

DTC	Description	Action
P059F	Active Grille Air Shutter "A" Performance / Stuck Off	REFER to: Active Grille Shutter (501-02 Front End Body Panels, Diagnosis and Testing).
P05A1	Active Grille Air Shutter "A" Position Sensor Minimum/ Maximum Stop Performance	REFER to: Active Grille Shutter (501-02 Front End Body Panels, Diagnosis and Testing).
P05A2	Active Grille Air Shutter "A" Control Circuit / Open	REFER to: Active Grille Shutter (501-02 Front End Body Panels, Diagnosis and Testing).
P05A7	Active Grille Air Shutter Control Module "A" Supply Voltage Circuit Low	REFER to: Active Grille Shutter (501-02 Front End Body Panels, Diagnosis and Testing).
P05C0	Active Grille Air Shutter Module "A" Over Temperature	REFER to: Active Grille Shutter (501-02 Front End Body Panels, Diagnosis and Testing).
P05FF	Brake Pressure Sensor / Brake Pedal Position Sensor Correlation	REFER to: Anti-Lock Brake System (ABS) and Stability Control (206-09 Anti-Lock Brake System (ABS) and Stability Control, Diagnosis and Testing).
P0645	A/C Clutch Relay Control Circuit	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).
P0657	Actuator Supply Voltage "A" Circuit/Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) "MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission "8F35/8F40, Diagnosis and Testing).
P065B	Generator Control Circuit Range/Performance	REFER to: Charging System - 2.0L EcoBoost (184kW/250PS) "MI4 (414-00 Charging System - General Information, Diagnosis and Testing).
P065C	Generator Mechanical Performance	REFER to: Charging System - 2.0L EcoBoost (184kW/250PS) "MI4 (414-00 Charging System - General Information, Diagnosis and Testing).
P06A0	Variable A/C Compressor Control Circuit	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).
P06DA	Engine Oil Pressure Control Circuit/Open	GO to Pinpoint Test N
P06DB	Engine Oil Pressure Control Circuit Low	GO to Pinpoint Test N
P06DC	Engine Oil Pressure Control Circuit High	GO to Pinpoint Test N
P06DD	Engine Oil Pressure Control Circuit Performance/Stuck Off	GO to Pinpoint Test N

DTC	Description	Action
P06E4	Control Module Wake-up Circuit Performance	REFER to: Starting System (303-06A Starting System - 2.0L EcoBoost (184kW/250PS) â€“ MI4, Diagnosis and Testing).
P06E9	No engine rotation detected during crank event	REFER to: Starting System (303-06A Starting System - 2.0L EcoBoost (184kW/250PS) â€“ MI4, Diagnosis and Testing).
P0702	Transmission Control System Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0706	Transmission Range Sensor "A" Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0707	Transmission Range Sensor "A" Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0708	Transmission Range Sensor "A" Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0709	Transmission Range Sensor "A" Circuit Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0710	Transmission Fluid Temperature Sensor "A" Circuit	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0711	Transmission Fluid Temperature Sensor "A" Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0712	Transmission Fluid Temperature Sensor "A" Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0713	Transmission Fluid Temperature Sensor "A" Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0715	Turbine/Input Shaft Speed Sensor "A" Circuit	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0716	Turbine Shaft Speed (TSS) Sensor "A" Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0717	Turbine/Input Shaft Speed Sensor "A" Circuit No Signal	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

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P0718	Turbine/Input Shaft Speed Sensor "A" Circuit Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0720	Output Shaft Speed Sensor Circuit	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0721	Output Shaft Speed Sensor Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0722	Output Shaft Speed Sensor Circuit No Signal	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0723	Output Shaft Speed Sensor Circuit Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0729	Gear 6 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0731	Gear 1 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0732	Gear 2 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0733	Gear 3 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0734	Gear 4 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0735	Gear 5 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0736	Reverse Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P073D	Unable to Engage Neutral	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P073E	Unable to Engage Reverse	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

DTC	Description	Action
P073F	Unable to Engage Gear 1	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0740	Torque Converter Clutch Solenoid Circuit/Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0741	Torque Converter Clutch Solenoid Circuit Performance/Stuck Off	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0743	Torque Converter Clutch Solenoid Circuit Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0748	Pressure Control Solenoid "A" Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0751	Shift Solenoid "A" Performance/Stuck Off	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0752	Shift Solenoid "A" Stuck On	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0753	Shift Solenoid "A" Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0754	Shift Solenoid "A" Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0756	Shift Solenoid "B" Performance/Stuck Off	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0757	Shift Solenoid "B" Stuck On	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0758	Shift Solenoid "B" Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0759	Shift Solenoid "B" Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

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P0761	Shift Solenoid "C" Performance/Stuck Off	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0762	Shift Solenoid "C" Stuck On	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0763	Shift Solenoid "C" Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0764	Shift Solenoid "C" Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0766	Shift Solenoid "D" Performance/Stuck Off	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0767	Shift Solenoid "D" Stuck On	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0768	Shift Solenoid "D" Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0769	Shift Solenoid "D" Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P076F	Gear 7 Ratio Incorrect	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0771	Shift Solenoid "E" Performance/Stuck Off	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0772	Shift Solenoid "E" Stuck On	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0773	Shift Solenoid "E" Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0774	Shift Solenoid "E" Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P077D	Output Shaft Speed Sensor Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

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P0791	Intermediate Shaft Speed Sensor "A" Circuit	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0792	Intermediate Shaft Speed Sensor "A" Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0793	Intermediate Shaft Speed Sensor "A" Circuit No Signal	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0794	Intermediate Shaft Speed Sensor "A" Circuit Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P07BF	SS Sensor "A" Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P07C0	Input/Turbine Shaft Speed Sensor "A" Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P07C6	Intermediate Shaft Speed Sensor "A" Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P07D9	Gear 8 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P07E4	Unable to Engage Park	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P07E6	Stuck in Park	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P07F6	Gear 9 Incorrect Ratio	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0840	Transmission Fluid Pressure Sensor/Switch "A" Circuit	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0841	Transmission Fluid Pressure Sensor/Switch "A" Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0842	Transmission Fluid Pressure Sensor/Switch "A" Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

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P0843	Transmission Fluid Pressure Sensor/Switch "A" Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0845	Transmission Fluid Pressure Sensor/Switch "B" Circuit	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0846	Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0847	Transmission Fluid Pressure Sensor/Switch "B" Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0848	Transmission Fluid Pressure Sensor/Switch "B" Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0868	Transmission Fluid Pressure Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0869	Transmission Fluid Pressure High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0882	TCM Power Input Signal Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0883	TCM Power Input Signal High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P093A	Hydraulic Accumulator Solenoid Circuit/Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P093B	Hydraulic Accumulator Solenoid Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P093C	Hydraulic Accumulator Solenoid Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P093D	Hydraulic Accumulator Solenoid Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0961	Pressure Control Solenoid Control Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

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P0961	Pressure Control Solenoid "A" Control Circuit/Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0962	Pressure Control Solenoid "A" Control Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0963	Pressure Control Solenoid "A" Control Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0973	Shift Solenoid "A" Control Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0974	Shift Solenoid "A" Control Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0976	Shift Solenoid "B" Control Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0977	Shift Solenoid "B" Control Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0979	Shift Solenoid "C" Control Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P097A	Shift Solenoid "A" Control Circuit /Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P097B	Shift Solenoid "B" Control Circuit /Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P097C	Shift Solenoid "C" Control Circuit /Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P097D	Shift Solenoid "D" Control Circuit /Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P097E	Shift Solenoid "E" Control Circuit /Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P097F	Shift Solenoid "F" Control Circuit /Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

DTC	Description	Action
P0980	Shift Solenoid "C" Control Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0982	Shift Solenoid "D" Control Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0983	Shift Solenoid "D" Control Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0985	Shift Solenoid "E" Control Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0986	Shift Solenoid "E" Control Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0998	Shift Solenoid "F" Control Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0999	Shift Solenoid "F" Control Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P0A3B	Generator Over Temperature	REFER to: Charging System - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (414-00 Charging System - General Information, Diagnosis and Testing).
P0B0D	Electric/Auxiliary Transmission Fluid Pump Motor Control Module	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P1001	KOEO Not Able to Complete, KOER Aborted	RETRIEVE and RECORD all Diagnostic Trouble Codes (DTCs). REPAIR any self-test or Continuous Memory Diagnostic Trouble Codes (CMDTCs) first. CLEAR the DTC. RERUN the KOER self-test. If the DTC returns, REPROGRAM the PCM with the latest software. REFER to: Module Programming (418-01 Module Configuration, General Procedures). RERUN the KOER self-test. If the DTC returns, Click here to access Guided Routine (PCM) .
P103C	Aspirator Valve Control Circuit/Open	REFER to: Anti-Lock Brake System (ABS) and Stability Control (206-09 Anti-Lock Brake System (ABS) and Stability Control, Diagnosis and Testing).
P103D	Aspirator Valve Control Circuit Low	REFER to: Anti-Lock Brake System (ABS) and Stability Control (206-09 Anti-Lock Brake System (ABS) and Stability Control, Diagnosis and Testing).
P103E	Aspirator Valve Control Circuit High	REFER to: Anti-Lock Brake System (ABS) and Stability Control (206-09 Anti-Lock Brake System (ABS) and Stability Control, Diagnosis and Testing).
P1299	Cylinder Head Overtemperature Protection Active	REFER to: Engine Cooling (303-03A Engine Cooling - 2.0L EcoBoost (184kW/250PS) â€“ MI4, Diagnosis and Testing).
P1397	System Voltage Out Of Self Test Range	REFER to: Charging System - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (414-00 Charging System - General Information, Diagnosis and Testing).

DTC	Description	Action
P1464	A/C Demand Out Of Self Test Range	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).
P1548	Engine Air Filter Restriction	This DTC sets when the PCM detects low air pressure after the air filter. CHECK the Air Cleaner (ACL) element, Air Cleaner (ACL) inlet and outlet pipes for restrictions, water or contamination. REPAIR as necessary. RETRIEVE and REPAIR all other Diagnostic Trouble Codes (DTCs). REFER to: Diagnostic Trouble Code Charts (100-00 General Information, Diagnosis and Testing).
P1595	Forced engine shutdown â€” remote start system fault, transmission range not in park	REFER to: Locks, Latches and Entry Systems (501-14 Handles, Locks, Latches and Entry Systems, Diagnosis and Testing).
P161A	Incorrect Response from Immobilizer Control Module	REFER to: Passive Anti-Theft System (PATS) (419-01B Passive Anti-Theft System (PATS) - Vehicles With: Keyless Vehicle System, Diagnosis and Testing).
P162F	Starter Motor Disabled - Engine Crank Time Too Long	REFER to: Starting System (303-06A Starting System - 2.0L EcoBoost (184kW/250PS) â€” MI4, Diagnosis and Testing).
P1636	Inductive Signature Chip Communication Error	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€” MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€” 8F35/8F40, Diagnosis and Testing).
P163E	Transmission Control Module Programming Error	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€” MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€” 8F35/8F40, Diagnosis and Testing).
P163F	Transmission ID Block Corrupted, Not Programmed	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€” MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€” 8F35/8F40, Diagnosis and Testing).
P166A	Restraints Deployment Communication Circuit	First, Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual. If sent here from the PC/ED manual, INSTALL a new BCM. REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Removal and Installation).
P1703	Brake Switch Out Of Self-Test Range	Without adaptive cruise control, REFER to: Cruise Control (419-03A Cruise Control, Diagnosis and Testing). With adaptive cruise control, REFER to: Cruise Control (419-03B Cruise Control - Vehicles With: Adaptive Cruise Control, Diagnosis and Testing).
P1705	Transmission Range Circuit Not Indicating Park/Neutral During Self Test	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€” MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€” 8F35/8F40, Diagnosis and Testing).
P1711	Transmission Fluid Temperature Sensor Out Of Self Test Range	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€” MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€” 8F35/8F40, Diagnosis and Testing).
P1744	Torque Converter Clutch Solenoid Circuit	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€” MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€” 8F35/8F40, Diagnosis and Testing).
P1783	Transmission Overtemperature Condition	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€” MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€” 8F35/8F40, Diagnosis and Testing).

DTC	Description	Action
P1935	Brake Switch/Sensor Signal	Without adaptive cruise control, REFER to: Cruise Control (419-03A Cruise Control, Diagnosis and Testing). With adaptive cruise control, REFER to: Cruise Control (419-03B Cruise Control - Vehicles With: Adaptive Cruise Control, Diagnosis and Testing).
P193E	A/C Clutch Request Signal	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).
P1A02	Transmission One Way Clutch Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2066	Fuel Level Sensor "B" Circuit Range/Performance	REFER to: Instrumentation, Message Center and Warning Chimes (413-01 Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing).
P2067	Fuel Level Sensor "B" Circuit Low	REFER to: Instrumentation, Message Center and Warning Chimes (413-01 Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing).
P2068	Fuel Level Sensor "B" Circuit High	REFER to: Instrumentation, Message Center and Warning Chimes (413-01 Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing).
P2535	Ignition Switch Run/Start Position Circuit High	REFER to: Starting System (303-06A Starting System - 2.0L EcoBoost (184kW/250PS) â€“ MI4, Diagnosis and Testing).
P25B0	Fuel Level Sensor "A" Stuck	REFER to: Instrumentation, Message Center and Warning Chimes (413-01 Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing).
P25B1	Fuel Level Sensor "B" Stuck	REFER to: Instrumentation, Message Center and Warning Chimes (413-01 Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing).
P25B2	Fuel Level Sensor "A" or "B" Stuck	REFER to: Instrumentation, Message Center and Warning Chimes (413-01 Instrumentation, Message Center and Warning Chimes, Diagnosis and Testing).
P2600	Coolant Pump "A" Control Circuit/Open	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).
P2601	Coolant Pump "A" Control Circuit Performance/Stuck Off	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).
P2602	Coolant Pump "A" Control Circuit Low	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).
P2603	Coolant Pump "A" Control Circuit High	REFER to: Climate Control System - Vehicles With: Dual Automatic Temperature Control (DATC) (412-00 Climate Control System - General Information, Diagnosis and Testing). REFER to: Climate Control System - Vehicles With: Electronic Manual Temperature Control (EMTC) (412-00 Climate Control System - General Information, Diagnosis and Testing).

DTC	Description	Action
P2669	Actuator Supply Voltage "B" Circuit/Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P26C3	Internal Control Module Transmission Range Sensor Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2700	Transmission Friction Element "A" Apply Time Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2701	Transmission Friction Element "B" Apply Time Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2702	Transmission Friction Element "C" Apply Time Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2703	Transmission Friction Element "D" Apply Time Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2704	Transmission Friction Element "E" Apply Time Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2705	Transmission Friction Element "F" Apply Time Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2707	Shift Solenoid "F" Performance/Stuck Off	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2708	Shift Solenoid "F" Stuck On	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2709	Shift Solenoid "F" Electrical	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2710	Shift Solenoid "F" Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2758	Torque Converter Clutch Pressure Control Solenoid Stuck On	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2760	Torque Converter Clutch Pressure Control Solenoid Intermittent	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

DTC	Description	Action
P2769	Torque Converter Clutch Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2770	Torque Converter Clutch Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2783	Torque Converter Temperature Too High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P27B4	Internal Control Module Transmission Gear Direction Control Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P27B5	Internal Control Module Transmission Gear Ratio Control Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P27B6	Internal Control Module Transmission Speed Sensor Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2801	Transmission Range Sensor "B" Circuit Range/Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2802	Transmission Range Sensor "B" Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2803	Transmission Range Sensor "B" Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2804	Transmission Range Sensor "B" Circuit Intermittant	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2805	Transmission Range Sensor "A"/"B" Correlation	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2888	Park Lock/Pawl Actuator Circuit/Open	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P2889	Park Lock/Pawl Actuator Circuit Low	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).

DTC	Description	Action
P288A	Park Lock/Pawl Actuator Circuit High	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
P288B	Park Lock/Pawl Actuator Circuit Performance	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
U0103	Lost Communication With Gear Shift Control Module A	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
U0104	Lost Communication With Cruise Control Module	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
U0121	Lost Communication With Anti-Lock Brake System (ABS) Control Module	REFER to: Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (307-01A Automatic Transmission - 8-Speed Automatic Transmission â€“ 8F35/8F40, Diagnosis and Testing).
U0126	Lost Communication With Steering Angle Sensor Module	GO to Pinpoint Test H
U012D	Lost Communication With Generator Control Module	REFER to: Charging System - 2.0L EcoBoost (184kW/250PS) â€“ MI4 (414-00 Charging System - General Information, Diagnosis and Testing).
U0131	Lost Communication with Power Steering Control Module	GO to Pinpoint Test D
U0151	Lost Communication With Restraints Control Module	GO to Pinpoint Test E
U0199	Lost Communication With "Door Control Module A"	GO to Pinpoint Test F
U0200	Lost Communication With "Door Control Module B"	GO to Pinpoint Test G
U0212	Lost Communication With Steering Column Control Module	GO to Pinpoint Test H
U0230	Lost Communication With Rear Gate Module	GO to Pinpoint Test I
U023A	Lost Communication With Image Processing Module A	GO to Pinpoint Test J
U0252	Lost Communication With Lighting Control Module-Rear "B"	GO to Pinpoint Test K

DTC	Description	Action
U0256	Lost Communication With Front Controls Interface Module "A"	GO to Pinpoint Test L
U0284	Lost Communication with Active Grille Air Shutter Module "A"	REFER to: Active Grille Shutter (501-02 Front End Body Panels, Diagnosis and Testing).
U0298	Lost Communication With DC to DC Converter Control Module "A"	GO to Pinpoint Test M
U0404	Invalid Data Received from Gear Shift Control Module A	This DTC sets when the PCM receives invalid network data from the GSM. RETRIEVE and REPAIR all non-network Diagnostic Trouble Codes (DTCs) in the PCM, GSM, and other modules on the network. For PCM Diagnostic Trouble Codes (DTCs) refer to this chart. If there are no observable symptoms, DISREGARD this DTC.
U0405	Invalid Data Received From Cruise Control Module	This DTC sets when the PCM receives invalid network data from the CCM. RETRIEVE and REPAIR all non-network Diagnostic Trouble Codes (DTCs) in the PCM, CCM, and other modules on the network. For PCM Diagnostic Trouble Codes (DTCs) refer to this chart. If there are no observable symptoms, DISREGARD this DTC.
U042E	Invalid Data Received From Generator Control Module	REFER to: Charging System - 2.0L EcoBoost (184kW/250PS) & MI4 (414-00 Charging System - General Information, Diagnosis and Testing).
U101E	Invalid Internal Control Module Monitoring Data Received from Gear Shift Module	This DTC sets when the PCM receives invalid network data from the GSM. RETRIEVE and REPAIR all non-network Diagnostic Trouble Codes (DTCs) in the PCM, GSM, and other modules on the network. For PCM Diagnostic Trouble Codes (DTCs) refer to this chart. If there are no PCM Diagnostic Trouble Codes (DTCs) DIAGNOSE the observable symptom. If there are no observable symptoms, DISREGARD this DTC.
U2200	Control Module Configuration Memory Corrupt	INSTALL As-Built data from Professional Technician Society (PTS) following diagnostic scan tool instructions under Module Programming>As-Built. CLEAR the Diagnostic Trouble Codes (DTCs). REPEAT the self-test. If PCM DTC U2200 is retrieved again, Click here to access Guided Routine (PCM) .
All Other DTCs	&''	Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual. Section 3 Symptom Charts.

Pinpoint Tests

U0103

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0103	Lost Communication With Gear Shift Control Module A	The PCM sets this DTC if data messages from the GSM module through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- GSM module
- GWM
- PCM

PINPOINT TEST A : U0103

A1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to A2
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.

A2 CHECK THE COMMUNICATION NETWORK

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

Did the GSM module pass the network test?

Yes	GO to A3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

A3 PERFORM GSM (GEAR SHIFT MODULE) CONTROL MODULE SELF-TEST

- Using a diagnostic scan tool, perform a GSM control module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: External Controls (307-05 Automatic Transmission External Controls, Diagnosis and Testing).
No	GO to A4

A4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to A5

A5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or DTC P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to A6

A6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

NOTE: *If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.*

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0103 still present?

Yes	GO to A7
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.

A7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0103 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0121:00 set in any other module?

Yes	GO to A8
No	GO to A9

A8 CHECK FOR CORRECT ABS (ANTI-LOCK BRAKE SYSTEM) MODULE OPERATION

- Ignition OFF.
- Disconnect and inspect the GSM connector(s).
- 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 the ABS connector(s). Make sure it seats and latches correctly.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new GSM. REFER to: Gear Shift Module (GSM) (307-05 Automatic Transmission External Controls, 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.

A9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0104

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0104	Lost Communication With Cruise Control Module	The PCM sets this DTC if data messages from the GSM module through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- GSM module
- GWM
- PCM

PINPOINT TEST B : U0103

B1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to B2
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.

B2 CHECK THE COMMUNICATION NETWORK

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

Did the GSM module pass the network test?

Yes	GO to B3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

B3 PERFORM GSM (GEAR SHIFT MODULE) CONTROL MODULE SELF-TEST

- Using a diagnostic scan tool, perform a GSM control module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: External Controls (307-05 Automatic Transmission External Controls, Diagnosis and Testing).
No	GO to B4

B4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to B5

B5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or DTC P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to B6

B6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0103 still present?

Yes	GO to B7
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.

B7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0103 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0121:00 set in any other module?

Yes	GO to B8
No	GO to B9

B8 CHECK FOR CORRECT ABS (ANTI-LOCK BRAKE SYSTEM) MODULE OPERATION

- Ignition OFF.
- Disconnect and inspect the GSM connector(s).
- 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 the ABS connector(s). Make sure it seats and latches correctly.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new GSM. REFER to: Gear Shift Module (GSM) (307-05 Automatic Transmission External Controls, 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.

B9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0121

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0121	Lost Communication With Anti-Lock Brake System (ABS) Control Module	The PCM sets this DTC if data messages from the ABS module through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- ABS module
- GWM
- PCM

PINPOINT TEST C : U0121

C1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to C2
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.

C2 CHECK THE COMMUNICATION NETWORK

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

Did the ABS module pass the network test?

Yes	GO to C3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

C3 PERFORM ABS (ANTI-LOCK BRAKE SYSTEM) CONTROL MODULE SELF-TEST

- Using a diagnostic scan tool, perform a ABS control module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Anti-Lock Brake System (ABS) and Stability Control (206-09 Anti-Lock Brake System (ABS) and Stability Control, Diagnosis and Testing).
No	GO to C4

C4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to C5

C5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or DTC P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to C6

C6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0121 still present?

Yes	GO to C7
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.

C7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0121 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0121:00 set in any other module?

Yes	GO to C8
No	GO to C9

C8 CHECK FOR CORRECT ABS (ANTI-LOCK BRAKE SYSTEM) MODULE OPERATION

- Ignition OFF.
- Disconnect and inspect all ABS control module 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 the ABS control module 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 ABS module. REFER to: Anti-Lock Brake System (ABS) Module (206-09 Anti-Lock Brake System (ABS) and Stability Control, 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.

C9 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** PCM 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.

U0131

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U0131	Lost Communication With Power Steering Control Module: Missing Message	A continuous memory DTC that sets in the PCM if messages from the PSCM through the GWM are missing.

Possible Sources

- Communication network concern
- Battery voltage concern
- GWM
- PSCM
- PCM

PINPOINT TEST D : U0131

D1 VERIFY THE CUSTOMER CONCERN	
• Ignition ON. • Verify there is an observable symptom present.	
Is an observable symptom present?	
Yes	GO to D2
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. CLEAR the DTC.
D2 CHECK THE COMMUNICATION NETWORK	
• Using a diagnostic scan tool, perform a network test.	
Does the PSCM pass the network test?	
Yes	GO to D3
No	DIAGNOSE no communication with the PSCM. REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
D3 PERFORM THE PSCM (POWER STEERING CONTROL MODULE) SELF-TEST	
• Using a diagnostic scan tool, perform a PSCM self-test.	
Are any Diagnostic Trouble Codes (DTCs) recorded?	
Yes	REFER to: Adaptive Steering (211-02 Power Steering, Diagnosis and Testing). REFER to: Power Steering (211-02 Power Steering, Diagnosis and Testing).
No	GO to D4
D4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)	

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to D5

D5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to D6

D6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0131 still present?

Yes	GO to D7
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.

D7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0131 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0131:87 set in any other module?

Yes	GO to D8
No	GO to D9

D8 CHECK FOR CORRECT PSCM (POWER STEERING CONTROL MODULE) OPERATION

- Disconnect and inspect the PSCM connector(s).
- 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 the PSCM connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, Click here to access Guided Routine (EPAS) .
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.

D9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0151

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0151	Lost Communication With Restraints Control Module	The PCM sets this DTC if data messages from the RCM through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- GWM
- PCM
- RCM

PINPOINT TEST E : U0151

E1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to E2
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.

E2 CHECK THE COMMUNICATION NETWORK

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

Did the RCM pass the network test?

Yes	GO to E3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

E3 PERFORM RCM (RESTRAINTS CONTROL MODULE) SELF-TEST

- Using a diagnostic scan tool, perform a RCM self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Airbag Supplemental Restraint System (SRS) (501-20B Supplemental Restraint System, Diagnosis and Testing).
No	GO to E4

E4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to E5

E5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to E6

E6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0151 still present?

Yes	GO to E7
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.

E7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0151 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0151:87 set in any other module?

Yes	GO to E8
No	GO to E9

E8 CHECK FOR CORRECT RCM (RESTRAINTS CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the RCM module connector(s).
- 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 the RCM module connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new RCM. REFER to: Restraints Control Module (RCM) (501-20B Supplemental Restraint System, 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.

E9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the PCM connector(s).
- 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 the PCM connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new PCM. □ 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.

U0199

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0199	Lost Communication With "Door Control Module A"	The PCM sets this DTC if data messages from the DDM through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- DDM
- GWM
- PCM

PINPOINT TEST F : U0199

F1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to F2
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.

F2 CHECK THE COMMUNICATION NETWORK

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

Did the DDM pass the network test?

Yes	GO to F3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

F3 PERFORM DDM (DRIVER DOOR MODULE) SELF-TEST

- Using a diagnostic scan tool, perform a DDM self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Locks, Latches and Entry Systems (501-14 Handles, Locks, Latches and Entry Systems, Diagnosis and Testing).
No	GO to F4

F4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to F5

F5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to F6

F6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0199 still present?

Yes	GO to F7
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.

F7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0199 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0199:87 set in any other module?

Yes	GO to F8
No	GO to F9

F8 CHECK FOR CORRECT DDM (DRIVER DOOR MODULE) MODULE OPERATION

- Ignition OFF.
- Disconnect and inspect the DDM connector(s).
- 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 the DDM module connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new DDM.
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.

F9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0200

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0200	Lost Communication With "Door Control Module B"	The PCM sets this DTC if data messages from the PDM through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- PDM
- GWM
- PCM

PINPOINT TEST G : U0200

G1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to G2
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.

G2 CHECK THE COMMUNICATION NETWORK

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

Did the PDM pass the network test?

Yes	GO to G3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

G3 PERFORM PDM (PASSENGER DOOR MODULE) SELF-TEST

- Using a diagnostic scan tool, perform a PDM self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Locks, Latches and Entry Systems (501-14 Handles, Locks, Latches and Entry Systems, Diagnosis and Testing).
No	GO to G4

G4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to G5

G5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to G6

G6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0200 still present?

Yes	GO to G7
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.

G7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0200 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0200:87 set in any other module?

Yes	GO to G8
No	GO to G9

G8 CHECK FOR CORRECT PDM (PASSENGER DOOR MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the PDM connector(s).
- 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 the PDM connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new PDM module.
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.

G9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0126, U0212

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0126	Lost Communication With Steering Angle Sensor Module	The PCM sets this DTC if data messages from the SCCM through the GWM are missing.

DTC	Description	Fault Trigger Conditions
U0212	Lost Communication With Steering Column Control Module	The PCM sets this DTC if data messages from the SCCM through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- SCCM
- GWM
- PCM

PINPOINT TEST H : U0126, U0212

H1 VERIFY THE CUSTOMER CONCERN					
• Ignition ON. • Verify there is an observable symptom present. Is an observable symptom present? <table border="1"> <tr> <td>Yes</td> <td>GO to H2</td> </tr> <tr> <td>No</td> <td>The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.</td> </tr> </table>		Yes	GO to H2	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.
Yes	GO to H2				
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.				
H2 CHECK THE COMMUNICATION NETWORK					
• Using a diagnostic scan tool, perform a network test. Did the SCCM module pass the network test? <table border="1"> <tr> <td>Yes</td> <td>GO to H3</td> </tr> <tr> <td>No</td> <td>REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).</td> </tr> </table>		Yes	GO to H3	No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
Yes	GO to H3				
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).				
H3 PERFORM SCCM (STEERING COLUMN CONTROL MODULE) SELF-TEST					
• Using a diagnostic scan tool, perform a SCCM self-test. Are any Diagnostic Trouble Codes (DTCs) recorded? <table border="1"> <tr> <td>Yes</td> <td>REFER to: Steering Wheel and Column Electrical Components (211-05 Steering Wheel and Column Electrical Components, Diagnosis and Testing).</td> </tr> <tr> <td>No</td> <td>GO to H4</td> </tr> </table>		Yes	REFER to: Steering Wheel and Column Electrical Components (211-05 Steering Wheel and Column Electrical Components, Diagnosis and Testing).	No	GO to H4
Yes	REFER to: Steering Wheel and Column Electrical Components (211-05 Steering Wheel and Column Electrical Components, Diagnosis and Testing).				
No	GO to H4				
H4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)					

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to H5

H5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to H6

H6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0126 or U0212 still present?

Yes	GO to H7
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.

H7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0126 OR U0212 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0126:00 or U0212 set in any other module?

Yes	GO to H8
No	GO to H9

H8 CHECK FOR CORRECT SCCM (STEERING COLUMN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the SCCM connector(s).
- 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 the SCCM connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new SCCM. REFER to: Steering Column Control Module (SCCM) (211-05 Steering Wheel and Column Electrical Components, Removal and Installation). REFER to: Steering Column Control Module (SCCM) - Vehicles With: Active Steering (211-05 Steering Wheel and Column Electrical Components, 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.

H9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the PCM connectors.
- 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0230

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U0230	Lost Communication With Rear Gate Module	The PCM sets this DTC if data messages from the RGTM module through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- RGTM module
- GWM
- PCM

PINPOINT TEST I : U0230

I1 VERIFY THE CUSTOMER CONCERN					
• Ignition ON. • Verify there is an observable symptom present. Is an observable symptom present? <table border="1"> <tr> <td>Yes</td> <td>GO to I2</td> </tr> <tr> <td>No</td> <td>The system is operating normally at this time. The DTC may have been set due to high network traffic or an intermittent fault condition.</td> </tr> </table>		Yes	GO to I2	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.
Yes	GO to I2				
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.				
I2 CHECK THE COMMUNICATION NETWORK					
• Using a diagnostic scan tool, perform a network test. Did the RGTM module pass the network test? <table border="1"> <tr> <td>Yes</td> <td>GO to I3</td> </tr> <tr> <td>No</td> <td>REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).</td> </tr> </table>		Yes	GO to I3	No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
Yes	GO to I3				
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).				
I3 PERFORM RGTM (REAR GATE TRUNK MODULE) CONTROL MODULE SELF-TEST					
• Using a diagnostic scan tool, perform a RGTM control module self-test. Are any Diagnostic Trouble Codes (DTCs) recorded? <table border="1"> <tr> <td>Yes</td> <td>REFER to: Body Closures (501-03 Body Closures, Diagnosis and Testing).</td> </tr> <tr> <td>No</td> <td>GO to I4</td> </tr> </table>		Yes	REFER to: Body Closures (501-03 Body Closures, Diagnosis and Testing).	No	GO to I4
Yes	REFER to: Body Closures (501-03 Body Closures, Diagnosis and Testing).				
No	GO to I4				
I4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)					

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to 15

I5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or DTC P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to 16

I6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0230 still present?

Yes	GO to 17
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.

I7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0230 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0230:00 set in any other module?

Yes	GO to 18
No	GO to 19

I8 CHECK FOR CORRECT RGTM (REAR GATE TRUNK MODULE) MODULE OPERATION

- Ignition OFF.
- Disconnect and inspect the RGTM connector(s).
- 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 the RGTM connector(s). Make sure it seats and latches correctly.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new RGTM module. REFER to: Rear Gate Trunk Module (RGTM) (501-03 Body Closures, 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.

I9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the PCM connector(s).
- 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 the PCM connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U023A

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U023A	Lost Communication With Image Processing Module A	The PCM sets this DTC if data messages from the IPMA through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- IPMA
- GWM
- PCM

PINPOINT TEST J : U023A

J1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to J2
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.

J2 CHECK THE COMMUNICATION NETWORK

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

Did the IPMA pass the network test?

Yes	GO to J3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

J3 PERFORM IPMA (IMAGE PROCESSING MODULE A) SELF-TEST

- Using a diagnostic scan tool, perform a IPMA module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Lane Keeping System (419-07 Lane Keeping System, Diagnosis and Testing).
No	GO to J4

J4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to J5

J5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to J6

J6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U023A still present?

Yes	GO to J7
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.

J7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U023A SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U023A:00 set in any other module?

Yes	GO to J8
No	GO to J9

J8 CHECK FOR CORRECT IPMA (IMAGE PROCESSING MODULE A) OPERATION

- Ignition OFF.
- Disconnect and inspect the IPMA connector(s).
- 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 the IPMA connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new IPMA. REFER to: Image Processing Module A (IPMA) (419-07 Lane Keeping System, 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.

J9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0252

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
U0252	Lost Communication With Lighting Control Module-Rear "B"	The PCM sets this DTC if data messages from the TRM through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- TRM
- GWM
- PCM

PINPOINT TEST K : U0252

K1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to K2
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.

K2 CHECK THE COMMUNICATION NETWORK

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

Did the TRM pass the network test?

Yes	GO to K3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

K3 PERFORM TRM (TRAILER MODULE) SELF-TEST

- Using a diagnostic scan tool, perform a TRM self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Trailer Lamps (417-01 Exterior Lighting, Diagnosis and Testing).
No	GO to K4

K4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to K5

K5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to K6

K6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0252 still present?

Yes	GO to K7
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.

K7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0252 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0252 set in any other module?

Yes	GO to K8
No	GO to K9

K8 CHECK FOR CORRECT TRM (TRAILER MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the TRM connector(s).
- 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 the TRM connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new REFER to: Trailer Module (TRM) (417-01 Exterior Lighting, 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.

K9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0256

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U0256	Lost Communication With Front Controls Interface Module "A"	The PCM sets this DTC if data messages from the FCIM through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- FCIM
- GWM
- PCM

PINPOINT TEST L : U0256

L1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify 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

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

Did the FCIM pass the network test?

Yes	GO to L3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

L3 PERFORM FCIM (FRONT CONTROLS INTERFACE MODULE) SELF-TEST

- Using a diagnostic scan tool, perform a FCIM self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Information and Entertainment System (415-00 Information and Entertainment System - General Information, Diagnosis and Testing).
No	GO to L4

L4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to L5

L5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to L6

L6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0256 still present?

Yes	GO to L7
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.

L7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0256 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0256:87 set in any other module?

Yes	GO to L8
No	GO to L9

L8 CHECK FOR CORRECT FCIM (FRONT CONTROLS INTERFACE MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the FCIM connector(s).
- 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 the FCIM connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new FCIM. REFER to: Front Controls Interface Module (FCIM) (415-00 Information and Entertainment System - General Information, 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.

L9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the PCM connectors.
- 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

U0298

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U0298	Lost Communication With DC to DC Converter Control Module "A"	The PCM sets this DTC if data messages from the DC/DC Converter Control Module through the GWM are missing.

Normal Operation and Fault Conditions

REFER to: Communications Network - System Operation and Component Description (418-00 Module Communications Network, Description and Operation).

Possible Sources

- Communications network concern
- DC/DC Converter Control Module
- GWM
- PCM

PINPOINT TEST M : U0298

M1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to M2
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.

M2 CHECK THE COMMUNICATION NETWORK

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

Did the DC/DC Converter Control Module pass the network test?

Yes	GO to M3
No	REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

M3 PERFORM THE DC/DC CONVERTER CONTROL MODULE SELF-TEST

- Using a diagnostic scan tool, perform a DC/DC Converter Control Module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Direct Current/Direct Current (DC/DC) Converter Control Module (414-05 Voltage Converter/Inverter, Diagnosis and Testing).
No	GO to M4

M4 CHECK THE BCM (BODY CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, retrieve the BCM Diagnostic Trouble Codes (DTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
No	GO to M5

M5 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) SELF-TEST

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

Is DTC P0562 or P0563 recorded?

Yes	REFER to PCM DTC Chart in this section.
No	GO to M6

M6 RECHECK THE PCM (POWERTRAIN CONTROL MODULE) DIAGNOSTIC TROUBLE CODES (DTCs)

NOTE: If new modules were installed prior to the DTC being set, the module configuration may be incorrectly set during the PMI, or the PMI may not have been carried out.

- Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs).
- Wait 10 seconds.
- Repeat the PCM self-test.

Is DTC U0298 still present?

Yes	GO to M7
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.

M7 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U0298 SET IN OTHER MODULES

- Using a diagnostic scan tool, clear all Diagnostic Trouble Codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve all Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC U0298:87 set in any other module?

Yes	GO to M8
No	GO to M9

M8 CHECK FOR CORRECT DC/DC CONVERTER CONTROL MODULE OPERATION

- Ignition OFF.
- Disconnect and inspect the DC/DC converter control module connector(s).
- 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 the DC/DC Converter Control module connector(s). 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, INSTALL a new 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.

M9 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the 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 the PCM 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 service articles: TSB, GSB, SSM or FSA. If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles 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.

P06DA, P06DB, P06DC, P06DD

Refer to Wiring Diagrams Cell [24](#) for schematic and connector information.

Normal Operation and Fault Conditions

REFER to: Engine - Overview (303-01A Engine - 2.0L EcoBoost (184kW/250PS) & MI4, Description and Operation).

DTC Fault Trigger Condition-PCM

DTC	Description	Fault Trigger Conditions
P06DA	Engine Oil Pressure Control Circuit/Open	Sets when the PCM detects an open on the engine oil pressure control solenoid valve circuit.
P06DB	Engine Oil Pressure Control Circuit Low	Sets when the PCM detects a short to ground on the engine oil pressure control solenoid valve circuit.
P06DC	Engine Oil Pressure Control Circuit High	Sets when the PCM detects a short to voltage on the engine oil pressure control solenoid valve circuit.
P06DD	Engine Oil Pressure Control Circuit Performance/Stuck Off	Sets when the PCM detects the engine oil pressure control solenoid valve is stuck.

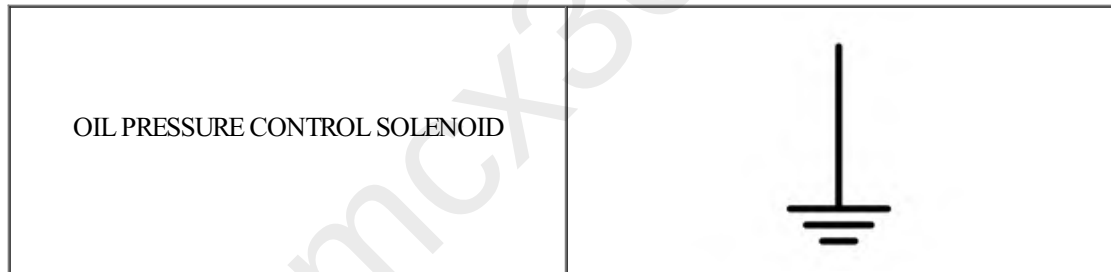
Possible Sources

- Engine oil pressure control solenoid valve
- PCM
- Wiring, terminals or connectors

PINPOINT TEST N : P06DA, P06DB, P06DC, P06DD

N1 CHECK THE SUPPLY VOLTAGE TO THE ENGINE OIL PRESSURE CONTROL SOLENOID VALVE

- Ignition OFF.
- Disconnect Engine oil pressure control solenoid valve [C1924](#).
- Ignition ON.
- Measure:



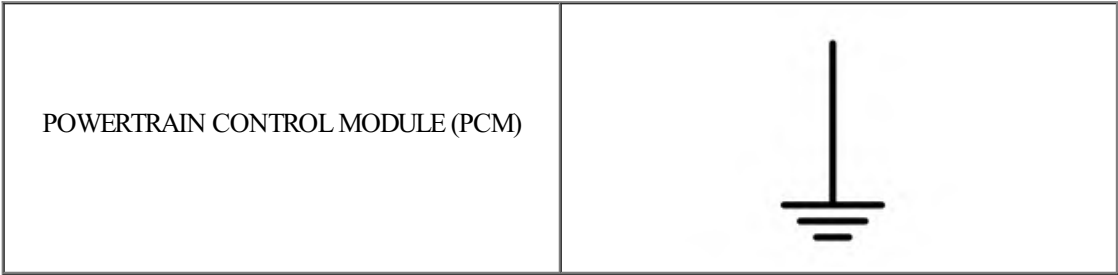
Positive Lead	Measurement / Action	Negative Lead
C1924-2		Ground

Is the voltage greater than 11 volts?

Yes	GO to N2
No	REPAIR the circuit.

N2 CHECK THE ENGINE OIL PRESSURE CONTROL SOLENOID VALVE CIRCUIT FOR A SHORT TO VOLTAGE

- Ignition OFF.
- Disconnect PCM [C1381E](#).
- Ignition ON.
- Measure:



Positive Lead	Measurement / Action	Negative Lead
C1381E-7		Ground

Is any voltage present?

Yes	REPAIR the circuit.
No	GO to N3

N3 CHECK THE ENGINE OIL PRESSURE CONTROL SOLENOID VALVE CIRCUIT FOR AN OPEN

- Ignition OFF.
- Measure:

POWERTRAIN CONTROL MODULE (PCM)	OIL PRESSURE CONTROL SOLENOID
---------------------------------	-------------------------------

Positive Lead	Measurement / Action	Negative Lead
C1381E-7	Ω	C1924-2

Is the resistance less than 3 ohms?

Yes	GO to N4
No	REPAIR the circuit.

N4 CHECK THE ENGINE OIL PRESSURE CONTROL SOLENOID VALVE CIRCUIT FOR A SHORT TO GROUND

- Measure:

OIL PRESSURE CONTROL SOLENOID	
-------------------------------	--

Positive Lead	Measurement / Action	Negative Lead
C1924-2	Ω	Ground

Is the resistance greater than 10,000 ohms?

Yes	GO to N5
No	REPAIR the circuit.

N5 CHECK THE ENGINE OIL PRESSURE CONTROL SOLENOID VALVE OPERATION

- Connect PCM [C1381E](#) .
- Connect Engine oil pressure control solenoid valve [C1924](#) .
- Connect EOP Gauge to the oil pressure sender oil galley port. For more information, REFER to: Engine (303-00 Engine System - General Information, Diagnosis and Testing).
Oil Pressure Test.

- Start the engine.

- **NOTE:** *The PCM PID EOPDC_CMD may or may not be available in the diagnostic scan tool.*

If the active command PCM PID EOPDC_CMD is available in the diagnostic scan tool, enable the engine oil pressure control solenoid valve using the PCM PID EOPDC_CMD.

- If the active command PCM PID EOPDC_CMD is **not** available in the diagnostic scan tool, with the engine running, wait for approximately 20 to 30 seconds, the PCM commands the pump state transition from high pressure mode to low pressure mode.
- A pressure drop of **8 psi** or greater is anticipated. If the engine coolant temperature is less than 100Â°F (38Â°C) when engine is started, a pressure drop of **15 psi** or greater is anticipated.

Is the expected engine oil pressure drop present?

Yes	GO to N6
No	GO to N7

N6 VERIFY ENGINE OIL PRESSURE CONTROL SOLENOID VALVE CONNECTION AND WIRING

- Ignition OFF.
- Disconnect Engine oil pressure control solenoid valve [C1924](#) .
- Inspect connectors and wiring:
 - 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

Is any damage to the circuit or connector present?

Yes	REPAIR the circuit or connector as needed.
No	The system is operating correctly at this time. The intermittent concern may have been caused by a loose connection.

N7 CHECK THE ENGINE OIL PRESSURE CONTROL SOLENOID VALVE

- Ignition OFF.
- Install a new engine oil pressure control solenoid valve.
REFER to: Oil Pressure Control Solenoid (303-14A Electronic Engine Controls - 2.0L EcoBoost (184kW/250PS) – MI4, Removal and Installation).
- Using a diagnostic scan tool, clear the PCM Diagnostic Trouble Codes (DTCs).
- Start the engine.
- **NOTE:** *The PCMPID EOPDC_CMD may or may not be available in the diagnostic scan tool.*

If the active command PCM PID EOPDC_CMD is available in the diagnostic scan tool, enable the engine oil pressure control solenoid valve using the PCM PID EOPDC_CMD.

- If the active command PCM PID EOPDC_CMD is **not** available in the diagnostic scan tool, with the engine running, wait for approximately 20 to 30 seconds, the PCM commands the pump state transition from high pressure mode to low pressure mode.
- A pressure drop of **8 psi** or greater is anticipated. If the engine coolant temperature is less than 100°F (38°C) when engine is started, a pressure drop of **15 psi** or greater is anticipated.

Is the expected engine oil pressure drop present?

Yes	The cause of the concern was an inoperative engine oil pressure control solenoid valve. The system is now operating correctly.
No	GO to N8

N8 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.

Removal and Installation

Camshaft Position (CMP) Sensor

Materials

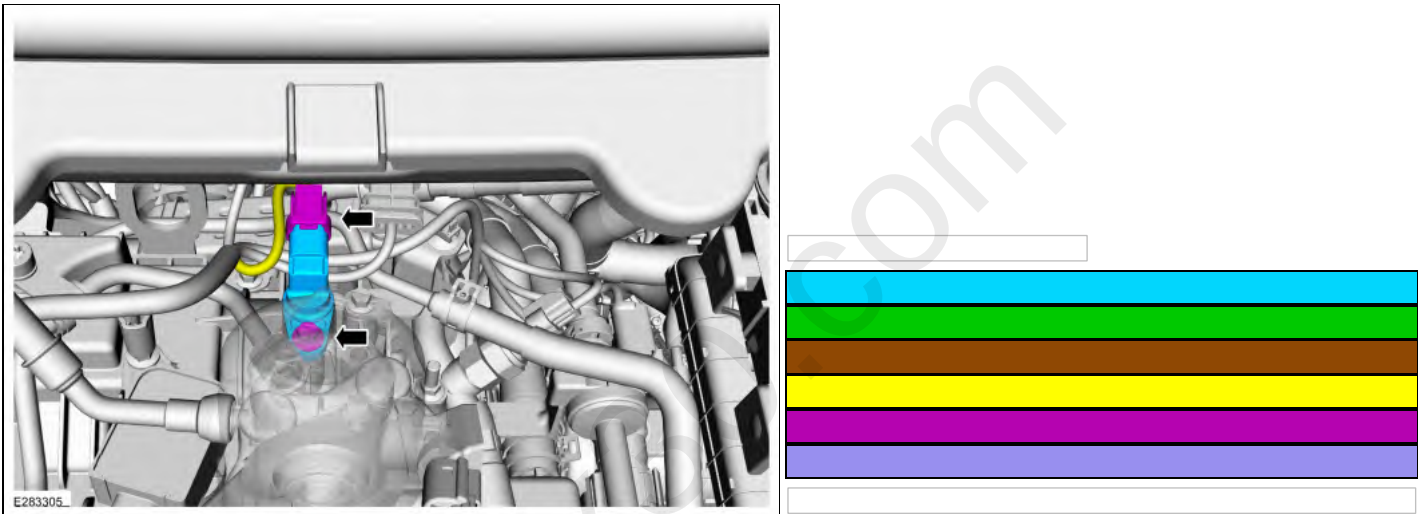
Name	Specification
Motorcraft® Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

Removal

NOTE: Removal steps in this procedure may contain installation details.

Right Hand Camshaft Position (CMP) Sensor

1. Remove the air cleaner outlet pipe.
Refer to: Air Cleaner Outlet Pipe (303-12A Intake Air Distribution and Filtering - 2.0L EcoBoost (184kW/250PS) à€“ MI4, Removal and Installation).
2. Disconnect the electrical connector, remove the retainer and the CMP sensor.
Torque: 62 lb.in (7 Nm)



Left Hand Camshaft Position (CMP) Sensor

3. **NOTICE: Do not pull the engine appearance cover forward or sideways to remove. Failure to press straight upward on the underside of the cover at the attachment points may result in damage to the cover or engine components.**
 1. Remove the engine appearance cover nut.
 2. Place your hand under the engine appearance cover at each grommet location and pull straight up to release each grommet from the studs.
 3. After all of the grommets have been released from the studs, remove the appearance cover from the engine.