Yes	No
GO to **FB4** .	REPAIR the PTO circuit or switch as necessary. Clear the PCM DTCs. REPEAT the self-test.

FB4 CHECK THE PTO LOAD PID STATE IN THE PCM

Access the PCM and monitor the PTOLOAD (MODE) PID.

Cycle the PTO switch,

Does the PTO LOAD PID change state?

Yes	No
GO to **FB5** .	REPAIR the PTO ENG circuit or switch as necessary. Clear the PCM DTCs. REPEAT the self-test.

FB5 CHECK THE PTOIR_V PID STATE IN THE PCM

NOTE: The PTOIR_V PID represents an analog input which reflects the user requested engine speed.

Access the PCM and monitor the PTOIR_V (VOLT) PID.

Cycle the PTO switch,

Does the PTOIR_V PID change state?

Yes	No
GO to **FB6** .	REPAIR the PTO RPM circuit or switch as necessary. Clear the PCM DTCs. REPEAT the self-test.

FB6 CHECK THE PTOIL PID STATE IN THE PCM

Access the PCM and monitor the PTOIL (MODE) PID.

Cycle the PTO switch,

Does the PTOIL PID change state?

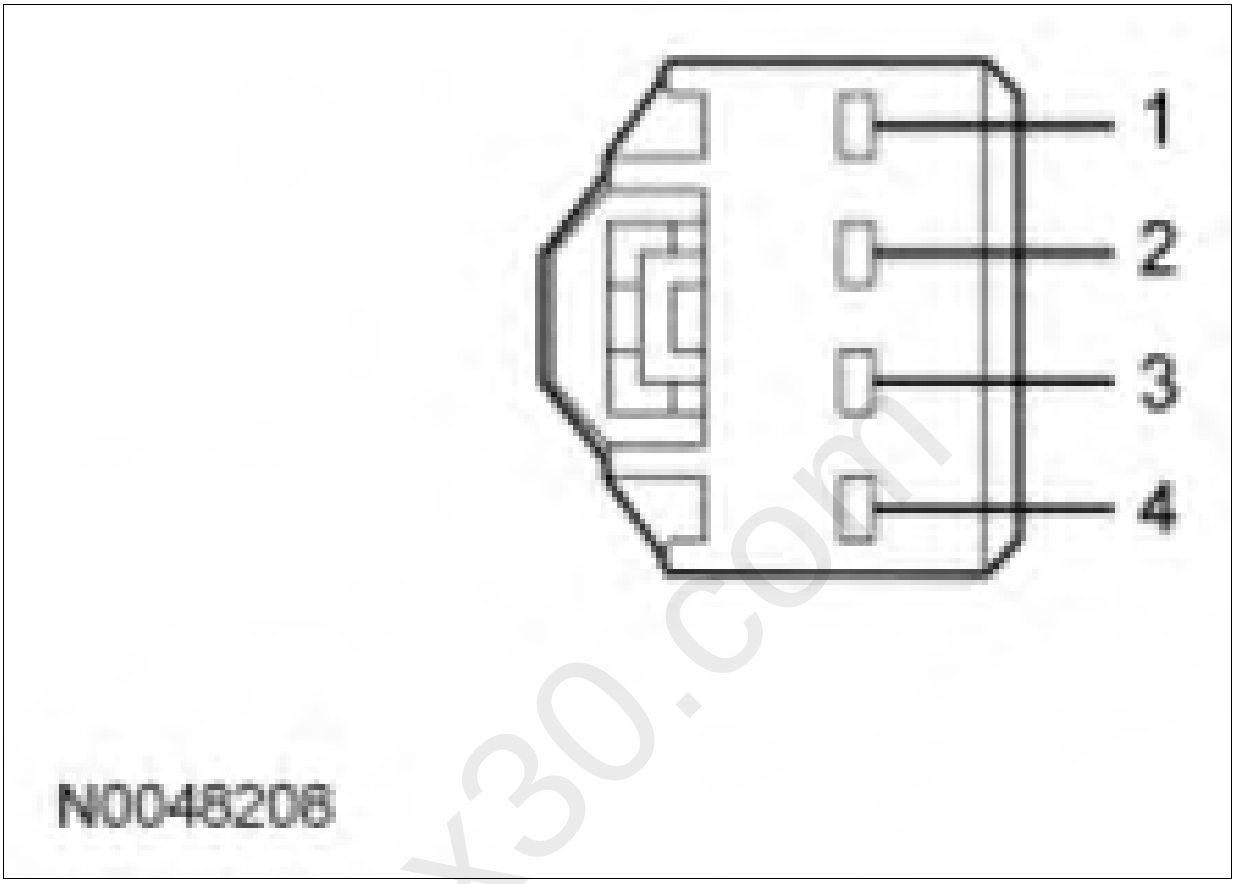
Yes	No
GO to the aftermarket PTO mechanical manual.	REPAIR the circuit as necessary. Clear the PCM DTCs. REPEAT the self-test.

PINPOINT TEST FD: BRAKE PEDAL INPUTS > INTRODUCTION

This pinpoint test is intended to diagnose the following:

- brake pedal position (BPP) switch (13480)
- harness circuits: B+, BPP, BPS and BPS1
- PCM (12A650)

Fig 1: Identifying Brake Pedal Position (BPP) Switch Connector



Courtesy of FORD MOTOR CO.

Vehicle	Connector	Pin	Circuit
E-Series	A	3	BPS
Escape/Kuga, Expedition, Explorer, Focus, Mustang, Navigator, Transit Connect	A	2 3	GND BPS
Motorhome/Stripped Chassis/Step Van	A	3 2	GND BPS1
All other vehicles	A	3 2	GND BPS