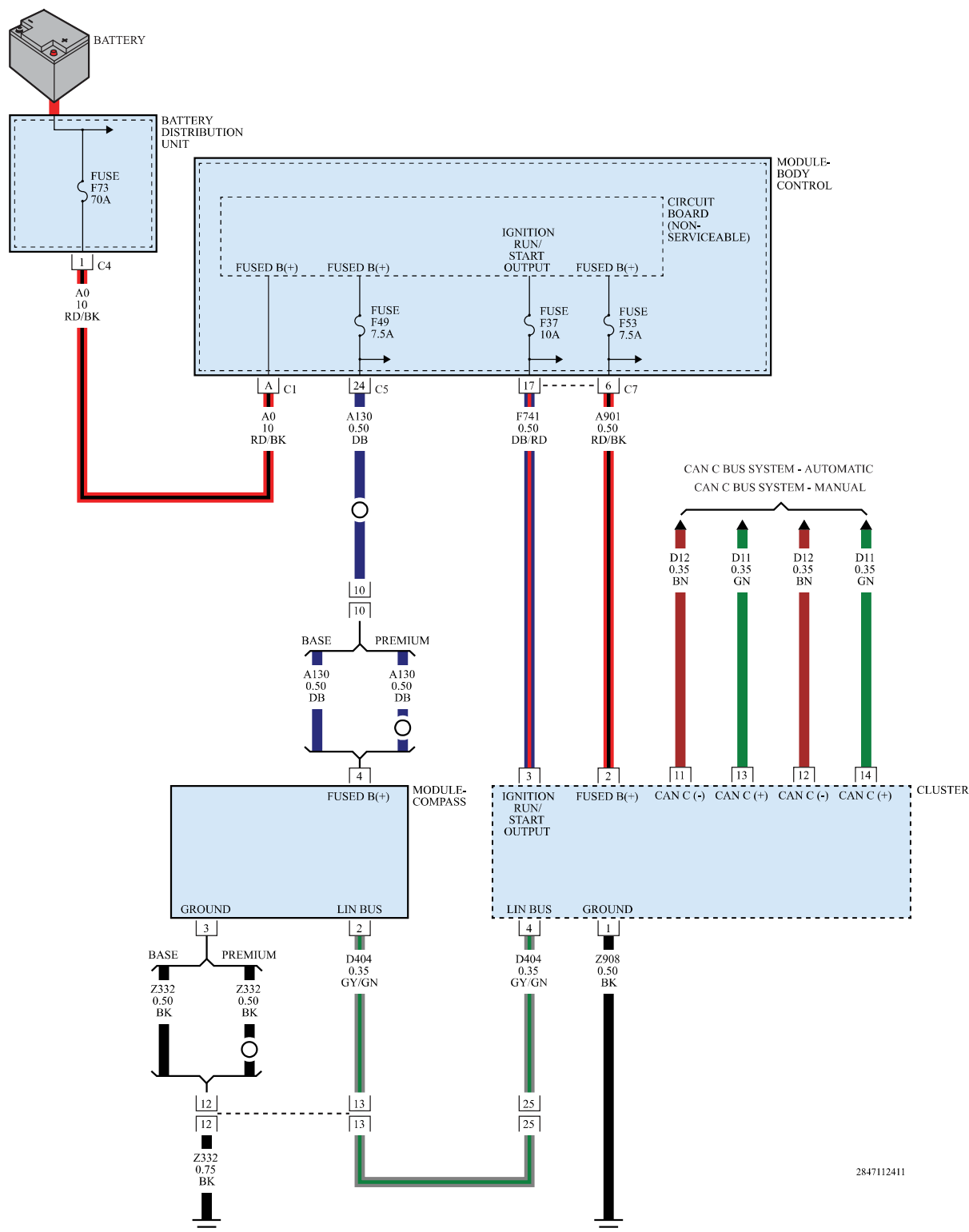


B102E-64-BSM_YRS_DATA.LATACCELERATIONFAILSTS_BSM (SIGNAL FROM BSM)- SIGNAL PLAUSIBILITY FAILURE



When Monitored and Set Conditions

When Monitored:

- With the ignition on.

Set Conditions:

- A monitored value from the Anti-Lock Brake System (ABS) Module is invalid.

| Possible Causes |
|--|
| DTCS SET IN THE ANTI-LOCK BRAKE SYSTEM (ABS) MODULE ANTI-LOCK BRAKE SYSTEM (ABS) MODULE INSTRUMENT PANEL CLUSTER (IPC) |

Always perform the **PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE** before proceeding. ([Refer to 28 - DTC-Based Diagnostics/Standard Procedure](#)) .

Diagnostic Test

1. CHECK FOR AN ACTIVE DTC

1. With the scan tool, read Instrument Panel Cluster (IPC) DTCs and record on the repair order.
2. With the scan tool, erase IPC DTCs.
3. Turn the ignition off for ten seconds, then start the engine.
4. With the scan tool, read IPC DTCs.

Did the DTC return?

Yes

- Go To [2](#)

No

- Perform the TESTING FOR AN INTERMITTENT CONDITION procedure. ([Refer to 28 - DTC-Based Diagnostics/Standard Procedure](#)) .

2. CHECK THE ABS MODULE FOR DTCS

1. With the scan tool, read Anti Lock Brake (ABS) Module DTCs and record on the repair order.

Are there any ABS DTCs set?

Yes

- Repair the DTC(s) in the ABS Module. ([Refer to 28 - DTC-Based Diagnostics/MODULE, Anti-lock Brake \(ABS\) /Diagnosis and Testing](#)).

No

- Go To **3**

3. CHECK RELATED WIRING AND HARNESS CONNECTIONS

1. Turn the ignition off.
2. Check the related component and module power supply and ground circuits.
3. Disconnect harness connectors between the IPC and the ABS Module.
4. Disconnect all related in-line harness connections (if equipped).
5. Disconnect the related component harness connectors.
6. Inspect harness connectors, component connectors, and all male and female terminals for the following conditions:
 - Proper connector installation.
 - Damaged connector locks.
 - Corrosion.
 - Other signs of water intrusion.
 - Weather seal damage (if equipped).
 - Bent terminals.
 - Overheating due to a poor connection (terminal may be discolored due to excessive current draw).
 - Terminals that have been pushed back into the connector cavity.
 - Perform a terminal drag test on each connector terminal to verify proper terminal tension.

Repair any conditions that are found.

7. Reconnect all harness connectors. Be certain that all harness connectors are fully seated and the connector locks are fully engaged.
8. Reconnect all in-line harness connectors (if equipped). Be certain that all connectors are fully seated and the connector locks are fully engaged.
9. Reconnect all related component harness connectors. Be certain that all connectors are fully seated and the connector locks are fully engaged.
10. With the scan tool, erase DTCs.
11. Using the recorded information along with the When Monitored and Set Conditions, operate the vehicle within the conditions that set the DTC.
12. With the scan tool, read IPC DTCs.

Did the DTC return?

Yes

- Replace the IPC in accordance with the Service Information.
- Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Body Control (BCM) - Standard Procedure).

No

- Perform the BODY VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Body Control (BCM) - Standard Procedure).
- Test complete.