

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

2009 ACCESSORIES AND EQUIPMENT**Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey****DIAGNOSTIC CODE INDEX****DIAGNOSTIC CODE INDEX**

DTC	Description
<u>B1803</u>	DRIVER DOOR LOCK/UNLOCK SWITCH INPUT CIRCUIT STUCK LOCK
<u>B1854</u>	DRIVER WINDOW MOTOR CONTROL CIRCUIT LOW
<u>B1855</u>	DRIVER WINDOW MOTOR CONTROL CIRCUIT HIGH
<u>B1856</u>	DRIVER WINDOW MOTOR CONTROL CIRCUIT OPEN
<u>B1858</u>	DRIVER WINDOW POSITION SENSOR POWER SUPPLY LOW
<u>B1859</u>	DRIVER WINDOW POSITION SENSOR POWER SUPPLY HIGH
<u>B1868</u>	DRIVER SIDE PASSENGER WINDOW SWITCH STUCK
<u>B18B5</u>	MASTER SWITCH - FRONT LEFT WINDOW SWITCH STUCK
<u>B18B6</u>	MASTER SWITCH - FRONT RIGHT WINDOW SWITCH STUCK
<u>B18B8</u>	MASTER SWITCH - REAR RIGHT WINDOW SWITCH STUCK
<u>B18B7</u>	MASTER SWITCH - REAR LEFT WINDOW SWITCH STUCK
<u>B1D07</u>	MIRROR ADJUST SWITCH INPUT CIRCUIT STUCK
<u>B1D1F</u>	DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT LOW
<u>B1D20</u>	DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT HIGH
<u>B1D21</u>	DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT OPEN
<u>B1D23</u>	DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT LOW
<u>B1D24</u>	DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT HIGH
<u>B1D25</u>	DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT OPEN
<u>B1D33</u>	DRIVER MIRROR HEATER CONTROL CIRCUIT LOW
<u>B1D34</u>	DRIVER MIRROR HEATER CONTROL CIRCUIT HIGH
<u>B1DF2</u>	MIRROR FOLD SWITCH STUCK
<u>B1E64</u>	LEFT MIRROR SELECT SWITCH STUCK
<u>B1E65</u>	RIGHT MIRROR SELECT SWITCH STUCK
<u>B1E67</u>	DRIVER MIRROR FOLD CONTROL CIRCUIT LOW
<u>B1E68</u>	DRIVER MIRROR FOLD CONTROL CIRCUIT HIGH
<u>B1E69</u>	DRIVER MIRROR FOLD CONTROL CIRCUIT OPEN
<u>B210A</u>	SYSTEM VOLTAGE LOW
<u>B210B</u>	SYSTEM VOLTAGE HIGH
<u>B210D</u>	BATTERY VOLTAGE LOW
<u>B210E</u>	BATTERY VOLTAGE HIGH
<u>B21A1</u>	ECU RESET/RECOVERY OCCURRED
<u>B225D</u>	DOOR MODULE FRONT LEFT INTERNAL
<u>B226E</u>	MASTER POWER WINDOW SWITCH INTERNAL

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<u>B2578</u>	DRIVER WINDOW NOT CALIBRATED/LOST CALIBRATION
<u>B2580</u>	DRIVER WINDOW POSITION SENSOR(S) NO SIGNAL
<u>U0010</u>	CAN INTERIOR BUS
<u>U0011</u>	CAN INTERIOR BUS OFF PERFORMANCE
<u>U0141</u>	LOST COMMUNICATION WITH FCM (TIPM)
<u>U0155</u>	LOST COMMUNICATION WITH CLUSTER/CCN
<u>U0164</u>	LOST COMMUNICATION WITH HVAC CONTROL MODULE
<u>U0167</u>	LOST COMMUNICATION WITH INTRUSION TRANSCEIVER CONTROL MODULE
<u>U0184</u>	LOST COMMUNICATION WITH RADIO
<u>U0186</u>	LOST COMMUNICATION WITH AUDIO AMPLIFIER
<u>U0197</u>	LOST COMMUNICATION WITH HANDS FREE PHONE MODULE
<u>U0203</u>	LOST COMMUNICATION WITH DOOR MODULE FRONT LEFT
<u>U0204</u>	LOST COMMUNICATION WITH DOOR MODULE FRONT RIGHT
<u>U0249</u>	LOST COMMUNICATION WITH VEHICLE ENTERTAINMENT CONTROL MODULE - LAST ROW
<u>U113D</u>	LOST COMMUNICATION WITH MASTER POWER WINDOW SWITCH

DIAGNOSIS AND TESTING**B1803-DRIVER DOOR LOCK/UNLOCK SWITCH INPUT CIRCUIT STUCK LOCK**

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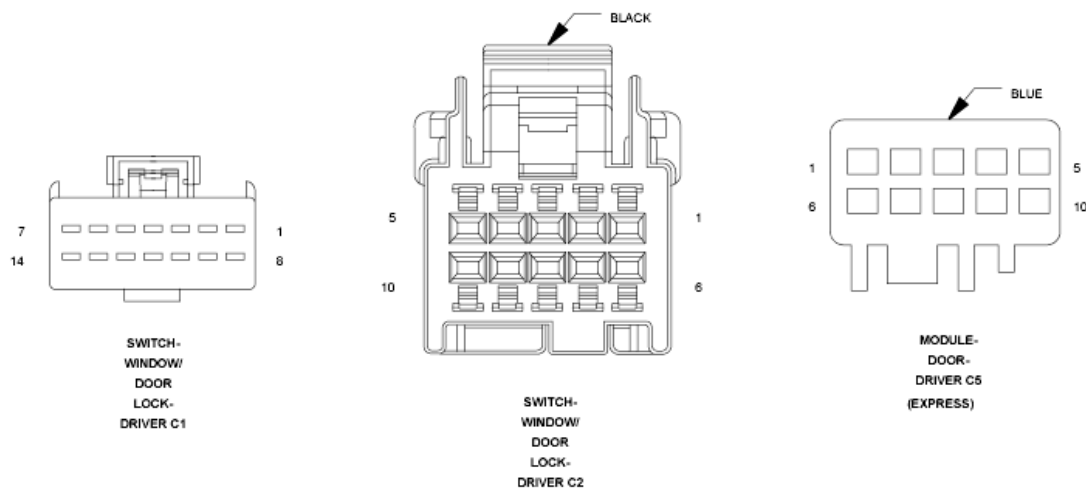
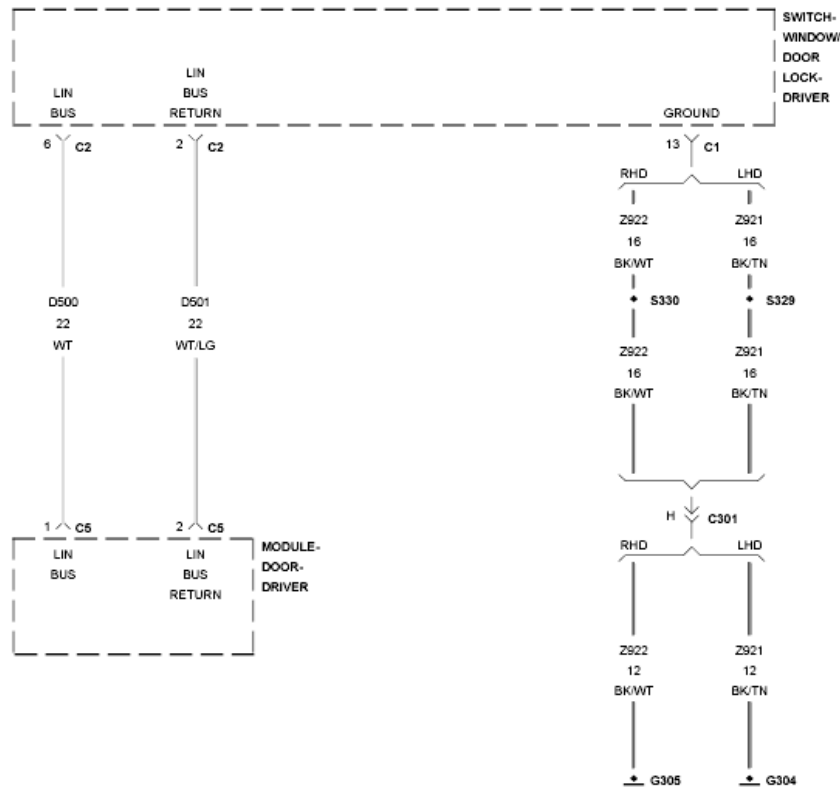


Fig. 1: LIN BUS Return Circuit Schematic

Courtesy of CHRYSLER LLC

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

- **When Monitored:**

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Continuously whenever the door module is awake.

- **Set Condition:**

When the LIN Bus circuit is out of range for five seconds.

Possible Causes
(D500) LIN BUS CIRCUIT SHORT TO GROUND
(D500) LIN BUS CIRCUIT SHORT TO THE (D501) LIN BUS RETURN CIRCUIT
(D500) LIN BUS CIRCUIT OPEN
(D501) LIN BUS RETURN CIRCUIT OPEN
DOOR LOCK SWITCH
DRIVER DOOR MODULE

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. With the scan tool, record and erase DTCs
2. Operate the Driver Door Lock Switch several times.
3. Turn the ignition on and wait 30 seconds.
4. With the scan tool, read DTCs.

Does the scan tool display B1803 - DRIVER DOOR LOCK/UNLOCK SWITCH INPUT CIRCUIT STUCK LOCK?

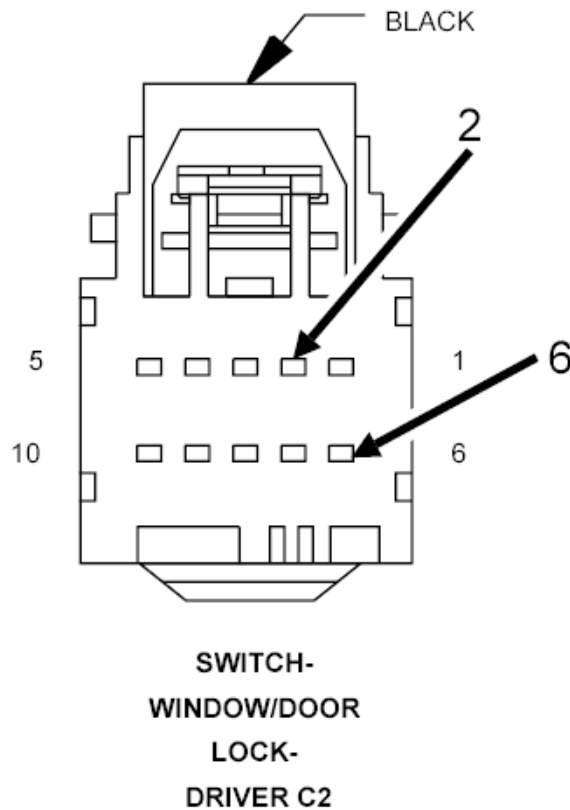
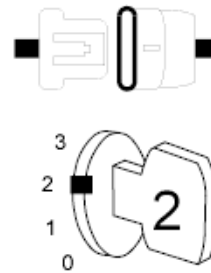
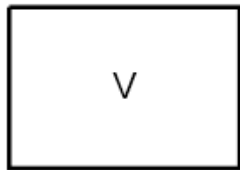
Yes

- Go to step 2

No

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

2. DOOR LOCK SWITCH



102788

Fig. 2: Checking Driver Window/Door Lock Switch C2 Connector
Courtesy of CHRYSLER LLC

1. Disconnect the Driver Window/Door Lock Switch C2 connector.
2. Turn the ignition on.
3. Measure the voltage between the (D500) LIN Bus circuit and the (D501) LIN Bus Return circuit.

Is the voltage between 6.5 and 12.5 volts?

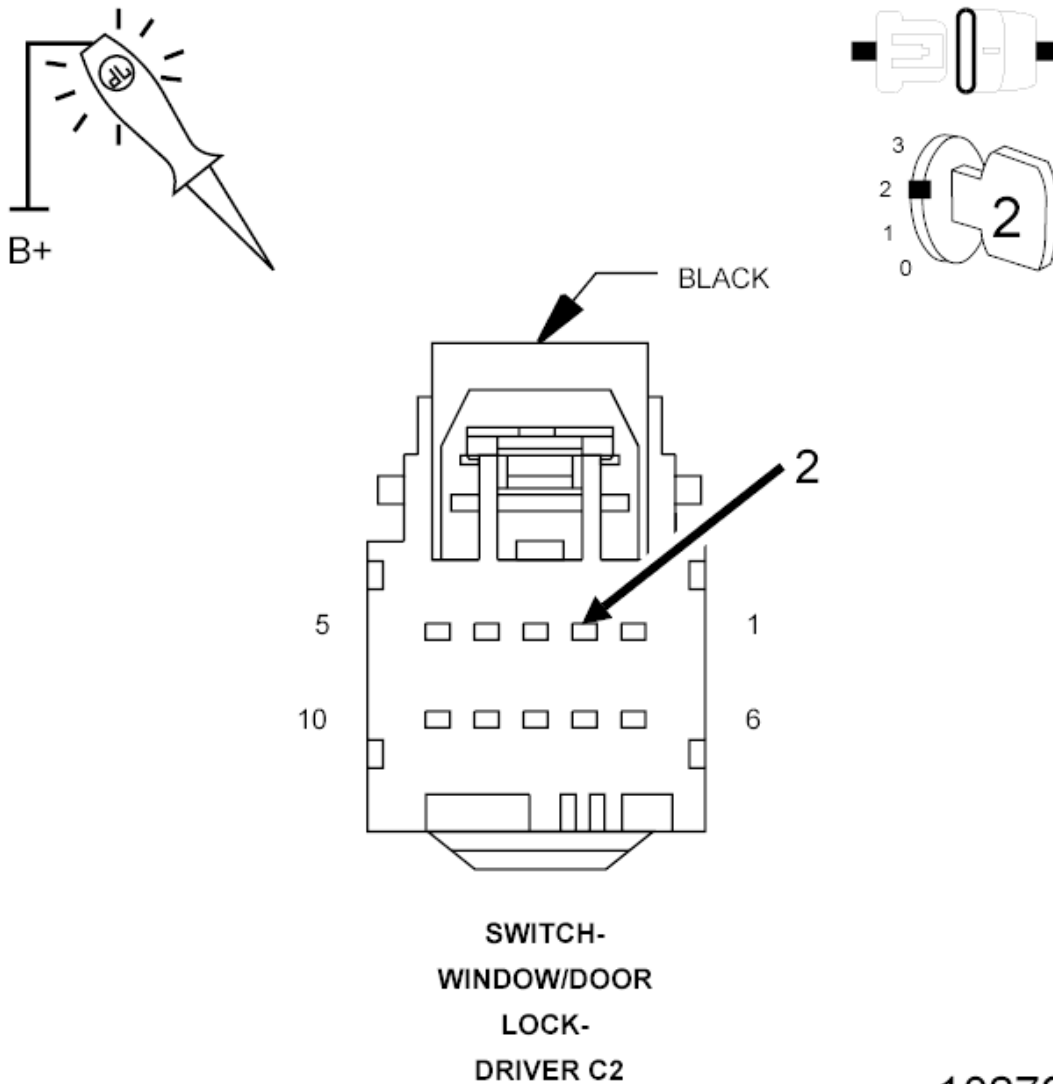
Yes

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

No

- Go to step 3

3. (D501) LIN BUS RETURN CIRCUIT OPEN



102790

Fig. 3: Checking LIN BUS Return Circuit Open

Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (D501) LIN Bus Return circuit.

Does the test light illuminate brightly?

No

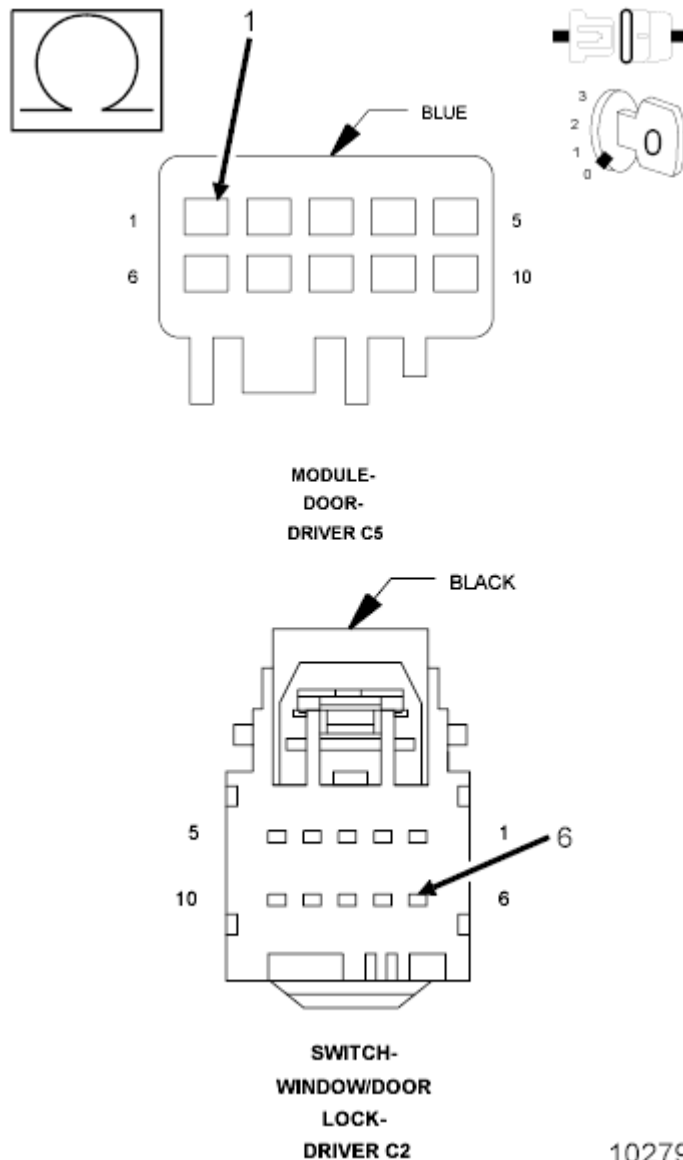
- Repair the (D501) LIN Bus Return circuit for an open.

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

Yes

- Go to step 4

4. (D500) LIN BUS CIRCUIT OPEN



102792

Fig. 4: Checking LIN BUS Circuit Open
Courtesy of CHRYSLER LLC

1. Disconnect the Driver Door Module C5 connector.
2. Measure the resistance of the (D500) LIN Bus circuit between the Door Module C5 connector and

the Window/Door Lock Switch connector.

Is the resistance below 2.0 ohms?

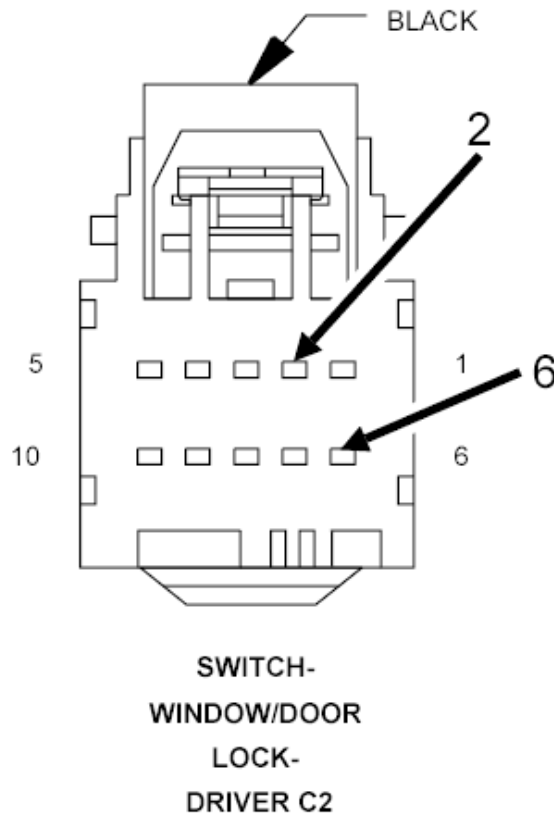
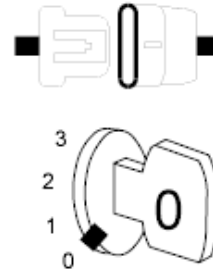
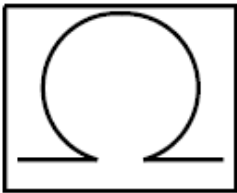
No

- Repair the (D500) LIN Bus circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

Yes

- Go to step 5

5. (D500) LIN BUS CIRCUIT SHORT TO THE (D501) LIN BUS RETURN CIRCUIT



102794

Fig. 5: Checking LIN BUS Circuit Short To LIN BUS Return Circuit
Courtesy of CHRYSLER LLC

1. Measure the resistance between the (D500) LIN Bus circuit and the (D501) LIN Bus Return circuit in the Window/Door Lock Switch connector.

Is the resistance below 10,000 ohms?

Yes

- Repair the (D500) LIN Bus circuit for a short to the (D501) LIN Bus Return circuit.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

No

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

B1854-DRIVER WINDOW MOTOR CONTROL CIRCUIT LOW

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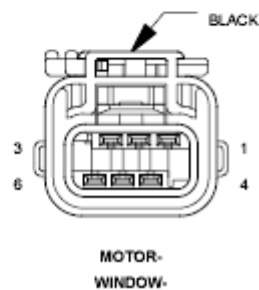
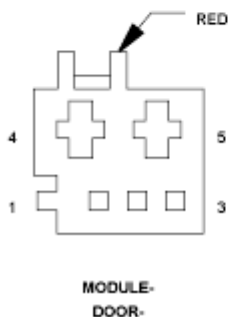
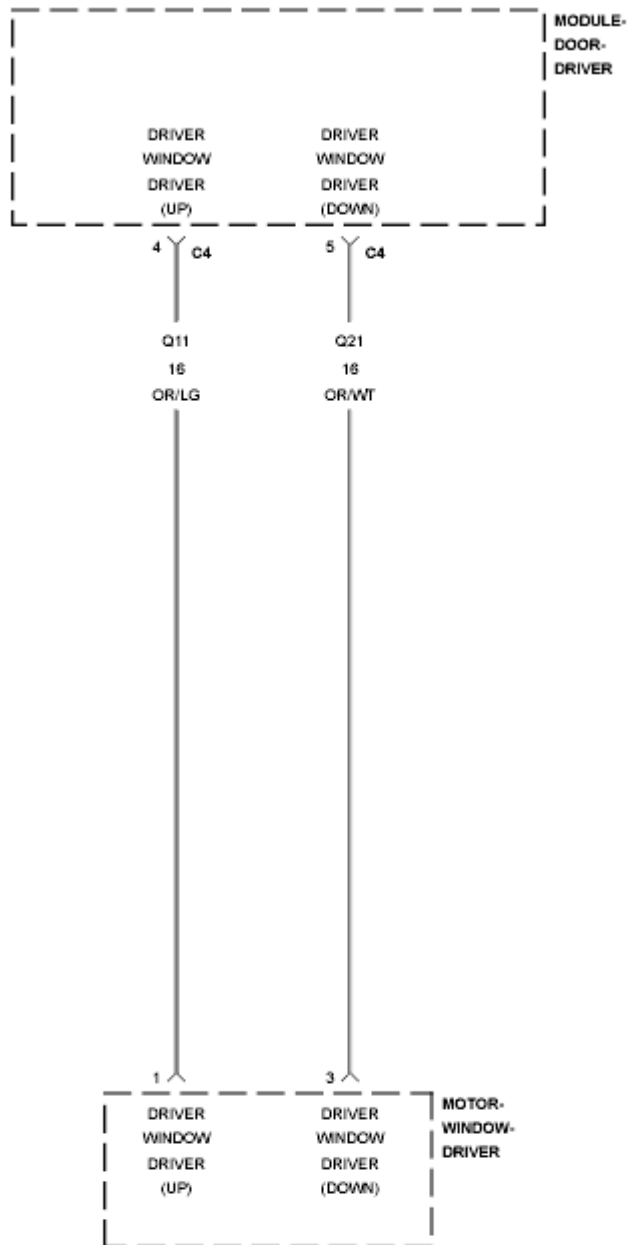


Fig. 6: Driver Window Driver Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Whenever the module is awake.

- **Set Condition:**

When both Driver Window Driver circuits (Up and Down) are grounded during a window movement command, this code will set.

Possible Causes
(Q21) DRIVER WINDOW DRIVER DOWN CIRCUIT SHORT TO GROUND (Q11) DRIVER WINDOW DRIVER UP CIRCUIT SHORT TO GROUND (Q21) DRIVER WINDOW DRIVER DOWN CIRCUIT SHORTED TO THE (Q11) DRIVER WINDOW DRIVER UP CIRCUIT WINDOW MOTOR SHORTED DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Try to operate the Driver Window up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B1854-DRIVER WINDOW MOTOR CONTROL CIRCUIT LOW?

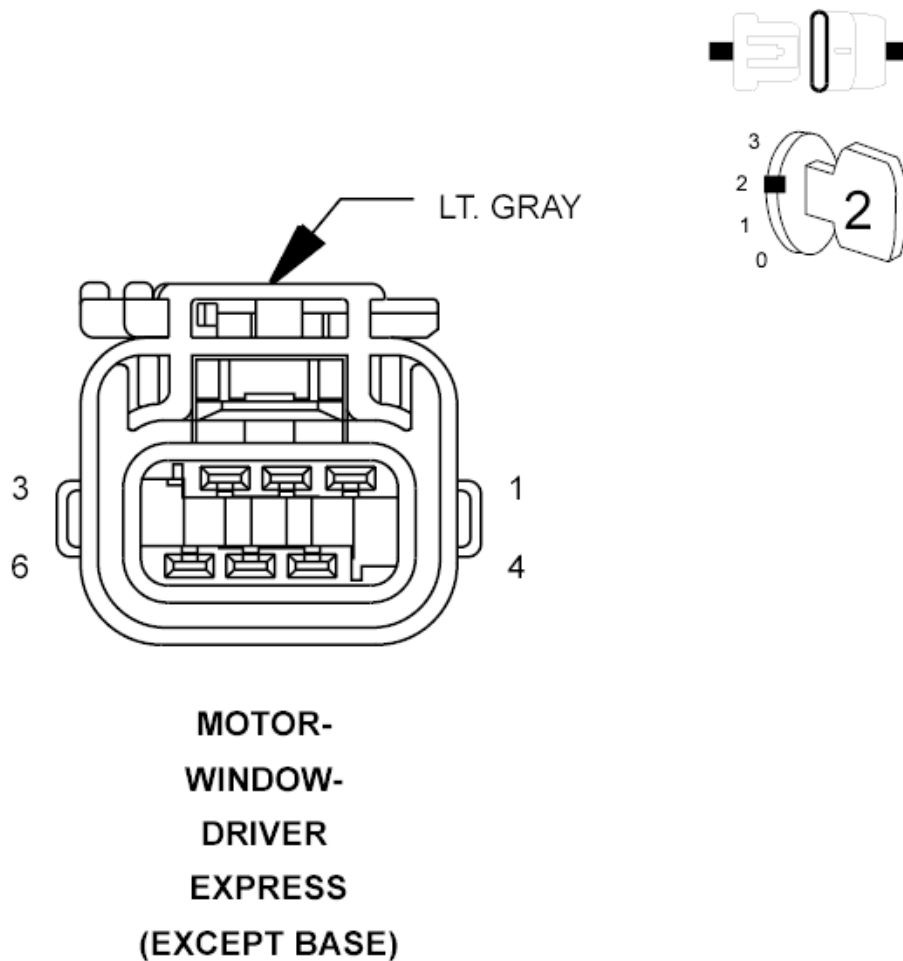
Yes

- Go to step 2

No

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

2. WINDOW MOTOR SHORTED



52028

Fig. 7: Checking Driver Window Motor Connector
Courtesy of CHRYSLER LLC

1. With the scan tool, erase DTCs.
2. Turn the ignition off.
3. Disconnect the Driver Window Motor connector.
4. Turn the ignition on.
5. Operate the driver window switch up and down several times.
6. With the scan tool, read DTCs.

Does the scan tool display B1854-DRIVER WINDOW MOTOR CONTROL CIRCUIT LOW?

No

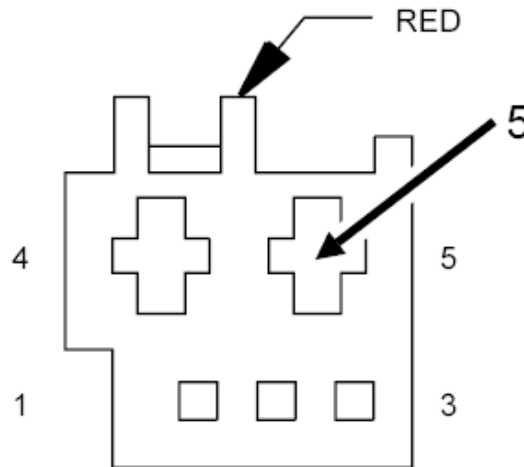
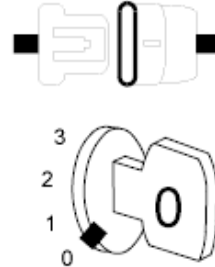
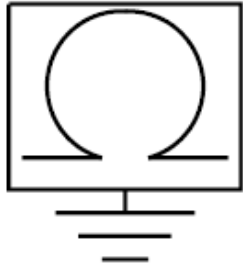
- Replace the Driver Window Motor in accordance with service information.

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

Yes

- Go to step 3

3. (Q21) DRIVER WINDOW DRIVER DOWN CIRCUIT SHORT TO GROUND



MODULE-
DOOR-
DRIVER C4

00102834

Fig. 8: Checking Driver Window Driver Down Circuit Short To Ground
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C4 connector.
3. Measure the resistance between Ground and the (Q21) Driver Window Driver Down circuit.

Is the resistance below 1,000 ohms?

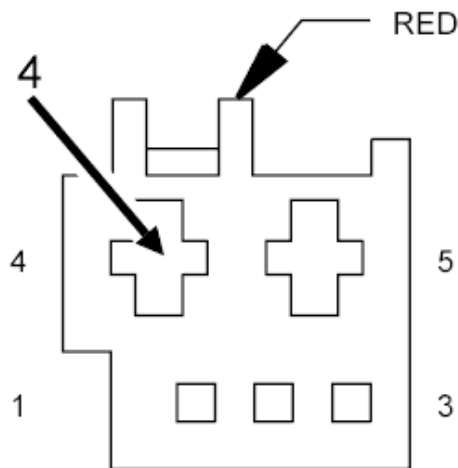
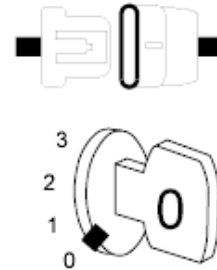
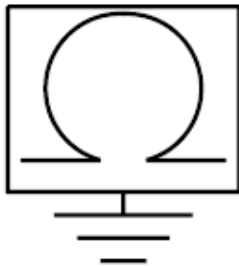
Yes

- Repair the (Q21) Driver Window Driver Down circuit for a short to ground.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

No

- Go to step 4

4. (Q11) DRIVER WINDOW DRIVER UP CIRCUIT SHORT TO GROUND



MODULE-
DOOR-
DRIVER C4

102836

Fig. 9: Checking Driver Window Driver Up Circuit Short To Ground
Courtesy of CHRYSLER LLC

1. Measure the resistance between Ground and the (Q11) Driver Window Driver Up circuit.

Is the resistance below 1,000 ohms?

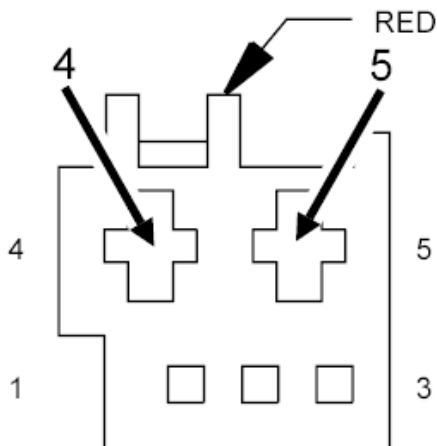
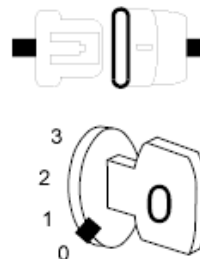
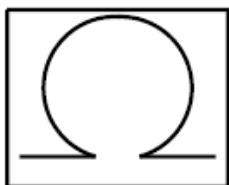
Yes

- Repair the (Q11) Driver Window Driver Up circuit for a short to ground.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 5

5. **(Q21) DRIVER WINDOW DRIVER DOWN CIRCUIT SHORT TO THE (Q11) DRIVER WINDOW DRIVER UP CIRCUIT**



MODULE-
DOOR-
DRIVER C4

102838

Fig. 10: Checking Driver Window Driver Down Circuit Short To Driver Window Driver Up Circuit**Courtesy of CHRYSLER LLC**

1. Measure the resistance between the (Q21) Driver Window Driver Down circuit and the (Q11) Driver Window Driver Up circuit.

Is the resistance below 1,000 ohms?

Yes

- Repair the (Q21) Driver Window Driver Down circuit for a short to the (Q11) Driver Window Driver Up circuit.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

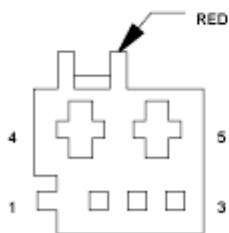
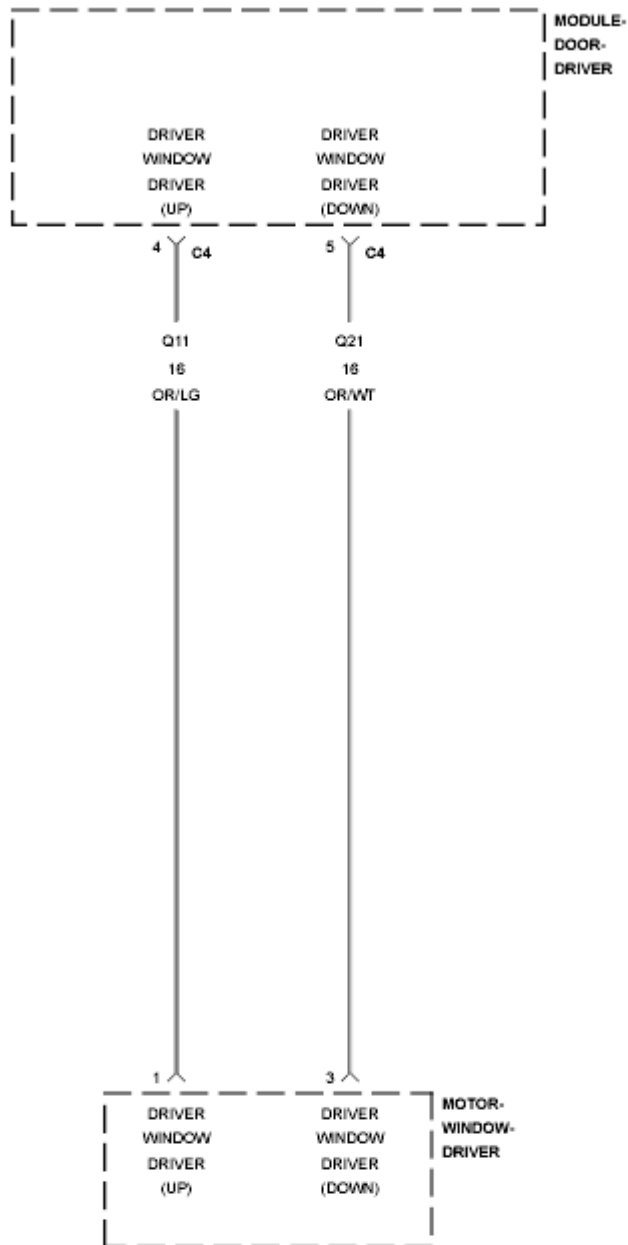
No

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

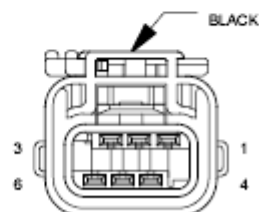
B1855-DRIVER WINDOW MOTOR CONTROL CIRCUIT HIGH

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MODULE-
DOOR-



MOTOR-
WINDOW-

Fig. 11: Driver Window Driver Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Whenever the module is awake.

- **Set Condition:**

When both Driver Window Driver circuits (Up and Down) are supplied with voltage during a window movement command for more than five ms., this code will set.

Possible Causes
(Q21) DRIVER WINDOW DRIVER DOWN CIRCUIT SHORT TO VOLTAGE (Q311) DRIVER WINDOW DRIVER UP CIRCUIT SHORT TO VOLTAGE WINDOW MOTOR (REGULATOR) DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Try to operate the Driver Window up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B1855-DRIVER WINDOW MOTOR CONTROL CIRCUIT HIGH?

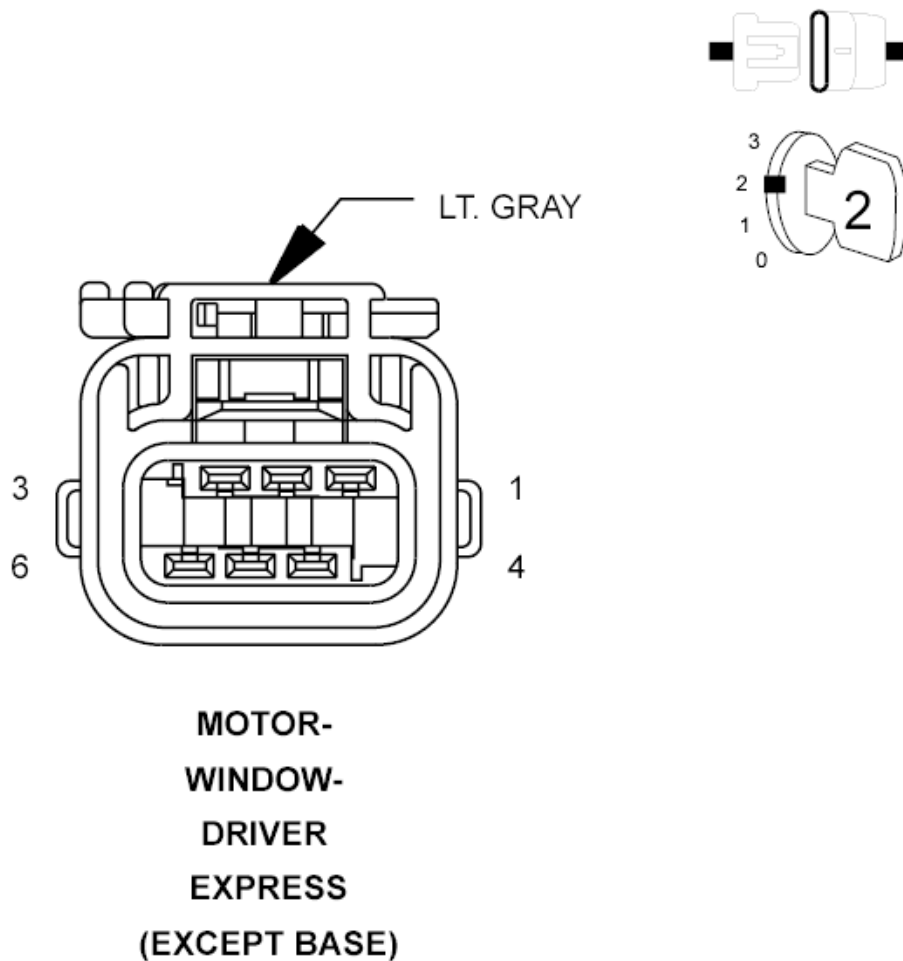
Yes

- Go to step 2

No

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

2. WINDOW MOTOR SHORTED



52028

Fig. 12: Checking Driver Window Motor Connector
Courtesy of CHRYSLER LLC

1. With the scan tool, erase DTCs.
2. Turn the ignition off.
3. Disconnect the Driver Window Motor connector.
4. Turn the ignition on.
5. Operate the driver window switch up and down several times.
6. With the scan tool, read DTCs.

Does the scan tool display B1855-DRIVER WINDOW MOTOR CONTROL CIRCUIT HIGH?

No

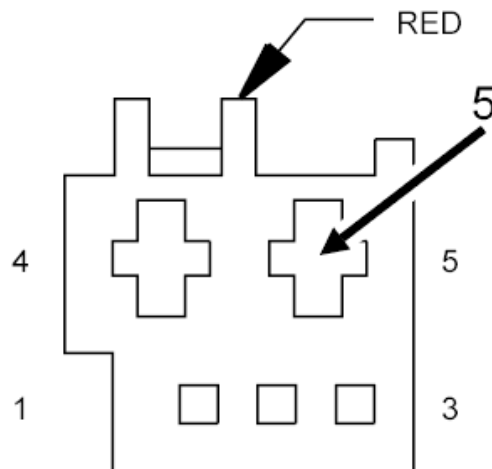
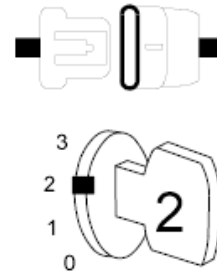
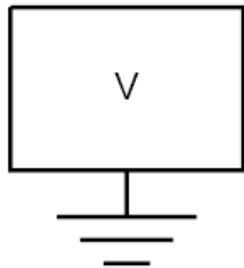
- Replace the Driver Window Motor (regulator) in accordance with service information.

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

Yes

- Go to step 3

3. (Q21) DRIVER WINDOW DRIVER DOWN CIRCUIT SHORT TO VOLTAGE



MODULE-
DOOR-
DRIVER C4

102842

Fig. 13: Checking Driver Window Driver Down Circuit Short To Voltage
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C4 connector.
3. Turn the ignition on.

4. Measure the voltage between the (Q21) Driver Window Driver Down circuit and Ground.

Is there any voltage present?

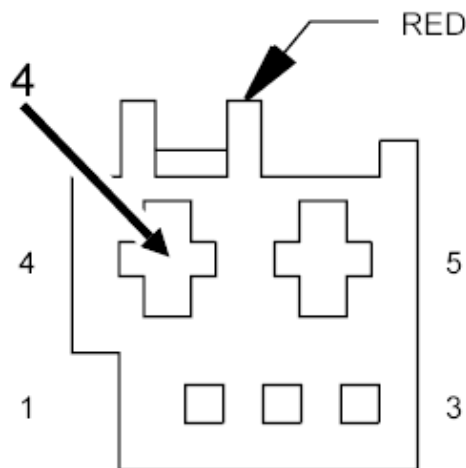
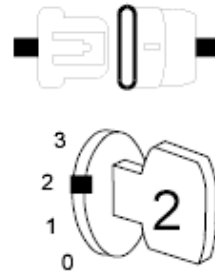
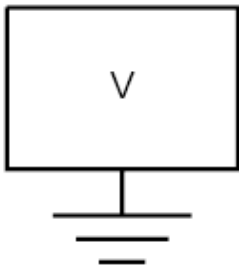
Yes

- Repair the (Q21) Driver Window Driver Down circuit for a short to voltage.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 4

4. (Q11) DRIVER WINDOW DRIVER UP CIRCUIT SHORT TO VOLTAGE



MODULE-
DOOR-
DRIVER C4

102844

Fig. 14: Checking Driver Window Driver Up Circuit Short To Voltage
Courtesy of CHRYSLER LLC

1. Measure the voltage between the (Q11) Driver Window Driver Up circuit and Ground.

Is there any voltage present?

Yes

- Repair the (Q11) Driver Window Driver Up circuit for a short to voltage.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

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

B1856-DRIVER WINDOW MOTOR CONTROL CIRCUIT OPEN

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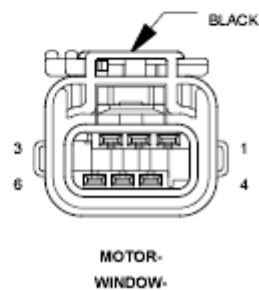
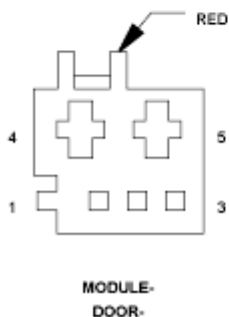
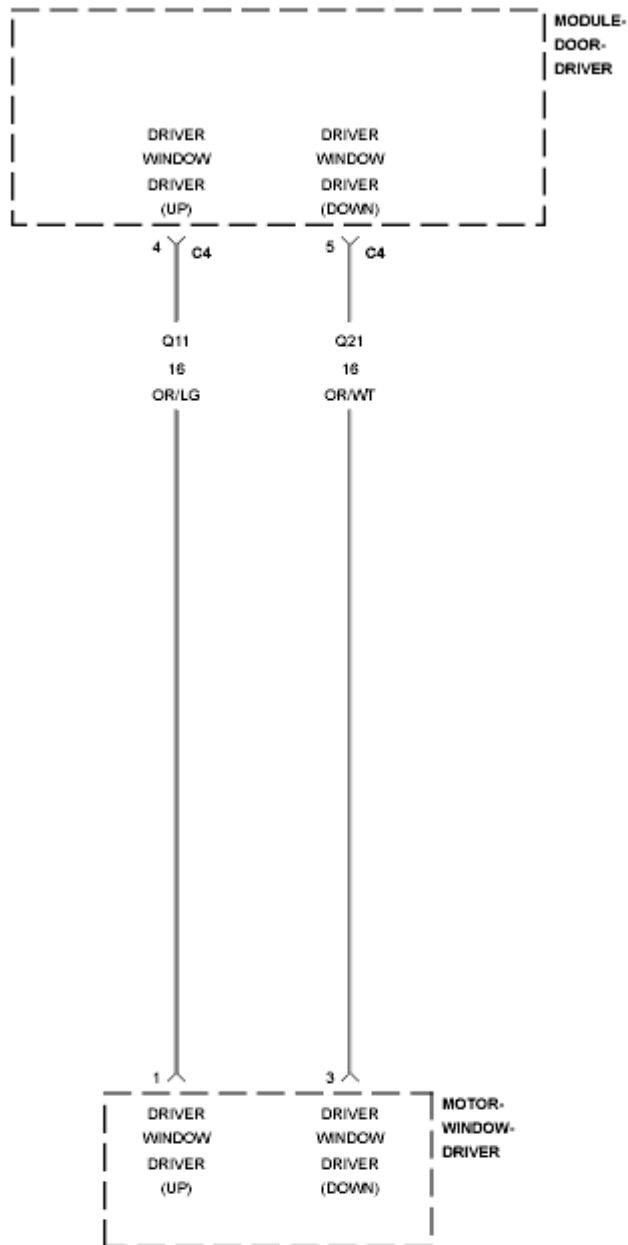


Fig. 15: Driver Window Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Whenever the module is awake.

- **Set Condition:**

When one or both Driver Window Driver circuits (Up and Down) are not supplied with voltage, when they should be, during a window movement command for more than five ms., this code will set.

Possible Causes
(Q21) DRIVER WINDOW DRIVER DOWN CIRCUIT OPEN (Q311) DRIVER WINDOW DRIVER UP CIRCUIT OPEN WINDOW MOTOR (REGULATOR) DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Try to operate the Driver Window up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B1856-DRIVER WINDOW MOTOR CONTROL CIRCUIT OPEN?

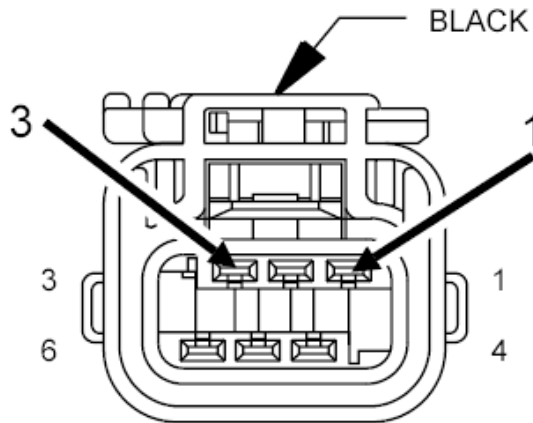
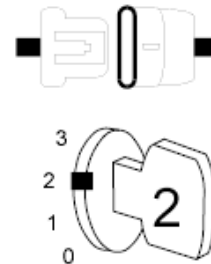
Yes

- Go to step 2

No

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

2. WINDOW MOTOR OR CIRCUIT OPEN



**MOTOR-
WINDOW-
DRIVER
(EXPRESS)**

102848

Fig. 16: Checking Driver Window Motor Connector
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Window Motor connector.
3. Connect a test light between the (Q11) Driver Window Driver Up circuit and the (Q21) Driver Window Driver Down circuit
4. Turn the ignition on.
5. Trip the driver door latch to the closed position.
6. Operate the driver window switch up and down several times while observing the test light.

Does the test light illuminate brightly when the switch is pressed in both directions? With the express up window, the test light will only flash momentarily each time the switch is activated.

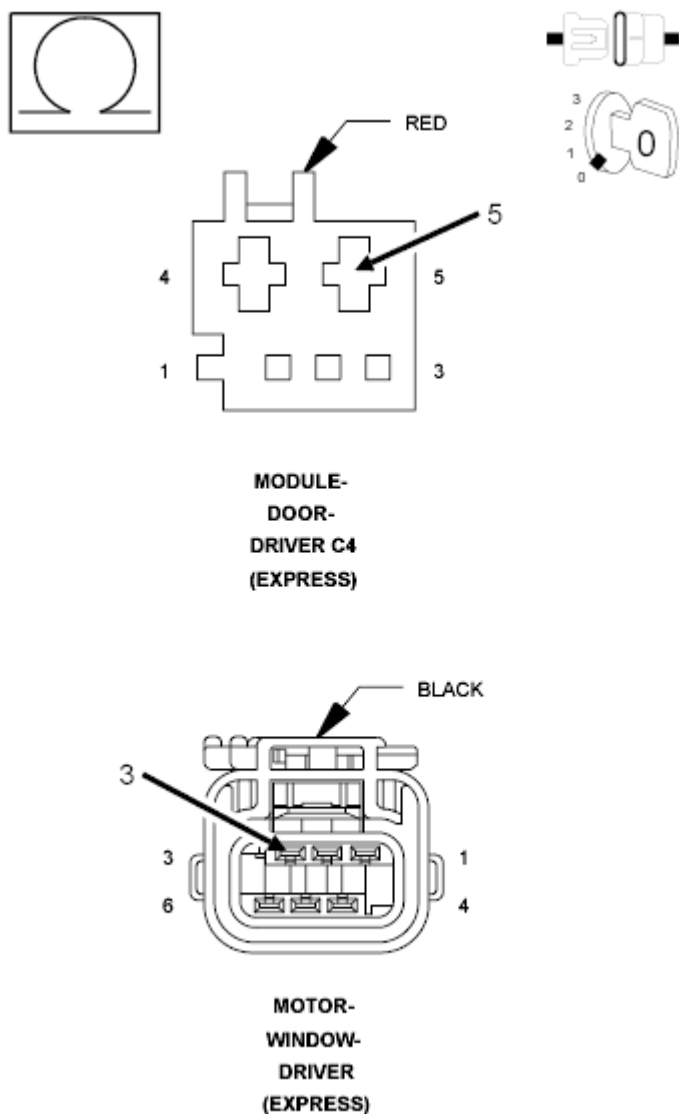
Yes

- Replace the Driver Window Motor (regulator) in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

No

- Go to step 3

3. (Q21) DRIVER WINDOW EXPRESS DOWN DRIVER CIRCUIT OPEN



102850

Fig. 17: Checking Driver Window Express Down Driver Circuit Open
Courtesy of CHRYSLER LLC

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

1. Turn the ignition off.
2. Disconnect the Driver Door Module C4 connector.
3. Measure the resistance of the (Q21) Driver Window Down Driver circuit between the C4 module connector and the motor connector.

Is the resistance below 2.0 ohms?

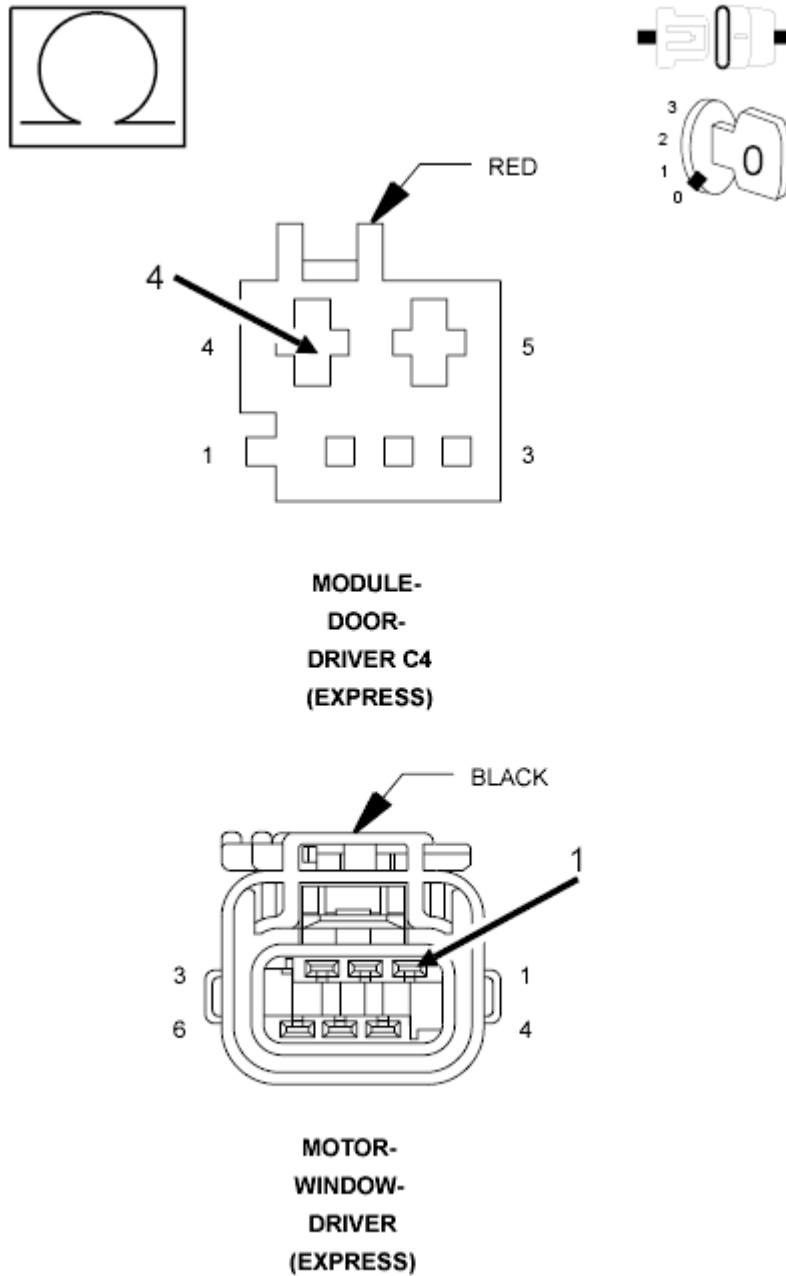
No

- Repair the (Q21) Driver Window Down Driver circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

Yes

- Go to step 4

4. (Q11) DRIVER WINDOW DRIVER UP CIRCUIT OPEN



102852

Fig. 18: Checking Driver Window Driver Up Circuit Open
Courtesy of CHRYSLER LLC

1. Measure the resistance of the (Q11) Driver Window Driver Up circuit between the C4 module connector and the motor connector.

Is the resistance below 2.0 ohms?

No

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

- Repair the (Q11) Driver Window Driver Up circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

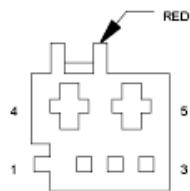
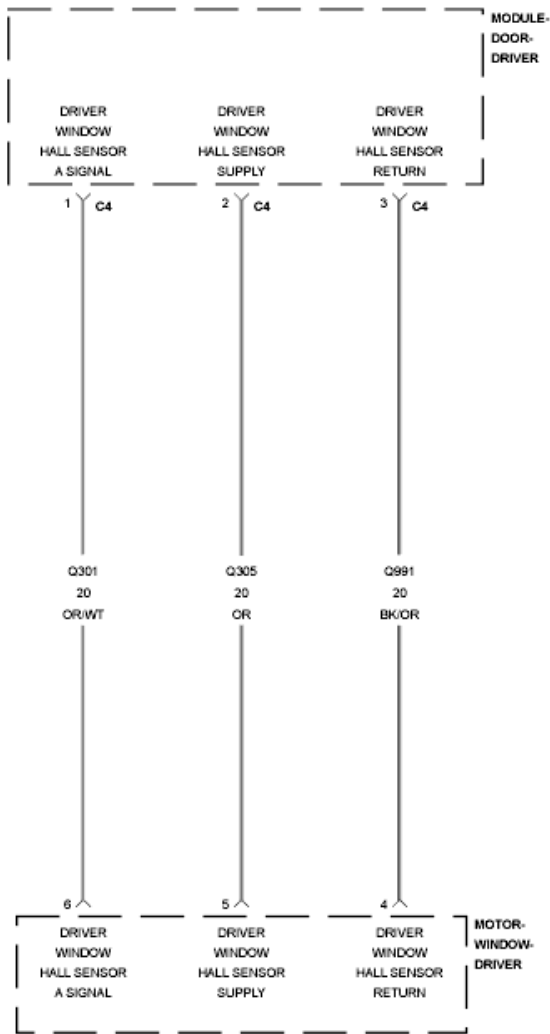
Yes

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

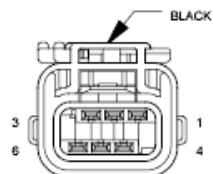
B1858-DRIVER WINDOW POSITION SENSOR POWER SUPPLY LOW

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C4
(EXPRESS)



MOTOR-
WINDOW-
DRIVER
(EXPRESS)

Fig. 19: Driver Window Hall Sensor Supply Circuit Schematic
Courtesy of CHRYSLER LLC

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

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

- **When Monitored:**

Whenever the module is awake.

- **Set Condition:**

When the Driver Window Hall Sensor Supply circuit falls below 0.8 volts for over 480 ms., this code will set.

Possible Causes
(Q305) DRIVER WINDOW HALL SENSOR SUPPLY CIRCUIT SHORT TO GROUND WINDOW MOTOR SHORTED DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Operate the Driver Window up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B1858-DRIVER WINDOW POSITION SENSOR POWER SUPPLY LOW?

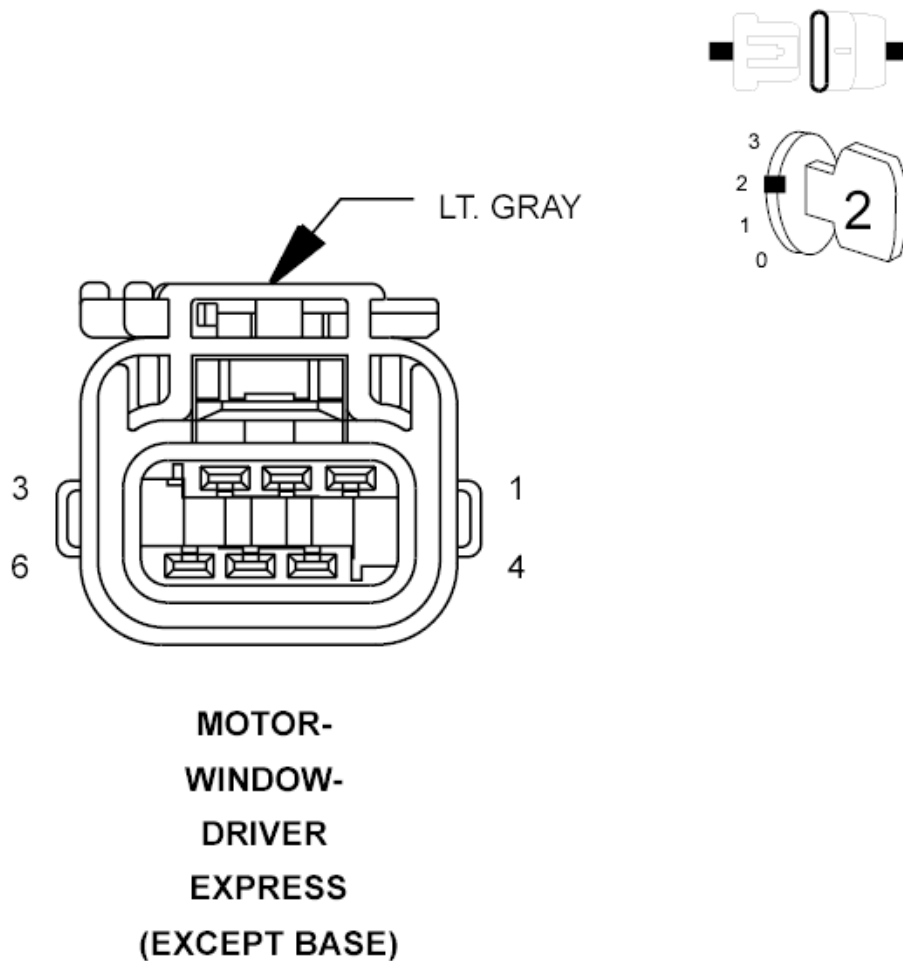
Yes

- Go to step 2

No

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

2. WINDOW MOTOR SHORTED



52028

Fig. 20: Checking Driver Window Motor Connector
Courtesy of CHRYSLER LLC

1. With the scan tool, erase DTCs.
2. Turn the ignition off.
3. Disconnect the Driver Window Motor connector.
4. Turn the ignition on.
5. Operate the driver window switch up and down several times.
6. With the scan tool, read DTCs.

Does the scan tool display B1858-DRIVER WINDOW POSITION SENSOR POWER SUPPLY LOW?

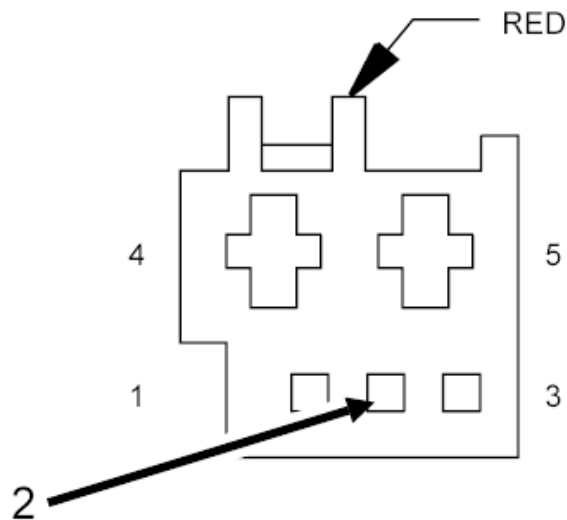
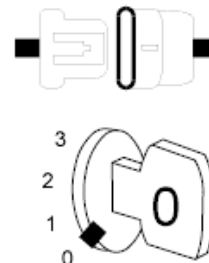
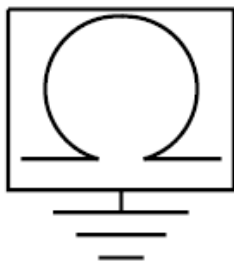
No

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

Yes

- Go to step 3

3. (Q305) DRIVER WINDOW HALL SENSOR SUPPLY CIRCUIT SHORT TO GROUND



MODULE-
DOOR-
DRIVER C4

102858

Fig. 21: Checking Driver Window Hall Sensor Supply Circuit Short To Ground
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C4 connector.

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

3. Measure the resistance between Ground and the (Q305) Driver Window Hall Sensor Supply circuit.

Is the resistance below 1,000 ohms?

Yes

- Repair the (Q305) Driver Window Hall Sensor Supply circuit for a short to ground.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

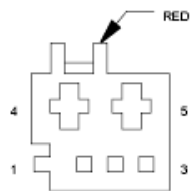
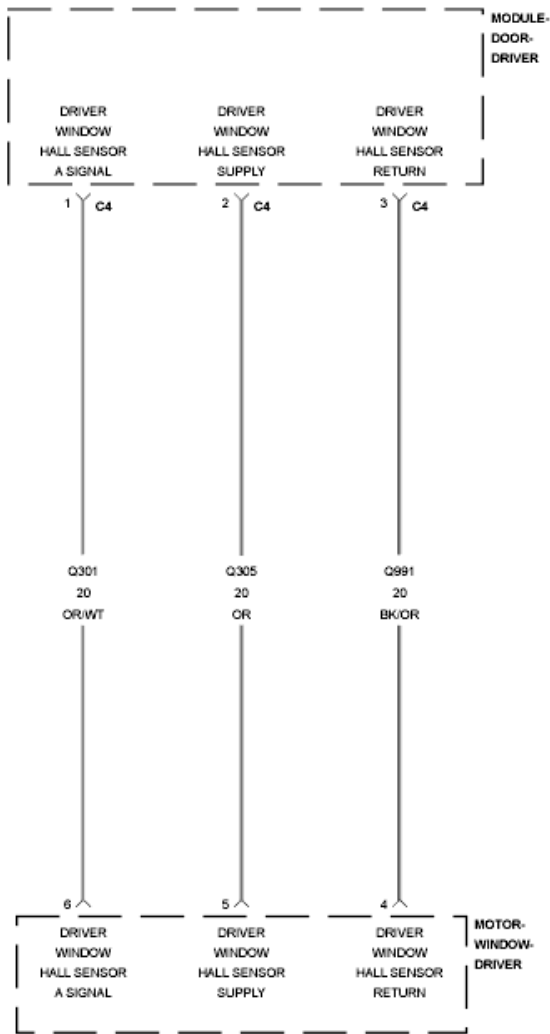
No

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

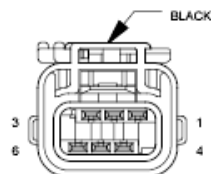
B1859-DRIVER WINDOW POSITION SENSOR POWER SUPPLY HIGH

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C4
(EXPRESS)



MOTOR-
WINDOW-
DRIVER
(EXPRESS)

Fig. 22: Driver Window Hall Sensor Supply Circuit Schematic
Courtesy of CHRYSLER LLC

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

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

- **When Monitored:**

Whenever the power is turned off to the module and it goes from being awake to sleep mode.

- **Set Condition:**

When the Driver Window Hall Sensor Supply circuit is above 1.5 volts for over 15 ms. and the power to the module has been turned off, this code will set.

Possible Causes
(Q305) DRIVER WINDOW HALL SENSOR SUPPLY CIRCUIT SHORT TO VOLTAGE DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Wait 30 seconds.
4. With the scan tool, read the active DTCs.

Does the scan tool display B1859-DRIVER WINDOW POSITION SENSOR POWER SUPPLY HIGH?

Yes

- Go to step 2

No

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

2. (Q305) DRIVER WINDOW HALL SENSOR SUPPLY CIRCUIT SHORT TO VOLTAGE

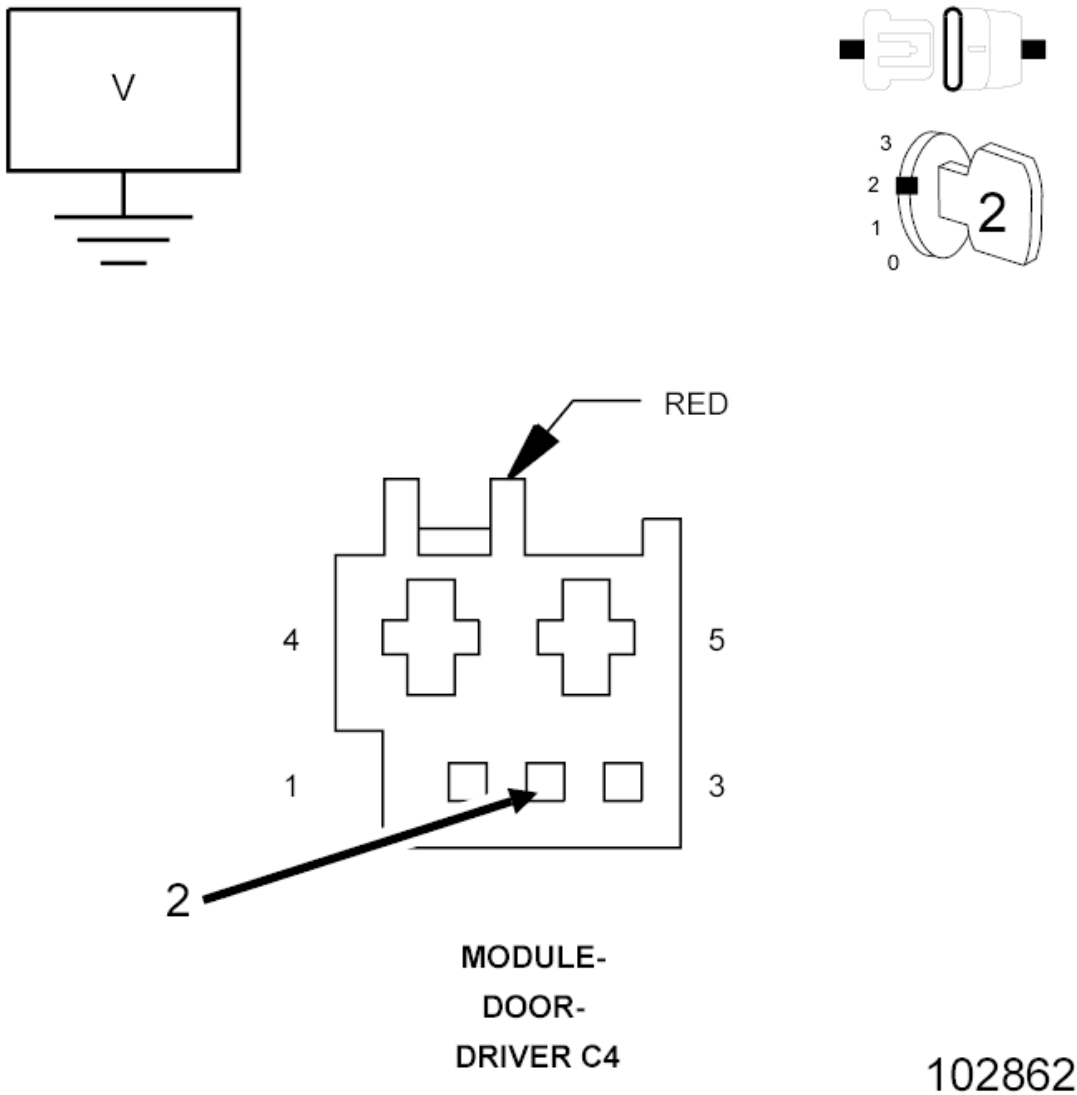


Fig. 23: Checking Driver Window Hall Sensor Supply Circuit Short To Voltage
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C4 connector.
3. Turn the ignition on.
4. Measure the voltage between the (Q305) Driver Window Hall Sensor Supply circuit and Ground.

Is the voltage above 1.5 volts?

Yes

- Repair the (Q305) Driver Window Hall Sensor Supply circuit for a short to voltage.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE**.

Totally Integrated Power (TIPM) - Standard Procedure .

No

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

B1868-DRIVER SIDE PASSENGER WINDOW SWITCH STUCK

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

• **When Monitored:**

At all times.

• **Set Condition:**

Whenever the module detects a Front Passenger Window signal from the master power window switch, for over 30 seconds, this code will set.

Possible Causes
MASTER POWER WINDOW SWITCH

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Operate the Front Passenger Window up and down several times from the master switch.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B1868-DRIVER SIDE PASSENGER WINDOW SWITCH STUCK?

Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. Operate the switch several more times. If the switch ever sticks, replace it.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure .**

2. MASTER POWER WINDOW/DOOR LOCK SWITCH

NOTE: Anytime this code is active, the switch must be replaced.

Repair

- Replace the Driver Window/Door Lock Switch in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

B18B5-MASTER SWITCH - FRONT LEFT WINDOW SWITCH STUCK

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

- **When Monitored:**

At all times.

- **Set Condition:**

Whenever the module detects a Front Left Window signal from the master power window switch, for over 30 seconds, this code will set.

Possible Causes
MASTER POWER WINDOW SWITCH

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Operate the Front Left Window up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B18B5-MASTER SWITCH-FRONT LEFT WINDOW SWITCH STUCK?

Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. Operate the switch several more times. If the switch ever sticks, replace it.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

2. MASTER POWER WINDOW/DOOR LOCK SWITCH

NOTE: Anytime this code is active, the switch must be replaced.

Repair

- Replace the Driver Window/Door Lock Switch in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

B18B6-MASTER SWITCH - FRONT RIGHT WINDOW SWITCH STUCK

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

• When Monitored:

At all times.

• Set Condition:

Whenever the module detects a Front Right Window signal from the master power window switch, for over 30 seconds, this code will set.

Possible Causes
MASTER POWER WINDOW SWITCH

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Operate the Front Right Window up and down several times from the master switch.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B18B6-MASTER SWITCH-FRONT RIGHT WINDOW SWITCH STUCK?

Yes

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. Operate the switch several more times. If the switch ever sticks, replace it.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

2. MASTER POWER WINDOW/DOOR LOCK SWITCH

NOTE: Anytime this code is active, the switch must be replaced.

Repair

- Replace the Driver Window/Door Lock Switch in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

B18B8-MASTER SWITCH - REAR RIGHT WINDOW SWITCH STUCK

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

- **When Monitored:**

At all times.

- **Set Condition:**

Whenever the module detects a Rear Right Window signal from the master power window switch, for over 30 seconds, this code will set.

Possible Causes
MASTER POWER WINDOW SWITCH

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Operate the Rear Right Window up and down several times from the master switch.
4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B18B6-MASTER SWITCH-REAR RIGHT WINDOW SWITCH

STUCK?

Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. Operate the switch several more times. If the switch ever sticks, replace it.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

2. MASTER POWER WINDOW/DOOR LOCK SWITCH

NOTE: Anytime this code is active, the switch must be replaced.

Repair

- Replace the Driver Window/Door Lock Switch in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

B18B7-MASTER SWITCH - REAR LEFT WINDOW SWITCH STUCK

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

• When Monitored:

At all times.

• Set Condition:

Whenever the module detects a Rear Left Window signal from the master power window switch, for over 30 seconds, this code will set.

Possible Causes
MASTER POWER WINDOW SWITCH

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs
3. Operate the Rear Left Window up and down several times from the master window switch.

4. Wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display B18B5-MASTER SWITCH-REAR LEFT WINDOW SWITCH STUCK?

Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. Operate the switch several more times. If the switch ever sticks, replace it.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

2. MASTER POWER WINDOW/DOOR LOCK SWITCH

NOTE: Anytime this code is active, the switch must be replaced.

Repair

- Replace the Driver Window/Door Lock Switch in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

B1D07-MIRROR ADJUST SWITCH INPUT CIRCUIT STUCK

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

- **When Monitored:**

Whenever the Driver Door Module (DDM) is awake.

- **Set Condition:**

When the DDM senses the Mirror Adjust switch input for more than 30 seconds.

Possible Causes
OBJECT HOLDING MIRROR ADJUST SWITCH IN A PUSHED POSITION
SUBSTANCE CAUSING MIRROR ADJUST SWITCH TO GET STUCK IN A PUSHED POSITION
DRIVER DOOR SWITCH ASSEMBLY

Diagnostic Test

1. INSPECT DRIVER DOOR SWITCH ASSEMBLY FOR DAMAGE

NOTE: **Diagnose and repair all LIN Bus related DTCs before performing this test procedure.**

1. Turn the ignition off.
2. Inspect the Driver Door switch assembly for damage.

Is the switch assembly damaged?

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 2

2. INSPECT FOR OBJECT OR SUBSTANCE CAUSING MIRROR ADJUST SWITCH TO STAY OR STICK IN A PUSHED POSITION

1. Inspect the Mirror Adjust switch for anything that would cause it to stay or stick in a pushed position.

Is anything present that would cause the Mirror Adjust switch to stay or stick in a pushed position?

Yes

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

No

- Go to step 3

3. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs.
3. Press and release either Mirror Select switch.
4. Operate the Mirror Adjust switch in all positions several times and then wait 30 seconds.
5. With the scan tool, read DTCs.

Does the scan tool display: B1D07-MIRROR ADJUST SWITCH INPUT CIRCUIT STUCK?

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

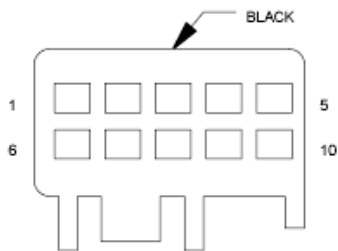
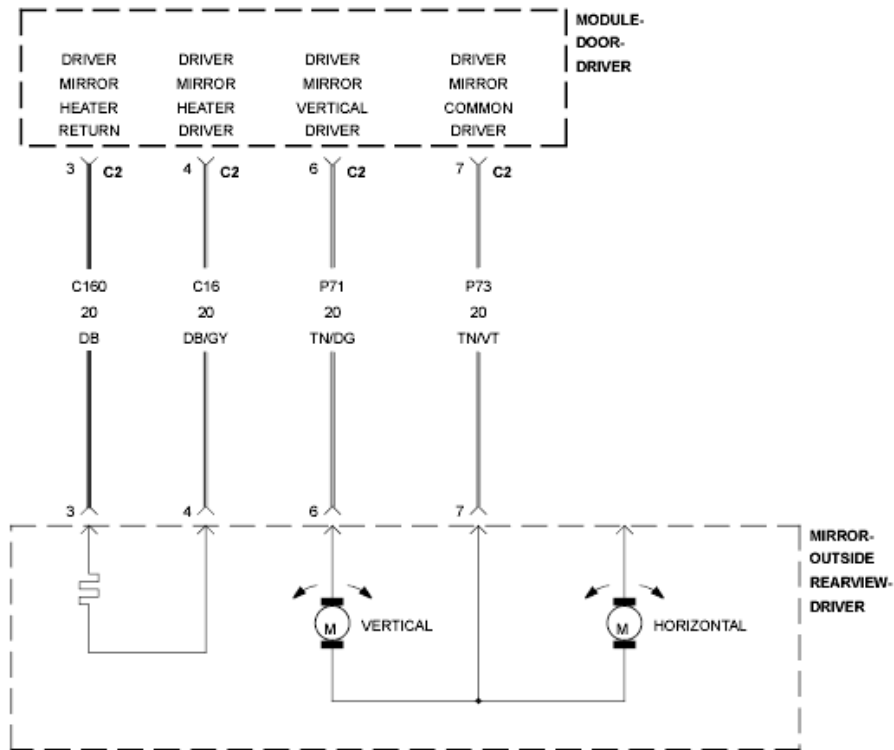
No

- The conditions that caused this code to set are not present at this time.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B1D1F-DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT LOW

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C2
(EXPRESS)



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

Fig. 24: Driver Mirror Vertical Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously.

- **Set Condition:**

When the Driver Door Module (DDM) senses a short low on the (P71) Driver Mirror Vertical Driver circuit for more than 10 ms.

Possible Causes
(P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT SHORTED TO GROUND
(P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT SHORTED TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT
DRIVER OUTSIDE REARVIEW MIRROR SHORTED
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
4. Operate the Mirror Adjust switch in all directions several times.
5. Cycle the ignition from on to off three times.
6. Turn the ignition on.
7. With the scan tool, read DTCs.

Does the scan tool display DTC B1D1F-DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT LOW?

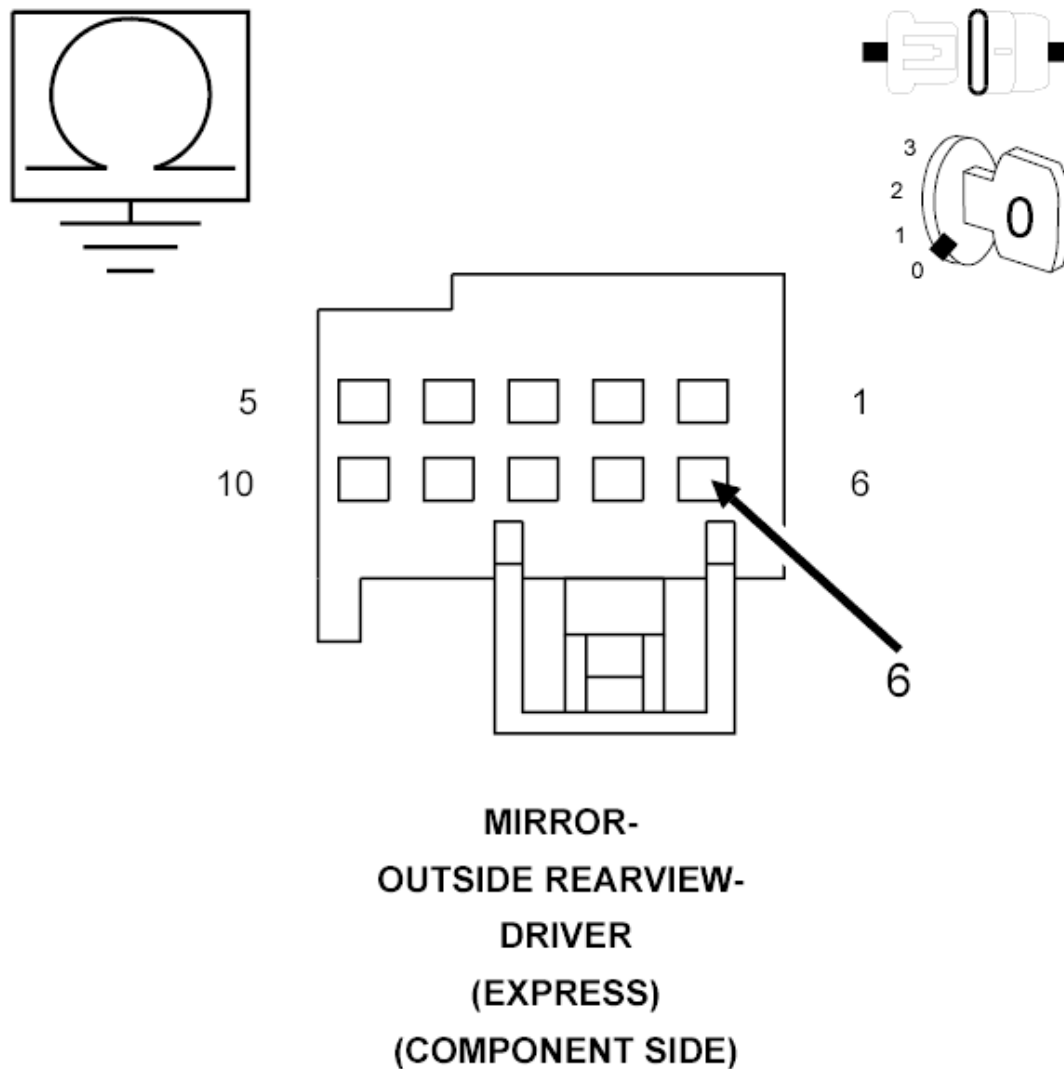
Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. For vehicle's equipped with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2. Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

2. CHECK (P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT FOR A SHORT TO GROUND



00491873

Fig. 25: Checking Driver Mirror Vertical Driver Circuit For A Short To Ground
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance of the (P71) Driver Mirror Vertical Driver circuit between ground and the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 10k ohms?

Yes

- Repair the (P71) Driver Mirror Vertical Driver circuit for a short to ground. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

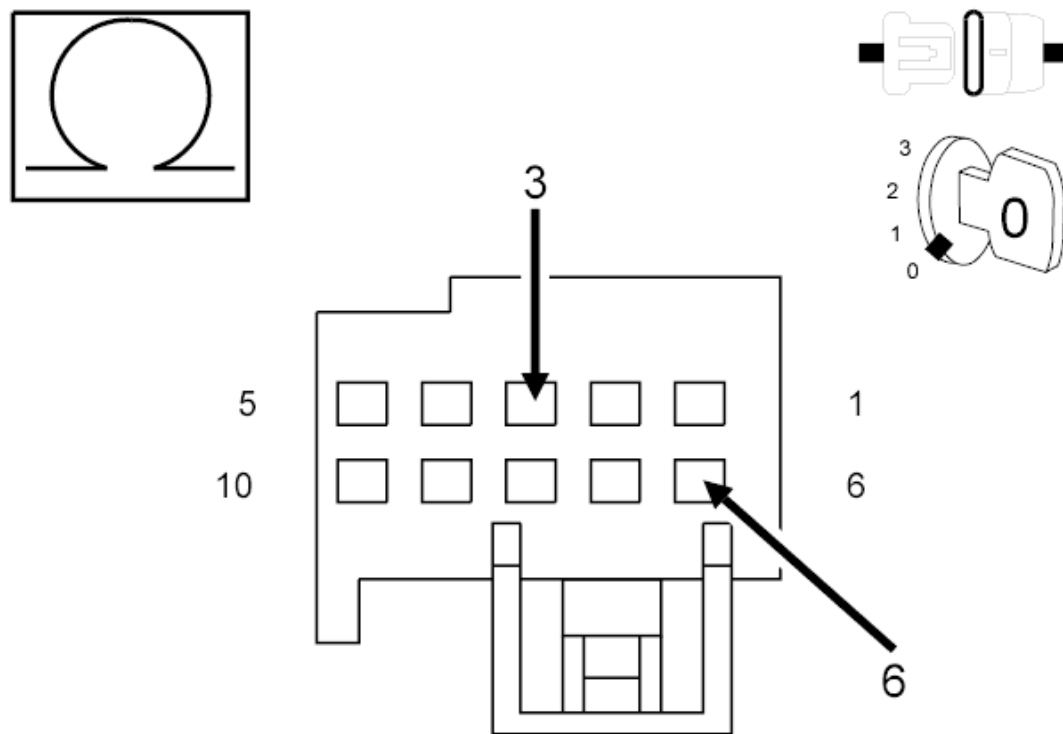
No, with Heated Mirrors

- Go to step 3

No, without Heated Mirrors

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

3. CHECK (P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT FOR A SHORT TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

00491881

Fig. 26: Checking Driver Mirror Vertical Driver Circuit For A Short To Driver Mirror Heater Return Circuit

Courtesy of CHRYSLER LLC

1. Measure the resistance between the (P71) Driver Mirror Vertical Driver circuit and the (C160) Driver Mirror Heater Return circuit at the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 10k ohms?

Yes

- Repair the (P71) Driver Mirror Vertical Driver circuit for a short to the (C160) Driver Mirror Heater Return circuit. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

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

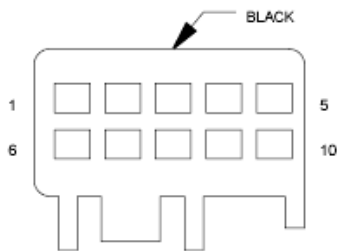
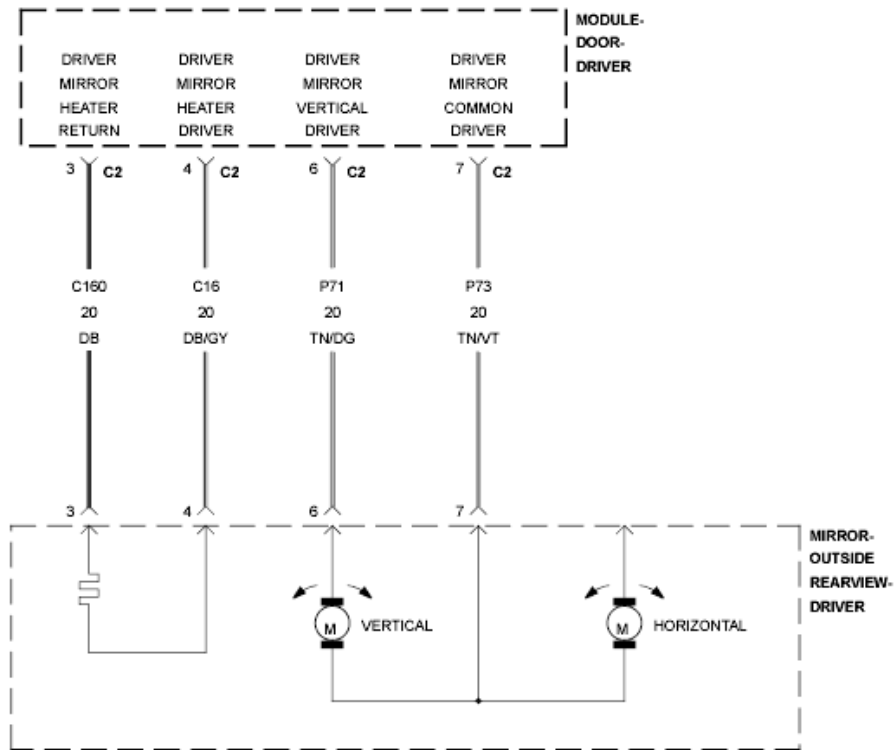
No

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

B1D20-DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT HIGH

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C2
(EXPRESS)



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

Fig. 27: Driver Mirror Vertical Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

• **When Monitored:**

Continuously.

• **Set Condition:**

When the Driver Door Module (DDM) senses voltage on the (P71) Driver Mirror Vertical Driver circuit for more than 10 ms when no voltage should be present.

Possible Causes

(P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT SHORTED TO (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT
(P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT SHORTED TO VOLTAGE
DRIVER OUTSIDE REARVIEW MIRROR SHORTED
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. For vehicles equipped with heated mirrors, turn the rear defogger ON.
4. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
5. Operate the Mirror Adjust switch in all directions several times.
6. With the scan tool, read DTCs.

Does the scan tool display DTC B1D20-DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT HIGH?

Yes, with Heated Mirrors

- Go to step 2

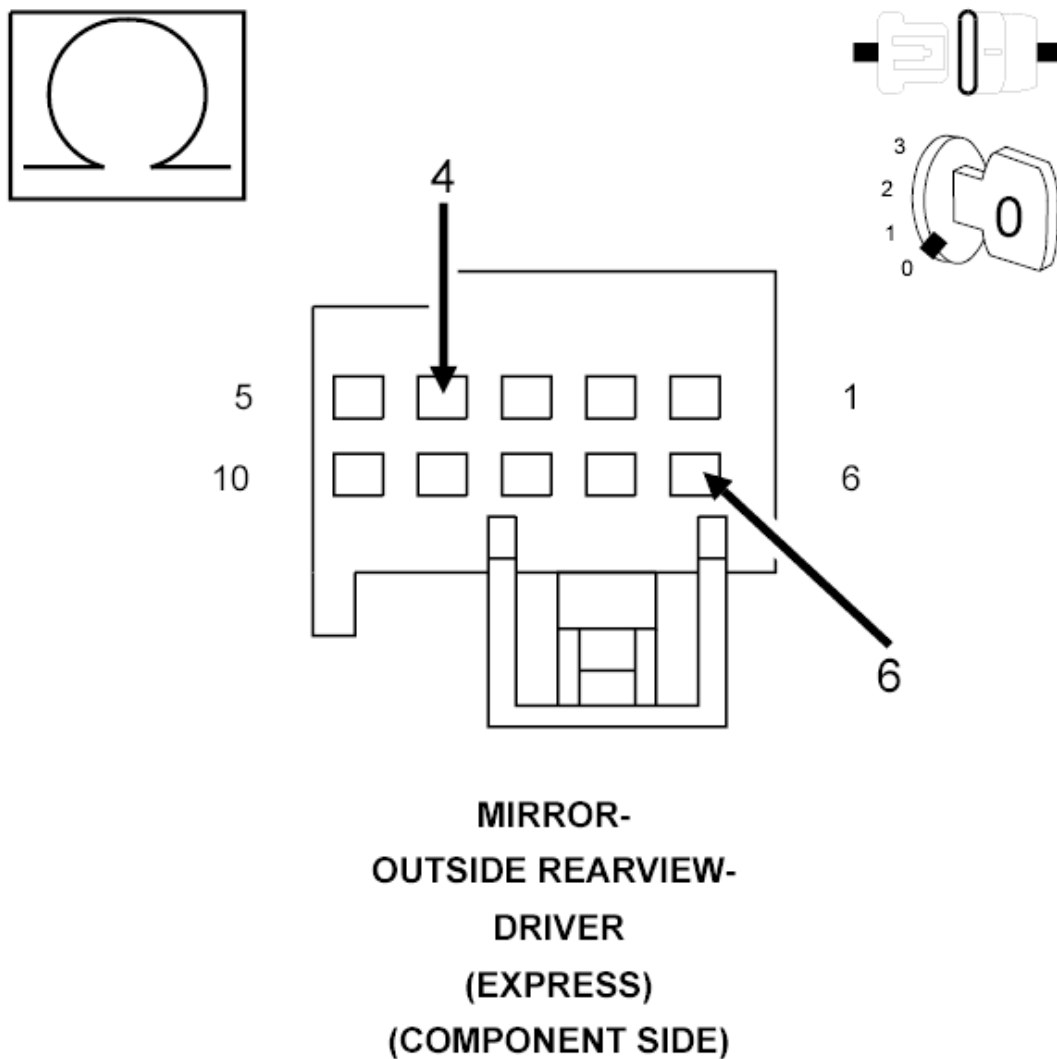
Yes, without Heated Mirrors

- Go to step 3

No

- The conditions that caused this code to set are not present at this time. For vehicle's equipped with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2 (with heated mirrors) or 3 (without heated mirrors). Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.

- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.
2. **CHECK (P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT FOR A SHORT TO (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT**



00491933

Fig. 28: Checking Driver Mirror Vertical Driver Circuit For A Short To Driver Mirror Heater Driver Circuit

Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance between the (P71) Driver Mirror Vertical Driver circuit and the (C16) Driver Mirror Heater Driver circuit at the Driver Outside Rearview Mirror (Component Side)

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

connector.

Is the resistance below 10k ohms?

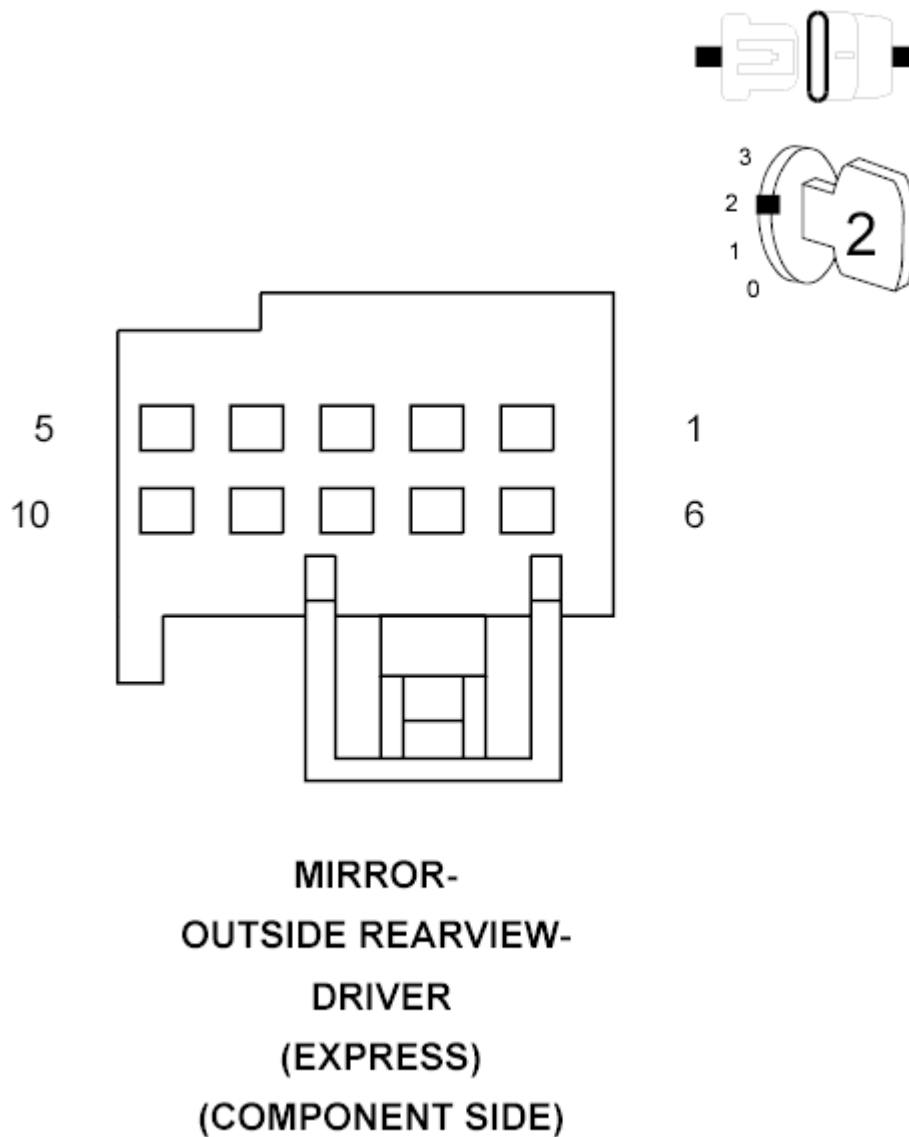
Yes

- Repair the (P71) Driver Mirror Vertical Driver circuit for a short to the (C16) Driver Mirror Heater Driver circuit. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 3

3. **CHECK (P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT FOR A SHORT TO VOLTAGE**



00491945

Fig. 29: Checking Driver Mirror Vertical Driver Circuit For A Short To Voltage
Courtesy of CHRYSLER LLC

1. If not done previously, turn the ignition off.
2. If not done previously, disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Turn the ignition on.
4. With the scan tool, erase DTCs.
5. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
6. Operate the Mirror Adjust switch in all directions several times.
7. With the scan tool, read DTCs.

Does the scan tool display DTC B1D20-DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT HIGH?

Yes

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

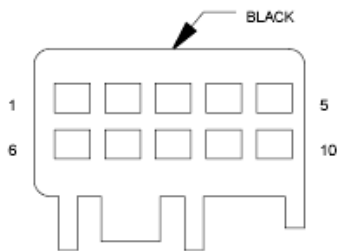
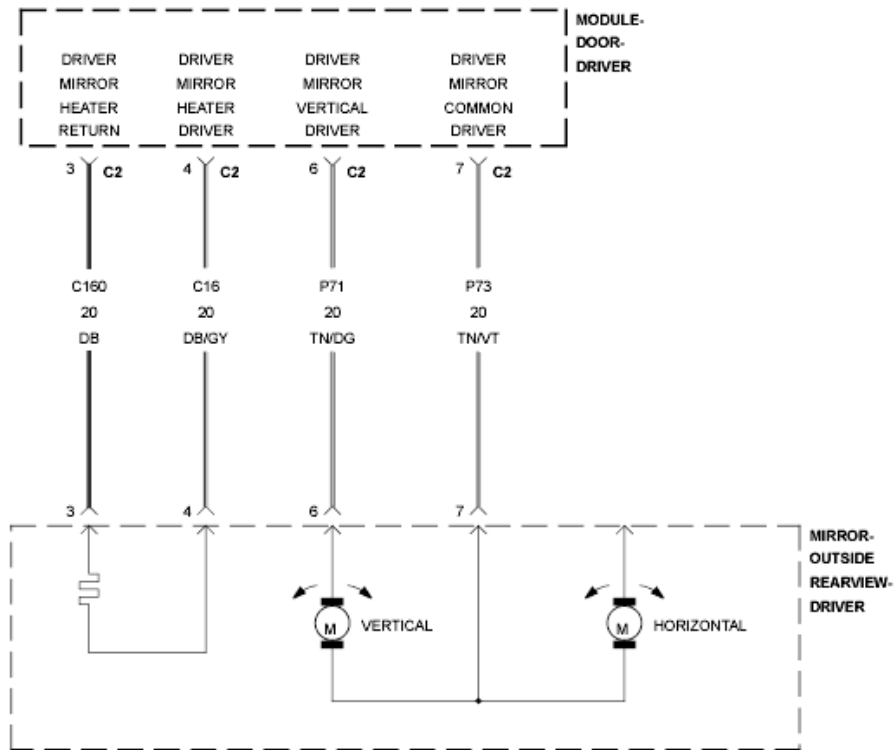
No

- Repair the (P71) Driver Mirror Vertical Driver circuit for a short to voltage. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B1D21-DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT OPEN

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C2
(EXPRESS)



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

Fig. 30: Driver Mirror Vertical Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously

- **Set Condition:**

When the Driver Door Module (DDM) senses that the (P71) Driver Mirror Vertical Driver circuit or the (P73) Driver Mirror Common Driver circuit is open for more than 10 ms.

Possible Causes
(P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT OPEN
(P73) DRIVER MIRROR COMMON DRIVER CIRCUIT OPEN
DRIVER OUTSIDE REARVIEW MIRROR OPEN
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
4. Operate the Mirror Adjust switch in all directions several times.
5. Cycle the ignition from on to off three times.
6. Turn the ignition on.
7. With the scan tool, read DTCs.

Does the scan tool display DTC B1D21-DRIVER MIRROR VERTICAL MOTOR CONTROL CIRCUIT OPEN?

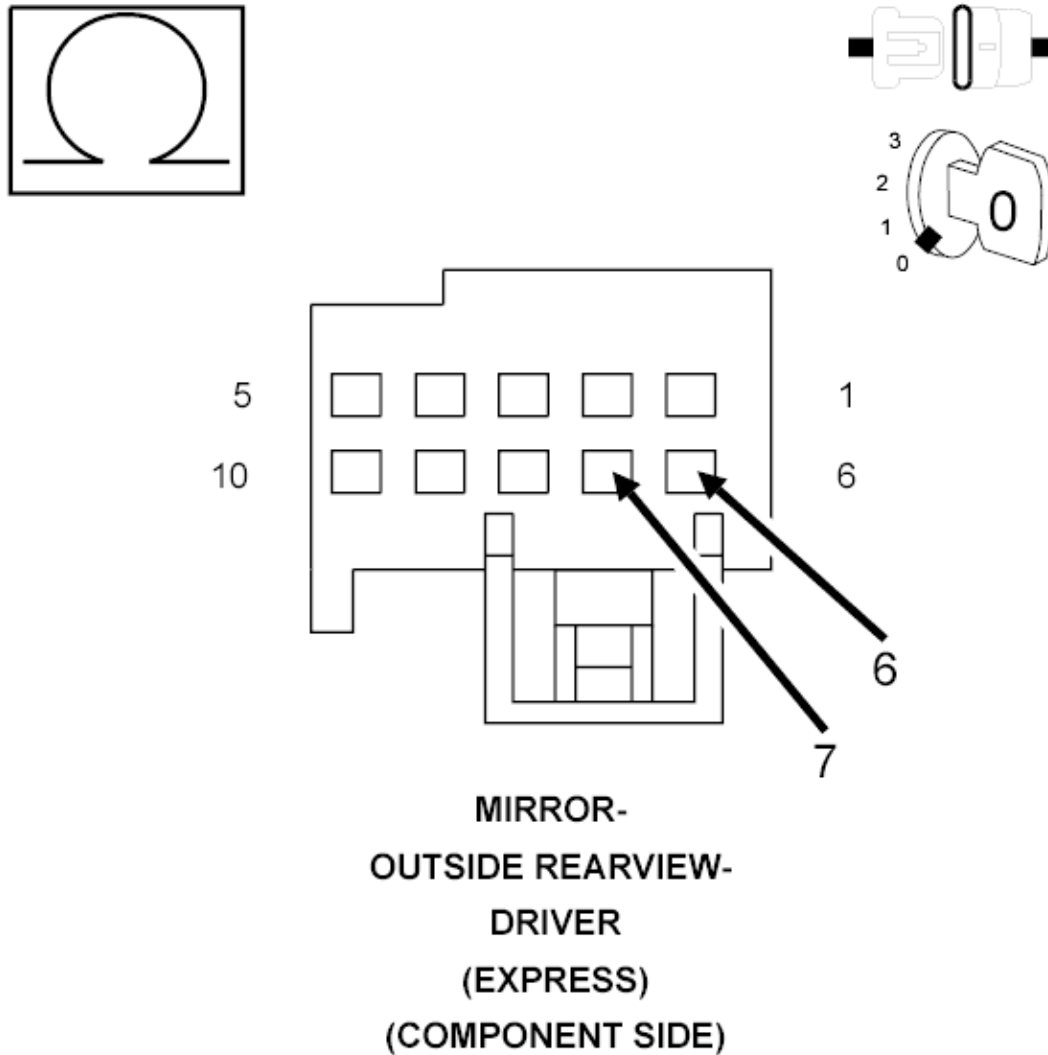
Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. For vehicle's equipped with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2. Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

2. CHECK (P71) DRIVER MIRROR VERTICAL DRIVER CIRCUIT AND (P73) DRIVER

MIRROR COMMON DRIVER CIRCUIT FOR AN OPEN

00491984

Fig. 31: Checking Driver Mirror Vertical Driver Circuit & Driver Mirror Common Driver Circuit For An Open

Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance between the (P71) Driver Mirror Vertical Driver circuit and the (P73) Driver Mirror Common Driver circuit at the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance between 25 and 150 ohms?

Yes

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

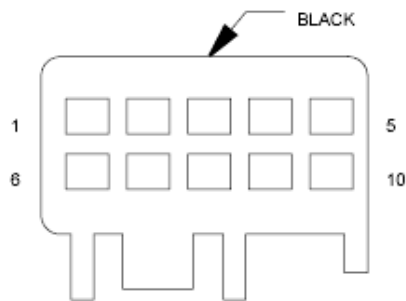
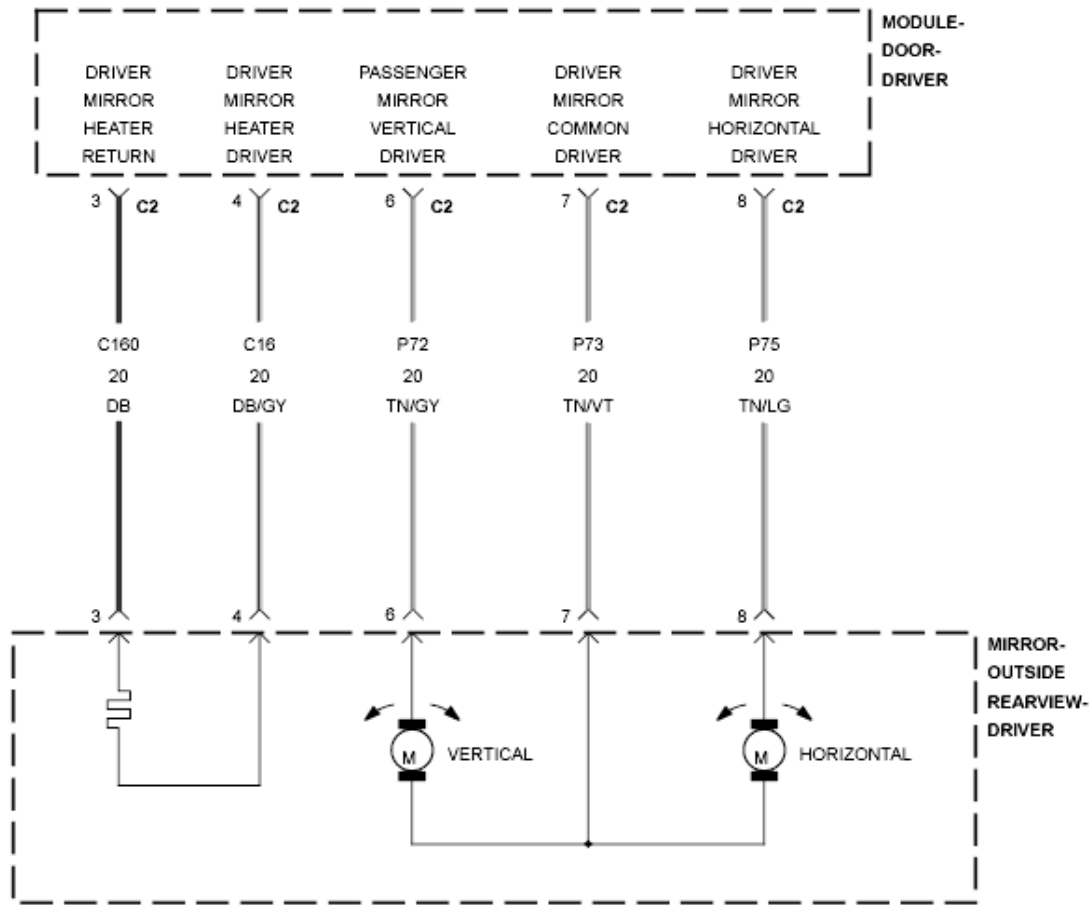
No

- Repair the (P71) Driver Mirror Vertical Driver circuit or the (P73) Driver Mirror Common Driver circuit for an open. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

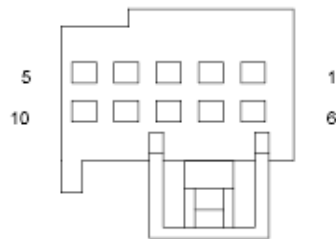
B1D23-DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT LOW

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C2
(EXPRESS)



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

Fig. 32: Driver Mirror Horizontal Driver Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously.

- **Set Condition:**

When the Driver Door Module (DDM) senses a short low on the (P75) Driver Mirror Horizontal Driver circuit for more than 10 ms.

Possible Causes
(P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT SHORTED TO GROUND
(P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT SHORTED TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT
DRIVER OUTSIDE REARVIEW MIRROR SHORTED
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
4. Operate the Mirror Adjust switch in all directions several times.
5. Cycle the ignition from on to off three times.
6. Turn the ignition on.
7. With the scan tool, read DTCs.

Does the scan tool display DTC B1D23-DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT LOW?

Yes

- Go to step 2

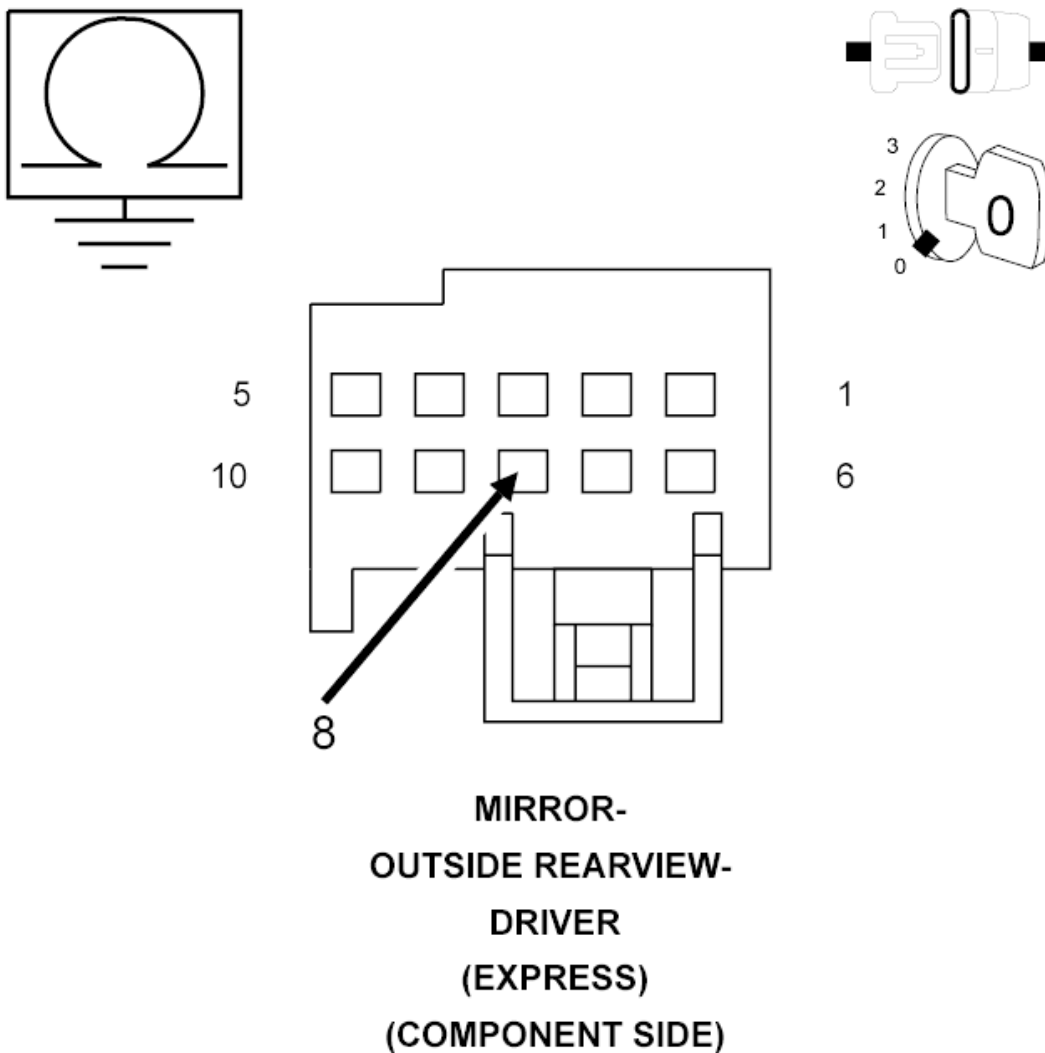
No

- The conditions that caused this code to set are not present at this time. For vehicle's equipped with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2. Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the

wiring and connectors.

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

2. **CHECK (P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT FOR A SHORT TO GROUND**



00492152

Fig. 33: Checking Driver Mirror Horizontal Driver Circuit For A Short To Ground

Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance of the (P75) Driver Mirror Horizontal Driver circuit between ground and the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 10k ohms?

Yes

- Repair the (P75) Driver Mirror Horizontal Driver circuit for a short to ground. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

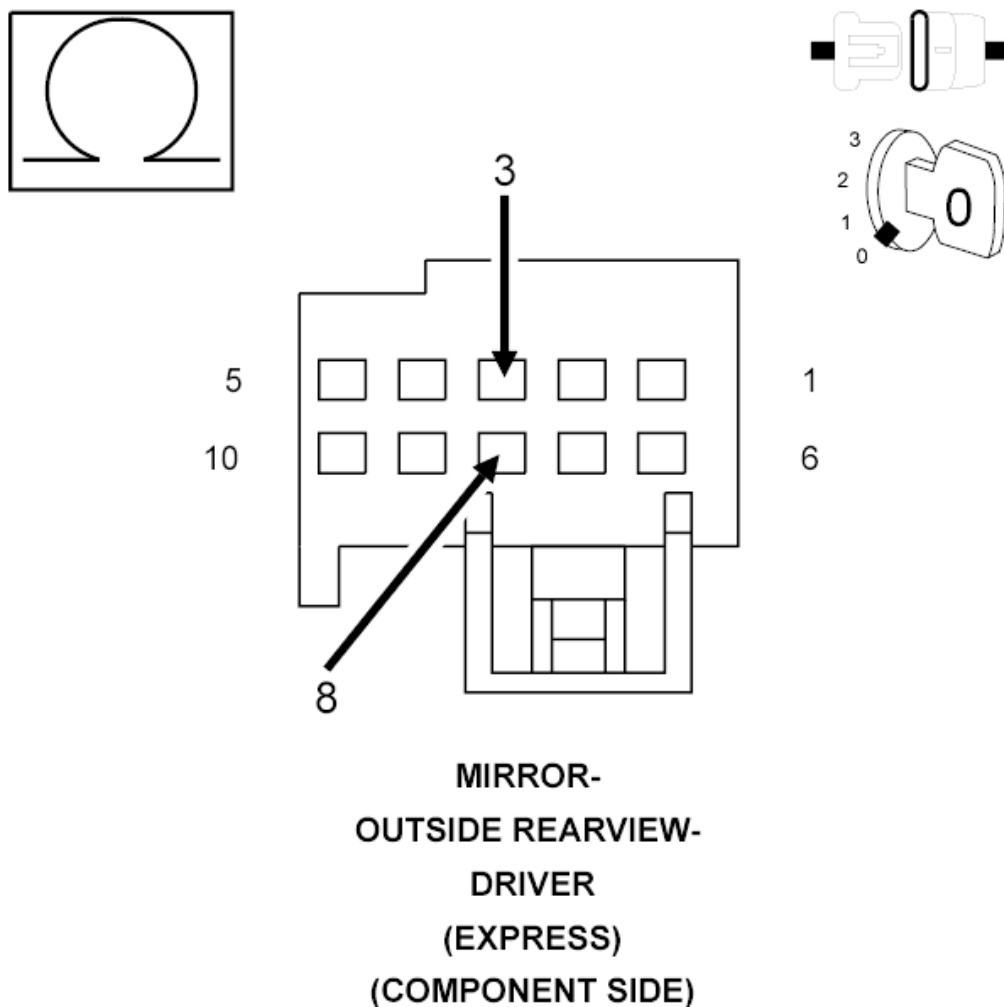
No, with Heated Mirrors

- Go to step 3

No, without Heated Mirrors

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

3. CHECK (P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT FOR A SHORT TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT



00492167

Fig. 34: Checking Driver Mirror Horizontal Driver Circuit For A Short To Driver Mirror Heater Return Circuit

Courtesy of CHRYSLER LLC

1. Measure the resistance between the (P75) Driver Mirror Horizontal Driver circuit and the (C160) Driver Mirror Heater Return circuit at the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 10k ohms?

Yes

- Repair the (P75) Driver Mirror Horizontal Driver circuit for a short to the (C160) Driver Mirror Heater Return circuit. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

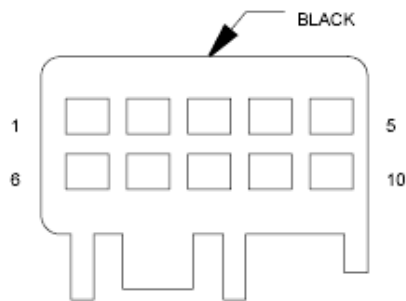
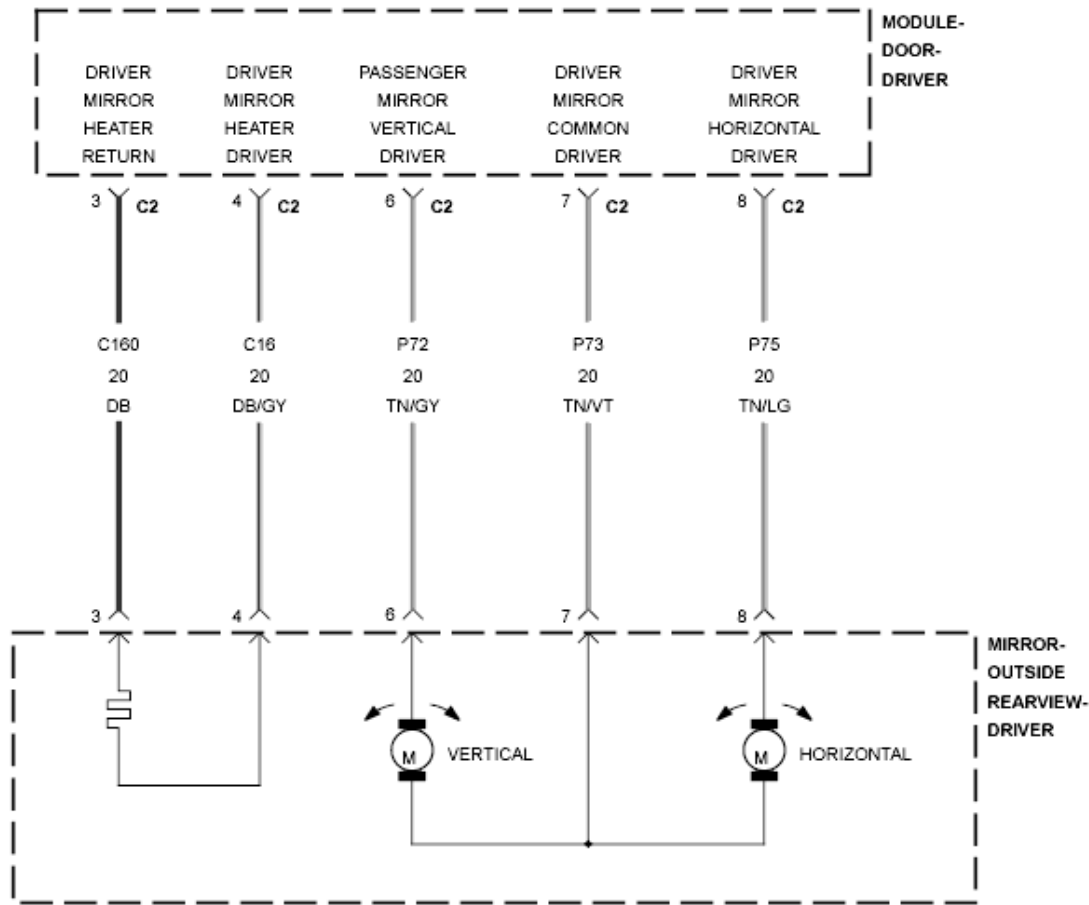
No

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

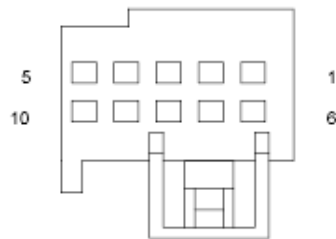
B1D24-DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT HIGH

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-DOOR-DRIVER C2 (EXPRESS)



MIRROR-OUTSIDE REARVIEW-DRIVER (EXPRESS) (COMPONENT SIDE)

Fig. 35: Driver Mirror Horizontal Driver Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously.

- **Set Condition:**

When the Driver Door Module (DDM) senses voltage and on the (P75) Driver Mirror Horizontal Driver circuit for more than 10 ms when no voltage should be present.

Possible Causes
(P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT SHORTED TO (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT
(P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT SHORTED TO VOLTAGE
DRIVER OUTSIDE REARVIEW MIRROR SHORTED
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. For vehicles equipped with heated mirrors, turn the rear defogger ON.
4. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
5. Operate the Mirror Adjust switch in all directions several times.
6. With the scan tool, read DTCs.

Does the scan tool display DTC B1D24-DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT HIGH?

Yes, with Heated Mirrors

- Go to step 2

Yes, without Heated Mirrors

- Go to step 3

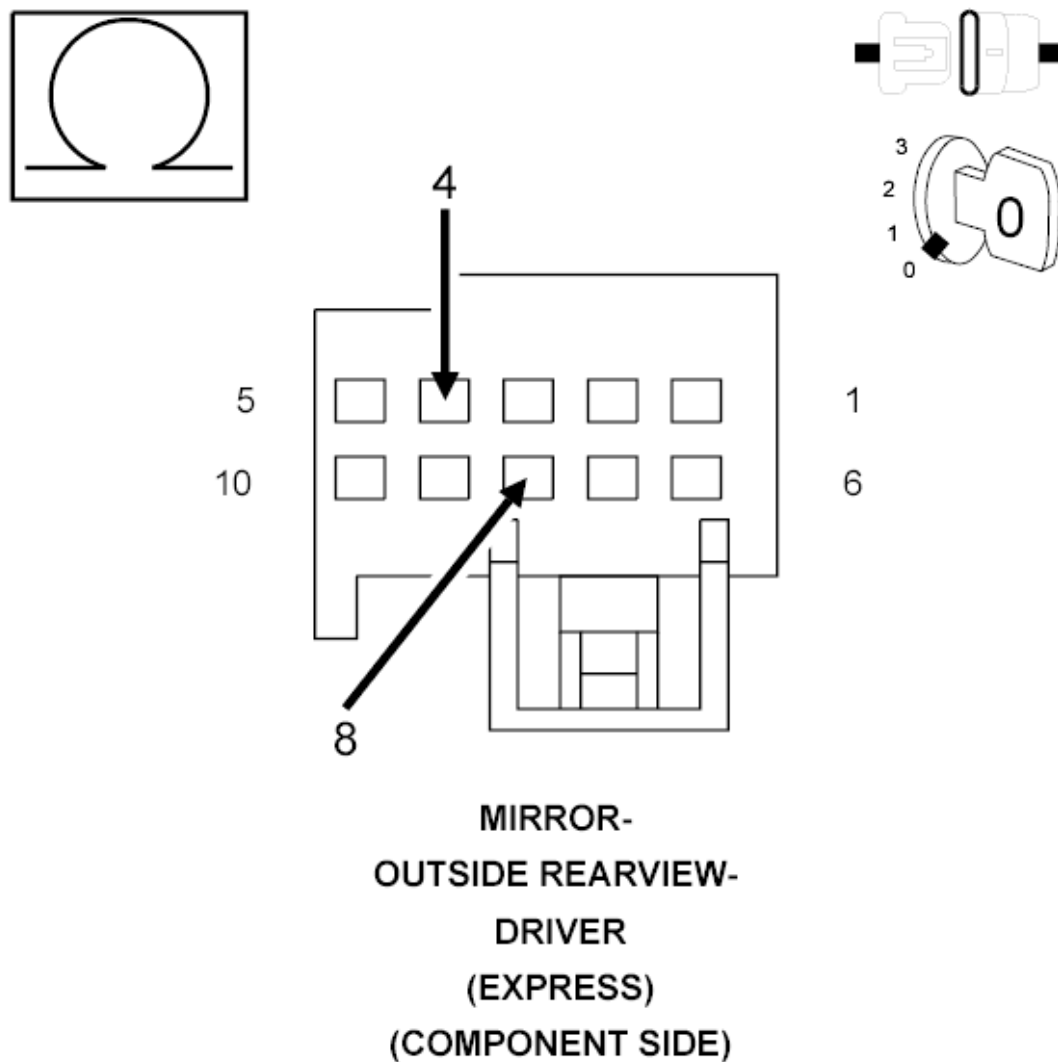
No

The conditions that caused this code to set are not present at this time. For vehicle's equipped

with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2 (with heated mirrors) or 3 (without heated mirrors). Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.

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

2. **CHECK (P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT FOR A SHORT TO (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT**



00492244

Fig. 36: Checking Driver Mirror Horizontal Driver Circuit For A Short To Driver Mirror Heater Driver Circuit

Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2

connector.

3. Measure the resistance between the (P75) Driver Mirror Horizontal Driver circuit and the (C16) Driver Mirror Heater Driver circuit at the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 10k ohms?

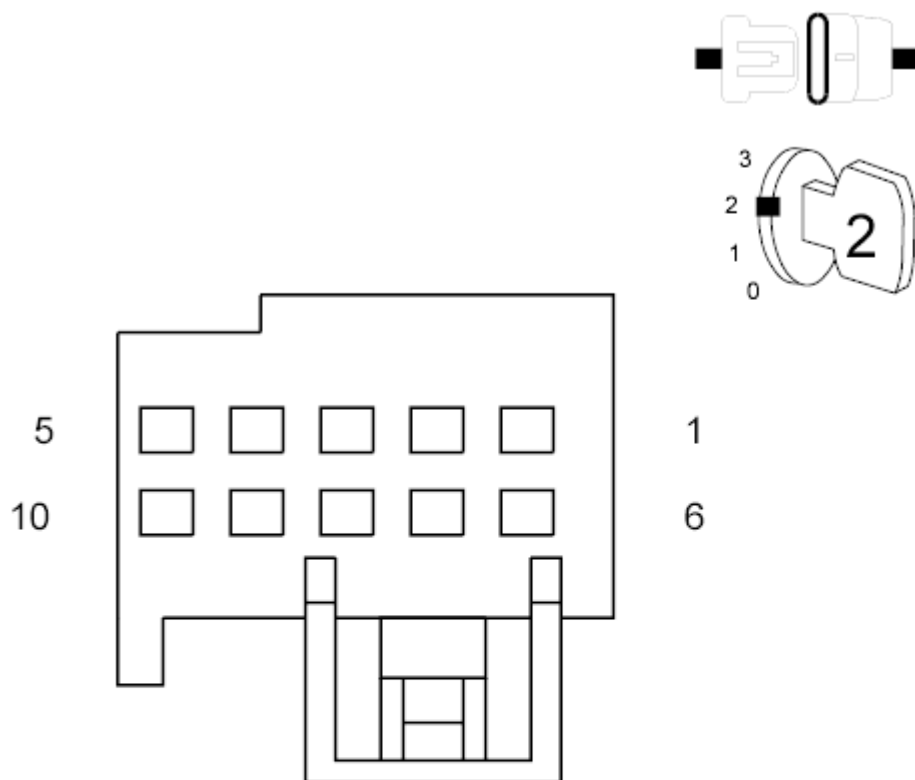
Yes

- Repair the (P75) Driver Mirror Horizontal Driver circuit for a short the (C16) Driver Mirror Heater Driver circuit. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 3

3. **CHECK (P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT FOR A SHORT TO VOLTAGE**



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

00491945

Fig. 37: Checking Driver Mirror Vertical Driver Circuit For A Short To Voltage
Courtesy of CHRYSLER LLC

1. If not done previously, turn the ignition off.
2. If not done previously, disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Turn the ignition on.
4. With the scan tool, erase DTCs.
5. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
6. Operate the Mirror Adjust switch in all directions several times.
7. With the scan tool, read DTCs.

Does the scan tool display DTC B1D24-DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT HIGH?

Yes

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

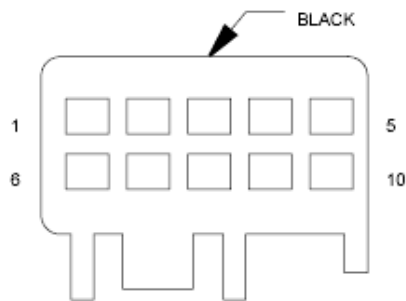
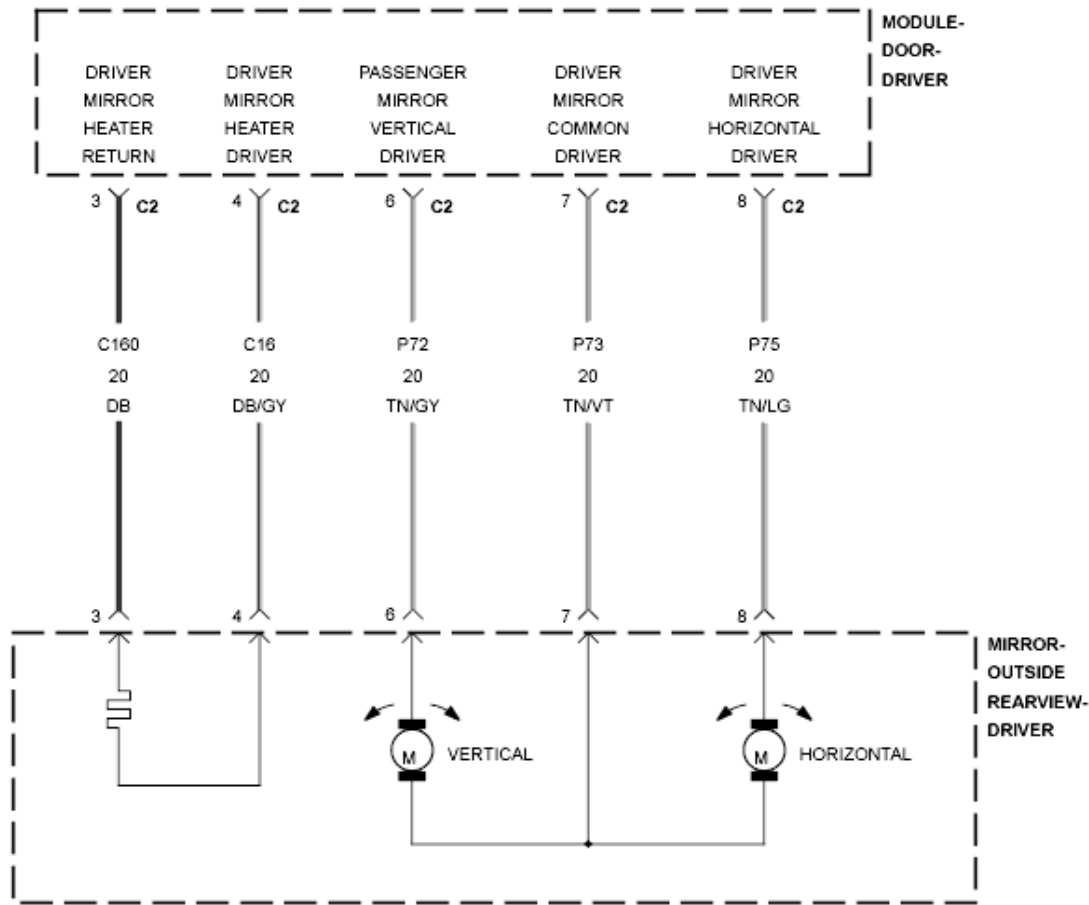
No

- Repair the (P75) Driver Mirror Horizontal Driver circuit for a short to voltage. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

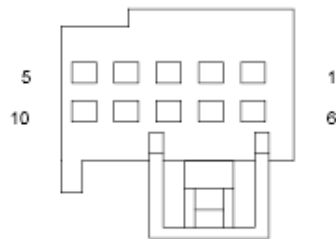
B1D25-DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT OPEN

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-DOOR-DRIVER C2 (EXPRESS)



MIRROR-OUTSIDE REARVIEW-DRIVER (EXPRESS) (COMPONENT SIDE)

Fig. 38: Driver Mirror Horizontal Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously.

- **Set Condition:**

When the Driver Door Module (DDM) senses that the (P75) Driver Mirror Horizontal Driver circuit or the (P73) Driver Mirror Common Driver circuit is open for more than 10 ms.

Possible Causes
(P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT OPEN (P73) DRIVER MIRROR COMMON DRIVER CIRCUIT OPEN DRIVER OUTSIDE REARVIEW MIRROR OPEN DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
4. Operate the Mirror Adjust switch in all directions several times.
5. Cycle the ignition from on to off three times.
6. Turn the ignition on.
7. With the scan tool, read DTCs.

Does the scan tool display DTC B1D25-DRIVER MIRROR HORIZONTAL MOTOR CONTROL CIRCUIT OPEN?

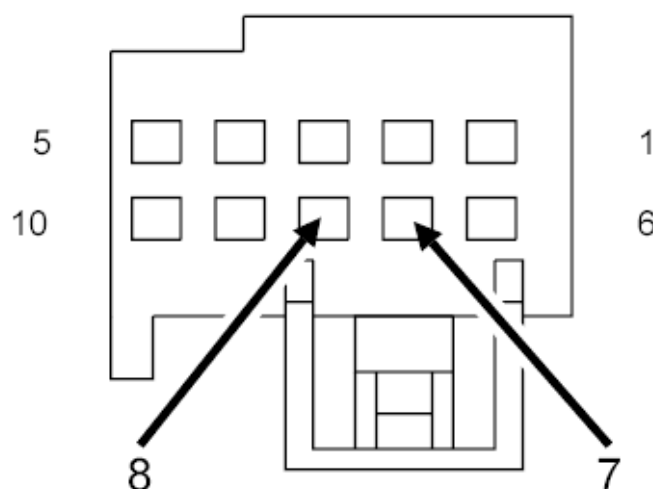
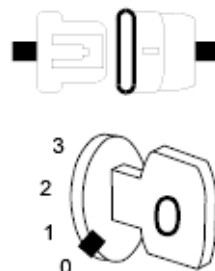
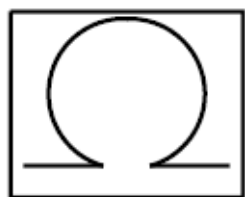
Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. For vehicle's equipped with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2. Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.

- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.
2. **CHECK (P75) DRIVER MIRROR HORIZONTAL DRIVER CIRCUIT AND (P73) DRIVER MIRROR COMMON DRIVER CIRCUIT FOR AN OPEN**



**MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)**

00492364

Fig. 39: Checking Driver Mirror Horizontal Driver Circuit & Driver Mirror Common Driver Circuit For An Open

Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance between the (P75) Driver Mirror Horizontal Driver circuit and the (P73) Driver Mirror Common Driver circuit at the Driver Outside Rearview Mirror (Component Side)

connector.

Is the resistance between 25 and 150 ohms?

Yes

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

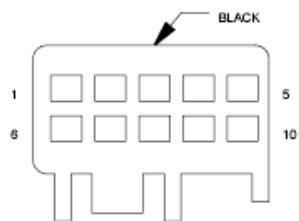
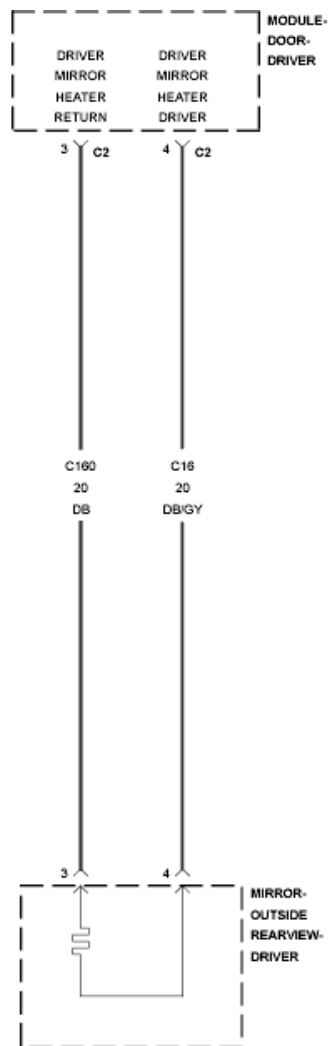
No

- Repair the (P75) Driver Mirror Horizontal Driver circuit or the (P73) Driver Mirror Common Driver circuit for an open. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

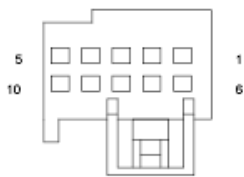
B1D33-DRIVER MIRROR HEATER CONTROL CIRCUIT LOW

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C2
(EXPRESS)



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

Fig. 40: Driver Mirror Heater Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

• **When Monitored:**

Continuously.

• **Set Condition:**

When the Driver Door Module (DDM) senses a short low on the (C16) Driver Mirror Heater Driver circuit for more than 10 ms during heater operation.

Possible Causes

(C16) DRIVER MIRROR HEATER DRIVER CIRCUIT SHORTED TO GROUND
(C16) DRIVER MIRROR HEATER DRIVER CIRCUIT SHORTED TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT
DRIVER OUTSIDE REARVIEW MIRROR SHORTED
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Turn the rear defogger ON.
4. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
5. Operate the Mirror Adjust switch in all directions several times.
6. With the scan tool, read DTCs.

Does the scan tool display DTC B1D33-DRIVER MIRROR HEATER CONTROL CIRCUIT LOW?

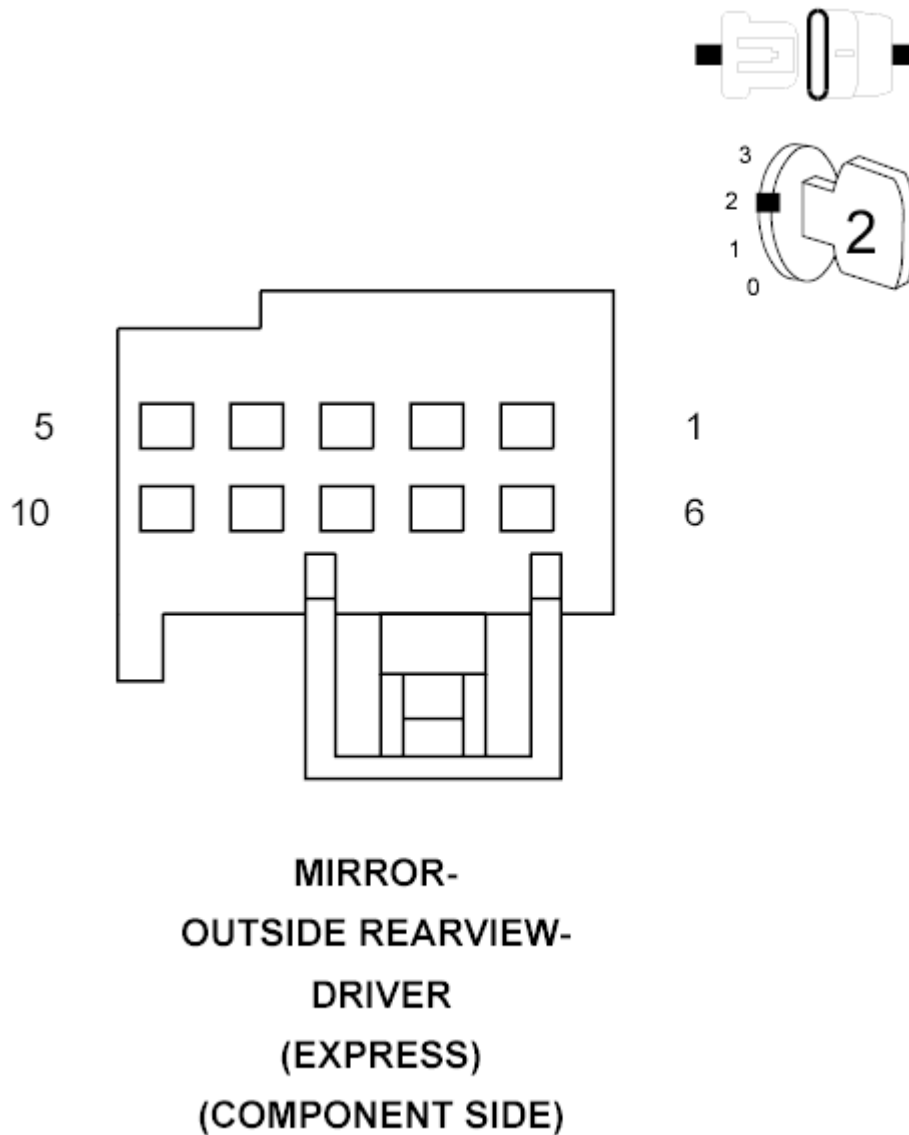
Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. For vehicle's equipped with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2. Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

2. CHECK (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT FOR A SHORT TO GROUND OR TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT



00491945

Fig. 41: Checking Driver Mirror Vertical Driver Circuit For A Short To Voltage
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Turn the ignition on.
4. With the scan tool, erase DTCs.
5. Turn the rear defogger ON.
6. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
7. Operate the Mirror Adjust switch in all directions several times.

8. With the scan tool, read DTCs.

Does the scan tool display DTC B1D33-DRIVER MIRROR HEATER CONTROL CIRCUIT LOW?

Yes

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

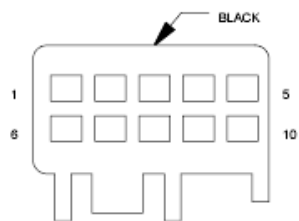
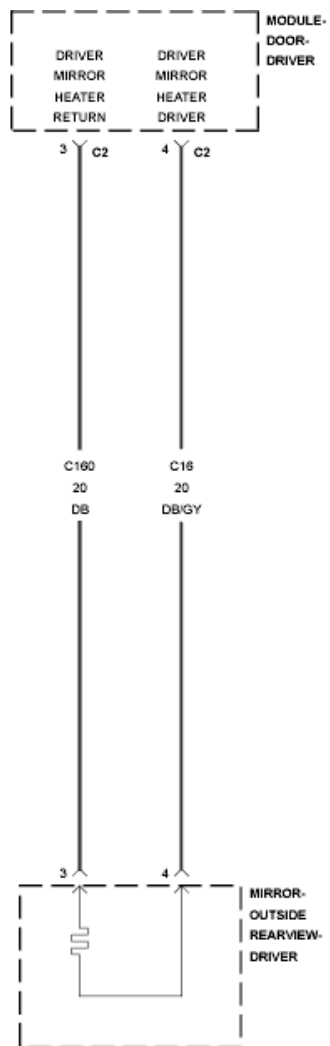
No

- Repair the (C16) Driver Mirror Heater Driver circuit for a short to ground or to the (C160) Driver Mirror Heater Return circuit. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

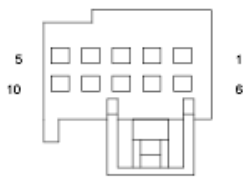
B1D34-DRIVER MIRROR HEATER CONTROL CIRCUIT HIGH

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



MODULE-
DOOR-
DRIVER C2
(EXPRESS)



MIRROR-
OUTSIDE REARVIEW-
DRIVER
(EXPRESS)
(COMPONENT SIDE)

Fig. 42: Driver Mirror Heater Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

• **When Monitored:**

Continuously.

• **Set Condition:**

When the Driver Door Module (DDM) senses a short high or open on the (C16) Driver Mirror Heater Driver circuit for more than 10 ms with the heater turned off.

Possible Causes

(C16) DRIVER MIRROR HEATER DRIVER CIRCUIT SHORTED TO VOLTAGE
(C16) DRIVER MIRROR HEATER DRIVER CIRCUIT OPEN
(C160) DRIVER MIRROR HEATER RETURN CIRCUIT OPEN
DRIVER OUTSIDE REARVIEW MIRROR
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Turn the rear defogger OFF.
4. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
5. Operate the Mirror Adjust switch in all directions several times.
6. With the scan tool, read DTCs.

Does the scan tool display DTC B1D34-DRIVER MIRROR HEATER CONTROL CIRCUIT HIGH?

Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. For vehicle's equipped with folding outside rearview mirrors, repeat test with mirror folded. If DTC is now active, Go To 2. Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

2. CHECK (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT FOR A SHORT TO VOLTAGE

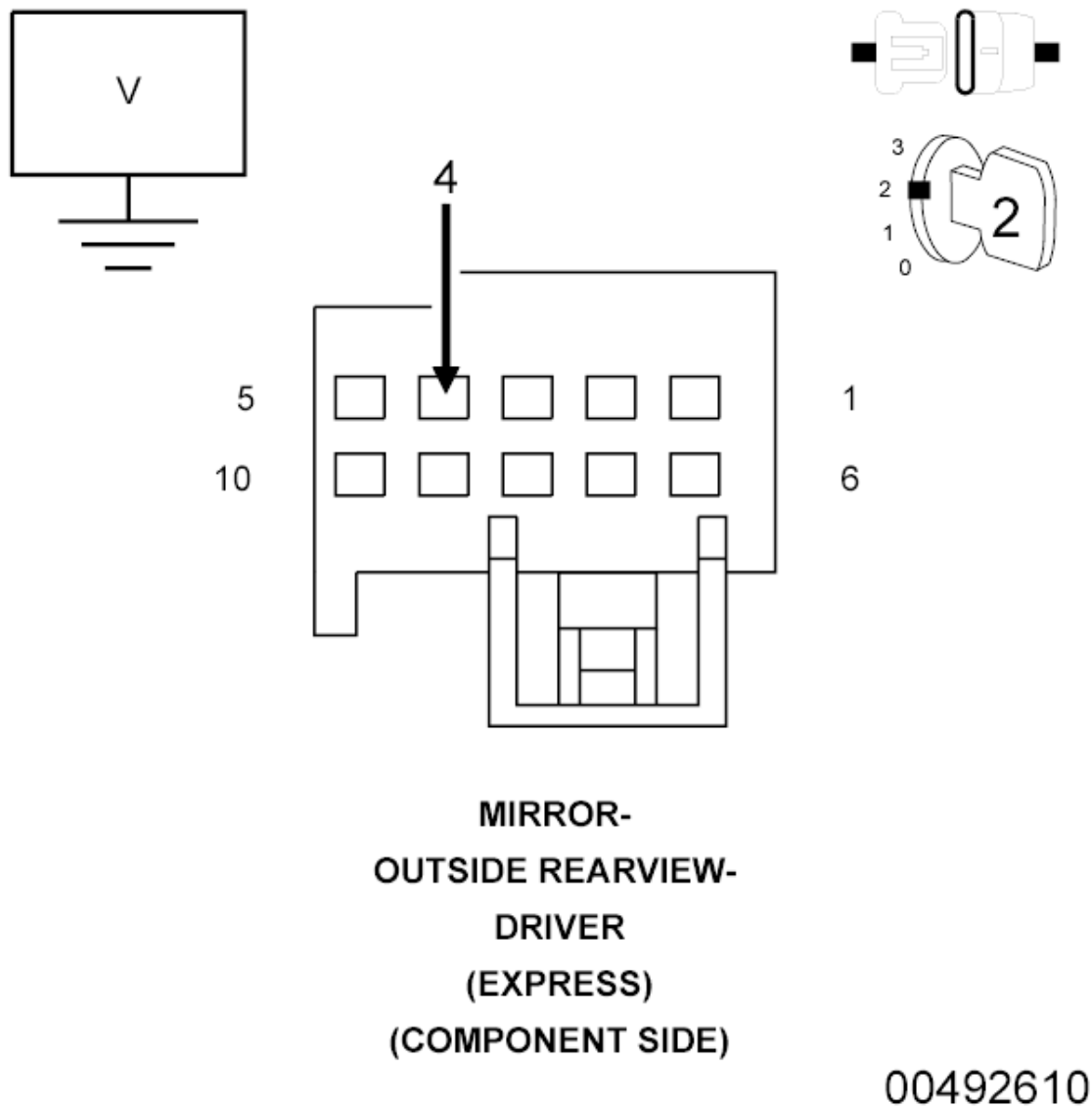


Fig. 43: Checking Driver Mirror Heater Driver Circuit For A Short To Voltage
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Turn the ignition on.
4. Measure the voltage of the (C16) Driver Mirror Heater Driver circuit between the Driver Outside Rearview Mirror (Component Side) connector and ground.

Is there any voltage present?

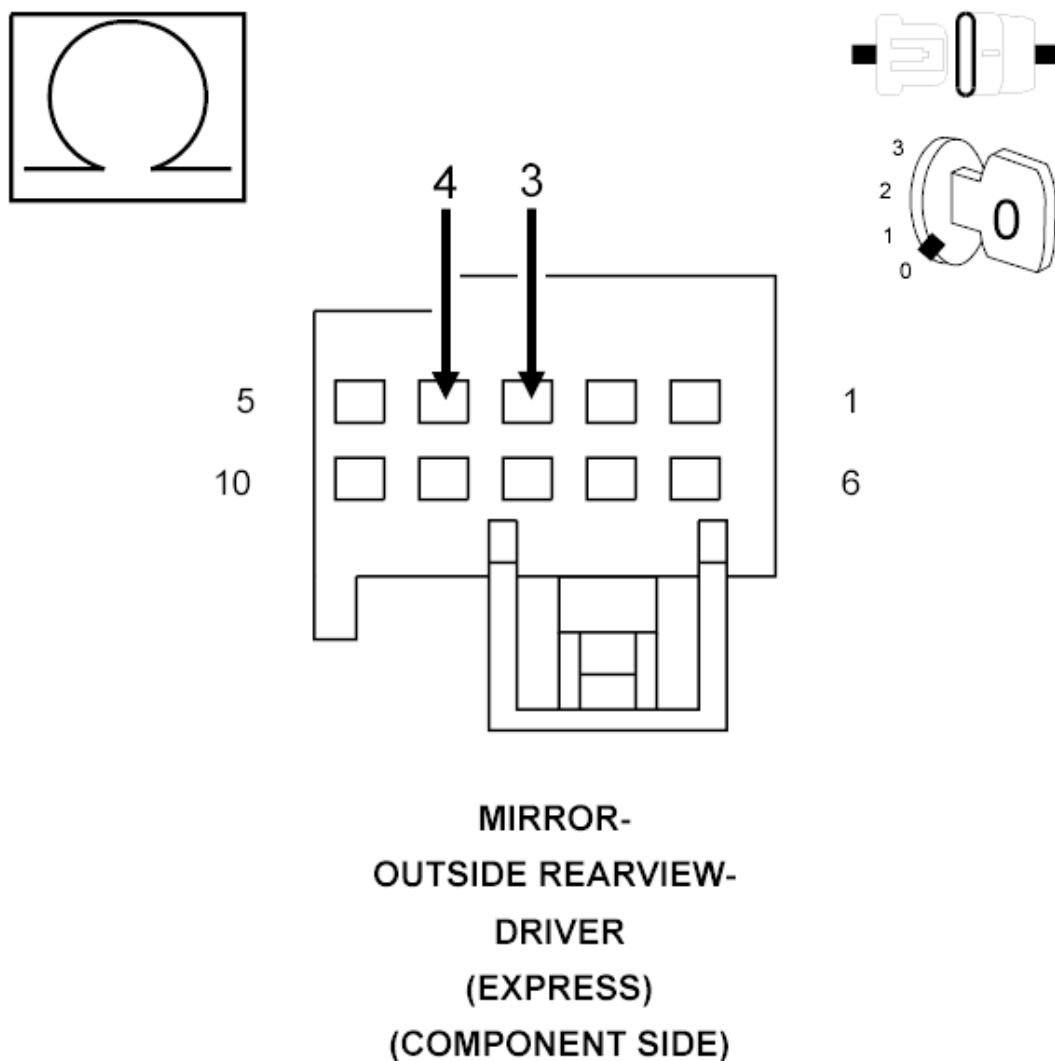
Yes

- Repair the (C16) Driver Mirror Heater Driver circuit for a short to voltage. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

No

- Go to step 3

3. **CHECK (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT AND (C160) DRIVER MIRROR HEATER RETURN CIRCUIT FOR AN OPEN**



00492625

Fig. 44: Checking Driver Mirror Heater Driver Circuit & Driver Mirror Heater Return Circuit For An Open

Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Measure the resistance between the (C16) Driver Mirror Heater Driver circuit and the (C160) Driver Mirror Heater Return circuit at the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance approximately 10.0 ohms?

Yes

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

No

- Repair the (C16) Driver Mirror Heater Driver circuit or the (160) Driver Mirror Heater Return circuit for an open. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B1DF2-MIRROR FOLD SWITCH STUCK

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

- **When Monitored:**

Whenever the Driver Door Module (DDM) is awake.

- **Set Condition:**

When the Driver Door Module (DDM) senses the Mirror Fold switch input for more than 30 seconds.

Possible Causes
OBJECT HOLDING MIRROR FOLD SWITCH IN A PUSHED POSITION
SUBSTANCE CAUSING MIRROR FOLD SWITCH TO GET STUCK IN A PUSHED POSITION
DRIVER DOOR SWITCH ASSEMBLY

Diagnostic Test**1. INSPECT DRIVER DOOR SWITCH ASSEMBLY FOR DAMAGE**

NOTE: Diagnose and repair all LIN Bus related DTCs before performing this test

procedure.

1. Turn the ignition off.
2. Inspect the Driver Door switch assembly for damage.

Is the switch assembly damaged?

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 2

2. INSPECT FOR OBJECT OR SUBSTANCE CAUSING MIRROR FOLD SWITCH TO STAY OR STICK IN A PUSHED POSITION

1. Inspect the Mirror Fold switch for anything that would cause it to stay or stick in a pushed position.

Is anything present that would cause the Mirror Fold switch to stay or stick in a pushed position?

Yes

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

No

- Go to step 3

3. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs.
3. Operate the Mirror Fold switch several times and then wait 30 seconds.
4. With the scan tool, read DTCs.

Does the scan tool display: B1DF2-MIRROR FOLD SWITCH STUCK?

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- The conditions that caused this code to set are not present at this time.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B1E64-LEFT MIRROR SELECT SWITCH STUCK

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

- **When Monitored:**

Whenever the Driver Door Module (DDM) is awake.

- **Set Condition:**

When the DDM senses the Left Mirror Select switch input for more than 30 seconds.

Possible Causes
OBJECT HOLDING LEFT MIRROR SELECT SWITCH IN A PUSHED POSITION
SUBSTANCE CAUSING LEFT MIRROR SELECT SWITCH TO GET STUCK IN A PUSHED POSITION
DRIVER DOOR SWITCH ASSEMBLY

Diagnostic Test

1. INSPECT DRIVER DOOR SWITCH ASSEMBLY FOR DAMAGE

NOTE: Diagnose and repair all LIN Bus related DTCs before performing this test procedure.

1. Turn the ignition off.
2. Inspect the Driver Door switch assembly for damage.

Is the switch assembly damaged?

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 2

2. INSPECT FOR OBJECT OR SUBSTANCE CAUSING LEFT MIRROR SELECT SWITCH TO STAY OR STICK IN A PUSHED POSITION

1. Inspect the Left Mirror Select switch for anything that would cause it to stay or stick in a pushed position.

Is anything present that would cause the Left Mirror Select switch to stay or stick in a pushed position?

Yes

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

No

- Go to step 3

3. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs.
3. Press and release the Left Mirror Select switch several times and then wait 30 seconds.
4. With the scan tool, read DTCs.

Does the scan tool display: B1E64-LEFT MIRROR SELECT SWITCH STUCK?

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- The conditions that caused this code to set are not present at this time.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B1E65-RIGHT MIRROR SELECT SWITCH STUCK

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

- **When Monitored:**

Whenever the Driver Door Module (DDM) is awake.

• **Set Condition:**

When the DDM senses the Right Mirror Select switch input for more than 30 seconds.

Possible Causes

OBJECT HOLDING RIGHT MIRROR SELECT SWITCH IN A PUSHED POSITION
SUBSTANCE CAUSING RIGHT MIRROR SELECT SWITCH TO GET STUCK IN A PUSHED POSITION
DRIVER DOOR SWITCH ASSEMBLY

Diagnostic Test

1. INSPECT DRIVER DOOR SWITCH ASSEMBLY FOR DAMAGE

NOTE: Diagnose and repair all LIN Bus related DTCs before performing this test procedure.

1. Turn the ignition off.
2. Inspect the Driver Door switch assembly for damage.

Is the switch assembly damaged?

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 2

2. INSPECT FOR OBJECT OR SUBSTANCE CAUSING RIGHT MIRROR SELECT SWITCH TO STAY OR STICK IN A PUSHED POSITION

1. Inspect the Right Mirror Select switch for anything that would cause it to stay or stick in a pushed position.

Is anything present that would cause the Right Mirror Select switch to stay or stick in a pushed position?

Yes

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

No

- Go to step 3

3. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs.
3. Press and release the Right Mirror Select switch several times and then wait 30 seconds.
4. With the scan tool, read DTCs.

Does the scan tool display: B1E65-RIGHT MIRROR SELECT SWITCH STUCK?

Yes

- Replace the Driver Door switch assembly in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- The conditions that caused this code to set are not present at this time.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B1E67-DRIVER MIRROR FOLD CONTROL CIRCUIT LOW

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

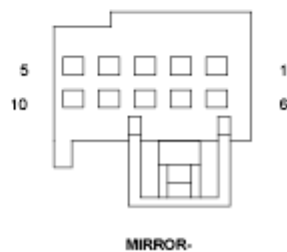
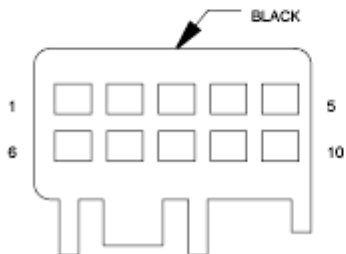
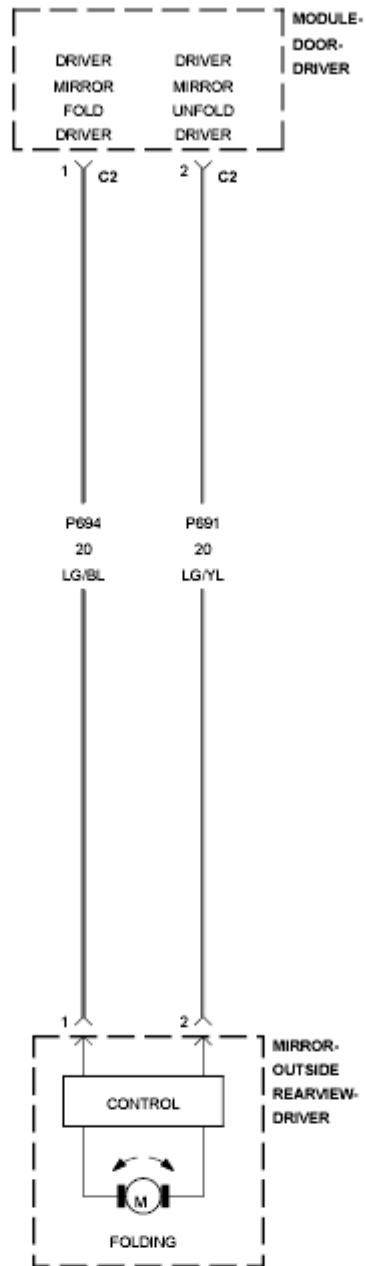


Fig. 45: Driver Mirror Fold/Unfold Driver Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously.

- **Set Condition:**

When the Driver Door Module (DDM) senses a short low on the (P694) Driver Mirror Fold Driver circuit or the (P691) Driver Mirror Unfold Driver circuit for more than 10 ms.

Possible Causes
(P694) DRIVER MIRROR FOLD DRIVER CIRCUIT SHORTED TO GROUND
(P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT SHORTED TO GROUND
(P694) DRIVER MIRROR FOLD DRIVER CIRCUIT SHORTED TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT
(P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT SHORTED TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT
DRIVER OUTSIDE REARVIEW MIRROR SHORTED
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Operate the Mirror Fold switch several times.
4. Cycle the ignition from on to off three times.
5. Turn the ignition on.
6. With the scan tool, read DTCs.

Does the scan tool display DTC B1E67-DRIVER MIRROR FOLD CONTROL CIRCUIT LOW?

Yes

- Go to step 2

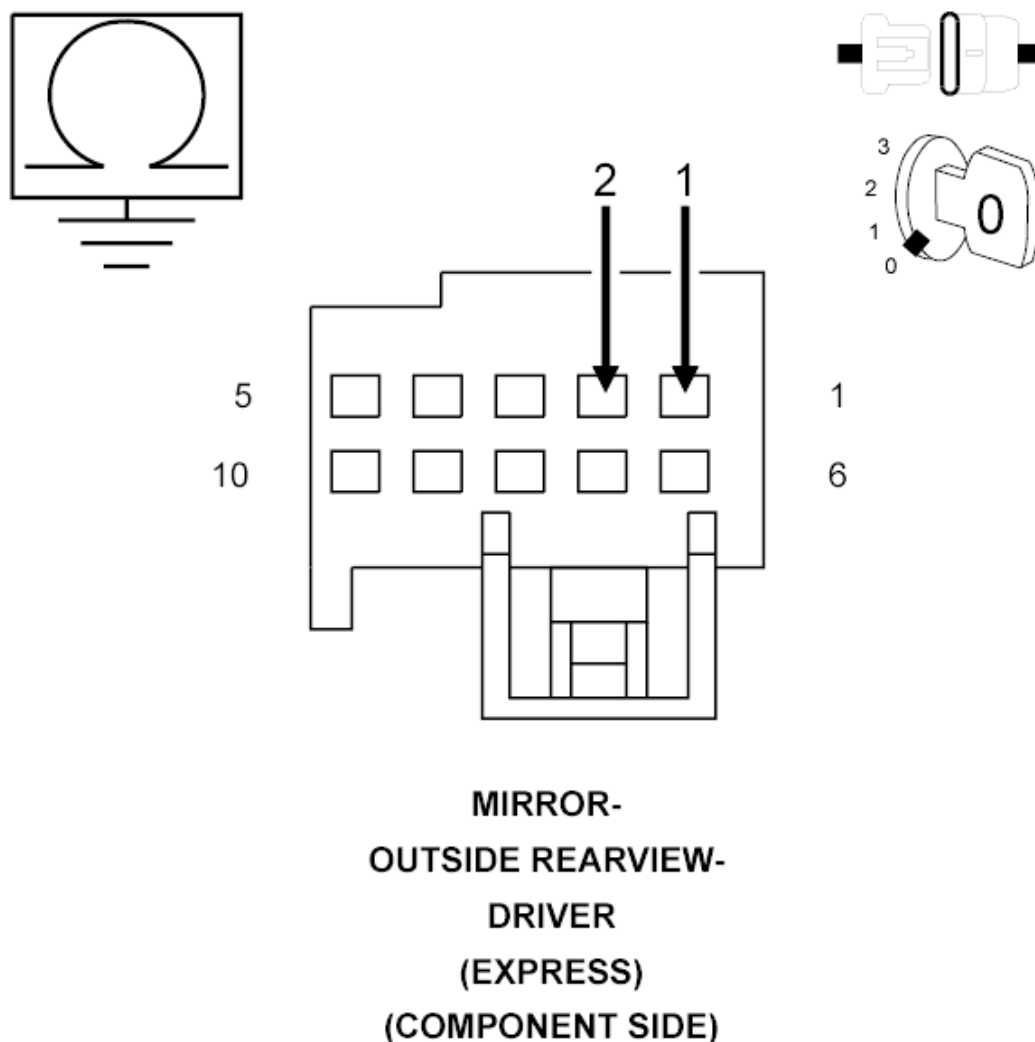
No

- The conditions that caused this code to set are not present at this time. Repeat the test with the mirror adjusted in several different positions. If the DTC is now active, Go To 2.

Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.

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

2. **CHECK (P694) DRIVER MIRROR FOLD DRIVER CIRCUIT AND (P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT FOR A SHORT TO GROUND**



00506704

Fig. 46: Checking Driver Mirror Fold/Unfold Driver Circuit For A Short To Ground
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance of the (P694) Driver Mirror Fold Driver circuit between ground and the Driver Outside Rearview Mirror (Component Side) connector.

4. Measure the resistance of the (P691) Driver Mirror Unfold Driver circuit between ground and the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 10k ohms for either measurement?

Yes

- Repair all circuits with a resistance below 10k ohms for a short to ground. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No, with Heated Mirrors

- Go to step 3

No, without Heated Mirrors

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

3. **CHECK (P694) DRIVER MIRROR FOLD DRIVER CIRCUIT AND (P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT FOR A SHORT TO (C160) DRIVER MIRROR HEATER RETURN CIRCUIT**

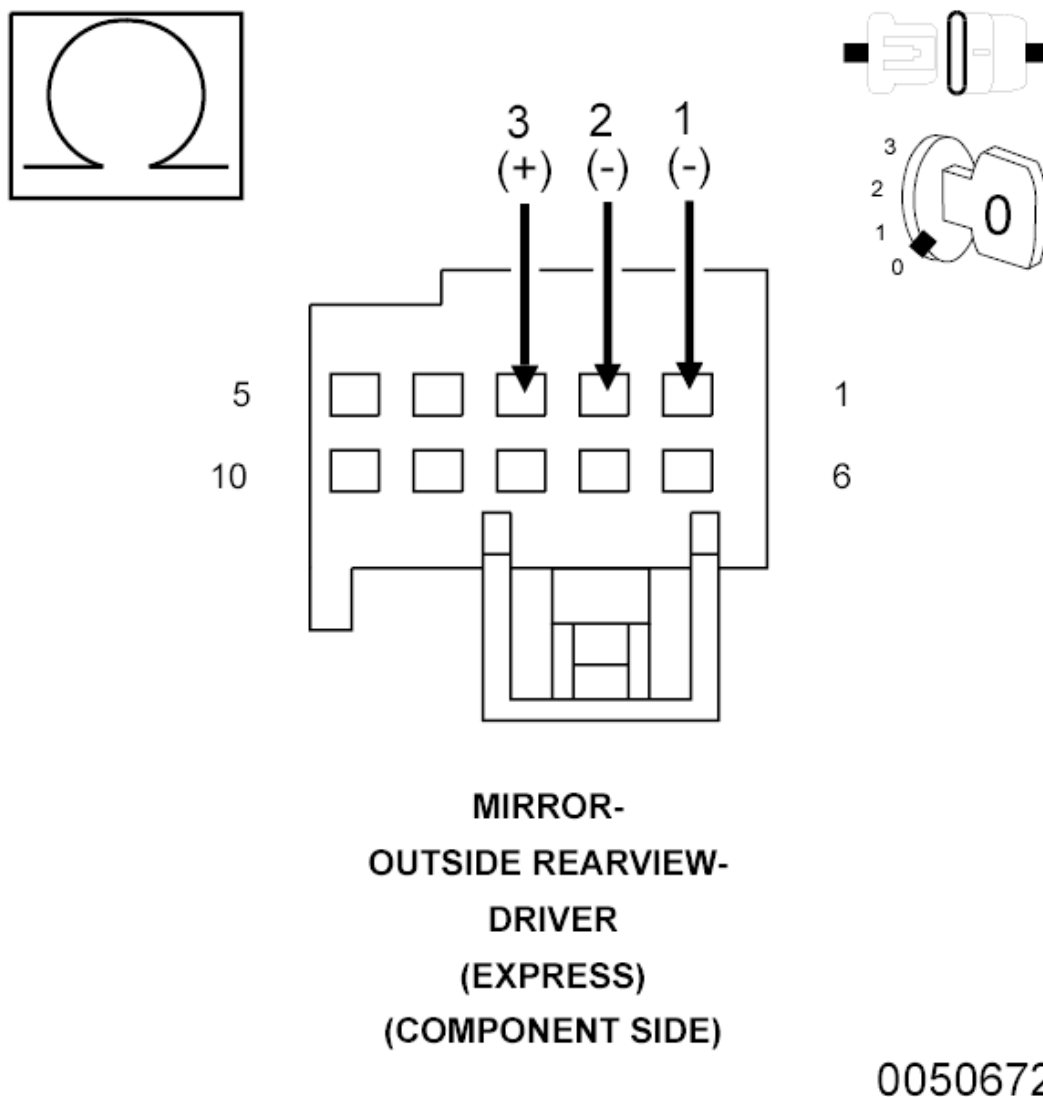


Fig. 47: Checking Driver Mirror Fold/Unfold Driver Circuit For A Short To Driver Mirror Heater Return Circuit

Courtesy of CHRYSLER LLC

1. Measure the resistance between the (P694) Driver Mirror Fold Driver circuit and the (C160) Driver Mirror Heater Return circuit at the Driver Outside Rearview Mirror (Component Side) connector.
2. Measure the resistance between the (P691) Driver Mirror Unfold Driver circuit and the (C160) Driver Mirror Heater Return circuit at the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 10k ohms for either measurement?

Yes

- Repair all circuits with a resistance below 10k ohms for a short to the (C160) Driver Mirror

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

Heater Return circuit. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.

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

No

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

B1E68-DRIVER MIRROR FOLD CONTROL CIRCUIT HIGH

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

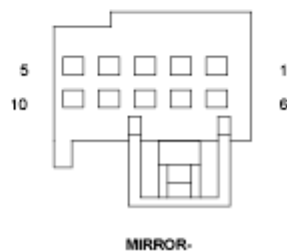
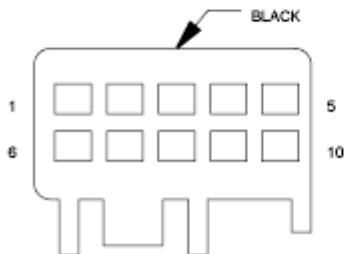
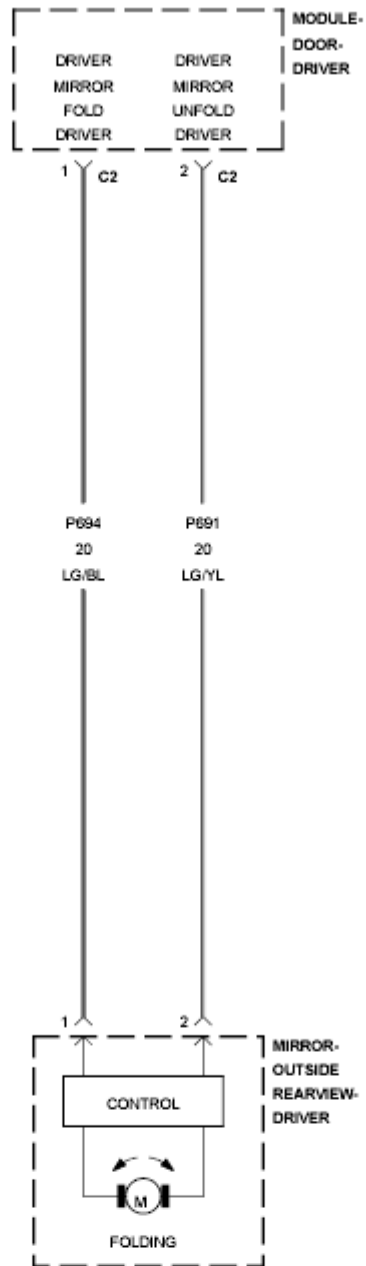


Fig. 48: Driver Mirror Fold/Unfold Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously.

- **Set Condition:**

When the Driver Door Module (DDM) senses voltage on the (P694) Driver Mirror Fold Driver circuit or the (P691) Driver Mirror Unfold Driver circuit for more than 10 ms when no voltage should be present.

Possible Causes
(P694) DRIVER MIRROR FOLD DRIVER CIRCUIT SHORTED TO (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT
(P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT SHORTED TO (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT
(P694) DRIVER MIRROR FOLD DRIVER CIRCUIT SHORTED TO VOLTAGE
(P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT SHORTED TO VOLTAGE
DRIVER OUTSIDE REARVIEW MIRROR SHORTED
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. For vehicles equipped with heated mirrors, turn the rear defogger ON.
4. Operate the Mirror Fold switch several times.
5. With the scan tool, read DTCs.

Does the scan tool display DTC B1E68-DRIVER MIRROR FOLD CONTROL CIRCUIT HIGH?

Yes, with Heated Mirrors

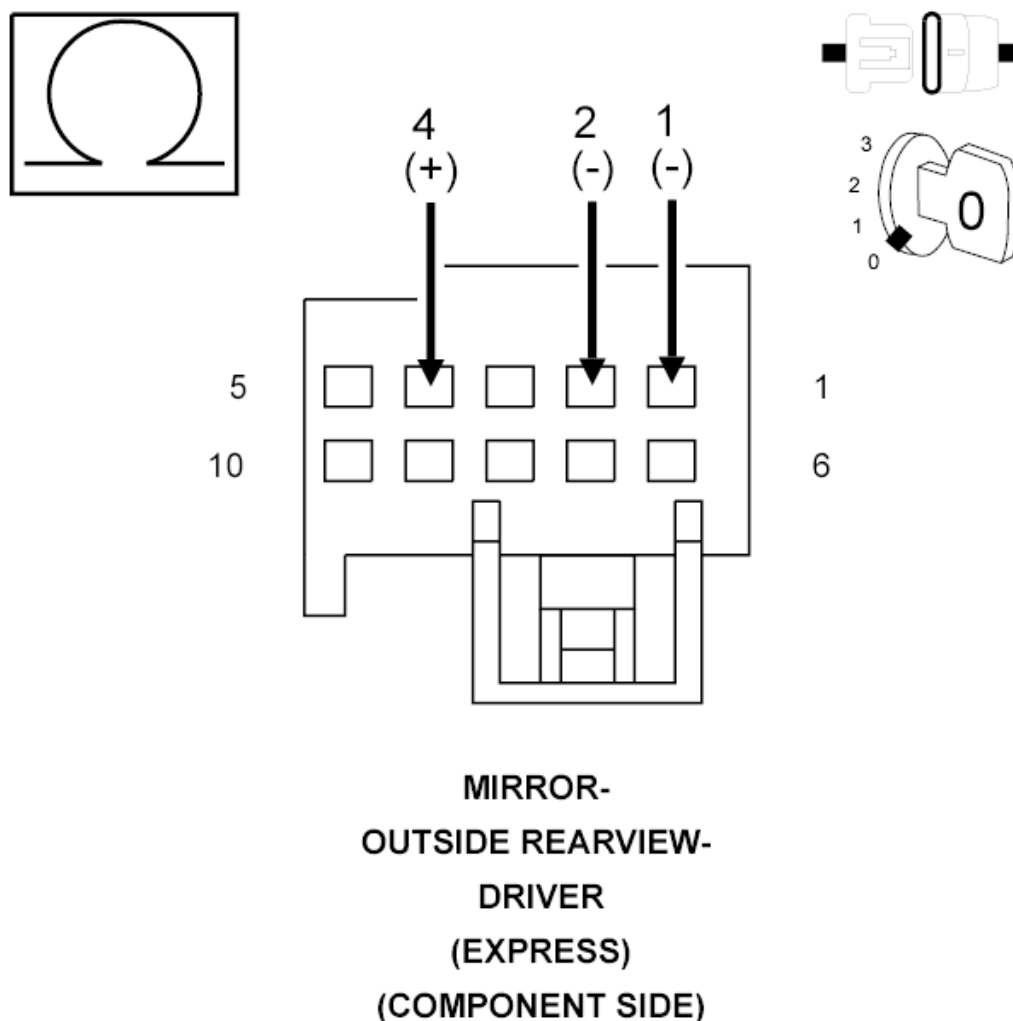
- Go to step 2

Yes, without Heated Mirrors

- Go to step 3

No

- The conditions that caused this code to set are not present at this time. Repeat the test with the mirror adjusted in several different positions. If the DTC is now active, Go To 2 (with heated mirrors) or 3 (without heated mirrors). Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.
 - Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.
2. **CHECK (P694) DRIVER MIRROR FOLD DRIVER CIRCUIT AND (P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT FOR A SHORT TO (C16) DRIVER MIRROR HEATER DRIVER CIRCUIT**



00506788

Fig. 49: Checking Driver Mirror Fold/Unfold Driver Circuit For A Short To Driver Mirror Heater Driver Circuit

Courtesy of CHRYSLER LLC

1. Turn the ignition off.

2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance between the (P694) Driver Mirror Fold Driver circuit and the (C16) Driver Mirror Heater Driver circuit at the Driver Outside Rearview Mirror (Component Side) connector
4. Measure the resistance between the (P691) Driver Mirror Unfold Driver circuit and the (C16) Driver Mirror Heater Driver circuit at the Driver Outside Rearview Mirror (Component Side) connector

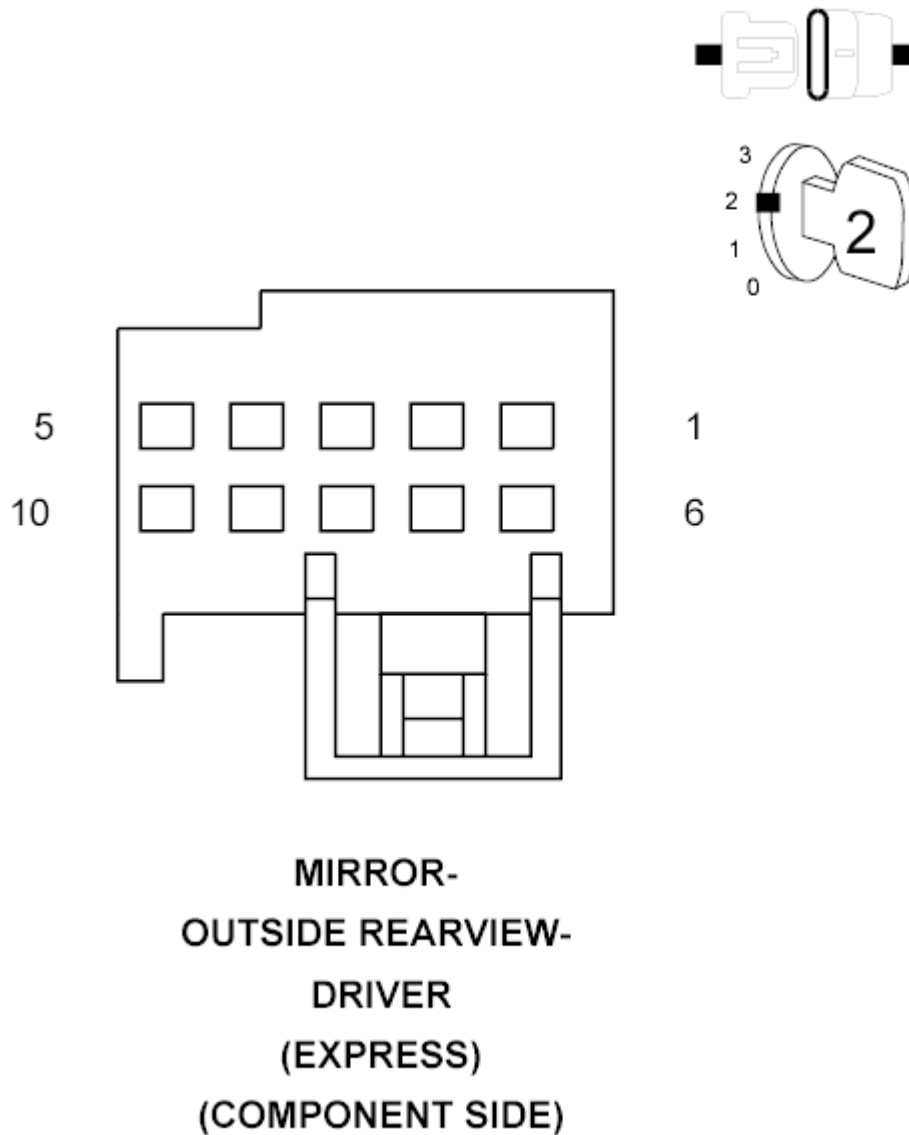
Is the resistance below 10k ohms for either measurement?

Yes

- Repair all circuits with a resistance below 10k ohms for a short to the (C16) Driver Mirror Heater Driver circuit. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 3
3. **CHECK (P694) DRIVER MIRROR FOLD DRIVER CIRCUIT AND (P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT FOR A SHORT TO VOLTAGE**



00491945

Fig. 50: Checking Driver Mirror Vertical Driver Circuit For A Short To Voltage
Courtesy of CHRYSLER LLC

1. If not done previously, turn the ignition off.
2. If not done previously, disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Turn the ignition on.
4. With the scan tool, erase DTCs.
5. Operate the Mirror Fold switch several times.
6. Press and release the Mirror Select switch to select the Driver Outside Rearview Mirror.
7. Operate the Mirror Adjust switch in all directions several times.

8. With the scan tool, read DTCs.

Does the scan tool display DTC B1E68-DRIVER MIRROR FOLD CONTROL CIRCUIT HIGH?

Yes

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

No

- Repair the (P694) Driver Mirror Fold Driver circuit or the (P691) Driver Mirror Unfold Driver circuit for a short to voltage. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B1E69-DRIVER MIRROR FOLD CONTROL CIRCUIT OPEN

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

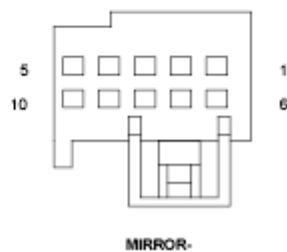
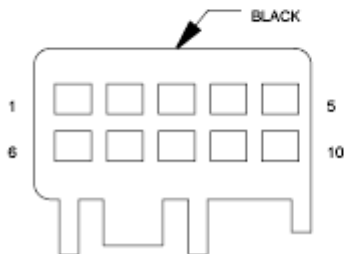
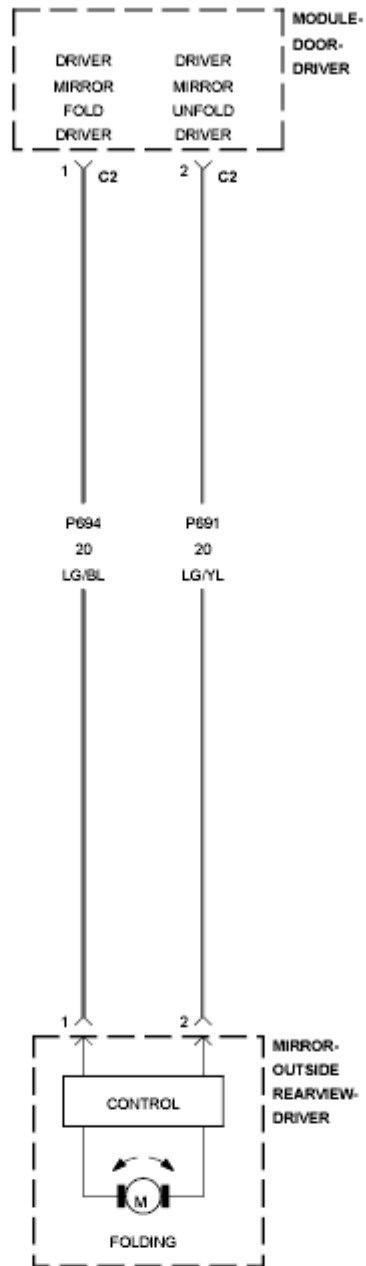


Fig. 51: Driver Mirror Fold/Unfold Driver Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously.

- **Set Condition:**

When the Driver Door Module (DDM) senses that the (P694) Driver Mirror Fold Driver circuit or the (P691) Driver Mirror Unfold Driver circuit is open for more than 10 ms.

Possible Causes
(P694) DRIVER MIRROR FOLD DRIVER CIRCUIT OPEN (P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT OPEN DRIVER OUTSIDE REARVIEW MIRROR OPEN DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase Diagnostic Trouble Codes (DTCs).
3. Operate the Mirror Fold switch several times.
4. Cycle the ignition from on to off three times.
5. Turn the ignition on.
6. With the scan tool, read DTCs.

Does the scan tool display DTC B1E69-DRIVER MIRROR FOLD CONTROL CIRCUIT OPEN?

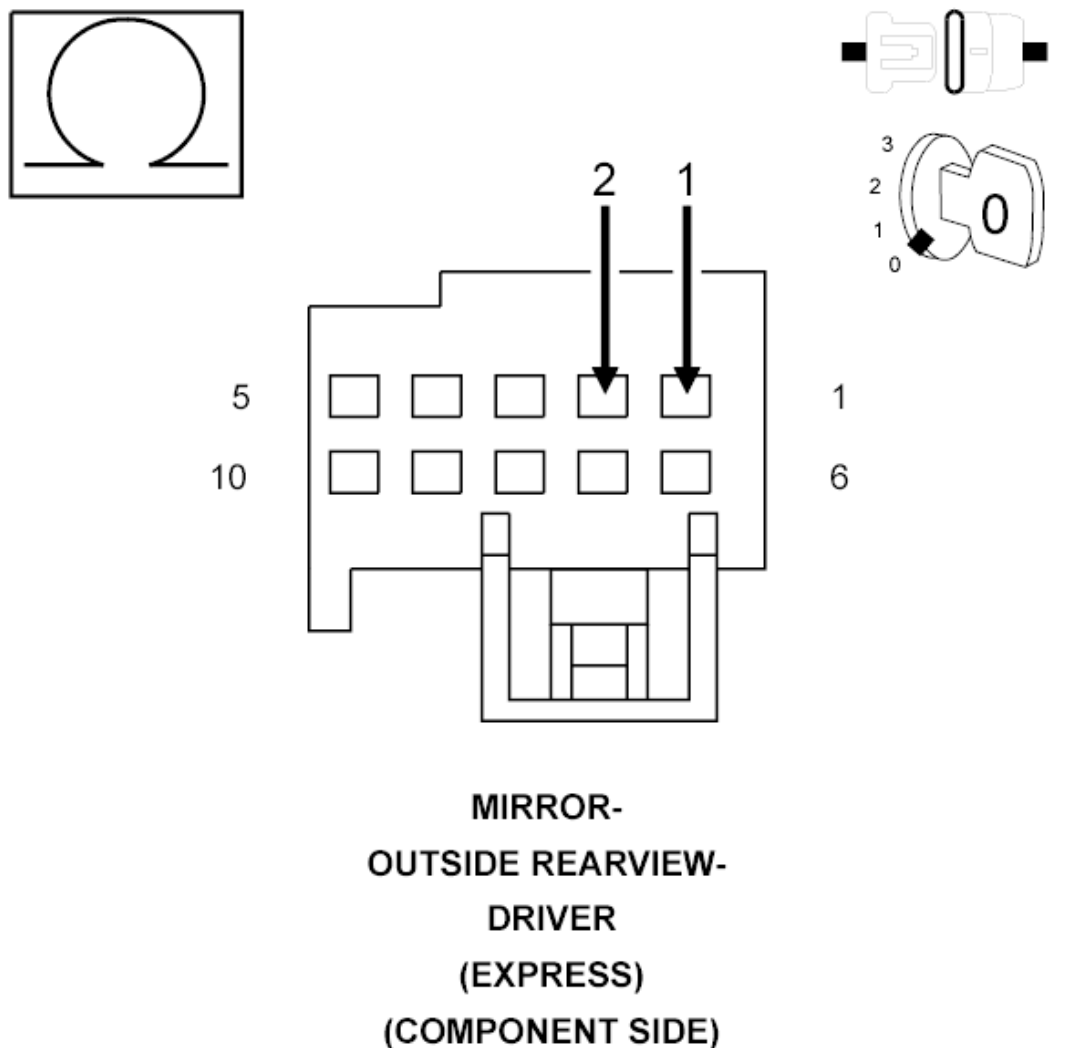
Yes

- Go to step 2

No

- The conditions that caused this code to set are not present at this time. Repeat the test with the mirror adjusted in several different positions. If the DTC is now active, Go To 2. Otherwise, use the **SYSTEM WIRING DIAGRAMS** as a guide and inspect the wiring and connectors.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

2. **CHECK (P694) DRIVER MIRROR FOLD DRIVER CIRCUIT AND (P691) DRIVER MIRROR UNFOLD DRIVER CIRCUIT FOR AN OPEN**



00494373

Fig. 52: Checking Driver Mirror Fold/Unfold Driver Circuit For An Open

Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Outside Rearview Mirror (Component Side) connector from the DDM C2 connector.
3. Measure the resistance between the (P694) Driver Mirror Fold Driver circuit and the (P691) Driver Mirror Unfold Driver circuit at the Driver Outside Rearview Mirror (Component Side) connector.

Is the resistance below 15.0 ohms?

Yes

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

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

No

- Repair the (P694) Driver Mirror Fold Driver circuit or the (P691) Driver Mirror Unfold Driver circuit for an open. If the wiring harness and connector are okay, replace the Driver Outside Rearview Mirror in accordance with the Service Information.
- Perform BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B210A-SYSTEM VOLTAGE LOW

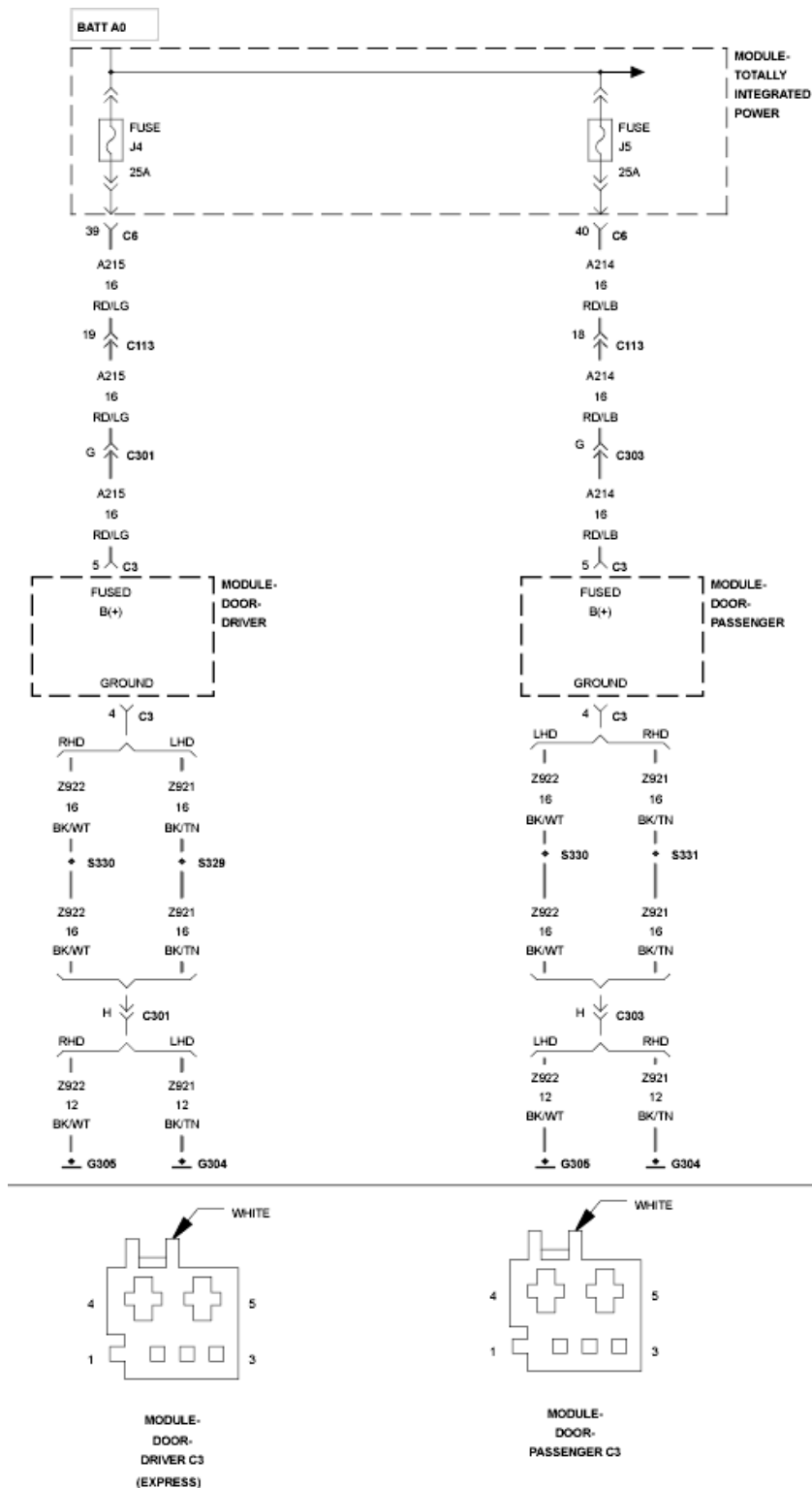


Fig. 53: Fused B+ Ground Circuit Schematic
Courtesy of CHRYSLER LLC

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

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

- **When Monitored:**

At all times.

- **Set Condition:**

This is a CAN message that the battery voltage was below 7.3 volts for over 10 seconds.

Possible Causes
LOW SYSTEM VOLTAGE BATTERY OR CHARGING SYSTEM

Diagnostic Test

1. CHECK ENGINE DTCs

1. With the scan tool, read ENGINE DTCs

Are there any ENGINE Charging or Battery DTCs present?

No

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

Yes

- Perform the appropriate diagnostic procedure. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing** .

B210B-SYSTEM VOLTAGE HIGH

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

- **When Monitored:**

At all times.

- **Set Condition:**

This is a CAN message that the system voltage was above 18.4 volts for over 10 seconds.

Possible Causes
HIGH BATTERY SYSTEM VOLTAGE CHARGING SYSTEM

Diagnostic Test**1. CHECK ENGINE DTCs**

1. With the scan tool, read ENGINE DTCs

Are there any ENGINE Charging or Battery DTCs present?

No

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

Yes

- Perform the appropriate diagnostic procedure. Refer to **DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing** .

B210D-BATTERY VOLTAGE LOW

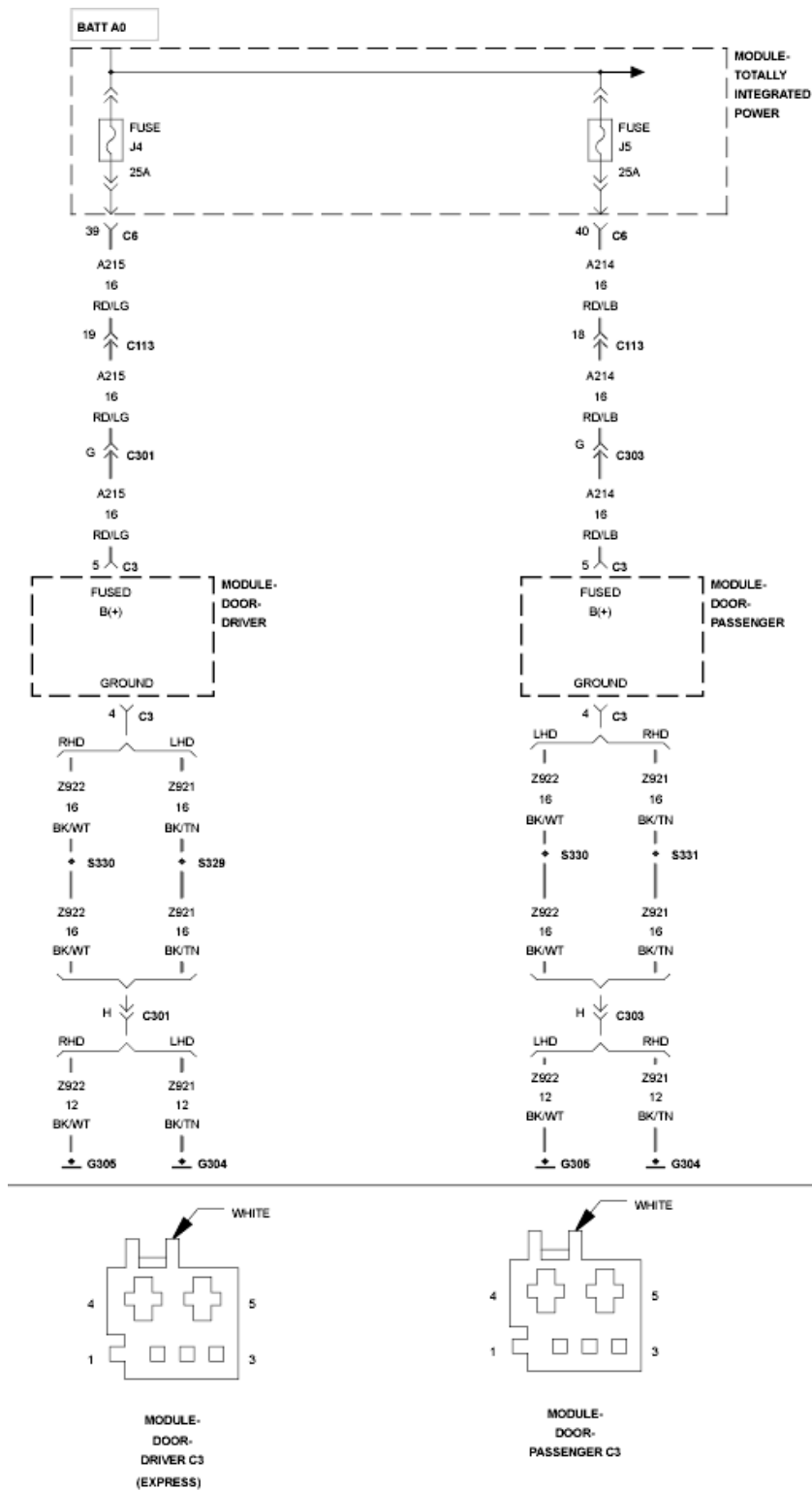


Fig. 54: Fused B+ Ground Circuit Schematic
 Courtesy of CHRYSLER LLC

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

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

- **When Monitored:**

At all times.

- **Set Condition:**

Anytime the module senses a voltage input below 9.0 volts, this code will set.

Possible Causes
LOW VOLTAGE ENGINE DTC (A215) FUSED B(+) CIRCUIT HAS HIGH RESISTANCE (Z921/Z922) GROUND CIRCUIT HAS HIGH RESISTANCE DRIVER DOOR MODULE (DDM)

Diagnostic Test

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

1. With the scan tool, read the PCM or ECM DTCs.

Are there any Charging or Battery DTCs present?

No

- Go to step 2

Yes

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

2. TEST FOR INTERMITTENT CONDITION

1. With the scan tool, record and erase the DTCs.
2. Start the engine and run for two minutes.
3. With the scan tool, read the DTCs in the Door Module.

Does the scan tool display B210D-BATTERY VOLTAGE LOW?

Yes

- Go to step 3

No

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

3. (A215) FUSED B(+) OR (Z921/Z922) GROUND CIRCUITS RESISTED

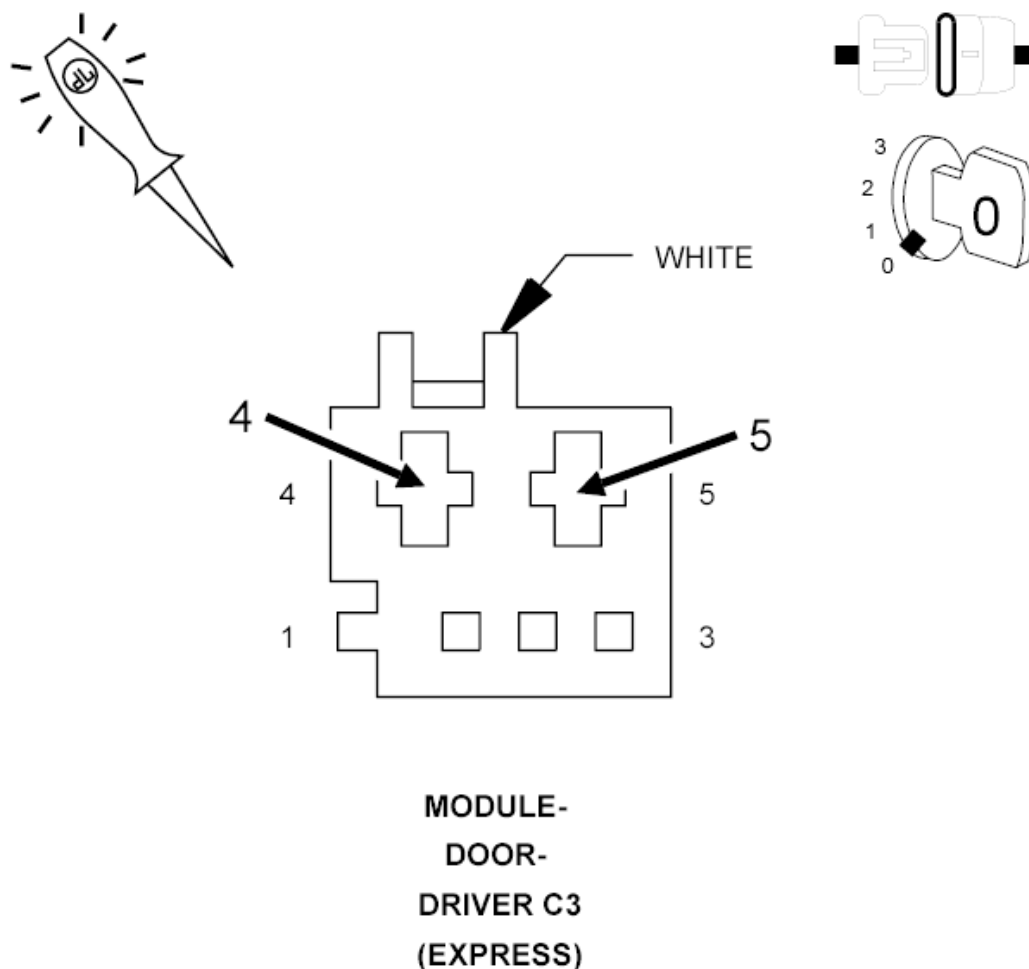


Fig. 55: Checking Fused B(+) Or (Z921/Z922) Ground Circuits Resisted
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C3 connector.
3. Test the (A215) Fused B(+) circuits by connecting a 12-volt test light between the Fused B(+) circuit and the (Z921 or Z922) Ground circuits in the door module C3 connector. The test light must illuminate brightly. Compare the brightness to that of a direct connection to the battery.

Does the test light illuminate brightly?

Yes

- Replace the Driver Door 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

- Test the Fused B(+) and the Ground circuits to determine which one has the high resistance. Repair the circuit for high resistance.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

B210E-BATTERY VOLTAGE HIGH

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

• **When Monitored:**

At all times.

• **Set Condition:**

Anytime the module senses voltage input above 15.9 volts, this code will set.

Possible Causes
HIGH VOLTAGE ENGINE DTC DRIVER DOOR MODULE

Diagnostic Test

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

1. With the scan tool, read PCM or ECM DTCs

Are there any Charging or Battery DTCs present?

No

- Go to step 2

Yes

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

(ECM) - Diagnosis and Testing for diesel engine applications and perform the appropriate diagnostic procedure.

2. TEST FOR INTERMITTENT CONDITION

1. With the scan tool, record and erase the DTCs.
2. Start the engine and run for two minutes.
3. With the scan tool, read the DTCs.

Does the scan tool display B210E-BATTERY VOLTAGE HIGH?

Yes

- Replace the Driver Door 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

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

B21A1-ECU RESET/RECOVERY OCCURRED

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

• When Monitored:

At all times.

• Set Condition:

Whenever the module detects a power on reset or a reflash, this code will set. This code is for information only. No repair is necessary.

Possible Causes
MODULE WAS RE-FLASHED
MODULE WAS RESET

This DTC is for information only. At some time the module was re-flashed or was reset during a power on operation. No repair is necessary.

B225D-DOOR MODULE FRONT LEFT INTERNAL

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

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2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

- **When Monitored:**

At all times.

- **Set Condition:**

Whenever the module detects an EEPROM failure

Possible Causes
FRONT LEFT DOOR MODULE

Diagnostic Test

1. **Replace the Front Left Door Module**

NOTE: Anytime this code is logged, the module must be replaced.

Repair

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

B226E-MASTER POWER WINDOW SWITCH INTERNAL

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

- **When Monitored:**

At all times.

- **Set Condition:**

Whenever the module detects an out of range signal from the master power window switch, for over 30 seconds, this code will set.

Possible Causes
See <u>U113D-LOST COMMUNICATION WITH MASTER POWER WINDOW SWITCH</u>

Diagnostic Test

1. **MASTER POWER WINDOW SWITCH**

NOTE: Whenever this code appears, use the diagnostics for DTC U113D.

Repair

- See **DTC-Based Diagnostics/MODULE, Driver Door (DDM) - Diagnosis and Testing** and perform the **U113D-LOST COMMUNICATION WITH MASTER POWER WINDOW SWITCH** diagnostic procedure.

B2578-DRIVER WINDOW NOT CALIBRATED/LOST CALIBRATION

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

Theory of Operation

This code will always set anytime the battery or the door module connector is disconnected.

- **When Monitored:**

Whenever the window motor is operating.

- **Set Condition:**

When the Door Module has lost the parameters for window travel, this code will set.

Possible Causes
MODULE NOT CALIBRATED EXPRESS WINDOW SWITCH DRIVER DOOR MODULE (DDM)

NOTE: If there are any other Power Window DTCs, repair them before continuing.

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

1. Turn the ignition on.
2. With the scan tool, record and erase the DTCs
3. Operate the Driver Window up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read the DTCs.

Does the scan tool display B2578-DRIVER WINDOW NOT CALIBRATED/LOST CALIBRATION ?

Yes

- Go to step 2

No

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

2. WINDOW MODULE NOT CALIBRATED

1. Run the window to the full up position and continue to hold the switch for an additional two seconds.
2. Run the window to the full down position and continue to hold the switch for an additional two seconds.
3. Again run the window to the full up position and continue to hold the switch for an additional two seconds.
4. Lower the window to the full down position then press and release the switch to the express up position.

Did the window move to the full up position?

No

- Go to step 3

Yes

- Test complete.

3. EXPRESS WINDOW SWITCH

1. Turn the ignition off.
2. Move the Driver Express Switch from the idle position to the up position and then to the express up position.

Is there two definite detent positions felt?

Yes

- Replace the Driver Door 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

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

B2580-DRIVER WINDOW POSITION SENSOR(S) NO SIGNAL

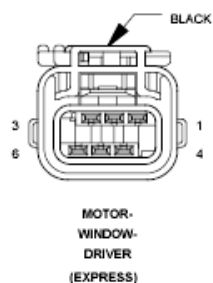
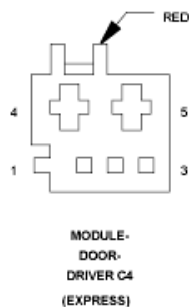
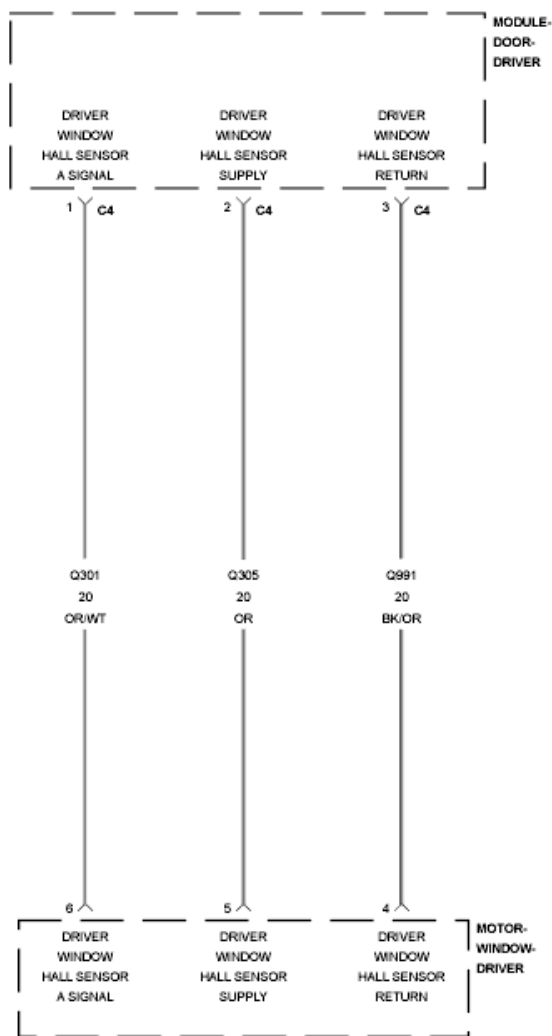


Fig. 56: Driver Window Hall Sensor Supply Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Whenever the window motor is operating.

- **Set Condition:**

When the door module does not sense a pulse from the hall sensor, during a window movement, this code will set.

Possible Causes
(Q305) DRIVER WINDOW HALL SENSOR SUPPLY CIRCUIT OPEN
(Q301) DRIVER WINDOW HALL SENSOR A CIRCUIT OPEN
(Q991) DRIVER WINDOW HALL SENSOR RETURN CIRCUIT OPEN
WINDOW MOTOR
DRIVER DOOR MODULE (DDM)

Diagnostic Test

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase the DTCs.
3. Operate the Driver Window up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read the DTCs.

Does the scan tool display B2580-DRIVER WINDOW POSITION SENSOR(S) NO SIGNAL?

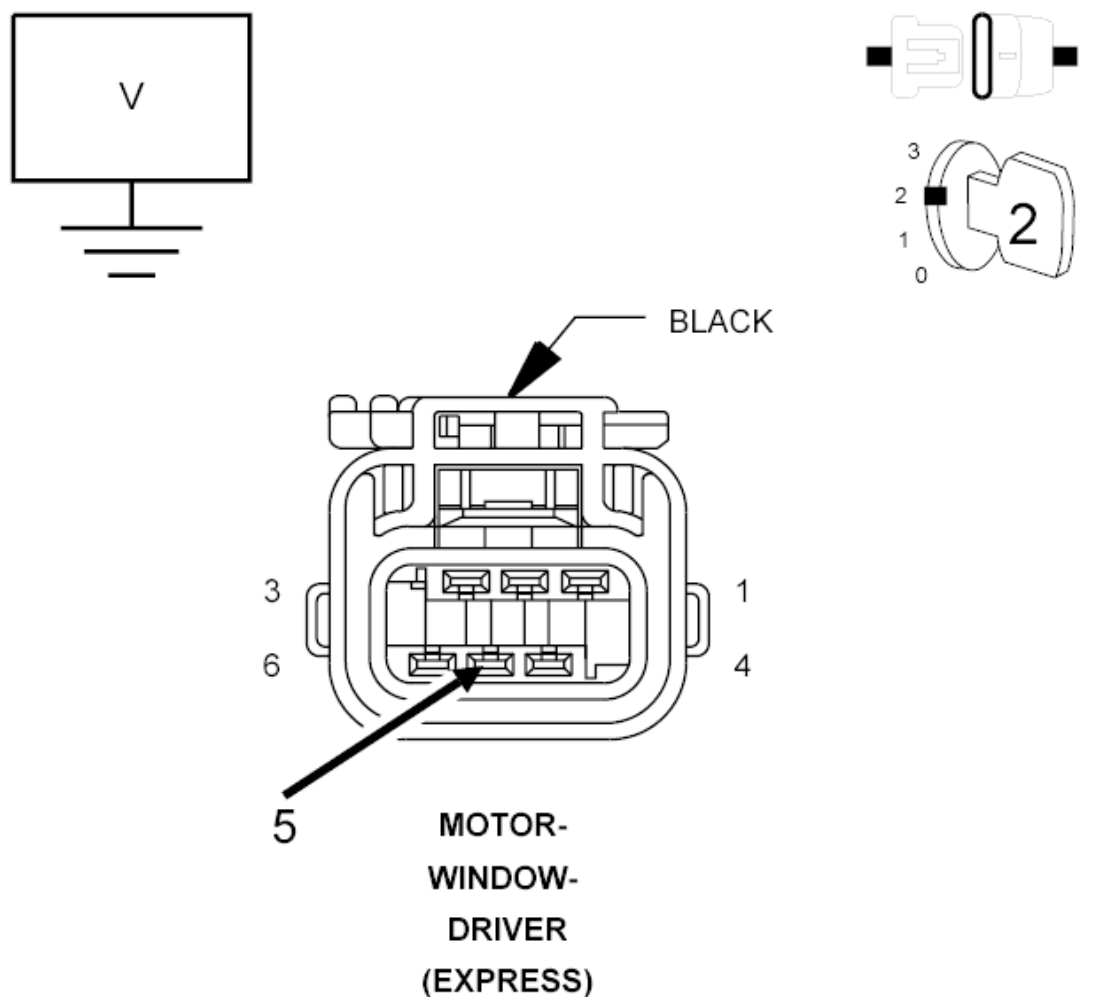
Yes

- Go to step 2

No

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

2. (Q305) DRIVER WINDOW HALL SENSOR SUPPLY CIRCUIT OPEN



102890

Fig. 57: Checking Driver Window Hall Sensor Supply Circuit Open
 Courtesy of CHRYSLER LLC

1. With the scan tool, erase the DTCs.
2. Turn the ignition off.
3. Disconnect the Driver Window Motor connector.
4. Turn the ignition on.
5. Measure the voltage between the (Q305) Driver Window Hall Sensor Supply circuit and Ground.

Is the voltage above 9.5 volts?

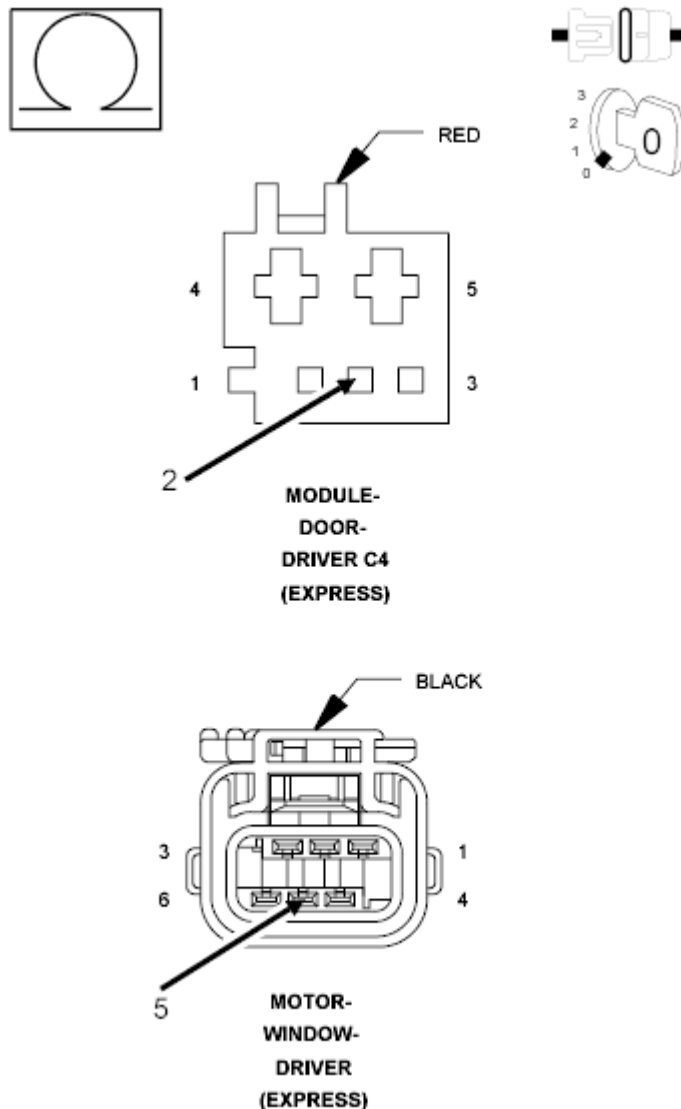
No

- Go to step 3

Yes

- Go to step 4

3. (Q305) HALL SENSOR SUPPLY CIRCUIT OPEN



102892

Fig. 58: Checking Hall Sensor Supply Circuit Open
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C4 connector.
3. Measure the resistance of the (Q305) Driver Window Hall Sensor Supply circuit between the Module connector and the Motor connector.

Is the resistance below 2 Ohms?

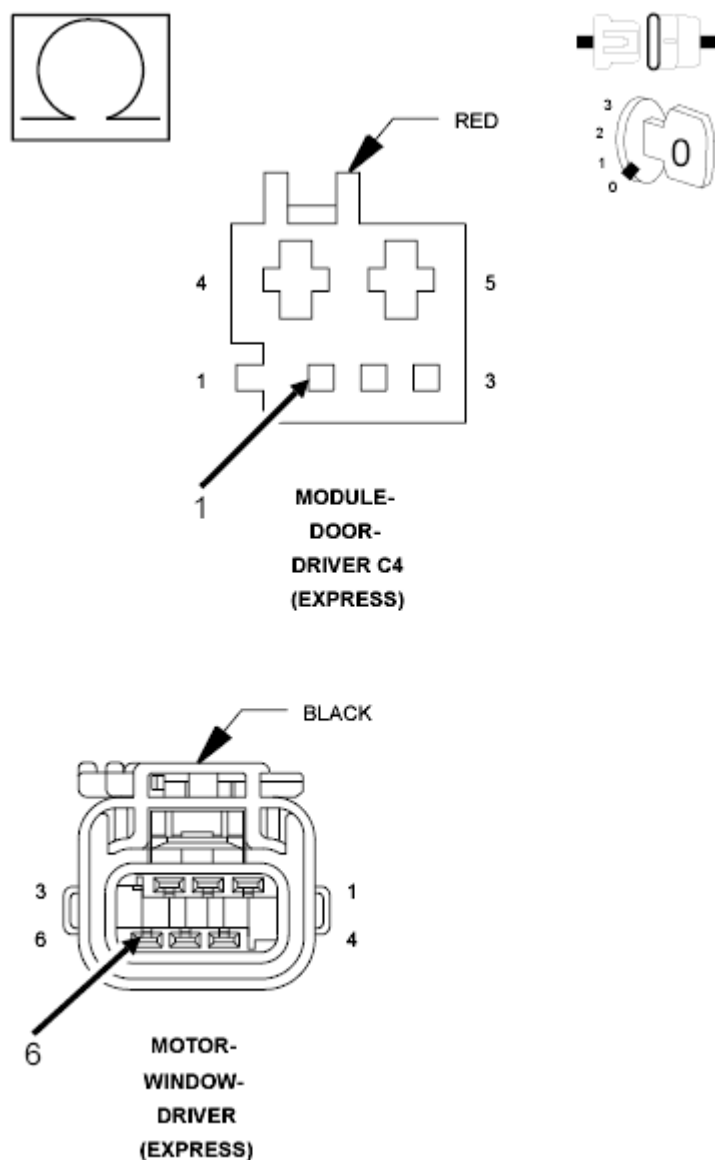
Yes

- Replace the Driver Door 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 (Q305) Driver Window Hall Sensor Supply circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

4. (Q301) DRIVER WINDOW HALL SENSOR A SIGNAL CIRCUIT OPEN



102894

Fig. 59: Checking Driver Window Hall Sensor A Signal Circuit Open
 Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C4 connector.
3. Measure the resistance of the (Q301) Driver Window Hall Sensor A Signal circuit between the Module connector and the Motor connector.

Is the resistance below 2 Ohms?

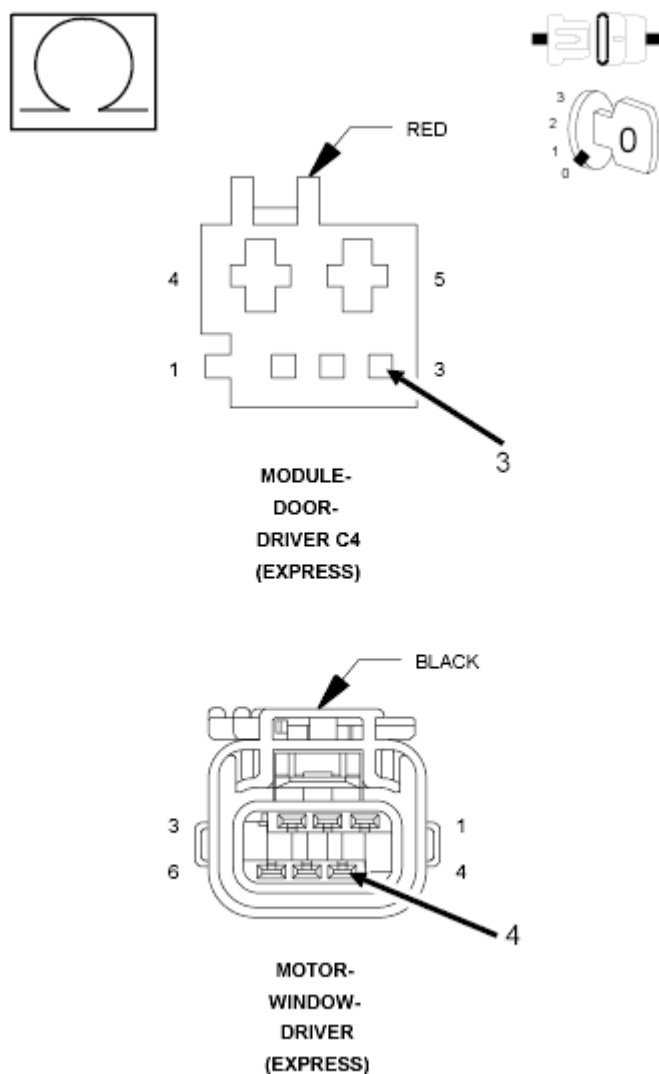
No

- Repair the (Q301) Driver Window Hall Sensor A Signal circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure**.

Yes

- Go to step 5

5. (Q991) DRIVER WINDOW HALL SENSOR RETURN CIRCUIT OPEN



102896

Fig. 60: Checking Driver Window Hall Sensor Return Circuit Open
 Courtesy of CHRYSLER LLC

1. Measure the resistance of the (Q991) Driver Window Hall Sensor Return circuit between the Module connector and the Motor connector.

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Is the resistance below 2 Ohms?

No

- Repair the (Q991) Driver Window Hall Sensor Return circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

Yes

- Replace the Driver Window Motor (regulator) in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

U0010-CAN INTERIOR BUS

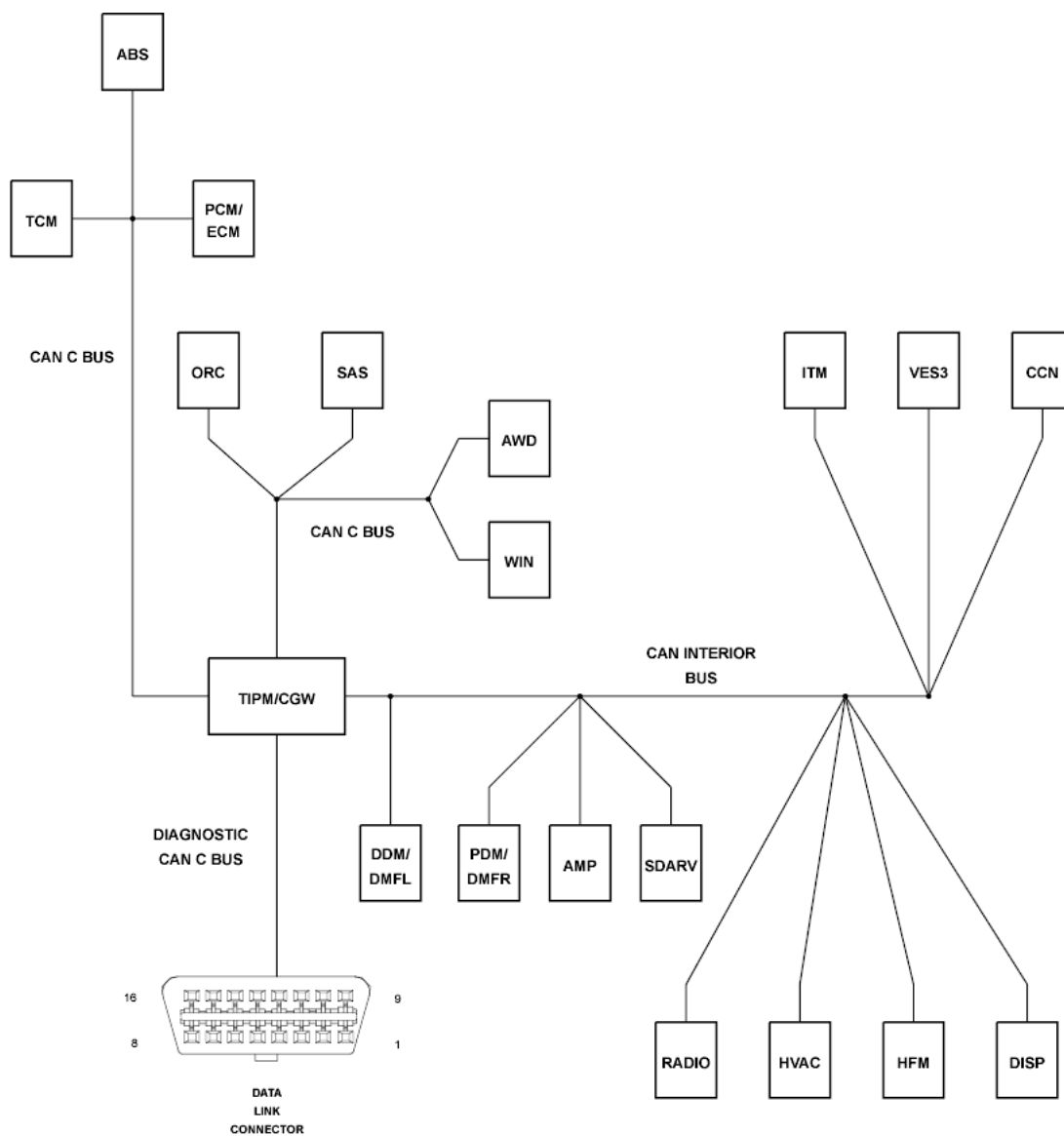


Fig. 61: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 and 16 volts.

IOD fuse installed.

- **Set Condition:**

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2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

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

Possible Causes

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

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read active Door Module DTCs.

Is this DTC active?

Yes

- Go to and perform the diagnostic procedure for this DTC. **Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** .

No

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

U0011-CAN INTERIOR BUS OFF PERFORMANCE

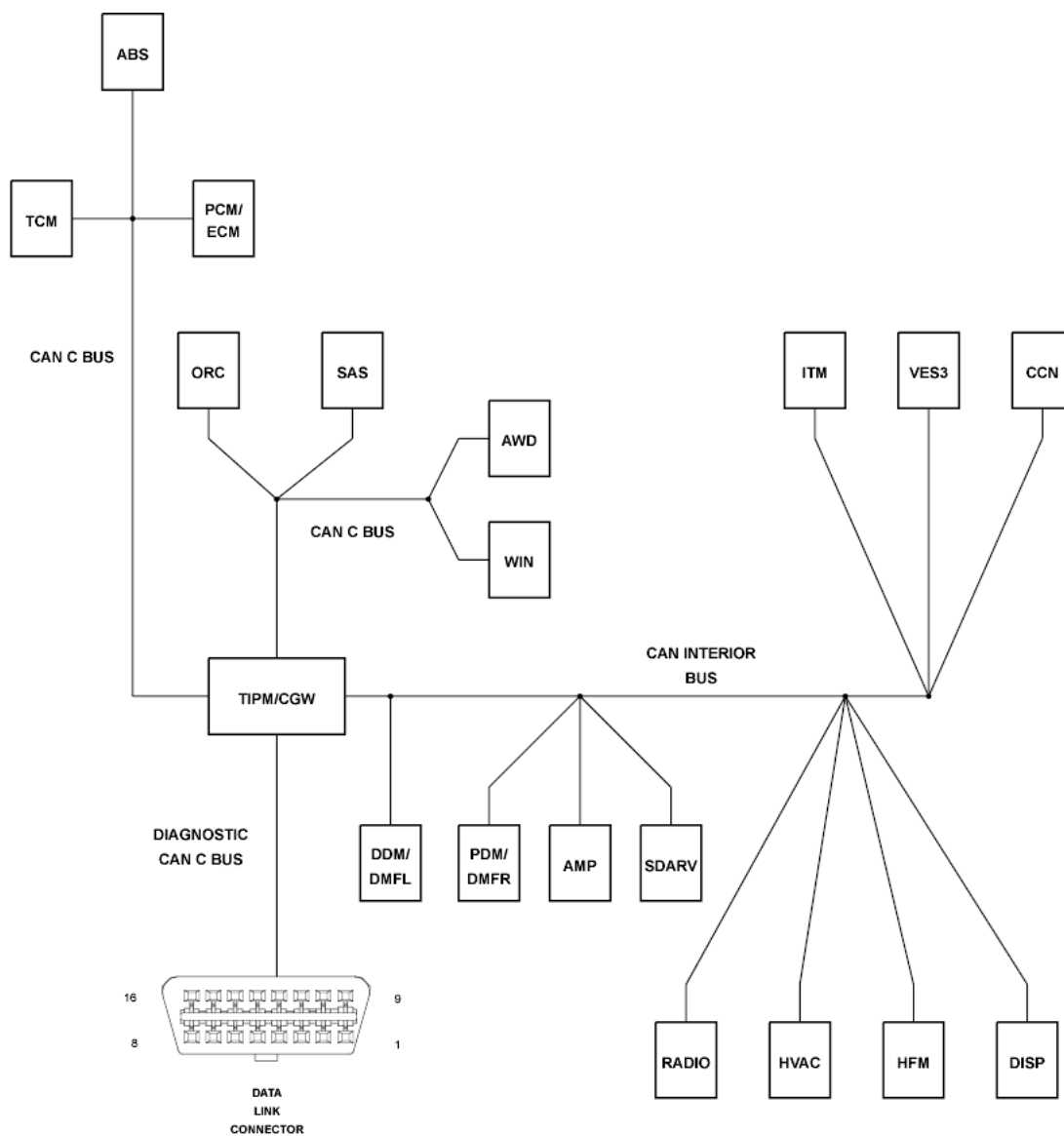


Fig. 62: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 and 16 volts.

IOD fuse installed.

- **Set Condition:**

A module detects the CAN Interior Bus circuits shorted to ground, shorted together or shorted to voltage.

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

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read active Door Module DTCs.

Is this DTC active?

Yes

- Go to and perform the diagnostic procedure for this DTC. **Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** .

No

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

U0141-LOST COMMUNICATION WITH FCM (TIPM)

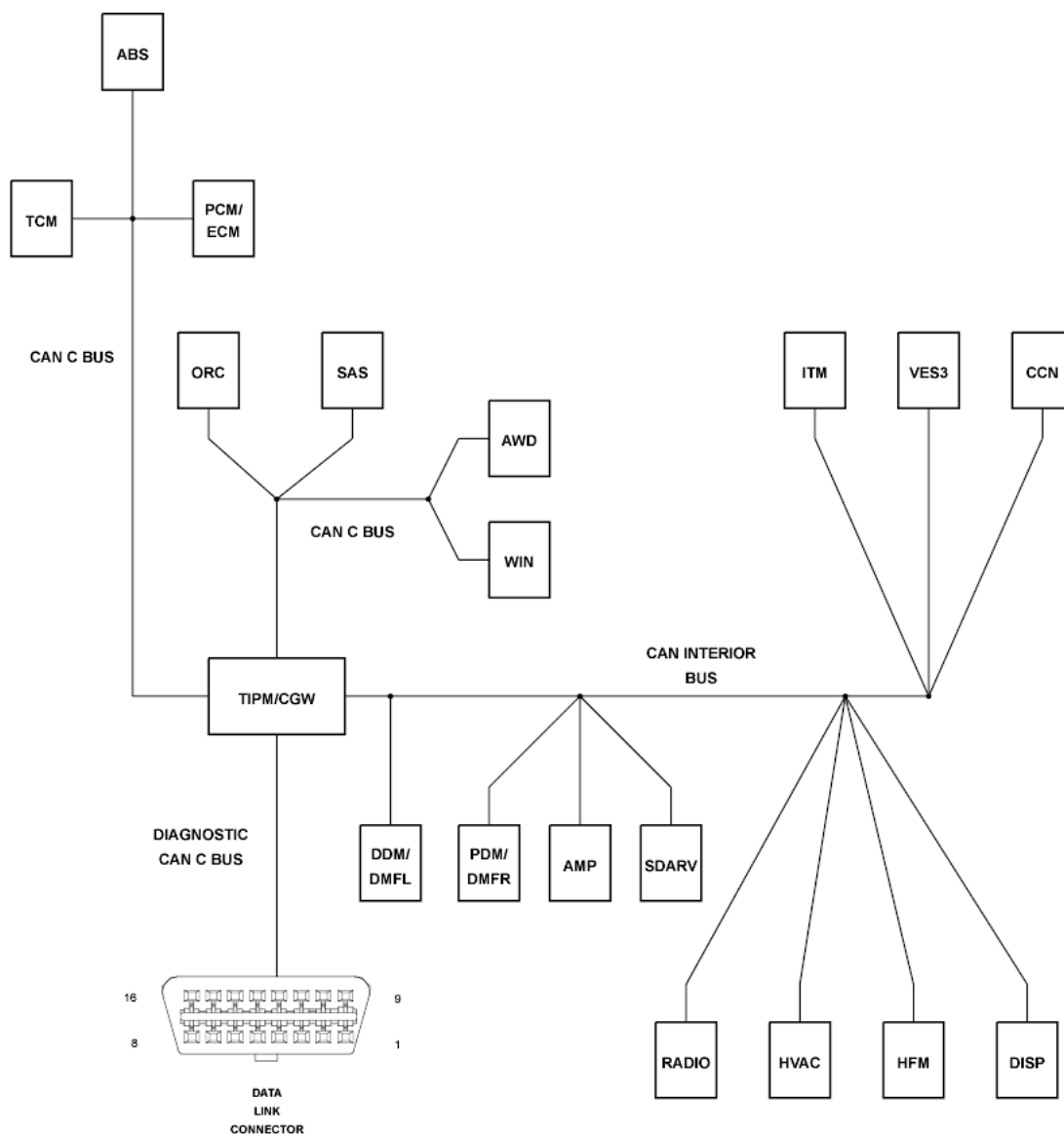


Fig. 63: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 and 16 volts.

IOD fuse installed.

- **Set Condition:**

Bus messages not received from the Front Control Module (TIPM) for approximately 2 to 5 seconds.

Possible Causes
(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE (D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES TIPM NOT CONFIGURED CORRECTLY TIPM POWER AND GROUND TOTALLY INTEGRATED POWER MODULE (TIPM) MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read active Door Module DTCs.

Is this DTC active?

Yes

- Go to and perform the diagnostic procedure for this DTC. **Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** .

No

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

U0155-LOST COMMUNICATION WITH CLUSTER/CCN

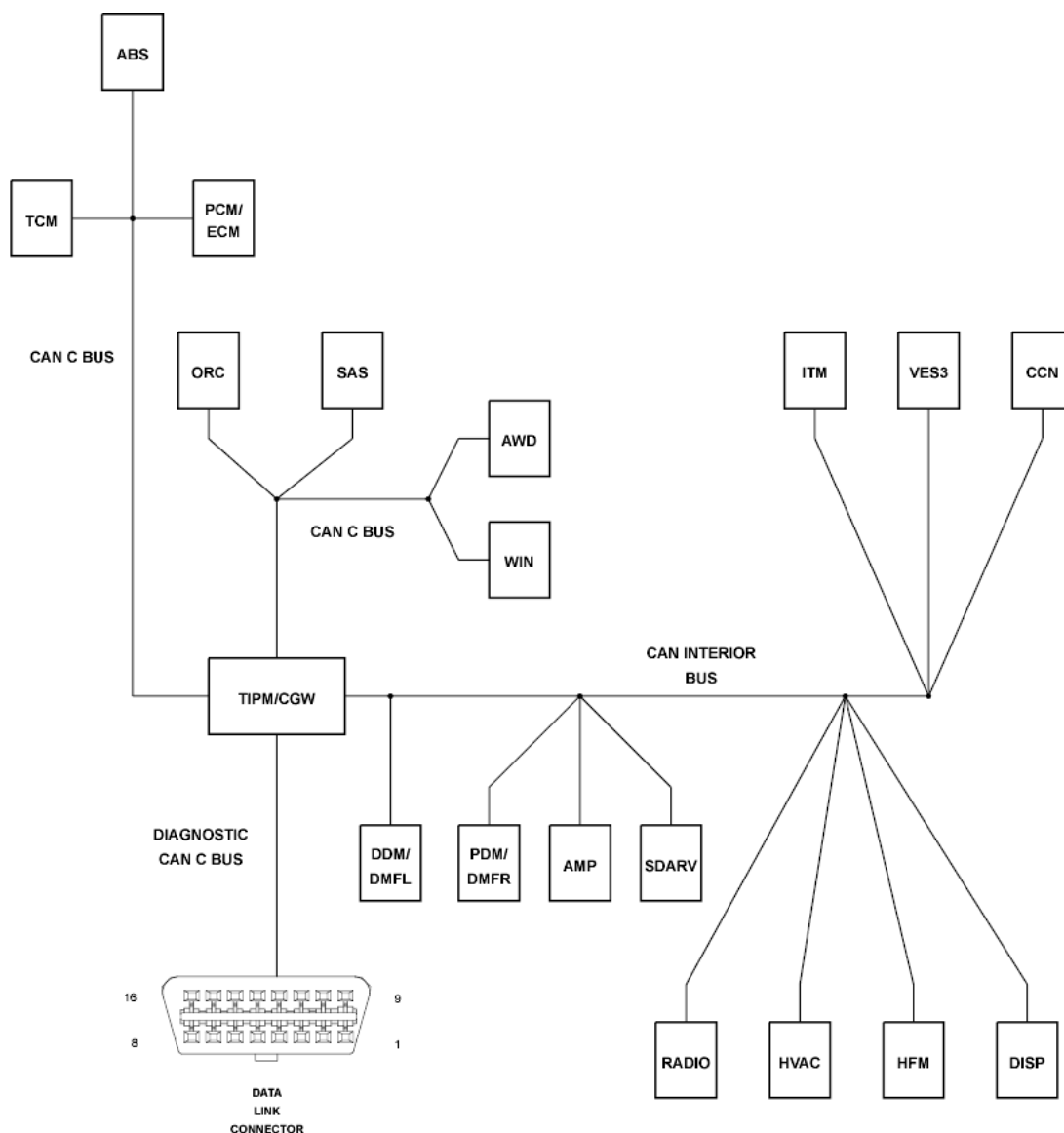


Fig. 64: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

The battery voltage is between 10 and 16 volts.

IOD fuse installed.

- **Set Condition:**

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

Possible Causes
(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE (D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES TIPM NOT CONFIGURED CORRECTLY CLUSTER POWER AND GROUND CLUSTER (CCN) CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read the active DTCs.

Is this DTC active?

Yes

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

No

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

U0164-LOST COMMUNICATION WITH HVAC CONTROL MODULE

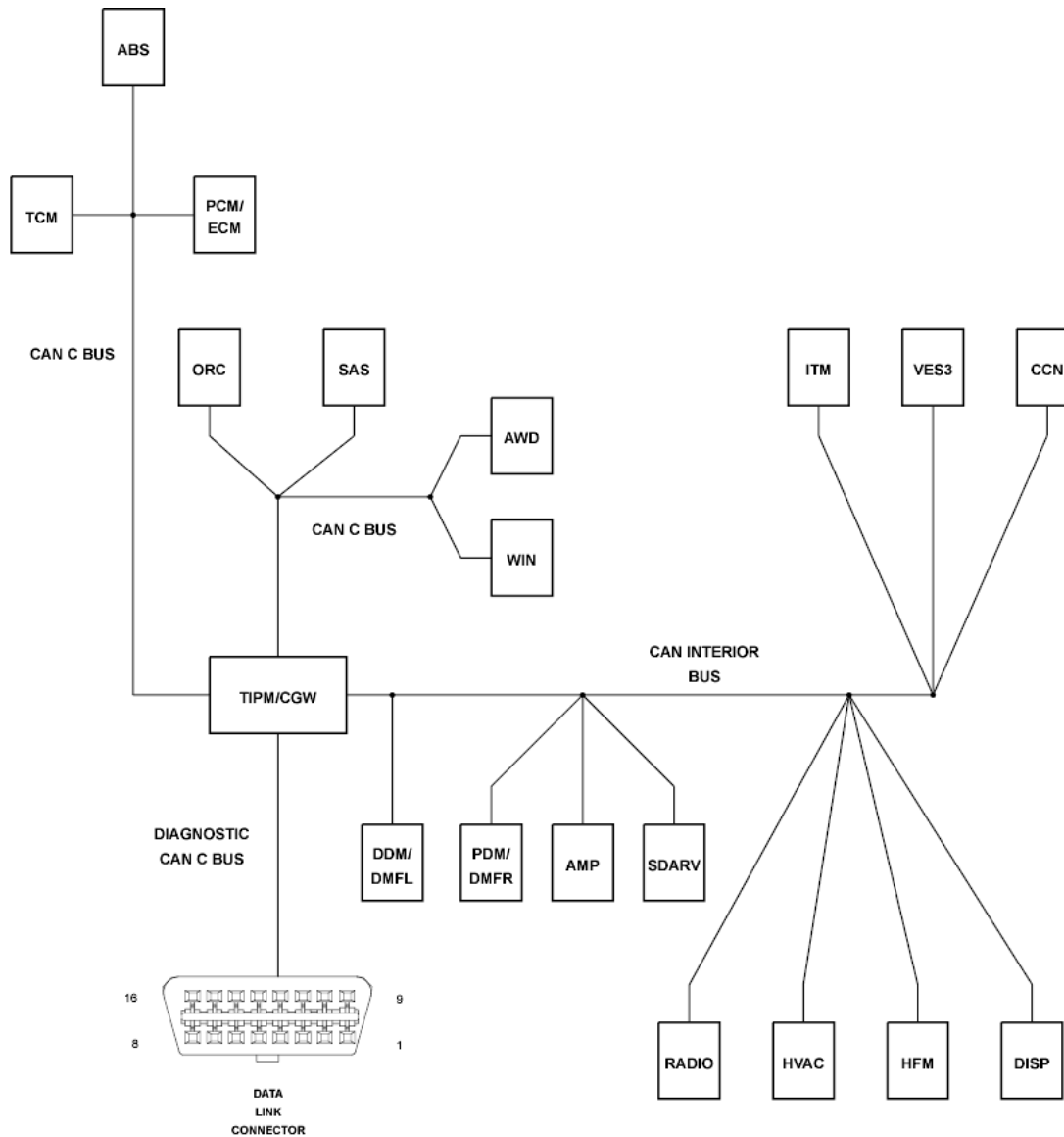


Fig. 65: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

The battery voltage between 10 volts and 16 volts.

IOD fuse installed.

- **Set Condition:**

Bus messages not received from the HVAC Control Module for approximately two to five seconds.

Possible Causes
(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE (D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES TIPM NOT CONFIGURED CORRECTLY HVAC POWER AND GROUND HVAC CONTROL MODULE MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read the active Door Module DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0164-LOST COMMUNICATION WITH HVAC CONTROL MODULE diagnostic procedure.

No

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

U0167-LOST COMMUNICATION WITH INTRUSION TRANSCIEVER CONTROL MODULE

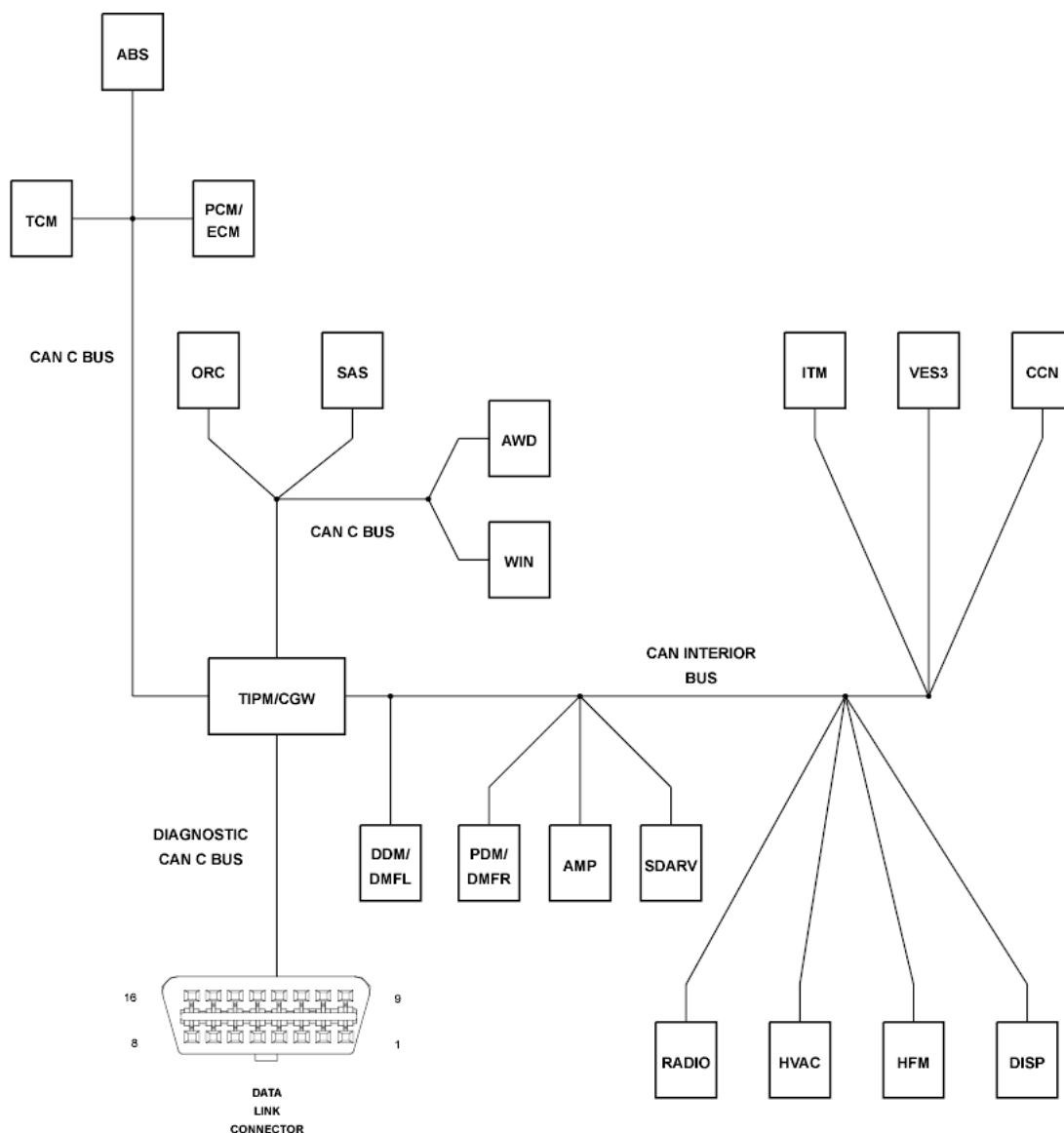


Fig. 66: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

The battery voltage between 10 and 16 volts.

Ignition Off Draw (IOD) fused installed.

- **Set Condition:**

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

Bus messages not received from the Intrusion Transceiver Control Module (ITM) for approximately two to five seconds.

Possible Causes

(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE
(D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND
DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
TIPM NOT CONFIGURED CORRECTLY
ITM POWER AND GROUND
INTRUSION TRANSCEIVER
CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read the active Door Module DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0167-LOST COMMUNICATION WITH INTRUSION TRANSCEIVER CONTROL MODULE diagnostic procedure.

No

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

U0184-LOST COMMUNICATION WITH RADIO

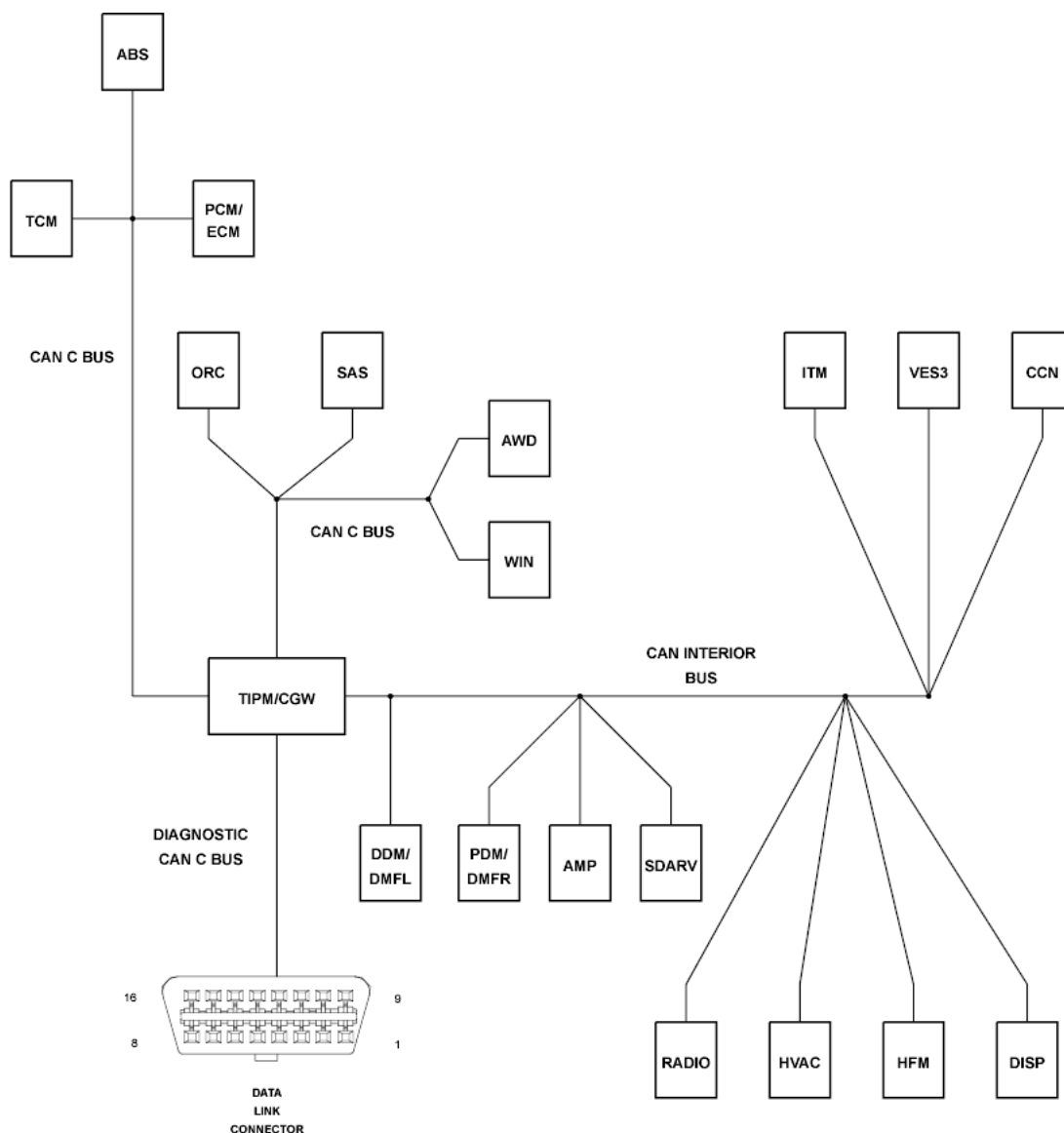


Fig. 67: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

The battery voltage between 10 and 16 volts.

Ignition Off Draw (IOD) fused installed.

- **Set Condition:**

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

Possible Causes
(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE (D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES TIPM NOT CONFIGURED CORRECTLY RADIO POWER AND GROUND RADIO CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read the active Door Module DTCs.

Is this DTC active?

Yes

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

No

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

U0186-LOST COMMUNICATION WITH AUDIO AMPLIFIER

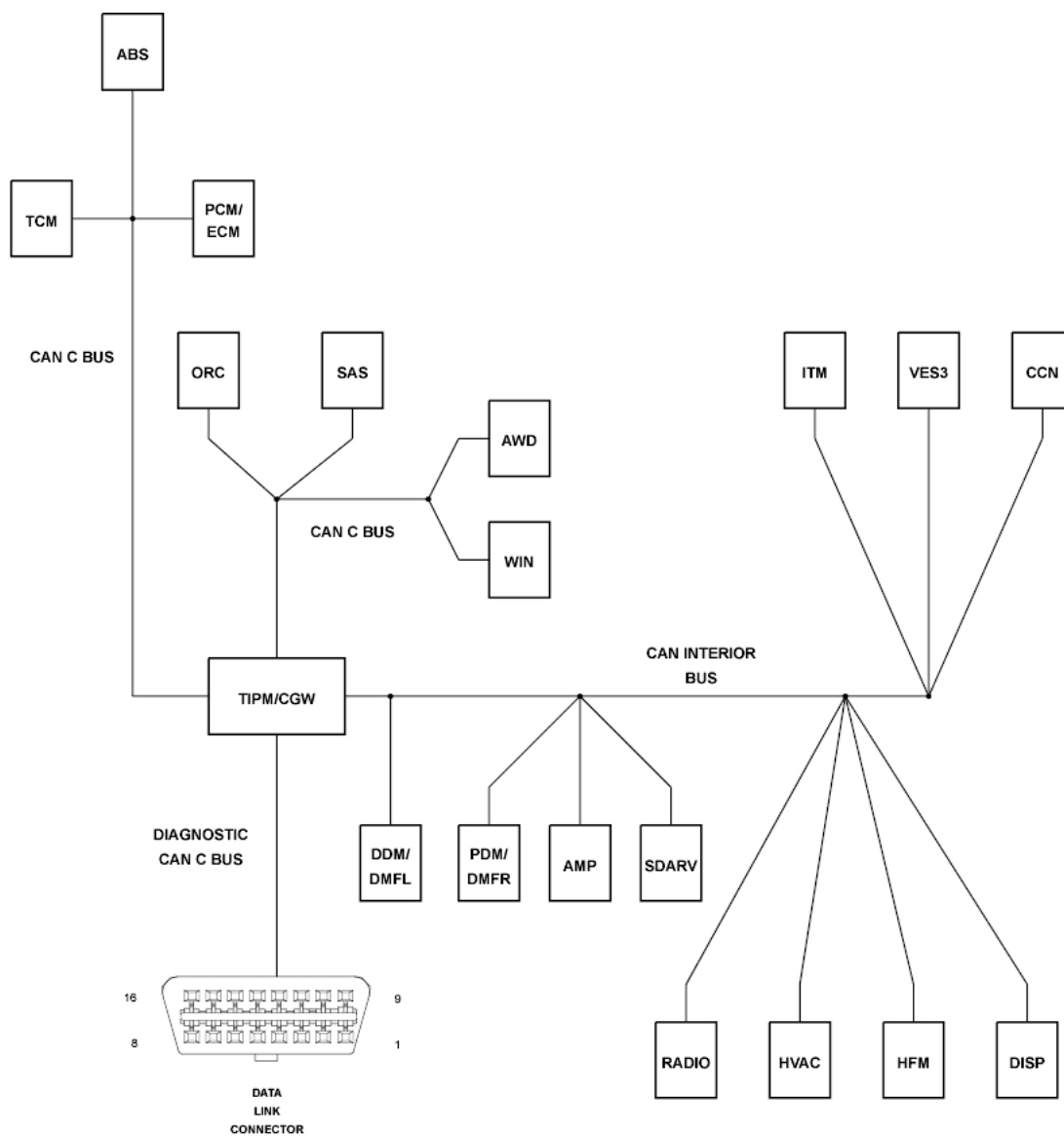


Fig. 68: CAN Interior Bus Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

The battery voltage is between 10 and 16 volts.

Ignition Off Draw (IOD) fused installed.

- **Set Condition:**

Bus messages not received from the Audio Amplifier (AMP) for approximately two to five seconds.

Possible Causes
(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE (D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES TIPM NOT CONFIGURED CORRECTLY AMP POWER AND GROUND AUDIO AMPLIFIER CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read active Door Module DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0186-LOST COMMUNICATION WITH AUDIO AMPLIFIER diagnostic procedure.

No

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

U0197-LOST COMMUNICATION WITH HANDS FREE PHONE MODULE

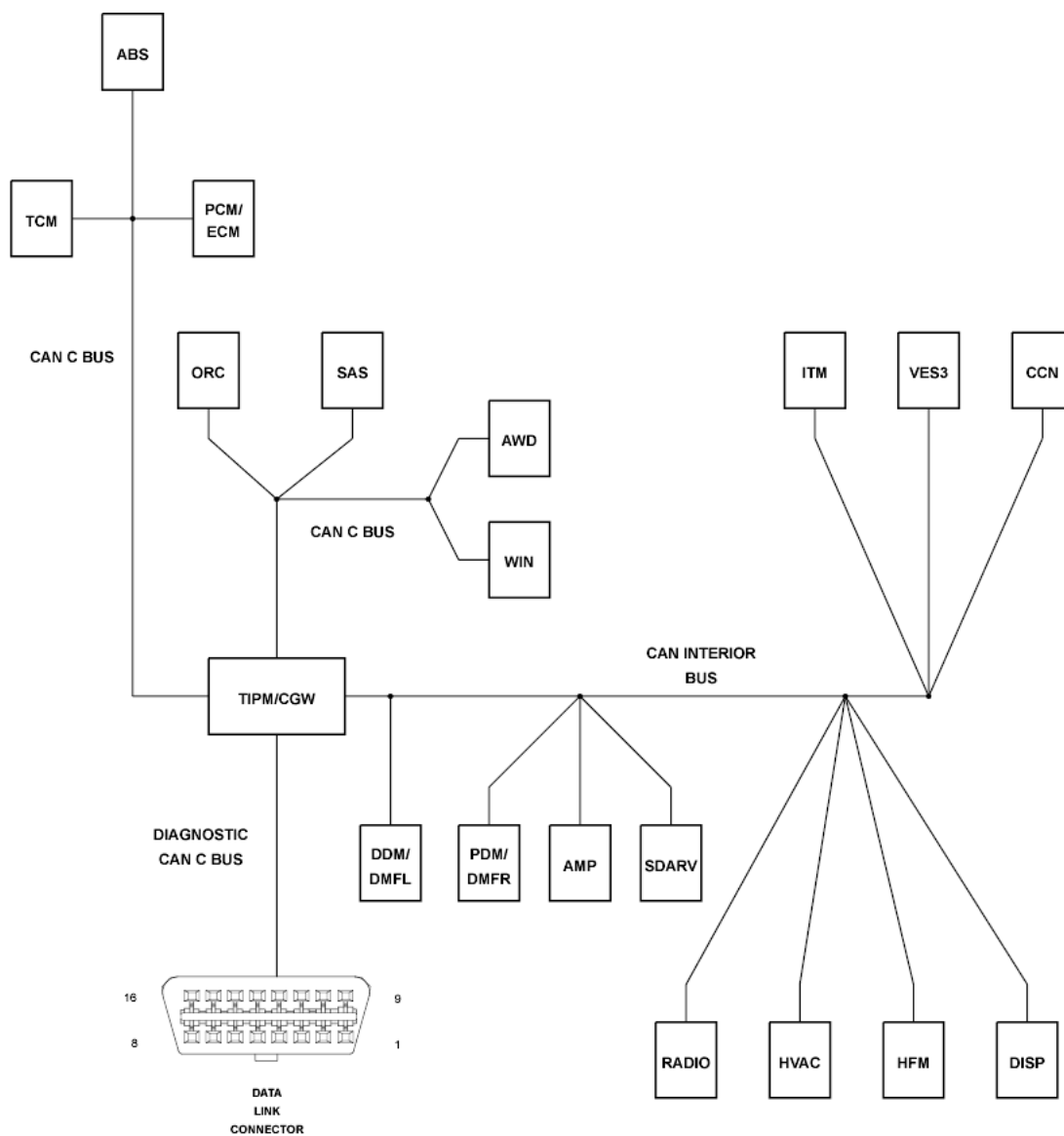


Fig. 69: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

The battery voltage is between 10 volts and 16 volts.

Ignition Off Draw (IOD) fused installed.

- **Set Condition:**

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

Bus messages not received from the Hands Free Phone Module (HFM) for approximately two to five seconds.

Possible Causes

(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE
(D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND
DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
TIPM NOT CONFIGURED CORRECTLY
HFM POWER AND GROUND
HANDS FREE PHONE MODULE (HFM)
CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read the active Door Module DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0197-LOST COMMUNICATION WITH HANDS FREE PHONE MODULE diagnostic procedure.

No

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

U0203-LOST COMMUNICATION WITH DOOR MODULE FRONT LEFT

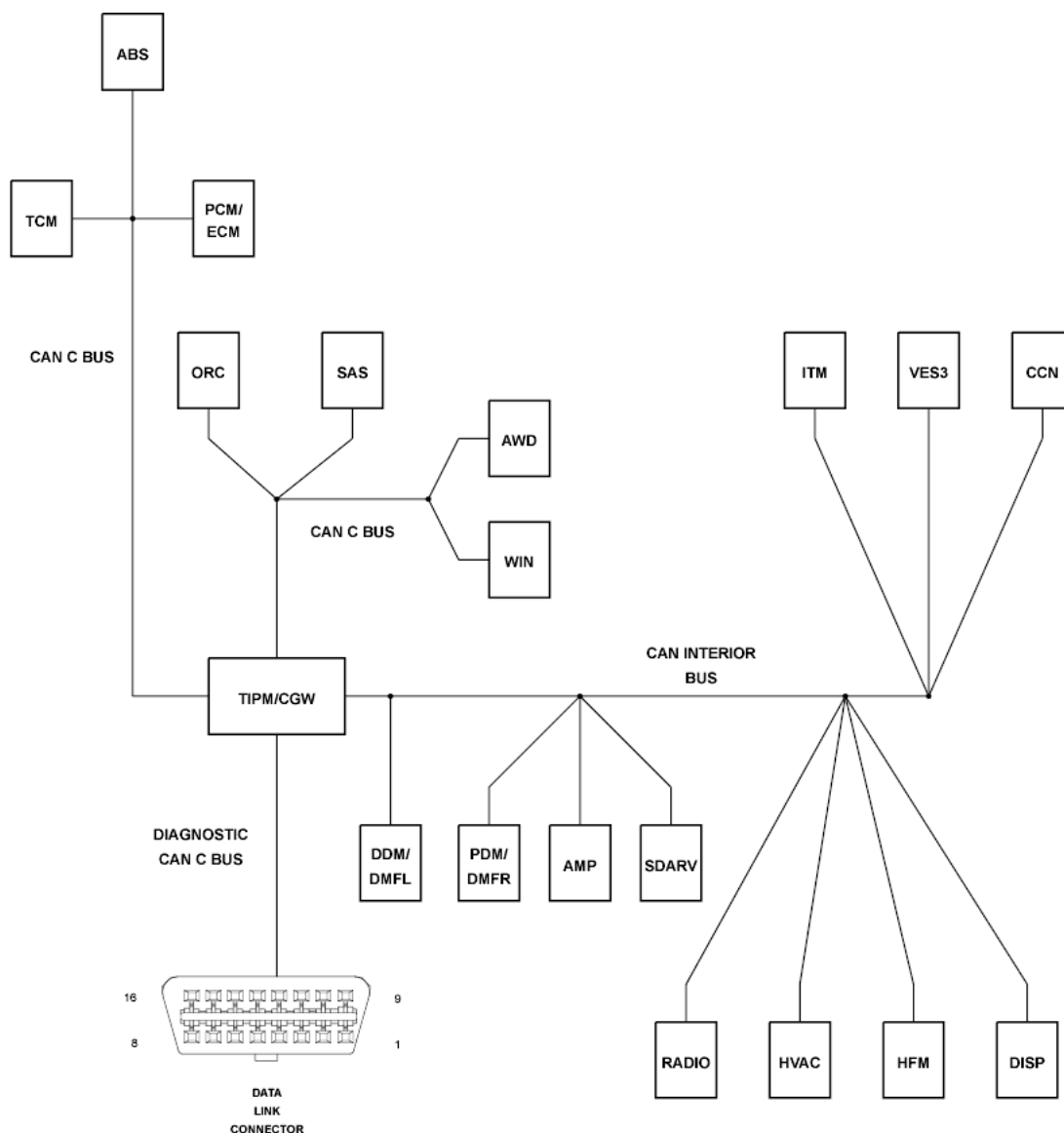


Fig. 70: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

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

• **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 volts and 16 volts.

Ignition Off Draw (IOD) fuse installed.

• **Set Condition:**

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

Bus messages not received from the Left Front Door Module (DMFL) for approximately two to five seconds.

Possible Causes

(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE
(D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND
DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
TIPM NOT CONFIGURED CORRECTLY
DOOR MODULE POWER AND GROUND
LEFT FRONT DOOR MODULE
CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read active Door Module DTCs.

Is this DTC active?

Yes

- Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** and perform the **U0203-LOST COMMUNICATION WITH DOOR MODULE FRONT LEFT** diagnostic procedure.

No

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

U0204-LOST COMMUNICATION WITH DOOR MODULE FRONT RIGHT

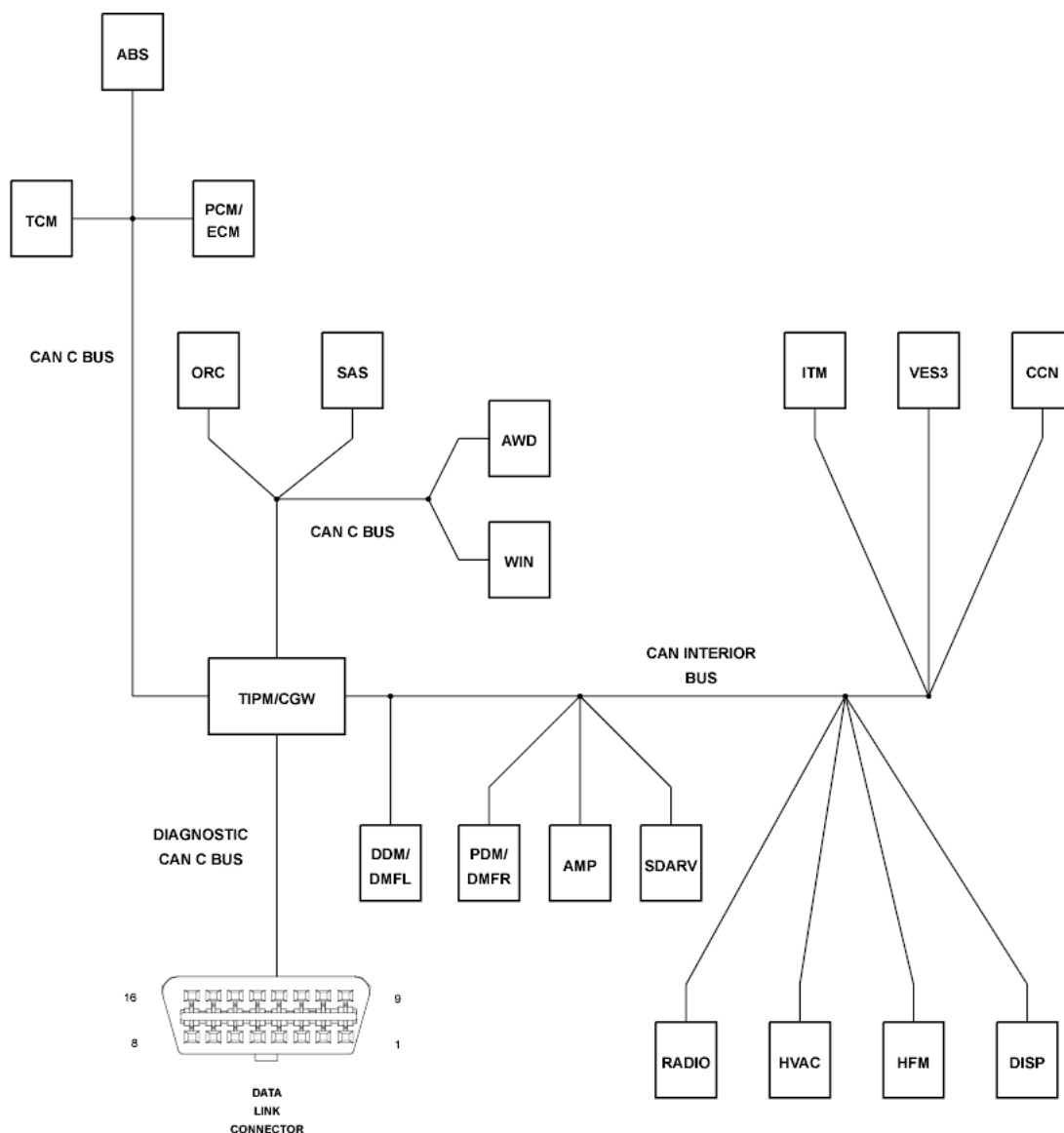


Fig. 71: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 volts and 16 volts.

Ignition Off Draw (IOD) fuse installed.

- **Set Condition:**

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

Bus messages not received from the Right Front Door Module (DMFR) for approximately two to five seconds.

Possible Causes

(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE
(D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND
DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
TIPM NOT CONFIGURED CORRECTLY
DOOR MODULE POWER AND GROUND
RIGHT FRONT DOOR MODULE
CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read active Door Module DTCs.

Is this DTC active?

Yes

- Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing** and perform the **U0204-LOST COMMUNICATION WITH DOOR MODULE FRONT RIGHT** diagnostic procedure.

No

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

U0249-LOST COMMUNICATION WITH VEHICLE ENTERTAINMENT CONTROL MODULE - LAST ROW

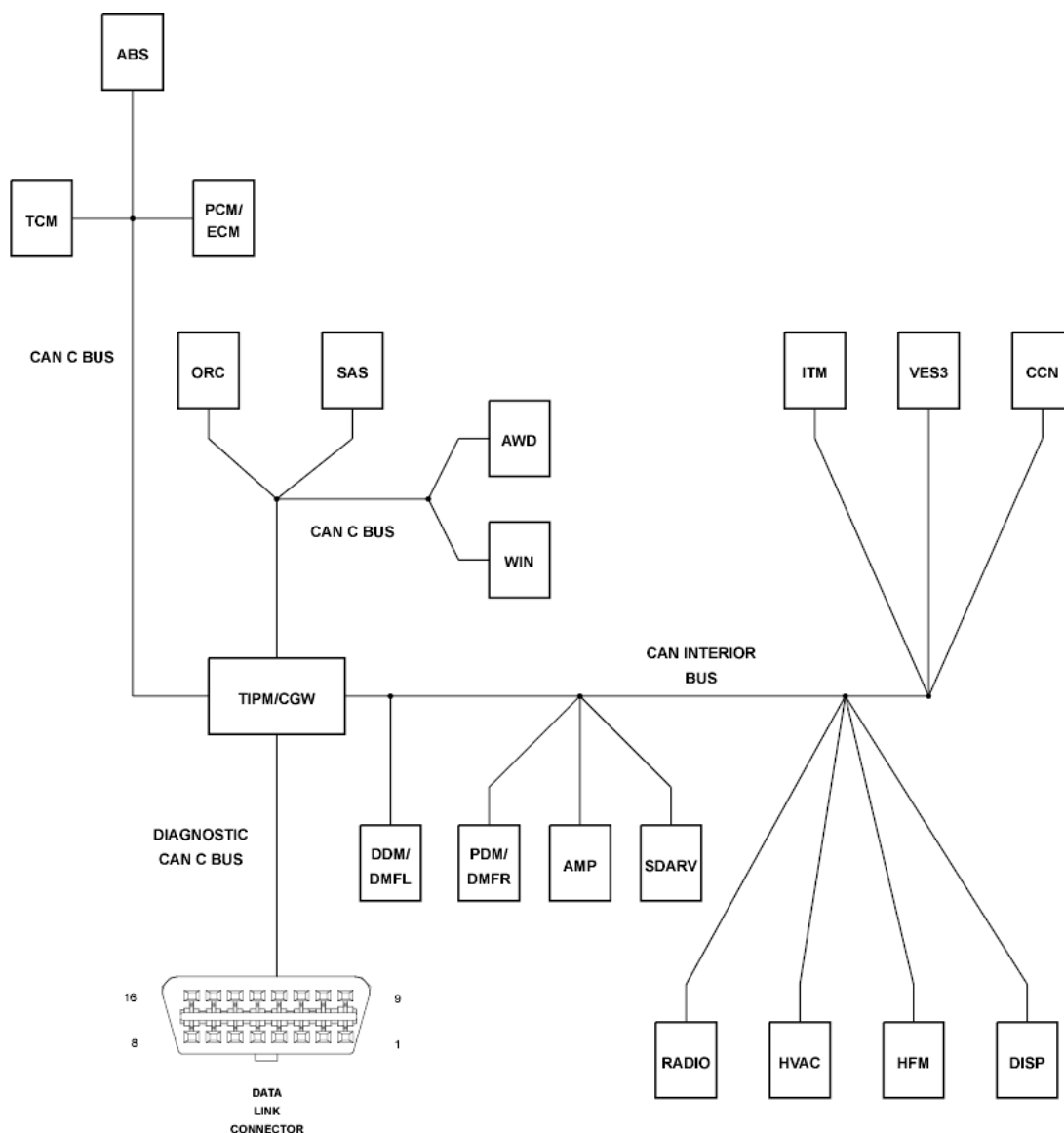


Fig. 72: CAN Interior Bus Circuit Schematic
 Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Continuously when the ignition is on.

Battery voltage between 10 volts and 16 volts.

Ignition Off Draw (IOD) fuse installed.

- **Set Condition:**

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

Bus messages not received from the Vehicle Entertainment Control Module - Last Row (VES3) for approximately two to five seconds.

Possible Causes

(D265) CAN INTERIOR BUS (+) (125k) CIRCUIT SHORTED TO VOLTAGE
(D264) CAN INTERIOR BUS (-) (125k) CIRCUIT SHORTED TO GROUND
DTCS RELATED TO BATTERY VOLTAGE, IGNITION, OR VIN MESSAGES
TIPM NOT CONFIGURED CORRECTLY
VES3 MODULE POWER AND GROUND
VEHICLE ENTERTAINMENT CONTROL MODULE - LAST ROW
CONTROL MODULE THAT SET THE DTC

Diagnostic Test

1. VERIFY DTC IS ACTIVE

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

1. Turn the ignition on.
2. With the scan tool, read active Door Module DTCs.

Is this DTC active?

Yes

- Refer to DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Diagnosis and Testing and perform the U0249-LOST COMMUNICATION WITH VEHICLE ENTERTAINMENT CONTROL MODULE - LAST ROW diagnostic procedure.

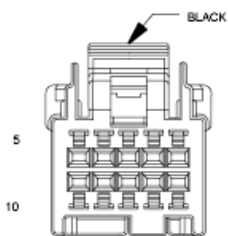
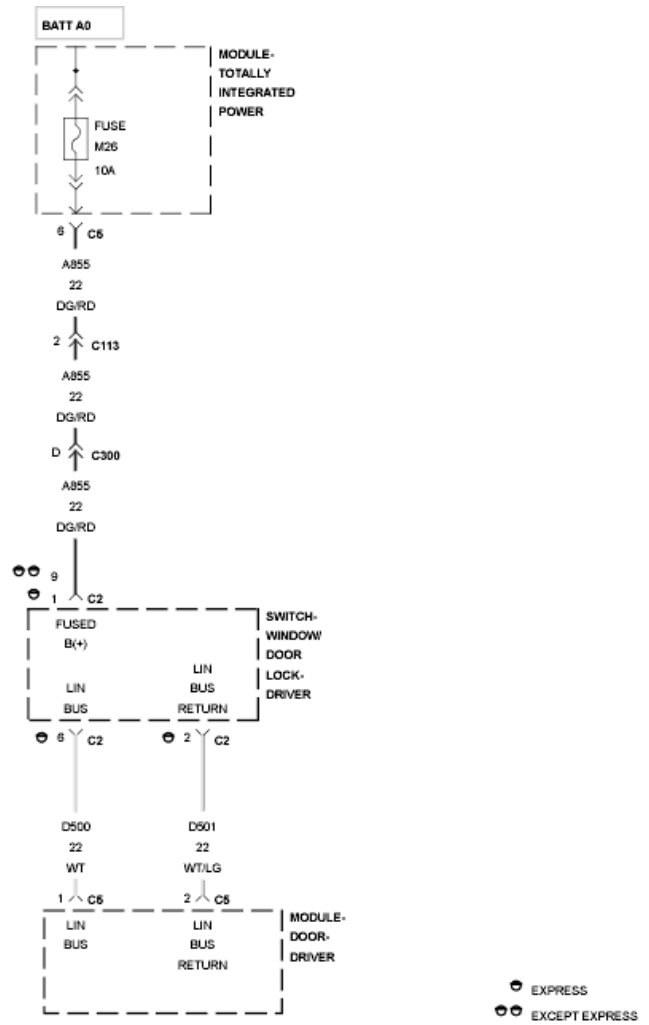
No

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

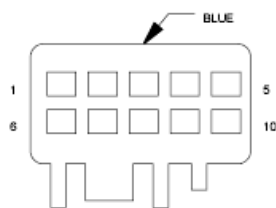
U113D-LOST COMMUNICATION WITH MASTER POWER WINDOW SWITCH

2009 Dodge Journey R/T

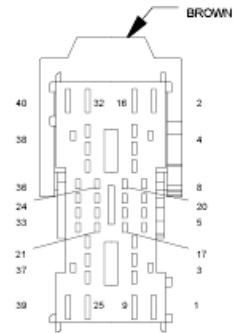
2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey



SWITCH-
WINDOW/
DOOR
LOCK-
DRIVER C2



MODULE-
DOOR-
DRIVER C5
(EXPRESS)



MODULE-
TOTALLY
INTEGRATED
POWER C5

Fig. 73: LIN BUS Return Circuit Schematic
Courtesy of CHRYSLER LLC

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

- **When Monitored:**

Whenever the module is awake.

- **Set Condition:**

When one or both door modules have lost communication with the Driver Window/Door Lock Switch, this code will set.

Possible Causes
FUSE M26 IN THE TIPM OPEN (A855) FUSED B(+) CIRCUIT OPEN (D500) LIN BUS CIRCUIT SHORT TO GROUND (D500) LIN BUS CIRCUIT SHORT TO VOLTAGE (D500) LIN BUS CIRCUIT OPEN (D501) LIN BUS RETURN CIRCUIT OPEN DRIVER WINDOW/DOOR LOCK SWITCH DRIVER DOOR MODULE (DDM)

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

NOTE: Make sure the battery is fully charged before proceeding.

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs.
3. Try to operate the Front Windows up and down several times.
4. Wait 30 seconds.
5. With the scan tool, read the DTCs.

Does the scan tool display U113D-LOST COMMUNICATION WITH MASTER POWER WINDOW SWITCH?

Yes

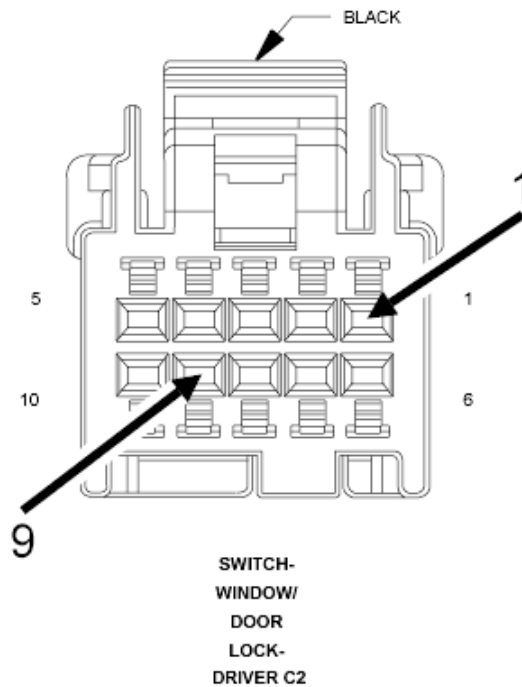
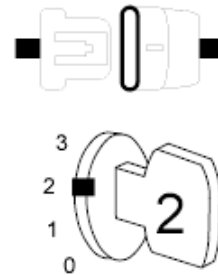
- Go to step 2

No

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

2. (A855) FUSED B(+) CIRCUIT OPEN

NOTE: Make sure Fuse M26 in the TIPM is good before proceeding.



00495332

Fig. 74: Checking Fused B(+) Circuit For Open
Courtesy of CHRYSLER LLC

1. With the scan tool, erase the DTCs.
2. Turn the ignition off.
3. Disconnect the Driver Window/Door Lock Switch C2 connector.
4. Turn the ignition on.
5. Using a 12-volt test light connected to Ground, check the (A855) Fused B(+) circuit in the Driver Window/Door Lock Switch C2 connector (Cav 1 - Express, Cav 9 - Except Express).

Does the test light illuminate brightly?

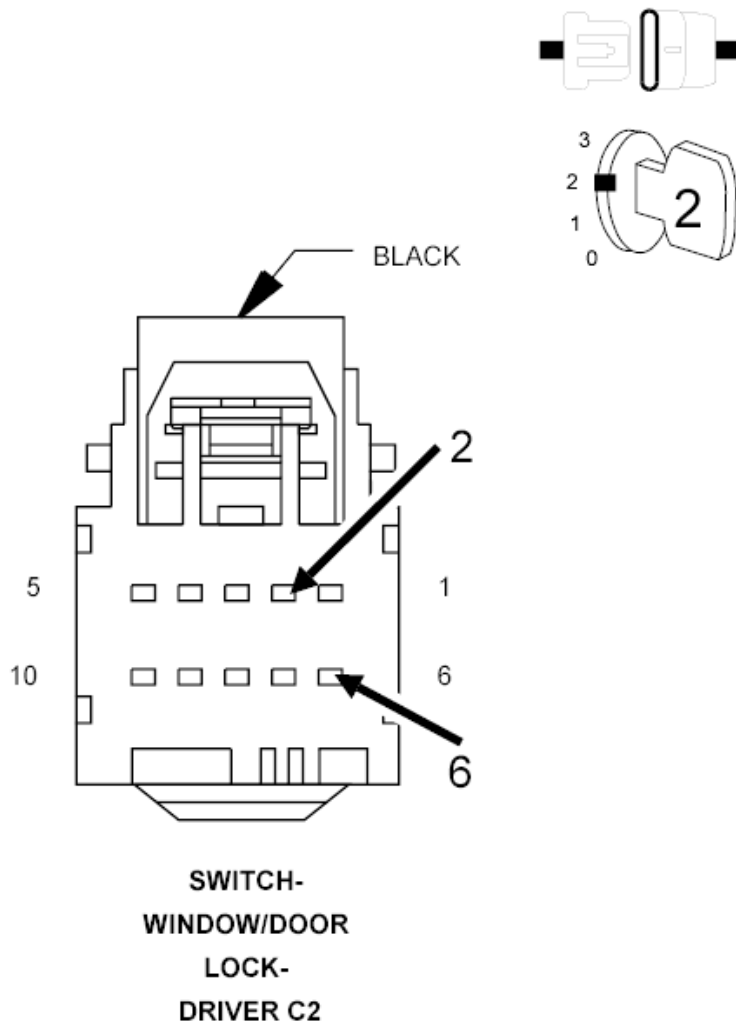
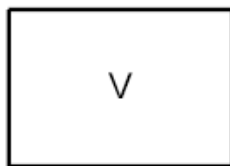
No

- Repair the (A855) Fused B(+) circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

Yes

- Go to step 3

3. CHECK THE LIN BUS CIRCUIT



102918

Fig. 75: Checking LIN BUS Circuit
Courtesy of CHRYSLER LLC

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

1. Turn the ignition off.
2. Disconnect the Driver Window/Door Lock Switch C2 connector.
3. Turn the ignition on.
4. Measure the voltage between the (D500) LIN Bus circuit and the (D501) LIN Bus Return circuit.

Is the voltage above 8.0 volts?

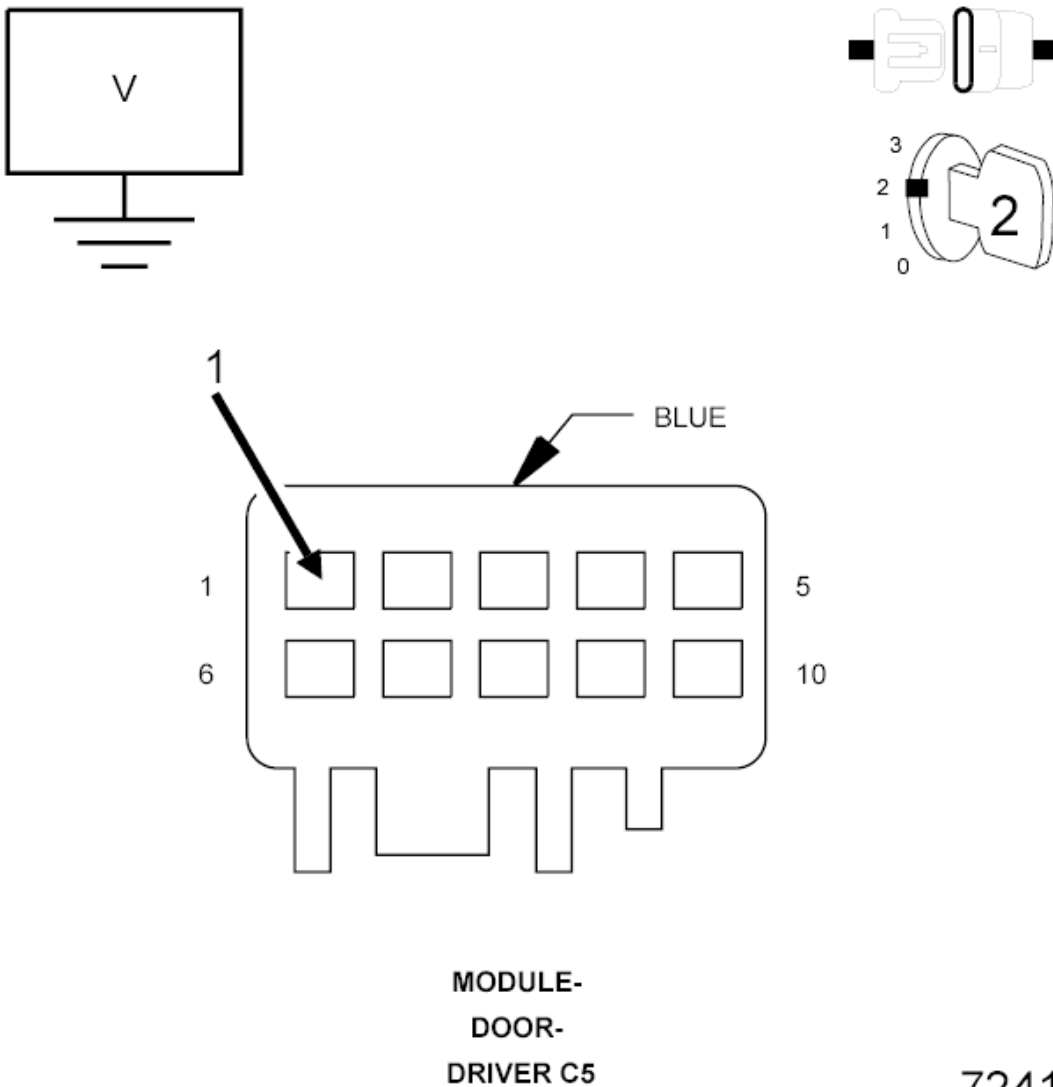
No

- Go to step 5

Yes

- Go to step 4

4. (D500) LIN BUS CIRCUIT SHORT TO VOLTAGE



72417

Fig. 76: Checking LIN BUS Circuit Short To Voltage
Courtesy of CHRYSLER LLC

1. Turn the ignition off.
2. Disconnect the Driver Door Module C5 connector.
3. Turn the ignition on.
4. Measure the voltage between Ground and the (D500) LIN Bus circuit.

Is there any voltage present?

Yes

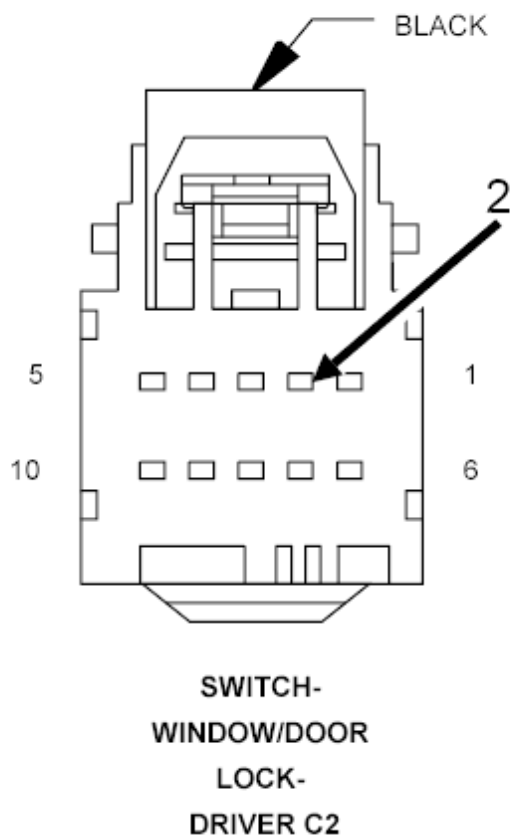
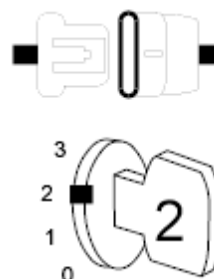
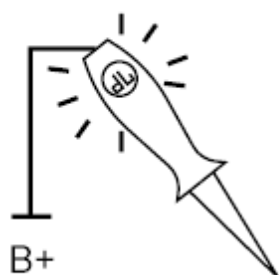
- Repair the (D500) LIN Bus circuit for a short to voltage.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE**.

Totally Integrated Power (TIPM) - Standard Procedure .

No

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

5. (D501) LIN BUS RETURN CIRCUIT OPEN



102920

Fig. 77: Checking LIN BUS Return Circuit Open
Courtesy of CHRYSLER LLC

1. Using a 12-volt test light connected to 12-volts, check the (D501) LIN Bus Return circuit in the Window Switch connector.

Does the test light illuminate brightly?

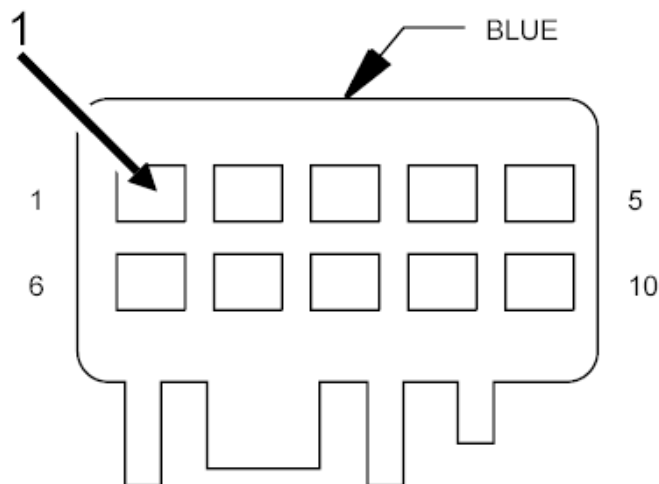
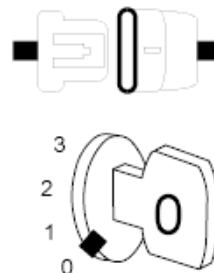
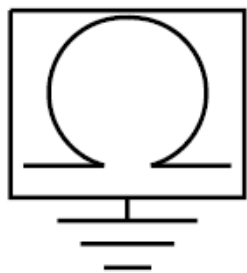
Yes

- Go to step 6

No

- Repair the (D501) LIN Bus Return circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

6. (D500) LIN BUS CIRCUIT SHORT TO GROUND



MODULE-
DOOR-
DRIVER C5

72421

Fig. 78: Checking LIN BUS Circuit Short To Ground
Courtesy of CHRYSLER LLC

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

1. Turn the ignition off.
2. Disconnect the Driver Door Module C5 connector.
3. Measure the resistance between Ground and the (D500) LIN Bus circuit in the Door Module C4 connector.

Is the resistance below 10,000 Ohms?

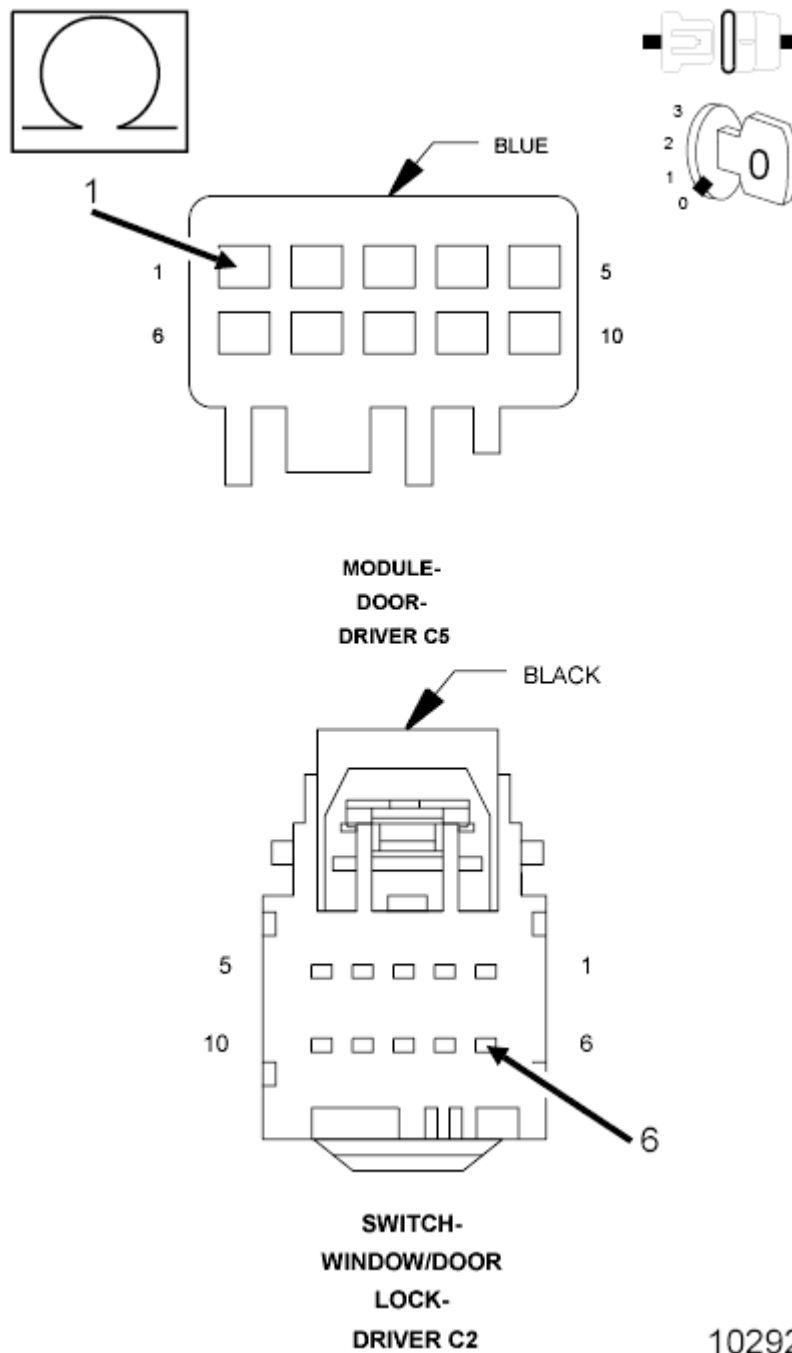
Yes

- Repair the (D500) LIN Bus circuit for a short to the ground.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

No

- Go to step 7

7. (D500) LIN BUS CIRCUIT OPEN



102922

Fig. 79: Checking LIN BUS Circuit Open

Courtesy of CHRYSLER LLC

1. Measure the resistance of the (D500) LIN Bus circuit between the Door Module C5 connector and the Driver Express Window/Door Lock Switch connector.

Is the resistance below 2.0 Ohms?

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Driver Door Module (DDM) (DMFL/R) - Electrical Diagnostics - Journey

No

- Repair the (D500) LIN Bus circuit for an open.
- Perform the BODY VERIFICATION TEST. Refer to **DTC-Based Diagnostics/MODULE, Totally Integrated Power (TIPM) - Standard Procedure** .

Yes

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