

Reconnect the PDM connector and related in-line connectors. Make sure the connectors 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 TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new PDM. REFER to: Passenger Door Module (PDM) .
No	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. ADDRESS the root cause of any connector or pin issues.

DIAGNOSIS AND TESTING > BLIND SPOT INFORMATION SYSTEM > PINPOINT TESTS > PINPOINT TEST D : AN EXTERIOR MIRROR BLIS (BLIND SPOT INFORMATION SYSTEM) ®/CROSS TRAFFIC ALERT (CTA) LED (LIGHT EMITTING DIODE) IS INOPERATIVE

Refer to Vehicle Emergency Messaging System for schematic and connector information.

Normal Operation and Fault Conditions

REFER to: Blind Spot Information System - System Operation and Component Description .

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
B118C:11	Left Blind Spot Warning Indicator: Circuit Short To Ground	This DTC sets in continuous memory and on-demand in the DDM when a higher than expected current draw is detected on the LH exterior mirror BLIS ®/Cross Traffic Alert (CTA) LED output circuit.
B118C:15	Left Blind Spot Warning Indicator: Circuit Short To Battery or Open	This DTC sets in continuous memory and on-demand in the DDM when an open circuit is detected on the LH exterior mirror BLIS ®/Cross Traffic Alert (CTA) LED output circuit.
B118D:11	Right Blind Spot Warning Indicator: Circuit Short To Ground	This DTC sets in continuous memory and on-demand in the PDM when a higher than expected current draw is detected on the RH exterior mirror BLIS