

Connect all in-line electrical connectors between the ABS module and the suspect wheel speed sensor. 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, INSTALL a new ABS module. REFER to: Anti-Lock Brake System (ABS) Module .
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.

DIAGNOSIS AND TESTING > ANTI-LOCK BRAKE SYSTEM (ABS) AND STABILITY CONTROL > PINPOINT TESTS > PINPOINT TEST K : THE TRACTION CONTROL SYSTEM IS INOPERATIVE OR CANNOT BE DISABLED

Refer to Instrument Cluster for schematic and connector information.

Normal Operation and Fault Conditions

The traction control switch is used to switch the AdvanceTrac features (traction control, ESC and RSC) on or off. When the driver presses the traction control switch, the IPC receives a ground signal from the switch and illuminates the stability-traction control OFF indicator. The IPC sends a traction control switch message to the GWM over the HS-CAN3 and the GWM relays this message to the ABS module over the HS-CAN2. The ABS module takes the necessary action depending on the switch inputs and traction control message. For additional information on disabling AdvanceTrac, REFER to: Anti-Lock Brake System (ABS) and Stability Control - System Operation and Component Description .

If equipped, MyKey ® allows users to configure traction control to be either always on or selectable. If a MyKey ® restricted key is in use with the MyKey ® traction control feature configured to always on, traction control cannot be disabled. An admin key must be used to enable and disable traction control.



NOTE: For vehicles equipped with a keyless vehicle system, this test requires the use of at least 2 passive keys programmed to the vehicle; one admin passive key and one restricted passive key.



NOTE: For vehicles not equipped with a keyless vehicle system, this test requires the use of at least 2 Integrated Keyhead Transmitters (IKTs) programmed to the vehicle, one admin IKT and one restricted IKT.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
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