

2009 ACCESSORIES AND EQUIPMENT

Communication - Non-DTC Diagnostics - Journey

DIAGNOSIS AND TESTING

CAN BUS COMMUNICATION INTERMITTENT TEST

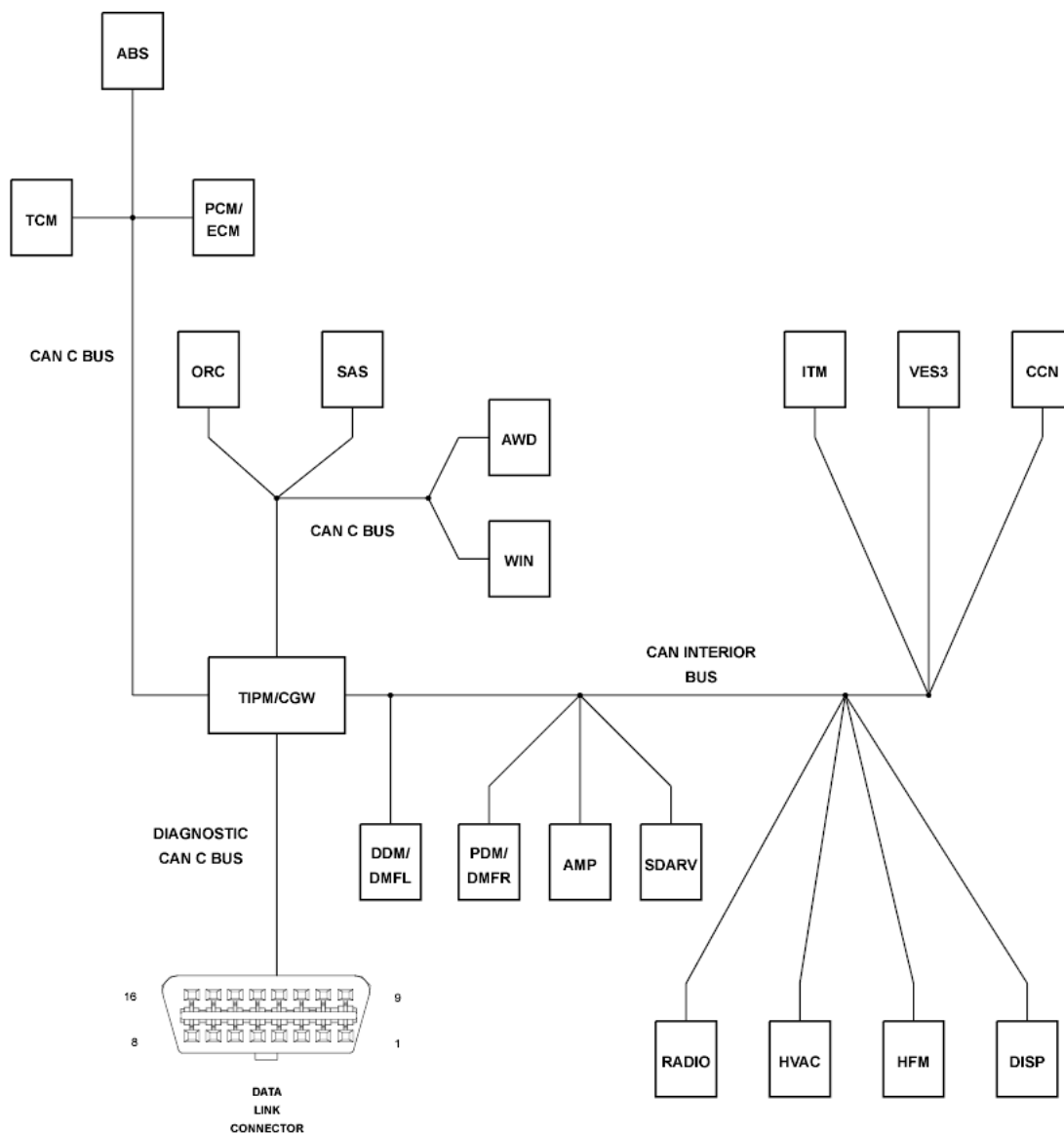


Fig. 1: Can Bus Communication Module Diagram
Courtesy of CHRYSLER LLC

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

Diagnostic Test

1. RECORD AND ERASE ALL DTC'S

With the scan tool, run a vehicle scan report (TSB 08-017-06) to record all DTCs from all modules. The vehicle scan report may be used later as an aid in diagnosing the intermittent condition.

Erase all DTCs from all modules.

Did any DTCs reappear and stay active?

Yes

- Select and perform the correct DTC procedure. Refer to the appropriate diagnostic procedures in this service information .

No

- Go to step 2

2. ATTEMPT TO REPRODUCE THE CONDITION

Monitor for and repair any active codes that appear as you work through the following steps.

- Check for any Technical Service Bulletins (TSBs) that may apply.
- Review the "When Monitored and "Set Conditions" for any DTCs that were stored and attempt to reproduce the conditions listed.
- Wiggle the wiring harness and connectors of the related circuit, sensor or component.

Was the source of the intermittent condition found?

Yes

- Make the appropriate repairs.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 3

3. ATTEMPT TO ISOLATE THE SYSTEM WITH THE INTERMITTENT CONDITION

In the event the intermittent condition cannot be duplicated, the following may aid in isolating the system involved.

The vehicle scan report can be a great diagnostic aid for tracking down the source of an intermittent condition when used in conjunction with the vehicle bus topology chart.

1. Obtain a copy of the vehicle scan report created previously.
2. Print the vehicle CAN Bus topology chart included with this test.
3. Using the ECU Info on the scan report, eliminate modules not equipped on this vehicle by crossing them off the topology chart.
4. On the topology chart, place a check mark next to or cross off any module that the scan report shows as reporting a DTC.

NOTE: Using the process of elimination, modules that are reporting codes are most likely operating properly. See if there is one module that is NOT reporting any codes. This is a likely area of interest to proceed with in the diagnosis of an intermittent condition.

Was any single module on any single bus not reporting any DTCs?

Yes

- Using the wiring diagram/schematic as a guide, inspect the wiring and connectors related to the component in question. Look for chafed, pierced, pinched, or partially broken wires and broken, bent, pushed out, spread, corroded, or contaminated terminals. Reconnect any disconnected components and harness connectors and ensure they are properly seated.
- If no problems are found, replace the module not reporting any DTCs in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

No

- Go to step 4

4. ISOLATING THE REASON FOR TWO OR MORE MODULES NOT COMMUNICATING

NOTE: This procedure will work well with intermittent module communication. However with all modules responding, the network topology will show all blue modules Therefore IGNORE active or stored status on the scan reports DTCs and the look at the modules that had no response for a loss of power or ground USE all module DTCs to determine which module was not responding intermittently.

Use the scan tool network topology to determine which module or modules are not communicating (modules will be highlighted in red).

The vehicle scan report can also be used to determine if two or more different modules, on the same bus or on different busses, are reporting stored codes for a common circuit.

If the modules that are not communicating are on different branches of a common bus or on different

busses the most likely cause is a common power or ground that these modules share.

A loss of ground to the non-communicating module or modules can cause bus (+) or (-) circuit HIGH DTC's. Battery voltage supplied to most modules with no ground will pull bus voltage high.

A loss of power to the non-communicating module or modules can cause bus (+) or (-) circuit LOW DTC's.

Was the source of the intermittent condition located?

Yes

- Make the appropriate repairs.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- The problem cannot be found at this time. If repeated intermittent failures are encountered that cannot be reproduced and the condition has prompted multiple customer visits to the dealership, document any findings on the repair order.

CAN BUS TERMINATION RESISTANCE TEST

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Non-Dominant	0	1	2	3	4
One-Dominant (Value in Ohms)	123.80	118.89	114.36	110.16	106.26
Two-Dominant (Value in Ohms)	61.90	60.64	59.44	58.29	57.187

5	6	7	8	9	10	11	12
102.62	99.23	96.05	63.07	90.27	87.63	85.14	82.79
56.11	55.08	54.08	53.13	52.20	51.31	50.44	49.61

13	14	15	16	17	18	19	20
80.57	78.46	76.46	74.56	72.75	71.03	69.39	67.82
48.80	48.02	47.27	46.53	45.82	45.13	44.46	43.81

1. By measuring the resistance of a data bus (with the battery disconnected) a determination can be made as to the number of modules connected to that bus.
 1. With the battery disconnected obtain a measurement of the vehicles data bus termination resistance from any accessible harness connection point where bus circuits are present. Measure from bus (+) to bus (-).
 2. Compare this value to the table above.
 3. Identify the closest match.
 4. The column will indicate the number of non-dominant modules on the portion of bus measured.
 5. The row will indicate the number of dominant modules connected to the portion of bus measured.
2. The value given for "One-Dominant" would be representative of a portion of a bus split in the middle or one having an open somewhere between dominant modules. When a data bus is inoperative due to an open circuit somewhere in the data bus, a measurement of resistance and the above table could help identify the location of the problem.

NOTE: It should be noted that some early CAN bus vehicles had non dominant CAN-C modules that did not contain any termination resistance. A bus termination check on these vehicles could produce a measured value that does not represent the number of modules actually connected to that bus when using the above table. Therefore it is important to determine whether the vehicle being worked on has dominant CAN-C modules.

BOTH DIAGNOSTIC CAN C (+) AND DIAGNOSTIC CAN C (-) CIRCUITS OPEN

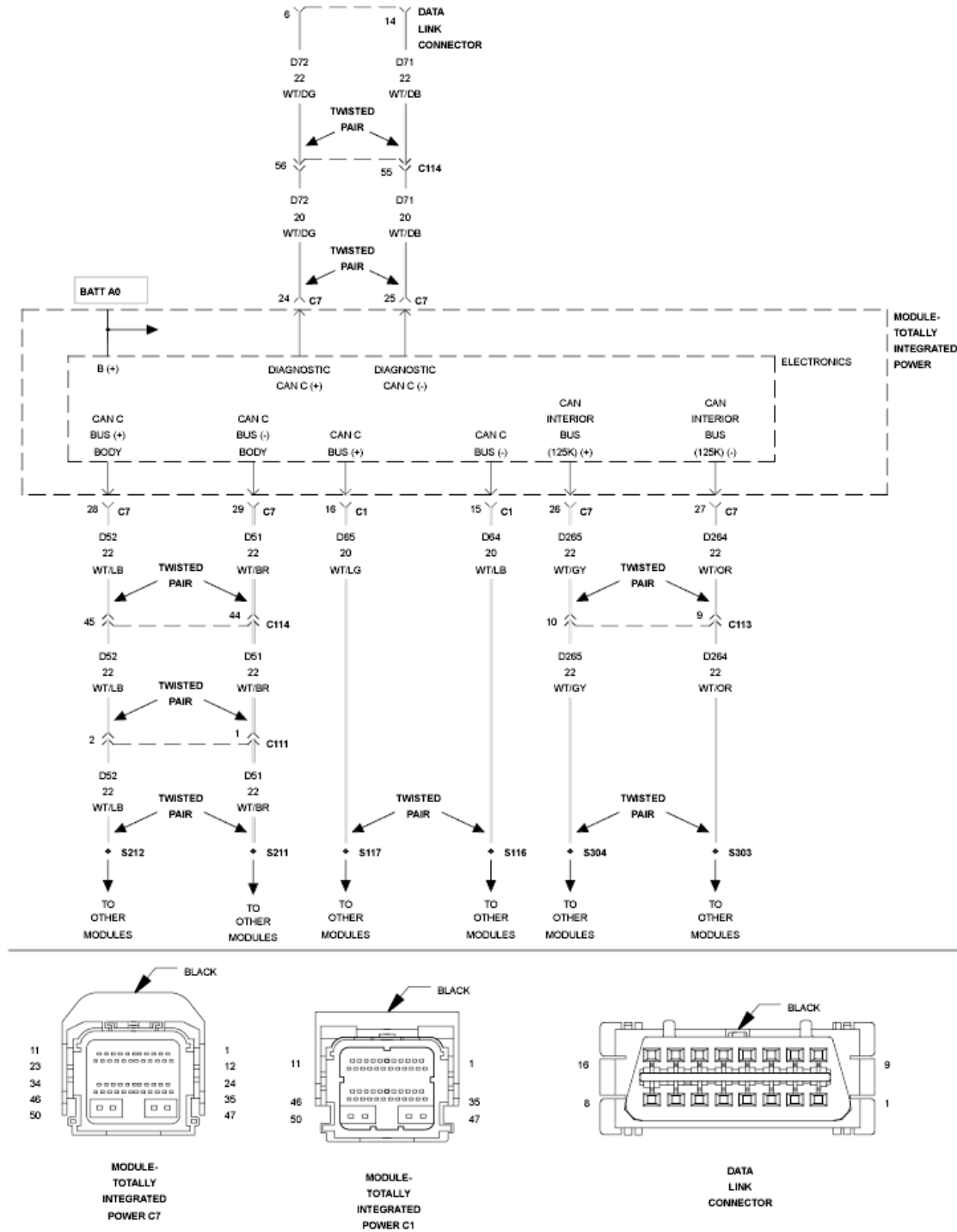


Fig. 3: TIPM Diagnostic CAN C & CAN C BUS Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

When the scan tool queries the TIPM.

- **Set Condition:**

The scan tool has detected an open condition on both Diagnostic CAN C circuits.

Possible Causes
(D72) DIAGNOSTIC CAN C (+) CIRCUIT OPEN
(D71) DIAGNOSTIC CAN C (-) CIRCUIT OPEN
TOTALLY INTEGRATED POWER MODULE

Diagnostic Test**1. CHECK THE STATUS OF THE ERROR MESSAGE**

NOTE: Ensure the vehicle being tested is a CAN BUS VEHICLE. If not, false error messages may be displayed.

NOTE: Ensure the scan tool is updated to the latest software.

1. With the scan tool, record the error message.
2. Disconnect the scan tool from the DLC.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.

Does the scan tool display this same error message?

Yes

- Go to step 2

No

- The conditions that caused this error message to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. (D72) DIAGNOSTIC CAN C (+) CIRCUIT OPEN

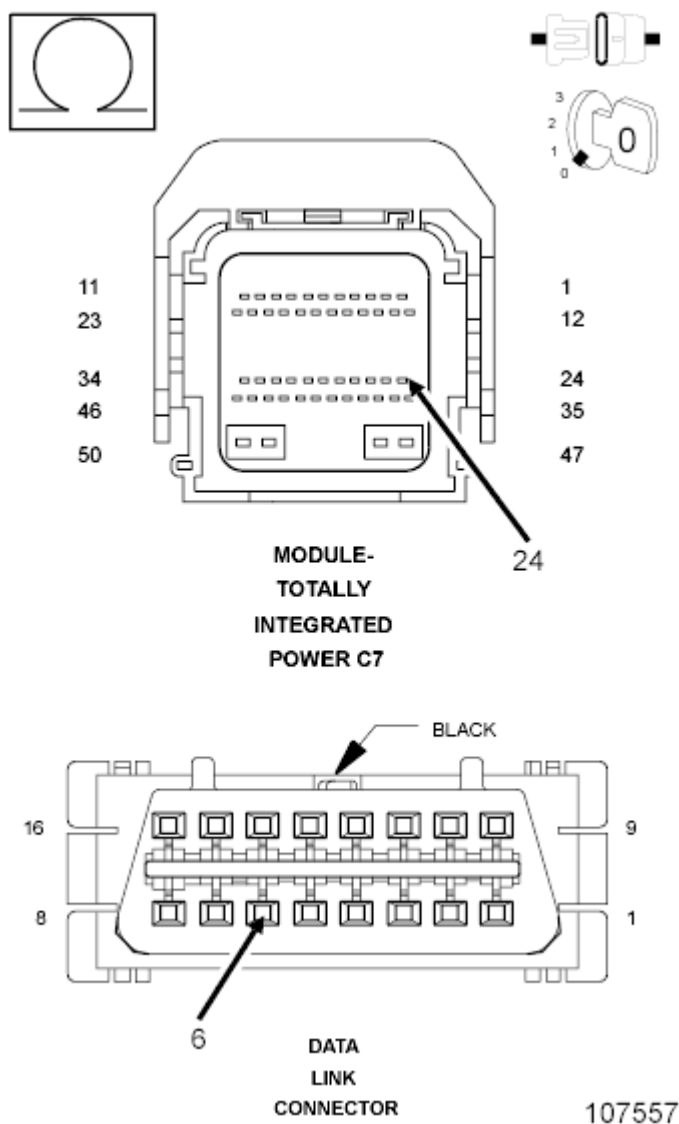


Fig. 4: Checking Diagnostic Can C (+) Circuit For Open
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Disconnect the scan tool from the DLC.

NOTE: Check the connectors at both the DLC and the TIPM.

4. Measure the resistance of the (D72) Diagnostic CAN C (+) circuit between the TIPM C7 harness connector and the DLC.

Is the resistance below 5.0 ohms?

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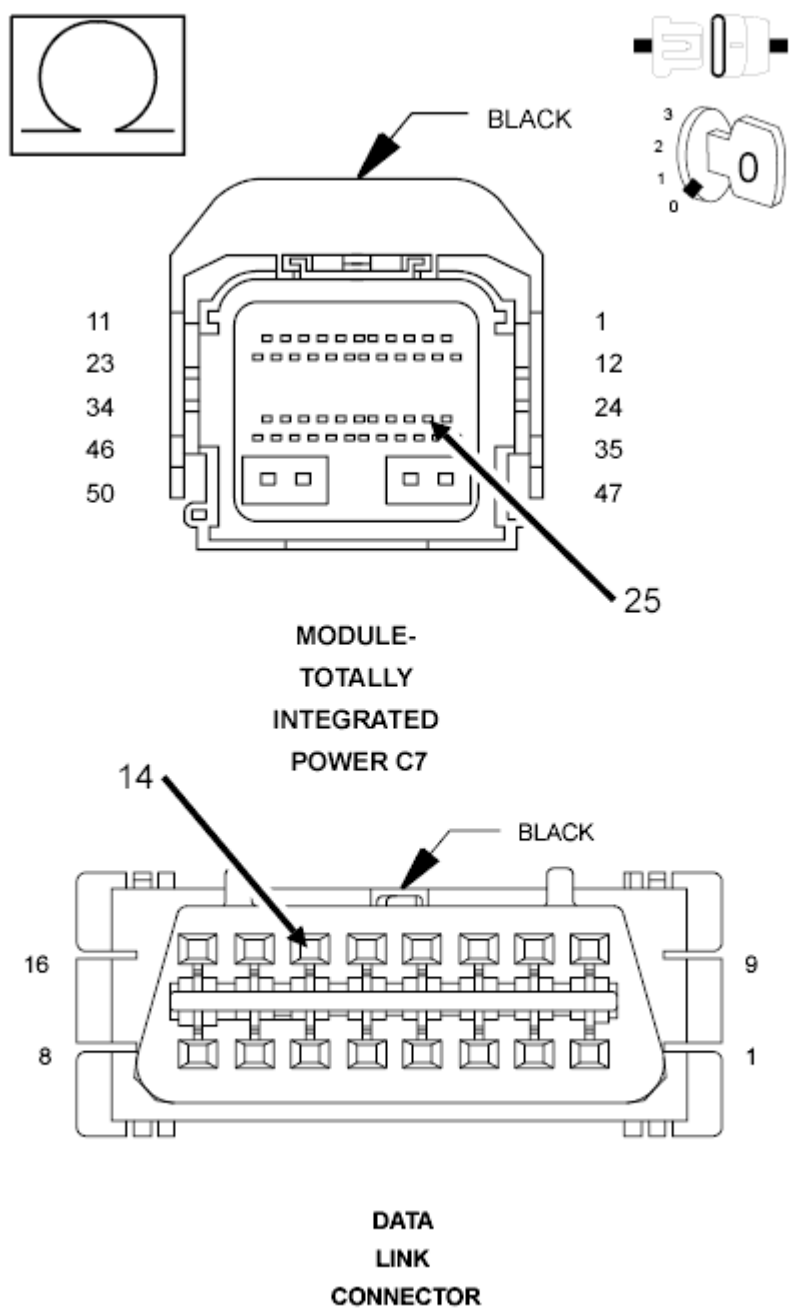
Yes

- Go to step 3

No

- Repair the (D72) Diagnostic CAN C (+) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

3. (D71) DIAGNOSTIC CAN C (-) CIRCUIT OPEN



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Fig. 5: Checking Diagnostic Can C (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D71) Diagnostic CAN C (-) circuit between the TIPM C7 harness connector and the DLC.

Is the resistance below 5.0 ohms?

Yes

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- Inspect the wiring and connectors for damage or shorted circuits. If OK, replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D71) Diagnostic CAN C (-) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

DIAGNOSTIC CAN C (+) AND/OR DIAGNOSTIC CAN C (-) CIRCUITS HIGH

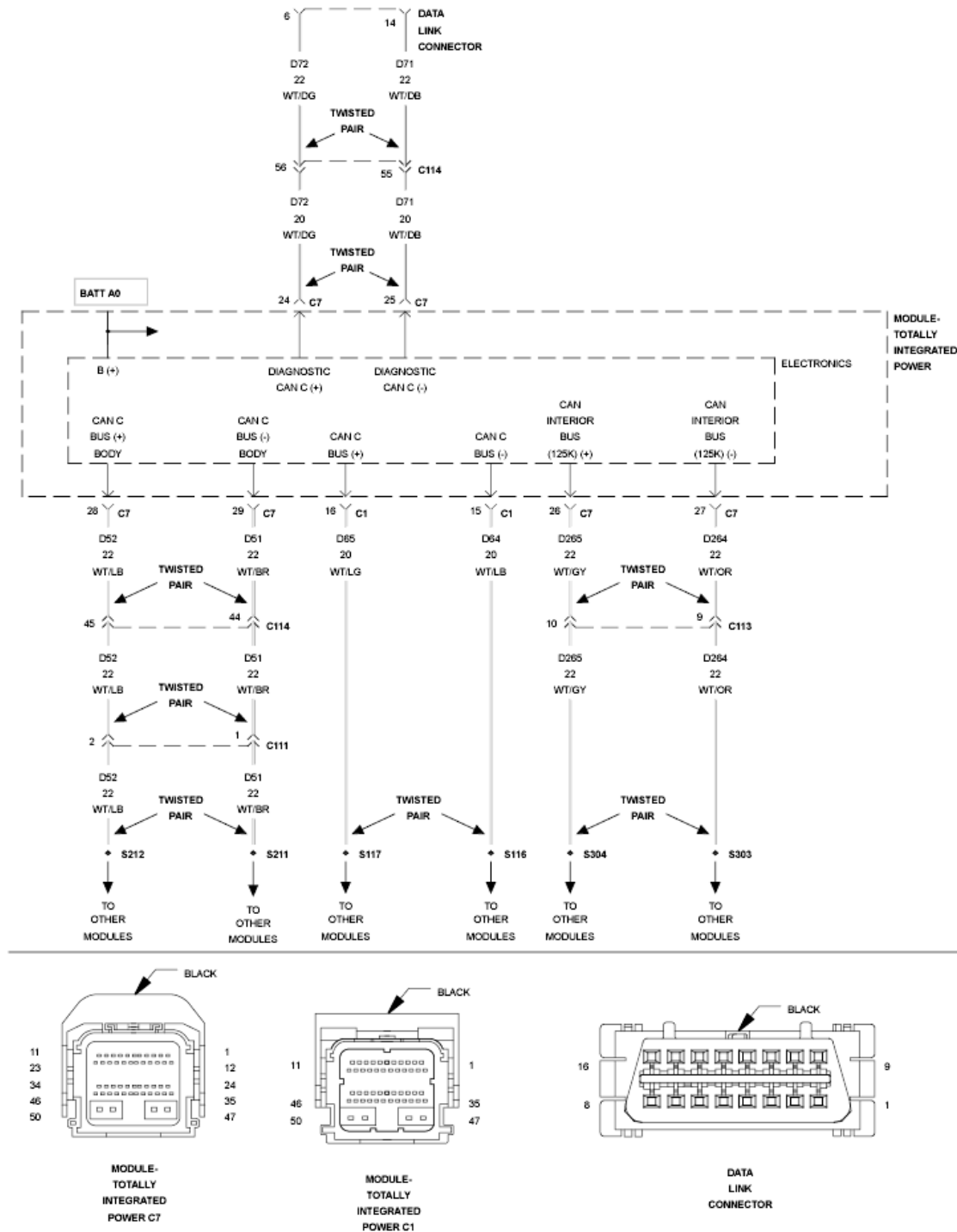


Fig. 6: TIPM Diagnostic CAN C & CAN C BUS Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

When the scan tool queries the TIPM.

- **Set Condition:**

The scan tool has detected a shorted high condition on either or both Diagnostic CAN C circuits.

Possible Causes
(D72) DIAGNOSTIC CAN C (+) CIRCUIT SHORTED TO VOLTAGE
(D71) DIAGNOSTIC CAN C (-) CIRCUIT SHORTED TO VOLTAGE
TOTALLY INTEGRATED POWER MODULE

Diagnostic Test**1. CHECK THE STATUS OF THE ERROR MESSAGE**

NOTE: Ensure the vehicle being tested is a CAN BUS VEHICLE. If not, false error messages may be displayed.

NOTE: Ensure the scan tool is updated to the latest software.

1. With the scan tool, record the error message.
2. Disconnect the scan tool from the DLC.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.

Does the scan tool display this same error message?

Yes

- Go to step 2

No

- The conditions that caused this error message to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. DIAGNOSTIC CAN C CIRCUITS SHORTED TO VOLTAGE

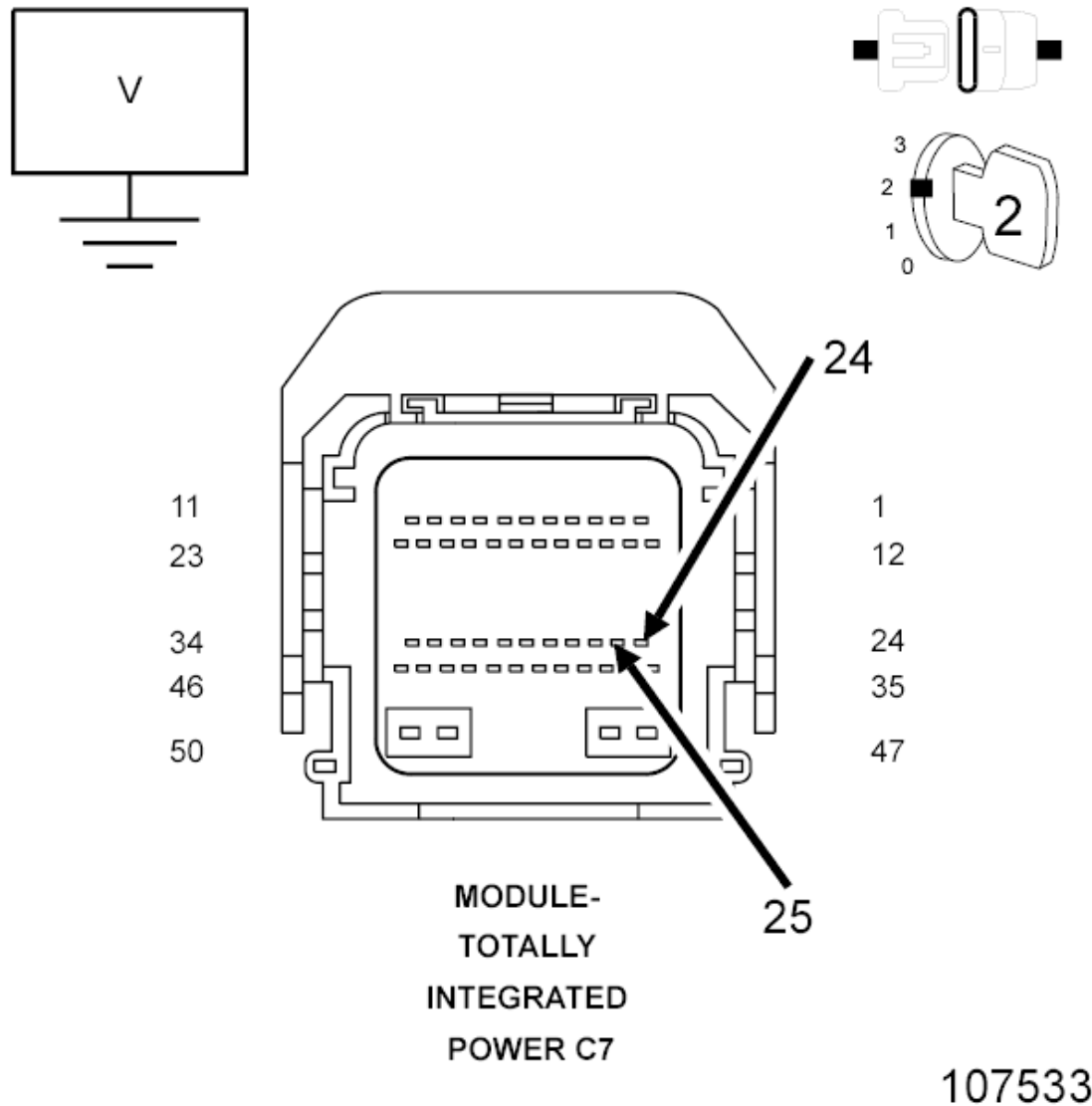


Fig. 7: Checking Diagnostic Can C Circuits Shorted To Voltage
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Disconnect the scan tool from the DLC.
4. Turn the ignition on.
5. Measure the voltage of the Diagnostic CAN C circuits.

Is the voltage above 6.0 volts for either circuit?

Yes

- Repair the Diagnostic CAN C circuits for a short to voltage.

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- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Inspect the wiring and connectors for damage or shorted circuits. If OK, replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

DIAGNOSTIC CAN C (+) CIRCUIT LOW

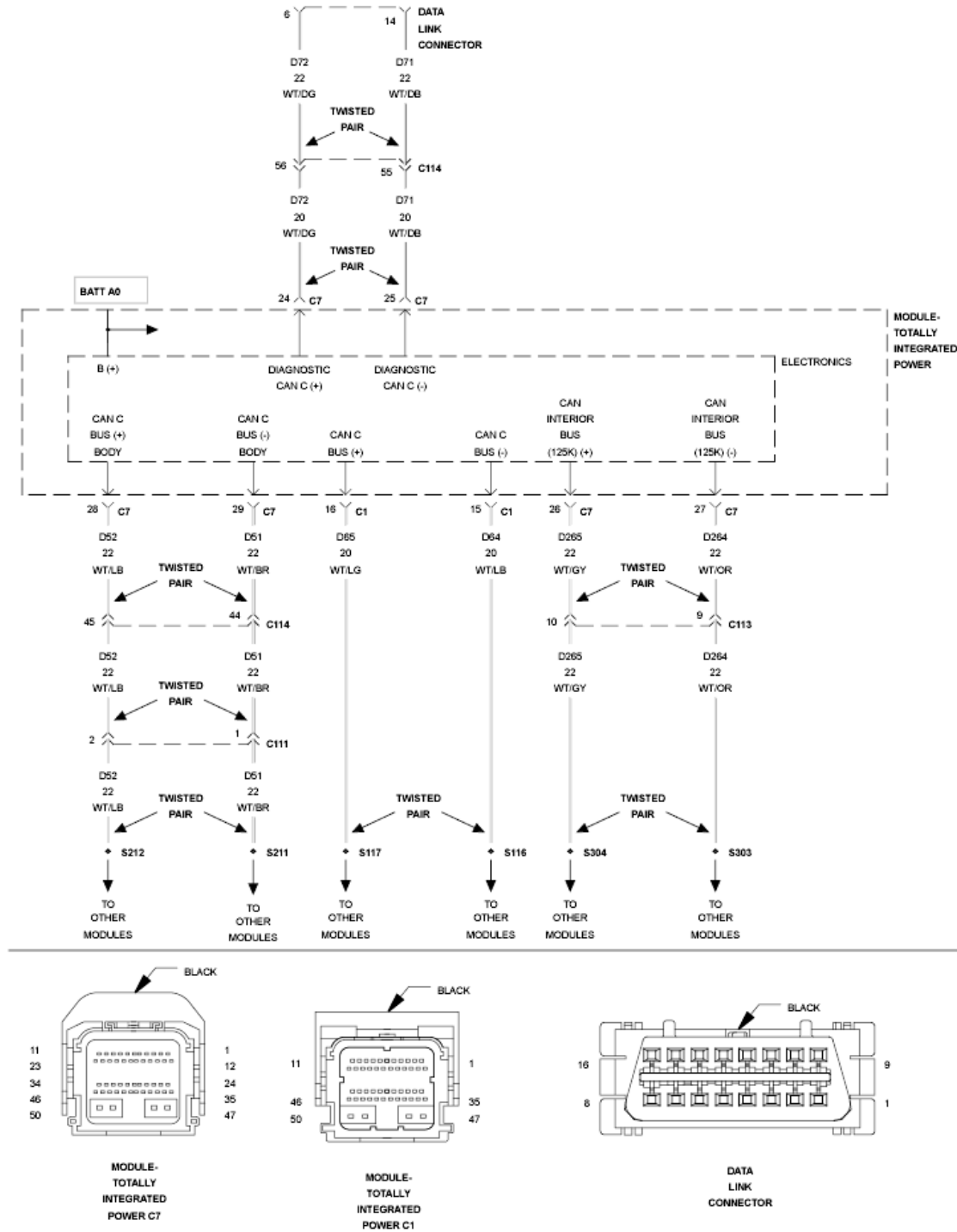


Fig. 8: TIPM Diagnostic CAN C & CAN C BUS Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

When the scan tool queries the TIPM.

- **Set Condition:**

The scan tool has detected a shorted low condition on the (D72) Diagnostic CAN C (+) circuit.

Possible Causes
(D72) DIAGNOSTIC CAN C (+) CIRCUIT SHORTED TO GROUND TOTALLY INTEGRATED POWER MODULE

Diagnostic Test**1. CHECK THE STATUS OF THE ERROR MESSAGE**

NOTE: Ensure the vehicle being tested is a CAN BUS VEHICLE. If not, false error messages may be displayed.

NOTE: Ensure the scan tool is updated to the latest software.

1. With the scan tool, record the error message.
2. Disconnect the scan tool from the DLC.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.

Does the scan tool display this same error message?

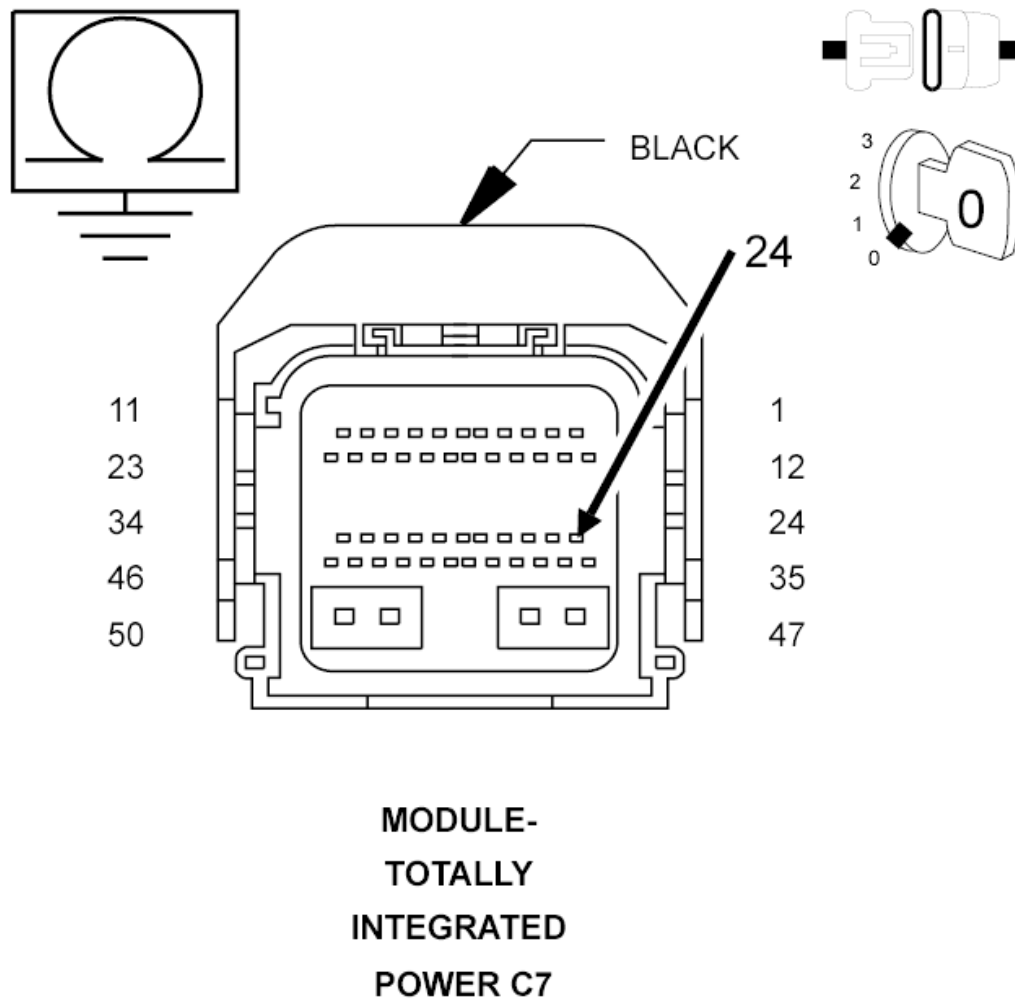
Yes

- Go to step 2

No

- The conditions that caused this error message to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. (D72) DIAGNOSTIC CAN C (+) CIRCUIT SHORTED TO GROUND



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Fig. 9: Checking Diagnostic Can C (+) Circuit Short To Ground
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Disconnect the scan tool from the DLC.
4. Measure the resistance between ground and the (D72) Diagnostic CAN C (+) circuit.

Is the resistance below 100.0 ohms?

Yes

- Repair the (D72) Diagnostic CAN C (+) circuit for a short to ground.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

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No

- Inspect the wiring and connectors for damage or shorted circuits. If OK, replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

DIAGNOSTIC CAN C (-) CIRCUIT LOW

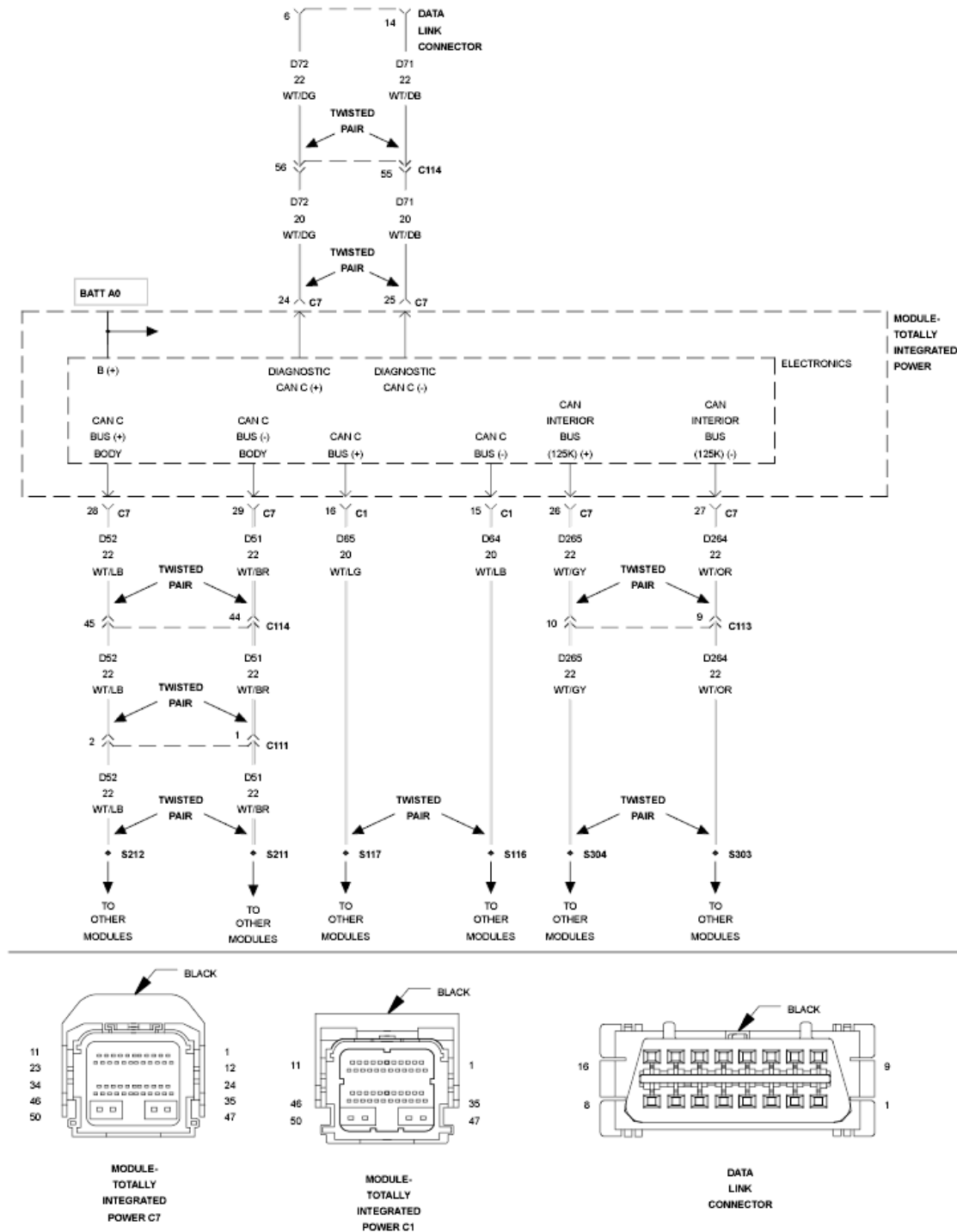


Fig. 10: TIPM Diagnostic CAN C & CAN C BUS Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

When the scan tool queries the TIPM.

- **Set Condition:**

The scan tool has detected a shorted low condition on the (D71) Diagnostic CAN C (-) circuit.

Possible Causes
(D71) DIAGNOSTIC CAN C (-) CIRCUIT SHORTED TO GROUND TOTALLY INTEGRATED POWER MODULE

Diagnostic Test**1. CHECK THE STATUS OF THE ERROR MESSAGE**

NOTE: Ensure the vehicle being tested is a CAN BUS VEHICLE. If not, false error messages may be displayed.

NOTE: Ensure the scan tool is updated to the latest software.

1. With the scan tool, record the error message.
2. Disconnect the scan tool from the DLC.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.

Does the scan tool display this same error message?

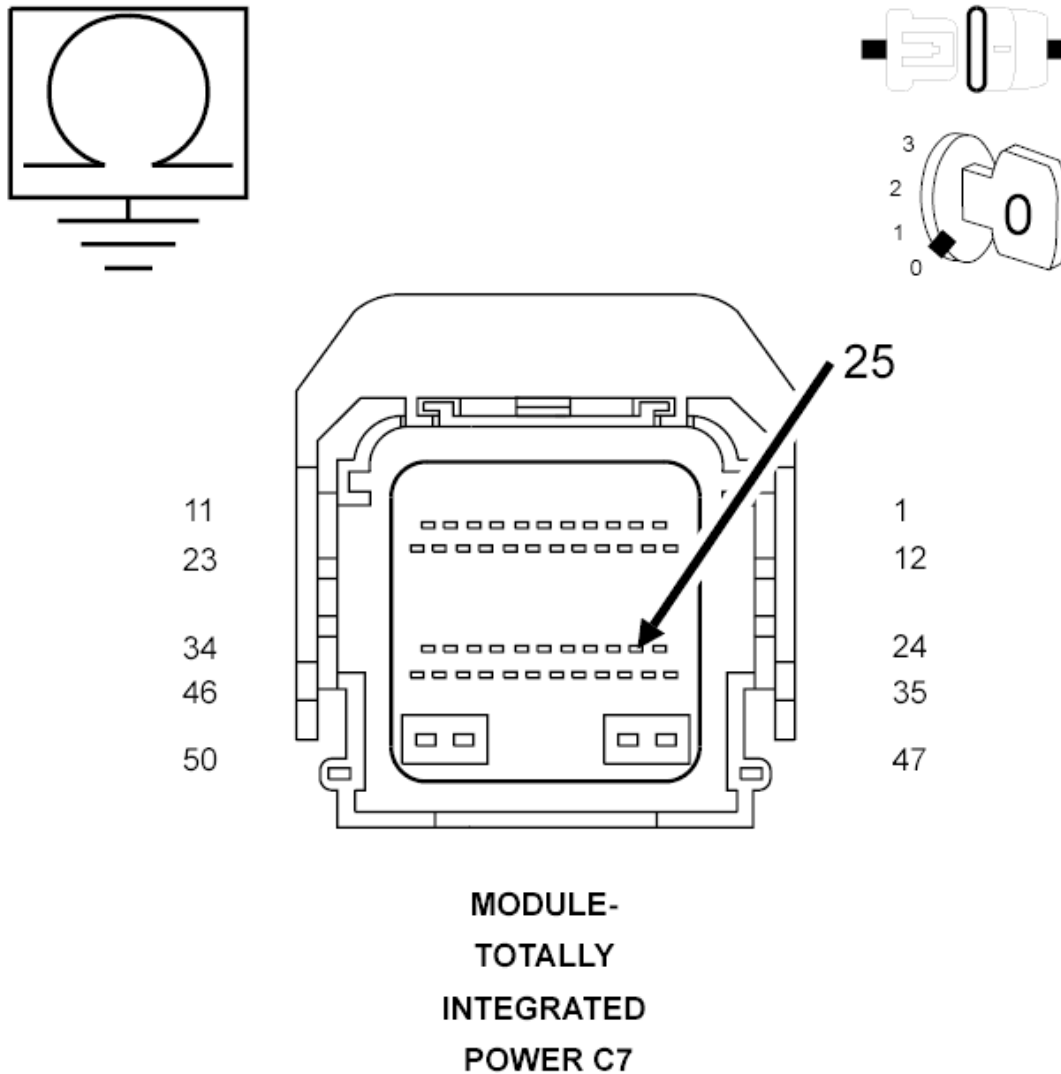
Yes

- Go to step 2

No

- The conditions that caused this error message to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. (D71) DIAGNOSTIC CAN C (-) CIRCUIT SHORTED TO GROUND



107541

Fig. 11: Checking Diagnostic Can C (-) Circuit For Short To Ground
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Disconnect the scan tool from the DLC.
4. Measure the resistance between ground and the (D71) Diagnostic CAN C (-) circuit.

Is the resistance below 100.0 ohms?

Yes

- Repair the (D71) Diagnostic CAN C (-) circuit for a short to ground.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based**

Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure .

No

- Inspect the wiring and connectors for damage or shorted circuits. If OK, replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure .**

DIAGNOSTIC CAN C (+) SHORTED TO DIAGNOSTIC CAN C (-)

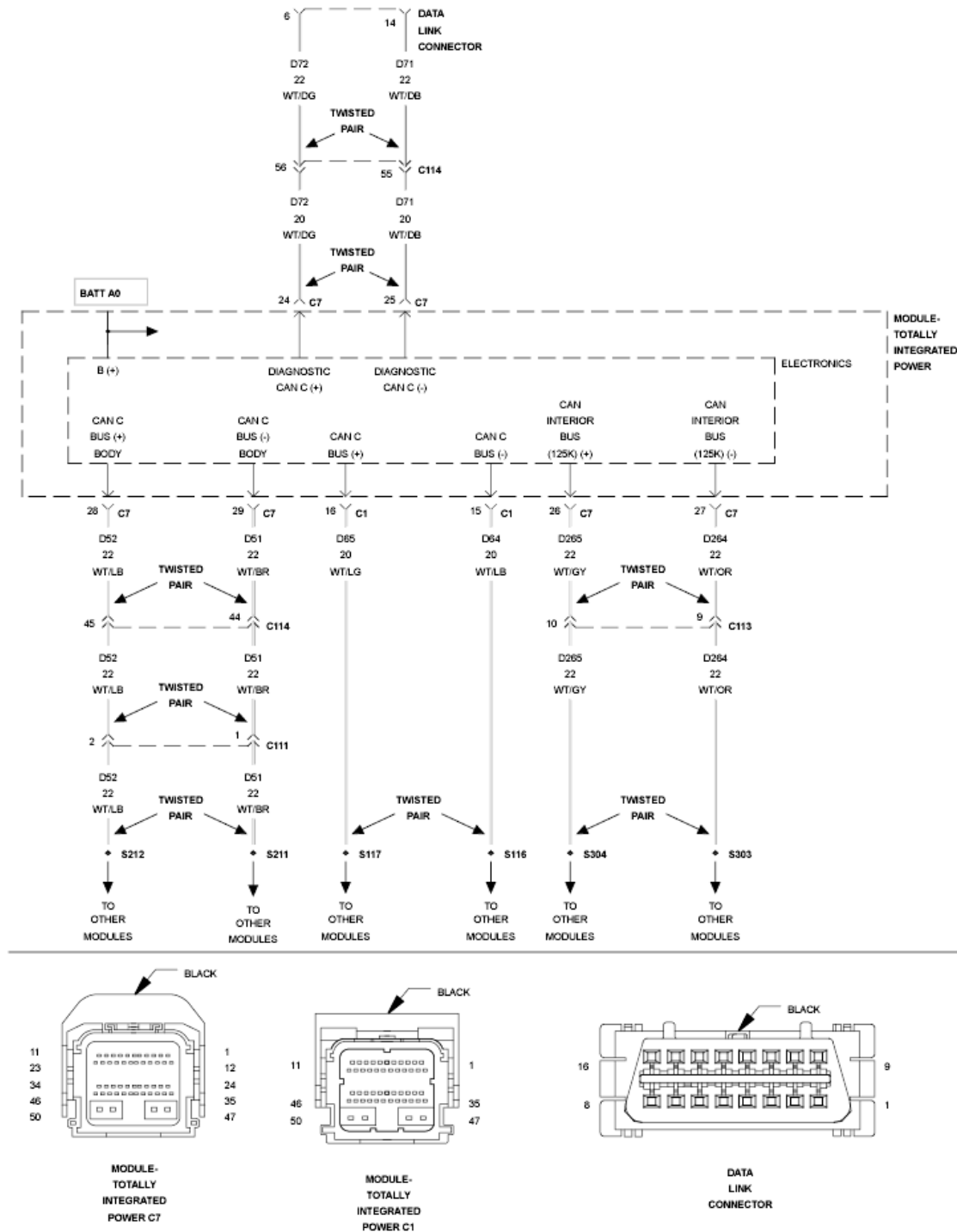


Fig. 12: TIPM Diagnostic CAN C & CAN C BUS Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

When the scan tool queries the TIPM.

- **Set Condition:**

The scan tool has detected a shorted together condition on the Diagnostic CAN C circuits.

Possible Causes
(D72) DIAGNOSTIC CAN C (+) CIRCUIT SHORTED TO (D71) DIAGNOSTIC CAN C (-) CIRCUIT TOTALLY INTEGRATED POWER MODULE

Diagnostic Test**1. CHECK THE STATUS OF THE ERROR MESSAGE**

NOTE: Ensure the vehicle being tested is a CAN BUS VEHICLE. If not, false error messages may be displayed.

NOTE: Ensure the scan tool is updated to the latest software.

1. With the scan tool, record the error message.
2. Disconnect the scan tool from the DLC.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.

Does the scan tool display this same error message?

Yes

- Go to step 2

No

- The conditions that caused this error message to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. (D72) DIAGNOSTIC CAN C (+) CIRCUIT SHORTED TO (D71) DIAGNOSTIC CAN C (-) CIRCUIT

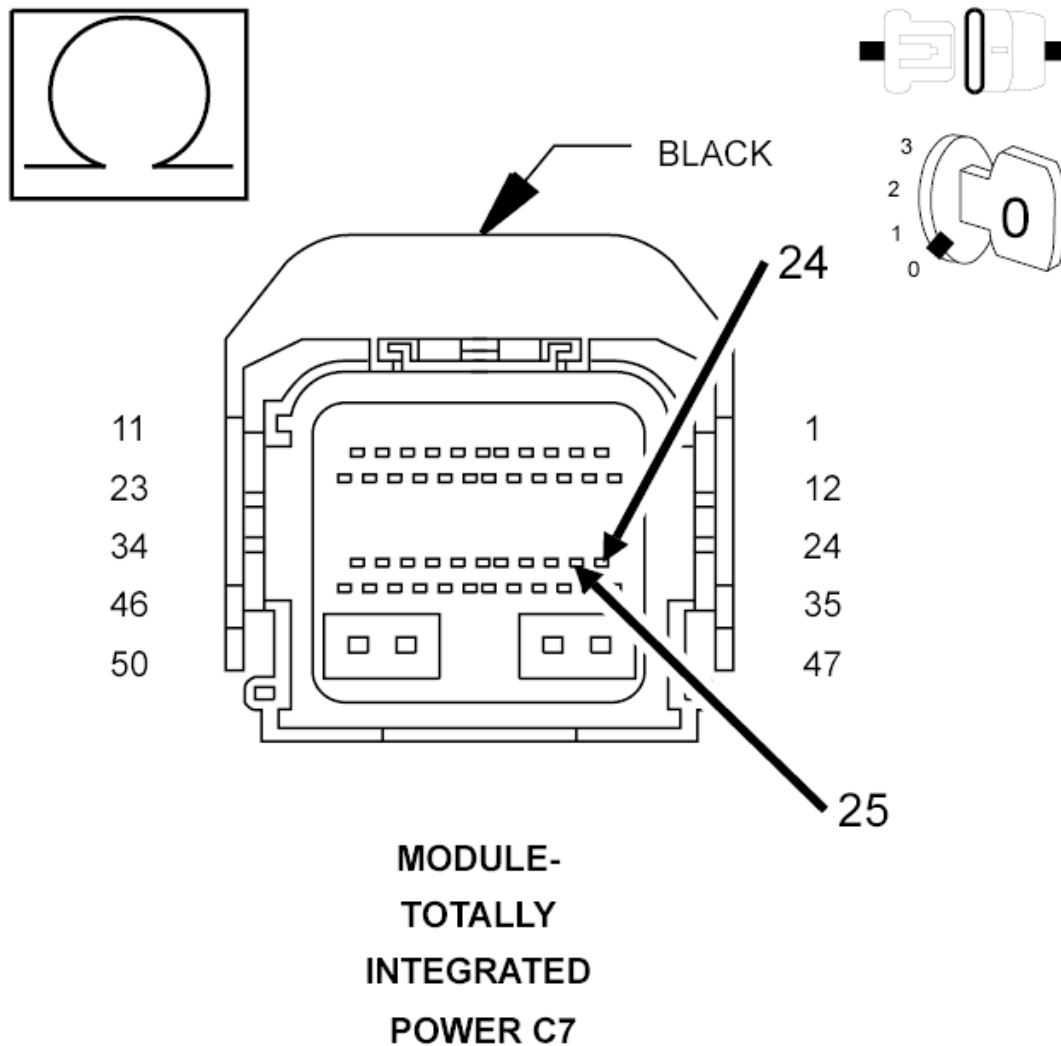


Fig. 13: Checking Diagnostic Can C (+) Circuit For Short To Diagnostic Can C (-) Circuit
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Disconnect the scan tool from the DLC.
4. Measure the resistance between the (D72) Diagnostic CAN C (+) circuit and the (D71) Diagnostic CAN C (-) circuit.

Is the resistance below 100.0 ohms?

Yes

- Repair the (D72) Diagnostic CAN C (+) circuit for a short to the (D71) Diagnostic CAN C (-) circuit.

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- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Inspect the wiring and connectors for damage or shorted circuits. If OK, replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

DIAGNOSTIC CAN C (-) CIRCUIT OPEN

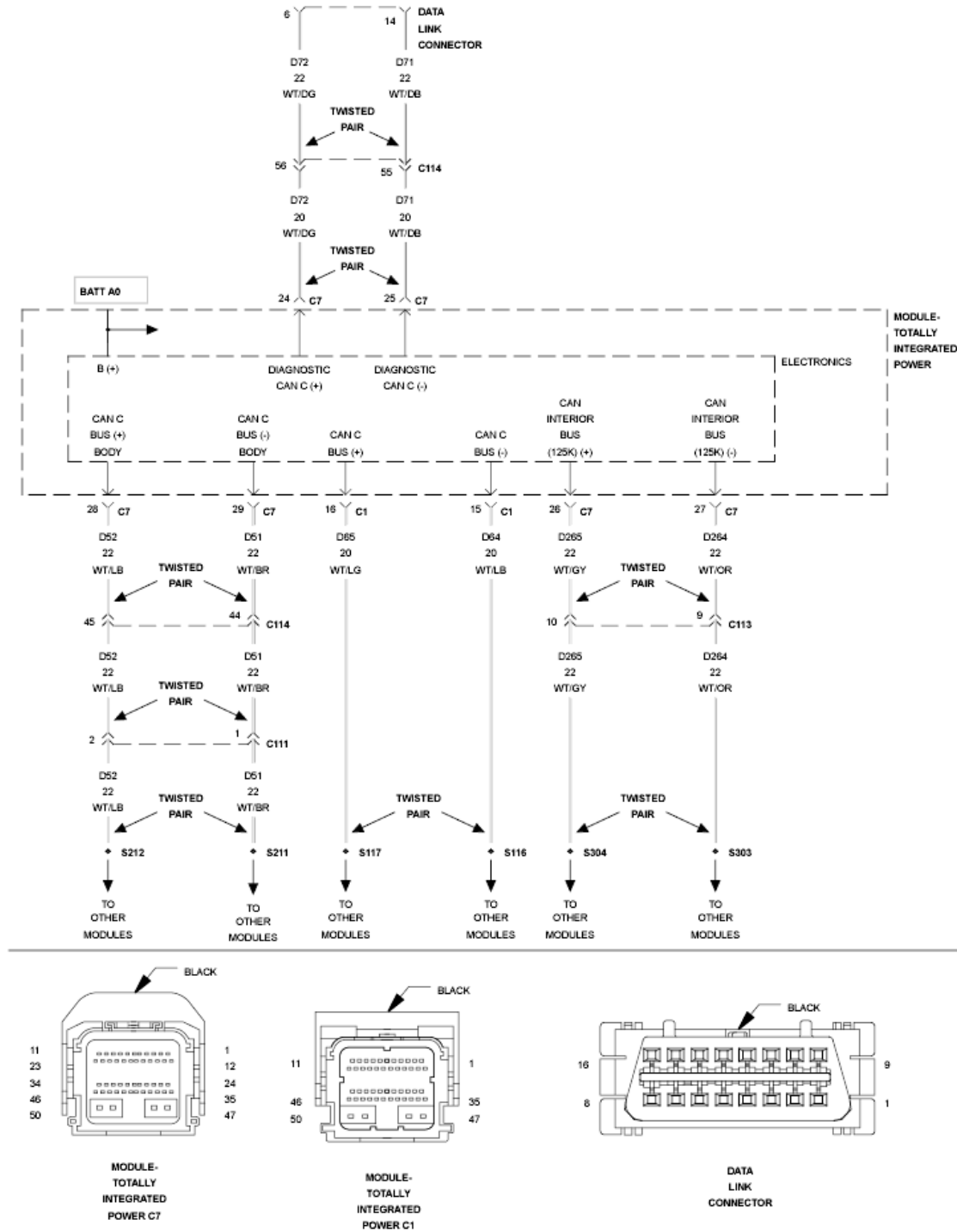


Fig. 14: TIPM Diagnostic CAN C & CAN C BUS Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

When the scan tool queries the TIPM.

- **Set Condition:**

The scan tool has detected an open condition on the (D71) Diagnostic CAN C (-) circuit.

Possible Causes
(D71) DIAGNOSTIC CAN C (-) CIRCUIT OPEN TOTALLY INTEGRATED POWER MODULE

Diagnostic Test**1. CHECK THE STATUS OF THE ERROR MESSAGE**

NOTE: Ensure the vehicle being tested is a CAN BUS VEHICLE. If not, false error messages may be displayed.

NOTE: Ensure the scan tool is updated to the latest software.

1. With the scan tool, record the error message.
2. Disconnect the scan tool from the DLC.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.

Does the scan tool display this same error message?

Yes

- Go to step 2

No

- The conditions that caused this error message to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. (D71) DIAGNOSTIC CAN C (-) CIRCUIT OPEN

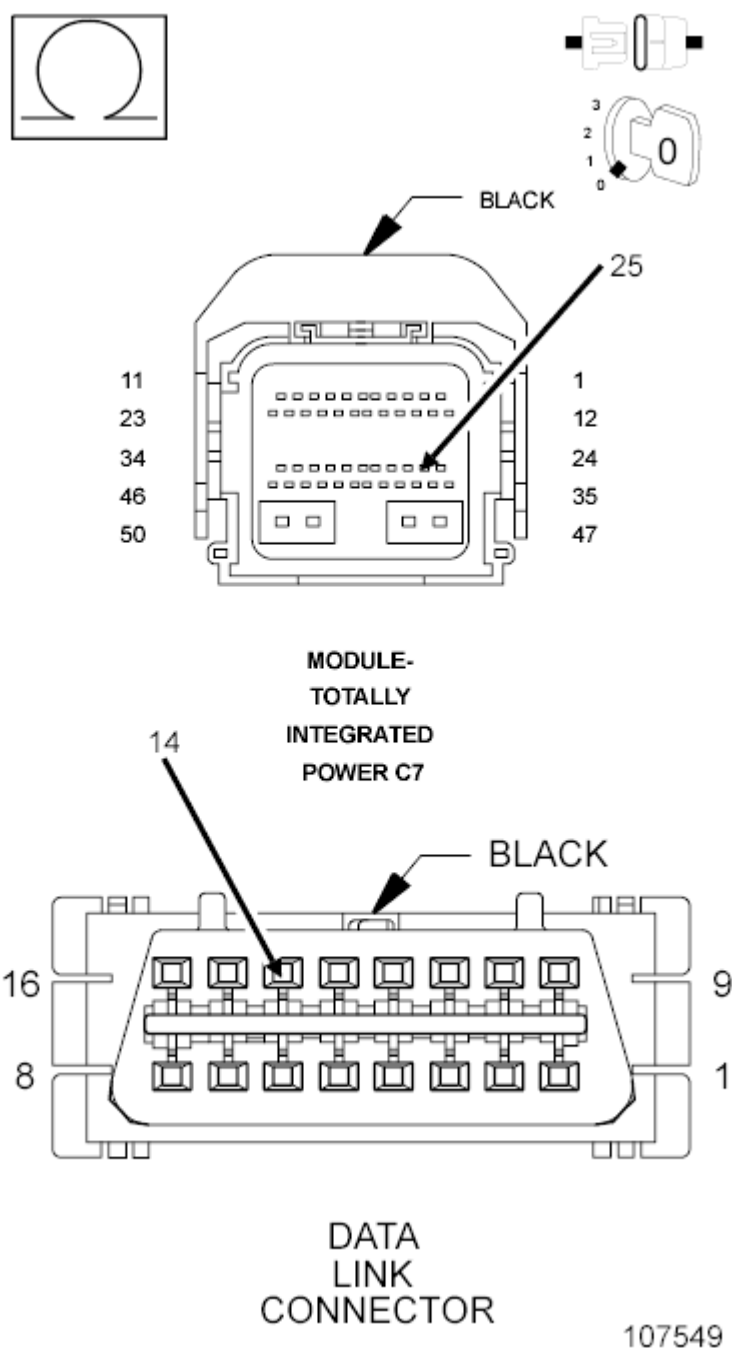


Fig. 15: Checking Diagnostic Can C (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Disconnect the scan tool from the DLC.
4. Measure the resistance of the (D71) Diagnostic CAN C (-) circuit between the TIPM C7 harness connector and the DLC.

Is the resistance below 5.0 ohms?

Yes

- Inspect the wiring and connectors for damage or shorted circuits. If OK, replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D71) Diagnostic CAN C (-) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

DIAGNOSTIC CAN C (+) CIRCUIT OPEN

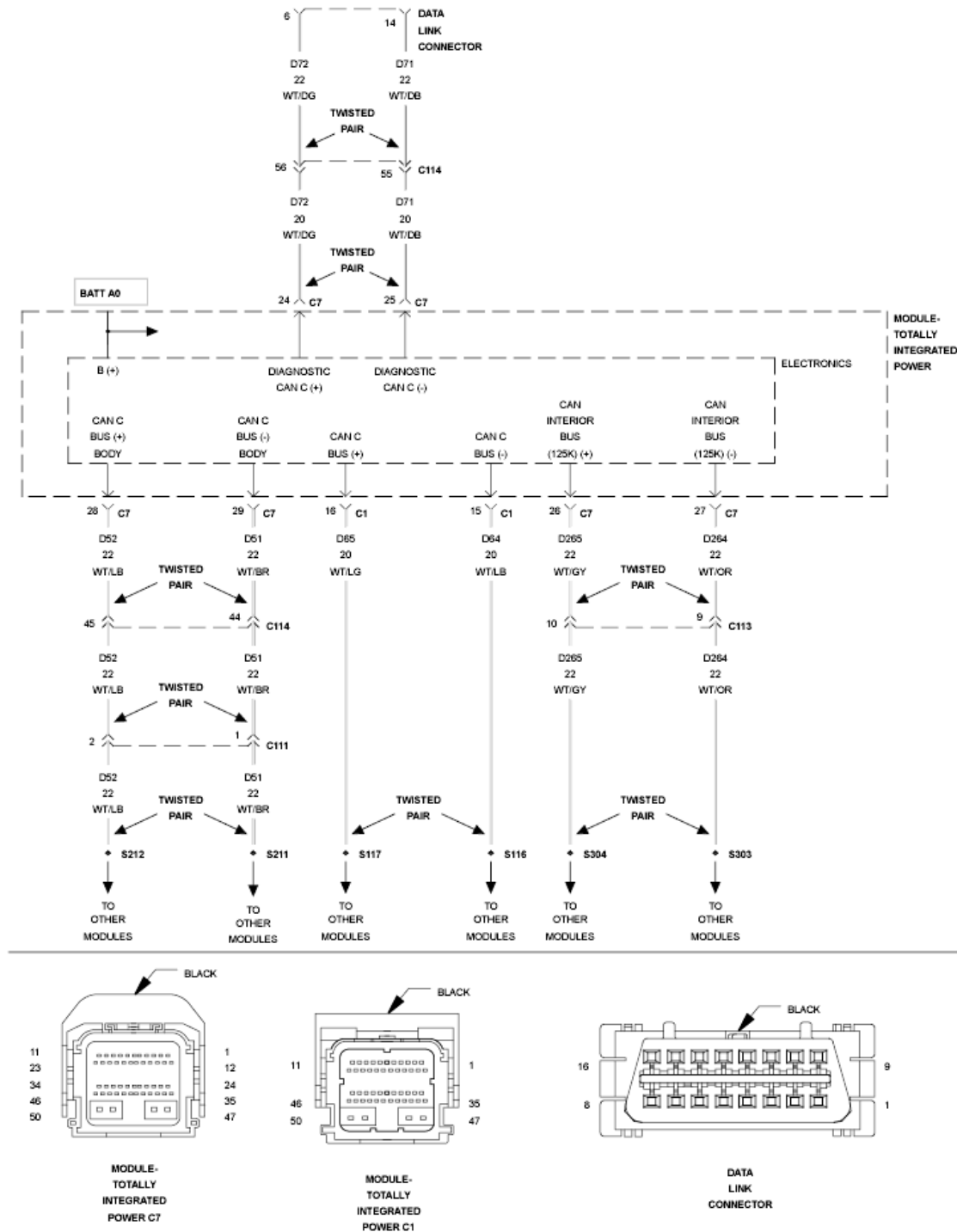


Fig. 16: TIPM Diagnostic CAN C & CAN C BUS Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

When the scan tool queries the TIPM.

- **Set Condition:**

The scan tool has detected an open condition on the (D72) Diagnostic CAN C (+) circuit.

Possible Causes
(D72) DIAGNOSTIC CAN C (+) CIRCUIT OPEN
TOTALLY INTEGRATED POWER MODULE

Diagnostic Test**1. CHECK THE STATUS OF THE ERROR MESSAGE**

NOTE: Ensure the vehicle being tested is a CAN BUS VEHICLE. If not, false error messages may be displayed.

NOTE: Ensure the scan tool is updated to the latest software.

1. With the scan tool, record the error message.
2. Disconnect the scan tool from the DLC.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.

Does the scan tool display this same error message?

Yes

- Go to step 2

No

- The conditions that caused this error message to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. (D72) DIAGNOSTIC CAN C (+) CIRCUIT OPEN

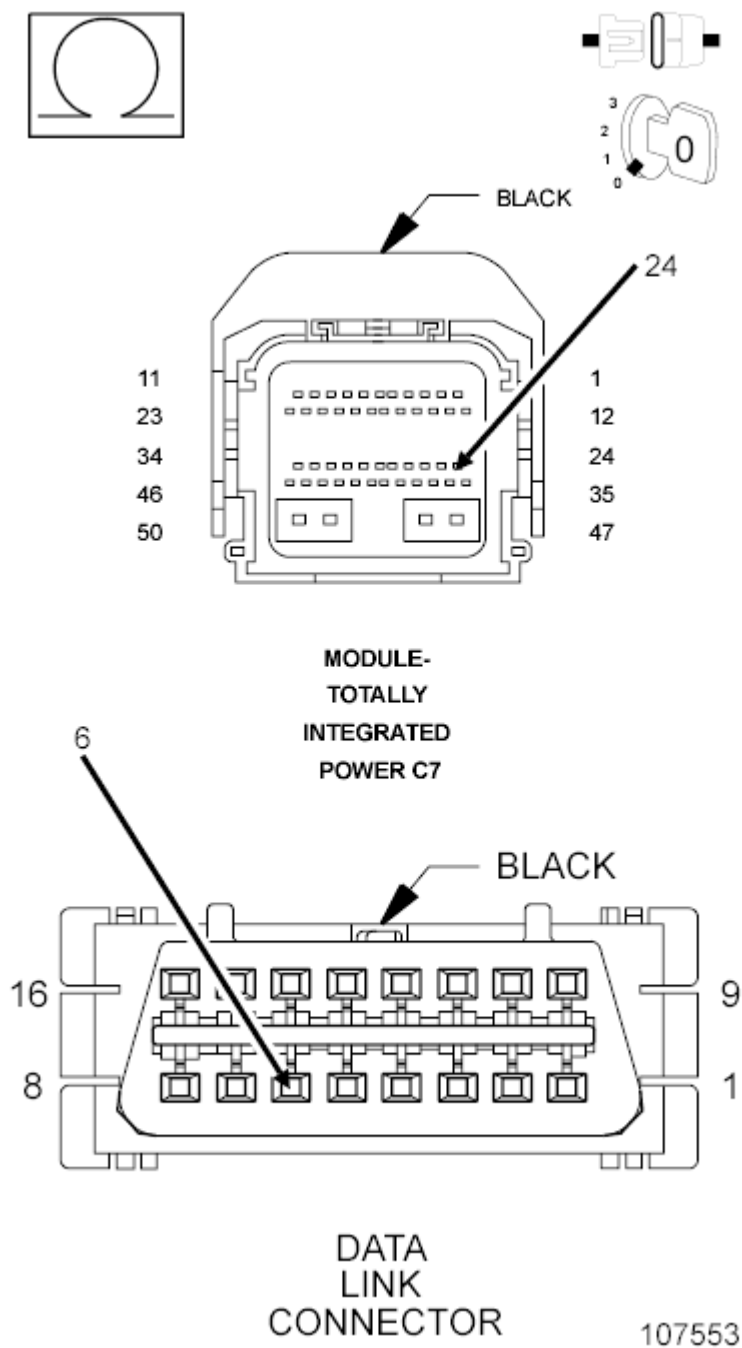


Fig. 17: Checking Diagnostic Can C (+) Circuit For Open
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Disconnect the scan tool from the DLC.
4. Measure the resistance of the (D72) Diagnostic CAN C (+) circuit between the TIPM C7 harness connector and the DLC.

Is the resistance below 5.0 ohms?

Yes

- Inspect the wiring and connectors for damage or shorted circuits. If OK, replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D72) Diagnostic CAN C (+) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM ABS (ANTILOCK BRAKE MODULE)

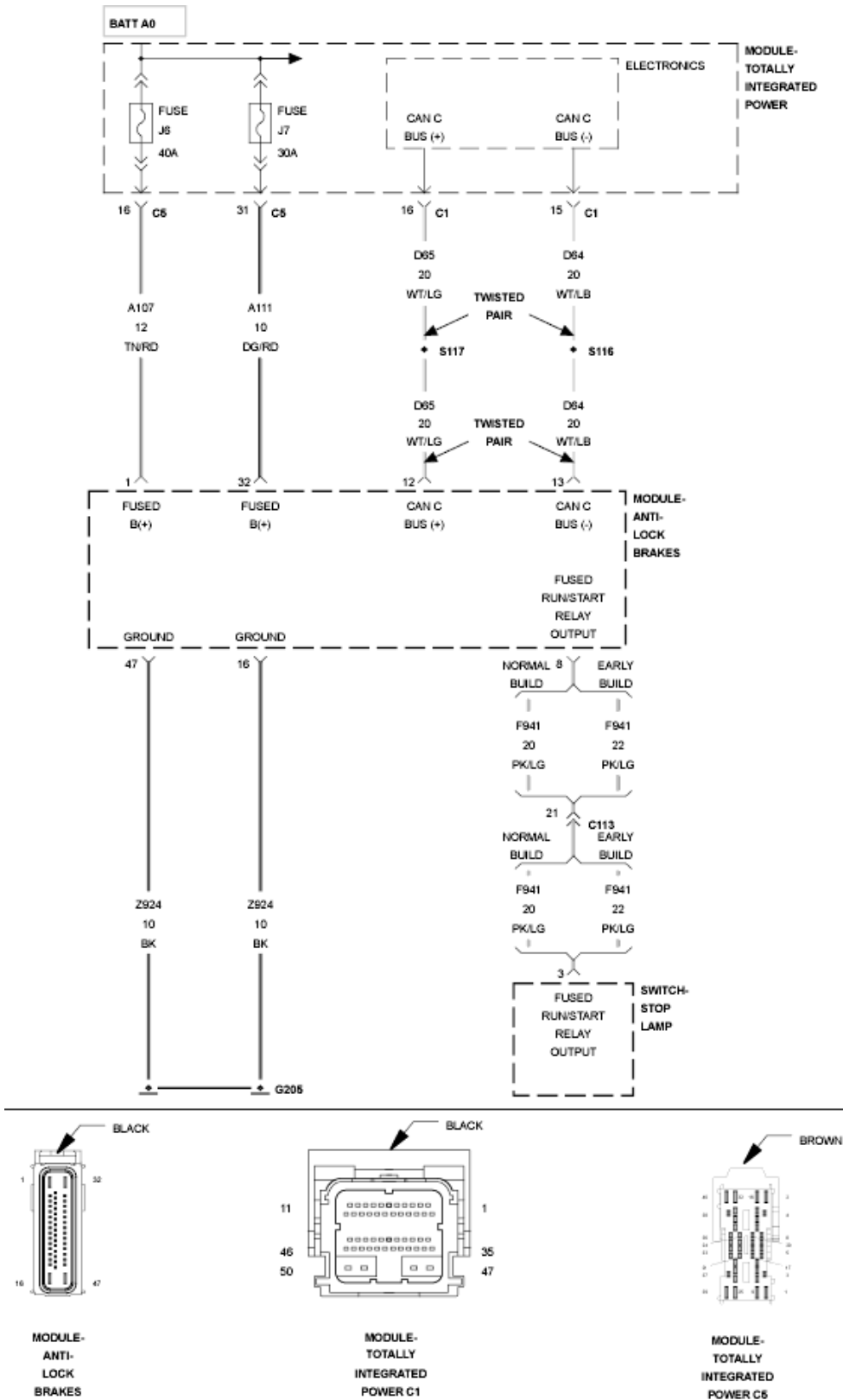


Fig. 18: ABS Module CAN C BUS, Fused B+, Fused Run/start Relay Output & Ground Circuit Schematic

Courtesy of CHRYSLER LLC

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

Possible Causes
(A107) (A111) FUSED B(+) CIRCUIT OPEN OR SHORTED
(Z924) GROUND CIRCUIT OPEN
(F941) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED
(D65) CAN C BUS (+) CIRCUIT OPEN
(D64) CAN C BUS (-) CIRCUIT OPEN
ANTILOCK BRAKE MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Make sure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. Using the scan tool, select ECU View.

NOTE: A red "X" will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

NOTE: Check the TIPM for any active CAN C hardware DTCs, perform DTC before proceeding.

Does the scan tool display a red "X" next to the module?

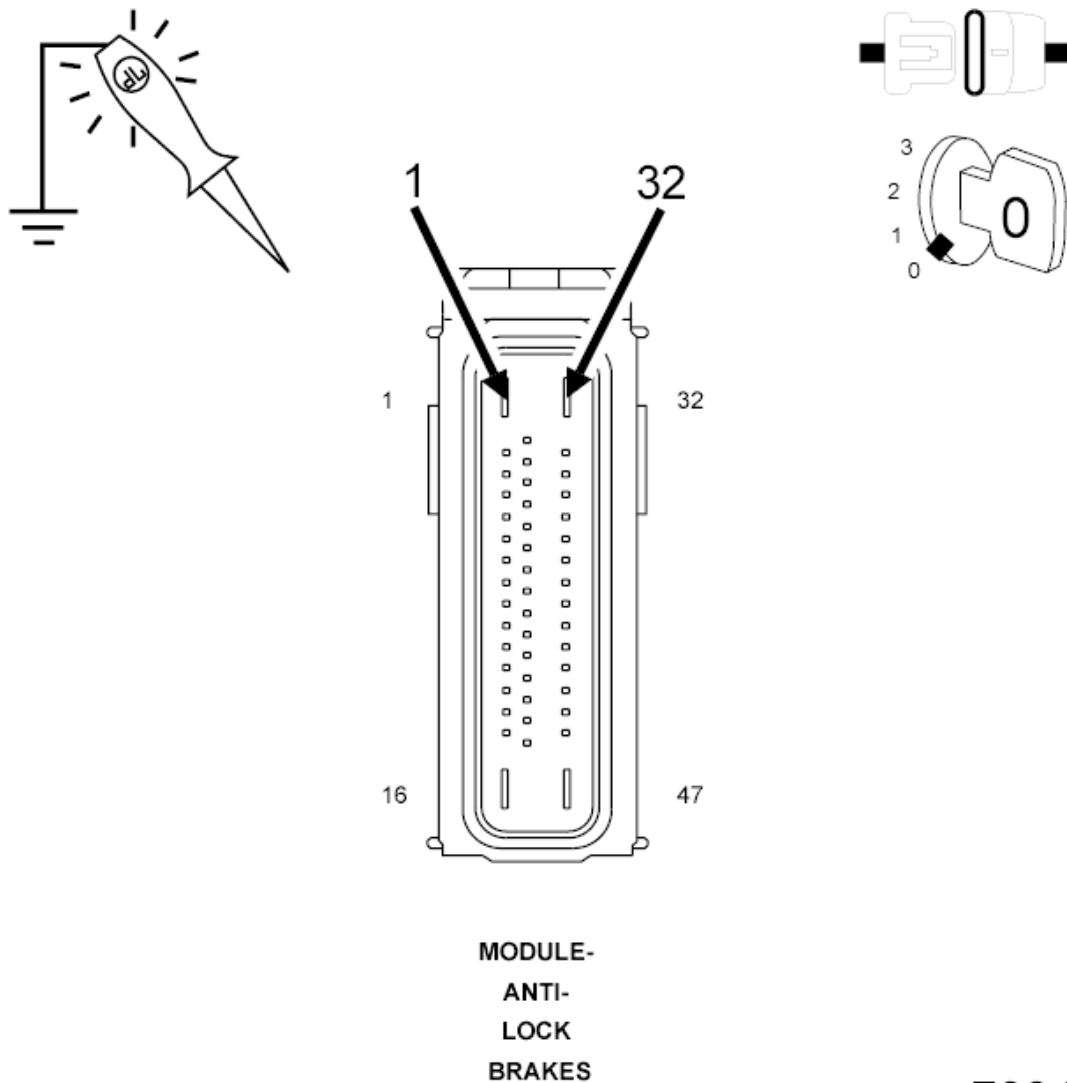
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A107) (A111) FUSED B(+) CIRCUIT OPEN OR SHORTED



78641

Fig. 19: Checking Fused B(+) Circuit For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Antilock Brake Module harness connector.
3. Using a 12-volt test light connected to ground, check each (A107) and (A111) Fused B(+) circuit.

Does the test light illuminate brightly for each circuit?

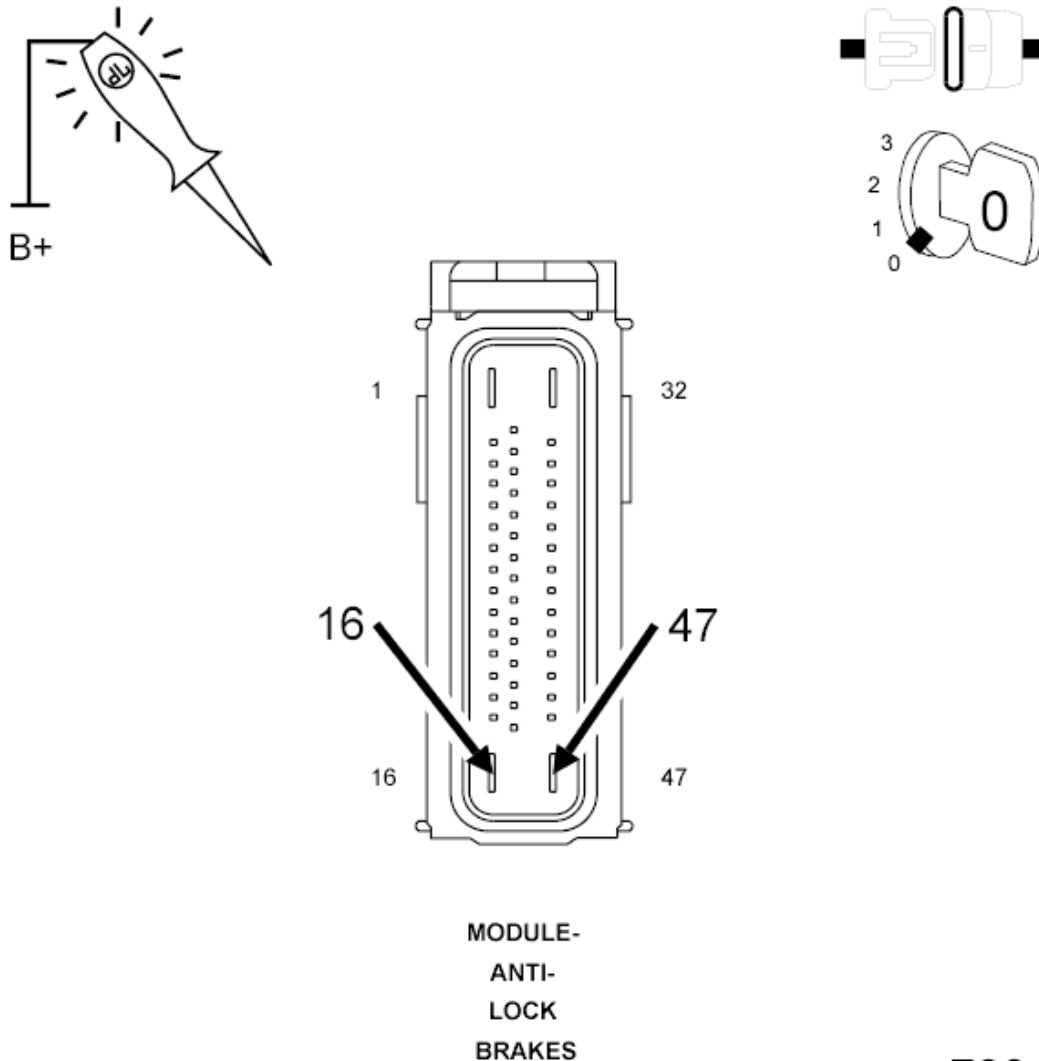
Yes

- Go to step 3

No

- Repair the Fused B(+) circuit for an open or short.
- Perform the ABS VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure**.

3. (Z924) GROUND CIRCUIT OPEN



78643

Fig. 20: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z924) ground circuit.

Does the test light illuminate brightly for each circuit?

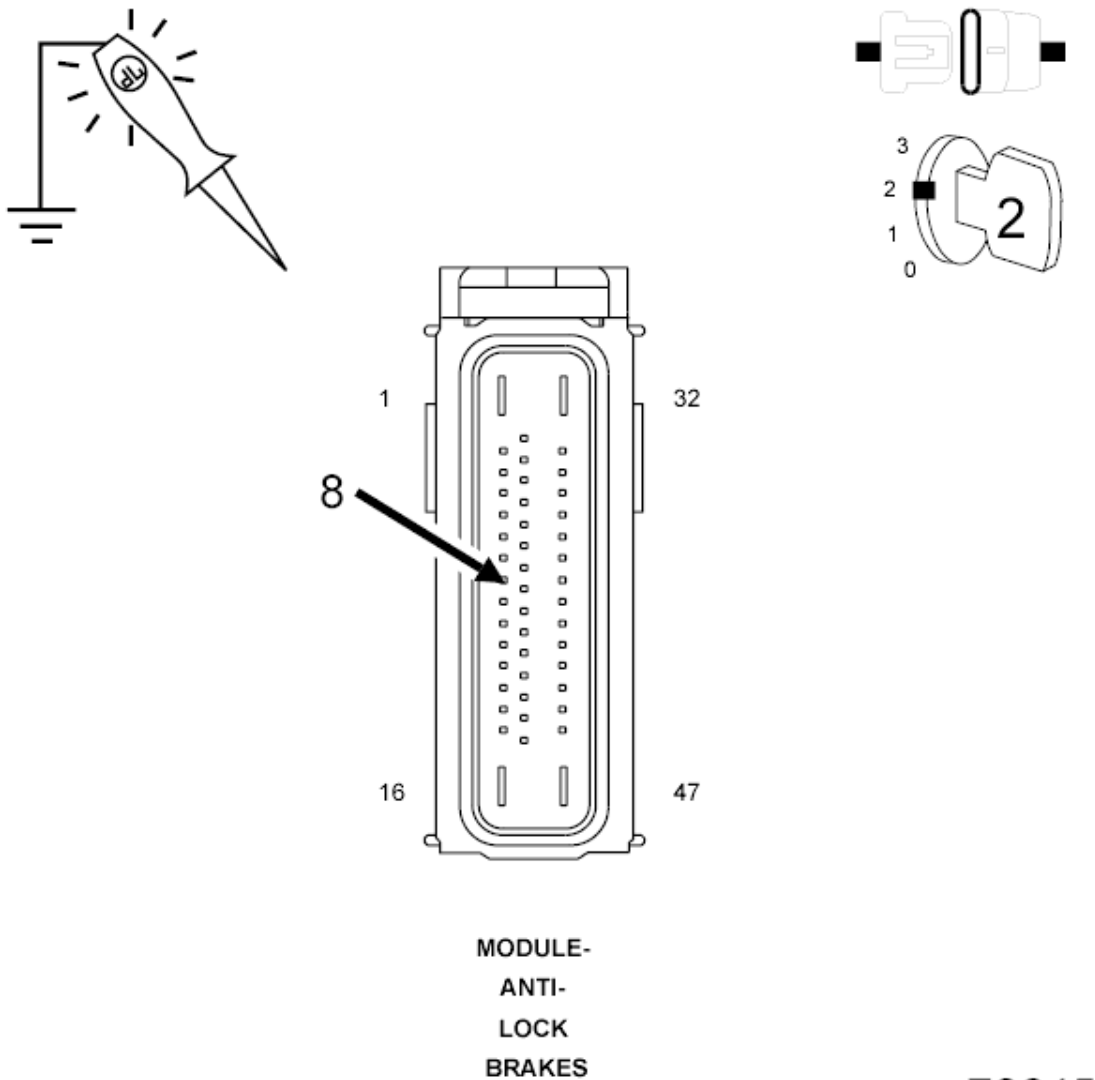
Yes

- Go to step 4

No

- Repair the (Z924) ground circuit for an open.
- Perform the ABS VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure**.

4. (F941) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED



78645

Fig. 21: Checking Fused Ignition Switch Output Circuit For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F941) Fused Ignition Switch Output

(Run/Relay) circuit.

Does the test light illuminate brightly?

Yes

- Go to step 5

No

- Repair the (F941) Fused Run/Relay Output circuit for an open or short.
- Perform the ABS VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure** .

5. (D65) CAN C BUS (+) CIRCUIT OPEN

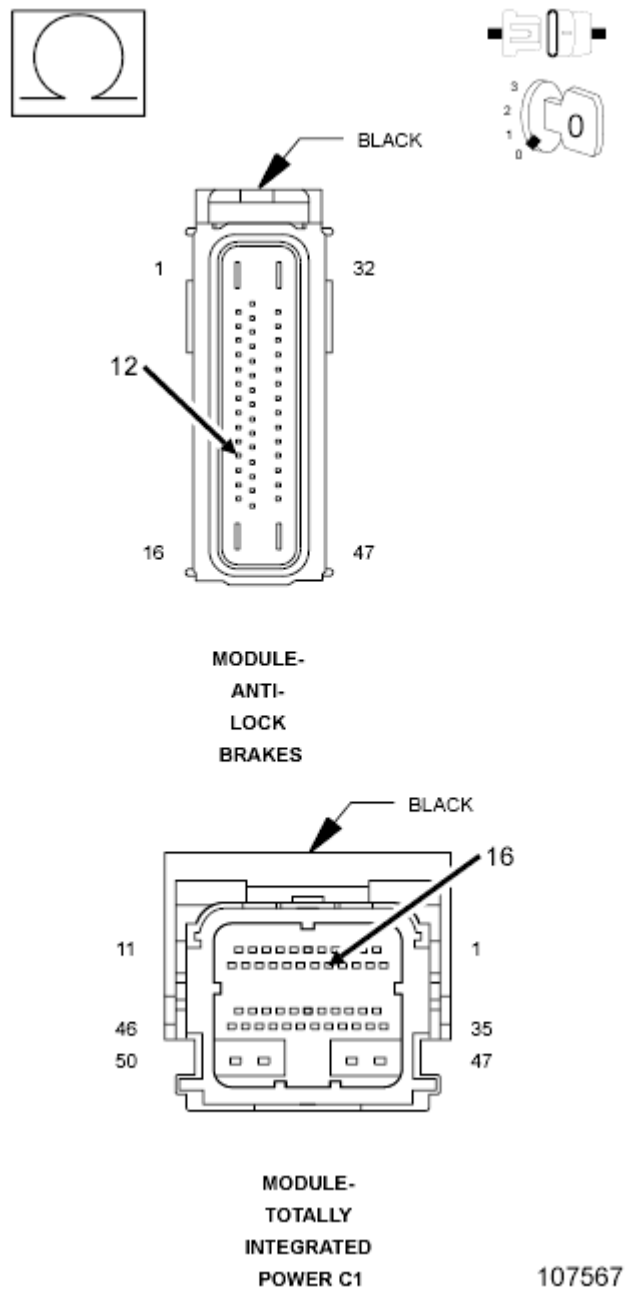


Fig. 22: Checking Can C Bus (+) Circuit For Open
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C1 harness connector.
3. Measure the resistance of the (D65) CAN C Bus (+) circuit between the TIPM C1 harness connector and the Antilock Brake Module connector.

Is resistance below 5.0 Ohms?

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Yes

- Go to step 6

No

- Repair the (D65) CAN C Bus (+) circuit for an open.
- Perform the ABS VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure** .

6. (D64) CAN C BUS (-) CIRCUIT OPEN

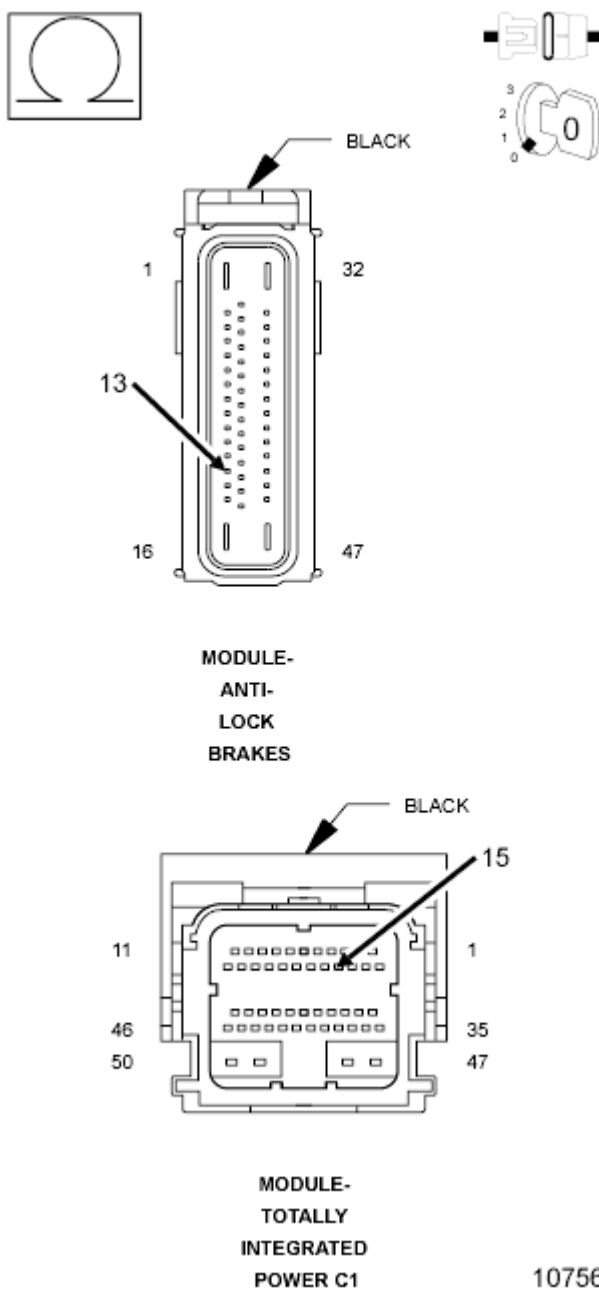


Fig. 23: Checking Can C Bus (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D64) CAN C Bus (-) circuit between the TIPM C1 harness connector and the Antilock Brake Module connector.

Is resistance below 5.0 Ohms?

Yes

- Replace the Antilock Brake Module in accordance with the Service Information.

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- Perform the ABS VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure** .

No

- Repair the (D64) CAN C Bus (-) circuit for an open.
- Perform the ABS VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure** .

NO RESPONSE FROM ALL WHEEL DRIVE CONTROL (AWD) MODULE

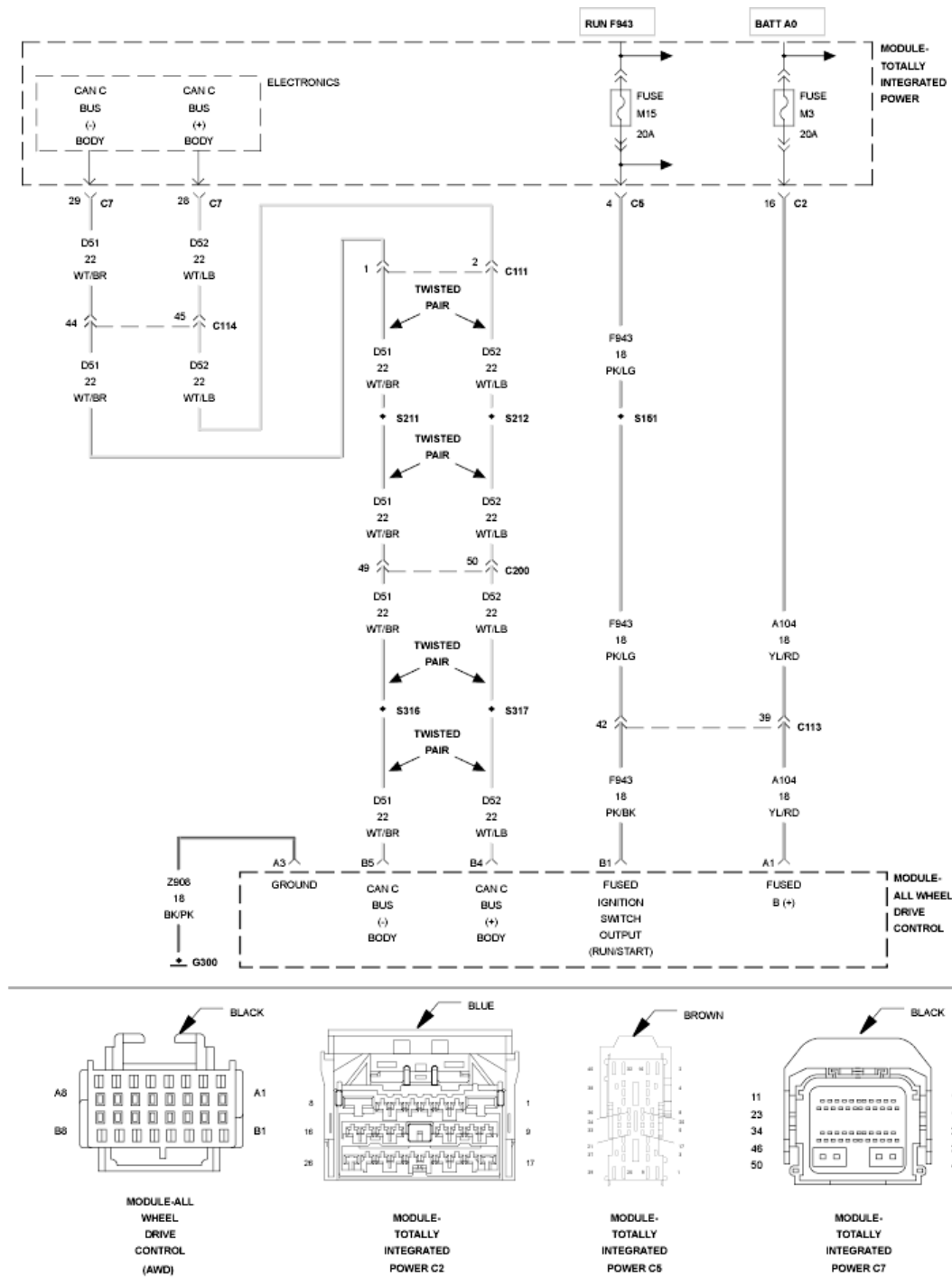


Fig. 24: All Wheel Drive Control Module Can C Bus , Fused B(+) And Fused Ignition Switch Output Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes

(F943) FUSED IGNITION SWITCH OUTPUT (RUN-START) CIRCUIT OPEN OR SHORTED
(A104) FUSED B(+) CIRCUIT OPEN OR SHORTED
(Z908) GROUND CIRCUIT OPEN
(D52) CAN C BUS (+) CIRCUIT OPEN
(D51) CAN C BUS (-) CIRCUIT OPEN
ALL WHEEL DRIVE CONTROL (AWD) MODULE

Diagnostic Test**1. TEST FOR INTERMITTENT CONDITION**

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

NOTE: Check the TIPM for any active CAN C hardware DTC's, perform DTC before proceeding.

Does the scan tool display a red X next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (F943) FUSED IGNITION SWITCH OUTPUT (RUN-START) CIRCUIT OPEN OR SHORTED

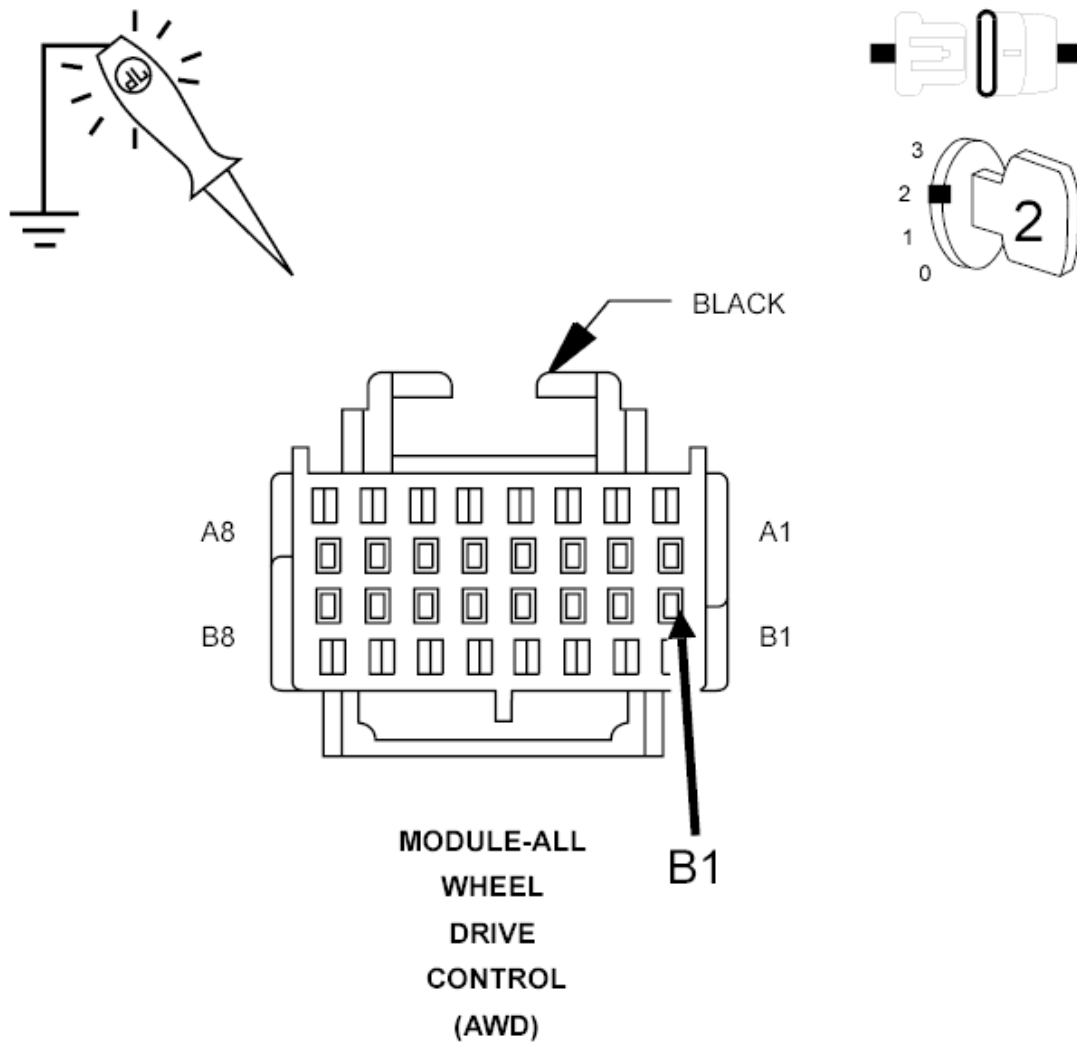


Fig. 25: Checking Fused Ignition Switch Output (Run-Start) Circuit For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the AWD harness connector.
3. Turn the ignition on.
4. Using a 12-volt test light connected to ground, check the (F943) Fused Ignition Switch Output (Run-Start) circuit.

Does the test light illuminate brightly?

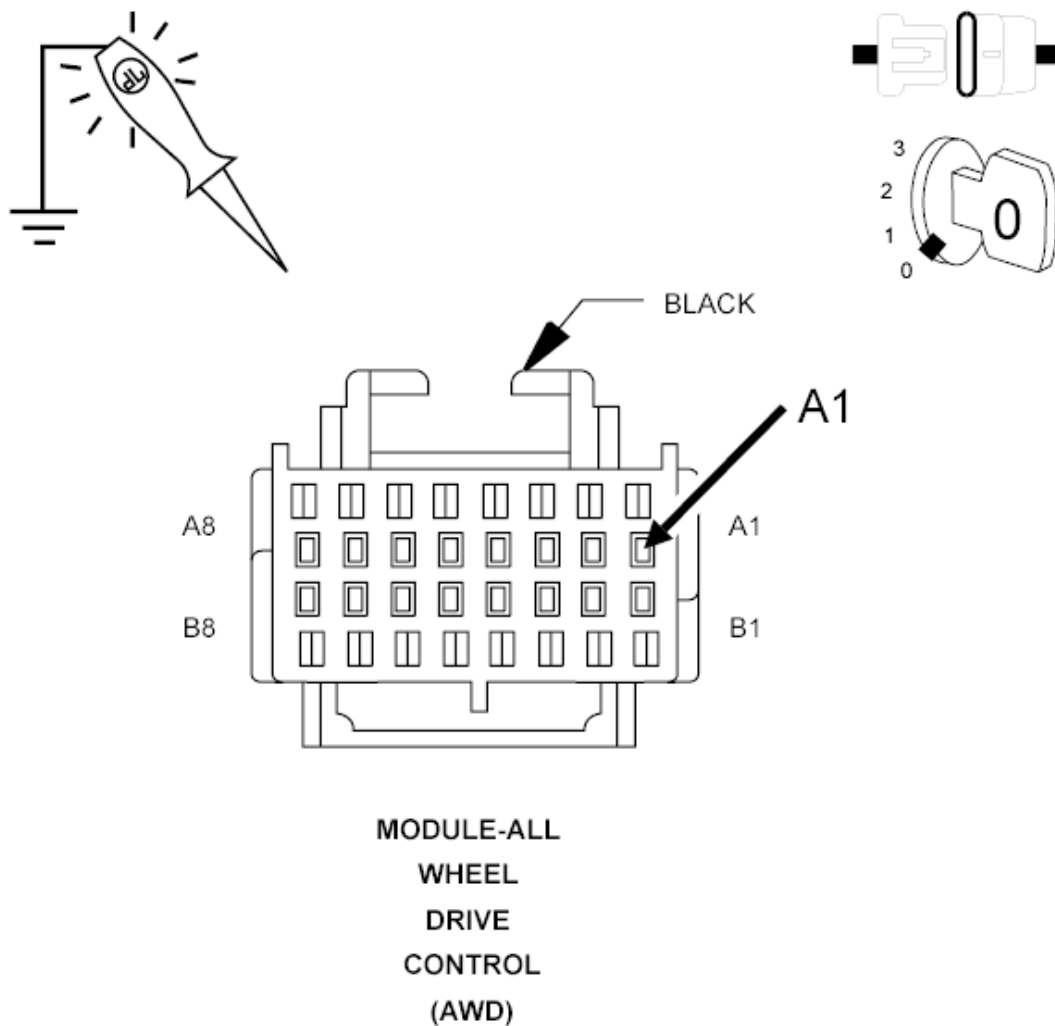
Yes

- Go to step 3

No

- Repair the (F943) Fused Ignition Switch Output (Run-Start) circuit for an open or short.
- Perform the appropriate VERIFICATION TEST.

3. (A104) FUSED B(+) CIRCUIT OPEN OR SHORTED



107581

Fig. 26: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to ground, check the (A104) Fused B+ circuit.

Does the test light illuminate brightly?

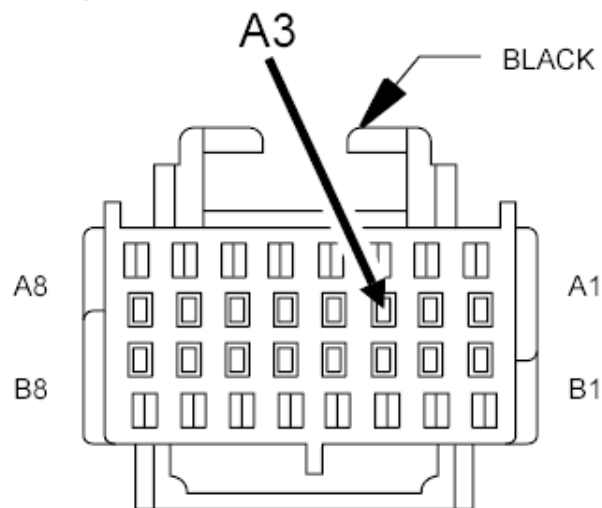
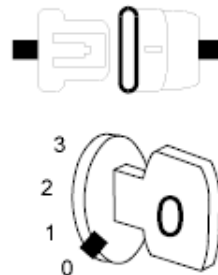
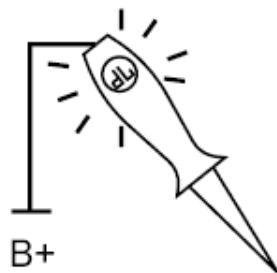
Yes

- Go to step 4

No

- Repair the (A104) Fused B+ circuit for an open or short.
- Perform the appropriate VERIFICATION TEST.

4. (Z908) GROUND CIRCUIT OPEN



MODULE-ALL
WHEEL
DRIVE
CONTROL
(AWD)

107583

Fig. 27: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Using a 12-volt test light connected to 12-volts, check the (Z908) ground circuit.

Does the test light illuminate brightly?

Yes

- Go to step 5

No

- Repair the (Z908) ground circuit for an open.
- Perform the appropriate VERIFICATION TEST.

5. (D52) CAN C BUS (+) CIRCUIT OPEN

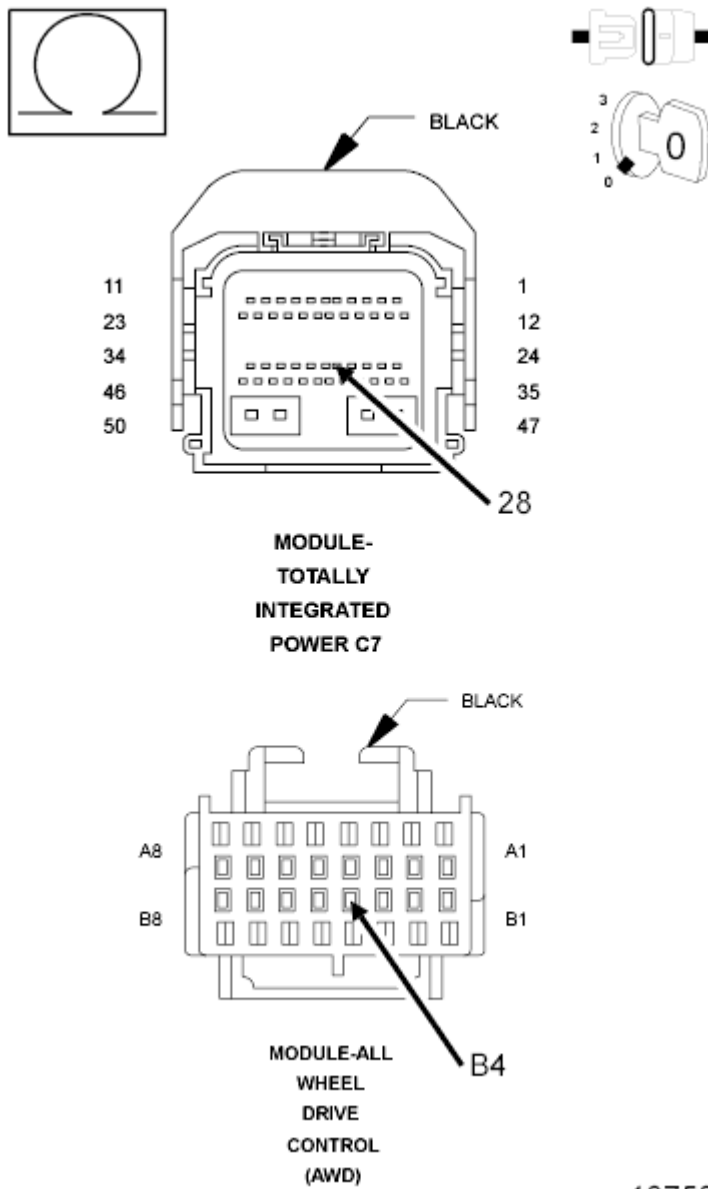


Fig. 28: Checking Can C Bus (+) Circuit For Open
Courtesy of CHRYSLER LLC

1. Disconnect the TIPM C7 harness connector.
2. Measure the resistance of the (D52) CAN C Bus (+) circuit between the TIPM C7 harness connector and the AWD harness connector.

Is the resistance below 5.0 ohms?

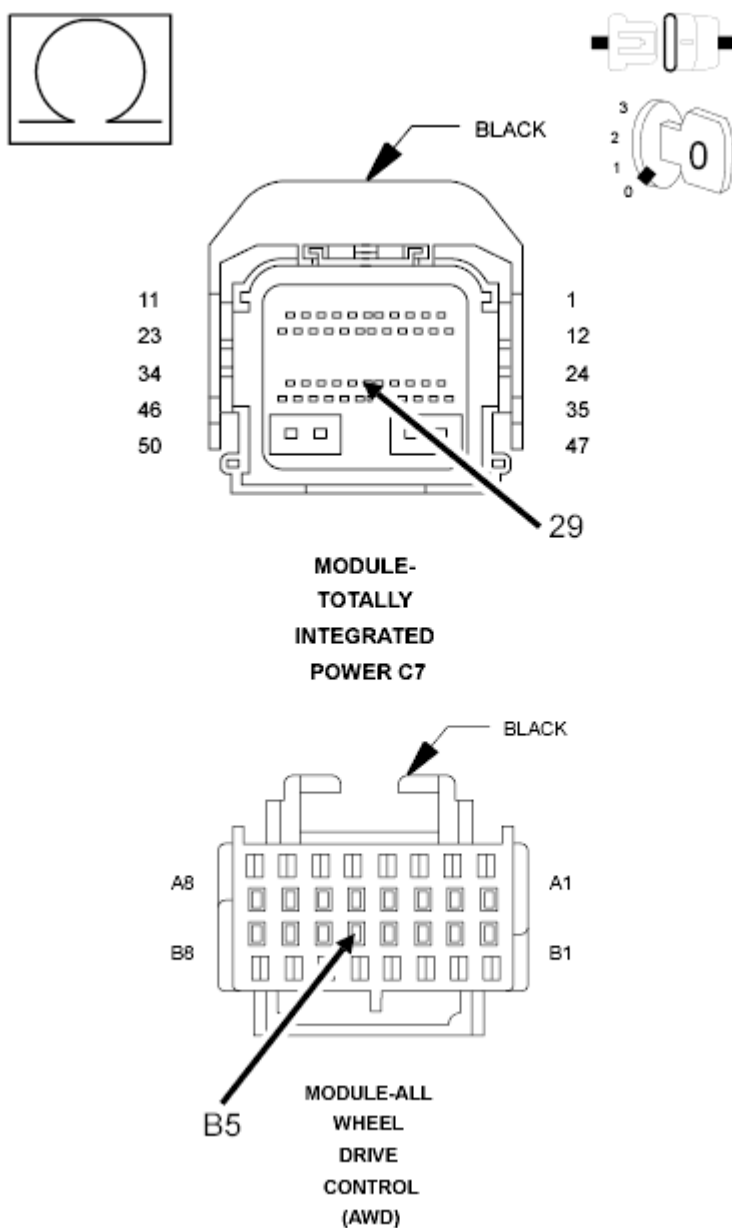
Yes

- Go to step 6

No

- Repair the (D52) CAN C Bus (+) circuit for an open.
- Perform the appropriate VERIFICATION TEST.

6. (D51) CAN C BUS (-) CIRCUIT OPEN



107587

Fig. 29: Checking Can C Bus (-) Circuit For Open
 Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D51) CAN C Bus (-) circuit between the TIPM C7 harness connector and the AWD harness connector.

Is the resistance below 5.0 ohms?

Yes

- Replace and program the All Wheel Drive Control (AWD) Module in accordance with the

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service information.

- Perform the appropriate VERIFICATION TEST.

No

- Repair the (D51) CAN C Bus (-) circuit for an open.
- Perform the appropriate VERIFICATION TEST.

NO RESPONSE FROM AMP (AMPLIFIER)

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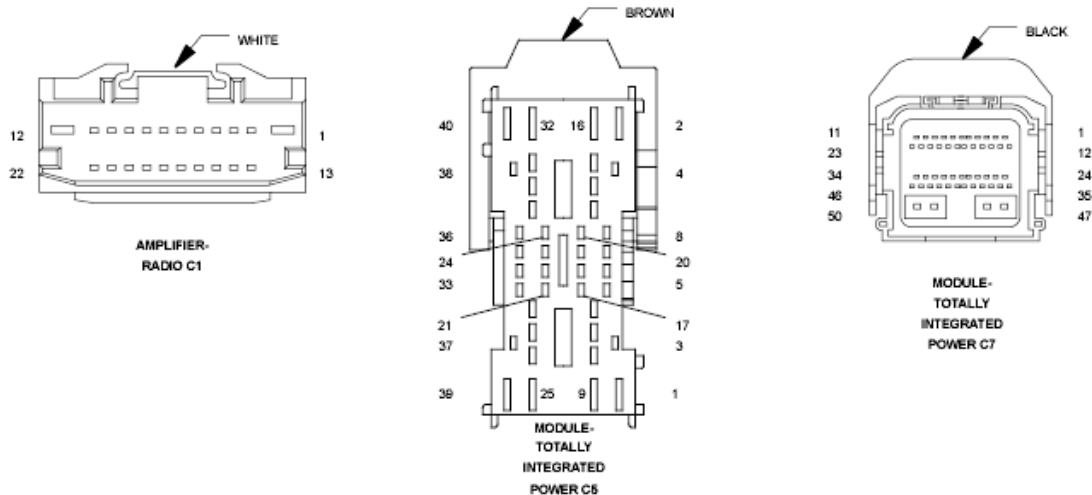
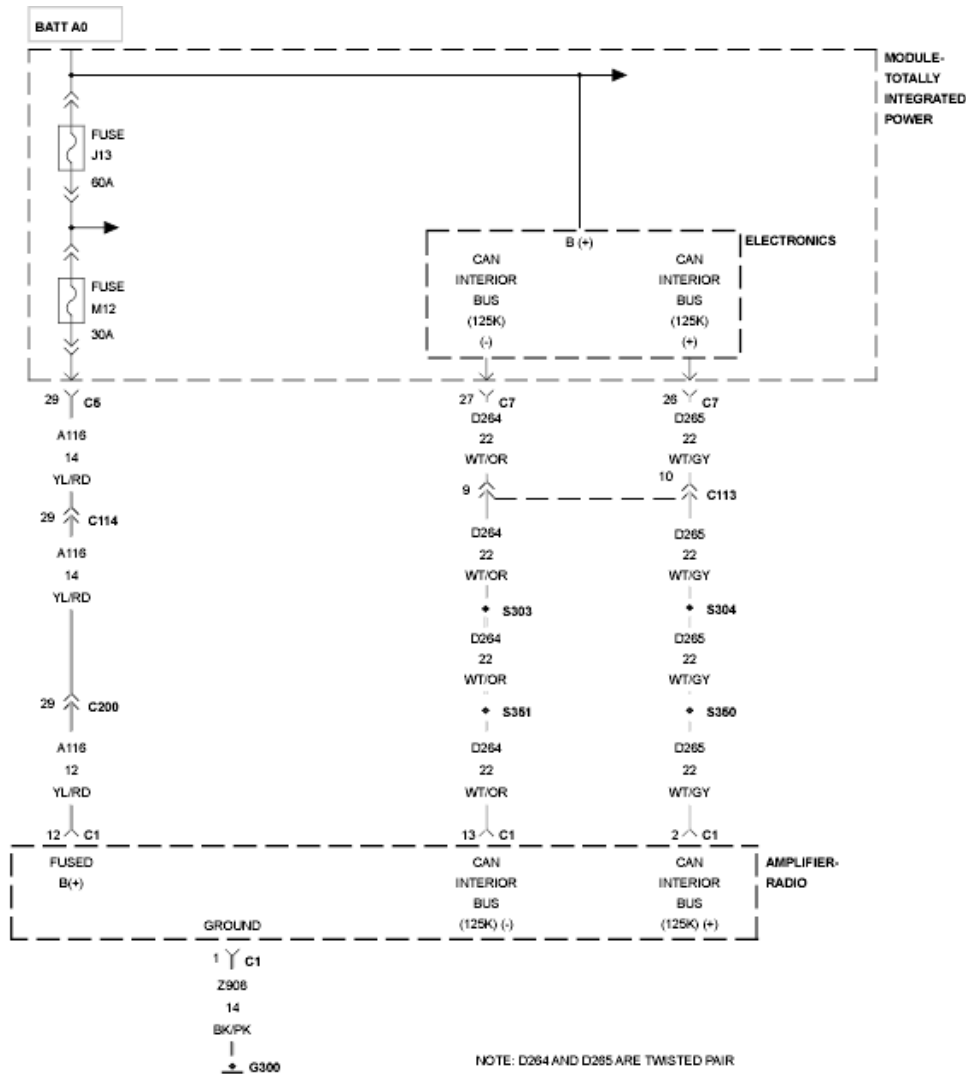


Fig. 30: Radio Amplifier CAN Interior Bus , Fused B(+) & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes

(A116) FUSED B (+) CIRCUIT OPEN OR SHORTED
(Z908) GROUND CIRCUIT OPEN
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
AMPLIFIER

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

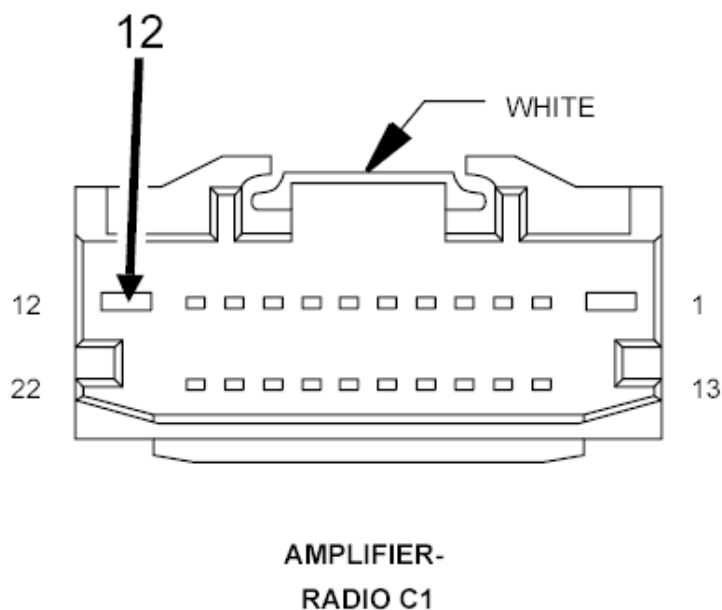
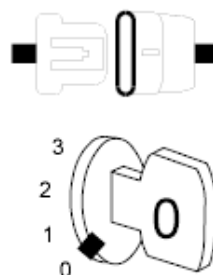
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A116) FUSED B(+) CIRCUIT OPEN OR SHORTED



78655

Fig. 31: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Radio Amplifier C1 harness connector.
3. Using a 12-volt test light connected to ground, check the (A116) Fused B(+) circuit.

Does the test light illuminate brightly?

Yes

- Go to step 3

No

- Repair the (A116)
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

3. (Z908) GROUND CIRCUIT OPEN

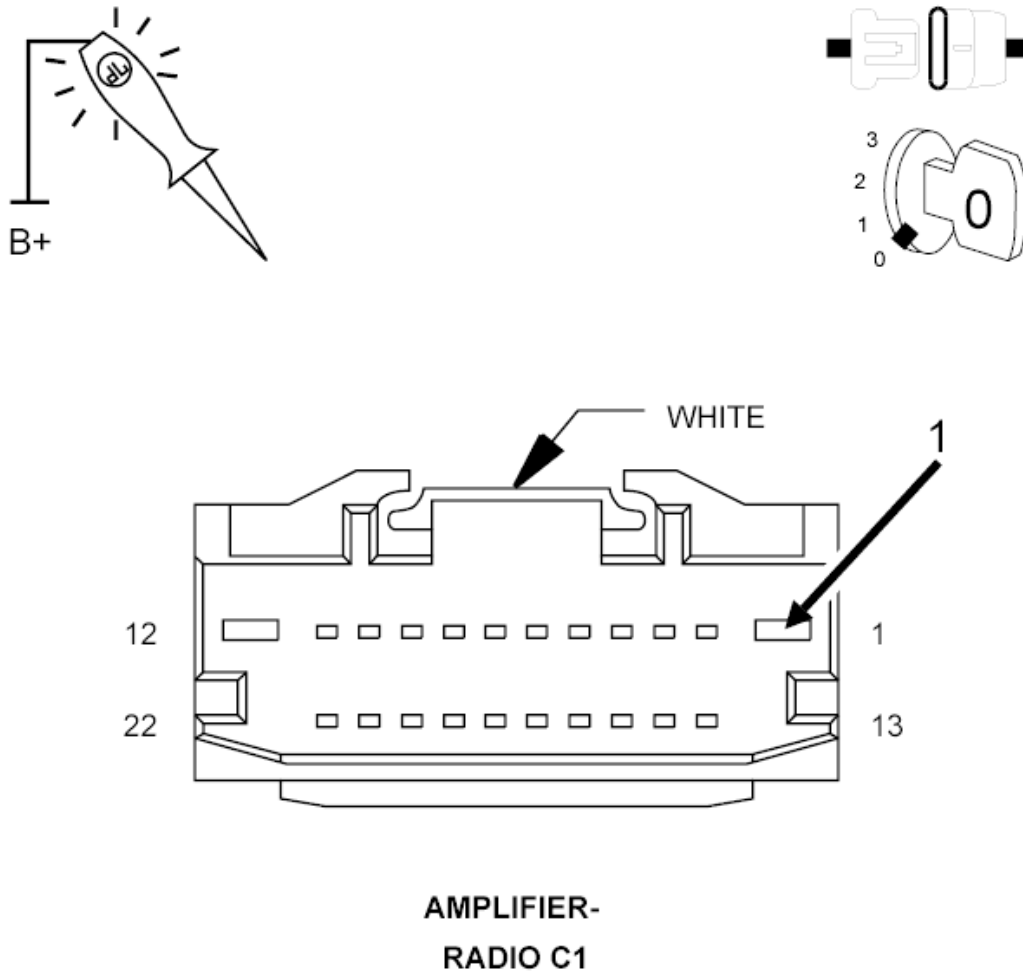


Fig. 32: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z908) ground circuit.

Does the test light illuminate brightly for each circuit?

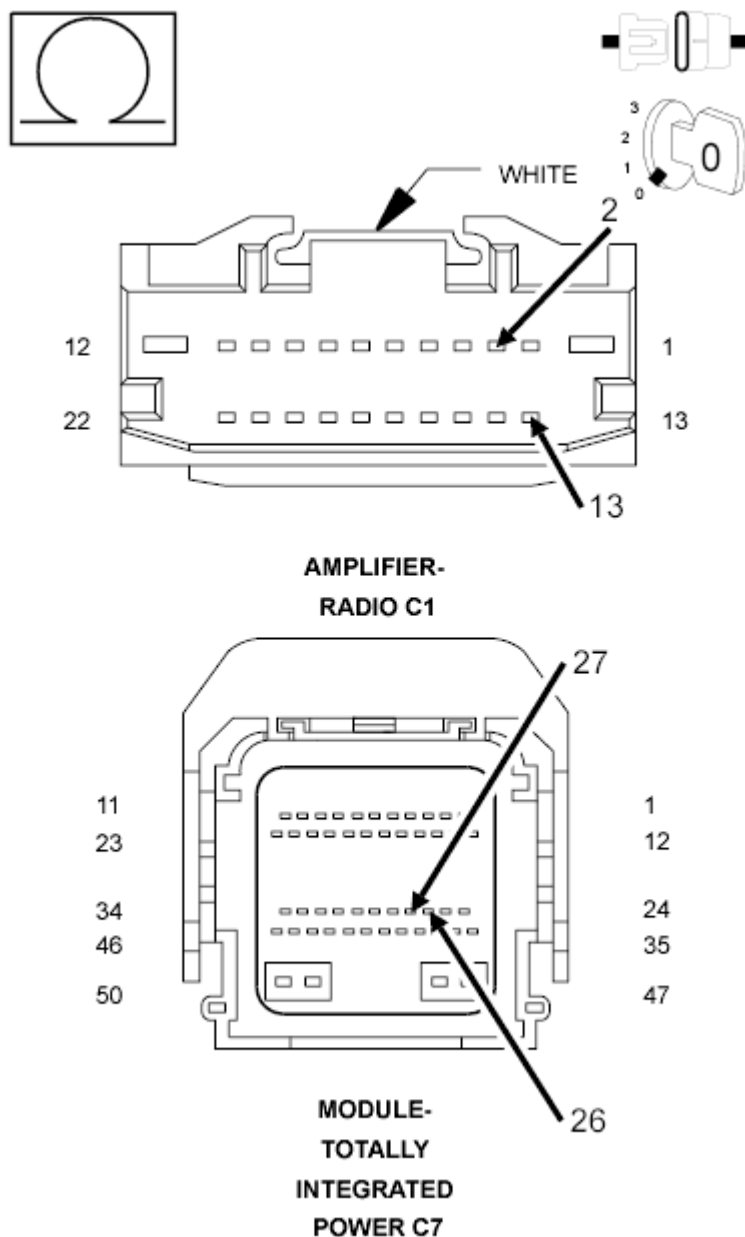
Yes

- Go to step 4

No

- Repair the (Z908) ground circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN



78659

Fig. 33: Checking Can Interior Bus Circuit For Open
 Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Radio Amplifier C1 harness connector.

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2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Radio Amplifier C1 harness connector.

Is resistance below 5.0 ohms on both circuits?

Yes

- Replace the Radio Amplifier in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM CCN (CLUSTER)

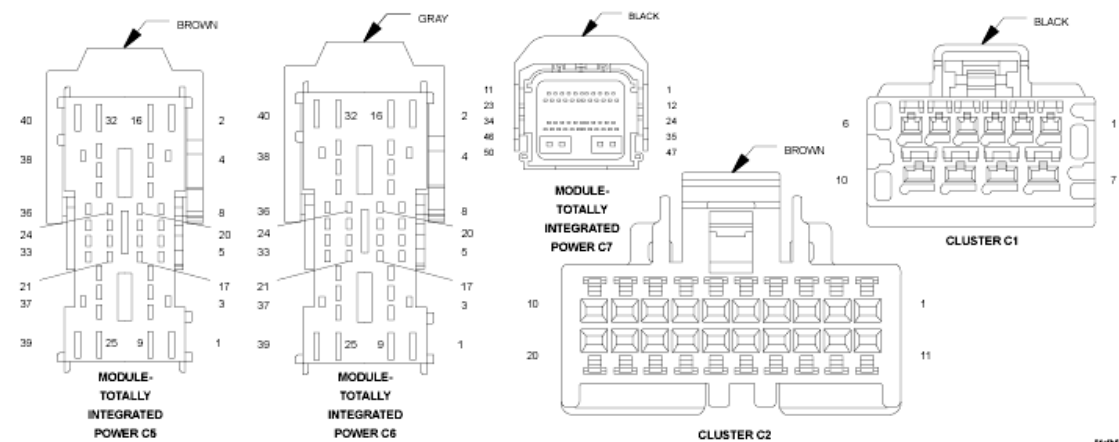
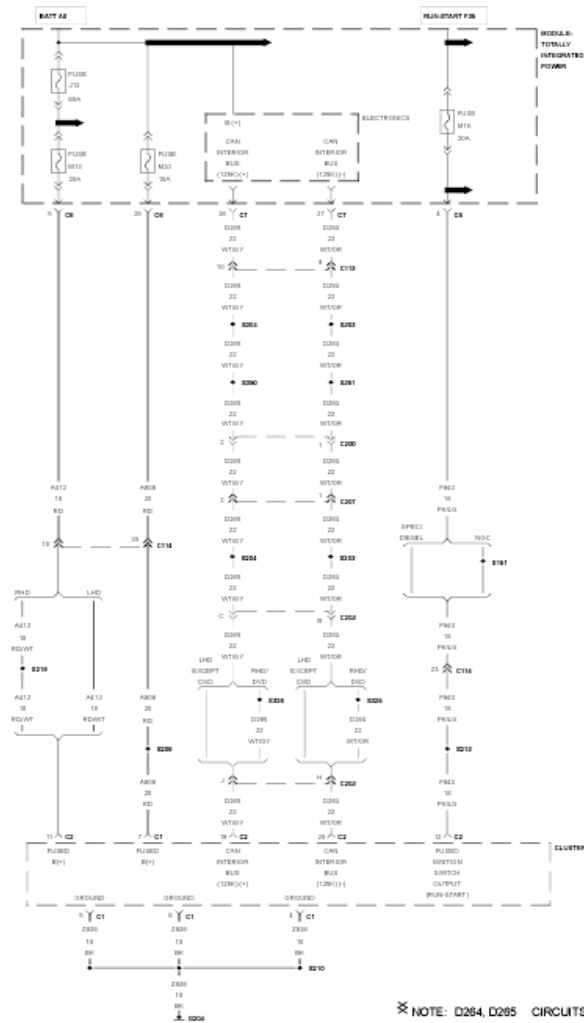


Fig. 34: Cluster CAN Interior BUS, Fused B(+), Fused Ignition Switch Output & Ground Circuit Schematic

Courtesy of CHRYSLER LLC

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

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Possible Causes

(A909) (A412) FUSED B(+) CIRCUITS OPEN OR SHORTED
(Z926) GROUND CIRCUITS OPEN
(F943) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
CLUSTER (CCN)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A909) (A412) FUSED B(+) CIRCUIT OPEN OR SHORTED

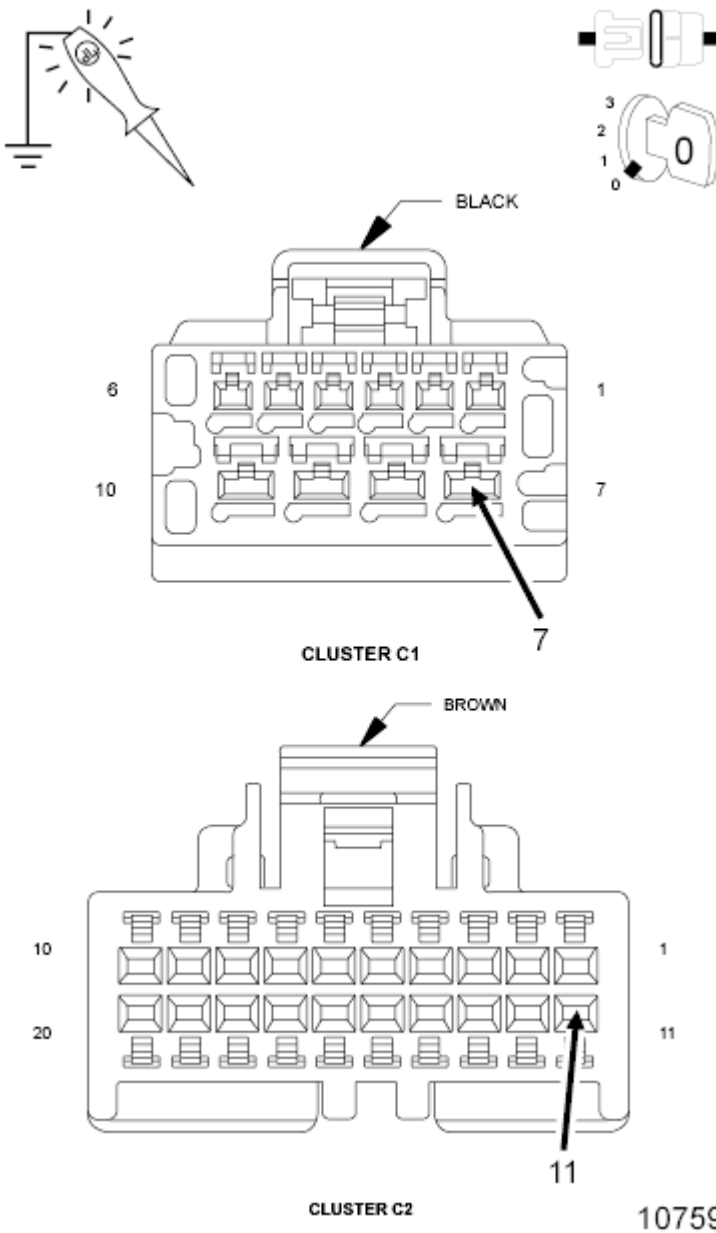


Fig. 35: Checking Fused B(+) Circuit For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Cluster C1 and C2 harness connectors.
3. Using a 12-volt test light connected to ground, check each (A909) and (A412) Fused B(+) circuit.

Does the test light illuminate brightly for each circuit?

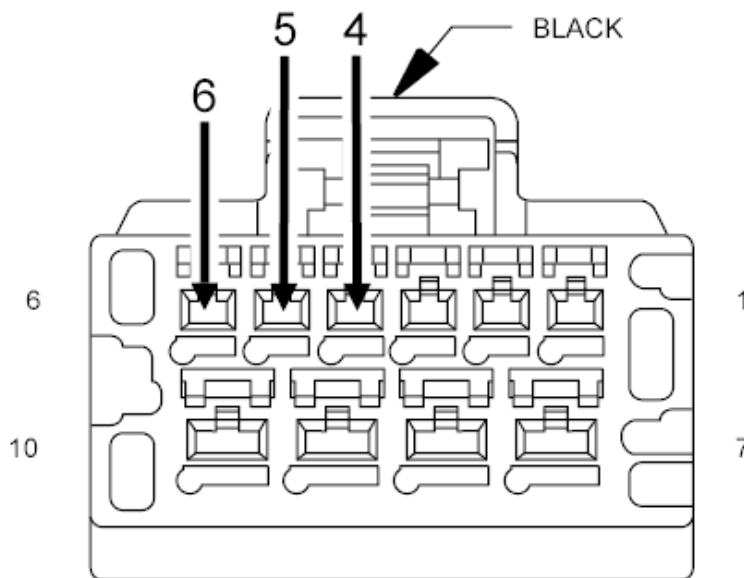
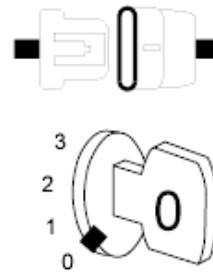
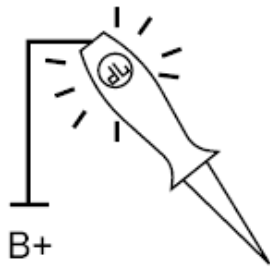
Yes

- Go to step 3

No

- Repair the Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

3. (Z926) GROUND CIRCUIT OPEN



CLUSTER C1

107595

Fig. 36: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check each (Z926) ground circuit.

Does the test light illuminate brightly for each circuit?

Yes

- Go to step 4

No

- Repair the (Z926) ground circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (F943) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED

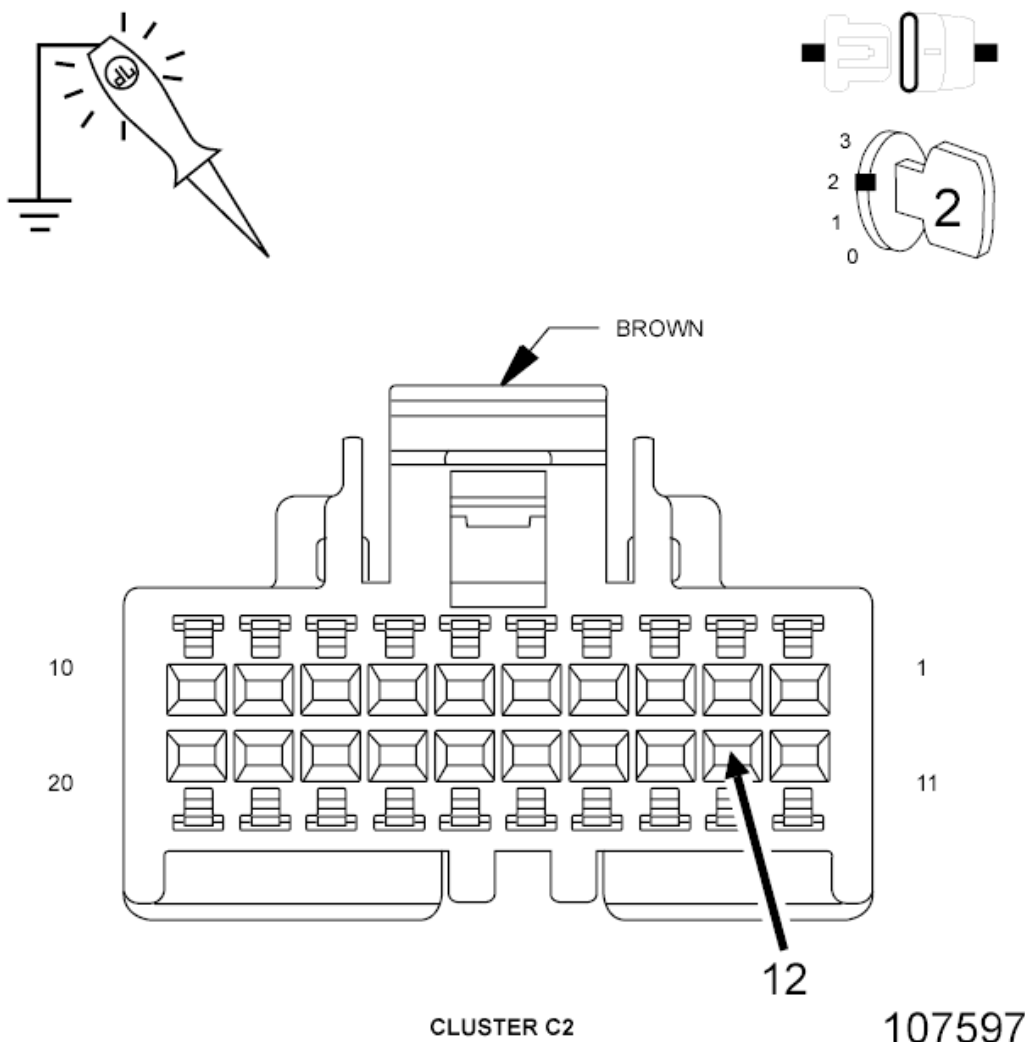


Fig. 37: Checking Fused Ignition Switch Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F943) Fused Ignition Switch Output (Run/Start) circuit.

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Does the test light illuminate brightly?

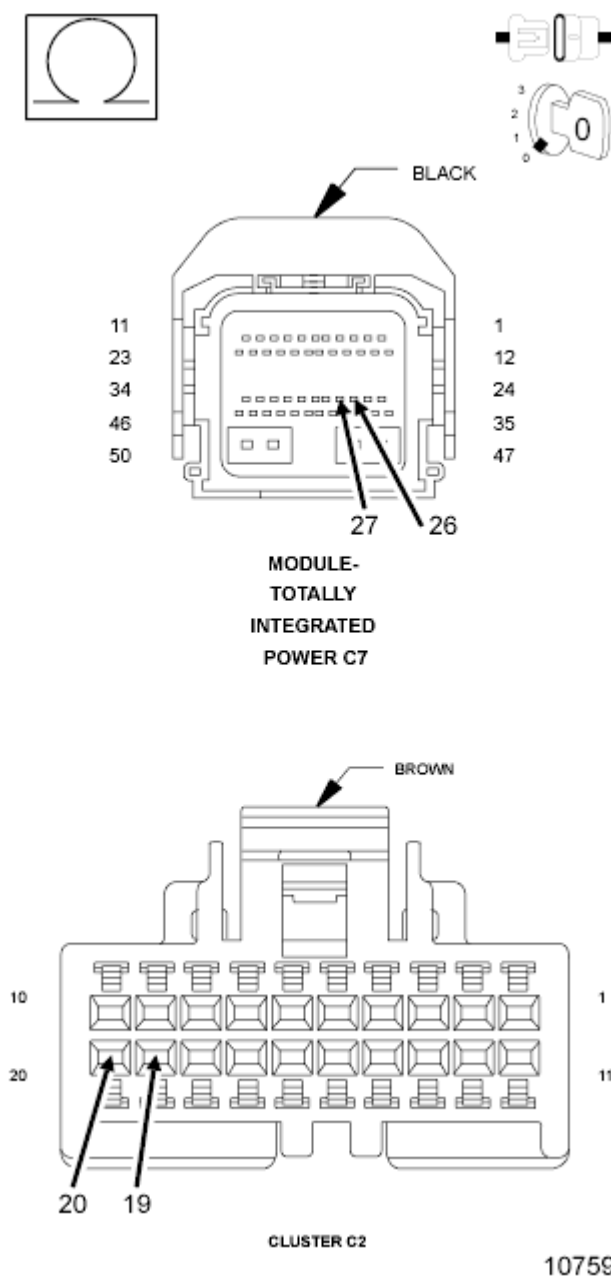
Yes

- Go to step 5

No

- Repair the (F943) Fused Ignition Switch Output (Run/Start) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

5. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN



107599

Fig. 38: Checking Can C Interior Bus Circuit For Open
 Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Cluster C2 harness connector.
2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Cluster C2 harness connector.

Is resistance below 5.0 ohms on both circuits?

Yes

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- Replace the Cluster in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D265) or (D264) CAN C Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM DDM (DRIVER DOOR MODULE)

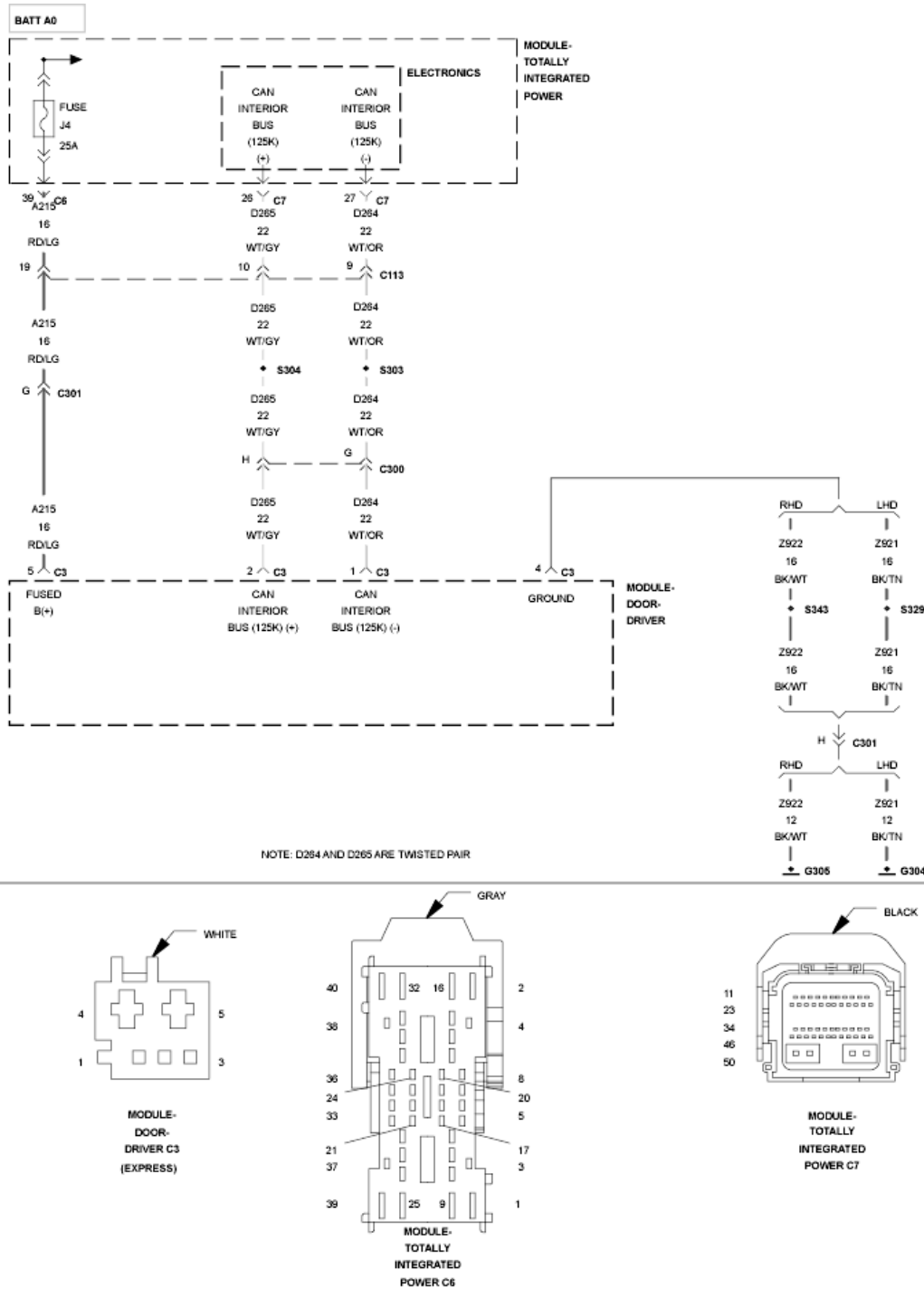


Fig. 39: Driver Door Module CAN Interior BUS, Fused B(+) & Ground Circuit Schematic
Courtesy of CHRYSLER LLC

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

Possible Causes

(A215) FUSED B (+) CIRCUIT OPEN OR SHORTED

(Z921/Z922) GROUND CIRCUIT OPEN
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
DRIVER DOOR MODULE

Diagnostic Test**1. TEST FOR INTERMITTENT CONDITION**

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A215) FUSED B(+) CIRCUIT OPEN OR SHORTED

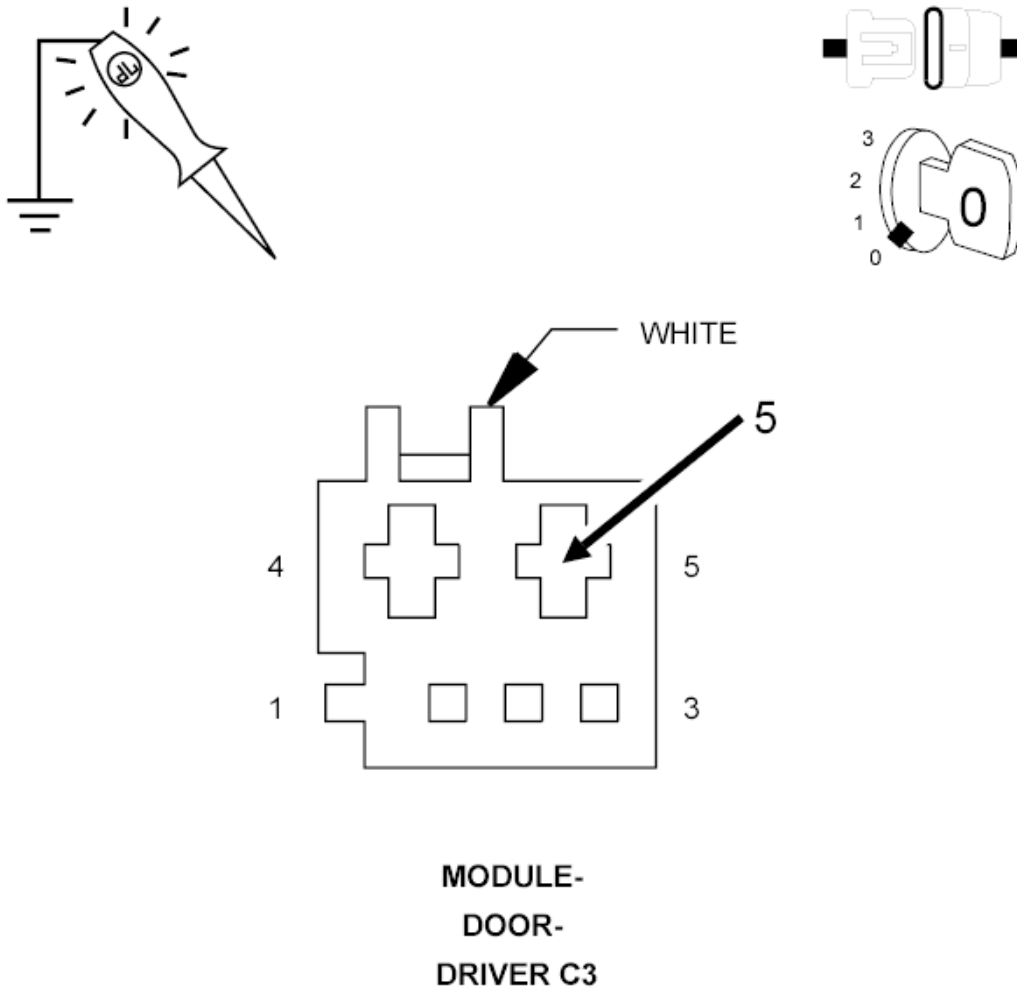


Fig. 40: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C3 harness connector.
3. Using a 12-volt test light connected to ground, check the (A215) Fused B(+) circuit.

Does the test light illuminate brightly?

Yes

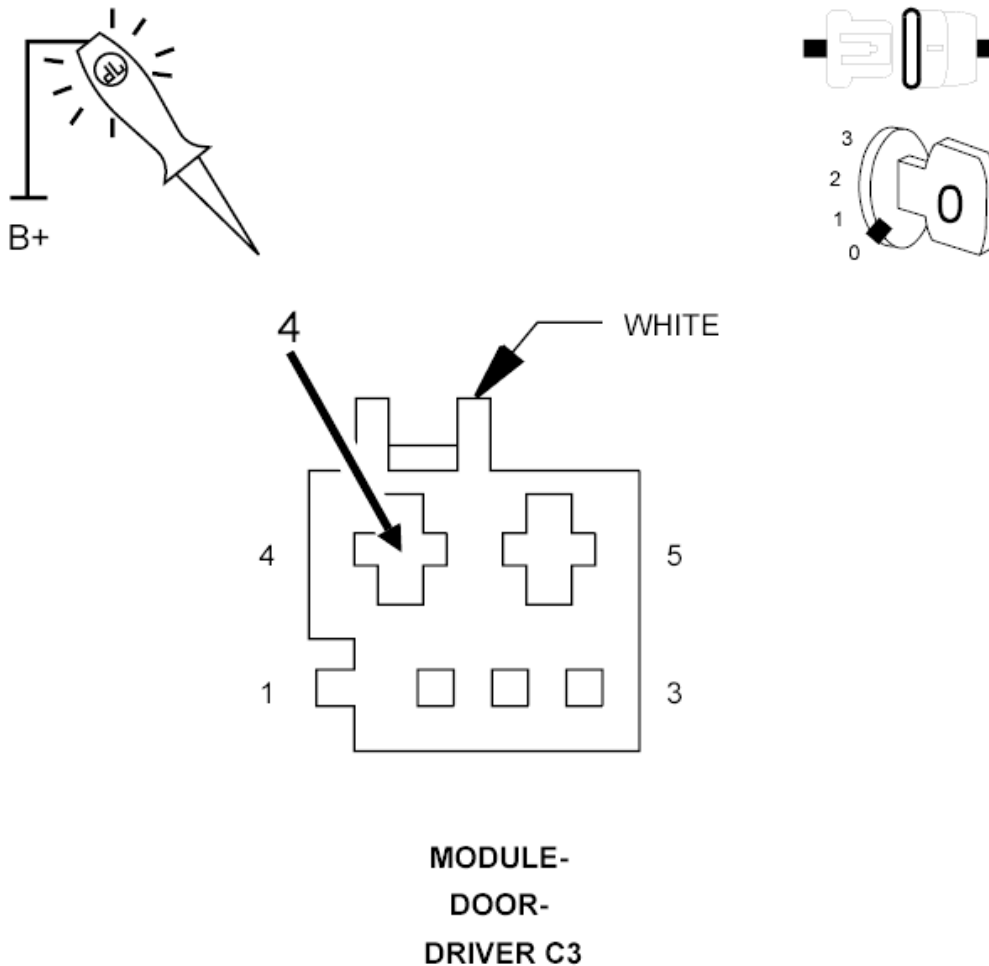
- Go to step 3

No

- Repair the (A215) Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based**

Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure .

3. (Z921/Z922) GROUND CIRCUIT OPEN



78679

Fig. 41: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z921/Z922) ground circuit.

Does the test light illuminate brightly for each circuit?

Yes

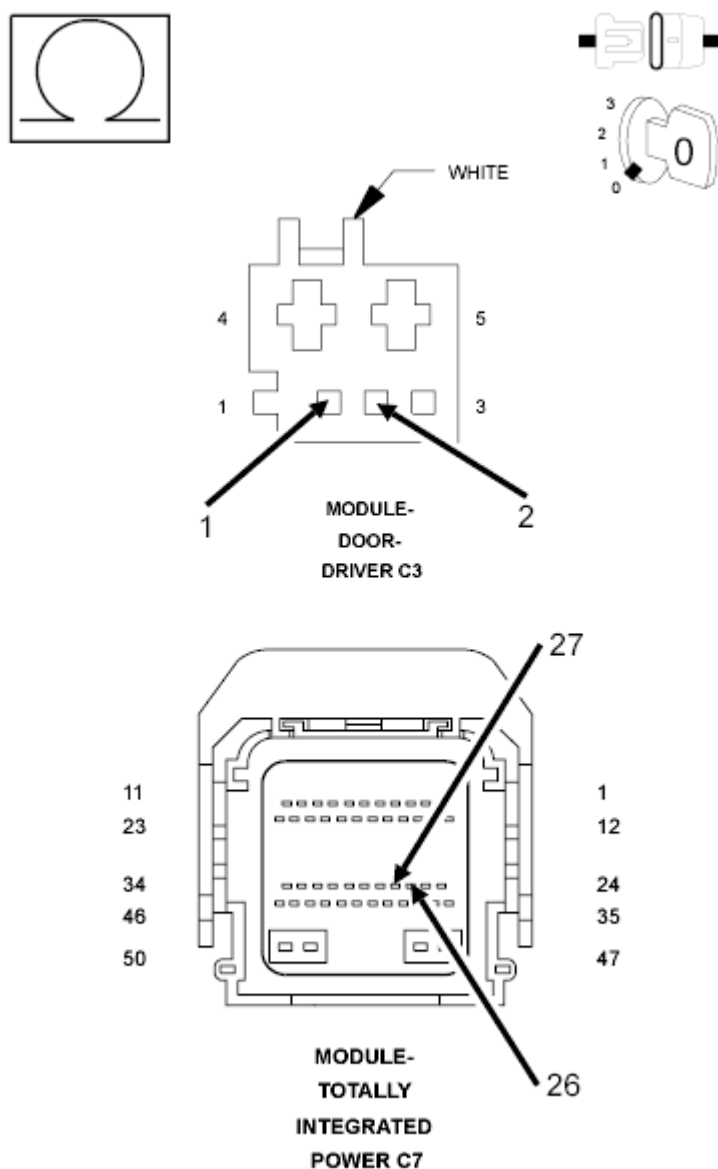
- Go to step 4

No

- Repair the (Z921/Z922) ground circuit for an open.

- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN



78681

Fig. 42: Checking Can Interior Bus Circuit For Open
 Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Driver Door Module C3 harness connector.
2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Driver Door Module C3 harness connector.

Is resistance below 5.0 ohms on both circuits?

Yes

- Replace the Driver Door Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM DISP - FRONT DISPLAY (RADIO MODULE)

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

Possible Causes
(A413) FUSED B + CIRCUIT OPEN OR SHORTED (Z907) GROUND CIRCUIT OPEN (D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN FRONT DISPLAY (RADIO MODULE)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: **Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.**

2. With the scan tool, select ECU View.

NOTE: **A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.**

Does the scan tool display a red X next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A413) FUSED B + CIRCUIT OPEN OR SHORTED

1. Turn the ignition off.
2. Disconnect the Radio Module 8-way harness connector.
3. Turn the ignition on.
4. Using a 12-volt test light connected to ground, check the (A413) Fused B + circuit.

Does the test light illuminate brightly?

Yes

- Go to step 3

No

- Repair the (A413) Fused B + circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

3. (Z907) GROUND CIRCUIT OPEN

1. Turn the ignition off.
2. Using a 12-volt test light connected to 12-volts, check the (Z907) ground circuit.

Does the test light illuminate brightly for each circuit?

Yes

- Go to step 4

No

- Repair the (Z907) ground circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Radio Module 8-way harness connector.
2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Radio Module 8-way harness connector.

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Is resistance below 5.0 ohms on both circuits?

Yes

- Replace the Front Display (Radio Module) in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM ECM (ENGINE CONTROL MODULE) - DIESEL

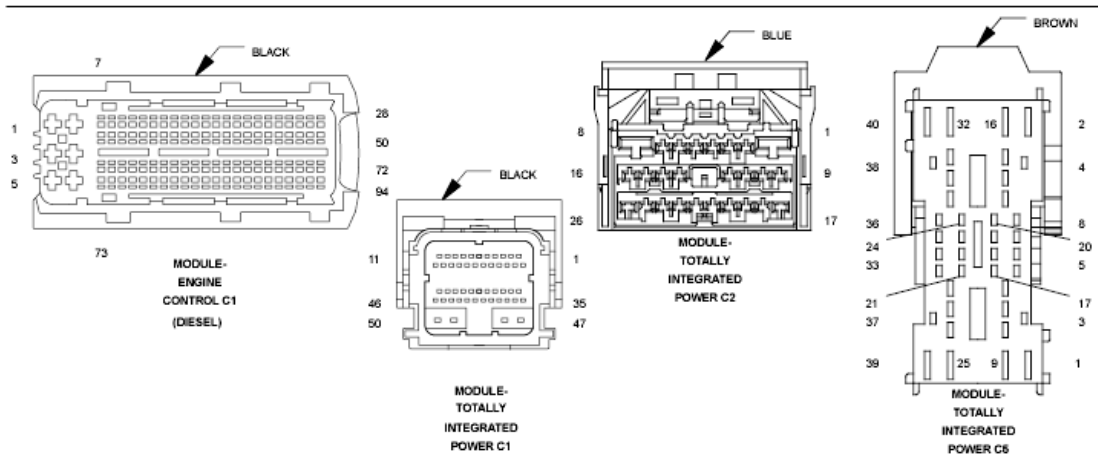
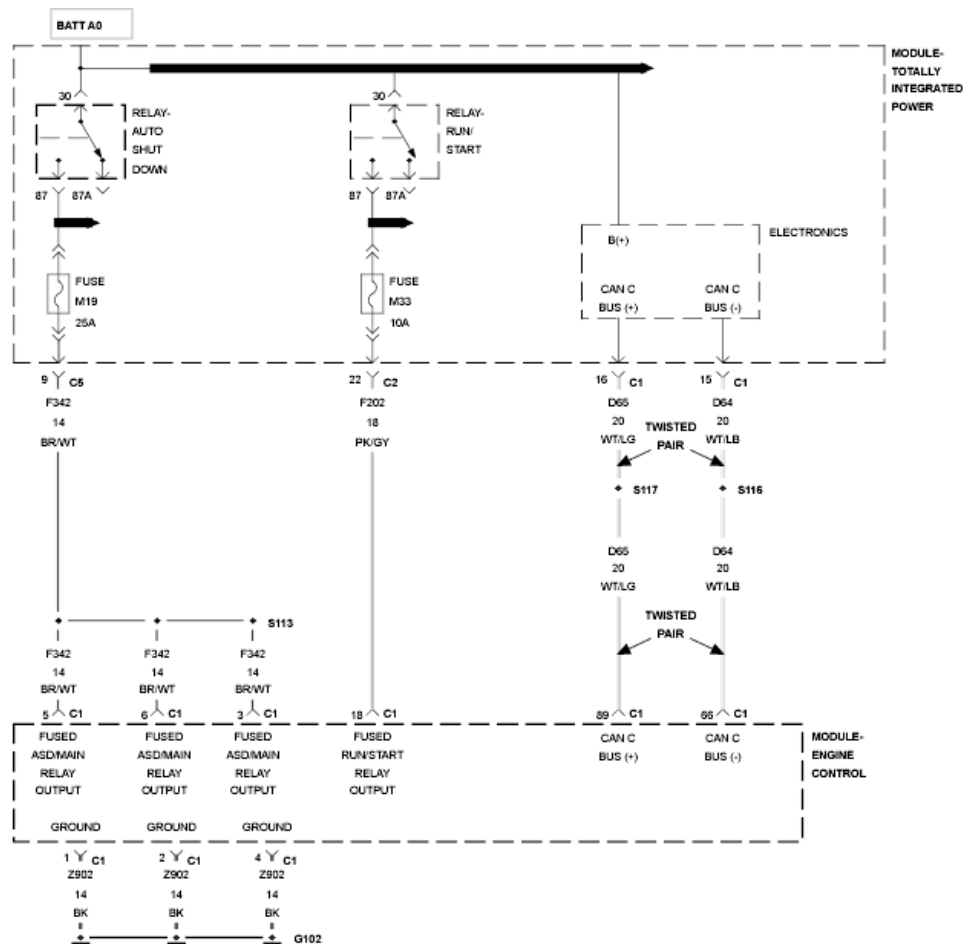


Fig. 43: Engine Control Module CAN C BUS, Fused Run/Start & Fused ASDMain Relay Output & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes

ENGINE CONTROL MODULE POWER AND GROUND

(D65) CAN C BUS (+) CIRCUIT OPEN

(D64) CAN C BUS (-) CIRCUIT OPEN

ENGINE CONTROL MODULE (ECM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Make sure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. Using the scan tool, select ECU View.

NOTE: A red "X" will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

NOTE: Check the TIPM for any active CAN C hardware and any ignition related DTCs, perform DTCs before proceeding.

Does the scan tool display a red "X" next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. CHECK ECM POWER AND GROUND

1. Check the ECM power and ground circuits. Refer to **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Diagnosis and Testing** .

Were any problems found?

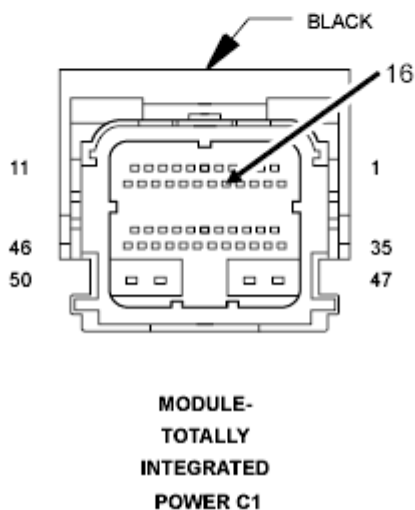
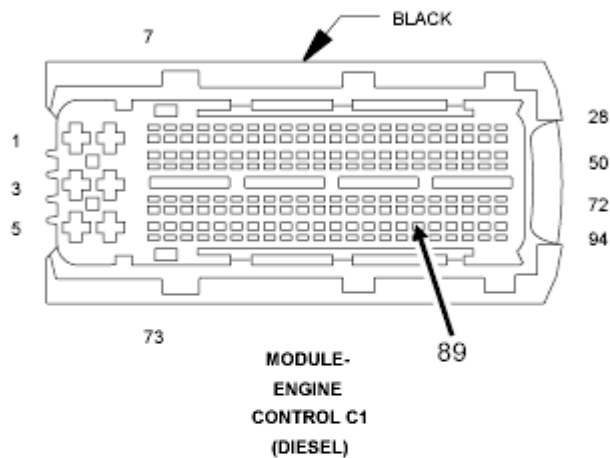
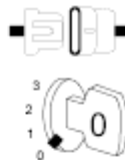
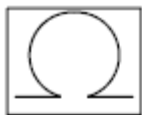
Yes

- Repair as necessary.
- Perform the ECM VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Standard Procedure**.

No

- Go to step 3

3. (D65) CAN C BUS (+) CIRCUIT OPEN



107611

Fig. 44: Checking Can C Bus (+) Circuit For Open**Courtesy of CHRYSLER LLC**

1. Turn the ignition off.
2. Disconnect the TIPM C1 harness connector.
3. Disconnect the ECM C1 harness connector.
4. Measure the resistance of the (D65) CAN C Bus (+) circuit between the TIPM C1 connector and the ECM C1 harness connector.

Is resistance below 5.0 Ohms?

Yes

- Go to step 4

No

- Repair the (D65) CAN C Bus (+) circuit for an open.
- Perform the ECM VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Standard Procedure** .

4. (D64) CAN C BUS (-) CIRCUIT OPEN

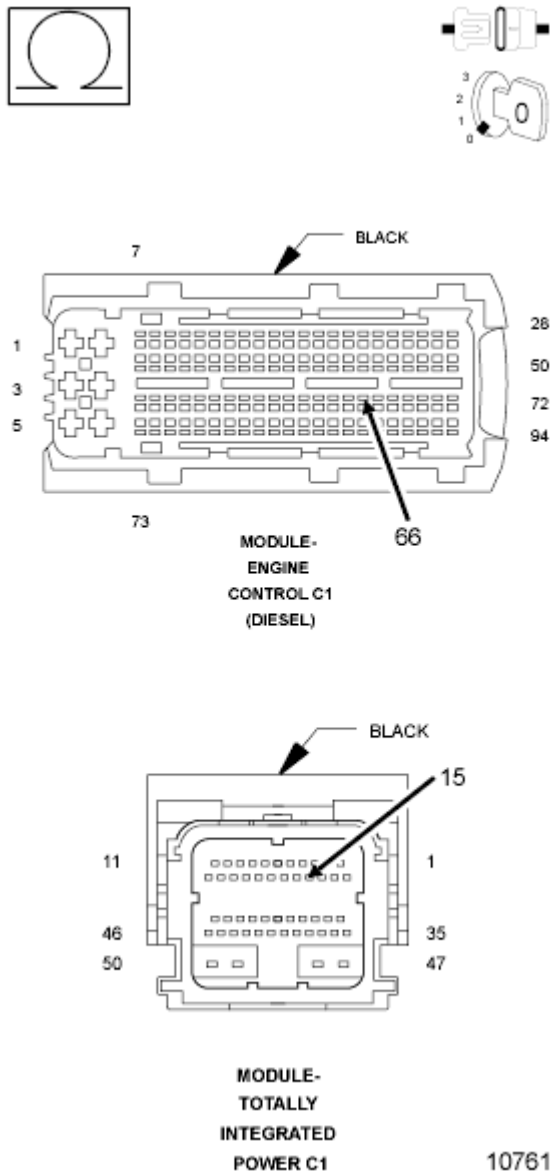


Fig. 45: Checking Can C Bus (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D64) CAN C Bus (-) circuit between the TIPM C1 connector and the ECM C1 connector.

Is resistance below 5.0 Ohms?

Yes

- Replace and program the Engine Control Module in accordance with the Service Information.
- Perform the ECM VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE**,

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Engine Control (ECM) - Standard Procedure .

No

- Repair the (D64) CAN C Bus (-) circuit for an open.
- Perform the ECM VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Engine Control (ECM) - Standard Procedure .**

NO RESPONSE FROM HFM (HANDS FREE MODULE)

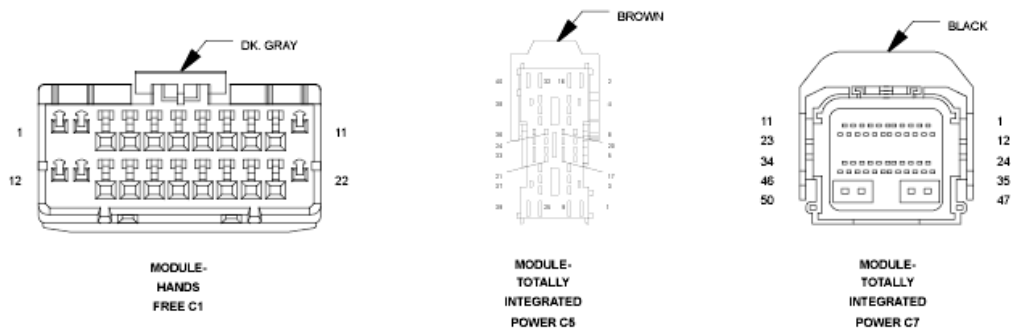
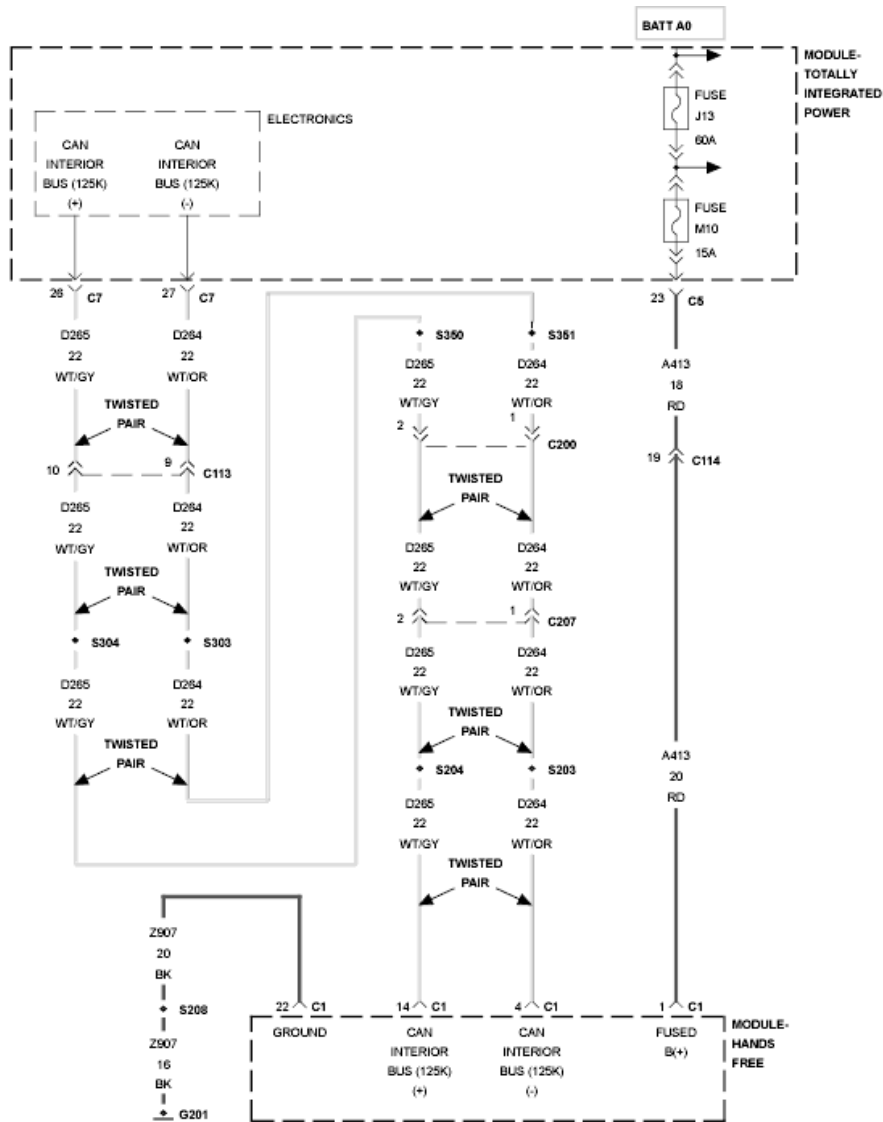


Fig. 46: HFM CAN Interior Bus, Fused B+ & Ground Circuit Schematic
Courtesy of CHRYSLER LLC

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

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Possible Causes

(A413) FUSED B (+) CIRCUIT OPEN OR SHORTED
(Z907) GROUND CIRCUIT OPEN
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
HANDS FREE MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

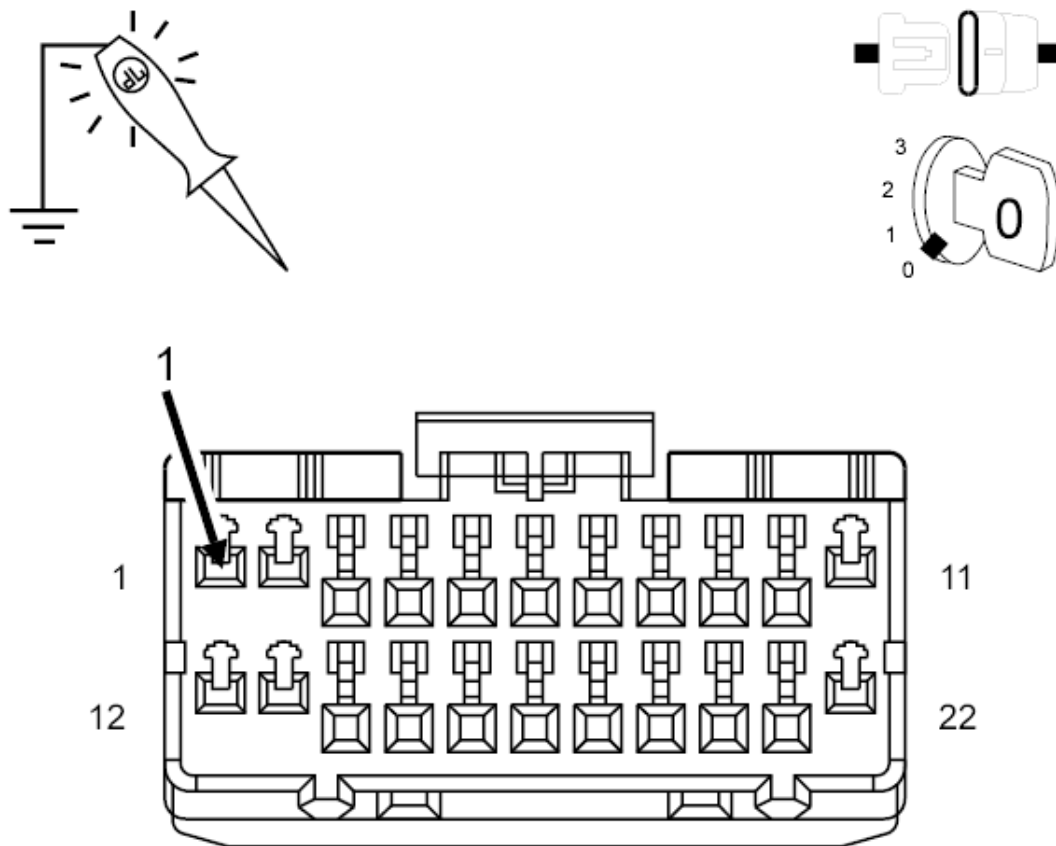
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram or schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A413) FUSED B(+) CIRCUIT OPEN OR SHORTED



MODULE-
HANDS
FREE

78735

Fig. 47: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Hands Free Module harness connector.
3. Using a 12-volt test light connected to ground, check the (A413) Fused B(+) circuit.

Does the test light illuminate brightly?

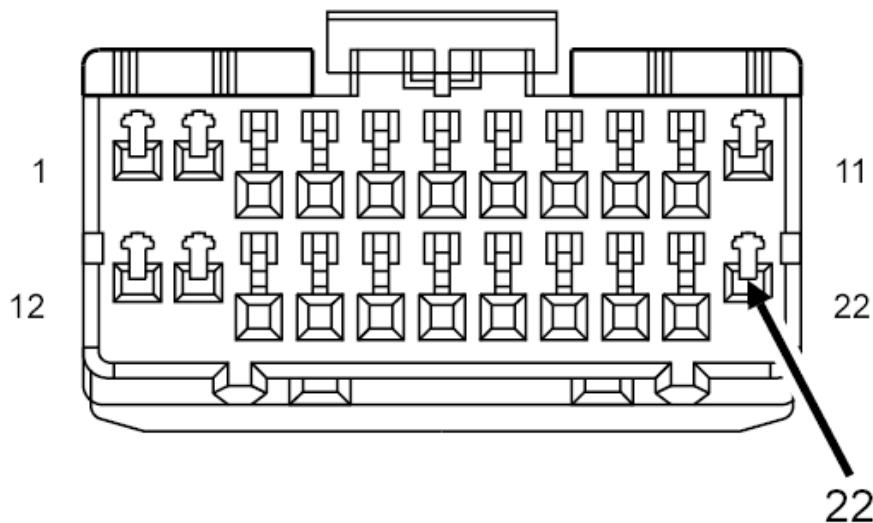
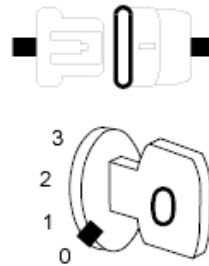
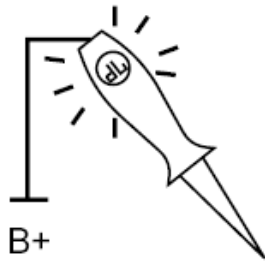
Yes

- Go to step 3

No

- Repair the (A413) Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

3. (Z907) GROUND CIRCUIT OPEN



MODULE-
HANDS
FREE

78737

Fig. 48: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z907) ground circuit.

Does the test light illuminate brightly for each circuit?

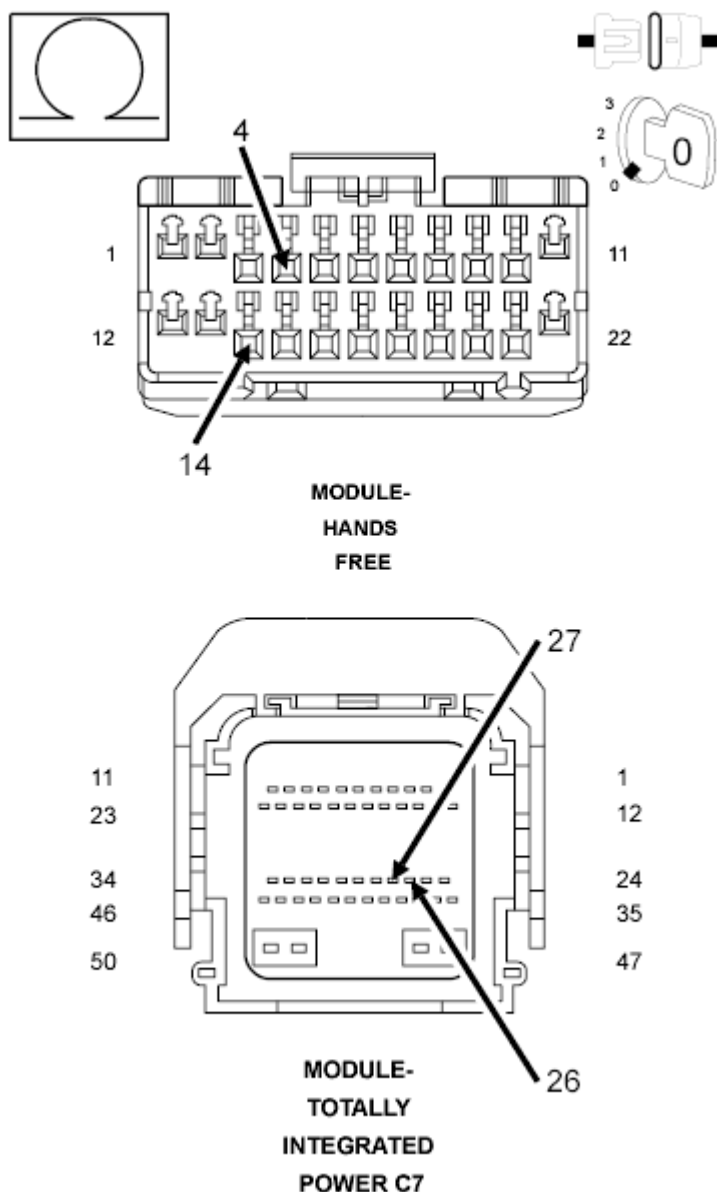
Yes

- Go to step 4

No

- Repair the (Z907) ground circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN



78739

Fig. 49: Checking CAN Interior Bus Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7

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harness connector and the Hands Free Module harness connector.

2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Hands Free Module harness connector.

Is resistance below 5.0 ohms on both circuits?

Yes

- Replace the Hands Free Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM HVAC (A/C HEATER CONTROL MODULE)

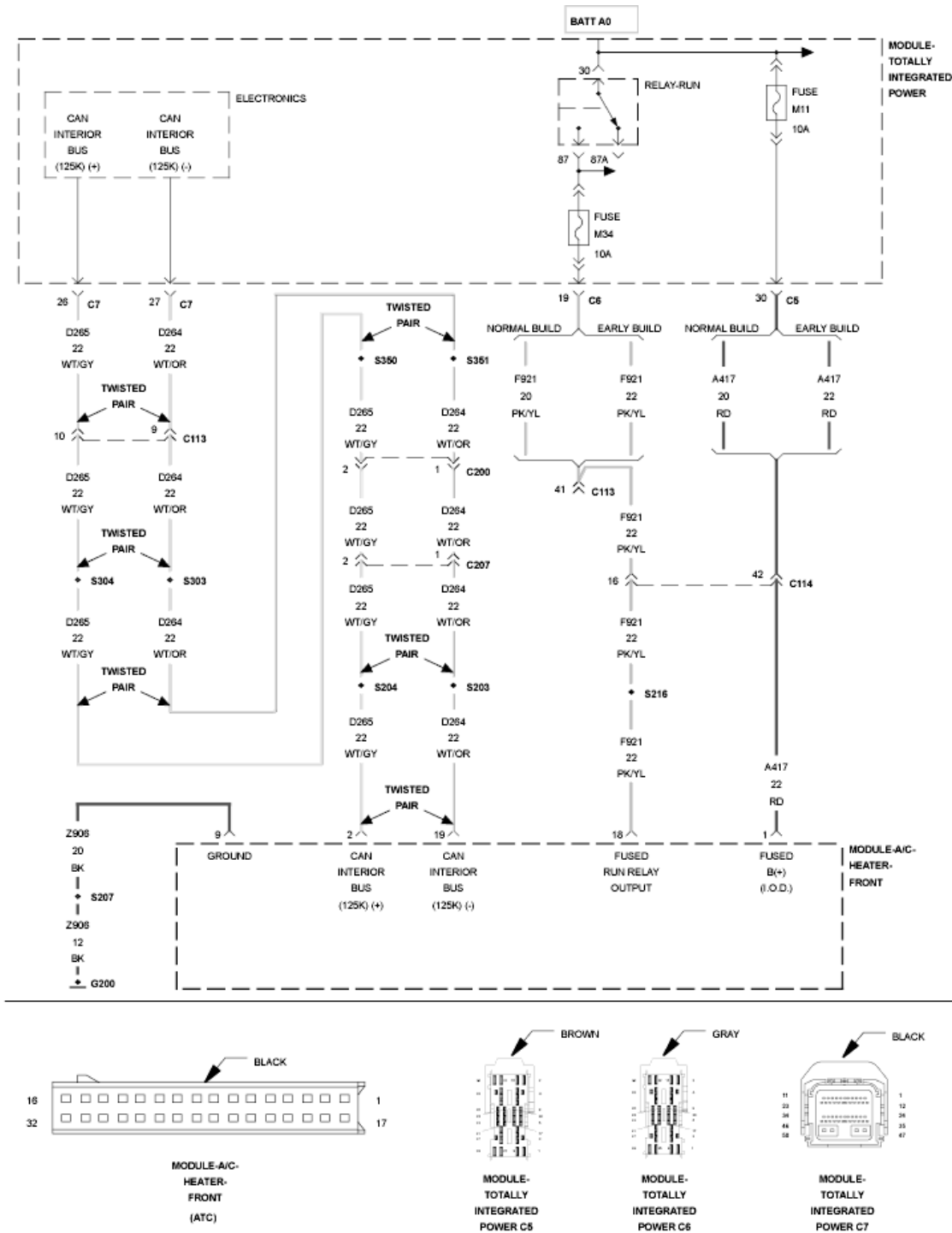


Fig. 50: Front HVAC CAN Interior BUS, Fused B+, Fused Run Relay Output & Ground Circuit Schematic (1 Of 2)

Courtesy of CHRYSLER LLC

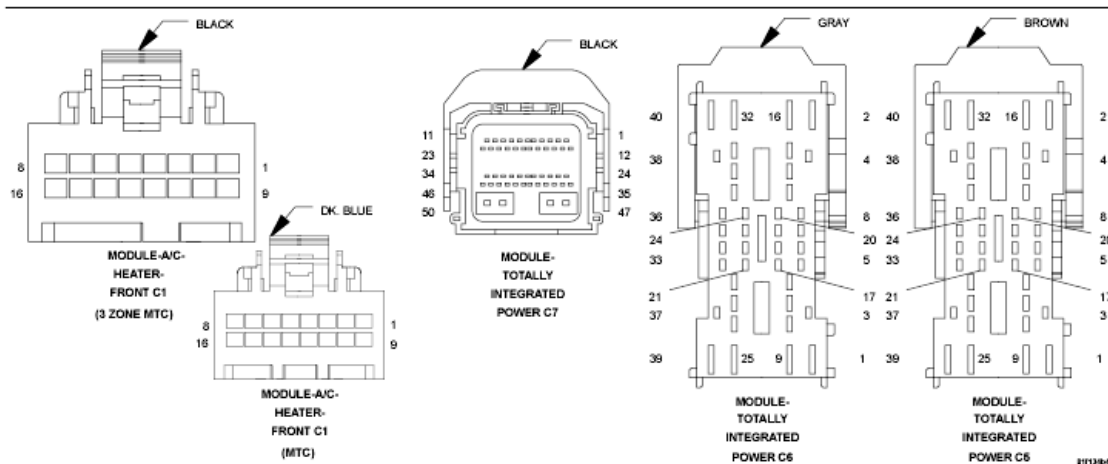
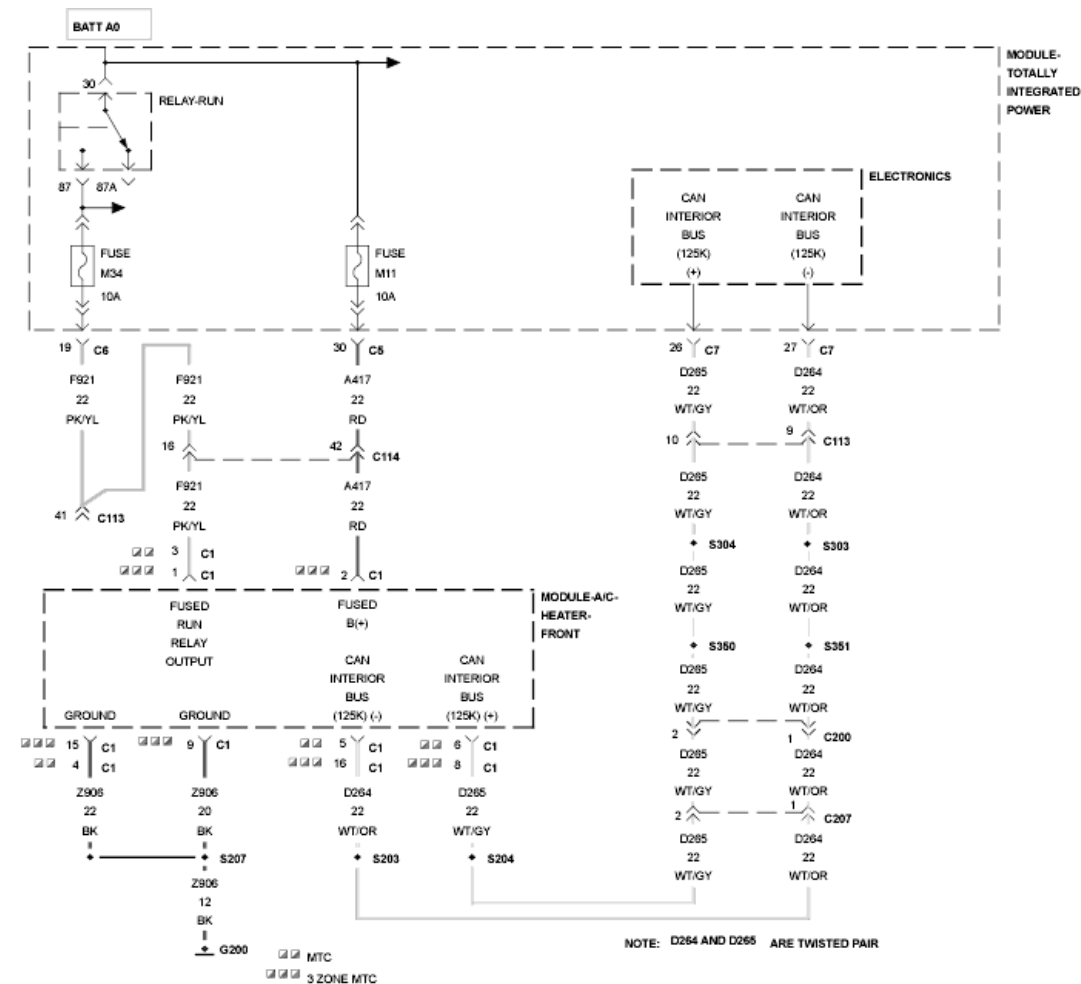


Fig. 51: Front HVAC CAN Interior BUS, Fused B+, Fused Run Relay Output & Ground Circuit Schematic (2 Of 2)

Courtesy of CHRYSLER LLC

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

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Possible Causes

(A417) FUSED B(+) CIRCUIT OPEN OR SHORTED
(Z906) GROUND CIRCUITS OPEN
(F921) FUSED RUN RELAY OUTPUT CIRCUIT OPEN OR SHORTED
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
A/C HEATER CONTROL MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: Make sure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. Using the scan tool, select ECU View.

NOTE: A red "X" will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red "X" next to the module?

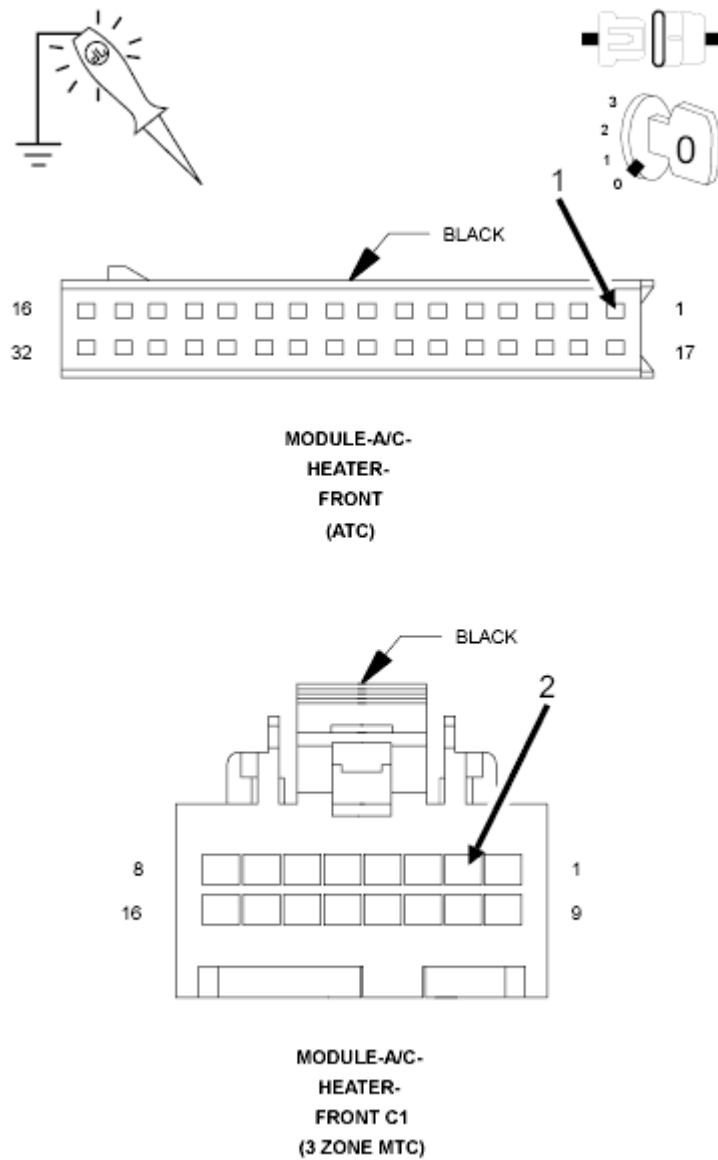
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A417) FUSED B(+) CIRCUIT OPEN OR SHORTED



107625

Fig. 52: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the HVAC harness connectors.
3. Using a 12-volt test light connected to ground, check the (A417) Fused B(+) circuit.

Does the test light illuminate brightly for each circuit?

Yes

- Go to step 3

No

- Repair the (A417) Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

3. (Z906) GROUND CIRCUIT OPEN

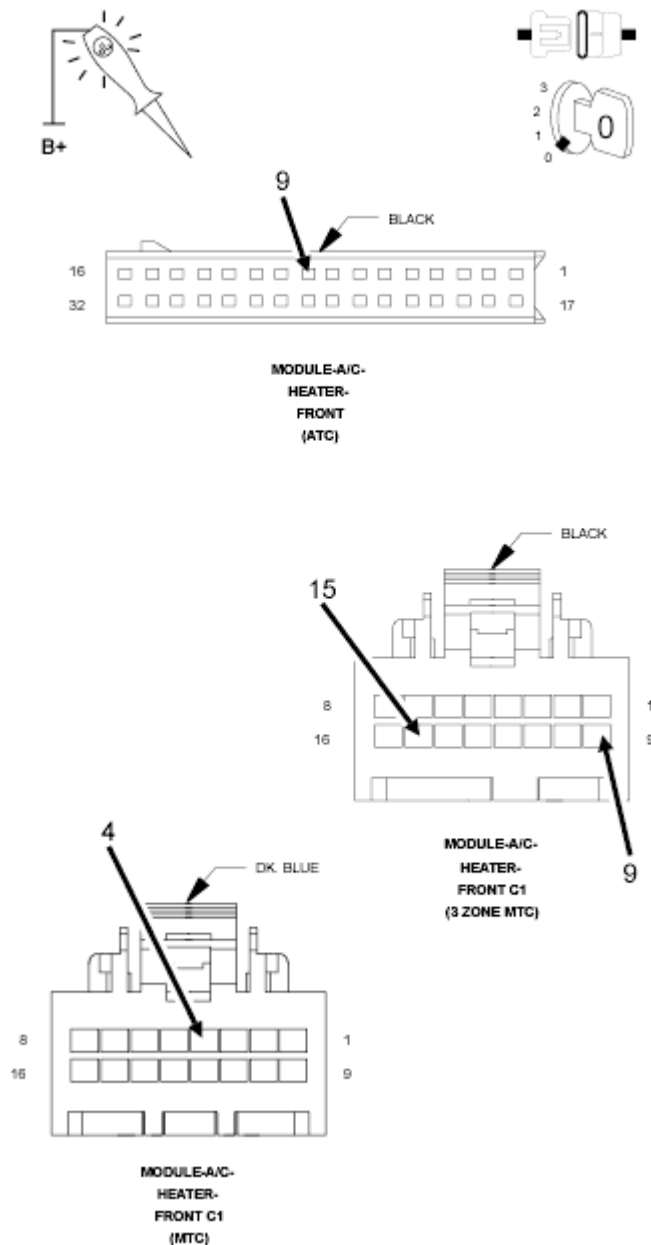


Fig. 53: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z906) ground circuit.

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Does the test light illuminate brightly for each circuit?

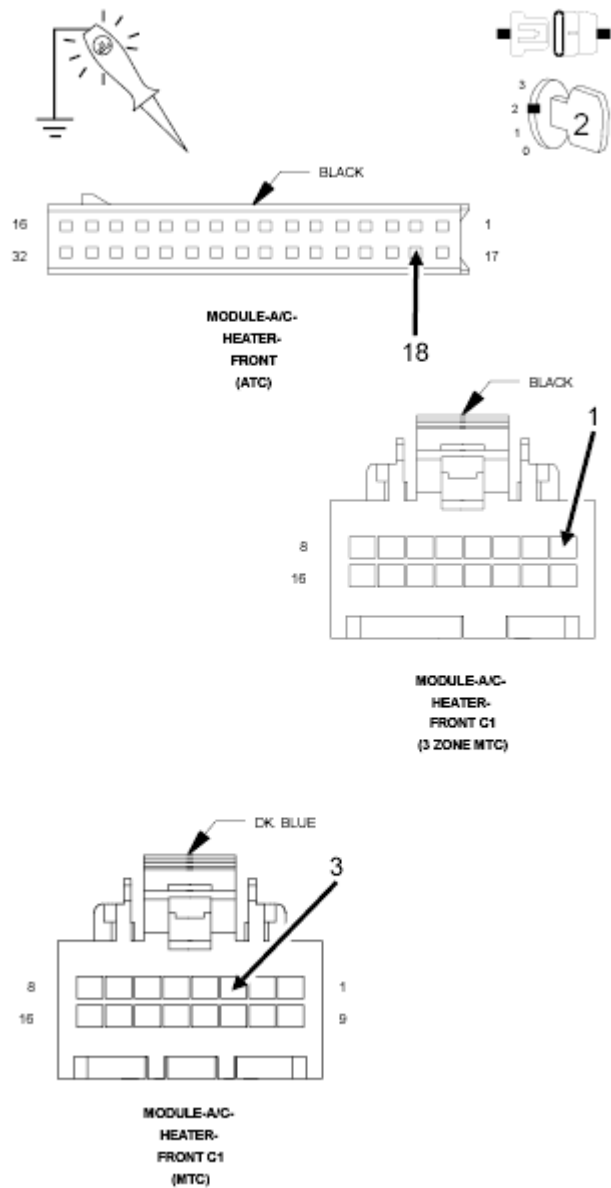
Yes

- Go to step 4

No

- Repair the (Z906) ground circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

4. (F921) FUSED RUN RELAY OUTPUT CIRCUIT OPEN OR SHORTED



107629

Fig. 54: Checking Fused Run Relay Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F921) Fused Run Relay Output circuit.

Does the test light illuminate brightly?

Yes

- Go to step 5

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No

- Repair the (F921) Fused Run Relay Output circuit for an open or short.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

5. **(D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN**

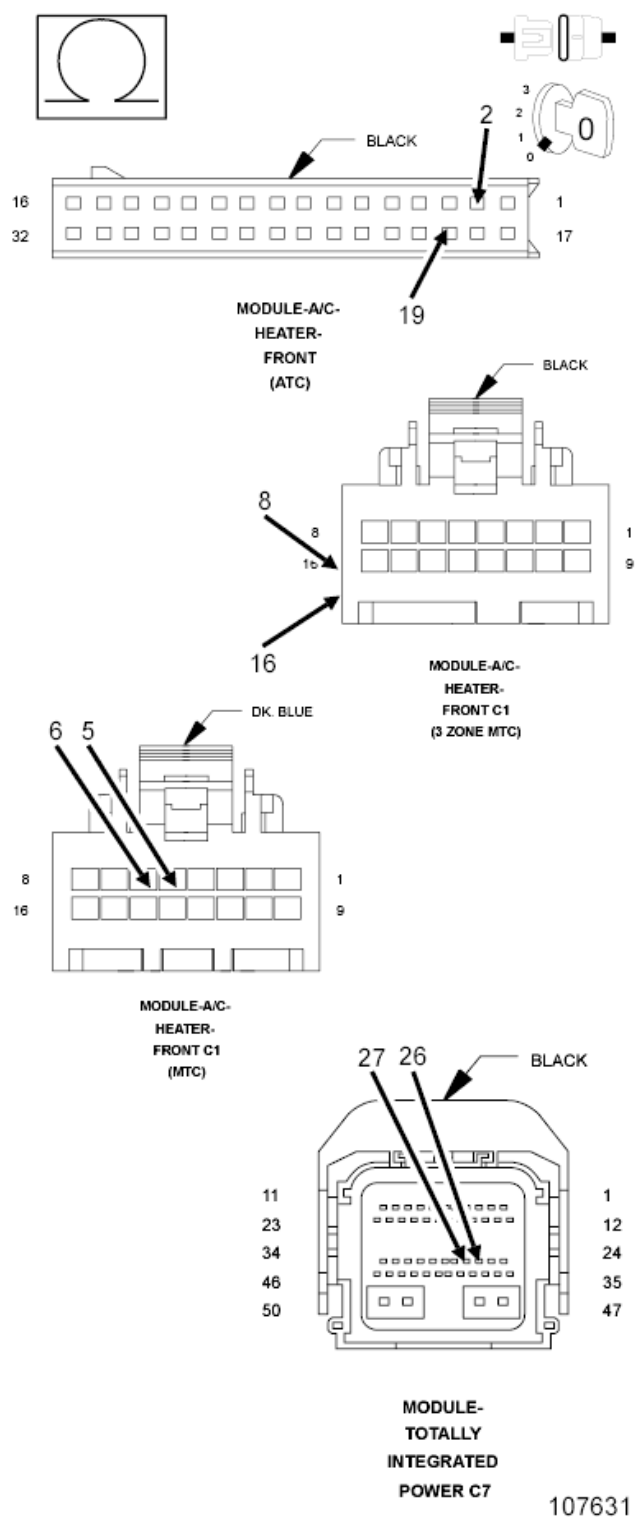


Fig. 55: Checking Can Interior Bus Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7

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harness connector and the HVAC harness connector.

2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the HVAC harness connector.

Is resistance below 5.0 Ohms on both circuits?

Yes

- Replace the A/C Heater Control Module 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 (D265) or (D264) CAN C Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM ITM (INTRUSION TRANSCIEVER MODULE)

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Fig. 56: ITM CAN Interior BUS, Fused B(+) & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes
(A412) FUSED B (+) CIRCUIT OPEN OR SHORTED (Z906) GROUND CIRCUIT OPEN (D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN INTRUSION TRANSCEIVER MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: Make sure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. Using the scan tool, select ECU View.

NOTE: A red "X" will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red "X" next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A412) FUSED B(+) CIRCUIT OPEN OR SHORTED

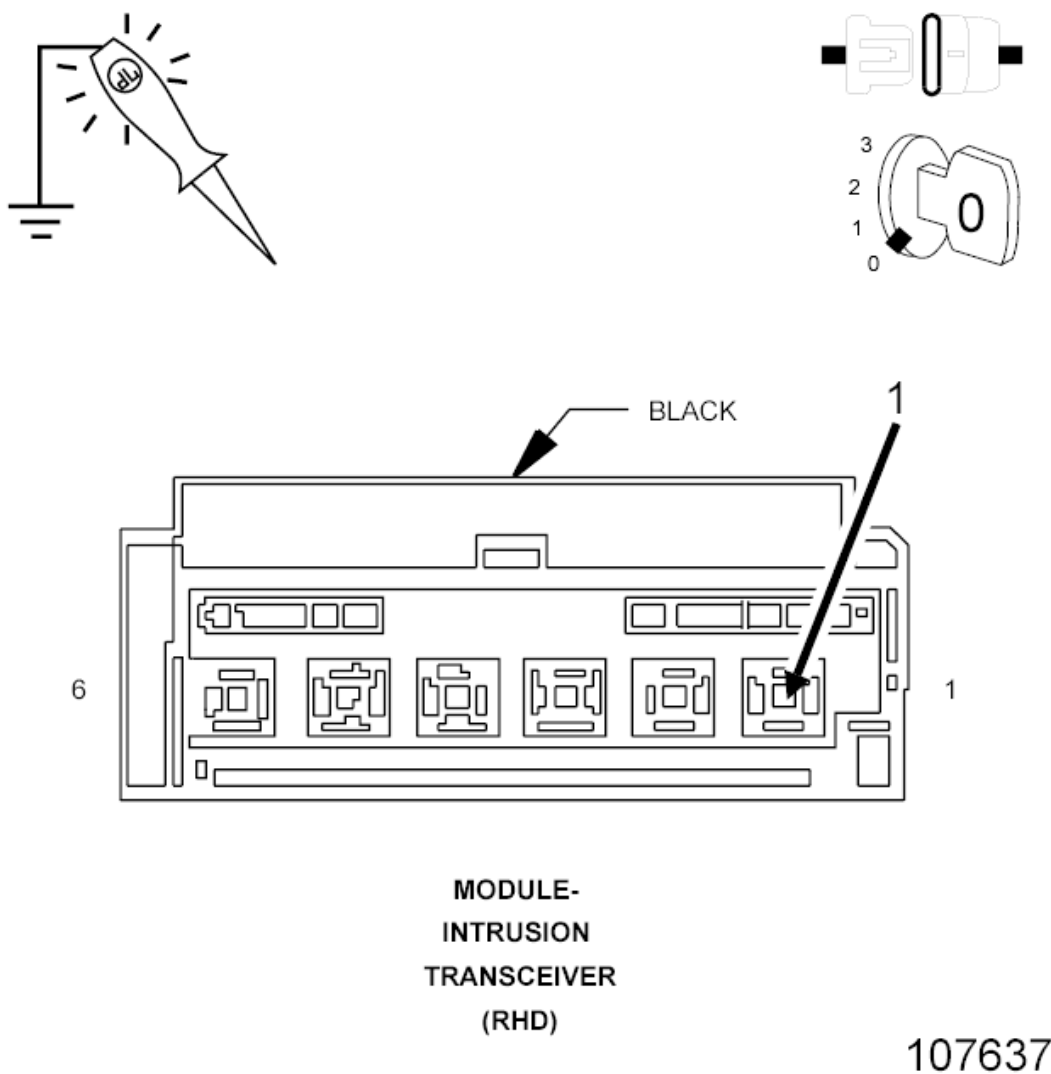


Fig. 57: Checking Fused B(+) Circuit For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Intrusion Transceiver Module harness connector.
3. Using a 12-volt test light connected to ground, check the (A412) Fused B(+) circuit.

Does the test light illuminate brightly?

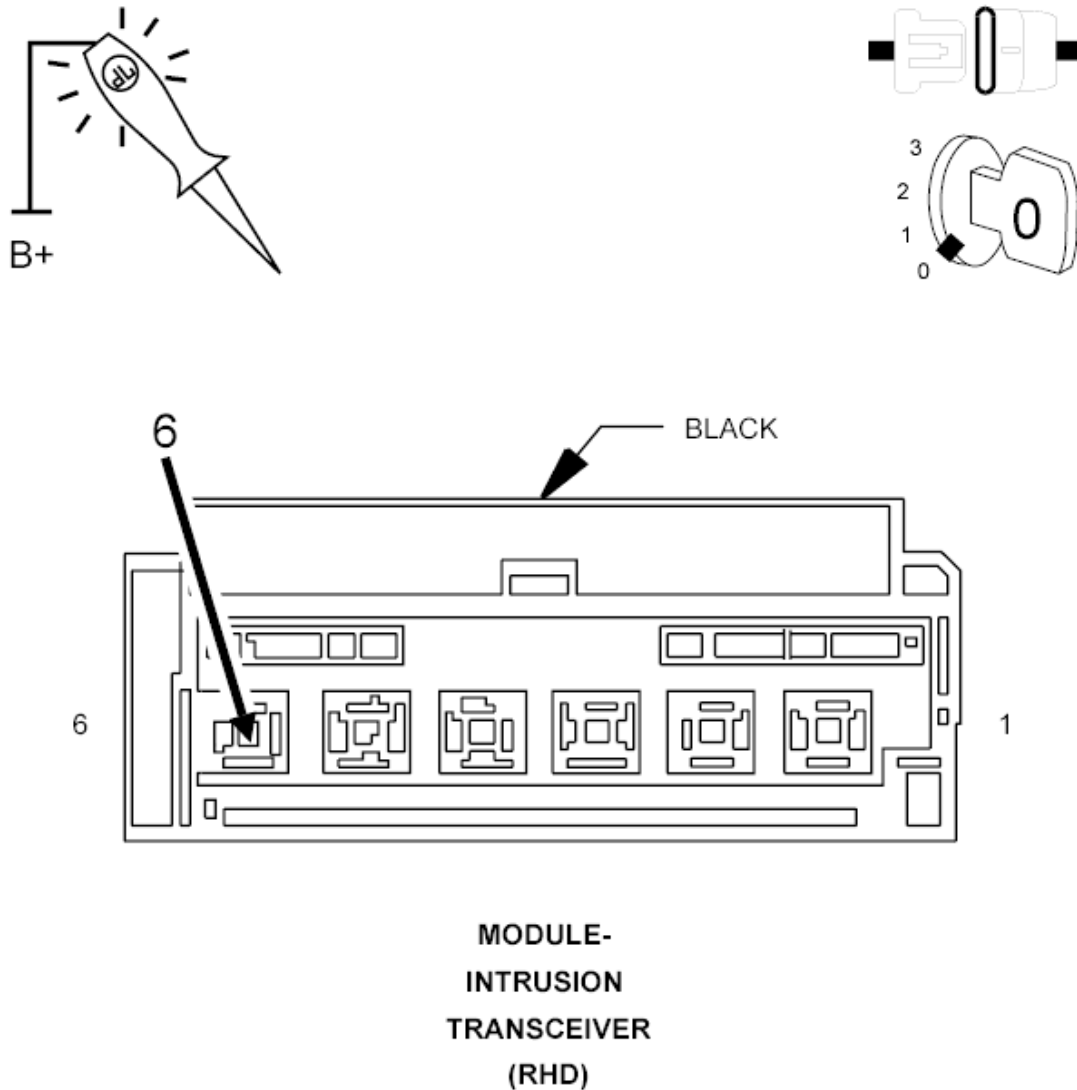
Yes

- Go to step 3

No

- Repair the (A412) Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

3. (Z906) GROUND CIRCUIT OPEN



107639

Fig. 58: Checking Ground Circuit For Open

Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z906) ground circuit.

Does the test light illuminate brightly for each circuit?

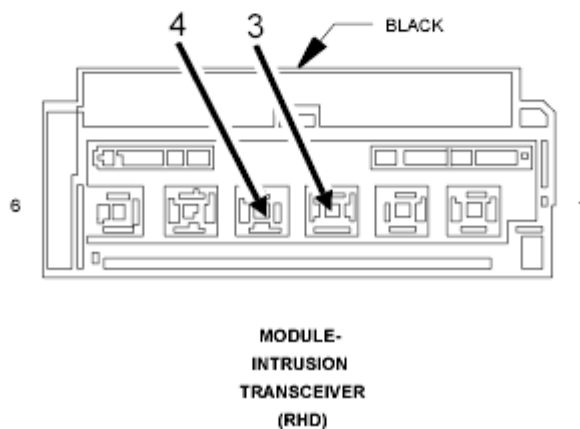
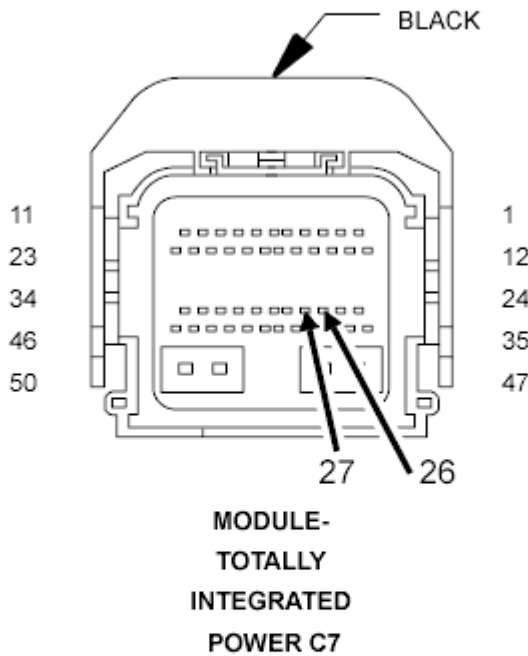
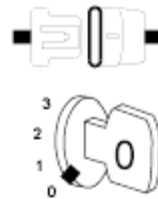
Yes

- Go to step 4

No

- Repair the (Z906) ground circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN



107641

Fig. 59: Checking Can Interior Bus Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Intrusion Transceiver Module harness connector.
2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Intrusion Transceiver Module harness connector.

Is resistance below 5.0 Ohms on both circuits?

Yes

- Replace the Intrusion Transceiver Module 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 (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM ORC (OCCUPANT RESTRAINT CONTROLLER)

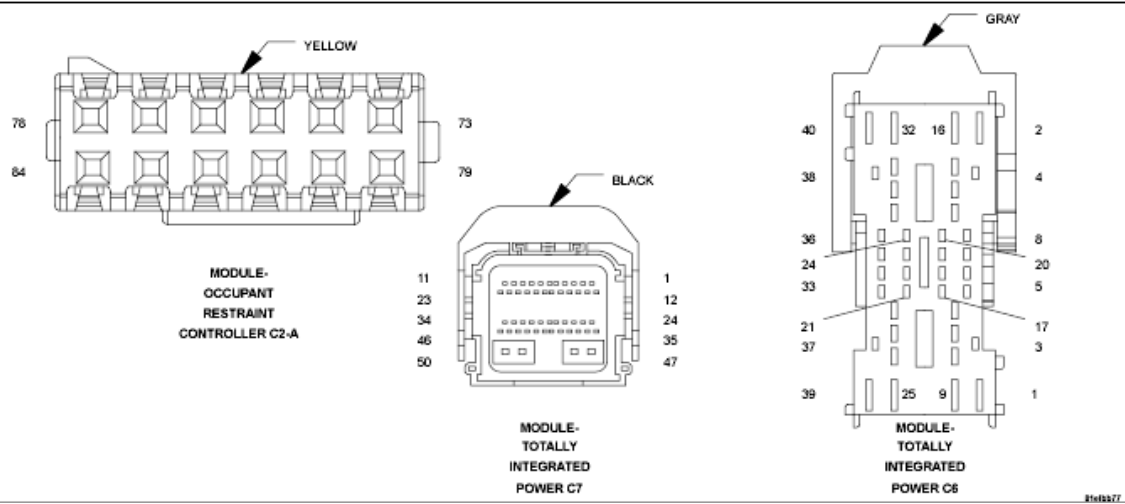
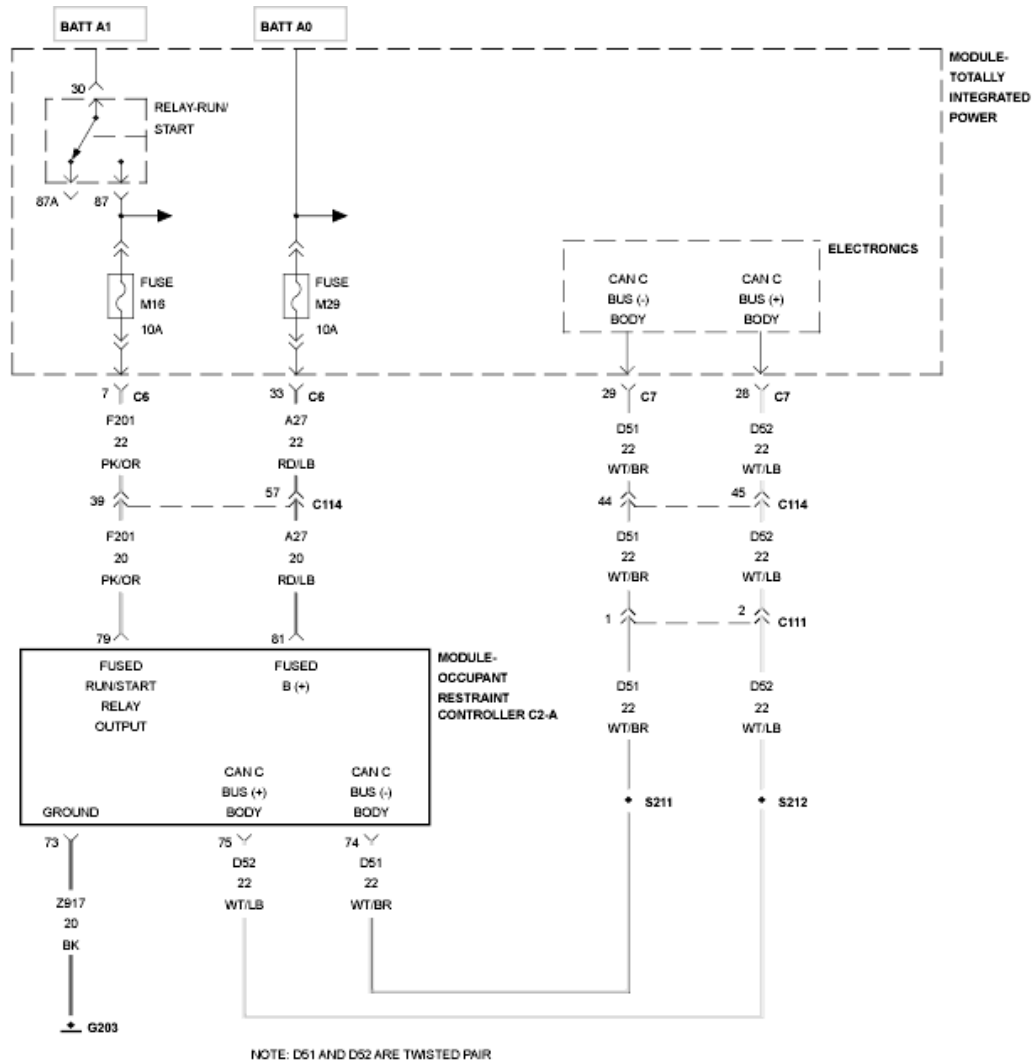


Fig. 60: ORC CAN C BUS, Fused B (+), Fused Run Relay Output & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes
(Z917) GROUND CIRCUIT OPEN (A27) FUSED B+ CIRCUIT OPEN OR SHORTED (F201) FUSED RUN-START RELAY OUTPUT CIRCUIT OPEN OR SHORTED (D51) CAN C BUS(+) CIRCUIT OPEN (D52) CAN C BUS(-) CIRCUIT OPEN OCCUPANT RESTRAINT CONTROLLER MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

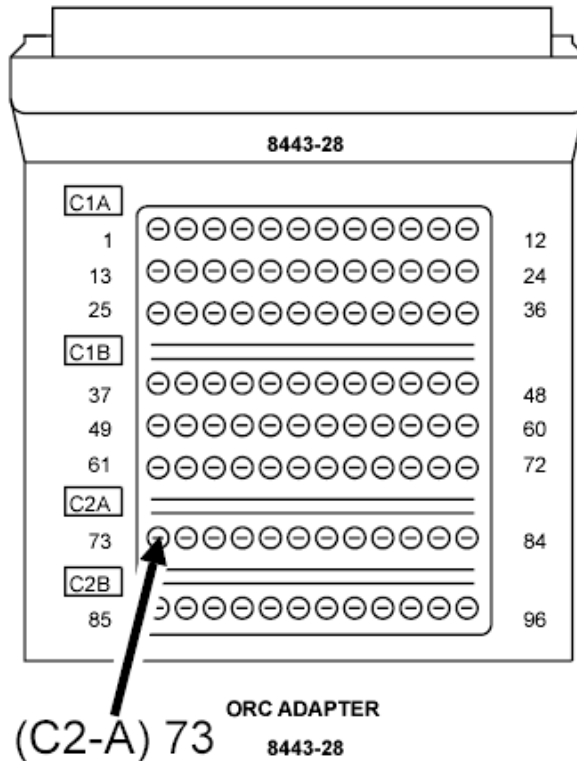
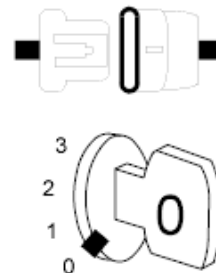
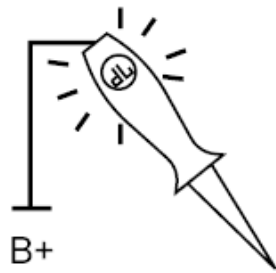
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (Z917) GROUND CIRCUIT OPEN



78779

Fig. 61: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

WARNING: To avoid possible serious or fatal injury, turn the ignition off, disconnect the battery and wait two minutes before proceeding.

1. Disconnect the Occupant Restraint Controller Module harness connectors.
2. Connect the appropriate Load Tool ACM Adaptor to the ORC connectors.
3. Measure the resistance between ground and the (Z917) ground circuit.

Is the resistance below 10k ohms?

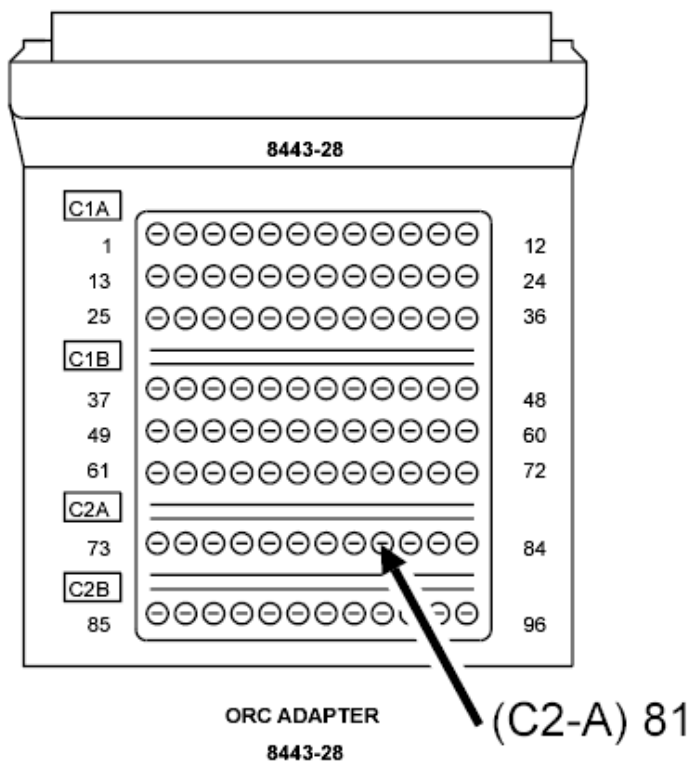
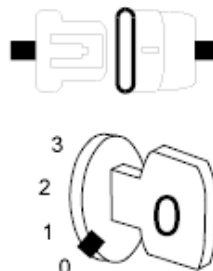
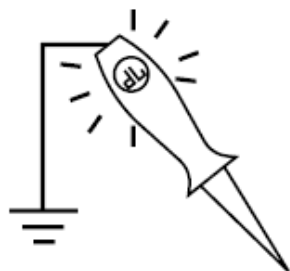
Yes

- Go to step 3

No

- Repair the (Z917) ground circuit for an open.
- Perform the AIRBAG VERIFICATION TEST. Refer to **Restraints - Standard Procedure**

3. (A27) FUSED B+ CIRCUIT OPEN OR SHORTED



78783

Fig. 62: Checking Fused B+ Circuit For Open Or Short
Courtesy of CHRYSLER LLC

NOTE: Check the TIPM for any ignition related DTCs before proceeding. If set. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** .

WARNING: Turn the ignition on, then reconnect the 12-volt battery and wait two minutes before proceeding. Failure to follow these instructions may result in possible serious or fatal injury.

- Using a 12-volt test light connected to ground, check the (A27) Fused B+ circuit.

Does the test light illuminate brightly?

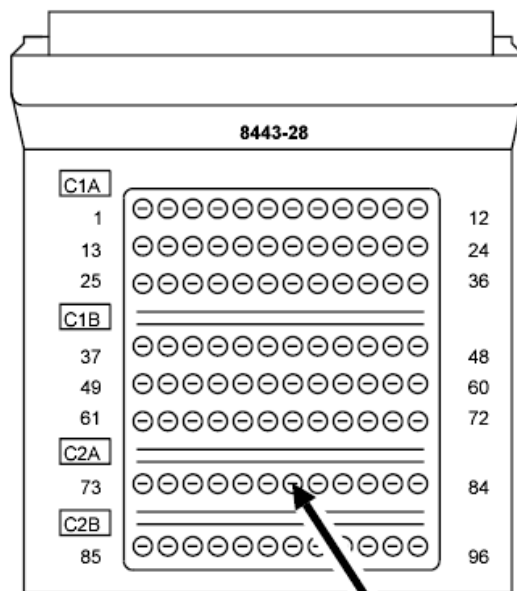
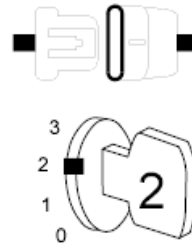
Yes

- Go to step 4

No

- Repair the (A27) Fused B+ circuit for an open or short.
- Perform the AIRBAG VERIFICATION TEST. Refer to Restraints - Standard Procedure.

4. (F201) FUSED RUN-START RELAY OUTPUT CIRCUIT OPEN OR SHORTED



ORC ADAPTER
8443-28

(C2-A) 79

78787

Fig. 63: Checking Fused Run-Start Relay Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to ground, check the (F201) Fused Run-Start Relay Output circuit.

Does the test light illuminate brightly?

Yes

- Go to step 5

No

- Repair the (F201) Fused Run-Start Relay Output circuit for an open or short.
- Perform the AIRBAG VERIFICATION TEST. Refer to **Restraints - Standard Procedure** .

5. (D52) CAN C BUS (+) CIRCUIT OPEN

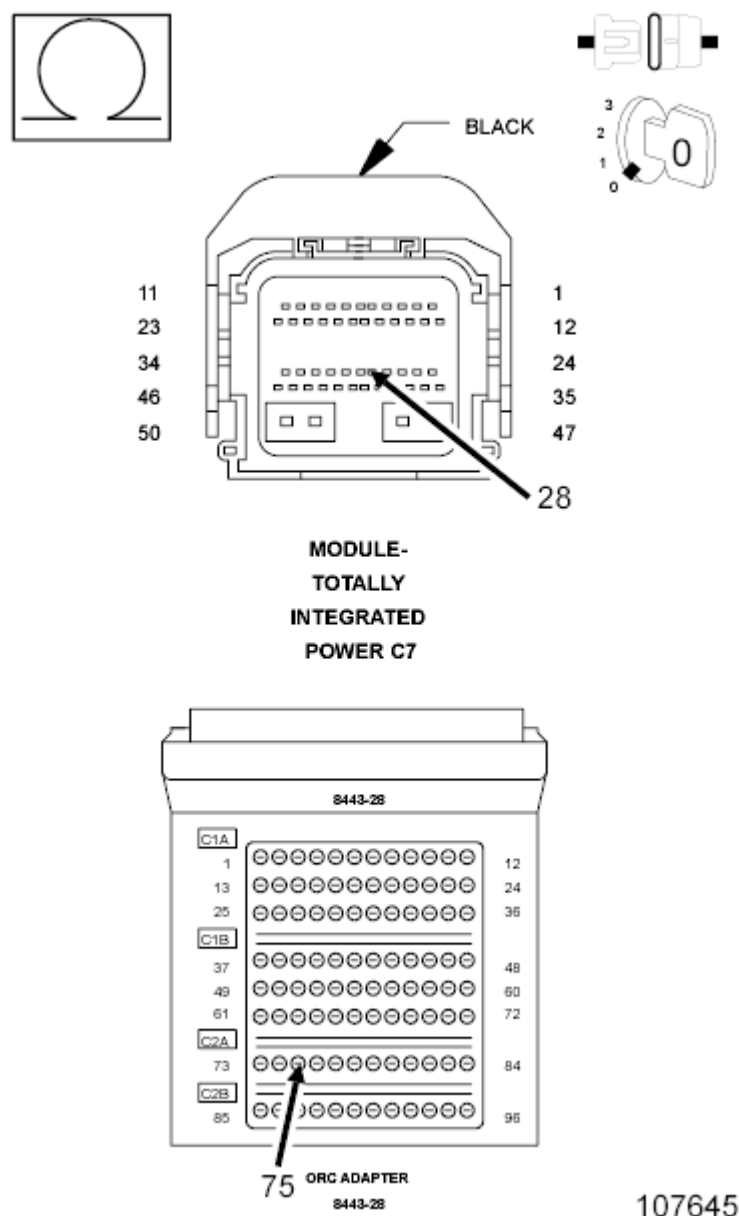


Fig. 64: Checking Can C Bus (+) Circuit For Open
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C1 harness connector.
3. Measure the resistance of the (D52) CAN C Bus (+) circuit between the TIPM C7 harness connector and the Occupant Restraint Controller C2-A connector.

Is resistance below 5.0 ohms?

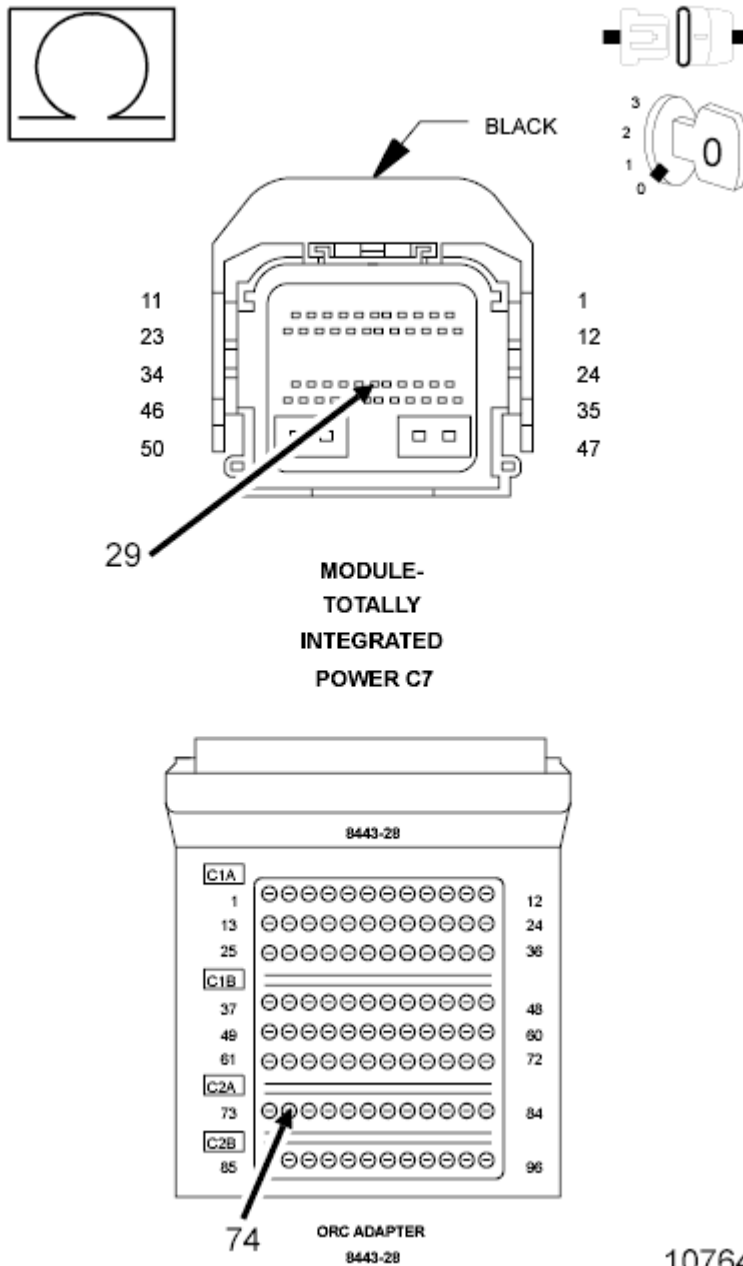
Yes

- Go to step 6

No

- Repair the (D52) CAN C Bus (+) circuit for an open.
- Perform the AIRBAG VERIFICATION TEST. Refer to **Restraints - Standard Procedure**.

6. (D51) CAN C BUS (-) CIRCUIT OPEN



107647

Fig. 65: Checking Can C Bus (-) Circuit For Open
Courtesy of CHRYSLER LLC

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1. Measure the resistance of the (D51) CAN C Bus (-) circuit between the TIPM C7 harness connector and the Occupant Restraint Controller C2-A connector.

Is resistance below 5.0 ohms?

Yes

- Replace the Occupant Restraint Controller in accordance with the service information.
- Perform the AIRBAG VERIFICATION TEST. Refer to **Restraints - Standard Procedure** .

No

- Repair the (D51) CAN C Bus (-) circuit for an open.
- Perform the AIRBAG VERIFICATION TEST. Refer to **Restraints - Standard Procedure** .

NO RESPONSE FROM PCM (POWERTRAIN CONTROL MODULE) (GPEC)

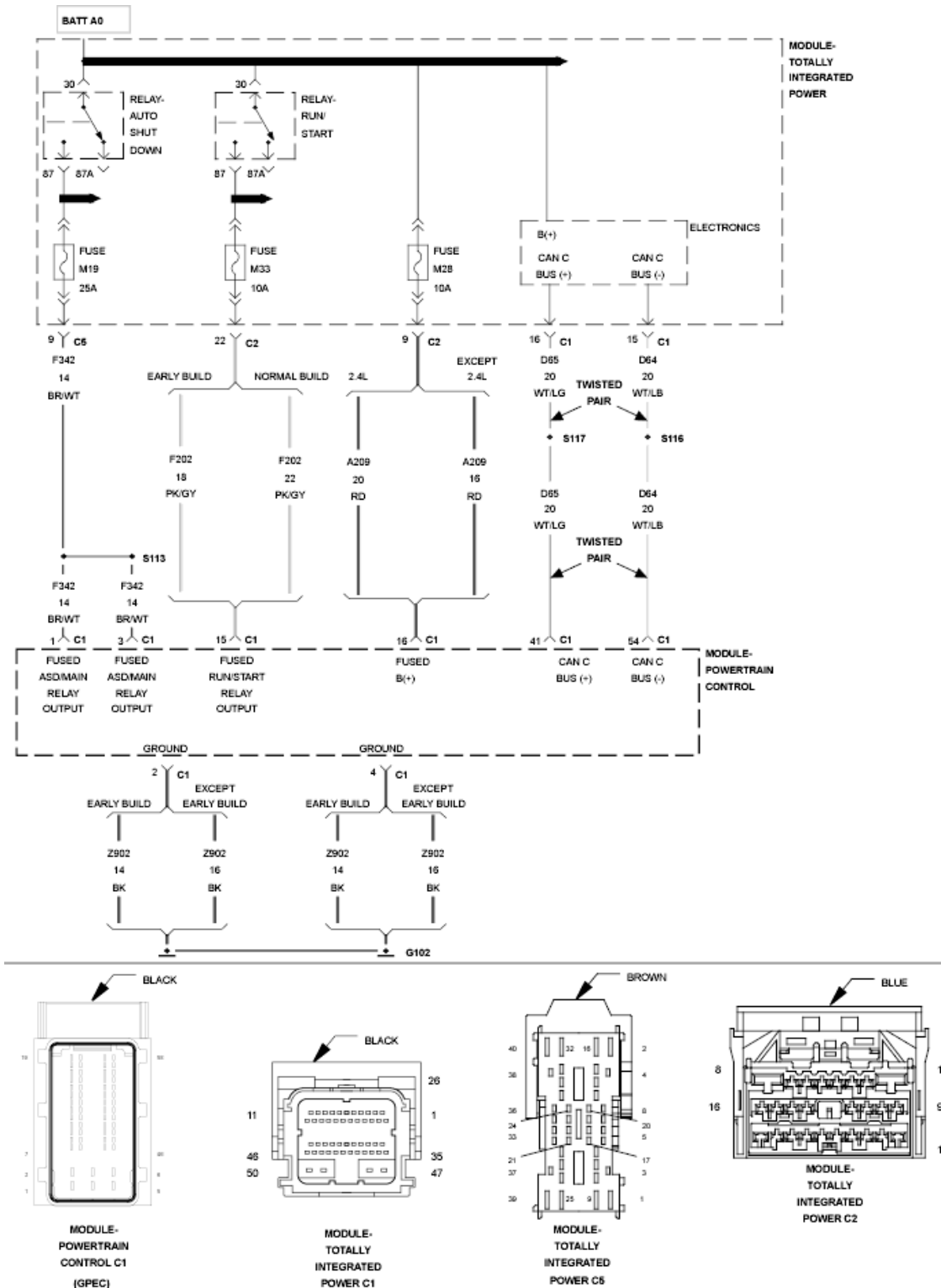


Fig. 66: PCM CAN C Bus, Fused B(+), Fused Ignition Switch Output, Fused Relay Output & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes
(A209) FUSED B(+) CIRCUITS OPEN OR SHORTED (Z902) GROUND CIRCUITS OPEN (F202) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED (F1) FUSED IGNITION SWITCH OUTPUT (OFF/RUN/START) CIRCUIT OPEN OR SHORTED (F342) FUSED ASD RELAY OUTPUT CIRCUIT OPEN OR SHORTED (D51) OR (D65) CAN C BUS(+) CIRCUIT SHORTED TO VOLTAGE (D52) OR (D64) CAN C BUS(-) CIRCUIT SHORTED TO GROUND POWERTRAIN CONTROL MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Make sure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. Using the scan tool, select ECU View.

NOTE: A red "X" will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

NOTE: Check the TIPM for any active CAN C hardware DTCs, perform DTC before proceeding.

Does the scan tool display a red "X" next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

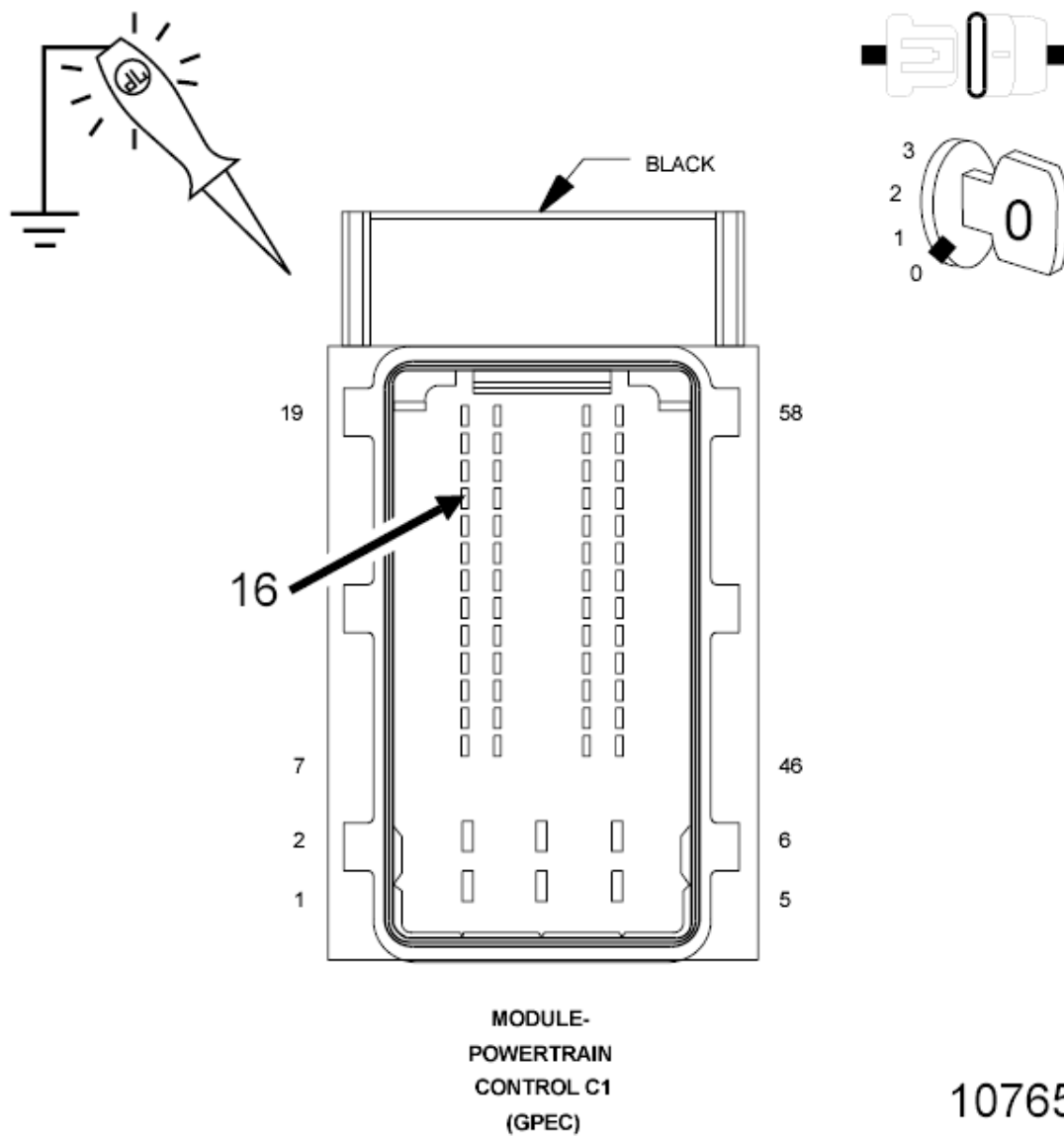
2. (A209) FUSED B(+) CIRCUITS OPEN OR SHORTED

Fig. 67: Checking Fused B(+) Circuits For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the PCM C1 harness connector.
3. Using a 12-volt test light connected to ground, check the (A209) Fused B(+) circuit.

Does the test light illuminate brightly?

Yes

- Go to step 3

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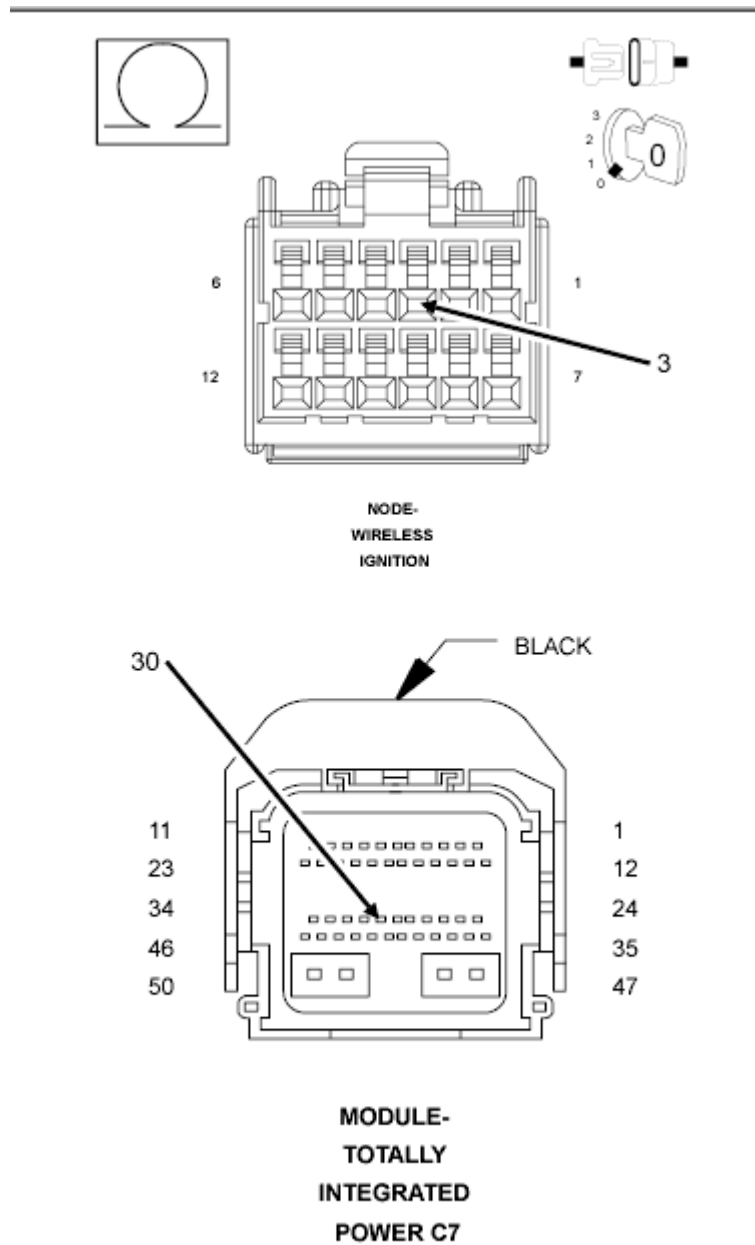
Yes

- Go to step 4

No

- Repair the (Z902) ground circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

4. (F202) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED



107657

Fig. 69: Checking Fused Ignition Switch Output Circuit For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F202) Fused Ignition Switch Output (Run/Start) circuit.

Does the test light illuminate brightly?

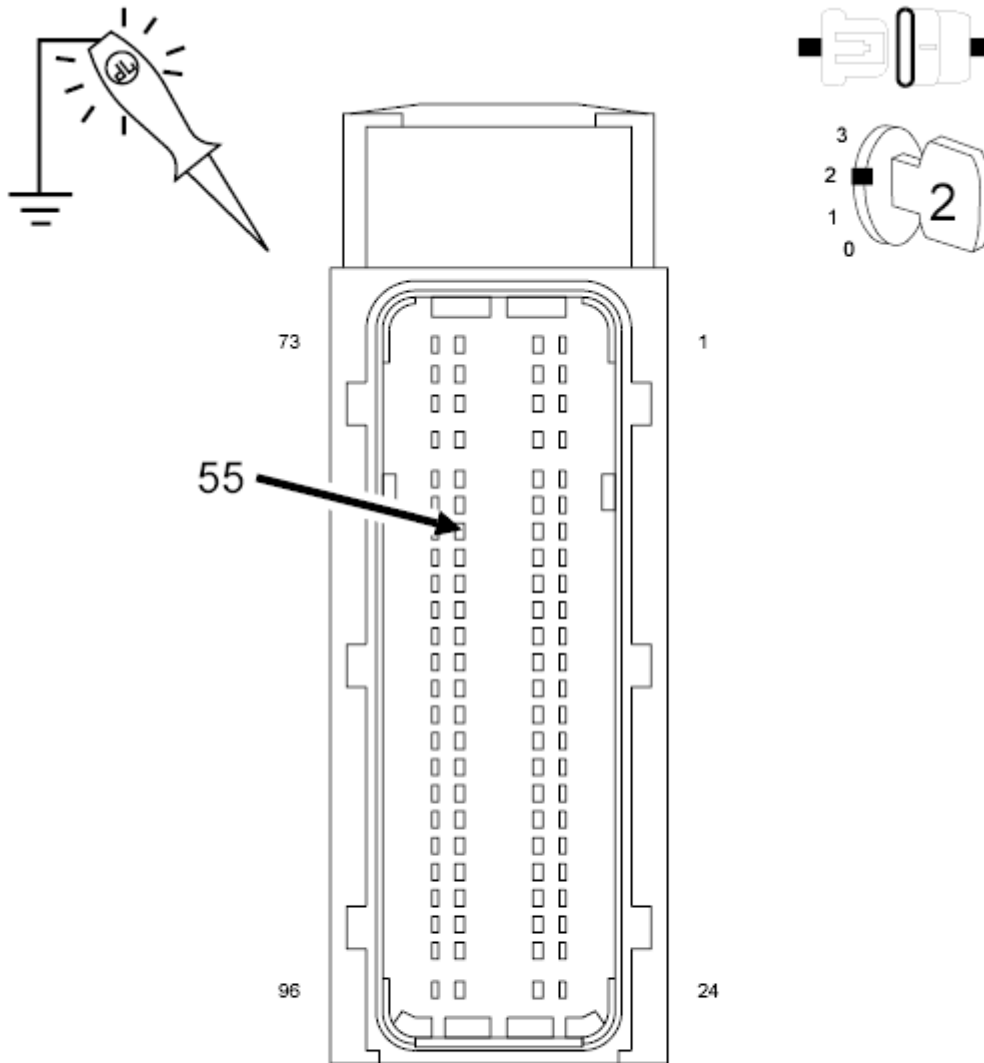
Yes

- Go to step 5

No

- Repair the (F202) Fused Ignition Switch Output (Run/Start) circuit for an open or short.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

5. (F1) FUSED IGNITION SWITCH OUTPUT (OFF/RUN/START) CIRCUIT OPEN OR SHORTED



MODULE-
POWERTRAIN
CONTROL C2
(GPEC)

107659

Fig. 70: Checking Fused Ignition Switch Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Disconnect the PCM C2 harness connector.
2. Using a 12-volt test light connected to ground, check the (F1) Fused Ignition Switch Output (Off/Run/Start) circuit.

Does the test light illuminate brightly?

Yes

- Go to step 6

No

- Repair the (F1) Fused Ignition Switch Output (Off/Run/Start) circuit for an open or short.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

6. (F342) FUSED ASD RELAY OUTPUT CIRCUIT OPEN OR SHORTED

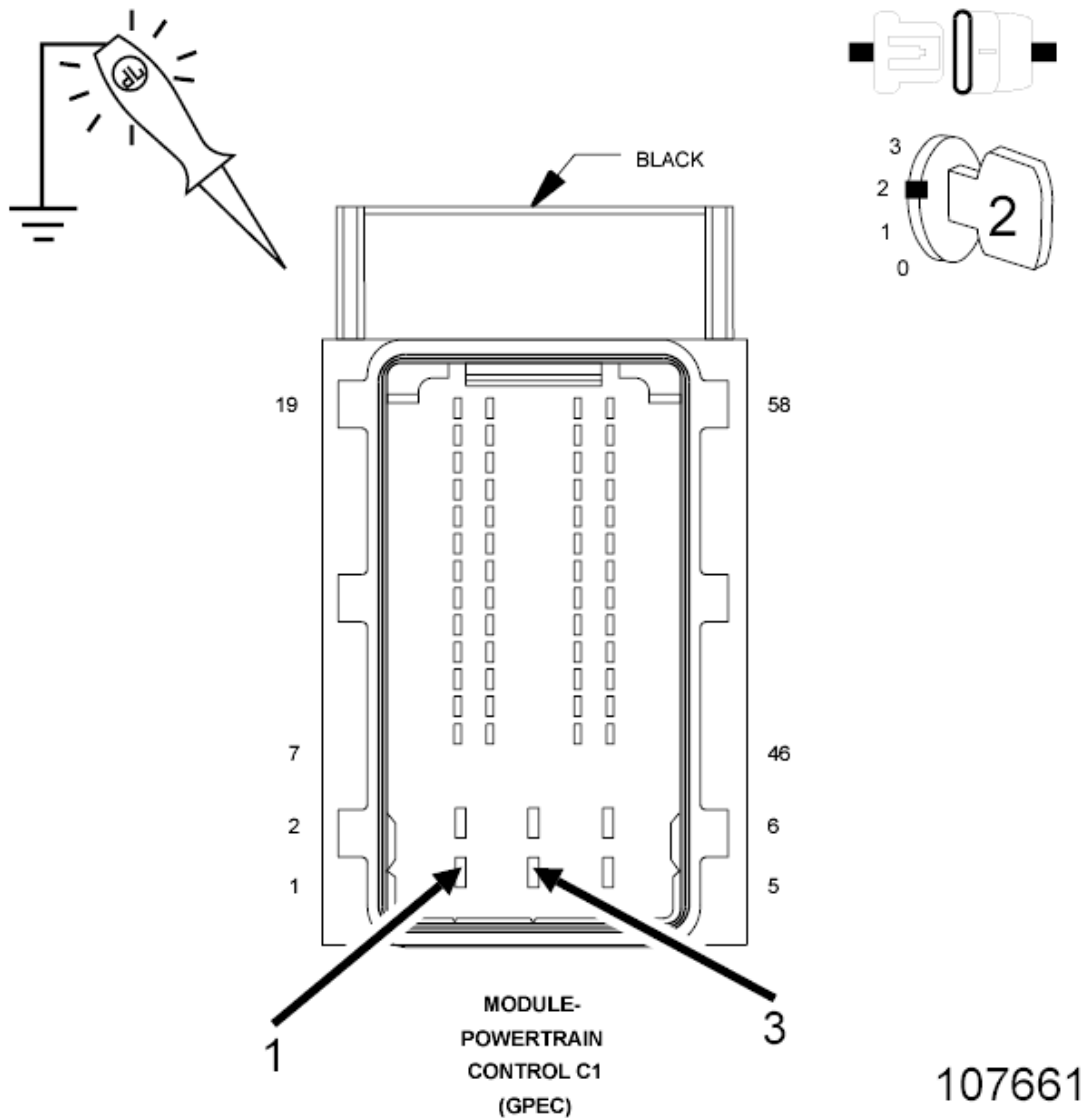


Fig. 71: Checking Fused Relay Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to ground, check the (F342) Fused ASD Relay Output circuit.

Does the test light illuminate brightly?

Yes

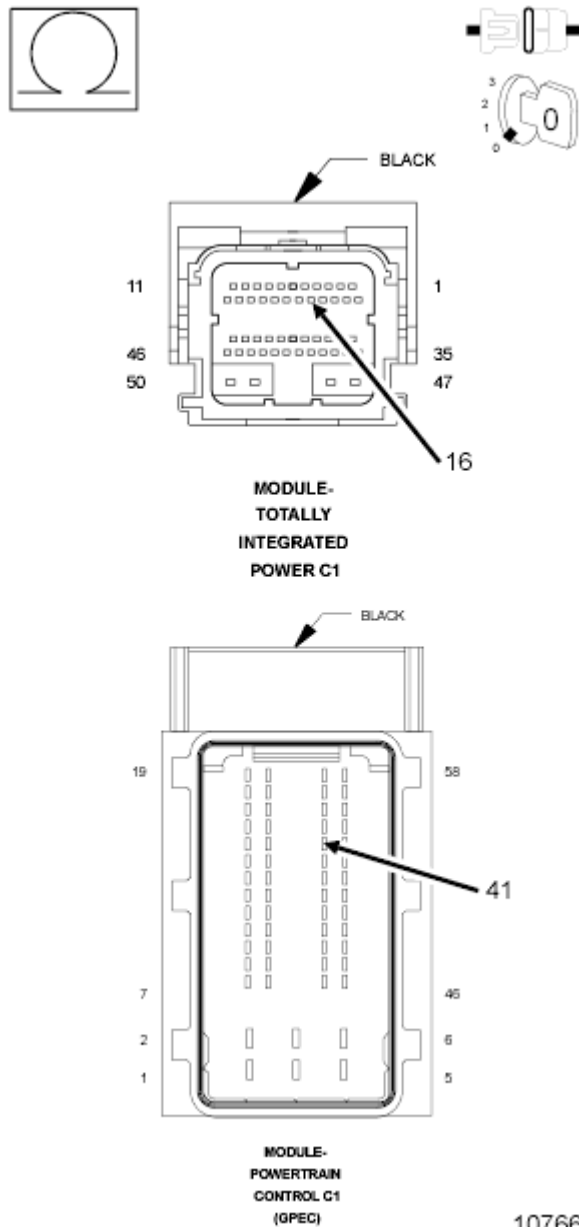
- Go to step 7

No

- Repair the (F342) Fused ASD Relay Output circuit for an open or short.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE**.

Totally Integrated Power (TIPM) - Standard Procedure .

7. (D65) CAN C BUS (+) CIRCUIT OPEN



107663

Fig. 72: Checking Can C Bus(+) Circuit For Open
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C1 harness connector.
3. Measure the resistance of the (D65) CAN C Bus (+) circuit between the TIPM C1 harness connector and the PCM C1 connector.

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Is resistance below 5.0 Ohms?

Yes

- Go to step 8

No

- Repair the (D65) CAN C Bus (+) circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

8. (D64) CAN C BUS (-) CIRCUIT OPEN

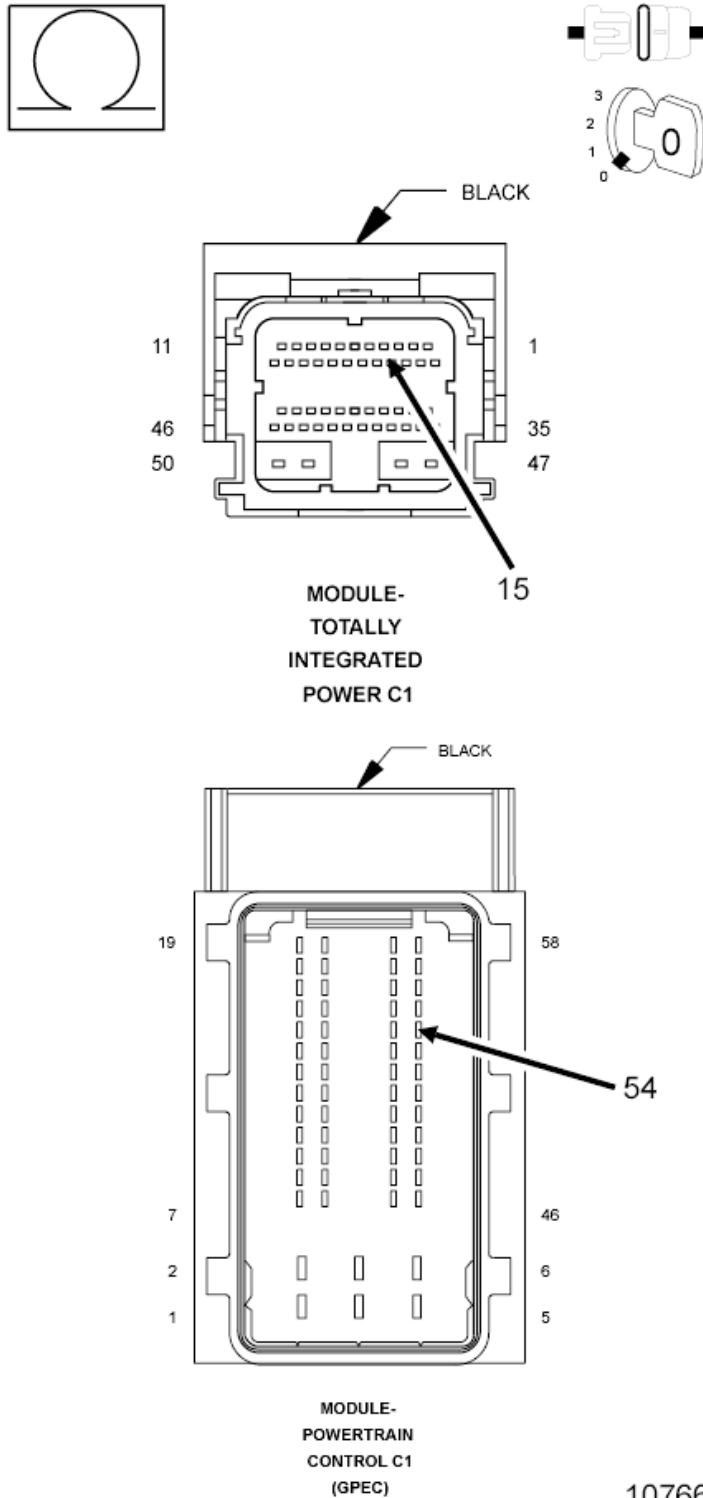


Fig. 73: Checking Can C Bus (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D64) CAN C Bus (-) circuit between the TIPM C1 harness connector

and the PCM C1 connector.

Is resistance below 5.0 Ohms?

Yes

- Replace the Powertrain Control Module 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 (D64) CAN C Bus (-) circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM PCM (POWERTRAIN CONTROL MODULE) (NGC)

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2009 ACCESSORIES AND EQUIPMENT Communication - Non-DTC Diagnostics - Journey

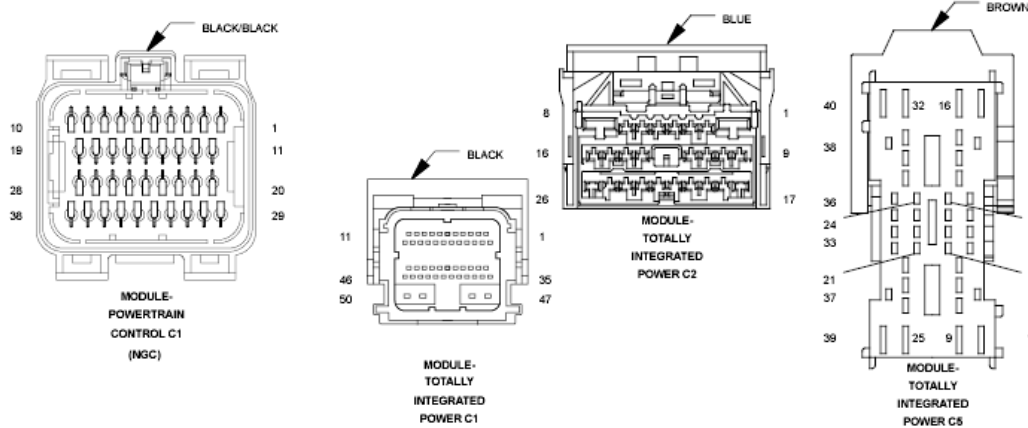
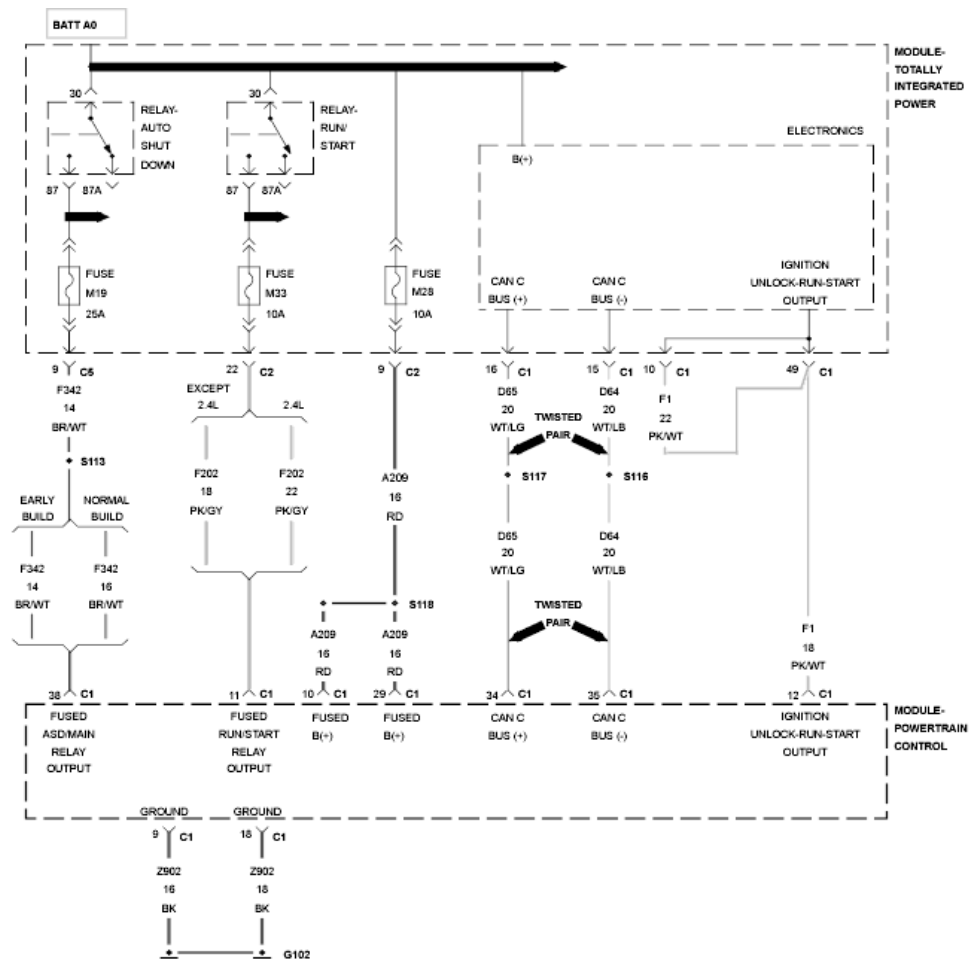


Fig. 74: PCM CAN C Bus, Fused B+, Fused Ignition Switch Output , Fused Relay Output & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes

(A209) FUSED B(+) CIRCUITS OPEN OR SHORTED

(Z902) GROUND CIRCUITS OPEN
(F202) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED
(F1) FUSED IGNITION SWITCH OUTPUT (OFF/RUN/START) CIRCUIT OPEN OR SHORTED
(F342) FUSED ASD RELAY OUTPUT CIRCUIT OPEN OR SHORTED
(D65) CAN C BUS(+) CIRCUIT OPEN
(D64) CAN C BUS(-) CIRCUIT OPEN
POWERTRAIN CONTROL MODULE (PCM)

Diagnostic Test**1. TEST FOR INTERMITTENT CONDITION**

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Make sure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. Using the scan tool, select ECU View.

NOTE: A red "X" will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

NOTE: Check the TIPM for any active CAN C hardware DTCs, perform DTC before proceeding.

Does the scan tool display a red "X" next to the module?

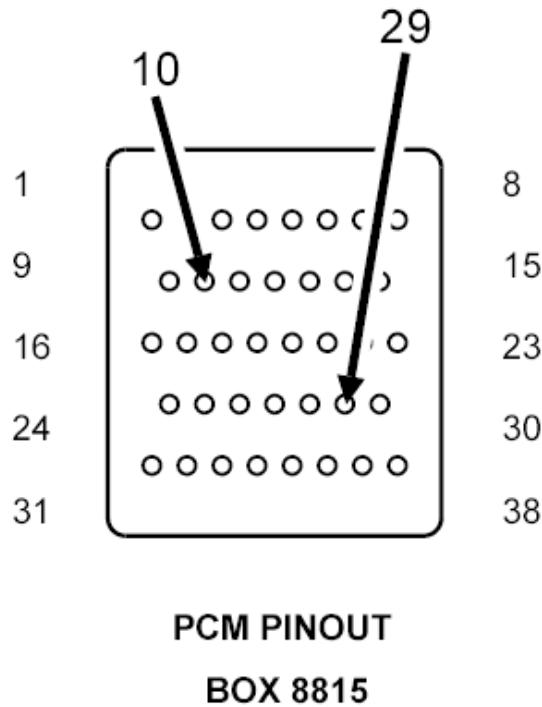
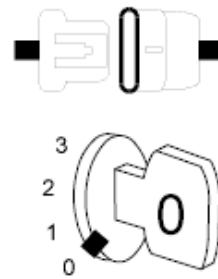
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A209) FUSED B(+) CIRCUITS OPEN OR SHORTED



78793

Fig. 75: Checking Fused B(+) Circuits For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the PCM C1 harness connector.

CAUTION: Do not probe the PCM harness connectors. Probing the PCM harness connectors will damage the PCM terminals resulting in poor terminal to pin connection. Install PCM Pinout Box 8815 to perform diagnosis.

3. Using a 12-volt test light connected to ground, check the (A209) Fused B(+) circuit.

Does the test light illuminate brightly?

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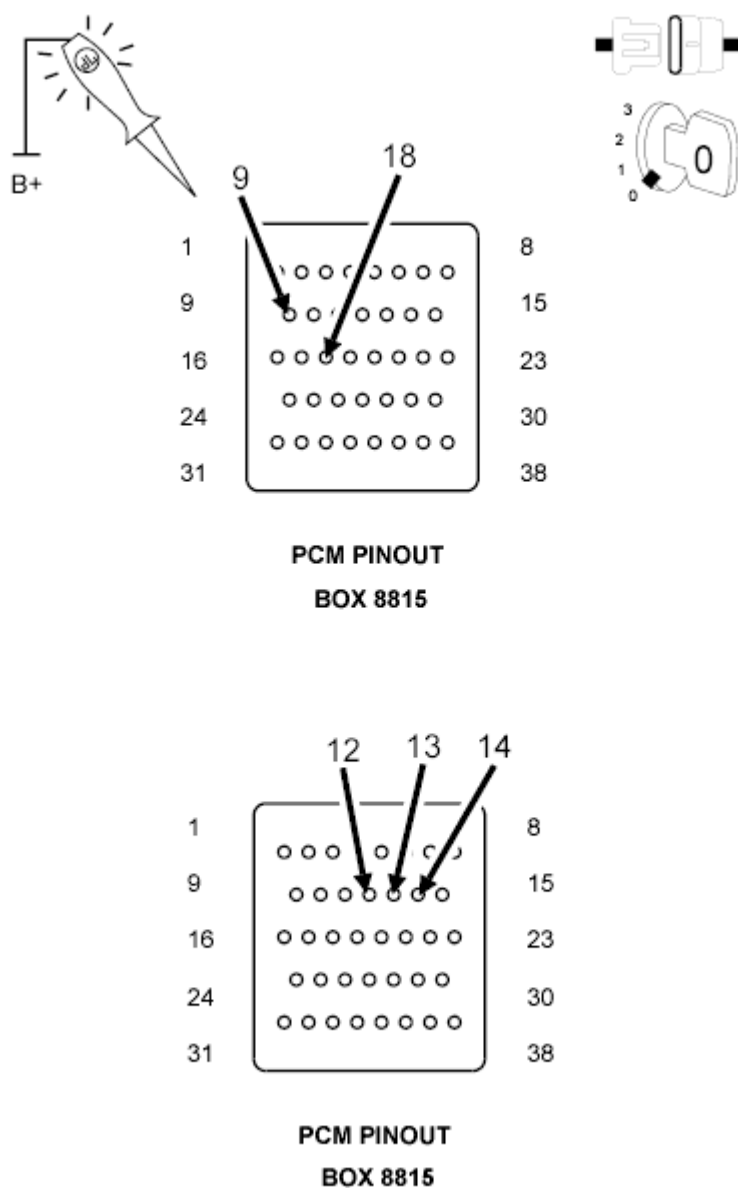
Yes

- Go to step 3

No

- Repair the (A209) Fused B(+) circuit for an open or short.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

3. (Z902) GROUND CIRCUITS OPEN



78797

Fig. 76: Checking Ground Circuits For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check each (Z902) ground circuits.

Does the test light illuminate brightly for each circuit?

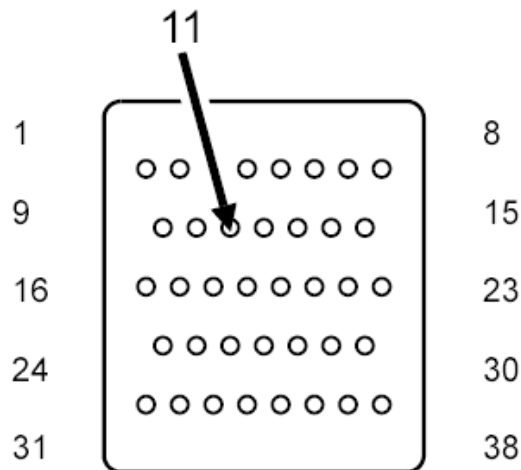
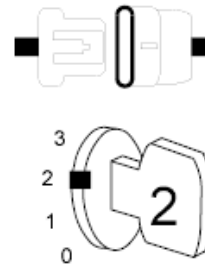
Yes

- Go to step 4

No

- Repair the (Z902) ground circuit for an open.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

4. (F202) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED



PCM PINOUT
BOX 8815

78799

Fig. 77: Checking Fused Ignition Switch Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F202) Fused Ignition Switch Output (Run/Start) circuit.

Does the test light illuminate brightly?

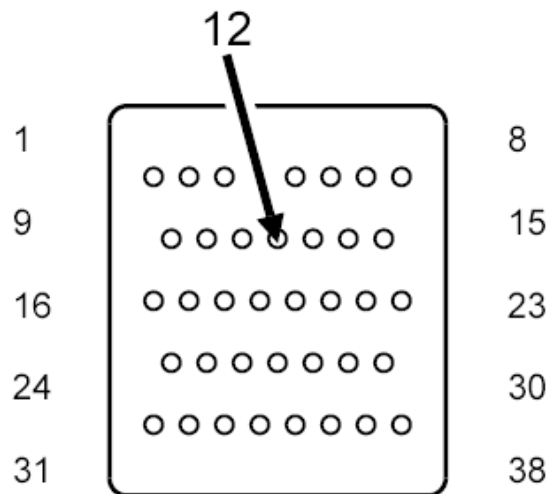
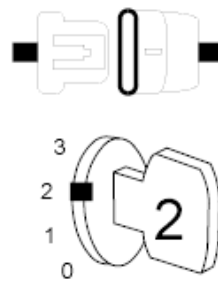
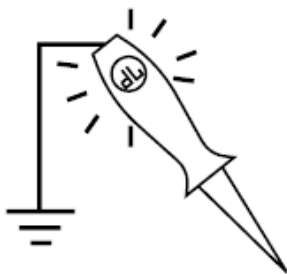
Yes

- Go to step 5

No

- Repair the (F202) Fused Ignition Switch Output (Run/Start) circuit for an open or short.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

5. (F1) FUSED IGNITION SWITCH OUTPUT (OFF/RUN/START) CIRCUIT OPEN OR SHORTED



PCM PINOUT
BOX 8815

78801

Fig. 78: Checking Fused Ignition Switch Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

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1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F1) Fused Ignition Switch Output (Off/Run/Start) circuit.

Does the test light illuminate brightly?

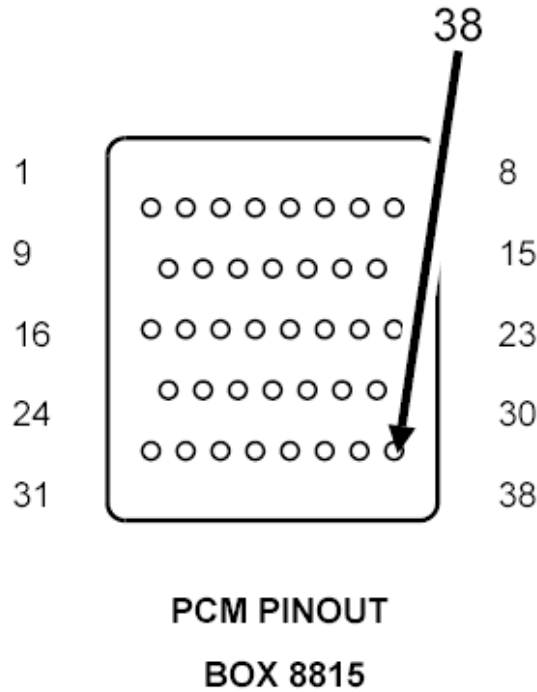
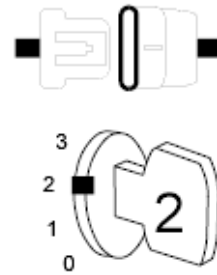
Yes

- Go to step 6

No

- Repair the (F1) Fused Ignition Switch Output (Off/Run/Start) circuit for an open or short.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

6. (F342) FUSED ASD RELAY OUTPUT CIRCUIT OPEN OR SHORTED



78803

Fig. 79: Checking Fused Relay Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F342) Fused ASD Relay Output circuit.

Does the test light illuminate brightly?

Yes

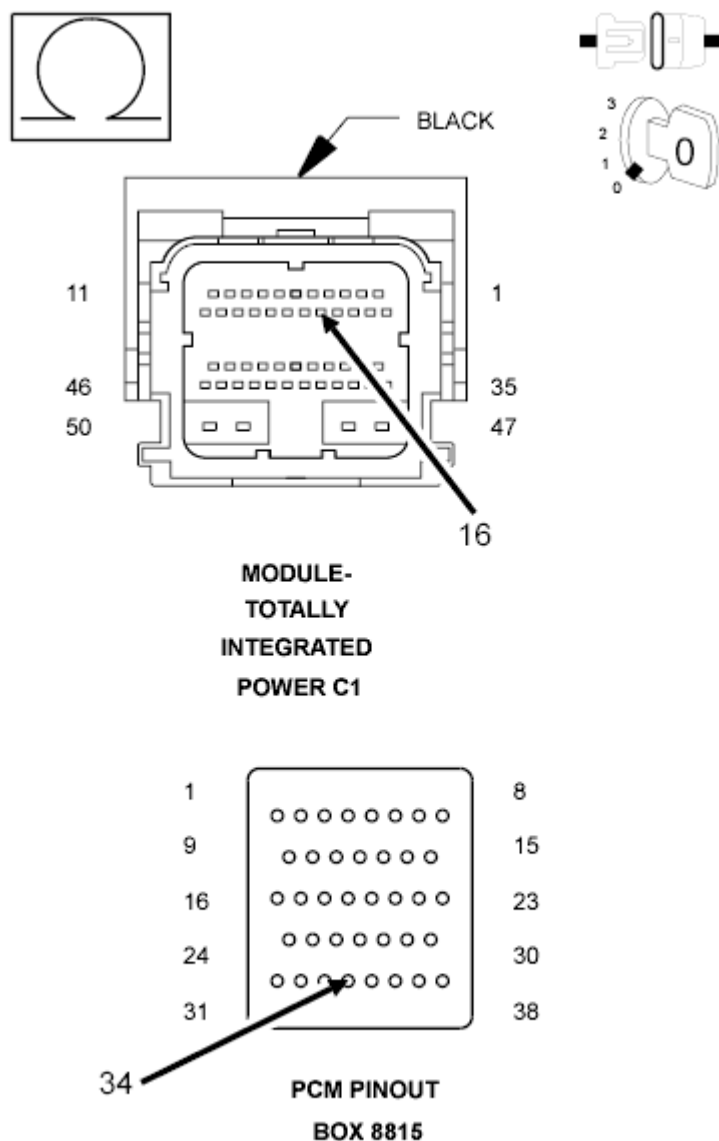
- Go to step 7

No

- Repair the (F342) Fused ASD Relay Output circuit for an open or short.

- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure**.

7. (D65) CAN C BUS (+) CIRCUIT OPEN



107671

Fig. 80: Checking Can C Bus (+) Circuit For Open
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the TIPM C1 harness connector.
3. Measure the resistance of the (D65) CAN C Bus (+) circuit between the TIPM C1 harness connector and the PCM C1 connector.

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Is resistance below 5.0 Ohms?

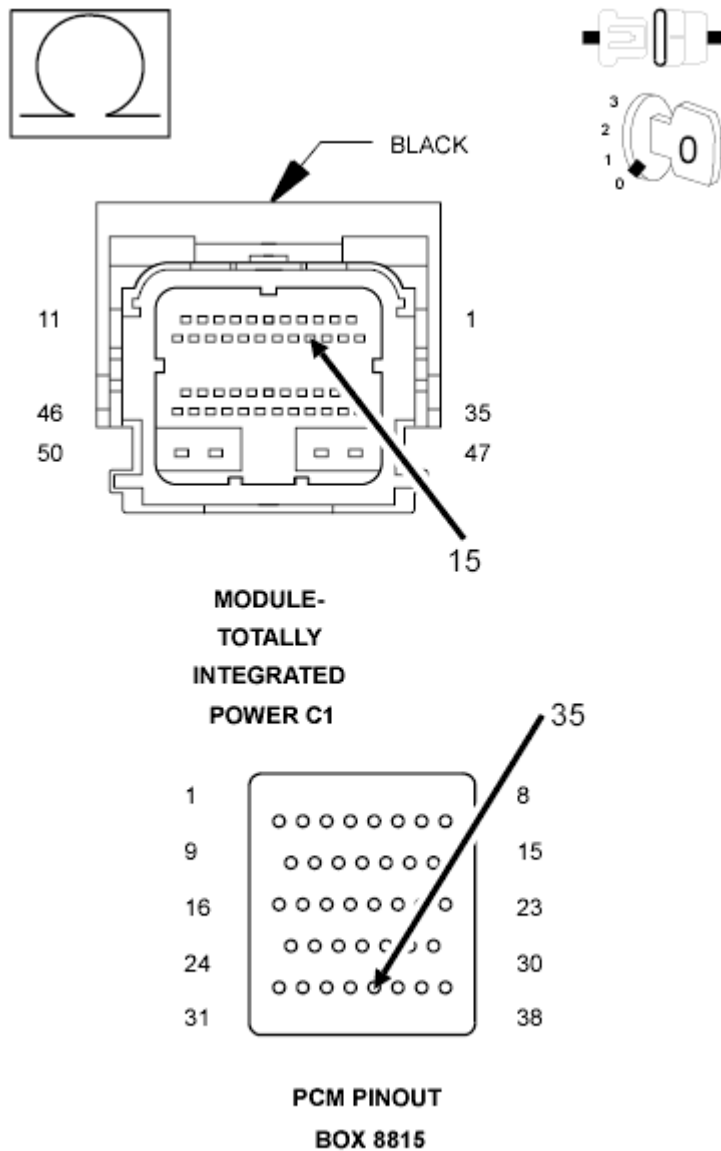
Yes

- Go to step 8

No

- Repair the (D65) CAN C Bus (+) circuit for an open.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

8. (D64) CAN C BUS (-) CIRCUIT OPEN



107673

Fig. 81: Checking Can C Bus (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D64) CAN C Bus (-) circuit between the TIPM C1 harness connector and the PCM C1 connector.

Is resistance below 5.0 Ohms?

Yes

- Replace the Powertrain Control Module in accordance with the Service Information.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based**

Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure .

No

- Repair the (D64) CAN C Bus (-) circuit for an open.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure .**

NO RESPONSE FROM PDM (PASSENGER DOOR MODULE)

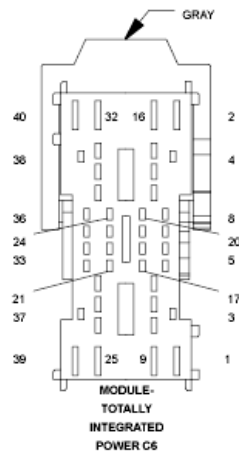
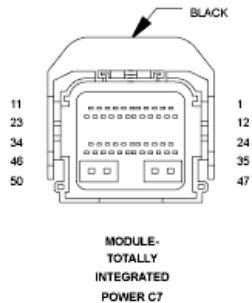
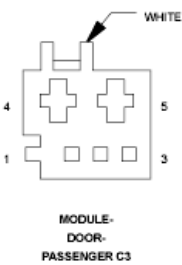
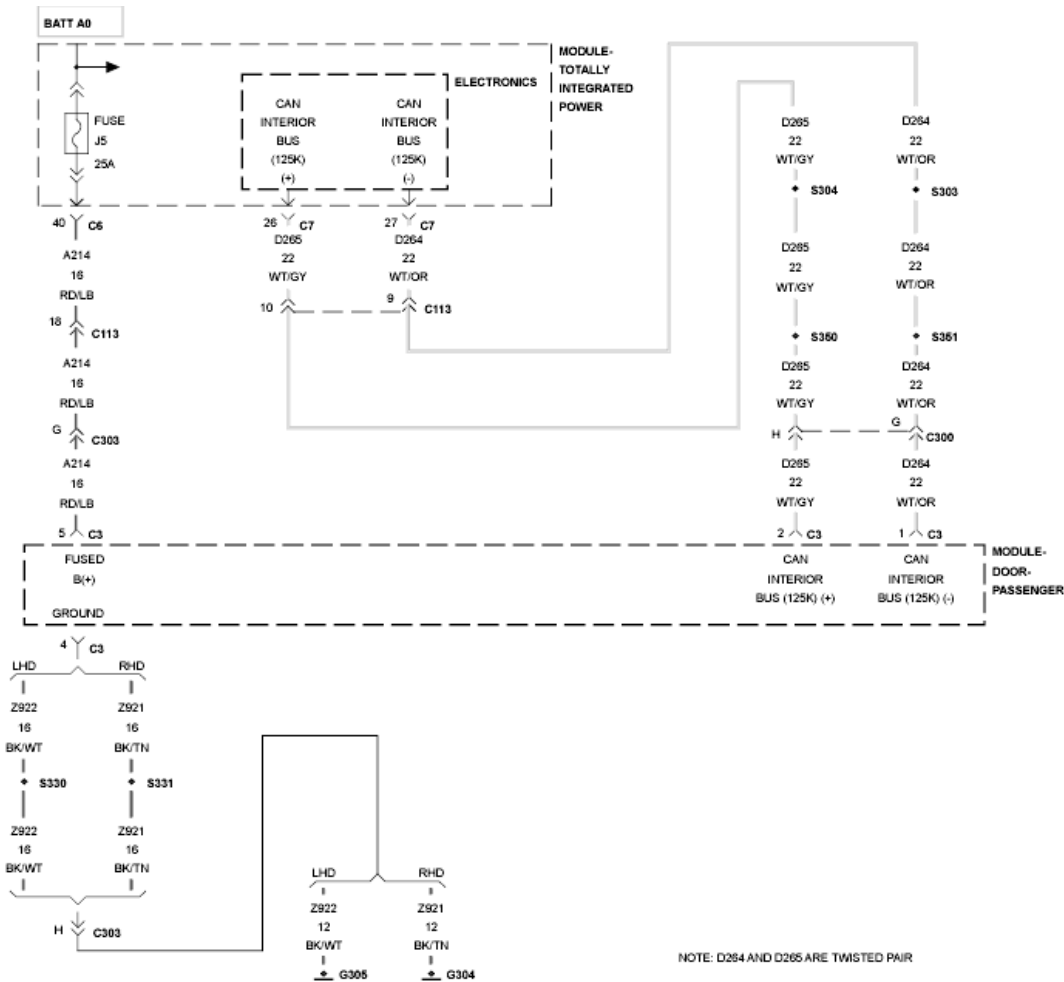


Fig. 82: PDM CAN Interior Bus, Fused B(+) & Ground Circuit Schematic
Courtesy of CHRYSLER LLC

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

Possible Causes

(A214) FUSED B (+) CIRCUIT OPEN OR SHORTED
(Z921/Z922) GROUND CIRCUIT OPEN
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
PASSENGER DOOR MODULE

Diagnostic Test**1. TEST FOR INTERMITTENT CONDITION**

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

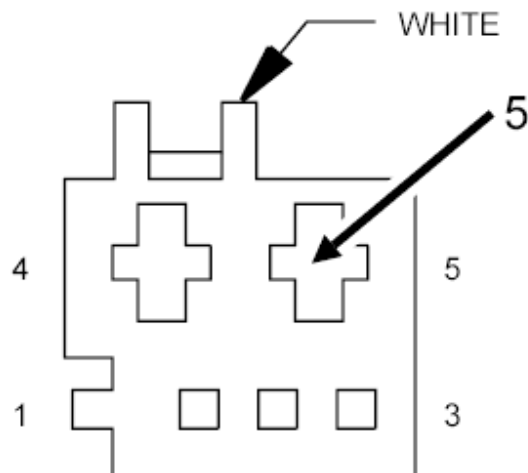
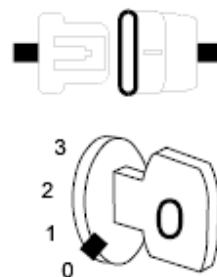
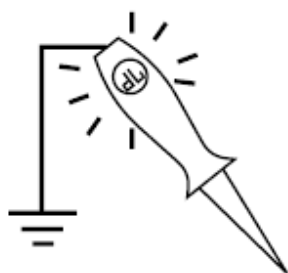
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A214) FUSED B(+) CIRCUIT OPEN OR SHORTED



MODULE-
DOOR-
PASSENGER C3

78813

Fig. 83: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Passenger Door Module C3 harness connector.
3. Using a 12-volt test light connected to ground, check the (A214) Fused B(+) circuit.

Does the test light illuminate brightly?

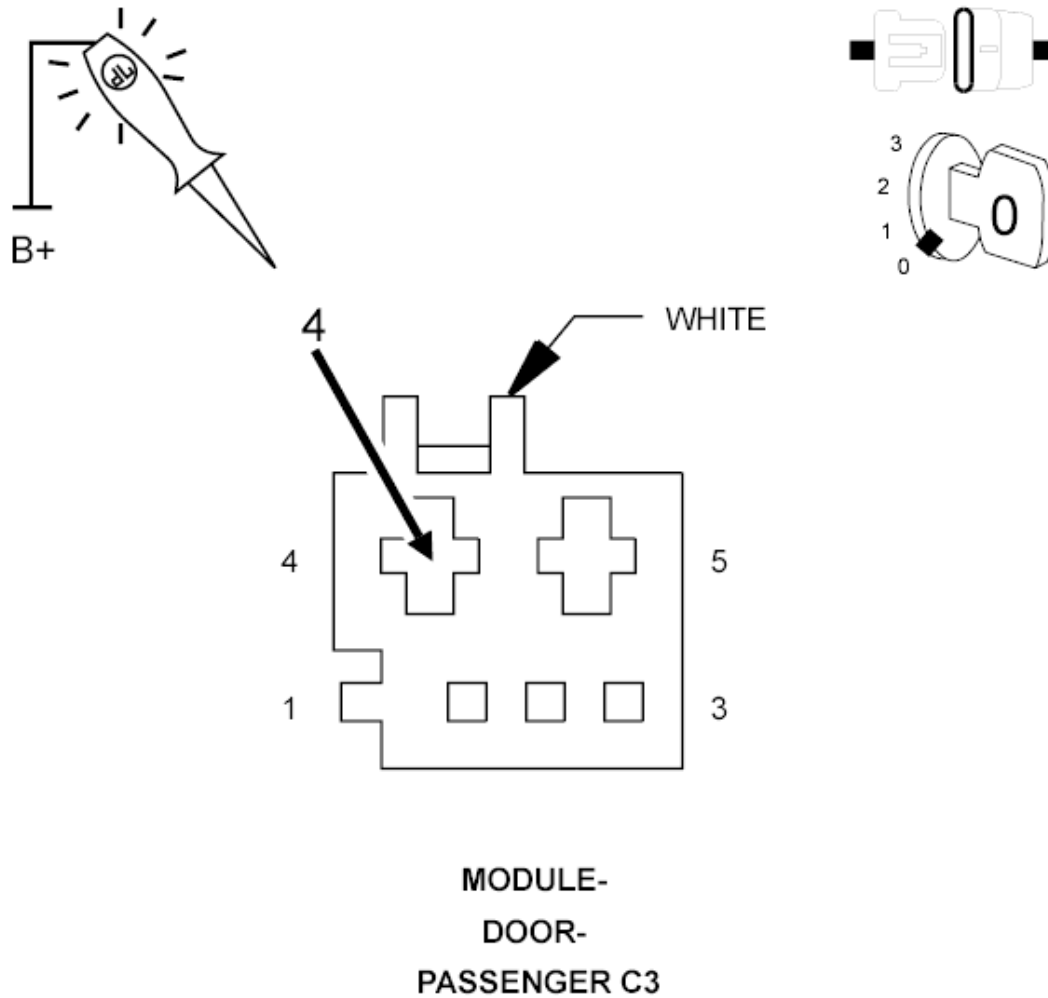
Yes

- Go to step 3

No

- Repair the (A214) Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

3. (Z921/Z922) GROUND CIRCUIT OPEN



78815

Fig. 84: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z921/Z922) ground circuit.

Does the test light illuminate brightly for each circuit?

Yes

- Go to step 4

No

- Repair the (Z921/Z922) ground circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN

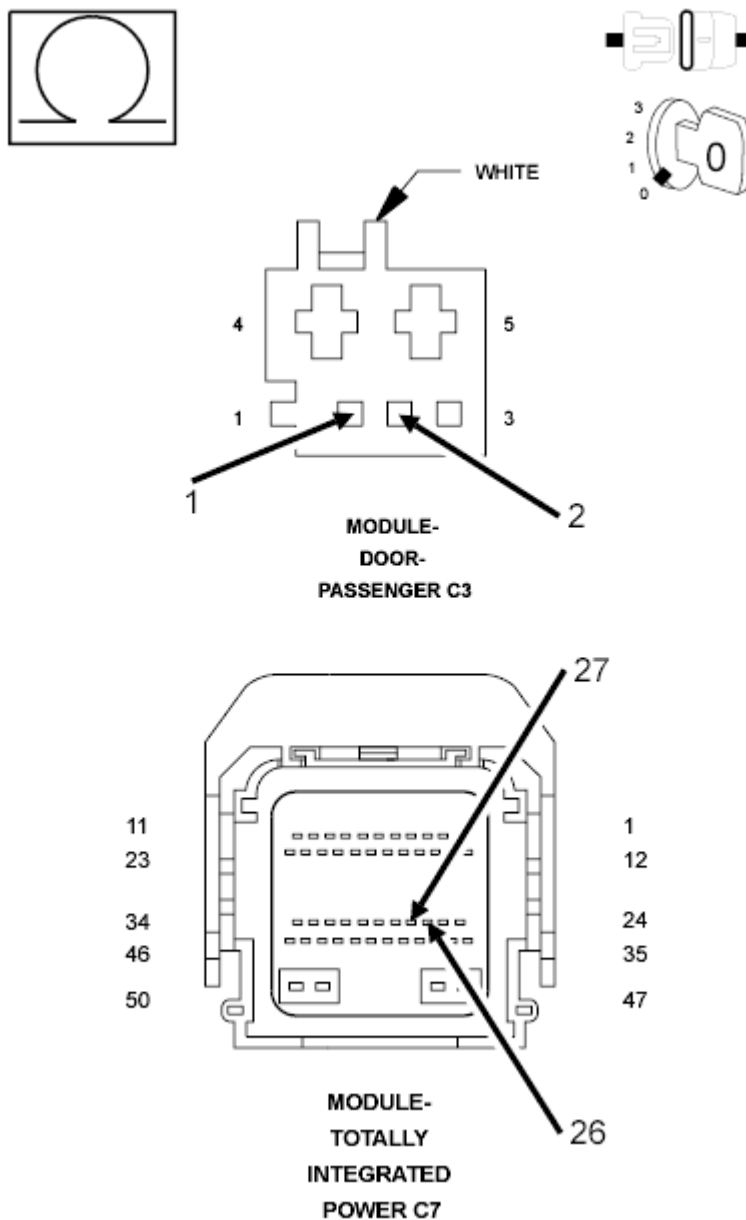


Fig. 85: Checking Can Interior Bus Circuit For Open
Courtesy of CHRYSLER LLC

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Communication - Non-DTC Diagnostics - Journey

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Passenger Door Module C3 harness connector.
2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Passenger Door Module C3 harness connector.

Is resistance below 5.0 ohms on both circuits?

Yes

- Replace the Passenger Door Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM RADIO

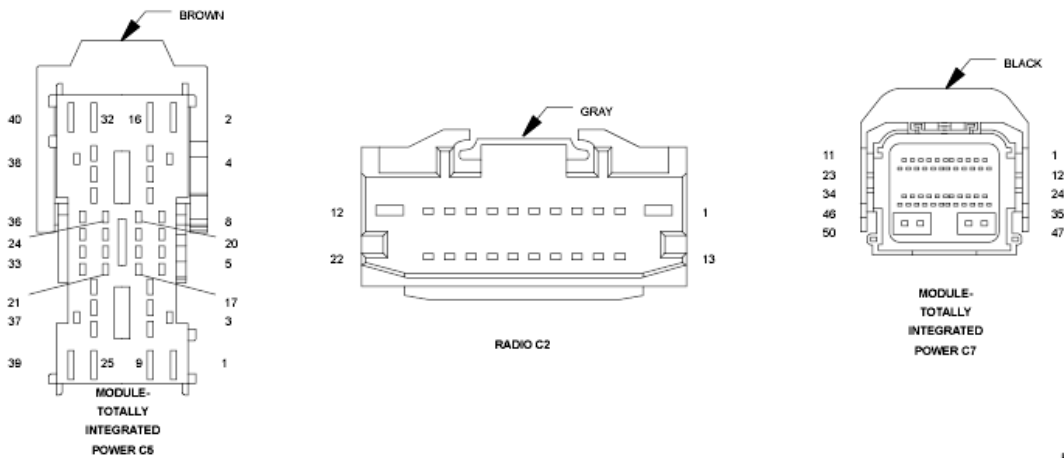
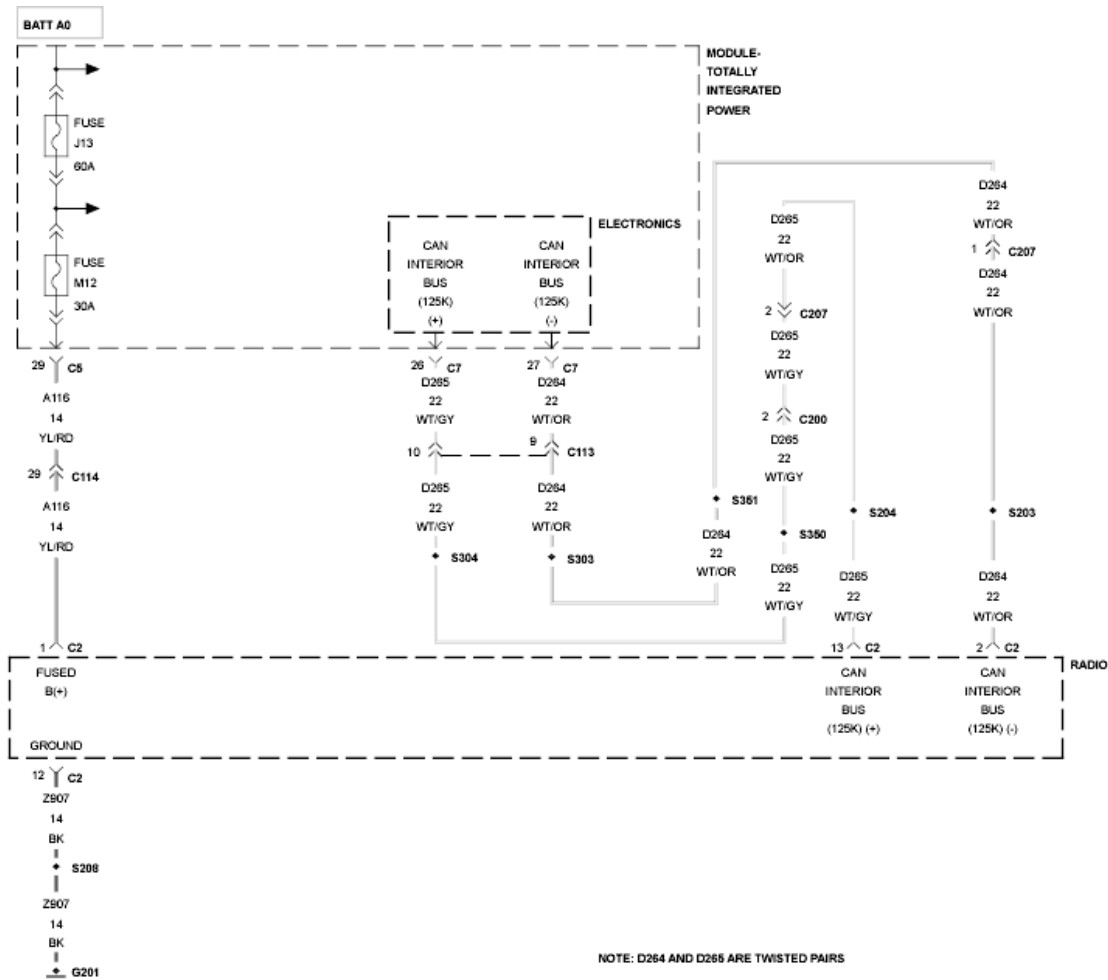


Fig. 86: Radio CAN Interior BUS, Fused B+ & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes

(A116) FUSED B (+) CIRCUIT OPEN OR SHORTED
(Z907) GROUND CIRCUIT OPEN
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
RADIO

Diagnostic Test**1. TEST FOR INTERMITTENT CONDITION**

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

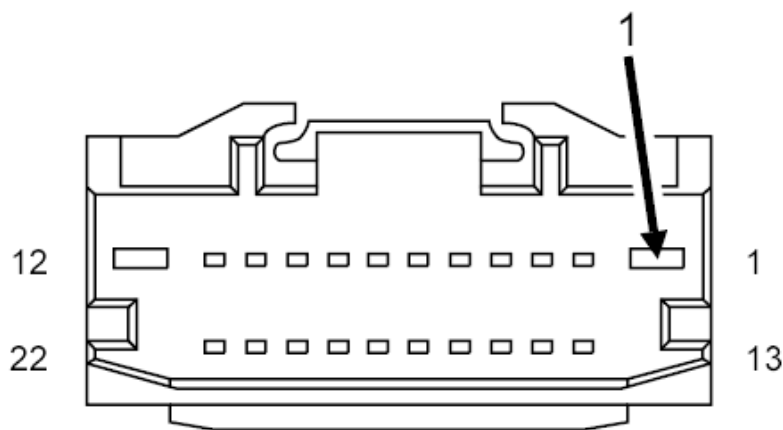
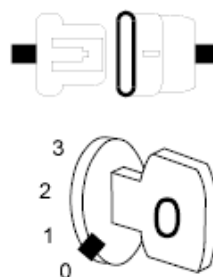
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A116) FUSED B(+) CIRCUIT OPEN OR SHORTED



RADIO C2

Fig. 87: Checking Fused B(+) Circuit For Open Or Short
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Radio C1 harness connector.
3. Using a 12-volt test light connected to ground, check the (A116) Fused B(+) circuit.

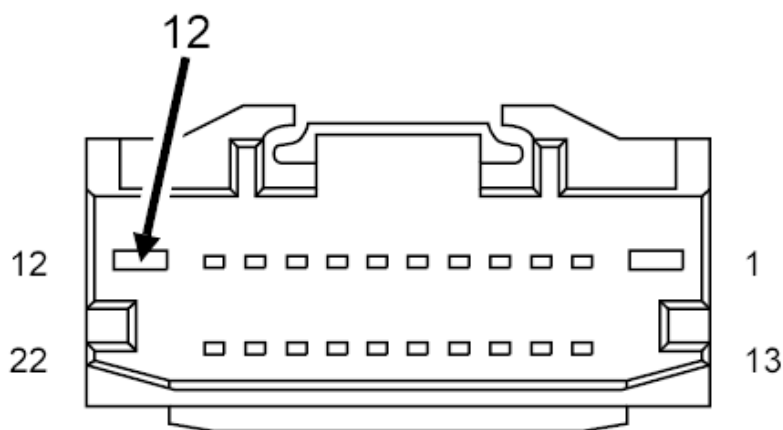
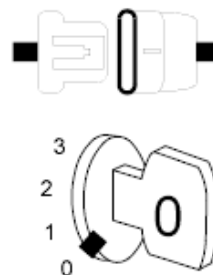
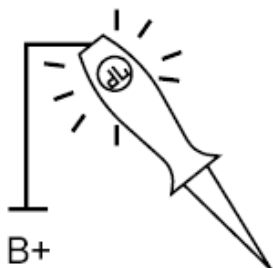
Does the test light illuminate brightly?

Yes

- Go to step 3

No

- Repair the (A116) Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based**

Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure .**3. (Z907) GROUND CIRCUIT OPEN****RADIO C2**

78861

Fig. 88: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

- Using a 12-volt test light connected to 12-volts, check the (Z907) ground circuit.

Does the test light illuminate brightly for each circuit?

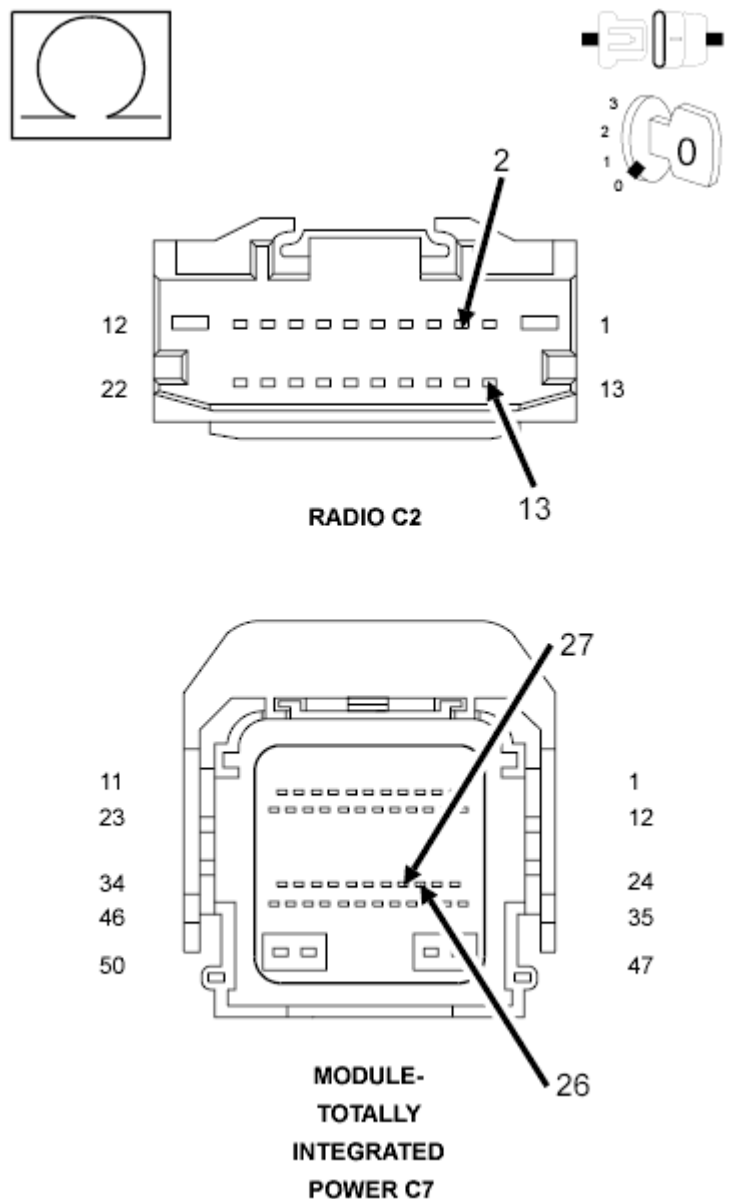
Yes

- Go to step 4

No

- Repair the (Z907) ground circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN



78863

Fig. 89: Checking CAN Interior Bus Circuit For Open

Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Radio C1 harness connector.
2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7

harness connector and the Radio C1 harness connector.

Is resistance below 5.0 ohms on both circuits?

Yes

- Replace the Radio in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

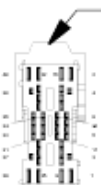
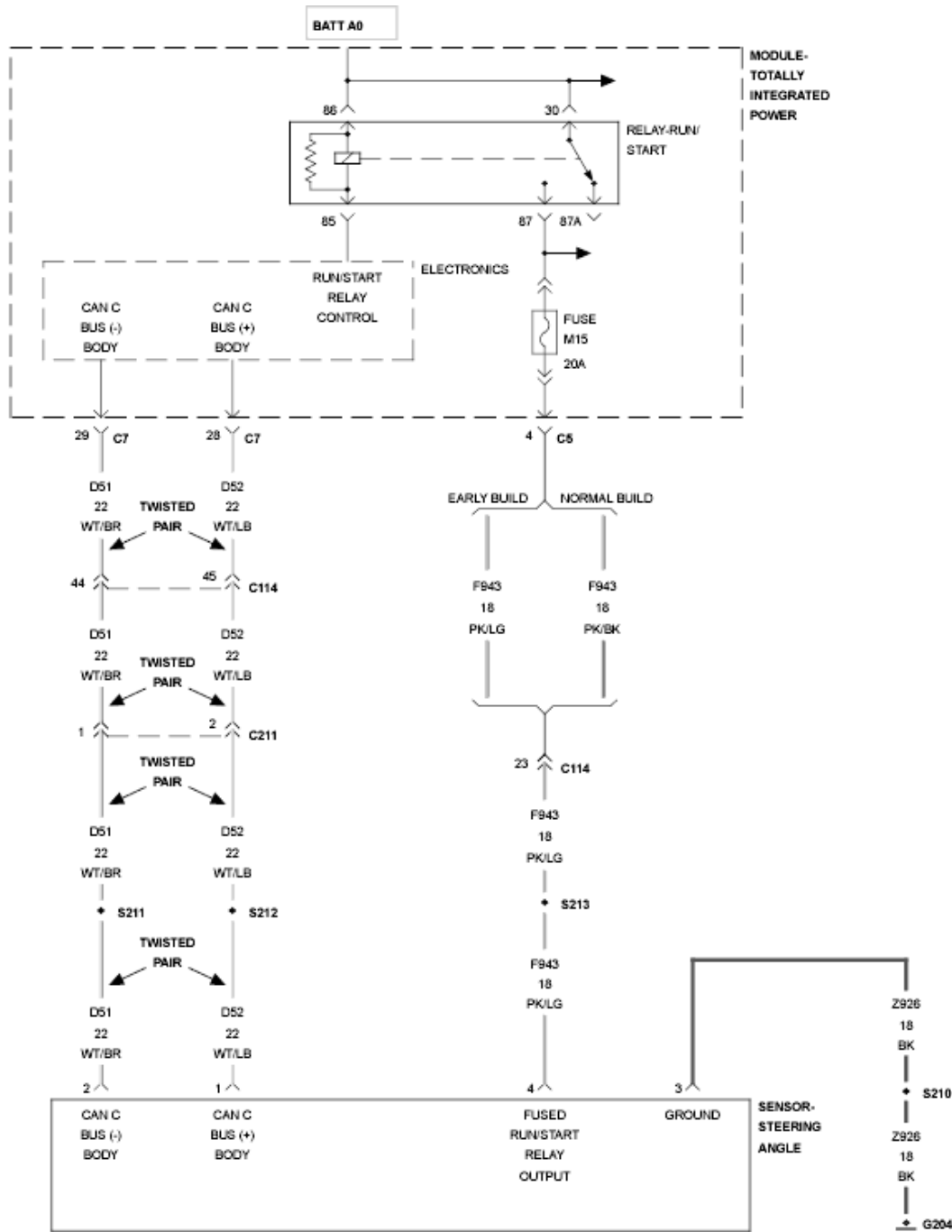
No

- Repair the (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

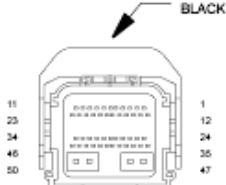
NO RESPONSE FROM THE STEERING ANGLE SENSOR (SAS)

2009 Dodge Journey R/T

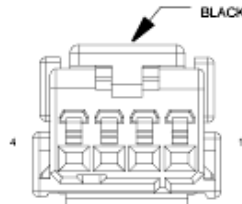
2009 ACCESSORIES AND EQUIPMENT Communication - Non-DTC Diagnostics - Journey



MODULE-TOTALLY INTEGRATED POWER C5



MODULE-TOTALLY INTEGRATED POWER C7



SENSOR-STEERING ANGLE

Fig. 90: SAS CAN C BUS , Fused Run/Start Relay Output & Ground Circuit Schematic
Courtesy of CHRYSLER LLC

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

Possible Causes
(F943) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED (Z926) GROUND CIRCUIT OPEN (D51) CAN C BUS(+) CIRCUIT OPEN AT SAS (D52) CAN C BUS(-) CIRCUIT OPEN AT SAS STEERING ANGLE SENSOR

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Make sure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red "X" will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red "X" next to the sensor?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (F943) FUSED IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED

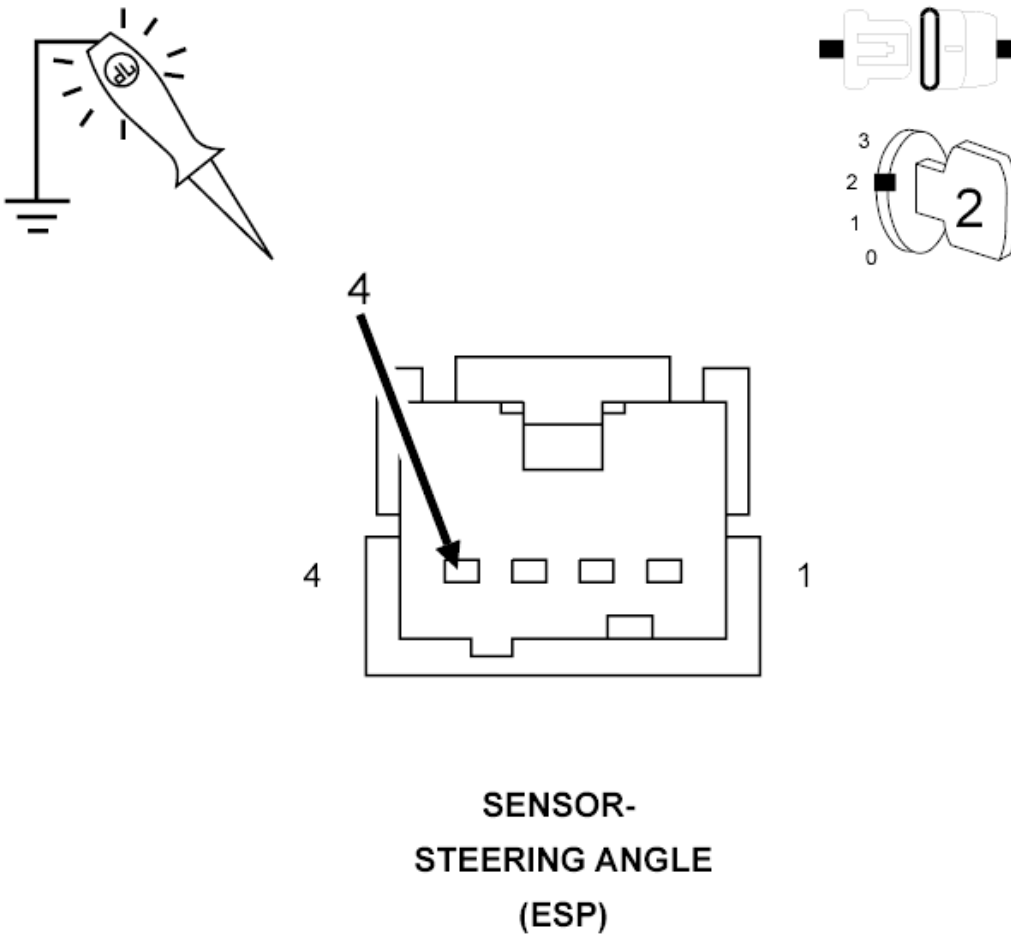


Fig. 91: Checking Fused Ignition Switch Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Steering Angle Sensor harness connector.
3. Turn the ignition on.
4. Using a 12-volt test light connected to ground, check the (F943) Fused Ignition Switch Output (Run/Start) circuit.

Does the test light illuminate brightly?

Yes

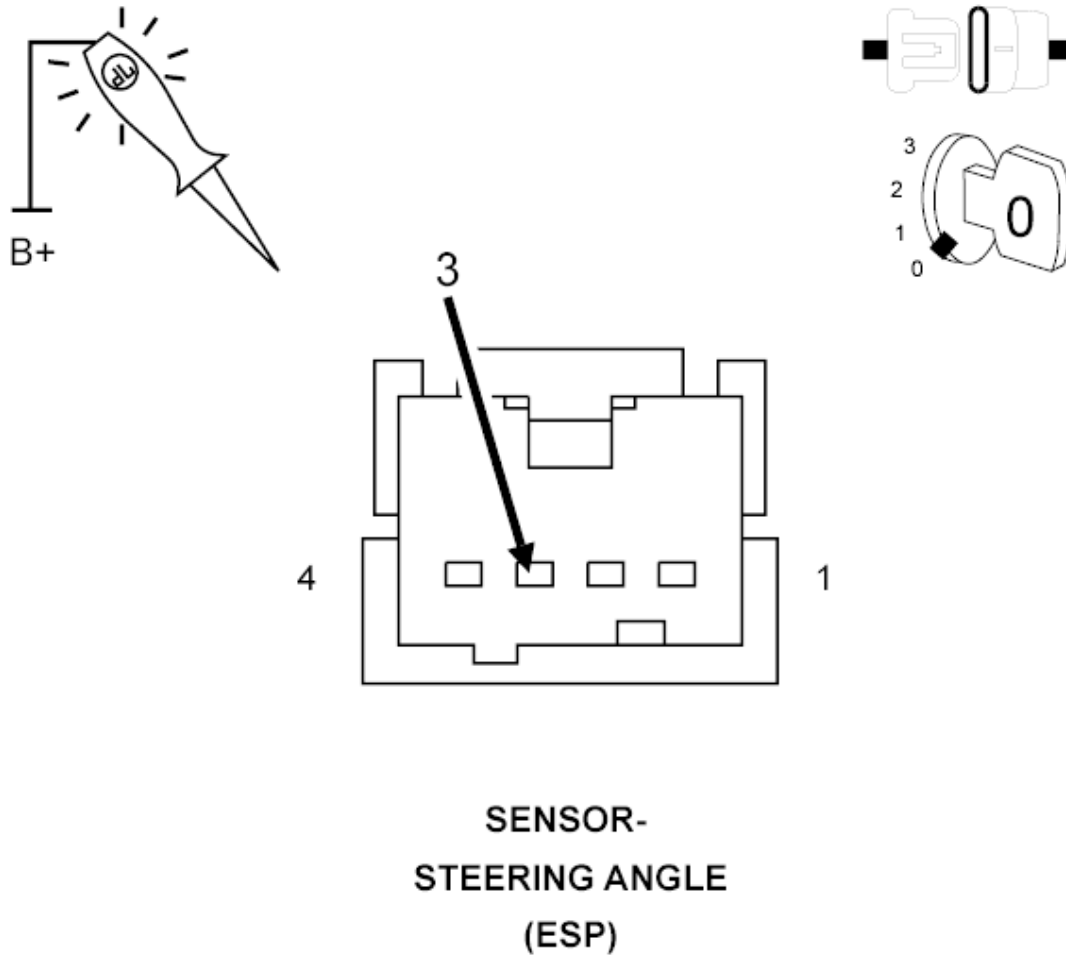
- Go to step 3

No

- Repair the (F943) Fused Ignition Switch Output (Run/Start) circuit for an open or short.

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

3. (Z926) GROUND CIRCUIT OPEN



78871

Fig. 92: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Using a 12-volt test light connected to 12-volts, check the (Z926) ground circuit.

Does the test light illuminate brightly?

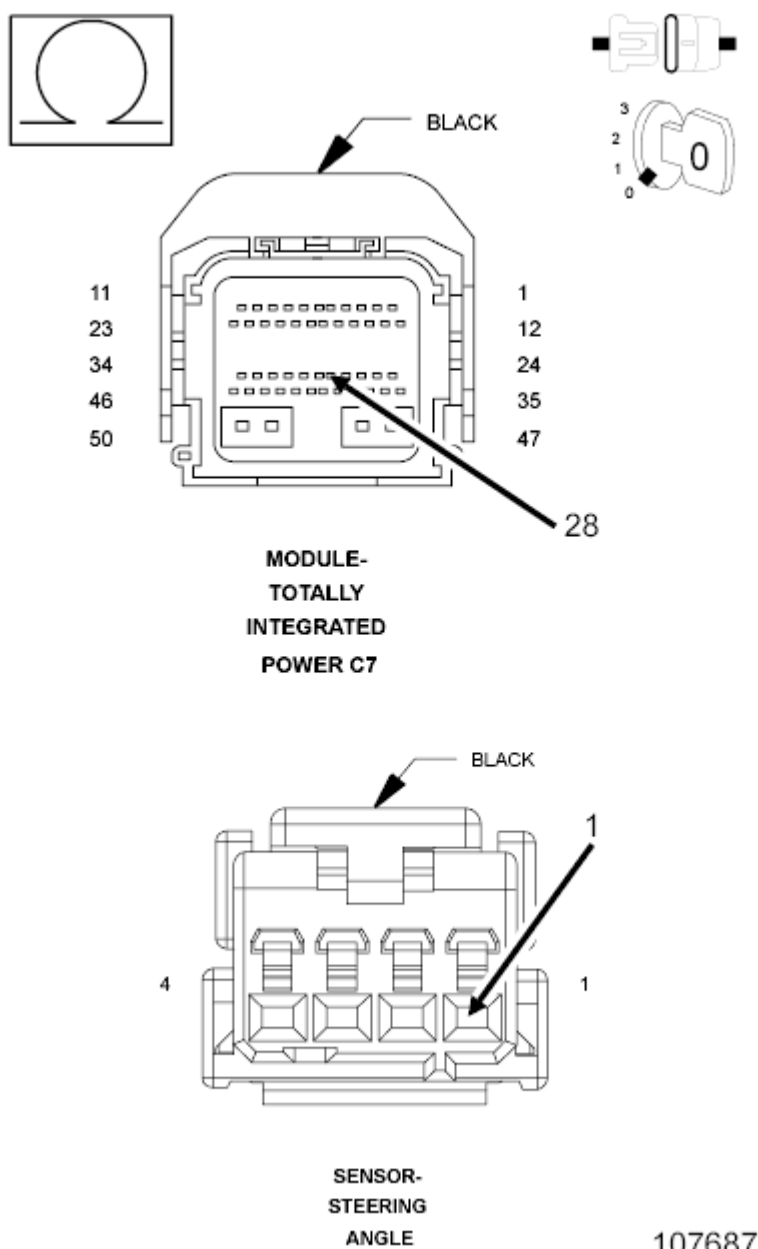
Yes

- Go to step 4

No

- Repair the (Z926) ground circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D52) CAN C BUS (+) CIRCUIT OPEN



107687

Fig. 93: Checking CAN C Bus (+) Circuit For Open
 Courtesy of CHRYSLER LLC

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1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Measure the resistance of the (D52) CAN C Bus (+) circuit between the TIPM C7 harness connector and the Steering Angle Sensor connector.

Is resistance below 5.0 Ohms?

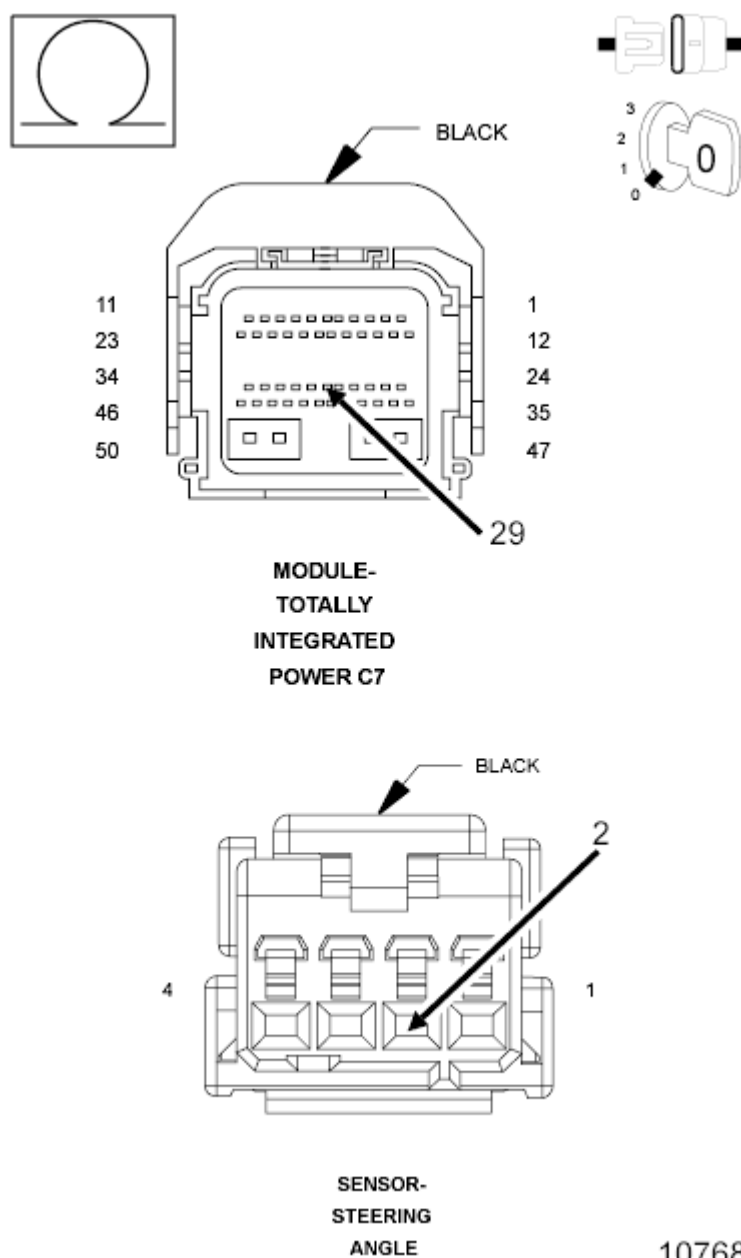
Yes

- Go to step 5

No

- Repair the (D52) CAN C Bus (+) circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

5. (D51) CAN C BUS (-) CIRCUIT OPEN



107689

Fig. 94: Checking CAN C Bus (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D51) CAN C Bus (-) circuit between the TIPM C7 harness connector and the Steering Angle Sensor connector.

Is resistance below 5.0 Ohms?

Yes

- Replace the Steering Angle Sensor in accordance with the Service Information.

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

No

- Repair the (D51) CAN C Bus (-) circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM TCM (POWERTRAIN CONTROL MODULE) - NGC

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2009 ACCESSORIES AND EQUIPMENT Communication - Non-DTC Diagnostics - Journey

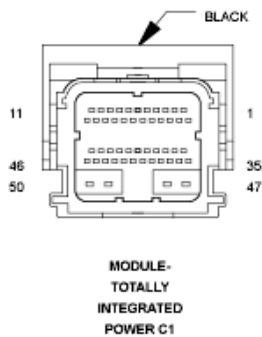
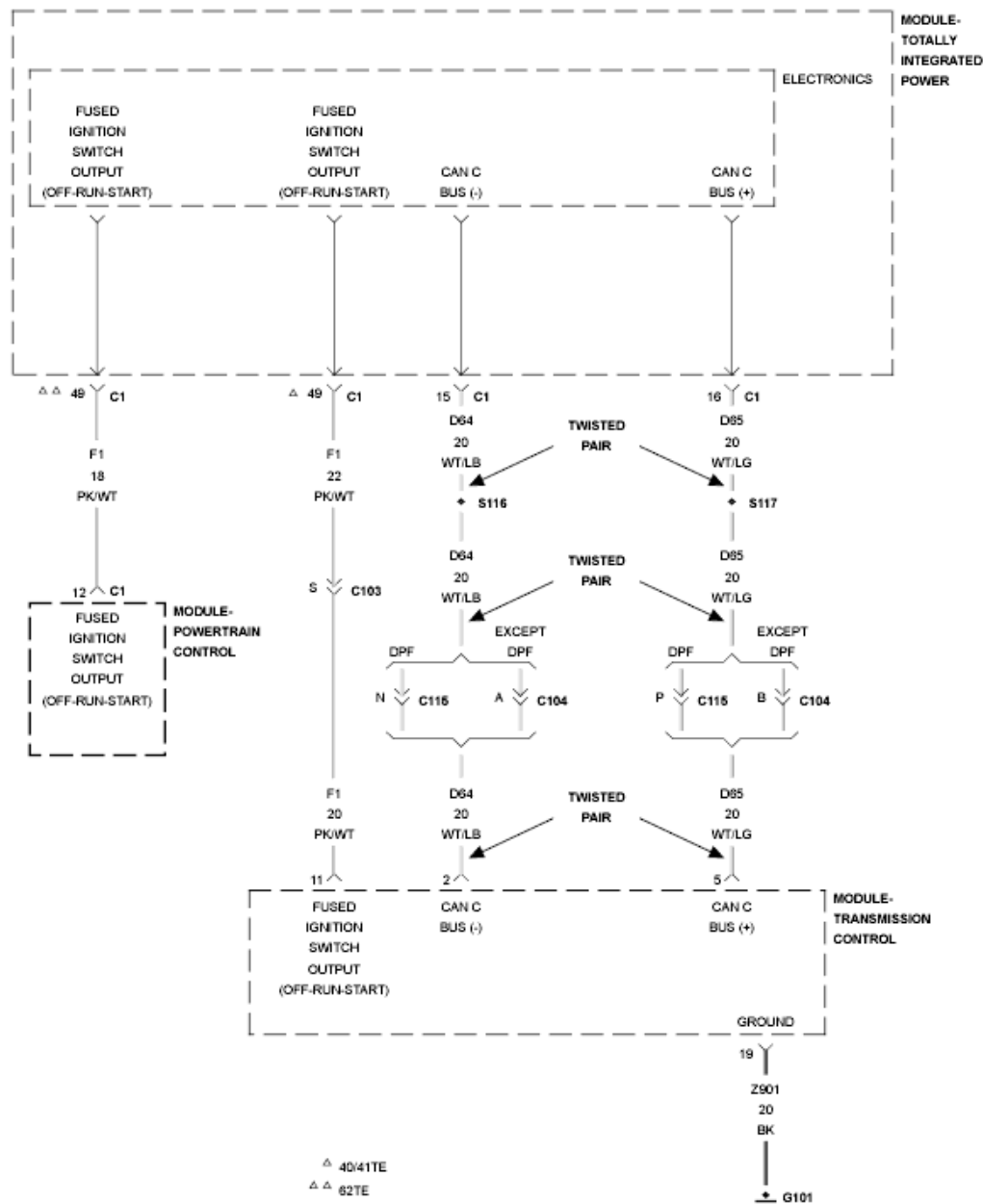


Fig. 95: TCM - NGC CAN C BUS, Fused Ignition Switch Output & Ground Circuit Schematic

Courtesy of CHRYSLER LLC

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

Possible Causes
POWERTRAIN CONTROL MODULE POWERS AND GROUNDS (D65) CAN C BUS(+) CIRCUIT OPEN (D64) CAN C BUS(-) CIRCUIT OPEN POWERTRAIN CONTROL MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

NOTE: Check for any TSB(s) related to the condition. If a TSB applies, perform the procedure outlined in the TSB before continuing.

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU view.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

NOTE: Check the TIPM for any active CAN C hardware DTCs, perform DTC before proceeding.

Does the scan tool display a red X next to the module?

Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. ATTEMPT TO COMMUNICATE WITH THE PCM

1. With the scan tool in ECU View, observe the status of the PCM.

Does the scan tool display a red X next to the PCM?

Yes

- Perform the appropriate NO RESPONSE FROM PCM diagnostic procedure. See **Diagnosis and Testing**.

No

- Go to step 3

3. (D65) CAN C BUS (+) CIRCUIT OPEN

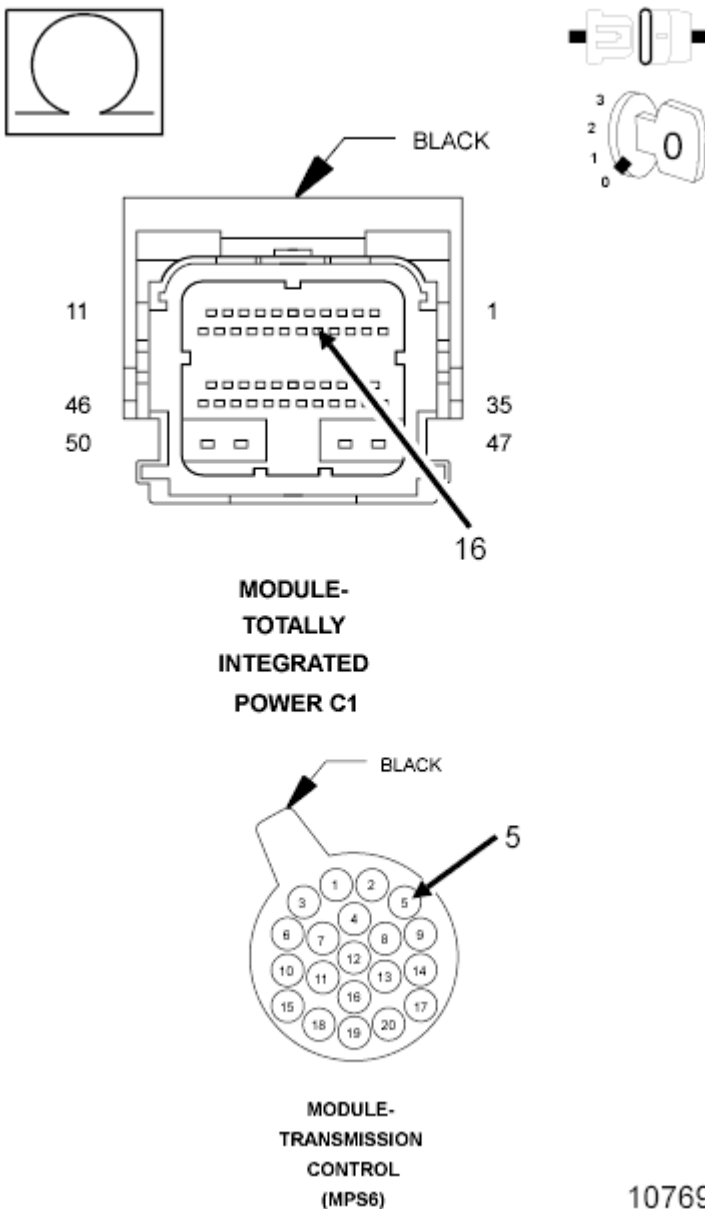


Fig. 96: Checking CAN C Bus (+) Circuit For Open**Courtesy of CHRYSLER LLC**

1. Turn the ignition off.
2. Disconnect the TIPM C1 harness connector.
3. Measure the resistance of the (D65) CAN C Bus (+) circuit between the TIPM C1 harness connector and the TCM C1 connector.

Is resistance below 5.0 ohms?

Yes

- Go to step 4

No

- Repair the (D65) CAN C Bus (+) circuit for an open.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

4. (D64) CAN C BUS (-) CIRCUIT OPEN

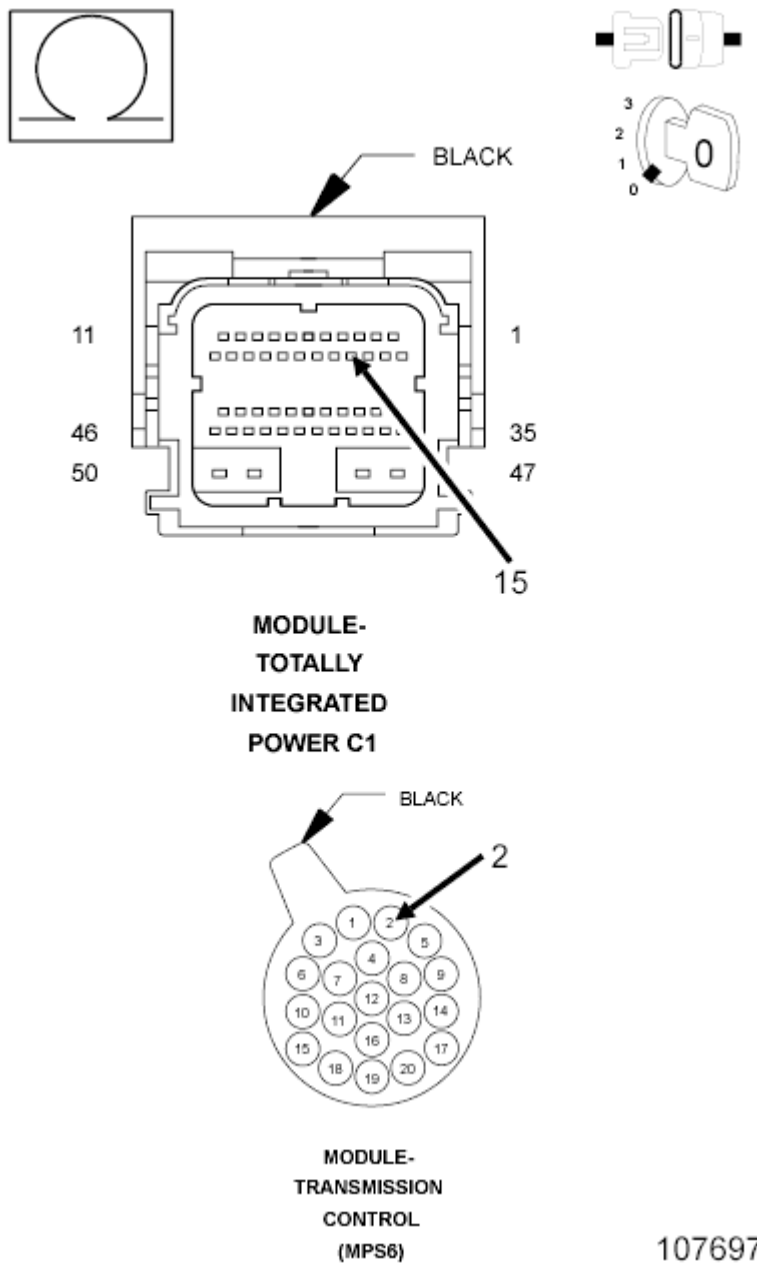


Fig. 97: Checking Can C Bus (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D64) CAN C Bus (-) circuit between the TIPM C1 harness connector and the PCM C1 connector.

Is resistance below 5.0 ohms?

Yes

- Replace the Powertrain Control Module in accordance with the service information.

- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

No

- Repair the (D64) CAN C Bus (-) circuit for an open.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure** .

NO RESPONSE FROM TIPM (TOTALLY INTEGRATED POWER MODULE)

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

Possible Causes
FUSED B (+) CIRCUITS OPEN
FUSED IGNITION SWITCH OUTPUT CIRCUITS OPEN
GROUND CIRCUITS OPEN
DIAGNOSTIC CAN C CIRCUITS OPEN
DIAGNOSTIC CAN C CIRCUITS SHORTED TO GROUND
DIAGNOSTIC CAN C CIRCUITS SHORTED TOGETHER
TOTALLY INTEGRATED POWER MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

NOTE: Ensure the scan tool is updated to the latest software.

NOTE: If the scan tool displays any error messages involving the Diagnostic CAN C circuits, diagnose and repair the error message before proceeding. Refer to the appropriate diagnostic procedure.

NOTE: A loss of communication with the TIPM can cause the ECU View button on the scan tool to be inoperative (not highlighted).

2. With the scan tool, attempt to select ECU View.

Can the scan tool communicate with the TIPM?

Yes

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

No

- Go to step 2

2. FUSED B (+) CIRCUITS OPEN AT TIPM

1. Disconnect the scan tool from the DLC.
2. Using a 12-volt test light connected to ground, and using the wiring diagram as a guide, check all Fused B (+) circuits at the TIPM.

Does the test light illuminate brightly for each circuit?

Yes

- Go to step 3

No

- Repair the Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

3. FUSED IGNITION SWITCH OUTPUT CIRCUITS OPEN AT TIPM

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, and using the wiring diagram as a guide, check each Fused Ignition Switch Output circuit at the TIPM.

Does the test light illuminate brightly for each circuit?

Yes

- Go to step 4

No

- Repair the Fused Ignition Switch Output circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

4. GROUND CIRCUITS OPEN AT TIPM

1. Turn the ignition off.
2. Using a 12-volt test light connected to 12-volts, and using the wiring diagram as a guide, check all ground circuits at the TIPM.

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Does the test light illuminate brightly on each circuit?

Yes

- Go to step 5

No

- Repair the ground circuit that did not light the test light for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

5. CHECK FOR (D72) DIAGNOSTIC CAN C (+) CIRCUIT OPEN AT DLC

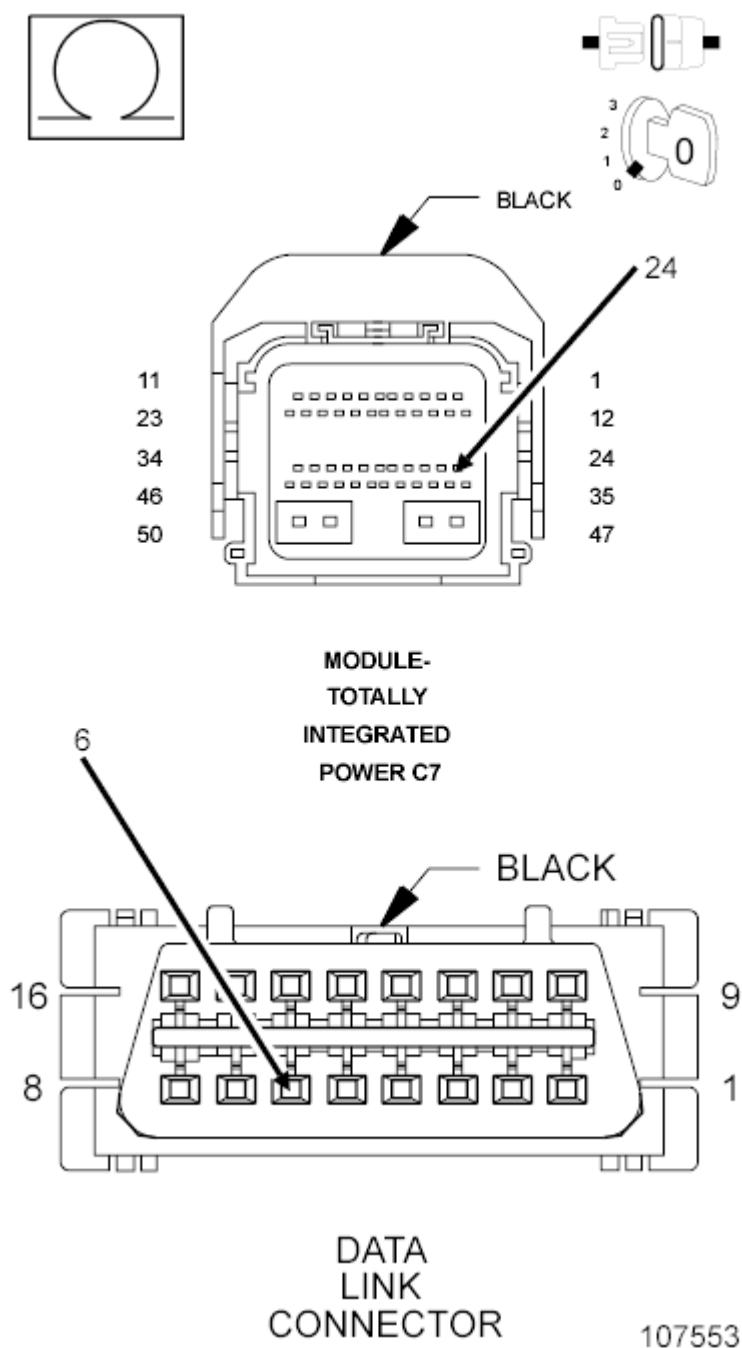


Fig. 98: Checking Diagnostic Can C (+) Circuit For Open
 Courtesy of CHRYSLER LLC

1. Disconnect the TIPM C7 harness connector.
2. Measure the resistance on the (D72) Diagnostic CAN C (+) circuit between the TIPM C7 harness connector and the DLC.

Is the resistance above 10.0 ohms?

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Yes

- Repair the (D72) Diagnostic CAN C (+) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 6

6. CHECK FOR (D71) DIAGNOSTIC CAN C (-) CIRCUIT OPEN AT DLC

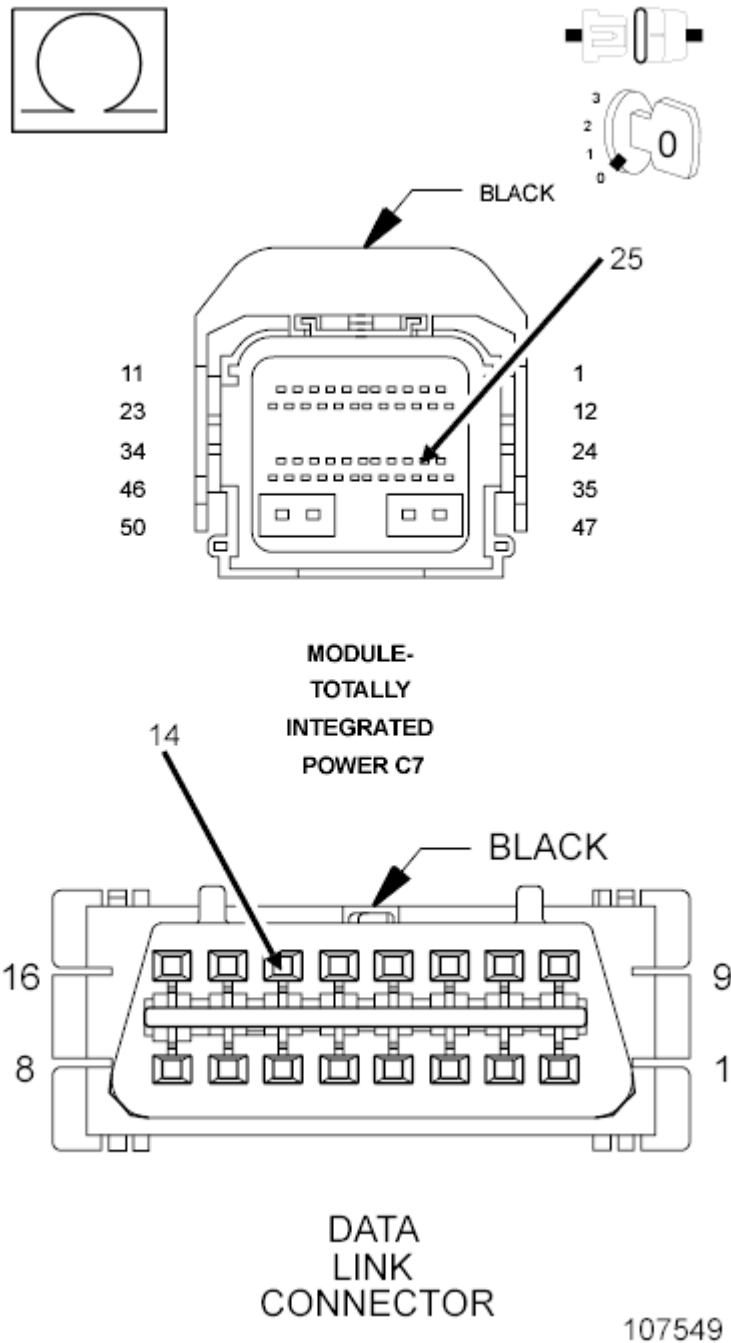


Fig. 99: Checking Diagnostic Can C (-) Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance on the (D71) Diagnostic CAN C (-) circuit between the TIPM C7 harness connector and the DLC.

Is the resistance above 10.0 ohms?

Yes

- Repair the (D71) Diagnostic CAN C (-) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

No

- Go to step 7

7. CHECK FOR DIAGNOSTIC CAN C CIRCUITS SHORTED TOGETHER

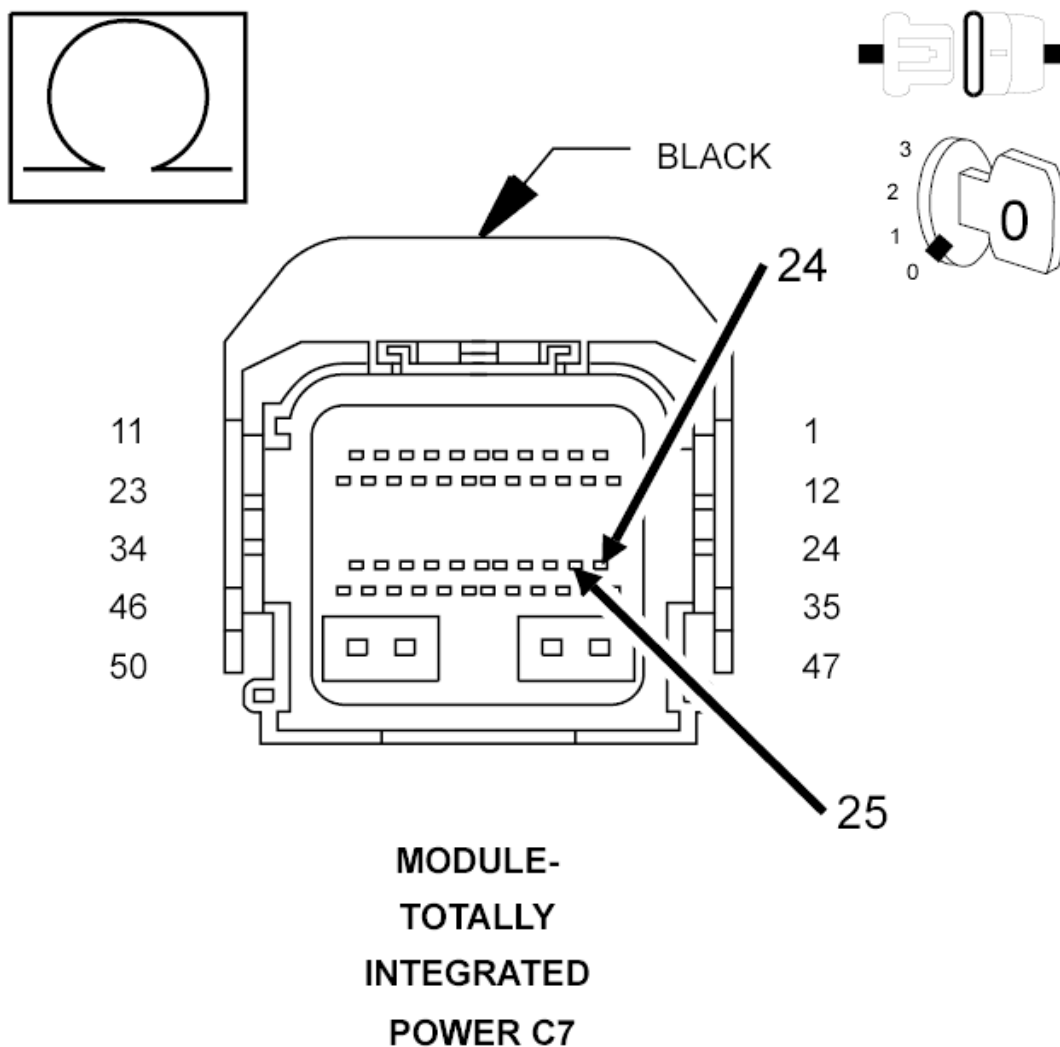


Fig. 100: Checking Diagnostic Can C (+) Circuit For Short To Diagnostic Can C (-) Circuit
Courtesy of CHRYSLER LLC

1. Measure the resistance between the (D72) Diagnostic CAN C (+) circuit and the (D71) Diagnostic CAN C (-) circuit at the TIPM C7 harness connector.

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Is the resistance below 100.0 ohms?

Yes

- Repair the (D72) Diagnostic CAN C (+) circuit for a short to the (D71) Diagnostic CAN C (-) circuit.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Replace the Totally Integrated Power Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM VES3 (VIDEO SCREEN MODULE)

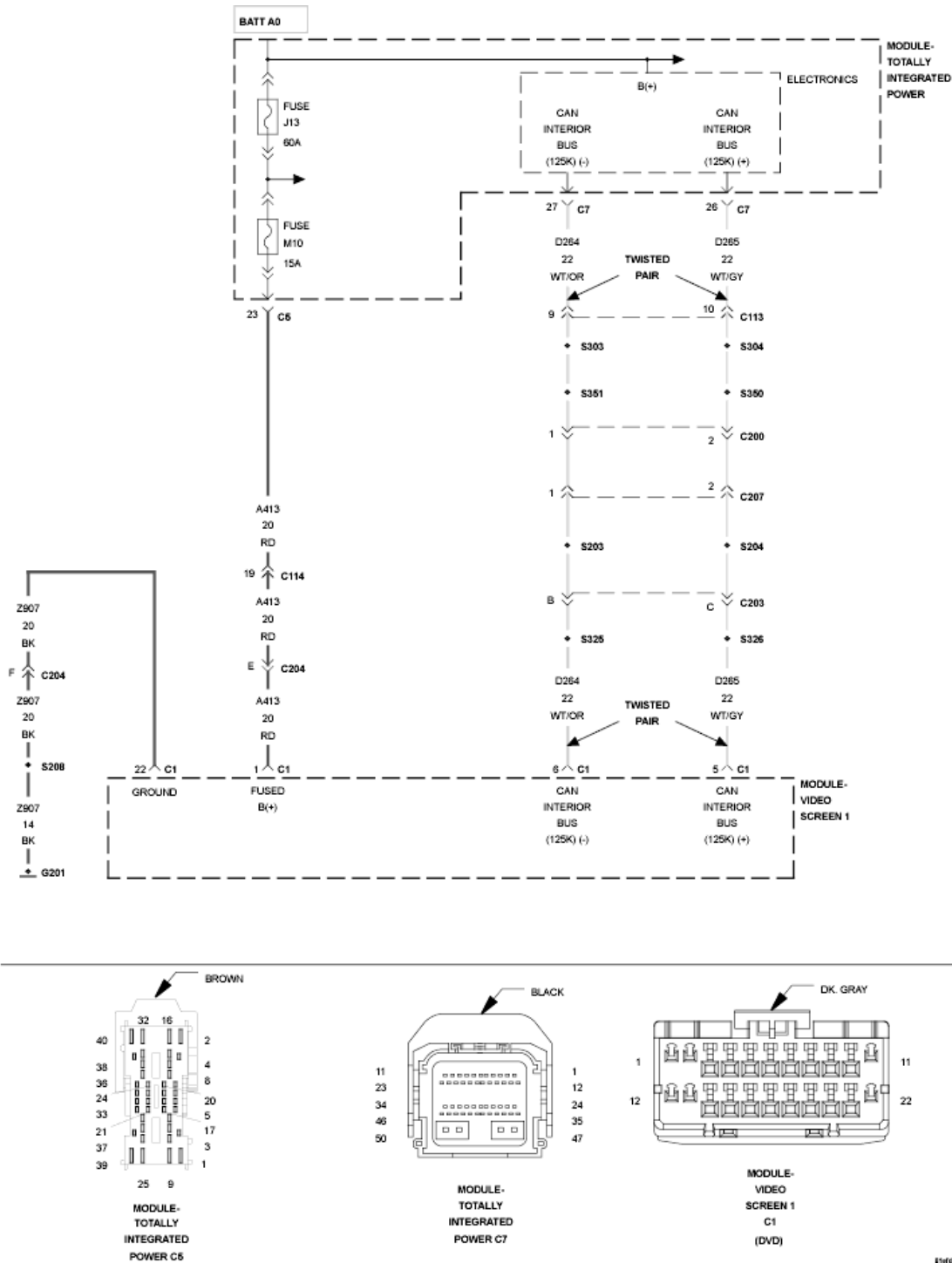


Fig. 101: Video Screen Module CAN Interior BUS , Fused B(+) & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

Possible Causes

(A413) FUSED B (+) CIRCUIT OPEN OR SHORTED
(Z907) GROUND CIRCUIT OPEN
(D264) AND (D265) CAN INTERIOR BUS (125K) CIRCUITS OPEN
VIDEO SCREEN MODULE

Diagnostic Test**1. TEST FOR INTERMITTENT CONDITION**

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

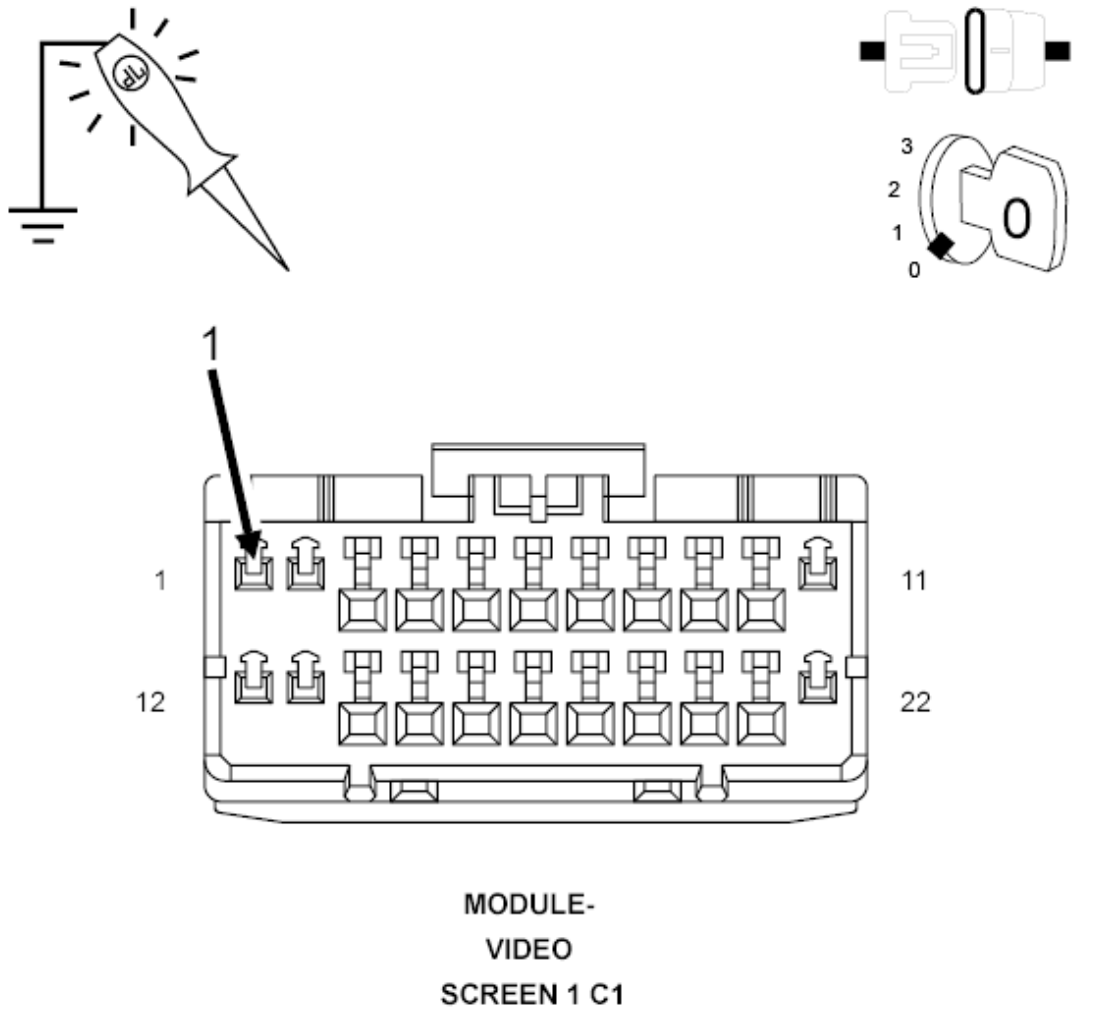
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (A413) FUSED B(+) CIRCUIT OPEN OR SHORTED



78903

Fig. 102: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Video Screen Module C1 harness connector.
3. Using a 12-volt test light connected to ground, check the (A413) Fused B(+) circuit.

Does the test light illuminate brightly?

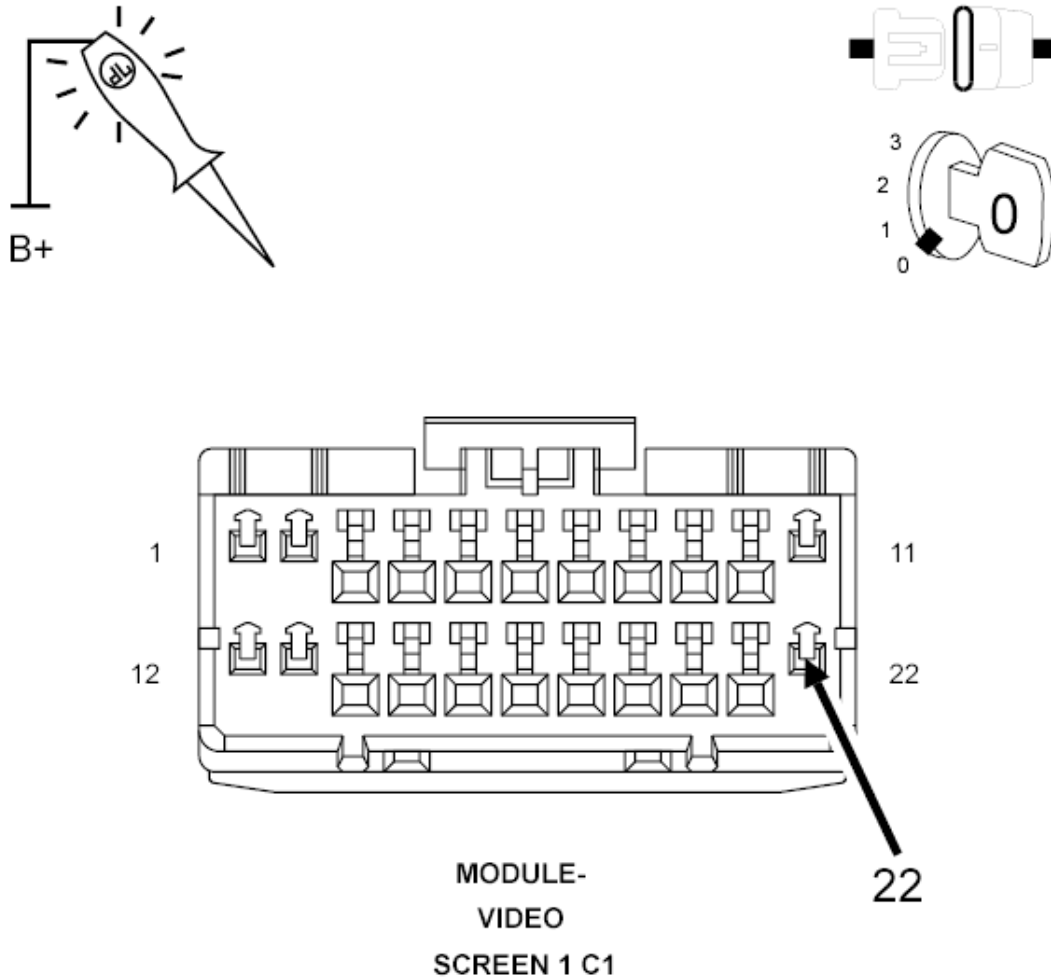
Yes

- Go to step 3

No

- Repair the (A413) Fused B(+) circuit for an open or short.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

3. (Z907) GROUND CIRCUIT OPEN



78905

Fig. 103: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z907) ground circuit.

Does the test light illuminate brightly for each circuit?

Yes

- Go to step 4

No

- Repair the (Z907) ground circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

4. (D265) OR (D264) CAN INTERIOR BUS (125K) CIRCUIT OPEN

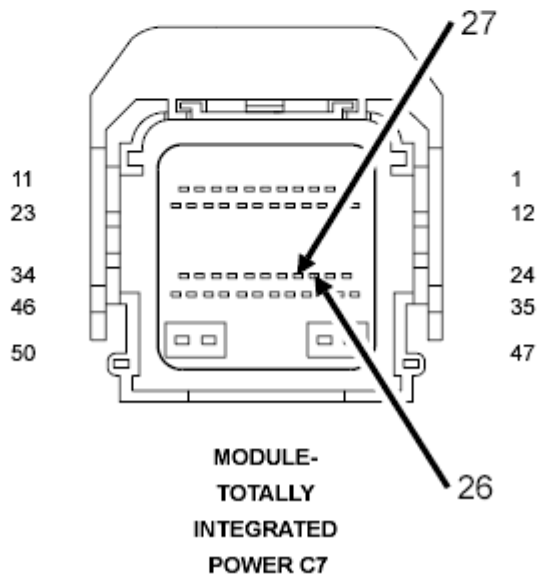
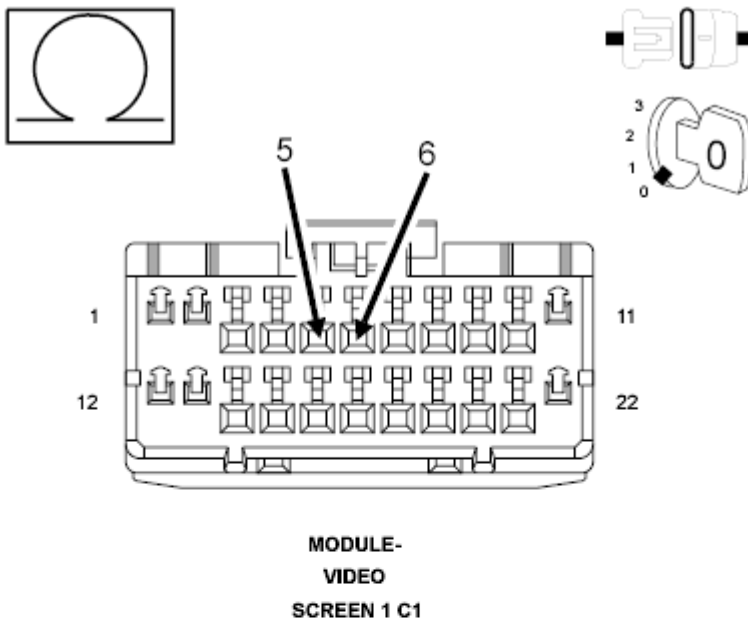


Fig. 104: Checking CAN Interior Bus Circuit For Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D264) CAN Interior Bus (-) (125K) circuit between the TIPM C7 harness connector and the Video Screen Module C1 harness connector.
2. Measure the resistance of the (D265) CAN Interior Bus (+) (125K) circuit between the TIPM C7 harness connector and the Video Screen Module C1 harness connector.

Is resistance below 5.0 ohms on both circuits?

Yes

- Replace the Video Screen Module in accordance with the service information.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D265) or (D264) CAN Interior Bus (125K) circuit for an open. Inspect the connector for damage.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

NO RESPONSE FROM WIN (WIRELESS IGNITION NODE)

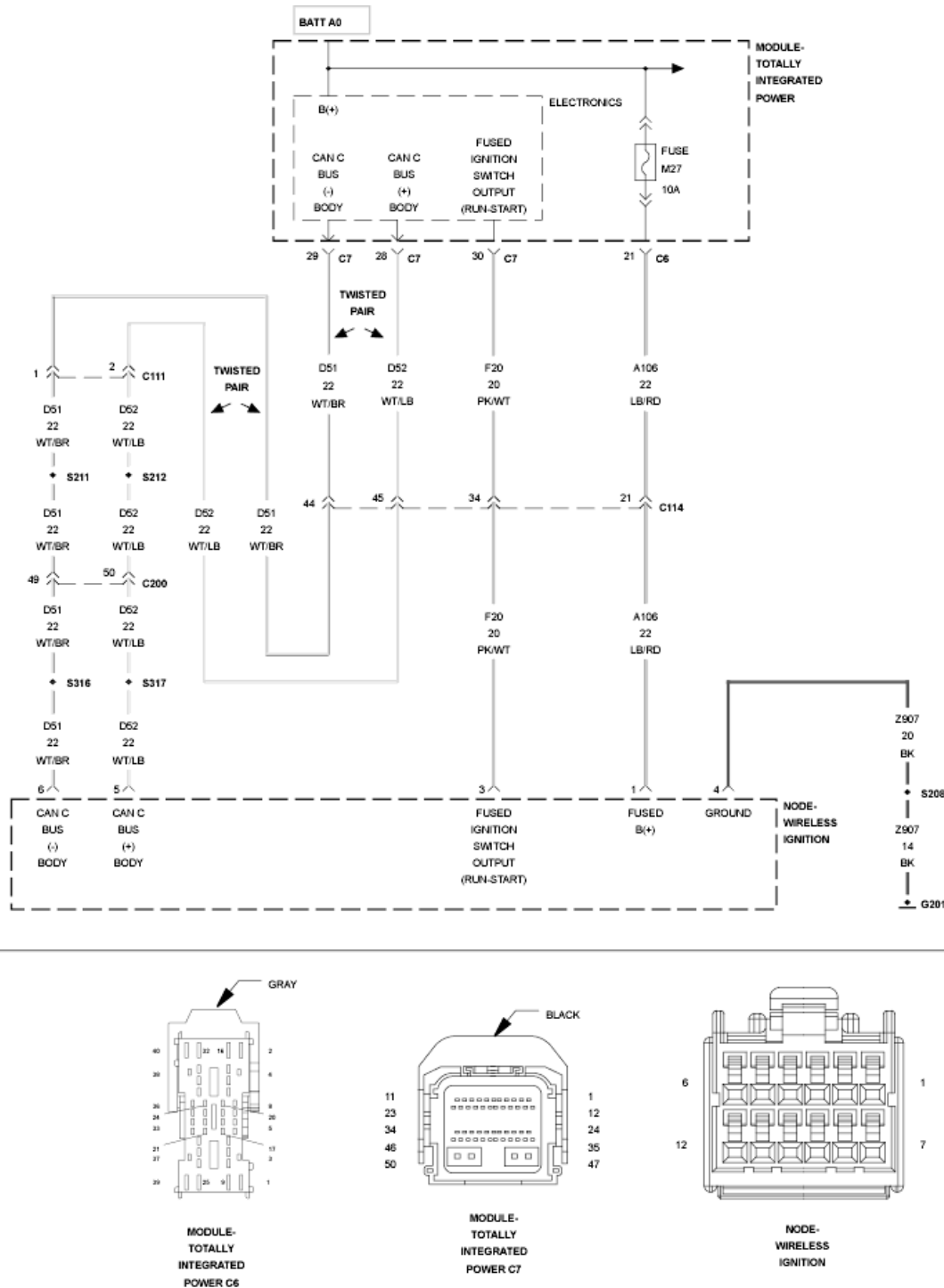


Fig. 105: Wireless Ignition Node CAN C BUS, Fused B(+), Fused Ignition Switch Output & Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Communication - Non-DTC Diagnostics - Journey

Possible Causes

(106) FUSED B(+) CIRCUIT OPEN OR SHORTED
(Z907) GROUND CIRCUIT OPEN
(F20) IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED
(D51) CAN C BUS(+) CIRCUIT OPEN
(D52) CAN C BUS(-) CIRCUIT OPEN
WIRELESS IGNITION NODE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10.0 and 16.0 volts.

2. With the scan tool, select ECU View.

NOTE: A red X will be next to the module that is not communicating, indicating that the module is not active on the Bus network. A green check indicates that the module is active on the Bus network.

Does the scan tool display a red X next to the module?

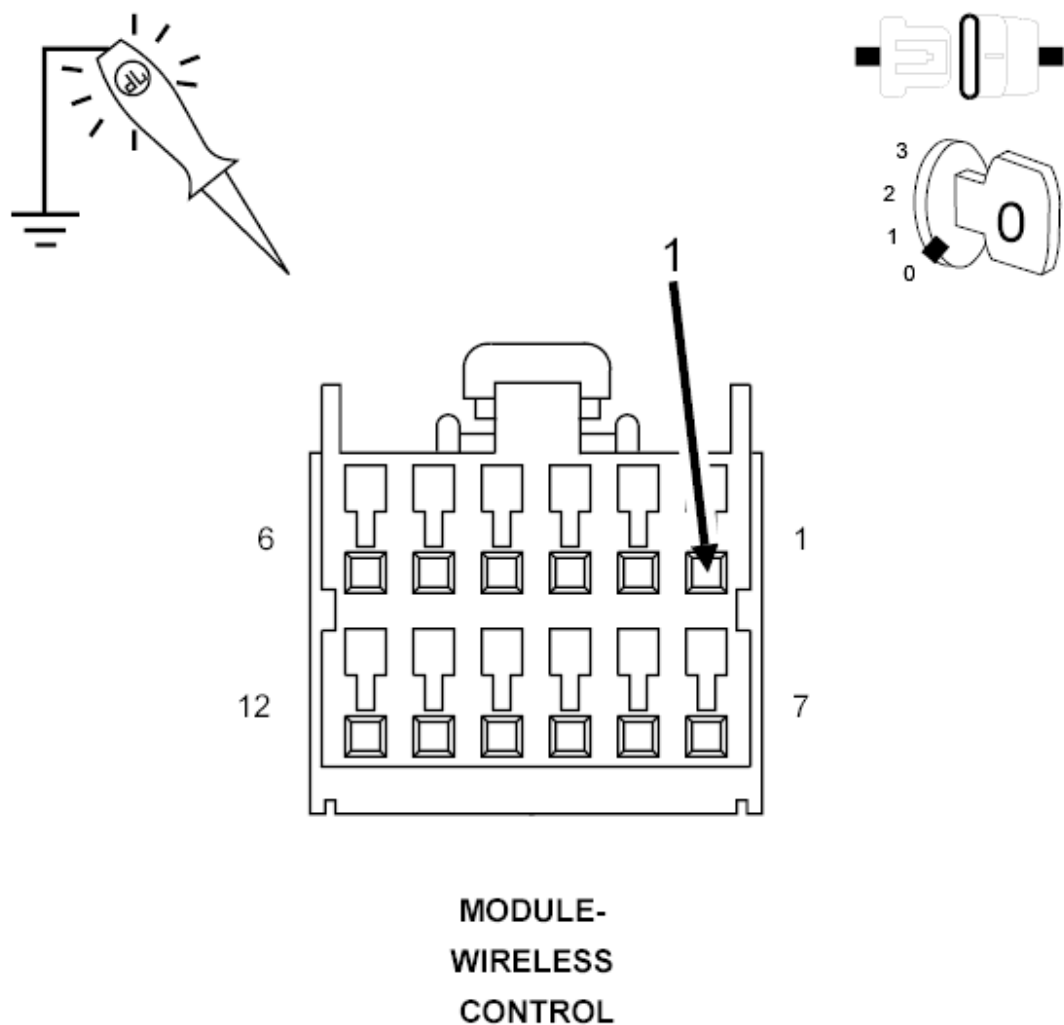
Yes

- Go to step 2

No

- The no response condition is not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals.

2. (106) FUSED B(+) CIRCUIT OPEN OR SHORTED



78913

Fig. 106: Checking Fused B(+) Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Wireless Ignition Node harness connector.
3. Using a 12-volt test light connected to ground, check the (106) Fused B(+) circuit.

Does the test light illuminate brightly?

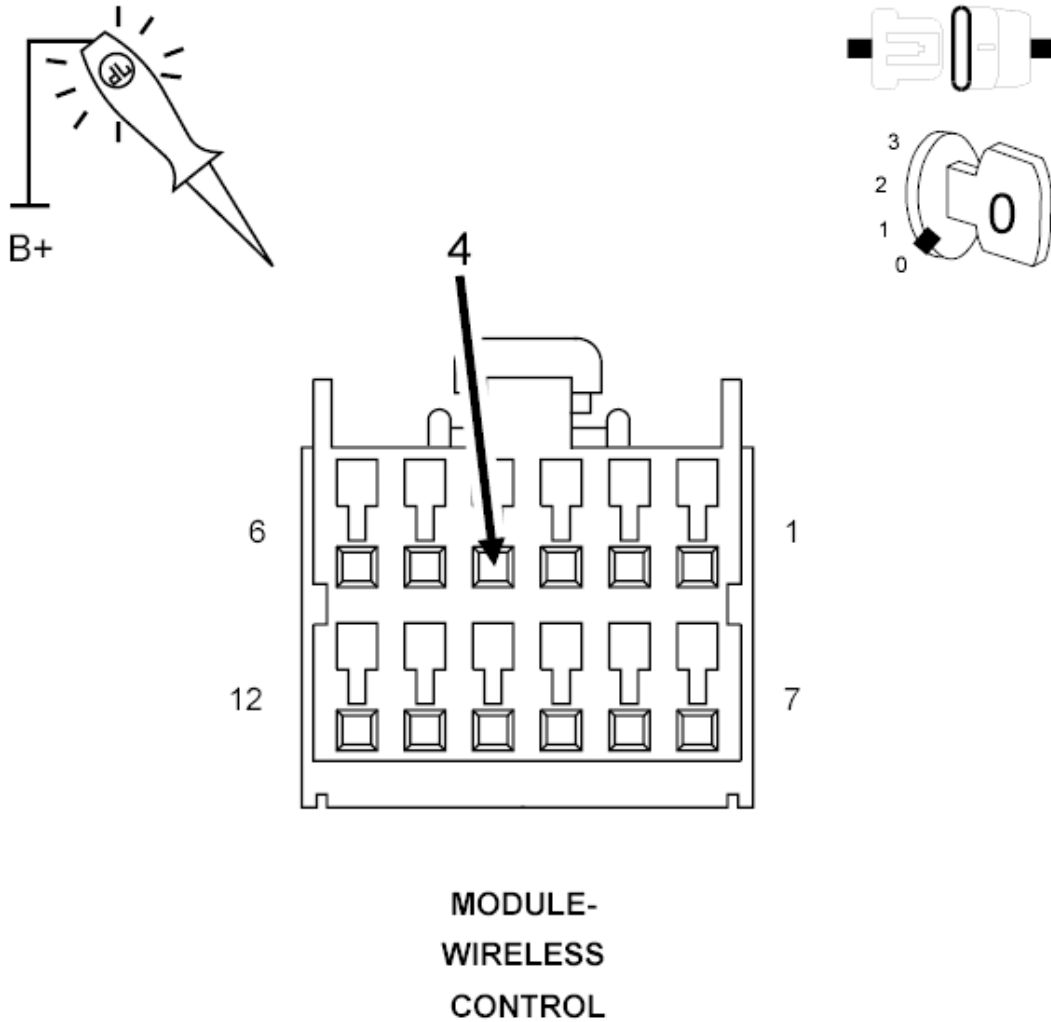
Yes

- Go to step 3

No

- Repair the (106) Fused B(+) circuit for an open or short.
- Perform the WIN VERIFICATION TEST.

3. (Z907) GROUND CIRCUIT OPEN



78915

Fig. 107: Checking Ground Circuit For Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (Z907) ground circuit.

Does the test light illuminate brightly?

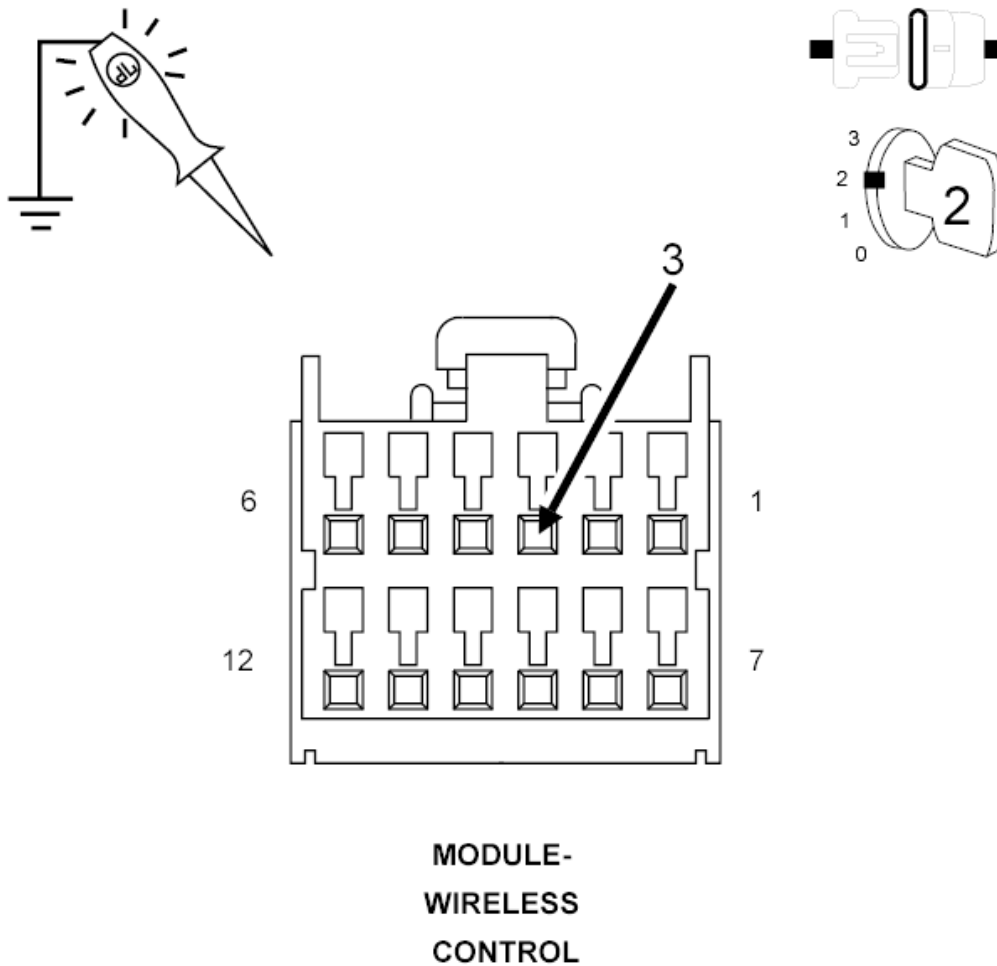
Yes

- Go to step 4

No

- Repair the (Z907) ground circuit for an open.
- Perform the WIN VERIFICATION TEST.

4. (F20) IGNITION SWITCH OUTPUT (RUN/START) CIRCUIT OPEN OR SHORTED



78917

Fig. 108: Checking Ignition Switch Output Circuit For Open Or Short
Courtesy of CHRYSLER LLC

1. Turn the ignition on.
2. Using a 12-volt test light connected to ground, check the (F20) Ignition Switch Output (Run/Start) circuit.

Does the test light illuminate brightly?

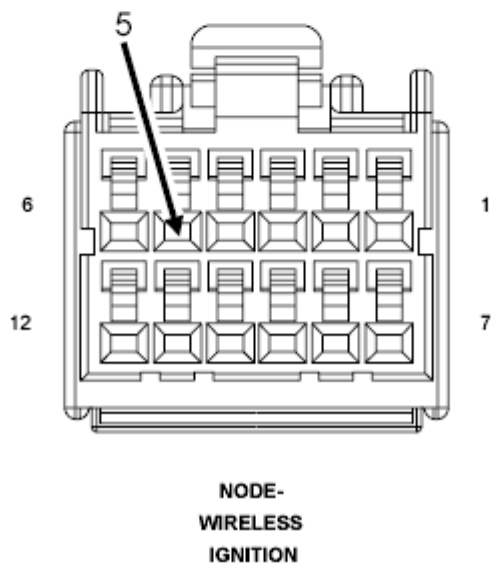
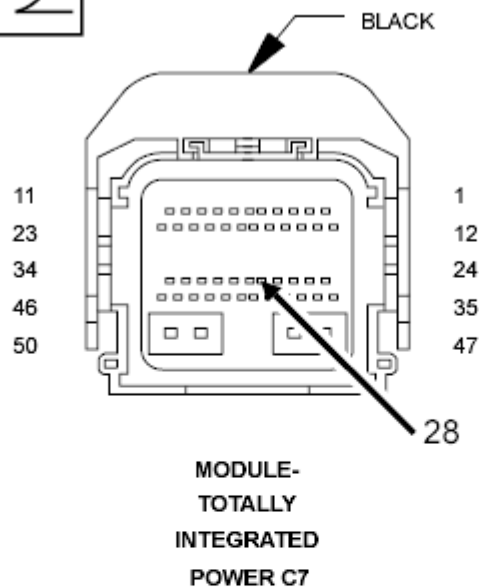
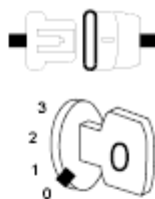
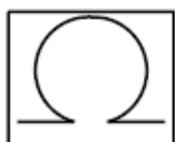
Yes

- Go to step 5

No

- Repair the (F20) Ignition Switch Output (Run/Start) circuit for an open or short.
- Perform the WIN VERIFICATION TEST.

5. (D52) CAN C BUS (+) CIRCUIT OPEN



107707

Fig. 109: Checking Can C Bus (+) Circuit For Open**Courtesy of CHRYSLER LLC**

1. Turn the ignition off.
2. Disconnect the TIPM C7 harness connector.
3. Measure the resistance of the (D52) CAN C Bus (+) circuit between the TIPM C7 harness connector and the Wireless Ignition Node connector.

Is resistance below 5.0 ohms?

Yes

- Go to step 6

No

- Repair the (D52) CAN C Bus (+) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

6. (D51) CAN C BUS (-) CIRCUIT OPEN

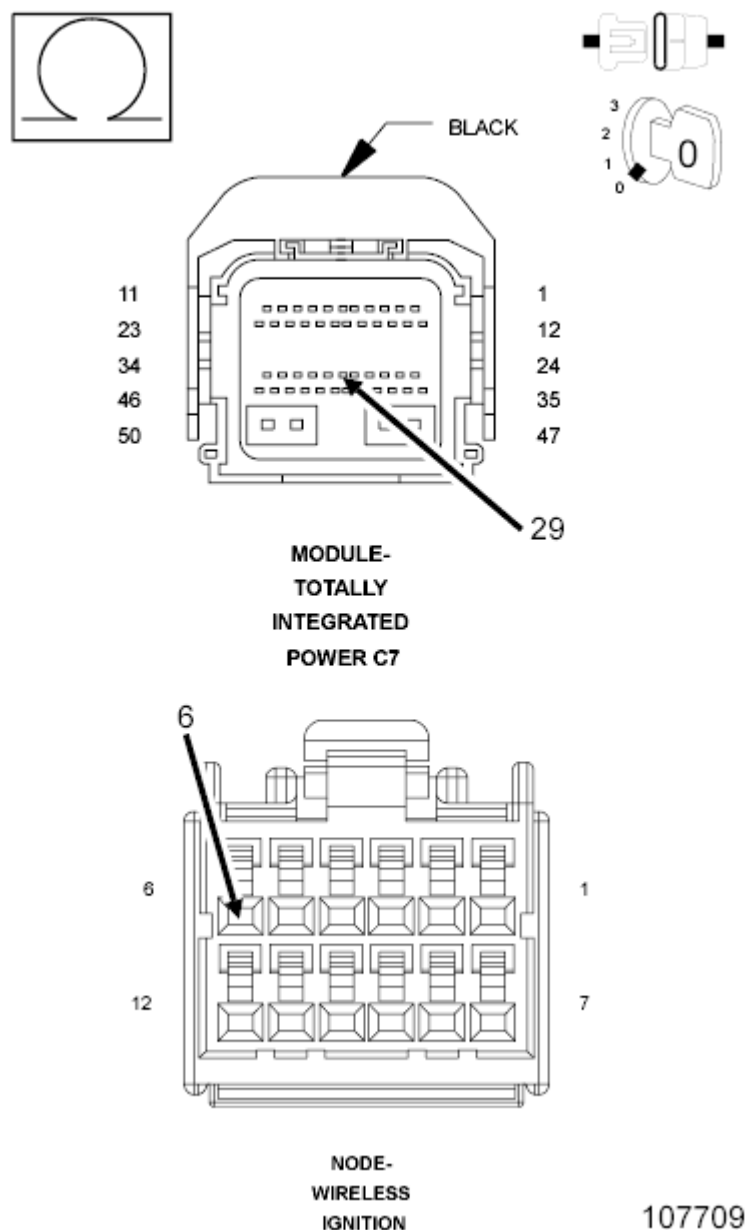


Fig. 110: Checking Can C Bus (-) Circuit For Open
 Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D51) CAN C Bus (-) circuit between the TIPM C7 harness connector and the Wireless Ignition Node connector.

Is resistance below 5.0 ohms?

Yes

- Replace the Wireless Ignition Node in accordance with the service information.

- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Repair the (D51) CAN C Bus (-) circuit for an open.
- Perform the BODY VERIFICATION TEST - VER 1. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

STORED LOST COMMUNICATION DTCS

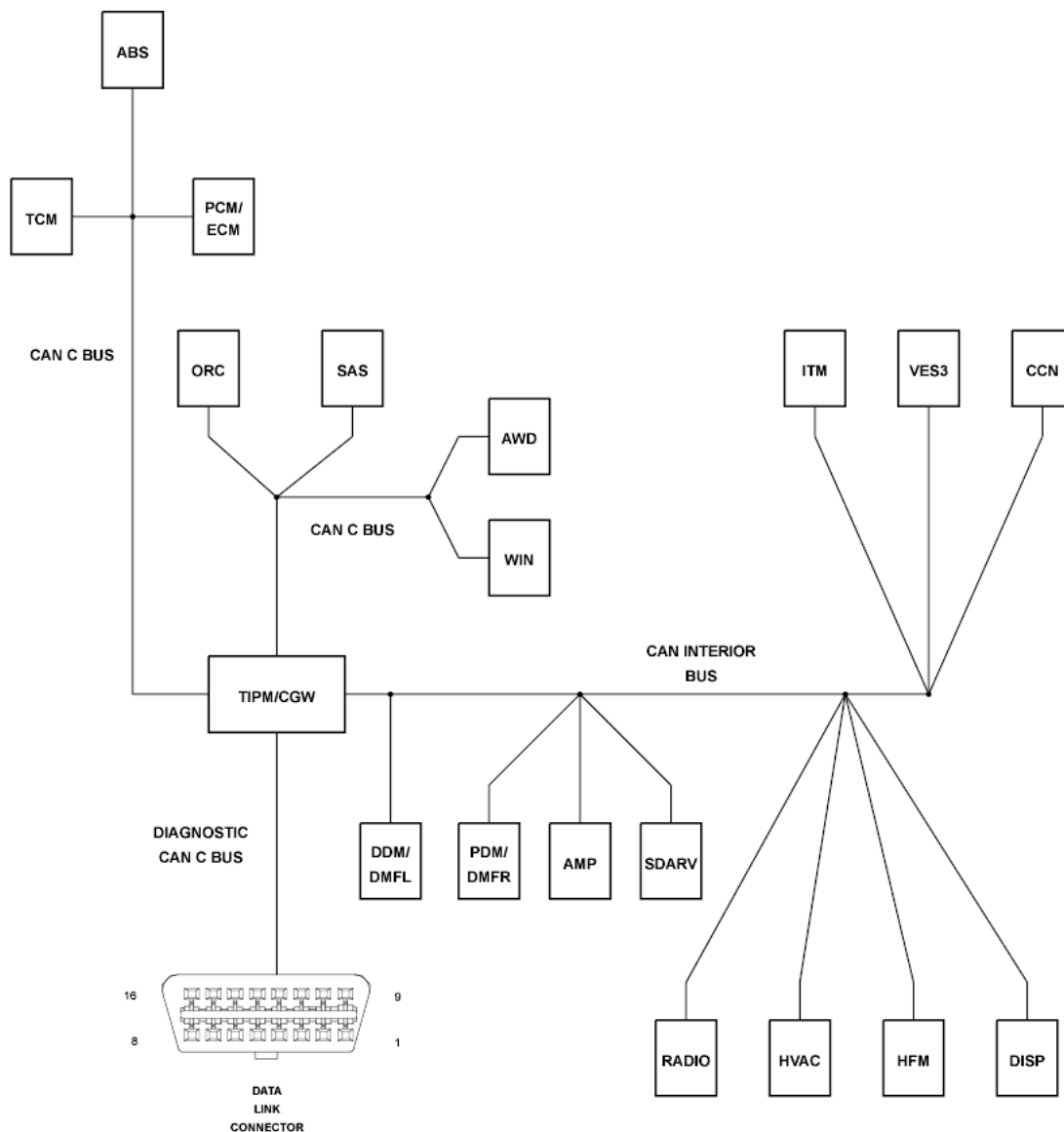


Fig. 111: Can Bus Communication Module Diagram
Courtesy of CHRYSLER LLC

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

• **When Monitored:**

- With the ignition on
- Battery voltage between 10 and 16 volts
- IOD fuse installed
- TIPM is configured correctly

• **Set Condition:**

Bus messages not received for approximately 2 to 5 seconds.

Possible Causes

CAN C INTERIOR (125K) BUS CIRCUITS OPEN OR SHORTED
 DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
 TIPM NOT CONFIGURED CORRECTLY
 POWER OR GROUND FROM THE REPORTING MODULE
 MODULE THAT SET THIS DTC
 PREVIOUS SERVICE PERFORMED WITHIN THE LAST 100 KEY CYCLES (FUSE/RELAYS
 REMOVED, WIRING SERVICE, BATTERY DISCONNECT)
 LOW BATTERY/JUMP START CONDITION
 IOD FUSE WAS REMOVED DURING SHIPPING
 CHECK FOR RELATED TSBS

Diagnostic Test

1. VERIFY DTC IS STORED

NOTE: Stored faults may indicate a customer perceived intermittent condition.

NOTE: Ensure the IOD fuse is installed and battery voltage is between 10 and 16 volts before proceeding.

1. With the scan tool, read stored DTCs.

Is this DTC stored?

Yes

- Go to step 2

No

- Diagnose the active DTC. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** .

2. CHECK THE ENVIRONMENTAL DATA

1. With the scan tool, read the loss of communication environmental data.

Does the loss of communication environmental odometer data match up to any of the previous service procedures listed in the possible causes or are there any stored CAN B or C hardware electrical, battery, ignition voltage, VIN missing/mismatch, TIPM configuration DTCs present with matching environmental data?

Yes

- These DTCs may have been the result of other service procedures performed. Clear DTCs.

No

- Go to step 3

3. VERIFY INTERMITTENT LOST COMMUNICATION DTC - WIRING CONCERNS

1. Turn the ignition on.
2. With the scan tool, select Network View and select Advanced.

Is there more than one ECU with stored DTCs "Logged Against" the module and one or more lost communication DTCs stored in the offending module?

Yes

- Verify if the vehicle was recently in for this type of service. Otherwise, visually inspect the related wiring harness for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals. Repair as necessary.

No

- Go to step 4

4. VERIFY INTERMITTENT LOST COMMUNICATION DTC - OFFENDING MODULE

1. Turn the ignition on.
2. With the scan tool, select Network View and select Advanced.

Is there more than one ECU with stored DTCs "Logged Against" the module and NO lost communication DTCs stored in the offending module?

Yes

- Check for TSB related to this offending module.

No

- Go to step 5

5. VERIFY INTERMITTENT LOST COMMUNICATION DTC - REPORTING MODULE

1. Turn the ignition on.
2. With the scan tool, select Network View and select Advanced.

Is there ONLY ONE ECU with stored DTCs "Logged Against" the module?

Yes

- Check for TSB related to the module that set this DTC.

No

- Verify if the vehicle was recently in for this type of service. Otherwise, visually inspect the related wiring harness for chafed, pierced, pinched, and partially broken wires and the wiring harness connectors for broken, bent, pushed out, and corroded terminals. Repair as necessary.