

DIAGNOSIS AND TESTING > POWER RUNNING BOARD (PRB) > PINPOINT TESTS > PINPOINT TEST I : U3003:17

Refer to Retractable Running Boards for schematic and connector information.

Normal operation and Fault Conditions

The RBM receives battery voltage from BJB fuse F50 (30A) at all times and ground at G303.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	This DTC sets in continuous memory and on-demand if the voltage rises above 16.5 volts after PRB movement is requested.

Possible Sources

- Wiring, terminals or connectors
- Charging system condition
- RBM

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NOTE: Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.

I1 RECHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U3003:17

Turn the engine off.

Ignition ON.

Using a diagnostic scan tool, carry out the RBM self-test.

Clear the RBM Diagnostic Trouble Codes (DTCs).

Ignition OFF.

Ignition ON.

Repeat the RBM self-test.

Is DTC U3003:17 still present?

Yes	GO to I2
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No	The system is operating normally at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.
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I2 CHECK FOR HIGH VOLTAGE DIAGNOSTIC TROUBLE CODES (DTCS) SET IN OTHER MODULES

Using a diagnostic scan tool, retrieve and record all Diagnostic Trouble Codes (DTCs) for all modules.

Are any high voltage or charging system Diagnostic Trouble Codes (DTCs) set in any other modules?

Yes	DIAGNOSE the overcharging condition. REFER to: Charging System - 2.7L EcoBoost (238kW/324PS) or REFER to: Charging System - 3.5L Duratec (209kW/284PS)/3.5L EcoBoost (272kW/370PS)/5.0L 32V Ti-VCT .
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No	GO to I3
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I3 CHECK THE BATTERY VOLTAGE

Turn off all interior lights, exterior lights and accessories.

Start and run the engine at approximately 1, 500 RPM for 3 minutes while monitoring the battery voltage.

Does the battery voltage rise to greater than 15.5 volts?

Yes	DIAGNOSE the over charging condition. REFER to: Charging System - 2.7L EcoBoost (238kW/324PS) or REFER to: Charging System - 3.5L Duratec (209kW/284PS)/3.5L EcoBoost (272kW/370PS)/5.0L 32V Ti-VCT .
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No	GO to I4
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I4 CHECK FOR CORRECT RBM (RUNNING BOARD CONTROL MODULE) OPERATION

Ignition OFF.

Disconnect All PRB system and related in-line connectors.

Check for:

corrosion - install new connector or terminals and clean module pins

damaged or bent pins - install new terminals or pins

pushed-out pins - install new pins as necessary

Connect all PRB system and related in-line connectors and make sure they seat correctly.