

Yes	No
GO to FD14 .	REFER to the service information , Cruise Control. CARRY OUT the diagnostic steps for DTC P1703 to continue diagnosis.

FD14 CHECK THE BPS CIRCUIT

Measure the resistance between:

(+) BPP Switch Connector, Harness Side	(-)
BPS	Ground

Is the resistance less than 5 ohms?

Yes	No
GO to FD15 .	REFER to the service information , Cruise Control. CARRY OUT the diagnostic steps for DTC P1703 to continue diagnosis.

FD15 CHECK FOR CORRECT PCM OPERATION

Disconnect all the PCM connectors.

Visually inspect for:

pushed out pins

corrosion

Connect all the PCM connectors and make sure they seat correctly.

Carry out the PCM self-test.

Verify the concern is still present.

Is the concern still present?

Yes	No
INSTALL a new PCM. REFER to FLASH ELECTRICALLY ERASABLE PROGRAMMABLE READ ONLY MEMORY (EEPROM) , Programming the VID Block for a Replacement PCM.	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

PINPOINT TEST HC: FUEL DELIVERY SYSTEM > INTRODUCTION

 **WARNING:** THE FUEL SYSTEM REMAINS UNDER PRESSURE AFTER THE ENGINE IS OFF. RELIEVE PRESSURE BEFORE REPAIRING. HIGHLY FLAMMABLE MIXTURES ARE PRESENT. TO RELEASE PRESSURE FROM THE FUEL SYSTEM, CARRY OUT THE

FOLLOWING:

- *CONNECT FUEL PRESSURE TEST KIT 310-D009 (D95L-7211A) OR EQUIVALENT.*
- *GRADUALLY OPEN THE TESTING KIT VALVE TO RELIEVE THE FUEL PRESSURE IN THE VEHICLE FUEL SYSTEM AND DRAIN THE FUEL INTO A SUITABLE CONTAINER OR RETURN IT TO THE FUEL TANK.*
- *TO AVOID UNNECESSARY FUEL SPILLAGE AND FIRE HAZARD, ANY TIME FUEL LINES ARE DISCONNECTED, THE IGNITION SWITCH MUST BE IN THE OFF POSITION UNLESS FUEL PUMP OPERATION IS REQUIRED FOR TEST PURPOSES.*

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN PERSONAL INJURY.

 *WARNING: BEFORE WORKING ON OR DISCONNECTING ANY OF THE FUEL TUBES OR FUEL SYSTEM COMPONENTS, RELIEVE THE FUEL SYSTEM PRESSURE TO PREVENT ACCIDENTAL SPRAYING OF FUEL. FUEL IN THE FUEL SYSTEM REMAINS UNDER HIGH PRESSURE, EVEN WHEN THE ENGINE IS NOT RUNNING. FAILURE TO FOLLOW THIS INSTRUCTION MAY RESULT IN SERIOUS PERSONAL INJURY.*

 *WARNING: DO NOT SMOKE, CARRY LIGHTED TOBACCO OR HAVE AN OPEN FLAME OF ANY TYPE WHEN WORKING ON OR NEAR ANY FUEL-RELATED COMPONENT. HIGHLY FLAMMABLE MIXTURES ARE ALWAYS PRESENT AND MAY BE IGNITED. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN SERIOUS PERSONAL INJURY.*

 *WARNING: DO NOT CARRY PERSONAL ELECTRONIC DEVICES SUCH AS CELL PHONES, PAGERS OR AUDIO EQUIPMENT OF ANY TYPE WHEN WORKING ON OR NEAR ANY FUEL-RELATED COMPONENT. HIGHLY FLAMMABLE MIXTURES ARE ALWAYS PRESENT AND MAY BE IGNITED. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN SERIOUS PERSONAL INJURY.*

 *WARNING: WHEN HANDLING FUEL, ALWAYS OBSERVE FUEL HANDLING PRECAUTIONS AND BE PREPARED IN THE EVENT OF FUEL SPILLAGE. SPILLED FUEL MAY BE IGNITED BY HOT VEHICLE COMPONENTS OR OTHER IGNITION SOURCES. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN SERIOUS PERSONAL INJURY.*

 *WARNING: CLEAN ALL FUEL RESIDUE FROM THE ENGINE COMPARTMENT. IF NOT REMOVED, FUEL RESIDUE MAY IGNITE WHEN THE ENGINE IS RETURNED TO OPERATION. FAILURE TO FOLLOW THIS INSTRUCTION MAY RESULT IN SERIOUS PERSONAL INJURY.*