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2005 FORD Focus 5 Doors OEM Service and Repair Workshop Manual

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- Disconnect and inspect the ABS (anti-lock brake system) module 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 ABS (anti-lock brake system) module connectors. Make sure they seat and latch correctly.
- 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, INSTALL a new

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.

U9 CHECK FOR CORRECT IPC (INSTRUMENT PANEL CLUSTER) OPERATION

- Ignition OFF.
- Disconnect and inspect the IPC (instrument panel cluster) connector.
- 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 IPC (instrument panel cluster) connector. Make sure it seats and latches correctly.
- 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, INSTALL a new IPC (instrument panel cluster) . REFER to: Instrument Panel Cluster (IPC)

- Inspect the base brake system and the parking brake system for correct operation.
- Inspect the brake fluid level switch connection and check for signs of connector terminal damage, corrosion or pushed-out pins.
- Inspect the brake fluid level switch wiring for signs of a cut or opened circuit.
- Inspect the brake fluid level switch for signs of any external damage.

V1 RETRIEVE THE RECORDED DIAGNOSTIC TROUBLE CODES (DTCS) FROM THE IPC (INSTRUMENT PANEL CLUSTER) SELF-TEST

- Ignition ON.
- Using a diagnostic scan tool, perform the IPC (instrument panel cluster) self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to the IPC (instrument panel cluster) DTC (diagnostic trouble code) Chart in this section.
No	GO to V2

V2 RETRIEVE THE RECORDED DIAGNOSTIC TROUBLE CODES (DTCS) FROM THE ABS (ANTI-LOCK BRAKE SYSTEM) MODULE SELF-TEST

- Using a diagnostic scan tool, perform the ABS (anti-lock brake system) module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	For DTC (diagnostic trouble code) C0049:01, GO to V7 For DTC (diagnostic trouble code) C0049:7B, VERIFY the brake fluid level is low. If the brake fluid level is low, CORRECT the low brake fluid condition. If the brake fluid level is not low, GO to V5 For all other Diagnostic Trouble Codes (DTCs), REFER to: Anti-Lock Brake System (ABS) and Stability Control (206-09 Anti-Lock Brake System (ABS) and Stability Control, Diagnosis and Testing).
No	GO to V3

V3 CHECK THE GWM (GATEWAY MODULE A) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, check the GWM (gateway module A) Continuous Memory Diagnostic Trouble Codes (DTCs).

V6 CHECK THE BRAKE FLUID LEVEL SWITCH CIRCUITS FOR A SHORT TOGETHER AT THE ABS (ANTI-LOCK BRAKE SYSTEM) MODULE WITH THE BRAKE FLUID LEVEL SWITCH DISCONNECTED

- Disconnect Brake Fluid Level Switch C124 .
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C135-34	Ω	C135-32

Is the resistance greater than 10,000 ohms?

Yes	INSTALL a new brake fluid level switch. REFER to: Brake Fluid Reservoir (206-06 Hydraulic Brake Actuation, Removal and Installation).

No	REPAIR the circuits.

V7 CHECK THE BRAKE FLUID LEVEL SWITCH INPUT CIRCUIT FOR A SHORT TO VOLTAGE

- Ignition OFF.
- Disconnect ABS (anti-lock brake system) module C135 .
- Ignition ON.
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C135-34	V	Ground

Is any voltage present?

Yes	REPAIR the circuit.

- Disconnect Brake Fluid Level Switch C124 .
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C135-34	Ω	C124-2

Is the resistance less than 3 ohms?

Yes	GO to V10

No	REPAIR the circuit.

V10 CHECK THE LOW BRAKE FLUID LEVEL SWITCH GROUND CIRCUIT FOR A SHORT TO VOLTAGE

- Ignition ON.
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C124-1	V	Ground

Is any voltage present?

Yes	REPAIR the circuit.

No	GO to V11

V11 CHECK THE LOW BRAKE FLUID LEVEL SWITCH GROUND CIRCUIT FOR AN OPEN

- Ignition OFF.

- Ignition OFF.
- Disconnect and inspect the ABS (anti-lock brake system) module 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 ABS (anti-lock brake system) module connectors. Make sure they seat and latch correctly.
- 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, INSTALL a new ABS (anti-lock brake system) module.

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.

V14 CHECK FOR CORRECT IPC (INSTRUMENT PANEL CLUSTER) OPERATION

- Ignition OFF.
- Disconnect and inspect the IPC (instrument panel cluster) connector.
- 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 IPC (instrument panel cluster) connector. Make sure it seats and latches correctly.
- 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

Is the door ajar RTT (reconfigurable telltale) indicator off with the door closed, and on with the door open?

Yes	GO to W2
No	GO to Pinpoint Test A

W2 PERFORM THE IPC (INSTRUMENT PANEL CLUSTER) SELF-TEST

- Using a diagnostic scan tool, perform the IPC (instrument panel cluster) self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to DTC (diagnostic trouble code) Chart: IPC (instrument panel cluster) in this section.
No	GO to W3

W3 CHECK THE GWM (GATEWAY MODULE A) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, check the GWM (gateway module A) Continuous Memory Diagnostic Trouble Codes (CMDTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Controller Area Network (CAN) Module Communications Network(418-00A Controller Area Network (CAN) Module Communications Network, Diagnosis and Testing).
No	GO to W4

W4 CHECK THE CHARGING SYSTEM OPERATION

- Check the charging system operation.

Does the charging system operate correctly?

Yes	If the charging system warning indicator is never on, the system is operating correctly at this time.

Yes	GO to X2

No	GO to Pinpoint Test A

X2 PERFORM THE IPC (INSTRUMENT PANEL CLUSTER) SELF-TEST

- Using a diagnostic scan tool, perform the IPC (instrument panel cluster) self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to DTC (diagnostic trouble code) Chart: IPC (instrument panel cluster) in this section.

No	GO to X3

X3 CHECK THE GWM (GATEWAY MODULE A) DIAGNOSTIC TROUBLE CODES (DTCS)

- Using a diagnostic scan tool, check the GWM (gateway module A) Continuous Memory Diagnostic Trouble Codes (CMDTCs).

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: Controller Area Network (CAN) Module Communications Network(418-00A Controller Area Network (CAN) Module Communications Network, Diagnosis and Testing).

No	DIAGNOSE the cruise control system. For base cruise control, REFER to: Cruise Control (419-03A Cruise Control, Diagnosis and Testing). For ACC (adaptive cruise control) , REFER to: Cruise Control (419-03B Cruise Control - Vehicles With: Adaptive Cruise Control, Diagnosis and Testing).

- Monitor the door ajar RTT (reconfigurable telltale) indicator.
- Open the driver door.
- Clear the message center popup warning.
- Monitor the door ajar RTT (reconfigurable telltale) indicator.

Is the door ajar RTT (reconfigurable telltale) indicator off with the door closed, and on with the door open?

Yes	GO to Y4

No	GO to Pinpoint Test A

Y3 PERFORM THE IPC (INSTRUMENT PANEL CLUSTER) INDICATOR LAMP CONTROL ACTIVE COMMAND USING A DIAGNOSTIC SCAN TOOL

- Ignition ON.
- Using a diagnostic scan tool, view the IPC (instrument panel cluster) Parameter Identifications (PIDs).
- Access the IPC (instrument panel cluster) and control the ALL_LAMPS (All Warning Lamps) PID (parameter identification)
- Command all the warning indicators on then off while observing the diesel exhaust fluid level indicator.

Does the diesel exhaust fluid level indicator turn on when commanded on and turn off when commanded off?

Yes	GO to Y4

No	GO to Y9

Y4 PERFORM THE PCM (POWERTRAIN CONTROL MODULE) KOEO (KEY ON, ENGINE OFF) SELF-TEST

- Using a diagnostic scan tool, perform the PCM (powertrain control module) KOEO (key on, engine off) self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to the Master DTC (diagnostic trouble code) Chart.

Yes	The system is operating correctly at this time. The diesel exhaust fluid level wasn't low enough to turn on the diesel exhaust fluid level indicator or RTT (reconfigurable telltale) indicator.

No	GO to Y8

Y8 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the PCM (powertrain control module) 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 PCM (powertrain control module) connectors. Make sure they seat and latch correctly.
- 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,  Guided Routine available in the on-line Workshop Manual.

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.

Y9 CHECK FOR CORRECT IPC (INSTRUMENT PANEL CLUSTER) OPERATION

- Ignition OFF.
- Disconnect and inspect the IPC (instrument panel cluster) connector.