



Jeremy\_\_Blanken

New User

a week ago

## CASCADIA FAULT 168 FMI 9

VIN# KK5303. COMPLAINT- LOW VOLTAGE WARNING ON ICU.  
UNIT HAS ACTIVE FAULT 168/9 BATTERY VOLTAGE MISSING.  
STARTED TRADITIONAL DIAGNOSTICS. INSPECTED ALTERNATOR MOUNTING, BELTS, CONNECTIONS AT ALTERNATOR AND BATTERIES. TESTED FUSES, VISUAL INSPECTION FOR OBVIOUS DAMAGE. NO ISSUES NOTED. TESTED BATTERY VOLTAGE STATIC AND RUNNING. 12.3V & 14.2V. DRAG TESTED TERMINALS X2 CONNECTOR CPC, X21 MCM. TESTED RESISTANCE CPC X2/2 TO MCM X21/5, 6, 8, 9. ALL 0.5 OHMS OR LESS. ON STEP 3 OF DIAGNOSTICS IT IS REQUESTING TO TEST RESISTANCE OF MCM X21/ 11, 12, 14, 15 TO CPC X2/1. HOWEVER IT IS ASKING FOR THIS MEASUREMENT TO BE DONE WITH ENGINE RUNNING AND BATTERY VOLTAGE GREATER THAN 12.5V.?? CHECKED PSL DIAG TO DDDL8 AND THEY ARE THE SAME. MY QUESTION IS AM I MISSING SOMETHING HERE? I HAVE NEVER TESTED RESISTANCE WITH A LIVE CIRCUIT. I TESTED THE CIRCUITS AS I NORMALLY WOULD HAVE WITH BOTH ENDS DISCONNECTED TESTING PIN TO PIN. ALL CIRCUITS ARE READING OL. ANYONE COME ACROSS THIS DIAGNOSTIC AND SUCCESSFULLY TESTED RESISTANCE AS DESCRIBED?  
THANKS FOR ANY INFO.

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Talbert\_Simonia

Techie Technician

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They are wanting you to test the circuit with a load on it. Similar as using a headlamp.

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 Kyle\_Siebert  
Techie Technician

Thursday

Don't check resistance on a circuit with voltage on it. I would unplug the CPC connector for battery, ignition and ground. Load test all three circuits with key on and look for a significant drop in voltage. Use a headlamp that would pull 4 to 5 amps load. If that's not showing anything, plug it back in and start the truck up and put all the vehicle loads you can on. Then measure voltage from the ground pin on the CPC to battery ground, over 1 volt and you've got a issue in your grounding from the CPC to the batteries somewhere. I would imagine normal would be around .2 volt drop maybe .5 volt max.

Could be you just have a bad CPC.

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