

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 and related in-line 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 PCM. For 2.7L Ecoboost, REFER to: POWERTRAIN CONTROL MODULE (PCM) . For 3.5L Ecoboost, REFER to: POWERTRAIN CONTROL MODULE (PCM) . For 3.5L Duratec, REFER to: POWERTRAIN CONTROL MODULE (PCM) . For 5.0L TiVCT, REFER to: POWERTRAIN CONTROL MODULE (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.

DIAGNOSIS AND TESTING > COMMUNICATIONS NETWORK > PINPOINT TESTS > PINPOINT TEST B : THE ANTI-LOCK BRAKE SYSTEM (ABS) MODULE DOES NOT RESPOND TO THE DIAGNOSTIC SCAN TOOL

Refer to Module Communications Network for schematic and connector information.

Refer to Vehicle Dynamic Systems for schematic and connector information.

Normal Operation and Fault Conditions

The ABS module communicates with the diagnostic scan tool through the HS-CAN2.

Possible Sources

- Fuse
- Wiring, terminals and connectors
- ABS module

Visual Inspection and Diagnostic Pre-checks

Verify BJB fuses 11 (60A), 61 (30A) and 107 (10A) are OK.

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