Ignition OFF.

Disconnect and inspect all TCCM connectors.

Check for the following:

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

Connect all TCCM connectors. Make sure they seat and latch correctly.

Operate the system and verify the concern is still present.

Is the concern still present?

Yes	INSTALL a new TCCM. REFER to: Transfer Case Control Module (TCCM) .
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 the connector or pin issues.

DIAGNOSIS AND TESTING > ELECTRONIC LOCKING DIFFERENTIAL (ELD) > PINPOINT TESTS > PINPOINT TEST C : REAR WHEELS BINDING WHEN TURNING CORNERS WITH THE ELD MSS SET TO OFF

Refer to Two Wheel Drive/Four Wheel Drive Systems for schematic and connector information.

Normal Operation

When the ELD MSS is engaged to lock the rear differential, the TCCM sends a PWM signal to the ELD field coil through the differential lock control circuit. This PWM signal is initially 98% duty cycle to lock the differential and then tapers off to a lower duty cycle once the differential is locked. If the differential does not lock, the TCCM continues to send the signal for a set amount of time. Once the differential is locked, the indicator illuminates steadily.

Possible Sources

- Wiring, terminals or connectors
- ELD field coil
- TCCM (4WD only)

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions