

P187E:00	Differential Lock-Up Control Circuit High: No Sub Type Information	This DTC sets when the TCCM senses the differential lock control circuit is shorted to battery voltage. The differential is constantly engaged.
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**DIAGNOSIS AND TESTING > ELECTRONIC LOCKING DIFFERENTIAL (ELD) >
PINPOINT TESTS > PINPOINT TEST C : REAR WHEELS BINDING WHEN TURNING
CORNERS WITH THE ELD MSS SET TO OFF > PINPOINT TEST C : REAR WHEELS
BINDING WHEN TURNING CORNERS WITH THE ELD MSS SET TO OFF**



NOTE: Make sure the battery is fully charged before carrying out this pinpoint test.

C1

Ignition OFF.

Disconnect ELD Field Coil C4359 .

Ignition ON.

Set the ELD MSS to OFF.

Measure:

Positive Lead	Measurement / Action	Negative Lead
C4359-1		Ground

Is any voltage present?

Yes	GO to C2
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No	To repair the rear differential, Vehicles With: Ford 8.8 Inch Ring Gear, REFER to: Rear Drive Axle and Differential . Vehicles With: Ford 9.75 Inch Ring Gear, REFER to: Electronic Locking Differential (ELD) .
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C2 CHECK THE ELD FIELD COIL CIRCUIT FOR A SHORT TO VOLTAGE

Ignition OFF.

Disconnect TCCM C2371B .

Ignition ON.

Measure:

Positive Lead	Measurement / Action	Negative Lead
C4359-1		Ground

Is any voltage present?

Yes	REPAIR the circuit.
No	GO to C3

C3 CHECK THE TCCM REAR LOCKING DIFFERENTIAL PWM OUTPUT CONTROL (DIFF_PWM_OS) PID

Ignition OFF.

Connect PWM Field Coil C4359 .

Connect TCCM C2371B .

Ignition ON.

Enter the following diagnostic mode: TCCM DataLogger.

MSS to OFF monitor the DIFF_PWM_OS PID.

Does the DIFF_PWM_OS PID read OFF?

Yes	GO to C4
No	GO to Pinpoint Test A

C4 CHECK FOR CORRECT TCCM OPERATION

Ignition OFF.

Disconnect and inspect all TCCM connectors.

Check for the following:

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

Connect all TCCM connectors. Make sure they seat and latch correctly.

Operate the system and verify the concern is still present.

Is the concern still present?