



STAR ONLINE PUBLICATION



Case Number: [REDACTED]

INFORMATION REDACTED
PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C.
552(B)(6)

Release Date: May 2024

Symptom/Vehicle Issue: Loss Of Power Steering Assist. U0131 Lost Communication With Electro Hydraulic Power Steering Control Module (EHPS).

Discussion: The customer may experience a lack of power steering assist. Diagnostic trouble code (DTC) U0131 - Lost Communication With Electric Power Steering Control Module may be present. This may be caused by the ground wire not being fully welded/secured to the ground eyelet.

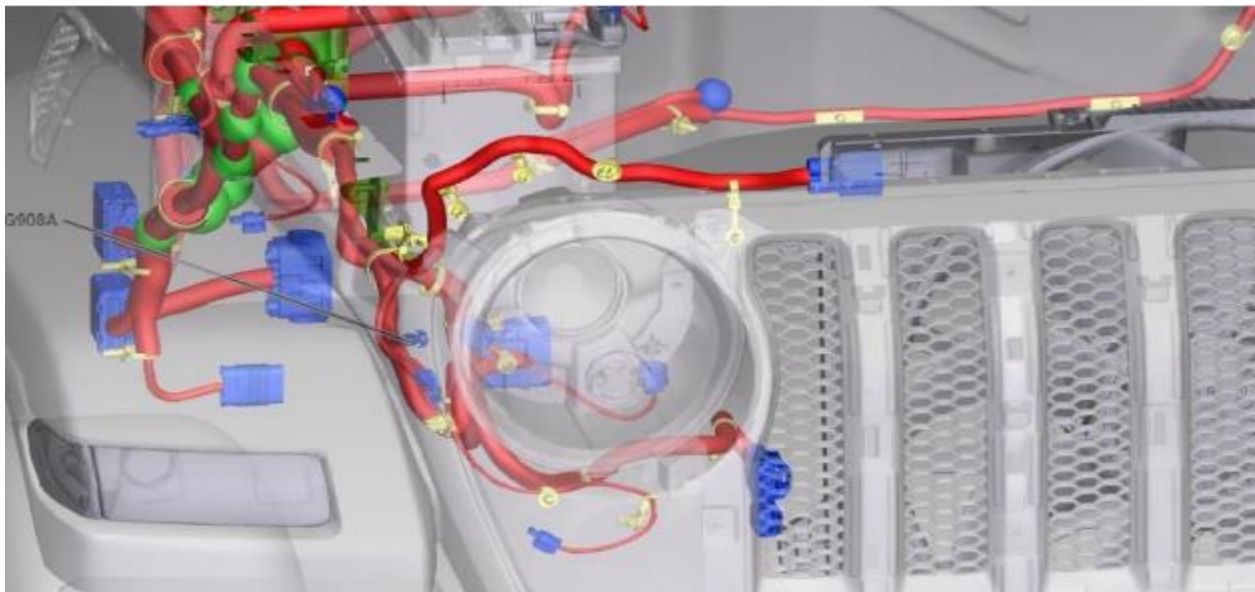


Fig 1. G908A location.

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.



STAR ONLINE PUBLICATION



Diagnosis: Inspect the G908A ground located behind the passenger side headlight. Determine if the ground eyelet is properly secured to the ground wire. Check if the eyelet from the power steering ground is bent. If it is, carefully bend it back straight (Fig. 2).



Fig 2.

Next, remove the shrink tubing from the ground cable. Verify the wire is firmly attached and soldered to the eyelet (right image in Fig. 2). Note the shrink wrap may need to be removed to inspect and repair. If it is removed, replace with dual layer glue style shrink wrap.

Using a wire brush, file and emery cloth as needed, clean the top weld stud thoroughly from any impurities that can cause the eyelet not to make flat contact (dirt, paint, glue, weld slag). Refer to Fig 3. Reconnect the ground wire and torque to 15 N-m (11 Ft-Lbs.).

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.



STAR ONLINE PUBLICATION



Fig 3. Weld slag to be filed or ground down.

Using a multimeter verify power and ground at the EHPS C1 connector. C2 connector has pins for CAN communication and Ignition Run Start. Inspect each for problems including pin pushout and harness routing. Repair as needed.

Wire Insertion Side:

Mating Side:

Wire Insertion Side:

Pin	Circuit	Wire Color	Gauge/Size	Function
1	Z908	BK	1.0	GROUND
2	A10	RD	1.0	FUSED B(+)

Pin	Circuit	Wire Color	Gauge/Size	Function
1	D138	YE	0.35	CAN C (-)
2	D139	YE/BN	0.35	CAN C (+)
3	F941	PK/WH	0.35	IGNITION RUN/START CONTROL OUTPUT

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.



STAR ONLINE PUBLICATION



Example Of Pin Push Out.

Testing of the CAN circuits can be performed using a multimeter, but an oscilloscope pattern is best using the MOPAR Pico Scope. Multimeter voltage for Can C+ approx 2.6V and Can C- 2.4V.

After repair, clear the diagnostic trouble codes (DTCs). Test drive to confirm U0131 is resolved.

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.