

corrosion - install new connector or terminal and clean the module pins

damaged or bent pins - install new terminals or pins

pushed-out pins - install new pins as necessary

spread terminals - install new terminals as necessary

Are the connectors free of corrosion, damaged pins, bent pins, pushed-out pins and spread terminals?

Yes	GO to B11
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No	REPAIR the affected connectors or terminals. Refer to CONNECTOR REPAIR PROCEDURES for schematic and connector information.
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B11 CHECK FOR CORRECT TBM (TRAILER BRAKE CONTROL MODULE) OPERATION

Connect TBM C2142 , make sure it seats and latches correctly.

Connect BCM C2280A , make sure it seats and latches correctly.

Operate the system and verify 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 TBM. REFER to: Trailer Brake Control Module (TBM) .
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No	The condition that caused the concern is not present at this time. The concern is intermittent and may have been caused by a loose or corroded connector, low battery voltage or an excessive load on the HS-CAN1 or HS-CAN2.
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**DIAGNOSIS AND TESTING > AUXILIARY BRAKE SYSTEM - VEHICLES WITH:
TRAILER BRAKE CONTROL > PINPOINT TESTS > PINPOINT TEST C : THE
MESSAGE CENTER DISPLAYS WIRING FAULT ON TRAILER**

Refer to TRAILER/CAMPER ADAPTER for schematic and connector information.

Normal Operations and Fault Conditions

The braking energy provided to the trailer is modulated with a PWM signal which varies between 0 volt and battery voltage, according to the TBM gain setting, the higher the duty cycle the more braking power available. The TBM varies the PWM signal based on various inputs such as vehicle speed, the brake torque message, BPP switch input, the manual slider switch and the gain buttons. With the vehicle stationary and with the manual slider switch fully to the left with a gain of 10, there should be more than 11 volts supplied to the trailer tow connector. Without a trailer connected, the TBM sends a voltage pulse to the trailer tow connector every 4 seconds as a trailer connectivity test.