

SECTION 9K

REMOTE KEYLESS ENTRY

NOTICE: When fasteners are removed, always reinstall them at the same location from which they were removed. If a fastener needs to be replaced, use the correct part number fastener for that application. If the correct part number fastener is not available, a fastener of equal size and strength (or stronger) may be used. Fasteners that are not reused, and those requiring thread locking compound will be called out. The correct torque value must be used when installing fasteners that require it. If the above conditions are not followed, parts or system damage could result.

Important

- The Remote Keyless Entry System is intended to be used as a supplementary vehicle entry device. It is not intended to replace, but rather should be used in conjunction with a door lock key. The system could be disabled due to radio frequency interference or low transmitter battery power level. It is therefore necessary to always maintain access to a door lock key.

CONTENTS

General Description	9K-1	On-Vehicle Service	9K-19
Functional Operation	9K-1	Receiver Assembly	9K-19
Transmitter Assembly	9K-1	Programming Receiver Assembly	9K-19
Battery Replacement	9K-1	Specifications	9K-19
Receiver Assembly	9K-2	Fastener Tightening Specifications	9K-19
Diagnosis	9K-4		

GENERAL DESCRIPTION

The remote keyless entry system (remote control door lock system) is used to lock and unlock front side doors and release the rear compartment lift window panel assembly of the vehicle. The system will also turn on the interior lights for about 40 seconds, or until the ignition switch assembly is turned to "RUN," when the doors are unlocked and for about two seconds when the doors are locked. A small receiver assembly is installed in a pocket on the right-hand hinge pillar. The receiver assembly operates on a 315 MHz radio frequency at a low energy level and complies with FCC rules Part 15. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference that may be received, including interference that may cause undesired operation.

The transmitter assembly is a hand-held item that is attached to a key ring. It has three buttons that control the functions of the system. If the remote lock control feature fails to operate from a normal distance, check for two conditions: weak batteries in remote lock control transmitter assembly (expected battery life is two years); or close proximity to a radio transmitter, such as a radio station tower, airport transmitter, and some mobile or CB radios.

FUNCTIONAL OPERATION

Figure 1

To Unlock Doors

1. Press "UNLOCK" button once and release to unlock driver's front side door only.

2. Press "UNLOCK" button a second time (within 1 to 5 seconds of first depression) to unlock remaining door.

To Release Rear Compartment Lift Window Panel Assembly

- Press bottom button marked with vehicle symbol on top cover to release rear compartment lift window panel assembly.

To Lock Doors

- Press "DOOR" button marked with key symbol.

TRANSMITTER ASSEMBLY

The transmitter assembly will transmit a radio signal, which will control functions of the receiver assembly. The range is approximately 7 to 10 m (22 to 33 feet).

Battery Replacement

Figure 1

Remove or Disconnect

1. Key ring from transmitter assembly.
2. Screw from bottom cover, if equipped.
3. Top cover from bottom cover, using a flat-bladed tool at eyelet end to unsnap, if necessary.
4. Batteries.

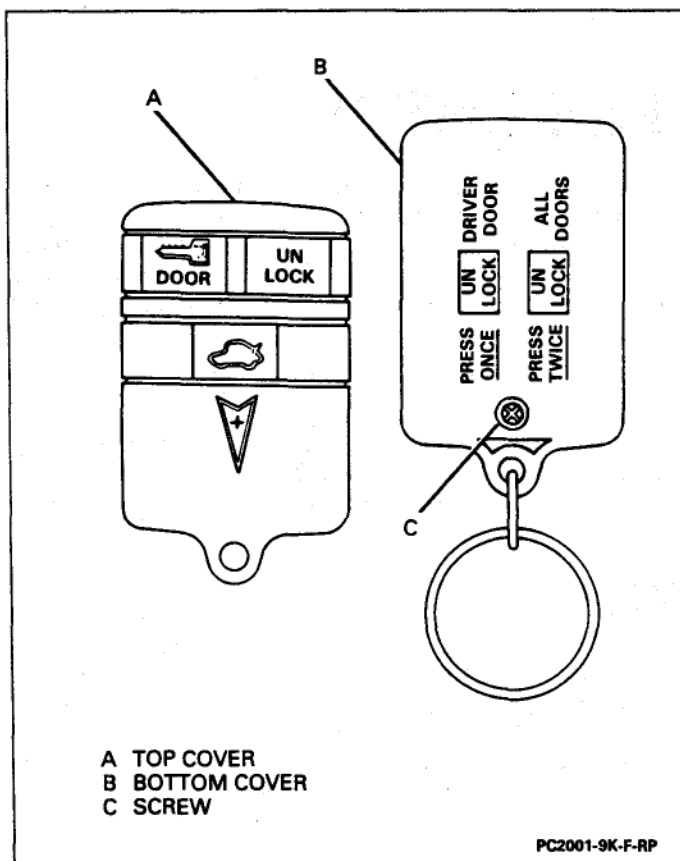


Figure 1 – Remote Control Door Lock Transmitter Assembly (Typical)

Install or Connect

NOTICE: Use of wrong type of battery will cause damage to the transmitter assembly.

1. Batteries.
 - Use battery type DL2016, or equivalent.
2. Top cover by snapping into bottom cover.
3. Screw to bottom cover, if equipped.
4. Key ring to transmitter assembly.

Inspect

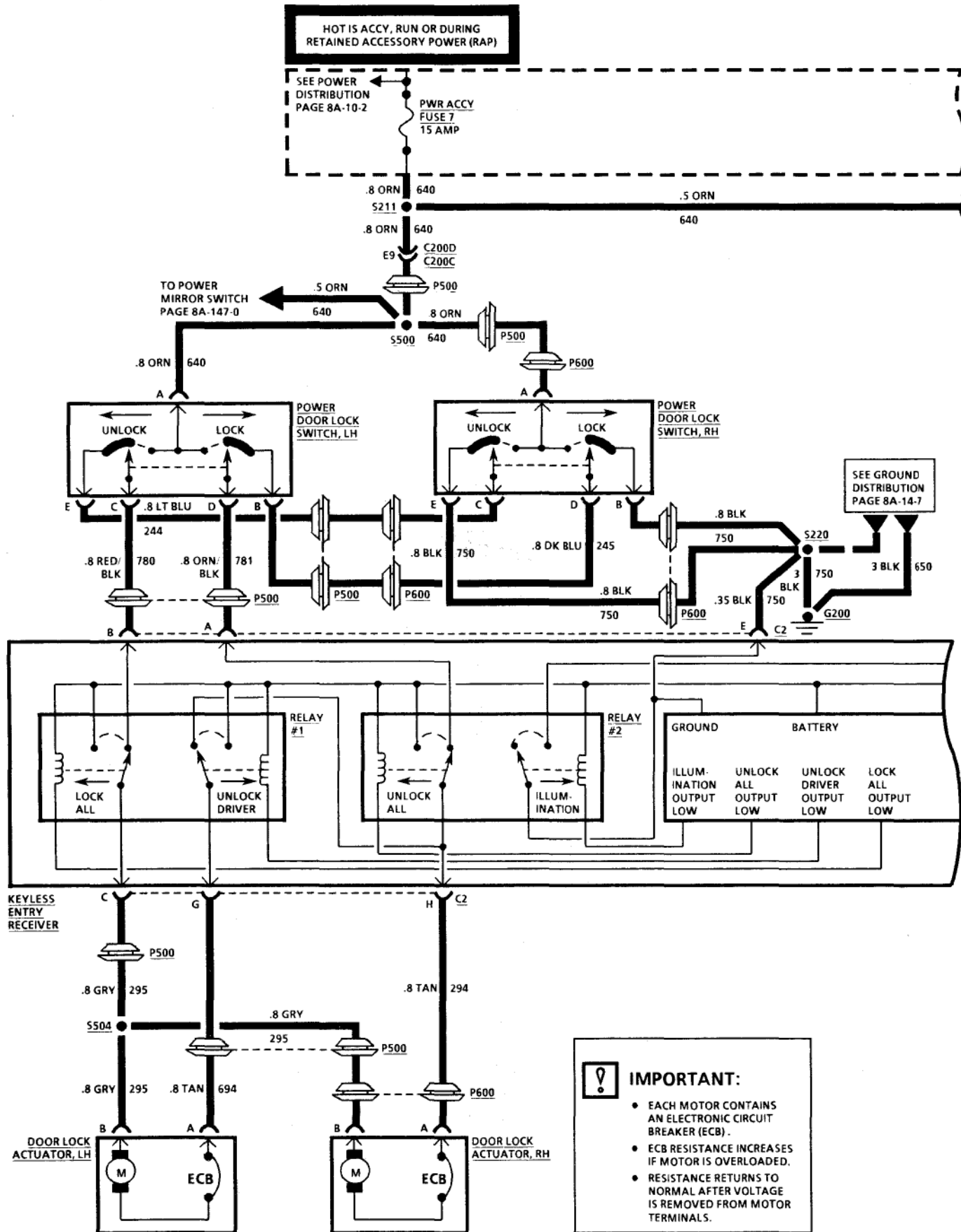
- Transmitter assembly operation.

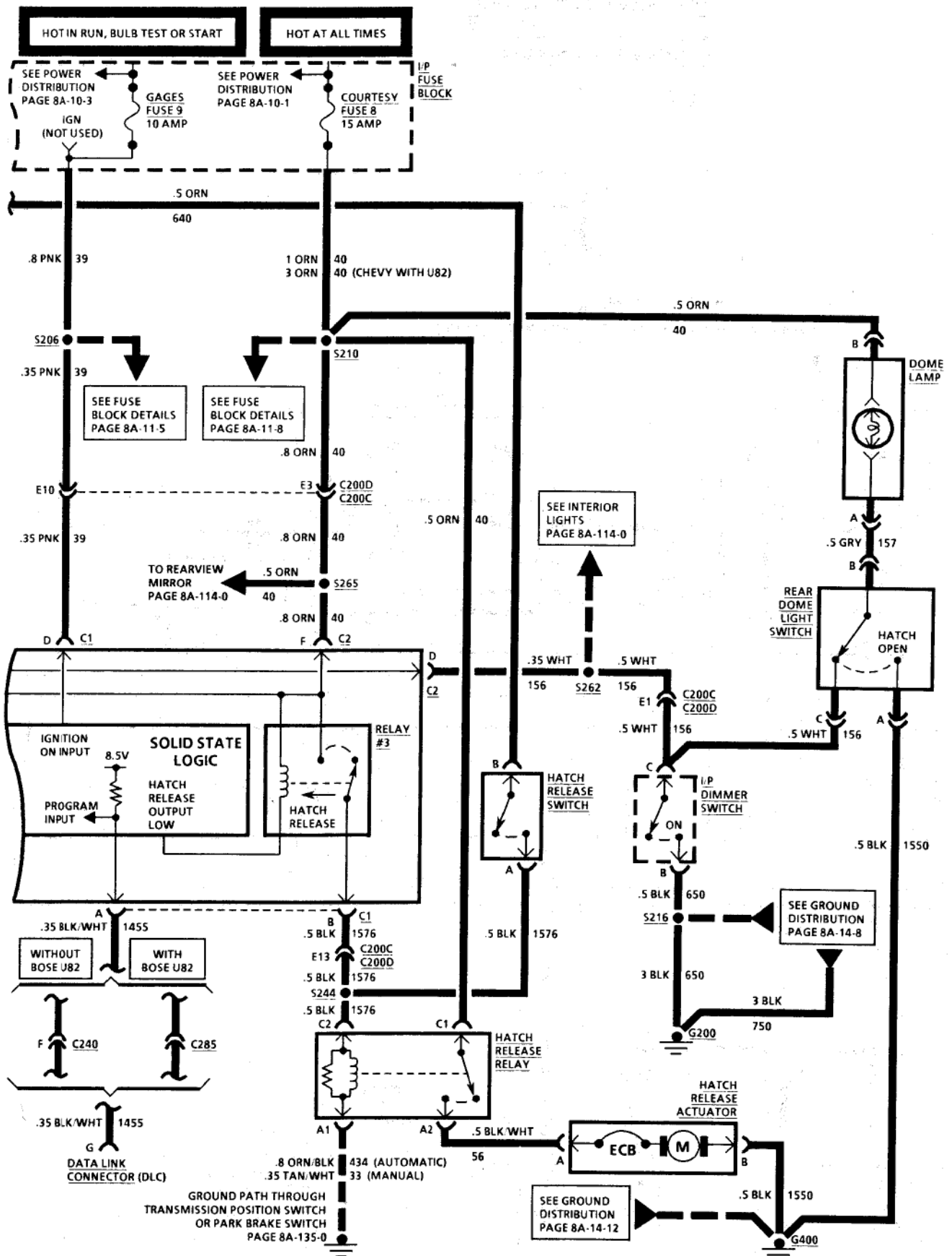
RECEIVER ASSEMBLY

The remote control door lock receiver assembly is battery fed and is always monitoring the transmitter signal. When the correct transmitter signal is received to lock the doors, a transistor driver will energize the correct lock control relay coil. The receiver assembly will also control which lock control relays will be energized to unlock the doors, or release the rear compartment lift window panel assembly.

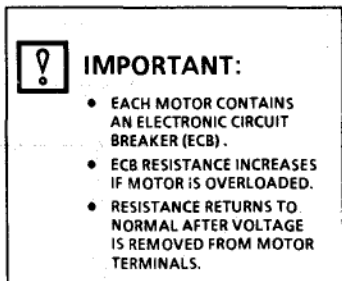
BLANK

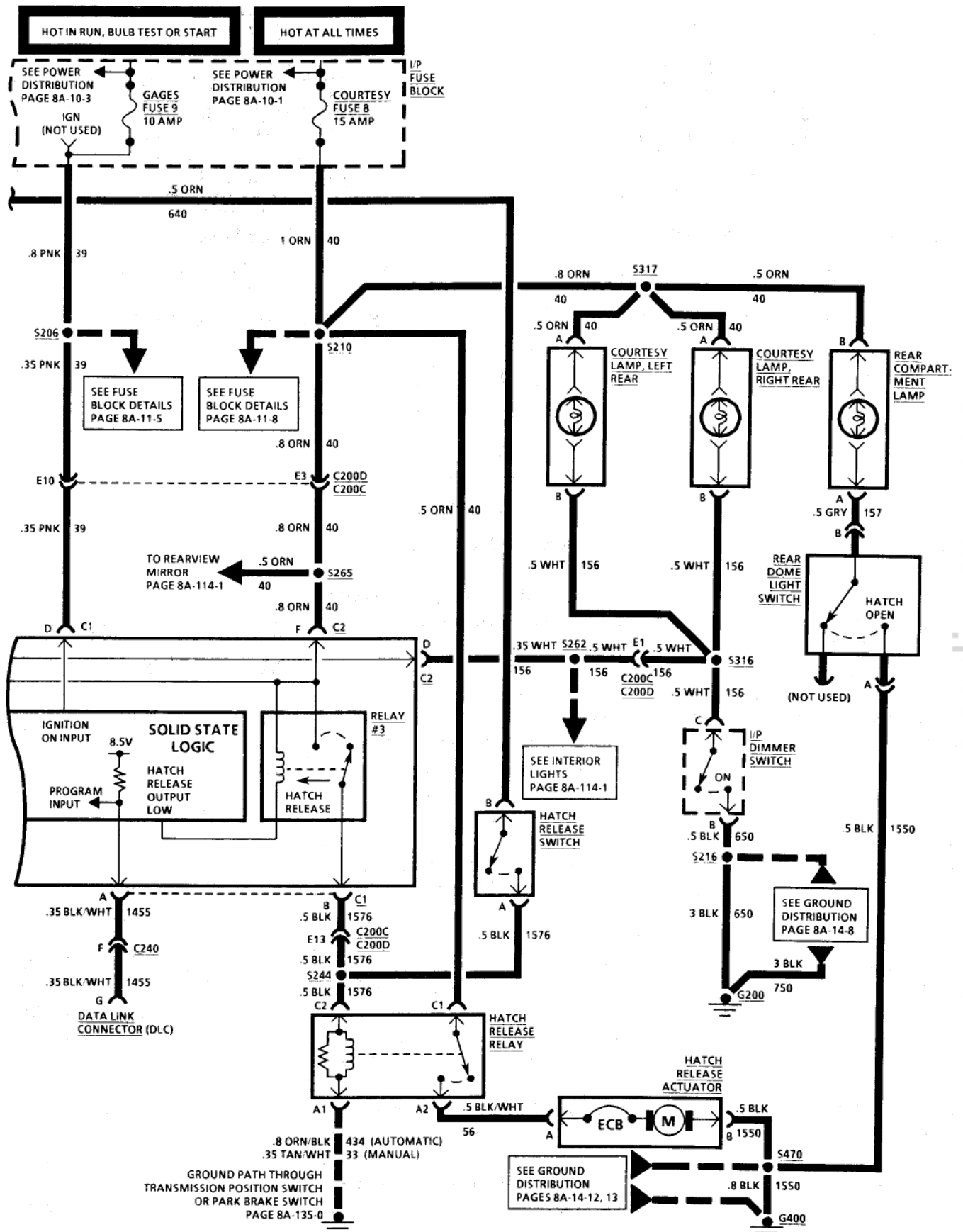
ELECTRICAL DIAGNOSIS: AU0 (COUPE)



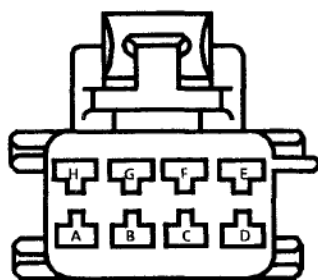


ELECTRICAL DIAGNOSIS: AU0 (CONVERTIBLE)





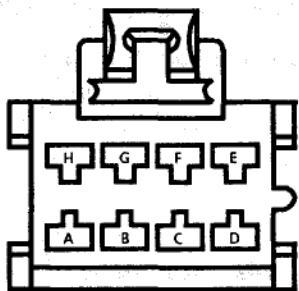
ELECTRICAL DIAGNOSIS: AU0



12064766

8-WAY F METRI-PACK 150 SERIES
BLU

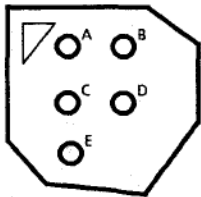
KEYLESS ENTRY RECEIVER (C1)



12064998

8-WAY F METRI-PACK 280 SERIES
BLK

KEYLESS ENTRY RECEIVER (C2)



12004680

5-WAY F PIN GRIP SERIES
BLK/WHT

POWER DOOR LOCK SWITCH, LH AND RH

COMPONENT	LOCATION	SECTION		FIG.	CONN
		8A-201-PG			
Courtesy Lamp, Left Rear	Mounted in left sail panel				
Courtesy Lamp, Right Rear	Mounted in right sail panel				
Data Link Conn (DLC)	Mounted to I/P Tie Bar, below and right of Steering Column				202-11
Dome Lamp	On roof, near hatch	4	6		
Door Lock Actuator, LH	Inside rear of left door	17	31		
Door Lock Actuator, RH	Inside rear of right door	17	31		
Hatch Release Actuator	Center of end panel, in Cargo Compartment	30	57		
Hatch Release Relay	Mounted to right side of SIR Bracket, behind I/P	22	41		202-21
Hatch Release Switch	Left of Steering Column, in knee bolster pad	31, 38	60, 67		
I/P Dimmer Switch	Lower LH side of I/P	37, 38	66, 67		202-23
I/P Fuse Block	LH side of I/P Carrier, on the side	8	15		202-23
Keyless Entry Receiver	Behind RH side kick panel, in molded pocket	40	71		202-23
Power Door Lock Switch, LH	Mounted in left door armrest	18	33		202-24
Power Door Lock Switch, RH	Mounted in right door armrest	18	33		202-24
Rear Compartment Lamp	Center of rear compartment below Hatch Release Actuator	30	58		
Rear Dome Light Switch	Center of end panel, in Cargo Compartment	30	57		
C200C (13 cavities)	Part of Cross Car Harn, between LH kick panel and Steering Column	25	49		202-2
C200D (48 cavities)	Part of I/P Harn, between LH kick panel and Steering Column	25	49		202-2

COMPONENT	LOCATION	SECTION		
		8A-201-PG	FIG.	CONN
C240 (6 cavities)	Under RH side of I/P, behind kick panel	20	37	202-19
C285 (1 cavity)	Under RH side of I/P, behind kick panel	20	37	
G200	Near base of LH "A" pillar, bolted to I/P Mounting Stud behind kick panel (2 rings, 2 wires)	9	16	
G400	Bolted to Hatch Release Bracket in Rear Compartment (2 rings, 3 wires Coupe) or (2 rings, 2 wires Convertible)	30	57	
P500	Between LH door and "A" pillar	17	31	
P600	Between RH door and "A" pillar	45	84	
S206	I/P Harn, approx 18 cm from Convenience Center breakout			
S210	I/P Harn, approx 44 cm from Convenience Center (Pont) or 12 cm from RR Defog Switch (Chevy) breakouts			
S211	I/P Harn, approx 4 cm from antenna cable (Chevy) or Convenience Center (Pont) breakouts			
S216	I/P Harn, approx 5 cm from Convenience Center (Pont) or from Instrument Cluster (Chevy) breakouts			
S220	Cross Car Harn, approx 9 cm from C200 breakout	45	84	
S244	I/P Harn, approx 7 cm from DERM breakout			
S262	Cross Car Harn, approx 9 cm from Rearview Mirror breakout	45	84	
S265	Cross Car Harn, approx 20 cm from Rearview Mirror breakout	45	84	
S316	I/P Harn, approx at rear edge of door below left sail panel			
S317	I/P Harn, approx at rear edge of door below left sail panel			
S470	I/P Harn, approx 24 cm from Hatch Release Actuator			
S500	Cross Car Harn, approx 6 cm from Speaker breakout	17	31	
S504	Cross Car Harn, approx 11 cm from Power Mirror breakout	17	31	

For a Service Part Cross Reference List and Information, refer to SECTION 8A-200.

TROUBLESHOOTING HINTS

(Perform before beginning System Diagnosis)

1. Check Fuses 7 and 8 in I/P Fuse Block. If open, refer to Chart #3.
2. Check for a poor connection at G200.
3. If the Transmitter fails to operate from a normal distance, up to 7 to 10 meters (22 to 33 ft.), check for two conditions: weak batteries in Transmitter (expected life approximately 2 years depending on use); or close proximity to a Radio Transmitter, such as a Radio Station Tower, airport Transmitter, and some mobile or CB Radios.
4. Try a second Transmitter if available. If the second Transmitter works, remove the Battery and install the Battery in the original Transmitter. Try the original Transmitter again. If the original Transmitter still does not work, it is defective.

- Check for a broken (or partially broken) wire inside of the insulation which could cause system malfunction but prove "GOOD" in a continuity/voltage check with a system disconnected. These circuits may be intermittent or resistive when loaded, and if possible, should be checked by monitoring for a voltage drop with the system operational (under load).
- Check for proper installation of aftermarket electronic equipment which may affect the integrity of other systems (see "Troubleshooting Procedures," page 8A-4-0).
- Refer to System Diagnosis.

SYSTEM DIAGNOSIS

- Perform the System Check and refer to the Symptom Table for the appropriate diagnostic procedures.

ELECTRICAL DIAGNOSIS: AU0

SYSTEM CHECK

ACTION	NORMAL RESULTS
[1] - Doors closed. - Vehicle in Park (Automatic). - Parking Brake applied (Manual). - Cycle Ignition to "RUN," then back to "OFF."  Important: - Because of the Retained Accessory Power (RAP) time out, Steps 1 through 4 must be done within 10 minutes after cycling Ignition and without opening doors. - LH or RH Door Lock Switch to "LOCK."	Doors lock.
[2] LH or RH Door Lock Switch to "UNLOCK."	Doors unlock.
[3] Push Hatch Release Switch.	Hatch releases.
[4] - Open door. - LH or RH Door Lock Switch to "LOCK" (must be done within 35 seconds of opening door because of RAP).	Doors lock.
[5] - Exit vehicle, close door and hatch. - Press Door Unlock Button on Transmitter.	LH door unlocks and Interior Lights illuminate.
[6] Press Door Unlock Button a second time within 5 seconds of first press.	RH door unlocks, Interior Lights will stay illuminated for approximately 40 seconds from first press of Unlock Button or until Ignition is turned "ON."
[7] - Wait for Interior Lights to go out. - Press Door Lock Button on Transmitter.	Doors lock and Interior Lights illuminate for approximately 2 seconds to acknowledge locking of doors.
[8] Press Hatch Button on Transmitter.	Hatch Releases and Interior Lights illuminate for approximately 40 seconds.

SYMPTOM TABLE
**(Perform System Check to see what functions operate
before reading through Symptom Table)**

SYMPTOM	PROCEDURE	PAGE NUMBER
GENERAL		
All functions of Transmitter are inoperative. Functions operate normally from switches.	Chart #1	9K-13
Keyless Entry Receiver/Transmitter will not program.	Chart #2	9K-13
Attempts to use Power Door Locks after replacing a blown "PWR ACCY" Fuse 7 and/or "Courtesy" Fuse 8 continue to blow fuse.	Chart #3	9K-14
All functions of Transmitter and Power Door Locks totally inoperative, Fuses 7 or 8 are not blown	Check for open in ground CKT 750 between S220 and G200, or poor connection at G200. If OK, replace Keyless Entry Receiver.	
POWER DOOR LOCKS		
Power Door Locks totally inoperative from both Power Door Lock Switches and from Transmitter. Transmitter operates Dome Lamp and Hatch Release normally.	Check CKT 295 for an open between S504 and Keyless Entry Receiver connector C2 terminal "C", or for poor connection to Receiver. If OK, replace Receiver. (Verify Actuator operation before replacing Receiver. Apply B+ and ground momentarily across disconnected connector C2 terminals "C" and "G", then "C" and "H".)	
Power Door Locks inoperative from Transmitter only. Locks operate normally from Power Door Lock Switches (Hatch Release and Dome Lamp operate normally from Transmitter).	Program a known good Transmitter (see procedure on page 9K-16) and test the Keyless Entry System. If the Door Lock Actuators operate normally, the original Transmitter was defective. If the problem still exists, replace the Keyless Entry Receiver.	
Power Door Locks totally inoperative from both Power Door Lock Switches. Locks operate normally from Transmitter.	Check for open in CKT 640 between S500 and Fuse 7, or open in Fuse 7. If Fuse 7 is open, check for a short to ground through CKT 640.	
Power Door Locks operate from one Power Door Lock Switch only. Locks operate normally from Transmitter.	Check for open in CKT 640 between terminal "A" of suspect switch and S500, or for poor connection to switch. If OK, replace suspect switch.	
Lock function inoperative from both Power Door Lock Switches and from Transmitter. Unlock function operates normally.	Check for open in CKT 750 between S220 and RH Power Door Lock Switch connector terminal "B". If OK, replace RH Power Door Lock Switch.	
Unlock function inoperative from both Power Door Lock Switches and from Transmitter. Lock function operates normally.	Check for open in CKT 750 between S220 and RH Power Door Lock Switch connector terminal "E". If OK, replace RH Power Door Lock Switch.	
Lock function operates from LH Power Door Lock Switch and Transmitter only. Unlock function and RH Power Door Lock Switch totally inoperative.	Chart #4	9K-14
Unlock function operates from LH Power Door Lock Switch and Transmitter only. Lock function and RH Power Door Lock Switch totally inoperative.	Chart #5	9K-14

(CONTINUED ON NEXT PAGE)

ELECTRICAL DIAGNOSIS: AU0

(CONTINUED FROM PREVIOUS PAGE)

SYMPTOM TABLE

SYMPTOM	PROCEDURE	PAGE NUMBER
Lock function operates from Transmitter only. Unlock function and both Power Door Lock Switches totally inoperative.	Chart #6	9K-15
Unlock function operates from Transmitter only. Lock function and both Power Door Lock Switches totally inoperative.	Chart #7	9K-15
LH Door Lock Actuator inoperative from Transmitter and Door Lock Switches (RH Actuator OK).	Chart #8	9K-16
LH Door Lock Actuator inoperative from Transmitter only. Operates normally from Lock Switches (RH Actuator operates normally from Transmitter).	Replace Keyless Entry Receiver.	
RH Door Lock Actuator inoperative from Transmitter and Door Lock Switches (LH Actuator OK).	Chart #9	9K-16
RH Door Lock Actuator inoperative from Transmitter only. Operates normally from Lock Switches (LH Actuator operates normally from Transmitter)	Replace Keyless Entry Receiver.	
DOME LAMP (COUPE)		
Dome Lamp will not turn "ON" when Door Locks are locked or unlocked using Transmitter. Lamp operates normally from switches.	Check for open in CKT 156 between Keyless Entry Receiver and S262, or for poor connection at connector C2 terminal "D" of Receiver. If OK, replace Keyless Entry Receiver.	
Dome Lamp will not turn "ON" using switches or Transmitter.	See "Interior Lights," page 8A-114-0.	
Dome Lamp does not turn off immediately after Ignition is turned to "RUN," "BULB TEST" or "START." (Dome Lamp should stay on for 40 seconds from first press of Unlock Button on Transmitter or until Ignition is turned "ON.")	Check for open in CKT 39 or poor connection at connector C1 terminal "D". If OK and B+ is present at connector C1 terminal "D" with Ignition "ON," replace Keyless Entry Receiver.	
REAR COURTESY LAMPS (CONVERTIBLE)		
Rear Courtesy Lamps will not turn "ON" when Door Locks are locked or unlocked using Transmitter. Lamps operate normally from switches.	Check for open in CKT 156 between Keyless Entry Receiver and S262, or for poor connection at connector C2 terminal "D" of Receiver. If OK, replace Keyless Entry Receiver.	
Rear Courtesy Lamps will not turn "ON" using switches or Transmitter.	See "Interior Lights," page 8A-114-0.	
Rear Courtesy Lamps does not turn off immediately after Ignition is turned to "RUN," "BULB TEST" or "START." (Rear Courtesy Lamps should stay on for 40 seconds from first press of Unlock Button on Transmitter or until Ignition is turned "ON.")	Check for open in CKT 39 or poor connection at connector C1 terminal "D". If OK and B+ is present at connector C1 terminal "D" with Ignition "ON," replace Keyless Entry Receiver.	
HATCH ACTUATOR		
Hatch Release Actuator inoperative from Hatch Release Switch. Hatch Release operates normally from Transmitter.	See "Hatch Release," page 8A-135-0.	
Hatch Release Actuator inoperative from Transmitter. Hatch Release operates normally from Hatch Release Switch (all other Transmitter functions normal).	Chart #10	9K-17
Hatch Release Actuator inoperative from Hatch Release Switch and from Transmitter.	See "Hatch Release," page 8A-135-0.	

CHART #1
ALL FUNCTIONS OF TRANSMITTER ARE INOPERATIVE.
FUNCTIONS OPERATE NORMALLY FROM SWITCHES.

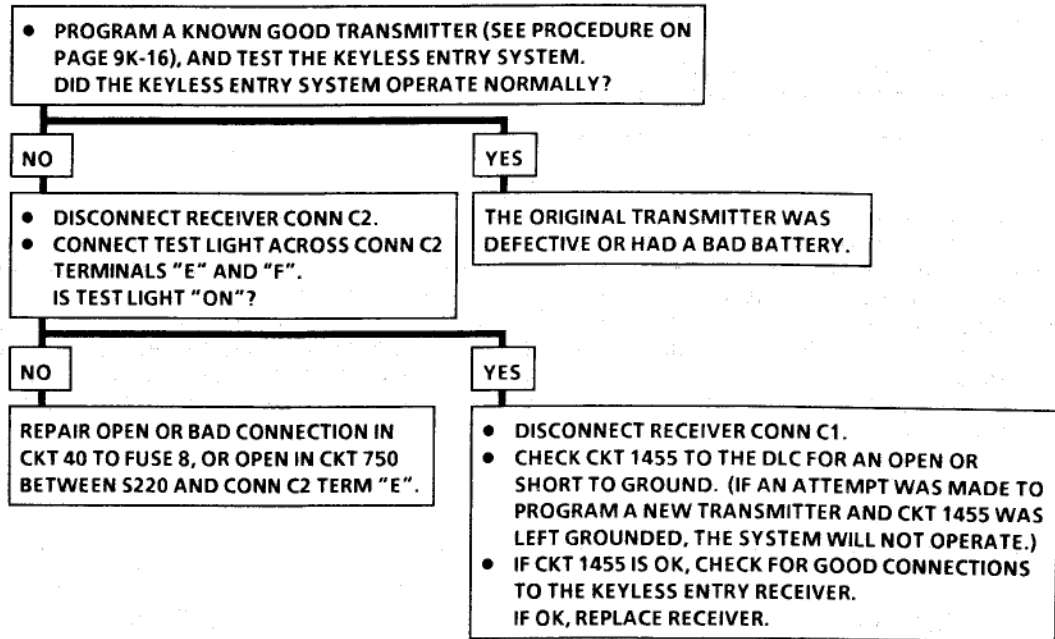
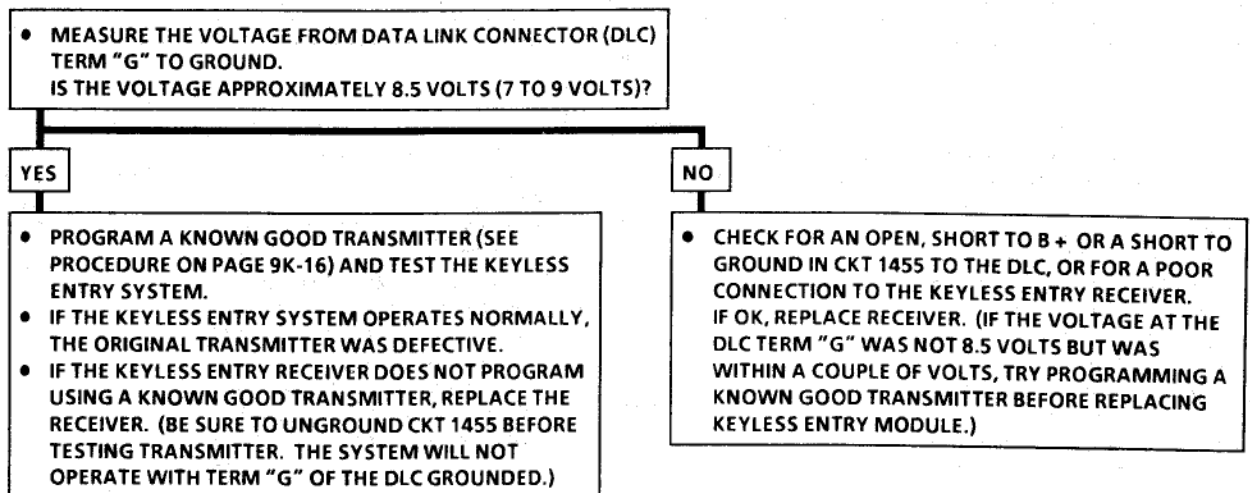


CHART #2
KEYLESS ENTRY RECEIVER/TRANSMITTER WILL NOT PROGRAM
(ASSUMES ORIGINAL TRANSMITTER WAS TRIED WITH A NEW BATTERY)



ELECTRICAL DIAGNOSIS: AU0

CHART #3

ATTEMPTS TO USE POWER DOOR LOCKS AFTER REPLACING A BLOWN "PWR ACCY" FUSE 7
AND/OR "COURTESY" FUSE 8 CONTINUE TO BLOW FUSE

- REPLACE BLOWN FUSE(S). DOES FUSE BLOW BEFORE ATTEMPTING TO OPERATE POWER DOOR LOCK SWITCHES OR TRANSMITTER?

NO

- TEST POWER DOOR LOCK SYSTEM ONE FUNCTION AT A TIME, INCLUDING TRANSMITTER, UNTIL FUSE BLOWS.
- WHEN FUSE BLOWS, USE SCHEMATIC TO DETERMINE WHAT CIRCUITS OR COMPONENTS COULD BE FAILING. USE A TEST LIGHT OR DVM TO NARROW IN ON SHORT TO GROUND POTENTIAL.
- DISCONNECTING COMPONENTS IS HELPFUL WHEN TRYING TO CHECK CIRCUITS THAT SHOULD NOT BE AT A GROUND POTENTIAL.

YES

- USE SCHEMATICS AND DVM TO CHECK SUSPECT POWER CIRCUITS FOR A SHORT TO GROUND POTENTIAL, EITHER THROUGH A FAULTY COMPONENT OR IN WIRING.
- CONNECT A DVM SET TO VOLTAGE ACROSS FUSE TERMINALS. START BY DISCONNECTING ONE COMPONENT AT A TIME.
- IF ALL RELATED COMPONENTS ARE DISCONNECTED AND SHORT IS STILL PRESENT, LOCATE AND REPAIR SHORT IN WIRING.

CHART #4

LOCK FUNCTION OPERATES FROM LH POWER DOOR LOCK SWITCH AND TRANSMITTER ONLY.
UNLOCK FUNCTION AND RH POWER DOOR LOCK SWITCH TOTALLY INOPERATIVE.

- DISCONNECT BOTH POWER DOOR LOCK SWITCHES.
- CHECK FOR OPEN IN CKT 244 OR FOR POOR CONNECTION AT EITHER SWITCH CONNECTOR. ARE CIRCUIT AND CONNECTIONS OK?

YES

- CHECK BOTH POWER DOOR LOCK SWITCHES FOR GOOD INTERNAL CONTACTS.
- CONNECT A TEST LIGHT FROM B+ TO EITHER TERM "E" OR TERM "C" OF THE SWITCH. CONNECT THE OTHER TERMINAL TO GROUND. MOVE SWITCH FROM "REST" POSITION TO "UNLOCK" POSITION.
- TEST LIGHT SHOULD ILLUMINATE AT "REST" AND "UNLOCK" POSITION. IF NOT, REPLACE DEFECTIVE SWITCH.

NO

REPAIR CIRCUIT OR CONNECTION AS NECESSARY.

CHART #5

UNLOCK FUNCTION OPERATES FROM LH POWER DOOR LOCK SWITCH AND TRANSMITTER ONLY.
LOCK FUNCTION AND RH POWER DOOR LOCK SWITCH TOTALLY INOPERATIVE.

- DISCONNECT BOTH POWER DOOR LOCK SWITCHES.
- CHECK FOR OPEN IN CKT 245 OR FOR POOR CONNECTION AT EITHER SWITCH CONNECTOR. ARE CIRCUIT AND CONNECTIONS OK?

YES

- CHECK BOTH POWER DOOR LOCK SWITCHES FOR GOOD INTERNAL CONTACTS.
- CONNECT A TEST LIGHT FROM B+ TO EITHER TERM "B" OR TERM "D" OF THE SWITCH. CONNECT THE OTHER TERMINAL TO GROUND. MOVE SWITCH FROM "REST" POSITION TO "UNLOCK" POSITION.
- TEST LIGHT SHOULD ILLUMINATE AT "REST" AND "UNLOCK" POSITION. IF NOT, REPLACE DEFECTIVE SWITCH.

NO

REPAIR CIRCUIT OR CONNECTION AS NECESSARY.

CHART #6

LOCK FUNCTION OPERATES FROM TRANSMITTER ONLY.
UNLOCK FUNCTION AND BOTH POWER DOOR LOCK SWITCHES TOTALLY INOPERATIVE.

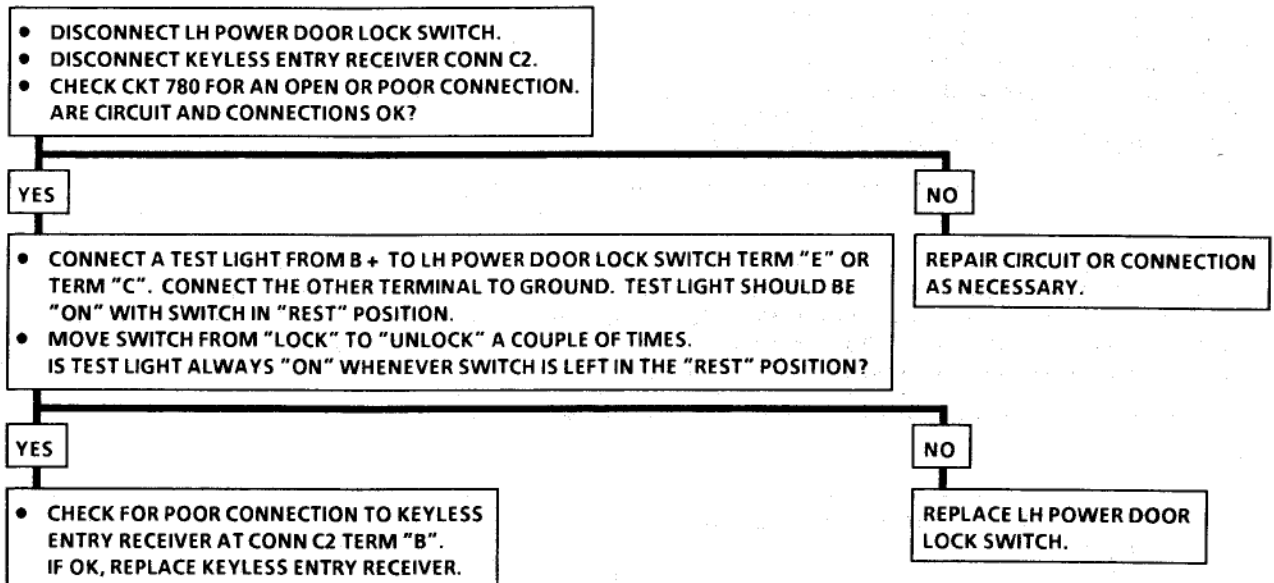
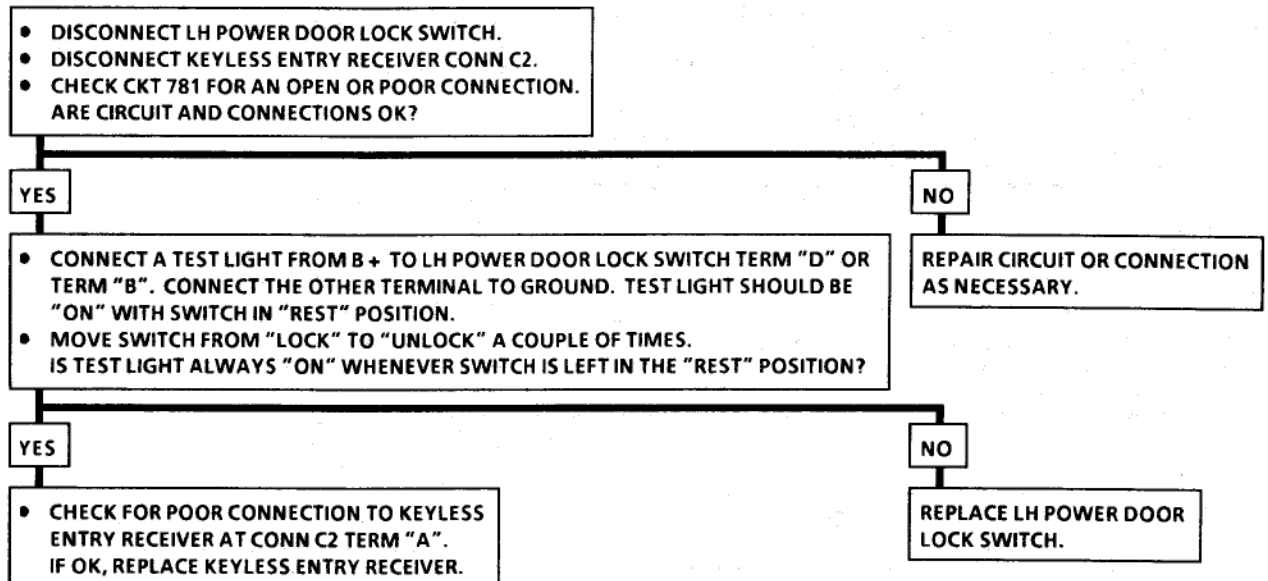


CHART #7

UNLOCK FUNCTION OPERATES FROM TRANSMITTER ONLY.
LOCK FUNCTION AND BOTH POWER DOOR LOCK SWITCHES TOTALLY INOPERATIVE.



ELECTRICAL DIAGNOSIS: AU0

CHART #8

LH DOOR LOCK ACTUATOR INOPERATIVE FROM TRANSMITTER AND
DOOR LOCK SWITCHES (RH ACTUATOR OK)

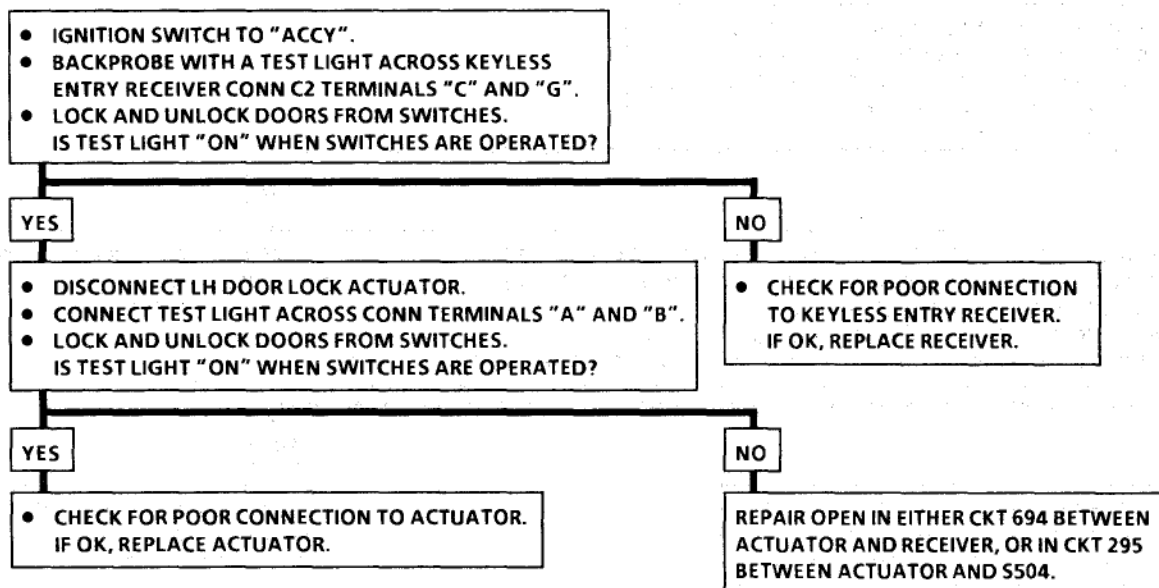


CHART #9

RH DOOR LOCK ACTUATOR INOPERATIVE FROM TRANSMITTER AND
DOOR LOCK SWITCHES (LH ACTUATOR OK)

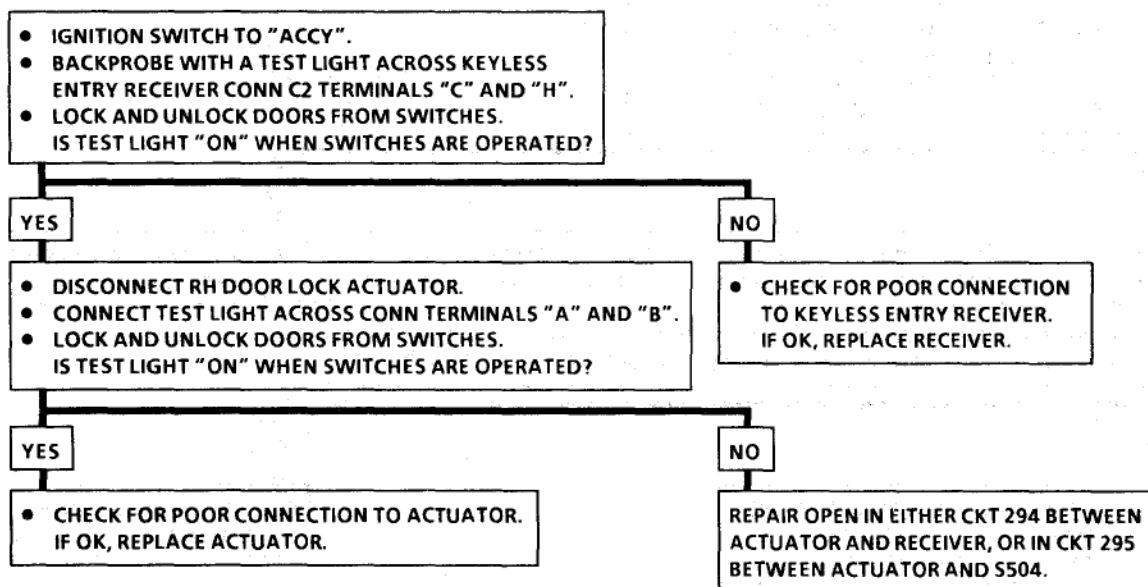
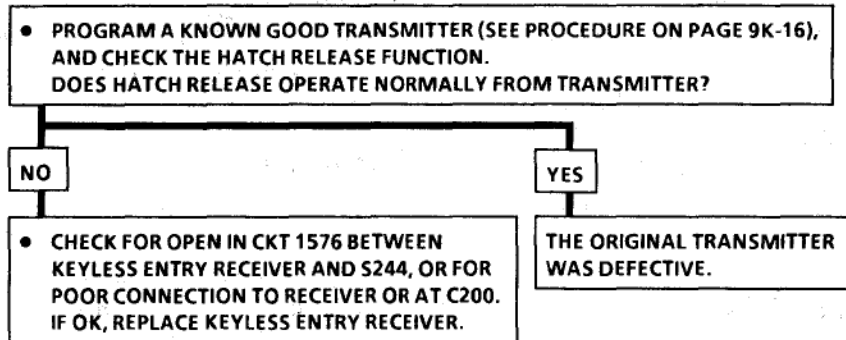


CHART #10

HATCH RELEASE ACTUATOR INOPERATIVE FROM TRANSMITTER. HATCH RELEASE OPERATES NORMALLY FROM HATCH RELEASE SWITCH (ALL OTHER TRANSMITTER FUNCTIONS NORMAL).



CIRCUIT OPERATION

The Keyless Entry Receiver is designed with an internal antenna. The Receiver picks up transmitted Radio frequencies from a hand held Transmitter with sufficient power to operate the system from up to 7 to 10 meters (22 to 33 ft.) from the Receiver.

TRANSMITTER FUNCTIONS

Lock

When the Lock Button is pressed, the Receiver grounds the "Lock All" coil of Relay #1, causing both Door Lock Actuators to lock. The Receiver also grounds the "Illumination" coil of Relay #2 for two seconds. This provides visual confirmation that a lock function was performed.

Unlock

When the Unlock Button is pressed once, the Receiver grounds the "Unlock Driver" coil of Relay #1, causing the Left Hand Door Lock Actuator to unlock. To provide an illuminated entry, the Receiver also grounds the "Illumination" coil of Relay #2 for forty seconds or until the Receiver sees an Ignition "ON" input.

When the Unlock Button is pressed twice, the second must be within five seconds of the first, the Receiver grounds the "Unlock All" coil of Relay #2, causing both actuators to receive unlock signals.

Hatch Release

When the Hatch Release Button is pressed, the Receiver grounds the "Hatch Release" coil of Relay #3. With Relay #3 closed, the Hatch Release Relay is

energized and applies battery voltage to the Hatch Release Actuator, releasing the Hatch. To provide hatch area illumination, the Receiver also grounds the "Illumination" coil of Relay #2 for forty seconds or until the Receiver sees an Ignition "ON" input. The Hatch Release Function operates only when the vehicle is in park or neutral (Automatic Transmission) or the Parking Brake is applied (Manual Transmission). The Hatch Release Function is disabled as soon as the Keyless Entry Receiver sees an Ignition "ON" input.

Illuminated Entry Operation

The Keyless Entry Receiver provides a ground to turn on the Dome Lamp (Coupe) or Rear Courtesy Lamps (Convertible) for illuminated entry whenever a Transmitter request is received.

- With a "Lock" request, the Dome Lamp (Coupe) or Rear Courtesy Lamps (Convertible) is turned on for two seconds to provide visual confirmation that a lock function was performed.
- With an "Unlock" or "Hatch Release" request, the Dome Lamp (Coupe) or Rear Courtesy Lamps (Convertible) is turned on for forty seconds to provide illuminated entry and hatch area illumination.

The illuminated entry time cannot be extended by pressing the Lock, Unlock or Hatch Release Buttons until it has timed out. Illuminated entry is disabled as soon as the Keyless Entry Receiver sees an Ignition "ON" input at terminal "D" of connector C1.

ELECTRICAL DIAGNOSIS: AU0

Power Door Locks

The Door Lock Actuators always receive ground through the Power Door Lock Switches from G200. Battery voltage is applied to the actuators either from the "PWR ACCY" Fuse 7 when the Power Door Lock Switches are used (for the specific amount of time allowed before the Power Door Lock Switches are disabled, refer to "Retained Accessory Power," page 8A-15-0), or from the "Courtesy" Fuse 8 when the Keyless Entry Receiver sees a request from the Transmitter.

PROGRAMMING THE KEYLESS ENTRY RECEIVER

The Keyless Entry Receiver is capable of accepting Vehicle Access Code (VAC) programming from any two random Transmitters. One or two Transmitters can be programmed. When two Transmitters are programmed, they must be programmed during the same program sequence, one after the other but not simultaneously. The Transmitter is manufactured with a permanent VAC combination (one of over 4 billion combinations) that cannot be changed for the life of the Transmitter. The Receiver can only be programmed by the Transmitter when it is powered at the Battery input at connector C2 terminal "F" and the program input line is grounded to connector C1 terminal "A".

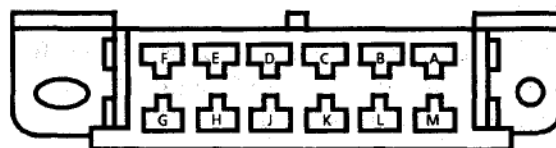
Programming Procedure

1. Ground the program input line by connecting a fused jumper at Data Link Connector (DLC) from terminal "G" to terminal "A". The Receiver will cycle the Door Lock Actuators within one to three seconds to acknowledge that the Receiver is in the "PROGRAM" mode.
2. Press any button on the Transmitter once. In response, the Receiver will cycle the Door Lock Actuators to acknowledge that a transmission has been received.

3. Press any button of the second Transmitter once. In response, the Receiver will cycle the Door Lock Actuators to acknowledge that a transmission has been received.
4. Remove the fused jumper from the DLC and verify system operation using all three transmitter buttons.

! Important:

- Always program both Transmitters when replacing a lost or damaged Transmitter. The first Transmitter Code programmed will always be in both memories until a second Transmitter is programmed within the same sequence.
- The Keyless Entry System will not be operational if the program input line is left grounded.
- Program only one vehicle Keyless Entry System at a time. If multiple vehicles are being programmed in close proximity simultaneously, it is possible that the same Transmitter could be trained to more than one Receiver.



12020043

12-WAY F METRI-PACK 280 SERIES
BLK

DATA LINK CONNECTOR (DLC)

ON-VEHICLE SERVICE

RECEIVER ASSEMBLY

Figure 2

Remove or Disconnect

The remote control door lock receiver assembly (4) is mounted in a pocket on the right-hand hinge pillar.

1. Body hinge pillar trim bolts/screws.
2. Right-hand body hinge pillar trim panel.
3. Receiver assembly (4) from pocket on hinge pillar.
4. Electrical connector secondary lock retainers from electrical connectors.
5. Electrical connectors from receiver assembly (4).

Install or Connect

NOTICE: See "Notice" on page 9K-1 of this section.

1. Electrical connectors to receiver assembly (4).
 - Connector should snap into place.
 - Check for positive connection by tugging on connector, not wire.
2. Electrical connector secondary lock retainers to electrical connectors.
3. Receiver assembly (4) to pocket on hinge pillar.
4. Right-hand body hinge pillar trim panel.
5. Body hinge pillar trim bolts/screws.

Tighten

- Body hinge pillar trim bolts/screws to 1.3 N•m (12 lb. in.).
6. If programming the system is necessary, refer to "Programming Receiver Assembly" in this section.

Programming Receiver Assembly

1. Ground receiver program input line by connecting fused jumper wire between terminal "G" on top far right and terminal "A" on bottom far left of DLC (data link connector).
 - Door lock assemblies and lift window lock system will cycle indicating receiver assembly is in program mode.
2. Press any button (only once) on transmitter assembly.
 - A. Door lock assemblies and lift window lock system will cycle once confirming that transmitter code is programmed.

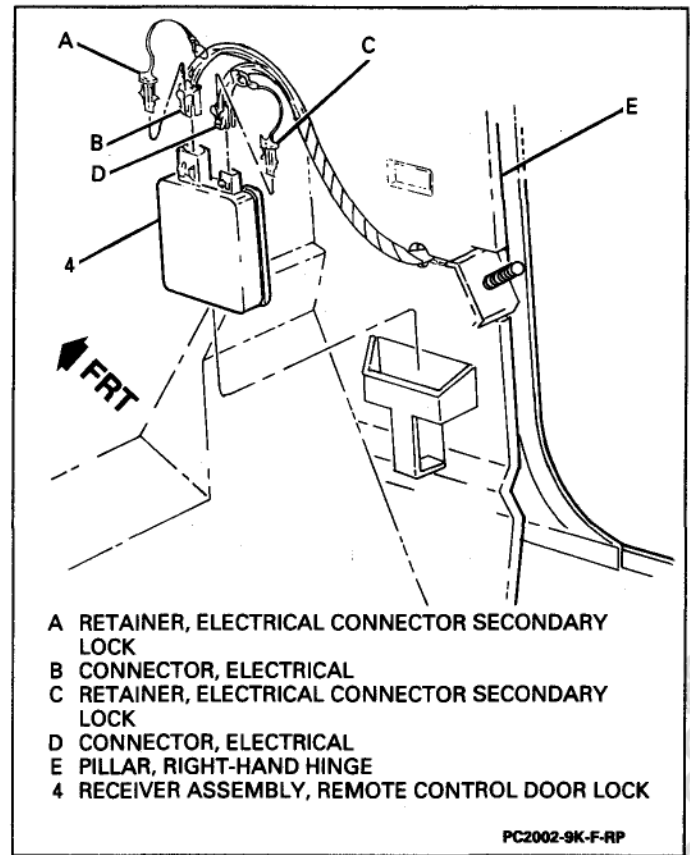


Figure 2 – Remote Control Door Lock Receiver Assembly

- B. Any transmitter code that was previously programmed has been erased.
- C. Receiver assembly is now programmed to transmitter assembly.
3. If programming a receiver assembly to match a second transmitter assembly, press any button (only once) on second transmitter assembly. This must be done before fused jumper wire is disconnected. When programming receiver assembly to match transmitter assemblies, first transmitter code matched will be stored in both receiver memories unless second transmitter assembly is matched at the same time.
 - Door lock assemblies and lift window lock system will cycle once confirming that second transmitter code is programmed.
4. Disconnect fused jumper wire from DLC.
 - System will not operate if ground connection is not removed.
5. Verify operation of each transmitter assembly.

SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

Body Hinge Pillar Trim Bolt/Screw 1.3 N•m (12 lb. in.)