

	Service Bulletins (TSBs) address this concern, INSTALL a new ABS module. REFER to: Anti-Lock Brake System (ABS) 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.

DIAGNOSIS AND TESTING > ANTI-LOCK BRAKE SYSTEM (ABS) AND STABILITY CONTROL > PINPOINT TESTS > PINPOINT TEST E : U3003:17

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 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. An overcharging condition in the charging system results in the ABS module setting a DTC. This DTC may also set in the ABS module due to battery charging or vehicle jump starting events.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
U3003:17	Battery Voltage: Circuit Voltage Above Threshold	This DTC sets on-demand if the voltage supplied to the ABS module is above 17 volts.

Possible Causes

- Charging system concern
- ABS module

DIAGNOSIS AND TESTING > ANTI-LOCK BRAKE SYSTEM (ABS) AND STABILITY CONTROL > PINPOINT TESTS > PINPOINT TEST E : U3003:17 > PINPOINT TEST E : U3003:17

E1 CHECK FOR HIGH VOLTAGE DIAGNOSTIC TROUBLE CODES (DTCS) SET IN OTHER MODULES

Ignition ON.

Using a diagnostic scan tool, retrieve and record all Continuous Memory Diagnostic Trouble Codes (CMDTCs).

Is DTC B1317, B1318, B1676, U3003:16 or U3003:17 present in one or more modules AND are any charging system Diagnostic Trouble Codes (DTCs) present in the PCM?