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1976 FORD Cortina OEM Service and Repair Workshop Manual

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NOTE

If new modules were installed prior to the DTC (diagnostic trouble code) being set, the module configuration may be incorrectly set during PMI (programmable module installation) or the PMI (programmable module installation) may not have been carried out.

- Using a diagnostic scan tool, clear the Continuous Memory Diagnostic Trouble Codes (CMDTCs).
- Using a diagnostic scan tool, repeat the DSM (driver front seat module) self-test.

Is DTC (diagnostic trouble code) U0212:00 still present?

Yes	GO to Q4
No	The system is operating correctly at this time. The DTC (diagnostic trouble code) may have been set due to high network traffic or intermittent fault condition.

Q4 CHECK FOR DTC U0212:00 IN OTHER MODULES

NOTE

If new modules were installed prior to the DTC (diagnostic trouble code) being set, the module configuration may be incorrectly set during PMI (programmable module installation) or the PMI (programmable module installation) may not have been carried out.

- Using a diagnostic scan tool, clear the Continuous Memory Diagnostic Trouble Codes (CMDTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, retrieve the Continuous Memory Diagnostic Trouble Codes (CMDTCs) from all modules.

Is DTC (diagnostic trouble code) U0212:00 set in other modules?

Yes	INSTALL a new SCCM (steering column control module) . REFER to: Steering Column Control Module (SCCM) (211-05 Steering Wheel and Column Electrical Components, Removal and Installation). REFER to: Steering Column Control Module (SCCM) - Vehicles With: Adaptive Steering (211-05 Steering Wheel and Column Electrical Components, Removal and Installation).
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set due to high network traffic or intermittent fault condition.

R2 CHECK THE COMMUNICATION NETWORK

- Ignition ON.
- Using a diagnostic scan tool, perform the network test.

Does the APIM (SYNC module) pass the network test?

Yes	GO to R3
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No	REFER to: Power Running Board (PRB) - System Operation and Component Description(501-08 Exterior Trim and Ornamentation, Description and Operation) .
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R3 RECHECK THE DSM (DRIVER FRONT SEAT MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

NOTE

If new modules were installed prior to the DTC (diagnostic trouble code) being set, the module configuration may be incorrectly set during PMI (programmable module installation) or the PMI (programmable module installation) may not have been carried out.

- Using a diagnostic scan tool, clear the Continuous Memory Diagnostic Trouble Codes (CMDTCs).
- Using a diagnostic scan tool, repeat the DSM (driver front seat module) self-test.

Is DTC (diagnostic trouble code) U0253:00 still present?

Yes	GO to R4
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No	The system is operating correctly at this time. The DTC (diagnostic trouble code) may have been set due to high network traffic or intermittent fault condition.
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R4 CHECK FOR DTC U0253:00 IN OTHER MODULES

NOTE

Possible Sources

- Battery charging system

S1 CHECK THE CHARGING SYSTEM VOLTAGE

NOTE

DTC U3500:17, B1317, B1318, B2486, B1676, U3003:16 or U3003:17 can be set if the vehicle has been recently jump started, the battery has been recently charged or the battery has been discharged. The battery may become discharged due to excessive load(s) on the charging system from aftermarket accessories or if the battery has been left unattended with the accessories on.

NOTE

Do not allow the engine speed to increase above 2,000 rpm while performing this step or the generator may self-excite and result in default charging system output voltage. If engine speed goes above 2,000 rpm, shut the vehicle OFF and restart the engine before performing this step.

- Start the engine.
- Measure the voltage of the battery with and without a load on the charging system as follows:
 - Turn off all accessories and run the engine at 1,500 rpm for a minimum of 2 minutes while measuring battery voltage.
 - Turn on headlights and HVAC (heating, ventilation and air conditioning) fan on high and run engine at 1,500 rpm for a minimum of 2 minutes while measuring battery voltage.
- Using a diagnostic scan tool, perform the network test.

Are the voltages between 13 and 15.2 volts?

Yes	CLEAR the Diagnostic Trouble Codes (DTCs). TEST the system for normal operation.
No	DIAGNOSE the vehicle charging system. REFER to: Battery (414-01 Battery, Mounting and Cables, Diagnosis and Testing).

PINPOINT TEST T : DTC: U0422:00

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

- Ignition ON.
- Using a diagnostic scan tool, perform the network test.

Does the BCM (body control module) pass the network test?

Yes	GO to T3
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No	REFER to: Power Running Board (PRB) - System Operation and Component Description(501-08 Exterior Trim and Ornamentation, Description and Operation).
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T3 RECHECK THE DSM (DRIVER FRONT SEAT MODULE) DIAGNOSTIC TROUBLE CODES (DTCS)

NOTE

If new modules were installed prior to the DTC (diagnostic trouble code) being set, the module configuration may be incorrectly set during PMI (programmable module installation) or the PMI (programmable module installation) may not have been carried out.

- Using a diagnostic scan tool, clear the Continuous Memory Diagnostic Trouble Codes (CMDTCs).
- Using a diagnostic scan tool, repeat the DSM (driver front seat module) self-test.

Is DTC (diagnostic trouble code) U0422:00 still present?

Yes	GO to T4
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No	The system is operating correctly at this time. The DTC (diagnostic trouble code) may have been set due to high network traffic or intermittent fault condition.
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T4 CHECK FOR DTC U0422:00 IN OTHER MODULES

NOTE

If new modules were installed prior to the DTC (diagnostic trouble code) being set, the module configuration may be incorrectly set during PMI (programmable module installation) or the PMI (programmable module installation) may not have been carried out.

- Using a diagnostic scan tool, clear the Continuous Memory Diagnostic Trouble Codes (CMDTCs).

Sample

Thoroughly polish the component.

5. Reclean with a mild soap and water wash and dry the polished panels.

- If the scratches are repaired return the vehicle.
- If the scratches remain, continue with the following steps.

6. Choose a sandpaper grit appropriate to the scratch severity.

- For very minor scratches, use a 3 inch 3000 grit sandpaper (obtain locally).
- For minor scratches, use a 3 inch 1000 grit sandpaper (obtain locally).
- For heavier scratches that do not catch a thumb nail when pulled across the scratch, use a 3 inch 800 grit sandpaper (obtain locally).
- For scratches that are too deep to remove with 800 grit sandpaper, install a new component.

7. **NOTICE**

Do not remove any more material than necessary or component replacement will be required.

Apply the appropriate sandpaper to a 3 inch Dual Action (D/A) sander and carefully sand the component until all the damage has been removed.

8. Use progressively finer sandpaper with the 3 inch D/A sander and repeat the process. Finish the sanding with 3000 grit sandpaper.

9. Apply a small amount of clear coat and plastic formulated rubbing compound (obtain locally) to a 3 inch polisher with an appropriate foam pad attached.

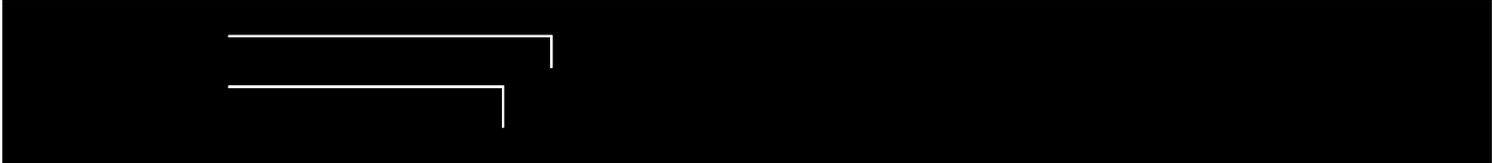
10. **NOTE**

Do not allow the rubbing compound to dry while polishing the component.

Buff the component until the sanding scratches have been completely removed.

11. Apply a small amount of clear coat and plastic formulated polishing compound (obtain locally) to a 3 inch polisher with an appropriate clean foam pad attached.

12. **NOTE**



Power Running Board (PRB) Cleaning and Maintenance

<i>501-08 Exterior Trim and Ornamentation</i>	<i>2022 F-150</i>
<i>General Procedures</i>	<i>Procedure revision date: 10/14/2022</i>

Power Running Board (PRB) Cleaning and Maintenance

Cleaning

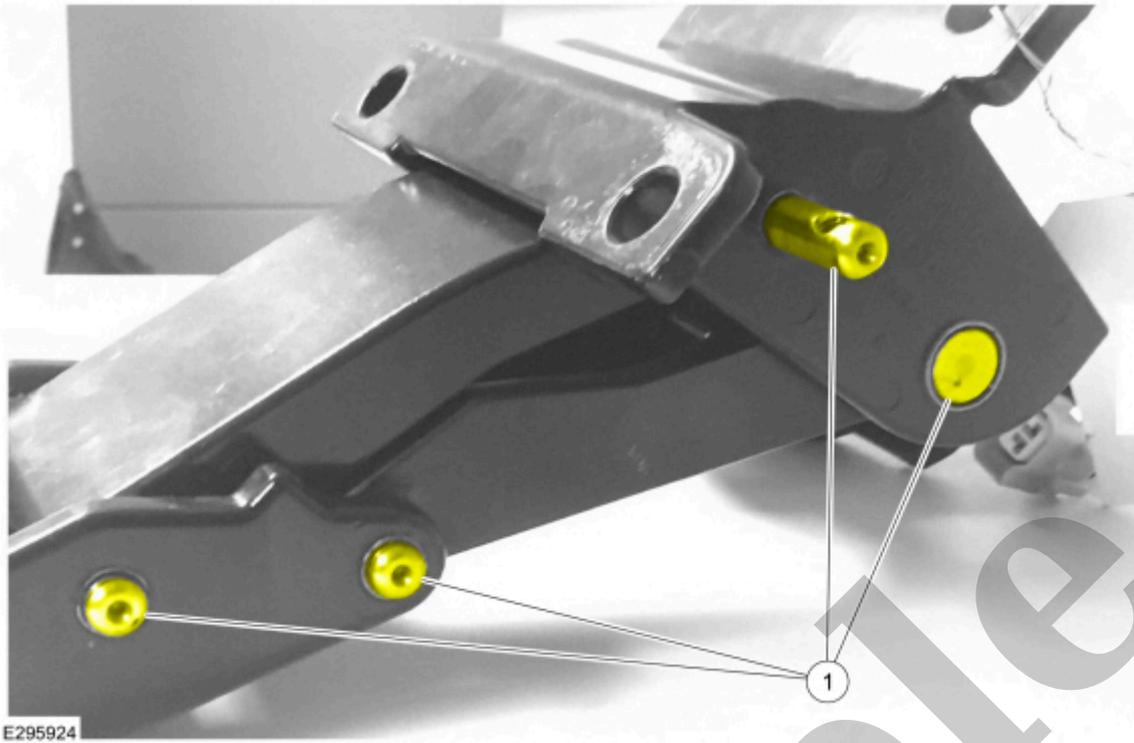
1. Fully deploy the running boards and inspect the tracks for signs of dirt or debris. For additional information on deploy the running boards, refer to the Owner's Literature. If the running boards are not fully deploy, extend the running boards by hand, by placing downward force on the running board as it deploys.
2. If there is dirt/debris buildup, clean between the links and bushing ends/tracks using high-pressure water. Use of a car wash wand, to prevent excessive water pressure from damaging nearby components.



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4. Using a penetrating grease like Motorcraft® penetrating and lock lubricant to clean the bushing locations of both running board hinges. This will remove any embedded rust/debris that pressure washing may not have removed. If any leftover debris/rust is present after using the penetrating grease, use a pressure washer once more to remove it.



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7. Lubricate the inside and outside all running board bushings.