

MI4, Description and Operation).
and REFER to: Starting System - System Operation and Component Description (303-06B Starting System - 2.7L EcoBoost (238kW/324PS), Description and Operation).

Diagnostic Trouble Code (DTC) Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
P0A12:11	DC/DC Converter Enable Circuit Low: Circuit Short To Ground	Sets in the Direct Current/Direct Current (DC/DC) converter control module when the DC/DC Converter Enable Circuit from the PCM is low for more than 60 seconds.

Possible Sources

- Direct Current/Direct Current (DC/DC) converter control module
- PCM
- Wiring, terminals or connectors

PINPOINT TEST A : P0A12:11

NOTE: 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.

A1 CHECK DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER ENABLE CIRCUIT FOR A SHORT TO VOLTAGE

- Ignition OFF.
- Disconnect Low Voltage Direct Current/Direct Current (DC/DC) converter [C2513](#) .
- Disconnect PCM [C1381B](#) (2.0L EcoBoost). .
- Disconnect PCM [C1551B](#) (2.7L EcoBoost). .
- Ignition ON.
- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	
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Positive Lead	Measurement / Action	Negative Lead
C2513-2		Ground

Is any voltage present?

Yes	REPAIR the circuit.
No	GO to A2

A2 CHECK DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER ENABLE CIRCUIT FOR A SHORT TO GROUND

- Ignition OFF.
- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	
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Positive Lead	Measurement / Action	Negative Lead
C2513-2	Ω	Ground

Is the resistance greater than 10,000 ohms?

Yes	GO to A3
No	REPAIR the circuit.

A3 CHECK DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER ENABLE CIRCUIT FOR AN OPEN

- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	POWERTRAIN CONTROL MODULE (PCM)
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Positive Lead	Measurement / Action	Negative Lead
C2513-2	Ω	C1381B-68
C2513-2	Ω	C1551B-49

Is the resistance less than 3 ohms?

Yes	GO to A4
No	REPAIR the circuit.

A4 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF TEST

- Connect PCM [C1381B](#) (2.0L EcoBoost) .
- Connect PCM [C1551B](#) (2.7L EcoBoost) .
- Connect Low Voltage Direct Current/Direct Current (DC/DC) converter [C2513](#) .
- Ignition ON.
- Using a diagnostic scan tool, perform the PCM self-test.

Are any PCM Diagnostic Trouble Codes (DTCs) present?

Yes	For DTC U0298:00, DIAGNOSE the network communication concern. REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing). For all other PCM Diagnostic Trouble Codes (DTCs), REFER to: Electronic Engine Controls (303-14A Electronic Engine Controls - 2.0L EcoBoost (184kW/250PS) â€“ MI4, Diagnosis and Testing). REFER to: Electronic Engine Controls (303-14B Electronic Engine Controls - 2.7L EcoBoost (238kW/324PS), Diagnosis and Testing).
No	GO to A5

A5 CHECK DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER DIAGNOSTIC TROUBLE CODES (DTCs) WITH THE PCM (POWERTRAIN CONTROL MODULE) DISCONNECTED

- Disconnect PCM [C1381B](#) (2.0L EcoBoost) .
- Disconnect PCM [C1551B](#) (2.7L EcoBoost) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Low Voltage Direct Current/Direct Current (DC/DC) converter Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform the Low Voltage Direct Current/Direct Current (DC/DC) converter self-test.

Is DTC P0A12:11 retrieved?

Yes	GO to A6
No	GO to A7

A6 CHECK FOR CORRECT DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER OPERATION

- Ignition OFF.
- Disconnect Direct Current/Direct Current (DC/DC) converter control module [C2513](#) .
- Inspect and repair:
 - corrosion (install new connector or terminals â€“ clean module pins)
 - damaged or bent pins â€“ install new terminals/pins
 - pushed-out pins â€“ install new pins as necessary
- Reconnect **all** connectors. Make sure they seat and latch correctly.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, discontinue this test and follow TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new Direct Current/Direct Current (DC/DC) converter control module. REFER to: Direct Current/Direct Current (DC/DC) Converter Control Module (414-05 Voltage Converter/Inverter, Removal and Installation).
No	The system is operating correctly at this time. The concern may have been caused by module connections. Address the root cause of any connector or pin issues.

A7 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect all PCM connectors.
- Repair:
 - corrosion (install new connector or terminals & clean module pins)
 - damaged or bent pins & install new terminals/pins
 - pushed-out pins & install new pins as necessary
- Reconnect **all** connectors. Make sure they seat and latch correctly.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, discontinue this test and follow TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, Click here to access Guided Routine (PCM) .
No	The system is operating correctly at this time. The concern may have been caused by module connections. Address the root cause of any connector or pin issues.

B1310:11

Refer to Wiring Diagrams Cell [40](#) for schematic and connector information.

Normal Operation and Fault Conditions

The Direct Current/Direct Current (DC/DC) converter control module measures the current draw on the run/start switched output circuit. If the Direct Current/Direct Current (DC/DC) converter control module detects a short to ground or if the current draw exceeds 8 amps the DTC B1310:11 sets and the switching transistor is disabled for the current ignition cycle. A excessive number of shorts to ground or current draw events will set DTC U1000:00 and the switching transistor is disabled until it is reset using a diagnostic scan tool. Presence of this DTC may result in the blind spot detection and video camera being inoperative.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
B1310:11	Run/Start Control: Circuit Short To Ground	Sets in the Direct Current/Direct Current (DC/DC) converter control module when the run/start switched output circuit is shorted to ground or when the current exceeds 8 amps.

Possible Sources

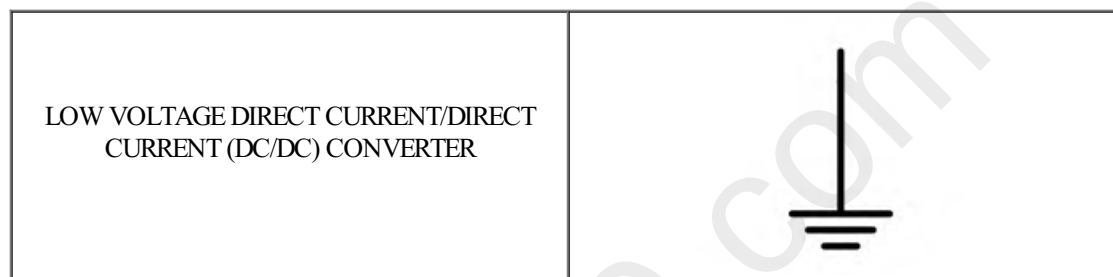
- Wiring, terminals or connectors
- Direct Current/Direct Current (DC/DC) converter control module
- CCM
- SODL
- SODR
- Front parking aid camera
- Rear parking aid camera
- IPMB

PINPOINT TEST B : B1310:11

NOTE: 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.

B1 CHECK THE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER RUN/START OUTPUT CIRCUIT FOR A SHORT TO GROUND

- Ignition OFF.
- Disconnect Direct Current/Direct Current (DC/DC) converter control module [C2513](#) .
- Disconnect CCM [C1582](#) (if equipped).
- Disconnect IPMB [C2512A](#) (if equipped).
- Disconnect SODL [C4369](#) (if equipped).
- Disconnect SODR [C4370](#) (if equipped).
- Disconnect Front Park Assist Camera [C1663](#) (if equipped).
- Disconnect Rear Park Assist Camera [C4357](#) .
- Measure:



Positive Lead	Measurement / Action	Negative Lead
C2513-5	Ω	Ground

Is the resistance greater than 10,000 ohms?

Yes	Connect Direct Current/Direct Current (DC/DC) converter control module C2513 GO to B2
No	REPAIR the circuit.

B2 CHECK FOR A SHORTED DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER

- Connect DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER [C2513](#) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC B1310:11 present?

Yes	INSTALL a new Direct Current/Direct Current (DC/DC) converter control module. REFER to: Direct Current/Direct Current (DC/DC) Converter Control Module (414-05 Voltage Converter/Inverter, Removal and Installation).
No	GO to B3

B3 CHECK FOR A SHORTED REAR PARK ASSIST CAMERA

- Ignition OFF.
- Connect Rear Park Assist Camera [C4357](#) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC B1310:11 present?

Yes	INSTALL a new Rear Park Assist Camera. REFER to: Rear Parking Aid Sensor (413-13A Parking Aid - Vehicles With: Rear Parking Aid, Removal and Installation).
No	GO to B4

B4 CHECK FOR A SHORTED IPMB (IMAGE PROCESSING MODULE B)

- If **not** equipped with the 360 degree view camera system , go to step B6.
- Ignition OFF.
- Connect IPMB [C2512A](#) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC B1310:11 present?

Yes	INSTALL a new IPMB. REFER to: Image Processing Module B (IPMB) (413-13B Parking Aid - Vehicles With: Parking Aid Camera, Removal and Installation).
No	GO to B5

B5 CHECK FOR A SHORTED FRONT PARK ASSIST CAMERA

- Ignition OFF.
- Connect Front Park Assist Camera [C1663](#) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC B1310:11 present?

Yes	INSTALL a new Front Park Assist Camera. REFER to: Front Parking Aid Camera (413-13B Parking Aid - Vehicles With: Parking Aid Camera, Removal and Installation).
No	GO to B6

B6 CHECK FOR A SHORTED SODL (SIDE OBSTACLE DETECTION CONTROL MODULE LH)

- If **not** equipped with BLIS , go to step B8.
- Ignition OFF.
- Connect SODL [C4369](#) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC B1310:11 present?

Yes	INSTALL a new SODL. REFER to: Side Obstacle Detection Control Module (419-04 Side and Rear Vision, Removal and Installation).
No	GO to B7

B7 CHECK FOR A SHORTED SODR (SIDE OBSTACLE DETECTION CONTROL MODULE RH)

- Ignition OFF.
- Connect SODR [C4370](#) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC B1310:11 present?

Yes	INSTALL a new SODR. REFER to: Side Obstacle Detection Control Module (419-04 Side and Rear Vision, Removal and Installation).
No	GO to B9

B8 CHECK FOR A SHORTED CCM (CRUISE CONTROL MODULE)

- If **not** equipped with adaptive cruise control, go to step B10.
- Connect CCM [C1582](#) .
- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC B1310:11 present?

Yes	INSTALL a new CCM. REFER to: Cruise Control Module (CCM) (419-03B Cruise Control - Vehicles With: Adaptive Cruise Control, Removal and Installation).
No	GO to B9

B9 CHECK FOR CORRECT DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER OPERATION

- Ignition OFF.
- Disconnect Direct Current/Direct Current (DC/DC) converter control module [C2513](#) .
- Inspect and repair:
 - corrosion (install new connector or terminals â€“ clean module pins)
 - damaged or bent pins â€“ install new terminals/pins
 - pushed-out pins â€“ install new pins as necessary
- Reconnect **all** connectors. Make sure they seat and latch correctly.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, discontinue this test and follow TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new Direct Current/Direct Current (DC/DC) converter control module. REFER to: Direct Current/Direct Current (DC/DC) Converter Control Module (414-05 Voltage Converter/Inverter, Removal and Installation).
No	The system is operating correctly at this time. The concern may have been caused by module connections. Address the root cause of any connector or pin issues.

B1310:15

Refer to Wiring Diagrams Cell [40](#) for schematic and connector information.

Normal Operation and Fault Conditions

The Direct Current/Direct Current (DC/DC) converter control module measures the current draw on the run/start switched output circuit. If the current draw is less than expected this indicates the circuit is shorted to battery or open. If a failure is present during Direct Current/Direct Current (DC/DC) converter control module initialization at key on it is disabled until the next ignition cycle. Presence of this DTC may result in the blind spot detection and video camera module being inoperative.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
B1310:15	Run/Start Control: Circuit Short To Battery or Open	Sets in the Direct Current/Direct Current (DC/DC) converter control module when the run/start switched output circuit current is less than expected.

Possible Sources

- Direct Current/Direct Current (DC/DC) converter control module
- Wiring, terminals or connectors

PINPOINT TEST C : B1310:15

NOTE: 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.
C1 CHECK THE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER RUN/START CIRCUIT FOR A SHORT TO VOLTAGE
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- Ignition OFF.
- Disconnect Direct Current/Direct Current (DC/DC) converter control module [C2513](#) .
- Disconnect CCM [C1582](#) (if equipped).
- Disconnect IPMB [C2512A](#) (if equipped).
- Disconnect SODL [C4369](#) (if equipped).
- Disconnect SODR [C4370](#) (if equipped).
- Disconnect Front Park Assist Camera [C1663](#) (if equipped).
- Disconnect Rear Park Assist Camera [C4357](#) (if equipped).
- Ignition ON.
- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	
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Positive Lead	Measurement / Action	Negative Lead
C2513-5		Ground

Is there any voltage present?

Yes	REPAIR the circuit.
No	GO to C2

C2 CHECK FOR AN OPEN TO THE REAR PARK ASSIST CAMERA

- Ignition OFF.
- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	REAR PARKING AID CAMERA
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Positive Lead	Measurement / Action	Negative Lead
C2513-5	Ω	C4357-1

Is the resistance less than 3 ohms?

Yes	GO to C3
No	REPAIR the circuit.

C3 CHECK FOR AN OPEN TO THE IPMB (IMAGE PROCESSING MODULE B)

- If **not** equipped with BLIS, go to step C6.
- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	IMAGE PROCESSING MODULE B (IPMB)
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Positive Lead	Measurement / Action	Negative Lead
C2513-5	Ω	C2512A-1

Is the resistance less than 3 ohms?

Yes	INSTALL a new IPMB. REFER to: Image Processing Module B (IPMB) (413-13B Parking Aid - Vehicles With: Parking Aid Camera, Removal and Installation).
No	GO to C4

C4 CHECK FOR AN OPEN TO THE FRONT PARK ASSIST CAMERA

- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	FRONT PARKING AID CAMERA
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Positive Lead	Measurement / Action	Negative Lead
C2513-5	Ω	C1663-1

Is the resistance less than 3 ohms?

Yes	INSTALL a new Front Park Assist Camera. REFER to: Front Parking Aid Camera (413-13B Parking Aid - Vehicles With: Parking Aid Camera, Removal and Installation).
No	GO to C5

C5 CHECK FOR AN OPEN TO THE SODL (SIDE OBSTACLE DETECTION CONTROL MODULE LH)

- If **not** equipped with BLIS, go to step C8.
- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	SIDE OBSTACLE DETECTION CONTROL MODULE LH (SODL)
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Positive Lead	Measurement / Action	Negative Lead
C2513-5	Ω	C4369-1

Is the resistance less than 3 ohms?

Yes	INSTALL a new SODL. REFER to: Side Obstacle Detection Control Module (419-04 Side and Rear Vision, Removal and Installation).
No	GO to C6

C6 CHECK FOR AN OPEN TO THE SODR (SIDE OBSTACLE DETECTION CONTROL MODULE RH)

- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	SIDE OBSTACLE DETECTION CONTROL MODULE RH (SODR)
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Positive Lead	Measurement / Action	Negative Lead
C2513-5	Ω	C4370-1

Is the resistance less than 3 ohms?

Yes	INSTALL a new SODR. REFER to: Side Obstacle Detection Control Module (419-04 Side and Rear Vision, Removal and Installation).
No	GO to C7

C7 CHECK FOR AN OPEN TO THE CCM (CRUISE CONTROL MODULE)

- If **not** equipped with adaptive cruise control, go to step C9.
- Measure:

LOW VOLTAGE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER	CRUISE CONTROL MODULE (CCM)
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Positive Lead	Measurement / Action	Negative Lead
C2513-5	Ω	C1582-1

Is the resistance less than 3 ohms?

Yes	INSTALL a new CCM. REFER to: Cruise Control Module (CCM) (419-03B Cruise Control - Vehicles With: Adaptive Cruise Control, Removal and Installation).
No	GO to C8

C8 CHECK FOR CORRECT DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER OPERATION

- Ignition OFF.
- Disconnect Direct Current/Direct Current (DC/DC) converter control module [C2513](#) .
- Inspect and repair:
 - corrosion (install new connector or terminals “clean module pins)
 - damaged or bent pins “install new terminals/pins
 - pushed-out pins “install new pins as necessary
- Reconnect **all** connectors. Make sure they seat and latch correctly.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, discontinue this test and follow TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new Direct Current/Direct Current (DC/DC) converter control module. REFER to: Direct Current/Direct Current (DC/DC) Converter Control Module (414-05 Voltage Converter/Inverter, Removal and Installation).
No	The system is operating correctly at this time. The concern may have been caused by module connections. Address the root cause of any connector or pin issues.

Refer to Wiring Diagrams Cell [13](#) for schematic and connector information.

Normal Operation and Fault Conditions

The Direct Current/Direct Current (DC/DC) converter control module measures the current draw on the run/start switched output circuit on pin 5. If the Direct Current/Direct Current (DC/DC) converter control module detects a short to ground the switching transistor is disabled for the current ignition cycle. An excessive number of shorts to ground or current draw events will set DTC U1000:00 and the switching transistor will be disabled until it is reset using a diagnostic scan tool. Presence of this DTC may result in the blind spot detection and video camera being inoperative.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U1000:00	Solid State Driver Protection Active - Driver Disabled: No Sub Type Information	Sets in the Direct Current/Direct Current (DC/DC) converter control module when an excessive number of run/start control circuit short to ground events have occurred.

Possible Sources

- Wiring, terminals or connectors
- SODL
- SODR
- Video camera
- Direct Current/Direct Current (DC/DC) converter control module
- Wiring, terminals or connectors

PINPOINT TEST D : U1000:00

D1 REVIEW THE DIAGNOSTIC TROUBLE CODES (DTCs)

- Review the Diagnostic Trouble Codes (DTCs) from the Direct Current/Direct Current (DC/DC) converter control module self-test.

Are any other Diagnostic Trouble Codes (DTCs) present, besides U1000:00 or U3000:49?

Yes	REFER to the Direct Current/Direct Current (DC/DC) converter control module DTC chart in this section.
No	GO to D2

D2 REPEAT THE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER SELF-TEST

- Ignition ON.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Using a diagnostic scan tool, perform the Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC U3000:49 present?

Yes	INSTALL a new Direct Current/Direct Current (DC/DC) converter control module. REFER to: Direct Current/Direct Current (DC/DC) Converter Control Module (414-05 Voltage Converter/Inverter, Removal and Installation).
No	The system is operating correctly at this time. The circuit short has been repaired.

U0100:87

Refer to Wiring Diagrams Cell [40](#) for schematic and connector information.

Normal Operation and Fault Conditions

The Direct Current/Direct Current (DC/DC) converter control module communicates with the PCM over a High Speed Controller Area Network (HS-CAN) to send and receive important vehicle data.

When powered on, the Direct Current/Direct Current (DC/DC) converter control module continually monitors the High Speed Controller Area Network (HS-CAN). If communication with a module is lost, the Direct Current/Direct Current (DC/DC) converter control module sets the appropriate DTC.

Possible Sources

- Network traffic
- Direct Current/Direct Current (DC/DC) converter control module
- PCM

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U0100:87	Lost Communication With ECM/PCM "A": Missing Message	This DTC sets if the Direct Current/Direct Current (DC/DC) converter control module does not receive an expected message from the PCM.

PINPOINT TEST E : U0100:87

E1 CHECK THE COMMUNICATION NETWORK

- Ignition ON.
- Using a diagnostic scan tool, perform a network test.

Does the PCM pass the network test?

Yes	GO to E2
No	DIAGNOSE the scan tool communication with the PCM concern. REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

E2 CHECK THE DIRECT CURRENT/DIRECT CURRENT (DC/DC) CONVERTER CONTINUOUS MEMORY DIAGNOSTIC TROUBLE CODES (CMDTCS)

- Using a diagnostic scan tool, perform the Direct Current/Direct Current (DC/DC) converter control module self-test.
- Using a diagnostic scan tool, clear the Direct Current/Direct Current (DC/DC) converter control module Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Using a diagnostic scan tool, perform the Direct Current/Direct Current (DC/DC) converter control module self-test.

Is DTC U0100:87 retrieved?

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 RETRIEVE THE DIAGNOSTIC TROUBLE CODES (DTCs) FROM THE PCM (POWERTRAIN CONTROL MODULE)

- Using a diagnostic scan tool, perform the PCM self-test.

Is DTC P0562:00 or P0563:00 recorded?

Yes	DIAGNOSE the PCM DTC. REFER to: Electronic Engine Controls (303-14A Electronic Engine Controls - 2.0L EcoBoost (184kW/250PS) â€“ MI4, Diagnosis and Testing). REFER to: Electronic Engine Controls (303-14B Electronic Engine Controls - 2.7L EcoBoost (238kW/324PS), Diagnosis and Testing).
No	GO to E4

E4 CHECK FOR A LOST COMMUNICATION WITH THE PCM (POWERTRAIN CONTROL MODULE) IN OTHER MODULES

- Using a diagnostic scan tool, retrieve Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0100:00 or U0100:87 set in multiple modules?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, discontinue this test and follow TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, Click here to access Guided Routine (PCM) .
No	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, discontinue this test and follow TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new Direct Current/Direct Current (DC/DC) converter control module. REFER to: Direct Current/Direct Current (DC/DC) Converter Control Module (414-05 Voltage Converter/Inverter, Removal and Installation).

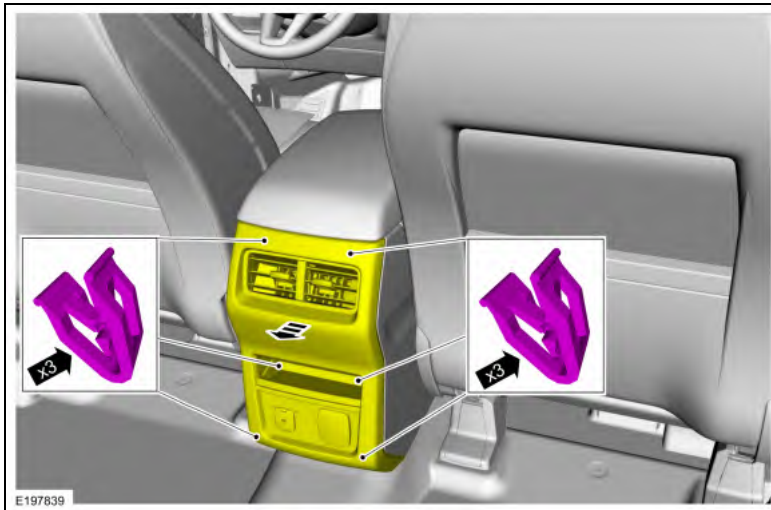
Removal and Installation

Alternating Current (AC) Power Outlet Socket

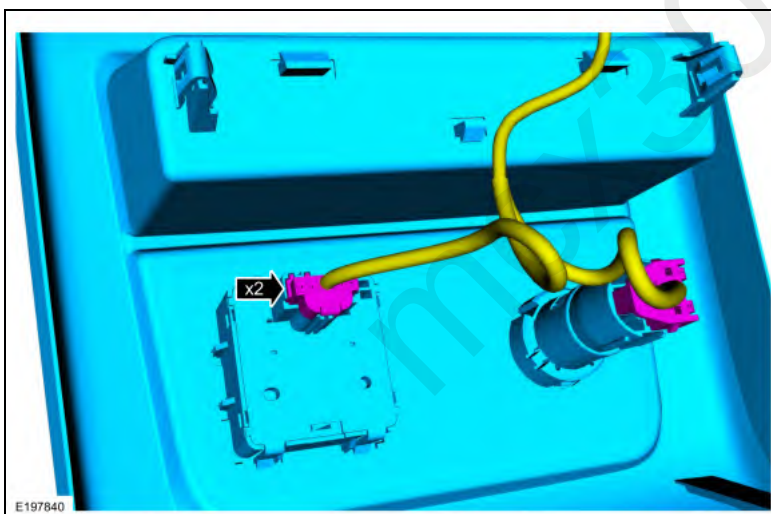
Removal

⚠ **WARNING:** Disconnect the 12 volt battery before servicing the direct current to alternating current (DC-AC) inverter or alternating current (AC) powerpoint to prevent the risk of high voltage shock. Failure to follow this instruction may result in serious personal injury.

1. Disconnect the battery.
Refer to: Battery Disconnect and Connect (414-01 Battery, Mounting and Cables, General Procedures).
2. Remove the floor console rear trim panel.



3. Disconnect the auxiliary power point and AC power outlet socket electrical connectors.



4. Press the retainers inward and remove the AC power outlet socket.