

VEHICLE THEFT/SECURITY SYSTEMS

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DESCRIPTION AND OPERATION

VEHICLE THEFT SECURITY SYSTEM (VTSS)

DESCRIPTION

The Vehicle Theft Security System (VTSS) is available factory-installed optional equipment for this model. It is a passive system and is designed to protect against whole vehicle theft. The system monitors vehicle doors and deck lid key cylinder for unauthorized operation.

If the vehicle is equipped with VTSS, it will also include the Sentry Key Immobilizer System (SKIS) factory-installed option.

The VTSS activates:

- Sounding of the horn
- Flashing of the interior lamps
- Flashing of the headlamps
- An engine kill feature (SKIS module controlled)

OPERATION

Refer to the vehicle owner’s manual for more information on the use and operation of the Sentry Key Immobilizer System (SKIS). Refer to Group 8W, Wiring Diagrams for complete circuit descriptions and diagrams.

Passive arming occurs upon normal vehicle exit: Open door, lock with power locks, close door. The Vehicle Theft security LED lamp in the instrument

cluster will flash quickly for 15 seconds, indicating that arming is in progress. If no monitored switches are activated during this period, the system will arm. After 15 seconds the LED lamp will continue to flash but at a slower rate. This indicates that the system is armed. If the deck lid key cylinder switch is not sensed by the system, the LED lamp will remain lit during the arming process, although the system will still arm.

The system is to be considered as an active armed system when using:

- The Remote Keyless Entry
- The Central Lock Feature.

If the LED lamp does not illuminate at all upon door closing it indicates that the system is not arming or the LED lamp is not operation. Refer to the System Self-Tests.

Passive disarming occurs upon normal vehicle entry by unlocking either door with the ignition key/remote transmitter. This disarming will also halt the alarm once it has been activated.

A tamper alert exists to notify the driver that the alarm had been activated. If the alarm has since timed-out for at least 3 minutes but not more than 18 minutes the tamper alert will sound. If the trunk lid has been activated the tamper alert will sound till the VTSS is disarmed. The tamper alert consists of 3 horn pulses when the vehicle is disarmed.

DESCRIPTION AND OPERATION (Continued)

The alarm system will not arm if the doors are locked manually by pushing the lock knobs. This will manually override the system.

The VTSS also deactivates the Universal Transmitter (garage door opener) when the vehicle is armed. The deck lid can only be opened using the key or inside release handle when the VTSS is armed. When the vehicle is disarmed, the systems are restored to normal operation.

SENTRY KEY IMMOBILIZER SYSTEM (SKIS)**DESCRIPTION**

The Sentry Key Immobilizer System (SKIS) is designed to provide passive protection against unauthorized vehicle use by preventing the engine from operating without a valid sentry key transponder.

The components of this system are:

- Sentry Key Immobilizer Module (SKIM)
- Sentry Key Transponder
- Vehicle Theft/Security System (VTSS) indicator

LED

- Powertrain Control Module (PCM)

The SKIM is installed on the steering column near the ignition lock cylinder. The transponder is located under the molded rubber cap on the head of the ignition key. The VTSS indicator LED is located in the instrument cluster.

The SKIS includes three valid Sentry Key transponders from the factory, one being a valet key. This is so the customer can self program new keys if one is lost. If the customer wishes, additional non-coded blank Sentry Keys are available. These blank keys can be cut to match a valid ignition key, but the engine will not start unless the key transponder is also programmed to the vehicle. The SKIS will recognize no more than eight valid Sentry Key transponders at any one time.

OPERATION

The SKIS performs a self-test each time the ignition switch is turned to the ON position, and will store Diagnostic Trouble Codes (DTCs) if a system malfunction is detected. The SKIS can be diagnosed, and any stored DTC can be retrieved using a DRB III® scan tool as described in the proper Body Diagnostic Procedures Manual.

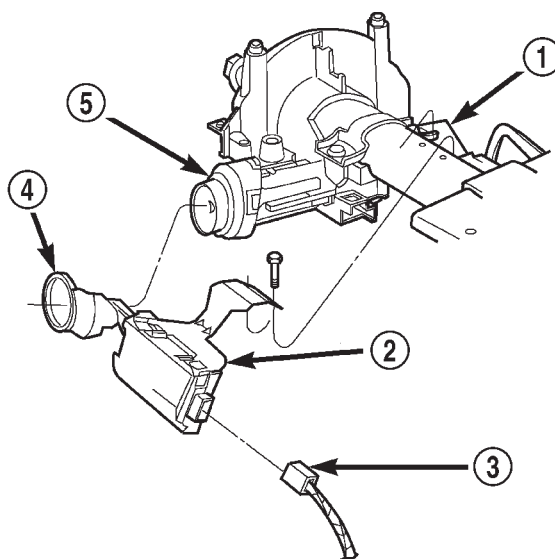
CENTRAL LOCK/UNLOCK SYSTEM**DESCRIPTION**

The central lock/unlock system uses the Vehicle Theft Security System (VTSS) door key cylinder switches to lock and unlock all doors using the key.

OPERATION

Turning the key to the lock position in the driver's or passenger's door will lock all doors. Turning the key in the driver's door to the unlock position once will unlock driver's door only. Turning the key a second time within five seconds of the first time will unlock all doors. Turning the key in the passenger's door to the unlock position will unlock all doors.

Using the door key cylinder or the RKE transmitter lock/unlock operation will arm/disarm the Vehicle Theft Security System (VTSS).

SENTRY KEY IMMOBILIZER MODULE (SKIM)**DESCRIPTION**

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Fig. 1 Sentry Key Immobilizer Module (SKIM)

- 1 - STEERING COLUMN
- 2 - SENTRY KEY IMMOBILIZER MODULE
- 3 - SKIM CONNECTOR
- 4 - ANTENNA
- 5 - IGNITION KEY CYLINDER

The Sentry Key Immobilizer Module (SKIM) contains a Radio Frequency (RF) transceiver and a central processing unit, which includes the Sentry Key Immobilizer System (SKIS) program logic. The SKIS programming enables the SKIM to program and retain in memory the codes of at least two, but no more than eight electronically coded Sentry Key transponders. The SKIS programming also enables the SKIM to communicate over the Chrysler Collision Detection (CCD) data bus network with the Powertrain Control Module (PCM), the instrument cluster and/or the DRB III® scan tool.

DESCRIPTION AND OPERATION (Continued)

OPERATION

The SKIM transmits and receives RF signals through a tuned antenna enclosed within a molded plastic ring formation that is integral to the SKIM housing. When the SKIM is properly installed on the steering column, the antenna ring is oriented around the circumference of the ignition lock cylinder housing. This antenna ring must be located within eight millimeters (0.31 inches) of the Sentry Key in order to ensure proper RF communication between the SKIM and the Sentry Key transponder.

For added system security, each SKIM is programmed with a unique "Secret Key" code and a security code. The SKIM keeps the "Secret Key" code in memory and sends the code over the CCD data bus to the PCM, which also keeps this code in its memory. The SKIM also sends the "Secret Key" code to each of the programmed Smart Key transponders. The security code is used by the assembly plant to access the SKIS for initialization, or by the dealer technician to access the system for service. The SKIM also stores in its memory the Vehicle Identification Number (VIN), which it learns through a CCD data bus message from the PCM during initialization.

The SKIM and the PCM both use software that includes a rolling code algorithm strategy, which helps to reduce the possibility of unauthorized SKIS disarming. The rolling code algorithm ensures security by preventing an override of the SKIS through the unauthorized substitution of the SKIM or the PCM. However, the use of this strategy also means that replacement of either the SKIM or the PCM units will require a system initialization procedure to restore system operation.

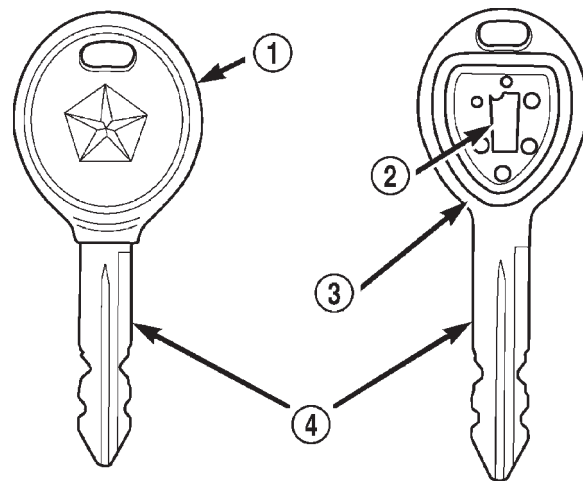
When the ignition switch is turned to the ON or START positions, the SKIM transmits an RF signal to excite the Sentry Key transponder. The SKIM then listens for a return RF signal from the transponder of the Sentry Key that is inserted in the ignition lock cylinder. If the SKIM receives an RF signal with valid "Secret Key" and transponder identification codes, the SKIM then sends a "valid key" message to the PCM over the CCD data bus. If the SKIM receives an invalid RF signal or no response, it sends "invalid key" messages to the PCM. The PCM will enable or disable engine operation based upon the status of the SKIM messages.

The SKIM also sends messages to the instrument cluster over the CCD data bus network to control the VTSS indicator LED. The SKIM sends messages to the instrument cluster to turn the LED on for about three seconds when the ignition switch is turned to the ON position as a bulb test. After completion of the bulb test, the SKIM sends bus messages to keep the LED off for a duration of about one second. Then the SKIM sends messages to turn the LED on or off

based upon the results of the SKIS self-tests. If the VTSS indicator LED comes on and stays on after the bulb test, it indicates that the SKIM has detected a system malfunction and/or that the SKIS has become inoperative.

If the SKIM detects an invalid key when the ignition switch is turned to the ON position, it sends messages to the instrument cluster to flash the VTSS indicator LED. The SKIM can also send messages to the instrument cluster to flash the LED and to generate a single audible chime tone. These functions serve as an indication to the customer that the SKIS has been placed in its "Customer Learn" programming mode. See Sentry Key Immobilizer System Transponder Programming in this group for more information on the "Customer Learn" programming mode.

For diagnosis or initialization of the SKIM and the PCM, a DRB III® scan tool and the proper Body Diagnostic Procedures Manual are required. The SKIM cannot be repaired, and if faulty or damaged, the unit must be replaced.

SENTRY KEY IMMOBILIZER TRANSPONDER**DESCRIPTION**

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Fig. 2 Sentry Key Immobilizer Transponder

- 1 – MOLDED CAP
- 2 – TRANSPONDER
- 3 – MOLDED CAP REMOVED
- 4 – SENTRY KEY

The Sentry Key Immobilizer System (SKIS) uses a transponder that is integral to each of three ignition keys that are supplied with the vehicle when it is shipped from the factory. The transponder chip is insulated within a nylon mount inserted in the head of the key, and invisible beneath a molded rubber cap.

DESCRIPTION AND OPERATION (Continued)

Each Sentry Key transponder has a unique transponder identification code programmed into it by the manufacturer. The Sentry Key Immobilizer Module (SKIM) has a unique "Secret Key" code programmed into it by the manufacturer. When a Sentry Key transponder is programmed into the memory of the SKIM, the SKIM learns the transponder identification code from the transponder, and the transponder learns the "Secret Key" code from the SKIM. Each of these codes is stored within the transponder and in the nonvolatile memory of the SKIM. Therefore, blank keys for the SKIS must be programmed by and into the SKIM, in addition to being cut to match the mechanical coding of the ignition lock cylinder. See Sentry Key Immobilizer System Transponder Programming in this group for more information.

The Sentry Key transponder cannot be repaired and, if faulty or damaged, it must be replaced.

OPERATION

The Sentry Key transponder is within the range of the SKIM transceiver antenna ring when it is inserted in the ignition lock cylinder. When the ignition switch is turned to the START or RUN positions, the SKIM transceiver issues a Radio Frequency (RF) signal that excites the transponder chip. The transponder chip responds by issuing an RF signal containing its transponder identification code and the "Secret Key" code. The SKIM transceiver compares the transponder codes with the codes stored in its memory to determine whether a valid key is in the ignition lock cylinder.

SENTRY KEY IMMOBILIZER SYSTEM INDICATOR LAMP**DESCRIPTION**

The Sentry Key Immobilizer System (SKIS) uses the Vehicle Theft Security System (VTSS) indicator LED to give an indication when the SKIS is faulty or when the vehicle has been immobilized due to the use of an invalid ignition key. The LED is controlled by the instrument cluster circuitry based upon messages received from the Sentry Key Immobilizer Module (SKIM) through the Body Control Module (BCM) on the Chrysler Collision Detection (CCD) data bus.

OPERATION

The SKIM sends messages to the instrument cluster, via the BCM, to turn the LED on for about three seconds when the ignition switch is turned to the ON position as a bulb test. After completion of the bulb test, the SKIM sends bus messages to keep the LED off for a duration of about one second. Then the SKIM sends messages to the instrument cluster cir-

cuitry to turn the LED on or off based upon the results of the SKIS self-tests. If the VTSS indicator LED comes on and stays on after the bulb test, it indicates that the SKIM has detected a system malfunction and/or that the SKIS has become inoperative. If the SKIM detects an invalid key when the ignition switch is turned to the ON position, it sends messages to the instrument cluster to flash the VTSS indicator LED.

The SKIM can also send messages to the instrument cluster to flash the LED and to generate a single audible chime tone. These functions serve as an indication to the customer that the SKIS has been placed in its "Customer Learn" programming mode. See Sentry Key Immobilizer System Transponder Programming in this group for more information on the "Customer Learn" programming mode.

The VTSS indicator LED uses a replaceable Light Emitting Diode (LED) on the instrument cluster electronic circuit board. Refer to Group 8E - Instrument Panel Systems for Diagnosis and Testing and service of a faulty VTSS indicator LED. If the VTSS indicator LED comes on and stays on after the bulb test function, diagnosis of the SKIS should be performed with a DRB III® scan tool and the proper Body Diagnostic Procedures Manual.

TRIGGERING THE VTSS**DESCRIPTION**

Any of the following actions will trigger the system:

- (1) Opening any door.
- (2) Removing the deck lid lock cylinder.
- (3) Turning the ignition to the ON position.

OPERATION

Using the power door switch, ignition key or the Remote Keyless Entry (RKE) transmitter will arm the system.

CAUTION: The VTSS indicator LED will trigger and engine will continue to run if the vehicle is equipped with SKIS and the proper key is used to start the vehicle. This condition will occur if the VTSS has been triggered.

NOTE: The ignition switch can be turned to the accessory position without triggering alarm system.

DIAGNOSIS AND TESTING**HEADLAMP RELAY**

For test of headlamp relay use a known good relay. Refer to Group 8W. Wiring Diagrams for circuits.

DIAGNOSIS AND TESTING (Continued)

HORN RELAY

Refer to Group 8G, Horns for test procedures.

SENTRY KEY IMMOBILIZER SYSTEM

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

NOTE: The following tests may not prove conclusive in the diagnosis of this system. The most reliable, efficient, and accurate means to diagnose the Sentry Key Immobilizer System (SKIS) involves the use of a DRB III® scan tool. Refer to the proper Body Diagnostic Procedures Manual.

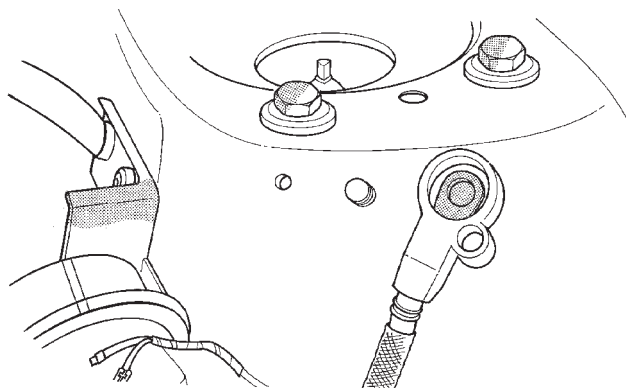
The Sentry Key Immobilizer System (SKIS) and the Chrysler Collision Detection (CCD) data bus network should be diagnosed using a DRB III® scan tool. The DRB III® will allow confirmation that the CCD data bus is functional, that the Sentry Key Immobilizer Module (SKIM) is placing the proper messages on the CCD data bus, and that the Powertrain Control Module (PCM) and the instrument cluster are receiving the CCD data bus messages. Refer to the proper Body Diagnostic Procedures Manual. Refer to Group 8W, Wiring Diagrams for complete circuit descriptions and diagrams.

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

(2) Disconnect and isolate the battery negative remote cable (Fig. 3). Unplug the wire harness connector at the SKIM. Check for continuity between the ground circuit cavity of the SKIM wire harness connector and a good ground. There should be continuity. If OK, go to Step 3. If not OK, repair the open circuit to ground as required.

(3) Connect the battery negative remote cable. Check for battery voltage at the fused B(+) circuit cavity of the SKIM wire harness connector. If OK, go to Step 4. If not OK, repair the open circuit to the fuse in the junction block as required.

(4) Turn the ignition switch to the ON position. Check for battery voltage at the fused ignition switch output (run/start) circuit cavity of the SKIM wire harness connector. If OK, use a DRB III® scan tool and the proper Body Diagnostic Procedures Manual to complete the diagnosis of the SKIS. If not OK,



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Fig. 3 Battery Negative Remote Cable

repair the open circuit to the fuse in the junction block as required.

VEHICLE THEFT / SECURITY SYSTEM (VTSS) SELF - TESTS

A diagnostics test mode is available in the system to verify operation of all monitored switches or circuits. To enter diagnostics mode, use a DRB III® scan tool and the proper Body Diagnostic Procedure Manual.

The horn will pulse twice to indicate that the deck lid security switch is present. Placing the key in the ignition will allow the warning lamp, headlamps and interior lamps to be checked for proper flashing operation. If any door is open the interior lamps will not flash. Remove the ignition key from the ignition switch in order to check for door key cylinder switch operation. At the completion of each of the following operations, a horn pulse will occur to indicate proper operation. Each action must be separated by a minimum of one second or horn pulse will not occur.

- Activate the power door locks in both the lock and unlock positions.
- Open then close each door one at a time.
- Rotate the ignition key in each of the door lock cylinders to the lock and unlock positions.
- Cycle the ignition switch key to the ON position as the last step. A single horn pulse will indicate proper operation of the ignition switch. This will also take the system out of the stand alone diagnostic mode.

The self diagnostic mode may also be exited by using the DRB III® scan tool.

Activating the Remote Keyless Entry System (RKE) to exercise any of the above inputs will also cause the horn to pulse. When the RKE lock button is pressed, the RKE module itself will also pulse the horn. This is part of the RKE normal operation.

SERVICE PROCEDURES

SENTRY KEY IMMOBILIZER SYSTEM INITIALIZATION

The Sentry Key Immobilizer System (SKIS) initialization should be performed following a SKIM module replacement. It can be summarized by the following:

(1) Obtain the vehicle's unique PIN number assigned to its original SKIM module from the vehicle owner, the vehicle's invoice or from Chrysler's Customer Center.

(2) With the DRB III® scan tool, select "Theft Alarm," "SKIM," Miscellaneous." Select "SKIM Module Replaced" function and the DRB III® will prompt you through the following steps.

(3) Enter secured access mode using the unique four digit PIN number.

(4) The DRB III® will read the vehicle's VIN number, ask the user to verify that it is correct, and program it into the SKIM's memory.

(5) Program the country code into the SKIM's memory (U. S.).

(6) Transfer the vehicle's unique Secret Key data from the PCM. This process will require the SKIM module to be in **secured access mode**. The PIN number must be entered into the DRB III® before the SKIM will enter **secured access mode**. Once **secured access mode** is active, the SKIM will remain in that mode for 60 seconds.

(7) Program all customer keys into the SKIM's memory. This requires that the SKIM be in **secured access mode**. The SKIM module will immediately exit **secured access mode** after each key is programmed.

NOTE: SECURED ACCESS MODE is not required to query the programmed status of the key.

NOTE: If a PCM is replaced, the unique "Secret Key" data must be transferred from the SKIM module to the PCM. This procedure requires the SKIM to be placed in SECURED ACCESS MODE using the four digit PIN code.

SENTRY KEY IMMOBILIZER SYSTEM TRANSPONDER PROGRAMMING

Three programmed Sentry Key transponders are included with the Sentry Key Immobilizer System (SKIS) when it is shipped from the factory. The Sentry Key Immobilizer Module (SKIM) can be programmed to recognize up to five additional transponders, for a total of eight Sentry Keys. The following "Customer Learn" programming procedure

for the programming of additional transponders requires access to at least two of the valid Sentry Keys. If two valid Sentry Keys are not available, Sentry Key programming will require the use of a DRB III® scan tool.

CUSTOMER LEARN PROGRAMMING

(1) Obtain the additional Sentry Key transponder blank(s) that are to be programmed for the vehicle. Cut the additional Sentry Key transponder blanks to match the ignition lock cylinder mechanical key codes.

(2) Insert one of the two valid Sentry Key transponders into the ignition switch and turn the ignition switch to the ON position.

(3) After the ignition switch has been in the ON position for about three seconds, but no more than fifteen seconds, cycle the ignition switch back to the OFF position. Replace the first valid Sentry Key in the ignition lock cylinder with the second valid Sentry Key and turn the ignition switch back to the ON position. Both operations must be performed within 15 seconds.

(4) About ten seconds after the completion of Step 3, the VTSS indicator LED will start to flash and a single audible chime tone will sound to indicate that the system has entered the "Customer Learn" programming mode.

(5) Within about fifty seconds of entering the "Customer Learn" programming mode, turn the ignition switch to the OFF position, replace the valid Sentry Key with a blank Sentry Key transponder, and turn the ignition switch back to the ON position.

(6) About ten seconds after the completion of Step 5, a single audible chime tone will sound and the VTSS indicator LED will stop flashing and stay on solid for about three seconds to indicate that the blank Sentry Key transponder has been successfully programmed. The SKIS will immediately return to normal system operation following exit from the "Customer Learn" programming mode.

(7) Go back to Step 2 and repeat this process for each additional Sentry Key transponder blank to be programmed.

If any of the above steps is not completed in the proper sequence, or within the allotted time, the SKIS will automatically exit the "Customer Learn" programming mode. The SKIS will also automatically exit the "Customer Learn" programming mode if it sees a non-blank Sentry Key transponder when it should see a blank, if it has already programmed eight valid Sentry Keys, or if the ignition switch is turned to the OFF position for more than about fifty seconds.

SERVICE PROCEDURES (Continued)

**PROGRAMMING BLANK SENTRY KEY
TRANSPONDERS WITH A DRB III® SCAN TOOL**

When programming a blank Sentry Key transponder, the key blank must first be cut to match the ignition lock cylinder. It will also be necessary to enter the vehicle's four digit PIN code into the DRB III® scan tool to enter the Sentry Key Immobilizer Module's (SKIM's) secured access mode.

NOTE: Once a Sentry Key is programmed to a particular vehicle, it cannot be transferred to another vehicle.

Insert the blank key into the ignition and turn it to the RUN position. Using the DRB III® scan tool, select "Theft Alarm," then "SKIM," then "Miscellaneous." Select "Program New Key." Enter the four digit PIN code using the DRB III®. When programming is completed, the SKIM will exit secured access mode and display the status of the key. One of five different status messages may be displayed as follows:

- "Programming Successful" is displayed if SKIM Sentry Key programming succeeds.
- "Learned Key in Ignition" is displayed if the key in the ignition has already been programmed into that vehicle's SKIM.
- "8 Keys Already Learned (At The Maximum) Programming Not Done" is displayed if eight keys have already been programmed into the SKIM. In this case, if a new key needs to be added due to a lost or defective key, the "Erase All Keys" function (requires entering secured access mode) has to be performed. Then the customer is seven keys plus the new key **MUST** be reprogrammed into the SKIM.
- "Programming Not Attempted" is displayed after an "Erase All Keys" function is executed.
- "Programming Key Failed" is displayed if further diagnosis is required.
- To learn additional keys, turn the ignition OFF, remove the learned key, and insert the next new blank key. Turn ignition to the RUN position and re-enter the secured access mode function and repeat the "Program New Key" procedure outlined above.

REMOVAL AND INSTALLATION**BODY CONTROL MODULE (BCM)**

For service of the Body Control Module (BCM), Refer to Group 8E, Instrument Panel and Systems for Removal and Installation.

NOTE: If BCM is replaced, the VTSS must be enabled in the new BCM via the DRB III®, in order to start the vehicle.

JUNCTION BLOCK (JB)

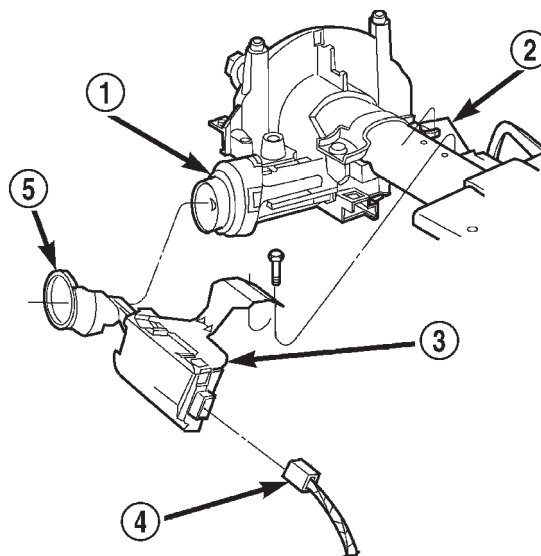
Refer to Group 8O, Power Distribution Systems for Removal and Installation.

SENTRY KEY IMMOBILIZER MODULE (SKIM)

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

REMOVAL

- (1) Disconnect and isolate the battery negative remote cable (Fig. 3).
- (2) Remove knee bolster. Refer to Group 8E, Instrument Panel and Systems for Removal and Installation.
- (3) Remove the steering column upper and lower shrouds. Refer to Group 19, Steering for Removal and Installation.
- (4) Disengage the steering column wire harness from the Sentry Key Immobilizer Module (SKIM).



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Fig. 4 Sentry Key Immobilizer Module (SKIM)
Remove / Install

- 1 – IGNITION KEY CYLINDER
- 2 – STEERING COLUMN
- 3 – SENTRY KEY IMMOBILIZER MODULE (SKIM)
- 4 – SKIM CONNECTOR
- 5 – SKIM ANTENNA

REMOVAL AND INSTALLATION (Continued)

(5) Remove the two screws securing the SKIM module to the top of the steering column.

(6) Rotate the SKIM and its mounting bracket upwards and then to the side away from the steering column to slide the SKIM antenna ring from around the ignition switch lock cylinder housing.

(7) Remove the SKIM from the vehicle.

INSTALLATION

(1) For installation, reverse the above procedures.

(2) If the SKIM is replaced with a new unit, a DRB III® scan tool MUST be used to initialize the new SKIM and to program at least two Sentry Key transponders. Refer to Sentry Key Immobilizer Module Initialization in this section.

**VEHICLE THEFT/SECURITY SYSTEM (VTSS)
DECK LID SECURITY SWITCH**

The Vehicle Theft Security System (VTSS) Deck Lid Security Switch is part of the deck lid latch. If replacement of the deck lid security switch is required, the deck lid latch will need to be replaced. Refer to Group 23, Body for deck lid latch Removal and Installation.

**VEHICLE THEFT/SECURITY SYSTEM (VTSS)
DOOR CYLINDER LOCK SWITCH****REMOVAL**

(1) Disconnect and isolate the battery negative remote cable.

(2) Refer to Group 23, Body for door trim and water shield Removal and Installation.

(3) Remove illuminated entry switch wiring clip and disconnect connector (Fig. 5).

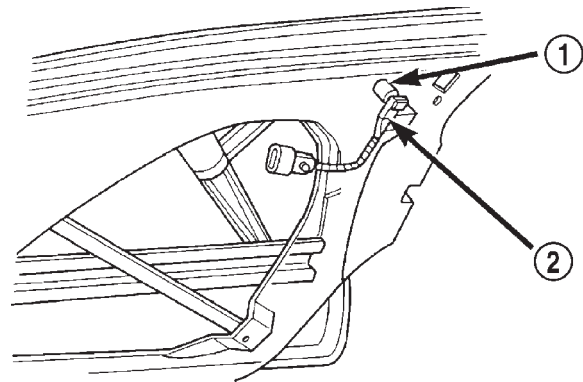


Fig. 5 VTSS Door Cylinder Lock Switch Location

1 - KEY CYLINDER

2 - DOOR KEY CYLINDER SWITCH

(4) Remove disarming switch from door handle.

INSTALLATION

For installation reverse above procedures.