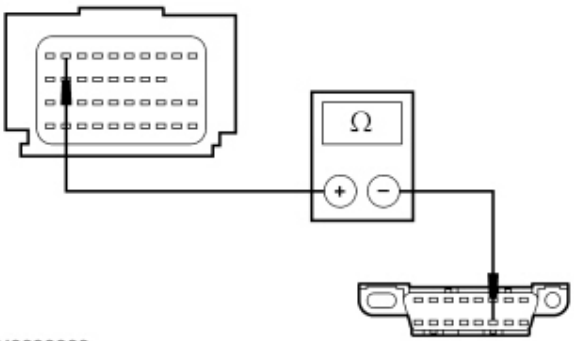
WARNING: Never probe the electrical connectors on air bag, Safety Canopy® or side air curtain modules. Failure to follow this instruction may result in the accidental deployment of these modules, which increases the risk of serious personal injury or death.

NOTE: The Supplemental Restraint System (SRS) must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
E1 CHECK THE RCM CONNECTION	
• Ignition OFF. • Depower the SRS . Refer to Section 501-20B . • Disconnect: RCM C310A. • Disconnect: RCM C310B. • **Are RCM C310A pins 13 and 14 and RCM C310B pins 9 and 10 OK?**	**Yes** GO to E2 . **No** REPAIR the RCM connector pins as necessary. REPOWER the SRS . REFER to Section 501-20B . CLEAR the DTCs. REPEAT the network test with the scan tool.
E2 CHECK THE RCM VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Deactivate the SRS . Refer to Section 501-20B . • Repower the SRS . Refer to Section 501-20B . • Ignition ON. • Measure the voltage between the RCM C310A-13, circuit CBP20 (YE/VT), harness side and ground.  N0117680 • **Is the voltage greater than 10 volts?**	**Yes** GO to E3 . **No** VERIFY the Central Junction Box (CJB) fuse 20 (10A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REACTIVATE the SRS . REFER to Section 501-20B . CLEAR the DTCs. REPEAT the network test with the scan tool.
E3 CHECK THE RCM CASE GROUND	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the RCM C310A-14, circuit GD174 (BK/WH), harness side and ground.  N0117681	**Yes** GO to E4 . **No** REPAIR the circuit. REACTIVATE the SRS . REFER to Section 501-20B . CLEAR the DTCs. REPEAT the network test with the scan tool.

• **Is the resistance less than 5 ohms?**	
E4 CHECK THE HS-CAN CIRCUITS BETWEEN THE RCM AND THE DLC FOR AN OPEN	
• Measure the resistance between the RCM C310B-10, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.  N0090002 • Measure the resistance between the RCM C310B-9, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0090003 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to E5. **No** REPAIR the circuit in question. REACTIVATE the SRS. REFER to Section 501-20B. CLEAR the DTCs. REPEAT the network test with the scan tool.
E5 CHECK FOR CORRECT RCM OPERATION	

• Disconnect all the RCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RCM. REACTIVATE the SRS. REFER to Section 501-20B. CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. REACTIVATE the SRS. REFER to Section 501-20B. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test F: The Accessory Protocol Interface Module (APIM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 130, Audio System/Navigation for schematic and connector information.

Normal Operation

TheAccessory Protocol Interface Module (APIM) communicates with the scan tool and other network modules on the High Speed Controller Area Network (HS-CAN). The APIM does not communicate with the scan tool on the Infotainment Controller Area Network (I-CAN).

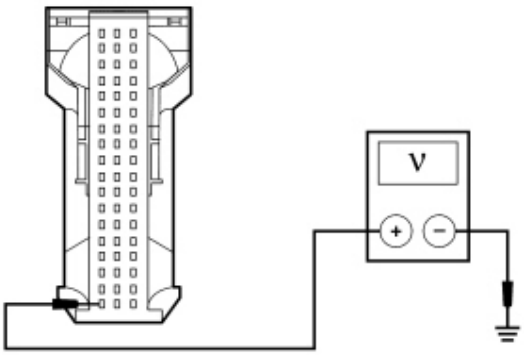
This pinpoint test is intended to diagnose the following:

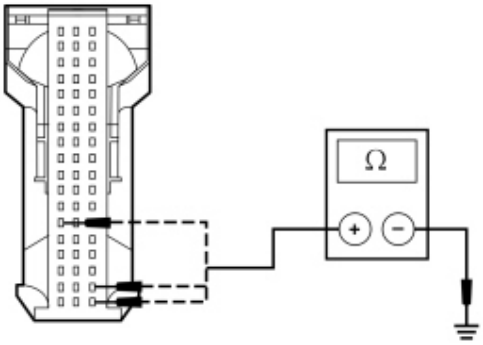
- Fuse
- Wiring, terminals or connectors
- APIM

PINPOINT TEST F: THE APIM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

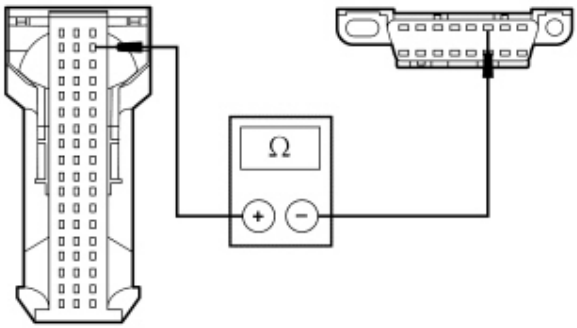
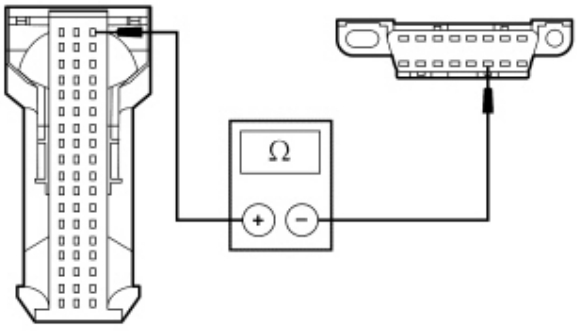
NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
F1 CHECK THE APIM VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: APIM C2383. • Ignition ON. • Measure the voltage between the APIM C2383-1, circuit SBP10 (YE/RD), harness side and ground.  N0077601 • **Is the voltage greater than 10 volts?**	**Yes** GO to F2 . **No** VERIFY the Central Junction Box (CJB) fuse 10 (15A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
F2 CHECK THE APIM GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the voltage between the APIM , harness side and ground as follows: **Connector-Pin** / **Circuit** C2383-6 / GD111 (BK/BU) C2383-37 / GD111 (BK/BU) C2383-38 / GD111 (BK/BU)	**Yes** GO to F3 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0117684

- **Are the resistances less than 5 ohms?**

F3 CHECK THE HS-CAN CIRCUITS BETWEEN THE APIM AND THE DLC FOR AN OPEN	
• Measure the resistance between the APIM C2383-53, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.  N0077603 • Measure the resistance between the APIM C2383-54, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0077604 • **Are the resistances less than 5 ohms?**	**Yes** GO to F4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
F4 CHECK FOR CORRECT APIM OPERATION	
• Disconnect the APIM connector. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect the APIM connector and make sure it seats correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new APIM . REFER to Section 415-00 . CLEAR the DTCs. REPEAT the network test with the scan tool. **No** The system is operating correctly at this time. The concern may have been caused

	by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test G: The Remote Function Actuator (RFA) Module Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 110 , Power Door Locks for schematic and connector information.

Normal Operation

The Remote Function Actuator (RFA) module communicates with the scan tool and some network modules on the Medium Speed Controller Area Network (MS-CAN), and communicates with other network modules only on the High Speed Controller Area Network (HS-CAN).

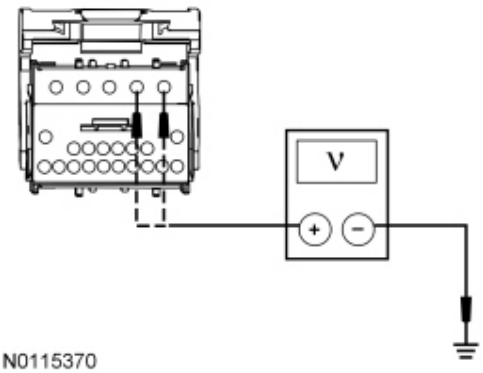
This pinpoint test is intended to diagnose the following:

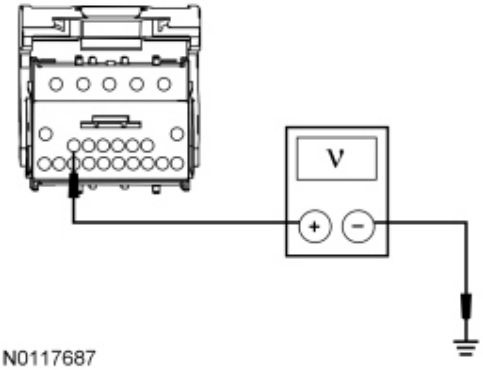
- Fuse
- Wiring, terminals or connectors
- RFA module

PINPOINT TEST G: THE RFA MODULE DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

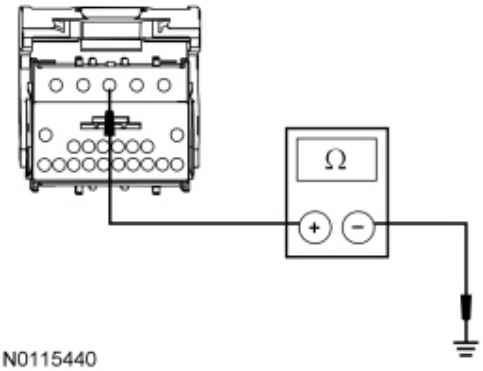
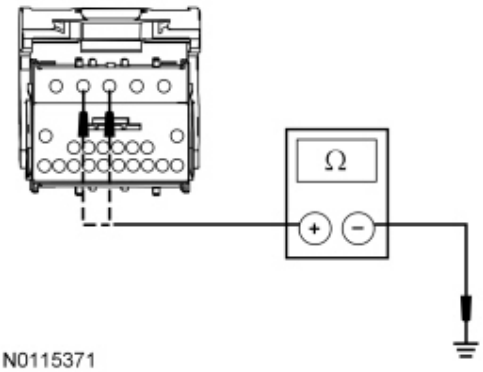
NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

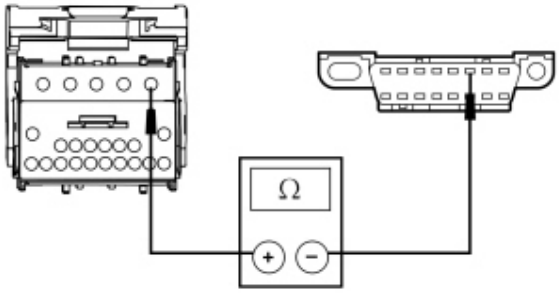
Test Step	Result / Action to Take
G1 CHECK THE RFA MODULE VOLTAGE SUPPLY CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: RFA module (Gray Hardshell) and C3503B (Green Hardshell). • Ignition ON. • Measure the voltage between the RFA module C3503A-1, circuit SBP09 (RD), harness side and ground; and C3503A-2, circuit SBP14 (BN/RD), harness side and ground.  N0115370 • Measure the voltage between the RFA module C3503A-1, circuit CDC32 (BN/YE), harness side and ground.	**Yes** GO to G2 . **No** VERIFY the Central Junction Box (CJB) fuses 1 (15A), 9 (20A) and 14 (20A) are OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0117687

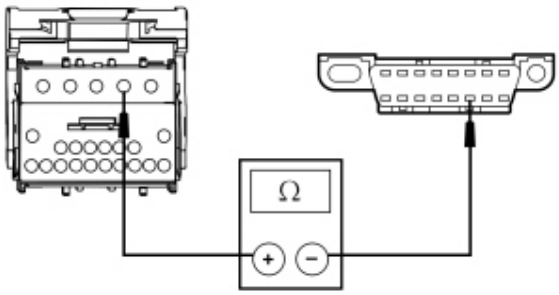
- **Are the voltages greater than 10 volts?**

G2 CHECK THE RFA MODULE GROUND CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the RFA module C3503A-1, circuit GD145 (BK/BU), harness side and ground.  N0115440 • Disconnect: RFA module C3503D (Natural Hardshell). • Measure the resistance between the RFA module C3503D-3, circuit GD145 (BK/BU), harness side and ground; and RFA module C3503D-4, circuit GD145 (BK/BU) harness side and ground.  N0115371 • **Are the resistances less than 5 ohms?**	**Yes** GO to G3 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
G3 CHECK THE HS-CAN CIRCUITS BETWEEN THE RFA MODULE AND THE DLC FOR AN OPEN	
• Measure the resistance between the RFA module C3503B-1, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.	**Yes** GO to G4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0115373

- Measure the resistance between the RFA module C3503B-2, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.

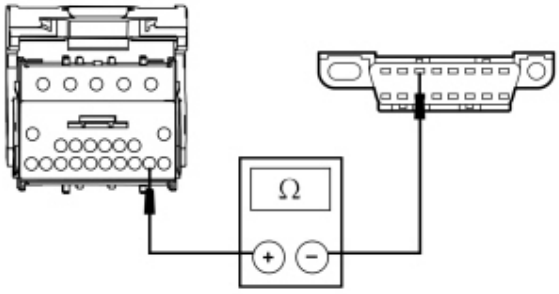


N0115374

- **Are the resistances less than 5 ohms?**

G4 CHECK THE MS-CAN CIRCUITS BETWEEN THE RFA MODULE AND THE DLC FOR AN OPEN

- Measure the resistance between the RFA module C3503B-15, circuit VDB06 (GY/OG), harness side and the DLC C251-3, circuit VDB06 (GY/OG), harness side.

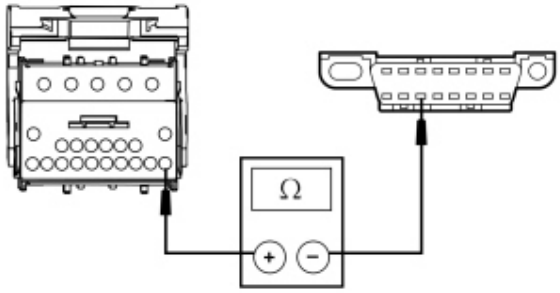


N0115376

- Measure the resistance between the RFA module C3503B-14, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.

Yes
CONNECT the negative battery cable. GO to G5 .

No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

 N0115375 • **Are the resistances less than 5 ohms?**	
G5 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect the RFA module connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the RFA module connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10. CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test H: The Front Control/Display Interface Module (FCDIM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 130, Audio System/Navigation for schematic and connector information.

Normal Operation

The Front Control/Display Interface Module (FCDIM) communicates with the scan tool through the Medium Speed Controller Area Network (MS-CAN) and with other modules through the Infotainment Controller Area Network (I-CAN).

This pinpoint test is intended to diagnose the following:

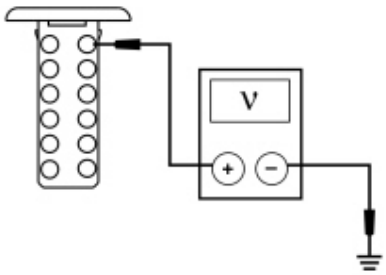
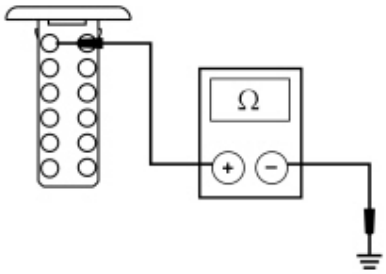
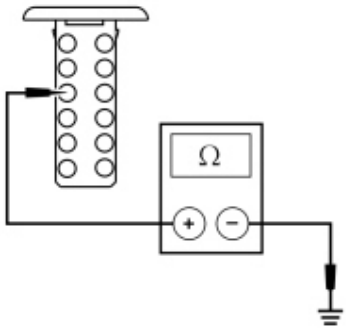
- Fuse
- Wiring, terminals or connectors
- FCDIM

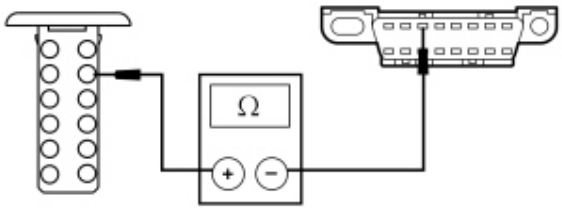
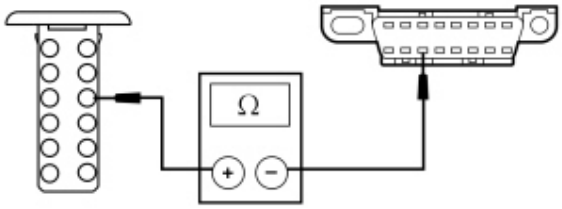
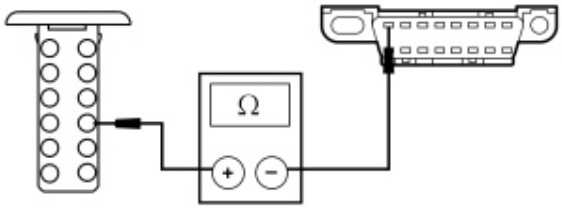
PINPOINT TEST H: THE FCDIM DOES NOT RESPOND TO THE SCAN TOOL

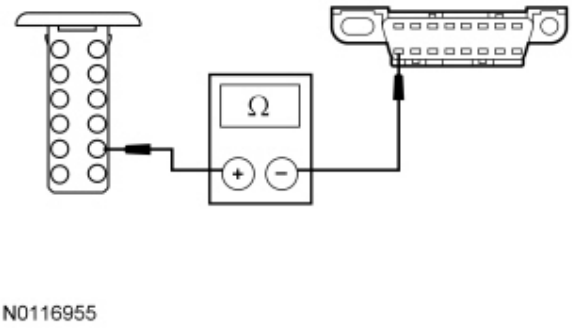
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01.

Test Step	Result / Action to Take

H1 CHECK THE FCDIM VOLTAGE SUPPLY CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: FCDIM C2123. • Ignition ON. • Measure the voltage between the FCDIM C2123-1, circuit SBP07 (WH/RD), harness side and ground.  N0115771 • **Are the voltages greater than 10 volts?**	**Yes** GO to H2 . **No** VERIFY the Central Junction Box (CJB) fuse 7 (7.5A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
H2 CHECK THE FCDIM GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Negative Battery Cable. • For vehicles built up to 1/14/2011, measure the resistance between the FCDIM C2123-7, circuit GD115 (BK/GY), harness side and ground.  N0117689 • For vehicles built after 1/14/2011, Measure the resistance between the FCDIM C2123-9, circuit GD115 (BK/GY), harness side and ground.  N0133863 • **Is the resistance less than 5 ohms?**	**Yes** GO to H3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the network test with the scan tool.
H3 CHECK THE MS-CAN CIRCUITS BETWEEN THE FCDIM AND THE DLC FOR AN OPEN	

• Measure the resistance between the FCDIM C2123-2, circuit VDB06 (GY/OG), harness side and the DLC C251-3, circuit VDB06 (GY/OG), harness side.  N0117690 • Measure the resistance between the FCDIM C2123-3, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.  N0117691 • **Are the resistances less than 5 ohms?**	**Yes** GO to H4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
H4 CHECK THE I-CAN CIRCUITS BETWEEN THE FCDIM AND THE DLC FOR AN OPEN	
• Measure the resistance between the FCDIM C2123-4, circuit VDB06 (GY/OG), harness side and the DLC C251-1, circuit VDB06 (GY/OG), harness side.  N0116954 • Measure the resistance between the FCDIM C2123-5, circuit VDB07 (VT/OG), harness side and the DLC C251-9, circuit VDB07 (VT/OG), harness side.	**Yes** CONNECT the negative battery cable. GO to H5 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

 N0116955 • **Are the resistances less than 5 ohms?**	
H5 CHECK FOR CORRECT FCDIM OPERATION	

• Disconnect the FCDIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the FCDIM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FCDIM. REFER to Section 415-00. CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test I: The Power Steering Control Module (PSCM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 43, Power Steering Controls for schematic and connector information.

Normal Operation

The PSCM communicates with the scan tool through the High Speed Controller Area Network (HS-CAN).

This pinpoint test is intended to diagnose the following:

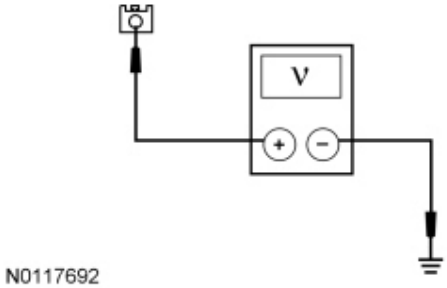
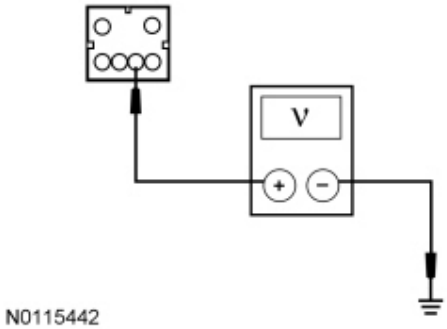
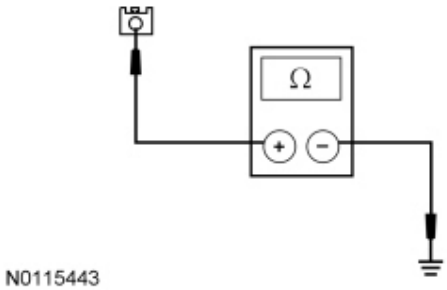
- Fuse
- Wiring, terminals or connectors
- PSCM

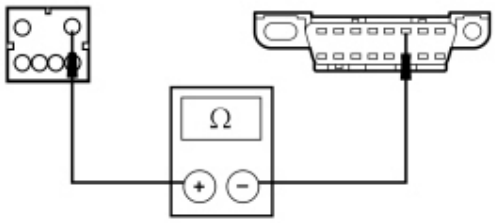
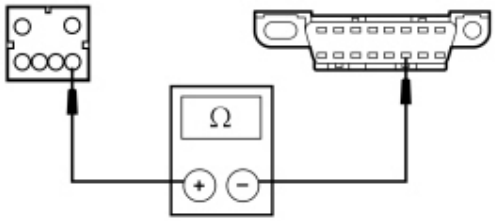
PINPOINT TEST I: THE PSCM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01.

Test Step	Result / Action to Take
I1 CHECK THE PSCM VOLTAGE SUPPLY CIRCUITS FOR AN OPEN	
• Ignition OFF.	**Yes**

• Disconnect: PSCM C2368A and C2368B. • Ignition ON. • Measure the voltage between the PSCM C2368A-1, circuit SBF02 (YE/RD) harness side and ground.  N0117692 • Measure the voltage between the PSCM C2368B-5, circuit CBP21 (BU/GY) harness side and ground.  N0115442 • **Is the voltage greater than 10 volts?**	GO to I2 . **No** VERIFY theBattery Junction Box (BJB) fuse mega 2 (60A) and Central Junction Box (CJB) fuse 21 (10A) is OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
I2 CHECK THE PSCM GROUND CIRCUITS FOR AN OPEN • Ignition OFF. • Disconnect: Negative Battery Cable. • Disconnect: PSCM C2368C. • Measure the resistance between the PSCM 2368C-1, circuit GD120 (BK/GN), harness side and ground.  N0115443 • **Is the resistance less than 5 ohms?**	**Yes** GO to I3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the network test with the scan tool.
I3 CHECK THE HS-CAN CIRCUITS BETWEEN THE PSCM AND THE DLC FOR AN OPEN • Measure the resistance between the PSCM C2368B-2, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.	**Yes** CONNECT the negative battery cable. GO to I4 .

 N0115444 • Measure the resistance between the PSCM C2368B-6, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0115445 • **Are the resistances less than 5 ohms?**	**No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
I4 CHECK FOR CORRECT PSCM OPERATION • Disconnect the PSCM connector. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect the PSCM connector and make sure it seats correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new PSCM. REFER to Section 211-02. CLEAR the DTCs. REPEAT the network test with the scan tool. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test J: The Body Control Module (BCM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 13, Power Distribution for schematic and connector information.

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Normal Operation

The Body Control Module (BCM) communicates with the scan tool through the Medium Speed Controller Area Network (MS-CAN).

This pinpoint test is intended to diagnose the following:

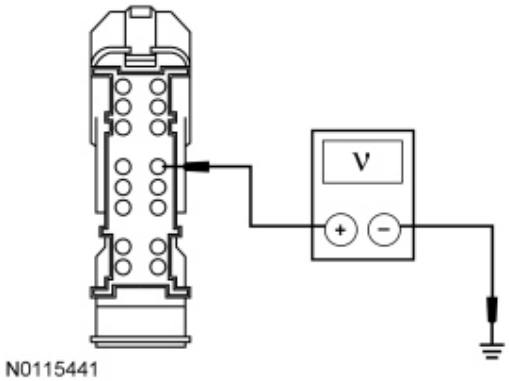
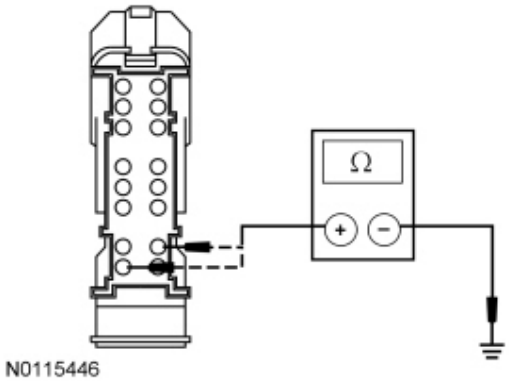
- Fuse
- Wiring, terminals or connectors

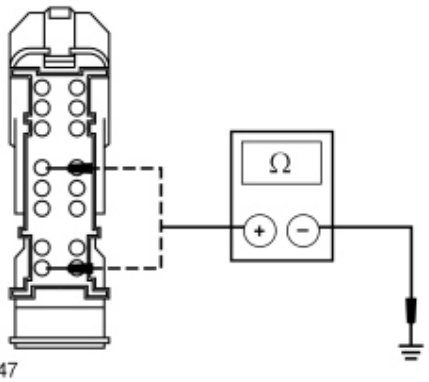
- BCM

PINPOINT TEST J: THE BCM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

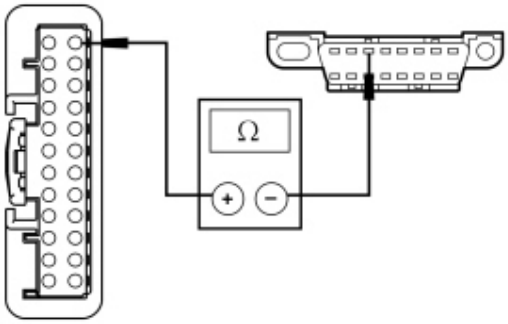
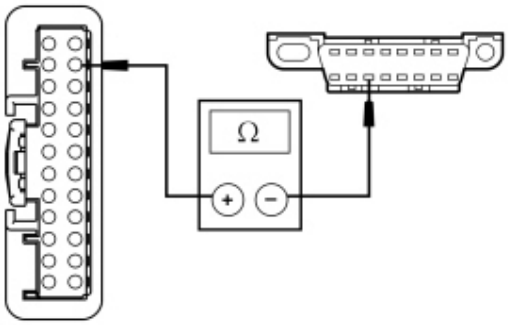
NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
J1 CHECK THE BCM VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: BCM C2280B. • Ignition ON. • Measure the voltage between the BCM C2280B-4, circuit CBP21 (BU/GY) harness side and ground.  N0115441 • **Is the voltage greater than 10 volts?**	**Yes** GO to J2 . **No** VERIFY the Central Junction Box (CJB) fuse 21 (10A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
J2 CHECK THE BCM GROUND CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the BCM C2280B-7, circuit GD115 (BK/GY), harness side and ground; and C2280B-16, circuit GD115 (BK/GY), harness side and ground.  N0115446 • Disconnect: BCM C2280A. • Measure the resistance between the BCM C2280A-12, circuit GD133 (BK), harness side and ground; and C2280A-16, circuit GD115 (BK/BU), harness side and ground.	**Yes** GO to J3 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0115447

- **Are the resistances less than 5 ohms?**

J3 CHECK THE MS-CAN CIRCUITS BETWEEN THE BCM AND THE DLC FOR AN OPEN	
• Disconnect: BCM C2280F. • Measure the resistance between the BCM C2280F-24, circuit VDB06 (GY/OG), harness side and the DLC C251-3, circuit VDB06 (GY/OG), harness side.  N0115449 • Measure the resistance between the BCM C2280F-23, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.  N0115448 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to J4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
J4 CHECK FOR CORRECT BCM OPERATION	

• Disconnect the BCM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the BCM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The

	concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test K: The Audio Control Module (ACM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 130 , Audio System/Navigation for schematic and connector information.

Normal Operation

The Audio Control Module (ACM) communicates with the scan tool through the MS-CAN . The FCDIM is used as a gateway module.

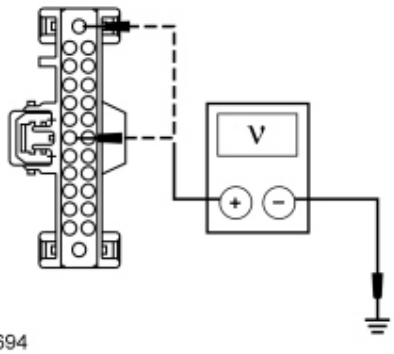
This pinpoint test is intended to diagnose the following:

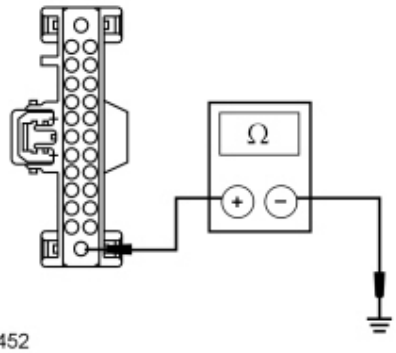
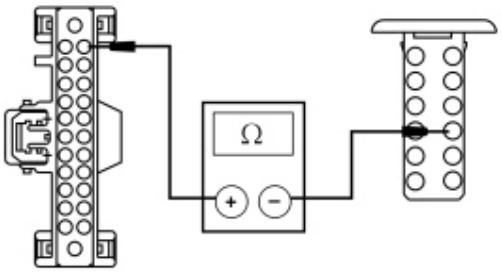
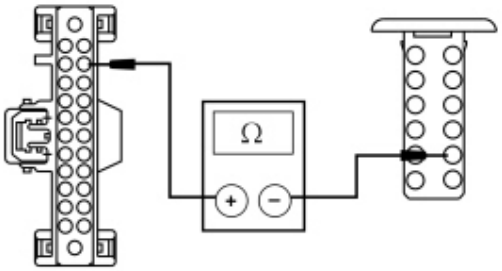
- Fuse
- Wiring, terminals or connectors
- ACM

PINPOINT TEST K: THE ACM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
K1 CHECK THE ACM VOLTAGE SUPPLY CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: ACM C240A. • Ignition ON. • Measure the voltage between the ACM C240A-1, circuit SBP10 (YE/RD), harness side and ground; and for vehicles built up to 1/14/2011 measure the voltage between the ACM C240A-7, circuit CBP19 (BN/WH), harness side and ground.  N0117694 • **Is the voltage greater than 10 volts?**	**Yes** GO to K2 . **No** For vehicles built up to 1/14/2011 VERIFY the Central Junction Box (CJB) fuses 10 (15A) and 19 (7.5A) are OK. For vehicles built after 1/14/2011 VERIFY the Central Junction Box (CJB) fuses 10 (15A) is OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
K2 CHECK THE ACM GROUND CIRCUIT FOR AN OPEN	

• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the ACM C240A-13, circuit GD111 (BK/BU), harness side and ground.  N0115452 • **Is the resistance less than 5 ohms?**	**Yes** GO to K3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the network test with the scan tool.
K3 CHECK THE I-CAN CIRCUITS BETWEEN THE ACM AND THE FCDIM FOR AN OPEN	
• Disconnect: FCDIM C2123. • Measure the resistance between the ACM C240A-14, circuit VDB06 (GY/OG), harness side and the FCDIM C2123-4, circuit VDB06 (GY/OG), harness side.  N0131471 • Measure the resistance between the ACM C240A-15, circuit VDB07 (VT/OG), harness side and the FCDIM C2123-5, circuit VDB07 (VT/OG), harness side.  N0131472 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to K4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
K4 CHECK FOR CORRECT ACM OPERATION	

• Disconnect all the ACM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
	Yes
	INSTALL a new ACM .
	REFER to Section 415-00 . CLEAR the DTCs.

▪ pushed-out pins • Connect all the ACM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	REPEAT the network test with the scan tool. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test L: The Global Positioning System Module (GPSM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 130 , Audio System/Navigation for schematic and connector information.

Normal Operation

The Global Positioning System Module (GPSM) communicates with the scan tool through the MS-CAN . The FCDIM is used as a gateway module.

This pinpoint test is intended to diagnose the following:

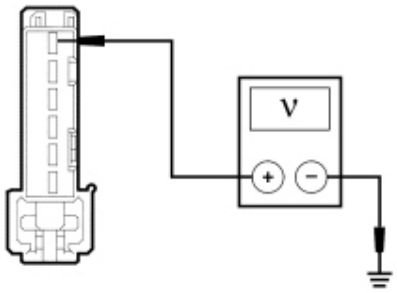
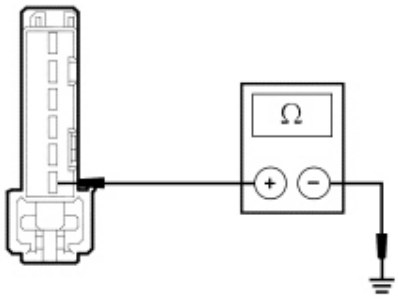
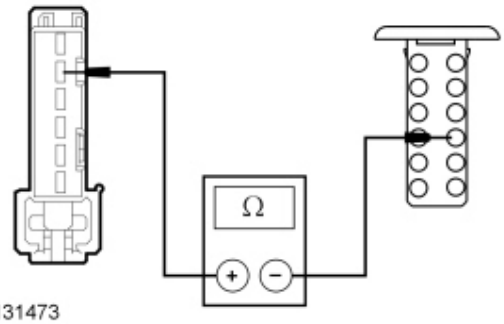
- Fuse
- Wiring, terminals or connectors
- GPSM

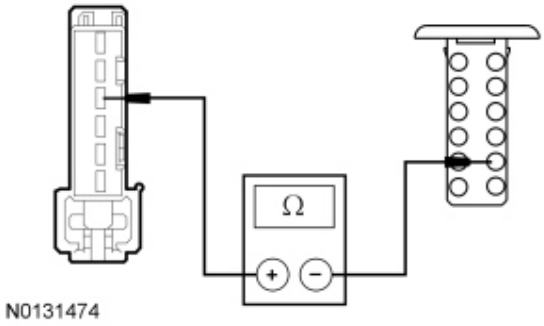
PINPOINT TEST L: THE GPSM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
L1 CHECK THE GPSM VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: GPSM C2398. • Ignition ON. • Measure the voltage between the GPSM C2398-1, circuit SBP16 (VT/RD) (vehicles built up to 1/14/2011) circuit SBP10 (YE-RD) (vehicles built after 1/14/2011), harness side and ground.	**Yes** GO to L2 . **No** For vehicles built up to 1/14/2011 VERIFY the Central Junction Box (CJB) fuse 16 (15A) is OK. For vehicles built after 1/14/2011 VERIFY the Central Junction Box (CJB) fuse 10 (15A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to

 N0094349 • **Is the voltage greater than 10 volts?**	identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
L2 CHECK THE GPSM GROUND CIRCUIT FOR AN OPEN • Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the GPSM C2398-6, circuit GD111 (BK/BU), harness side and ground.  N0094350 • **Is the resistance less than 5 ohms?**	**Yes** GO to L3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the network test with the scan tool.
L3 CHECK THE I-CAN CIRCUITS BETWEEN THE GPSM AND THE DLC FOR AN OPEN • Disconnect: FCDIM C2123. • Measure the resistance between the GPSM C2398-2, circuit VDB06 (GY/OG), harness side and the FCDIM C2123-4, circuit VDB06 (GY/OG), harness side.  N0131473 • Measure the resistance between the GPSM C2398-3, circuit VDB07 (VT/OG), harness side and the FCDIM C2123-5, circuit VDB07 (VT/OG), harness side.	**Yes** CONNECT the negative battery cable. GO to L4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

 • **Are the resistances less than 5 ohms?**	
L4 CHECK FOR CORRECT GPSM OPERATION	

• Disconnect the GPSM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the GPSM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new GPSM. REFER to Section 415-00. CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the network test with the scan tool.

Pinpoint Test M: The Transmission Control Module (TCM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 29, Transmission Controls for schematic and connector information.

Normal Operation

TheTransmission Control Module (TCM) communicates with the scan tool through the High Speed Controller Area Network (HS-CAN).

This pinpoint test is intended to diagnose the following:

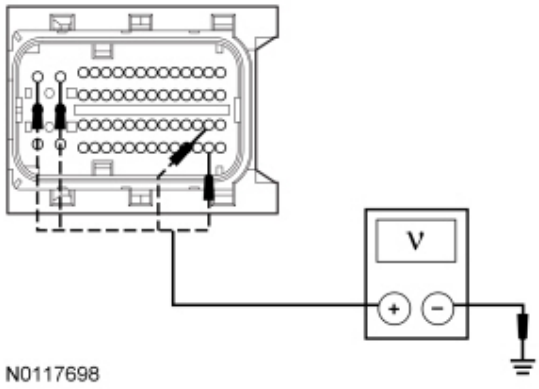
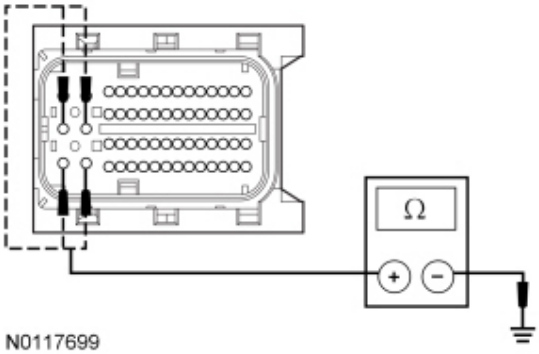
- Fuse
- Wiring, terminals or connectors
- TCM

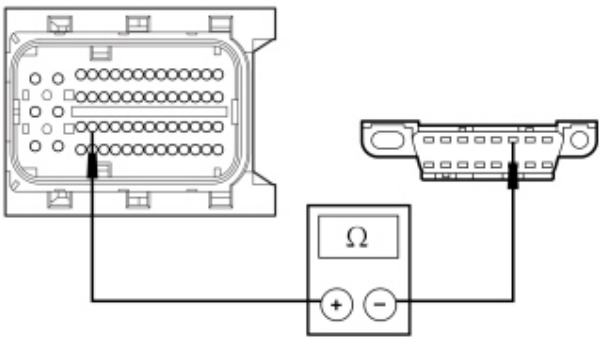
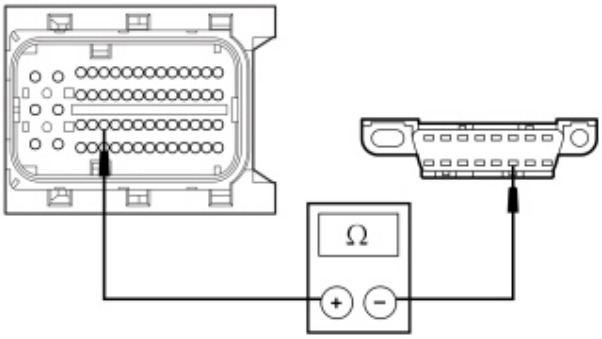
PINPOINT TEST M: THE TCM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01.

Test Step	Result / Action to Take

M1 CHECK THE TCM VOLTAGE SUPPLY CIRCUITS FOR AN OPEN	
• Disconnect: TCM C1750A. • Ignition ON. • Measure the voltage between the TCM, harness side and ground as follows: **Connector-Pin / Circuit** C1750A-1 — SBB02 (YE/RD) C1750A-2 — SBB02 (YE/RD) C1750A-18 — SBB27 (BU/RD) C1750A-31 — CBP23 (BN/YE)  N0117698 • **Are the voltages greater than 10 volts?**	**Yes** GO to M2. **No** VERIFY the Battery Junction Box (BJB) fuses 2 (50A), 27 (7.5A) and Central Junction Box (CJB) fuse 23 (10A) are OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
M2 CHECK THE TCM GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the TCM, harness side and ground as follows: **Connector-Pin / Circuit** C1750A-3 — GD187 (BK/GN) C1750A-4 — GD187 (BK/GN) C1750A-5 — GD187 (BK/GN) C1750A-6 — GD187 (BK/GN)  N0117699 • **Are the resistances less than 5 ohms?**	**Yes** GO to M3. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
M3 CHECK THE HS-CAN CIRCUITS BETWEEN THE TCM AND	

THE DLC FOR AN OPEN	
• Measure the resistance between the TCM C1750A-34, circuit VDB04 (WH/BU), harness side and the Data Link Connector (DLC) C251-6, circuit VDB04 (WH/BU), harness side.  N0117700 • Measure the resistance between the TCM C1750A-35, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0117701 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to M4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
M4 CHECK FOR CORRECT TCM OPERATION	

• Disconnect both the TCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the TCM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new TCM . REFER to Section 307-11 . CLEAR the DTCs. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test N: The Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) Does Not Respond To The Scan Tool

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 118 , Tire Pressure Monitor System for schematic and connector information.

Normal Operation

The Tire Pressure Monitor (TPM)/Vehicle Security Module (VSM) communicates with the scan tool through the Medium Speed Controller Area Network (MS-CAN).

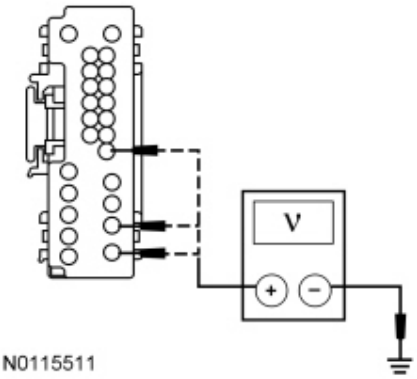
This pinpoint test is intended to diagnose the following:

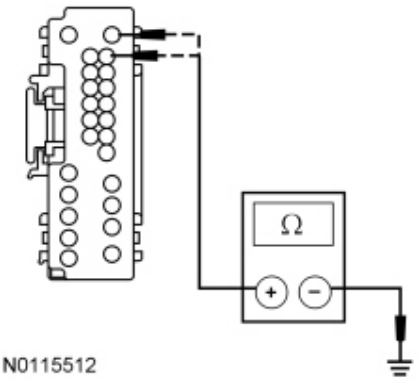
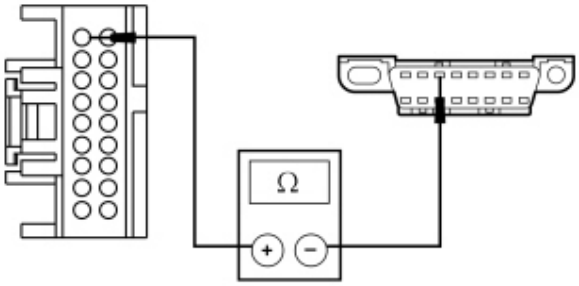
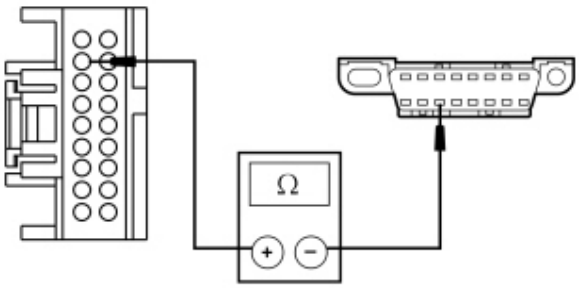
- Fuse
- Wiring, terminals or connectors
- TPM / VSM

PINPOINT TEST N: THE TPM / VSM DOES NOT RESPOND TO THE SCAN TOOL

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
N1 CHECK THE TPM / VSM VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: TPM / VSM C4321A. • Ignition ON. • Measure the voltage between the TPM / VSM , harness side and ground as follows: **Connector-Pin / Circuit** C4321A-20 — CBP26 (BU/WH) C4321A-23 — CBP23 (BN/YE) C4321A-24 — SBP12 (GN/RD)  N0115511 • **Is the voltage greater than 10 volts?**	**Yes** GO to N2 . **No** VERIFY the Central Junction Box (CJB) fuses 12 (20A), 23 (10A) and 26 (7.5A) are OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the network test with the scan tool.
N2 CHECK THE TPM / VSM GROUND CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the TPM / VSM C4321A-13, circuit GD143 (BK/VT), harness side and ground; and TPM / VSM C4321A-14, circuit GD143 (BK/VT), harness side and ground.	**Yes** GO to N3 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

 N0115512 • **Is the resistance less than 5 ohms?**	
N3 CHECK THE MS-CAN CIRCUITS BETWEEN THE TPM / VSM AND THE DLC FOR AN OPEN • Measure the resistance between the TPM / VSM C4321B-1, circuit VDB06 (GY/OG), harness side and the Data Link Connector (DLC) C251-3, circuit VDB06 (GY/OG), harness side.  N0115523 • Measure the resistance between the TPM / VSM C4321B-2, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.  N0115524 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to N4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
N4 CHECK FOR CORRECT TPM / VSM OPERATION • Disconnect the TPM / VSM connector. • Check for: ▪ corrosion ▪ damaged pins ▪ pushed-out pins • Connect the TPM / VSM connector and make sure it seats correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new TPM / VSM . REFER to Section 204-04 . CLEAR the DTCs. REPEAT the network test with the scan tool. **No** The system is operating correctly at this time. The concern may have been caused

	by a loose or corroded connector.

Pinpoint Test O: No Medium Speed Controller Area Network (MS-CAN) Communication, All Modules Are Not Responding

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Normal Operation

The Medium Speed Controller Area Network (MS-CAN) uses an unshielded twisted-pair cable.

This pinpoint test is intended to diagnose the following:

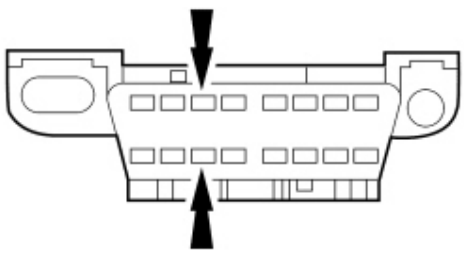
- Wiring, terminals or connectors
- Body Control Module (BCM)
- Front Control/Display Interface Module (FCDIM)
- Instrument Panel Cluster (IPC)
- Remote Function Actuator (RFA) module (if equipped)
- Tire Pressure Monitoring System (TPMS)

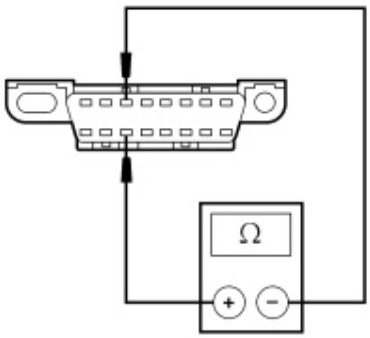
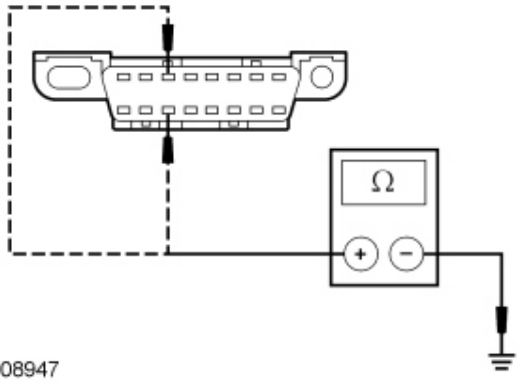
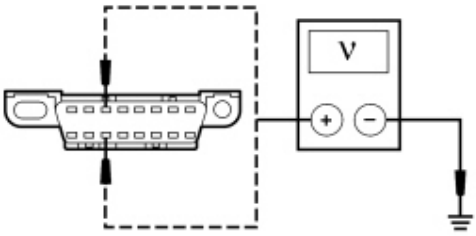
PINPOINT TEST O: NO MS-CAN COMMUNICATION, ALL MODULES ARE NOT RESPONDING

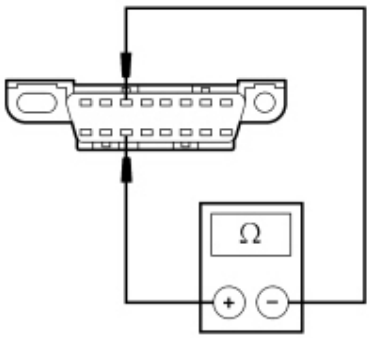
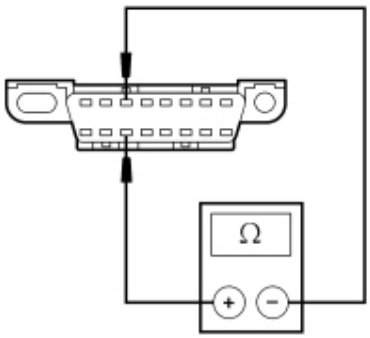
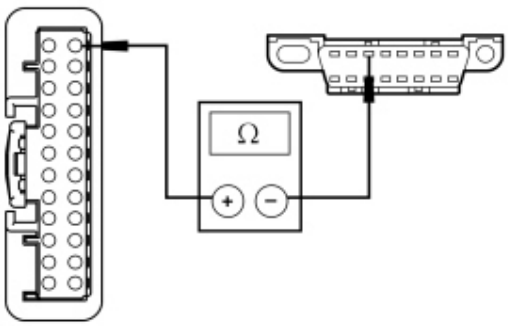
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

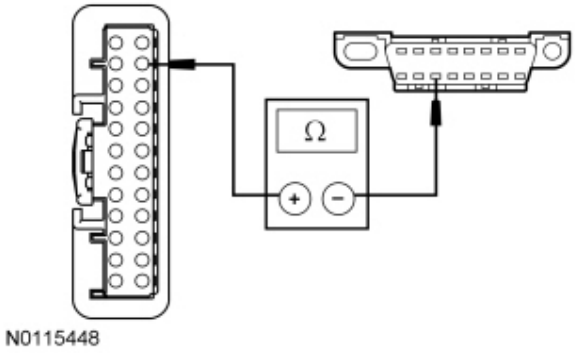
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
O1 CHECK THE DLC PINS FOR DAMAGE	
• Ignition OFF. • Disconnect the scan tool cable from the Data Link Connector (DLC). • Inspect DLC pins 3 and 11 for damage.  N0053178 • **Are DLC pins 3 and 11 OK?**	**Yes** GO to O2 . **No** REPAIR the DLC as necessary. CLEAR the DTCs. REPEAT the network test with the scan tool.
O2 CHECK THE MS-CAN TERMINATION RESISTANCE	
• Disconnect: Negative Battery Cable. • Measure the resistance between the DLC C251-3, circuit VDB06 (GY/OG), harness side and the DLC C251-11, circuit VDB07	**Yes** GO to O3 . **No**

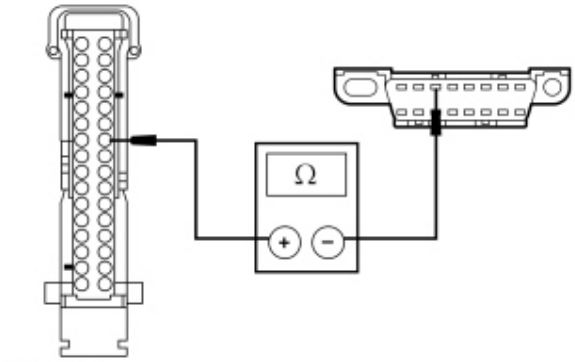
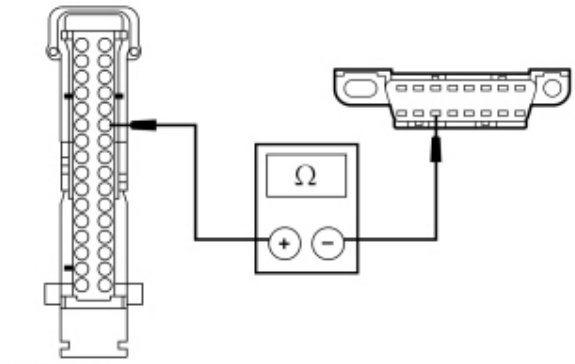
(VT/OG), harness side.  N0050701 • **Is the resistance between 54 and 66 ohms?**	GO to O5.
O3 CHECK THE MS-CAN (+) AND MS-CAN (-) CIRCUITS FOR A SHORT TO GROUND	
• Measure the resistance between the DLC C251-3, circuit VDB06 (GY/OG), harness side and ground; and between DLC C251-11, circuit VDB07 (VT/OG), harness side and ground.  N0008947 • **Are the resistances greater than 1,000 ohms?**	**Yes** GO to O4. **No** GO to O12.
O4 CHECK THE HS-CAN (+) AND HS-CAN (-) CIRCUITS FOR A SHORT TO VOLTAGE	
• Connect the negative battery cable. • Ignition ON. • Measure the voltage between the DLC C251-3, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-11, circuit VDB07 (VT/OG), harness side and ground.  N0050702 • **Are the voltages greater than 6 volts?**	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool. **No** GO to O13.
O5 CHECK THE MS-CAN TERMINATION RESISTOR	
• Measure the resistance between the DLC C251-3, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-11,	**Yes** GO to O6.

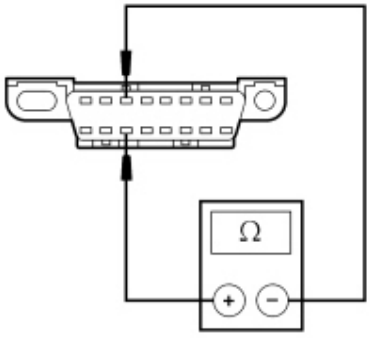
circuit VDB07 (VT/OG), harness side.  N0050701 • **Is the resistance between 108 and 132 ohms?**	**No** GO to O9.
O6 CHECK THE MS-CAN TERMINATION RESISTOR WITH THE BCM DISCONNECTED	
• Disconnect: BCM C2280F (Black Hardshell). • Measure the resistance between the DLC C251-3, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-11, circuit VDB07 (VT/OG), harness side.  N0050701 • **Is the resistance between 108 and 132 ohms?**	**Yes** GO to O7. **No** GO to O8.
O7 CHECK THE MS-CAN CIRCUITS BETWEEN THE BCM AND THE DLC FOR AN OPEN	
• Measure the resistance between the BCM C2280F-24, circuit VDB06 (GY/OG), harness side and the DLC C251-3, circuit VDB06 (GY/OG), harness side.  N0115449 • Measure the resistance between the BCM C2280F-23, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.	**Yes** CONNECT the negative battery cable. GO to O13. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0115448

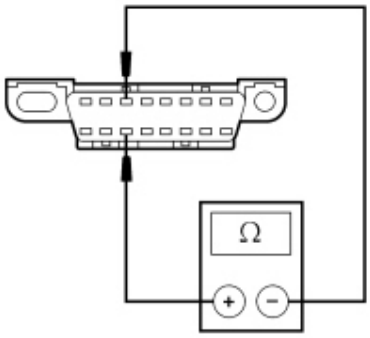
- **Are the resistances less than 5 ohms?**

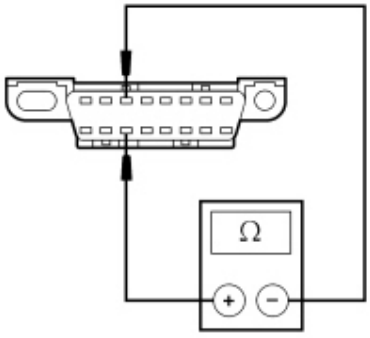
O8 CHECK THE MS-CAN CIRCUITS BETWEEN THE IPC AND THE DLC FOR AN OPEN	
• Disconnect: Instrument Panel Cluster (IPC) C220. • Measure the resistance between the IPC C220-23, circuit VDB06 (GY/OG), harness side and the DLC C251-3, circuit VDB06 (GY/OG), harness side.  N0115361 • Measure the resistance between the IPC C220-22, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.  N0115362 • **Are the resistances less than 5 ohms?**	**Yes** CONNECT the negative battery cable. GO to O15 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
O9 CHECK THE MS-CAN (+) AND MS-CAN (-) CIRCUITS FOR A SHORT TOGETHER	
• Measure the resistance between DLC C251-3, circuit VDB06 (GY/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG) the harness side.	**Yes** GO to O11 . **No** GO to O10 .



N0050701

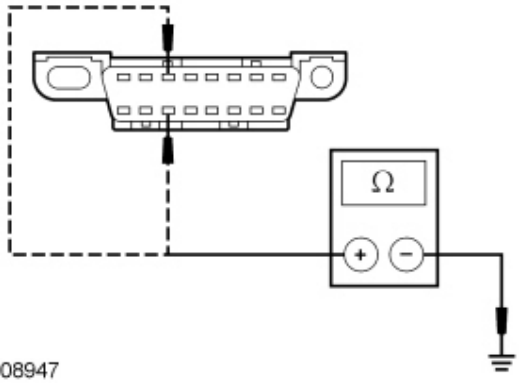
- **Is the resistance less than 5 ohms?**

O10 CHECK THE MS-CAN CIRCUITS BETWEEN THE BCM AND THE DLC FOR AN OPEN	
• Measure the resistance between DLC C251-3, circuit VDB06 (GY/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG) the harness side.  N0050701 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR the DLC or REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool. **No** A capacitor internal to a module may still be draining, causing irregular resistance readings. WAIT 5 minutes. REPEAT the pinpoint test.
O11 CHECK THE MS-CAN (+) AND MS-CAN (-) CIRCUITS FOR A SHORT TOGETHER	
NOTE: Skip to the end of this test step once the suspect module has been identified. • While measuring the resistance between the DLC C251-3, circuit VDB06 (GY/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side; disconnect the following modules one at a time until the resistance is greater than 5 ohms. ▪ BCM 2280F ▪ FCDIM C2123 ▪ IPC C220 ▪ RFA module C3503B (if equipped) ▪ TPM / VSM C4321B	**Yes** CONNECT the negative battery cable. For the BCM, GO to O18. For the FCDIM, GO to O19. For the IPC, GO to O20. For the RFA module, GO to O21. For the TPM / VSM, GO to O22. **No** REPAIR circuits VDB06 (GY/OG) and VDB07 (VT/OG) for a short together. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0050701

- **Did the resistance change to greater than 5 ohms with one of the modules disconnected?**

O12 CHECK THE MS-CAN (+) AND MS-CAN (-) CIRCUITS FOR A SHORT TO GROUND WITH THE MODULES DISCONNECTED	
NOTE: Skip to the end of this test step once the suspect module has been identified. • While measure the resistance between the DLC C251-3, circuit VDB06 (GY/OG), harness side ground; and the DLC C251-11, circuit VDB07 (VT/OG), harness side and ground; disconnect the following modules one at a time until the resistance to ground is greater than 10,000 ohms. ▪ BCM 2280F ▪ FCDIM C2123 ▪ IPC C220 ▪ RFA module (if equipped) ▪ TPM / VSM C4321B	**Yes** CONNECT the negative battery cable. For the BCM, GO to O18. For the FCDIM, GO to O19. For the IPC, GO to O20. For the RFA module, GO to O21. For the TPM / VSM, GO to O22. **No** REPAIR the suspect circuit for a short to ground. CLEAR the DTCs. REPEAT the network test with the scan tool.
 N0008947 • **Did the resistance change to greater than 1000 ohms with one of the modules disconnected?**	
O13 CHECK FOR RESTORED COMMUNICATION WITH THE IPC AND BCM DISABLED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuses 3 (7.5A), 19 (7.5) and 21 (10A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuses. GO to O14. **No** If the vehicle is equipped with RFA module, INSTALL the removed fuses. GO to O15. If the vehicle is not equipped with RFA module, INSTALL the removed fuses. GO to O16

O14 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE BCM DISCONNECTED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: BCM C2280F. • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other MS-CAN modules pass the network test?**	**Yes** CONNECT the module. GO to Pinpoint Test J. **No** CONNECT the module. GO to Pinpoint Test C.
O15 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE RFA MODULE DISABLED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuses 1 (15A), 9 (20A) and 14 (20A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuses. GO to Pinpoint Test G. **No** INSTALL the removed fuses.GO to O16
O16 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE TPM / VSM DISABLED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuses 23 (10A), 26 (7.5A) and 12 (20A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuses. GO to Pinpoint Test N. **No** INSTALL the removed fuses. GO to O17.
O17 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE FCDIM DISABLED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuse 7 (7.5A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuse. GO to Pinpoint Test H. **No** INSTALL the removed fuse. The MS-CAN tests within specification. Verify the correct operation of the scan tool on a known good vehicle.
O18 CHECK THE BCM FOR CORRECT OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

O19 CHECK THE FCDIM FOR CORRECT OPERATION
• Disconnect the FCDIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the FCDIM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FCDIM. REFER to Section 415-00. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

O20 CHECK THE IPC FOR CORRECT OPERATION
• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Section 413-01. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

O21 CHECK THE RFA FOR CORRECT OPERATION
• Disconnect all the RFA connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA. REFER to Section 419-10. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

O22 CHECK THE TPM / VSM FOR CORRECT OPERATION
• Disconnect the TPM / VSM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the TPM / VSM connector and make sure it seats correctly.
	Yes
	INSTALL a new TPM / VSM. REFER to Tire Pressure Monitoring System (TPMS) Module — 4-Door or Tire Pressure Monitoring

• Operate the system and verify the concern is still present. • **Is the concern still present?**	System (TPMS) Module — 5-Door in Section 204-04 . CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

Pinpoint Test P: No High Speed Controller Area Network (HS-CAN) Communication, All Modules Are Not Responding

Refer to Wiring Diagrams Cell 14 , Module Communications Network for schematic and connector information.

Refer to Wiring Diagrams Cell 23 , Electronic Engine Controls for schematic and connector information.

Normal Operation

The High Speed Controller Area Network (HS-CAN) uses an unshielded twisted-pair cable.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- ABS module
- Accessory Protocol Interface Module (APIM) (if equipped)
- Instrument Panel Cluster (IPC)
- Restraints Control Module (RCM)
- Occupant Classification System Module (OCSM)
- PCM
- Power Steering Control Module (PSCM)
- Remote Function Actuator (RFA) module (if equipped)
- Transmission Control Module (TCM) (if equipped)

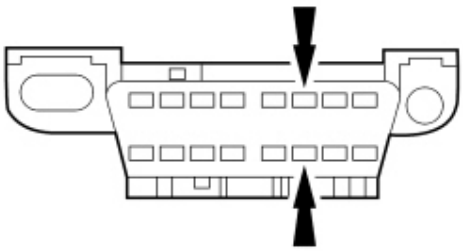
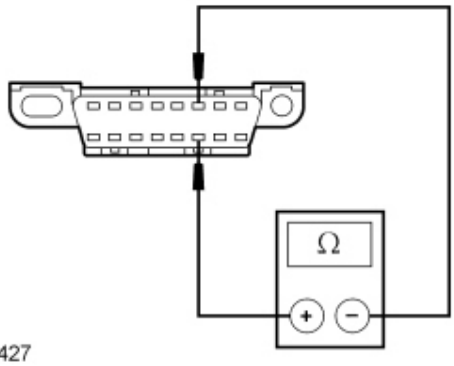
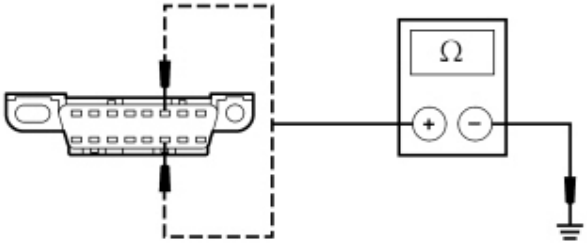
PINPOINT TEST P: NO HS-CAN COMMUNICATION, ALL MODULES ARE NOT RESPONDING

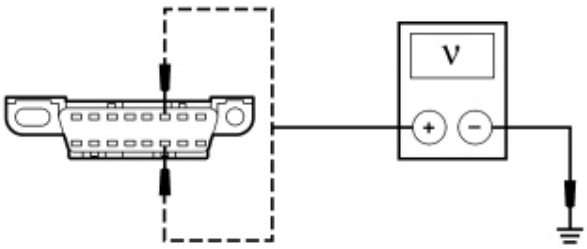
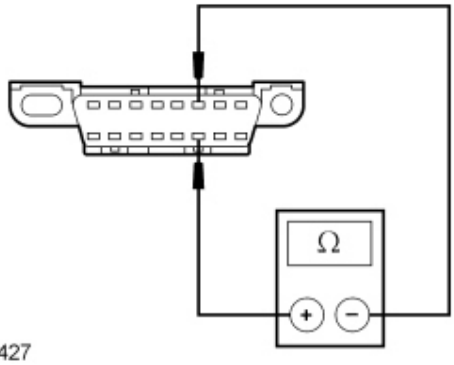
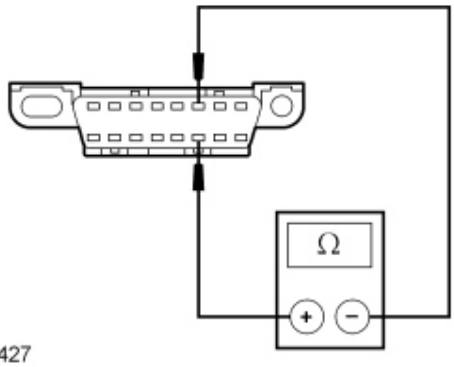
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

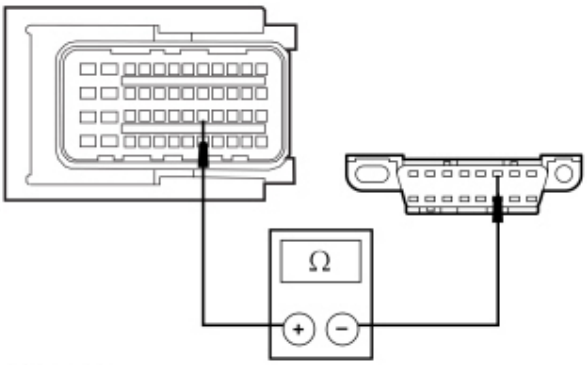
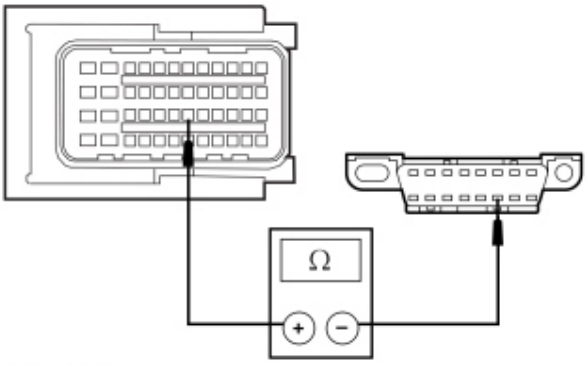
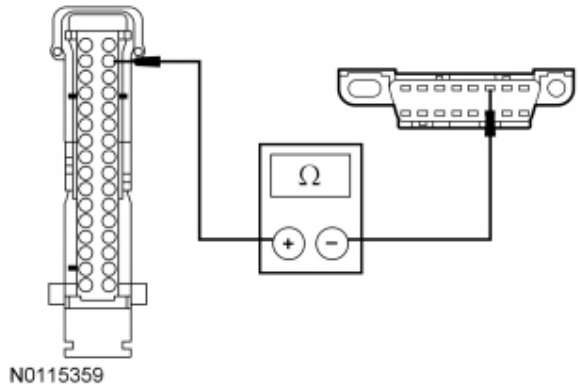
NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

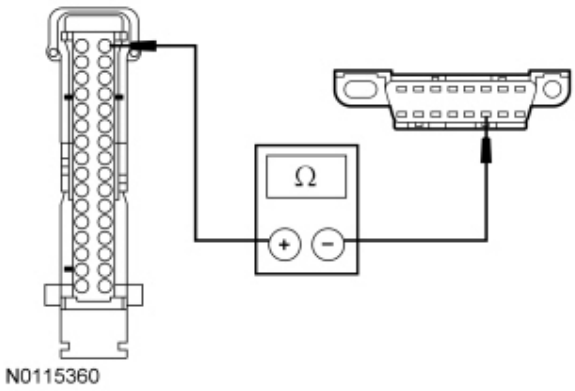
NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
P1 CHECK THE DLC PINS FOR DAMAGE	
• Ignition OFF. • Disconnect the scan tool cable from the Data Link Connector (DLC). • Inspect DLC pins 6 and 14 for damage.	**Yes** GO to P2 .

 A0093867 • **Are DLC pins 6 and 14 OK?**	**No** REPAIR the DLC as necessary. CLEAR the DTCs. REPEAT the network test with the scan tool.
P2 CHECK THE HS-CAN TERMINATION RESISTANCE	
• Disconnect: Negative Battery Cable. • Measure the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0026427 • **Is the resistance between 54 and 66 ohms?**	**Yes** GO to P3 . **No** GO to P5 .
P3 CHECK THE HS-CAN (+) AND HS-CAN (-) CIRCUITS FOR A SHORT TO GROUND	
• Measure the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and ground; and between the DLC C251-14, circuit VDB05 (WH), harness side and ground.  N0002963 • **Are the resistances greater than 1,000 ohms?**	**Yes** GO to P4 . **No** GO to P12 .
P4 CHECK THE HS-CAN (+) AND HS-CAN (-) CIRCUITS FOR A SHORT TO VOLTAGE	
• Connect the negative battery cable. • Ignition ON. • Measure the voltage between the DLC C251-6, circuit VDB04 (WH/BU), harness side and ground; and between the DLC C251-14, circuit VDB05 (WH), harness side and ground.	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.

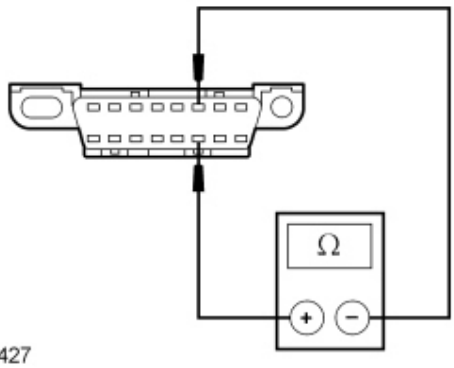
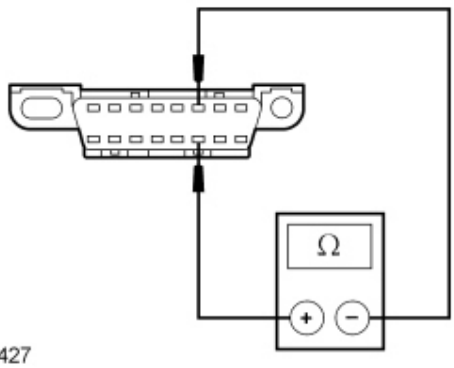
 N0002964 • **Are the voltages greater than 6 volts?**	**No** GO to P13 .
P5 CHECK THE HS-CAN TERMINATION RESISTOR	
• Measure the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0026427 • **Is the resistance between 108 and 132 ohms?**	**Yes** GO to P6 . **No** GO to P9 .
P6 CHECK THE HS-CAN TERMINATION RESISTOR WITH THE PCM DISCONNECTED	
• Disconnect: PCM C175B. • Measure the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0026427 • **Is the resistance between 108 and 132 ohms?**	**Yes** GO to P7 . **No** GO to P8 .
P7 CHECK THE HS-CAN CIRCUITS BETWEEN THE PCM AND THE DLC FOR AN OPEN	
• Measure the resistance between the PCM C175B-20, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.	**Yes** CONNECT the negative battery cable. GO to P27 . **No**

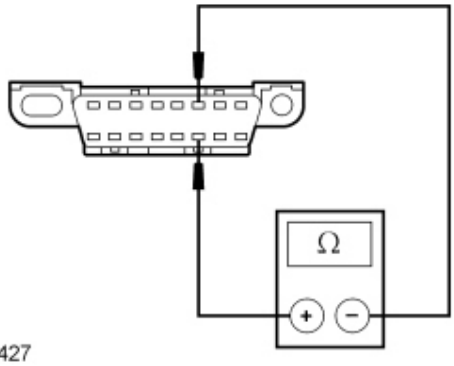
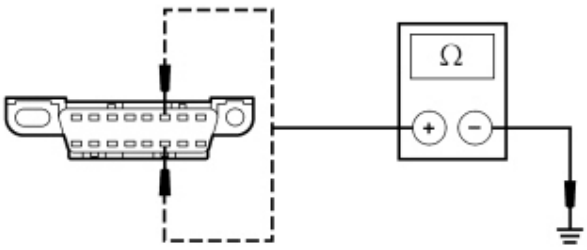
 N0117716 • Measure the resistance between the PCM C175B-19, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0117702 • **Are the resistances less than 5 ohms?**	REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
P8 CHECK THE HS-CAN CIRCUITS BETWEEN THE IPC AND THE DLC FOR AN OPEN • Disconnect: Instrument Panel Cluster (IPC) C220. • Measure the resistance between the IPC C220-18, circuit VDB04 (WH/BU), harness side and the DLC C251-6, circuit VDB04 (WH/BU), harness side.  N0115359 • Measure the resistance between the IPC C220-17, circuit VDB05 (WH), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.	**Yes** CONNECT the negative battery cable. GO to P24 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0115360

- **Are the resistances less than 5 ohms?**

P9 CHECK THE HS-CAN (+) AND HS-CAN (-) CIRCUITS FOR A SHORT TOGETHER	
• Measure the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0026427 • **Is the resistance less than 5 ohms?**	**Yes** GO to P11. **No** GO to P10.
P10 CHECK THE HS-CAN CIRCUITS BETWEEN THE PCM AND THE DLC FOR AN OPEN	
• Measure the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side.  N0026427 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR the DLC or the circuit. CLEAR the DTCs. REPEAT the network test with the scan tool. **No** A capacitor internal to a module may still be draining, causing irregular resistance readings. WAIT 5 minutes. REPEAT the pinpoint test.
P11 CHECK THE HS-CAN (+) AND HS-CAN (-) CIRCUITS FOR A SHORT TOGETHER	
NOTE: Skip to the end of this test step once the suspect module has been identified. • While measuring the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and the DLC C251-14, circuit VDB05 (WH), harness side; disconnect the following modules one at a time	**Yes** CONNECT the negative battery cable. For the APIM, GO to P22. For the ABS module, GO to P23. For the IPC, GO to P24.

until the resistance is greater than 5 ohms. ■ APIM C2383 (if equipped) ■ ABS module C135 ■ IPC C220 ■ OCSM C3159 ■ PSCM C2368 ■ PCM C175B ■ RCM C310B ■ RFA module (if equipped) ■ TCM C1750A (if equipped)  N0026427 • **Did the resistance change to greater than 5 ohms with one of the modules disconnected?**	For the OCSM, GO to P25. For the PSCM, GO to P26. For the PCM, GO to P27. For the RCM, GO to P28. For the RFA, GO to P29. For the TCM, GO to P30. **No** REPAIR circuits VDB04 (WH/BU) and VDB05 (WH) for being shorted together. CLEAR the DTCs. REPEAT the network test with the scan tool.
P12 CHECK THE HS-CAN (+) AND HS-CAN (-) CIRCUITS FOR A SHORT TO GROUND WITH THE MODULES DISCONNECTED	
NOTE: Skip to the end of this test step once the suspect module has been identified. • While measuring the resistance between the DLC C251-6, circuit VDB04 (WH/BU), harness side and ground; and between the DLC C251-14, circuit VDB05 (WH), harness side and ground; disconnect the following modules one at a time until the resistance to ground is greater than 1000 ohms. ■ APIM C2383 (if equipped) ■ ABS module C135 ■ IPC C220 ■ OCSM C3159 ■ PSCM C2368 ■ PCM C175B ■ RCM C310B ■ RFA module (if equipped) ■ TCM C1750A (if equipped)  N0002963 • **Did the resistance change to greater than 1000 ohms with one of the modules disconnected?**	**Yes** CONNECT the negative battery cable. For the APIM, GO to P22. For the ABS module, GO to P23. For the IPC, GO to P24. For the OCSM, GO to P25. For the PSCM, GO to P26. For the PCM, GO to P27. For the RCM, GO to P28. For the RFA, GO to P29. For the TCM, GO to P30. **No** REPAIR the suspect circuit for a short to ground. CLEAR the DTCs. REPEAT the network test with the scan tool.
P13 CHECK FOR RESTORED COMMUNICATION WITH THE PCM AND ABS MODULE DISABLED	

NOTE: Establish an Integrated Diagnostic System (IDS) session prior to disabling the PCM in this test step. If the PCM has failed communication during multiple attempts to identify the vehicle, first manually identify the vehicle by entering a PCM part number, calibration number or tear tag when prompted by IDS . **NOTE:** When a vehicle is manually identified by a PCM part number, calibration number or tear tag, the IDS will not automatically run a network test. The network test must be manually selected and run. **NOTE:** When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: Battery Junction Box (BJB) Fuses 1 (40A), 9 (20A), 16 (15A), 27 (7.5A) and CJB Fuse 22 (7.5A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuses. GO to P14 . **No** INSTALL the removed fuses. GO to P15 .
P14 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE ABS MODULE DISCONNECTED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: ABS module C135. • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other HS-CAN modules pass the network test?**	**Yes** CONNECT the module. GO to Pinpoint Test B . **No** CONNECT the module. GO to Pinpoint Test A .
P15 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE PSCM DISABLED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuse 21 (10A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other HS-CAN modules pass the network test?**	**Yes** INSTALL the removed fuse. GO to Pinpoint Test I . **No** If the vehicle is equipped with RFA module, INSTALL the removed fuse. GO to P16 . If the vehicle is not equipped with RFA module, INSTALL the removed fuse. GO to P17
P16 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE RFA MODULE DISABLED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuses 1 (15A), 9 (20A) and 14 (20A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuses. GO to Pinpoint Test G . **No** GO to P17
P17 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE RCM DISABLED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuse 20 (10A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuse. GO to Pinpoint Test E . **No** If the vehicle is equipped with an APIM , INSTALL the

	removed fuse. GO to P18. If the vehicle is not equipped with an APIM, INSTALL the removed fuse. GO to P19.
P18 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE APIM DISABLED **NOTE:** When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuse 10 (15A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuse. GO to Pinpoint Test F. **No** INSTALL the removed fuse. GO to P19.
P19 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE IPC DISABLED **NOTE:** When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuses 3 (7.5A), 19 (7.5A) and 21 (10A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuses. GO to Pinpoint Test C. **No** If the vehicle is equipped with an automatic transmission, INSTALL the removed fuses. GO to P20. If the vehicle is not equipped with an automatic transmission, INSTALL the removed fuses. GO to P21
P20 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE TCM DISABLED **NOTE:** When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: BJB Fuses 2 (50A), 27 (7.5A) and CJB Fuse 23 (10A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuses. GO to Pinpoint Test M. **No** INSTALL the removed fuses. GO to P21.
P21 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE OCSM DISABLED **NOTE:** When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect: CJB Fuse 4 (7.5A). • Enter the following diagnostic mode on the scan tool: Network Test. • Repeat the network test. • **Do all other modules pass the network test?**	**Yes** INSTALL the removed fuse. GO to Pinpoint Test D. **No** INSTALL the removed fuse. The HS-CAN tests within specification. Verify the correct operation of the scan tool on a known good vehicle.

P22 CHECK THE APIM FOR CORRECT OPERATION
 	
• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
	Yes
	INSTALL a new APIM. REFER to Section 415-00. CLEAR the DTCs. CONNECT all modules.

• Connect the APIM connector and make sure it seats correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	REPEAT the network test with the scan tool. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
P23 CHECK THE ABS MODULE FOR CORRECT OPERATION	

• Disconnect the ABS module connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the ABS module connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS module. REFER to Section 419-10 . CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

P24 CHECK THE IPC FOR CORRECT OPERATION	

• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Section 413-01 . CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

P25 CHECK THE OCSM FOR CORRECT OPERATION	

• Disconnect the OCSM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the OCSM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new OCSM . REFER to Section 501-20B . CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or

	corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

P26 CHECK THE PSCM FOR CORRECT OPERATION
• Disconnect the PSCM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the PSCM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PSCM. REFER to Section 211-04. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

P27 CHECK THE PCM FOR CORRECT OPERATION
• Disconnect all the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

P28 CHECK THE RCM FOR CORRECT OPERATION
• Disconnect all the RCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RCM. REFER to Section 501-20B. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

P29 CHECK THE RFA MODULE FOR CORRECT OPERATION • Disconnect all the RFA module connectors.	**Yes**

• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	INSTALL a new RFA module. REFER to Section 419-10. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

P30 CHECK THE TCM FOR CORRECT OPERATION	

• Disconnect all the TCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the TCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new TCM. REFER to Section 307-11. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

Pinpoint Test Q: No Infotainment Controller Area Network (I-CAN) Communication, All Modules Are Not Responding

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Normal Operation

The Infotainment Controller Area Network (I-CAN) uses an unshielded twisted-pair cable. The I-CAN is connected to the Data Link Connector (DLC), but the I-CAN modules communicate with the scan tool over the Medium Speed Controller Area Network (MS-CAN). The Front Control/Display Interface Module (FCDIM) is used as a gateway module for the messages to transfer between the scan tool and the modules on the I-CAN.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Accessory Protocol Interface Module (APIM) (if equipped)
- Audio Control Module (ACM)
- FCDIM
- Global Positioning System Module (GPSM) (if equipped)

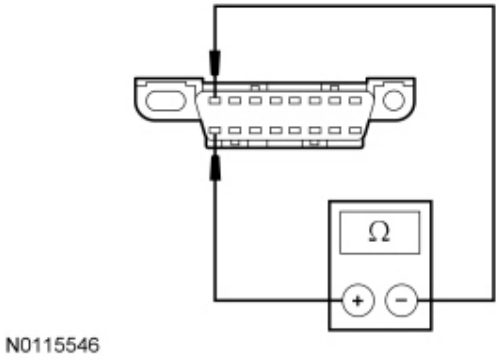
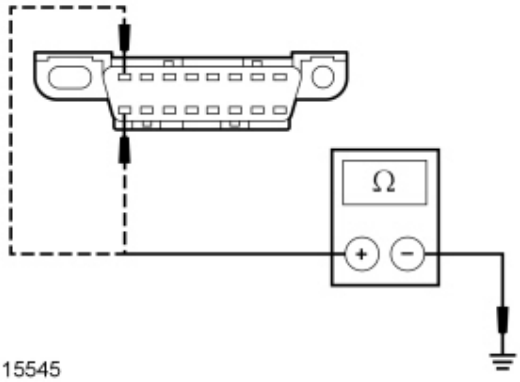
PINPOINT TEST Q: NO I-CAN COMMUNICATION, ALL MODULES ARE NOT RESPONDING

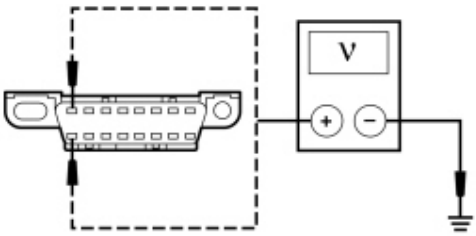
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe**

adapter(s) may damage the connector.

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

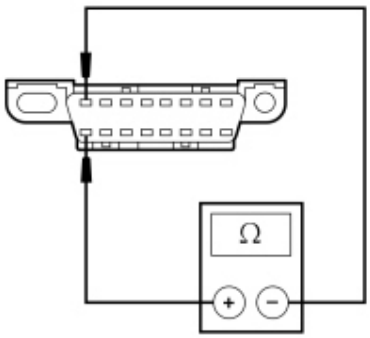
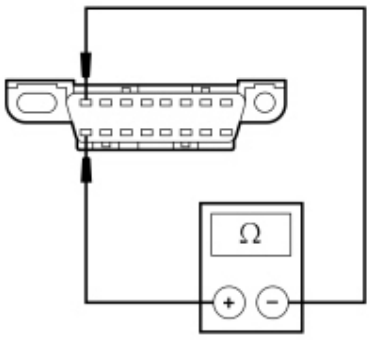
NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01 .

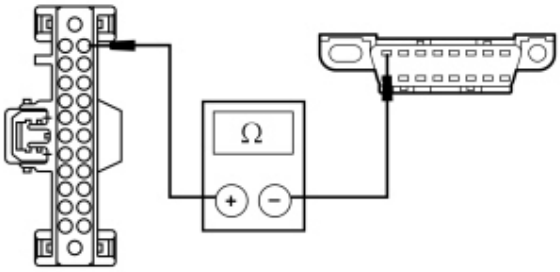
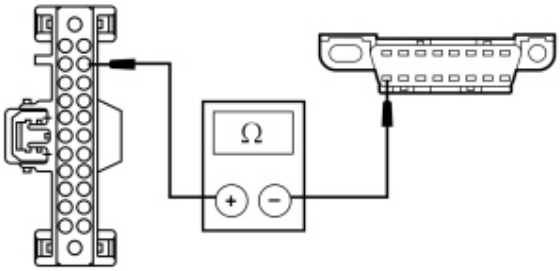
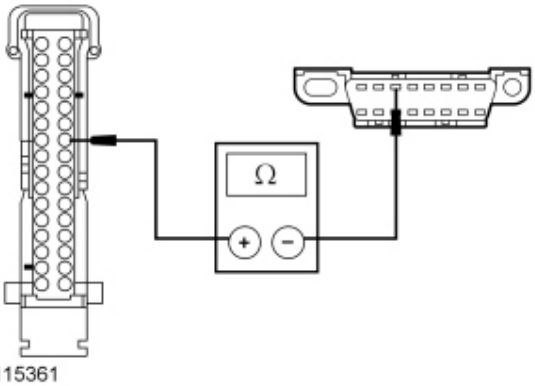
Test Step	Result / Action to Take
Q1 CHECK THE I-CAN TERMINATION RESISTANCE	
• Disconnect: Negative Battery Cable. • Measure the resistance between the DLC C251-1, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-9, circuit VDB07 (VT/OG), harness side.  N0115546 • **Is the resistance between 54 and 66 ohms?**	**Yes** GO to Q2 . **No** GO to Q4 .
Q2 CHECK THE I-CAN (+) AND I-CAN (-) CIRCUITS FOR A SHORT TO GROUND	
• Measure the resistance between the DLC C251-1, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-9, circuit VDB07 (VT/OG), harness side and ground.  N0115545 • **Are the resistances greater than 1,000 ohms?**	**Yes** GO to Q3 . **No** GO to Q11 .
Q3 CHECK THE I-CAN (+) AND I-CAN (-) CIRCUITS FOR A SHORT TO VOLTAGE	
• Connect the negative battery cable. • Ignition ON. • Measure the voltage between the DLC C251-1, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-9, circuit VDB07 (VT/OG), harness side and ground.	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool. **No** GO to Q12 .

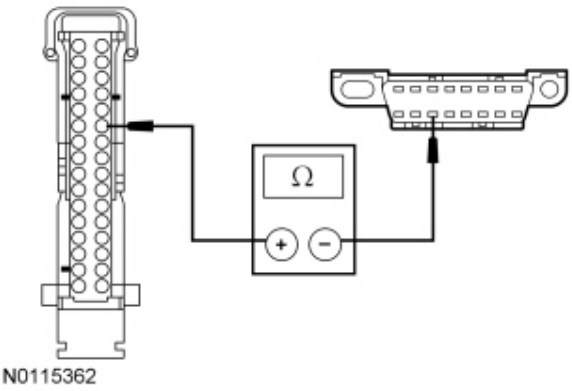


N0115547

- **Are the voltages greater than 6 volts?**

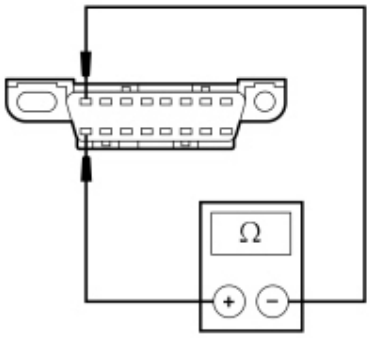
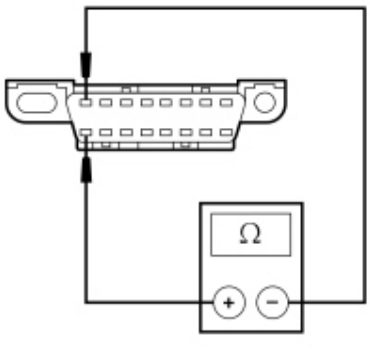
Q4 CHECK THE I-CAN TERMINATION RESISTOR	
• Measure the resistance between the DLC C251-1, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-9, circuit VDB07 (VT/OG), harness side.  N0115546 • **Is the resistance between 108 and 132 ohms?**	**Yes** GO to Q5 . **No** GO to Q8 .
Q5 CHECK THE I-CAN TERMINATION RESISTOR WITH THE ACM DISCONNECTED	
• Disconnect: ACM C240A. • Measure the resistance between the DLC C251-1, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-9, circuit VDB07 (VT/OG), harness side.  N0115546 • **Is the resistance between 108 and 132 ohms?**	**Yes** GO to Q6 . **No** GO to Q7 .
Q6 CHECK THE I-CAN CIRCUITS BETWEEN THE ACM AND THE DLC FOR AN OPEN	
• Measure the resistance between the ACM C240A-14, circuit VDB06 (GY/OG), harness side and the DLC C251-1, circuit VDB06 (GY/OG), harness side.	**Yes** CONNECT the negative battery cable. GO to Q14 . **No**

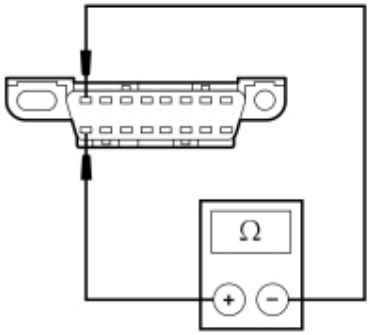
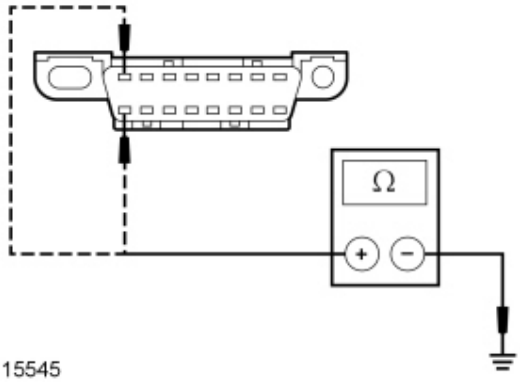
 N0115453 • Measure the resistance between the ACM C240A-15, circuit VDB07 (VT/OG), harness side and the DLC C251-9, circuit VDB07 (VT/OG), harness side.  N0115454 • **Are the resistances less than 5 ohms?**	REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
Q7 CHECK THE I-CAN CIRCUITS BETWEEN THE FCDIM AND THE DLC FOR AN OPEN • Disconnect: Front Control/Display Interface Module (FCDIM) C2123. • Measure the resistance between the FCDIM C2123-4, circuit VDB06 (GY/OG), harness side and the DLC C251-3, circuit VDB06 (GY/OG), harness side.  N0115361 • Measure the resistance between the FCDIM C2123-5, circuit VDB07 (VT/OG), harness side and the DLC C251-11, circuit VDB07 (VT/OG), harness side.	**Yes** CONNECT the negative battery cable. GO to Q15 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.



N0115362

- **Are the resistances less than 5 ohms?**

Q8 CHECK THE I-CAN (+) AND I-CAN (-) CIRCUITS FOR A SHORT TOGETHER	
• Measure the resistance between the DLC C251-1, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-9, circuit VDB07 (VT/OG), the harness side.  N0115546 • **Is the resistance less than 5 ohms?**	**Yes** GO to Q10 . **No** GO to Q9 .
Q9 CHECK THE I-CAN CIRCUITS BETWEEN THE ACM AND THE DLC FOR AN OPEN	
• Measure the resistance between the DLC C251-1, circuit VDB06 (GY/OG), harness side and ground; and between the DLC C251-9, circuit VDB07 (VT/OG), the harness side.  N0115546 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR the DLC or the circuit. CLEAR the DTCs. REPEAT the network test with the scan tool. **No** A capacitor internal to a module may still be draining, causing irregular resistance readings. WAIT 5 minutes. REPEAT the pinpoint test.
Q10 CHECK THE I-CAN (+) AND I-CAN (-) CIRCUITS FOR A SHORT TOGETHER	
NOTE: Skip to the end of this test step once the suspect module has been identified. • While measuring the resistance between the DLC C251-3, circuit VDB06 (GY/OG), harness side and the DLC C251-11, circuit	**Yes** CONNECT the negative battery cable. For the APIM , GO to Q13 . For the ACM , GO to Q14 . For the FCDIM ,

VDB07 (VT/OG), harness side; disconnect the following modules one at a time until the resistance is greater than 5 ohms. ■ APIM C2383 (if equipped) ■ ACM C240A ■ FCDIM C2123 ■ GPSM C2398 (if equipped)  N0115546 • **Did the resistance change to greater than 5 ohms with one of the modules disconnected?**	GO to Q15. For the GPSM, GO to Q16. **No** REPAIR the circuits VDB06 (GY/OG) and VDB07 (VT/OG) for a short together. CLEAR the DTCs. REPEAT the network test with the scan tool.
Q11 CHECK THE I-CAN (+) AND I-CAN (-) CIRCUITS FOR A SHORT TO GROUND WITH THE MODULES DISCONNECTED	
NOTE: Skip to the end of this test step once the suspect module has been identified. • While measuring the resistance between the DLC C251-1, circuit VDB06 (GY/OG), harness side ground; and the DLC C251-9, circuit VDB07 (VT/OG), harness side and ground; disconnect the following modules one at a time until the resistance to ground is greater than 1000 ohms. ■ APIM C2383 (if equipped) ■ ACM C240A ■ FCDIM C2123 ■ GPSM C2398 (if equipped)  N0115545 • **Did the resistance change to greater than 1000 ohms with one of the modules disconnected?**	**Yes** CONNECT the negative battery cable. For the APIM, GO to Q13. For the ACM, GO to Q14. For the FCDIM, GO to Q15. For the GPSM, GO to Q16. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the network test with the scan tool.
Q12 CHECK FOR RESTORED NETWORK COMMUNICATION WITH THE ACM, APIM AND GPSM DISCONNECTED	
NOTE: When re-running the network test, close the network test application first or the screen display reverts back to the previously run network test results. • Disconnect modules one at a time until other HS-CAN modules pass the network test. Skip to the end once network operation is restored. • Disconnect: The ACM C240A.	**Yes** CONNECT the module. For restored communication with the ACM disconnected, GO to Pinpoint Test K. For restored communication with the APIM disconnected, GO to Pinpoint Test F. For

• Enter the following diagnostic mode on the scan tool: Network Test. • Disconnect: The APIM C2383 (if equipped). • Enter the following diagnostic mode on the scan tool: Network Test. • Disconnect: The GPSM C2398 (if equipped). • Enter the following diagnostic mode on the scan tool: Network Test. • **Do all other modules pass the network test?**	restored communication with the GPSM disconnected, GO to Pinpoint Test L . **No** CONNECT the modules. The I-CAN tests within specification. Verify the correct operation of the scan tool on a known good vehicle.
Q13 CHECK THE APIM FOR CORRECT OPERATION	

• Disconnect the APIM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the APIM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new APIM .
	REFER to Section 415-00 .
	CLEAR the DTCs.
	CONNECT all modules.
	REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

Q14 CHECK THE ACM FOR CORRECT OPERATION	

• Disconnect all the ACM connectors .
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM .
	REFER to Section 415-00 .
	CLEAR the DTCs.
	CONNECT all modules.
	REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

Q15 CHECK THE FCDIM FOR CORRECT OPERATION	

• Disconnect the FCDIM connectors .
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the FCDIM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FCDIM .
	REFER to Section 415-00 .
	CLEAR the DTCs.
	CONNECT all modules.
	REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all

	modules. REPEAT the network test with the scan tool.
Q16 CHECK THE GPSM FOR CORRECT OPERATION	

• Disconnect the GPSM connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the GPSM connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new GPSM. REFER to Section 415-00. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. CONNECT all modules. REPEAT the network test with the scan tool.

Pinpoint Test R: No Power To The Scan Tool

Refer to Wiring Diagrams Cell 14, Module Communications Network for schematic and connector information.

Normal Operation

The scan tool is connected to the Data Link Connector (DLC) to communicate with the High Speed Controller Area Network (HS-CAN), the Medium Speed Controller Area Network (MS-CAN) and the Infotainment Controller Area Network (I-CAN).

A loss of ground or poor ground at the DLC may result in HS-CAN, MS-CAN or I-CAN faults while the scan tool is connected.

This pinpoint test is intended to diagnose the following:

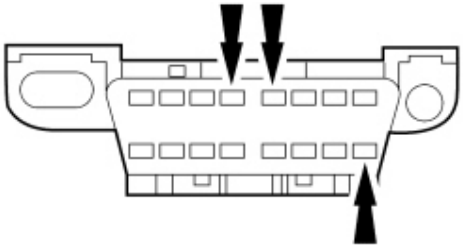
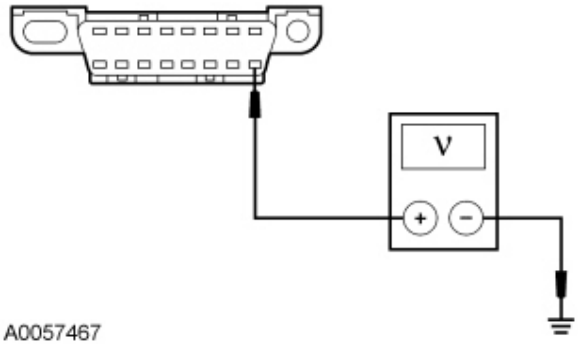
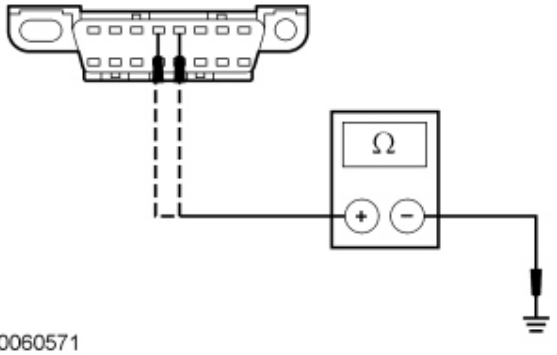
- Fuse
- Wiring, terminals or connectors
- Scan tool
- DLC

PINPOINT TEST R: NO POWER TO THE SCAN TOOL

NOTE: Most faults are due to connector and/or wiring concerns. Carry out a thorough inspection and verification before proceeding with the pinpoint test.

NOTE: Failure to disconnect the battery when instructed will result in false resistance readings. Refer to Section 414-01.

Test Step	Result / Action to Take
R1 CHECK THE DLC PINS FOR DAMAGE	
• Ignition OFF. • Disconnect the scan tool cable from the DLC. • Inspect DLC pins 4, 5 and 16 for damage.	**Yes** GO to R2. **No** REPAIR the DLC as

 N0050767 • **Are DLC pins 4, 5 and 16 OK?**	necessary. CLEAR the DTCs. REPEAT the network test with the scan tool.
R2 CHECK THE DLC VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Measure the voltage between the DLC C251-16, circuit SBP05 (GY/RD), harness side and ground.  A0057467 • **Is the voltage greater than 10 volts?**	**Yes** GO to R3. **No** VERIFY the Central Junction Box (CJB) fuse 5 (15A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. REPEAT the network test with the scan tool.
R3 CHECK THE DLC GROUND CIRCUITS FOR AN OPEN	
• Disconnect: Negative Battery Cable. • Measure the resistance between the DLC C251-4, circuit GD115 (BK/GY), harness side and ground; and between the DLC C251-5, circuit GD115 (BK/GY), harness side and ground.  A0060571 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the scan tool. CONNECT the negative battery cable. REPEAT the network test with the scan tool. **No** REPAIR the circuit in question. REPEAT the network test with the scan tool.

Module Configuration

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Principles of Operation

Configurable modules accommodate a variety of vehicle options, eliminating the need for many unique modules for one vehicle line. These modules must be configured when replaced as part of a repair procedure. Configurable modules should not be exchanged between vehicles since the settings are unique to each vehicle. Failure to configure a new module may result in incorrect operation and/or DTCs setting.

The following are the 3 different methods of configuration:

- Programmable Module Installation (PMI)
- Module reprogramming (flashing)
- Programmable parameters

Some modules do not support all 3 methods.

Definition of Terms

The following are definitions of configuration terms:

Programmable Module Installation (PMI)

PMI is a scan tool process which configures settings in a new module. Data used for the PMI process is automatically downloaded from the original module and stored when a scan tool session is started. If this data cannot be retrieved from the module being replaced, the scan tool may prompt for As-Built data entry or display a list of parameter values that need to be manually selected. Some modules are reprogrammed during PMI when a strategy/calibration update is available. To carry out PMI, refer to Programmable Module Installation (PMI) in this section.

NOTE: It is important for the scan tool to identify the vehicle and obtain configuration data prior to removing any modules. The new module must be able to communicate with the scan tool in order to carry out PMI.

Module Reprogramming

Module reprogramming (also referred to as flashing) is a scan tool process which updates the strategy/calibration in a module. Reprogramming a module with the same level of software will not improve module operation or repair a hardware failure. Module reprogramming is automatically carried out during PMI when a later strategy/calibration is available.

NOTE: Module reprogramming should be limited to circumstances where a published TSB procedure

recommends doing so.

NOTE: A module cannot communicate with other modules on the communication network while being reprogrammed. Clear any network communication DTCs which may have been set in other modules during the reprogramming process.

Accessory Protocol Interface Module (APIM) Programming

Accessory Protocol Interface Module (APIM) programming is a process that updates the APIM Consumer Interface Processor (CIP) and Vehicle Interface Processor (VIP) software. The VIP programming updates the calibration files in the portion of the APIM that interfaces with the Controller Area Network (CAN). The CIP programming updates calibration files in the portion of the APIM that interfaces with mobile phones and other customer devices.

APIM programming uses the Vehicle Communication Module (VCM) to read and program the VIP software through the Data Link Connector (DLC). A web-based On-Line Automotive Service Information System (OASIS) application is used to read the CIP software via a Universal Serial Bus (USB) cable between the scan tool and the vehicle's USB port. Both the VCM and the OASIS application must be running on the scan tool during APIM programming. To carry out APIM programming, refer to Accessory Protocol Interface Module (APIM) Programming in this section.

Programmable Parameters

Programmable parameters are customer preference items that may be modified by the dealer via scan tool or in some cases, modified by the customer following a procedure listed in the vehicle Owner's Literature. While many configuration options may exist for a module, only a few of these options are programmable parameters.

Adaptive Learning and Calibration

Some modules require a separate learning procedure be carried out if replaced as part of a repair procedure. For adaptive learning and calibration instructions, refer to the specific module removal and installation procedures.

Vehicle Identification (VID) Block

Some PCMs contain a memory area called a Vehicle Identification (VID) block. The PCM VID block commonly stores powertrain configuration items such as Vehicle Identification Number (VIN), tire size, axle ratio, and whether or not the vehicle is equipped with speed control.

Module Address

A unique module address is assigned to each module on the network for identification.

As-Built Data

As-Built data is a VIN -specific module configuration record. During vehicle build, the configuration from all modules is downloaded and stored in the As-Built database. As-Built data does not reflect customer preference items that have been changed from the default state. These items need to be changed using programmable parameters after the module is configured.

NOTE: It is not necessary to obtain As-Built data unless directed to do so by the scan tool. This data may be accessed from the technician service publication web site.

The following chart lists As-Built data addresses and describes specific module configuration information:

Module Configuration and Parameter Chart

Module	Requires PMI	Reprogram/Flash Capable	Requires Adaptive Learning or Calibration	Available Program-mable Parameters
ABS module	Yes	Yes	Yes	Tire size
Accessory Protocol Interface Module (APIM)	Yes	Yes	No	None
Audio Control Module (ACM)	Yes	Yes	No	None
Body Control Module (BCM)	Yes	Yes	No	• Language • Speech Control Language • Tire Circumference • Tire Dimension
Front Control/Display Interface Module (FCDIM)	No	Yes	No	None
Global Positioning System Module (GPSM)	No	No	No	None
Instrument Panel Cluster (IPC)	Yes	Yes	No	• Language • Speech Control Language • Tire Circumference • Tire Dimension
Occupant Classification System Module (OCSM)	No	Yes	• Seat weight sensor re-zero	None
PCM	Yes	Yes	• Adaptive airflow • Idle speed • Refueling event • Fuel trim	None
Power Steering Control Module (PSCM)	No	Yes	No	None
Remote Function Actuator (RFA)	No	Yes	No	None
Restraints Control Module (RCM)	Yes	Yes	• Seat weight sensor re-zero	None
Tire Pressure Monitor Module (TPM)	Yes	Yes	No	Tire placard pressure
Transmission Control Module (TCM)	No	No	Yes	None

Inspection and Verification

This section provides step-by-step module configuration procedures. Carry out the Programmable Module Installation (PMI) procedures in this section when directed here from another workshop manual section to carry out configuration or when DTCs from the list below are present:

DTC Chart

NOTE: Some modules on this vehicle utilize a 5-character DTC followed by a 2-character failure-type code. The failure-type code provides information about specific fault conditions such as opens, or shorts to ground. Continuous Memory DTCs have an additional 2-character DTC status code suffix to assist in determining DTC history.

DTC	Description	Source	Action
U0300	Internal Control Module Software Incompatibility	• RCM • PSCM	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U0300:4A	Internal Control Module Software Incompatibility	• PCM	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2024:54	Control Module Cal-Config Data	• PCM	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2050	No Application Present	• OCSM • TPM	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2051	One or More Calibration Files Missing/Corrupt	• OCSM	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2100:00	Initial Configuration Not Complete: No Sub Type Information	• ABS module • ACM • FCDIM • PSCM • RCM • RFA	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2100:00	Initial Configuration Not Complete: No Sub Type Information	• APIM	CARRY OUT APIM programming. REFER to Accessory Protocol Interface Module (APIM) Programming in this section.
U2100:55	Initial Configuration Not Complete	• ABS module	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2100:55	Initial Configuration Not Complete	• ABS module	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2101:00	Control Module Configuration Incompatible: No Sub Type Information	• ABS module • ACM • BCM • FCDIM • IPC • PSCM	CARRY OUT PMI . REFER to Programmable Module Installation (PMI) in this section.
U2101:00	Control Module Configuration	• APIM	CARRY OUT APIM programming.

	Incompatible: No Sub Type Information		REFER to Accessory Protocol Interface Module (APIM) Programming in this section.
U3000:46	Control Module Calibration/Parameter Memory Failure	• RCM	CARRY OUT PMI. REFER to Programmable Module Installation (PMI) in this section.
U3002:62	Vehicle Identification Number - signal compare failure	• PSCM • RCM	CARRY OUT PMI. REFER to Programmable Module Installation (PMI) in this section.

Programmable Module Installation (PMI)

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Programmable Module Installation (PMI) Using the Integrated Diagnostic System (IDS) When the Original Module is Available

NOTE: Following module installation, some modules require a separate procedure be carried out. For instructions, refer to the specific module removal and installation procedures.

1. Connect the IDS and identify the vehicle as normal.
2. From the Toolbox icon, select Module Programming and press the check mark.
3. Select Programmable Module Installation.
4. Select the module that is being replaced.
5. Follow the on-screen instructions, turn the ignition key to the OFF position, and press the check mark.
6. Install the new module and press the check mark.
7. Follow the on-screen instructions, turn the ignition key to the ON position, and press the check mark.
8. The IDS downloads the data into the new module and displays Module Configuration Complete.
9. Test module for correct operation.

Programmable Module Installation (PMI) Using the Integrated Diagnostic System (IDS) When the Original Module is NOT Available

NOTE: Following module installation, some modules require a separate procedure be carried out. For instructions, refer to the specific module removal and installation procedures.

1. Install the new module.
2. Connect the IDS and identify the vehicle as normal.
3. From the Toolbox icon, select Module Programming and press the check mark.

4. Select Programmable Module Installation.
5. Select the module that was replaced.
6. Follow the on-screen instructions, turn the ignition key to the OFF position, and press the check mark.
7. Follow the on-screen instructions, turn the ignition key to the ON position, and press the check mark.
8. If the data is not available, the IDS displays a screen stating to contact the As-Built Data Center. Retrieve the data from the technician service publication website at this time and press the check mark.
9. Enter the module data and press the check mark.
10. The IDS downloads the data into the new module and displays Module Configuration Complete.
11. Test module for correct operation.

Accessory Protocol Interface Module (APIM) Programming

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST3051-A	Universal Serial Bus (USB) Male-A to Male-A Cable CCMUSB2-AM-AM-10 or equivalent

Accessory Protocol Interface Module (APIM) Programming Using the Integrated Diagnostic System (IDS)

NOTE:

- If a new Accessory Protocol Interface Module (APIM) is being installed, install a new APIM before carrying out the following procedure. For additional information, refer to Section 415-00 .
- When carrying out the programming procedures, follow the scan tool on-screen directions.
- Make sure the battery is fully charged before carrying out the programming steps.
- A hardwired internet connection is strongly recommended when programming.
- If unable to complete programming because operation stops or errors are received, internet browser settings may need to be configured. From the on-line OASIS tab, select the "Service Tips" tab, then select "SYNC Software Programming" under "Job Aids".

NOTE:

- For APIM flash programming:
  - The scan tool and a USB male A to male A cable (CCMUSB2-AM-AM-10 or equivalent) are required.
  - The flash procedure deletes any paired phones that were in the SYNC® system.
  - The file for the flash needs to be downloaded from the online database. Allow for extra time for the file to download. The files are approximately 80 megabyte.

1. **NOTE:** The IDS program must be closed before attempting to program the APIM .

   Open a session for the vehicle from the technician service publication web site, and run On-Line Automotive Service Information System (OASIS) using "Read VIN and DTC's".

2. From the OASIS tab, select the "SYNC" button.

3. There are 3 available options for APIM programming:
   - Standard (latest version of current software and applications): Use this option to update the APIM to the latest software level.

- Custom (show what's available, and let me choose): Use this option to show all the available options that can be programmed, or if a Technical Service Bulletin (TSB) directs for specific software version to be programmed.
- Module Replacement (restore software for newly installed hardware): Use this option when the APIM has been replaced.

4. After selecting 1 of the 3 options (Standard, Custom or Module Replacement), click the "Read SYNC" button to verify the current APIM , Vehicle Interface Processor (VIP) and Consumer Interface Processor (CIP) software levels.
    - The versions are compared to a online database. After the comparison, the available software is displayed.

5. **NOTE:** Do not disconnect the Vehicle Communication Module (VCM) or the USB cable during APIM programming.

   When carrying out the programming procedures, follow the scan tool on-screen directions.

   NOTE: If unable to complete programming because operation stops or errors are received, interned browser settings may need to be configured. From the on-line OASIS tab, select the "Service Tips" tab, then select "SYNC Software Programming" under "Job Aids".

   Select the "Program SYNC" button to begin the APIM programming process.

6. Follow the scan tool on-screen directions for APIM programming.
    - After programming is complete the scan tool displays "Programming has been completed successfully."

Torque Specifications

Description	Nm	lb-ft	lb-in
Anti-theft alarm horn — 4 door sedan	11	—	97
Anti-theft alarm horn — 5 door hatchback	24	18	—

Anti-Theft

The perimeter anti-theft alarm system consists of the following:

- Anti-theft alarm horn (inside the luggage compartment on the passenger side in 4-door sedans. Underneath the left rear D-pillar trim in 5-door hatchbacks.)
- Door ajar input
- Door lock control switch input
- Door disarm switch (part of the driver door latch)
- Hood switch (part of the hood latch)
- Liftgate/luggage compartment ajar input
- Remote Keyless Entry (RKE) transmitter
- Turn signals
- Body Control Module (BCM)
-

The perimeter alarm system protects the vehicle from unauthorized entry by sounding the horn and flashing the turn signals at regular intervals when the system is armed and any door, the hood, or liftgate/luggage compartment is opened without using the key in the driver door lock cylinder, the Remote Keyless Entry (RKE) transmitter, or the Intelligent Access (IA) feature.

Arming the Perimeter Alarm

The perimeter alarm is ready to arm any time when the ignition is off. Any of the following pre-arms the alarm system:

- pressing the LOCK button on a programmed RKE transmitter.
- pressing the door lock control switch to the LOCK position with the door open, then closing the door.
- turning the driver door lock cylinder to the LOCK position.

Once the system is pre-armed, there is a 11-second countdown before the perimeter alarm is armed. Each entry point to the vehicle (hood, door, or liftgate/luggage compartment) are armed separately and must be closed before that entry point begins the 11-second countdown to become armed. If all entry points (hood, doors, and liftgate/luggage compartment) are closed, the turn signals flash indicating all entry points are entering the 11-second countdown.

Disarming the Perimeter Alarm

The perimeter alarm can be disarmed by:

- pressing the UNLOCK button on a programmed RKE transmitter.
- pressing the liftgate/luggage compartment release button on a programmed RKE transmitter.
- turning the driver door lock cylinder to the unlock position.
- using a programmed key to transition the ignition to the RUN mode.
- unlock the driver door or all doors using the IA feature.

Intelligent Access (IA) Key Disable

For security reasons, when the perimeter alarm enters an armed state, theRemote Function Actuator (RFA) module searches the interior of the vehicle for any programmed IA keys. If the RFA module detects any programmed IA keys inside the vehicle when the perimeter alarm is armed, it disables the IA key. The RKE and the IA functions of that key still operate, but the RFA module ignores any start

command associated with that key. The disabled IA key is enabled when the perimeter alarm is disarmed by pressing the RKE unlock button on the IA key, using the IA feature to unlock the doors, or by using the mechanical key blade in the door lock cylinder to unlock the doors.

Anti-Theft

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Body Control Module (BCM) controls the operation of the perimeter alarm based on the following inputs:

- door ajar switches
- hood ajar
- driver door lock cylinder
- door lock control switch
- Passive Anti-Theft System (PATS) input
- and the Remote Keyless Entry (RKE) transmitters

On vehicles equipped with Intelligent Access (IA) the BCM receives the RKE transmitter and IA input from the Remote Function Actuator (RFA) module over the Medium Speed Controller Area Network (MS-CAN). If the perimeter alarm is armed, and the BCM receives an input indicating an unauthorized entry into the vehicle or the ignition is turned to the RUN position without a programmed PATS key, the BCM activates the perimeter alarm. When the perimeter alarm is activated, the anti-theft horn sounds and the turn signals flash in regular intervals. The traffic horn does not sound during a perimeter alarm event.

Battery Disconnect

If the battery is disconnected and then reconnected, the perimeter alarm remains in the same state (disarmed, pre-armed, armed, or activated) it was prior to the battery disconnect.

Alarm Event PIDs

The BCM has PIDs available that show what caused the last alarm events. The 5 BCM alarm event PIDs are ALARM_1 through 5. The cause for the most recent alarm activation is always listed in the first alarm event PID. These PIDs display what caused the alarm to activate and can be a very useful tool when trying to identify the cause of a false alarm activation.

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
• Wiring, terminals or connectors • Hood switch

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - cefer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the BCM.

9. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B10B1:92	Cabin Set/Reset Switch: Performance or Incorrect Operation	GO to Pinpoint Test A.
P254F:00	Engine Hood Switch Circuit/Open: No Sub Type Information	GO to Pinpoint Test C.
All other DTCs	—	REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

Symptom Chart

Condition	Possible Sources	Action
• The alarm system does not arm/disarm from the driver door lock cylinder	• Wiring, terminals or connectors • Driver door set/reset switch (part of the door latch) • Body Control Module (BCM)	• GO to Pinpoint Test A
• The alarm system does not activate from an unauthorized entry at the hood	• Wiring, terminals or connectors • Hood switch (part of the hood latch) • BCM	• GO to Pinpoint Test B.
• The alarm system does not activate from an unauthorized entry at a door	• Door ajar input	• Refer to section Section 417-02 to diagnose the door ajar switch inputs.
• The alarm system does not activate from an unauthorized entry at the liftgate/luggage compartment	• Liftgate/luggage compartment ajar input	• Refer to section Section 417-02 to diagnose the liftgate/luggage compartment ajar switch inputs.
• The alarm system does not arm/no turn signal flash confirmation	• Door ajar input • Hood ajar input • Liftgate/luggage compartment ajar input • Turn signals • Remote Keyless Entry (RKE) transmitter concern • BCM	• GO to Pinpoint Test D.
• No horn output during alarm activation	• Wiring, terminals or connectors • Anti-theft alarm horn • BCM	• GO to Pinpoint Test E.
• The anti-theft alarm horn is always on	• Wiring, terminals or connectors • BCM	• GO to Pinpoint Test F.
• No turn signal flash during alarm	• Turn signals	• REFER to Section 417-01 to diagnose the turn

activation		signals.
• False alarm activation	• Door ajar input • Hood ajar input • Liftgate/luggage compartment ajar input • A valid Passive Anti-Theft System (PATS) key read is **NOT** received when the ignition is turned to RUN	• An intermittent fault exists. MONITOR the BCM alarm event PIDs ALARM_1 through 5 to identify and isolate the cause of the last alarm activations.

Pinpoint Tests

Pinpoint Test A: The Alarm System Does Not Arm/Disarm From The Driver Door Lock Cylinder

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

The Body Control Module (BCM) monitors the driver door lock through the set/reset switch (part of the driver door latch) and the set and reset input circuits. When a key in the door lock cylinder is turned to the LOCK position it grounds the set circuit signaling the BCM to arm the alarm. When a key in the door lock cylinder is turned to the UNLOCK position it grounds the reset circuit signaling the BCM to disarm the alarm. The driver door latch uses a dedicated ground circuit for the door ajar and set/reset switches.

- B10B1:92 (Cabin Set/Reset Switch: Performance or Incorrect Operation) — a continuous and on-demand DTC that sets when the BCM detects a short to ground on the driver door lock cylinder set or reset input circuits.

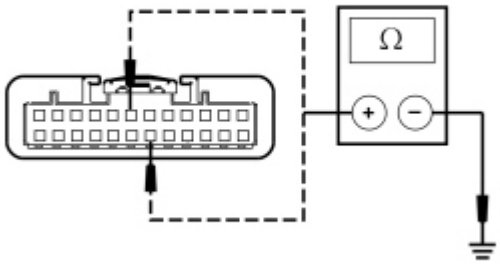
This pinpoint test is intended to diagnose the following:

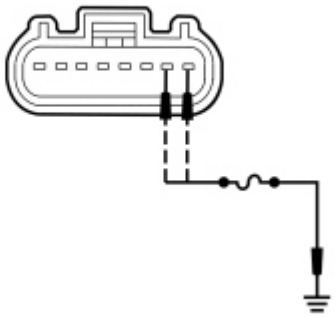
- Wiring, terminals or connectors
- Door set/reset switch (part of the driver door latch)
- BCM

PINPOINT TEST A: THE ALARM SYSTEM DOES NOT ARM/DISARM FROM THE DRIVER DOOR LOCK CYLINDER

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

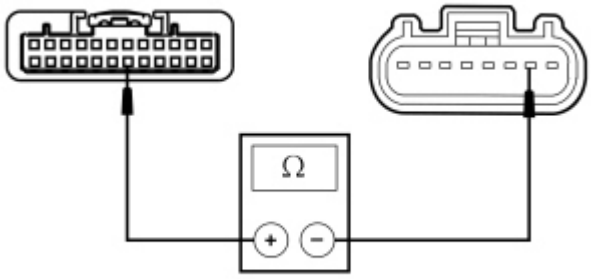
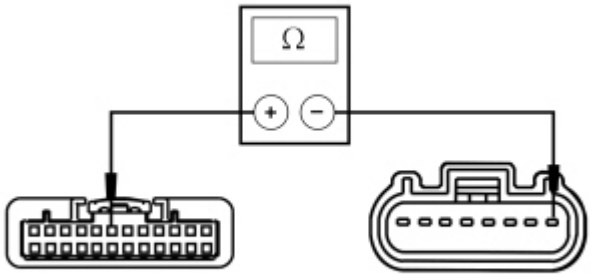
Test Step	Result / Action to Take
A1 CHECK THE RECORDED BCM DTCs FROM THE SELF-TEST	
• Check the recorded results from the BCM self-test. • **Is DTC B10B1:92 present?**	**Yes** GO to A2 . **No** GO to A4 .

A2 CHECK THE DRIVER DOOR LATCH FOR A SHORT TO GROUND	
• Disconnect: Driver Door Latch C525. • Clear the BCM DTCs. • Repeat the BCM self-test. • **Is DTC B10B1:92 still present?**	**Yes** GO to A3. **No** INSTALL a new driver door latch. REFER to Section 501-14. TEST the system for normal operation.
A3 CHECK THE SET/RESET CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280G. • Measure the resistance between the BCM C2280G-6, circuit CPL29 (YE/GY), harness side and ground, and between the BCM C2280G-19, circuit CPL28 (VT/BN), harness side and ground  N0116814 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to A7. **No** REPAIR the circuit in question for a short to ground. CLEAR the DTCs. TEST the system for normal operation.
A4 CHECK THE COURTESY LAMP OPERATION	
• Open and close the driver door while checking the courtesy lamp operation. • **Do the courtesy lamps operate correctly?**	**Yes** GO to A5. **No** REFER to Section 417-02 to diagnose the driver door ajar input concern.
A5 CHECK THE DRIVER DOOR LATCH	
• Disconnect: Driver Door Latch C525. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM PID (KCS_DRVR) while connecting and disconnecting a fused jumper wire between the driver door latch C525-1 CPL29 (YE/GY), harness side and ground, and between the driver door latch C525-2 CPL28 (VT/BN), harness side and ground	**Yes** INSTALL a new driver door latch. REFER to Section 501-14. TEST the system for normal operation. **No** GO to A6.



N0116807

- **Does the PID indicate LOCK and UNLOCK when the jumper wire is connected?**

A6 CHECK THE SET/RESET CIRCUITS FOR AN OPEN	
• Ignition OFF. • Disconnect: BCM C2280G. • If the PID did not indicate UNLOCK, measure the resistance between the BCM C2280G-19, circuit CPL28 (VT/BN), harness side and the driver door latch C525-2, circuit CPL28 (VT/BN), harness side.  N0116808 • If the PID did not indicate LOCK, measure the resistance between the BCM C2280G-6, circuit CPL29 (YE/GY), harness side and the driver door latch C525-1, circuit CPL29 (YE/GY), harness side.  N0116809 • **Is the resistance less than 5 ohms?**	**Yes** GO to A7 . **No** REPAIR the circuit in question for an open. TEST the system for normal operation.
A7 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
	Yes
	INSTALL a new BCM . REFER to Section 419-10 .

▪ pushed-out pins • Connect all the BCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: The Alarm System Does Not Activate From An Unauthorized Entry At The Hood

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

When the alarm system is armed, the Body Control Module (BCM) monitors the hood ajar switch. If the hood is opened while the alarm is armed, the hood ajar switch removes ground from the signal circuit. This signals the BCM that an unauthorized intrusion to the engine compartment has occurred and the alarm is activated.

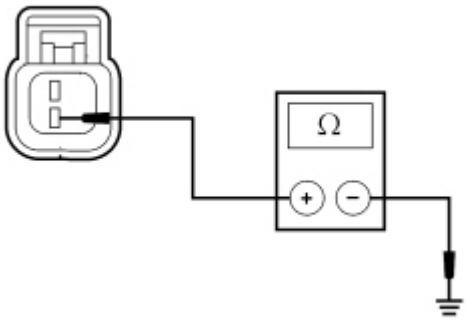
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Hood switch (part of the hood latch)
- BCM

PINPOINT TEST B: THE ALARM SYSTEM DOES NOT ACTIVATE FROM AN UNAUTHORIZED ENTRY AT THE HOOD

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
B1 RETRIEVE THE RECORDED DTCs IN THE BCM	
NOTE: DTC P254F:00 sets if the hood is open. Make sure the hood is closed prior to running the self-test. • Retrieve the recorded DTCs from the BCM self-test. • **Is DTC P254F:00 present?**	**Yes** GO to Pinpoint Test C . **No** GO to B2 .
B2 CHECK THE HOOD SWITCH (HOOD_SW) PID	
• Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM PID (HOOD_SW) while disconnecting the hood switch. • Disconnect: Hood Switch C127. • **Does the BCM PID read AJAR when the switch is disconnected?**	**Yes** INSTALL a new hood latch. REFER to Section 501-14 . TEST the system for normal operation. **No** GO to B3 .
B3 CHECK THE HOOD SWITCH INPUT CIRCUIT FOR A SHORT	

TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280D. • Measure the resistance between the hood switch C127-2, circuit CPL25 (BU/OG), harness side and ground.  N0058785 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B4 . **No** REPAIR circuit CPL25 (BU/OG) for a short to ground. TEST the system for normal operation.
B4 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: DTC P254F:00

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

When the alarm system is armed, the Body Control Module (BCM) monitors the hood ajar switch. If the hood is opened while the alarm is armed, the hood ajar switch removes ground from the signal circuit. This signals the BCM that an unauthorized intrusion to the engine compartment has occurred and the perimeter alarm is activated.

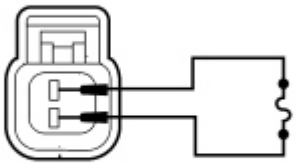
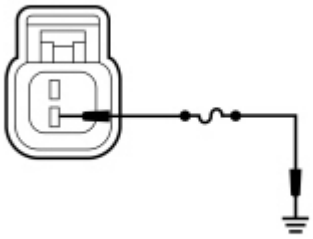
- DTC P254F:00 (Engine Hood Switch Circuit / Open: No Sub Type Information) — an on-demand DTC that sets when the BCM detects an open in the hood switch circuit during the self-test. This DTC sets if the hood is open during a self-test

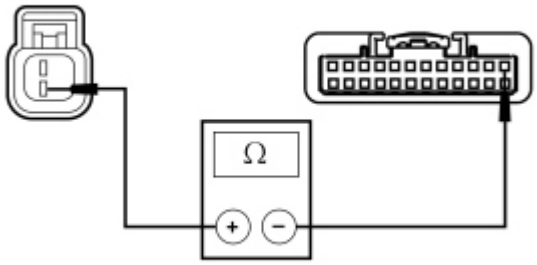
This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Hood switch
- BCM

PINPOINT TEST C: DTC P254F:00

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
C1 CHECK THE HOOD SWITCH	
• Disconnect: Hood Switch C127. • Connect a fused jumper wire between the hood switch C127-2, circuit CPL25 (BU/OG), harness side and the hood switch C127-1, circuit GD187 (BK/GN), harness side.  N0058786 • Clear the BCM DTCs. • Repeat the BCM self-test. • **Is the BCM DTC P254F:00 retrieved?**	**Yes** REMOVE the jumper wire. GO to C2 . **No** REMOVE the jumper wire. INSTALL a new hood latch. REFER to Section 501-14 . TEST the system for normal operation.
C2 CHECK THE HOOD SWITCH GROUND CIRCUIT	
• Connect a fused jumper wire between the hood switch C127-2, circuit CPL25 (BU/OG), harness side and ground.  N0116813 • Clear the BCM DTCs. • Repeat the BCM self-test. • **Is the BCM DTC P254F:00 retrieved?**	**Yes** GO to C3 . **No** REPAIR circuit GD187 (BK/GN) for an open. TEST the system for normal operation.
C3 CHECK THE HOOD SWITCH SIGNAL CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: BCM C2280D. • Measure the resistance between the hood switch C127-2, circuit CPL25 (BU/OG), harness side and the BCM C2280D-12, circuit CPL25 (BU/OG), harness side.	**Yes** GO to C4 . **No** REPAIR circuit CPL25 (BU/OG) for an open. CLEAR the DTCs. REPEAT the self-test.

 N0116810 • **Is the resistance less than 5 ohms?**	

C4 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test D: The Alarm System Does Not Arm/No Turn Signal Flash Confirmation

Normal Operation

The Body Control Module (BCM) controls the perimeter alarm system and based on inputs either arms, disarms or activates the alarm. When the alarm is activated, the BCM sounds the anti-theft horn and flashes the turn signals at regular intervals. The BCM receives inputs for the door lock status, hood ajar, door ajar and the liftgate/luggage compartment lid ajar. The BCM also receives signals from the Remote Keyless Entry (RKE) transmitters.

For the perimeter alarm to arm and provide a flash of the turn signals, the following conditions must be met:

- ignition must be off
- the hood closed
- all doors closed
- the liftgate/luggage compartment closed
- an electronic lock command received from a Remote Keyless Entry (RKE) transmitter, driver door lock cylinder, or door lock control switch (front door opened and then shut after lock is pressed).
- An Intelligent Access (IA) lock command received (if equipped with IA)

Once all the conditions are met, the alarm system enters a pre-arm phase and begins a 11-second countdown. The perimeter alarm arms after 11 seconds have passed and no unlock command is received or any hood, door or liftgate/luggage compartment is opened.

The perimeter alarm is triggered when any door, the hood, or the liftgate/luggage compartment is opened without first receiving an electronic unlock command from a RKE transmitter, the driver door lock

cylinder, or an IA unlock. The perimeter alarm also activates if the ignition is turned to RUN without a valid Passive Anti-Theft System (PATS) key read received.

This pinpoint test is intended to diagnose the following:

- Door ajar input
- Hood ajar input
- Liftgate/luggage compartment ajar input
- Turn signals
- RKE transmitter concern
- BCM

PINPOINT TEST D: THE ALARM SYSTEM DOES NOT ARM/NO TURN SIGNAL FLASH CONFIRMATION

Test Step	Result / Action to Take
D1 RETRIEVE THE RECORDED DTCs IN THE BCM • Retrieve the recorded DTCs from the BCM self-test. • **Is DTC P254F:00 present?**	**Yes** GO to Pinpoint Test C . **No** GO to D2 .
D2 CHECK THE COURTESY LAMP OPERATION • Open and close all the doors and liftgate/luggage compartment while checking the courtesy lamp operation. • **Do the courtesy lamps operate correctly?**	**Yes** GO to D3 . **No** REFER to Section 417-02 to diagnose the ajar inputs.
D3 VERIFY THE HAZARD LAMP OPERATION • Place the hazard switch in the ON position. • **Do the hazard lamps operate correctly?**	**Yes** GO to D4 . **No** REFER to Section 417-01 to diagnose the hazard lamps.
D4 CHECK THE RKE TRANSMITTER FUNCTION • Using the RKE transmitter, lock and unlock the doors. • **Do the RKE transmitter functions operate correctly?**	**Yes** GO to D5 . **No** REFER to Section 501-14 to diagnose the RKE function.

D5 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused

still present. • **Is the concern still present?**	by a loose or corroded connector.

Pinpoint Test E: No Horn Output During Alarm Activation

Normal Operation

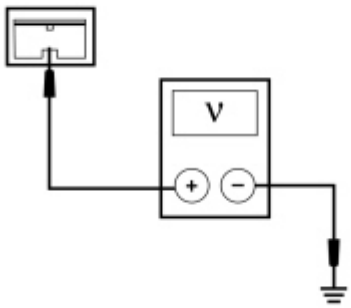
The Body Control Module (BCM) receives voltage for the anti-theft alarm horn from the Battery Junction Box (BJB) fuse 6 (30A). When the perimeter alarm is activated, the BCM cycles voltage on and off to the anti-theft horn causing the horn output to cycle in conjunction with the turn signals flashing. The horn is case grounded.

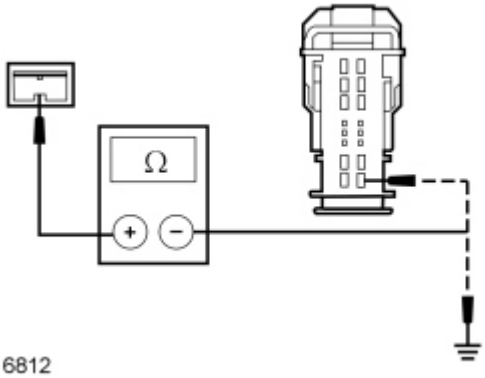
NOTE: The traffic horn does not sound during a perimeter alarm event.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Anti-theft alarm horn
- BCM

PINPOINT TEST E: NO HORN OUTPUT DURING ALARM ACTIVATION

Test Step	Result / Action to Take
E1 CHECK THE POWER DOOR LOCK OPERATION	
• Press the door lock control switch twice. • **Do the doors lock and unlock?**	**Yes** GO to E2 . **No** REFER to Section 501-14 to diagnose the power door locks.
E2 CHECK FOR VOLTAGE TO THE ANTI-THEFT HORN	
• Disconnect: Anti-Theft Alarm Horn C4380. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Measure the voltage between the anti-theft alarm horn C4380-1, circuit CRT02 (GY/VT), harness side and ground while active commanding the BCM PID (ANTITHFT_HRN) on.  N0116811 • **Is the voltage momentarily greater than 10 volts?**	**Yes** INSTALL a new anti-theft alarm horn. REFER to Anti-Theft Alarm Horn — 4-Door Sedan or Anti-Theft Alarm Horn — 5-Door Hatchback in this section. TEST the system for normal operation. **No** GO to E3 .

E3 CHECK THE ANTI-THEFT HORN OUTPUT CIRCUIT FOR AN OPEN OR SHORT TO GROUND	
• Ignition OFF. • Disconnect: BCM C2280C. • Measure the resistance between the anti-theft alarm horn C4380-1, circuit CRT02 (GY/VT), harness side and the BCM C2280C-8, circuit CRT02 (GY/VT), harness side; and between the anti-theft alarm horn C4380-1, circuit CRT02 (GY/VT), harness side and ground.  N0116812 • **Is the resistance less than 5 ohms between the anti-theft alarm horn and the BCM , and greater than 10,000 ohms between the anti-theft alarm horn and ground?**	**Yes** GO to E4 . **No** REPAIR circuit CRT02 (GY/VT) for an open or short to ground. TEST the system for normal operation.
E4 CHECK FOR CORRECT BCM OPERATION	

• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test F: The Anti-Theft Alarm Horn Is Always On

Normal Operation

The Body Control Module (BCM) receives voltage for the anti-theft alarm horn from the Battery Junction Box (BJB) fuse 6 (30A). When the perimeter alarm is activated, the BCM cycles voltage on and off to the horn causing the anti-theft horn output to cycle in conjunction with the turn signals flashing. The horn is case grounded.

This pinpoint test is intended to diagnose the following:

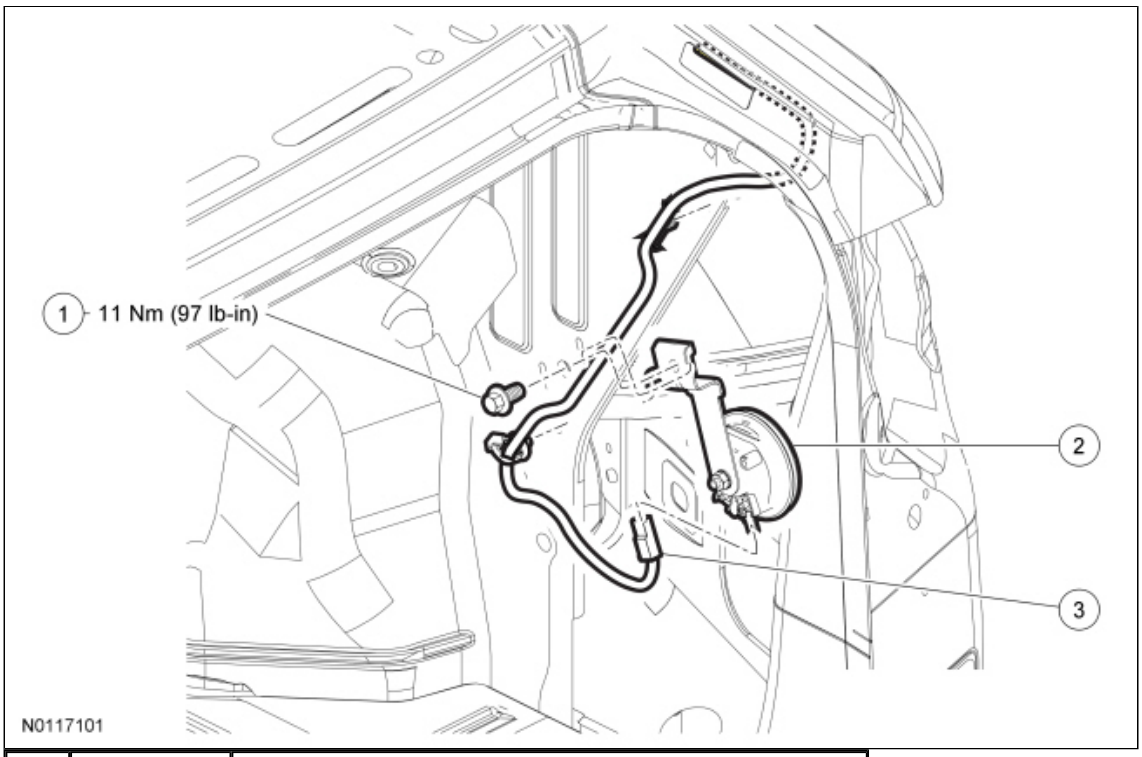
- Wiring, terminals or connectors
- BCM

PINPOINT TEST F: THE ANTI-THEFT ALARM HORN IS ALWAYS ON

Test Step	Result / Action to Take
F1 ISOLATE THE SHORT TO VOLTAGE • Ignition OFF. • Disconnect: BCM C2280C. • Ignition ON. • **Does the anti-theft alarm horn continue to sound?**	**Yes** REPAIR circuit CRT02 (GY/VT) for a short to voltage. TEST the system for normal operation. **No** GO to F2 .

F2 CHECK FOR CORRECT BCM OPERATION
• Disconnect all the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Section 419-10 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

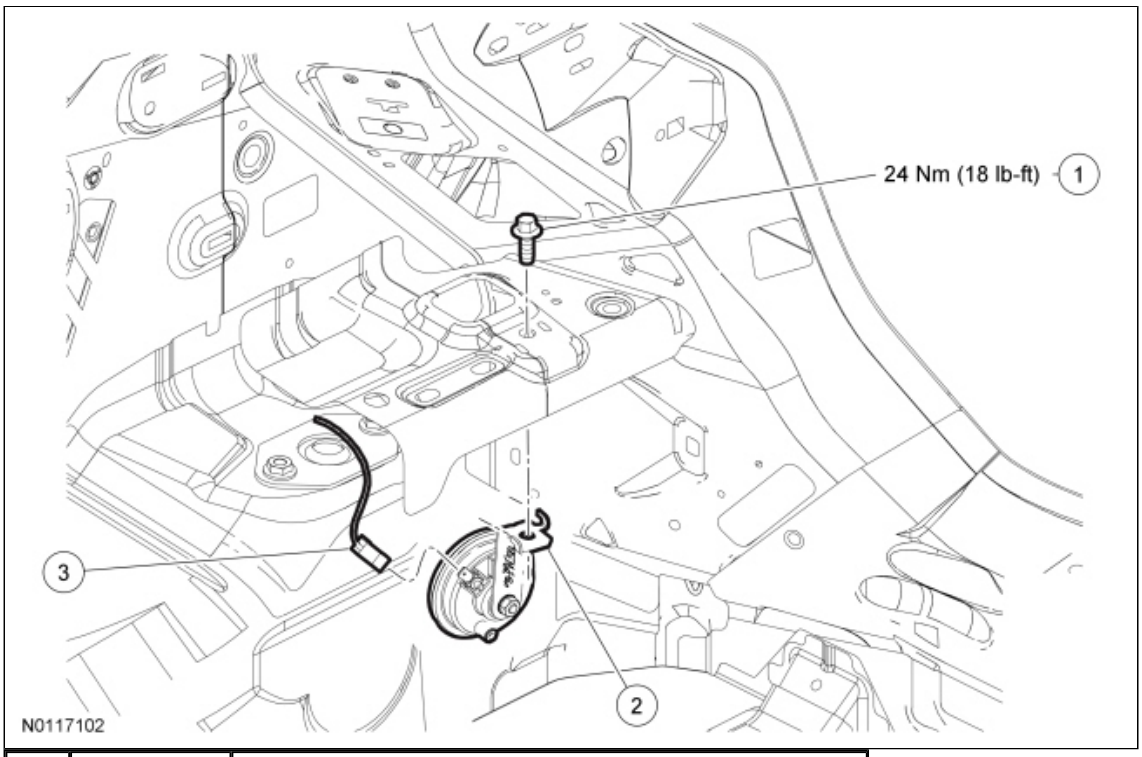
Anti-Theft Alarm Horn — 4-Door Sedan



Item	Part Number	Description
1	W702498	Anti-theft alarm horn bolt
2	13832	Anti-theft alarm horn
3	—	Anti-theft alarm horn electrical connector (part of 14A005)

1. Remove the RH luggage compartment trim panel for access.

Anti-Theft Alarm Horn — 5-Door Hatchback



Item	Part Number	Description
1	W702498	Anti-theft alarm horn bolt
2	13832	Anti-theft alarm horn
3	—	Anti-theft alarm horn electrical connector (part of 14A005)

1. Remove the LH quarter trim panel for access. For additional information, refer to Section 501-05 .

Anti-Theft

Passive Anti-Theft System (PATS) Without Intelligent Access (IA)

Passive Anti-Theft System (PATS) consists of the following components:

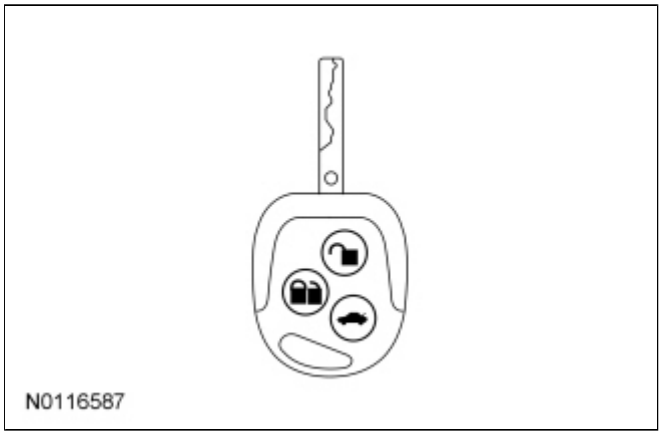
- Anti-theft indicator
- Integrated Keyhead Transmitter (IKT)
- PATS transceiver (located next to the ignition lock cylinder)
- Instrument Panel Cluster (IPC)
- PCM

PATS protects the vehicle from theft by preventing the engine from starting unless a programmed IKT is used.

Passive Anti-Theft System (PATS) Operation

PATS prevents the engine from starting by disabling the starter relay and fuel injector operation. If an unprogrammed key is used or if there is a PATS system concern, the anti-theft indicator in the IPC flashes rapidly and the engine will not start. PATS cannot disable an already running engine.

Passive Anti-Theft System (PATS) Keys



The vehicle comes equipped from the factory with two programmed IKTs . The IKT incorporates both the PATS and Remote Keyless Entry (RKE) transmitter functions in a single device. The key programming is a two step procedure. PATS information is programmed into the IPC and then the RKE transmitter is programmed into the BCM . The IPC accepts the programming of an unlimited number of keys, and the BCM accepts the programming of up to 8 keys. Refer to Key Programming Using Diagnostic Equipment in this section for PATS programming, and then refer to Remote Keyless Entry (RKE) Transmitter Programming in Section 501-14 to program the RKE transmitter.

Passive Anti-Theft System (PATS) With Intelligent Access (IA)

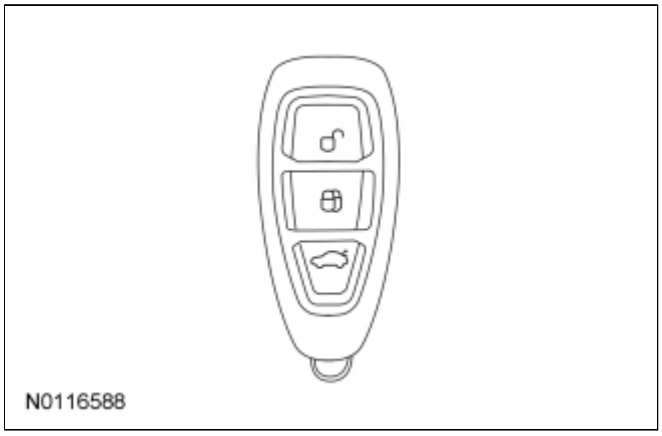
The Passive Anti-Theft System (PATS) consists of the following components:

- IA key
- Front passive start antenna (located in the front of the floor console just below the HVAC controls)
- Center passive start antenna (located on the bottom of the rear of the floor console)
- Rear passive start antenna (located behind the rear seat bottom cushion)
- PATS /backup transceiver (located in the steering column)
- Remote Functions Receiver (RFR) module (located on the top of the headliner in the front)
- Remote Function Actuator (RFA) module
- PCM

Intelligent Access (IA) Passive Anti-Theft System (PATS) Operation

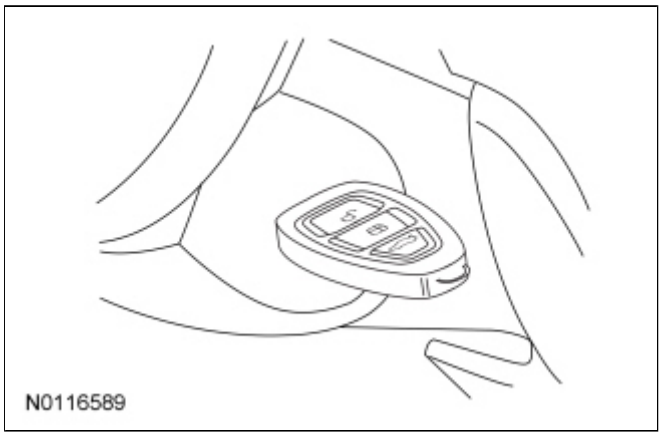
The IA PATS prevents the ignition from transitioning out of the off mode unless a programmed IA key is detected inside the vehicle. If no programmed key is detected inside the vehicle when the START/STOP button is pressed, KEY NOT DETECTED is displayed in the Front Control/Display Interface Module (FCDIM). PATS cannot turn the ignition off or disable an already running engine.

Intelligent Access (IA) Keys



The vehicle is equipped with 2 IA keys. The IA key incorporates both the PATS and the RKE transmitter functions in a single device. The IA key must be located inside the vehicle for vehicle starting. During key programming procedures, the PATS and RKE transmitter of an IA key are both programmed into the RFA module. The RFA module accepts programming of up to 8 IA keys. Refer to Key Programming Using Diagnostic Equipment in this section for key programming information.

PATS /Backup Transceiver



The PATS /backup transceiver is located in the steering column in the same location as a vehicle equipped without IA . If the vehicle does not start normally, place the IA key next to the steering column shroud and attempt to start the vehicle.

Intelligent Access (IA) with Push Button Start Ignition Modes

The IA feature does not require a conventional key to enter or start the vehicle. Once inside the vehicle, the operator activates one of the ignition modes using the brake pedal (automatic transaxle) or clutch pedal (manual transaxle) and the push button start (START/STOP) switch, as follows:

Intelligent Access (IA) with Push Button Start Ignition Modes

Ignition Entry Condition	Desired Ignition Modes	Action
Ignition off	On (engine off)	Press the START/STOP switch without pressing the brake or clutch pedal.
Any ignition mode	Start	Press and hold the brake or clutch pedal and then push the START/STOP switch.
On (engine off)	Ignition off	Push the START/STOP switch.
On (engine running and vehicle in motion)	Ignition off	Press and hold the START/STOP switch for approximately 1 second.

Anti-Theft — Without Intelligent Access (IA)

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

Passive Anti-Theft System (PATS) Operation

The Passive Anti-Theft System (PATS) is controlled by the Instrument Panel Cluster (IPC). There are two main checks that PATS performs before allowing the engine to start. If either of these checks fail, PATS does not allow the engine to start and the anti-theft indicator in the IPC flashes rapidly. These two checks are the IPC verifying the PCM ID to make sure it matches the PCM ID stored in memory and to verify that a programmed key was used to turn the ignition to the RUN or START position.

The first check is initiated when the ignition is turned to the RUN or START position. Once the IPC determines the ignition has been turned to the RUN or START position, it generates a challenge message. It sends this challenge message to the PATS transceiver on the transmit (TX) circuit. The transceiver in turn reads the key and generates a response message that is sent back to the IPC on the receive (RX) circuit. The engine does not start if the message received from the transceiver does not match a key stored in the IPC memory.

Once the IPC determines a programmed key was used to turn the ignition to RUN or START, the IPC sends the PCM a challenge message over the High Speed Controller Area Network (HS-CAN). When the PCM receives the challenge message, it generates a response and sends it back to the IPC . The engine does not start if the response from the PCM does not match the response in the IPC memory.

If both the key verification and PCM ID pass, PATS is enabled the engine is allowed to start. PATS cannot disable an engine that has already been started.

Spare Key Programming

The customer spare key programming allows spare keys to be programmed (up to a maximum of 8) to the IPC without having to use a scan tool. Two programmed keys are required to carry out the

procedure. Refer to Key Programming — Program a Key Using Two Programmed Keys in this section for the customer spare key programming procedure.

Passive Anti-Theft System (PATS) PIDs

The Passive Anti-Theft System (PATS) PIDS are a useful tool when diagnosing a PATS concerns.

IPC PATS PID	PID Description	PID reading required for PATS to be enabled
MASTERKEY	Determines if the key in the ignition lock cylinder is a programmed key.	Present
MIN_KEYS	Minimum number of programmed keys required. This PID always reads 2.	—
N_KEYCODE	Number of keys currently programmed into the Instrument Panel Cluster (IPC).	2 to 8
PATSENABL	Indicates if PATS will allow the engine to start.	Enabled
PCM_ID	Indicates if there is a PCM ID currently stored into the IPC .	Stored
PCM_VFY	Indicates if the PCM ID received by the IPC matches the PCM ID stored in the IPC memory.	Yes

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Large metallic objects or electronic devices on the key ring that can be used to purchase gasoline or similar items • PATS key • Use of a non- PATS key or incorrect PATS key • More than one PATS key on key ring • Aftermarket remote start system installed	• Central Junction Box (CJB) fuse 21 (10A) • Wiring, terminals or connectors • PCM

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).
5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.

- check the scan tool connection to the VCM .
- refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the Instrument Panel Cluster (IPC) and PCM.

9. If the DTCs retrieved are related to the concern, go to the IPC DTC Chart or the PCM DTC Chart. For all other IPC DTCs, refer to Section 413-01 . For all other PCM DTCs, refer to Section 303-14 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Charts

Instrument Panel Cluster (IPC) DTC Chart

DTC	Description	Action
B10D5:94	PATS Antenna: Unexpected Operation	The IPC received an incomplete or corrupt response from the transceiver. INSTALL a new transceiver, REFER to Passive Anti-Theft System (PATS) Transceiver in this section.
B10D7:05	PATS Key: System Programming Failure	GO to Pinpoint Test A .
B10D7:51	PATS Key: Not Programmed	There is an unprogrammed PATS key. PROGRAM the PATS key. REFER to Key Programming — Program a Key Using Two Programmed Keys or Key Programming Using Diagnostic Equipment in this section.
B10D7:81	PATS Key: Invalid Serial Data Received	GO to Pinpoint Test B .
B10D7:87	PATS Key: Missing Message	GO to Pinpoint Test C .
B10D7:94	PATS Key: Unexpected Operation	GO to Pinpoint Test B .
B10D8:00	PATS Key Less Than Minimum Programmed: No Sub Type Information	Less than 2 keys are programmed into the IPC . CYCLE the customer's second key in the ignition to program (when less than 2 keys are programmed, the IPC automatically programs the first 2 keys that are cycled in the ignition).
B10DA:51	PATS Target Identifier: Not Programmed	There is no PCM ID stored in the IPC . CARRY OUT a parameter reset. REFER to Passive Anti-Theft System (PATS) Parameter Reset in this section. CLEAR the DTCs. REPEAT the self-test.
B10DA:62	PATS Target Identifier:	The PCM ID received by the IPC does not match the ID stored

	Signal Compare Failure	in the IPC memory. CARRY OUT a parameter reset. REFER to Passive Anti-Theft System (PATS) Parameter Reset in this section. CLEAR the DTCs. REPEAT the self-test.
All other DTCs	—	REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

PCM DTC Chart

DTC	Description	Action
U0167:00	Lost Communication With Vehicle Immobilizer Control Module: No Sub Type Information	GO to Pinpoint Test D .
U0426:00	Invalid Data Received From Vehicle Immobilizer Control Module: No Sub Type Information	GO to Pinpoint Test D .
All other DTCs	—	REFER to Section 303-14 .

Symptom Chart

Condition	Possible Sources	Action
• The anti-theft indicator is always/never on	• Instrument Panel Cluster (IPC)	• REFER to Section 413-01 .
• The engine does not start	• Driveability concern • Passive Anti-Theft System (PATS) concern • Starting system concern	• GO to Pinpoint Test E .

Pinpoint Tests

Pinpoint Test A: DTC B10D7:05

Normal Operation

When the Instrument Panel Cluster (IPC) enters a key programming state, it activates the transceiver to read the key in the ignition. The key is programmed into the IPC memory if a valid Passive Anti-Theft System (PATS) key is used and there are no concerns with the PATS .

- DTC B10D7:05 (PATS Key: System Programming Failure) — a continuous DTC that sets when a PATS key is unsuccessfully programmed into the IPC .

This pinpoint test is intended to diagnose the following:

- PATS key

PINPOINT TEST A: DTC B10D7:05

Test Step	Result / Action to Take
A1 CHECK THE BCM DTCs FROM THE SELF-TEST	
• Check the recorded results from the IPC self-test. • **Is DTC B10D5:94, B10D7:81, B10D7:87, or B10D7:94 retrieved?**	**Yes** REFER to the IPC DTC Chart in this section. RESOLVE these DTCs first. **No** GO to A2.
A2 CHECK THE PATS KEY	
• Verify the correct PATS keys are used with the vehicle. Compare the key with the one shown in Anti-Theft in the Description and Operation portion of this section. • **Are the correct keys being used?**	**Yes** ATTEMPT to program the key again. If key programming fails, DISCARD the damaged key and PROGRAM a new key. REFER to Key Programming — Program a Key Using Two Programmed Keys or Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test. **No** OBTAIN the correct key(s) for the vehicle. PROGRAM the new key(s). REFER to Key Programming — Program a Key Using Two Programmed Keys or Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test B: DTC B10D7:81 or B10D7:94

Normal Operation

When the ignition is turned to the RUN or START position, the Instrument Panel Cluster (IPC) activates the transceiver to read the key in the ignition. If the IPC does not receive a PATS key code or if the code is invalid, PATS is disabled and the engine does not start.

- DTC B10D7:81 (PATS Key: Invalid Serial Data Received) — a continuous and on-demand DTC that sets when there is a partial or corrupt PATS key read.
- DTC B10D7:94 (PATS Key: Unexpected Operation) — a continuous and on-demand DTC that sets when there is no PATS key read. This DTC sets if a non- PATS key is used to turn the ignition on.

This pinpoint test is intended to diagnose the following:

- PATS key
- PATS transceiver

PINPOINT TEST B: DTC B10D7:81 OR B10D7:94

NOTE: Large metallic objects or electronic devices on the key ring that can be used to purchase gasoline or similar items, or a second key on the same key ring as the PATS key can cause vehicle starting concerns and record DTCs under certain conditions. If a fault cannot be identified, examine the customer key ring for such objects or devices. If present, inform the customer that they need to keep these objects from touching the PATS key while starting the engine. These objects and devices cannot damage the PATS key, but can cause a momentary concern if they are too close to the key during engine start. If a concern occurs, turn the ignition off and restart the engine with all other objects on the key ring held away from the ignition key.

NOTE: Aftermarket or dealer-installed remote start systems may adversely affect the PATS operation. Disconnect these systems before diagnosing any PATS concerns.

Test Step	Result / Action to Take
B1 CHECK THE PATS KEYS • Verify the correct PATS keys are used with the vehicle. Compare the keys with the one shown in Anti-Theft in the Description and Operation portion of this section. • **Are the correct keys being used?**	**Yes** GO to B2. **No** OBTAIN the correct key(s) for the vehicle. PROGRAM the new key(s). REFER to Key Programming — Program a Key Using Two Programmed Keys or Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.
B2 ISOLATE THE PATS KEYS • **NOTE:** Follow this procedure using both PATS keys (using one at a time). • Place a PATS key in the ignition and turn to the RUN position. • Enter the following diagnostic mode on the scan tool: Clear IPC Continuous DTCs. • Cycle the ignition from RUN to OFF and then back to the RUN position. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • **Is DTC B10D7:81 or B10D7:94 retrieved for both keys?**	**Yes** INSTALL a new PATS transceiver. REFER to Passive Anti-Theft System (PATS) Transceiver in this section. CLEAR the DTCs. REPEAT the self-test. **No** DISCARD the key in question and PROGRAM a new key. REFER to Key Programming — Program a Key Using Two Programmed Keys or Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: DTC B10D7:87

Refer to Wiring Diagrams Cell 112, Passive Anti-Theft System for schematic and connector information.

Normal Operation

The Central Junction Box (CJB) fuse 21 (10A) supplies voltage to the Passive Anti-Theft System (PATS) transceiver. When the ignition is turned to the RUN or START position, the Instrument Panel Cluster (IPC) initiates the key interrogation sequence. The IPC starts the interrogation sequence by generating a signal and sending that signal to the transceiver on the transmit (TX) circuit. When the transceiver receives the signal from the IPC, it reads the PATS key and generates a challenge response to the IPC signal on the receive (RX) circuit.

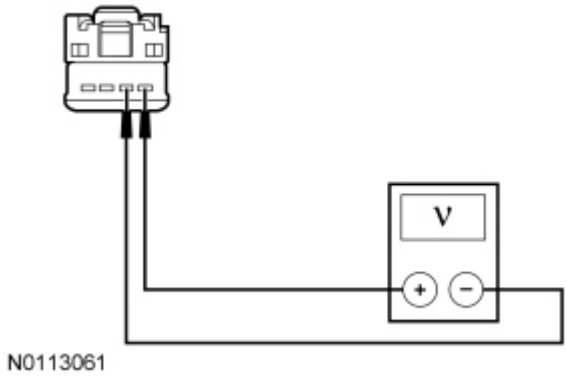
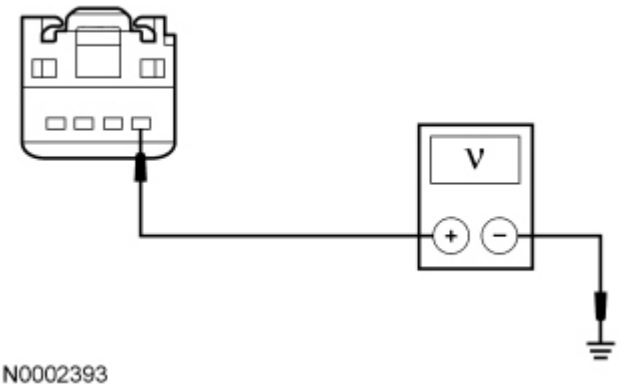
- DTC B10D7:87 (PATS Key: Missing Message) — a continuous and on-demand DTC that sets when the IPC does not receive a response from the PATS transceiver.

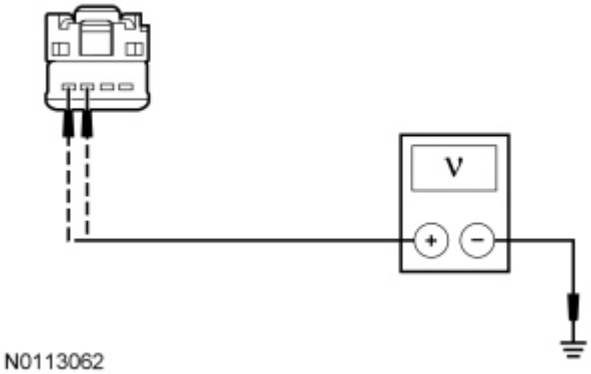
This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- PATS transceiver
- IPC

PINPOINT TEST C: DTC B10D7:87

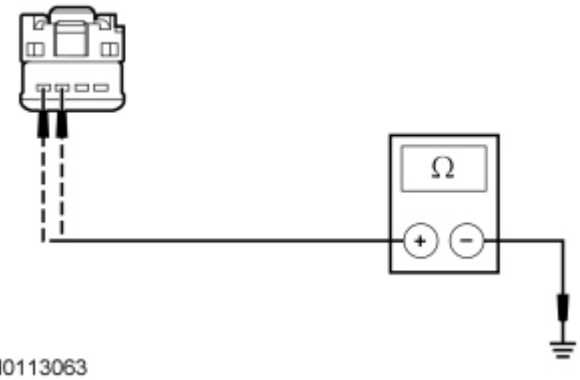
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
C1 CHECK FOR VOLTAGE TO THE PATS TRANSCEIVER	
• Disconnect: PATS Transceiver C252. • Ignition ON. • Measure the voltage between the PATS transceiver C252-1, circuit CBP13 (GY/BN), harness side and the PATS transceiver C252-2, circuit GD115 (BK/GY).  N0113061 • **Is the voltage greater than 10 volts?**	**Yes** GO to C3. **No** GO to C2.
C2 CHECK THE PATS TRANSCEIVER VOLTAGE SUPPLY CIRCUIT	
• Measure the voltage between the PATS transceiver C252-1, circuit CBP13 (GY/BN), harness side and ground.  N0002393 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit GD115 (BK/GY) for an open. CLEAR the DTCs. REPEAT the self-test. **No** VERIFY the CJB fuse 21 (10A) is OK. If OK, REPAIR circuit CBP13 (GY/BN) for an open. If not OK, REFER to the Wiring Diagrams mannual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the self-test.
C3 CHECK THE PATS TRANSCEIVER CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: IPC C220. • Ignition ON. • Measure the voltage between the PATS transceiver C252-3, circuit VRT24 (YE/OG), harness side and ground; and between the PATS transceiver C252-4, circuit VRT23 (VT/GY), harness side and ground.	**Yes** REPAIR the circuit in question for a short to voltage. CLEAR the DTCs. REPEAT the self-test. **No** GO to C4.



N0113062

- **Is any voltage present?**

C4 CHECK THE PATS TRANSCEIVER CIRCUITS FOR A SHORT TO GROUND	
• Ignition OFF. • Measure the resistance between the PATS transceiver C252-3, circuit VRT24 (YE/OG), harness side and ground; and between the PATS transceiver C252-4, circuit VRT23 (VT/GY), harness side and ground.  N0113063 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to C5 . **No** REPAIR the circuit in question for a short to ground. CLEAR the DTCs. REPEAT the self-test.

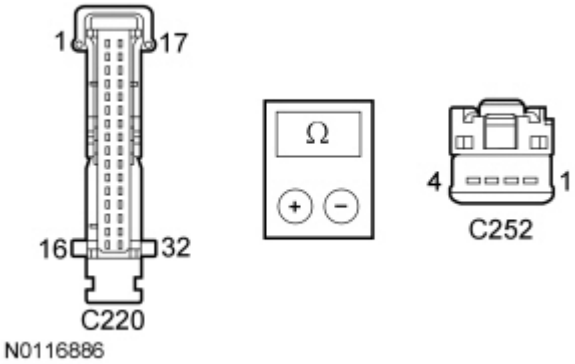
C5 CHECK THE PATS TRANSCEIVER CIRCUITS FOR AN OPEN

- Measure the resistance between the IPC , harness side and the PATS transceiver, harness side as follows:

IPC Connector-Pin	**Circuit**	**PATS Transceiver Connector-Pin**
C220-5	VRT24 (YE/OG)	C252-3
C220-3	VRT23 (VT/GY)	C252-4

Yes
INSTALL a new PATS transceiver. REFER to Passive Anti-Theft System (PATS) Transceiver in this section. CLEAR the DTCs. REPEAT the self-test. If DTC B10D7:87 is retrieved again, GO to C6 .

No
REPAIR the circuit in question for an open. CLEAR the DTCs. REPEAT the self-test.

 N0116886 • **Are the resistances less than 5 ohms?**	
C6 CHECK FOR CORRECT IPC OPERATION	

• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Section 413-01. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test D: DTC U0167:00 or U0426:00

Normal Operation

When the ignition is turned to the RUN or START position, the Instrument Panel Cluster (IPC) and the PCM send each other their ID over the High Speed Controller Area Network (HS-CAN). Each module then checks the ID it receives and compares with the ID stored in memory. If the IDs are missing or invalid, Passive Anti-Theft System (PATS) is disabled and does not allow the engine to start.

- DTC U0167:00 (Lost Communication With Vehicle Immobilizer Control Module: No Sub Type Information) — a continuous DTC that sets when the PCM does not receive any PATS data from the IPC over the HS-CAN. The target ID is only sent once per key cycle and within milliseconds of the ignition being turned to the RUN or START position.
- DTC U0426:00 (Invalid Data Received From Vehicle Immobilizer Control Module: No Sub Type Information) — a continuous DTC that sets when the PCM does not receive the expected target ID from the IPC over the HS-CAN. The target ID is only sent once per key cycle and within milliseconds of the ignition being turned to the RUN or START position. This DTC also sets if a new PCM has been installed and the PATS Parameter Reset procedure has not been carried out.

This pinpoint test is intended to diagnose the following:

- HS-CAN concern
- Low battery state of charge
- IPC

PINPOINT TEST D: DTC U0167:00 OR U0426:00

Test Step	Result / Action to Take
D1 CHECK THE IPC DTCs FROM THE SELF-TEST • Check the recorded results from the IPC self-test. • **Are any IPC DTCs retrieved?**	**Yes** REFER to the IPC DTC Chart in this section. **No** GO to D2.
D2 CHECK THE BATTERY STATE OF CHARGE **NOTE:** It might be necessary to check battery voltage while cranking the engine to make sure battery voltage is not dropping and causing the concern. • Carry out the Battery Condition Test In Section 414-01. • **Did the battery pass the Battery Condition Test?**	**Yes** GO to D3. **No** RECHARGE or REPLACE the battery. REFER to Section 414-01.
D3 CHECK FOR COMMUNICATION WITH THE IPC • Enter the following diagnostic mode on the scan tool: Network Test. • **Does the IPC respond to the scan tool?**	**Yes** GO to D4. **No** REFER to Section 418-00.
D4 RECHECK THE PCM DTCs FROM THE SELF-TEST • Enter the following diagnostic mode on the scan tool: Clear PCM Continuous DTCs. • Cycle the ignition from RUN to OFF and then back to the RUN position. • Enter the following diagnostic mode on the scan tool: PCM Self-Test. • **Is DTC U0167:87 or U0426:81 retrieved?**	**Yes** GO to D5. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.

D5 CHECK FOR CORRECT IPC OPERATION
• Disconnect the IPC connector.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the IPC connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Section 413-01. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test E: The Engine Does Not Start

Normal Operation

The Passive Anti-Theft System (PATS) disables the engine from starting by disabling the fuel injectors and starter. When the ignition is turned to the RUN or START position, the PATS reads the PATS key and checks the PCM ID. If an unprogrammed PATS key is used or an invalid PCM ID is received, the PATS disables the engine. If there is a PATS concern that caused the engine to be disabled, the anti-theft indicator flashes in the Instrument Panel Cluster (IPC).

This pinpoint test is intended to diagnose the following:

- Driveability concern
- PATS concern
- Starting system concern

PINPOINT TEST E: THE ENGINE DOES NOT START

Test Step	Result / Action to Take
E1 CHECK FOR COMMUNICATION WITH THE PCM AND THE IPC • Carry out the network test using the scan tool. • **Does the scan tool establish communication with the PCM and the IPC ?**	**Yes** GO to E2 . **No** REFER to Section 418-00 to diagnose the module that is not communicating with the scan tool.
E2 CHECK FOR PATS DTCs • Enter the following diagnostic mode on the scan tool: IPC Self-Test. • Enter the following diagnostic mode on the scan tool: PCM Self-Test. • **Are any PATS DTCs present?**	**Yes** REFER to the DTC Charts in this section. **No** The no-start condition is not caused by PATS . REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to diagnose the cause of the no-start condition.

Anti-Theft — With Intelligent Access (IA)

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

Push Button Start Components

Passive Start Antennas

There are three passive start antennas. The passive start antennas are hardwired to the Remote Function Actuator (RFA) module and, when activated by the RFA module, they transmit a low frequency signal that activates an Intelligent Access (IA) key.

Passive Anti-Theft System (PATS)/Backup Transceiver

The PATS /backup transceiver is used as a backup device. If the vehicle fails to start conventionally, an IA key can be held in close proximity to the transceiver to allow the vehicle to start. The transceiver is wired to the RFA module and when activated it sends out a signal to activate an IA key. Once the key is activated, it sends a signal back to the transceiver which is then sent to the RFA module.

Remote Functions Receiver (RFR) Module

The Remote Functions Receiver (RFR) module is hardwired to the RFA module and is a receiving antenna that receives the high frequency signals from an IA key. It also receives the signals from an Remote Keyless Entry (RKE) command.

IA Key

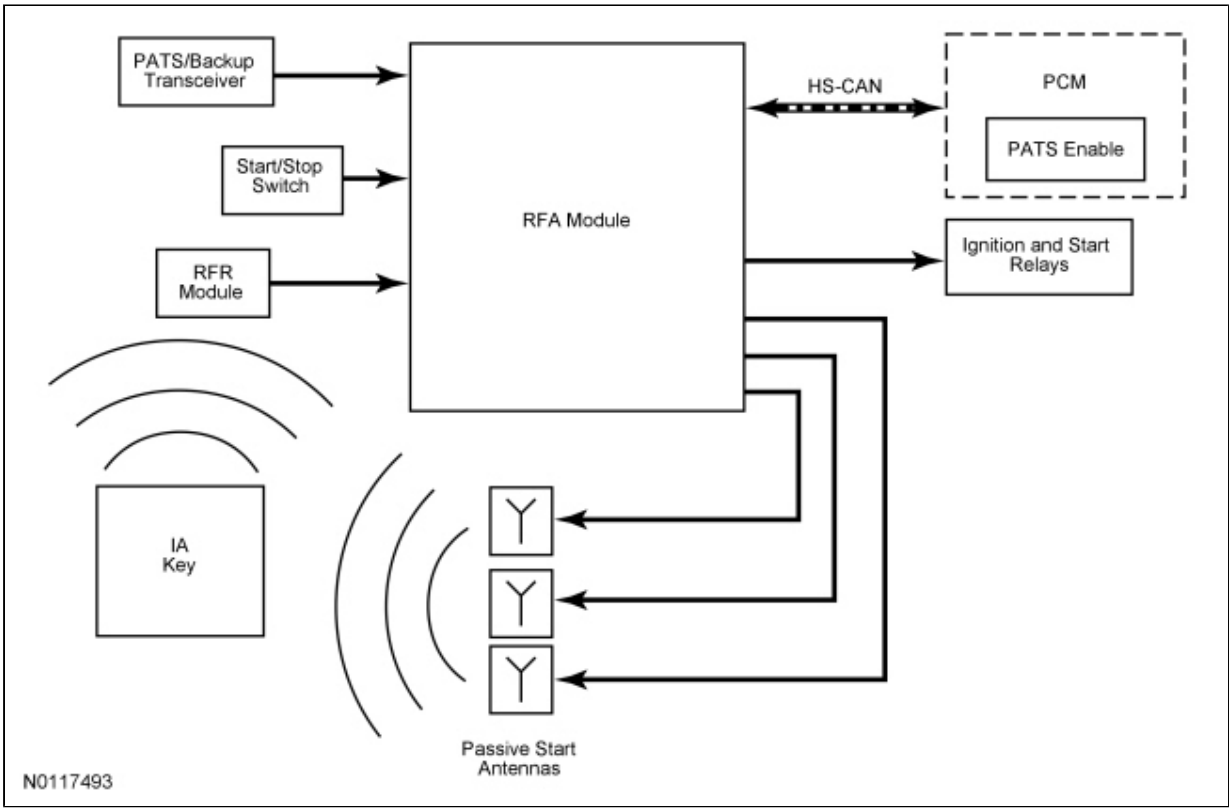
The IA receives the low frequency signals from the passive start antennas. When the IA key is activated by one of the low frequency signals, it sends out a high frequency signal that is received by the RFR module. The IA key also contains a key blade that is used to enter the vehicle as a backup.

Start/Stop Switch

The start/stop switch is a momentary contact switch that is hardwired to the RFA module. When the switch is

pressed, it signals the RFA module that there is a request to either switch the ignition on or start the engine.

Push Button Start Operation



The Passive Anti-Theft System (PATS) function is controlled by the RFA module and PCM.

When the start/stop switch is pressed, the RFA module initiates the key initialization sequence by activating the 3 interior IA passive start antennas. Each passive start antenna transmits a low frequency signal approximately 1 m (3 ft) radius of each antenna. If an IA key is within range of 1 of the 3 interior passive start antennas, the IA key is activated. Once the IA key is activated, it sends the PATS identification code to the Remote Functions Receiver (RFR) module via a high frequency signal. The RFR module interprets the high frequency signal from the IA key and sends the information to the RFA module over a dedicated network. If the RFA module determines that a programmed IA key is inside the vehicle, it allows the ignition to be transitioned out of off. When the ignition is turned on and the PCM initializes, the RFA module and the PCM exchange their IDs over the High Speed Controller Area Network (HS-CAN). If the RFA module receives a valid key code and the correct ID from the PCM, PATS is enabled and allows the engine to start. If PATS disables the engine from starting, the anti-theft indicator in the IPC flashes rapidly.

PATS and the RKE system share the operation of several components including the IA key and the RFR module. If there is a concern with either of these components, both PATS and the RKE system are affected. Refer to Section 501-14 for information on the RKE and IA features.

The RFA module also controls the ignition modes and in conjunction with the PCM controls the starting system. If there is a concern with starting system or the ignition modes, and PATS has been eliminated as the cause, refer to Section 303-06 for a starting system concern or Section 211-05 for the ignition modes.

Backup Starting

The vehicle can experience a PATS no start ff there is a failure of any passive start antenna, the battery in the IA key, or the RFR module. However, in the event of one of these failures, the IA key can be placed next to the PATS /backup transceiver (located in the steering column) to allow the vehicle to start. If a programmed IA key is near the steering column shroud when the PATS /backup transceiver is activated, it activates the IA key and the identification code is sent back to the RFA module.

Interior Passive Start Antenna Ranges

NOTE: Some brands/types of mobile phone or laptop computer chargers may cause interference that could lead to a PATS no-start if the IA key is within a few inches of the charger. If a concern is observed, move the IA key away from the charger and attempt to start the vehicle.

There are 3 passive start antennas that are used solely for the purpose of starting the vehicle. They are located in the front of the floor console, in the rear of the floor console, and behind the rear lower seat cushion. When activated, each antenna sends out a low frequency signal with an approximate range of 1 m (3 ft). A programmed IA key must be in range of 1 of the 3 antennas for PATS to operate.

If an IA key is placed in the far outside edges of the interior, like above a sun visor or in a door map pocket, the vehicle might experience a no-start. If the IA key is located in one of these areas and there is a no-start condition, move the IA key out of the area and attempt to start the vehicle. If the key is outside the range of a passive start antenna, KEY NOT DETECTED is displayed in the Front Control/Display Interface Module (FCDIM).

Key Outside Vehicle Message

The KEY OUTSIDE VEHICLE message is displayed in the FCDIM when the engine has been started or the ignition is in the RUN mode and an IA key is no longer detected inside the vehicle. The RFA module activates all passive start antennas to search the inside of the vehicle for an IA key anytime a door or luggage compartment lid/liftgate is opened and then closed. This strategy prevents the IA key from being separated from an already running vehicle. If an IA key is no longer in the vehicle, the ignition remains in RUN and the engine continues to run. If the start/stop switch is pressed to turn the ignition off, the engine can be re-started without an IA key present inside the vehicle for approximately 10 seconds. After 10 seconds an IA key has to be present to start the engine or transition the ignition out of off. If the driver door is opened during the 10-second countdown, the fast restart feature is disabled, and an IA key is needed to start the engine again.

Passive Anti-Theft System (PATS) PIDs

The Passive Anti-Theft System (PATS) PIDS are a useful tool when diagnosing a PATS concerns.

RFA module PATS PID	PID Description	PID reading required for PATS to be enabled
MASTERKEY	Determines if the key inside the vehicle is a programmed key.	Present
MIN_KEYS	Minimum number of programmed keys required. This PID always reads 2.	—
PATSENABL	Indicates if PATS will allow the engine to start.	Enabled
PCM_ID	Indicates if there is a PCM ID currently stored into the Remote Function Actuator (RFA) module.	Stored
PCM_VFY	Indicates if the PCM ID received by the RFA module matches the PCM ID stored in the RFA module memory.	Yes

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Intelligent Access (IA) key • Large metallic objects or electronic devices on the key ring that can be used to purchase gasoline or similar items	• Central Junction Box (CJB) fuse 7 (7.5A) • Wiring, terminals or

• Start/stop switch	connectors • Mobile phone or laptop computer chargers

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is in the ON mode.
     - the air bag warning indicator prove-out (other indicators may NOT prove ignition is ON) confirms ignition ON. If ignition does not turn ON, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00, to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, proceed with module self-test diagnostics.

8. Carry out the self-test diagnostics for the RFA module and the PCM.

9. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

NOTE: Refer to Description and Operation, Intelligent Access (IA) with Push Button Start in this section to review the procedures for achieving the various ignition states.

Remote Function Actuator (RFA) Module DTC Chart

DTC	Description	Action
B102B:05	Passive Key: System Programming Failure	Less than 2 keys are programmed into the Remote Function Actuator (RFA) module. If other PATS DTCs are present, address them first. If DTC B102B:05 is the only DTC present, PROGRAM a minimum of 2 keys. REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.
B10C7:1F	Interior Trunk Antenna: Circuit Intermittent	GO to Pinpoint Test K.

B10C8:1F	Interior Centre Antenna: Circuit Intermittent	GO to Pinpoint Test K .
B10C9:1F	Interior Front Antenna: Circuit Intermittent	GO to Pinpoint Test K .
B10D5:13	PATS Antenna: Circuit Open	The RFA module received an incomplete or corrupt response from the transceiver. INSTALL a new transceiver, REFER to Passive Anti-Theft System (PATS) Transceiver in this section.
B10D6:62	PATS Enable Status: Signal Compare Failure	GO to Pinpoint Test I .
B10D7:05	PATS Key: System Programming Failure	GO to Pinpoint Test F .
B10D7:51	PATS Key: Not Programmed	There is an unprogrammed PATS key. PROGRAM the PATS key. REFER to Key Programming Using Diagnostic Equipment in this section.
B10D7:81	PATS Key: Invalid Serial Data Received	GO to Pinpoint Test G .
B10D8:00	Passive Anti-Theft System (PATS) Key Less Than Minimum Programmed: No Sub Type Information	Less than 2 keys are programmed into the RFA module. If other PATS DTCs are present, address them first. If DTC B10D8:00 is the only DTC present, PROGRAM a minimum of 2 keys. REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.
B10D9:87	PATS Transponder: Missing Message	GO to Pinpoint Test H .
B10DA:51	PATS Target Identifier: Not Programmed	There is no PCM ID stored in the RFA module. CARRY OUT a parameter reset of the RFA module and the PCM, then CYCLE the ignition and make an attempt to start the vehicle. REFER to Passive Anti-Theft System (PATS) Parameter Reset in this section. CLEAR the DTCs. REPEAT the self-test.
B10DA:62	PATS Target Identifier: Signal Compare Failure	There is an incorrect PCM ID stored in the RFA module. CARRY OUT a parameter reset of the RFA module and the PCM, then CYCLE the ignition and make an attempt to start the vehicle. REFER to Passive Anti-Theft System (PATS) Parameter Reset in this section. CLEAR the DTCs. REPEAT the self-test.
B10E6:11	PATS Power Supply: Circuit Short To Ground	GO to Pinpoint Test H .
B10E6:12	PATS Power Supply: Circuit Short To Battery	GO to Pinpoint Test H .
U0100:87	Lost Communication With ECM/PCM "A": Missing Message	GO to Pinpoint Test I .
U201F:00	External Receiver: No Sub Type Information	GO to Pinpoint Test J .
U201F:13	External Receiver: Circuit Open	GO to Pinpoint Test J .
All other DTCs	—	REFER to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

PCM DTC Chart

DTC	Description	Action
U0167:00	Lost Communication With Vehicle Immobilizer Control Module: No Sub Type Information	GO to Pinpoint Test N .
U0426:00	Invalid Data Received From Vehicle Immobilizer Control Module: No Sub Type Information	GO to Pinpoint Test N .

All other DTCs	—	REFER to Section 303-14 .

Symptom Chart

NOTE: Refer to Description and Operation, Intelligent Access (IA) with Push Button Start in this section to review the procedures for achieving the various ignition states.

Condition	Possible Sources	Action
• The anti-theft indicator is always/never on	• Instrument Panel Cluster (IPC)	• REFER to Section 413-01 .
• The vehicle does not start with the Intelligent Access (IA) key in certain areas within the vehicle	• Wiring, terminals or connectors • Environmental interference • Front passive start antenna • Center passive start antenna • Rear passive start antenna • Remote Function Actuator (RFA) module	• GO to Pinpoint Test K .
• The vehicle does not start/unable to transition the ignition out of OFF	• Starting system concern • Driveability concern • Passive Anti-Theft System (PATS) concern	• GO to Pinpoint Test L .
• KEY NOT DETECTED is displayed	• Environmental interference • IA key • IA key battery • IA key not programmed	• GO to Pinpoint Test M .

Pinpoint Tests

Pinpoint Test F: DTC B10D7:05

Normal Operation

When the Remote Function Actuator (RFA) module enters a key programming state, it activates the Passive Anti-Theft System (PATS) transceiver to read the key placed next to it. The key is programmed into the RFA module memory if a valid Intelligent Access (IA) key is used and there are no concerns with the PATS .

- DTC B10D7:05 (PATS Key: System Programming Failure) — sets when a IA key is unsuccessfully programmed into the RFA module.

This pinpoint test is intended to diagnose the following:

- IA key
- PATS transceiver

PINPOINT TEST F: DTC B10D7:05

NOTE: At least 2 IA keys must be present prior to carrying out this pinpoint test.

Test Step	Result / Action to Take
F1 CHECK THE RFA MODULE DTCs FROM THE SELF-TEST	
• Check the recorded results from the RFA module self-test. • **Are any RFA module DTCs retrieved?**	**Yes** REFER to the RFA DTC Chart in this section. **No** GO to F2 .
F2 CHECK THE IA KEYS	
• Verify the correct IA keys are used with the vehicle. Compare the IA keys with the one shown in Anti-Theft in the Description and Operation portion of this section. • **Are the correct keys being used?**	**Yes** ATTEMPT to program the key again, REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test. If key programming fails, GO to F3 . **No** OBTAIN the correct key(s) for the vehicle. PROGRAM the new key(s). REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.
F3 CHECK BOTH IA KEYS	
• Program both of the IA keys. Refer to Key Programming Using Diagnostic Equipment in this section. • Press the START/STOP switch with each IA key in the vehicle at a time. • **Does the ignition turn on with only one key?**	**Yes** If only one key operates, REPLACE the key that did not program. PROGRAM the new key. REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test. **No** If both keys do not program, INSTALL a new PATS transceiver. REFER to Passive Anti-Theft System (PATS) Transceiver in this section. PROGRAM the keys. REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test G: DTC B10D7:81

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

When the START/STOP switch is pressed, the Remote Function Actuator (RFA) activates all 3 passive start antennas, which send out a low frequency signal. Each passive start antenna has an approximate range of 1 m (3 ft) and are placed in different locations to provide full coverage inside the vehicle. If an Intelligent Access (IA) key is within range of a passive start antenna, the low frequency signal activates the IA key. When the IA key is activated it sends a high frequency signal to the Remote Functions Receiver (RFR) module. The RFR module communicates with the RFA module. If the RFA module determines that a programmed IA key is in the vehicle, it allows the ignition to transition out of off or let the engine start.

NOTE: Some brands/types of mobile phone or laptop computer chargers may cause interference that could lead to a Passive Anti-Theft System (PATS) no-start if the IA key is within a few inches of the charger. If a concern is observed, move the IA key away from the charger and attempt to start the vehicle.

- DTC B10D7:81 (PATS Key: Invalid Serial Data Received) — sets when the RFA module receives a partial or corrupt IA key code.

This pinpoint test is intended to diagnose the following:

- Environmental interference
- IA key

PINPOINT TEST G: DTC B10D7:81

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
G1 CHECK THE IA KEYS	
• Verify the correct IA keys are used with the vehicle. Compare the keys with the one shown in Anti-Theft in the Description and Operation portion of this section. • **Are the correct keys being used?**	**Yes** GO to G2. **No** OBTAIN the correct key(s) for the vehicle. PROGRAM the new key(s). REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.
G2 CHECK FOR ENVIRONMENTAL INTERFERENCE	
• Check for the use of any charger or other wireless device that can cause interference with the IA key. If any device is found, remove the device and attempt to start the engine. • **Does the engine start?**	**Yes** INFORM the customer of the cause of the concern and the normal operation of the vehicle. **No** DISCARD the key in question and PROGRAM a new key. REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test H: DTC B10D9:87, B10E6:11, or B10E6:12

Refer to Wiring Diagrams Cell 112, Passive Anti-Theft System for schematic and connector information.

Normal Operation

The Remote Function Actuator (RFA) module supplies voltage to the Passive Anti-Theft System (PATS) transceiver. If the RFA module does not passively detect an Intelligent Access (IA) key, it activates the PATS transceiver as a backup to try and detect a key. The RFA module also activates the PATS transceiver for key programming procedures. The RFA module starts the key interrogation sequence by supplying voltage to the transceiver. Once the transceiver is powered up, the RFA module generates a signal and sends that signal to the transceiver on the transmit (TX) circuit. When the transceiver receives the signal from the RFA module, it reads the PATS key and generates a challenge response to the RFA module signal and sends this response on the receive (RX) circuit.

- DTC B10D9:87 (PATS Transponder: Missing Message) — sets when the RFA module does not receive a response from the PATS transceiver.
- DTC B10E6:11 (PATS Power Supply: Circuit Short To Ground) — sets when the RFA module detects a short to ground on the PATS transceiver voltage supply circuit.
- DTC B10E6:12 (PATS Power Supply: Circuit Short To Battery) — sets when the RFA module detects a short to voltage on the PATS transceiver voltage supply circuit.

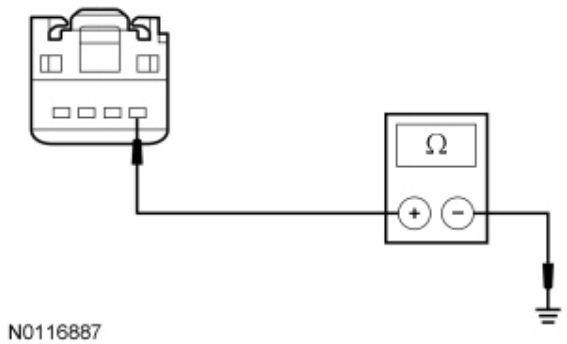
This pinpoint test is intended to diagnose the following:

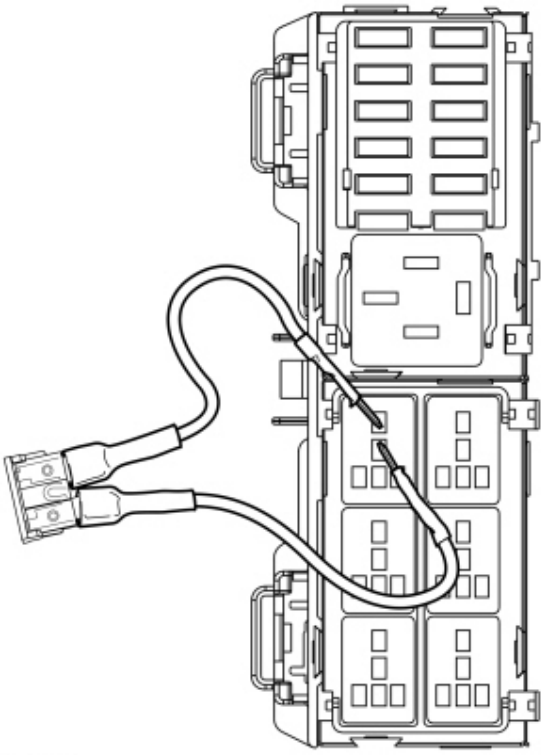
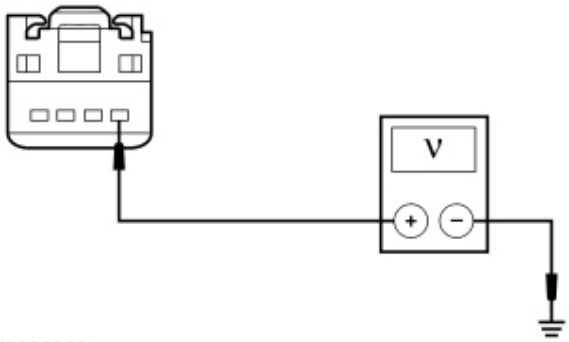
- Wiring, terminals or connectors
- PATS transceiver

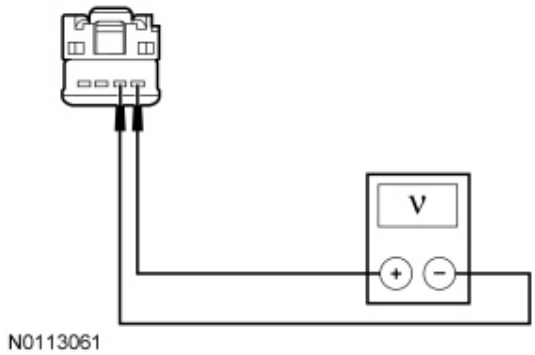
- RFA module

PINPOINT TEST H: DTC B10D9:87, B10E6:11, OR B10E6:12

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

Test Step	Result / Action to Take
H1 RETRIEVE THE RECORDED RFA MODULE DTCs **NOTE:** If DTC B10E6:11 or B10E6:12 is present with B10D9:87, diagnose B10E6:11 or B10E6:12 first. • Check the recorded results from the RFA module self-test. • **Is DTC B10E6:11 or B10E6:12 present?**	**Yes** For DTC B10E6:11, GO to H2. For DTC B10E6:12, GO to H4. **No** For DTC B10D9:87, GO to H5.
H2 CHECK THE PATS TRANSCEIVER FOR A SHORT TO GROUND • Disconnect: PATS Transceiver C252. • Enter the following diagnostic mode on the scan tool: Clear RFA Module DTCs. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • **Is DTC B10E6:11 present?**	**Yes** GO to H3. **No** INSTALL a new PATS transceiver. REFER to Passive Anti-Theft System (PATS) Transceiver in this section. TEST the system for normal operation.
H3 CHECK THE PATS TRANSCEIVER VOLTAGE SUPPLY CIRCUIT FOR A SHORT TO GROUND • Ignition OFF. • Disconnect: RFA Module C3503A. • Measure the resistance between the PATS transceiver C252-1, circuit CBP13 (GY/BN), harness side and ground.  N0116887 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H11. **No** REPAIR circuit CBP13 (GY/BN) for a short to ground. CLEAR the DTCs. REPEAT the self-test.
H4 CHECK THE PATS TRANSCEIVER VOLTAGE SUPPLY CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: PATS Transceiver C252. • Disconnect: RFA Module C3503A. • Disconnect: Smart Keyless Entry Ignition Relay. • Connect a fused jumper wire between the smart keyless entry ignition relay pin 3, circuit SBP01 (RD), Central Junction Box (CJB) face side	**Yes** REPAIR circuit CBP13 (GY/BN) for a short to voltage. CLEAR the DTCs. REPEAT the self-test.

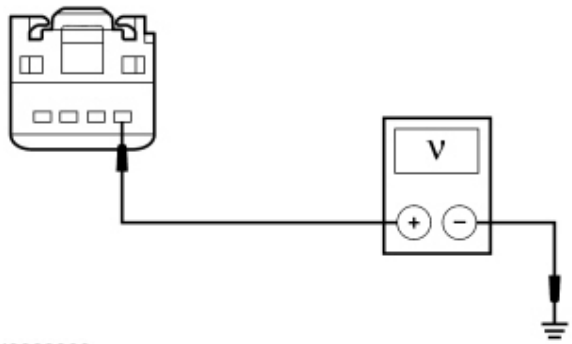
and the smart keyless entry ignition relay pin 5, circuit CDC32 (BN/YE), CJB face side.  N0116586 • Measure the voltage between the PATS transceiver C252-1, circuit CBP13 (GY/BN), harness side and ground.  N0002393 • **Is any voltage present?**	**No** GO to H11 .
H5 CHECK FOR VOLTAGE TO THE PATS TRANSCEIVER	
NOTE: The RFA module only supplies voltage to the PATS transceiver momentarily. It is important to monitor the meter while pressing the START/STOP switch. **NOTE:** Remove all IA keys from inside the vehicle. If the RFA module detects a key, it does not activate the PATS transceiver. • Disconnect: PATS Transceiver C252. • While pressing the START/STOP switch, measure the voltage between the PATS transceiver C252-1, circuit CBP13 (GY/BN), harness side and the PATS transceiver C252-2, circuit GD115 (BK/GY).	**Yes** GO to H8 . **No** GO to H6 .



N0113061

- **Is the voltage momentarily greater than 10 volts?**

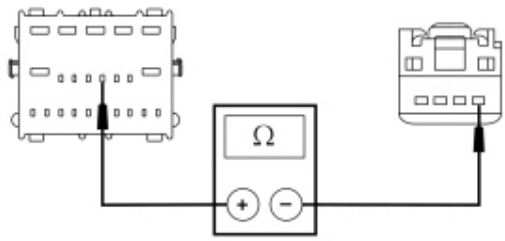
H6 CHECK THE PATS TRANSCEIVER VOLTAGE SUPPLY CIRCUIT	
NOTE: The RFA module only supplies voltage to the PATS transceiver momentarily. It is important to monitor the meter while pressing the START/STOP switch. **NOTE:** Remove all IA keys from inside the vehicle. If the RFA module detects a key, it does not activate the PATS transceiver. • While pressing the START/STOP switch, measure the voltage between the PATS transceiver C252-1, circuit CBP13 (GY/BN), harness side and ground.	**Yes** REPAIR circuit GD115 (BK/GY) for an open. CLEAR the DTCs. REPEAT the self-test. **No** GO to H7.



N0002393

- **Is the voltage momentarily greater than 10 volts?**

H7 CHECK THE PATS TRANSCEIVER VOLTAGE SUPPLY CIRCUIT FOR AN OPEN	
• Disconnect: RFA Module C3503A. • Measure the resistance between the RFA module C3503A-10, circuit CBP13 (GY/BN), harness side and the PATS transceiver C252-1, circuit CBP13 (GY/BN), harness side	**Yes** GO to H11. **No** REPAIR circuit CBP13 (GY/BN) for an open. CLEAR the DTCs. REPEAT the self-test.

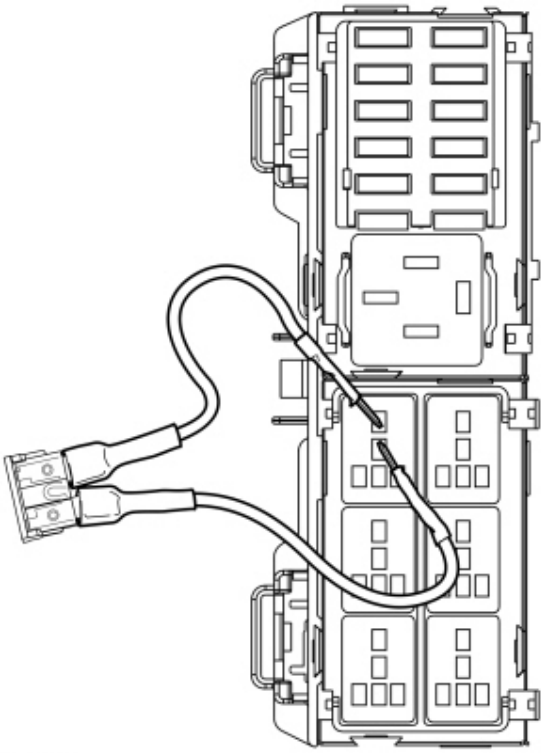


N0117084

- **Is the resistance less than 5 ohms?**

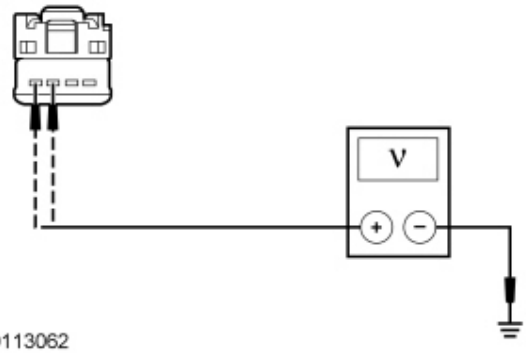
H8 CHECK THE PATS TRANSCEIVER CIRCUITS FOR A SHORT TO VOLTAGE	

- Ignition OFF.
- Disconnect: Smart Keyless Entry Ignition Relay.
- Disconnect: RFA Module C3503A.
- Connect a fused jumper wire between the smart keyless entry ignition relay pin 3, circuit SBP01 (RD), Central Junction Box (CJB) face side and the smart keyless entry ignition relay pin 5, circuit CDC32 (BN/YE), CJB face side.



N0116586

- Measure the voltage between the PATS transceiver C252-3, circuit VRT24 (YE/OG), harness side and ground; and between the PATS transceiver C252-4, circuit VRT23 (VT/GY), harness side and ground.



N0113062

- **Is any voltage present?**

Yes
REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. REPAIR the circuit in question for a short to voltage. CLEAR the DTCs. REPEAT the self-test.

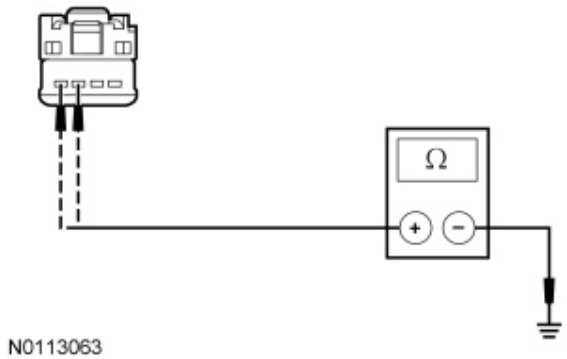
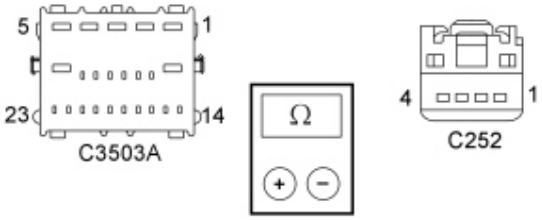
No
REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. GO to H9 .

H9 CHECK THE PATS TRANSCEIVER CIRCUITS FOR A SHORT TO GROUND

- Measure the resistance between the PATS transceiver C252-3, circuit VRT24 (YE/OG), harness side and ground; and between the PATS transceiver C252-4, circuit VRT23 (VT/GY), harness side and ground.

Yes
GO to H10 .

No
REPAIR the circuit in question for a short to ground. CLEAR the DTCs.

 N0113063 • **Are the resistances greater than 10,000 ohms?**	REPEAT the self-test.
H10 CHECK THE PATS TRANSCEIVER CIRCUITS FOR AN OPEN	
• Measure the resistance between the RFA module, harness side and the PATS transceiver, harness side as follows: **RFA Module Connector-Pin** / **Circuit** / **PATS Transceiver Connector-Pin** C3503A-11 / VRT24 (YE/OG) / C252-3 C3503A-12 / VRT23 (VT/GY) / C252-4  N0117085 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new PATS transceiver. REFER to Passive Anti-Theft System (PATS) Transceiver in this section. CLEAR the DTCs. REPEAT the self-test. If DTC B10D9:87 is retrieved again, GO to H11. **No** REPAIR the circuit in question for an open. CLEAR the DTCs. REPEAT the self-test.
H11 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect all the RFA module connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test I: DTC B10D6:62 or U0100:87

Normal Operation

When the ignition is transitioned out of off, the Remote Function Actuator (RFA) module checks the PCM ID

and compares It with the PCM ID that is stored in the RFA module memory. If the RFA module does not receive the PCM ID or the ID is invalid, Passive Anti-Theft System (PATS) is disabled and does not allow the engine to start.

- DTC B10D6:62 (PATS Enable Status: Signal Compare Failure) — sets when the RFA module does not receive the expected target ID from the PCM over the High Speed Controller Area Network (HS-CAN). The target ID is only sent one time per ignition cycle and is sent within milliseconds of the ignition being transitioned out of off.
- DTC U0100:87 (Lost Communication With ECM/PCM "A": Missing Message) — sets when the RFA module does not receive the target ID from the PCM over the HS-CAN . The target ID is only sent one time per ignition cycle and is sent within milliseconds of the ignition being transitioned out of off.

This pinpoint test is intended to diagnose the following:

- HS-CAN concern
- Low battery state of charge
- PCM

PINPOINT TEST I: DTC B10D6:62 OR U0100:87

Test Step	Result / Action to Take
I1 CHECK THE BATTERY STATE OF CHARGE **NOTE:** It might be necessary to check battery voltage while cranking the engine to make sure battery voltage is not dropping and causing the concern. • Carry out the Battery Condition Test in Section 414-01 . • **Did the battery pass the Battery Condition Test?**	**Yes** GO to I2 . **No** RECHARGE or REPLACE the battery REFER to Section 414-01 .
I2 RETRIEVE THE RFA MODULE DTCs FROM THE SELF-TEST • Check the recorded results from the RFA module self-test. • **Is DTC U0100:00 recorded?**	**Yes** REFER to the RFA module DTC Chart in Section 419-10 . **No** GO to I3 .
I3 RECHECK THE RFA MODULE DTCs FROM THE SELF-TEST • Enter the following diagnostic mode on the scan tool: Clear RFA Module Continuous DTCs. • Cycle the ignition from RUN to OFF and then back to RUN. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • **Is DTC B10D6:62 or U0100:87 retrieved?**	**Yes** GO to I4 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.

I4 CHECK FOR CORRECT PCM OPERATION
• Disconnect all the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test J: DTC U201F:00 or U201F:13

Refer to Wiring Diagrams Cell 117 , Remote Keyless Entry and Alarm for schematic and connector information.

Normal Operation

When the Intelligent Access (IA) key is activated by one of the low frequency passive start antennas, the transmitter in the IA key sends a radio signal to the Remote Functions Receiver (RFR) module. The RFR module then communicates the command to the Remote Function Actuator (RFA) module, and the RFA module either switches the ignition to the requested mode or starts the engine.

The RFR module receives voltage from Central Junction Box (CJB) fuse 7 (7.5A) and has a dedicated ground circuit. The RFR module sends all Remote Keyless Entry (RKE) and IA key information and requests to the RFA module through a dedicated single circuit network.

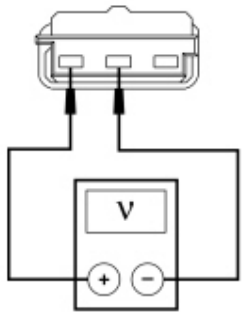
In the event of a failure with the RFR module, the vehicle experiences a no-start unless the IA key is placed near the Passive Anti-Theft System (PATS) transceiver.

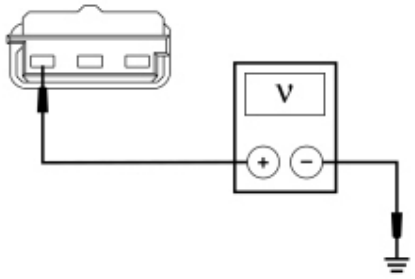
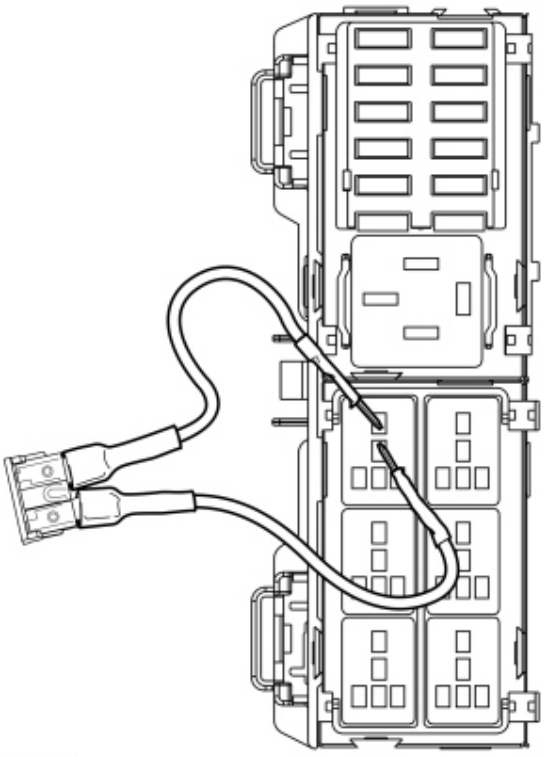
- DTC U201F:00 (External Receiver: No Sub Type Information) — sets when the RFA module has lost communication with the RFR module.
- DTC U201F:13 (External Receiver: Circuit Open) — sets when the RFA module has lost communication with the RFR module with an open communication circuit.

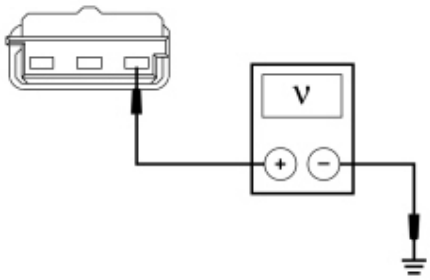
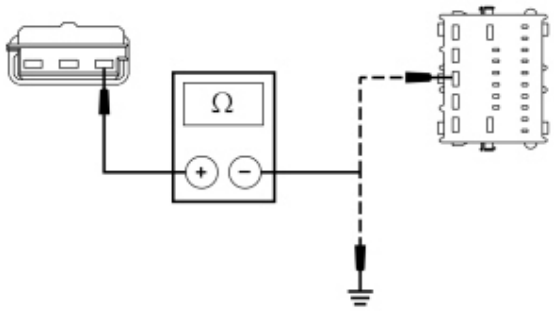
This pinpoint test is intended to diagnose the following:

- Fuse
- Wiring, terminals or connectors
- RFR module
- RFA module

PINPOINT TEST J: DTC U201F:00 OR U201F:13

Test Step	Result / Action to Take
J1 CHECK FOR VOLTAGE TO THE RFR MODULE	
• Disconnect: RFR Module C9026. • Measure the voltage between the RFR module C9026-3, circuit SBP07 (WH/RD), harness side and the RFR module C9026-2, circuit GD143 (BK/VT).  N0116873 • **Is the voltage greater than 10 volts?**	**Yes** GO to J3 . **No** GO to J2 .
J2 CHECK THE RFR MODULE VOLTAGE SUPPLY CIRCUIT	
• Measure the voltage between the RFR module C9026-3, circuit SBP07 (WH/RD), harness side and ground.	**Yes** REPAIR circuit GD143

 N0116874 • **Is the voltage greater than 10 volts?**	(BK/VT) for an open. CLEAR the DTCs. REPEAT the self-test. **No** VERIFY CJB fuse 7 (7.5A) is OK. If OK, REPAIR circuit SBP07 (WH/RD) for an open. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short. CLEAR the DTCs. REPEAT the self-test.
J3 CHECK THE RFR MODULE COMMUNICATION CIRCUIT FOR A SHORT TO VOLTAGE • Ignition OFF. • Disconnect: RFA Module C3503B. • Disconnect: Smart Keyless Entry Ignition Relay. • Connect a fused jumper wire between the smart keyless entry ignition relay pin 3, circuit SBP01 (RD), Central Junction Box (CJB) face side and the smart keyless entry ignition relay pin 5, circuit CDC32 (BN/YE), CJB face side.  N0116586 • Measure the voltage between the RFR module C9026-1, circuit VDB10 (GY), harness side and ground.	**Yes** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. REPAIR circuit VDB10 (GY) for a short to voltage. CLEAR the DTCs. REPEAT the self-test. **No** REMOVE the jumper wire. INSTALL the smart keyless entry ignition relay. GO to J4 .

 N0116875 • **Is any voltage present?**	
J4 CHECK THE RFR MODULE COMMUNICATION CIRCUIT FOR AN OPEN OR SHORT TO GROUND	**Yes** INSTALL a new RFR module. REFER to Remote Functions Receiver (RFR) Module in this section. CLEAR the DTCs. REPEAT the self-test. If the concern is still present, GO to J5. **No** REPAIR circuit VDB10 (GY) for an open or short to ground. CLEAR the DTCs. REPEAT the self-test.
• Measure the resistance between the RFR module C9026-1, circuit VDB10 (GY), harness side and the RFA module C3503B-3, circuit VDB10 (GY), harness side; and between the RFR module C9026-1, circuit VDB10 (GY), harness side and ground.  N0116876 • **Is the resistance less than 5 ohms between the RFR module and the RFA module; and greater than 10,000 ohms between the RFR module and ground?**	
J5 CHECK FOR CORRECT RFA MODULE OPERATION	**Yes** INSTALL a new RFA module. REFER to Section 419-10. TEST the system for normal operation. **No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

• Disconnect all the RFA module connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**	

Pinpoint Test K: The Vehicle Does Not Start With The Intelligent Access (IA) Key In Certain Areas Within The Vehicle

Refer to Wiring Diagrams Cell 112, Passive Anti-Theft System for schematic and connector information.

Normal Operation

During each vehicle start sequence, when the START/STOP switch is pressed, the Remote Function Actuator (RFA) activates all 3 passive start antennas, which send out a low frequency signal. Each passive start antenna has an approximate range of 1 m (3 ft) and are placed in different locations to provide full coverage inside the

vehicle. If an Intelligent Access (IA) key is within range of a passive start antenna, the low frequency signal activates the IA key. When the IA key is activated it sends a high frequency signal to the Remote Functions Receiver (RFR) module. The RFR module communicates with the RFA module. If the RFA module determines that a programmed IA key is in the vehicle, it allows the ignition to transition out of off or let the engine start.

There are certain areas inside the vehicle where the IA key may not be detected and the message center displays KEY NOT DETECTED. If the IA key is in the far outside edges of the interior (like in a door map pocket or above a sun visor) it might not be detected. Move the IA key to a different location and try to start the vehicle again.

NOTE: Some brands/types of mobile phone or laptop computer chargers may cause interference that could lead to a Passive Anti-Theft System (PATS) no-start if the IA key is within a few inches of the charger. If a concern is observed, move the IA key away from the charger and attempt to start the vehicle.

- DTC B10C7:1F (Interior Trunk Antenna: Circuit Intermittent) — a DTC that sets when an open or short is detected on one of the circuits to the rear passive start antenna.
- DTC B10C8:1F (Interior Centre Antenna: Circuit Intermittent) — a DTC that sets when an open or short is detected on one of the circuits to the center passive start antenna.
- DTC B10C9:1F (Interior Front Antenna: Circuit Intermittent) — a DTC that sets when an open or short is detected on one of the circuits to the front passive start antenna.

This pinpoint test is intended to diagnose the following:

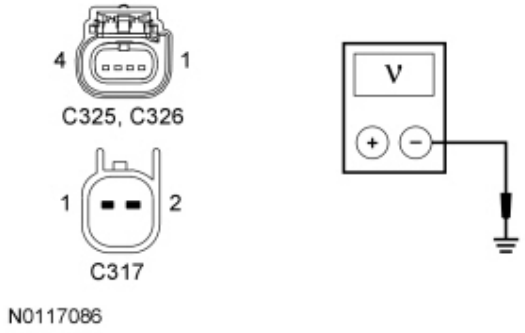
- Wiring, terminals or connectors
- Environmental interference
- Front passive start antenna
- Center passive start antenna
- Rear passive start antenna
- RFA module

PINPOINT TEST K: THE VEHICLE DOES NOT START WITH THE IA KEY IN CERTAIN AREAS WITHIN THE VEHICLE

Test Step	Result / Action to Take
K1 CHECK THE IA KEY LOCATION	
• Check the location of the IA key and if it is placed in the far corners of the interior of the vehicle, move the IA key out of these areas and attempt to start the vehicle. • **Does the vehicle start?**	**Yes** The system is OK. INFORM the customer of the normal vehicle operation. **No** GO to K2.
K2 CHECK FOR ENVIRONMENTAL INTERFERENCE	
• Check for the use of any charger or other wireless device that can cause interference with the IA key. If any device is found, remove the device and attempt to start the engine. • **Does the engine start?**	**Yes** INFORM the customer of the cause of the concern and the normal operation of the vehicle. **No** GO to K3.
K3 CHECK THE PASSIVE START ANTENNA CIRCUITS FOR A SHORT TO VOLTAGE	
• Ignition OFF. • Disconnect: RFA Module C3503E. • Disconnect: Suspect Passive Start Antenna. • Place an IA key next to the PATS /backup transceiver and press the START/STOP switch to switch the ignition to RUN. • Measure the voltage between the suspect passive start antenna,	**Yes** REPAIR the circuit in question for a short to voltage. CLEAR the DTCs. REPEAT the self-test.

harness side and ground as follows:

Suspect Passive Start Antenna Connector-Pin	Circuit
Front C325-1	VPK05 (BN/GN)
Front C325-2	RPK05 (YE/OG)
Center C326-1	VPK06 (GY/VT)
Center C326-2	RPK06 (BU/WH)
Rear C317-1	VPK08 (WH/OG)
Rear C317-2	RPK08 (BN/VT)



- **Is any voltage present?**

No
GO to K4 .

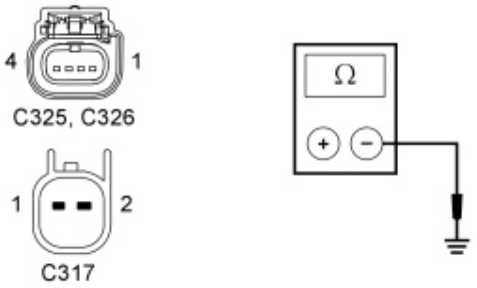
K4 CHECK THE PASSIVE START ANTENNA CIRCUITS FOR A SHORT TO GROUND

- Ignition OFF.
- Measure the resistance between the suspect passive start antenna, harness side and ground as follows:

Suspect Passive Start Antenna Connector-Pin	Circuit
Front C325-1	VPK05 (BN/GN)
Front C325-2	RPK05 (YE/OG)
Center C326-1	VPK06 (GY/VT)
Center C326-2	RPK06 (BU/WH)
Rear C317-1	VPK08 (WH/OG)
Rear C317-2	RPK08 (BN/VT)

Yes
GO to K5 .

No
REPAIR the circuit in question for a short to ground. CLEAR the DTCs. REPEAT the self-test.



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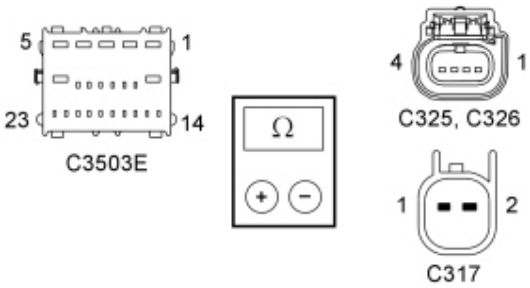
- **Are the resistance greater than 10,000 ohms?**

K5 CHECK THE ANTENNA CIRCUITS FOR AN OPEN	
• Measure the resistance between the RFA module C3503E, harness side and the suspect passive start antenna connector, harness side as follows: **RFA Module Connector-Pin** / **Suspect Passive Start Antenna Connector-Pin** / **Circuit** C3503E-9 / Front C325-1 / VPK05 (BN/GN) C3503E-2 / Front C325-2 / RPK05 (YE/OG) C3503E-17 / Center C326-1 / VPK06 (GY/VT) C3503E-5 / Center C326-2 / RPK06 (BU/WH) C3503E-11 / Rear C317-1 / VPK08 (WH/OG) C3503E-4 / Rear C317-2 / RPK08 (BN/VT)  N0117088 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new passive start antenna. REFER to Passive Start Antenna — Front, Passive Start Antenna — Center or Passive Start Antenna — Rear in this section. CLEAR the DTCs. REPEAT the self-test. If the concern is still present, GO to K6. **No** REPAIR the circuit in question for an open. CLEAR the DTCs. REPEAT the self-test.
K6 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect all the RFA module connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
	Yes
	INSTALL a new RFA module. REFER to Section 419-10. TEST the system for normal operation
	
	No
	The system is operating

• **Is the concern still present?**	correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test L: The Vehicle Does Not Start/Unable To Transition The Ignition Out Of OFF

Normal Operation

During each vehicle start sequence, when the START/STOP switch is pressed, the Remote Function Actuator (RFA) activates all 3 passive start antennas, which send out a low frequency signal. If an Intelligent Access (IA) key is within range of a passive start antenna, the low frequency signal activates the IA key. When the IA key is activated it sends a high frequency signal to theRemote Functions Receiver (RFR) module. The RFR module communicates with the RFA module. If the RFA module determines that a programmed IA key is in the vehicle, it allows the ignition to transition out of off or let the engine start.

The vehicle experiences a PATS no-start in the event there is a failure of any passive start antenna, the battery in the IA key, or the RFR module. However, in the event of one of these failures, the IA key can be placed next to the PATS transceiver (located in the steering column) to allow the vehicle to start. The PATS transceiver activates an IA key if it is placed in close proximity. The PATS transceiver is hardwired to the RFA module.

Once the RFA module determines that a programmed IA key is inside the vehicle and receives a request to start the engine, it communicates with the PCM over the High Speed Controller Area Network (HS-CAN). Once the RFA module and the PCM communicate, the RFA module checks the ID of the PCM and compares it with the module ID stored in its own memory. If the RFA module and PCM IDs match then the PATS enables the starter relay and fuel injectors and allows the engine to start.

The IA key disable feature prevents the engine from starting or the ignition from transitioning out of off if the IA key has been disabled. For more information on the IA key disable feature, refer to Section 419-01A .

This pinpoint test is intended to diagnose the following:

- Starting system concern
- Driveability concern
- PATS concern

PINPOINT TEST L: THE VEHICLE DOES NOT START/UNABLE TO TRANSITION THE IGNITION OUT OF OFF

Test Step	Result / Action to Take
L1 CHECK FOR KEY NOT DETECTED	
NOTE: Prior to performing any diagnostics press the unlock button on an IA key to make sure the IA key disable feature was causing the concern. • Check the Front Control/Display Interface Module (FCDIM) while pressing the START/STOP switch. • **Is KEY NOT DETECTED displayed?**	**Yes** GO to Pinpoint Test M . **No** GO to L2 .
L2 CHECK THE IPC OPERATION	
• Observe the Instrument Panel Cluster (IPC) operation while pressing the START/STOP switch. • **Do some of the indicators in the IPC illuminate?**	**Yes** GO to L3 . **No** GO to L4 .
L3 CHECK FOR RFA MODULE DTCs	
• Retrieve the RFA module continuous DTCs. • **Are any RFA module DTCs present?**	**Yes** REFER to DTC Charts in this section.

	No The no-start condition is not PATS -related. REFER to Section 303-06 to diagnose the cause of the no-start condition.
L4 CHECK FOR COMMUNICATION WITH THE SCAN TOOL	
• Refer to Inspection and Verification in Section 418-00 , and follow the procedure to establish a session with the vehicle. • **Does the scan tool establish communication with the vehicle?**	**Yes** REFER to Section 211-05 to diagnose no power in RUN. **No** REFER to Section 418-00 to diagnose no communication with the RFA module or the PCM.

Pinpoint Test M: KEY NOT DETECTED Is Displayed

Normal Operation

During each vehicle start sequence, if the Remote Function Actuator (RFA) module does not detect an Intelligent Access (IA) key inside the vehicle or the Passive Anti-Theft System (PATS)/backup transceiver does not receive an IA key identification code, the Front Control/Display Interface Module (FCDIM) displays the message KEY NOT DETECTED.

NOTE: Some brands/types of mobile phone or laptop computer chargers may cause interference that could lead to a Passive Anti-Theft System (PATS) no-start if the IA key is within a few inches of the charger. If a concern is observed, move the IA key away from the charger and attempt to start the vehicle.

This pinpoint test is intended to diagnose the following:

- Environmental interference
- IA key
- IA key battery
- IA key not programmed

PINPOINT TEST M: KEY NOT DETECTED IS DISPLAYED

Test Step	Result / Action to Take
M1 CHECK THE IA KEY LOCATION	
• Place the IA key in several locations within the vehicle and attempt to start the vehicle • **Does the vehicle start with the IA in certain areas only?**	**Yes** GO to Pinpoint Test K . **No** GO to M2 .
M2 CHECK FOR ENVIRONMENTAL INTERFERENCE	
• Check for the use of any charger or other wireless device that can cause interference with the IA key. If any device is found, remove the device and attempt to start the engine. • **Does the engine start?**	**Yes** INFORM the customer of the cause of the concern and the normal operation of the vehicle. **No** GO to M3 .
M3 CHECK THE IA KEY	
• Place the IA key next to the PATS transceiver and press the START/STOP switch. • **Is KEY NOT DETECTED displayed?**	**Yes** GO to M4 .

	No INSTALL a new IA key battery. DO NOT reprogram the IA key (damaged or dead batteries do not erase IA keys from memory). TEST the system for normal operation.
M4 CHECK THE IA KEY PROGRAMMING	
• Program the IA keys. REFER to Key Programming Using Diagnostic Equipment in this section. • **Does the IA key successfully program?**	**Yes** The concern was caused by an unprogrammed IA key. **No** DISCARD the key in question and PROGRAM a new key. REFER to Key Programming Using Diagnostic Equipment in this section. TEST the system for normal operation

Pinpoint Test N: DTC U0167:00 or U0426:00

Normal Operation

When the ignition is turned to the RUN or START mode, the Remote Function Actuator (RFA) module and the PCM send each other their ID over the High Speed Controller Area Network (HS-CAN). Each module then checks the ID it receives and compares with the ID stored in memory. If the IDs are missing or the IDs are invalid, Passive Anti-Theft System (PATS) is disabled and does not allow the engine to start.

- DTC U0167:00 (Lost Communication With Vehicle Immobilizer Control Module: No Sub Type Information) — a continuous DTC that sets when the PCM does not receive any PATS data from the RFA module over the HS-CAN. The target ID is only sent once per key cycle and within milliseconds of the ignition being turned to the RUN or START mode.
- DTC U0426:00 (Invalid Data Received From Vehicle Immobilizer Control Module: No Sub Type Information) — a continuous DTC that sets when the PCM does not receive the expected target ID from the RFA module over the HS-CAN. The target ID is only sent once per key cycle and within milliseconds of the ignition being turned to the RUN or START mode. This DTC also sets if a new PCM has been installed and the PATS Parameter Reset procedure has not been carried out.

This pinpoint test is intended to diagnose the following:

- HS-CAN concern
- Low battery state of charge
- RFA module

PINPOINT TEST N: DTC U0167:00 OR U0426:00

Test Step	Result / Action to Take
N1 CHECK THE RFA MODULE DTCs FROM THE SELF-TEST	
• Check the recorded results from the RFA module self-test. • **Are any RFA module DTCs retrieved?**	**Yes** REFER to the RFA module DTC Chart in this section. **No** GO to N2.
N2 CHECK THE BATTERY STATE OF CHARGE	
NOTE: It might be necessary to check battery voltage while cranking the engine to make sure battery voltage is not dropping and causing the concern.	**Yes** GO to N3. **No** RECHARGE or REPLACE the battery.

• Carry out the Battery Condition Test In Section 414-01 . • **Did the battery pass the Battery Condition Test?**	REFER to Section 414-01 .
N3 CHECK FOR COMMUNICATION WITH THE RFA MODULE	
• Enter the following diagnostic mode on the scan tool: Network Test. • **Does the RFA module respond to the scan tool?**	**Yes** GO to N4 . **No** REFER to Section 418-00 .
N4 RECHECK THE PCM DTCs FROM THE SELF-TEST	
• Enter the following diagnostic mode on the scan tool: Clear PCM Continuous DTCs. • Cycle the ignition from RUN to OFF and then back to RUN. • Enter the following diagnostic mode on the scan tool: PCM Self-Test. • **Is DTC U0167:87 or U0426:81 retrieved?**	**Yes** GO to N5 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
N5 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect all the RFA module connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Section 419-10 . TEST the system for normal operation
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Passive Anti-Theft System (PATS) Parameter Reset

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Without Intelligent Access (IA)

1. Turn the key from the OFF position to the RUN position.

2. From the scan tool, enter TOOLBOX. Select Body>Security>PATS Functions and follow the Integrated Diagnostic System (IDS) on-screen instructions to Enter PATS security access.

3. **NOTE:** If the Instrument Panel Cluster (IPC) was replaced, program at least two keys to the IPC. After completing step 3, leave the scan tool connected and follow the Key Programming Using Diagnostic Equipment.

   From the scan tool, select "Parameter Reset" and follow the IDS on-screen instructions.

With Intelligent Access (IA)

NOTE: This procedure erases all keys from the Remote Function Actuator (RFA) module. Make sure at least two Intelligent Access (IA) keys are present before performing this procedure.

NOTE: To Enter PATS security access if the RFA module is replaced, start a vehicle session using a tear tag or PCM part number. Refer to Inspection and Verification in Section 418-00 to start a session. PATS security access can still be granted even with the ignition off.

1. From the scan tool, enter TOOLBOX. Select Body>Security>PATS Functions Functions and follow the Integrated Diagnostic System (IDS) on-screen instructions to Enter PATS security access.

2. From the scan tool, select "Parameter Reset" and follow the IDS on-screen instructions.

Key Programming Using Diagnostic Equipment

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool

Without Intelligent Access (IA)

NOTE: Program a minimum of 2 keys into the vehicle.

NOTE: This procedure only programs the Passive Anti-Theft System (PATS) portion of the key into the Instrument Panel Cluster (IPC). It does not program the Remote Keyless Entry (RKE) Transmitter Identification Code (TIC) into the Body Control Module (BCM).

1. Turn the key from the OFF position to the RUN position.

2. From the scan tool, enter TOOLBOX. Select Body>Security>PATS Functions and follow the Integrated Diagnostic System (IDS) on-screen instructions to Enter PATS security access.

3. **NOTE:** A maximum of 8 keys can be programmed into the vehicle.

   From the scan tool menu, select the appropriate key programming procedure and follow the on-screen instructions to program the Passive Anti-Theft System (PATS) portion of the key(s).

4. Disconnect the scan tool.

5. Refer to Remote Keyless Entry (RKE) Transmitter Programming in Section 501-14 to program the RKE portion of the key.

With Intelligent Access (IA)

NOTE: Program a minimum of 2 keys into the vehicle.

NOTE: This procedure programs the Passive Anti-Theft System (PATS) and Remote Keyless Entry (RKE) portions of the key into the Remote Function Actuator (RFA) module.

NOTE: To Enter PATS security access if no programmed Intelligent Access (IA) keys are available, start a vehicle session using a tear tag or PCM part number. Refer to Inspection and Verification in Section 418-00 to start a session. PATS security access can still be granted even with the ignition off.

1. From the scan tool, enter TOOLBOX. Select Body>Security>PATS Functions Functions and follow the Integrated Diagnostic System (IDS) on-screen instructions to Enter PATS security access.

2. **NOTE:** A maximum of 8 keys can be programmed into the vehicle.

From the scan tool menu, select the appropriate key programming procedure and follow the on-screen instructions to program the IA key(s).

Key Programming — Program a Key Using Two Programmed Keys

NOTE: This procedure is only for vehicles without Intelligent Access (IA). For vehicles with IA the keys can only be programmed using a scan tool.

NOTE: This procedure works only if 2 or more programmed keys are available. If 2 programmed keys are not available, refer to Key Programming Using Diagnostic Equipment in this section.

NOTE: This procedure only programs the Passive Anti-Theft System (PATS) portion of the key into the Instrument Panel Cluster (IPC). It does not program the Remote Keyless Entry (RKE) Transmitter Identification Code (TIC) into the Body Control Module (BCM).

1. Insert the first programmed PATS key into the ignition and turn the key from the OFF position to the RUN position (maintain the key in the RUN position for approximately 3 seconds).

2. Turn the first key to the OFF position and remove the key from the ignition.

3. Within 10 seconds of turning the key to the OFF position, insert a second programmed PATS key into the ignition and turn the key from the OFF position to the RUN position (maintain the key in the RUN position for approximately 3 seconds).

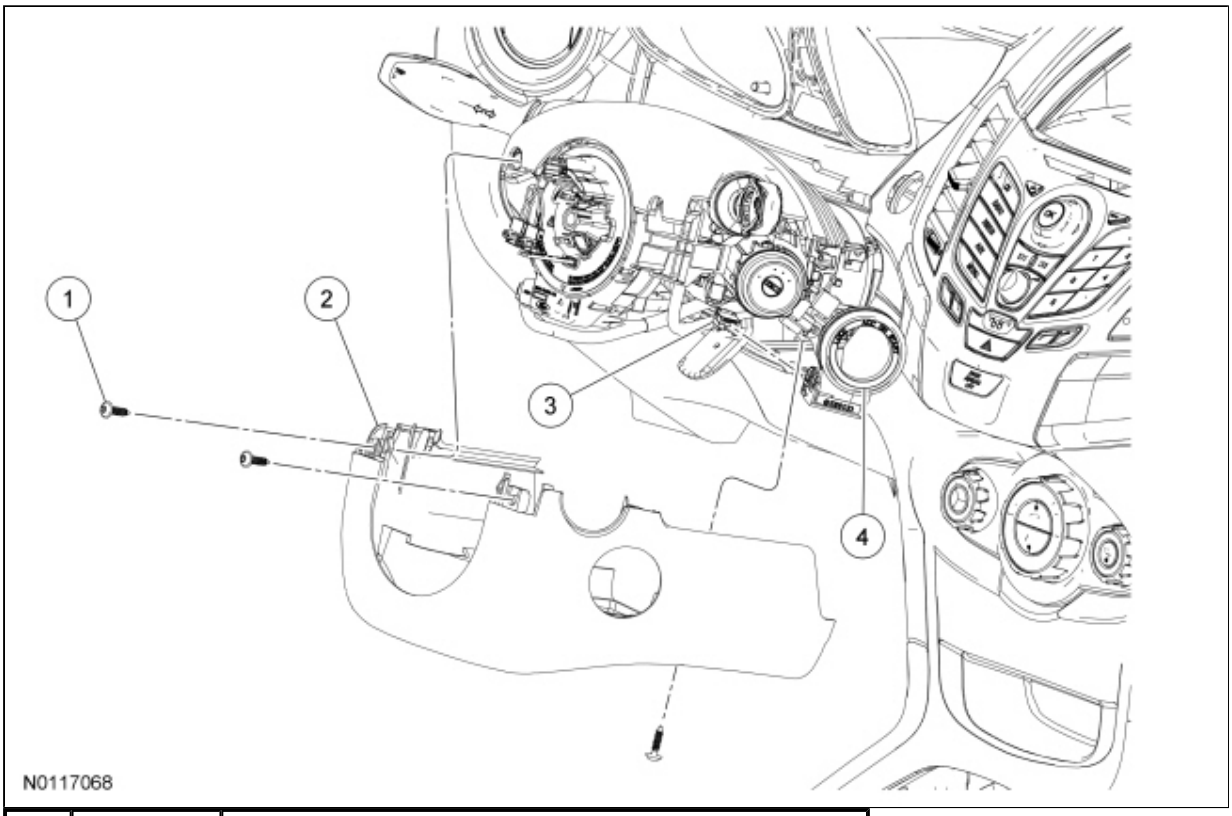
4. Turn the second key to the OFF position and remove the key from the ignition.

5. Within 10 seconds of turning the second key to the OFF position, insert the new, unprogrammed PATS key into the ignition and turn the key from the OFF position to the RUN position (maintain the key in the RUN position for approximately 3 seconds).

6. If it is desired to program additional key(s) (up to a total of 8 keys can be programmed), repeat Steps 1 - 5 for each additional key.

7. Refer to RKE Transmitter Programming in Section 501-14 to program the RKE portion of the key.

Passive Anti-Theft System (PATS) Transceiver



Item	Part Number	Description
1	W714630	Steering column shroud screws (3 required)
2	150101	Lower steering column shroud
3	—	Passive Anti-Theft System (PATS) transceiver electrical connector (part of 14401)
4	15607	PATS transceiver

Removal and Installation

1. **NOTE:** Rotate the steering wheel for access to the lower steering column shroud screws.

   Remove the 3 screws and the lower steering column shroud.

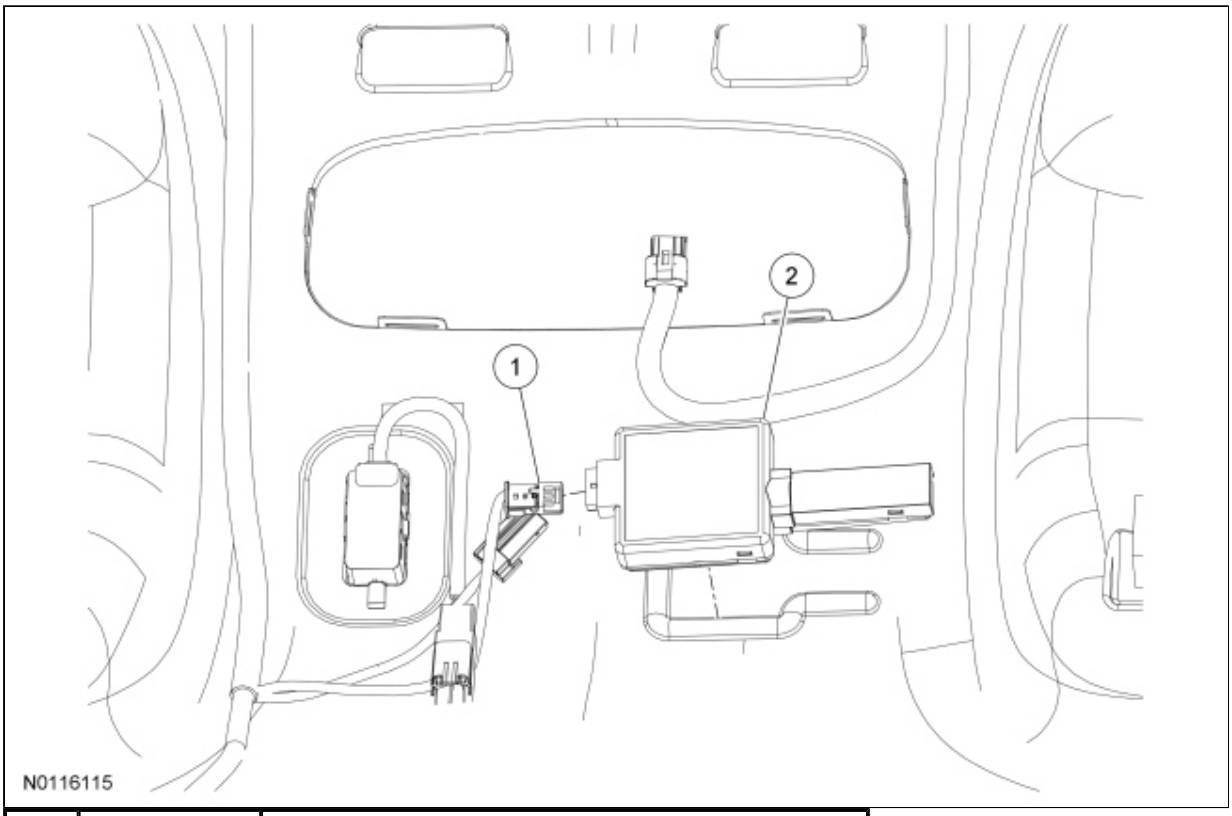
2. Disconnect the Passive Anti-Theft System (PATS) transceiver electrical connector.

3. Using a suitable tool (such as a dentist pick), release the 3 locking tabs and remove the PATS transceiver.

4. **NOTE:** Replacement of the PATS transceiver does not require the PATS keys to be programmed into the Instrument Cluster (IC) again.

   To install, reverse the removal procedure.

Remote Functions Receiver (RFR) Module

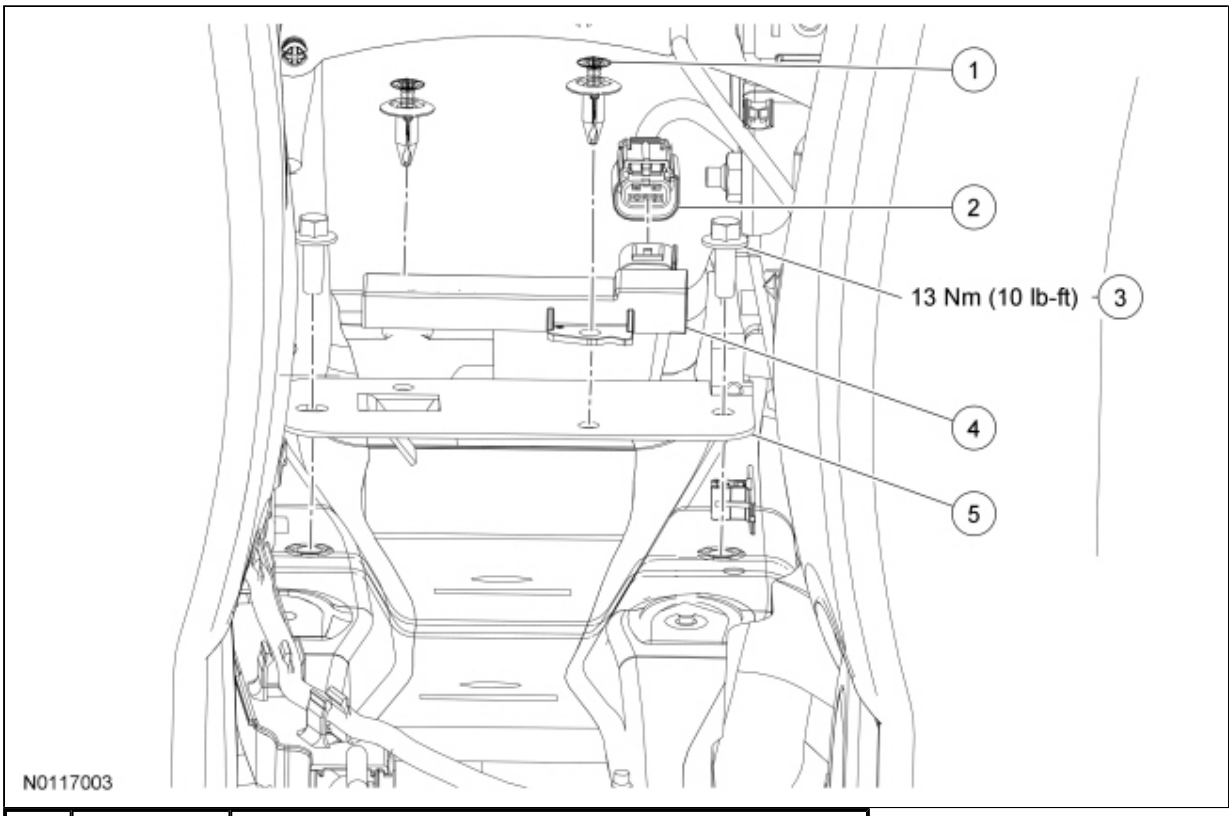


Item	Part Number	Description
1	—	RFR module electrical connector (part of 14334)
2	15K602	Remote Functions Receiver (RFR)

1. Remove the headliner. For additional information, refer to Section 501-05 .
2. Disconnect the Remote Functions Receiver (RFR) module electrical connector.
3. Using a suitable tool (such as a trim removal tool), gently pry the RFR module away from the headliner.
4. **NOTE:** The RFR module is secured to the headliner with 3M Duramix® 4747 Super Fast Adhesive at the assembly plant. When installing the RFR module, make sure to use 3M Duramix® 4747 Super Fast Adhesive to secure the RFR module to the headliner in approximately the same position and orientation on the headliner.

   To install, reverse the removal procedure.

Passive Start Antenna — Front

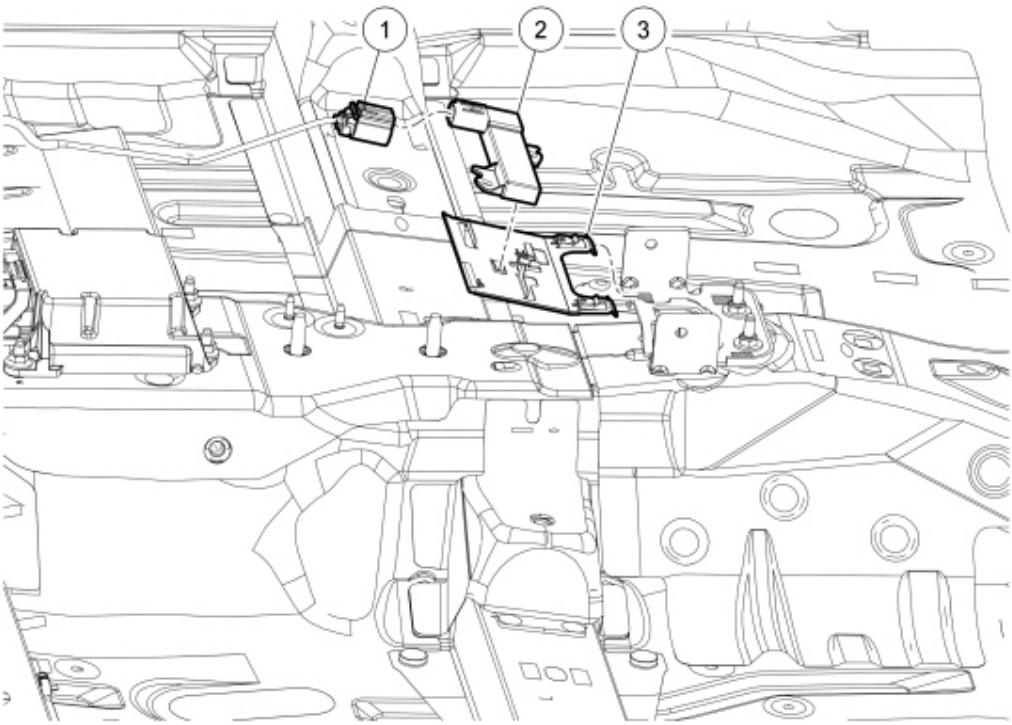


Item	Part Number	Description
1	16K262	Scrivet (2 required)
2	—	Front passive start antenna electrical connector (part of 14K024)
3	W505253	Front passive start antenna bracket bolt (2 required)
4	15603	Front passive start antenna
5	19H217	Front passive start antenna bracket

Removal and Installation

1. Remove the floor console finish panel. For additional information, refer to the exploded view In Section 501-12 .
   - Lift upward on the rear of the floor console finish panel to release the floor console finish panel clips.
   - If equipped, disconnect the electrical connector.
   - Slide the park brake lever boot and the floor console finish panel over the park brake lever.
2. Pull the red lock tab outward and disconnect the front passive start antenna electrical connector.
3. Remove the 2 bolts and the front passive start antenna and bracket assembly.
   - To install, tighten to 13 Nm (10 lb-ft).
4. If required, remove the 2 scrivets and the front passive start antenna.
5. To install, reverse the removal procedure.

Passive Start Antenna — Center

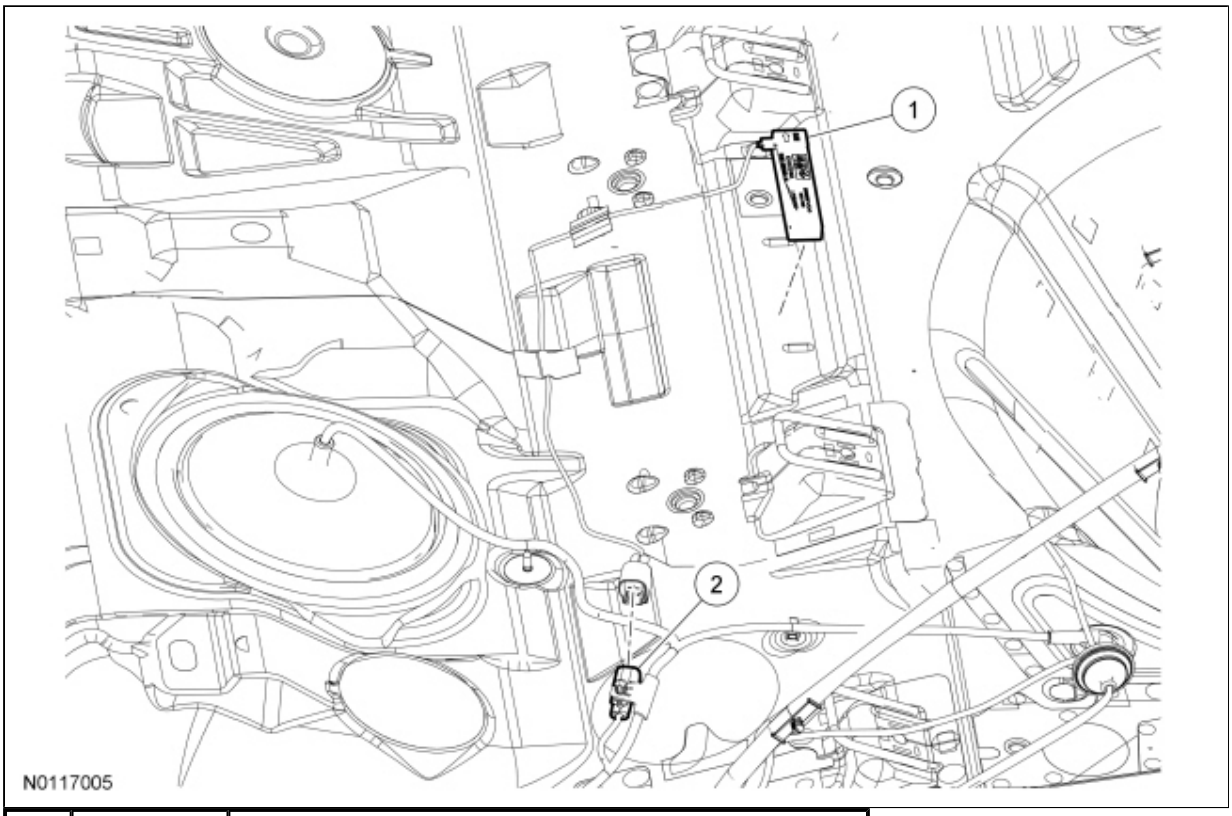


Item	Part Number	Description
1	—	Center passive start antenna electrical connector (part of 14A005)
2	15603	Center passive start antenna
3	W713358	Center passive start antenna bracket (part of 15603)

Removal and Installation

1. Remove the floor console. For additional information, refer to Section 501-12 .
2. Pull the red lock tab outward and disconnect the rear floor console passive start antenna electrical connector.
3. Unclip and remove the center passive start antenna and bracket assembly.
4. If required, remove the center passive start antenna from the center passive start antenna bracket.
5. To install, reverse the removal procedure.

Passive Start Antenna — Rear



Item	Part Number	Description
1	—	Rear passive start antenna
2	15603	Rear passive start antenna electrical connector (part of 14A005)

Removal and Installation

1. Remove the rear seat cushion. For additional information, refer to Section 501-10 .
2. Pull the carpet forward to uncover the rear passive start antenna.
3. Disconnect the rear passive start antenna electrical connector.
4. Using a suitable tool (such as a trim removal tool), pry the rear passive start antenna upward to release the antenna from the floorpan and remove the rear passive start antenna.
    - To install, remove the rear passive start antenna tapes backing and press the antenna to the rear floor.
5. To install, reverse the removal procedure.

Cruise Control

The cruise control system consists of the following components:

- Clutch pedal cruise control deactivator switch (manual transaxle only)
- Cruise control deactivator switch
- Cruise control indicator
- Cruise control switch
- Electronic Throttle Body (ETB)
- Instrument Panel Cluster (IPC)
- Stoplamp switch
- PCM

During normal driving, the vehicle speed may vary slightly from the set speed due to road conditions. The vehicle speed may vary or fluctuate when driving up and down a steep hill. If the vehicle speed decreases more than 16 km/h (10 mph) below the set speed, the cruise control disengages.

For manual transaxle vehicles, it is normal for the engine rpm to increase slightly and then drops off slowly when the clutch pedal is pressed during operation.

Cruise Control

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The cruise control system is controlled by the PCM and the Instrument Panel Cluster (IPC). The cruise control system is designed to maintain a selected vehicle speed between 30 km/h (18 mph) and the maximum limited vehicle speed. The cruise control system is controlled by the steering wheel mounted switches (ON/OFF, SET+, SET-, and CAN/RES), brake pedal inputs and the clutch pedal cruise control deactivator switch (manual transaxle). The cruise control switches are hard-wired to the IPC . The IPC sends a High Speed Controller Area Network (HS-CAN) network message to the PCM to control the cruise control system.

The clockspring provides the electrical interface between the steering column wiring and the cruise control switches in the steering wheel.

The cruise control functions include:

- turning on the cruise control system.
- setting and maintaining the desired vehicle speed.
- accelerating the vehicle speed.
- coasting down to a lower speed.
- resuming the prior vehicle speed.
- turning off the cruise control system.

Pressing and releasing the ON switch turns the cruise control system on. Pressing and releasing the SET+ or SET- switch while the vehicle is traveling at the desired speed activates the cruise control system. The cruise control indicator illuminates green to indicate the cruise control system is active.

Tapping the SET+ or the SET- switch while in the set mode, increases or decreases the maintained vehicle speed by 1.6 km/h (1 mph) per tap. If the respective switch is pressed and held, the vehicle

speed continues to accelerate or decelerate until the switch is released.

Pressing and releasing the OFF switch, or turning the ignition switch to the OFF position, turns the cruise control system off. Applying the brake pedal or clutch pedal (manual transaxle) puts the cruise control system into standby mode.

The CAN/RES switch has a dual function for cancelling or resuming the cruise control system. Pressing the CAN/RES switch, when the cruise control system is active moves the system into the standby mode (cancel function). The cruise control indicator turns off. Pressing the CAN/RES switch when the cruise control system is in the standby mode causes the vehicle to accelerate to the last set speed (resume function). The cruise control indicator illuminates to indicate the system is reactivated. Resume does not function if the OFF switch is pressed, the ignition switch is in the OFF position, or if the current vehicle speed is below the minimum operational speed.

The stoplamp switch and the cruise control deactivator switch are electrical inputs controlling the cruise control system. The stoplamp switch is a normally open switch that is hard-wired to the PCM. When the brake pedal is applied, the switch closes and applies a voltage signal to the PCM, deactivating the cruise control. The cruise control deactivator switch is a normally closed switch that is hard-wired to the IPC . When the brake pedal is applied, the switch opens and removes the ground signal from the IPC . The IPC sends a HS-CAN network message to the PCM to signal that the brake pedal is applied. The PCM compares the inputs from the stoplamp switch and the cruise control deactivator switch. If a deviation occurs, the PCM sets a DTC and the cruise control system is deactivated.

The clutch pedal cruise control deactivator switch is used on vehicles equipped with a manual transaxle. When the clutch pedal is pressed with the cruise control system engaged, the normally open switch closes and provides a ground signal to the IPC . The IPC sends a HS-CAN network message to the PCM to deactivate the cruise control system and place it in standby mode.

The inputs to the PCM are:

- Digital Transmission Range (TR) sensor (automatic transaxle)
- Cruise control switch(es) (networked from the IPC)
- Clutch pedal cruise control deactivator switch (manual transaxle) (networked from the IPC)
- Cruise control deactivator switch (networked from the IPC)
- Stoplamp switch (hard-wired)

The outputs of the PCM are:

- Electronic Throttle Body (ETB) command
- Cruise control Indicator (networked from the IPC)

The vehicle speed is controlled by the PCM through ETB . Cruise control electronics are contained entirely within the PCM.

When the cruise control system is active, the PCM corrects for deviations in the actual vehicle speed by proportionally moving the throttle plate. The PCM modulates the throttle to minimize error between the actual vehicle speed and the desired speed.

The PCM strategy uses the throttle control for smooth accelerations.

The PCM sends a serial message over the HS-CAN to the IPC to command the cruise control indicator to be turned on or off.

In the event of an off command or a deactivation request from the cruise control deactivator switch, the cruise control system carries out a deactivation and immediately returns the throttle to the idle position.

The cruise control system provides self-diagnostics. The cruise control system disables operation and sets a PCM or IPC DTC if it detects certain faults. The IPC does not indicate cruise control faults with an indicator. Fault codes are logged by the PCM or IPC .

Additionally, the following conditions cause the cruise control system to deactivate:

- Transmission gear selector in a position other than D or OD (automatic transaxle)
- Clutch pedal is pressed (manual transaxle)
- The cruise control set speed is overridden with the accelerator pedal for a period longer than 5 minutes
- Vehicle speed loss from set speed of greater than 16 km/h (10 mph) occurs
- Vehicle speed falls below the minimum allowable limit of 30 km/h (18 mph)
- Cruise control switch pressed or stuck longer than 2 minutes
- ABS fault

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
• Central Junction Box (CJB) fuse 18 (10A) • Wiring, terminals or connectors • Cruise control switch(es) • Clutch pedal cruise control deactivator switch (manual transaxle) • Cruise control deactivator switch • Stoplamp switch • Instrument Panel Cluster (IPC)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM .

   If the scan tool does not communicate with the VCM :
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM .
   - refer to Section 418-00 , No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition key is in the ON position.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00 .
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the PCM and IPC .

9. If the DTCs retrieved are related to the concern, go to DTC Charts. For all other DTCs, refer to the Diagnostic Trouble Code (DTC) Chart in Section 419-10 .

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

DTC Charts

PCM DTC Chart

DTC	Description	Action
P0504	Brake Switch A / B Correlation	GO to Pinpoint Test B .
P0578	Cruise Control Multifunction Input A Circuit Stuck	The PCM compares the CAN signal from the different inputs of the cruise control switches and determines that one or more of the switches are stuck. DIAGNOSE all other Instrument Panel Cluster (IPC) and PCM DTCs first. If no other DTCs are present, CLEAR the DTC. Make sure no cruise control switches are pressed and REPEAT the self-test. If DTC P0578 sets again, INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.
P0579	Cruise Control Multifunction Input A Circuit Range/Performance	The PCM internally monitors and compares the CAN signal message from the IPC of the cruise control switch inputs with the PCM cruise control internal state. If the PCM detects a discrepancy between the input message and the PCM then DTC P0597 sets in the PCM. DIAGNOSE all other IPC and PCM DTCs first. If no other DTCs are present, CLEAR the DTC. REPEAT the self-test. If DTC P0597 sets again, INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.
P0833	Clutch Pedal Switch B Circuit	GO to Pinpoint Test E .
P162D	Internal Control Module Cruise Control Performance	The PCM internally monitors the disable inputs for cruise control. If a cruise control disable is requested and the cruise control output from the PCM is still being controlled then DTC P162D sets in the PCM. DIAGNOSE all other DTCs and symptoms first. If no other DTCs or symptoms are present, INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation.
All other DTCs	—	REFER to the Diagnostic Trouble Code (DTC) Charts in Section 303-14 .

Instrument Panel Cluster (IPC) DTC Chart

DTC	Description	Action
P0565:01	Cruise Control ON Signal: General Electrical Failure	GO to Pinpoint Test C .
P0566:01	Cruise Control OFF Signal: General Electrical Failure	GO to Pinpoint Test C .
P0567:01	Cruise Control RESUME Signal: General Electrical Failure	GO to Pinpoint Test C .
P0568:01	Cruise Control SET Signal: General Electrical Failure	GO to Pinpoint Test C .

P0569:01	Cruise Control COAST Signal: General Electrical Failure	GO to Pinpoint Test C.
P0579:01	Cruise Control Multifunction Input A Circuit Range/Performance: General Electrical Failure	GO to Pinpoint Test C.
P0581:13	Cruise Control Multi-Function Input A Circuit High: Open Circuit	GO to Pinpoint Test C.
P0704:01	Clutch Switch Input Circuit: General Electrical Failure	GO to Pinpoint Test A.
P1572:01	Brake Pedal Switch Circuit: General Electrical Failure	GO to Pinpoint Test B.
All other DTCs	—	REFER to the Section 413-01.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• The cruise control is inoperative	• Wiring, terminals or connectors • Clockspring • Digital Transmission Range (TR) sensor (automatic transaxle) • Cruise control switch • Cruise control deactivator switch • Stoplamp switch • Clutch pedal cruise control deactivator switch (manual transaxle) • Instrument Panel Cluster (IPC) • PCM • ABS module	• GO to Pinpoint Test A.
• The cruise control does not disengage when the clutch pedal is applied	• Wiring, terminals or connectors • Clutch pedal cruise control deactivator switch • IPC • PCM	• GO to Pinpoint Test D.
• The cruise control indicator lamp is always/never on	• Wiring, terminals or connectors • IPC • PCM	• REFER to Section 413-01.
• The cruise control switches do not operate correctly	• Wiring, terminals or connectors • Cruise control switches • Clockspring • PCM • IPC	• GO to Pinpoint Test C.

Pinpoint Tests

Pinpoint Test A: The Cruise Control Is Inoperative

Refer to Wiring Diagrams Cell 31 , Cruise Control for schematic and connector information.

Normal Operation

The cruise control functionality is controlled through the cruise control switches that are hard-wired to the Instrument Panel Cluster (IPC) through a signal and return circuit.

There are 5 cruise control switches with each switch operating a specific function that uses different resistance values. The IPC sends out a reference voltage to the cruise control switches and monitors the voltage drop when a cruise control switch is pressed. The voltage drop varies depending upon the resistance of each switch, providing a specific indication to the IPC which switch is pressed. The IPC sends a network message over the High Speed Controller Area Network (HS-CAN) to the PCM relaying the switch status and requesting cruise control operation.

The stoplamp switch and cruise control deactivator switch signals are inputs to the PCM for the cruise control operation.

When the brake pedal is applied, the normally open stoplamp switch closes and applies a voltage signal to the PCM deactivating the cruise control, if engaged.

The cruise control deactivator switch is a normally closed switch that provides a ground signal to the IPC . When the brake pedal is applied, the switch opens and removes the ground signal to the IPC . The IPC sends a network message over the High Speed Controller Area Network (HS-CAN) to the PCM. This is a redundant signal to the PCM.

The PCM receives both signals and compares the inputs to confirm that the correct brake input sequence is received.

Vehicles equipped with a manual transaxle have an additional clutch pedal cruise control deactivator switch. The clutch pedal cruise control deactivator switch is a normally open switch with the clutch pedal not pressed. When the clutch pedal is applied, the clutch pedal cruise control deactivator switch moves to the closed position, which routes the ground signal to the IPC . The IPC sends a network message over the High Speed Controller Area Network (HS-CAN) to the PCM, deactivating the cruise control system.

- DTC P0704:01 (Clutch Switch Input Circuit: General Electrical Failure) — sets when the IPC detects a short to ground in the clutch pedal cruise control deactivator switch signal during the self-test.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Clockspring
- Digital Transmission Range (TR) sensor (automatic transaxle)
- Cruise control switch
- Cruise control deactivator switch
- Stoplamp switch
- Clutch pedal cruise control deactivator switch (manual transaxle)
- IPC
- PCM
- ABS module

PINPOINT TEST A: THE CRUISE CONTROL IS INOPERATIVE

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>A1 CHECK FOR DTCs
• Review the recorded DTCs from the PCM and IPC self-test.
• Are any DTCs recorded?</td><td>Yes
For DTC P0704, GO to A5.

Otherwise, REFER to DTC Charts in this section.

No
GO to A2.</td></tr>
<tr><td>A2 CHECK FOR ABS MODULE DTCs
• Review the recorded DTCs from the ABS module self-test.
• Are any DTCs recorded?</td><td>Yes
REFER to Section 206-09. REPAIR all ABS module DTCs and RETEST the system.

No
GO to A3.</td></tr>
<tr><td>A3 MONITOR THE BRAKE PEDAL PIDs
• Enter the following diagnostic mode on the scan tool: PCM DataLogger.
• Monitor the PCM PIDs BOO1 (stoplamp switch) and BOO2 (cruise control deactivator switch) while applying and releasing the brake pedal as follows:
<table><tr><th>Brake Pedal Position</th><th>BOO1 PID</th><th>BOO2 PID</th></tr><tr><td>Released</td><td>Off</td><td>Off</td></tr><tr><td>Applied lightly</td><td>On</td><td>Off</td></tr><tr><td>Applied firmly</td><td>On</td><td>On</td></tr></table>• Do the PID values agree with the brake pedal position?</td><td>Yes
For automatic transaxle, GO to A4.

For manual transaxle, GO to A5.

No
GO to Pinpoint Test B.</td></tr>
<tr><td>A4 MONITOR THE PCM TRANSGEAR PID
• Enter the following diagnostic mode on the scan tool: PCM DataLogger.
• Monitor the PCM PID (TRANSGEAR).
• Select DRIVE.
• Does the PID value agree with the TRANSGEAR selector lever position?</td><td>Yes
GO to A6.

No
REFER to Section 307-11 to continue diagnosis of the digital TR sensor.</td></tr>
<tr><td>A5 CHECK THE CLUTCH PEDAL CRUISE CONTROL DEACTIVATOR SWITCH PID
• Enter the following diagnostic mode on the scan tool: PCM DataLogger.
• Monitor the PCM PID CPP_TOP while pressing and releasing the clutch pedal.
• Does the PID value read "YES" with the clutch pedal pressed and "NO" with the clutch pedal released?</td><td>Yes
GO to A6.

No
If the CPP_TOP value always reads YES (pressed) GO to A7.

If the CPP_TOP value always reads NO (released) GO to Pinpoint Test D.</td></tr>
<tr><td>A6 CHECK THE CRUISE CONTROL SWITCH PID
• Enter the following diagnostic mode on the scan</td><td>Yes</td></tr>
</table>

<table>
<tr><td>tool: IPC DataLogger.
• Press each cruise control switch while monitoring the cruise control switch PID (CRUISE_SW).

<table><tr><th>Cruise Control Switch</th><th>CRUISE_SW PID Value</th></tr><tr><td>—</td><td>NONE Pressed</td></tr><tr><td>CAN/RES</td><td>CANCEL</td></tr><tr><td>ON</td><td>ON</td></tr><tr><td>OFF</td><td>OFF</td></tr><tr><td>SET +</td><td>SET +</td></tr><tr><td>SET -</td><td>SET-</td></tr></table>
• Does the PID value agree with the switch position?</td><td>GO to A8 .

No
If only one switch does not display the correct PID value, INSTALL a new cruise control switch. REFER to Cruise Control Switch in this section. TEST the system for normal operation.

Otherwise, GO to Pinpoint Test C .</td></tr>
<tr><td>A7 CHECK THE CLUTCH PEDAL SWITCH PID WITH THE CLUTCH PEDAL CRUISE CONTROL DEACTIVATOR SWITCH DISCONNECTED</td><td></td></tr>
<tr><td>• Disconnect: Clutch Pedal Cruise Control Deactivator Switch C277.
• Enter the following diagnostic mode on the scan tool: PCM DataLogger.
• Monitor the PCM PID CPP_TOP.
• Does the PID value read NO?</td><td>Yes
INSTALL a new clutch pedal cruise control deactivator switch. REFER to Cruise Control Deactivator Switch in this section. TEST the system for normal operation.

No
REPAIR circuit CE904 (GN/VT) for a short to ground. TEST the system for normal operation.</td></tr>
<tr><td>A8 CHECK FOR CORRECT PCM OPERATION</td><td></td></tr>
<tr><td>• Disconnect all the PCM connectors.
• Check for:
▪ corrosion
▪ damaged pins
▪ pushed-out pins
• Connect all the PCM connectors and make sure they are seated correctly.
• Operate the system and verify the concern is still present.
• Is the concern still present?</td><td>Yes
INSTALL a new PCM. REFER to Section 303-14 .

TEST the system for normal operation.

No
The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.</td></tr>
</table>

Pinpoint Test B: DTC P0504 OR DTC P1572:01

Refer to Wiring Diagrams Cell 31 , Cruise Control for schematic and connector information.

Normal Operation

The stoplamp switch and cruise control deactivator switch signals are inputs to the PCM for the cruise control operation.

When the brake pedal is applied, the normally open stoplamp switch closes and applies a voltage signal to the PCM deactivating the cruise control, if engaged.

The cruise control deactivator switch is a normally closed switch that provides a ground signal to the

Instrument Panel Cluster (IPC). When the brake pedal is applied, the switch opens and removes the ground signal to the IPC . The IPC sends a network message over the High Speed Controller Area Network (HS-CAN) to the PCM. This is a redundant signal to the PCM.

The PCM receives both signals and compares the inputs to confirm that the correct brake input sequence is received.

- DTC P0504 (Brake Switch A / B Correlation) — sets when the PCM does not sense the correct sequence of the brake pedal input signal from both the cruise control deactivator and stoplamp switches when the brake pedal is pressed and released.
- DTC P1572:01 (Brake Pedal Switch Circuit: General Electrical Failure) — sets when the IPC detects an open in the cruise control deactivator switch signal during the self-test.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Stoplamp switch
- Cruise control deactivator switch
- PCM
- IPC
- Remote Function Actuator (RFA) Module (with Intelligent Access (IA))

PINPOINT TEST B: DTC P0504 OR DTC P1572:01

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>B1 CHECK THE OPERATION OF THE STOPLAMPS

• Ignition ON.
• Operate the stoplamps.
• Do the stoplamps operate correctly?</td><td>Yes
GO to B2 .

No
REFER to Section 417-01 to continue diagnosis of the stoplamps.</td></tr>
<tr><td>B2 MONITOR THE BRAKE PEDAL PIDs

• Enter the following diagnostic mode on the scan tool: PCM DataLogger.
• Monitor the PCM PIDs (BOO1) (stoplamp switch) and (BOO2) (cruise control deactivator switch) while applying and releasing the brake pedal as follows:

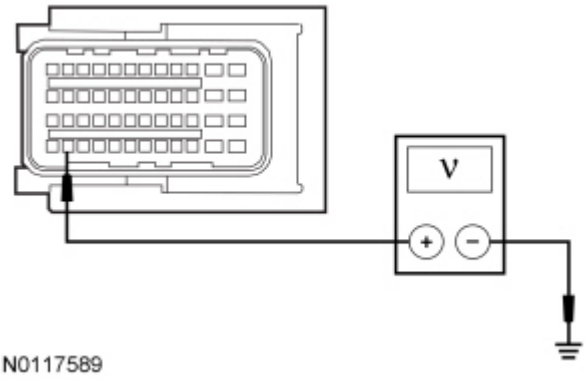
<table><tr><th>Brake Pedal Position</th><th>BOO1 PID</th><th>BOO2 PID</th></tr><tr><td>Released</td><td>Off</td><td>Off</td></tr><tr><td>Applied lightly</td><td>On</td><td>Off</td></tr><tr><td>Applied firmly</td><td>On</td><td>On</td></tr></table>
• Do the PID values agree with the brake pedal position?</td><td>Yes
For DTC P0504 GO to B11 .

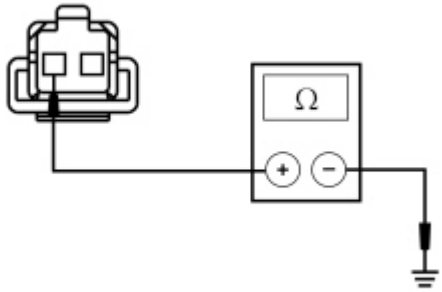
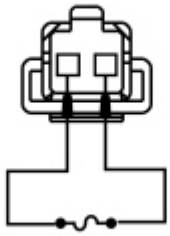
For P1572:01 GO to B10 .

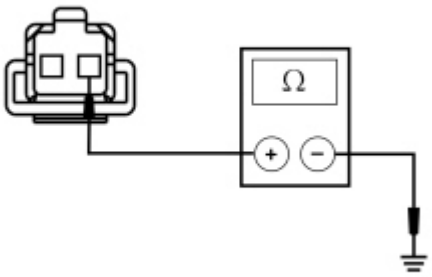
No
For an incorrect BOO1 PID value, GO to B3 .

If the BOO2 PID value always reads OFF, GO to B4 .

If the BOO2 PID value always reads ON, GO</td></tr>
</table>

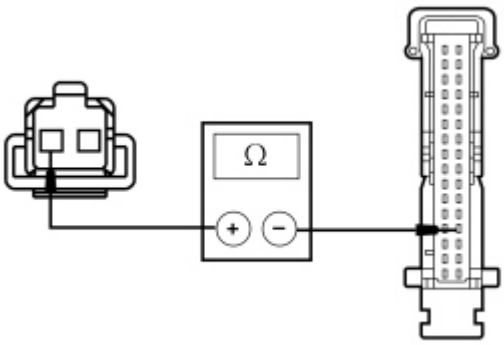
	to B7 .
B3 CHECK THE STOPLAMP SWITCH CIRCUIT FOR AN OPEN	
• Ignition OFF. • Disconnect: PCM C175B. • Ignition ON. • While applying the brake pedal, measure the voltage between the PCM C175B-2, circuit CCA26 (BU/GY), harness side and ground.  N0117589 • **Is the voltage greater than 10 volts with the brake pedal applied and 0 volts with the brake pedal released?**	**Yes** GO to B10 . **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.
B4 MONITOR THE CRUISE CONTROL DEACTIVATOR SWITCH PID	
• Ignition OFF. • Disconnect: Cruise Control Deactivator Switch C278. • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor the PCM PID (BOO2). • **Does the B002 PID read ON?**	**Yes** INSTALL a new cruise control deactivator switch. REFER to Cruise Control Deactivator Switch in this section. CLEAR the DTCs. TEST the system for normal operation. **No** If equipped with IA , GO to B5 . Otherwise, GO to B6
B5 THE RFA MODULE FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: RFA Module C3503B. • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor the PCM PID (BOO2). • **Does the B002 PID read ON?**	**Yes** INSTALL a new RFA Module. REFER to Section 419-10 . CLEAR the DTCs. TEST the system for normal operation. **No** GO to B6 .
B6 CHECK THE CRUISE CONTROL DEACTIVATOR SIGNAL CIRCUIT FOR A SHORT TO GROUND	
• Ignition OFF. • Disconnect: IPC C220. • Measure the resistance between the cruise control deactivator switch C278-2, circuit CCA29 (GN/BU), harness side and ground.	**Yes** GO to B10 . **No** REPAIR the circuit.

 N0116082 • **Is the resistance greater than 10,000 ohms?**	CLEAR the DTCs. TEST the system for normal operation.
B7 CHECK THE CRUISE CONTROL DEACTIVATOR SWITCH FOR AN OPEN • Ignition OFF. • Disconnect: Cruise Control Deactivator Switch C278. • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • CONNECT a fused jumper wire between the cruise control deactivator switch C278-2, circuit CCA29 (GN/BU), harness side and the cruise control deactivator switch C278-1, circuit GD187 (BK/GN), harness side, while monitoring the PCM PID (BOO2).  N0116083 • **Does the BOO2 PID read OFF?**	**Yes** REMOVE the jumper wire. INSTALL a new cruise control deactivator switch. REFER to Cruise Control Deactivator Switch in this section. CLEAR the DTCs. TEST the system for normal operation. **No** REMOVE the jumper wire. GO to B8.
B8 CHECK THE CRUISE CONTROL DEACTIVATOR SWITCH GROUND CIRCUIT FOR AN OPEN • Ignition OFF. • Measure the resistance between the cruise control deactivator switch C278-1, circuit GD187 (BK/GN), harness side and ground.	**Yes** GO to B9. **No** REPAIR the circuit for an open. CLEAR the DTCs. TEST the system for normal operation.



N0116084

- **Is the resistance less than 5 ohms?**

B9 CHECK THE CRUISE CONTROL DEACTIVATOR SWITCH INPUT TO THE IPC FOR AN OPEN	
• Disconnect: IPC C220. • Measure the resistance between the cruise control deactivator switch C278-2, circuit CCA29 (GN/BU), harness side and the IPC C220-29, circuit CCA29 (GN/BU), harness side.  N0116085 • **Is the resistance less than 5 ohms?**	**Yes** GO to B10 . **No** REPAIR the circuit for an open. CLEAR the DTCs. TEST the system for normal operation.
B10 CHECK FOR CORRECT IPC OPERATION	

• Connect: All Disconnected Connectors.
• Disconnect all the IPC connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the IPC connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Section 413-01 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

B11 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the PCM connectors and make sure they are seated correctly.
	Yes
	INSTALL a new PCM. REFER to Section 303-14 .
	
	TEST the system for normal operation.

• Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test C: The Cruise Control Switches Do Not Operate Correctly

Refer to Wiring Diagrams Cell 31 , Cruise Control for schematic and connector information.

Normal Operation

There are 5 cruise control switches with each switch operating a specific function that uses different resistance values. The Instrument Panel Cluster (IPC) sends out a reference voltage to the cruise control switches and monitors the voltage drop when a cruise control switch is pressed. The voltage drop varies depending upon the resistance of each switch, providing a specific indication to the IPC which switch is pressed. The IPC sends a network message over the High Speed Controller Area Network (HS-CAN) to the PCM activating and controlling the cruise control system.

IPC DTCs

DTC Description	Fault Trigger Conditions
P0565:01 - Cruise Control ON Signal: General Electrical Failure	A DTC that sets after 1 minute if the IPC detects the ON switch is pressed and held or stuck.
P0566:01 - Cruise Control OFF Signal: General Electrical Failure	A DTC that sets after 1 minute if the IPC detects the OFF switch is pressed and held or stuck.
P0567:01 - Cruise Control RESUME Signal: General Electrical Failure	A DTC that sets after 1 minute if the IPC detects the CAN/RES switch is pressed and held or stuck.
P0568:01 - Cruise Control SET Signal: General Electrical Failure	A DTC that sets after 1 minute if the IPC detects the SET+ switch is pressed and held or stuck.
P0569:01 - Cruise Control COAST Signal: General Electrical Failure	A DTC that sets after 1 minute if the IPC detects the SET- switch is pressed and held or stuck.
P0579:01 - Cruise Control Multifunction Input A Circuit Range/Performance: General Electrical Failure	A continuous and on-demand DTC that sets if the IPC detects the cruise control switch input is in an unknown state for more than 1 second.
P0581:13 - Cruise Control Multi-Function Input A Circuit High: Open Circuit	A continuous and on-demand DTC that sets after 1 minute if the IPC detects an open in the cruise control switch circuits

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Clockspring
- Cruise control switch
- IPC
- PCM

PINPOINT TEST C: THE CRUISE CONTROL SWITCHES DO NOT OPERATE CORRECTLY

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>C1 CHECK THE CRUISE CONTROL SWITCH PID</td><td></td></tr>
<tr><td>

Enter the following diagnostic mode on the scan tool: IPC DataLogger.
Press each cruise control switch while monitoring the cruise control switch PID (CRUISE_SW).

<table>
<tr><th>Cruise Control Switch</th><th>CRUISE_SW PID Value</th></tr>
<tr><td>—</td><td>NONE Pressed</td></tr>
<tr><td>CAN/RES</td><td>CANCEL</td></tr>
<tr><td>ON</td><td>ON</td></tr>
<tr><td>OFF</td><td>OFF</td></tr>
<tr><td>SET +</td><td>SET +</td></tr>
<tr><td>SET -</td><td>SET-</td></tr>
</table>

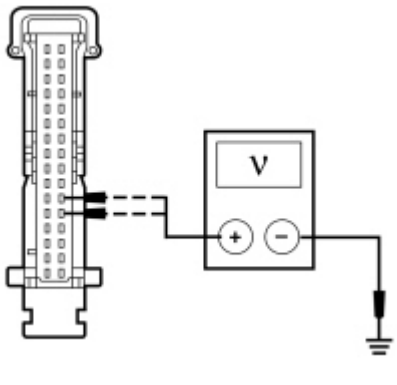
Does the PID value agree with the switch position?

</td><td>Yes
GO to C12 .

No
If only one switch does not display the correct PID value, INSTALL a new cruise control switch. REFER to Cruise Control Switch in this section. TEST the system for normal operation.

Otherwise, GO to C2 .</td></tr>
<tr><td>C2 CHECK THE CRUISE CONTROL SWITCH CIRCUITRY FOR A SHORT TO VOLTAGE</td><td></td></tr>
<tr><td>

Ignition OFF.
Disconnect: IPC C220.
Ignition ON.
Turn the parking lamps on.
Measure the voltage between the IPC C220-28, circuit VES10 (WH), harness side and ground; and between the IPC C220-27, circuit RES08 (GN/BN), harness side and ground.



N0116086

Is any voltage present?

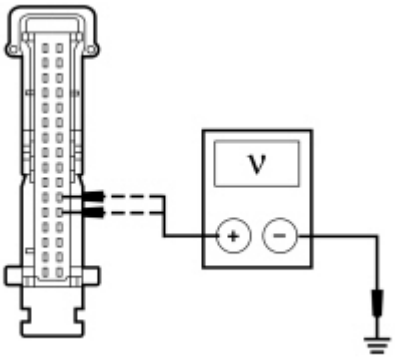
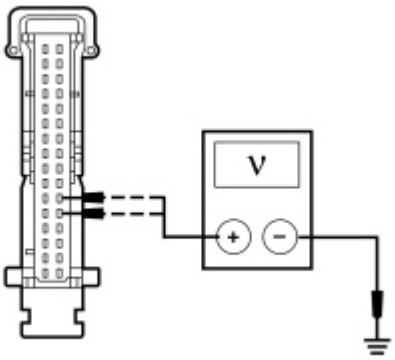
</td><td>Yes
TURN the parking lamps off. GO to C3 .

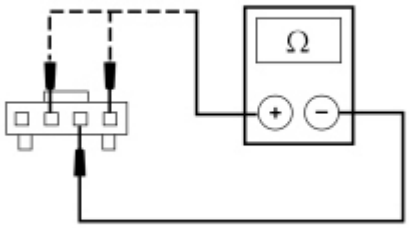
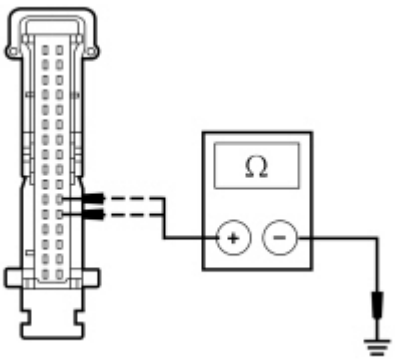
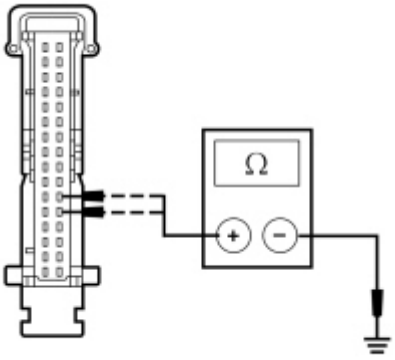
No
TURN the parking lamps off. GO to C6 .</td></tr>
<tr><td>C3 CHECK THE CRUISE CONTROL SWITCH CIRCUITRY FOR A SHORT TO VOLTAGE WITH THE CLOCKSPRING DISCONNECTED</td><td></td></tr>
<tr><td>

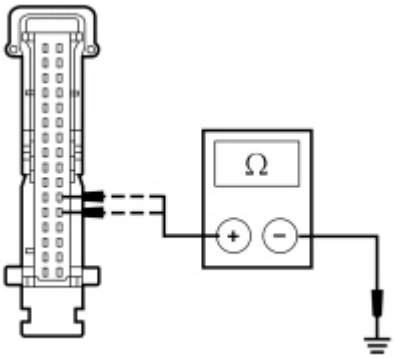
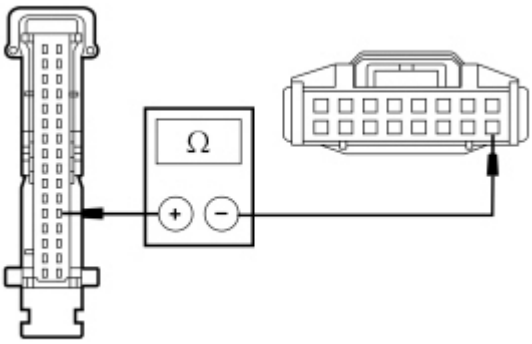
Ignition OFF.
Disconnect: Clockspring C218B.
Ignition ON.
Turn the parking lamps on.
Measure the voltage between the IPC C220-28, circuit VES10 (WH), harness side and ground; and between the IPC C220-27, circuit RES08 (GN/BN), harness side and ground.

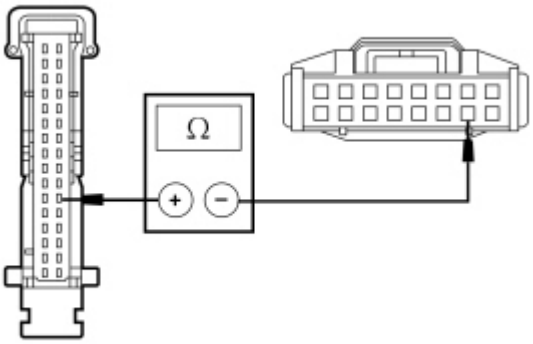
</td><td>Yes
REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.

No
TURN the parking</td></tr>
</table>

 N0116086 • **Is any voltage present?**	lamps off. GO to C4 .
C4 CHECK THE CLOCKSPRING FOR A SHORT TO VOLTAGE • Ignition OFF. • Connect: Clockspring C218B. • **WARNING: Make sure no one is in the vehicle and there is nothing blocking or placed in front of any air bag module when the battery is connected. Failure to follow these instructions may result in serious personal injury in the event of an accidental deployment.** • Remove the driver air bag module. Refer to Section 501-20B . • Disconnect: Clockspring C218C. • Connect the battery. • Ignition ON. • Turn the parking lamps on. • Measure the voltage between the IPC C220-28, circuit VES10 (WH), harness side and ground; and between the IPC C220-27, circuit RES08 (GN/BN), harness side and ground.  N0116086 • **Is any voltage present?**	**Yes** INSTALL a new clockspring. INSTALL the driver air bag module. REFER to Section 501-20B . CLEAR the DTCs. TEST the system for normal operation. **No** GO to C5 .
C5 CHECK THE CRUISE CONTROL SWITCH CIRCUITRY FOR A SHORT TO THE ILLUMINATION CIRCUIT • Ignition OFF. • Disconnect: Cruise Control Switch C2999. • Measure the resistance between the cruise control switch C2999-2, harness side and the cruise control switch C2999-3 harness side; and between the cruise control switch C2999-4, harness side and the cruise control switch C2999-3 harness side.	**Yes** INSTALL a new cruise control switch. REFER to Cruise Control Switch in this section. INSTALL the driver air bag module. REFER to Section 501-20B . CLEAR the DTCs. TEST the system for normal operation.

 N0117590 • **Is the resistance greater than 10,000 ohms?**	**No** REPAIR the steering wheel harness or INSTALL a new steering wheel. REFER to Section 211-04 . INSTALL the driver air bag module. REFER to Section 501-20B . TEST the system for normal operation.
C6 CHECK THE CRUISE CONTROL SWITCH CIRCUITRY FOR A SHORT TO GROUND • Ignition OFF. • Remove the driver air bag module. Refer to Section 501-20B . • Disconnect: Cruise Control Switch C2999. • Measure the resistance between the IPC C220-28, circuit VES10 (WH), harness side and ground; and between the IPC C220-27, circuit RES08 (GN/BN), harness side and ground.  N0116088 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to C9 . **No** GO to C7 .
C7 CHECK THE CLOCKSPRING FOR A SHORT TO GROUND • Disconnect: Clockspring C218B. • Measure the resistance between the IPC C220-28, circuit VES10 (WH), harness side and ground; and between the IPC C220-27, circuit RES08 (GN/BN), harness side and ground.  N0116088 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to C8 . **No** REPAIR the circuit in question. INSTALL the driver air bag module. REFER to Section 501-20B . CLEAR the DTCs. TEST the system for normal operation.

C8 CHECK THE STEERING WHEEL HARNESS FOR A SHORT TO GROUND	
• Connect: Clockspring C218B. • Disconnect: Clockspring C218C. • Measure the resistance between the IPC C220-28, circuit VES10 (WH), harness side and ground; and between the IPC C220-27, circuit RES08 (GN/BN), harness side and ground.  N0116088 • **Are the resistances greater than 10,000 ohms?**	**Yes** REPAIR the steering wheel harness or INSTALL a new steering wheel. REFER to Section 211-04 . INSTALL the driver air bag module. REFER to Section 501-20B . TEST the system for normal operation. **No** INSTALL a new clockspring. INSTALL the driver air bag module. REFER to Section 501-20B . CLEAR the DTCs. TEST the system for normal operation.
C9 CHECK THE CRUISE CONTROL SWITCH CIRCUITRY FOR AN OPEN	
• Disconnect: Clockspring C218B . • Measure the resistance between the IPC C220-28, circuit VES10 (WH), harness side and the clockspring C218B-9, circuit VES10 (WH), harness side.  N0116098 • Measure the resistance between the IPC C220-27, circuit RES08 (GN/BN), harness side and the clockspring C218B-10, circuit RES08 (GN/BN), harness side.	**Yes** GO to C10 . **No** REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.



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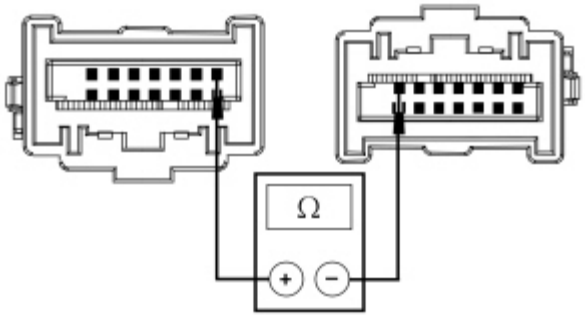
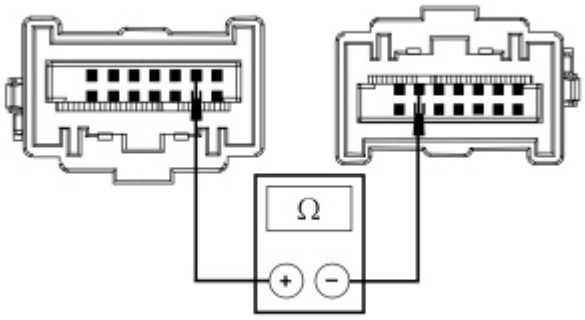
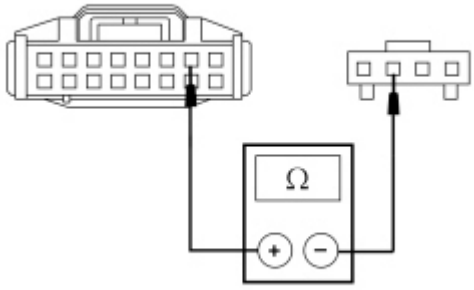
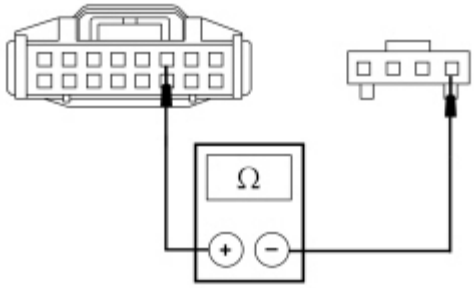
- **Are the resistances less than 5 ohms?**

C10 CHECK THE CLOCKSPRING FOR AN OPEN	
• Disconnect: Clockspring C218C. • Measure the resistance between the clockspring C218B-9, component side and the C218C-2, component side.  N0116100 • Measure the resistance between the clockspring C218B-10, component side and the C218C-3, component side.  N0116101 • **Are the resistances less than 5 ohms?**	**Yes** GO to C11 . **No** INSTALL a new clockspring. INSTALL the driver air bag module. REFER to Section 501-20B . CLEAR the DTCs. TEST the system for normal operation.
C11 CHECK THE STEERING WHEEL HARNESS FOR AN OPEN	
• Measure the resistance between the clockspring C218C-2, harness side and the C2999-2, harness side.	**Yes** INSTALL a new cruise control switch. REFER to Cruise Control Switch in this section. INSTALL the driver air bag module. REFER to Section 501-20B .

 N0117591 • Measure the resistance between the clockspring C218C-3, harness side and the C2999-4, harness side.  N0116103 • **Are the resistances less than 5 ohms?**	CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR the steering wheel harness or INSTALL a new steering wheel. REFER to Section 211-04 . INSTALL the driver air bag module. REFER to Section 501-20B . TEST the system for normal operation.

C12 CHECK FOR CORRECT IPC OPERATION
• Connect: All Disconnected Connectors.
• Disconnect all the IPC connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the IPC connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC . REFER to Section 413-01 . INSTALL the driver air bag module. REFER to Section 501-20B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test D: The Cruise Control Does Not Disengage When The Clutch Pedal Is Pressed

Refer to Wiring Diagrams Cell 31 , Cruise Control for schematic and connector information.

Normal Operation

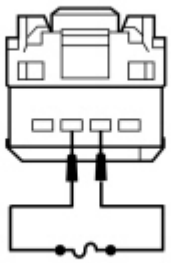
Vehicles equipped with a manual transaxle have an additional clutch pedal cruise control deactivator

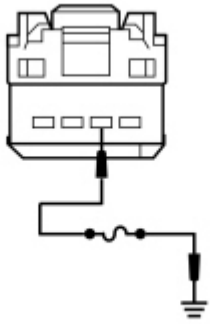
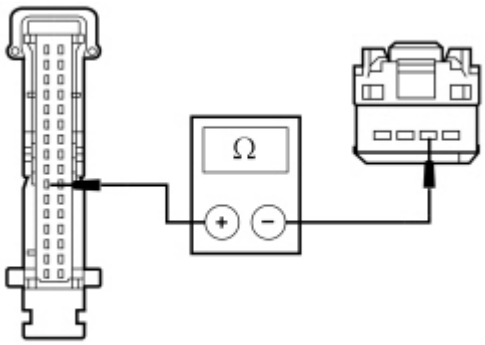
switch. The clutch pedal cruise control deactivator (top travel) switch is a normally open switch with the clutch pedal released. When the clutch pedal is pressed, the clutch pedal cruise control deactivator switch moves to the closed position, which routes the ground signal to the Instrument Panel Cluster (IPC). The IPC sends a network message over the High Speed Controller Area Network (HS-CAN) to the PCM, deactivating the cruise control system.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- Clutch pedal cruise control deactivator switch
- IPC
- PCM

PINPOINT TEST D: THE CRUISE CONTROL DOES NOT DISENGAGE WHEN THE CLUTCH PEDAL IS PRESSED

Test Step	Result / Action to Take
D1 CHECK THE CLUTCH PEDAL CRUISE CONTROL DEACTIVATOR SWITCH PID	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor the PCM PID CPP_TOP while pressing and releasing the clutch pedal. • **Does the PID value read "YES" with the clutch pedal pressed and "NO" with the clutch pedal released?**	**Yes** GO to D6. **No** GO to D2.
D2 CHECK THE CLUTCH PEDAL CRUISE CONTROL DEACTIVATOR SWITCH	
• Ignition OFF. • Disconnect: Clutch Pedal Cruise Control Deactivator Switch C277. • Connect a fused jumper wire between the clutch pedal cruise control deactivator switch C277-2, circuit CE904 (GN/VT), harness side and the clutch pedal cruise control deactivator switch C277-3, circuit GD187 (BK/GN), harness side.  N0116095 • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor the PCM PID CPP_TOP. • **Does the PID value read YES?**	**Yes** INSTALL a new clutch pedal cruise control deactivator switch. REFER to Cruise Control Deactivator Switch in this section. TEST the system for normal operation. **No** GO to D3.
D3 CHECK THE CLUTCH PEDAL CRUISE CONTROL DEACTIVATOR SWITCH GROUND CIRCUIT FOR AN OPEN	

• Ignition OFF. • Connect a fused jumper wire between the clutch pedal cruise control deactivator switch C277-2, circuit CE904 (GN/VT), harness side and ground.  N0116096 • Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor the PCM PID CPP_TOP. • **Does the PID value read YES?**	**Yes** REPAIR circuit GD187 (BK/GN) for an open. TEST the system for normal operation. **No** GO to D4.
D4 CHECK THE CLUTCH PEDAL CRUISE CONTROL DEACTIVATOR SWITCH SIGNAL CIRCUIT FOR AN OPEN	
• Disconnect: IPC C220. • Measure the resistance between the IPC C220-10, circuit CE904 (GN/VT), harness side and the clutch pedal cruise control deactivator switch C277-2, circuit CE904 (GN/VT), harness side.  N0116097 • **Is the resistance less than 5 ohms?**	**Yes** GO to D5. **No** REPAIR the circuit. TEST the system for normal operation.
D5 CHECK FOR CORRECT IPC OPERATION	

• Disconnect all the IPC connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the IPC connectors and make sure they are seated correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IPC. REFER to Section 413-01.
	
	TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or

	corroded connector.
D6 CHECK FOR CORRECT PCM OPERATION	

• Connect: All Disconnected Connectors.
• Disconnect all the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-14 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test E: DTC P0833

Normal Operation

Vehicles equipped with a manual transaxle have an additional clutch pedal cruise control deactivator switch. The clutch pedal cruise control deactivator switch is a normally open switch with the clutch pedal released. When the clutch pedal is pressed, the clutch pedal cruise control deactivator switch moves to the closed position, which routes the ground signal to the Instrument Panel Cluster (IPC). The IPC sends a network message over the High Speed Controller Area Network (HS-CAN) to the PCM, deactivating the cruise control system.

- DTC P0833 (Clutch Pedal Switch B Circuit) — this is a logic based DTC that sets when the PCM receives the vehicle speed input, indicating vehicle movement and does not detect the switching input signal from the Clutch Pedal Position (CPP) switch or clutch pedal cruise control deactivator switch. This condition disables cruise control.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- PCM

PINPOINT TEST E: DTC P0833

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

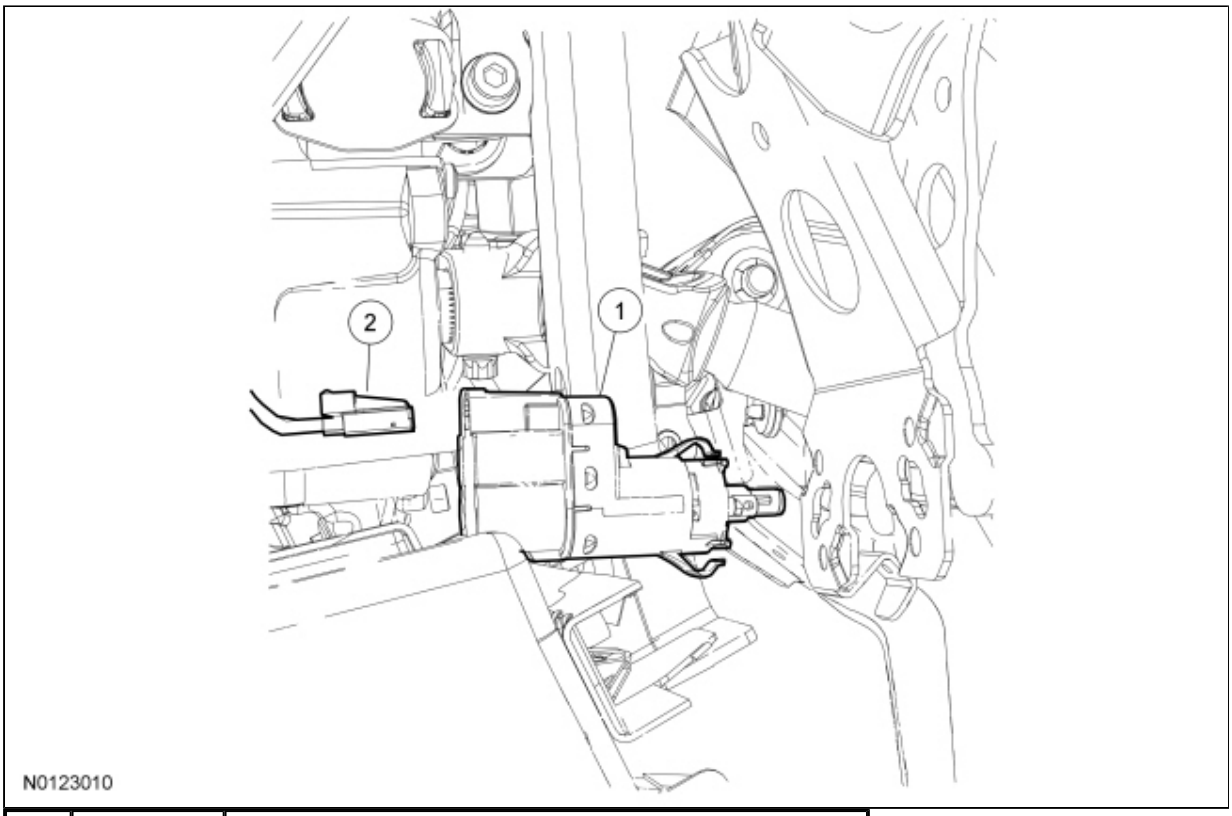
Test Step	Result / Action to Take
E1 CHECK THE CLUTCH PEDAL PIDs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: PCM DataLogger. • Monitor the PCM PID CPP_TOP and CPP_BOT while pressing and releasing the clutch pedal. • **Does the PID values agree with the clutch pedal position?**	**Yes** GO to E2 . **No** For an incorrect CPP_TOP PID GO to Pinpoint Test D . For an incorrect CPP_BOT PID Section 303-06 to diagnose the CPP switch.
E2 CHECK FOR CORRECT PCM OPERATION	
• Connect: All Disconnected Connectors.	**Yes**

• Disconnect all the PCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	INSTALL a new PCM. REFER to Section 303-14 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Cruise Control Deactivator Switch

NOTICE: **Do not press, pull or otherwise move the brake pedal while installing the stoplamp switch and cruise control deactivation switch. Install these switches with the booster push rod attached to the brake pedal and with the brake pedal in the at-rest position. Installing these switches with the brake pedal in any other position results in incorrect adjustment and damages the switches.**

NOTE: Brake pedal cruise control deactivator switch shown. Clutch pedal cruise control deactivator switch similar.



Item	Part Number	Description
1	7C534	Clutch pedal cruise control deactivator switch
1	9C872	Brake pedal cruise control deactivator switch
2	—	Cruise control deactivator switch electrical connector (part of 14K024)

1. Rotate the cruise control deactivator switch counterclockwise one-quarter turn to remove.
2. If equipped with an automatic transmission, perform the brake pedal switch adjustment. For additional information, refer to Section 206-09 .

Cruise Control Switch

Removal and Installation

1. The cruise control switch is part of the steering wheel controls. For additional information, refer to Section 415-00 .

Torque Specifications

Description	Nm	lb-in
Body Control Module (BCM) nuts	13	115
Remote Function Actuator (RFA) bracket bolts	10	89

Module Controlled Functions

Body Control Module (BCM)

The Body Control Module (BCM) is located under the glove compartment and controls the following:

- Rear window defrost
- Horn
- Battery saver
- Exterior lighting
- Interior lighting
- Ambient lighting
- Dimmable backlighting
- Power door lock system
- Luggage compartment/liftgate release
- Front and rear wipers
- Perimeter alarm
- Remote Keyless Entry (RKE) system (vehicles without Intelligent Access (IA))

Battery Saver

NOTE: Time-out is 10 seconds if the vehicle is in Factory mode or 0 seconds if the vehicle is in Transport mode.

To save battery voltage, the BCM automatically shuts off of the interior and exterior lamps after a time-out period.

For specific information of the battery saver feature for the interior lamps, refer to Section 417-02 .

For specific information of the battery saver feature for the exterior lamps, refer to Section 417-01 .

Remote Function Actuator (RFA) Module

The Remote Function Actuator (RFA) is located under the RH front seat and controls the following:

- Ignition switch modes
- Passive Anti-Theft System (PATS) (vehicles with Intelligent Access (IA))
- Remote Keyless Entry (RKE) system (vehicles with IA)

Refer to the appropriate section in this manual for system specific information and diagnostics.

Diagnostic Trouble Code (DTC) Chart

Each module has a comprehensive DTC chart listed in an appropriate section. Refer to the table below for the appropriate section:

Master DTC Index

ABS Module	REFER to Section 206-09 .
Audio Control Module (ACM)	REFER to Section 415-00 .
Accessory Protocol Interface Module (APIM)	REFER to Section 415-00 .
Body Control Module (BCM)	REFER to the Body Control Module (BCM) DTC Chart in this section.
Front Control/Display Interface Module (FCDIM)	REFER to Section 415-00 .
Global Positioning System Module (GPSM)	REFER to Section 415-00 .
Instrument Panel Cluster (IPC)	REFER to Section 413-01 .
Occupant Classification System (OCS) Module	REFER to Section 501-20B .
Power Steering Control Module (PSCM)	REFER to Section 211-00 .
PCM	REFER to Section 303-14 .
Remote Function Actuator (RFA) Module	REFER to the Remote Function Actuator (RFA) Module DTC Chart in this section.
Restraints Control Module (RCM)	REFER to Section 501-20B .
Transmission Control Module (TCM)	REFER to Section 307-11 .
Vehicle Security Module (VSM)	REFER to Section 204-04 .

Body Control Module (BCM)

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Body Control Module (BCM) controls various systems by monitoring inputs from switches, sensors and messages sent over the Medium Speed Controller Area Network (MS-CAN) from other modules. The BCM activates outputs based on the inputs received. For example, the BCM monitors the headlamp switch position, and based on this input, the BCM may provide voltage to the exterior lamps.

Field-Effect Transistor (FET) Protection

A Field-Effect Transistor (FET) is a type of transistor that, when used with module software, monitors and controls current flow on module outputs. The FET protection strategy prevents module damage in the event of excessive current flow.

The BCM utilizes a FET protective circuit strategy for many of its outputs (such as a turn lamp output circuit). Output loads (current level) are monitored for excessive current (typically short circuits) and are shut down when a fault event is detected. A short circuit DTC sets when the fault event occurs.

The circuit remains off until the fault is corrected and the ignition state is cycled off and then back on, the module resets the FET protection and allows the circuit to function.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
• Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) LED prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - Verify the ignition is in the ON state.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may not prove ignition ON). If the ignition does not turn on, refer to Section 211-05 to diagnose no power in RUN.
   - Verify the scan tool operation with a known good vehicle.
   - Refer to Section 418-00 to diagnose no response from the PCM.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the Body Control Module (BCM).

9. If the DTCs retrieved are related to the concern, go to the Body Control Module (BCM) DTC Chart.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

Body Control Module (BCM) DTC Chart

DTC	Description	Action
B1007:92	High-Beam Headlamp Switch: Performance Or Incorrect Operation	REFER to Section 417-01.
B1008:92	Wiper Mode Switch: Performance Or Incorrect Operation	REFER to Section 501-16.

B1013:23	Heater Rear Defog Switch: Signal Stuck Low	REFER to Section 501-11 .
B1034:12	Left Front Seat Heater Element: Circuit Short To Battery	REFER to Section 501-10 .
B1034:14	Left Front Seat Heater Element: Circuit Short To Ground Or Open	REFER to Section 501-10 .
B1051:92	Front Washer Switch: Performance Or Incorrect Operation	REFER to Section 501-16 .
B1052:92	Rear Washer Switch: Performance Or Incorrect Operation	REFER to Section 501-16 .
B108F:23	Cabin Lock/Unlock Switch: Signal Stuck Low	REFER to Section 501-14 .
B1091:12	Courtesy Lamp Sense: Circuit Short To Battery	REFER to Section 417-02 .
B1092:12	Daytime Running Light Relay: Circuit Short To Battery	REFER to Section 417-01 .
B1092:14	Daytime Running Light Relay: Circuit Short To Ground Or Open	REFER to Section 417-01 .
B1098:11	Left Position Light: Circuit Short To Ground	REFER to Section 417-01 .
B1098:15	Left Position Light: Circuit Short To Battery Or Open	REFER to Section 417-01 .
B1099:11	Right Position Light: Circuit Short To Ground	REFER to Section 417-01 .
B1099:15	Right Position Light: Circuit Short To Battery Or Open	REFER to Section 417-01 .
B109A:12	High Beam Relay: Circuit Short To Battery	REFER to Section 417-01 .
B109A:14	High Beam Relay: Circuit Short To Ground Or Open	REFER to Section 417-01 .
B10A6:92	Main Light Switch: Performance Or Incorrect Operation	REFER to Section 417-01 .
B10A8:12	Low Beam Relay: Circuit Short To Battery	REFER to Section 417-01 .
B10A8:14	Low Beam Relay: Circuit Short To Ground Or Open	REFER to Section 417-01 .
B10B1:92	Cabin Set/Reset Switch: Performance Or Incorrect Operation	REFER to Section 419-01A .
B10F1:23	Key In Switch: Signal Stuck Low	REFER to Section 413-01 .
B1108:92	Driver Door Central Locking Motor: Performance Or Incorrect Operation	REFER to Section 501-14 .
B1118:11	Left Rear Sidemarker: Circuit Short To Ground	REFER to Section 417-01 .

B1118:15	Left Rear Sidemarker: Circuit Short To Battery Or Open	REFER to Section 417-01 .
B113E:23	External Boot/Trunk Release Switch: Signal Stuck Low	REFER to Section 501-14 .
B115A:23	Front Passenger Seat Heater: Signal Stuck Low	REFER to Section 501-10 .
B115B:23	Front Driver Seat Heater: Signal Stuck Low	REFER to Section 501-10 .
B1175:92	Drivers Door Ajar Switch: Performance Or Incorrect Operation	REFER to Section 417-02 .
B1176:92	Passenger Door Ajar Switch: Performance Or Incorrect Operation	REFER to Section 417-02 .
B1178:92	Boot/Trunk Ajar Switch: Performance Or Incorrect Operation	REFER to Section 417-02 .
B1187:92	Trunk Motor: Performance Or Incorrect Operation	REFER to Section 501-14 .
B11DC:92	Rear Wiper Mode Switch: Performance Or Incorrect Operation	REFER to Section 501-16 .
B11E9:92	Left Rear Door Ajar Switch: Performance Or Incorrect Operation	REFER to Section 417-02 .
B11EA:92	Right Rear Door Ajar Switch: Performance Or Incorrect Operation	REFER to Section 417-02 .
B12F1:11	Ambient Lighting Zone 1 Output: Circuit Short To Ground	REFER to Section 417-02 .
B12F1:15	Ambient Lighting Zone 1 Output: Circuit Short To Battery Or Open	REFER to Section 417-02 .
B132B:12	Left Stop/Turn Lamp: Circuit Short To Battery	REFER to Section 417-01 .
B132B:14	Left Stop/Turn Lamp: Circuit Short To Ground Or Open	REFER to Section 417-01 .
B132C:12	Right Stop/Turn Lamp: Circuit Short To Battery	REFER to Section 417-01 .
B132C:14	Right Stop/Turn Lamp: Circuit Short To Ground Or Open	REFER to Section 417-01 .
B134E:23	Switch Illumination Adjustment Control: Signal Stuck Low	REFER to Section 413-00 .
B1A84:41	Car Configuration Data: General Checksum Failure	CARRY OUT PMI on the BCM . REFER to Section 418-01 . CLEAR the DTCs. REPEAT the self-test. If DTC B1A84:41 is retrieved again, INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.
B1A84:51	Car Configuration Data: Not Programmed	CARRY OUT PMI on the BCM . REFER to Section 418-01 . CLEAR the DTCs. REPEAT the self-test. If DTC B1A84:51 is retrieved again, INSTALL a new BCM . REFER to Body Control Module (BCM) in this section.

		TEST the system for normal operation.
B1C45:24	Front Wiper Park Position Switch: Signal Stuck High	REFER to Section 501-16 .
B1C53:13	Front Wiper Intermittent Data: Circuit Open	REFER to Section 501-16 .
B1D06:11	Left Turn Indicator: Circuit Short To Ground	REFER to Section 417-01 .
B1D06:15	Left Turn Indicator: Circuit Short To Battery Or Open	REFER to Section 417-01 .
B1D07:11	Right Turn Indicator: Circuit Short To Ground	REFER to Section 417-01 .
B1D07:15	Right Turn Indicator: Circuit Short To Battery Or Open	REFER to Section 417-01 .
B1D14:11	Interior Lights Circuit "B": Circuit Short To Ground	REFER to Section 417-02 .
B1D35:23	Hazard Switch: Signal Stuck Low	REFER to Section 417-01 .
B1D36:92	Turn Indicator Switch: Performance Or Incorrect Operation	REFER to Section 417-01 .
C1137:24	Reverse Gear Switch: Signal Stuck High	REFER to Section 417-01 .
P062F:41	Internal Control Module EEPROM Error: General Checksum Failure	CARRY OUT Programmable Module Installation (PMI) on the BCM . REFER to Section 418-01 .
P062F:46	Internal Control Module EEPROM Error: Calibration/Parameter Memory Failure	CARRY OUT the Programmable Module Installation (PMI) Using the Integrated Diagnostic System (IDS) When the Original Module is NOT Available procedure. REFER to Section 418-01 . TEST the system for normal operation.
P1397:00	System Voltage Out Of Self Test Range: No Sub Type Information	GO to Pinpoint Test A .
P254F:00	Engine Hood Switch Circuit/Open: No Sub Type Information	REFER to Section 419-01A .
U0010:88	Medium Speed CAN Communication Bus: Bus Off	REFER to Section 418-00 .
U0121:00	Lost Communication With Anti-Lock Brake System (ABS) Control Module: No Sub Type Information	GO to Pinpoint Test B .
U0155:00	Lost Communication With Instrument Panel Cluster (IPC) Control Module: No Sub Type Information	GO to Pinpoint Test C .
U0167:00	Lost Communication With Vehicle Immobilizer Control Module: No Sub Type Information	GO to Pinpoint Test D .
U0257:00	Lost Communication With Front Controls/Display Interface Module: No Sub Type Information	GO to Pinpoint Test E .

U0415:68	Invalid Data Received From Anti-Lock Brake System (ABS) Control Module: Event Information	RETRIEVE and REPAIR all non-network DTCs set in the ABS module. REFER to Section 206-09 or the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U2005:81	Vehicle Speed: Invalid Serial Data Received	A speed signal is detected during the self-test. DIAGNOSE any symptoms or other module DTCs that are present. CLEAR the DTCs. REPEAT the BCM self-test. If no other symptoms (inaccurate speedometer) or DTCs are present, INSTALL a new BCM. REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.
U2010:11	Switch Illumination: Circuit Short To Ground	REFER to Section 413-00.
U2101:00	Control Module Configuration Incompatible: No Sub Type Information	CARRY OUT Programmable Module Installation (PMI) on the BCM. REFER to Section 418-01.
U3000:44	Control Module: Data Memory Failure	CARRY OUT PMI on the BCM. REFER to Section 418-01. CLEAR the DTCs. REPEAT the self-test. If DTC U3000:44 is retrieved again, INSTALL a new BCM. REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.
U3000:45	Control Module: Program Memory Failure	CARRY OUT PMI on the BCM. REFER to Section 418-01. CLEAR the DTCs. REPEAT the self-test. If DTC U3000:45 is retrieved again, INSTALL a new BCM. REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	GO to Pinpoint Test F.
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	GO to Pinpoint Test G.

Symptom Chart

Symptom Chart

Condition	Possible Sources	Action
• No communication with the Body Control Module (BCM)	• Fuse(s) • Wiring, terminals or connectors • BCM	• REFER to Section 418-00, The BCM Does Not Respond To The Scan Tool.

Pinpoint Tests

Pinpoint Test A: DTC P1397:00

Normal Operation

- DTC P1397:00 (System Voltage Out Of Self Test Range: No Sub Type Information) — an on-demand DTC that sets when the Body Control Module (BCM) detects voltage below 10 volts or above 15.5 volts from either voltage supply circuit to BCM C2280A-8 or BCM C2280A-14.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- High circuit resistance
- Charging system concern
- BCM

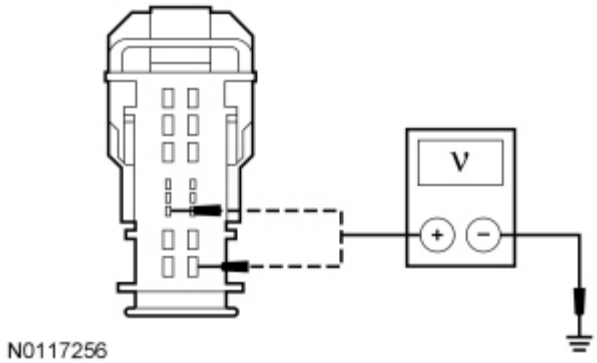
PINPOINT TEST A: DTC P1397:00

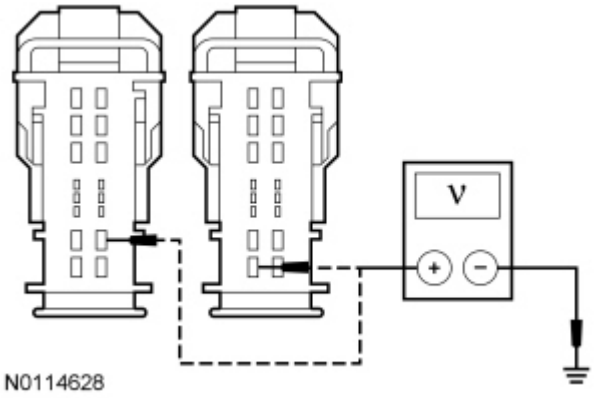
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

NOTE: DTC P1397:00 may be stored in the module memory due to previous battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
A1 CHECK FOR DTCs U3003:16 AND U3003:17 • Check for recorded BCM DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 present?**	**No** GO to A2 . **No** For DTC U3003:16, GO to Pinpoint Test F . For DTC U3003:17, GO to Pinpoint Test G .
A2 RECHECK THE BCM DTCs • Ignition OFF. • Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM Module Self-Test. • Clear the DTCs. Repeat the BCM self-test. • **Is DTC P1397:00 still present?**	**No** GO to A3 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition, during battery charging or while jump starting the vehicle.
A3 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM • Enter the following diagnostic mode on the scan tool: PCM Self-Test. • Carry out the PCM KOEO self-test. • Retrieve the continuous memory DTCs from the PCM. • **Is DTC P0562, P0620, P0622, P0625, P0626 or P065B set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to A4 .
A4 CHECK FOR DTCs B1317, B1318, B1676, P0563 OR U3003:17 SET IN OTHER MODULES • Enter the following diagnostic mode on the scan tool: Self-Test.	**Yes**

• Retrieve the continuous memory DTCs from all modules. • **Is DTC B1317, B1318, B1676, P0563 (PCM) or U3003:17 set in any other module?**	REFER to Section 414-00 to diagnose the charging system condition. **No** GO to A5.
A5 CHECK THE BATTERY VOLTAGE	
• Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 15.5 volts or higher?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to A6.
A6 CHECK THE BATTERY CONDITION AND STATE OF CHARGE	
• Ignition OFF. • Check the battery condition and verify the battery is fully charged. Refer to Section 414-01. • **Is the battery OK and fully charged?**	**Yes** GO to A7. **No** REFER to Section 414-00.
A7 CHECK THE BCM VOLTAGE PID	
• Ignition ON. • Measure and record the voltage at the battery. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM voltage PID. • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to A10. **No** GO to A8.
A8 CHECK THE BCM VOLTAGE SUPPLY	
• Ignition OFF. • Disconnect: BCM C2280A. • Ignition ON. • Measure the voltage between the BCM C2280A-8, circuit SBB06 (BN/RD), harness side and ground; and between the BCM C2280A-14, circuit SBB24 (VT/RD), harness side and ground.  N0117256 • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to A9. **No** REPAIR circuit SBB06 (BN/RD) or circuit SBB24 (VT/RD) as necessary for high resistance. CLEAR the DTC. REPEAT the self-test.
A9 CHECK THE BCM GROUND CIRCUIT FOR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Negative Battery Cable . • Disconnect: BCM C2280B.	**Yes** GO to A10.

• Measure the resistance between the BCM C2280A-16, circuit GD115 (BK/GY), harness side and ground; and between the BCM C2280B-7, circuit GD115 (BK/GY), harness side and ground.  N0114628 • **Is the resistance less than 5 ohms?**	**No** REPAIR circuit GD115 (BK/GY) for high resistance. CLEAR the DTC. REPEAT the self-test.
A10 CHECK FOR CORRECT BCM OPERATION	

• Disconnect the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test B: DTC U0121:00

Normal Operation

- DTC U0121:00 (Lost Communication With Anti-Lock Brake System (ABS) Control Module: No Sub Type Information) — sets in the Body Control Module (BCM) if data messages received from the ABS module are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- ABS module
- BCM

PINPOINT TEST B: DTC U0121:00

Test Step	Result / Action to Take
B1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON.	**Yes**

• Verify that there is an observable symptom present. • **Is an observable symptom present?**	GO to B2 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
B2 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the ABS module pass the network test?**	**Yes** GO to B3 . **No** REFER to Section 418-00 , The ABS Module Does Not Respond To The Scan Tool.
B3 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Check for recorded BCM DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test F . For DTC U3003:17, GO to Pinpoint Test G . **No** GO to B4 .
B4 CHECK FOR DTCs U3003:16 AND U3003:17 FROM THE ABS MODULE SELF-TEST	
• Retrieve the continuous memory DTCs from the ABS module. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** REFER to Section 206-09 . **No** GO to B5 .
B5 RECHECK THE BCM DTCs	
NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the BCM self-test. • **Is DTC U0121:00 still present?**	**Yes** GO to B6 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
B6 CHECK FOR DTC U0121:00 or U0121 SET IN OTHER MODULES	
• Clear the DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0121:00 or DTC U0121 set in any other module?**	**Yes** INSTALL a new ABS module. REFER to Section 206-09 . CLEAR the DTCs. REPEAT the BCM self-test. **No** INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.

Pinpoint Test C: DTC U0155:00

Normal Operation

- DTC U0155:00 (Lost Communication With Instrument Panel Cluster (IPC) Control Module: No Sub Type Information) — sets in the Body Control Module (BCM) if data messages received from the Instrument Panel Cluster (IPC) are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- IPC
- BCM

PINPOINT TEST C: DTC U0155:00

Test Step	Result / Action to Take
C1 VERIFY THE CUSTOMER CONCERN • Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to C2 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
C2 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the IPC pass the network test?**	**Yes** GO to C3 . **No** REFER to Section 418-00 , The Instrument Panel Cluster (IPC) Does Not Respond To The Scan Tool.
C3 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST • Check for recorded BCM DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test F . For DTC U3003:17, GO to Pinpoint Test G . **No** GO to C4 .
C4 CHECK FOR DTC U3006:16 FROM THE IPC SELF-TEST • Retrieve the continuous memory DTCs from the IPC . • **Is DTC U3006:16 recorded?**	**Yes** REFER to Section 413-01 . **No** GO to C5 .
C5 RECHECK THE BCM DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the BCM self-test.	**Yes** GO to C6 . **No** The system is operating correctly at this time. The DTC may have been

• **Is DTC U0155:00 still present?**	set due to high network traffic or an intermittent fault condition.
C6 CHECK FOR DTC U0155:00 or U0155 SET IN OTHER MODULES	
• Clear the DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0155:00 or DTC U0155 set in any other module?**	**Yes** INSTALL a new IPC . REFER to Section 413-01 . CLEAR the DTCs. REPEAT the BCM self-test. **No** INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.

Pinpoint Test D: DTC U0167:00

Normal Operation

- DTC U0167:00 (Lost Communication With Vehicle Immobilizer Control Module: No Sub Type Information) — sets in the Body Control Module (BCM) if data messages received from the Remote Function Actuator (RFA) module are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- RFA module
- BCM

PINPOINT TEST D: DTC U0167:00

Test Step	Result / Action to Take
D1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to D2 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
D2 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the RFA module pass the network test?**	**Yes** GO to D3 . **No** REFER to Section 418-00 , The Remote Function Actuator (RFA) Module Does Not Respond To The Scan Tool.
D3 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST	
• Check for recorded BCM DTCs from the self-test.	**Yes** For DTC U3003:16, GO to Pinpoint Test F . For

• **Is DTC U3003:16 or DTC U3003:17 recorded?**	DTC U3003:17, GO to Pinpoint Test G . **No** GO to D4 .
D4 CHECK FOR DTCs U3003:16 AND U3003:17 FROM THE RFA MODULE SELF-TEST	
• Retrieve the continuous memory DTCs from the RFA module. • **Is DTC U3003:16 or U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test O . For DTC U3003:17, GO to Pinpoint Test P . **No** GO to D5 .
D5 RECHECK THE BCM DTCs	
NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the BCM self-test. • **Is DTC U0167:00 still present?**	**Yes** INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. CLEAR the DTCs. REPEAT the BCM self-test. If the concern is still present after the repair, INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.

Pinpoint Test E: DTC U0257:00

Normal Operation

- DTC U0257:00 (Lost Communication With Front Controls/Display Interface Module: No Sub Type Information) — sets in the Body Control Module (BCM) if data messages received from the Front Control/Display Interface Module (FCDIM) are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- FCDIM
- BCM

PINPOINT TEST E: DTC U0257:00

Test Step	Result / Action to Take
E1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to E2 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.

E2 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the FCDIM pass the network test?**	**Yes** GO to E3. **No** REFER to Section 418-00, The Front Control/Display Interface Module (FCDIM) Does Not Respond To The Scan Tool.
E3 RETRIEVE THE RECORDED DTCs FROM THE BCM SELF-TEST • Check for recorded BCM DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test F. For DTC U3003:17, GO to Pinpoint Test G. **No** GO to E4.
E4 CHECK FOR DTCs U3006:16 AND U3006:17 FROM THE FCDIM SELF-TEST • Retrieve the continuous memory DTCs from the FCDIM. • **Is DTC U3006:16 or DTC U3006:17 recorded?**	**Yes** REFER to Section 415-00. **No** GO to E5.
E5 RECHECK THE BCM DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the BCM self-test. • **Is DTC U0257:00 still present?**	**Yes** GO to E6. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
E6 CHECK FOR DTC U0257:00 OR U0257 SET IN OTHER MODULES • Clear the DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0257:00 or DTC U0257 set in any other module?**	**Yes** INSTALL a new FCDIM. REFER to Section 415-00. CLEAR the DTCs. REPEAT the BCM self-test. **No** INSTALL a new BCM. REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.

Pinpoint Test F: DTC U3003:16

Refer to Wiring Diagrams Cell 13, Power Distribution/SJB for schematic and connector information.

Normal Operation

- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — sets in the Body Control Module (BCM) when the BCM detects that battery voltage has dropped below 9 volts from the voltage supply circuit.

This pinpoint test is intended to diagnose the following:

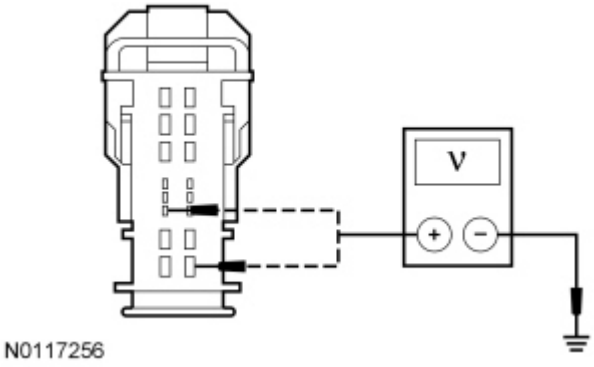
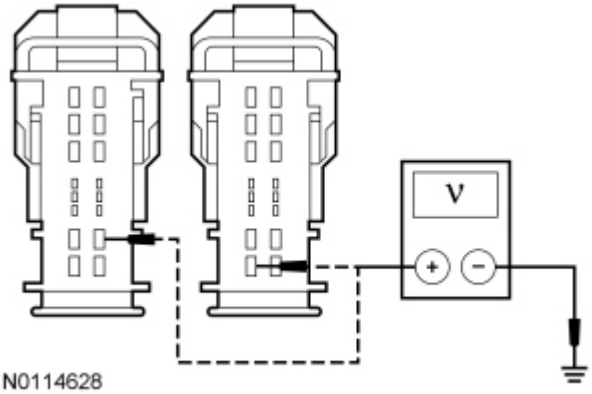
- Wiring, terminals or connectors
- High circuit resistance
- BCM

PINPOINT TEST F: DTC U3003:16

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
F1 RECHECK THE BCM DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • Clear the DTCs. Repeat the BCM self-test. • **Is DTC U3003:16 still present?**	**Yes** GO to F2 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
F2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM	
• Enter the following diagnostic mode on the scan tool: PCM Self-Test. • Carry out the PCM KOEO self-test. • Retrieve the continuous memory DTCs from the PCM. • **Is DTC P0562, P0620, P0622, P0625, P0626 or P065B set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to F3 .
F3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE	
• Ignition OFF. • Check the battery condition and verify the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to F4 . **No** REFER to Section 414-00 .
F4 CHECK THE BCM VOLTAGE PID	
• Ignition ON. • Measure and record the voltage at the battery. • Enter the following diagnostic mode on the scan tool: BCM DataLogger. • Monitor the BCM voltage PID. • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to F7 . **No** GO to F5 .
F5 CHECK THE BCM VOLTAGE SUPPLY	
• Ignition OFF. • Disconnect: BCM C2280A. • Ignition ON. • Measure the voltage between the BCM C2280A-8, circuit SBB06 (BN/RD), harness side and ground; and between the BCM C2280A-14, circuit SBB24 (VT/RD), harness side and ground.	**Yes** GO to F6 . **No** REPAIR circuit SBB06 (BN/RD) or

 N0117256 • **Is the voltage within 0.2 volt of the recorded battery voltage?**	circuit SBB24 (VT/RD) as necessary for high resistance. CLEAR the DTC. REPEAT the self-test.
F6 CHECK THE BCM GROUND CIRCUIT FOR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Disconnect: BCM C2280D. • Measure the resistance between the BCM C2280A-16, circuit GD115 (BK/GY), harness side and ground; and between the BCM C2280B-7, circuit GD115 (BK/GY), harness side and ground.  N0114628 • **Is the resistance less than 5 ohms?**	**Yes** GO to F7 . **No** REPAIR circuit GD115 (BK/GY) for high resistance. CLEAR the DTC. REPEAT the self-test.
F7 CHECK FOR CORRECT BCM OPERATION	

• Disconnect the BCM connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the BCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test G: DTC U3003:17

Refer to Wiring Diagrams Cell 13 , Power Distribution/SJB for schematic and connector information.

Normal Operation

- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — sets in the Body Control Module (BCM) when the BCM detects that battery voltage exceeds 15.9 volts on the voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- BCM

PINPOINT TEST G: DTC U3003:17

NOTE: DTC U3003:17 may be stored in the module memory due to previous battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
G1 CHECK FOR DTC B1317, B1676, P0563 (PCM) OR U3003:17 SET IN OTHER MODULES • Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC B1317, B1676, P0563 (PCM) or U3003:17 set in more than one module?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to G2 .
G2 CHECK THE BATTERY VOLTAGE • Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 15.5 volts or higher?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to G3 .
G3 RECHECK FOR DTC U3003:17 • Turn the engine off. • Ignition ON. • Enter the following diagnostic mode on the scan tool: BCM Self-Test. • Clear the continuous memory DTCs. • Carry out the BCM self-test. • **Is DTC U3003:17 present?**	**Yes** INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

Remote Function Actuator (RFA) Module

Special Tool(s)

ST3093-A	Fluke 77-IV Digital Multimeter FLU77-4 or equivalent
ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool
ST2574-A	Flex Probe Kit NUD105-R025D or equivalent

Principles of Operation

The Remote Function Actuator (RFA) module is only on vehicles equipped with the Intelligent Access (IA) feature. On vehicles equipped with this option, the RFA controls the IA and related entry/anti-theft systems (such as the power door locks and luggage compartment/liftgate release). The RFA module communicates on the High Speed Controller Area Network (HS-CAN) and the Medium Speed Controller Area Network (MS-CAN). The RFA module controls the following functions:

- IA feature
- Ignition states
- Passive Anti-Theft System (PATS)
- Remote Keyless Entry (RKE) system

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
• Wiring, terminals or connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

   If the cause is not visually evident, connect the scan tool to the Data Link Connector (DLC).

5. **NOTE:** The Vehicle Communication Module (VCM) prove-out confirms power and ground from the DLC are provided to the VCM.

   If the scan tool does not communicate with the VCM:
   - check the VCM connection to the vehicle.
   - check the scan tool connection to the VCM.
   - refer to Section 418-00, No Power To The Scan Tool, to diagnose no power to the scan tool.

6. If the scan tool does not communicate with the vehicle:
   - verify the ignition is in the ON state.
     - The air bag warning indicator prove-out confirms ignition ON (other indicators may NOT prove ignition is in the ON state). If ignition does not change to the ON state, refer to Section 211-05 to diagnose no power in RUN.
   - verify the scan tool operation with a known good vehicle.
   - refer to Section 418-00, Inspection and Verification to establish a scan tool session.

7. Carry out the network test.
   - If the scan tool responds with no communication for one or more modules, refer to Section 418-00.
   - If the network test passes, retrieve and record the continuous memory DTCs.

8. Clear the continuous DTCs and carry out the self-test diagnostics for the Remote Function Actuator (RFA) module.

9. If the DTCs retrieved are related to the concern, go to the Remote Function Actuator (RFA) Module DTC Chart.

10. If no DTCs related to the concern are retrieved, GO to Symptom Chart.

DTC Charts

Remote Function Actuator (RFA) Module DTC Chart

NOTE: Refer to Description and Operation, Intelligent Access (IA) with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states (ignition off, ignition on, ignition start) on vehicles with this feature.

DTC	Description	Action
B102B:05	Passive Key: System Programming Failure	REFER to Section 419-01B.
B108B:23	Start Button Circuit "A": Signal Stuck Low	REFER to Section 211-05.
B108B:29	Start Button Circuit "A": Signal Invalid	REFER to Section 211-05.
B108C:23	Start Button Circuit "B": Signal	REFER to Section 211-05.

	Stuck Low	
B10C6:1F	Exterior Trunk Antenna: Circuit Intermittent	REFER to Section 501-14 .
B10C7:1F	Interior Trunk Antenna: Circuit Intermittent	REFER to Section 419-01B .
B10C8:1F	Interior Centre Antenna: Circuit Intermittent	REFER to Section 419-01B .
B10C9:1F	Interior Front Antenna: Circuit Intermittent	REFER to Section 419-01B .
B10D1:24	Left Front Lock Button: Signal Stuck High	REFER to Section 501-14 .
B10D3:24	Right Front Lock Button: Signal Stuck High	REFER to Section 501-14 .
B10D5:13	PATS Antenna: Circuit Open	REFER to Section 419-01B .
B10D6:62	PATS Enable Status: Signal Compare Failure	REFER to Section 419-01B .
B10D7:05	PATS Key: System Programming Failure	REFER to Section 419-01B .
B10D7:51	PATS Key: Not Programmed	REFER to Section 419-01B .
B10D7:81	PATS Key: Invalid Serial Data Received	REFER to Section 419-01B .
B10D8:00	PATS Key Less Than Minimum Programmed: No Sub Type Information	REFER to Section 419-01B .
B10D9:87	PATS Transponder: Missing Message	REFER to Section 419-01B .
B10DA:51	PATS Target Identifier: Not Programmed	REFER to Section 419-01B .
B10DA:62	PATS Target Identifier: Signal Compare Failure	REFER to Section 419-01B .
B10E6:11	PATS Power Supply: Circuit Short To Ground	REFER to Section 419-01B .
B10E6:12	PATS Power Supply: Circuit Short To Battery	REFER to Section 419-01B .
B10E7:11	Ignition On Relay: Circuit Short To Ground	REFER to Section 211-05 .
B10E7:12	Ignition On Relay: Circuit Short To Battery	REFER to Section 211-05 .
B10E7:16	Ignition On Relay: Circuit Voltage Below Threshold	REFER to Section 211-05 .
B10E7:17	Ignition On Relay: Circuit Voltage Above Threshold	REFER to Section 211-05 .
B113E:24	External Boot/Trunk Release Switch: Signal Stuck High	REFER to Section 501-14 .
B11FD:1F	Left Front Exterior Antenna: Circuit Intermittent	REFER to Section 501-14 .
B1210:1F	Right Front Exterior Antenna: Circuit Intermittent	REFER to Section 501-14 .
P0560:16	System Voltage: Circuit Voltage Below Threshold	REFER to GO to Pinpoint Test H .

P0560:17	System Voltage: Circuit Voltage Above Threshold	REFER to GO to Pinpoint Test I .
P0615:12	Starter Relay Circuit: Circuit Short To Battery	REFER to Section 303-06 .
P081C:62	Park Input Circuit: Signal Compare Failure	REFER to Section 413-01 .
P1571:62	Brake Switch: Signal Compare Failure	REFER to Section 303-06 .
P1708:62	Clutch Switch Circuit: Signal Compare Failure	REFER to Section 303-06 .
U0001:00	High Speed CAN Communication Bus: No Sub Type Information	REFER to Section 418-00 .
U0010:00	Medium Speed CAN communication Bus: No Sub Type Information	REFER to Section 418-00 .
U0100:00	Lost Communication With ECM/PCM "A": No Sub Type Information	REFER to GO to Pinpoint Test J .
U0100:87	Lost Communication With ECM/PCM "A": Missing Message	REFER to Section 419-01B .
U0101:00	Lost Communication with TCM: No Sub Type Information	REFER to GO to Pinpoint Test K .
U0121:00	Lost Communication With Anti-Lock Brake System (ABS) Control Module: No Sub Type Information	REFER to GO to Pinpoint Test L .
U0140:00	Lost Communication With Body Control Module: No Sub Type Information	REFER to GO to Pinpoint Test M .
U0155:00	Lost Communication With Instrument Panel Cluster (IPC) Control Module: No Sub Type Information	REFER to GO to Pinpoint Test N .
U0300:05	Internal Control Module Software Incompatibility: System Programming Failure	CARRY OUT Programmable Module Installation (PMI) on the RFA module. REFER to Section 418-01 .
U201B:54	Control Module Calibration Data #2: Missing Calibration	CARRY OUT Programmable Module Installation (PMI) on the RFA module. REFER to Section 418-01 .
U201F:00	External Receiver: No Sub Type Information	REFER to Section 419-01B .
U201F:13	External Receiver: Circuit Open	REFER to Section 419-01B .
U2100:00	Initial Configuration Not Complete: No Sub Type Information	CARRY OUT Programmable Module Installation (PMI) on the RFA module. REFER to Section 418-01 .
U2101:00	Control Module Configuration Incompatible: No Sub Type Information	CARRY OUT Programmable Module Installation (PMI) on the RFA module. REFER to Section 418-01 .
U3000:01	Control Module: General Electrical Failure	ADDRESS all other DTCs first. CLEAR the DTCs. REPEAT the self-test. If DTC U3000:01 is retrieved again, INSTALL a new RFA . REFER to Remote Function Actuator (RFA) Module in this section.
U3000:42	Control Module: General Memory Failure	ADDRESS all other DTCs first. CLEAR the DTCs. REPEAT the self-test. If DTC U3000:42 is retrieved again, INSTALL a new RFA . REFER to Remote

		Function Actuator (RFA) Module in this section.
U3003:16	Battery Voltage: Circuit Voltage Below Threshold	REFER to GO to Pinpoint Test O .
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	REFER to GO to Pinpoint Test P .
U3003:62	Battery Voltage: Signal Compare Failure	REFER to GO to Pinpoint Test Q .
U3004:11	Accessory Power Relay: Circuit Short To Ground	REFER to Section 211-05 .
U3004:12	Accessory Power Relay: Circuit Short To Battery	REFER to Section 211-05 .
U300E:62	Ignition Input On: Signal Compare Failure	REFER to Section 211-05 .
U300F:62	Ignition Input Accessory: Signal Compare Failure	REFER to Section 211-05 .
U3010:62	Ignition Input Start: Signal Compare Failure	REFER to Section 211-05 .
U3011:62	Ignition Input Off: Signal Compare Failure	REFER to Section 211-05 .

Symptom Chart

Symptom Chart

NOTE: Refer to Description and Operation, Intelligent Access (IA) with Push Button Start in Section 419-01B to review the procedures for achieving the various ignition states (ignition off, ignition in accessory, ignition on, ignition start) on vehicles with this feature.

Condition	Possible Sources	Action
• No communication with the Remote Function Actuator (RFA) Module	• Fuse • Wiring, terminals or connectors • RFA module	• REFER to Section 418-00 , The Remote Function Actuator (RFA) Module Does Not Respond To The Scan Tool.

Pinpoint Tests

Pinpoint Test H: DTC P0560:16

Normal Operation

- DTC P0560:16 (System Voltage: Circuit Voltage Below Threshold) — sets in the Remote Function Actuator (RFA) module when the RFA module detects that battery voltage has dropped below 9 volts (for more than 10 seconds) from the voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- High circuit resistance

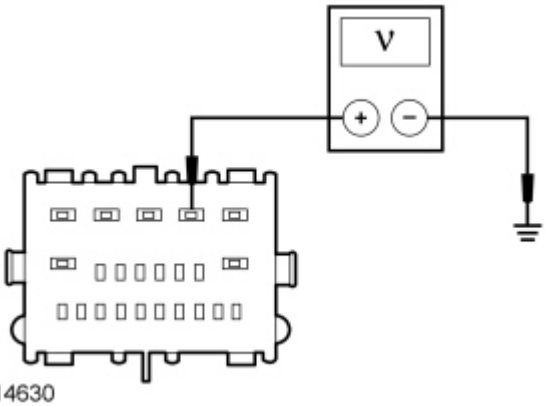
- RFA module

PINPOINT TEST H: DTC P0560:16

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
H1 RECHECK THE RFA MODULE DTCs • Ignition ON. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • Clear the DTCs. Repeat the RFA module self-test. • **Is DTC P0560:16 still present?**	**Yes** GO to H2 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
H2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM • Enter the following diagnostic mode on the scan tool: PCM Self-Test. • Carry out the PCM KOEO self-test. • Retrieve the continuous memory DTCs from the PCM. • **Is DTC P0562, P0620, P0622, P0625, P0626 or P065B set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to H3 .
H3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE • Ignition OFF. • Check the battery condition and verify the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to H4 . **No** REFER to Section 414-00 .
H4 CHECK THE RFA MODULE VOLTAGE PID • Ignition ON. • Measure and record the voltage at the battery. • Enter the following diagnostic mode on the scan tool: RFA Module DataLogger. • Monitor the RFA module voltage PID (ECU_Pwr_Sup). • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to H7 . **No** GO to H5 .
H5 CHECK THE RFA MODULE VOLTAGE SUPPLY • Ignition OFF. • Disconnect: RFA Module C3503a. • Ignition ON. • Measure the voltage between the RFA module C3503a-2, circuit SBP14 (BN/RD), harness side and ground.	**Yes** GO to H6 . **No** REPAIR circuit SBP14 (BN/RD) for high resistance. CLEAR the DTC. REPEAT the self-test.



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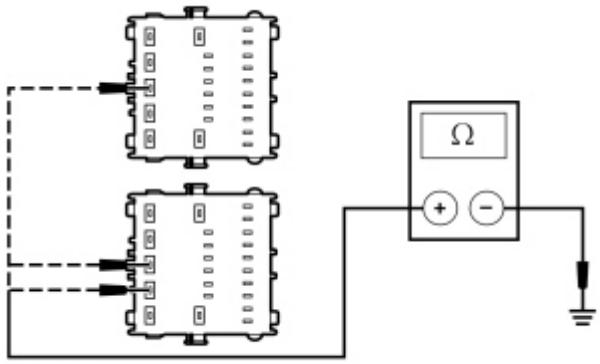
- **Is the voltage within 0.2 volt of the recorded battery voltage?**

H6 CHECK THE RFA MODULE GROUND CIRCUIT FOR HIGH RESISTANCE

- Ignition OFF.
- Disconnect: Negative Battery Cable.
- Disconnect: RFA Module C3503d.
- Measure the resistance between the RFA module and ground as follows:

Connector-Pin	Circuit
C3503a-3	GD145 (BK/BU)
C3503d-3	GD145 (BK/BU)
C3503d-4	GD145 (BK/BU)



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- **Are the resistances less than 5 ohms?**

Yes
GO to H7 .

No
REPAIR circuit GD145 (BK/BU) for high resistance. CLEAR the DTC. REPEAT the self-test.

H7 CHECK FOR CORRECT RFA MODULE OPERATION

- Disconnect the RFA module connectors.
- Check for:
  - corrosion
  - damaged pins
  - pushed-out pins
- Connect the RFA module connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

Yes
INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation. If the

No
The system is operating correctly at this time. The concern may have been

	caused by a loose or corroded connector.

Pinpoint Test I: DTC P0560:17

Normal Operation

- DTC P0560:17 (System Voltage: Circuit Voltage Above Threshold) — sets in the Remote Function Actuator (RFA) module when the RFA module detects that battery voltage exceeds 16 volts from the voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- RFA module

PINPOINT TEST I: DTC P0560:17

NOTE: DTC P0560:17 may be stored in the module memory due to previous battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
I1 CHECK FOR DTC B1317, B1676, P0563 (PCM) OR U3003:17 SET IN OTHER MODULES	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to I2.
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC B1317, B1676, P0563 (PCM) or U3003:17 set in more than one module?**	
I2 CHECK THE BATTERY VOLTAGE	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to I3.
• Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 16 volts or higher?**	
I3 RECHECK FOR DTC P0560:17	**Yes** INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.
• Turn the engine off. • Ignition ON. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • Clear the continuous memory DTCs. • Carry out the RFA module self-test. • **Is DTC P0560:17 present?**	

Pinpoint Test J: DTC U0100:00

Normal Operation

- DTC U0100:00 (Lost Communication With ECM/PCM "A": No Sub Type Information) — sets in the Remote Function Actuator (RFA) module if data messages (engine speed) received from the PCM are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- PCM
- RFA module

PINPOINT TEST J: DTC U0100:00

Test Step	Result / Action to Take
J1 VERIFY THE SCAN TOOL CAN COMMUNICATE WITH THE PCM	
• Connect the scan tool. • Check that a vehicle session can be established using the scan tool. • **Can a vehicle session be established?**	**Yes** GO to J2 . **No** REFER to Section 418-00 , The PCM Does Not Respond To The Scan Tool.
J2 CHECK THE RFA MODULE CONTINUOUS MEMORY DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • Clear the DTCs. Repeat the RFA module self-test. • **Is DTC U0100:00 retrieved again?**	**Yes** GO to J3 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
J3 RETRIEVE THE RECORDED DTCs FROM THE RFA MODULE SELF-TEST	
• Check for recorded RFA module DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test O . For DTC U3003:17, GO to Pinpoint Test P . **No** GO to J4 .
J4 CHECK FOR DTC U0100:00 OR DTC U0100 SET IN OTHER MODULES	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0100:00 or DTC U0100 set in any other module?**	**Yes** INSTALL a new PCM. REFER to Section 303-14 . TEST the system for normal operation. **No** INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation

Pinpoint Test K: DTC U0101:00

Normal Operation

- DTC U0101:00 (Lost Communication with TCM: No Sub Type Information) — sets in the Remote Function Actuator (RFA) module if data messages received from the Transmission Control Module (TCM) over the High Speed Controller Area Network (HS-CAN) are missing.

This pinpoint test is intended to diagnose the following:

- TCM
- RFA module

PINPOINT TEST K: DTC U0101:00

Test Step	Result / Action to Take
K1 VERIFY THE CUSTOMER CONCERN • Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to K2. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
K2 CHECK THE COMMUNICATION NETWORK • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the TCM pass the network test?**	**Yes** GO to K3. **No** REFER to Section 418-00.
K3 RETRIEVE THE RECORDED DTCs FROM THE RFA MODULE SELF-TEST • Check for recorded RFA module DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test O. For DTC U3003:17, GO to Pinpoint Test P. **No** GO to K4.
K4 RECHECK THE RFA MODULE DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the RFA module self-test. • **Is DTC U0101:00 still present?**	**Yes** GO to K5. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic.
K5 CHECK FOR DTC U0101:00 OR DTC U0101 SET IN OTHER MODULES • Clear all DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test . • Retrieve the continuous memory DTCs from all modules.	**Yes** INSTALL a new TCM. REFER to Section 307-11. CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new RFA module. REFER to Remote Function

• **Is DTC U0101:00 or DTC U0101 set in any other module?**	Actuator (RFA) Module in this section. TEST the system for normal operation.

Pinpoint Test L: DTC U0121:00

Normal Operation

- DTC U0121:00 (Lost Communication With Anti-Lock Brake System (ABS) Control Module: No Sub Type Information) — sets in the Remote Function Actuator (RFA) module if data messages received from the ABS module are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- ABS module
- RFA module

PINPOINT TEST L: DTC U0121:00

Test Step	Result / Action to Take
L1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to L2 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
L2 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the ABS module pass the network test?**	**Yes** GO to L3 . **No** REFER to Section 418-00 , The ABS Module Does Not Respond To The Scan Tool.
L3 RETRIEVE THE RECORDED DTCs FROM THE RFA MODULE SELF-TEST	
• Check for recorded RFA module DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test O . For DTC U3003:17, GO to Pinpoint Test P . **No** GO to L4
L4 CHECK FOR DTCs U3003:16 AND U3003:17 FROM THE ABS MODULE SELF-TEST	
• Retrieve the continuous memory DTCs from the ABS module. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** REFER to Section 206-09 . **No**

	GO to L5 .
L5 RECHECK THE RFA MODULE DTCs	
NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the RFA module self-test. • **Is DTC U0121:00 still present?**	**Yes** GO to L6 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
L6 CHECK FOR DTC U0121:00 OR DTC U0121 SET IN OTHER MODULES	
• Clear the DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0121:00 OR DTC U0121 set in any other module?**	**Yes** INSTALL a new ABS module. REFER to Section 206-09 . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation.

Pinpoint Test M: DTC U0140:00

Normal Operation

- DTC U0140:00 (Lost Communication With Body Control Module: No Sub Type Information) — sets in the Remote Function Actuator (RFA) module if data messages received from the Body Control Module (BCM) are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- RFA module
- BCM

PINPOINT TEST M: DTC U0140:00

Test Step	Result / Action to Take
M1 VERIFY CUSTOMER CONCERN	
• Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to M2 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
M2 CHECK THE COMMUNICATION NETWORK	
• Ignition ON. • Enter the following diagnostic mode on the scan tool:	**Yes** GO to M3 .

Network Test. • Carry out the network test. • **Does the BCM pass the network test?**	**No** REFER to Section 418-00 .
M3 RETRIEVE THE RECORDED DTCs FROM THE RFA MODULE SELF-TEST	
• Check for recorded RFA module DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test O . For DTC U3003:17, GO to Pinpoint Test P . **No** GO to M4 .
M4 CHECK FOR DTCs U3003:16 AND U3003:17 FROM THE BCM SELF-TEST	
• Retrieve the continuous memory DTCs from the BCM self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test F . For DTC U3003:17, GO to Pinpoint Test G . **No** GO to M5 .
M5 RECHECK THE RFA MODULE DTCs	
NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the RFA module self-test. • **Is DTC U0140:00 still present?**	**Yes** GO to M6 . **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
M6 CHECK FOR DTC U0140:00 OR DTC U0140 OTHER MODULES	
• Clear all DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0140:00 or DTC U0140 set in any other module?**	**Yes** INSTALL a new BCM . REFER to Body Control Module (BCM) in this section. TEST the system for normal operation. **No** INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation.

Pinpoint Test N: DTC U0155:00

Normal Operation

- DTC U0155:00 (Lost Communication With Instrument Panel Cluster (IPC) Control Module: No Sub Type Information) — sets in the Remote Function Actuator (RFA) module if data messages received from the Instrument Panel Cluster (IPC) are missing. For a complete list of all network messages, refer to Section 418-00 .

This pinpoint test is intended to diagnose the following:

- Communication network concern
- RFA module

- IPC

PINPOINT TEST N: DTC U0155:00

Test Step	Result / Action to Take
N1 VERIFY CUSTOMER CONCERN • Ignition ON. • Verify that there is an observable symptom present. • **Is an observable symptom present?**	**Yes** GO to N2. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
N2 CHECK THE COMMUNICATION NETWORK • Ignition ON. • Enter the following diagnostic mode on the scan tool: Network Test. • Carry out the network test. • **Does the IPC pass the network test?**	**Yes** GO to N3. **No** REFER to Section 418-00, The IPC Does Not Respond To The Scan Tool.
N3 RETRIEVE THE RECORDED DTCs FROM THE RFA MODULE SELF-TEST • Check for recorded RFA module DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 recorded?**	**Yes** For DTC U3003:16, GO to Pinpoint Test O. For DTC U3003:17, GO to Pinpoint Test P. **No** GO to N4.
N4 RECHECK THE RFA MODULE DTCs **NOTE:** If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during Programmable Module Installation (PMI) or the PMI may not have been carried out. • Clear the DTCs. Repeat the RFA module self-test. • **Is DTC U0155:00 still present?**	**Yes** GO to N5. **No** The system is operating correctly at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.
N5 CHECK FOR DTC U0155:00 OR DTC U0155 SET IN OTHER MODULES • Clear the DTCs. • Ignition OFF. • Ignition ON. • Wait 10 seconds. • Enter the following diagnostic mode on the scan tool: Self-Test . • Retrieve the continuous memory DTCs from all modules. • **Is DTC U0155:00 or DTC U0155 set in any other module?**	**Yes** INSTALL a new IPC. REFER to Section 413-01. **No** INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation.

Pinpoint Test O: DTC U3003:16

Normal Operation

- DTC U3003:16 (Battery Voltage: Circuit Voltage Below Threshold) — sets in the Remote Function Actuator (RFA) module when the RFA module detects that battery voltage has dropped below 9 volts (for more than 10 seconds) from the voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- High circuit resistance
- RFA module

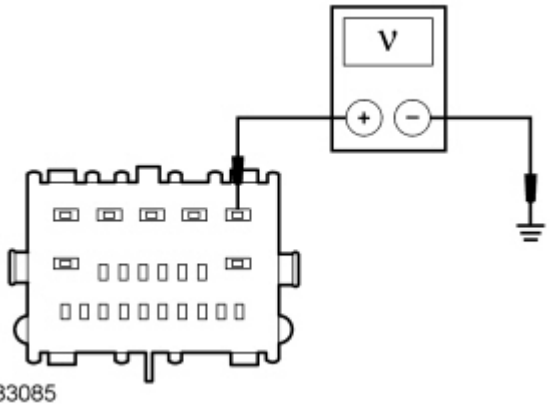
PINPOINT TEST O: DTC U3003:16

NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

Test Step	Result / Action to Take
O1 RECHECK THE RFA MODULE DTCs	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • Clear the DTCs. Repeat the RFA module self-test. • **Is DTC U3003:16 still present?**	**Yes** GO to O2 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition.
O2 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM	
• Enter the following diagnostic mode on the scan tool: PCM Self-Test. • Carry out the PCM KOEO self-test. • Retrieve the continuous memory DTCs from the PCM. • **Are any low or high voltage DTCs set in the PCM?**	**Yes** REFER to Section 414-00 . **No** GO to O3 .
O3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE	
• Ignition OFF. • Check the battery condition and verify the battery is fully charged. Refer to Section 414-01 . • **Is the battery OK and fully charged?**	**Yes** GO to O4 . **No** REFER to Section 414-00 .
O4 CHECK THE RFA MODULE VOLTAGE PID	
• Ignition ON. • Measure and record the voltage at the battery. • Enter the following diagnostic mode on the scan tool: RFA Module DataLogger. • Monitor the RFA module voltage PID (ECU_VPWR). • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to O7 . **No** GO to O5 .
O5 CHECK THE RFA MODULE VOLTAGE SUPPLY	
• Ignition OFF. • Disconnect: RFA Module C3503a.	**Yes** GO to O6 .

- Ignition ON.
- Measure the voltage between the RFA module C3503a-1, circuit SBP09 (RD), harness side and ground.



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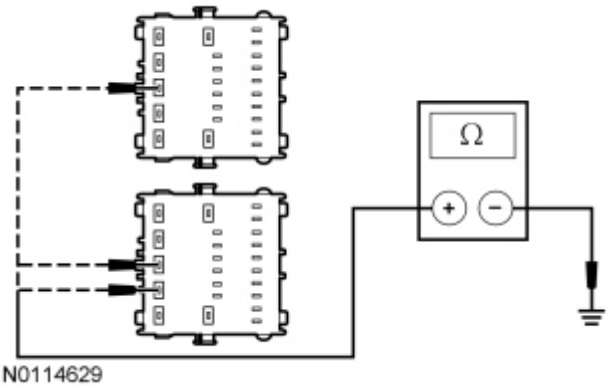
- **Is the voltage within 0.2 volt of the recorded battery voltage?**

No
REPAIR circuit SBP09 (RD) for high resistance. CLEAR the DTC. REPEAT the self-test.

O6 CHECK THE RFA MODULE GROUND CIRCUIT FOR HIGH RESISTANCE

- Ignition OFF.
- Disconnect: Negative Battery Cable.
- Disconnect: RFA Module C3503d.
- Measure the resistance between the RFA module and ground as follows:

Connector-Pin	Circuit
C3503a-3	GD145 (BK/BU)
C3503d-3	GD145 (BK/BU)
C3503d-4	GD145 (BK/BU)



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- **Are the resistances less than 5 ohms?**

Yes
GO to O7.

No
REPAIR circuit GD145 (BK/BU) for high resistance. CLEAR the DTC. REPEAT the self-test.

O7 CHECK FOR CORRECT RFA MODULE OPERATION

- Disconnect the RFA module connectors.
- Check for:
  - corrosion
  - damaged pins
  - pushed-out pins
- Connect the RFA module connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.

Yes
INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation.

• **Is the concern still present?**	**No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Pinpoint Test P: DTC U3003:17

Normal Operation

- DTC U3003:17 (Battery Voltage: Circuit Voltage Above Threshold) — sets in the Remote Function Actuator (RFA) module when the RFA module detects that battery voltage exceeds 16 volts from the voltage supply circuit.

This pinpoint test is intended to diagnose the following:

- Charging system concern
- RFA module

PINPOINT TEST P: DTC U3003:17

NOTE: DTC U3003:17 may be stored in the module memory due to previous battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
P1 CHECK FOR DTC B1317, B1676, P0563 (PCM) OR U3003:17 SET IN OTHER MODULES	
• Ignition ON. • Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC B1317, B1676, P0563 (PCM) or U3003:17 set in more than one module?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to P2.
P2 CHECK THE BATTERY VOLTAGE	
• Turn off all interior/exterior lights and accessories. • Start and run the engine at approximately 2,000 rpm for 3 minutes while monitoring the battery voltage. • **Does the battery voltage rise to 16 volts or higher?**	**Yes** REFER to Section 414-00 to diagnose an overcharging condition. **No** GO to P3.
P3 RECHECK FOR DTC U3003:17	
• Turn the engine off. • Ignition ON. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • Clear the continuous memory DTCs. • Carry out the RFA module self-test. • **Is DTC U3003:17 present?**	**Yes** INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation. **No** The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

Pinpoint Test Q: DTC U3003:62

Normal Operation

- DTC U3003:62 (Battery Voltage: Signal Compare Failure) — a continuous and on-demand DTC that sets when the RFA module detects a difference of 2 volts between the voltage supply circuit and a message (voltage value) received from the PCM over the High Speed Controller Area Network (HS-CAN).

This pinpoint test is intended to diagnose the following:

- Wiring, terminals or connectors
- High circuit resistance
- Charging system concern
- RFA module

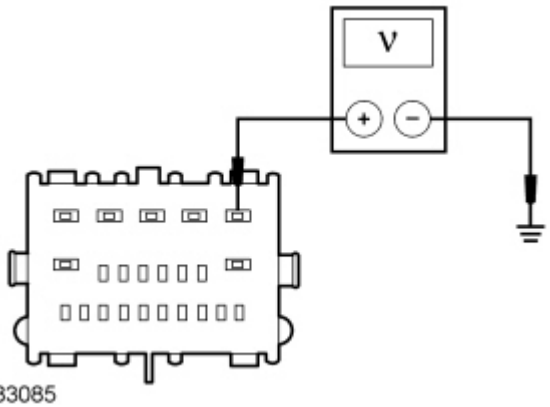
PINPOINT TEST Q: DTC U3003:62

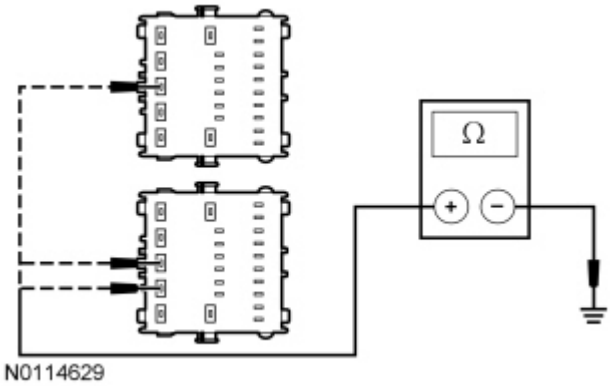
NOTICE: **Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.**

NOTE: Failure to disconnect the battery when instructed results in false resistance readings. Refer to Section 414-01 .

NOTE: DTC U3003:62 may be stored in the module memory due to previous battery charging or vehicle jump starting events.

Test Step	Result / Action to Take
Q1 CHECK FOR DTCs U3003:16 AND U3003:17	
• Check for recorded RFA module DTCs from the self-test. • **Is DTC U3003:16 or DTC U3003:17 present?**	**No** GO to Q2 . **No** For DTC U3003:16, GO to Pinpoint Test O . For DTC U3003:17, GO to Pinpoint Test P .
Q2 RECHECK THE RFA MODULE DTCs	
• Ignition OFF. • Ignition ON. • Enter the following diagnostic mode on the scan tool: RFA Module Self-Test. • Clear the DTCs. Repeat the RFA Module self-test. • **Is DTC U3003:62 still present?**	**Yes** GO to Q3 . **No** The system is operating correctly at this time. The DTC may have been set due to a previous low battery voltage condition, during battery charging or while jump starting the vehicle.
Q3 CHECK FOR CHARGING SYSTEM DTCs IN THE PCM	
• Enter the following diagnostic mode on the scan tool: PCM Self-Test.	**Yes** REFER to Section 414-00 .

• Carry out the PCM KOEO self-test. • Retrieve the continuous memory DTCs from the PCM. • **Is DTC P0562, P0620, P0622, P0625, P0626 or P065B set in the PCM?**	**No** GO to Q4 .
Q4 CHECK FOR DTCs B1317, B1318 B1676, P0563 OR U3003:62 SET IN OTHER MODULES	
• Enter the following diagnostic mode on the scan tool: Self-Test. • Retrieve the continuous memory DTCs from all modules. • **Is DTC B1317, B1676, P0563 (PCM) or U3003:17 set in more than one module?**	**Yes** REFER to Section 414-00 to diagnose the charging system condition. **No** GO to Q5 .
Q5 CHECK THE RFA MODULE VOLTAGE PID	
• Ignition ON. • Measure and record the voltage at the battery. • Enter the following diagnostic mode on the scan tool: RFA Module DataLogger. • Monitor the RFA module voltage PID (ECU_VPWR). • **Is the voltage within .2 volts of the recorded battery voltage?**	**Yes** REFER to Section 414-00 to diagnose the charging system condition. **No** GO to Q6 .
Q6 CHECK THE RFA MODULE VOLTAGE SUPPLY	
• Ignition OFF. • Disconnect: RFA Module C3503a . • Ignition ON. • Measure the voltage between the RFA module C3503a-1, circuit SBP09 (RD), harness side and ground.  A0083085 • **Is the voltage within 0.2 volt of the recorded battery voltage?**	**Yes** GO to Q7 . **No** REPAIR circuit SBP09 (RD) for high resistance. CLEAR the DTC. REPEAT the self-test.
Q7 CHECK THE RFA MODULE GROUND CIRCUIT FOR HIGH RESISTANCE	
• Ignition OFF. • Disconnect: Negative Battery Cable. • Measure the resistance between the RFA module and ground as follows: **Connector-Pin** / **Circuit** C3503a-3 / GD145 (BK/BU) C3503d-3 / GD145 (BK/BU) C3503d-4 / GD145 (BK/BU)	**Yes** GO to Q8 . **No** REPAIR circuit GD145 (BK/BU) for high resistance. CLEAR the DTC. REPEAT the self-test.



- **Are the resistances less than 5 ohms?**

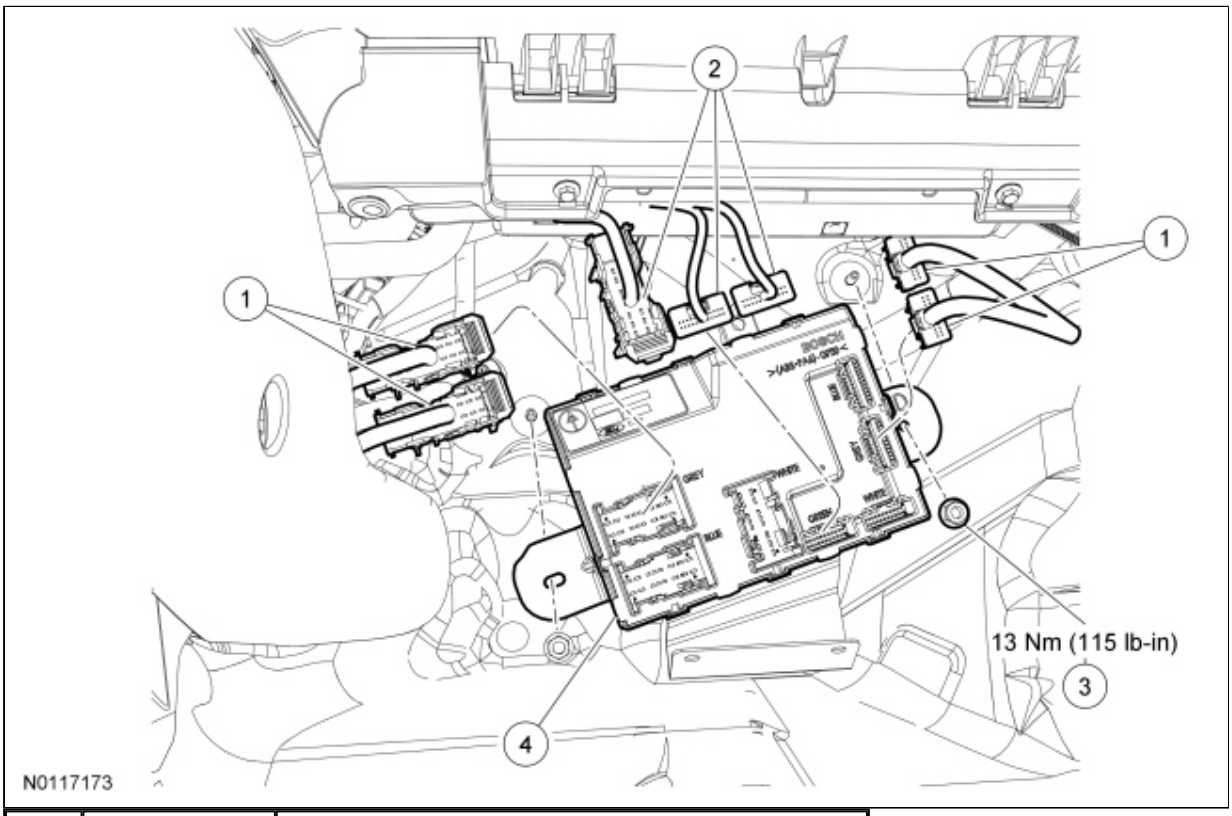
Q8 CHECK FOR CORRECT RFA MODULE OPERATION	

• Disconnect the RFA module connectors.
• Check for:
  ▪ corrosion
  ▪ damaged pins
  ▪ pushed-out pins
• Connect the RFA module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RFA module. REFER to Remote Function Actuator (RFA) Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

Body Control Module (BCM)

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool



Item	Part Number	Description
1	—	Electrical connectors (part of 14A005)
2	—	Electrical connectors (part of 14K024)
3	W520412-S2	Body Control Module (BCM) nut (2 required)
4	15K600	BCM

Removal

NOTICE: **Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage to the module may result.**

NOTE: Prior to the replacement of the module, it is necessary to upload the module configuration information to a scan tool. This information must be downloaded into the new Body Control Module (BCM) after installation. For additional information, refer to Section 418-01 . A minimum of 2 devices are necessary to complete the configuration.

1. **NOTE:** This step is only necessary if the BCM is being replaced.

Upload the module configuration information from the BCM into the scan tool. For additional information, refer to Section 418-01 .

2. Remove the RH dash closeout panel.

3. Disconnect the 7 electrical connectors.

4. Remove the 2 nuts and the BCM .

Installation

1. Position the BCM and install the 2 nuts.
   - Tighten to 13 Nm (115 lb-in).

2. **NOTE:** If the BCM is not being replaced, this is the last step that is necessary.

   Connect the 7 electrical connectors.

3. Install the RH dash closeout panel.

4. Download the BCM configuration information from the scan tool to the BCM . For additional information, refer to Section 418-01 .

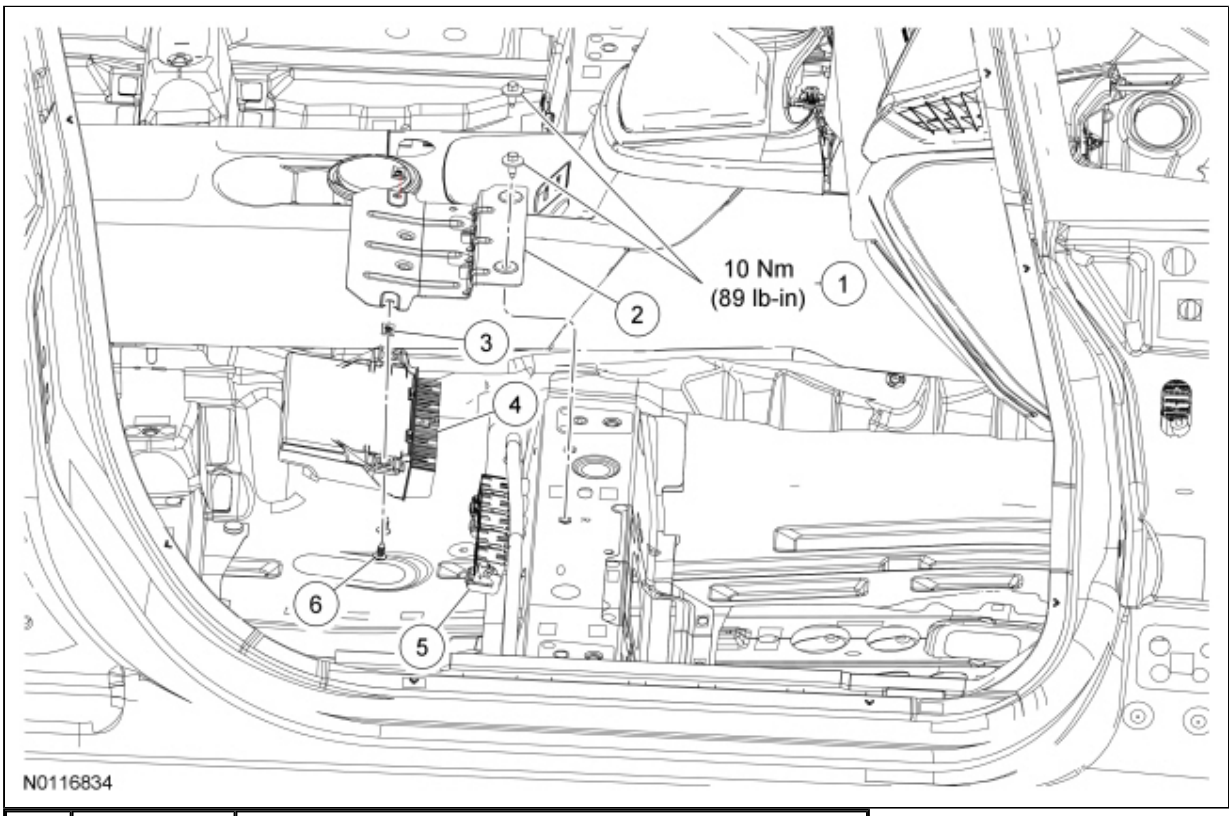
5. Carry out the BCM self-test to confirm all DTCs have been cleared.

6. For vehicles without IA , program all the RKE transmitters into the new BCM . For additional information, refer to Section 501-14 .

Remote Function Actuator (RFA) Module

Special Tool(s)

ST2834-A	Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool



Item	Part Number	Description
1	W503922	Remote Function Actuator (RFA) bracket bolt (2 required)
2	—	RFA bracket
3	—	RFA module J-nut (2 required)
4	19G481	RFA module
5	—	RFA module electrical connectors (part of 14A005)
6	—	RFA module screw (2 required)

Removal and Installation

1. **NOTE:** The IA keys need to be programmed into the new RFA module during ignition off. For additional information, refer to Key Programming Using Diagnostic Equipment in Section 419-01B . After the IA keys have been programmed into the new RFA module, the ignition must be turned to the ON mode in order to reset the parameters in the new RFA module and the PCM. For additional information, refer to Passive Anti-Theft System (PATS) Parameter Reset in Section 419-01B .

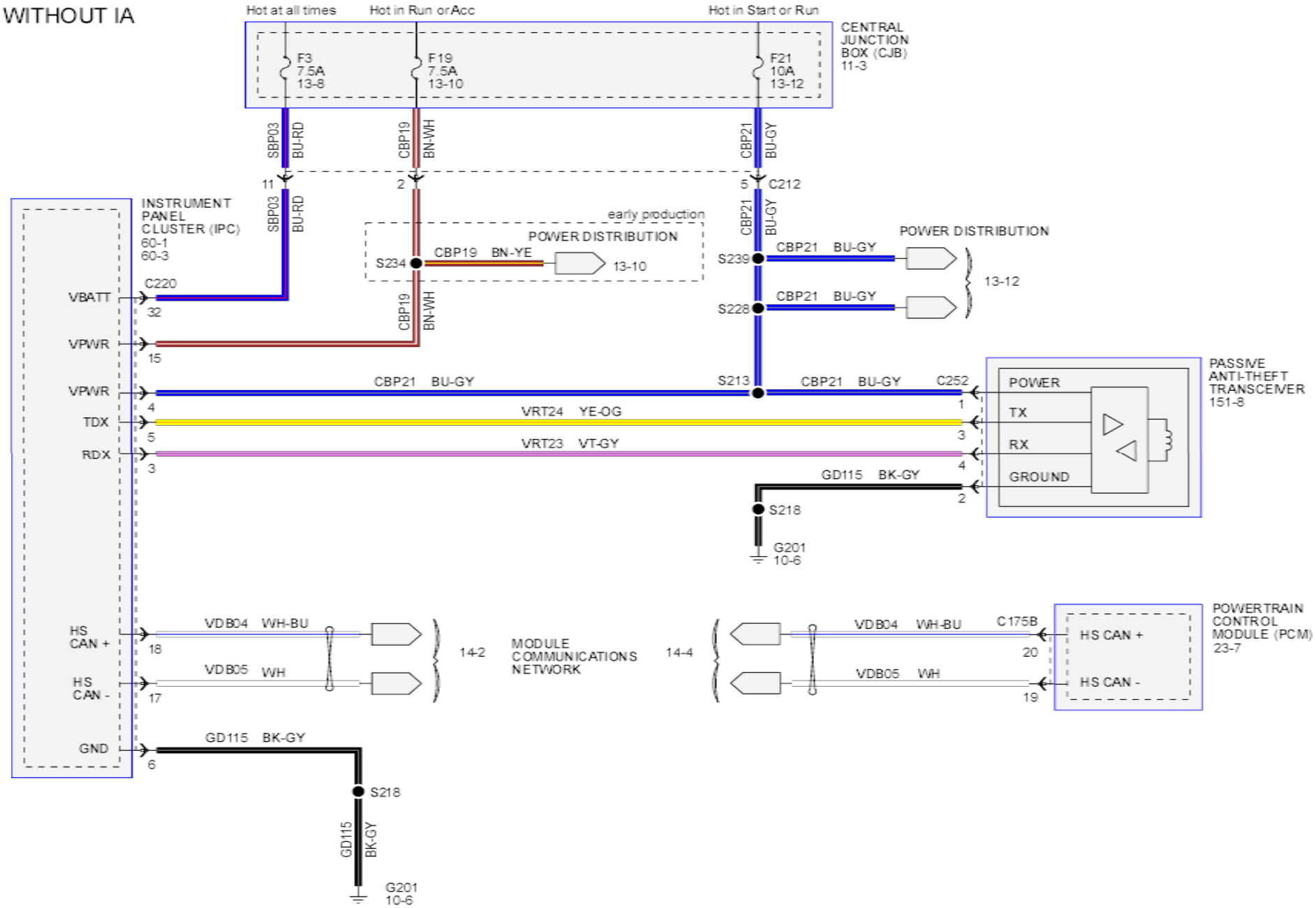
Remove the passenger seat. For additional information, refer to Section 501-10 .

2. Disconnect the 5 RFA module electrical connectors.

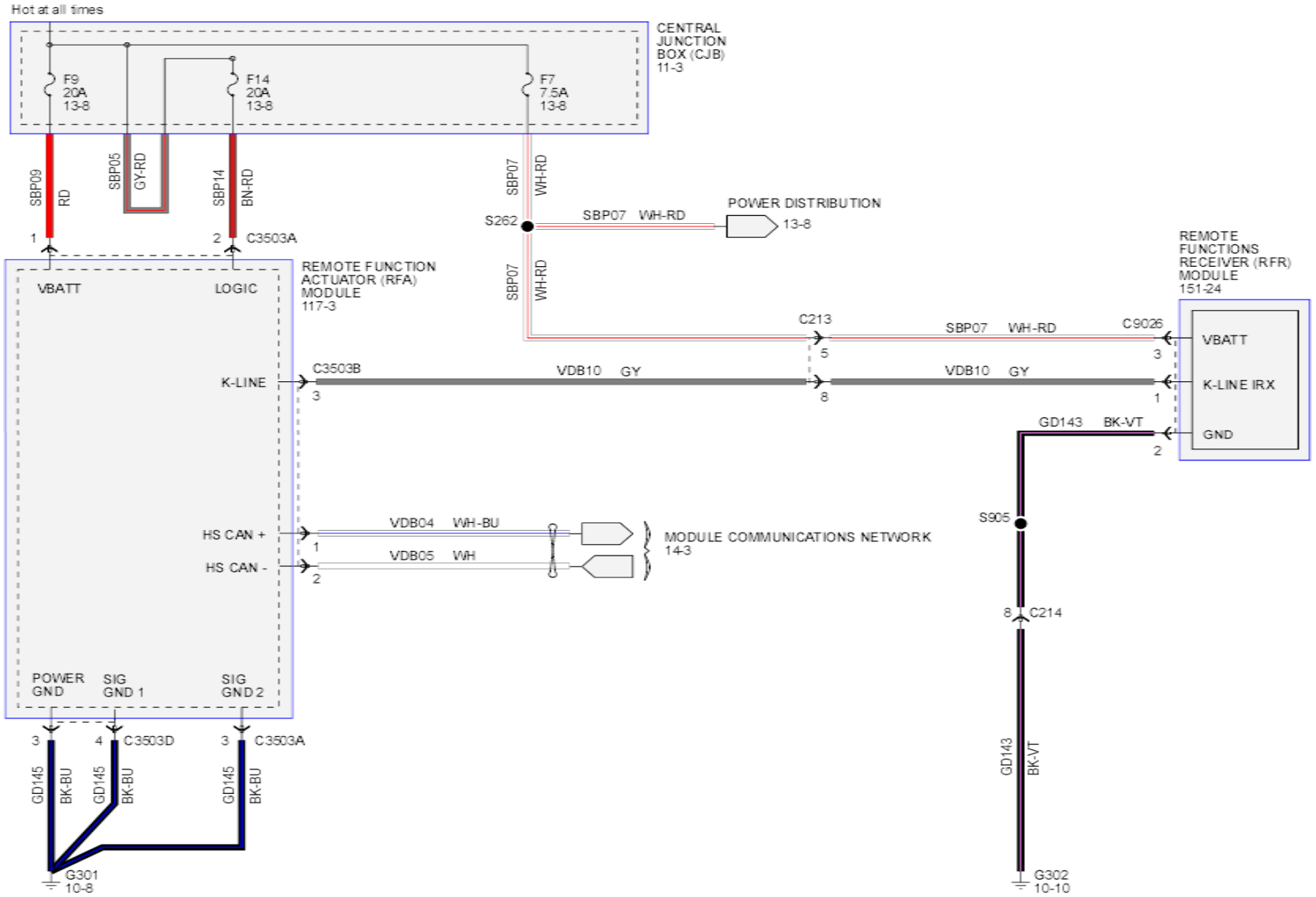
3. Remove the 2 bolts and the RFA module and bracket assembly.
   - To install, tighten to 10 Nm (89 lb-in).

4. To install, reverse the removal procedure.
   - Program the IA keys into the new RFA module. For additional information, refer to Key Programming Using Diagnostic Equipment in Section 419-01B .
   - Carry out a Passive Anti-Theft System (PATS) parameter reset. For additional information, refer to Passive Anti-Theft System (PATS) Parameter Reset in Section 419-01B .

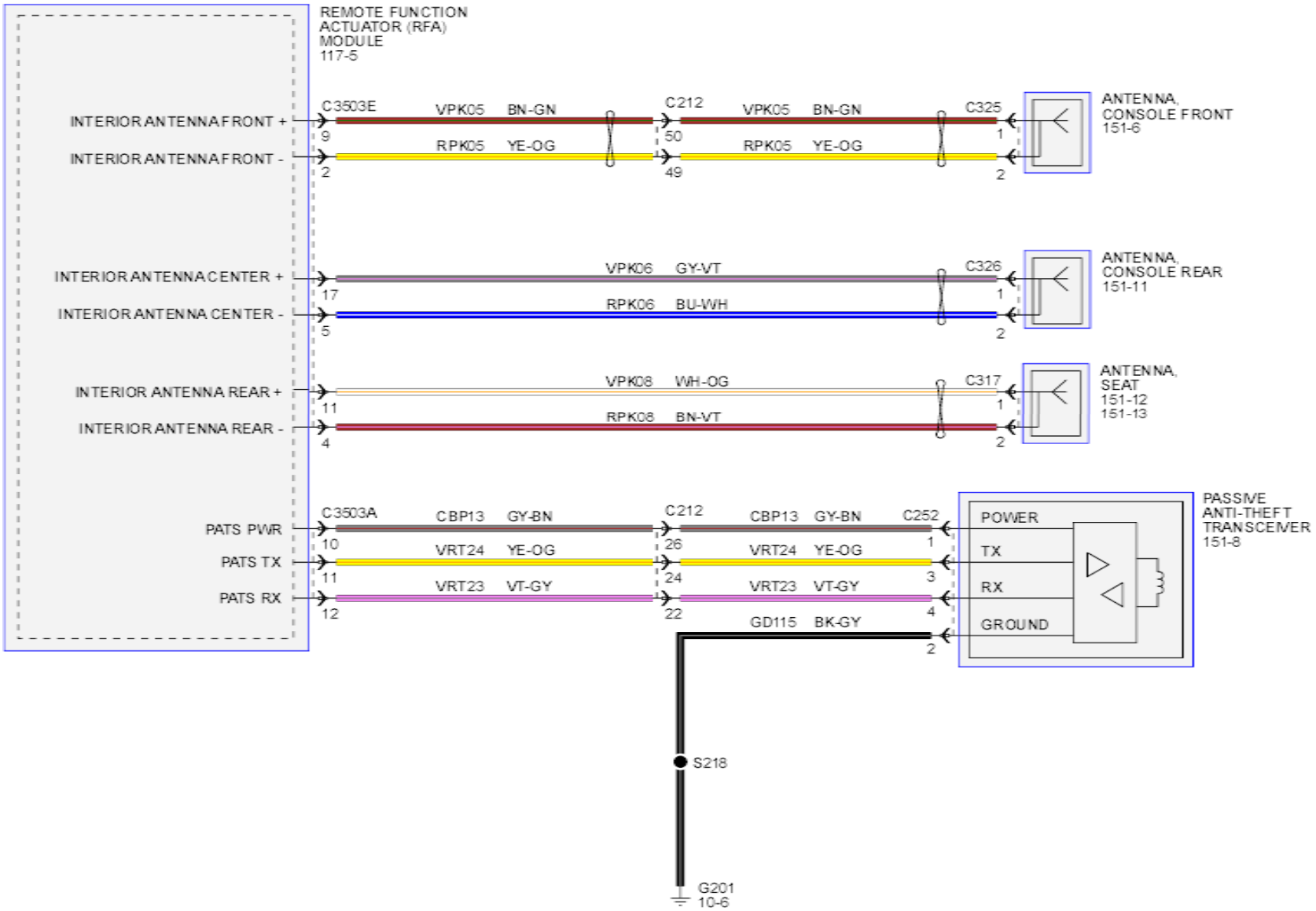
WITHOUT IA

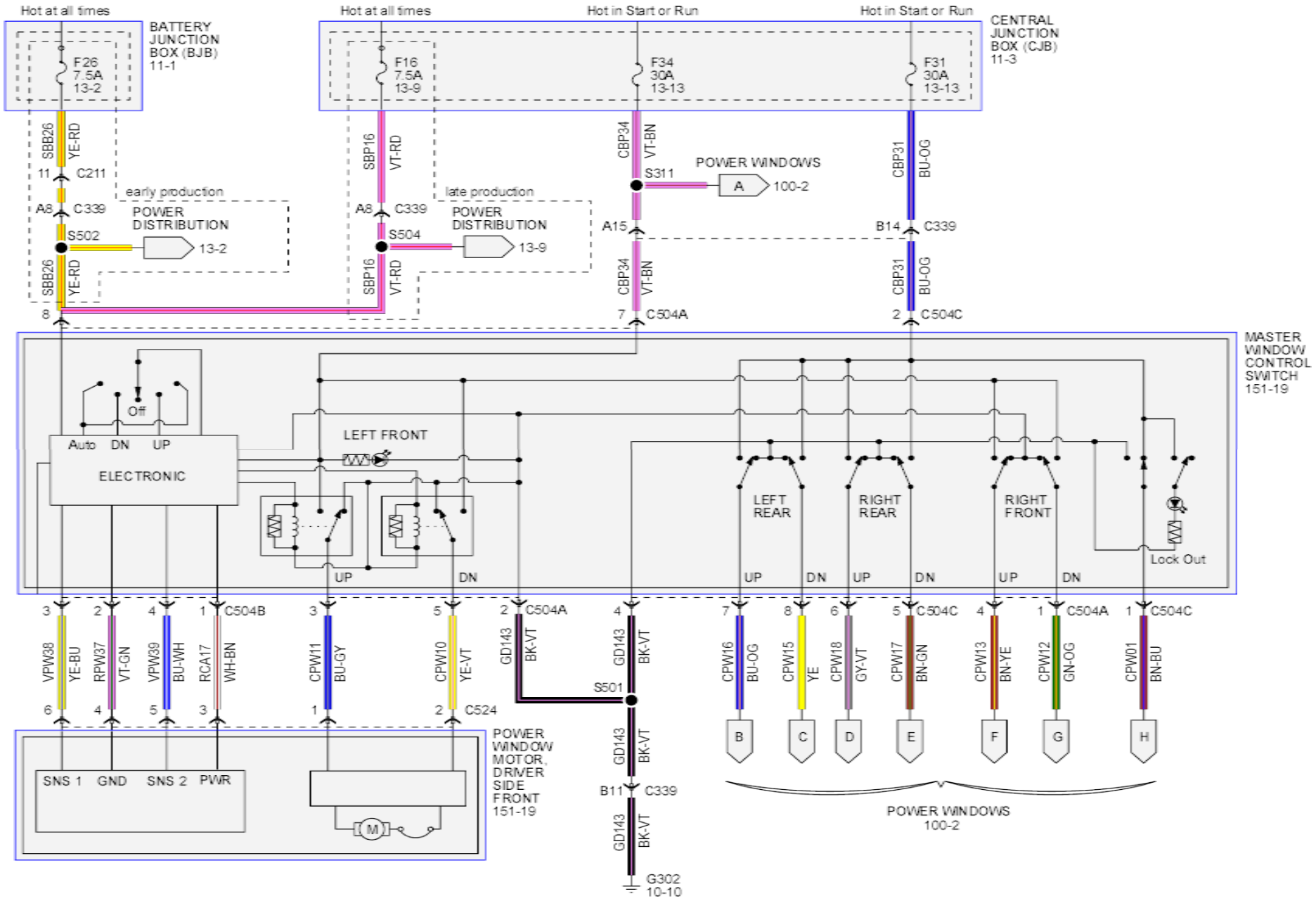

Hot at all times
Hot in Run or Acc
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F3 7.5A 13-8
F19 7.5A 13-10
F21 10A 13-12
SBP03 BU-RD
CBP19 BN-WH
CBP21 BU-GY
C212
INSTRUMENT PANEL CLUSTER (IPC) 60-1 60-3
C220
VBATT
VPWR
TDX
RDX
HS CAN +
HS CAN -
GND
early production
POWER DISTRIBUTION
S234
S239
S228
S213
13-10
13-12
PASSIVE ANTI-THEFT TRANSCEIVER 151-8
C252
POWER
TX
RX
GROUND
VRT24 YE-OG
VRT23 VT-GY
GD115 BK-GY
S218
G201 10-6
VDB04 WH-BU
VDB05 WH
14-2
MODULE COMMUNICATIONS NETWORK
14-4
C175B
POWERTRAIN CONTROL MODULE (PCM) 23-7

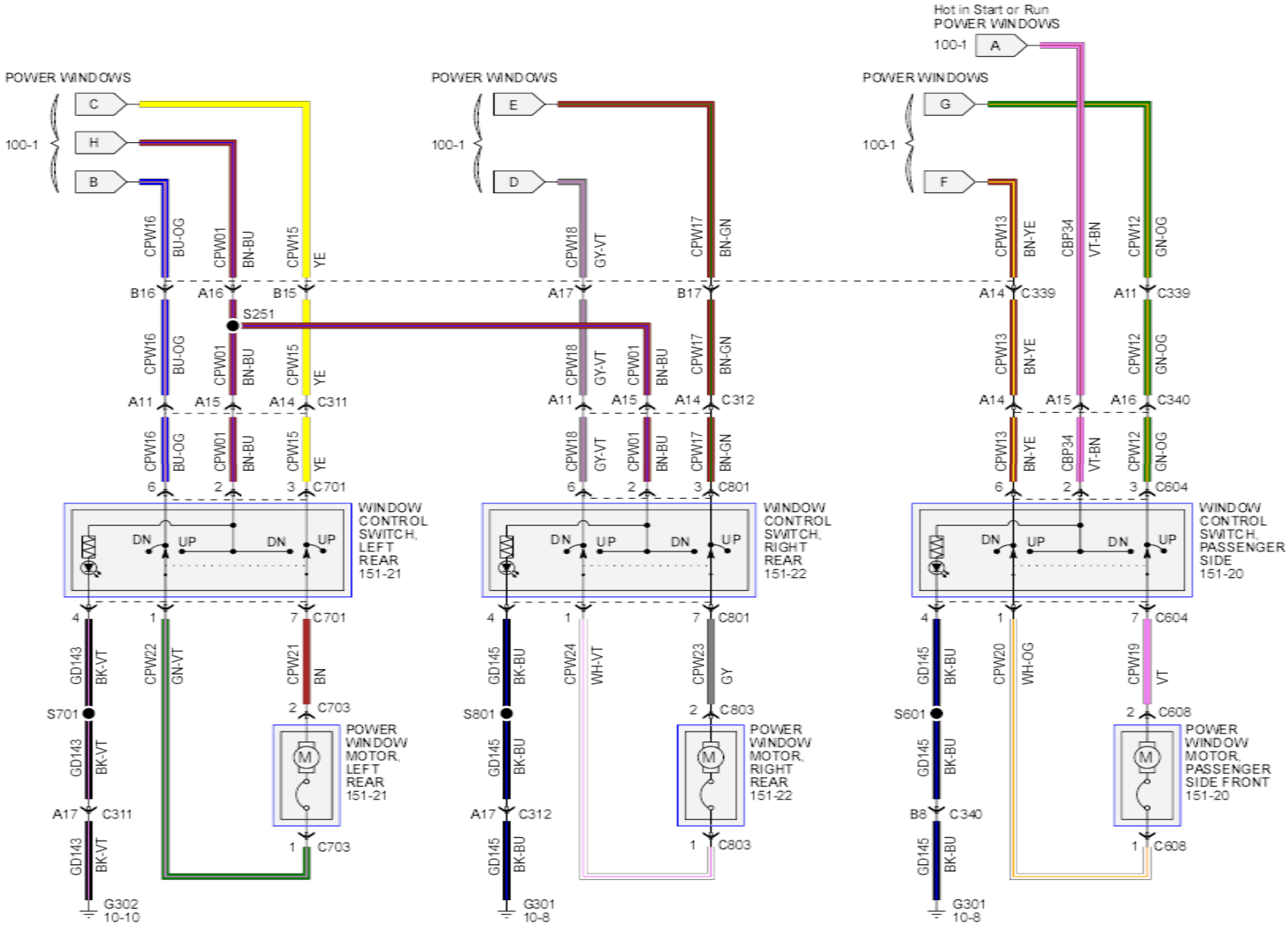
WITH IA


Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F9 20A 13-8
F14 20A 13-8
F7 7.5A 13-8
SBP09 RD
SBP05 GY-RD
SBP14 BN-RD
SBP07 WH-RD
S262
SBP07 WH-RD
POWER DISTRIBUTION 13-8
1
2 C3503A
REMOTE FUNCTION ACTUATOR (RFA) MODULE 117-3
VBATT
LOGIC
K-LINE
HS CAN +
HS CAN -
POWER GND
SIG GND 1
SIG GND 2
C213
5
C9026
3
REMOTE FUNCTIONS RECEIVER (RFR) MODULE 151-24
VBATT
K-LINE IRX
GND
C3503B
3
VDB10 GY
8
VDB10 GY
1
GD143 BK-VT
2
VDB04 WH-BU
1
VDB05 WH
2
MODULE COMMUNICATIONS NETWORK 14-3
S905
8 C214
3 C3503D
4 C3503D
3 C3503A
GD145 BK-BU
GD145 BK-BU
GD145 BK-BU
GD143 BK-VT
G301 10-8
G302 10-10

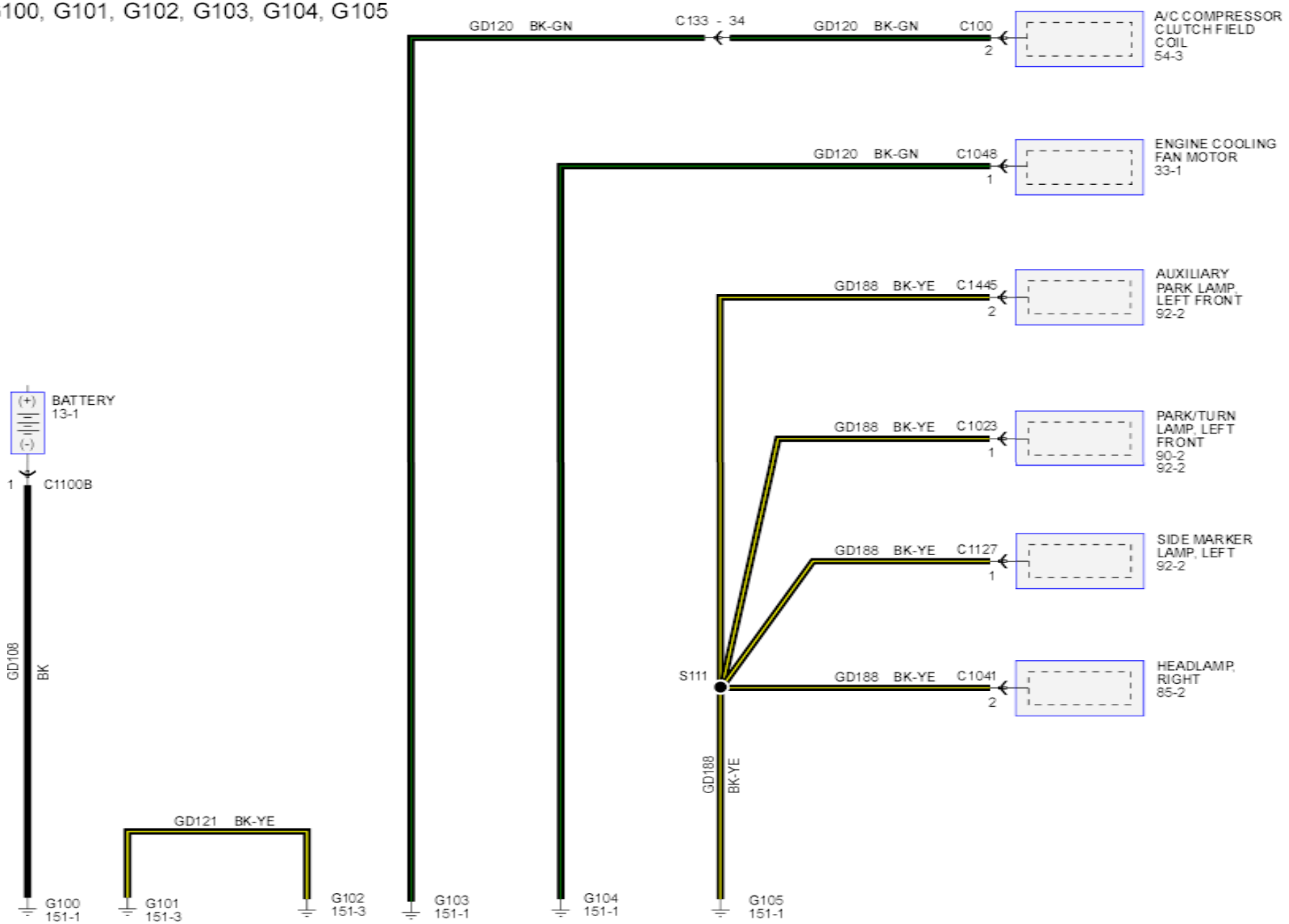
WITH IA

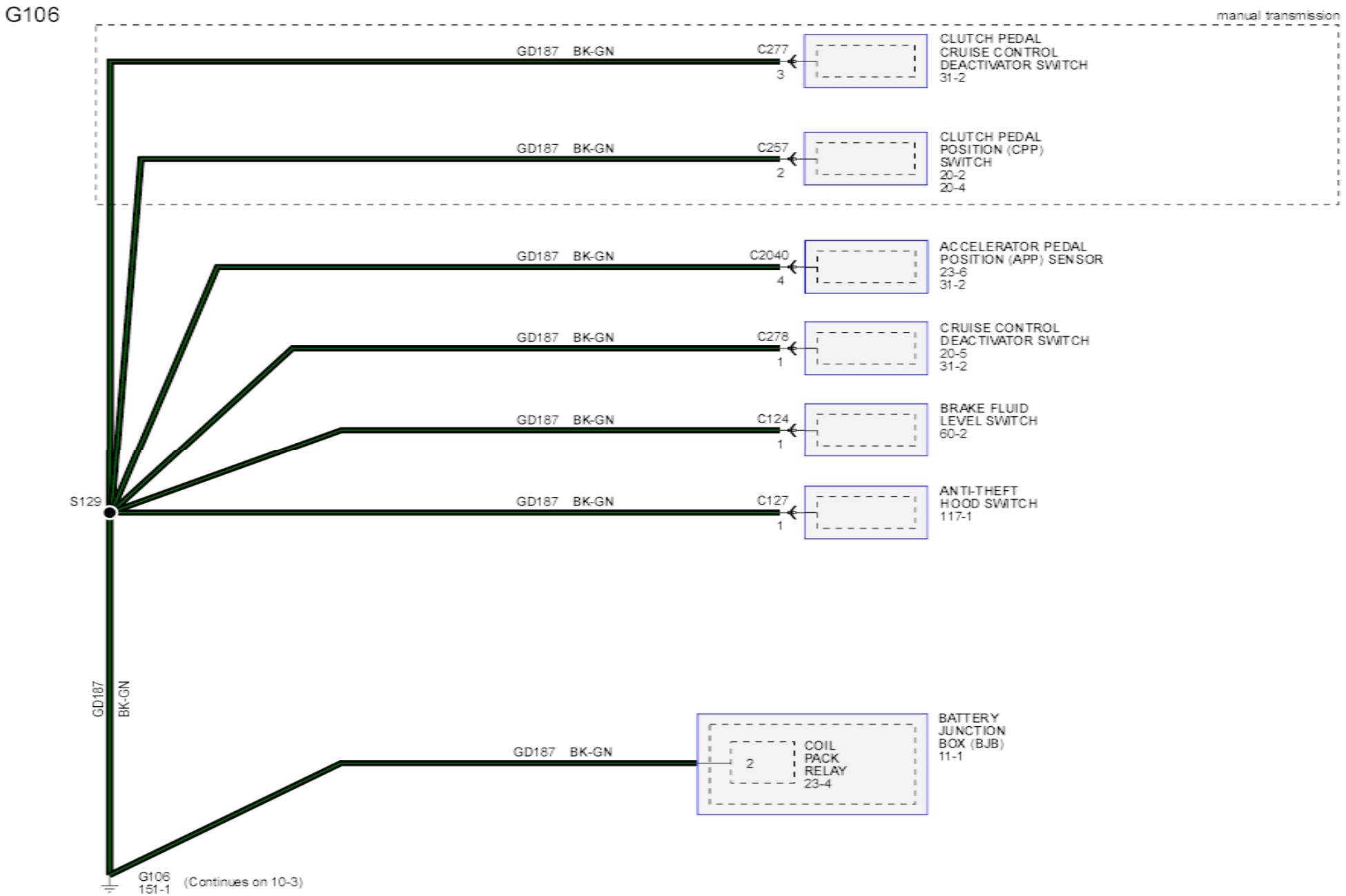

REMOTE FUNCTION ACTUATOR (RFA) MODULE 117-5
INTERIOR ANTENNA FRONT +
INTERIOR ANTENNA FRONT -
C3503E
9
2
VPK05 BN-GN
RPK05 YE-OG
C212
50
49
VPK05 BN-GN
RPK05 YE-OG
C325
1
2
ANTENNA, CONSOLE FRONT 151-6
INTERIOR ANTENNA CENTER +
INTERIOR ANTENNA CENTER -
17
5
VPK06 GY-VT
RPK06 BU-WH
C326
1
2
ANTENNA, CONSOLE REAR 151-11
INTERIOR ANTENNA REAR +
INTERIOR ANTENNA REAR -
11
4
VPK08 WH-OG
RPK08 BN-VT
C317
1
2
ANTENNA, SEAT 151-12 151-13
PATS PWR
PATS TX
PATS RX
C3503A
10
11
12
CBP13 GY-BN
VRT24 YE-OG
VRT23 VT-GY
C212
26
24
22
CBP13 GY-BN
VRT24 YE-OG
VRT23 VT-GY
C252
1
3
4
GD115 BK-GY
2
POWER
TX
RX
GROUND
PASSIVE ANTI-THEFT TRANSCEIVER 151-8
S218
G201
10-6


Hot at all times
Hot at all times
Hot in Start or Run
Hot in Start or Run
BATTERY JUNCTION BOX (BJB) 11-1
CENTRAL JUNCTION BOX (CJB) 11-3
F26 7.5A 13-2
F16 7.5A 13-9
F34 30A 13-13
F31 30A 13-13
SBB26 YE-RD
SBP16 VT-RD
CBP34 VT-BN
CBP31 BU-OG
POWER WINDOWS
S311
A 100-2
11 C211
A8 C339
early production
late production
POWER DISTRIBUTION
S502
13-2
S504
13-9
A15
B14 C339
8
7 C504A
2 C504C
MASTER WINDOW CONTROL SWITCH 151-19
Off
Auto DN UP
ELECTRONIC
LEFT FRONT
LEFT REAR
RIGHT REAR
RIGHT FRONT
Lock Out
UP
DN
3 2 4 1 C504B
3 5 2 C504A
4 7 8 6 5 C504C
4 1 1 C504C
VPW38 YE-BU
RPW37 VT-GN
VPW39 BU-WH
RCA17 WH-BN
CPW11 BU-GY
CPW10 YE-VT
GD143 BK-VT
S501
CPW16 BU-OG
CPW15 YE
CPW18 GY-VT
CPW17 BN-GN
CPW13 BN-YE
CPW12 GN-OG
CPW01 BN-BU
6 4 5 3 1 2 C524
B C D E F G H
SNS 1 GND SNS 2 PWR
M
POWER WINDOW MOTOR, DRIVER SIDE FRONT 151-19
B11 C339
G302 10-10
POWER WINDOWS 100-2

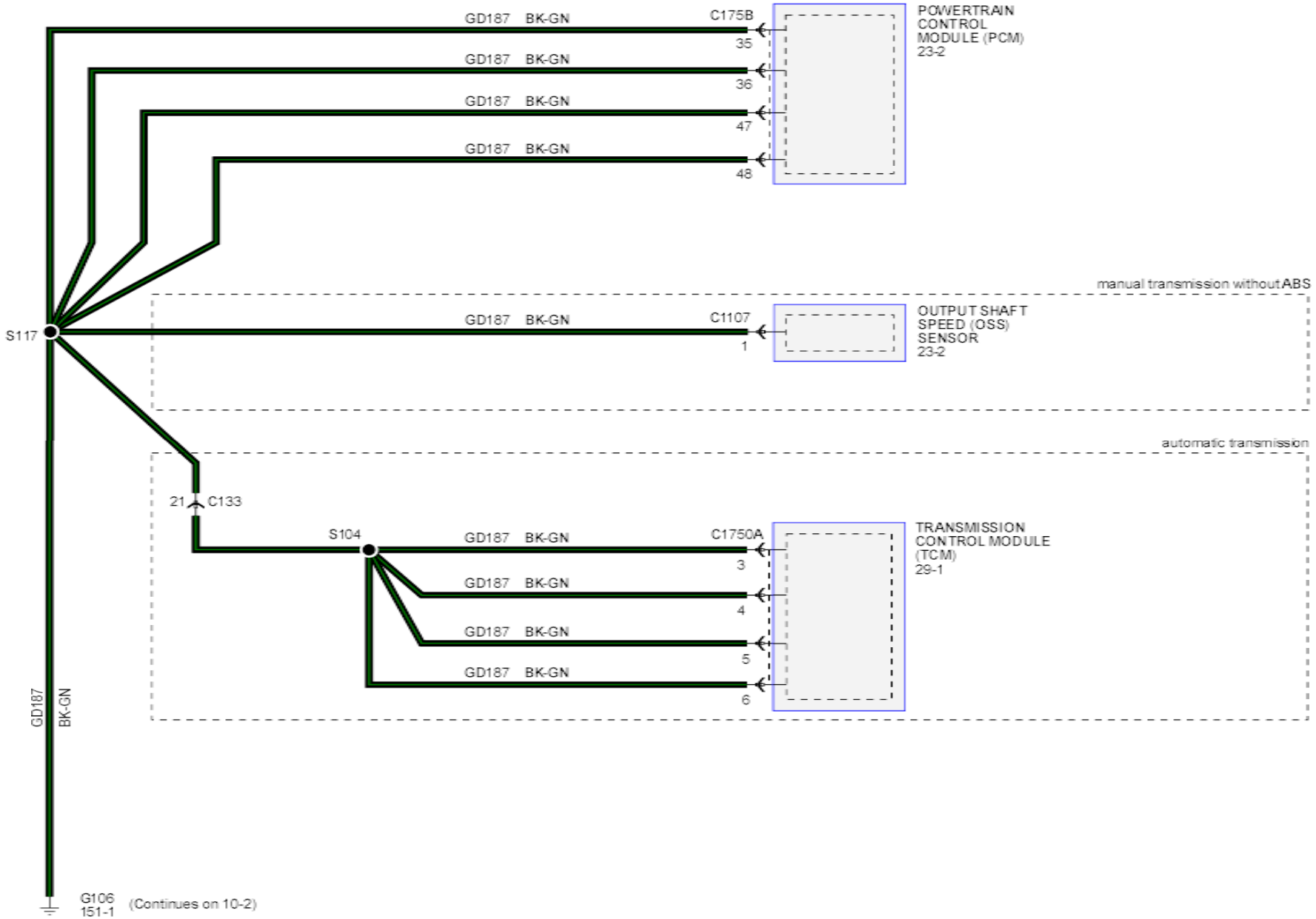

POWER WINDOWS
100-1
C
H
B
CPW16 BU-OG
CPW01 BN-BU
CPW15 YE
B16
A16
B15
S251
A11
A15
A14
C311
6
2
3
C701
WINDOW CONTROL SWITCH, LEFT REAR 151-21
DN
UP
DN
UP
4
1
7
C701
GD143 BK-VT
CPW22 GN-VT
CPW21 BN
S701
2
C703
POWER WINDOW MOTOR, LEFT REAR 151-21
M
A17
C311
1
C703
G302 10-10
POWER WINDOWS
100-1
E
D
CPW18 GY-VT
CPW17 BN-GN
A17
B17
CPW01 BN-BU
A11
A15
A14
C312
6
2
3
C801
WINDOW CONTROL SWITCH, RIGHT REAR 151-22
4
1
7
C801
GD145 BK-BU
CPW24 WH-VT
CPW23 GY
S801
2
C803
POWER WINDOW MOTOR, RIGHT REAR 151-22
A17
C312
1
C803
G301 10-8
Hot in Start or Run
POWER WINDOWS
100-1
A
POWER WINDOWS
100-1
G
F
CPW13 BN-YE
CBP34 VT-BN
CPW12 GN-OG
A14
C339
A11
C339
A14
A15
A16
C340
6
2
3
C604
WINDOW CONTROL SWITCH, PASSENGER SIDE 151-20
4
1
7
C604
GD145 BK-BU
CPW20 WH-OG
CPW19 VT
S601
2
C608
POWER WINDOW MOTOR, PASSENGER SIDE FRONT 151-20
B8
C340
1
C608
G301 10-8

G100, G101, G102, G103, G104, G105

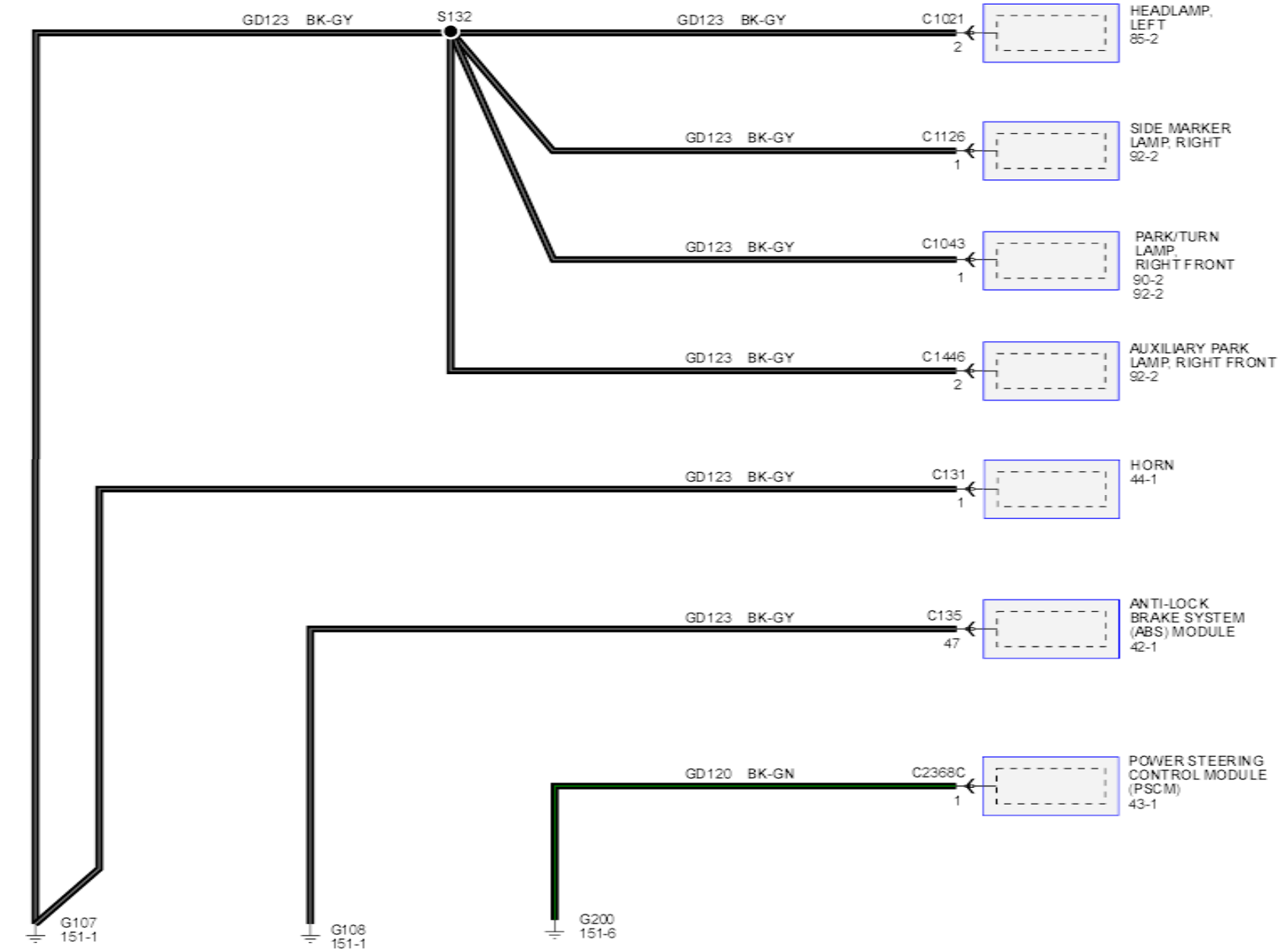


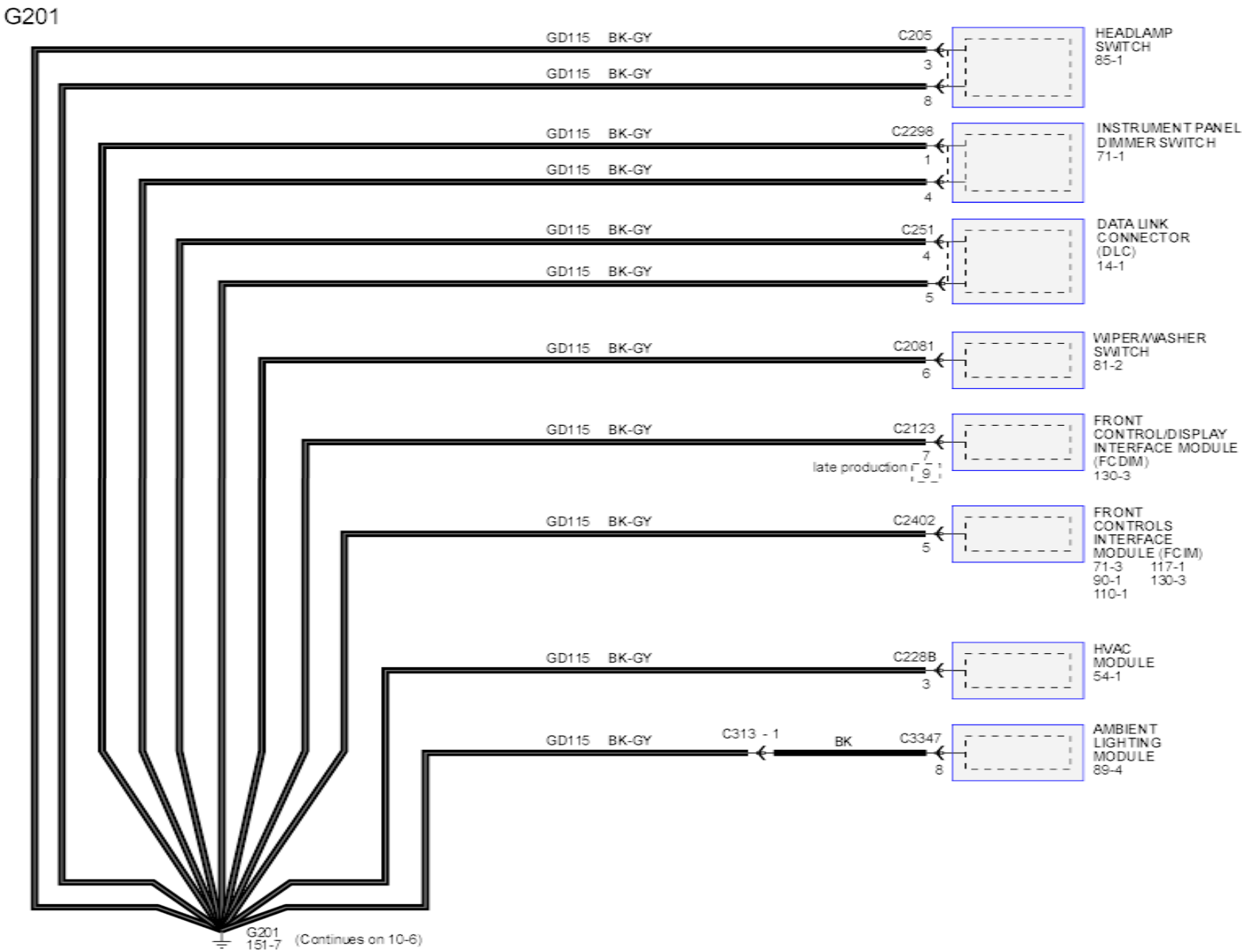

G106
manual transmission
GD187 BK-GN
C277
3
CLUTCH PEDAL
CRUISE CONTROL
DEACTIVATOR SWITCH
31-2
GD187 BK-GN
C257
2
CLUTCH PEDAL
POSITION (CPP)
SWITCH
20-2
20-4
GD187 BK-GN
C2040
4
ACCELERATOR PEDAL
POSITION (APP) SENSOR
23-6
31-2
GD187 BK-GN
C278
1
CRUISE CONTROL
DEACTIVATOR SWITCH
20-5
31-2
GD187 BK-GN
C124
1
BRAKE FLUID
LEVEL SWITCH
60-2
S129
GD187 BK-GN
C127
1
ANTI-THEFT
HOOD SWITCH
117-1
GD187
BK-GN
GD187 BK-GN
2
COIL
PACK
RELAY
23-4
BATTERY
JUNCTION
BOX (BJB)
11-1
G106
151-1
(Continues on 10-3)

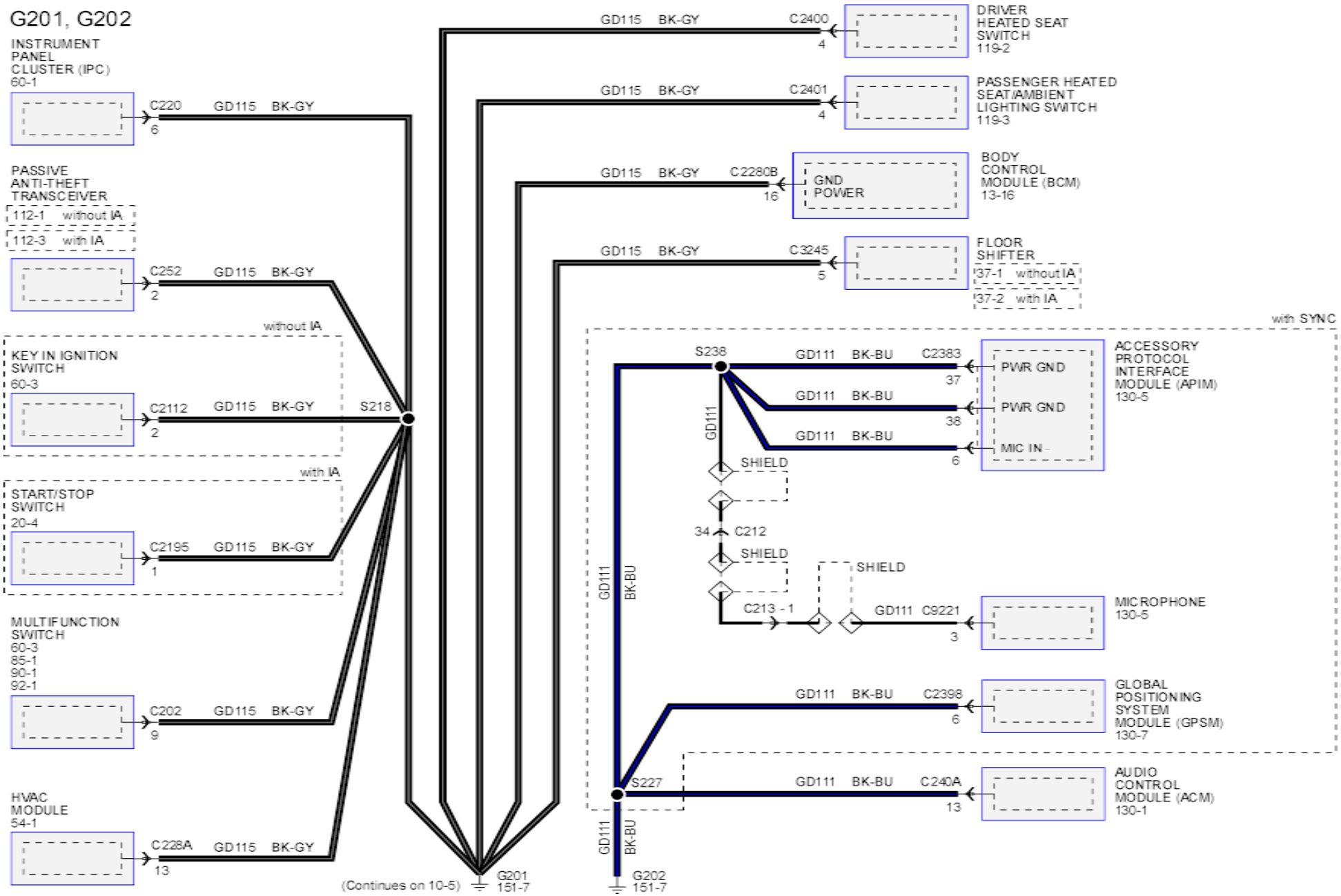
G106


GD187 BK-GN
C175B
35
36
47
48
POWERTRAIN CONTROL MODULE (PCM)
23-2
manual transmission without ABS
S117
GD187 BK-GN
C1107
1
OUTPUT SHAFT SPEED (OSS) SENSOR
23-2
automatic transmission
21
C133
S104
GD187 BK-GN
C1750A
3
4
5
6
TRANSMISSION CONTROL MODULE (TCM)
29-1
GD187
BK-GN
G106
151-1
(Continues on 10-2)

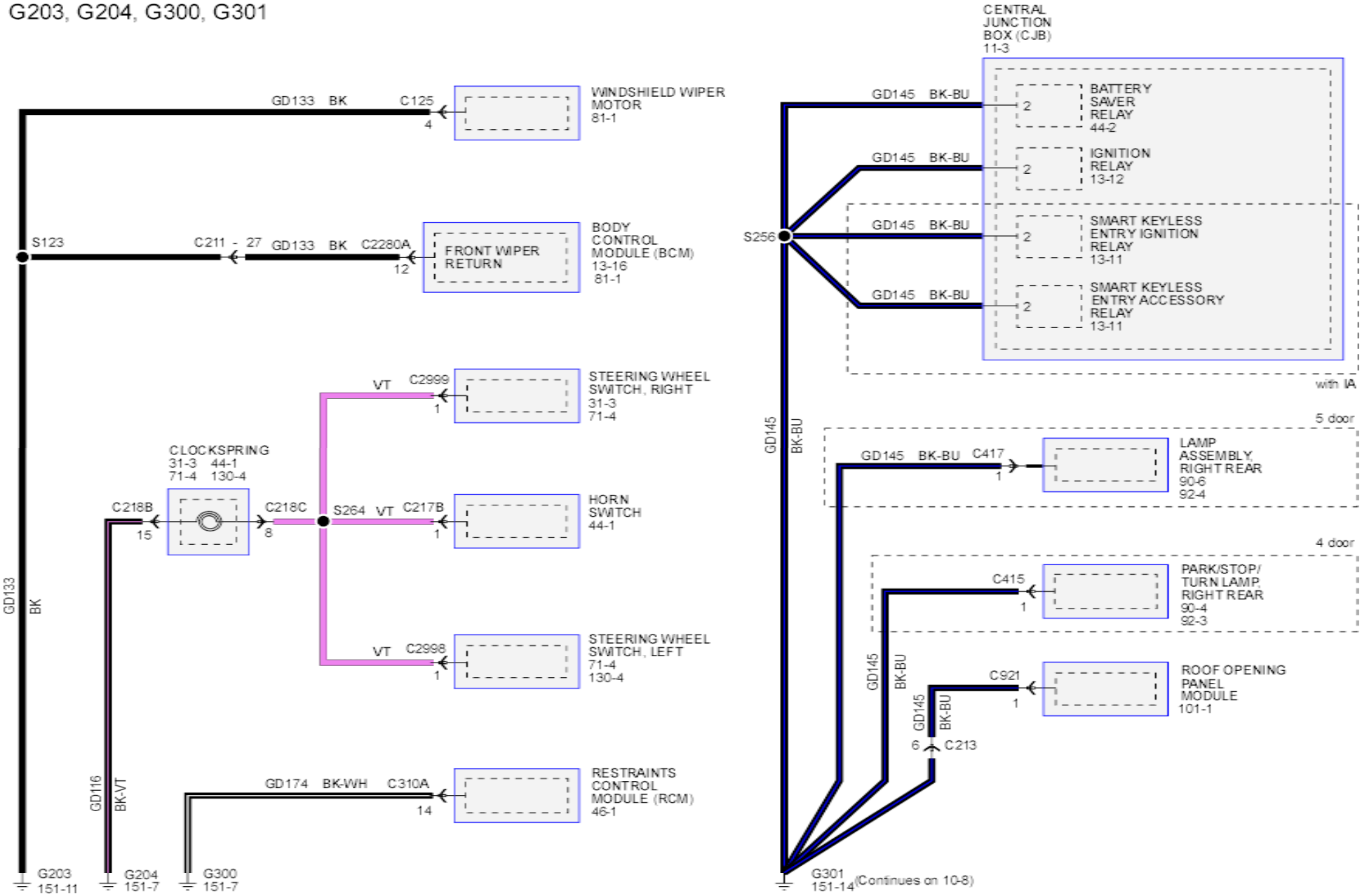
G107, G108, G200

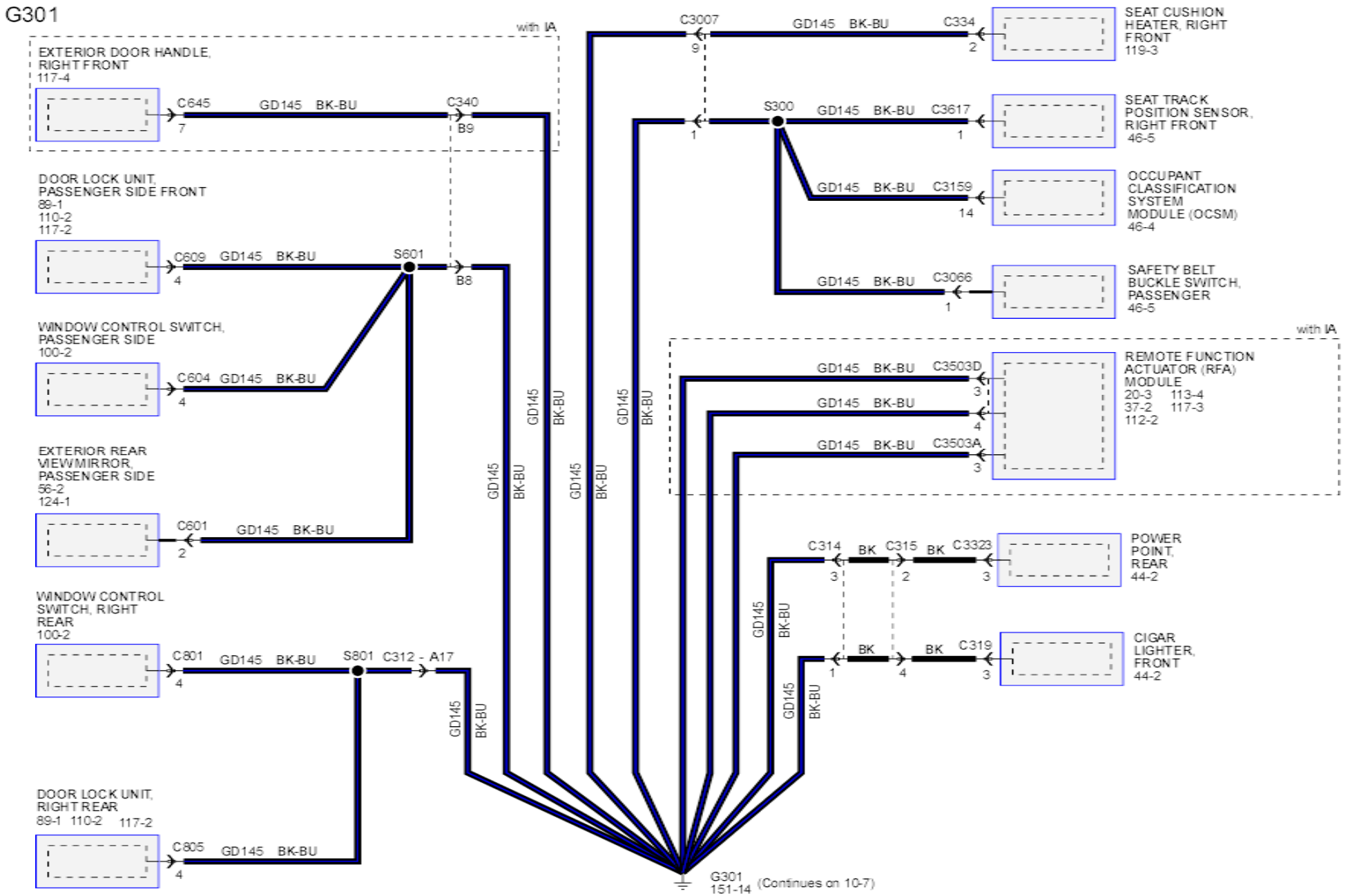



G201
GD115 BK-GY
C205
3
HEADLAMP SWITCH 85-1
GD115 BK-GY
8
GD115 BK-GY
C2298
1
INSTRUMENT PANEL DIMMER SWITCH 71-1
GD115 BK-GY
4
GD115 BK-GY
C251
4
DATA LINK CONNECTOR (DLC) 14-1
GD115 BK-GY
5
GD115 BK-GY
C2081
6
WIPER/WASHER SWITCH 81-2
GD115 BK-GY
C2123
7
late production
9
FRONT CONTROL/DISPLAY INTERFACE MODULE (FCDIM) 130-3
GD115 BK-GY
C2402
5
FRONT CONTROLS INTERFACE MODULE (FCIM) 71-3 117-1 90-1 130-3 110-1
GD115 BK-GY
C228B
3
HVAC MODULE 54-1
GD115 BK-GY
C313 - 1
BK
C3347
8
AMBIENT LIGHTING MODULE 89-4
G201
151-7
(Continues on 10-6)

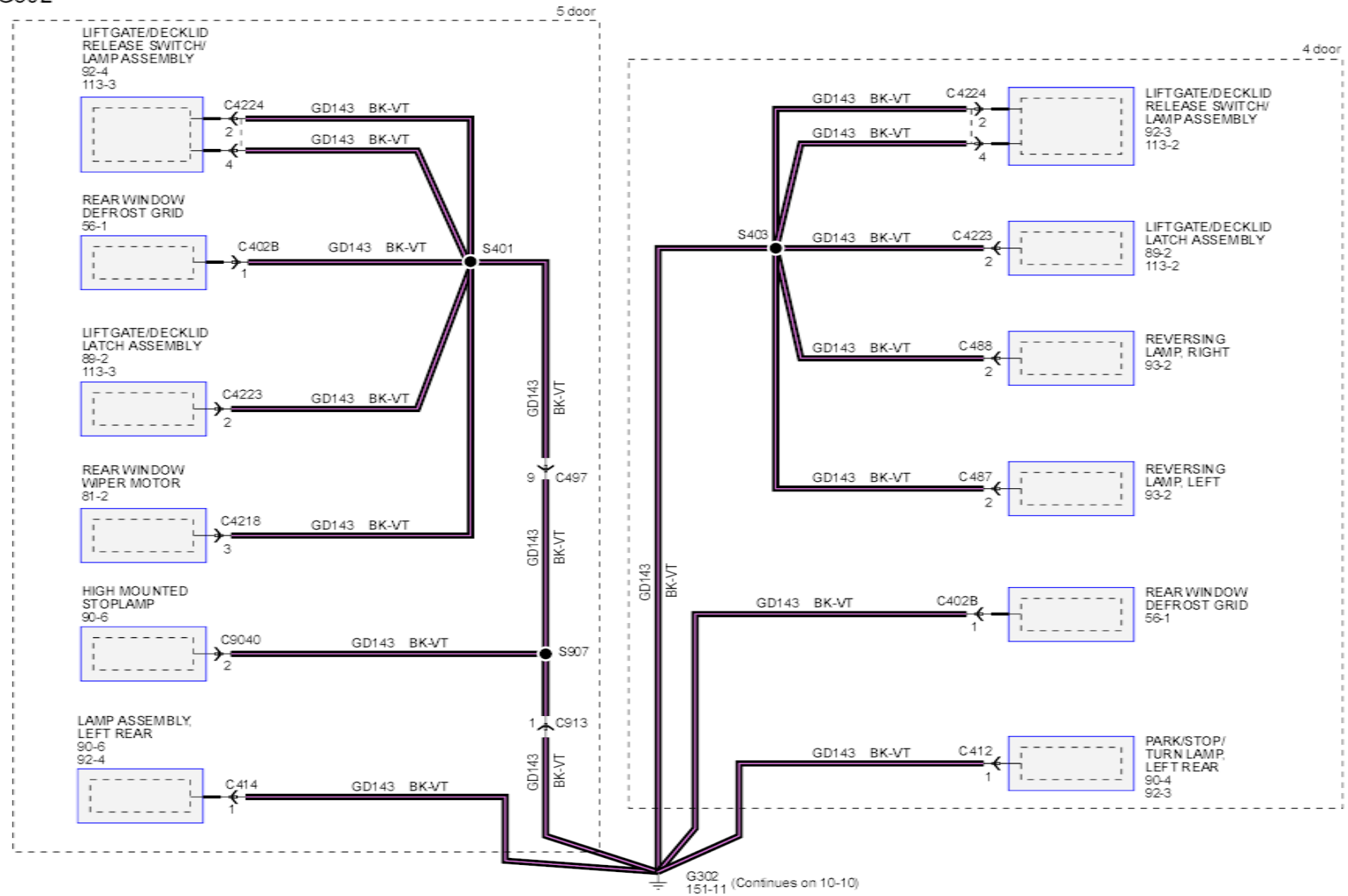

G201, G202
INSTRUMENT PANEL CLUSTER (IPC)
60-1
C220
6
GD115 BK-GY
PASSIVE ANTI-THEFT TRANSCEIVER
112-1 without IA
112-3 with IA
C252
2
GD115 BK-GY
without IA
KEY IN IGNITION SWITCH
60-3
C2112
2
GD115 BK-GY
S218
with IA
START/STOP SWITCH
20-4
C2195
1
GD115 BK-GY
MULTIFUNCTION SWITCH
60-3
85-1
90-1
92-1
C202
9
GD115 BK-GY
HVAC MODULE
54-1
C228A
13
GD115 BK-GY
(Continues on 10-5)
G201
151-7
GD115 BK-GY
C2400
4
DRIVER HEATED SEAT SWITCH
119-2
GD115 BK-GY
C2401
4
PASSENGER HEATED SEAT/AMBIENT LIGHTING SWITCH
119-3
GD115 BK-GY
C2280B
16
GND
POWER
BODY CONTROL MODULE (BCM)
13-16
GD115 BK-GY
C3245
5
FLOOR SHIFTER
37-1 without IA
37-2 with IA
with SYNC
S238
GD111 BK-BU
C2383
37
PWR GND
GD111 BK-BU
38
PWR GND
GD111 BK-BU
6
MIC IN -
ACCESSORY PROTOCOL INTERFACE MODULE (APIM)
130-5
GD111
SHIELD
34
C212
SHIELD
SHIELD
C213 - 1
GD111 C9221
3
MICROPHONE
130-5
GD111 BK-BU
C2398
6
GLOBAL POSITIONING SYSTEM MODULE (GPSM)
130-7
S227
GD111 BK-BU
C240A
13
AUDIO CONTROL MODULE (ACM)
130-1
GD111 BK-BU
G202
151-7

G203, G204, G300, G301

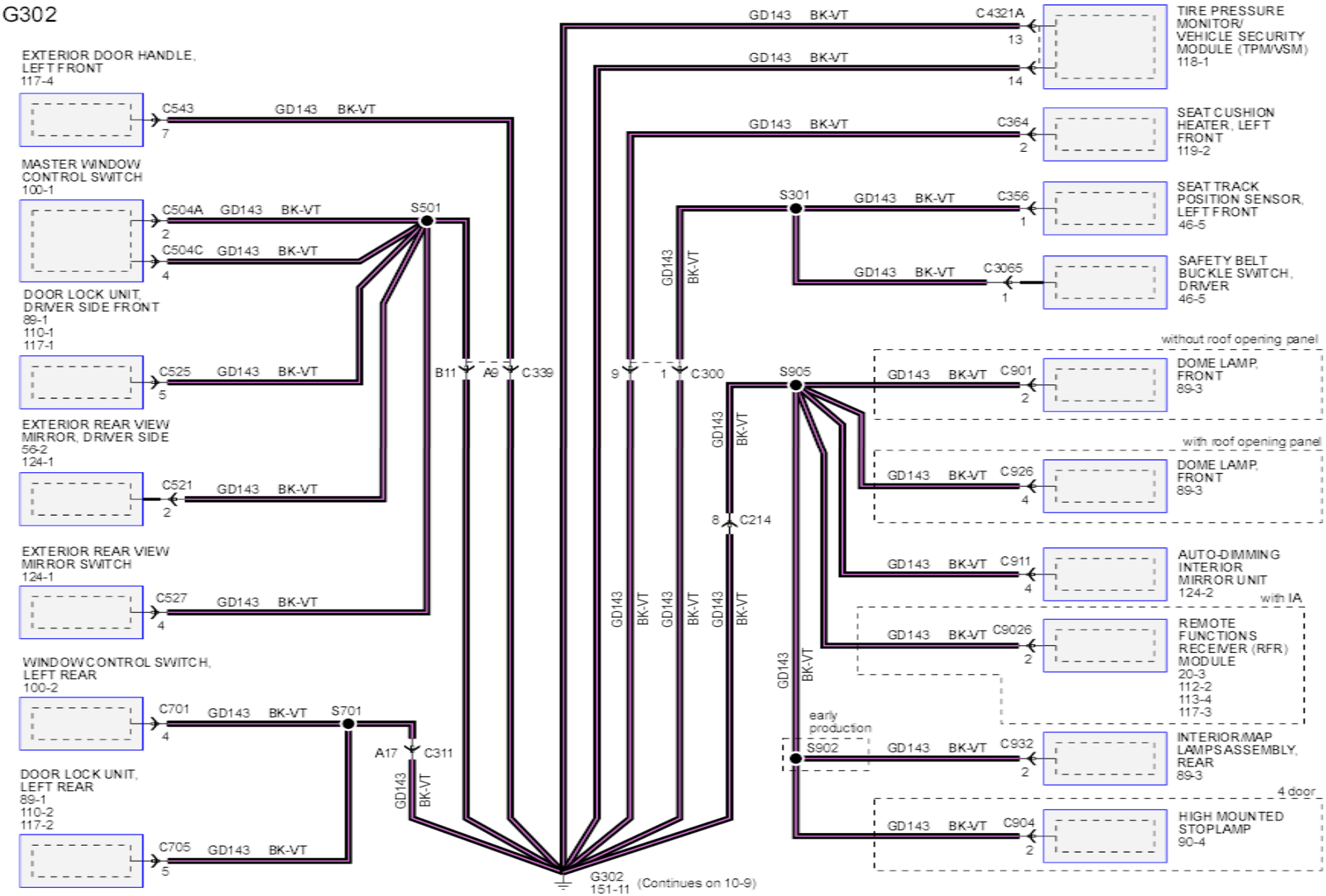



G301
with IA
EXTERIOR DOOR HANDLE, RIGHT FRONT
117-4
C645
7
GD145 BK-BU
C340
B9
DOOR LOCK UNIT, PASSENGER SIDE FRONT
89-1
110-2
117-2
C609
4
GD145 BK-BU
S601
B8
WINDOW CONTROL SWITCH, PASSENGER SIDE
100-2
C604
4
GD145 BK-BU
EXTERIOR REAR VIEW MIRROR, PASSENGER SIDE
56-2
124-1
C601
2
GD145 BK-BU
WINDOW CONTROL SWITCH, RIGHT REAR
100-2
C801
4
GD145 BK-BU
S801
C312 - A17
DOOR LOCK UNIT, RIGHT REAR
89-1 110-2 117-2
C805
4
GD145 BK-BU
C3007
9
GD145 BK-BU
C334
2
SEAT CUSHION HEATER, RIGHT FRONT
119-3
S300
1
GD145 BK-BU
C3617
1
SEAT TRACK POSITION SENSOR, RIGHT FRONT
46-5
GD145 BK-BU
C3159
14
OCCUPANT CLASSIFICATION SYSTEM MODULE (OCSM)
46-4
GD145 BK-BU
C3066
1
SAFETY BELT BUCKLE SWITCH, PASSENGER
46-5
with IA
GD145 BK-BU
C3503D
3
GD145 BK-BU
4
GD145 BK-BU
C3503A
3
REMOTE FUNCTION ACTUATOR (RFA) MODULE
20-3 113-4
37-2 117-3
112-2
C314
3
BK
C315
2
BK
C3323
3
POWER POINT, REAR
44-2
BK
1
BK
4
C319
3
CIGAR LIGHTER, FRONT
44-2
GD145
BK-BU
G301
151-14
(Continues on 10-7)

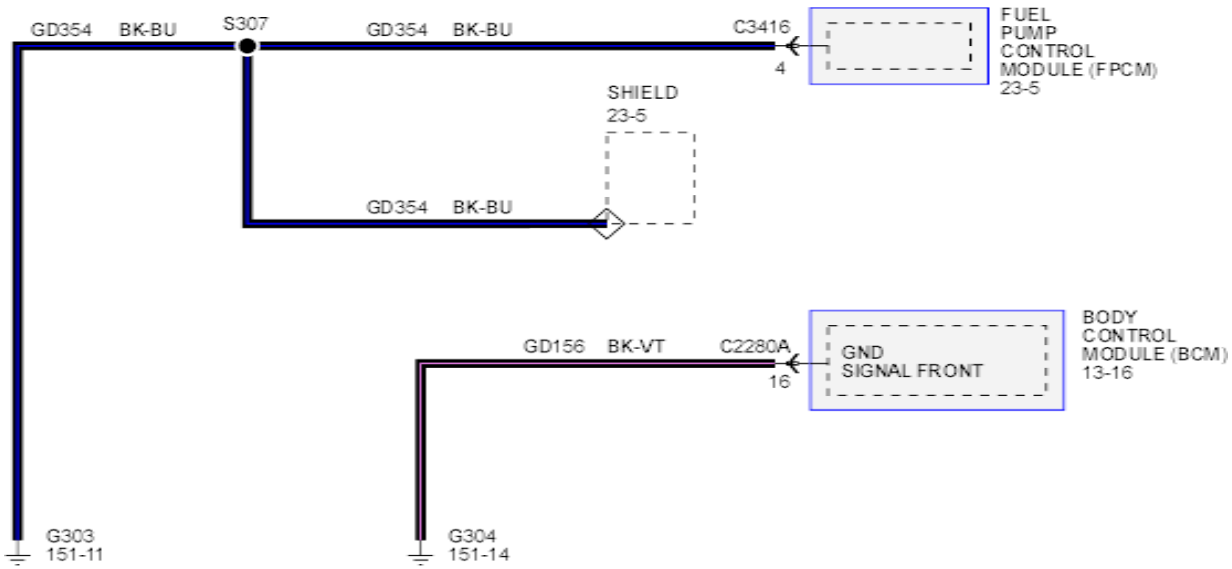
G302

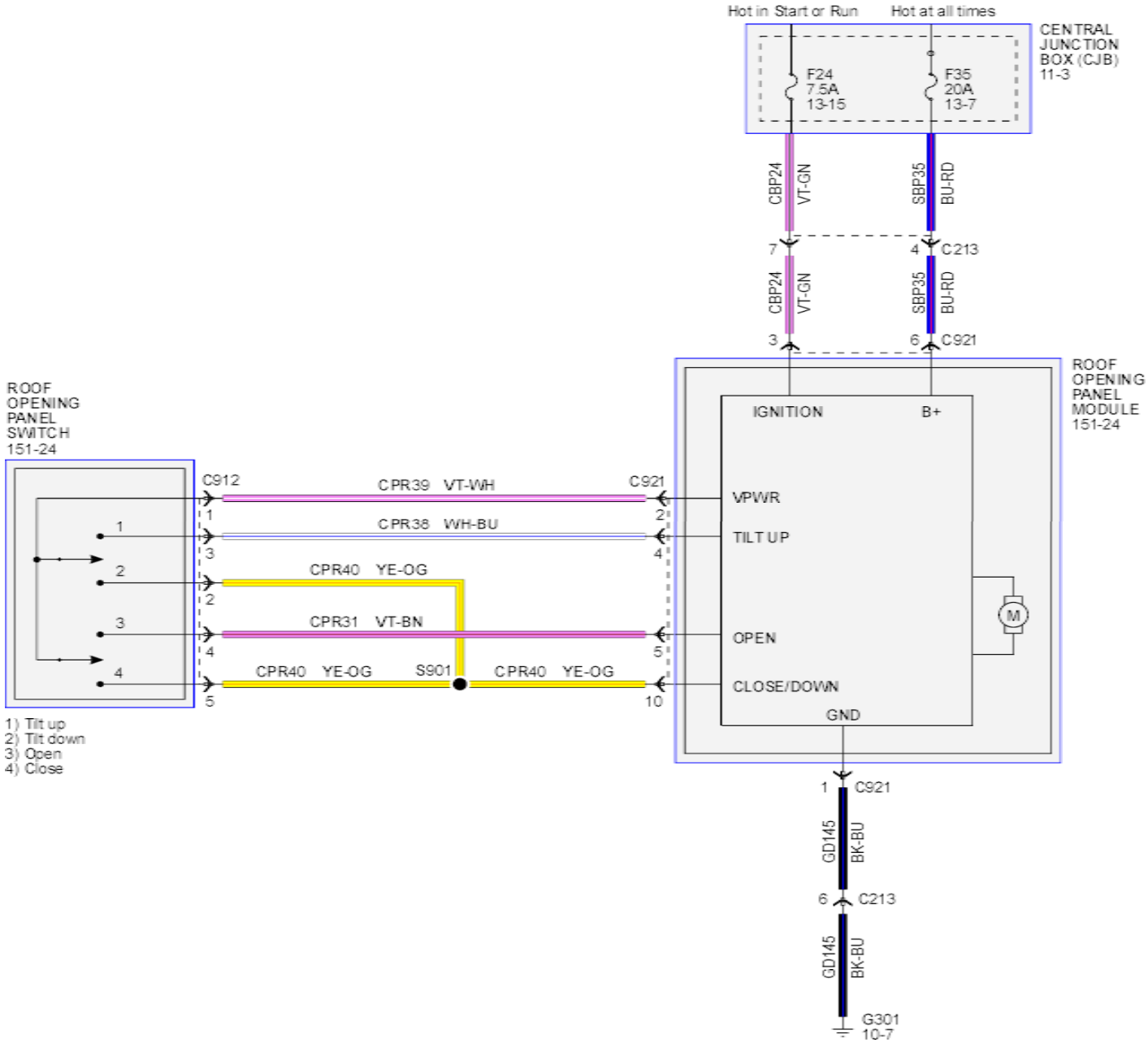

5 door
LIFTGATE/DECKLID RELEASE SWITCH/ LAMP ASSEMBLY 92-4 113-3
C4224
2
4
GD143 BK-VT
GD143 BK-VT
REAR WINDOW DEFROST GRID 56-1
C402B
1
GD143 BK-VT
S401
LIFTGATE/DECKLID LATCH ASSEMBLY 89-2 113-3
C4223
2
GD143 BK-VT
REAR WINDOW WIPER MOTOR 81-2
C4218
3
GD143 BK-VT
HIGH MOUNTED STOPLAMP 90-6
C9040
2
GD143 BK-VT
S907
LAMP ASSEMBLY, LEFT REAR 90-6 92-4
C414
1
GD143 BK-VT
GD143 BK-VT
9
C497
GD143 BK-VT
1
C913
GD143 BK-VT
4 door
S403
GD143 BK-VT
C4224
2
4
LIFTGATE/DECKLID RELEASE SWITCH/ LAMP ASSEMBLY 92-3 113-2
GD143 BK-VT
C4223
2
LIFTGATE/DECKLID LATCH ASSEMBLY 89-2 113-2
GD143 BK-VT
C488
2
REVERSING LAMP, RIGHT 93-2
GD143 BK-VT
C487
2
REVERSING LAMP, LEFT 93-2
GD143 BK-VT
C402B
1
REAR WINDOW DEFROST GRID 56-1
GD143 BK-VT
C412
1
PARK/STOP/ TURN LAMP, LEFT REAR 90-4 92-3
GD143 BK-VT
G302
151-11
(Continues on 10-10)

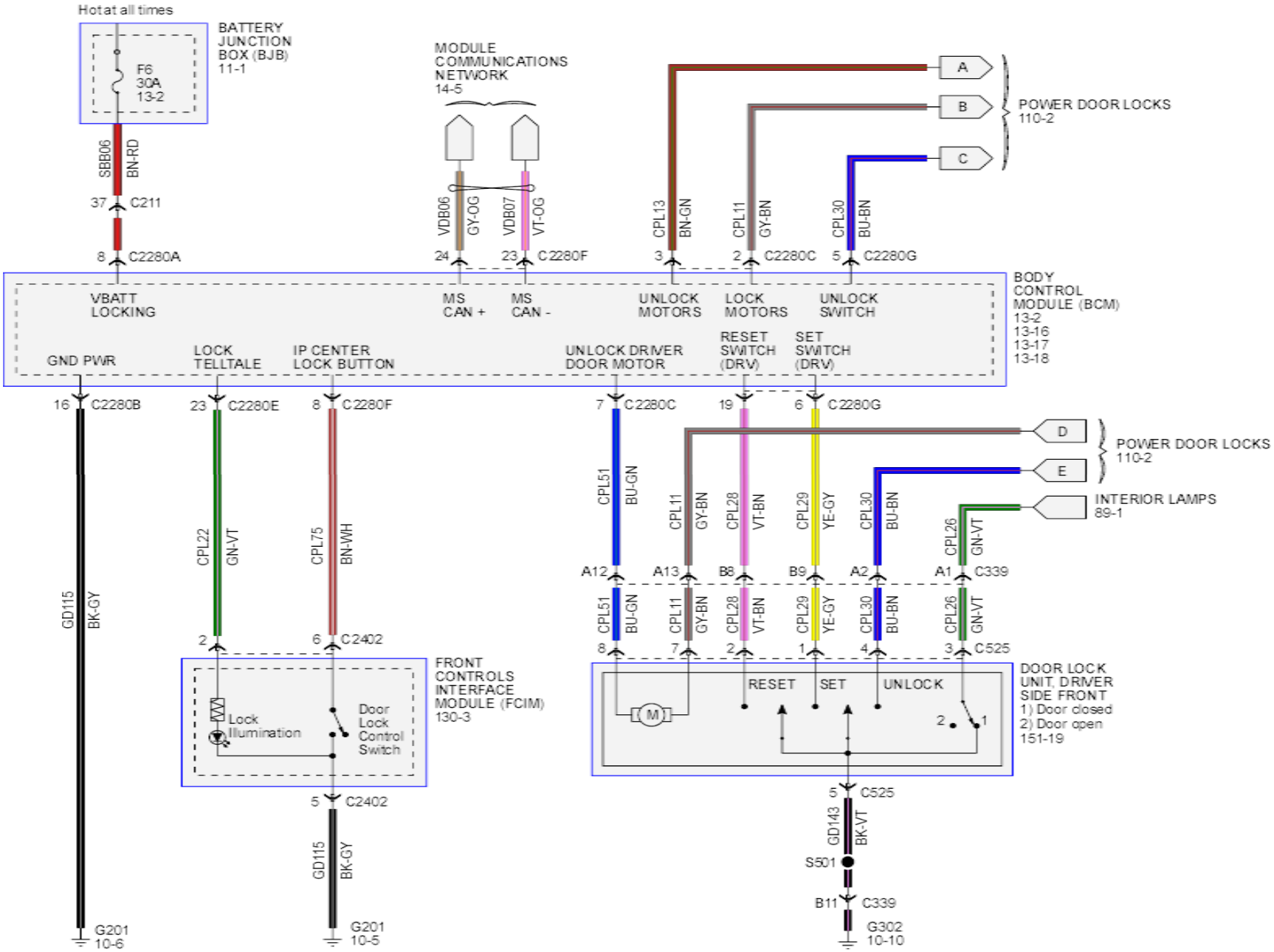
G302

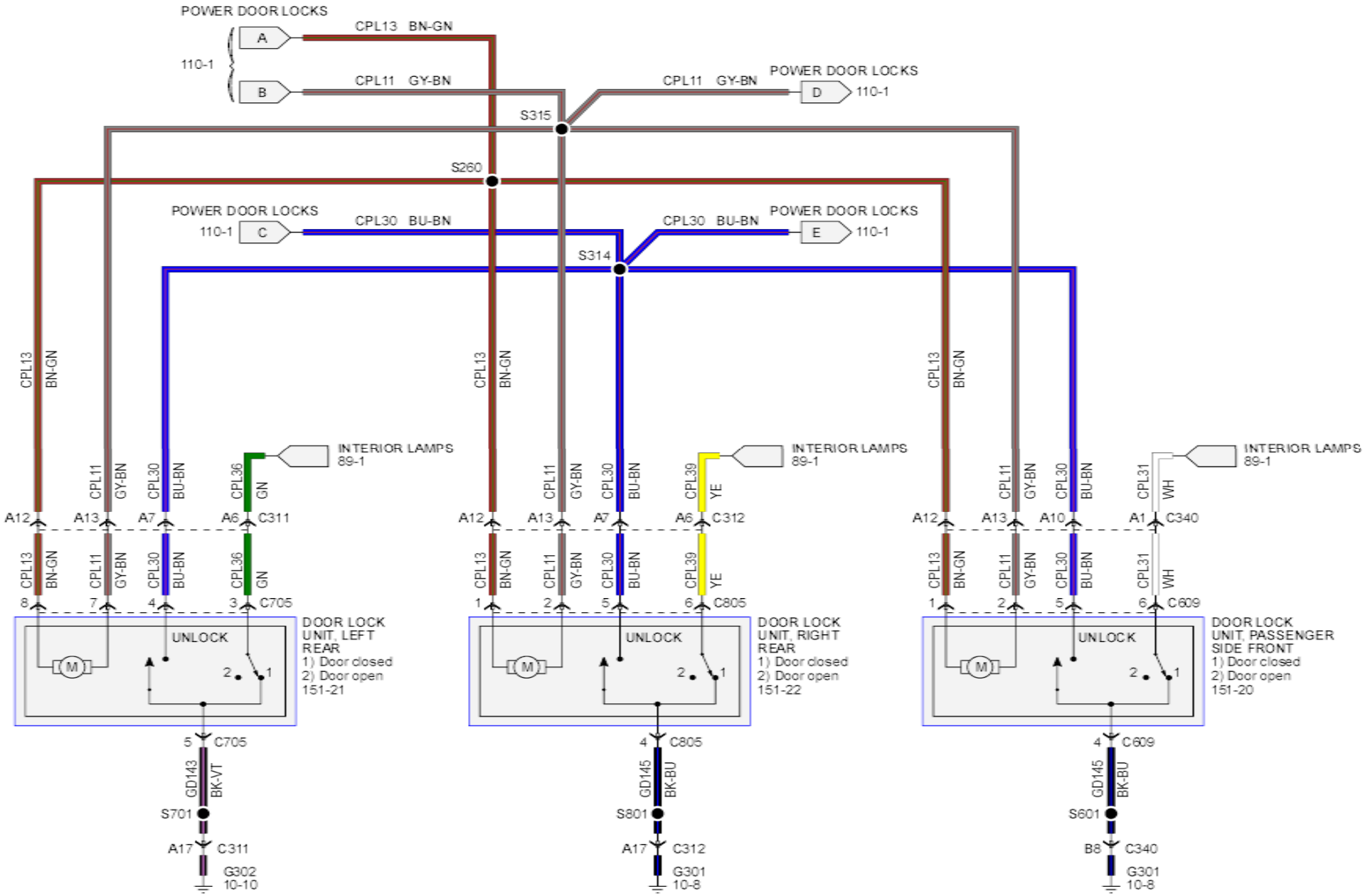

EXTERIOR DOOR HANDLE, LEFT FRONT
117-4
C543
7
GD143 BK-VT
MASTER WINDOW CONTROL SWITCH
100-1
C504A
2
GD143 BK-VT
S501
C504C
4
GD143 BK-VT
DOOR LOCK UNIT, DRIVER SIDE FRONT
89-1
110-1
117-1
C525
5
GD143 BK-VT
EXTERIOR REAR VIEW MIRROR, DRIVER SIDE
56-2
124-1
C521
2
GD143 BK-VT
EXTERIOR REAR VIEW MIRROR SWITCH
124-1
C527
4
GD143 BK-VT
WINDOW CONTROL SWITCH, LEFT REAR
100-2
C701
4
GD143 BK-VT
S701
DOOR LOCK UNIT, LEFT REAR
89-1
110-2
117-2
C705
5
GD143 BK-VT
A17
C311
GD143 BK-VT
B11
A9
C339
G302
151-11
(Continues on 10-9)
9
1
C300
GD143 BK-VT
GD143 BK-VT
GD143 BK-VT
GD143 BK-VT
GD143 BK-VT
8
C214
GD143 BK-VT
GD143 BK-VT
C4321A
13
TIRE PRESSURE MONITOR/ VEHICLE SECURITY MODULE (TPM/VSM)
118-1
GD143 BK-VT
14
GD143 BK-VT
C364
2
SEAT CUSHION HEATER, LEFT FRONT
119-2
S301
GD143 BK-VT
C356
1
SEAT TRACK POSITION SENSOR, LEFT FRONT
46-5
GD143 BK-VT
C3065
1
SAFETY BELT BUCKLE SWITCH, DRIVER
46-5
S905
without roof opening panel
GD143 BK-VT
C901
2
DOME LAMP, FRONT
89-3
with roof opening panel
GD143 BK-VT
C926
4
DOME LAMP, FRONT
89-3
GD143 BK-VT
C911
4
AUTO-DIMMING INTERIOR MIRROR UNIT
124-2
with IA
GD143 BK-VT
C9026
2
REMOTE FUNCTIONS RECEIVER (RFR) MODULE
20-3
112-2
113-4
117-3
early production
S902
GD143 BK-VT
C932
2
INTERIOR/MAP LAMPS ASSEMBLY, REAR
89-3
4 door
GD143 BK-VT
C904
2
HIGH MOUNTED STOPLAMP
90-4

G303, G304

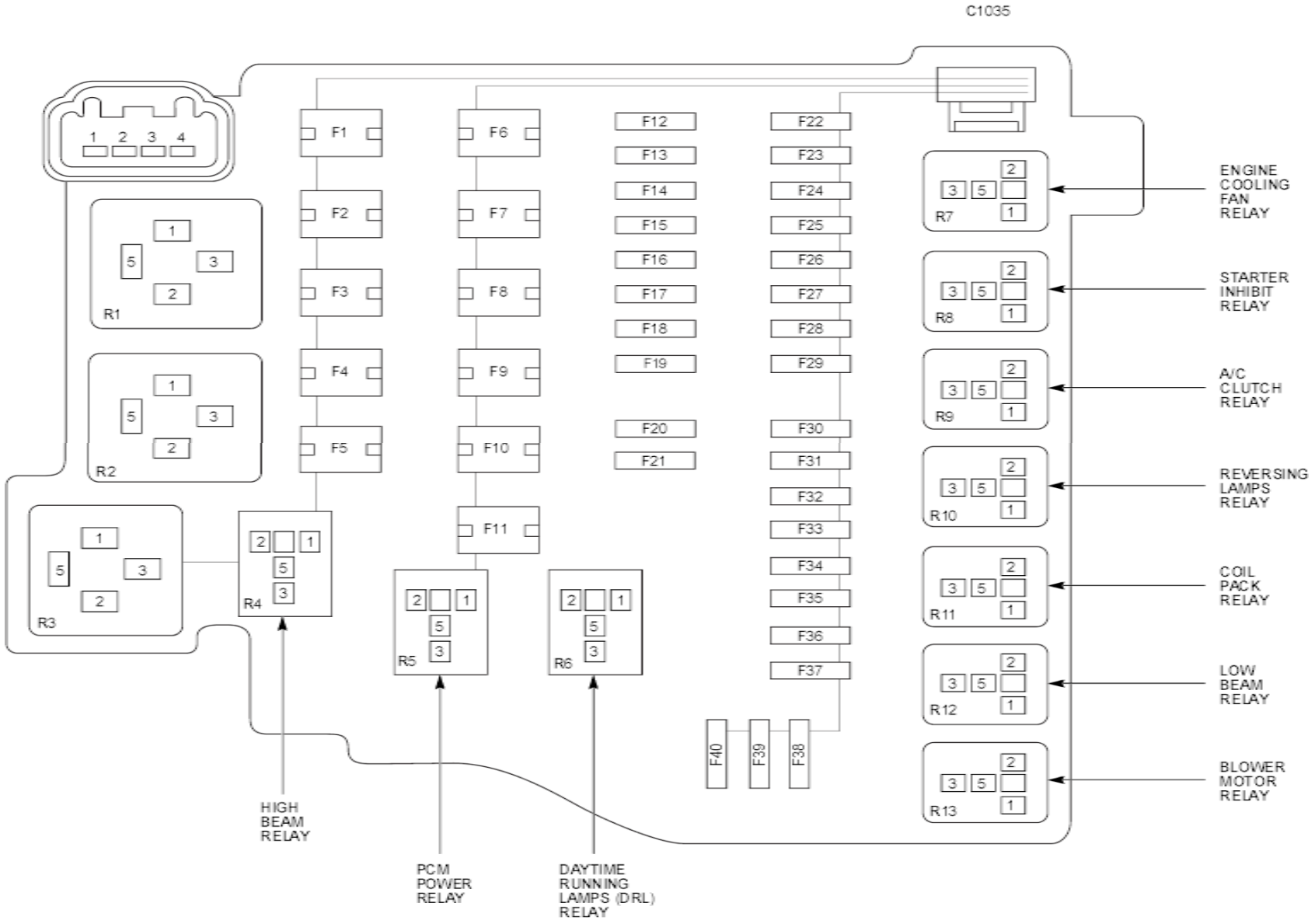

GD354 BK-BU
S307
GD354 BK-BU
C3416
4
FUEL PUMP CONTROL MODULE (FPCM) 23-5
SHIELD 23-5
GD354 BK-BU
GD156 BK-VT
C2280A
16
GND SIGNAL FRONT
BODY CONTROL MODULE (BCM) 13-16
G303 151-11
G304 151-14


Hot in Start or Run
Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F24 7.5A 13-15
F35 20A 13-7
CBP24 VT-GN
SBP35 BU-RD
7
4
C213
CBP24 VT-GN
SBP35 BU-RD
3
6
C921
ROOF OPENING PANEL MODULE 151-24
IGNITION
B+
VPWR
TILT UP
OPEN
CLOSE/DOWN
GND
M
ROOF OPENING PANEL SWITCH 151-24
C912
C921
CPR39 VT-WH
CPR38 WH-BU
CPR40 YE-OG
CPR31 VT-BN
CPR40 YE-OG
S901
CPR40 YE-OG
1
2
3
4
5
10
1) Tilt up
2) Tilt down
3) Open
4) Close
1
C921
GD145 BK-BU
6
C213
GD145 BK-BU
G301
10-7


Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F6 30A 13-2
SBB06 BN-RD
37 C211
8 C2280A
MODULE COMMUNICATIONS NETWORK 14-5
VDB06 GY-OG
VDB07 VT-OG
24
23 C2280F
CPL13 BN-GN
CPL11 GY-BN
CPL30 BU-BN
3
2 C2280C
5 C2280G
A
B
C
POWER DOOR LOCKS 110-2
BODY CONTROL MODULE (BCM) 13-2 13-16 13-17 13-18
VBATT LOCKING
MS CAN +
MS CAN -
UNLOCK MOTORS
LOCK MOTORS
UNLOCK SWITCH
RESET SWITCH (DRV)
SET SWITCH (DRV)
GND PWR
LOCK TELLTALE
IP CENTER LOCK BUTTON
UNLOCK DRIVER DOOR MOTOR
16 C2280B
23 C2280E
8 C2280F
7 C2280C
19
6 C2280G
D
E
POWER DOOR LOCKS 110-2
INTERIOR LAMPS 89-1
CPL51 BU-GN
CPL11 GY-BN
CPL28 VT-BN
CPL29 YE-GY
CPL30 BU-BN
CPL26 GN-VT
CPL22 GN-VT
CPL75 BN-WH
A12
A13
B8
B9
A2
A1 C339
GD115 BK-GY
2
6 C2402
8
7
2
1
4
3 C525
FRONT CONTROLS INTERFACE MODULE (FCIM) 130-3
Lock Illumination
Door Lock Control Switch
RESET
SET
UNLOCK
M
2
1
DOOR LOCK UNIT, DRIVER SIDE FRONT
1) Door closed
2) Door open
151-19
5 C2402
5 C525
GD143 BK-VT
S501
B11 C339
G201 10-6
G201 10-5
G302 10-10


POWER DOOR LOCKS
110-1
A
B
CPL13 BN-GN
CPL11 GY-BN
CPL11 GY-BN
POWER DOOR LOCKS
D
110-1
S315
S260
POWER DOOR LOCKS
110-1
C
CPL30 BU-BN
CPL30 BU-BN
POWER DOOR LOCKS
E
110-1
S314
CPL13 BN-GN
CPL11 GY-BN
CPL30 BU-BN
CPL36 GN
INTERIOR LAMPS
89-1
A12
A13
A7
A6
C311
CPL39 YE
C312
CPL31 WH
A10
A1
C340
8
7
4
3
C705
1
2
5
6
C805
C609
UNLOCK
M
DOOR LOCK UNIT, LEFT REAR
1) Door closed
2) Door open
151-21
DOOR LOCK UNIT, RIGHT REAR
1) Door closed
2) Door open
151-22
DOOR LOCK UNIT, PASSENGER SIDE FRONT
1) Door closed
2) Door open
151-20
GD143 BK-VT
GD145 BK-BU
S701
S801
S601
A17
B8
G302
10-10
G301
10-8

BATTERY JUNCTION BOX (BJB)

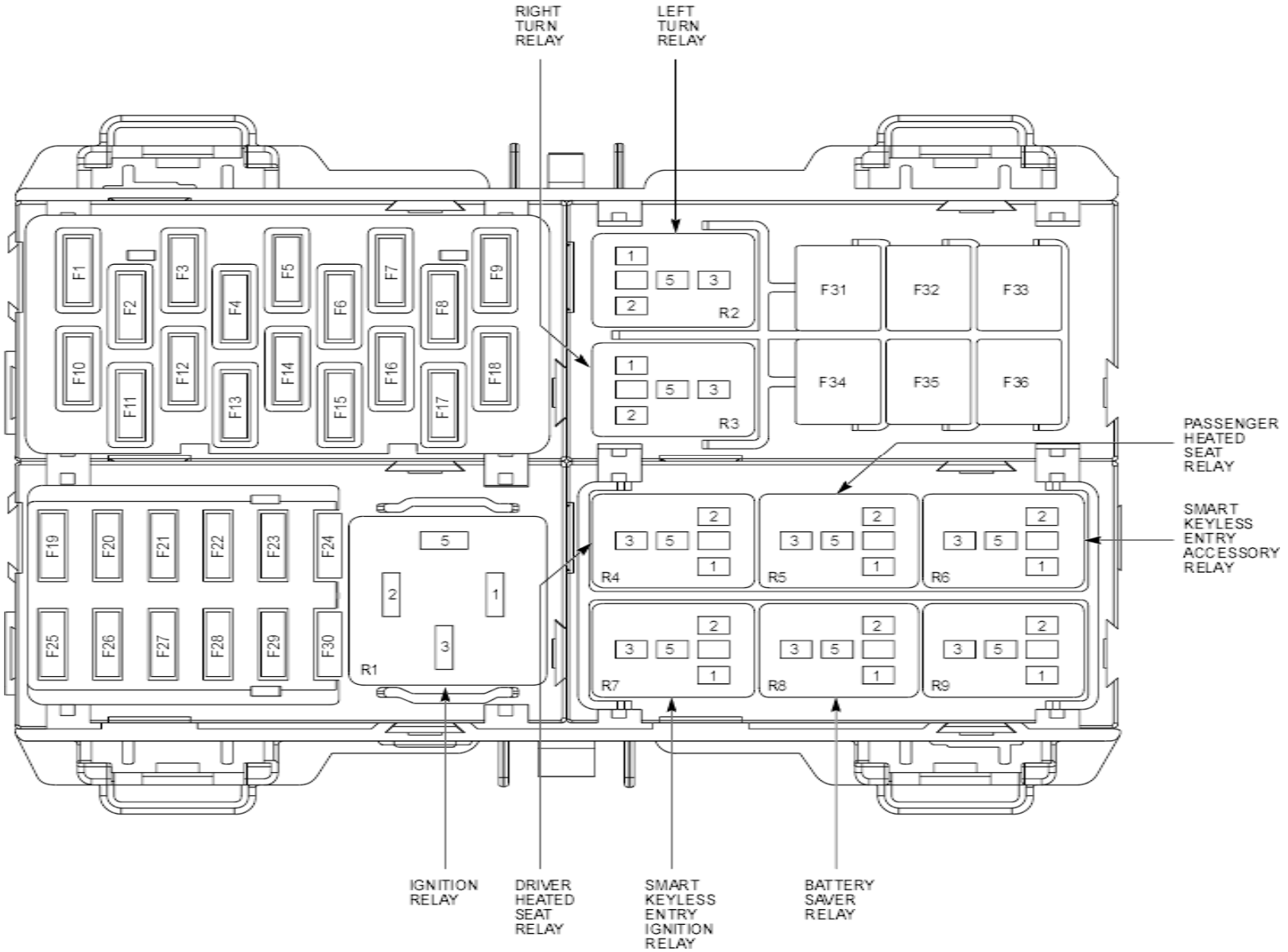


BATTERY JUNCTION BOX (BJB)

Fuse	Amps	Circuits protected
F1	40	Anti-lock Brake System (ABS) module
F2	50	Transmission Control Module (TCM)
F3	40	Engine cooling fan relay
F4	40	Blower motor relay, Manual climate controls
F5	60	Central Junction Box (CJB) - F1, F3, F5, F7, F9, F10, F12, F14, F16, F18, F32, F33, F35
F6	30	Body Control Module (BCM) - Locks
F7	60	Ignition relay (CJB)
F8	30	Coil pack relay, Fuel Pump Control Module (FPCM), Ignition coil
F9	20	Anti-lock Brake System (ABS) module
F10	-	Not used
F11	30	Starter inhibit relay, Starter motor
F12	10	Headlamp, left - High beam
F13	10	Headlamp, right - High beam
F14	10	Headlamp, left - Low beam
F15	10	Headlamp, right - Low beam
F16	15	Engine cooling fan relay, Powertrain Control Module (PCM), Output Shaft Speed (OSS) sensor, Mass Air Flow / Intake Air Temperature (MAF/IAT) sensor, Evaporative Emission (EVAP) canister purge valve, Variable Camshaft Timing (VCT) solenoid 11, Variable Camshaft Timing (VCT) solenoid 12, Fuel injector 1, Fuel injector 2, Fuel injector 3, Fuel injector 4
F17	15	Heated Oxygen Sensor (HO2S) #12, Heated Oxygen Sensor (HO2S) #11
F18	15	Ignition coil
F19	-	Not used
F20	-	Not used
F21	-	Not used
F22	15	Body Control Module (BCM) - Exterior lighting
F23	7.5	Low beam relay

Fuse	Amps	Circuits protected
F24	15	Body Control Module (BCM) - Turn signals
F25	15	Daytime Running Lamps (DRL) relay, Low beam relay
F26	7.5	Exterior rear view mirror switch, Master window control switch (early production)
F26	-	Not used (late production)
F27	7.5	Powertrain Control Module (PCM), Natural Vacuum Leak Detection Module (NVLDM), Transmission Control Module (TCM)
F28	-	Not used
F29	10	A/C clutch relay, A/C compressor clutch field coil
F30	-	Not used
F31	20	Low beam relay
F32	20	Body Control Module (BCM) - BATT Saver/Horn
F33	30	Body Control Module (BCM) - Heated backlite
F34	-	Not used
F35	-	Not used
F36	-	Not used
F37	-	Not used
F38	-	Not used
F39	-	Not used
F40	-	Not used

CENTRAL JUNCTION BOX (CJB)

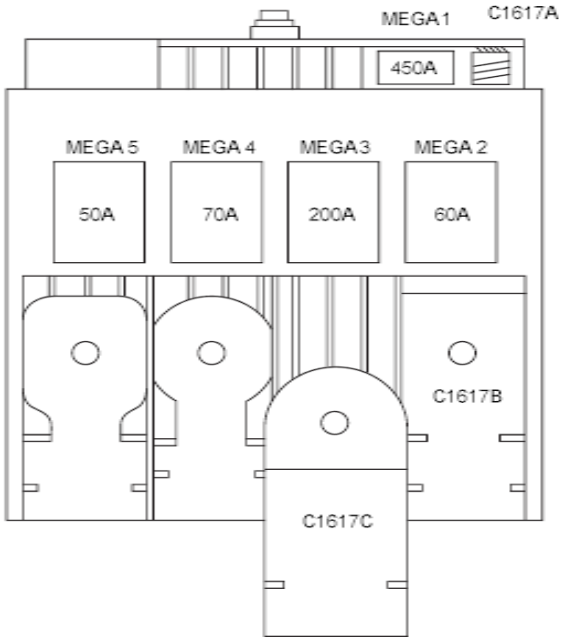


CENTRAL JUNCTION BOX (CJB)

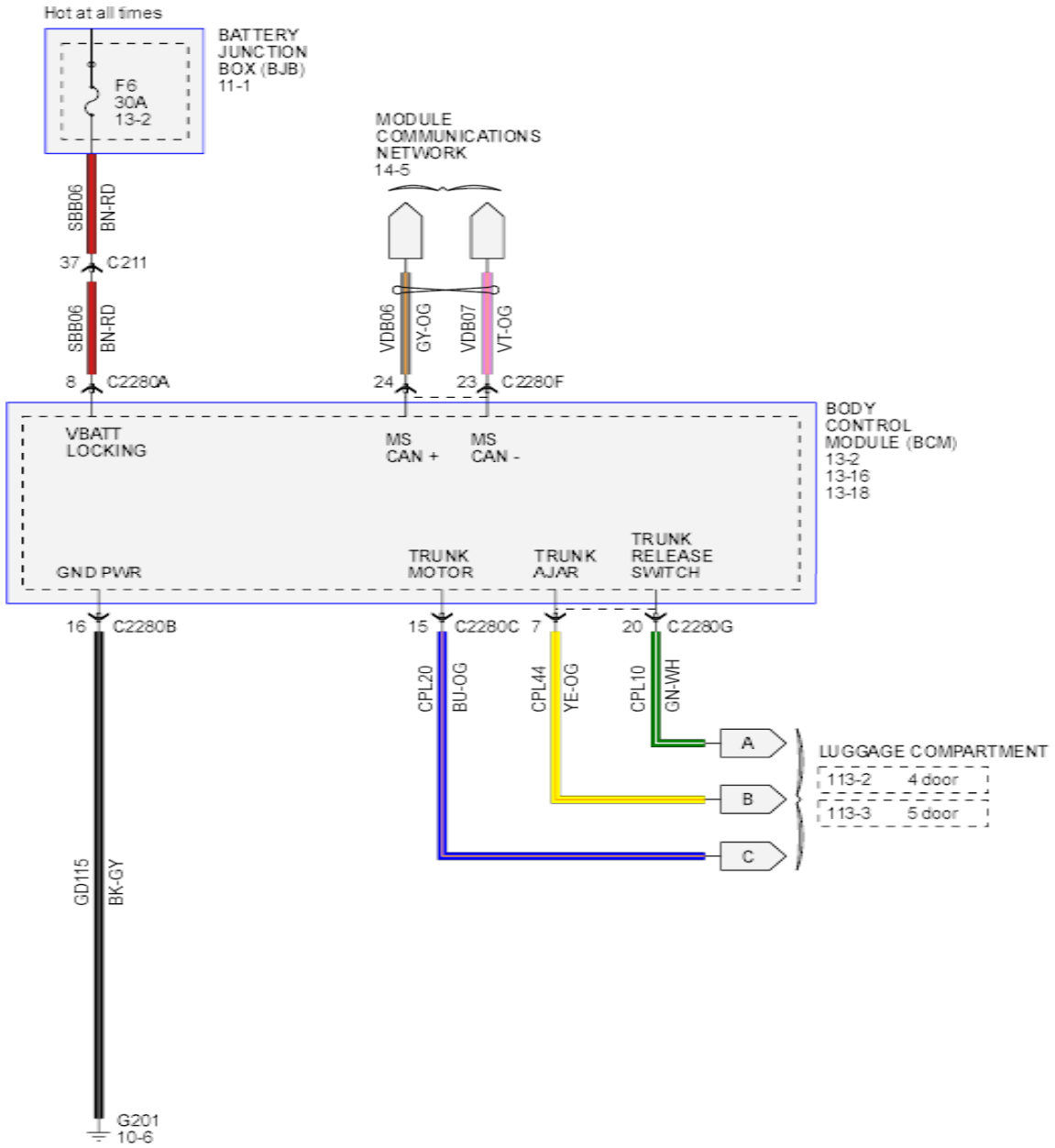
Fuse	Amps	Circuits protected
F1	15	Ignition switch - without IA, Smart keyless entry ignition relay, Smart keyless entry accessory relay - with IA
F2	10	A/C clutch relay (BJB), A/C compressor clutch field coil, Auto-dimming interior mirror
F3	7.5	Instrument Panel Cluster (IPC)
F4	7.5	Occupant Classification System Module (OCSM), Passenger Air Bag Deactivation (PAD) Indicator
F5	15	Data Link Connector (DLC)
F6	10	Reversing lamps
F7	7.5	Remote Functions Receiver (RFR) module - with IA, Front Control/Display Interface Module (FCDIM), Front Controls Interface Module (FCIM), HVAC module
F8	-	Not used
F9	20	Remote Function Actuator (RFA) - with IA
F10	15	Accessory Protocol Interface Module (APIM), Audio Control Module (ACM) Global Positioning System Module (GPSM) (late production)
F11	20	Body Control Module (BCM), Front wipers
F12	20	Tire Pressure Monitor/Vehicle Security Module (TPM/VSM)
F13	15	Body Control Module (BCM), Rear wiper
F14	20	Remote Function Actuator (RFA) - with IA
F15	15	Windshield washer pump motor
F16	15	Global Positioning System Module (GPSM) (early production)
F16	7.5	Exterior rear view mirror switch, Master window control switch (late production)
F17	7.5	Driver heated seat relay, Passenger heated seat relay
F18	10	Left turn relay, Right turn relay, Stoplamp switch
F19	7.5	Audio Control Module (ACM) (early production), Instrument Panel Cluster (IPC)
F20	10	Restraints Control Module (RCM)
F21	10	Body Control Module (BCM), HVAC module, Instrument Panel Cluster (IPC), Power Steering Control Module (PSCM), Passive anti-theft transceiver - without IA, Blower motor relay (BJB)
F22	7.5	Anti-lock Brake System (ABS) module, Accelerator Pedal Position (APP) sensor, Powertrain Control Module (PCM), Floor shifter
F23	10	Transmission Control Module (TCM), Tire Pressure Monitor/Vehicle Security Module (TPM/VSM)

Fuse	Amps	Circuits protected
F24	7.5	Roof opening panel module, Roof opening panel switch
F25	7.5	Exterior rear view mirror, passenger side, Exterior rear view mirror, driver side
F26	7.5	Tire Pressure Monitor/Vehicle Security Module (TPM/VSM)
F27	-	Not used
F28	-	Not used
F29	-	Not used
F30	-	Not used
F31	30	Master window control switch
F32	20	Battery saver relay
F33	20	Cigar lighter, front
F34	30	Window control switch, passenger side, Master window control switch
F35	20	Roof opening panel module
F36	-	Not used

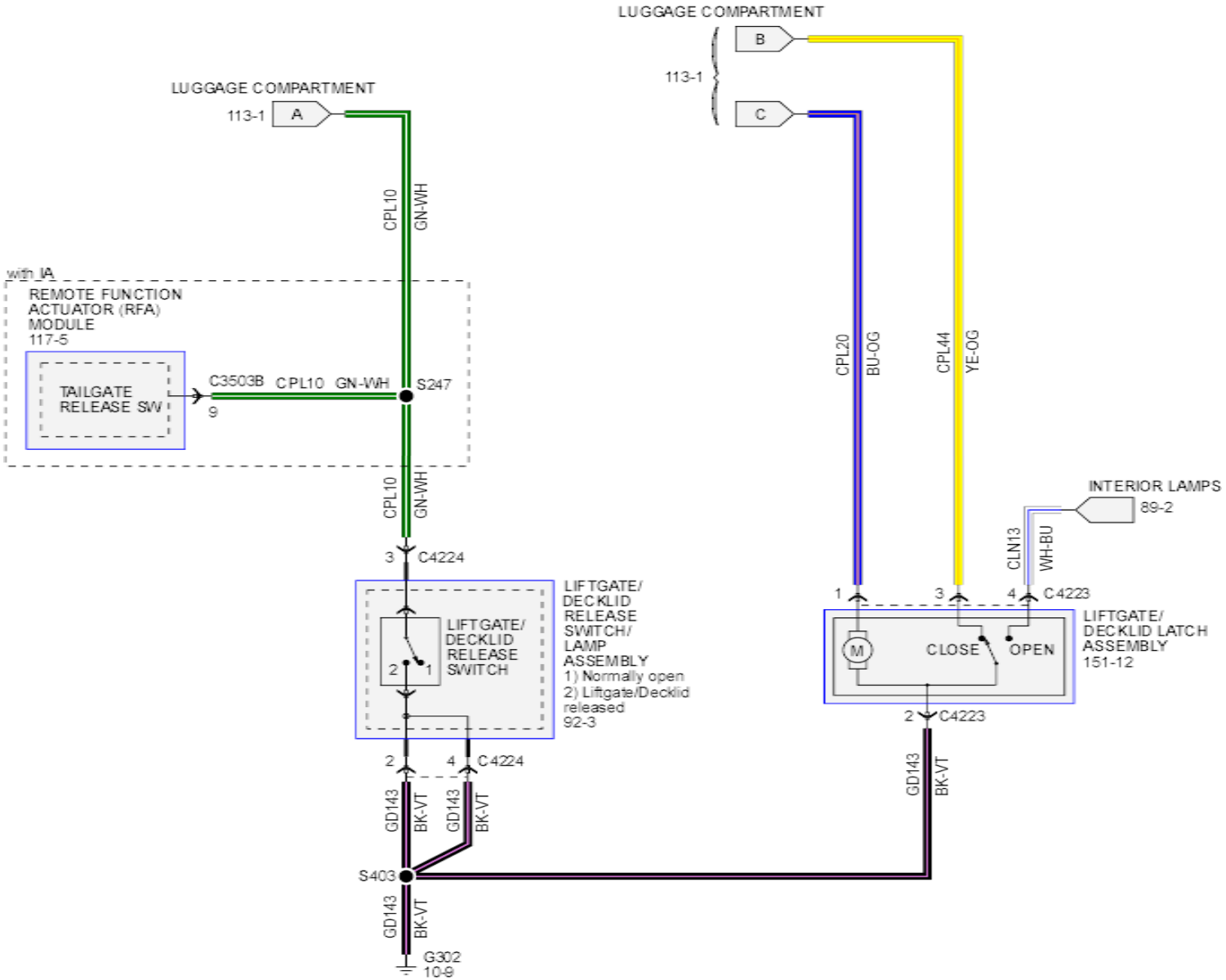
HIGH CURRENT BATTERY JUNCTION BOX (BJB)



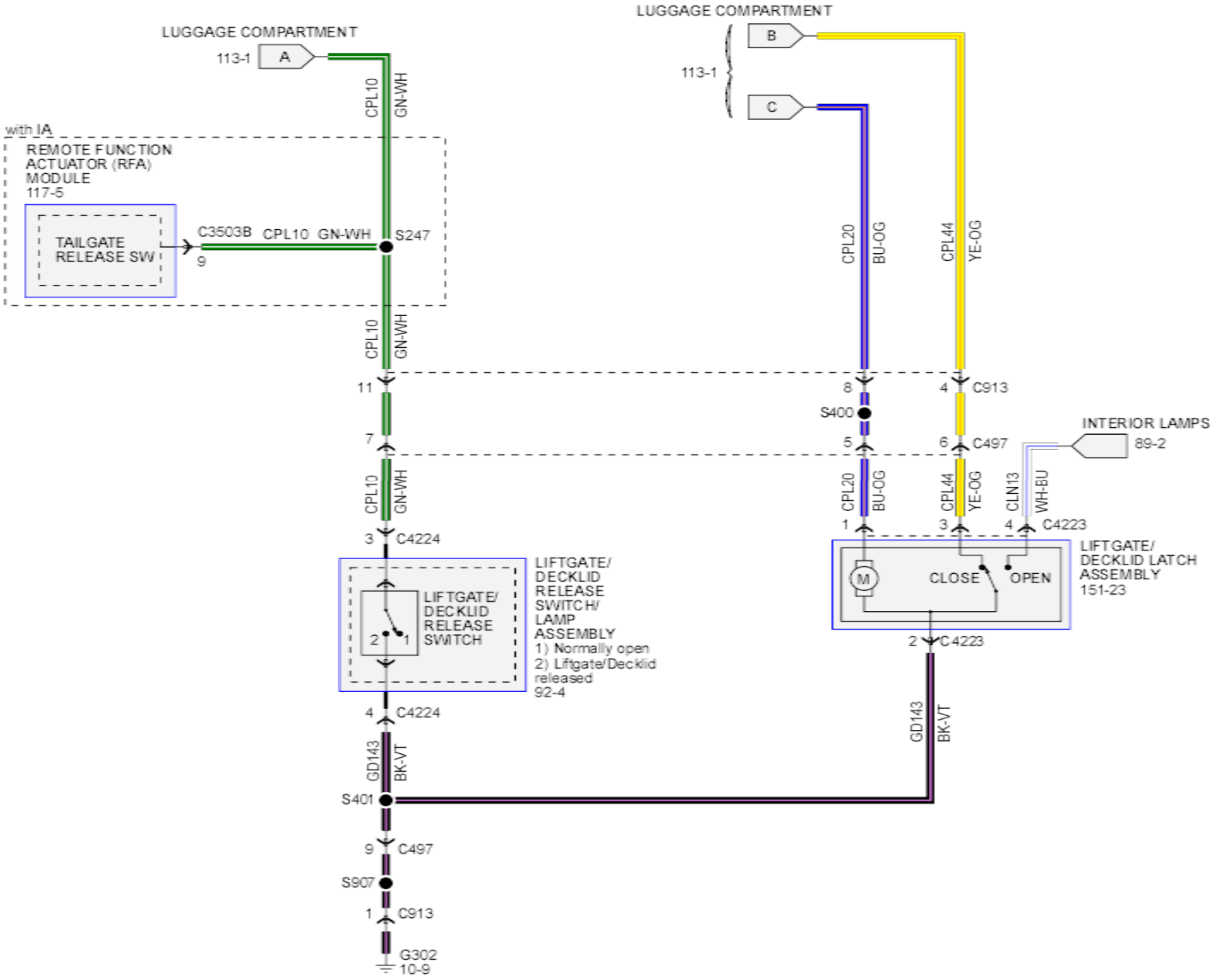
Fuse	Amps	Circuits protected
MEGA 1	450	Starter motor, Generator
MEGA 2	60	Power Steering Control Module (PSCM)
MEGA 3	200	Battery Junction Box (BJB)
MEGA 4	70	Not used
MEGA 5	50	Not used

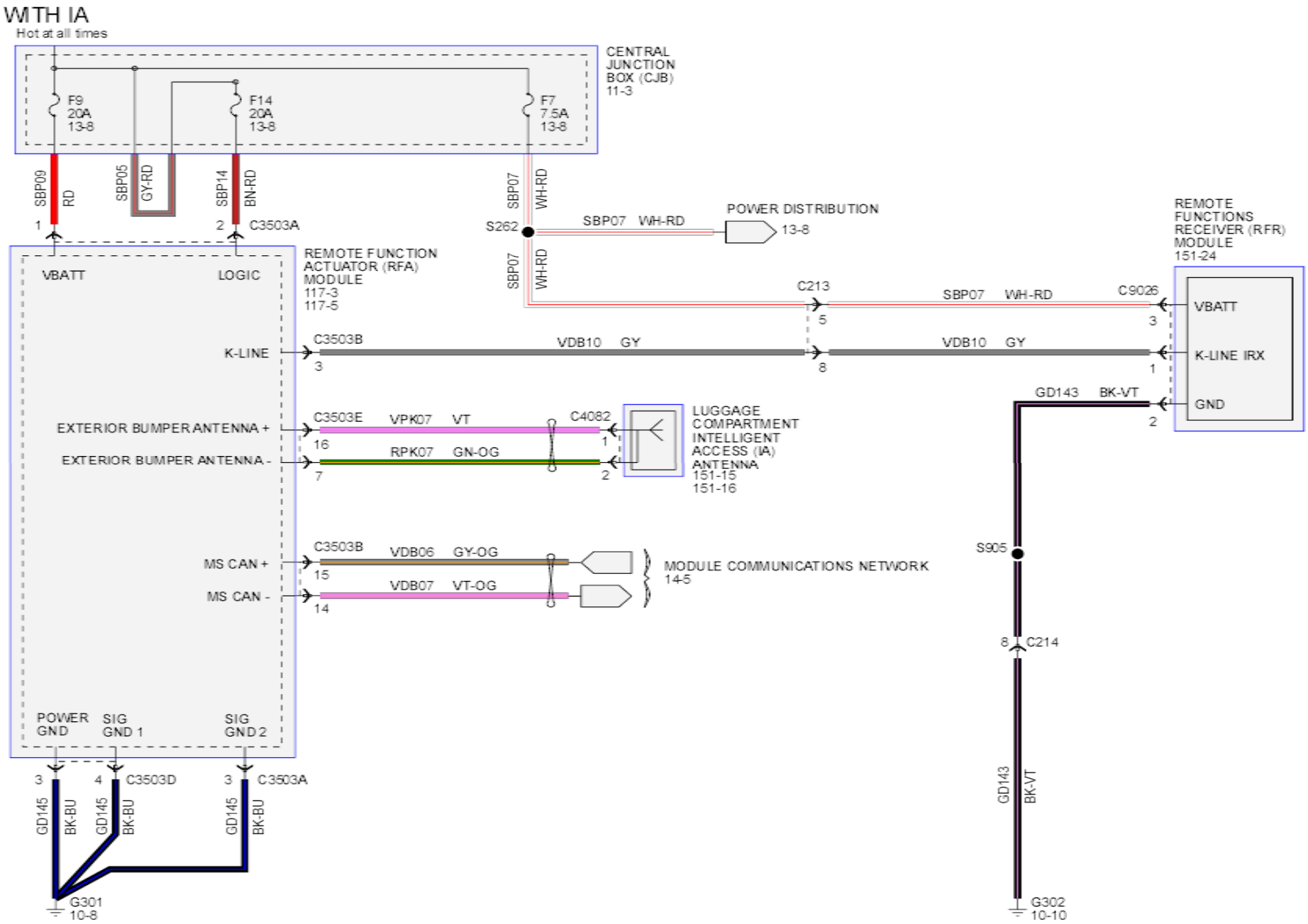

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F6 30A 13-2
SBB06 BN-RD
37 C211
SBB06 BN-RD
8 C2280A
MODULE COMMUNICATIONS NETWORK 14-5
VDB06 GY-OG
VDB07 VT-OG
24 23 C2280F
BODY CONTROL MODULE (BCM) 13-2 13-16 13-18
VBATT LOCKING
MS CAN +
MS CAN -
GND PWR
TRUNK MOTOR
TRUNK AJAR
TRUNK RELEASE SWITCH
16 C2280B
15 C2280C 7 20 C2280G
CPL20 BU-OG
CPL44 YE-OG
CPL10 GN-WH
A
B
C
LUGGAGE COMPARTMENT
113-2 4 door
113-3 5 door
GD115 BK-GY
G201 10-6

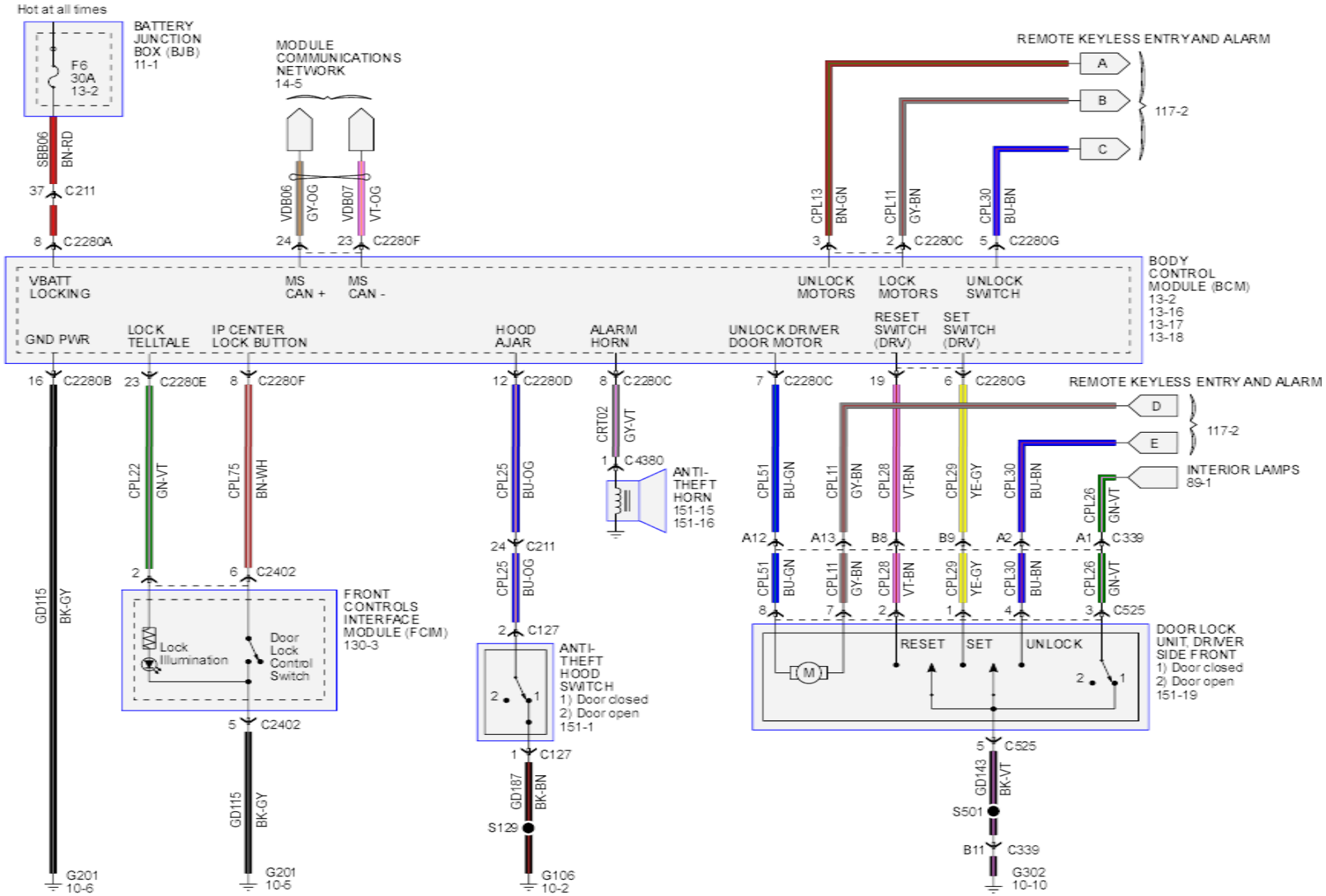
4 DOOR

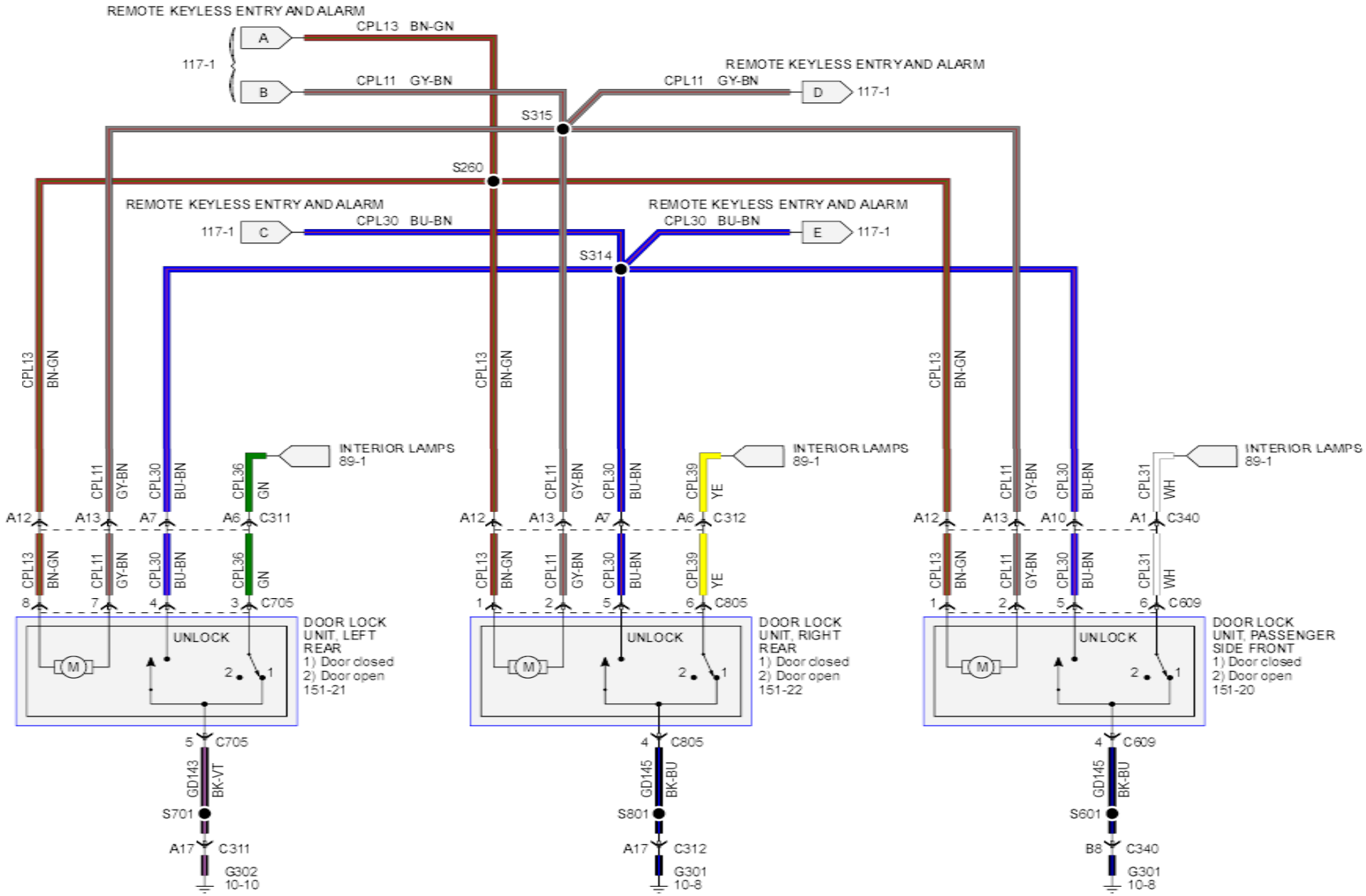

LUGGAGE COMPARTMENT
113-1
B
C
LUGGAGE COMPARTMENT
113-1
A
CPL10
GN-WH
with IA
REMOTE FUNCTION ACTUATOR (RFA) MODULE
117-5
TAILGATE RELEASE SW
C3503B
CPL10 GN-WH
9
S247
CPL10
GN-WH
3
C4224
LIFTGATE/ DECKLID RELEASE SWITCH/ LAMP ASSEMBLY
1) Normally open
2) Liftgate/Decklid released
92-3
LIFTGATE/ DECKLID RELEASE SWITCH
2
1
2
4
C4224
GD143
BK-VT
GD143
BK-VT
S403
GD143
BK-VT
G302
10-9
CPL20
BU-OG
CPL44
YE-OG
INTERIOR LAMPS
89-2
CLN13
WH-BU
1
3
4
C4223
M
CLOSE
OPEN
LIFTGATE/ DECKLID LATCH ASSEMBLY
151-12
2
C4223
GD143
BK-VT

5 DOOR

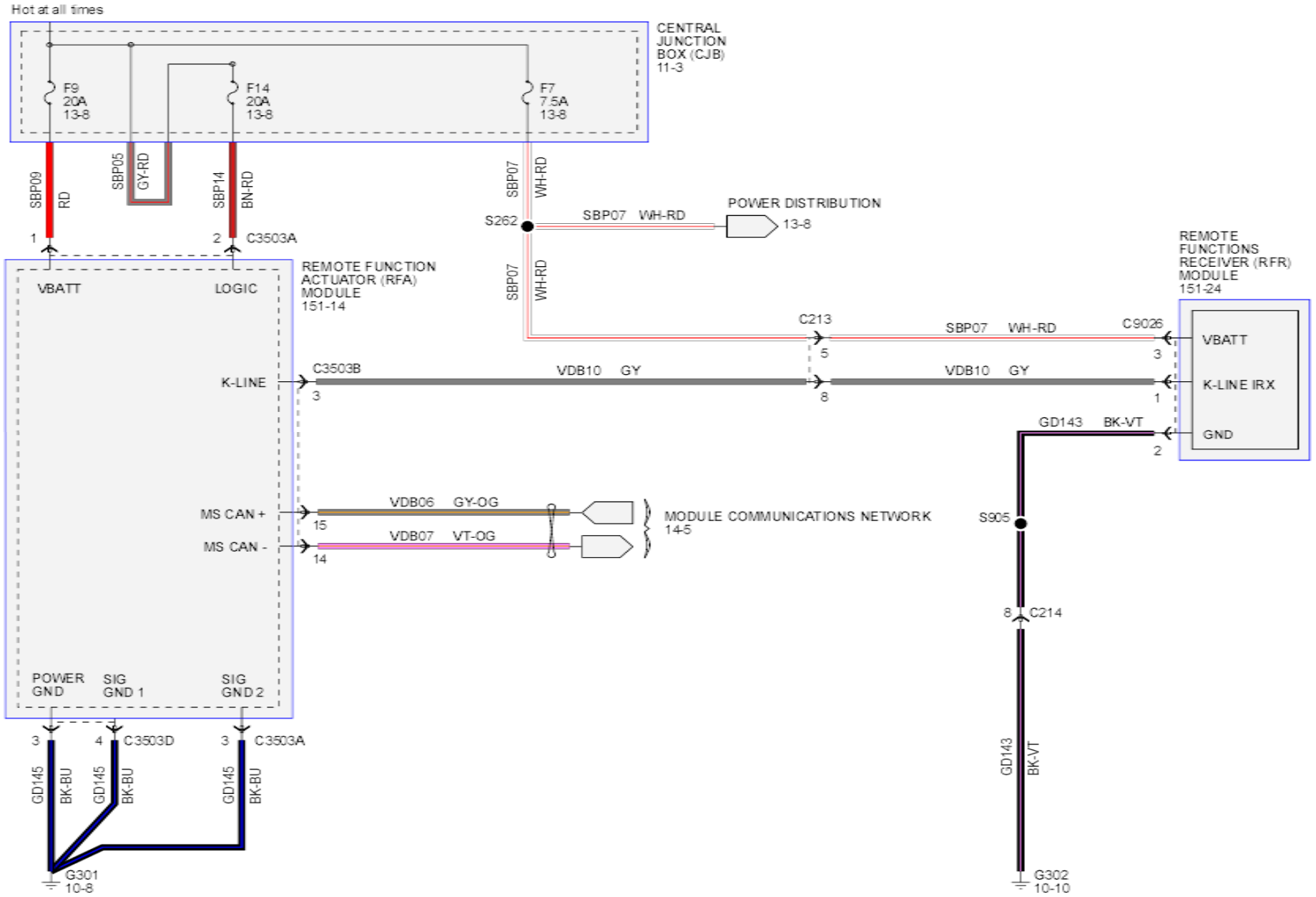

LUGGAGE COMPARTMENT
113-1
A
CPL10
GN-WH
with IA
REMOTE FUNCTION ACTUATOR (RFA) MODULE
117-5
TAILGATE RELEASE SW
C3503B
9
CPL10 GN-WH
S247
CPL10
GN-WH
11
7
CPL10
GN-WH
3
C4224
LIFTGATE/ DECKLID RELEASE SWITCH
2
1
LIFTGATE/ DECKLID RELEASE SWITCH/ LAMP ASSEMBLY
1) Normally open
2) Liftgate/Decklid released
92-4
4
C4224
GD143
BK-VT
S401
9
C497
S907
1
C913
G302
10-9
LUGGAGE COMPARTMENT
113-1
B
C
CPL20
BU-OG
CPL44
YE-OG
8
4
C913
S400
5
6
C497
INTERIOR LAMPS
89-2
CPL20
BU-OG
CPL44
YE-OG
CLN13
WH-BU
1
3
4
C4223
M
CLOSE
OPEN
LIFTGATE/ DECKLID LATCH ASSEMBLY
151-23
2
C4223
GD143
BK-VT


WITH IA
Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F9 20A 13-8
F14 20A 13-8
F7 7.5A 13-8
SBP09 RD
SBP05 GY-RD
SBP14 BN-RD
1
2
C3503A
SBP07 WH-RD
S262
SBP07 WH-RD
POWER DISTRIBUTION 13-8
SBP07 WH-RD
REMOTE FUNCTIONS RECEIVER (RFR) MODULE 151-24
REMOTE FUNCTION ACTUATOR (RFA) MODULE 117-3 117-5
VBATT
LOGIC
C213
5
SBP07 WH-RD
C9026
3
VBATT
K-LINE
C3503B
3
VDB10 GY
8
VDB10 GY
1
K-LINE IRX
GD143 BK-VT
GND
2
EXTERIOR BUMPER ANTENNA +
EXTERIOR BUMPER ANTENNA -
C3503E
16
7
VPK07 VT
RPK07 GN-OG
C4082
1
2
LUGGAGE COMPARTMENT INTELLIGENT ACCESS (IA) ANTENNA 151-15 151-16
MS CAN +
MS CAN -
C3503B
15
14
VDB06 GY-OG
VDB07 VT-OG
MODULE COMMUNICATIONS NETWORK 14-5
S905
8
C214
POWER GND
SIG GND 1
SIG GND 2
3
4
C3503D
3
C3503A
GD145 BK-BU
GD145 BK-BU
GD145 BK-BU
GD143 BK-VT
G301 10-8
G302 10-10

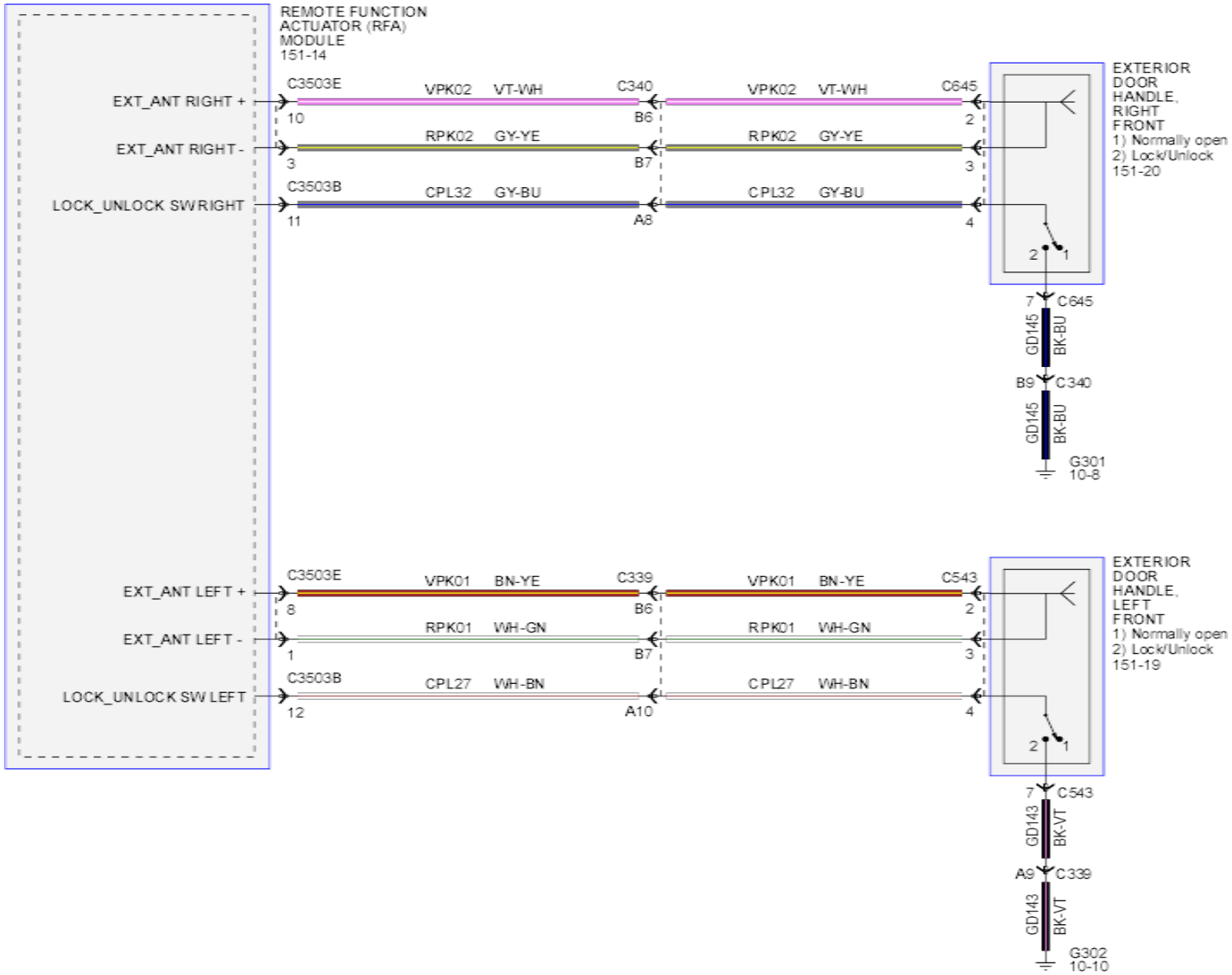

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F6 30A 13-2
SBB06 BN-RD
37 C211
8 C2280A
MODULE COMMUNICATIONS NETWORK 14-5
VDB06 GY-OG
VDB07 VT-OG
24 23 C2280F
REMOTE KEYLESS ENTRY AND ALARM
A
B
C
117-2
CPL13 BN-GN
CPL11 GY-BN
CPL30 BU-BN
3 2 C2280C 5 C2280G
BODY CONTROL MODULE (BCM) 13-2 13-16 13-17 13-18
VBATT LOCKING
MS CAN +
MS CAN -
UNLOCK MOTORS
LOCK MOTORS
UNLOCK SWITCH
GND PWR
LOCK TELLTALE
IP CENTER LOCK BUTTON
HOOD AJAR
ALARM HORN
UNLOCK DRIVER DOOR MOTOR
RESET SWITCH (DRV)
SET SWITCH (DRV)
16 C2280B
23 C2280E
8 C2280F
12 C2280D
8 C2280C
7 C2280C
19 6 C2280G
REMOTE KEYLESS ENTRY AND ALARM
D
E
117-2
INTERIOR LAMPS 89-1
CRT02 GY-VT
1 C4380
ANTI-THEFT HORN 151-15 151-16
CPL25 BU-OG
CPL22 GN-VT
CPL75 BN-WH
CPL51 BU-GN
CPL28 VT-BN
CPL29 YE-GY
CPL26 GN-VT
A12 A13 B8 B9 A2 A1 C339
24 C211
2 6 C2402
FRONT CONTROLS INTERFACE MODULE (FCIM) 130-3
Lock Illumination
Door Lock Control Switch
8 7 2 1 4 3 C525
DOOR LOCK UNIT, DRIVER SIDE FRONT
1) Door closed
2) Door open
151-19
RESET
SET
UNLOCK
M
2 C127
ANTI-THEFT HOOD SWITCH
1) Door closed
2) Door open
151-1
5 C2402
1 C127
GD115 BK-GY
GD187 BK-BN
GD143 BK-VT
S129
S501
5 C525
B11 C339
G201 10-6
G201 10-5
G106 10-2
G302 10-10


REMOTE KEYLESS ENTRY AND ALARM
117-1
A
CPL13 BN-GN
B
CPL11 GY-BN
REMOTE KEYLESS ENTRY AND ALARM
CPL11 GY-BN
D
117-1
S315
S260
REMOTE KEYLESS ENTRY AND ALARM
117-1
C
CPL30 BU-BN
REMOTE KEYLESS ENTRY AND ALARM
CPL30 BU-BN
E
117-1
S314
CPL13 BN-GN
CPL11 GY-BN
CPL30 BU-BN
CPL36 GN
INTERIOR LAMPS 89-1
A12 A13 A7 A6 C311
8 7 4 3 C705
DOOR LOCK UNIT, LEFT REAR
1) Door closed
2) Door open
151-21
UNLOCK
M
2 1
5 C705
GD143 BK-VT
S701
A17 C311
G302 10-10
CPL13 BN-GN
CPL11 GY-BN
CPL30 BU-BN
CPL39 YE
INTERIOR LAMPS 89-1
A12 A13 A7 A6 C312
1 2 5 6 C805
DOOR LOCK UNIT, RIGHT REAR
1) Door closed
2) Door open
151-22
UNLOCK
M
2 1
4 C805
GD145 BK-BU
S801
A17 C312
G301 10-8
CPL13 BN-GN
CPL11 GY-BN
CPL30 BU-BN
CPL31 WH
INTERIOR LAMPS 89-1
A12 A13 A10 A1 C340
1 2 5 6 C609
DOOR LOCK UNIT, PASSENGER SIDE FRONT
1) Door closed
2) Door open
151-20
UNLOCK
M
2 1
4 C609
GD145 BK-BU
S601
B8 C340
G301 10-8

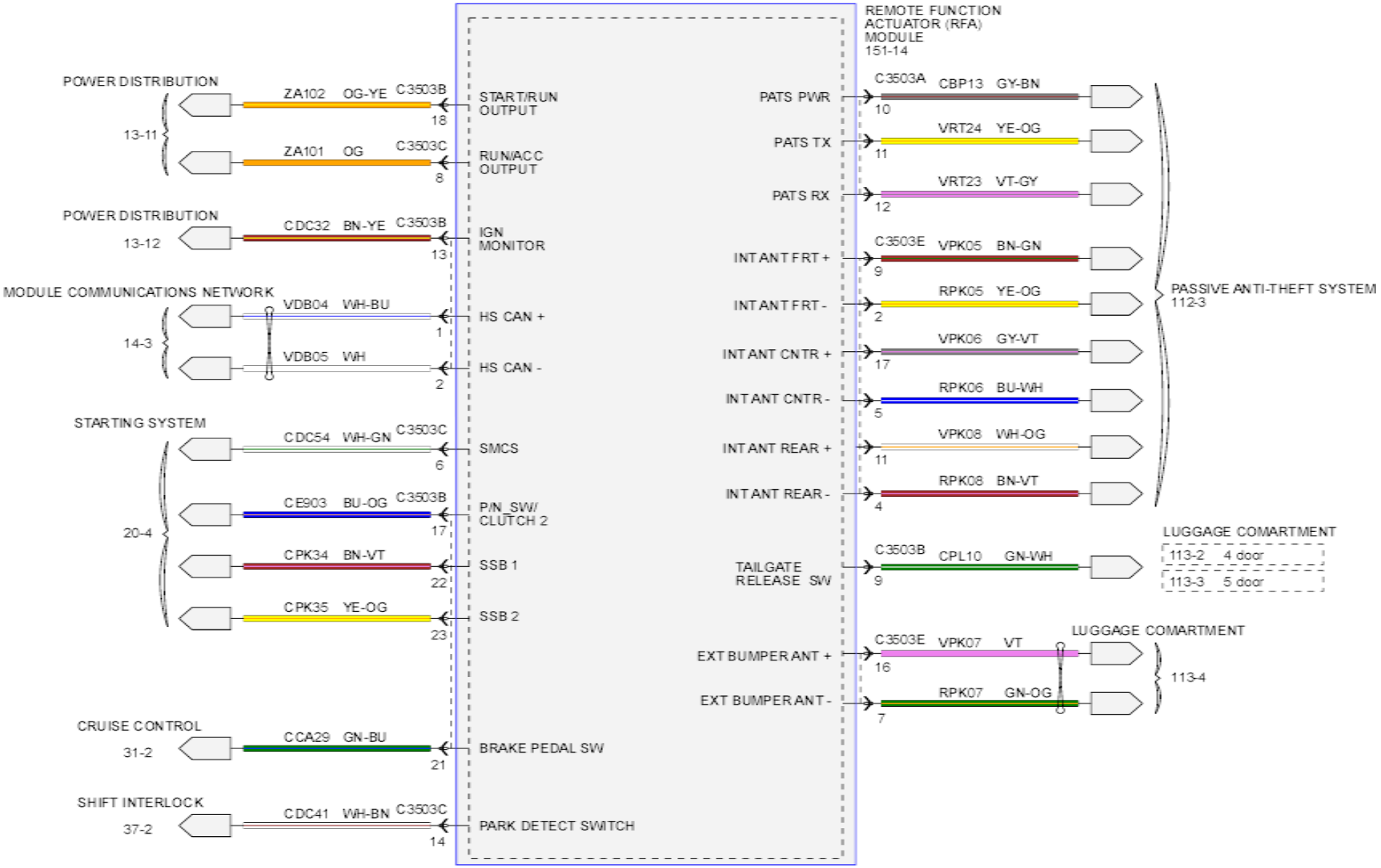
WITH IA

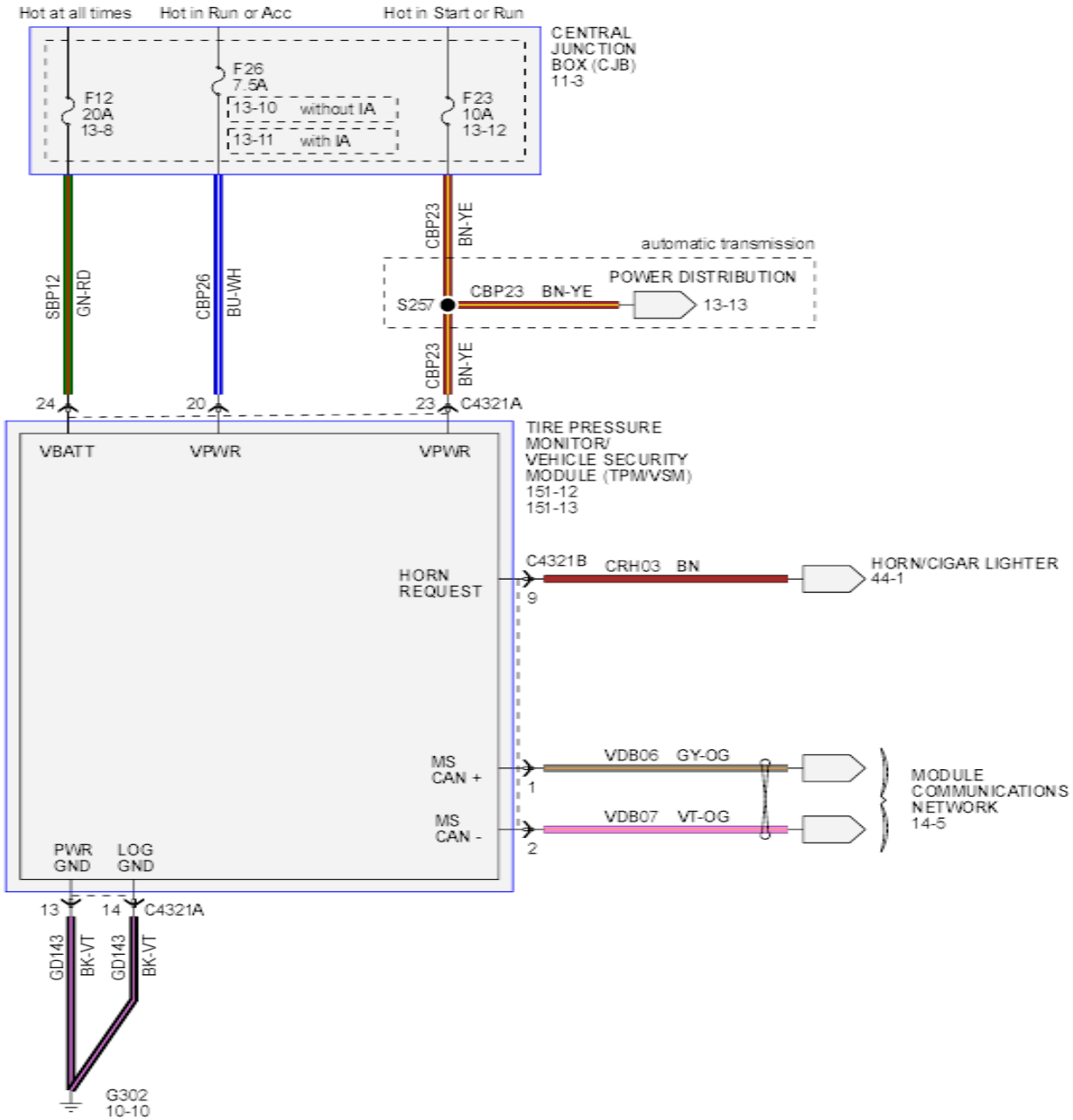

Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F9 20A 13-8
F14 20A 13-8
F7 7.5A 13-8
SBP09 RD
SBP05 GY-RD
SBP14 BN-RD
SBP07 WH-RD
S262
SBP07 WH-RD
POWER DISTRIBUTION 13-8
1
2 C3503A
REMOTE FUNCTION ACTUATOR (RFA) MODULE 151-14
VBATT
LOGIC
REMOTE FUNCTIONS RECEIVER (RFR) MODULE 151-24
C213
SBP07 WH-RD
C9026
5
3
VBATT
K-LINE
C3503B
3
VDB10 GY
8
VDB10 GY
1
K-LINE IRX
GD143 BK-VT
2
GND
MS CAN +
MS CAN -
VDB06 GY-OG
15
VDB07 VT-OG
14
MODULE COMMUNICATIONS NETWORK 14-5
S905
8 C214
POWER GND
SIG GND 1
SIG GND 2
3
4 C3503D
3 C3503A
GD145 BK-BU
GD145 BK-BU
GD145 BK-BU
GD143 BK-VT
G301 10-8
G302 10-10

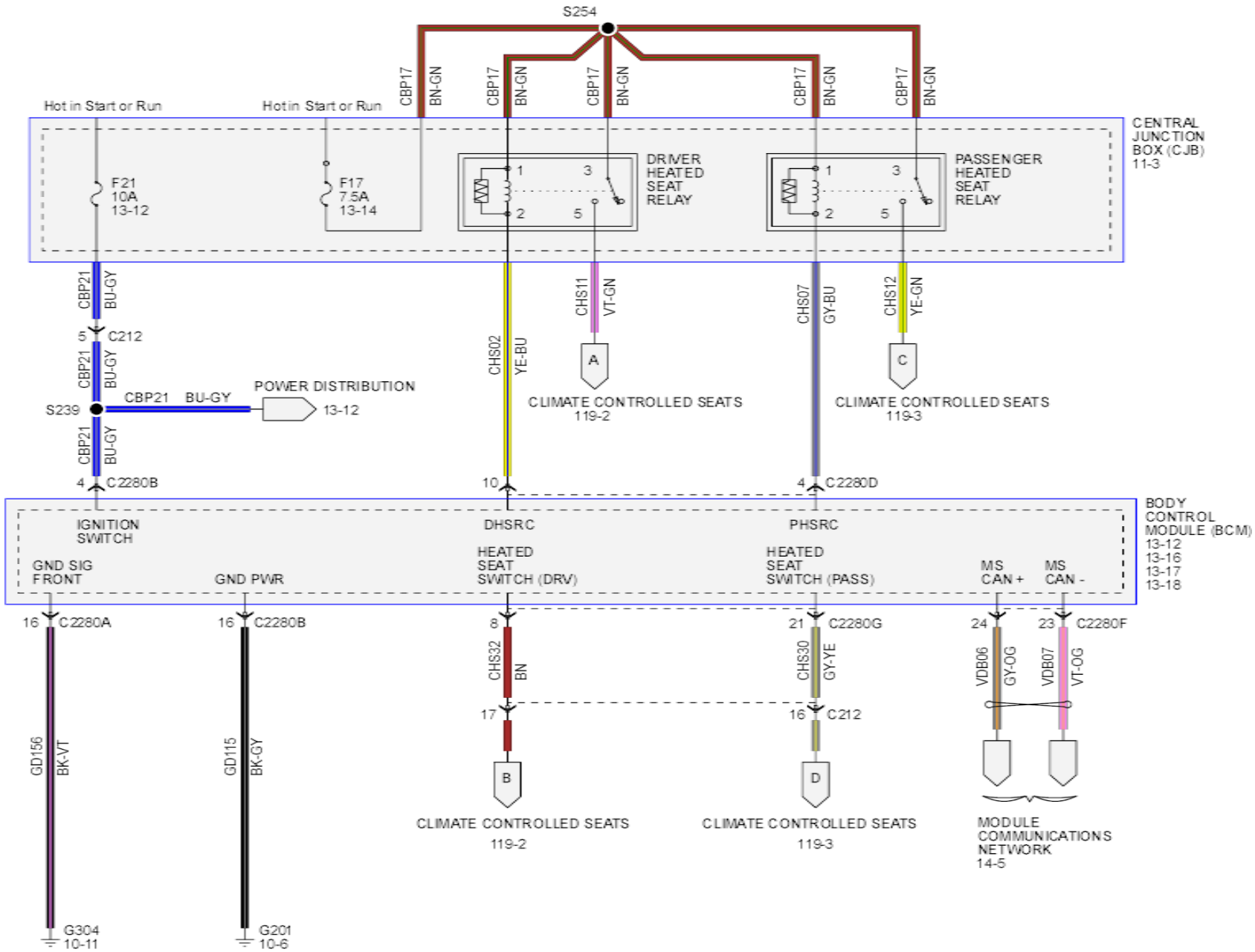
WITH IA

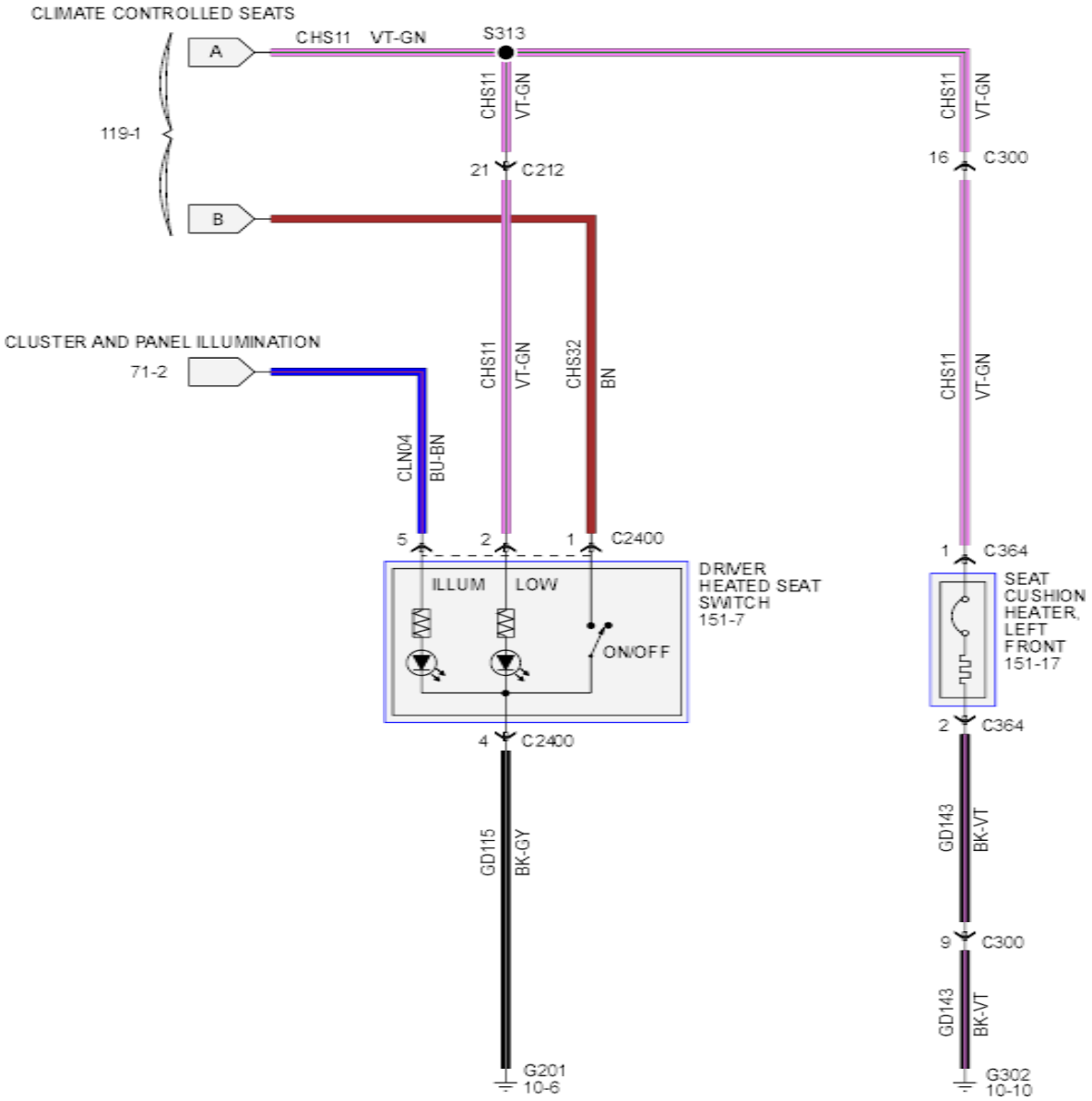

REMOTE FUNCTION ACTUATOR (RFA) MODULE
151-14
EXT_ANT RIGHT +
EXT_ANT RIGHT -
LOCK_UNLOCK SW RIGHT
C3503E
10
VPK02 VT-WH
C340
B6
VPK02 VT-WH
C645
2
RPK02 GY-YE
3
RPK02 GY-YE
B7
3
C3503B
11
CPL32 GY-BU
A8
CPL32 GY-BU
4
EXTERIOR DOOR HANDLE, RIGHT FRONT
1) Normally open
2) Lock/Unlock
151-20
2
1
7
C645
GD145
BK-BU
B9
C340
GD145
BK-BU
G301
10-8
EXT_ANT LEFT +
EXT_ANT LEFT -
LOCK_UNLOCK SW LEFT
C3503E
8
VPK01 BN-YE
C339
B6
VPK01 BN-YE
C543
2
RPK01 WH-GN
1
RPK01 WH-GN
B7
3
C3503B
12
CPL27 WH-BN
A10
CPL27 WH-BN
4
EXTERIOR DOOR HANDLE, LEFT FRONT
1) Normally open
2) Lock/Unlock
151-19
2
1
7
C543
GD143
BK-VT
A9
C339
GD143
BK-VT
G302
10-10

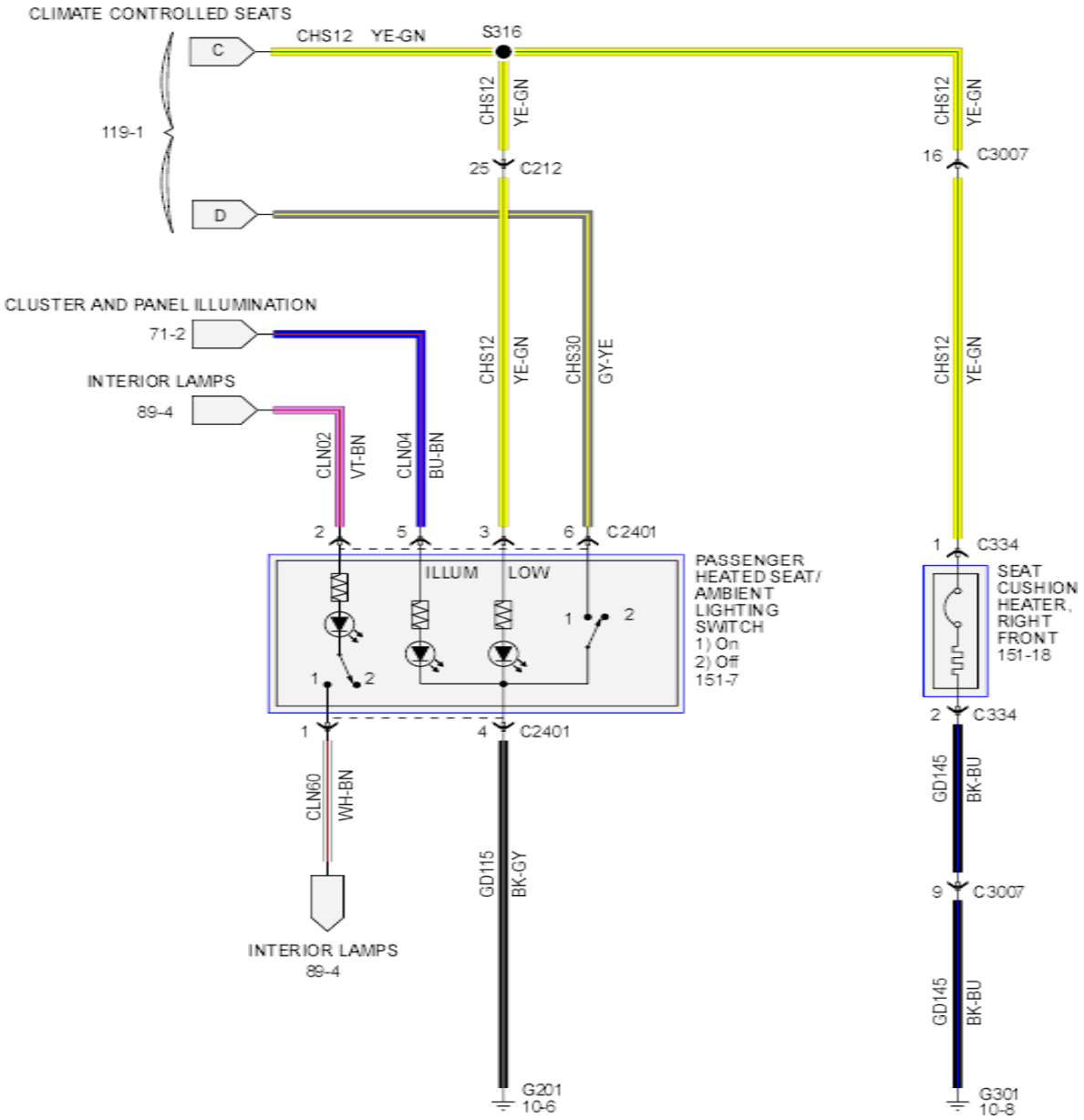
WITH IA


REMOTE FUNCTION ACTUATOR (RFA) MODULE 151-14
POWER DISTRIBUTION
13-11
ZA102 OG-YE C3503B 18
START/RUN OUTPUT
ZA101 OG C3503C 8
RUN/ACC OUTPUT
POWER DISTRIBUTION
13-12
CDC32 BN-YE C3503B 13
IGN MONITOR
MODULE COMMUNICATIONS NETWORK
14-3
VDB04 WH-BU 1
HS CAN +
VDB05 WH 2
HS CAN -
STARTING SYSTEM
20-4
CDC54 WH-GN C3503C 6
SMCS
CE903 BU-OG C3503B 17
P/N SW/ CLUTCH 2
CPK34 BN-VT 22
SSB 1
CPK35 YE-OG 23
SSB 2
CRUISE CONTROL
31-2
CCA29 GN-BU 21
BRAKE PEDAL SW
SHIFT INTERLOCK
37-2
CDC41 WH-BN C3503C 14
PARK DETECT SWITCH
PATS PWR
C3503A CBP13 GY-BN 10
PATS TX
VRT24 YE-OG 11
PATS RX
VRT23 VT-GY 12
INT ANT FRT +
C3503E VPK05 BN-GN 9
INT ANT FRT -
RPK05 YE-OG 2
INT ANT CNTR +
VPK06 GY-VT 17
INT ANT CNTR -
RPK06 BU-WH 5
INT ANT REAR +
VPK08 WH-OG 11
INT ANT REAR -
RPK08 BN-VT 4
PASSIVE ANTI-THEFT SYSTEM 112-3
TAILGATE RELEASE SW
C3503B CPL10 GN-WH 9
LUGGAGE COMARTMENT
113-2 4 door
113-3 5 door
EXT BUMPER ANT +
C3503E VPK07 VT 16
EXT BUMPER ANT -
RPK07 GN-OG 7
LUGGAGE COMARTMENT
113-4

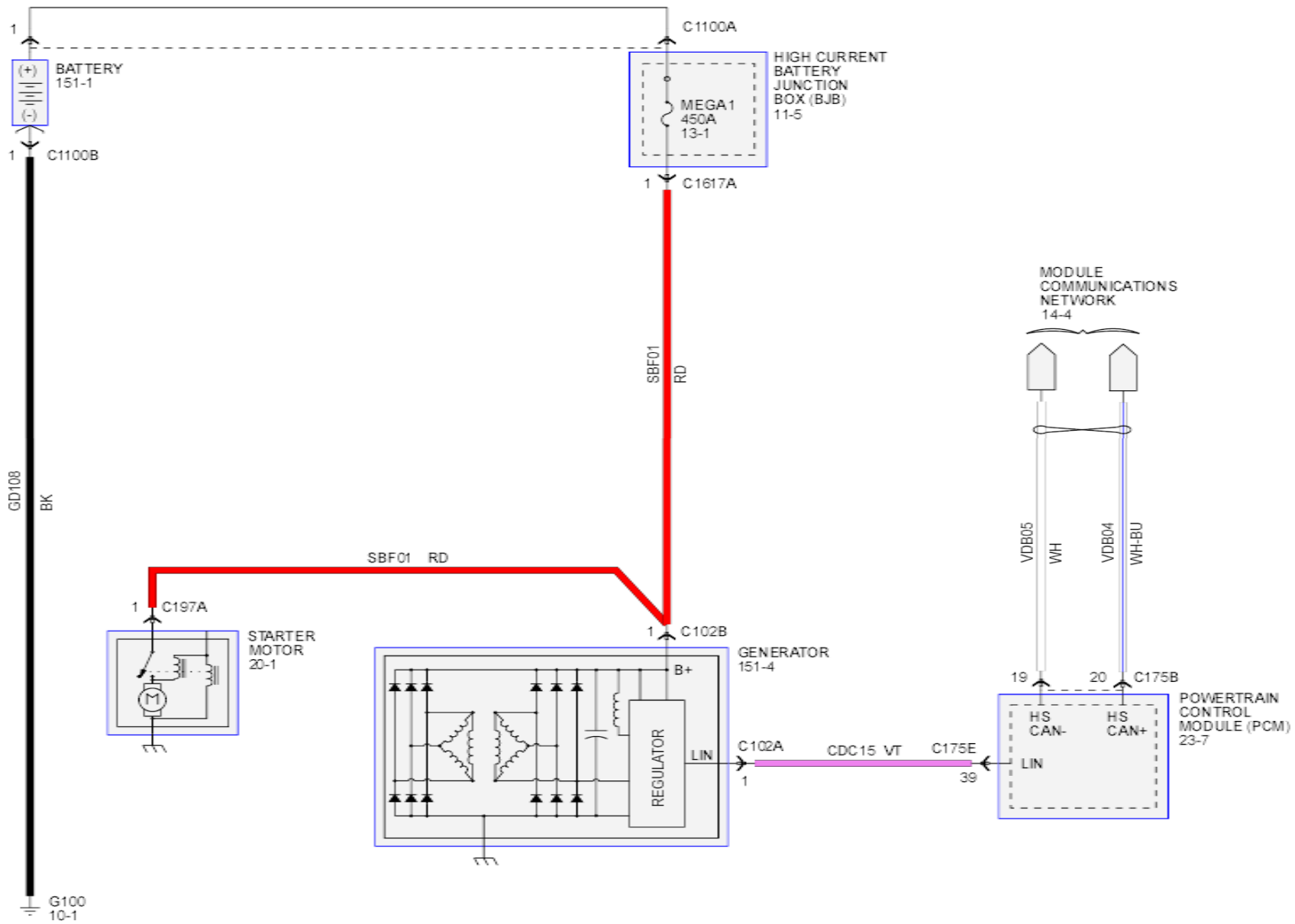

Hot at all times
Hot in Run or Acc
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F12 20A 13-8
F26 7.5A
13-10 without IA
13-11 with IA
F23 10A 13-12
SBP12 GN-RD
CBP26 BU-WH
CBP23 BN-YE
automatic transmission
POWER DISTRIBUTION
S257
CBP23 BN-YE
13-13
CBP23 BN-YE
24
20
23
C4321A
TIRE PRESSURE MONITOR/ VEHICLE SECURITY MODULE (TPM/VSM) 151-12 151-13
VBATT
VPWR
VPWR
HORN REQUEST
C4321B
CRH03 BN
9
HORN/CIGAR LIGHTER 44-1
MS CAN +
MS CAN -
VDB06 GY-OG
VDB07 VT-OG
1
2
MODULE COMMUNICATIONS NETWORK 14-5
PWR GND
LOG GND
13
14
C4321A
GD143 BK-VT
GD143 BK-VT
G302 10-10


S254
CBP17
BN-GN
Hot in Start or Run
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
F17 7.5A 13-14
DRIVER HEATED SEAT RELAY
PASSENGER HEATED SEAT RELAY
CBP21 BU-GY
5 C212
S239
POWER DISTRIBUTION
13-12
4 C2280B
CHS02 YE-BU
CHS11 VT-GN
CHS07 GY-BU
CHS12 YE-GN
A
C
CLIMATE CONTROLLED SEATS 119-2
CLIMATE CONTROLLED SEATS 119-3
10
4 C2280D
BODY CONTROL MODULE (BCM) 13-12 13-16 13-17 13-18
IGNITION SWITCH
DHSRC
PHSRC
GND SIG FRONT
GND PWR
HEATED SEAT SWITCH (DRV)
HEATED SEAT SWITCH (PASS)
MS CAN +
MS CAN -
16 C2280A
16 C2280B
8 C2280G
24 C2280F
23 C2280F
CHS32 BN
CHS30 GY-YE
VDB06 GY-OG
VDB07 VT-OG
17
16 C212
GD156 BK-VT
GD115 BK-GY
B
D
CLIMATE CONTROLLED SEATS 119-2
CLIMATE CONTROLLED SEATS 119-3
MODULE COMMUNICATIONS NETWORK 14-5
G304 10-11
G201 10-6

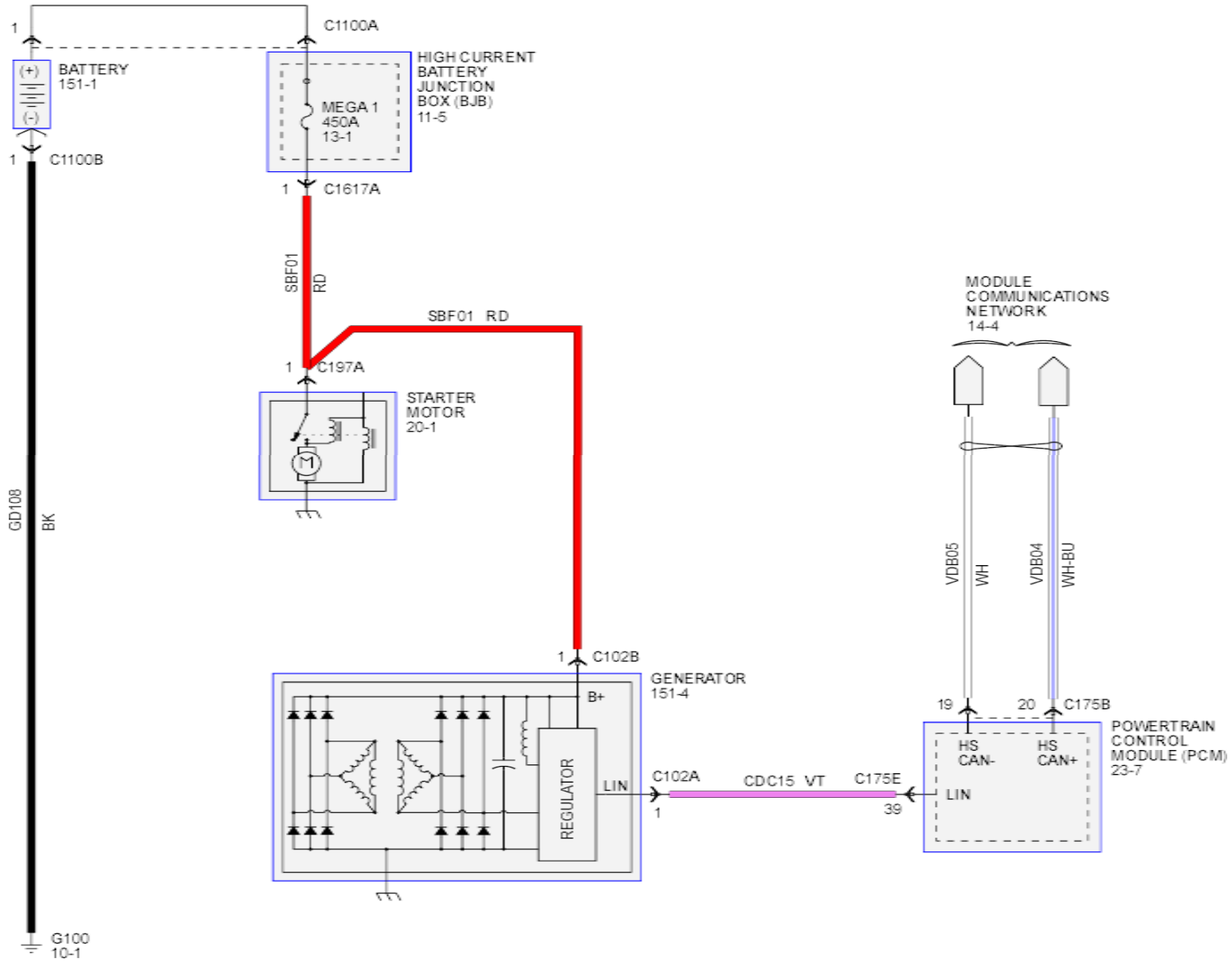

CLIMATE CONTROLLED SEATS
A
CHS11 VT-GN
S313
119-1
CHS11 VT-GN
21 C212
B
CHS11 VT-GN
16 C300
CLUSTER AND PANEL ILLUMINATION
71-2
CLN04 BU-BN
CHS11 VT-GN
CHS32 BN
CHS11 VT-GN
5 2 1 C2400
ILLUM LOW
ON/OFF
DRIVER HEATED SEAT SWITCH 151-7
1 C364
SEAT CUSHION HEATER, LEFT FRONT 151-17
2 C364
4 C2400
GD115 BK-GY
GD143 BK-VT
9 C300
GD143 BK-VT
G201 10-6
G302 10-10

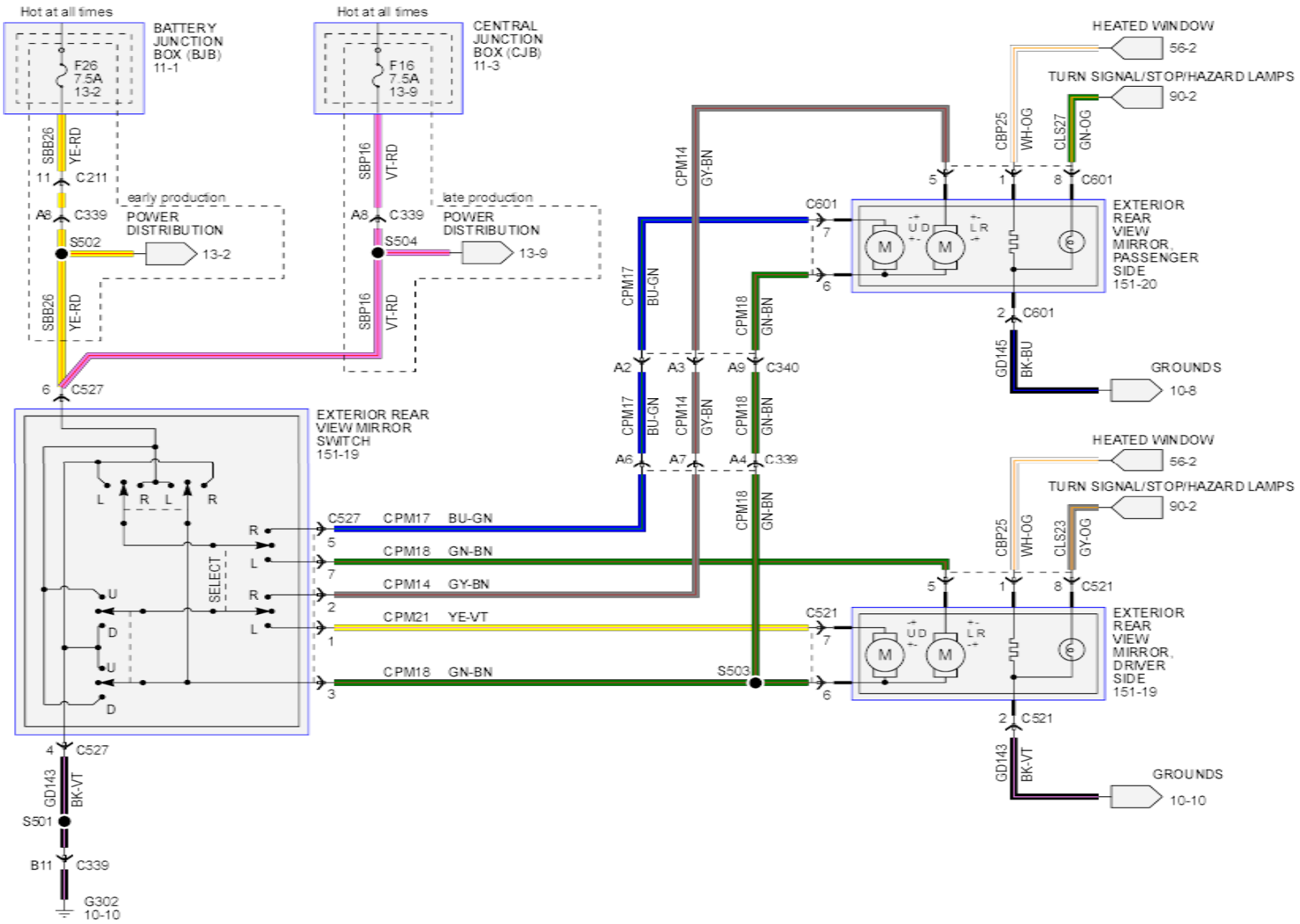

CLIMATE CONTROLLED SEATS
C
CHS12 YE-GN
S316
119-1
CHS12 YE-GN
25 C212
16 C3007
D
CLUSTER AND PANEL ILLUMINATION
71-2
INTERIOR LAMPS
89-4
CLN02 VT-BN
CLN04 BU-BN
CHS30 GY-YE
2 5 3 6 C2401
ILLUM LOW
PASSENGER HEATED SEAT/ AMBIENT LIGHTING SWITCH
1) On
2) Off
151-7
1 C334
SEAT CUSHION HEATER, RIGHT FRONT
151-18
2 C334
GD145 BK-BU
9 C3007
CLN60 WH-BN
GD115 BK-GY
INTERIOR LAMPS
89-4
G201
10-6
G301
10-8

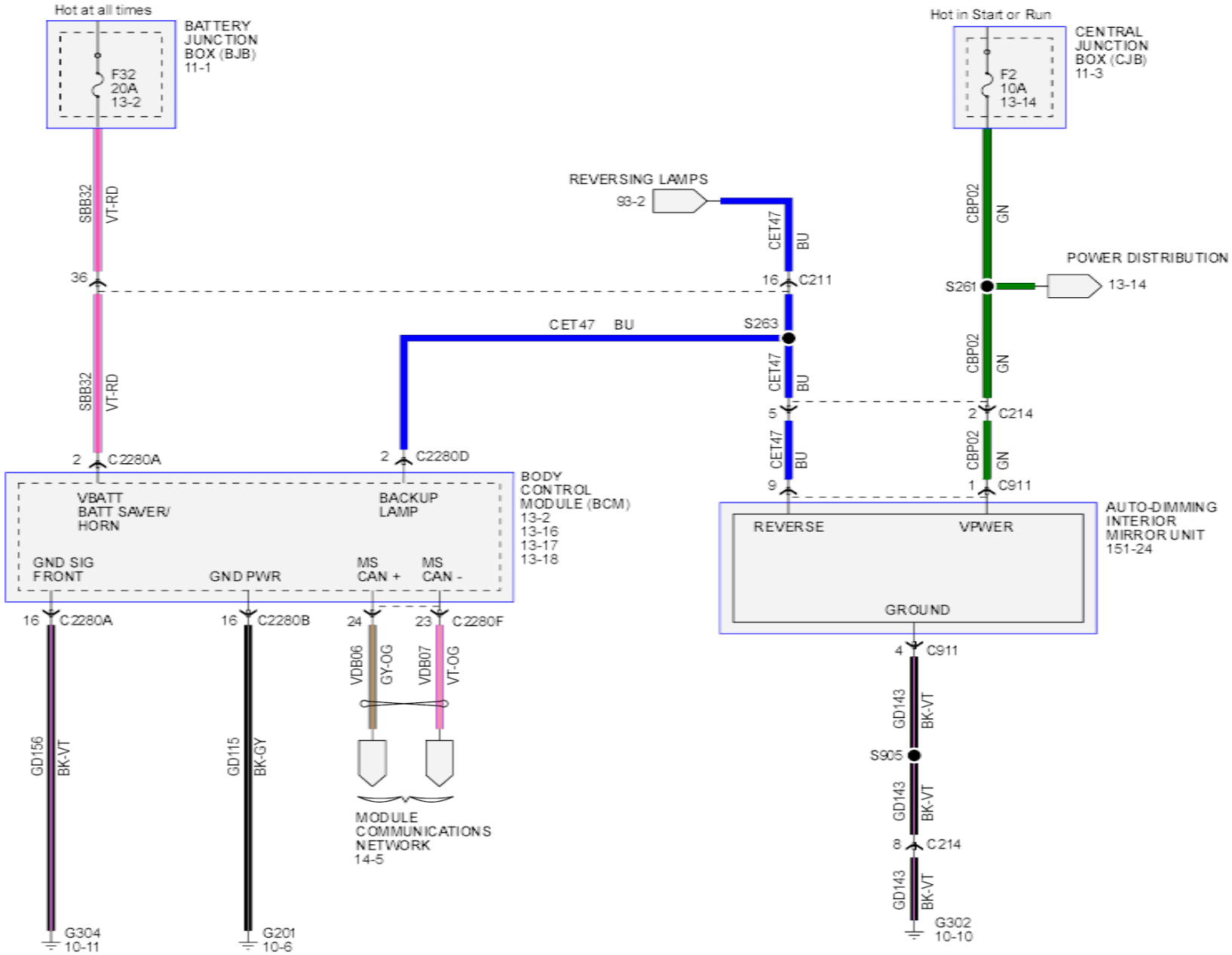
AUTOMATIC TRANSMISSION

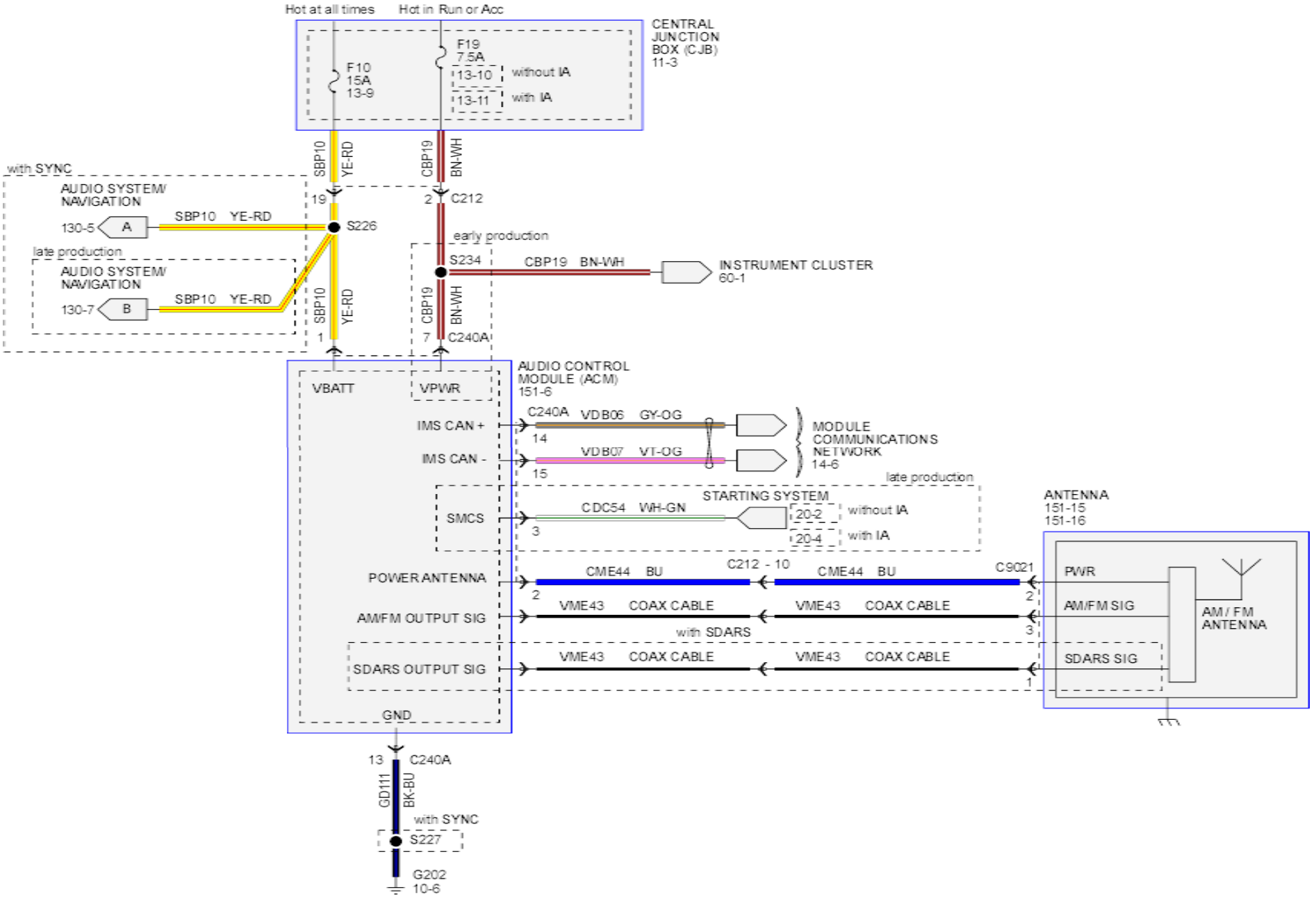


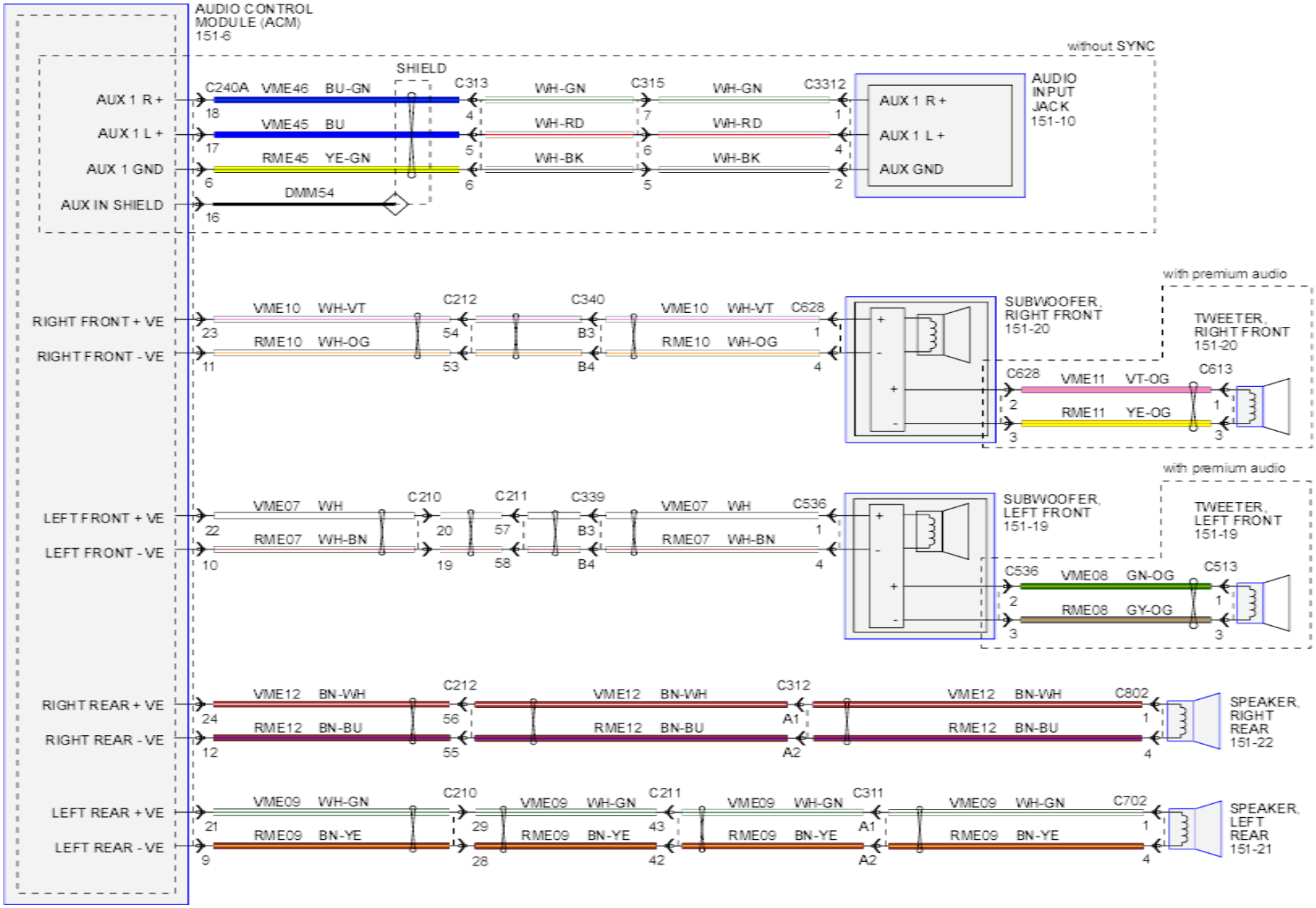
MANUAL TRANSMISSION

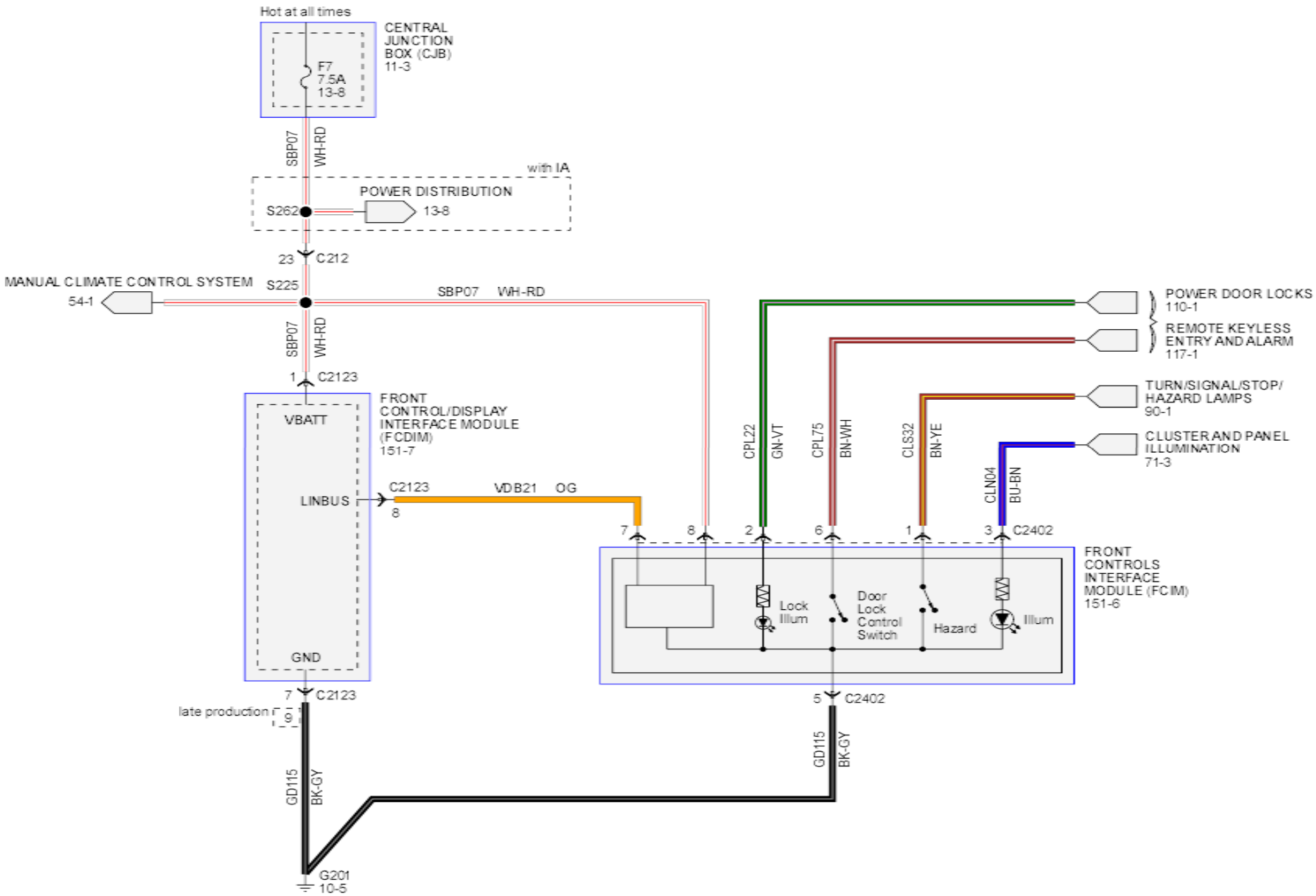


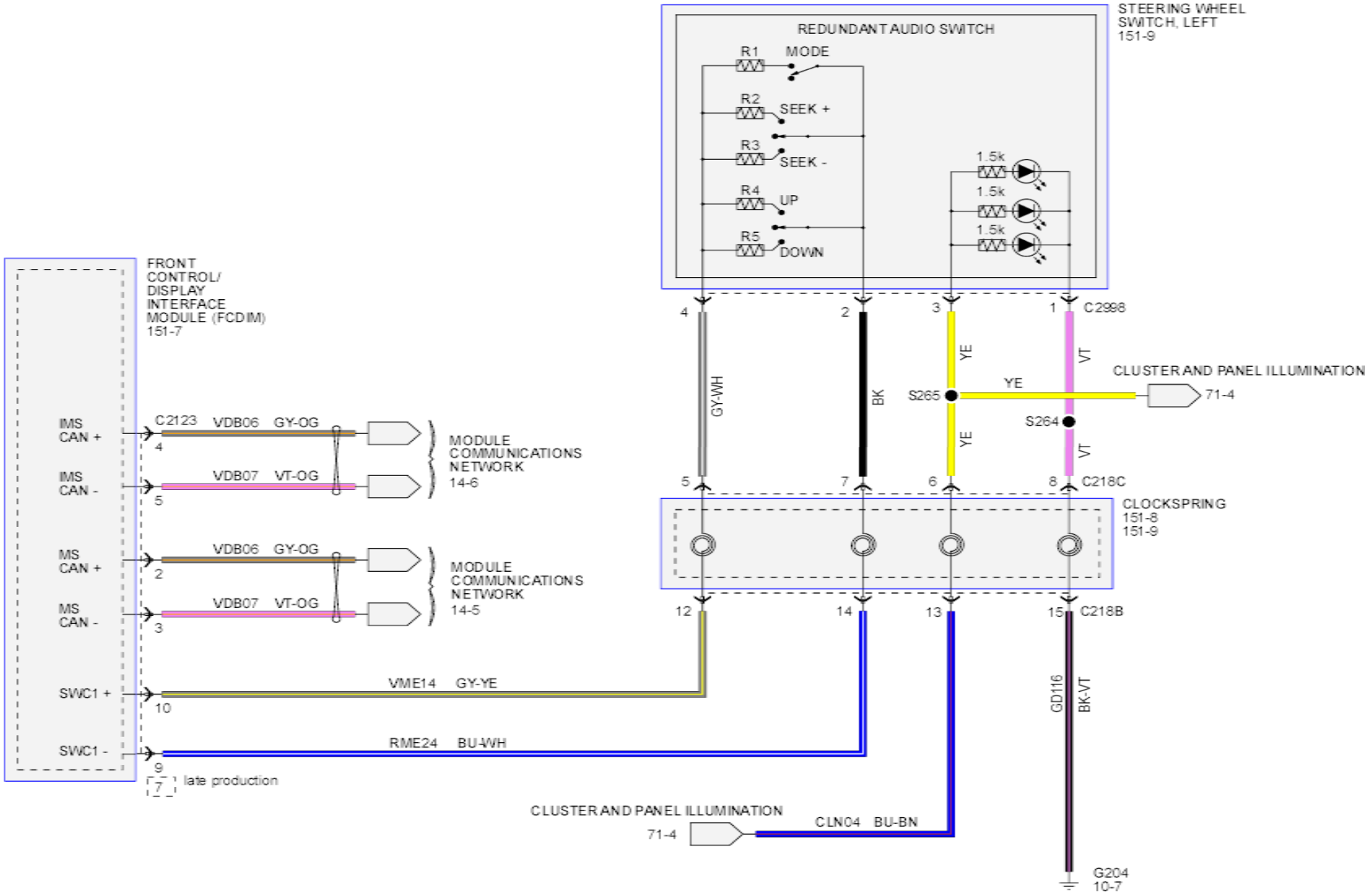

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F26 7.5A 13-2
SBB26 YE-RD
11 C211
early production
A8 C339
POWER DISTRIBUTION
S502
13-2
SBB26 YE-RD
6 C527
Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F16 7.5A 13-9
SBP16 VT-RD
late production
A8 C339
POWER DISTRIBUTION
S504
13-9
SBP16 VT-RD
EXTERIOR REAR VIEW MIRROR SWITCH 151-19
L R L R
SELECT
U D U D
R L R L
4 C527
GD143 BK-VT
S501
B11 C339
G302 10-10
C527 CPM17 BU-GN 5
CPM18 GN-BN 7
CPM14 GY-BN 2
CPM21 YE-VT 1
CPM18 GN-BN 3
CPM14 GY-BN
CPM17 BU-GN
CPM18 GN-BN
A2 A3 A9 C340
A6 A7 A4 C339
S503
HEATED WINDOW 56-2
TURN SIGNAL/STOP/HAZARD LAMPS 90-2
CBP25 WH-OG
CLS27 GN-OG
5 1 8 C601
C601 7
6
EXTERIOR REAR VIEW MIRROR, PASSENGER SIDE 151-20
2 C601
GD145 BK-BU
GROUNDS 10-8
HEATED WINDOW 56-2
TURN SIGNAL/STOP/HAZARD LAMPS 90-2
CBP25 WH-OG
CLS23 GY-OG
5 1 8 C521
C521 7
6
EXTERIOR REAR VIEW MIRROR, DRIVER SIDE 151-19
2 C521
GD143 BK-VT
GROUNDS 10-10


Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F32 20A 13-2
SBB32 VT-RD
36
SBB32 VT-RD
2 C2280A
2 C2280D
BODY CONTROL MODULE (BCM) 13-2 13-16 13-17 13-18
VBATT BATT SAVER/ HORN
BACKUP LAMP
GND SIG FRONT
GND PWR
MS CAN +
MS CAN -
16 C2280A
16 C2280B
24
23 C2280F
GD156 BK-VT
GD115 BK-GY
VDB06 GY-OG
VDB07 VT-OG
G304 10-11
G201 10-6
MODULE COMMUNICATIONS NETWORK 14-5
REVERSING LAMPS
93-2
CET47 BU
16 C211
CET47 BU S263
CET47 BU
5
CET47 BU
9
REVERSE
VPWER
GROUND
AUTO-DIMMING INTERIOR MIRROR UNIT 151-24
4 C911
GD143 BK-VT
S905
GD143 BK-VT
8 C214
GD143 BK-VT
G302 10-10
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F2 10A 13-14
CBP02 GN
POWER DISTRIBUTION
S261
13-14
CBP02 GN
2 C214
CBP02 GN
1 C911

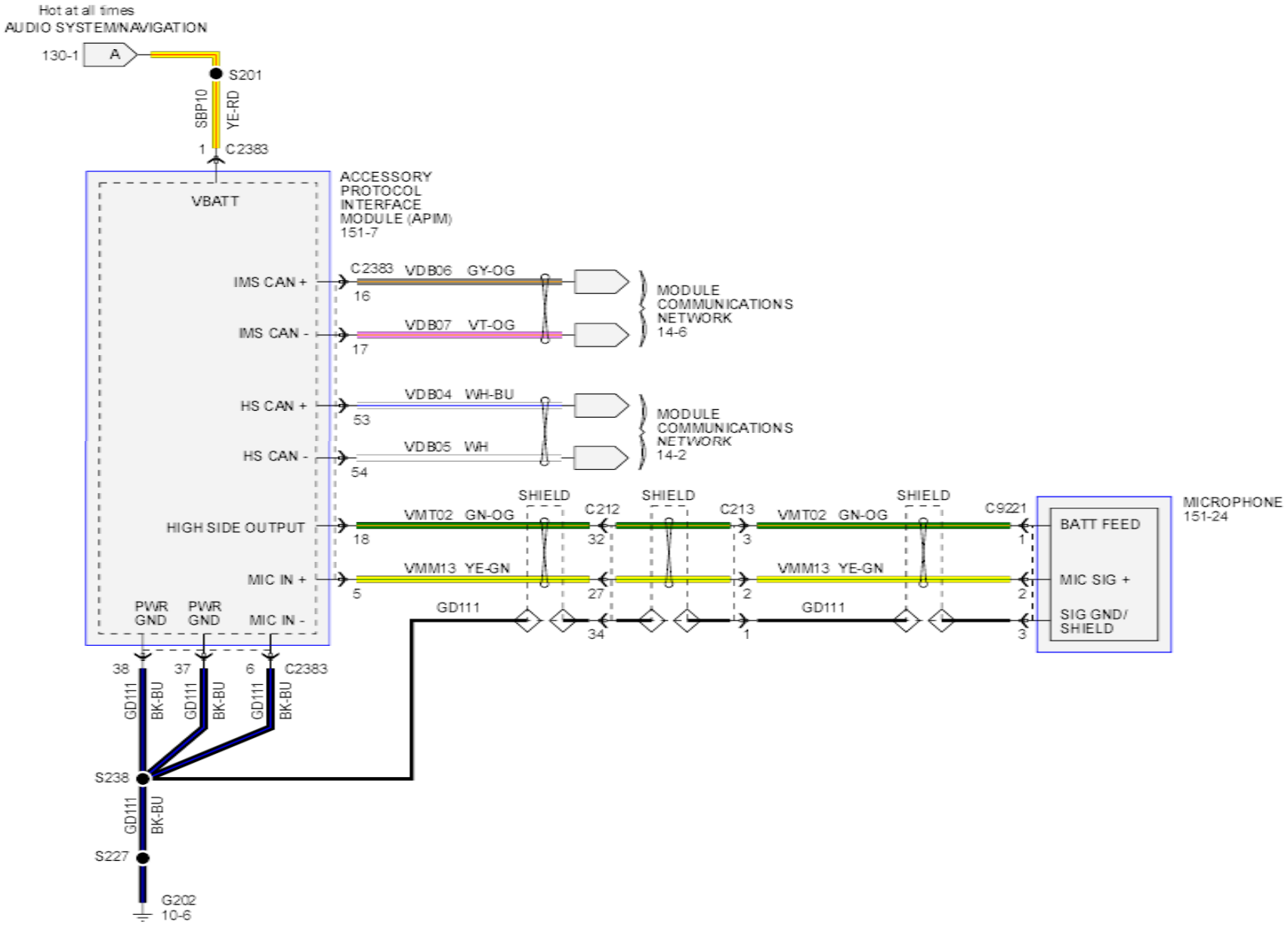

Hot at all times
Hot in Run or Acc
CENTRAL JUNCTION BOX (CJB) 11-3
F10 15A 13-9
F19 7.5A
13-10 without IA
13-11 with IA
SBP10 YE-RD
CBP19 BN-WH
with SYNC
AUDIO SYSTEM/ NAVIGATION
19
2 C212
130-5 A
SBP10 YE-RD
S226
early production
late production
AUDIO SYSTEM/ NAVIGATION
130-7 B
SBP10 YE-RD
S234
CBP19 BN-WH
INSTRUMENT CLUSTER 60-1
1
7 C240A
AUDIO CONTROL MODULE (ACM) 151-6
VBATT
VPWR
IMS CAN +
IMS CAN -
C240A
VDB06 GY-OG
14
VDB07 VT-OG
15
MODULE COMMUNICATIONS NETWORK 14-6
late production
SMCS
STARTING SYSTEM
CDC54 WH-GN
3
20-2 without IA
20-4 with IA
ANTENNA 151-15 151-16
POWER ANTENNA
CME44 BU
C212 - 10
CME44 BU
C9021
2
PWR
AM/FM OUTPUT SIG
VME43 COAX CABLE
VME43 COAX CABLE
3
AM/FM SIG
AM / FM ANTENNA
with SDARS
SDARS OUTPUT SIG
VME43 COAX CABLE
VME43 COAX CABLE
1
SDARS SIG
GND
13 C240A
GD111 BK-BU
with SYNC
S227
G202 10-6


AUDIO CONTROL MODULE (ACM) 151-6
without SYNC
SHIELD
AUX 1 R +
AUX 1 L +
AUX 1 GND
AUX IN SHIELD
C240A
VME46 BU-GN
VME45 BU
RME45 YE-GN
DMM54
C313
WH-GN
WH-RD
WH-BK
C315
C3312
AUDIO INPUT JACK 151-10
with premium audio
RIGHT FRONT + VE
RIGHT FRONT - VE
VME10 WH-VT
RME10 WH-OG
C212
C340
C628
SUBWOOFER, RIGHT FRONT 151-20
TWEETER, RIGHT FRONT 151-20
C613
VME11 VT-OG
RME11 YE-OG
LEFT FRONT + VE
LEFT FRONT - VE
VME07 WH
RME07 WH-BN
C210
C211
C339
C536
SUBWOOFER, LEFT FRONT 151-19
TWEETER, LEFT FRONT 151-19
C513
VME08 GN-OG
RME08 GY-OG
RIGHT REAR + VE
RIGHT REAR - VE
VME12 BN-WH
RME12 BN-BU
C312
C802
SPEAKER, RIGHT REAR 151-22
LEFT REAR + VE
LEFT REAR - VE
VME09 WH-GN
RME09 BN-YE
C311
C702
SPEAKER, LEFT REAR 151-21

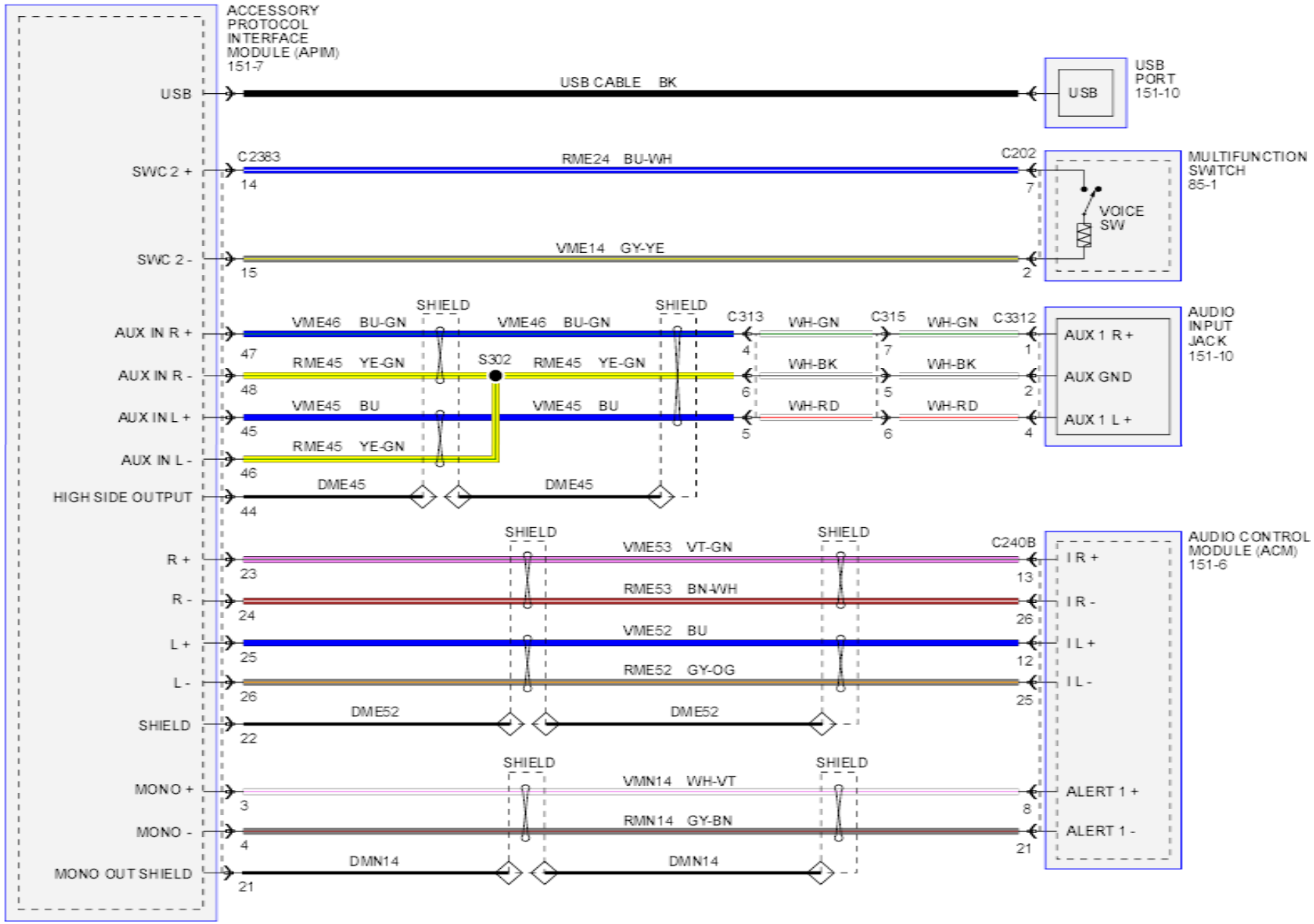

Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F7 7.5A 13-8
SBP07
WH-RD
with IA
POWER DISTRIBUTION
S262
13-8
23
C212
MANUAL CLIMATE CONTROL SYSTEM
54-1
S225
SBP07 WH-RD
SBP07
WH-RD
1
C2123
FRONT CONTROL/DISPLAY INTERFACE MODULE (FCDIM) 151-7
VBATT
LINBUS
GND
C2123
VDB21 OG
8
7
late production
9
GD115
BK-GY
G201 10-5
CPL22
GN-VT
CPL75
BN-WH
CLS32
BN-YE
CLN04
BU-BN
7
8
2
6
1
3
C2402
POWER DOOR LOCKS 110-1
REMOTE KEYLESS ENTRY AND ALARM 117-1
TURN/SIGNAL/STOP/ HAZARD LAMPS 90-1
CLUSTER AND PANEL ILLUMINATION 71-3
FRONT CONTROLS INTERFACE MODULE (FCIM) 151-6
Lock Illum
Door Lock Control Switch
Hazard
Illum
5
C2402
GD115
BK-GY


STEERING WHEEL SWITCH, LEFT
151-9
REDUNDANT AUDIO SWITCH
R1 MODE
R2 SEEK +
R3 SEEK -
R4 UP
R5 DOWN
1.5k
1.5k
1.5k
4
2
3
1
C2998
GY-WH
BK
YE
VT
YE
S265
S264
CLUSTER AND PANEL ILLUMINATION
71-4
YE
VT
5
7
6
8
C218C
CLOCKSPRING
151-8
151-9
12
14
13
15
C218B
GD116
BK-VT
G204
10-7
FRONT CONTROL/ DISPLAY INTERFACE MODULE (FCDIM)
151-7
IMS CAN +
IMS CAN -
MS CAN +
MS CAN -
SWC1 +
SWC1 -
C2123
VDB06 GY-OG
VDB07 VT-OG
VDB06 GY-OG
VDB07 VT-OG
VME14 GY-YE
RME24 BU-WH
4
5
2
3
10
9
MODULE COMMUNICATIONS NETWORK
14-6
MODULE COMMUNICATIONS NETWORK
14-5
7 late production
CLUSTER AND PANEL ILLUMINATION
71-4
CLN04 BU-BN

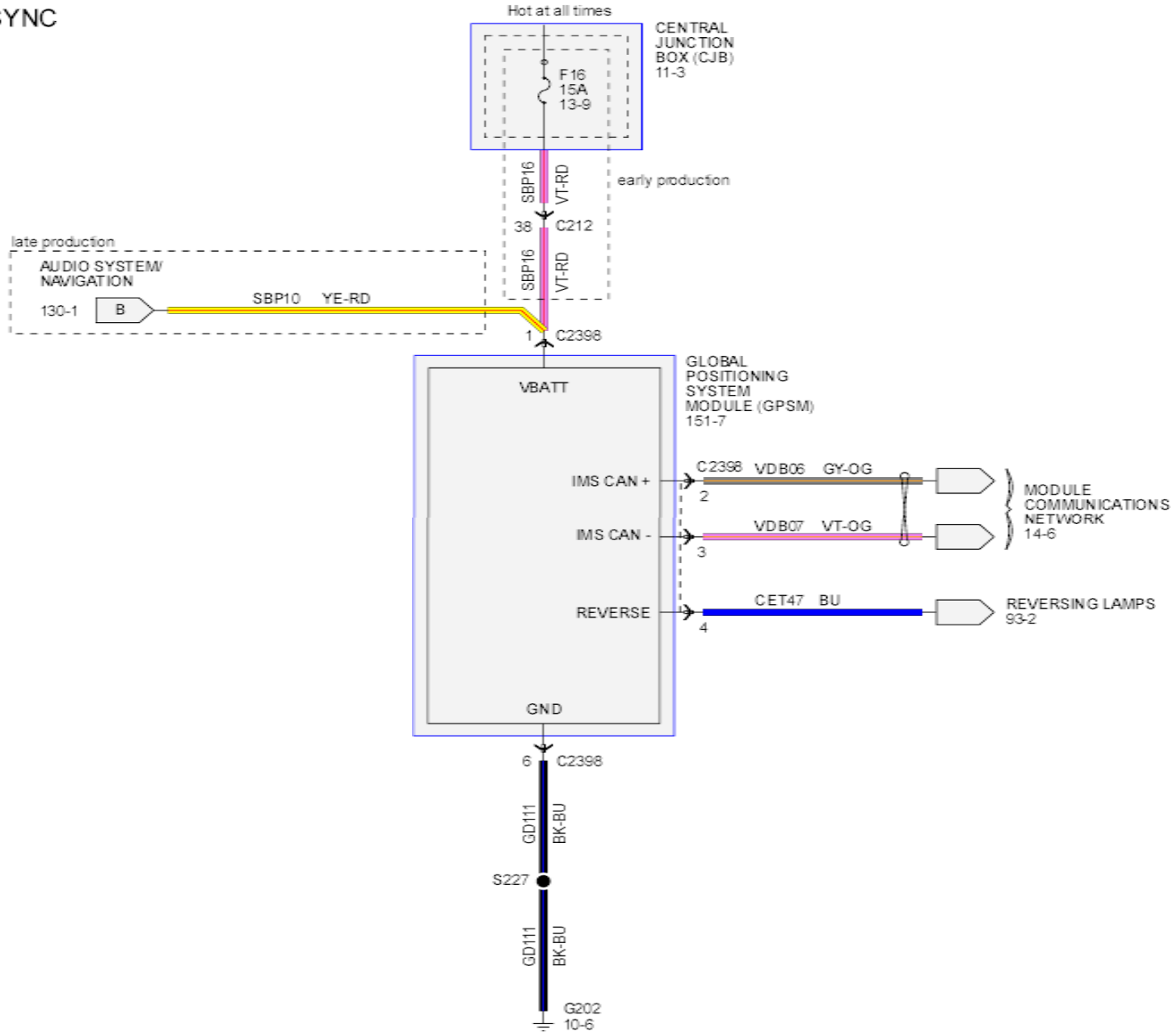
WITH SYNC


Hot at all times
AUDIO SYSTEM/NAVIGATION
130-1
A
S201
SBP10
YE-RD
1
C2383
ACCESSORY PROTOCOL INTERFACE MODULE (APIM) 151-7
VBATT
IMS CAN +
IMS CAN -
HS CAN +
HS CAN -
HIGH SIDE OUTPUT
MIC IN +
MIC IN -
PWR GND
PWR GND
C2383 VDB06 GY-OG
16
VDB07 VT-OG
17
VDB04 WH-BU
53
VDB05 WH
54
MODULE COMMUNICATIONS NETWORK 14-6
MODULE COMMUNICATIONS NETWORK 14-2
SHIELD
C212
C213
C9221
VMT02 GN-OG
18
32
3
1
VMM13 YE-GN
5
27
2
2
GD111
34
1
3
BATT FEED
MIC SIG +
SIG GND/ SHIELD
MICROPHONE 151-24
38
37
6
C2383
GD111
BK-BU
S238
S227
G202
10-6

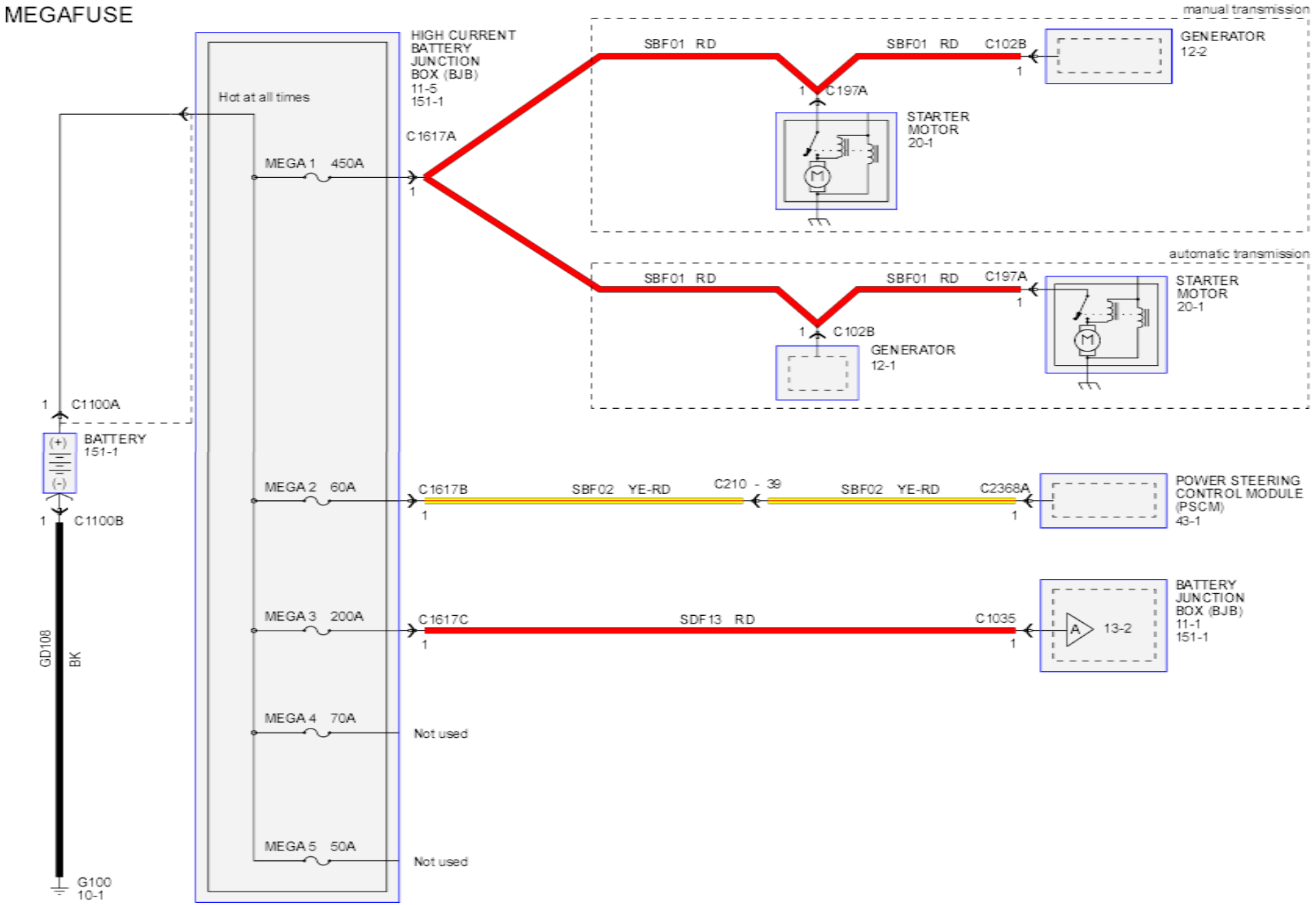
WITH SYNC


ACCESSORY PROTOCOL INTERFACE MODULE (APIM) 151-7
USB
USB CABLE BK
USB PORT 151-10
SWC 2 +
C2383
14
RME24 BU-WH
C202
7
MULTIFUNCTION SWITCH 85-1
VOICE SW
SWC 2 -
15
VME14 GY-YE
2
AUX IN R +
AUX IN R -
AUX IN L +
AUX IN L -
HIGH SIDE OUTPUT
SHIELD
VME46 BU-GN
47
RME45 YE-GN
48
VME45 BU
45
RME45 YE-GN
46
DME45
44
S302
C313
C315
C3312
WH-GN
WH-BK
WH-RD
AUDIO INPUT JACK 151-10
AUX 1 R +
AUX GND
AUX 1 L +
R +
R -
L +
L -
SHIELD
VME53 VT-GN
23
RME53 BN-WH
24
VME52 BU
25
RME52 GY-OG
26
DME52
22
C240B
AUDIO CONTROL MODULE (ACM) 151-6
I R +
I R -
I L +
I L -
MONO +
MONO -
MONO OUT SHIELD
VMN14 WH-VT
3
RMN14 GY-BN
4
DMN14
21
ALERT 1 +
ALERT 1 -

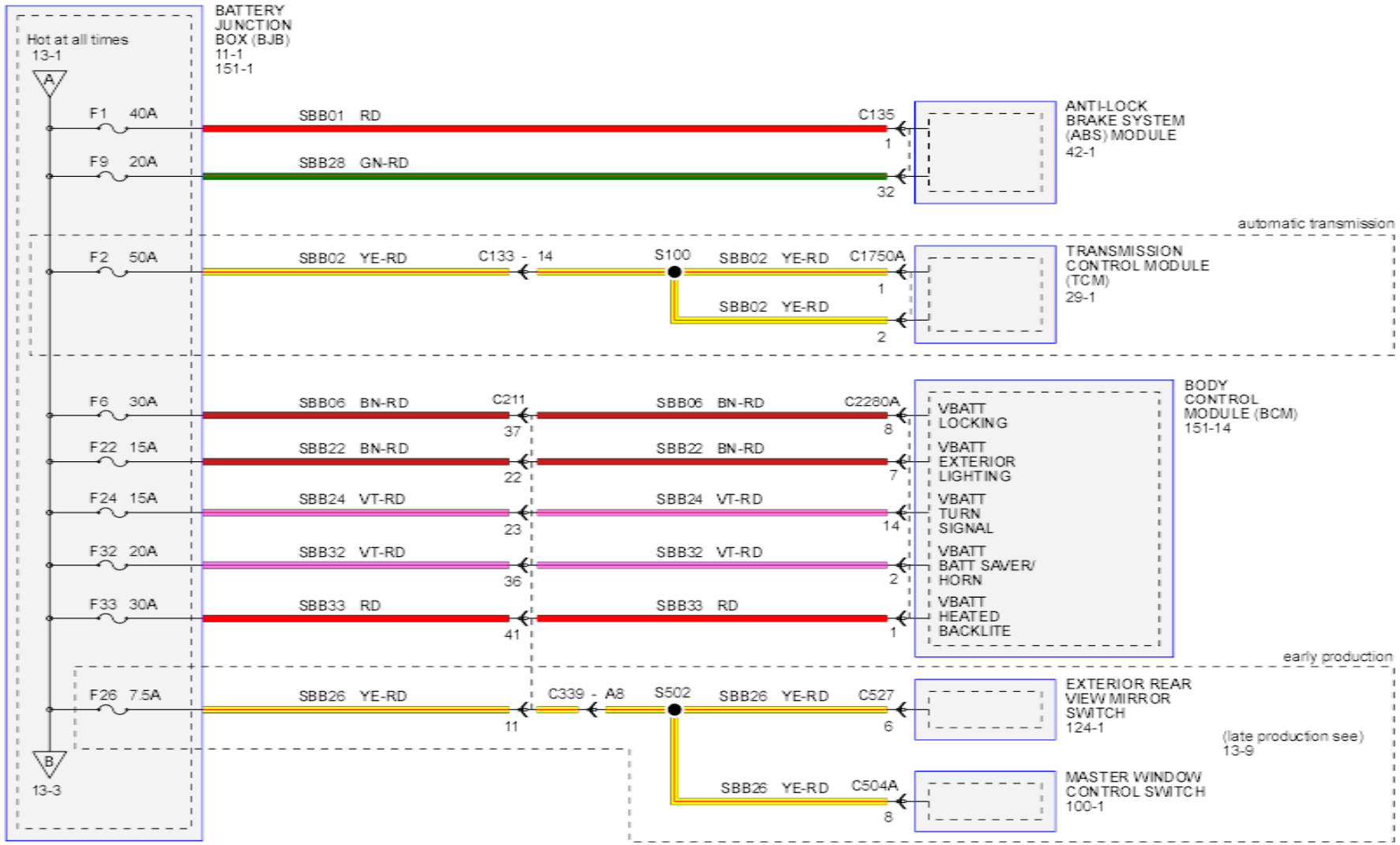
WITH SYNC


Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F16 15A 13-9
SBP16 VT-RD
early production
38 C212
SBP16 VT-RD
late production
AUDIO SYSTEM/ NAVIGATION
130-1 B
SBP10 YE-RD
1 C2398
GLOBAL POSITIONING SYSTEM MODULE (GPSM) 151-7
VBATT
IMS CAN +
IMS CAN -
REVERSE
GND
C2398 VDB06 GY-OG
2
VDB07 VT-OG
3
CET47 BU
4
MODULE COMMUNICATIONS NETWORK 14-6
REVERSING LAMPS 93-2
6 C2398
GD111 BK-BU
S227
GD111 BK-BU
G202 10-6

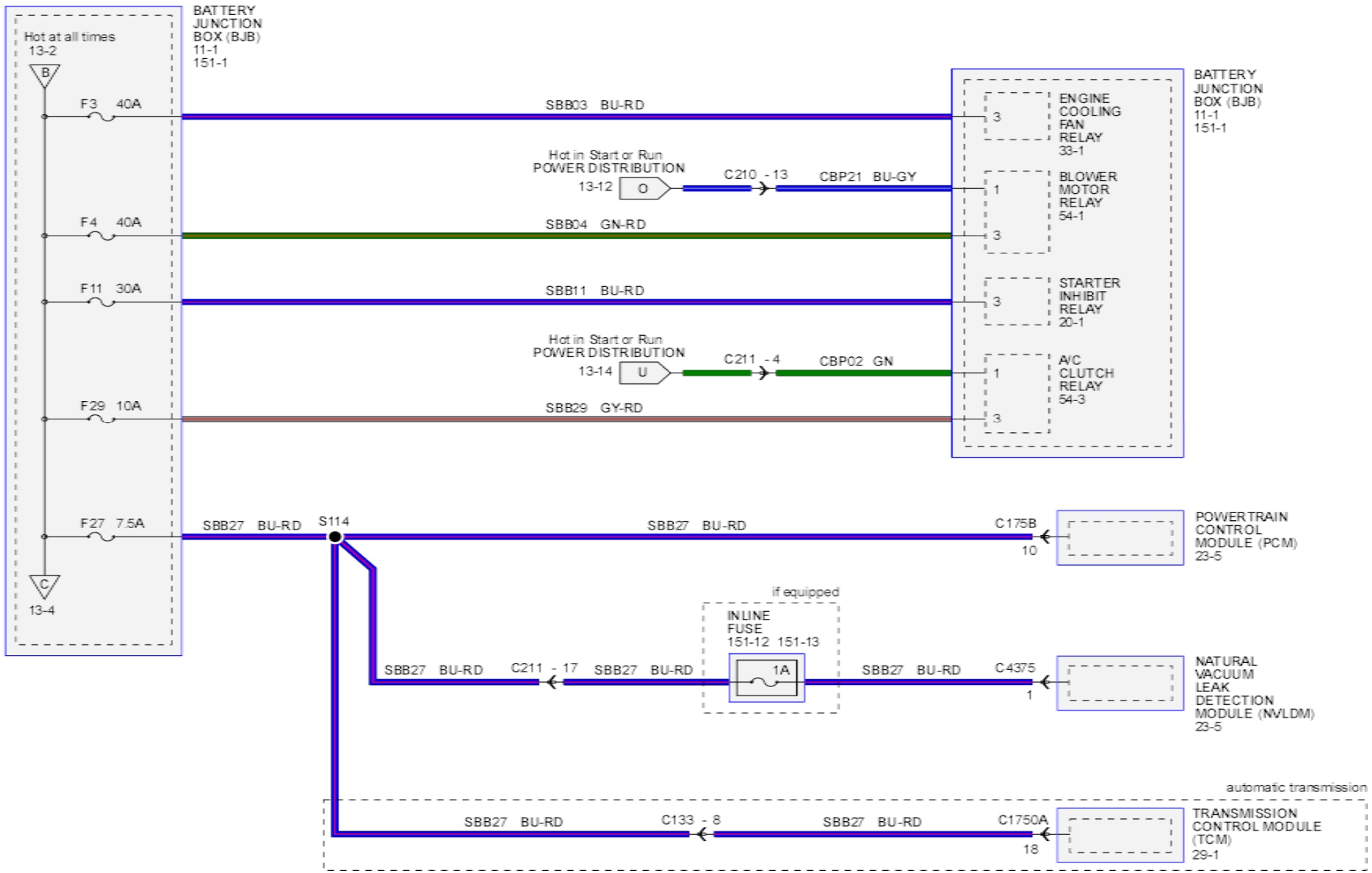
MEGAFUSE


HIGH CURRENT BATTERY JUNCTION BOX (BJB)
11-5
151-1
Hot at all times
MEGA 1 450A
MEGA 2 60A
MEGA 3 200A
MEGA 4 70A
MEGA 5 50A
C1617A
C1617B
C1617C
C1100A
C1100B
BATTERY
151-1
GD108
BK
G100
10-1
Not used
Not used
manual transmission
SBF01 RD
SBF01 RD
C102B
GENERATOR
12-2
C197A
STARTER MOTOR
20-1
automatic transmission
SBF01 RD
SBF01 RD
C197A
STARTER MOTOR
20-1
C102B
GENERATOR
12-1
SBF02 YE-RD
C210 - 39
SBF02 YE-RD
C2368A
POWER STEERING CONTROL MODULE (PSCM)
43-1
SDF13 RD
C1035
13-2
BATTERY JUNCTION BOX (BJB)
11-1
151-1

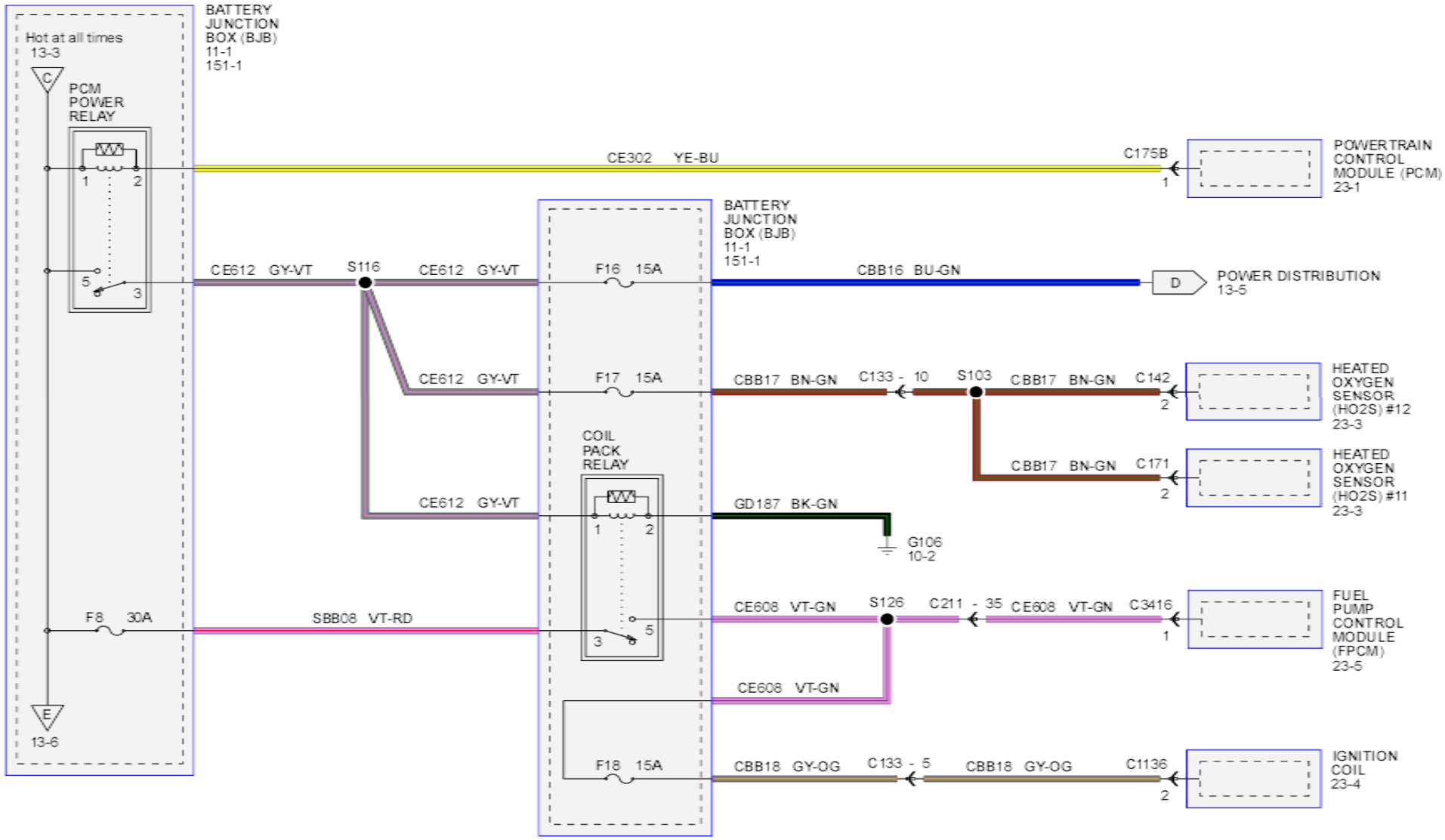
F1, F2, F6, F9, F22, F24, F26, F32, F33

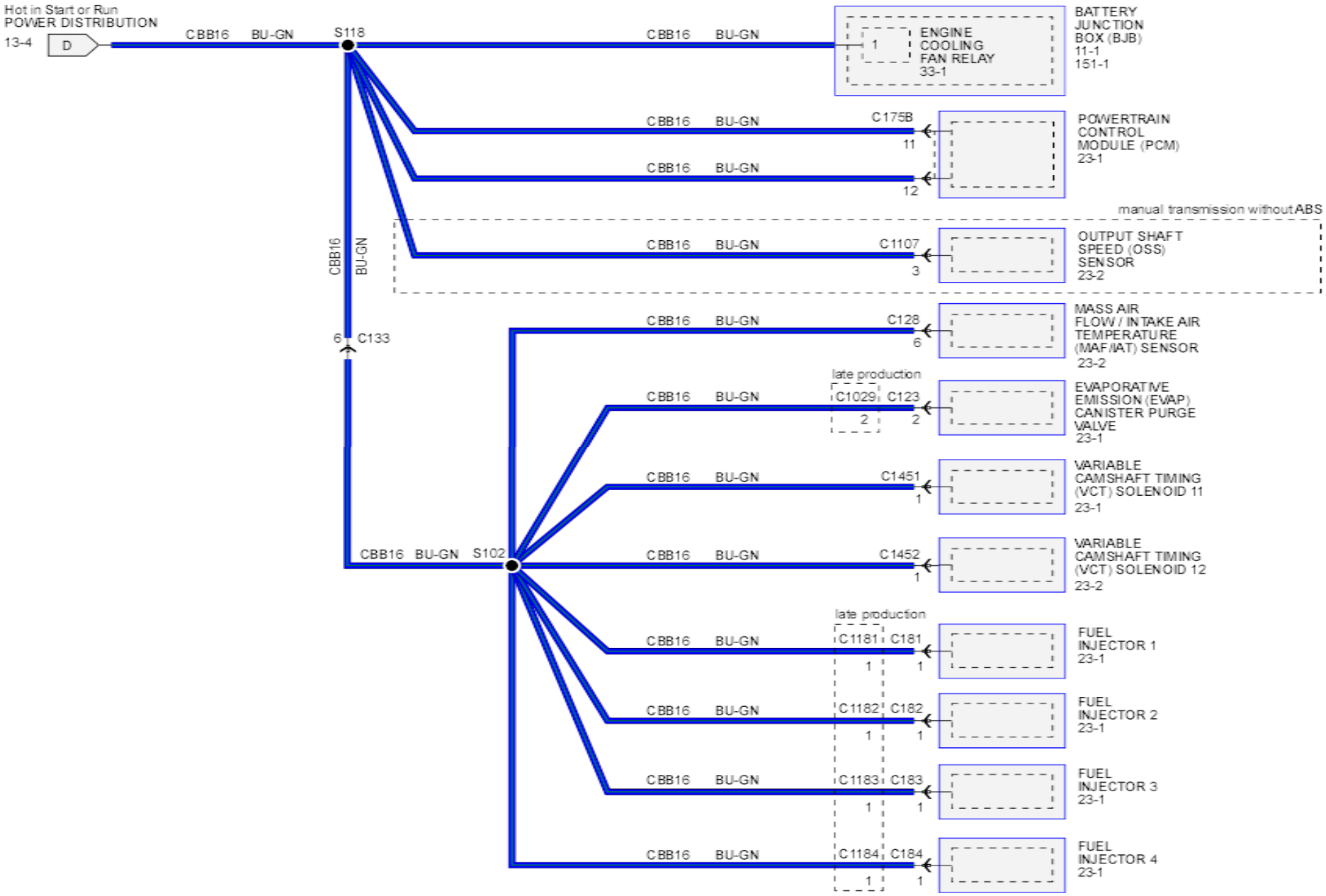


F3, F4, F11, F27, F29

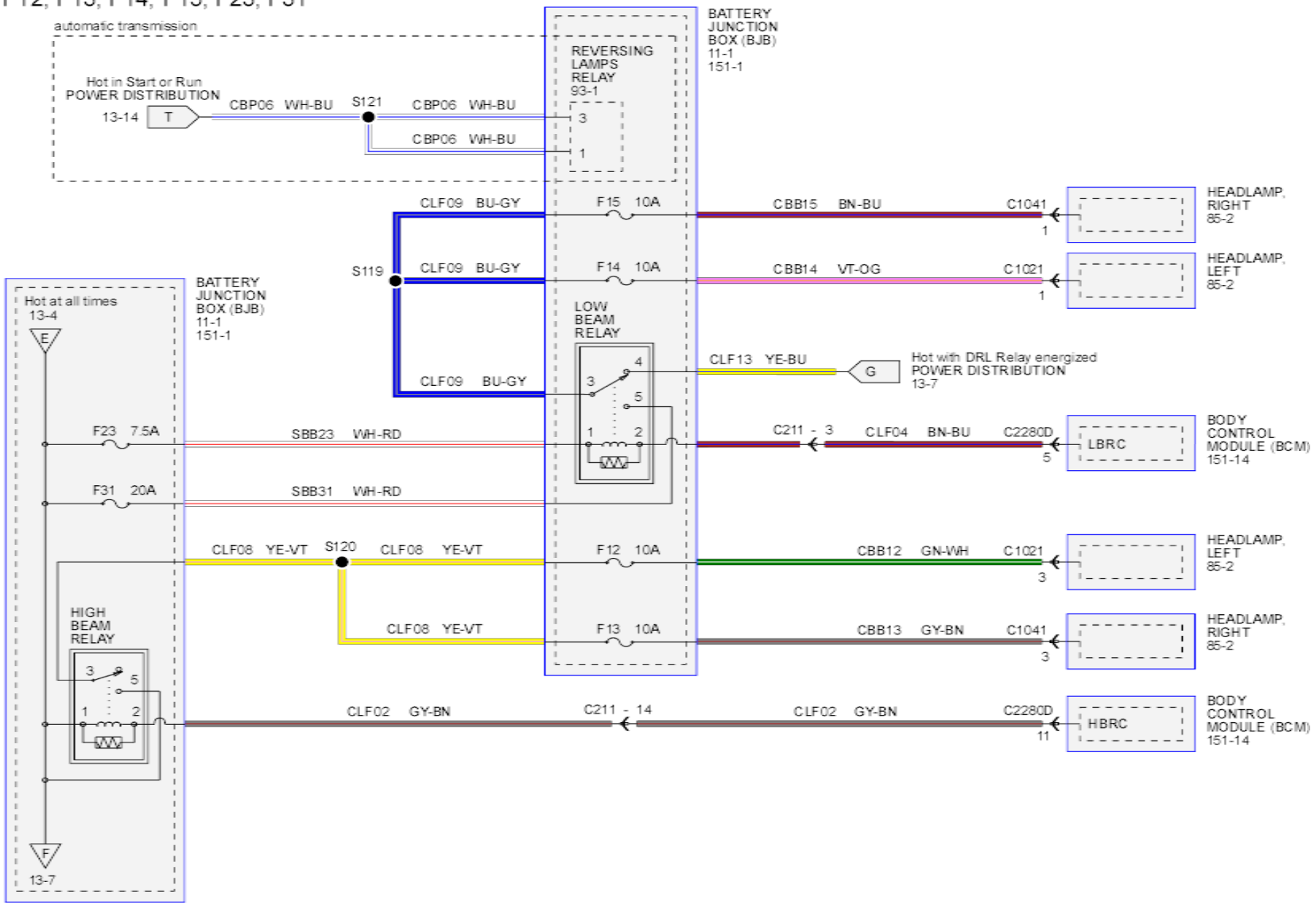


F8, F16, F17, F18

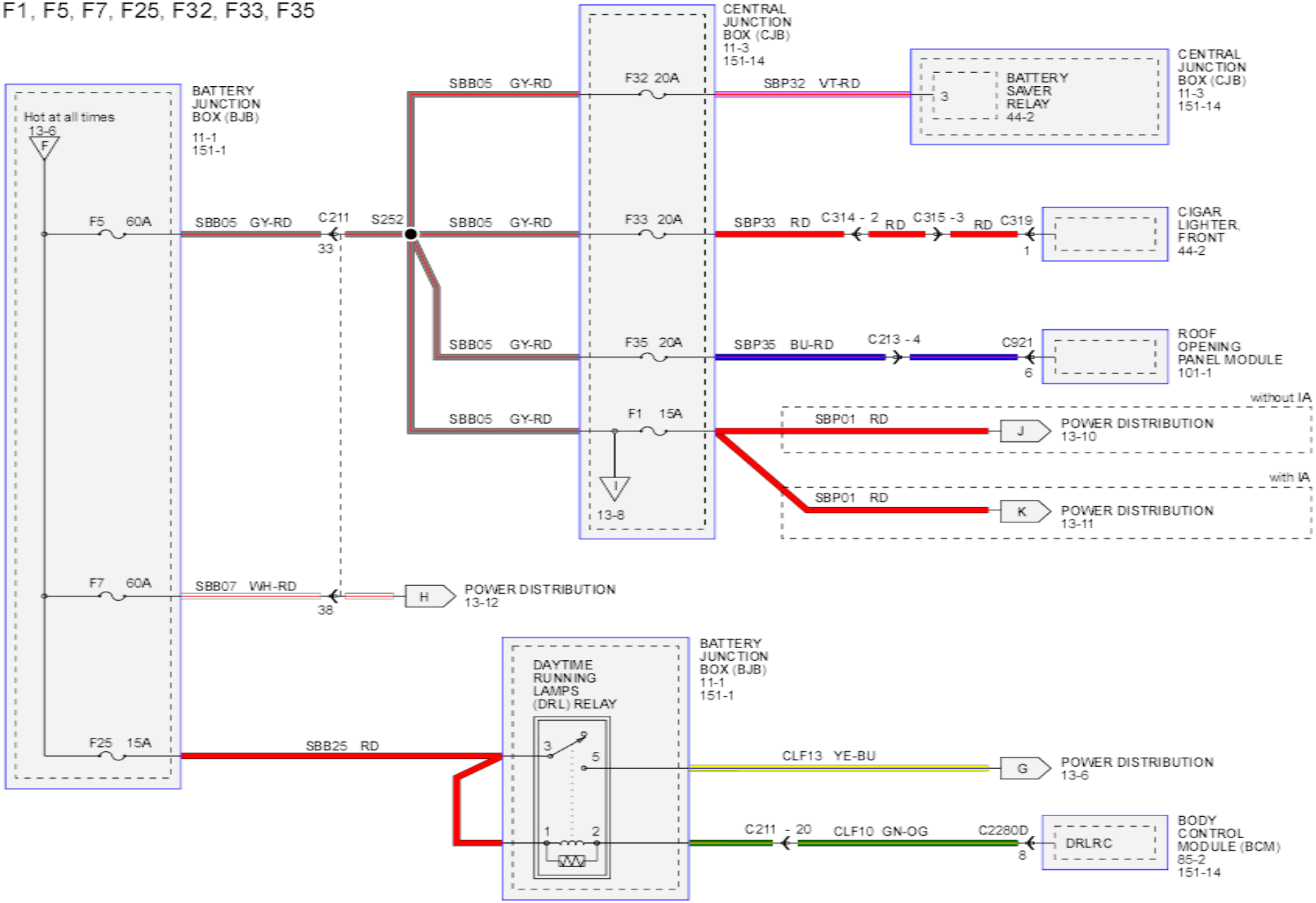



Hot in Start or Run
POWER DISTRIBUTION
13-4
D
CBB16 BU-GN
S118
CBB16 BU-GN
1
ENGINE COOLING FAN RELAY
33-1
BATTERY JUNCTION BOX (BJB)
11-1
151-1
CBB16 BU-GN
C175B
11
CBB16 BU-GN
12
POWERTRAIN CONTROL MODULE (PCM)
23-1
manual transmission without ABS
CBB16 BU-GN
C1107
3
OUTPUT SHAFT SPEED (OSS) SENSOR
23-2
CBB16 BU-GN
6
C133
CBB16 BU-GN
C128
6
MASS AIR FLOW / INTAKE AIR TEMPERATURE (MAF/IAT) SENSOR
23-2
late production
CBB16 BU-GN
C1029
2
C123
2
EVAPORATIVE EMISSION (EVAP) CANISTER PURGE VALVE
23-1
CBB16 BU-GN
C1451
1
VARIABLE CAMSHAFT TIMING (VCT) SOLENOID 11
23-1
CBB16 BU-GN
S102
CBB16 BU-GN
C1452
1
VARIABLE CAMSHAFT TIMING (VCT) SOLENOID 12
23-2
late production
CBB16 BU-GN
C1181
1
C181
1
FUEL INJECTOR 1
23-1
CBB16 BU-GN
C1182
1
C182
1
FUEL INJECTOR 2
23-1
CBB16 BU-GN
C1183
1
C183
1
FUEL INJECTOR 3
23-1
CBB16 BU-GN
C1184
1
C184
1
FUEL INJECTOR 4
23-1

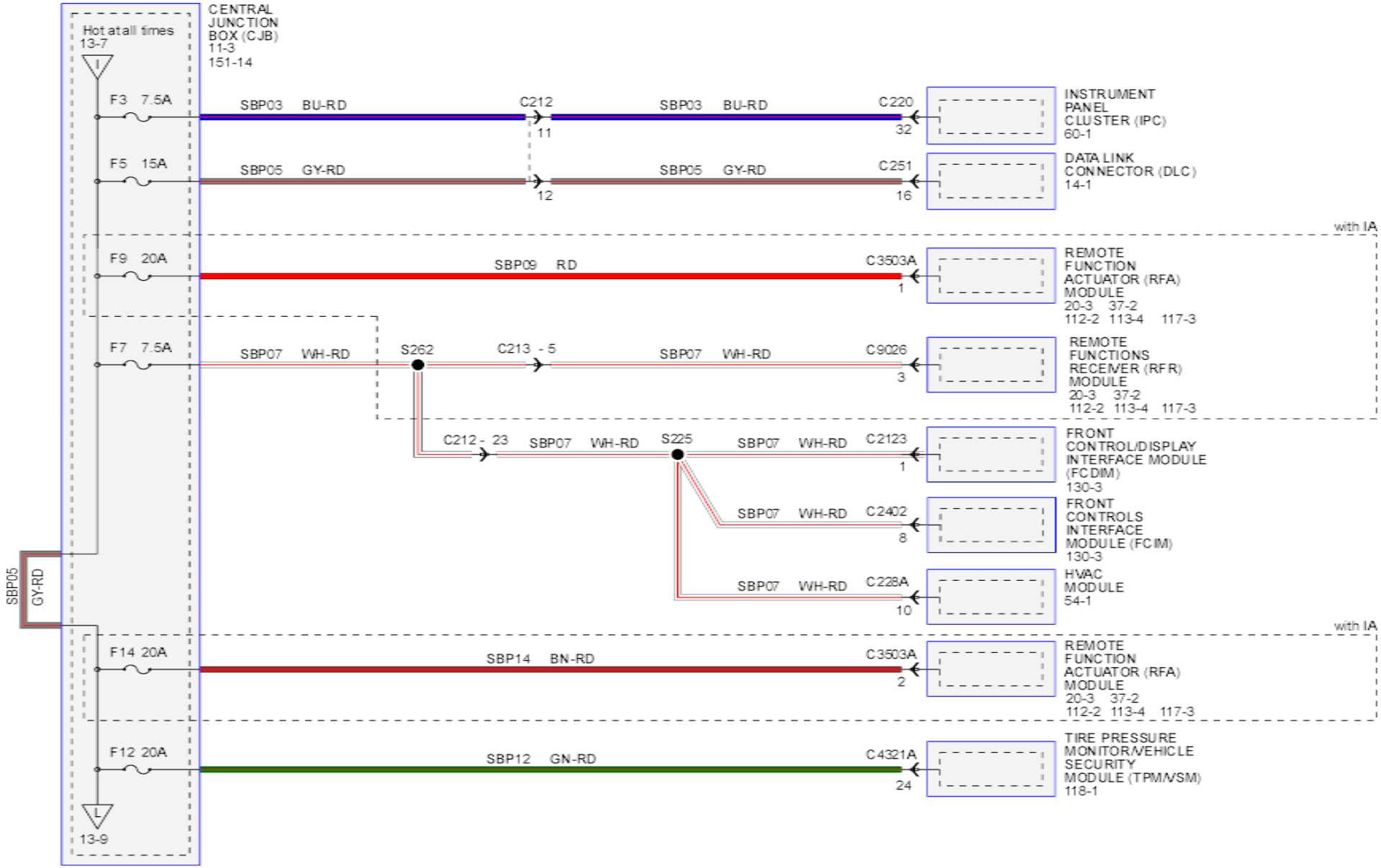
F12, F13, F14, F15, F23, F31



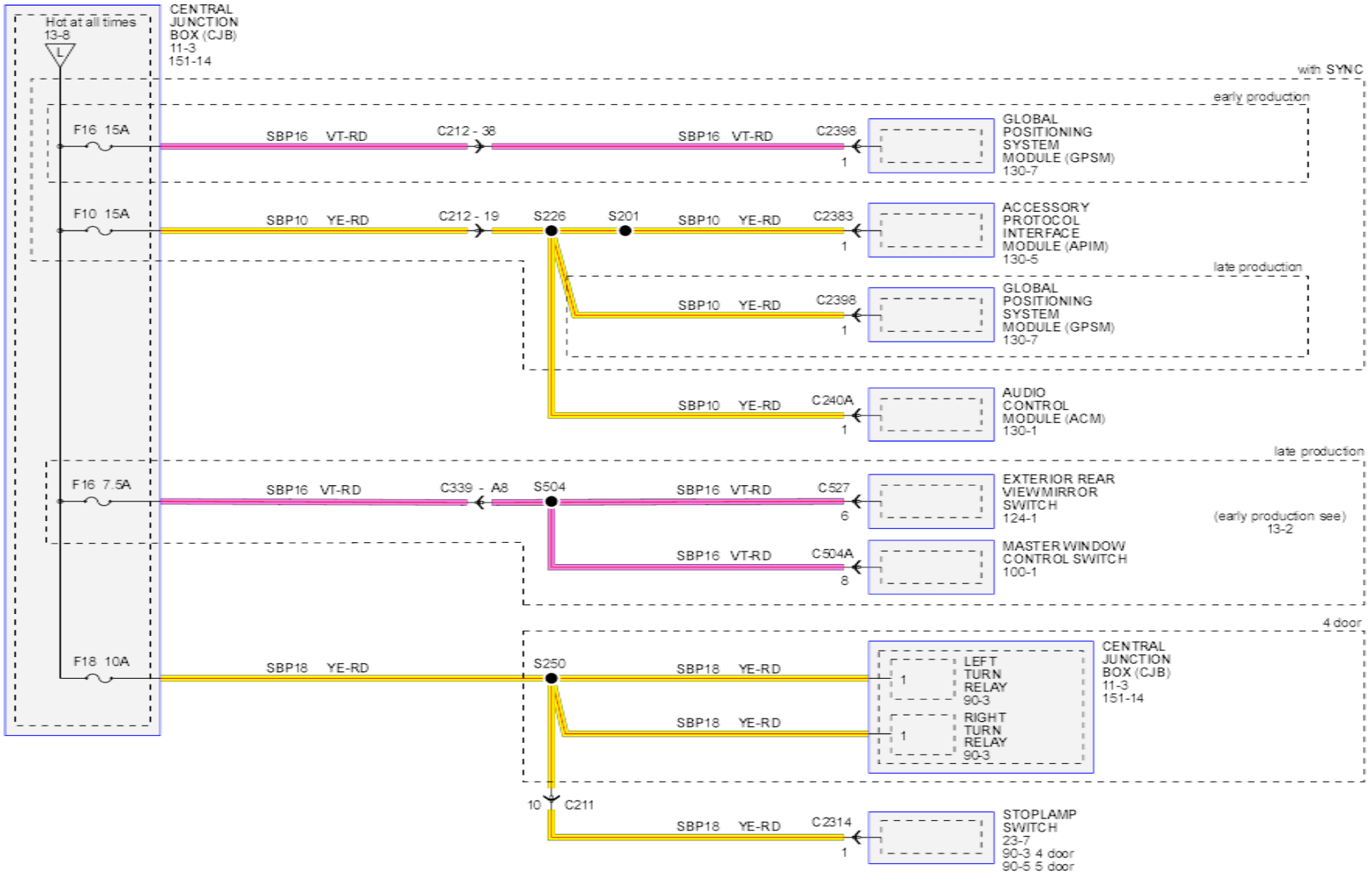
F1, F5, F7, F25, F32, F33, F35



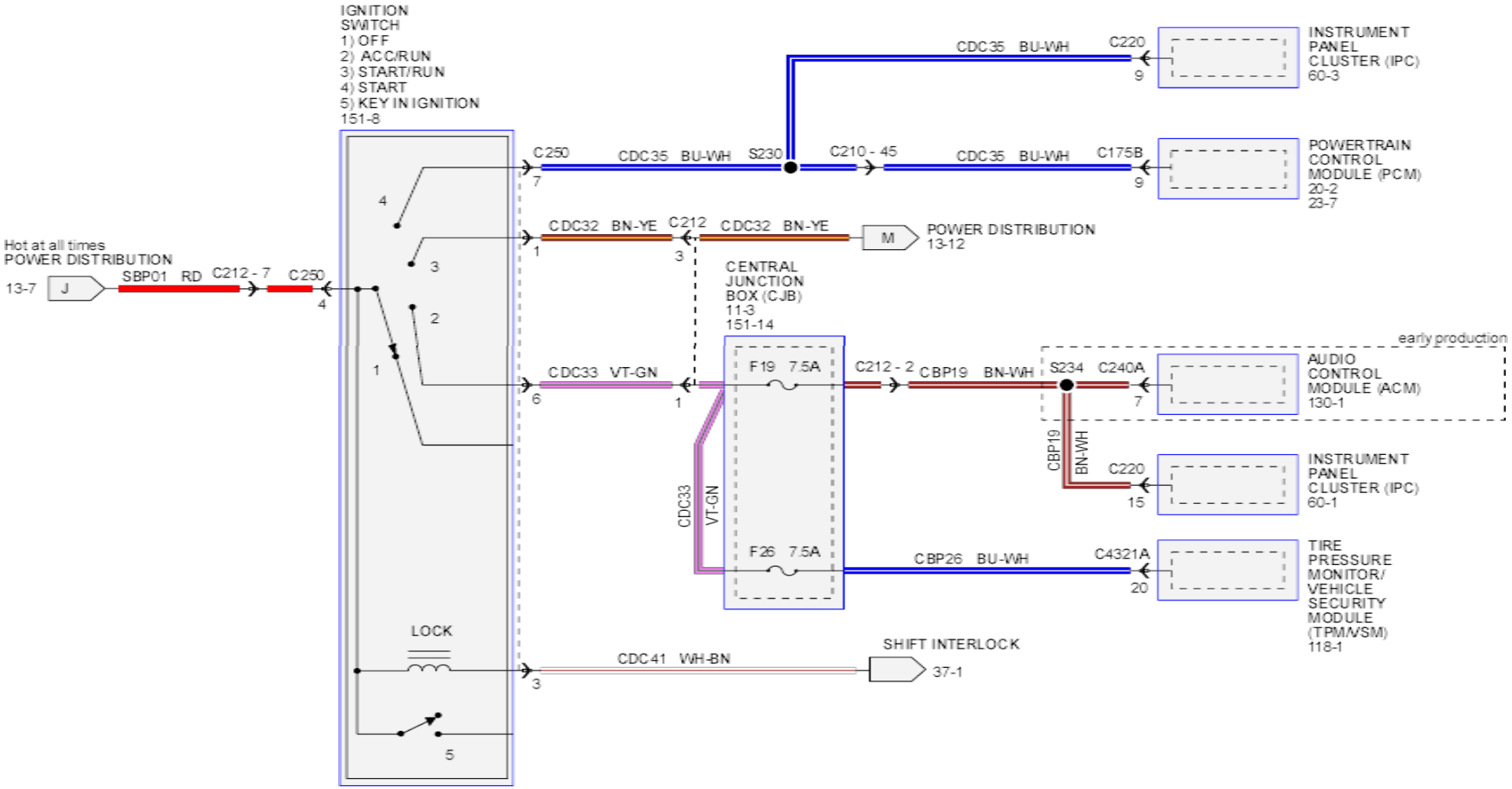
F3, F5, F7, F9, F12, F14



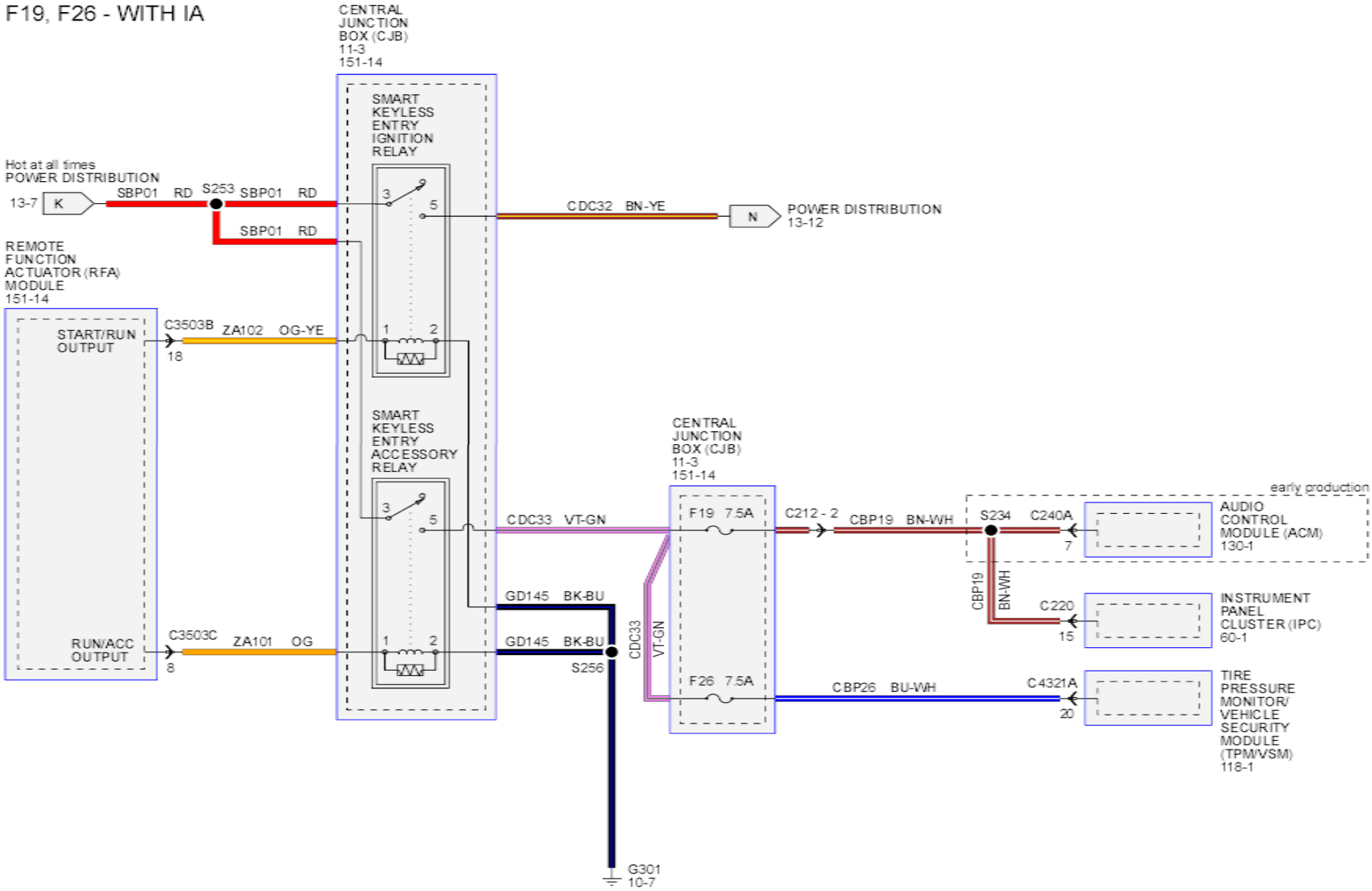
F10, F16, F18

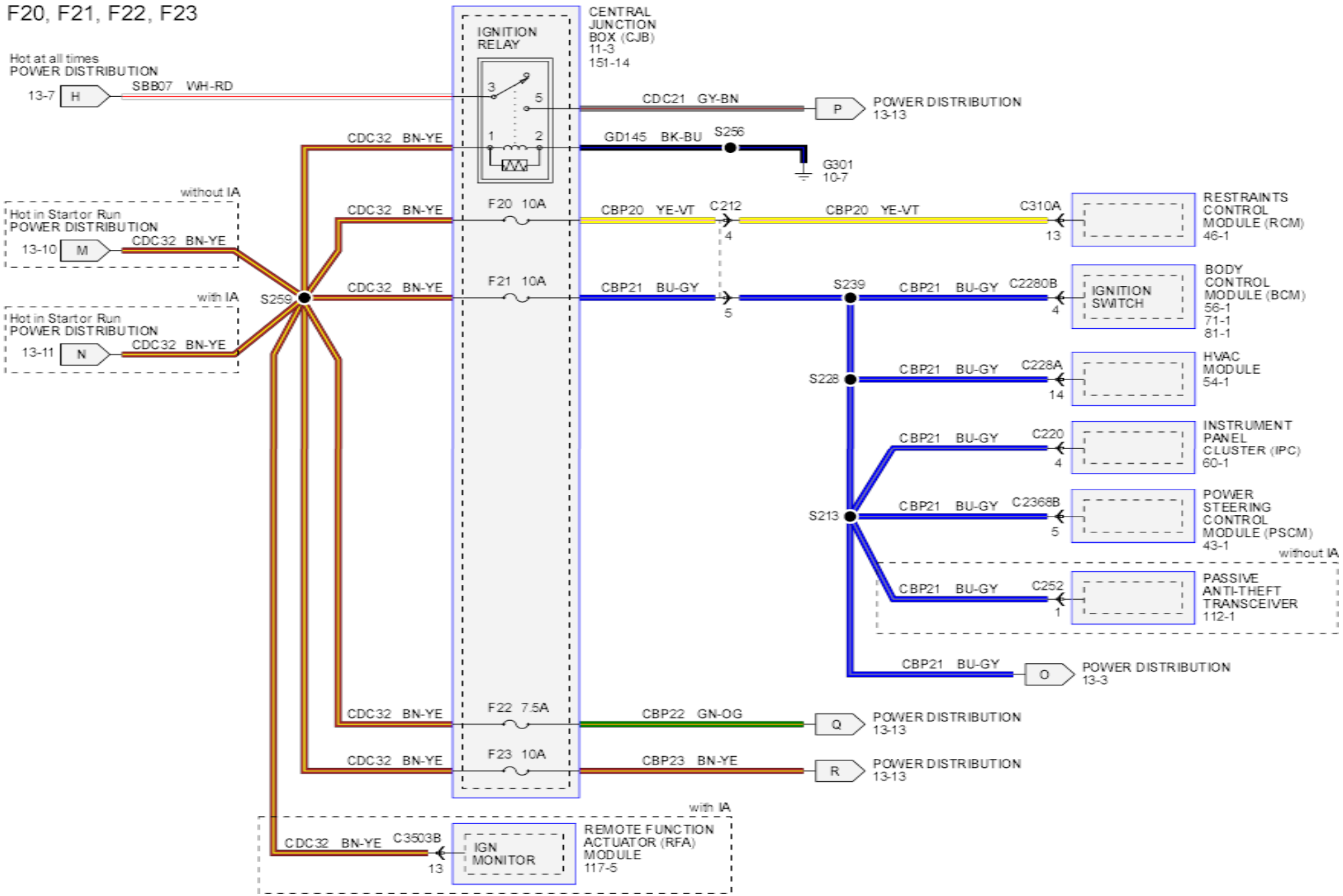

CENTRAL JUNCTION BOX (CJB)
11-3
151-14
Hot at all times
13-8
L
with SYNC
early production
F16 15A
SBP16 VT-RD
C212 - 38
SBP16 VT-RD
C2398
1
GLOBAL POSITIONING SYSTEM MODULE (GPSM)
130-7
F10 15A
SBP10 YE-RD
C212 - 19
S226
S201
SBP10 YE-RD
C2383
1
ACCESSORY PROTOCOL INTERFACE MODULE (APIM)
130-5
late production
SBP10 YE-RD
C2398
1
GLOBAL POSITIONING SYSTEM MODULE (GPSM)
130-7
SBP10 YE-RD
C240A
1
AUDIO CONTROL MODULE (ACM)
130-1
late production
F16 7.5A
SBP16 VT-RD
C339 - A8
S504
SBP16 VT-RD
C527
6
EXTERIOR REAR VIEW MIRROR SWITCH
124-1
(early production see) 13-2
SBP16 VT-RD
C504A
8
MASTER WINDOW CONTROL SWITCH
100-1
4 door
F18 10A
SBP18 YE-RD
S250
SBP18 YE-RD
1
LEFT TURN RELAY
90-3
SBP18 YE-RD
1
RIGHT TURN RELAY
90-3
CENTRAL JUNCTION BOX (CJB)
11-3
151-14
10
C211
SBP18 YE-RD
C2314
1
STOPLAMP SWITCH
23-7
90-3 4 door
90-5 5 door

F19, F26 - WITHOUT IA

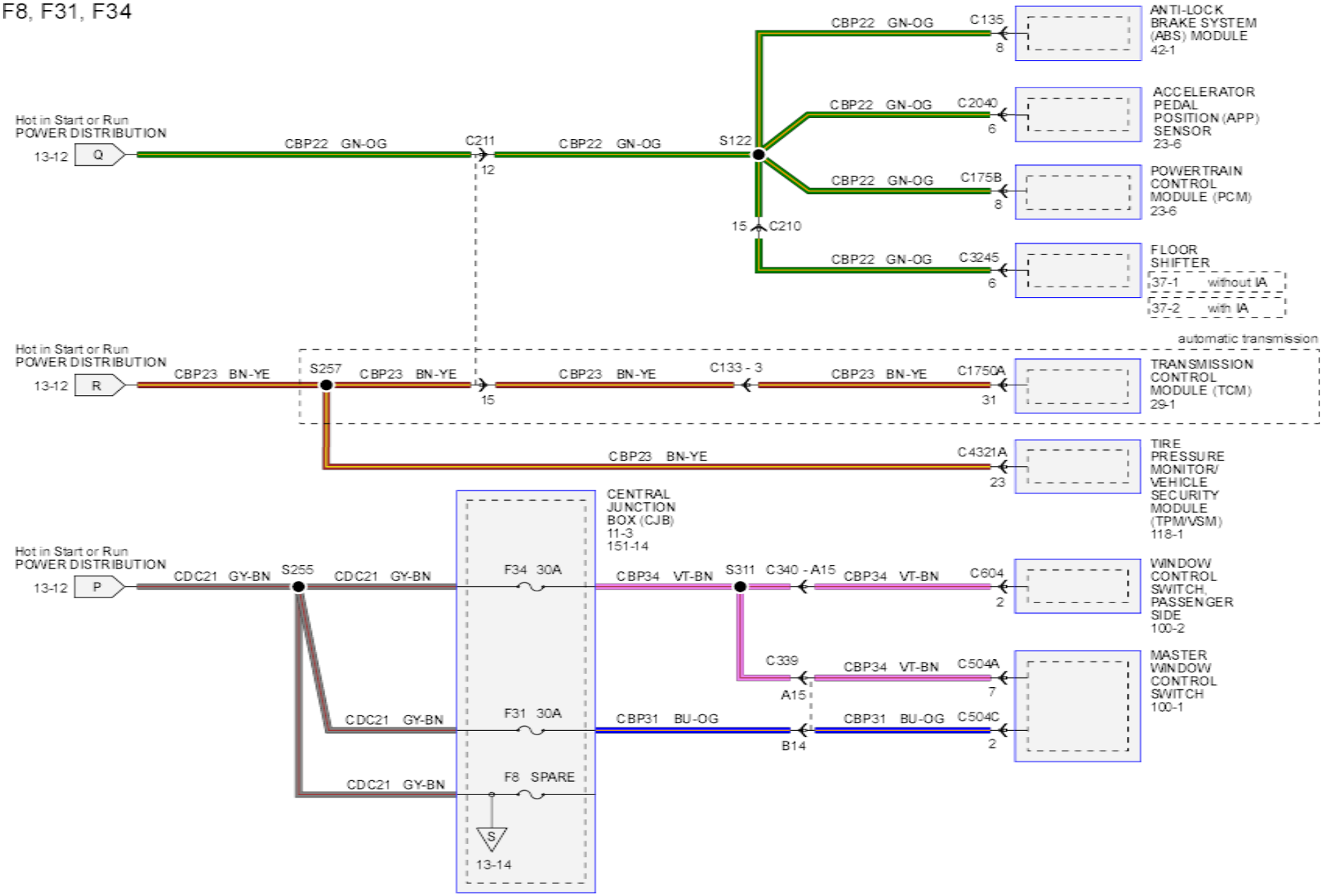


F19, F26 - WITH IA

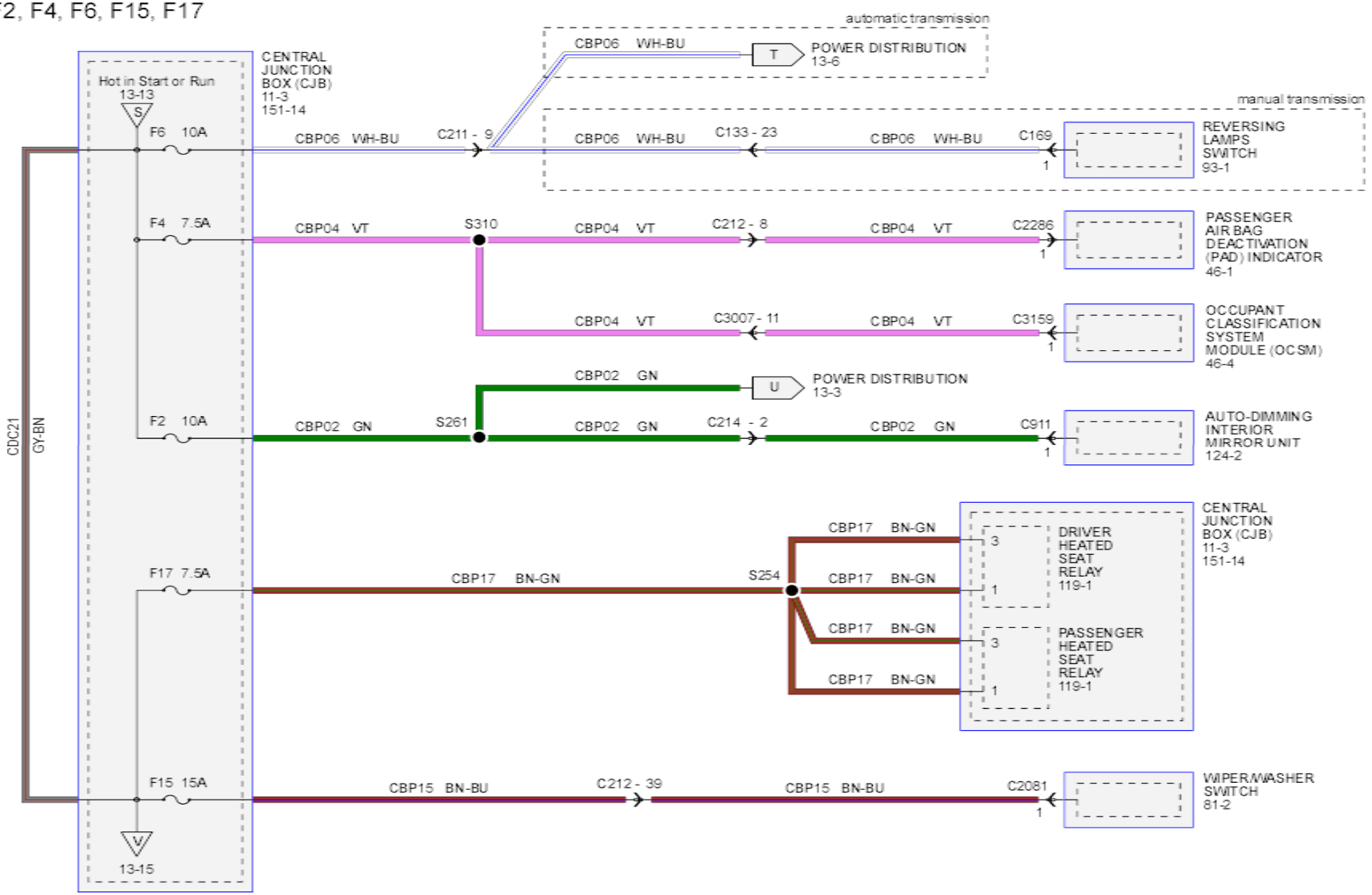



F20, F21, F22, F23
Hot at all times
POWER DISTRIBUTION
13-7
H
SBB07 WH-RD
IGNITION RELAY
CENTRAL JUNCTION BOX (CJB)
11-3
151-14
3
5
1
2
CDC21 GY-BN
P
POWER DISTRIBUTION
13-13
CDC32 BN-YE
GD145 BK-BU
S256
G301
10-7
without IA
Hot in Start or Run
POWER DISTRIBUTION
13-10
M
CDC32 BN-YE
F20 10A
CBP20 YE-VT
C212
4
CBP20 YE-VT
C310A
13
RESTRAINTS CONTROL MODULE (RCM)
46-1
with IA
Hot in Start or Run
POWER DISTRIBUTION
13-11
N
CDC32 BN-YE
S259
F21 10A
CBP21 BU-GY
5
S239
CBP21 BU-GY
C2280B
4
IGNITION SWITCH
BODY CONTROL MODULE (BCM)
56-1
71-1
81-1
S228
CBP21 BU-GY
C228A
14
HVAC MODULE
54-1
CBP21 BU-GY
C220
4
INSTRUMENT PANEL CLUSTER (IPC)
60-1
S213
CBP21 BU-GY
C2368B
5
POWER STEERING CONTROL MODULE (PSCM)
43-1
without IA
CBP21 BU-GY
C252
1
PASSIVE ANTI-THEFT TRANSCEIVER
112-1
CBP21 BU-GY
O
POWER DISTRIBUTION
13-3
F22 7.5A
CBP22 GN-OG
Q
POWER DISTRIBUTION
13-13
F23 10A
CBP23 BN-YE
R
POWER DISTRIBUTION
13-13
with IA
CDC32 BN-YE
C3503B
13
IGN MONITOR
REMOTE FUNCTION ACTUATOR (RFA) MODULE
117-5

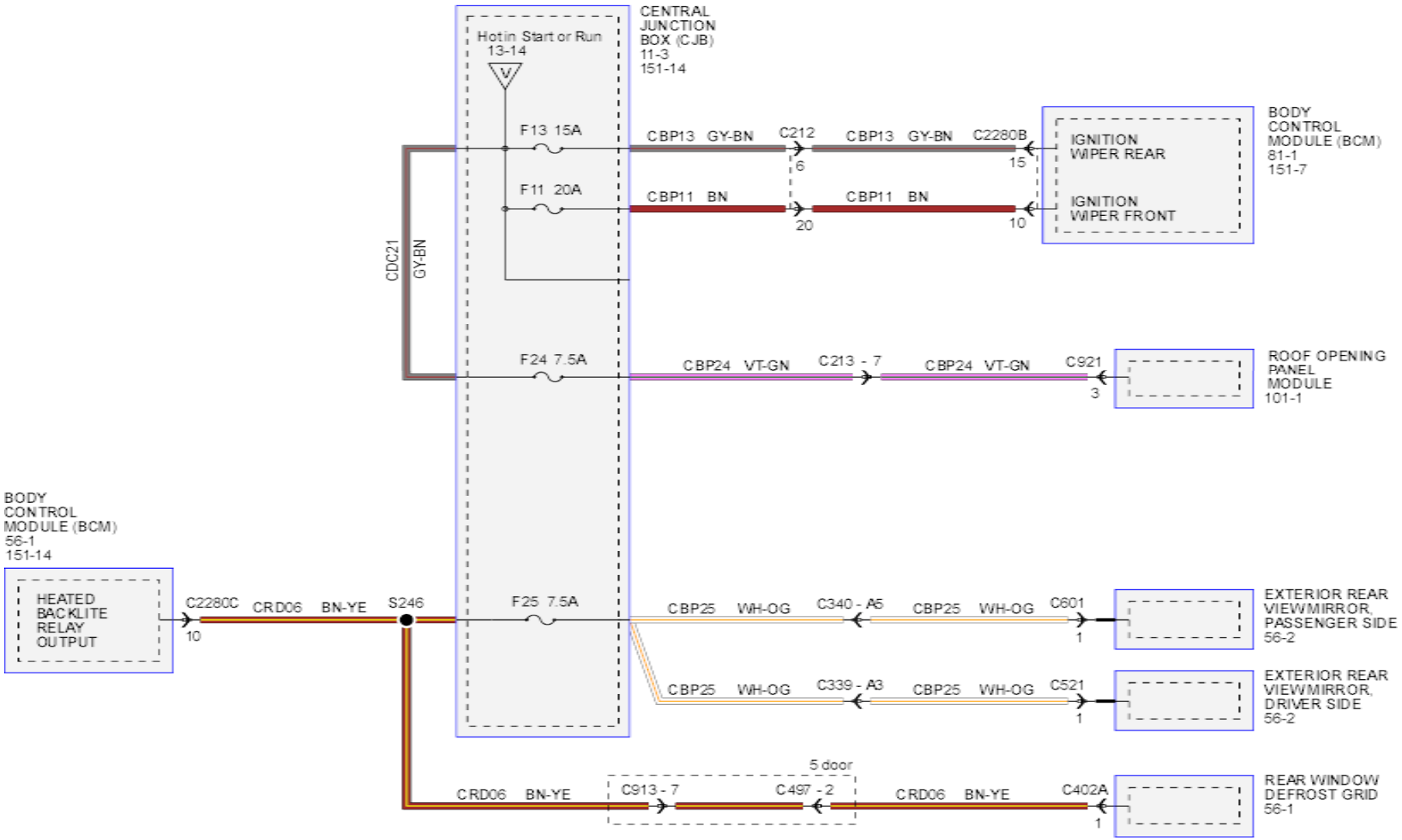
F8, F31, F34

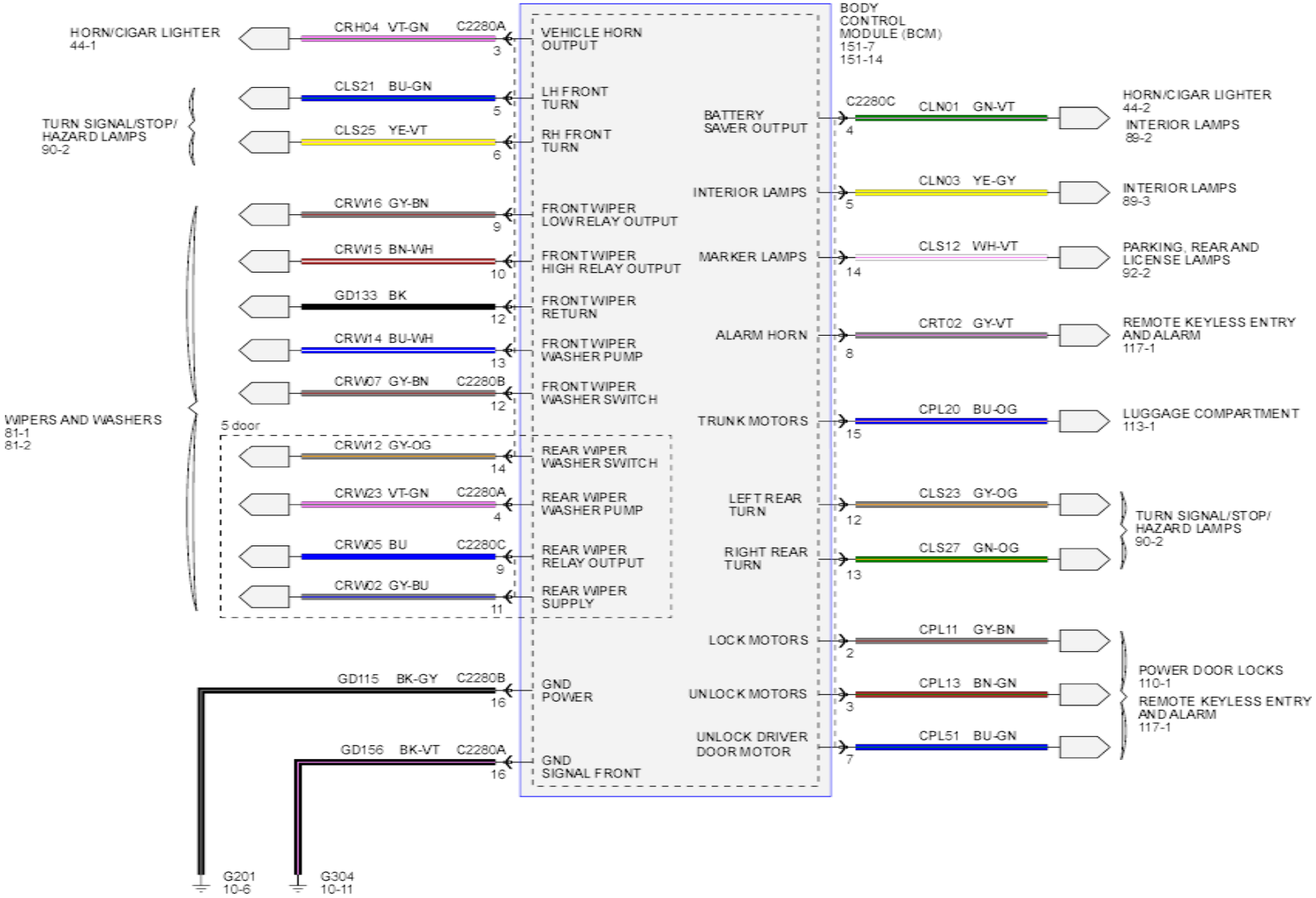

Hot in Start or Run POWER DISTRIBUTION
13-12 Q
CBP22 GN-OG
C211
12
CBP22 GN-OG
S122
CBP22 GN-OG C135 8
ANTI-LOCK BRAKE SYSTEM (ABS) MODULE 42-1
CBP22 GN-OG C2040 6
ACCELERATOR PEDAL POSITION (APP) SENSOR 23-6
CBP22 GN-OG C175B 8
POWERTRAIN CONTROL MODULE (PCM) 23-6
15 C210
CBP22 GN-OG C3245 6
FLOOR SHIFTER
37-1 without IA
37-2 with IA
automatic transmission
Hot in Start or Run POWER DISTRIBUTION
13-12 R
CBP23 BN-YE
S257
CBP23 BN-YE
15
CBP23 BN-YE
C133 - 3
CBP23 BN-YE C1750A 31
TRANSMISSION CONTROL MODULE (TCM) 29-1
CBP23 BN-YE C4321A 23
TIRE PRESSURE MONITOR/ VEHICLE SECURITY MODULE (TPM/VSM) 118-1
CENTRAL JUNCTION BOX (CJB) 11-3 151-14
Hot in Start or Run POWER DISTRIBUTION
13-12 P
CDC21 GY-BN
S255
CDC21 GY-BN
F34 30A
CBP34 VT-BN
S311
C340 - A15
CBP34 VT-BN C604 2
WINDOW CONTROL SWITCH, PASSENGER SIDE 100-2
C339
A15
CBP34 VT-BN C504A 7
MASTER WINDOW CONTROL SWITCH 100-1
CDC21 GY-BN
F31 30A
CBP31 BU-OG
B14
CBP31 BU-OG C504C 2
CDC21 GY-BN
F8 SPARE
S
13-14

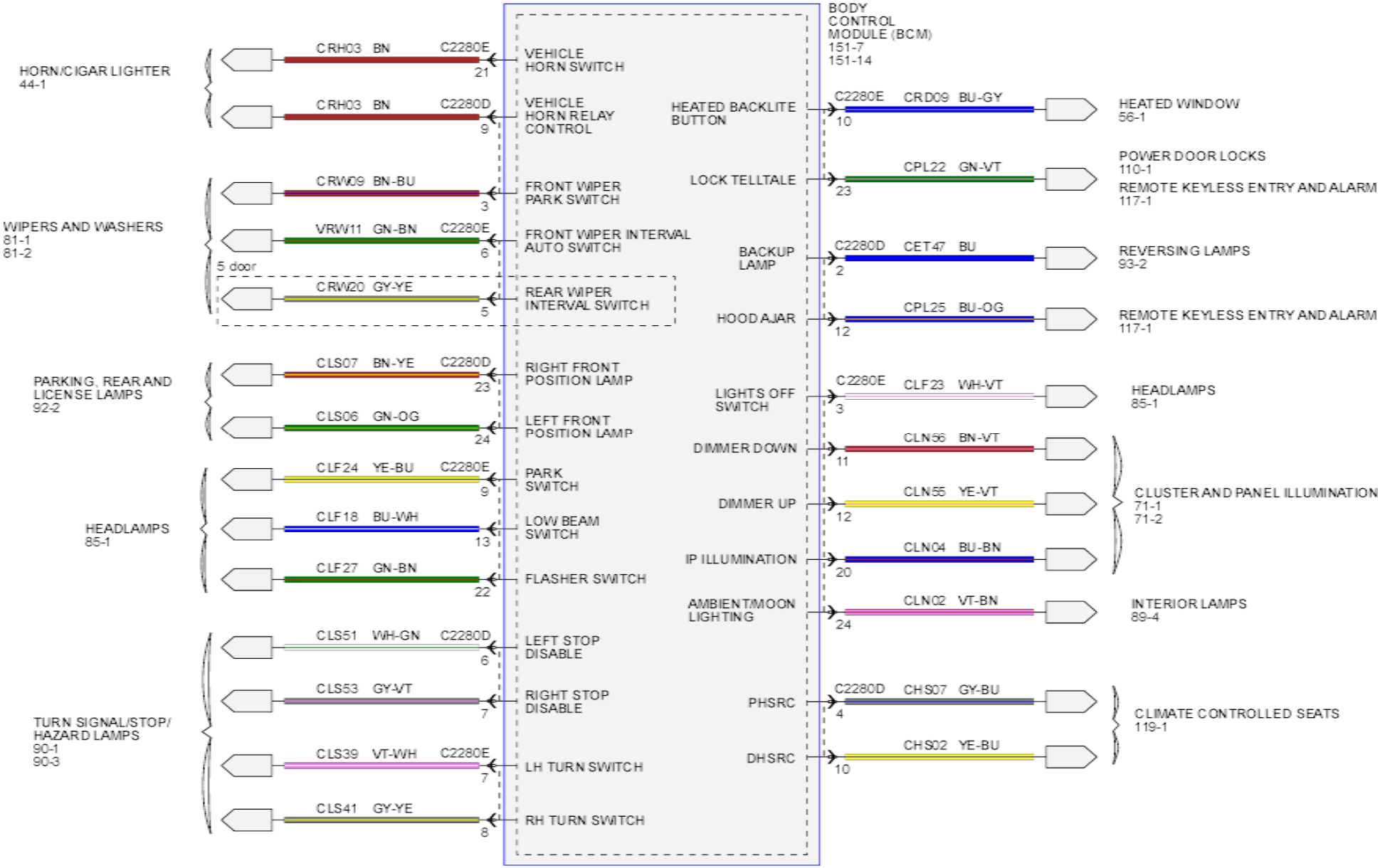
F2, F4, F6, F15, F17

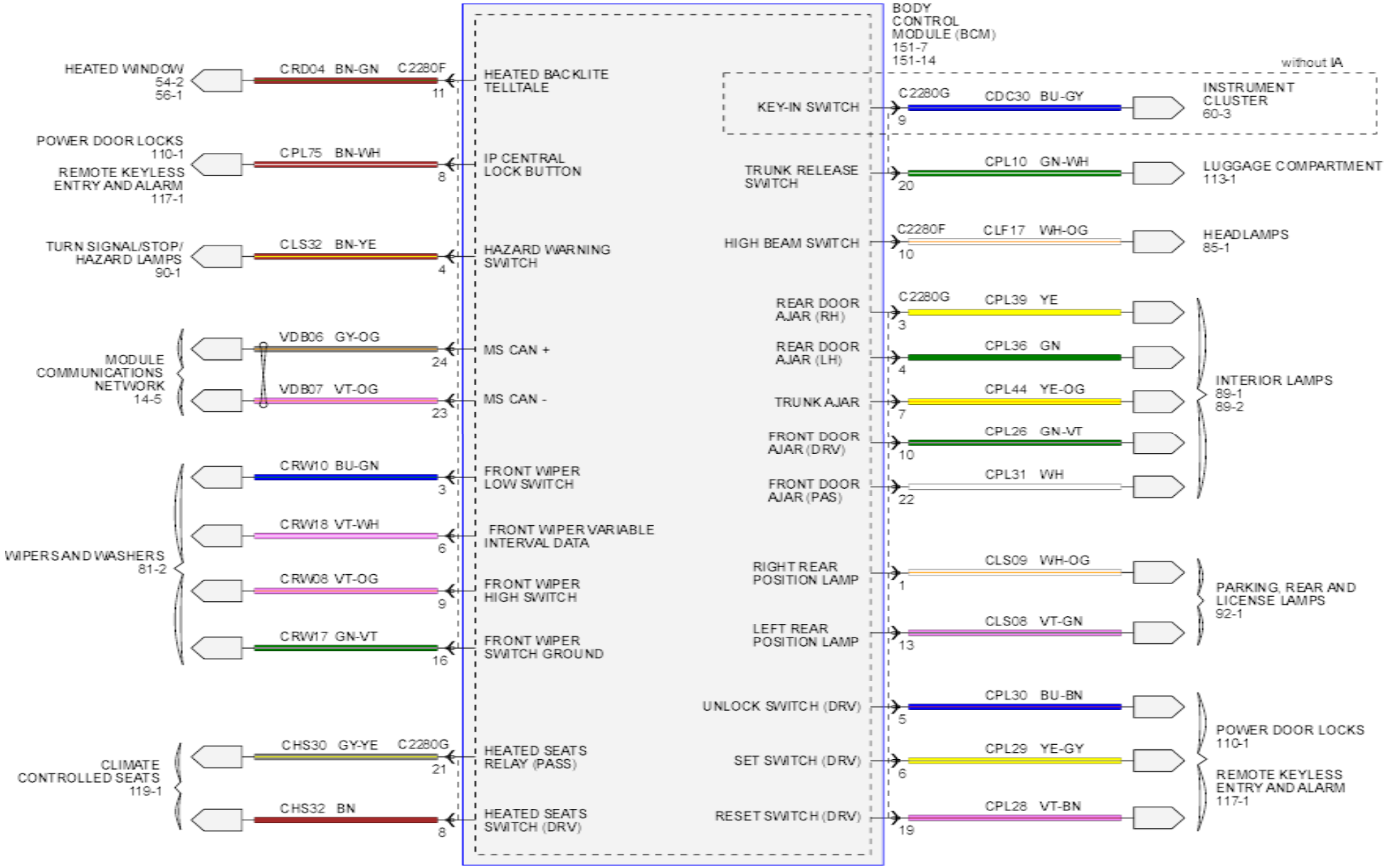


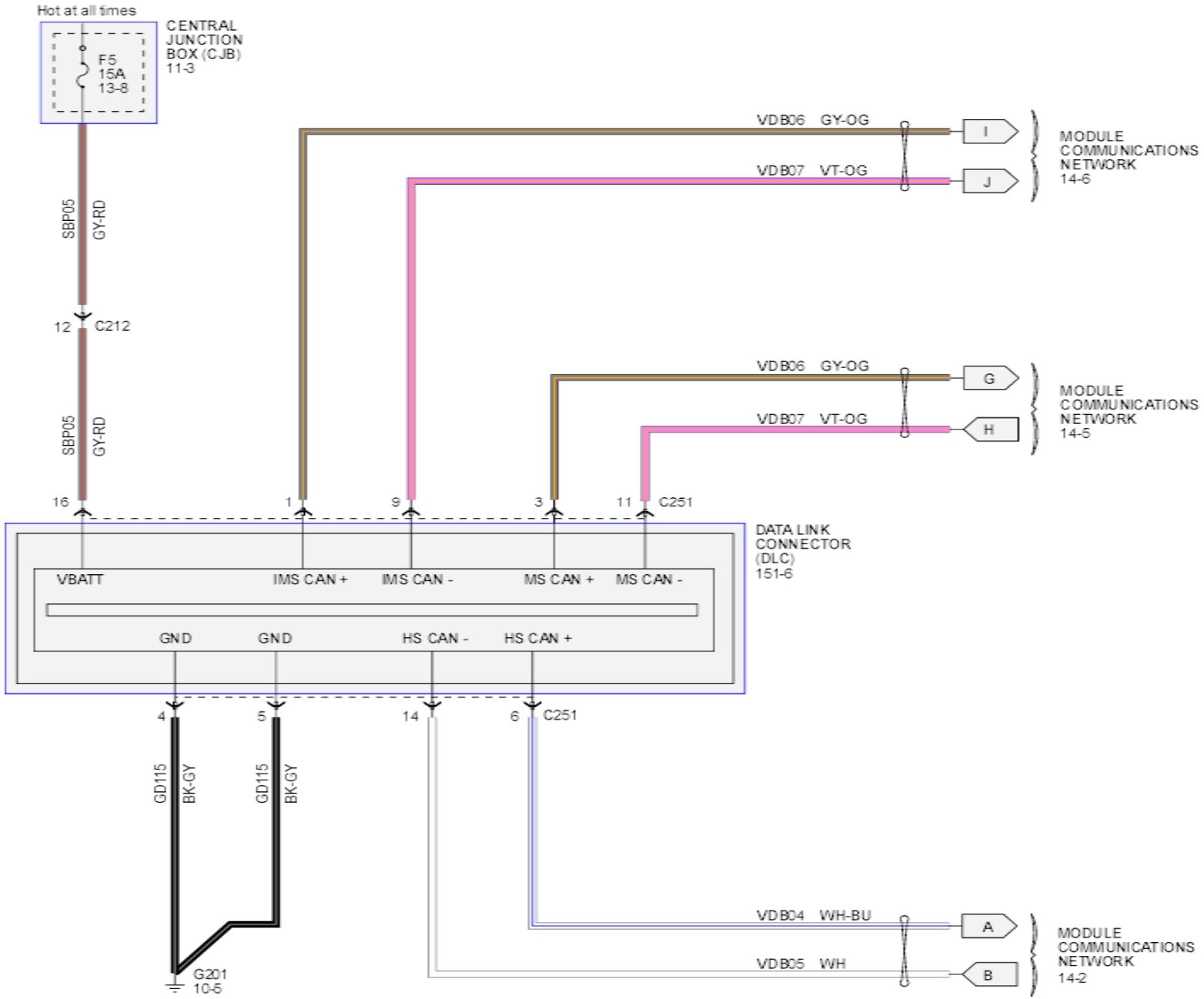
F11, F13, F24

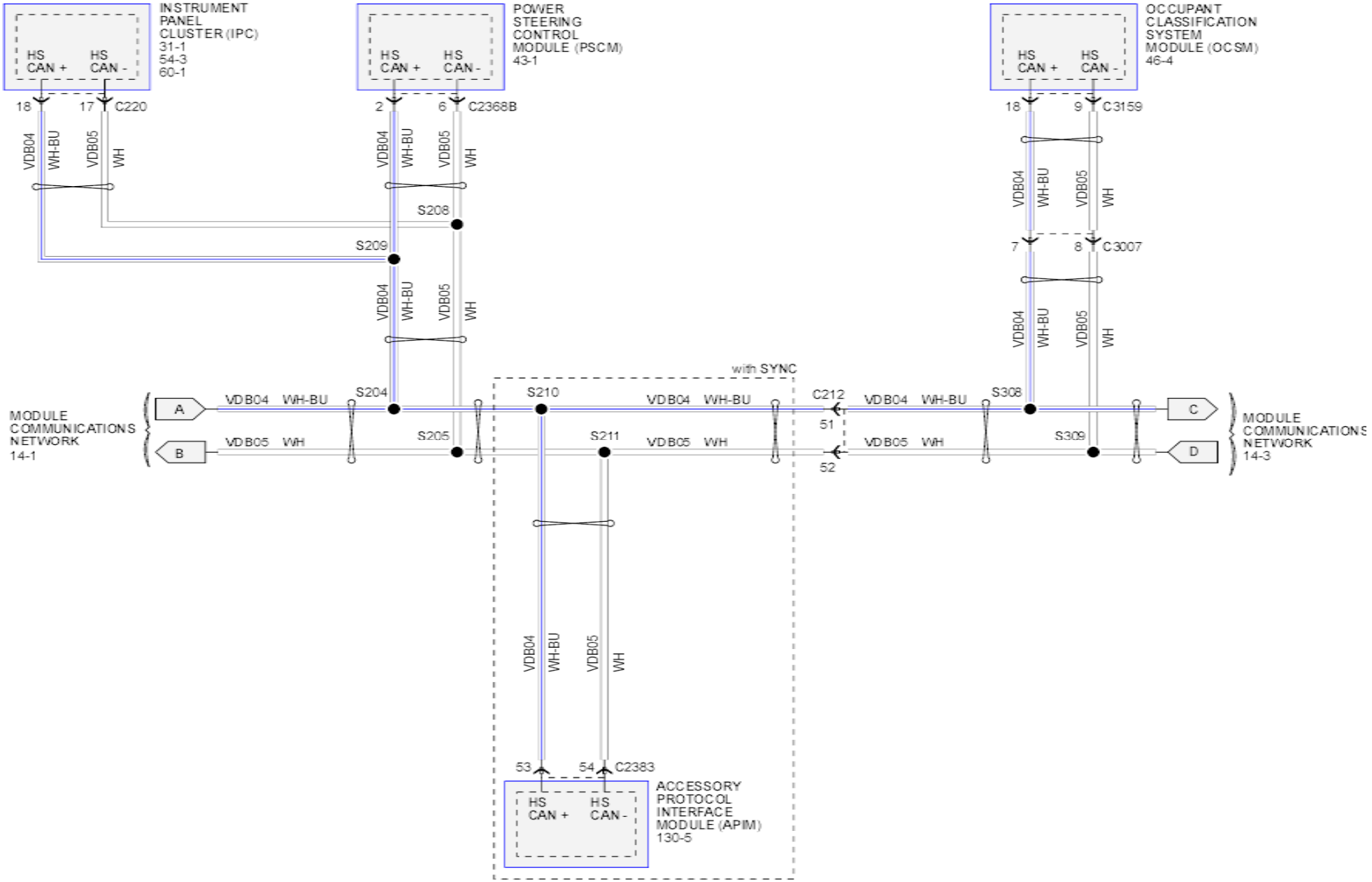

CENTRAL JUNCTION BOX (CJB)
11-3
151-14
Hot in Start or Run
13-14
F13 15A
F11 20A
F24 7.5A
F25 7.5A
CDC21
GY-BN
CBP13 GY-BN
C212
6
CBP13 GY-BN
C2280B
15
CBP11 BN
20
CBP11 BN
10
IGNITION WIPER REAR
IGNITION WIPER FRONT
BODY CONTROL MODULE (BCM)
81-1
151-7
CBP24 VT-GN
C213 - 7
CBP24 VT-GN
C921
3
ROOF OPENING PANEL MODULE
101-1
BODY CONTROL MODULE (BCM)
56-1
151-14
HEATED BACKLITE RELAY OUTPUT
C2280C
10
CRD06 BN-YE
S246
CBP25 WH-OG
C340 - A5
CBP25 WH-OG
C601
1
EXTERIOR REAR VIEWMIRROR, PASSENGER SIDE
56-2
CBP25 WH-OG
C339 - A3
CBP25 WH-OG
C521
1
EXTERIOR REAR VIEWMIRROR, DRIVER SIDE
56-2
5 door
CRD06 BN-YE
C913 - 7
C497 - 2
CRD06 BN-YE
C402A
1
REAR WINDOW DEFROST GRID
56-1

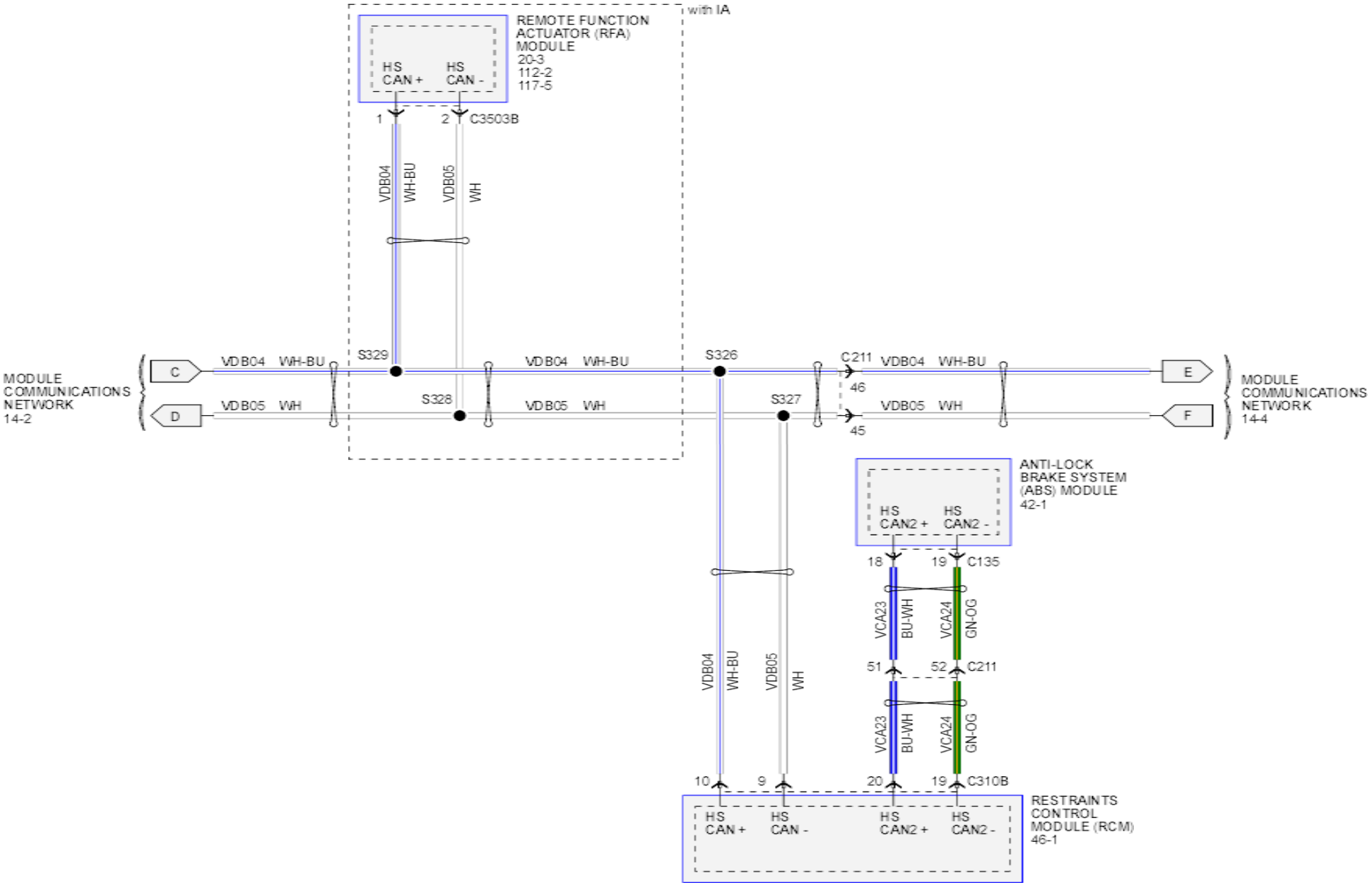

HORN/CIGAR LIGHTER
44-1
CRH04 VT-GN C2280A
3
VEHICLE HORN OUTPUT
TURN SIGNAL/STOP/ HAZARD LAMPS
90-2
CLS21 BU-GN
5
LH FRONT TURN
CLS25 YE-VT
6
RH FRONT TURN
WIPERS AND WASHERS
81-1
81-2
CRW16 GY-BN
9
FRONT WIPER LOW RELAY OUTPUT
CRW15 BN-WH
10
FRONT WIPER HIGH RELAY OUTPUT
GD133 BK
12
FRONT WIPER RETURN
CRW14 BU-WH
13
FRONT WIPER WASHER PUMP
CRW07 GY-BN C2280B
12
FRONT WIPER WASHER SWITCH
5 door
CRW12 GY-OG
14
REAR WIPER WASHER SWITCH
CRW23 VT-GN C2280A
4
REAR WIPER WASHER PUMP
CRW05 BU C2280C
9
REAR WIPER RELAY OUTPUT
CRW02 GY-BU
11
REAR WIPER SUPPLY
GD115 BK-GY C2280B
16
GND POWER
GD156 BK-VT C2280A
16
GND SIGNAL FRONT
G201
10-6
G304
10-11
BODY CONTROL MODULE (BCM)
151-7
151-14
BATTERY SAVER OUTPUT
INTERIOR LAMPS
MARKER LAMPS
ALARM HORN
TRUNK MOTORS
LEFT REAR TURN
RIGHT REAR TURN
LOCK MOTORS
UNLOCK MOTORS
UNLOCK DRIVER DOOR MOTOR
C2280C
CLN01 GN-VT
4
HORN/CIGAR LIGHTER
44-2
INTERIOR LAMPS
89-2
CLN03 YE-GY
5
INTERIOR LAMPS
89-3
CLS12 WH-VT
14
PARKING, REAR AND LICENSE LAMPS
92-2
CRT02 GY-VT
8
REMOTE KEYLESS ENTRY AND ALARM
117-1
CPL20 BU-OG
15
LUGGAGE COMPARTMENT
113-1
CLS23 GY-OG
12
CLS27 GN-OG
13
TURN SIGNAL/STOP/ HAZARD LAMPS
90-2
CPL11 GY-BN
2
CPL13 BN-GN
3
CPL51 BU-GN
7
POWER DOOR LOCKS
110-1
REMOTE KEYLESS ENTRY AND ALARM
117-1

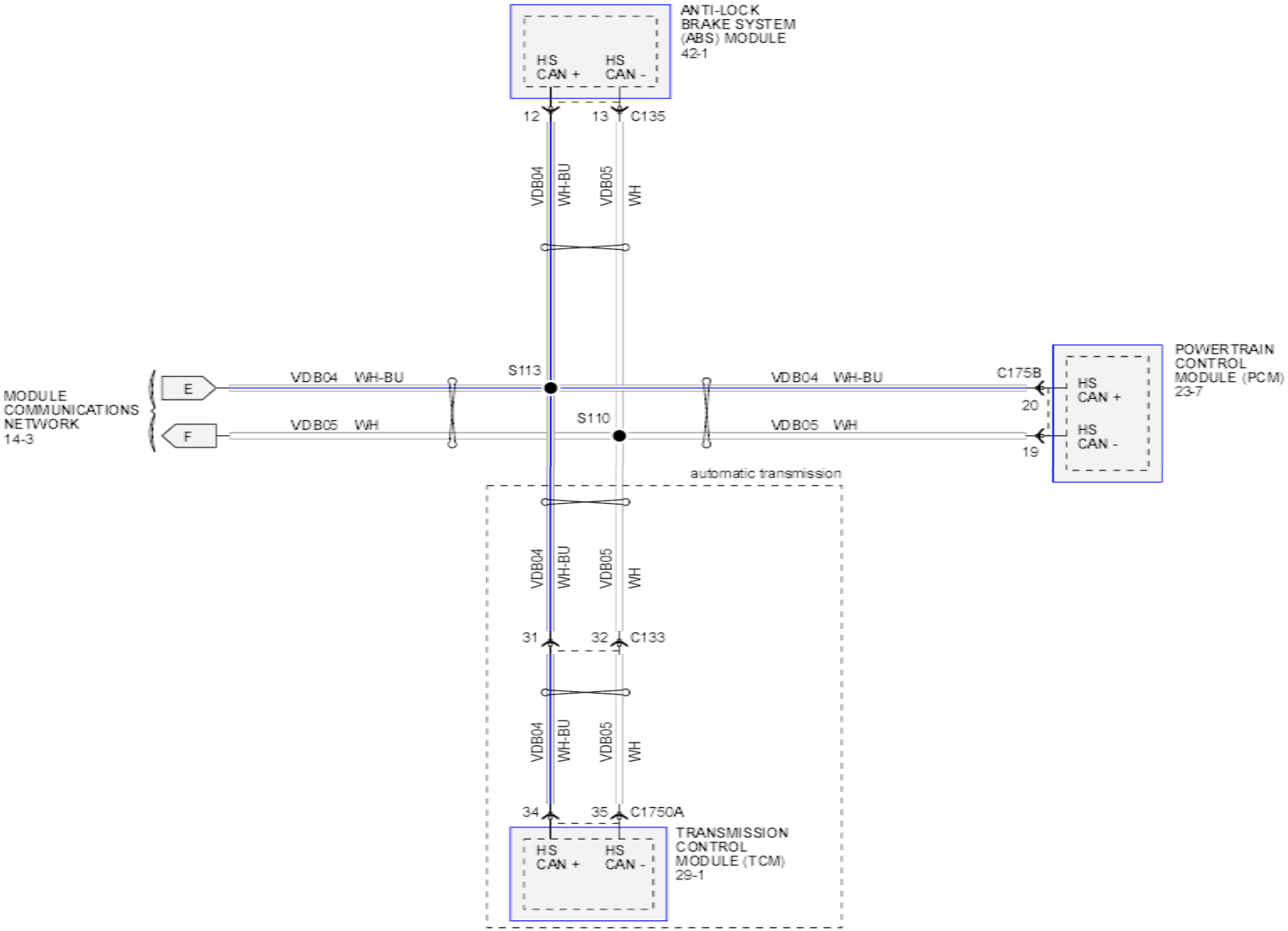

BODY CONTROL MODULE (BCM)
151-7
151-14
HORN/CIGAR LIGHTER
44-1
CRH03 BN C2280E 21
VEHICLE HORN SWITCH
CRH03 BN C2280D 9
VEHICLE HORN RELAY CONTROL
WIPERS AND WASHERS
81-1
81-2
CRW09 BN-BU 3
FRONT WIPER PARK SWITCH
VRW11 GN-BN C2280E 6
FRONT WIPER INTERVAL AUTO SWITCH
5 door
CRW20 GY-YE 5
REAR WIPER INTERVAL SWITCH
PARKING, REAR AND LICENSE LAMPS
92-2
CLS07 BN-YE C2280D 23
RIGHT FRONT POSITION LAMP
CLS06 GN-OG 24
LEFT FRONT POSITION LAMP
HEADLAMPS
85-1
CLF24 YE-BU C2280E 9
PARK SWITCH
CLF18 BU-WH 13
LOW BEAM SWITCH
CLF27 GN-BN 22
FLASHER SWITCH
TURN SIGNAL/STOP/ HAZARD LAMPS
90-1
90-3
CLS51 WH-GN C2280D 6
LEFT STOP DISABLE
CLS53 GY-VT 7
RIGHT STOP DISABLE
CLS39 VT-WH C2280E 7
LH TURN SWITCH
CLS41 GY-YE 8
RH TURN SWITCH
HEATED BACKLITE BUTTON
C2280E CRD09 BU-GY 10
HEATED WINDOW
56-1
LOCK TELLTALE
CPL22 GN-VT 23
POWER DOOR LOCKS
110-1
REMOTE KEYLESS ENTRY AND ALARM
117-1
BACKUP LAMP
C2280D CET47 BU 2
REVERSING LAMPS
93-2
HOOD AJAR
CPL25 BU-OG 12
REMOTE KEYLESS ENTRY AND ALARM
117-1
LIGHTS OFF SWITCH
C2280E CLF23 WH-VT 3
HEADLAMPS
85-1
DIMMER DOWN
CLN56 BN-VT 11
DIMMER UP
CLN55 YE-VT 12
IP ILLUMINATION
CLN04 BU-BN 20
CLUSTER AND PANEL ILLUMINATION
71-1
71-2
AMBIENT/MOON LIGHTING
CLN02 VT-BN 24
INTERIOR LAMPS
89-4
PHSRC
C2280D CHS07 GY-BU 4
DHSRC
CHS02 YE-BU 10
CLIMATE CONTROLLED SEATS
119-1

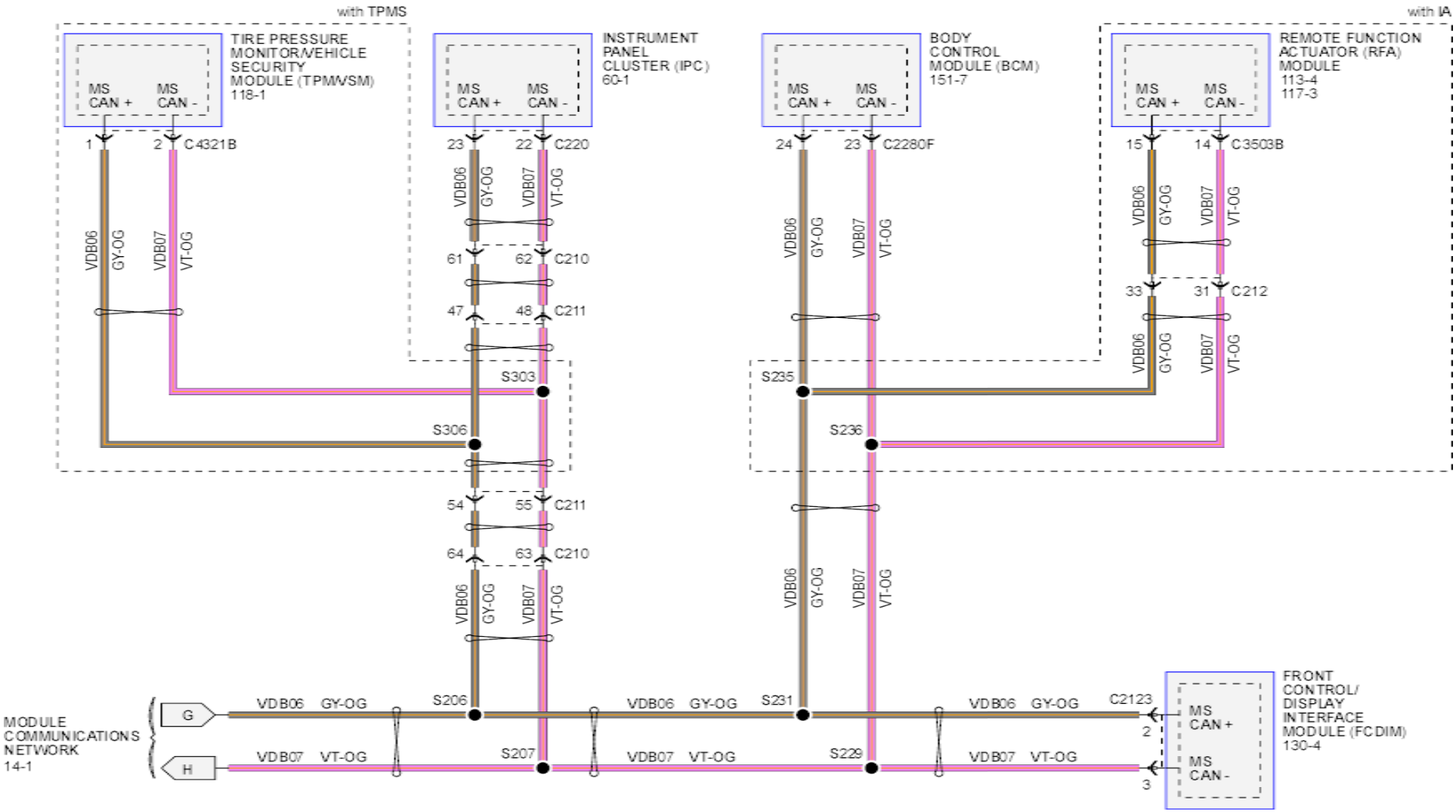

BODY CONTROL MODULE (BCM) 151-7 151-14
HEATED WINDOW 54-2 56-1
CRD04 BN-GN C2280F 11
HEATED BACKLITE TELLTALE
POWER DOOR LOCKS 110-1
REMOTE KEYLESS ENTRY AND ALARM 117-1
CPL75 BN-WH 8
IP CENTRAL LOCK BUTTON
TURN SIGNAL/STOP/ HAZARD LAMPS 90-1
CLS32 BN-YE 4
HAZARD WARNING SWITCH
MODULE COMMUNICATIONS NETWORK 14-5
VDB06 GY-OG 24
MS CAN +
VDB07 VT-OG 23
MS CAN -
WIPERS AND WASHERS 81-2
CRW10 BU-GN 3
FRONT WIPER LOW SWITCH
CRW18 VT-WH 6
FRONT WIPER VARIABLE INTERVAL DATA
CRW08 VT-OG 9
FRONT WIPER HIGH SWITCH
CRW17 GN-VT 16
FRONT WIPER SWITCH GROUND
CLIMATE CONTROLLED SEATS 119-1
CHS30 GY-YE C2280G 21
HEATED SEATS RELAY (PASS)
CHS32 BN 8
HEATED SEATS SWITCH (DRV)
KEY-IN SWITCH
C2280G CDC30 BU-GY 9
INSTRUMENT CLUSTER 60-3
without IA
TRUNK RELEASE SWITCH
CPL10 GN-WH 20
LUGGAGE COMPARTMENT 113-1
HIGH BEAM SWITCH
C2280F CLF17 WH-OG 10
HEADLAMPS 85-1
REAR DOOR AJAR (RH)
C2280G CPL39 YE 3
REAR DOOR AJAR (LH)
CPL36 GN 4
TRUNK AJAR
CPL44 YE-OG 7
FRONT DOOR AJAR (DRV)
CPL26 GN-VT 10
FRONT DOOR AJAR (PAS)
CPL31 WH 22
INTERIOR LAMPS 89-1 89-2
RIGHT REAR POSITION LAMP
CLS09 WH-OG 1
LEFT REAR POSITION LAMP
CLS08 VT-GN 13
PARKING, REAR AND LICENSE LAMPS 92-1
UNLOCK SWITCH (DRV)
CPL30 BU-BN 5
SET SWITCH (DRV)
CPL29 YE-GY 6
RESET SWITCH (DRV)
CPL28 VT-BN 19
POWER DOOR LOCKS 110-1
REMOTE KEYLESS ENTRY AND ALARM 117-1

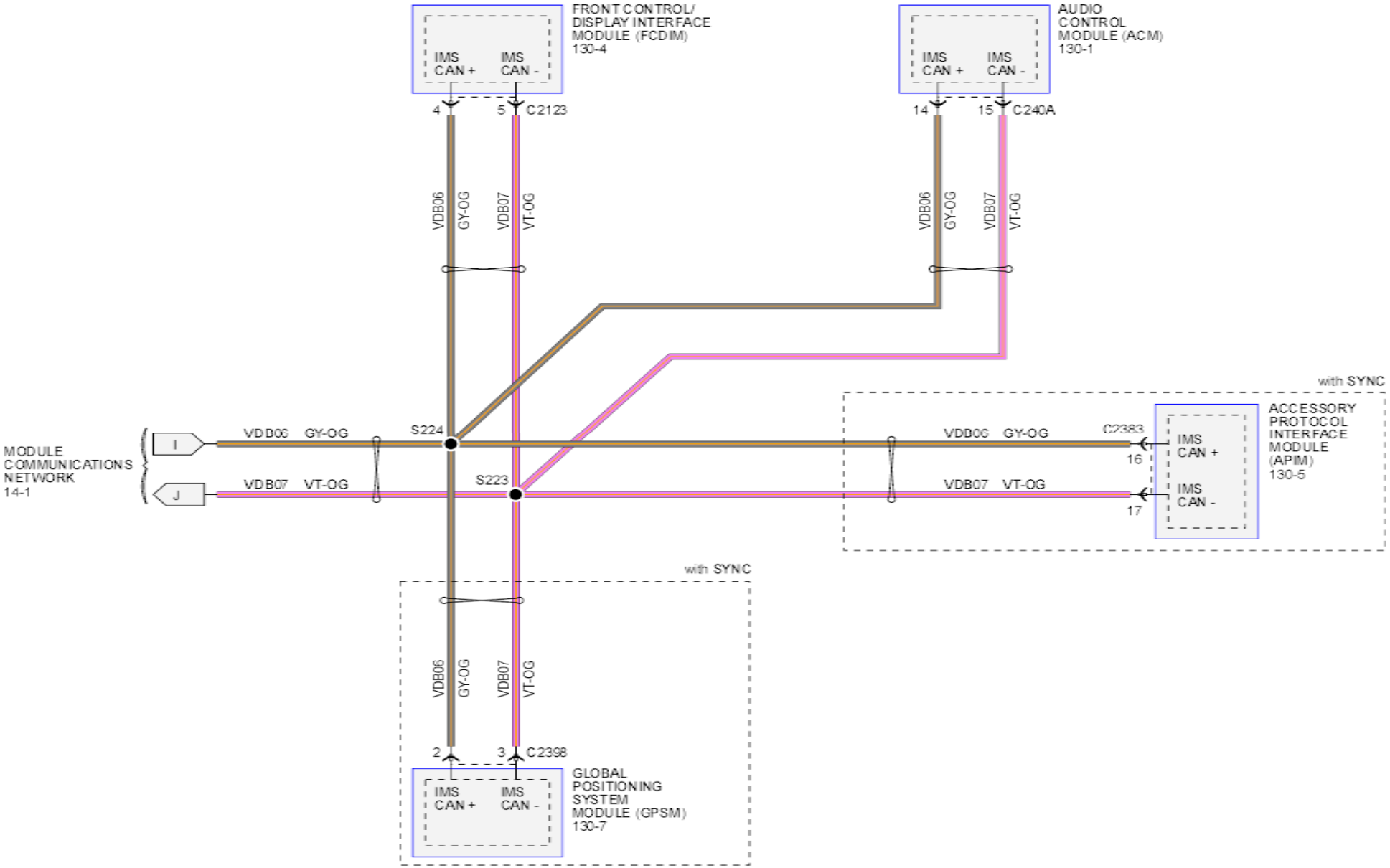

Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F5 15A 13-8
SBP05 GY-RD
12 C212
SBP05 GY-RD
16
1
9
3
11 C251
VDB06 GY-OG
VDB07 VT-OG
I
J
MODULE COMMUNICATIONS NETWORK 14-6
VDB06 GY-OG
VDB07 VT-OG
G
H
MODULE COMMUNICATIONS NETWORK 14-5
DATA LINK CONNECTOR (DLC) 151-6
VBATT
IMS CAN +
IMS CAN -
MS CAN +
MS CAN -
GND
GND
HS CAN -
HS CAN +
4
5
14
6 C251
GD115 BK-GY
GD115 BK-GY
G201 10-5
VDB04 WH-BU
VDB05 WH
A
B
MODULE COMMUNICATIONS NETWORK 14-2


INSTRUMENT PANEL CLUSTER (IPC)
31-1
54-3
60-1
HS CAN +
HS CAN -
18
17
C220
POWER STEERING CONTROL MODULE (PSCM)
43-1
2
6
C2368B
OCCUPANT CLASSIFICATION SYSTEM MODULE (OCSM)
46-4
18
9
C3159
7
8
C3007
VDB04
WH-BU
VDB05
WH
S208
S209
S204
S205
S210
S211
S212
S308
S309
with SYNC
MODULE COMMUNICATIONS NETWORK
14-1
A
B
C212
51
52
C
D
MODULE COMMUNICATIONS NETWORK
14-3
53
54
C2383
ACCESSORY PROTOCOL INTERFACE MODULE (APIM)
130-5


with IA
REMOTE FUNCTION ACTUATOR (RFA) MODULE
20-3
112-2
117-5
HS CAN +
HS CAN -
1
2
C3503B
VDB04
WH-BU
VDB05
WH
MODULE COMMUNICATIONS NETWORK
14-2
C
D
VDB04 WH-BU
VDB05 WH
S329
S328
S326
S327
C211
46
45
E
F
MODULE COMMUNICATIONS NETWORK
14-4
ANTI-LOCK BRAKE SYSTEM (ABS) MODULE
42-1
HS CAN2 +
HS CAN2 -
18
19
C135
VCA23
BU-WH
VCA24
GN-OG
51
52
C211
20
C310B
10
9
RESTRAINTS CONTROL MODULE (RCM)
46-1


ANTI-LOCK BRAKE SYSTEM (ABS) MODULE 42-1
HS CAN +
HS CAN -
12
13
C135
VDB04 WH-BU
VDB05 WH
MODULE COMMUNICATIONS NETWORK 14-3
E
F
VDB04 WH-BU
VDB05 WH
S113
S110
VDB04 WH-BU
VDB05 WH
C175B
20
19
POWERTRAIN CONTROL MODULE (PCM) 23-7
HS CAN +
HS CAN -
automatic transmission
VDB04 WH-BU
VDB05 WH
31
32
C133
VDB04 WH-BU
VDB05 WH
34
35
C1750A
TRANSMISSION CONTROL MODULE (TCM) 29-1
HS CAN +
HS CAN -


with TPMS
with IA
TIRE PRESSURE MONITOR/VEHICLE SECURITY MODULE (TPMVSM) 118-1
MS CAN +
MS CAN -
INSTRUMENT PANEL CLUSTER (IPC) 60-1
BODY CONTROL MODULE (BCM) 151-7
REMOTE FUNCTION ACTUATOR (RFA) MODULE 113-4 117-3
1
2
C4321B
23
22
C220
24
23
C2280F
15
14
C3503B
VDB06
GY-OG
VDB07
VT-OG
61
62
C210
47
48
C211
33
31
C212
S303
S306
S235
S236
54
55
C211
64
63
C210
S206
S207
S231
S229
C2123
MODULE COMMUNICATIONS NETWORK 14-1
G
H
FRONT CONTROL/ DISPLAY INTERFACE MODULE (FCDIM) 130-4


FRONT CONTROL/
DISPLAY INTERFACE
MODULE (FCDIM)
130-4
IMS
CAN +
IMS
CAN -
4
5
C2123
AUDIO
CONTROL
MODULE (ACM)
130-1
14
15
C240A
VDB06
GY-OG
VDB07
VT-OG
MODULE
COMMUNICATIONS
NETWORK
14-1
I
J
S224
S223
with SYNC
ACCESSORY
PROTOCOL
INTERFACE
MODULE
(APIM)
130-5
C2383
16
17
with SYNC
GLOBAL
POSITIONING
SYSTEM
MODULE (GPSM)
130-7
2
3
C2398

Introduction

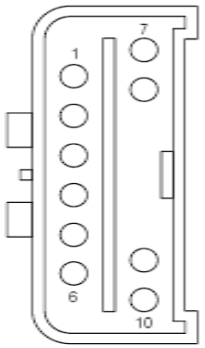
Component testing procedures are provided to determine whether a component is good or bad.

Testing information for each component includes a schematic, a view of the terminal locations and step-by-step test procedures. Terminal locations are identified by numbers or letters that may be on the component or next to it.

Terminals

C1

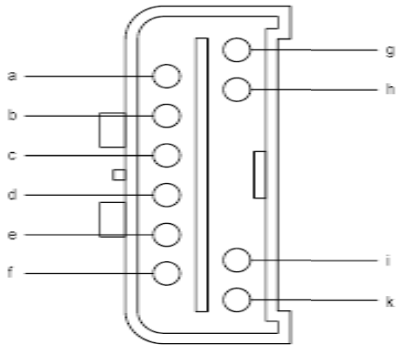
With molded identifiers



MALE

C1

Without molded identifiers



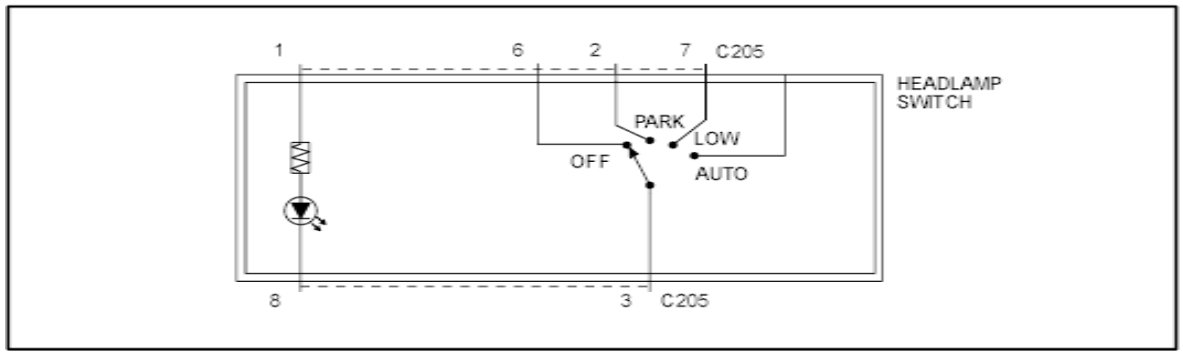
MALE

The component connector MUST BE REMOVED before testing. To test a single circuit within the component, select that circuit under the column "Circuit to test". If you wish to test the complete component, perform all tests.

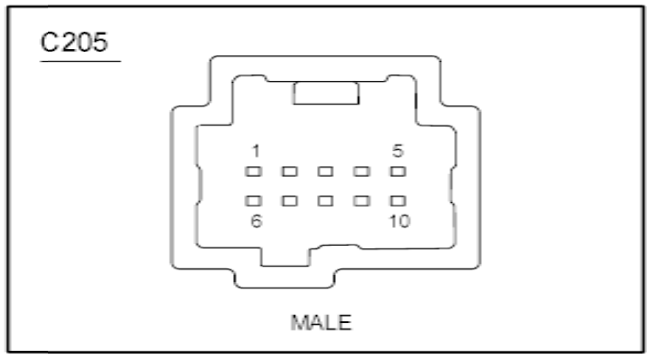
Connect the tester to the terminals shown in the second column and operate the component as shown in the third column.

Headlamp switch, Exterior lamps

Schematic



Terminals

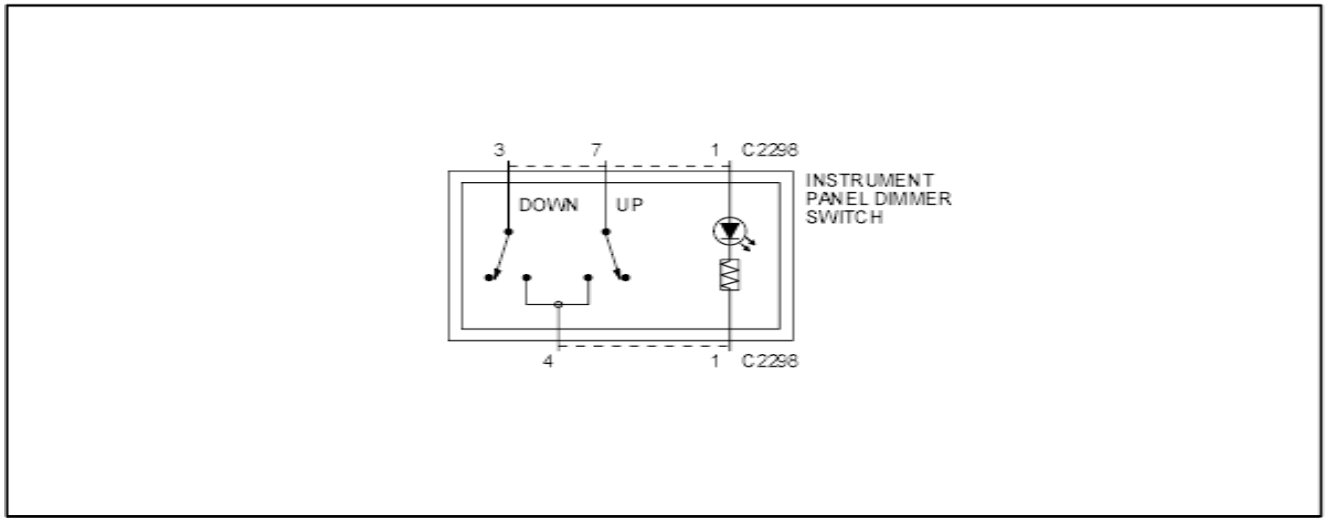


Component testing procedure

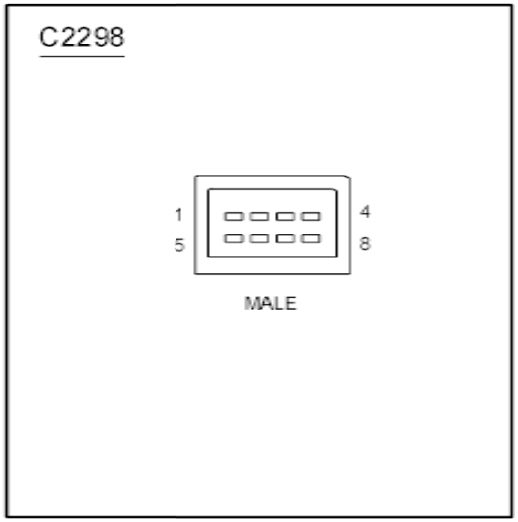
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Headlamp circuit	3 and 7	Off	Open circuit
		Park	Open circuit
		Low	Closed circuit
		Auto	Open circuit
Parking lamps	3 and 2	Off	Open circuit
		Park	Closed circuit
		Low	Open circuit
		Auto	Open circuit
Off	3 and 6	Off	Closed circuit
		Park	Open circuit
		Low	Open circuit
		Auto	Open circuit

Instrument panel dimmer switch

Schematic



Terminals

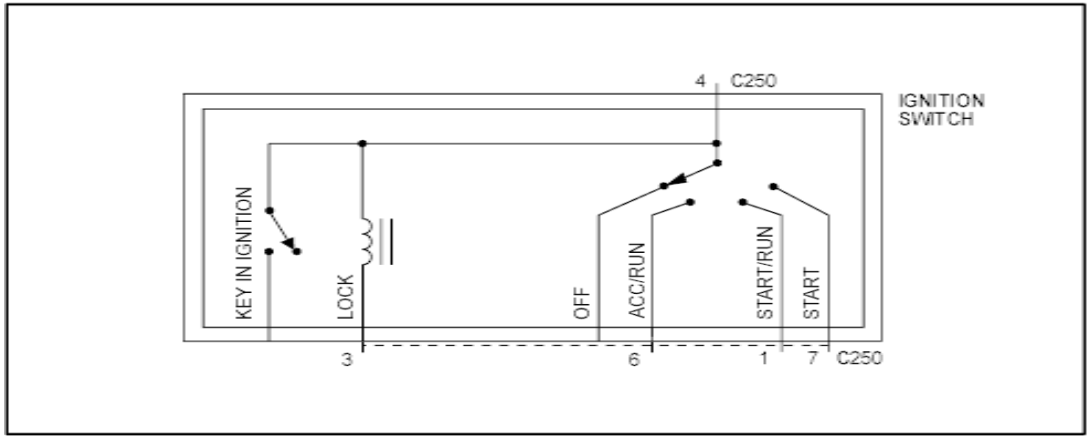


Component testing procedure

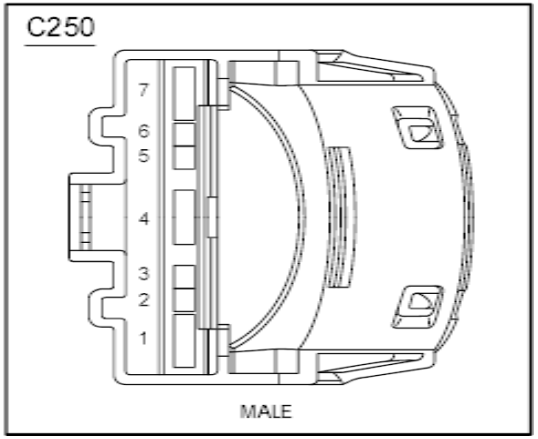
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Interior dimmer Circuit	4 and 7	Dimmer Up	Closed circuit
	4 and 3	Dimmer Dow	Closed circuit

Ignition switch

Schematic



Terminal locations

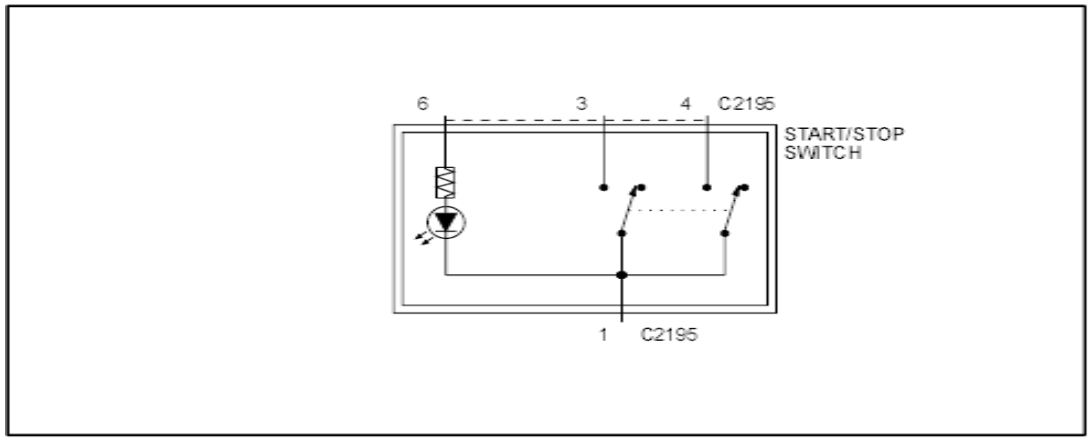


Component testing procedure

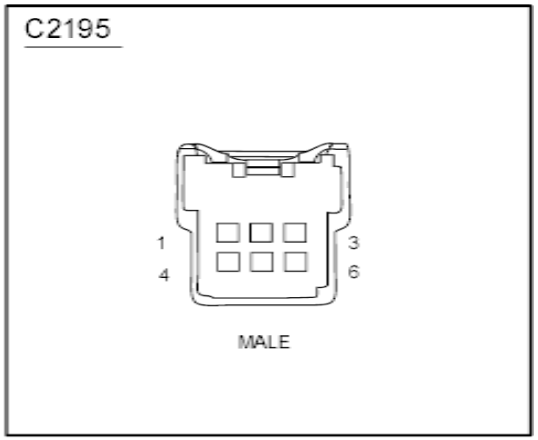
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Starter relay circuit	4 and 7	Off	Open circuit
		Acc	Open circuit
		Run	Open circuit
		Start	Closed circuit
Run/Start power circuit	4 and 1	Off	Open circuit
		Acc	Open circuit
		Run	Closed circuit
		Start	Closed circuit
Run/Acc power circuit	4 and 6	Off	Open circuit
		Acc	Closed circuit
		Run	Closed circuit
		Start	Open circuit
Key removal inhibit circuit	4 and 3		65-75 ?

Start / stop switch

Schematic



Terminal locations

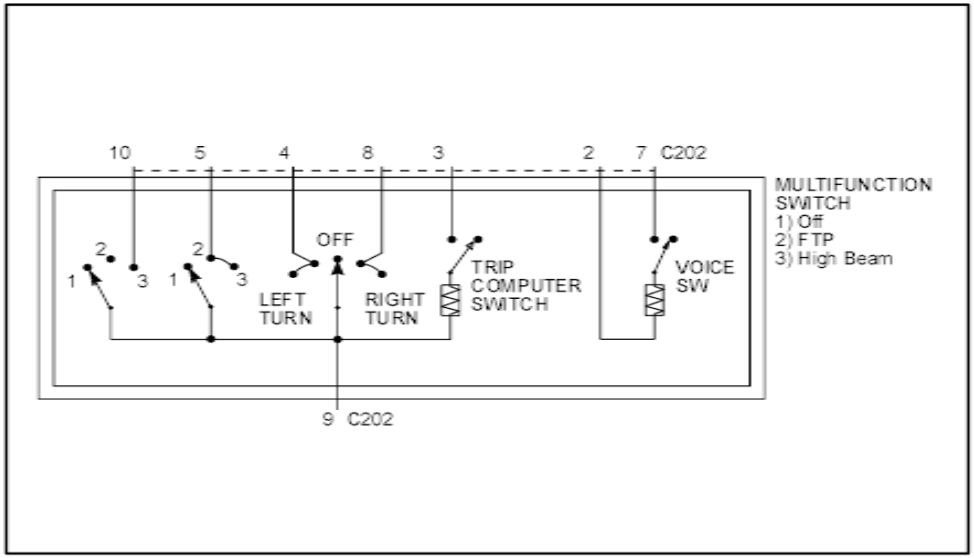


Component testing procedure

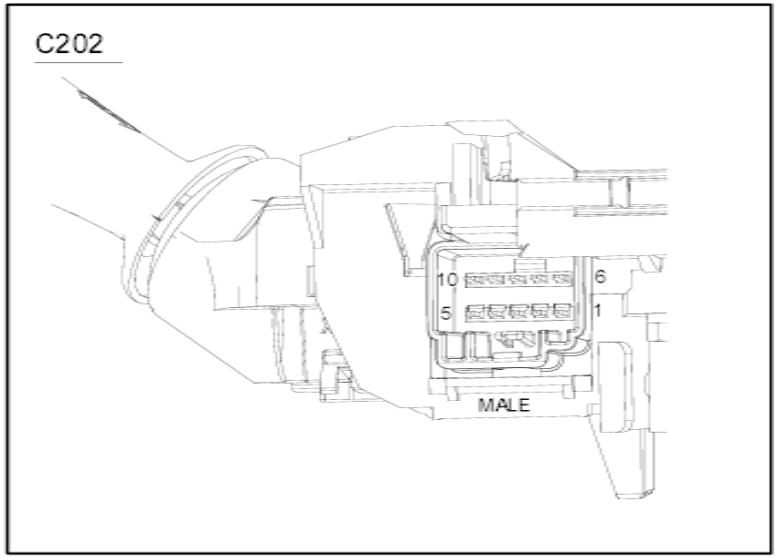
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
SSB 1 power circuit	3 and 1	Pressed	Closed circuit
		Released	Open circuit
SSB 2 power circuit	4 and 1	Pressed	Closed circuit
		Released	Open circuit

Multifunction switch

Schematic



Terminals

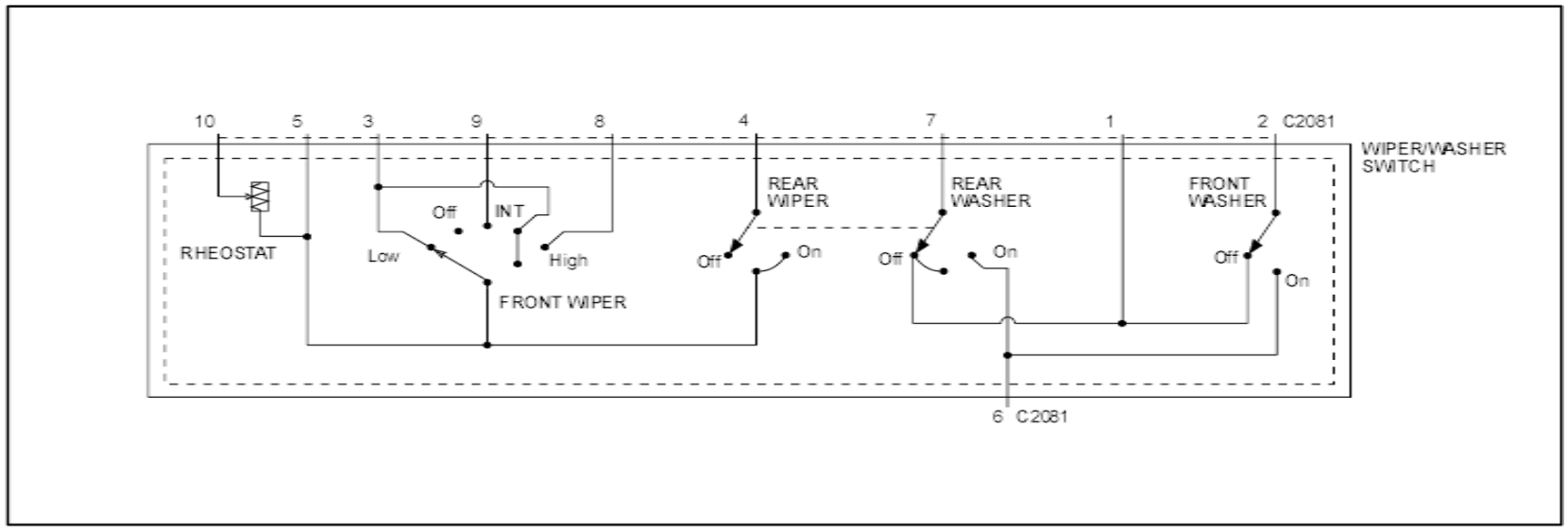


Component testing procedure

Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Turn signal	4 and 9	Left turn	Closed circuit
		Off	Open circuit
	8 and 9	Right turn	Closed circuit
		Off	Open circuit
Flash-to-pass	10 and 9	Lever stalk in first detent toward steering wheel	Open circuit
	5 and 9		Closed circuit
High beam	10 and 9	Lever stalk in second detent toward steering wheel	Closed circuit
	5 and 9		Open circuit
Trip computer switch	3 and 9	Pressed	Closed circuit
		Released	Open circuit
Voice Switch	2 and 7	Pressed	Closed circuit
		Released	Open circuit

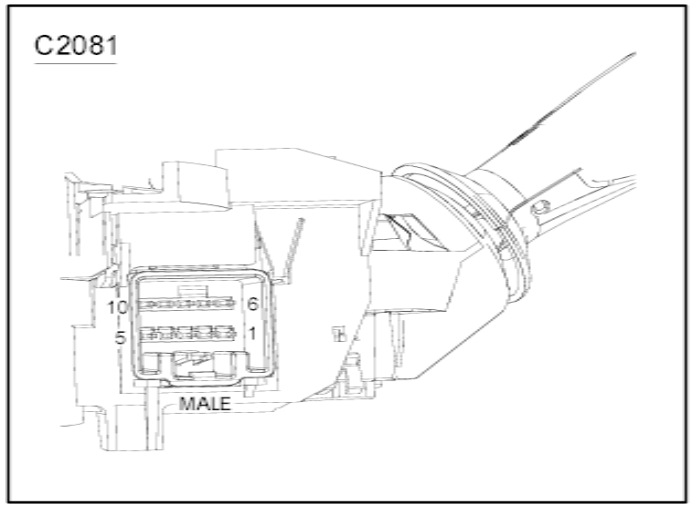
Wiper/Washer switch

Schematic



Terminals

C2081



Multifunction Switch, Wiper/Washer Portion (continued)

Component testing procedure - Front

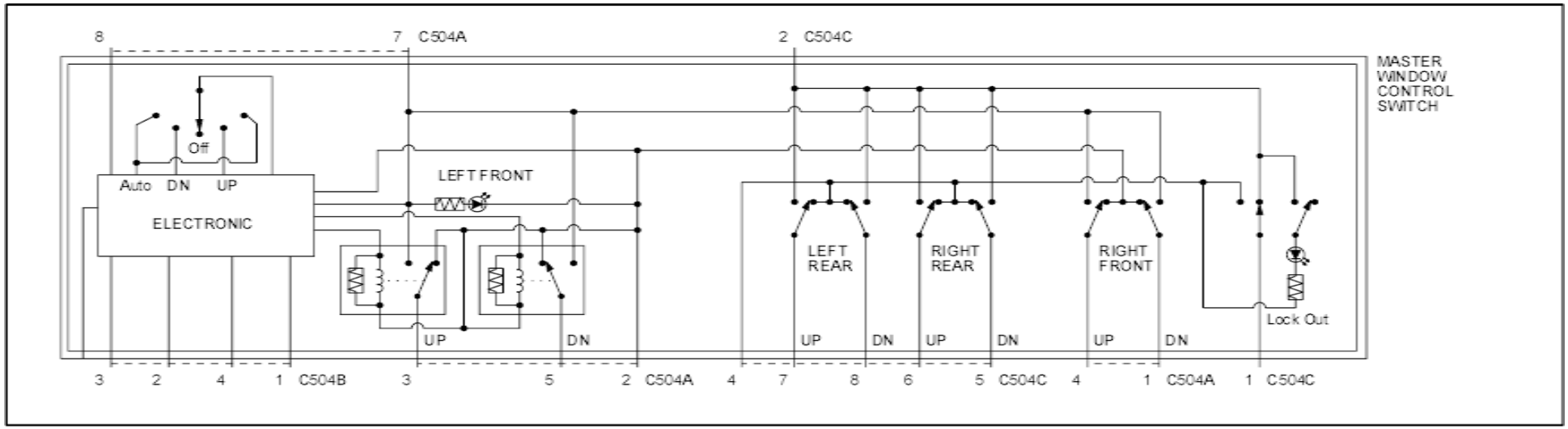
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Washer switch circuit	2 and 6	On	Closed circuit
		Off	Open circuit
Wiper switch circuit	8 and 5	Off	Open circuit
		High	Closed circuit
		Low	Open circuit
	3 and 5	Off	Open circuit
		High	Open circuit
		Low	Closed circuit
Intermittent wiper circuit	9 and 5	On	Closed circuit
		Off	Open circuit
Rheostat	10 and 5	Rotate knob	Ohmmeter will show a change in resistance

Component testing procedure - Rear

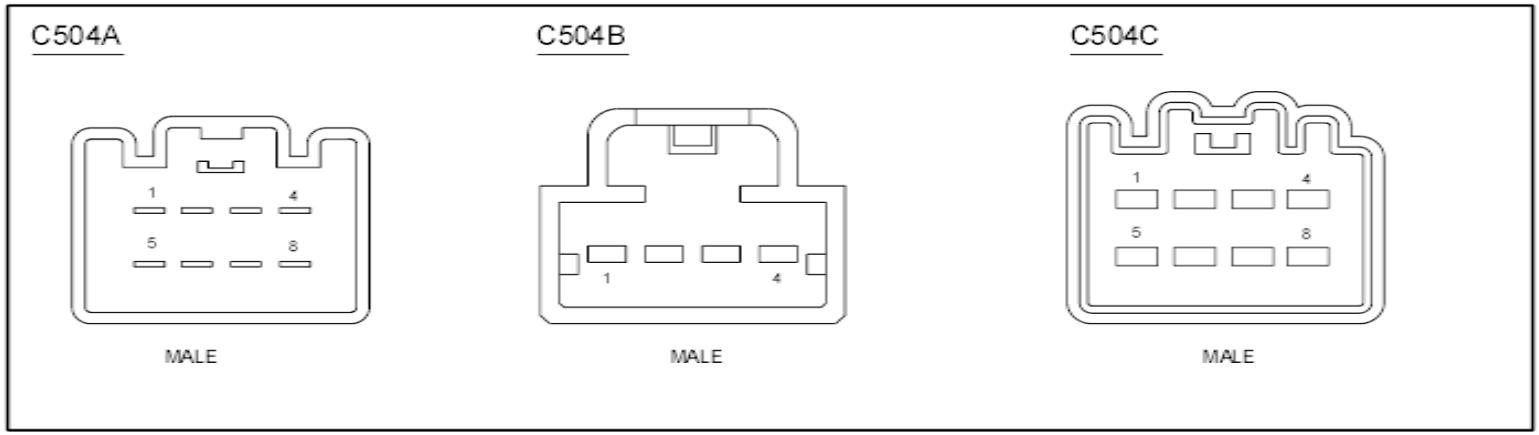
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Washer switch circuit	7 and 6	On	Closed circuit
		Off	Open circuit
Wiper switch circuit	4 and 5	On	Closed circuit
		Off	Open circuit

Master window control switch

Schematic



Terminals



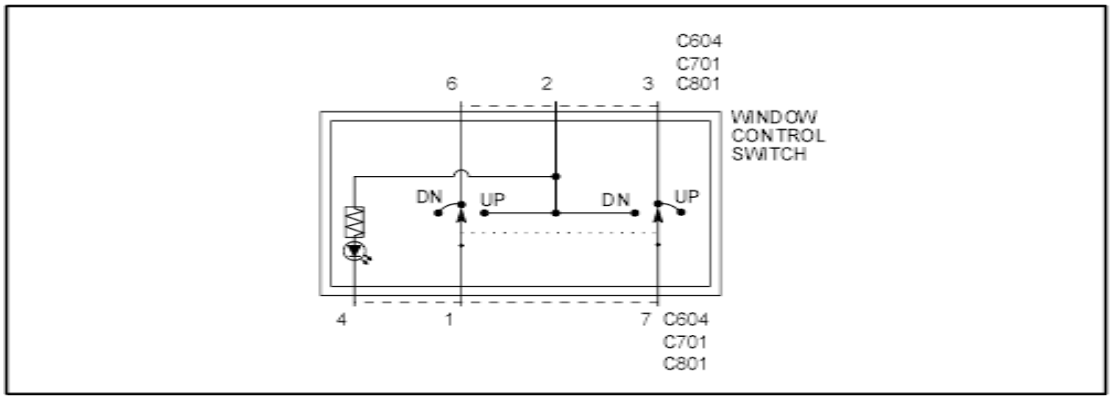
Master window control switch (continued)

Component testing procedure

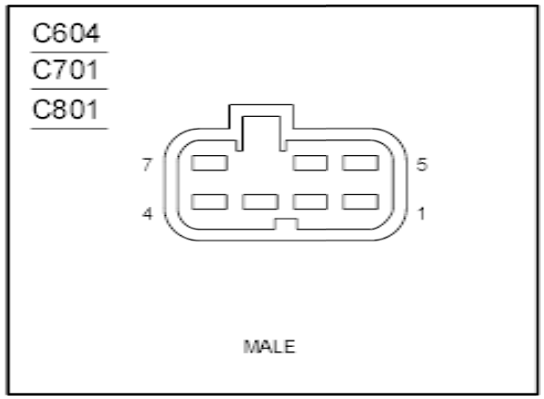
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Power Checks before any other tests	2 (504C) and 7 (C504C)	at rest	Open circuit
	2 (504C) and 8 (C504C)	at rest	Open circuit
	2 (504C) and 6 (C504C)	at rest	Open circuit
	2 (504C) and 5 (C504C)	at rest	Open circuit
	2 (504C) and 4 (C504A)	at rest	Open circuit
	2 (504C and 1 (C504A)	at rest	Open circuit
	2 (504C and 1 (C504C)	at rest	Closed circuit
Ground Checks before any other tests	4 (504C) and 7 (C504C)	at rest	Closed circuit
	4 (504C) and 8 (C504C)	at rest	Closed circuit
	4 (504C) and 6 (C504C)	at rest	Closed circuit
	4 (504C) and 5(C504C)	at rest	Closed circuit
	4 (504C) and 1 (C504C)	at rest	Open circuit
	2 (504A) and 4 (C504A)	at rest	Closed circuit
	2 (504A) and 1 (C504A)	at rest	Closed circuit
Left front window circuit	7 (504A) and 3 (C504A)	Up	Closed circuit
	7 (504A) and 5 (C504A)	Down	Closed circuit
Right front window circuit	7 (504A) and 1 (C504A)	Down	Closed circuit
	7 (504A) and 4 (C504A)	Up	
Left rear window circuit	2 (504C) and 8 (C504C)	Down	Closed circuit
	2 (504C) and 7 (C504C)	Up	
Right rear window circuit	2 (504C) and 5 (C504C)	Down	Closed circuit
	2 (504C) and 6 (C504C)	Up	

Window control switch

Schematic



Terminal locations

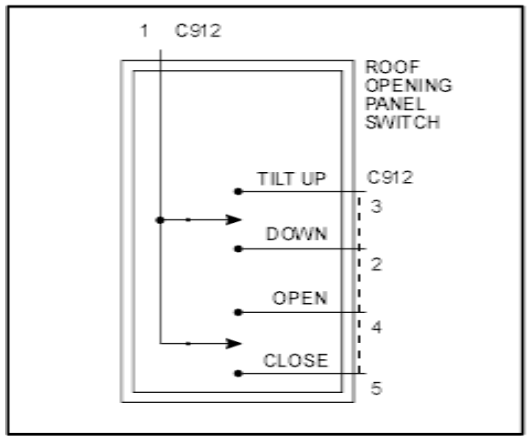


Component testing procedure

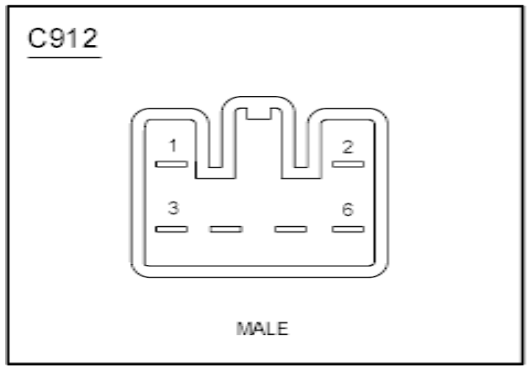
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Window control switches	2 and 1	Up	Closed circuit
	6 and 1		Open circuit
	2 and 7		Open circuit
	3 and 7		Closed circuit
	2 and 7	Down	Closed circuit
	3 and 7		Open circuit
	2 and 1		Open circuit
	6 and 1		Closed circuit

Roof opening panel switch

Schematic



Terminals

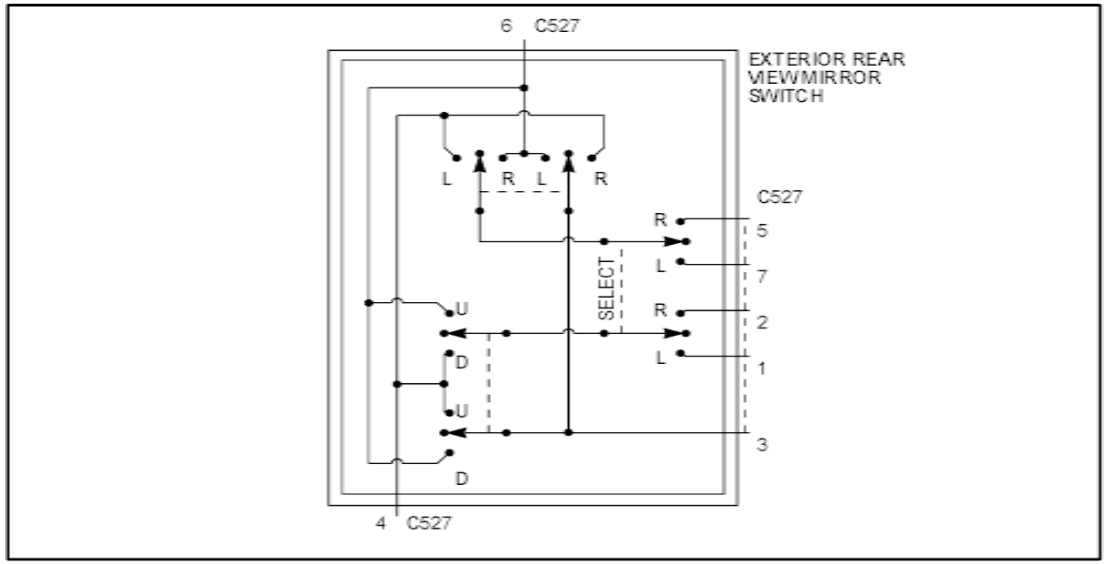


Component testing procedure

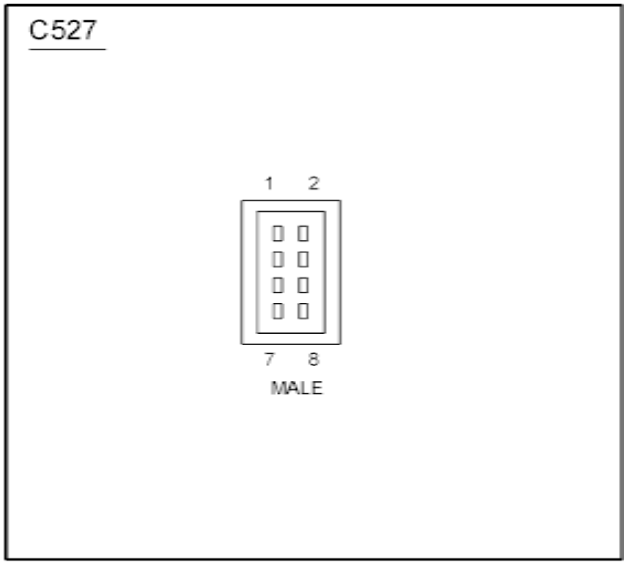
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Tilt	1 and 3	Tilt Up	Closed circuit
	1 and 2	Down	Open circuit
	1 and 4	Open	Open circuit
	1 and 5	Close	Open circuit
Down	1 and 3	Tilt Up	Open circuit
	1 and 2	Down	Closed circuit
	1 and 4	Open	Open circuit
	1 and 5	Close	Open circuit
Open	1 and 3	Tilt Up	Open circuit
	1 and 2	Down	Open circuit
	1 and 4	Open	Closed circuit
	1 and 5	Close	Open circuit
Close	1 and 3	Tilt Up	Open circuit
	1 and 2	Down	Open circuit
	1 and 4	Open	Open circuit
	1 and 5	Close	Closed circuit

Exterior rear view mirror switch

Schematic



Terminal locations

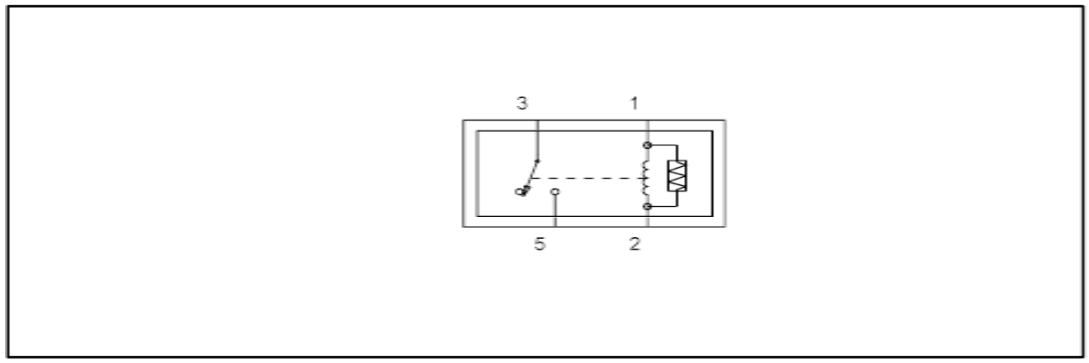


Component testing procedure

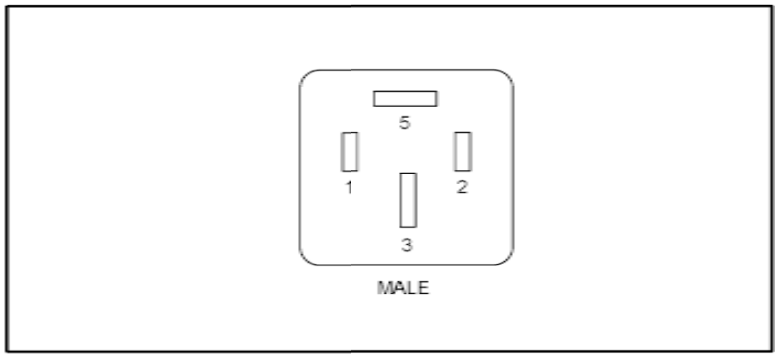
Circuit to test	Connect self-powered test light or ohmmeter to terminals	Move switch to these positions	A good switch will indicate
Left mirror	6 and 1 3 and 4	Up	Closed circuit
	6 and 3 4 and 1	Down	Closed circuit
	6 and 3 4 and 7	Left	Closed circuit
	6 and 7 4 and 3	Right	Closed circuit
Right mirror	6 and 2 4 and 3	Up	Closed circuit
	6 and 3 4 and 2	Down	Closed circuit
	6 and 3 4 and 5	Left	Closed circuit
	6 and 5 4 and 3	Right	Closed circuit

Relay - High Current ISO

Schematic



Terminals



Component testing procedure (no voltage applied)

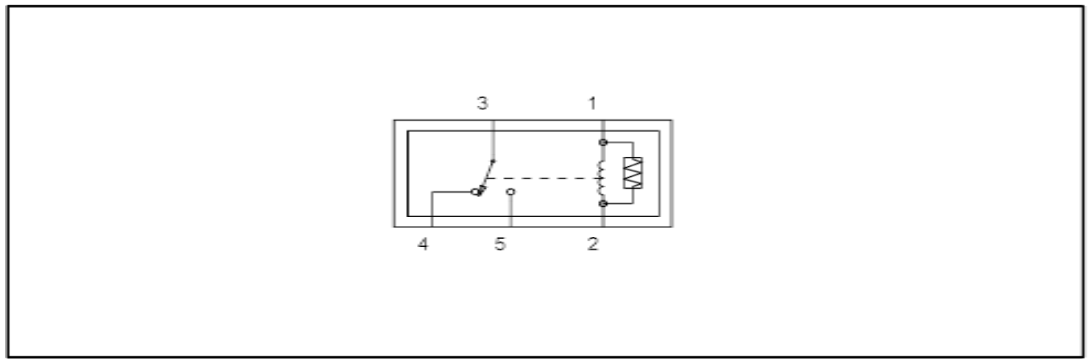
Circuit to test	Connect ohmmeter to terminals	A good relay will indicate
Coil	1 and 2	46 - 80 Ohms
Contact	3 and 5	Open circuit
Coil - Contact	2 and 3	Open circuit
	2 and 5	Open circuit

Component testing procedure (voltage applied)

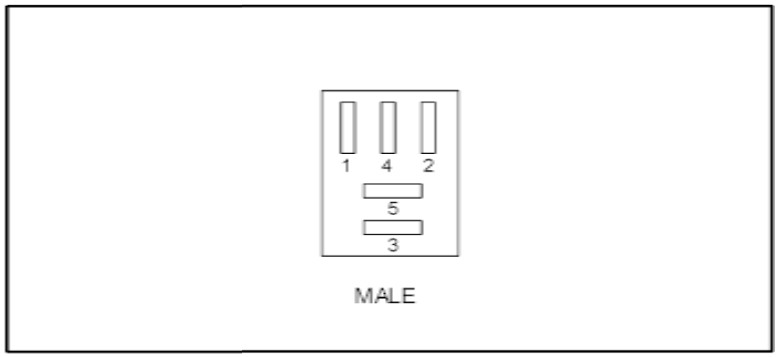
Disconnect the ohmmeter and connect pins 3 and 1 to 12V DC power and pin 2 to ground. Measure voltage between pins 5 and 2. If the voltage is 12V, the relay is okay. If not, replace the relay.

Relay - Micro ISO

Schematic



Terminals



Component testing procedure (no voltage applied)

Circuit to test	Connect ohmmeter to terminals	A good relay will indicate
Coil	1 and 2	63 - 120
Contact	3 and 4	Closed circuit
	3 and 5	Open circuit
Coil - Contact	1 and 3	Open circuit
	1 and 4	Open circuit
	1 and 5	Open circuit

Component testing procedure (voltage applied)

Disconnect the ohmmeter and connect pins 2 and 3 to 12V DC power and pin 1 to ground. Measure voltage between pins 5 and 1. If the voltage is 12V, continue with the test. If not, replace the relay. Disconnect power from pin 2 and measure voltage between pins 4 and 1. If the voltage is 12V, the relay is okay. If not, replace the relay.

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C124 BRAKE FLUID LEVEL SWITCH	C125 WINDSHIELD WIPER MOTOR	C127 ANTI-THEFT HOOD SWITCH	C128 MASS AIR FLOW / INTAKE AIR TEMPERATURE (MAF/IAT) SENSOR	C131 HORN	C132 AMBIENT AIR TEMPERATURE (AAT) SENSOR
C133 Inline	C135 ANTI-LOCK BRAKE SYSTEM (ABS) MODULE	C137 WINDSHIELD WASHER PUMP MOTOR	C142 HEATED OXYGEN SENSOR (HO2S) #12	C143 INPUT SHAFT SPEED SENSOR 1	C150 WHEEL SPEED SENSOR, LEFT FRONT
C160 WHEEL SPEED SENSOR, RIGHT FRONT	C164 INPUT SHAFT SPEED SENSOR 2	C167 TRANSMISSION RANGE (TR) SENSOR	C169 REVERSING LAMPS SWITCH	C171 HEATED OXYGEN SENSOR (HO2S) #11	C175B POWERTRAIN CONTROL MODULE (PCM)
C175E POWERTRAIN CONTROL MODULE (PCM)	C175T POWERTRAIN CONTROL MODULE (PCM)	C181 FUEL INJECTOR 1	C182 FUEL INJECTOR 2	C183 FUEL INJECTOR 3	C184 FUEL INJECTOR 4
C193 OUTPUT SHAFT SPEED (OSS) SENSOR	C197A STARTER MOTOR	C197B STARTER MOTOR	C202 MULTIFUNCTION SWITCH	C205 HEADLAMP SWITCH	C210 Inline
C211 Inline	C212 Inline	C213 Inline	C214 Inline	C216A DRIVER AIR BAG MODULE	C216B DRIVER AIR BAG MODULE
C217A HORN SWITCH	C217B HORN SWITCH	C218A CLOCKSPRING	C218B CLOCKSPRING	C218C CLOCKSPRING	C220 INSTRUMENT PANEL CLUSTER (IPC)
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C803 POWER WINDOW MOTOR, RIGHT REAR	C805 DOOR LOCK UNIT, RIGHT REAR	C901 DOME LAMP, FRONT	C904 HIGH MOUNTED STOPLAMP	C911 AUTO-DIMMING INTERIOR MIRROR UNIT	C912 ROOF OPENING PANEL SWITCH
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BATTERY JUNCTION BOX (BJB)	BATTERY JUNCTION BOX (BJB)	BATTERY JUNCTION BOX (BJB)	CLUTCH MOTOR 1	MOTOR 2	CONTROL MODULE (TCM)
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C2280E BODY CONTROL MODULE (BCM)	C2280F BODY CONTROL MODULE (BCM)	C2280G BODY CONTROL MODULE (BCM)	C2286 PASSENGER AIR BAG DEACTIVATION (PAD) INDICATOR	C2298 INSTRUMENT PANEL DIMMER SWITCH	C2314 STOPLAMP SWITCH
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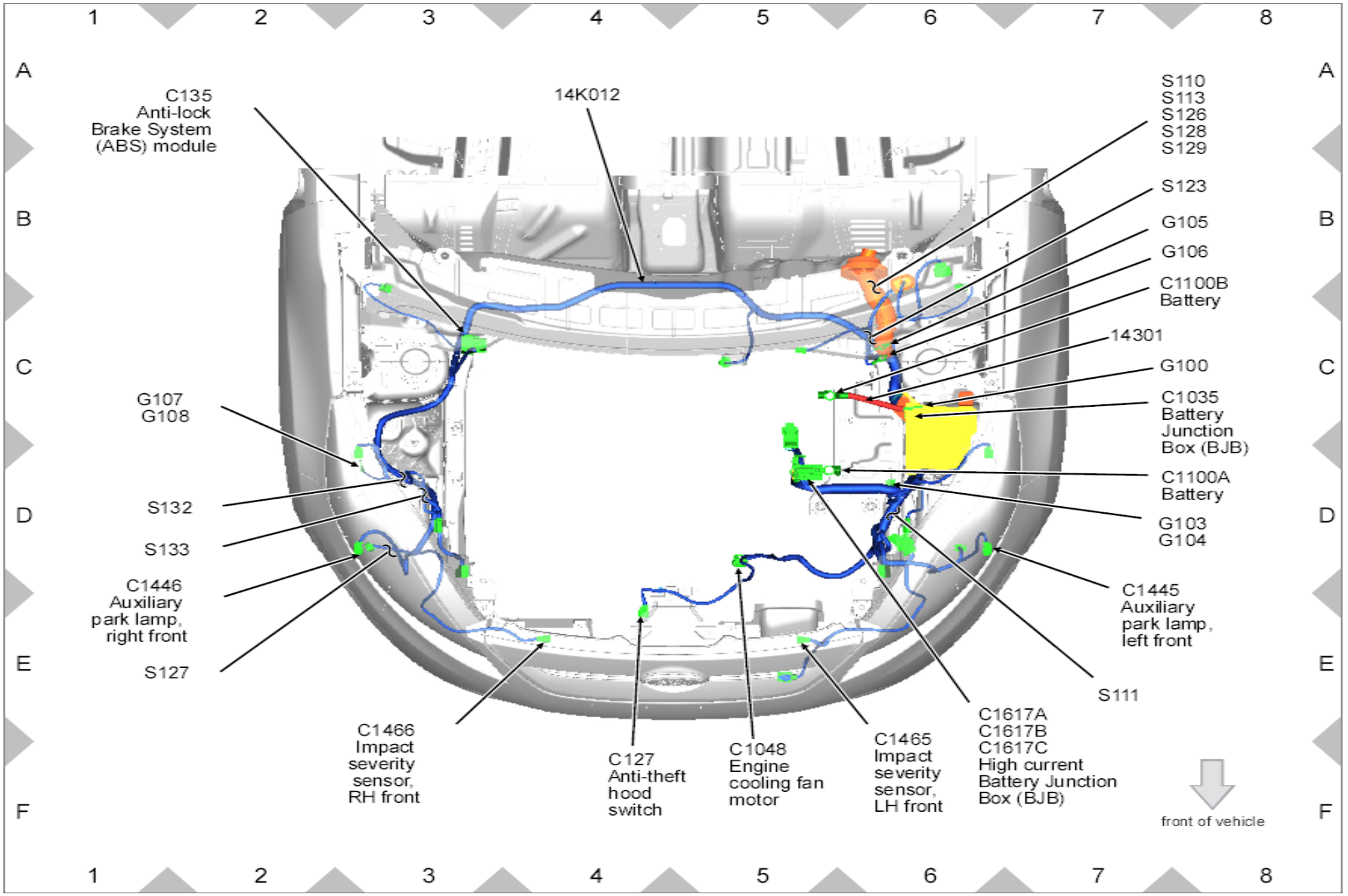
C9021 ANTENNA	C9026 REMOTE FUNCTIONS RECEIVER (RFR) MODULE	C9040 HIGH MOUNTED STOPLAMP	C9221 MICROPHONE		


C135
Anti-lock
Brake System
(ABS) module
14K012
S110
S113
S126
S128
S129
S123
G105
G106
C1100B
Battery
14301
G100
C1035
Battery
Junction
Box (BJB)
C1100A
Battery
G103
G104
C1445
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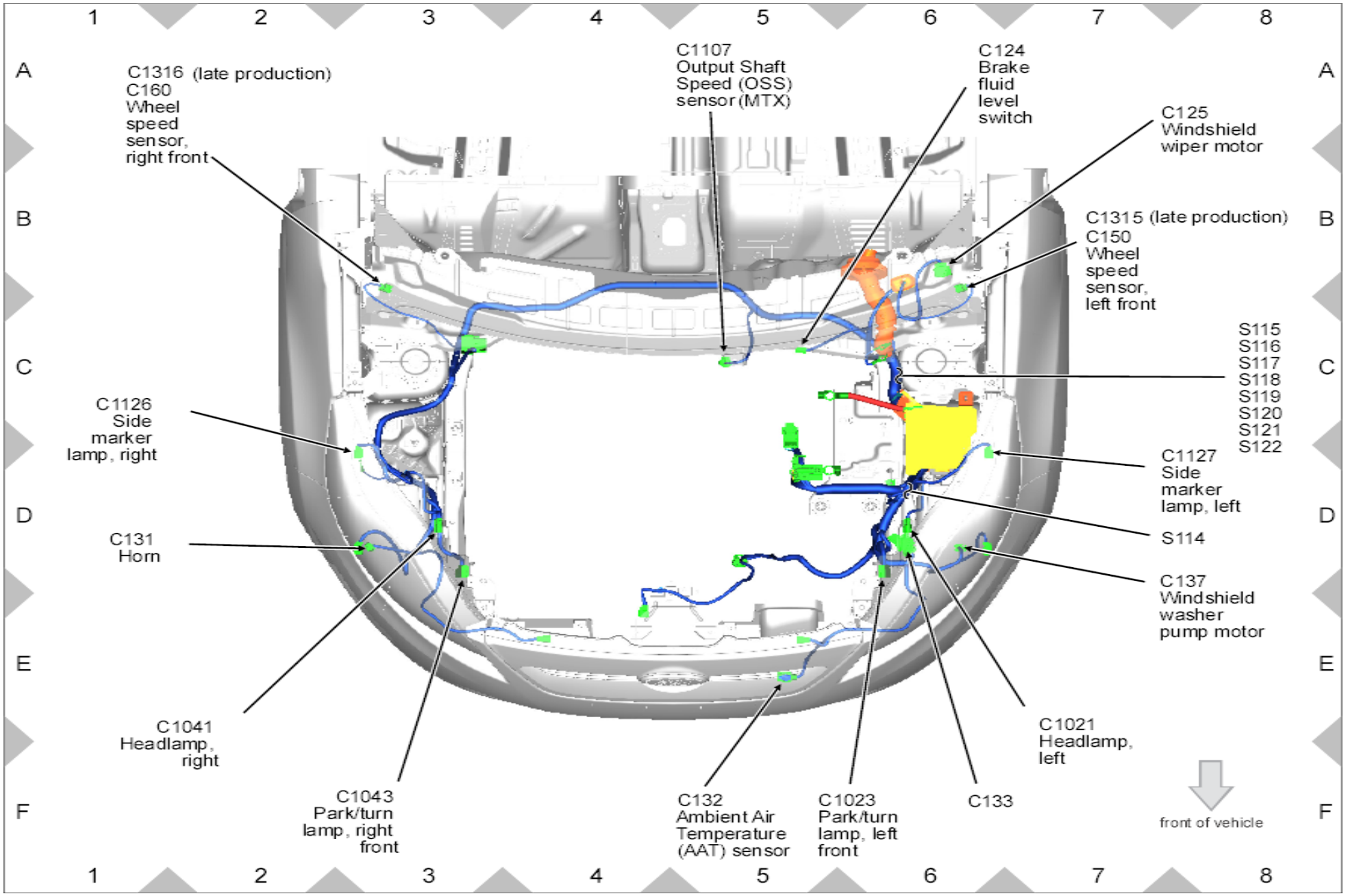
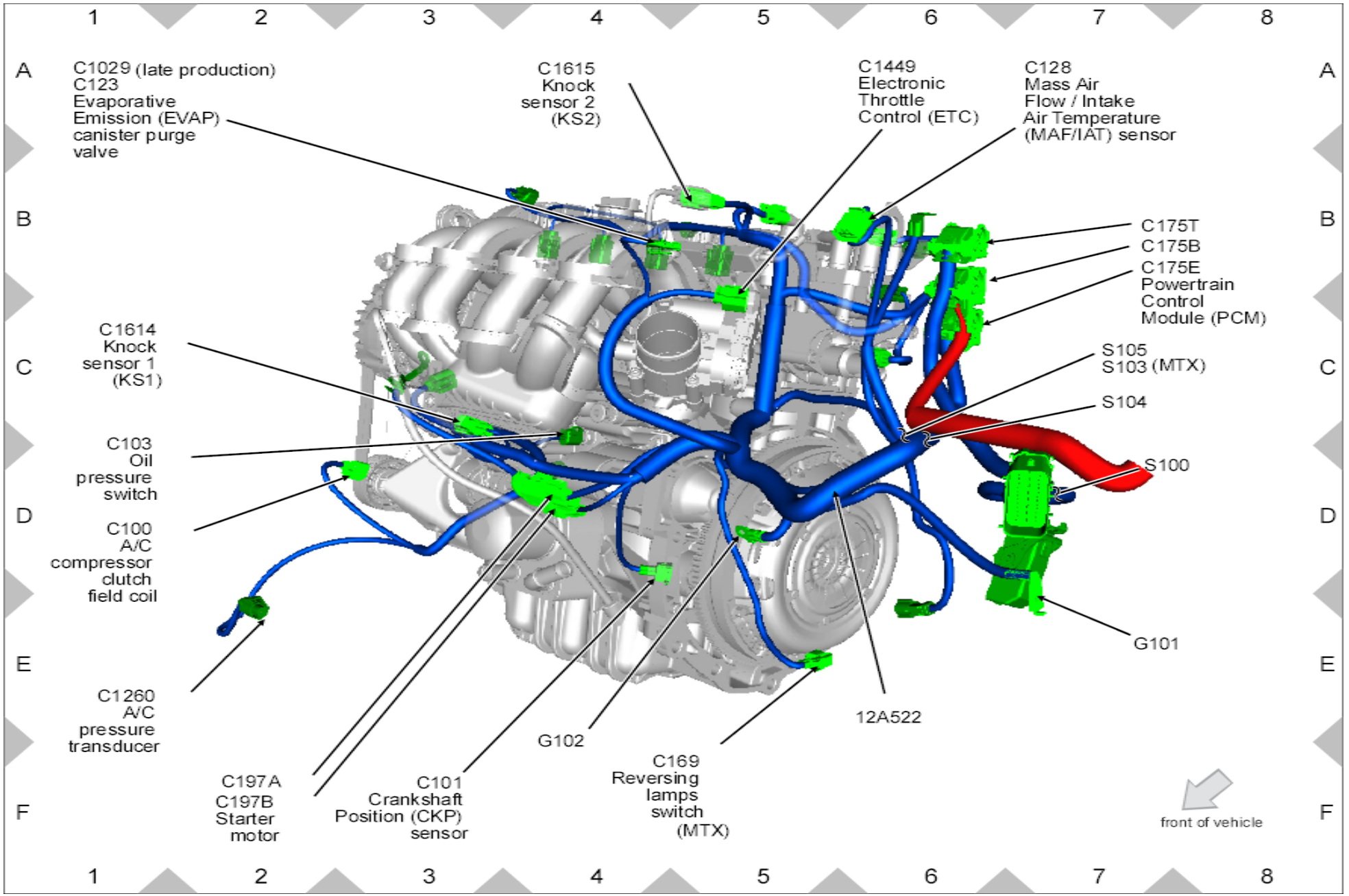
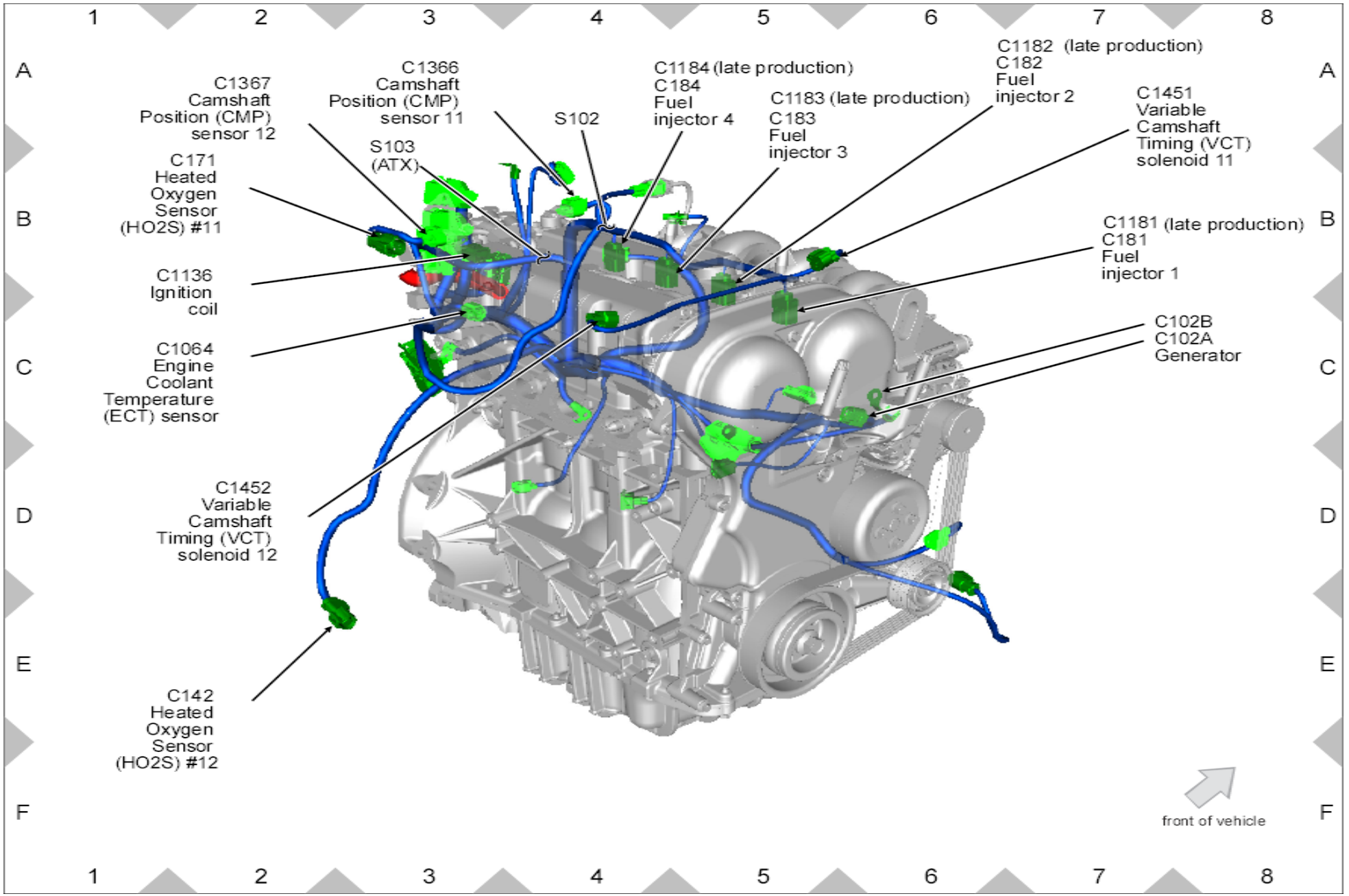
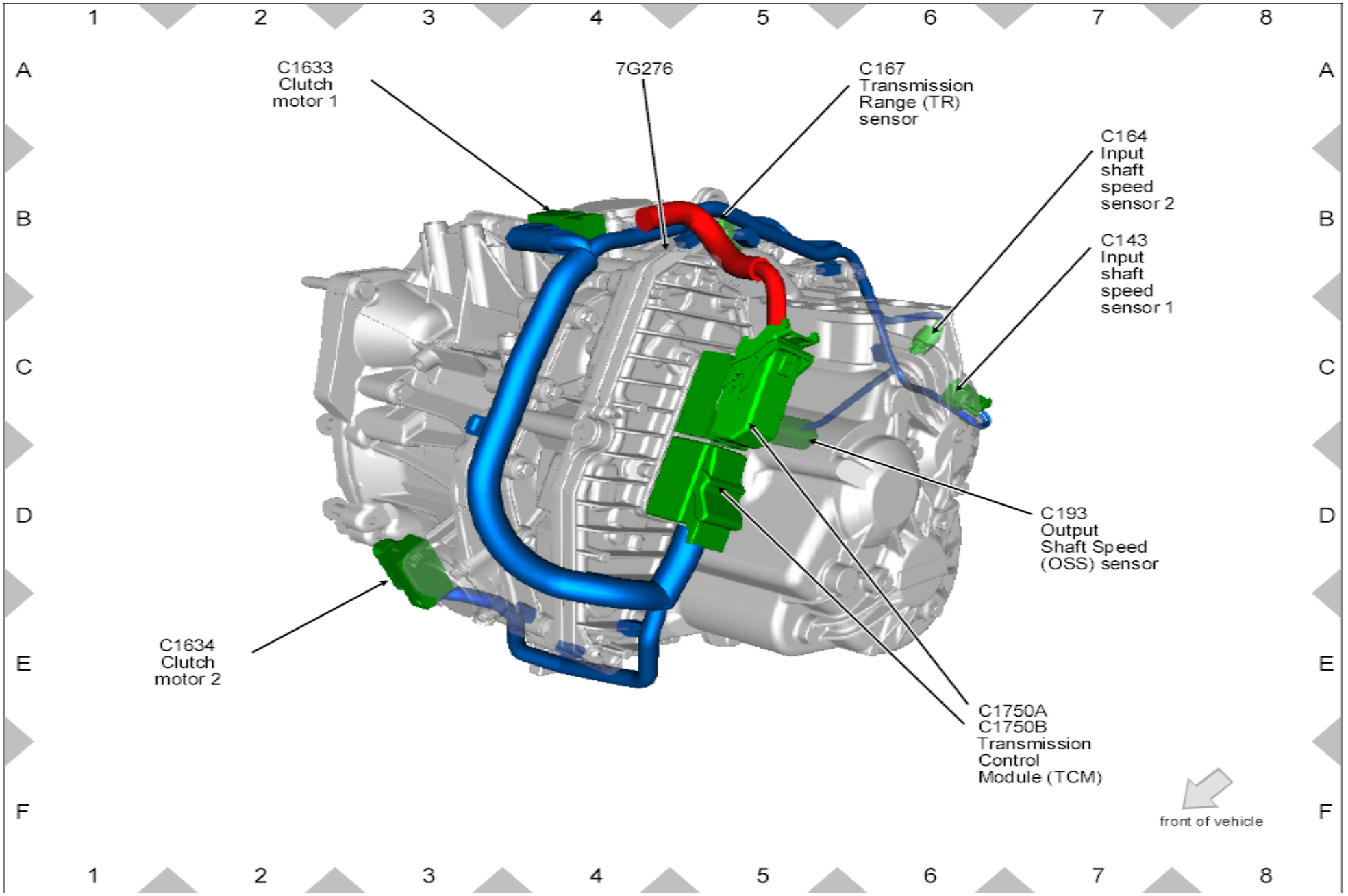
park lamp,
left front
S111
C1617A
C1617B
C1617C
High current
Battery Junction
Box (BJB)
C1465
Impact
severity
sensor,
LH front
C1048
Engine
cooling fan
motor
C127
Anti-theft
hood
switch
C1466
Impact
severity
sensor,
RH front
S127
C1446
Auxiliary
park lamp,
right front
S133
S132
G107
G108
front of vehicle


C1316 (late production)
C160
Wheel
speed
sensor,
right front
C1107
Output Shaft
Speed (OSS)
sensor (MTX)
C124
Brake
fluid
level
switch
C125
Windshield
wiper motor
C1315 (late production)
C150
Wheel
speed
sensor,
left front
S115
S116
S117
S118
S119
S120
S121
S122
C1126
Side
marker
lamp, right
C1127
Side
marker
lamp, left
S114
C131
Horn
C137
Windshield
washer
pump motor
C1041
Headlamp,
right
C1043
Park/turn
lamp, right
front
C132
Ambient Air
Temperature
(AAT) sensor
C1023
Park/turn
lamp, left
front
C133
C1021
Headlamp,
left
front of vehicle


C1029 (late production)
C123
Evaporative
Emission (EVAP)
canister purge
valve
C1615
Knock
sensor 2
(KS2)
C1449
Electronic
Throttle
Control (ETC)
C128
Mass Air
Flow / Intake
Air Temperature
(MAF/IAT) sensor
C175T
C175B
C175E
Powertrain
Control
Module (PCM)
C1614
Knock
sensor 1
(KS1)
S105
S103 (MTX)
S104
C103
Oil
pressure
switch
S100
C100
A/C
compressor
clutch
field coil
G101
C1260
A/C
pressure
transducer
12A522
G102
C197A
C197B
Starter
motor
C101
Crankshaft
Position (CKP)
sensor
C169
Reversing
lamps
switch
(MTX)
front of vehicle


C1367
Camshaft
Position (CMP)
sensor 12
C1366
Camshaft
Position (CMP)
sensor 11
S102
C1184 (late production)
C184
Fuel
injector 4
C1183 (late production)
C183
Fuel
injector 3
C1182 (late production)
C182
Fuel
injector 2
C1451
Variable
Camshaft
Timing (VCT)
solenoid 11
S103
(ATX)
C171
Heated
Oxygen
Sensor
(HO2S) #11
C1181 (late production)
C181
Fuel
injector 1
C1136
Ignition
coil
C102B
C102A
Generator
C1064
Engine
Coolant
Temperature
(ECT) sensor
C1452
Variable
Camshaft
Timing (VCT)
solenoid 12
C142
Heated
Oxygen
Sensor
(HO2S) #12
front of vehicle


C1633
Clutch
motor 1
7G276
C167
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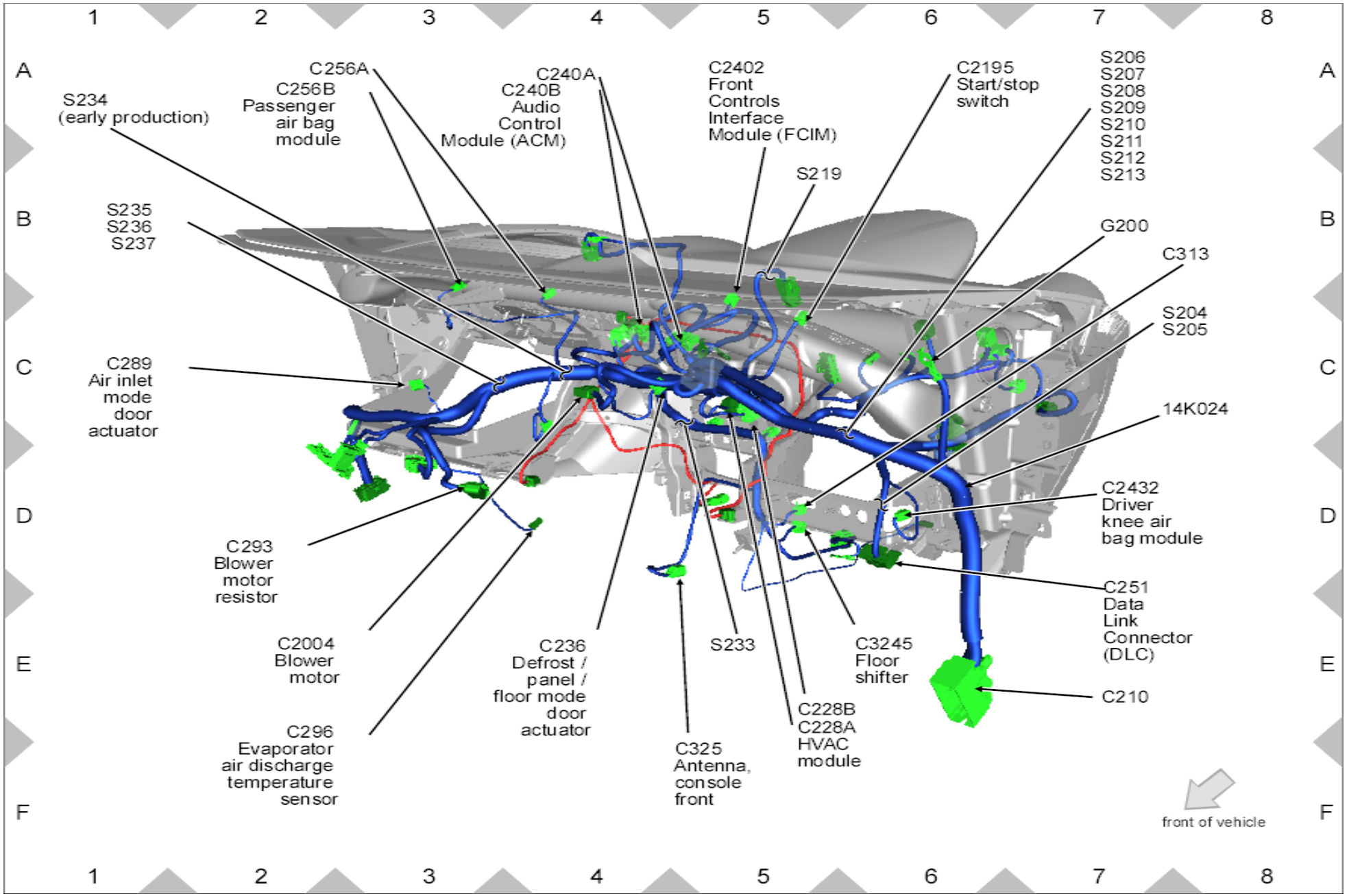
sensor
C164
Input
shaft
speed
sensor 2
C143
Input
shaft
speed
sensor 1
C193
Output
Shaft Speed
(OSS) sensor
C1634
Clutch
motor 2
C1750A
C1750B
Transmission
Control
Module (TCM)
front of vehicle


1
2
3
4
5
6
7
8
A
B
C
D
E
F
S234
(early production)
C256A
C256B
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C240B
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S206
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S210
S211
S212
S213
S235
S236
S237
G200
C313
S204
S205
C289
Air inlet
mode
door
actuator
14K024
C2432
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bag module
C293
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Connector
(DLC)
C2004
Blower
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C236
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panel /
floor mode
door
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C3245
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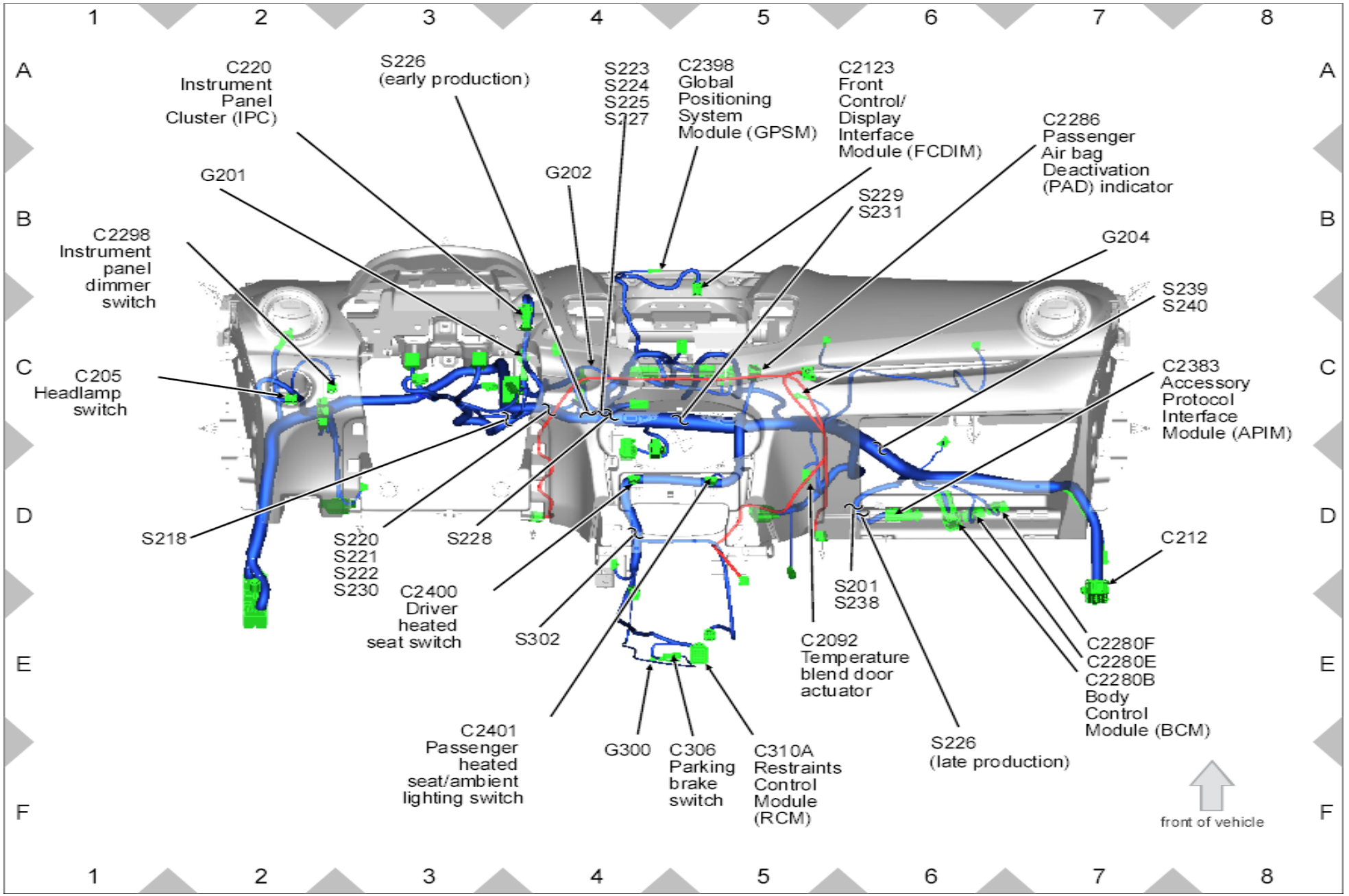
C210
C296
Evaporator
air discharge
temperature
sensor
C325
Antenna,
console
front
C228B
C228A
HVAC
module
front of vehicle


C220
Instrument
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S226
(early production)
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S224
S225
S227
C2398
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System
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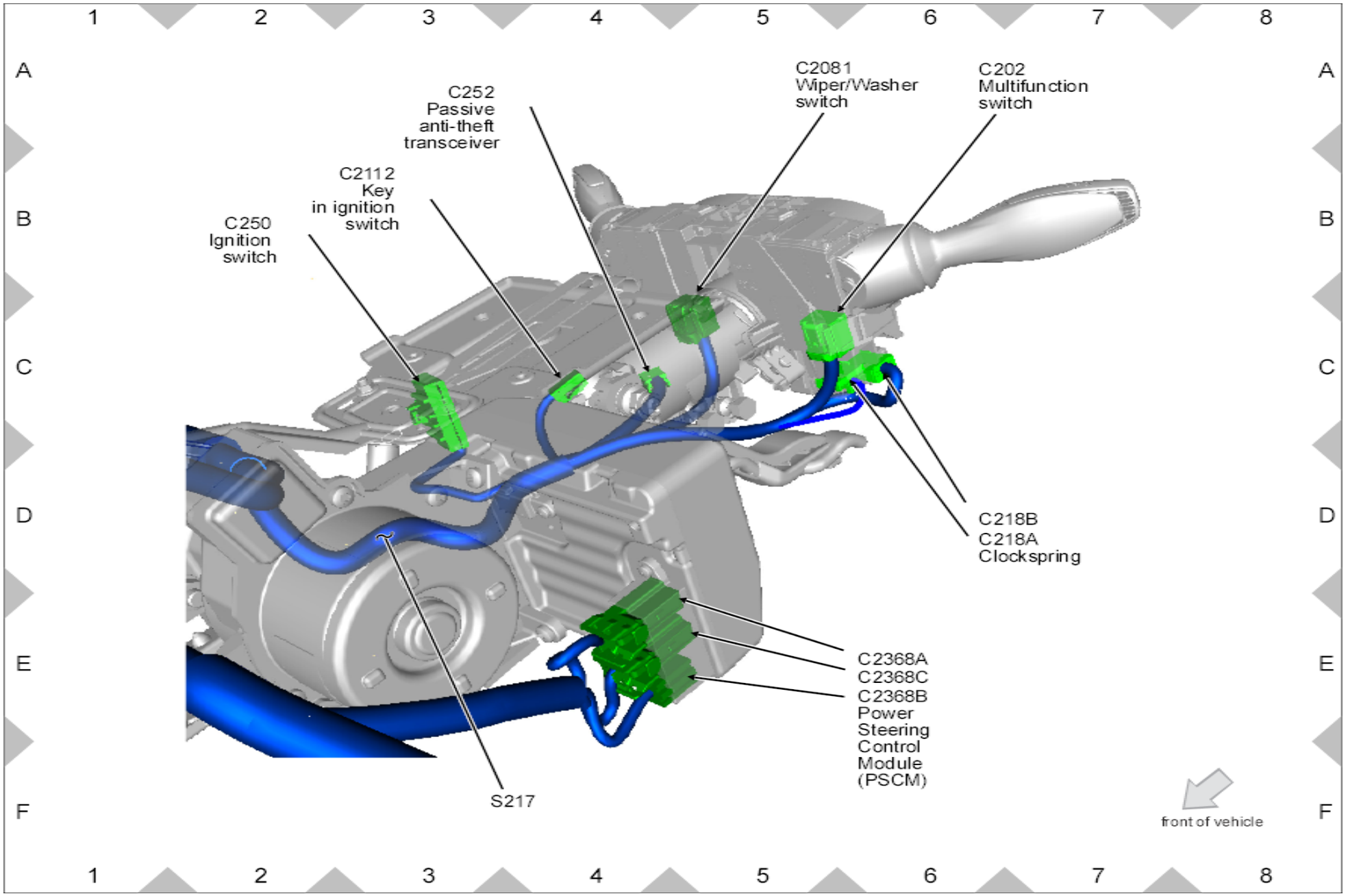
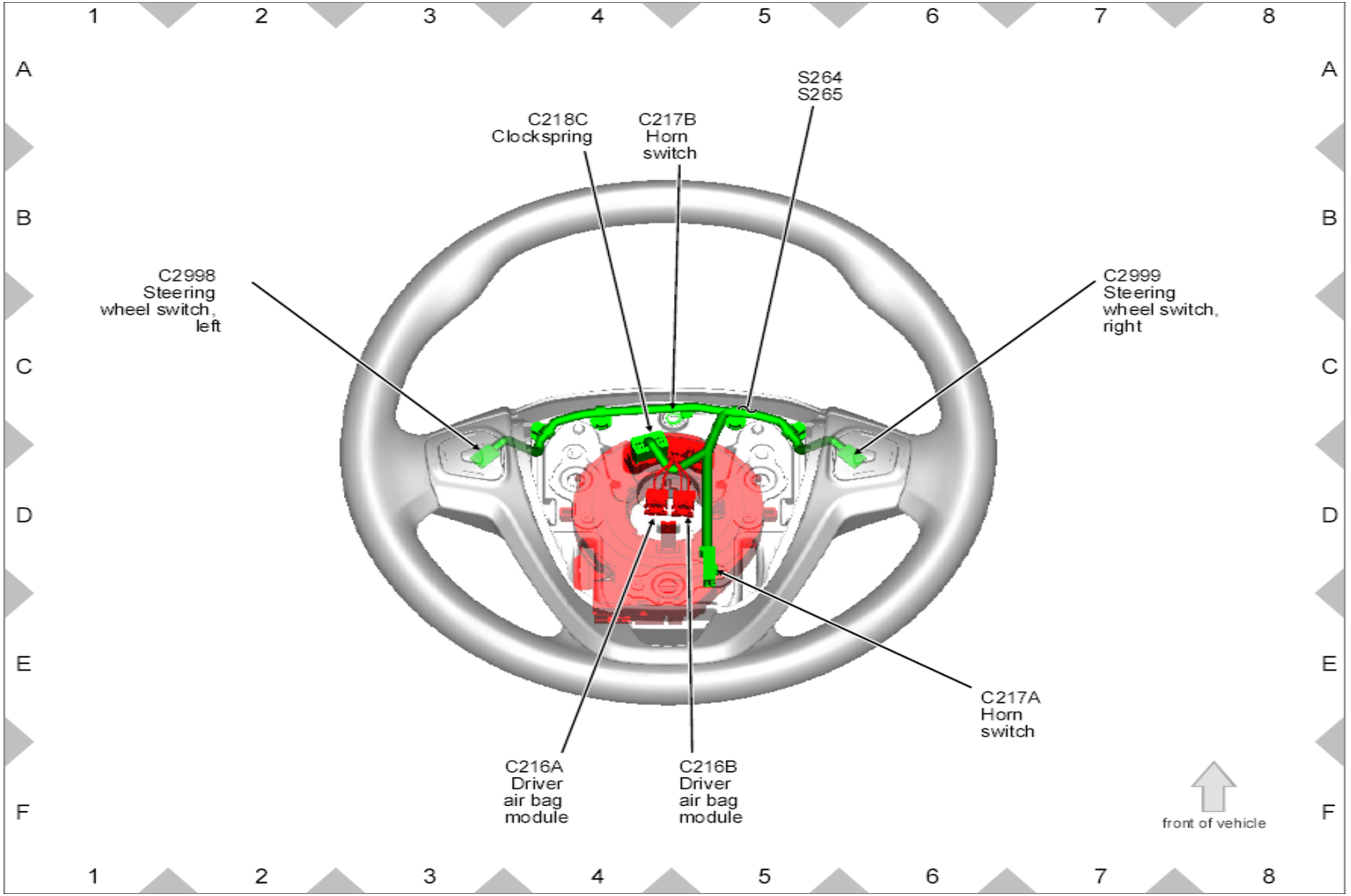
heated
seat/ambient
lighting switch
G300
C306
Parking
brake
switch
C310A
Restraints
Control
Module
(RCM)
S226
(late production)
front of vehicle


C2081
Wiper/Washer
switch
C202
Multifunction
switch
C252
Passive
anti-theft
transceiver
C2112
Key
in ignition
switch
C250
Ignition
switch
C218B
C218A
Clockspring
C2368A
C2368C
C2368B
Power
Steering
Control
Module
(PSCM)
S217
front of vehicle


1
2
3
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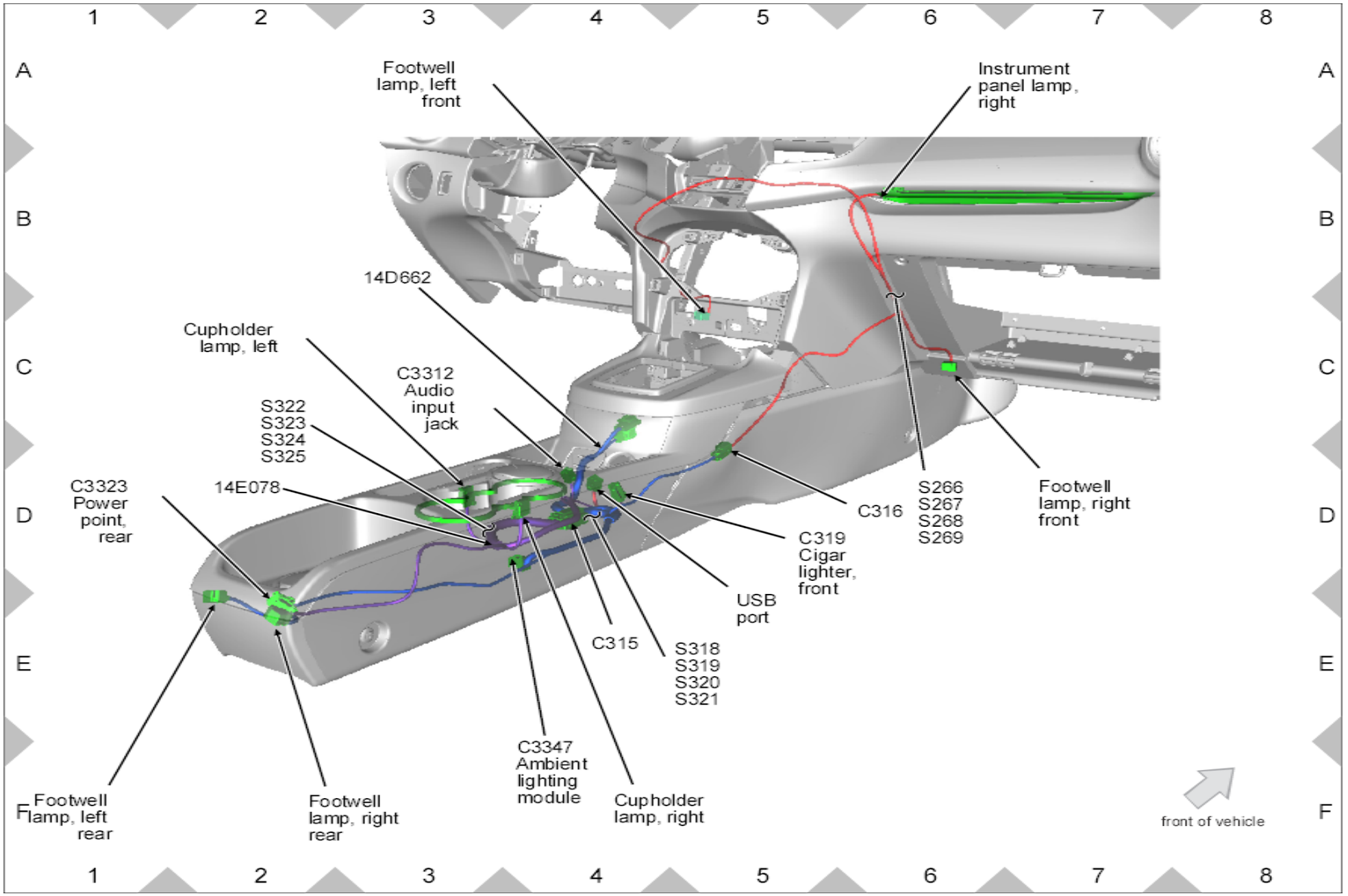
5
6
7
8
A
B
C
D
E
F
S264
S265
C218C
Clockspring
C217B
Horn
switch
C2998
Steering
wheel switch,
left
C2999
Steering
wheel switch,
right
C217A
Horn
switch
C216A
Driver
air bag
module
C216B
Driver
air bag
module
front of vehicle


1
2
3
4
5
6
7
8
A
B
C
D
E
F
Footwell lamp, left front
Instrument panel lamp, right
14D662
Cupholder lamp, left
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C3323 Power point, rear
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S268
S269
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USB port
C315
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S319
S320
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C3347 Ambient lighting module
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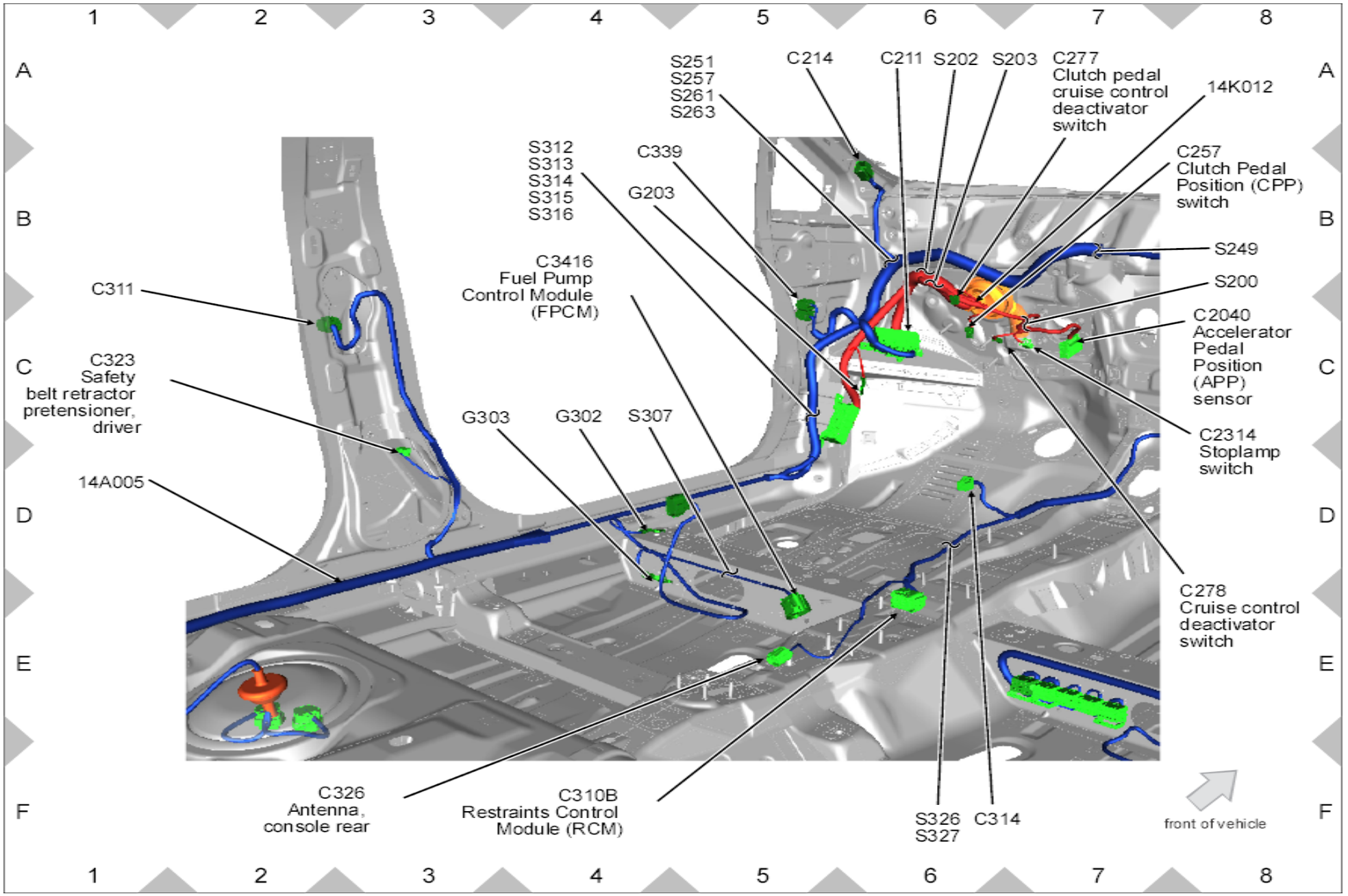
Footwell lamp, left rear
Footwell lamp, right rear
front of vehicle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A
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C
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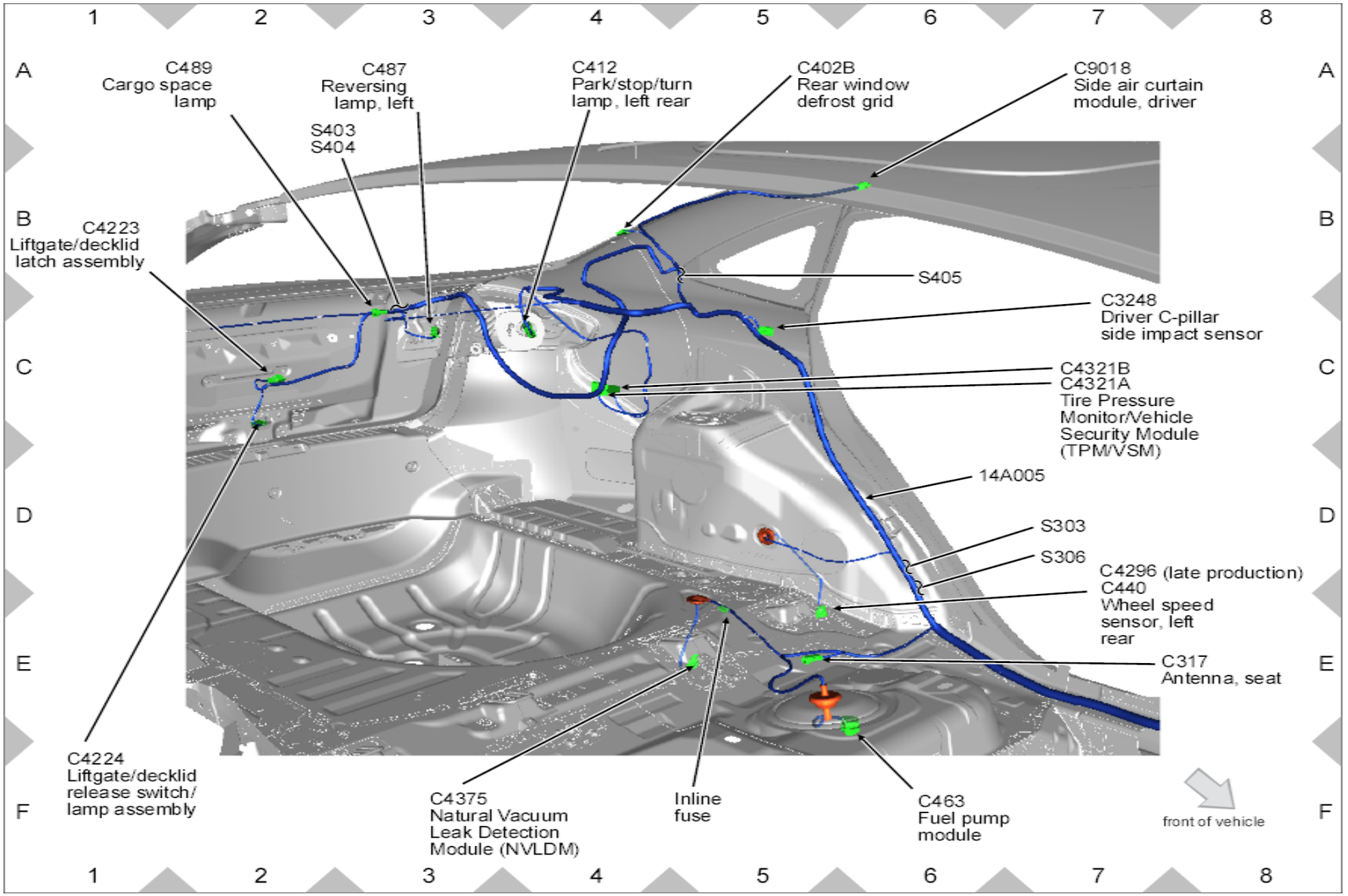
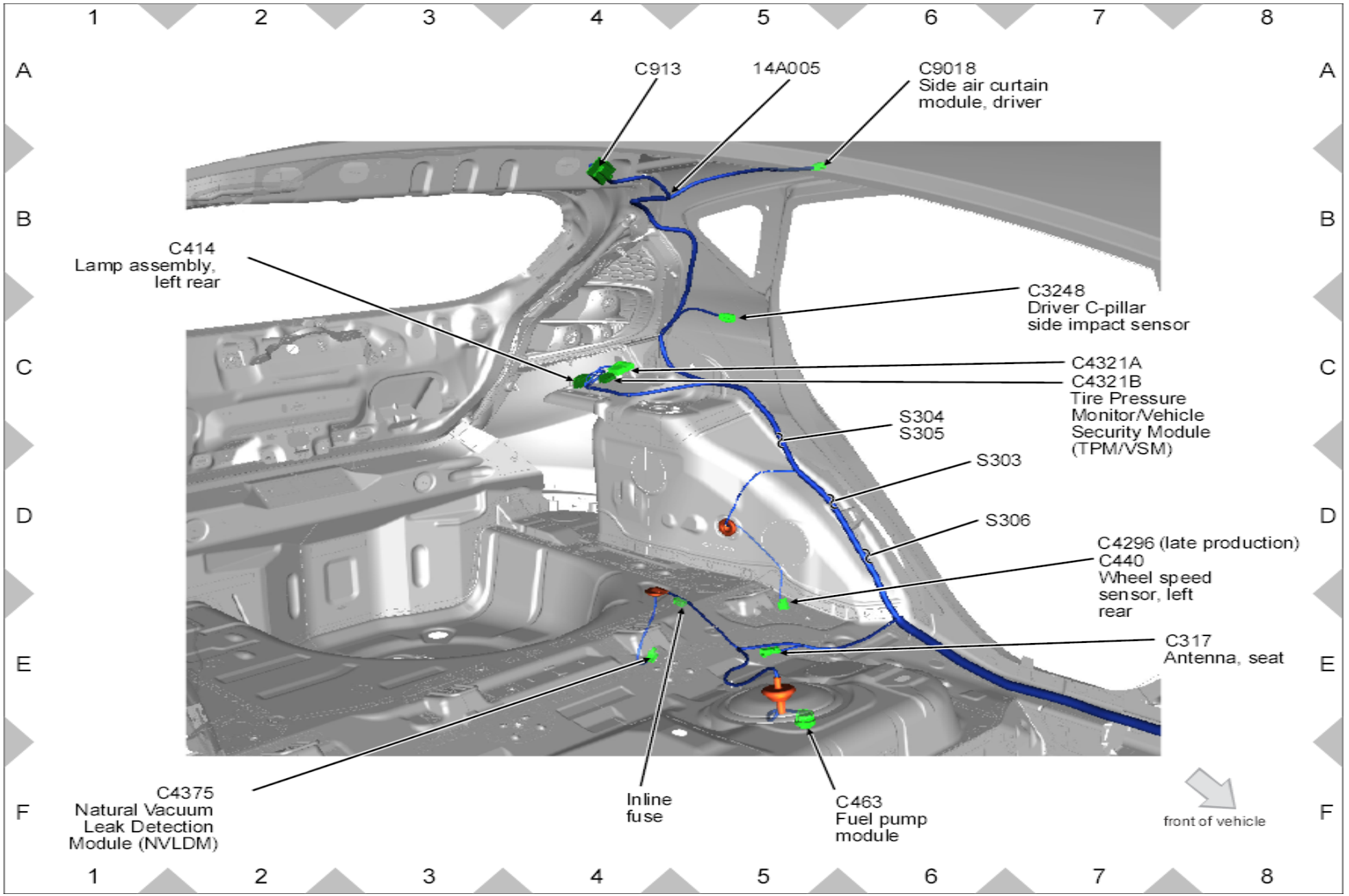
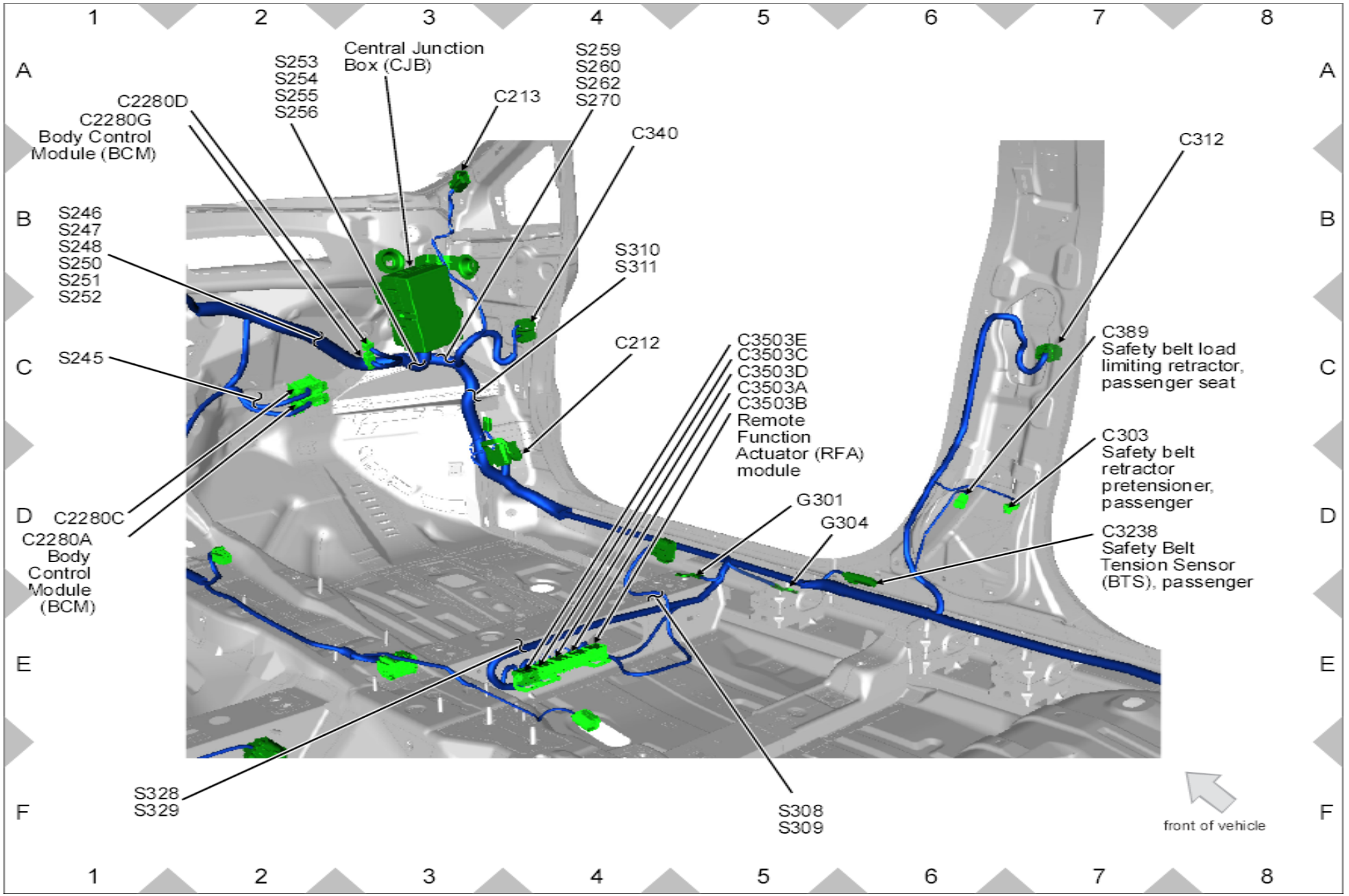
F
S251
S257
S261
S263
C214
C211
S202
S203
C277
Clutch pedal
cruise control
deactivator
switch
14K012
C257
Clutch Pedal
Position (CPP)
switch
S312
S313
S314
S315
S316
C339
G203
S249
S200
C2040
Accelerator
Pedal
Position
(APP)
sensor
C3416
Fuel Pump
Control Module
(FPCM)
C311
C323
Safety
belt retractor
pretensioner,
driver
G303
G302
S307
C2314
Stoplamp
switch
14A005
C278
Cruise control
deactivator
switch
C326
Antenna,
console rear
C310B
Restraints Control
Module (RCM)
S326
S327
C314
front of vehicle


C489
Cargo space lamp
C487
Reversing lamp, left
S403
S404
C412
Park/stop/turn lamp, left rear
C402B
Rear window defrost grid
C9018
Side air curtain module, driver
C4223
Liftgate/decklid latch assembly
S405
C3248
Driver C-pillar side impact sensor
C4321B
C4321A
Tire Pressure Monitor/Vehicle Security Module (TPM/VSM)
14A005
S303
S306
C4296 (late production)
C440
Wheel speed sensor, left rear
C317
Antenna, seat
C4224
Liftgate/decklid release switch/ lamp assembly
C4375
Natural Vacuum Leak Detection Module (NVLDM)
Inline fuse
C463
Fuel pump module
front of vehicle


C913
14A005
C9018
Side air curtain module, driver
C414
Lamp assembly, left rear
C3248
Driver C-pillar side impact sensor
C4321A
C4321B
Tire Pressure Monitor/Vehicle Security Module (TPM/VSM)
S304
S305
S303
S306
C4296 (late production)
C440
Wheel speed sensor, left rear
C317
Antenna, seat
C4375
Natural Vacuum Leak Detection Module (NVLDM)
Inline fuse
C463
Fuel pump module
front of vehicle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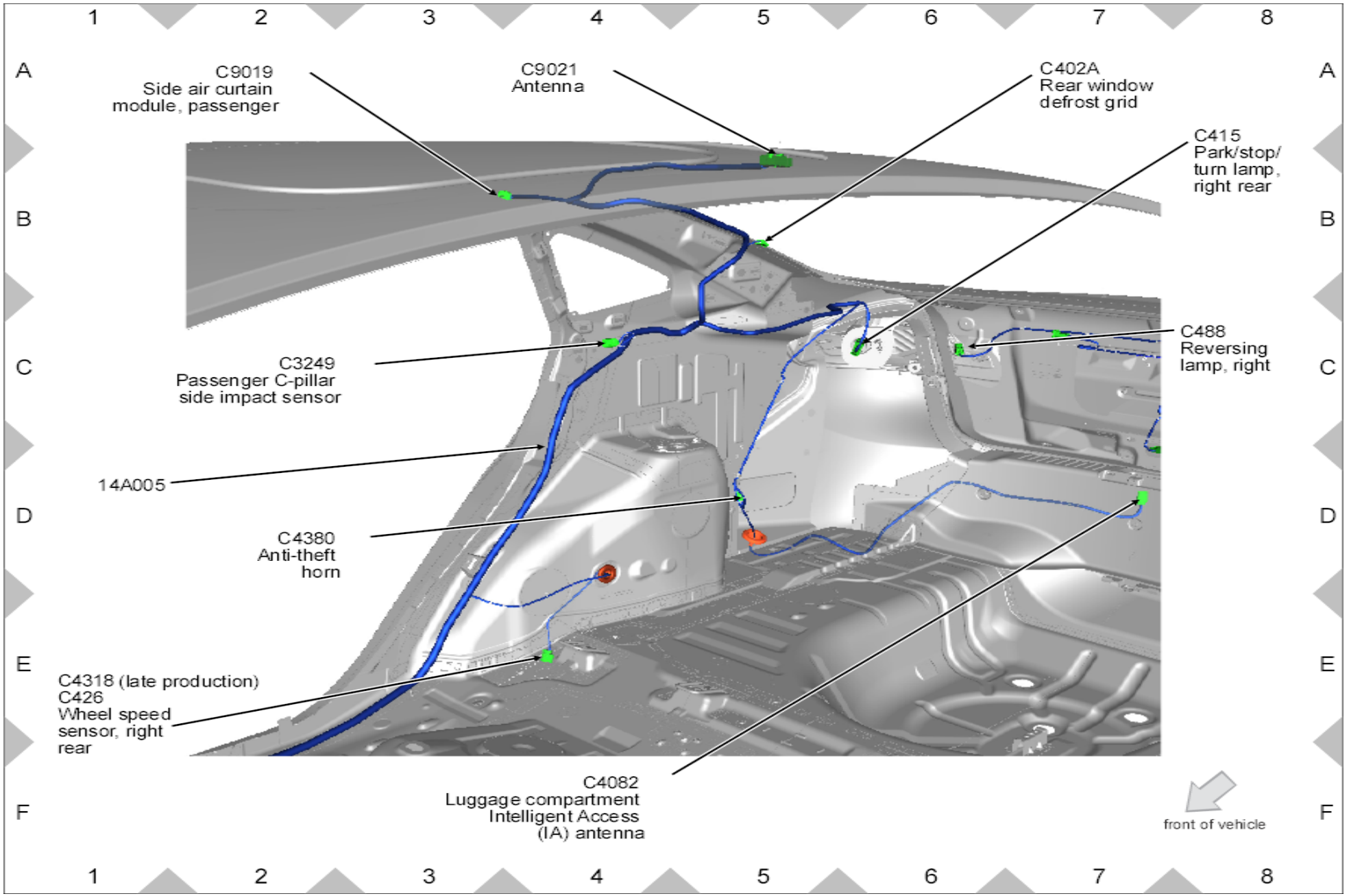
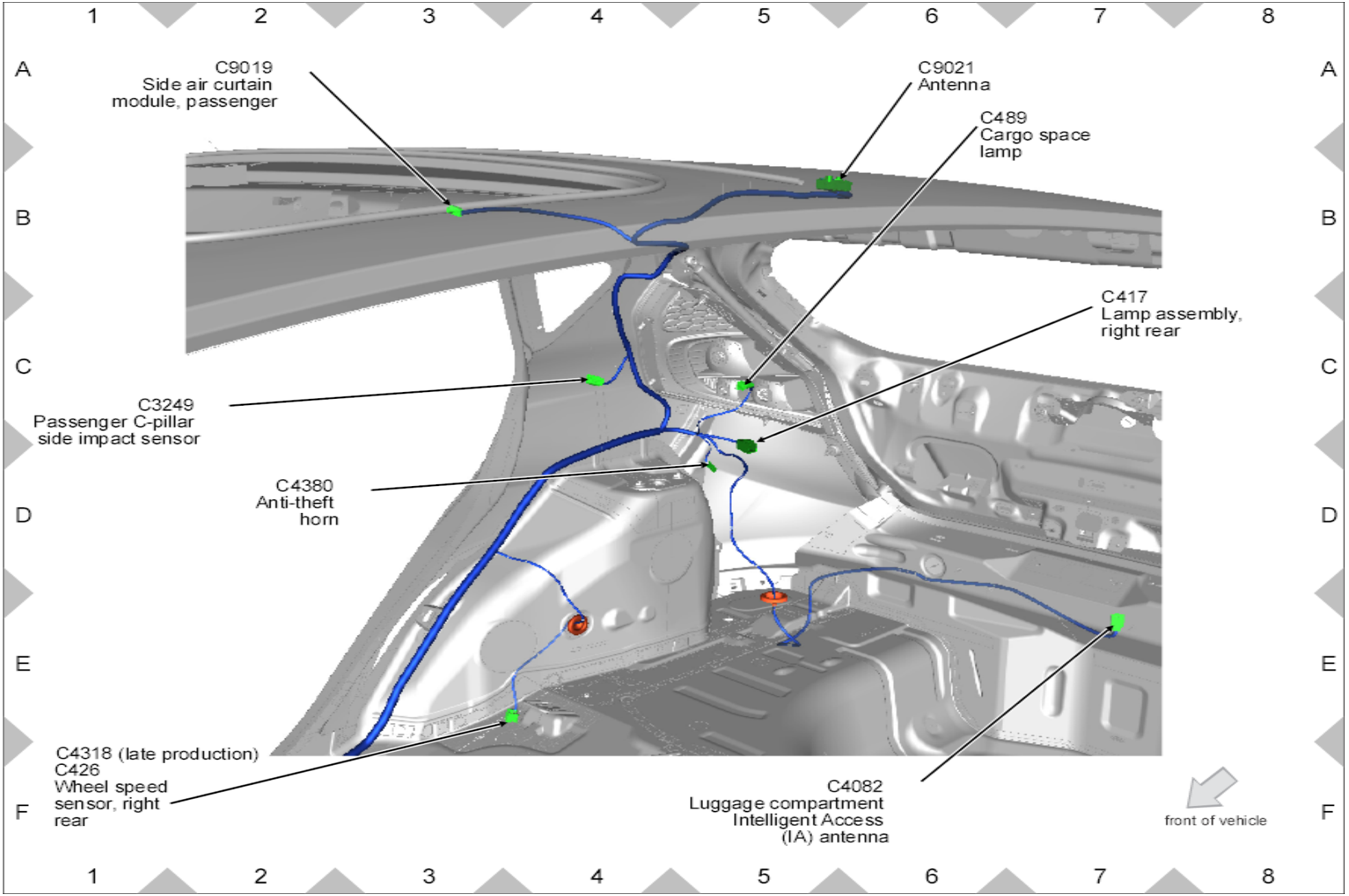
Central Junction Box (CJB)
S253
S254
S255
S256
S259
S260
S262
S270
C213
C340
C312
C2280D
C2280G
Body Control Module (BCM)
S246
S247
S248
S250
S251
S252
S310
S311
S245
C212
C3503E
C3503C
C3503D
C3503A
C3503B
Remote Function Actuator (RFA) module
C389
Safety belt load limiting retractor, passenger seat
C303
Safety belt retractor pretensioner, passenger
G301
G304
C3238
Safety Belt Tension Sensor (BTS), passenger
C2280C
C2280A
Body Control Module (BCM)
S328
S329
S308
S309
front of vehicle


C9019
Side air curtain module, passenger
C9021
Antenna
C402A
Rear window defrost grid
C415
Park/stop/ turn lamp, right rear
C488
Reversing lamp, right
C3249
Passenger C-pillar side impact sensor
14A005
C4380
Anti-theft horn
C4318 (late production)
C426
Wheel speed sensor, right rear
C4082
Luggage compartment Intelligent Access (IA) antenna
front of vehicle


1
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A
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C
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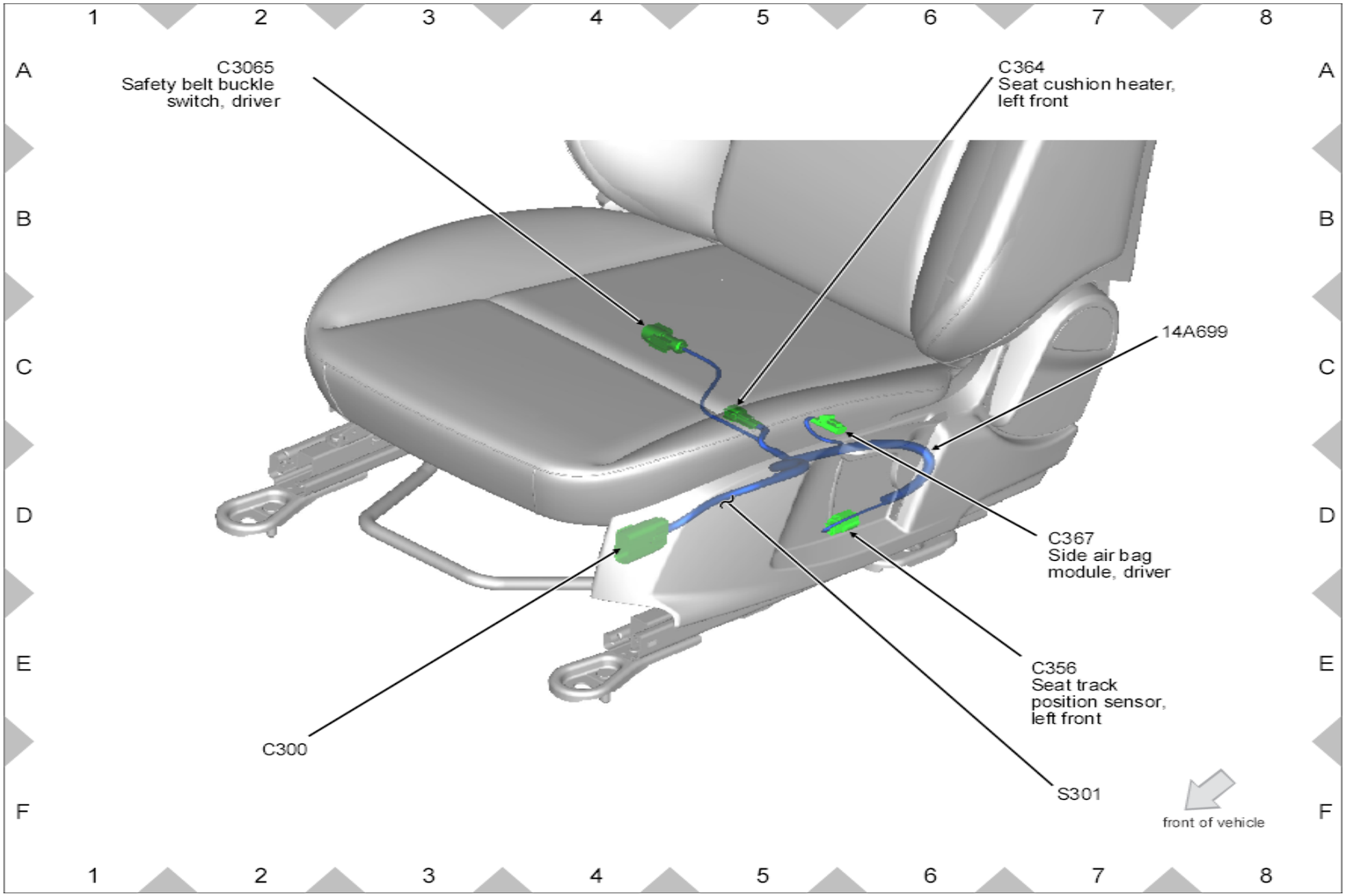
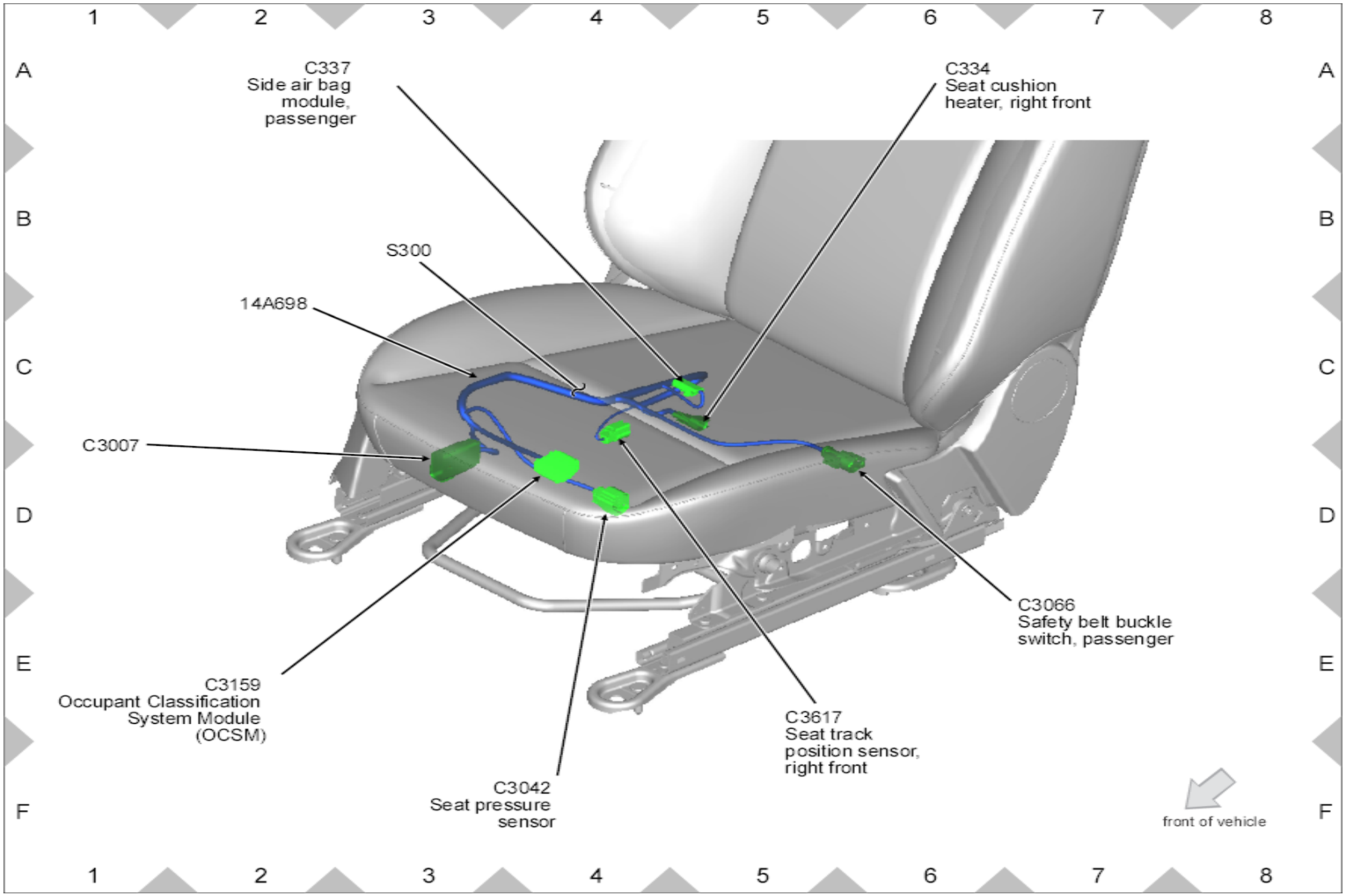
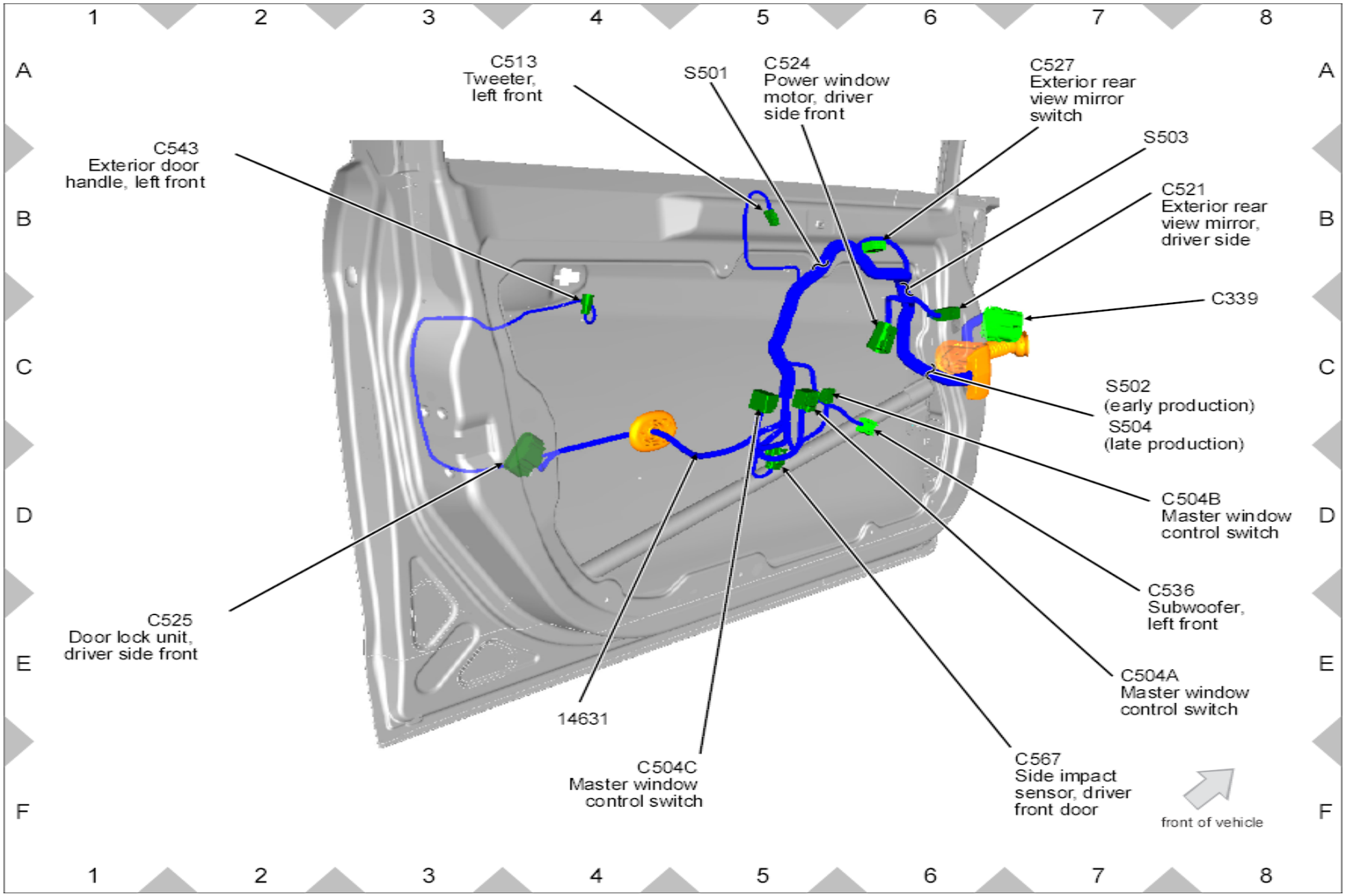
E
F
C9019
Side air curtain module, passenger
C9021
Antenna
C489
Cargo space lamp
C417
Lamp assembly, right rear
C3249
Passenger C-pillar side impact sensor
C4380
Anti-theft horn
C4318 (late production)
C426
Wheel speed sensor, right rear
C4082
Luggage compartment Intelligent Access (IA) antenna
front of vehicle


C3065
Safety belt buckle switch, driver
C364
Seat cushion heater, left front
14A699
C367
Side air bag module, driver
C356
Seat track position sensor, left front
C300
S301
front of vehicle


C337
Side air bag module, passenger
C334
Seat cushion heater, right front
S300
14A698
C3007
C3159
Occupant Classification System Module (OCSM)
C3042
Seat pressure sensor
C3617
Seat track position sensor, right front
C3066
Safety belt buckle switch, passenger
front of vehicle


1
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7
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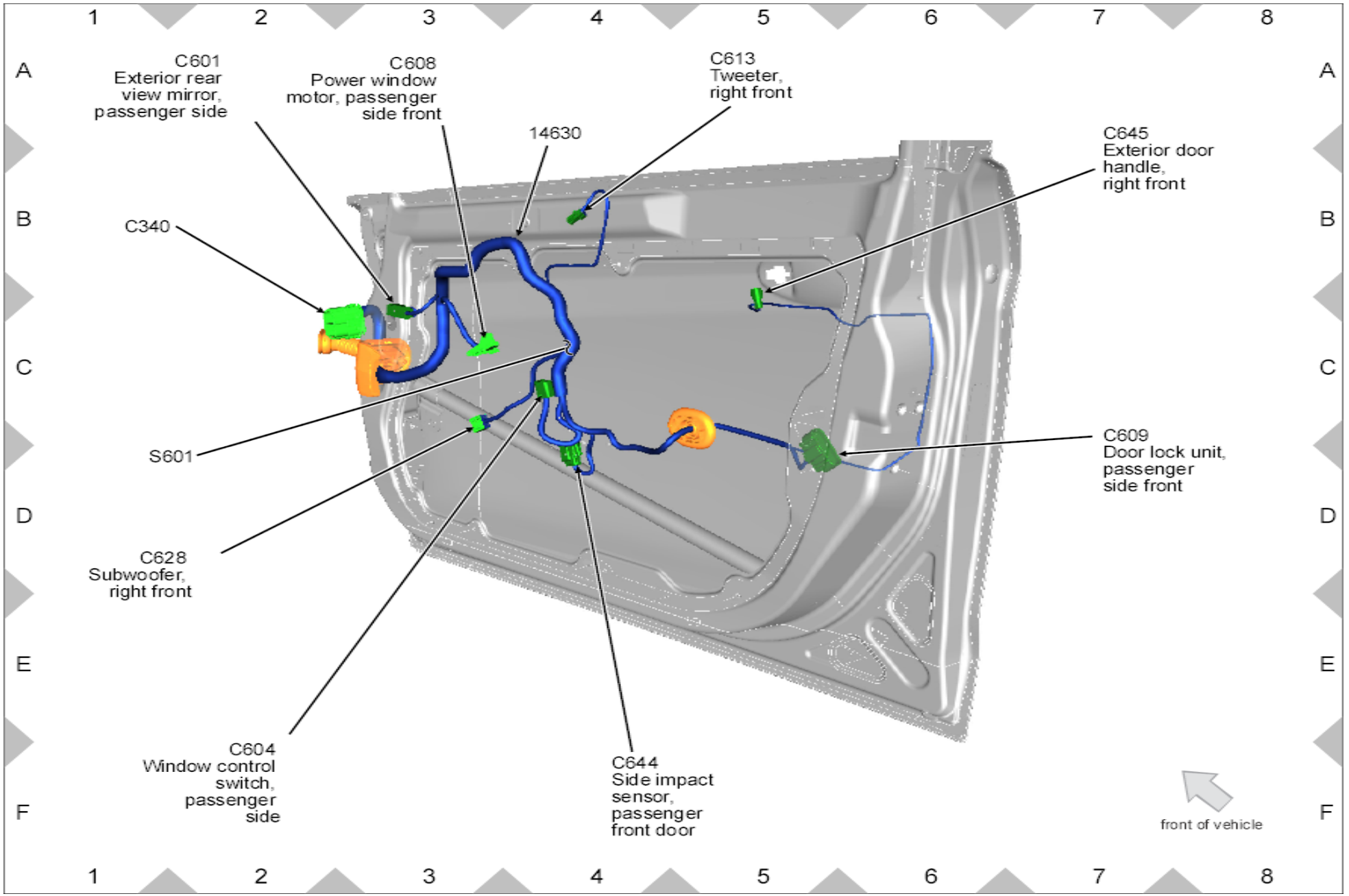
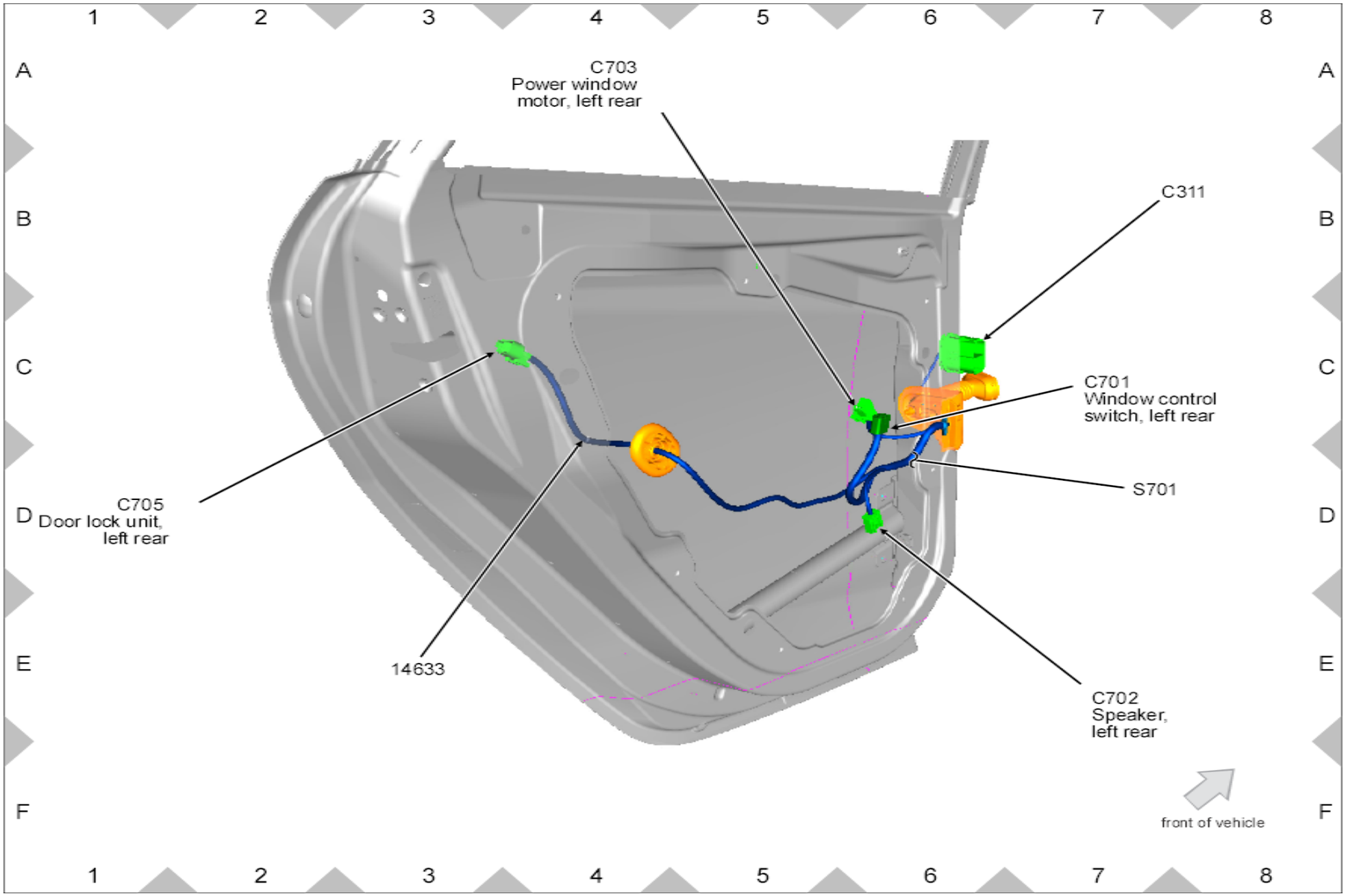
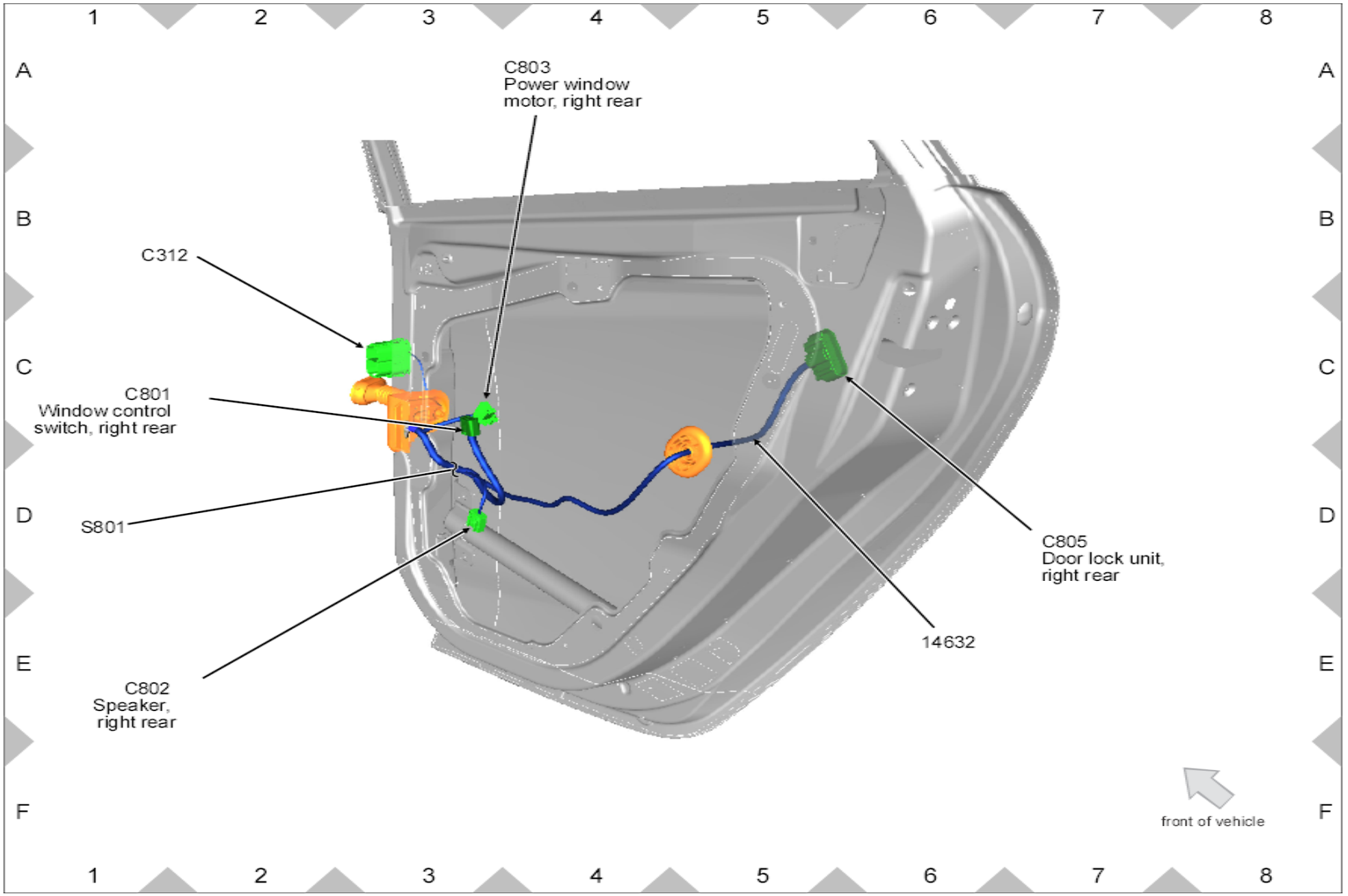
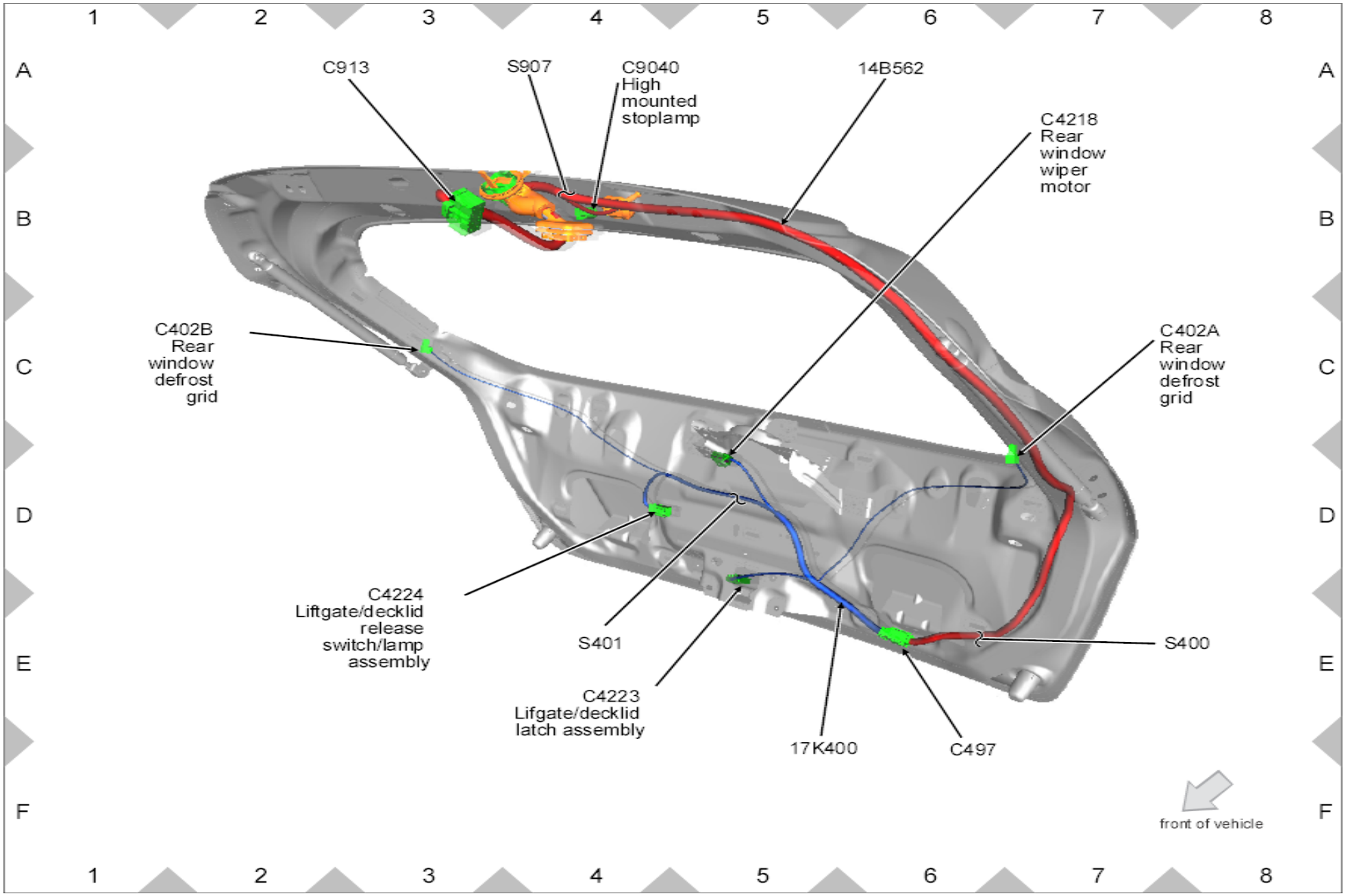
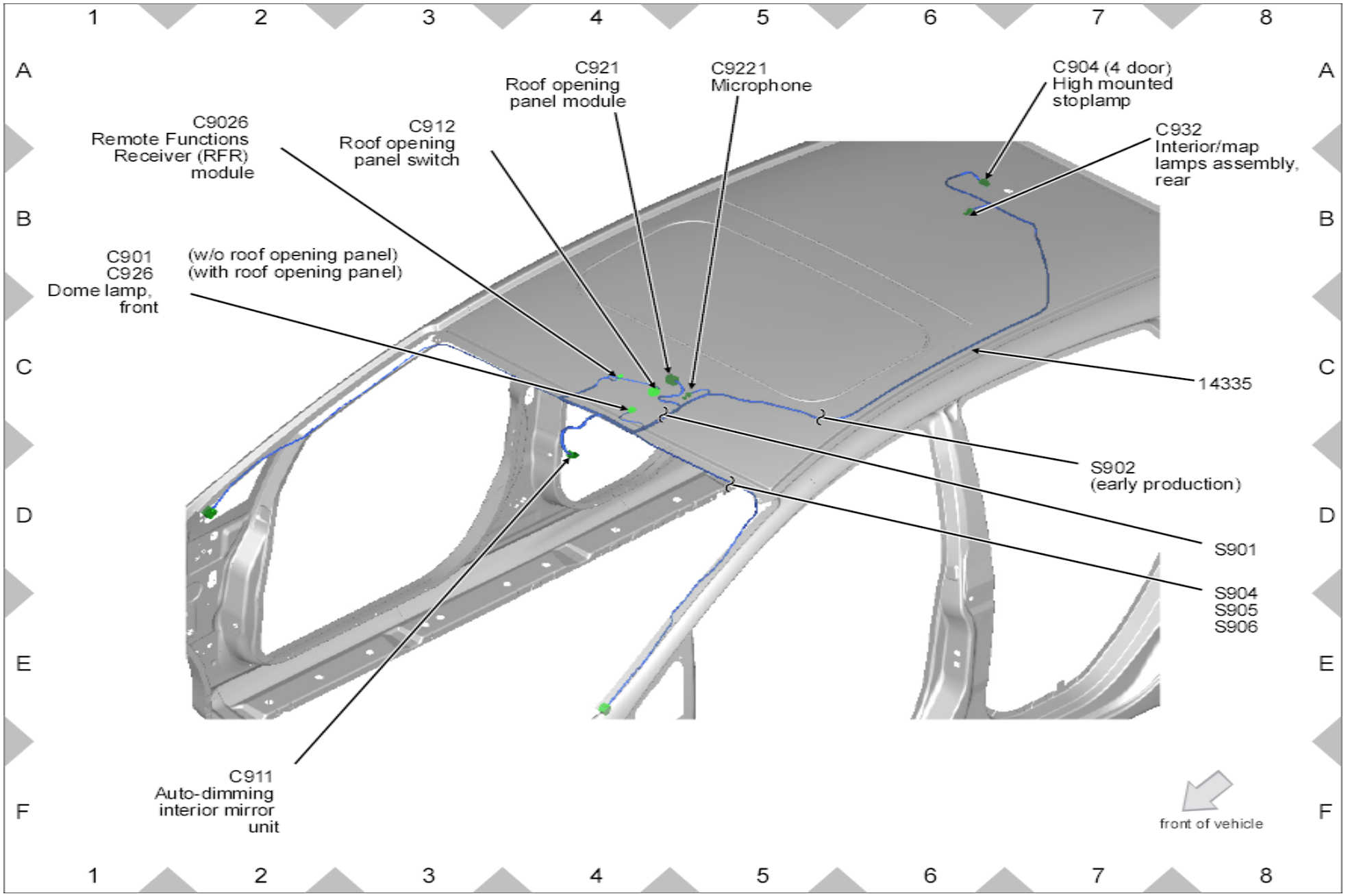
A
B
C
D
E
F
C513
Tweeter,
left front
S501
C524
Power window
motor, driver
side front
C527
Exterior rear
view mirror
switch
S503
C543
Exterior door
handle, left front
C521
Exterior rear
view mirror,
driver side
C339
S502
(early production)
S504
(late production)
C504B
Master window
control switch
C536
Subwoofer,
left front
C504A
Master window
control switch
C525
Door lock unit,
driver side front
14631
C504C
Master window
control switch
C567
Side impact
sensor, driver
front door
front of vehicle


C601
Exterior rear view mirror, passenger side
C608
Power window motor, passenger side front
14630
C613
Tweeter, right front
C645
Exterior door handle, right front
C340
S601
C609
Door lock unit, passenger side front
C628
Subwoofer, right front
C604
Window control switch, passenger side
C644
Side impact sensor, passenger front door
front of vehicle


C703
Power window
motor, left rear
C311
C701
Window control
switch, left rear
S701
C705
Door lock unit,
left rear
14633
C702
Speaker,
left rear
front of vehicle


C803
Power window
motor, right rear
C312
C801
Window control
switch, right rear
S801
C802
Speaker,
right rear
C805
Door lock unit,
right rear
14632
front of vehicle


C913
S907
C9040
High
mounted
stoplamp
14B562
C4218
Rear
window
wiper
motor
C402B
Rear
window
defrost
grid
C402A
Rear
window
defrost
grid
C4224
Liftgate/decklid
release
switch/lamp
assembly
S401
S400
C4223
Lifgate/decklid
latch assembly
17K400
C497
front of vehicle


C9026
Remote Functions Receiver (RFR) module
C912
Roof opening panel switch
C921
Roof opening panel module
C9221
Microphone
C904 (4 door)
High mounted stoplamp
C932
Interior/map lamps assembly, rear
C901
C926
Dome lamp, front
(w/o roof opening panel)
(with roof opening panel)
14335
S902
(early production)
S901
S904
S905
S906
C911
Auto-dimming interior mirror unit
front of vehicle

2011 Fiesta Location Index

Connectors

C100 (ATX) Engine, front lower right side	C101 Engine, lower LH front	C102A Engine, RH front	C102B Engine, RH front	C103 Engine, front RH side	C123 Engine, top front LH side
C124 Engine compartment, LH side rear, below master cylinder	C125 Engine compartment, LH side rear	C127 Front of engine compartment, behind radiator grille	C128 Engine, top front LH side	C131 Engine compartment, RH side, front	C132 Front LH side of engine compartment, behind radiator grille
C133 Engine compartment, LH side, front	C135 Engine compartment, RH side, rear	C137 Engine compartment, LH side, front	C142 Engine, LH lower rear	C143 Transmission, rear	C150 Engine compartment, LH side
C160 Engine compartment, RH side	C164 Transmission, rear	C167 Transmission, top	C169 (MTX) Transmission, lower LH front	C171 Engine, top left rear	C175B Engine compartment, LH side, mounted to battery box
C175E Engine compartment, LH side, mounted to battery box	C175T Engine compartment, LH side, mounted to battery box	C181 Engine, top RH side	C182 Engine, top middle	C183 Engine, top middle	C184 Engine, top left
C193 Transmission, rear	C197A Engine, LH side	C197B Engine, front LH side	C202 Steering column	C205 Behind dash panel, LH side	C210 Bottom, LH side A-pillar
C211 Under dash, LH side	C212 Bottom, RH side A-pillar	C213 RH A-pillar	C214 LH A-pillar	C216A Steering wheel	C216B Steering wheel
C217A Steering wheel	C217B Steering wheel	C218A Steering column	C218B Steering column	C218C Steering wheel	C220 Behind dash panel, LH side
C228A Behind dash panel, center	C228B Behind dash panel, center	C236 Behind dash panel, center	C240A Behind dash panel, center	C240B Behind dash panel, center	C250 Steering column
C251 Behind dash panel, LH side	C252 Steering column	C256A Behind dash panel, RH side	C256B Behind dash panel, RH side	C257 Under dash, LH side	C277 Under dash, LH side
C278 Under dash, LH side	C289 Behind dash panel, RH side	C293 Behind dash panel, lower RH side	C296 Behind dash panel, lower RH side	C300 Under driver seat	C303 RH B-pillar
C306 In center console	C310A Under center console	C310B Under center console	C311 LH B-pillar	C312 RH B-pillar	C313 In center console, front
C314 Center console	C315 In center console	C316 In center console, RH front	C317 (4-door) Under LH rear seat	C317 (5-door) Under LH rear seat	C319 In center console, front
C323 LH B-pillar	C325 In center	C326 Center console	C334 Under passenger	C337 Under passenger	C339 LH A-pillar

	console, front		seat	seat	
C340 RH A-pillar	C356 Under driver seat	C364 Under driver seat	C367 Under driver seat	C389 RH B-pillar	C402A (4-door) Vehicle rear, RH side
C402A (5-door) Vehicle rear, liftgate LH side	C402B (4-door) Vehicle rear, LH side	C402B (5-door) Vehicle rear, liftgate RH side	C412 (4-door) Vehicle rear, LH side	C414 (5-door) Vehicle rear, LH side	C415 (4-door) Vehicle rear, RH side
C417 (5-door) Vehicle rear, RH side	C426 (4-door) Vehicle underbody, RH rear	C426 (5-door) Vehicle underbody, RH rear	C440 (4-door) Vehicle underbody, LH rear	C440 (5-door) Vehicle underbody, LH rear	C463 (4-door) Vehicle underbody, top of fuel tank
C463 (5-door) Vehicle underbody, top of fuel tank	C487 (4-door) Vehicle rear, LH side	C488 (4-door) Vehicle rear, RH side	C489 (4-door) Vehicle rear, LH side	C489 (5-door) Cargo area RH side	C497 In liftgate, bottom
C504A Left front door	C504B Left front door	C504C Left front door	C513 Left front door	C521 Left front door	C524 Left front door
C525 Left front door	C527 Left front door	C536 Left front door	C543 Left front door	C567 Left front door	C601 Right front door
C604 Right front door	C608 Right front door	C609 Right front door	C613 Right front door	C628 Right front door	C644 Right front door
C645 Right front door	C701 Left rear door	C702 Left rear door	C703 Left rear door	C705 Left rear door	C801 Right rear door
C802 Right rear door	C803 Right rear door	C805 Right rear door	C901 In headliner	C904 (4 door) In headliner	C911 In headliner
C912 In headliner	C913 In headliner	C913 (5-door) In headliner	C921 In headliner	C926 In headliner	C932 In headliner
C1021 Engine compartment, LH side, front	C1023 Engine compartment, LH side, front	C1029 Engine, top front LH side	C1035 Engine compartment, LH side, front	C1041 Engine compartment, RH side, front	C1043 Engine compartment, RH side, front
C1048 Engine compartment, front LH side	C1064 Engine, top left rear	C1100A Engine compartment, LH side, front	C1100B Engine compartment, LH side, front	C1107 Engine compartment, rear	C1126 Engine compartment, RH side, front
C1127 Engine compartment, LH side, front	C1136 Engine, top left rear	C1181 (Late production) Engine, top RH side	C1182 (Late production) Engine, top middle	C1183 (Late production) Engine, top middle	C1184 (Late production) Engine, top left
C1260 (ATX) Engine compartment, front lower right side	C1315 (Late production) Engine compartment, LH side	C1316 (Late production) Engine compartment, RH side	C1366 Engine, top left	C1367 Engine, top left rear	C1445 Engine compartment, LH side, front
C1446 Engine compartment, RH side, front	C1449 Engine, top front LH side	C1451 Engine, top RH front	C1452 Engine, top RH rear	C1465 Front LH side of engine compartment, behind radiator grille	C1466 Front RH side of engine compartment, behind radiator
C1614 Engine, front RH side	C1615 Engine, top LH side	C1617A Engine compartment, LH	C1617B Engine compartment, LH	C1617C Engine compartment, LH	C1633 Transmission, top

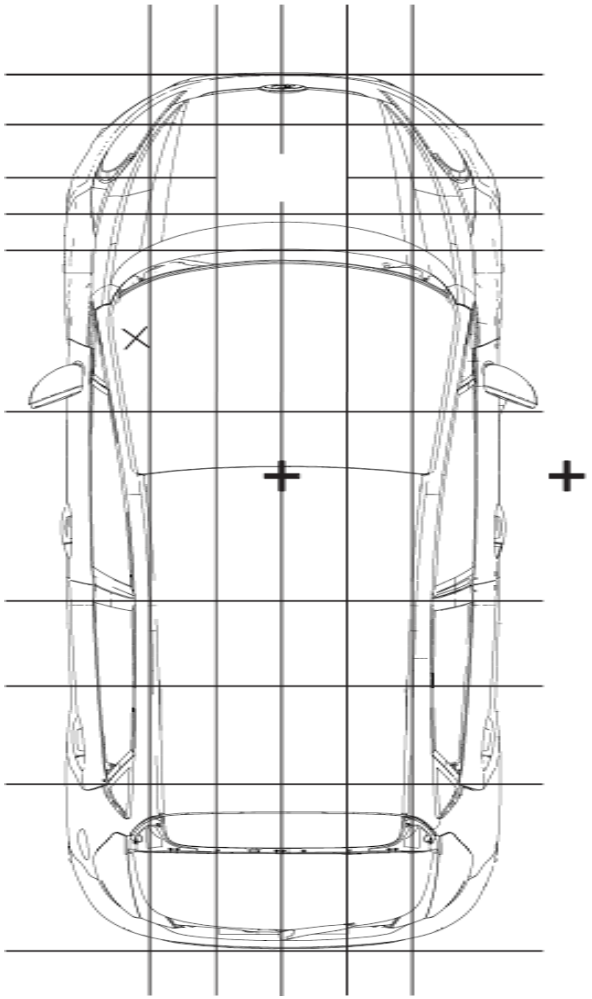
		side, attached to C1100A battery	side, attached to C1100A battery	side, attached to C1100A battery	
C1634 Transmission, lower front	C1750A Transmission, near LH fender	C1750B Transmission, near LH fender	C2004 Behind dash panel, center	C2040 Under dash, LH side	C2081 Steering column
C2092 Behind dash panel, RH side	C2112 Steering column	C2123 Behind dash panel, center	C2195 Behind dash panel, LH side	C2280A Under dash panel, RH side	C2280B Under dash panel, RH side
C2280C Under dash panel, RH side	C2280D Under dash panel, RH side	C2280E Under dash panel, RH side	C2280F Under dash panel, RH side	C2280G Under dash panel, RH side	C2286 Behind dash panel, center
C2298 Behind dash panel, LH side	C2314 Under dash, LH side	C2368A Steering column, LH side	C2368B Steering column, LH side	C2368C Steering column, LH side	C2383 Behind dash panel, RH side
C2398 Behind dash panel, center	C2400 Behind dash panel, center	C2401 Behind dash panel, center	C2402 Behind dash panel, center	C2432 Behind dash panel, LH side	C2998 LH side of steering wheel
C2999 RH side of steering wheel	C3007 Under passenger seat	C3042 Under passenger seat	C3065 Under driver seat	C3066 Under passenger seat	C3159 Under passenger seat
C3238 RH B-pillar	C3245 In center console	C3248 (4-door) LH C-pillar	C3248 (5-door) LH C-pillar	C3249 (4-door) RH C-pillar	C3249 (5-door) RH C-pillar
C3312 In center console, front	C3323 In center console, rear	C3347 In center console	C3416 Under driver seat	C3503A Under passenger seat	C3503B Under passenger seat
C3503C Under passenger seat	C3503D Under passenger seat	C3503E Under passenger seat	C3617 Under passenger seat	C4082 (4-door) Vehicle rear	C4082 (5-door) Vehicle rear
C4218 (5-door) Vehicle rear, liftgate	C4223 (4-door) Vehicle rear	C4223 (5-door) Vehicle rear, liftgate	C4224 (4-door) Vehicle rear	C4224 (5-door) Vehicle rear, liftgate	C4296 (4-door) Vehicle underbody, LH rear
C4296 (5-door) Vehicle underbody, LH rear	C4296 (Late production) Vehicle underbody, LH rear	C4296 (Late production) Vehicle underbody, LH rear	C4318 (4-door) Vehicle underbody, RH rear	C4318 (5-door) Vehicle underbody, RH rear	C4318 (Late production) Vehicle underbody, RH rear
C4318 (Late production) Vehicle underbody, RH rear	C4321A (4-door) Vehicle rear, LH side	C4321A (5-door) Vehicle rear, LH side	C4321B (4-door) Vehicle rear, LH side	C4321B (5-door) Vehicle rear, LH side	C4375 (4-door) Vehicle underbody
C4375 (5-door) Vehicle underbody	C4380 (4-door) Vehicle rear, RH side	C4380 (5-door) Vehicle rear, RH side	C9018 (4-door) In headliner	C9018 (5-door) In headliner	C9019 (4-door) In headliner
C9019 (5-door) In headliner	C9021 (4-door) In headliner	C9021 (5-door) In headliner	C9026 In headliner	C9040 (5-door) In liftgate, top	C9221 In headliner

Vehicle Repair Location Codes

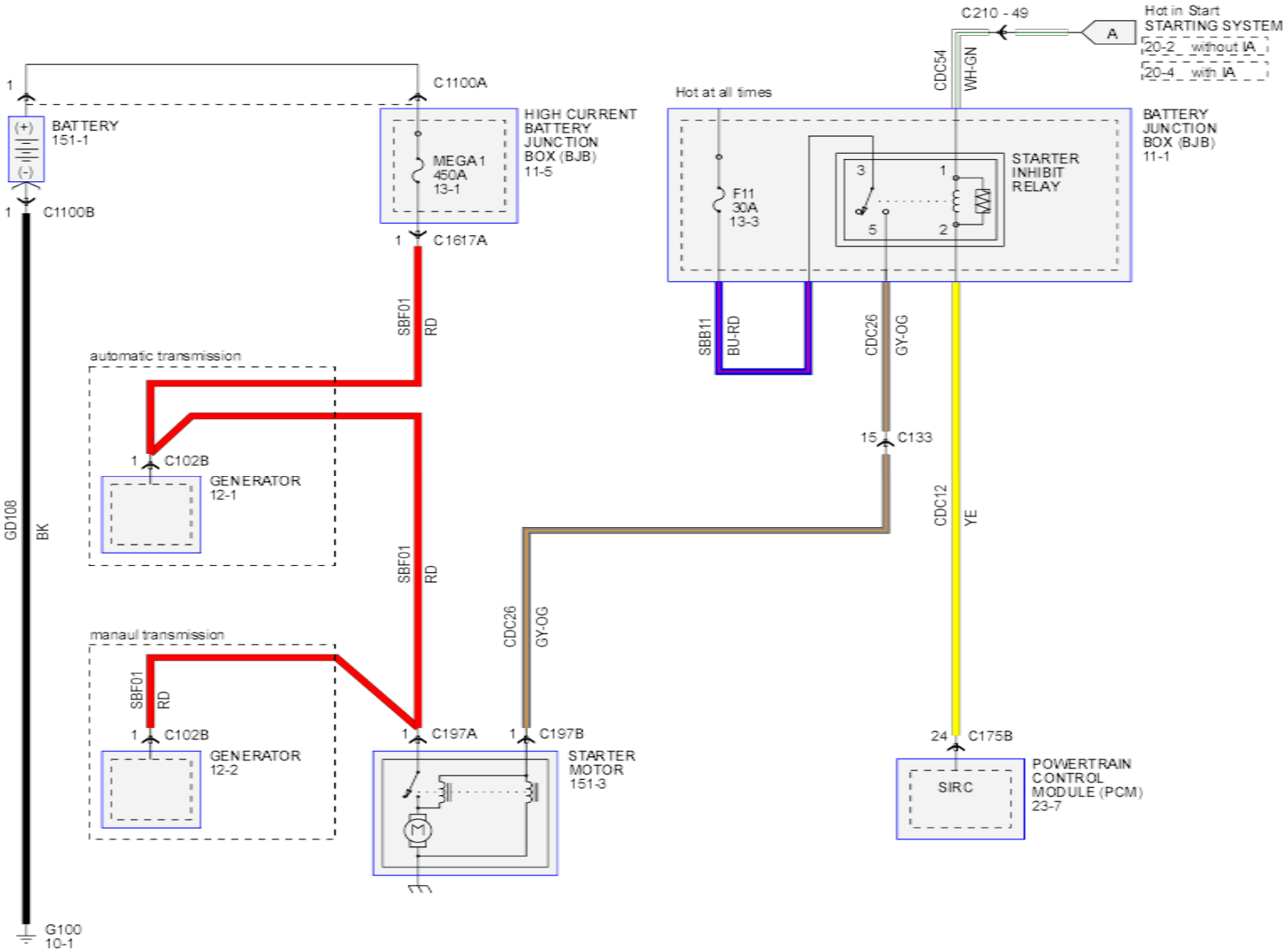
TO PINPOINT THE ACTUAL VEHICLE LOCATION OF A REPAIR, THE VEHICLE REPAIR LOCATION CODE IS REQUIRED.

For example, an "X" has been placed in the quadrant of the vehicle diagrams indicating the location of the repair. See diagrams.

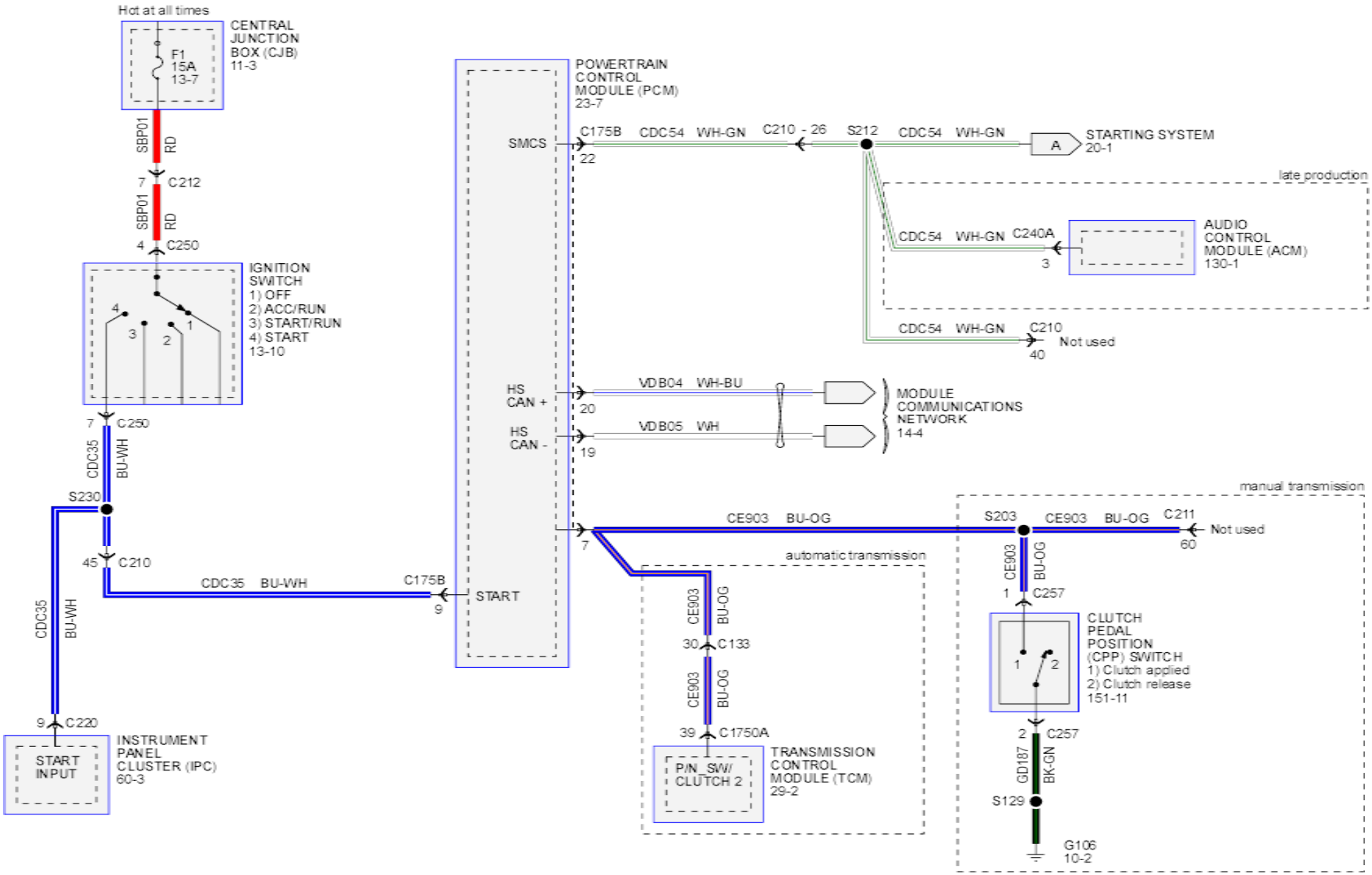
LOCATION CODE, FOR THE EXAMPLE A5/FU - (UNDER THE FLOOR OF DRIVER



OVER/UNDER DIRECTION


C210 - 49
A
Hot in Start
STARTING SYSTEM
20-2 without IA
20-4 with IA
CDC54
WH-GN
Hot at all times
BATTERY
JUNCTION
BOX (BJB)
11-1
STARTER
INHIBIT
RELAY
F11
30A
13-3
SBB11
BU-RD
CDC26
GY-OG
15 C133
CDC12
YE
24 C175B
SIRC
POWERTRAIN
CONTROL
MODULE (PCM)
23-7
1
C1100A
BATTERY
151-1
(+)
(-)
1 C1100B
GD108
BK
G100
10-1
HIGH CURRENT
BATTERY
JUNCTION
BOX (BJB)
11-5
MEGA1
450A
13-1
1 C1617A
SBF01
RD
automatic transmission
1 C102B
GENERATOR
12-1
manaul transmission
1 C102B
GENERATOR
12-2
1 C197A
1 C197B
STARTER
MOTOR
151-3

WITHOUT IA


Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F1 15A 13-7
SBP01 RD
7 C212
SBP01 RD
4 C250
IGNITION SWITCH 1) OFF 2) ACC/RUN 3) START/RUN 4) START 13-10
7 C250
CDC35 BU-WH
S230
45 C210
CDC35 BU-WH
CDC35 BU-WH
9 C220
START INPUT
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CDC35 BU-WH C175B
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START
HS CAN +
HS CAN -
C175B CDC54 WH-GN C210 - 26 S212 CDC54 WH-GN
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A
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CDC54 WH-GN C240A
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AUDIO CONTROL MODULE (ACM) 130-1
CDC54 WH-GN C210
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Not used
VDB04 WH-BU
20
VDB05 WH
19
MODULE COMMUNICATIONS NETWORK 14-4
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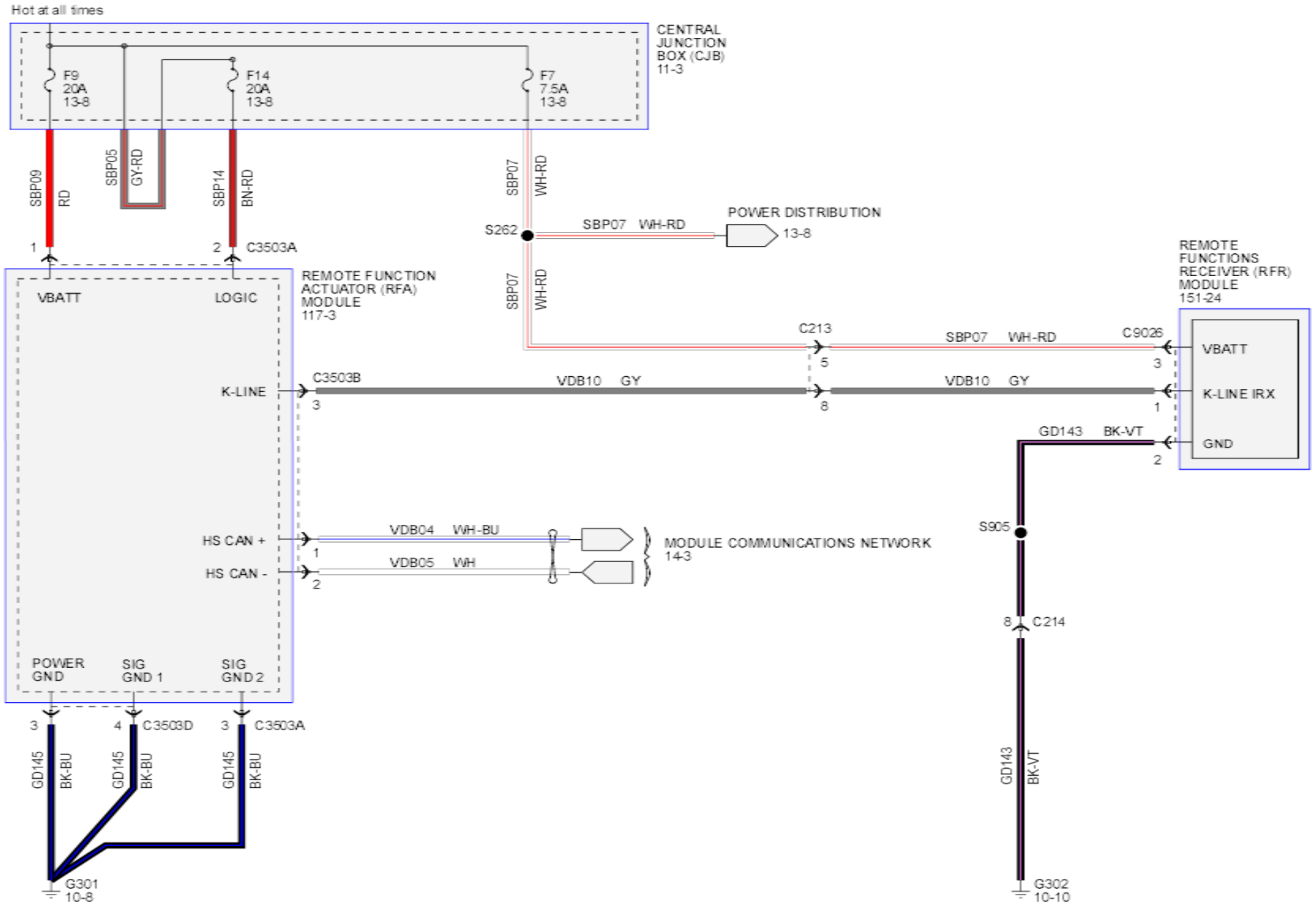
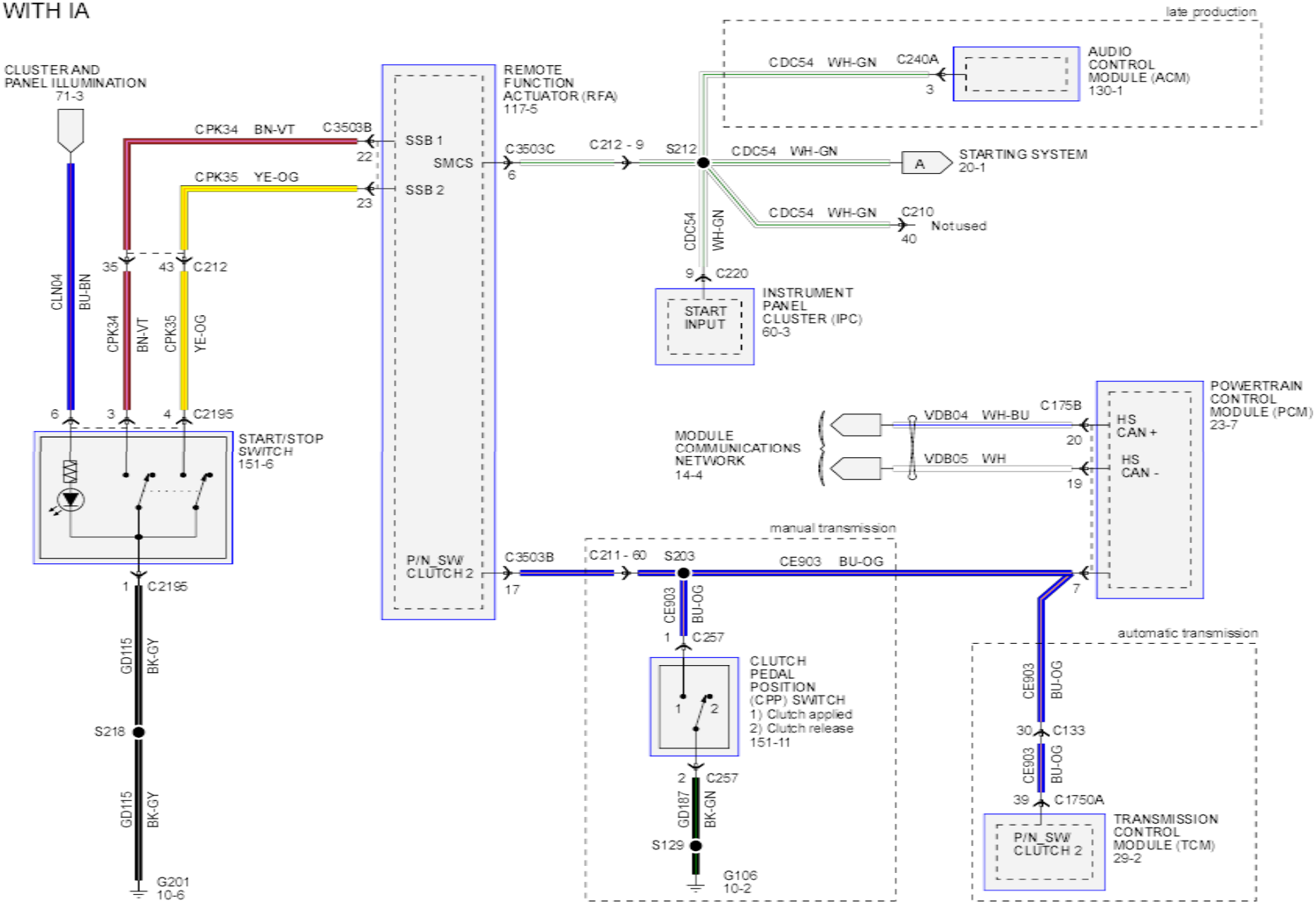
7
automatic transmission
CE903 BU-OG
30 C133
CE903 BU-OG
39 C1750A
P/N_SW/ CLUTCH 2
TRANSMISSION CONTROL MODULE (TCM) 29-2
manual transmission
S203 CE903 BU-OG C211
60
Not used
CE903 BU-OG
1 C257
CLUTCH PEDAL POSITION (CPP) SWITCH 1) Clutch applied 2) Clutch release 151-11
2 C257
GD187 BK-GN
S129
G106 10-2

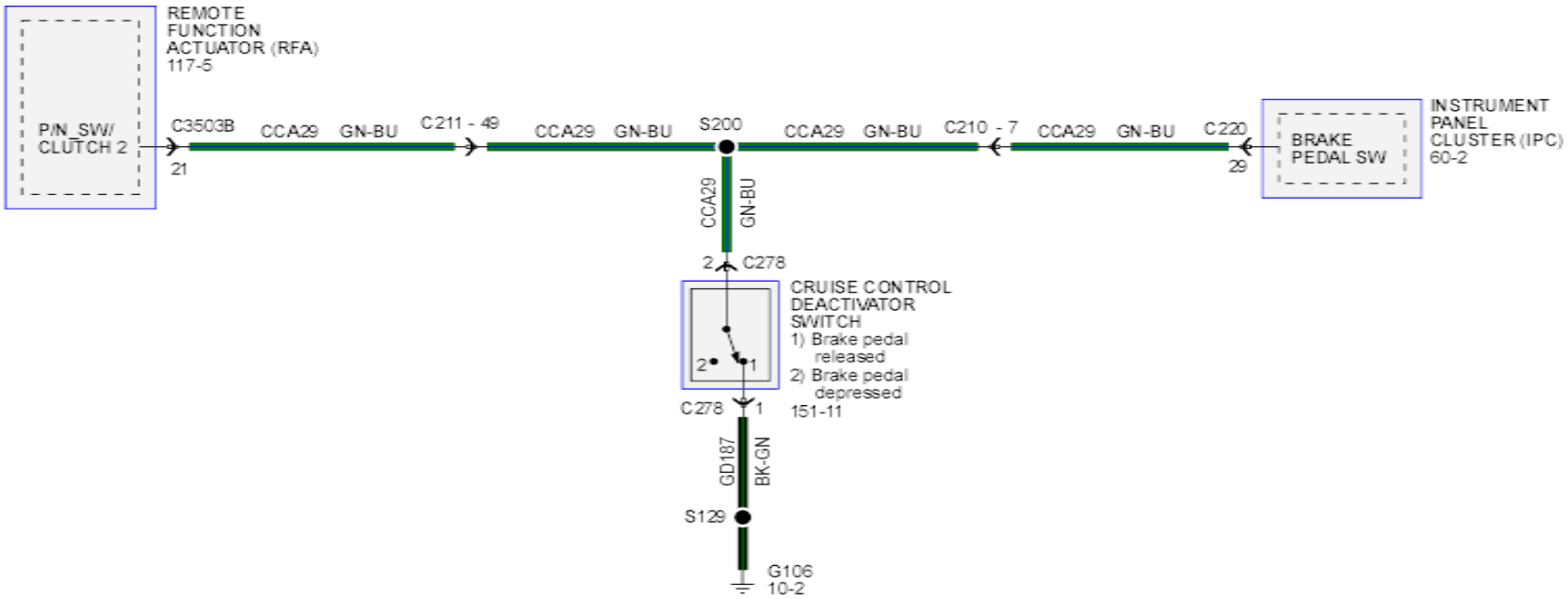
WITH IA

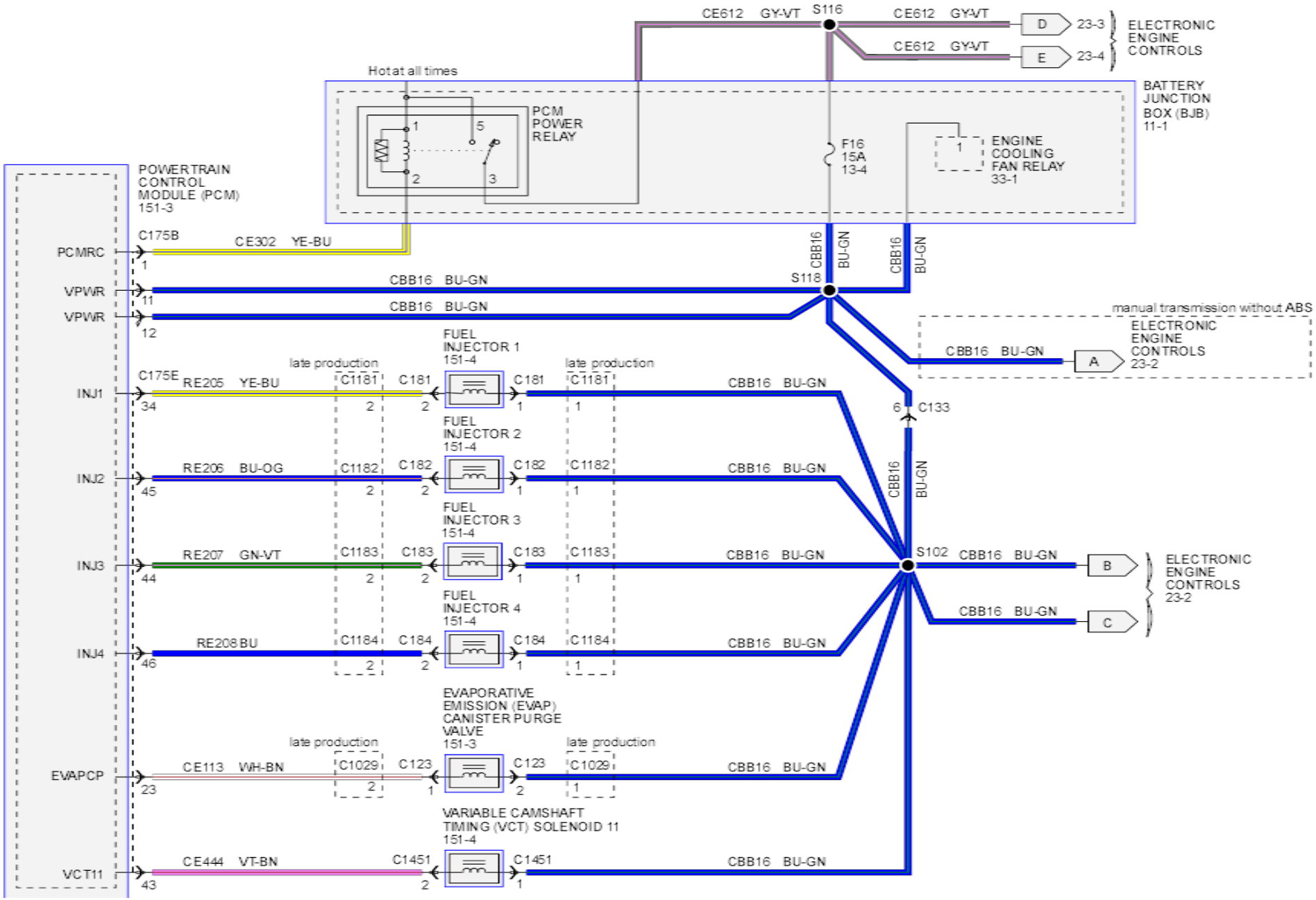

Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F9 20A 13-8
F14 20A 13-8
F7 7.5A 13-8
SBP09 RD
SBP05 GY-RD
SBP14 BN-RD
SBP07 WH-RD
S262
SBP07 WH-RD
POWER DISTRIBUTION 13-8
1
2 C3503A
REMOTE FUNCTION ACTUATOR (RFA) MODULE 117-3
VBATT
LOGIC
K-LINE
C3503B
3
VDB10 GY
C213
5
8
SBP07 WH-RD
C9026
3
REMOTE FUNCTIONS RECEIVER (RFR) MODULE 151-24
VBATT
K-LINE IRX
GND
1
GD143 BK-VT
2
HS CAN +
HS CAN -
VDB04 WH-BU
VDB05 WH
1
2
MODULE COMMUNICATIONS NETWORK 14-3
S905
8 C214
POWER GND
SIG GND 1
SIG GND 2
3
4 C3503D
3 C3503A
GD145 BK-BU
GD145 BK-BU
GD145 BK-BU
GD143 BK-VT
G301 10-8
G302 10-10

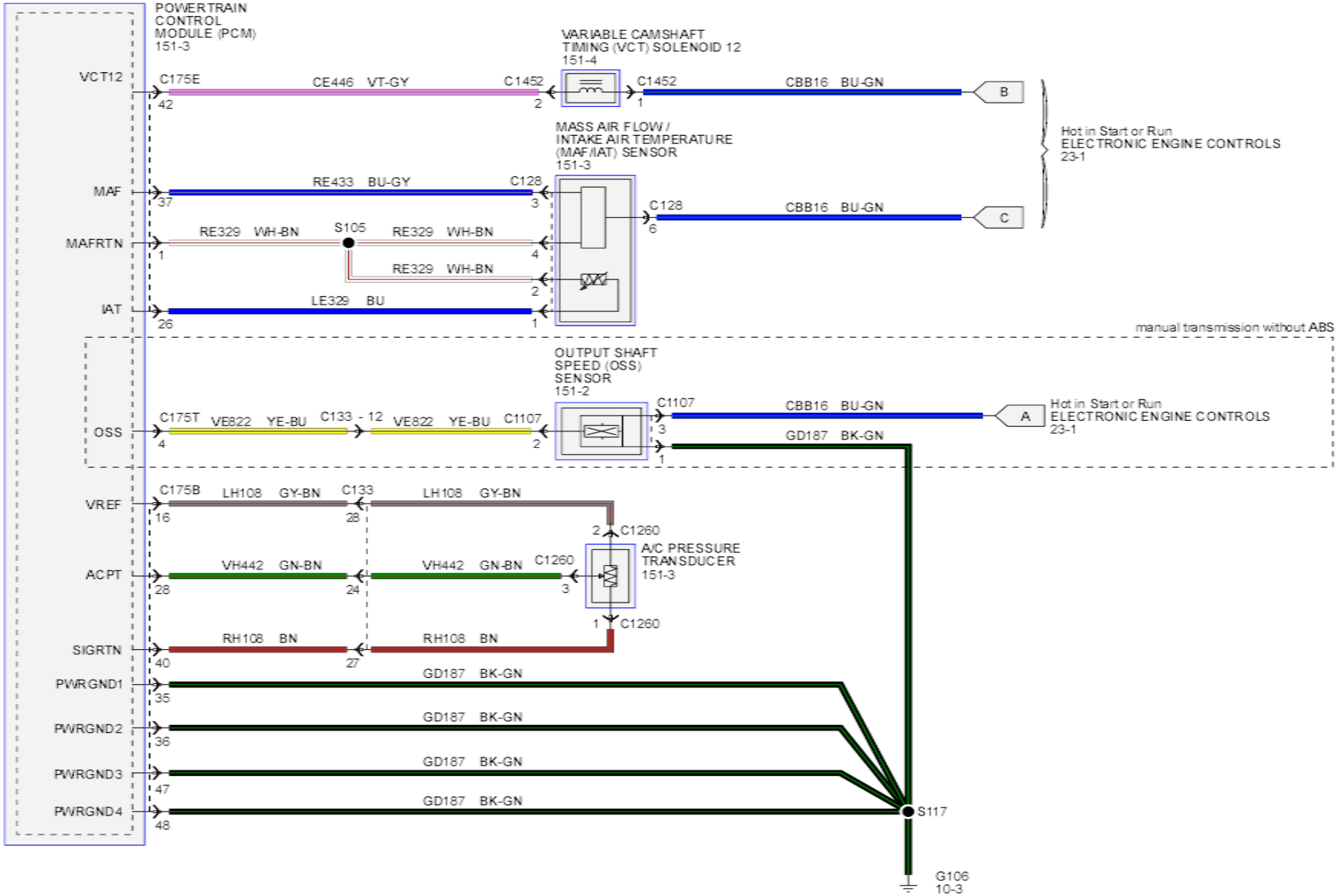
WITH IA

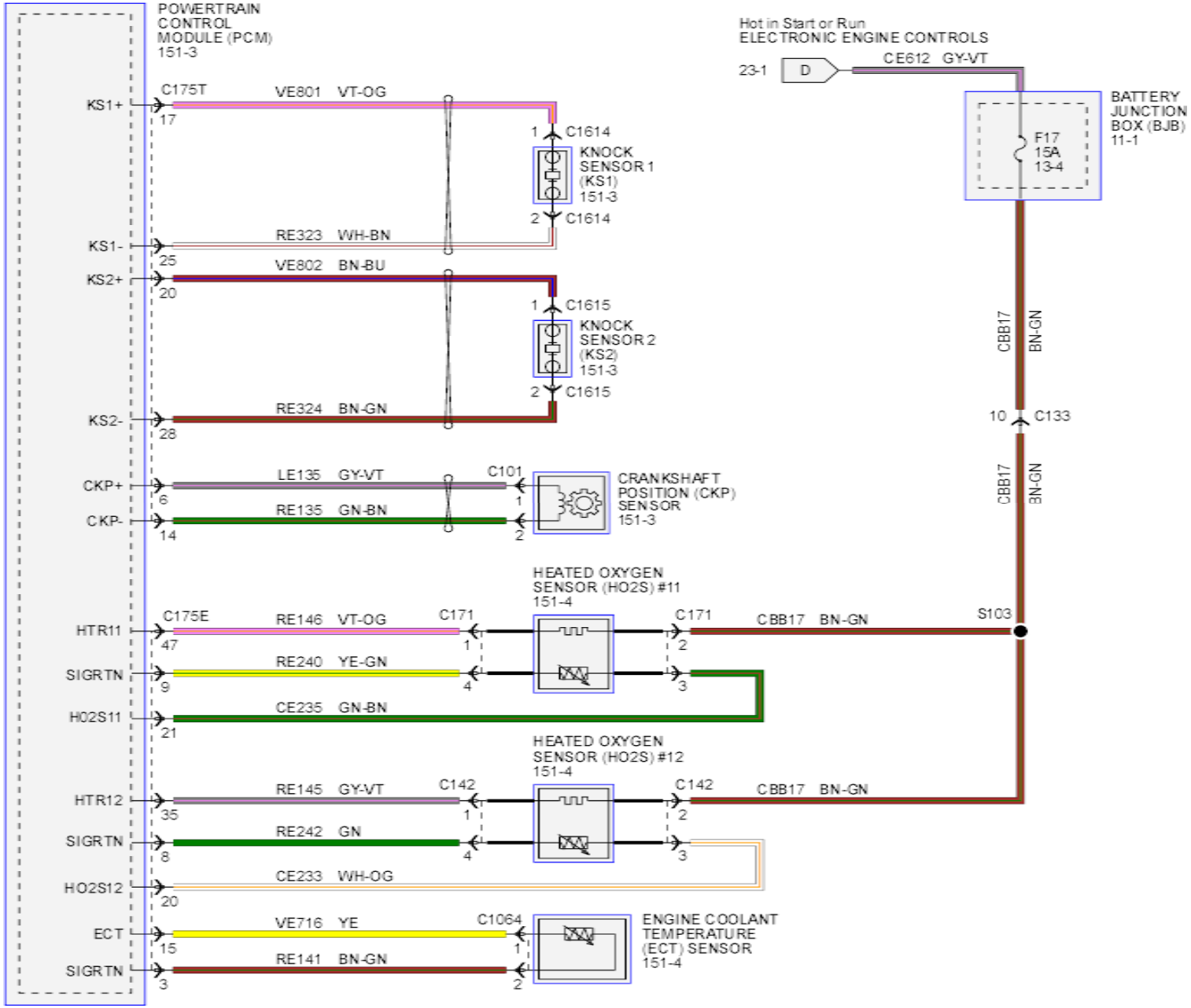

late production
CLUSTER AND PANEL ILLUMINATION 71-3
CLN04 BU-BN
CPK34 BN-VT
CPK35 YE-OG
C3503B
22
23
SSB 1
SMCS
SSB 2
REMOTE FUNCTION ACTUATOR (RFA) 117-5
C3503C
6
C212 - 9
S212
CDC54 WH-GN
C240A
3
AUDIO CONTROL MODULE (ACM) 130-1
A
STARTING SYSTEM 20-1
C210
40
Not used
9
C220
START INPUT
INSTRUMENT PANEL CLUSTER (IPC) 60-3
35
43
C212
6
3
4
C2195
START/STOP SWITCH 151-6
MODULE COMMUNICATIONS NETWORK 14-4
VDB04 WH-BU
VDB05 WH
C175B
20
19
HS CAN +
HS CAN -
POWERTRAIN CONTROL MODULE (PCM) 23-7
manual transmission
P/N_SW CLUTCH 2
C3503B
17
C211 - 60
S203
CE903 BU-OG
7
1
C257
CLUTCH PEDAL POSITION (CPP) SWITCH
1) Clutch applied
2) Clutch release
151-11
2
C257
GD187 BK-GN
S129
G106 10-2
automatic transmission
30
C133
39
C1750A
P/N_SW CLUTCH 2
TRANSMISSION CONTROL MODULE (TCM) 29-2
GD115 BK-GY
S218
G201 10-6

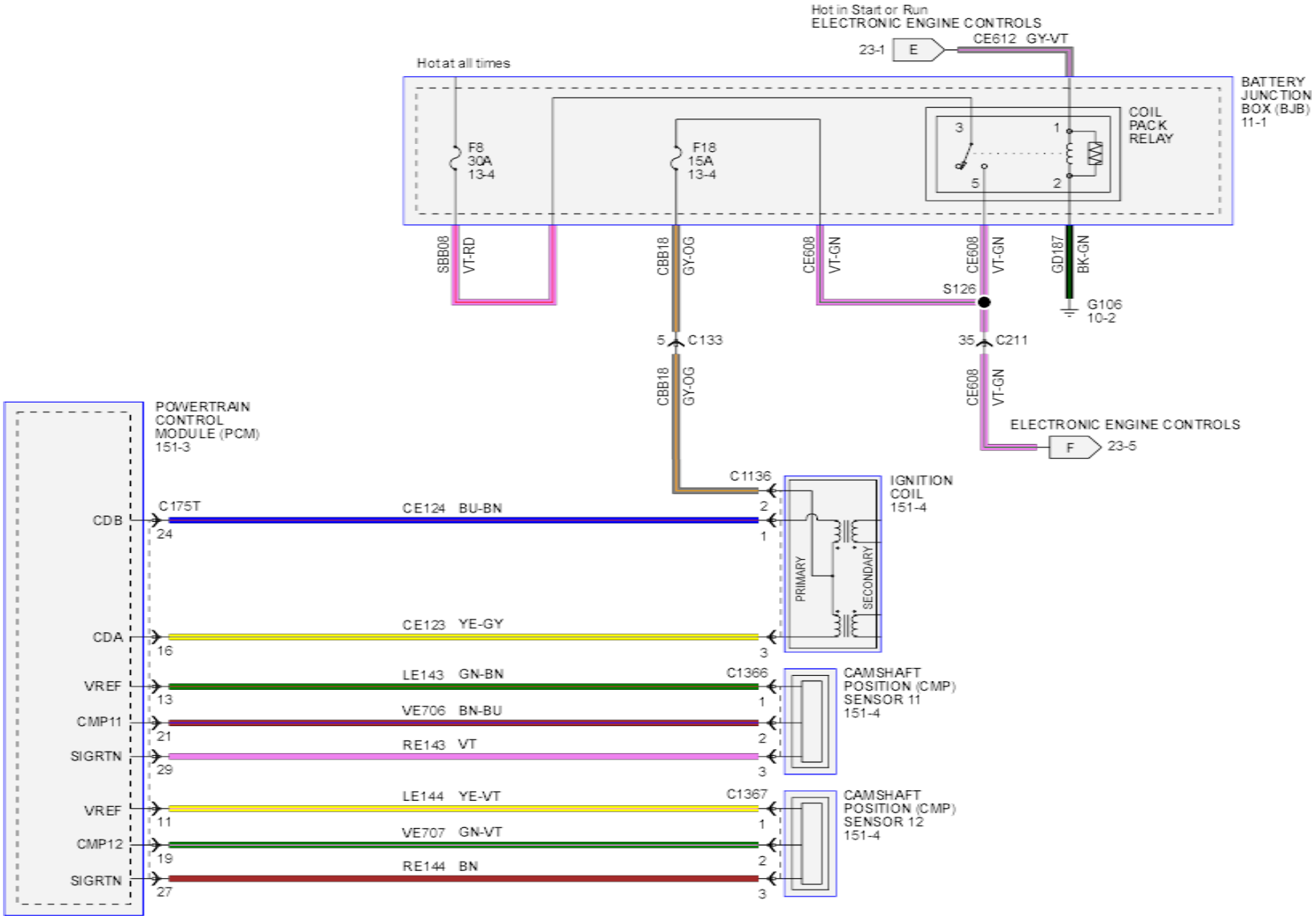
WITH IA

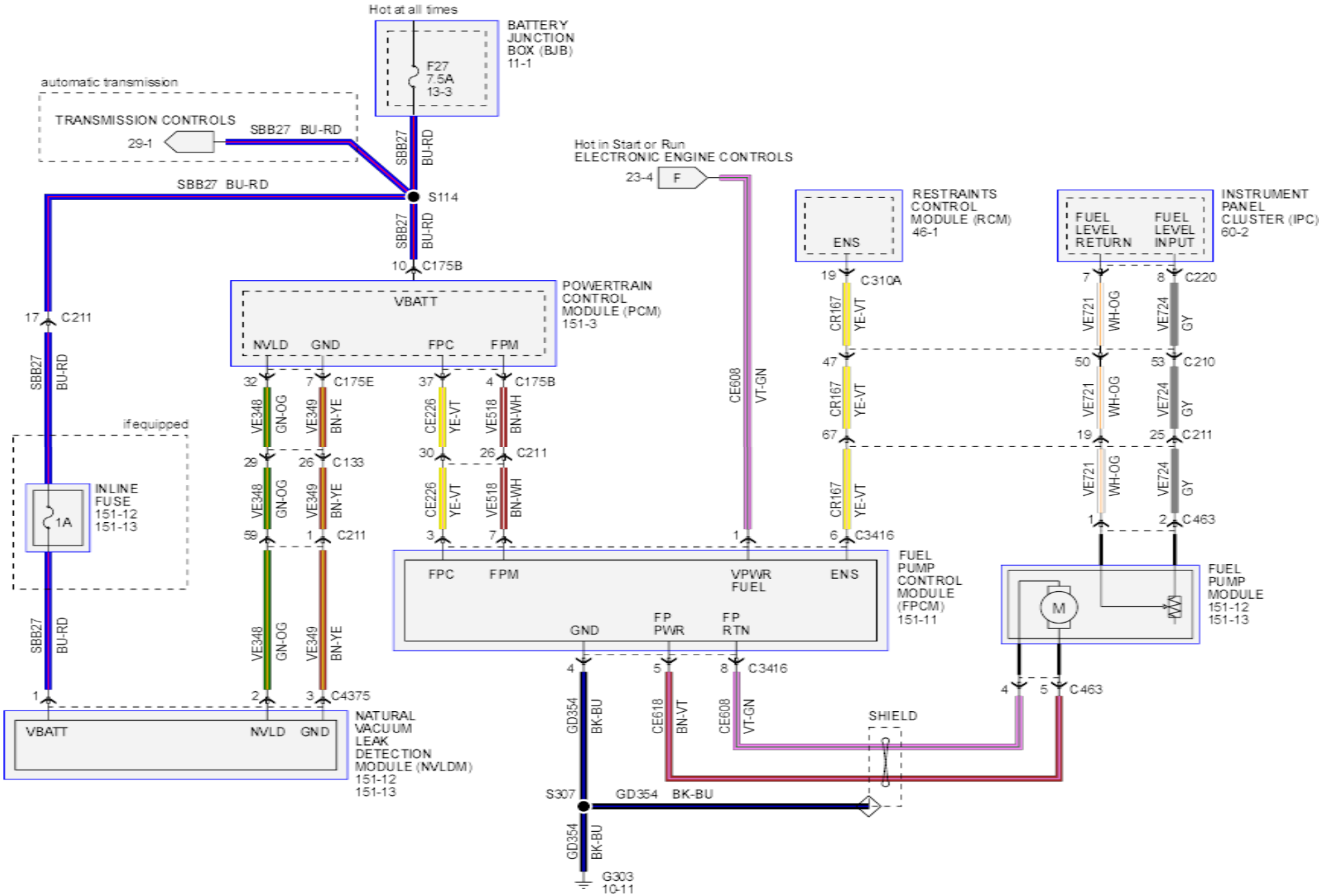

REMOTE FUNCTION ACTUATOR (RFA) 117-5
P/N_SW/ CLUTCH 2
C3503B
21
CCA29
GN-BU
C211 - 49
CCA29
GN-BU
S200
CCA29
GN-BU
C210 - 7
CCA29
GN-BU
C220
29
BRAKE PEDAL SW
INSTRUMENT PANEL CLUSTER (IPC) 60-2
CCA29
GN-BU
2
C278
CRUISE CONTROL DEACTIVATOR SWITCH
1) Brake pedal released
2) Brake pedal depressed
151-11
2
1
C278
1
GD187
BK-GN
S129
G106
10-2

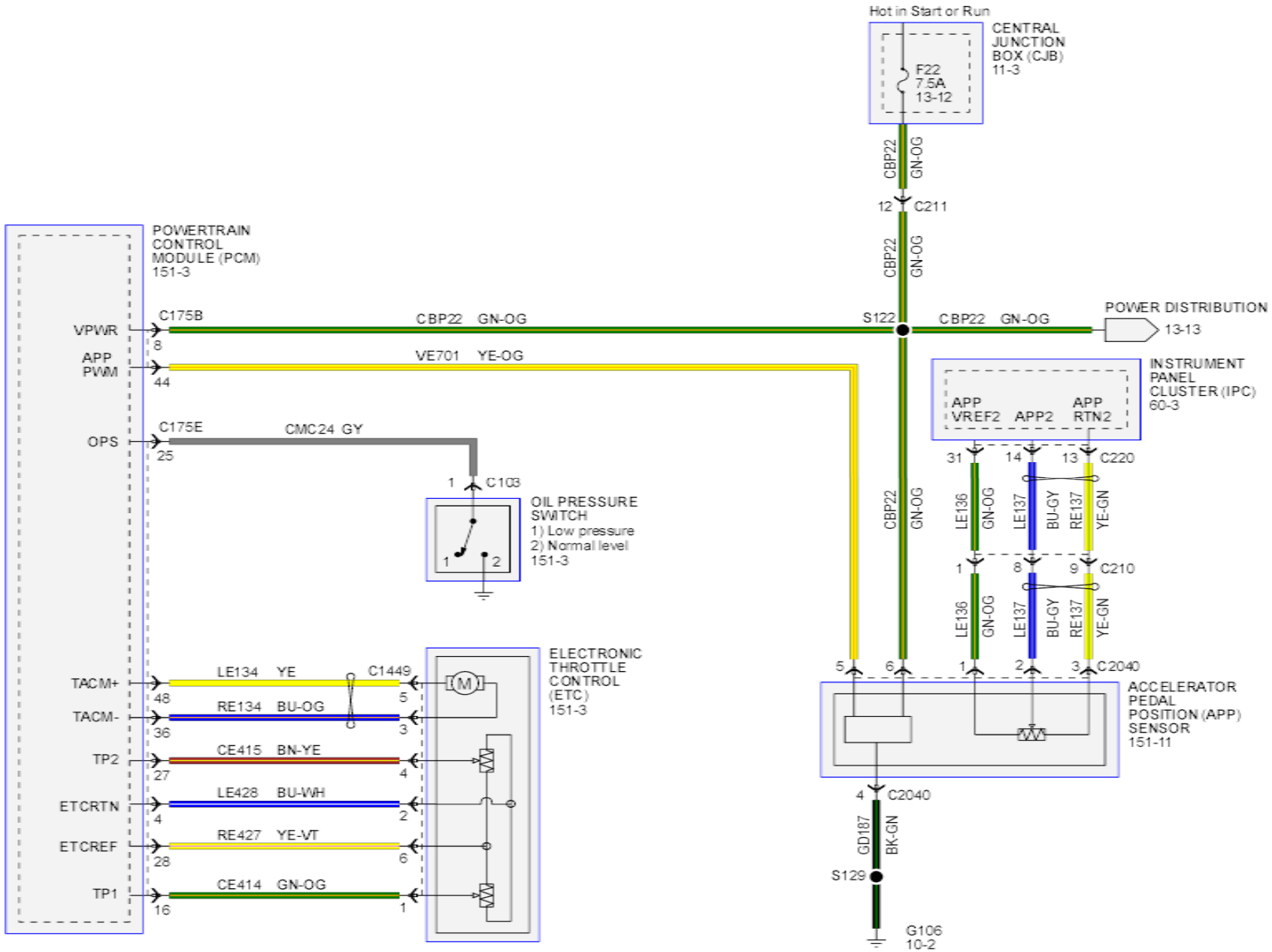

CE612 GY-VT
S116
CE612 GY-VT
D
23-3
ELECTRONIC ENGINE CONTROLS
CE612 GY-VT
E
23-4
Hot at all times
PCM POWER RELAY
1
5
2
3
F16 15A 13-4
1
ENGINE COOLING FAN RELAY 33-1
BATTERY JUNCTION BOX (BJB) 11-1
POWERTRAIN CONTROL MODULE (PCM) 151-3
C175B
CE302 YE-BU
PCMRC
1
CBB16 BU-GN
S118
CBB16 BU-GN
VPWR
11
CBB16 BU-GN
VPWR
12
manual transmission without ABS
CBB16 BU-GN
A
ELECTRONIC ENGINE CONTROLS 23-2
FUEL INJECTOR 1 151-4
late production
late production
C175E
RE205 YE-BU
C1181
C181
C181
C1181
INJ1
34
2
2
1
1
CBB16 BU-GN
6
C133
FUEL INJECTOR 2 151-4
RE206 BU-OG
C1182
C182
C182
C1182
INJ2
45
2
2
1
1
CBB16 BU-GN
CBB16
BU-GN
FUEL INJECTOR 3 151-4
RE207 GN-VT
C1183
C183
C183
C1183
INJ3
44
2
2
1
1
CBB16 BU-GN
S102
CBB16 BU-GN
B
ELECTRONIC ENGINE CONTROLS 23-2
FUEL INJECTOR 4 151-4
RE208 BU
C1184
C184
C184
C1184
INJ4
46
2
2
1
1
CBB16 BU-GN
CBB16 BU-GN
C
EVAPORATIVE EMISSION (EVAP) CANISTER PURGE VALVE 151-3
late production
late production
CE113 WH-BN
C1029
C123
C123
C1029
EVAPCP
23
2
1
2
1
CBB16 BU-GN
VARIABLE CAMSHAFT TIMING (VCT) SOLENOID 11 151-4
CE444 VT-BN
C1451
C1451
VCT11
43
2
1
CBB16 BU-GN

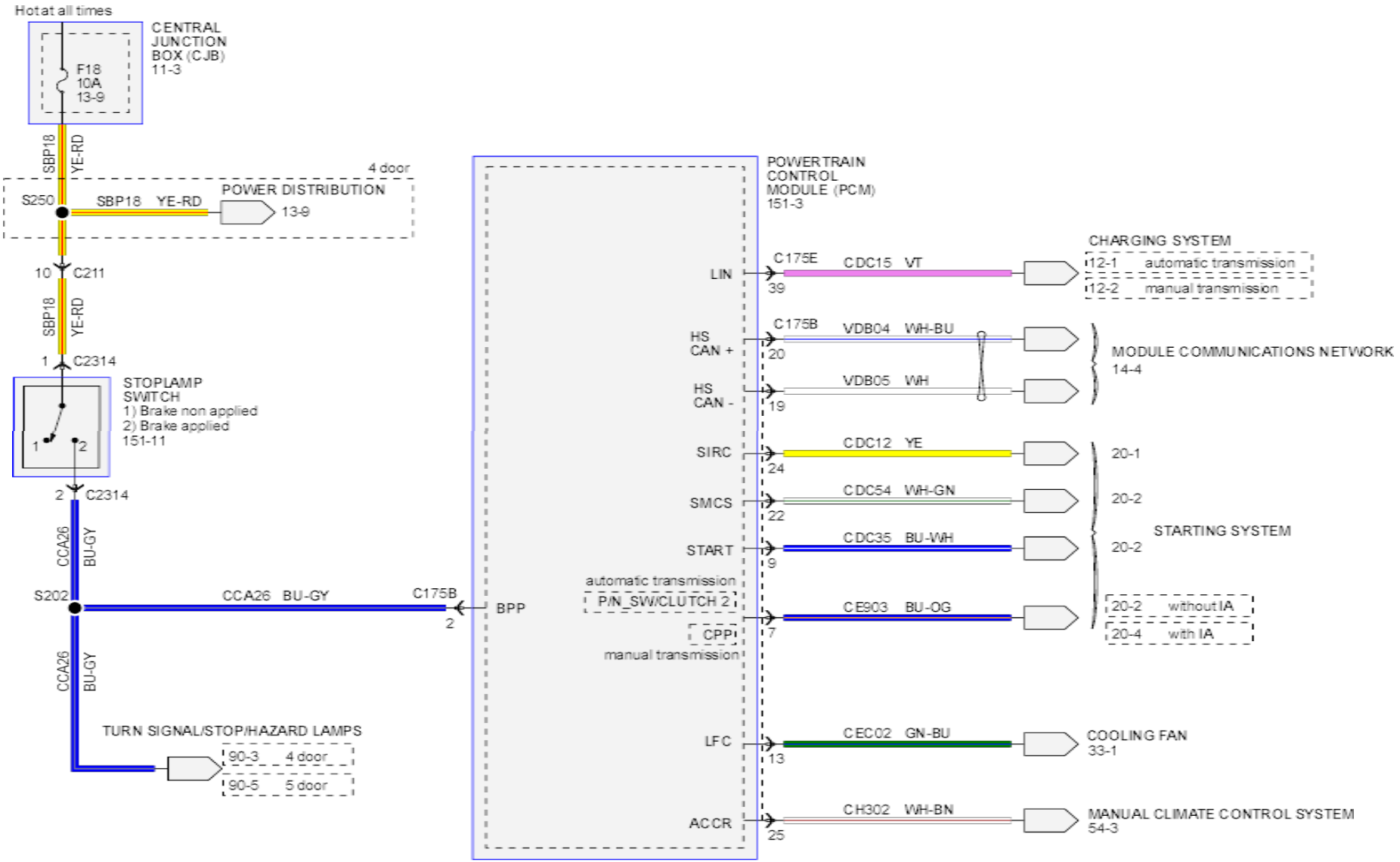

POWERTRAIN CONTROL MODULE (PCM) 151-3
VCT12
C175E
42
CE446 VT-GY
C1452
2
VARIABLE CAMSHAFT TIMING (VCT) SOLENOID 12 151-4
C1452
1
CBB16 BU-GN
B
Hot in Start or Run ELECTRONIC ENGINE CONTROLS 23-1
MASS AIR FLOW / INTAKE AIR TEMPERATURE (MAF/IAT) SENSOR 151-3
MAF
37
RE433 BU-GY
C128
3
C128
6
CBB16 BU-GN
C
MAFRTN
1
RE329 WH-BN
S105
RE329 WH-BN
4
RE329 WH-BN
2
IAT
26
LE329 BU
1
manual transmission without ABS
OUTPUT SHAFT SPEED (OSS) SENSOR 151-2
OSS
4
C175T
VE822 YE-BU
C133
12
VE822 YE-BU
C1107
2
C1107
3
CBB16 BU-GN
A
Hot in Start or Run ELECTRONIC ENGINE CONTROLS 23-1
GD187 BK-GN
1
VREF
16
C175B
LH108 GY-BN
C133
28
LH108 GY-BN
2
C1260
A/C PRESSURE TRANSDUCER 151-3
ACPT
28
VH442 GN-BN
24
VH442 GN-BN
C1260
3
1
C1260
SIGRTN
40
RH108 BN
27
RH108 BN
PWRGND1
35
GD187 BK-GN
PWRGND2
36
GD187 BK-GN
PWRGND3
47
GD187 BK-GN
PWRGND4
48
GD187 BK-GN
S117
G106
10-3

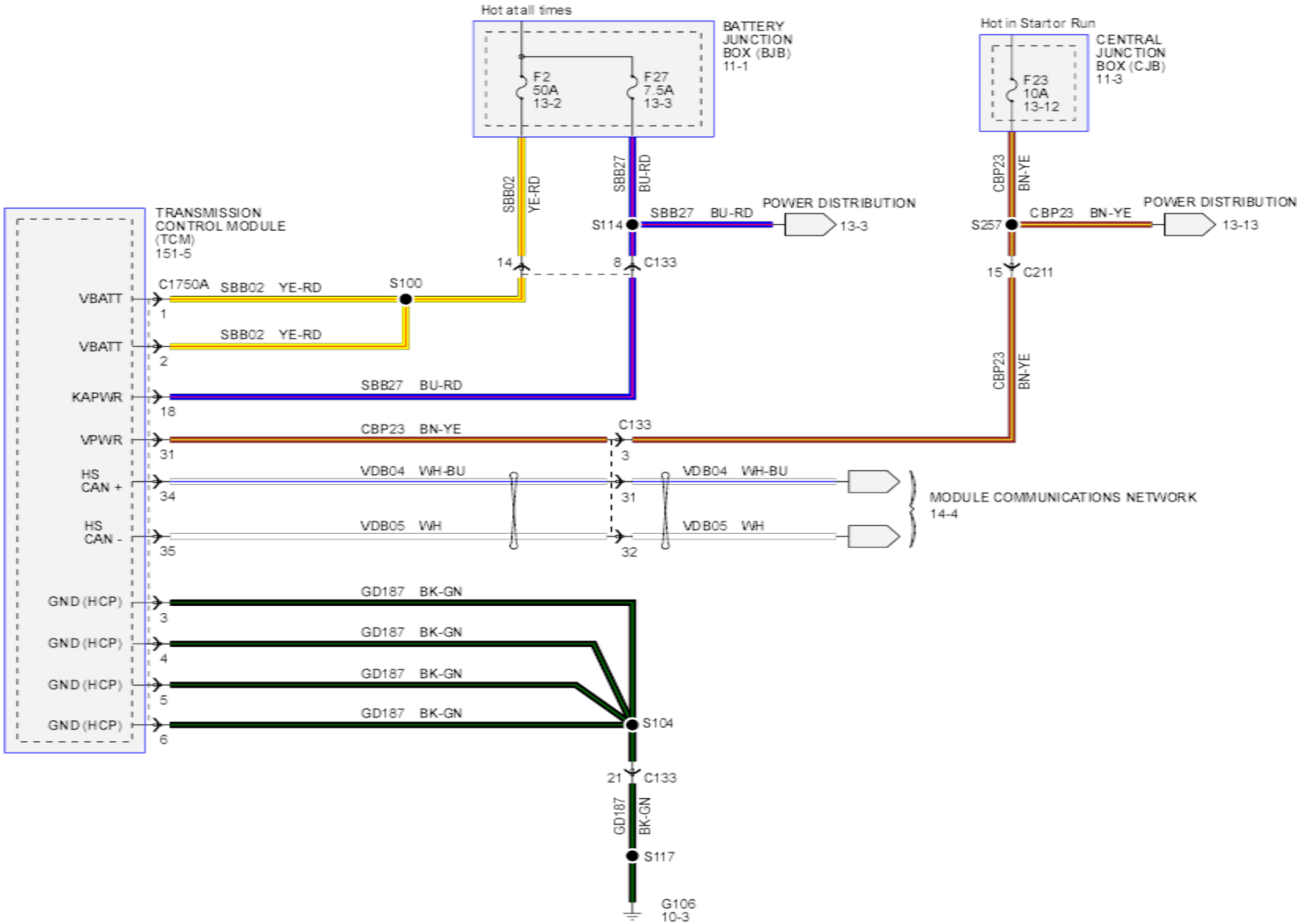

POWERTRAIN CONTROL MODULE (PCM) 151-3
KS1+
KS1-
KS2+
KS2-
CKP+
CKP-
HTR11
SIGRTN
HO2S11
HTR12
SIGRTN
HO2S12
ECT
SIGRTN
C175T
17
25
20
28
6
14
C175E
47
9
21
35
8
20
15
3
VE801 VT-OG
RE323 WH-BN
VE802 BN-BU
RE324 BN-GN
LE135 GY-VT
RE135 GN-BN
RE146 VT-OG
RE240 YE-GN
CE235 GN-BN
RE145 GY-VT
RE242 GN
CE233 WH-OG
VE716 YE
RE141 BN-GN
C1614
KNOCK SENSOR 1 (KS1) 151-3
C1615
KNOCK SENSOR 2 (KS2) 151-3
C101
CRANKSHAFT POSITION (CKP) SENSOR 151-3
HEATED OXYGEN SENSOR (HO2S) #11 151-4
HEATED OXYGEN SENSOR (HO2S) #12 151-4
C171
C142
C1064
ENGINE COOLANT TEMPERATURE (ECT) SENSOR 151-4
Hot in Start or Run
ELECTRONIC ENGINE CONTROLS
23-1
D
CE612 GY-VT
BATTERY JUNCTION BOX (BJB) 11-1
F17
15A
13-4
CBB17 BN-GN
10
C133
S103

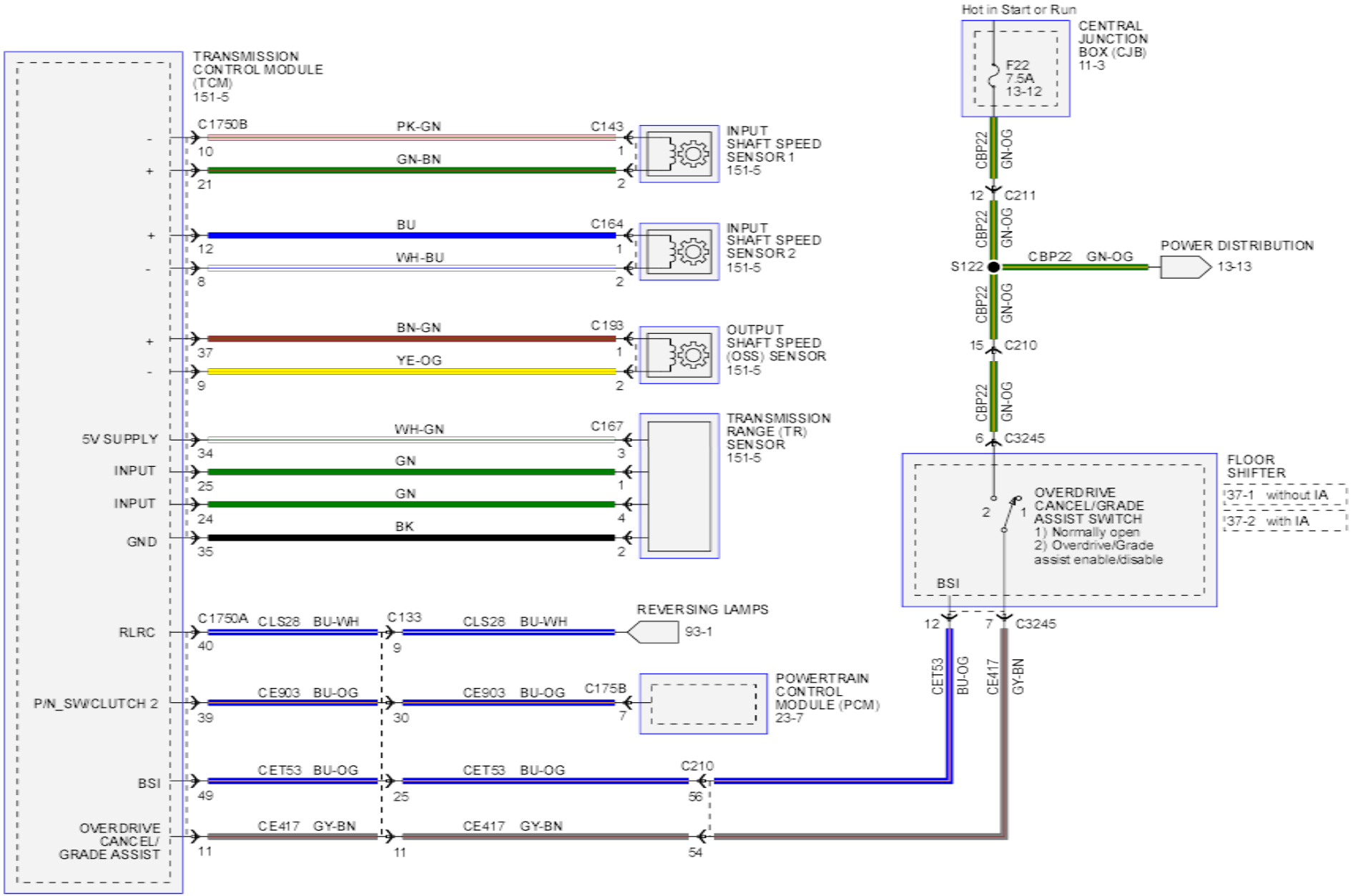

Hot in Start or Run
ELECTRONIC ENGINE CONTROLS
23-1
E
CE612 GY-VT
Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F8
30A
13-4
F18
15A
13-4
COIL PACK RELAY
3
1
5
2
SBB08 VT-RD
CBB18 GY-OG
CE608 VT-GN
CE608 VT-GN
GD187 BK-GN
S126
G106
10-2
5
C133
35
C211
CBB18 GY-OG
CE608 VT-GN
ELECTRONIC ENGINE CONTROLS
F
23-5
POWERTRAIN CONTROL MODULE (PCM) 151-3
C175T
C1136
IGNITION COIL 151-4
PRIMARY
SECONDARY
CDB
24
CE124 BU-BN
2
1
CDA
16
CE123 YE-GY
3
VREF
13
LE143 GN-BN
C1366
1
CMP11
21
VE706 BN-BU
2
SIGRTN
29
RE143 VT
3
CAMSHAFT POSITION (CMP) SENSOR 11 151-4
VREF
11
LE144 YE-VT
C1367
1
CMP12
19
VE707 GN-VT
2
SIGRTN
27
RE144 BN
3
CAMSHAFT POSITION (CMP) SENSOR 12 151-4

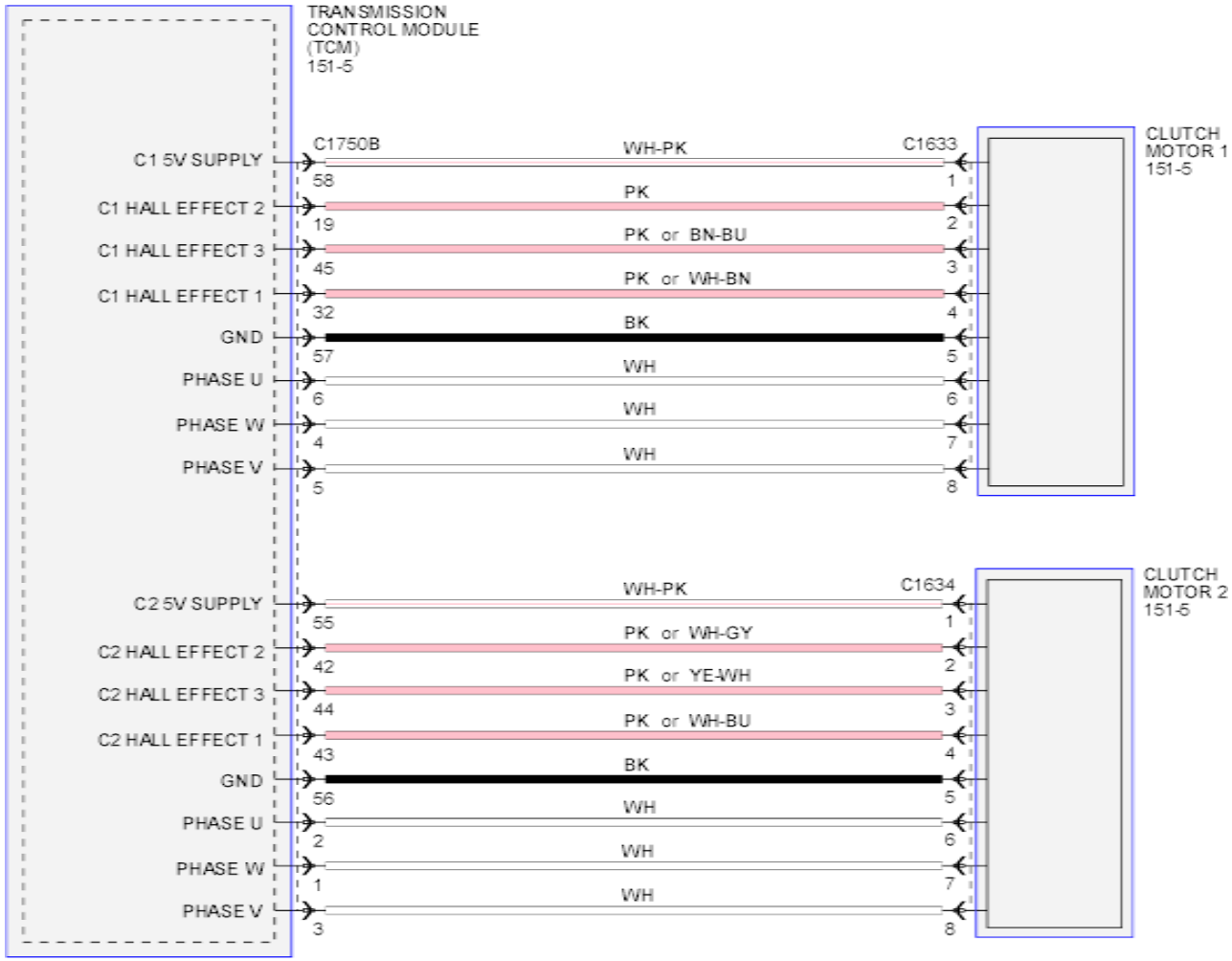

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F27 7.5A 13-3
automatic transmission
TRANSMISSION CONTROLS
29-1
SBB27 BU-RD
SBB27 BU-RD
S114
SBB27 BU-RD
10 C175B
Hot in Start or Run
ELECTRONIC ENGINE CONTROLS
23-4 F
RESTRAINTS CONTROL MODULE (RCM) 46-1
ENS
INSTRUMENT PANEL CLUSTER (IPC) 60-2
FUEL LEVEL RETURN
FUEL LEVEL INPUT
POWERTRAIN CONTROL MODULE (PCM) 151-3
VBATT
NVLD GND FPC FPM
17 C211
if equipped
INLINE FUSE 151-12 151-13
1A
SBB27 BU-RD
1 C4375
VBATT NVLD GND
NATURAL VACUUM LEAK DETECTION MODULE (NVLDM) 151-12 151-13
32 7 C175E
37 4 C175B
VE348 GN-OG
VE349 BN-YE
CE226 YE-VT
VE518 BN-WH
29 26 C133
30 26 C211
89 1 C211
3 7
CE608 VT-GN
1
19 C310A
47
67
CR167 YE-VT
6 C3416
FPC FPM VPWR FUEL ENS
GND FP PWR FP RTN
FUEL PUMP CONTROL MODULE (FPCM) 151-11
4 5 8 C3416
GD354 BK-BU
CE618 BN-VT
CE608 VT-GN
SHIELD
S307
GD354 BK-BU
G303 10-11
7 8 C220
50 53 C210
19 25 C211
1 2 C463
VE721 WH-OG
VE724 GY
M
FUEL PUMP MODULE 151-12 151-13
4 5 C463


Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F22 7.5A 13-12
CBP22 GN-OG
12 C211
CBP22 GN-OG
POWERTRAIN CONTROL MODULE (PCM) 151-3
VPWR
APP PWM
OPS
TACM+
TACM-
TP2
ETCRTN
ETCREF
TP1
C175B
8
44
C175E
25
48
36
27
4
28
16
CBP22 GN-OG
S122
CBP22 GN-OG
POWER DISTRIBUTION 13-13
VE701 YE-OG
CMC24 GY
1 C103
OIL PRESSURE SWITCH
1) Low pressure
2) Normal level
151-3
LE134 YE
RE134 BU-OG
CE415 BN-YE
LE428 BU-WH
RE427 YE-VT
CE414 GN-OG
C1449
5
3
4
2
6
1
ELECTRONIC THROTTLE CONTROL (ETC) 151-3
M
INSTRUMENT PANEL CLUSTER (IPC) 60-3
APP VREF2
APP2
APP RTN2
31 14 13 C220
LE136 GN-OG
LE137 BU-GY
RE137 YE-GN
1 8 9 C210
LE136 GN-OG
LE137 BU-GY
RE137 YE-GN
5 6 1 2 3 C2040
ACCELERATOR PEDAL POSITION (APP) SENSOR 151-11
4 C2040
GD187 BK-GN
S129
G106 10-2


Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F18 10A 13-9
SBP18 YE-RD
4 door
S250
SBP18 YE-RD
POWER DISTRIBUTION
13-9
10 C211
SBP18 YE-RD
1 C2314
STOPLAMP SWITCH
1) Brake non applied
2) Brake applied
151-11
2 C2314
CCA26 BU-GY
S202
CCA26 BU-GY
C175B
2
CCA26 BU-GY
TURN SIGNAL/STOP/HAZARD LAMPS
90-3 4 door
90-5 5 door
BPP
POWERTRAIN CONTROL MODULE (PCM) 151-3
automatic transmission
P/N_SW/CLUTCH 2
CPP
manual transmission
LIN
C175E
CDC15 VT
39
CHARGING SYSTEM
12-1 automatic transmission
12-2 manual transmission
HS CAN +
C175B
VDB04 WH-BU
20
HS CAN -
VDB05 WH
19
MODULE COMMUNICATIONS NETWORK
14-4
SIRC
CDC12 YE
24
SMCS
CDC54 WH-GN
22
START
CDC35 BU-WH
9
STARTING SYSTEM
20-1
20-2
20-2
CE903 BU-OG
7
20-2 without IA
20-4 with IA
LFC
CEC02 GN-BU
13
COOLING FAN
33-1
ACCR
CH302 WH-BN
25
MANUAL CLIMATE CONTROL SYSTEM
54-3


Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F2 50A 13-2
F27 7.5A 13-3
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F23 10A 13-12
TRANSMISSION CONTROL MODULE (TCM) 151-5
SBB02 YE-RD
SBB27 BU-RD
CBP23 BN-YE
POWER DISTRIBUTION
13-3
13-13
S114
S257
S100
S104
S117
C133
C211
C1750A
G106 10-3
VBATT
KAPWR
VPWR
HS CAN +
HS CAN -
GND (HCP)
VDB04 WH-BU
VDB05 WH
GD187 BK-GN
MODULE COMMUNICATIONS NETWORK 14-4


TRANSMISSION CONTROL MODULE (TCM) 151-5
C1750B
PK-GN
C143
INPUT SHAFT SPEED SENSOR 1 151-5
GN-BN
BU
C164
INPUT SHAFT SPEED SENSOR 2 151-5
WH-BU
BN-GN
C193
OUTPUT SHAFT SPEED (OSS) SENSOR 151-5
YE-OG
5V SUPPLY
WH-GN
C167
TRANSMISSION RANGE (TR) SENSOR 151-5
INPUT
GN
INPUT
GN
GND
BK
C1750A
CLS28 BU-WH
C133
CLS28 BU-WH
REVERSING LAMPS 93-1
RLRC
P/N_SW/CLUTCH 2
CE903 BU-OG
CE903 BU-OG
C175B
POWERTRAIN CONTROL MODULE (PCM) 23-7
BSI
CET53 BU-OG
CET53 BU-OG
C210
OVERDRIVE CANCEL/ GRADE ASSIST
CE417 GY-BN
CE417 GY-BN
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F22 7.5A 13-12
CBP22 GN-OG
C211
S122
POWER DISTRIBUTION 13-13
C210
C3245
FLOOR SHIFTER
37-1 without IA
37-2 with IA
OVERDRIVE CANCEL/GRADE ASSIST SWITCH
1) Normally open
2) Overdrive/Grade assist enable/disable
BSI
C3245
CET53 BU-OG
CE417 GY-BN


TRANSMISSION
CONTROL MODULE
(TCM)
151-5
C1750B
C1633
CLUTCH
MOTOR 1
151-5
C1 5V SUPPLY
58
WH-PK
1
C1 HALL EFFECT 2
19
PK
2
C1 HALL EFFECT 3
45
PK or BN-BU
3
C1 HALL EFFECT 1
32
PK or WH-BN
4
GND
57
BK
5
PHASE U
6
WH
6
PHASE W
4
WH
7
PHASE V
5
WH
8
C1634
CLUTCH
MOTOR 2
151-5
C2 5V SUPPLY
55
WH-PK
1
C2 HALL EFFECT 2
42
PK or WH-GY
2
C2 HALL EFFECT 3
44
PK or YE-WH
3
C2 HALL EFFECT 1
43
PK or WH-BU
4
GND
56
BK
5
PHASE U
2
WH
6
PHASE W
1
WH
7
PHASE V
3
WH
8

Note

All wiring connections between components are shown exactly as they exist in the vehicles. It is important to realize, however, that no attempt has been made on the schematics to represent components and wiring as they physically appear on the vehicle. For example, a 4-foot length of wire is treated no differently in a schematic from one that is only a few inches long. Furthermore, to aid in understanding electrical (electronic) operation, wiring inside complicated components has been simplified.

Complete Circuit Operation

Each circuit is shown completely and independently in one cell. Other components that are connected to the circuits may not be shown unless they influence the circuit operation.

Current Flow (1)

Each cell normally starts with the component that powers the circuit, such as a fuse or the ignition switch. Current flow is shown from the power source at the top of the page to ground at the bottom of the page. A full representation of the power supply of a fuse or the power distribution from a fuse to various components is given in cell 13 "Power Distribution." Full representation of the ground connections are shown in cell 10 "Grounds."

Switch Positions (2)

Within a schematic, all switches, sensors and relays are shown "at rest" (ignition switch OFF).

Splices (3)

Splices directly connecting to the power distribution are best represented on the power distribution schematic in cell 13 "Power Distribution." Splices connected to grounds can be seen completely in cell 10 "Grounds." For all other splices, a reference is given to each off page where that particular splice can be best viewed.

Component Referencing (4)

Components on a schematic have a reference to a component location view or the page where it is shown completely. The reference is located to the right of each component.

Component Names (5)

Component names are placed on the right hand side of each component when possible. Descriptions of the internals of the component are also included when available. The page where the component appears in full is listed in the Index. The base part number for a component is listed in cell 150 "Connector Views."

Internal Name and Function Identification Numbers (6)

Some components on each page have internal symbols with an identification number located within it. You can identify the internal symbol or function by finding the corresponding number under the component name.

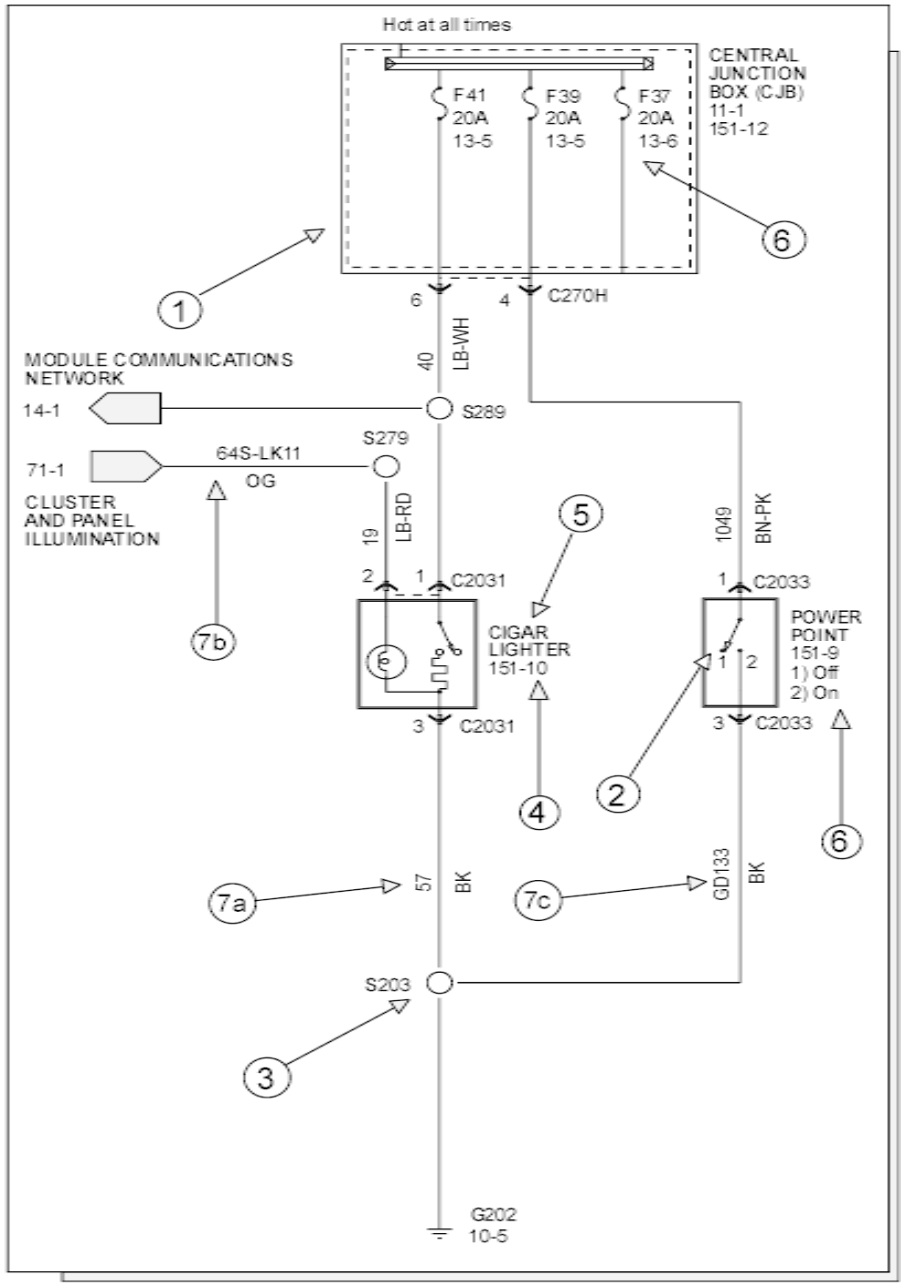
Circuit Numbering and Wire Identification (7)

Ford Motor Company uses three different circuit numbering conventions: Standard Circuit Numbering System, Global Circuit Numbering System, and New Global Circuit Numbering System (NGCNS). With each, the circuit number (which identifies a specific circuit function) is followed by the wire color.

Examples:

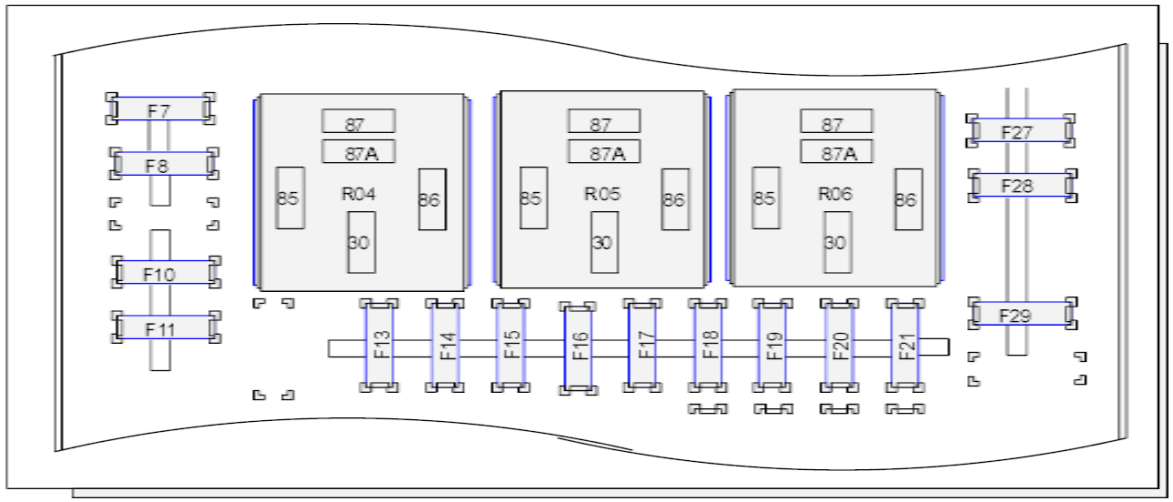
NOTE: Refer to cell 150 "Connector Views" for circuit functions.

The wire identification consists of a basic color and possibly a stripe, and is determined directly from the wire's circuit number. In the schematics, the wire colors are indicated next to the wires. The colors are abbreviated using the international norm IEC 757. The abbreviations are listed in cell 4 "Symbols."



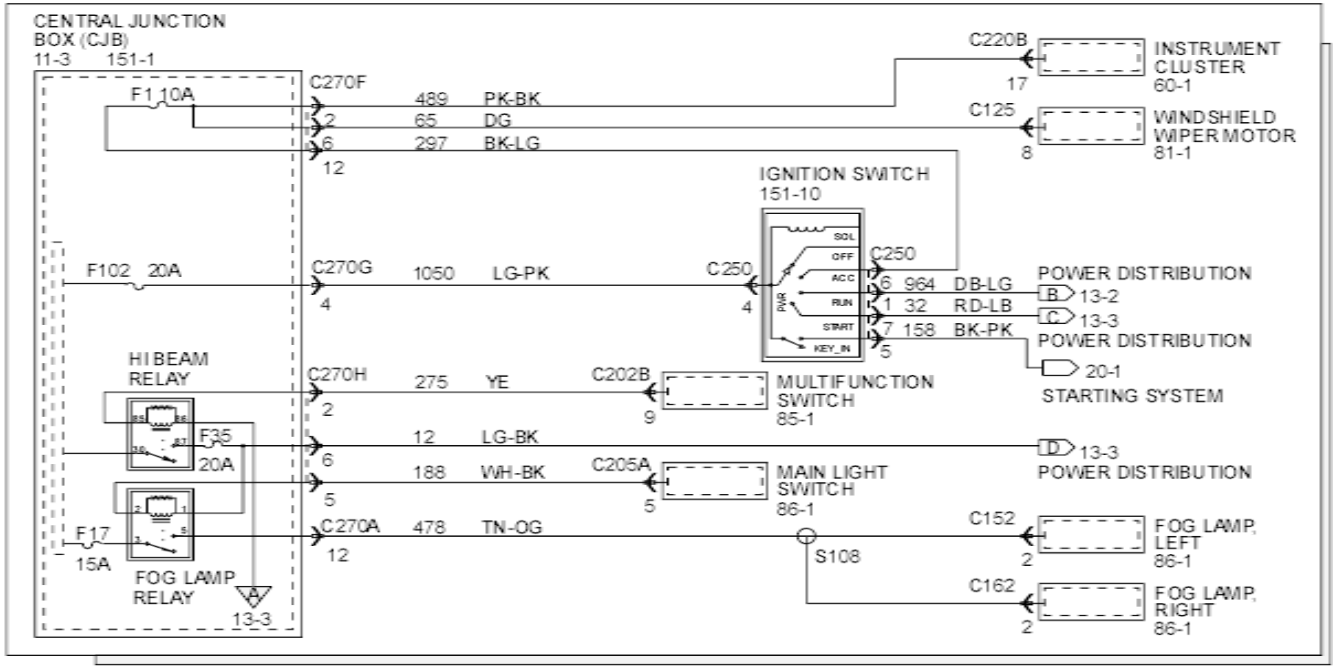
Fuse and Relay Information

Cell 11 "Fuse and Relay Information" contains a view of the fuse/relay box in which fuses and relays are identified, numbered and named. Fuse and relay numbering and naming follow the indication of the fuse panel cover. In addition, for all removable relays, pin positions are added to illustrate proper orientation.



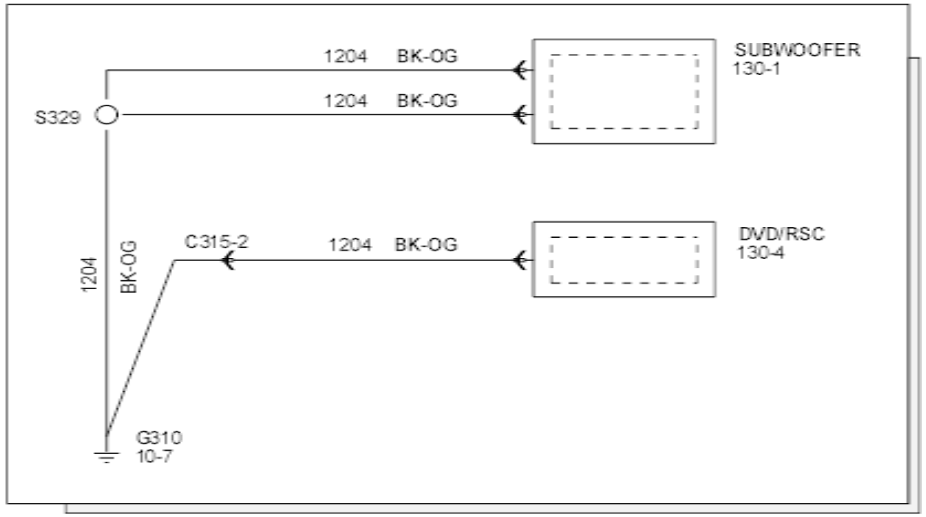
Power Distribution

Cell 13 "Power Distribution" shows the current feed circuits. The current path is shown from the battery to the ignition switch and to all fuses. It also shows the circuits protected by each fuse. The circuit is traced from the fuse to the component. All details (wires, splices, connectors) between the fuse and the first component are shown.



Ground Distribution

Cell 10 "Grounds" contains the schematic that shows the complete details for each ground connection or main ground splice. This is useful in diagnosing a problem affecting several components at once (poor ground connection or ground splice). All details (wires, splices, connectors) between the ground point and the component are shown. These ground connection details are shown here in order to keep the individual cell schematics as uncluttered as possible.



Component and Connector Information

Cell 150 "Connector Views" show the views of the pins and/or cavities of all connectors. The pin and cavity sides are shown separately as if the connector were disconnected. The color of the connector housing is indicated next to the connector number when available. The harness causal number is located above the connector view and below the connector number. The circuit function charts are located below each connector. The wiring harness designations are listed in cell 152 "Component Location Charts."

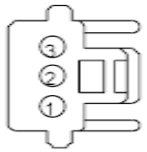
Cell 151 "Component Location Views" shows the components and their connecting wires as they can be found on the vehicle.

Cell 152 "Component Location Charts" helps the user find where the various items depicted on the schematic can physically be found on the vehicle. A brief written description of the location is given, along with a reference to the component location views.

C904 (GY)

14290

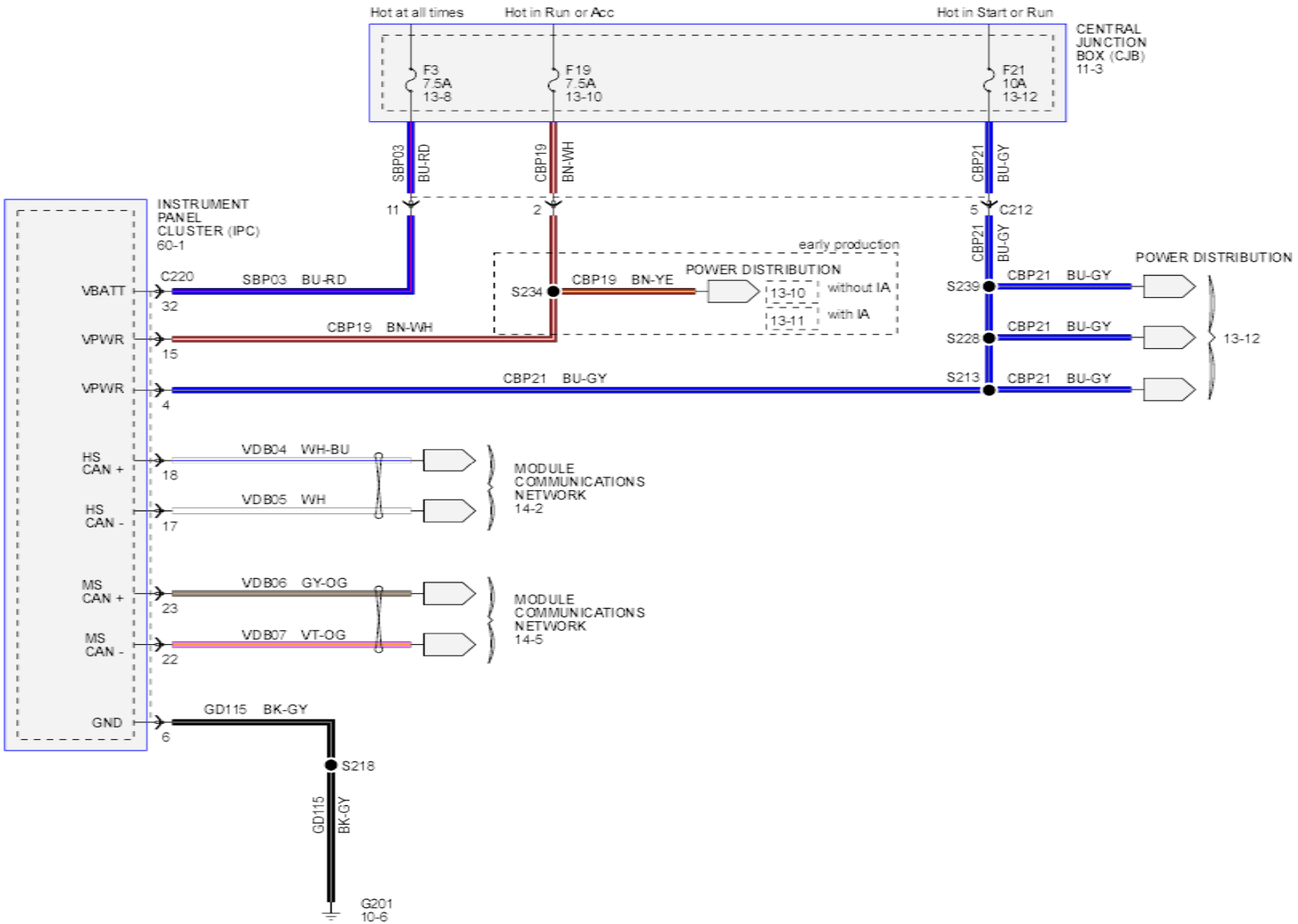
REAR DOME/MAP LAMP (13M614)

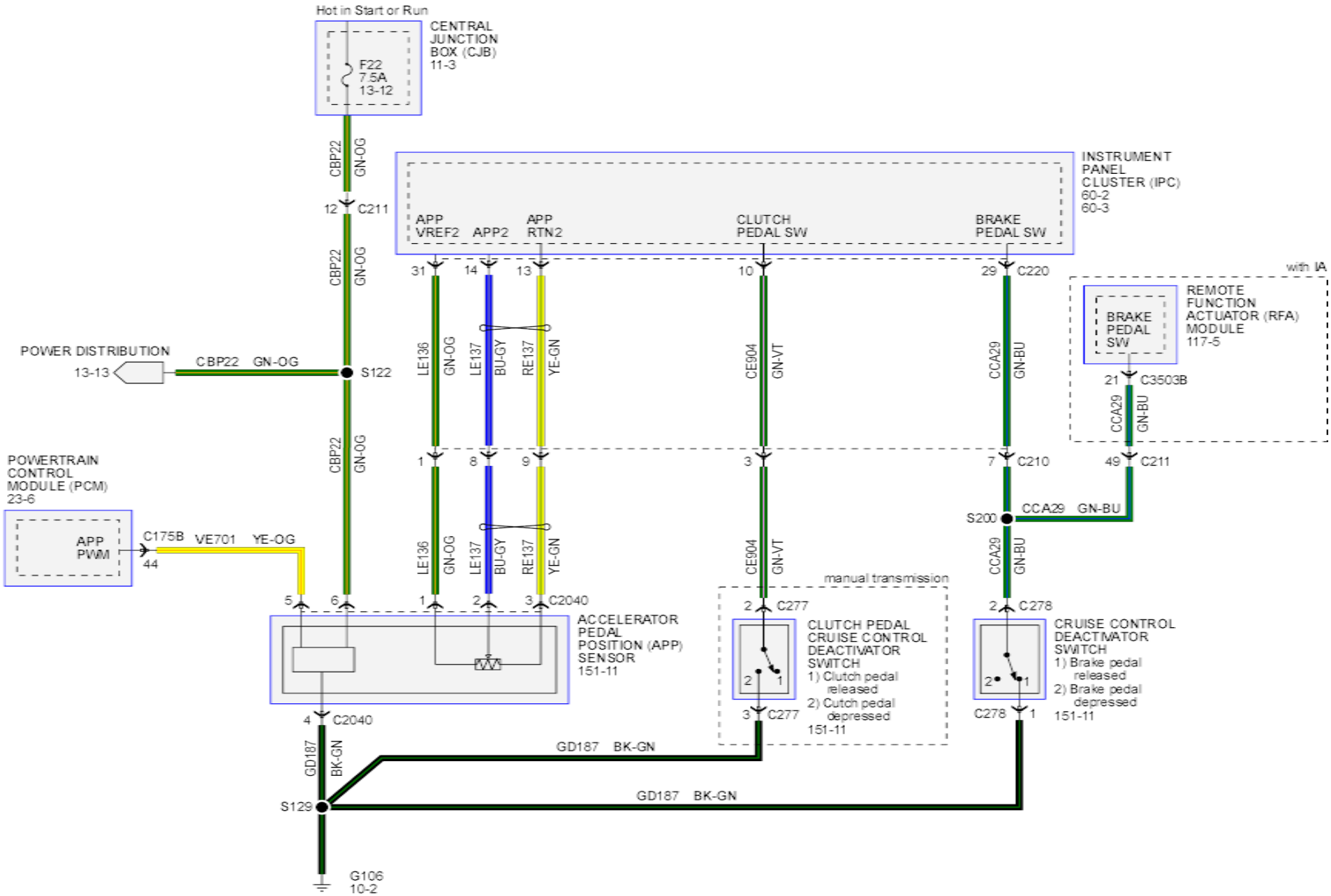


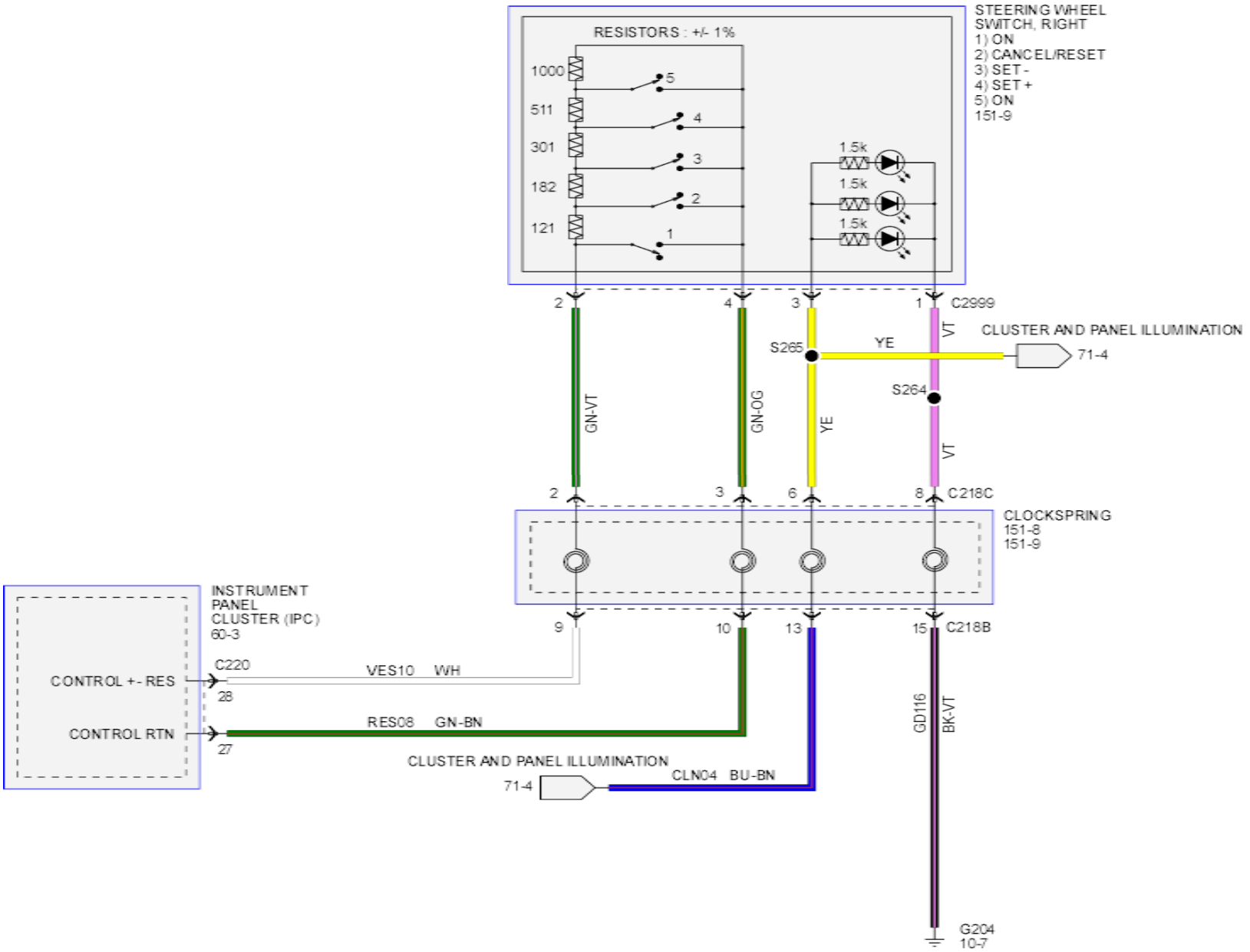
Pin	Circuit	Gauge	Circuit Function	Qualifier
1	53 (BK-LB)	20	Courtesy lamp switch to courtesy lamp	
2	57 (BK)	20	Ground circuit	
3	705 (LG-OG)	20	Battery saver lamp feed	

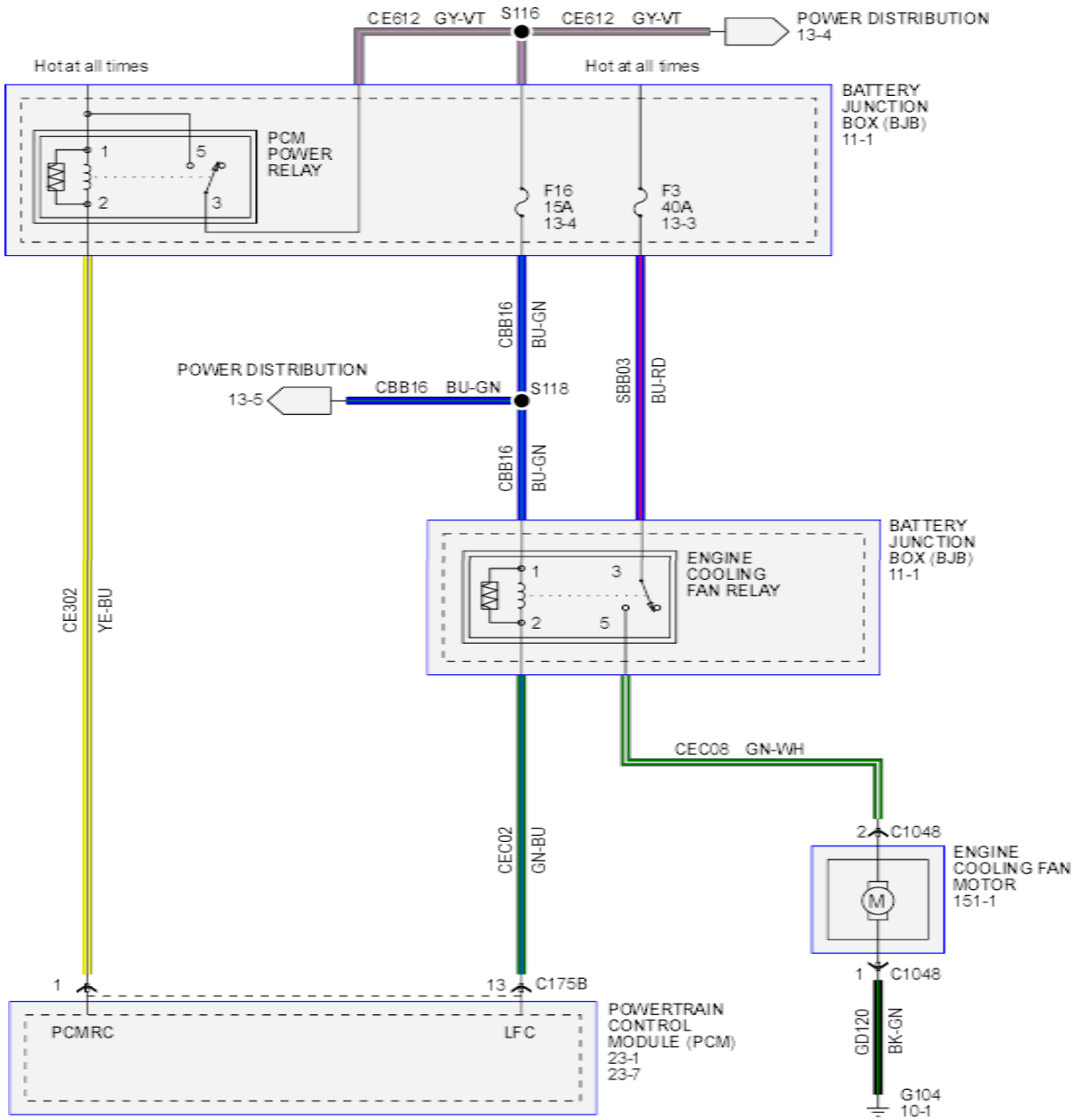
WARNINGS

- Always wear safety glasses for eye protection.
- Use safety stands whenever a procedure requires being under a vehicle.
- Be sure that the IGNITION SWITCH is always in the OFF position, unless otherwise required by the procedure.
- Set the parking brake when working on any vehicle. An automatic transmission should be in PARK. A manual transmission should be in NEUTRAL.
- Operate the engine only in a well-ventilated area to avoid danger of carbon monoxide.
- Keep away from moving parts, especially the fan and belts, when the engine is running.
- To prevent serious burns, avoid contact with hot metal parts such as the radiator, exhaust manifold, tail pipe, catalytic converter and muffler.
- Do not allow flame or sparks near the battery. Gases are always present in and around the battery cell. An explosion could occur.
- Do not smoke when working on a vehicle.
- To avoid injury, always remove rings, watches, loose hanging jewelry and avoid wearing loose clothing.

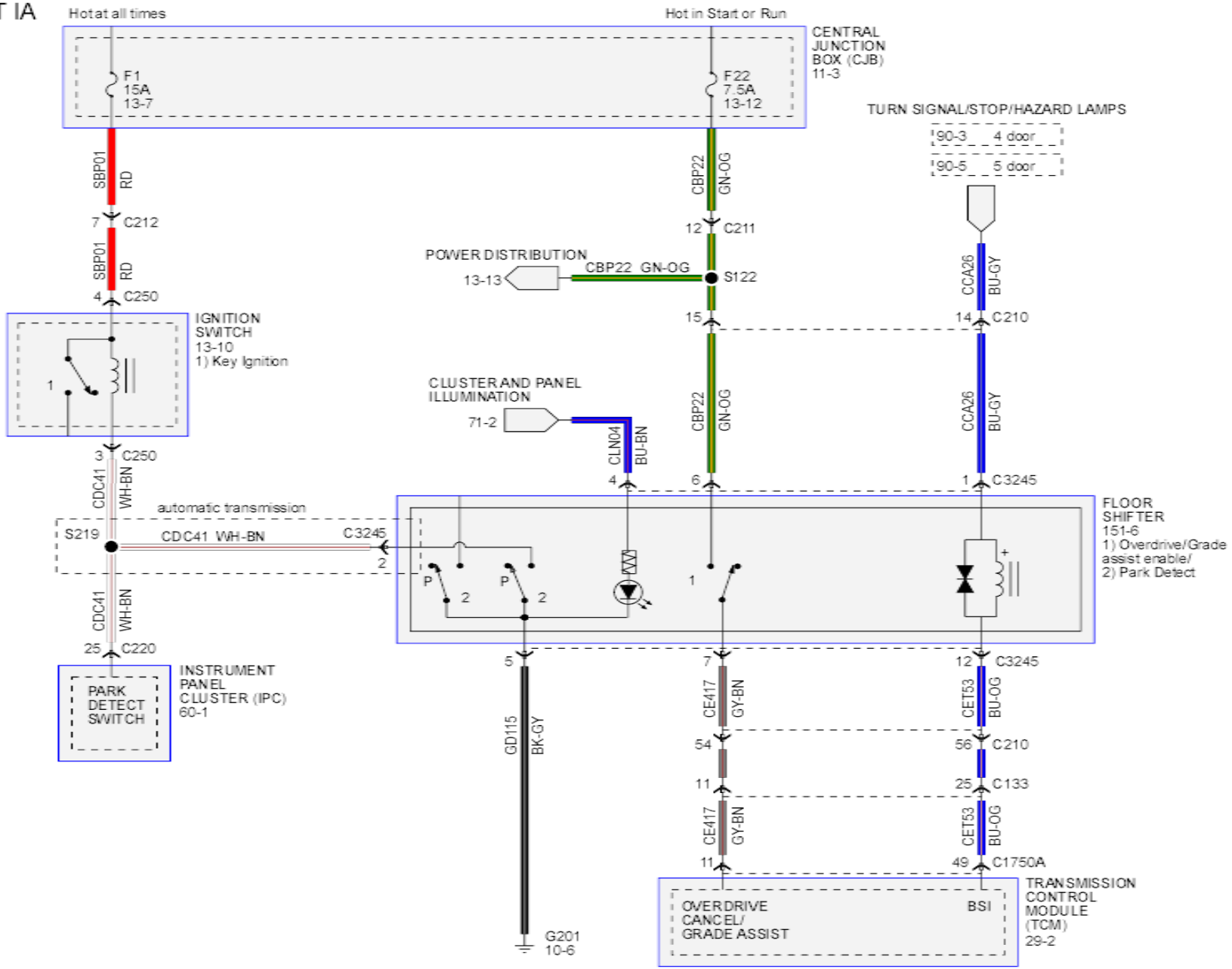

Hot at all times
Hot in Run or Acc
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F3 7.5A 13-8
F19 7.5A 13-10
F21 10A 13-12
SBP03 BU-RD
CBP19 BN-WH
CBP21 BU-GY
INSTRUMENT PANEL CLUSTER (IPC) 60-1
11
2
5
C212
early production
POWER DISTRIBUTION
POWER DISTRIBUTION
VBATT
C220
32
SBP03 BU-RD
S234
CBP19 BN-YE
13-10 without IA
13-11 with IA
S239
CBP21 BU-GY
VPWR
15
CBP19 BN-WH
S228
CBP21 BU-GY
13-12
VPWR
4
CBP21 BU-GY
S213
CBP21 BU-GY
HS CAN +
18
VDB04 WH-BU
HS CAN -
17
VDB05 WH
MODULE COMMUNICATIONS NETWORK 14-2
MS CAN +
23
VDB06 GY-OG
MS CAN -
22
VDB07 VT-OG
MODULE COMMUNICATIONS NETWORK 14-5
GND
6
GD115 BK-GY
S218
GD115 BK-GY
G201 10-6


Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F22 7.5A 13-12
CBP22 GN-OG
12 C211
INSTRUMENT PANEL CLUSTER (IPC) 60-2 60-3
APP VREF2
APP2
APP RTN2
CLUTCH PEDAL SW
BRAKE PEDAL SW
31
14
13
10
29 C220
with IA
REMOTE FUNCTION ACTUATOR (RFA) MODULE 117-5
BRAKE PEDAL SW
21 C3503B
CCA29 GN-BU
POWER DISTRIBUTION
13-13
CBP22 GN-OG
S122
LE136 GN-OG
LE137 BU-GY
RE137 YE-GN
CE904 GN-VT
CCA29 GN-BU
POWERTRAIN CONTROL MODULE (PCM) 23-6
APP PWM
C175B
44
VE701 YE-OG
1
8
9
3
7 C210
49 C211
S200
CCA29 GN-BU
5
6
1
2
3 C2040
manual transmission
2 C277
2 C278
ACCELERATOR PEDAL POSITION (APP) SENSOR 151-11
CLUTCH PEDAL CRUISE CONTROL DEACTIVATOR SWITCH
1) Clutch pedal released
2) Cutch pedal depressed
151-11
CRUISE CONTROL DEACTIVATOR SWITCH
1) Brake pedal released
2) Brake pedal depressed
151-11
4 C2040
3 C277
C278 1
GD187 BK-GN
S129
G106 10-2

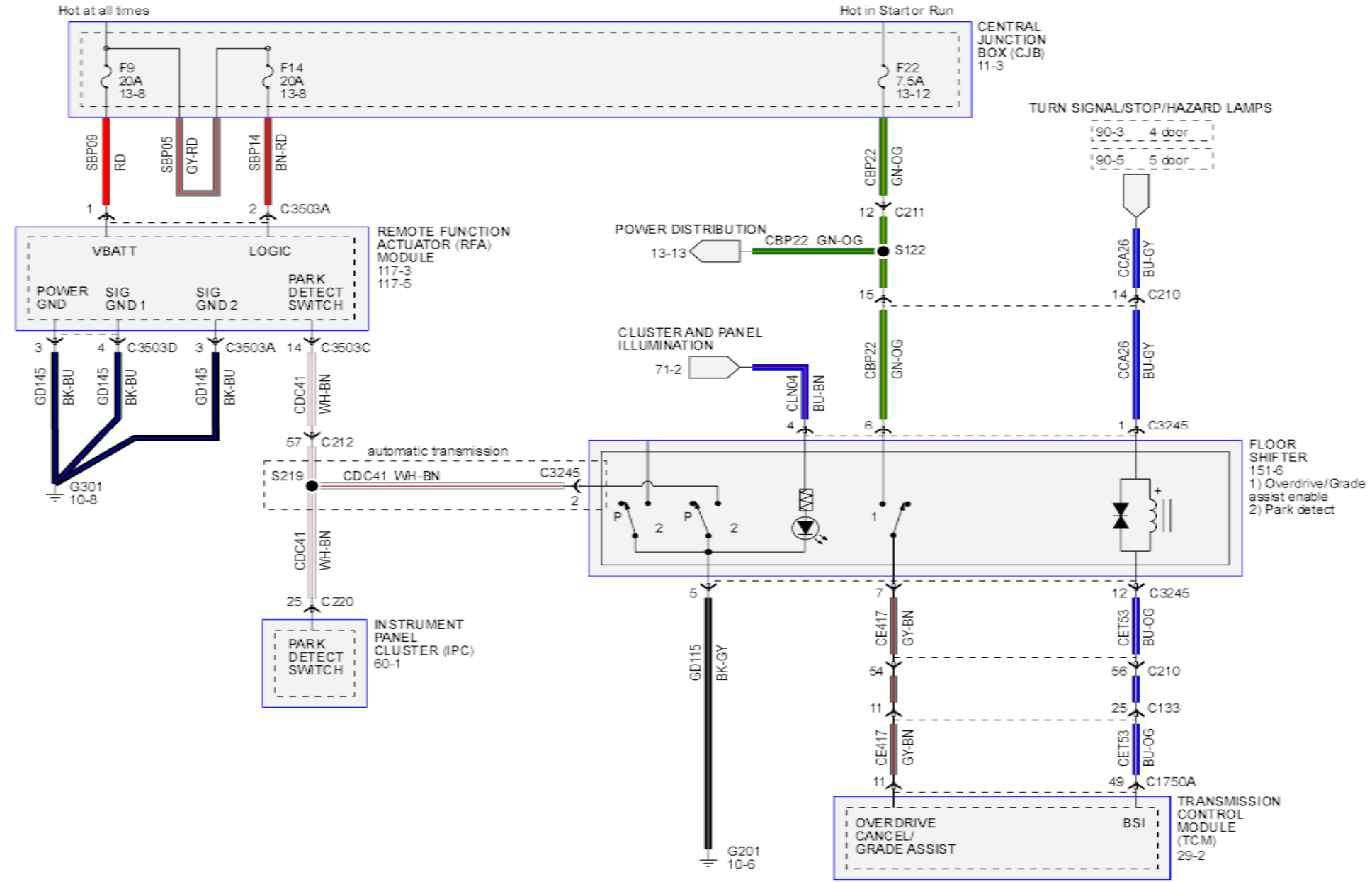

STEERING WHEEL SWITCH, RIGHT
1) ON
2) CANCEL/RESET
3) SET -
4) SET +
5) ON
151-9
RESISTORS : +/- 1%
1000
511
301
182
121
5
4
3
2
1
1.5k
1.5k
1.5k
2
4
3
1
C2999
S265
YE
VT
CLUSTER AND PANEL ILLUMINATION
71-4
S264
GN-VT
GN-OG
YE
VT
2
3
6
8
C218C
CLOCKSPRING
151-8
151-9
INSTRUMENT PANEL CLUSTER (IPC)
60-3
9
10
13
15
C218B
C220
CONTROL +- RES
28
VES10 WH
CONTROL RTN
27
RES08 GN-BN
CLUSTER AND PANEL ILLUMINATION
71-4
CLN04 BU-BN
GD116
BK-VT
G204
10-7


CE612 GY-VT
S116
CE612 GY-VT
POWER DISTRIBUTION
13-4
Hot at all times
Hot at all times
BATTERY JUNCTION BOX (BJB)
11-1
PCM POWER RELAY
1
5
2
3
F16
15A
13-4
F3
40A
13-3
CBB16
BU-GN
SBB03
BU-RD
POWER DISTRIBUTION
13-5
CBB16 BU-GN
S118
CBB16
BU-GN
BATTERY JUNCTION BOX (BJB)
11-1
ENGINE COOLING FAN RELAY
1
3
2
5
CE302
YE-BU
CEC08 GN-WH
2
C1048
ENGINE COOLING FAN MOTOR
151-1
M
CEC02
GN-BU
1
C1048
GD120
BK-GN
G104
10-1
1
13
C175B
POWERTRAIN CONTROL MODULE (PCM)
23-1
23-7
PCMRC
LFC

WITHOUT IA


Hot at all times
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F1 15A 13-7
F22 7.5A 13-12
TURN SIGNAL/STOP/HAZARD LAMPS
90-3 4 door
90-5 5 door
SBP01 RD
CBP22 GN-OG
7 C212
12 C211
POWER DISTRIBUTION
13-13
CBP22 GN-OG
S122
CCA26 BU-GY
SBP01 RD
4 C250
15
14 C210
IGNITION SWITCH 13-10
1) Key Ignition
CLUSTER AND PANEL ILLUMINATION
71-2
CLN04 BU-BN
CBP22 GN-OG
CCA26 BU-GY
3 C250
4
6
1 C3245
CDC41 WH-BN
automatic transmission
S219
CDC41 WH-BN
C3245
2
FLOOR SHIFTER 151-6
1) Overdrive/Grade assist enable/
2) Park Detect
CDC41 WH-BN
25 C220
5
7
12 C3245
INSTRUMENT PANEL CLUSTER (IPC) 60-1
PARK DETECT SWITCH
GD115 BK-GY
CE417 GY-BN
CET53 BU-OG
54
56 C210
11
25 C133
CE417 GY-BN
CET53 BU-OG
11
49 C1750A
OVERDRIVE CANCEL/ GRADE ASSIST
BSI
TRANSMISSION CONTROL MODULE (TCM) 29-2
G201 10-6

WITH IA


Hot at all times
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F9 20A 13-8
F14 20A 13-8
F22 7.5A 13-12
SBP09 RD
SBP05 GY-RD
SBP14 BN-RD
1
2 C3503A
REMOTE FUNCTION ACTUATOR (RFA) MODULE 117-3 117-5
VBATT
LOGIC
POWER GND
SIG GND 1
SIG GND 2
PARK DETECT SWITCH
3
4 C3503D
3 C3503A
14 C3503C
GD145 BK-BU
GD145 BK-BU
GD145 BK-BU
G301 10-8
CDC41 WH-BN
57 C212
automatic transmission
S219
CDC41 WH-BN
C3245
2
CDC41 WH-BN
25 C220
INSTRUMENT PANEL CLUSTER (IPC) 60-1
PARK DETECT SWITCH
POWER DISTRIBUTION
13-13
CBP22 GN-OG
S122
CBP22 GN-OG
12 C211
15
CBP22 GN-OG
CLUSTER AND PANEL ILLUMINATION
71-2
CLN04 BU-BN
4
6
TURN SIGNAL/STOP/HAZARD LAMPS
90-3 4 door
90-5 5 door
CCA26 BU-GY
14 C210
CCA26 BU-GY
1 C3245
FLOOR SHIFTER 151-6
1) Overdrive/Grade assist enable
2) Park detect
P
2
P
2
1
5
GD115 BK-GY
G201 10-6
7
CE417 GY-BN
54
11
CE417 GY-BN
11
12 C3245
CET53 BU-OG
56 C210
25 C133
CET53 BU-OG
49 C1750A
OVERDRIVE CANCEL/ GRADE ASSIST
BSI
TRANSMISSION CONTROL MODULE (TCM) 29-2

Crossed wiring without connection

Splice

Ground

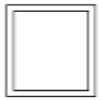
High voltage line

Connector

Female connector

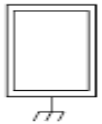
Male connector

Twisted pair

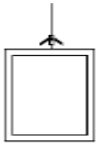


Entire component

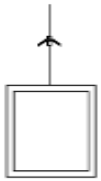
Part of a component



Component case directly attached to metal part of vehicle (ground)

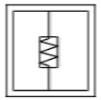


Connector attached to component

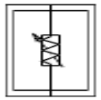


Connector attached to component lead (pigtail)

Positive Temperature Coefficient (PTC)



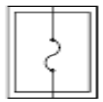
Resistor



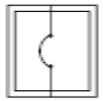
Potentiometer (pressure or temperature)

Potentiometer (outside influence)

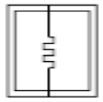
Battery



Fuse



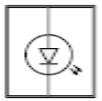
Circuit breaker



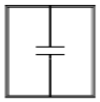
Heating element, Conductor loop

Ignition coil assembly

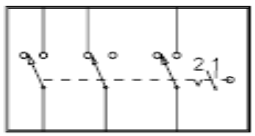
Solenoid controlled valve
or clutch solenoid



Light emitting diode
(LED)



Capacitor

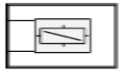


Multipole switch

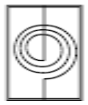
Piezoelectric sensor

From offpage Reference

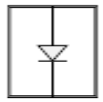
To offpage Reference



Hall sensor

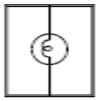


Clockspring



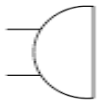
Diode, current flows in
direction of arrow

Switch



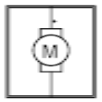
Lamp

Bifilament lamp

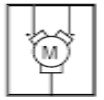


Buzzer

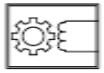
Antenna



Permanent magnet,
one-speed-motor



Permanent magnet,
two-speed-motor



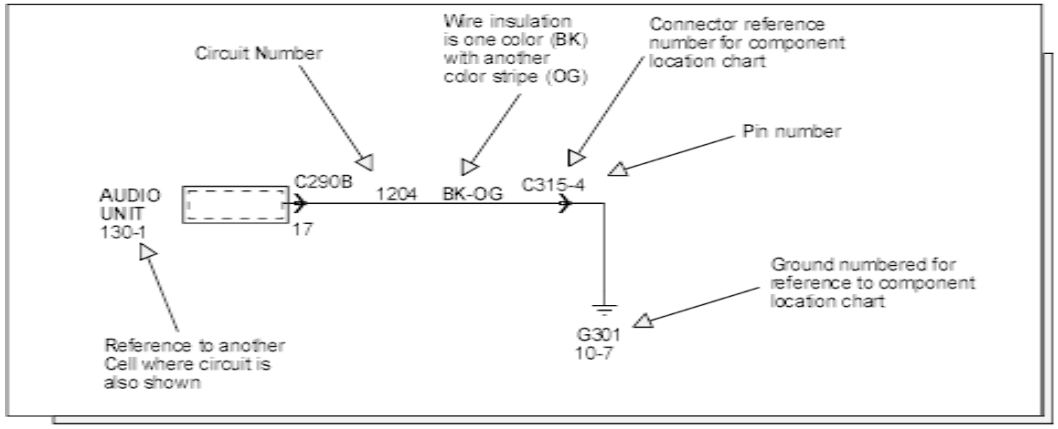
Rotational sensor

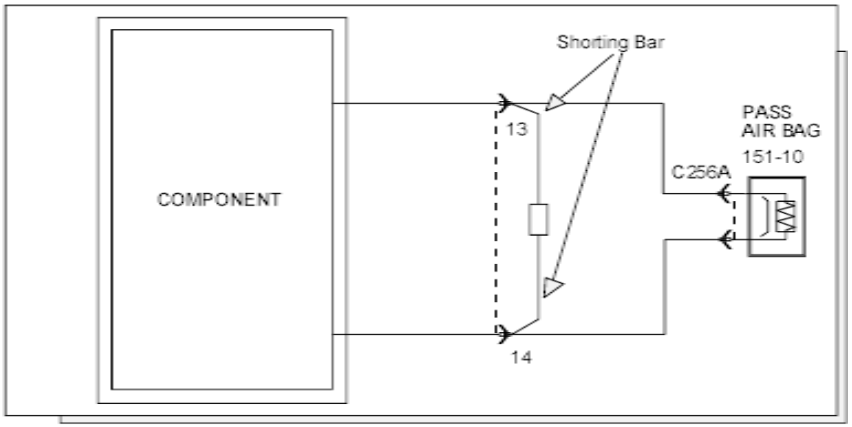
Horn or speaker

Fusible link

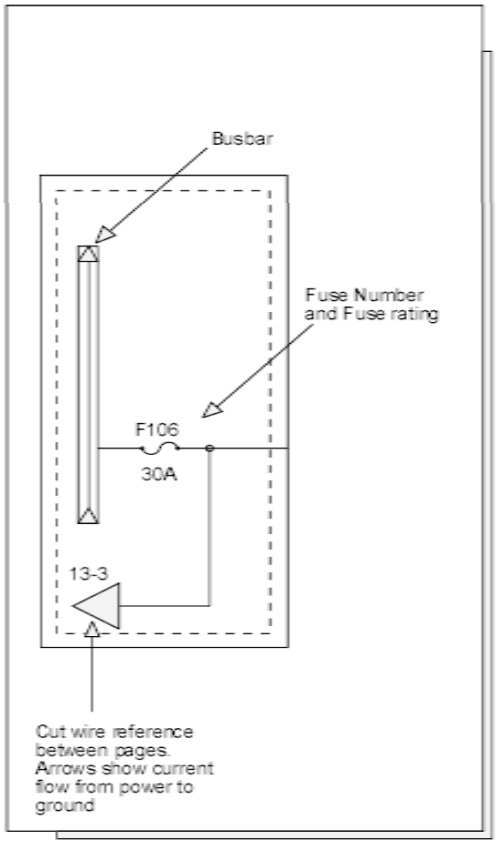
Shield

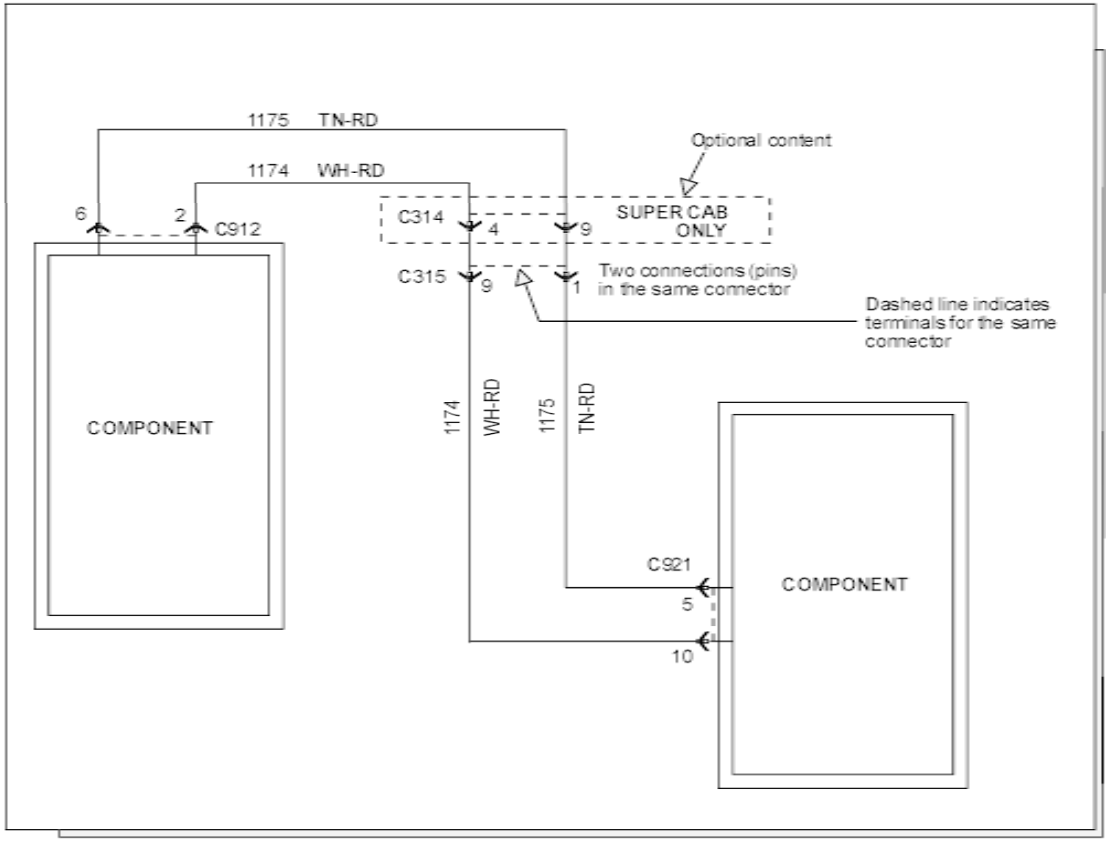
Warning

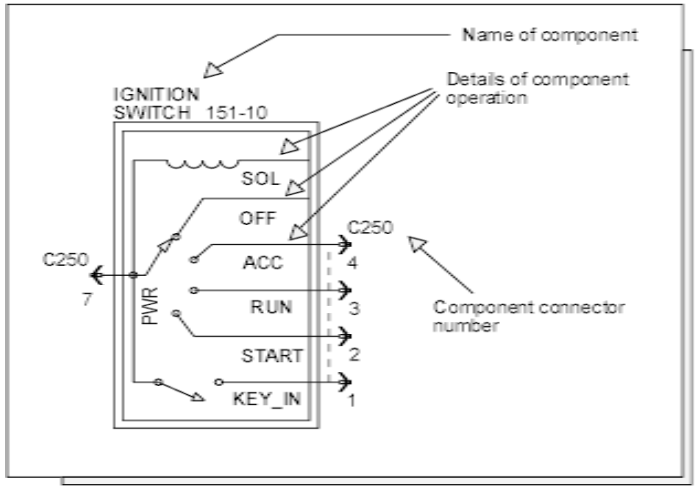


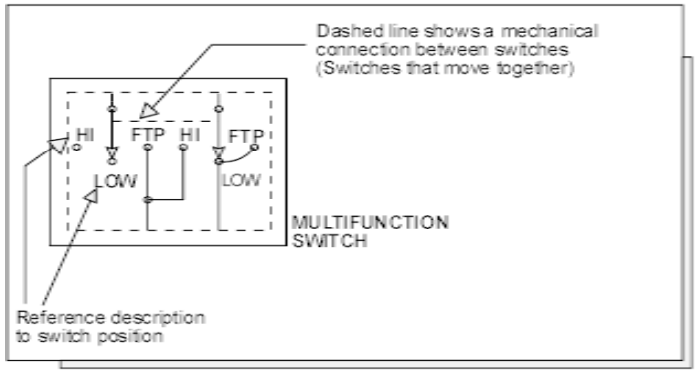


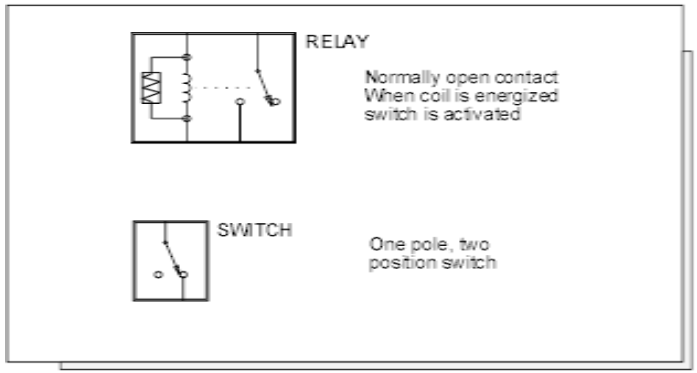
Wire colors	
BK	Black
BN	Brown
BU	Blue
DB	Dark blue
DG	Dark green
GN	Green
GY	Grey
LB	Light blue
LG	Light green
NA	Natural
OG	Orange
PK	Pink
RD	Red
SR	Silver
TN	Tan
VT	Violet
WH	White
YE	Yellow

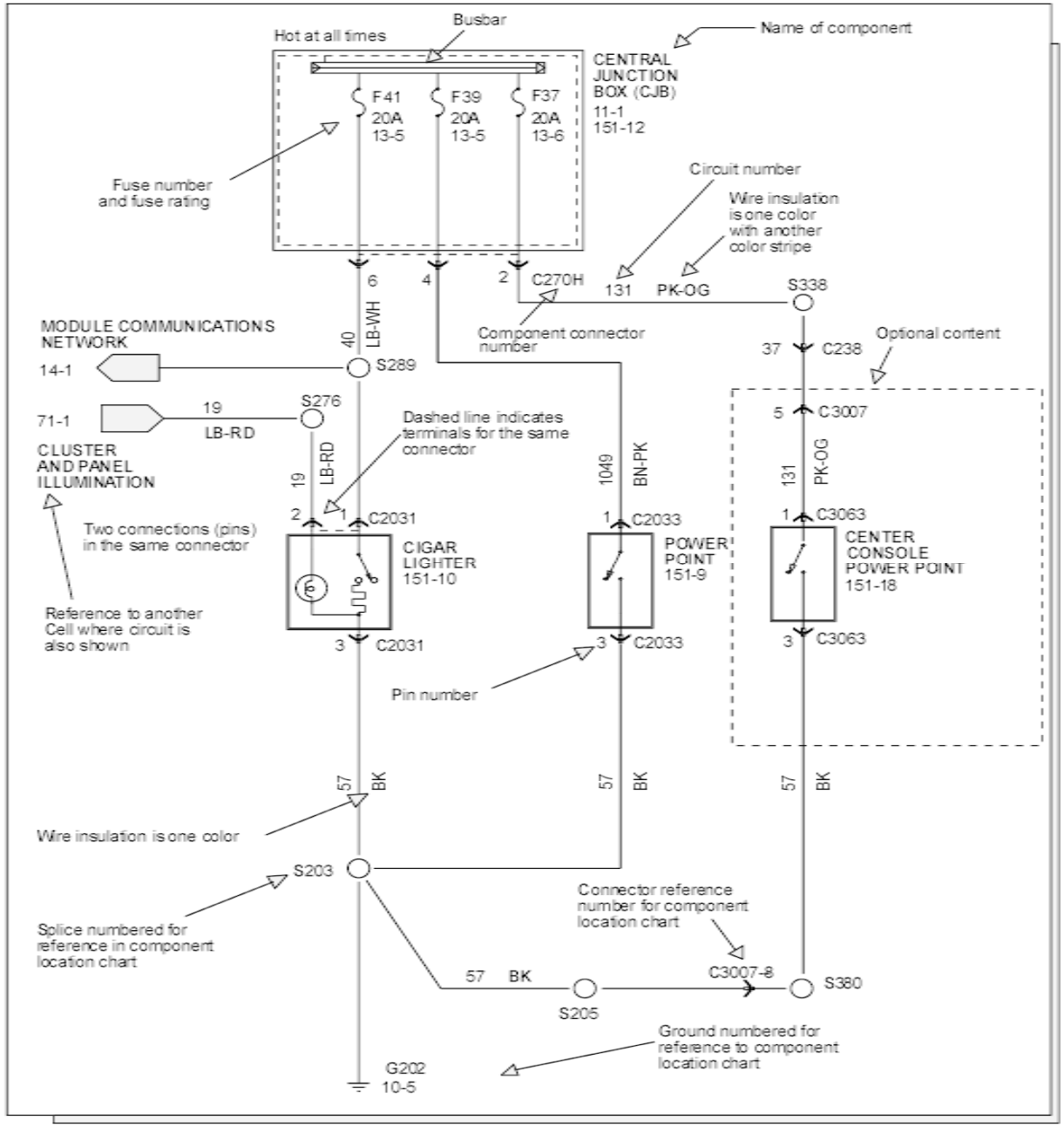





Name of component
IGNITION SWITCH 151-10
Details of component operation
SOL
OFF
ACC
RUN
START
KEY_IN
PWR
C250
7
C250
4
3
2
1
Component connector number

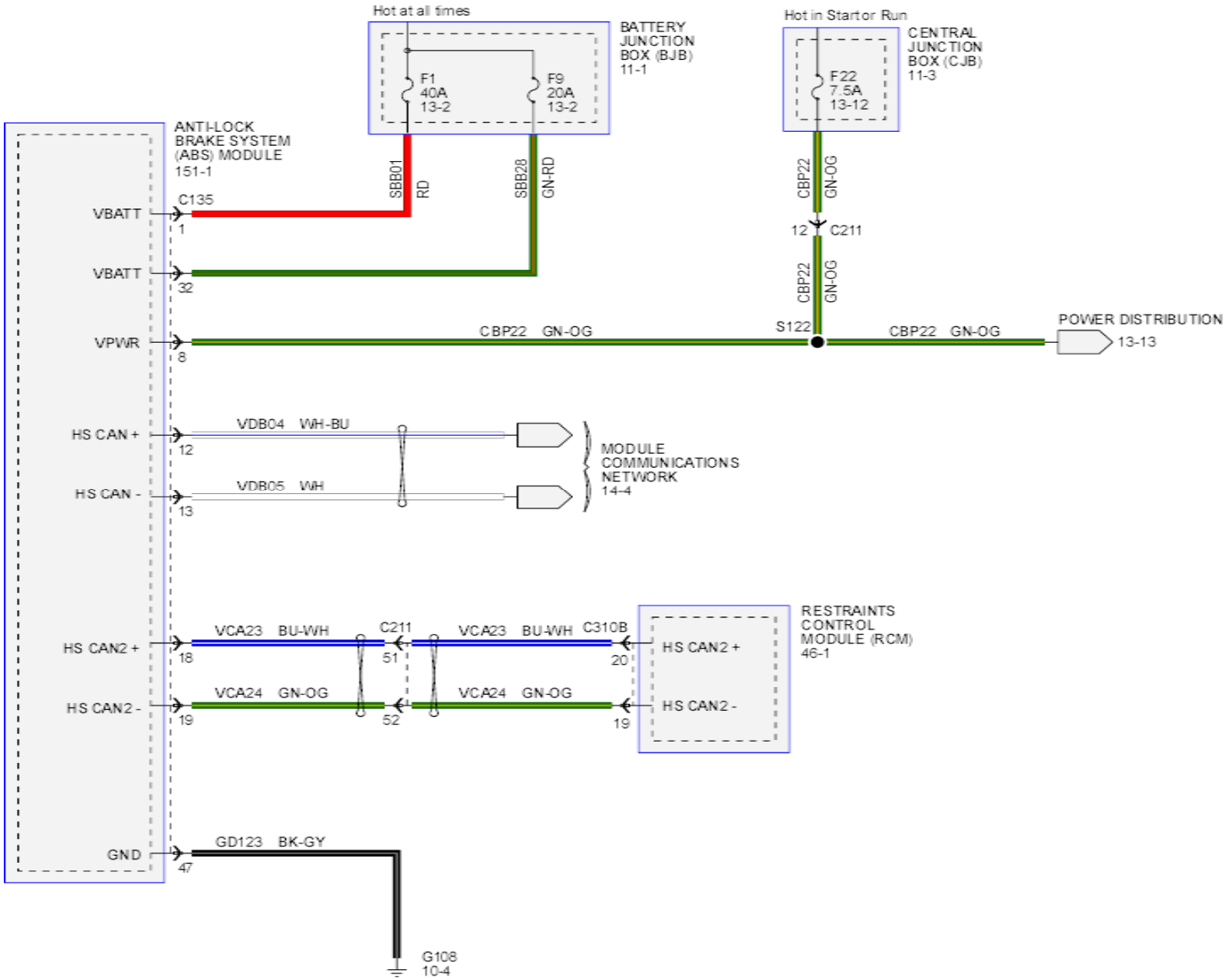

Dashed line shows a mechanical connection between switches (Switches that move together)
HI
FTP
HI
FTP
LOW
LOW
MULTIFUNCTION SWITCH
Reference description to switch position

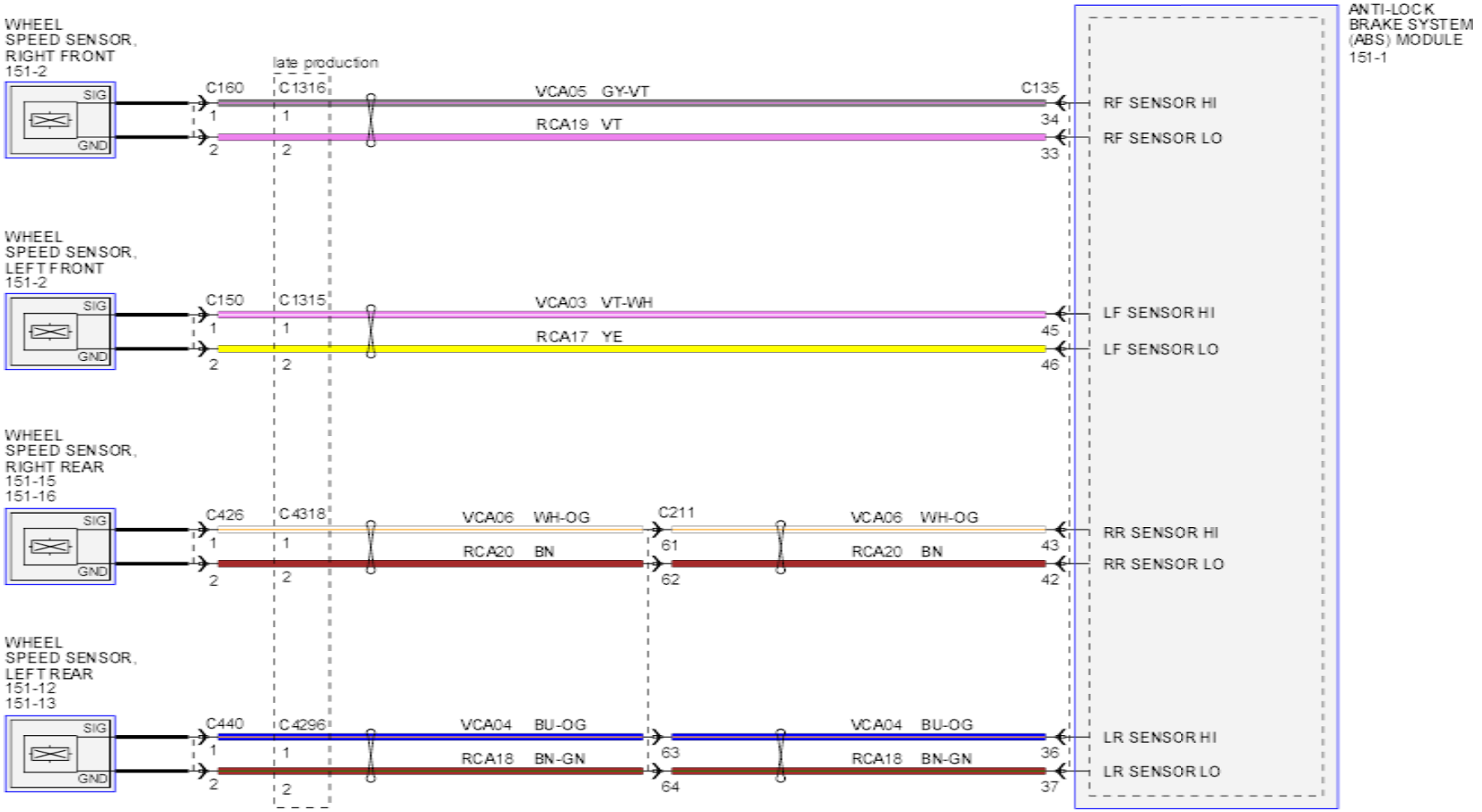

RELAY
Normally open contact When coil is energized switch is activated
SWITCH
One pole, two position switch

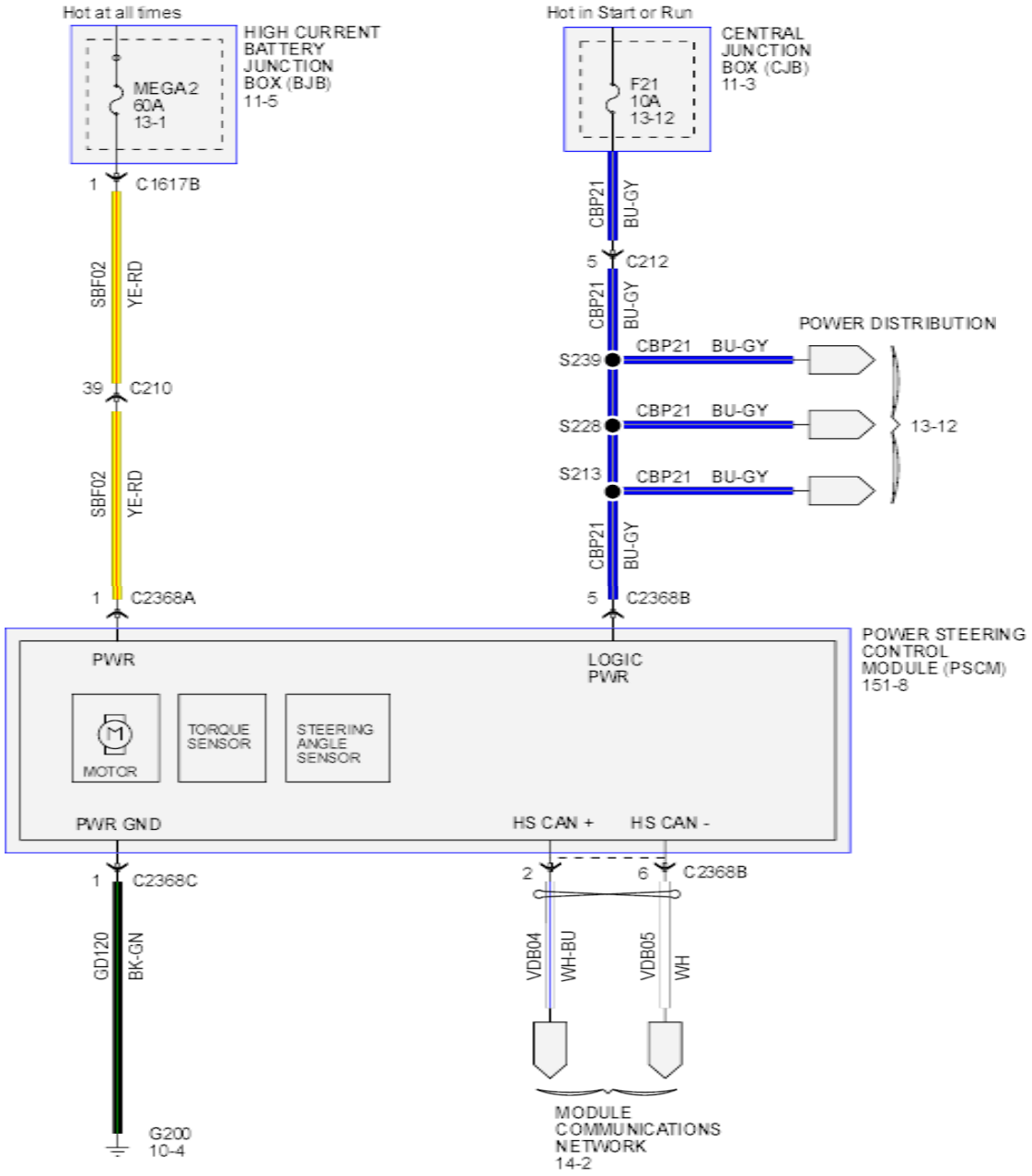

Busbar
Hot at all times
Name of component
CENTRAL JUNCTION BOX (CJB)
11-1
151-12
F41
20A
13-5
F39
20A
13-5
F37
20A
13-6
Fuse number and fuse rating
Circuit number
Wire insulation is one color with another color stripe
6
4
2
C270H
131
PK-OG
S338
40
LB-WH
MODULE COMMUNICATIONS NETWORK
14-1
S289
Component connector number
37
C238
Optional content
71-1
19
LB-RD
S276
Dashed line indicates terminals for the same connector
5
C3007
131
PK-OG
CLUSTER AND PANEL ILLUMINATION
19
LB-RD
1049
BN-PK
2
1
C2031
1
C2033
1
C3063
Two connections (pins) in the same connector
CIGAR LIGHTER 151-10
POWER POINT 151-9
CENTER CONSOLE POWER POINT 151-18
Reference to another Cell where circuit is also shown
3
C2031
3
C2033
3
C3063
Pin number
57
BK
57
BK
57
BK
Wire insulation is one color
S203
Splice numbered for reference in component location chart
Connector reference number for component location chart
57
BK
C3007-8
S380
S205
Ground numbered for reference to component location chart
G202
10-5

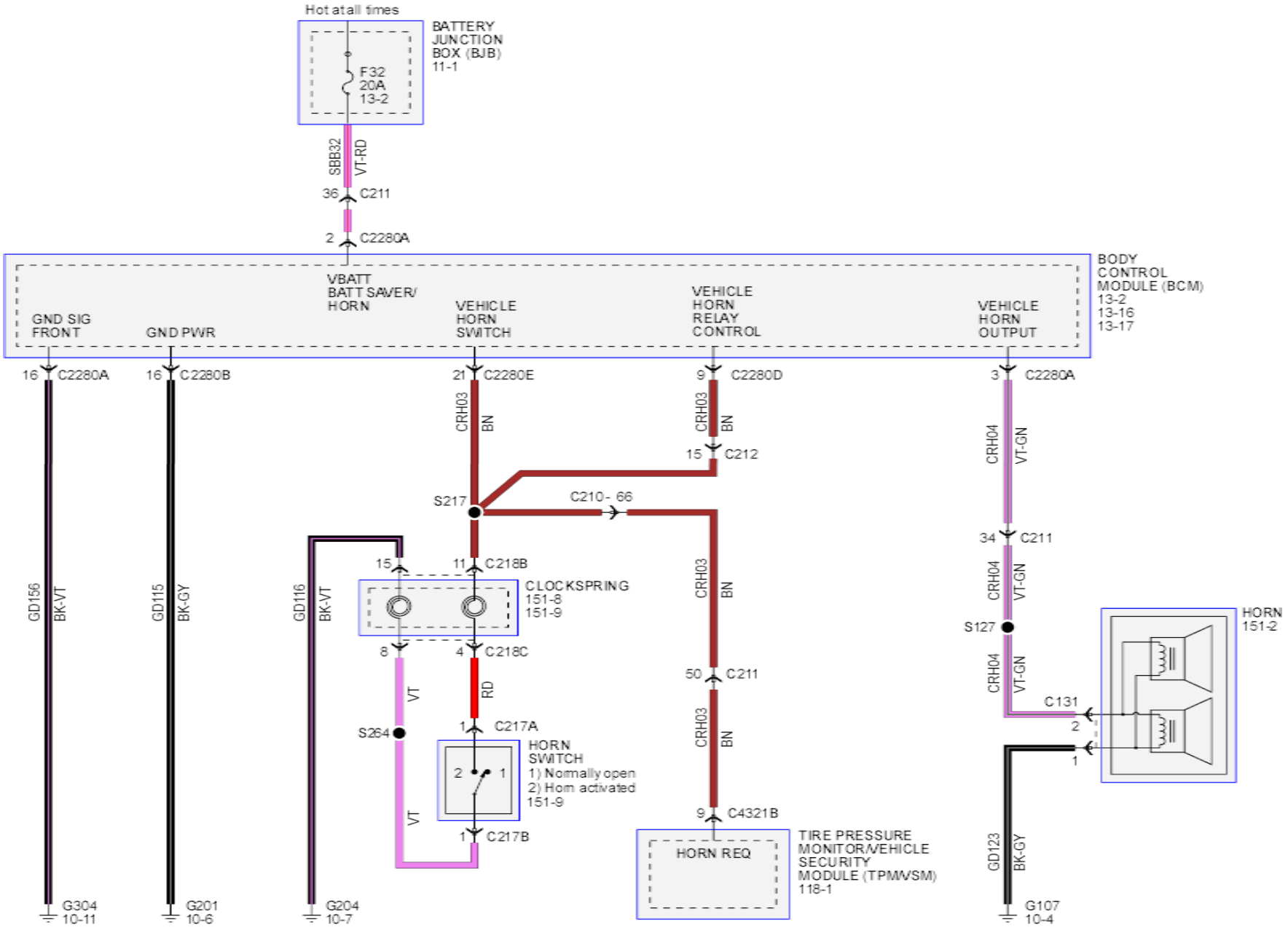
Each connector, ground, and splice number used in this publication references an area of the vehicle. The chart below describes the different areas of the vehicle, and lists the numbers associated with each.

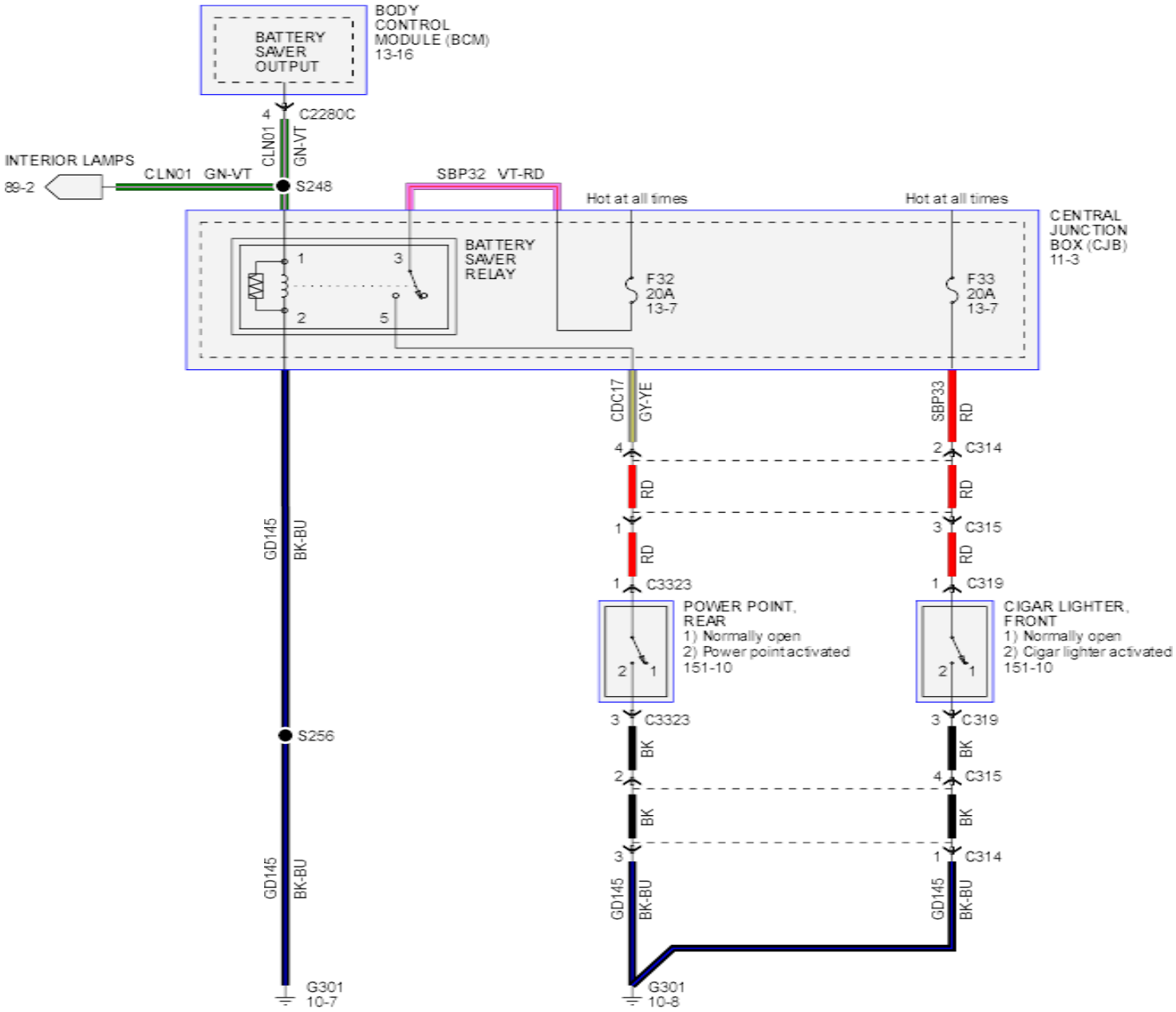
NUMBER	LOCATION
100-199 1000-1999	Engine compartment, powertrain (including transmission and front wheel drive axle/differential)
200-299 2000-2999	Instrument panel and console, steering wheel assembly
300-399 3000-3999	From instrument panel to rear seat, up to, and including, door trim panel
400-499 4000-4999	Behind rear seats to rear bumper, truck bed
500-599	Driver door
600-699	Passenger door, front
700-799	Rear door, left
800-899	Rear door, right
900-999	Above door trim panel and headliner

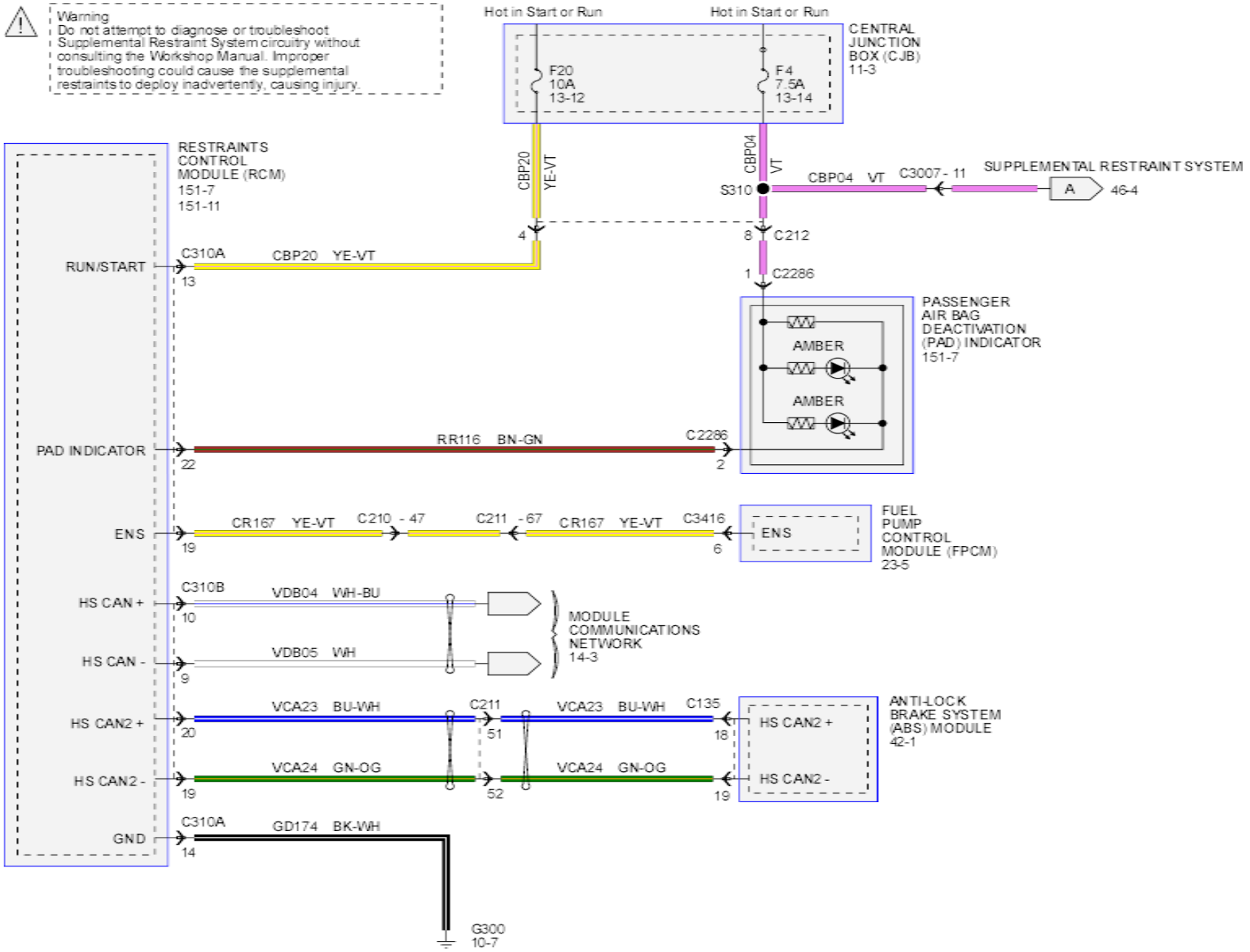

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F1 40A 13-2
F9 20A 13-2
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F22 7.5A 13-12
ANTI-LOCK BRAKE SYSTEM (ABS) MODULE 151-1
SBB01 RD
SBB28 GN-RD
CBP22 GN-OG
12 C211
CBP22 GN-OG
S122
CBP22 GN-OG
POWER DISTRIBUTION 13-13
C135
VBATT 1
VBATT 32
VPWR 8
CBP22 GN-OG
HS CAN + 12
HS CAN - 13
VDB04 WH-BU
VDB05 WH
MODULE COMMUNICATIONS NETWORK 14-4
HS CAN2 + 18
HS CAN2 - 19
VCA23 BU-WH
VCA24 GN-OG
C211 51
C211 52
VCA23 BU-WH C310B
VCA24 GN-OG
20
19
RESTRAINTS CONTROL MODULE (RCM) 46-1
HS CAN2 +
HS CAN2 -
GND 47
GD123 BK-GY
G108 10-4

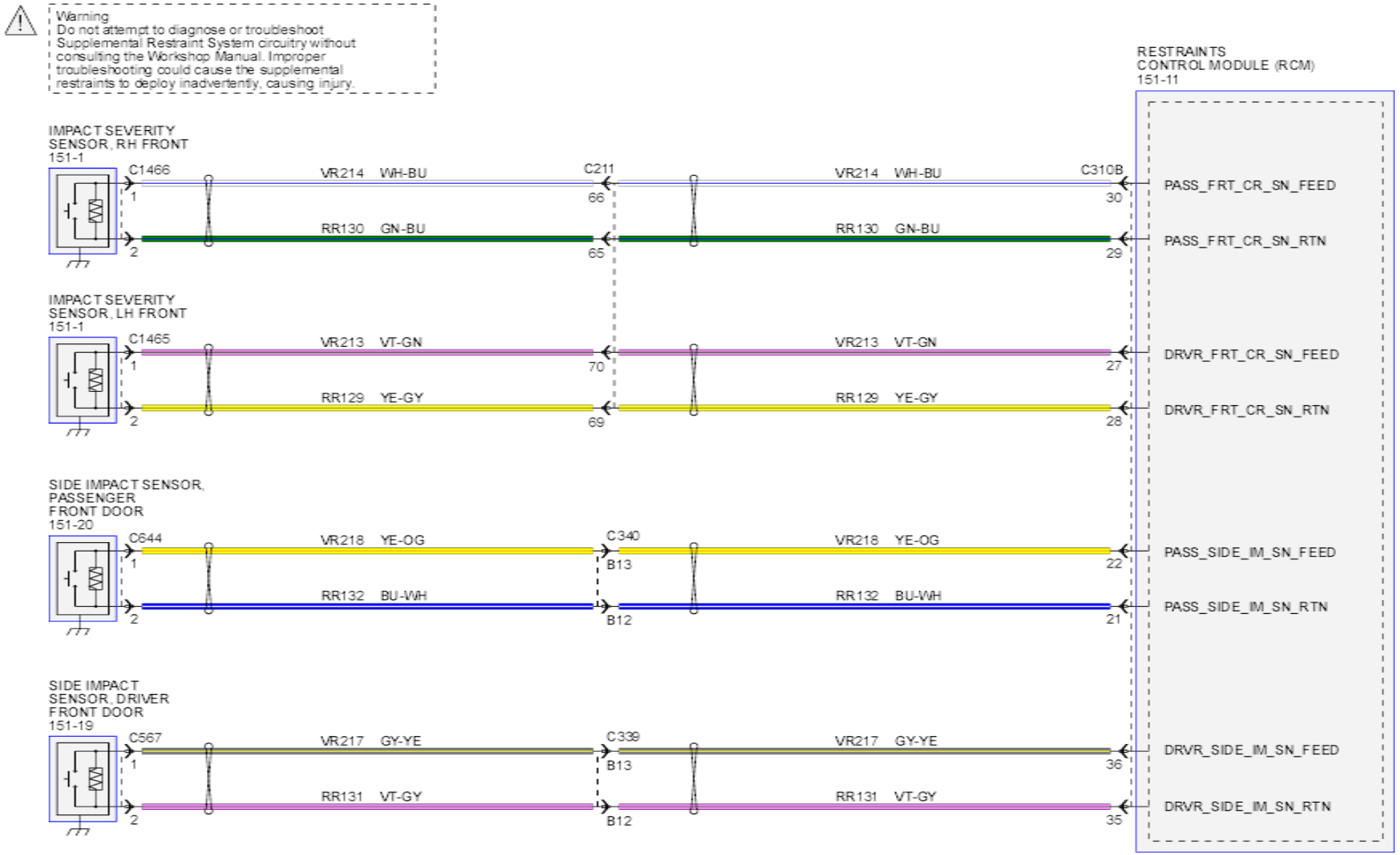

WHEEL SPEED SENSOR, RIGHT FRONT 151-2
SIG
GND
C160
1
2
late production
C1316
1
2
VCA05 GY-VT
RCA19 VT
C135
34
33
RF SENSOR HI
RF SENSOR LO
WHEEL SPEED SENSOR, LEFT FRONT 151-2
SIG
GND
C150
1
2
C1315
1
2
VCA03 VT-WH
RCA17 YE
45
46
LF SENSOR HI
LF SENSOR LO
WHEEL SPEED SENSOR, RIGHT REAR 151-15 151-16
SIG
GND
C426
1
2
C4318
1
2
VCA06 WH-OG
RCA20 BN
C211
61
62
VCA06 WH-OG
RCA20 BN
43
42
RR SENSOR HI
RR SENSOR LO
WHEEL SPEED SENSOR, LEFT REAR 151-12 151-13
SIG
GND
C440
1
2
C4296
1
2
VCA04 BU-OG
RCA18 BN-GN
63
64
VCA04 BU-OG
RCA18 BN-GN
36
37
LR SENSOR HI
LR SENSOR LO
ANTI-LOCK BRAKE SYSTEM (ABS) MODULE 151-1

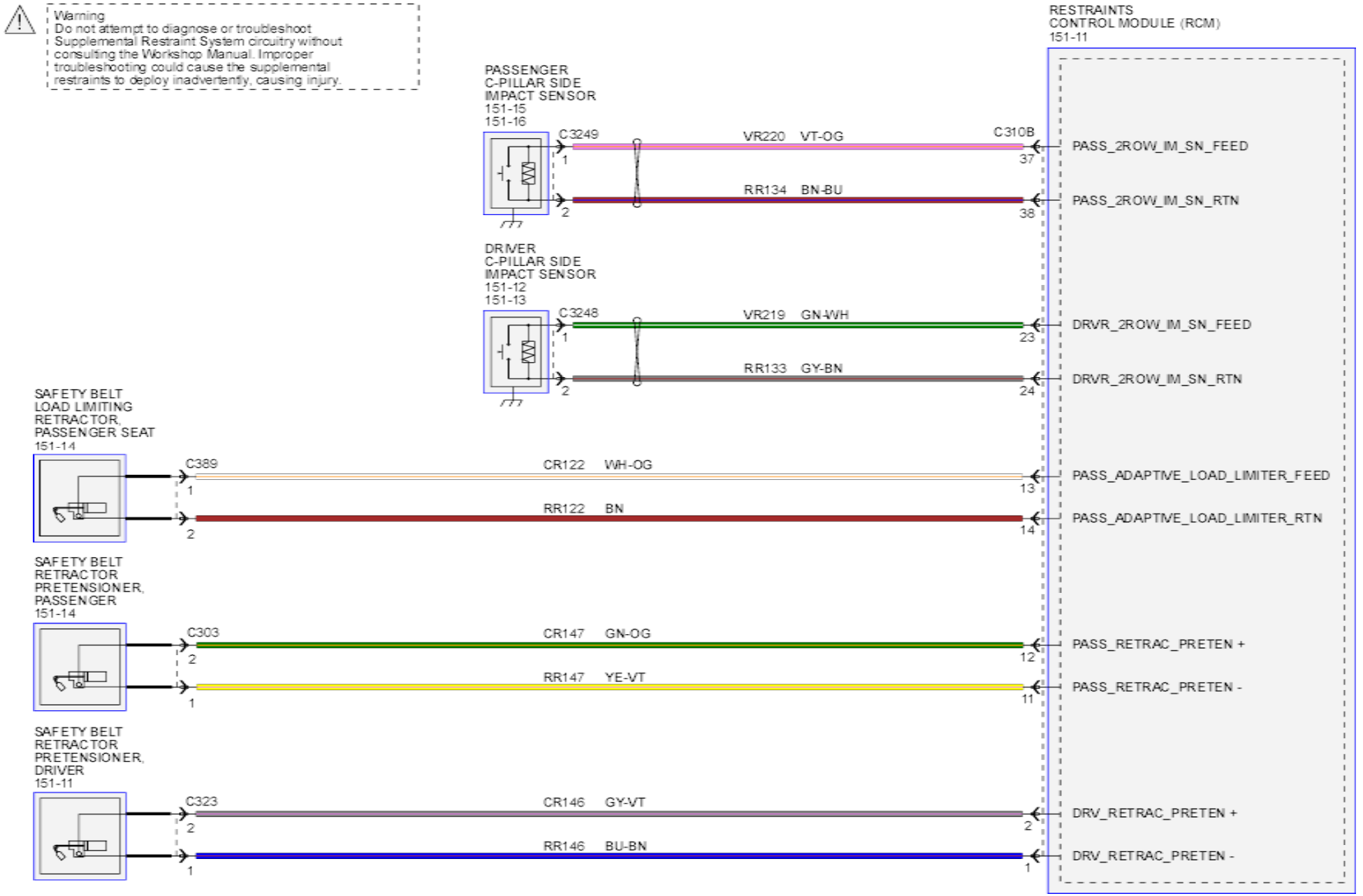

Hot at all times
HIGH CURRENT BATTERY JUNCTION BOX (BJB) 11-5
MEGA 2 60A 13-1
1
C1617B
SBF02
YE-RD
39
C210
SBF02
YE-RD
1
C2368A
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
CBP21
BU-GY
5
C212
CBP21
BU-GY
POWER DISTRIBUTION
S239
CBP21
BU-GY
S228
CBP21
BU-GY
13-12
S213
CBP21
BU-GY
CBP21
BU-GY
5
C2368B
POWER STEERING CONTROL MODULE (PSCM) 151-8
PWR
LOGIC PWR
MOTOR
TORQUE SENSOR
STEERING ANGLE SENSOR
PWR GND
HS CAN +
HS CAN -
1
C2368C
GD120
BK-GN
G200 10-4
2
6
C2368B
VDB04
WH-BU
VDB05
WH
MODULE COMMUNICATIONS NETWORK 14-2

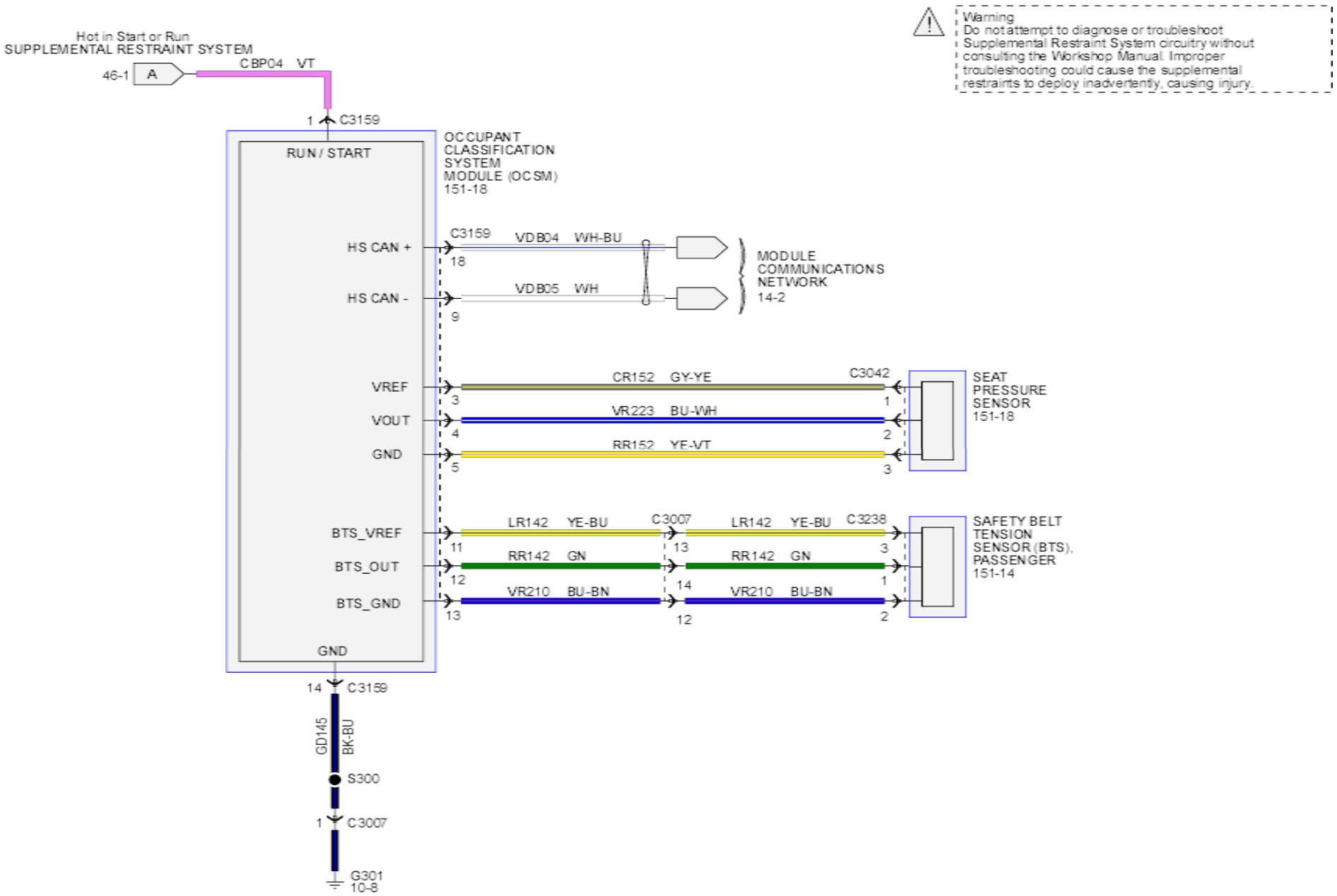

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F32 20A 13-2
SBB32
VT-RD
36 C211
2 C2280A
BODY CONTROL MODULE (BCM) 13-2 13-16 13-17
VBATT BATT SAVER/ HORN
GND SIG FRONT
GND PWR
VEHICLE HORN SWITCH
VEHICLE HORN RELAY CONTROL
VEHICLE HORN OUTPUT
16 C2280A
16 C2280B
21 C2280E
9 C2280D
3 C2280A
CRH03 BN
15 C212
S217
C210 - 66
CRH04 VT-GN
34 C211
S127
C131
HORN 151-2
GD156 BK-VT
GD115 BK-GY
GD116 BK-VT
15
11 C218B
CLOCKSPRING 151-8 151-9
8
4 C218C
VT
RD
S264
1 C217A
HORN SWITCH 1) Normally open 2) Horn activated 151-9
2 1
1 C217B
50 C211
9 C4321B
HORN REQ
TIRE PRESSURE MONITOR/VEHICLE SECURITY MODULE (TPMVSM) 118-1
GD123 BK-GY
G304 10-11
G201 10-6
G204 10-7
G107 10-4


BODY CONTROL MODULE (BCM) 13-16
BATTERY SAVER OUTPUT
4
C2280C
CLN01
GN-VT
INTERIOR LAMPS
89-2
CLN01 GN-VT
S248
SBP32 VT-RD
Hot at all times
Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
BATTERY SAVER RELAY
1
3
2
5
F32 20A 13-7
F33 20A 13-7
CDC17
GY-YE
SBP33
RD
4
2
C314
RD
RD
1
3
C315
RD
RD
1
C3323
1
C319
POWER POINT, REAR
1) Normally open
2) Power point activated
151-10
CIGAR LIGHTER, FRONT
1) Normally open
2) Cigar lighter activated
151-10
2
1
3
C3323
3
C319
BK
BK
2
4
C315
BK
BK
3
1
C314
GD145
BK-BU
GD145
BK-BU
GD145
BK-BU
GD145
BK-BU
S256
G301
10-7
G301
10-8

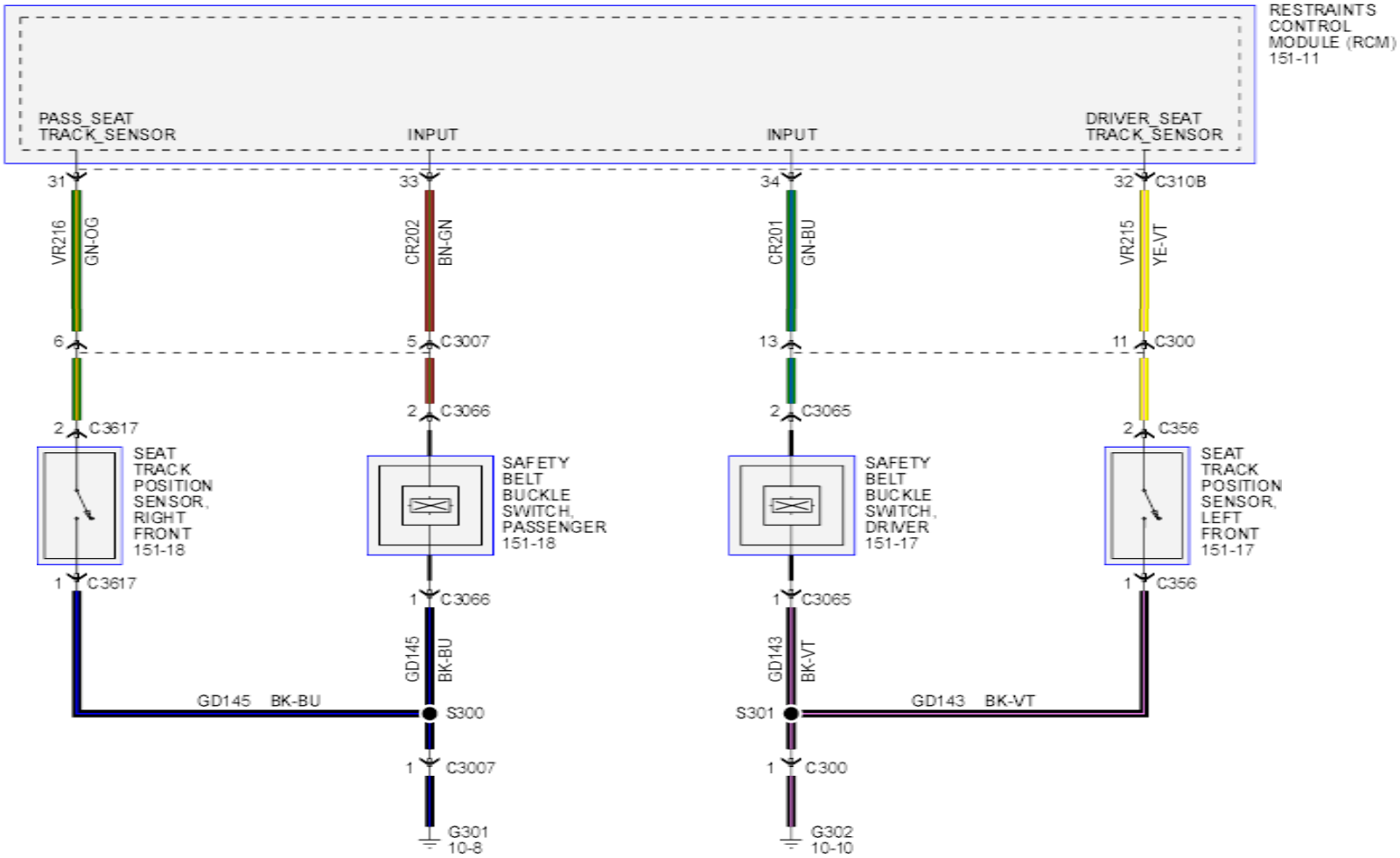

Warning
Do not attempt to diagnose or troubleshoot Supplemental Restraint System circuitry without consulting the Workshop Manual. Improper troubleshooting could cause the supplemental restraints to deploy inadvertently, causing injury.
Hot in Start or Run
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F20 10A 13-12
F4 7.5A 13-14
RESTRAINTS CONTROL MODULE (RCM) 151-7 151-11
CBP20 YE-VT
CBP04 VT
S310
CBP04 VT C3007 - 11
SUPPLEMENTAL RESTRAINT SYSTEM
A
46-4
4
8 C212
1 C2286
PASSENGER AIR BAG DEACTIVATION (PAD) INDICATOR 151-7
AMBER
AMBER
RUN/START
C310A
CBP20 YE-VT
13
PAD INDICATOR
22
RR116 BN-GN
C2286
2
ENS
19
CR167 YE-VT
C210 - 47
C211 - 67
CR167 YE-VT
C3416
6
ENS
FUEL PUMP CONTROL MODULE (FPCM) 23-5
HS CAN +
C310B
VDB04 WH-BU
10
HS CAN -
VDB05 WH
9
MODULE COMMUNICATIONS NETWORK 14-3
HS CAN2 +
VCA23 BU-WH
C211
VCA23 BU-WH
C135
20
51
18
HS CAN2 -
VCA24 GN-OG
VCA24 GN-OG
19
52
19
HS CAN2 +
HS CAN2 -
ANTI-LOCK BRAKE SYSTEM (ABS) MODULE 42-1
GND
C310A
GD174 BK-WH
14
G300
10-7

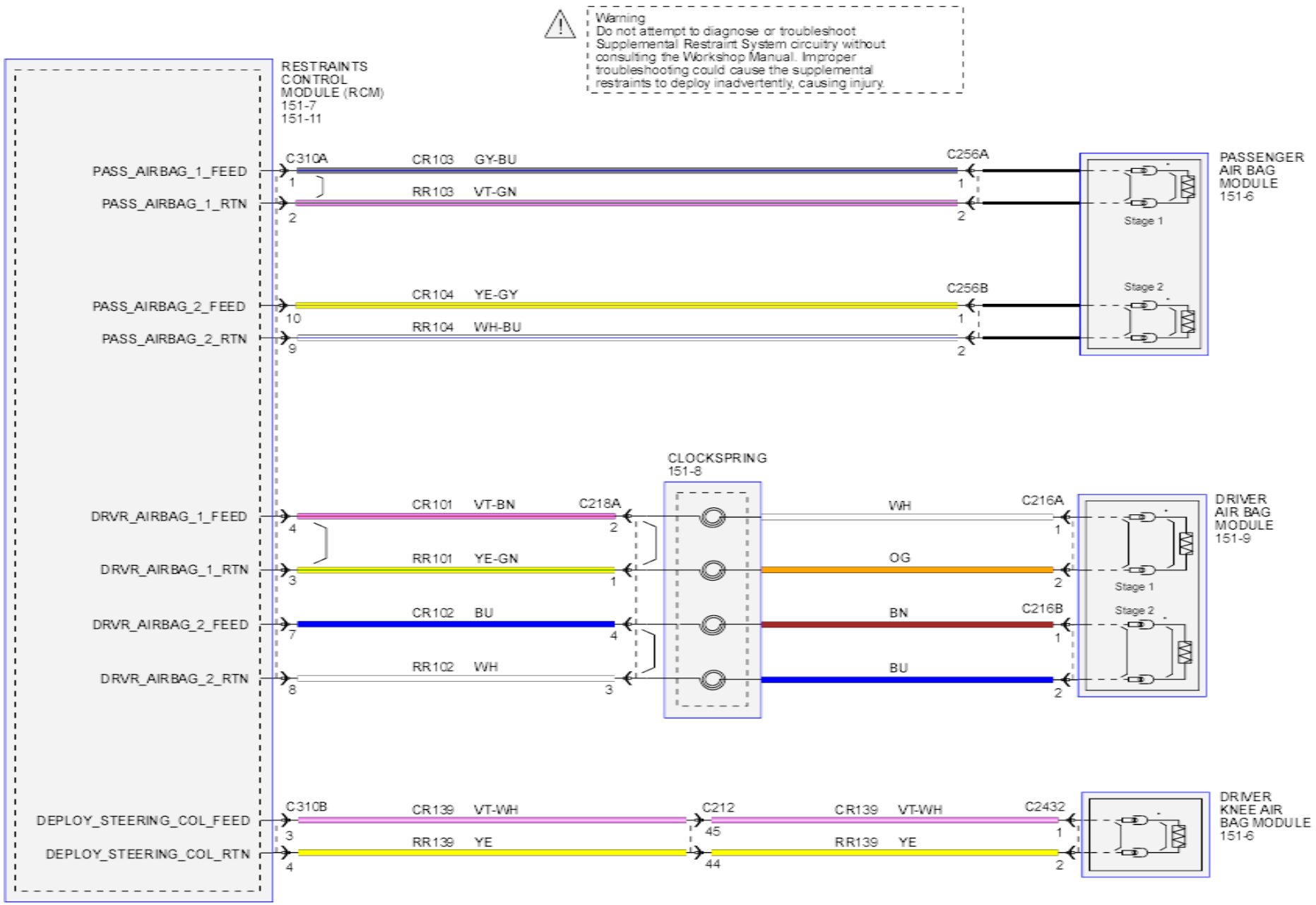

Warning
Do not attempt to diagnose or troubleshoot Supplemental Restraint System circuitry without consulting the Workshop Manual. Improper troubleshooting could cause the supplemental restraints to deploy inadvertently, causing injury.
RESTRAINTS CONTROL MODULE (RCM) 151-11
IMPACT SEVERITY SENSOR, RH FRONT 151-1
C1466
1
2
VR214 WH-BU
RR130 GN-BU
C211
66
65
VR214 WH-BU
RR130 GN-BU
C310B
30
29
PASS_FRT_CR_SN_FEED
PASS_FRT_CR_SN_RTN
IMPACT SEVERITY SENSOR, LH FRONT 151-1
C1465
1
2
VR213 VT-GN
RR129 YE-GY
70
69
VR213 VT-GN
RR129 YE-GY
27
28
DRVR_FRT_CR_SN_FEED
DRVR_FRT_CR_SN_RTN
SIDE IMPACT SENSOR, PASSENGER FRONT DOOR 151-20
C644
1
2
VR218 YE-OG
RR132 BU-WH
C340
B13
B12
VR218 YE-OG
RR132 BU-WH
22
21
PASS_SIDE_IM_SN_FEED
PASS_SIDE_IM_SN_RTN
SIDE IMPACT SENSOR, DRIVER FRONT DOOR 151-19
C567
1
2
VR217 GY-YE
RR131 VT-GY
C339
B13
B12
VR217 GY-YE
RR131 VT-GY
36
35
DRVR_SIDE_IM_SN_FEED
DRVR_SIDE_IM_SN_RTN

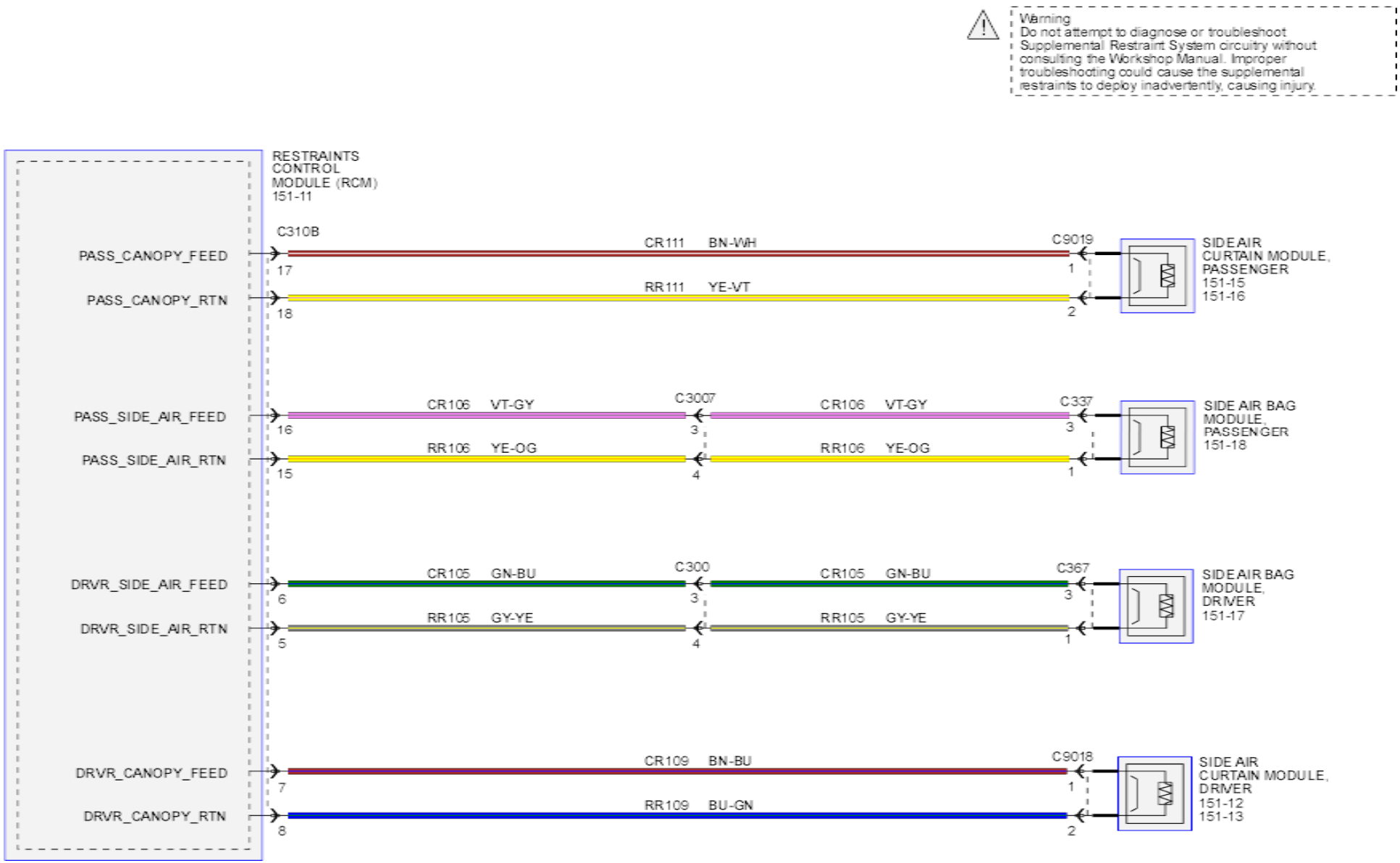

Warning
Do not attempt to diagnose or troubleshoot Supplemental Restraint System circuitry without consulting the Workshop Manual. Improper troubleshooting could cause the supplemental restraints to deploy inadvertently, causing injury.
RESTRAINTS CONTROL MODULE (RCM) 151-11
PASSENGER C-PILLAR SIDE IMPACT SENSOR 151-15 151-16
C3249
VR220 VT-OG
C310B
37
PASS_2ROW_IM_SN_FEED
RR134 BN-BU
38
PASS_2ROW_IM_SN_RTN
DRIVER C-PILLAR SIDE IMPACT SENSOR 151-12 151-13
C3248
VR219 GN-WH
23
DRVR_2ROW_IM_SN_FEED
RR133 GY-BN
24
DRVR_2ROW_IM_SN_RTN
SAFETY BELT LOAD LIMITING RETRACTOR, PASSENGER SEAT 151-14
C389
CR122 WH-OG
13
PASS_ADAPTIVE_LOAD_LIMITER_FEED
RR122 BN
14
PASS_ADAPTIVE_LOAD_LIMITER_RTN
SAFETY BELT RETRACTOR PRETENSIONER, PASSENGER 151-14
C303
CR147 GN-OG
12
PASS_RETRAC_PRETEN +
RR147 YE-VT
11
PASS_RETRAC_PRETEN -
SAFETY BELT RETRACTOR PRETENSIONER, DRIVER 151-11
C323
CR146 GY-VT
2
DRV_RETRAC_PRETEN +
RR146 BU-BN
1
DRV_RETRAC_PRETEN -


Warning
Do not attempt to diagnose or troubleshoot Supplemental Restraint System circuitry without consulting the Workshop Manual. Improper troubleshooting could cause the supplemental restraints to deploy inadvertently, causing injury.
Hot in Start or Run
SUPPLEMENTAL RESTRAINT SYSTEM
46-1
A
CBP04 VT
1
C3159
RUN / START
OCCUPANT CLASSIFICATION SYSTEM MODULE (OCSM)
151-18
HS CAN +
HS CAN -
C3159
VDB04 WH-BU
18
VDB05 WH
9
MODULE COMMUNICATIONS NETWORK
14-2
VREF
VOUT
GND
CR152 GY-YE
C3042
3
1
SEAT PRESSURE SENSOR
151-18
VR223 BU-WH
4
2
RR152 YE-VT
5
3
BTS_VREF
BTS_OUT
BTS_GND
LR142 YE-BU
C3007
LR142 YE-BU
C3238
11
13
3
RR142 GN
RR142 GN
12
1
VR210 BU-BN
14
VR210 BU-BN
13
12
2
SAFETY BELT TENSION SENSOR (BTS), PASSENGER
151-14
GND
14
C3159
GD145
BK-BU
S300
1
C3007
G301
10-8

Warning
Do not attempt to diagnose or troubleshoot Supplemental Restraint System circuitry without consulting the Workshop Manual. Improper troubleshooting could cause the supplemental restraints to deploy inadvertently, causing injury.




Warning
Do not attempt to diagnose or troubleshoot Supplemental Restraint System circuitry without consulting the Workshop Manual. Improper troubleshooting could cause the supplemental restraints to deploy inadvertently, causing injury.
RESTRAINTS CONTROL MODULE (RCM)
151-7
151-11
PASS_AIRBAG_1_FEED
PASS_AIRBAG_1_RTN
PASS_AIRBAG_2_FEED
PASS_AIRBAG_2_RTN
DRVR_AIRBAG_1_FEED
DRVR_AIRBAG_1_RTN
DRVR_AIRBAG_2_FEED
DRVR_AIRBAG_2_RTN
DEPLOY_STEERING_COL_FEED
DEPLOY_STEERING_COL_RTN
C310A
C310B
CR103 GY-BU
RR103 VT-GN
CR104 YE-GY
RR104 WH-BU
CR101 VT-BN
RR101 YE-GN
CR102 BU
RR102 WH
CR139 VT-WH
RR139 YE
C256A
C256B
C218A
CLOCKSPRING
151-8
C212
C216A
C216B
C2432
WH
OG
BN
BU
CR139 VT-WH
RR139 YE
PASSENGER AIR BAG MODULE
151-6
DRIVER AIR BAG MODULE
151-9
DRIVER KNEE AIR BAG MODULE
151-6
Stage 1
Stage 2

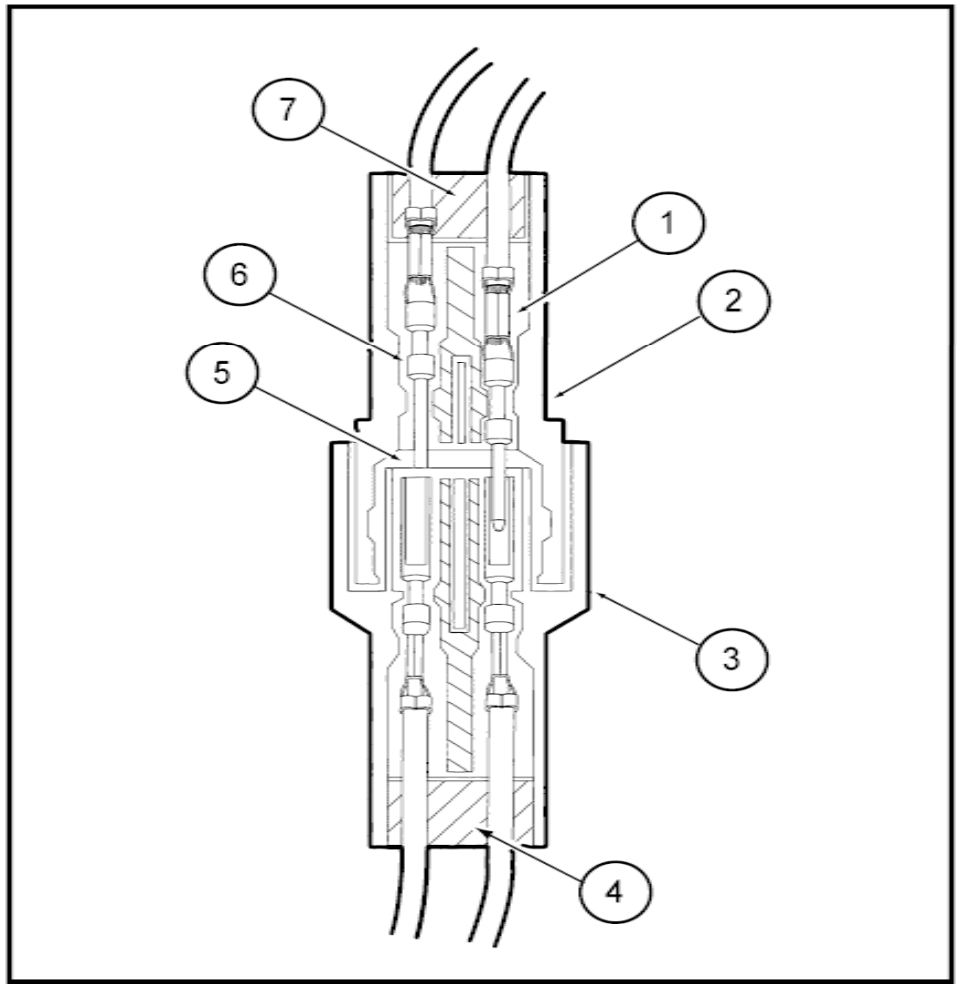

Warning
Do not attempt to diagnose or troubleshoot Supplemental Restraint System circuitry without consulting the Workshop Manual. Improper troubleshooting could cause the supplemental restraints to deploy inadvertently, causing injury.
RESTRAINTS CONTROL MODULE (RCM) 151-11
C310B
PASS_CANOPY_FEED
17
CR111 BN-WH
C9019
1
PASS_CANOPY_RTN
18
RR111 YE-VT
2
SIDE AIR CURTAIN MODULE, PASSENGER 151-15 151-16
PASS_SIDE_AIR_FEED
16
CR106 VT-GY
C3007
3
CR106 VT-GY
C337
3
PASS_SIDE_AIR_RTN
15
RR106 YE-OG
4
RR106 YE-OG
1
SIDE AIR BAG MODULE, PASSENGER 151-18
DRVR_SIDE_AIR_FEED
6
CR105 GN-BU
C300
3
CR105 GN-BU
C367
3
DRVR_SIDE_AIR_RTN
5
RR105 GY-YE
4
RR105 GY-YE
1
SIDE AIR BAG MODULE, DRIVER 151-17
DRVR_CANOPY_FEED
7
CR109 BN-BU
C9018
1
DRVR_CANOPY_RTN
8
RR109 BU-GN
2
SIDE AIR CURTAIN MODULE, DRIVER 151-12 151-13

NOTE: Restraint system terminals should not be removed or repaired. If a restraints terminal requires service, replace the affected harness.

Troubleshooting wiring harness and connector hidden concerns

The following illustrations are known examples of wiring harness, splices and connectors that will create intermittent electrical concerns. The concerns are hidden and can only be discovered by a physical evaluation as shown in each illustration.

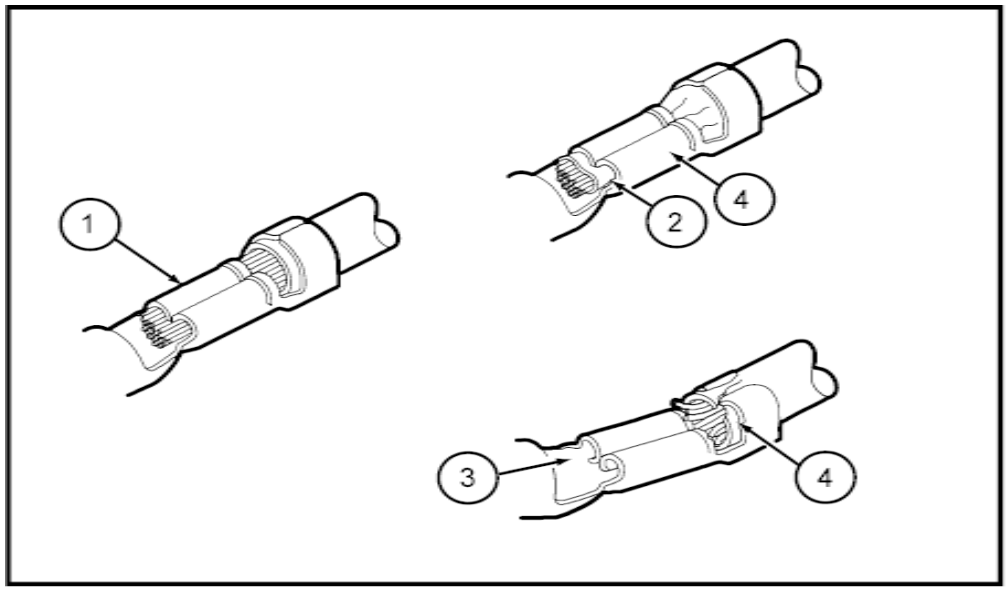
NOTE: Several components, such as the PCM, utilize gold plated terminals in their connections to the wiring harness. If those terminals need to be replaced, they must be replaced with a gold plated terminal.



Terminal not properly seated

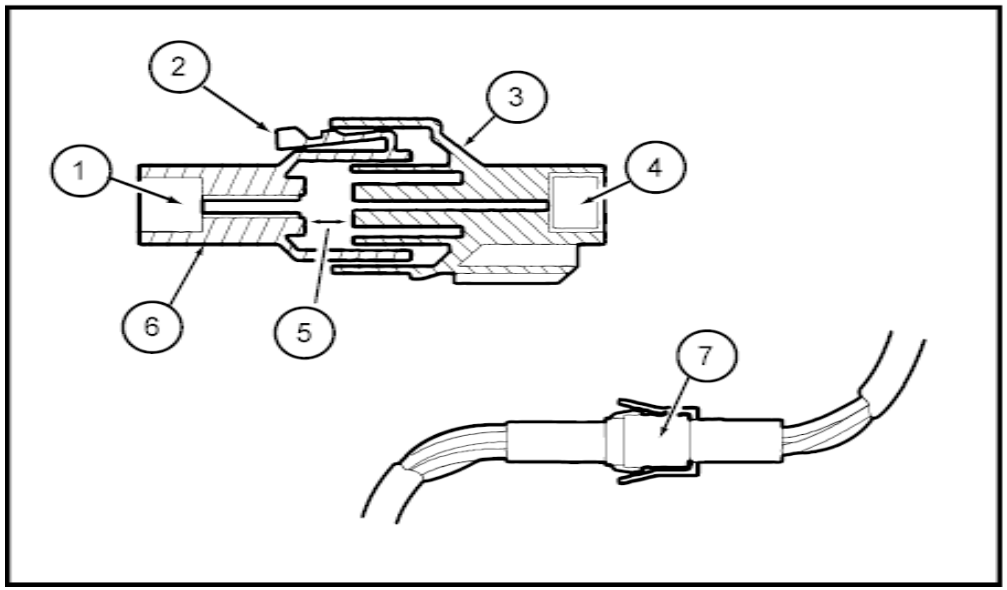
1 = Locked terminal
2 = Male half
3 = Female half
4 = Seal
5 = Intermittent contact
6 = Unlocked terminal (Hidden by wire seal)
7 = Seal

Check for unlocked terminals by pulling each wire at the end of the connector.



Defective insulation stripping

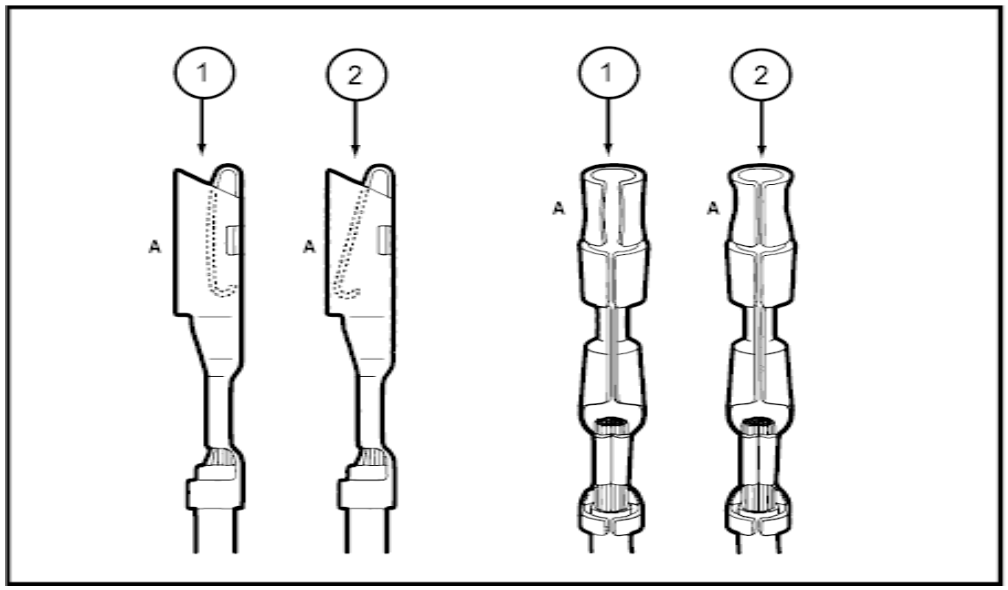
1 = Proper crimp
2 = Insulation not removed
3 = Wire strands missing
4 = Intermittent signals through pierced insulation



Partially mated connectors

1 = Seal
2 = Displaced tab
3 = Female half
4 = Seal
5 = Intermittent contact
6 = Male half
7 = Intermittent contact

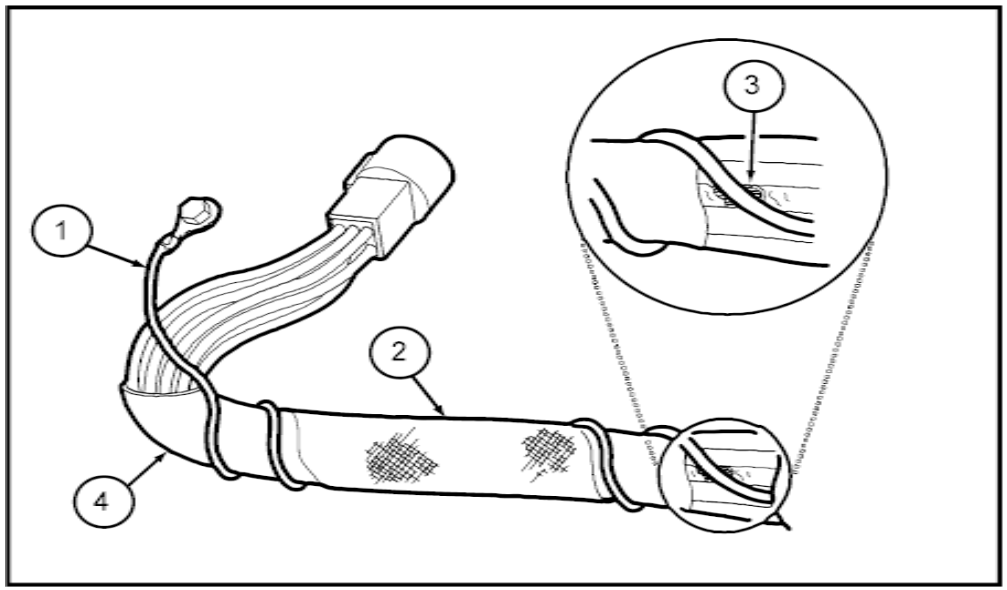
Lock may be displaced into an unlocked position; pull on the connector to verify the lock.



Deformed (enlarged) female terminals

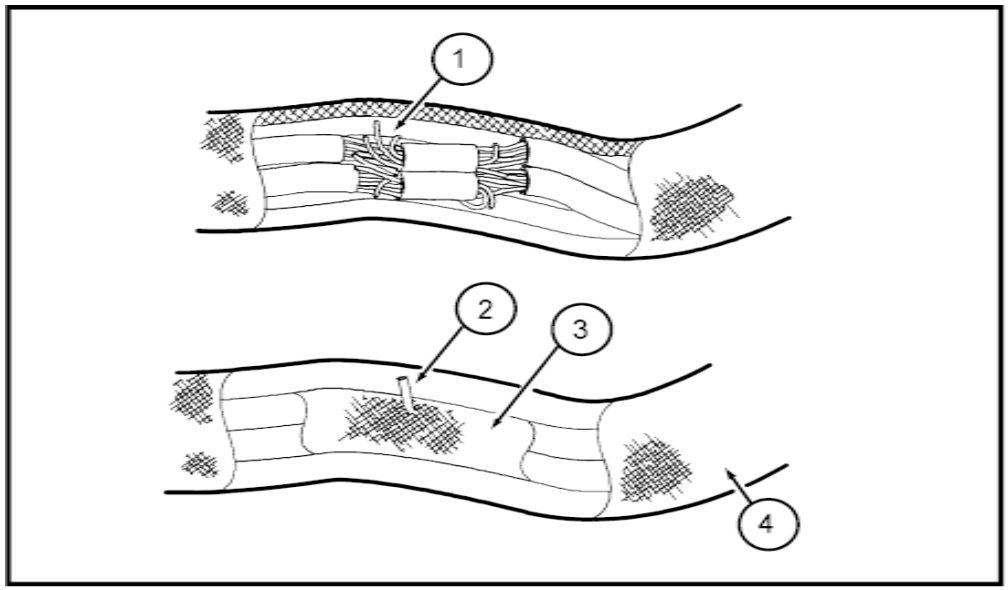
1 = Enlarged
2 = Normal

Any probe entering the terminal may enlarge the contact spring opening creating an intermittent signal.
Insert the correct mating terminal (Location A) from the service kit and feel for a loose fit.



Electrical short inside the harness

1 = Solder coated wire to ground
2 = Harness protective tape
3 = Intermittent short
Solder coated wire pierced through the insulation of another circuit.
4 = Grounding foil



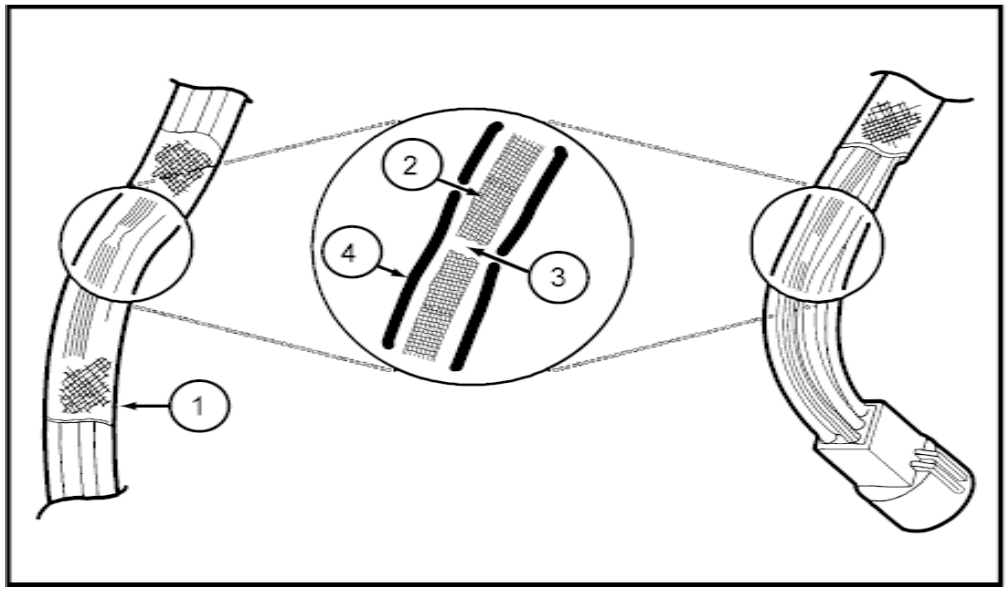
Electrical short within the harness

Splice tape removed

1 = Intermittent short

Splice covered

2 = Wire strand
3 = Splice tape
4 = Harness tape

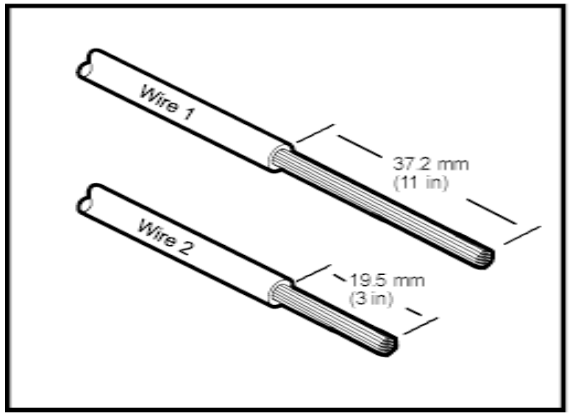


Broken wire strands in harness

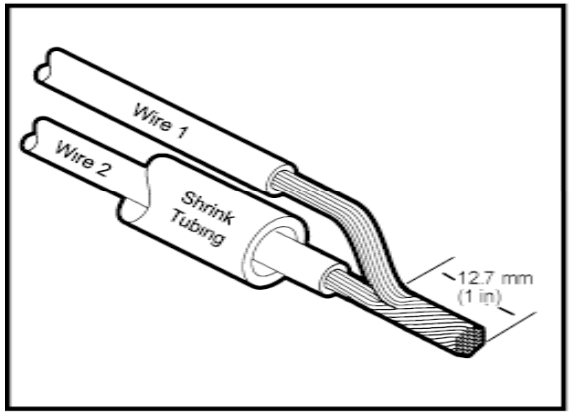
1 = Wiring harness tape
2 = Wiring strand
3 = Broken strands intermittent signal
4 = Circuit insulation

Remove the tape and flex/feel each circuit for a reduction in diameter at break.

Recommended splicing method - Solder (For 16 AWG and Smaller Diameter Wire Only)



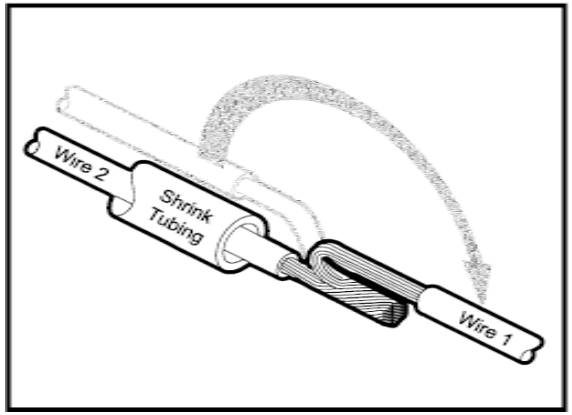
1. Disconnect battery ground cable.
2. Strip wires to appropriate length.



3. Install heat shrink tubing.
4. Twist wires together.
5. Solder wires together.

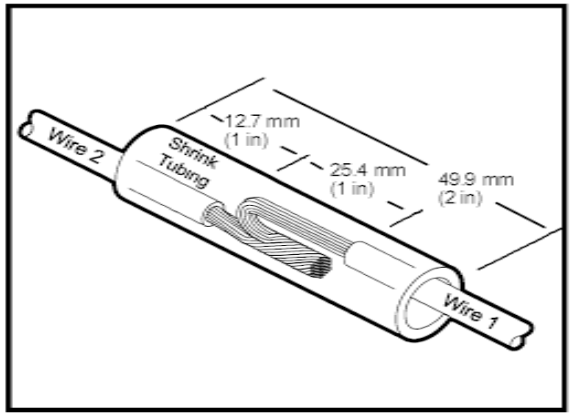
   NOTE: Use rosin core mildly-activated (RMA) solder. Do not use acid core solder.

   NOTE: Use heat shrinkable tubes marked with ES-1 (16-22 GA) or ES-2 (10-18 GA) to seal wire splice.



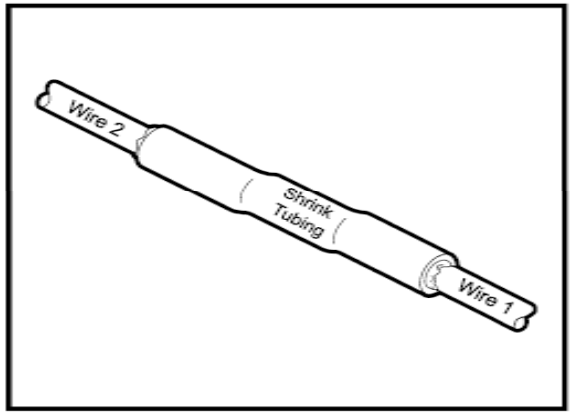
6. Bend wire 1 back in a straight line.

   NOTE: Wait for solder to cool before moving wires.



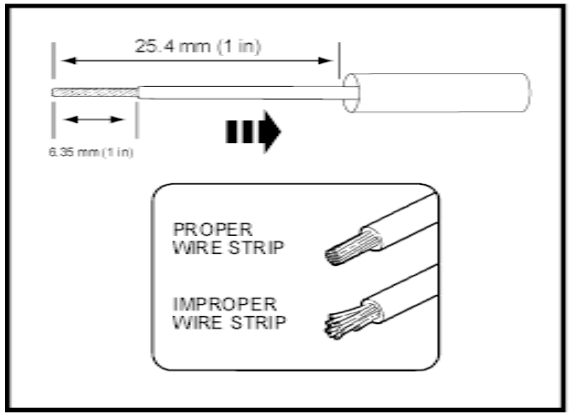
7. Evenly position heat shrink tubing over wire repair.

   NOTE: Overlap tubing on both wires.



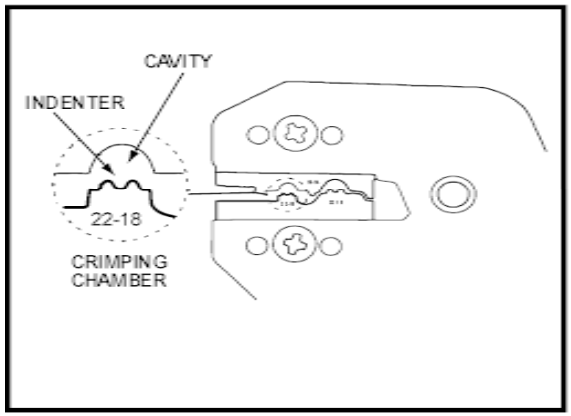
8. Use shielded heat gun to heat the repaired area until adhesive flows out of both ends of heat shrink tubing.
9. Reconnect battery ground cable.

Recommended splicing method - Crimp (For 10-22 AWG Diameter Wire to Like Wire Diameter)



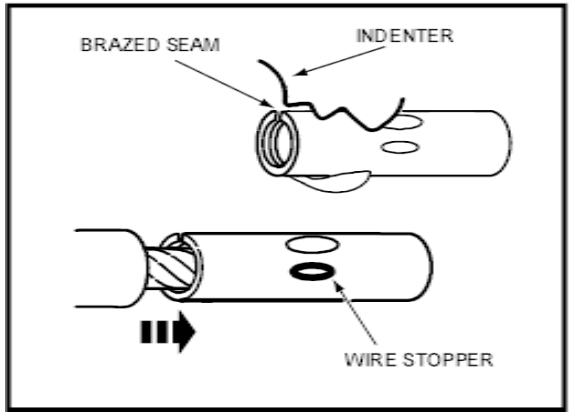
1. Disconnect battery ground cable.
2. Strip 6.35mm (1/4 in) of insulation from each wire end, taking care not to nick or cut wire strands.
3. Install heat shrink tubing.

   NOTE: Use heat shrinkable tubes marked with ES-1 (16-22 GA) or ES-2 (10-18 GA) to seal wire splice.

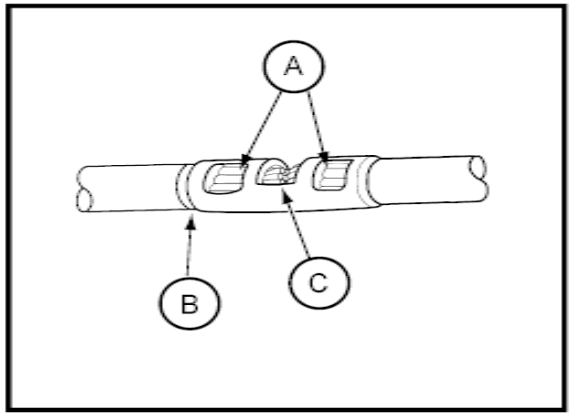


4. Select appropriate wire splice for the wires to be spliced.
5. Identify the appropriate crimping chamber on the Rotunda 164-R5901 Pro-Crimper by matching the wire size on the dies with the wire size stamped on the butt splice.

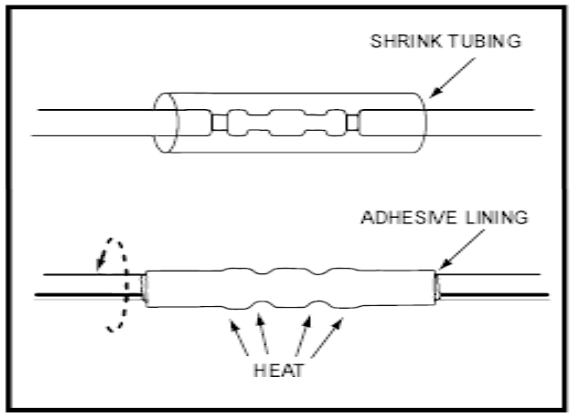
   NOTE: Rotunda 164-R5901 Pro-Crimper is the only tool that can be used with these splices.



6. Center one end of the wire splice in the appropriate crimping chamber.
7. If visible, be sure to place the brazed seam toward the indenter.
8. Insert stripped wire into the barrel.
9. Holding the wire in place, barrel squeeze tool handles appropriate ratchet releases.
10. Repeating steps 5-7, crimp the other half of the splice.



11. Check for acceptable crimp.
    a. Crimp should be centered on each end of the butt splice.
    b. Wire insulation does not enter butt splice.
    c. Wire is visible through inspection hole of splices.



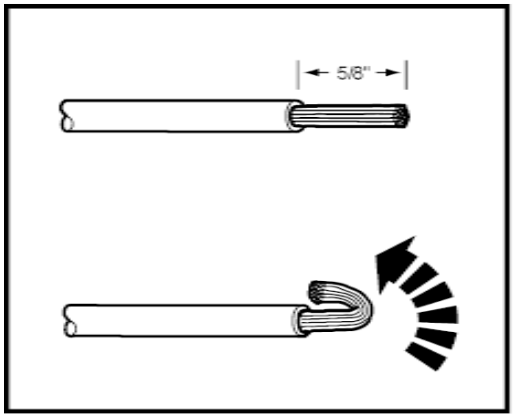
12. Evenly position supplied heat shrink tubing over wire repair.
13. Use shielded heat gun to heat the repaired area until adhesive flows out of both ends of the heat shrink tubing.
14. Reconnect battery ground cable.

This chart is to be used when pigtails or terminals are of different wire gauge than the vehicle harness.

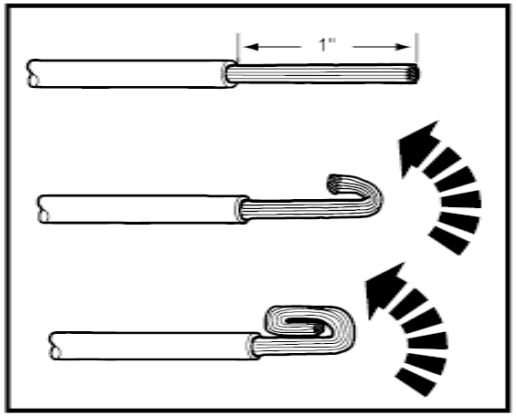
		Wire Gauge Size							
		10	**12**	14	**16**	**18**	**20**	**22**	**24**
Butt Splice as Stamped	**22-18**	Not Recommended	* 1/4" strip, cut 9 strands	* 1/4" strip, cut 2 strands	1/4" strip, no fold	1/4" strip, no fold	1/4" strip, no fold	5/8" strip, fold 2x dia.	1" strip, fold 3x dia.
	16-14	* 1/4" strip, cut 7 strands	1/4" strip, no fold	1/4" strip, no fold	1/4" strip, no fold	5/8" strip, fold 2x dia.	1" strip, fold 3x dia.	1 1/4" strip, fold 4x dia.	Not Recommended
	12-10	1/4" strip, no fold	1/4" strip, no fold	5/8" strip, fold 2x dia.	1" strip, fold 3x dia.	1 1/4" strip, fold 4x dia.	Not Recommended	Not Recommended	Not Recommended

* Pigtail only

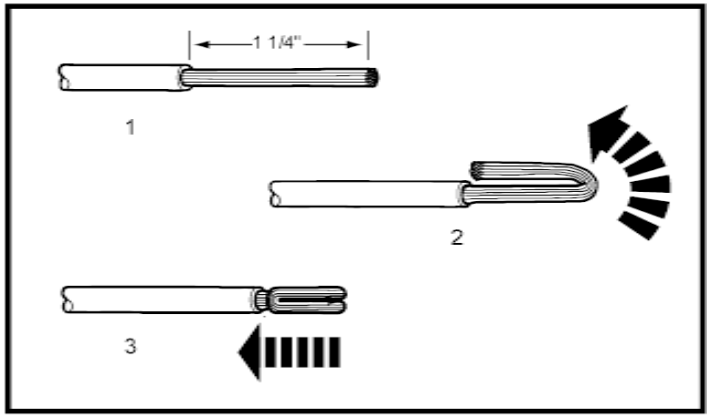
Fold 2x

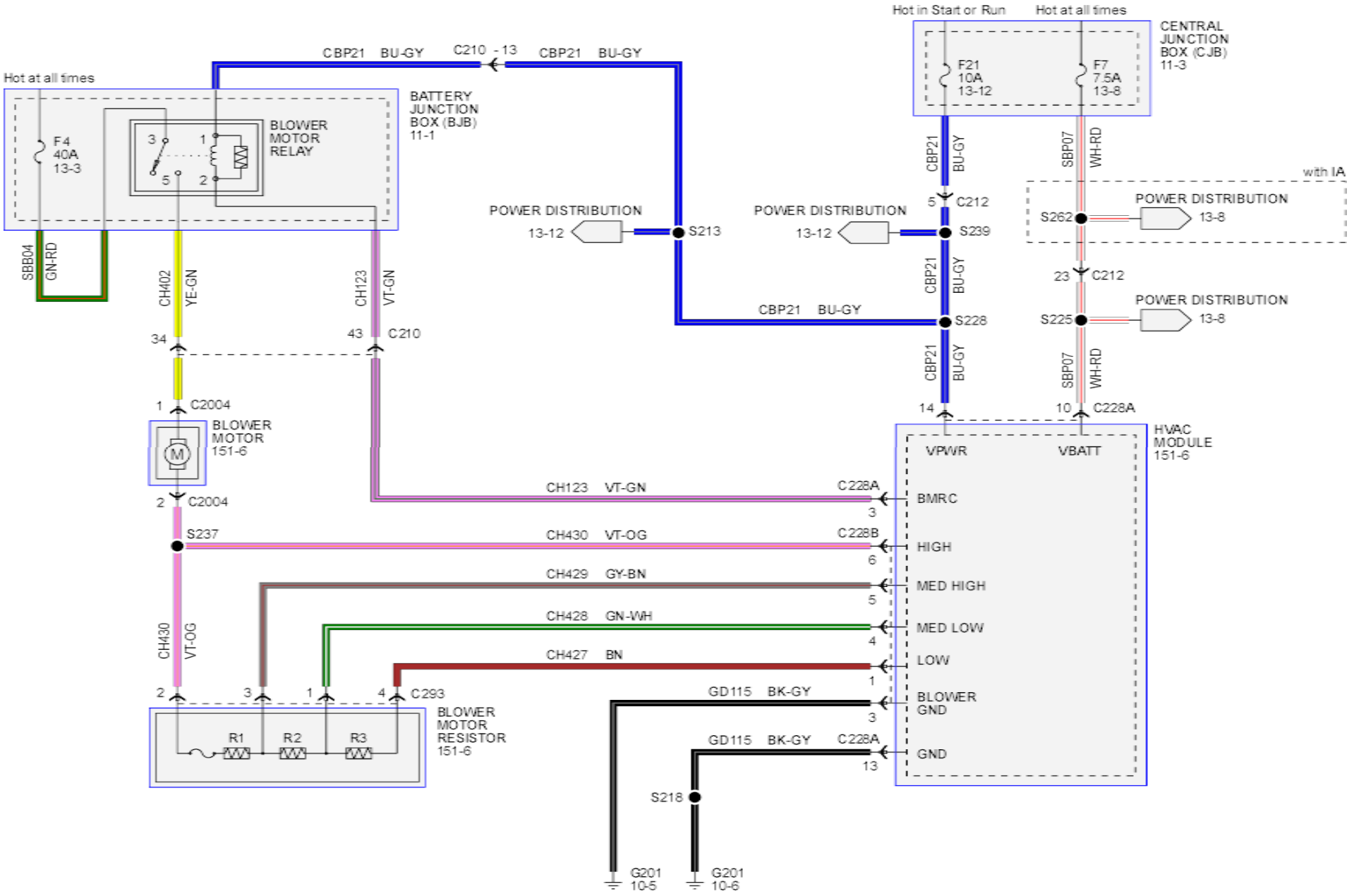


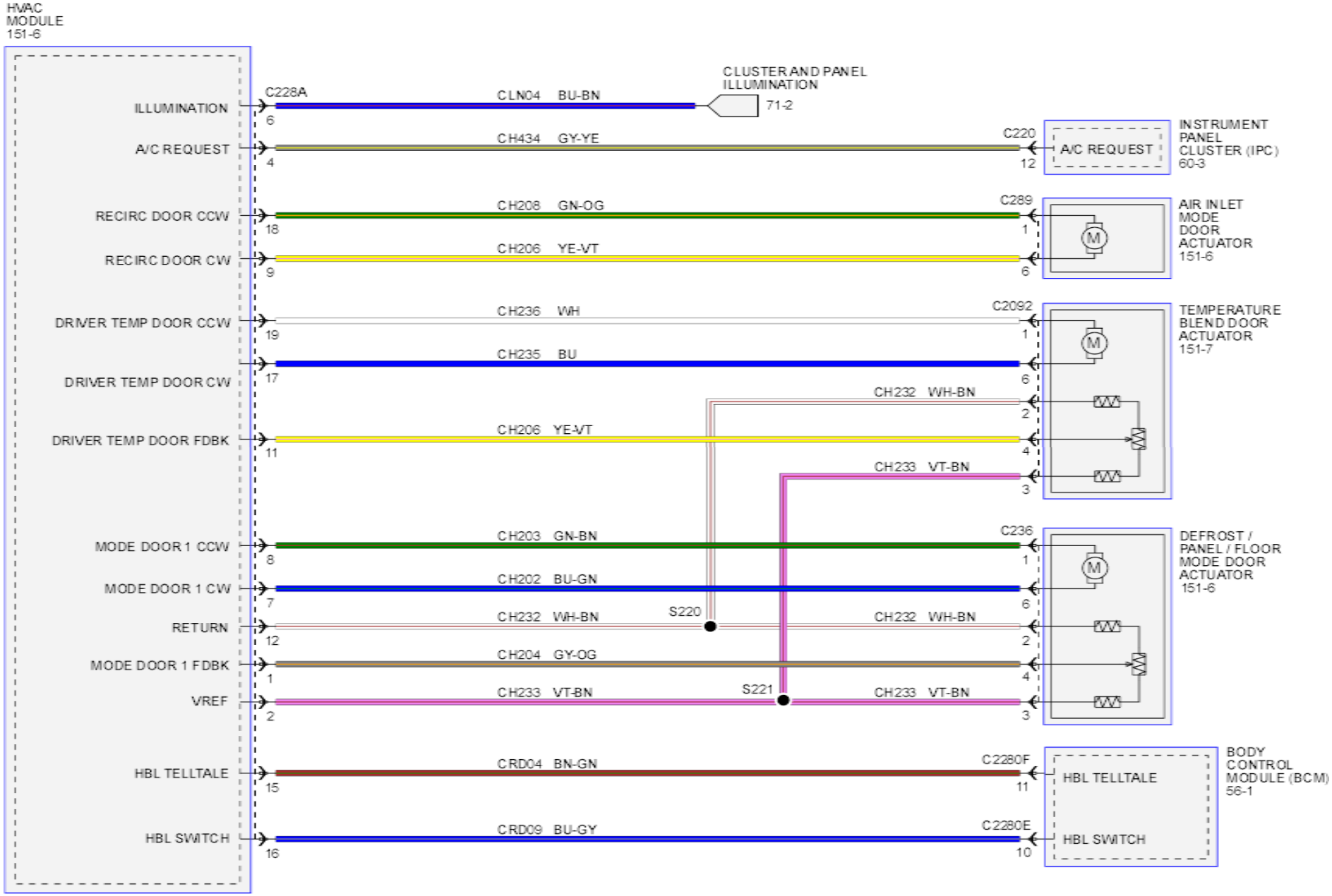
Fold 3x

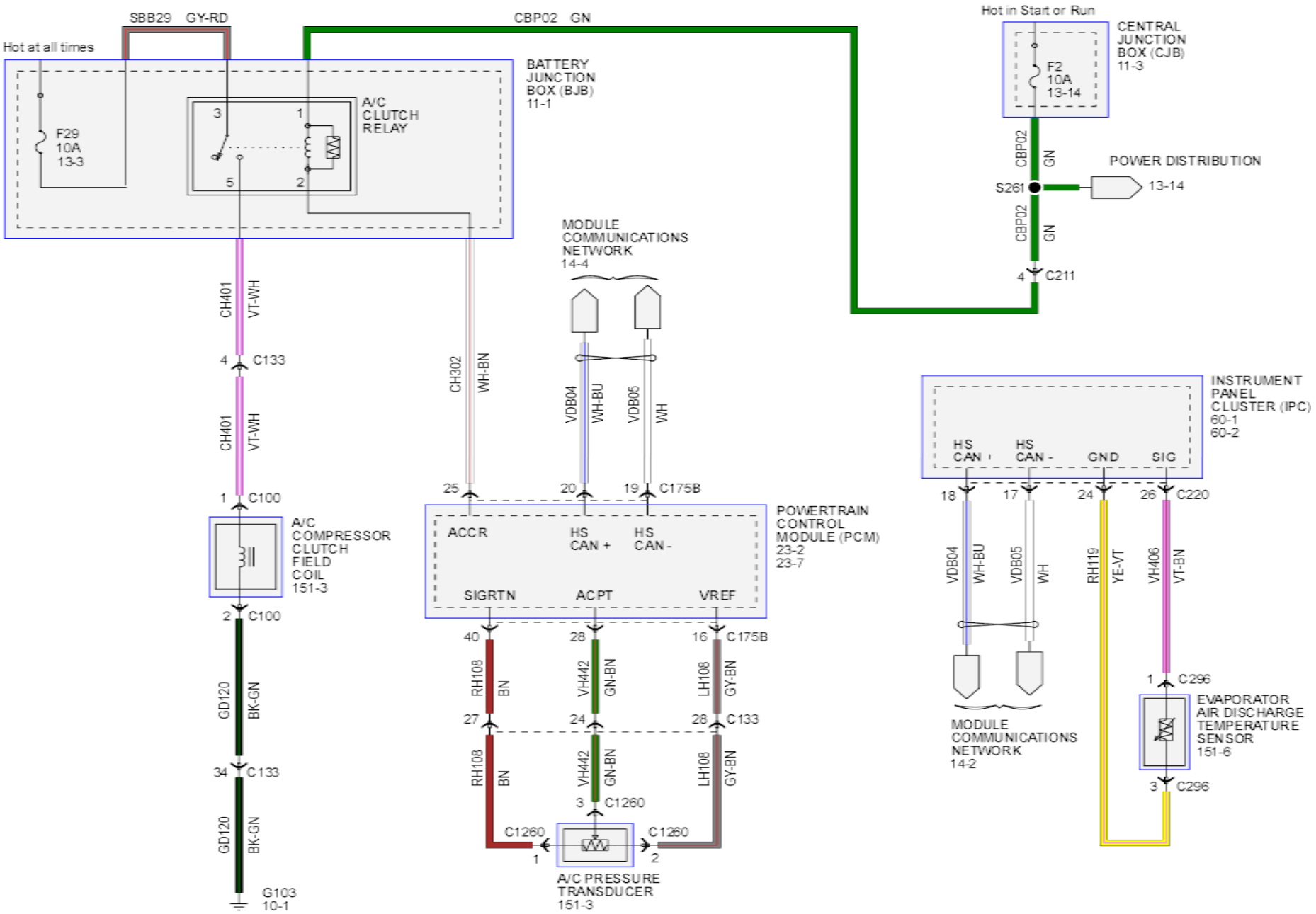


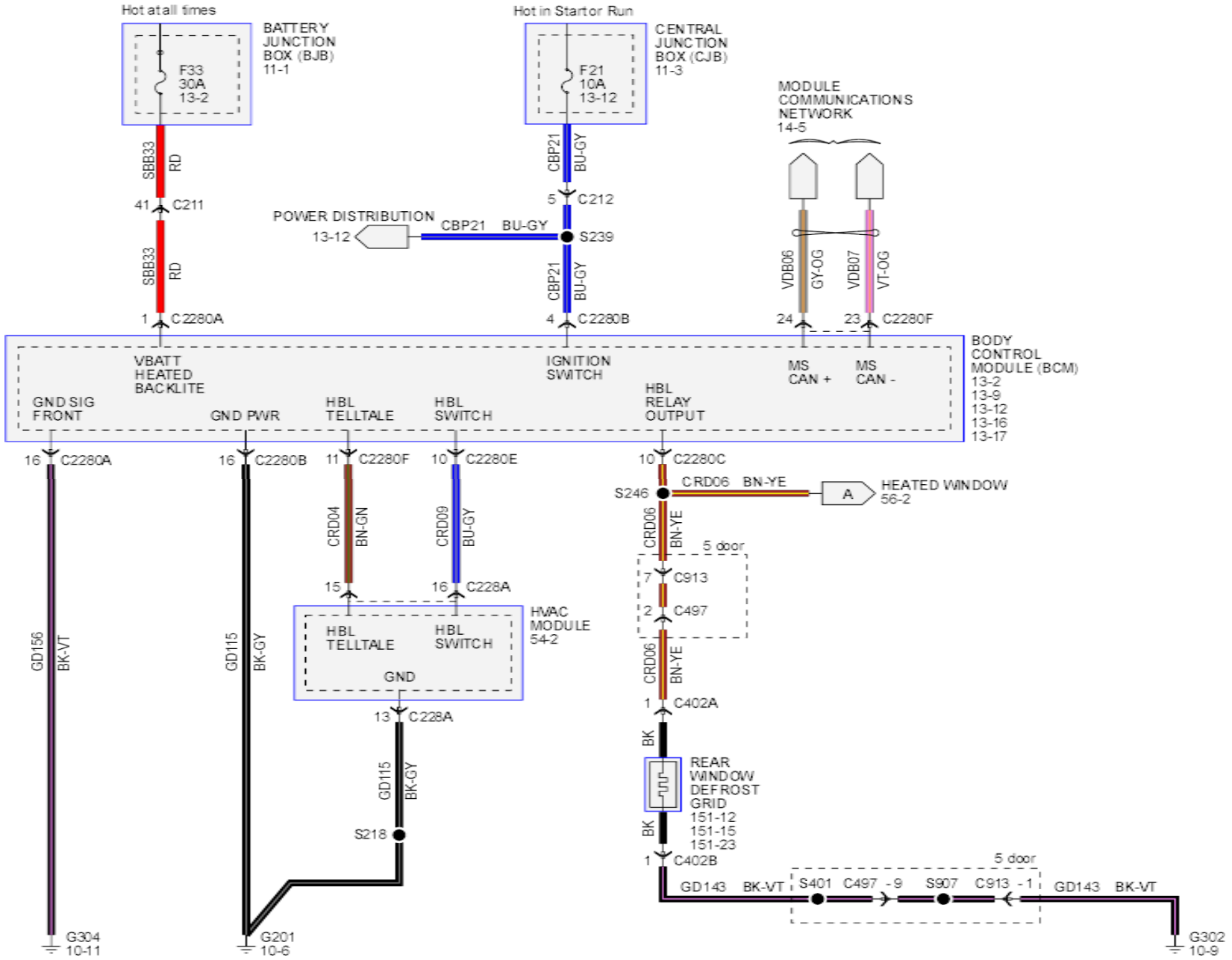
Fold 4x

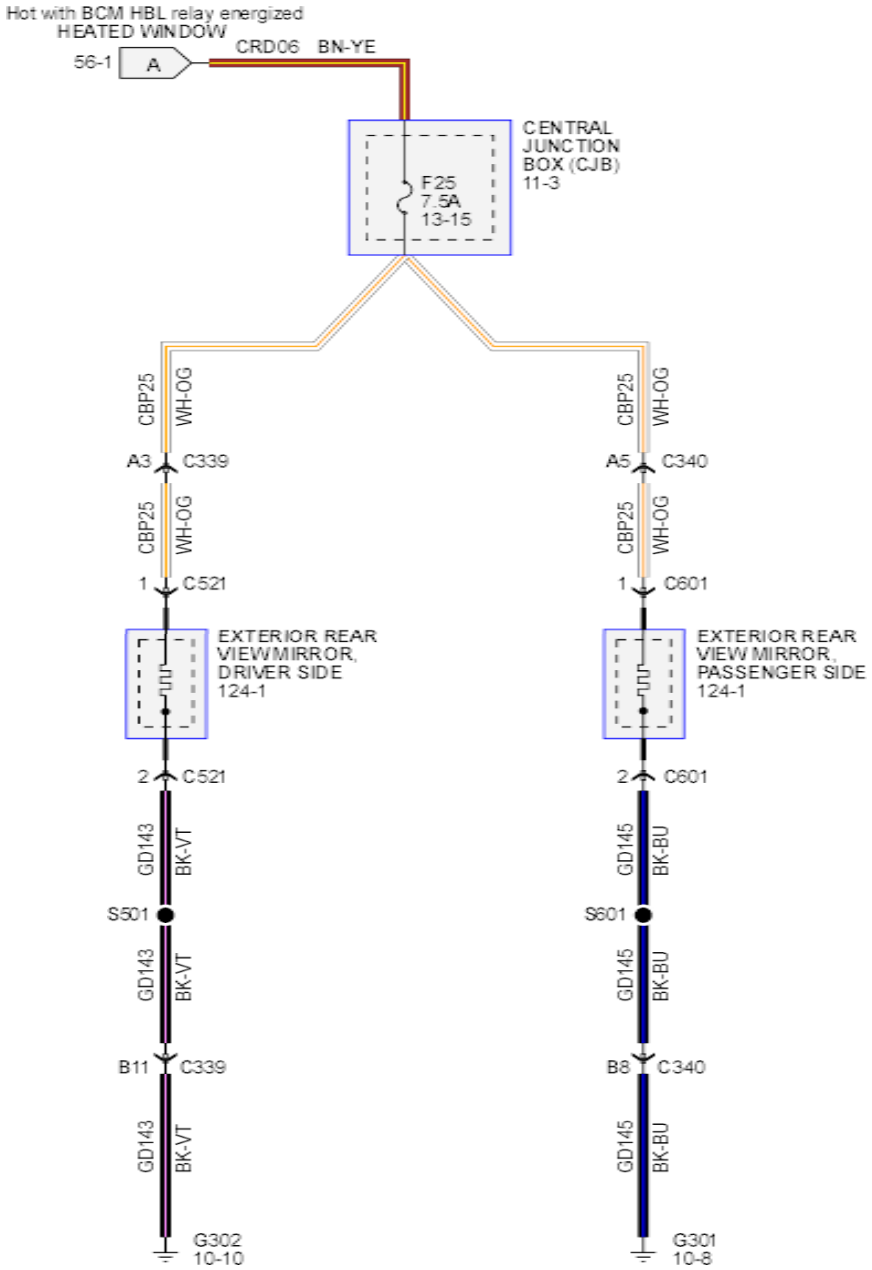


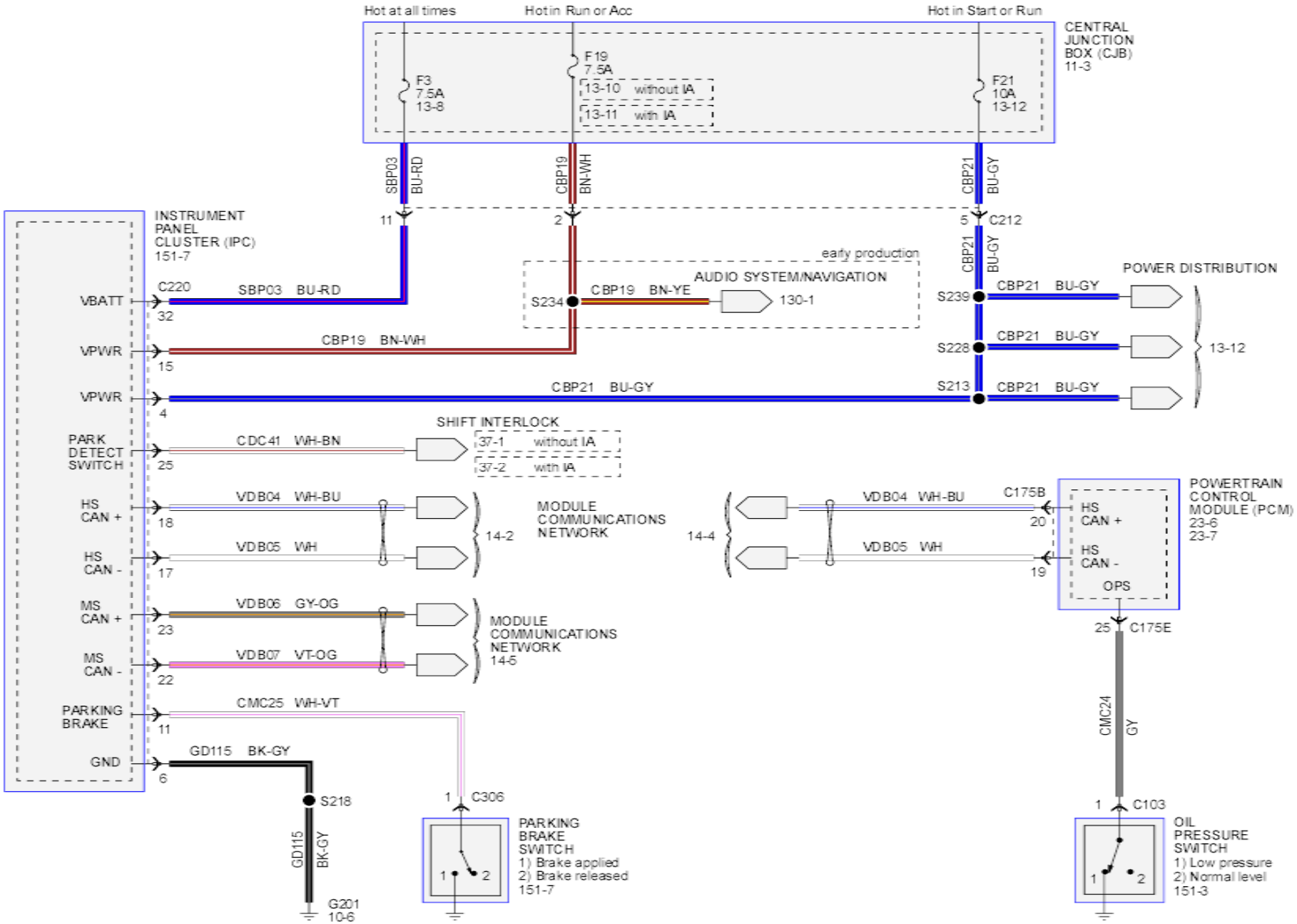

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F4 40A 13-3
BLOWER MOTOR RELAY
3
1
5
2
SBB04 GN-RD
CBP21 BU-GY
C210 - 13
CBP21 BU-GY
Hot in Start or Run
Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
F7 7.5A 13-8
POWER DISTRIBUTION 13-12
S213
POWER DISTRIBUTION 13-12
S239
CBP21 BU-GY
5 C212
SBP07 WH-RD
with IA
POWER DISTRIBUTION 13-8
S262
23 C212
CBP21 BU-GY
S228
CBP21 BU-GY
POWER DISTRIBUTION 13-8
S225
SBP07 WH-RD
CH402 YE-GN
CH123 VT-GN
34
43 C210
1 C2004
BLOWER MOTOR 151-6
M
2 C2004
14
10 C228A
HVAC MODULE 151-6
VPWR
VBATT
CH123 VT-GN
C228A
3
BMRC
S237
CH430 VT-OG
C228B
6
HIGH
CH429 GY-BN
5
MED HIGH
CH428 GN-WH
4
MED LOW
CH427 BN
1
LOW
CH430 VT-OG
2
3
1
4
C293
BLOWER MOTOR RESISTOR 151-6
R1
R2
R3
GD115 BK-GY
3
BLOWER GND
GD115 BK-GY
C228A
13
GND
S218
G201 10-5
G201 10-6

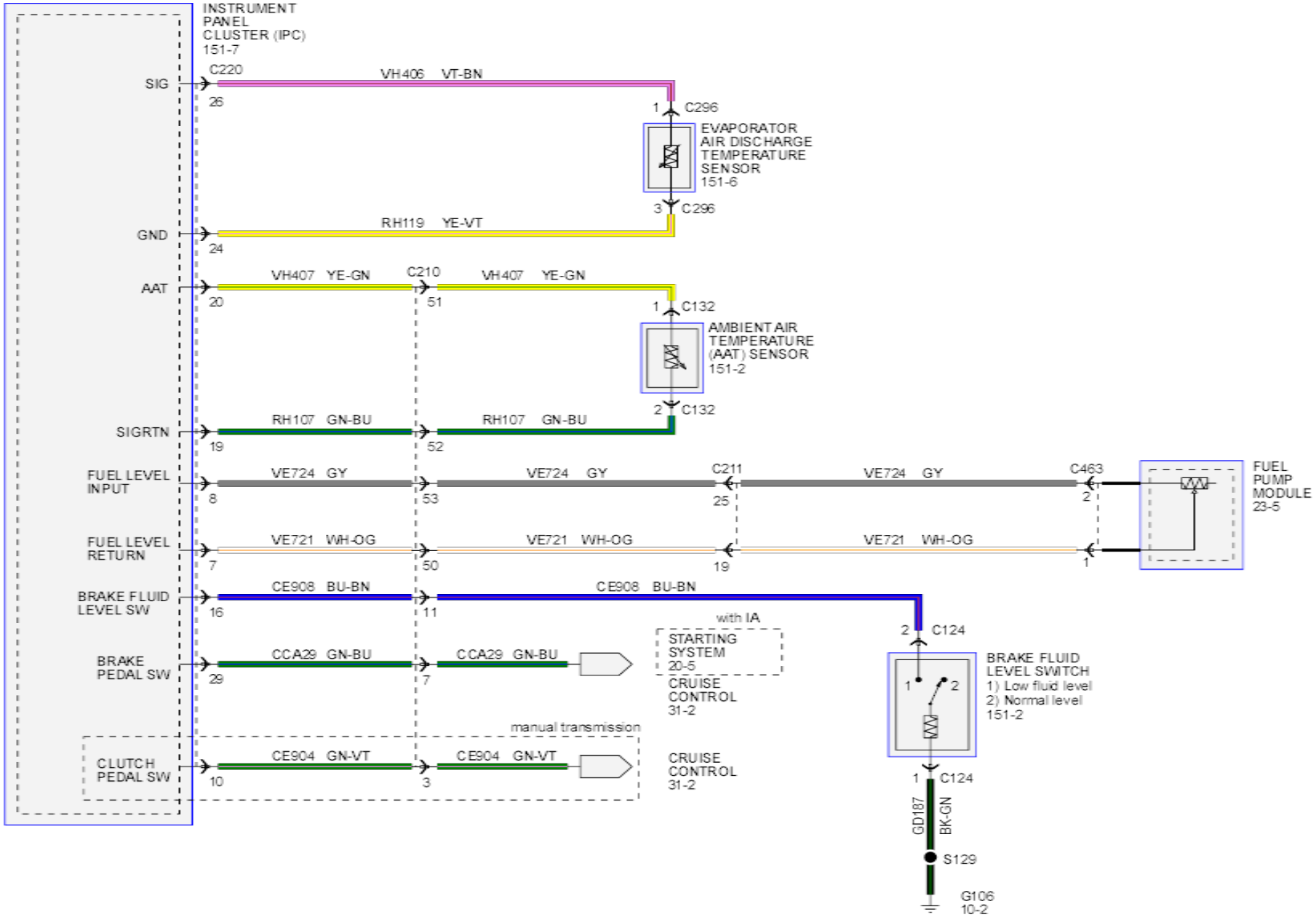

HVAC MODULE 151-6
ILLUMINATION
A/C REQUEST
RECIRC DOOR CCW
RECIRC DOOR CW
DRIVER TEMP DOOR CCW
DRIVER TEMP DOOR CW
DRIVER TEMP DOOR FDBK
MODE DOOR 1 CCW
MODE DOOR 1 CW
RETURN
MODE DOOR 1 FDBK
VREF
HBL TELLTALE
HBL SWITCH
C228A
CLUSTER AND PANEL ILLUMINATION
71-2
CLN04 BU-BN
CH434 GY-YE
CH208 GN-OG
CH206 YE-VT
CH236 WH
CH235 BU
CH232 WH-BN
CH206 YE-VT
CH233 VT-BN
CH203 GN-BN
CH202 BU-GN
CH232 WH-BN
CH204 GY-OG
CH233 VT-BN
CRD04 BN-GN
CRD09 BU-GY
S220
S221
C220
A/C REQUEST
INSTRUMENT PANEL CLUSTER (IPC) 60-3
C289
AIR INLET MODE DOOR ACTUATOR 151-6
C2092
TEMPERATURE BLEND DOOR ACTUATOR 151-7
C236
DEFROST / PANEL / FLOOR MODE DOOR ACTUATOR 151-6
C2280F
C2280E
HBL TELLTALE
HBL SWITCH
BODY CONTROL MODULE (BCM) 56-1

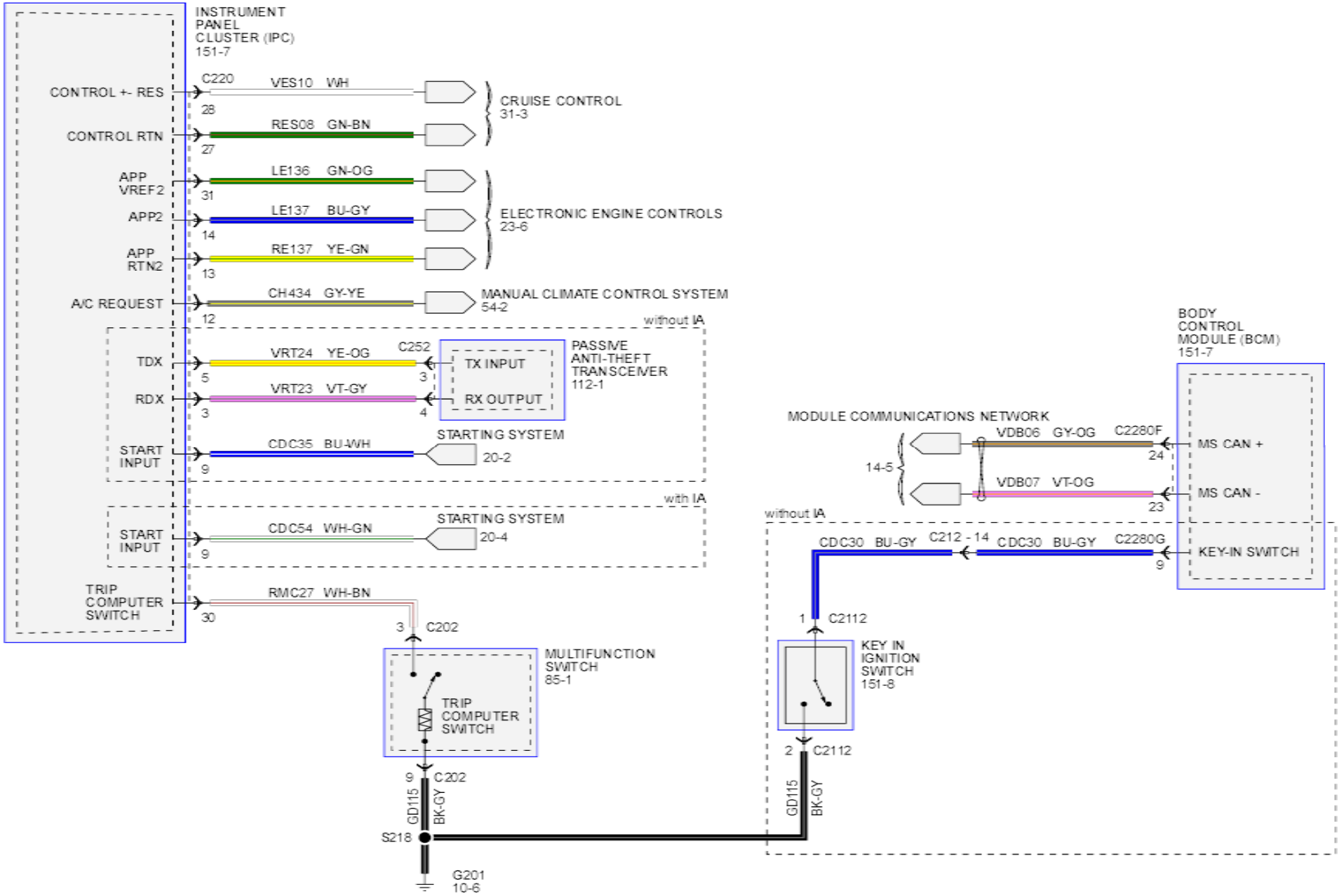

SBB29 GY-RD
Hot at all times
F29
10A
13-3
3
1
5
2
A/C
CLUTCH
RELAY
BATTERY
JUNCTION
BOX (BJB)
11-1
CBP02 GN
Hot in Start or Run
F2
10A
13-14
CENTRAL
JUNCTION
BOX (CJB)
11-3
CBP02
GN
POWER DISTRIBUTION
S261
13-14
CBP02
GN
4
C211
CH401
VT-WH
4
C133
CH401
VT-WH
1
C100
A/C
COMPRESSOR
CLUTCH
FIELD
COIL
151-3
2
C100
GD120
BK-GN
34
C133
GD120
BK-GN
G103
10-1
MODULE
COMMUNICATIONS
NETWORK
14-4
CH302
WH-BN
VDB04
WH-BU
VDB05
WH
25
20
19
C175B
ACCR
HS
CAN +
HS
CAN -
SIGRTN
ACPT
VREF
POWERTRAIN
CONTROL
MODULE (PCM)
23-2
23-7
40
28
16
C175B
RH108
BN
VH442
GN-BN
LH108
GY-BN
27
24
28
C133
RH108
BN
VH442
GN-BN
LH108
GY-BN
3
C1260
C1260
C1260
1
2
A/C PRESSURE
TRANSDUCER
151-3
INSTRUMENT
PANEL
CLUSTER (IPC)
60-1
60-2
HS
CAN +
HS
CAN -
GND
SIG
18
17
24
26
C220
VDB04
WH-BU
VDB05
WH
RH119
YE-VT
VH406
VT-BN
MODULE
COMMUNICATIONS
NETWORK
14-2
1
C296
EVAPORATOR
AIR DISCHARGE
TEMPERATURE
SENSOR
151-6
3
C296

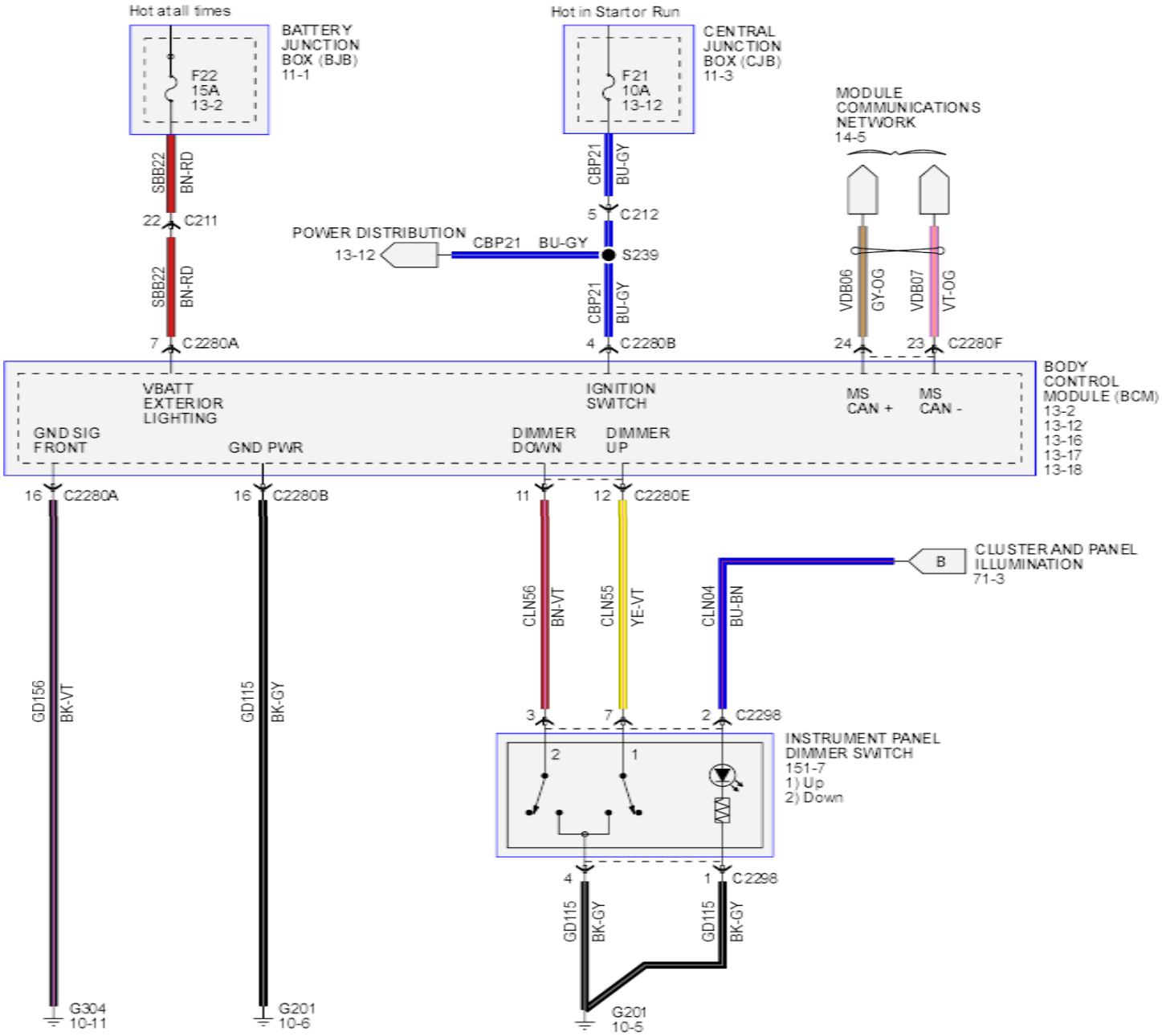

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F33 30A 13-2
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
MODULE COMMUNICATIONS NETWORK 14-5
SBB33 RD
41 C211
SBB33 RD
1 C2280A
CBP21 BU-GY
5 C212
POWER DISTRIBUTION
13-12
CBP21 BU-GY
S239
CBP21 BU-GY
4 C2280B
VDB06 GY-OG
VDB07 VT-OG
24
23 C2280F
BODY CONTROL MODULE (BCM) 13-2 13-9 13-12 13-16 13-17
VBATT HEATED BACKLITE
IGNITION SWITCH
MS CAN +
MS CAN -
GND SIG FRONT
GND PWR
HBL TELLTALE
HBL SWITCH
HBL RELAY OUTPUT
16 C2280A
16 C2280B
11 C2280F
10 C2280E
10 C2280C
S246
CRD06 BN-YE
A
HEATED WINDOW 56-2
CRD04 BN-GN
CRD09 BU-GY
CRD06 BN-YE
5 door
7 C913
2 C497
15
16 C228A
HVAC MODULE 54-2
HBL TELLTALE
HBL SWITCH
GND
CRD06 BN-YE
1 C402A
13 C228A
GD115 BK-GY
BK
REAR WINDOW DEFROST GRID 151-12 151-15 151-23
S218
BK
1 C402B
5 door
GD143 BK-VT
S401 C497 - 9
S907 C913 - 1
GD143 BK-VT
GD156 BK-VT
GD115 BK-GY
G304 10-11
G201 10-6
G302 10-9

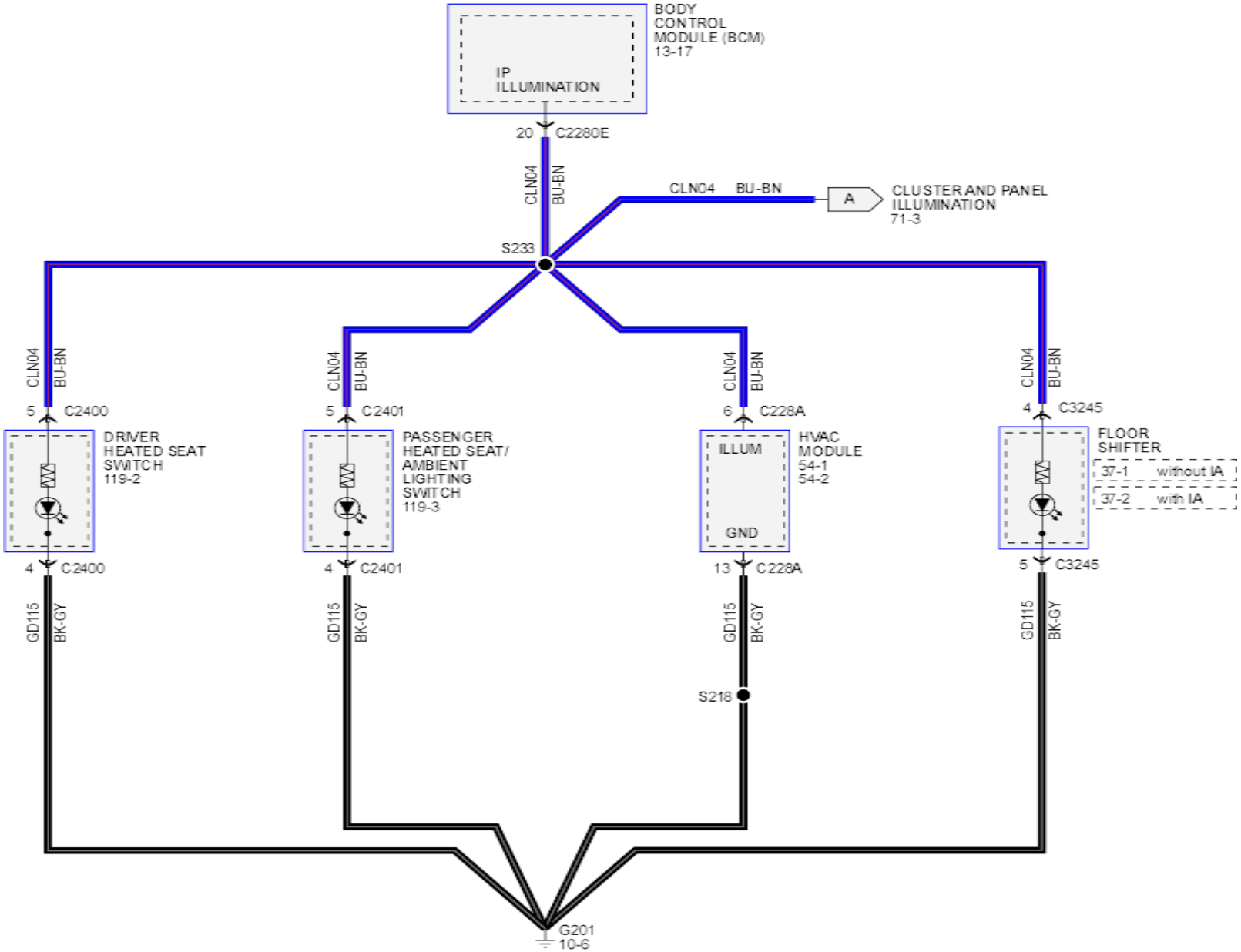

Hot with BCM HBL relay energized
HEATED WINDOW
56-1
A
CRD06 BN-YE
CENTRAL JUNCTION BOX (CJB) 11-3
F25 7.5A 13-15
CBP25 WH-OG
A3 C339
CBP25 WH-OG
1 C521
EXTERIOR REAR VIEW MIRROR, DRIVER SIDE 124-1
2 C521
GD143 BK-VT
S501
GD143 BK-VT
B11 C339
GD143 BK-VT
G302 10-10
CBP25 WH-OG
A5 C340
CBP25 WH-OG
1 C601
EXTERIOR REAR VIEW MIRROR, PASSENGER SIDE 124-1
2 C601
GD145 BK-BU
S601
GD145 BK-BU
B8 C340
GD145 BK-BU
G301 10-8

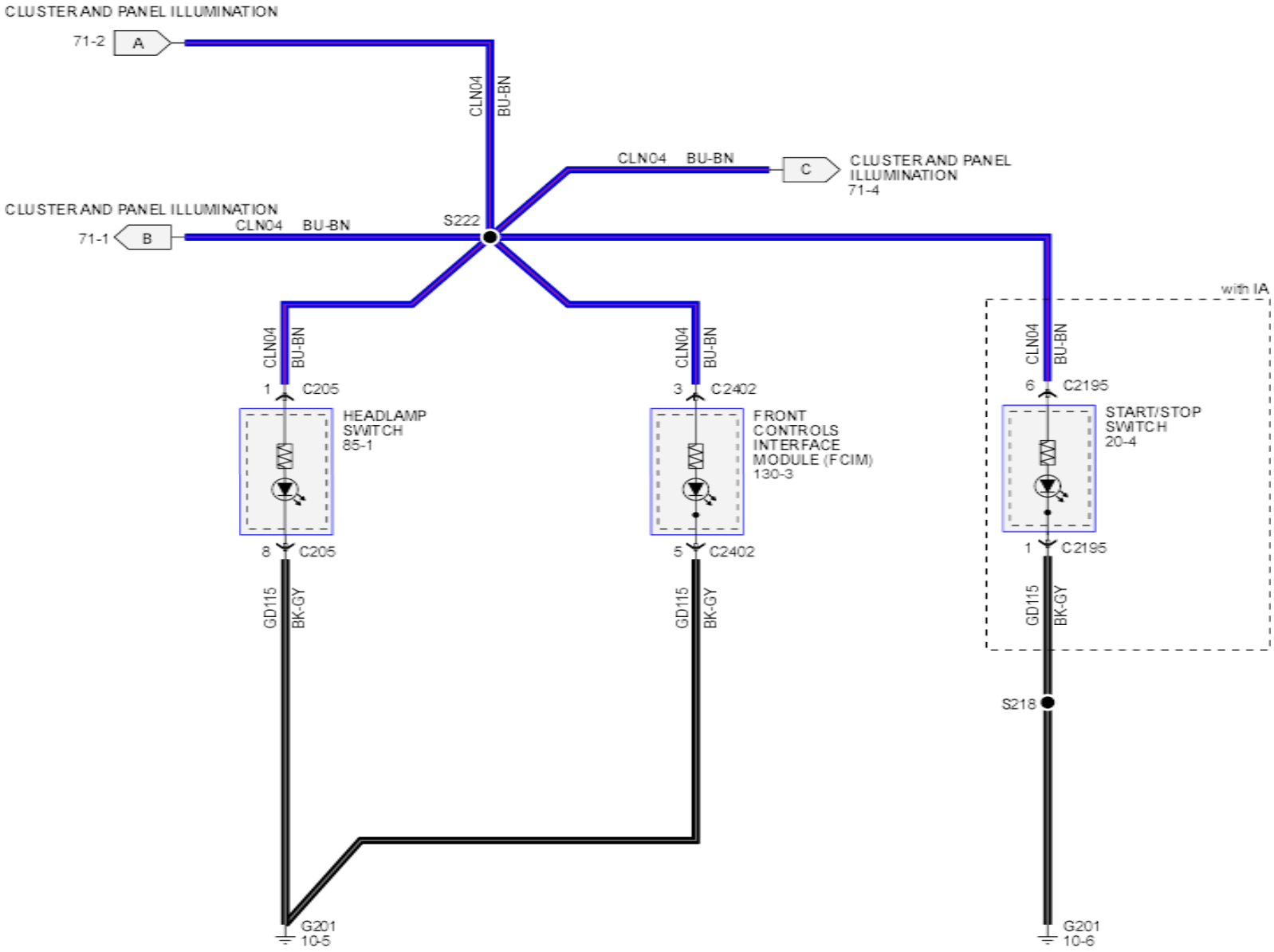

Hot at all times
Hot in Run or Acc
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F3 7.5A 13-8
F19 7.5A
13-10 without IA
13-11 with IA
F21 10A 13-12
SBP03 BU-RD
CBP19 BN-WH
CBP21 BU-GY
INSTRUMENT PANEL CLUSTER (IPC) 151-7
11
2
5 C212
early production
AUDIO SYSTEM/NAVIGATION
S234
CBP19 BN-YE
130-1
POWER DISTRIBUTION
S239
S228
S213
13-12
VBATT
C220
SBP03 BU-RD
32
VPWR
CBP19 BN-WH
15
VPWR
CBP21 BU-GY
4
PARK DETECT SWITCH
CDC41 WH-BN
25
SHIFT INTERLOCK
37-1 without IA
37-2 with IA
HS CAN +
VDB04 WH-BU
18
HS CAN -
VDB05 WH
17
14-2
MODULE COMMUNICATIONS NETWORK
14-4
C175B
20
19
HS CAN +
HS CAN -
OPS
POWERTRAIN CONTROL MODULE (PCM) 23-6 23-7
MS CAN +
VDB06 GY-OG
23
MS CAN -
VDB07 VT-OG
22
MODULE COMMUNICATIONS NETWORK 14-5
25 C175E
CMC24 GY
PARKING BRAKE
CMC25 WH-VT
11
GND
GD115 BK-GY
6
S218
GD115 BK-GY
G201 10-6
1 C306
PARKING BRAKE SWITCH
1) Brake applied
2) Brake released
151-7
1 C103
OIL PRESSURE SWITCH
1) Low pressure
2) Normal level
151-3

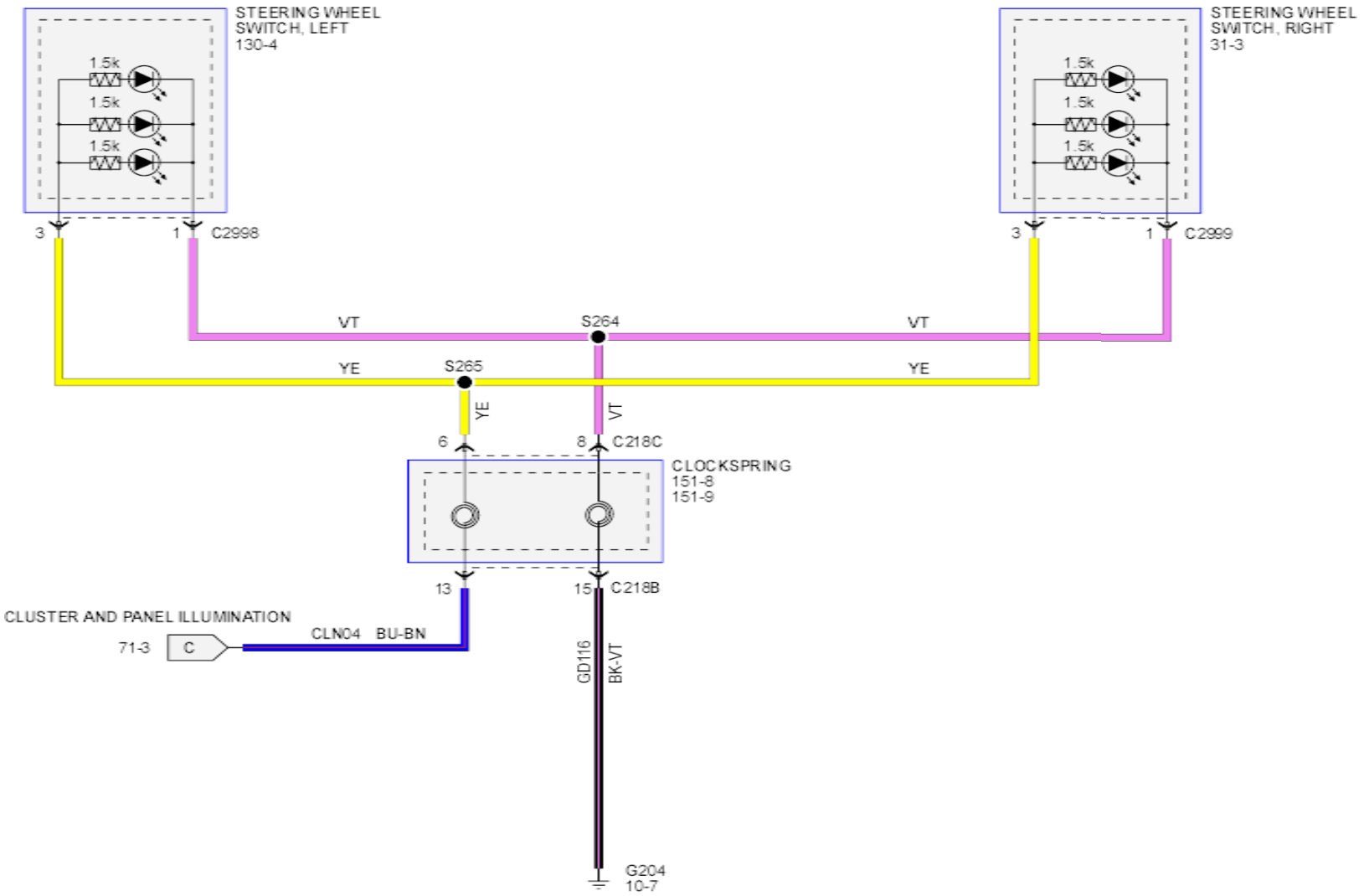

INSTRUMENT PANEL CLUSTER (IPC) 151-7
SIG
C220
26
VH406 VT-BN
1
C296
EVAPORATOR AIR DISCHARGE TEMPERATURE SENSOR 151-6
3
C296
GND
24
RH119 YE-VT
AAT
20
VH407 YE-GN
C210
51
VH407 YE-GN
1
C132
AMBIENT AIR TEMPERATURE (AAT) SENSOR 151-2
2
C132
SIGRTN
19
RH107 GN-BU
52
RH107 GN-BU
FUEL LEVEL INPUT
8
VE724 GY
53
VE724 GY
C211
25
VE724 GY
C463
2
FUEL PUMP MODULE 23-5
FUEL LEVEL RETURN
7
VE721 WH-OG
50
VE721 WH-OG
19
VE721 WH-OG
1
BRAKE FLUID LEVEL SW
16
CE908 BU-BN
11
CE908 BU-BN
with IA
STARTING SYSTEM 20-5
2
C124
BRAKE FLUID LEVEL SWITCH
1) Low fluid level
2) Normal level
151-2
BRAKE PEDAL SW
29
CCA29 GN-BU
7
CCA29 GN-BU
CRUISE CONTROL 31-2
manual transmission
CLUTCH PEDAL SW
10
CE904 GN-VT
3
CE904 GN-VT
CRUISE CONTROL 31-2
1
C124
GD187
BK-GN
S129
G106
10-2

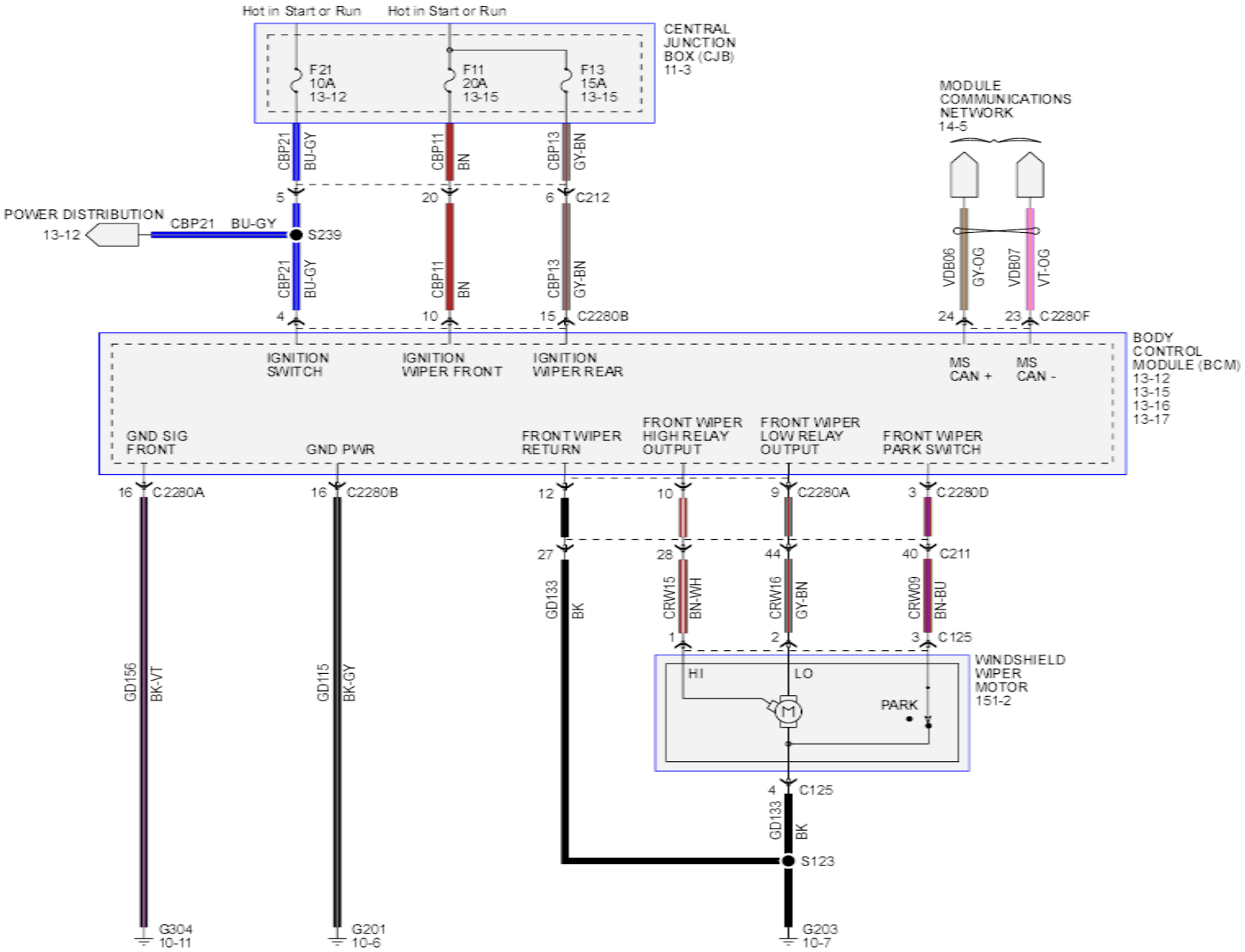

INSTRUMENT PANEL CLUSTER (IPC) 151-7
CONTROL +- RES
CONTROL RTN
APP VREF2
APP2
APP RTN2
A/C REQUEST
C220
28
27
31
14
13
12
VES10 WH
RES08 GN-BN
LE136 GN-OG
LE137 BU-GY
RE137 YE-GN
CH434 GY-YE
CRUISE CONTROL 31-3
ELECTRONIC ENGINE CONTROLS 23-6
MANUAL CLIMATE CONTROL SYSTEM 54-2
without IA
TDX
RDX
START INPUT
VRT24 YE-OG
VRT23 VT-GY
CDC35 BU-WH
C252
5
3
4
9
TX INPUT
RX OUTPUT
PASSIVE ANTI-THEFT TRANSCEIVER 112-1
STARTING SYSTEM 20-2
with IA
START INPUT
CDC54 WH-GN
9
STARTING SYSTEM 20-4
TRIP COMPUTER SWITCH
RMC27 WH-BN
30
3 C202
MULTIFUNCTION SWITCH 85-1
TRIP COMPUTER SWITCH
9 C202
GD115 BK-GY
S218
G201 10-6
BODY CONTROL MODULE (BCM) 151-7
MODULE COMMUNICATIONS NETWORK
14-5
VDB06 GY-OG
VDB07 VT-OG
C2280F
24
23
MS CAN +
MS CAN -
without IA
CDC30 BU-GY
C212 - 14
CDC30 BU-GY
C2280G
9
KEY-IN SWITCH
1 C2112
KEY IN IGNITION SWITCH 151-8
2 C2112
GD115 BK-GY

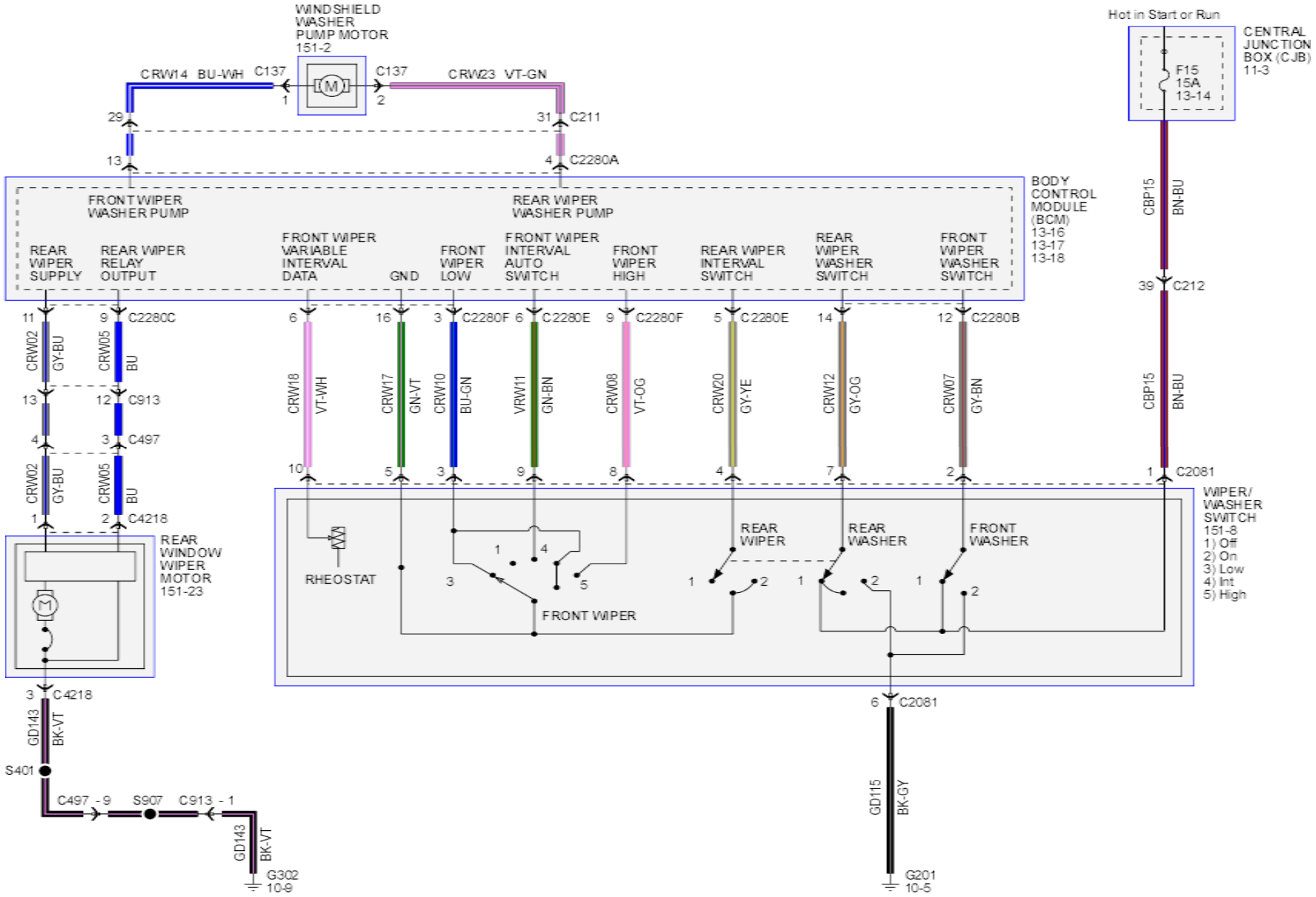

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F22 15A 13-2
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
MODULE COMMUNICATIONS NETWORK 14-5
SBB22 BN-RD
22 C211
SBB22 BN-RD
7 C2280A
CBP21 BU-GY
5 C212
POWER DISTRIBUTION
13-12
CBP21 BU-GY
S239
CBP21 BU-GY
4 C2280B
VDB06 GY-OG
VDB07 VT-OG
24
23 C2280F
BODY CONTROL MODULE (BCM) 13-2 13-12 13-16 13-17 13-18
VBATT EXTERIOR LIGHTING
IGNITION SWITCH
MS CAN +
MS CAN -
GND SIG FRONT
GND PWR
DIMMER DOWN
DIMMER UP
16 C2280A
16 C2280B
11
12 C2280E
B
CLUSTER AND PANEL ILLUMINATION 71-3
CLN56 BN-VT
CLN55 YE-VT
CLN04 BU-BN
GD156 BK-VT
GD115 BK-GY
3
7
2 C2298
INSTRUMENT PANEL DIMMER SWITCH 151-7
1) Up
2) Down
2
1
4
1 C2298
GD115 BK-GY
GD115 BK-GY
G304 10-11
G201 10-6
G201 10-5

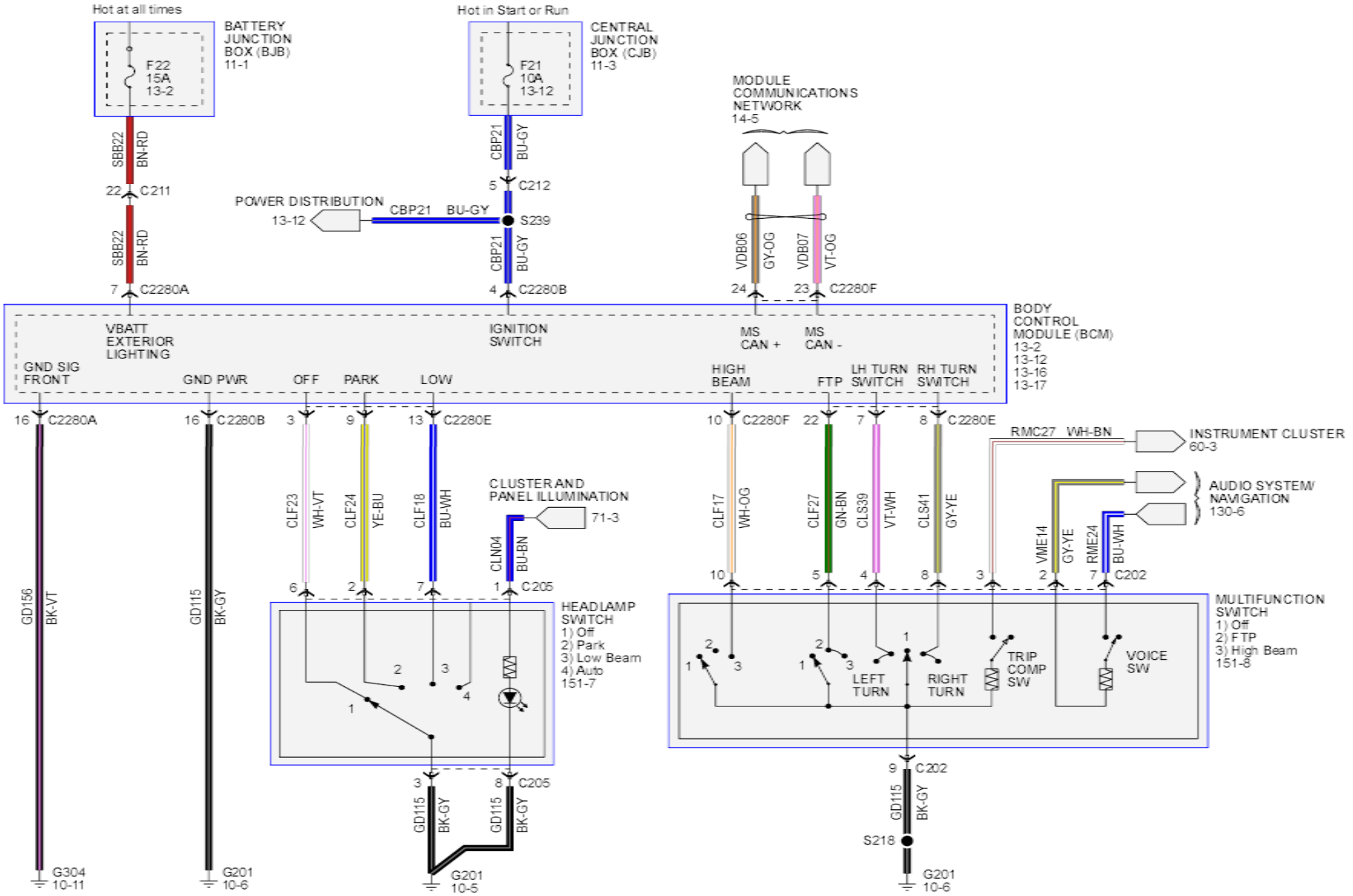

BODY CONTROL MODULE (BCM) 13-17
IP ILLUMINATION
20 C2280E
CLN04 BU-BN
CLN04 BU-BN
A
CLUSTER AND PANEL ILLUMINATION 71-3
S233
CLN04 BU-BN
5 C2400
DRIVER HEATED SEAT SWITCH 119-2
4 C2400
GD115 BK-GY
CLN04 BU-BN
5 C2401
PASSENGER HEATED SEAT/ AMBIENT LIGHTING SWITCH 119-3
4 C2401
GD115 BK-GY
CLN04 BU-BN
6 C228A
ILLUM
GND
HVAC MODULE 54-1 54-2
13 C228A
GD115 BK-GY
S218
CLN04 BU-BN
4 C3245
FLOOR SHIFTER
37-1 without IA
37-2 with IA
5 C3245
GD115 BK-GY
G201 10-6

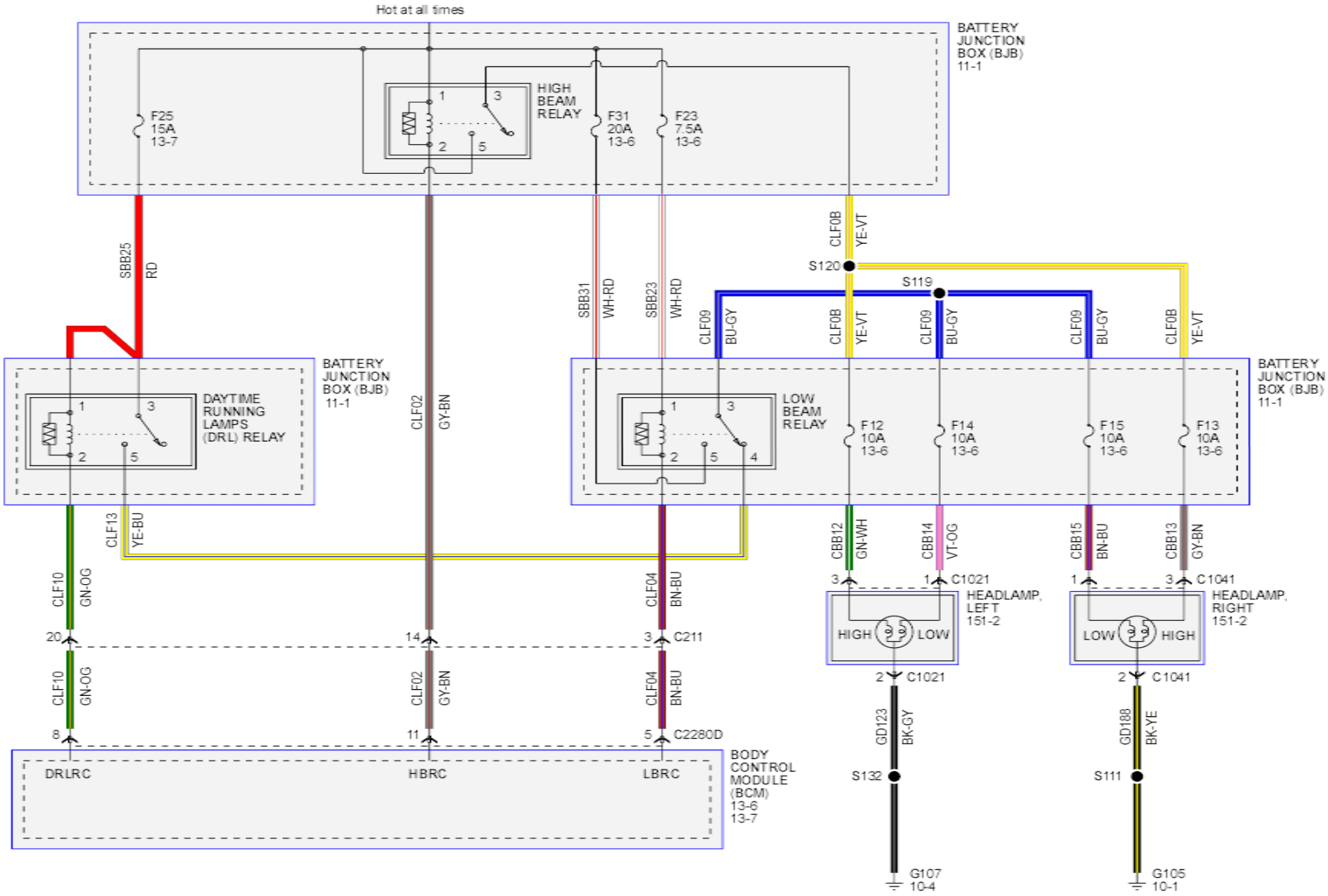

CLUSTER AND PANEL ILLUMINATION
71-2
A
CLN04
BU-BN
CLN04 BU-BN
C
CLUSTER AND PANEL ILLUMINATION
71-4
CLUSTER AND PANEL ILLUMINATION
71-1
B
CLN04 BU-BN
S222
with IA
CLN04
BU-BN
1
C205
HEADLAMP SWITCH
85-1
8
C205
GD115
BK-GY
CLN04
BU-BN
3
C2402
FRONT CONTROLS INTERFACE MODULE (FCIM)
130-3
5
C2402
GD115
BK-GY
CLN04
BU-BN
6
C2195
START/STOP SWITCH
20-4
1
C2195
GD115
BK-GY
S218
G201
10-5
G201
10-6

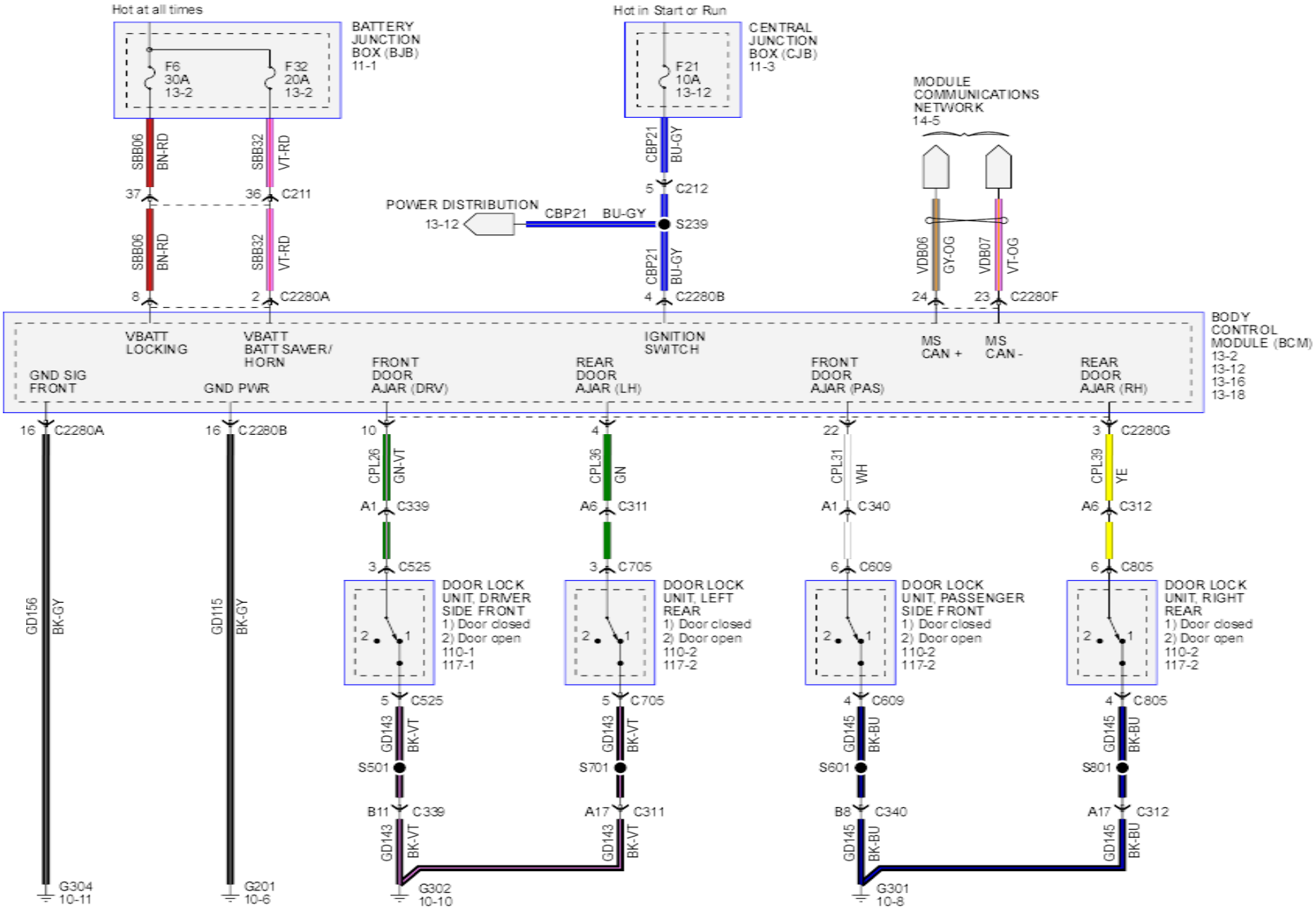

STEERING WHEEL
SWITCH, LEFT
130-4
1.5k
1.5k
1.5k
3
1
C2998
STEERING WHEEL
SWITCH, RIGHT
31-3
1.5k
1.5k
1.5k
3
1
C2999
VT
S264
VT
YE
S265
YE
YE
VT
6
8
C218C
CLOCKSPRING
151-8
151-9
13
15
C218B
CLUSTER AND PANEL ILLUMINATION
71-3
C
CLN04 BU-BN
GD116
BK-VT
G204
10-7

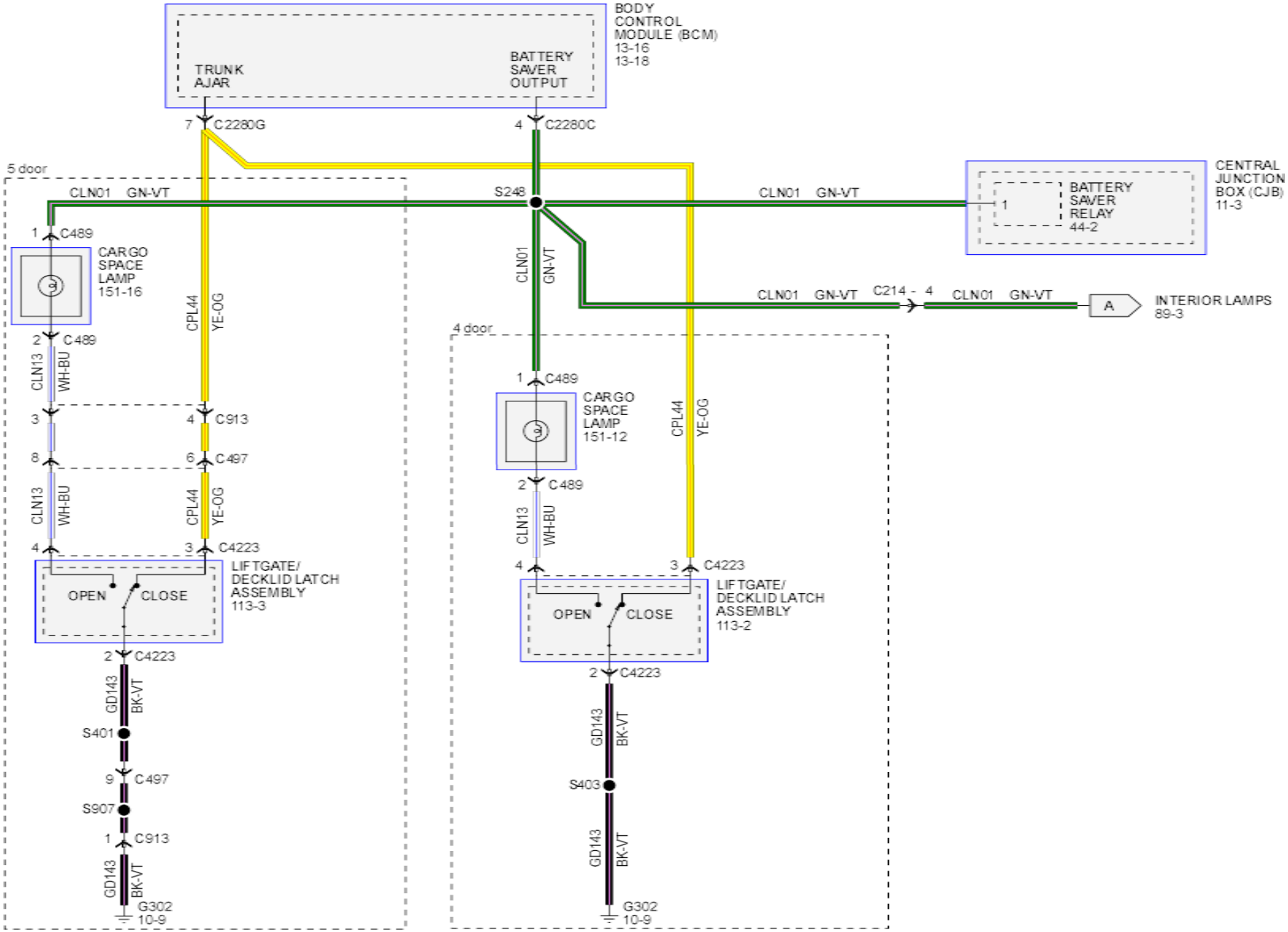

Hot in Start or Run
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
F11 20A 13-15
F13 15A 13-15
MODULE COMMUNICATIONS NETWORK 14-5
CBP21 BU-GY
CBP11 BN
CBP13 GY-BN
5
20
6
C212
POWER DISTRIBUTION 13-12
CBP21 BU-GY
S239
CBP21 BU-GY
CBP11 BN
CBP13 GY-BN
4
10
15
C2280B
VDB06 GY-OG
VDB07 VT-OG
24
23
C2280F
BODY CONTROL MODULE (BCM) 13-12 13-15 13-16 13-17
IGNITION SWITCH
IGNITION WIPER FRONT
IGNITION WIPER REAR
MS CAN +
MS CAN -
GND SIG FRONT
GND PWR
FRONT WIPER RETURN
FRONT WIPER HIGH RELAY OUTPUT
FRONT WIPER LOW RELAY OUTPUT
FRONT WIPER PARK SWITCH
16
C2280A
16
C2280B
12
10
9
C2280A
3
C2280D
27
28
44
40
C211
GD133 BK
CRW15 BN-WH
CRW16 GY-BN
CRW09 BN-BU
1
2
3
C125
WINDSHIELD WIPER MOTOR 151-2
HI
LO
PARK
4
C125
GD133 BK
S123
GD156 BK-VT
GD115 BK-GY
G304 10-11
G201 10-6
G203 10-7

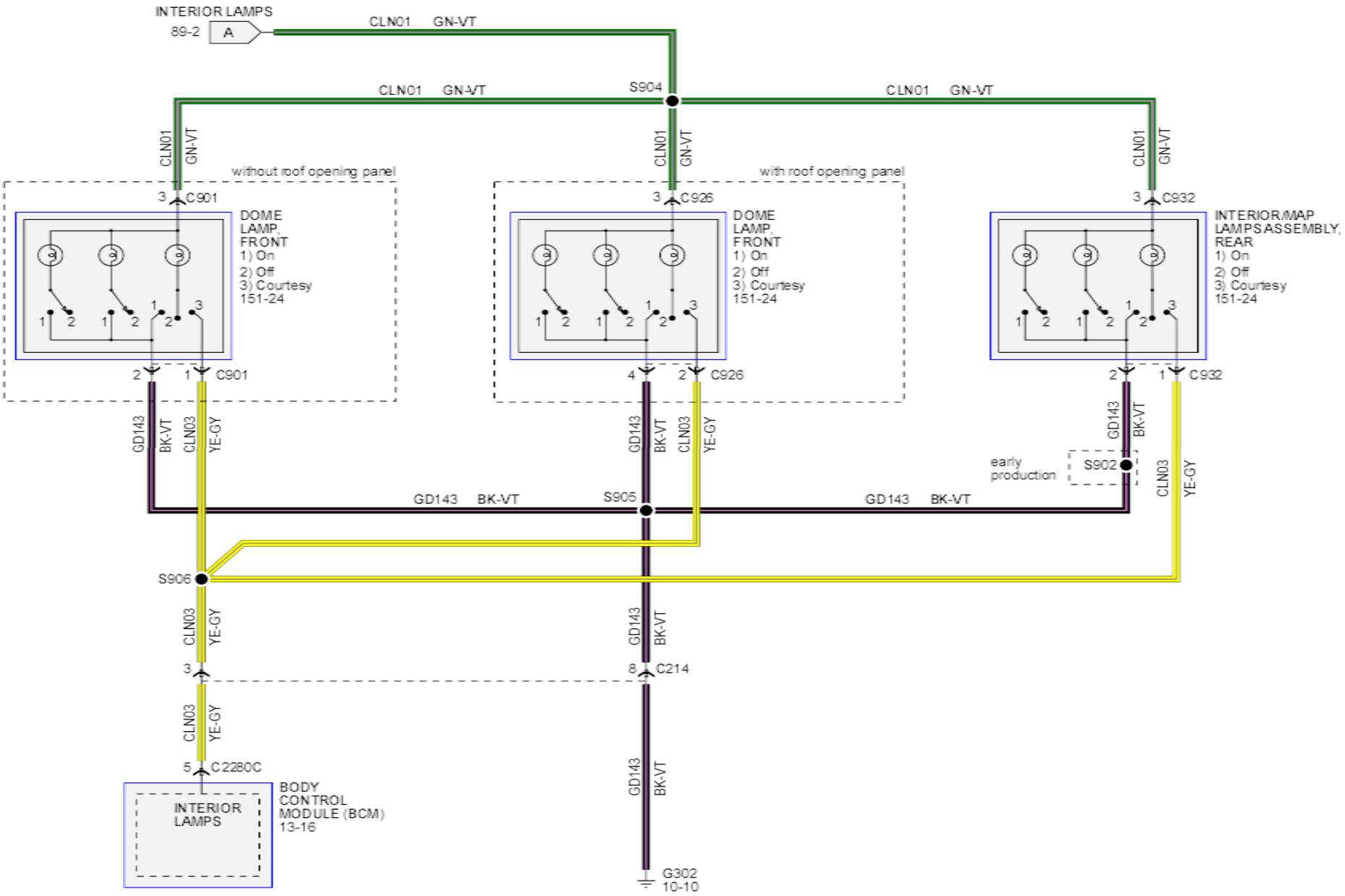

WINDSHIELD WASHER PUMP MOTOR 151-2
CRW14 BU-WH
C137
1
2
C137
CRW23 VT-GN
29
31 C211
13
4 C2280A
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F15 15A 13-14
CBP15 BN-BU
39 C212
CBP15 BN-BU
1 C2081
BODY CONTROL MODULE (BCM) 13-16 13-17 13-18
FRONT WIPER WASHER PUMP
REAR WIPER WASHER PUMP
REAR WIPER SUPPLY
REAR WIPER RELAY OUTPUT
FRONT WIPER VARIABLE INTERVAL DATA
GND
FRONT WIPER LOW
FRONT WIPER INTERVAL AUTO SWITCH
FRONT WIPER HIGH
REAR WIPER INTERVAL SWITCH
REAR WIPER WASHER SWITCH
FRONT WIPER WASHER SWITCH
11
9 C2280C
6
16
3 C2280F
6 C2280E
9 C2280F
5 C2280E
14
12 C2280B
CRW02 GY-BU
CRW05 BU
CRW18 VT-WH
CRW17 GN-VT
CRW10 BU-GN
VRW11 GN-BN
CRW08 VT-OG
CRW20 GY-YE
CRW12 GY-OG
CRW07 GY-BN
13
12 C913
4
3 C497
10
5
3
9
8
4
7
2
CRW02 GY-BU
CRW05 BU
1
2 C4218
REAR WINDOW WIPER MOTOR 151-23
RHEOSTAT
FRONT WIPER
REAR WIPER
REAR WASHER
FRONT WASHER
WIPER/ WASHER SWITCH 151-8
1) Off
2) On
3) Low
4) Int
5) High
3 C4218
GD143 BK-VT
S401
C497 - 9
S907
C913 - 1
GD143 BK-VT
G302 10-9
6 C2081
GD115 BK-GY
G201 10-5

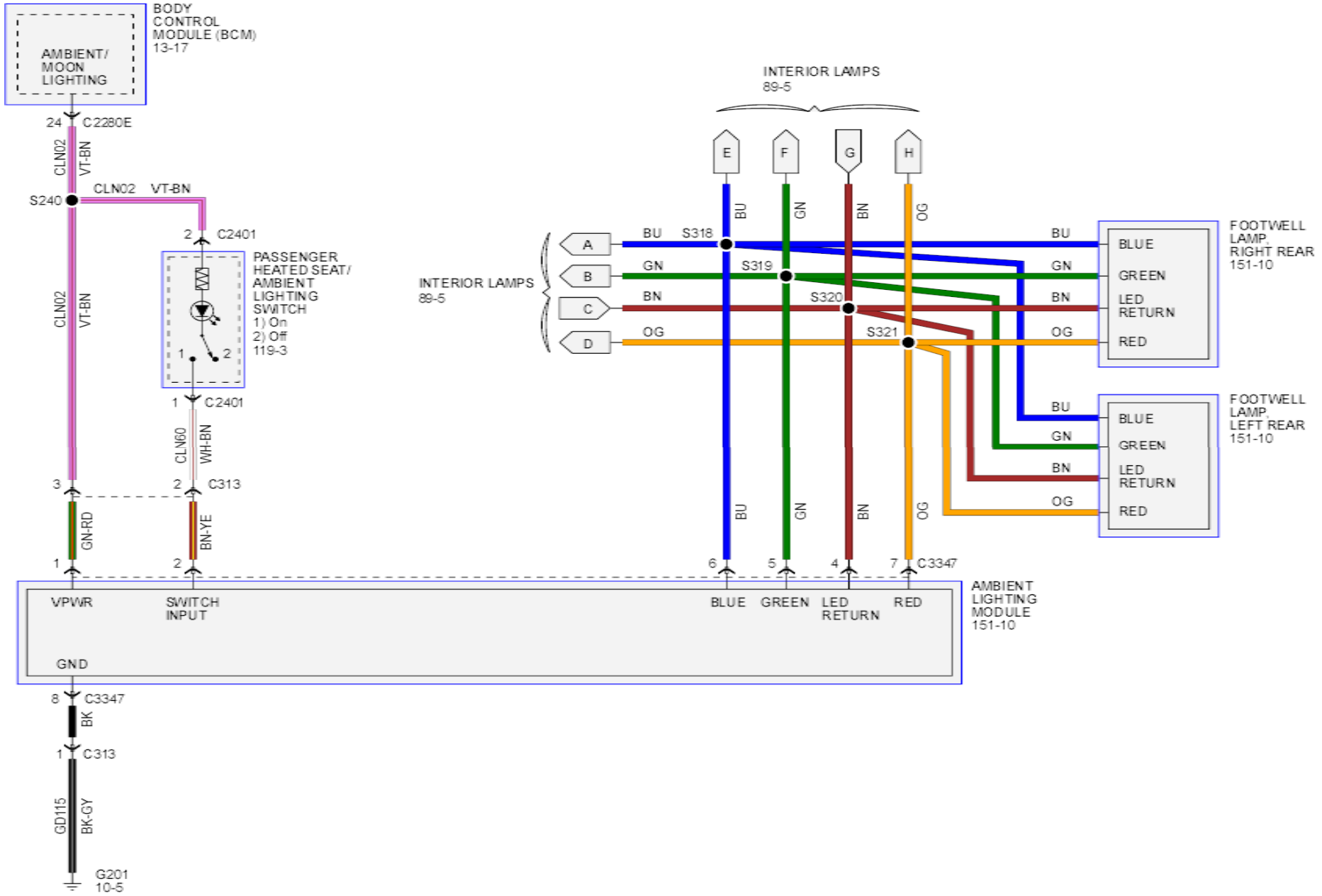

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F22 15A 13-2
SBB22 BN-RD
22 C211
SBB22 BN-RD
7 C2280A
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
CBP21 BU-GY
5 C212
POWER DISTRIBUTION 13-12
CBP21 BU-GY
S239
CBP21 BU-GY
4 C2280B
MODULE COMMUNICATIONS NETWORK 14-5
VDB06 GY-OG
VDB07 VT-OG
24 23 C2280F
BODY CONTROL MODULE (BCM) 13-2 13-12 13-16 13-17
VBATT EXTERIOR LIGHTING
IGNITION SWITCH
MS CAN +
MS CAN -
GND SIG FRONT
GND PWR
OFF
PARK
LOW
HIGH BEAM
FTP
LH TURN SWITCH
RH TURN SWITCH
16 C2280A
16 C2280B
3 9 13 C2280E
10 C2280F 22 7 8 C2280E
GD156 BK-VT
GD115 BK-GY
CLF23 WH-VT
CLF24 YE-BU
CLF18 BU-WH
CLUSTER AND PANEL ILLUMINATION
CLN04 BU-BN
71-3
CLF17 WH-OG
CLF27 GN-BN
CLS39 VT-WH
CLS41 GY-YE
RMC27 WH-BN
INSTRUMENT CLUSTER 60-3
AUDIO SYSTEM/ NAVIGATION 130-6
VME14 GY-YE
RME24 BU-WH
6 2 7 1 C205
10 5 4 8 3 2 7 C202
HEADLAMP SWITCH
1) Off
2) Park
3) Low Beam
4) Auto
151-7
MULTIFUNCTION SWITCH
1) Off
2) FTP
3) High Beam
151-8
LEFT TURN
RIGHT TURN
TRIP COMP SW
VOICE SW
3 8 C205
GD115 BK-GY
GD115 BK-GY
9 C202
GD115 BK-GY
S218
G304 10-11
G201 10-6
G201 10-5
G201 10-6

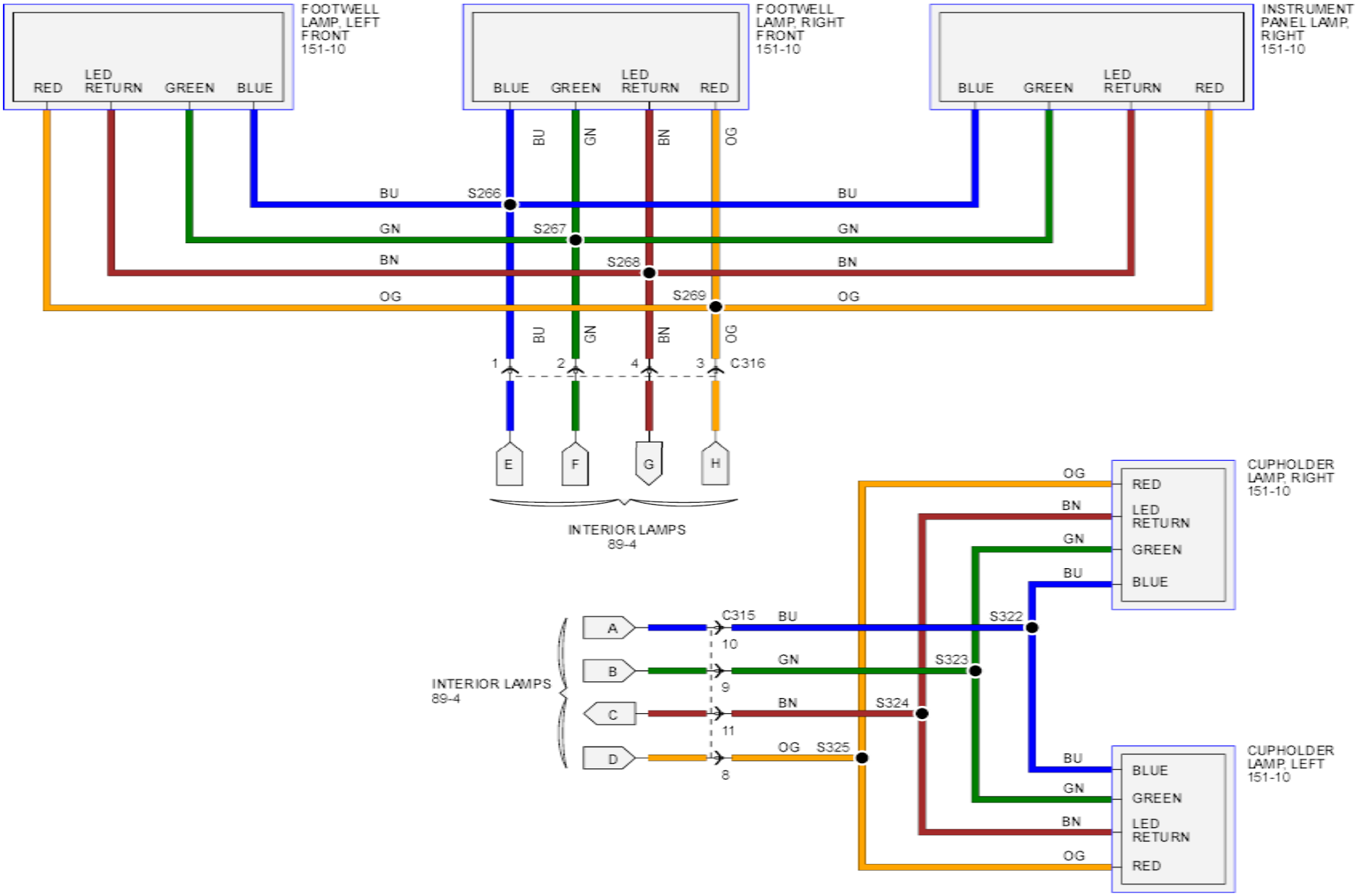

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F25 15A 13-7
HIGH BEAM RELAY
F31 20A 13-6
F23 7.5A 13-6
SBB25 RD
CLF02 GY-BN
SBB31 WH-RD
SBB23 WH-RD
CLF0B YE-VT
S120
S119
CLF09 BU-GY
CLF0B YE-VT
CLF09 BU-GY
CLF09 BU-GY
CLF0B YE-VT
BATTERY JUNCTION BOX (BJB) 11-1
DAYTIME RUNNING LAMPS (DRL) RELAY
LOW BEAM RELAY
F12 10A 13-6
F14 10A 13-6
F15 10A 13-6
F13 10A 13-6
BATTERY JUNCTION BOX (BJB) 11-1
CLF13 YE-BU
CBB12 GN-WH
CBB14 VT-OG
CBB15 BN-BU
CBB13 GY-BN
CLF10 GN-OG
CLF04 BN-BU
3 C1021
1 C1021
HEADLAMP, LEFT 151-2
HIGH LOW
1 C1041
3 C1041
HEADLAMP, RIGHT 151-2
LOW HIGH
20
14
3 C211
CLF10 GN-OG
CLF02 GY-BN
CLF04 BN-BU
2 C1021
2 C1041
GD123 BK-GY
GD188 BK-YE
8
11
5 C2280D
S132
S111
DRLRC
HBRC
LBRC
BODY CONTROL MODULE (BCM) 13-6 13-7
G107 10-4
G105 10-1

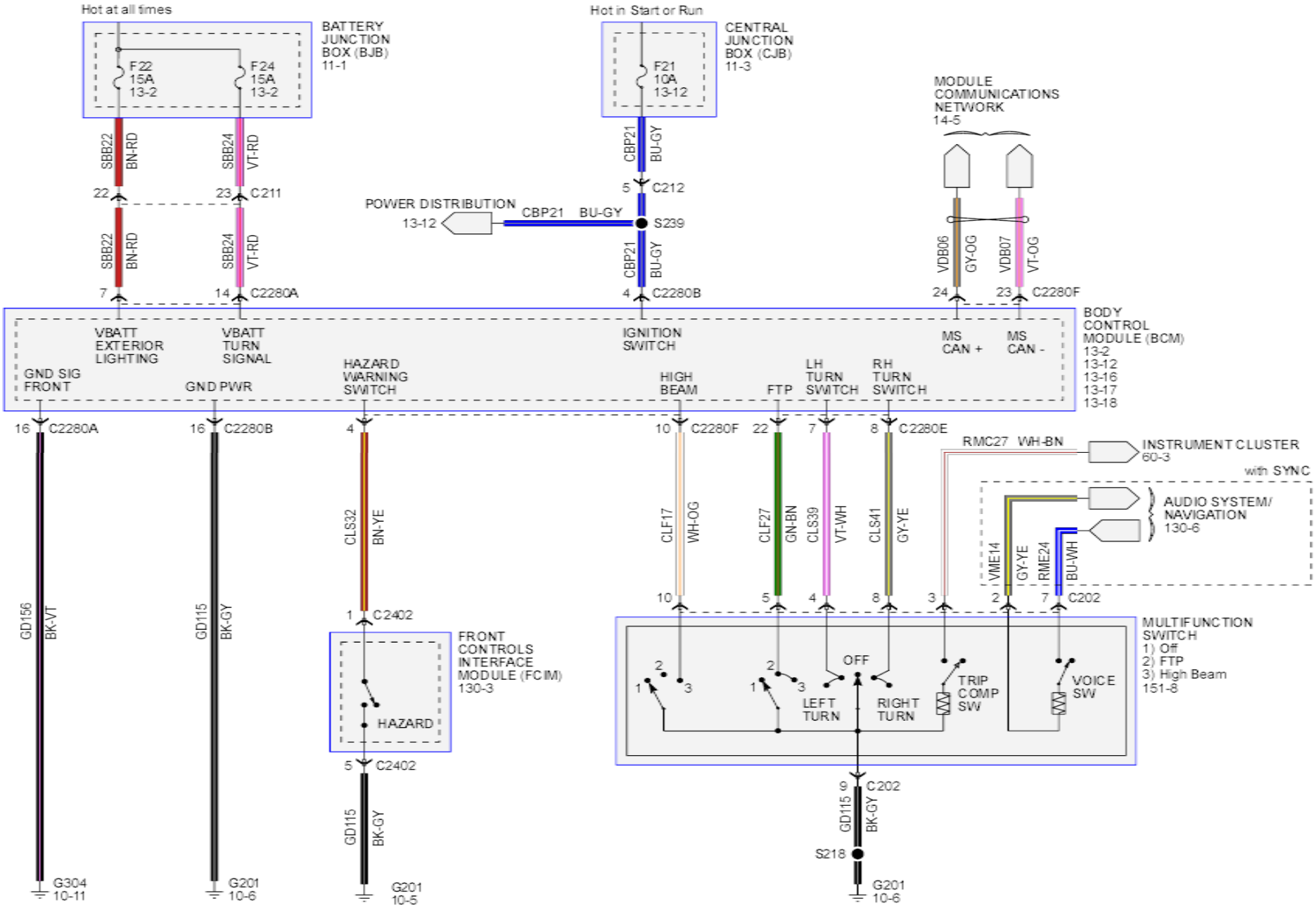

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F6 30A 13-2
F32 20A 13-2
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
MODULE COMMUNICATIONS NETWORK 14-5
SBB06 BN-RD
SBB32 VT-RD
37
36 C211
CBP21 BU-GY
5 C212
POWER DISTRIBUTION 13-12
CBP21 BU-GY
S239
VDB06 GY-OG
VDB07 VT-OG
24
23 C2280F
8
2 C2280A
4 C2280B
BODY CONTROL MODULE (BCM) 13-2 13-12 13-16 13-18
VBATT LOCKING
VBATT BATT SAVER/ HORN
IGNITION SWITCH
MS CAN +
MS CAN -
GND SIG FRONT
GND PWR
FRONT DOOR AJAR (DRV)
REAR DOOR AJAR (LH)
FRONT DOOR AJAR (PAS)
REAR DOOR AJAR (RH)
16 C2280A
16 C2280B
10
4
22
3 C2280G
CPL26 GN-VT
CPL36 GN
CPL31 WH
CPL39 YE
A1 C339
A6 C311
A1 C340
A6 C312
3 C525
3 C705
6 C609
6 C805
DOOR LOCK UNIT, DRIVER SIDE FRONT
1) Door closed
2) Door open
110-1
117-1
DOOR LOCK UNIT, LEFT REAR
1) Door closed
2) Door open
110-2
117-2
DOOR LOCK UNIT, PASSENGER SIDE FRONT
1) Door closed
2) Door open
110-2
117-2
DOOR LOCK UNIT, RIGHT REAR
1) Door closed
2) Door open
110-2
117-2
GD156 BK-GY
GD115 BK-GY
5 C525
5 C705
4 C609
4 C805
GD143 BK-VT
GD145 BK-BU
S501
S701
S601
S801
B11 C339
A17 C311
B8 C340
A17 C312
G304 10-11
G201 10-6
G302 10-10
G301 10-8

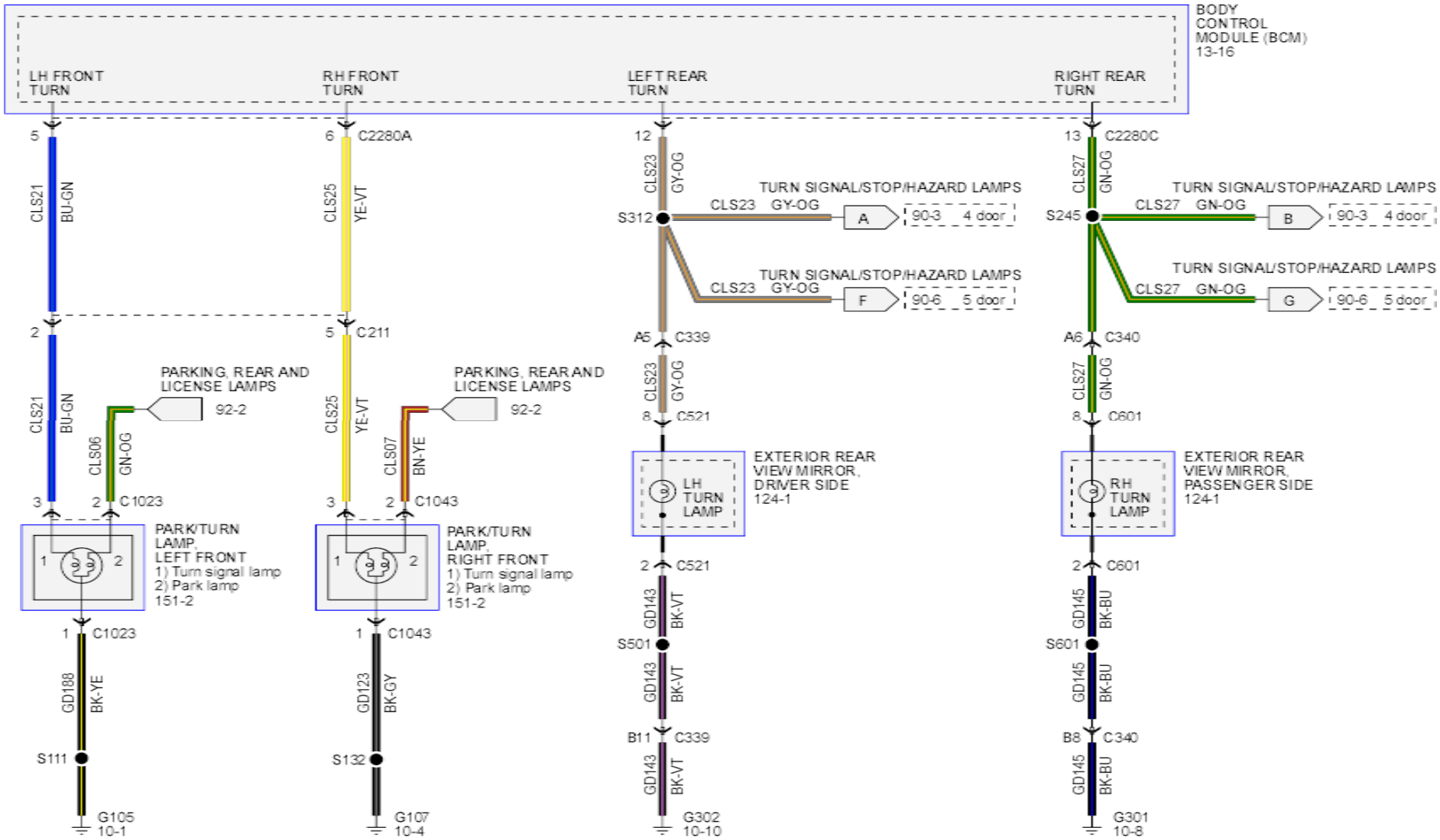

BODY CONTROL MODULE (BCM) 13-16 13-18
TRUNK AJAR
BATTERY SAVER OUTPUT
7 C2280G
4 C2280C
5 door
CLN01 GN-VT
S248
CLN01 GN-VT
CENTRAL JUNCTION BOX (CJB) 11-3
1 BATTERY SAVER RELAY 44-2
1 C489
CARGO SPACE LAMP 151-16
CPL44 YE-OG
CLN01 GN-VT
CLN01 GN-VT C214 - 4 CLN01 GN-VT
A
INTERIOR LAMPS 89-3
2 C489
CLN13 WH-BU
4 door
3 C913
4 C913
8
6 C497
CLN13 WH-BU
CPL44 YE-OG
4
3 C4223
LIFTGATE/ DECKLID LATCH ASSEMBLY 113-3
OPEN CLOSE
2 C4223
GD143 BK-VT
S401
9 C497
S907
1 C913
GD143 BK-VT
G302 10-9
1 C489
CARGO SPACE LAMP 151-12
2 C489
CLN13 WH-BU
CPL44 YE-OG
4
3 C4223
LIFTGATE/ DECKLID LATCH ASSEMBLY 113-2
OPEN CLOSE
2 C4223
GD143 BK-VT
S403
GD143 BK-VT
G302 10-9


INTERIOR LAMPS
89-2
A
CLN01 GN-VT
S904
without roof opening panel
with roof opening panel
C901
C926
C932
DOME LAMP, FRONT
1) On
2) Off
3) Courtesy
151-24
INTERIOR/MAP LAMPS ASSEMBLY, REAR
1) On
2) Off
3) Courtesy
151-24
GD143 BK-VT
CLN03 YE-GY
early production
S902
S905
S906
C214
C2280C
BODY CONTROL MODULE (BCM)
13-16
INTERIOR LAMPS
G302
10-10

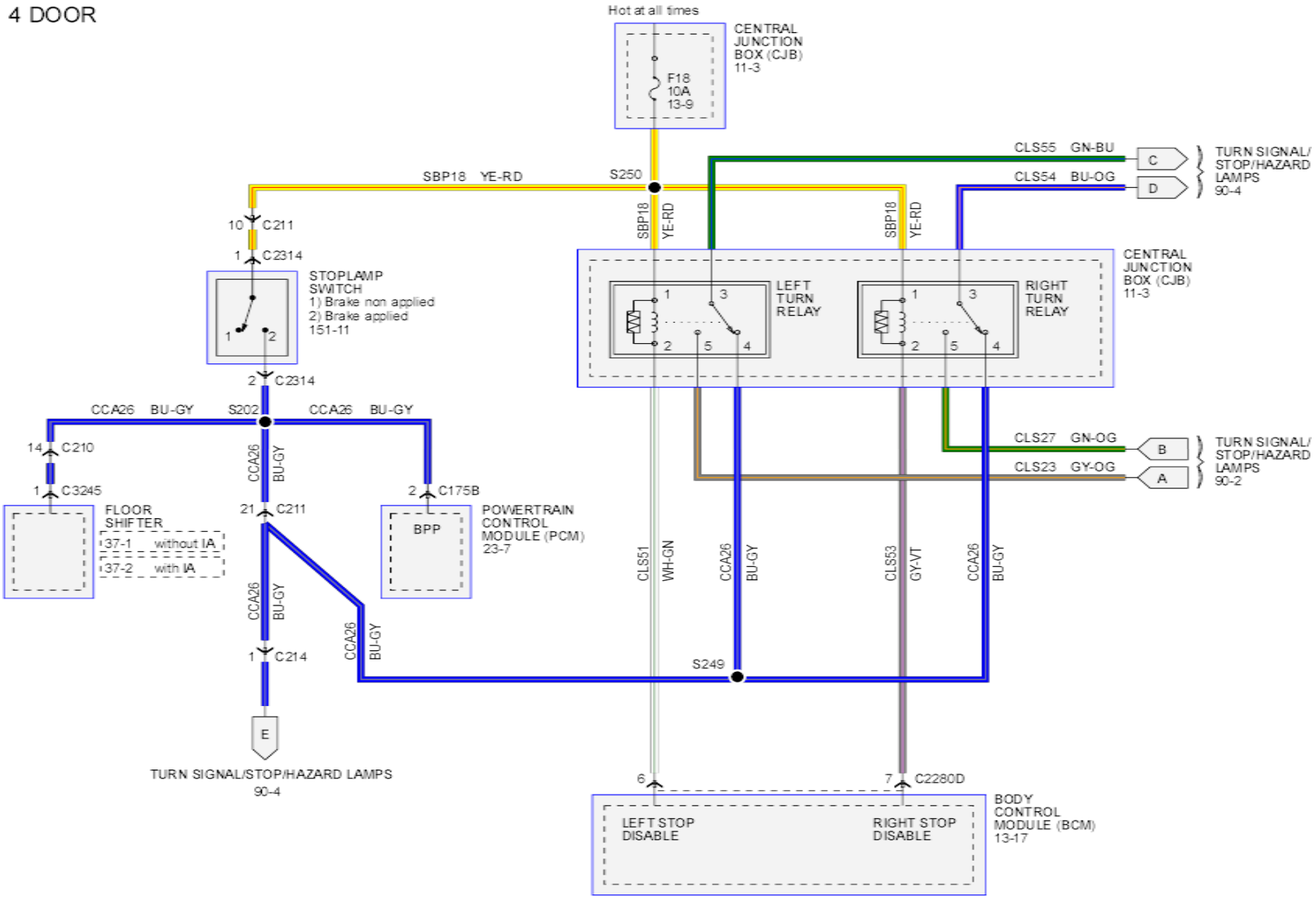

BODY CONTROL MODULE (BCM) 13-17
AMBIENT/ MOON LIGHTING
24 C2280E
CLN02 VT-BN
S240
CLN02 VT-BN
2 C2401
PASSENGER HEATED SEAT/ AMBIENT LIGHTING SWITCH 1) On 2) Off 119-3
1 C2401
CLN60 WH-BN
3
2 C313
GN-RD
BN-YE
1
2
VPWR
SWITCH INPUT
GND
8 C3347
BK
1 C313
GD115 BK-GY
G201 10-5
INTERIOR LAMPS 89-5
INTERIOR LAMPS 89-5
A
B
C
D
BU S318
GN S319
BN S320
OG S321
E
F
G
H
BU
GN
BN
OG
6
5
4
7 C3347
BLUE
GREEN
LED RETURN
RED
AMBIENT LIGHTING MODULE 151-10
FOOTWELL LAMP, RIGHT REAR 151-10
FOOTWELL LAMP, LEFT REAR 151-10


FOOTWELL LAMP, LEFT FRONT 151-10
RED
LED RETURN
GREEN
BLUE
FOOTWELL LAMP, RIGHT FRONT 151-10
BLUE
GREEN
LED RETURN
RED
INSTRUMENT PANEL LAMP, RIGHT 151-10
BLUE
GREEN
LED RETURN
RED
BU
GN
BN
OG
S266
S267
S268
S269
1
2
4
3
C316
E
F
G
H
INTERIOR LAMPS 89-4
CUPHOLDER LAMP, RIGHT 151-10
RED
LED RETURN
GREEN
BLUE
INTERIOR LAMPS 89-4
A
B
C
D
C315
10
9
11
8
S322
S323
S324
S325
CUPHOLDER LAMP, LEFT 151-10
BLUE
GREEN
LED RETURN
RED

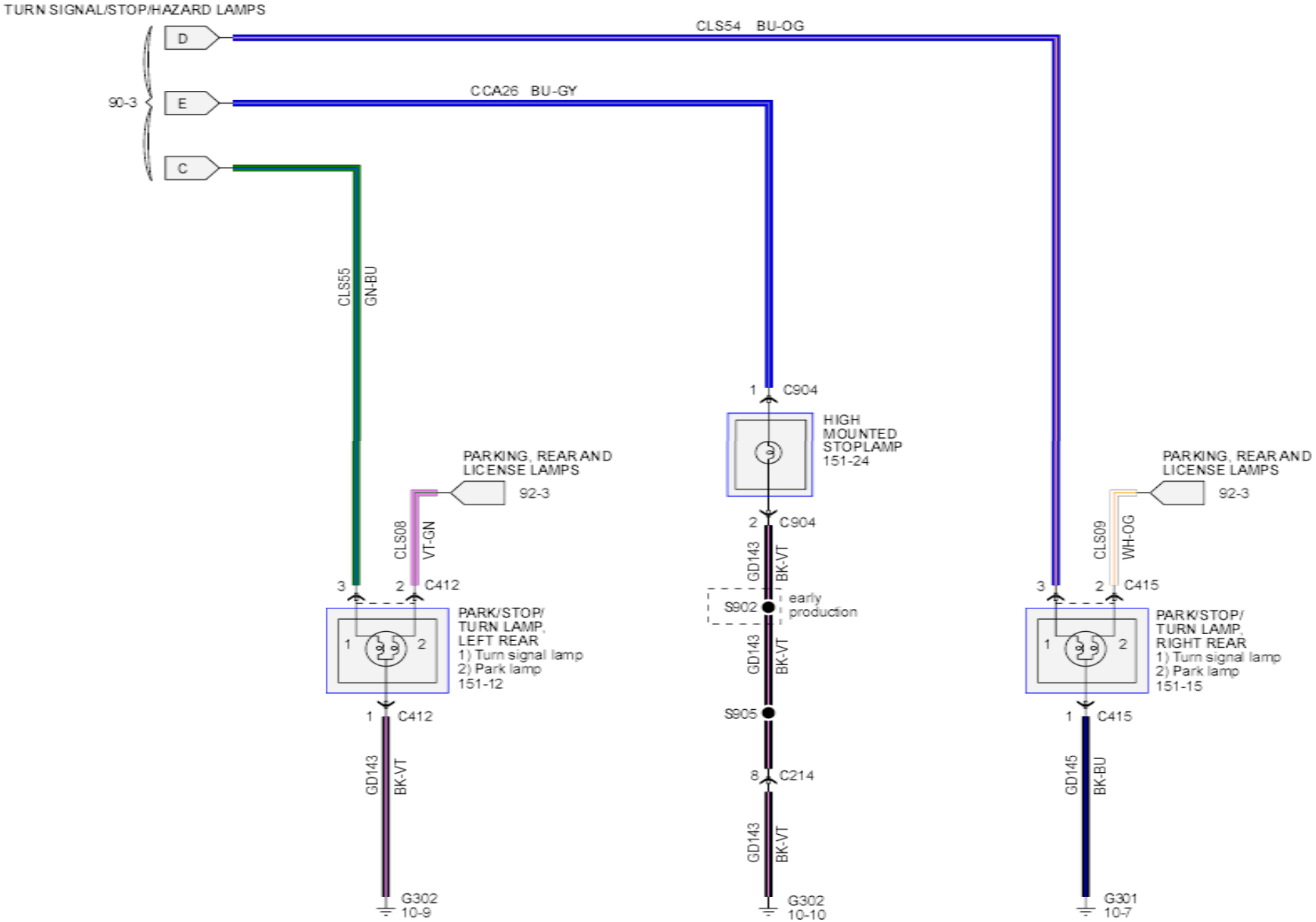

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F22 15A 13-2
F24 15A 13-2
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
MODULE COMMUNICATIONS NETWORK 14-5
SBB22 BN-RD
SBB24 VT-RD
CBP21 BU-GY
VDB06 GY-OG
VDB07 VT-OG
POWER DISTRIBUTION 13-12
CBP21 BU-GY
S239
C211
C212
C2280A
C2280B
C2280F
BODY CONTROL MODULE (BCM) 13-2 13-12 13-16 13-17 13-18
VBATT EXTERIOR LIGHTING
VBATT TURN SIGNAL
IGNITION SWITCH
MS CAN +
MS CAN -
GND SIG FRONT
GND PWR
HAZARD WARNING SWITCH
HIGH BEAM
FTP
LH TURN SWITCH
RH TURN SWITCH
C2280E
RMC27 WH-BN
INSTRUMENT CLUSTER 60-3
with SYNC
AUDIO SYSTEM/ NAVIGATION 130-6
CLS32 BN-YE
CLF17 WH-OG
CLF27 GN-BN
CLS39 VT-WH
CLS41 GY-YE
VME14 GY-YE
RME24 BU-WH
C2402
C202
GD156 BK-VT
GD115 BK-GY
G304 10-11
G201 10-6
G201 10-5
FRONT CONTROLS INTERFACE MODULE (FCIM) 130-3
HAZARD
MULTIFUNCTION SWITCH 1) Off 2) FTP 3) High Beam 151-8
OFF
LEFT TURN
RIGHT TURN
TRIP COMP SW
VOICE SW
S218


BODY CONTROL MODULE (BCM) 13-16
LH FRONT TURN
RH FRONT TURN
LEFT REAR TURN
RIGHT REAR TURN
5
CLS21 BU-GN
2
CLS21 BU-GN
3
CLS06 GN-OG
2 C1023
PARKING, REAR AND LICENSE LAMPS
92-2
PARK/TURN LAMP, LEFT FRONT
1) Turn signal lamp
2) Park lamp
151-2
1 C1023
GD188 BK-YE
S111
G105 10-1
6 C2280A
CLS25 YE-VT
5 C211
CLS25 YE-VT
3
CLS07 BN-YE
2 C1043
PARKING, REAR AND LICENSE LAMPS
92-2
PARK/TURN LAMP, RIGHT FRONT
1) Turn signal lamp
2) Park lamp
151-2
1 C1043
GD123 BK-GY
S132
G107 10-4
12
CLS23 GY-OG
S312
TURN SIGNAL/STOP/HAZARD LAMPS
CLS23 GY-OG
A
90-3 4 door
TURN SIGNAL/STOP/HAZARD LAMPS
CLS23 GY-OG
F
90-6 5 door
A5 C339
CLS23 GY-OG
8 C521
LH TURN LAMP
EXTERIOR REAR VIEW MIRROR, DRIVER SIDE
124-1
2 C521
GD143 BK-VT
S501
GD143 BK-VT
B11 C339
GD143 BK-VT
G302 10-10
13 C2280C
CLS27 GN-OG
S245
TURN SIGNAL/STOP/HAZARD LAMPS
CLS27 GN-OG
B
90-3 4 door
TURN SIGNAL/STOP/HAZARD LAMPS
CLS27 GN-OG
G
90-6 5 door
A6 C340
CLS27 GN-OG
8 C601
RH TURN LAMP
EXTERIOR REAR VIEW MIRROR, PASSENGER SIDE
124-1
2 C601
GD145 BK-BU
S601
GD145 BK-BU
B8 C340
GD145 BK-BU
G301 10-8

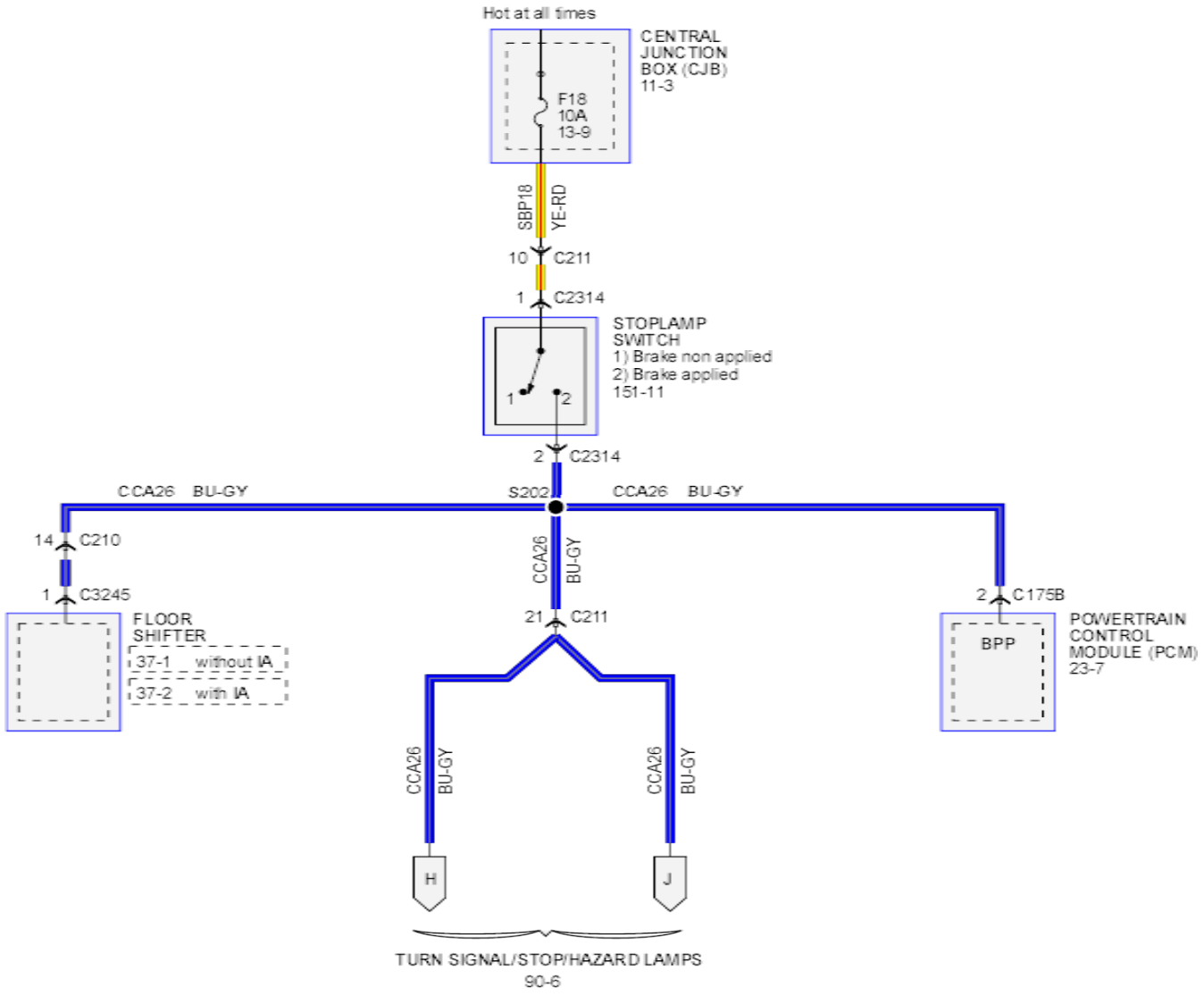
4 DOOR


Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F18 10A 13-9
SBP18 YE-RD
S250
CLS55 GN-BU
CLS54 BU-OG
C
D
TURN SIGNAL/ STOP/HAZARD LAMPS 90-4
10 C211
1 C2314
STOPLAMP SWITCH
1) Brake non applied
2) Brake applied
151-11
2 C2314
CCA26 BU-GY
S202
14 C210
1 C3245
FLOOR SHIFTER
37-1 without IA
37-2 with IA
21 C211
2 C175B
BPP
POWERTRAIN CONTROL MODULE (PCM) 23-7
1 C214
E
TURN SIGNAL/STOP/HAZARD LAMPS 90-4
LEFT TURN RELAY
RIGHT TURN RELAY
CENTRAL JUNCTION BOX (CJB) 11-3
CLS27 GN-OG
CLS23 GY-OG
B
A
TURN SIGNAL/ STOP/HAZARD LAMPS 90-2
CLS51 WH-GN
CLS53 GY-VT
S249
6
7 C2280D
LEFT STOP DISABLE
RIGHT STOP DISABLE
BODY CONTROL MODULE (BCM) 13-17

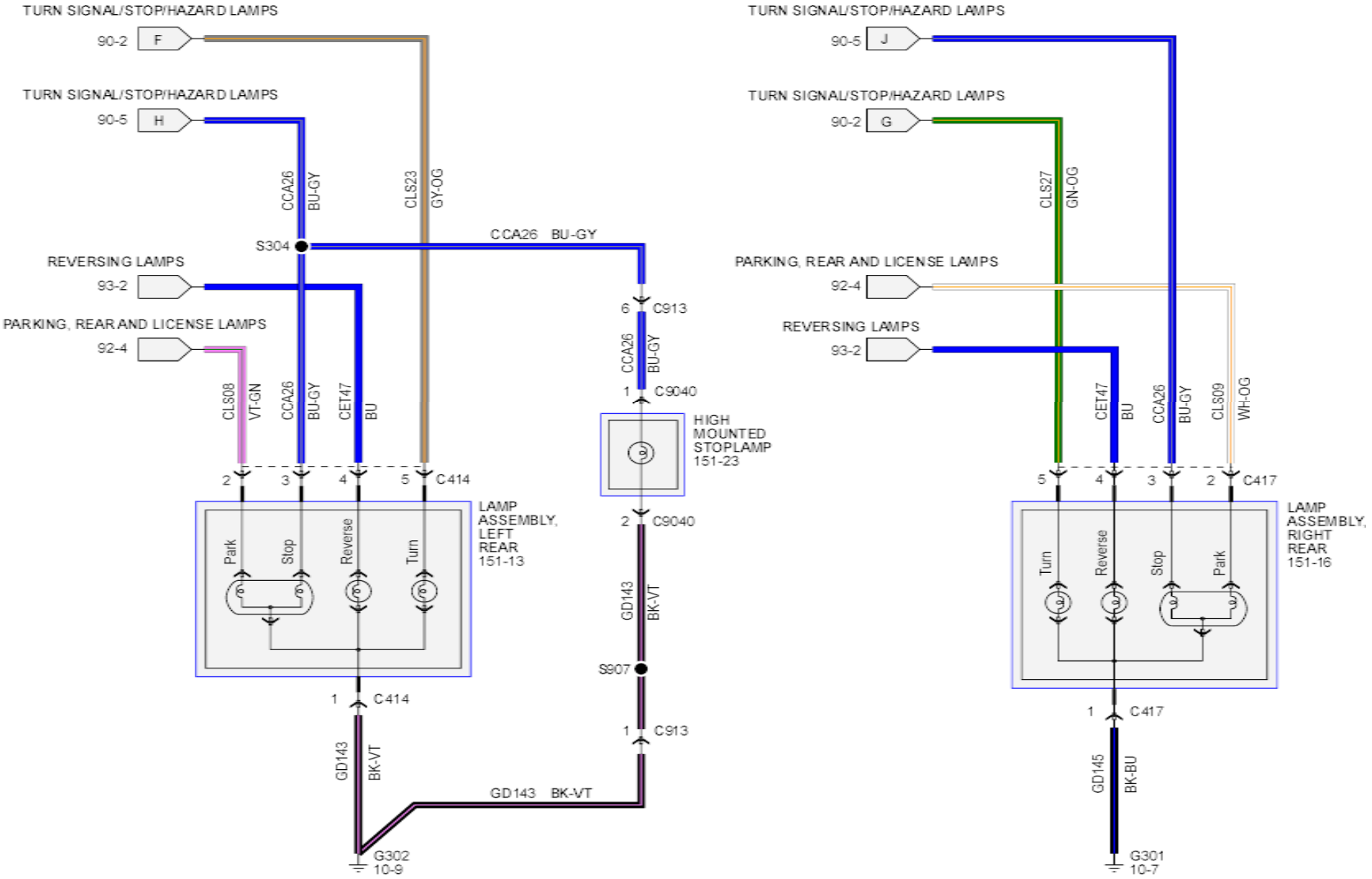
4 DOOR

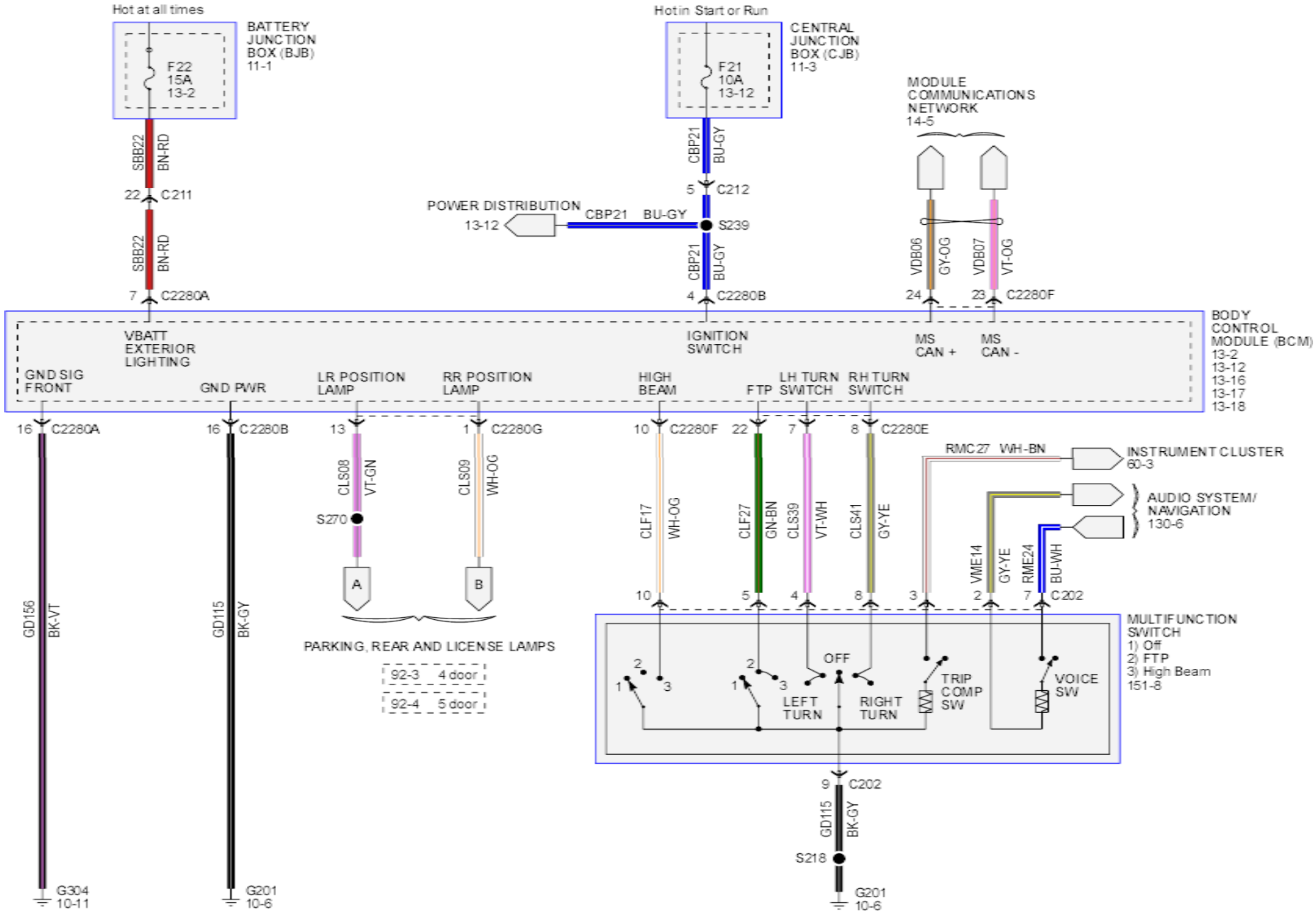

TURN SIGNAL/STOP/HAZARD LAMPS
90-3
D
E
C
CLS54 BU-OG
CCA26 BU-GY
CLS55 GN-BU
PARKING, REAR AND LICENSE LAMPS
92-3
CLS08 VT-GN
3
2
C412
PARK/STOP/ TURN LAMP, LEFT REAR
1) Turn signal lamp
2) Park lamp
151-12
1
C412
GD143 BK-VT
G302
10-9
1
C904
HIGH MOUNTED STOPLAMP
151-24
2
C904
GD143 BK-VT
S902
early production
GD143 BK-VT
S905
8
C214
GD143 BK-VT
G302
10-10
PARKING, REAR AND LICENSE LAMPS
92-3
CLS09 WH-OG
3
2
C415
PARK/STOP/ TURN LAMP, RIGHT REAR
1) Turn signal lamp
2) Park lamp
151-15
1
C415
GD145 BK-BU
G301
10-7

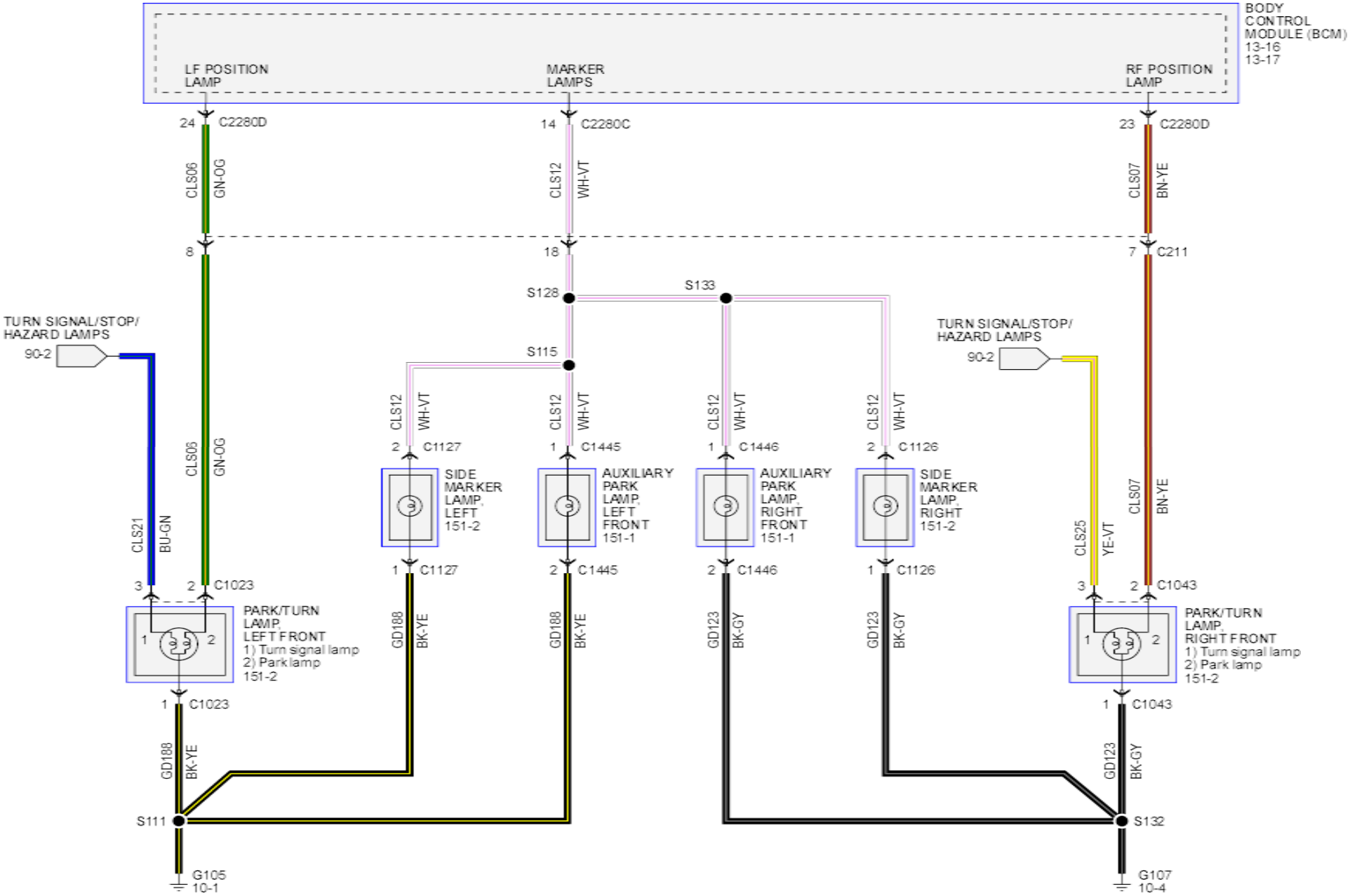
5 DOOR


Hot at all times
CENTRAL JUNCTION BOX (CJB) 11-3
F18 10A 13-9
SBP18 YE-RD
10 C211
1 C2314
STOPLAMP SWITCH
1) Brake non applied
2) Brake applied
151-11
1
2
2 C2314
CCA26 BU-GY
S202
CCA26 BU-GY
14 C210
1 C3245
FLOOR SHIFTER
37-1 without IA
37-2 with IA
CCA26 BU-GY
21 C211
2 C175B
BPP
POWERTRAIN CONTROL MODULE (PCM) 23-7
CCA26 BU-GY
CCA26 BU-GY
H
J
TURN SIGNAL/STOP/HAZARD LAMPS
90-6

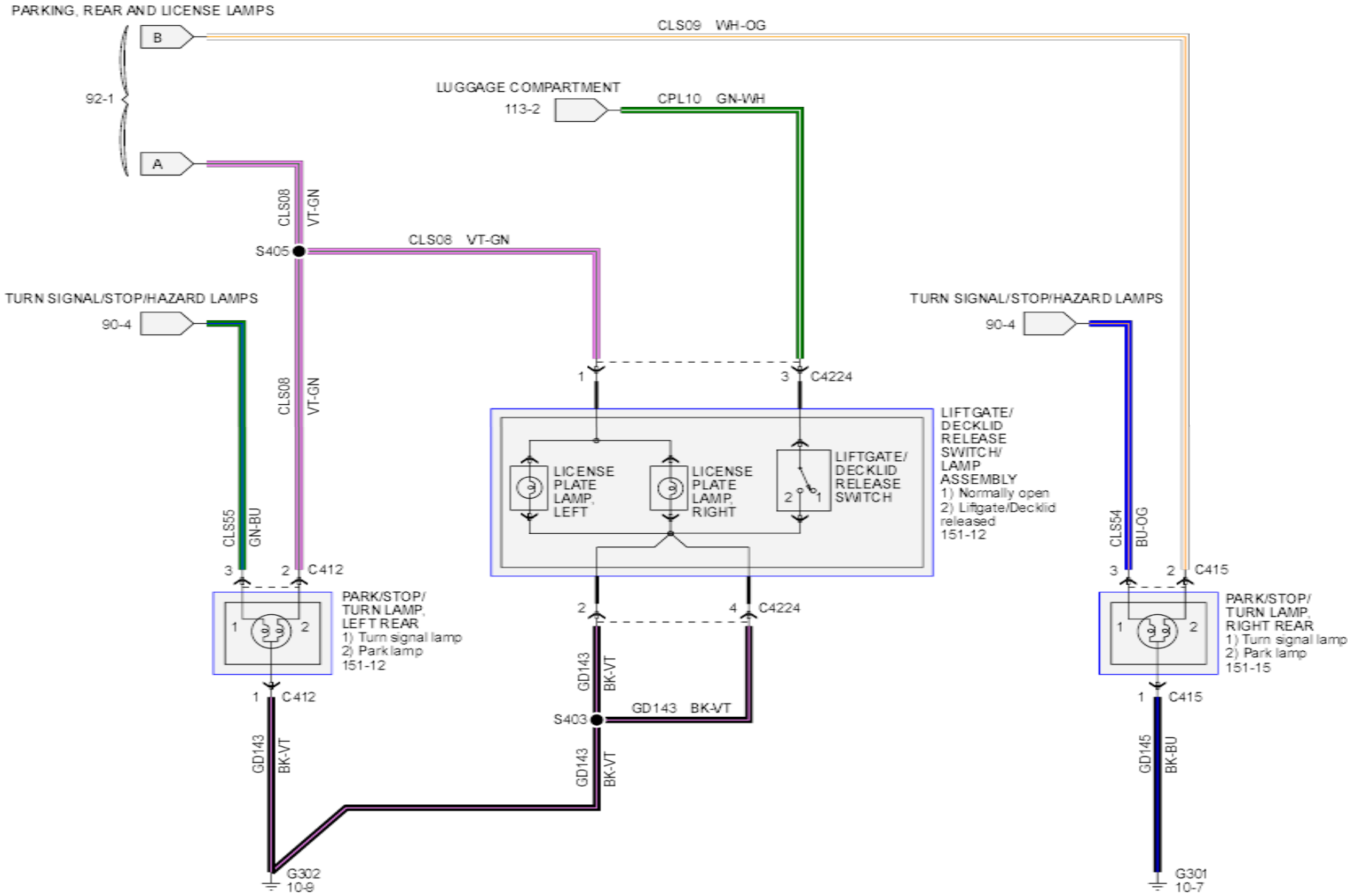
5 DOOR


TURN SIGNAL/STOP/HAZARD LAMPS
90-2
F
TURN SIGNAL/STOP/HAZARD LAMPS
90-5
H
CCA26 BU-GY
CLS23 GY-OG
S304
CCA26 BU-GY
REVERSING LAMPS
93-2
PARKING, REAR AND LICENSE LAMPS
92-4
CLS08 VT-GN
CCA26 BU-GY
CET47 BU
6 C913
CCA26 BU-GY
1 C9040
HIGH MOUNTED STOPLAMP 151-23
2 3 4 5 C414
LAMP ASSEMBLY, LEFT REAR 151-13
Park
Stop
Reverse
Turn
2 C9040
GD143 BK-VT
S907
1 C414
1 C913
GD143 BK-VT
GD143 BK-VT
G302 10-9
TURN SIGNAL/STOP/HAZARD LAMPS
90-5
J
TURN SIGNAL/STOP/HAZARD LAMPS
90-2
G
CLS27 GN-OG
PARKING, REAR AND LICENSE LAMPS
92-4
REVERSING LAMPS
93-2
CET47 BU
CCA26 BU-GY
CLS09 WH-OG
5 4 3 2 C417
LAMP ASSEMBLY, RIGHT REAR 151-16
Turn
Reverse
Stop
Park
1 C417
GD145 BK-BU
G301 10-7

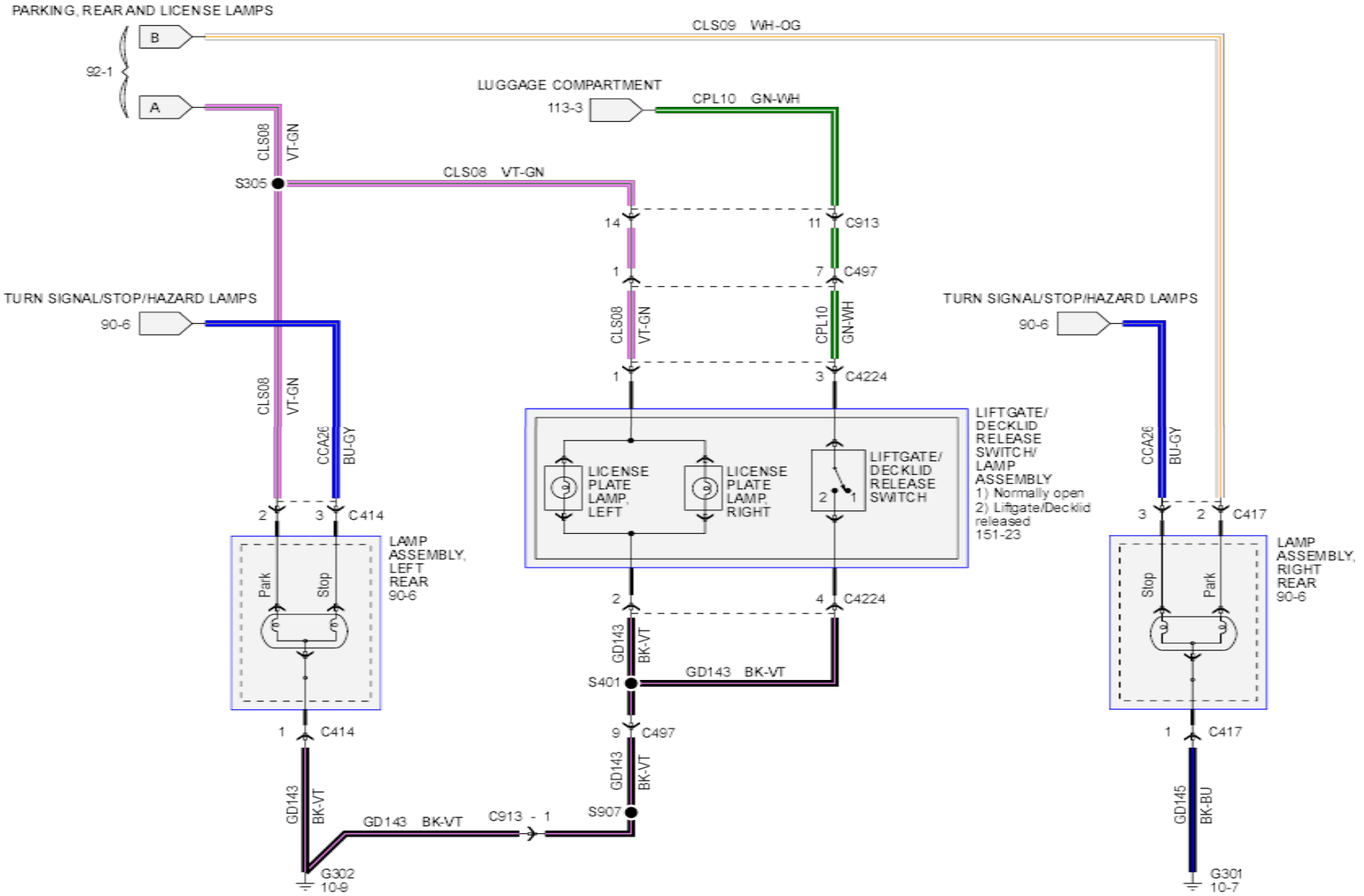

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F22 15A 13-2
SBB22 BN-RD
22 C211
SBB22 BN-RD
7 C2280A
Hot in Start or Run
CENTRAL JUNCTION BOX (CJB) 11-3
F21 10A 13-12
CBP21 BU-GY
5 C212
POWER DISTRIBUTION 13-12
CBP21 BU-GY S239
CBP21 BU-GY
4 C2280B
MODULE COMMUNICATIONS NETWORK 14-5
VDB06 GY-OG
VDB07 VT-OG
24 23 C2280F
BODY CONTROL MODULE (BCM) 13-2 13-12 13-16 13-17 13-18
VBATT EXTERIOR LIGHTING
IGNITION SWITCH
MS CAN + MS CAN -
GND SIG FRONT
GND PWR
LR POSITION LAMP
RR POSITION LAMP
HIGH BEAM
FTP
LH TURN SWITCH
RH TURN SWITCH
16 C2280A
16 C2280B
13 C2280G
1 C2280G
10 C2280F
22 7 C2280E
GD156 BK-VT
GD115 BK-GY
CLS08 VT-GN
CLS09 WH-OG
S270
A
B
PARKING, REAR AND LICENSE LAMPS
92-3 4 door
92-4 5 door
CLF17 WH-OG
CLF27 GN-BN
CLS39 VT-WH
CLS41 GY-YE
RMC27 WH-BN
INSTRUMENT CLUSTER 60-3
AUDIO SYSTEM/ NAVIGATION 130-6
VME14 GY-YE
RME24 BU-WH
10 5 4 8 3 2 7 C202
MULTIFUNCTION SWITCH 1) Off 2) FTP 3) High Beam 151-8
OFF
LEFT TURN
RIGHT TURN
TRIP COMP SW
VOICE SW
9 C202
GD115 BK-GY
S218
G304 10-11
G201 10-6
G201 10-6


BODY CONTROL MODULE (BCM) 13-16 13-17
LF POSITION LAMP
MARKER LAMPS
RF POSITION LAMP
24 C2280D
14 C2280C
23 C2280D
CLS06 GN-OG
CLS12 WH-VT
CLS07 BN-YE
8
18
7 C211
S128
S133
S115
TURN SIGNAL/STOP/ HAZARD LAMPS
90-2
CLS12 WH-VT
2 C1127
1 C1445
1 C1446
2 C1126
SIDE MARKER LAMP, LEFT 151-2
AUXILIARY PARK LAMP, LEFT FRONT 151-1
AUXILIARY PARK LAMP, RIGHT FRONT 151-1
SIDE MARKER LAMP, RIGHT 151-2
CLS21 BU-GN
CLS06 GN-OG
3 2 C1023
1 C1127
2 C1445
2 C1446
1 C1126
GD188 BK-YE
GD123 BK-GY
PARK/TURN LAMP, LEFT FRONT 1) Turn signal lamp 2) Park lamp 151-2
1 C1023
S111
G105 10-1
CLS25 YE-VT
CLS07 BN-YE
3 2 C1043
PARK/TURN LAMP, RIGHT FRONT 1) Turn signal lamp 2) Park lamp 151-2
1 C1043
S132
G107 10-4

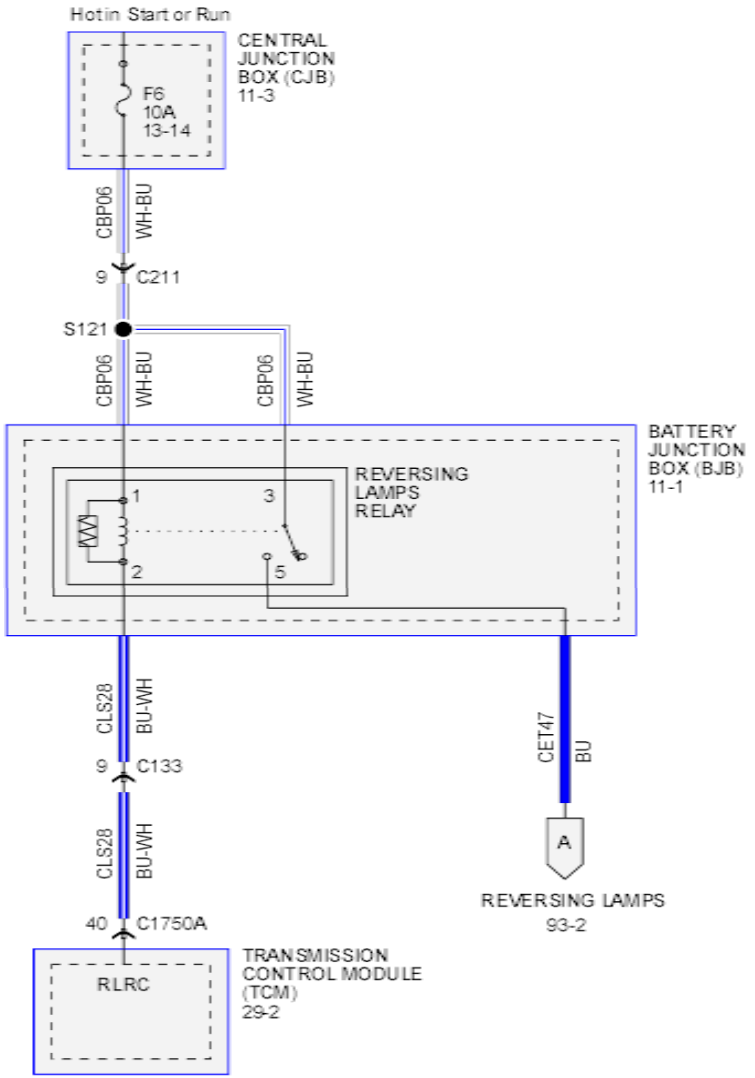
4 DOOR


PARKING, REAR AND LICENSE LAMPS
B
CLS09 WH-OG
92-1
A
LUGGAGE COMPARTMENT
113-2
CPL10 GN-WH
CLS08 VT-GN
S405
CLS08 VT-GN
TURN SIGNAL/STOP/HAZARD LAMPS
90-4
CLS08 VT-GN
1
3 C4224
LIFTGATE/ DECKLID RELEASE SWITCH/ LAMP ASSEMBLY
1) Normally open
2) Liftgate/Decklid released
151-12
LICENSE PLATE LAMP, LEFT
LICENSE PLATE LAMP, RIGHT
LIFTGATE/ DECKLID RELEASE SWITCH
TURN SIGNAL/STOP/HAZARD LAMPS
90-4
CLS55 GN-BU
3
2 C412
PARK/STOP/ TURN LAMP, LEFT REAR
1) Turn signal lamp
2) Park lamp
151-12
2
4 C4224
GD143 BK-VT
S403
GD143 BK-VT
GD143 BK-VT
1 C412
GD143 BK-VT
G302
10-9
CLS54 BU-OG
3
2 C415
PARK/STOP/ TURN LAMP, RIGHT REAR
1) Turn signal lamp
2) Park lamp
151-15
1 C415
GD145 BK-BU
G301
10-7

5 DOOR


PARKING, REAR AND LICENSE LAMPS
CLS09 WH-OG
B
92-1
A
LUGGAGE COMPARTMENT
113-3
CPL10 GN-WH
CLS08 VT-GN
S305
CLS08 VT-GN
14
11 C913
1
7 C497
TURN SIGNAL/STOP/HAZARD LAMPS
90-6
CLS08 VT-GN
CPL10 GN-WH
1
3 C4224
TURN SIGNAL/STOP/HAZARD LAMPS
90-6
CLS08 VT-GN
CCA26 BU-GY
LICENSE PLATE LAMP, LEFT
LICENSE PLATE LAMP, RIGHT
LIFTGATE/ DECKLID RELEASE SWITCH
LIFTGATE/ DECKLID RELEASE SWITCH/ LAMP ASSEMBLY
1) Normally open
2) Liftgate/Decklid released
151-23
CCA26 BU-GY
2 3 C414
LAMP ASSEMBLY, LEFT REAR 90-6
Park
Stop
2
4 C4224
GD143 BK-VT
S401
GD143 BK-VT
3 2 C417
LAMP ASSEMBLY, RIGHT REAR 90-6
Stop
Park
1 C414
9 C497
GD143 BK-VT
1 C417
GD145 BK-BU
GD143 BK-VT
GD143 BK-VT
C913 - 1
S907
G302
10-9
G301
10-7

AUTOMATIC TRANSMISSION



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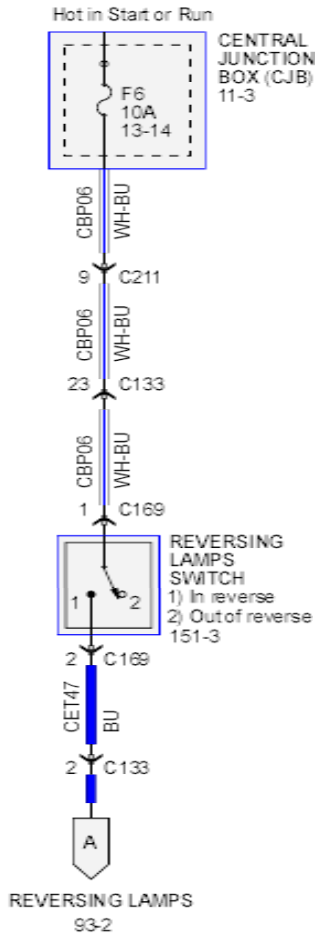

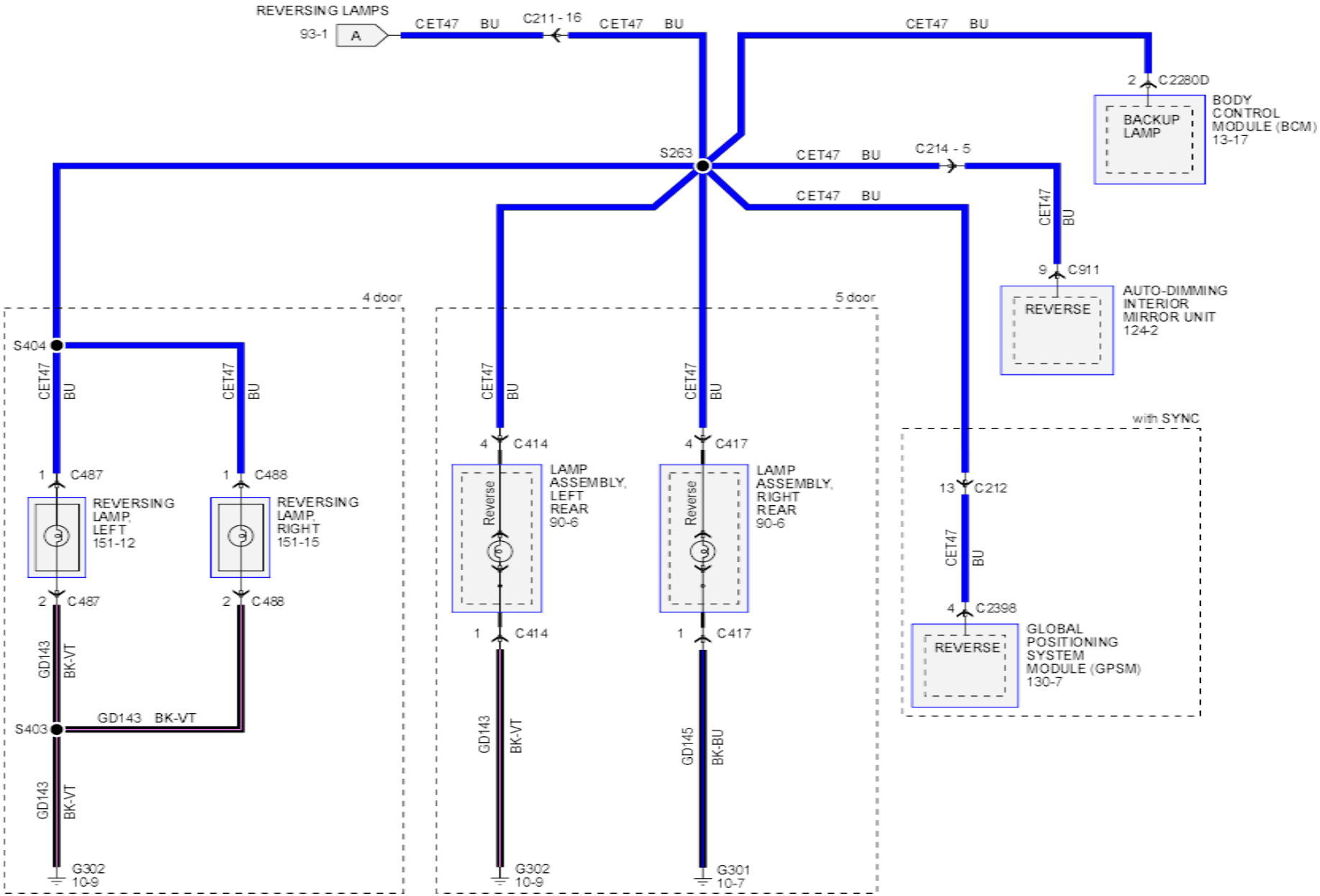
REVERSING LAMPS
93-1
A
CET47 BU
C211 - 16
CET47 BU
CET47 BU
2 C2280D
BACKUP LAMP
BODY CONTROL MODULE (BCM)
13-17
S263
CET47 BU
C214 - 5
CET47 BU
CET47 BU
9 C911
REVERSE
AUTO-DIMMING INTERIOR MIRROR UNIT
124-2
4 door
5 door
with SYNC
S404
CET47 BU
CET47 BU
1 C487
1 C488
REVERSING LAMP, LEFT
151-12
REVERSING LAMP, RIGHT
151-15
2 C487
2 C488
GD143 BK-VT
GD143 BK-VT
S403
GD143 BK-VT
G302
10-9
CET47 BU
CET47 BU
4 C414
4 C417
Reverse
LAMP ASSEMBLY, LEFT REAR
90-6
LAMP ASSEMBLY, RIGHT REAR
90-6
1 C414
1 C417
GD143 BK-VT
GD145 BK-BU
G302
10-9
G301
10-7
13 C212
CET47 BU
4 C2398
REVERSE
GLOBAL POSITIONING SYSTEM MODULE (GPSM)
130-7

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Version 1.3, 3 November 2008

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