

- Make sure BJB fuses 5 (50A), 28 (30A) and 62 (5A) are OK.

DIAGNOSIS AND TESTING > ANTI-LOCK BRAKE SYSTEM (ABS) AND STABILITY CONTROL > PINPOINT TESTS > PINPOINT TEST A : U3003:16, U300A:29 > PINPOINT TEST A : U3003:16, U300A:29



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

A1 RECHECK THE ABS (ANTI-LOCK BRAKE SYSTEM) MODULE DIAGNOSTIC TROUBLE CODES (DTCS)

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

Ignition OFF.

Ignition ON.

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

Is DTC U3003:16 or U300A:29 still present?

Yes	GO to A2
No	The system is operating correctly at this time. The DTC may have set due to a previous low battery voltage condition.

A2 CHECK FOR CHARGING SYSTEM DIAGNOSTIC TROUBLE CODES (DTCS) IN THE POWERTRAIN CONTROL MODULE (PCM)

Using a diagnostic scan tool, retrieve 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?

Yes	DIAGNOSE the vehicle charging concern. REFER to: Charging System - 2.3L EcoBoost (201kW/273PS) . REFER to: Charging System - 3.7L Duratec (227kW/301PS) . REFER to: Charging System - 5.0L 32V Ti-VCT .
No	GO to A3

A3 CHECK THE BATTERY CONDITION AND STATE OF CHARGE

Carry out the Battery Condition Test. REFER to: BATTERY .

Did the battery pass the condition test?

Yes	If the battery passed the condition test but required a recharge, DIAGNOSE the charging system. REFER to: Charging System - 2.3L EcoBoost (201kW/273PS) . REFER to: Charging System - 3.7L Duratec (227kW/301PS) . REFER to: Charging System - 5.0L 32V Ti-VCT . If the battery passed the condition test and did not require a recharge, GO to A4
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No	INSTALL a new battery. REFER to: Battery .
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A4 CHECK THE ABS (ANTI-LOCK BRAKE SYSTEM) MODULE VOLTAGE (VPWR_ABS) PID (PARAMETER IDENTIFICATION)

Ignition ON.

Measure and record the voltage at the battery.

Using a diagnostic scan tool, monitor the VPWR_ABS PID.

Is the PID display within 0.2 volt of the recorded battery voltage?

Yes	GO to A7
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No	GO to A5
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A5 CHECK THE ABS (ANTI-LOCK BRAKE SYSTEM) MODULE VOLTAGE SUPPLY

Ignition OFF.

Disconnect ABS module C135 .

Ignition ON.

Measure:

Positive Lead	Measurement / Action	Negative Lead
C135-1	  	Ground
C135-30	  	Ground
C135-35	  	Ground

Is each voltage within 0.2 volt of the recorded battery voltage?

Yes	GO to A6
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No	DISCONNECT and INSPECT C126 for corrosion, pushed-out pins, bent pins and spread terminals. REPAIR as necessary. Refer to CONNECTOR REPAIR PROCEDURES for schematic and connector information. If C126 is OK, VERIFY BJB fuses 5 (50A), 28 (30A) and 62 (5A) are OK.If OK, REPAIR the affected circuit for high resistance or an
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	open. If not OK, REFER to the OEM WIRING DIAGRAMS article to identify the cause of the circuit short.
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A6 CHECK THE ABS (ANTI-LOCK BRAKE SYSTEM) MODULE GROUND CIRCUIT FOR AN OPEN

Ignition OFF.

Disconnect the battery negative cable. REFER to: Battery Disconnect and Connect .

Measure:

Positive Lead	Measurement / Action	Negative Lead
C135-14	Ω	Ground

Is the resistance less than 3 ohms?

Yes	GO to A7
No	REPAIR the circuit.

A7 VERIFY ALL WIRING CONNECTIONS

Ignition OFF.

Disconnect ABS module C135 and related in-line connectors (if not previously disconnected).

Disconnect C126 .

Using a good light source, inspect ABS module C135 , C126 and related in-line connectors for the following:

corrosion - install a new connector or terminal and clean module pins

damaged or bent pins - install new terminals or pins

pushed-out pins - install new pins as necessary

spread terminals - install new terminals as necessary

Are the connectors free of corrosion, damaged pins, bent pins, pushed-out pins and spread terminals?

Yes	GO to A8
No	REPAIR the affected connectors or terminals. Refer to CONNECTOR REPAIR PROCEDURES for schematic and connector information.

A8 CHECK FOR CORRECT ABS (ANTI-LOCK BRAKE SYSTEM) MODULE OPERATION