

POWER LOCK SYSTEMS

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GENERAL INFORMATION

INTRODUCTION

Power locks are optional factory-installed equipment on this model. The power window system and the power mirror system are included on vehicles equipped with the power lock option. The Remote Keyless Entry (RKE) system is an additional option available on vehicles equipped with the power lock option. Refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

NOTE: This group covers both Left-Hand Drive (LHD) and Right-Hand Drive (RHD) versions of this model. Whenever required and feasible, the RHD versions of affected vehicle components have been constructed as mirror-image of the LHD versions. While most of the illustrations used in this group represent only the LHD version, the diagnostic and service procedures outlined can generally be applied to either version. Exceptions to this rule have been clearly identified as LHD or RHD, if a special illustration or procedure is required.

POWER LOCK SYSTEM

The power lock system allows all of the doors and the liftgate to be locked or unlocked electrically by operating the switch on either front door trim panel. This system operates with battery power supplied through a fuse in the junction block, independent of the ignition switch.

The power lock system includes a lock inhibit feature, which prevents the doors from being locked by the power lock system if the driver door is open with the key in the ignition switch or with the headlamp switch in the On position. However, the lock inhibit feature will not prevent manual locking of the vehicle using the manual lock buttons or the key cylinders.

The power lock system includes the front door power lock switches integral to the driver and passenger door modules, and the power lock motors mounted in each door and the liftgate. The power lock control circuitry and the power lock and unlock relays are integral to the Passenger Door Module (PDM).

Following are general descriptions of the major components in the power lock system. Refer to the owner's manual in the vehicle glove box for more information on the features, use and operation of the power lock system.

GENERAL INFORMATION (Continued)

REMOTE KEYLESS ENTRY SYSTEM

The Remote Keyless Entry (RKE) system is a radio frequency system that allows the use of a remote battery-powered radio transmitter to control the power lock system. On vehicles with the RKE option, the power locks can be operated by depressing the Lock or Unlock buttons of the RKE transmitter. The RKE system includes an illuminated entry feature, which turns on the courtesy lamps for a timed interval (about thirty seconds), when the power locks are unlocked using the RKE transmitter.

The RKE system for this vehicle also features a customer programmable horn chirp feature. This feature allows the customer the option of enabling or disabling the horn chirp request that the RKE receiver issues as an audible indication that a valid Lock signal has been received from the RKE transmitter. See Remote Keyless Entry Receiver Programming in this group for more information on this feature.

The RKE system can retain the vehicle access codes of up to four transmitters. The transmitter codes are retained in memory, even if the battery is disconnected. If a transmitter is faulty or lost, new transmitter vehicle access codes can be programmed into the system using a DRB scan tool and the proper Diagnostic Procedures manual.

The RKE system consists of the remote key fob transmitter and a radio receiver with program logic. The RKE receiver is installed in an RKE housing on the headliner of the vehicle, or in the housing of the optional overhead console, depending upon how the vehicle is equipped.

Following are general descriptions of the major components in the RKE system. Refer to the owner's manual in the vehicle glove box for more information on the features, use and operation of the RKE system.

DESCRIPTION AND OPERATION**POWER LOCK SWITCH**

The power locks are controlled by a two-way switch that is integral to the Driver Door Module (DDM) and the Passenger Door Module (PDM) mounted in the trim panel of its respective front door. Each switch is illuminated by a light-emitting diode when the ignition switch is turned to the On position. The power lock switches provide a hard-wired lock or unlock signal to the power lock system control circuitry, which is located in the PDM.

The power lock switches and their lamps cannot be repaired. If the switches are damaged or faulty, the entire PDM or DDM unit must be replaced.

DOOR MODULE

A Driver Door Module (DDM) and a Passenger Door Module (PDM) are used on all models equipped with power locks and power windows. Each door module houses both the front door power lock and power window switches. In addition to the switches for its own door, the DDM houses individual switches for each passenger door power window, a power window lockout switch and the power mirror switch. The PDM contains the control circuitry and the power lock and unlock relays for the entire power lock system.

In its role as the power lock control module, the PDM receives inputs from the battery, the ignition switch, the DDM, the driver door ajar switch, the key-in ignition switch, and the headlamp switch. It also receives a hard-wired input from the remote Keyless Entry (RKE) receiver, if the vehicle is so equipped. In response to these inputs, the PDM sends the proper outputs to control the power lock motors through its integral power lock and unlock relays.

The DDM and the PDM are mounted to their respective front door trim panels. The DDM and PDM are serviced individually and cannot be repaired. If the DDM or PDM, or any of the switches and circuitry that they contain are faulty or damaged, the complete DDM or PDM unit must be replaced.

POWER LOCK MOTOR

In the power lock and Remote Keyless Entry (RKE) systems, the locks are actuated by a reversible electric motor mounted within each door and the lift-gate. The power lock motor direction is controlled by the battery and ground feeds from the power lock and unlock relays integral to the Passenger Door Module (PDM).

The power lock motors cannot be repaired and, if faulty or damaged, the entire motor must be replaced.

REMOTE KEYLESS ENTRY TRANSMITTER

The Remote Keyless Entry (RKE) system transmitter is equipped with two buttons, labeled Lock and Unlock. It is also equipped with a key ring and is designed to serve as a key fob. The operating range of the transmitter radio signal is up to 7 meters (23 feet) from the RKE receiver.

Each transmitter has a different vehicle access code, which must be programmed into the memory of the RKE receiver in the vehicle in order to operate the RKE system. See Remote Keyless Entry Transmitter Programming in this group for more information.

DESCRIPTION AND OPERATION (Continued)

The transmitter operates on two Panasonic CR2016 (or equivalent) batteries. Typical battery life is from one to two years. The transmitter cannot be repaired and, if faulty or damaged, it must be replaced.

REMOTE KEYLESS ENTRY RECEIVER

On models with the Remote Keyless Entry (RKE) option, an RKE receiver is mounted in an RKE housing, or in the overhead console housing on the vehicle headliner. The RKE receiver is a radio frequency unit that also contains the RKE system program logic. The RKE receiver also performs as a smart relay for the illuminated entry feature.

The RKE receiver has a memory function to retain the vehicle access codes of at least one, but no more than four RKE transmitters. The receiver is designed to retain the transmitter codes in memory, even if the battery is disconnected.

The RKE receiver receives inputs from the battery, the driver door ajar switch, and the Chrysler Collision Detection (CCD) data bus. It also receives the radio signal input from the RKE transmitter. In response to those inputs, it is programmed to control outputs to the power lock motors, the courtesy lamp circuits, and the vehicle horn.

The RKE system for this vehicle also features a customer programmable horn chirp feature. This feature allows the customer the option of enabling or disabling the horn chirp request that the RKE receiver issues as an audible indication that a valid Lock signal has been received from the RKE transmitter. See Remote Keyless Entry Receiver Programming in this group for more information on this feature.

The RKE receiver cannot be repaired and, if faulty or damaged, it must be replaced.

DIAGNOSIS AND TESTING**POWER LOCK SYSTEM AND REMOTE KEYLESS ENTRY SYSTEM**

On models without the Remote Keyless Entry (RKE) option, proceed directly to the Door Module diagnosis. As a preliminary diagnosis for models with the RKE system, note the power lock system and illuminated entry system operation while you actuate both the Lock and Unlock functions with the power lock switches and the RKE transmitter. Then, proceed as follows:

- If the entire power lock system fails to function with either the power lock switches or the RKE transmitter, unplug the wire harness connector from the RKE receiver and test the power lock system operation again using the power lock switches. If the power lock system now operates, see the Remote

Keyless Entry Receiver diagnosis in this group. If the power lock system still fails to operate, see the Door Module diagnosis in this group.

- If the power lock system functions with both power lock switches, but not with the RKE transmitter, see the Remote Keyless Entry Transmitter diagnosis in this group.

- If one power lock motor fails to operate with both of the power lock switches and/or the RKE transmitter, see the Power Lock Motor diagnosis in this group.

- If the RKE and power lock systems are functioning, but the illuminated entry system fails to operate, see the Remote Keyless Entry Receiver diagnosis in this group.

DOOR MODULE

If the power lock system is inoperative with either front door power lock switch, test the Passenger Door Module (PDM). If the power lock system is inoperative with only the driver side front door power lock switch, test the Driver Door Module (DDM). For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

DRIVER DOOR MODULE

The only function of the Driver Door Module (DDM) in the power lock system is to provide a Lock or Unlock signal to the power lock system control circuitry contained within the Passenger Door Module (PDM). The DDM signals the PDM by providing a hard-wired ground path through the DDM ground circuit and the driver side power lock switch contacts to the lock request or unlock request terminals of the PDM. The DDM power lock switch function can be tested as follows:

- (1) Disconnect and isolate the battery negative cable. Remove the driver side front door trim panel and unplug the 12-way DDM wire harness connector (C-2) from the DDM. Check for continuity between the ground circuit cavity of the 12-way DDM wire harness connector and a good ground. There should be continuity. If OK, go to Step 2. If not OK, repair the open circuit to ground as required.

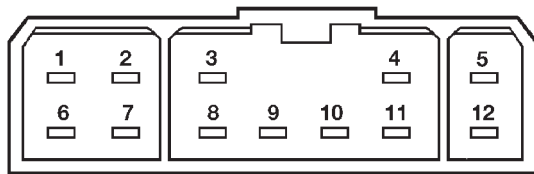
- (2) If the problem being diagnosed is inoperative power lock switch illumination, proceed as follows. If the problem is not power lock switch illumination, go to Step 4. Connect the battery negative cable. Turn the ignition switch to the Accessory or On positions. Check for battery voltage at both sides of the power window circuit breaker in the junction block. If OK, go to Step 3. If not OK, replace the faulty circuit breaker.

- (3) With the ignition switch still in the On or Accessory position, check for battery voltage at the fused ignition switch output circuit cavity of the

DIAGNOSIS AND TESTING (Continued)

12-way DDM wire harness connector. If OK, replace the faulty DDM. If not OK, repair the open circuit to the junction block as required.

(4) Test the power lock switch continuity through the DDM 12-way wire harness connector receptacle. See the DDM Power Lock Switch Continuity chart (Fig. 1) to determine if the continuity is correct in both the Lock and Unlock switch positions. If OK, repair the lock request circuit and/or the unlock request circuit between the DDM and the PDM as required. If not OK, replace the faulty DDM.



CONNECTOR 2 (C2)

CONNECTOR 2 (C2)

SWITCH POSITION	CONTINUITY BETWEEN
LOCK	7 & 8
UNLOCK	11 & 8

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Fig. 1 DDM Power Lock Switch Continuity**PASSENGER DOOR MODULE**

The Passenger Door Module (PDM) contains the passenger side front door power lock switch and the power lock system control circuitry. In its role as a power lock switch, it provides the power lock system control circuitry with a ground path through the PDM ground circuit and the driver side power lock switch contacts to indicate a lock request or unlock request.

In its role as the power lock control module, the PDM receives inputs from the battery, the ignition switch, the DDM, the driver door ajar switch, the key-in ignition switch, and the headlamp switch. It also receives a hard-wired input from the RKE receiver, if the vehicle is so equipped. In response to these inputs, the PDM sends the proper outputs to control the power lock motors through its integral power lock and unlock relays. The PDM power lock system functions can be tested as outlined below. If the power lock system operates, but the RKE system lock and/or unlock functions are inoperative, see the diagnosis for the Remote Keyless Entry Transmitter in this group.

(1) Check the fuse in the junction block. If OK, go to Step 2. If not OK, repair the shorted circuit or component as required and replace the faulty fuse.

(2) Disconnect and isolate the battery negative cable. Remove the passenger side front door trim panel and unplug the 8-way PDM wire harness connector (C-1) from the PDM. Check for continuity between the ground circuit cavity of the 8-way PDM wire harness connector and a good ground. There should be continuity. If OK, go to Step 3. If not OK, repair the open circuit to ground as required.

(3) If the problem being diagnosed is inoperative power lock switch illumination, proceed as follows. If the problem is not power lock switch illumination, go to Step 5. Connect the battery negative cable. Turn the ignition switch to the Accessory or On positions. Check for battery voltage at both sides of the power window circuit breaker in the junction block. If OK, go to Step 4. If not OK, replace the faulty circuit breaker.

(4) With the ignition switch still in the Accessory or On positions, check for battery voltage at the fused ignition switch output circuit cavity of the 8-way PDM wire harness connector. If OK, replace the faulty PDM. If not OK, repair the open circuit to the junction block as required.

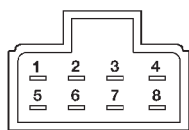
(5) If the problem being diagnosed is an inoperative door lock inhibit feature or a power lock system that responds to an Unlock command, but not a Lock command, proceed as follows. Otherwise, go to Step 7. With the driver side front door closed, check for continuity between the door ajar/key-in circuit cavity of the 8-way PDM wire harness connector and a good ground. There should be no continuity. If OK, go to Step 6. If not OK, repair the shorted door ajar and/or key-in ignition circuits as required. Refer to Group 8U - Chime/Buzzer Warning Systems for more information.

(6) Open the driver side front door with the key in the ignition switch or with the headlamp switch in the On position. Check for continuity between the door ajar/key-in circuit cavity of the 8-way PDM wire harness connector and a good ground. There should be continuity. If OK, go to Step 8. If not OK, repair the open door ajar and/or key-in ignition circuits as required. Refer to Group 8U - Chime/Buzzer Warning Systems for more information.

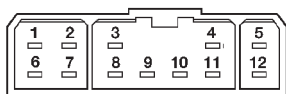
(7) Connect the battery negative cable. Check for battery voltage at the fused B(+) circuit cavity of the 8-way PDM wire harness connector. If OK, go to Step 8. If not OK, repair the open circuit to the fuse in the junction block as required.

(8) Test the PDM power lock switch continuity through the two PDM wire harness connector receptacles. See the PDM Power Lock Switch Continuity chart (Fig. 2) to determine if the continuity is correct in both the Lock and Unlock switch positions. If OK, see the diagnosis for Power Lock Motors in this group. If not OK, replace the faulty PDM.

DIAGNOSIS AND TESTING (Continued)



CONNECTOR 1 (C-1)



CONNECTOR 2 (C-2)

LEFT-HAND DRIVE (LHD)	
SWITCH POSITION	CONTINUITY BETWEEN
LOCK	C1 PIN 3 & C1 PIN 6
	C1 PIN 3 & C2 PIN 1
	C1 PIN 3 & C2 PIN 5
UNLOCK	C1 PIN 6 & C1 PIN 7
	C1 PIN 7 & C2 PIN 1
	C1 PIN 7 & C2 PIN 5

RIGHT-HAND DRIVE (RHD)	
SWITCH POSITION	CONTINUITY BETWEEN
LOCK	C1 PIN 7 & C1 PIN 6
	C1 PIN 7 & C2 PIN 1
	C1 PIN 7 & C2 PIN 5
UNLOCK	C1 PIN 6 & C1 PIN 3
	C1 PIN 3 & C2 PIN 1
	C1 PIN 3 & C2 PIN 5

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Fig. 2 PDM Power Lock Switch Continuity

POWER LOCK MOTOR

Before you proceed with this diagnosis, confirm proper power door lock switch operation. See Door Module in this group for the diagnostic procedures. Remember, the Passenger Door Module (PDM) circuitry controls the output to each of the power lock motors. For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) Check each power lock motor for correct operation while moving the power lock switch to both the Lock and Unlock positions. If all of the power lock motors are inoperative, go to Step 2. If one power lock motor is inoperative, go to Step 3.

(2) If all of the power lock motors are inoperative, the problem may be caused by one shorted motor. Unplugging a shorted power lock motor from the power lock circuit will allow the good power lock

motor to operate. Unplug each power lock motor wire harness connector, one at a time, and recheck both the lock and unlock functions by operating the power lock switch. If all of the power lock motors are still inoperative after the above test, check for a short or open circuit between the power lock motors and the PDM. If unplugging one power lock motor causes the other motors to become functional, go to Step 3 to test the unplugged motor.

(3) Once it is determined which power lock motor is inoperative, that motor can be tested as follows. Unplug the wire harness connector at the inoperative power lock motor. Apply 12 volts to the motor terminals to check its operation in one direction. Reverse the polarity to check the operation in the other direction. If OK, repair the short or open circuits between the power lock motor and the PDM as required. If not OK, replace the faulty power lock motor.

REMOTE KEYLESS ENTRY TRANSMITTER

(1) Replace the Remote Keyless Entry (RKE) transmitter batteries. See Remote Keyless Entry Transmitter Battery Replacement in this group for the procedures. Test each of the transmitter functions. If OK, discard the faulty batteries. If not OK, go to Step 2.

(2) Perform the Remote Keyless Entry Transmitter Programming procedure with the suspect transmitter and another known good transmitter. Use a DRB scan tool, as described in the proper Diagnostic Procedures manual.

(3) Test the RKE system operation with both transmitters. If both transmitters fail to operate the power lock system, see the diagnosis for the Remote Keyless Entry Receiver in this group. If the known good transmitter operates the power locks and the suspect transmitter does not, replace the faulty transmitter.

NOTE: Be certain to perform the Remote Keyless Entry Transmitter Programming procedure again following this test. This procedure will erase the access code of the test transmitter from the RKE receiver.

REMOTE KEYLESS ENTRY RECEIVER

If the problem being diagnosed is an inoperative Remote Keyless Entry (RKE) horn chirp feature, be certain that the horn chirp feature has not been disabled. See Remote Keyless Entry Receiver Programming in this group for the procedures. Also be certain that the vehicle horn system is operational. Refer to Group 8G - Horn Systems for more information.

If the problem being diagnosed is an inoperative RKE illuminated entry system, be certain that the

DIAGNOSIS AND TESTING (Continued)

interior courtesy lamp system is operational. Refer to Group 8L - Lamps for more information.

Before you proceed with diagnosis of the RKE receiver, see the diagnosis for Remote Keyless Entry Transmitter in this group. For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) Check the fuses in the Power Distribution Center (PDC) and the junction block. If OK, go to Step 2. If not OK, repair the shorted circuit or component as required and replace the faulty fuse.

(2) Disconnect and isolate the battery negative cable. Remove the Remote Keyless Entry (RKE) receiver from the headliner. Unplug the wire harness connector from the RKE receiver.

(3) Check the wire harness connector and the receptacle in the RKE receiver for loose, corroded, or damaged terminals and pins. If OK, go to Step 4. If not OK, repair as required.

(4) Check for continuity between each of the two ground circuit cavities of the RKE receiver wire harness connector and a good ground. In each case, there should be continuity. If OK, go to Step 5. If not OK, repair the circuit to ground as required.

(5) Connect the battery negative cable. Check for battery voltage at each of the two fused B(+) circuit cavities of the RKE receiver wire harness connector. If OK, go to Step 6. If not OK, repair the open circuit to the PDC or the junction block as required.

(6) If the problem being diagnosed involves only the RKE horn chirp feature, go to Step 10. If the problem being diagnosed involves only the RKE illuminated entry feature, go to Step 9. If the problem being diagnosed involves only the RKE power lock feature, go to Step 7.

(7) Disconnect and isolate the battery negative cable. Unplug the 8-way Passenger Door Module (PDM) wire harness connector. Check for continuity between the lock request circuit cavity of the RKE receiver wire harness connector and a good ground. Repeat the test between the unlock request circuit cavity of the RKE receiver wire harness connector and a good ground. In each case, there should be no continuity. If OK, go to Step 8. If not OK, repair the shorted circuit as required.

(8) Check for continuity between the lock request circuit cavities of the RKE receiver wire harness connector and the 8-way PDM wire harness connector. Repeat the test between the unlock request circuit cavities of the RKE receiver wire harness connector and the 8-way PDM wire harness connector. In each case, there should be continuity. If OK, replace the faulty RKE receiver. If not OK, repair the open circuit as required.

(9) Check for continuity between the door ajar circuit cavity of the RKE receiver wire harness connec-

tor and a good ground with the driver door closed. There should be no continuity until the driver door is opened. If OK, replace the faulty RKE receiver. If not OK, repair the circuit or replace the faulty driver door ajar switch as required.

(10) Unplug the horn relay from the junction block. Check for continuity between the horn relay output circuit cavity of the RKE receiver wire harness connector and a good ground. There should be no continuity. If OK, go to Step 11. If not OK, repair the short circuit to the horn relay as required.

(11) Check for continuity between the horn relay output circuit cavity of the RKE receiver wire harness connector and the junction block cavity for the horn relay coil ground terminal (85). There should be continuity. If OK, replace the faulty RKE receiver. If not OK, repair the open circuit to the junction block as required.

SERVICE PROCEDURES

REMOTE KEYLESS ENTRY TRANSMITTER BATTERY REPLACEMENT

The Remote Keyless Entry (RKE) transmitter case snaps open and shut for battery access. To replace the RKE transmitter batteries:

(1) Using a trim stick or another suitable wide flat-bladed tool, gently pry at the center seam of the transmitter case halves near the key ring until the two halves unsnap.

(2) Lift the back half of the transmitter case off of the transmitter.

(3) Remove the two batteries from the transmitter.

(4) Replace the two batteries with new Panasonic CR2016, or their equivalent. Be certain that the batteries are installed with their polarity correctly oriented.

(5) Align the two transmitter case halves with each other, and squeeze them firmly together until they snap back into place.

REMOTE KEYLESS ENTRY TRANSMITTER PROGRAMMING

To program the Remote Keyless Entry (RKE) transmitter access codes into the RKE receiver requires the use of a DRB scan tool. Refer to the proper Diagnostic Procedures manual for more information.

REMOTE KEYLESS ENTRY RECEIVER PROGRAMMING

The optional Remote Keyless Entry (RKE) system for this vehicle has a customer programmable horn chirp feature. The horn chirp is requested by the RKE receiver through a hard-wired circuit to the

SERVICE PROCEDURES (Continued)

horn relay, whenever a valid Lock message is received from a programmed RKE radio transmitter.

The purpose of the horn chirp is to provide the vehicle operator with an audible verification that the Lock request has been received by the RKE receiver. However, for any number of reasons, some customers may prefer that this feature be disabled. This RKE system allows them that option.

To program the Remote Keyless Entry (RKE) receiver so that the horn chirp feature is disabled, proceed as follows:

(1) While within the reception range of the RKE receiver, press and hold the Lock button of a programmed RKE transmitter depressed for five to ten seconds.

(2) While holding the RKE transmitter Lock button depressed, press and release the RKE transmitter Unlock button.

(3) The RKE horn chirp feature is now disabled.

Repeating the preceding steps will again enable the RKE horn chirp feature.

REMOVAL AND INSTALLATION

DOOR MODULE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the screws that secure the front door trim panel to the inner door panel (Fig. 3).

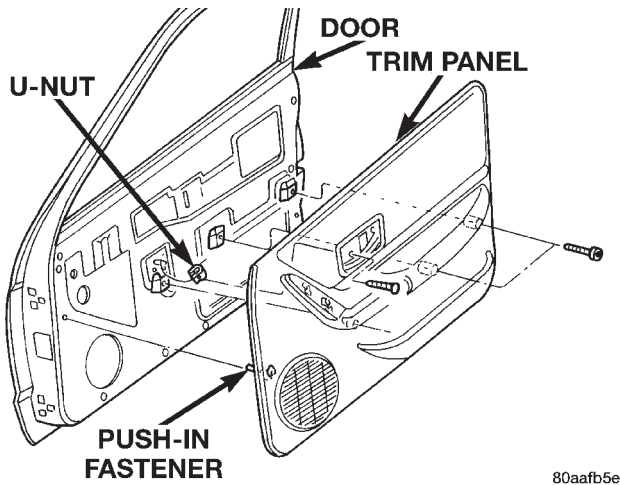


Fig. 3 Front Door Trim Panel Remove/Install

(3) Using a trim stick or another suitable wide flat-bladed tool, gently pry the front door trim panel away from the door around the perimeter to release the trim panel retainers.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(4) Lift the front door trim panel upwards and away from the inner door panel far enough to disengage the top of the panel from the inner belt weatherstrip.

(5) Pull the front door trim panel away from the inner door panel far enough to access the inside door latch release and lock linkage rods near the back of the inside door remote controls.

(6) Unsnap the plastic retainer clips from the inside door remote control ends of the latch release and lock linkage rods, and remove the rod ends from the inside door remote controls.

(7) Unplug the wire harness connectors from the door module.

(8) Remove the trim panel from the front door.

(9) Remove the three screws that secure the door module to the front door trim panel (Fig. 4).

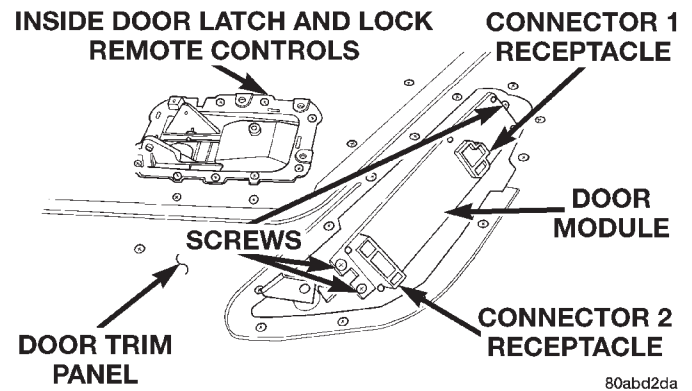


Fig. 4 Door Module Remove/Install

(10) Remove the door module from the front door trim panel.

(11) Reverse the removal procedures to install. Tighten the mounting screws to 2.2 N·m (20 in. lbs.).

POWER LOCK MOTOR

FRONT DOOR

The front door power lock motor is integral to the front door latch unit. If the front door power lock motor is faulty or damaged, the entire latch unit must be replaced. Refer to Group 23 - Body for the front door latch service procedures.

REAR DOOR

The rear door power lock motor is integral to the rear door latch unit. If the rear door power lock motor is faulty or damaged, the entire latch unit must be replaced. Refer to Group 23 - Body for the rear door latch service procedures.

LIFTGATE

(1) Disconnect and isolate the battery negative cable.

(2) Open the liftgate.

REMOVAL AND INSTALLATION (Continued)

(3) Remove the liftgate trim panel from the liftgate. Refer to Group 23 - Body for the procedures.

(4) Reach through the liftgate inner panel access hole and disconnect the link from the clip on the power lock motor (Fig. 5).

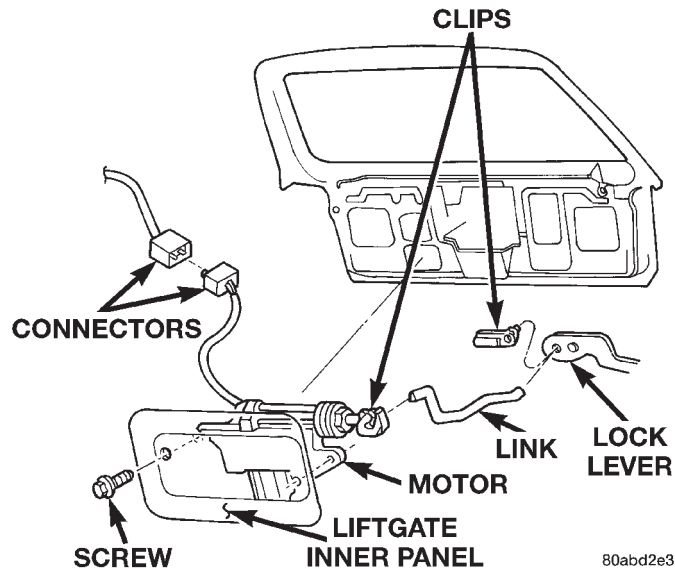


Fig. 5 Liftgate Power Lock Motor Remove/Install

(5) Remove the two screws that secure the power lock motor to the liftgate inner panel.

(6) Pull the power lock motor out through the liftgate inner panel access hole far enough to access the wire harness connector.

(7) Unplug the wire harness connector from the power lock motor.

(8) Remove the power lock motor from the liftgate.

(9) Reverse the removal procedures to install. Tighten the power lock motor mounting screws to 3 N·m (28 in. lbs.).

REMOTE KEYLESS ENTRY RECEIVER

CAUTION: A discharge of static electricity may damage this unit. At no time should any source of static electricity be permitted near this unit. Technicians handling or servicing the unit should wear cotton clothing, not synthetic fabric clothing; and, should ground themselves before and during all handling and service procedures. Electrically conductive wrist or heel straps are recommended, or static dissipating shoes are also acceptable. Work and storage areas should be free of static generative materials such as: dry air, glass, nylon, wool, fur, silk, rayon, acrylic, polystyrene foam, polyester, saran, polyethylene, polypropylene, PVC, and teflon.

MINI-DOME MOUNTED TYPE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the two screws that secure the Remote Keyless Entry (RKE) mini-dome housing to the roof panel reinforcement (Fig. 6).

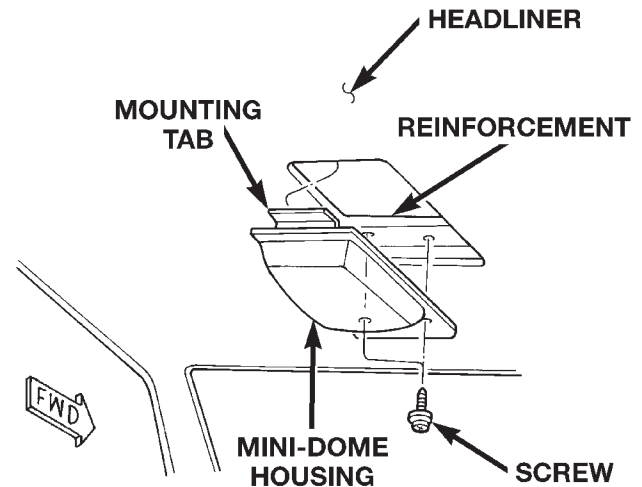


Fig. 6 Mini-Dome Housing Remove/Install

(3) Lower the front of the mini-dome housing and slide the unit forward to disengage the rear mounting tab from the headliner.

(4) Lower the mini-dome housing far enough to access the RKE receiver wire harness connector.

(5) Unplug the wire harness connector from the RKE receiver.

(6) Remove the RKE mini-dome unit from the headliner.

(7) Reverse the removal procedures to install. Tighten the mounting screws to 2.8 N·m (24 in. lbs.).

OVERHEAD CONSOLE MOUNTED TYPE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the overhead console from the headliner. Refer to Overhead Console in Group 8V - Overhead Console Systems for the procedures.

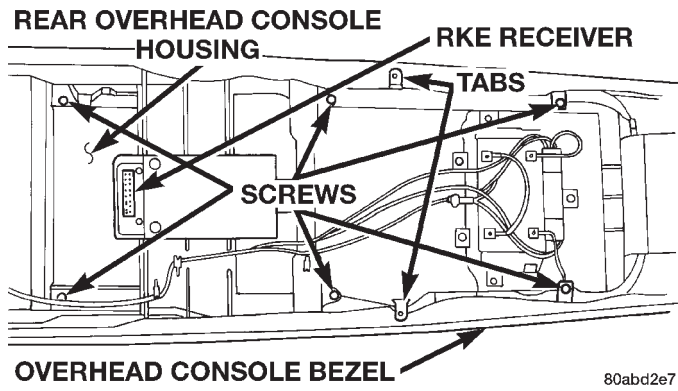
(3) Remove the six screws that secure the rear overhead console housing to the overhead console bezel (Fig. 7).

(4) Gently flex the sides of the overhead console bezel far enough to clear the tabs on the rear console housing and remove the housing from the bezel.

(5) Remove the two screws that secure the RKE receiver circuit board to the rear overhead console housing.

(6) Remove the RKE circuit board from the rear overhead console housing.

REMOVAL AND INSTALLATION (Continued)



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Fig. 7 RKE Receiver Remove/Install

(7) Reverse the removal procedures to install. Tighten the mounting screws to 2.2 N·m (20 in. lbs.).

