

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Radio Display Module (DISP) - Electrical Diagnostics - Journey

2009 ACCESSORIES AND EQUIPMENT

Radio Display Module (DISP) - Electrical Diagnostics - Journey

DIAGNOSTIC CODE INDEX

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DTC	Description
<u>B14FF</u>	REMOTE DISPLAY (DISP) HIGH TEMPERATURE OPERATION
<u>B1500</u>	REMOTE DISPLAY (DISP) LOW TEMPERATURE OPERATION
<u>B1501</u>	REMOTE DISPLAY (DISP) HIGH HUMIDITY OPERATION
<u>B210A</u>	SYSTEM VOLTAGE LOW
<u>B210B</u>	SYSTEM VOLTAGE HIGH
<u>B210D</u>	BATTERY VOLTAGE LOW
<u>B210E</u>	BATTERY VOLTAGE HIGH
<u>B21A1</u>	ECU RESET/RECOVERY OCCURRED
<u>B222C</u>	VEHICLE CONFIGURATION NOT PERFORMED
<u>B227F</u>	REMOTE DISPLAY (DISP) INTERNAL
<u>U0010</u>	CAN INTERIOR BUS
<u>U0011</u>	CAN INTERIOR BUS OFF PERFORMANCE
<u>U0141</u>	LOST COMMUNICATION WITH IPM (FCM/TIPM)
<u>U0155</u>	LOST COMMUNICATION WITH CLUSTER/CCN
<u>U0184</u>	LOST COMMUNICATION WITH RADIO

DIAGNOSIS AND TESTING

B14FF-REMOTE DISPLAY (DISP) HIGH TEMPERATURE OPERATION

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

- **When Monitored:**

Continuously with the ignition and DISP on.

- **Set Condition:**

The code will set if the temperature inside the DISP Module is above 65°C (145°F)

Possible Causes
SAFETY SHUTDOWN

Diagnostic Test

1. VERIFY THAT DTC B14FF-REMOTE DISPLAY (DISP) HIGH TEMPERATURE OPERATION IS ACTIVE.

1. Using the scan tool, clear all DTCs.
2. Start the engine and allow the engine to reach normal operating temperature.
3. If the vehicle has been in the hot sunlight or extreme cold, move the vehicle indoors and open the doors to allow the inside temperature to stabilize.
4. The DISP module should operate between -23°C and 65°C (-10°F and +145°F).
5. Using the scan tool, read DTCs.

Does the scan tool display active: B14FF-REMOTE RADIO DISPLAY (DISP) HIGH TEMPERATURE OPERATION?

Yes

- This is a safety shut down diagnostic code. It is an internal safety feature to protect the DISP module during extreme heat.
- Allow the DISP module to return to normal operating temperature and clear all DISP DTCs.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Test Complete.

B1500-REMOTE DISPLAY (DISP) LOW TEMPERATURE OPERATION

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

• When Monitored:

Continuously with the ignition on.

• Set Condition:

The code will set if the temperature inside the Radio Display Module (DISP) is reported as below -40°C (-40°F)

Possible Causes
SAFETY SHUTDOWN

Diagnostic Test

1. ACTIVE DIAGNOSTIC TROUBLE CODE (DTC)

1. Using the scan tool, clear all DTCs.

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2. Start the engine and allow the engine to reach normal operating temperature.
3. If the vehicle has been in the hot sunlight or extreme cold, move the vehicle indoors and open the doors to allow the inside temperature to stabilize.
4. The Radio Display Module (DISP) should operate between -40°C and 85°C (-40°F and +185°F).
5. Using the scan tool, read DTCs.

Does the scan tool display active: B1500-REMOTE DISPLAY (DISP) LOW TEMPERATURE OPERATION?

Yes

- This is a safety shut down diagnostic code. It is an internal safety feature to protect the DISP module during extreme cold.
- Allow the DISP module to return to normal operating temperature and clear all DISP DTCS.

Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Test Complete.

B1501-REMOTE DISPLAY (DISP) HIGH HUMIDITY OPERATION

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

• When Monitored:

Continuously with the ignition and Radio on.

• Set Condition:

The code will set if the temperature inside the DISP module is above +65°C (+145°F) and high humidity.

Possible Causes
SAFETY SHUTDOWN

Diagnostic Test

1. **VERIFY THAT DTC B1501-REMOTE DISPLAY (DISP) HIGH HUMIDITY OPERATION IS ACTIVE**
 1. Using the scan tool, clear all DTCs.
 2. Start the engine and allow the engine to reach normal operating temperature.

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3. If the vehicle has been in the hot sunlight or extreme cold, move the vehicle indoors and open the doors to allow the inside temperature to stabilize.
4. The DISP should operate between -23°C and 65°C (-0°F and +145°F).
5. Using the scan tool, read DTCs.

Does the scan tool display active: B1501-REMOTE DISPLAY (DISP) HIGH HUMIDITY OPERATION?

Yes

- This is a safety shut down diagnostic code. It is an internal safety feature to protect the DISP module during extreme humidity.
- Allow the DISP module to return to normal operating temperature and clear all DISP DTCs.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Test Complete.

B210A-SYSTEM VOLTAGE LOW

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

• When Monitored:

At all times.

• Set Condition:

This is a CAN message that the battery voltage was below 10 Volts for over 15 seconds.

Possible Causes
LOW SYSTEM VOLTAGE BATTERY OR CHARGING SYSTEM

Diagnostic Test

1. CHECK POWERTRAIN CONTROL MODULE (PCM) or ENGINE CONTROL MODULE (ECM) DTCs

1. Using the scan tool, read Powertrain Control Module (PCM) or Engine Control Module (ECM) DTCs.

Are there any Charging or Battery DTCs present?

No

- This code is for information only. At some time there was a low battery system voltage. Check the battery and charging system in accordance with the Service Information.

Yes

- Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing** for gas engine applications or **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Diagnosis and Testing** for diesel applications and perform the appropriate diagnostic procedure.

B210B-SYSTEM VOLTAGE HIGH

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

• **When Monitored:**

At all times.

• **Set Condition:**

This is a CAN message that the system voltage was above 16 Volts for over 15 seconds.

Possible Causes
HIGH BATTERY SYSTEM VOLTAGE CHARGING SYSTEM

Diagnostic Test

1. POWERTRAIN CONTROL MODULE (PCM) or ENGINE CONTROL MODULE (ECM) DTCs

1. Using the scan tool, read Powertrain Control Module (PCM) or Engine Control Module (ECM) DTCs.

Are there any Charging or Battery DTCs present?

No

- This code is a CAN system message for information only. Check the charging system in accordance with the Service Information.

Yes

- Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing** for gas engine applications or **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Diagnosis and Testing** for diesel engine applications and perform the appropriate

diagnostic procedure.

B210D-BATTERY VOLTAGE LOW

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS**.

- **When Monitored:**

At all times.

- **Set Condition:**

Anytime the Radio Display Module (DISP) senses voltage input below 10.0 Volts, this code will set.

Possible Causes
LOW VOLTAGE ENGINE DTC
EXCESSIVE RESISTANCE IN THE (A413) FUSED B(+) CIRCUIT
EXCESSIVE RESISTANCE IN THE (Z907) GROUND CIRCUIT
RADIO DISPLAY MODULE (DISP)

Diagnostic Test

1. CHECK POWERTRAIN CONTROL MODULE DTCs

1. Using the scan tool, read Powertrain Control Module (PCM) or Engine Control Module (ECM) DTCs.

Are there any Charging or Battery DTCs present?

Yes

- Inspect the Ignition Off Draw (IOD) fuse for an open. If no problems were found. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing** for gas engine applications or **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Diagnosis and Testing** for diesel engine applications and perform the appropriate diagnostic procedure.

No

- Go to step 2

2. TEST FOR INTERMITTENT CONDITION

1. Using the scan tool, record and erase DTCs.
2. Start the engine and run for two minutes.
3. Using the scan tool, read DTCs in the Radio Display Module (DISP).

Does the scan tool display B210D-BATTERY VOLTAGE LOW?

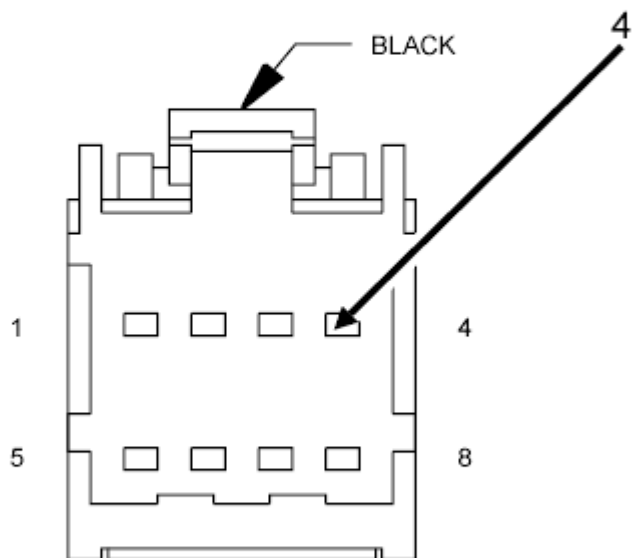
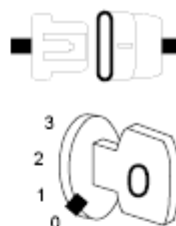
Yes

- Go to step 3

No

- The conditions that caused this code to set are not present at this time. Using the **SYSTEM WIRING DIAGRAMS** as a guide, inspect the wiring and connectors.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

3. (A413) FUSED B(+) CIRCUIT OPEN OR EXCESSIVE RESISTANCE



MODULE-
RADIO
DISPLAY C2
(NAVIGATION)

1962164

Fig. 1: Checking Fused B(+) Circuit Open Or Excessive Resistance
Courtesy of CHRYSLER LLC

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1. Turn the ignition off.
2. Disconnect the Radio Display Module harness connector.
3. Using a 12-volt test light connect to ground, probe the (A413) Fused B(+) circuit in the Radio Display Module harness connector.

Does the test light illuminate brightly?

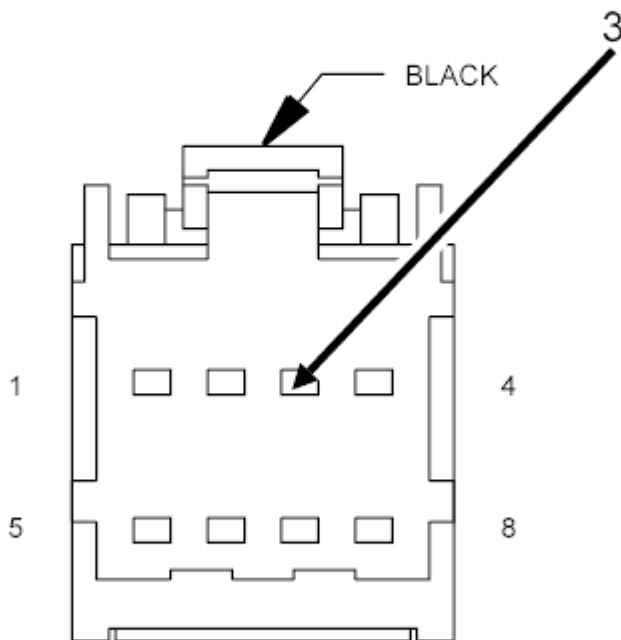
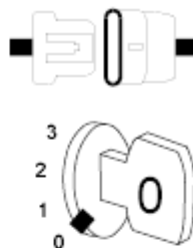
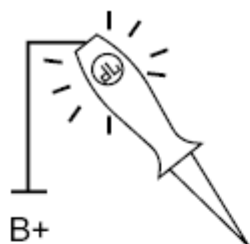
Yes

- Go to step 4

No

- Repair open or excessive resistance in the (A413) Fused B(+) circuit. Inspect the Ignition Off Draw (IOD) Fuse. If the fuse is open inspect the (A413) Fused B(+) circuit for a short to ground, which may be caused by an internal short of the Radio Display Module.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (Z907) GROUND CIRCUIT OPEN OR EXCESSIVE RESISTANCE



MODULE-
RADIO
DISPLAY C2
(NAVIGATION)

1962173

Fig. 2: Checking Ground Circuit Open Or Excessive Resistance
Courtesy of CHRYSLER LLC

Using a 12-volt test light connect to the (A413) Fused B(+) circuit, probe the (Z907) Ground circuit in the Radio Display Module harness connector.

Does the test light illuminate brightly?

Yes

- Using the wiring schematics as a guide, inspect the harness and connectors. Look for bent, pushed out, poor terminal pin fit and, corrosion that may cause an intermittent failure. If okay, replace the

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Radio Display Module (DISP) in accordance with the Service Information.

- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the open or excessive resistance in the (Z907) Ground circuit.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B210E-BATTERY VOLTAGE HIGH

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

- **When Monitored:**

At all times.

- **Set Condition:**

Anytime the Radio Display Module (DISP) senses voltage input above 16.0 Volts, this code will set.

Possible Causes
HIGH VOLTAGE ENGINE DTC RADIO DISPLAY MODULE (DISP)

Diagnostic Test

1. **CHECK POWERTRAIN CONTROL MODULE (PCM) or ENGINE CONTROL MODULE (ECM) DTCs**

1. Using the scan tool, read PCM/ECM DTCs.

Are there any Charging or Battery DTCs present?

No

- Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing** for gas engine applications or **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Diagnosis and Testing** for diesel engine applications and perform the appropriate diagnostic procedure.

No

- Go to step 2

2. **TEST FOR INTERMITTENT CONDITION**

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1. Using the scan tool, record and erase DTCs
2. Start the engine and run for two minutes.
3. Using the scan tool, read Radio Display Module (DISP) DTCs.

Does the scan tool display B210E-BATTERY VOLTAGE HIGH?

Yes

- Replace the Radio Display Module (DISP) in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- The conditions that caused this code to set are not present at this time. Using the **SYSTEM WIRING DIAGRAMS** as a guide, inspect the wiring and connectors.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B21A1-ECU RESET/RECOVERY OCCURRED

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

- **When Monitored:**

With the ignition on.

- **Set Condition:**

When the Radio Display Module (DISP) experiences a reset event.

Possible Causes
LOW BATTERY VOLTAGE

Diagnostic Test

1. LOW BATTERY VOLTAGE

1. Using the scan tool, read the active DTCs.
2. Cycle the ignition switch from off to on at least five times, leaving the ignition on for a minimum of 90 seconds per cycle.
3. Using the scan tool, read the active DTCs.

Does the scan tool display this DTC is active?

Yes

- Check for intermittent condition by inspecting the wiring harness and cables for chafed, pierced, pinched and partially broken wires.
- Repair as necessary.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Test Complete.

B222C-VEHICLE CONFIGURATION NOT PERFORMED

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

• **When Monitored:**

With the ignition on.

• **Set Condition:**

When the Radio Display Module (DISP) detects the signal from the Totally Integrated Power Module (TIPM) relevant for vehicle characteristic is missing for a period greater than the specified fault duration.

Possible Causes

TOTALLY INTEGRATED POWER MODULE NOT CONFIGURED CORRECTLY
TOTALLY INTEGRATED POWER MODULE (TIPM)

Diagnostic Test

1. ACTIVE DIAGNOSTIC TROUBLE CODE (DTC)

1. Using the scan tool, read the active DTCs.
2. Cycle the ignition switch from off to on at least five times, leaving the ignition on for a minimum of 90 seconds per cycle.
3. Using the scan tool, read the active DTCs.

Does the scan tool display this DTC is active?

Yes

- Go to step 2

No

- If the DTC is stored, check for an intermittent condition. Visually inspect the related wiring harness connectors. Look for broken, bent, pushed out or corroded terminals.

2. CONFIGURE THE TIPM TO THE VEHICLE

1. With the scan tool enter program network configuration and program the TIPM to the vehicle configuration.
2. Using the scan tool, erase TIPM DTCs.
3. Cycle the ignition switch from off to on at least five times, leaving the ignition on for a minimum of 90 seconds per cycle.
4. Using the scan tool, read the active DTCs.

Does the scan tool display this DTC as active?

Yes

- Inspect the wiring and connectors for damage or shorted circuits. If okay, replace and program the Totally Integrated Power Module (TIPM) in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair is complete.

B227F-REMOTE DISPLAY (DISP) INTERNAL

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

• When Monitored:

With the ignition on.

• Set Condition:

If the Radio Display Module has an internal fault. This DTC has a maturing time of 1000 milliseconds and a de-maturing time of 200 milliseconds. If the DTCs status changes from active to stored it will stay in memory for 100 consecutive ignition cycles.

Possible Causes

RADIO DISPLAY MODULE (DISP)

Diagnostic Test

1. RADIO DISPLAY MODULE (DISP)

View the repair.

Repair

- Replace the Radio Display Module (DISP) in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

U0010-CAN INTERIOR BUS

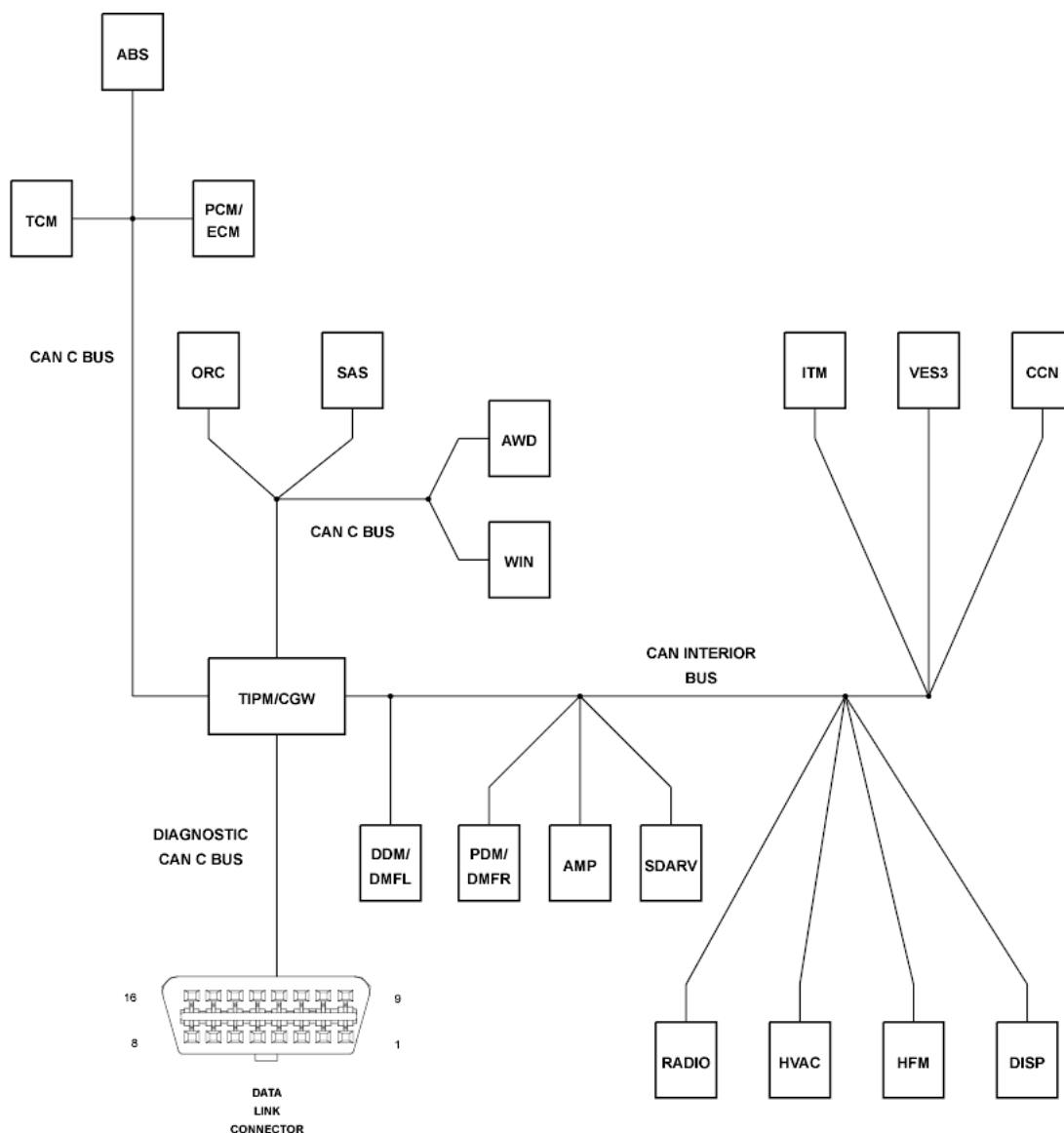


Fig. 3: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

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- **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 and 16 Volts.

Ignition Off Draw (IOD) fuse installed.

- **Set Condition:**

The Radio Display Module (DISP) detects a short to ground on the CAN Interior Bus (125K) (+) circuit or a short to voltage on the CAN Interior Bus (125K) (-) circuit.

Possible Causes
(D265) CAN INTERIOR BUS (125K) (+) CIRCUIT SHORTED TO GROUND
(D264) CAN INTERIOR BUS (125K) (-) CIRCUIT SHORTED TO VOLTAGE
ANY CAN INTERIOR BUS MODULE
TOTALLY INTEGRATED POWER MODULE (TIPM)

Diagnostic Test

1. VERIFY THE DIAGNOSTIC TROUBLE CODE (DTC) IS ACTIVE

NOTE: Make sure the IOD fuse is installed and the battery is fully charged before proceeding.

1. Turn the ignition on.
2. Using the scan tool, read active Radio Display Module (DISP) DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0010-CAN INTERIOR BUS diagnostic procedure.

No

- Refer to Non-DTC Diagnostics/Communication - Diagnosis and Testing and perform the Stored Lost Communication DTCs diagnostic procedure.

U0011-CAN INTERIOR BUS OFF PERFORMANCE

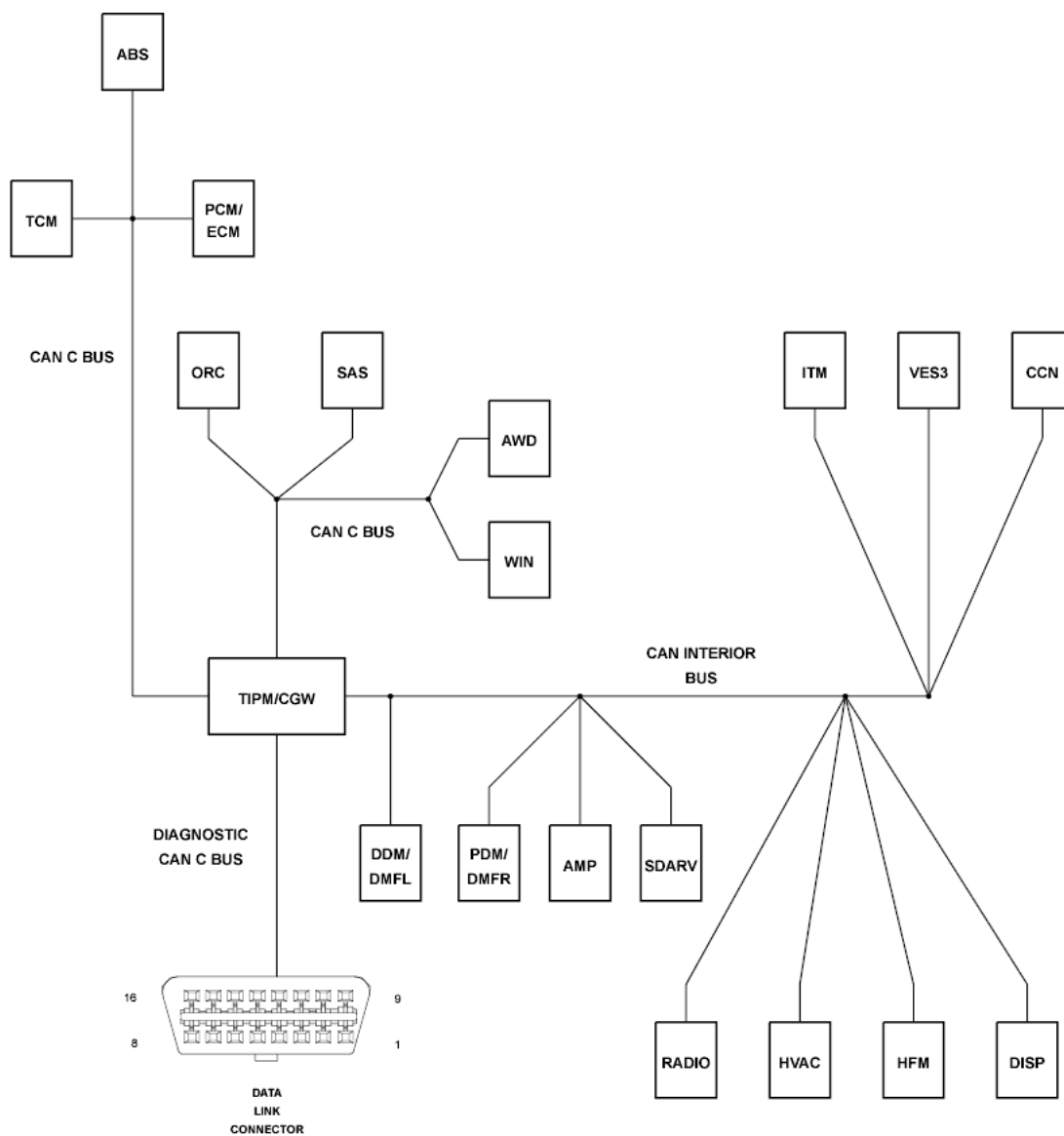


Fig. 4: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS**.

• **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 and 16 Volts.

Ignition Off Draw (IOD) fuse installed.

• **Set Condition:**

The Radio Display Module (DISP) detects the CAN Interior Bus circuits shorted to ground, shorted together or shorted to voltage.

Possible Causes

(D265) CAN INTERIOR BUS (125K) (+) CIRCUIT SHORTED TO GROUND
 (D264) CAN INTERIOR BUS (125K) (-) CIRCUIT SHORTED TO GROUND
 (D265) CAN INTERIOR BUS (125K) (+) CIRCUIT SHORTED TO (D264) CAN INTERIOR BUS (125K) (-) CIRCUIT
 (D265) CAN INTERIOR BUS (125K) (+) CIRCUIT SHORTED TO VOLTAGE
 (D264) CAN INTERIOR BUS (125K) (-) CIRCUIT SHORTED TO VOLTAGE
 ANY CAN INTERIOR BUS MODULE
 TOTALLY INTEGRATED POWER MODULE (TIPM)

Diagnostic Test

1. VERIFY THE DIAGNOSTIC TROUBLE CODE (DTC) IS ACTIVE

NOTE: Make sure the IOD fuse is installed and the battery is fully charged before proceeding.

1. Turn the ignition on.
2. Using the scan tool, read active Radio Display Module (DISP) DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0011-CAN INTERIOR BUS OFF PERFORMANCE diagnostic procedure.

No

- Refer to Non-DTC Diagnostics/Communication - Diagnosis and Testing and perform the Stored Lost Communication DTCs diagnostic test procedure.

U0141-LOST COMMUNICATION WITH IPM (FCM/TIPM)

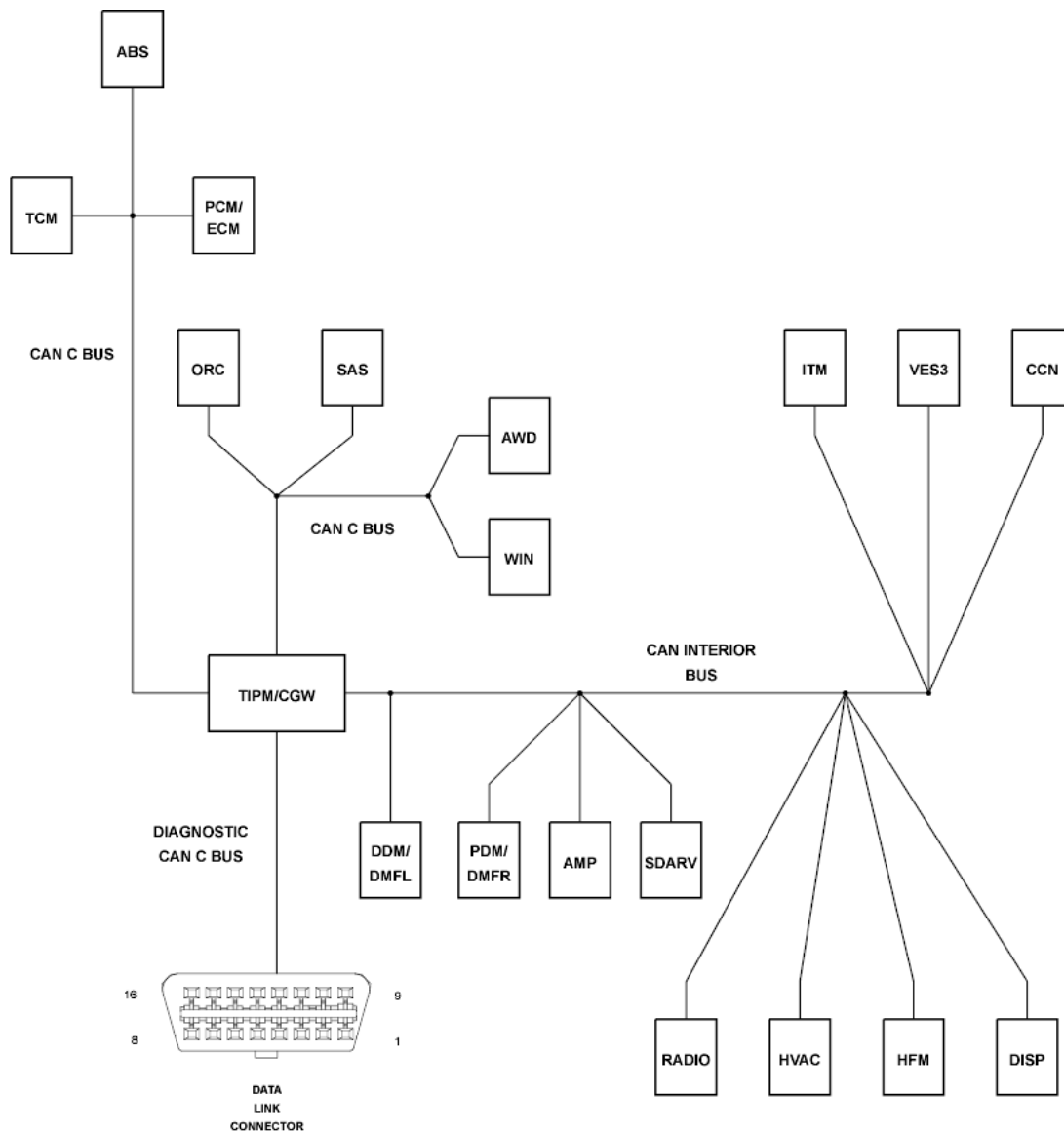


Fig. 5: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS**.

• **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 and 16 Volts.

Ignition Off Draw (IOD) fuse installed.

• **Set Condition:**

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Bus messages not received from the Totally Integrated Power Module (TIPM) for approximately two to five seconds.

Possible Causes

(D265) CAN INTERIOR BUS (125K) (+) CIRCUIT SHORTED TO VOLTAGE
(D264) CAN INTERIOR BUS (125K) (-) CIRCUIT SHORTED TO GROUND
DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
TIPM NOT CONFIGURED CORRECTLY
TIPM POWER AND GROUND
TOTALLY INTEGRATED POWER MODULE (TIPM)
RADIO DISPLAY MODULE (DISP)

Diagnostic Test

1. VERIFY THE DIAGNOSTIC TROUBLE CODE (DTC) IS ACTIVE

NOTE: Make sure the IOD fuse is installed and the battery is fully charged before proceeding.

1. Turn the ignition on.
2. Using the scan tool, read active Radio Display Module (DISP) DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0141-LOST COMMUNICATION WITH IPM (FCM/TIPM) diagnostic procedure.

No

- Refer to Non-DTC Diagnostics/Communication - Diagnosis and Testing and perform the Stored Lost Communication DTCs diagnostic procedure.

U0155-LOST COMMUNICATION WITH CLUSTER/CCN

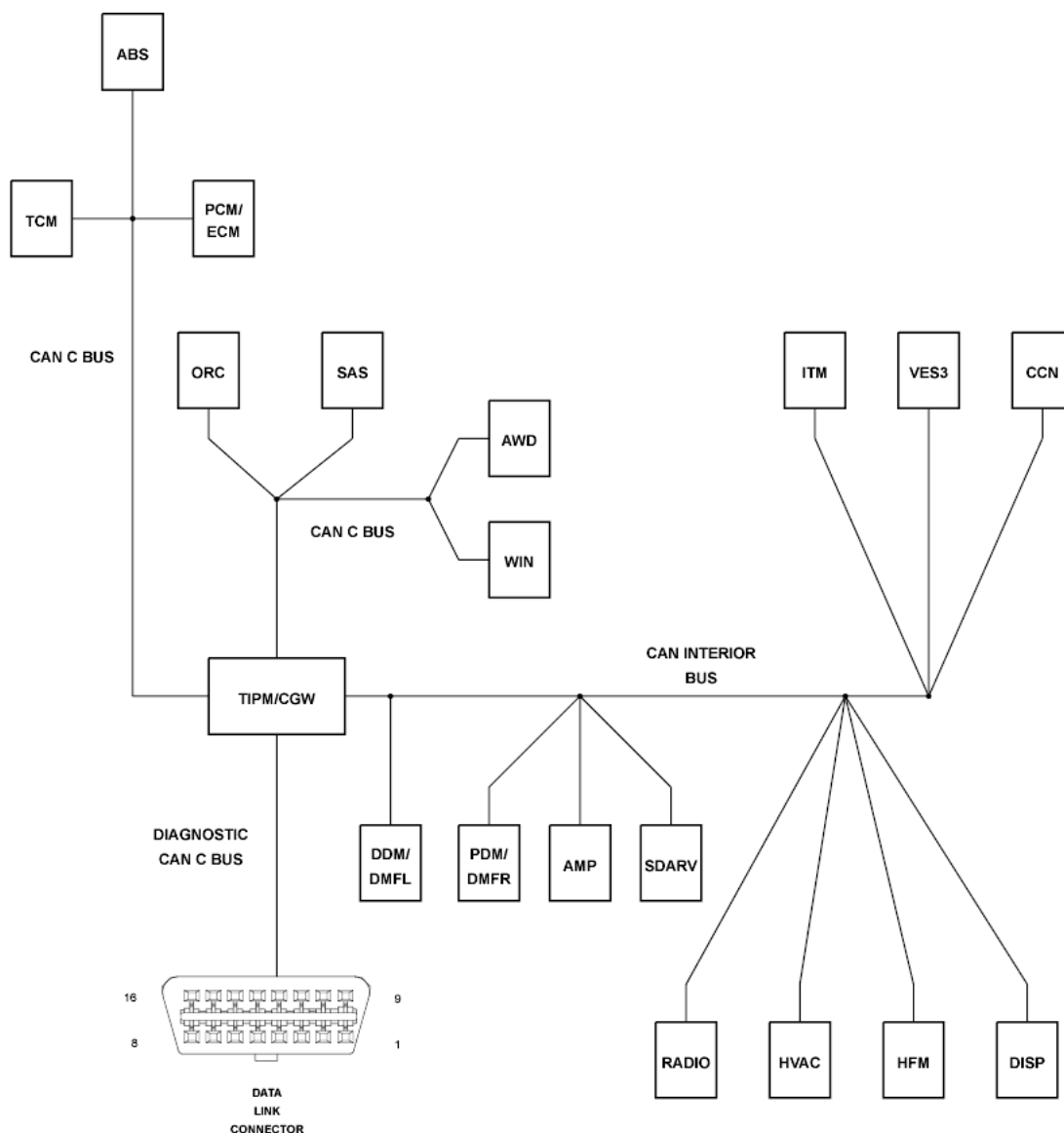


Fig. 6: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS**.

- **When Monitored:**

Continuously when the ignition is on.

The battery voltage is between 10 and 16 Volts.

Ignition Off Draw (IOD) fuse installed.

- **Set Condition:**

Bus messages not received from the Cluster for approximately two to five seconds.

Possible Causes
(D265) CAN INTERIOR BUS (125K) (+) CIRCUIT SHORTED TO VOLTAGE (D264) CAN INTERIOR BUS (125K) (-) CIRCUIT SHORTED TO GROUND DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES TIPM NOT CONFIGURED CORRECTLY CLUSTER POWER AND GROUND CLUSTER (CCN) RADIO DISPLAY MODULE (DISP)

Diagnostic Test

1. VERIFY THE DIAGNOSTIC TROUBLE CODE (DTC) IS ACTIVE

NOTE: Make sure the IOD fuse is installed and the battery is fully charged before proceeding.

1. Turn the ignition on.
2. Using the scan tool, read active Radio Display Module (DISP) DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0155-LOST COMMUNICATION WITH CLUSTER/CCN diagnostic procedure.

No

- Refer to Non-DTC Diagnostics/Communication - Diagnosis and Testing and perform the Stored Lost Communication DTCs diagnostic test procedure.

U0184-LOST COMMUNICATION WITH RADIO

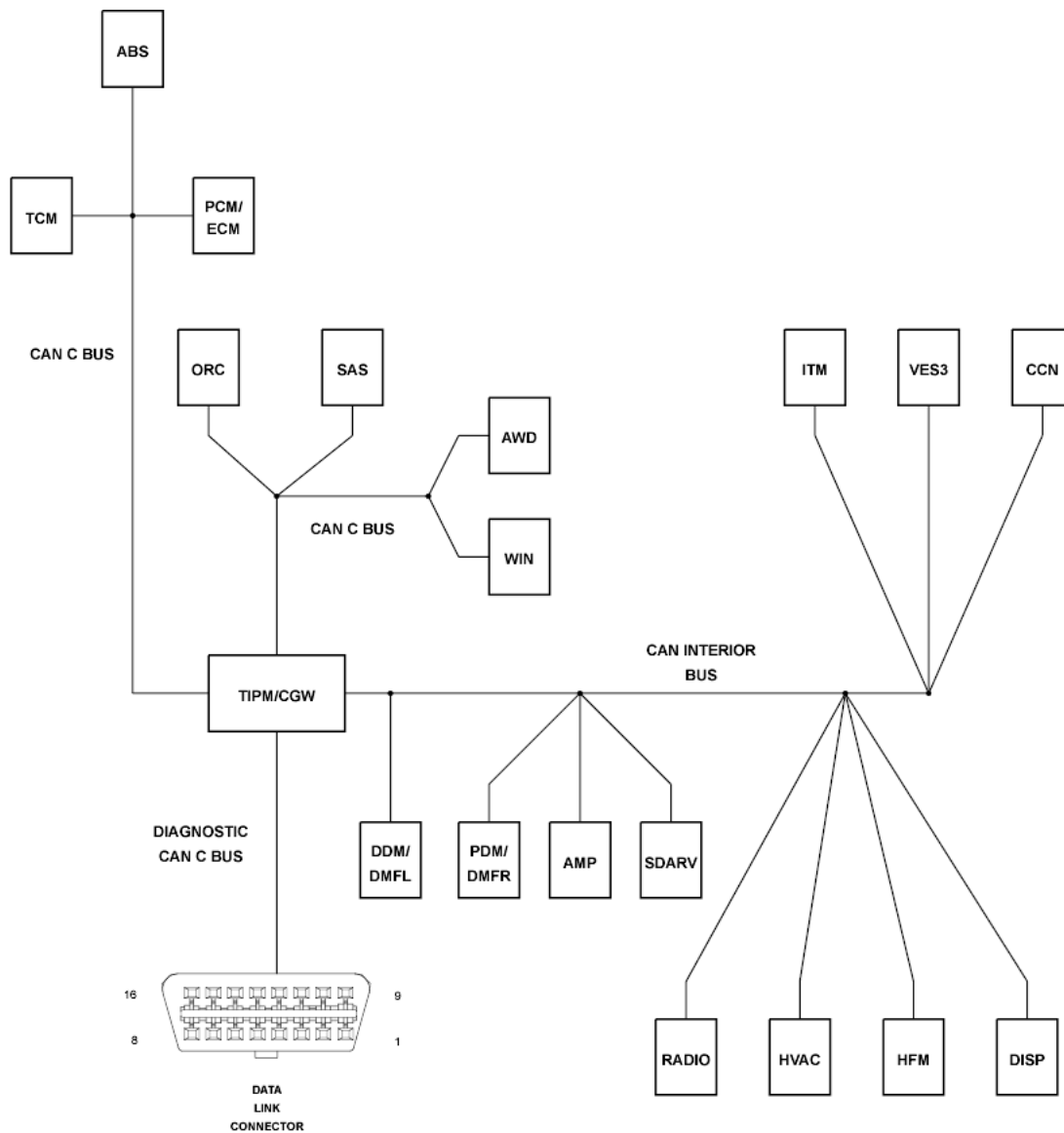


Fig. 7: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

For complete wiring diagrams, refer to **SYSTEM WIRING DIAGRAMS**.

• **When Monitored:**

Continuously when the ignition is on.

The battery voltage between 10 and 16 Volts.

Ignition Off Draw (IOD) fuse installed.

• **Set Condition:**

Bus messages not received from the Radio for approximately two to five seconds.

Possible Causes

(D265) CAN INTERIOR BUS (125K) (+) CIRCUIT SHORTED TO VOLTAGE
(D264) CAN INTERIOR BUS (125K) (-) CIRCUIT SHORTED TO GROUND
DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
TIPM NOT CONFIGURED CORRECTLY
RADIO POWER AND GROUND
RADIO
RADIO DISPLAY MODULE (DISP)

Diagnostic Test**1. VERIFY THE DIAGNOSTIC TROUBLE CODE (DTC) IS ACTIVE**

NOTE: Make sure the IOD fuse is installed and the battery is fully charged before proceeding.

1. Turn the ignition on.
2. Using the scan tool, read the active Radio Display Module (DISP) DTCs.

Is this DTC active?

Yes

- Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** and perform the **U0184-LOST COMMUNICATION WITH RADIO** diagnostic procedure.

No

- Refer to **Non-DTC Diagnostics/Communication - Diagnosis and Testing** and perform the Stored Lost Communication DTCs diagnostic procedure.