

FORD: 1993-1997 PROBE, THUNDERBIRD
 1993-1998 CROWN VICTORIA, TAURUS
 1994-1998 MUSTANG
 1995-1998 CONTOUR
 1997-1998 ESCORT
 1992-1998 ECONOLINE
 1993-1998 EXPLORER
 1994-1996 BRONCO
 1994-1998 F SUPER DUTY, F-150-350 SERIES
 1995-1998 RANGER, WINDSTAR
 1997-1998 EXPEDITION

LINCOLN: 1992-1998 CONTINENTAL
 1993-1998 MARK VIII, TOWN CAR
 1998 NAVIGATOR

MERCURY: 1993-1997 COUGAR
 1993-1998 GRAND MARQUIS, SABLE
 1995-1998 MYSTIQUE
 1997-1998 TRACER
 1996-1998 VILLAGER
 1997-1998 MOUNTAINEER

This TSB article is being republished in its entirety to include other models and revise procedure.

ISSUE

The Remote Keyless Entry (RKE) system may be inoperative. This may be caused by several different items.

ACTION

Refer to the following Diagnostic Chart and text for tips on servicing customer concerns with the RKE system.

NOTE

WHEN SERVICING THE RKE SYSTEM, THE VEHICLE SHOULD BE IN THE FOLLOWING STATE: THE IGNITION SHOULD BE IN THE OFF POSITION AND ALL LIGHT SWITCHES MUST BE IN THE OFF POSITION. ISOLATE THE VEHICLE SO THAT NO RKE TRANSMITTERS ARE OPERATED WITHIN AN 18 METER (60 FT) RADIUS.

CROSS REFERENCE PROCEDURES - FIGURES FOR RKE PROGRAMMING							
Vehicle	1992	1993	1994	1995	1996	1997	1998
Continental	H - Fig. 3	H - Fig. 3	H - Fig. 3	C - Fig. 1	C - Fig. 1	C - Fig. 1	C - Fig. 8
Contour/Mystique				I - Fig. 3	I - Fig. 3	I - Fig. 3	I - Fig. 3
Escort/Tracer Wagon						D - Fig. 2	A - Fig. 5
Escort/Tracer Sedan						D - Fig. 3	A - Fig. 5

Article No. 97-24-13 Cont'd.

CROSS REFERENCE PROCEDURES - FIGURES FOR RKE PROGRAMMING (Continued)							
Vehicle	1992	1993	1994	1995	1996	1997	1998
Escort/Tracer Coupe						D - Fig. 3	D - Fig. 3, or for vehicles built after 8/97 use A - Fig. 5
Crown Vic/Grand Marq		H - Fig. 3	H - Fig. 3	C - Fig. 1	C - Fig. 1	C - Fig. 1	L - Fig. 7
Mark VIII		H - Fig. 3	H - Fig. 3	H - Fig. 3	H - Fig. 3	C - Fig. 1	C - Fig. 8
Mustang			B - Fig. 3	B - Fig. 3	B - Fig. 3	B - Fig. 3	B - Fig. 3
Probe		G - Fig. 2	G - Fig. 2	G - Fig. 2	G - Fig. 2	G - Fig. 2	
Taurus/Sable		B - Fig. 3	B - Fig. 3	B - Fig. 3	D - Fig. 3	D - Fig. 3	A - Fig. 5
Thunderbird/Cougar		B - Fig. 3	B - Fig. 3	B - Fig. 3	B - Fig. 3	B - Fig. 3	
Town Car		H - Fig. 3	H - Fig. 3	C - Fig. 1	C - Fig. 1	C - Fig. 1	K - Fig. 5
Econoline	F - Fig. 2	F - Fig. 2	F - Fig. 2	F - Fig. 2	F - Fig. 2	F - Fig. 2	F - Fig. 2
Expedition						D - Fig. 2	A - Fig. 6
Navigator							A - Fig. 6
Explorer		B - Fig. 2	B - Fig. 2	D - Fig. 2	D - Fig. 2	D - Fig. 2	A - Fig. 6
Mountaineer						D - Fig. 2	A - Fig. 6
F-Series			J - Fig. 2	J - Fig. 2	J - Fig. 2	D - Fig. 2	A - Fig. 6
Bronco			J - Fig. 2	J - Fig. 2	J - Fig. 2		
Ranger				D - Fig. 2	D - Fig. 2	D - Fig. 2	A - Fig. 6
Villager					E - Fig. 4	E - Fig. 4	E - Fig. 4
Windstar				H - Fig. 2	H - Fig. 2	H - Fig. 2	D - Fig. 2, or for vehicles built after 9/97 use A - Fig. 6

REFERENCE PROCEDURE STEPS FOR RKE PROGRAMMING

A. Cycle ignition from OFF to RUN or ACC eight (8) times within 10 seconds, ending in RUN or ACC. All doors will lock then unlock to confirm programming mode. Press any button on 1st remote transmitter. Door locks will cycle to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). Turn ignition to OFF. The door locks will lock then unlock to confirm programming.

NOTE

ESCORT/TRACER WITH SINGLE DOOR REMOTE ENTRY SYSTEMS WILL CYCLE THE DRIVER'S DOOR LOCK ONLY.

B. Turn ignition to RUN or ACC. Momentarily jump pins in programming connector located in left rear quarter panel area. All doors will lock then unlock to confirm programming mode. Press any button on 1st transmitter. Door locks will lock then unlock to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). The door locks will lock then unlock to confirm programming. Turn ignition to OFF. Locks will again cycle to indicate end of programming mode.

C. Enter 5-digit permanent entry code into the keyless entry keypad. Within 5 seconds of pressing last button of code, press the 1/2 button. All doors will lock then unlock to confirm programming mode. Press any button on 1st transmitter within 5 seconds of pressing the 1/2 button. Locks will cycle to indicate successful programming. Press any button on 2nd transmitter (up to 4 transmitters total possible) within 5 seconds of previous transmitter (if keypad light goes out before all transmitters are programmed, the process must be repeated). Press the 7/8 and 9/0 buttons simultaneously on keypad to exit program mode.

D. Cycle ignition from OFF to RUN or ACC five (5) times within 10 seconds, ending in RUN or ACC. All doors will lock then unlock to confirm programming mode. Press any button on 1st remote transmitter. Door locks will cycle to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). Turn ignition to OFF. The door locks will lock then unlock to confirm programming.

E. Enter vehicle, close and lock all doors. Insert and remove key from ignition six (6) times within 10 seconds. Instrument panel lights will flash to indicate original code has been erased. Turn ignition to the ACC position. Press LOCK button on 1st transmitter. Instrument panel lights will flash to confirm programming. To enter additional transmitters, unlock, then lock the doors using the power lock switch located on the driver door. Press LOCK button on additional transmitter (up to 4 transmitters total possible). Instrument panel lights will flash to confirm programming. Turn ignition to OFF.

F. Turn ignition to RUN or ACC. Jump pins in programming connector located at the base of the steering column for entire programming mode procedure. All doors will lock then unlock to confirm programming mode. Press any button on the 1st transmitter. Door locks will cycle to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). Turn ignition to OFF. The door locks will lock then unlock to confirm programming. Remove jumper used with programming connector.

G. Turn ignition to RUN or ACC. Momentarily jump pins in programming connector located in right rear quarter panel area. All doors will lock then unlock to confirm programming mode. Press any button on 1st transmitter. The door locks will lock then unlock to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). Turn ignition to OFF. The door locks will lock then unlock to confirm programming.

H. Turn ignition to RUN or ACC. Momentarily jump pins in programming connector located behind glove compartment. All doors will lock then unlock to confirm programming mode. Press any button on 1st transmitter. The door locks will lock then unlock to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). Turn ignition to OFF. The door locks will lock then unlock to confirm programming.

I. Turn ignition to RUN or ACC. Momentarily jump pins in programming connector located behind glove compartment. The horn will chirp to confirm programming mode. Press any button on 1st transmitter. The horn will chirp to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). The horn will chirp to confirm programming. Turn ignition to OFF. The horn will chirp one last time to indicate end of programming mode.

Article No. 97-24-13 Cont'd.

J. Turn ignition to RUN or ACC. Momentarily jump pins in programming connector located at the base of the steering column. All doors will lock then unlock to confirm programming mode. Press any button on 1st transmitter. The door locks will lock then unlock to confirm programming. Press any button on 2nd transmitter (up to 4 transmitters total possible). Turn ignition to OFF. The door locks will lock then unlock to confirm programming.

K. Cycle ignition from OFF to RUN or ACC four (4) times within 3 seconds, ending in RUN or ACC. All doors will lock then unlock to confirm programming mode. Press any button on 1st remote transmitter. Door locks will cycle to confirm programming. Press any button on 2nd transmitter within 7.5 seconds (up to 4 transmitters total possible). Turn ignition to OFF or wait 7.5 seconds. All doors will lock then unlock to confirm programming mode.

L. Diagnostic method of programming transmitters is as follows:

1. Choose Service Bay Functions from the service function card.
2. Choose Driver Door Module (DDM).
3. Choose Key Fob Programming.
4. Press any button on the remote entry transmitter.
5. Choose Fob 1, 2, 3, or 4 and press Store.
6. Repeat Step L4 for additional transmitters.
7. Press Cancel to get out of menu (you may have to press Cancel twice).

NOTE
FOR FUTURE VEHICLE STRATEGIES, THESE PROGRAM PROCEDURES WILL BE COMMONIZED.

TROUBLESHOOTING COMMON CONCERNS		
Concern	Possible Cause	Repair
1st transmitter functions correctly and 2nd transmitter inoperative for all functions	Battery in transmitter	Replace battery (NO NEED TO REPROGRAM THE MODULE).
	Transmitter was inadvertently de-programmed from remote entry module	Using New Generation Star (NGS) Tester, confirm only one (1) Transmitter Identification Code (TIC) in memory. Reprogram all transmitters. If NGS is unavailable, check battery first. If OK, then reprogram all transmitters and see if it functions.
	Faulty transmitter	Replace faulty transmitter and reprogram all transmitters at the same time.

TROUBLESHOOTING COMMON CONCERNS (Continued)		
Concern	Possible Cause	Repair
<p>1st transmitter functions correctly and 2nd transmitter inoperative for some functions (e.g., lock function will not work properly) NOTE: NO PROGRAMMING OF TRANSMITTERS IS NECESSARY.</p> <p>Both transmitters inoperative for all functions</p>	Faulty transmitter	Using NGS Tester, confirm each button on problem transmitter responds with proper function code (Lock, Unlock, Panic, or Trunk). If the one button does not respond, replace the transmitter and reprogram all transmitters.
	Transmitter was inadvertently de-programmed from remote entry module	Using NGS Tester, confirm there are NO Transmitter Identification Codes (TICs) in memory that match 1st and 2nd transmitters. Reprogram all transmitters.
	Antenna - loose connection (1997 only)	Properly reconnect/install external antenna.
	Wrong transmitters used with remote entry module. Refer to the WARNING at the end of these Diagnostic charts.	Be sure proper model year system is installed on the vehicle.
	Interference from high power or radio frequency devices (radio towers power lines, headlamp switch ON, etc.)	Move vehicle away (at least 30 meters (98 feet)) from device and retest for proper functionality.
	Wiring to remote entry module	Confirm remote entry module battery line at 12V; remote entry ground and ignition lines at 0V. Check fuses.
	Faulty remote entry module	Using NGS Tester, confirm both Transmitter Identification Codes (TICs) provided with vehicle match what is stored in memory. If so, and transmitters do not work, replace the module and reprogram transmitters.

Article No. 97-24-13 Cont'd.

TROUBLESHOOTING COMMON CONCERNS (Continued)		
Concern	Possible Cause	Repair
<p>Reduced range of performance (must walk up to vehicle before transmitter will function) NOTE: NO PROGRAMMING OF TRANSMITTERS NECESSARY.</p> <p>Vehicle will not enter program mode</p>	Loose antenna connection (1997)	Properly reconnect/install external antenna.
	Interference from high power or radio frequency devices (radio towers power lines, headlamp switch ON, etc.)	Move vehicle away (at least 30 meters (98 feet)) from device and retest for proper functionality.
	Program procedure not performed correctly	Verify correct procedure is used. NOTE: IT IS DIFFICULT TO TURN IGNITION FROM "OFF" TO "RUN" ON ESCORT/TRACER MANUAL TRANSMISSION VEHICLES DUE TO IGNITION LOCK FEATURE.
	Wiring to remote entry module	Confirm remote entry battery line at 12V, ground at 0V, and the ignition transitions from 0 to 12 volts before performing programming procedure. Check fuses.
	Interference from high power or radio frequency devices (radio towers power lines, headlamp switch ON, etc.)	Move vehicle away (at least 30 meters (98 feet)) from device and retest for proper functionality.

TROUBLESHOOTING COMMON CONCERNS (Continued)		
Concern	Possible Cause	Repair
Trunk function of both transmitters inoperative, but other functions (lock/unlock/panic) work correctly NOTE: NO PROGRAMMING OF TRANSMITTERS IS NECESSARY.	Trunk latch solenoid inoperative or missing (misbuild)	Inspect connections to latch and retest. Replace trunk latch if necessary.
	Wiring to solenoid/relay/remote entry module	Verify proper wiring to these components. Correct any issues found.
	Trunk release/liftgate unlock relay malfunction	Diagnose relay. Reattach or replace as needed.
Lock/unlock function of both transmitters inoperative, but other functions (panic/trunk) working correctly	Loose power door lock actuator connection	Remove door trim and attach power door lock actuator.
	Lock/unlock relay malfunction	Remove door trim and diagnose relay. Reattach or replace as needed.
	Wiring to remote entry module/to Relay	Verify wiring is correct and has no chafing.
Panic function of both transmitters inoperative, but other functions (lock/unlock, trunk) work correctly NOTE: NO PROGRAMMING OF TRANSMITTERS IS NECESSARY.	Wiring to parklamps/horn relay/remote entry module	Check horn pad on steering wheel for proper horn activation. If everything works fine, check wiring from remote entry module to horn relay. Verify parklamps wiring are good. Correct any concerns found.
	Horn relay malfunction	Diagnose relay. Reattach or replace as needed.
	Headlamps/Parklamps relay malfunction	Diagnose relay. Reattach or replace as needed.
	In and out of Panic issue ("have a hard time turning off panic alarm")	Reroute antenna assembly for better reception or press panic button in between horn chirps (issue corrected with 1998 model year vehicle's remote entry system).

Article No. 97-24-13 Cont'd.

WARNING

- WHEN PROGRAM MODE HAS BEEN ENTERED, ANY TRANSMITTER FUNCTIONED WITHIN 30 METERS (98 FEET) OF THE VEHICLE CAN GET PROGRAMMED TO THAT VEHICLE AND IN THE PROCESS ERASE OUT ALL PREVIOUSLY STORED TRANSMITTER CODES.
- TYPE 2 AND TYPE 3 TRANSMITTERS ARE INTERCHANGEABLE.
- TYPE 1, 7, AND 8 ARE INTERCHANGEABLE.
- TYPE 5 AND TYPE 6 ARE INTERCHANGEABLE.
- TYPE 4 IS UNIQUE AND CANNOT BE USED ON ANY OTHER VEHICLE.

OTHER APPLICABLE ARTICLES: 93-24-12
SUPERSEDES: 97-19-8
WARRANTY STATUS: INFORMATION ONLY
OASIS CODES: 112000, 203000, 203200, 204000, 205000

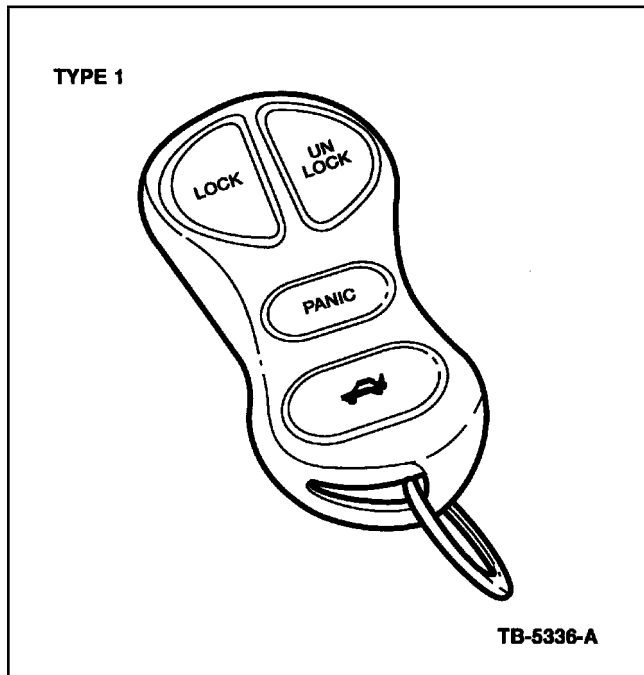


Figure 1 - Article 97-24-13

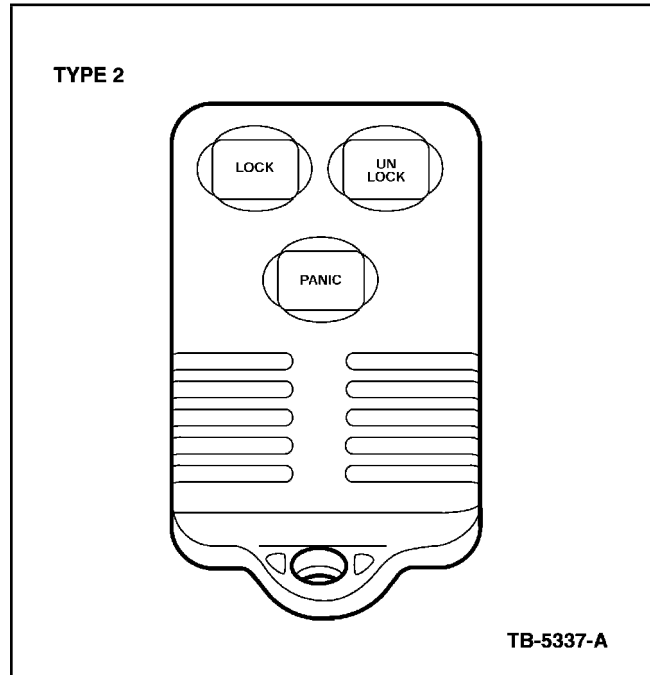


Figure 2 - Article 97-24-13

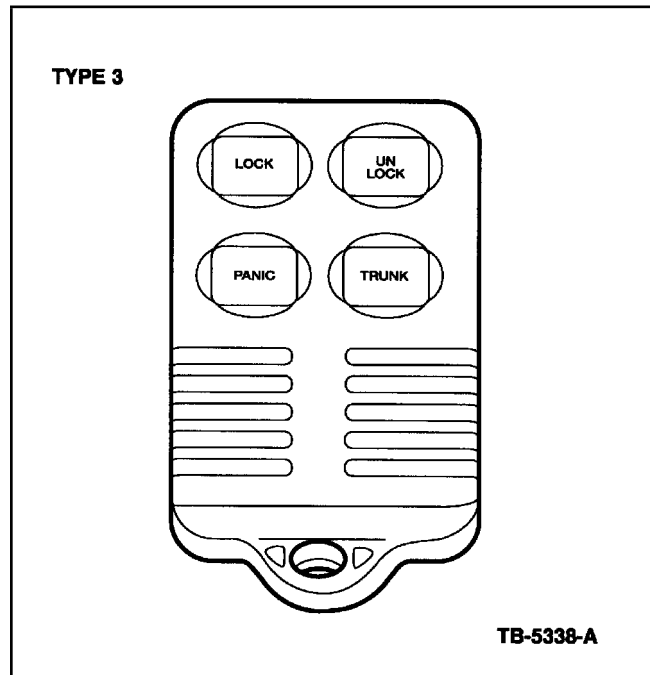


Figure 3 - Article 97-24-13

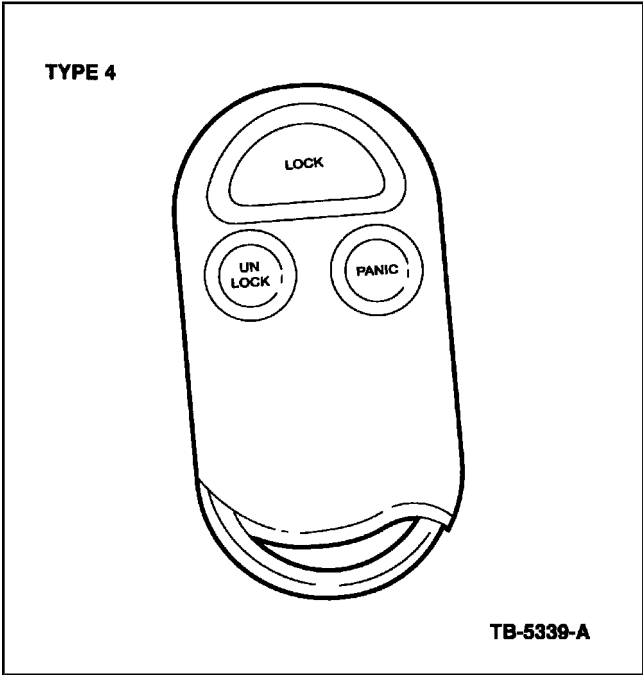


Figure 4 - Article 97-24-13

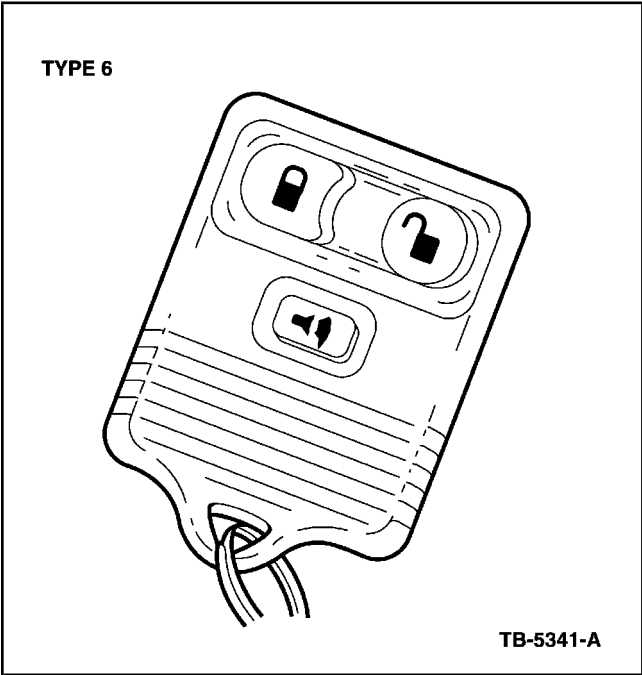


Figure 6 - Article 97-24-13

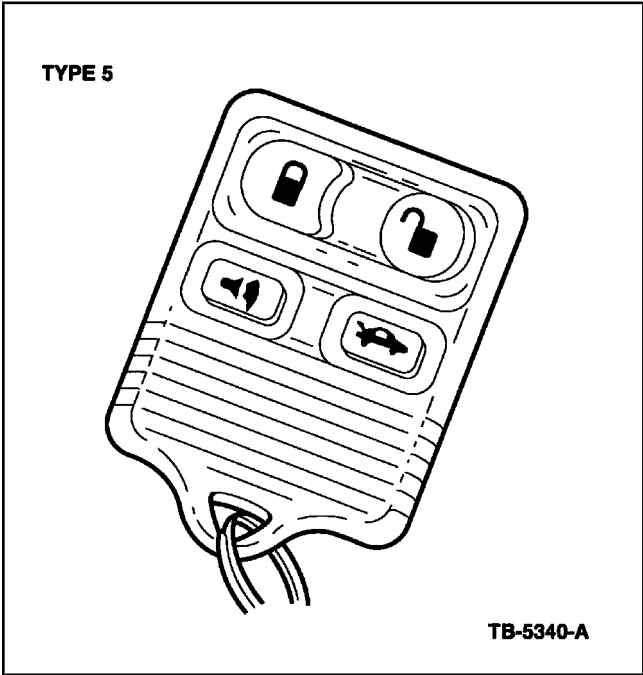
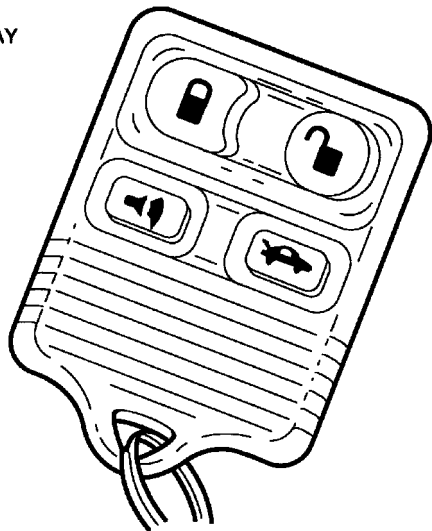


Figure 5 - Article 97-24-13

Article No. 97-24-13 Cont'd.

TYPE 7

- GRAY

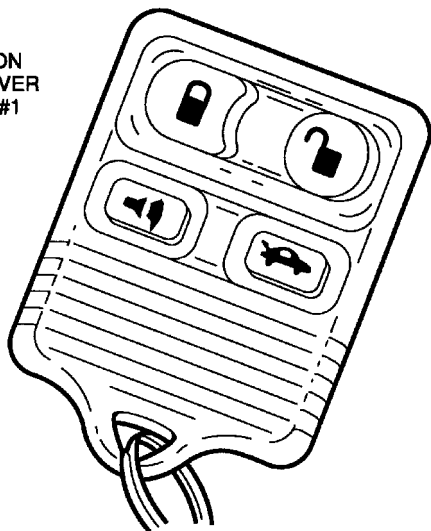


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Figure 7 - Article 97-24-13

TYPE 8

- GRAY
- SWITCH ON BACK COVER
- MOLDED #1 OR #2



TB-5343-A

Figure 8 - Article 97-24-13