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2018 Ford F-250 Super Duty Service and Repair Manual

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PCM (powertrain control module)	P0604:00	Internal Control Module Random Access Memory (RAM) Error: No Sub Type Information	GO to Pinpoint Test QA
PCM (powertrain control module)	P0605:00	Internal Control Module Read Only Memory (ROM) Error: No Sub Type Information	GO to Pinpoint Test QA
PCM (powertrain control module)	P0607:00	Control Module Performance: No Sub Type Information	GO to Pinpoint Test QA
PCM (powertrain control module)	P0630:00	VIN Not Programmed Or Incompatible - ECM/PCM: No Sub Type Information	GO to Pinpoint Test QA
PCM (powertrain control module)	P064F:00	Unauthorized Software/Calibration Detected: No Sub Type Information	GO to Pinpoint Test QA
PCM (powertrain control module)	P06DA:00	Engine Oil Pressure Control Circuit/Open: No Sub Type Information	GO to Pinpoint Test R
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PCM (powertrain control module)	U0164:00	Lost Communication With HVAC Control Module: No Sub Type Information	GO to Pinpoint Test I
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PCM (powertrain control module)	U0288:00	Lost Communication With DC/AC Converter Control Module "A": No Sub Type Information	GO to Pinpoint Test N
PCM (powertrain control module)	U0404:00	Invalid Data Received from Gear Shift Control Module A: No Sub Type Information	GO to Pinpoint Test O
PCM (powertrain control module)	U0405:00	Invalid Data Received From Cruise Control Module: No Sub Type Information	GO to Pinpoint Test O
PCM (powertrain control module)	U0554:00	Invalid Data Received From Accessory Protocol Interface Module: No Sub Type Information	GO to Pinpoint Test O
PCM (powertrain control module)	U1022:00	Invalid Internal Control Module Monitoring Data Received from Body Control Module: No Sub Type Information	GO to Pinpoint Test O

- GWM (gateway module A)
- PCM (powertrain control module)

A1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to A2

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.

A2 CHECK THE COMMUNICATION NETWORK

- Using a diagnostic scan tool, perform a network test.

Did the GSM (gear shift module) module pass the network test?

Yes	GO to A3

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

A3 PERFORM GSM (GEAR SHIFT MODULE) CONTROL MODULE SELF-TEST

- Using a diagnostic scan tool, perform a GSM (gear shift module) control module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

Yes	REFER to: External Controls - Vehicles With: Column Shift(307-05B Automatic Transmission External Controls - 10-Speed Automatic Transmission – 10R80, Diagnosis and Testing). REFER to: External Controls - Vehicles With: Column Shift (307-05B Automatic Transmission External Controls - 10-Speed Automatic Transmission – 10R80, Diagnosis and Testing).

Yes	GO to A7

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.

A7 CHECK FOR OTHER CAUSES OF COMMUNICATION NETWORK 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 GSM (gear shift module) , GWM (gateway module A) or PCM (powertrain control module) . If recent service history is found:
  - verify correct replacement module was installed
    - HVBOM may be used to verify correct part fitment
  - verify the configuration of replacement module was correct
    - re-configure module using as-built data if prior configuration is suspect
  - verify the module was not obtained from a like vehicle and installed into customer vehicle
    - return the swapped module to source vehicle and obtain new replacement module
- Operate the system and determine if the observable symptom is still present.

Is the observable symptom still present?

Yes	GO to A8

No	The system is operating correctly at this time. The concern may have been due to incorrect parts replacement procedures or incorrect module configuration.

A8 CHECK FOR CORRECT GSM (GEAR SHIFT MODULE) MODULE OPERATION

- Ignition OFF.
- Disconnect and inspect the GSM (gear shift module) connector(s).
- Repair:

		CCM (cruise control module) module through the GWM (gateway module A) are missing.

Possible Sources

- Communications network concern
- CCM (cruise control module)
- GWM (gateway module A)
- PCM (powertrain control module)

B1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to B2

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.

B2 CHECK THE COMMUNICATION NETWORK

- Using a diagnostic scan tool, perform a network test.

Did the CCM (cruise control module) module pass the network test?

Yes	GO to B3

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

B3 PERFORM CCM (CRUISE CONTROL MODULE) CONTROL MODULE SELF-TEST

- Using a diagnostic scan tool, perform a CCM (cruise control module) control module self-test.

Are any Diagnostic Trouble Codes (DTCs) recorded?

- Wait 10 seconds.
- Repeat the PCM (powertrain control module) self-test.

Is DTC (diagnostic trouble code) U0104 still present?

Yes	GO to B7

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.

B7 CHECK FOR OTHER CAUSES OF COMMUNICATION NETWORK 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 CCM (cruise control module) , GWM (gateway module A) or PCM (powertrain control module) . If recent service history is found:
  - verify correct replacement module was installed
    - HVBOM may be used to verify correct part fitment
  - verify the configuration of replacement module was correct
    - re-configure module using as-built data if prior configuration is suspect
  - verify the module was not obtained from a like vehicle and installed into customer vehicle
    - return the swapped module to source vehicle and obtain new replacement module
- Operate the system and determine if the observable symptom is still present.

Is the observable symptom still present?

Yes	GO to B8

No	The system is operating correctly at this time. The concern may have been due to incorrect parts replacement procedures or incorrect module configuration.

B8 CHECK FOR CORRECT CCM (CRUISE CONTROL MODULE) MODULE OPERATION

		through the GWM (gateway module A) are missing.

Possible Sources

- Communications network concern
- ABS (anti-lock brake system) module
- GWM (gateway module A)
- PCM (powertrain control module)

C1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to C2

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.

C2 CHECK THE COMMUNICATION NETWORK

- Using a diagnostic scan tool, perform a network test.

Did the ABS (anti-lock brake system) module pass the network test?

Yes	GO to C3

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

C3 PERFORM ABS (ANTI-LOCK BRAKE SYSTEM) CONTROL MODULE SELF-TEST

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

Are any Diagnostic Trouble Codes (DTCs) recorded?

- Wait 10 seconds.
- Repeat the PCM (powertrain control module) self-test.

Is DTC (diagnostic trouble code) U0121 still present?

Yes	GO to C7

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.

C7 CHECK FOR OTHER CAUSES OF COMMUNICATION NETWORK 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 ABS (anti-lock brake system) , GWM (gateway module A) or PCM (powertrain control module) . If recent service history is found:
  - verify correct replacement module was installed
    - HVBOM may be used to verify correct part fitment
  - verify the configuration of replacement module was correct
    - re-configure module using as-built data if prior configuration is suspect
  - verify the module was not obtained from a like vehicle and installed into customer vehicle
    - return the swapped module to source vehicle and obtain new replacement module
- Operate the system and determine if the observable symptom is still present.

Is the observable symptom still present?

Yes	GO to C8

No	The system is operating correctly at this time. The concern may have been due to incorrect parts replacement procedures or incorrect module configuration.

C8 CHECK FOR CORRECT ABS (ANTI-LOCK BRAKE SYSTEM) MODULE OPERATION

PCM (powertrain control module) U0212:00	Lost Communication With Steering Column Control Module: No Sub Type Information	The PCM (powertrain control module) sets this DTC (diagnostic trouble code) if data messages from the SCCM (steering column control module) through the GWM (gateway module A) are missing.

Possible Sources

- Communications network concern
- SCCM (steering column control module)
- GWM (gateway module A)
- PCM (powertrain control module)

D1 VERIFY THE CUSTOMER CONCERN

- Ignition ON.
- Verify there is an observable symptom present.

Is an observable symptom present?

Yes	GO to D2

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.

D2 CHECK THE COMMUNICATION NETWORK

- Using a diagnostic scan tool, perform a network test.

Did the SCCM (steering column control module) module pass the network test?

Yes	GO to D3

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

D3 PERFORM SCCM (STEERING COLUMN CONTROL MODULE) SELF-TEST

- Using a diagnostic scan tool, perform a SCCM (steering column control module) self-test.