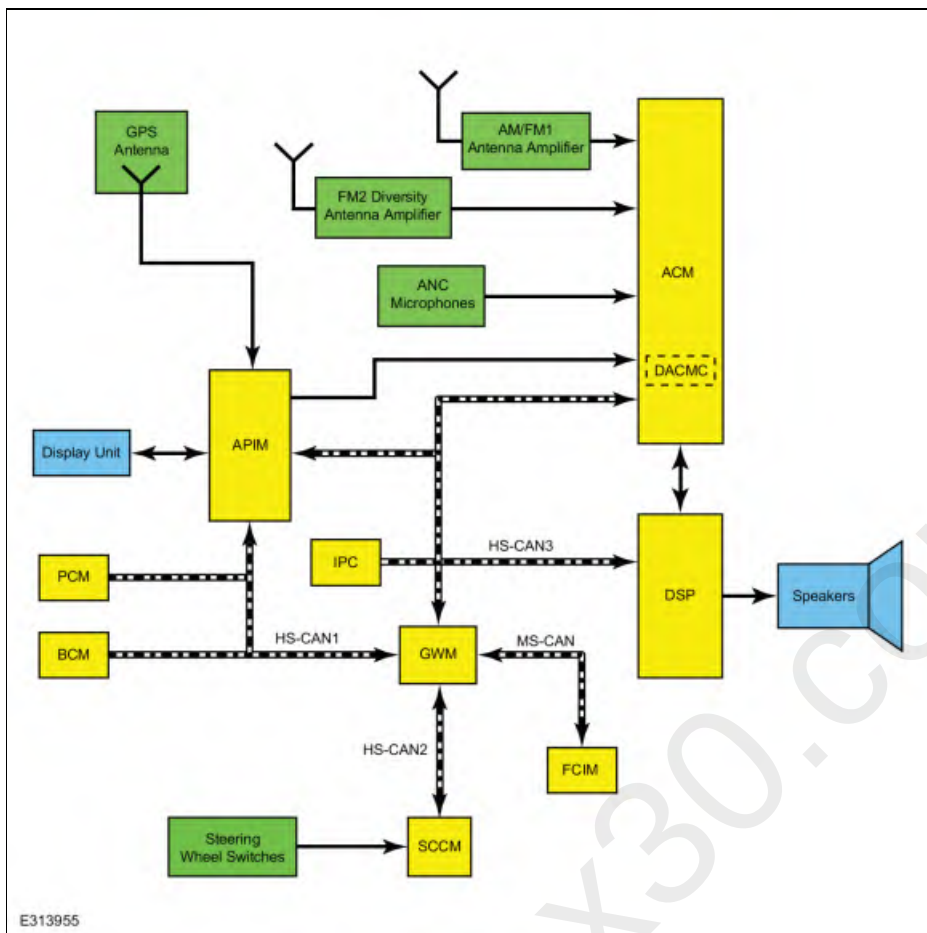


|    |                         |
|----|-------------------------|
| 18 | Steering Wheel Switches |
| 19 | SCCM                    |

#### Audio System - 12 Speaker System: Except North America



| Item | Description                     |
|------|---------------------------------|
| 1    | APIM                            |
| 2    | Display Unit                    |
| 3    | GWM                             |
| 4    | BCM                             |
| 5    | ACM                             |
| 6    | FM2 Diversity Antenna Amplifier |
| 7    | DSP                             |
| 8    | IPC                             |
| 9    | GPS Antenna                     |
| 10   | FCIM                            |
| 11   | AM/ FM1 Antenna Amplifier       |
| 12   | ANC Microphones                 |
| 13   | DACMC                           |
| 14   | PCM                             |
| 15   | Speakers                        |
| 16   | Steering Wheel Switches         |
| 17   | SCCM                            |

| Item | Description                 |
|------|-----------------------------|
| 1    | APIM                        |
| 2    | Display Unit                |
| 3    | Media Hub                   |
| 4    | Microphone                  |
| 5    | ABS Module                  |
| 6    | RCM                         |
| 7    | GWM                         |
| 8    | BCM                         |
| 9    | PCM                         |
| 10   | IPC                         |
| 11   | FCIM                        |
| 12   | ACM                         |
| 13   | Bluetooth Device            |
| 14   | Speakers                    |
| 15   | Satellite Radio Antenna     |
| 16   | Cellular Antenna            |
| 17   | GPS/Satellite Radio Antenna |
| 18   | Splitter                    |
| 19   | DSP                         |
| 20   | ACM                         |

|    |                         |
|----|-------------------------|
| 21 | Speakers                |
| 22 | TCU                     |
| 23 | TCU Antenna             |
| 24 | Wi-Fi Device            |
| 25 | Steering Wheel Switches |
| 26 | SCCM                    |

## Network Message Chart

### ACM Network Input Messages

| Broadcast Message                      | Originating Module | Message Purpose                                                                                                                  |
|----------------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Battery saver status                   | BCM                | Disables the functionality of the ACM due to the load shedding feature.                                                          |
| Chime controls                         | IPC                | Controls the chime characteristics played through the audio system speakers.                                                     |
| Chime source                           | IPC                | Sets the audio system or IPC as the source for the chime tones.                                                                  |
| FCIM button state                      | FCIM               | Indicates the button press on the FCIM.                                                                                          |
| Ignition status                        | BCM                | Indicates the ignition mode.                                                                                                     |
| MyKey Belt-Minder audio mute           | IPC                | Mutes speaker output so the Belt-Minder tone can be more easily heard.                                                           |
| MyKey volume limit status              | IPC                | Limits the maximum audio system volume when a MyKey restricted key is in use.                                                    |
| Satellite radio request signals        | APIM               | Carries out various satellite radio functions using the display unit.                                                            |
| Steering wheel switch status           | SCCM               | Indicate the button press from the steering wheel switches.                                                                      |
| SYNC alerts                            | APIM               | Control the SYNC notifications (text message, news, sports, weather, satellite radio artist/title favorites and traffic alerts). |
| Vehicle configuration data             | BCM                | Verifies vehicle configuration data such as the VIN and system module configuration.                                             |
| Vehicle speed                          | PCM                | Used for the speed compensated volume function.                                                                                  |
| Voice recognition audio source request | APIM               | Select the audio system listening source from a voice command.                                                                   |

### APIM Network Input Messages

| Broadcast Message                            | Originating Module | Message Purpose                                                                                  |
|----------------------------------------------|--------------------|--------------------------------------------------------------------------------------------------|
| Airbag deployment status                     | RCM                | Monitors airbag deployment status for 911 Assist or emergency assistance.                        |
| Date and time                                | BCM                | Displays the current date and time on the display.                                               |
| Display language selection                   | IPC                | Displays information on the display in the language as selected by the user.                     |
| FCIM button state                            | FCIM               | Indicates the button press on the FCIM.                                                          |
| Ignition status                              | BCM                | Indicates the ignition mode.                                                                     |
| Illumination dimming level                   | BCM                | Controls the backlight intensity.                                                                |
| Navigation rolling wheel count and direction | ABS module         | Provides more accurate vehicle position tracking when the GPS signal is temporarily unavailable. |
| Steering wheel switch status                 | SCCM               | Indicates the button press from the steering wheel switches.                                     |
| Vehicle configuration data                   | BCM                | Verifies vehicle configuration data such as the VIN and system module configuration.             |

## DSP Network Input Messages

| Broadcast Message            | Originating Module | Message Purpose                                                                      |
|------------------------------|--------------------|--------------------------------------------------------------------------------------|
| Chime controls               | IPC                | Controls the chime characteristics played through the audio system speakers.         |
| Chime source                 | IPC                | Sets the audio system or IPC as the source for the chime tones.                      |
| Ignition status              | BCM                | Indicates the ignition mode.                                                         |
| MyKey Belt-Minder audio mute | IPC                | Mutes speaker output so the Belt-Minder tone can be more easily heard.               |
| MyKey volume limit status    | IPC                | Limits the maximum audio system volume when a MyKey restricted key is in use.        |
| Vehicle configuration data   | BCM                | Verifies vehicle configuration data such as the VIN and system module configuration. |

## DACMC Network Input Messages

| Broadcast Message          | Originating Module | Message Purpose                                                                    |
|----------------------------|--------------------|------------------------------------------------------------------------------------|
| Accelerator pedal position | PCM                | Determines the accelerator pedal position percentage for the ANC system operation. |
| Door ajar status           | BCM                | Disables the ANC system when any door is ajar.                                     |
| Engine off status          | PCM                | Enables/disables the ANC system if the engine is running/off.                      |
| Hood ajar status           | BCM                | Disables the ANC system when the hood is ajar.                                     |

## FCIM Network Input Messages

| Broadcast Message          | Originating Module | Message Purpose                                                                      |
|----------------------------|--------------------|--------------------------------------------------------------------------------------|
| Illumination dimming level | BCM                | Controls the backlight intensity.                                                    |
| Ignition status            | BCM                | Indicates the ignition mode.                                                         |
| Vehicle configuration data | BCM                | Verifies vehicle configuration data such as the VIN and system module configuration. |

## TCU Network Input Messages

| Broadcast Message     | Originating Module | Message Purpose                                                                         |
|-----------------------|--------------------|-----------------------------------------------------------------------------------------|
| GPS data              | APIM               | Indicates the vehicle location via the FordPass mobile application.                     |
| Ignition status       | BCM                | Indicates the ignition mode.                                                            |
| Odometer master value | IPC                | Indicates the odometer value via the FordPass mobile application.                       |
| Transport mode        | BCM                | Disables the functionality of the TCU until the vehicle is taken out of transport mode. |
| Vehicle lock status   | BCM                | Indicates the vehicle lock/unlock mode.                                                 |
| Wi-Fi request         | APIM               | Controls various Wi-Fi features, such as password and add/remove device.                |

## Audio System

**NOTE:** Refer to the Owner Literature for additional details of the audio system.

## **ACM Operation**

The ACM receives and sends network messages over the CAN. A diagnostic scan tool can retrieve Diagnostic Trouble Codes (DTCs), PID data and carry out other diagnostic functions for the ACM via the vehicle DLC.

The ACM is powered at all times and uses the ignition status message to control the on/off mode. The accessory delay feature is controlled by an ignition status message from the BCM.

The ACM takes various inputs (radio waves and audio signals for example), conditions and amplifies them, and converts them to an analog audio signal. This signal can be amplified internally and sent directly to the speakers, or transmitted to a separate amplifier and speaker system.

The BCM ignition status message is used to temporarily mute audio output during engine cranking. This prevents the normal voltage spikes during engine cranking from producing popping noises in the audio system.

The ACM receives vehicle speed information, used to adjust audio volume with different vehicle speeds, from the PCM over the CAN.

## **AM/ FM Radio**

When the AM/ FM mode is selected, the radio amplifies radio waves sent from the antenna. It then selects the requested frequency, converts and amplifies the content. These fluctuating audio signals are output as AC output voltage to power the speakers or as an input to a separate amplifier.

If equipped with a FM2 diversity antenna, FM radio waves are collected and sent to be amplified by the FM2 diversity antenna amplifier. A coaxial antenna cable sends the amplified signal to the ACM. An ACM antenna signal comparator uses both antenna signals to reduce or eliminate FM distortion in poor signal environments.

If equipped with HD Radio capability, the radio will automatically detect and playback the improved sound quality and multiple programs of HD broadcasts.

## **Satellite Radio**

If equipped with satellite radio capability, satellite signals collected by the satellite radio antenna can be selected and played back over the audio system. The satellite antenna sends satellite radio and GPS data through the satellite radio cable to a splitter (integrated into the cable). The satellite radio signals are separated by the splitter and sent to the satellite radio receiver within the ACM.

## **SYNC input**

The ACM receives stereo and monaural audio hard-wired inputs from the SYNC system. These include USB or Bluetooth connected music sources, phone call audio, and more. Refer to the SYNC System information in Description and Operation, System Operation.

When the USB input mode is selected, the radio converts the digital media playback to analog audio signals. It amplifies and sends this output to the speakers.

If a compatible phone is Bluetooth-paired with the SYNC system, phone call audio may be heard on the vehicle speakers and the spoken response is transmitted to outgoing phone call audio.

## **ACM Speaker Output - 6 and 9 Speaker System**

The ACM is configured to directly power vehicle speakers. An amplifier in the final stage of the ACM sends an analog AC signal to drive the speakers. Output may include stereo and center channels. The ACM powers all of the vehicle speakers.

A speaker circuit short to ground or power can be detected by the ACM. The ACM may disable speakers to prevent damage to the internal amplifier. A DTC sets to identify which speaker circuits are causing the concern.

## **ACM Signal/Speaker Output - 12 Speaker System (North America)**

The ACM is configured to directly power some of the vehicle speakers. An amplifier in the final stage of the ACM sends an analog AC signal to drive the speakers. Output include stereo channels to the front tweeter and all of the rear door speakers.

The ACM outputs audio data over an Automobile Audio Bus (A2B) cable to the DSP. The DSP the remaining vehicle speakers. Output includes stereo, center or subwoofer channels.

A speaker circuit short to ground or power can be detected by the ACM and the DSP. The ACM and the DSP may disable speakers to prevent damage to the internal amplifier. A DTC sets to identify which speaker circuits are causing the concern.

## **ACM Signal/Signal Output - 12 Speaker System (Except North America)**

The ACM is configured to power none of the vehicle speakers. The ACM audio signal is output over 4 pairs of twisted circuits to the DSP. The DSP powers all of the vehicle speakers. Output includes stereo, center or subwoofer channels.

A short to ground or power to the DSP over a speaker channel output circuit can be detected by the ACM. The ACM may disable a channel output to prevent damage to the ACM. A DTC sets to identify which speaker channel circuits are causing the concern.

A speaker circuit short to ground or power can be detected by the DSP. The DSP may disable speakers to prevent damage to the internal amplifier. A DTC sets to identify which speaker circuits are causing the concern.

### **ANC (if equipped)**

The ANC feature reduces the level of occasional low frequency engine noise which competes with audio system playback.

The DACMC, built in to the ACM, determines the noise frequency to be canceled from the sound present inside the vehicle and by using engine data from the PCM.

While the engine is running, the ANC microphones monitor undesired noise in the passenger compartment. The microphones transmit this noise as analog signals to the DACMC inside the ACM. The signals are processed to create an inverted phase sound wave with the same amplitude as the original sound. This noise-canceling sound created by the DACMC is transmitted internally to the ACM outputs and externally to the DSP. The final output by the ACM and the DSP is sent as fluctuating AC voltage to the speakers.

### **Remote Audio Controls**

The audio system steering wheel switches contain a series of resistors. Each steering wheel audio function switch has a specific resistance value. The SCCM and switch assembly are connected in a voltage divider circuit. The voltage drop over an internal SCCM resistor is changed by the different audio switch function resistances. The SCCM monitors the resultant voltage drop across its internal resistor to determine which steering wheel switch is pressed. The SCCM transmits the steering wheel switch inputs over the CAN to the ACM, to control audio functions.

### **SYNC System**

**NOTE:** Refer to the Owner Literature for additional details of the SYNC system.

The APIM contains the SYNC software. The SYNC system connects various inputs over Bluetooth or USB connections to the car audio system. The SYNC system allows driver control of a phone, media device, and vehicle systems (navigation and climate control for example).

The APIM is powered at all times and uses the BCM ignition status message to control the on/off mode. The accessory delay feature is controlled by an ignition status message from the BCM.

### **SYNC Inputs**

- USB - media players or flash drives
- Bluetooth - phones or media players
- Display unit and FCIM inputs or panel switches
- Steering wheel switches
- Voice microphone input
- GPS data
- Wired input from the ACM

### **SYNC Outputs**

- Display unit CAN messages
  - Audio system commands from the display unit
  - HVAC commands from the display unit
- Wired outputs to the ACM
  - Stereo (2 channel) audio
  - Monaural voice responses, including navigation guidance (if equipped)
  - Monaural phone call audio and phone ringtone
- Commands to a USB or Bluetooth device
  - Outgoing call commands
  - Text-to-speech information for a phone
  - USB device file selection for playback

### **Remote SYNC Controls**

The audio system steering wheel switches contain a series of resistors. Each steering wheel audio function switch has a specific resistance value. The SCCM and switch assembly are connected in a voltage divider circuit. The voltage drop over an internal SCCM resistor is changed by the different audio switch function resistances. The SCCM monitors the resultant voltage drop across its internal resistor to determine which steering wheel switch is pressed. The SCCM transmits the steering wheel switch inputs over the CAN to the APIM, to control SYNC functions.

### **Bluetooth Mode**

The APIM supports multiple Bluetooth profiles, allowing the SYNC system to interact with both Bluetooth-enabled phones and Bluetooth-enabled

media devices.

### **USB Mode**

The APIM receives serial data input from connected USB devices. The USB cables to the APIM are shielded to prevent interference from electromagnetic sources. The APIM provides 5 volt power for the USB port in the media hub.

### **Voice Commands**

When the steering wheel voice button is pressed, a CAN message is sent to the APIM, initiating the voice command feature.

When voice commands are spoken, the monitored sounds are converted into analog signals by the microphone and sent to the APIM. The APIM software interprets them and outputs a command.

### **Compass**

The GPS antenna is used to acquire the compass heading.

The compass data is sent through the GPS cable to the APIM. The APIM uses this data in addition to wheel speed and wheel rotation direction messages from the ABS module to calculate and provide accurate vehicle tracking. The APIM processes the data and transmits it through the LVDS cable to the display unit. In the event the GPS fix or signal is temporarily lost, the APIM continues to use the vehicle tracking CAN messages from the ABS module to maintain compass accuracy.

### **Navigation (if equipped)**

The APIM receives GPS data from the satellite and the GPS antenna via a coaxial cable. The GPS data is used for the compass heading, vehicle location (in the event of airbag deployment) and navigation guidance. The APIM uses the GPS data along with ABS module wheel speed and rotation direction to provide accurate navigation tracking. In situations where the GPS signal is temporarily lost, the APIM continues to use the ABS module and vehicle acceleration data to continue vehicle tracking.

The navigation map data is stored in the APIM. It can be updated using a USB flash drive. The APIM processes the data and transmits it through the LVDS cable to the display unit.

### **SIRIUS® Travel Link® (if equipped)**

The SIRIUS® Travel Link® is a subscription-based service available on vehicles equipped with navigation. The satellite radio antenna receives digital signals containing Travel Link® data. These signals are routed to the satellite radio receiver (integral to the ACM) from a splitter that is part of the GPS antenna coaxial cable. The satellite receiver decrypts the data and the ACM sends it through wired circuits to the APIM.

Certain date-dependent features (such as sports schedules and scores, movie times, or the 5-day weather forecast) require the use of GPS data for accuracy. The APIM processes the data from the ACM and sends it to the display unit. The time intervals for each Travel Link category to update the data vary, depending on the category.

### **Digital Radio Data Link (if equipped)**

The digital radio data link is a subscription-free based service available on vehicles equipped with navigation. The DAB radio antenna receives digital signals containing digital radio data. These signals are routed to the radio receiver (integral to the ACM) from audio unit antenna coaxial cable. The digital radio receiver decrypts the data and the ACM sends it through wired circuits to the APIM.

Certain date-dependent features (such as sports schedules and scores, movie times, or the 5-day weather forecast) require the use of GPS data for accuracy. The APIM processes the data from the ACM and sends it to the display unit. The time intervals for each Travel Link category to update the data vary, depending on the category.

### **SYNC Connect (if equipped)**

The SYNC Connect system uses the TCU to communicate via the cellular network with a device running the SYNC Connect application. The TCU communicates with other vehicle modules over the CAN to obtain information or to carry out application commands, depending on the request.

The primary means of communication between the TCU and the cellular network uses a cellular antenna integrated into the GPS/Satellite antenna. A separate coaxial cable connects the cellular portion of the antenna to the TCU. The secondary means of communication between the TCU and the cellular network is the TCU antenna. The TCU antenna connects to the TCU via a coaxial cable.

SYNC Connect data is transmitted via the cellular network to a server or customer device with the SYNC Connect application installed. The data received via the cellular network from the device application is processed by the TCU, which can make vehicle system commands via the CAN.

### **Vehicle Wi-Fi Hotspot (if equipped)**

The TCU provides the vehicle Wi-Fi access point.

The TCU communicates to the cellular network by two means. The primary connection is through the cable to the cellular antenna(s). The secondary means is through the cable to the TCU antenna.

#### Component Description

##### **AM/ FM1 Antenna**

The AM/ FM1 antenna (also called the audio unit antenna) is an on-glass antenna, mounted to the left side of the rear window. It receives AM/ FM radio waves and sends them through the audio unit antenna amplifier to the ACM via the audio unit antenna coaxial cable (also called the AM/ FM1 antenna coaxial cable).

##### **AM/ FM1 Antenna Amplifier**

The AM/ FM1 antenna amplifier (also called the audio unit antenna amplifier) amplifies AM/ FM radio signals to improve reception. The amplified signal is sent through a coaxial cable to the ACM. The amplifier is powered by the ACM through the coaxial cable.

##### **FM2 Diversity Antenna**

The FM2 diversity antenna is an on-glass antenna, mounted to the right side of the rear window. The FM2 diversity antenna improves FM reception in urban areas or anywhere large objects reflect FM signals and create multiple FM signal paths.

##### **FM2 Diversity Antenna Amplifier**

The FM2 diversity antenna amplifier amplifies FM radio signals and transmits them through a coaxial cable to the ACM. Voltage for the amplifier is provided by the ACM through the coaxial cable.

##### **GPS/Satellite Radio Antenna**

The GPS/satellite radio antenna contains a GPS antenna circuit board that receives radio waves containing GPS and satellite radio data (vehicles equipped with a satellite radio). The data is sent through the coaxial cable to the APIM ( GPS data) and through a splitter to the ACM (satellite radio data).

##### **Cellular Antenna**

If equipped, the audio unit antenna contains a cellular antenna circuit board that receives radio waves containing cellular data. The data is sent through the cellular antenna coaxial cable to the TCU.

##### **TCU Antenna**

The TCU antenna is used to boost reception for incoming and outgoing cellular network data. It is a compact, cellular phone type, planar inverted-F antenna.

##### **Voice Microphone**

The voice microphone is monitored by the APIM.

##### **ANC Microphones**

The ANC microphones are connected to the DACMC, integrated into the ACM.

##### **Steering Wheel Switches**

The audio/SYNC system steering wheel switches contain a series of resistors. Each steering wheel audio function switch has a specific resistance value. The SCCM and switch assembly are connected in a voltage divider circuit.

##### **SCCM**

The voltage drop over an internal SCCM resistor is changed by the different audio switch function resistances. The SCCM monitors the voltage drop across its internal resistor to determine which steering wheel switch is pressed. The SCCM transmits the steering wheel switch inputs over the network to the APIM and ACM, to control audio and SYNC system functions.

The SCCM requires PMI when it is replaced.

##### **Media Hub**

The media hub contains two USB ports, and is powered by the APIM. The media hub has an internal 5 volt power source for the USB ports. Each port consists of two circuit connections for the 5 volt power, plus two more circuits for digital serial data.

Data is sent from the two media hub USB ports to the APIM through a single USB cable. The media hub switch manages the data from the two sources.

## **LVDS Cable**

The four-circuit shielded LVDS cable provides power and ground from the APIM to the audio system display unit. Display data is transmitted between the APIM and the display unit via the LVDS cable.

## **Display Unit**

The display unit is also known as the touchscreen display (FDIM).

The APIM and the display unit exchange information via the LVDS cable. The APIM can communicate bezel test requests, display switch status, and display Diagnostic Trouble Codes (DTCs) over the CAN. The APIM provides the display unit with power and ground through the LVDSd cable. The display unit does not communicate over the CAN.

## **FCIM**

The control or switch functions of the FCIM are primarily climate control related. The FCIM requires PMI when it is replaced.

## **ACM**

For vehicles equipped with the ANC, the ACM contains the DACMC. The DACMC carries out noise canceling to reduce cabin noise.

The ACM and, if equipped, the DACMC require separate PMI procedures when the ACM is replaced.

## **DSP**

The DSP is a power amplifier for the vehicle speakers. The audio input signal comes from the ACM via the Automobile Audio Bus (A2B) cable. It may drive all speakers on a vehicle or share the speaker output with the ACM.

The DSP requires PMI when it is replaced.

## **TCU**

The TCU connects the vehicle to a cellular network. It contains a non-serviceable internal SIM card.

The TCU requires PMI when it is replaced.

## **APIM**

The APIM consists of two internal modules: the CIP and the VIP. The modules are not replaceable individually, but can be programmed independently if required.

The CIP connects to user devices via Bluetooth, USB or Wi-Fi.

The VIP provides vehicle information for the CIP and other SYNC Apps or functions. In addition, the VIP queries the modules on the network for Diagnostic Trouble Codes (DTCs) when a vehicle health report is requested.

## **APIM Programming**

The APIM CIP or VIP software can be updated. When directed by Ford service, the VIP programming is done via the CAN using a diagnostic scan tool.

The CIP programming may be done using the diagnostic scan tool, Wi-Fi or the SYNC USB connection.

The CIP may also be programmed by registered owners using the Ford owner website. Updates are written to a USB drive and taken to the vehicle USB for programming. After the update completes, the APIM CIP writes the new software level and VIN to the USB flash drive, which must be transmitted by the owner personal computer back to Ford.

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Diagnosis and Testing

## Information and Entertainment System

### DTC Charts

#### ACM DTC Chart

Diagnostics in this manual assume a certain skill level and knowledge of Ford-specific diagnostic practices.  
REFER to: Diagnostic Methods (100-00 General Information, Description and Operation).

| DTC      | Description                                                        | Action<br><i>New: hover over Pinpoint Test links to show title</i>                                                                                                                                                                                                                                                |
|----------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B150C:01 | Automobile Audio Bus (A2B) Node 1: General Electrical Failure      | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B150C:11 | Automobile Audio Bus (A2B) Node 1: Circuit Short To Ground         | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B150C:12 | Automobile Audio Bus (A2B) Node 1: Circuit Short To Battery        | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B150C:13 | Automobile Audio Bus (A2B) Node 1: Circuit Open                    | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B150C:55 | Automobile Audio Bus (A2B) Node 1: Not Configured                  | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B150C:87 | Automobile Audio Bus (A2B) Node 1: Missing Message                 | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B150C:8F | Automobile Audio Bus (A2B) Node 1: Erratic                         | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B150C:95 | Automobile Audio Bus (A2B) Master Node: Incorrect Assembly         | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B1511:01 | Automobile Audio Bus (A2B) Master Node: General Electrical Failure | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B1511:11 | Automobile Audio Bus (A2B) Master Node: Circuit Short To Ground    | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B1511:12 | Automobile Audio Bus (A2B) Master Node: Circuit Short To Battery   | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B1511:13 | Automobile Audio Bus (A2B) Master Node: Circuit Open               | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B1511:95 | Automobile Audio Bus (A2B) Master Node: Incorrect Assembly         | <a href="#">GO to Pinpoint Test D</a>                                                                                                                                                                                                                                                                             |
| B1A01:01 | Speaker #1: General Electrical Failure                             | <ul style="list-style-type: none"> <li>For the 6 or 9 speaker system, <a href="#">GO to Pinpoint Test G</a></li> <li>For the 12 speaker system (North America), <a href="#">GO to Pinpoint Test H</a></li> <li>For the 12 speaker system (except North America), <a href="#">GO to Pinpoint Test J</a></li> </ul> |
| B1A01:11 | Speaker #1: Circuit Short To Ground                                | <ul style="list-style-type: none"> <li>For the 6 or 9 speaker system, <a href="#">GO to Pinpoint Test G</a></li> <li>For the 12 speaker system (North America), <a href="#">GO to Pinpoint Test H</a></li> <li>For the 12 speaker system (except North America), <a href="#">GO to Pinpoint Test J</a></li> </ul> |
| B1A01:12 | Speaker #1: Circuit Short To Battery                               | <ul style="list-style-type: none"> <li>For the 6 or 9 speaker system, <a href="#">GO to Pinpoint Test G</a></li> <li>For the 12 speaker system (North America), <a href="#">GO to Pinpoint Test H</a></li> <li>For the 12 speaker system (except North America), <a href="#">GO to Pinpoint Test J</a></li> </ul> |