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**FF: Power Steering Pressure (PSP) Switch**

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 [FF: Introduction](#)**FF1 CHECK FOR DIAGNOSTIC TROUBLE CODES (DTC)****Are DTCs P1650 or P1651 present?**

Yes	No
For KOEO DTC P1650, GO to <a href="#">FF3</a> . For KOER DTC P1650, GO to <a href="#">FF2</a> . For continuous memory DTC P1651, GO to <a href="#">FF7</a> .	For all others, GO to Section 4, <a href="#">Diagnostic Trouble Code (DTC) Charts and Descriptions</a> .

**FF2 KOER DTC P1650: CARRY OUT TURNING THE STEERING WHEEL ONE HALF TURN****Did you turn the steering wheel at least one half turn within 20 seconds of starting the KOER self-test?**

Yes	No
GO to <a href="#">FF3</a> .	CARRY OUT the KOER self-test.

**FF3 DTC P1650: CHECK THE PSP PID**

- Ignition ON, engine running.
- Access the PCM and monitor the PSP PID.
- Turn the steering wheel back and forth.

**Does the PID state change?**

Yes	No
GO to <a href="#">FF7</a> .	GO to <a href="#">FF4</a> .

**FF4 CHECK THE PSP CIRCUITS TO THE PSP SWITCH FOR CYCLING**

- Ignition OFF.
- PSP Switch connector disconnected.
- Ignition ON, engine OFF.
- Access the PCM and monitor the PSP PID.
- For Fusion/Milan 2.3L, Edge/MKX or MKZ,
- Connect a 5 amp fused jumper wire between the following:

Point A PSP Switch Connector, Harness Side	Point B
PSPSW	Ground

- For all others,
- Connect a 5 amp fused jumper wire between the following:

Point A PSP Switch Connector, Harness Side	Point B PSP Switch Connector, Harness Side
PSPSW	SIGRTN

- Remove the jumper wire(s).

Does the PID state change?

Yes	No
INSTALL a new PSP switch. CLEAR the DTCs. REPEAT the self-test.	GO to <a href="#">FF5</a> .

## FF5 CHECK THE PSP AND SIGRTN CIRCUIT FOR AN OPEN CIRCUIT IN THE HARNESS

- Ignition OFF.
- PCM connector disconnected.
- Measure the resistance between:

( + ) PCM Connector, Harness Side	( - ) PSP Switch Connector, Harness Side
PSPSW	PSPSW
SIGRTN	SIGRTN

Are the resistances less than 5 ohms?

Yes	No
GO to <a href="#">FF6</a> .	REPAIR the open circuit. CLEAR the DTCs. REPEAT the self-test.

## FF6 CHECK THE PSP CIRCUIT(S) FOR A SHORT TO SIGRTN OR GND IN THE HARNESS

- Measure the resistance between:

( + ) PSP Switch Connector, Harness Side	( - )
PSPSW	Ground

- Measure the resistance between:

( + ) PSP Switch Connector, Harness Side	( - ) PSP Switch Connector, Harness Side
PSPSW	SIGRTN

Are the resistances greater than 10K ohms?

Yes	No
GO to <a href="#">FF8</a> .	REPAIR the short circuit. CLEAR the DTCs. REPEAT the self-test.

## FF7 DTC P1651: CHECK THE PSP CIRCUIT(S) FOR INTERMITTENT CONCERNS

**Note:** Be aware that P1651 could be set if the vehicle is towed with the engine running, or if a power

steering hydraulic concern is present.

- Ignition ON, engine OFF.
- Access the PCM and monitor the PSP PID.
- Check for open circuits while carrying out the following (a concern is indicated by a sudden change in the PCM-PSP PID):
  - Shake, wiggle, and bend the PSP and SIGRTN circuit(s).
  - Lightly tap on the PSP to simulate road shock
- PSP Switch connector disconnected.
- Check the PSP circuit for a short to ground. Shake, wiggle and bend the PSP circuits.

**Is a concern present?**

Yes	No
ISOLATE the concern. REPAIR as necessary.  CLEAR the DTCs. REPEAT the self-test.	CONNECT the PSP switch. Unable to duplicate or identify the concern at this time.  GO to Pinpoint Test <a href="#">Z</a> .

**FF8 CHECK FOR CORRECT PCM OPERATION**

- Disconnect all the PCM connectors.
- Visually inspect for:
  - pushed out pins
  - corrosion
- Connect all the PCM connectors and make sure they seat correctly.
- Carry out the PCM self-test and verify the concern is still present.

**Is the concern still present?**

Yes	No
INSTALL a new PCM. REFER to Section 2, <a href="#">Flash Electrically Erasable Programmable Read Only Memory (EEPROM)</a> , Programming the VID Block for a Replacement PCM.	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

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