

		System .
	RCM mounting	CONFIRM the RCM is mounted correctly. REINSTALL as necessary. REFER to: Restraints Control Module (RCM) .
	Loose wheel speed sensor or excessive air gap	INSPECT wheel speed sensors for looseness or excessive air gap. TIGHTEN or INSTALL new as necessary. REFER to: Front Wheel Speed Sensor . REFER to: Rear Wheel Speed Sensor .
	Rear wheel speed sensor tone ring or front wheel bearing damaged, rusted or contaminated with foreign material	INSPECT the rear tone rings and front wheel bearings for damage, rust and foreign material. CLEAN, REMOVE foreign material or INSTALL new as necessary. For the front wheel bearing, REFER to: FRONT WHEEL BEARING AND WHEEL HUB - RWD . REFER to: Front Wheel Bearing and Wheel Hub - 4WD . For the rear tone rings, REFER to: Axle Shaft - Vehicles With: Ford 8.8 Inch Ring Gear, . REFER to: Axle Shaft - Vehicles With: Ford 9.75 Inch Ring Gear .
	Parking brake shoes out of adjustment (dragging)	CHECK and if necessary, ADJUST the parking brake. REFER to: Parking Brake Shoe Adjustment .
The traction control system is inoperative or cannot be disabled	Refer to the Pinpoint Test	GO to Pinpoint Test K
The Hill Descent Control™ system is inoperative or cannot be disabled	Refer to the Pinpoint Test	GO to Pinpoint Test S

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Refer to Vehicle Dynamic Systems for schematic and connector information.

Normal Operation and Fault Conditions

The ABS module, hydraulic pump and solenoid valves require an operating voltage that is between 10 and 17 volts. The ABS module receives this voltage from the BJB. The ABS module has 2 ground circuits that splice together and terminate at a single location. Excessive resistance or an open in one or more of these circuits, a discharged battery or a inoperative charging system results in the ABS module