

2013 ACCESSORIES & EQUIPMENT

Vehicle Access - Cruze

SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Door Lock Switch	1.5 N.m	13 lb in
Front Side Door Handle Bracket Bolt	2.5 N.m	22 lb in
Front Side Door Latch Bolt	10 N.m	89 lb in
Front Side Door Lock Striker Bolt	25 N.m	18 lb ft
Front Side Door Outside Handle Bolt	9 N.m	80 lb in
Rear Compartment Lid Latch Bolt	9 N.m	80 lb in
Rear Compartment Lid Latch Striker Bolt	9 N.m	80 lb in
Rear Side Door Handle Bracket Bolt	2.5 N.m	22 lb in
Rear Side Door Outside Handle Bolt	9 N.m	80 lb in
Rear Side Door Latch Bolt	10 N.m	89 lb in
Rear Side Door Lock Striker Bolt	25 N.m	18 lb ft

SCHEMATIC WIRING DIAGRAMS

DOOR LOCK/INDICATOR WIRING SCHEMATICS

Switches Wiring Schematics

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

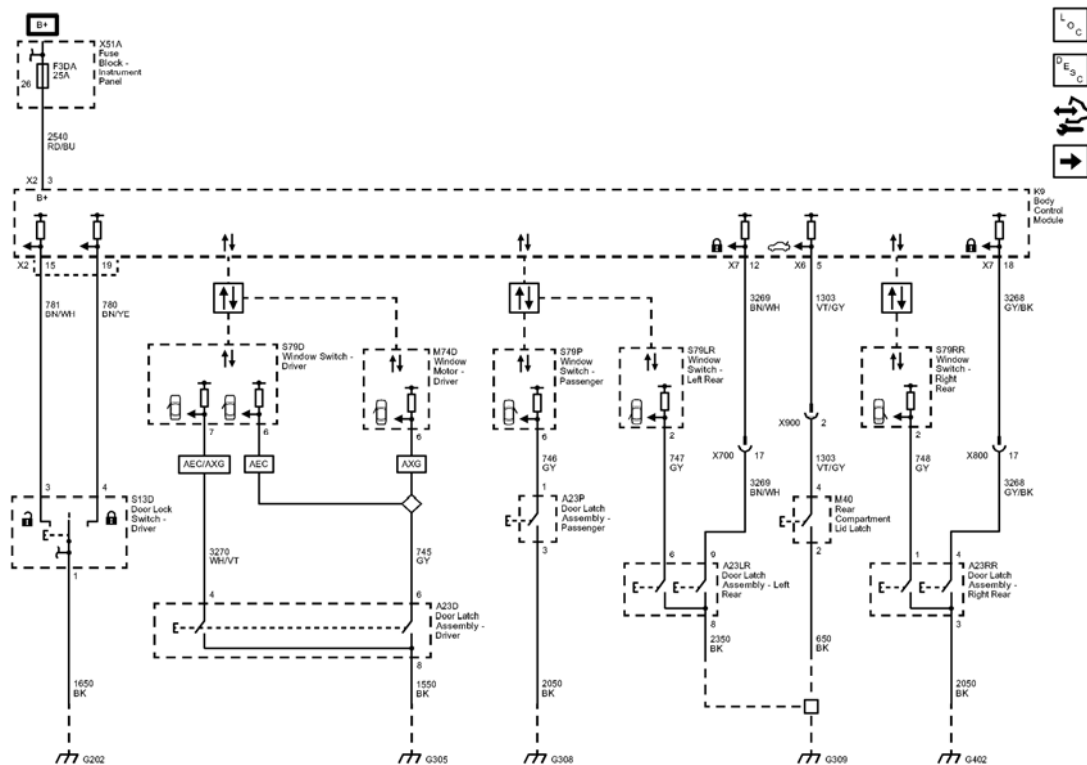


Fig. 1: Switches Wiring Schematics
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
CAV_26	26
2540	Battery Positive Voltage
2540_RD/BU	2540 RD/BU
CAV_3	3
CONN_X2	X2
781	Driver Door Lock Switch Unlock Signal
781_BN/WH	781 BN/WH
CAV_3	3
CAV_15	15
CONN_X2	X2
780	Driver Door Lock Switch Lock Signal
780_BN/YE	780 BN/YE
CAV_4	4
CAV_19	19
SD	Serial Data

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Data_Communication_Schematics_REF	Data Communication Schematics
3269	Child Security Lock Motor Status Signal Left Rear
3269_BN/WH	3269 BN/WH
CAV_9	9
CAV_12	12
CONN_X7	X7
3269_BN/WH	3269 BN/WH
CAV_17	17
1303	Lift Gate Ajar Switch Signal (1)
1303_VT/GY	1303 VT/GY
CAV_4	4
CAV_5	5
CONN_X6	X6
1303_VT/GY	1303 VT/GY
CAV_2	2
3268	Child Security Lock Motor Status Signal Right Rear
3268_GY/BK	3268 GY/BK
CAV_4	4
CAV_18	18
CONN_X7	X7
CAV_17	17
3268_GY/BK	3268 GY/BK
748	Right Rear Door Ajar Switch Signal
748_GY	748 GY
CAV_1	1
CAV_2	2
2350	Ground
2350_BK	2350 BK
CAV_8	8
650	Ground
650_BK	650 BK
CAV_2	2
2050	Ground
2050_BK	2050 BK
CAV_3	3
3270	Driver Door Lock Motor Status

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

3270_WH/VT	3270 WH/VT
CAV_4	4
CAV_7	7
745	Left Front Door Ajar Switch Signal
CAV_6	6
745_GY	745 GY
CAV_6	6
CAV_6	6
2050_BK	2050 BK
CAV_3	3
1550	Ground
1550_BK	1550 BK
CAV_8	8
1650	Ground
1650_BK	1650 BK
CAV_1	1
AEC	WINDOW-POWER OPERATED, DRIVER EXPRESS DOWN
AEC	WINDOW-POWER OPERATED, DRIVER EXPRESS DOWN
AXG	WINDOW-POWER OPERATED-EXPRESS DRIVER UP/DOWN
AXG	WINDOW-POWER OPERATED-EXPRESS DRIVER UP/DOWN
746	Right Front Door Ajar Switch Signal
746_GY	746 GY
CAV_1	1
CAV_6	6
747	Left Rear Door Ajar Switch Signal
747_GY	747 GY
CAV_6	6
CAV_2	2
Data_Communication_Schematics_REF	Data Communication Schematics
Data_Communication_Schematics_REF	Data Communication Schematics

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

G305	G305
G202	G202
G309	G309
G308	G308
G402	G402
F3DA	F3DA 25A
X700	X700
X900	X900
X800	X800
S13D	
M74D	
S79P	
M40	
S79RR	
X51A	
S79LR	
A23P	
S79D	
A23D	
K9	
A23RR	
A23LR	

Actuators Wiring Schematics

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

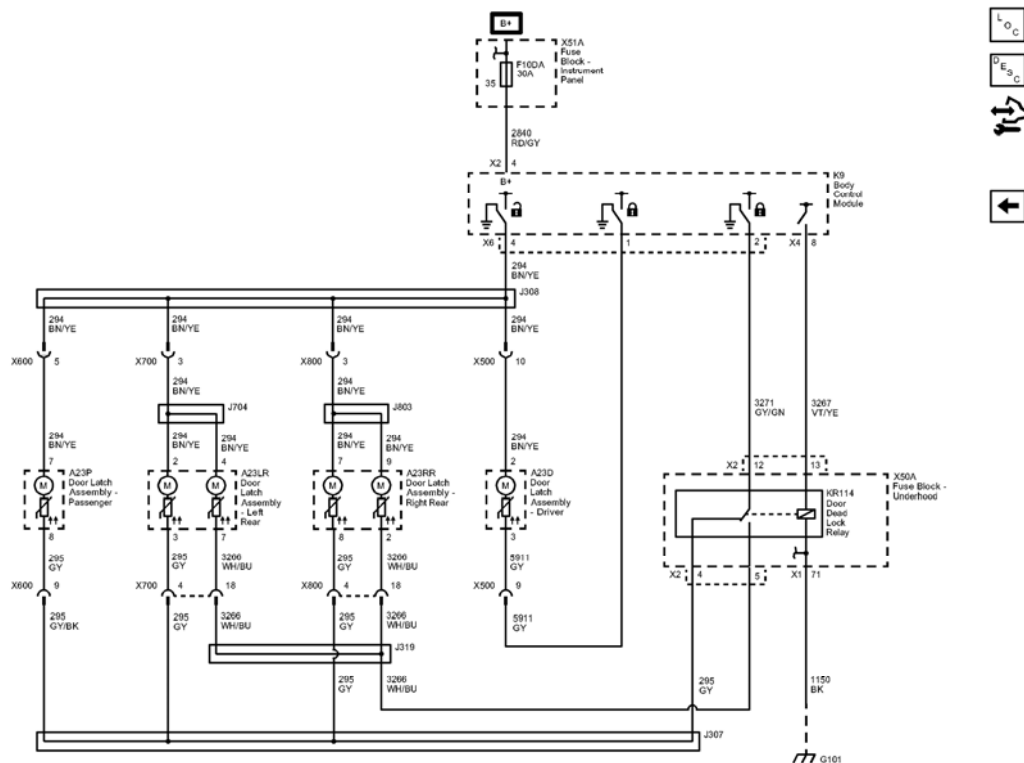


Fig. 2: Actuators Wiring Schematics
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
CAV_35	35
2840	Battery Positive Voltage
2840_RD/GY	2840 RD/GY
CAV_4	4
CONN_X2	X2
294	Door Lock Actuator Unlock Control
294_BN/YE	294 BN/YE
CAV_2	2
CAV_4	4
CONN_X6	X6
294_BN/YE	294 BN/YE
CAV_7	7
294_BN/YE	294 BN/YE
CAV_2	2
294_BN/YE	294 BN/YE
CAV_7	7
294_BN/YE	294 BN/YE

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

CAV_4	4
294_BN/YE	294 BN/YE
CAV_9	9
294_BN/YE	294 BN/YE
294_BN/YE	294 BN/YE
294_BN/YE	294 BN/YE
294_BN/YE	294 BN/YE
294_BN/YE	294 BN/YE
294_BN/YE	294 BN/YE
294_BN/YE	294 BN/YE
CAV_5	5
CAV_3	3
CAV_3	3
CAV_10	10
295	Door Lock Actuator Lock Control
295_GY	295 GY
CAV_8	8
295_GY	295 GY
CAV_3	3
3266	Child Security Lock Motor Unlock Control
3266_WH/BU	3266 WH/BU
CAV_7	7
295_GY	295 GY
CAV_8	8
3266_WH/BU	3266 WH/BU
CAV_5	5
CAV_2	2
5911	Door Lock Actuator Lock Control 2
5911_GY	5911 GY
CAV_1	1
CAV_3	3
3271	Door Lock Control (2)
3271_GY/GN	3271 GY/GN
CAV_12	12
CONN_X2	X2
CAV_2	2
3267	Child Security Lock Relay Control
3267_VT/YE	3267 VT/YE
CAV_13	13
CAV_8	8
CONN_X4	X4

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

	295 GY
CAV_4	4
CONN_X2	X2
1150	Ground
1150_BK	1150 BK
CAV_71	71
CONN_X1	X1
295_GY	295 GY
3266_WH/BU	3266 WH/BU
295_GY	295 GY
295_GY	295 GY
3266_WH/BU	3266 WH/BU
3266 WH/BU	3266 WH/BU
295_GY/BK	295 GY/BK
5911_GY	5911 GY
CAV_9	9
CAV_9	9
X700	X700
CAV_4	4
CAV_18	18
X800	X800
CAV_4	4
CAV_18	18
F10DA	F10DA 30A
J308	J308
J704	J704
J803	J803
X600	X600
X700	X700
X800	X800
X500	X500
G101	G101
J307	J307
X600	X600
X500	X500
X700	X700
X800	X800
A23LR	
A23P	
K9	
A23RR	

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

X50A	
X51A	
KR114	

Passive Entry - Module Power, Ground, and Latches (ATH) Wiring Schematics

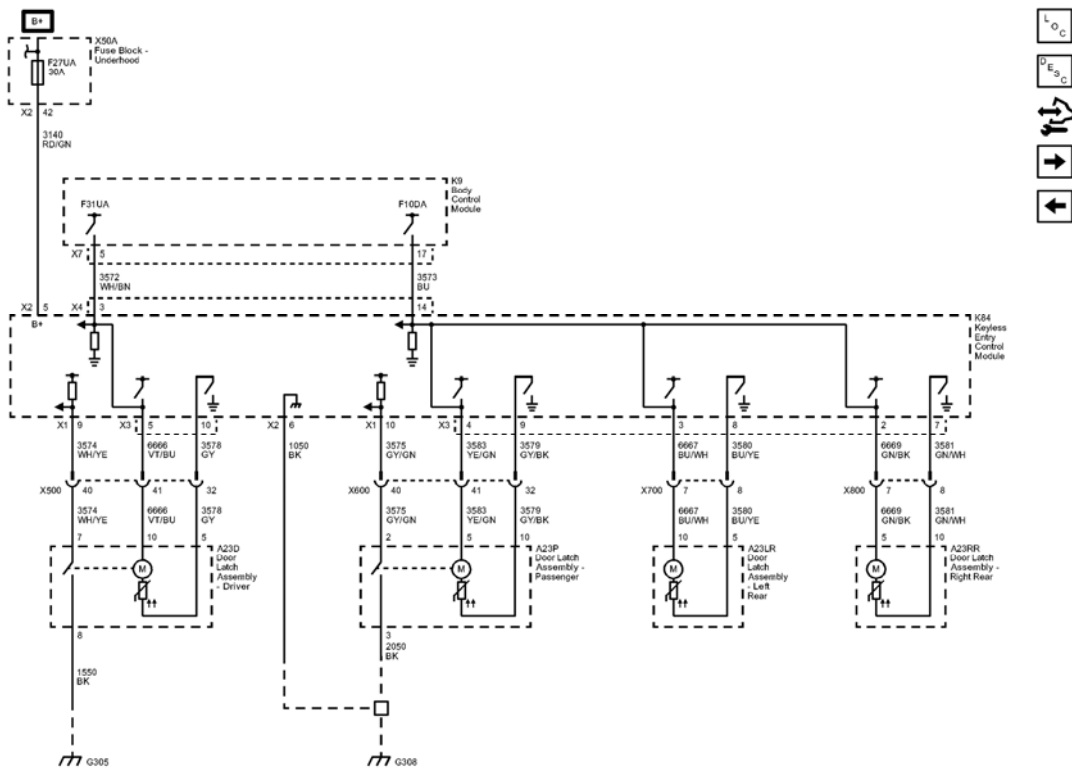


Fig. 3: Passive Entry - Module Power, Ground, and Latches (ATH) Wiring Schematics
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
3140	Battery Positive Voltage
3140 RD/GN	3140 RD/GN
CAV_5	5
CONN X2	X2
CAV_42	42
CONN_X2	X2
3572	Driver Door Unlatch Enable Signal
3572_WH/BN	3572 WH/BN
CAV_3	3
CONN_X4	X4

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

CAV_5	5
CONN_X7	X7
3573	Non Driver Door Unlatch Enable Signal
3573_BU	3573 BU
CAV_14	14
CAV_17	17
3574	Driver Door Open Switch Signal
3574_WH/YE	3574 WH/YE
CAV_7	7
CAV_9	9
CONN_X1	X1
6666	Driver Door Unlatch Motor Unlatch Control
6666_VT/BU	6666 VT/BU
CAV_10	10
CAV_5	5
CONN_X3	X3
3578	Driver Door Unlatch Motor Unlatch Return
3578_GY	3578 GY
CAV_5	5
CAV_10	10
3574_WH/YE	3574 WH/YE
6666_VT/BU	6666 VT/BU
3578_GY	3578 GY
1050	Ground
1050_BK	1050 BK
CAV_6	6
CONN_X2	X2
2050	Ground
2050_BK	2050 BK
CAV_3	3
1550	Ground
1550_BK	1550 BK
CAV_8	8
3575	Co_Driver Door Open Switch Signal
3575_GY/GN	3575 GY/GN
CAV_2	2
CAV_10	10
CONN_X1	X1
3583	Co Driver Door Unlatch Motor Unlatch Control
3583_YE/GN	3583 YE/GN
CAV_5	5

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

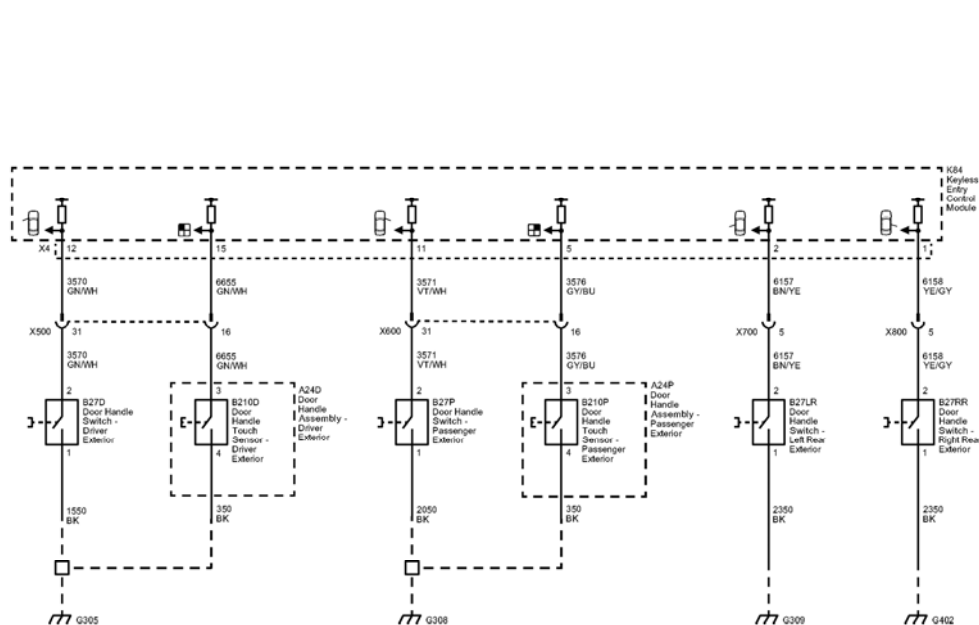
	4
CONN_X3	X3
3579	Co Driver Door Unlatch Motor Unlatch Return
3579_GY/BK	3579 GY/BK
CAV_10	10
CAV_9	9
3575_GY/GN	3575 GY/GN
3583_YE/GN	3583 YE/GN
3579_GY/BK	3579 GY/BK
6667	Left Rear Door Unlatch Motor Unlatch Control
6667_BU/WH	6667 BU/WH
CAV_10	10
CAV_3	3
3580	Left Rear Door Unlatch Motor Unlatch Return
3580_BU/YE	3580 BU/YE
CAV_5	5
CAV_8	8
6669	Right Rear Door Unlatch Motor Unlatch Control
6669_GN/BK	6669 GN/BK
CAV_5	5
CAV_2	2
3581	Right Rear Door Unlatch Motor Unlatch Return
3581_GN/WH	3581 GN/WH
CAV_10	10
CAV_7	7
6667_BU/WH	6667 BU/WH
3580_BU/YE	3580 BU/YE
6669 GN/BK	6669 GN/BK
3581_GN/WH	3581 GN/WH
X500	X500
CAV_40	40
CAV_41	41
CAV_32	32
X600	X600
CAV_40	40
CAV_41	41
CAV_32	32
X800	X800
CAV_7	7
CAV_8	8
X700	X700

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

	7
CAV_8	8
G305	G305
G308	G308
F27UA	F27UA 30A
F31UA	F31UA
F10DA	F10DA
X500	X500
X600	X600
X800	X800
X700	X700
X50A	
A23D	
A23P	
A23LR	
A23RR	
K9	
K84	(ATH)

Passive Entry - Antennas and Switches (ATH) Wiring Schematics



2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Fig. 4: Passive Entry - Antennas and Switches (ATH) Wiring Schematics
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
3570	Driver Door Handle Switch Signal
CAV_2	2
CAV_12	12
CONN_X4	X4
3570_GN/WH	3570 GN/WH
3570_GN/WH	3570 GN/WH
6655	Driver Door Unlatch Switch Signal
CAV_3	3
CAV_15	15
6655_GN/WH	6655 GN/WH
6655_GN/WH	6655 GN/WH
3571	Co_Driver Door Handle Switch Signal
CAV_2	2
CAV_11	11
3571_VT/WH	3571 VT/WH
3571_VT/WH	3571 VT/WH
3576	Co-Driver Door Exterior Switch Lock Signal
CAV_3	3
CAV_5	5
3576_GY/BU	3576 GY/BU
3576_GY/BU	3576 GY/BU
6157	Left Rear Door Handle Switch Signal
CAV_2	2
CAV_2	2
6157_BN/YE	6157 BN/YE
6157_BN/YE	6157 BN/YE
6158	Right Rear Door Handle Switch Signal
CAV_2	2
CAV_1	1
6158_YE/GY	6158 YE/GY
6158_YE/GY	6158 YE/GY
CAV_5	5
CAV_5	5
1550	Ground
1550_BK	1550 BK
CAV_1	1
350	Ground

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

350_BK	350 BK
CAV_4	4
2050	Ground
2050_BK	2050 BK
CAV_1	1
350_BK	350 BK
CAV_4	4
2350	Ground
2350_BK	2350 BK
CAV_1	1
2350_BK	2350 BK
CAV_1	1
X500	X500
CAV_31	31
CAV_16	16
X600	X600
CAV_31	31
CAV_16	16
G308	G308
G305	G305
G309	G309
G402	G402
X700	X700
X800	X800
X500	X500
X600	X600
B27LR	
B27RR	
K84	(ATH)
B27D	
B27P	
B210D	
A24D	
B210P	
A24P	

RELEASE SYSTEMS WIRING SCHEMATICS**Trunk Release Wiring Schematics**

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

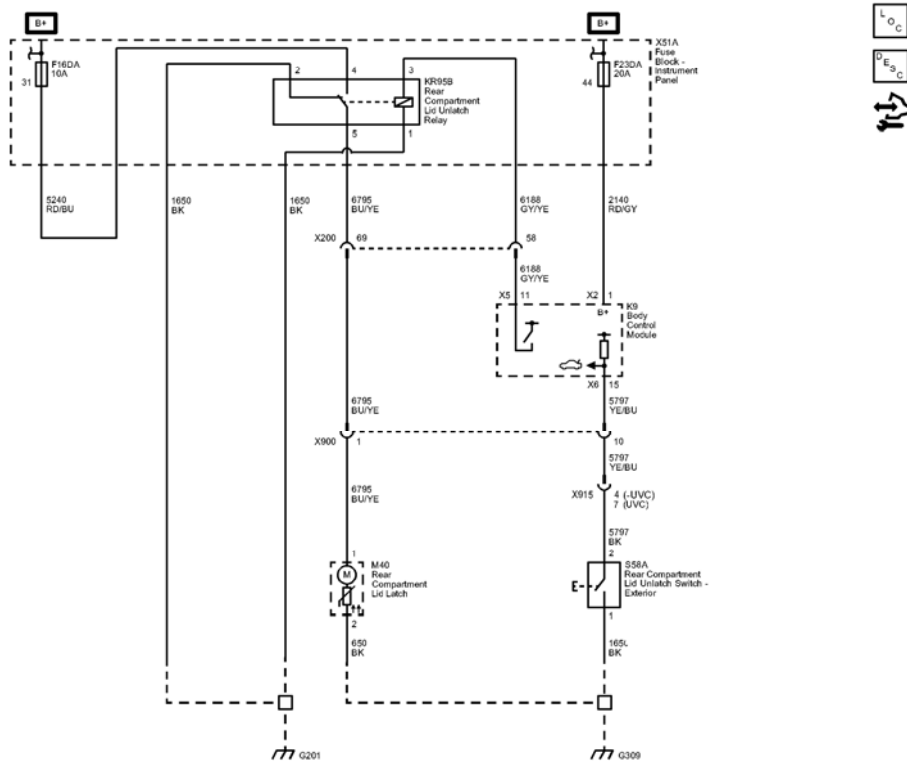


Fig. 5: Trunk Release Wiring Schematics
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
CAV_31	31
CAV_44	44
CAV_2	2
CAV_4	4
CAV_3	3
CAV_5	5
CAV_1	1
5240	Battery Positive Voltage
5240_RD/BU	5240 RD/BU
1650	Ground
1650_BK	1650 BK
1650_BK	1650 BK
6795	Lift Glass/Trunk Motor Release Control 2
6795_BU/YE	6795 BU/YE
CAV_1	1
6188	Lift Glass/Trunk Motor Release Control
6188_GY/YE	6188 GY/YE

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

CAV_11	11
CONN_X5	X5
2140	Battery Positive Voltage
2140_RD/GY	2140 RD/GY
CAV_1	1
CONN_X2	X2
5797	Rear Closure Handle Switch Open Signal
5797_YE/BU	5797 YE/BU
CAV_2	2
CAV_15	15
CONN_X6	X6
5797_YE/BU	5797 YE/BU
5797 BK	5797 BK
6795_BU/YE	6795 BU/YE
6795_BU/YE	6795 BU/YE
6188_GY/YE	6188 GY/YE
1650_BK	1650 BK
CAV_1	1
650	Ground
650_BK	650 BK
CAV_2	2
CAV_4	4
CAV_7	7
UVC	VISION-REAR VIEW, MONO
UVC	VISION-REAR VIEW, MONO
X200	X200
CAV_69	69
CAV 58	58
X900	X900
CAV 1	1
CAV_10	10
G309	G309
G201	G201
F16DA	F16DA 10A
F23DA	F23DA 20A
X915	X915
X200	X200
X900	X900
M40	
X51A	
K9	

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

KR95B

DIAGNOSTIC INFORMATION AND PROCEDURES

DIAGNOSTIC CODE INDEX

DIAGNOSTIC CODE INDEX

DTC	Description
<u>DTC B1474 or B3849</u>	DTC B1474 02 Passenger Exterior Door Handle Switch Circuit Short to Ground DTC B3849 02 Driver Exterior Door Handle Switch Circuit Short to Ground
<u>DTC B1534 or B1535</u>	DTC B1534 02 Left Rear Door Handle Switch Circuit Short to Ground DTC B1535 02 Right Rear Door Handle Switch Circuit Short to Ground
<u>DTC B2494</u>	DTC B2494 00 Liftgate Handle Switch Circuit Malfunction
<u>DTC B297B or B297C</u>	DTC B297B 5A Driver Door Open Switch Circuit Not Plausible DTC B297C 5A Passenger Door Open Switch Circuit Not Plausible
<u>DTC B3125, B3130, or B3135</u>	DTC B3125 Driver Door Only Unlock Circuit DTC B3130 All Doors Unlock Circuit DTC B3135 All Doors Lock Circuit
<u>DTC B3140 or B3150</u>	DTC B3140 00 Driver Door Unlock Switch Circuit DTC B3150 00 Driver Front Door Lock Switch Circuit
<u>DTC B3265</u>	DTC B3265 Trunk Lid Unlatch Output Circuit
<u>DTC B3618</u>	DTC B3618 00 Exterior Liftgate Unlatch Switch Circuit Malfunction
<u>DTC B3930</u>	DTC B3930 02 Child Security Lock Motors Circuit Short to Ground

DTC B1474 OR B3849

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

DTC B1474 02

Passenger Exterior Door Handle Switch Circuit Short to Ground

DTC B3849 02

Driver Exterior Door Handle Switch Circuit Short to Ground

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Driver Door Handle Switch Signal	B3849 02	1	1	-
Driver Door Handle Switch Ground	-	1	-	-
Passenger Door Handle Switch Signal	B1474 02	2	2	-
Passenger Door Handle Switch Ground	-	2	-	-
1. Driver Door Handle Switch Malfunction 2. Passenger Door Handle Switch Malfunction				

Circuit/System Description

The exterior door handle switch signal circuits provide inputs to the keyless entry control module when the exterior door handle switches are activated. These inputs allow the keyless entry control module to detect a door lock or a door unlock request. The keyless entry control module provides a 12 V signal to each exterior door handle switch via the door handle switch signal circuits. When a door handle switch is pressed, the switch closes and the voltage signals from the keyless entry control module are pulled to ground.

Conditions for Running the DTC

Battery voltage is between 9-16 V.

Conditions for Setting the DTC

B1474 02

The keyless entry control module detects the passenger exterior door handle switch signal circuit is shorted to ground or closed for greater than 180 seconds.

B3849 02

The keyless entry control module detects the driver exterior door handle switch signal circuit is shorted to ground or closed for more than 180 seconds.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Action Taken When the DTC Sets

The keyless entry control module will ignore input from the affected door switch and the doors will not lock or unlock when the affected door handle switch is pressed.

Conditions for Clearing the DTC

- The DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 40 ignition cycles.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Exterior Driver Door Handle Switch or the Exterior Passenger Door Handle Switch parameters changes between Active and Inactive when pressing and releasing the B27D Door Handle Switch-Driver Exterior or the B27P Door Handle Switch-Passenger Exterior.
 - **If the parameter does not change**

Refer to Circuit/System Testing below.

- **If the parameter changes**

3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the appropriate B27 Door Handle Switch-Exterior. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 4 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Exterior Door Handle Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K84 Keyless Entry Control Module.
 2. Test for infinite resistance between the signal circuit terminal 3 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K84 Keyless Entry Control Module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal 3 and the ground circuit terminal 4.
6. Verify the scan tool Exterior Door Handle Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, remove the jumper wire, disconnect the harness connector at the K84 Keyless Entry Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K84 Keyless Entry Control Module.
 - **If Active**
7. Test or replace the B27 Door Handle Switch-Exterior.

Component Testing

1. Ignition OFF, disconnect the harness connector at the appropriate B27 Door Handle Switch-Exterior.
2. Test for infinite resistance between the signal terminal 3 and the ground terminal 4 with the switch in the

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

open position.

- **If less than infinite resistance**

Replace the B27 Door Handle Switch-Exterior.

- **If infinite resistance**

3. Test for less than 5 ohms between the signal terminal 3 and the ground terminal 4 with the switch in the closed position.

- **If 5 ohms or greater**

Replace the B27 Door Handle Switch-Exterior.

- **If less than 5 ohms**

4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Front Side Door Outside Handle Replacement**
- **Control Module References** for keyless entry control module replacement, programming and setup

DTC B1534 OR B1535

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B1534 02

Left Rear Door Handle Switch Circuit Short to Ground

DTC B1535 02

Right Rear Door Handle Switch Circuit Short to Ground

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Left Rear Door Handle	B1534 02	1	1	-

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Switch Signal				
Left Rear Door Handle Switch Ground	-	1	-	-
Right Rear Door Handle Switch Signal	B1535 02	2	2	-
Right Rear Door Handle Switch Ground	-	2	-	-
1. Left Rear Door Handle Switch Malfunction 2. Right Rear Door Handle Switch Malfunction				

Circuit/System Description

The exterior door handle switch signal circuits provide inputs to the keyless entry control module when the exterior door handle switches are activated. These inputs allow the keyless entry control module to detect a door lock or a door unlock request. The keyless entry control module provides a 12 V signal to each exterior door handle switch via the door handle switch signal circuits. When a door handle switch is pressed, the switch closes and the voltage signals from the keyless entry control module are pulled to ground.

Conditions for Running the DTC

Battery voltage is between 9-16 V.

Conditions for Setting the DTC

B1534 02

The keyless entry control module detects the left rear exterior door handle switch signal circuit is shorted to ground or closed for greater than 180 seconds.

B1535 02

The keyless entry control module detects the right rear exterior door handle switch signal circuit is shorted to ground or closed for greater than 180 seconds.

Action Taken When the DTC Sets

The keyless entry control module will ignore input from the affected door switch and the doors will not lock or unlock when the affected door handle switch is pressed.

Conditions for Clearing the DTC

- The DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 40 ignition cycles.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Exterior Left Rear Door Handle Switch or the Exterior Right Rear Door Handle Switch parameters changes between Active and Inactive when pressing and releasing B27LR Door Handle Switch-Left Rear Exterior or the B27RR Door Handle Switch-Right Rear Exterior.

- **If the parameter does not change**

Refer to Circuit/System Testing below.

- **If the parameter changes**

3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the appropriate B27 Door Handle Switch-Rear Exterior. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 4 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.

- If less than 2 ohms, repair the open/high resistance in the ground connection.
- **If less than 10 ohms**
- 3. Ignition ON.
- 4. Verify the scan tool Exterior Door Handle Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K84 Keyless Entry Control Module.
 2. Test for infinite resistance between the signal circuit terminal 3 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K84 Keyless Entry Control Module.
 - **If Inactive**
- 5. Install a 3 A fused jumper wire between the signal circuit terminal 3 and the ground circuit terminal 4.
- 6. Verify the scan tool Exterior Door Handle Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, remove the jumper wire, disconnect the harness connector at the K84 Keyless Entry Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K84 Keyless Entry Control Module.
 - **If Active**
- 7. Test or replace the B27 Door Handle Switch-Rear Exterior.

Component Testing

1. Ignition OFF, disconnect the harness connector at the appropriate B27 Door Handle Switch-Rear Exterior.
2. Test for infinite resistance between the signal terminal 3 and the ground terminal 4 with the switch in the open position.
 - **If less than infinite resistance**

Replace the B27 Door Handle Switch-Rear Exterior.
 - **If infinite resistance**
3. Test for less than 5 ohms between the signal terminal 3 and the ground terminal 4 with the switch in the closed position.
 - **If 5 ohms or greater**

Replace the B27 Door Handle Switch-Rear Exterior.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- If less than 5 ohms

4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Rear Side Door Outside Handle Replacement**
- **Control Module References** for keyless entry control module replacement, programming and setup

DTC B2494

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B2494 00

Liftgate Handle Switch Circuit Malfunction

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Signal	B2494 00	1	1	-
Ground	-	1	-	-
1. Exterior Rear Compartment Lid Release Switch Malfunction				

Circuit/System Description

When the ignition is ON, the body control module (BCM) supplies a signal to the liftgate unlatch switch through the liftgate release switch signal circuit. When the liftgate unlatch switch is pressed, the voltage within the signal circuit is pulled low and in response, the BCM will energize the liftgate unlatch relay.

Conditions for Running the DTC

The system voltage is 9-16 V.

Conditions for Setting the DTC

The BCM detects a short to ground in the liftgate release switch signal circuit for greater than 60 seconds

Action Taken When the DTC Sets

The BCM ignores the input from the liftgate unlatch switch.

Conditions for Clearing the DTC

- This DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 50 ignition cycles.

Reference Information

Schematic Reference

Release Systems Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Luggage Compartment Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter changes between Active and Inactive when pressing and releasing the liftgate unlatch switch.
 - **If the parameter does not change**

Refer to Circuit/System Testing below.
 - **If the parameter changes**
3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S46B liftgate unlatch switch. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 2 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K9 body control module.
 2. Test for infinite resistance between the signal circuit terminal 1 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 body control module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal 1 and the ground circuit terminal 2.
6. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, disconnect the harness connector at the K9 body control module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 body control module.
 - **If Active**
7. Test or replace the S46B liftgate unlatch switch.

Component Testing

1. Ignition OFF, disconnect the harness connector at the S46B liftgate unlatch switch.
2. Test for infinite resistance between the signal terminal 1 and the ground terminal 2 with the switch in the open position.
 - **If less than infinite resistance**

Replace the S46B liftgate unlatch switch.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **If infinite resistance**

3. Test for less than 3 ohms between the signal terminal 1 and the ground terminal 2 with the switch in the closed position.

- **If 3 ohms or greater**

Replace the S46B liftgate unlatch switch.

- **If less than 3 ohms**

4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the diagnostic procedure.

-
- **Control Module References** for BCM replacement, programming and setup

DTC B297B OR B297C

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B297B 5A

Driver Door Open Switch Circuit Not Plausible

DTC B297C 5A

Passenger Door Open Switch Circuit Not Plausible

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Driver Door Open Switch Signal	B297B 5A	B297B 5A	B297B 5A	-
Passenger Door Open Switch Signal	B297C 5A	B297C 5A	B297C 5A	-
Driver Door Latch Ground	-	1	-	-
Passenger Door Latch				

Ground	-	1	-	-
1. Ajar Indicator Malfunction				

Circuit/System Description

The Keyless Entry Control Module provides a 12V signal to the driver and passenger door open switch signal circuits. The driver window motor provides a 12V signal to the driver door ajar switch signal circuit. The passenger window switch provides a 12V signal to the passenger door ajar switch signal circuit. The door open switches and the door ajar switches are integral to each Door Latch Assembly.

The door open switch and the door ajar switch contacts will be open with the door is fully closed, the door switches within the door latch are designed so that the when the door is ajar, the contact in the door ajar switch closes, the voltage is pulled low and the window motor will then send a serial data message to the BCM indicating that the door is ajar. When the door is opened further, the contact in the door open switch will then close providing a ground for the door open signal circuit, the Keyless Entry Control Module will then detect that the door is open.

Conditions for Running the DTC

Battery voltage is between 9-16 V.

Conditions for Setting the DTC

B297B 5A

- The keyless entry control module detects the driver door open switch is Active while receiving a serial data message from the BCM that the driver door ajar switch is Inactive.
- The condition must be present for greater than 30 seconds

B297C 5A

- The keyless entry control module detects the passenger door open switch is Active while receiving a serial data message from the BCM that the passenger door ajar switch is Inactive.
- The condition must be present for greater than 30 seconds.

Action Taken When the DTC Sets

B297B 5A or B297C 5A

The driver information center will display the message: Service Steering Column Lock.

Conditions for Clearing the DTC

- The DTC will be current for as long as the fault is present.
- When the keyless entry control module receives a serial data message from the BCM that the door is ajar before the keyless entry control module detects the door open switch is active, then the DTC will be a history DTC.

- A history DTC will clear after 50 ignition cycles.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Steering Wheel and Column Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Body Control Module Driver Door Ajar Switch parameter changes between Inactive and Active when opening and closing the driver door.
 - **If the parameter does not change**

Refer to **Door Ajar Indicator Malfunction**

- **If the parameter changes**
3. Verify the scan tool Keyless Entry Control Module Driver Door Ajar Switch parameter changes between Inactive and Active when opening and closing the driver door.
 - **If the parameter does not change**

Refer to Circuit/System Testing below.

- **If the parameter changes**
4. Verify the scan tool Body Control Module Passenger Door Ajar Switch parameter changes between

Inactive and Active when opening and closing the passenger door.

- **If the parameter does not change**

Refer to **Door Ajar Indicator Malfunction**

- **If the parameter changes**

5. Verify the scan tool Keyless Entry Control Module Passenger Door Ajar Switch parameter changes between Inactive and Active when opening and closing the passenger door.

- **If the parameter does not change**

Refer to Circuit/System Testing below.

- **If the parameter changes**

6. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the appropriate A23 Door Latch Assembly. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal listed below and ground:
 - A23D Door Latch Assembly-Driver - ground circuit terminal 8
 - A23P Door Latch Assembly-Passenger - ground circuit terminal 3
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Door Ajar Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K84 Keyless Entry Control Module.
 2. Test for infinite resistance between the signal circuit terminal listed below and ground.
 - A23D Door Latch Assembly-Driver - signal circuit terminal 7
 - A23P Door Latch Assembly-Passenger - signal circuit terminal 2
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K84 Keyless Entry Control Module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the circuit terminals listed below and ground.
 - A23D Door Latch Assembly-Driver - signal circuit terminal 7
 - A23P Door Latch Assembly-Passenger - signal circuit terminal 2

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

6. Verify the scan tool Door Ajar Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, remove the fused jumper wire, disconnect the harness connector at the K84 Keyless Entry Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K84 Keyless Entry Control Module.
 - **If Active**
7. Test or replace the A23 Door Latch Assembly.

Component Testing

Static Test

1. Ignition OFF, disconnect the harness connector at the appropriate A23 Door Latch Assembly.
2. With the door in the closed position, test for infinite resistance between the signal and the ground terminals listed below:
 - A23D Door Latch Assembly-Driver - signal terminal 7 and ground terminal 8
 - A23P Door Latch Assembly-Passenger - signal terminal 2 and ground terminal 3
 - If not the specified value, replace the A23 Door Latch Assembly.
3. With the door in the open position, test for less than 5 ohms between the signal and the ground terminals listed below:
 - A23D Door Latch Assembly-Driver - signal terminal 7 and ground terminal 8
 - A23P Door Latch Assembly-Passenger - signal terminal 2 and ground terminal 3
 - If greater than the specified range, replace the A23 Door Latch Assembly.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair

- **Front Side Door Latch Replacement**
- **Control Module References** for keyless entry control module replacement, programming and setup

DTC B3125, B3130, OR B3135

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B3125

Driver Door Only Unlock Circuit

DTC B3130

All Doors Unlock Circuit

DTC B3135

All Doors Lock Circuit

For symptom byte information refer to: **Symptom Byte List**

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
BCM B+	B3125 02, B3130 02, B3135 02	B3125 02, B3130 02, B3135 02	-	-
Door Latch Control	B3125 02, B3130 02, B3135 02	B3125 04, B3130 04, B3135 04	B3125 01, B3130 01, B3135 01	-
Driver Door Lock Motor Lock Control	B3125 02, B3130 02, B3135 02	B3125 04, B3130 04, B3135 04	B3125 01, B3130 01, B3135 01	-
Door Lock Actuator Unlock Control	B3125 02, B3130 02, B3135 02	B3125 04, B3130 04, B3135 04	B3125 01, B3130 01, B3135 01	-

Circuit/System Description

The body control module (BCM) powers the reversible door latch assemblies by providing battery positive voltage and ground to the appropriate lock and unlock control circuits of the door latch assemblies. The lock and unlock control circuits of the rear doors and passenger door latch assemblies are all connected together. When the door latch assemblies are not active, all actuator lock and unlock control circuits are supplied a floating voltage door driver by the BCM. Transitioning of the lock actuators to the lock or unlocked position depends upon which control circuits receive voltage and which control circuits receive ground.

Conditions for Running the DTC

Ignition ON

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Conditions for Setting the DTC

B3125 01, B3130 01, B3135 01

The BCM detects a short to battery on a door latch control circuit

B3125 02, B3130 02 and B3135 02

- A short to ground or an open/high resistance in the BCM B+ circuit.
- The BCM detects a short to ground on a door latch control circuit.

B3125 04, B3130 04, B3135 04

The BCM detects an open/high resistance on a door latch control circuit

Action Taken When the DTC Sets

All the power door locks will be inoperative.

Conditions for Clearing the DTC

- This DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 50 ignition cycles.

Reference Information

Schematic Reference

- **Door Lock/Indicator Schematics**
- **Body Control System Schematics**

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool BCM Central Door Lock Switch on Console parameter changes from Inactive to Lock and Unlock when cycling the door lock switch between LOCK and UNLOCK.

- **If the parameter does not change**

Refer to **Power Door Locks Malfunction**

- **If the parameter changes**

3. Verify all vehicle doors Lock and Unlock when commanding the All Doors Lock/Unlock with a scan tool.

- **If only the driver door LOCK or UNLOCK functions do not work**

Refer to Circuit/System Testing below - Driver Door Lock Malfunction.

- **If one or more, but not all, passenger door LOCK or UNLOCK functions do not work**

Refer to Circuit/System Testing below - Passenger Door Lock Malfunction.

- **If all door LOCK and UNLOCK functions do not work**

Refer to Circuit/System Testing below- All Door Lock Inoperative.

- **If the LOCK and UNLOCK function for all doors works**

4. All OK.

Circuit/System Testing**Driver Door Lock Malfunction**

1. Ignition OFF, disconnect the harness connector at the A23D Door Latch Assembly-Driver. Ignition ON.

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the central door lock switch to restore the voltage for testing.

2. Test for greater than 7 V between the control circuit terminal 3 and ground.
 - **If 7 V or less**

1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.
2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance on the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If greater than 7 V**

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the central door lock switch to restore the voltage for testing.

3. Test for greater than 7 V between the control circuit terminal 2 and ground.
 - **If 7 V or less**
 - 1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.
 - 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 - 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance on the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If greater than 7 V**
4. Test or replace the A23D Door Latch Assembly-Driver.

Passenger Door Lock Malfunction

1. Ignition OFF, verify the harness connector is firmly seated and secure for the appropriate passenger or rear A23 Door Latch Assembly.
 - **If the harness connector not seated or secure**

Firmly seat and secure the harness connector at the passenger or rear A23 Door Latch Assembly.
 - **If the harness connector is firmly seated and secure**
2. Disconnect the harness connector at the appropriate passenger or rear A23 Door Latch Assembly. Ignition ON.

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the

control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

3. Test for greater than 7 V between the control circuit terminal listed below and ground:

- A23P Door Latch Assembly-Passenger - control circuit terminal 7
- A23RR Door Latch Assembly-Right Rear - control circuit terminal 7
- A23LR Door Latch Assembly-Left Rear - control circuit terminal 2

○ **If 7 V or less**

1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.

2. Test for infinite resistance between the control circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 ohms in the control circuit end to end.

- If 2 ohms or greater, repair the open/high resistance on the circuit.
- If less than 2 ohms, replace the K9 Body Control Module.

○ **If greater than 7 V**

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

4. Test for greater than 7 V between the control circuit terminal listed below and ground:

- A23P Door Latch Assembly-Passenger - control circuit terminal 8
- A23RR Door Latch Assembly-Right Rear - control circuit terminal 8
- A23LR Door Latch Assembly-Left Rear - control circuit terminal 3

○ **If 7 V or less**

1. Ignition OFF, disconnect the X2 harness connector at the X50A Fuse Block-Underhood.

2. Disconnect the X6 harness connector at the K9 Body Control Module.

3. Test for less than 2 ohms between the control circuit terminals listed below:

- X50A Fuse Block-Underhood control circuit terminal 4 X2 and A23P Door Latch Assembly-Passenger control circuit terminal 8
- X50A Fuse Block-Underhood control circuit terminal 12 X2 and K9 Body Control Module control circuit terminal 2 X6

- If greater than 2 ohms, repair the open/high resistance on the circuit.

4. Connect the X2 harness connector at the X50A Fuse Block-Underhood

5. Test for less than 2 ohms between the A23P Door Latch Assembly-Passenger control circuit terminal 8 and the K9 Body Control Module control circuit terminal 2 X6

- If greater than 2 ohms, replace the X50A Fuse Block-Underhood.

6. Connect the X6 harness connector at the K9 Body Control Module
7. Ignition ON, test for greater than 7 V between the A23P Door Latch Assembly-Passenger control circuit terminal 8 and ground
 - **If 7 V or less, replace the K9 Body Control Module**
 - **If greater than 7 V**
5. Test or replace the A23 Door Latch Assembly.

All Door Locks Inoperative

1. Ignition OFF, disconnect the X2 harness connector at the K9 Body Control Module, ignition ON.
2. Verify a test lamp illuminates between the B+ circuit terminal 4 and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the B+ circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 3. Ignition OFF.
 4. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 5. Disconnect the harness connector at each of the A23 Door Latch Assemblies.
 6. Test for infinite resistance between each control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the appropriate A23 Door Latch Assembly.
 - **If the test lamp illuminates**
 - 3. Ignition OFF, connect the X2 harness connector at the K9 Body Control Module. Disconnect the harness connector at the A23D Door Latch Assembly-Driver, ignition ON.

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

4. Test for greater than 7 V between the control circuit terminal 2 and ground.
 - **If 7 V or less**
 1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit terminal listed below and ground:
 - Control circuit terminal 1 X6

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- Control circuit terminal 2 X6
 - Control circuit terminal 4 X6
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If greater than 7 V**
5. Replace the K9 Body Control Module.

Component Testing

1. Ignition OFF, disconnect the harness connector at the appropriate A23 Door Latch Assembly.
2. Install a 25 A fused jumper wire between one of the control terminals and 12 V. Momentarily install a jumper wire between the other control terminal and ground. Reverse the jumper wires at least two times, the A23 Door Latch Assembly should perform the LOCK and UNLOCK function.
 - **If the actuator does not perform the LOCK and UNLOCK function**

Replace the A23 Door Latch Assembly.
 - **If the actuator performs the LOCK and UNLOCK function**
3. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Front Side Door Latch Replacement**
- **Rear Side Door Latch Replacement**
- **Control Module References** for BCM replacement, programming and setup

DTC B3140 OR B3150

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B3140 00

Driver Door Unlock Switch Circuit

DTC B3150 00

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Driver Front Door Lock Switch Circuit

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Lock Signal	B3150 00	1	1	-
Unlock Signal	B3140 00	2	2	-
Ground	-	3	-	-
1. Door Lock Switch Lock Function Inoperative 2. Door Lock Switch Unlock Function Inoperative 3. Door Lock Switch Lock and Unlock Functions Inoperative				

Circuit/System Description

The body control module (BCM) monitors the voltage level of the door lock and door unlock signal circuits. When the driver door lock switch is in the open position, the voltage level in the signal circuit will be near 0 V. When the driver door lock switch is pressed to the lock or unlock position, a signal will be sent to the BCM requesting a lock or unlock command.

Conditions for Running the DTC

The system voltage is 9-16 V.

Conditions for Setting the DTC

B3140 00

The BCM detects short to ground in the unlock signal circuit for greater than 60 seconds.

B3150 00

The BCM detects a short to ground in the lock signal circuit for greater than 60 seconds.

Action Taken When the DTC Sets

B3140 00

The BCM will ignore the unlock signal and the doors will not unlock when using the driver door lock switch.

B3150 00

The BCM will ignore the lock signal and the doors will not lock when using the driver door lock switch.

Conditions for Clearing the DTC

- The DTC will be current for as long as the fault is present.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 50 ignition cycles.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Central Door Lock Switch on Console parameter changes from Inactive to Lock and Unlock when pushing the appropriate switch on the S13D Door Lock Switch-Driver.

- **If the parameter does not change**

Refer to Circuit/System Testing below.

- **If the parameter changes**

3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S13D Door Lock Switch-Driver. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 1 and ground.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
- **If less than 10 ohms**
- 3. Ignition ON.
- 4. Verify the scan tool Central Door Lock Switch on Console parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the S13D Door Lock Switch-Driver signal circuit terminal 3 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 3. Test for infinite resistance between the S13D Door Lock Switch-Driver signal circuit terminal 4 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If Inactive**
- 5. Install a 3 A fused jumper wire between the signal circuit terminal 3 and the ground circuit terminal 1.
- 6. Verify the scan tool Central Door Lock Switch on Console parameter is Unlock.
 - **If not Unlock**
 1. Ignition OFF, remove the 3 A fused jumper wire, disconnect the X2 harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit terminal 3 and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If Unlock**
- 7. Install a 3 A fused jumper wire between the signal circuit terminal 4 and the ground circuit terminal 1.
- 8. Verify the scan tool Central Door Lock Switch on Console parameter is Lock.
 - **If not Lock**
 1. Ignition OFF, remove the 3 A fused jumper wire, disconnect the X2 harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit terminal 4 and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.

- **If Lock**

9. Test or replace the S13D Door Lock Switch-Driver.

Component Testing

1. Ignition OFF, disconnect the harness connector at the S13D Door Lock Switch-Driver.
2. Test for infinite resistance between the signal terminal 4 and the ground terminal 1 with the switch in the open position.

- **If less than infinite resistance**

Replace the S13D Door Lock Switch-Driver.

- **If infinite resistance**

3. Test for infinite resistance between the signal terminal 3 and the ground terminal 1 with the switch in the open position.

- **If less than infinite resistance**

Replace the S13D Door Lock Switch-Driver.

- **If infinite resistance**

4. Test for less than 2 ohms between the signal terminal 4 and the ground terminal 1 with the switch in the Lock position.

- **If 2 ohms or greater**

Replace the S13D Door Lock Switch-Driver.

- **If less than 2 ohms**

5. Test for less than 2 ohms between the signal terminal 3 and the ground terminal 1 with the switch in the Unlock position.

- **If 2 ohms or greater**

Replace the S13D Door Lock Switch-Driver.

- **If less than 2 ohms**

6. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Door Lock Switch Replacement**

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **Control Module References** for BCM replacement, programming and setup

DTC B3265

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B3265

Trunk Lid Unlatch Output Circuit

For symptom byte information refer to: **Symptom Byte List**

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Control	B3265 02	B3265 04	B3265 01	-
Ground	-	B3265 04	-	-

Circuit/System Description

The body control module (BCM) applies battery positive voltage to the rear compartment lid unlatch relay control circuit, which energizes the coil side of the rear compartment lid unlatch relay. The switch side of the rear compartment lid unlatch relay then closes, supplying battery positive voltage through the relay and the latch motor voltage control circuit to the rear compartment lid latch. The rear compartment lid latch then releases the rear compartment lid so that it may be manually raised to an open position.

Conditions for Running the DTC

When the relay is being actively commanded by the BCM

Conditions for Setting the DTC

B3265 01

The BCM detects a short to voltage on the rear compartment lid unlatch relay control circuit.

B3265 02

The BCM detects a short to ground on the rear compartment lid unlatch relay control circuit.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

B3265 04

The BCM detects an open/high resistance on the rear compartment lid unlatch relay control circuit or an open/high resistance on the relay ground circuit.

Action Taken When the DTC Sets

The rear compartment lid latch will malfunction.

Conditions for Clearing the DTC

- This DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 50 ignition cycles.

Reference Information

Schematic Reference

Release Systems Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Luggage Compartment Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the M40 Rear Compartment Lid Latch releases when commanding the Trunk Lid Unlatch with a scan tool.
 - If the M40 Rear Compartment Lid Latch does not UNLATCH

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Refer to Circuit/System Testing below.

○ If the M40 Rear Compartment Lid Latch does UNLATCH

3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the KR95B Rear Compartment Lid Unlatch Relay. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 1 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Connect a test lamp between the control circuit terminal 1 and the ground circuit terminal 3.
4. Verify the test lamp briefly turns ON and OFF when commanding the Trunk Lid Unlatch with a scan tool.
 - **If the test lamp is always OFF**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If the test lamp is always ON**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K9 Body Control Module.
 - **If the test lamp turns ON and OFF**
5. Test or replace the KR95B Rear Compartment Lid Unlatch Relay.

Component Testing

Relay Test

1. Ignition OFF, disconnect the KR95B Rear Compartment Lid Unlatch Relay.
2. Test for 60-200 ohms between terminals 1 and 3.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **If less than 60 ohms or greater than 200 ohms**

Replace the KR95B Rear Compartment Lid Unlatch Relay.

- **If between 60-200 ohms**

3. Test for infinite resistance between the terminals listed below:

- 4 and 3
- 4 and 5
- 4 and 1
- 5 and 1

- **If less than infinite resistance**

Replace the KR95B Rear Compartment Lid Unlatch Relay.

- **If infinite resistance**

4. Install a 3 A fused jumper wire between relay terminal 3 and 12 V. Install a jumper wire between relay terminal 1 and ground.

5. Test for less than 2 ohms between terminals 4 and 5.

- **If 2 ohms or greater**

Replace the KR95B Rear Compartment Lid Unlatch Relay.

- **If less than 2 ohms**

6. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Relay Replacement (Within an Electrical Center)** , **Relay Replacement (Attached to Wire Harness)**
- **Control Module References** for BCM replacement, programming and setup

DTC B3618

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B3618 00

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Exterior Liftgate Unlatch Switch Circuit Malfunction

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Signal	B3618 00	1	1	-
Ground	-	1	-	-
1. Exterior Rear Compartment Lid Release Switch Malfunction				

Circuit/System Description

When the ignition is ON, the body control module (BCM) supplies a signal to the rear compartment lid unlatch switch through the trunk release switch signal circuit. When the exterior rear compartment lid release switch is pressed, the voltage within the signal circuit is pulled low and in response, the BCM will energize the rear compartment lid unlatch relay.

Conditions for Running the DTC

The system voltage is 9-16 V.

Conditions for Setting the DTC

The BCM detects a short to ground in the rear compartment lid unlatch switch signal circuit for greater than 60 seconds

Action Taken When the DTC Sets

The BCM ignores the input from the rear compartment lid unlatch switch.

Conditions for Clearing the DTC

- This DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 50 ignition cycles.

Reference Information

Schematic Reference

Release Systems Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Luggage Compartment Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter changes between Active and Inactive when pressing and releasing the S58A Rear Compartment Lid Unlatch Switch-Exterior.
 - **If the parameter does not change**

Refer to Circuit/System Testing below.
 - **If the parameter changes**
3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the X915 inline harness connector at the S58A Rear Compartment Lid Unlatch Switch-Exterior. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 3 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the signal circuit terminal 4 and ground.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal 4 and the ground circuit terminal 3.
 6. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, remove the 3 A fused jumper wire, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If Active**
 7. Test or replace the S58A Rear Compartment Lid Unlatch Switch-Exterior.

Component Testing

Trunk Release Switch

1. Ignition OFF, disconnect the X915 inline harness connector at the S58A Rear Compartment Lid Unlatch Switch-Exterior.
2. Test for infinite resistance between the signal circuit terminal 4 and the ground circuit terminal 3 with the switch in the open position.
 - **If less than infinite resistance**

Replace the S58A Rear Compartment Lid Unlatch Switch-Exterior.

 - **If infinite resistance**
3. Test for less than 3 ohms between the signal circuit terminal 4 and the ground circuit terminal 3 with the switch in the closed position.
 - **If 3 ohms or greater**

Replace the S58A Rear Compartment Lid Unlatch Switch-Exterior.

 - **If less than 3 ohms**
4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **Rear License Plate Lamp Wiring Harness Replacement**
-
- **Control Module References** for BCM replacement, setup, and programming

DTC B3930

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B3930 02

Child Security Lock Motors Circuit Short to Ground

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Control	B3930 02	1	1	-
Ground	-	1	-	-
1. Child Security Door Lock Malfunction				

Circuit/System Description

The child door lockout switch is on the driver door lock/window switch and controls the function of the rear interior door handles as well as the function of the rear window switches. When the body control module receives a command from the window lockout switch, it will apply voltage to the door lock security relay coil, this will energize the relay and the contact within the relay will then direct the voltage to lock the left rear and right rear child locks and then isolate them from the normal door lock system to prevent the rear doors from being opened by using the interior rear door handles.

Conditions for Running the DTC

When the relay is being actively commanded by the body control module.

Conditions for Setting the DTC

The body control module detects a short to ground in the child security lock relay circuit.

Action Taken When the DTC Sets

- The interior rear door handles will always function or will always be disabled depending upon the state of

the rear door latch when the fault occurred.

- The body control module will command the lockout indicator to flash ON and OFF when the lockout switch is pressed.

Conditions for Clearing the DTC

- This DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 50 ignition cycles.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify both interior rear door handles do not open the rear doors when commanding the Child Security Lock Motors ON with a scan tool.

- **If both interior door handles open the rear doors**

Refer to Circuit/System Testing below.

- **If both interior door handles do not open the rear doors**

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

3. Verify both interior rear door handles will open the rear doors when commanding the Child Security Lock Motors OFF with a scan tool.

- **If both interior door handles do not open the rear doors**

Refer to Circuit/System Testing below.

- **If both interior door handles open the rear doors**

4. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the X1 harness connector at the X50A Fuse Block-Underhood. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 71 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition OFF, connect the X1 harness connector at the X50A Fuse Block-Underhood. Disconnect the X4 harness connector at the K9 Body Control Module, ignition ON.
4. Verify that a test lamp does not illuminate between the control circuit terminal 8 and ground.
 - **If the test lamp illuminates**
 1. Ignition OFF, disconnect the X2 harness connector at the X50A Fuse Block-Underhood.
 2. Test for less than 1 V between the K9 Body Control Module control circuit terminal 8 X4 and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the X50A Fuse Block-Underhood.
 - **If the test lamp is not illuminated**
5. Connect a 3A fused jumper wire between the control circuit terminal 8 and B+.
6. Listen as the KR113 Child Security Lock Disable Relay activates.
 - **If the KR113 Child Security Lock Disable Relay does not activate**
 1. Ignition OFF, remove the jumper wire, disconnect the X2 harness connector at the X50A Fuse Block-Underhood.
 2. Test for infinite resistance between the K9 Body Control Module control circuit terminal 8 X4 and ground.
 - If less than Infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- If less than 2 ohms, replace the X50A Fuse Block-Underhood.
 - **If the KR113 Child Security Lock Disable Relay activates**
7. Replace the K9 Body Control Module.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Fuse Block Replacement**
- **Control Module References** for body control module replacement, setup and programming

SYMPTOMS - VEHICLE ACCESS

NOTE: **The following steps must be completed before using the symptom tables.**

1. Perform the **Diagnostic System Check - Vehicle** , before using the Symptom Tables in order to verify that all of the following are true:
 - There are no DTCs set
 - The control modules can communicate via the serial data link
2. Review the system operation in order to familiarize yourself with the system functions. Refer to the following systems description:
 - **Door Ajar Indicator Description and Operation**
 - **Luggage Compartment Description and Operation**
 - **Power Door Locks Description and Operation**

Visual/Physical Inspection

- Inspect for aftermarket devices which may affect the operation of the system. Refer to **Checking Aftermarket Accessories** .
- Inspect the easily accessible or visible system components for obvious damage or conditions which may cause the symptom.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to **Testing for Intermittent Conditions and Poor Connections** .

Symptom List

Refer to a symptom diagnostic procedure from the following list in order to diagnose the symptom:

- **Exterior Door Handle Switch Malfunction**
- **Power Door Child Lock Malfunction**
- **Door Ajar Indicator Malfunction**

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **Power Door Locks Malfunction**
- **Trunk Release Malfunction**
- **Trunk Ajar Indicator Malfunction**

EXTERIOR DOOR HANDLE SWITCH MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B1474 02

Passenger Exterior Door Handle Switch Circuit Short to Ground

DTC B1534 02

Left Rear Door Handle Switch Circuit Short to Ground

DTC B1535 02

Right Rear Door Handle Switch Circuit Short to Ground

DTC B3849 02

Driver Exterior Door Handle Switch Circuit Short to Ground

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Driver Door Handle Switch Signal	B3849 02	1	1	-
Driver Door Handle Switch Ground	-	1	-	-
Passenger Door Handle Switch Signal	B1474 02	2	2	-
Passenger Door Handle Switch Ground	-	2	-	-
Left Rear Door Handle Switch Signal	B1534 02	3	3	-
Left Rear Door Handle	-	3	-	-

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Switch Ground				
Right Rear Door Handle Switch Signal	B1535 02	4	4	-
Right Rear Door Handle Switch Ground	-	4	-	-
1. Driver Door Handle Switch Malfunction 2. Passenger Door Handle Switch Malfunction 3. Left Rear Door Handle Switch Malfunction 4. Right Rear Door Handle Switch Malfunction				

Circuit/System Description

The exterior door handle switch signal circuits provide inputs to the keyless entry control module when the exterior door handle switches are activated. These inputs allow the keyless entry control module to detect a door lock or a door unlock request. The keyless entry control module provides a 12 V signal to each exterior door handle switch via the door handle switch signal circuits. When a door handle switch is pressed, the switch closes and the voltage signals from the keyless entry control module are pulled to ground.

Conditions for Running the DTC

Battery voltage is between 9-16 V.

Conditions for Setting the DTC

B1474 02

The keyless entry control module detects the passenger exterior door handle switch signal circuit is shorted to ground or closed for greater than 180 seconds.

B1534 02

The keyless entry control module detects the left rear exterior door handle switch signal circuit is shorted to ground or closed for more than 180 seconds.

B1535 02

The keyless entry control module detects the right rear exterior door handle switch signal circuit is shorted to ground or closed for more than 180 seconds.

B3849 02

The keyless entry control module detects the driver exterior door handle switch signal circuit is shorted to ground or closed for more than 180 seconds.

Action Taken When the DTC Sets

The keyless entry control module will ignore input from the affected door switch and the doors will not lock or

unlock when the affected door handle switch is pressed.

Conditions for Clearing the DTC

- The DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history DTC.
- A history DTC will clear after 40 ignition cycles.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Exterior Driver Door Handle Switch, Exterior Passenger Door Handle Switch, Exterior Left Rear Door Handle Switch and Exterior Right Rear Door Handle Switch parameters changes between Active and Inactive when pressing and releasing each B27 Door Handle Switch-Exterior.
 - **If the parameter does not change**

Refer to Circuit/System Testing below.

- **If the parameter changes**
3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the appropriate B27 Door Handle Switch-Exterior. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 4 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Exterior Door Handle Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K84 Keyless Entry Control Module.
 2. Test for infinite resistance between the signal circuit terminal 3 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K84 Keyless Entry Control Module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal 3 and the ground circuit terminal 4.
6. Verify the scan tool Exterior Door Handle Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, remove the jumper wire, disconnect the harness connector at the K84 Keyless Entry Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K84 Keyless Entry Control Module.
 - **If Active**
7. Test or replace the B27 Door Handle Switch-Exterior.

Component Testing

1. Ignition OFF, disconnect the harness connector at the appropriate B27 Door Handle Switch-Exterior.
2. Test for infinite resistance between the signal terminal 3 and the ground terminal 4 with the switch in the open position.
 - **If less than infinite resistance**

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Replace the B27 Door Handle Switch-Exterior.

- **If infinite resistance**

3. Test for less than 5 ohms between the signal terminal 3 and the ground terminal 4 with the switch in the closed position.

- **If 5 ohms or greater**

Replace the B27 Door Handle Switch-Exterior.

- **If less than 5 ohms**

4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Front Side Door Outside Handle Replacement**
- **Rear Side Door Outside Handle Replacement**
- **Control Module References** for keyless entry control module replacement, programming and setup

DOOR AJAR INDICATOR MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Left Front Door Ajar Switch Signal	1	2	1	-
Left Rear Door Ajar Switch Signal	1	2	1	-
Right Front Door Ajar Switch Signal	1	2	1	-
Right Rear Door Ajar Switch Signal	1	2	1	-
Driver Door Latch Ground	-	2	-	-
Passenger Door Latch Ground	-	2	-	-
Left Rear Door Latch Ground	-	2	-	-

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Right Rear Door Latch Ground	-	2	-	-
1. Ajar indicator always illuminated 2. Ajar indicator inoperative				

Circuit/System Description

If the vehicle is equipped with power windows, the window motors or the window switches each provide a 12 V signal to their respective door ajar switch signal circuits. The door ajar switches are integral to each door latch assembly. When a door is opened, the normally open door ajar switch closes. With the door ajar switch closed, ground is provided to the door ajar switch signal circuit and the voltage within the signal circuit drops. The window motor or the window switches will detect the voltage drop and will send a serial data message to the body control module which will then send a message to the instrument panel cluster to command the door ajar message.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Door Ajar Indicator Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the appropriate scan tool Door Ajar Switch parameter changes between Inactive and Active when opening and closing the driver door, the passenger door, the left rear door and right rear door.
 - **If any parameter does not change**

Refer to Circuit/System Testing below

- **If all the parameters change**

3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the appropriate A23 door latch assembly. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal listed below and ground.
 - A23D door latch assembly-driver - ground circuit terminal 8
 - A23P door latch assembly-passenger - ground circuit terminal 3
 - A23LR door latch assembly-left rear - ground circuit terminal 8
 - A23RR door latch assembly-right rear - ground circuit terminal 3
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the appropriate scan tool Door Ajar Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the appropriate component listed below:
 - M74D window motor - driver (AXG)
 - S79D window switch - driver (AEC)
 - S79P window switch - passenger
 - S79LR window switch - left rear
 - S79RR window switch - right rear
 2. Test for infinite resistance between the signal circuit terminal listed below and ground.
 - A23D door latch assembly-driver - signal circuit terminal 6
 - A23P door latch assembly-passenger - signal circuit terminal 1
 - A23LR door latch assembly-left rear - signal circuit terminal 6
 - A23RR door latch assembly-right rear - signal circuit terminal 1
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the appropriate component.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal listed below and ground.
 - A23D door latch assembly-driver - signal circuit terminal 6

- A23P door latch assembly-passenger - signal circuit terminal 1
 - A23LR door latch assembly-left rear - signal circuit terminal 6
 - A23RR door latch assembly-right rear - signal circuit terminal 1
6. Verify the scan tool Door Ajar Switch parameter is Active.
- **If not Active**
 1. Ignition OFF, disconnect the harness connector at the appropriate component listed below, ignition ON.
 - M74D window motor - driver (AXG)
 - S79D window switch - driver (AEC)
 - S79P window switch - passenger
 - S79LR window switch - left rear
 - S79RR window switch - right rear
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the appropriate component.
 - **If Active**
7. Test or replace the A23 door latch assembly.

Component Testing

1. Ignition OFF, disconnect the harness connector at the appropriate A23 door latch assembly.
2. Test for infinite resistance between the terminals listed below with the switch in the open position.
 - Driver door latch signal terminal 6 and ground terminal 8
 - Left rear door latch signal terminal 6 and ground terminal 8
 - Right rear door latch signal terminal 1 and ground terminal 3
 - Passenger door latch signal terminal 1 and ground terminal 3
 - **If less than infinite resistance**

Replace the A23 door latch assembly.
 - **If infinite resistance**
3. Test for less than 5 ohms between the terminals listed below with the switch in the closed position.
 - Driver door latch signal terminal 6 and ground terminal 8
 - Left rear door latch signal terminal 6 and ground terminal 8
 - Right rear door latch signal terminal 1 and ground terminal 3
 - Passenger door latch signal terminal 1 and ground terminal 3

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- **If 5 ohms or greater**

Replace the A23 door latch assembly.

- **If less than 5 ohms**

4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Front Side Door Latch Replacement**
- **Rear Side Door Latch Replacement**
- **Front Side Door Window Regulator Motor Replacement**
- **Control Module References** for BCM replacement, programming and setup

POWER DOOR CHILD LOCK MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Left Rear Door Latch Lock Status Signal	-	4	4	-
Left Rear Door Latch Child Lock Control	B3125 02, B3130 02, B3135 02	2	2	-
Left Rear Door Latch Ground	-	4	-	-
Right Rear Door Latch Lock Status Signal	-	4	4	-
Right Rear Door Latch Child Lock Control	B3125 02, B3130 02, B3135 02	3	3	-
Right Rear Door Latch Ground	-	4	-	-
Door Lock Security Relay Control	B3930 02	1	1	-

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Underhood Fuse Block Ground	-	1	-	-
1. Both Child Door Lockouts Inoperative 2. Left Rear Child Door Lockout Inoperative 3. Right Rear Child Door Lockout Inoperative 4. Rear Windows Always Function From Local Rear Window Switches				

Circuit/System Description

The child door lockout switch is on the driver door lock/window switch and controls the child locks on the rear doors as well as the rear window switches. When the body control module receives a command from the window lockout switch, it will apply voltage to the door lock security relay coil, this will energize the relay and the contact within the relay will then direct the voltage to lock the left rear and right rear child locks and then isolate them from the normal door lock system to prevent the rear doors from being opened by using the interior rear door handles.

The body control module monitors the voltage level of the rear lock status signal circuits to determine if the rear door latches have been locked out. A switch within the rear door latch will be open or closed depending upon the lockout status of the rear latch. If the rear latches are not locked out, the switch will be open and the body control module will allow normal functions of the rear window switches. If the latches have been lockout, the switch will be closed, pulling the voltage within the signal circuit to 0 volts and the body control module will send a serial data message to the rear window switches which will disable the functions of the rear windows from the local rear window switches

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information**Circuit/System Verification**

1. Ignition ON.
2. Verify both interior rear door handles do not open the rear doors when commanding the Child Security Lock Motors ON with a scan tool.
 - **If both interior rear door handles open the rear doors**

Refer to Circuit/System Testing below- Security Lockout Inoperative.
 - **If a single interior rear door handle opens the rear door**

Refer to Circuit/System Testing below- Single Door Security Lockout Malfunction.
 - **If both interior door handles do not open the rear doors**
3. Verify both interior rear door handles will open the rear doors when commanding the Child Security Lock Motors OFF with a scan tool.
 - **If both interior rear door handles do not open the rear doors**

Refer to Circuit/System Testing - Security Lockout Inoperative.
 - **If a single interior rear door handle does not open the rear door**

Refer to Circuit/System Testing below- Single Door Security Lockout Malfunction.
 - **If both interior door handles open the rear doors**
4. Verify both rear window switches do not open the rear windows when commanding the Child Security Lock Motors ON with a scan tool.
 - **If a rear window switch continues to function**

Refer to Circuit/System Testing below- Rear Window Lockout Inoperative.
 - **If the rear window switches are inoperative**
5. Verify the scan tool Window Lockout Switch parameter changes between On and Off when pressing the lockout switch on the S79D Window Switch-Driver.
 - **If the parameter does not change**

Replace the S79D Window Switch-Driver.
 - **If the parameter changes**
6. All OK.

Circuit/System Testing

Security Lockout Inoperative

1. Ignition OFF and all vehicle systems OFF, disconnect the X1 harness connector at the X50A Fuse Block-Underhood. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 71 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition OFF, connect the X1 harness connector at the X50A Fuse Block-Underhood. Disconnect the X4 harness connector at the K9 Body Control Module, ignition ON.
4. Verify that a test lamp does not illuminate between the control circuit terminal 8 and ground.
 - **If the test lamp illuminates**
 1. Ignition OFF, disconnect the X2 harness connector at the X50A Fuse Block-Underhood.
 2. Test for less than 1 V between the K9 Body Control Module control circuit terminal 8 X4 and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the X50A Fuse Block-Underhood.
 - **If the test lamp is not illuminated**
5. Connect a 3A fused jumper wire between the control circuit terminal 8 and B+.
6. Listen as the KR113 Child Security Lock Disable Relay activates.
 - **If the KR113 Child Security Lock Disable Relay does not activate**
 1. Ignition OFF, remove the jumper wire, disconnect the X2 harness connector at the X50A Fuse Block-Underhood.
 2. Test for infinite resistance between the K9 Body Control Module control circuit terminal 8 X4 and ground.
 - If less than Infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the X50A Fuse Block-Underhood.
 - **If the KR113 Child Security Lock Disable Relay activates**
7. Replace the K9 Body Control Module.

Single Door Security Lockout Malfunction

1. Ignition OFF, disconnect the harness connector at the appropriate A23 Door Latch Assembly-Rear. Ignition ON

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

2. Connect a test lamp between control circuit terminals listed below:
 - A23LR Door Latch Assembly-Left Rear - control circuit terminal 4 and control circuit terminal 7
 - A23RR Door Latch Assembly-Right Rear - control circuit terminal 2 and control circuit terminal 9
3. Verify the test lamp turns ON and OFF when commanding the Child Security Lock Motors ON and OFF with a scan tool.
 - **If the test lamp remains OFF during either of the commands**
 1. Ignition OFF, remove the tests lamp, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between each control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If the test lamp turns ON during each of the commands**
4. Test or replace the A23 Door Latch Assembly-Rear.

Rear Window Lockout Inoperative

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the appropriate A23 Door Latch Assembly-Rear. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal listed below and ground.
 - A23LR Door Latch Assembly-Left Rear - ground circuit terminal 8
 - A23RR Door Latch Assembly-Right Rear - ground circuit terminal 3
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Rear Child Security Lock Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the signal circuit terminal listed below and ground.
 - A23LR Door Latch Assembly-Left Rear - signal circuit terminal 9
 - A23RR Door Latch Assembly-Right Rear - signal circuit terminal 4
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal and the ground circuit terminals listed below:
 - A23LR Door Latch Assembly-Left Rear - signal circuit terminal 9 and ground circuit terminal 8

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- A23RR Door Latch Assembly-Right Rear - signal circuit terminal 4 and ground circuit terminal 3
- 6. Verify the scan tool Rear Child Security Lock Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, remove the 3A fused jumper wire, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If Active**
- 7. Test or replace the A23 Door Latch Assembly-Rear.

Component Testing

Door Latch Test

1. Ignition OFF, disconnect the harness connector at the appropriate A23 Door Latch Assembly-Rear.
2. Install a 30 A fused jumper wire between one of the control terminals and 12 V. Momentarily install a jumper wire between the other control terminal and ground. Reverse the jumper wires at least two times, the A23 Door Latch Assembly-Rear should perform the LOCK and UNLOCK functions.
 - **If the function does not perform the LOCK and UNLOCK function**

Replace the A23 Door Latch Assembly-Rear.
 - **If the function performs the LOCK and UNLOCK function**
3. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Front Side Door Window Switch Replacement - Left Side**
- **Fuse Block Replacement**
- **Rear Side Door Latch Replacement**
- **Control Module References** for body control module replacement, programming and setup

POWER DOOR LOCKS MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
BCM B+	B3125 02, B3130 02, B3135 02	B3125 02, B3130 02, B3135 02	-	-
Driver Door Unlock Control	B3125 02, B3130 02, B3135 02	B3125 04, B3130 04, B3135 04	B3125 01, B3130 01, B3135 01	-
Doors Lock Control	B3125 02, B3130 02, B3135 02	B3125 04, B3130 04, B3135 04	B3125 01, B3130 01, B3135 01	-
Passenger Doors Unlock Control	B3125 02, B3130 02, B3135 02	B3125 04, B3130 04, B3135 04	B3125 01, B3130 01, B3135 01	-
Door Lock Switch Signal	B3150 00	1	1	-
Door Unlock Switch Signal	B3140 00	2	2	-
Central Door Lock Switch Ground	-	3	-	-
1. Door Lock Switch Lock Function Inoperative 2. Door Lock Switch Unlock Function Inoperative 3. Door Lock Switch Lock and Unlock Functions Inoperative				

Circuit/System Description

The body control module (BCM) powers the reversible door latch assemblies by providing battery positive voltage and ground to the appropriate lock and unlock control circuits of the door latch assemblies. The lock and unlock control circuits of the rear doors and passenger door latch assemblies are all connected together. When the door latch assemblies are not active, all actuator lock and unlock control circuits are supplied a floating voltage door driver by the BCM. Transitioning of the lock actuators to the lock or unlocked position depends upon which control circuits receive voltage and which control circuits receive ground.

The BCM supplies a 12 V signal to each of the door lock and door unlock signal circuits. When the door lock switches are in the open position, the voltage level in the signal circuit will be near 12 V. When any door lock switch is pressed to the lock or unlock position, the voltage level in the appropriate signal circuit will drop to 0 V and the BCM will detect the voltage drop and command the door latches to perform the requested lock or unlock command.

The underhood fuse block contains a PCB relay which controls the functions of the electronic child locks which is part of the rear door latch assemblies. When the relay is in it's inactive state and the BCM commands the latches to LOCK and UNLOCK, voltage will pass through the relay contacts for normal LOCK and UNLOCK functions of the passenger, left rear and right rear door latch assemblies

Reference Information

Schematic Reference

- **Door Lock/Indicator Schematics**
- **Body Control System Schematics**

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information**Circuit/System Verification**

1. Ignition ON.
2. Verify the scan tool Central Door Lock Switch on Console parameter changes from Inactive to Lock and Unlock when cycling the S13D Door Lock Switch-Driver between LOCK and UNLOCK.
 - **If the parameter does not change**

Refer to Circuit/System Testing below- Driver Door Lock Switch Malfunction.

- **If the parameter changes**
3. Verify all vehicle doors LOCK and UNLOCK when commanding the All Door Lock/Unlock with a scan tool.
 - **If only the driver door LOCK or UNLOCK functions do not work**

Refer to Circuit/System Testing below- Driver Door Lock Malfunction.

- **If one or more, but not all, passenger door LOCK or UNLOCK functions do not work**

Refer to Circuit/System Testing below- Passenger Door Lock Malfunction.

- **If all door LOCK and UNLOCK functions do not work**

Refer to Circuit/System Testing below- All Door Lock Inoperative.

- **If the LOCK and UNLOCK function for all doors works**

4. All OK.

Circuit/System Testing

Driver Door Lock Switch Malfunction

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S13D Door Lock Switch-Driver. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 1 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Central Door Lock Switch on Console parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the X2 harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the K9 Body Control Module signal circuit terminal 15 X2 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 3. Test for infinite resistance between the K9 Body Control Module signal circuit terminal 19 X2 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal 3 and the ground circuit terminal 1.
6. Verify the scan tool Central Door Lock Switch on Console parameter is Unlock.
 - **If not Unlock**
 1. Ignition OFF, remove the fused jumper wire, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit terminal and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.

- If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If Unlock**
7. Install a 3 A fused jumper wire between the signal circuit terminal 4 and the ground circuit terminal 1.
 8. Verify the scan tool Central Door Lock Switch on Console parameter is Lock.
 - **If not Lock**
 1. Ignition OFF, remove the fused jumper wire, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit terminal and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If Lock**
 9. Test or replace the S13D Door Lock Switch-Driver.

Driver Door Lock Malfunction

1. Ignition OFF, verify the harness connector is firmly seated and secure for the A23D Door Latch Assembly-Driver.
 - **If the harness connector not seated or secure**

Firmly seat and secure the harness connector at the A23D Door Latch Assembly-Driver.
 - **If the harness connector is firmly seated and secure**
2. Disconnect the harness connector at the A23D Door Latch Assembly-Driver. Ignition ON.

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

3. Test for greater than 7 V between the control circuit terminal 3 and ground.
 - **If 7 V or less**
 1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the control circuit end to end.

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- If 2 ohms or greater, repair the open/high resistance on the circuit.
- If less than 2 ohms, replace the K9 Body Control Module.
- **If greater than 7 V**

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

4. Test for greater than 7 V between the control circuit terminal 2 and ground.
 - **If 7 V or less**
 1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance on the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If greater than 7 V**
5. Test or replace the A23D Door Latch Assembly-Driver.

Passenger Door Lock Malfunction

1. Ignition OFF, verify the harness connector is firmly seated and secure for the appropriate passenger or rear A23 Door Latch Assembly.
 - **If the harness connector not seated or secure**

Firmly seat and secure the harness connector at the passenger or rear A23 Door Latch Assembly.
 - **If the harness connector is firmly seated and secure**
2. Disconnect the harness connector at the appropriate passenger or rear A23 Door Latch Assembly. Ignition ON.

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

3. Test for greater than 7 V between the control circuit terminal listed below and ground:
 - A23P Door Latch Assembly-Passenger - control circuit terminal 7

- A23RR Door Latch Assembly-Right Rear - control circuit terminal 7
- A23LR Door Latch Assembly-Left Rear - control circuit terminal 2
- **If 7 V or less**
- 1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.
- 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
- 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance on the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
- **If greater than 7 V**

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

4. Test for greater than 7 V between the control circuit terminal listed below and ground:
 - A23P Door Latch Assembly-Passenger - control circuit terminal 8
 - A23RR Door Latch Assembly-Right Rear - control circuit terminal 8
 - A23LR Door Latch Assembly-Left Rear - control circuit terminal 3
 - **If 7 V or less**
 - 1. Ignition OFF, disconnect the X2 harness connector at the X50A Fuse Block-Underhood.
 - 2. Disconnect the X6 harness connector at the K9 Body Control Module.
 - 3. Test for less than 2 ohms between the control circuit terminals listed below:
 - X50A Fuse Block-Underhood control circuit terminal 4 X2 and A23P Door Latch Assembly-Passenger control circuit terminal 8
 - X50A Fuse Block-Underhood control circuit terminal 12 X2 and K9 Body Control Module control circuit terminal 2 X6
 - If greater than 2 ohms, repair the open/high resistance on the circuit.
 - 4. Connect the X2 harness connector at the X50A Fuse Block-Underhood
 - 5. Test for less than 2 ohms between the A23P Door Latch Assembly-Passenger control circuit terminal 8 and the K9 Body Control Module control circuit terminal 2 X6
 - If greater than 2 ohms, replace the X50A Fuse Block-Underhood.
 - 6. Connect the X6 harness connector at the K9 Body Control Module
 - 7. Ignition ON, test for greater than 7 V between the A23P Door Latch Assembly-Passenger control circuit terminal 8 and ground
 - **If 7 V or less, replace the K9 Body Control Module**
 - **If greater than 7 V**

5. Test or replace the A23 Door Latch Assembly.

All Door Locks Inoperative

1. Ignition OFF, disconnect the X2 harness connector at the K9 Body Control Module, ignition ON.
2. Verify a test lamp illuminates between the B+ circuit terminal 4 and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the B+ circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 3. Ignition OFF.
 4. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 5. Disconnect the harness connector at each of the A23 Door Latch Assemblies.
 6. Test for infinite resistance between each control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the appropriate A23 Door Latch Assembly.
 - **If the test lamp illuminates**
 - 3. Ignition OFF, connect the X2 harness connector at the K9 Body Control Module. Disconnect the harness connector at the A23D Door Latch Assembly-Driver, ignition ON.

NOTE: Leaving the DMM connected between a control circuit and ground for greater than 20 seconds will cause the K9 Body Control Module to interpret the test as a system fault and will cause the voltage on the control circuit to drop to 0 V. If the voltage drops to 0 V, operate the door locks using the door lock switch to restore the voltage for testing.

4. Test for greater than 7 V between the control circuit terminal 2 and ground.
 - **If 7 V or less**
 1. Ignition OFF, disconnect the X6 harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit terminal listed below and ground:
 - Control circuit terminal 1 X6
 - Control circuit terminal 2 X6
 - Control circuit terminal 4 X6
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If greater than 7 V**

5. Replace the K9 Body Control Module.

Component Testing**Driver Door Lock Switch**

1. Ignition OFF, disconnect the harness connector at the S13D Door Lock Switch-Driver.
2. Test for infinite resistance between the signal terminal 4 and the ground terminal 1 with the switch in the open position.

- **If less than infinite resistance**

Replace the S13D Door Lock Switch-Driver.

- **If infinite resistance**

3. Test for infinite resistance between the signal terminal 3 and the ground terminal 1 with the switch in the open position.

- **If less than infinite resistance**

Replace the S13D Door Lock Switch-Driver.

- **If infinite resistance**

4. Test for less than 2 ohms between the signal terminal 4 and the ground terminal 1 with the switch in the Lock position.

- **If 2 ohms or greater**

Replace the S13D Door Lock Switch-Driver.

- **If less than 2 ohms**

5. Test for less than 2 ohms between the signal terminal 3 and the ground terminal 1 with the switch in the Unlock position.

- **If 2 ohms or greater**

Replace the S13D Door Lock Switch-Driver.

- **If less than 2 ohms**

6. All OK

Door Latch Assembly

1. Ignition OFF, disconnect the harness connector at the appropriate A23 Door Latch Assembly.
2. Install a 25 A fused jumper wire between one of the control terminals and 12 V. Momentarily install a jumper wire between the other control terminal and ground. Reverse the jumper wires at least two times, the A23 Door Latch Assembly should perform the LOCK and UNLOCK function.

- **If the actuator does not perform the LOCK and UNLOCK function**

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Replace the A23 Door Latch Assembly.

- If the actuator performs the LOCK and UNLOCK function

3. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Door Lock Switch Replacement**
- **Front Side Door Latch Replacement**
- **Rear Side Door Latch Replacement**
- **Front Compartment Fuse Block Replacement**
- **Control Module References** for BCM replacement, programming and setup

TRUNK RELEASE MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Rear Compartment Lid Unlatch Relay B+	1	1	-	-
Rear Compartment Lid Unlatch Switch Signal	B3618 00	2	2	-
Rear Compartment Lid Latch Control	1	1	1	-
Rear Compartment Lid Unlatch Relay Control	B3265 02	B3265 04	B3265 01	-
Rear Compartment Lid Latch Ground	-	1	-	-
Rear Compartment Lid Unlatch Switch Ground	-	2	-	-
Rear Compartment Lid Unlatch Relay Ground	-	B3265 04	-	-
1. Trunk Release Malfunction 2. Trunk Release Exterior Switch Malfunction				

Circuit/System Description

The body control module (BCM) supplies a reference voltage to the rear compartment lid unlatch switch through the release switch signal circuit. When the rear compartment lid unlatch switch is pressed, the release switch signal circuit is grounded through the rear compartment lid unlatch switch ground circuit and the reference voltage is pulled low within the BCM. In response, the BCM applies battery positive voltage to the rear compartment lid unlatch relay control circuit, which energizes the coil side of the relay. The switch side of the rear compartment lid unlatch relay then closes, supplying battery positive voltage through the relay and the rear compartment lid latch control circuit activating the latch so that the trunk lid may be manually raised to an open position.

Reference Information

Schematic Reference

Release Systems Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Luggage Compartment Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information**Circuit/System Verification**

1. Ignition ON.
2. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter changes between Active and Inactive when pressing and releasing the S58A Rear Compartment Lid Unlatch Switch-Exterior.

- **If the parameter does not change**

Refer to Circuit/System Testing below- Trunk Release Switch Inoperative

- **If the parameter changes**

3. Verify the M40 Rear Compartment Lid Latch activates when commanding the Trunk Lid Unlatch with a

scan tool.

- **If the M40 Rear Compartment Lid Latch does not UNLATCH**

Refer to Circuit/System Testing below- Release Actuator Inoperative

- **If the M40 Rear Compartment Lid Latch does UNLATCH**

4. All OK.

Circuit/System Testing

Trunk Release Switch Inoperative

1. Ignition OFF and all vehicle systems OFF, disconnect the X920 inline harness connector at the S58A Rear Compartment Lid Unlatch Switch-Exterior. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 3 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the signal circuit terminal 4 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 Body Control Module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal 4 and the ground circuit terminal 3.
6. Verify the scan tool Trunk Lid/Liftgate Window Exterior Unlatch Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, remove the 3 A fused jumper wire, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.

- **If Active**

7. Test or replace the S58A Rear Compartment Lid Unlatch Switch-Exterior.

Release Actuator Inoperative

1. Ignition OFF and all vehicle systems OFF, disconnect the KR95B Rear Compartment Lid Unlatch Relay. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 1 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify a test lamp illuminates between the B+ circuit terminal 4 and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the B+ circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance,
 3. Disconnect the harness connector at the M40 Rear Compartment Lid Latch.
 4. Test for infinite resistance between the control circuit terminal 1 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the KR95B Rear Compartment Lid Unlatch Relay
 - **If the test lamp illuminates**
5. Connect a test lamp between the control circuit terminal 3 and the ground circuit terminal 1.
6. Verify the test lamp briefly turns ON when commanding the Trunk Lid Unlatch with a scan tool.
 - **If the test lamp is always OFF**
 1. Ignition OFF, remove the test lamp, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance

3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 Body Control Module.
 - **If the test lamp is always ON**
1. Ignition OFF, remove the test lamp, disconnect the harness connector at the K9 Body Control Module, ignition ON.
2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K9 Body Control Module.
 - **If the test lamp turns ON and OFF**
7. Verify that a test lamp does not illuminate between the control circuit terminal 4 and ground.
 - **If the test lamp illuminates**

Repair the short to voltage on the control circuit
 - **If the test lamp does not illuminate**
8. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the M40 Rear Compartment Lid Latch. It may take up to 2 minutes for all vehicle systems to power down.
9. Test for less than 10 ohms between the ground circuit terminal 2 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
10. Connect the harness connector at the M40 Rear Compartment Lid Latch
11. Ignition ON, connect a 10 A fused jumper wire between the B+ circuit terminal 4 and the control circuit terminal 5.
12. Verify the M40 Rear Compartment Lid Latch is activated.
 - **If the M40 Rear Compartment Lid Latch does not activate**
 1. Ignition OFF, remove the 10 A fused jumper wire, disconnect the harness connector at the M40 Rear Compartment Lid Latch.
 2. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the M40 Rear Compartment Lid Latch.
 - **If the M40 Rear Compartment Lid Latch activates**
13. Test or replace the KR95B Rear Compartment Lid Unlatch Relay.

Rear Compartment Lid Latch

1. Ignition OFF, disconnect the harness connector at the M40 Rear Compartment Lid Latch.
2. Install a 10 A fused jumper wire between the B+ terminal 1 and 12 V. Install a jumper wire between the ground terminal 2 and ground.
3. Verify the M40 Rear Compartment Lid Latch activates
 - **If the M40 Rear Compartment Lid Latch does not activate.**

Replace the M40 Rear Compartment Lid Latch.

- **If the M40 Rear Compartment Lid Latch does activate.**
4. All OK

Trunk Release Switch

1. Ignition OFF, disconnect the X920 inline harness connector at the S58A Rear Compartment Lid Unlatch Switch-Exterior.
2. Test for infinite resistance between the signal circuit terminal 4 and the ground circuit terminal 3 with the switch in the open position.
 - **If less than infinite resistance**

Replace the S58A Rear Compartment Lid Unlatch Switch-Exterior.

- **If infinite resistance**
3. Test for less than 3 ohms between the signal circuit terminal 4 and the ground circuit terminal 3 with the switch in the closed position.
 - **If 3 ohms or greater**

Replace the S58A Rear Compartment Lid Unlatch Switch-Exterior.

- **If less than 3 ohms**
4. All OK

Relay Test

1. Ignition OFF, disconnect the KR95B Rear Compartment Lid Unlatch Relay.
2. Test for 60-200 ohms between terminals 1 and 3.
 - **If less than 60 ohms or greater than 200 ohms**

Replace the KR95B Rear Compartment Lid Unlatch Relay.

- **If between 60-200 ohms**
3. Test for infinite resistance between the terminals listed below:
 - 4 and 3

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

- 4 and 5
- 4 and 1
- 5 and 1
- **If less than infinite resistance**

Replace the KR95B Rear Compartment Lid Unlatch Relay.

- **If infinite resistance**

4. Install a 3 A fused jumper wire between relay terminal 3 and 12 V. Install a jumper wire between relay terminal 1 and ground.
5. Test for less than 2 ohms between terminals 4 and 5.
 - **If 2 ohms or greater**

Replace the KR95B Rear Compartment Lid Unlatch Relay.

- **If less than 2 ohms**

6. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Relay Replacement (Within an Electrical Center)** , **Relay Replacement (Attached to Wire Harness)**
- **Rear License Plate Lamp Wiring Harness Replacement**
- **Rear Compartment Lid Latch Replacement**
- **Control Module References** for BCM replacement, programming and setup

TRUNK AJAR INDICATOR MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Signal	1	2	2	-
Ground	-	3	-	-

1. Trunk Ajar Message Always Illuminated
2. Trunk Ajar Message Inoperative

3. Trunk Release Inoperative

Circuit/System Description

The body control module (BCM) provides a 12 V signal to the rear compartment lid ajar switch signal circuit. When the rear compartment lid latch releases the rear compartment lid, the rear compartment lid ajar switch, which is internal to the rear compartment lid latch, is supplied with ground which causes the trunk ajar switch signal circuit to be pulled low. The BCM interprets this and communicates via serial data to the driver information center which will display the Trunk Open message.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Door Ajar Indicator Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Rear Closure Ajar Switch parameter changes between Inactive and Active when opening and closing the trunk.
 - **If the parameter does not change**

Refer to Circuit/System Testing below.

- **If the parameter changes**
3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the M40 rear compartment lid latch. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 2 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Verify the scan tool Rear Closure Ajar Switch parameter is Inactive.
 - **If not Inactive**
 1. Ignition OFF, disconnect the harness connector at the K9 body control module.
 2. Test for infinite resistance between the signal circuit terminal 4 and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K9 body control module.
 - **If Inactive**
5. Install a 3 A fused jumper wire between the signal circuit terminal 4 and the ground circuit terminal 2.
6. Verify the scan tool Rear Closure Ajar Switch parameter is Active.
 - **If not Active**
 1. Ignition OFF, disconnect the harness connector at the K9 body control module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K9 body control module.
 - **If Active**
7. Test or replace the M40 rear compartment lid latch.

Component Testing

1. Ignition OFF, disconnect the harness connector at the M40 rear compartment lid latch.
2. Test for infinite resistance between the signal terminal 4 and the ground terminal 2 with the switch in the open position.
 - **If less than infinite resistance**

Replace the M40 rear compartment lid latch.

- **If infinite resistance**

3. Test for less than 3 ohms between the signal terminal 4 and the ground terminal 2 with the switch in the closed position.

- **If 3 ohms or greater**

Replace the M40 rear compartment lid latch.

- **If less than 3 ohms**

4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Rear Compartment Lid Latch Replacement**
- **Control Module References** for BCM replacement, programming and setup

REPAIR INSTRUCTIONS

FRONT SIDE DOOR INSIDE HANDLE CABLE REPLACEMENT

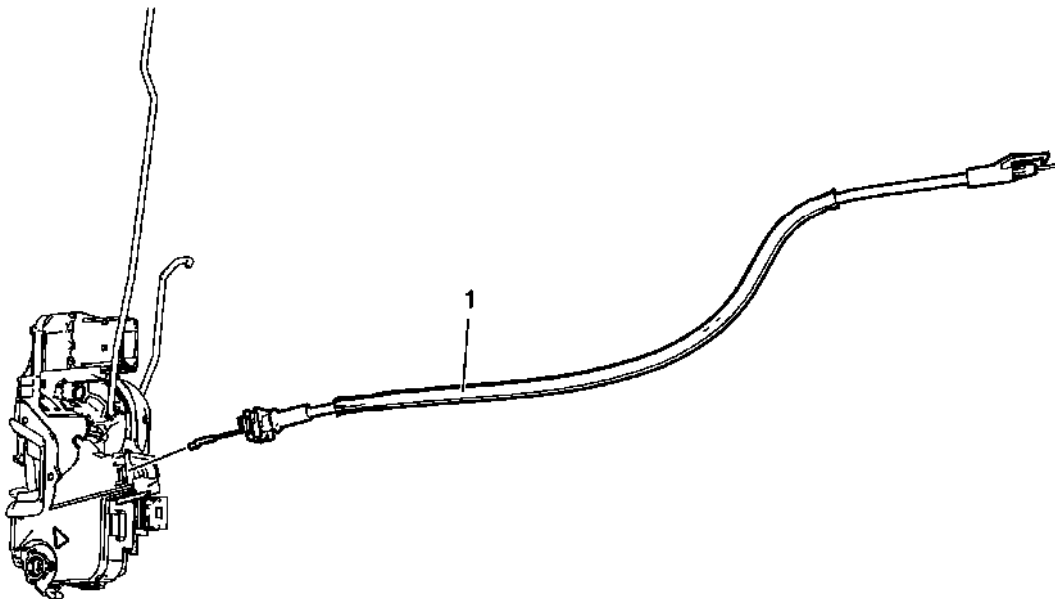


Fig. 6: Rear Side Door Inside Handle Cable
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Inside Handle Cable Replacement

Callout	Component Name
Preliminary Procedure Remove the front side door latch. Refer to <u>Front Side Door Latch Replacement</u> .	
1	Front Side Door Inside Handle Cable

REAR SIDE DOOR INSIDE HANDLE CABLE REPLACEMENT

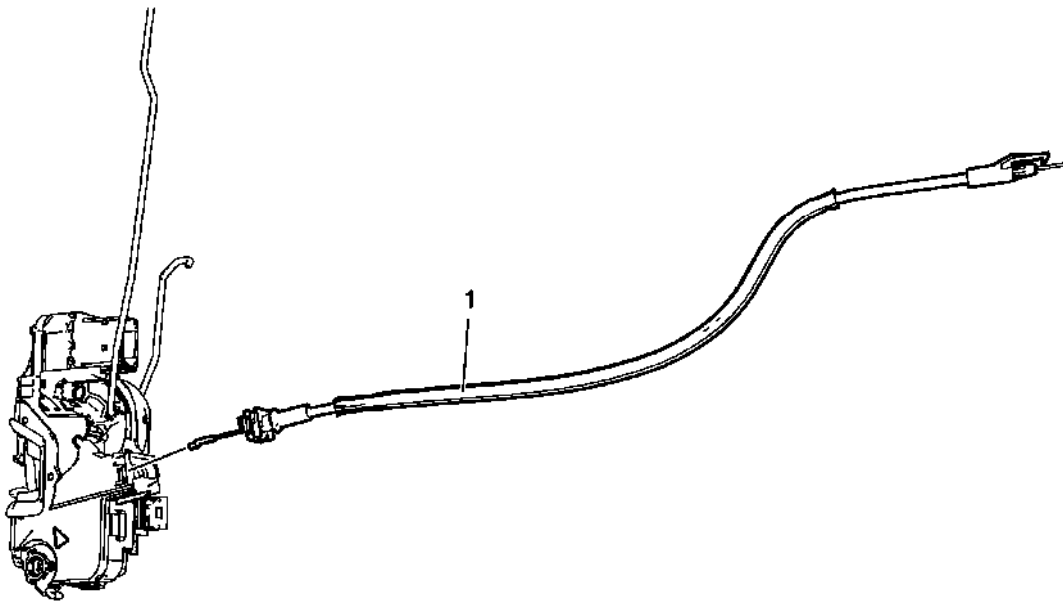


Fig. 7: Rear Side Door Inside Handle Cable
Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Inside Handle Cable Replacement

Callout	Component Name
Preliminary Procedure Remove the rear side door latch. Refer to <u>Rear Side Door Latch Replacement</u> .	
1	Rear Side Door Inside Handle Cable

FRONT SIDE DOOR LOCK CYLINDER REPLACEMENT

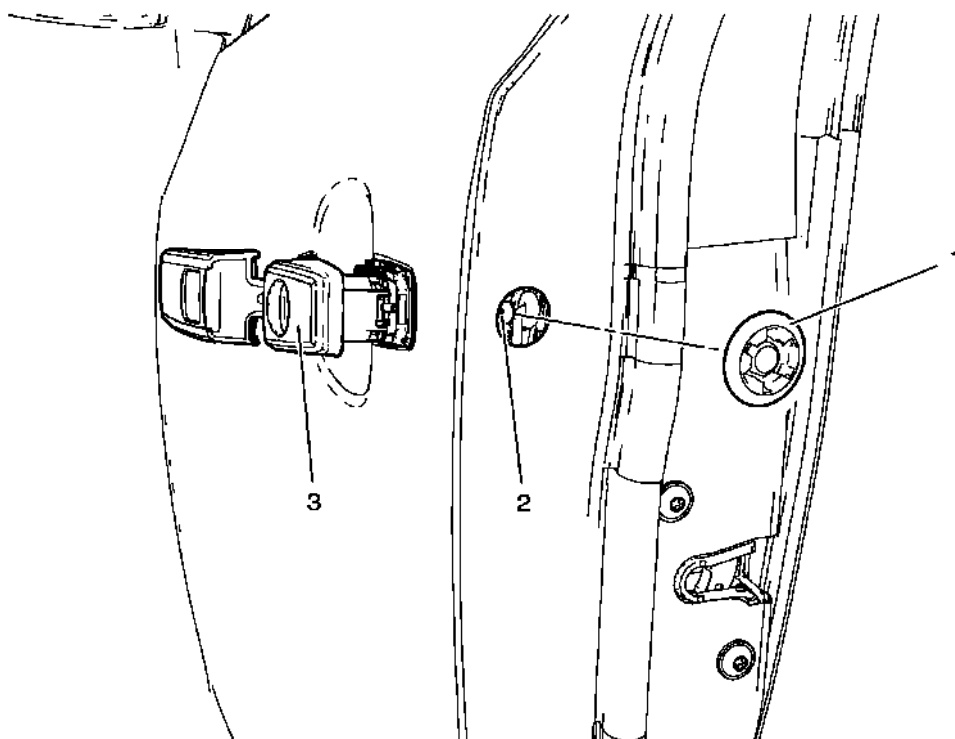


Fig. 8: Front Side Door Lock Cylinder, Bolt & Access Plug
 Courtesy of GENERAL MOTORS COMPANY

Front Side Door Lock Cylinder Replacement

Callout	Component Name
1	Bolt Access Plug Procedure Use a plastic flat-bladed tool to remove.
2	Front Side Door Outside Handle Bolt CAUTION: Refer to <u>Fastener Caution</u> . Tighten 9 N.m (80 lb in)
3	Front Side Door Lock Cylinder Procedure 1. Pull the lock cylinder from the housing to remove. 2. Inspect the lock, lock cylinder and handle adjustments. Refer to <u>Front Side Door Outside Handle Rod Adjustment</u>.

TIP: Pull the front side door outside handle to unlock the door lock cylinder.

FRONT SIDE DOOR INSIDE HANDLE REPLACEMENT

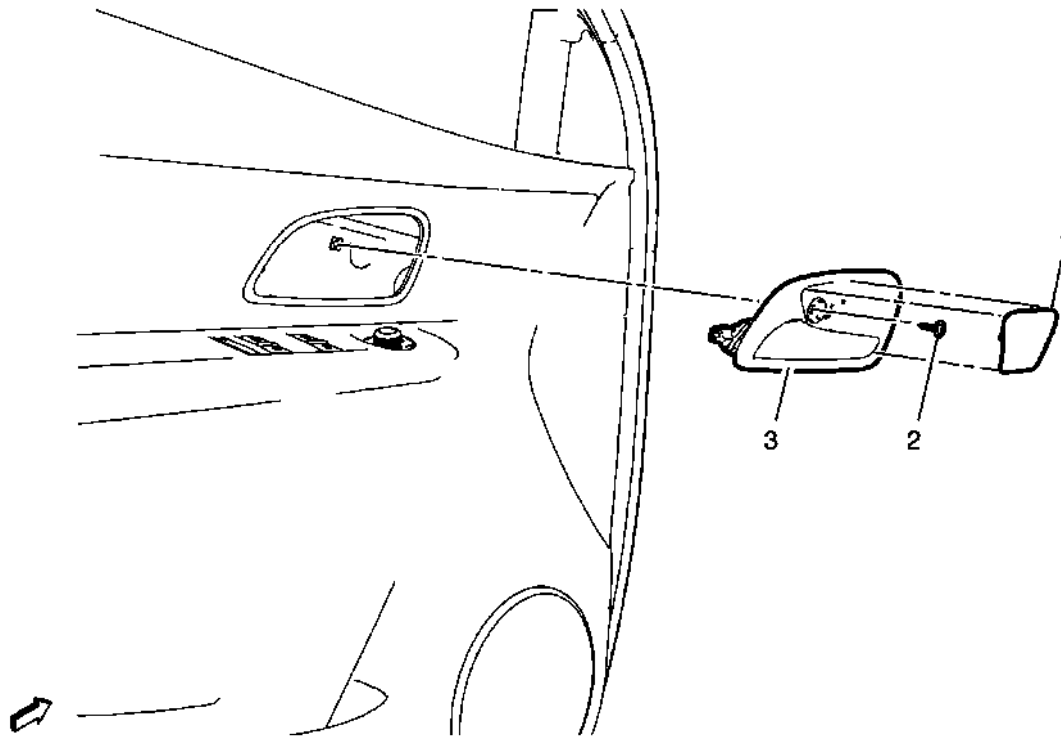


Fig. 9: Front Side Door Inside Handle
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Inside Handle Replacement

Callout	Component Name
1	Front Side Door Inside Handle Bracket Cap Procedure Use a flat-bladed tool to remove.
2	Front Side Door Inside Handle Bracket Bolt CAUTION: Refer to <u>Fastener Caution</u> .
3	Front Side Door Inside Handle Procedure 1. Use a flat bladed plastic tool to remove. 2. Unlock the 4 retaining tabs. 3. Unlock the front side door inside handle cable.

FRONT SIDE DOOR OUTSIDE HANDLE REPLACEMENT

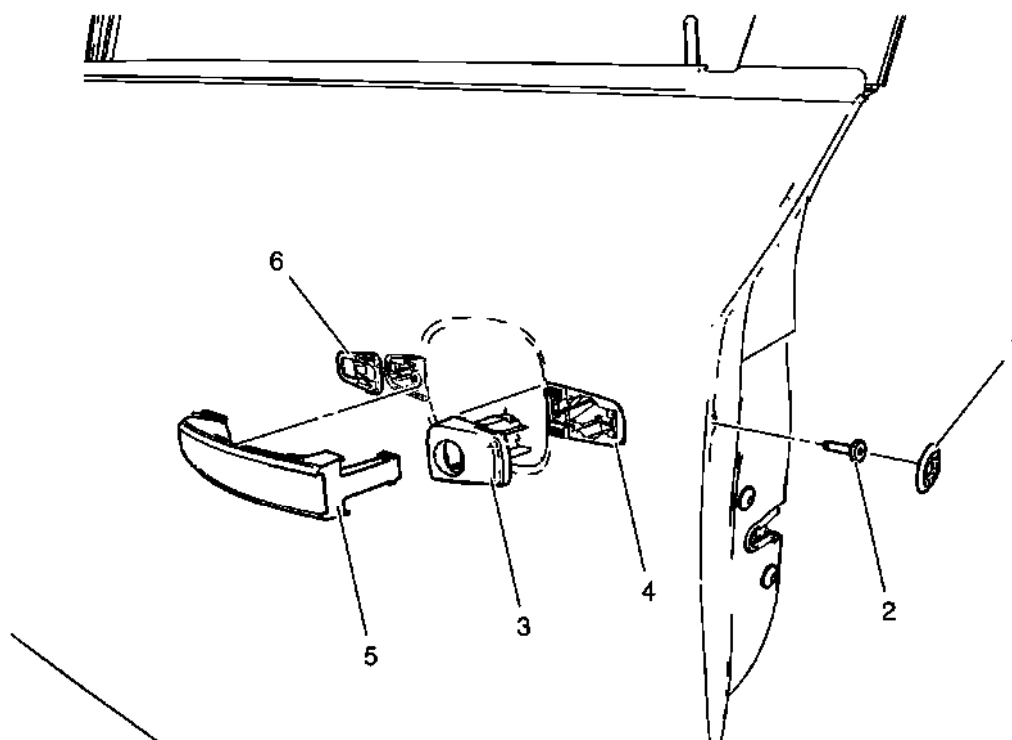


Fig. 10: Front Side Door Outside Handle Components
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Outside Handle Replacement

Callout	Component Name
1	Bolt Access Plug Procedure Use a plastic flat-bladed tool to remove.
2	Front Side Door Outside Handle Bolt CAUTION: Refer to <u>Fastener Caution</u> . Procedure Loosen the front side door outside handle bolt until the front side door outside handle cap could be removed. Tighten 9 (80 lb in)
3	Front Door Outside Handle Cap
4	Front Door Outside Handle Cap Gasket Procedure Use a plastic flat-bladed tool to remove.

5	Front Door Outside Handle Procedure 1. Pull the outside handle rearward to release it from the inside handle housing. 2. Disconnect the Passive Entry Passive Start connector, if equipped.
6	Front Door Outside Handle Gasket Procedure Inspect the lock, lock cylinder and handle adjustments. Refer to <u>Front Side Door Outside Handle Rod Adjustment</u>.

FRONT AND REAR SIDE DOOR OUTSIDE HANDLE ROD CLIP REPLACEMENT

Removal Procedure

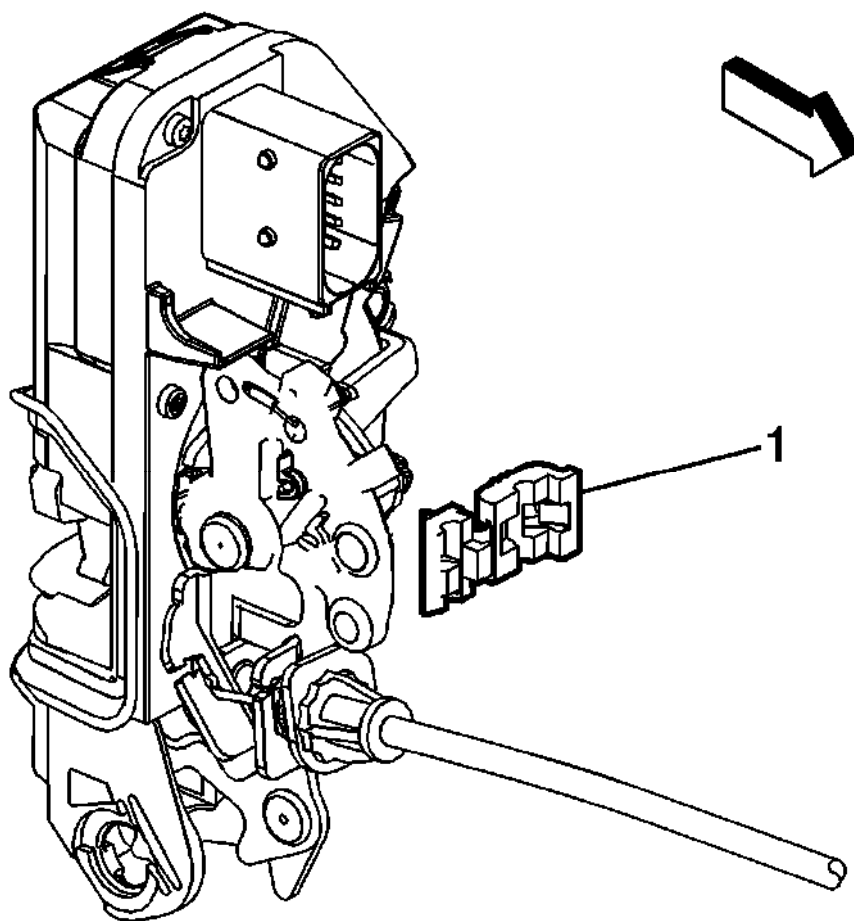


Fig. 11: Outside Door Handle Rod Clip

Courtesy of GENERAL MOTORS COMPANY

NOTE: It maybe necessary to remove the front or rear side door latch from some of the vehicles to access the rod clip, refer to the appropriate procedure in this sub-section.

1. Using the appropriate tool, open the outside door handle rod clip (1) on the latch.

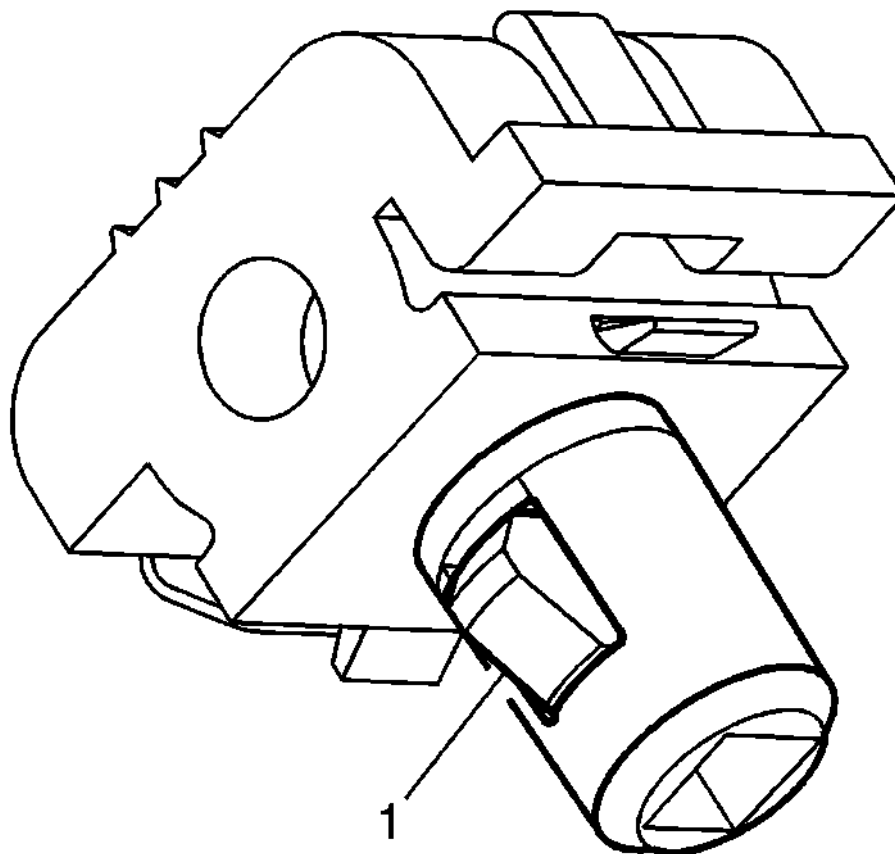


Fig. 12: Retaining Tabs

Courtesy of GENERAL MOTORS COMPANY

NOTE: The clip for the outside door handle rod is designed for one use only, a new clip Must be installed to the door latch to retain the outside handle rod.

NOTE: Use the appropriate tool to push in on the retaining tabs (1) located on each side of the old clip to remove.

2. Remove the old outside door handle rod clip (1) from the door latch.

Installation Procedure

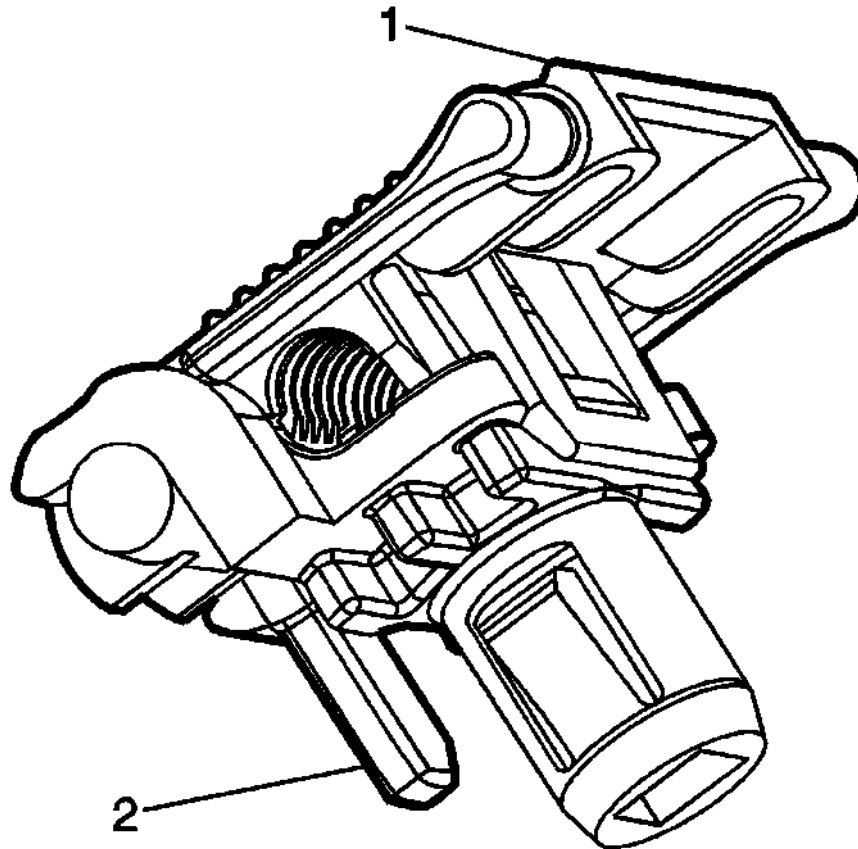


Fig. 13: Outside Door Handle Rod Clip

Courtesy of GENERAL MOTORS COMPANY

- NOTE:** When replacing the old designed outside door handle rod clip with the new designed clip (1) the anti rotation tab (2) will need to be removed.
- NOTE:** When installing the outside door handle rod to latch in order to prevent outside handle lever pre-load, the outside handle shall be fully secured to the door prior to securing integral latch clip to outside handle release rod. Push upward at the bottom the rod clip.

1. Install the new outside door handle rod clip (1) to the latch.
2. Verify the outside door handle will release the door latch.

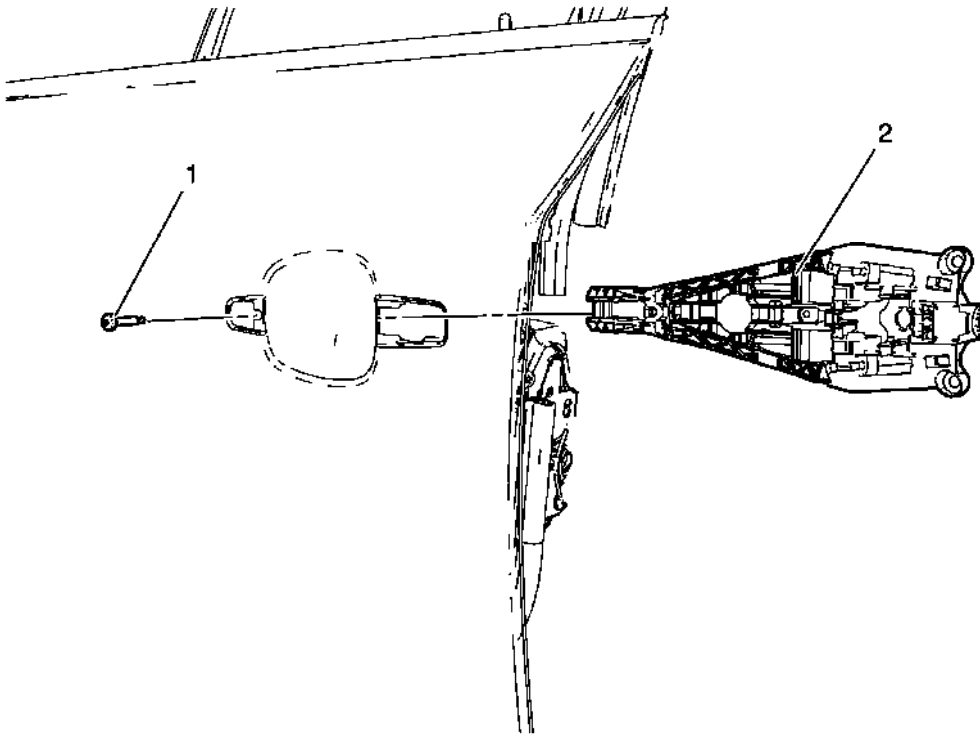
FRONT SIDE DOOR OUTSIDE HANDLE BRACKET REPLACEMENT

Fig. 14: Front Side Door Outside Handle Bracket And Bolt
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Outside Handle Bracket Replacement

Callout	Component Name
Preliminary Procedures 1. Remove the front side door trim. Refer to <u>Front Side Door Trim Replacement</u> . 2. Remove the front side door water deflector. Refer to <u>Front Side Door Water Deflector Replacement</u> . 3. Remove the front side door outside handle. Refer to <u>Front Side Door Outside Handle Replacement</u>.	
1	Front Side Door Outside Handle Bracket Bolt CAUTION: Refer to <u>Fastener Caution</u> .
2	Front Side Door Outside Handle Bracket Procedure 1. Disconnect the front side door latch (lock) and handle rods to remove the housing.

2. Unclip the Passive Entry Passive Start wiring harness.
3. Inspect the latch, lock cylinder and handle adjustments. Refer to **Front Side Door Outside Handle Rod Adjustment**.

REAR SIDE DOOR OUTSIDE HANDLE BRACKET REPLACEMENT

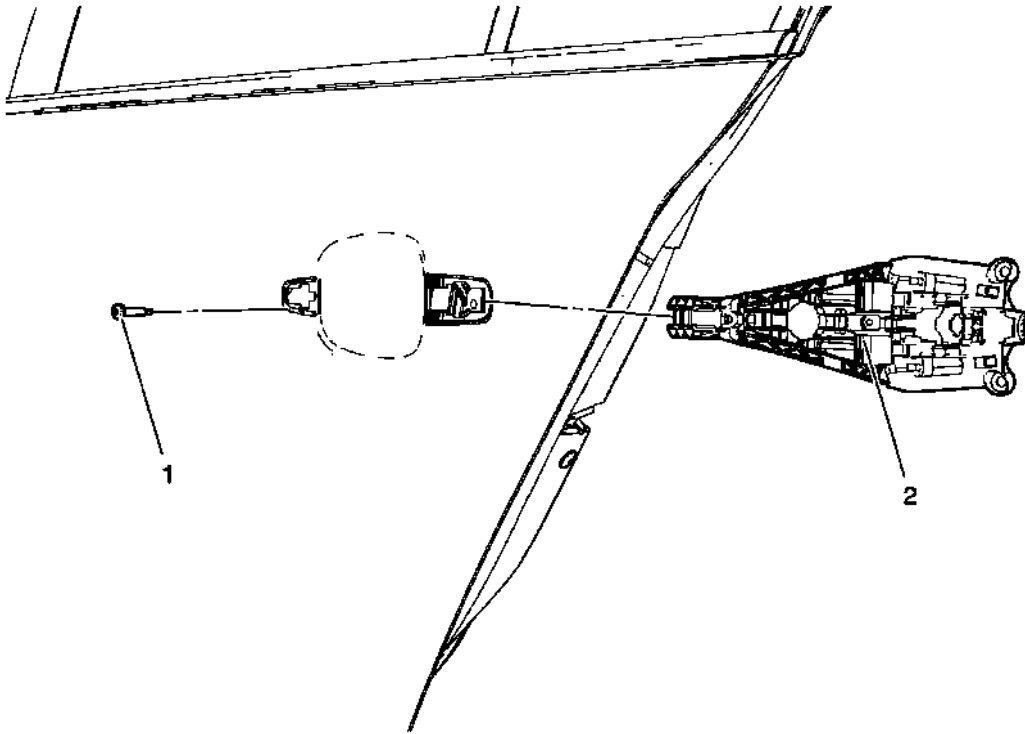


Fig. 15: Rear Side Door Outside Handle Bracket And Bolt
Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Outside Handle Bracket Replacement

Callout	Component Name
Preliminary Procedures	
1. Remove the rear side door trim. Refer to <u>Rear Side Door Trim Replacement</u>. 2. Remove the rear side door water deflector. Refer to <u>Rear Side Door Water Deflector Replacement</u>. 3. Remove the rear side door outside handle. Refer to <u>Rear Side Door Outside Handle Replacement</u>.	
1	Rear Side Door Handle Bracket Bolt CAUTION: Refer to <u>Fastener Caution</u> .
	Rear Side Door Outside Handle Bracket

Procedure

2

1. Transfer the handle and lock rods to the new outside door handle housing.
2. Unclip the passive entry passive start wiring harness.
3. Inspect the lock, lock cylinder and handle adjustments. Refer to **Rear Side Door Outside Handle Rod Adjustment**.

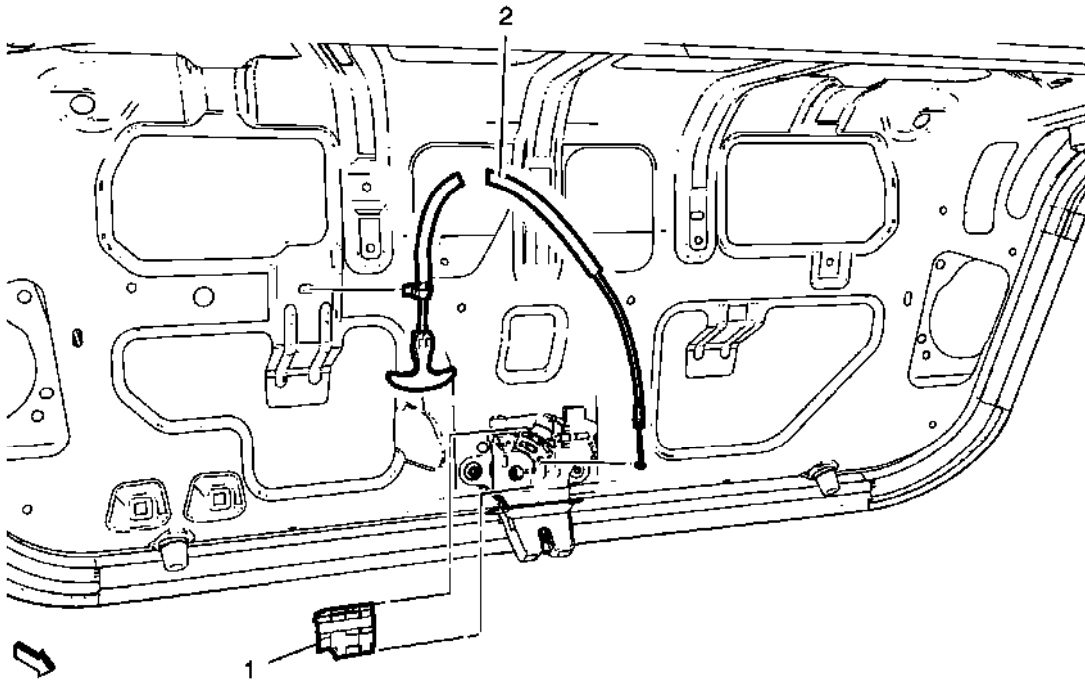
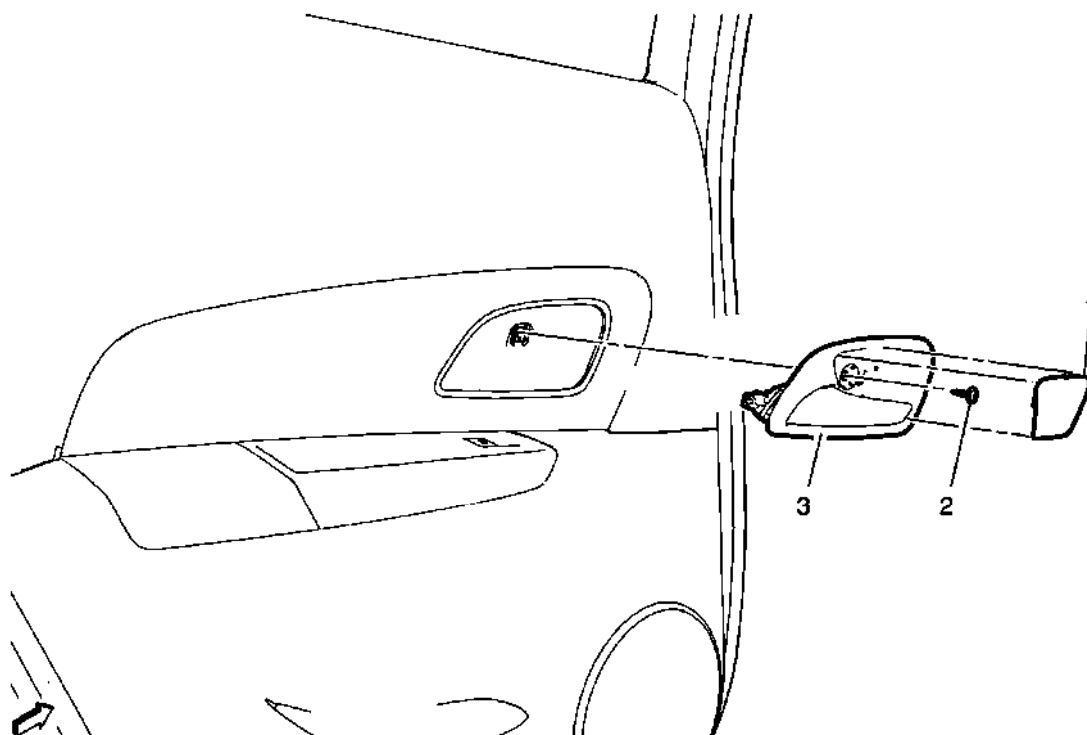
REAR COMPARTMENT LID INSIDE HANDLE REPLACEMENT

Fig. 16: Rear Compartment Lid Inside Handle And Cover
Courtesy of GENERAL MOTORS COMPANY

Rear Compartment Lid Inside Handle Replacement

Callout	Component Name
Preliminary Procedure Remove the rear compartment lid inner panel trim. Refer to <u>Rear Compartment Lid Inner Panel Trim Replacement</u>	
1	Rear Compartment Lid Latch Cover
2	Rear Compartment Lid Inside Handle

REAR SIDE DOOR INSIDE HANDLE REPLACEMENT

**Fig. 17: Rear Side Door Inside Handle**

Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Inside Handle Replacement

Callout	Component Name
1	Rear Side Door Inside Handle Bracket Cap Procedure Use flat-bladed tool to remove.
2	Rear Side Door Inside Handle Bracket Bolt CAUTION: Refer to <u>Fastener Caution</u> .
3	Rear Side Door Inside Handle Procedure 1. Use a flat bladed tool to remove. 2. Unlock the 4 retaining tabs. 3. Unlock the rear side door inside handle cable.

REAR SIDE DOOR OUTSIDE HANDLE REPLACEMENT

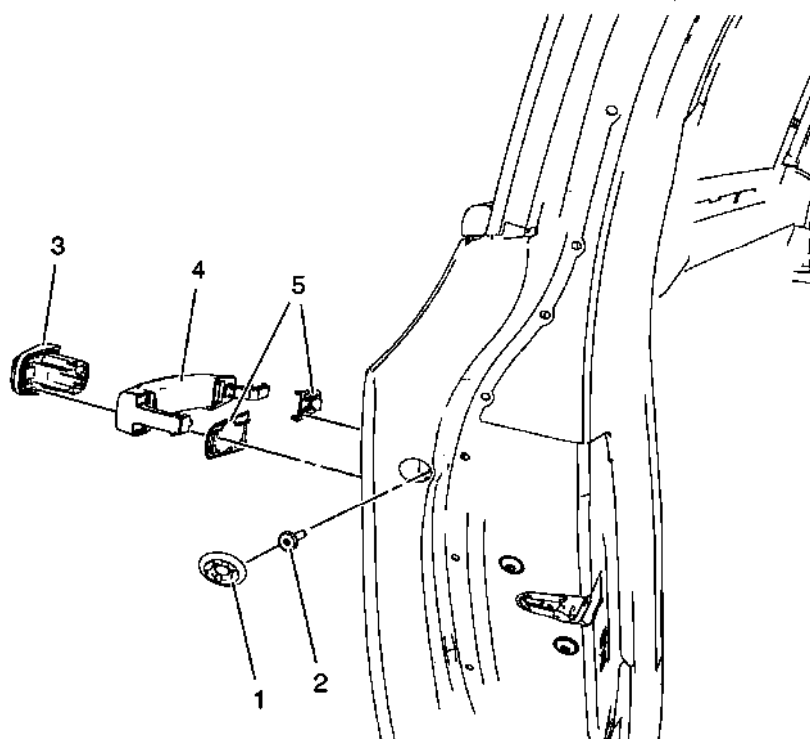


Fig. 18: Rear Side Door Outside Handle Components

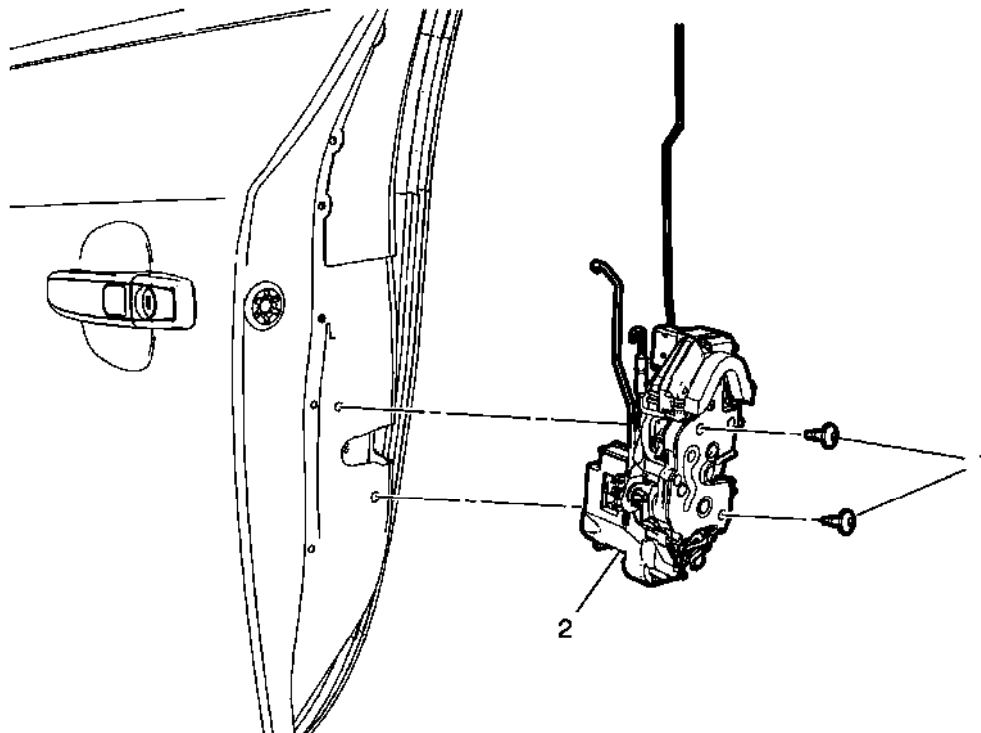
Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Outside Handle Replacement

Callout	Component Name
1	Bolt Access Plug Procedure Use a plastic flat-bladed tool to remove.
2	Rear Side Door Outside Handle Cap Bolt CAUTION: Refer to <u>Fastener Caution</u> . Tighten 9 (80 lb in) Procedure Pull the outside handle rearward to release it from the handle housing.
3	Rear Door Outside Handle Cap
4	Rear Door Outside Handle Procedure Disconnect the passive entry passive start wiring harness.
	Rear Door Outside Handle Gasket Procedure

5

1. Use a plastic flat-bladed tool to remove.
2. Inspect the lock and handle adjustments. Refer to **Rear Side Door Outside Handle Rod Adjustment**.

FRONT SIDE DOOR LATCH REPLACEMENT**Fig. 19: Front Side Door Latch**

Courtesy of GENERAL MOTORS COMPANY

Front Side Door Latch Replacement

Callout	Component Name
Preliminary Procedures	
1. Remove the front side door trim. Refer to <u>Front Side Door Trim Replacement</u> . 2. Remove the front side door water deflector. Refer to <u>Front Side Door Water Deflector Replacement</u> . 3. Remove the front side door lock cover. Refer to <u>Front Side Door Lock Cover Replacement</u>.	
	Front Side Door Latch Screw (Qty: 2)
	CAUTION: Refer to <u>Fastener Caution</u> .
	Procedure

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

1	1. Remove and DISCARD the screw. 2. Cut the thread. NOTE: Service may offer bolts that are not microencapsulated. If this is the case apply thread lock agent to the bolt. Tighten 10 N.m (89 lb in)
2	Front Side Door Latch Procedure 1. Release the door lock cable retainers from the door. 2. Disconnect the door lock electrical connector. 3. Remove the door lock with the handle housing. 4. Remove the handle and lock rods from the lock. 5. Inspect the lock, lock cylinder and handle adjustments. Refer to <u>Front Side Door Outside Handle Rod Adjustment</u>

REAR COMPARTMENT LID LATCH REPLACEMENT

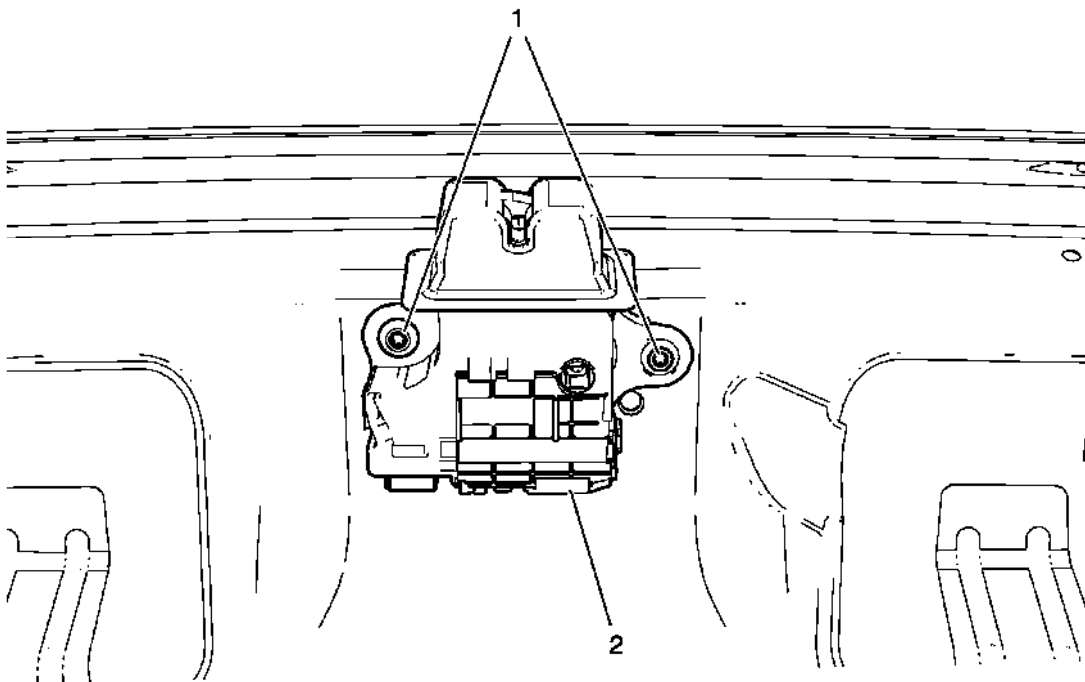


Fig. 20: Rear Compartment Lid Latch And Bolt

Courtesy of GENERAL MOTORS COMPANY

Rear Compartment Lid Latch Replacement

Callout	Component Name
Preliminary Procedure Remove the rear compartment lid inner panel trim. Refer to <u>Rear Compartment Lid Inner Panel Trim Replacement</u> .	
1	Rear Compartment Lid Latch Bolt (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 9 N.m (80 lb in)
2	Rear Compartment Lid Latch

REAR SIDE DOOR LATCH REPLACEMENT

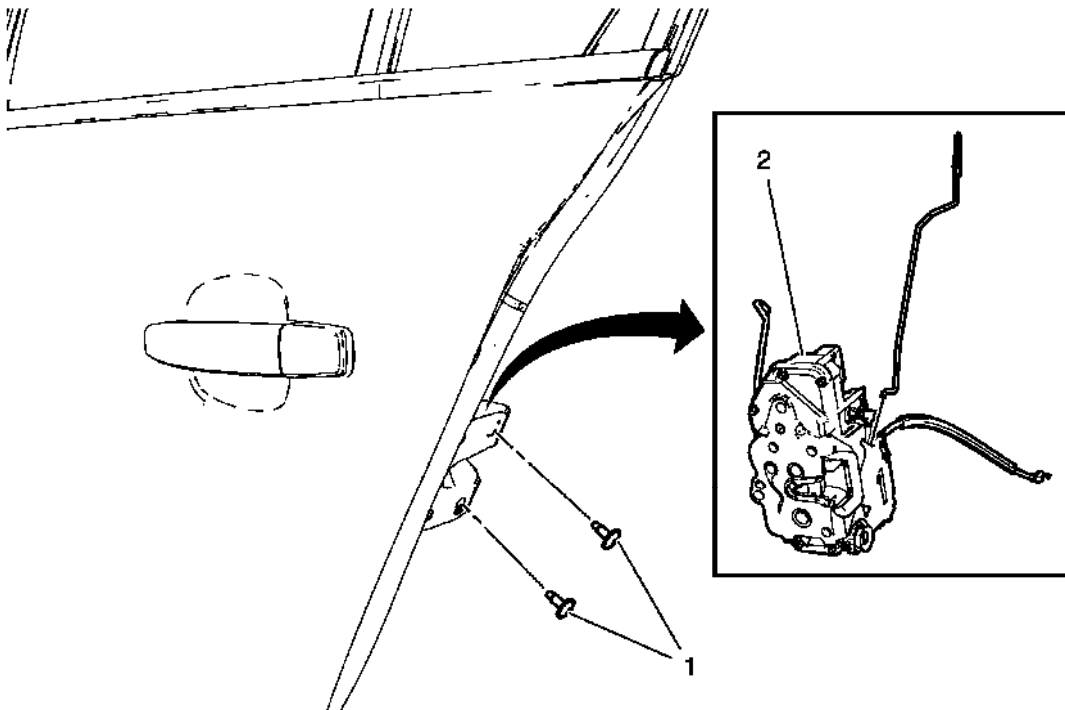


Fig. 21: Rear Side Door Latch And Bolts

Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Latch Replacement

Callout	Component Name

2013 Chevrolet Cruze

2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

Preliminary Procedures

1. Remove the rear side door trim panel. Refer to **Rear Side Door Trim Replacement** .
2. Remove the rear side door water deflector. Refer to **Rear Side Door Water Deflector Replacement** .
3. Remove the rear side door outside handle bracket. Refer to **Rear Side Door Outside Handle Bracket Replacement**.

1	Rear Side Door Latch Bolt (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Procedure 1. Remove and DISCARD the screw. 2. Cut the thread. NOTE: Service may offer bolts that are not microencapsulated. If this is the case apply thread lock agent to the bolt. Tighten 10 N.m (89 lb in)
2	Rear Side Door Latch Procedure 1. Release the inside handle cable retainers before removing the door latch. 2. Disconnect the door latch electrical connector. 3. Remove the door latch with the handle bracket. 4. Transfer the handle and lock rods to the new door latch. 5. Inspect the latch, lock cylinder and handle adjustments. Refer to <u>Rear Side Door Outside Handle Rod Adjustment</u>.

FRONT SIDE DOOR LOCK COVER REPLACEMENT

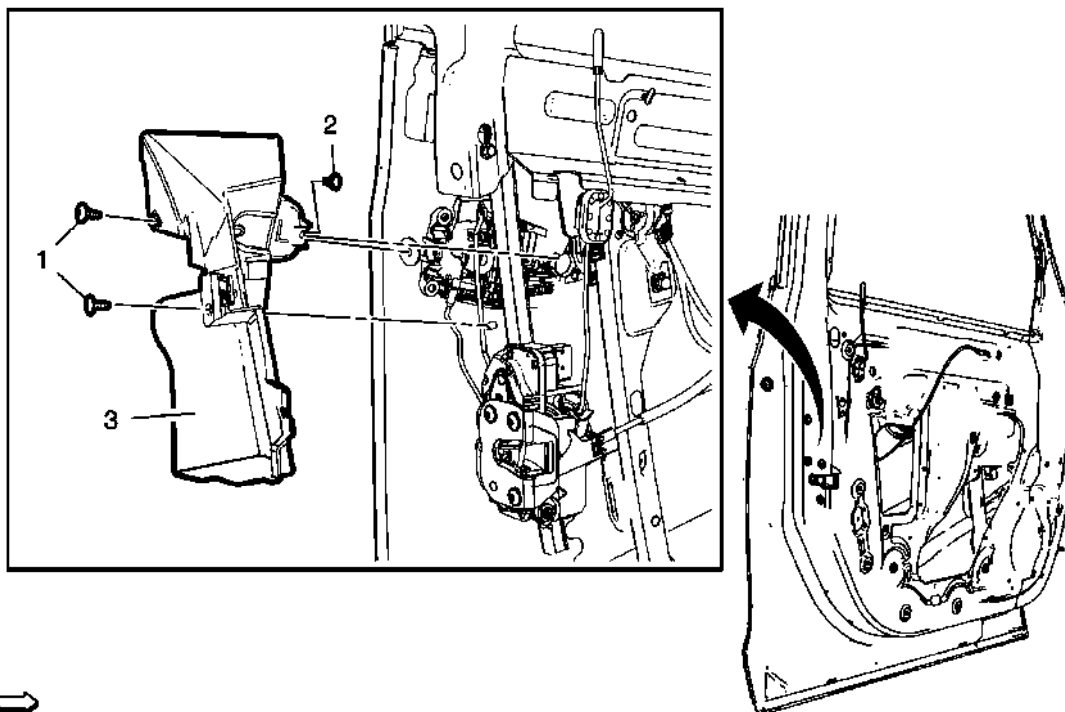
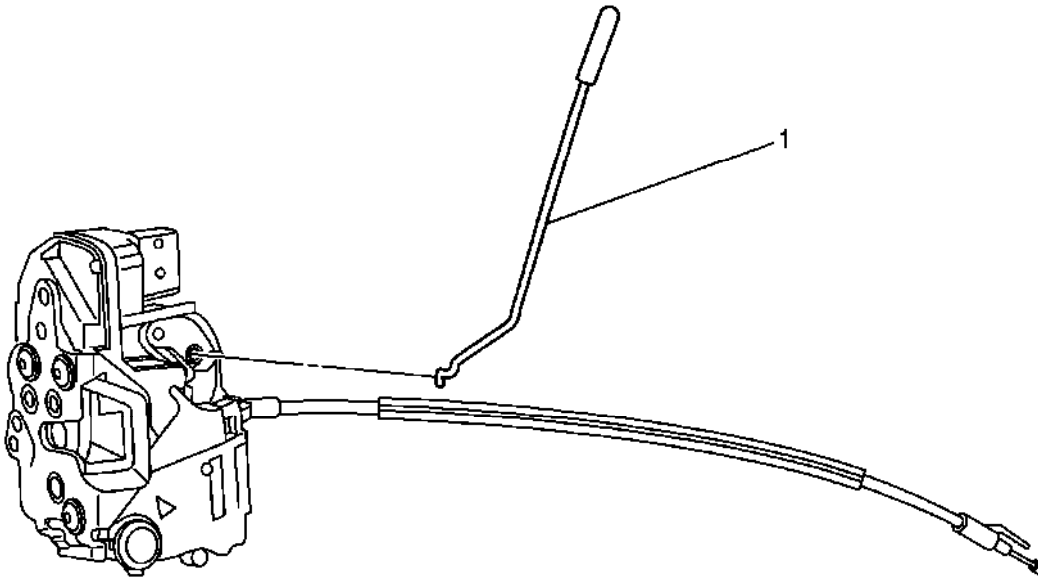


Fig. 22: Front Side Door Lock Cover
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Lock Cover Replacement

Callout	Component Name
Preliminary Procedure Remove the front side door water deflector. Refer to Front Side Door Water Deflector Replacement .	
1	Front Side Door Lock Cover Bolt (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 6 (53 lb in)
2	Front Side Door Lock Cover Bolt Tighten 2, 5 (22 lb in)
3	Front Side Door Lock Cover

FRONT SIDE DOOR LOCKING ROD REPLACEMENT

**Fig. 23: Rear Side Door Locking Rod**

Courtesy of GENERAL MOTORS COMPANY

Front Side Door Locking Rod Replacement

Callout	Component Name
Preliminary Procedure Remove the front side door latch. Refer to <u>Front Side Door Latch Replacement</u> .	
1	Front Side Door Locking Rod Procedure Inspect the lock, lock cylinder and handle adjustments. Refer to <u>Front Side Door Outside Handle Rod Adjustment</u> .

FRONT SIDE DOOR LOCK CYLINDER ROD REPLACEMENT

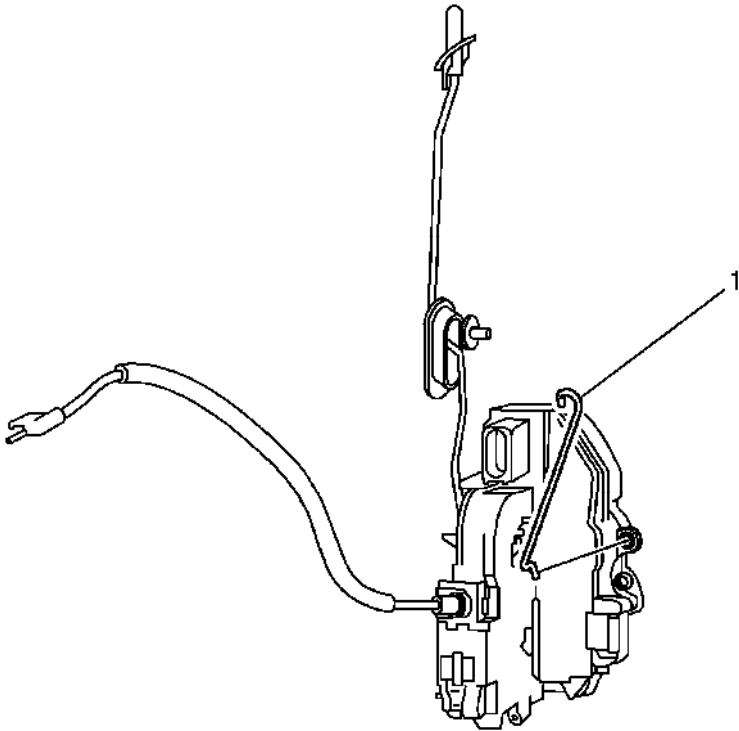


Fig. 24: Rear Side Door Outside Handle Rod
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Lock Cylinder Rod Replacement

Callout	Component Name
Preliminary Procedure Remove the front side door latch. Refer to Front Side Door Latch Replacement .	
1	Front Side Door Lock Cylinder Rod

FRONT SIDE DOOR OUTSIDE HANDLE ROD ADJUSTMENT

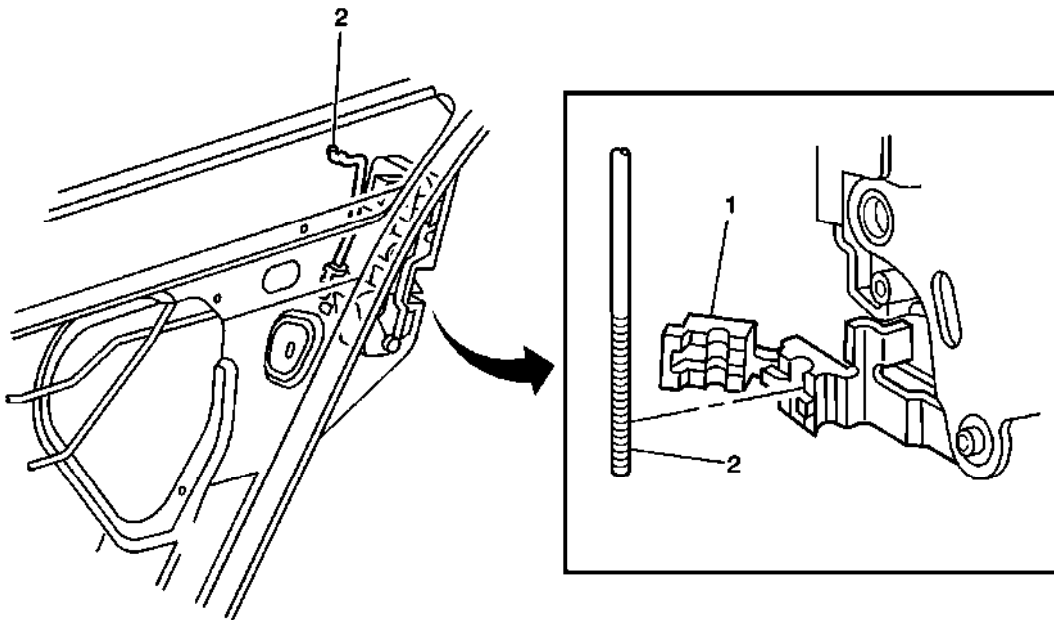


Fig. 25: Front Side Door Outside Handle Rod And Clip
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Outside Handle Rod Adjustment

Callout	Component Name
Preliminary Procedures Remove the water deflector. Refer to Front Side Door Water Deflector Replacement .	
1	Outside Door Handle Rod Clip Procedure Using a flat-bladed tool, open the clip on the threaded rod connecting the lock to the outside handle.
2	Outside Door Handle Rod Procedure 1. Position the outside door handle rod in the outside door handle rod clip to eliminate any free play in the outside door handle. 2. Adjust the travel of the handle by moving the threaded rod in the clip. 3. Close the clip cover on the threaded outside door handle rod. 4. Inspect the door lock system for proper operation.

FRONT SIDE DOOR OUTSIDE HANDLE ROD REPLACEMENT

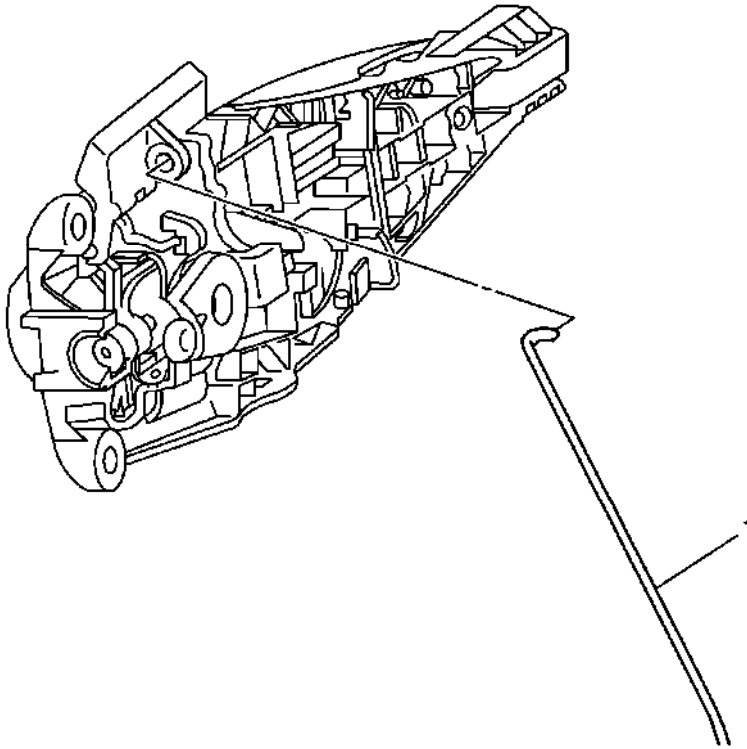


Fig. 26: Front Side Door Outside Handle Rod
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Outside Handle Rod Replacement

Callout	Component Name
Preliminary Procedures Remove the front side door outside handle bracket. Refer to <u>Front Side Door Outside Handle Bracket Replacement</u> .	
1	Front Side Door Outside Handle Rod Procedure 1. Open the mechanism by releasing the clip at the shift linkage lever. 2. Adjust front side door outside handle rod. Refer to <u>Front Side Door Outside Handle Rod Adjustment</u>.

REAR SIDE DOOR LOCKING ROD REPLACEMENT

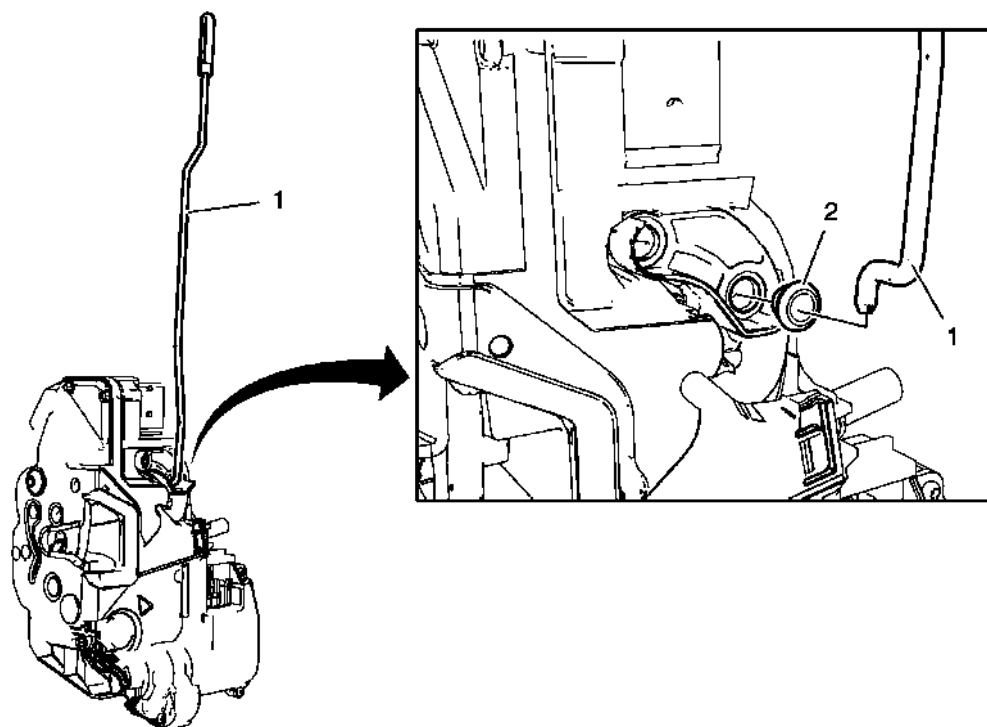


Fig. 27: Rear Side Door Locking Rod And Clip
Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Locking Rod Replacement

Callout	Component Name
Preliminary Procedures	
1. Remove the rear side door trim. Refer to Rear Side Door Trim Replacement .	
2. Remove the water deflector. Refer to Rear Side Door Water Deflector Replacement .	
3. Remove the rear side door latch. Refer to Rear Side Door Latch Replacement .	
1	Rear Side Door Locking Rod
2	Rear Side Door Locking Rod Clip

REAR SIDE DOOR OUTSIDE HANDLE ROD ADJUSTMENT

Removal Procedure

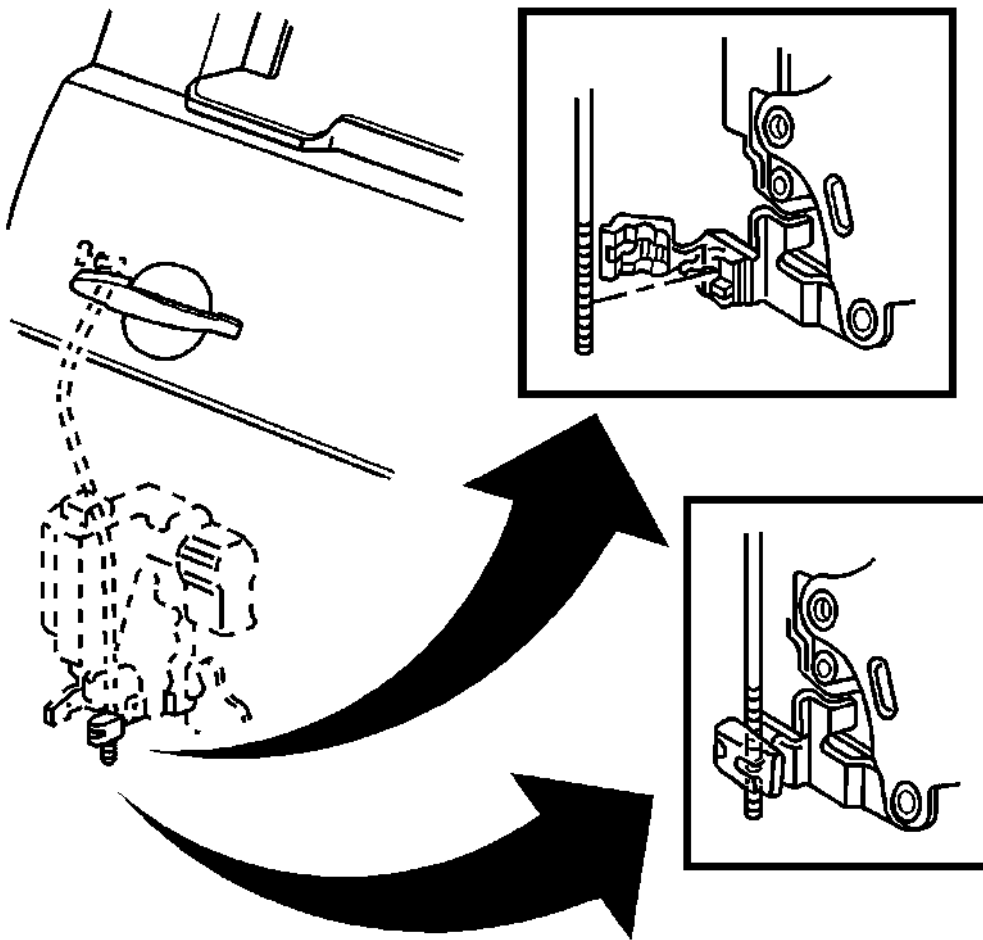


Fig. 28: View Of Handle Rod To Lock Clip
Courtesy of GENERAL MOTORS COMPANY

1. Remove the rear door water deflector as needed. Refer to **Rear Side Door Water Deflector Replacement** .
2. Use a flat-bladed tool to open the clip on the threaded rod connecting the lock to the outside handle.
3. Adjust the travel of the handle by removing the threaded rod from the clip.

Installation Procedure

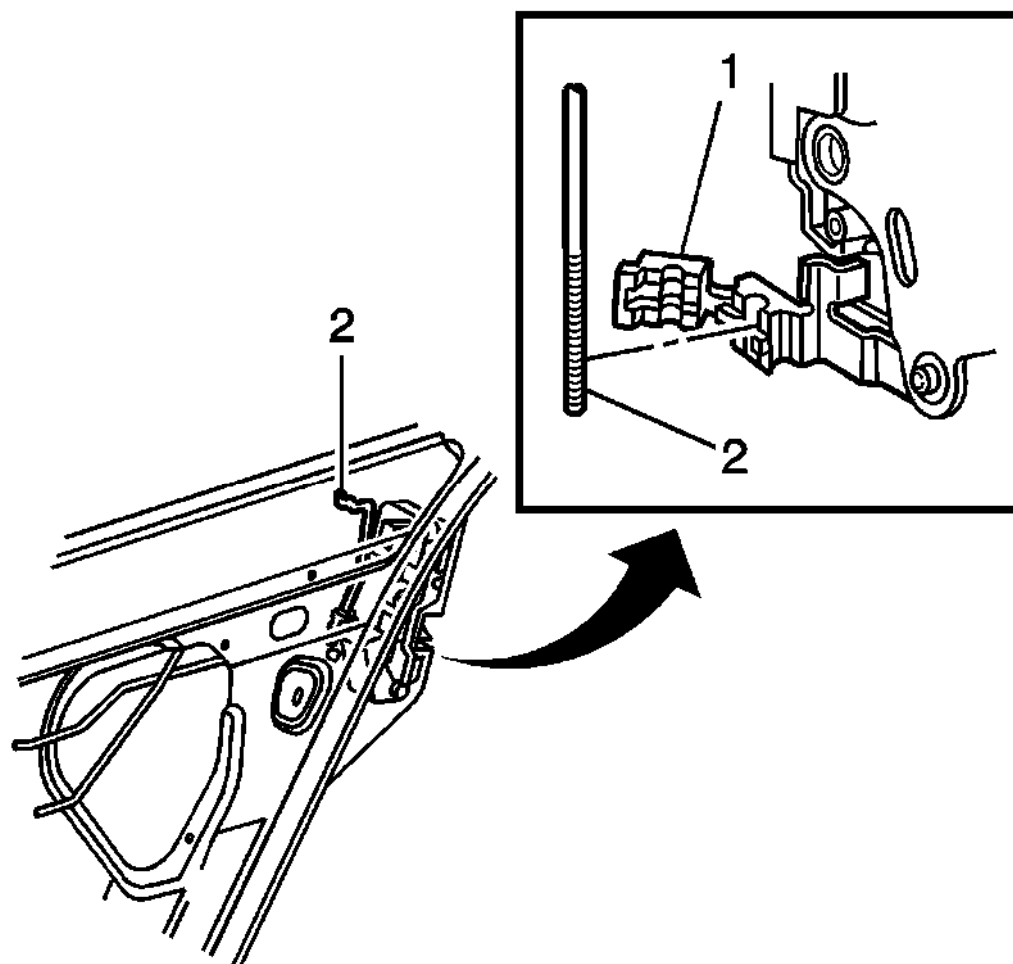


Fig. 29: Positioning Outside Door Handle Rod In Clip

Courtesy of GENERAL MOTORS COMPANY

1. Position the outside door handle rod (2) in the clip (1) to eliminate any free play in the outside door handle.
2. Close the clip cover over the threaded outside door handle rod.
3. Inspect the door lock system for proper operation.
4. Install the rear door water deflector. Refer to **Rear Side Door Water Deflector Replacement** .

REAR SIDE DOOR OUTSIDE HANDLE ROD REPLACEMENT

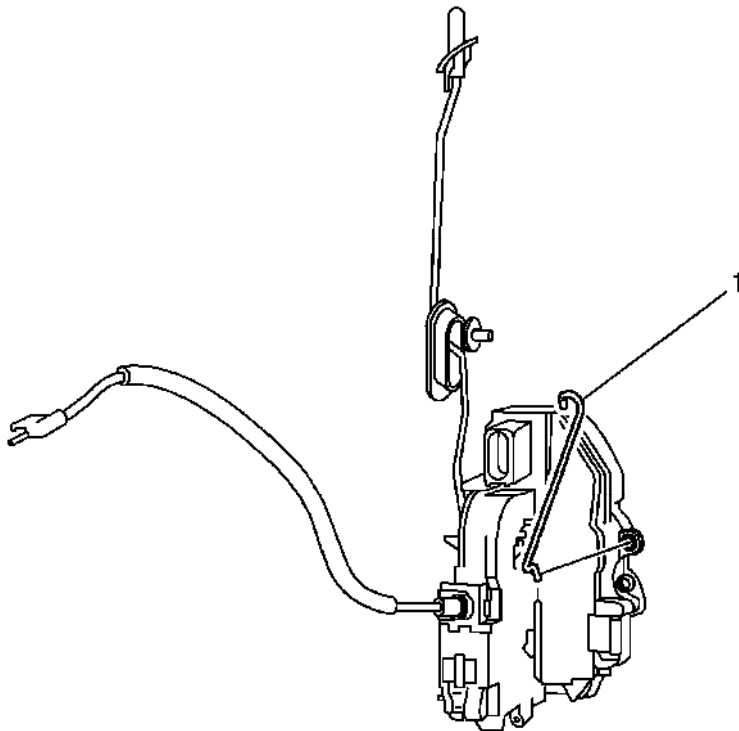


Fig. 30: Rear Side Door Outside Handle Rod
Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Outside Handle Rod Replacement

Callout	Component Name
Preliminary Procedure	
Remove the rear side door latch. Refer to <u>Rear Side Door Latch Replacement.</u>	
1	Rear Side Door Outside Handle Rod

FRONT SIDE DOOR LOCK STRIKER REPLACEMENT

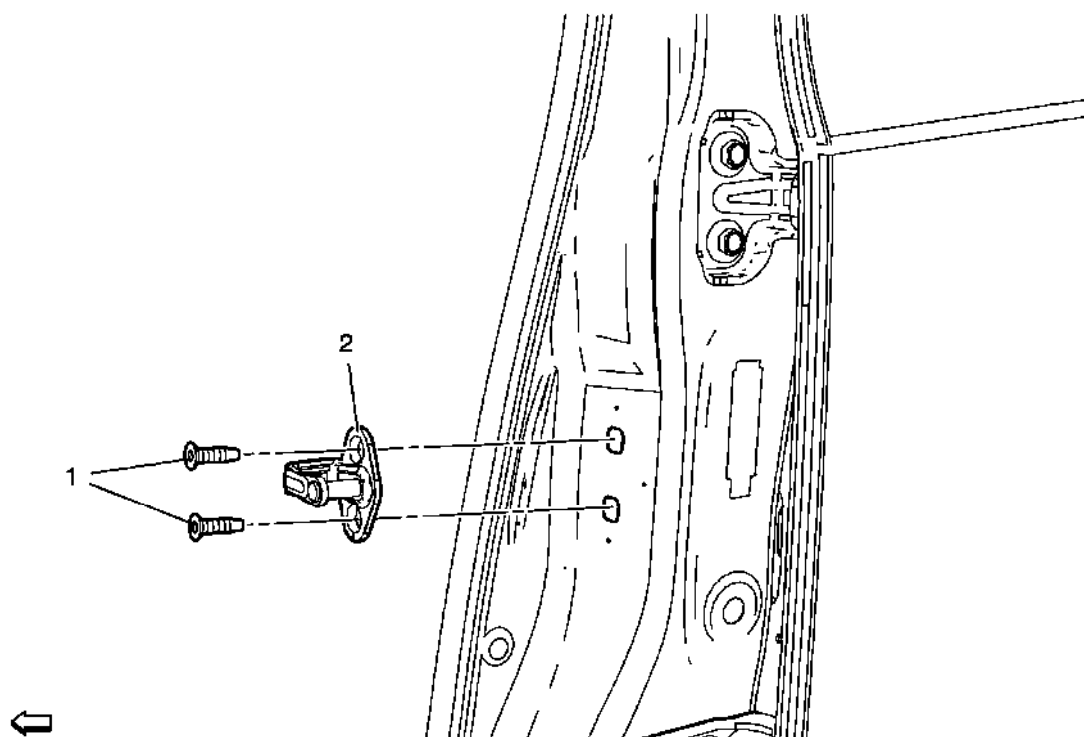


Fig. 31: Front Side Door Lock Striker And Bolts
Courtesy of GENERAL MOTORS COMPANY

Front Side Door Lock Striker Replacement

Callout	Component Name
1	Front Side Door Lock Striker Bolt (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 25 N.m (18 lb ft)
2	Front Side Door Lock Striker

REAR COMPARTMENT LID LATCH STRIKER REPLACEMENT

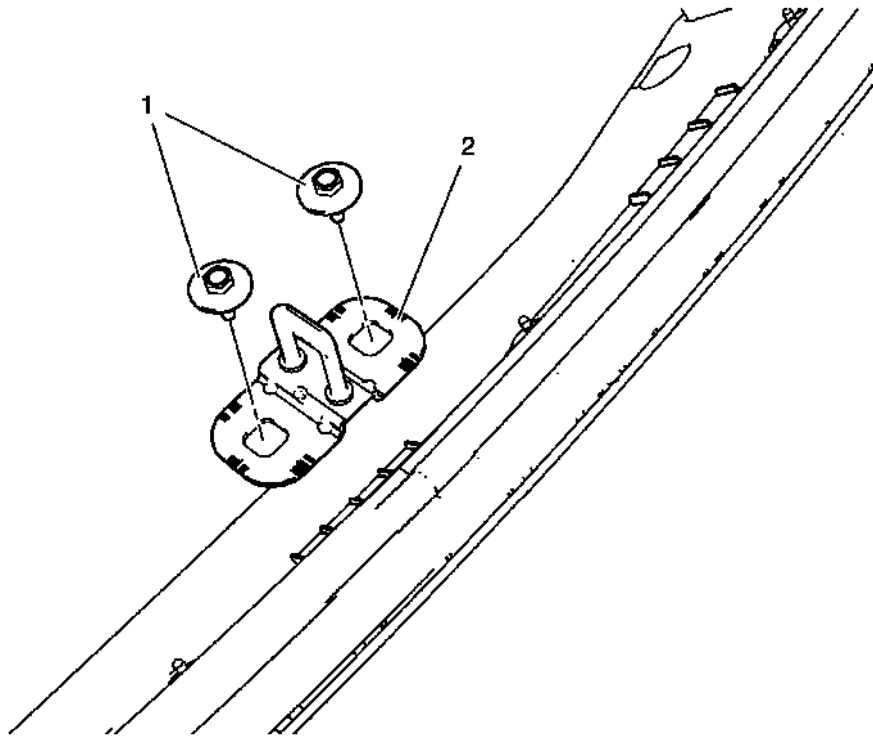


Fig. 32: Rear Compartment Lid Latch Striker And Bolts
Courtesy of GENERAL MOTORS COMPANY

Rear Compartment Lid Latch Striker Replacement

Callout	Component Name
Preliminary Procedures Remove the rear compartment sill trim plate. Refer to <u>Rear Compartment Sill Trim Plate Replacement</u> .	
1	Rear Compartment Lid Latch Striker Bolt (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Procedure Use a grease pencil to outline the striker before removing the bolts. Tighten 9 N.m (80 lb in)
2	Rear Compartment Lid Latch Striker Procedure Adjust the rear compartment lid latch striker after replacing, if needed.

REAR SIDE DOOR LOCK STRIKER REPLACEMENT

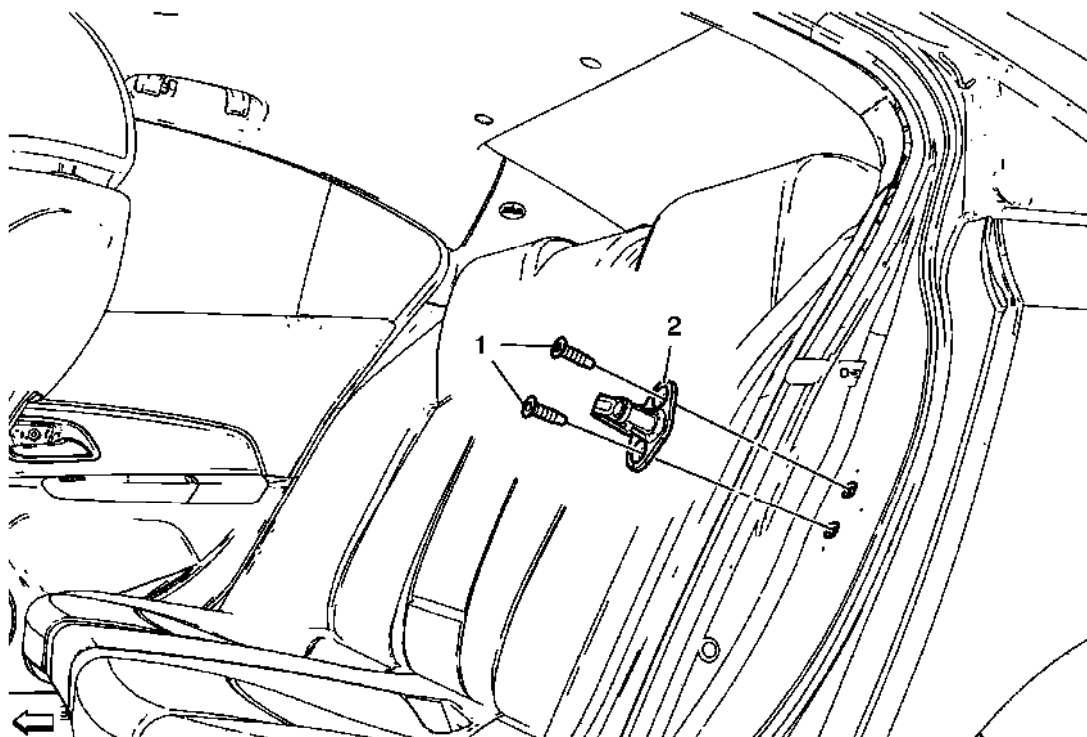
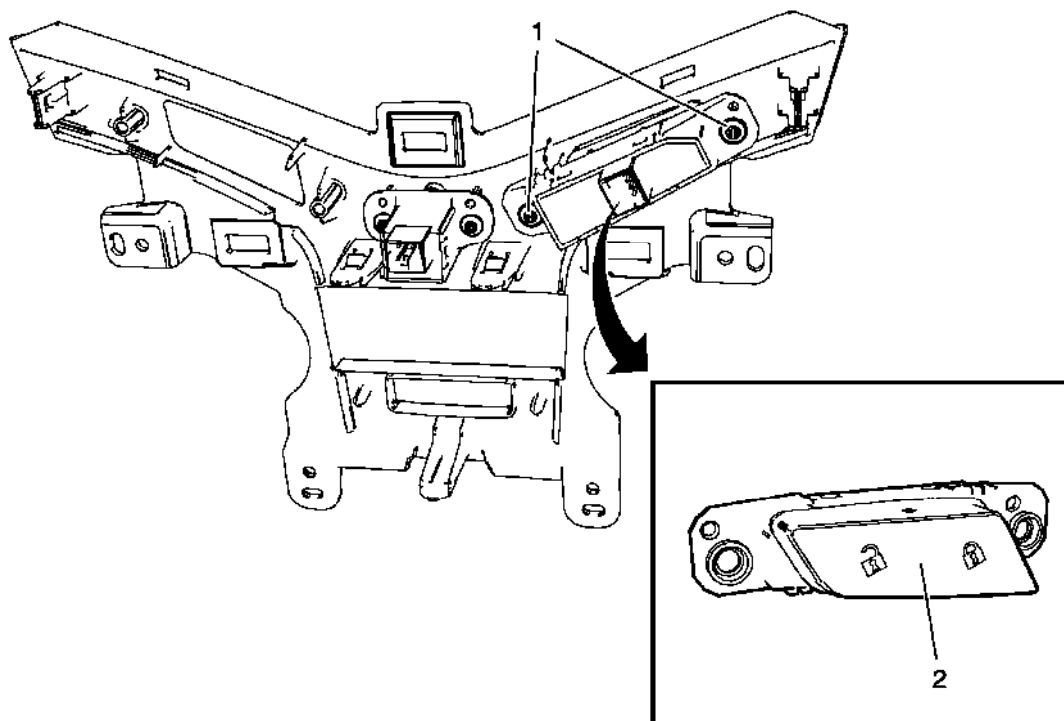


Fig. 33: Rear Side Door Lock Striker And Bolts
Courtesy of GENERAL MOTORS COMPANY

Rear Side Door Lock Striker Replacement

Callout	Component Name
1	Rear Side Door Lock Striker Bolt (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 25 N.m (18 lb ft)
2	Rear Side Door Lock Striker

DOOR LOCK SWITCH REPLACEMENT

**Fig. 34: Door Lock Switch And Screws**

Courtesy of GENERAL MOTORS COMPANY

Door Lock Switch Replacement

Callout	Component Name
Preliminary Procedures Remove instrument panel accessory bezel. Refer to <u>Instrument Panel Accessory Bezel Replacement</u> .	
1	Door Lock Switch Screw (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 1.5 N.m (13 lb in)
2	Door Lock Switch Procedure Disconnect electrical connector.

DESCRIPTION AND OPERATION**DOOR AJAR INDICATOR DESCRIPTION AND OPERATION****Door Ajar Indicator System Components**

The door ajar indicator system consists of the following components:

- Body control module
- Instrument cluster
- Driver door latch
- Passenger door latch
- Left rear door latch
- Right rear door latch
- Driver window motor (AXG)
- Driver window switch (AEC)
- Passenger window switch (AED)
- Left rear window switch (AEQ)
- Right rear window switch (AEQ)

Door Ajar System

Depending upon if the vehicle is equipped with express up/down power windows, express down only power windows affects how the driver and passenger door ajar signal circuits are configured and monitored.

Driver Door Ajar (AXG)

The driver window motor will provide a 12V signal to the driver door ajar switch within the door latch to indicate the status of the door. When the driver door is open, the contract within the ajar switch closes providing a ground part for the signal circuit. The driver window motor will detect the voltage drop in the ajar signal circuit and will send a serial data message to the body control module. The body control module will then send a message to the instrument cluster which will illuminate the door ajar icon.

Driver, Passenger and Rear Doors Ajar (AEC, AED and AEQ)

The driver, passenger and rear window switches provide a 12V signal to the respective door ajar switch within the door latch to indicate the status of the door. When the door is open, the contract within the ajar switch closes providing a ground part for the signal circuit. The window switch will detect the voltage drop in the ajar signal circuit and will send a serial data message to the body control module. The body control module will then send a message to the instrument cluster which will illuminate the door ajar icon.

LUGGAGE COMPARTMENT DESCRIPTION AND OPERATION

Rear Compartment Lid Release System Components

- Body control module (BCM)
- Exterior rear compartment lid release switch
- Rear compartment lid latch
- Rear compartment lid release relay

Rear Compartment Lid Release Operation

Rear Compartment Lid Release Switch

The BCM monitors a voltage signal to the exterior rear compartment lid release switch so that when the switch is pressed, the voltage within the signal circuit is pulled low and in response, the BCM will detect the voltage drop and check the status of the door lock system. If the vehicle doors are locked, the BCM will ignore the exterior rear compartment lid release switch, if the vehicle doors have been unlocked, the BCM will recognize the request and will provide voltage to the rear compartment lid relay.

Rear Compartment Lid Latch

When BCM receives a rear compartment lid release command from the exterior rear compartment lid release switch, the BCM applies brief pulse of voltage to the compartment lid release relay control circuit, which energizes the coil side of the relay. The switch side of the compartment lid release relay then momentarily closes, supplying a brief pulse of battery positive voltage to the rear compartment lid latch. The rear compartment lid latch is continuously grounded and when it receives the voltage pulse, it will become energized and the latch will activate releasing the trunk lid so that the trunk lid may be manually raised to an open position.

Keyless Entry Transmitter

The BCM may also get a rear compartment lid release command from the remote keyless entry module. When the trunk button is pressed on the keyless entry transmitter, a rear compartment lid release request is sent to the remote keyless entry module, the remote keyless entry module will then send a serial data message to the BCM to command the release of the rear compartment lid.

Trunk Open Message

The body control module (BCM) monitors the voltage level of the trunk ajar signal circuit which is normally at the system voltage when the trunk lid is closed. When the trunk lid is ajar or open, a switch within the latch assembly closes providing a path to ground for the trunk ajar signal circuit. The voltage within the signal circuit will then drop to 0 volts, the BCM will then detect the voltage drop and will send a serial data message to the instrument panel cluster (IPC). The IPC will then display the Trunk Open message.

POWER DOOR LOCKS DESCRIPTION AND OPERATION

Door Lock System Components

The power door lock system consists of the following components:

- Central door lock switch
- Rear window/door lockout switch, located on the driver window switch
- Body control module (BCM)
- Driver door latch
- Passenger door latch
- Left rear door latch
- Right rear door latch

- Door lock security PCB relay
- Exterior door handle switches
- Keyless entry control module

Door Lock and Unlock Operation

When the central door lock switch is activated in the lock or unlock position, the BCM will receive a ground signal on either the door lock switch lock or unlock signal circuits.

The BCM, upon receipt of a lock switch lock or unlock signal, will supply battery voltage to the door lock actuator lock or unlock control circuits. Since the opposite side of the lock actuator is connected to ground through the other lock actuator control circuit, the doors will then lock or unlock as commanded.

The following three circuits are used to operate the lock:

- Driver door unlock
- Passenger door unlock
- All door lock

The driver door lock actuator is isolated so it can be unlocked by itself using the keyless entry transmitter.

Passive Door Lock/Unlock Operation

The exterior door handle switch signal circuits provide inputs to the keyless entry control module when the exterior door handle switches are activated. These inputs allow the keyless entry control module to detect a door lock or a door unlock request. The keyless entry control module provides a 12 V signal to each exterior door handle switch via the door handle switch signal circuits. When a door handle switch is pressed, the switch closes and the voltage signal within the signal circuit is pulled to ground. The keyless entry control module will detect the voltage drop and a low frequency antenna will transmit a challenge to the keyless entry transmitter. If the challenge is met, the keyless entry transmitter will respond, and the keyless entry control module will send a serial data message to the body control module to command the door(s) to be locked or unlocked.

Rear Window and Rear Door Lockout Operation

The operator has the option to disable the interior rear door handles to prevent the unauthorized opening of the rear door doors while still retaining normal driver and passenger door handle functions. The driver door window switch has a lockout switch that will disable the interior rear door handles and the local rear window switches. When the lockout switch is pressed, the BCM will command the child lockout latches and will also send a disable command to the local rear window switches. The driver and passenger doors will still function normally by pressing a door lock switch which will unlock the doors but the child lockout latches will continue to disable the interior rear door handles.

Pressing the lockout switch again will signal a command to the BCM to unlatch the rear doors, restore normal interior rear door handle functions and restore normal function of the rear window switches.

If the lockout indicator flashes while commanding the lockout system, indicates that the BCM has detected a fault in the system and that one or both interior rear door handles are not locked out and/or the local rear

2013 Chevrolet Cruze
2013 ACCESSORIES & EQUIPMENT Vehicle Access - Cruze

window switches are not locked out.