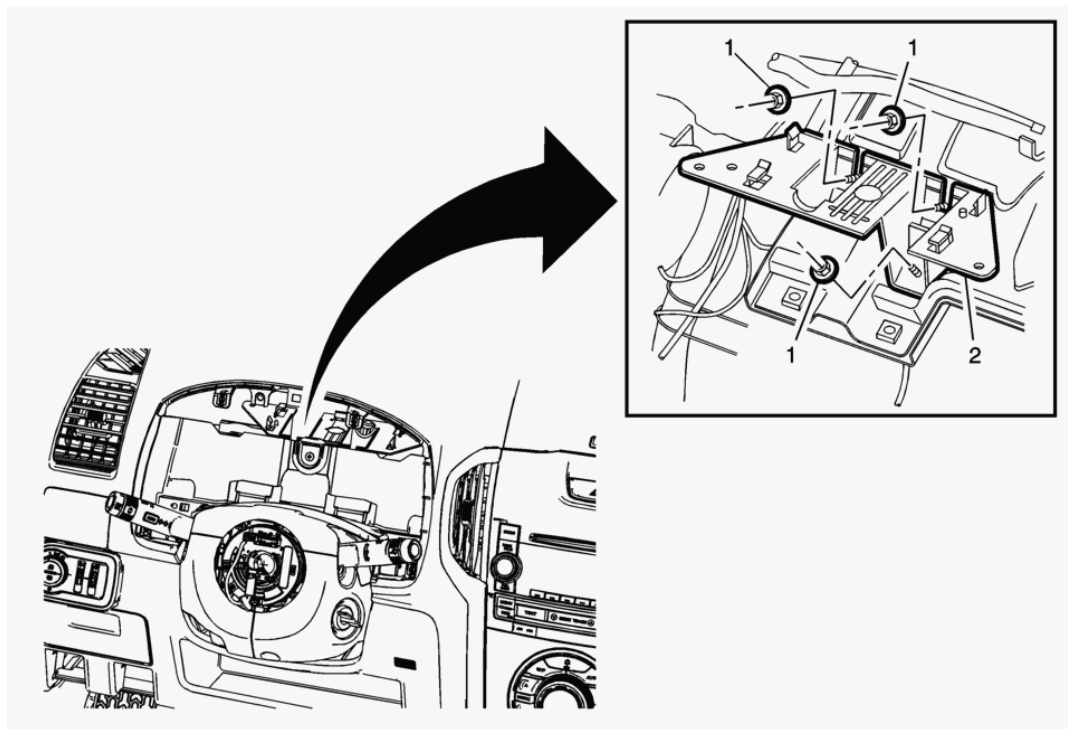


2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:



Communication Center Call Transceiver Bracket Replacement

Callout

Component Name

Preliminary Procedure

1. Remove the instrument lower panel. Refer to Instrument Lower Panel Replacement.
2. Remove the steering column. Refer to Steering Column Replacement.
3. Remove the communication center call transceiver. Refer to Communication Center Call Transceiver Replacement.

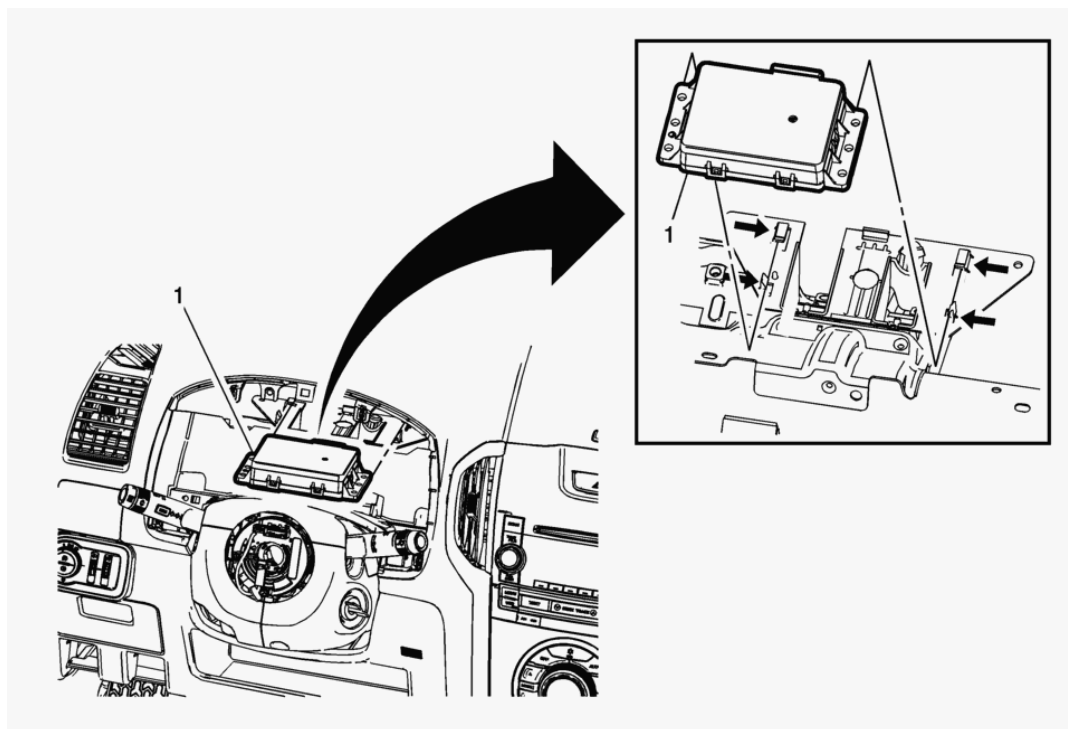
1 Communication Center Call Transceiver Bracket Fasteners (Qty: 3)

Caution: Refer to Fastener Caution.

2 Communication Center Call Transceiver Bracket

2013 Chevrolet Colorado

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Fuel Delivery: | Fuel:



Communication Center Call Transceiver Replacement

Callout

Component Name

Preliminary Procedure

Remove the instrument cluster. Refer to Instrument Cluster Replacement.

Callout

Component Name

Communication Center Call Transceiver

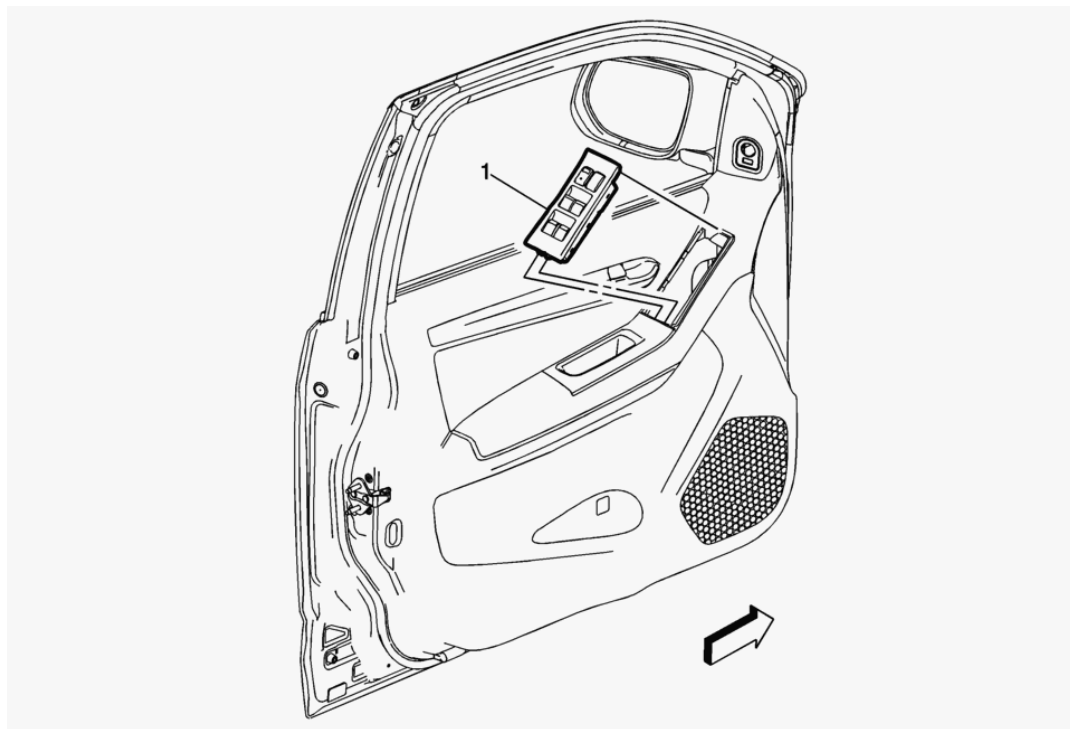
Procedure

1

1. Slide the module rearward.
2. Disconnect the electrical connector.
3. Refer to Control Module References for programming and setup information.
4. If replacing the battery inside the transceiver is necessary, refer to Transmitter Battery Replacement.

2013 Chevrolet Colorado

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Door Lock and Side Window Switch Replacement - Driver Side

Callout

Component Name

Preliminary Procedure

Remove the front side door trim panel. Refer to Front Side Door Trim Panel Replacement.

Callout

Component Name

Door Lock and Side Window Switch Assembly

Procedure

1

1. Use the appropriate plastic trim tool to release the door lock and side window switch assembly from the door trim panel.
2. Disconnect the electrical connector from the switch assembly.
3. Refer to Power Window Reinitialization to configure auto express function.

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High Security keys are available from the service parts system.

Obtain the key code from the security card or from the GM Dealer World, Parts, Key Code Look Up system.

If you have the key code and access to a Triax-E, BD Laser or other code key cutting machine from the GM Dealer Equipment Catalog, you may cut a new key.

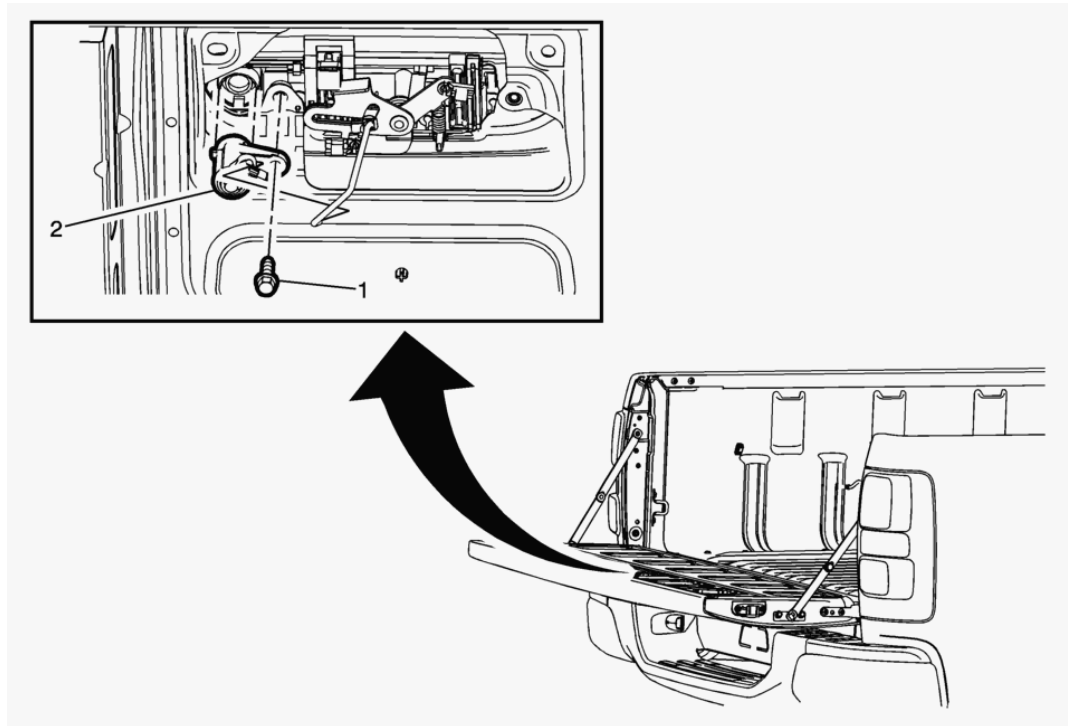
If you have the original key and access to a Matrix S, BD Laser or other key duplicating machine, you may duplicate the key.

If you do not have a high security key cutting machine, order the side cut key from the service parts system. Include the key code in the NOTE field. Indicate the timing and the method of the shipment.

Inspect the new key operation in the lock cylinder. Ensure the new key operates effectively.

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Endgate Lock Cylinder Replacement

Callout

Component Name

Preliminary Procedure

Remove the pickup box endgate latch cover. Refer to Pickup Box Endgate Latch Cover Replacement.

Callout

Component Name

- 1

Endgate Lock Cylinder Bolt

Caution: Refer to Fastener Caution.

Procedure

Disconnect the endgate lock cylinder lock rod from the lock cylinder.

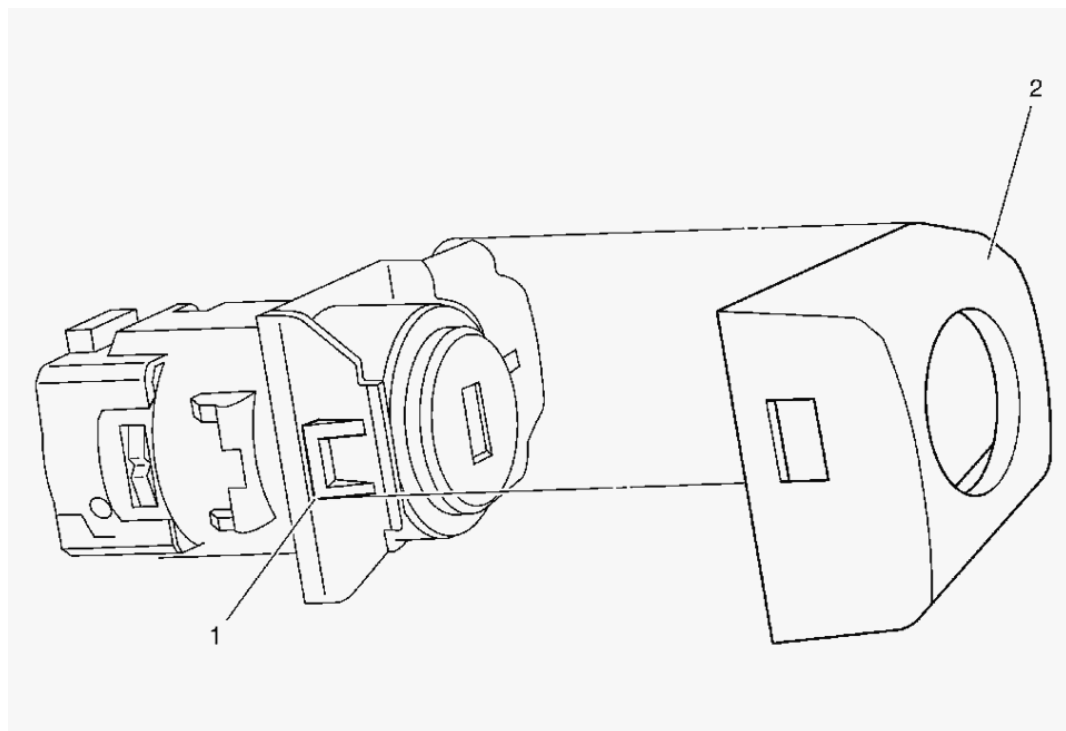
Tighten

9 Y (80 lb in)
- 2

Endgate Lock Cylinder

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:



Front Side Door Lock Cylinder Bezel Replacement

Callout

Component Name

Preliminary Procedure

Remove the front side door lock cylinder. Refer to Front Side Door Lock Cylinder Replacement.

Callout

Component Name

1

Front Side Door Lock Cylinder Bezel Retainer

Procedure

Use a small flat-bladed tool to release the front side door lock cylinder bezel.

2

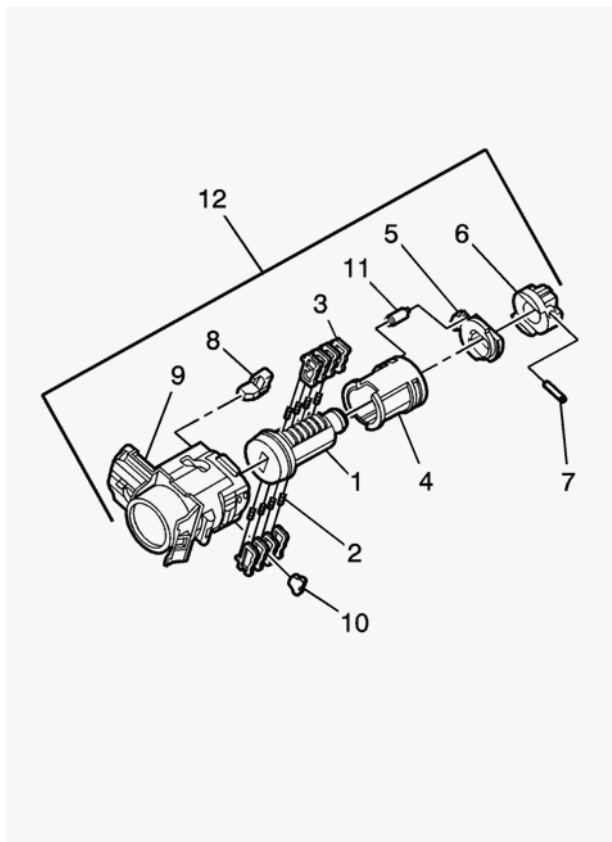
Front Side Door Lock Cylinder Bezel

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Special Tools

BO-49753 Assembly Tool

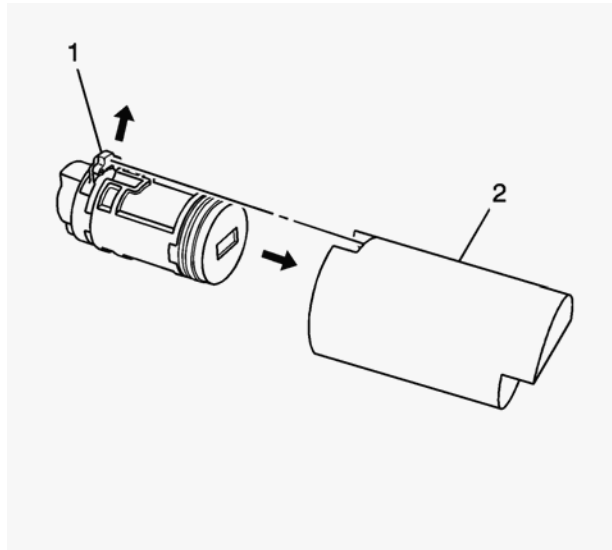


The door lock cylinder uses 8 of the 8 cut positions. The tumbler positions are staggered from side to side, 4 on one side and 4 on the other, are not self-retaining, and are not snap in.

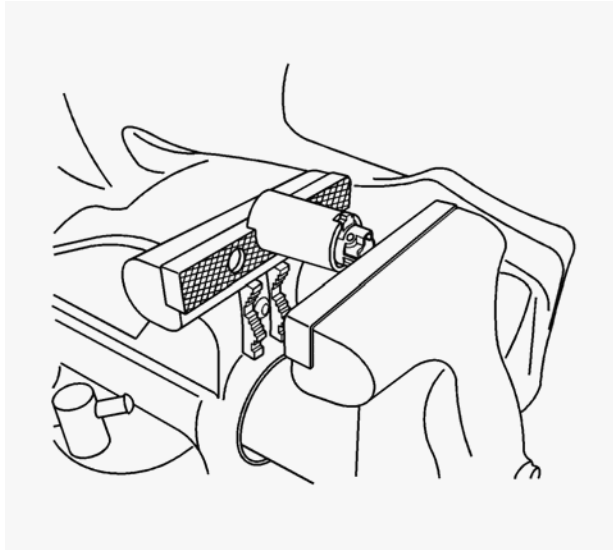
Note: All lock cylinders for side milled keys have right and left tumblers. The location of the tooth of the tumbler determines whether it is right or left.

Illustrations in this procedure show the right tumblers on the top and the left tumblers on the bottom. All tumblers are marked 1R, 1L, 2R, or 2L. The number being cut depth and the letter meaning right or left.

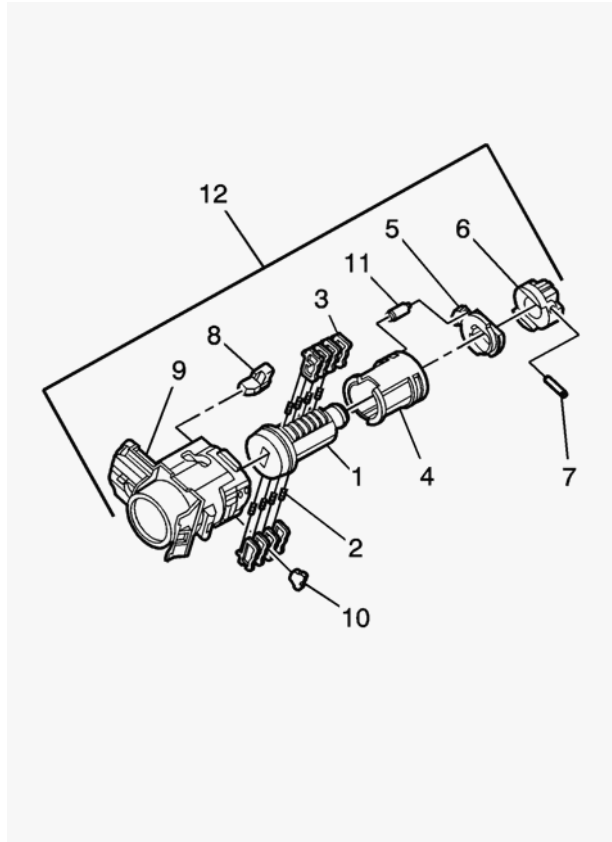
1. Hold the door lock cylinder (1) so the side with the 4 tumbler spring pockets faces up, pocket nearest to the cylinder head.
2. Insert the tumbler springs (2) into the 4 spring pockets. This side uses left tumblers.
3. Install the tumbler (3) for key cut position one in the slot nearest to the front of the lock cylinder. Install the remaining tumblers, key cut positions 3, 5, and 7, following the key code and same process. Press the tumblers in place until they are secure.
4. Check the correct loading of the tumblers by inserting the key into the cylinder. All tumblers should be flush with the lock cylinder body.
5. Turn the cylinder so the side with the 4 tumbler spring wells faces up. This side uses right tumblers.
6. Insert the tumbler springs into the 4 spring pockets.
7. The first tumbler closest to the front of the lock cylinder to be loaded will be the second key cut position, the second number in the key code. Install the remaining tumblers for the key cut positions 4, 6, and 8. Press the tumblers in place until they are secure.
8. Check the correct loading of the tumblers by inserting the key into the cylinder. All tumblers should be flush with the lock cylinder body.
9. Insert the key and lightly lubricate the cylinder body diameter and tumbler surfaces and a small amount in the head of the cylinder using the supplied grease.
10. Insert the sleeve (4) onto the cylinder assembly.
11. Insert the clutch (5) and driver (6) onto the cylinder (1).



12. Load the cylinder into the *BO-49753* assembly tool so that the clutch (1) indexes with the notch in the opening of the tool (2).



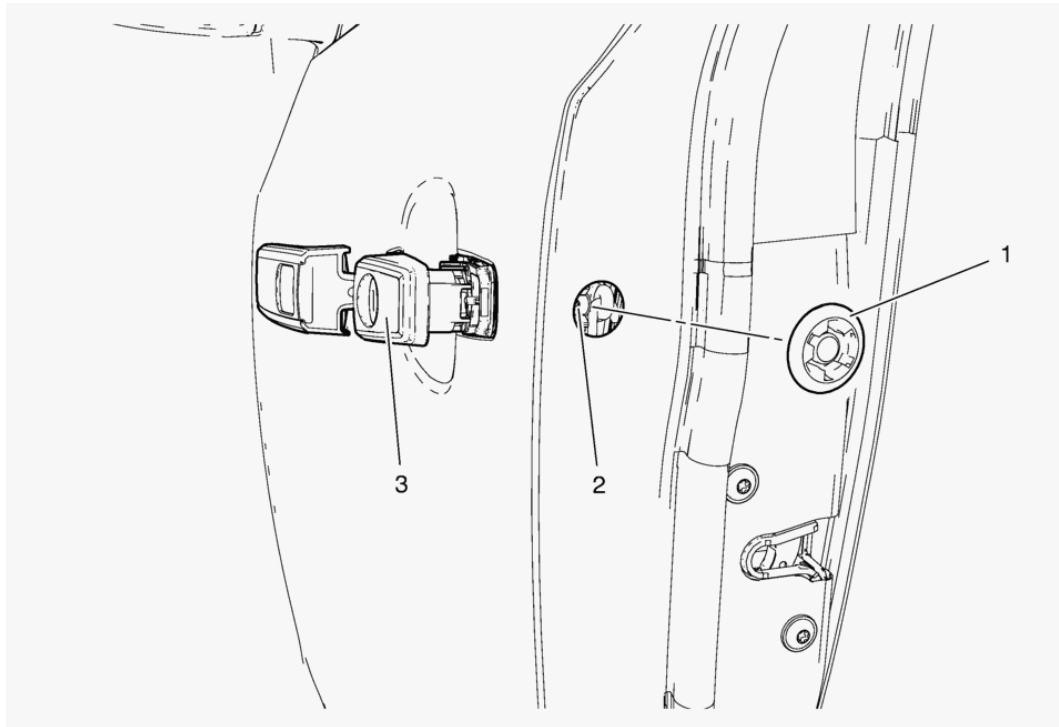
13. Load the assembly tool with the lock cylinder into a vice and tighten the vice **ONLY** enough to hold the tool and lock the cylinder in place.



14. Insert the roll pin (7) into the driver (6) and install it using a 1/16 inch pin punch.
15. Insert the buffer (8) in the case (9), verify the buffer is properly seated.
16. Install the free wheel pin (11) in the sleeve (4) and clutch (5) and insert the assembly into the case (9).
17. With the lock cylinder assembly installed in the case (9), install the retainer (10) and stake the retainer in place using a small punch and hammer to peen the case material onto the exposed ends of the installed retainer (10).
18. Insert the key into the lock and function the lock to check for proper assembly and smooth operation.

2013 Chevrolet Colorado

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Front Side Door Lock Cylinder Replacement

Callout

Component Name

Front Side Door Lock Cylinder Screw Cover

Procedure

1

1. Do Not remove the inside door trim.
2. Use a flat-bladed tool to remove the cylinder opening access cover.

Front Side Door Lock Cylinder Clamp Screw

Caution: Refer to Fastener Caution

Procedure

2

1. Do Not remove the lock cylinder clamp screw completely from the housing. Unscrew the screw to a hard stop, pull the outside handle to the open position remove the lock cylinder.
2. Its not necessary to remove the outside door handle or housing when replacing the lock cylinder.
3. Use a suitable tool to release the lock cylinder bezel from the cylinder.

Tighten

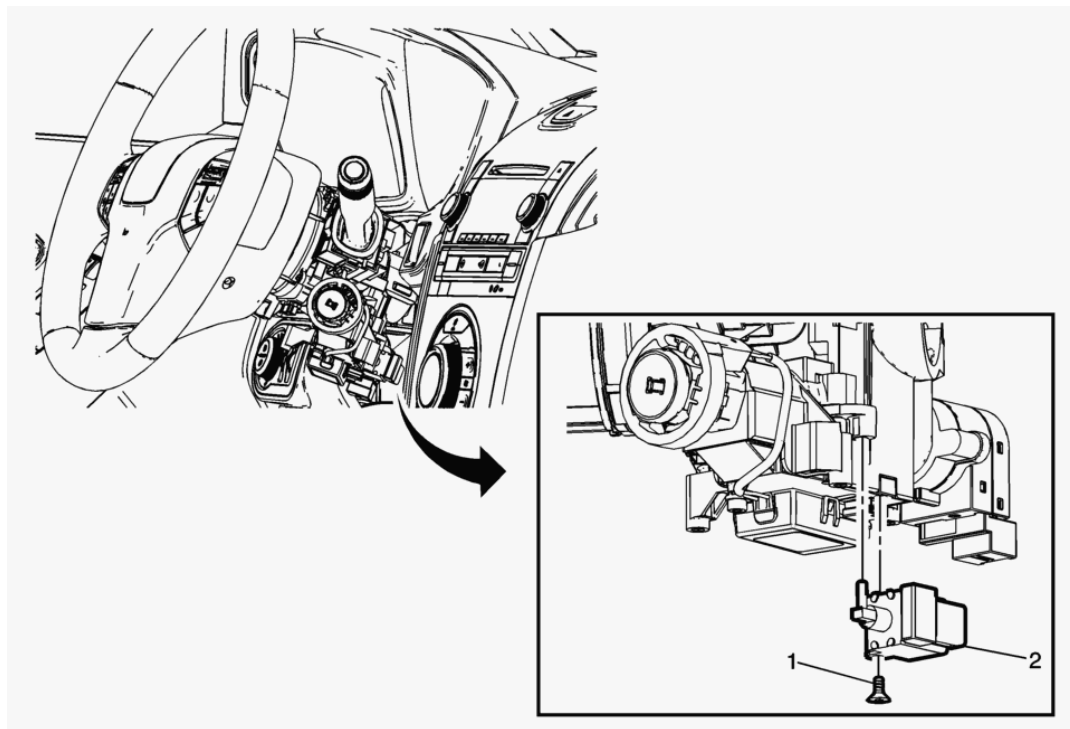
5 Y (44 lb in)

3

Front Side Door Lock Cylinder

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Fuel Delivery: | Fuel:



Ignition Lock Cylinder Control Solenoid Replacement

Callout

Component Name

Preliminary Procedure

Remove the steering column trim covers. Refer to Steering Column Trim Cover Replacement.

Callout

Component Name

1

Ignition Lock Cylinder Control Solenoid Fastener

Caution: Refer to Fastener Caution.

Note: The fastener has a left-handed thread.

2

Ignition Lock Cylinder Control Solenoid

Procedure

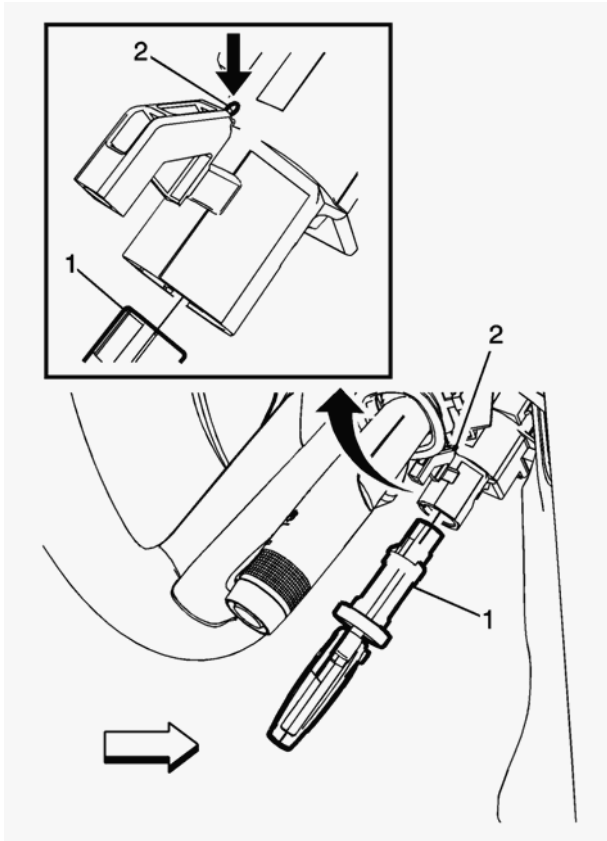
Disconnect any electrical connectors as necessary.

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**
Fuel Delivery: | **Fuel:**

Removal Procedure

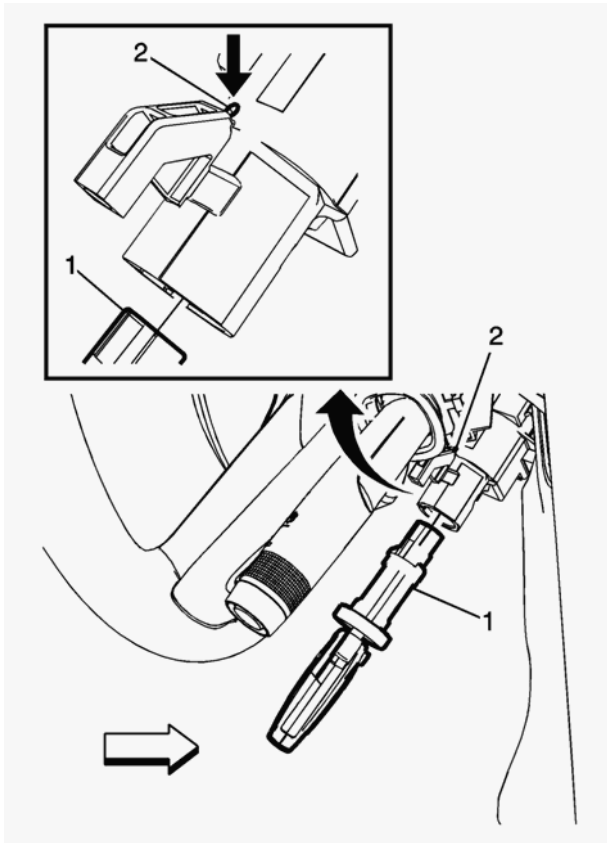
1. Disconnect the battery negative cable. Refer to Battery Negative Cable Disconnection and Connection.
2. Remove the steering column trim covers. Refer to Steering Column Trim Cover Replacement.
3. Insert the key into the ignition lock cylinder and turn the key to the RUN position.



4. Push a pick-type tool into the access hole (2) in the ignition and start switch housing and press the ignition lock cylinder lock tab down.
5. Remove the ignition lock cylinder (1) from the ignition and start switch housing.

Installation Procedure

1. If you are installing a new ignition lock cylinder, code the lock cylinder. Refer to Lock Cylinder Coding - Ignition.



2. Turn the key to the RUN position and insert ignition lock cylinder (1) into the ignition and start switch housing.
3. Turn the key to the LOCK position and remove the key from the ignition lock cylinder.
4. Install the steering column trim covers. Refer to Steering Column Trim Cover Replacement.
5. Connect the battery negative cable. Refer to Battery Negative Cable Disconnection and Connection.

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The immobilizer system functions are provided by the body control module (BCM) and the engine control module (ECM), as well as any modules which store and report the environment identifier.

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder in the key is energized by the immobilizer coil surrounding the ignition lock cylinder. This immobilizer coil is part of the immobilizer antenna. The transponder transmits a signal that contains its unique value, which is received by the BCM through the immobilizer coil. The BCM then compares this value to a value stored in memory. The BCM also monitors various modules to determine if the stored environment identifiers match.

If both the environment identifier and the value received from the transponder match, the BCM will send the prerelease password via serial data to the ECM. If the encrypted code's unique value is incorrect or the environment identifier does not match, the BCM will send the fuel disable message to the ECM.

When the ECM receives the BCM prerelease password, the ECM will challenge the password. The ECM sends this challenge to the BCM via serial data. Both the ECM and BCM perform a calculation on this challenge. If the BCM calculated response to the challenge equals the calculation performed by the ECM, the ECM will allow vehicle starting.

The components of the theft system are as follows:

- BCM
- ECM
- Immobilizer antenna
- Ignition key
- Security indicator
- Various modules which store and report the environment identifier

Body Control Module (BCM)

The immobilizer system is an integral part of the BCM and is controlled internally within the BCM. The BCM can learn up to 8 keys (transponder values).

The BCM uses the following inputs:

- Environment identifier exchange with various modules
- Encrypted code from the vehicle key, received by the immobilizer antenna

The BCM uses the following outputs:

- Prerelease password communication with ECM
- Challenge/response with ECM

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the encrypted code in the key is energized by the immobilizer antenna surrounding the ignition lock cylinder. The energized transponder transmits a signal that contains its unique value, which is received by the BCM. The BCM then compares this value to the learned key code stored in memory. The BCM then performs one of the following functions:

- If the encrypted code value matches the values stored in the BCM memory, the BCM will send the prerelease password to the ECM via serial data.
- If the encrypted code unique value does not match the value stored in the BCM, the BCM will send the start disable message to the ECM via serial data.
- If the BCM is unable to measure the ignition key encrypted code value, the BCM will not send any messages to the ECM.

Engine Control Module (ECM)

When the ECM receives the BCM prerelease password, the ECM will challenge the password. The ECM sends this challenge to the BCM via the serial data circuit. Both the ECM and BCM perform a calculation on this challenge. If the calculated response from the BCM equals the calculation performed by the ECM, the ECM will allow vehicle starting.

The ECM will disable vehicle starting if any of the following immobilization conditions occur:

- The prerelease password is invalid.
- The start disable password is sent by the BCM.
- No passwords are received. There is no communication with the BCM.
- The BCM calculated response to the challenge does not equal the calculation performed by the ECM.

Immobilizer Antenna

The immobilizer antenna contains an immobilizer coil which surrounds the ignition cylinder. The coil passively powers the transponder located in the ignition key when the key is in the ignition. When powered, the key transmits its unique value to the immobilizer antenna, which is then relayed to the BCM via a LIN serial data circuit. The immobilizer antenna also receives B+ and ground from the BCM.

The immobilizer antenna is used to:

1. Learn keys
2. To start vehicle

Ignition Key

Each ignition key contains a transponder with a unique encrypted value. The transponder's encrypted value is fixed and unable to be changed. The immobilizer system uses the ignition key transponder value to determine if a valid ignition key is being used to start the vehicle.

Environment Identifier

Various modules throughout the vehicle learn a specific environment identifier during the module programming process. The environment identifier is learned by each individual module and matches the environment identifier stored in the BCM. Prior to starting after a battery disconnect, each of the modules which store an environment identifier will compare their identifier to that of the identifier stored in the BCM. If all the identifiers match, the engine starting process will continue. If the environment identifiers do not match, engine starting will be disabled.

Security Indicator

The BCM will command the instrument panel cluster to illuminate the security indicator when the ignition key is in the ON position to indicate a fault has occurred within the immobilizer system and when the engine starting is disabled.

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This procedure will learn the immobilizer function. If the battery voltage is low, charge the battery before proceeding with the learn. If the body control module (BCM) or engine control module (ECM) have been replaced, they must be programmed before performing this learn procedure.

Depending on the immobilizer function being learned or the component replaced, different learn functions are required to be performed. These learn functions are as follows:

Immobilizer System Component Programming

Function name on SPS tool:	Function description:	When the function should be used:	Notes:
Body Control Module IMMO Function with Existing Transponder or Remote Key	The BCM will relearn the immobilizer passwords and data while reusing the existing vehicle keys	The BCM has been replaced and the existing vehicle keys are being reused or a diagnostic has instructed to perform the learn	—
Body Control Module IMMO Function with New Transponder or Remote Key	The BCM will relearn the immobilizer passwords and data while using new vehicle keys	The BCM has been replaced and new vehicle keys are being reused	—
Engine Control Module IMMO Learn	The ECM will relearn the immobilizer passwords and data	The ECM has been replaced or a diagnostic has instructed to perform the learn	—
Engine Control Module and Body Control Module IMMO Learn	The ECM and BCM will learn new immobilizer passwords and data	Both the ECM and BCM have been replaced (this selection will REQUIRE new vehicle keys be used)	Because both the ECM and BCM have been replaced and are learning new immobilizer passwords and data, all vehicle keys must also be replaced
Program Transponder or Remote Key (Add)	A new vehicle key will learn the immobilizer passwords and data	A new vehicle key is being added (does not affect other vehicle keys)	This function may not be available in all sales regions. Refer to the SPS application to determine if a particular vehicle is able to add keys using this method.
Program Transponder or Remote Key (Delete)	All existing vehicle keys will be invalidated and any desired keys are relearned	All vehicle keys are desired to be invalidated and certain keys relearned or a diagnostic has instructed to perform the learn	This procedure may be used if a customer has had their keys lost or stolen and wishes to invalidate the keys, making them unable to start the vehicle

1. Connect a scan tool to the vehicle and access SPS.
2. Turn ON the ignition, with the engine OFF.
3. Ensure that all power consuming devices are turned OFF on the vehicle.
4. Select SPS application and follow the on-screen instructions.
5. Select Reprogram ECU.
6. Select IMMO Immobilizer Learn – Setup.
7. Select the appropriate programming function based on the component that was replaced or is being programmed. Refer to the table at the top of this document for assistance in choosing the correct programming function.
8. Follow the on-screen instructions.
9. After programming all keys "Programming Complete" is displayed.
10. Press the lock and unlock button on each transmitter that was programmed. This will awaken each transmitter and allow keyless entry functions to be established.
11. With a scan tool, clear any DTCs.
12. Verify each key is operating properly. Operate each of the keyless entry functions using the buttons on the transmitter and then start the vehicle. When verifying operation, make sure that no other keys are near the vehicle.

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Note:

- Do not interchange any components from the vehicle lock cylinder and the service lock cylinder. Interchanging components could cause service lock cylinder to not function properly.
- All lock cylinders for side milled keys have right and left tumblers. The location of the tooth of the tumbler determines whether it is right or left. Illustrations in this procedure show the right tumblers on the top and the left tumblers on the bottom. All tumblers in this kit are marked 1, 11, 2, 12, 3, 13, 4, and 14. The first number (1 or 11) represents the cut depth. Tumblers 1, 2, 3, 4 are for the right. Tumblers 11, 12, 13, 14 are for the left.

The door lock cylinder uses 4 of the 8 cut positions. The tumbler positions are staggered from side to side, 2 on one side and 2 on the other, they are not self-retaining, and are not snap in.

[Determining the Key Code](#)

CROSS REFERENCE

LETTER AND NUMBER	NUMBER
L1	11
R1	1
L2	12
R2	2
L3	13
R3	3
L4	14
R4	4

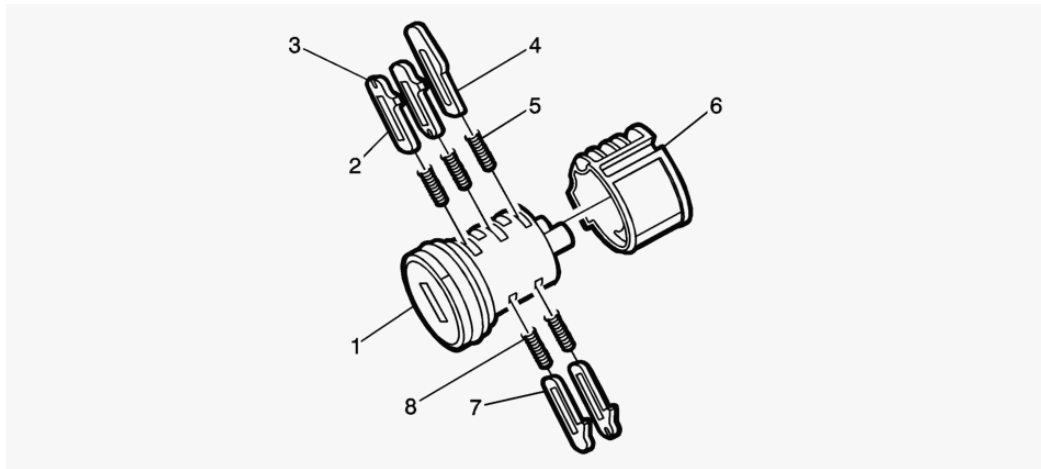
VEHICLE TUMBLER LOCATION

TUMBLER POSITION	TUMBLER REQUIRED
5	
7	
6	
8	

There are two different style markings used on the tumblers. Markings can either be numbers only, or a combination of a letter and number. The CROSS REFERENCE chart, shown below, lists both marking styles in identical pairs. Tumblers marked L1 and 11 are identical.

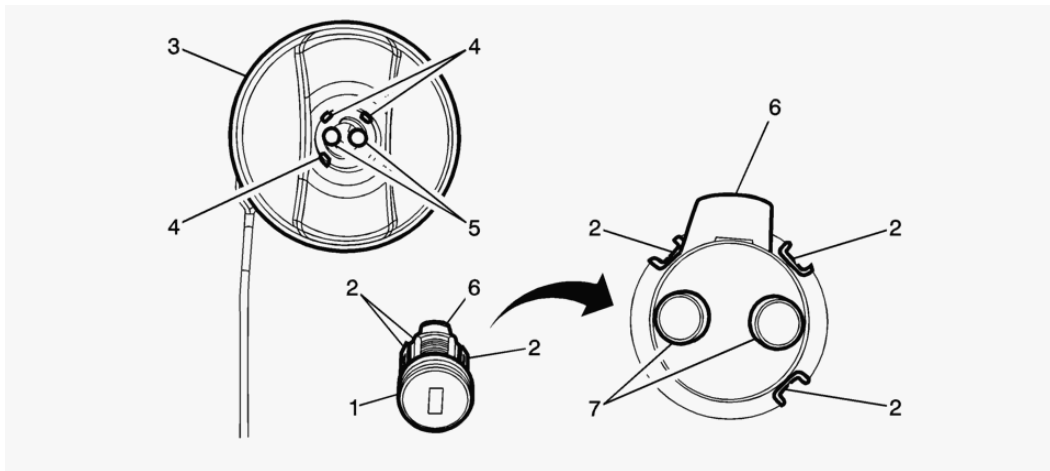
One way of determining which tumbler to place in each tumbler slot on the key cylinder can be determined by disassembling the vehicle lock cylinder, and looking at the markings on each tumbler. As you remove each tumbler from the vehicle lock cylinder, write its marking identification in the proper position location under TUMBLER REQUIRED column in the VEHICLE TUMBLER LOCATION chart shown below. For example, if you remove the tumbler from position 1 and it is

marked 12, write 12 under tumbler required next to tumbler position 1. Repeat this process for the remaining tumblers. If the tumblers you remove are marked with a letter and a number, you should go back and write the number only marking that cross references with the tumblers as this kit only includes tumblers with number markings. For example, if the tumbler you remove from position 1 is marked L1, you should go back and write 11 next to it. This will help you select the correct tumbler during the assembly process.



Note: Once the cylinder is installed in the gas cap it cannot be removed.

1. Lightly lubricate the tumbler pockets in the lock cylinder (1) using the supplied grease.
2. Hold the lock cylinder (1) so the side with the 2 tumbler spring pockets nearest to the front of the lock cylinder faces up.
3. Insert the tumbler springs (8) into the 2 spring pockets. This side uses left tumblers. The left side tumblers included in this kit are marked as 11, 12, 13, and 14.
4. Install the tumbler (7) for key cut position five in the slot nearest to the front of the lock cylinder. Install the remaining tumbler, key cut position 7, following the key code and same process. Press the tumblers in place until they are secure.
5. Check the correct loading of the tumblers by inserting the key into the cylinder. All tumblers should be flush with the lock cylinder body.
6. Hold the tumblers in place and remove the key.
7. Turn the cylinder so the side with the 2 empty tumbler spring wells faces up. This side uses right tumblers. The right side tumblers included in this kit are marked as 1, 2, 3 and 4.
8. Insert the tumbler springs (2) into the 2 spring pockets.
9. Install the tumbler (3) for key cut position 2 in the slot nearest to the front of the lock cylinder. Install the remaining tumblers, key cut position 8, following the key code and same process. Press the tumblers in place until they are secure.
10. Check the correct loading of the tumblers by inserting the key into the cylinder. All tumblers should be flush with the lock cylinder body.
11. Lightly lubricate the cylinder body diameter and tumbler surfaces and a small amount in the head of the cylinder using the supplied grease.
12. Insert the lock cylinder (1) into the cylinder case (6), the tab of the sleeve must be oriented to the head cylinder side. Rotate the sleeve until the tab matches with the slot.
13. Remove the key.
14. Insert the tumbler retainer spring (5) into the pocket and the tumbler retainer (4) over the spring. Make sure the tumbler retainer is properly seated and cannot pull out.



15. To insert the cylinder (1) into the cap (3) hold the cylinder and cap as shown.
16. Align the slots (2) and post (7) on the cylinder with the tabs (4) and the holes (5) in the cap.
17. Push down on the tumbler retainer (6) and push the cylinder (1) all the way into the cap (6).
18. Insert the key and function the lock three times.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

The keyless entry system is a vehicle entry device. The keyless entry system is used in conjunction with the door locks to unlock the vehicle. Keyless entry will lock/unlock the vehicle doors or open the rear compartment lid when a corresponding button on the keyless entry transmitter is pressed. This is accomplished by the transmitter sending a radio frequency to the Remote Control Door Lock Receiver antenna that has a direct link to the Body Control Module (BCM). The BCM interprets the signal and activates the requested function or request the appropriate control module to activate the function via a serial data message. A low transmitter battery or radio frequency interference from aftermarket devices, such as 2-way radios, power inverters, computers, etc., may cause a system malfunction. High radio frequency traffic areas, such as gas stations that use pay-at-the-pump radio frequency transponders, may also cause interference that could lead to a malfunction. Keyless entry allows you to operate the following features:

- Door lock/unlock
- Vehicle locator/Panic alarm

The keyless entry system has the following components:

- Keyless entry transmitters
- Body Control Module
- Remote Control Door Lock Receiver

Keyless Entry Transmitters

Note: When the vehicle key is in the ignition, keyless entry functions from all keyless entry transmitter are disabled.

The keyless entry transmitters are used to perform various entry functions while away from the immediate area of the vehicle. Keyless entry functions may work at up to 20 m (65 ft) away from the vehicle. Ambient conditions may affect the performance of the keyless entry transmitter and reduce the range at which keyless entry functions operate. Up to eight transmitters may be programmed to a single vehicle. The keyless entry transmitter is an integral part of the vehicle key.

Body Control Module (BCM)

The BCM is a multifunction module that operates the keyless entry system. When an radio frequency message is received from a keyless entry transmitter, the BCM interprets this signal and performs the specific function, i.e. door lock, door unlock, or vehicle locate.

Remote Control Door Lock Receiver

The Remote Control Door Lock Receiver acts as an antenna for the keyless entry system and communicates with the BCM through a dedicated serial data link. When a button is pressed on a keyless entry transmitter, the Remote Control Door Lock Receiver receives this signal and sends the request to the BCM. The BCM interprets the signal and performs the specific function, i.e. door lock, door unlock, or vehicle locate.

Unlock Doors

Momentarily press the transmitter UNLOCK button in order to perform the following functions:

- Unlock only the driver door or all doors; this is customized through the DIC.
- Illuminate the interior lamps for a determined length of time or until the ignition is turned ON.
- Flash the exterior lights; this is customized through the DIC.
- Disarm the content theft deterrent system, if equipped.
- Deactivate the content theft deterrent system when in the alarm mode.

Lock All Doors

Press the transmitter LOCK button to perform the following functions:

- Lock all vehicle doors.
- Immediately turn OFF the interior lamps.
- Flash the exterior lights and/or sound the horn; this is customized through the DIC.
- Arm the content theft deterrent system.

Vehicle Locator/Panic Alarm

A single press of the panic button performs the following functions. Some functions may be dependent on personalization settings:

- Pulse the horn three times.
- Flash the exterior lamps three times.

A press and hold of the panic button performs the following functions:

- Illuminate the interior lamps.
- Pulse the horn and flash the exterior lamps for 30 seconds or until the following conditions occur:
 - The panic button is pressed.
 - The ignition switch is turned to the RUN position with a valid key.

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Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Keys can be programming in various ways using the procedures outlined below. Using the Replacing Keys procedures will first erase all the known keys from the vehicle. Any existing keys and any new keys will then be programmed. This procedure should be used any time a key is required to be unlearned or erased from a vehicle. If a new key is being learned to a vehicle to replace a damaged, inoperative, or stolen key, the Replacing Keys procedure must be used. This ensures that the old key cannot be used to access or start the vehicle after programming.

The Adding Keys procedure does not erase any keys prior to programming. The procedure will simply program the key into the next available slot. The Adding Keys procedure should only be used when adding an additional key to the vehicle. The Adding Keys procedure should never be used to program a key to a vehicle that is having a key replaced, regardless of the cause for the replacement.

Replacing Keys (With SPS)

Note:

- This procedure may be used with or without existing learned keys being present.
 - A total of eight keys maybe be learned to a single vehicle.
 - This procedure will only learn the vehicle key information. This procedure will not learn any immobilizer information between the body control module (BCM) and engine control module (ECM).
 - If the battery voltage is low, charge the battery before continuing with the procedure.
1. Connect a scan tool to the vehicle and access SPS.
 2. Ensure that all power consuming devices are turned OFF on the vehicle.
 3. Select the SPS application and follow the on-screen instructions.
 4. Select Reprogram ECU.
 5. Select IMMO Immobilizer Learn - Setup.
 6. Select the Program Transponder or Remote Key (Delete) function.
 7. Follow the on-screen instructions.
 8. After programming all keys, "Programming Complete" is displayed.
 9. Press the lock and unlock button on each key that was programmed. This will awaken each key and allow keyless entry functions to be established.
 10. With a scan tool, clear any DTCs.
 11. Verify each key is operating properly. Operate each of the keyless entry functions using the buttons on the key and then start the vehicle. When verifying operation, make sure that no other keys are near the vehicle.

Adding Keys (Without SPS) – North America, except Canada.

Note:

- To initiate, this procedure requires that 1 learned key be available.
 - A total of 8 keys maybe be learned to a single vehicle.
 - This procedure adds keys only. The procedure does not erase previously learned keys.
 - The keys to be learned must duplicate the mechanical cut of the current key.
1. With a previously learned key, turn the ignition ON.
 2. Turn the ignition OFF and remove the key.
 3. Within 10 seconds of turning OFF the ignition, insert the key to be learned and turn ON the ignition. The vehicle has now learned the new key.

Adding Keys (Without SPS) – Canada, Europe, South America, Asia, and Middle East.

Note:

- To initiate, this procedure requires that 2 learned key be available.
 - A total of eight keys maybe be learned to a single vehicle.
 - This procedure adds keys only. The procedure does not erase previously learned keys.
 - The keys to be learned must duplicate the mechanical cut of the current key.
1. With a previously learned key, turn the ignition ON.
 2. Turn the ignition OFF and remove the key.
 3. With a second previously learned key, turn the ignition ON.
 4. Turn the ignition OFF and remove the key.
 5. Within 10 seconds of turning OFF the ignition, insert the key to be learned and turn ON the ignition. The vehicle has now learned the new key.

Adding Keys (With SPS) – North America

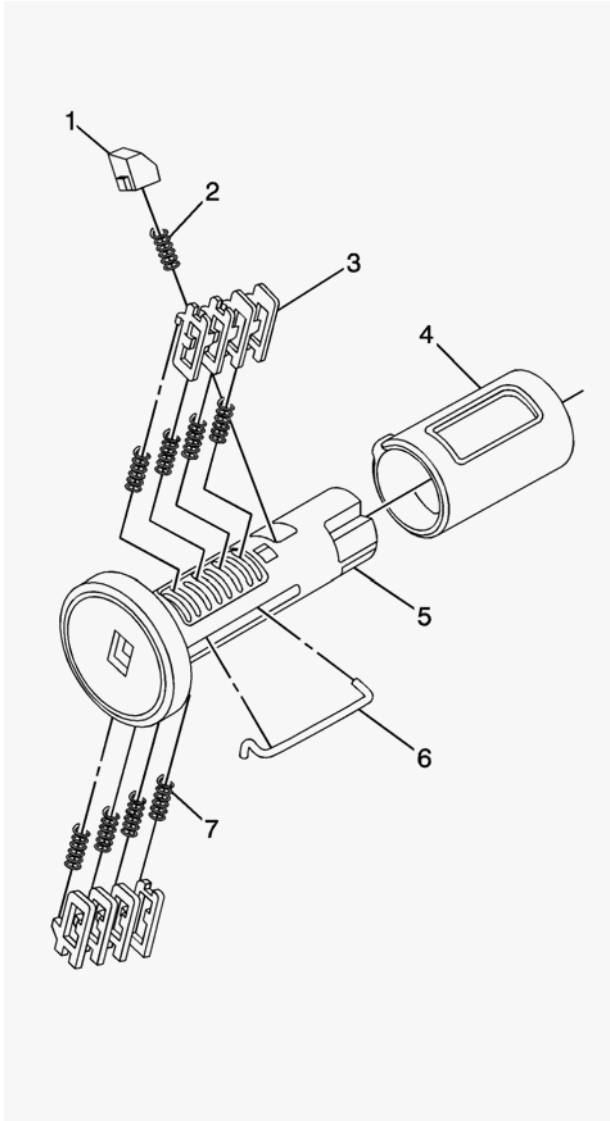
Note:

- This procedure may be used with or without existing learned keys being present.
 - A total of eight keys maybe be learned to a single vehicle.
 - This procedure will only learn the vehicle key information. This procedure will not learn any immobilizer information between the body control module (BCM) and engine control module (ECM).
 - If the battery voltage is low, charge the battery before continuing with the procedure.
1. Connect a scan tool to the vehicle and access SPS.
 2. Ensure that all power consuming devices are turned OFF on the vehicle.
 3. Select the SPS application and follow the on-screen instructions.
 4. Select Reprogram ECU.
 5. Select IMMO Immobilizer Learn - Setup.
 6. Select the Program Transponder or Remote Key (Add) function.
 7. Follow the on-screen instructions.
 8. After programming all keys, "Programming Complete" is displayed.

9. Press the lock and unlock button on each key that was programmed. This will awaken each key and allow keyless entry functions to be established.
10. With a scan tool, clear any DTCs.
11. Verify each key is operating properly. Operate each of the keyless entry functions using the buttons on the key and then start the vehicle. When verifying operation, make sure that no other keys are near the vehicle.

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The ignition lock cylinder uses 8 key cut positions, 1–8. The ignition cylinder tumblers (3) are located on alternate sides of the cylinder (5). They are not snap-in and are not self-retaining. It follows the key code with the first tumbler being the first depth of the key code, closest to the head of the key.

Note: All lock cylinders for side milled keys have right and left tumblers. The location of the tooth of the tumbler determines whether it is right or left. Illustrations in this procedure show the right tumblers on the top and the left tumblers on the bottom. All tumblers are marked 1R, 1L, 2R, or 2L. The number being cut depth and the letter meaning right or left.

1. Hold the ignition cylinder assembly (5) so the side with the tumbler spring pocket located closest to the head of the cylinder is facing up.
2. Insert the tumbler spring (7) into each of the 4 spring pockets of the cylinder assembly. This side of the cylinder used left tumblers.
3. The first tumbler (3) to be loaded will be the first key cut position, which is the first number in the key code. Install the tumbler in the slot over the spring. Install the remaining right tumblers following the key code and same process, pressing the tumblers in place until they are secure.
4. Rotate the cylinder assembly. Insert the tumbler spring into each of the spring pockets of the cylinder assembly. This side of the cylinder used right tumblers.
5. The first tumbler (3) to be loaded will be the second key cut position, the second number in the key code. Install the first tumbler in the slot over the spring. Install the remaining left tumblers following the key code and same process, pressing the tumblers in place until they are secure.
6. Inspect for correct loading of the tumblers by inserting the key into the cylinder. All tumblers should drop flush with the lock cylinder body diameter.
7. With the key in the cylinder assembly insert the round connector (6), insert the retainer spring (2) in the retainer slot located in the cylinder assembly. Insert the retainer (1) lining it up in the slot over the spring. Depress the retainer and hold.
8. Insert the cylinder into the sleeve (4) as shown in the print. Make sure the actuator stays located properly in the cylinder.
9. When the key is removed, the lock should stay together.
10. Lightly lubricate the outside surface in the tumbler area of in the lock body and down the key slot using the provided grease. Insert and extract the key 5 times to lubricate the keyway.
11. Insert the key and function the lock 3 times to distribute the grease inside the sleeve.
12. Verify the key position for inserting the lock into the column.

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Door Lock System Components

The power door lock system consists of the following components:

- Door lock switch
- Body control module (BCM)
- Driver door latch
- Passenger door latch
- Left rear door latch (crew cab)
- Right rear door latch (crew cab)

Door Lock and Unlock Operation

When a 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.

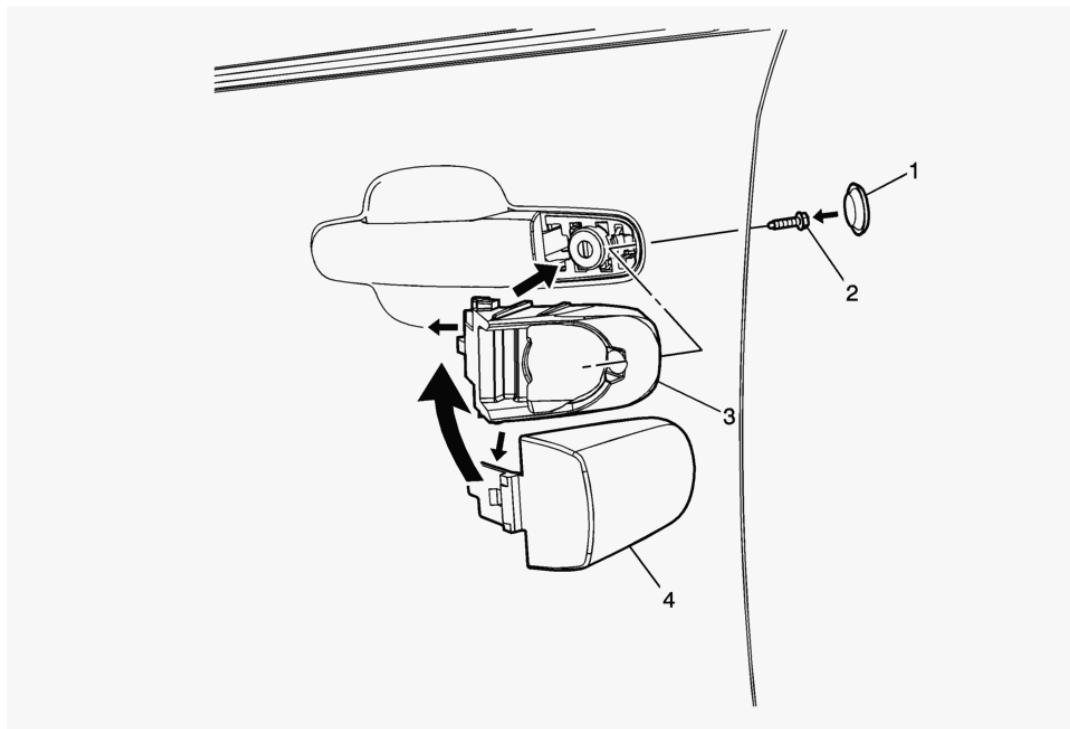
The following three circuits are used to operate the lock:

- Driver door unlock
- Passenger/rear doors unlock
- All door lock

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

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Rear Side Door Lock Cylinder Opening Cover Replacement

Callout

Component Name

Rear Side Door Lock Cylinder Opening Cover Plug

Procedure

1

- Do Not remove the door trim panel.
- Use a flat-bladed tool to remove the cylinder opening access plug.

Rear Side Door Lock Cylinder Opening Cover Screw

Caution: Refer to Fastener Caution.

Procedure

2

Do Not remove the cylinder screw completely from the housing. Unscrew the screw to a hard stop.

Tighten

5 Y (44 lb in)

Rear Side Door Lock Cylinder Core and Opening Cover

3

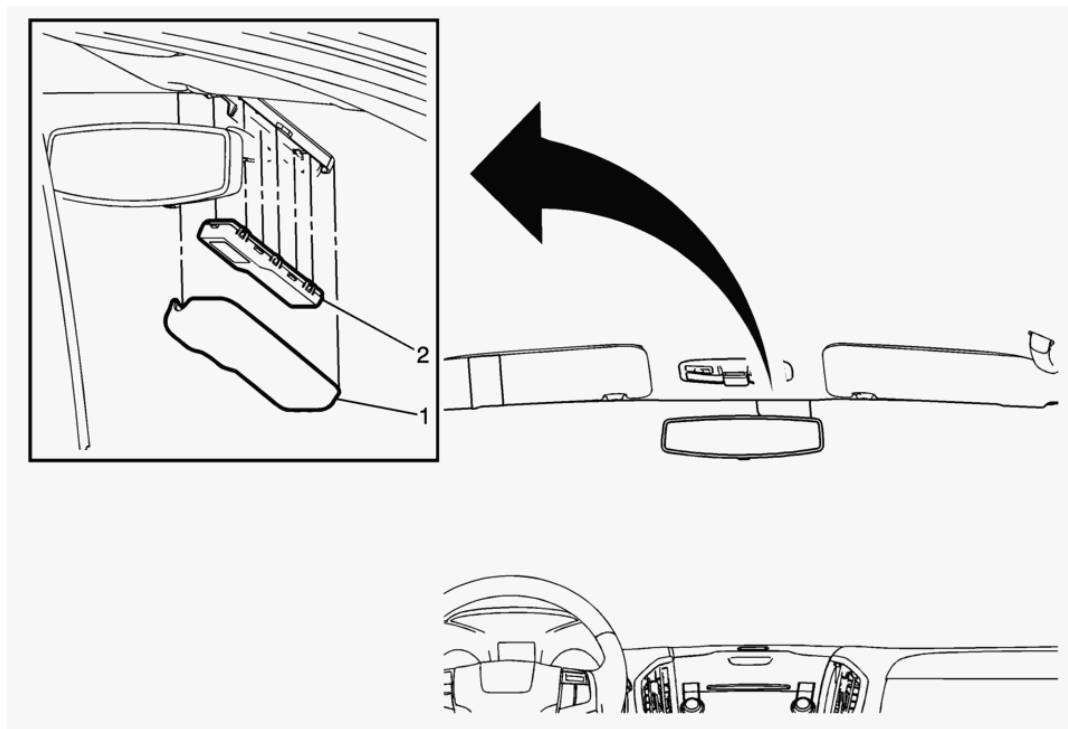
Note: Use a flat-bladed tool to remove the cover from the lock cylinder core.

4

Rear Side Door Lock Cylinder opening Cover

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Fuel Delivery: | Fuel:



Remote Control Door Lock Receiver Replacement

Callout

1

Remote Control Door Lock Receiver Cover

Component Name

Callout

Component Name

Remote Control Door Lock Receiver

Procedure

2

1. Disconnect the electrical connector.
2. Unsnap the receiver from the windshield bracket.
3. For programming and set up, refer to Control Module References

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[Diagnostic Aids](#)

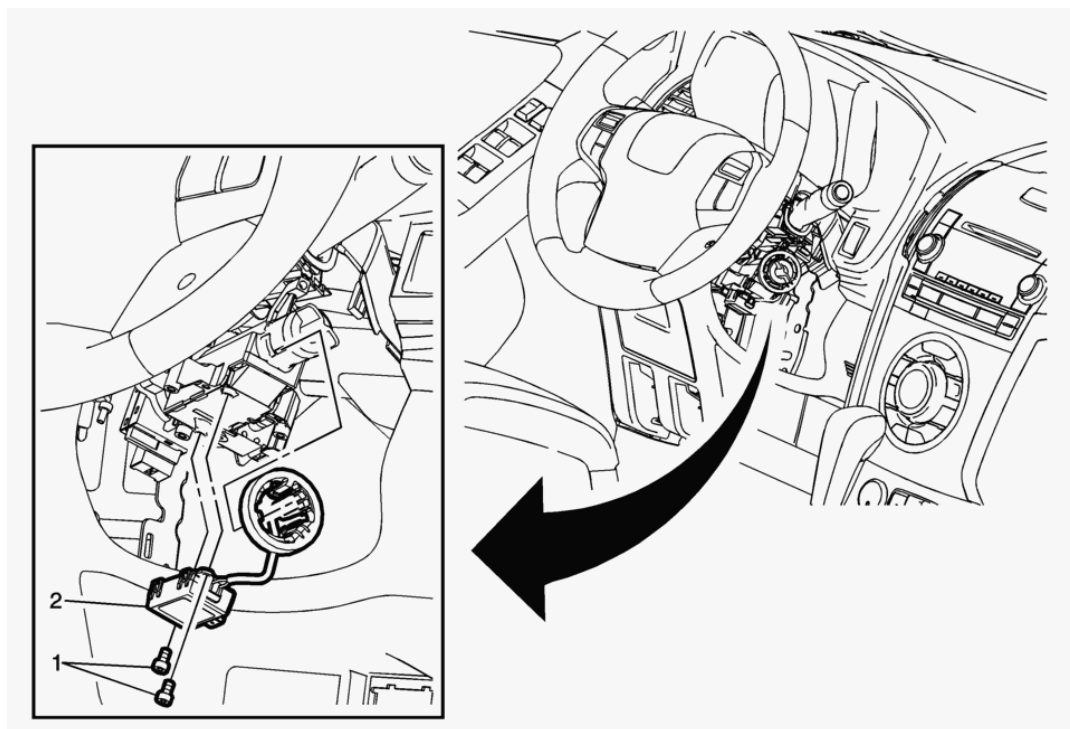
The remote control door lock receiver only functions as an antenna, receiving the signals sent by the keyless entry transmitter and forwarding them to the body control module (BCM). The keyless entry software is contained wholly within the BCM.

[Replace and Program ECU or Reprogram ECU](#)

This ECU does not require SPS programming or any setup procedures.

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Theft Deterrent Module Replacement

Callout

Component Name

Preliminary Procedure

Remove the steering column trim cover. Refer to Steering Column Trim Cover Replacement.

Callout

Component Name

1

Theft Deterrent Module Fastener (Qty: 2)

Caution: Refer to Fastener Caution.

Theft Deterrent Module

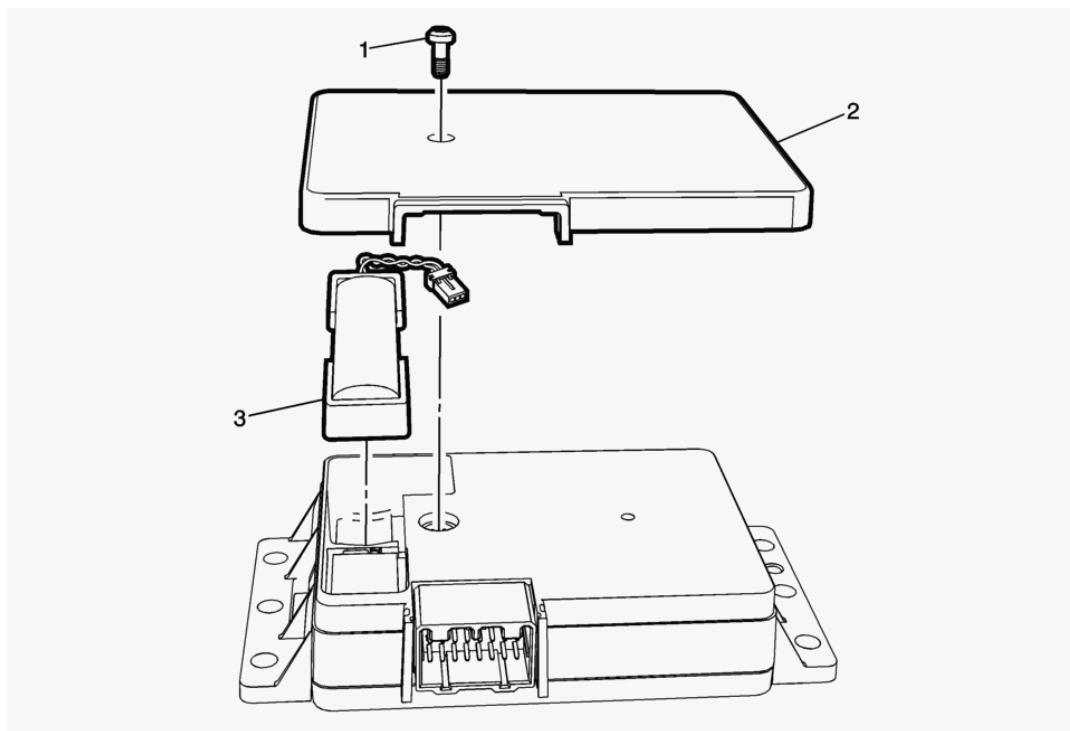
Procedure

2

1. Disconnect the electrical connector.
2. Slide the module up to remove from the ignition cylinder.
3. Refer to Control Module References for programming and set up procedures.

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Transmitter Battery Replacement

Callout

Component Name

Preliminary Procedure

Remove the communication center call transceiver. Refer to Communication Center Call Transceiver Replacement.

Callout

Component Name

1

Communication Center Call Transceiver Bolt

Caution: Refer to Fastener Caution.

2

Communication Center Call Transceiver Battery Cover

Transmitter Battery

3

Procedure

Disconnect the electrical connector.