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1995 FORD Probe OEM Service and Repair Workshop Manual

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- Measure and record:

Positive Lead	Measurement / Action	Negative Lead
C1458A-L2	\bar{V}	Ground
C1458A-M2	\bar{V}	Ground

Are the voltages greater than 10.5 volts?

Yes	GO to BB7
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No	REPAIR the circuit.
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BB7 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) GROUND CIRCUITS FOR AN OPEN

- Ignition OFF.
- Measure and record:

Positive Lead	Measurement / Action	Negative Lead
C1458A-L4	Ω	Ground
C1458A-M4	Ω	Ground

Are the resistances less than 5 ohms?

Yes	DIAGNOSE the network concern.
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REFER to: [Electric Powertrain Control - Component Location](#)(303-14F Electric Powertrain Control - 3.5L V6 PowerBoost (CN), Description and Operation).

DTC Fault Trigger Conditions

DTC (diagnostic trouble code)	Description	Fault Trigger Condition
SOBDMC (secondary on-board diagnostic control module C) U010F:00	Lost Communication With Air Conditioning Control Module: No Sub Type Information	This DTC (diagnostic trouble code) sets when messages are missing from the ACCM (air conditioning control module).

Possible Sources

- Communications network concern
- ACCM (air conditioning control module)

BC1 VERIFY THE CONCERN

- Ignition ON.
- Verify an observable symptom present.

Is an observable symptom present?

Yes	GO to BC2
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No	The system is operating normally at this time. The DTC (diagnostic trouble code) may have been set due to high network traffic or an intermittent fault condition.
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BC2 VERIFY THE DIAGNOSTIC SCAN TOOL COMMUNICATES WITH THE ACCM (AIR CONDITIONING CONTROL MODULE)

Are the Inverter System Controller (ISC) and the ACCM (air conditioning control module) at the latest calibration levels?

Yes	GO to BC6
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No	UPDATE the Inverter System Controller (ISC) or ACCM (air conditioning control module) to the latest calibration level.
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BC6 RECHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) U010F:00

- Using a diagnostic scan tool, clear the Inverter System Controller (ISC) diagnostic trouble codes (DTCs).
- Ignition OFF.
- Ignition ON.
- Wait 10 seconds.
- Using a diagnostic scan tool, carry out the self-test for the Inverter System Controller (ISC).

Is DTC (diagnostic trouble code) U010F:00 still present?

Yes	GO to BC7
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No	The system is operating correctly at this time. The DTC (diagnostic trouble code) may have set due to high network traffic or an intermittent fault condition.
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BC7 CHECK FOR OTHER CAUSES OF NETWORK COMMUNICATION CONCERN

NOTE

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

- Check the vehicle service history for recent service actions related to the ACCM (air conditioning control module) and the Inverter System Controller (ISC). If recent service history is found:
 - verify correct replacement module was installed
 - vehicle parts build list may be used to verify correct part fitment
 - verify the configuration of replacement module was correct

NOTE

The Inverter System Controller (ISC) is referred to as the SOBDMC (Secondary On-Board Diagnostic Control Module C) in the scan tool.

Normal Operation and Fault Conditions

REFER to: [Electric Powertrain Control - Component Location](#)(303-14F Electric Powertrain Control - 3.5L V6 PowerBoost (CN), Description and Operation).

DTC Fault Trigger Conditions

DTC (diagnostic trouble code)	Description	Fault Trigger Condition
SOBDMC (secondary on-board diagnostic control module C) U0111:00	Lost Communication With Battery Energy Control Module 'A': No Sub Type Information	This DTC (diagnostic trouble code) sets when messages are missing from the BECM (battery energy control module)

Possible Sources

- Communications network concern
- BECM (battery energy control module)

BD1 CARRY OUT A VEHICLE INSPECTION AND VERIFY THE SELF-TEST PROCEDURE

NOTE

If the self-test or communication concern occurred after a failed or aborted reprogram, the module may be blank. Attempt to reprogram the module again before continuing with this pinpoint test.

- Visually inspect the following for obvious signs of electrical damage:
 - harness wiring
 - electrical connections
- Verify the correct procedure was used to activate the self-test for the scan tool.
REFER to: [Electronic Engine Controls - System Operation and Component Description](#)(303-14C Electronic Engine Controls - 3.5L EcoBoost (BM), Description and Operation).
Recreating the Fault.

Was the correct self-test procedure used?

Yes	GO to BD2
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connections. Address the root cause of any connector or pin issues.

BD4 INVERTER SYSTEM CONTROLLER (ISC) SELF-TEST

- Confirm the Inverter System Controller (ISC) was the only module to fail.


Was the Inverter System Controller (ISC) the only module to fail?

Yes GO to [BD5](#)

No DIAGNOSE the network concern.

BD5 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) B+ CIRCUIT FOR VOLTAGE

- Ignition OFF.
- Disconnect Inverter System Controller (ISC) C1458A .
- Ignition ON.
- Measure and record:

Positive Lead	Measurement / Action	Negative Lead
C1458A-M1		Ground

Is the voltage greater than 10.5 volts?

Yes GO to [BD6](#)

No REPAIR the circuit.

BD6 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) VPWR CIRCUITS FOR VOLTAGE

- Ignition OFF.
- Connect a 5A fused jumper between:

C1458A-M4

 Ω

Ground

Are the resistances less than 5 ohms?

Yes

DIAGNOSE the network concern.

No

REPAIR the open circuit.

PINPOINT TEST BE : U0121

NOTE

The Inverter System Controller (ISC) is referred to as the SOBDMC (Secondary On-Board Diagnostic Control Module C) in the scan tool.

Normal Operation and Fault Conditions

REFER to: [Electric Powertrain Control - Component Location](#)(303-14F Electric Powertrain Control - 3.5L V6 PowerBoost (CN), Description and Operation).

DTC Fault Trigger Conditions

DTC (diagnostic trouble code)	Description	Fault Trigger Condition
SOBDMC (secondary on-board diagnostic control module C) U0121:00	Lost Communication With Anti-Lock Brake System (ABS) Control Module 'A': No Sub Type Information	This DTC (diagnostic trouble code) sets when messages are missing from the ABS (anti-lock brake system) module.

Possible Sources

- Communications network concern
- ABS (anti-lock brake system) module

BE1 CARRY OUT A VEHICLE INSPECTION AND VERIFY THE SELF-TEST PROCEDURE

No	GO to BE4
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BE3 CHECK FOR AN ABS (ANTI-LOCK BRAKE SYSTEM) CONCERN

- Using a diagnostic scan tool, carry out the ABS (anti-lock brake system) self-test.
- Check for any other ABS (anti-lock brake system) related symptoms.

Is a concern present?

Yes	DIAGNOSE the ABS (anti-lock brake system) concern REFER to: Anti-Lock Brake System (ABS) and Stability Control (206-09 Anti-Lock Brake System (ABS) and Stability Control, Diagnosis and Testing).
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No	The system is operating correctly at this time. The concern may have been caused by module connections. Address the root cause of any connector or pin issues.
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BE4 INVERTER SYSTEM CONTROLLER (ISC) SELF-TEST

- Confirm the Inverter System Controller (ISC) was the only module to fail.

Was the Inverter System Controller (ISC) the only module to fail?

Yes	GO to BE5
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No	DIAGNOSE the network concern.
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BE5 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) B+ CIRCUIT FOR VOLTAGE

- Ignition OFF.
- Disconnect Inverter System Controller (ISC) C1458A .
- Ignition ON.
- Measure and record:

Positive Lead	Measurement / Action	Negative Lead
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No	REPAIR the circuit.
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BE7 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) GROUND CIRCUITS FOR AN OPEN

- Ignition OFF.
- Measure and record:

Positive Lead	Measurement / Action	Negative Lead
C1458A-L4	Ω	Ground
C1458A-M4	Ω	Ground

Are the resistances less than 5 ohms?

Yes	DIAGNOSE the network concern.
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No	REPAIR the open circuit.
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PINPOINT TEST BF : U0140:00

NOTE

The Inverter System Controller (ISC) is referred to as the SOBDMC (Secondary On-Board Diagnostic Control Module C) in the scan tool.

Normal Operation and Fault Conditions

REFER to: [Electric Powertrain Control - Component Location](#)(303-14F Electric Powertrain Control - 3.5L V6 PowerBoost (CN), Description and Operation).

DTC Fault Trigger Conditions

(powertrain control module) , the scan tool then attempts to communicate with all modules on the vehicle. If an FDRS (Ford Diagnosis and Repair System) session cannot be established, FDRS (Ford Diagnosis and Repair System) may state no communication can be established with the PCM (powertrain control module) :

- Choose No when the scan tool prompts whether or not to retry communication.
- Enter a PCM (powertrain control module) part number, tear tag or calibration number to identify the vehicle and start a session. The PCM (powertrain control module) part number and 4-character tear tag are located on the PCM (powertrain control module) .
- Ignition ON.

Do all modules indicate pass?

Yes	GO to BF3
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No	GO to BF4
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BF3 CHECK FOR A BCM (BODY CONTROL MODULE) CONCERN

- Using a diagnostic scan tool, carry out the BCM (body control module) self-test.
- Check for any other BCM (body control module) related symptoms.

Is a concern present?

Yes	DIAGNOSE the BCM (body control module) concern. REFER to: Body Control Module (BCM) (419-10 Multifunction Electronic Modules, Diagnosis and Testing).
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No	The system is operating correctly at this time. The concern may have been caused by module connections. Address the root cause of any connector or pin issues.
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BF4 INVERTER SYSTEM CONTROLLER (ISC) SELF-TEST

- Confirm the Inverter System Controller (ISC) was the only module to fail.

Was the Inverter System Controller (ISC) the only module to fail?

Yes	GO to BF5
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