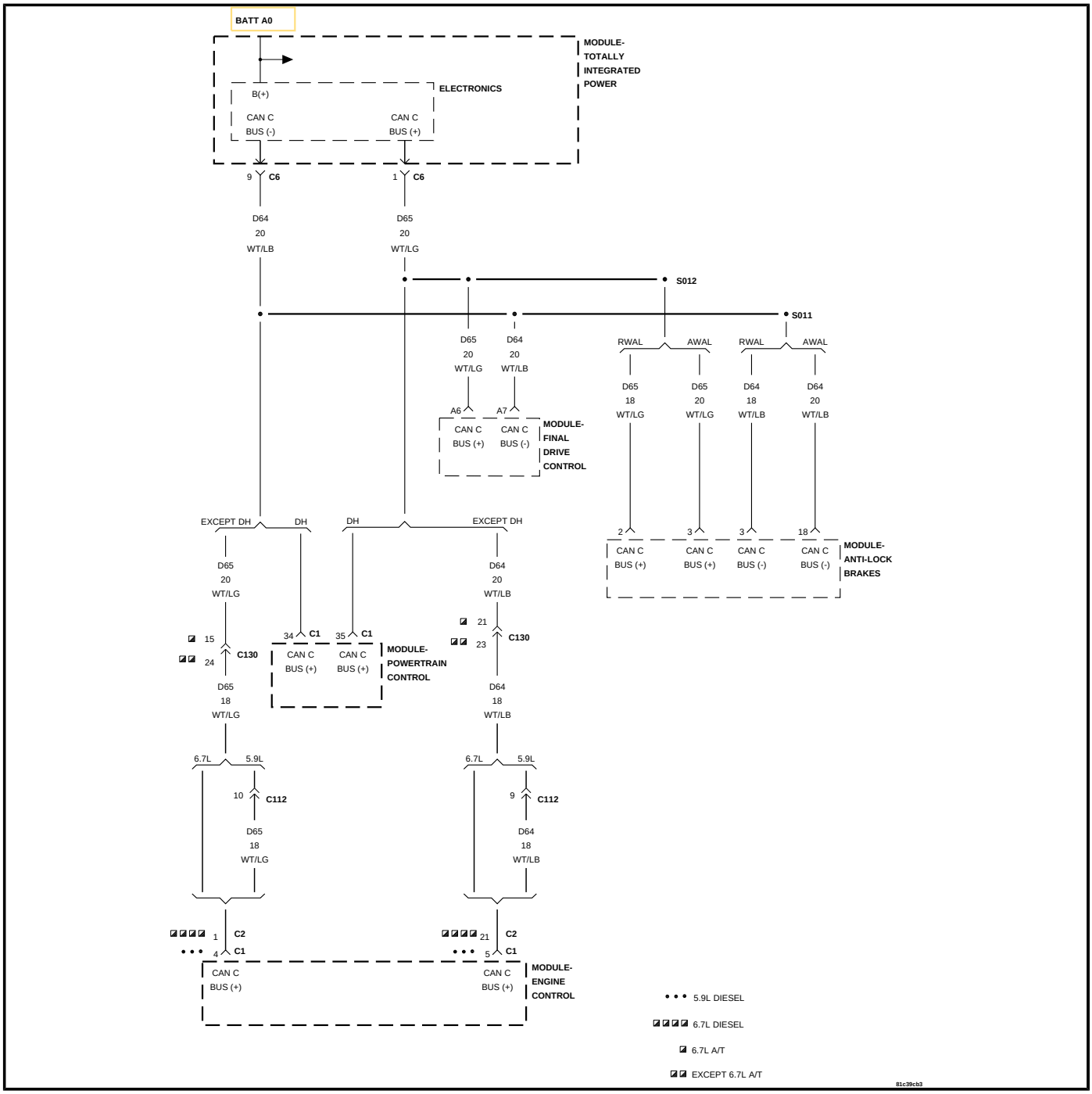
U0001-CAN C BUS CIRCUIT



For a complete wiring diagram, **refer to the Wiring Information**.

- **When Monitored:**

  With the ignition on.
- **Set Condition:**

The Totally Integrated Power Module (TIPM) detects a short in either CAN C Bus circuit.

Possible Causes
(D65) CAN C BUS (+) CIRCUIT SHORTED TO GROUND
(D64) CAN C BUS (-) CIRCUIT SHORTED TO GROUND
(D65) CAN C BUS (+) CIRCUIT SHORTED TO VOLTAGE
(D64) CAN C BUS (-) CIRCUIT SHORTED TO VOLTAGE
(D65) CAN C BUS (+) CIRCUIT SHORTED TO (D64) CAN C BUS (-) CIRCUIT
ANTILOCK BRAKE MODULE
POWERTRAIN CONTROL MODULE
ENGINE CONTROL MODULE (DIESEL ONLY)
FINAL DRIVE CONTROL MODULE
TOTALLY INTEGRATED POWER MODULE

1. TEST FOR INTERMITTENT CONDITION

1. Turn the ignition on.
2. With the scan tool, record and erase TIPM DTCs.
3. Cycle the ignition from on to off 3 times.
4. Turn the ignition on.
5. With the scan tool, read active TIPM DTCs.

Does the scan tool display this DTC as active?

Yes • Go To 2

No • The conditions that caused this code to set are not present at this time. Using the wiring diagram/schematic as a guide, inspect the wiring and connectors.

2. ANTILOCK BRAKE MODULE — INTERNAL SHORT

1. Turn the ignition off.
2. Disconnect the Antilock Brake Module harness connector.
3. Turn the ignition on.
4. With the scan tool, record and erase TIPM DTCs.
5. Cycle the ignition from on to off 3 times.
6. Turn the ignition on.
7. With the scan tool, read active TIPM DTCs.

Does the scan tool display this DTC as active?

Yes • Go To 3

No
- Inspect the wiring and connectors for damage or shorted circuits. If ok, replace the Antilock Brake Module in accordance with the Service Information.
- Perform the ABS VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure)

3. POWERTRAIN CONTROL MODULE — INTERNAL SHORT

1. Turn the ignition off.
2. Disconnect the Powertrain Control Module C1 harness connector.
3. Turn the ignition on.
4. With the scan tool, record and erase TIPM DTCs.
5. Cycle the ignition from on to off 3 times.
6. Turn the ignition on.
7. With the scan tool, read active TIPM DTCs.

Does the scan tool display this DTC as active?

Yes
- Go To 4

No
- Inspect the wiring and connectors for damage or shorted circuits. If ok, replace and program the Powertrain Control Module in accordance with the Service Information.
- Perform the POWERTRAIN VERIFICATION TEST

4. ENGINE CONTROL MODULE (DIESEL ONLY) — INTERNAL SHORT

1. Turn the ignition off.

NOTE: If vehicle is not equipped with this module, answer yes to the question.

2. Disconnect the Engine Control Module C1 (5.9L) or C2 (6.7L) harness connector.
3. Turn the ignition on.
4. With the scan tool, record and erase TIPM DTCs.
5. Cycle the ignition from on to off 3 times.
6. Turn the ignition on.
7. With the scan tool, read active TIPM DTCs.

Does the scan tool display this DTC as active?

Yes
- Go To 5

No
- Inspect the wiring and connectors for damage or shorted circuits. If ok, replace and program the Engine Control Module in accordance with the Service Information.
- Perform the POWERTRAIN VERIFICATION TEST VER - 5 (DIESEL).

5. FINAL DRIVE CONTROL MODULE (POWER WAGON ONLY) — INTERNAL SHORT

1. Turn the ignition off.

NOTE: If vehicle is not equipped with this module, answer yes to the question.

2. Disconnect the Final Drive Control Module harness connectors.

3. Turn the ignition on.
4. With the scan tool, record and erase TIPM DTCs.
5. Cycle the ignition from on to off 3 times.
6. Turn the ignition on.
7. With the scan tool, read active TIPM DTCs.

Does the scan tool display this DTC as active?

Yes • Go To 6

No • Inspect the wiring and connectors for damage or shorted circuits. If ok, replace and program the Final Drive Control Module in accordance with the Service Information.
• Perform the FDCM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Final Drive Control (FDCM) - Standard Procedure)

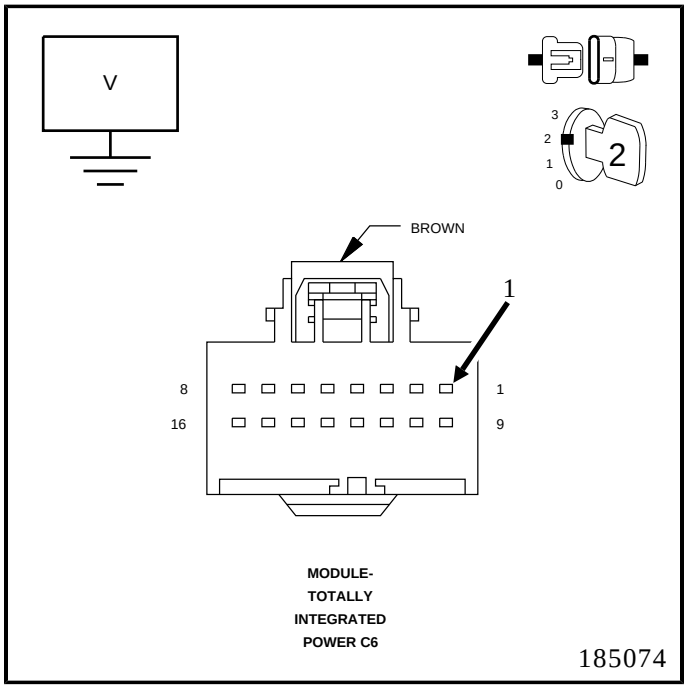
6. (D65) CAN C BUS (+) CIRCUIT SHORTED TO VOLTAGE

1. Turn the ignition off.
2. Disconnect the Totally Integrated Power Module C6 harness connector.
3. Turn the ignition on.
4. Measure the voltage between the (D65) CAN C Bus (+) circuit and ground.

Is there any voltage present?

Yes • Repair the (D65) CAN C Bus (+) circuit for a short to voltage.
• Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/ MODULE, Totally Integrated Power (TIPM) - Standard Procedure)

No • Go To 7



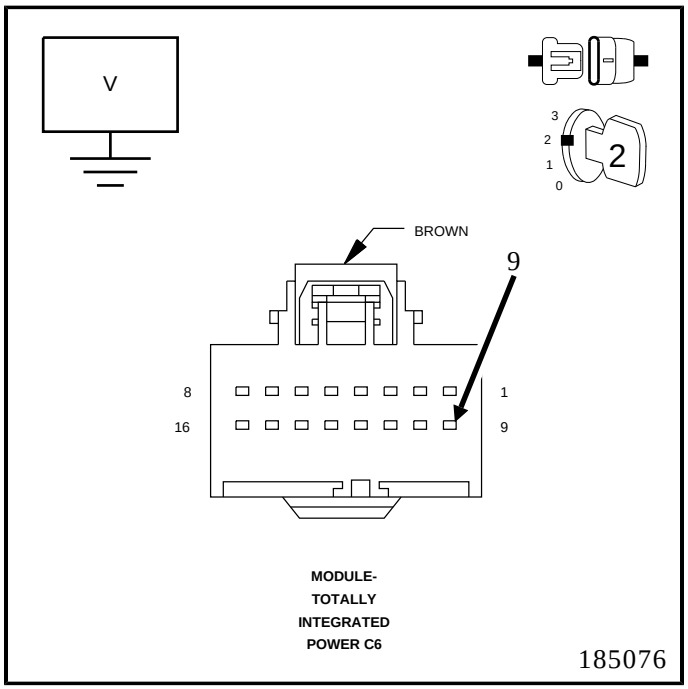
7. (D64) CAN C BUS (-) CIRCUIT SHORTED TO VOLTAGE

1. Measure the voltage between the (D64) CAN C Bus (-) circuit and ground.

Is there any voltage present?

Yes
- Repair the (D64) CAN C Bus (-) circuit for a short to voltage.
- Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/ MODULE, Totally Integrated Power (TIPM) - Standard Procedure).

No
- Go To 8



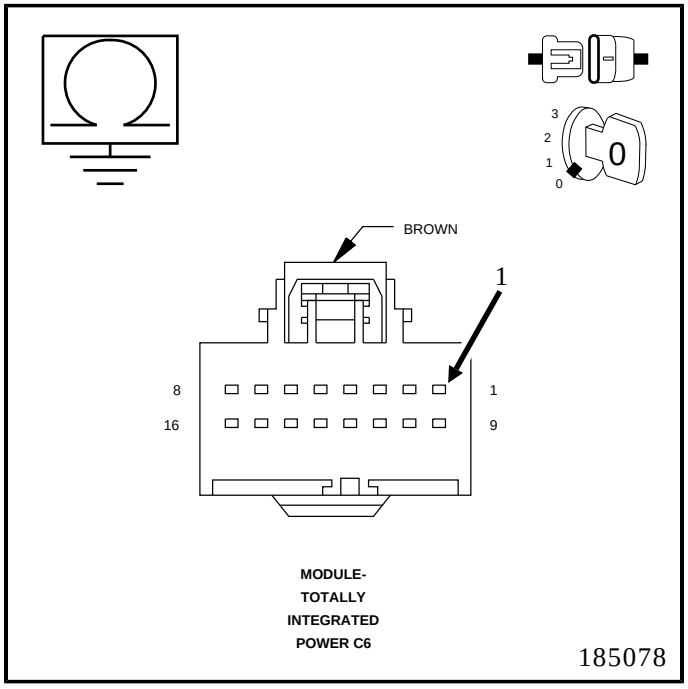
8. (D65) CAN C BUS (+) CIRCUIT SHORTED TO GROUND

1. Turn the ignition off.
2. Measure the resistance between ground and the (D65) CAN C Bus (+) circuit.

Is any resistance present?

Yes
- Repair the (D65) CAN C Bus (+) circuit for a short to ground.
- Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/ MODULE, Totally Integrated Power (TIPM) - Standard Procedure).

No
- Go To 9



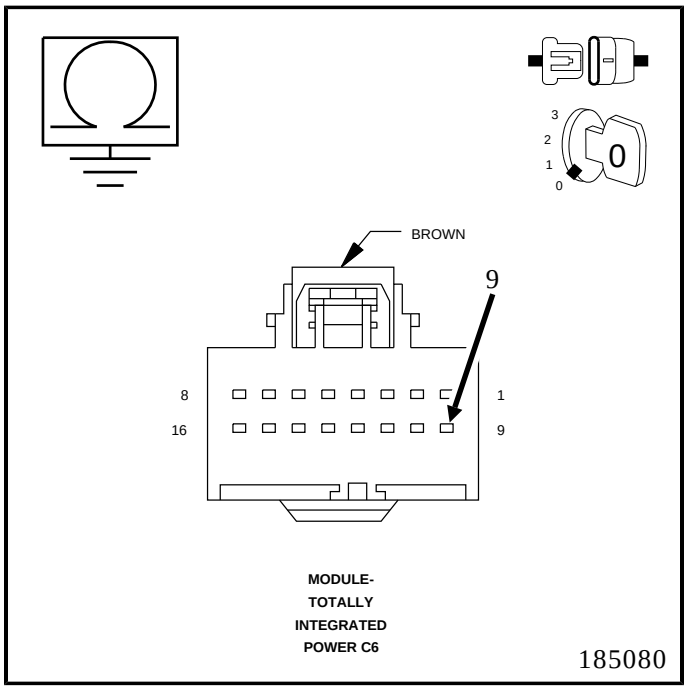
9. (D64) CAN C BUS (-) CIRCUIT SHORTED TO GROUND

1. Measure the resistance between ground and the (D64) CAN C Bus (-) circuit.

Is any resistance present?

Yes
- Repair the (D64) CAN C Bus (-) circuit for a short to ground.
- Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/ MODULE, Totally Integrated Power (TIPM) - Standard Procedure).

No
- Go To 10



10. (D65) CAN C BUS (+) CIRCUIT SHORTED TO (D64) CAN C BUS (-) CIRCUIT

1. Measure the resistance between the (D65) CAN C Bus (+) circuit and the (D64) CAN C Bus (-) circuit.

Is any resistance present?

Yes
- Repair the (D65) CAN C Bus (+) circuit for a short to the (D64) CAN C Bus (-) circuit.
- Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/ MODULE, Totally Integrated Power (TIPM) - Standard Procedure).

No
- Inspect the wiring and connectors for damage or shorted circuits. If ok, replace and program the Totally Integrated Power Module in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/ MODULE, Totally Integrated Power (TIPM) - Standard Procedure).