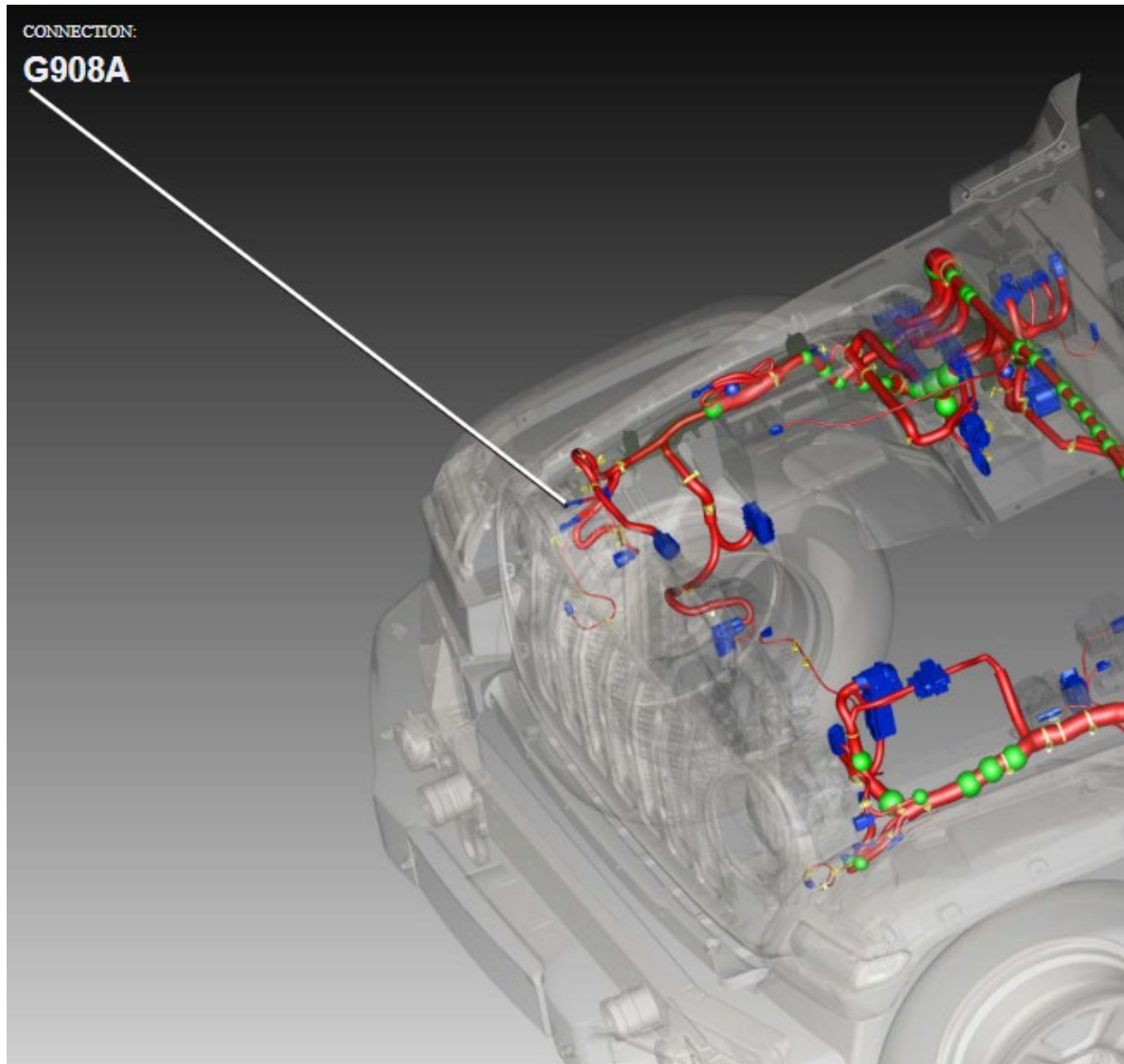
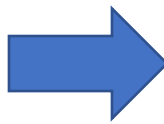


# SET 881 Diagnostics

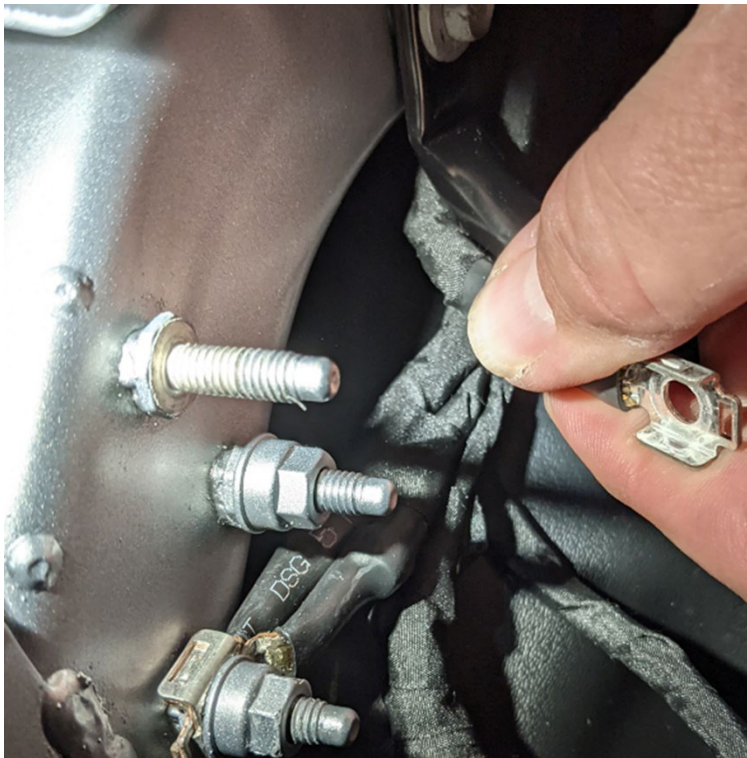
## 1. Check power steering ground G908.



- Check if the eyelet from the power steering ground is bent. If it is, make it straight.



- Clean the top weld stud thoroughly from any impurities that can cause the eyelet not to make flat contact (dirt, paint, glue, weld slag). Reconnect and torque to 15 nm.



- If the issue persists, remove ground from stud, then remove the shrink tubing from ground and check that the wire is firmly

welded to the eyelet. If the joining is defective, replace the ground wire.

If the components are correctly attached and not separated, replace the heat shrink to ensure the wiring is sealed again.



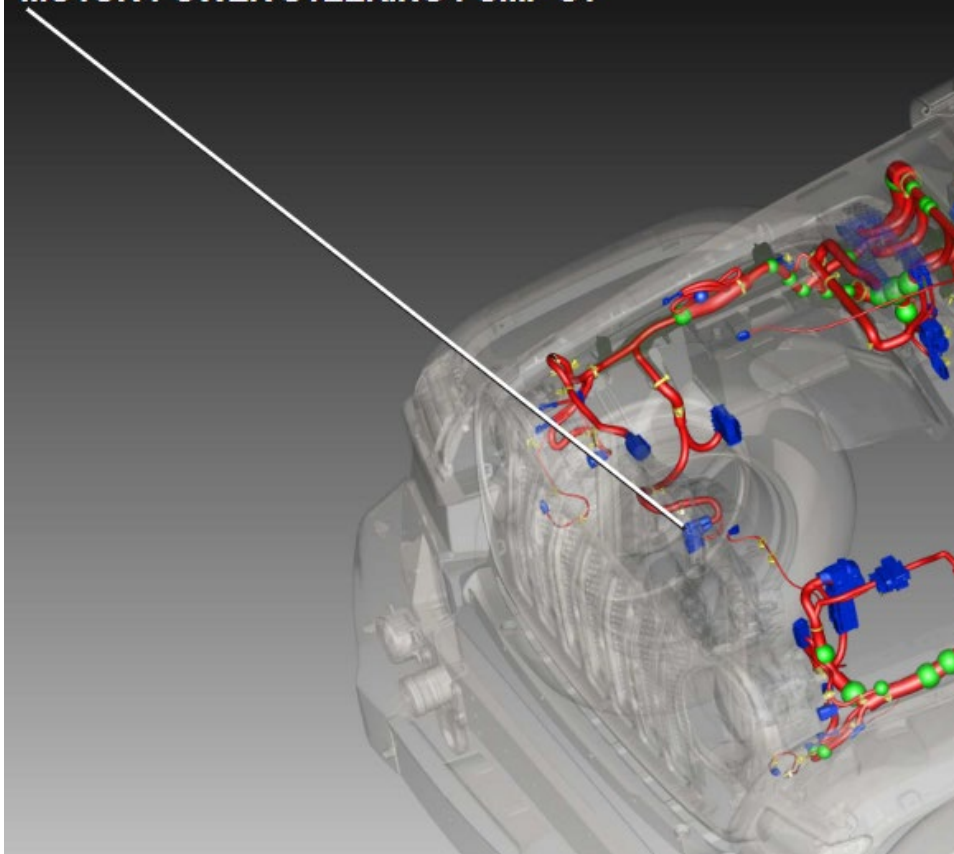
Defective welding

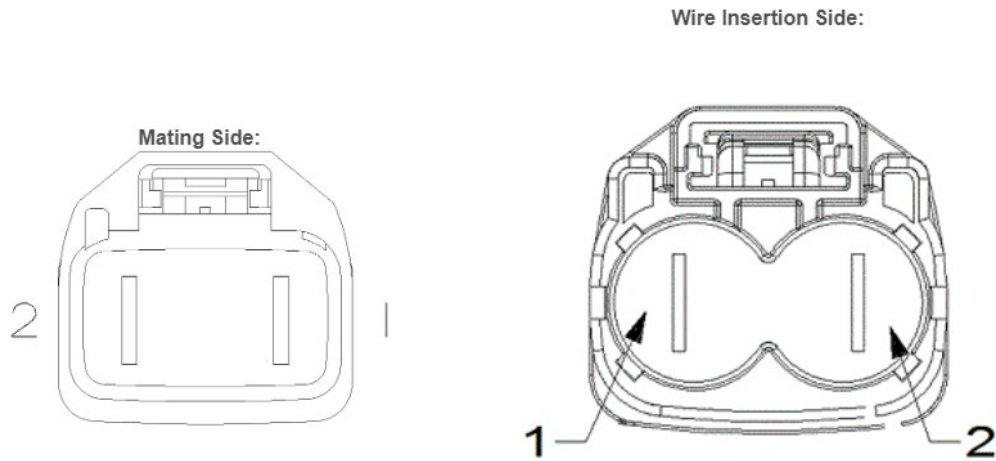
- Verify you have good ground with a voltmeter. Red lead to battery positive and black lead to ground circuit you should see battery voltage. If not, Repair circuit problem.
- Clear diagnostics trouble codes from memory and see if U0131 code returns.

## **2. Review wiring to power steering connector C1.**

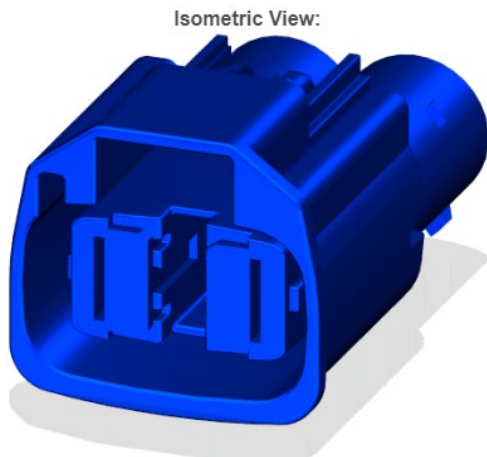
CONNECTION:

## MOTOR-POWER STEERING PUMP C1





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



- Verify the connection between pump and wire connectors is firm and steady.
- Check if the wiring harness is pulling the connector, allowing to expose the seal on the wire insertion side. If it is, replace the damaged connector.

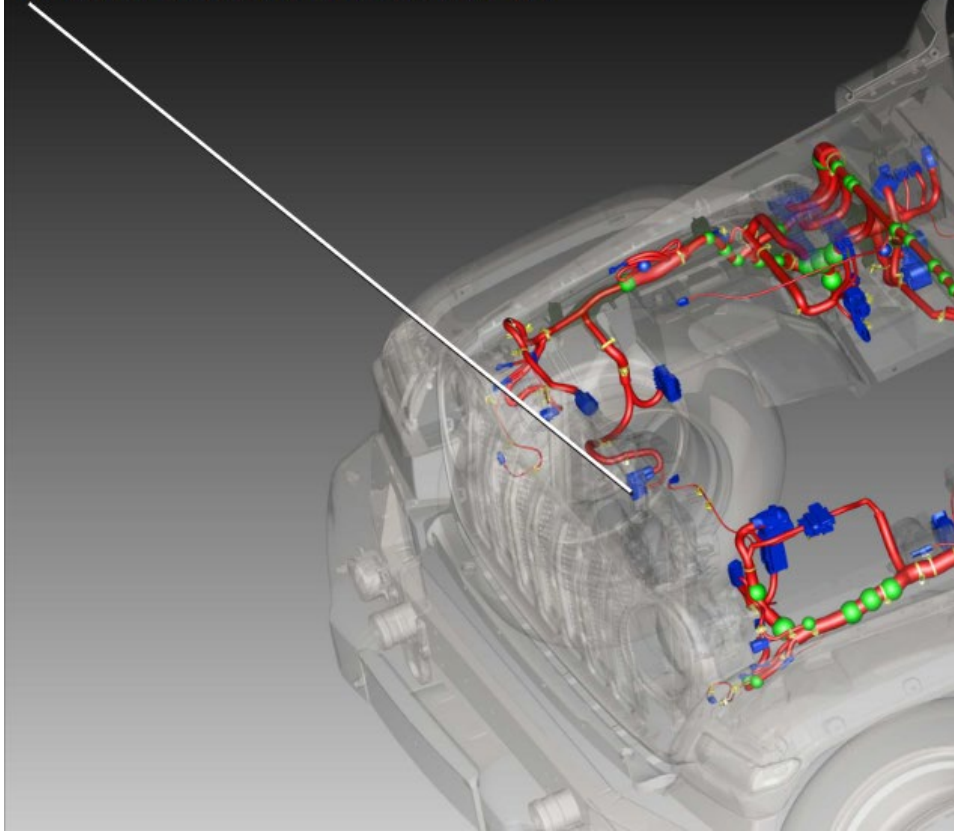


- Verify you have good wiring power at B+ with a voltmeter. Black lead to a good ground and red lead to B+ you should see battery voltage. If not, Repair circuit problem.
- Clear diagnostics trouble codes from memory and see if U0131 code returns.

### **3. Check CAN bus circuits.**

CONNECTION:

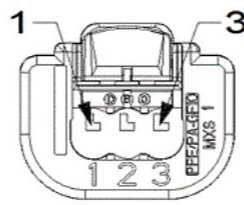
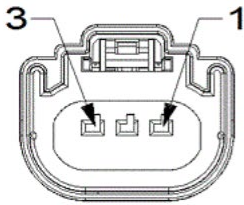
## MOTOR-POWER STEERING PUMP C2



Mating Side:

Wire Insertion Side:

Isometric View:



| 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 |

- Verify the connection between pump and wire connectors is firm and steady.

- Check if the wiring harness is pulling the connector, allowing to expose the seal on the wire insertion side.
- With the key on, check the two communication circuits. With the black end of your voltmeter to a good ground and red end into CAN C+ you should see around 2.6 volts and fluctuating slightly. Next connect the red end to CAN C-, you should see around 2.4 volts and fluctuating slightly. If not, Repair circuit problem.
- Clear diagnostics trouble codes from memory and see if U0131 code returns.

#### **4. Check the condition of the power steering wiring.**

- Inspect the dash wiring harness for damage or wear due to contact to other components.

Example:



wiring rubbed by alternator pulley

**5. Replace power steering pump.**

- Send the replaced part to Stellantis for further investigation.