

ground.

Possible Causes

- Wiring, terminals or connectors
- Active park assist sensor
- PAM (integral to the BCM)



NOTE: Before disconnecting any of the active park assist sensors, verify the connectors are properly seated and latched.

DIAGNOSIS AND TESTING > PARKING AID > PINPOINT TEST(S) > PINPOINT TEST B : DTC (DIAGNOSTIC TROUBLE CODE) B129C:14, DTC (DIAGNOSTIC TROUBLE CODE) B129D:14 > PINPOINT TEST B : DTC (DIAGNOSTIC TROUBLE CODE) B129C:14, DTC (DIAGNOSTIC TROUBLE CODE) B129D:14



NOTE: Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may cause damage to the connector. Use only Rotunda Flex Probes (NUD105-R025D)

B1 CHECK THE DIAGNOSTIC TROUBLE CODES (DTCs) FROM THE PAM (PARKING ASSIST CONTROL MODULE) SELF-TEST

Using a diagnostic scan tool, perform the PAM self-test.

Check the PAM Diagnostic Trouble Codes (DTCs) from the self-test.

Are LH and RH front active park assist sensor Diagnostic Trouble Codes (DTCs) recorded?

Yes	GO to B2
No	For DTC B129C:14 or DTC B129D:14, GO to B3 For all other PAM Diagnostic Trouble Codes (DTCs), REFER to: Parking Aid .

B2 CHECK THE ENGINE COMPARTMENT WIRING HARNESS

Inspect the engine compartment wiring harness for opens, shorts, grounds or corrosion.

Is the engine compartment wiring harness OK?

Yes	GO to B3
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No	REPAIR or INSTALL a new engine compartment wiring harness.
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B3 CHECK FOR VOLTAGE AND GROUND AT THE SUSPECT SENSOR

Ignition OFF.

Disconnect suspect active park assist sensor(s): C1428 (DTC B129C:14) or C1430 (DTC B129D:14).

Ignition ON.

Measure:

DTC B129C:14

Positive Lead	Measurement / Action	Negative Lead
C1428-1		C1428-3

DTC B129D:14

Positive Lead	Measurement / Action	Negative Lead
C1430-1		C1430-3

Is the voltage greater than 11 volts?

Yes	GO to B5
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No	GO to B4
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B4 CHECK FOR VOLTAGE AT THE SUSPECT SENSOR

Measure:

DTC B129C:14

Positive Lead	Measurement / Action	Negative Lead
C1428-1		Ground

DTC B129D:14

Positive Lead	Measurement / Action	Negative Lead
C1430-1		Ground

Is the voltage greater than 11 volts?

Yes	REPAIR the suspect active park assist sensor ground circuit.
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No	REPAIR the suspect active park assist sensor voltage supply circuit.
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B5 CHECK THE SUSPECT SENSOR SIGNAL RETURN CIRCUIT FOR AN OPEN

Ignition OFF.

Disconnect BCM C2280F .

Measure:

DTC B129C:14

Positive Lead	Measurement / Action	Negative Lead
C2280F-11	Ω	C1428-2

DTC B129D:14

Positive Lead	Measurement / Action	Negative Lead
C2280F-1	Ω	C1430-2

Is the resistance less than 3 ohms?

Yes	GO to B6
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No	REPAIR the circuit.
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B6 CHECK THE SUSPECT SENSOR SIGNAL RETURN CIRCUIT FOR A SHORT TO GROUND

Measure:

DTC B129C:14

Positive Lead	Measurement / Action	Negative Lead
C1428-2	Ω	Ground

DTC B129D:14

Positive Lead	Measurement / Action	Negative Lead
C1430-2	Ω	Ground

Is the resistance greater than 10, 000 ohms?

Yes	GO to B7
No	REPAIR the circuit.

B7 CHECK THE ACTIVE PARK ASSIST SENSOR

Connect BCM C2280F .

Install a known good active park assist sensor for the suspect sensor. REFER to: Front Active Park Assist Sensors .

Ignition ON.

Using a diagnostic scan tool, clear the PAM Diagnostic Trouble Codes (DTCs).

Perform the PAM self-test.

Is DTC B129C:14 or B129D:14 still present?

Yes	GO to B8
No	INSTALL a new active park assist sensor for the one in question. REFER to: Front Active Park Assist Sensors .

B8 CHECK FOR CORRECT BCM (BODY CONTROL MODULE) OPERATION

Ignition OFF.

Disconnect and inspect all BCM connectors and related in-line connectors.

Repair:

corrosion (install new connector or terminals - clean module pins)

damaged or bent pins - install new terminals/pins

pushed-out pins - install new pins as necessary

Reconnect the BCM connectors and related in-line connectors. Make sure they seat and latch correctly.

Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, DISCONTINUE this test and FOLLOW the TSB instructions. If no Technical Service Bulletins (TSBs) address this concern,
No	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. ADDRESS the root cause of any connector or pin issues.