

Always perform the **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** before proceeding. Refer to **STANDARD PROCEDURE** .

## **DIAGNOSTIC TEST**

### **1. CHECK FOR AN ACTIVE DTC**

1. Start the engine.
2. With the scan tool, read Adaptive Cruise Control (ACC) Module DTCs and record on the repair order.

Is the DTC active?

**Yes**

- Go To [2](#)

**No**

- Perform the TESTING FOR AN INTERMITTENT CONDITION. Refer to **TESTING FOR AN INTERMITTENT CONDITION** .

### **2. CHECK RELATED HARNESS CONNECTIONS**

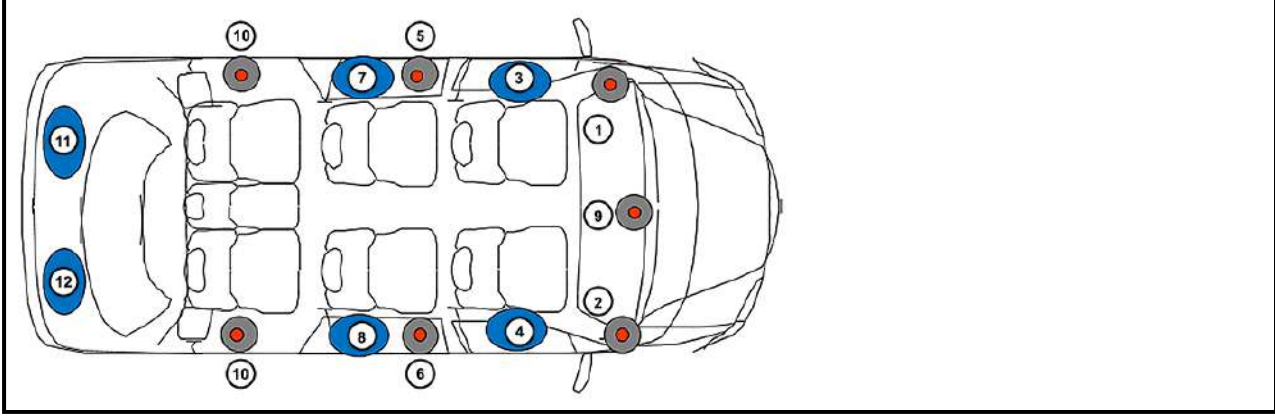
1. Turn the ignition off.
2. Disconnect all ACC harness connectors.
3. Disconnect all related in-line harness connections (if equipped).
4. Disconnect the related component harness connectors.
5. Inspect harness connectors, component connectors, and all male and female terminals for the following conditions:
  - Proper connector installation.
  - Damaged connector locks.
  - Corrosion.
  - Other signs of water intrusion.
  - Weather seal damage (if equipped).
  - Bent terminals.
  - Overheating due to a poor connection (terminal may be discolored due to excessive current draw).
  - Terminals that have been pushed back into the connector cavity.
  - Perform a terminal drag test on each connector terminal to verify proper terminal tension.

Repair any conditions that are found.

6. Reconnect all ACC harness connectors. Be certain that all harness connectors are fully seated and the connector locks are fully engaged.
7. Reconnect all in-line harness connectors (if equipped). Be certain that all connectors are fully seated and the connector locks are fully engaged.
8. Reconnect all related component harness connectors. Be certain that all connectors are fully seated and the connector locks are fully engaged.
9. With the scan tool, erase DTCs.
10. Using the recorded Environmental Data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
11. With the scan tool, read ACC DTCs.

Did the DTC return?

**Yes**



SALES CODE	DESCRIPTION
RGE	HARMAN KARDON - 20 SPEAKERS
RDH	760 WATT AMPLIFIER

**THEORY OF OPERATION**

The Amplifier (AMP) may have an internal Active Noise Cancellation Module (ANC) if equipped with Sales Code JLW.

The Amplifier performs the creation of sound waves from the vehicle's speakers to cancel engine related noises from the passenger compartment. The module creates these sound waves in proportion to engine RPM and inputs from the interior microphones. The ANC module receives engine RPM signals from a direct hard wired engine RPM signal circuit from the PCM. The Radio has audio signal circuits coming from the radio to the Amplifier and then the Amplifier converts the signals to amplified signals to the individual speakers. The ANC module uses 4 microphones located in the headliner for ANC inputs to listen for engine noises in the interior compartment. The Amplifier controls and monitors the speaker output circuits for a concern when the ignition is cycled on.

The speakers are manufactured from different components, depending on the level of the audio system. Make sure any serviced speakers are similar to the one being removed. When the vehicle is identified and configured for use with a separate Amplifier, the Radio audio circuits feed into the Amplifier as audio inputs.

**WHEN MONITORED**

This diagnostic runs continuously when the following condition is met:

- With the ignition on.

**SET CONDITION**

- The Amplifier (AMP) detects a short to battery condition on the speaker output circuit.

**DEFAULT ACTION**

- Power IC automatically shuts down individual channel speaker output when this fault is detected.

**POSSIBLE CAUSES**

Possible Causes
LEFT REAR DOOR SPEAKER (+) CIRCUIT SHORTED TO VOLTAGE
LEFT REAR DOOR SPEAKER (-) CIRCUIT SHORTED TO VOLTAGE
AMPLIFIER

Always perform the **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** before proceeding. Refer to **STANDARD PROCEDURE** .

**DIAGNOSTIC TEST**

1. CHECK FOR AN ACTIVE DTC

## Possible Causes

MICROPHONE 1 IN (+) CIRCUIT OPEN  
MICROPHONE 1 IN (-) CIRCUIT OPEN  
REARVIEW MIRROR  
RADIO

Always perform the **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** before proceeding. Refer to **STANDARD PROCEDURE** .

### DIAGNOSTIC TEST

#### 1. CHECK FOR AN ACTIVE DTC

**NOTE:**        **Verify the connection of the Inside Rearview Mirror harness connector.**

1. With the scan tool, read Radio DTCs and record on the repair order.
2. With the scan tool, erase DTCs.
3. With the scan tool, read Radio DTCs.

Did the DTC return?

**Yes**

- Go To [2](#)

**No**

- Perform the TESTING FOR AN INTERMITTENT CONDITION procedure. Refer to **TESTING FOR AN INTERMITTENT CONDITION** .

#### 2. CHECK THE INSIDE REARVIEW MIRROR

1. Turn the ignition off.
2. Disconnect the Inside Rearview Mirror harness connector
3. Connect a jumper wire between the (X792) Microphone 1 IN (-) and the (X712) Microphone 1 IN (+) circuits at the Inside Rearview Mirror harness connector.
4. Turn the ignition on.
5. With the scan tool, read Radio DTCs.

Is the DTC active?

**Yes**

- Go To [3](#)

**No**

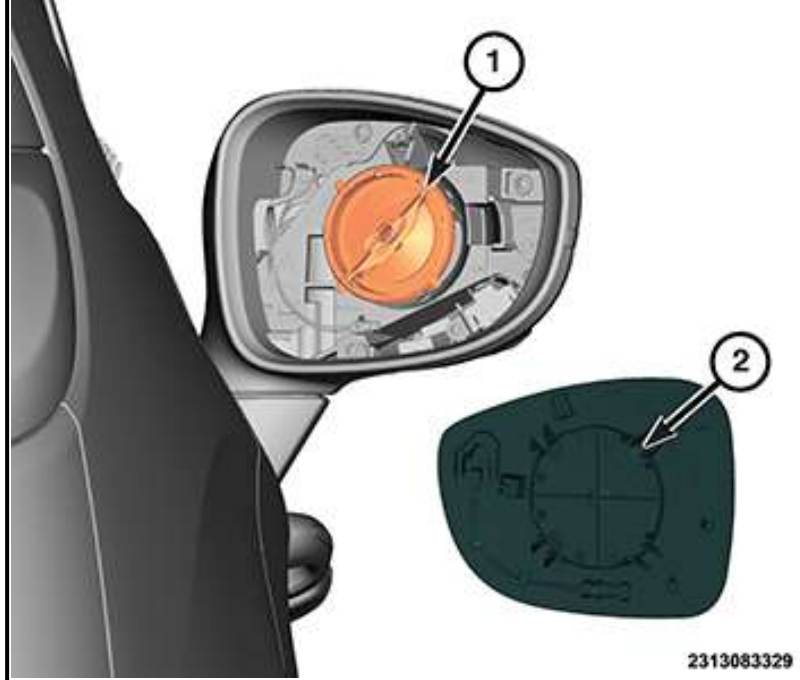
- Replace the Inside Rearview Mirror in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. Refer to **BODY VERIFICATION TEST** .

#### 3. CHECK THE (X712) MICROPHONE 1 IN (+) CIRCUIT FOR AN OPEN

1. Turn the ignition off.
2. Disconnect the Radio harness C1 connector.
3. Measure the resistance of the (X712) Microphone 1 IN (+) circuit between the Inside Rearview Mirror harness connector and Radio C1 harness connectors.

Is the resistance below 3.0 Ohms?

**Yes**



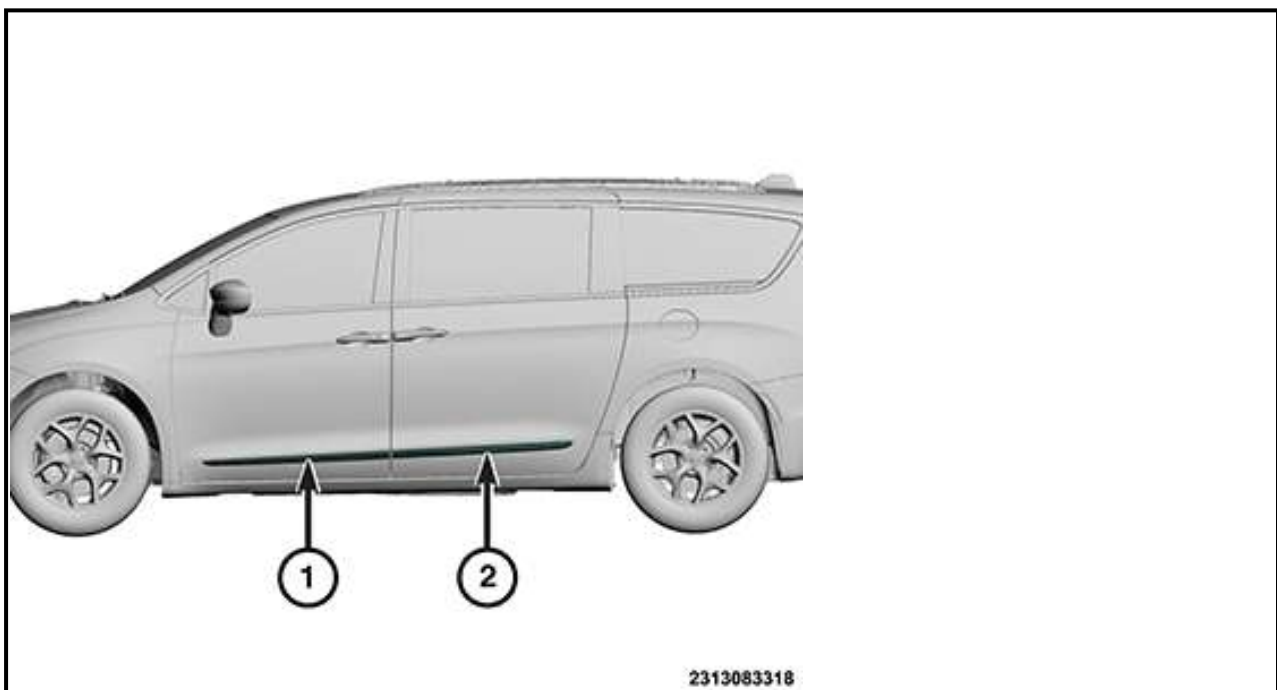
3. Position the mirror glass (2) and align the retainers with the inner circular support (1).
4. Push the mirror glass into (2) the inner circular support (1) and seat the mirror glass fully. An audible click will be heard.
5. Connect the negative battery cable. If equipped with an Intelligent Battery Sensor (IBS), connect the IBS connector to the negative battery cable.

## **MOLDING, BODY SIDE**

### **REMOVAL AND INSTALLATION**

### **REMOVAL AND INSTALLATION**

### **REMOVAL**



**NOTE:** The procedure for the front door body side molding (1) and the sliding door bodyside molding (2) are the same.

1. As a guide for installation, apply a length of masking tape on the bodyside, parallel to the top edge.
2. Warm the effected adhesive type molding and body metal to approximately 38Â°C (100Â°F) using a suitable heat lamp or heat gun.

## 1. CHECK FOR AN ACTIVE DTC

1. With the scan tool, read Body Control Module (BCM) DTCs and record on the repair order.
2. Record the Environmental Data and any DTCs.
3. With the scan tool, erase DTCs.
4. Using the recorded Environmental Data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
5. With the scan tool, read BCM DTCs.

Did the DTC return?

**Yes**

- Go to [2](#)

**No**

- Perform the TESTING FOR AN INTERMITTENT CONDITION procedure. Refer to [TESTING FOR AN INTERMITTENT CONDITION](#).

## 2. CHECK THE RIGHT FRONT PARK LAMP

1. Turn the ignition off.
2. Disconnect the Right Front Lamp Assembly harness connector.
3. Turn the ignition on.
4. With the scan tool, erase DTCs.
5. Using the recorded Environmental Data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
6. With the scan tool, read BCM DTCs.

Did the DTC return?

**Yes**

- Replace the Right Front Park Lamp Bulb in accordance with the Service Information. Refer to [UNIT, FRONT LAMP, REMOVAL AND INSTALLATION](#).
- Perform the BODY VERIFICATION TEST. Refer to [BODY VERIFICATION TEST](#).

**No**

- Go To [3](#)

## 3. CHECK THE (L78) RIGHT FRONT PARK LAMP DRIVER CIRCUIT FOR A SHORT TO GROUND

1. Turn the ignition off.
2. Disconnect the BCM C4/D harness connector.
3. Check for continuity between ground and the (L78) Right Front Park Lamp Driver circuit at the Right Front Lamp Assembly harness connector.

Is there continuity between ground and the (L78) Right Front Park Lamp Driver circuit?

**Yes**

- Repair the short to ground in the (L78) Right Front Park Lamp Driver circuit.
- Perform the BODY VERIFICATION TEST. Refer to [BODY VERIFICATION TEST](#).

**No**

- Go To [4](#)

## 4. CHECK RELATED HARNESS CONNECTIONS

8. Connect all related component harness connectors. Be certain that all connectors are fully seated and the connector locks are fully engaged.
9. With the scan tool, erase DTCs.
10. Using the recorded Environmental Data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
11. With the scan tool, read FSM DTCs.

Did the DTC return?

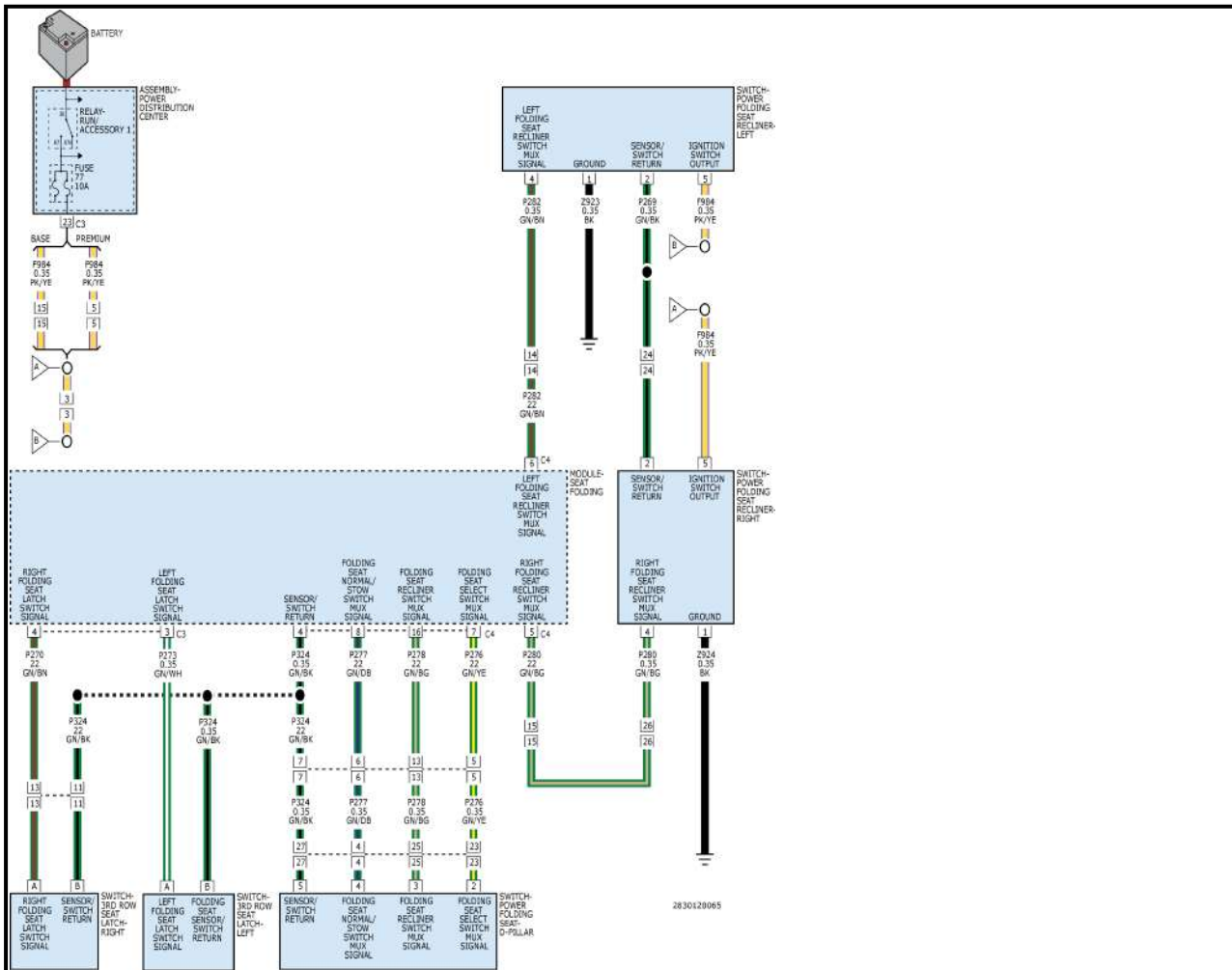
**Yes**

- Replace the FSM in accordance with the Service Information. Refer to **MODULE, FOLD STOW (FSM), REMOVAL AND INSTALLATION**.
- Perform the POWER FOLDING SEAT SYSTEM VERIFICATION TEST. Refer to **POWER FOLDING SEAT SYSTEM VERIFICATION TEST**.

**No**

- Perform the POWER FOLDING SEAT SYSTEM VERIFICATION TEST. Refer to **POWER FOLDING SEAT SYSTEM VERIFICATION TEST**.
- Test complete.

## B1E2D-11-3RD ROW SEAT D-PILLAR RECLINE SWITCH FORWARD-CIRCUIT SHORT TO GROUND



### THEORY OF OPERATION

The Fold Stow System is made up of the Fold Stow Module (FSM), 3rd Row Stow Motors, 3rd Row Seat Recliner Motors, 3rd Row Seat Headrest Motors, Rear Power Folding Seat Latches, D-Pillar Power Folding Seat Switch, 3rd Row Seat Recliner Switches, and 3rd Row Seat Latch Switches. The FSM controls and monitors the function of the third row seats in the Fold, Stow, and Normal positions and the seat backrest angle in either the forward or rearward direction. The FSM receives Fused B+ directly

## 1. CHECK FOR AN ACTIVE DTC

**NOTE:** Check the turn signals to be sure they are flashing properly before proceeding.

1. Turn the ignition on.
2. With the scan tool, record and erase DTCs.
3. Turn the Passengers side turn signal on.
4. Turn the park lamps on.
5. Turn the rear defogger on, if equipped with heated mirror.
6. Press and release the Mirror Select switch to select the Passenger Outside Rearview Mirror.
7. Operate the Mirror Adjust switch in all directions several times while monitoring the scan tool for DTCs.

**NOTE:** After adjusting the mirror in one direction wait at least two seconds before adjusting the mirror in the opposite direction, as this will allow time for an active fault to set if present.

8. With the scan tool, read PDM DTCs.

Is the DTC active?

**Yes**

- Go To [2](#)

**No**

- Perform the TESTING FOR AN INTERMITTENT CONDITION procedure. Refer to [TESTING FOR AN INTERMITTENT CONDITION](#).

## 2. CHECK THE (P553) PASSENGER APPROACH LAMP FEED CIRCUIT FOR A SHORT TO ANOTHER CIRCUIT

1. Turn the ignition off.
2. Turn all accessories off.
3. Disconnect the Passenger Outside Rearview Mirror C1 (Component Side) and C2 (Component Side) harness connectors from the Door Module.
4. Check for continuity between the (P553) Passenger Approach Lamp Feed Circuit and all other circuits at the Passenger Outside Rearview Mirror C1 and C2 (Component Side) harness connectors.

Is there continuity between the (P553) Passenger Approach Lamp Feed Circuit and any other circuit?

**Yes**

- Repair the (P553) Passenger Mirror Turn Signal Passenger circuit for a short to a Signal or Passenger circuit. If the wiring harness and harness connectors are okay, replace the Passenger Outside Rearview Mirror in accordance with the Service Information. Refer to [MIRROR, OUTSIDE REARVIEW, REMOVAL AND INSTALLATION](#), [MIRROR, OUTSIDE REARVIEW, COVER, REMOVAL AND INSTALLATION](#) and [MIRROR, OUTSIDE REARVIEW, GLASS, REMOVAL AND INSTALLATION](#).
- Perform the BODY VERIFICATION TEST. Refer to [BODY VERIFICATION TEST](#).

**No**

- Go To [3](#)

- Indication lamp will flash for 75 seconds and remain ON when detected, "Service TPM System" message displayed. Pressure values replaced by dashes. Chime sounds. Lamp will remain OFF on next ignition cycle and a WINTER MODE" text shall be displayed.

## POSSIBLE CAUSES

Possible Causes
NON-FCC COMPLIANT COMPONENTS
TIRE PRESSURE MONITORING (TPM) SENSORS NOT PRESENT
TIRE PRESSURE MONITORING (TPM) SENSORS
RADIO FREQUENCY HUB MODULE (RFHM)

Always perform the Pre-Diagnostic Troubleshooting procedure before proceeding. Refer to **STANDARD PROCEDURE**.

## DIAGNOSTIC TEST

### 1. DTC STATUS IS ACTIVE

**NOTE:** Before beginning the diagnostic procedure, check for and remove any non-FCC compliant components before beginning this diagnostic procedure. Verify that the tire pressures are correct, the 9936 TPM-RKE analyzer is at the most current version available and the correct application has been chosen on the tool.

1. Turn the ignition on.
2. With the scan tool, read and record the Radio Frequency Hub Module (RFHM) DTCs.
3. With the scan tool, erase stored RFHM Module DTCs.
4. Drive the vehicle at speeds greater than 32 km/h (20 mph) for 10 minutes.
5. With the scan tool, read DTCs in the RFHM Module.

Is this DTC Active at this time?

**Yes**

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**No**

- Go To [4](#)

### 2. TIRE PRESSURE MONITORING (TPM) WINTER MODE

**NOTE:** Repair all other RFHM DTCs before continuing with this test procedure.

1. Turn the ignition off.
2. Turn the ignition from off to on.
3. Check for the following conditions:
  - The telltale lamp is off.
  - The tire pressure values in the Instrument Cluster are displayed as dashes.
  - The message center **is not** displaying "SERVICE TPM SYSTEM".

Are all of the above conditions correct?

**Yes**

- The RFHM is now in deactivation mode (Winter Mode). This DTC will remain active until the correct tire and wheel assemblies are installed back on the vehicle. Once one of the correct tire and wheel assemblies are reinstalled, the other three must also be reinstalled prior to turning the ignition on.



No

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## 9. CHECK RELATED HARNESS CONNECTIONS

1. Disconnect all TCM harness connectors.
2. Disconnect all related in-line harness connections (if equipped).
3. Disconnect the related component harness connectors.
4. Inspect harness connectors, component connectors, and all male and female terminals for the following conditions:
  - Proper connector installation.
  - Damaged connector locks.
  - Corrosion.
  - Other signs of water intrusion.
  - Weather seal damage (if equipped).
  - Bent terminals.
  - Overheating due to a poor connection (terminal may be discolored due to excessive current draw).
  - Terminals that have been pushed back into the connector cavity.
  - Perform a terminal drag test on each connector terminal to verify proper terminal tension.

Repair any conditions that are found.

5. Reconnect all TCM harness connectors. Be certain that all harness connectors are fully seated and the connector locks are fully engaged.
6. Reconnect all in-line harness connectors (if equipped). Be certain that all connectors are fully seated and the connector locks are fully engaged.
7. Reconnect all related component harness connectors. Be certain that all connectors are fully seated and the connector locks are fully engaged.
8. With the scan tool, erase DTCs.
9. Using the recorded Event and Environmental Data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
10. With the scan tool, read TCM DTCs.

Did the DTC return?

Yes

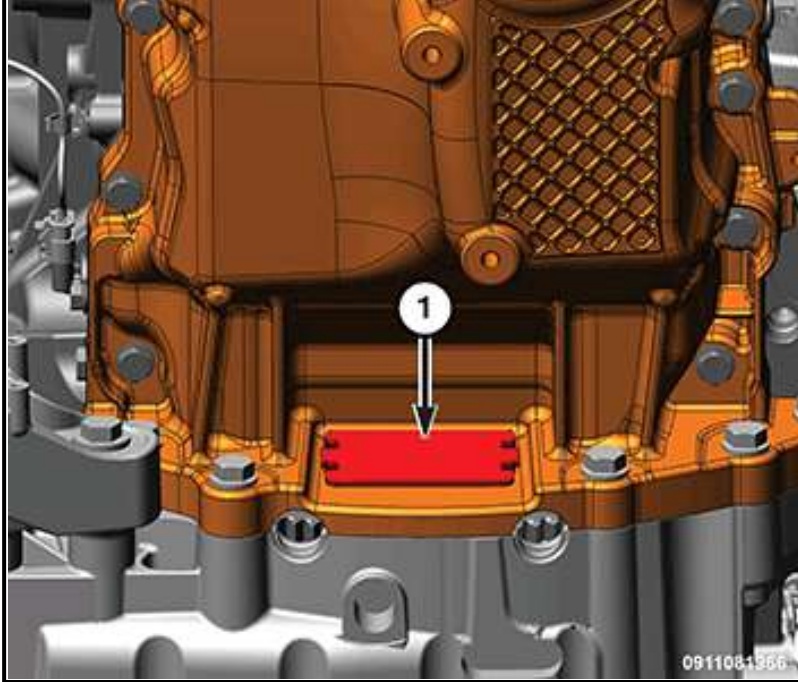
- Replace the TCM in accordance with the Service information. Refer to [MODULE, TRANSMISSION CONTROL \(TCM\), REMOVAL AND INSTALLATION](#) .
- Perform the TRANSMISSION VERIFICATION TEST. Refer to [98TE-9HP45 TRANSMISSION VERIFICATION TEST](#) .

No

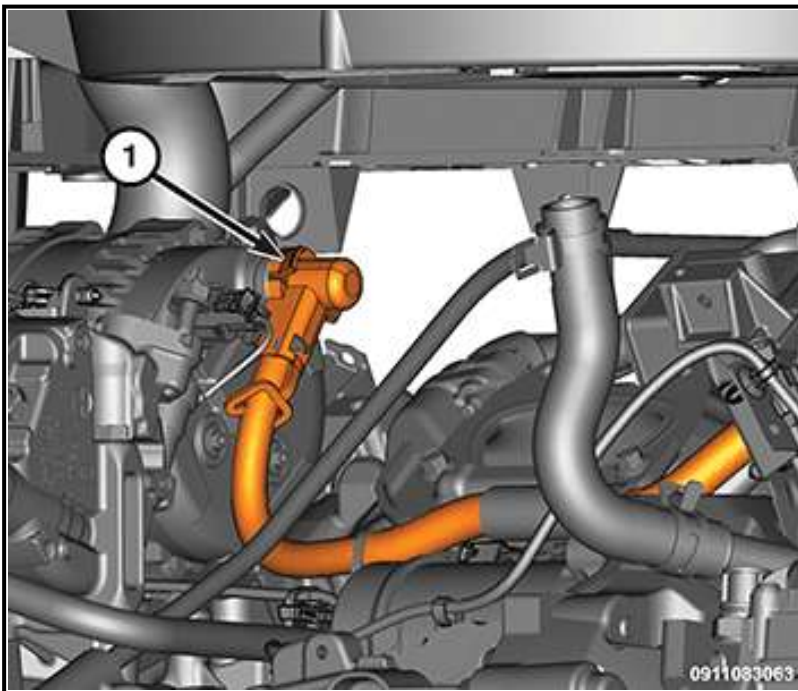
- Perform the TRANSMISSION VERIFICATION TEST. Refer to [98TE-9HP45 TRANSMISSION VERIFICATION TEST](#) .
- Test complete.

**P0974-00-SHIFT SOLENOID 1 CONTROL CIRCUIT HIGH**





32. If required, install the torque converter-to-driveplate bolts.
33. If required, remove the transaxle torque converter housing dust cover (1).



34. Position the positive battery cable to the starter and alternator, engaging the harness into the retaining clips.
35. Tighten the positive battery cable to starter retaining nut to the proper torque specifications. Refer to **TORQUE SPECIFICATIONS** .
36. Tighten the positive battery cable to alternator retaining nut (1) to the proper torque specifications. Refer to **TORQUE SPECIFICATIONS** .
37. Connect the power cord to the engine block heater (if equipped).



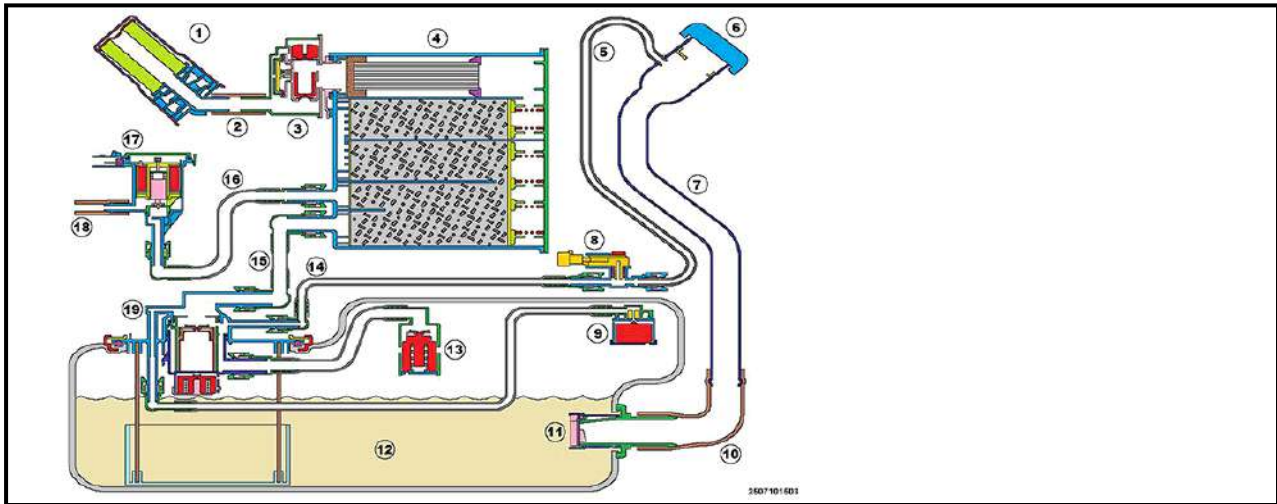
## 2017 ENGINE PERFORMANCE

### Emissions Control - Pacifica

## EVAPORATIVE EMISSIONS

### DESCRIPTION AND OPERATION

### DESCRIPTION AND OPERATION



The evaporative emissions system is designed to manage fuel vapors. If fuel vapors exit the fuel tank (12), they are routed and stored in the carbon canister (4) and the "cleaned air" exits to the atmosphere through the fresh air filter (1). Conversely, if the evaporative system is in a vacuum state, clean air is allowed to enter through the fresh air filter. When the engine is on, engine vacuum at the manifold hose (18) is metered by the purge valve (17) to pull air into the carbon canister through the fresh air filter (1). This airflow pulls the collected vapor out of the canister and is consumed by the engine. This cycle is repeated for the life of the vehicle to ensure that gasoline vapors are contained per regulations.

During refueling, the customer will use the nozzle to push open the door on the Cap-less Refueling Unit (6). When the fuel is dispensed, the liquid enters the filler tube (7) and displaces the vapor in the fuel tank. The vapor is then routed to both the carbon canister and the recirculation tube (5) in a controlled approach - to meet On-board Refueling Vapor Recovery (ORVR) requirements. Refer to **ONBOARD REFUEL VAPOR RECOVERY (ORVR)**. The Inlet Check Valve (11) allows the fuel to enter the tank while also deterring vapor from coming back up the filler tube. The fuel vent valves [Fill Limit Vapor Valve (13), Grade Vent Valve (9) & Liquid Vapor Separator Drain Valve (19)] control the vapor flow from the fuel tank and they float closed if/when liquid is present. After the nozzle is removed from the Cap-less Refueling Unit, the door will close and seal. Then, any fuel vapor will be routed to only the canister through the venting valve system.

The system is equipped with two devices that are used for On-Board Diagnostics (OBD). The Evaporative System Integrity Monitor (3) is used to confirm that the Evaporative System is robust to vapor leaks. The Fuel Tank Pressure Sensor (8) is used to verify that the carbon canister is getting cleaned by the engine. Both of these devices are explained in more detail in their own sections.

### TECHNICAL SPECIFICATIONS

### TORQUE SPECIFICATIONS

#### VAPOR CANISTER NUTS TORQUE SPECIFICATIONS

DESCRIPTION	N.m	In. Lbs.	Ft. Lbs.	COMMENT
Vapor Canister Nuts	6	4	-	Â

### CANISTER, VAPOR

Is there continuity between ground and the (K107) ESIM Signal circuit?

**Yes**

- Repair the (K107) ESIM Signal circuit for a short to ground.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **POWERTRAIN VERIFICATION TEST** .

**No**

- Go To [9](#)

#### **9. CHECK FOR A SHORT BETWEEN THE (K107) ESIM SIGNAL CIRCUIT AND THE (Z921) GROUND CIRCUIT**

1. Check for continuity between the (K107) ESIM Signal circuit and the (Z921) Ground circuit at the ESIM Switch harness connector.

Is there continuity between the (K107) ESIM Signal circuit and the (Z921) Ground circuit?

**Yes**

- Repair the short between the (K107) ESIM Signal circuit and the (Z921) Ground circuit.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **POWERTRAIN VERIFICATION TEST** .

**No**

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#### **10. CHECK RELATED PCM AND COMPONENT CONNECTIONS**

1. Perform any Service Bulletins that apply.
2. Disconnect all PCM harness connectors.
3. Disconnect all related in-line harness connections (if equipped).
4. Disconnect the related component harness connectors.
5. Inspect harness connectors, component connectors, and all male and female terminals for the following conditions:
  - Proper connector installation.
  - Damaged connector locks.
  - Corrosion.
  - Other signs of water intrusion.
  - Weather seal damage (if equipped).
  - Bent terminals.
  - Overheating due to a poor connection (terminal may be discolored due to excessive current draw).
  - Terminals that have been pushed back into the connector cavity.
  - Check for spread terminals and verify proper terminal tension.

Repair any conditions that are found.

6. Reconnect all PCM harness connectors. Be certain that all harness connectors are fully seated and the connector locks are fully engaged.
7. Reconnect all in-line harness connectors (if equipped). Be certain that all connectors are fully seated and the connector locks are fully engaged.
8. Reconnect all related component harness connectors. Be certain that all connectors are fully seated and the connector locks are fully engaged.
9. With the scan tool, erase DTCs.
10. Test drive or operate the vehicle in accordance with the when monitored and set conditions.

Always perform the **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** before proceeding. Refer to **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** .

## DIAGNOSTIC TEST

### 1. CHECK FOR AN ACTIVE DTC

**NOTE:** When this DTC is Active the engine speed, torque and vehicle speed are limited to a Limp in mode.

**NOTE:** Diagnose and repair any other DTCs set in the PCM before proceeding with this test.

**NOTE:** An intermittent loss of power to the PCM without performing an ETC RELEARN procedure may cause this DTC to set.

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

**NOTE:** Verify that the PCM is at the latest calibration (flash level). If necessary, update the PCM in accordance with the Service Information.

3. Test drive or operate the vehicle in accordance with the when monitored and set conditions.
4. With the scan tool, read DTCs and record on the repair order.

Is the DTC active or pending?

**Yes**

- Go To [2](#)

**No**

- Perform the INTERMITTENT CONDITION diagnostic procedure. Refer to **INTERMITTENT CONDITION** .

### 2. THROTTLE PLATE STUCK

1. Turn the ignition off.
2. Remove the Air Cleaner Assembly from the Throttle Body.
3. Check for any signs of a foreign material (ice or dirt) causing the Throttle to stick.

Were any problems found?

**Yes**

- Remove the debris if possible or replace the Throttle Body Assembly if signs of physical damage are present. Refer to **THROTTLE BODY, REMOVAL AND INSTALLATION** . Disconnect the Battery when replacing the Throttle Body Assembly. After installation is complete, use a scan tool and select the ETC RELEARN function.
- Perform the POWERTRAIN VERIFICATION TEST. Refer to **POWERTRAIN VERIFICATION TEST** .

**No**

- Go To [3](#)

### 3. CHECK THE THROTTLE BODY CONNECTOR

1. Disconnect the Throttle Body harness connector.
2. Check the connector for any corroded, pushed out, spread or damaged terminals that can cause an intermittent connection.

## SET CONDITION

- The Steering Column Control Module (SCCM) detects the Steering Angle Sensor (SAS) has set an internal failure.

## DEFAULT ACTION

- The SAS will be inactive.
- ESP will be off

## POSSIBLE CAUSES

Possible Causes
STEERING COLUMN CONTROL MODULE (SCCM)

Always perform the **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** before proceeding. Refer to **STANDARD PROCEDURE** .

## DIAGNOSTIC TEST

### 1. CHECK FOR AN ACTIVE DTC

1. With the scan tool, read Steering Column Control Module (SCCM) DTCs and record on the repair order.
2. Record the Environmental Data and any DTCs.
3. With the scan tool, erase DTCs.
4. Using the recorded Environmental Data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
5. With the scan tool, read SCCM DTCs.

Did the DTC return?

#### Yes

- Go to [2](#)

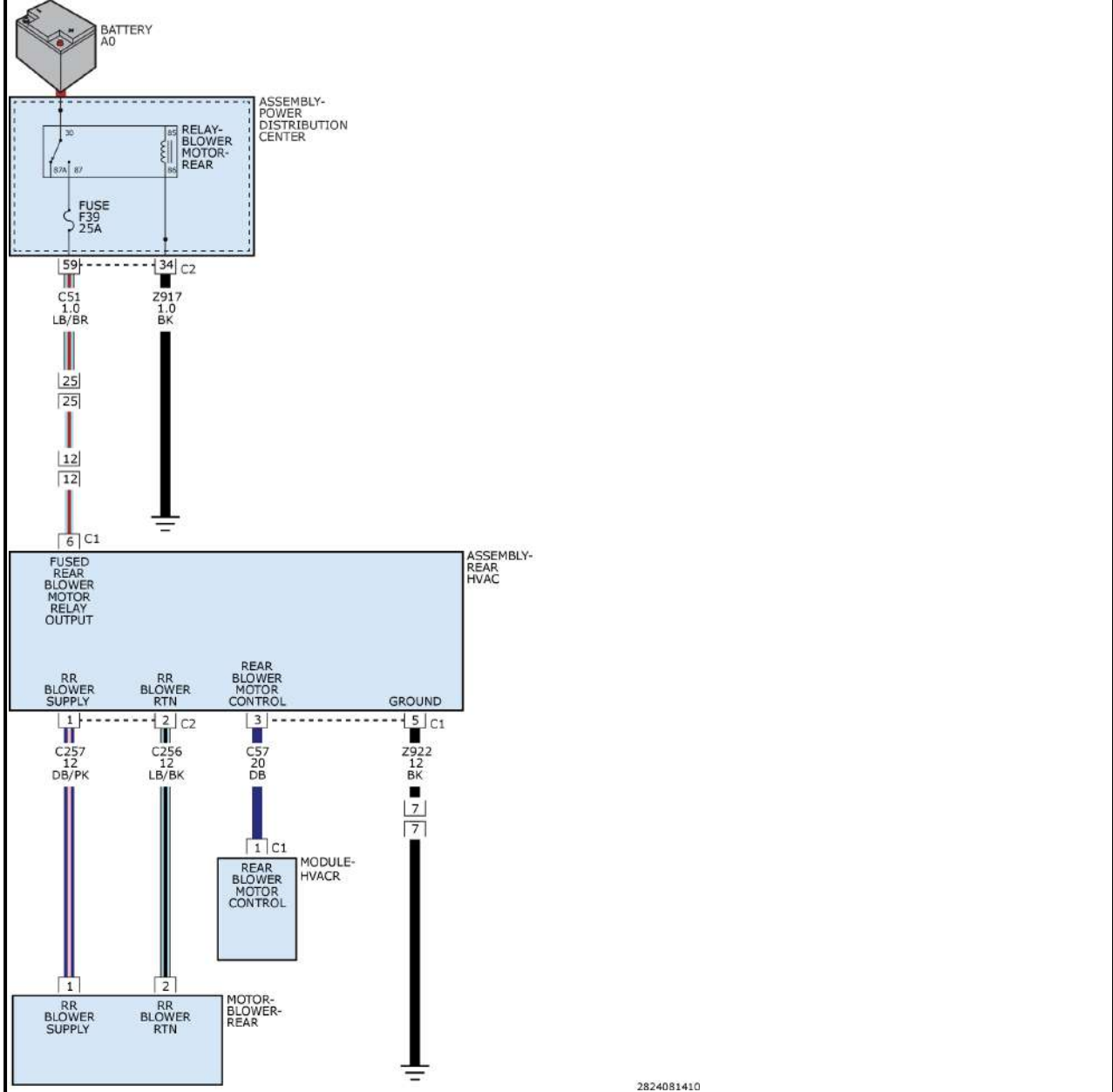
#### No

- Perform the TESTING FOR AN INTERMITTENT CONDITION procedure. Refer to **TESTING FOR AN INTERMITTENT CONDITION** .

### 2. CHECK RELATED HARNESS CONNECTIONS

1. Disconnect all SCCM harness connectors.
2. Disconnect all related in-line harness connections (if equipped).
3. Disconnect the related component harness connectors.
4. Inspect harness connectors, component connectors, and all male and female terminals for the following conditions:
  - Proper connector installation.
  - Damaged connector locks.
  - Corrosion.
  - Other signs of water intrusion.
  - Weather seal damage (if equipped).
  - Bent terminals.
  - Overheating due to a poor connection (terminal may be discolored due to excessive current draw).
  - Terminals that have been pushed back into the connector cavity.
  - Perform a terminal drag test on each connector terminal to verify proper terminal tension.

Repair any conditions that are found.



## WHEN MONITORED

### SET CONDITION

- If the HVACR Module detects a short to ground on the (C257) Rear Blower Supply circuit.

### DEFAULT ACTION

- If a valid voltage is detected the DTC will change from active to stored and stay in the controller memory for 100 consecutive ignition cycles.

### POSSIBLE CAUSES

Possible Causes
(C257) REAR BLOWER SUPPLY CIRCUIT SHORTED TO GROUND
(C256) REAR BLOWER RETURN CIRCUIT SHORTED TO GROUND
BLOWER MOTOR POWER MODULE
HVACR MODULE

Always perform the **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** before proceeding. Refer to **HVAC PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** .

### DIAGNOSTIC TEST

#### 1. CHECK FOR AN ACTIVE DTC

1. With the scan tool, read DTCs and record on the repair order.