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2005 FORD GT OEM Service and Repair Workshop Manual

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No

VERIFY BCMC (body control module C) [BJB (battery junction box)] fuse 146 (15A) is OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.

O2 CHECK THE HIGH VOLTAGE BATTERY WAKE-UP CIRCUIT

- Measure:

Positive Lead	Measurement / Action	Negative Lead
C4238-1	V	Ground

Is the voltage greater than 11 volts?

Yes

GO to [O3](#)

No

DIAGNOSE a SOBDMC (secondary on-board diagnostic control module C) wake-up concern.

O3 CHECK THE HIGH VOLTAGE BATTERY 12V GROUND CIRCUITS FOR AN OPEN

- Ignition OFF.
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C4238-25	Ω	Ground
C4238-26	Ω	Ground

- pushed-out pins - install new pins as necessary
- Reconnect the high voltage battery 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	<p>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 High Voltage Battery.</p> <p>REFER to: High Voltage Battery - Electric (414-03A High Voltage Battery, Mounting and Cables, Removal and Installation).</p>
No	<p>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.</p>

PINPOINT TEST P : THE CMR (CAMERA MODULE - REAR) DOES NOT RESPOND TO THE DIAGNOSTIC SCAN TOOL

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

Refer to Wiring Diagrams Cell 31 for schematic and connector information.

Normal Operation and Fault Conditions The CMR (Camera Module - Rear) communicates on the FD-CAN (Flexible Data Rate Controller Area Network) . REFER to: [Controller Area Network \(CAN\) Module Communications Network - System Operation and Component Description](#) (418-00A Controller Area Network (CAN) Module Communications Network, Description and Operation).

Possible Sources

- Fuse
- Wiring, terminals and connector
- CMR (Camera Module - Rear)

Visual Inspection and Pre-checks

- Verify BCM (body control module) fuse 31 (10A) is OK.

P1 CHECK THE CMR (CAMERA MODULE - REAR) VOLTAGE SUPPLY CIRCUIT FOR AN OPEN

- Ignition OFF.
- Disconnect: CMR (Camera Module - Rear) C2826A.
- Ignition ON.

- Disconnect GWM (gateway module A) C2431A .
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C2826A-3	Ω	C2431A-4
C2826A-4	Ω	C2431A-17

Are the resistances less than 3 ohms?

Yes	CONNECT all disconnected connectors. GO to P4
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No	REPAIR the circuit in question.
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P4 CHECK FOR CORRECT CMR (CAMERA MODULE - REAR) OPERATION

- Ignition OFF.
- Disconnect and inspect the CMR (Camera Module - Rear) 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 CMR (Camera Module - Rear) 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 service article instructions. If no service articles address this concern, INSTALL a new CMR (Camera Module - Rear) . REFER to: Driver Status Monitor Camera Module [CMR]
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(2.4kW/7.2kW)

Positive Lead	Measurement / Action	Negative Lead
C4630A-1		Ground

Is the voltage greater than 11 volts?

Yes	If equipped with the 2.4kW/7.2kW DCACA (Direct Current/Alternating Current Converter Module A) , GO to Q2 If equipped with the 2.0kW DCACA (Direct Current/Alternating Current Converter Module A) , GO to Q3
No	VERIFY BCM (body control module) fuse 2 (10A) is OK. If OK, REPAIR the circuit. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.

Q2 CHECK THE DCACA (DIRECT CURRENT/ALTERNATING CURRENT CONVERTER MODULE A) CASE GROUND

- Ignition OFF.
- Measure the resistance between the DCACA (Direct Current/Alternating Current Converter Module A) case and a good chassis ground.

Is the resistance less than 3 ohms?

Yes	GO to Q4
No	REPAIR the DCACA (Direct Current/Alternating Current Converter Module A) case ground as necessary.

Q3 CHECK THE DCACA (DIRECT CURRENT/ALTERNATING CURRENT CONVERTER MODULE A) GROUND CIRCUIT FOR AN OPEN

- Ignition OFF.
- Measure:

C4630A-10	Ω	C2431A-20
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Are the resistances less than 3 ohms?

Yes	CONNECT all disconnected connectors. GO to Q5
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No	REPAIR the circuit in question.
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Q5 CHECK FOR CORRECT DCACA (DIRECT CURRENT/ALTERNATING CURRENT CONVERTER MODULE A) OPERATION

- Ignition OFF.
- Disconnect and inspect the DCACA (Direct Current/Alternating Current Converter Module A) 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 DCACA (Direct Current/Alternating Current Converter Module A) 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	<p>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 DCACA (Direct Current/Alternating Current Converter Module A) . If equipped with a 2kW inverter,</p> <p>REFER to: Direct Current/Alternating Current (DC/AC) Inverter - Vehicles With: 110-120V 2kW Pickup Bed Power Outlet (414-05 Voltage Converter/Inverter, Removal and Installation).</p> <p>If equipped with a 7.2kW inverter, REFER to: Direct Current/Alternating Current (DC/AC) Inverter - Electric, Vehicles With: Pickup Bed Power Outlet (414-05 Voltage Converter/Inverter, Removal and Installation).</p>
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- Disconnect: DCDC (direct current/direct current converter control module) C1457B and C1457C.
- Ignition ON.
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C1457B-1	V̄	Ground

Positive Lead	Measurement / Action	Negative Lead
C1457C-1	V̄	Ground

Are the voltages greater than 11 volts?

Yes	GO to R2
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No	VERIFY High current BCMC (body control module C) [BJB (battery junction box)] MEGA fuse 201 (275A) and BCMC (body control module C) [BJB (battery junction box)] fuse 159 (5A) are OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.
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R2 CHECK THE DCDC (DIRECT CURRENT/DIRECT CURRENT CONVERTER CONTROL MODULE) WAKE-UP CIRCUIT

- Measure:

Positive Lead	Measurement / Action	Negative Lead
C1457B-5	V̄	Ground

Is the voltage greater than 11 volts?

Yes	CONNECT all disconnected connectors. GO to R5
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No	REPAIR the circuit in question.
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R5 CHECK FOR CORRECT DCDC (DIRECT CURRENT/DIRECT CURRENT CONVERTER CONTROL MODULE) OPERATION

- Disconnect and inspect all the DCDC (direct current/direct current converter 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 DCDC (direct current/direct current converter 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	<p>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 DCDC (direct current/direct current converter control module) .</p> <p>REFER to: Direct Current/Alternating Current (DC/AC) Inverter - Electric, Vehicles With: Pickup Bed Power Outlet (414-05 Voltage Converter/Inverter, Removal and Installation).</p>
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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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PINPOINT TEST S : THE DDM (DRIVER DOOR MODULE) DOES NOT RESPOND TO THE DIAGNOSTIC SCAN TOOL

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

C501A-2	Ω	Ground
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Is the resistance less than 3 ohms?

Yes	GO to S3
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No	REPAIR the circuit.
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S3 CHECK THE MS-CAN (MEDIUM SPEED-CONTROLLER AREA NETWORK) 1 CIRCUITS BETWEEN THE DDM (DRIVER DOOR MODULE) AND THE GWM (GATEWAY MODULE A) FOR AN OPEN

- Disconnect: GWM (gateway module A) C2431A.
- Measure:

Positive Lead	Measurement / Action	Negative Lead
C501A-7	Ω	C2431A-3
C501A-6	Ω	C2431A-16

Are the resistances less than 3 ohms?

Yes	CONNECT all disconnected connectors. GO to S4
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No	REPAIR the circuit in question.
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S4 CHECK FOR CORRECT DDM (DRIVER DOOR MODULE) OPERATION

- Ignition OFF.
- Disconnect and inspect the DDM (driver door module) connector.

T1 CHECK THE DSM (DRIVER FRONT SEAT MODULE) / RBM (RUNNING BOARD CONTROL MODULE) VOLTAGE SUPPLY CIRCUITS FOR AN OPEN

- Ignition OFF.
- Disconnect: DSM (driver front seat module) / RBM (running board control module) C341A and C341D.
- Ignition ON.
- Measure:

Climate Controlled Seats

Positive Lead	Measurement / Action	Negative Lead
C341A-7	V̄	Ground

Positive Lead	Measurement / Action	Negative Lead
C341D-1	V̄	Ground
C341D-2	V̄	Ground

Are the voltages greater than 11 volts?

Yes	GO to T2
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No	VERIFY BCMC (body control module C) [BJB (battery junction box)] fuses 30 (40A) (climate controlled seats) and 38 (40A) are OK. If OK, REPAIR the circuit in question. If not OK, REFER to the Wiring Diagrams manual to identify the possible causes of the circuit short.
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T2 CHECK THE DSM (DRIVER FRONT SEAT MODULE) / RBM (RUNNING BOARD CONTROL MODULE) GROUND CIRCUITS FOR AN OPEN

- Ignition OFF.
- Disconnect: DSM (driver front seat module) C341C.