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1998 FORD Probe OEM Service and Repair Workshop Manual

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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.

PINPOINT TEST AM : P0C67

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) P0C67:00	Generator Position Sensor Circuit 'A' High: No Sub Type Information	This DTC (diagnostic trouble code) sets when a short to power is detected in the generator resolver circuit.

Possible Sources

- Wiring, terminals or connectors
- Front module (electric motor)
- Inverter System Controller (ISC) calibration

AM1 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) CALIBRATION LEVEL

NOTE

Wiring overlays or repinning of circuits are NOT appropriate for DTC P0C67 due to risk of hardware damage.

- Verify the Inverter System Controller (ISC) is at the latest calibration level.

Is the Inverter System Controller (ISC) at the latest calibration level?

No	GO to AM4
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AM4 CHECK THE GS3 CIRCUIT FOR A SHORT TO VOLTAGE

- Disconnect Inverter System Controller (ISC) C1458A .
- Disconnect Transmission Sensor Speed Resolver C1280 .
- Ignition ON.
- Measure and record:

Positive Lead	Measurement / Action	Negative Lead
C1458A-B3	V̄	Ground

Is any voltage present?

Yes	REPLACE the harness. CLEAR the diagnostic trouble codes (DTCs) and REPEAT the self-test.
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No	GO to AM5
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AM5 CHECK FOR CORRECT INVERTER SYSTEM CONTROLLER (ISC) OPERATION

- Disconnect and inspect all Inverter System Controller (ISC) connectors.
- Repair:
 - corrosion (install new connector or terminals – clean module pins)
 - damaged or bent pins – install new terminals/pins
 - pushed-out pins – install new pins as necessary
- Reconnect the Inverter System Controller (ISC) connectors. Make sure they seat and latch correctly.
- Connect Transmission Sensor Speed Resolver C1280 .
- Ignition ON.
- Operate the system and determine if the concern is still present.

Is the concern still present?

- Using a diagnostic scan tool, run the Inverter System Controller (ISC) self-test.

Are any Inverter System Controller (ISC) diagnostic trouble codes (DTCs) other than P0C6A present?

Yes	DIAGNOSE all other Inverter System Controller (ISC) diagnostic trouble codes (DTCs), REFER to the DTC (diagnostic trouble code) chart in this section.
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No	GO to AN2
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AN2 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) CALIBRATION LEVEL

- Verify the Inverter System Controller (ISC) is at the latest calibration level.

Is the Inverter System Controller (ISC) at the latest calibration level?

Yes	GO to AN3
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No	UPDATE the Inverter System Controller (ISC) to the latest calibration level.
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AN3 CHECK FOR DIAGNOSTIC TROUBLE CODES (DTCs)

- Ignition ON.
- Using a diagnostic scan tool, run the Inverter System Controller (ISC) self-test.

Was DTC (diagnostic trouble code) P0C6A read from the Inverter System Controller (ISC)?

Yes	GO to AN4
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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 an intermittent fault condition.
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AN4 VISUAL INSPECTION OF THE LOW VOLTAGE SYSTEM

- Ignition OFF.
- De-energize the high voltage system.

Possible Sources

- Wiring, terminals or connectors
- Front module (electric motor)
- Inverter System Controller (ISC) calibration

AO1 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) CALIBRATION LEVEL

NOTE

Wiring overlays or repinning of circuits are NOT appropriate for DTC P0C5F due to risk of hardware damage.

- Verify the Inverter System Controller (ISC) is at the latest calibration level.

Is the Inverter System Controller (ISC) at the latest calibration level?

Yes	GO to AO2
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No	UPDATE the Inverter System Controller (ISC) to the latest calibration level.
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AO2 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) P0C5F

- Ignition ON.
- Using a diagnostic scan tool, retrieve all Inverter System Controller (ISC) diagnostic trouble codes (DTCs).

Was DTC (diagnostic trouble code) P0C5F read from the Inverter System Controller (ISC)?

Yes	GO to AO3
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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 an intermittent fault condition.
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AO3 VISUAL INSPECTION OF THE LOW VOLTAGE SYSTEM

- Ignition OFF.
- De-energize the high voltage system.

Positive Lead	Measurement / Action	Negative Lead
C1458A-B2	Ω	C1280-5

Is the resistance less than 5 ohms?

Yes	GO to AO6
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No	REPLACE the harness. CLEAR the diagnostic trouble codes (DTCs) and REPEAT the self-test.
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AO6 CHECK FOR CORRECT INVERTER SYSTEM CONTROLLER (ISC) OPERATION

- Disconnect and inspect all Inverter System Controller (ISC) connectors.
- Repair:
 - corrosion (install new connector or terminals – clean module pins)
 - damaged or bent pins – install new terminals/pins
 - pushed-out pins – install new pins as necessary
- Reconnect the Inverter System Controller (ISC) connectors. Make sure they seat and latch correctly.
- Connect Transmission Sensor Speed Resolver C1280 .
- Ignition ON.
- Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS (Online Automotive Service Information System) for any applicable service articles: TSB (Technical Service Bulletin) , GSB (General Service Bulletin) , SSM (special service message) or FSA (Field Service Action) . If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, GO to Pinpoint Test V (In step V3 continue through to step V4 regardless of DTC presence.)
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Yes	GO to AP2
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No	UPDATE the Inverter System Controller (ISC) to the latest calibration level.
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AP2 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) P0C61

- Ignition ON.
- Using a diagnostic scan tool, retrieve all Inverter System Controller (ISC) diagnostic trouble codes (DTCs).

Was DTC (diagnostic trouble code) P0C61 read from the Inverter System Controller (ISC)?

Yes	GO to AP3
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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 an intermittent fault condition.
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AP3 VISUAL INSPECTION OF THE LOW VOLTAGE SYSTEM

- Ignition OFF.
- De-energize the high voltage system.
REFER to: [High Voltage System De-energizing - Full Hybrid Electric Vehicle \(FHEV\)](#)(414-03A High Voltage Battery, Mounting and Cables, General Procedures).
- Remove the high voltage traction battery service disconnect plug.
- Visually inspect all the low voltage cables.
- Make sure all the low voltage connectors are correctly and securely connected.
- Examine all the low voltage cables and connectors for damaged, burned or overheated insulation and loose or broken connections.

Is a concern present?

Yes	REPAIR as necessary. CLEAR the diagnostic trouble codes (DTCs) and REPEAT the self-test.
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Yes	CHECK OASIS (Online Automotive Service Information System) for any applicable service articles: TSB (Technical Service Bulletin) , GSB (General Service Bulletin) , SSM (special service message) or FSA (Field Service Action) . If a service article exists for this concern, DISCONTINUE this test and FOLLOW the service article instructions. If no service articles address this concern, GO to Pinpoint Test V (In step V3 continue through to step V4 regardless of DTC presence.)
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.

PINPOINT TEST AQ : P0C62

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) P0C62:00	Drive Motor 'B' Position Sensor Circuit 'B' High: No Sub Type Information	This DTC (diagnostic trouble code) sets when a short to power is detected in the generator resolver circuit.

Possible Sources

- Wiring, terminals or connectors
- Front module (electric motor)
- Inverter System Controller (ISC) calibration

AQ1 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) CALIBRATION LEVEL

Is a concern present?

Yes	REPAIR as necessary. CLEAR the diagnostic trouble codes (DTCs) and REPEAT the self-test.
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No	GO to AQ4
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AQ4 CHECK THE GS2 CIRCUIT FOR A SHORT TO VOLTAGE

- Disconnect Inverter System Controller (ISC) C1458A .
- Disconnect Transmission Sensor Speed Resolver C1280 .
- Ignition ON.
- Measure and record:

Positive Lead	Measurement / Action	Negative Lead
C1458A-A2	\bar{V}	Ground

Is any voltage present?

Yes	REPLACE the harness. CLEAR the diagnostic trouble codes (DTCs) and REPEAT the self-test.
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No	GO to AQ5
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AQ5 CHECK FOR CORRECT INVERTER SYSTEM CONTROLLER (ISC) OPERATION

- Disconnect and inspect all Inverter System Controller (ISC) connectors.
- Repair:
 - corrosion (install new connector or terminals – clean module pins)
 - damaged or bent pins – install new terminals/pins
 - pushed-out pins – install new pins as necessary
- Reconnect the Inverter System Controller (ISC) connectors. Make sure they seat and latch correctly.

AR1 CHECK THE INVERTER SYSTEM CONTROLLER (ISC) CALIBRATION LEVEL

NOTE

Wiring overlays or repinning of circuits are NOT appropriate for DTC P0C6B due to risk of hardware damage.

- Verify the Inverter System Controller (ISC) is at the latest calibration level.

Is the Inverter System Controller (ISC) at the latest calibration level?

Yes	GO to AR2
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No	UPDATE the Inverter System Controller (ISC) to the latest calibration level.
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AR2 CHECK FOR DTC (DIAGNOSTIC TROUBLE CODE) P0C6B

- Ignition ON.
- Using a diagnostic scan tool, retrieve all Inverter System Controller (ISC) diagnostic trouble codes (DTCs).

Was DTC (diagnostic trouble code) P0C6B read from the Inverter System Controller (ISC)?

Yes	GO to AR3
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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 an intermittent fault condition.
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AR3 VISUAL INSPECTION OF THE LOW VOLTAGE SYSTEM

- Ignition OFF.
- De-energize the high voltage system.
REFER to: [High Voltage System De-energizing - Full Hybrid Electric Vehicle \(FHEV\)\(414-03A High Voltage Battery, Mounting and Cables, General Procedures\)](#).
- Remove the high voltage traction battery service disconnect plug.
- Visually inspect all the low voltage cables.
- Make sure all the low voltage connectors are correctly and securely connected.