

|            |                                                                                                                            |
|------------|----------------------------------------------------------------------------------------------------------------------------|
| <b>Yes</b> | GO to J11                                                                                                                  |
| <b>No</b>  | REPAIR the affected connectors or terminals. Refer to CONNECTOR REPAIR PROCEDURES for schematic and connector information. |

#### J11 CHECK FOR CORRECT PSCM (POWER STEERING CONTROL MODULE) OPERATION

Connect PSCM C1463A and C1463B . Make sure they seat and latch correctly.

Connect RCM C310A and C310B (if previously disconnected). Make sure they seat and latch correctly.

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

#### Is the concern still present?

|            |                                                                                                                                                                                                                                                                          |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Yes</b> | 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, REFER to the EPAS symptom chart or DTC chart. |
| <b>No</b>  | 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 : WHEEL SPEED SENSOR ELECTRICAL FAULTS - FRONT

Refer to VEHICLE DYNAMIC SYSTEMS for schematic and connector information.

#### Normal Operation and Fault Conditions

Active wheel speed sensors generate a square wave signal proportional to wheel speed which is sent to the ABS module. Each wheel speed sensor is connected to the ABS module through 2 wires and a connector at each wheel speed sensor. One wire is for sensor voltage supply from the ABS module and the other wire is for the signal return to the ABS module. With the ignition ON, the ABS module carries out a self-test by sending a reference voltage through the wheel speed sensors and their circuitry.

#### DTC Fault Trigger Conditions

| DTC      | Description                                             | Fault Trigger Conditions                                                                                                                                                                         |
|----------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C0031:11 | Left Front Wheel Speed Sensor: Circuit Short to Ground  | These Diagnostic Trouble Codes (DTCs) set in continuous memory and on-demand if there is a short to ground in the sensor signal return circuit or if the sensor has an internal short to ground. |
| C0034:11 | Right Front Wheel Speed Sensor: Circuit Short to Ground |                                                                                                                                                                                                  |