

- FCIM
- GPSM

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AK1 RECHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U3003:17

Ignition ON.

Using a diagnostic scan tool, clear the Diagnostic Trouble Codes (DTCs) for the module in question.

Wait at least 10 seconds.

Using a diagnostic scan tool, perform the self-test for the module in question.

Is DTC U3003:17 present?

Yes	GO to AK2
No	The system is operating correctly at this time. The DTC may have been set previously during battery charging or while jump starting the vehicle.

AK2 CHECK FOR HIGH VOLTAGE DIAGNOSTIC TROUBLE CODES (DTCs) SET IN MULTIPLE MODULES

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

Are high voltage Diagnostic Trouble Codes (DTCs) such as B1676, P0563, or U3003:17 set in more than one module?

Yes	* For vehicles with the 2.7L EcoBoost (238kW/324PS), REFER to: Charging System - 2.7L EcoBoost (238kW/324PS) . See Symptom Chart to diagnose an overvoltage condition.* For vehicles with the 3.5L Duratec (209kW/284PS), 3.5L Ecoboost (272kW/370PS), or 5.0L 32V Ti-VCT, REFER to: Charging System - 3.5L Duratec (209kW/284PS)/3.5L EcoBoost (272kW/370PS)/5.0L 32V Ti-VCT . See Symptom Chart to diagnose an overvoltage condition.
No	GO to AK3

AK3 CHECK THE BATTERY VOLTAGE

Turn off all interior lights, exterior lights, and accessories.

Start and run the engine at approximately 2, 000 RPM for 3 minutes while monitoring the

battery voltage.

Does the battery voltage rise to 15.5 volts or higher?

Yes	* For vehicles with the 2.7L EcoBoost (238kW/324PS), REFER to: Charging System - 2.7L EcoBoost (238kW/324PS) . See Symptom Chart to diagnose an overvoltage condition.* For vehicles with the 3.5L Duratec (209kW/284PS), 3.5L Ecoboost (272kW/370PS), or 5.0L 32V Ti-VCT, REFER to: Charging System - 3.5L Duratec (209kW/284PS)/3.5L EcoBoost (272kW/370PS)/5.0L 32V Ti-VCT . See Symptom Chart to diagnose an overvoltage condition.
No	* For the ACM, GO to AK4* For the APIM, GO to AK5* For the FCIM, GO to AK6* For the GPSM, GO to AK7

AK4 CHECK FOR CORRECT ACM (AUDIO FRONT CONTROL MODULE) OPERATION

Ignition OFF.

Disconnect and inspect all the ACM connectors.

Repair:

Corrosion (clean module pins or install new connectors or terminals)

Damaged or bent pins (install new terminals or pins)

Pushed-out pins (install new pins as necessary)

Reconnect the ACM 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 the TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new ACM. REFER to: Audio Front Control Module (ACM) .
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.

AK5 CHECK FOR CORRECT APIM (SYNC MODULE) OPERATION

Ignition OFF.

Disconnect and inspect the APIM connector.

Repair:

Corrosion (clean module pins or install new connectors or terminals)

Damaged or bent pins (install new terminals or pins)

Pushed-out pins (install new pins as necessary)

Reconnect the APIM connector. Make sure it seats and latches correctly.

Wait at least 2 minutes for the APIM to re-initialize.

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 the TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, PERFORM the APIM Hardware Test. Refer to APIM HARDWARE TESTING .
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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.
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AK6 CHECK FOR CORRECT FCIM (FRONT CONTROLS INTERFACE MODULE) OPERATION

Ignition OFF.

Disconnect and inspect the FCIM connector.

Repair:

Corrosion (clean module pins or install new connectors or terminals)

Damaged or bent pins (install new terminals or pins)

Pushed-out pins (install new pins as necessary)

Reconnect the FCIM connector. Make sure it seats and latches 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 the TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new FCIM. REFER to: Front Controls Interface Module (FCIM) .
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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.
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AK7 CHECK FOR CORRECT GPSM (GLOBAL POSITIONING SYSTEM MODULE) OPERATION

Ignition OFF.

Disconnect and inspect the GPSM connector.