

Diagnosis and Testing**General Equipment****Ford diagnostic equipment**

Refer to Wiring Diagram Section 060-1 for schematic and connector information.

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

VISUAL INSPECTION CHART

Mechanical	Electrical
• Engine oil level • Oil pressure (EOP) switch • Engine coolant level • Coolant level indicator switch • Coolant thermostat • Fuel gauge • Collapsed or damaged fuel tank • Fuel pump and sender unit • Indicated fuel level • Brake fluid level indicator switch • Parking brake indicator switch • Washer fluid level switch • Steering wheel control(s) • Passenger air bag deactivation (PAD) switch • Door adjustment	• Fuse(s) • Wiring harness • Electrical connector(s) • Light emitting diode(s) (LED) • Engine coolant temperature (ECT) sensor • Brake pad wear sensor(s) • Ambient air temperature sensor • Vehicle speed sensor (VSS) • Instrument cluster • Tachograph • Multi-function display module • Body control module (BCM) • Steering column control module (SCCM) • Restraints control module (RCM) • Powertrain control module (PCM)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, verify the symptom and refer to the Symptom Chart.
5. If the cause is still evident, refer to the Diagnostic tab within the [Ford diagnostic equipment](#).

Symptom Chart

Symptom	Sources
The fuel gauge is inoperative or erratic	Circuit(s)
	Fuel pump and sender unit
	Instrument cluster
	BCM

Configuration of the Instrument Cluster

The instrument cluster is a programmable module, which must be configured by selecting the Programmable Module Installation Routine on the Ford diagnostic equipment.

NOTE: When the new instrument cluster has been configured with the odometer value, its configuration cannot be decreased or matched. A new configuration will result in an increase in the displayed odometer value by a minimum of two units.

NOTE: The odometer value must be recorded from the original instrument cluster before removal.

If the odometer value cannot be obtained from the original instrument cluster (display failure) the customer should supply the approximate value.

In addition, the new instrument cluster will require the original odometer value to be entered.

After the installation and configuration of a new instrument cluster. The passive anti-theft system (PATS) will require programming by selecting the Security Access routine on the Ford diagnostic equipment.

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