WIRING DIAGRAMS

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8W-01 GENERAL INFORMATION

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DESCRIPTION AND OPERATION

HOW TO USE THIS GROUP

The purpose of this group is to show the electrical circuits in a clear, simple fashion and to make troubleshooting easier. Components that work together are shown together. All electrical components used in a specific system are shown on one diagram. The feed for a system is shown at the top of the page. All wires, connectors, splices, and components are shown in the flow of current to the bottom of the page. Wiring which is not part of the circuit represented is referenced to another page/section, where the complete circuit is shown. In addition, all switches, components, and modules are shown in the **at rest position with the doors closed and the key removed from the ignition.**

If a component is part of several different circuits, it is shown in the diagram for each. For example, the headlamp switch is the main part of the exterior lighting, but it also affects the interior lighting and the chime warning system. **It is important to realize that no attempt is made on the diagrams to represent components and wiring as they appear on the vehicle. For example, a short piece of wire is treated the same as a long one. In addition, switches and other components are shown as simply as possible, with regard to function only.**

SECTION IDENTIFICATION

Sections in Group 8W are organized by sub-systems. The sections contain circuit operation descriptions, helpful information, and system diagrams. The intention is to organize information by system, consistently from year to year.

CONNECTOR/GROUND LOCATIONS

Section 8W-90 contains connector/ground location illustrations. The illustrations contain the connector name (or number)/ground number and component identification. Connector/ground location charts in Section 8W-90 reference the illustration number for components and connectors.

Section 8W-80 shows each connector and the circuits involved with that connector. The connectors are identified using the name/number on the Diagram pages.

SPLICE LOCATIONS

Splice Location charts in Section 8W-70 show the entire splice, and provide references to other sections the splice serves.

Section 8W-95 contains illustrations that show the general location of the splices in each harness. The illustrations show the splice by number, and provide a written location.

NOTES, CAUTIONS, and WARNINGS

Throughout this group additional important information is presented in three ways; Notes, Cautions, and Warnings.

DESCRIPTION AND OPERATION (Continued)

NOTES are used to help describe how switches or components operate to complete a particular circuit. They are also used to indicate different conditions that may appear on the vehicle. For example, an up-to and after condition.

CAUTIONS are used to indicate information that could prevent making an error that may damage the vehicle.

WARNINGS provide information to prevent personal injury and vehicle damage. Below is a list of general warnings that should be followed any time a vehicle is being serviced.

WARNING: ALWAYS WEAR SAFETY GLASSES FOR EYE PROTECTION.

WARNING: USE SAFETY STANDS ANYTIME A PROCEDURE REQUIRES BEING UNDER A VEHICLE.

WARNING: BE SURE THAT THE IGNITION SWITCH ALWAYS IS IN THE OFF POSITION, UNLESS THE PROCEDURE REQUIRES IT TO BE ON.

WARNING: SET THE PARKING BRAKE WHEN WORKING ON ANY VEHICLE. AN AUTOMATIC TRANSMISSION SHOULD BE IN PARK. A MANUAL TRANSMISSION SHOULD BE IN NEUTRAL.

WARNING: OPERATE THE ENGINE ONLY IN A WELL-VENTILATED AREA.

WARNING: KEEP AWAY FROM MOVING PARTS WHEN THE ENGINE IS RUNNING, ESPECIALLY THE FAN AND BELTS.

WARNING: TO PREVENT SERIOUS BURNS, AVOID CONTACT WITH HOT PARTS SUCH AS THE RADIATOR, EXHAUST MANIFOLD(S), TAIL PIPE, CATALYTIC CONVERTER, AND MUFFLER.

WARNING: DO NOT ALLOW FLAME OR SPARKS NEAR THE BATTERY. GASES ARE ALWAYS PRESENT IN AND AROUND THE BATTERY.

WARNING: ALWAYS REMOVE RINGS, WATCHES, LOOSE HANGING JEWELRY, AND LOOSE CLOTHING.

WIRE CODE IDENTIFICATION

Each wire shown in the diagrams contains a code (Fig. 1) which identifies the main circuit, part of the main circuit, gauge of wire, and color. The color is shown as a two letter code which can be identified by referring to the Wire Color Code Chart (Fig. 2)

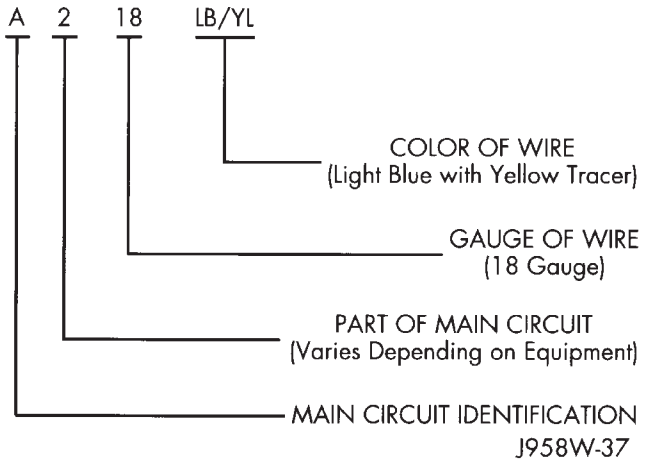


Fig. 1 Wire Code Identification

COLOR CODE	COLOR	STANDARD TRACER COLOR	COLOR CODE	COLOR	STANDARD TRACER CODE
BL	BLUE	WT	OR	ORANGE	BK
BK	BLACK	WT	PK	PINK	BK OR WT
BR	BROWN	WT	RD	RED	WT
DB	DARK BLUE	WT	TN	TAN	WT
DG	DARK GREEN	WT	VT	VIOLET	WT
GY	GRAY	BK	WT	WHITE	BK
LB	LIGHT BLUE	BK	YL	YELLOW	BK
LG	LIGHT GREEN	BK	*	WITH TRACER	

918W-136

Fig. 2 Wire Color Code Chart

DESCRIPTION AND OPERATION (Continued)

CIRCUIT IDENTIFICATION

All circuits in the diagrams use an alpha/numeric code to identify the wire and its function (Fig. 3). To identify which circuit code applies to a system, refer to the Circuit Identification Code Chart. This chart shows the main circuits only and does not show the secondary codes that may apply to some models.

CIRCUIT	FUNCTION
A	Battery Feed
B	Brake Controls
C	Climate Controls
D	Diagnostic Circuits
E	Dimming Illumination Circuits
F	Fused Circuits (Secondary Feed)
G	Monitoring Circuits (Gauges)
H	Open
I	Not Used
J	Open
K	Powertrain Control Module
L	Exterior Lighting
M	Interior Lighting
N	ESA Module
O	Not Used
P	Power Option (Battery Feed)
Q	Power Options (Battery Feed)
R	Passive Restraint
S	Suspension/Steering
T	Transmission/Transaxle/Transfer Case
U	Open
V	Speed Control, Washer/Wiper
W	Open
X	Audio Systems
Y	Open
Z	Grounds

948W-190

Fig. 3 Circuit Identification

CONNECTORS

Connectors shown in the diagrams are identified using the international standard arrows for male and female terminals (Fig. 4). A connector identifier is placed next to the arrows to indicate the connector number (Fig. 4).

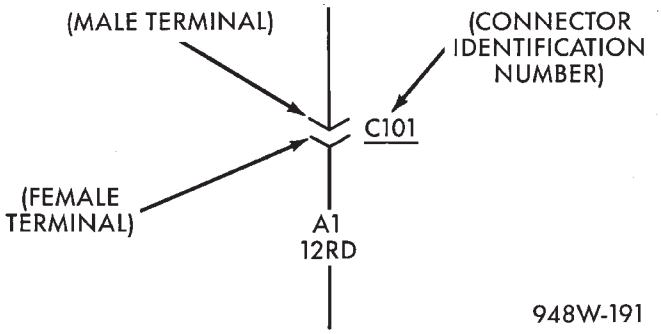


Fig. 4 Connector Identification

For viewing connector pin outs, with two terminals or greater, refer to section 8W-80. This section identifies in-line connectors by number, and component connectors by name. If a component has two or more connectors they will be identified as C1, C2, C3...etc. This sections also provides terminal numbering, circuit identification, wire colors, and functions.

All connectors are viewed from the terminal end unless otherwise specified. To find the connector location in the vehicle refer to section 8W-90. This section uses the connector identification number from the wiring diagrams to provide a figure number reference.

TAKE OUTS

The abbreviation T/O is used in the component location section to indicate a point in which the wiring harness branches out to a component.

SYMBOLS

Various symbols are used throughout the Wiring Diagrams. These symbols can be identified by referring to the symbol identification chart (Fig. 5).

DESCRIPTION AND OPERATION (Continued)

LEGEND OF SYMBOLS USED ON WIRING DIAGRAMS			
+	POSITIVE		BY-DIRECTIONAL ZENER DIODE
–	NEGATIVE		MOTOR
	GROUND		ARMATURE AND BRUSHES
	FUSE	C100	CONNECTOR IDENTIFICATION
	GANG FUSES WITH BUSS BAR		MALE CONNECTOR
	CIRCUIT BREAKER		FEMALE CONNECTOR
	CAPACITOR		DENOTES WIRE CONTINUES ELSEWHERE
Ω	OHMS		DENOTES WIRE GOES TO ONE OF TWO CIRCUITS
	RESISTOR		SPLICE
	VARIABLE RESISTOR	S100	SPLICE IDENTIFICATION
	SERIES RESISTOR		THERMAL ELEMENT
	COIL	TIMER	TIMER
	STEP UP COIL		MULTIPLE CONNECTOR
	OPEN CONTACT		OPTIONAL WIRING WITH / WIRING WITHOUT
	CLOSED CONTACT		"Y" WINDINGS
	CLOSED SWITCH	88:88	DIGITAL READOUT
	OPEN SWITCH		SINGLE FILAMENT LAMP
	CLOSED GANGED SWITCH		DUAL FILAMENT LAMP
	OPEN GANGED SWITCH		L.E.D. — LIGHT EMITTING DIODE
	TWO POLE SINGLE THROW SWITCH		THERMISTOR
	PRESSURE SWITCH		GAUGE
	SOLENOID SWITCH		SENSOR
	MERCURY SWITCH		FUEL INJECTOR
	DIODE OR RECTIFIER		948W-192

Fig. 5 Symbol Identification

DESCRIPTION AND OPERATION (Continued)

ELECTROSTATIC DISCHARGE (ESD) SENSITIVE DEVICES

All ESD sensitive components are solid state and a symbol (Fig. 6) is used to indicate this. When handling any component with this symbol comply with the following procedures to reduce the possibility of electrostatic charge build up on the body and inadvertent discharge into the component. If it is not known whether the part is ESD sensitive, assume that it is.

(1) Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across a seat, sitting down from a standing position, or walking a distance.

(2) Avoid touching electrical terminals of the part, unless instructed to do so by a written procedure.

(3) When using a voltmeter, be sure to connect the ground lead first.

(4) Do not remove the part from its protective packing until it is time to install the part.

(5) Before removing the part from its package, ground the package to a known good ground on the vehicle.

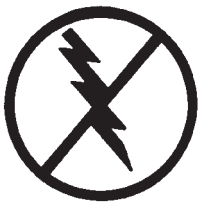


Fig. 6 Electrostatic Discharge Symbol

FASTENERS

CAUTION: At no time when servicing a vehicle, can a sheet metal screw, bolt, or other metal fastener be installed in the strut tower to take the place of an original plastic clip. Also, NO holes can be drilled into the front strut tower in the area shown in (Fig. 7) for the installation of any metal fasteners into the strut tower. Because of the minimum clearance in this area (Fig. 7) installation of metal fasteners could damage the coil spring coating and lead to a corrosion failure of the spring. If a plastic clip is missing, or is lost or broken during servicing a vehicle, replace only with the equivalent part listed in the parts catalog.

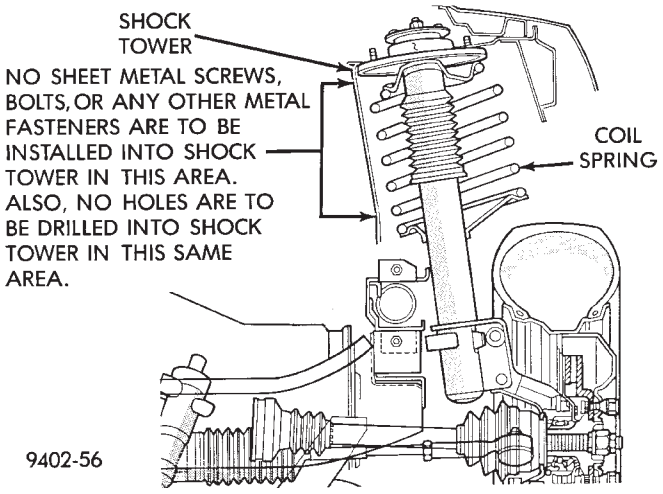


Fig. 7 Shock Tower to Spring Minimum Clearance Area

DIAGNOSIS AND TESTING

TROUBLESHOOTING TOOLS

When diagnosing a problem in an electrical circuit there are several common tools necessary. These tools are listed and explained below.

- Jumper Wire - This is a test wire used to connect two points of a circuit. It can be used to bypass an open in a circuit.

WARNING: NEVER USE A JUMPER WIRE ACROSS A LOAD, SUCH AS A MOTOR, CONNECTED BETWEEN A BATTERY FEED AND GROUND.

- Voltmeter - Used to check for voltage on a circuit. Always connect the black lead to a known good ground and the red lead to the positive side of the circuit.

CAUTION: Most of the electrical components used in today's vehicle are solid state. When checking voltages in these circuits use a meter with a 10-megohm or greater impedance.

- Ohmmeter - Used to check the resistance between two points of a circuit. Low or no resistance in a circuit means good continuity.

CAUTION: - Most of the electrical components used in today's vehicle are Solid State. When checking resistance in these circuits use a meter with a 10-megohm or greater impedance. In addition, make sure the power is disconnected from the circuit. Circuits that are powered up by the vehicle electrical system can cause damage to the equipment and provide false readings.

DIAGNOSIS AND TESTING (Continued)

• Probing Tools - These tools are used for probing terminals in connectors (Fig. 8). Select the proper size tool from Special Tool Package 6807, and insert it into the terminal being tested. Use the other end of the tool to insert the meter probe.

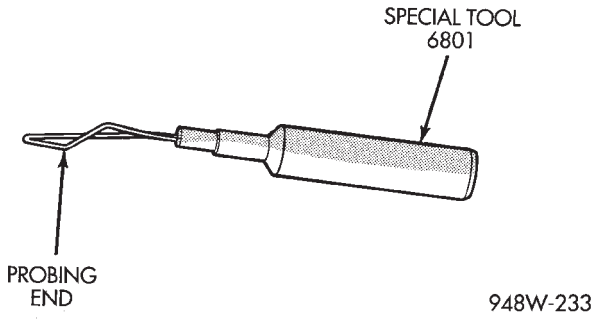


Fig. 8 Probing Tool

INTERMITTENT AND POOR CONNECTIONS

Most intermittent electrical problems are caused by faulty electrical connections or wiring. It is also possible for a sticking component or relay to cause a problem. Before condemning a component or wiring assembly check the following items.

- Connectors are fully seated
- Spread terminals, or terminal push out
- Terminals in the wiring assembly are fully seated into the connector/component and locked in position
- Dirt or corrosion on the terminals. Any amount of corrosion or dirt could cause an intermittent problem
- Damaged connector/component casing exposing the item to dirt and moisture
- Wire insulation that has rubbed through causing a short to ground
- Wiring broke inside of the insulation

CHECKING FOR TERMINAL SPREADING

When an intermittent or open circuit is suspected it is important to check for a spread terminal. To accomplish this remove the suspect female terminal from its connector.

Check the female terminal for drag when mated with the appropriate male terminal. If the terminal is spread (no or little drag felt) replace the terminal using the procedures covered in this section of the wiring diagrams.

TROUBLESHOOTING TESTS

Before beginning any tests on a vehicles electrical system use the Wiring Diagrams and study the circuit. Also refer to the Troubleshooting Wiring Problems section in this section.

TESTING FOR VOLTAGE

(1) Connect the ground lead of a voltmeter to a known good ground (Fig. 9).

(2) Connect the other lead of the voltmeter to the selected test point. The vehicle ignition may need to be turned ON to check voltage. Refer to the appropriate test procedure.

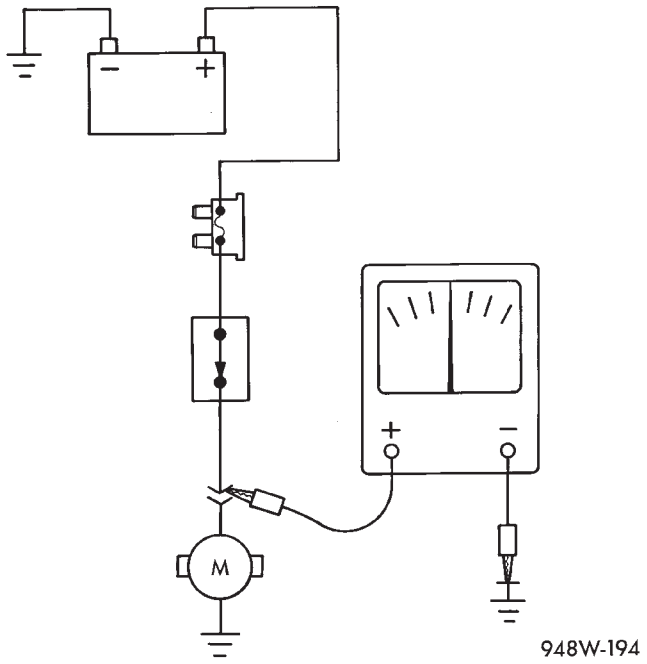


Fig. 9 Testing for Voltage

TESTING FOR CONTINUITY

(1) Remove the fuse for the circuit being checked or, disconnect the battery.

(2) Connect one lead of the ohmmeter to one side of the circuit being tested (Fig. 10).

(3) Connect the other lead to the other end of the circuit being tested. Low or no resistance means good continuity.

TESTING FOR A SHORT TO GROUND

(1) Remove the fuse and disconnect all items involved with the fuse.

(2) Connect a test light or a voltmeter across the terminals of the fuse.

(3) Starting at the fuse block, wiggle the wiring harness about six to eight inches apart and watch the voltmeter/test lamp.

(4) If the voltmeter registers voltage or the test lamp glows, there is a short to ground in that general area of the wiring harness.

TESTING FOR A SHORT TO GROUND ON FUSES POWERING SEVERAL LOADS

(1) Refer to the wiring diagrams and disconnect or isolate all items on the fused circuit.

(2) Replace the blown fuse.

DIAGNOSIS AND TESTING (Continued)

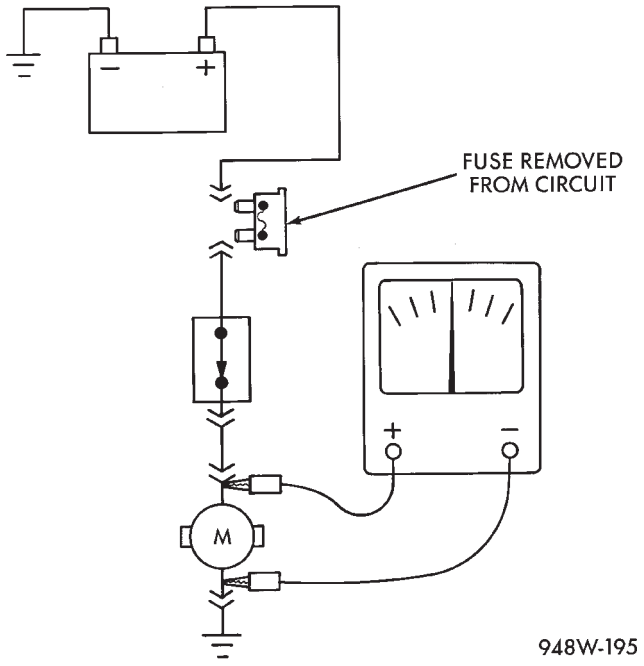


Fig. 10 Testing for Continuity

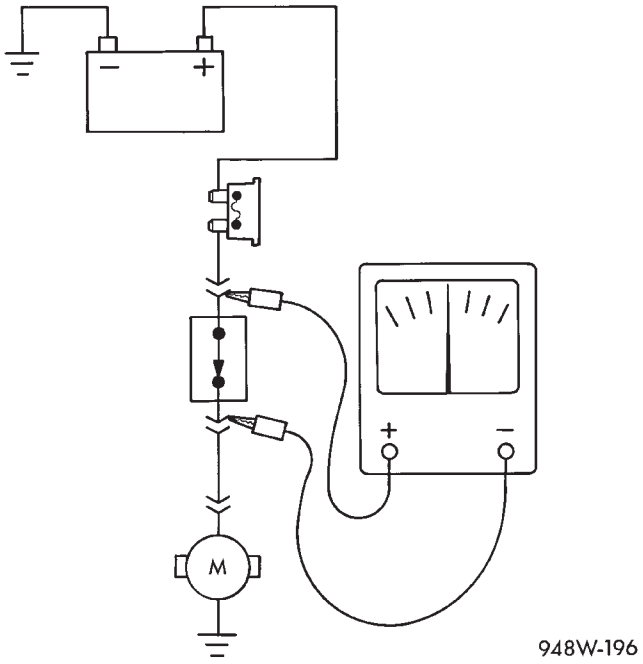


Fig. 11 Testing for Voltage Drop

(3) Supply power to the fuse by turning ON the ignition switch or re-connecting the battery.

(4) Start connecting the items in the fuse circuit one at a time. When the fuse blows the circuit with the short to ground has been isolated.

TESTING FOR A VOLTAGE DROP

(1) Connect the positive lead of the voltmeter to the side of the circuit closest to the battery (Fig. 11).

(2) Connect the other lead of the voltmeter to the other side of the switch or component.

(3) Operate the item.

(4) The voltmeter will show the difference in voltage between the two points.

TROUBLESHOOTING WIRING PROBLEMS

When troubleshooting wiring problems there are six steps which can aid in the procedure. The steps are listed and explained below. Always check for non-factory items added to the vehicle before doing any diagnosis. If the vehicle is equipped with these items, disconnect them to verify these add-on items are not the cause of the problem.

(1) Verify the problem.

(2) Verify any related symptoms. Do this by performing operational checks on components that are in the same circuit. Refer to the wiring diagrams.

(3) Analyze the symptoms. Use the wiring diagrams to determine what the circuit is doing, where the problem most likely is occurring and where the diagnosis will continue.

(4) Isolate the problem area.

(5) Repair the problem.

(6) Verify proper operation. For this step check for proper operation of all items on the repaired circuit. Refer to the wiring diagrams.

SERVICE PROCEDURES

WIRING REPAIR

When replacing or repairing a wire, it is important that the correct gauge be used as shown in the wiring diagrams. The wires must also be held securely in place to prevent damage to the insulation.

(1) Disconnect battery negative cable

(2) Remove 1 inch of insulation from each end of the wire.

(3) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(4) Spread the strands of the wire apart on each part of the exposed wire (example 1). (Fig. 12)

(5) Push the two ends of wire together until the strands of wire are close to the insulation (example 2) (Fig. 12)

(6) Twist the wires together (example 3) (Fig. 12)

(7) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(8) Center the heat shrink tubing over the joint, and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(9) Secure the wire to the existing ones to prevent chafing or damage to the insulation

(10) Connect battery and test all affected systems.

SERVICE PROCEDURES (Continued)

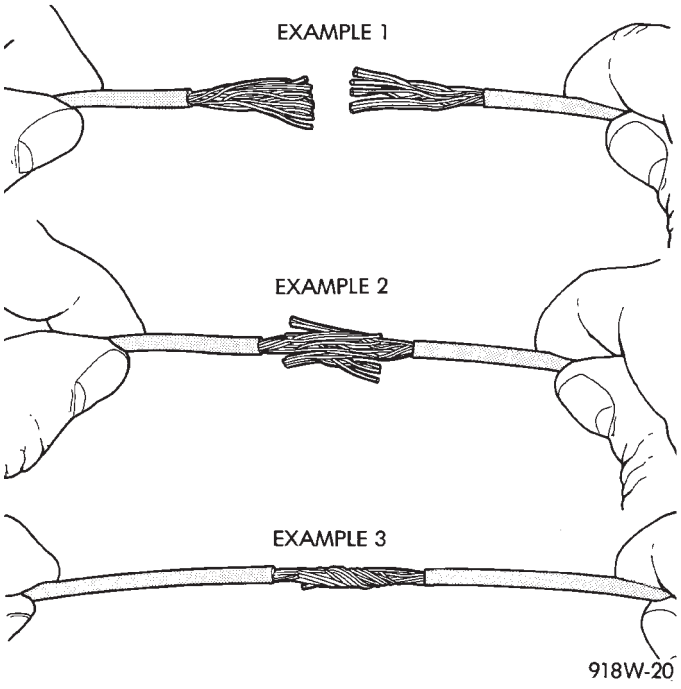


Fig. 12 Wire Repair

TERMINAL/CONNECTOR REPAIR-MOLEX CONNECTORS

(1) Disconnect battery.

(2) Disconnect the connector from its mating half/component.

(3) Insert the terminal releasing special tool 6742 into the terminal end of the connector (Fig. 13).

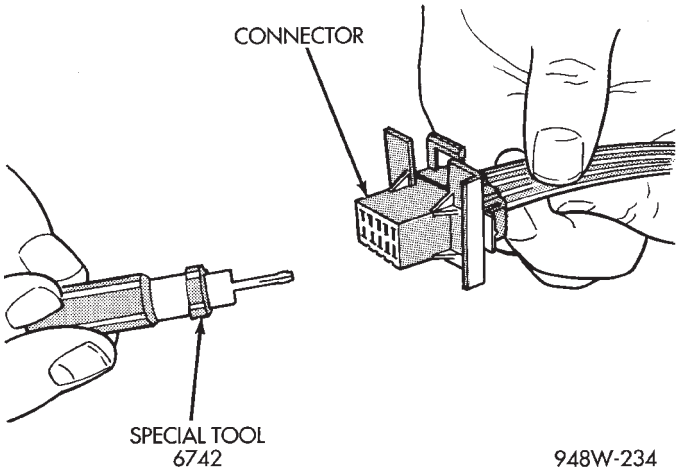


Fig. 13 Molex Connector Repair

(4) Using special tool 6742 release the locking fingers on the terminal (Fig. 14).

(5) Pull on the wire to remove it from the connector.

(6) Repair or replace the connector or terminal, as necessary.

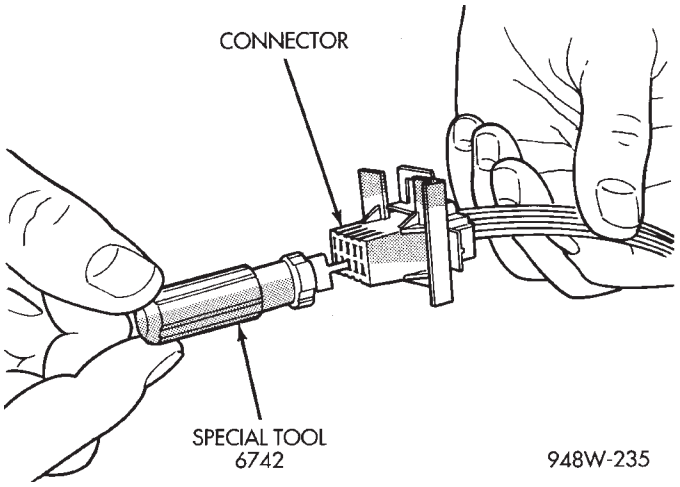


Fig. 14 Using Special Tool 6742

CONNECTOR REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector that is to be repaired from its mating half/component

(3) Remove the connector locking wedge, if required (Fig. 15)

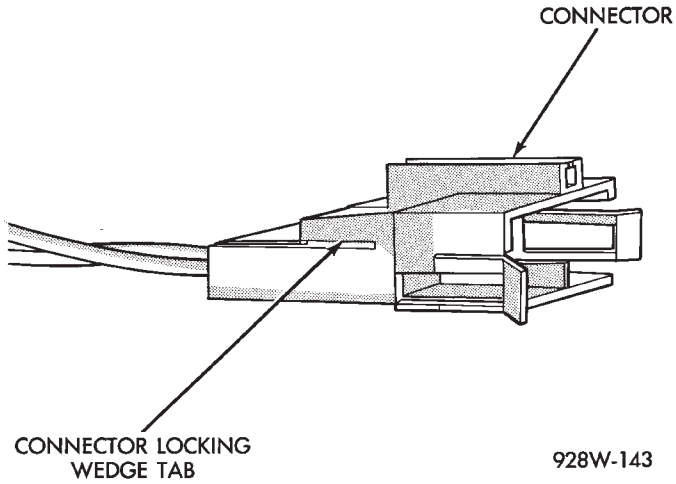


Fig. 15 Connector Locking Wedge

SERVICE PROCEDURES (Continued)

(4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 16) (Fig. 17).

(5) Reset the terminal locking tang, if it has one.

(6) Insert the removed wire in the same cavity on the repair connector.

(7) Repeat steps four through six for each wire in the connector, being sure that all wires are inserted into the proper cavities. For additional connector pin-out identification, refer to the wiring diagrams.

(8) Insert the connector locking wedge into the repaired connector, if required.

(9) Connect connector to its mating half/component.

(10) Connect battery and test all affected systems.

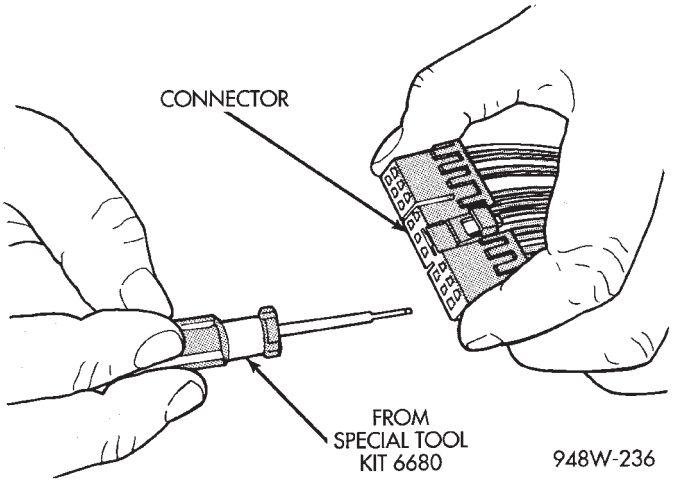


Fig. 16 Terminal Removal

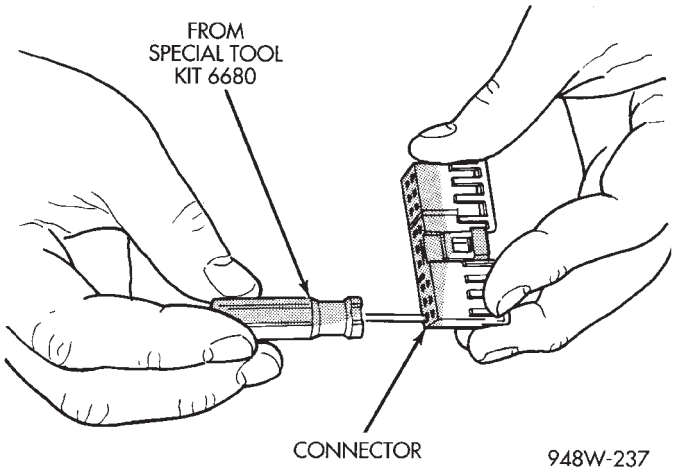


Fig. 17 Terminal Removal Using Special Tool

CONNECTOR AND TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector (that is to be repaired) from its mating half/component.

(3) Cut off the existing wire connector directly behind the insulator. Remove six inches of tape from the harness.

(4) Stagger cut all wires on the harness side at 1/2 inch intervals (Fig. 18).

(5) Remove 1 inch of insulation from each wire on the harness side.

(6) Stagger cut the matching wires on the repair connector assembly in the opposite order as was done on the harness side of the repair. Allow extra length for soldered connections. Check that the overall length is the same as the original (Fig. 18).

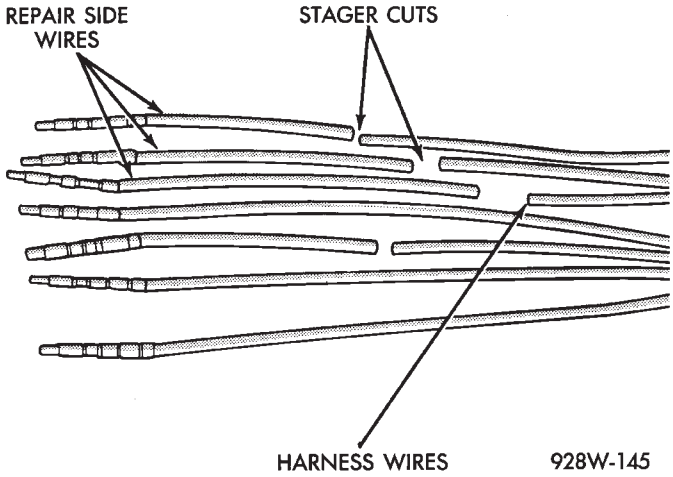


Fig. 18 Stagger Cutting Wires

(7) Remove 1 inch of insulation from each wire.

(8) Place a piece of heat shrink tubing over one side of the wire. Be sure the tubing will be long enough to cover and seal the entire repair area.

(9) Spread the strands of the wire apart on each part of the exposed wires.

(10) Push the two ends of wire together until the strands of wire are close to the insulation.

(11) Twist the wires together.

(12) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(13) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing

(14) Repeat steps 8 through 13 for each wire.

(15) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

(16) Re-connect the repaired connector.

(17) Connect the battery, and test all affected systems.

SERVICE PROCEDURES (Continued)

TERMINAL/CONNECTOR REPAIR- AUGAT CONNECTORS

(1) Disconnect battery.

(2) Disconnect the connector from its mating half/component.

(3) Push down on the yellow connector locking tab to release the terminals (Fig. 19).

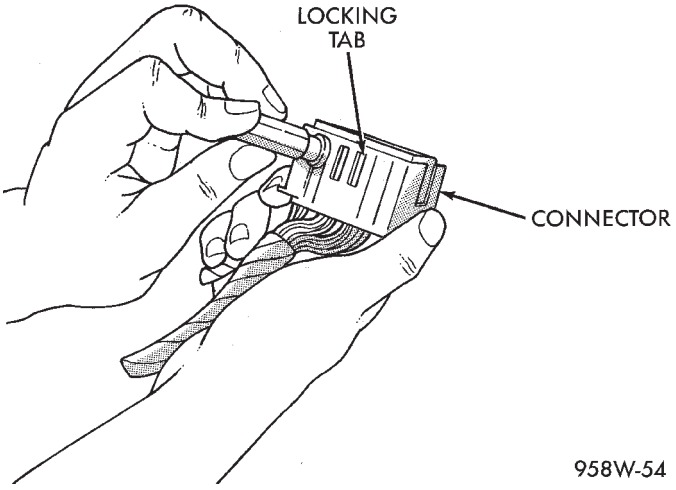


Fig. 19 Augat Connector Repair

(4) Using special tool 6932, push the terminal to remove it from the connector (Fig. 20).

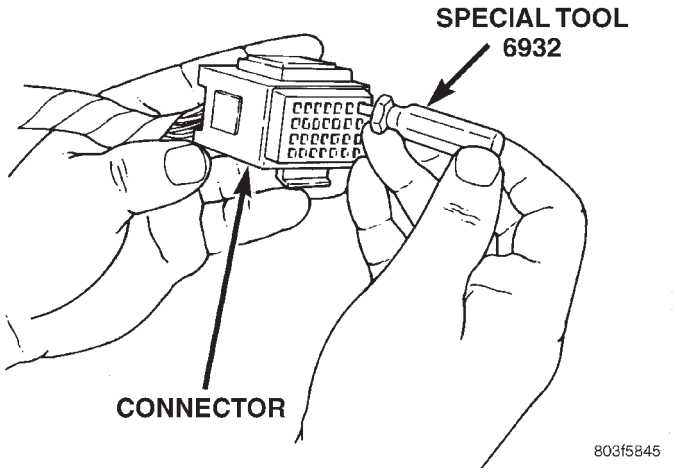


Fig. 20 Using Special Tool 6932

(5) Repair or replace the connector or terminal as necessary.

(6) When re-assembling the connector, the locking wedge must be placed in the locked position to prevent terminal push out.

TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector being repaired from its mating half. Remove connector locking wedge, if required (Fig. 21).

(3) Remove connector locking wedge, if required (Fig. 21).

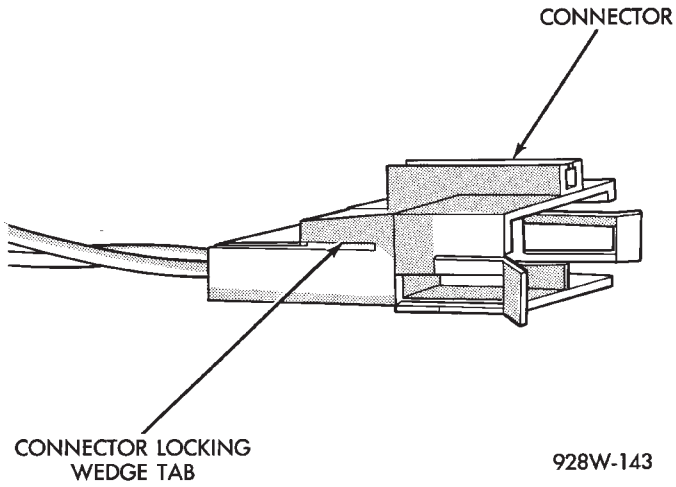


Fig. 21 Connector Locking Wedge Tab (Typical)

(4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 22) (Fig. 23).

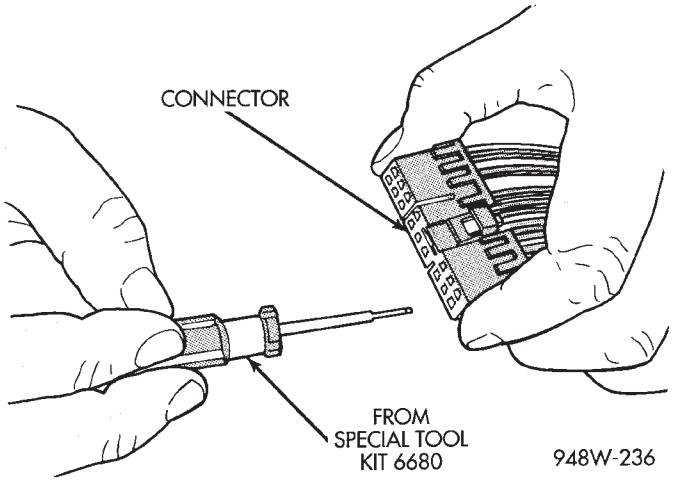


Fig. 22 Terminal Removal

(5) Cut the wire 6 inches from the back of the connector.

(6) Remove 1 inch of insulation from the wire on the harness side.

(7) Select a wire from the terminal repair assembly that best matches the color wire being repaired.

(8) Cut the repair wire to the proper length and remove 1 inch of insulation.

(9) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

SERVICE PROCEDURES (Continued)

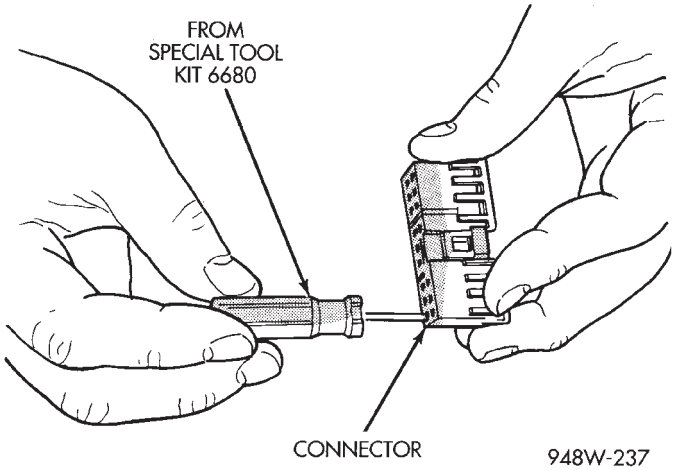


Fig. 23 Terminal Removal Using Special Tool

(10) Spread the strands of the wire apart on each part of the exposed wires.

(11) Push the two ends of wire together until the strands of wire are close to the insulation.

(12) Twist the wires together.

(13) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(14) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(15) Insert the repaired wire into the connector.

(16) Install the connector locking wedge, if required, and reconnect the connector to its mating half/component.

(17) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

(18) Connect battery, and test all affected systems.

DIODE REPLACEMENT

(1) Disconnect the battery.

(2) Locate the diode in the harness, and remove the protective covering.

(3) Remove the diode from the harness, pay attention to the current flow direction (Fig. 24).

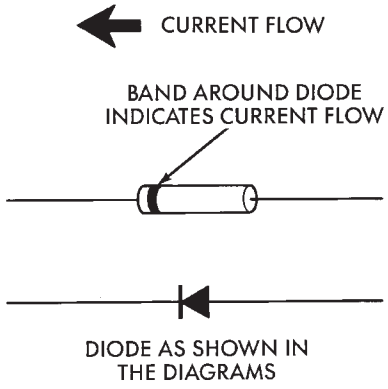


Fig. 24 Diode Identification

(4) Remove the insulation from the wires in the harness. Only remove enough insulation to solder in the new diode.

(5) Install the new diode in the harness, making sure current flow is correct. If necessary refer to the appropriate wiring diagram for current flow.

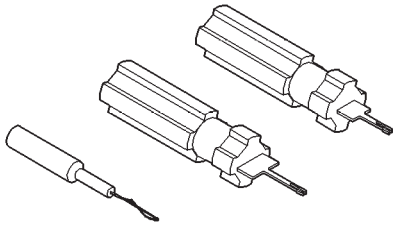
(6) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(7) Tape the diode to the harness using electrical tape making, sure the diode is completely sealed from the elements.

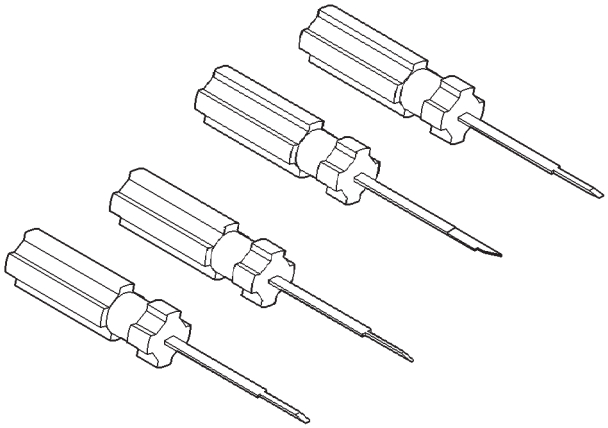
(8) Re-connect the battery, and test affected systems.

SPECIAL TOOLS

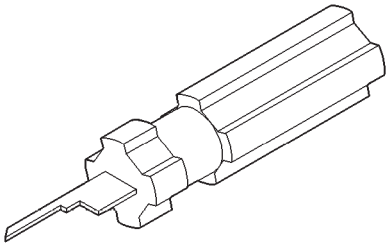
WIRING/TERMINAL



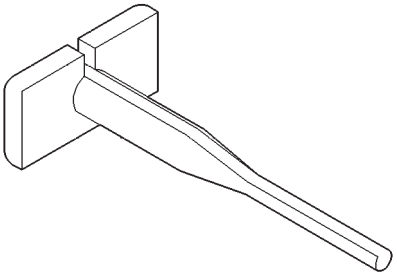
Probing Tool Package 6807



Terminal Pick 6680



Terminal Removing Tool 6932



Terminal Removing Tool 6934

8W-02 COMPONENT INDEX

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GENERAL INFORMATION

INTRODUCTION

This section provides an alphabetical listing of all the components covered in group 8W. For information on system operation, refer to the appropriate section of the wiring diagrams.

8W-02 COMPONENT INDEX

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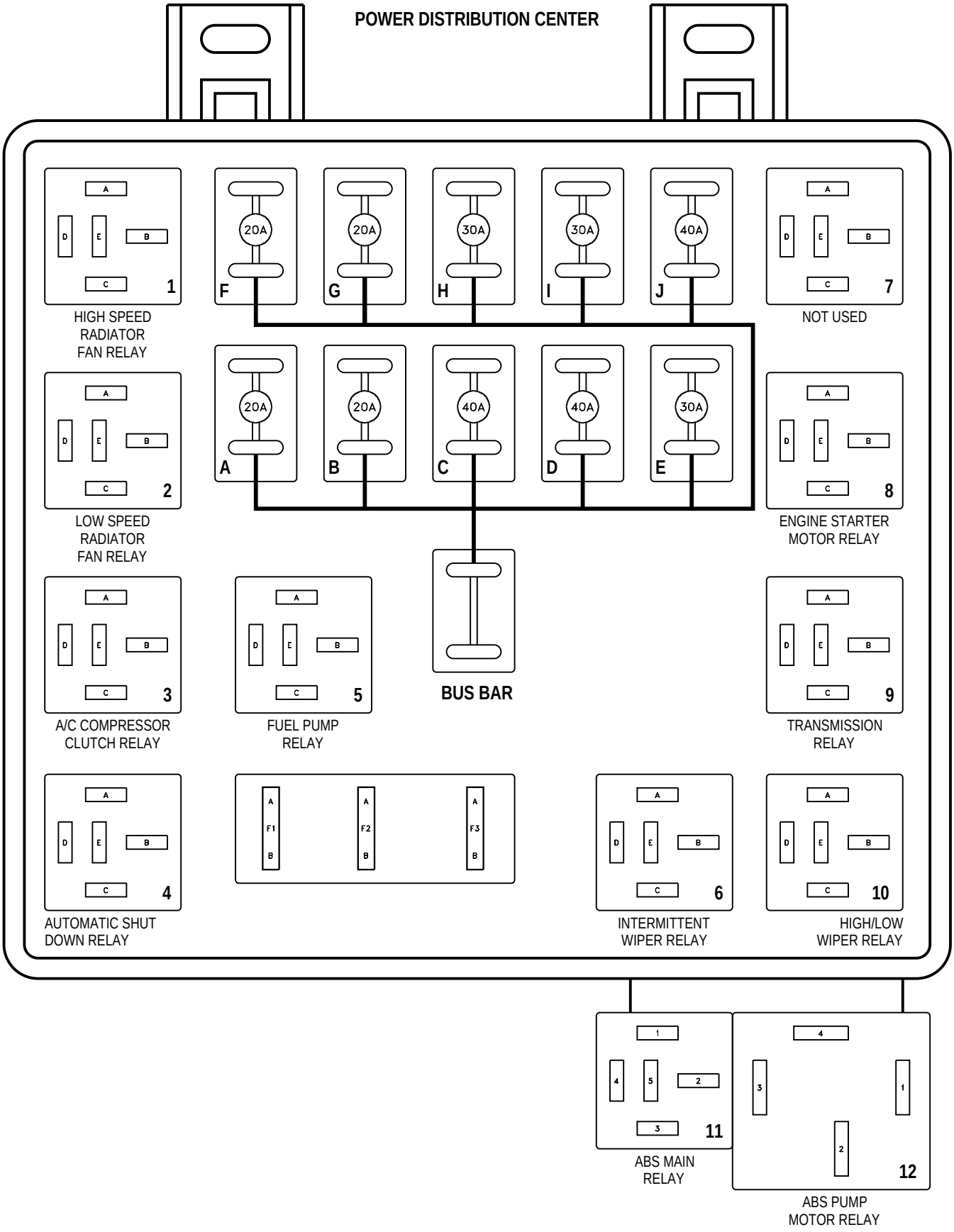
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POWER DISTRIBUTION CENTER
20A
20A
30A
30A
40A
F
G
H
I
J
20A
20A
40A
40A
30A
A
B
C
D
E
1
HIGH SPEED RADIATOR FAN RELAY
2
LOW SPEED RADIATOR FAN RELAY
3
A/C COMPRESSOR CLUTCH RELAY
4
AUTOMATIC SHUT DOWN RELAY
5
FUEL PUMP RELAY
BUS BAR
6
INTERMITTENT WIPER RELAY
7
NOT USED
8
ENGINE STARTER MOTOR RELAY
9
TRANSMISSION RELAY
10
HIGH/LOW WIPER RELAY
11
ABS MAIN RELAY
12
ABS PUMP MOTOR RELAY

HIGH SPEED RADIATOR FAN RELAY (1)	
A	F18 20 LG/BK
B	A16 12 RD/LG
C	C27 20 DB/PK
D	C25 12 YL
E	-

LOW SPEED RADIATOR FAN RELAY (2)	
A	F18 20 LB/BK
B	A16 12 RD/LG
C	C24 20 WT
D	C23 12 TN
E	-

A/C COMPRESSOR CLUTCH RELAY (3)	
A	F18 20 LB/BK
B	A16 12 RD/LG
C	C28 20 DB/OR
D	C25 12 DB/BK
E	-

AUTOMATIC SHUT DOWN RELAY (4)	
A	A14 16 RD/WT
B	A14 16 RD/WT
C	K51 20 DB/YL
D	A142 16 DG/OR
E	-

FUEL PUMP RELAY (5)	
A	F12 20 DB/WT
B	A1 16 RD
C	K31 20 BR
D	A141 16 DG/BK
E	-

INTERMITTENT WIPER RELAY (6)	
A	F13 20 DB
B	V5 12 LG/BK
C	V14 20 DG/YL
D	A5 12 RD/DB
E	Z1 12 BK

NOT USED (7)	
A	-
B	-
C	-
D	-
E	-

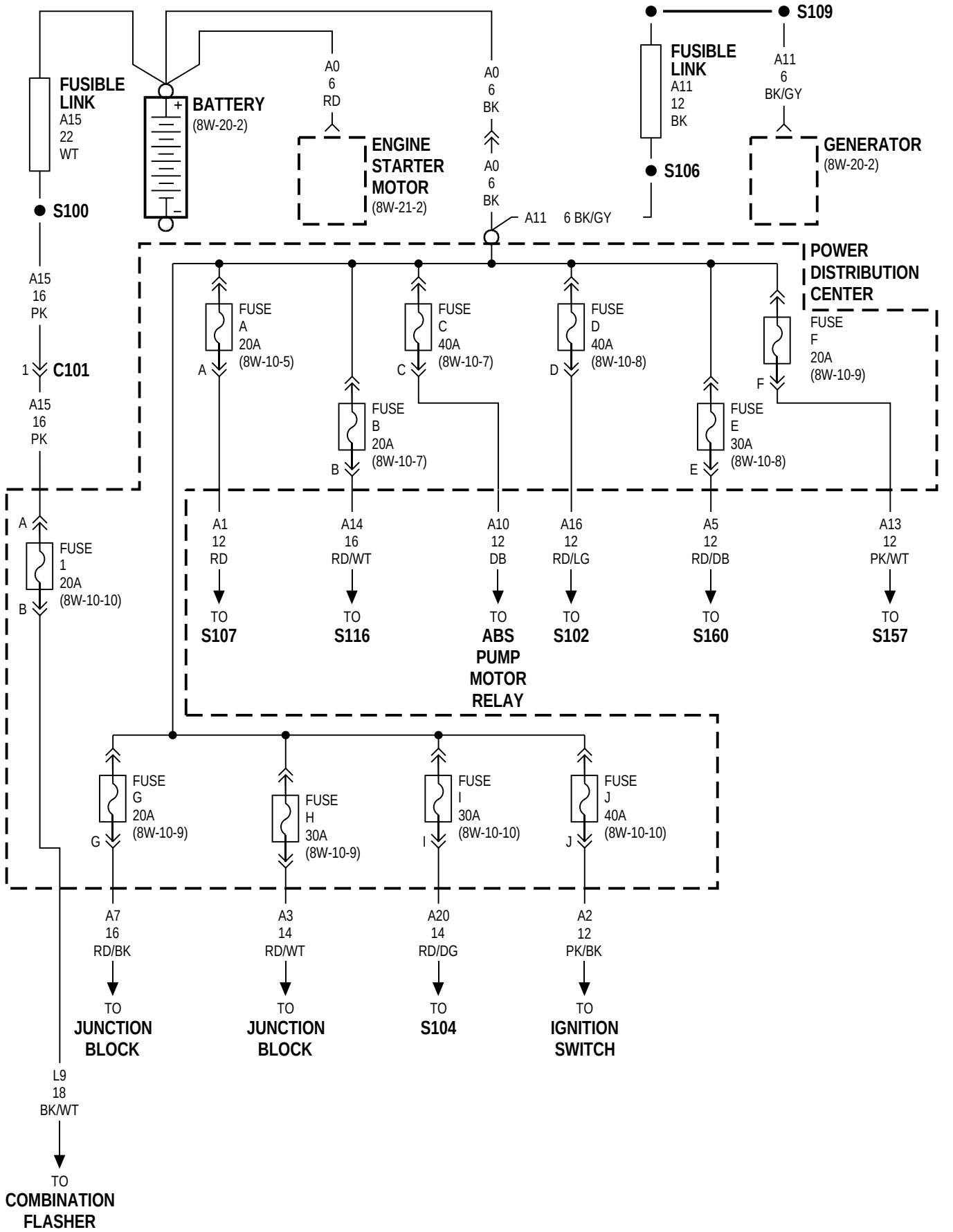
ENGINE STARTER MOTOR RELAY (8)	
A	A41 16 YL
B	A1 16 RD
C	T41 20 BK/LG
D	T40 16 LG
E	-

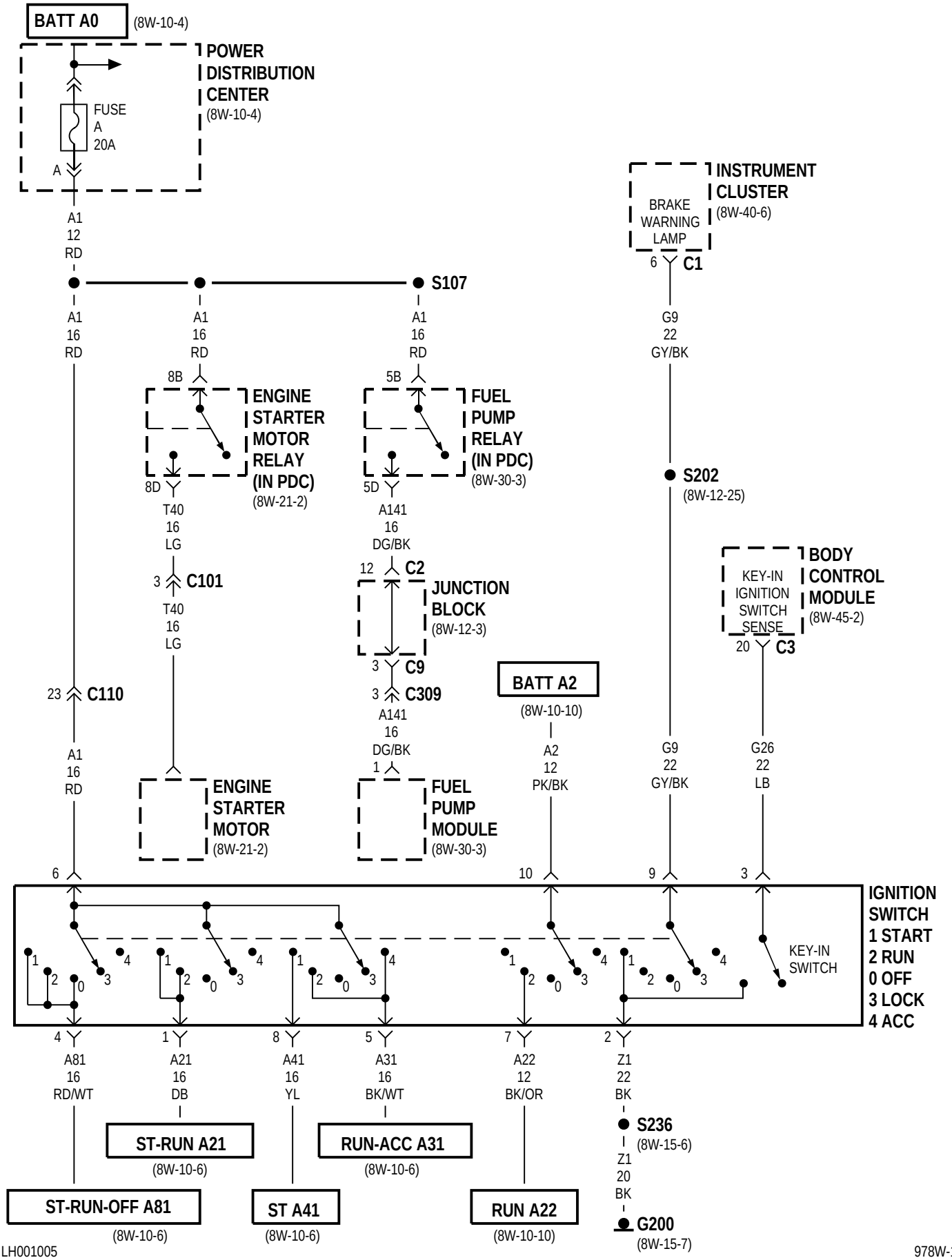
TRANSMISSION RELAY (9)	
A	T15 20 LG
B	A14 16 RD/WT
C	Z1 20 BK
D	T16 16 RD
E	-

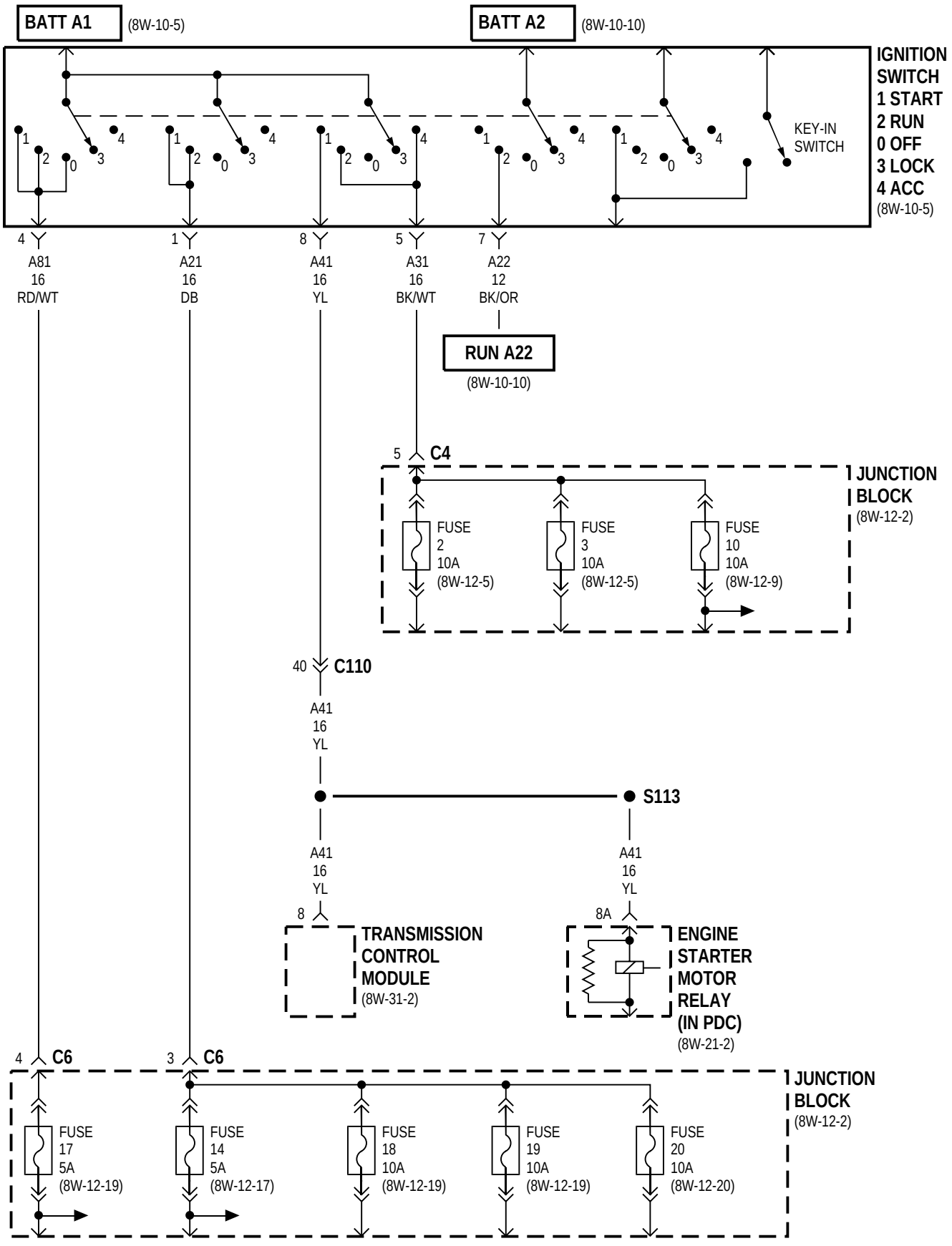
HI/LO WIPER RELAY (10)	
A	F13 20 DB
	F13 20 DB
B	V5 12 LG/BK
C	V16 20 VT
D	V4 12 RD/YL
E	V3 12 BR/WT

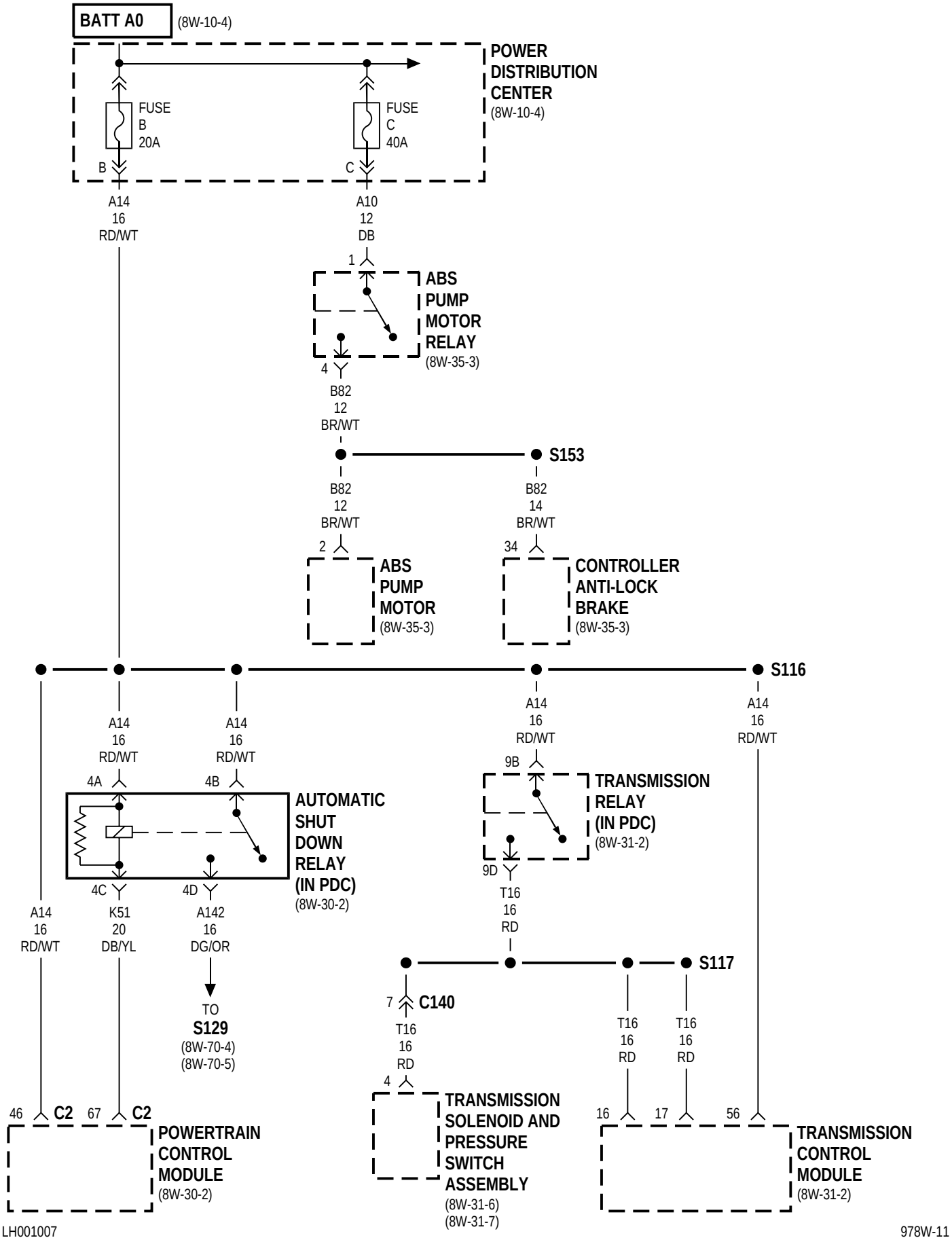
ABS MAIN RELAY (11)	
1	B120 14 BR/WT
2	B58 20 OR/BK
3	Z1 14 BK
4	A20 14 RD/DG
5	F20 20 WT

ABS PUMP MOTOR RELAY (12)	
1	A10 12 DB
2	B116 20 GY
3	B120 14 BR/WT
4	B82 12 BR/WT


FUSIBLE LINK
A15
22
WT
S100
BATTERY
(8W-20-2)
A0
6
RD
ENGINE STARTER MOTOR
(8W-21-2)
A0
6
BK
A0
6
BK
A11 6 BK/GY
FUSIBLE LINK
A11
12
BK
S106
S109
A11
6
BK/GY
GENERATOR
(8W-20-2)
POWER DISTRIBUTION CENTER
A15
16
PK
1
C101
A15
16
PK
FUSE A 20A (8W-10-5)
FUSE B 20A (8W-10-7)
FUSE C 40A (8W-10-7)
FUSE D 40A (8W-10-8)
FUSE E 30A (8W-10-8)
FUSE F 20A (8W-10-9)
A1 12 RD
TO S107
A14 16 RD/WT
TO S116
A10 12 DB
TO ABS PUMP MOTOR RELAY
A16 12 RD/LG
TO S102
A5 12 RD/DB
TO S160
A13 12 PK/WT
TO S157
FUSE 1 20A (8W-10-10)
FUSE G 20A (8W-10-9)
FUSE H 30A (8W-10-9)
FUSE I 30A (8W-10-10)
FUSE J 40A (8W-10-10)
A7 16 RD/BK
TO JUNCTION BLOCK
A3 14 RD/WT
TO JUNCTION BLOCK
A20 14 RD/DG
TO S104
A2 12 PK/BK
TO IGNITION SWITCH
L9
18
BK/WT
TO COMBINATION FLASHER

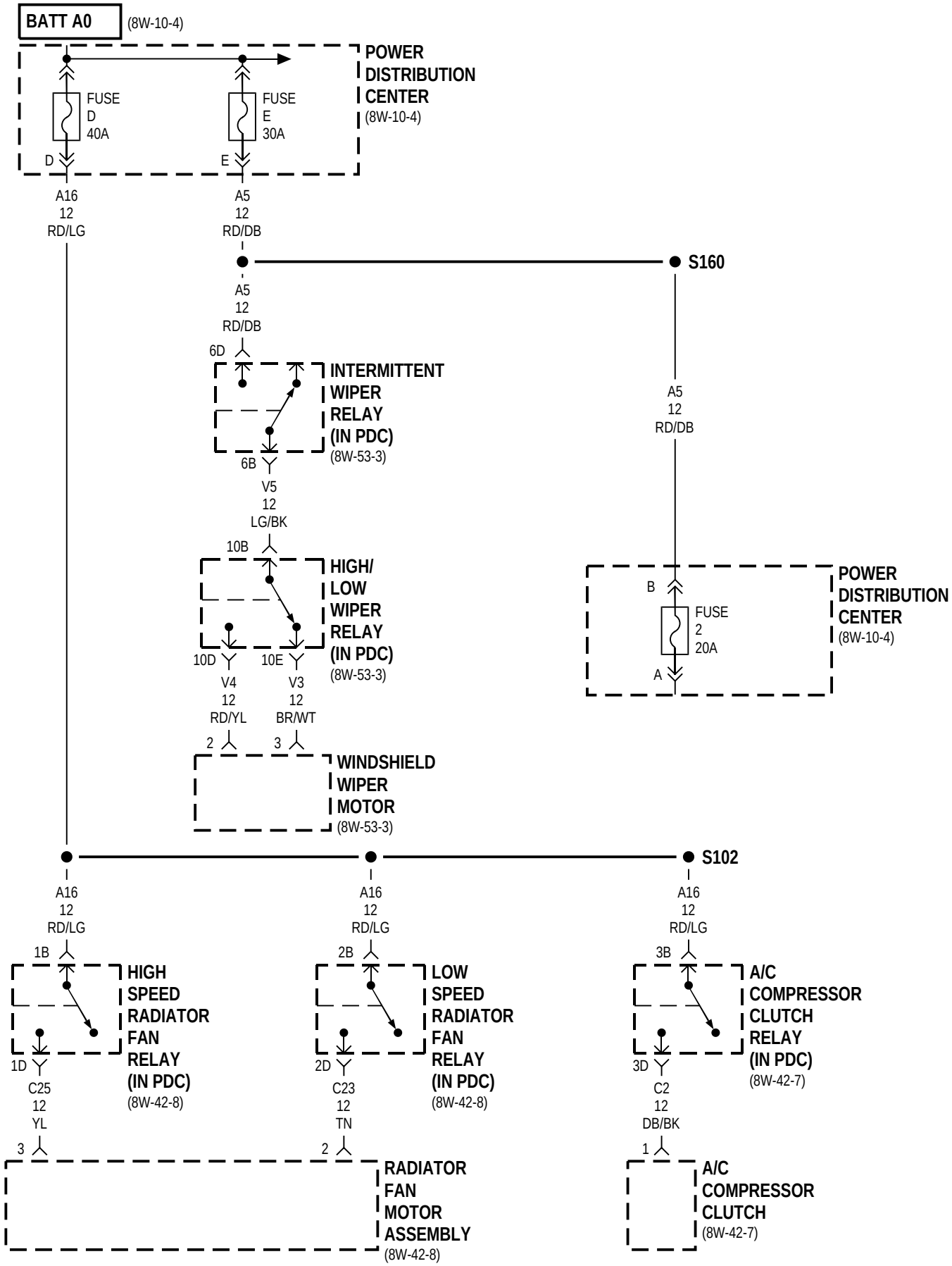

BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE A 20A
A
A1 12 RD
S107
A1 16 RD
8B
ENGINE STARTER MOTOR RELAY (IN PDC)
(8W-21-2)
8D
T40 16 LG
3 C101
T40 16 LG
23 C110
A1 16 RD
6
ENGINE STARTER MOTOR
(8W-21-2)
5B
FUEL PUMP RELAY (IN PDC)
(8W-30-3)
5D
A141 16 DG/BK
12 C2
JUNCTION BLOCK
(8W-12-3)
3 C9
3 C309
A141 16 DG/BK
1
FUEL PUMP MODULE
(8W-30-3)
INSTRUMENT CLUSTER
(8W-40-6)
BRAKE WARNING LAMP
6 C1
G9 22 GY/BK
S202
(8W-12-25)
BODY CONTROL MODULE
(8W-45-2)
KEY-IN IGNITION SWITCH SENSE
20 C3
G26 22 LB
BATT A2
(8W-10-10)
A2 12 PK/BK
10
9
3
IGNITION SWITCH
1 START
2 RUN
0 OFF
3 LOCK
4 ACC
KEY-IN SWITCH
4 A81 16 RD/WT
1 A21 16 DB
8 A41 16 YL
5 A31 16 BK/WT
7 A22 12 BK/OR
2 Z1 22 BK
S236
(8W-15-6)
Z1 20 BK
G200
(8W-15-7)
ST-RUN A21
(8W-10-6)
RUN-ACC A31
(8W-10-6)
ST-RUN-OFF A81
(8W-10-6)
ST A41
(8W-10-6)
RUN A22
(8W-10-10)

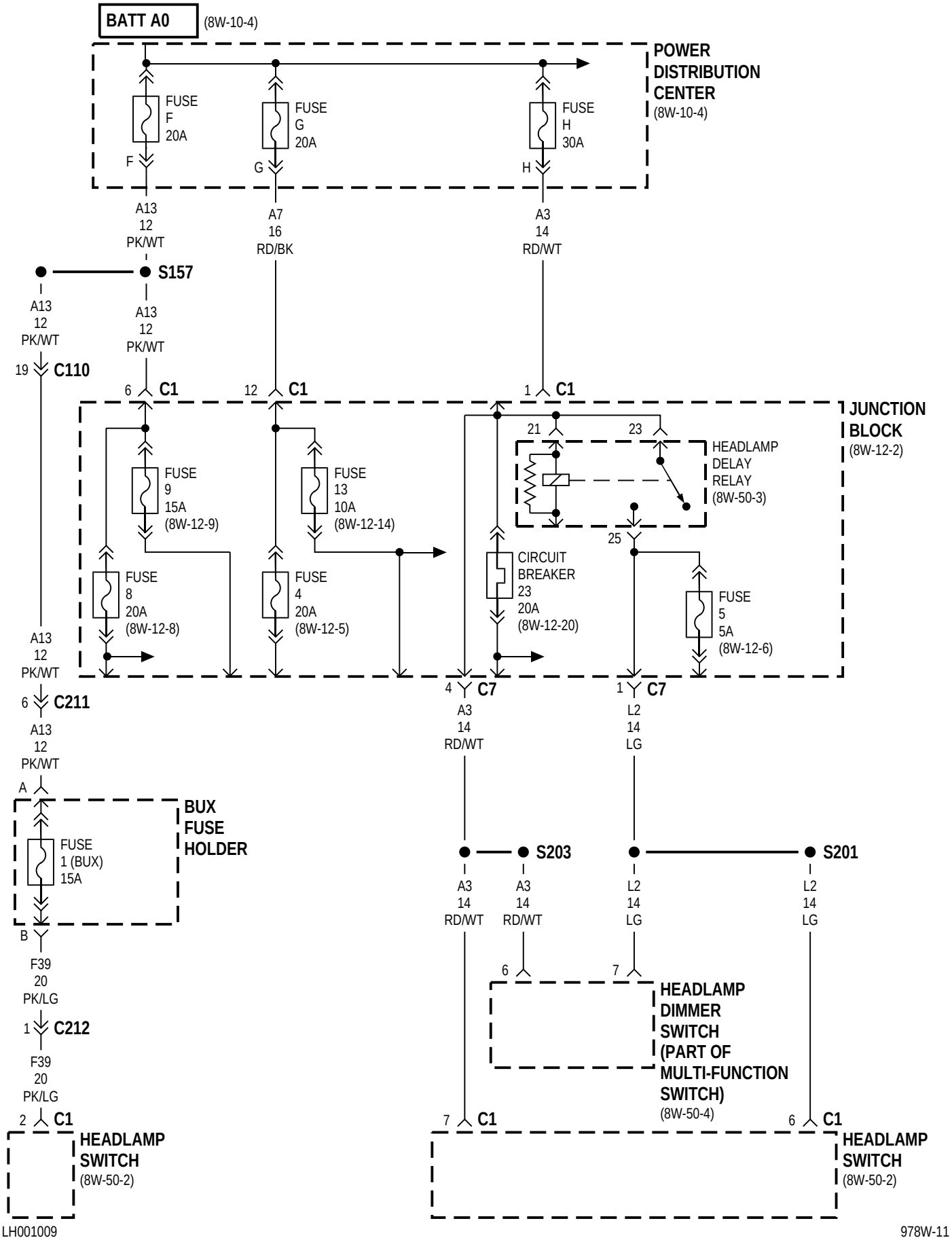

BATT A1
(8W-10-5)
BATT A2
(8W-10-10)
IGNITION SWITCH
1 START
2 RUN
0 OFF
3 LOCK
4 ACC
(8W-10-5)
KEY-IN SWITCH
4 A81 16 RD/WT
1 A21 16 DB
8 A41 16 YL
5 A31 16 BK/WT
7 A22 12 BK/OR
RUN A22
(8W-10-10)
5 C4
JUNCTION BLOCK
(8W-12-2)
FUSE 2 10A (8W-12-5)
FUSE 3 10A (8W-12-5)
FUSE 10 10A (8W-12-9)
40 C110
A41 16 YL
S113
A41 16 YL
A41 16 YL
8 TRANSMISSION CONTROL MODULE
(8W-31-2)
8A ENGINE STARTER MOTOR RELAY (IN PDC)
(8W-21-2)
4 C6
3 C6
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A (8W-12-19)
FUSE 14 5A (8W-12-17)
FUSE 18 10A (8W-12-19)
FUSE 19 10A (8W-12-19)
FUSE 20 10A (8W-12-20)



LH001007

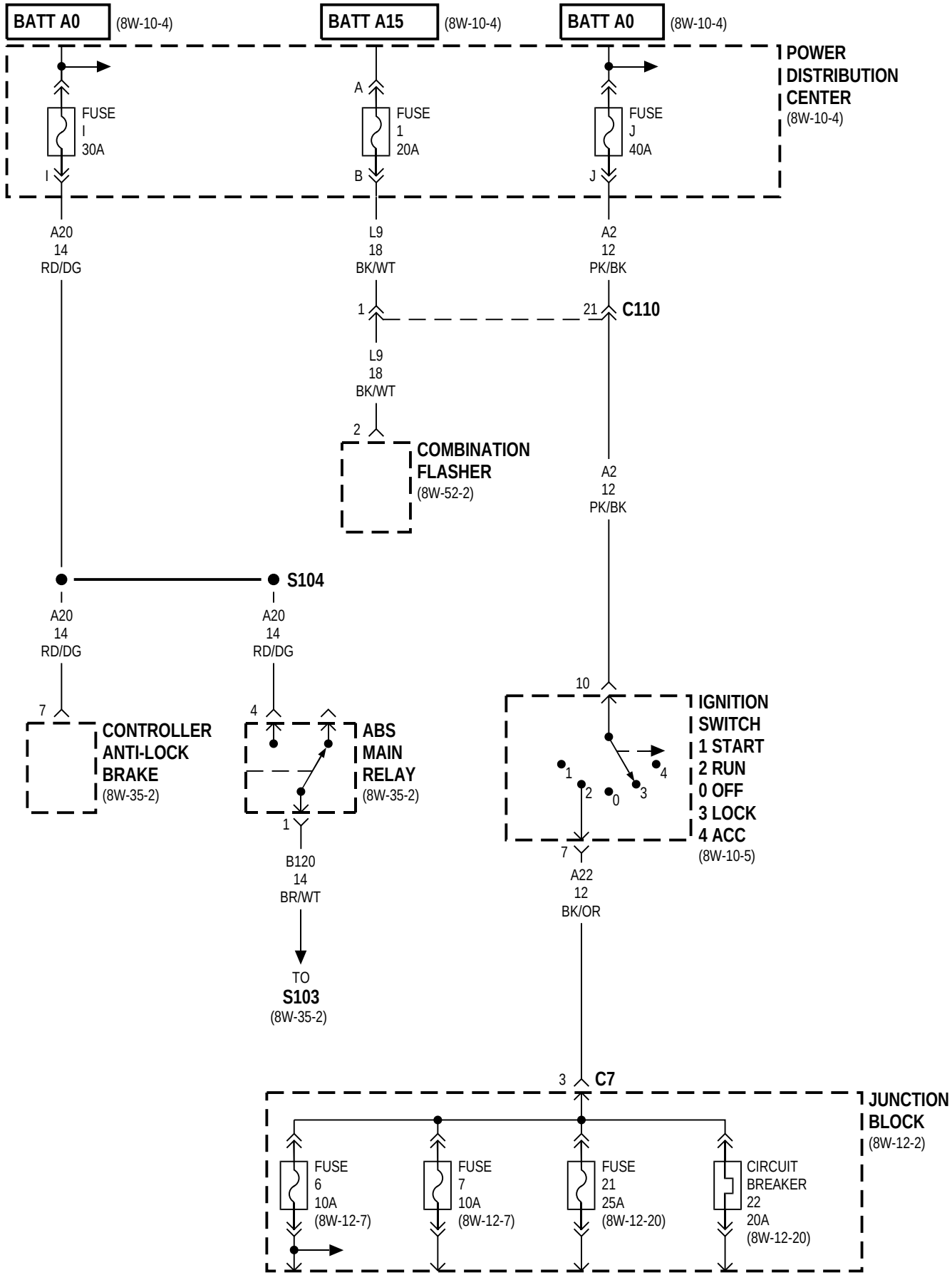
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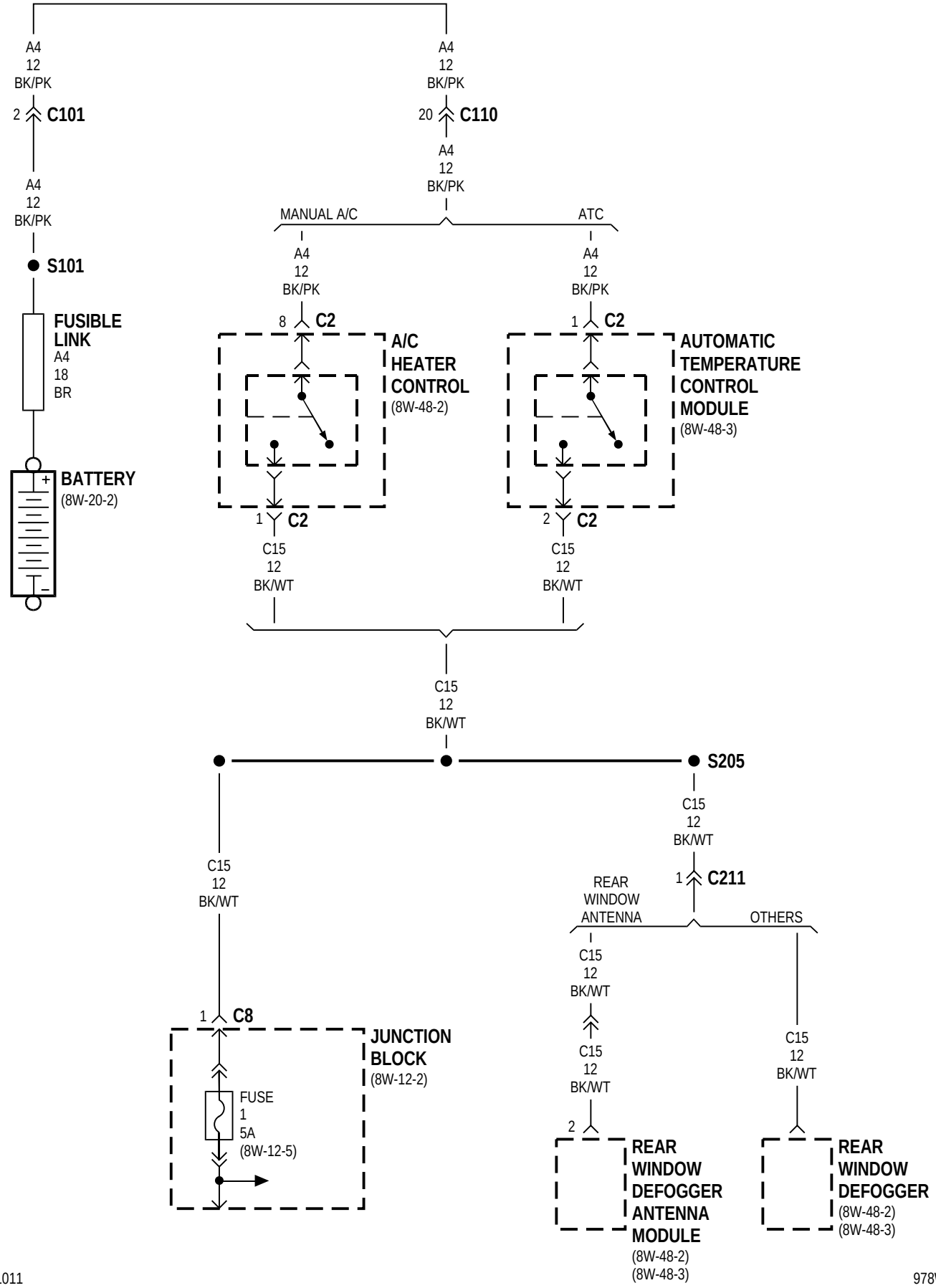

BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE D 40A
FUSE E 30A
D
E
A16 12 RD/LG
A5 12 RD/DB
S160
A5 12 RD/DB
6D
INTERMITTENT WIPER RELAY (IN PDC)
(8W-53-3)
6B
V5 12 LG/BK
10B
HIGH/ LOW WIPER RELAY (IN PDC)
(8W-53-3)
10D
10E
V4 12 RD/YL
V3 12 BR/WT
2
3
WINDSHIELD WIPER MOTOR
(8W-53-3)
A5 12 RD/DB
B
FUSE 2 20A
A
POWER DISTRIBUTION CENTER
(8W-10-4)
S102
A16 12 RD/LG
1B
HIGH SPEED RADIATOR FAN RELAY (IN PDC)
(8W-42-8)
1D
C25 12 YL
3
RADIATOR FAN MOTOR ASSEMBLY
(8W-42-8)
A16 12 RD/LG
2B
LOW SPEED RADIATOR FAN RELAY (IN PDC)
(8W-42-8)
2D
C23 12 TN
2
A16 12 RD/LG
3B
A/C COMPRESSOR CLUTCH RELAY (IN PDC)
(8W-42-7)
3D
C2 12 DB/BK
1
A/C COMPRESSOR CLUTCH
(8W-42-7)



LH001009

978W-11


BATT A0
(8W-10-4)
BATT A15
(8W-10-4)
BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE I 30A
FUSE 1 20A
FUSE J 40A
A
B
I
J
A20 14 RD/DG
L9 18 BK/WT
A2 12 PK/BK
1
21
C110
L9 18 BK/WT
2
COMBINATION FLASHER
(8W-52-2)
A2 12 PK/BK
S104
A20 14 RD/DG
A20 14 RD/DG
7
4
CONTROLLER ANTI-LOCK BRAKE
(8W-35-2)
ABS MAIN RELAY
(8W-35-2)
1
B120 14 BR/WT
TO S103
(8W-35-2)
10
IGNITION SWITCH
1 START
2 RUN
0 OFF
3 LOCK
4 ACC
(8W-10-5)
1
2
0
3
4
7
A22 12 BK/OR
3
C7
JUNCTION BLOCK
(8W-12-2)
FUSE 6 10A (8W-12-7)
FUSE 7 10A (8W-12-7)
FUSE 21 25A (8W-12-20)
CIRCUIT BREAKER 22 20A (8W-12-20)


A4
12
BK/PK
2 C101
A4
12
BK/PK
S101
FUSIBLE
LINK
A4
18
BR
BATTERY
(8W-20-2)
A4
12
BK/PK
20 C110
A4
12
BK/PK
MANUAL A/C
ATC
A4
12
BK/PK
8 C2
A/C
HEATER
CONTROL
(8W-48-2)
1 C2
C15
12
BK/WT
A4
12
BK/PK
1 C2
AUTOMATIC
TEMPERATURE
CONTROL
MODULE
(8W-48-3)
2 C2
C15
12
BK/WT
C15
12
BK/WT
S205
C15
12
BK/WT
1 C8
JUNCTION
BLOCK
(8W-12-2)
FUSE
1
5A
(8W-12-5)
C15
12
BK/WT
1 C211
REAR
WINDOW
ANTENNA
OTHERS
C15
12
BK/WT
C15
12
BK/WT
2
REAR
WINDOW
DEFOGGER
ANTENNA
MODULE
(8W-48-2)
(8W-48-3)
C15
12
BK/WT
REAR
WINDOW
DEFOGGER
(8W-48-2)
(8W-48-3)

8W-10 POWER DISTRIBUTION

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DESCRIPTION AND OPERATION

INTRODUCTION

This section covers the power distribution center and all circuits involved with it. For additional information on system operation, refer to the appropriate section of the wiring diagrams.

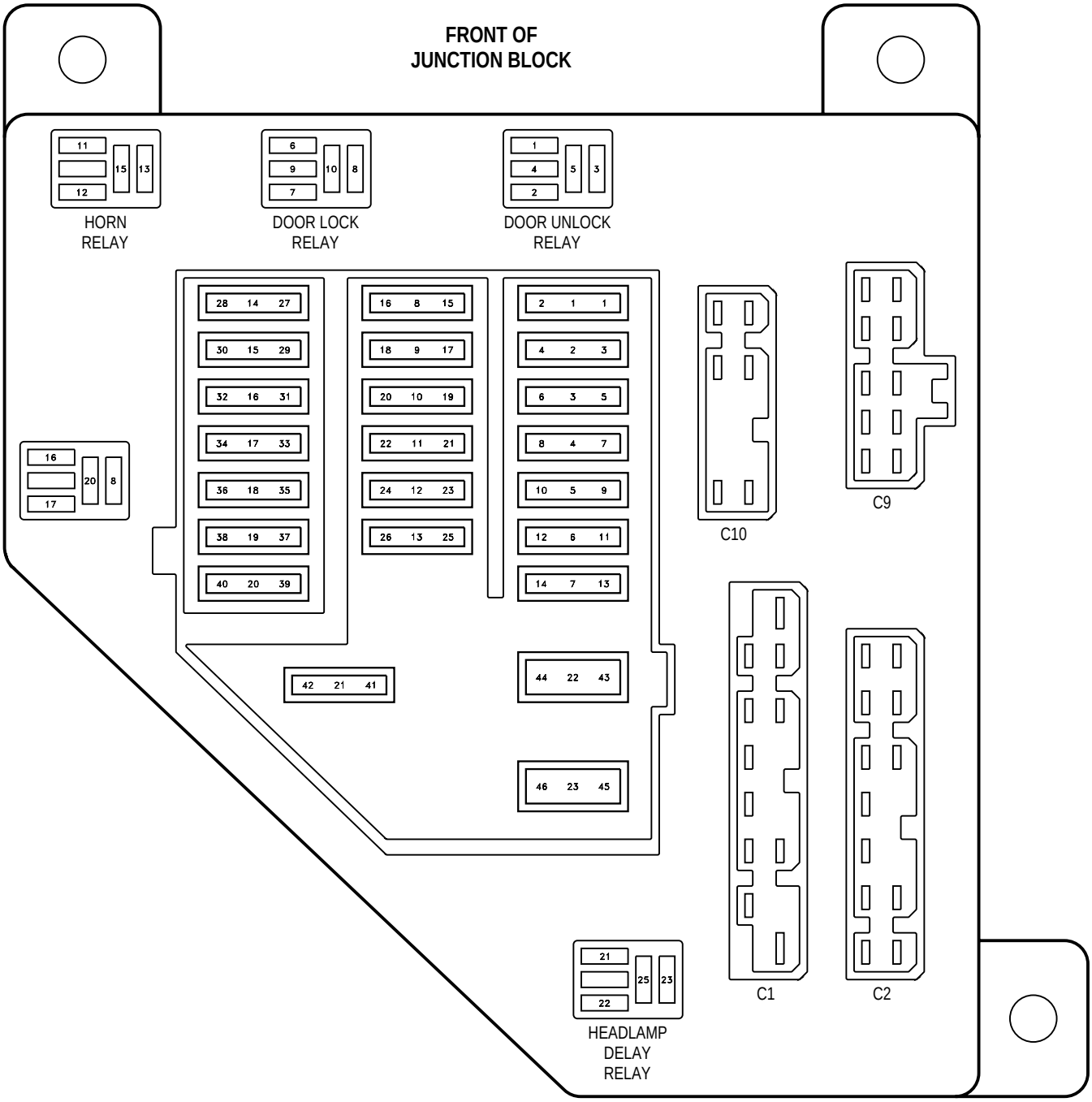
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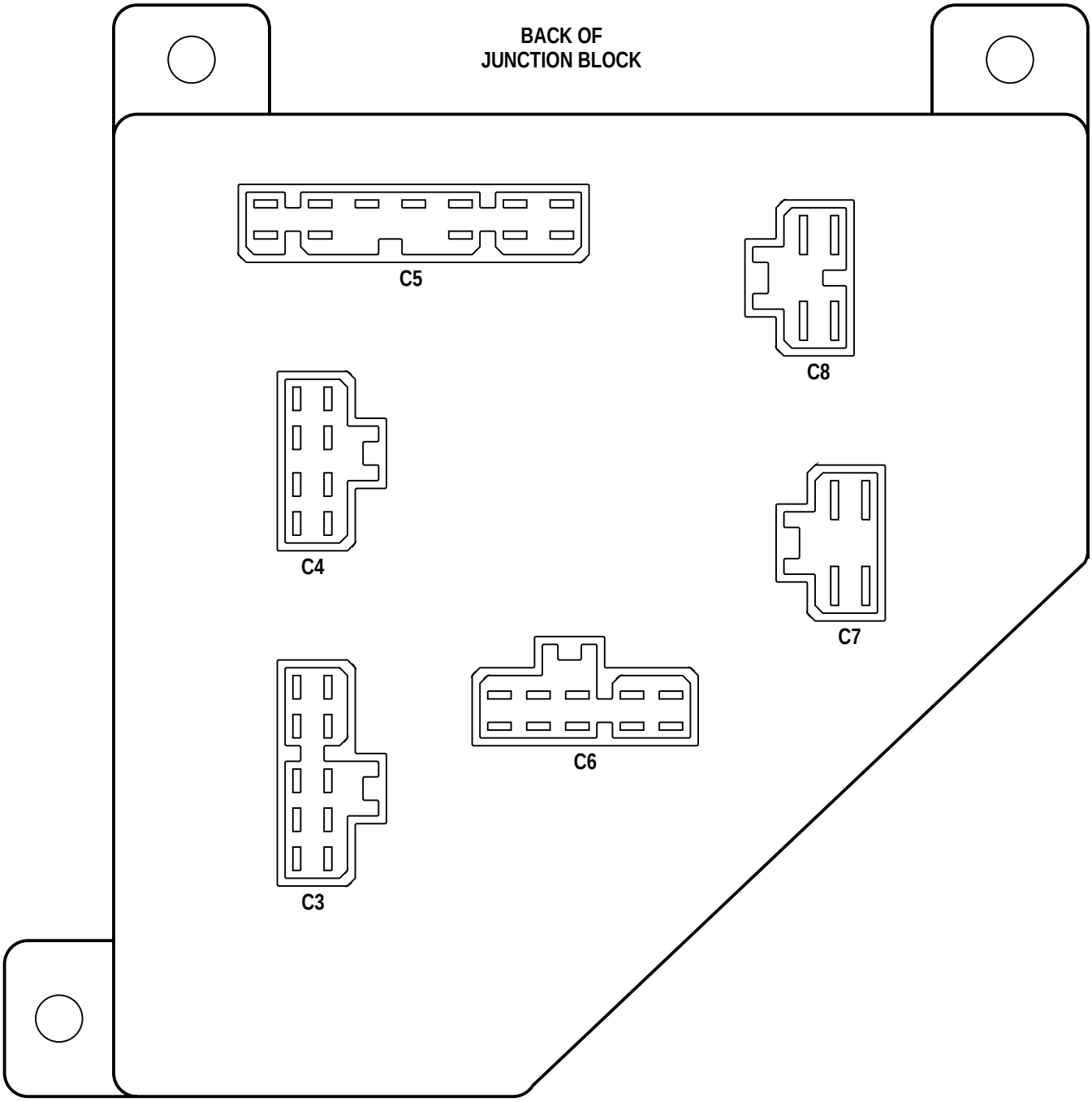
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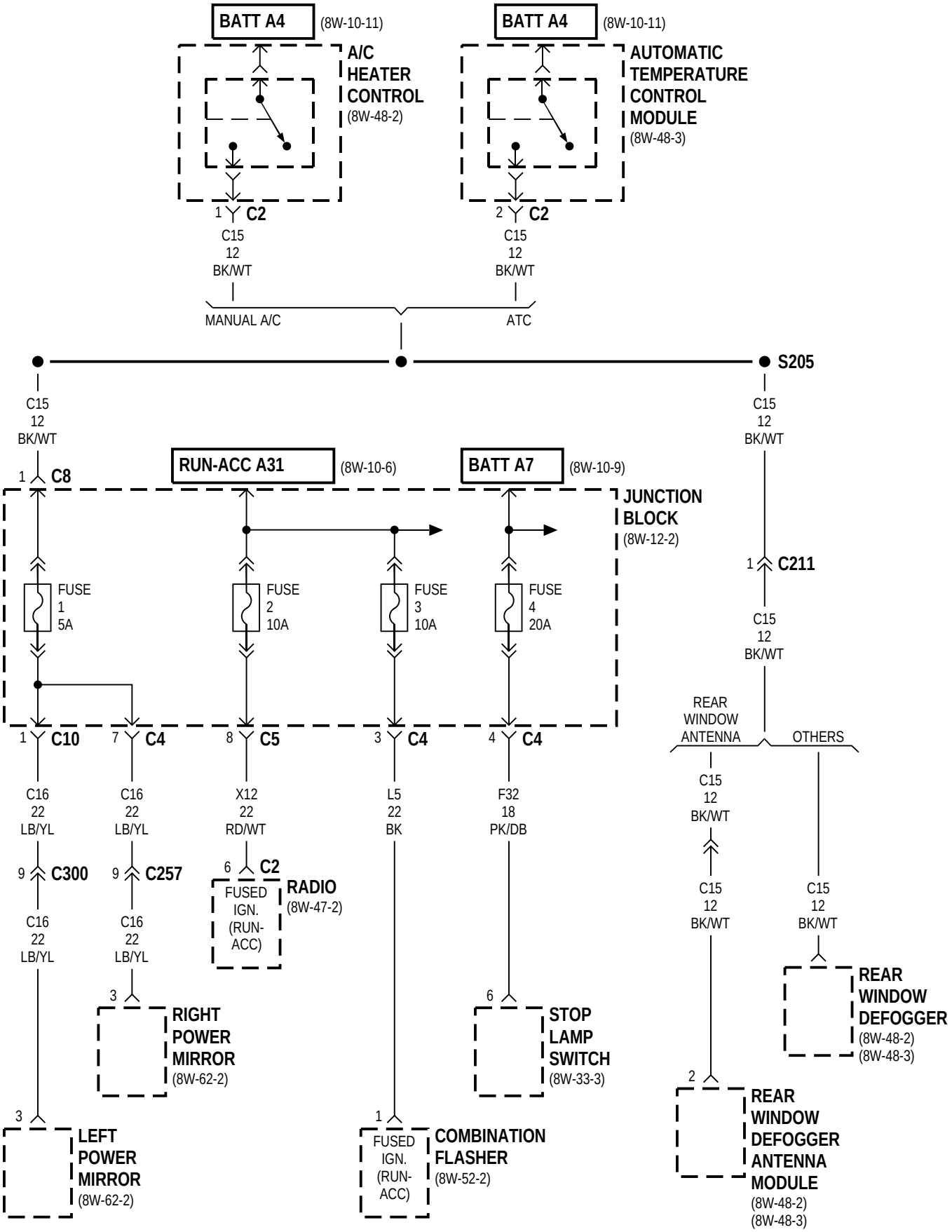
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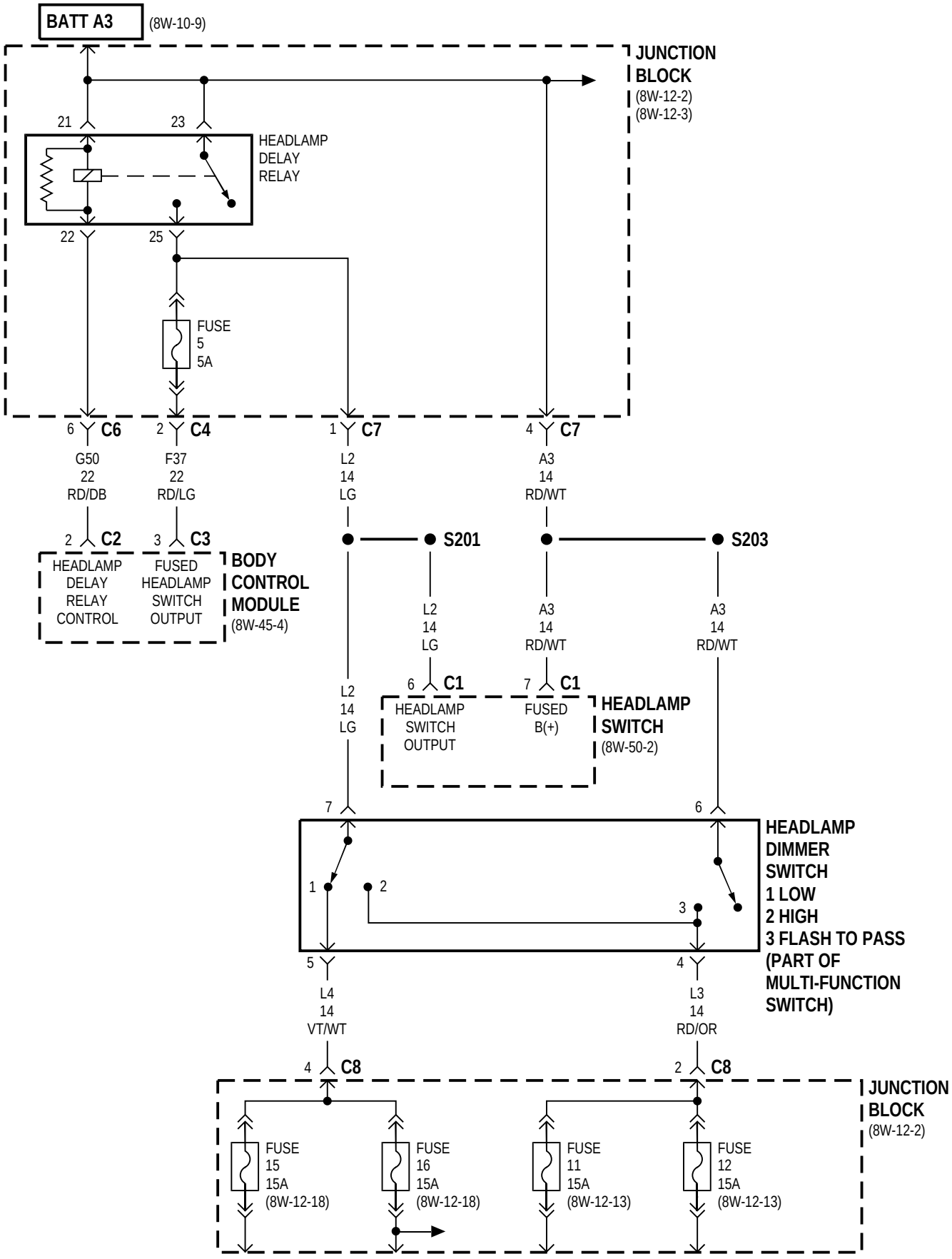
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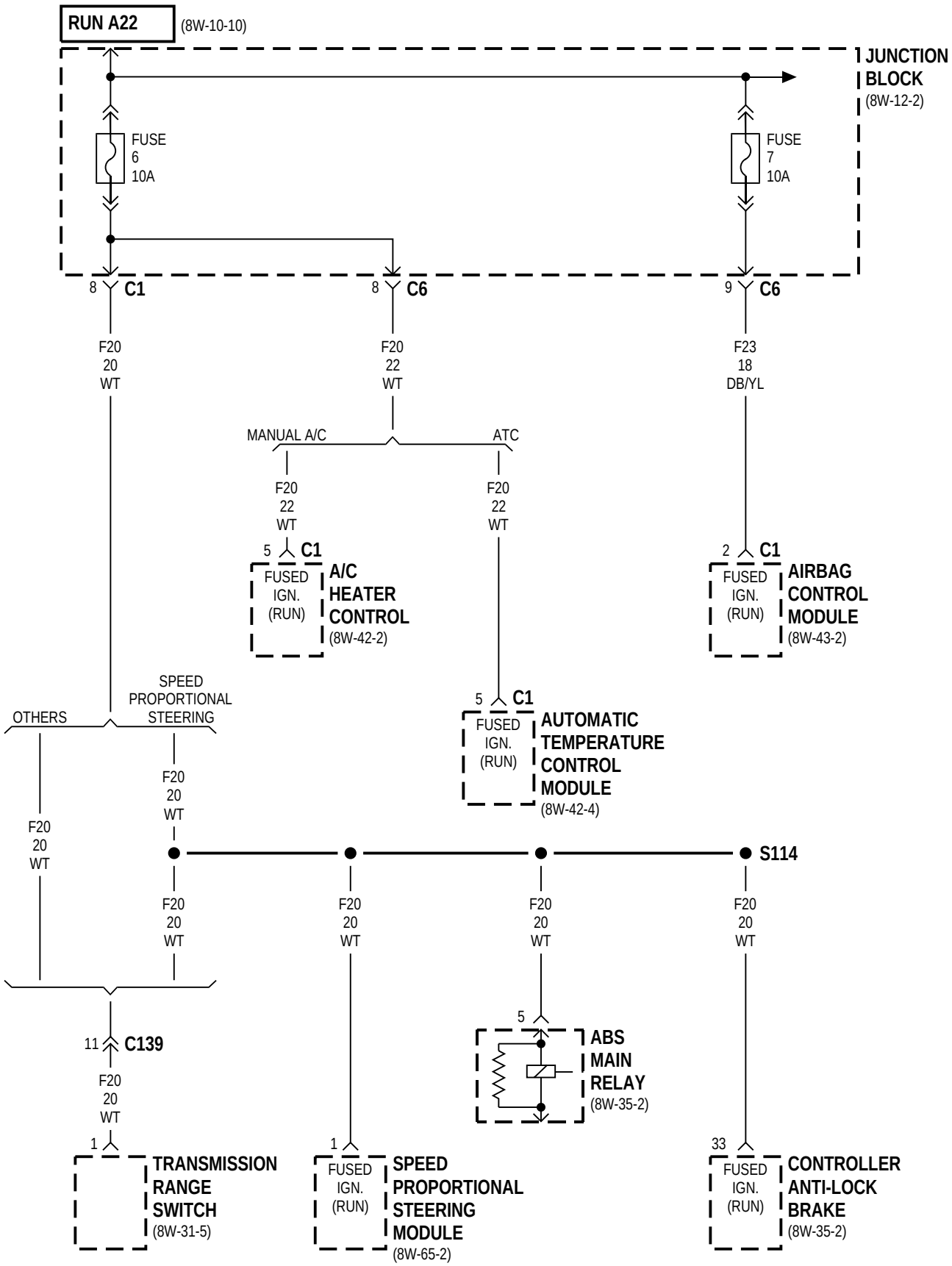

FRONT OF
JUNCTION BLOCK
11
15
13
12
HORN
RELAY
6
9
10
8
7
DOOR LOCK
RELAY
1
4
5
3
2
DOOR UNLOCK
RELAY
28 14 27
30 15 29
32 16 31
34 17 33
36 18 35
38 19 37
40 20 39
16 8 15
18 9 17
20 10 19
22 11 21
24 12 23
26 13 25
2 1 1
4 2 3
6 3 5
8 4 7
10 5 9
12 6 11
14 7 13
16
20
8
17
42 21 41
44 22 43
46 23 45
C10
C9
C1
C2
21
25
23
22
HEADLAMP
DELAY
RELAY

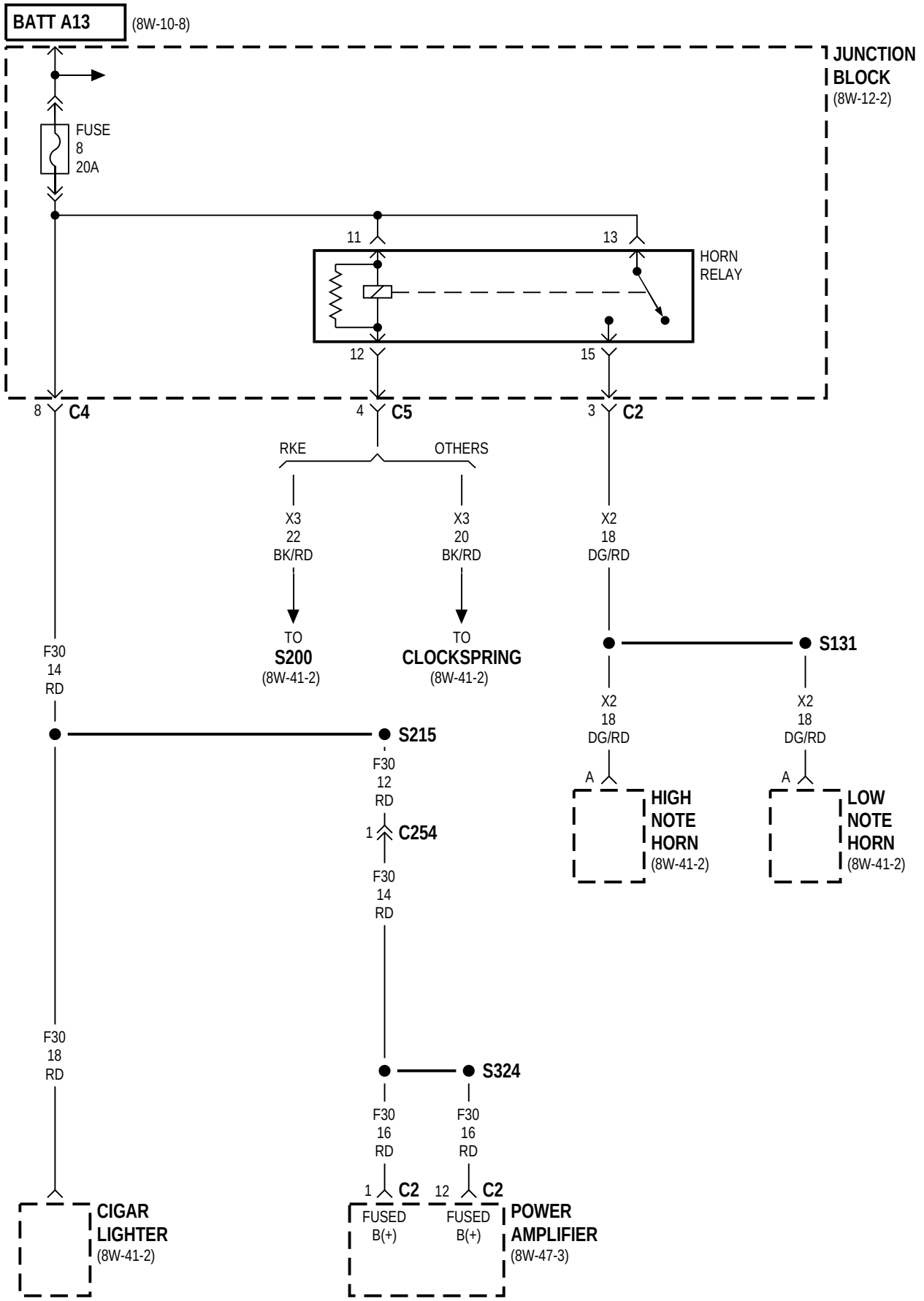

BACK OF
JUNCTION BLOCK
C5
C8
C4
C7
C6
C3

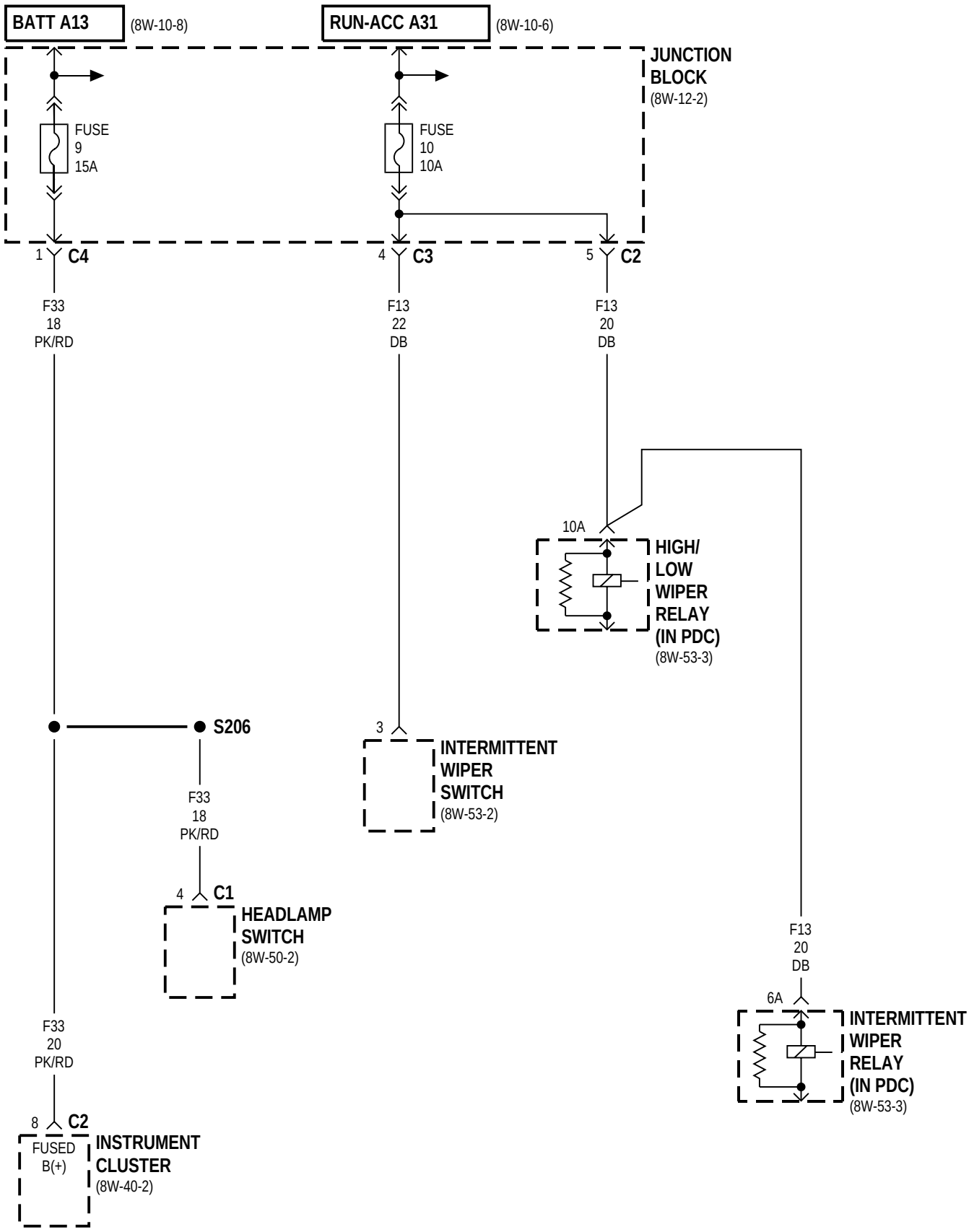
FUSES			
FUSE #	**AMPS**	**FUSED CIRCUT**	**FEED CIRCUT**
1	5A	C16 LB/YL	C15 BK/WT
2	10A	X12 RD/WT	A31 BK/WT
3	10A	L5 BK	A31 BK/WT
4	20A	F32 PK/DB	A7 RD/WT
5	5A	F37 RD/LG	A3 RD/WT
6	10A	F20 WT	A22 BK/OR
7	10A	F23 DB/YL	A22 BK/OR
8	20A	F30 RD	A13 PK/WT
9	15A	F33 PK/RD	A13 PK/WT
10	10A	F13 DB	A31 BK/WT
11	15A	L33 RD/OR	L3 RD/OR
12	15A	L34 RD/OR	L3 RD/OR
13	10A	M1 PK	A7 RD/BK
14	5A	G5 DB/WT	A21 DB
15	15A	L43 VT	L4 VT/WT
16	15A	L44 VT/RD I48 VT/PK	L4 VT/WT
17	5A	F11 RD/WT	A81 RD/WT
18	10A	F12 DB/WT	A21 DB
19	10A	F14 LG/YL	A21 DB
20	10A	F18 LG/BK	A21 DB
21	25A	C1 DG	A22 BK/OR
22	CB 20A	F21 DG/RD	A22 BK/OR
23	CB 20A	F35 RD	A3 RD/WT
24	-	-	-

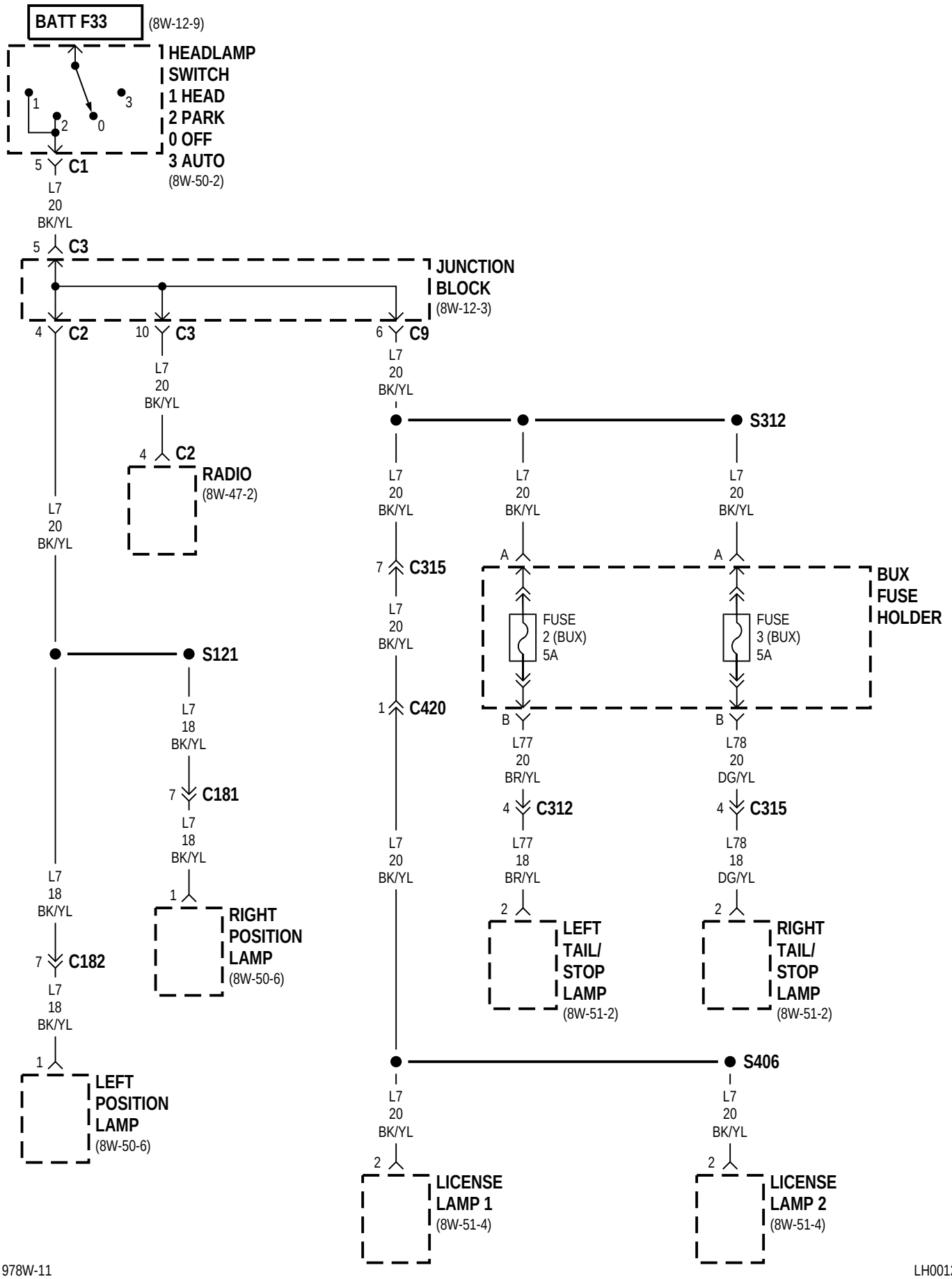

BATT A4
(8W-10-11)
A/C HEATER CONTROL
(8W-48-2)
BATT A4
(8W-10-11)
AUTOMATIC TEMPERATURE CONTROL MODULE
(8W-48-3)
1 C2
C15 12 BK/WT
2 C2
C15 12 BK/WT
MANUAL A/C
ATC
S205
C15 12 BK/WT
C15 12 BK/WT
1 C8
RUN-ACC A31
(8W-10-6)
BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 1 5A
FUSE 2 10A
FUSE 3 10A
FUSE 4 20A
1 C211
C15 12 BK/WT
REAR WINDOW ANTENNA
OTHERS
1 C10
7 C4
8 C5
3 C4
4 C4
C16 22 LB/YL
C16 22 LB/YL
X12 22 RD/WT
L5 22 BK
F32 18 PK/DB
C15 12 BK/WT
C15 12 BK/WT
C15 12 BK/WT
9 C300
9 C257
6 C2
FUSED IGN. (RUN-ACC)
RADIO
(8W-47-2)
C16 22 LB/YL
C16 22 LB/YL
3
RIGHT POWER MIRROR
(8W-62-2)
6
STOP LAMP SWITCH
(8W-33-3)
REAR WINDOW DEFOGGER
(8W-48-2)
(8W-48-3)
3
LEFT POWER MIRROR
(8W-62-2)
1
FUSED IGN. (RUN-ACC)
COMBINATION FLASHER
(8W-52-2)
2
REAR WINDOW DEFOGGER ANTENNA MODULE
(8W-48-2)
(8W-48-3)

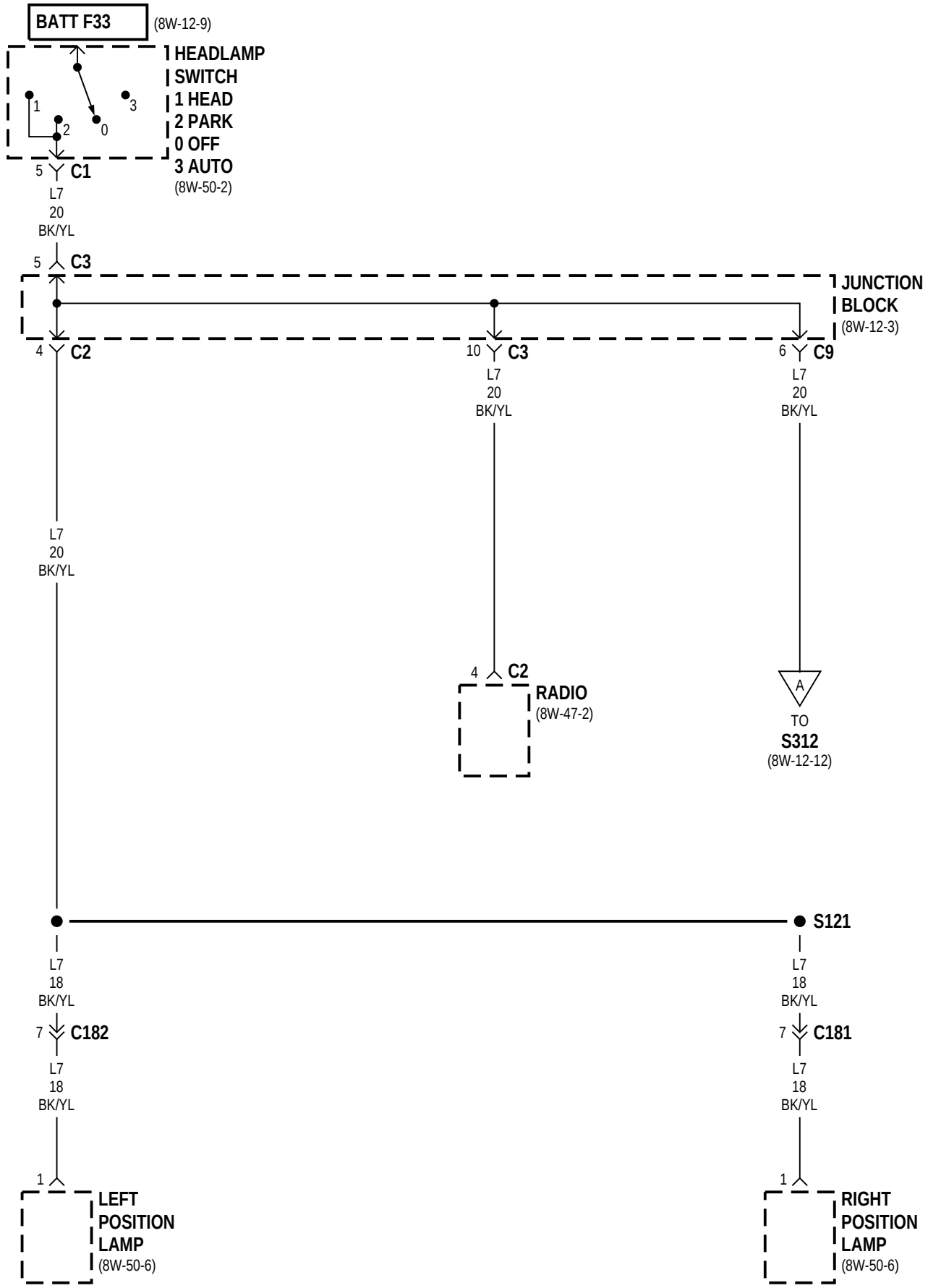

BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
(8W-12-3)
21
23
HEADLAMP DELAY RELAY
22
25
FUSE 5 5A
6 C6
2 C4
1 C7
4 C7
G50 22 RD/DB
F37 22 RD/LG
L2 14 LG
A3 14 RD/WT
2 C2
3 C3
HEADLAMP DELAY RELAY CONTROL
FUSED HEADLAMP SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-4)
S201
S203
L2 14 LG
A3 14 RD/WT
A3 14 RD/WT
6 C1
7 C1
HEADLAMP SWITCH OUTPUT
FUSED B(+)
HEADLAMP SWITCH
(8W-50-2)
L2 14 LG
7
6
1
2
3
5
4
HEADLAMP DIMMER SWITCH
1 LOW
2 HIGH
3 FLASH TO PASS
(PART OF MULTI-FUNCTION SWITCH)
L4 14 VT/WT
L3 14 RD/OR
4 C8
2 C8
JUNCTION BLOCK
(8W-12-2)
FUSE 15 15A (8W-12-18)
FUSE 16 15A (8W-12-18)
FUSE 11 15A (8W-12-13)
FUSE 12 15A (8W-12-13)

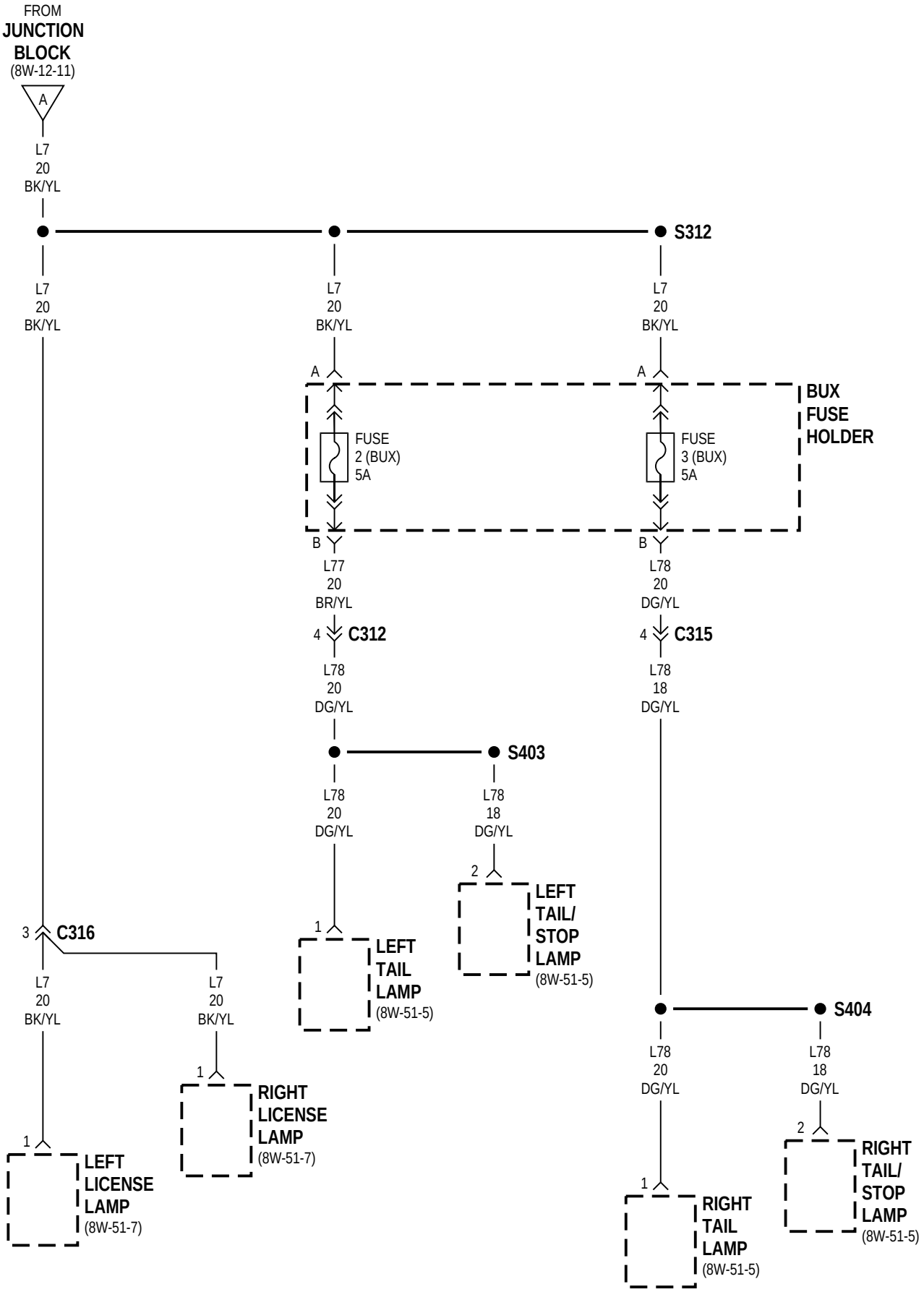

RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 6 10A
FUSE 7 10A
8 C1
8 C6
9 C6
F20 20 WT
F20 22 WT
F23 18 DB/YL
MANUAL A/C
ATC
F20 22 WT
F20 22 WT
5 C1
FUSED IGN. (RUN)
A/C HEATER CONTROL
(8W-42-2)
2 C1
FUSED IGN. (RUN)
AIRBAG CONTROL MODULE
(8W-43-2)
OTHERS
SPEED PROPORTIONAL STEERING
5 C1
FUSED IGN. (RUN)
AUTOMATIC TEMPERATURE CONTROL MODULE
(8W-42-4)
F20 20 WT
F20 20 WT
S114
F20 20 WT
F20 20 WT
F20 20 WT
F20 20 WT
5
ABS MAIN RELAY
(8W-35-2)
11 C139
F20 20 WT
1
TRANSMISSION RANGE SWITCH
(8W-31-5)
1
FUSED IGN. (RUN)
SPEED PROPORTIONAL STEERING MODULE
(8W-65-2)
33
FUSED IGN. (RUN)
CONTROLLER ANTI-LOCK BRAKE
(8W-35-2)

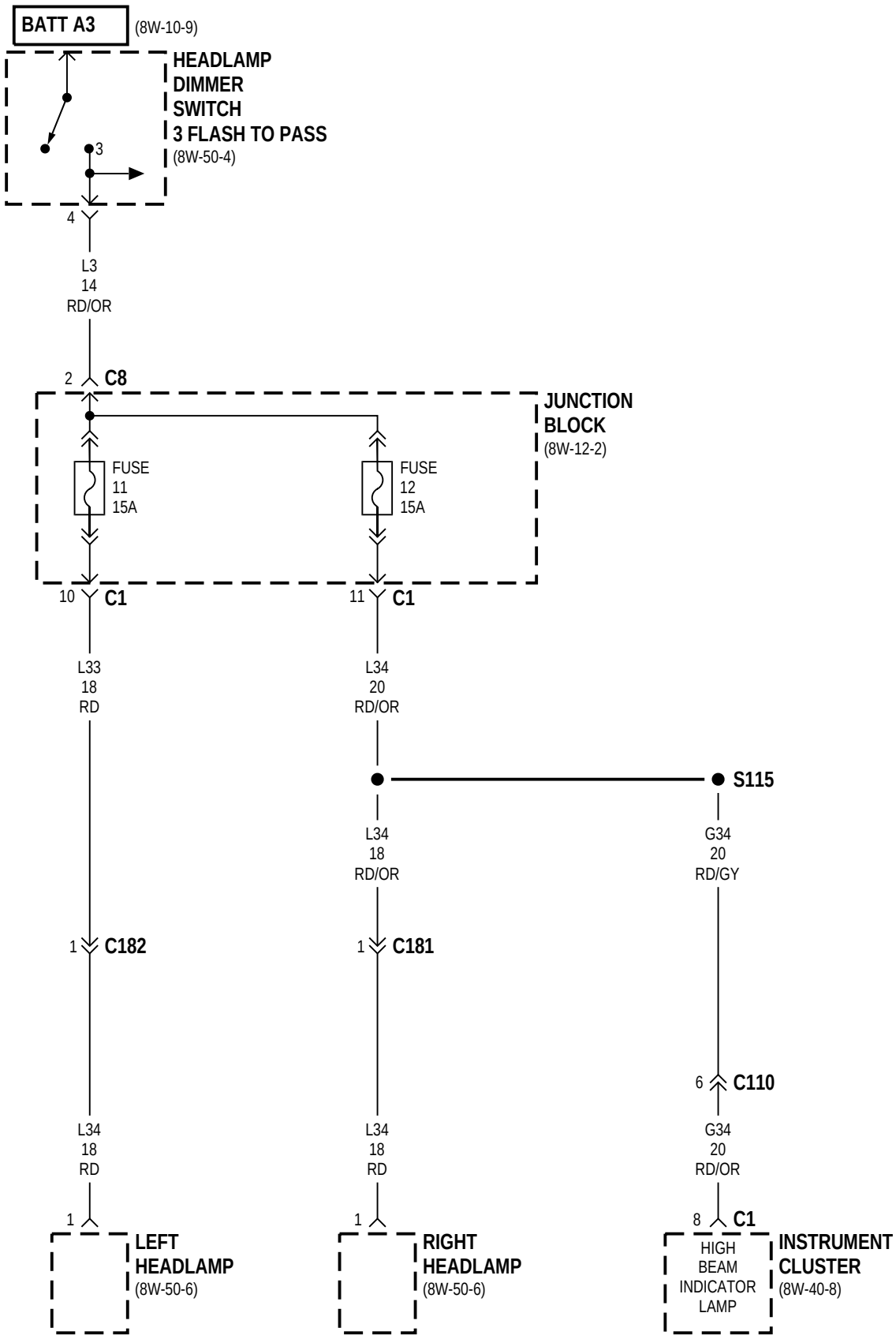

BATT A13
(8W-10-8)
JUNCTION BLOCK
(8W-12-2)
FUSE
8
20A
11
13
HORN RELAY
12
15
8
C4
4
C5
3
C2
RKE
OTHERS
X3
22
BK/RD
X3
20
BK/RD
X2
18
DG/RD
TO
S200
(8W-41-2)
TO
CLOCKSPRING
(8W-41-2)
S131
F30
14
RD
S215
F30
12
RD
1
C254
F30
14
RD
X2
18
DG/RD
A
HIGH NOTE HORN
(8W-41-2)
X2
18
DG/RD
A
LOW NOTE HORN
(8W-41-2)
F30
18
RD
S324
F30
16
RD
F30
16
RD
1
C2
12
C2
FUSED B(+)
FUSED B(+)
CIGAR LIGHTER
(8W-41-2)
POWER AMPLIFIER
(8W-47-3)

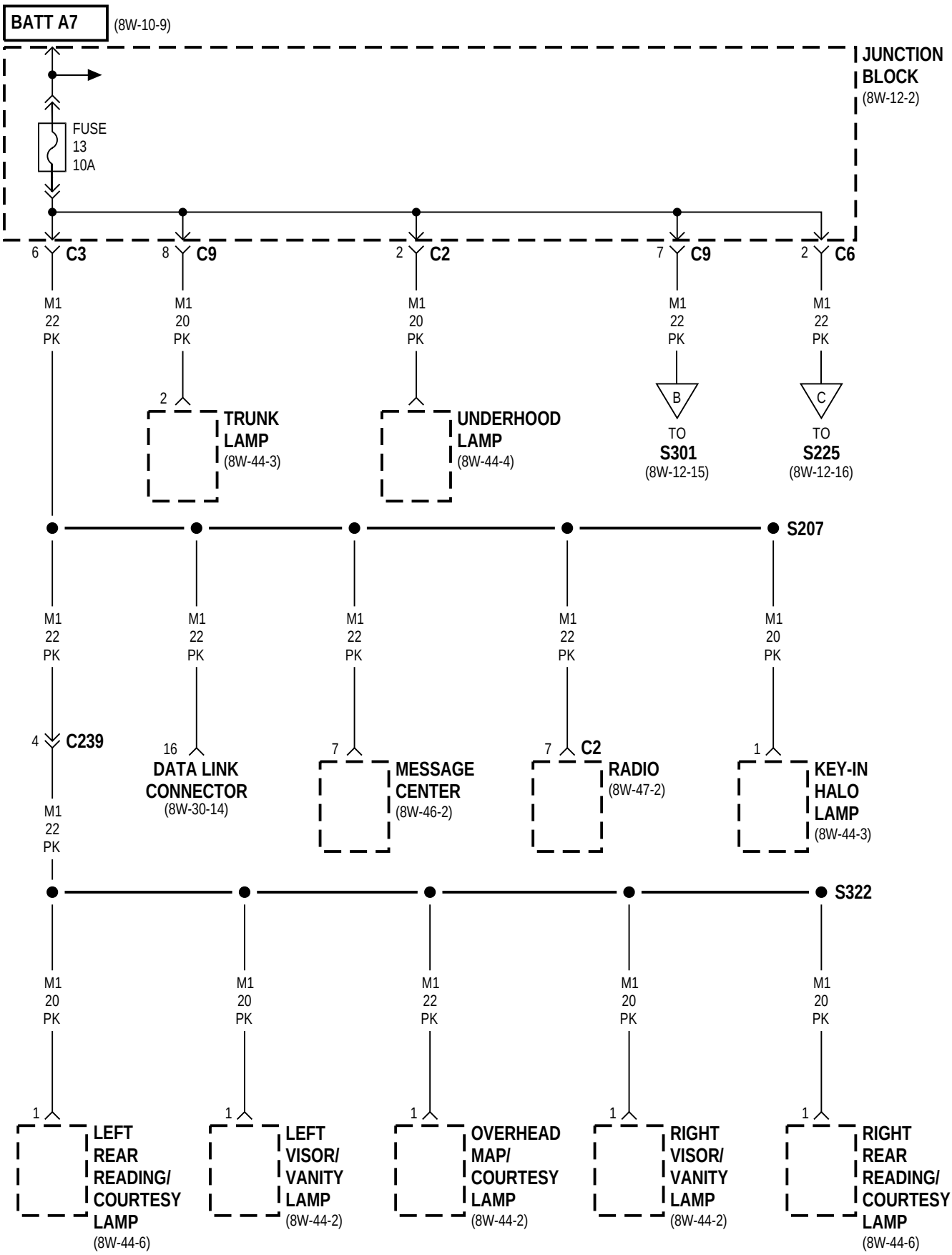

BATT A13
(8W-10-8)
RUN-ACC A31
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 9 15A
FUSE 10 10A
1 C4
4 C3
5 C2
F33 18 PK/RD
F13 22 DB
F13 20 DB
10A
HIGH/ LOW WIPER RELAY (IN PDC)
(8W-53-3)
S206
3
INTERMITTENT WIPER SWITCH
(8W-53-2)
F33 18 PK/RD
4 C1
HEADLAMP SWITCH
(8W-50-2)
F13 20 DB
6A
INTERMITTENT WIPER RELAY (IN PDC)
(8W-53-3)
F33 20 PK/RD
8 C2
FUSED B(+)
INSTRUMENT CLUSTER
(8W-40-2)

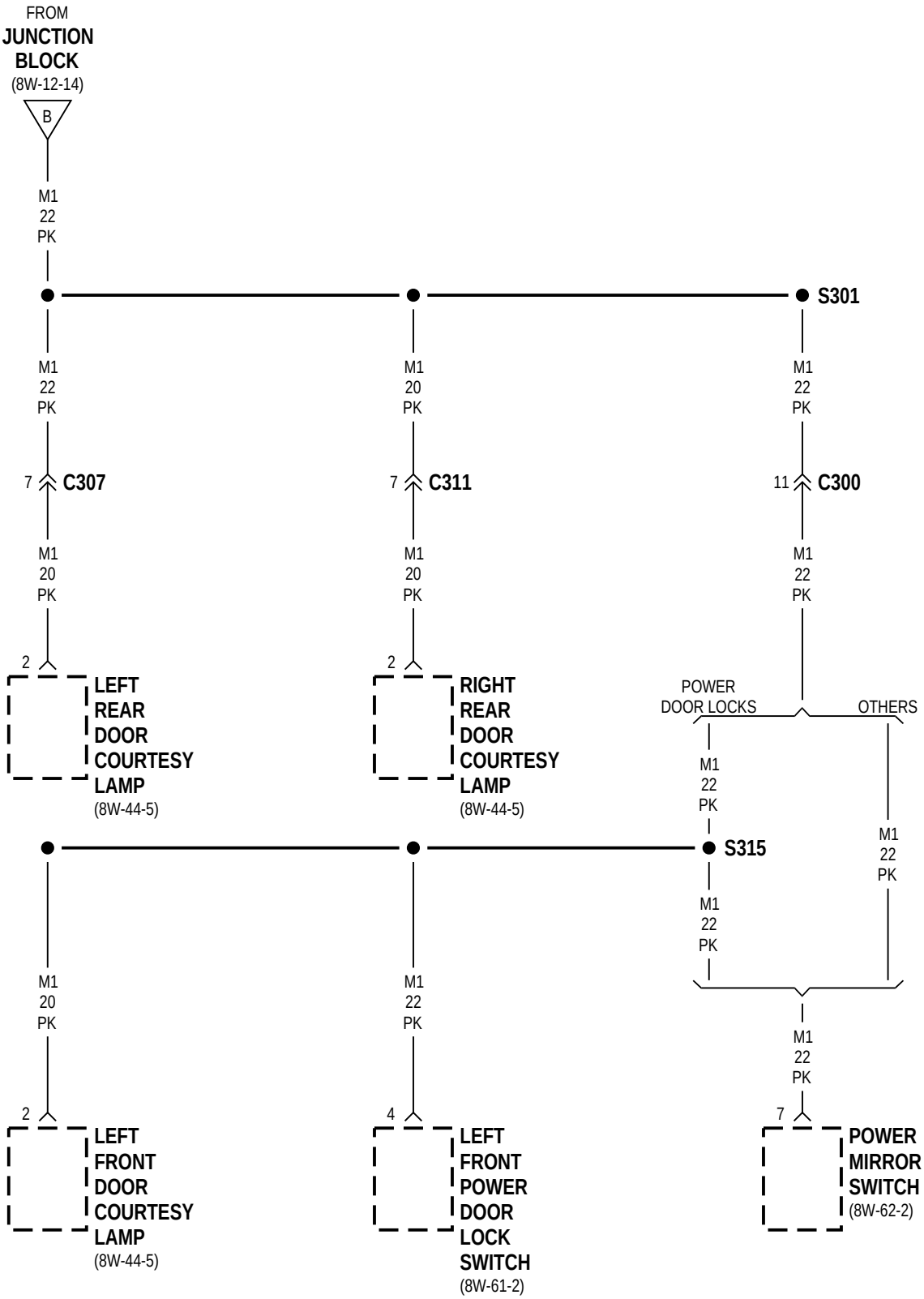

BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
3 AUTO
(8W-50-2)
C1
L7 20 BK/YL
C3
JUNCTION BLOCK
(8W-12-3)
C2
C3
C9
RADIO
(8W-47-2)
S312
S121
C315
C420
FUSE 2 (BUX) 5A
FUSE 3 (BUX) 5A
BUX FUSE HOLDER
L77 20 BR/YL
L78 20 DG/YL
C312
C315
L7 18 BK/YL
C181
C182
RIGHT POSITION LAMP
(8W-50-6)
LEFT POSITION LAMP
(8W-50-6)
LEFT TAIL/ STOP LAMP
(8W-51-2)
RIGHT TAIL/ STOP LAMP
(8W-51-2)
S406
LICENSE LAMP 1
(8W-51-4)
LICENSE LAMP 2
(8W-51-4)

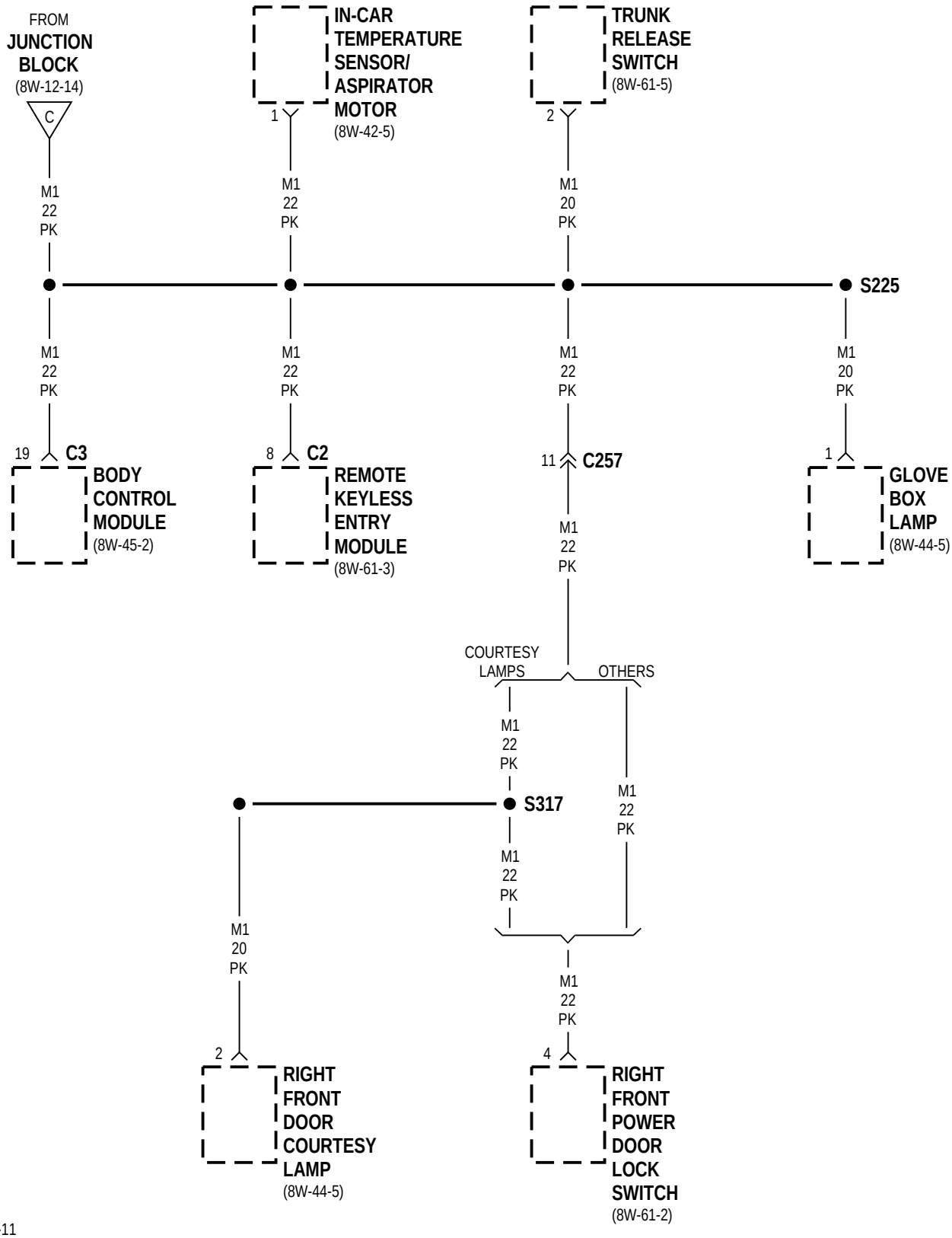

BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
3 AUTO
(8W-50-2)
1
2
0
3
5 C1
L7
20
BK/YL
5 C3
JUNCTION BLOCK
(8W-12-3)
4 C2
10 C3
6 C9
L7
20
BK/YL
L7
20
BK/YL
4 C2
RADIO
(8W-47-2)
A
TO
S312
(8W-12-12)
S121
L7
18
BK/YL
7 C182
L7
18
BK/YL
1
LEFT POSITION LAMP
(8W-50-6)
L7
18
BK/YL
7 C181
L7
18
BK/YL
1
RIGHT POSITION LAMP
(8W-50-6)

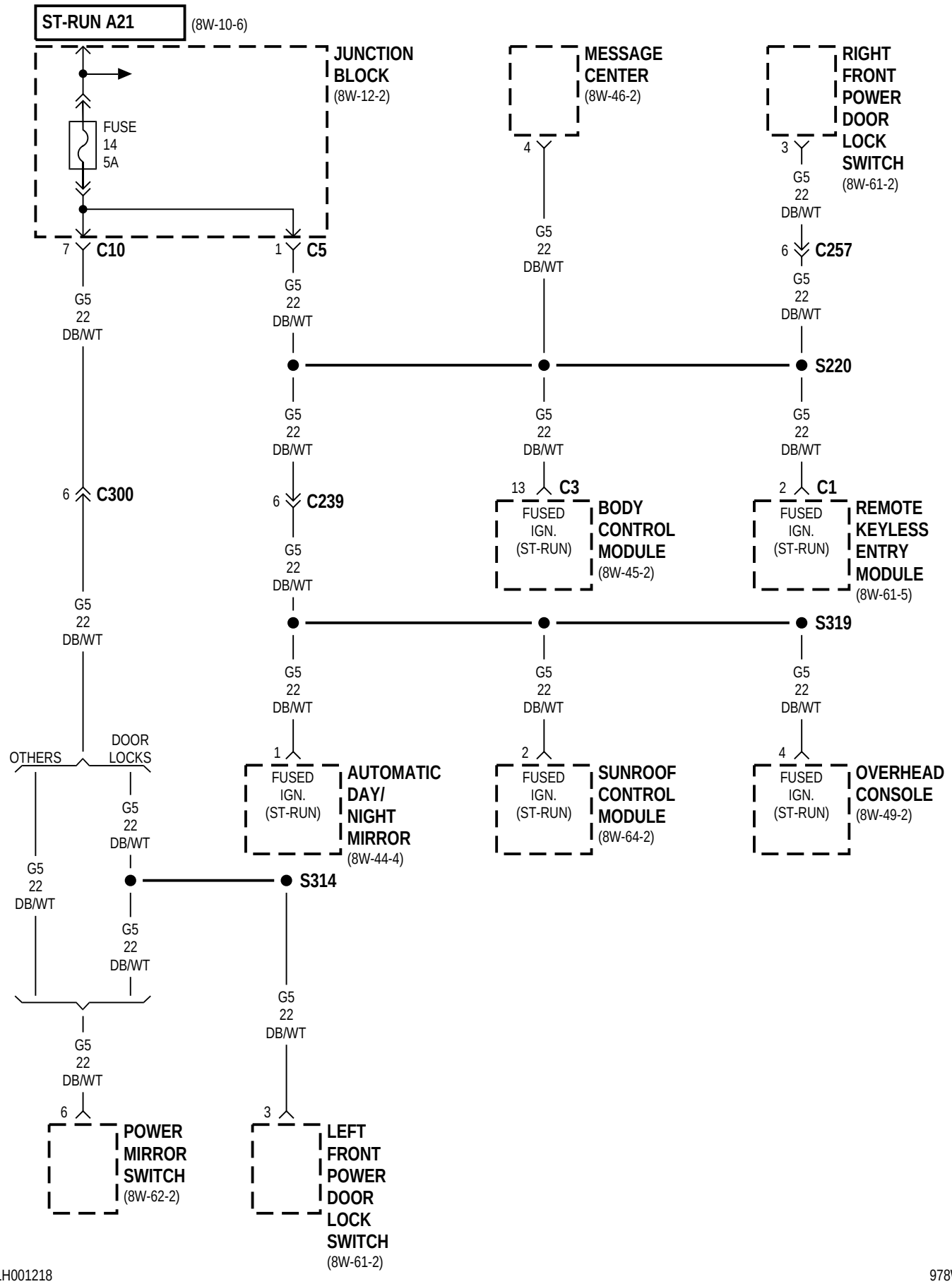

FROM
JUNCTION
BLOCK
(8W-12-11)
A
L7
20
BK/YL
S312
L7
20
BK/YL
A
BUX
FUSE
HOLDER
FUSE
2 (BUX)
5A
FUSE
3 (BUX)
5A
B
L77
20
BR/YL
4
C312
L78
20
DG/YL
S403
L78
18
DG/YL
2
LEFT
TAIL/
STOP
LAMP
(8W-51-5)
1
LEFT
TAIL
LAMP
(8W-51-5)
3
C316
L7
20
BK/YL
1
LEFT
LICENSE
LAMP
(8W-51-7)
RIGHT
LICENSE
LAMP
(8W-51-7)
L78
18
DG/YL
4
C315
S404
RIGHT
TAIL/
STOP
LAMP
(8W-51-5)
RIGHT
TAIL
LAMP
(8W-51-5)

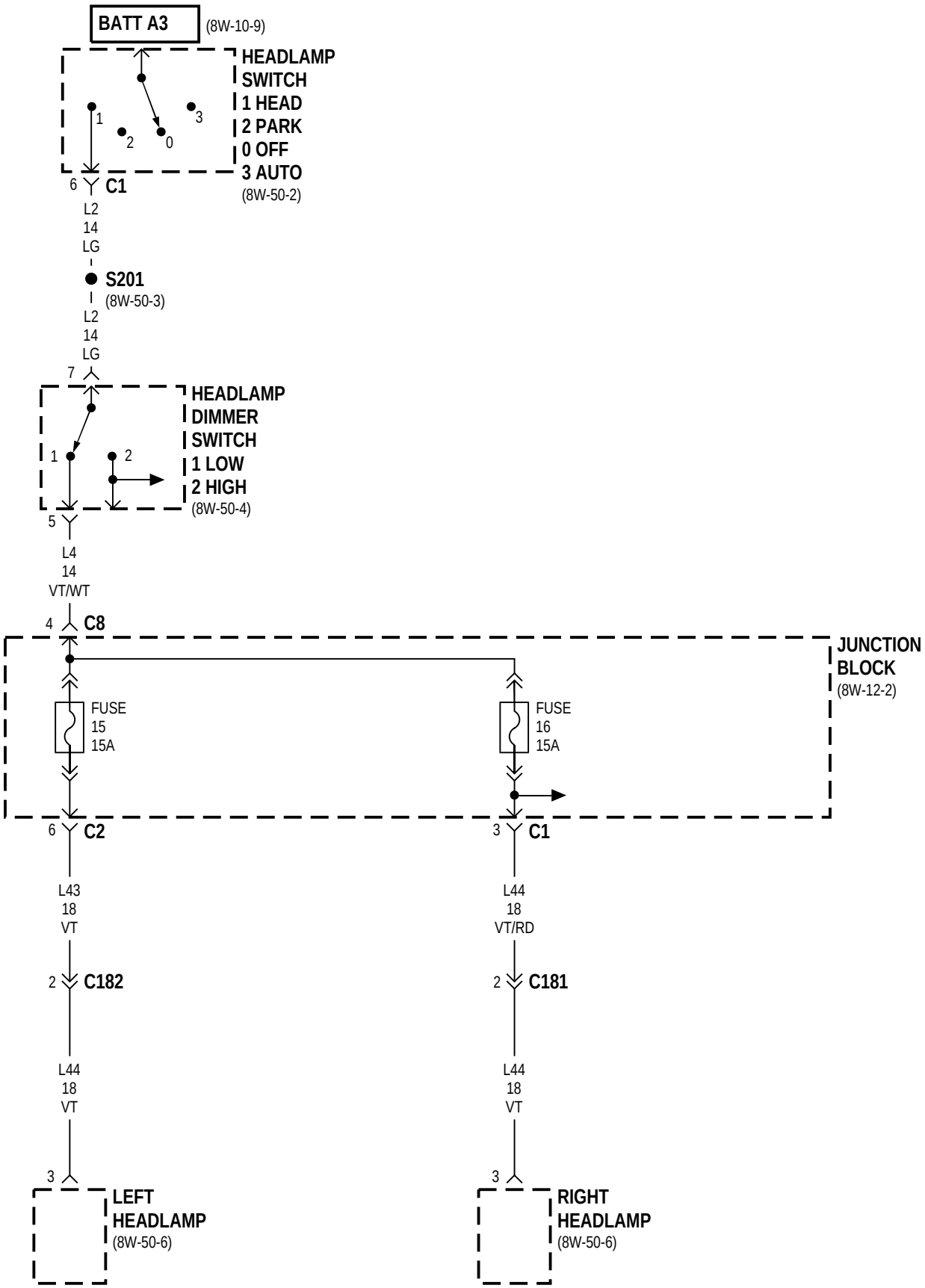

BATT A3
(8W-10-9)
HEADLAMP DIMMER SWITCH 3 FLASH TO PASS
(8W-50-4)
3
4
L3
14
RD/OR
2
C8
JUNCTION BLOCK
(8W-12-2)
FUSE 11 15A
FUSE 12 15A
10
C1
11
C1
L33
18
RD
L34
20
RD/OR
S115
L34
18
RD/OR
G34
20
RD/GY
1
C182
1
C181
6
C110
L34
18
RD
L34
18
RD
G34
20
RD/OR
1
1
8
C1
LEFT HEADLAMP
(8W-50-6)
RIGHT HEADLAMP
(8W-50-6)
HIGH BEAM INDICATOR LAMP
INSTRUMENT CLUSTER
(8W-40-8)

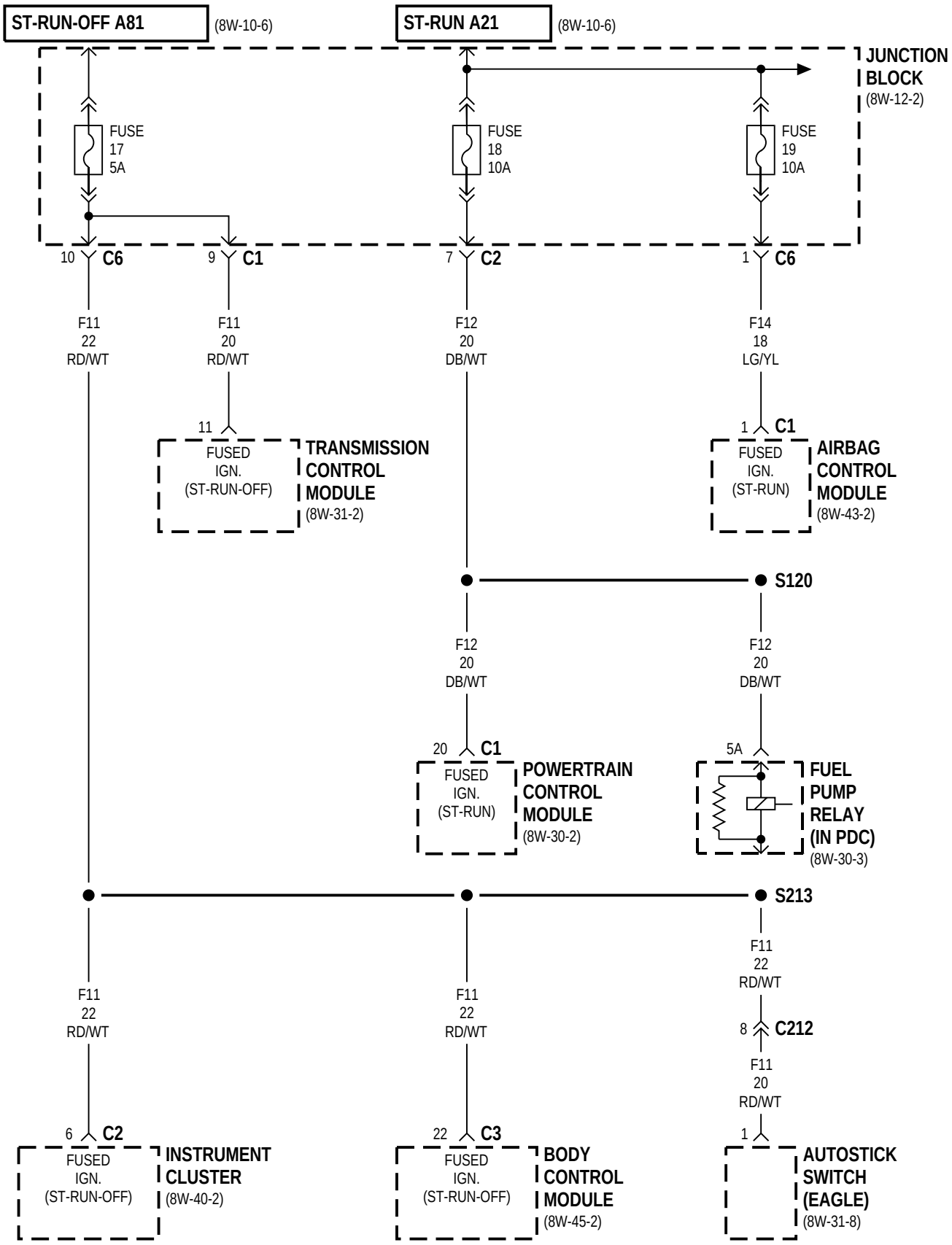

BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE
13
10A
6 C3
8 C9
2 C2
7 C9
2 C6
M1
22
PK
M1
20
PK
2
TRUNK LAMP
(8W-44-3)
UNDERHOOD LAMP
(8W-44-4)
B
TO
S301
(8W-12-15)
C
TO
S225
(8W-12-16)
S207
4 C239
16
DATA LINK CONNECTOR
(8W-30-14)
7
MESSAGE CENTER
(8W-46-2)
7 C2
RADIO
(8W-47-2)
1
KEY-IN HALO LAMP
(8W-44-3)
S322
1
LEFT REAR READING/ COURTESY LAMP
(8W-44-6)
LEFT VISOR/ VANITY LAMP
(8W-44-2)
OVERHEAD MAP/ COURTESY LAMP
(8W-44-2)
RIGHT VISOR/ VANITY LAMP
(8W-44-2)
RIGHT REAR READING/ COURTESY LAMP
(8W-44-6)

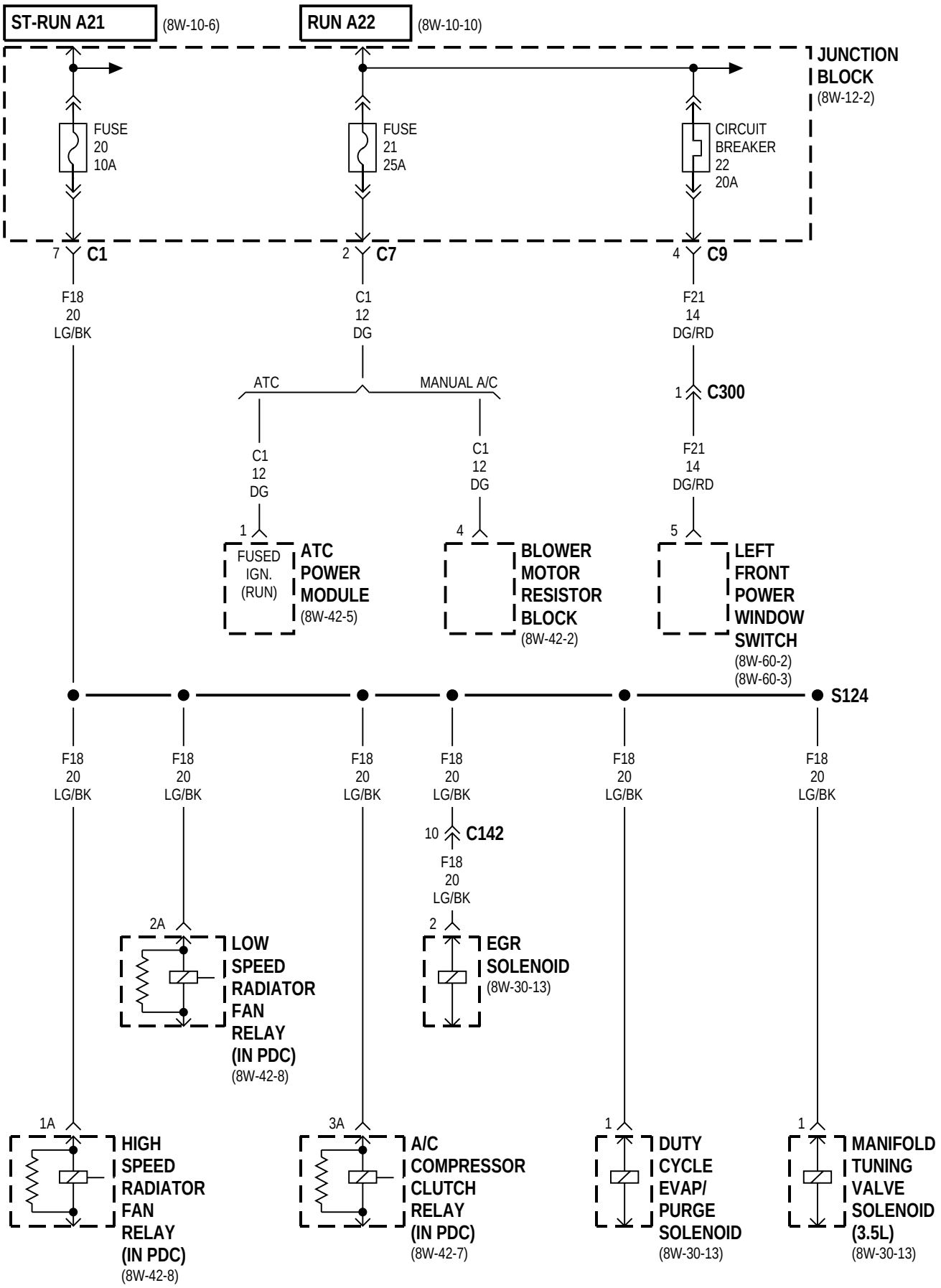

FROM
JUNCTION BLOCK
(8W-12-14)
B
M1
22
PK
S301
M1
22
PK
M1
20
PK
M1
22
PK
7
C307
7
C311
11
C300
M1
20
PK
M1
20
PK
M1
22
PK
2
LEFT REAR DOOR COURTESY LAMP
(8W-44-5)
2
RIGHT REAR DOOR COURTESY LAMP
(8W-44-5)
POWER DOOR LOCKS
OTHERS
M1
22
PK
S315
M1
22
PK
M1
22
PK
M1
20
PK
M1
22
PK
M1
22
PK
2
LEFT FRONT DOOR COURTESY LAMP
(8W-44-5)
4
LEFT FRONT POWER DOOR LOCK SWITCH
(8W-61-2)
7
POWER MIRROR SWITCH
(8W-62-2)

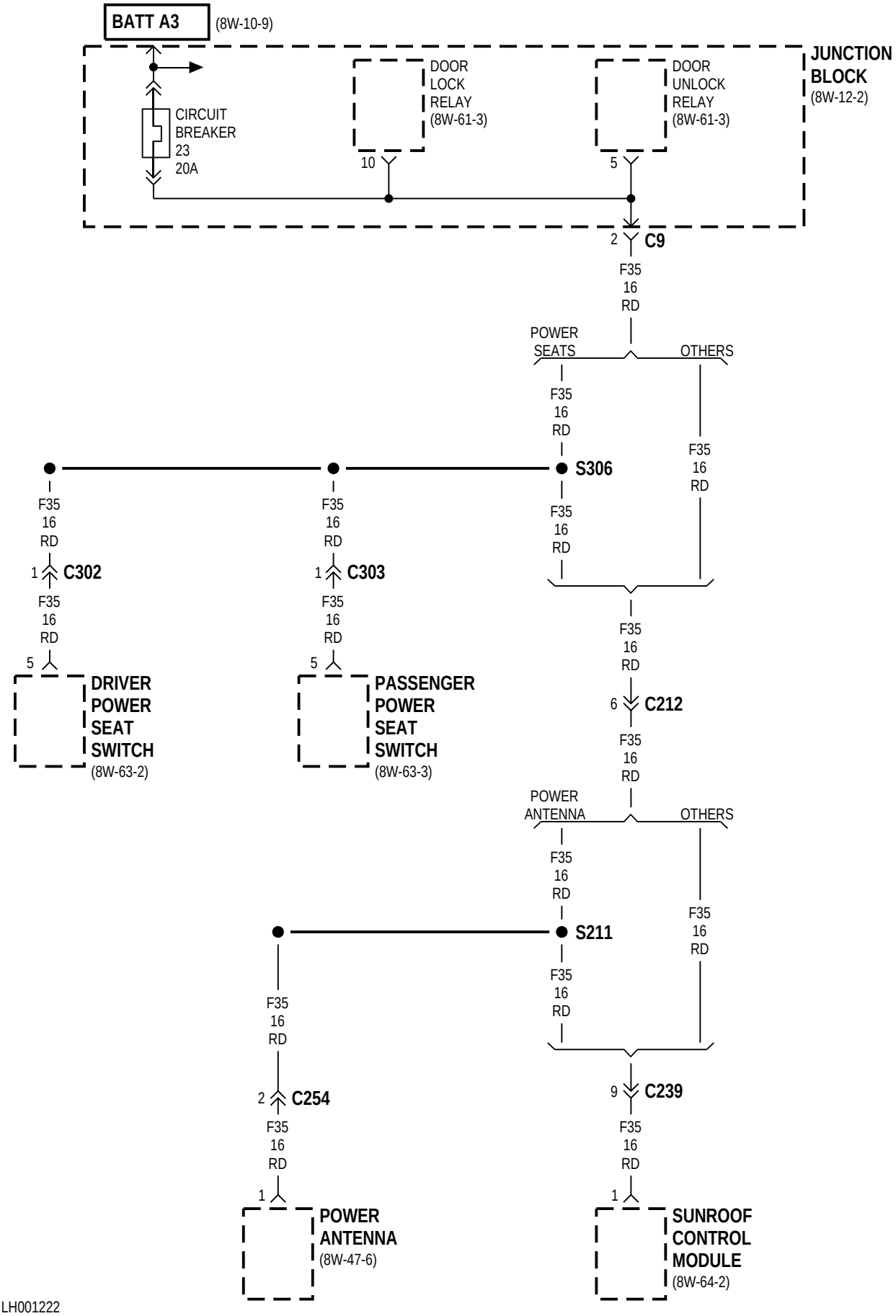

FROM
JUNCTION
BLOCK
(8W-12-14)
C
M1
22
PK
IN-CAR
TEMPERATURE
SENSOR/
ASPIRATOR
MOTOR
(8W-42-5)
1
M1
22
PK
TRUNK
RELEASE
SWITCH
(8W-61-5)
2
M1
20
PK
S225
M1
22
PK
19
C3
BODY
CONTROL
MODULE
(8W-45-2)
8
C2
REMOTE
KEYLESS
ENTRY
MODULE
(8W-61-3)
11
C257
M1
20
PK
1
GLOVE
BOX
LAMP
(8W-44-5)
COURTESY
LAMPS
OTHERS
S317
M1
20
PK
2
RIGHT
FRONT
DOOR
COURTESY
LAMP
(8W-44-5)
4
RIGHT
FRONT
POWER
DOOR
LOCK
SWITCH
(8W-61-2)

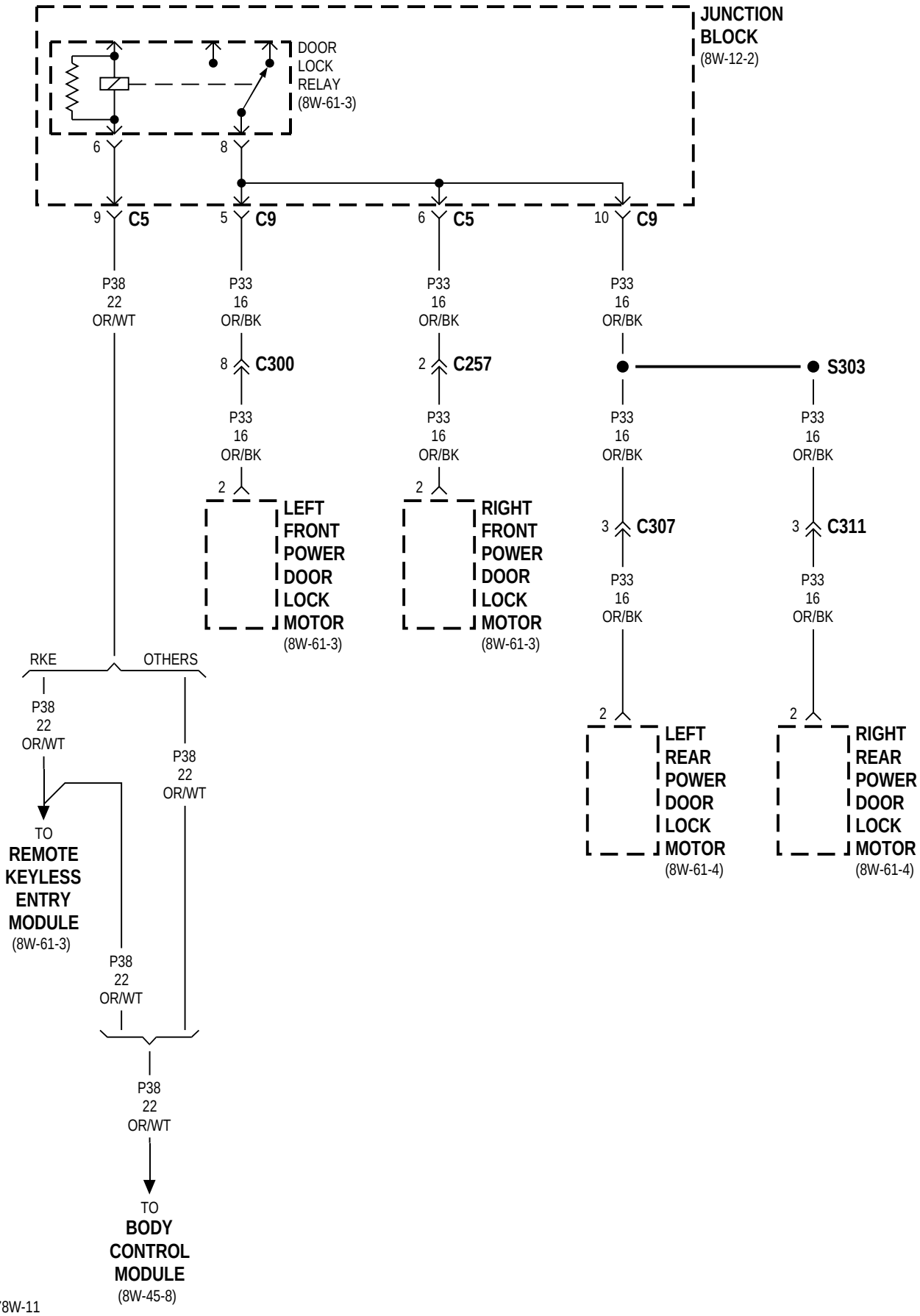

ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 14 5A
MESSAGE CENTER
(8W-46-2)
RIGHT FRONT POWER DOOR LOCK SWITCH
(8W-61-2)
7 C10
1 C5
4
3
6 C257
G5 22 DB/WT
S220
6 C300
6 C239
13 C3
2 C1
FUSED IGN. (ST-RUN)
BODY CONTROL MODULE
(8W-45-2)
REMOTE KEYLESS ENTRY MODULE
(8W-61-5)
S319
OTHERS
DOOR LOCKS
1
2
4
AUTOMATIC DAY/ NIGHT MIRROR
(8W-44-4)
SUNROOF CONTROL MODULE
(8W-64-2)
OVERHEAD CONSOLE
(8W-49-2)
S314
6
3
POWER MIRROR SWITCH
(8W-62-2)
LEFT FRONT POWER DOOR LOCK SWITCH
(8W-61-2)

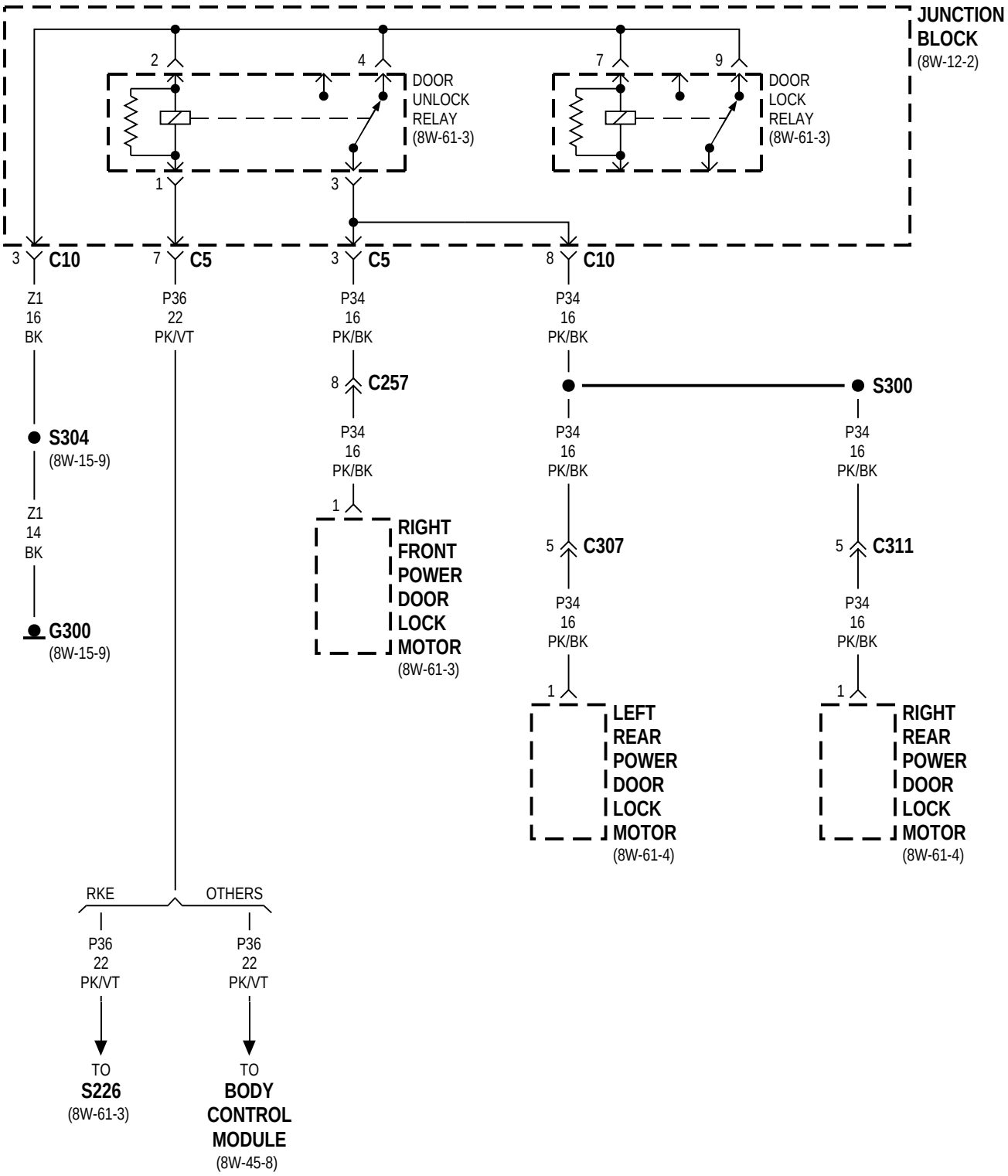

BATT A3
(8W-10-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
3 AUTO
(8W-50-2)
1
2
0
3
6
C1
L2
14
LG
S201
(8W-50-3)
L2
14
LG
7
HEADLAMP DIMMER SWITCH
1 LOW
2 HIGH
(8W-50-4)
1
2
5
L4
14
VT/WT
4
C8
JUNCTION BLOCK
(8W-12-2)
FUSE
15
15A
FUSE
16
15A
6
C2
3
C1
L43
18
VT
L44
18
VT/RD
2
C182
2
C181
L44
18
VT
L44
18
VT
3
3
LEFT HEADLAMP
(8W-50-6)
RIGHT HEADLAMP
(8W-50-6)

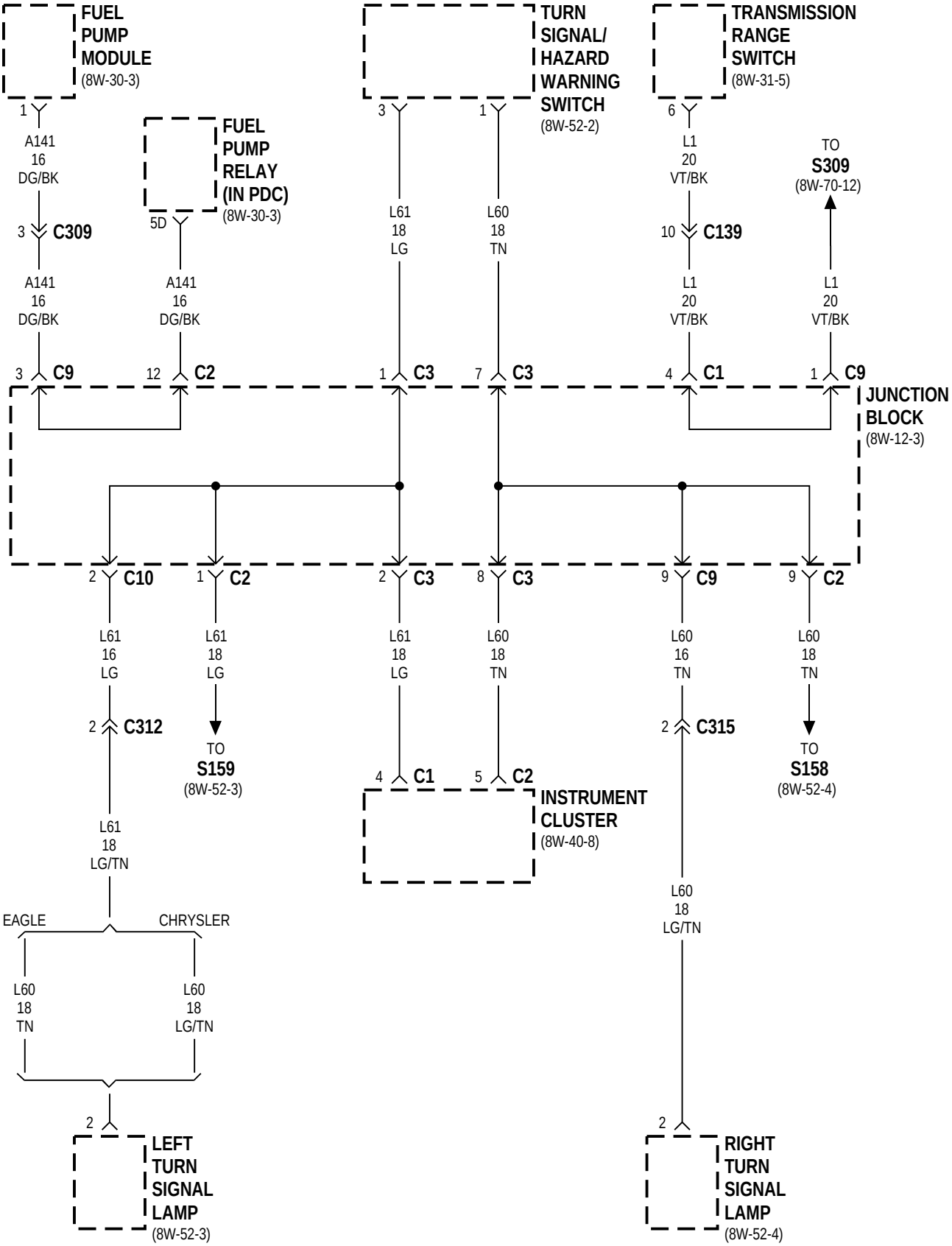

ST-RUN-OFF A81
(8W-10-6)
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A
FUSE 18 10A
FUSE 19 10A
10 C6
9 C1
7 C2
1 C6
F11 22 RD/WT
F11 20 RD/WT
F12 20 DB/WT
F14 18 LG/YL
11
FUSED IGN. (ST-RUN-OFF)
TRANSMISSION CONTROL MODULE
(8W-31-2)
1 C1
FUSED IGN. (ST-RUN)
AIRBAG CONTROL MODULE
(8W-43-2)
S120
F12 20 DB/WT
F12 20 DB/WT
20 C1
FUSED IGN. (ST-RUN)
POWERTRAIN CONTROL MODULE
(8W-30-2)
5A
FUEL PUMP RELAY (IN PDC)
(8W-30-3)
S213
F11 22 RD/WT
F11 22 RD/WT
F11 22 RD/WT
8 C212
F11 20 RD/WT
6 C2
FUSED IGN. (ST-RUN-OFF)
INSTRUMENT CLUSTER
(8W-40-2)
22 C3
FUSED IGN. (ST-RUN-OFF)
BODY CONTROL MODULE
(8W-45-2)
1
AUTOSTICK SWITCH (EAGLE)
(8W-31-8)

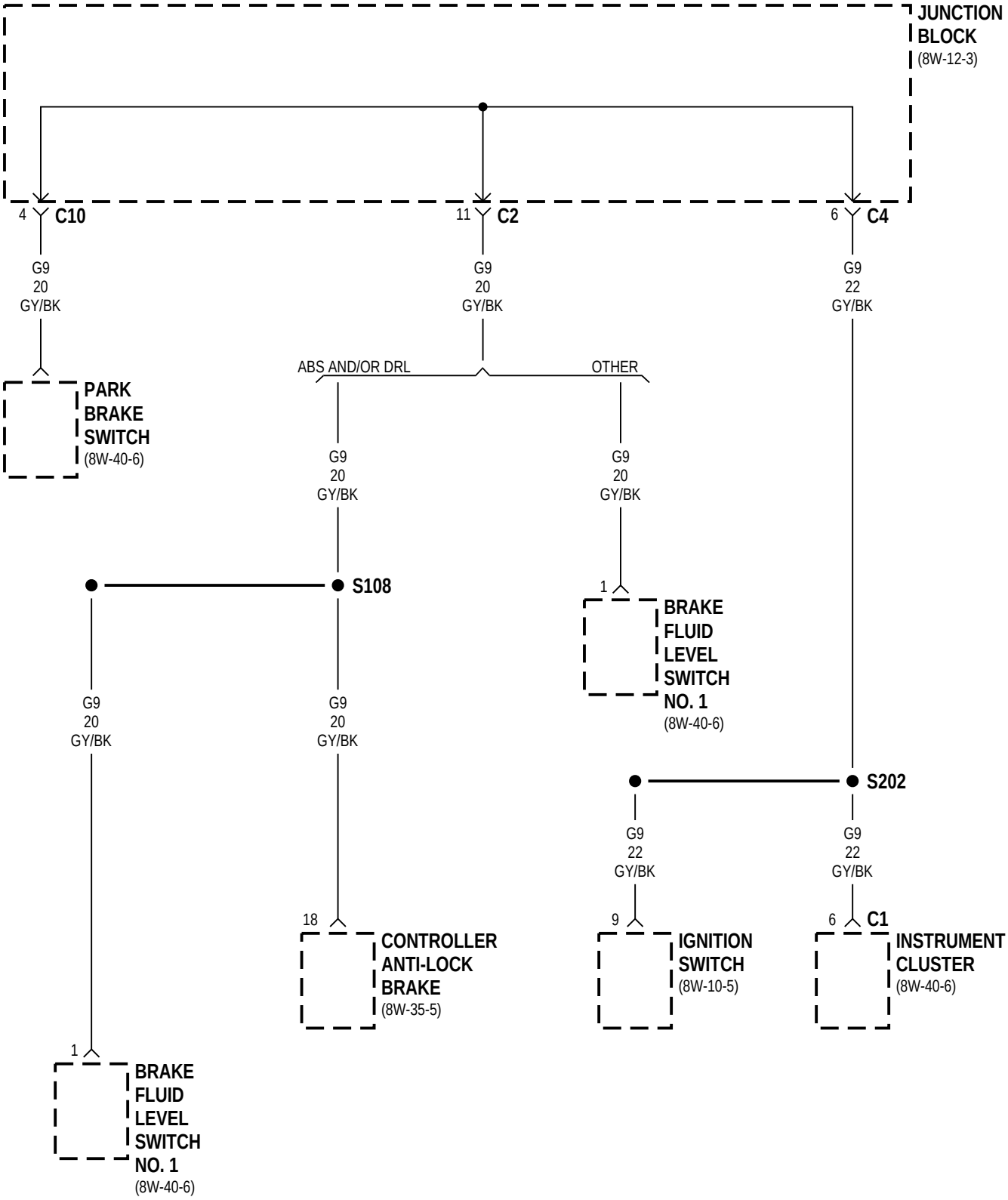

ST-RUN A21
(8W-10-6)
RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 20 10A
FUSE 21 25A
CIRCUIT BREAKER 22 20A
7 C1
2 C7
4 C9
F18 20 LG/BK
C1 12 DG
F21 14 DG/RD
ATC
MANUAL A/C
1 C300
C1 12 DG
C1 12 DG
F21 14 DG/RD
1
4
5
FUSED IGN. (RUN)
ATC POWER MODULE
(8W-42-5)
BLOWER MOTOR RESISTOR BLOCK
(8W-42-2)
LEFT FRONT POWER WINDOW SWITCH
(8W-60-2)
(8W-60-3)
S124
F18 20 LG/BK
10 C142
2A
2
LOW SPEED RADIATOR FAN RELAY (IN PDC)
(8W-42-8)
EGR SOLENOID
(8W-30-13)
1A
3A
1
1
HIGH SPEED RADIATOR FAN RELAY (IN PDC)
(8W-42-8)
A/C COMPRESSOR CLUTCH RELAY (IN PDC)
(8W-42-7)
DUTY CYCLE EVAP/ PURGE SOLENOID
(8W-30-13)
MANIFOLD TUNING VALVE SOLENOID (3.5L)
(8W-30-13)


BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
CIRCUIT BREAKER 23 20A
DOOR LOCK RELAY
(8W-61-3)
DOOR UNLOCK RELAY
(8W-61-3)
10
5
2 C9
F35 16 RD
POWER SEATS
OTHERS
S306
1 C302
1 C303
5
DRIVER POWER SEAT SWITCH
(8W-63-2)
PASSENGER POWER SEAT SWITCH
(8W-63-3)
6 C212
POWER ANTENNA
S211
2 C254
9 C239
POWER ANTENNA
(8W-47-6)
SUNROOF CONTROL MODULE
(8W-64-2)


JUNCTION BLOCK
(8W-12-2)
DOOR LOCK RELAY
(8W-61-3)
6
8
9 C5
5 C9
6 C5
10 C9
P38
22
OR/WT
P33
16
OR/BK
8 C300
2 C257
S303
2
LEFT FRONT POWER DOOR LOCK MOTOR
(8W-61-3)
RIGHT FRONT POWER DOOR LOCK MOTOR
(8W-61-3)
3 C307
3 C311
LEFT REAR POWER DOOR LOCK MOTOR
(8W-61-4)
RIGHT REAR POWER DOOR LOCK MOTOR
(8W-61-4)
RKE
OTHERS
TO
REMOTE KEYLESS ENTRY MODULE
(8W-61-3)
TO
BODY CONTROL MODULE
(8W-45-8)


JUNCTION BLOCK
(8W-12-2)
2
4
DOOR UNLOCK RELAY
(8W-61-3)
7
9
DOOR LOCK RELAY
(8W-61-3)
1
3
3 C10
7 C5
3 C5
8 C10
Z1
16
BK
P36
22
PK/VT
P34
16
PK/BK
8 C257
S304
(8W-15-9)
Z1
14
BK
G300
(8W-15-9)
1
RIGHT FRONT POWER DOOR LOCK MOTOR
(8W-61-3)
S300
5 C307
5 C311
LEFT REAR POWER DOOR LOCK MOTOR
(8W-61-4)
RIGHT REAR POWER DOOR LOCK MOTOR
(8W-61-4)
RKE
OTHERS
TO S226
(8W-61-3)
TO BODY CONTROL MODULE
(8W-45-8)


FUEL PUMP MODULE
(8W-30-3)
1
A141 16 DG/BK
3 C309
A141 16 DG/BK
3 C9
FUEL PUMP RELAY (IN PDC)
(8W-30-3)
5D
A141 16 DG/BK
12 C2
TURN SIGNAL/ HAZARD WARNING SWITCH
(8W-52-2)
3
L61 18 LG
1 C3
1
L60 18 TN
7 C3
TRANSMISSION RANGE SWITCH
(8W-31-5)
6
L1 20 VT/BK
10 C139
L1 20 VT/BK
4 C1
TO S309
(8W-70-12)
L1 20 VT/BK
1 C9
JUNCTION BLOCK
(8W-12-3)
2 C10
L61 16 LG
2 C312
L61 18 LG/TN
EAGLE
CHRYSLER
L60 18 TN
L60 18 LG/TN
2
LEFT TURN SIGNAL LAMP
(8W-52-3)
1 C2
L61 18 LG
TO S159
(8W-52-3)
2 C3
L61 18 LG
4 C1
8 C3
L60 18 TN
5 C2
INSTRUMENT CLUSTER
(8W-40-8)
9 C9
L60 16 TN
2 C315
L60 18 LG/TN
2
RIGHT TURN SIGNAL LAMP
(8W-52-4)
9 C2
L60 18 TN
TO S158
(8W-52-4)


JUNCTION BLOCK
(8W-12-3)
4 C10
11 C2
6 C4
G9 20 GY/BK
G9 20 GY/BK
G9 22 GY/BK
PARK BRAKE SWITCH
(8W-40-6)
ABS AND/OR DRL
OTHER
G9 20 GY/BK
G9 20 GY/BK
S108
1
BRAKE FLUID LEVEL SWITCH NO. 1
(8W-40-6)
G9 20 GY/BK
G9 20 GY/BK
S202
G9 22 GY/BK
G9 22 GY/BK
18
CONTROLLER ANTI-LOCK BRAKE
(8W-35-5)
9
IGNITION SWITCH
(8W-10-5)
6 C1
INSTRUMENT CLUSTER
(8W-40-6)
1
BRAKE FLUID LEVEL SWITCH NO. 1
(8W-40-6)

8W-12 JUNCTION BLOCK

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DESCRIPTION AND OPERATION
INTRODUCTION 26

DESCRIPTION AND OPERATION

INTRODUCTION

This section identifies the fuses, relays, modules, and internal circuity of the junction block. For additional information on system operation, refer to the appropriate group of the wiring diagrams.

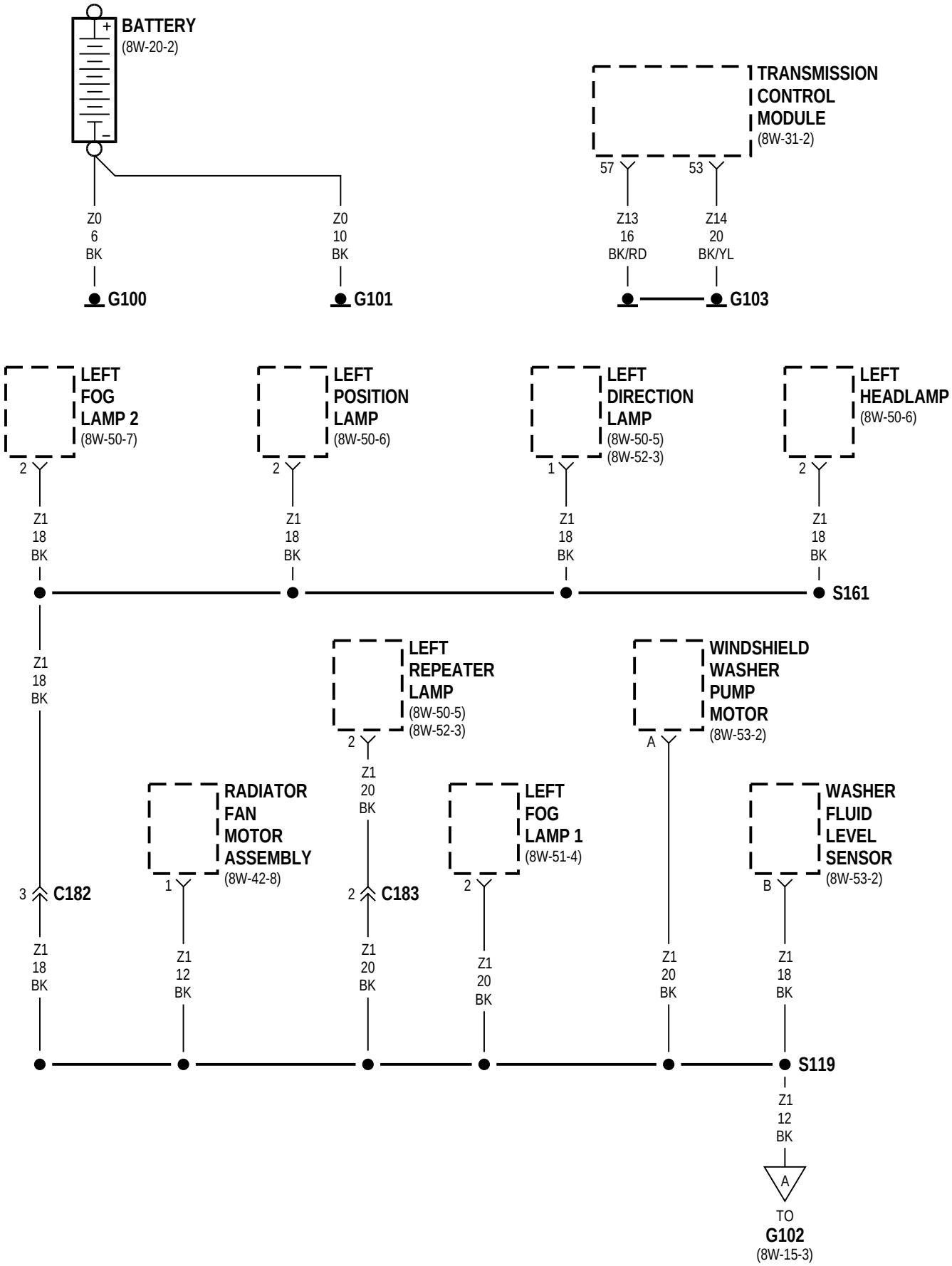
8W-15 GROUND DISTRIBUTION

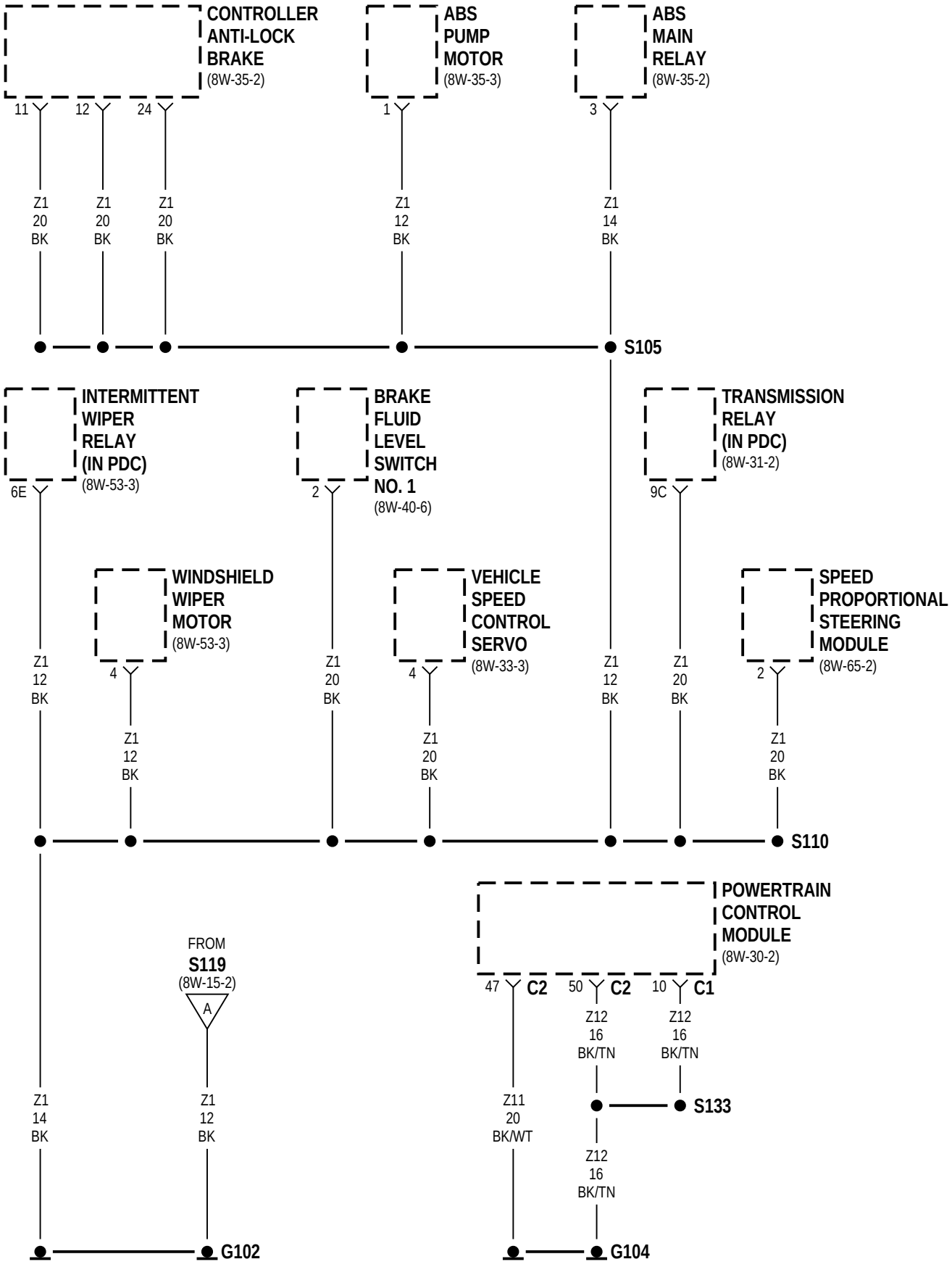
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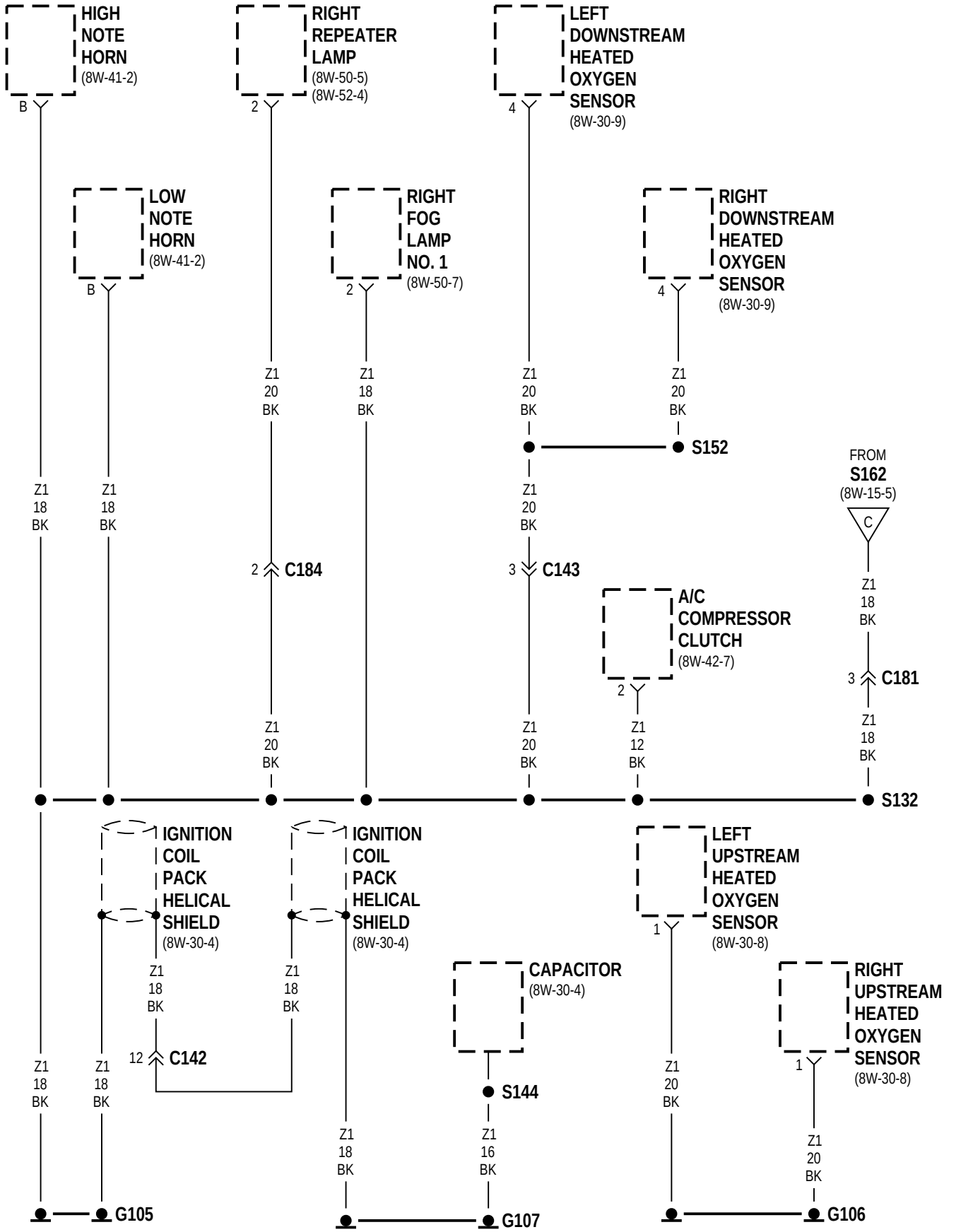
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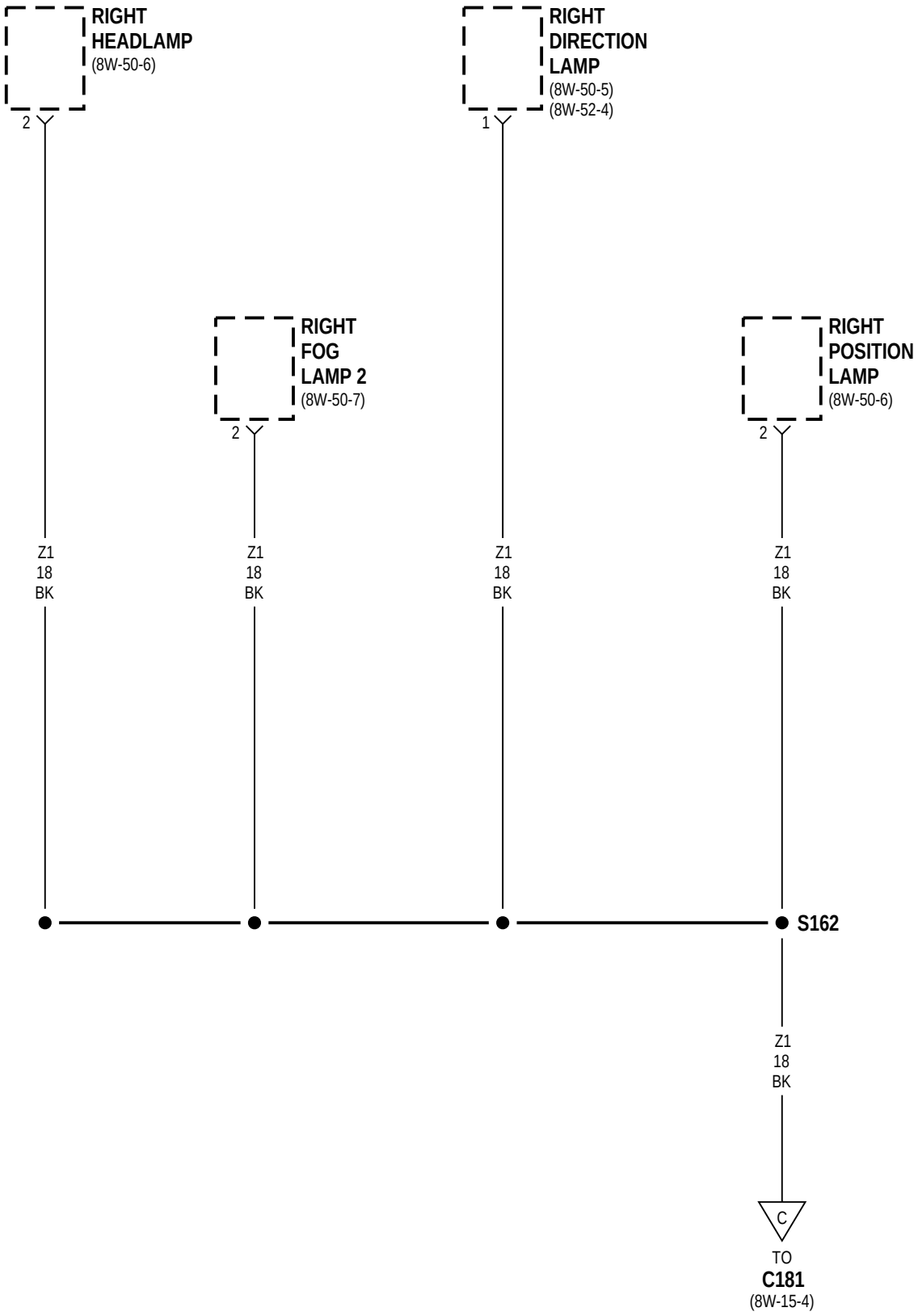
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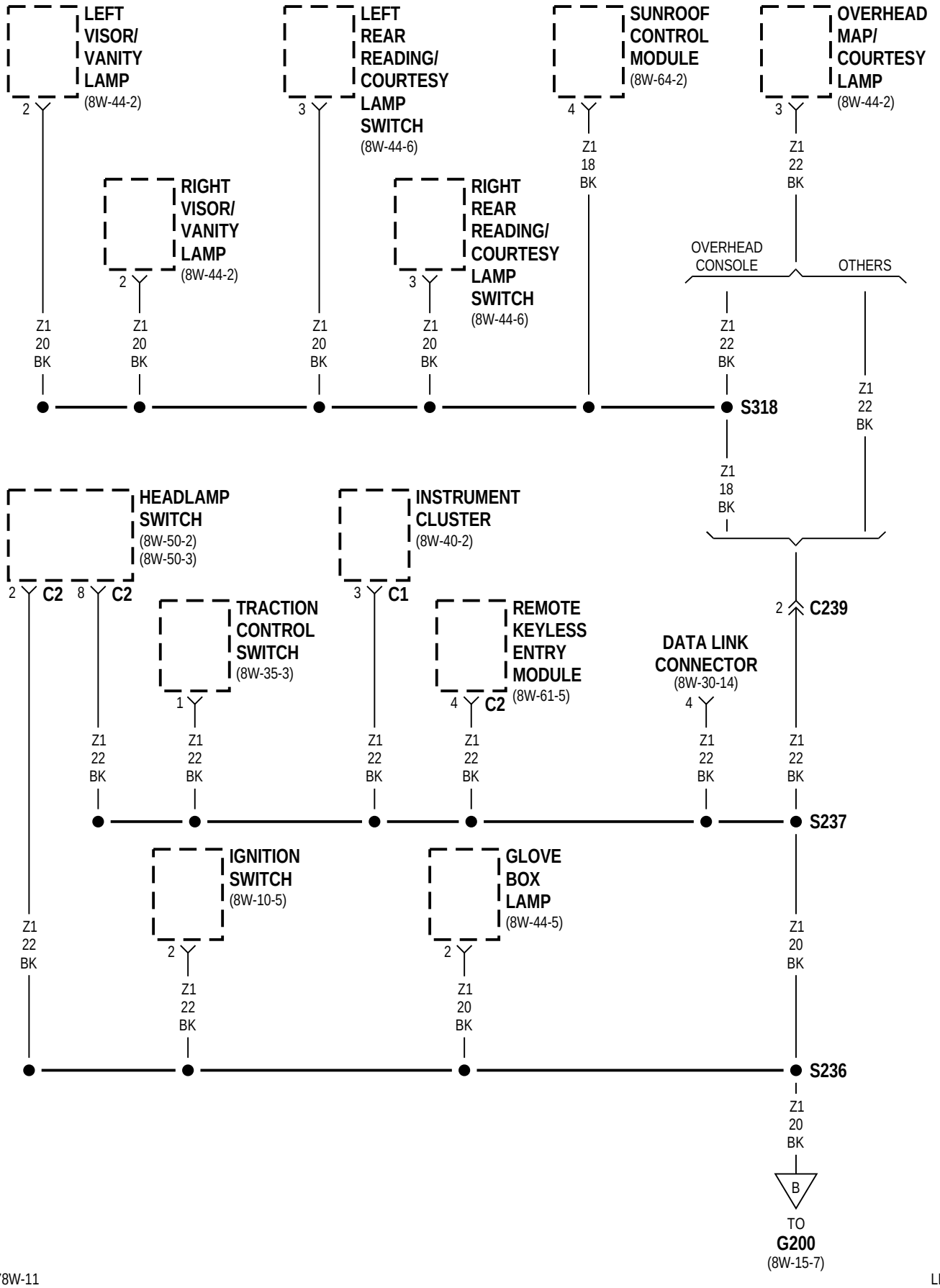
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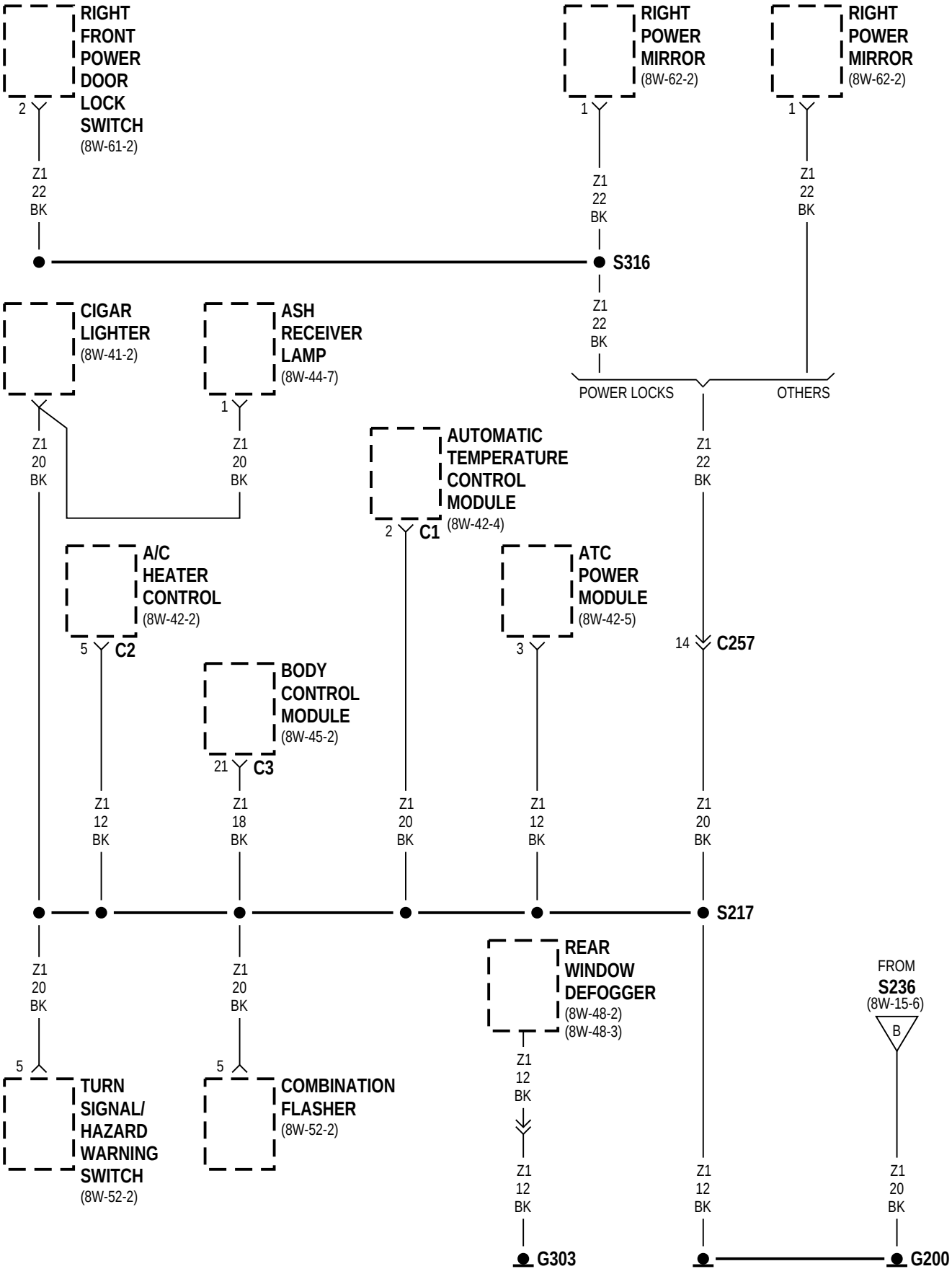

BATTERY
(8W-20-2)
Z0
6
BK
G100
Z0
10
BK
G101
TRANSMISSION
CONTROL
MODULE
(8W-31-2)
57
53
Z13
16
BK/RD
Z14
20
BK/YL
G103
LEFT
FOG
LAMP 2
(8W-50-7)
LEFT
POSITION
LAMP
(8W-50-6)
LEFT
DIRECTION
LAMP
(8W-50-5)
(8W-52-3)
LEFT
HEADLAMP
(8W-50-6)
Z1
18
BK
S161
LEFT
REPEATER
LAMP
(8W-50-5)
(8W-52-3)
WINDSHIELD
WASHER
PUMP
MOTOR
(8W-53-2)
RADIATOR
FAN
MOTOR
ASSEMBLY
(8W-42-8)
LEFT
FOG
LAMP 1
(8W-51-4)
WASHER
FLUID
LEVEL
SENSOR
(8W-53-2)
C182
C183
Z1
12
BK
Z1
20
BK
S119
A
TO
G102
(8W-15-3)

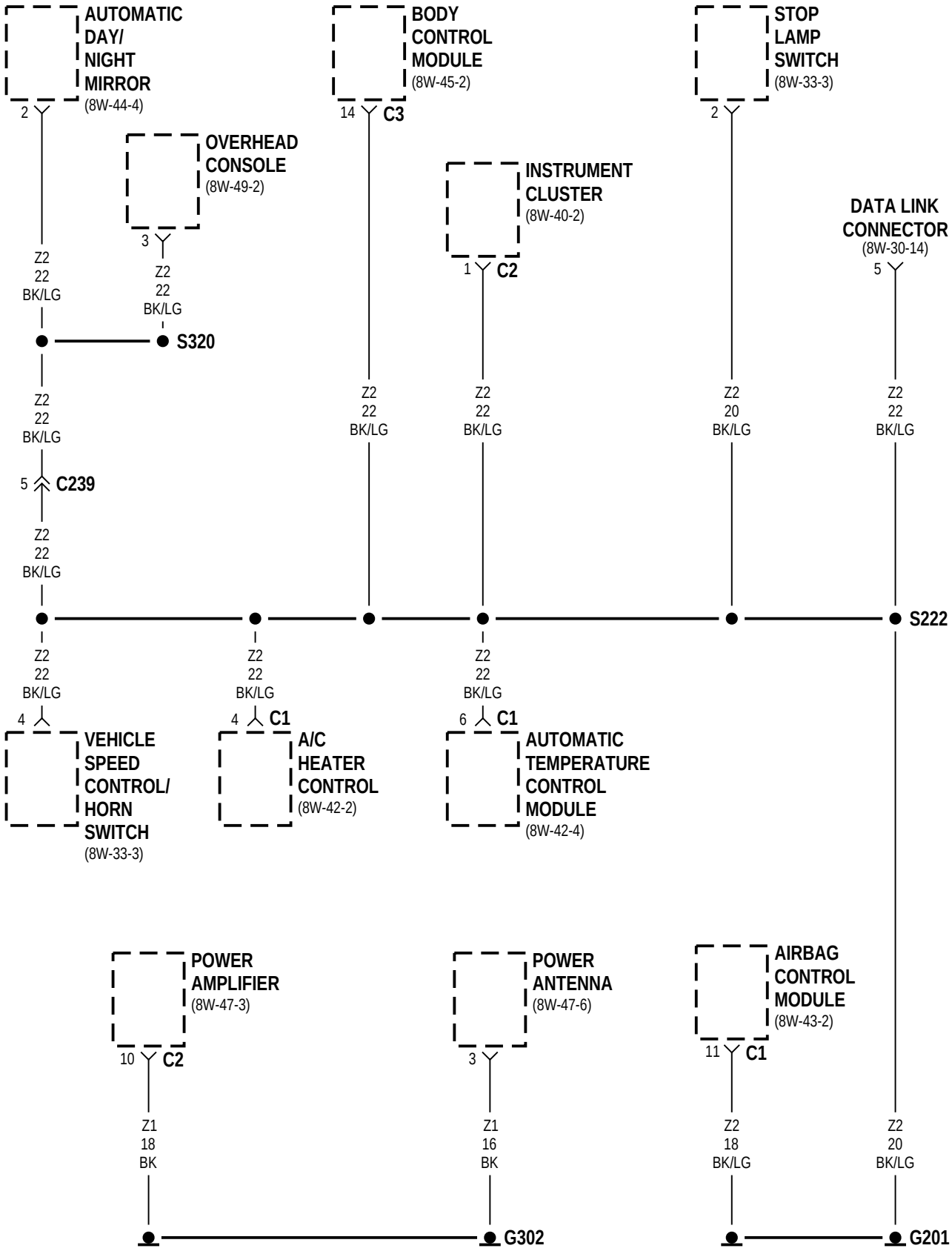

CONTROLLER ANTI-LOCK BRAKE (8W-35-2)
11
12
24
Z1 20 BK
Z1 20 BK
Z1 20 BK
ABS PUMP MOTOR (8W-35-3)
1
Z1 12 BK
ABS MAIN RELAY (8W-35-2)
3
Z1 14 BK
S105
INTERMITTENT WIPER RELAY (IN PDC) (8W-53-3)
6E
Z1 12 BK
BRAKE FLUID LEVEL SWITCH NO. 1 (8W-40-6)
2
Z1 20 BK
TRANSMISSION RELAY (IN PDC) (8W-31-2)
9C
Z1 20 BK
WINDSHIELD WIPER MOTOR (8W-53-3)
4
Z1 12 BK
VEHICLE SPEED CONTROL SERVO (8W-33-3)
4
Z1 20 BK
SPEED PROPORTIONAL STEERING MODULE (8W-65-2)
2
Z1 20 BK
S110
FROM S119 (8W-15-2)
A
Z1 12 BK
Z1 14 BK
G102
POWERTRAIN CONTROL MODULE (8W-30-2)
47 C2
50 C2
10 C1
Z11 20 BK/WT
Z12 16 BK/TN
Z12 16 BK/TN
S133
Z12 16 BK/TN
G104

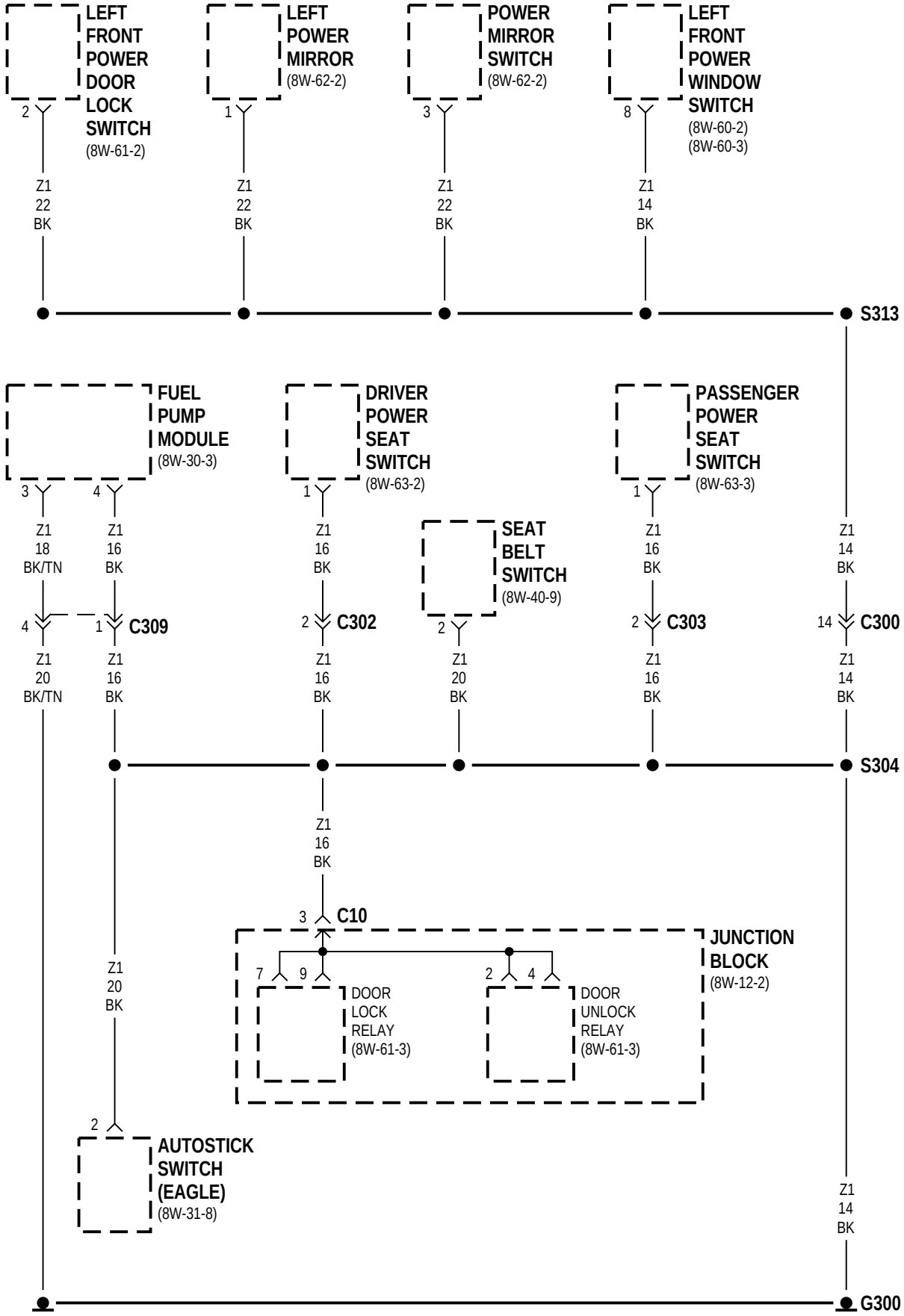

HIGH NOTE HORN (8W-41-2)
B
RIGHT REPEATER LAMP (8W-50-5) (8W-52-4)
2
LEFT DOWNSTREAM HEATED OXYGEN SENSOR (8W-30-9)
4
LOW NOTE HORN (8W-41-2)
B
RIGHT FOG LAMP NO. 1 (8W-50-7)
2
RIGHT DOWNSTREAM HEATED OXYGEN SENSOR (8W-30-9)
4
Z1 20 BK
Z1 18 BK
Z1 18 BK
Z1 20 BK
Z1 18 BK
Z1 20 BK
Z1 20 BK
S152
FROM S162 (8W-15-5)
C
2 C184
3 C143
A/C COMPRESSOR CLUTCH (8W-42-7)
2
Z1 18 BK
3 C181
Z1 20 BK
Z1 20 BK
Z1 12 BK
Z1 18 BK
S132
IGNITION COIL PACK HELICAL SHIELD (8W-30-4)
IGNITION COIL PACK HELICAL SHIELD (8W-30-4)
LEFT UPSTREAM HEATED OXYGEN SENSOR (8W-30-8)
1
Z1 18 BK
Z1 18 BK
12 C142
CAPACITOR (8W-30-4)
S144
RIGHT UPSTREAM HEATED OXYGEN SENSOR (8W-30-8)
1
Z1 18 BK
Z1 16 BK
Z1 20 BK
Z1 20 BK
G105
G107
G106

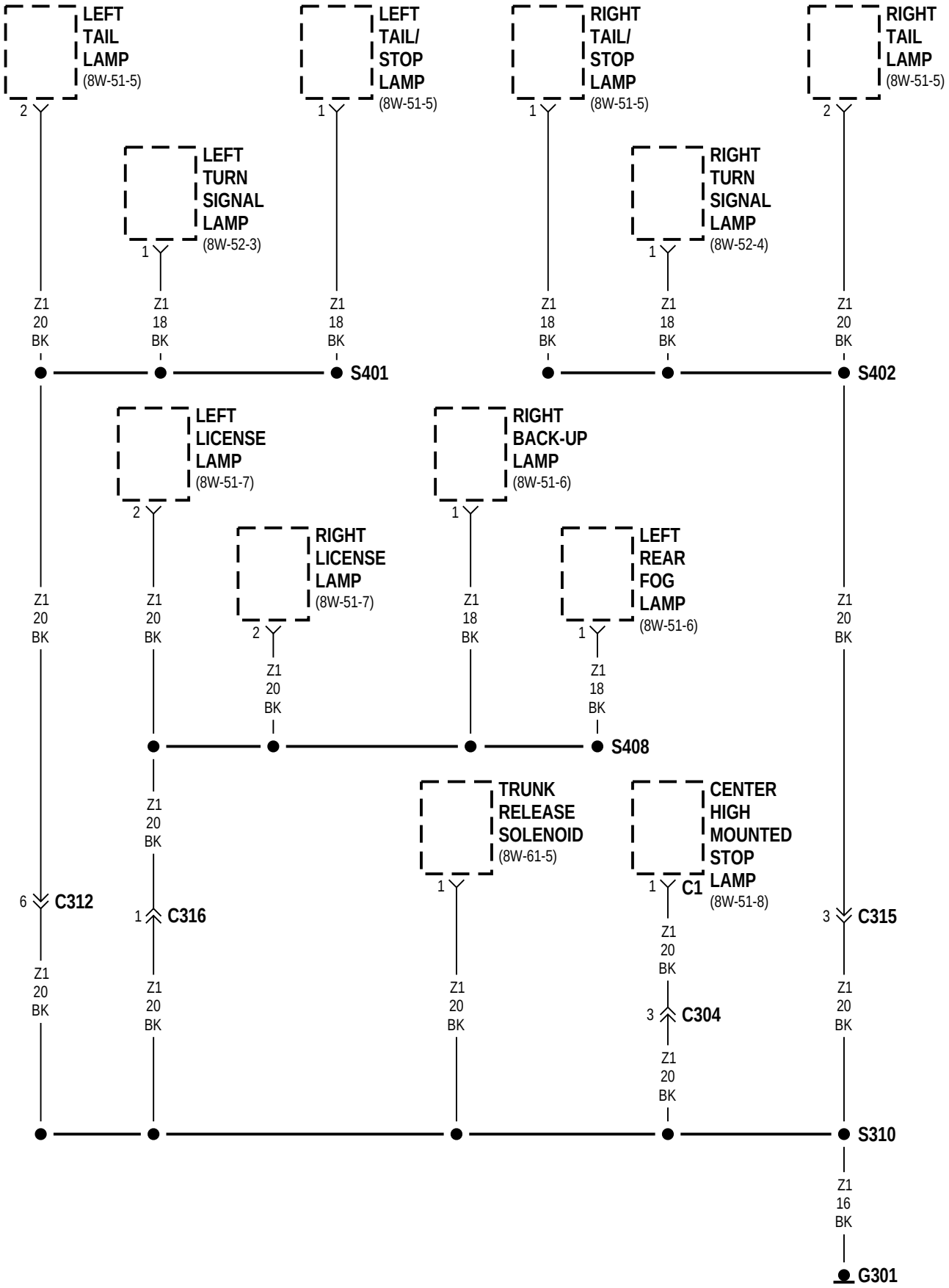

RIGHT
HEADLAMP
(8W-50-6)
2
RIGHT
DIRECTION
LAMP
(8W-50-5)
(8W-52-4)
1
RIGHT
FOG
LAMP 2
(8W-50-7)
2
RIGHT
POSITION
LAMP
(8W-50-6)
2
Z1
18
BK
Z1
18
BK
Z1
18
BK
Z1
18
BK
S162
Z1
18
BK
C
TO
C181
(8W-15-4)

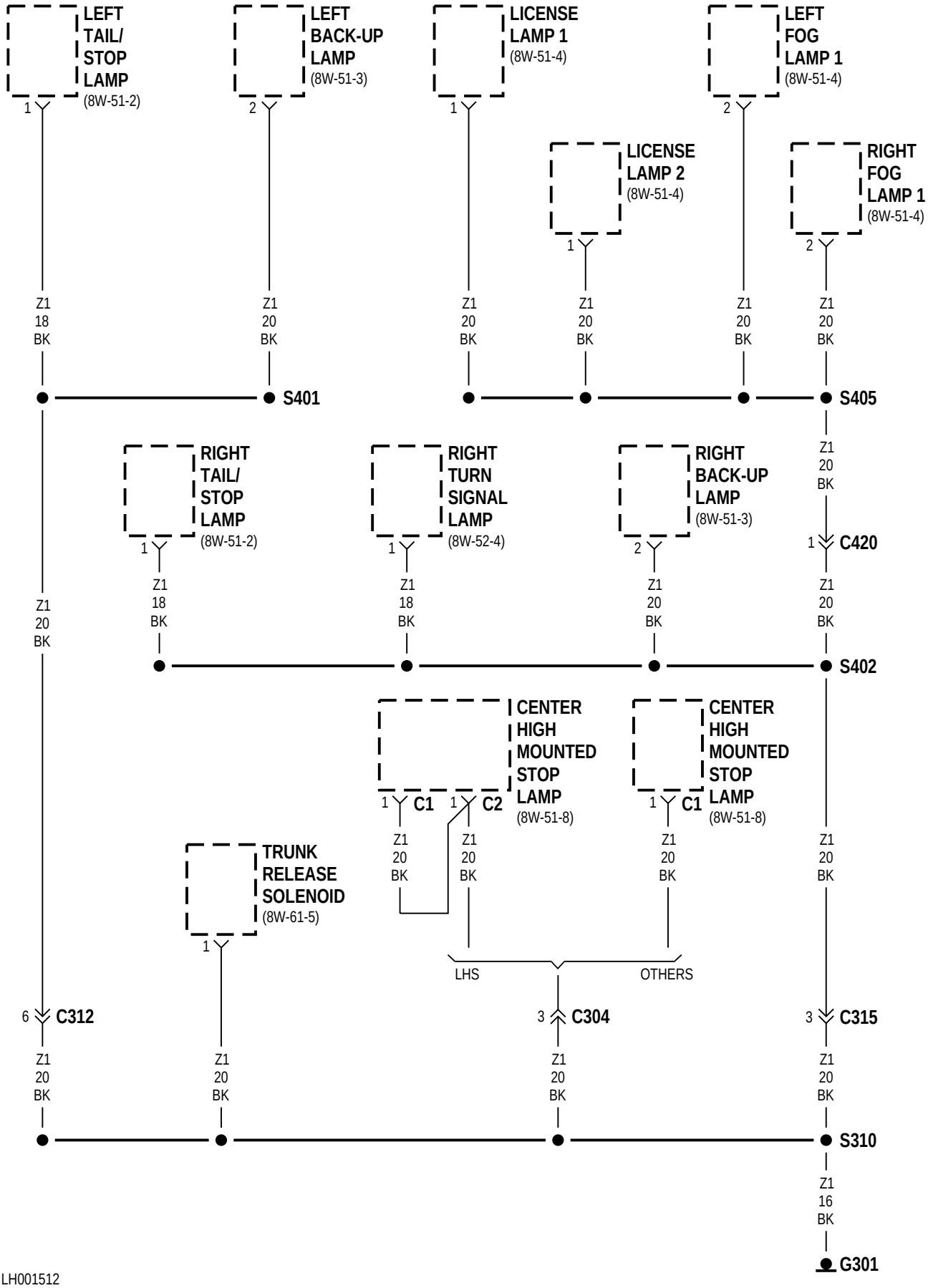

LEFT VISOR/ VANITY LAMP (8W-44-2)
2
RIGHT VISOR/ VANITY LAMP (8W-44-2)
2
LEFT REAR READING/ COURTESY LAMP SWITCH (8W-44-6)
3
RIGHT REAR READING/ COURTESY LAMP SWITCH (8W-44-6)
3
SUNROOF CONTROL MODULE (8W-64-2)
4
OVERHEAD MAP/ COURTESY LAMP (8W-44-2)
3
OVERHEAD CONSOLE
OTHERS
Z1 20 BK
Z1 18 BK
Z1 22 BK
S318
HEADLAMP SWITCH (8W-50-2) (8W-50-3)
2 C2
8 C2
INSTRUMENT CLUSTER (8W-40-2)
3 C1
TRACTION CONTROL SWITCH (8W-35-3)
1
REMOTE KEYLESS ENTRY MODULE (8W-61-5)
4 C2
DATA LINK CONNECTOR (8W-30-14)
4
2 C239
S237
IGNITION SWITCH (8W-10-5)
2
GLOVE BOX LAMP (8W-44-5)
2
S236
B
TO G200 (8W-15-7)


RIGHT FRONT POWER DOOR LOCK SWITCH (8W-61-2)
2
Z1 22 BK
RIGHT POWER MIRROR (8W-62-2)
1
Z1 22 BK
RIGHT POWER MIRROR (8W-62-2)
1
Z1 22 BK
S316
Z1 22 BK
POWER LOCKS
OTHERS
CIGAR LIGHTER (8W-41-2)
Z1 20 BK
ASH RECEIVER LAMP (8W-44-7)
1
Z1 20 BK
AUTOMATIC TEMPERATURE CONTROL MODULE (8W-42-4)
2
C1
Z1 20 BK
A/C HEATER CONTROL (8W-42-2)
5
C2
Z1 12 BK
ATC POWER MODULE (8W-42-5)
3
Z1 12 BK
14
C257
Z1 22 BK
BODY CONTROL MODULE (8W-45-2)
21
C3
Z1 18 BK
Z1 20 BK
Z1 12 BK
Z1 20 BK
S217
Z1 20 BK
5
TURN SIGNAL/ HAZARD WARNING SWITCH (8W-52-2)
Z1 20 BK
5
COMBINATION FLASHER (8W-52-2)
REAR WINDOW DEFOGGER (8W-48-2) (8W-48-3)
Z1 12 BK
Z1 12 BK
G303
Z1 12 BK
FROM S236 (8W-15-6)
B
Z1 20 BK
G200


AUTOMATIC DAY/ NIGHT MIRROR
(8W-44-4)
2
OVERHEAD CONSOLE
(8W-49-2)
3
Z2 22 BK/LG
Z2 22 BK/LG
S320
Z2 22 BK/LG
5 C239
Z2 22 BK/LG
BODY CONTROL MODULE
(8W-45-2)
14 C3
Z2 22 BK/LG
INSTRUMENT CLUSTER
(8W-40-2)
1 C2
Z2 22 BK/LG
STOP LAMP SWITCH
(8W-33-3)
2
Z2 20 BK/LG
DATA LINK CONNECTOR
(8W-30-14)
5
Z2 22 BK/LG
S222
Z2 22 BK/LG
4
VEHICLE SPEED CONTROL/ HORN SWITCH
(8W-33-3)
Z2 22 BK/LG
4 C1
A/C HEATER CONTROL
(8W-42-2)
Z2 22 BK/LG
6 C1
AUTOMATIC TEMPERATURE CONTROL MODULE
(8W-42-4)
POWER AMPLIFIER
(8W-47-3)
10 C2
Z1 18 BK
POWER ANTENNA
(8W-47-6)
3
Z1 16 BK
G302
AIRBAG CONTROL MODULE
(8W-43-2)
11 C1
Z2 18 BK/LG
Z2 20 BK/LG
G201


LEFT FRONT POWER DOOR LOCK SWITCH (8W-61-2)
2
Z1 22 BK
LEFT POWER MIRROR (8W-62-2)
1
Z1 22 BK
POWER MIRROR SWITCH (8W-62-2)
3
Z1 22 BK
LEFT FRONT POWER WINDOW SWITCH (8W-60-2) (8W-60-3)
8
Z1 14 BK
S313
FUEL PUMP MODULE (8W-30-3)
3
Z1 18 BK/TN
4
Z1 16 BK
DRIVER POWER SEAT SWITCH (8W-63-2)
1
Z1 16 BK
SEAT BELT SWITCH (8W-40-9)
2
Z1 20 BK
PASSENGER POWER SEAT SWITCH (8W-63-3)
1
Z1 16 BK
Z1 14 BK
4
1
C309
2
C302
2
C303
14
C300
Z1 20 BK/TN
Z1 16 BK
Z1 16 BK
Z1 20 BK
Z1 16 BK
Z1 14 BK
S304
Z1 16 BK
3
C10
JUNCTION BLOCK (8W-12-2)
7
9
DOOR LOCK RELAY (8W-61-3)
2
4
DOOR UNLOCK RELAY (8W-61-3)
Z1 20 BK
2
AUTOSTICK SWITCH (EAGLE) (8W-31-8)
Z1 14 BK
G300


LEFT TAIL LAMP (8W-51-5)
LEFT TAIL/ STOP LAMP (8W-51-5)
RIGHT TAIL/ STOP LAMP (8W-51-5)
RIGHT TAIL LAMP (8W-51-5)
LEFT TURN SIGNAL LAMP (8W-52-3)
RIGHT TURN SIGNAL LAMP (8W-52-4)
S401
S402
LEFT LICENSE LAMP (8W-51-7)
RIGHT BACK-UP LAMP (8W-51-6)
RIGHT LICENSE LAMP (8W-51-7)
LEFT REAR FOG LAMP (8W-51-6)
S408
TRUNK RELEASE SOLENOID (8W-61-5)
CENTER HIGH MOUNTED STOP LAMP (8W-51-8)
C312
C316
C1
C304
C315
S310
G301


LEFT TAIL/ STOP LAMP (8W-51-2)
LEFT BACK-UP LAMP (8W-51-3)
LICENSE LAMP 1 (8W-51-4)
LEFT FOG LAMP 1 (8W-51-4)
LICENSE LAMP 2 (8W-51-4)
RIGHT FOG LAMP 1 (8W-51-4)
Z1 18 BK
Z1 20 BK
S401
S405
RIGHT TAIL/ STOP LAMP (8W-51-2)
RIGHT TURN SIGNAL LAMP (8W-52-4)
RIGHT BACK-UP LAMP (8W-51-3)
C420
S402
CENTER HIGH MOUNTED STOP LAMP (8W-51-8)
C1
C2
TRUNK RELEASE SOLENOID (8W-61-5)
LHS
OTHERS
C312
C304
C315
S310
Z1 16 BK
G301

8W-15 GROUND DISTRIBUTION

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DESCRIPTION AND OPERATION
INTRODUCTION 12

DESCRIPTION AND OPERATION

INTRODUCTION

This section identifies the grounds, splices that connect to those grounds, and the components that connect those grounds. For additional information on system operation, refer to the appropriate section of the wiring diagrams. For an illustration of the physical location of each ground, refer to group 8W-90.

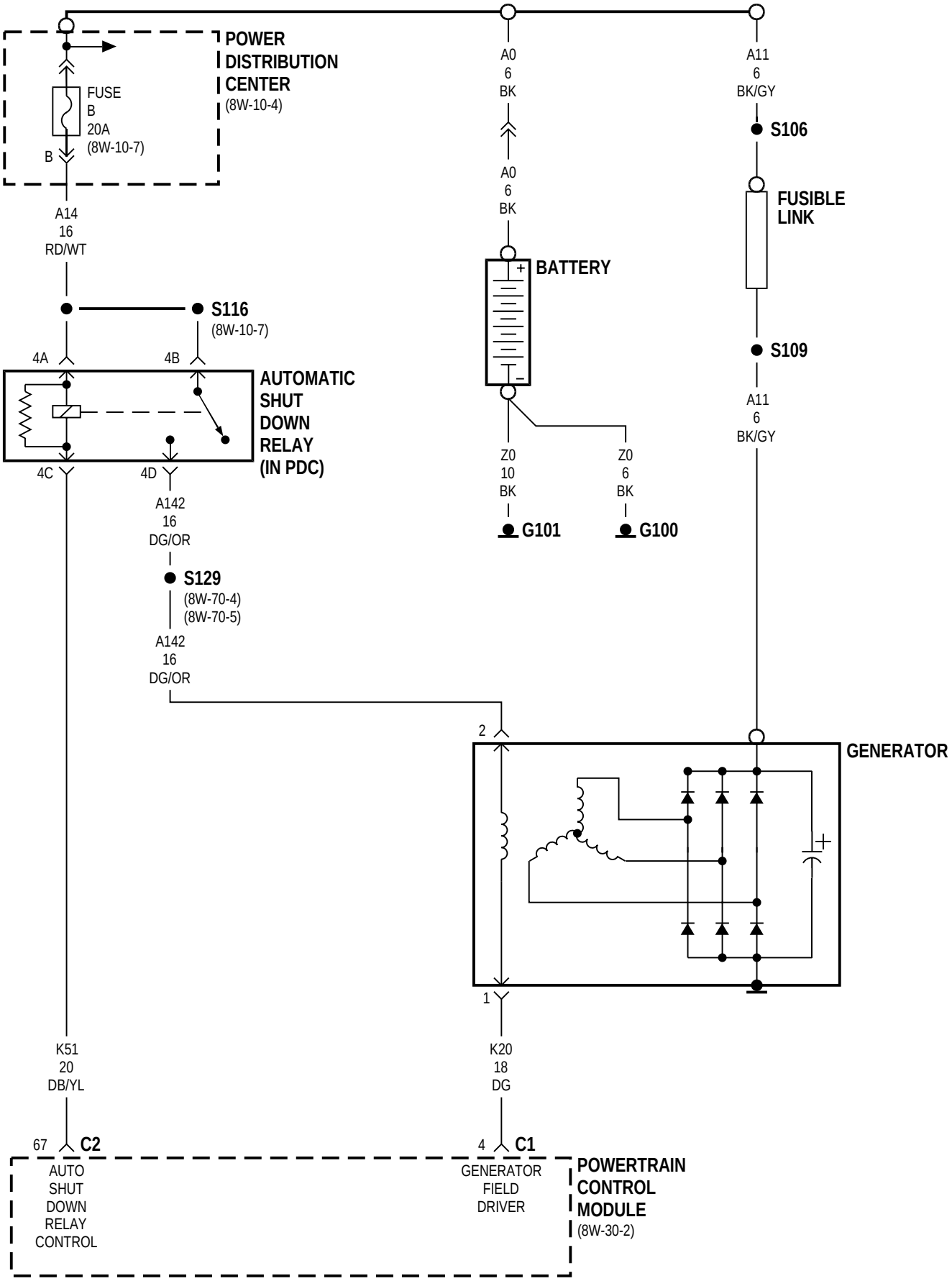
8W-20 CHARGING SYSTEM

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G101	8W-20-2
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Power Distribution Center	8W-20-2
Powertrain Control Module	8W-20-2
S106	8W-20-2
S109	8W-20-2
S116	8W-20-2
S129	8W-20-2


POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE B 20A
(8W-10-7)
B
A14 16 RD/WT
S116
(8W-10-7)
4A
4B
4C
4D
AUTOMATIC SHUT DOWN RELAY (IN PDC)
A142 16 DG/OR
S129
(8W-70-4)
(8W-70-5)
A142 16 DG/OR
A0 6 BK
A0 6 BK
BATTERY
Z0 10 BK
Z0 6 BK
G101
G100
A11 6 BK/GY
S106
FUSIBLE LINK
S109
A11 6 BK/GY
2
1
GENERATOR
K51 20 DB/YL
K20 18 DG
67
C2
4
C1
AUTO SHUT DOWN RELAY CONTROL
GENERATOR FIELD DRIVER
POWERTRAIN CONTROL MODULE
(8W-30-2)

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DESCRIPTION AND OPERATION
CHARGING SYSTEM 3

DESCRIPTION AND OPERATION

CHARGING SYSTEM

The charging system is an integral part of the battery and starter systems. Since these systems work together, any diagnosis and testing should be done in conjunction.

The charging system is protected by a 12 gauge fusible link located in the A11 circuit. The A11 circuit is connected to the battery feed BUS bar of the Power Distribution Center (PDC).

The generator is case-grounded through its attaching bracket. This generator uses a voltage regulator internal to the Powertrain Control Module (PCM).

When the vehicle is running, battery voltage is applied to the generator field terminal through the A142 circuit, on all engine applications. This circuit is controlled by the contact side of the Automatic Shut Down (ASD) relay. The ground, or voltage regulated side, of the generator field is controlled by the K20 circuit. Circuit K20 connects to cavity 4 of the PCM.

When there is current present in the field, and the rotor is turning, the stator in the generator produces a B+ voltage that is supplied to the battery through the A11 circuit. The A11 circuit is connected to the output terminal of the generator and to the BUS bar in the PDC.

Grounding for the system is accomplished at the battery negative terminal. These grounds go to the engine and body.

HELPFUL INFORMATION

- Inspect for a blown fusible link in the A11 circuit between the generator and the PDC.
- For additional information on charging system diagnosis, refer to the appropriate group of the Service Manual.

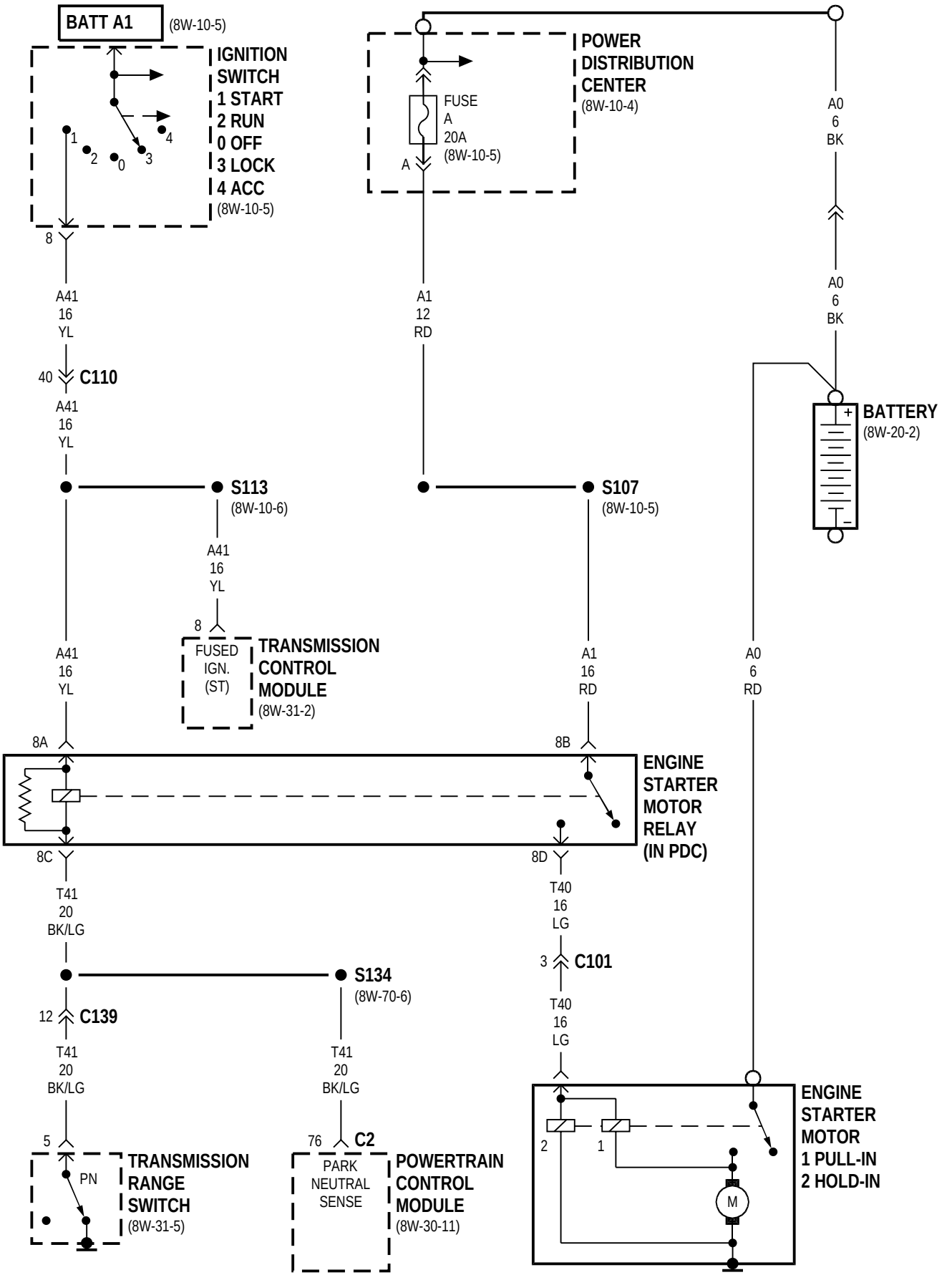
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Fuse A (PDC)	8W-21-2	S134	8W-21-2
Ignition Switch	8W-21-2	Transmission Control Module	8W-21-2
Power Distribution Center	8W-21-2	Transmission Range Switch	8W-21-2


BATT A1
(8W-10-5)
IGNITION SWITCH
1 START
2 RUN
0 OFF
3 LOCK
4 ACC
(8W-10-5)
1
2
0
3
4
8
A41
16
YL
40
C110
A41
16
YL
S113
(8W-10-6)
A41
16
YL
8
FUSED IGN. (ST)
TRANSMISSION CONTROL MODULE
(8W-31-2)
A41
16
YL
8A
8C
T41
20
BK/LG
S134
(8W-70-6)
12
C139
T41
20
BK/LG
5
PN
TRANSMISSION RANGE SWITCH
(8W-31-5)
T41
20
BK/LG
76
C2
PARK NEUTRAL SENSE
POWERTRAIN CONTROL MODULE
(8W-30-11)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE
A
20A
(8W-10-5)
A
A1
12
RD
S107
(8W-10-5)
A1
16
RD
8B
8D
T40
16
LG
3
C101
T40
16
LG
ENGINE STARTER MOTOR RELAY (IN PDC)
A0
6
BK
A0
6
BK
BATTERY
(8W-20-2)
A0
6
RD
2
1
M
ENGINE STARTER MOTOR
1 PULL-IN
2 HOLD-IN

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DESCRIPTION AND OPERATION
STARTER MOTOR 3

DESCRIPTION AND OPERATION

STARTER MOTOR

The Power Distribution Center (PDC) supplies battery voltage to the engine starter motor solenoid through circuit T40 when the coil side of the engine starter motor relay energizes. Circuit A1 contains a 20 amp fuse, and feeds the contact side of the engine starter motor relay. Both the 20 amp fuse and the engine starter motor relay are located in the PDC.

The ignition switch supplies battery voltage to the coil side of the engine starter motor relay on circuit A41 when the key is moved to the START position and the PARK/NEUTRAL switch portion of the Manual Valve Lever Position Sensor (MVLPS) is CLOSED. Circuit A41 also provides an ignition start input to the Transmission Control Module (TCM).

Ground for the coil side of the engine starter motor relay is supplied on the T41 circuit when the PARK/NEUTRAL switch portion of the MVLPS is CLOSED. The MVLPS is case grounded. The T41 circuit is also an input to the Powertrain Control Module (PCM), cavity 76, and the Transmission Control Module (TCM), cavity 41. This input is used to indicate when the vehicle is in the PARK or NEUTRAL position.

Circuit A0 (battery positive cable) supplies battery voltage to the engine starter motor when the solenoid energizes. Ground for the engine starter motor is supplied through the starter motor case.

HELPFUL INFORMATION

- Check for blown engine starter motor fuse in cavity A of the PDC.
- With the gear selector in the PARK or NEUTRAL position, move the ignition key to the START position and listen for the starter motor relay to click. The engine starter motor relay is located in the PDC.
- Check for a good ground at the starter motor.
- The MVLPS is case-grounded and supplies the ground for the coil side of the starter relay.

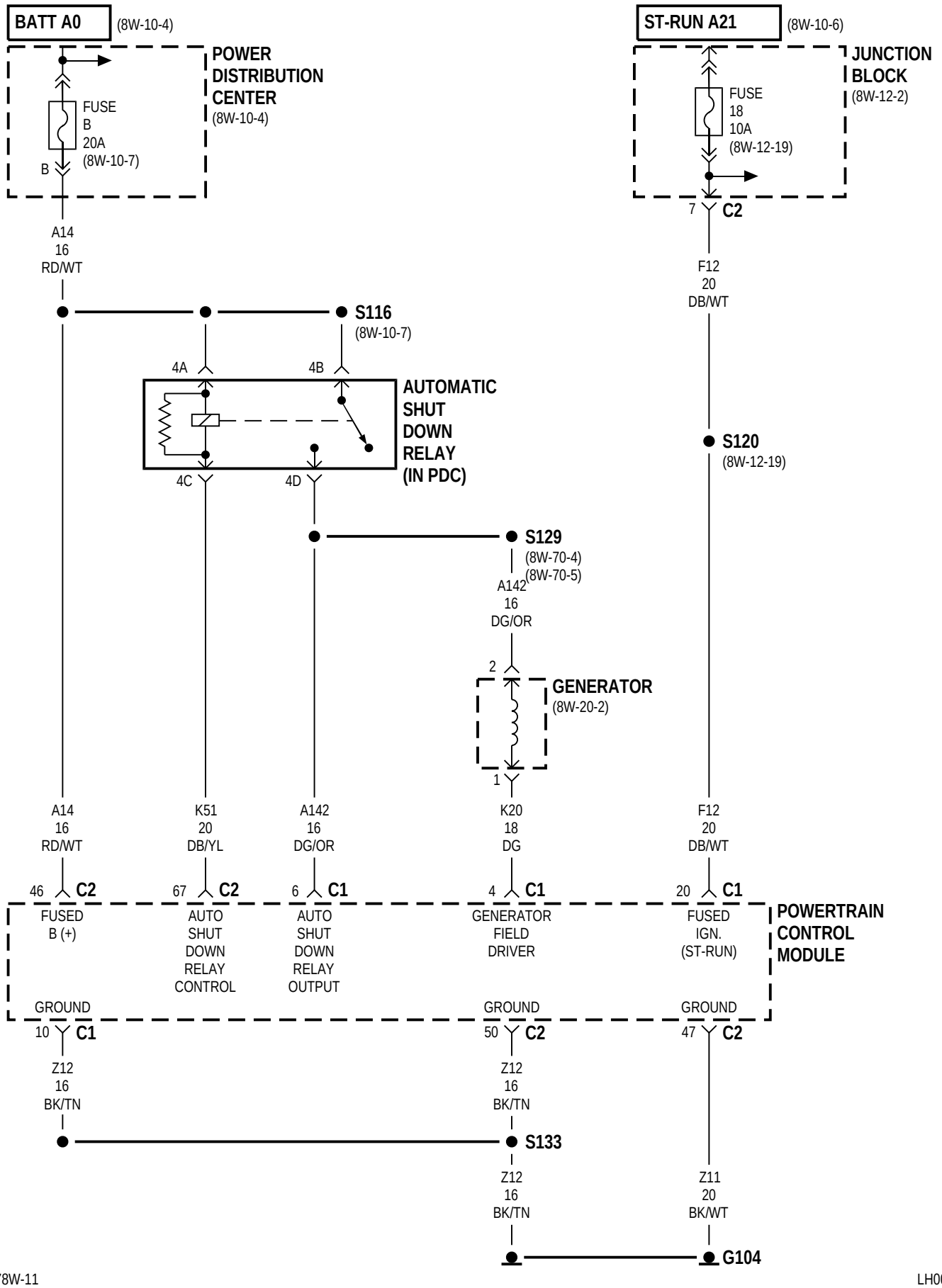
8W-30 FUEL/IGNITION SYSTEM

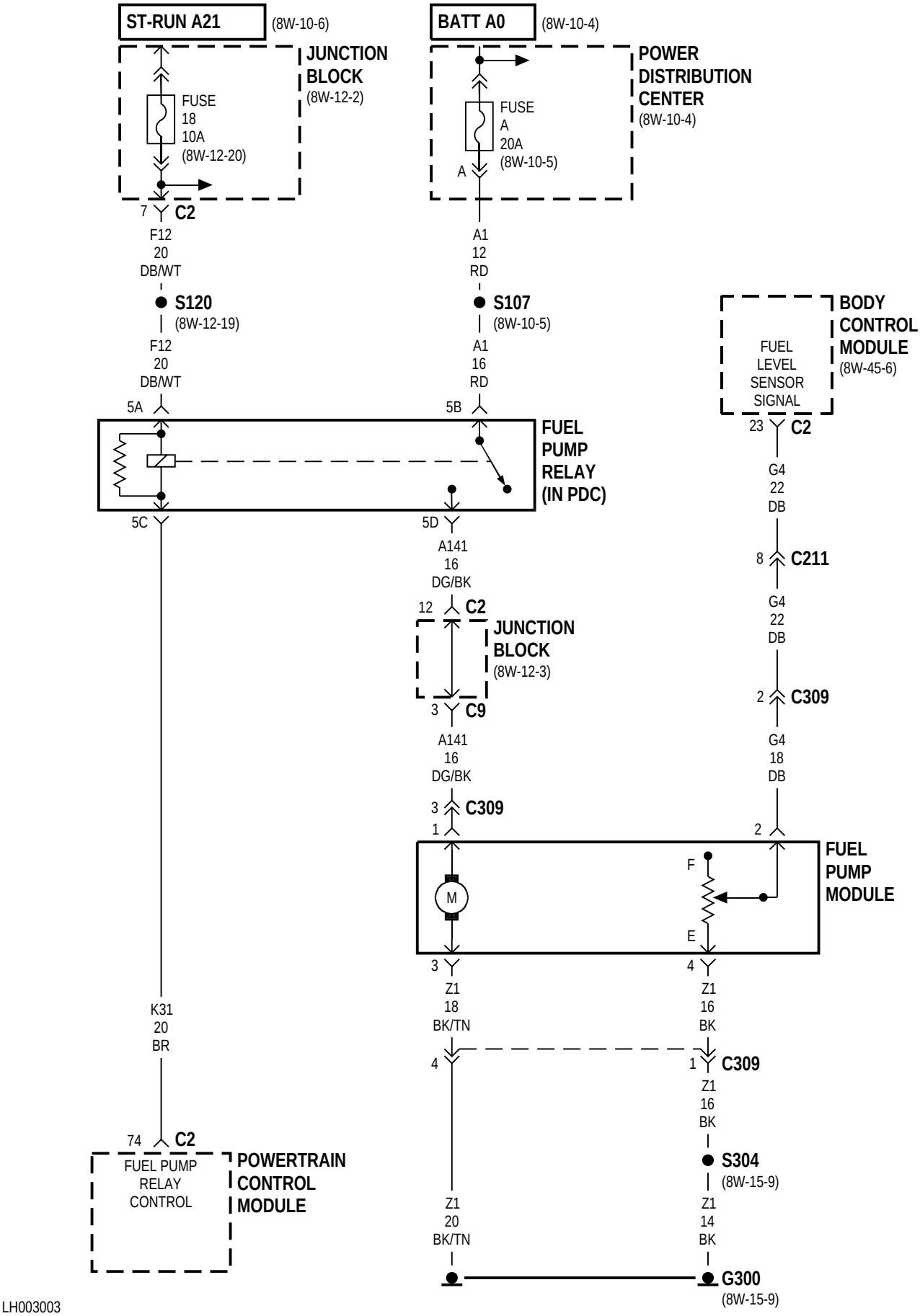
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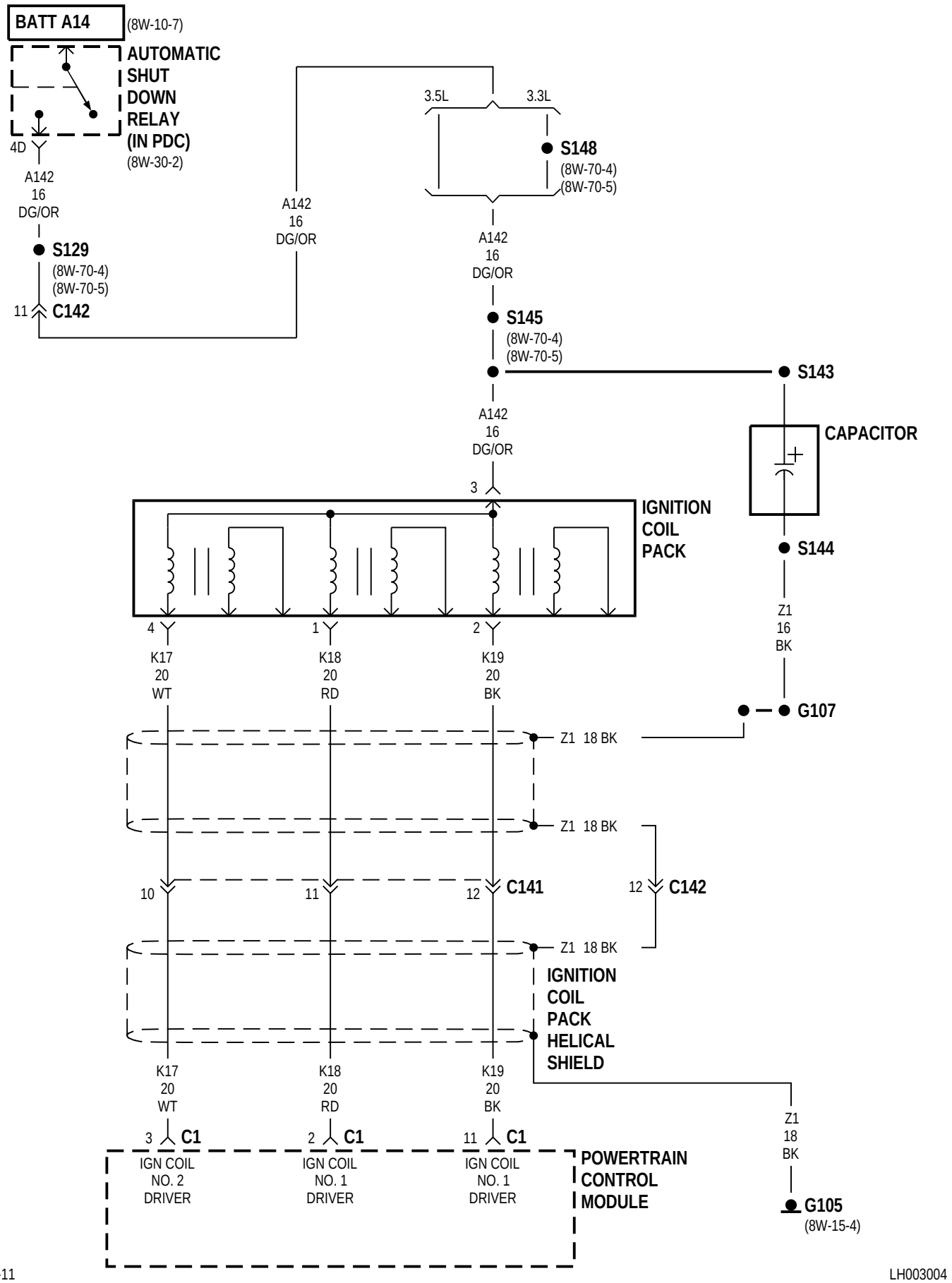
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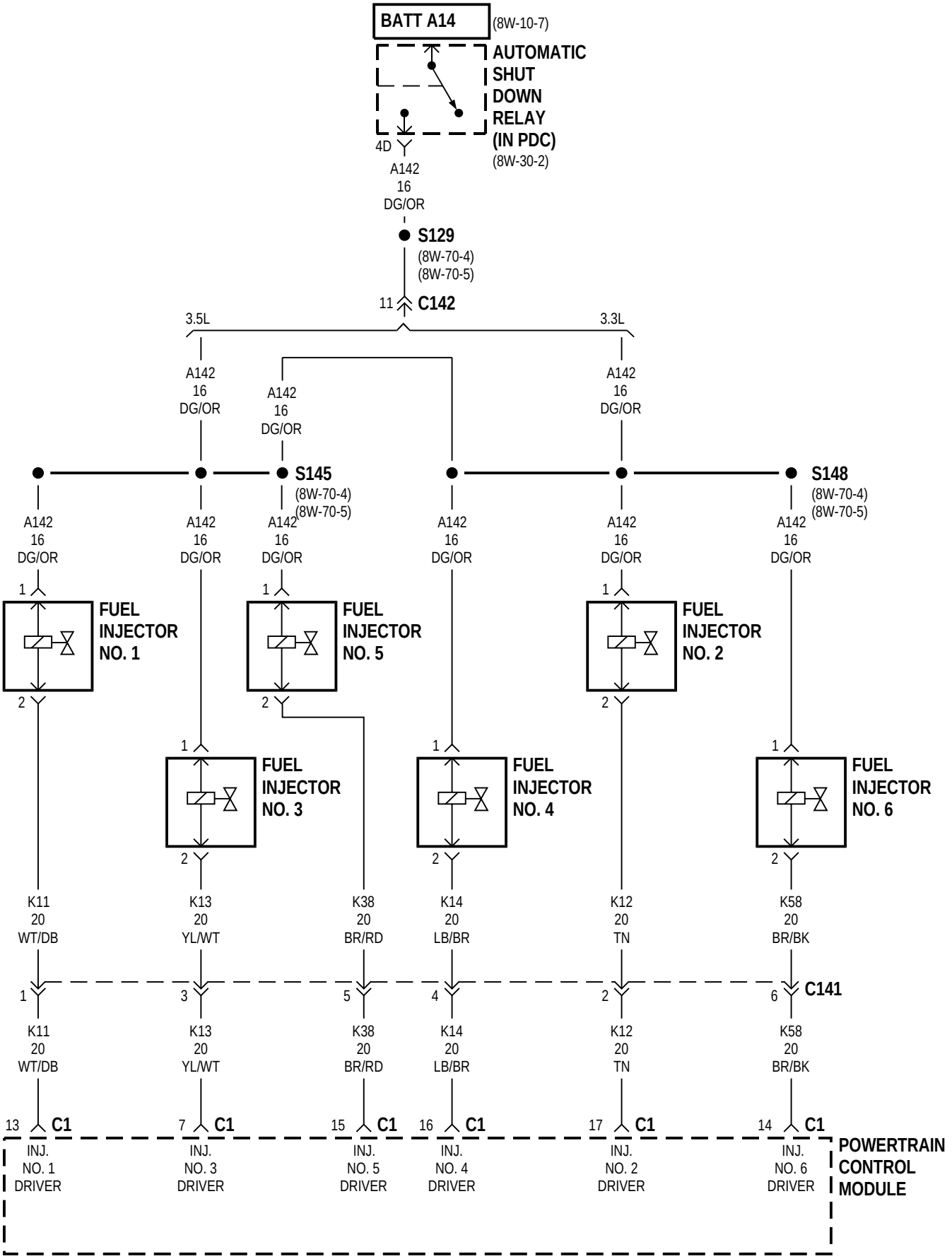
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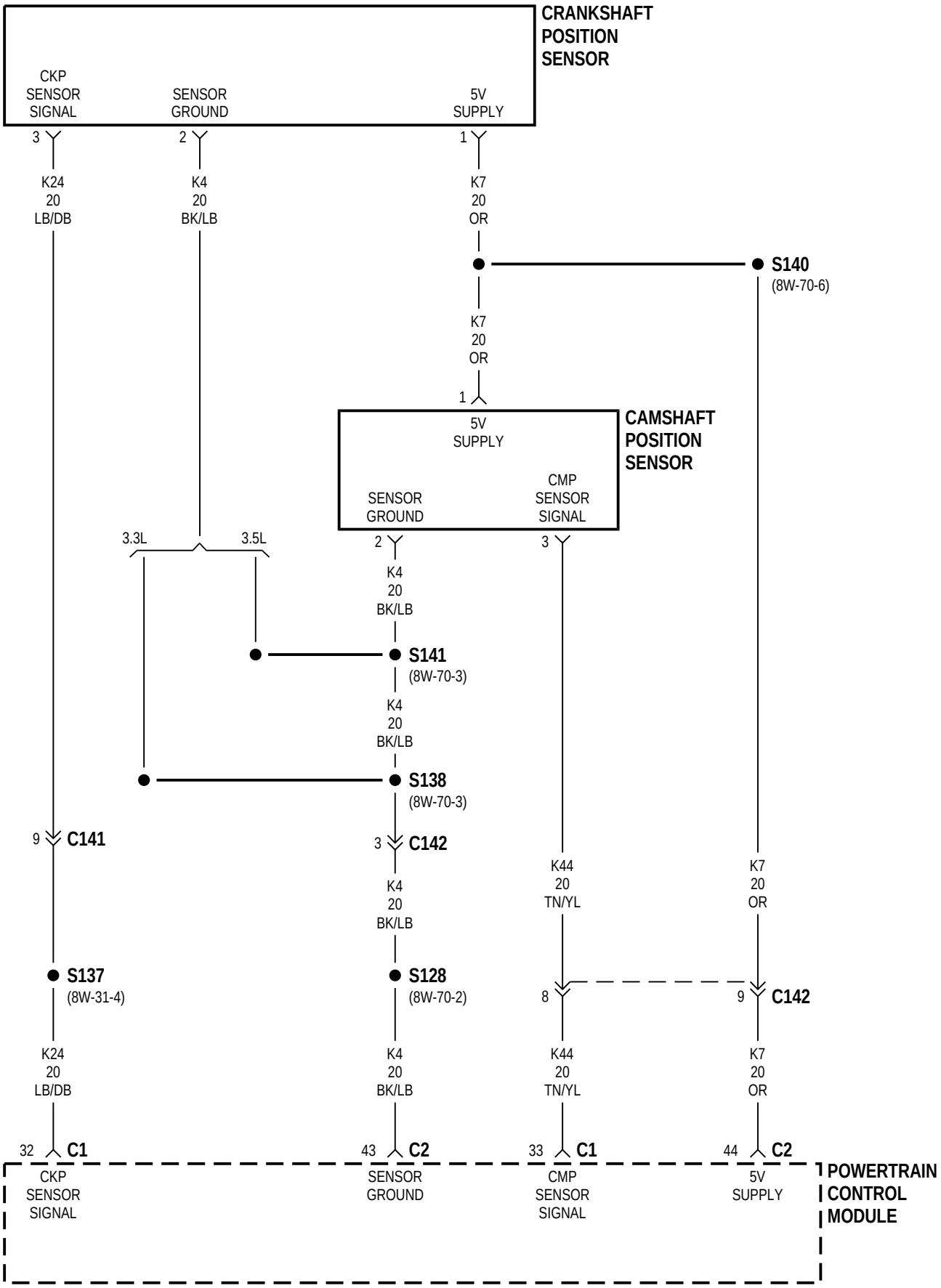
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S130	8W-30-7, 10
S132	8W-30-9
S133	8W-30-2
S134	8W-30-11
S135	8W-30-7
S137	8W-30-6
S138	8W-30-6, 7, 8, 10
S139	8W-30-7, 10
S140	8W-30-6
S141	8W-30-6, 7, 8, 10
S143	8W-30-4
S144	8W-30-4
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S148	8W-30-4, 5, 8
S150	8W-30-9
S151	8W-30-9
S152	8W-30-9
S154	8W-30-14
S207	8W-30-14
S212	8W-30-14, 15
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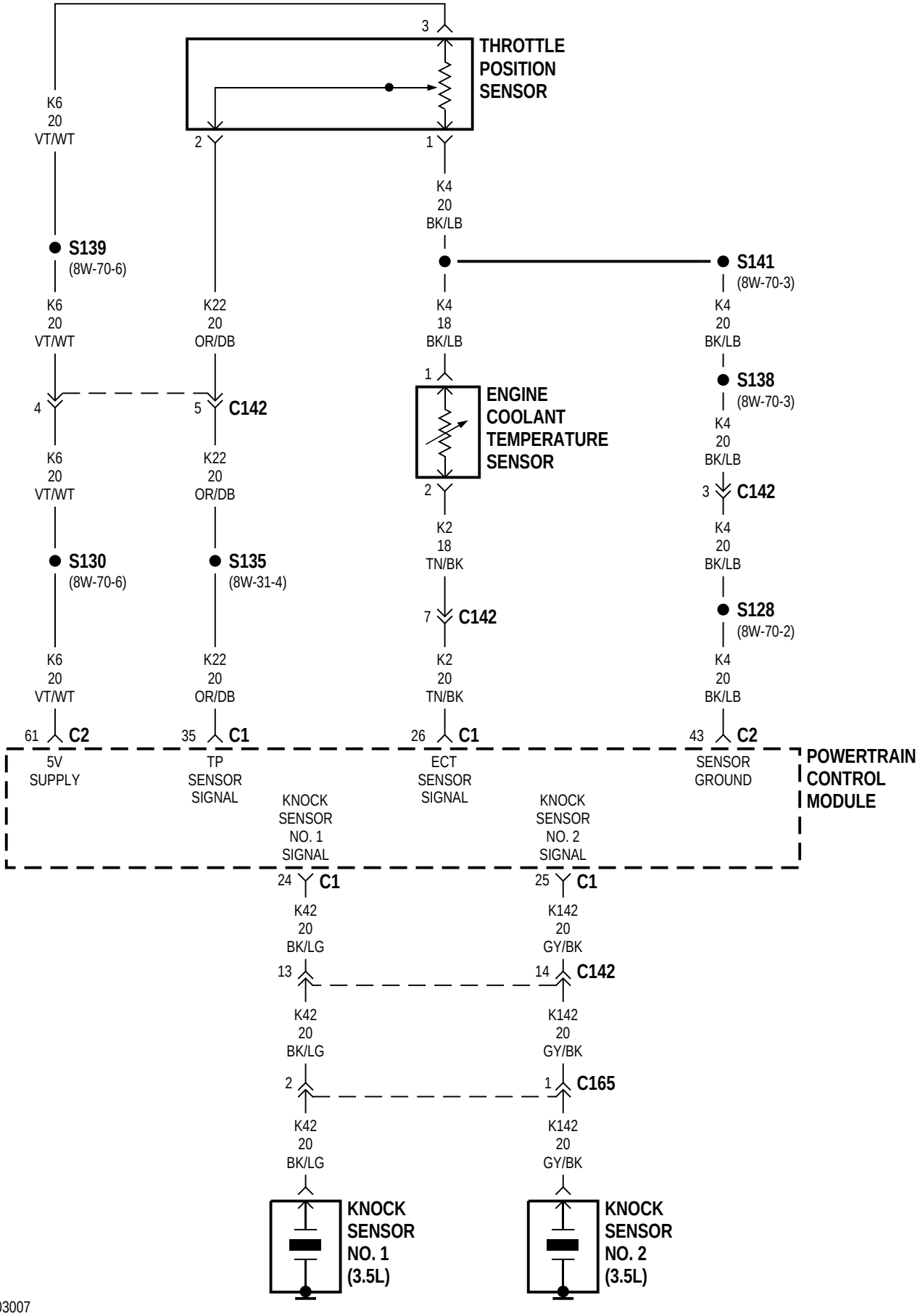

BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE B 20A
(8W-10-7)
B
A14
16
RD/WT
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 18 10A
(8W-12-19)
7
C2
F12
20
DB/WT
S116
(8W-10-7)
4A
4B
AUTOMATIC SHUT DOWN RELAY (IN PDC)
4C
4D
S120
(8W-12-19)
S129
(8W-70-4)
(8W-70-5)
A142
16
DG/OR
2
GENERATOR
(8W-20-2)
1
A14
16
RD/WT
K51
20
DB/YL
A142
16
DG/OR
K20
18
DG
F12
20
DB/WT
46
C2
67
C2
6
C1
4
C1
20
C1
FUSED B (+)
AUTO SHUT DOWN RELAY CONTROL
AUTO SHUT DOWN RELAY OUTPUT
GENERATOR FIELD DRIVER
FUSED IGN. (ST-RUN)
POWERTRAIN CONTROL MODULE
GROUND
10
C1
GROUND
50
C2
GROUND
47
C2
Z12
16
BK/TN
Z12
16
BK/TN
S133
Z12
16
BK/TN
Z11
20
BK/WT
G104

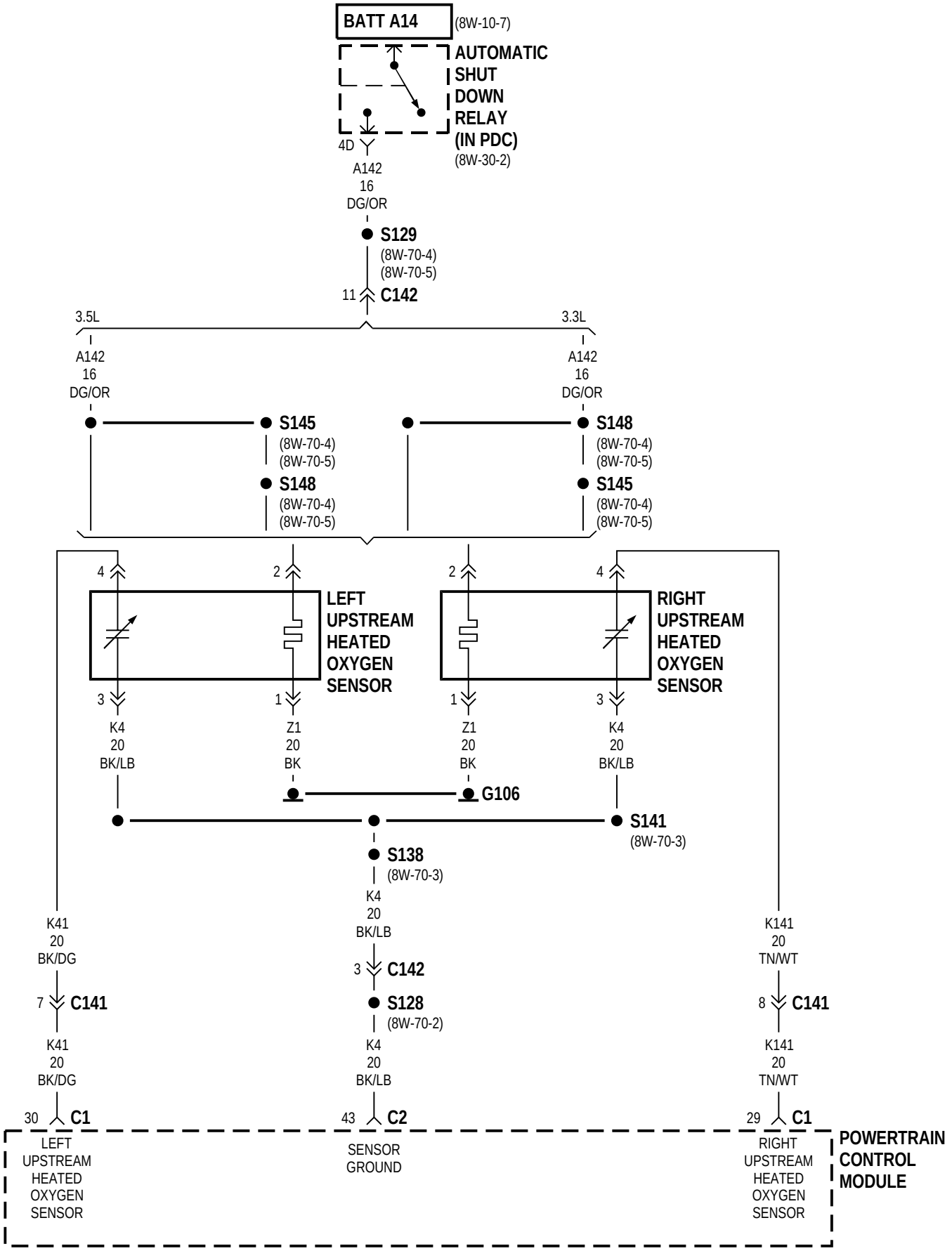

ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 18 10A (8W-12-20)
7 C2
F12 20 DB/WT
S120
(8W-12-19)
F12 20 DB/WT
5A
BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE A 20A (8W-10-5)
A
A1 12 RD
S107
(8W-10-5)
A1 16 RD
5B
FUEL PUMP RELAY (IN PDC)
5C
5D
K31 20 BR
74 C2
FUEL PUMP RELAY CONTROL
POWERTRAIN CONTROL MODULE
A141 16 DG/BK
12 C2
JUNCTION BLOCK
(8W-12-3)
3 C9
A141 16 DG/BK
3 C309
1
M
F
E
FUEL PUMP MODULE
3 Z1 18 BK/TN
4 Z1 16 BK
4
1 C309
Z1 16 BK
S304
(8W-15-9)
Z1 20 BK/TN
Z1 14 BK
G300
(8W-15-9)
FUEL LEVEL SENSOR SIGNAL
23 C2
BODY CONTROL MODULE
(8W-45-6)
G4 22 DB
8 C211
G4 22 DB
2 C309
G4 18 DB
2

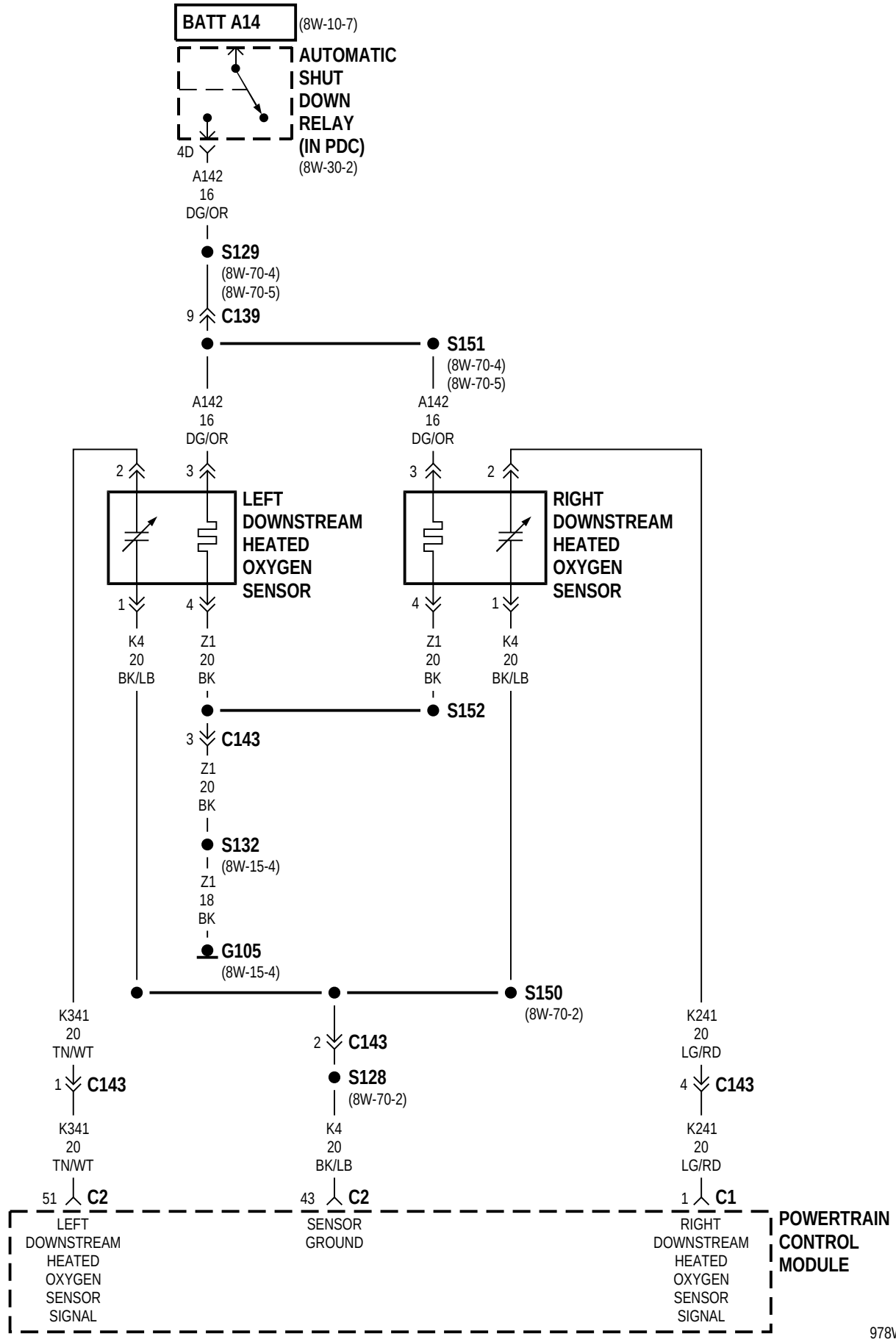

BATT A14
(8W-10-7)
AUTOMATIC SHUT DOWN RELAY (IN PDC)
(8W-30-2)
4D
A142 16 DG/OR
S129
(8W-70-4)
(8W-70-5)
11 C142
A142 16 DG/OR
3.5L
3.3L
S148
(8W-70-4)
(8W-70-5)
A142 16 DG/OR
S145
(8W-70-4)
(8W-70-5)
S143
CAPACITOR
A142 16 DG/OR
3
IGNITION COIL PACK
S144
Z1 16 BK
G107
4
1
2
K17 20 WT
K18 20 RD
K19 20 BK
Z1 18 BK
Z1 18 BK
10
11
12
C141
12 C142
Z1 18 BK
IGNITION COIL PACK HELICAL SHIELD
K17 20 WT
K18 20 RD
K19 20 BK
3 C1
2 C1
11 C1
IGN COIL NO. 2 DRIVER
IGN COIL NO. 1 DRIVER
IGN COIL NO. 1 DRIVER
POWERTRAIN CONTROL MODULE
Z1 18 BK
G105
(8W-15-4)


BATT A14
(8W-10-7)
AUTOMATIC SHUT DOWN RELAY (IN PDC)
(8W-30-2)
4D
A142 16 DG/OR
S129
(8W-70-4)
(8W-70-5)
11 C142
3.5L
3.3L
S145
(8W-70-4)
(8W-70-5)
S148
(8W-70-4)
(8W-70-5)
FUEL INJECTOR NO. 1
FUEL INJECTOR NO. 5
FUEL INJECTOR NO. 2
FUEL INJECTOR NO. 3
FUEL INJECTOR NO. 4
FUEL INJECTOR NO. 6
K11 20 WT/DB
K13 20 YL/WT
K38 20 BR/RD
K14 20 LB/BR
K12 20 TN
K58 20 BR/BK
C141
13 C1
7 C1
15 C1
16 C1
17 C1
14 C1
INJ. NO. 1 DRIVER
INJ. NO. 3 DRIVER
INJ. NO. 5 DRIVER
INJ. NO. 4 DRIVER
INJ. NO. 2 DRIVER
INJ. NO. 6 DRIVER
POWERTRAIN CONTROL MODULE

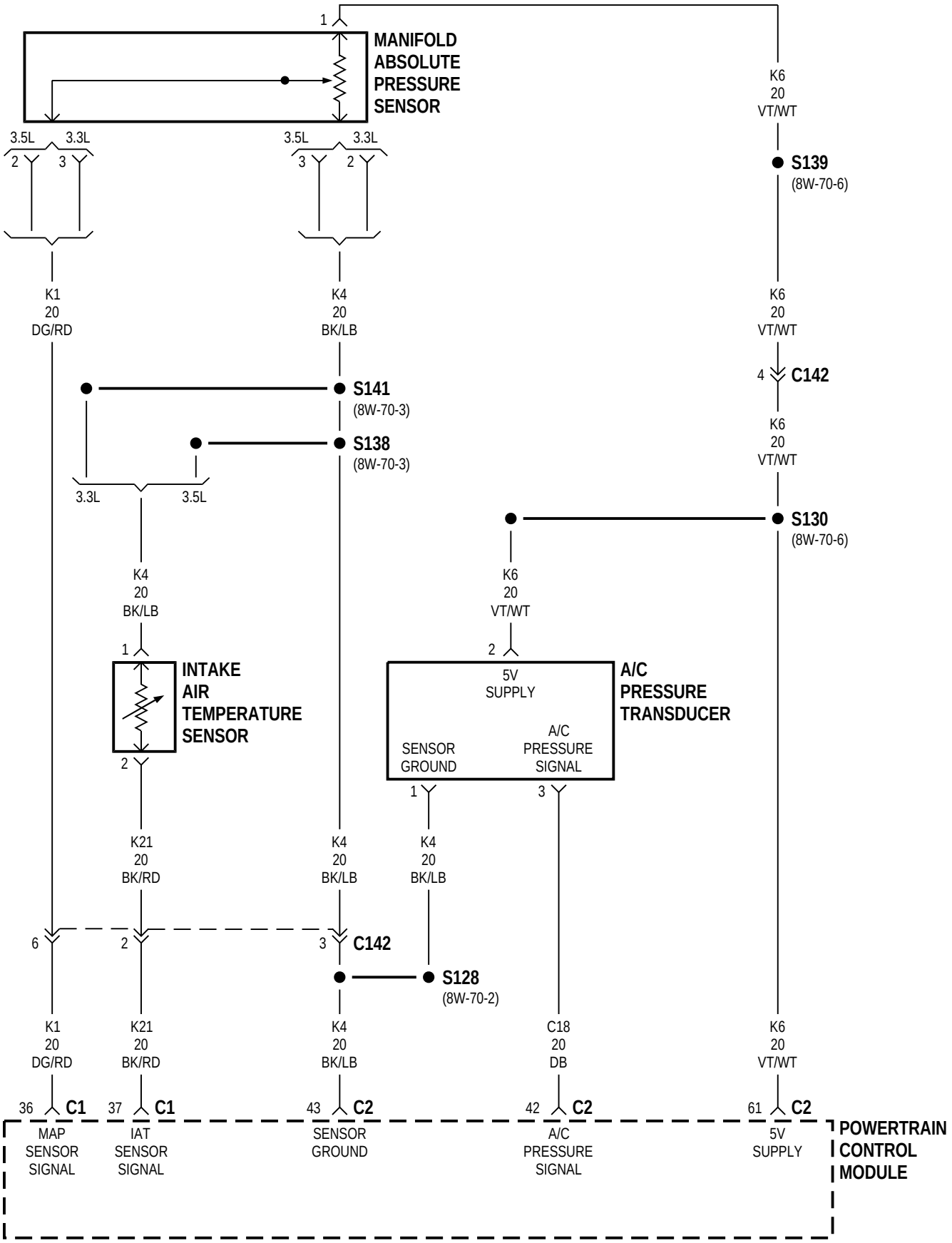

CRANKSHAFT POSITION SENSOR
CKP SENSOR SIGNAL
SENSOR GROUND
5V SUPPLY
3
2
1
K24 20 LB/DB
K4 20 BK/LB
K7 20 OR
S140
(8W-70-6)
K7 20 OR
1
5V SUPPLY
CAMSHAFT POSITION SENSOR
SENSOR GROUND
CMP SENSOR SIGNAL
3.3L
3.5L
2
3
K4 20 BK/LB
S141
(8W-70-3)
K4 20 BK/LB
S138
(8W-70-3)
9
C141
3
C142
K44 20 TN/YL
K7 20 OR
S137
(8W-31-4)
S128
(8W-70-2)
8
9
C142
K24 20 LB/DB
K4 20 BK/LB
K44 20 TN/YL
K7 20 OR
32
C1
43
C2
33
C1
44
C2
CKP SENSOR SIGNAL
SENSOR GROUND
CMP SENSOR SIGNAL
5V SUPPLY
POWERTRAIN CONTROL MODULE

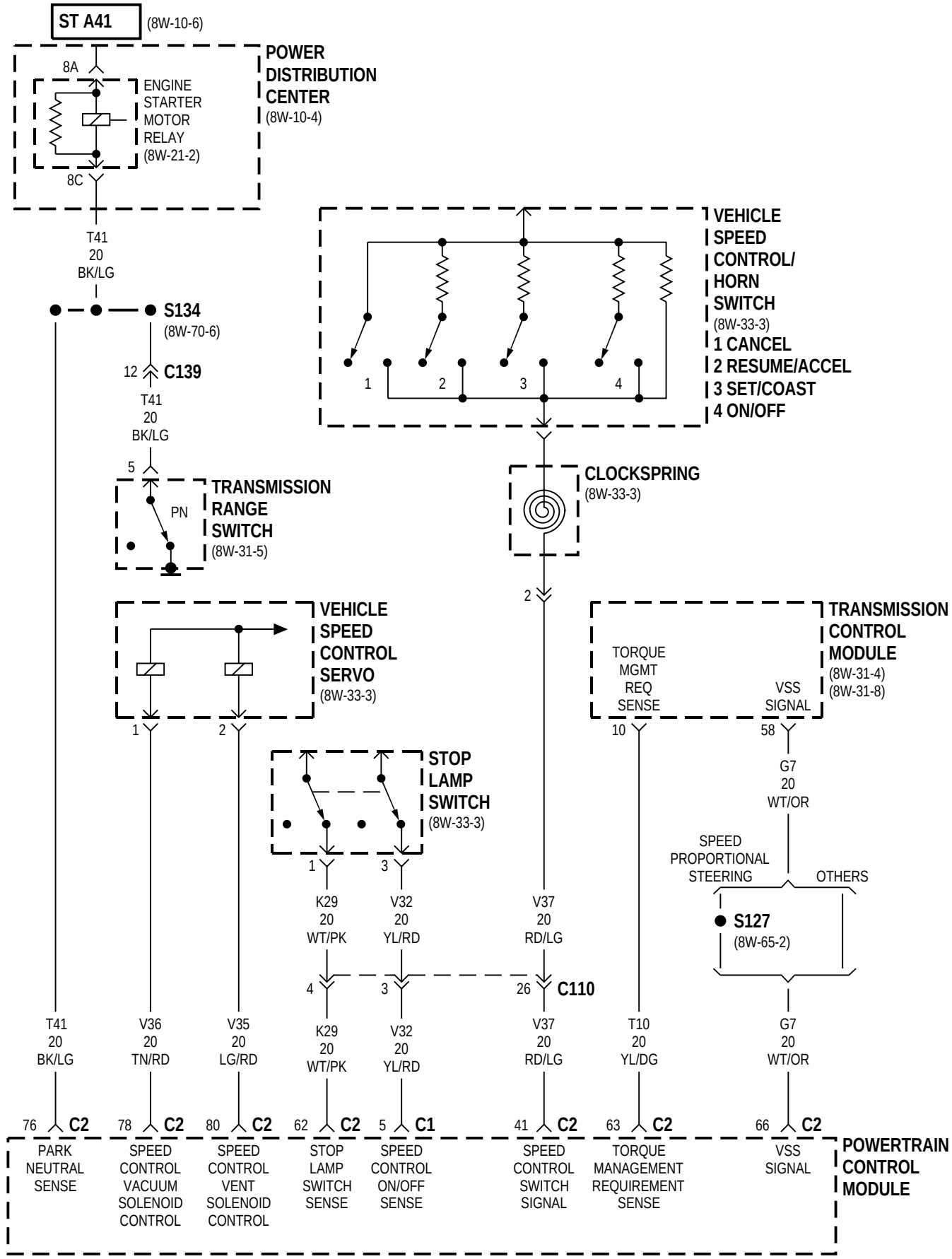

THROTTLE POSITION SENSOR
3
2
1
K6 20 VT/WT
K4 20 BK/LB
S139 (8W-70-6)
S141 (8W-70-3)
K6 20 VT/WT
K22 20 OR/DB
K4 18 BK/LB
K4 20 BK/LB
S138 (8W-70-3)
4
5 C142
ENGINE COOLANT TEMPERATURE SENSOR
3 C142
S130 (8W-70-6)
S135 (8W-31-4)
S128 (8W-70-2)
7 C142
61 C2
35 C1
26 C1
43 C2
5V SUPPLY
TP SENSOR SIGNAL
ECT SENSOR SIGNAL
SENSOR GROUND
POWERTRAIN CONTROL MODULE
KNOCK SENSOR NO. 1 SIGNAL
KNOCK SENSOR NO. 2 SIGNAL
24 C1
25 C1
K42 20 BK/LG
K142 20 GY/BK
13
14 C142
2
1 C165
KNOCK SENSOR NO. 1 (3.5L)
KNOCK SENSOR NO. 2 (3.5L)

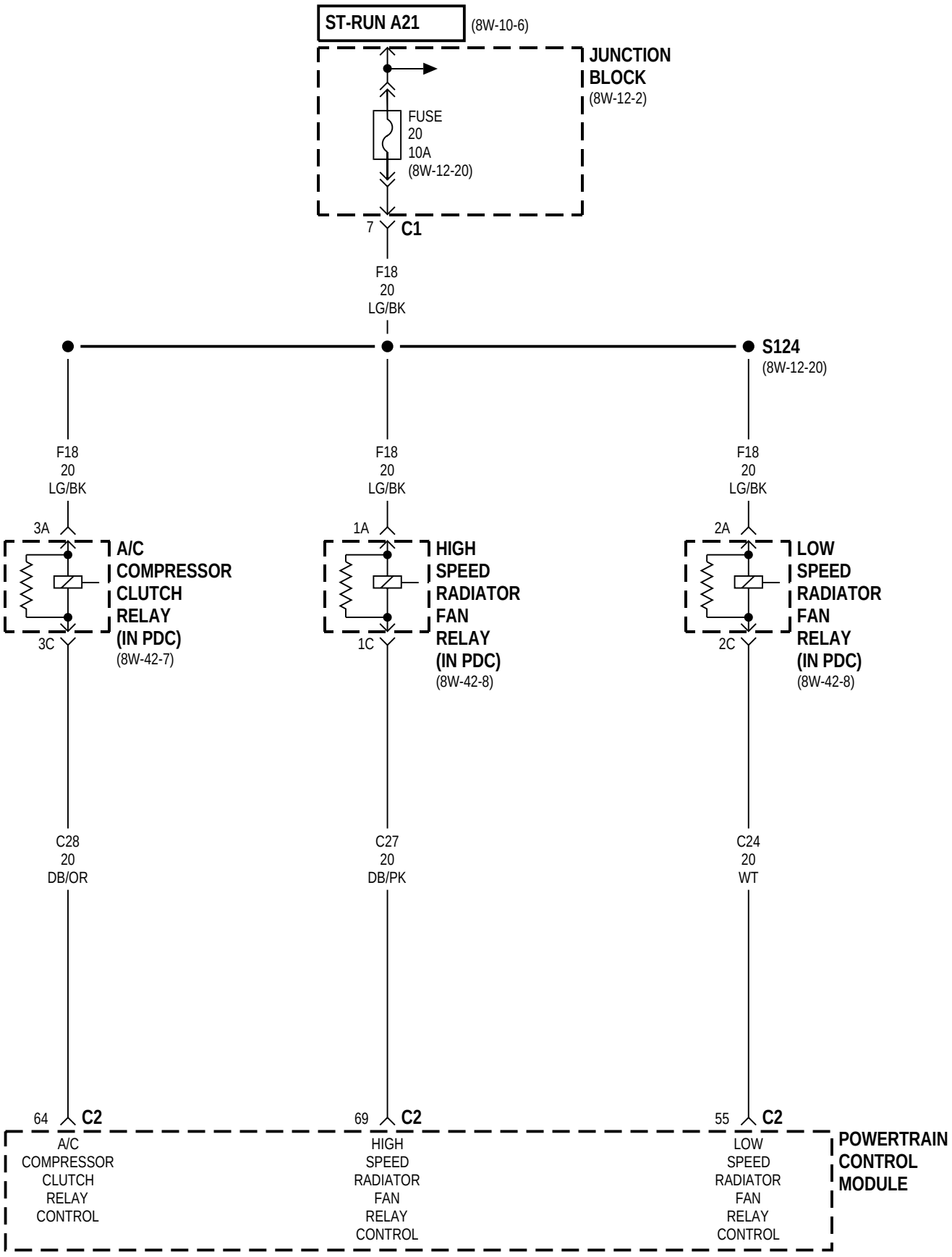

BATT A14
(8W-10-7)
AUTOMATIC SHUT DOWN RELAY (IN PDC)
(8W-30-2)
4D
A142
16
DG/OR
S129
(8W-70-4)
(8W-70-5)
11 C142
3.5L
3.3L
A142
16
DG/OR
A142
16
DG/OR
S145
(8W-70-4)
(8W-70-5)
S148
(8W-70-4)
(8W-70-5)
S148
(8W-70-4)
(8W-70-5)
S145
(8W-70-4)
(8W-70-5)
4
2
2
4
LEFT UPSTREAM HEATED OXYGEN SENSOR
RIGHT UPSTREAM HEATED OXYGEN SENSOR
3
1
1
3
K4
20
BK/LB
Z1
20
BK
Z1
20
BK
K4
20
BK/LB
G106
S141
(8W-70-3)
S138
(8W-70-3)
K4
20
BK/LB
3 C142
S128
(8W-70-2)
K4
20
BK/LB
K41
20
BK/DG
7 C141
K41
20
BK/DG
30 C1
43 C2
29 C1
K141
20
TN/WT
8 C141
K141
20
TN/WT
LEFT UPSTREAM HEATED OXYGEN SENSOR
SENSOR GROUND
RIGHT UPSTREAM HEATED OXYGEN SENSOR
POWERTRAIN CONTROL MODULE

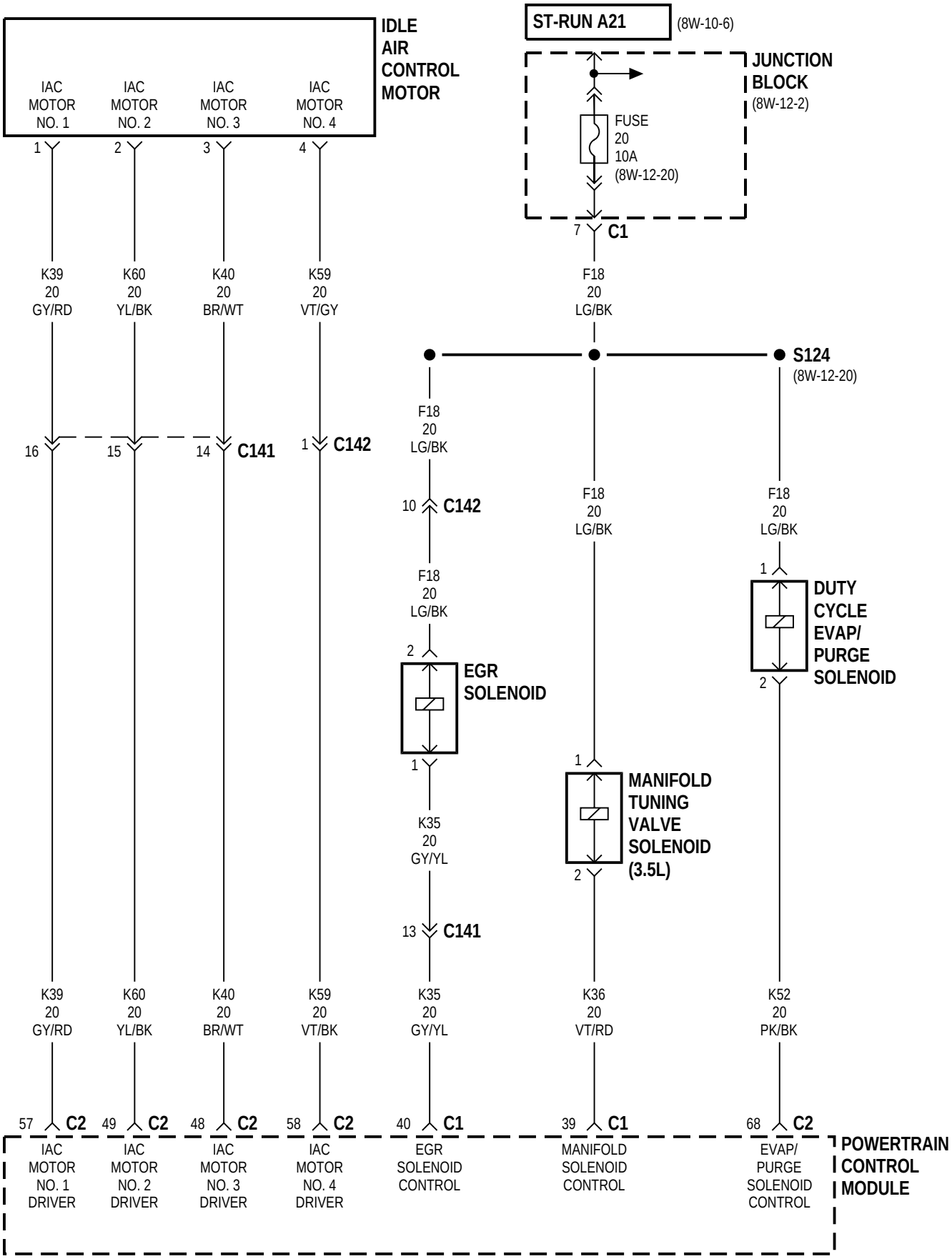


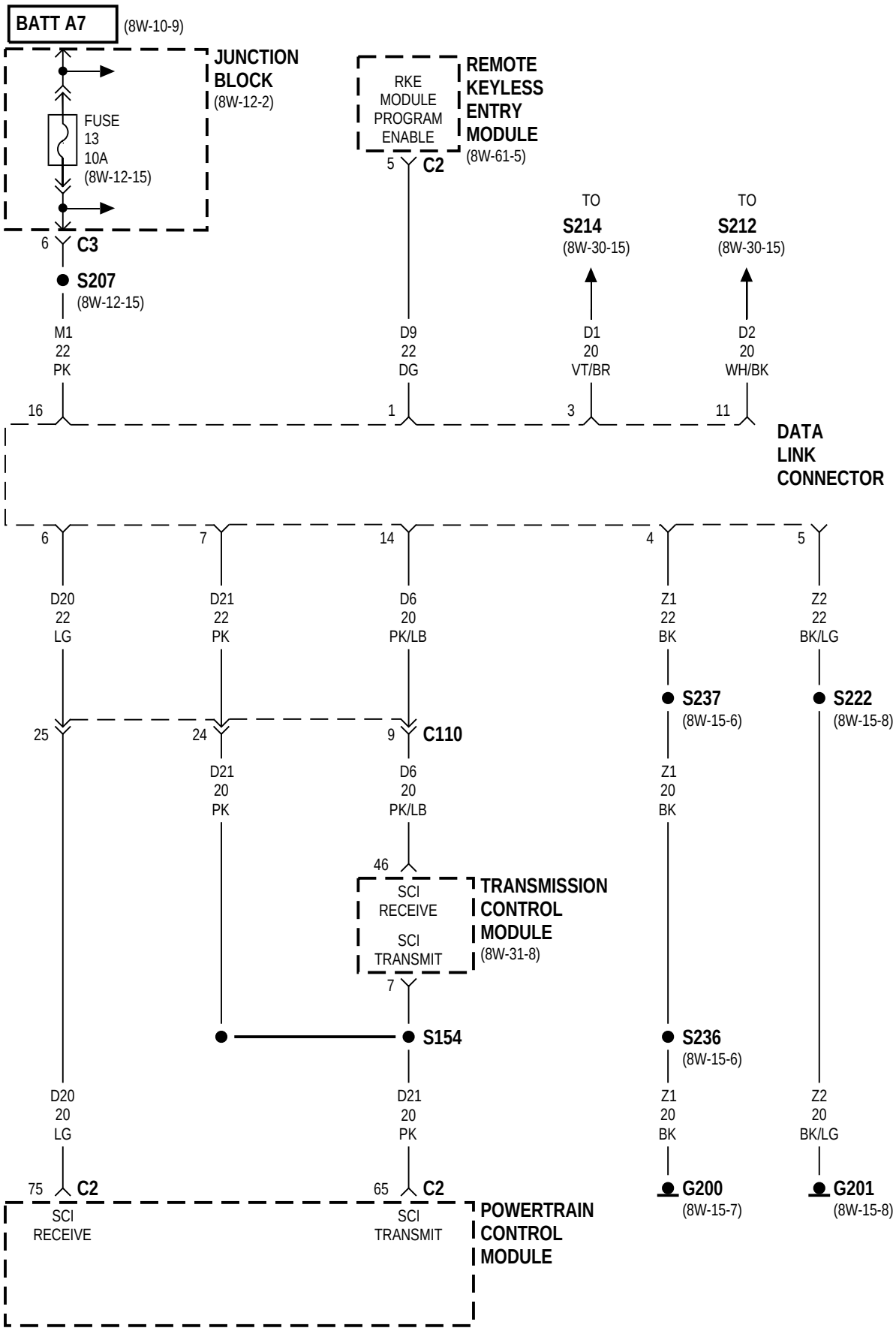
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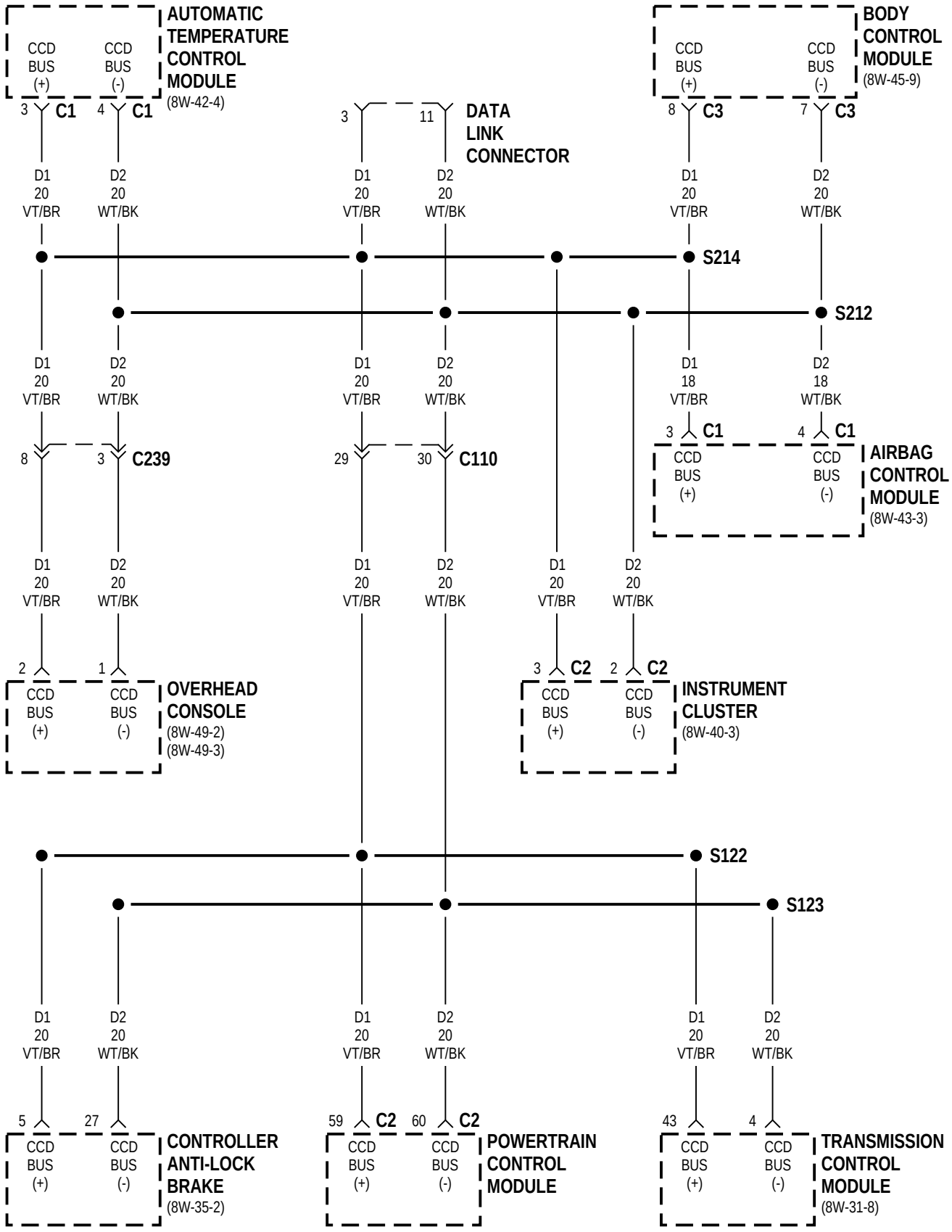

1
MANIFOLD ABSOLUTE PRESSURE SENSOR
3.5L
3.3L
2
3
3.5L
3.3L
3
2
K6
20
VT/WT
S139
(8W-70-6)
K1
20
DG/RD
K4
20
BK/LB
K6
20
VT/WT
4
C142
S141
(8W-70-3)
S138
(8W-70-3)
K6
20
VT/WT
3.3L
3.5L
S130
(8W-70-6)
K4
20
BK/LB
K6
20
VT/WT
1
2
INTAKE AIR TEMPERATURE SENSOR
5V SUPPLY
SENSOR GROUND
A/C PRESSURE SIGNAL
A/C PRESSURE TRANSDUCER
2
1
3
K21
20
BK/RD
K4
20
BK/LB
K4
20
BK/LB
6
2
3
C142
S128
(8W-70-2)
K1
20
DG/RD
K21
20
BK/RD
K4
20
BK/LB
C18
20
DB
K6
20
VT/WT
36
C1
37
C1
43
C2
42
C2
61
C2
MAP SENSOR SIGNAL
IAT SENSOR SIGNAL
SENSOR GROUND
A/C PRESSURE SIGNAL
5V SUPPLY
POWERTRAIN CONTROL MODULE


ST A41
(8W-10-6)
POWER DISTRIBUTION CENTER
(8W-10-4)
8A
ENGINE STARTER MOTOR RELAY
(8W-21-2)
8C
T41
20
BK/LG
S134
(8W-70-6)
12
C139
T41
20
BK/LG
5
TRANSMISSION RANGE SWITCH
(8W-31-5)
PN
VEHICLE SPEED CONTROL/ HORN SWITCH
(8W-33-3)
1 CANCEL
2 RESUME/ACCEL
3 SET/COAST
4 ON/OFF
1
2
3
4
CLOCKSPRING
(8W-33-3)
2
VEHICLE SPEED CONTROL SERVO
(8W-33-3)
1
2
STOP LAMP SWITCH
(8W-33-3)
1
3
K29
20
WT/PK
V32
20
YL/RD
V37
20
RD/LG
4
3
26
C110
TRANSMISSION CONTROL MODULE
(8W-31-4)
(8W-31-8)
TORQUE MGMT REQ SENSE
VSS SIGNAL
10
58
G7
20
WT/OR
SPEED PROPORTIONAL STEERING
OTHERS
S127
(8W-65-2)
T41
20
BK/LG
V36
20
TN/RD
V35
20
LG/RD
K29
20
WT/PK
V32
20
YL/RD
V37
20
RD/LG
T10
20
YL/DG
G7
20
WT/OR
76
C2
78
C2
80
C2
62
C2
5
C1
41
C2
63
C2
66
C2
PARK NEUTRAL SENSE
SPEED CONTROL VACUUM SOLENOID CONTROL
SPEED CONTROL VENT SOLENOID CONTROL
STOP LAMP SWITCH SENSE
SPEED CONTROL ON/OFF SENSE
SPEED CONTROL SWITCH SIGNAL
TORQUE MANAGEMENT REQUIREMENT SENSE
VSS SIGNAL
POWERTRAIN CONTROL MODULE


ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
20
10A
(8W-12-20)
7
C1
F18
20
LG/BK
S124
(8W-12-20)
F18
20
LG/BK
3A
A/C COMPRESSOR CLUTCH RELAY (IN PDC)
(8W-42-7)
3C
F18
20
LG/BK
1A
HIGH SPEED RADIATOR FAN RELAY (IN PDC)
(8W-42-8)
1C
F18
20
LG/BK
2A
LOW SPEED RADIATOR FAN RELAY (IN PDC)
(8W-42-8)
2C
C28
20
DB/OR
C27
20
DB/PK
C24
20
WT
64
C2
A/C COMPRESSOR CLUTCH RELAY CONTROL
69
C2
HIGH SPEED RADIATOR FAN RELAY CONTROL
55
C2
LOW SPEED RADIATOR FAN RELAY CONTROL
POWERTRAIN CONTROL MODULE


IDLE AIR CONTROL MOTOR
IAC MOTOR NO. 1
IAC MOTOR NO. 2
IAC MOTOR NO. 3
IAC MOTOR NO. 4
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 20 10A
(8W-12-20)
C1
S124
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C142
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DUTY CYCLE EVAP/ PURGE SOLENOID
MANIFOLD TUNING VALVE SOLENOID (3.5L)
POWERTRAIN CONTROL MODULE
IAC MOTOR NO. 1 DRIVER
IAC MOTOR NO. 2 DRIVER
IAC MOTOR NO. 3 DRIVER
IAC MOTOR NO. 4 DRIVER
EGR SOLENOID CONTROL
MANIFOLD SOLENOID CONTROL
EVAP/ PURGE SOLENOID CONTROL


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(8W-12-2)
FUSE 13 10A
(8W-12-15)
6 C3
S207
(8W-12-15)
M1 22 PK
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RKE MODULE PROGRAM ENABLE
5 C2
REMOTE KEYLESS ENTRY MODULE
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(8W-30-15)
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3
TO S212
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D2 20 WH/BK
11
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D20 22 LG
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D21 22 PK
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D6 20 PK/LB
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SCI TRANSMIT
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DESCRIPTION AND OPERATION

IGNITION SWITCH

When the ignition switch is in the START/RUN position, it connects circuit A1 from the Power Distribution Center (PDC) to circuit A21 through the ignition switch. A 20 amp fuse in cavity A of the PDC protects circuits A1 and A21. Circuit A1 is spliced and provides power to the fuel pump relay and the engine starter motor relay.

The A21 circuit connects from the ignition switch to the junction block and splices to provide power to the F12 and F18 circuits.

The F12 circuit is protected by a 10 amp fuse located in cavity 18 of the junction block. Circuit F12 is spliced and connects to the Powertrain Control Module (PCM), fuel pump relay, and the Automatic Shut- Down (ASD) relay coil side.

The F18 circuit is protected by a 10 amp fuse located in cavity 20 of the junction block. Circuit F18 is spliced and provides power to the manifold tuning solenoid, exhaust gas recirculation solenoid, A/C compressor clutch relay, EVAP/Purge solenoid, and the radiator fan relays.

BATTERY FEED

Circuit A14 is used to provide a constant battery feed to the Powertrain Control Module (PCM), cavity 46. This circuit originates in the Power Distribution Center (PDC) and is protected by a 20 amp fuse located in cavity B. It is also spliced and provides power for the Automatic Shut- Down (ASD) relay contact side.

POWER (DEVICE) GROUND

Circuit Z12 connects to cavities 10 and 50 of the Powertrain Control Module (PCM) connector. The Z12 circuits provides ground for the PCM internal drivers that operate high current devices like injectors and ignition coils.

Internal to the PCM, the power (device) ground circuit connects to the PCM sensor return circuit from circuit K4.

HELPFUL INFORMATION

- Circuit Z12 which supplies a ground for the PCM high current drivers, has the same termination point as the circuit Z11. The termination point is the right headlamp ground located at the right front frame rail.
- If the system loses ground for the ganged circuits the vehicle will not operate. Check the connection at the ground eyelet.

SIGNAL GROUND

Circuit Z11 connects to cavity 47 of the Powertrain Control Module (PCM) connector. The Z11 circuit provides ground for the sensors that provide inputs to the PCM.

HELPFUL INFORMATION

- Circuit Z11, which supplies a ground for the PCM sensors, has the same termination point as the Z12 circuit. This ground terminates at the right headlamp ground located at the right front frame rail.
- If the system loses ground for the ganged circuits the vehicle will not operate. Check the connection at the ground eyelet.

DESCRIPTION AND OPERATION (Continued)

UNIVERSAL DATA LINK CONNECTOR

Circuit M1 supplies battery voltage to the data link connector. This circuit is protected by a 10 amp fuse located in cavity 13 of the junction block. Circuit M1 is the Ignition- Off Draw (IOD) circuit and supplies power to the Body Control Module (BCM), radio memory, interior lamps, power sunroof, and the power antenna.

A twisted pair of wires, circuits D1 and D2, connect to the data link connector and the Powertrain Control Module, cavities 59 and 60. These wires are connected to the CCD Bus. The CCD Bus is used for diagnosing vehicle components and modules.

Circuits D20 and D21 from the Powertrain Control Module (PCM) connect to the data link connector. Circuit D20 connects to cavity 75 of the PCM and is the SCI receive circuit. Circuit D21 connects to cavity 65 of the PCM and is the SCI transmit.

Cirucit D21 is also spliced and connects to the Transmission Control Module (TCM).

Circuit Z2 is the ground for the universal data link connector. This ground terminates at the Airbag Control Module (ACM) bracket.

Two other circuits also connect to the universal data link connector. They are the D6 and D9 circuits. The D6 circuit connects to the TCM and is used for diagnostics. The D9 circuit is connected to the Remote Keyless Entry (RKE) module and is used for programming the system.

AUTOMATIC SHUT-DOWN RELAY

The Automatic Shut-Down (ASD) relay is located in the Power Distribution Center (PDC). Power for the coil, and contact sides of the relay is provided by circuit A14. This circuit is HOT at all times, and is protected by a 20 amp fuse in cavity B of the PDC.

The Powertrain Control Module (PCM) controls the ground path for the coil side of the relay on circuit K51. This circuit connects to cavity 67 of the Powertrain Control Module (PCM) connector.

When the ASD relay is energized, the contacts internal to the relay CLOSE connecting circuits A14 and A142. The A142 circuit is spliced and provides power to the fuel injectors, generator, and the PCM.

HELPFUL INFORMATION

- Refer to Group 14, Fuel System, for system operation
- Check the 20 amp fuse located in cavity B of the PDC

FUEL PUMP MOTOR

The fuel pump motor, located in the fuel tank, is controlled by the fuel pump relay located in the Power Distribution Center (PDC). Power for the coil side of the relay is provided by circuit F12. The F12 circuit is HOT in the START and RUN position only and protected by a 10 amp fuse located in cavity 18 of the junction block.

Circuit A21 is used to power the fuse, and is connected between the ignition switch and the junction block. Power for the A21 circuit is provided by circuit A1. This circuit originates in the PDC and is protected by a 20 amp fuse located in cavity A.

The F12 circuit is spliced and provides voltage to the Powertrain Control Module (PCM), cavity 20.

The ground for the coil side of the relay is controlled by the PCM through circuit K31. The K31 circuit connects to cavity 74 of the PCM. Logic internal to the PCM determines when the coil side of the relay should be grounded.

When the PCM grounds circuit K31, contacts internal to the fuel pump relay CLOSE connecting circuits A1 and A141. Circuit A1 is connected to the BUS bar in the PDC, HOT at all times, and protected by a 20 amp fuse located in cavity A. Circuit A141 is connected from the relay to the fuel pump motor. Ground for the fuel pump motor is provided on circuit Z1. This ground terminates at the body ground, located on the left rear wheel well.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity A of the PDC
- Check the 10 amp fuse located in cavity 18 of the junction block
- Check the body ground located on the left rear wheel well
- Refer to Group 14, Fuel System, of the Service Manual or the appropriate Diagnostic Test Procedures Manual for additional information

VEHICLE SPEED INPUT

The Powertrain Control Module (PCM) receives an input on vehicle speed from the Transmission Control Module (TCM).

Circuit G7, from the TCM, provides an input signal to the PCM. The G7 circuit connects to cavity 66 of the PCM connector.

DESCRIPTION AND OPERATION (Continued)

HEATED OXYGEN SENSORS

There are four heated oxygen sensors used on this vehicle, regardless of engine application. They are identified as the left upstream, left downstream, right upstream, and right downstream.

Power for the heated oxygen sensors is supplied on circuit A142. This circuit is HOT when the contact side of the Automatic Shut Down (ASD) relay is CLOSED. The Powertrain Control Module (PCM) controls the ASD relay by providing a ground path on circuit K51. The K51 circuit connects to cavity 67 of the PCM connector.

Circuit K41 delivers the signal from the left upstream heated oxygen sensor to the PCM. Circuit K41 connects to cavity 30 of the PCM connector.

Circuit K141 delivers the signal from the right upstream heated oxygen sensor to the PCM. Circuit K141 connects to cavity 29 of the PCM connector.

Circuit K341 delivers the signal from the left downstream heated oxygen sensor to the PCM. Circuit K341 connects to cavity 51 of the PCM connector.

Circuit K241 delivers the signal from the right downstream heated oxygen sensor to the PCM. Circuit K241 connects to cavity 1 of the PCM connector.

The PCM provides a ground for the heated oxygen sensor signals (circuits K41, K141, K241, and K341) through circuit K4. Circuit K4 connects to cavity 43 of the PCM connector.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals for the following:

- Intake air temperature sensor
- Engine coolant temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- A/C pressure switch
- Camshaft position sensor
- Crankshaft position sensor

CRANKSHAFT POSITION SENSOR

Both engine packages available in this vehicle use a crankshaft position sensor.

Circuit K7 supplies 5 volts from the Powertrain Control Module (PCM) to the crankshaft position sensor. The K7 circuit connects to cavity 44 of the PCM.

Circuit K24 from the sensor provides an input signal to the PCM. The K24 circuit connects to cavity 32 of the PCM. This circuit is spliced and provides an input to the Transmission Control Module (TCM).

The PCM provides a ground for the crankshaft position sensor signal (circuit K24) through circuit K4. Circuit K4 connects to cavity 43 of the PCM connector.

HELPFUL INFORMATION

The K7 circuit is spliced and provides 5 volts for the camshaft position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Intake air temperature sensor
- Engine coolant temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- A/C pressure switch
- Camshaft position sensor

CAMSHAFT POSITION SENSOR

Circuit K7 supplies 5 volts from the Powertrain Control Module (PCM) to the camshaft position sensor. The K7 circuit connects to cavity 44 of the PCM connector.

Circuit K44 from the sensor provides an input signal to the PCM. The K44 circuit connects to cavity 33 of the PCM.

The PCM provides a ground for the camshaft position sensor signal (circuit K44) through circuit K4. Circuit K4 connects to cavity 43 of the PCM connector.

HELPFUL INFORMATION

The K7 circuit is spliced and provides 5 volts for the crankshaft position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Intake air temperature sensor
- Engine coolant temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- A/C pressure switch
- Crankshaft position sensor

ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K2. This sensor input is also used for the instrument cluster coolant temperature gauge. Refer to Section 8W-40 for engine coolant temperature gauge circuit description.

From circuit K2, the engine coolant temperature sensor draws up to 5 volts from the PCM. The sensor is a variable resistor. As coolant temperature changes the resistance in the sensor changes, causing a change in current draw. The K2 circuit connects to cavity 26 of the PCM connector. The PCM provides a ground for the engine coolant temperature sensor signal (circuit K2) through circuit K4. Circuit K4 connects to cavity 43 of the PCM.

DESCRIPTION AND OPERATION (Continued)

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Intake air temperature sensor
- Camshaft position sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- A/C pressure switch
- Crankshaft position sensor

THROTTLE POSITION SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the Throttle Position Sensor (TPS). Circuit K6 connects to cavity 61 of the PCM connector.

The K22 circuit delivers the TPS signal to the PCM. Circuit K22 connects to cavity 35 of the PCM connector. This circuit is spliced and provides an input to the Transmission Control Module (TCM) on throttle position.

The PCM provides a ground path for the TPS signal (circuit K22) through circuit K4. Circuit K4 connects to cavity 43 of the PCM connector.

HELPFUL INFORMATION

Refer to Group 14, Fuel System, for throttle position sensor operation.

Circuit K6 is spliced and provides 5 volts to the A/C pressure switch and the map sensor.

On automatic transmission vehicles, circuit K22 is spliced and provides an input to the Transmission Control Module (TCM).

Circuit K4 splices to supply ground for the signals from the following:

- Intake air temperature sensor
- Camshaft position sensor
- Manifold absolute pressure sensor
- Ambient temperature sensor
- A/C pressure switch
- Crankshaft position sensor

MANIFOLD ABSOLUTE PRESSURE SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the Manifold Absolute Pressure (MAP) sensor. Circuit K6 connects to cavity 61 of the PCM connector.

Circuit K1 delivers the MAP signal to the PCM. Circuit K1 connects to cavity 36 of the PCM connector.

The PCM provides a ground path for the MAP signal (circuit K1) through circuit K4. Circuit K4 connects to cavity 43 of the PCM connector.

HELPFUL INFORMATION

Refer to Group 14, Fuel System, for MAP sensor operation.

Circuit K6 is spliced and provides 5 volts to the A/C pressure switch and the throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Intake air temperature sensor
- Camshaft position sensor
- Throttle position sensor
- Ambient temperature sensor
- A/C pressure switch
- Crankshaft position sensor

INTAKE AIR TEMPERATURE SENSOR

The intake air temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K21. The K21 circuit connects to cavity 37 of the PCM connector.

From circuit K21, the intake air temperature sensor draws voltage from the PCM. The sensor is a variable resistor. As intake air temperature changes, the resistance in the sensor changes, causing a change in current draw.

The PCM provides a ground path for the intake air temperature sensor signal (circuit K21) through circuit K4. Circuit K4 connects to cavity 43 of the PCM connector.

HELPFUL INFORMATION

Refer to Group 14, Fuel System, for intake air temperature sensor operation.

Circuit K4 splices to supply ground for the signals from the following:

- Manifold absolute pressure sensor
- Camshaft position sensor
- Throttle position sensor
- Ambient temperature sensor
- A/C pressure switch
- Crankshaft position sensor

KNOCK SENSOR

3.5L ENGINE

The 3.5L engine uses two knock sensors located on the top of the intake manifold which are case grounded. These sensors provide an input to the Powertrain Control Module (PCM) on two circuits.

Circuit K42 is the input to the PCM for knock sensor #1 and connects to cavity 24 of the PCM connector.

Circuit K142 is the input to the PCM for knock sensor #2 and connects to cavity 25 of the PCM connector.

HELPFUL INFORMATION

Refer to Group 14, Fuel System, for knock sensor operation.

DESCRIPTION AND OPERATION (Continued)

FUEL INJECTORS

Circuit A14 is connected to the BUS bar in the Power Distribution Center (PDC), and connects to battery voltage. The contact side of the Automatic Shut-Down (ASD) relay connects circuit A14 and A142. A 20 amp fuse, in cavity B of the PDC, protects circuits A14 and A142.

The Powertrain Control Module (PCM) controls the ground path for the coil side of the ASD relay on circuit K51. Circuit K51 connects to cavity 67 of the PCM.

Circuit A142 supplies voltage for the fuel injectors. The PCM controls the ground circuit of each injector, as follows:

- Circuit K11 is the ground circuit for Injector #1. Circuit K11 connects to cavity 13 of the PCM.
- Circuit K12 is the ground circuit for Injector #2. Circuit K12 connects to cavity 17 of the PCM.
- Circuit K13 is the ground circuit for Injector #3. Circuit K13 connects to cavity 7 of the PCM.
- Circuit K14 is the ground circuit for Injector #4. Circuit K14 connects to cavity 16 of the PCM.
- Circuit K38 is the ground circuit for Injector #5. Circuit K38 connects to cavity 15 of the PCM.
- Circuit K58 is the ground circuit for Injector #6. Circuit K58 connects to cavity 14 of the PCM.

HELPFUL INFORMATION

- Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, ASD relay, and the generator. The PCM controls the ground circuit for each of the components powered by circuit A142.
- The injectors operate in sequence. Refer to Group 14, Fuel System, for system operation.

IGNITION COIL PACK

Circuit A14 is connected to the BUS bar in the Power Distribution Center (PDC), and connects to battery voltage. The contact side of the Automatic Shut Down (ASD) relay connects circuits A14 and A142. A 20 amp fuse, in cavity B of the PDC, protects circuits A14 and A142.

Circuit A14 also supplies voltage to the coil side of the ASD relay. The Powertrain Control Module (PCM) controls the ground path for the coil side of the ASD relay on circuit K51. Circuit K51 connects to cavity 67 of the PCM.

Circuit A142 supplies voltage for the ignition coil pack. The coil pack consists of three individual coils molded together. The PCM controls the ground circuit of each coil.

- Circuit K17 is the ground circuit for the ignition coil that fires spark plugs #1 and #4. Circuit K17 connects to cavity 3 of the PCM.
- Circuit K18 is the ground circuit for the ignition coil that fires spark plugs #3 and #6. Circuit K18 connects to cavity 2 of the PCM.
- Circuit K19 is the ground circuit for the ignition coil that fires spark plugs #2 and #5. Circuit K19 connects to cavity 11 of the PCM.

The ground circuit wires for the coils are wrapped in a helical shield, which is used for noise suppression. Grounding for the shield is provided in two places. The first is the ground eyelet located on the engine and the second is at the right headlamp ground located at the right front frame rail.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, ASD relay, and the generator. The PCM controls the ground circuit for each of the components powered by circuit A142.

IDLE AIR CONTROL MOTOR

The Powertrain Control Module (PCM) operates the idle air control motor through 4 circuits - K39, K40, K59, and K60. Each circuit connects to separate cavities in the PCM connector.

- Circuit K39 connects to cavity 57 of the PCM connector.
- Circuit K40 connects to cavity 48 of the PCM connector.
- Circuit K59 connects to cavity 58 of the PCM connector.
- Circuit K60 connects to cavity 49 of the PCM connector.

HELPFUL INFORMATION

- Refer to group 14 of the Service Manual or the appropriate Diagnostic Test Procedures Manual for additional information.

DUTY CYCLE EVAP/PURGE SOLENOID

Circuit F18 supplies battery voltage to the duty cycle EVAP/Purge solenoid. This circuit is HOT in the START and RUN position only. It is also spliced and provides power for the A/C clutch relay, exhaust gas recirculation solenoid, Manifold Tuning Valve (MTV) solenoid (3.5L only), and the radiator fan relays.

Circuit F18 connects to the junction block, cavity 20, and is protected by a 10 amp fuse. Power for the fuse is supplied on circuit A21 from the ignition switch. Circuit A1 provides power for the A21 circuit and is protected by a 20 amp fuse located in cavity A of the Power Distribution Center (PDC).

The Powertrain Control Module (PCM) controls the ground path for the solenoid on circuit K52. Circuit K52 connects to cavity 68 of the PCM connector.

DESCRIPTION AND OPERATION (Continued)

HELPFUL INFORMATION

- Refer to Group 14, Fuel System, and Group 25, Emission Systems, for system operation.
- Check the 10 amp fuse located in cavity 20 of the junction block.
- Check the 20 amp fuse located in cavity A of the PDC.

ELECTRONIC EGR TRANSDUCER (EET) SOLENOID

Circuit F18 supplies battery voltage to the duty cycle Electronic EGR Transducer (EET) solenoid. This circuit is HOT in the START and RUN position only. It is also spliced and provides power for the A/C clutch relay, EVAP/Purge solenoid, Manifold Tuning Valve (MTV) solenoid (3.5L only), and the radiator fan relays.

Circuit F18 connects to the junction block, cavity 20, and is protected by a 10 amp fuse. Power for the fuse is supplied on circuit A21 from the ignition switch. Circuit A1 provides power for the A21 circuit and is protected by a 20 amp fuse located in cavity A of the Power Distribution Center (PDC).

The Powertrain Control Module (PCM) controls the ground path for the solenoid on circuit K35. Circuit K35 connects to cavity 40 of the PCM connector.

HELPFUL INFORMATION

- Refer to Group 14, Fuel System, and Group 25, Emission Systems, for system operation.
- Check the 10 amp fuse located in cavity 20 of the junction block.
- Check the 20 amp fuse located in cavity A of the PDC.

MANIFOLD TUNING VALVE SOLENOID

The Manifold Tuning Valve (MTV) solenoid is used on the 3.5L engine only. It is used to control the manifold tuning valve located on the intake manifold.

Power for the solenoid is supplied on the F18 circuit. This circuit is protected by a 10 amp fuse located in cavity 20 of the junction block. The F18 circuit is HOT in the START and RUN position only. Power for the fuse is supplied on circuit A21 from the ignition switch.

The A21 circuit receives power from the A1 circuit. This circuit is protected by a 20 amp fuse located in cavity A of the Power Distribution Center (PDC).

The Powertrain Control Module (PCM) controls the ground path for the solenoid on circuit K36. Circuit K36 connects to cavity 39 of the PCM.

HELPFUL INFORMATION

- Refer to Group 14, Fuel System, of the Service Manual or the appropriate Diagnostic Test Procedures manual
- Check the 10 amp fuse located in cavity 20 of the junction block
- Check the 20 amp fuse located in cavity A of the PDC

PARK/NEUTRAL SWITCH INPUT

When closed, the PARK/NEUTRAL position switch provides an input to the Powertrain Control Module (PCM) on circuit T41. The T41 circuit is spliced and provides a ground path for the engine starter relay, and an input to the Transmission Control Module (TCM).

FUEL LEVEL INPUT

Circuit G4 provides an input to the Powertrain Control Module (PCM). This cirucit connects to cavity 23 of the PCM connector.

The PCM uses this input to monitor the fuel level in the fuel tank. For additional information, refer to Group 14, Fuel Systems, in this service manual.

TORQUE MANAGEMENT INPUT

On the 3.5L engine the Powertrain Control Module (PCM) receives an input from the Transmission Control Module (TCM) on circuit T10. This circuit connects to cavity 63 of the PCM.

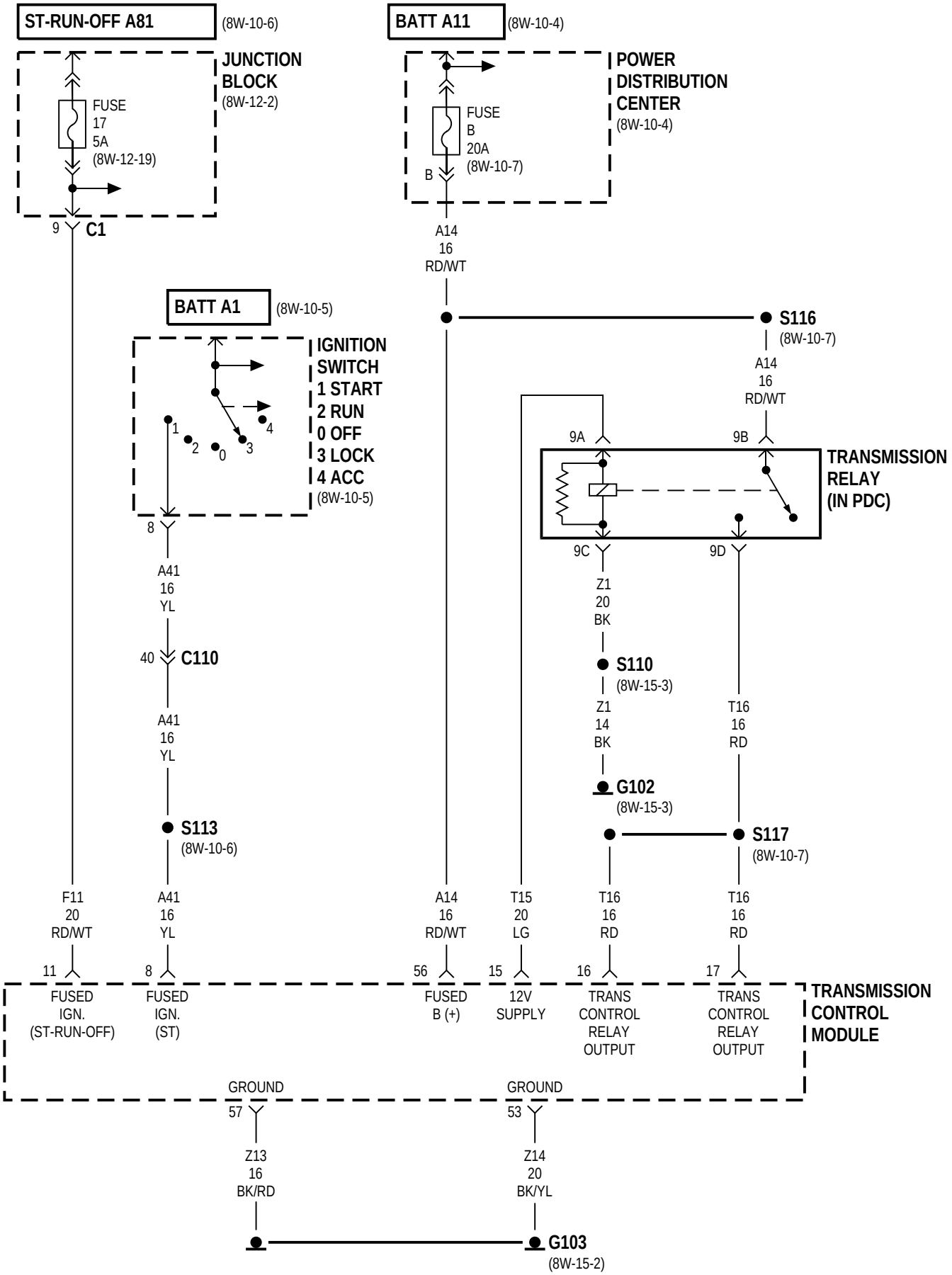
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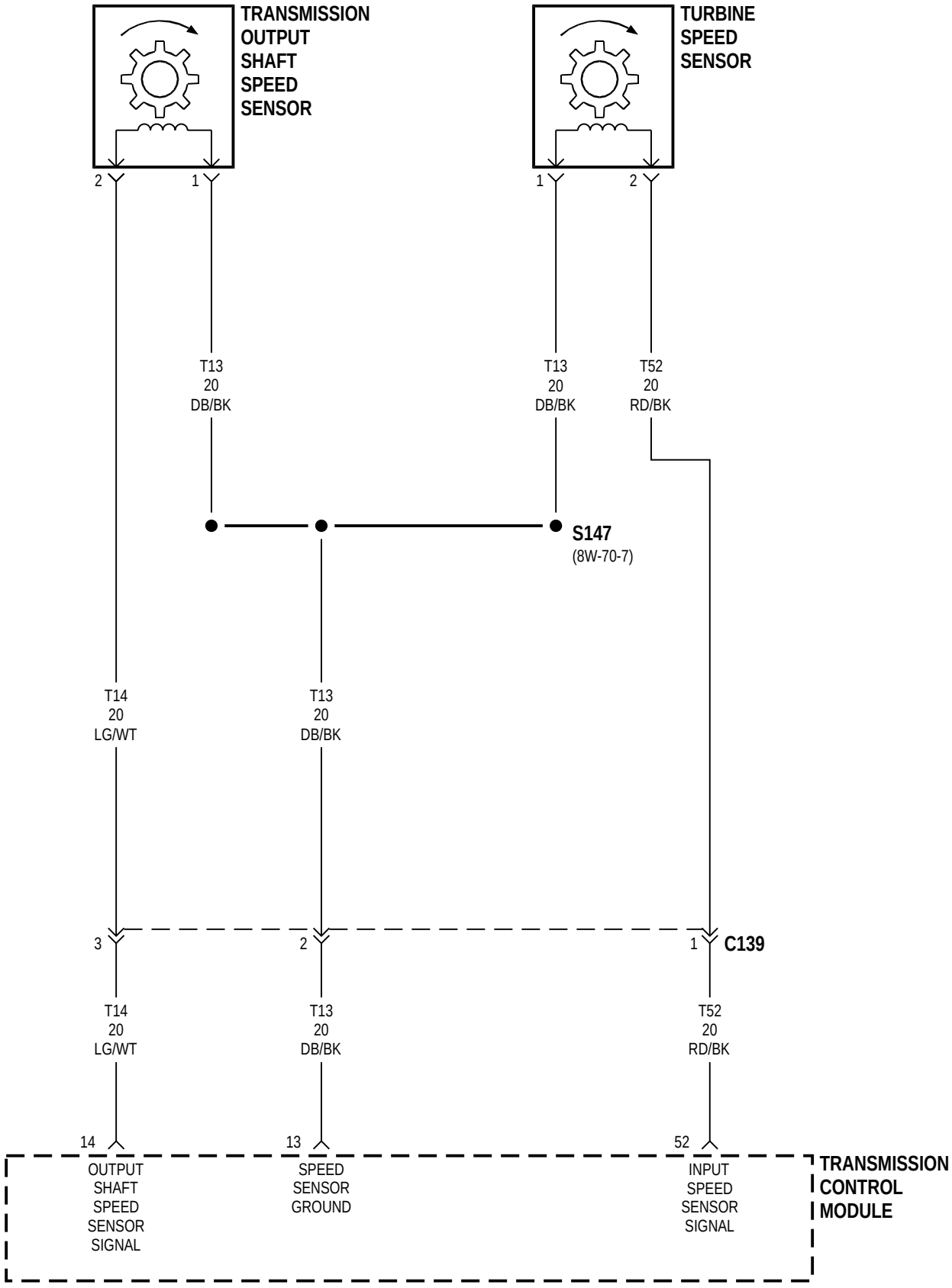
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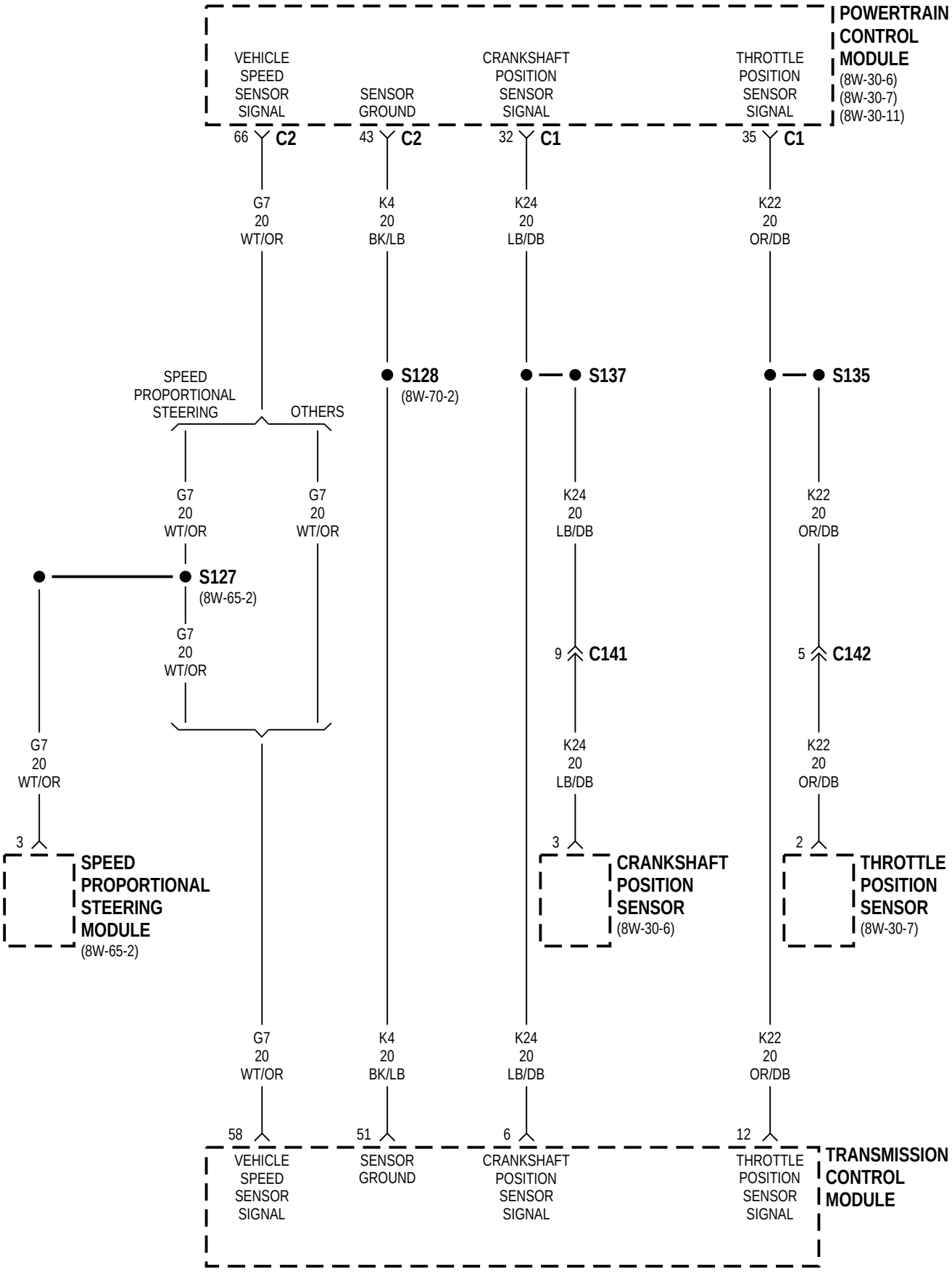
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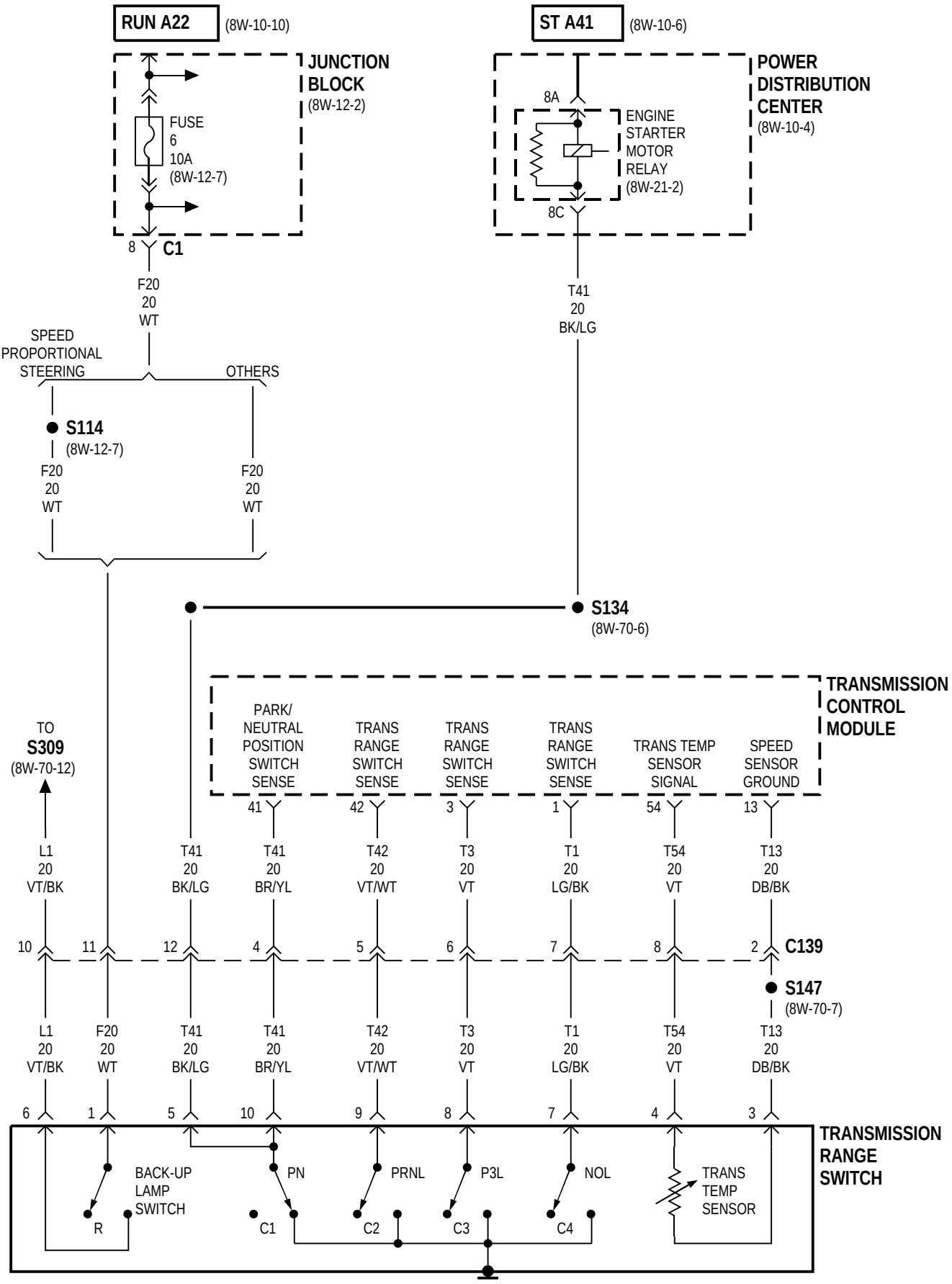
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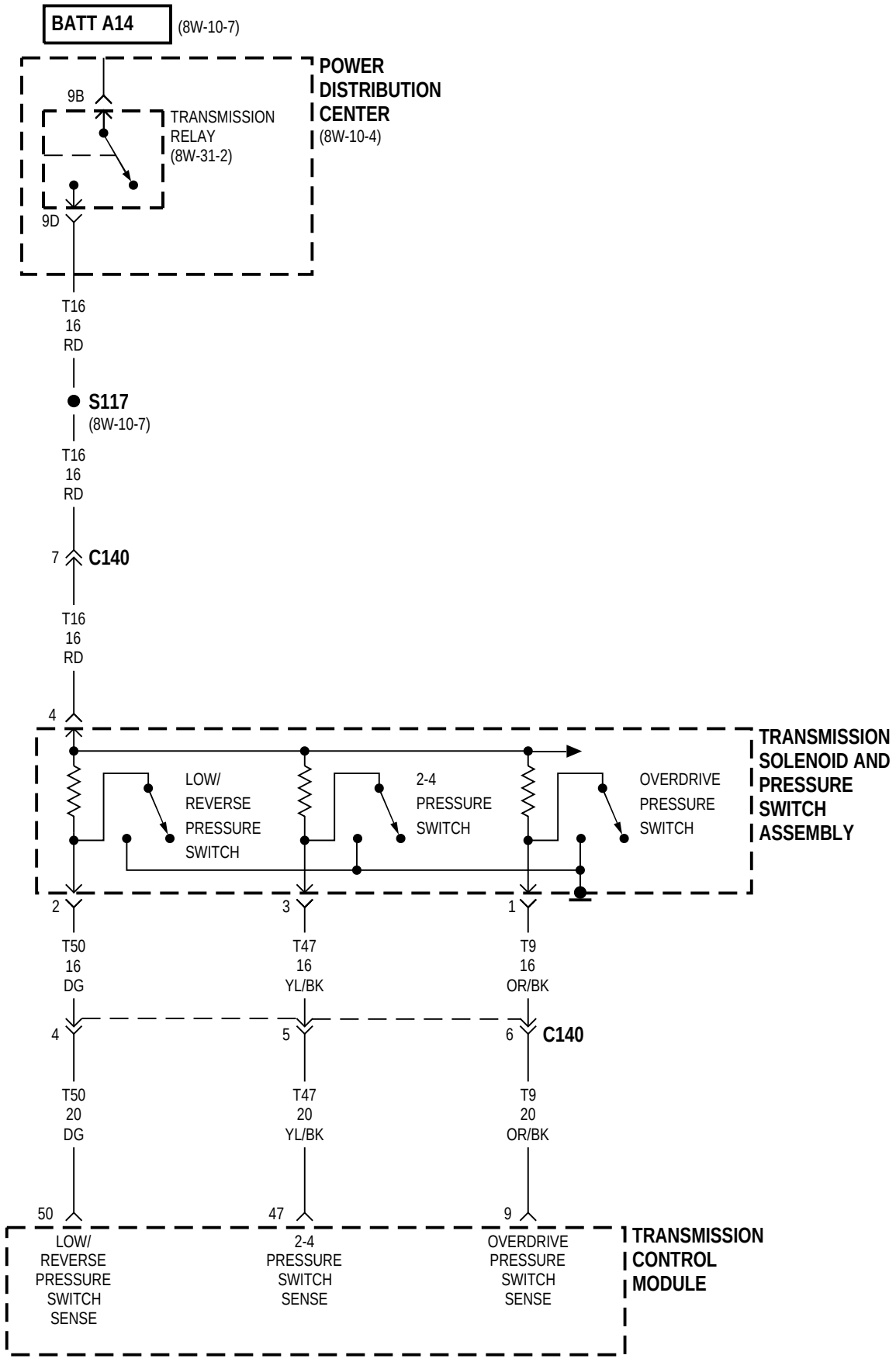
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Turbine Speed Sensor	8W-31-3
Underdrive Solenoid	8W-31-7

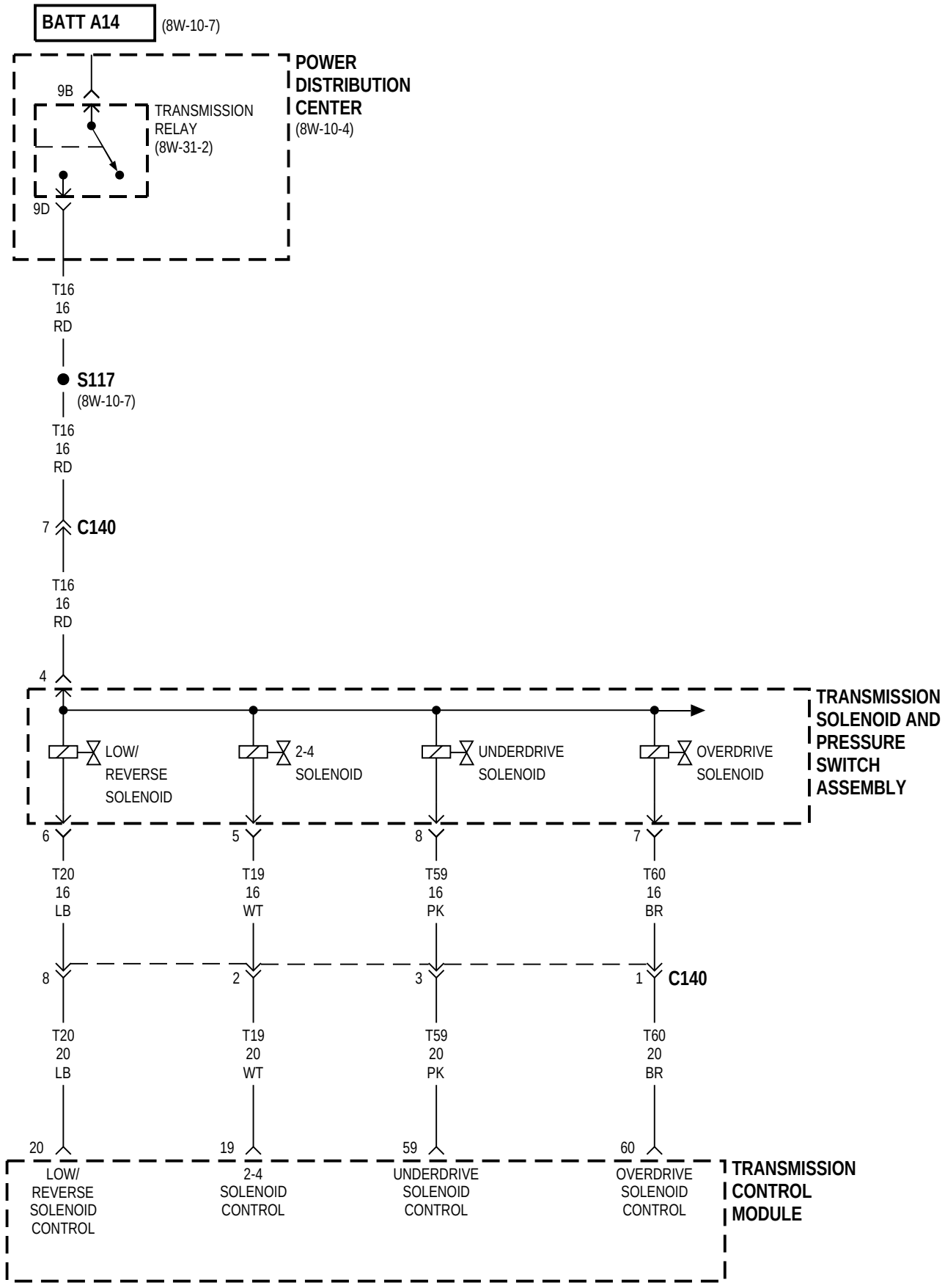

ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A
(8W-12-19)
9
C1
BATT A11
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE B 20A
(8W-10-7)
B
A14 16 RD/WT
BATT A1
(8W-10-5)
IGNITION SWITCH
1 START
2 RUN
0 OFF
3 LOCK
4 ACC
(8W-10-5)
1
2
0
3
4
8
A41 16 YL
40
C110
A41 16 YL
S113
(8W-10-6)
S116
(8W-10-7)
A14 16 RD/WT
9A
9B
TRANSMISSION RELAY (IN PDC)
9C
9D
Z1 20 BK
S110
(8W-15-3)
Z1 14 BK
G102
(8W-15-3)
T16 16 RD
S117
(8W-10-7)
T16 16 RD
F11 20 RD/WT
11
A41 16 YL
8
A14 16 RD/WT
56
T15 20 LG
15
T16 16 RD
16
T16 16 RD
17
FUSED IGN. (ST-RUN-OFF)
FUSED IGN. (ST)
FUSED B (+)
12V SUPPLY
TRANS CONTROL RELAY OUTPUT
TRANS CONTROL RELAY OUTPUT
TRANSMISSION CONTROL MODULE
GROUND
57
GROUND
53
Z13 16 BK/RD
Z14 20 BK/YL
G103
(8W-15-2)

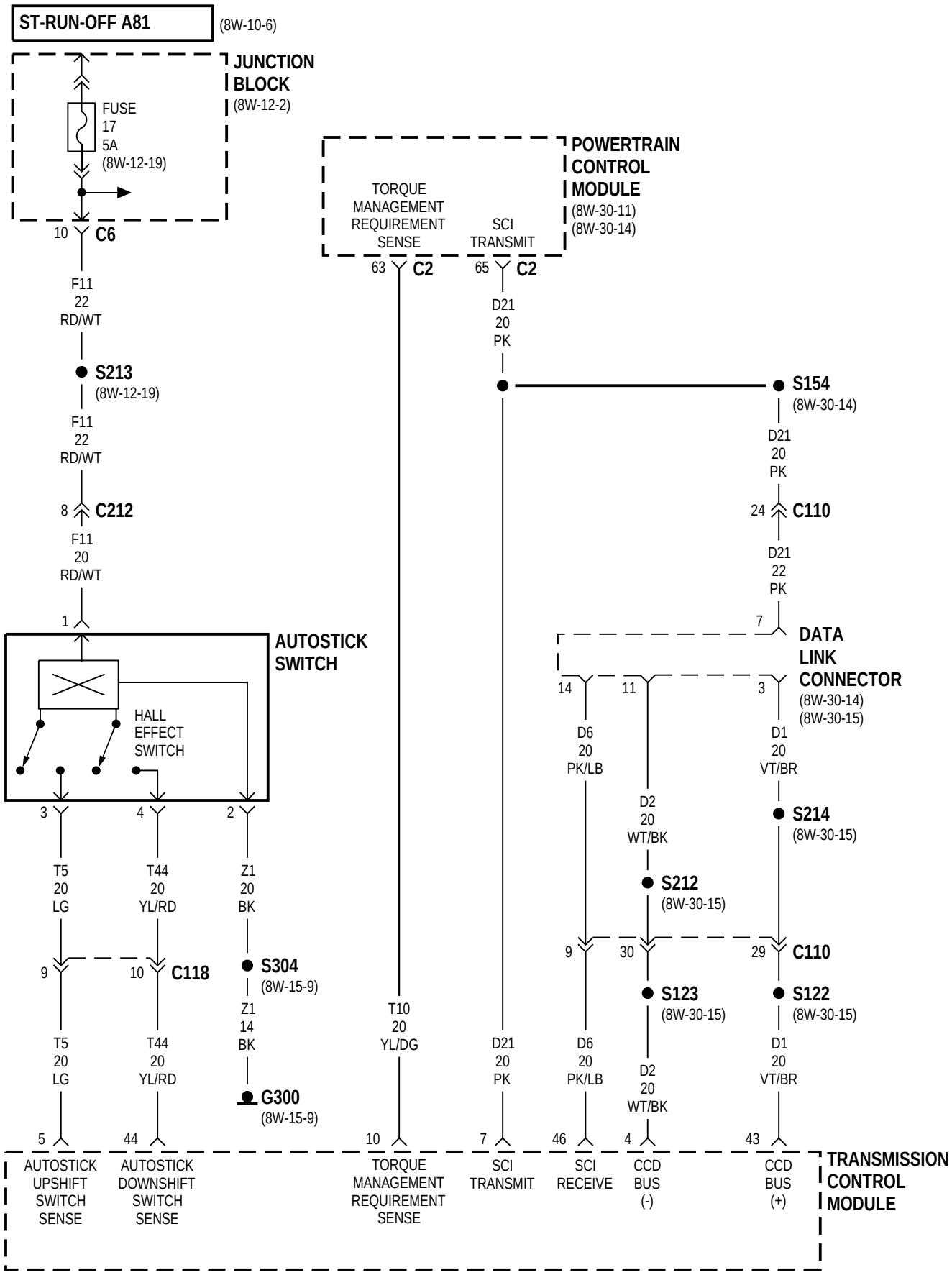

TRANSMISSION OUTPUT SHAFT SPEED SENSOR
TURBINE SPEED SENSOR
2
1
1
2
T13 20 DB/BK
T13 20 DB/BK
T52 20 RD/BK
S147
(8W-70-7)
T14 20 LG/WT
T13 20 DB/BK
3
2
1
C139
T14 20 LG/WT
T13 20 DB/BK
T52 20 RD/BK
14
13
52
OUTPUT SHAFT SPEED SENSOR SIGNAL
SPEED SENSOR GROUND
INPUT SPEED SENSOR SIGNAL
TRANSMISSION CONTROL MODULE


POWERTRAIN CONTROL MODULE
(8W-30-6)
(8W-30-7)
(8W-30-11)
VEHICLE SPEED SENSOR SIGNAL
SENSOR GROUND
CRANKSHAFT POSITION SENSOR SIGNAL
THROTTLE POSITION SENSOR SIGNAL
66 C2
43 C2
32 C1
35 C1
G7 20 WT/OR
K4 20 BK/LB
K24 20 LB/DB
K22 20 OR/DB
S128
(8W-70-2)
S137
S135
SPEED PROPORTIONAL STEERING
OTHERS
G7 20 WT/OR
G7 20 WT/OR
K24 20 LB/DB
K22 20 OR/DB
S127
(8W-65-2)
G7 20 WT/OR
9 C141
5 C142
G7 20 WT/OR
K24 20 LB/DB
K22 20 OR/DB
3
2
3
SPEED PROPORTIONAL STEERING MODULE
(8W-65-2)
CRANKSHAFT POSITION SENSOR
(8W-30-6)
THROTTLE POSITION SENSOR
(8W-30-7)
G7 20 WT/OR
K4 20 BK/LB
K24 20 LB/DB
K22 20 OR/DB
58
51
6
12
VEHICLE SPEED SENSOR SIGNAL
SENSOR GROUND
CRANKSHAFT POSITION SENSOR SIGNAL
THROTTLE POSITION SENSOR SIGNAL
TRANSMISSION CONTROL MODULE


RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 6 10A
(8W-12-7)
8
C1
F20 20 WT
ST A41
(8W-10-6)
POWER DISTRIBUTION CENTER
(8W-10-4)
8A
ENGINE STARTER MOTOR RELAY
(8W-21-2)
8C
T41 20 BK/LG
SPEED PROPORTIONAL STEERING
OTHERS
S114
(8W-12-7)
F20 20 WT
F20 20 WT
S134
(8W-70-6)
TRANSMISSION CONTROL MODULE
PARK/ NEUTRAL POSITION SWITCH SENSE
TRANS RANGE SWITCH SENSE
TRANS RANGE SWITCH SENSE
TRANS RANGE SWITCH SENSE
TRANS TEMP SENSOR SIGNAL
SPEED SENSOR GROUND
41
42
3
1
54
13
TO S309
(8W-70-12)
L1 20 VT/BK
T41 20 BK/LG
T41 20 BR/YL
T42 20 VT/WT
T3 20 VT
T1 20 LG/BK
T54 20 VT
T13 20 DB/BK
10
11
12
4
5
6
7
8
2
C139
S147
(8W-70-7)
L1 20 VT/BK
F20 20 WT
T41 20 BK/LG
T41 20 BR/YL
T42 20 VT/WT
T3 20 VT
T1 20 LG/BK
T54 20 VT
T13 20 DB/BK
6
1
5
10
9
8
7
4
3
TRANSMISSION RANGE SWITCH
BACK-UP LAMP SWITCH
R
PN
C1
PRNL
C2
P3L
C3
NOL
C4
TRANS TEMP SENSOR


BATT A14
(8W-10-7)
POWER DISTRIBUTION CENTER
(8W-10-4)
9B
TRANSMISSION RELAY
(8W-31-2)
9D
T16
16
RD
S117
(8W-10-7)
T16
16
RD
7
C140
T16
16
RD
4
TRANSMISSION SOLENOID AND PRESSURE SWITCH ASSEMBLY
LOW/ REVERSE PRESSURE SWITCH
2-4 PRESSURE SWITCH
OVERDRIVE PRESSURE SWITCH
2
3
1
T50
16
DG
T47
16
YL/BK
T9
16
OR/BK
4
5
6
C140
T50
20
DG
T47
20
YL/BK
T9
20
OR/BK
50
47
9
TRANSMISSION CONTROL MODULE
LOW/ REVERSE PRESSURE SWITCH SENSE
2-4 PRESSURE SWITCH SENSE
OVERDRIVE PRESSURE SWITCH SENSE


BATT A14
(8W-10-7)
POWER DISTRIBUTION CENTER
(8W-10-4)
9B
TRANSMISSION RELAY
(8W-31-2)
9D
T16
16
RD
S117
(8W-10-7)
T16
16
RD
7
C140
T16
16
RD
4
TRANSMISSION SOLENOID AND PRESSURE SWITCH ASSEMBLY
LOW/ REVERSE SOLENOID
2-4 SOLENOID
UNDERDRIVE SOLENOID
OVERDRIVE SOLENOID
6
5
8
7
T20
16
LB
T19
16
WT
T59
16
PK
T60
16
BR
8
2
3
1
C140
T20
20
LB
T19
20
WT
T59
20
PK
T60
20
BR
20
19
59
60
LOW/ REVERSE SOLENOID CONTROL
2-4 SOLENOID CONTROL
UNDERDRIVE SOLENOID CONTROL
OVERDRIVE SOLENOID CONTROL
TRANSMISSION CONTROL MODULE


ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A
(8W-12-19)
10 C6
F11 22 RD/WT
S213
(8W-12-19)
F11 22 RD/WT
8 C212
F11 20 RD/WT
1
AUTOSTICK SWITCH
HALL EFFECT SWITCH
3
4
2
T5 20 LG
T44 20 YL/RD
Z1 20 BK
9
10 C118
S304
(8W-15-9)
Z1 14 BK
G300
(8W-15-9)
T5 20 LG
T44 20 YL/RD
5
44
AUTOSTICK UPSHIFT SWITCH SENSE
AUTOSTICK DOWNSHIFT SWITCH SENSE
POWERTRAIN CONTROL MODULE
(8W-30-11)
(8W-30-14)
TORQUE MANAGEMENT REQUIREMENT SENSE
63 C2
SCI TRANSMIT
65 C2
D21 20 PK
T10 20 YL/DG
10
TORQUE MANAGEMENT REQUIREMENT SENSE
D21 20 PK
7
SCI TRANSMIT
S154
(8W-30-14)
D21 20 PK
24 C110
D21 22 PK
7
DATA LINK CONNECTOR
(8W-30-14)
(8W-30-15)
14
11
3
D6 20 PK/LB
D2 20 WT/BK
D1 20 VT/BR
S214
(8W-30-15)
S212
(8W-30-15)
9
30
29 C110
S123
(8W-30-15)
S122
(8W-30-15)
D6 20 PK/LB
D2 20 WT/BK
D1 20 VT/BR
46
4
43
SCI RECEIVE
CCD BUS (-)
CCD BUS (+)
TRANSMISSION CONTROL MODULE

8W-31 TRANSMISSION CONTROL SYSTEM

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SOLENOIDS AND PRESSURE SWITCHES 9
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TRANSMISSION CONTROL RELAY 9
TRANSMISSION TEMPERATURE SENSOR 10
TURBINE SPEED SENSOR 10
VEHICLE SPEED OUTPUT 10

DESCRIPTION AND OPERATION

TRANSMISSION CONTROL MODULE (TCM)

The transmission control system is used on all automatic transmission applications. It provides smooth and accurate shift points and can adjust as the transmission wears.

Power for the Transmission Control Module (TCM) is supplied from three sources. One is a direct battery feed on circuit A14. This circuit is protected by a 20 amp fuse located in the Power Distribution Center (PDC) cavity B. This circuit is spliced and supplies power for the transmission control relay.

A switched power input is also supplied, to the TCM, on circuit A41. This is the power supply is for the engine starter relay, coil side, and is HOT in the START position only. Circuit A1, which connects to the ignition switch, supplies power to circuit A41 in the START position and is protected by a 20 amp fuse located in cavity A of the PDC.

Circuit F11 also supplies a switched power input to the TCM and is HOT when the ignition switch is in the OFF/RUN/START positon. This circuit is protected by a 5 amp fuse located in the cavity 17 of the junction block. Power for the fuse is supplied on circuit A81. This circuit, A81, is powered by circuit A1 from the PDC. Circuit A1 is protected by a 20 amp fuse located in cavity A of the PDC.

Ground for the TCM is supplied on the Z13 circuit, which is a power ground, and circuit Z14, which is a signal ground. Both grounds terminate at the left front frame rail.

The CCD Data Bus is used to allow the controller to communicate with other controllers and the universal data link connector. The circuits involved are, D1 for CCD (+), and D2 for CCD (-).

Circuts D6 and D21 are used to allow the TCM to communiate with the universal data link connector. The D6 cirucit is used as the SCI receive line, and the D21 circuuit is used for the SCI transmit line.

TRANSMISSION CONTROL RELAY

The Transmission Control Relay, located in the Power Distribution Center (PDC), is used to power the Transmission Solenoids and Pressure Switches. Power for the coil side of the relay is supplied from the TCM on circuit T15. Ground for the coil side is provided on circuit Z1 and terminates at the left front frame rail.

When the relay is energized, contacts inside the relay CLOSE and connect circuits A14, which is a direct battery feed, and circuit T16, which connects to the solenoid and pressure switch assembly. Circuit T16 is also spliced to the TCM and is used to control the switched battery feed.

BACK-UP LAMPS

The operation of the back-up lamps is covered in the Manual Valve Lever Position Sensor (MVLPS) circuit description in this section.

SOLENOIDS AND PRESSURE SWITCHES

The Solenoid and Pressure Switch assembly, located in the transmission, is used to control the shifting of the transmission. Power for the assembly is provided on circuit T16 from the transmission control relay. The Transmission Control Module (TCM) provides the ground path for the various solenoids depending on operating conditions. This assembly is also case grounded to the transmission. The case ground supplies the ground path for the pressure switches.

The following circuits are controlled by the TCM for the Solenoid and Pressure Switch Assembly.

- T20- Low/Reverse solenoid
- T19- 2/4 solenoid
- T60- Overdrive solenoid
- T59- Underdrive Pressure Switch
- T50- Low/Reverse pressure switch
- T47- Kick down pressure switch
- T9- Overdrive pressure switch

Circuits T9, T47, and T50 are switch inputs to the TCM.

DESCRIPTION AND OPERATION (Continued)

TURBINE SPEED SENSOR

The Turbine Speed sensor is used to measure the speed of the torque converter turbine. Circuit T52 is an input to the Transmission Control Module (TCM). Ground for the sensor is provided on circuit T13. This ground is spliced and shared with the Output Speed sensor.

OUTPUT SPEED SENSOR

The Output Speed sensor is used to measure the speed of the output shaft of the transmission. Circuit T14 supplies an input to the Transmission Control Module (TCM). Ground for the sensor is provided on circuit T13. This ground is spliced and shared with the Turbine Speed sensor.

AUTO STICK

The auto stick is used to allow the operator to control the shifting of the transmission. This system uses hall effect switches located at the base of the shifter.

There are two hall effect switches used. One is for the Upshift and that circuit connects to cavity 5 of the Transmission Control Module (TCM) connector. The other switch is used for downshifting. This circuit connects to cavity 44 of the TCM connector.

Power for the switches is supplied on circuit F11. This circuit is protected by a 5 amp fuse located in cavity 17 of the junction block. Power for the fuse is supplied on circuit A81. This circuit connects from the ignition switch to the junction block and is HOT in the OFF/RUN/START position.

Power for the A81 circuit is supplied by circuit A1. This circuit is protected by a 20 amp fuse located in cavity A of the Power Distribution Center (PDC).

Ground for the switches is supplied on circuit Z1.

TRANSMISSION TEMPERATURE SENSOR

The transmission temperature sensor is used to monitor the temperature of the transmission fluid. The sensor is a variable resistor and is part of the Manual Valve Lever Position Sensor (MVLPS).

Power for the sensor is supplied by the Transmission Control Module (TCM) on circuit T54. The T54 circuit connects to cavity 54 of the TCM connector.

Ground for the sensor is supplied on circuit T13. This circuit is spliced with the turbine speed and output speed sensor. This circuit connects to cavity 13 of the TCM connector.

MANUAL VALVE LEVER POSITION SENSOR

The Manual Valve Lever Position Sensor (MVLPS) is located in the transmission and serves two functions. One is two provide the Transmission Control Module (TCM) with information on gear shift lever position and provide a ground for the engine starter motor relay coil side.

Circuit T41 is connected from the engine starter relay to the MVLPS and spliced to the TCM. This circuit is the ground path for the engine starter motor relay coil side.

Circuits T42, T41, T3, and T1 are used to provide input to the TCM on gear shift lever position.

The second function of the MVLPS is for back-up lamp illumination. This is accomplished on circuits F20 and L1. The F20 circuit is the feed to the back-up lamp switch. This circuit is protected by a 10 amp fuse located in cavity 6 of the junction block and HOT in the RUN position only.

When the operator places the vehicle in REVERSE, circuits F20 and L1 are connected internal to the MVLPS. Circuit L1 is the feed from the sensor to the back-up lamps. The L1 circuit is spliced and provides the feed to both lamps. Ground for the lamps is provided on circuit Z1 and terminates at the left rear wheel well.

TORQUE MANAGEMENT INPUT

On the 3.5L engine the Powertrain Control Module (PCM) receives an input from the Transmission Control Module (TCM) on circuit T10. This circuit connects to cavity 63 of the PCM.

FUEL/IGNITION SYSTEM INPUTS

The following inputs are used by the Transmission Control Module (TCM) to determine proper vehicle shift points.

- Circuit K22 is used to provide the TCM with the throttle position
- Circuit K4 is used to provide the throttle position sensor ground to the Powertrain Control Module (PCM)
- Circuit K24 is used to provide the TCM with the engine speed input

VEHICLE SPEED OUTPUT

The Transmission Control Module (TCM) is used to calculate the vehicle speed and provide that information to the Powertrain Control Module (PCM) and the speed proportional steering module. The TCM sends this information on circuit G7.

HELPFUL INFORMATION

- Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual for diagnostic procedures.

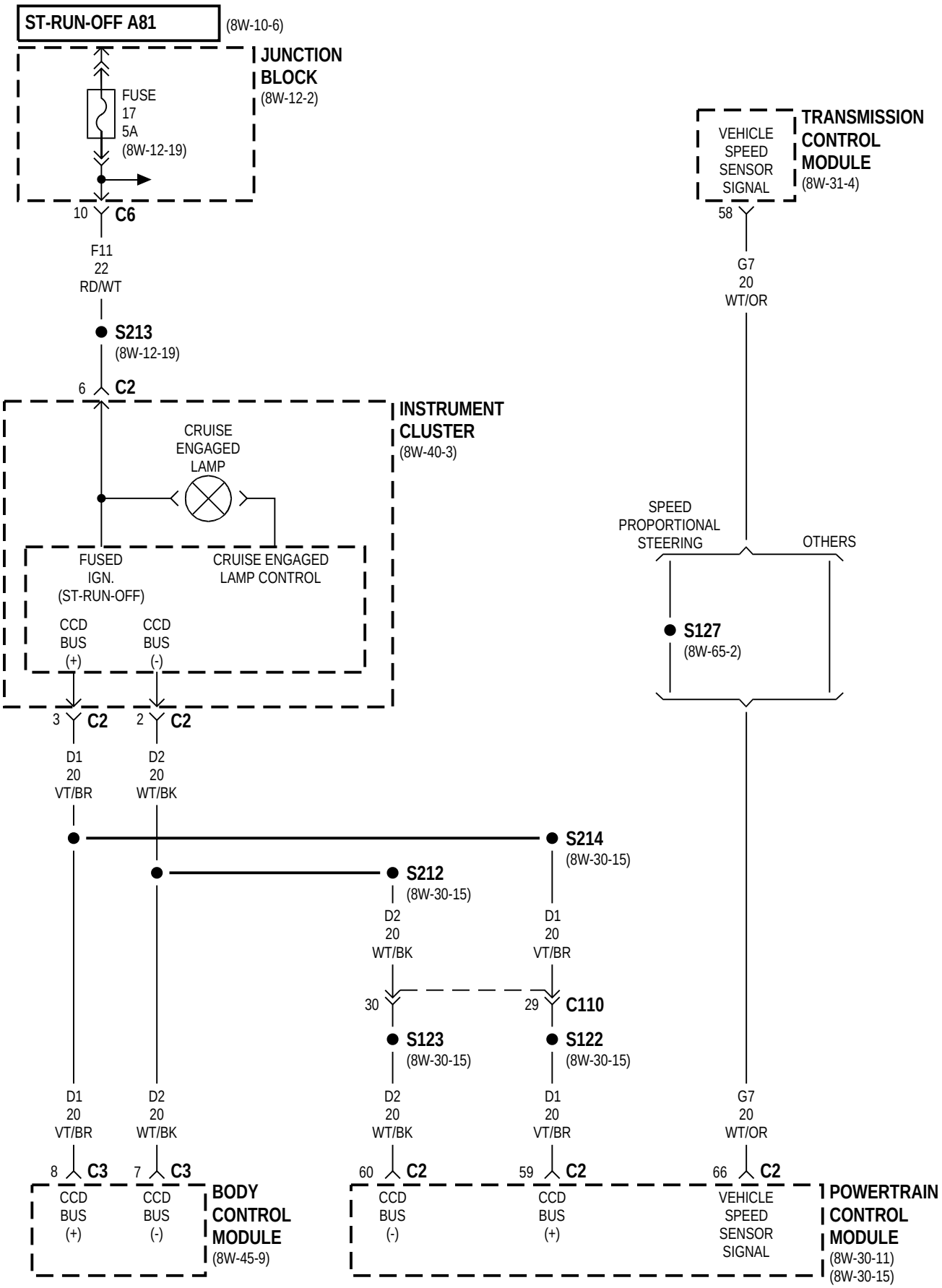
8W-33 VEHICLE SPEED CONTROL

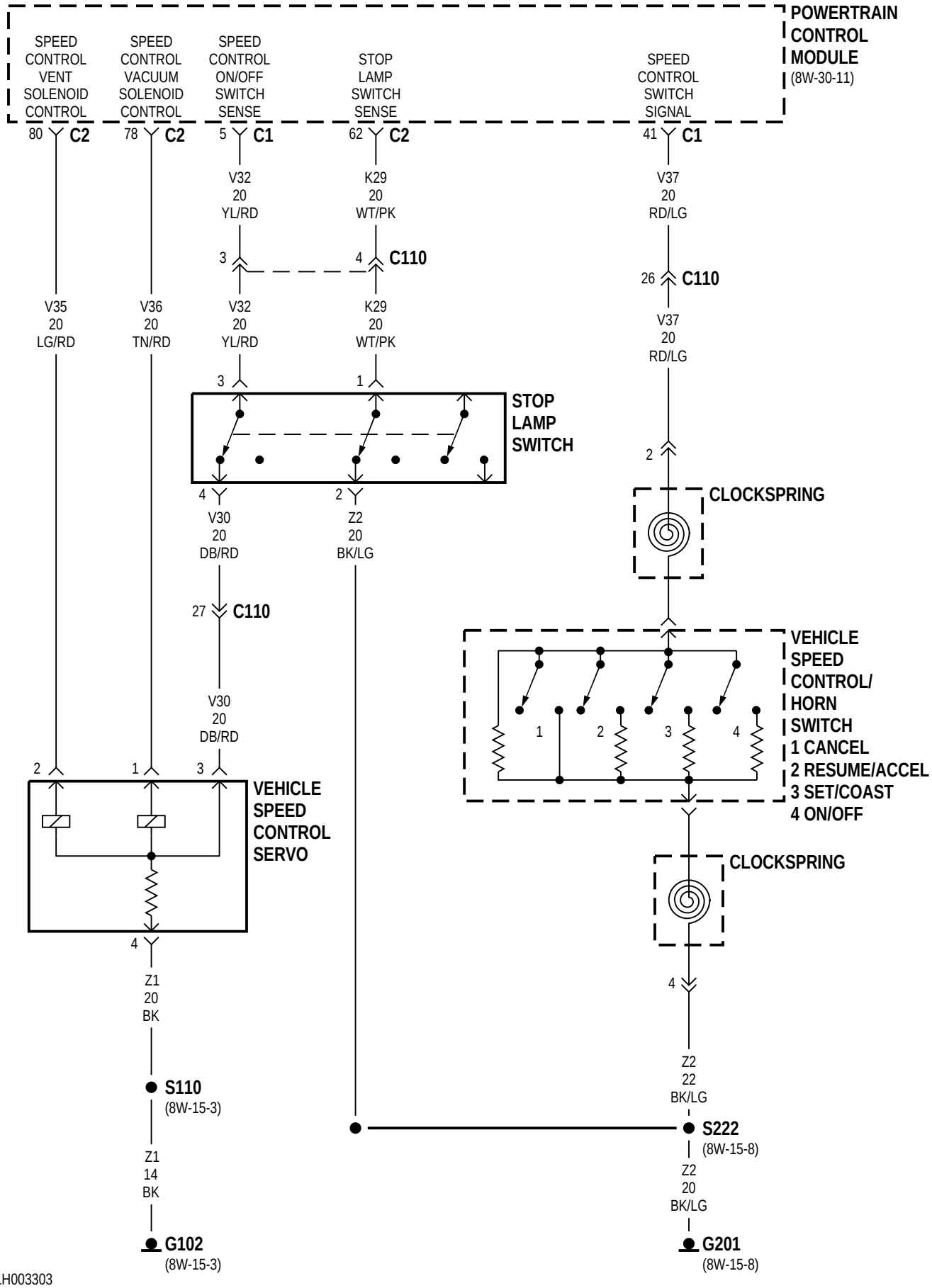
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S123	8W-33-2
S127	8W-33-2
S212	8W-33-2
S213	8W-33-2
S214	8W-33-2
S222	8W-33-3
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Vehicle Speed Control Servo	8W-33-3
Vehicle Speed Control/Horn Switch	8W-33-3


ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A
(8W-12-19)
10 C6
F11 22 RD/WT
S213
(8W-12-19)
6 C2
INSTRUMENT CLUSTER
(8W-40-3)
CRUISE ENGAGED LAMP
FUSED IGN. (ST-RUN-OFF)
CRUISE ENGAGED LAMP CONTROL
CCD BUS (+)
CCD BUS (-)
3 C2
2 C2
D1 20 VT/BR
D2 20 WT/BK
TRANSMISSION CONTROL MODULE
(8W-31-4)
VEHICLE SPEED SENSOR SIGNAL
58
G7 20 WT/OR
SPEED PROPORTIONAL STEERING
OTHERS
S127
(8W-65-2)
S214
(8W-30-15)
S212
(8W-30-15)
D2 20 WT/BK
D1 20 VT/BR
30
29 C110
S123
(8W-30-15)
S122
(8W-30-15)
D1 20 VT/BR
D2 20 WT/BK
G7 20 WT/OR
8 C3
7 C3
60 C2
59 C2
66 C2
CCD BUS (+)
CCD BUS (-)
BODY CONTROL MODULE
(8W-45-9)
CCD BUS (-)
CCD BUS (+)
VEHICLE SPEED SENSOR SIGNAL
POWERTRAIN CONTROL MODULE
(8W-30-11)
(8W-30-15)


POWERTRAIN CONTROL MODULE
(8W-30-11)
SPEED CONTROL VENT SOLENOID CONTROL
SPEED CONTROL VACUUM SOLENOID CONTROL
SPEED CONTROL ON/OFF SWITCH SENSE
STOP LAMP SWITCH SENSE
SPEED CONTROL SWITCH SIGNAL
80 C2
78 C2
5 C1
62 C2
41 C1
V32 20 YL/RD
K29 20 WT/PK
V37 20 RD/LG
3
4 C110
26 C110
V35 20 LG/RD
V36 20 TN/RD
V32 20 YL/RD
K29 20 WT/PK
V37 20 RD/LG
STOP LAMP SWITCH
CLOCKSPRING
V30 20 DB/RD
Z2 20 BK/LG
27 C110
VEHICLE SPEED CONTROL/ HORN SWITCH
1 CANCEL
2 RESUME/ACCEL
3 SET/COAST
4 ON/OFF
VEHICLE SPEED CONTROL SERVO
CLOCKSPRING
Z1 20 BK
Z2 22 BK/LG
S110
(8W-15-3)
S222
(8W-15-8)
Z1 14 BK
Z2 20 BK/LG
G102
(8W-15-3)
G201
(8W-15-8)

8W-33 VEHICLE SPEED CONTROL

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DESCRIPTION AND OPERATION

VEHICLE SPEED CONTROL

The vehicle speed control system is powered by the Powertrain Control Module (PCM). The vehicle speed control switches, located in the steering wheel, use resistors internal to the switch to send a signal to the PCM indicating what the operator is requesting. The V37 circuit, from cavity 41 of the PCM supplies power for the switch. Circuit Z2 is the ground for the switch. The Z2 circuit terminates at the Airbag Control Module (ACM) bracket.

The V37 and Z2 circuits are spliced internal to the clockspring to provide power and ground for the two switches.

When the system is turned ON, the vehicle is moving forward, vehicle speed is above 35 mph (50 km/h), and the SET switch is pressed, the PCM looks at the vehicle speed through the vehicle speed input from the Transmission Control Module (TCM) on cirucit G7.

With this information, the PCM sends a signal to the vehicle speed control servo, on the V36 circuit, and the servo applies vacuum to hold the desired speed. Circuit V36 connects to cavity 78 of the PCM.

When the operator selects the COAST feature in the system, the PCM measures the resistance on the V37 circuit and uses this information to apply voltage on the V35 circuit, which is the vent side of the vehicle speed control servo. Circuit V35 connects to cavity 80 of the PCM.

Grounding for the vehicle speed control servo is supplied on the Z1 circuit. Circuit Z1 terminates at the left strut tower. An additional input to the servo is provided by the stop lamp switch on the V30 circuit. When the operator presses on the brakes the ground path for the V30 circuit is broken. This break in the ground path causes the vehicle speed control servo to vent and disengage the system.

Circuits V32 and K29 are used as inputs to the PCM to indicate when the operator is applying the brakes, as vehicle speed control is canceled when this happens. Circuit V32 connects to cavity 5 of the PCM. Circuit K29 connects to cavity 62 of the PCM.

HELPFUL INFORMATION

- Refer to Group 8H for diagnosis procedures

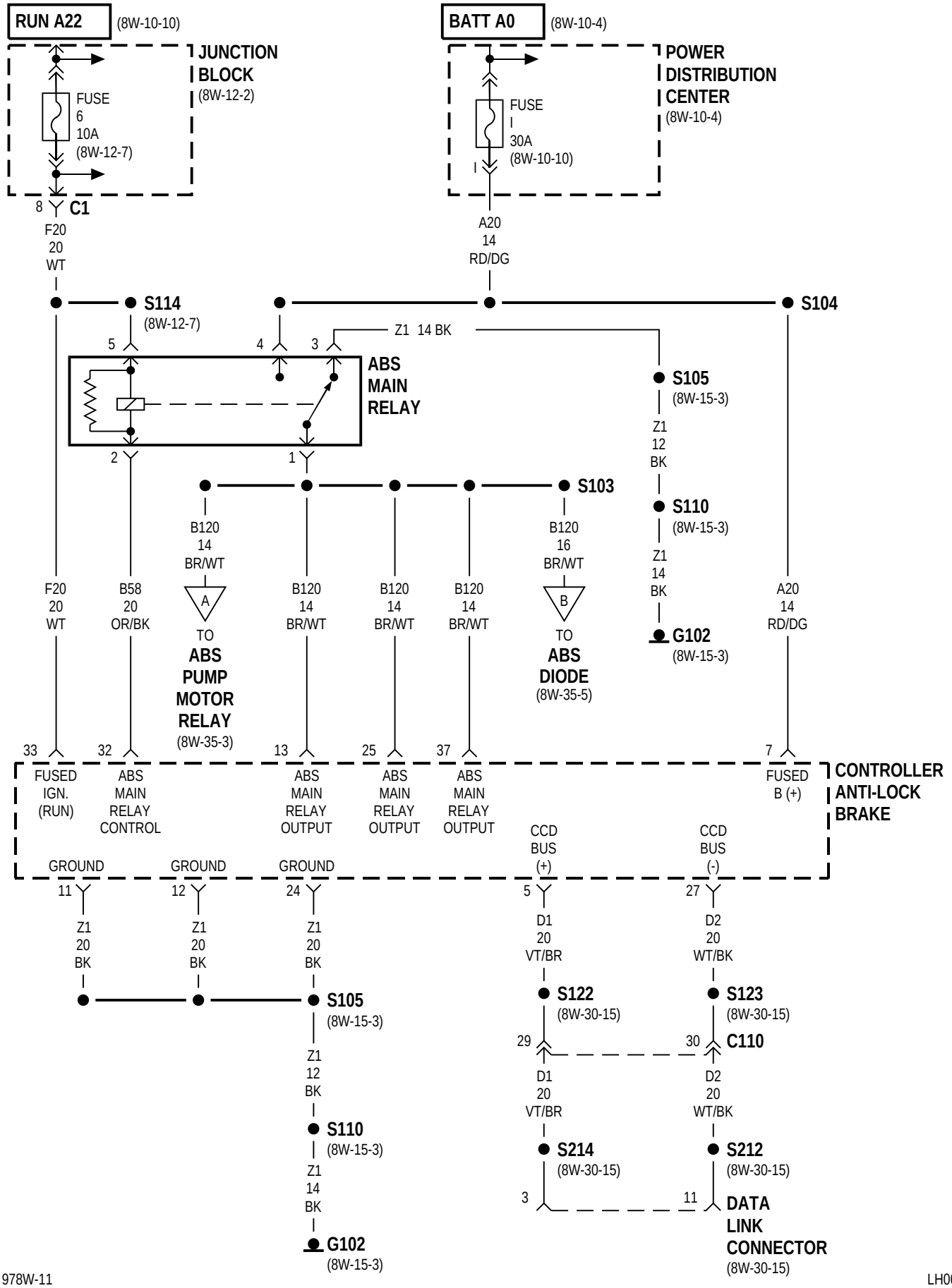
8W-35 ANTI-LOCK BRAKES

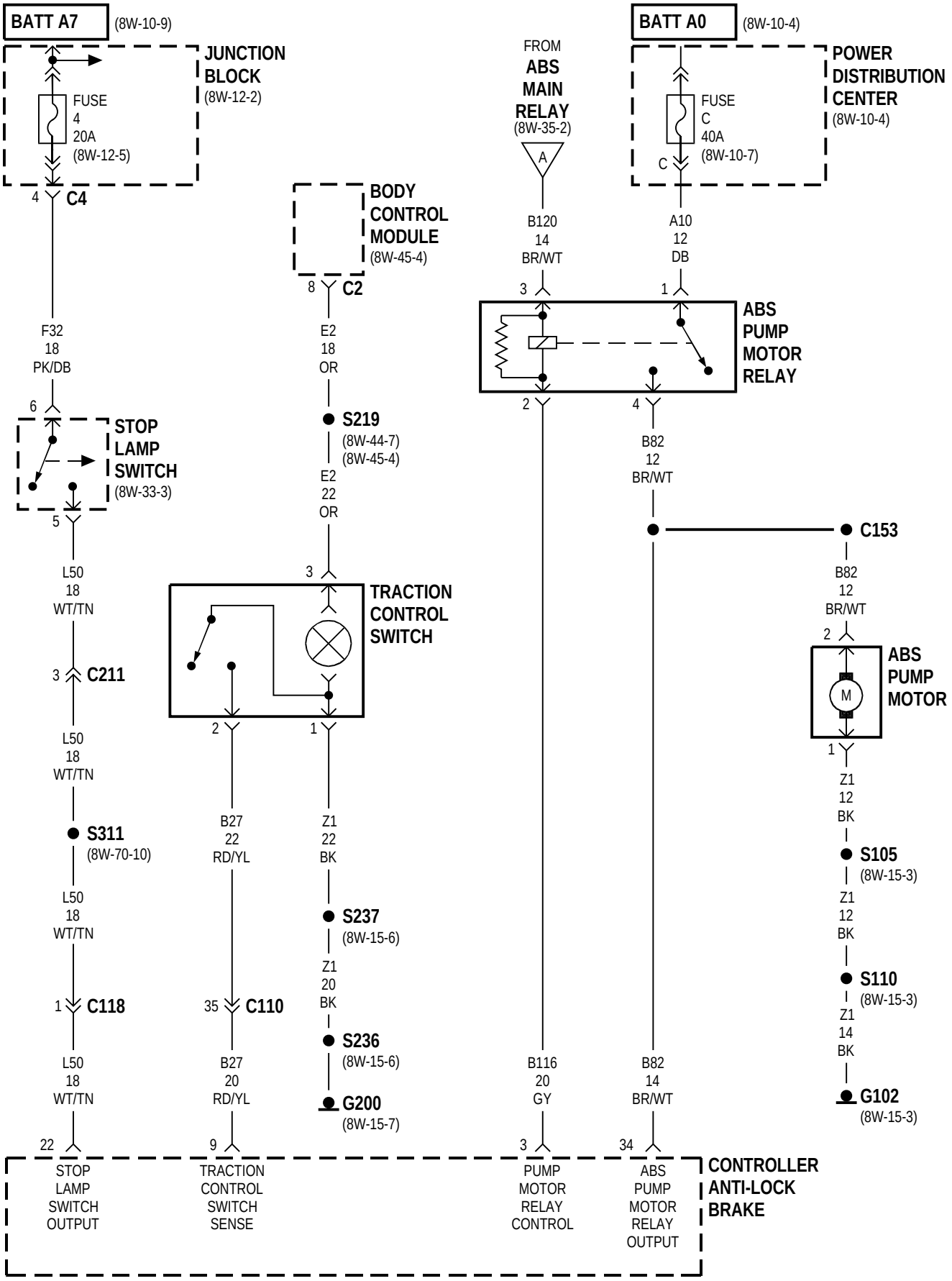
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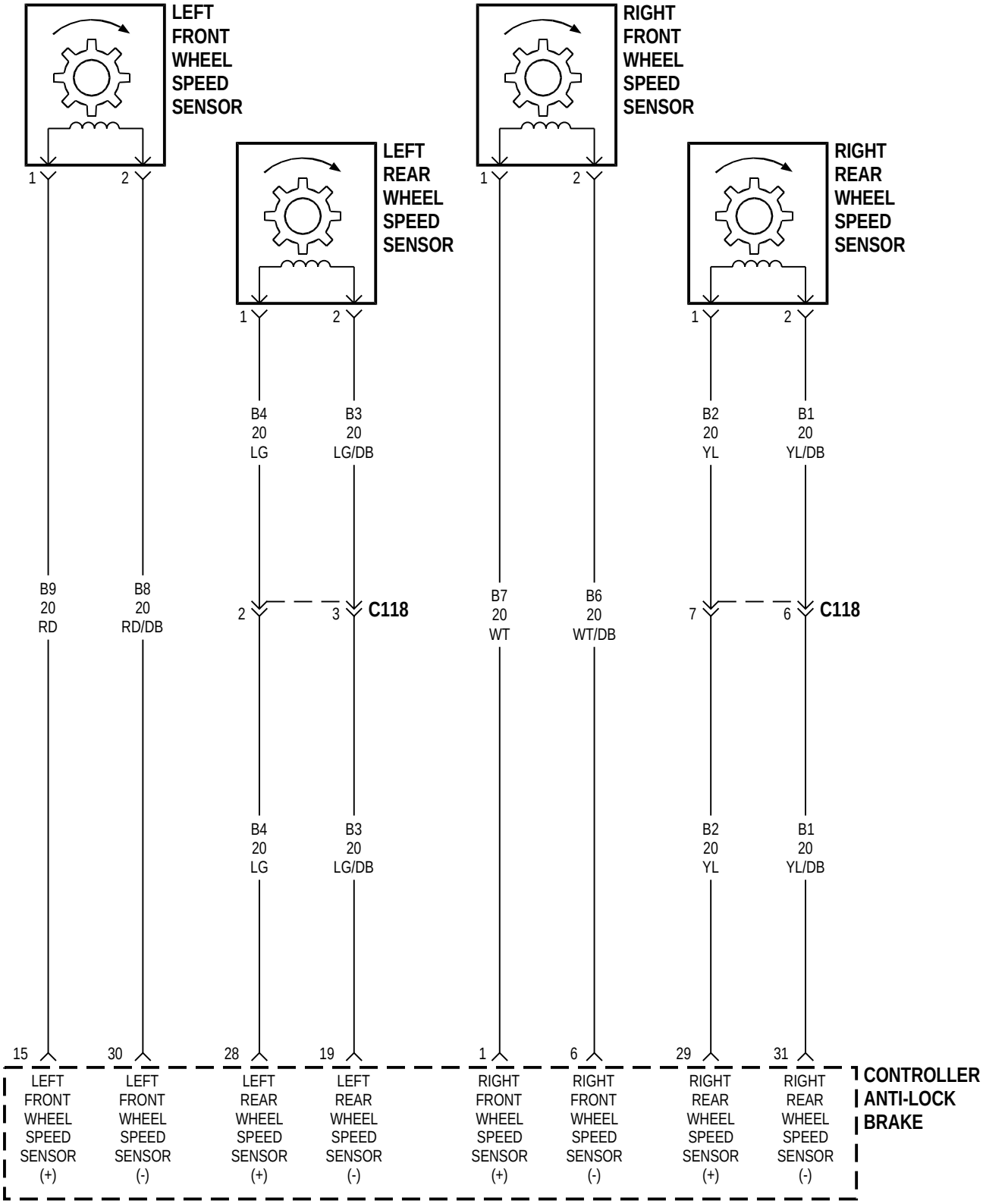
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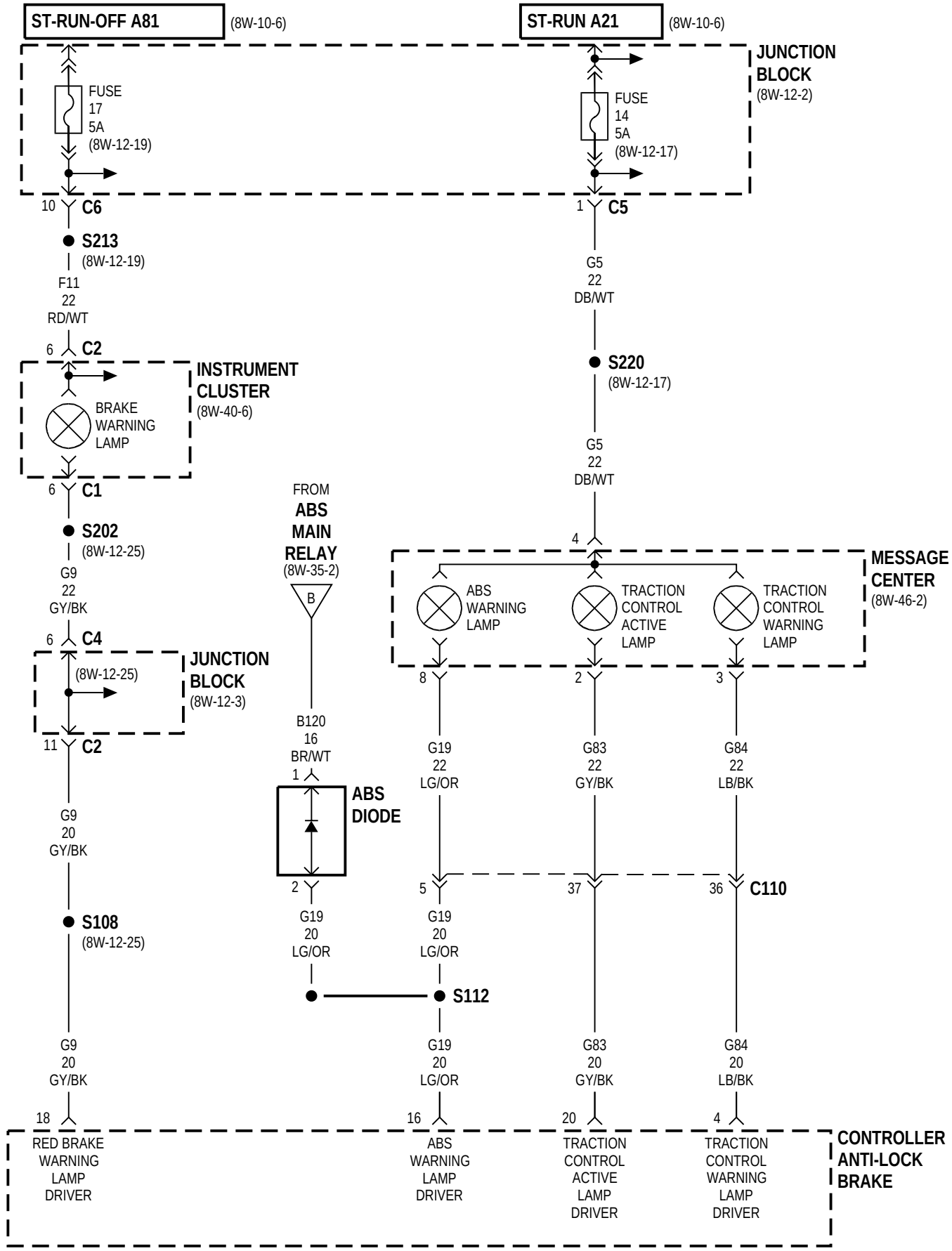
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S103	8W-35-2
S104	8W-35-2
S105	8W-35-2, 3
S108	8W-35-5
S110	8W-35-2, 3
S112	8W-35-5
S114	8W-35-2
S122	8W-35-2
S123	8W-35-2
S202	8W-35-5
S212	8W-35-2
S213	8W-35-5
S214	8W-35-2
S219	8W-35-3
S220	8W-35-5
S236	8W-35-3
S237	8W-35-3
S311	8W-35-3
Stop Lamp Switch	8W-35-3
Traction Control Active Lamp	8W-35-5
Traction Control Switch	8W-35-3
Traction Control Warning Lamp	8W-35-5


RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 6 10A
(8W-12-7)
8
C1
F20 20 WT
BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE I 30A
(8W-10-10)
I
A20 14 RD/DG
S114
(8W-12-7)
S104
Z1 14 BK
5
4
3
ABS MAIN RELAY
2
1
S105
(8W-15-3)
Z1 12 BK
S110
(8W-15-3)
Z1 14 BK
G102
(8W-15-3)
S103
B120 14 BR/WT
B120 16 BR/WT
A
B
TO ABS PUMP MOTOR RELAY
(8W-35-3)
TO ABS DIODE
(8W-35-5)
F20 20 WT
B58 20 OR/BK
B120 14 BR/WT
B120 14 BR/WT
B120 14 BR/WT
A20 14 RD/DG
33
32
13
25
37
7
CONTROLLER ANTI-LOCK BRAKE
FUSED IGN. (RUN)
ABS MAIN RELAY CONTROL
ABS MAIN RELAY OUTPUT
ABS MAIN RELAY OUTPUT
ABS MAIN RELAY OUTPUT
FUSED B (+)
GROUND
GROUND
GROUND
CCD BUS (+)
CCD BUS (-)
11
12
24
5
27
Z1 20 BK
Z1 20 BK
Z1 20 BK
D1 20 VT/BR
D2 20 WT/BK
S105
(8W-15-3)
S122
(8W-30-15)
S123
(8W-30-15)
29
30
C110
Z1 12 BK
D1 20 VT/BR
D2 20 WT/BK
S110
(8W-15-3)
S214
(8W-30-15)
S212
(8W-30-15)
Z1 14 BK
3
11
G102
(8W-15-3)
DATA LINK CONNECTOR
(8W-30-15)


BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 4 20A
(8W-12-5)
4
C4
F32 18 PK/DB
6
STOP LAMP SWITCH
(8W-33-3)
5
L50 18 WT/TN
3
C211
L50 18 WT/TN
S311
(8W-70-10)
L50 18 WT/TN
1
C118
L50 18 WT/TN
22
STOP LAMP SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-4)
8
C2
E2 18 OR
S219
(8W-44-7)
(8W-45-4)
E2 22 OR
3
TRACTION CONTROL SWITCH
2
1
B27 22 RD/YL
35
C110
B27 20 RD/YL
9
TRACTION CONTROL SWITCH SENSE
Z1 22 BK
S237
(8W-15-6)
Z1 20 BK
S236
(8W-15-6)
G200
(8W-15-7)
FROM ABS MAIN RELAY
(8W-35-2)
A
B120 14 BR/WT
3
B116 20 GY
3
PUMP MOTOR RELAY CONTROL
BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE C 40A
(8W-10-7)
C
A10 12 DB
1
ABS PUMP MOTOR RELAY
3
2
4
B82 12 BR/WT
B82 14 BR/WT
34
ABS PUMP MOTOR RELAY OUTPUT
C153
B82 12 BR/WT
2
ABS PUMP MOTOR
M
1
Z1 12 BK
S105
(8W-15-3)
Z1 12 BK
S110
(8W-15-3)
Z1 14 BK
G102
(8W-15-3)
CONTROLLER ANTI-LOCK BRAKE


LEFT FRONT WHEEL SPEED SENSOR
1
2
B9 20 RD
B8 20 RD/DB
15
30
LEFT FRONT WHEEL SPEED SENSOR (+)
LEFT FRONT WHEEL SPEED SENSOR (-)
LEFT REAR WHEEL SPEED SENSOR
1
2
B4 20 LG
B3 20 LG/DB
2
3
C118
B4 20 LG
B3 20 LG/DB
28
19
LEFT REAR WHEEL SPEED SENSOR (+)
LEFT REAR WHEEL SPEED SENSOR (-)
RIGHT FRONT WHEEL SPEED SENSOR
1
2
B7 20 WT
B6 20 WT/DB
1
6
RIGHT FRONT WHEEL SPEED SENSOR (+)
RIGHT FRONT WHEEL SPEED SENSOR (-)
RIGHT REAR WHEEL SPEED SENSOR
1
2
B2 20 YL
B1 20 YL/DB
7
6
C118
B2 20 YL
B1 20 YL/DB
29
31
RIGHT REAR WHEEL SPEED SENSOR (+)
RIGHT REAR WHEEL SPEED SENSOR (-)
CONTROLLER ANTI-LOCK BRAKE


ST-RUN-OFF A81
(8W-10-6)
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A
(8W-12-19)
FUSE 14 5A
(8W-12-17)
10 C6
1 C5
S213
(8W-12-19)
F11 22 RD/WT
G5 22 DB/WT
6 C2
S220
(8W-12-17)
INSTRUMENT CLUSTER
(8W-40-6)
BRAKE WARNING LAMP
G5 22 DB/WT
6 C1
FROM ABS MAIN RELAY
(8W-35-2)
B
S202
(8W-12-25)
4
MESSAGE CENTER
(8W-46-2)
ABS WARNING LAMP
TRACTION CONTROL ACTIVE LAMP
TRACTION CONTROL WARNING LAMP
G9 22 GY/BK
6 C4
JUNCTION BLOCK
(8W-12-3)
(8W-12-25)
8
2
3
B120 16 BR/WT
G19 22 LG/OR
G83 22 GY/BK
G84 22 LB/BK
11 C2
1
ABS DIODE
G9 20 GY/BK
2
5
37
36 C110
G19 20 LG/OR
G19 20 LG/OR
S108
(8W-12-25)
S112
G9 20 GY/BK
G19 20 LG/OR
G83 20 GY/BK
G84 20 LB/BK
18
16
20
4
RED BRAKE WARNING LAMP DRIVER
ABS WARNING LAMP DRIVER
TRACTION CONTROL ACTIVE LAMP DRIVER
TRACTION CONTROL WARNING LAMP DRIVER
CONTROLLER ANTI-LOCK BRAKE

8W-35 ANTI-LOCK BRAKES

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DESCRIPTION AND OPERATION

ANTI-LOCK BRAKES

There are two Anti-Lock Brake Systems (ABS) used in this vehicle. One is the standard system and the other is equipped with traction control.

Power for either of the Anti-Lock Brake Systems (ABS) is supplied by three fuses. There is a 10 amp fuse in cavity 6 of the junction block. Power for the fuse is supplied by circuit A22. This circuit is HOT in the RUN position only.

Power for the A22 circuit is supplied on circuit A2 from the Power Distribution Center (PDC). The A22 circuit is protected by a 40 amp fuse located in cavity J of the PDC.

Circuit F20 connects, from the fuse in cavity 6 of the junction block, to the Controller Anti-Lock Brake (CAB) module and the coil side of the ABS main relay.

The second fuse is located in the PDC cavity C. This fuse powers the contact side of the ABS pump motor relay on circuit A10. This relay is located on the side of the PDC and the fuse is HOT at all times.

The third fuse is also located in the PDC. This fuse is located in cavity I and is used to power the contact side of the ABS main relay. This fuse is HOT at all times.

There are three grounding points used for the CAB module. All three of the grounds are on circuit Z1 from the control module to the left front frame rail.

Additional information on circuit functions of the ABS system follow. For diagnostic and testing procedures, refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual.

ABS WARNING LAMP

The ABS warning lamp is an output from the Controller Anti-Lock Brake (CAB) module. It is used to alert the operator of a problem in the ABS system. The G19 circuit from the CAB is used to detect a problem. If a problem is detected, the module grounds circuit G19 and the lamp in the message center is illuminated.

The lamp can also be illuminated if the ABS main relay switches from its normal ON position to its OFF, grounded position.

Power for the lamp in the message center is provided by circuit G5. This circuit is protected by a 5 amp fuse located in cavity 14 if the junction block. Power for the fuse is supplied on circuit A21. This circuit is HOT in the RUN position only.

Power for the A21 circuit is supplied from the Power Distribution Center (PDC) on circuit A1. The A1 circuit is protected by a 20 amp fuse located in cavity A of the PDC.

ABS MAIN RELAY

The ABS main relay is used for the operation of the ABS system. Power for the coil side of the relay is supplied on circuit F20. This circuit is protected by a 10 amp fuse located in cavity 6 of the junction block. Power for the fuse is supplied by circuit A22 from the ignition switch. This circuit is HOT in the RUN position only.

Power for the A22 circuit is supplied from the Power Distribution Center (PDC) on circuit A2. This circuit is protected by a 40 amp fuse located in cavity J.

The ground side of the coil is controlled by the Controller Anti-Lock Brake (CAB) module on circuit B58. This circuit connects to cavity 32 of the control module.

Circuit F20 is also spliced and provides an ignition input to the CAB.

Power for the contact side of the relay is supplied by circuit A20. This circuit is protected by a 30 amp fuse located in cavity I of the PDC. On vehicles equipped with the optional traction control, circuit A20 is spliced and provides an input to the traction control portion of the CAB.

When the relay is energized, the relay moves from its normally grounded position to connect circuits A20 and B120. Circuit B120 is spliced and provides three switched battery inputs to the CAB and power to the coil side of the ABS pump motor relay.

DESCRIPTION AND OPERATION (Continued)

The relay is located on the PDC and is normally grounded in the OFF position. The ground is provided on circuit Z1 and terminates at the left front frame rail.

ABS PUMP MOTOR RELAY

The ABS pump motor relay, located on the Power Distribution Center (PDC), is used to control the operation of the pump motor. Power for the coil side of the relay is supplied by circuit B120. This circuit is HOT when the ABS main relay is energized.

Ground for the coil side of the relay is controlled by the Controller Anti-Lock Brake (CAB) module on circuit B116.

Power for the contact side of the relay is supplied by circuit A10. This circuit is protected by a 40 amp fuse located in cavity C of the PDC.

When the control module grounds circuit B116 the contacts in the relay CLOSE connecting circuits A10 and B82. Circuit B82 connects from the relay to the pump motor.

The B82 circuit is spliced and provides an input to the CAB for pump motor sense.

ABS PUMP MOTOR

Power for the ABS pump motor is supplied on circuit B82 from the ABS pump motor relay. This circuit is HOT when the contacts in the relay are CLOSED.

Ground for the motor is supplied on circuit Z1. This circuit terminates at the left front frame rail.

WHEEL SPEED SENSORS

There are four wheel-speed sensors, one at each wheel. The sensors use a tone wheel to determine wheel speed. Input to the Controller Anti-Lock Brake (CAB) is done on the following circuits, each of which is a twisted pair: B8 and B9 for the left front wheel (cavity 30 and cavity 15) B6 and B7 for the right front wheel (cavity 6 and cavity 1) B3 and B4 for the left rear wheel (cavity 19 and cavity 28) B1 and B2 for the right rear wheel (cavity 31 and cavity 29)

BRAKE SWITCH INPUT

Circuit L50 is an input to the Controller Anti-Lock (CAB) module. The L50 connects to cavity 22 of the CAB connector. Circuit L50 is spliced in with the stop lamps, and is used to provide the controller with information on when the brakes are being applied.

LOW BRAKE FLUID SWITCH #1

This switch, which is normally OPEN, closes when the brake fluid level is below a certain level. Power for the switch is provided on circuit G9. This circuit is spliced with the park brake switch, Daytime Running Lamp module (canada only), and theController Anti-Lock Brake (CAB).

Ground for the switch is provided on circuit Z1. This circuit terminates at the left front frame rail.

TRACTION CONTROL SWITCH

The traction control system has a switch located in the instrument panel to allow the operator to turn the system OFF. Circuit B27 is used as an input from the switch to the Controller Anti-Lock Brake (CAB). Ground for the switch is provided on circuit Z1. This circuit terminates at the Airbag Control Module (ACM) bracket.

When the traction control system ON the CAB provides a ground path for the G83 circuit. This ground path illuminates the lamp in the message center.

If a problem is detected in the system the CAB provides a ground path for the G84 circuit. This ground path illuminates the lamp in the message center.

DATA LINK CONNECTOR

Circuits D1 and D2 are connected from the Controller Anti-Lock Brake (CAB) module to the CCD Bus. This allows access from the data link connector to the control module diagnostics. Circuit D1 is used for CCD(+) and circuit D2 is used for CCD(-).

HELPFUL INFORMATION

- Check the 40 amp fuse located in cavity C of the PDC
- Check the 40 amp fuse located in cavity J of the PDC
- Check the 30 amp fuse located in cavity I of the PDC
- Check the 10 amp fuse located in cavity 6 of the junction block
- Check the grounds at the left front frame rail
- For diagnostic and testing procedures, refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual.

8W-40 INSTRUMENT CLUSTER

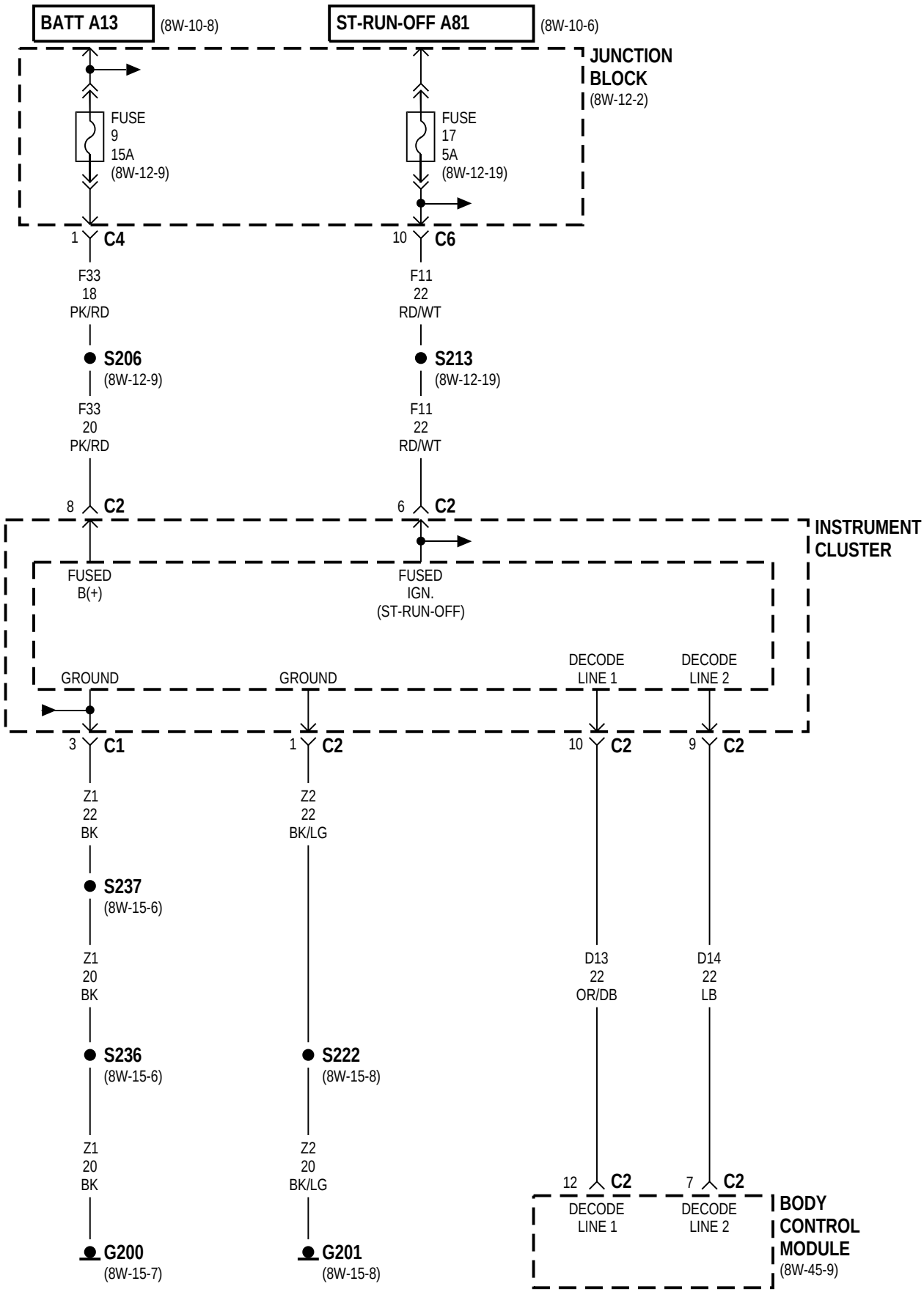
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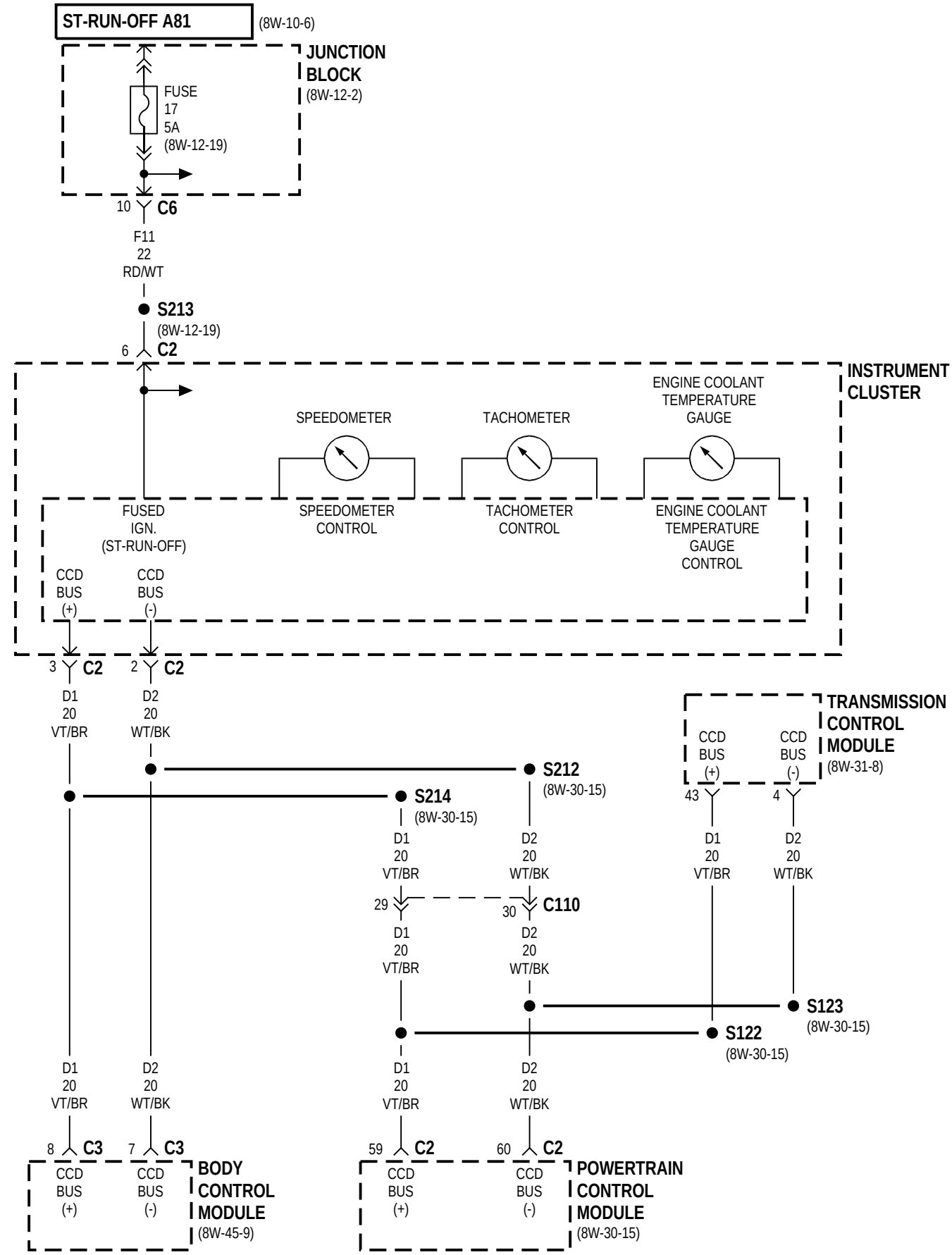
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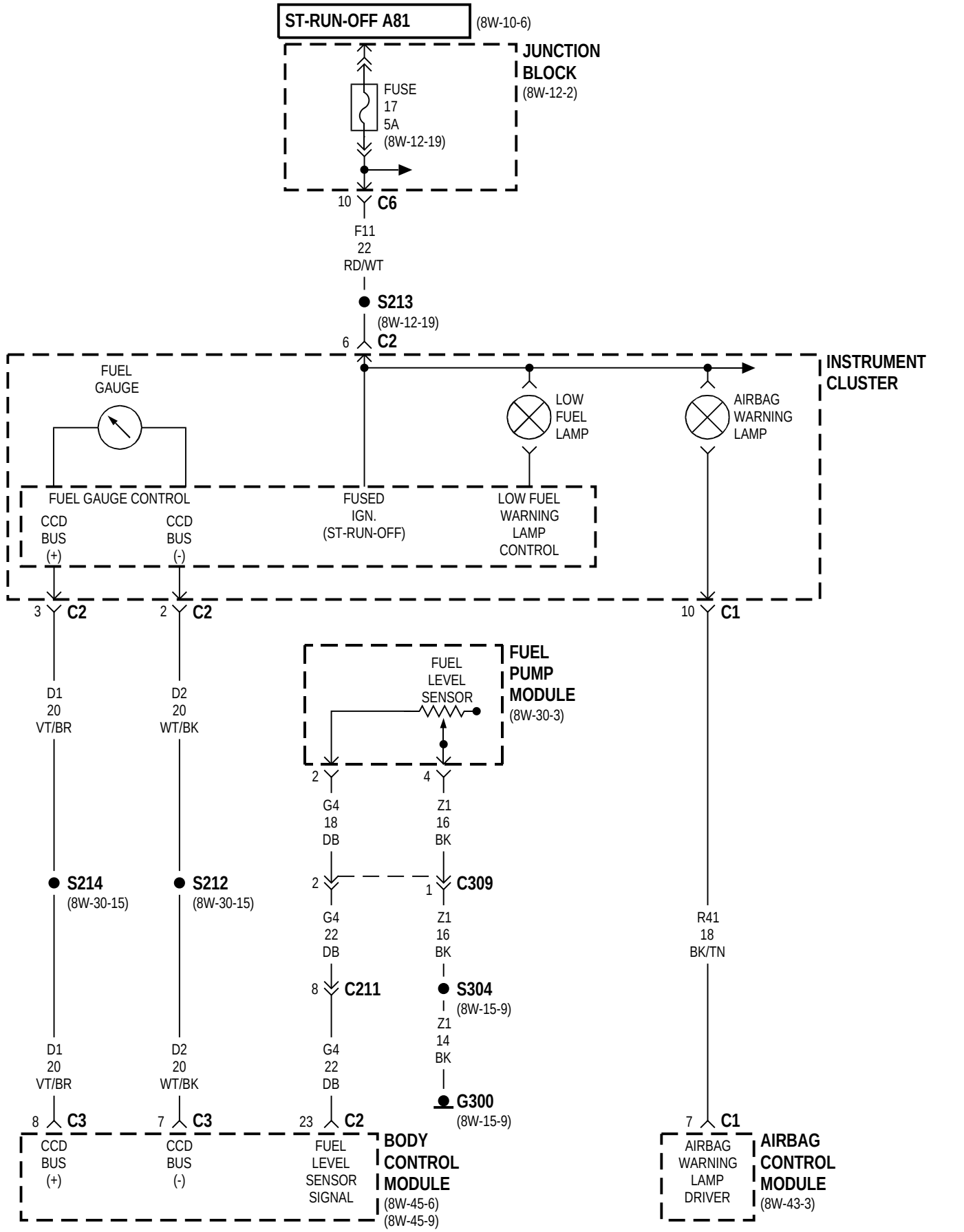
SCHEMATICS AND DIAGRAMS **1**
DESCRIPTION AND OPERATION **10**

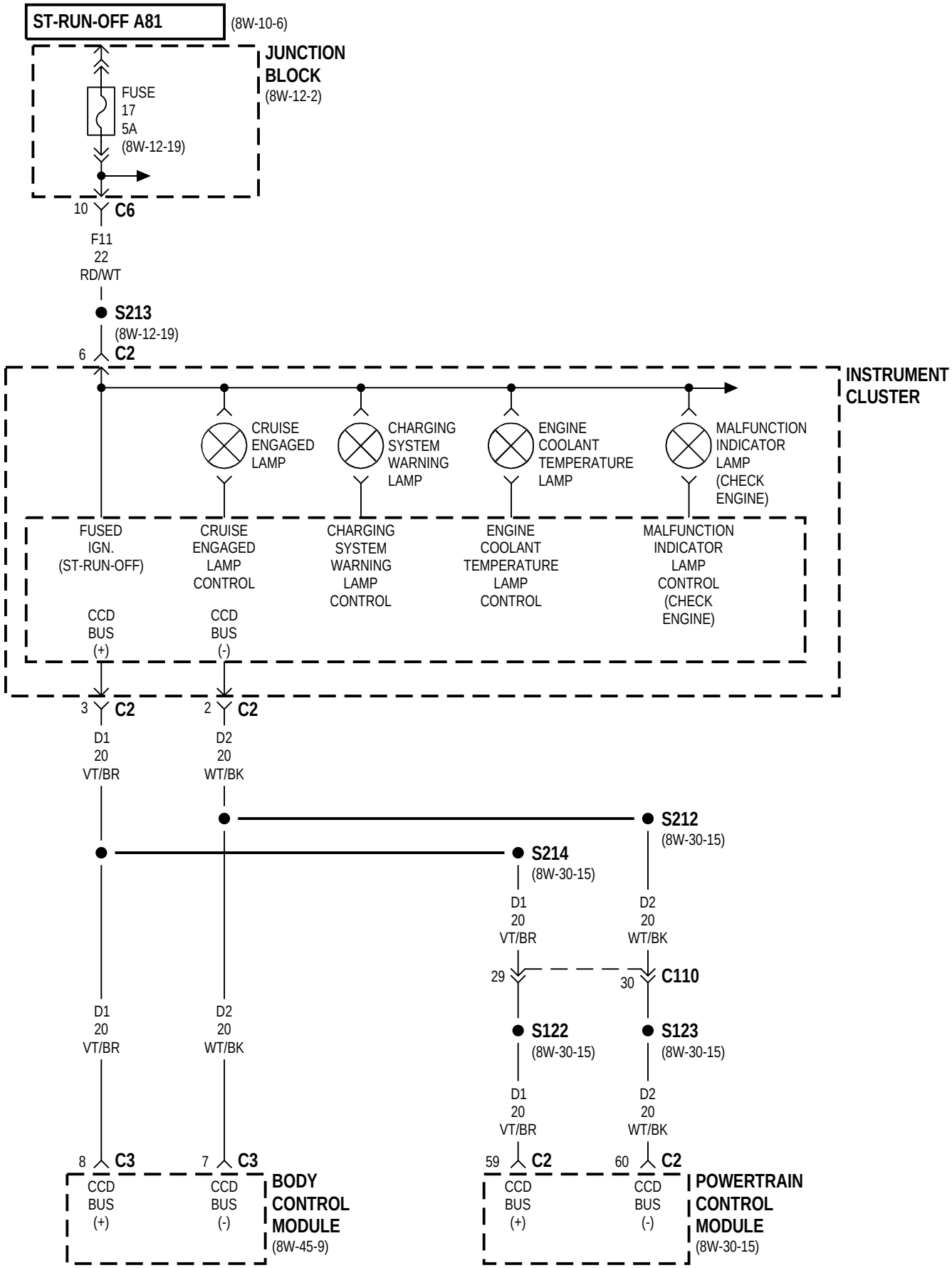
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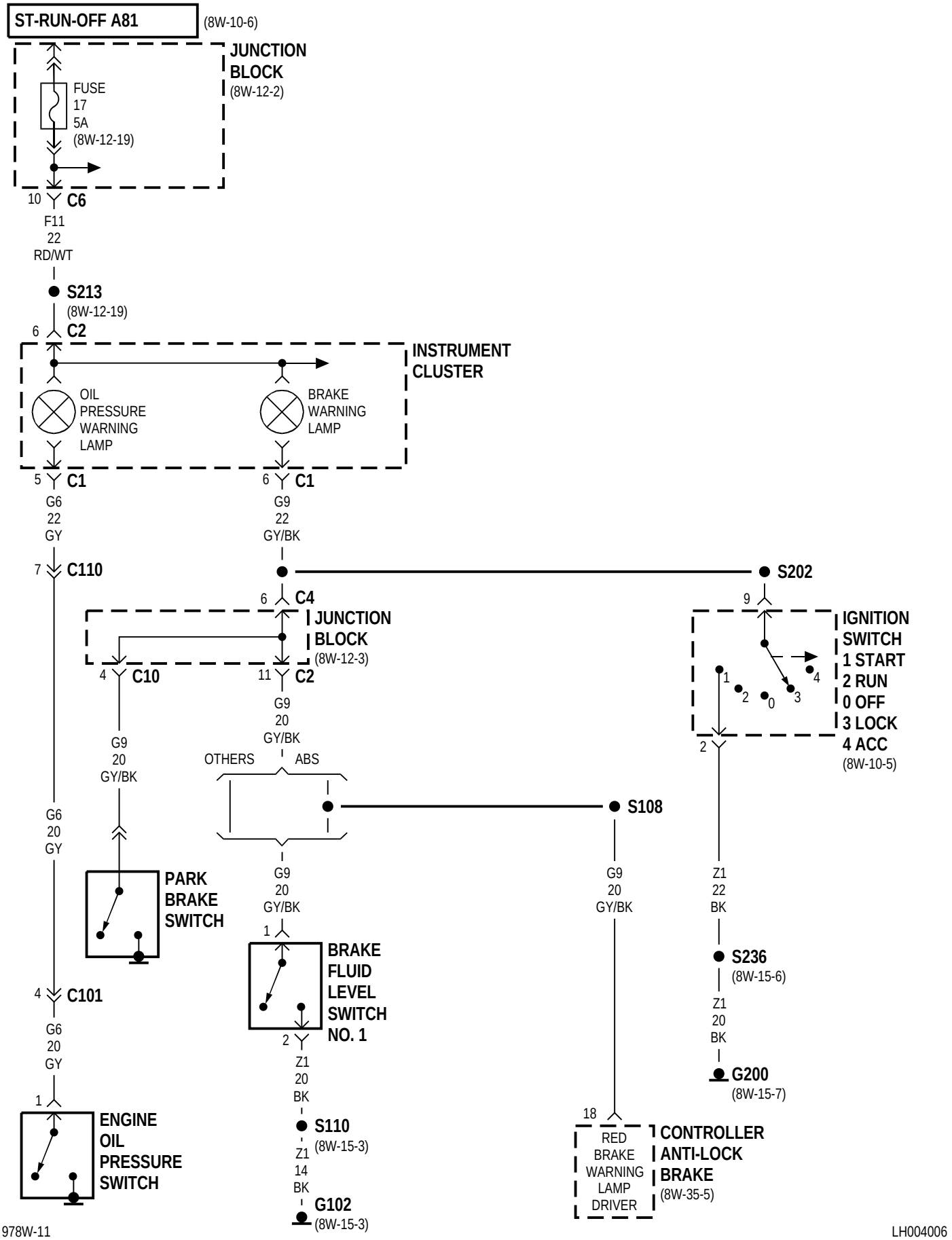
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S110	8W-40-6
S115	8W-40-8
S122	8W-40-3, 5, 7
S123	8W-40-3, 5, 7
S202	8W-40-6
S206	8W-40-2
S212	8W-40-3, 4, 5, 7, 9
S213	8W-40-2, 3, 4, 5, 6, 7, 9
S214	8W-40-3, 4, 5, 7, 9
S219	8W-40-9
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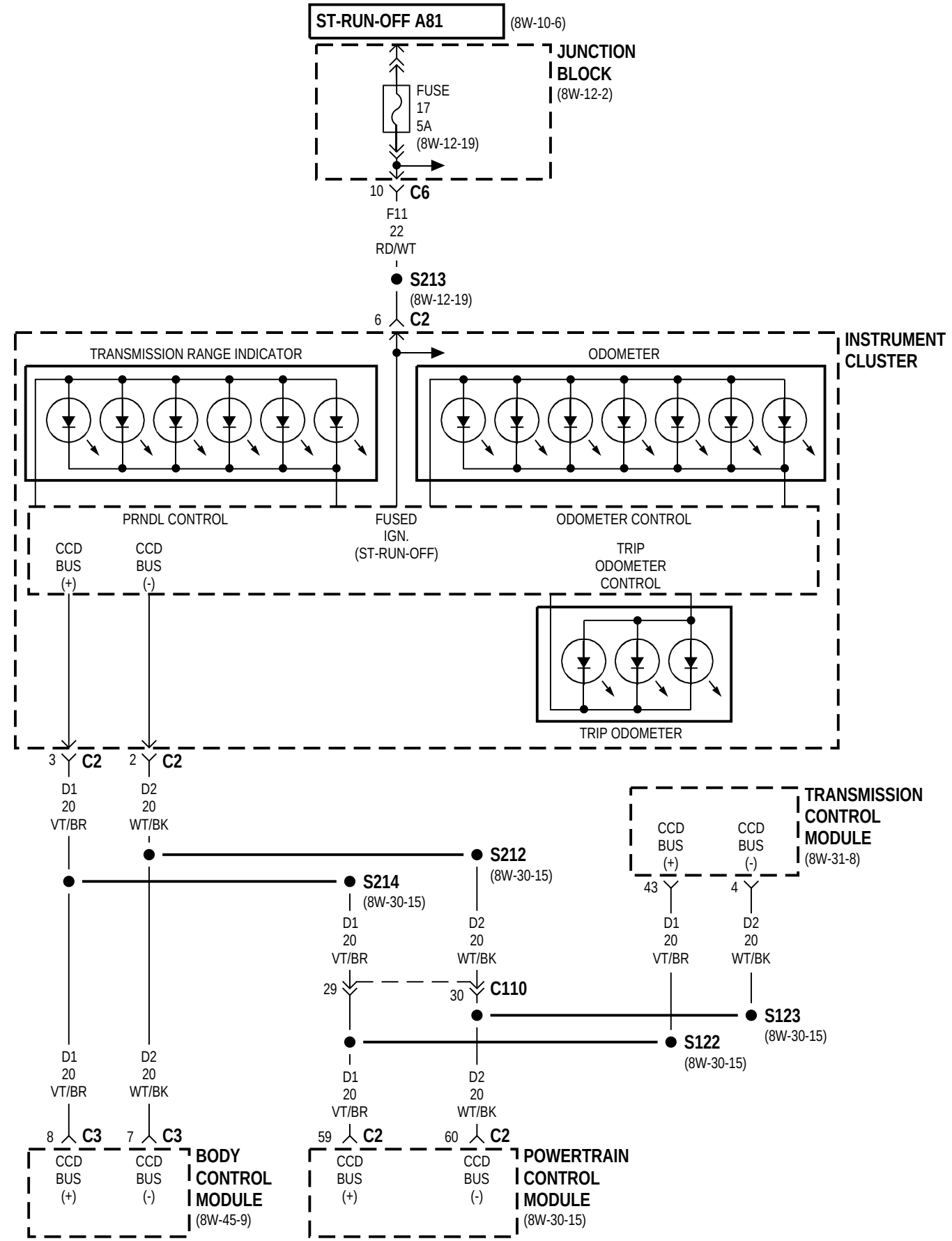

BATT A13
(8W-10-8)
ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 9 15A
(8W-12-9)
FUSE 17 5A
(8W-12-19)
1 C4
10 C6
F33 18 PK/RD
F11 22 RD/WT
S206
(8W-12-9)
S213
(8W-12-19)
F33 20 PK/RD
F11 22 RD/WT
8 C2
6 C2
INSTRUMENT CLUSTER
FUSED B(+)
FUSED IGN. (ST-RUN-OFF)
GROUND
GROUND
DECODE LINE 1
DECODE LINE 2
3 C1
1 C2
10 C2
9 C2
Z1 22 BK
Z2 22 BK/LG
S237
(8W-15-6)
Z1 20 BK
D13 22 OR/DB
D14 22 LB
S236
(8W-15-6)
S222
(8W-15-8)
Z1 20 BK
Z2 20 BK/LG
12 C2
7 C2
DECODE LINE 1
DECODE LINE 2
BODY CONTROL MODULE
(8W-45-9)
G200
(8W-15-7)
G201
(8W-15-8)

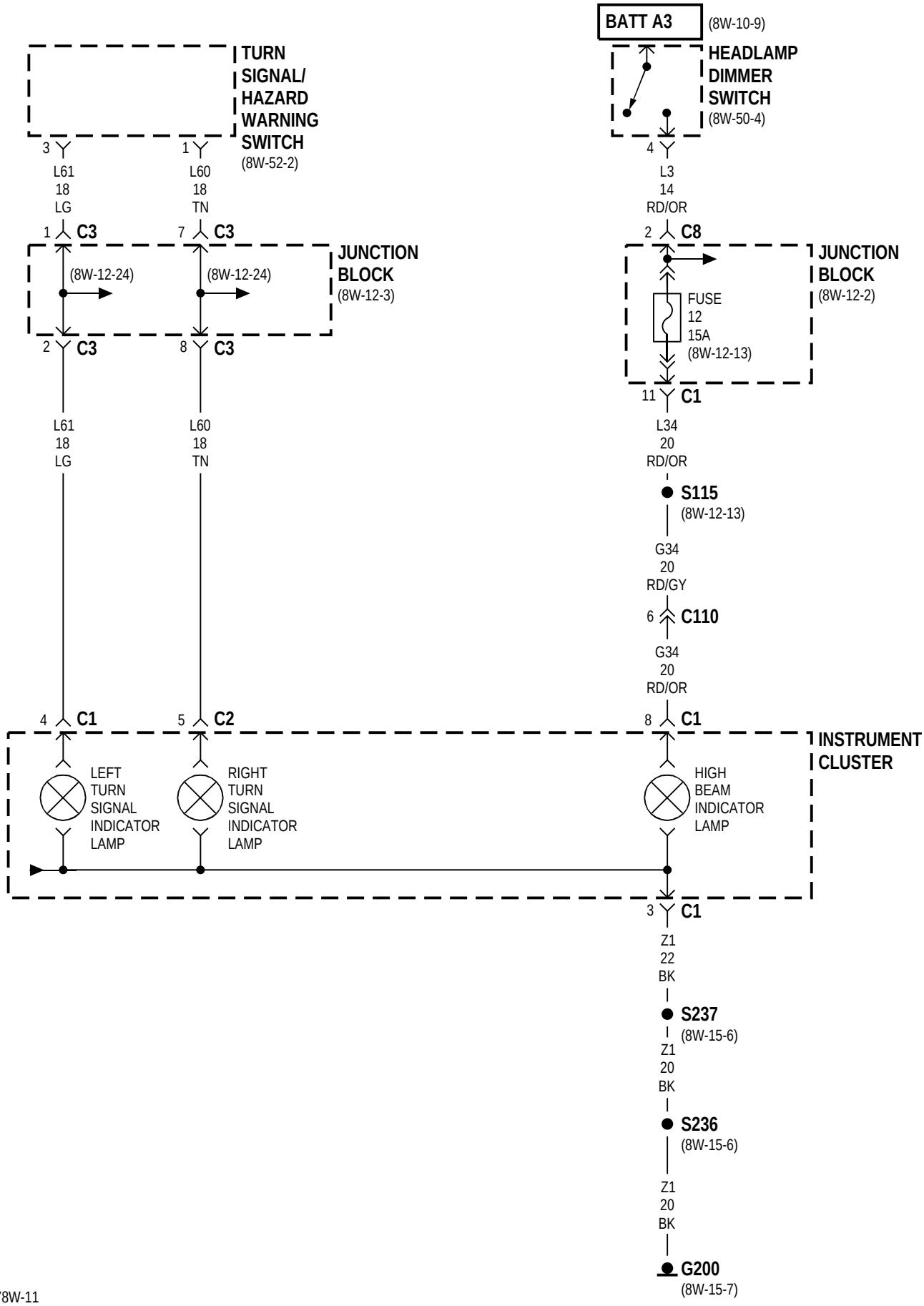

ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
17
5A
(8W-12-19)
10 C6
F11
22
RD/WT
S213
(8W-12-19)
6 C2
INSTRUMENT CLUSTER
SPEEDOMETER
TACHOMETER
ENGINE COOLANT TEMPERATURE GAUGE
FUSED IGN. (ST-RUN-OFF)
SPEEDOMETER CONTROL
TACHOMETER CONTROL
ENGINE COOLANT TEMPERATURE GAUGE CONTROL
CCD BUS (+)
CCD BUS (-)
3 C2
2 C2
D1 20 VT/BR
D2 20 WT/BK
S212
(8W-30-15)
S214
(8W-30-15)
TRANSMISSION CONTROL MODULE
(8W-31-8)
43
4
29
30 C110
S123
(8W-30-15)
S122
(8W-30-15)
8 C3
7 C3
BODY CONTROL MODULE
(8W-45-9)
59 C2
60 C2
POWERTRAIN CONTROL MODULE
(8W-30-15)

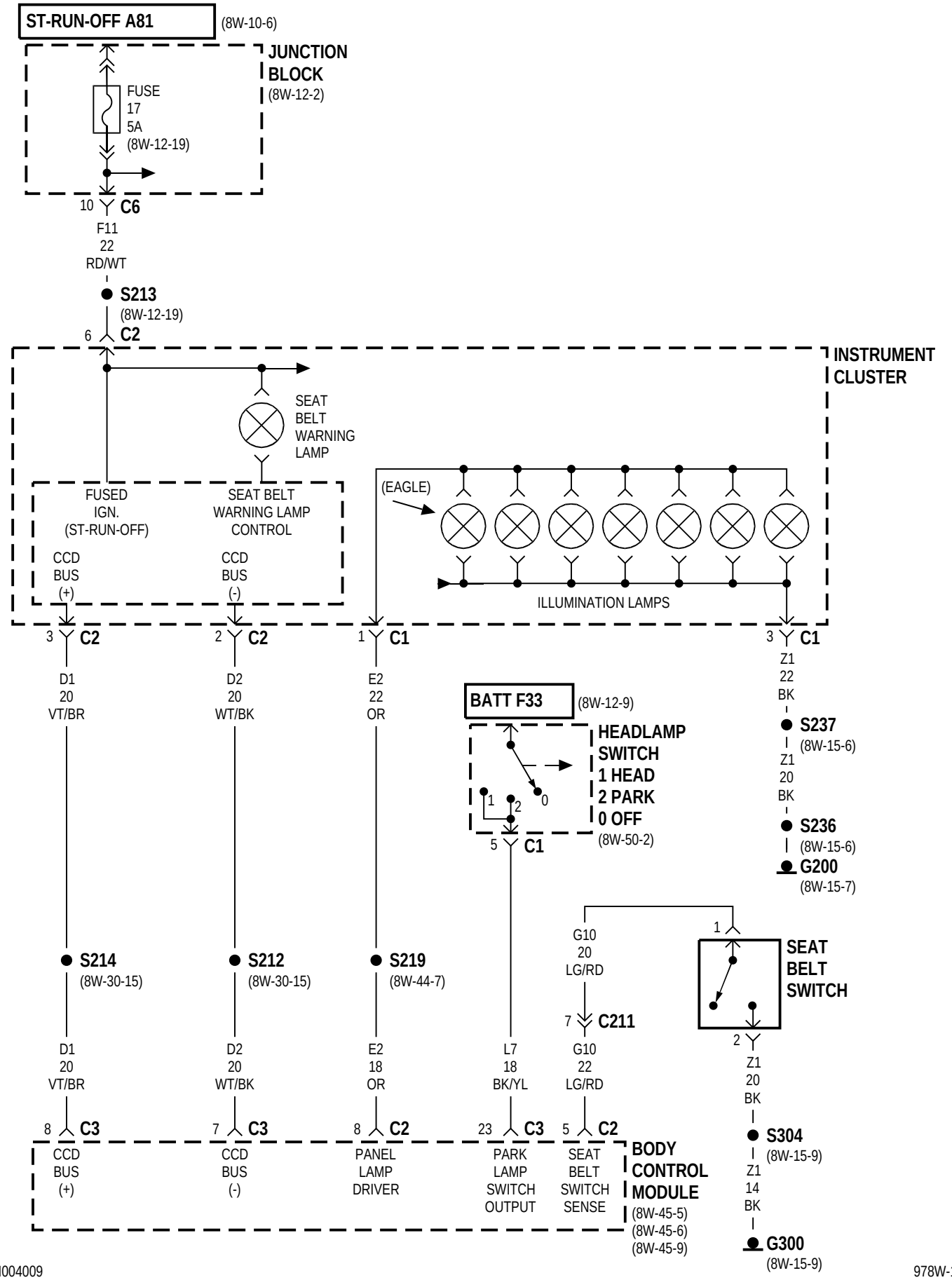

ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A
(8W-12-19)
10 C6
F11 22 RD/WT
S213
(8W-12-19)
6 C2
INSTRUMENT CLUSTER
FUEL GAUGE
LOW FUEL LAMP
AIRBAG WARNING LAMP
FUEL GAUGE CONTROL
CCD BUS (+)
CCD BUS (-)
FUSED IGN. (ST-RUN-OFF)
LOW FUEL WARNING LAMP CONTROL
3 C2
2 C2
10 C1
FUEL PUMP MODULE
(8W-30-3)
FUEL LEVEL SENSOR
2
4
G4 18 DB
Z1 16 BK
D1 20 VT/BR
D2 20 WT/BK
S214
(8W-30-15)
S212
(8W-30-15)
2 C309
1
G4 22 DB
Z1 16 BK
R41 18 BK/TN
8 C211
S304
(8W-15-9)
Z1 14 BK
G300
(8W-15-9)
8 C3
7 C3
23 C2
7 C1
CCD BUS (+)
CCD BUS (-)
FUEL LEVEL SENSOR SIGNAL
BODY CONTROL MODULE
(8W-45-6)
(8W-45-9)
AIRBAG WARNING LAMP DRIVER
AIRBAG CONTROL MODULE
(8W-43-3)


ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
17
5A
(8W-12-19)
10 C6
F11
22
RD/WT
S213
(8W-12-19)
6 C2
INSTRUMENT CLUSTER
CRUISE ENGAGED LAMP
CHARGING SYSTEM WARNING LAMP
ENGINE COOLANT TEMPERATURE LAMP
MALFUNCTION INDICATOR LAMP (CHECK ENGINE)
FUSED IGN. (ST-RUN-OFF)
CRUISE ENGAGED LAMP CONTROL
CHARGING SYSTEM WARNING LAMP CONTROL
ENGINE COOLANT TEMPERATURE LAMP CONTROL
MALFUNCTION INDICATOR LAMP CONTROL (CHECK ENGINE)
CCD BUS (+)
CCD BUS (-)
3 C2
2 C2
D1
20
VT/BR
D2
20
WT/BK
S212
(8W-30-15)
S214
(8W-30-15)
D1
20
VT/BR
D2
20
WT/BK
29
30 C110
S122
(8W-30-15)
S123
(8W-30-15)
D1
20
VT/BR
D2
20
WT/BK
8 C3
7 C3
59 C2
60 C2
CCD BUS (+)
CCD BUS (-)
BODY CONTROL MODULE
(8W-45-9)
CCD BUS (+)
CCD BUS (-)
POWERTRAIN CONTROL MODULE
(8W-30-15)


ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 17 5A
(8W-12-19)
10 C6
F11 22 RD/WT
S213
(8W-12-19)
6 C2
INSTRUMENT CLUSTER
OIL PRESSURE WARNING LAMP
BRAKE WARNING LAMP
5 C1
6 C1
G6 22 GY
G9 22 GY/BK
7 C110
S202
9
6 C4
JUNCTION BLOCK
(8W-12-3)
IGNITION SWITCH
1 START
2 RUN
0 OFF
3 LOCK
4 ACC
(8W-10-5)
4 C10
11 C2
G9 20 GY/BK
G9 20 GY/BK
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G6 20 GY
PARK BRAKE SWITCH
G9 20 GY/BK
Z1 22 BK
1
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4 C101
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G6 20 GY
2
Z1 20 BK
G200
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4
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18
LG
L60
18
TN
L3
14
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7 C3
2 C8
JUNCTION BLOCK
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(8W-12-24)
(8W-12-24)
JUNCTION BLOCK
(8W-12-2)
FUSE
12
15A
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2 C3
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L61
18
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L60
18
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20
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5 C2
8 C1
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RIGHT TURN SIGNAL INDICATOR LAMP
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3 C1
Z1
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BK
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20
BK
S236
(8W-15-6)
Z1
20
BK
G200
(8W-15-7)


ST-RUN-OFF A81
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JUNCTION BLOCK
(8W-12-2)
FUSE
17
5A
(8W-12-19)
10 C6
F11
22
RD/WT
S213
(8W-12-19)
6 C2
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CCD BUS (+)
CCD BUS (-)
(EAGLE)
ILLUMINATION LAMPS
3 C2
2 C2
1 C1
3 C1
D1
20
VT/BR
D2
20
WT/BK
E2
22
OR
Z1
22
BK
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2 PARK
0 OFF
(8W-50-2)
1
2
0
5 C1
S237
(8W-15-6)
Z1
20
BK
S236
(8W-15-6)
G200
(8W-15-7)
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(8W-30-15)
S219
(8W-44-7)
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20
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7 C211
1
SEAT BELT SWITCH
2
D1
20
VT/BR
D2
20
WT/BK
E2
18
OR
L7
18
BK/YL
G10
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Z1
20
BK
S304
(8W-15-9)
Z1
14
BK
G300
(8W-15-9)
8 C3
7 C3
8 C2
23 C3
5 C2
CCD BUS (+)
CCD BUS (-)
PANEL LAMP DRIVER
PARK LAMP SWITCH OUTPUT
SEAT BELT SWITCH SENSE
BODY CONTROL MODULE
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(8W-45-6)
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8W-40 INSTRUMENT CLUSTER

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DESCRIPTION AND OPERATION

INSTRUMENT CLUSTER

The Instrument Cluster, located on the left side of the instrument panel, provides the operator with gauges and warning lamps indicating vehicle operation. All gauges, regardless of engine type, are driven by the CCD Bus from the Body Control Module (BCM).

The indicator lamps for the Seat Belt, Charging System, Vehicle Speed Contro (Cruise), Airbag, Check Engine (Malfunction Indicator Lamp), Low Fuel, and Engine Coolant Temperature are also driven by the BCM.

Battery voltage for the instrument cluster is provided from two different sources. One is the F33 circuit which supplies battery voltage for the cluster. This circuit is protected by 15 amp fuse and located in cavity 9 of the junction block. Power for the fuse is supplied by circuit A13. This fuse is HOT at all times and protected by a 20 amp fuse located in cavity F of the Power Distribution Center (PDC).

The second power source for the cluster is the F11 circuit. This circuit is HOT in the OFF (unlock), START, and RUN positions. The F11 circuit is protected by a 5 amp fuse located in cavity 17 of the junction block.

Illumination lamps, internal to the cluster, receive battery voltage on the E2 circuit. This circuit originates in the BCM and lamp intensity is controlled by the BCM. Ground for the lamps is provided on the Z1 circuit and terminates at the Airbag Control Module (ACM) bracket.

Ground for the instrument cluster is supplied by circuit Z1 and Z2, which terminate at the ACM bracket.

CCD BUS

The CCD Bus is used to supply all of the communications between the Body Control Module (BCM) and the instrument cluster. The bus wires are a twisted pair. There are two different circuits used for the bus.

The positive side of the bus wire is accomplished on the D1 circuit, and the negative is on the D2 circuit.

CLUSTER DECODE

Circuits D13 and D14 are connected between the Body Control Module (BCM) and the instrument cluster. These circuits are used to provide the BCM with information on the type of vehicle and mode of operation.

CLUSTER GROUND

The cluster is grounded to the Airbag Control Module (ACM) bracket on circuits Z1 and Z2.

SPEEDOMETER

The speedometer receives its information across the CCD Bus from the Body Control Module (BCM). Information on vehicle speed is transmitted from the Powertrain Control Module (PCM) across the CCD Bus to the BCM.

The PCM receives its information on vehicle speed on the G7 circuit from the Transmission Control Module (TCM).

DESCRIPTION AND OPERATION (Continued)

The BCM calculates the position of the speedometer pointer based on the input from the PCM and adjusts the position of the gauge pointer as necessary. This signal is sent over the CCD Bus to the instrument cluster.

TACHOMETER

The tachometer receives its information across the CCD Bus from the Body Control Module (BCM). Information on engine RPM is transmitted from the Powertrain Control Module (PCM) across the CCD Bus to the BCM. The BCM calculates the position of the tachometer pointer based on the input from the PCM and adjusts the position of the gauge pointer to the necessary position. This signal is sent over the CCD Bus to the instrument cluster.

ENGINE COOLANT TEMPERATURE GAUGE

The engine coolant temperature gauge receives its information across the CCD Bus from the Body Control Module (BCM). The engine coolant temperature sensor uses a variable resistor to send a signal to the Powertrain Control Module (PCM) indicating coolant temperature. The PCM then sends this information to the BCM across the CCD Bus.

The BCM calculates the position of the engine coolant temperature gauge and based on the information received from the PCM it adjusts the position of the gauge pointer. This signal is sent over the CCD Bus to the instrument cluster.

FUEL GAUGE

The Body Control Module (BCM) calculates the pointer position of the fuel gauge based on the input of the fuel tank gauge level sending unit relative to fuel tank ground. The G4 circuit sends the signal to the BCM.

The fuel pump module, located in the fuel tank, contains the fuel pump and the variable resistor for the fuel gauge. Ground for the resistor is located at the left kick panel. As the position of the float arm changes, the resistor changes the current flow through the G4 circuit. The change in current flow is then measured by the BCM and the fuel gauge pointer position is adjusted to reflect the fuel tank level. The signal is sent over the CCD Bus to the instrument cluster.

PRNDL

This vehicle uses an electronic PRNDL to indicate to the operator gearshift position.

When the ignition switch is in the OFF (unlock), RUN, or START position the Body Control Module (BCM) transmits a message over the CCD Bus instructing the instrument cluster to illuminate the proper display.

The BCM receives its information over the CCD Bus from the Transmission Control Module (TCM).

ODOMETER

The odometer function of the instrument cluster is controlled by the Body Control Module (BCM). To calculate the proper milage for the vehicle the BCM receives information from the Powertrain Control Module (PCM) and the Transmission Control Module (TCM) Controller over the CCD Bus. It then calculates this information and sends the proper signal over the CCD Bus to the instrument cluster.

TRIP ODOMETER

The trip odometer function of the instrument cluster is controlled by the Body Control Module (BCM). All information is sent across the CCD Bus.

CHECK ENGINE (MALFUNCTION INDICATOR) LAMP

The check engine lamp is used to indicate to the operator a problem in the engine control system. If a problem is detected, the Powertrain Control Module (PCM) sends a message, over the CCD Bus, to the Body Control Module (BCM).

The BCM interprets this message and sends a signal to the instrument cluster to illuminate the lamp. This lamp also is illuminated, for a few seconds, when the ignition switch is moved from the OFF to the RUN position as a bulb check. The bulb check operation is controlled by the PCM.

SEAT BELT INDICATOR

The fasten seat belt indicator is used with the warning chime to tell the operator to fasten the seat belt. The seat belt switch is normally OPEN when the seat belt is buckled.

If the seat belt is not buckled, the switch CLOSES, and a ground path is completed on the G10 circuit to the Z1 circuit. The G10 circuit is connected to the Body Control Module (BCM). When the ground path is complete a signal is sent over the CCD Bus to the instrument cluster. This illuminates the lamp in the instrument cluster.

When the ignition switch is moved to the START position, the lamp is illuminated as a bulb check. Logic internal to the BCM determines the length of time the lamp remains illuminated.

LOW FUEL WARNING LAMP

When the Body Control Module (BCM) detects a low fuel condition based on the fuel level sensor input, it transmits a message across the CCD Bus to the instrument cluster to illuminate the low fuel lamp.

DESCRIPTION AND OPERATION (Continued)

CHARGING SYSTEM WARNING LAMP

The charging system lamp is used to alert the operator that the charging system voltage has risen above or fallen below the normal operating range. When the Powertrain Control Module (PCM) determines a problem, a message is sent across the CCD Bus to the Body Control Module (BCM).

The BCM processes this message and sends a signal on the CCD Bus to the instrument cluster for lamp illumination. This lamp also is illuminated, for a few seconds, when the ignition switch is moved from the OFF to the RUN position as a bulb check.

ENGINE COOLANT TEMPERATURE LAMP

The engine coolant temperature lamp is used to alert the operator that the coolant temperature has risen above the normal operating range. When the Powertrain Control Module (PCM) determines a problem, a message is sent across the CCD Bus to the Body Control Module (BCM).

The PCM receives coolant temperature information from the engine coolant temperature sensor. This sensor uses a variable resistor to send a signal to the PCM indicating engine coolant temperature.

The BCM processes this message and sends a signal on the CCD Bus to the instrument cluster for lamp illumination. This lamp also is illuminated, for a few seconds, when the ignition switch is moved from the OFF to the RUN position as a bulb check.

CRUISE (VEHICLE SPEED CONTROL) ENGAGED LAMP

The cruise lamp is used to indicate to the operator when the vehicle speed control is turned ON. The signal to illuminate the lamp is carried over the CCD Bus from the Body Control Module (BCM).

The BCM receives information on vehicle speed control ON from the Powertrain Control Module (PCM) over the CCD Bus. This lamp also is illuminated, for a few seconds, when the ignition switch is moved from the OFF to the RUN position as a bulb check. The bulb check operation is controlled by the PCM.

AIRBAG WARNING LAMP

Illumination of the Airbag warning lamp is controlled by the Airbag Control Module (ACM). When the ACM detects a problem in the system it grounds circuit R41 and the lamp in the instrument cluster is illuminated.

OIL PRESSURE LAMP

The low oil pressure lamp is used to alert the operator that engine oil pressure has dropped below a predetermined pressure.The oil pressure switch located on the engine uses a switch that CLOSES when the pressure is below the predetermined level. The switch is case grounded to the engine block.

Power for the lamp is supplied on the F11 circuit. This circuit also powers the parking brake warning lamp, located internal to the cluster. This circuit is protected by a 5 amp fuse located in cavity 17 of the junction block.

The ground side of the lamp is controlled by the G6 circuit. This circuit is connected from the instrument cluster to the engine oil pressure switch.

RIGHT AND LEFT TURN SIGNAL INDICATORS

These lamps are used to indicate to the operator which turn signal is ON. Power for the lamps is supplied from the turn signal switch. The L60 circuit is used for the right turn indicator, and the L61 is used for the left turn indicator.

Ground for the lamps is provided on the Z1 circuit and terminates at the instrument panel left side cowl panel.

BRAKE WARNING LAMP

The brake warning lamp is used to alert the operator of a problem in the vehicles braking system. This lamp also illuminates when the ignition switch is turned to the START position to perform a self check.

Power for the lamp is supplied on circuit F11. This circuit is HOT when the ignition switch is in the OFF (unlock), START, and RUN positions. The F11 circuit is protected by a 5 amp fuse located in cavity 17 of the junction block.

There are two switches used in this system and they are wired in parallel form. A parking brake switch, located on the parking brake mechanism, will illuminate the lamp if the normally OPEN switch is CLOSED. This switch is case grounded.

The second switch used is the brake warning lamp switch. This switch in normally OPEN. When the brake system pressure is below the predetermined level the switch CLOSES and completes a path to ground.

The G9 circuit is used to connect the switches to the cluster. Grounding for the brake warning lamp switch is completed on the Z1 circuit which terminates at the left front frame rail.

If the vehicle is built for sale in Canada the parking brake switch is used for the Daytime Running Lamp (DRL) system. For further information on the DRL refer to Section 8W-50.

On vehicles equipped with anti-lock brakes the operation of the warning lamp is controlled by the ABS control module. Refer to section 8W- 32 for circuit descriptions.

DESCRIPTION AND OPERATION (Continued)

HIGH BEAM INDICATOR LAMP

Power for the lamp is supplied by circuit L34, on vehicles without Daytime Running Lamps (DRL), and circuit G34 with DRL.

Ground for the lamp is provided through the instrument cluster.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity F of the PDC
- Check the 20 amp fuse located in cavity A of the PDC
- Check the 15 amp fuse located in cavity 9 of the junction block
- Check the 5 amp fuse located in cavity 17 of the junction block
- Check for a good ground at the ACM bracket
- For additional diagnostic test, refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual

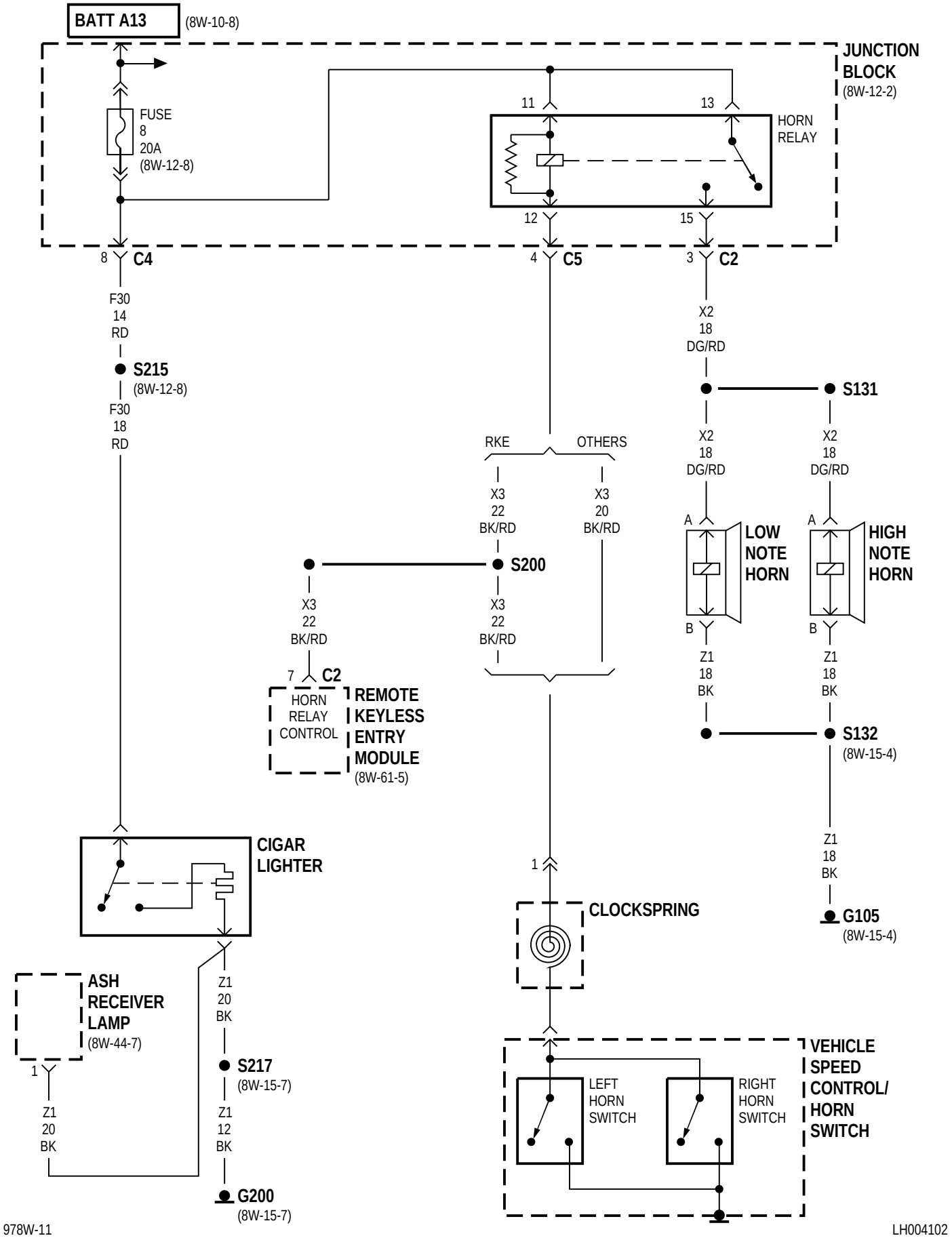
8W-41 HORN/CIGAR LIGHTER

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BATT A13
(8W-10-8)
JUNCTION BLOCK
(8W-12-2)
FUSE
8
20A
(8W-12-8)
11
13
HORN RELAY
12
15
8
C4
4
C5
3
C2
F30
14
RD
S215
(8W-12-8)
F30
18
RD
X2
18
DG/RD
S131
RKE
OTHERS
X3
22
BK/RD
X3
20
BK/RD
S200
X3
22
BK/RD
X3
22
BK/RD
A
B
LOW NOTE HORN
HIGH NOTE HORN
Z1
18
BK
S132
(8W-15-4)
7
C2
HORN RELAY CONTROL
REMOTE KEYLESS ENTRY MODULE
(8W-61-5)
CIGAR LIGHTER
1
CLOCKSPRING
G105
(8W-15-4)
ASH RECEIVER LAMP
(8W-44-7)
Z1
20
BK
S217
(8W-15-7)
Z1
12
BK
G200
(8W-15-7)
LEFT HORN SWITCH
RIGHT HORN SWITCH
VEHICLE SPEED CONTROL/ HORN SWITCH

8W-41 HORN/CIGAR LIGHTER

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HORN 3

DESCRIPTION AND OPERATION

HORN

The horn system is powered by a 20 amp fuse located in cavity 8 of the junction block. The fuse is HOT at all times, on circuit F30, and supplies voltage to the coil and to the contact side of the horn relay. Circuit F30 is spliced internal to the junction block and supplies voltage to the cigar lighter and the power amplifier.

Power for the fuse is supplied on circuit A13, which originates in the Power Distribution Center (PDC), and is protected by a 20 amp fuse located in cavity F.

When the operator presses the horn switch, a ground path is completed on the coil side of the horn relay through the switch, on circuit X3. The horn relay, located in the junction block, then CLOSES the relay contacts. Voltage is passed through the CLOSED relay contacts on circuit X2 to the horns. Grounding for the horns is on the Z1 circuit to the right front frame rail.

On vehicles equipped with Vehicle Theft Security System (VTSS), the X3 circuit is spliced to the Body Control Module (BCM). For operation of the VTSS system, refer to section 8W-39.

HELPFUL INFORMATION

- Check the 20 amp fuse in cavity 8 of the junction block
- Check the 20 amp fuse located in cavity F of the PDC
- Press the horn switch and listen for the horn relay to click. A clicking relay indicates voltage is present up to the switch
- Check for a good ground at the right front frame rail.

CIGAR LIGHTER

The cigar lighter is powered by a 20 amp fuse located in the Power Distribution Center (PDC) cavity F. There is also a 20 amp fuse located in cavity 8 of the junction block.

When the operator presses the lighter, the contacts inside of the lighter element CLOSE, and voltage flows through the heating element to ground. Ground for the lighter is provided on the Z1 circuit and terminates at the Airbag Control Module (ACM) bracket.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity F of the PDC
- Check the 20 amp fuse located in cavity 8 of the junction block
- Check for a good ground at the Airbag Control Module (ACM) bracket.
- Check the cigar lighter element

8W-42 AIR CONDITIONG-HEATER

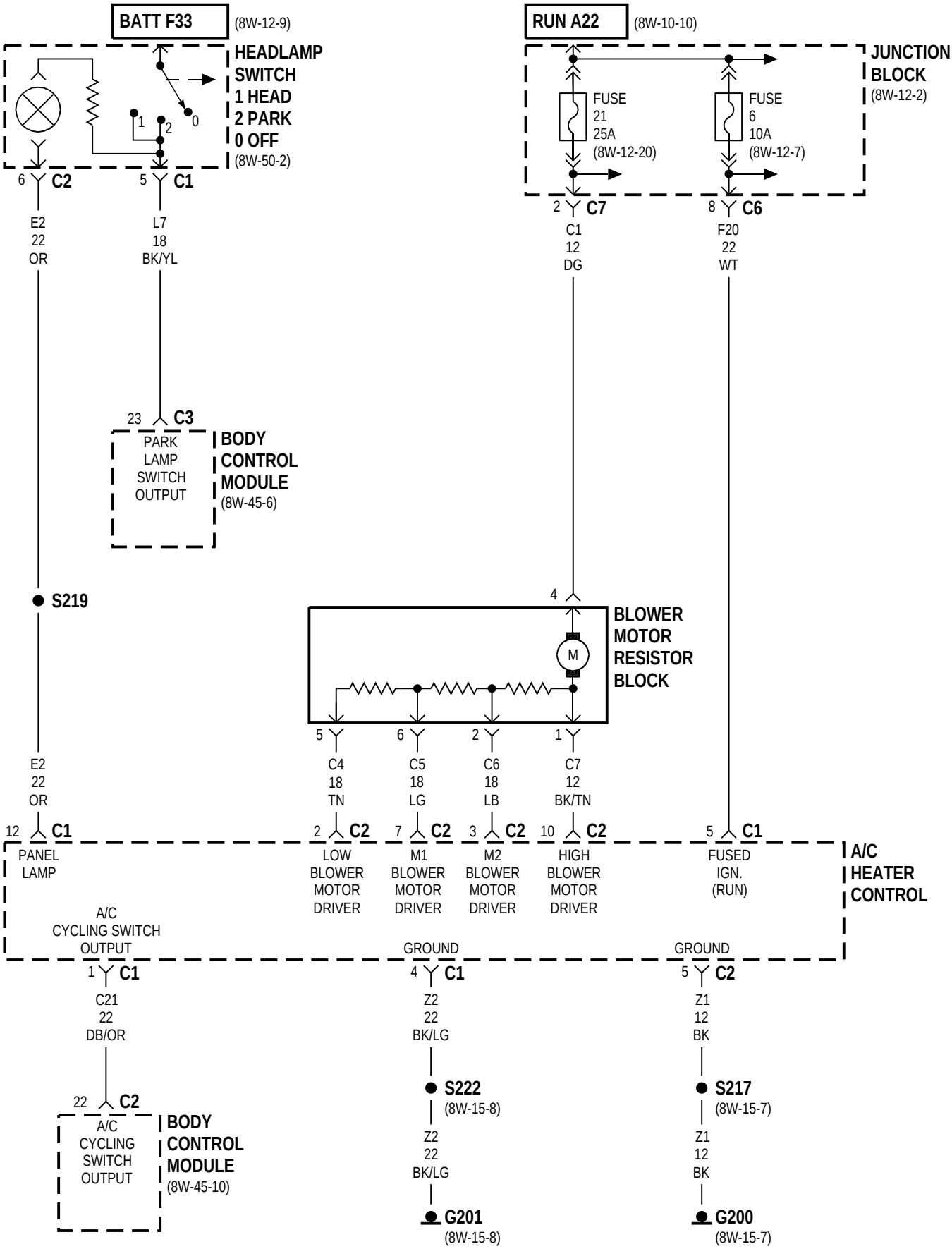
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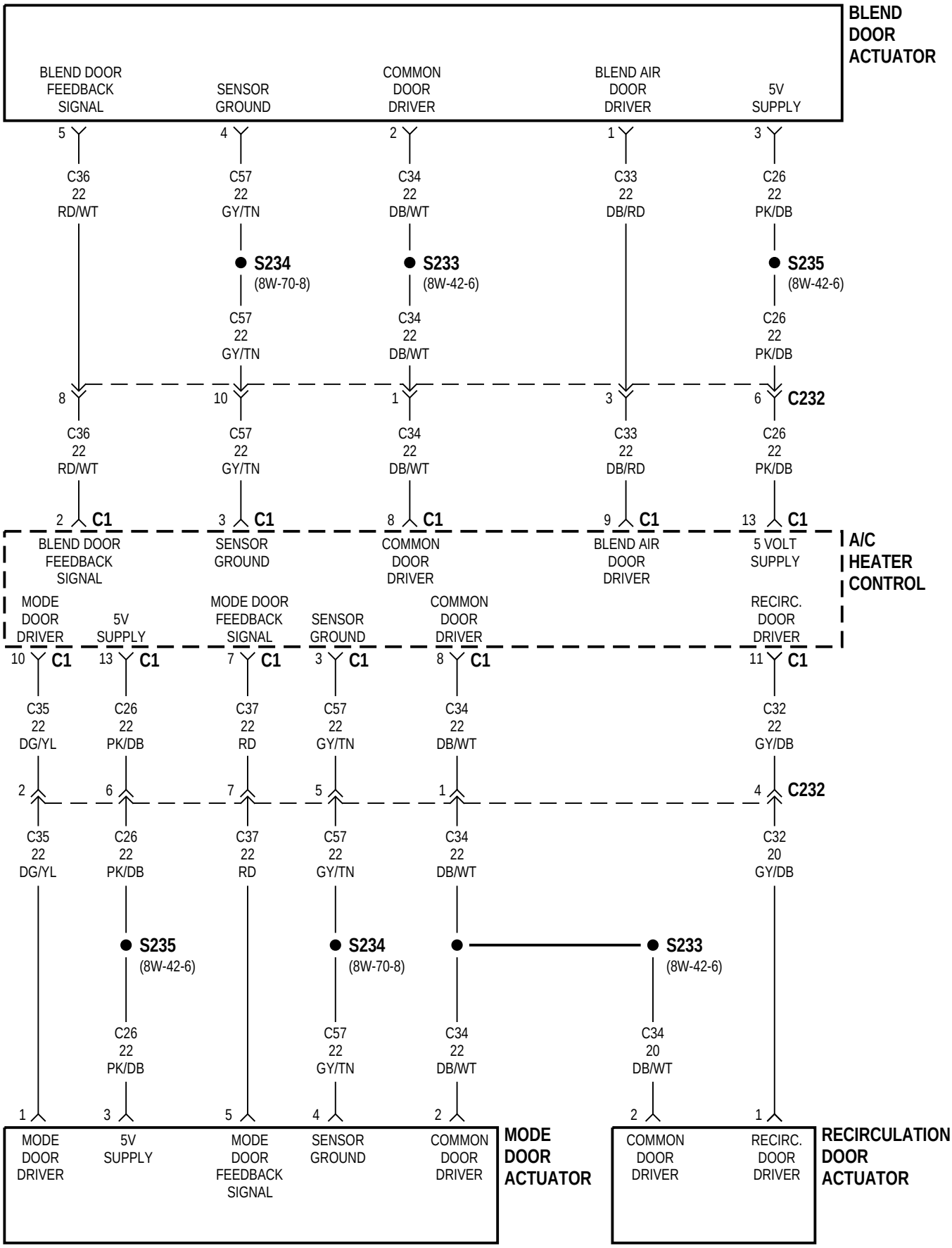
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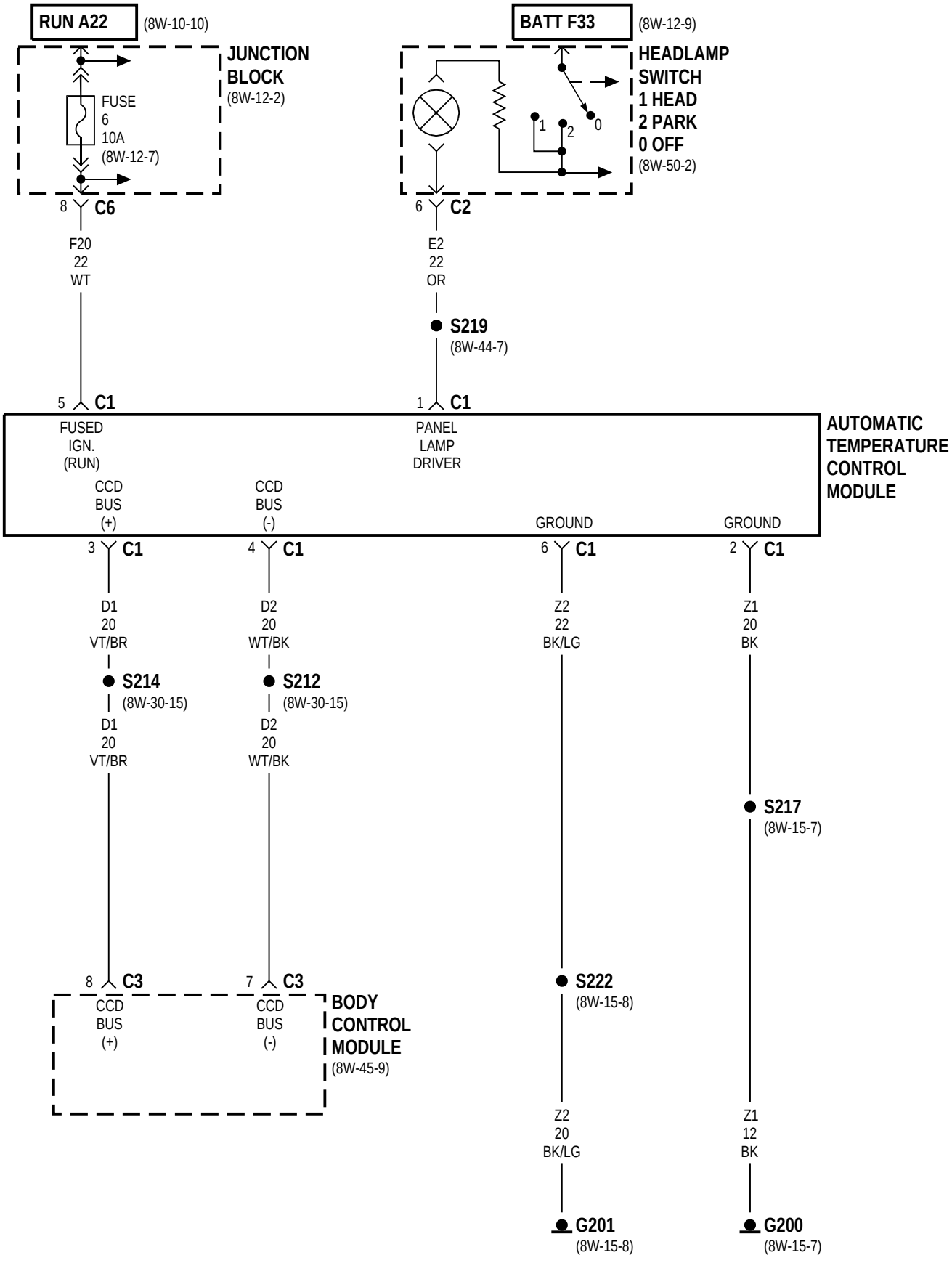
MANUAL A/C


BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
(8W-50-2)
6 C2
5 C1
E2 22 OR
L7 18 BK/YL
RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 21 25A
(8W-12-20)
FUSE 6 10A
(8W-12-7)
2 C7
8 C6
C1 12 DG
F20 22 WT
23 C3
PARK LAMP SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-6)
S219
4
BLOWER MOTOR RESISTOR BLOCK
M
5 C4 18 TN
6 C5 18 LG
2 C6 18 LB
1 C7 12 BK/TN
12 C1
PANEL LAMP
2 C2
LOW BLOWER MOTOR DRIVER
7 C2
M1 BLOWER MOTOR DRIVER
3 C2
M2 BLOWER MOTOR DRIVER
10 C2
HIGH BLOWER MOTOR DRIVER
5 C1
FUSED IGN. (RUN)
A/C HEATER CONTROL
A/C CYCLING SWITCH OUTPUT
1 C1
C21 22 DB/OR
22 C2
A/C CYCLING SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-10)
GROUND
4 C1
Z2 22 BK/LG
S222
(8W-15-8)
Z2 22 BK/LG
G201
(8W-15-8)
GROUND
5 C2
Z1 12 BK
S217
(8W-15-7)
Z1 12 BK
G200
(8W-15-7)

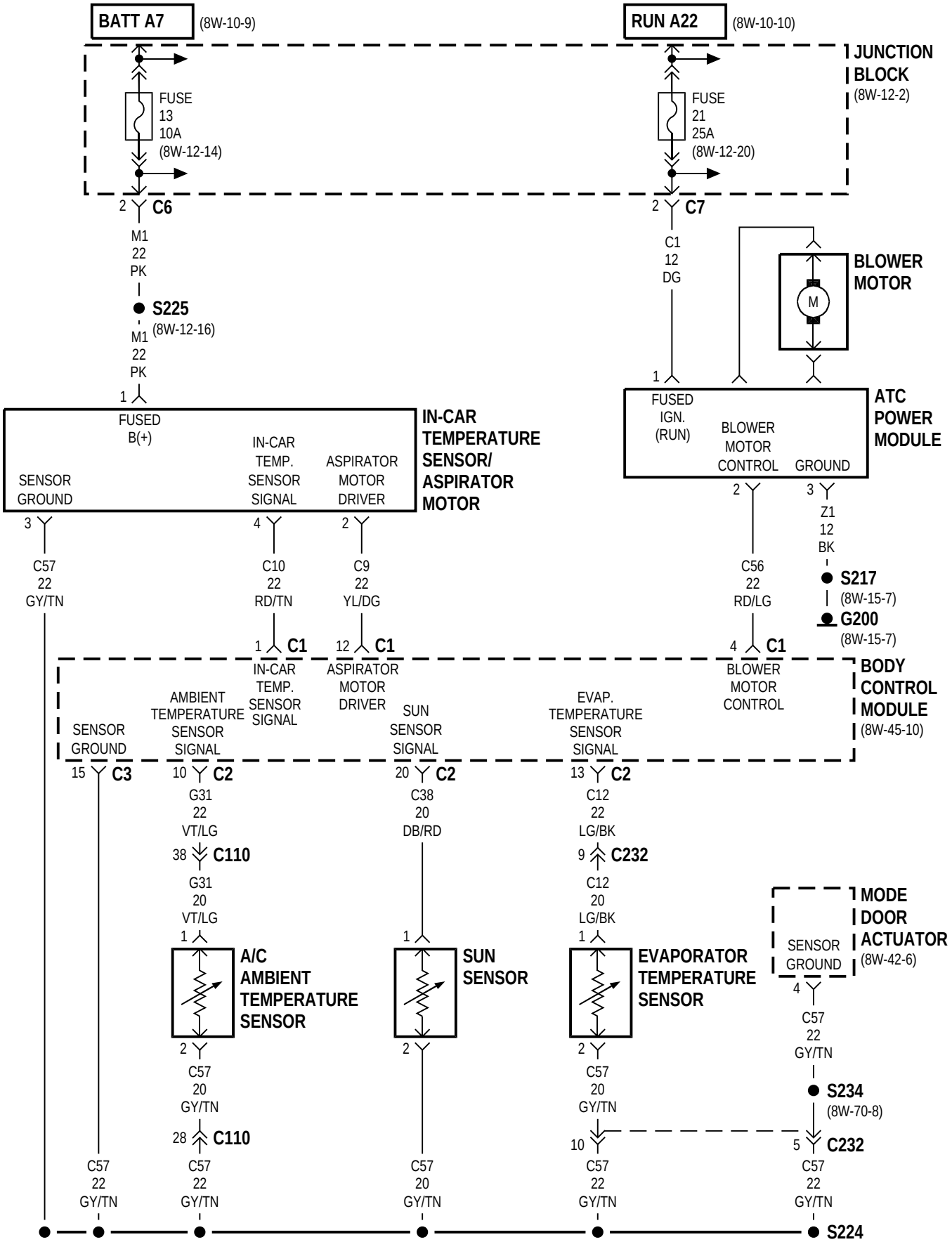
MANUAL A/C

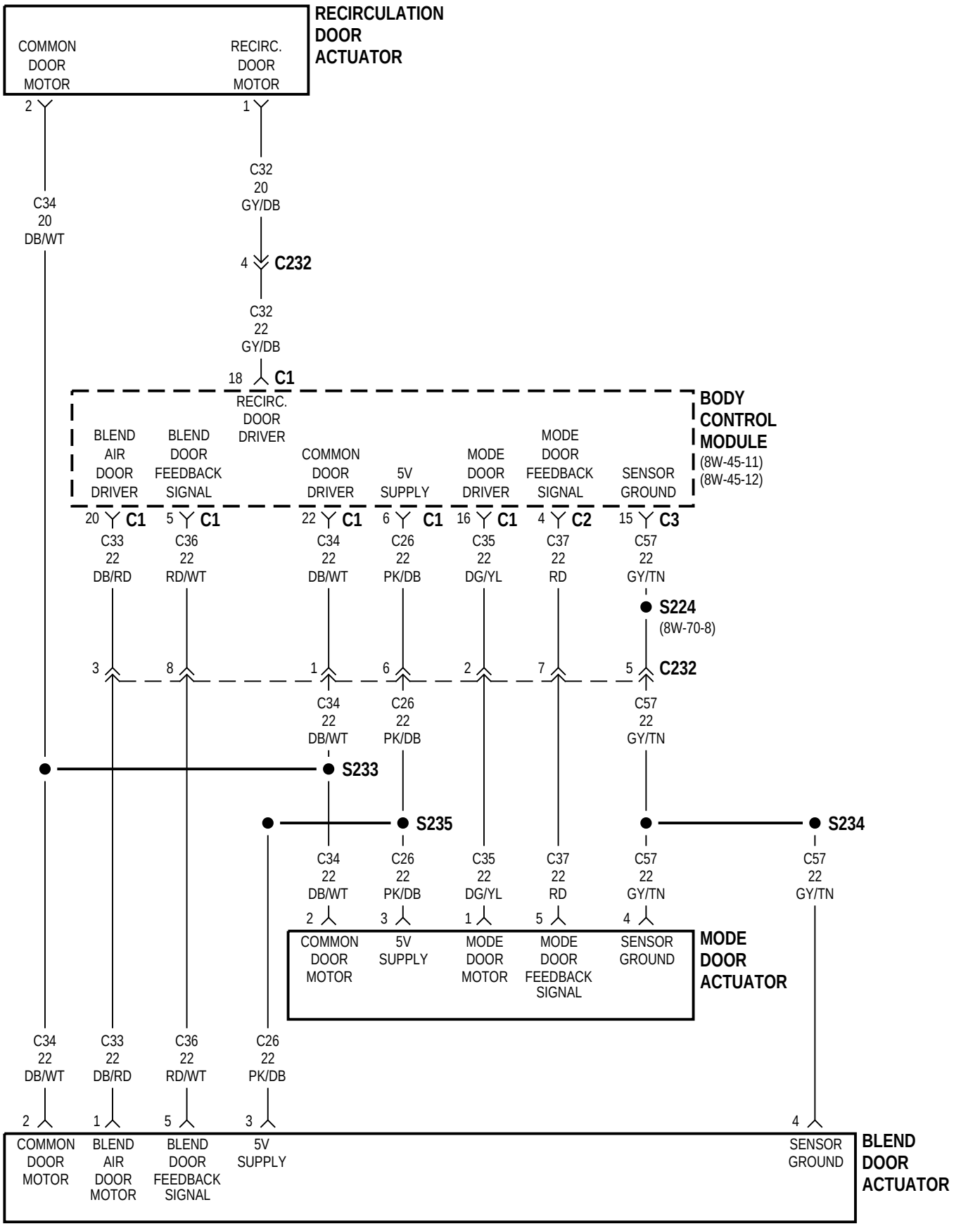

BLEND DOOR ACTUATOR
BLEND DOOR FEEDBACK SIGNAL
SENSOR GROUND
COMMON DOOR DRIVER
BLEND AIR DOOR DRIVER
5V SUPPLY
5 C36 22 RD/WT
4 C57 22 GY/TN
2 C34 22 DB/WT
1 C33 22 DB/RD
3 C26 22 PK/DB
S234 (8W-70-8)
S233 (8W-42-6)
S235 (8W-42-6)
C57 22 GY/TN
C34 22 DB/WT
C26 22 PK/DB
8 C36 22 RD/WT
10 C57 22 GY/TN
1 C34 22 DB/WT
3 C33 22 DB/RD
6 C26 22 PK/DB
C232
2 C1
3 C1
8 C1
9 C1
13 C1
A/C HEATER CONTROL
MODE DOOR DRIVER
5V SUPPLY
MODE DOOR FEEDBACK SIGNAL
SENSOR GROUND
COMMON DOOR DRIVER
RECIRC. DOOR DRIVER
10 C1
13 C1
7 C1
3 C1
8 C1
11 C1
C35 22 DG/YL
C26 22 PK/DB
C37 22 RD
C57 22 GY/TN
C34 22 DB/WT
C32 22 GY/DB
2
6
7
5
1
4
C232
C35 22 DG/YL
C26 22 PK/DB
C37 22 RD
C57 22 GY/TN
C34 22 DB/WT
C32 20 GY/DB
S235 (8W-42-6)
S234 (8W-70-8)
S233 (8W-42-6)
C26 22 PK/DB
C57 22 GY/TN
C34 22 DB/WT
C34 20 DB/WT
1
3
5
4
2
2
1
MODE DOOR DRIVER
5V SUPPLY
MODE DOOR FEEDBACK SIGNAL
SENSOR GROUND
COMMON DOOR DRIVER
MODE DOOR ACTUATOR
COMMON DOOR DRIVER
RECIRC. DOOR DRIVER
RECIRCULATION DOOR ACTUATOR

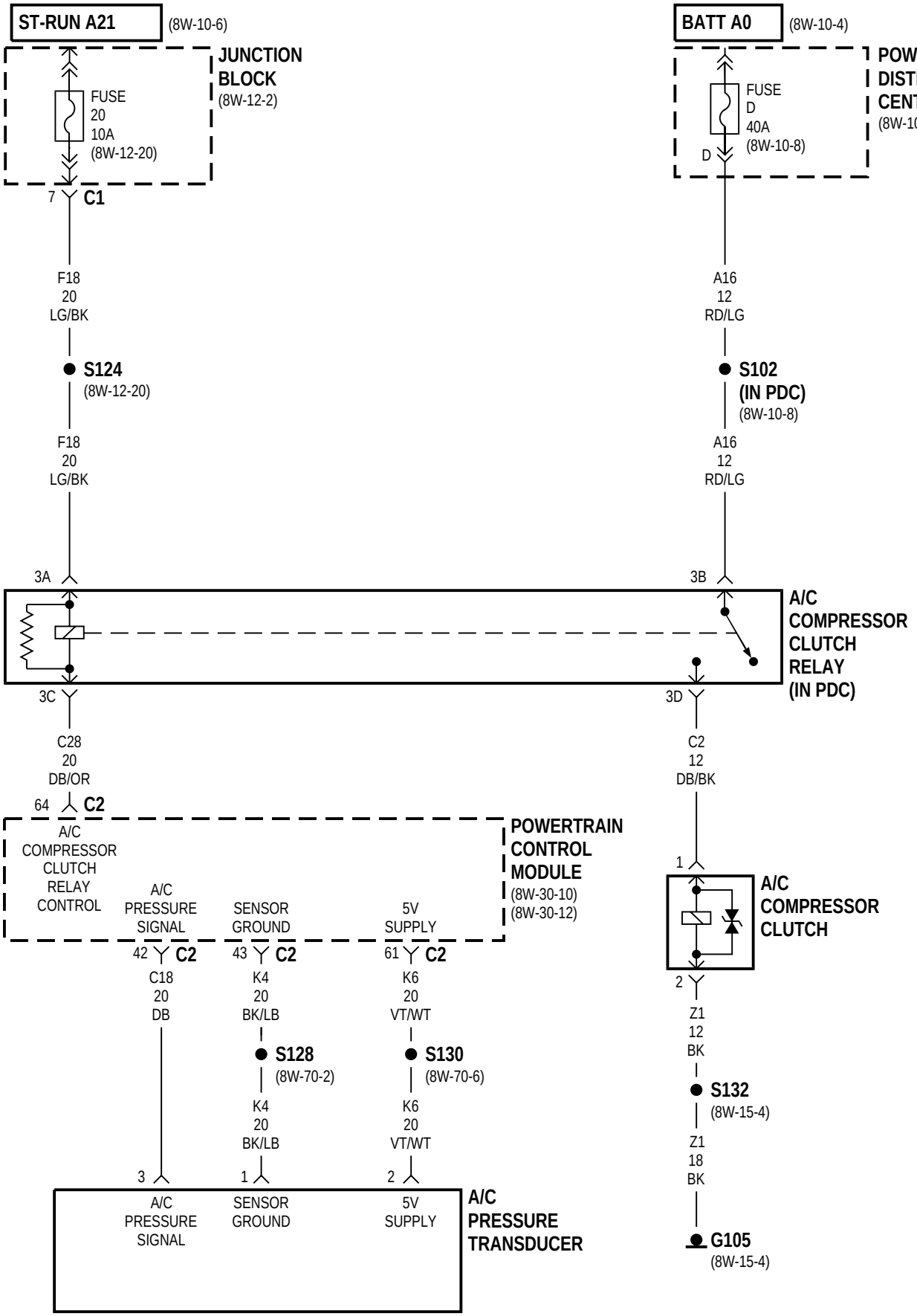
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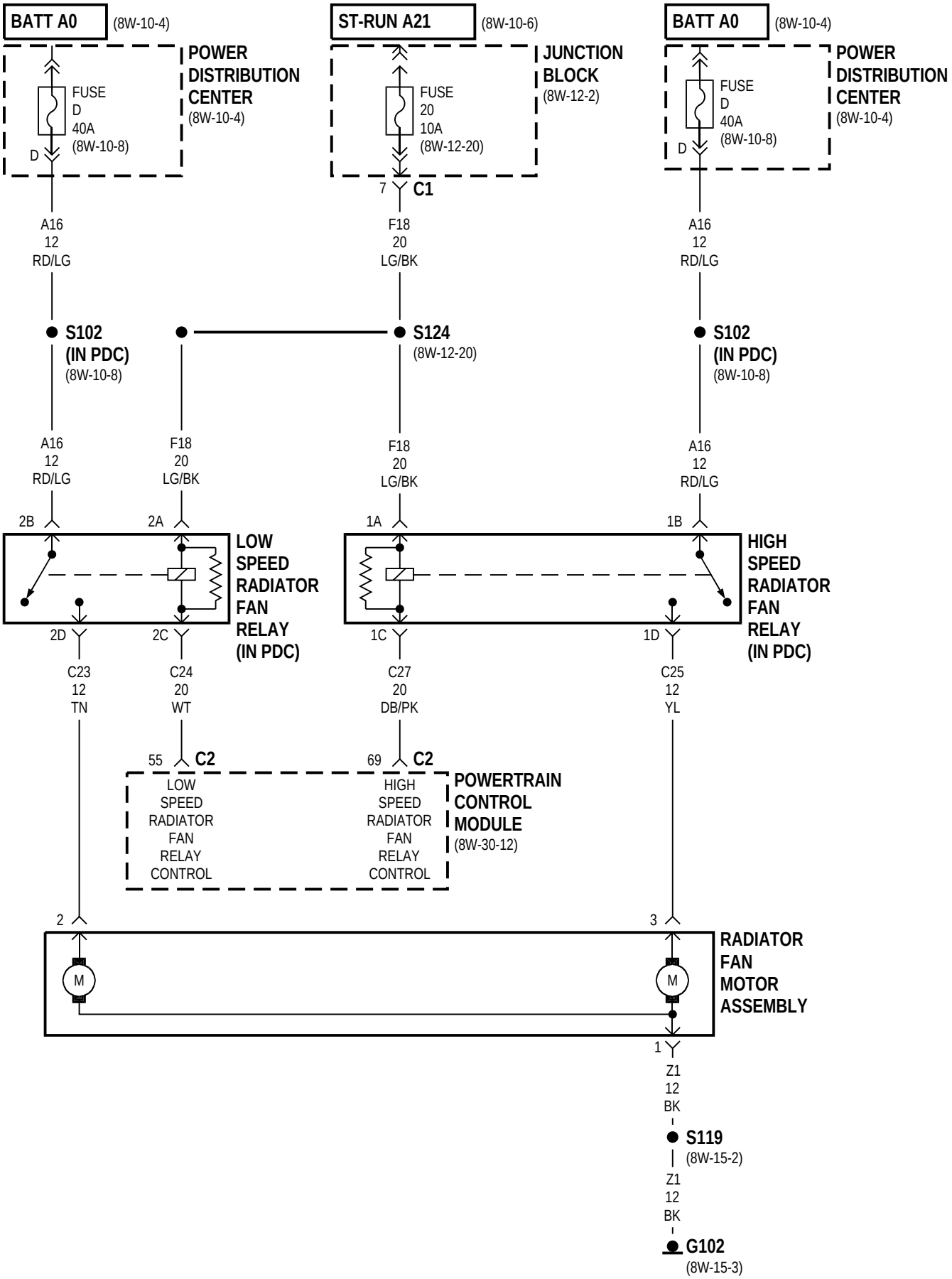

RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE
6
10A
(8W-12-7)
8 C6
F20
22
WT
5 C1
FUSED IGN. (RUN)
BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
(8W-50-2)
1
2
0
6 C2
E2
22
OR
S219
(8W-44-7)
1 C1
PANEL LAMP DRIVER
AUTOMATIC TEMPERATURE CONTROL MODULE
CCD BUS (+)
CCD BUS (-)
GROUND
GROUND
3 C1
4 C1
6 C1
2 C1
D1
20
VT/BR
D2
20
WT/BK
Z2
22
BK/LG
Z1
20
BK
S214
(8W-30-15)
S212
(8W-30-15)
S217
(8W-15-7)
D1
20
VT/BR
D2
20
WT/BK
8 C3
7 C3
CCD BUS (+)
CCD BUS (-)
BODY CONTROL MODULE
(8W-45-9)
S222
(8W-15-8)
Z2
20
BK/LG
Z1
12
BK
G201
(8W-15-8)
G200
(8W-15-7)

ATC


BATT A7
(8W-10-9)
RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 13 10A
(8W-12-14)
FUSE 21 25A
(8W-12-20)
2 C6
2 C7
M1 22 PK
S225
(8W-12-16)
C1 12 DG
BLOWER MOTOR
M
1
FUSED IGN. (RUN)
BLOWER MOTOR CONTROL
GROUND
ATC POWER MODULE
FUSED B(+)
SENSOR GROUND
IN-CAR TEMP. SENSOR SIGNAL
ASPIRATOR MOTOR DRIVER
IN-CAR TEMPERATURE SENSOR/ ASPIRATOR MOTOR
2
3
Z1 12 BK
S217
(8W-15-7)
G200
(8W-15-7)
C57 22 GY/TN
C10 22 RD/TN
C9 22 YL/DG
C56 22 RD/LG
1 C1
12 C1
4 C1
BODY CONTROL MODULE
(8W-45-10)
AMBIENT TEMPERATURE SENSOR SIGNAL
SUN SENSOR SIGNAL
EVAP. TEMPERATURE SENSOR SIGNAL
15 C3
10 C2
20 C2
13 C2
G31 22 VT/LG
C38 20 DB/RD
C12 22 LG/BK
38 C110
9 C232
G31 20 VT/LG
C12 20 LG/BK
A/C AMBIENT TEMPERATURE SENSOR
SUN SENSOR
EVAPORATOR TEMPERATURE SENSOR
MODE DOOR ACTUATOR
(8W-42-6)
C57 20 GY/TN
28 C110
10
5 C232
S234
(8W-70-8)
C57 22 GY/TN
S224


RECIRCULATION DOOR ACTUATOR
COMMON DOOR MOTOR
RECIRC. DOOR MOTOR
2
1
C34 20 DB/WT
C32 20 GY/DB
4 C232
C32 22 GY/DB
18 C1
RECIRC. DOOR DRIVER
BODY CONTROL MODULE
(8W-45-11)
(8W-45-12)
BLEND AIR DOOR DRIVER
BLEND DOOR FEEDBACK SIGNAL
COMMON DOOR DRIVER
5V SUPPLY
MODE DOOR DRIVER
MODE DOOR FEEDBACK SIGNAL
SENSOR GROUND
20 C1
5 C1
22 C1
6 C1
16 C1
4 C2
15 C3
C33 22 DB/RD
C36 22 RD/WT
C34 22 DB/WT
C26 22 PK/DB
C35 22 DG/YL
C37 22 RD
C57 22 GY/TN
S224
(8W-70-8)
3
8
1
6
2
7
5 C232
S233
S235
S234
MODE DOOR ACTUATOR
COMMON DOOR MOTOR
5V SUPPLY
MODE DOOR MOTOR
MODE DOOR FEEDBACK SIGNAL
SENSOR GROUND
BLEND DOOR ACTUATOR
BLEND AIR DOOR MOTOR
BLEND DOOR FEEDBACK SIGNAL
5V SUPPLY
SENSOR GROUND


ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
20
10A
(8W-12-20)
7
C1
F18
20
LG/BK
S124
(8W-12-20)
F18
20
LG/BK
3A
BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE
D
40A
(8W-10-8)
D
A16
12
RD/LG
S102
(IN PDC)
(8W-10-8)
A16
12
RD/LG
3B
A/C COMPRESSOR CLUTCH RELAY (IN PDC)
3C
3D
C28
20
DB/OR
64
C2
C2
12
DB/BK
1
POWERTRAIN CONTROL MODULE
(8W-30-10)
(8W-30-12)
A/C COMPRESSOR CLUTCH RELAY CONTROL
A/C PRESSURE SIGNAL
SENSOR GROUND
5V SUPPLY
42
C2
43
C2
61
C2
C18
20
DB
K4
20
BK/LB
K6
20
VT/WT
S128
(8W-70-2)
S130
(8W-70-6)
K4
20
BK/LB
K6
20
VT/WT
3
1
2
A/C PRESSURE SIGNAL
SENSOR GROUND
5V SUPPLY
A/C PRESSURE TRANSDUCER
A/C COMPRESSOR CLUTCH
2
Z1
12
BK
S132
(8W-15-4)
Z1
18
BK
G105
(8W-15-4)


BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE
D
40A
(8W-10-8)
D
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
20
10A
(8W-12-20)
7
C1
BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE
D
40A
(8W-10-8)
D
A16
12
RD/LG
F18
20
LG/BK
A16
12
RD/LG
S102
(IN PDC)
(8W-10-8)
S124
(8W-12-20)
S102
(IN PDC)
(8W-10-8)
A16
12
RD/LG
F18
20
LG/BK
F18
20
LG/BK
A16
12
RD/LG
2B
2A
1A
1B
LOW SPEED RADIATOR FAN RELAY (IN PDC)
HIGH SPEED RADIATOR FAN RELAY (IN PDC)
2D
2C
1C
1D
C23
12
TN
C24
20
WT
C27
20
DB/PK
C25
12
YL
55
C2
69
C2
LOW SPEED RADIATOR FAN RELAY CONTROL
HIGH SPEED RADIATOR FAN RELAY CONTROL
POWERTRAIN CONTROL MODULE
(8W-30-12)
2
3
M
M
RADIATOR FAN MOTOR ASSEMBLY
1
Z1
12
BK
S119
(8W-15-2)
Z1
12
BK
G102
(8W-15-3)

8W-42 AIR CONDITIONING-HEATER

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GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagram is covers the operation of the Manual A/C-Heater, and Automatic Temperature Control(ATC). When referring to the circuit descriptions or wiring diagrams, ensure that you use the correct one.

DESCRIPTION AND OPERATION

A/C-HEATER CONTROL (MANUAL)

Power for the A/C-Heater control is supplied by circuit F20. This circuit is protected by a 10 amp fuse located in cavity 6 of the junction block. This fuse is HOT in the RUN position only.

Power for the fuse is supplied by circuit A22 from the ignition switch. The power for the A22 circuit is supplied by circuit A2 from the Power Distribution Center (PDC). The A2 circuit is protected by a 40 amp fuse located in cavity J of the PDC.

Illumination for the control is supplied on circuits E2 and L7. The E2 circuit is controlled by the Body Control Module (BCM) and the dimmer control. Circuit L7 is the parking lamps illumination and is controlled by the BCM.

Ground for the control is provided on two circuits. They are the Z1 and Z2 circuits. These circuits terminate at the Airbag Control Module (ACM) bracket.

A/C—HEATER CONTROL (ATC)

Power for the ATC control head is supplied on circuit F20. This circuit is HOT in the RUN position only, and protected by a 10 amp fuse located in cavity 6 of the junction block.

Power for the fuse is supplied on circuit A22 from the ignition switch. Circuit A2 from the Power Distribution Center (PDC) supplies power to the ignition switch. This circuit is protected by a 40 amp fuse located in cavity J of the PDC.

Illumination for the control is supplied on circuit E2. This circuit is controlled by the Body COntrol Module (BCM) and the dimmer control.

Ground for the control is provided on two circuits. They are the Z1 and Z2 circuits. Both of these circuits terminate at the Airbag Control Module (ACM) bracket.

The BCM is used with this system to control the operation of the various mode door actuators, blower speed, and A/C operation. When the operator requests a function in the system, a message is sent across the CCD Bus to the BCM on circuits D1 and D2.

The BCM then processes this information and activates the proper function. It also sends a message back to the ATC control to illuminate the proper displays.

MODE DOOR ACTUATOR (MANUAL A/C)

The mode door actuator is located on the lower left side of the A/C- Heater housing. This actuator controls the position of the panel/bi-level door and the floor/defrost door.

Power for the mode door actuator is provided by the Body Control Module (BCM) on the C26 circuit. This is a 5 volt feed.

Circuit C35 is the mode drive circuit from the BCM to the actuator.

The C37 circuit is the feedback from the actuator to the BCM. The BCM uses this information to adjust the door to the proper position.

DESCRIPTION AND OPERATION (Continued)

Circuit C57 is the sensor return to the BCM. This circuit is spliced with the blend air door actuator.

Circuit C34 is the common line that is spliced, and connects, to the blend air door actuator and the recirculation door actuator.

MODE DOOR ACTUATOR (ATC)

The mode door actuator is located on the lower left side of the A/C- Heater housing. This actuator controls the position of the panel/bi-level door and the floor defrost door.

Power for the mode door actuator is supplied on circuit C26 from the Body Control Module (BCM). This is a 5 volt feed.

Circuit C35 is the mode drive circuit from the BCM. to the actuator.

The C37 circuit is the feedback from the actuator to the BCM. The BCM uses this information to adjust the door to the proper position.

Circuit C57 is the sensor return to the BCM. This circuit is spliced with the other actuators in the housing.

Circuit C34 is the common line that is spliced, and connects, to the other sensors in the housing.

BLEND AIR DOOR ACTUATOR (MANUAL A/C)

The blend air door actuator is located on the bottom of the A/C- Heater housing at the center tunnel.

Power for the blend air door actuator is provided by the control head on the C26 circuit. This is a 5 volt feed.

Circuit C33 is the blend air actuator drive from the control head.

Circuit C36 is the feedback from the actuator to the control head. The control head uses this information to adjust the door to the proper position.

Circuit C57 is the sensor return to the control head. This circuit is spliced with the mode door actuator.

Circuit C34 is the common line that is spliced, and connects, to the mode door actuator and the recirculation door actuator.

BLEND AIR DOOR ACTUATOR (ATC)

The blend air door actuator is located on the bottom of the A/C- Heater housing at the center tunnel.

Power for the mode door actuator is supplied on circuit C26 from the Body Control Module (BCM). This is a 5 volt feed.

Circuit C33 is the blend air drive circuit from the BCM to the actuator.

The C36 circuit is the feedback from the actuator to the BCM. The BCM uses this information to adjust the door to the proper position.

Circuit C57 is the sensor return to the BCM. This circuit is spliced with the other actuators in the housing.

Circuit C34 is the common line that is spliced, and connects, to the other sensors in the housing.

RECIRCULATION DOOR ACTUATOR

The recirculation door actuator is located on the right side of the A/C-Heater housing.

Circuit C32 is the actuator drive circuit from the Body Control Module (BCM).

Circuit C34 is the common line that is spliced, and connects, to the other sensors in the housing.

BLOWER MOTOR (MANUAL A/C)

With the ignition switch is in the RUN position, power flows from the 25 amp fuse located in the junction block, cavity 21, to the blower motor. Blower motor speed is controlled by the fan control switch located in the A/C-Heater control, and by the resistor block.

Blower motor LOW speed operation is accomplished on the C4 circuit. When the control switch is moved to the LOW speed position, current flows from the C1 circuit to the blower motor resistor. Power flows from the resistor, on circuit C1, through the blower motor back to the resistor. Voltage is passed through the resistor to circuit C4. Circuit C4 connects from the resistor block to the fan control switch. Power flows through the switch to the Z1 circuit. The Z1 circuit terminates at a grounding point located at the instrument panel left side cowl.

The operation of blower motor M1 and M2 speed operations is the same as the LOW speed except that circuit C5 is used for the M1 speed, and circuit C6 is used for the M2 speed operation.

Blower motor HIGH speed operation is accomplished on the C7 circuit. There are no resistors used in the HIGH speed mode.

ATC POWER MODULE/BLOWER MOTOR (ATC)

Power for the ATC power module, and the blower motor, is supplied on circuit C1. This circuit is protected by a 25 amp fuse located in cavity 21 of the junction block. Power for the fuse is supplied on circuit A22 from the ignition switch. This circuit is HOT in the RUN position only.

Power for the A22 circuit is supplied by circuit A2 from the Power Distribution Center (PDC). The A2 circuit is protected by a 40 amp fuse located in cavity J of the PDC.

Ground for the power module is supplied on circuit Z1. This circuit terminates at the Airbag Control Module (ACM) bracket.

DESCRIPTION AND OPERATION (Continued)

Circuit C56 is used for blower motor speed control. This circuit connects from the Body Control Module (BCM) to the power module.

Blower motor speed is determined by the BCM based on the position of the fan switch located in the control head.

IN CAR TEMPERATURE SENSOR

Power for the in car temperature sensor is supplied from the Body Control Module (BCM) on circuit C10.

Circuit C57 is the sensor return and is spliced with the other sensors in the system and the BCM.

ASPIRATOR MOTOR (ATC)

Power for the aspirator motor is supplied on circuit M1. This is the Ignition-Off Draw (IOD) circuit, and is protected by a 10 amp fuse located in cavity 13 of the junction block. This circuit is HOT at all times.

Power for the fuse is supplied by circuit A7 from the Power Distribution Center (PDC), and protected by a 20 amp fuse located in cavity G.

Ground for the motor is controlled by the Body Control Module (BCM) on circuit C9.

SUN SENSOR (ATC)

The sun sensor is located on the top of the instrument panel.

Power for the sensor is supplied from the Body Control Module (BCM) on circuit C38.

Circuit C57 is the sensor return and is spliced with the other sensors in the system and the BCM.

AMBIENT TEMPERATURE SENSOR (ATC)

The ambient temperature sensor is located outside the vehicle on the radiator closure panel.

Power for the sensor is supplied from the Body Control Module (BCM) on circuit G31.

Circuit C57 is the sensor return and is spliced with the other sensors in the system.

A/C OPERATION (MANUAL)

When the A/C switch is CLOSED, or the Defrost switch is in the ON position, a signal is sent from the A/C-Heater control to the Body Control Module (BCM) on circuit C21.

The BCM then looks at the evaporator temperature sensor, located in the A/C-Heater housing. The BCM uses circuit C12 to send a signal to the evaporator sensor and circuit C57 as the sensor return to the BCM.

If the evaporator temperature is in the normal limits the BCM sends a signal to the Powertrain Control Module (PCM), across the CCD Bus, requesting A/C operation.

After receiving this input, the PCM activates the A/C compressor by grounding the C28 circuit, which is connected to the coil side of the A/C clutch relay. This relay is located in the Power Distribution Center (PDC).

Power for the coil side of the relay is supplied on circuit F18. This circuit is protected by a 10 amp fuse located in cavity 20 of the junction block. The fuse in HOT in the RUN position only.

When the coil is energized contacts in the relay CLOSE connecting circuits A16 and C2. Circuit A16 is protected by a 40 amp fuse located in cavity D of the PDC and also supplies power for the radiator fan relays. The C2 circuit connects from the relay to the A/C compressor clutch.

The A/C compressor clutch receives this current and creates a magnetic field, energizing the clutch. The A/C compressor clutch is case grounded to the A/C compressor.

The A/C compressor clutch has a diode located in it. This diode is used to control the induced voltage resulting from the magnetic field collapsing when the clutch is disengaged.

The A/C compressor clutch relay is also used by the PCM to disengage the compressor in a Wide-Open Throttle (W.O.T.) condition.

A/C OPERATION (ATC)

When the A/C is turned ON, or the Defrost is turned ON, a message is sent across the CCD Bus to the Body Control Module (BCM) requesting A/C operation.

The BCM then looks at the temperature of the evaporator through the evaporator temperature sensor, located in the A/C-Heater housing. The BCM uses circuit C12 to send a signal to the sensor and circuit C57 as the sensor return to the BCM.

If the evaporator temperature sensor is in the normal limits the BCM sends a signal to the Powertrain Control Module (PCM), across the CCD Bus, requesting A/C operation.

After receiving this input, the PCM activates the A/C compressor by grounding the C28 circuit, which is connected to the coil side of the A/C clutch relay. This relay is located in the Power Distribution Center (PDC).

Power for the coil side of the relay is supplied on circuit F18. This circuit is protected by a 10 amp fuse located in cavity 20 of the junction block. This fuse is HOT in the RUN position only.

When the coil is energized, contacts in the relay CLOSE connecting circuits A16 and C2. Circuit A16 is protected by a 40 amp fuse located in cavity D of the PDC and also supplies power for the radiator fan relays. The C2 circuit connects from the relay to the A/C compressor clutch.

DESCRIPTION AND OPERATION (Continued)

The A/C compressor clutch receives this current and creates a magnetic field, energizing the clutch. The A/C compressor clutch is case grounded to the A/C compressor.

The A/C compressor clutch has a diode located in it. This diode is used to control the induced voltage resulting from the magnetic field collapsing when the clutch is disengaged.

The A/C compressor clutch relay is also used by the PCM to disengage the compressor in a Wide-Open Throttle (W.O.T.) condition.

RADIATOR FAN OPERATION

The radiator fan system uses two relays located in the Power Distribution Center (PDC). One relay is used for LOW speed fan operation and the other is for HIGH speed operation. The Powertrain Control Module (PCM) controls the operation of the relays depending on engine coolant temperature and/or A/C operation.

Power for the coil side of both relays is provided on circuit F18. This circuit is protected by a 10 amp fuse located in cavity 20 of the junction block. Power for the contact side of the relays is provided on circuit A16. This circuit is protected by a 40 amp fuse located in cavity D of the PDC.

When LOW speed fan operation is required, the PCM grounds circuit C24. This causes the contacts in the relay to CLOSE connecting circuits A16 and C23. Circuit C23 connects from the relay, and is spliced to the low speed fan motor and the Radio Frequency Interference (RFI) suppression module. Ground for the motor is provided on circuit Z1, which terminates at the left front frame rail.

When HIGH speed fan operation is required the PCM grounds circuit C27. This causes the contacts in the relay to CLOSE connecting circuits A16 and C25. Circuit C25 connects from the relay, and is spliced to the high speed fan motor and the RFI suppression module. Ground for the motor is provided on circuit Z1, which terminates at the left front frame rail.

HELPFUL INFORMATION

Check the 10 amp fuse located in cavity 20 of the junction block.

Check the 40 amp fuse located in cavity D of the PDC.

Check the 25 amp fuse located in cavity 21 of the junction block.

Check for a good ground at the ACM bracket.

Check for a good ground at the left front frame rail.

Check the A/C refrigerant level. The system will not operate with a low level of refrigerant.

Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual for further diagnostic procedures.

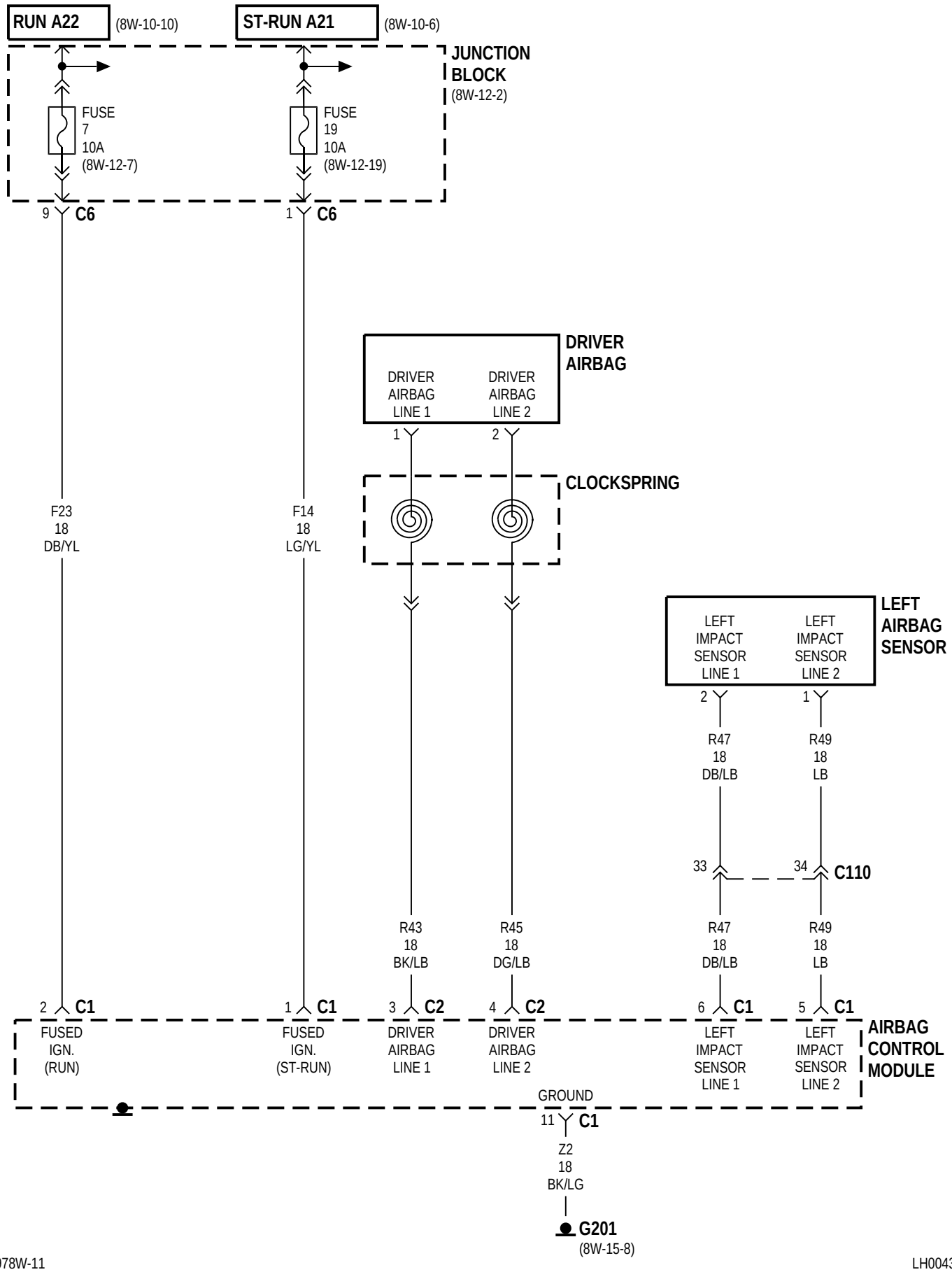
8W-43 AIRBAG SYSTEM

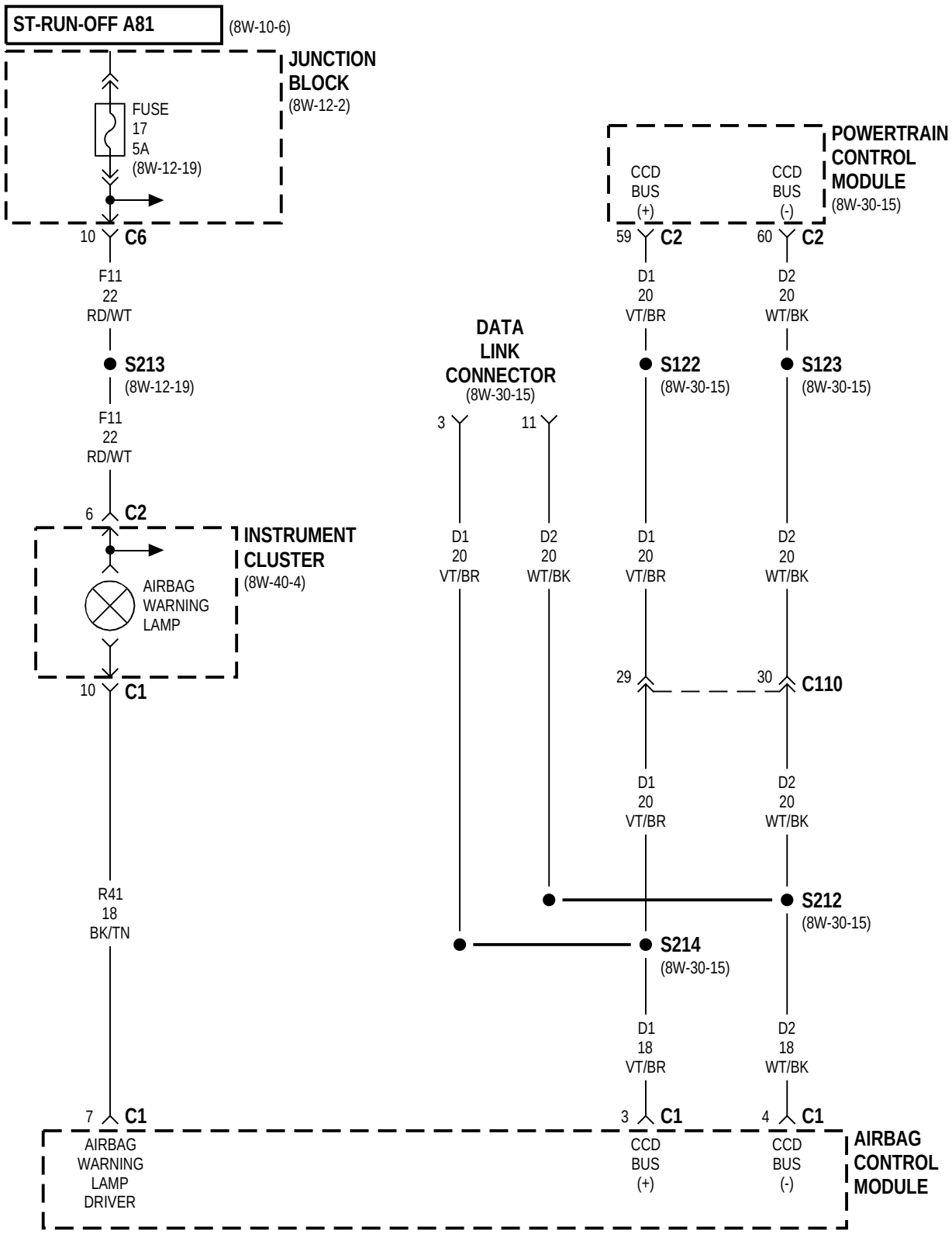
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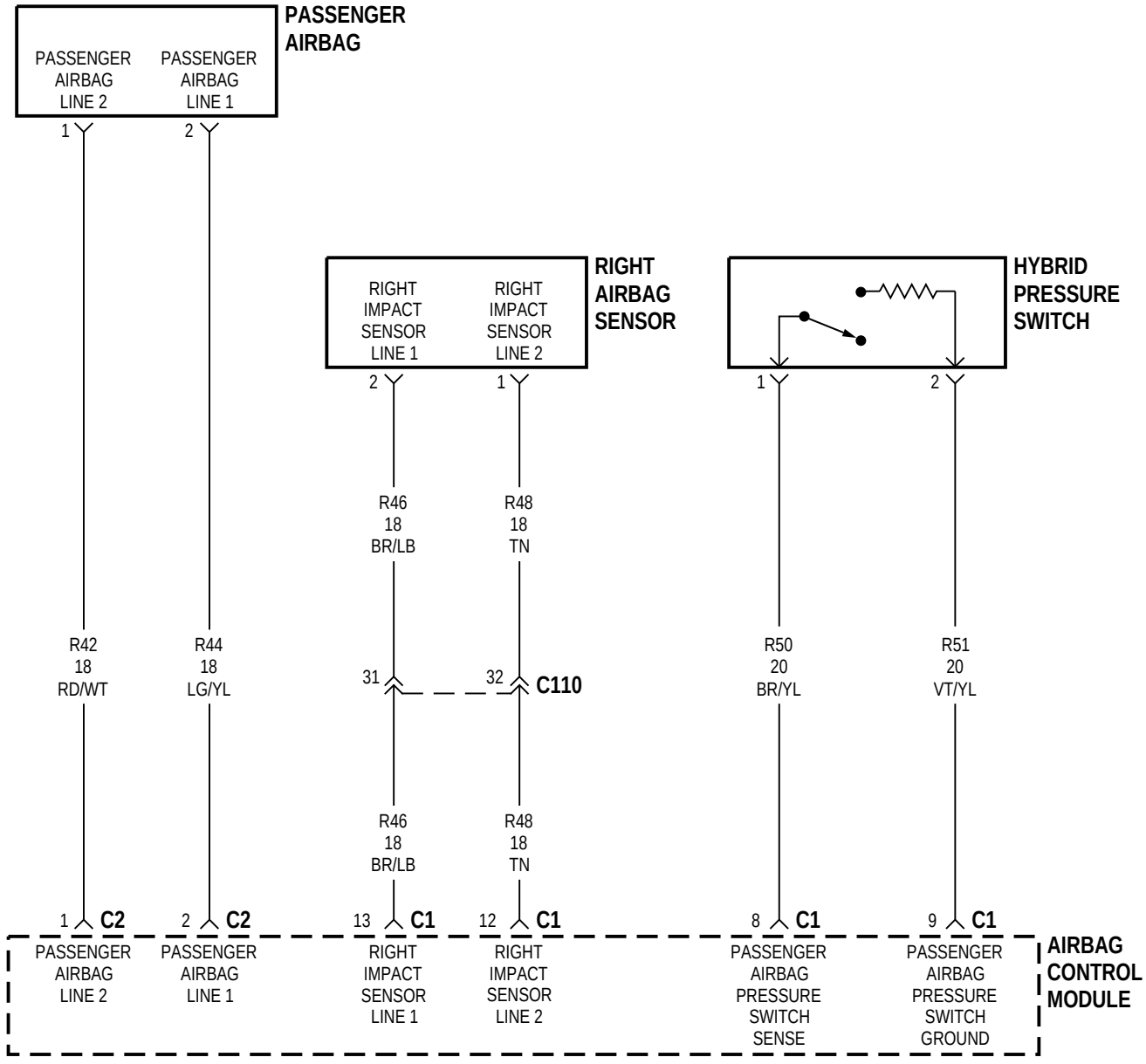
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SCHEMATICS AND DIAGRAMS **1**
DESCRIPTION AND OPERATION **5**

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Airbag Control Module	8W-43-2, 3, 4
Airbag Warning Lamp	8W-43-3
Clockspring	8W-43-2
Data Link Connector	8W-43-3
Driver Airbag	8W-43-2
Fuse 7 (JB)	8W-43-2
Fuse 17 (JB)	8W-43-3
Fuse 19 (JB)	8W-43-2
G201	8W-43-2
Hybrid Pressure Switch	8W-43-4
Instrument Cluster	8W-43-3
Junction Block	8W-43-2, 3
Left Airbag Sensor	8W-43-2
Passenger Airbag	8W-43-4
Powertrain Control Module	8W-43-3
Right Airbag Sensor	8W-43-4
S122	8W-43-3
S123	8W-43-3
S212	8W-43-3
S213	8W-43-3
S214	8W-43-3


RUN A22
(8W-10-10)
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 7 10A (8W-12-7)
FUSE 19 10A (8W-12-19)
9 C6
1 C6
DRIVER AIRBAG
DRIVER AIRBAG LINE 1
DRIVER AIRBAG LINE 2
1
2
CLOCKSPRING
F23 18 DB/YL
F14 18 LG/YL
LEFT AIRBAG SENSOR
LEFT IMPACT SENSOR LINE 1
LEFT IMPACT SENSOR LINE 2
2
1
R47 18 DB/LB
R49 18 LB
33
34
C110
R43 18 BK/LB
R45 18 DG/LB
R47 18 DB/LB
R49 18 LB
2 C1
1 C1
3 C2
4 C2
6 C1
5 C1
FUSED IGN. (RUN)
FUSED IGN. (ST-RUN)
DRIVER AIRBAG LINE 1
DRIVER AIRBAG LINE 2
LEFT IMPACT SENSOR LINE 1
LEFT IMPACT SENSOR LINE 2
AIRBAG CONTROL MODULE
GROUND
11 C1
Z2 18 BK/LG
G201
(8W-15-8)


ST-RUN-OFF A81
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
17
5A
(8W-12-19)
10
C6
F11
22
RD/WT
S213
(8W-12-19)
F11
22
RD/WT
6
C2
INSTRUMENT CLUSTER
(8W-40-4)
AIRBAG WARNING LAMP
10
C1
R41
18
BK/TN
7
C1
AIRBAG WARNING LAMP DRIVER
POWERTRAIN CONTROL MODULE
(8W-30-15)
CCD BUS (+)
CCD BUS (-)
59
C2
60
C2
D1
20
VT/BR
D2
20
WT/BK
DATA LINK CONNECTOR
(8W-30-15)
3
11
S122
(8W-30-15)
S123
(8W-30-15)
29
30
C110
S212
(8W-30-15)
S214
(8W-30-15)
D1
18
VT/BR
D2
18
WT/BK
3
C1
4
C1
CCD BUS (+)
CCD BUS (-)
AIRBAG CONTROL MODULE


PASSENGER AIRBAG
PASSENGER AIRBAG LINE 2
PASSENGER AIRBAG LINE 1
1
2
RIGHT AIRBAG SENSOR
RIGHT IMPACT SENSOR LINE 1
RIGHT IMPACT SENSOR LINE 2
2
1
HYBRID PRESSURE SWITCH
1
2
R46 18 BR/LB
R48 18 TN
R42 18 RD/WT
R44 18 LG/YL
31
32
C110
R50 20 BR/YL
R51 20 VT/YL
R46 18 BR/LB
R48 18 TN
1 C2
2 C2
13 C1
12 C1
8 C1
9 C1
PASSENGER AIRBAG LINE 2
PASSENGER AIRBAG LINE 1
RIGHT IMPACT SENSOR LINE 1
RIGHT IMPACT SENSOR LINE 2
PASSENGER AIRBAG PRESSURE SWITCH SENSE
PASSENGER AIRBAG PRESSURE SWITCH GROUND
AIRBAG CONTROL MODULE

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DESCRIPTION AND OPERATION

AIRBAG CONTROL MODULE (ACM)

Two different circuits supply battery voltage from the junction block to the Airbag Control Module (ACM), they are F14 and F23. The F14 and F23 circuits are connected to separate bus bars internal to the junction block. Different circuits from the Power Distribution Center (PDC) and the ignition switch supply battery voltage to the junction block bus bars.

The F23 circuit supplies battery voltage to the ACM only when the ignition switch is in the RUN position. The F14 circuit powers the ACM when the ignition switch is in either the START or RUN position.

A bus bar internal to the ignition switch connects the A1 circuit from the PDC to the A21 circuit when the switch is in either the START or RUN position. The A21 circuit supplies battery voltage to the junction block bus bar that feeds the F14 circuit. A 20 amp fuse in the PDC, cavity A, protects the A1 and A21 circuits. A 10 amp fuse in cavity 19 of the junction block protects the F14 circuit.

When the ignition switch is in the RUN position, it connects the A2 circuit from the PDC to the A22 circuit. The A22 circuit supplies battery voltage to the junction block bus bar that feeds the F23 circuit. A 40 amp fuse in cavity J of the PDC protects the A2 and A22 circuits. A 10 amp fuse in cavity 7 of the junction block protects the F23 circuit.

The ACM has a case ground, and an external dedicated ground, circuit Z2. The dedicated ground connects to the ACM bracket.

AIRBAG IMPACT SENSORS

The airbag impact sensors provide input to the Airbag Control Module (ACM). Each sensor has two circuits that connect to the ACM.

From the left impact sensor, Circuit R47 and R49 connect to the ACM.

From the right impact sensor, Circuit R46 and R48.connect to the ACM.

AIRBAG SQUIB (AIRBAG IGNITER)

DRIVER'S SIDE AIRBAG

Two circuits, R43 and R45, connect the ACM to the driver's side Airbag squib (igniter) after passing through the clock spring connector. Circuit R43 from cavity 3 of the ACM 4-way connector connects to the squib. Circuit R45 from cavity 4 of the ACM 4-way connector connects to the squib. R43 and R45 are a twisted pair of wires.

PASSENGER'S SIDE AIRBAG

Two circuits, R42 and R44, connect the ACM to the passenger's side Airbag squib (igniter). Circuit R42 from cavity 1 of the ACM 4-way connector connects to the squib. Circuit R44 from cavity 2 of the ACM 4-way connector connects to the squib. R42 and R44 are a twisted pair of wires.

HYBRID PRESSURE SWITCH

The passengers side airbag uses a pressure switch to measure the pressure of the propellant used to help inflate the airbag. Circuits R50 and R51 connect between the passengers side airbag and the Airbag Control Module (ACM).

AIRBAG WARNING LAMP

Illumination of the Airbag warning lamp is controlled by the Airbag Control Module (ACM). When the ACM detects a problem in the system it grounds circuit R41 and the lamp in the instrument cluster is illuminated.

HELPFUL INFORMATION

- Check for blown fuses in the circuits that connect to the ignition switch and in those that connect to the ACM
- While the bus bars in the junction block power the ACM, they also feed additional components on separate fuse-protected circuits
- The ACM has a case ground and an external dedicated ground. The dedicated ground connects to the ACM bracket

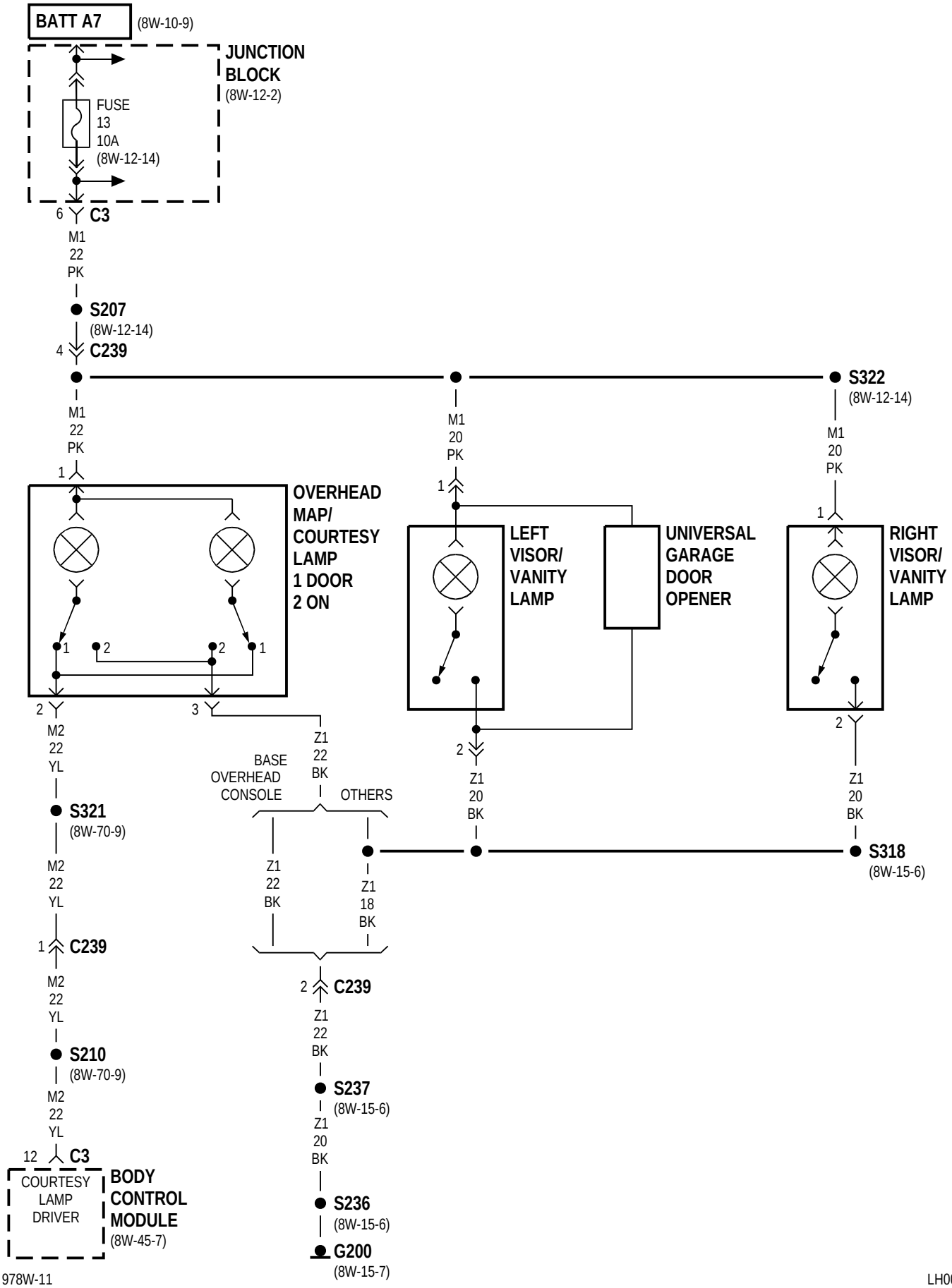
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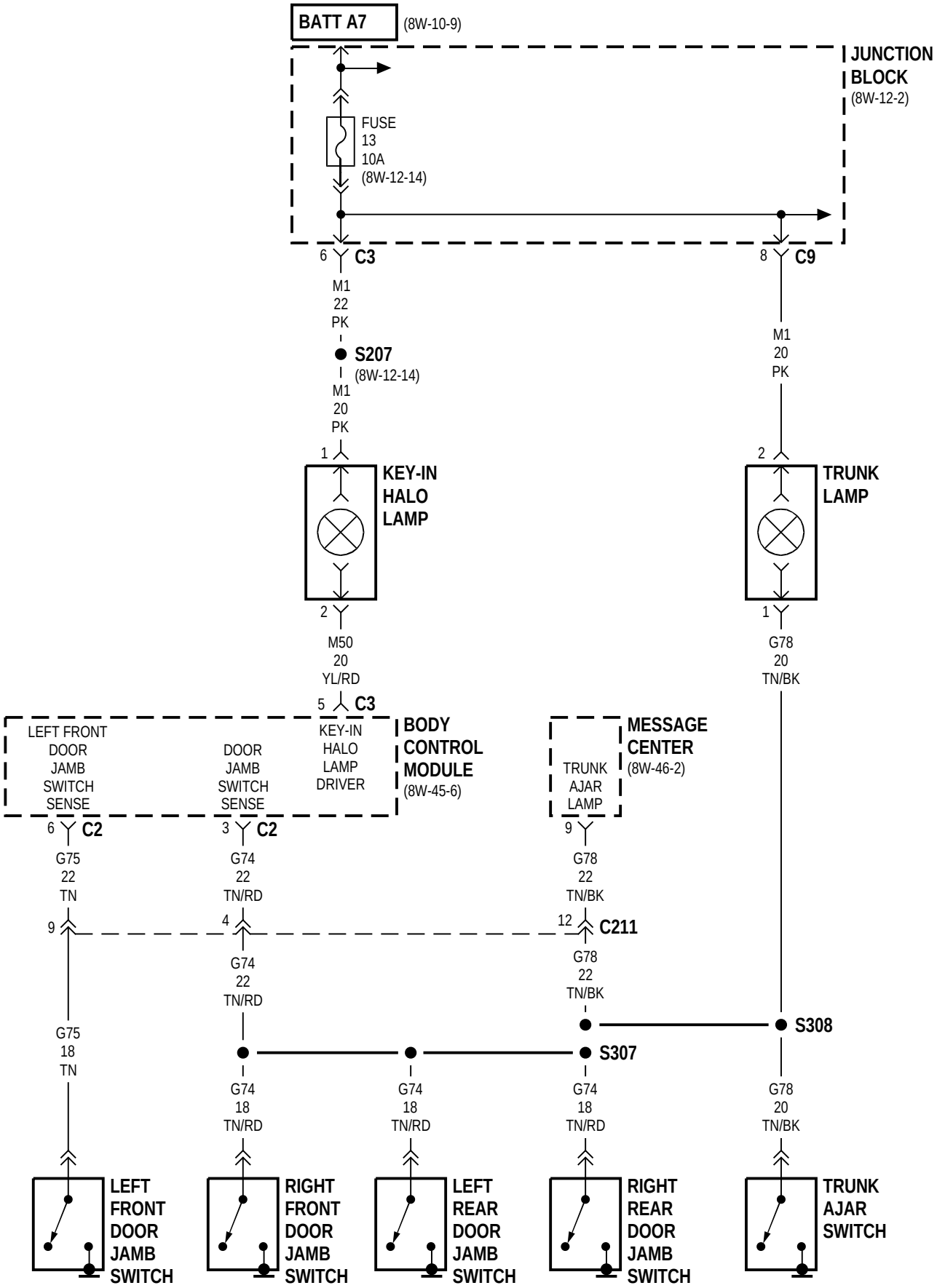
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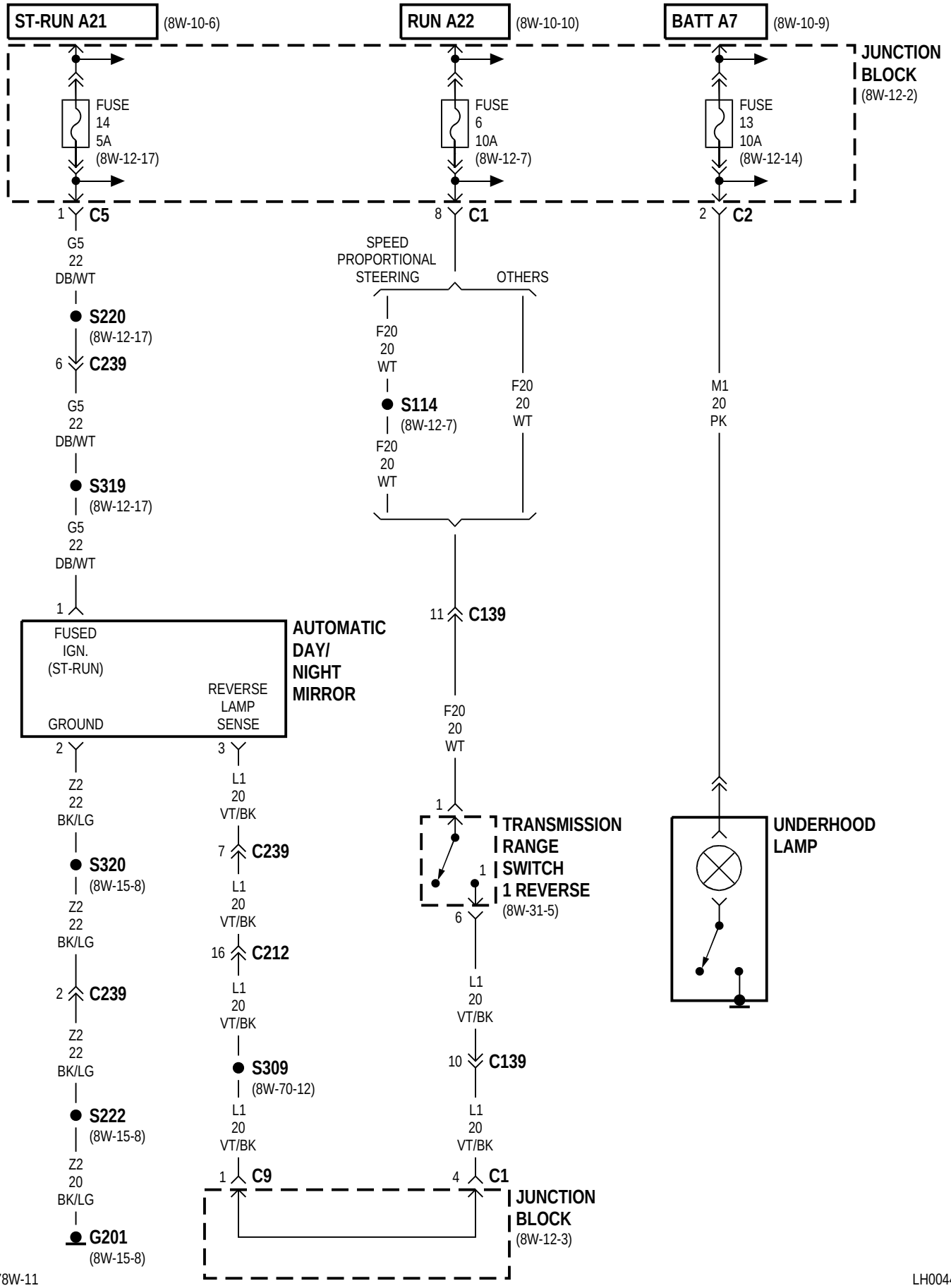
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Right Rear Reading/Courtesy Lamp Switch	8W-44-6
Right Visor/Vanity Lamp	8W-44-2
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S210	8W-44-2, 5, 6
S217	8W-44-7
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S220	8W-44-4
S222	8W-44-4
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S301	8W-44-5
S302	8W-44-5
S307	8W-44-3
S308	8W-44-3
S309	8W-44-4
S315	8W-44-5
S317	8W-44-5
S318	8W-44-2, 6
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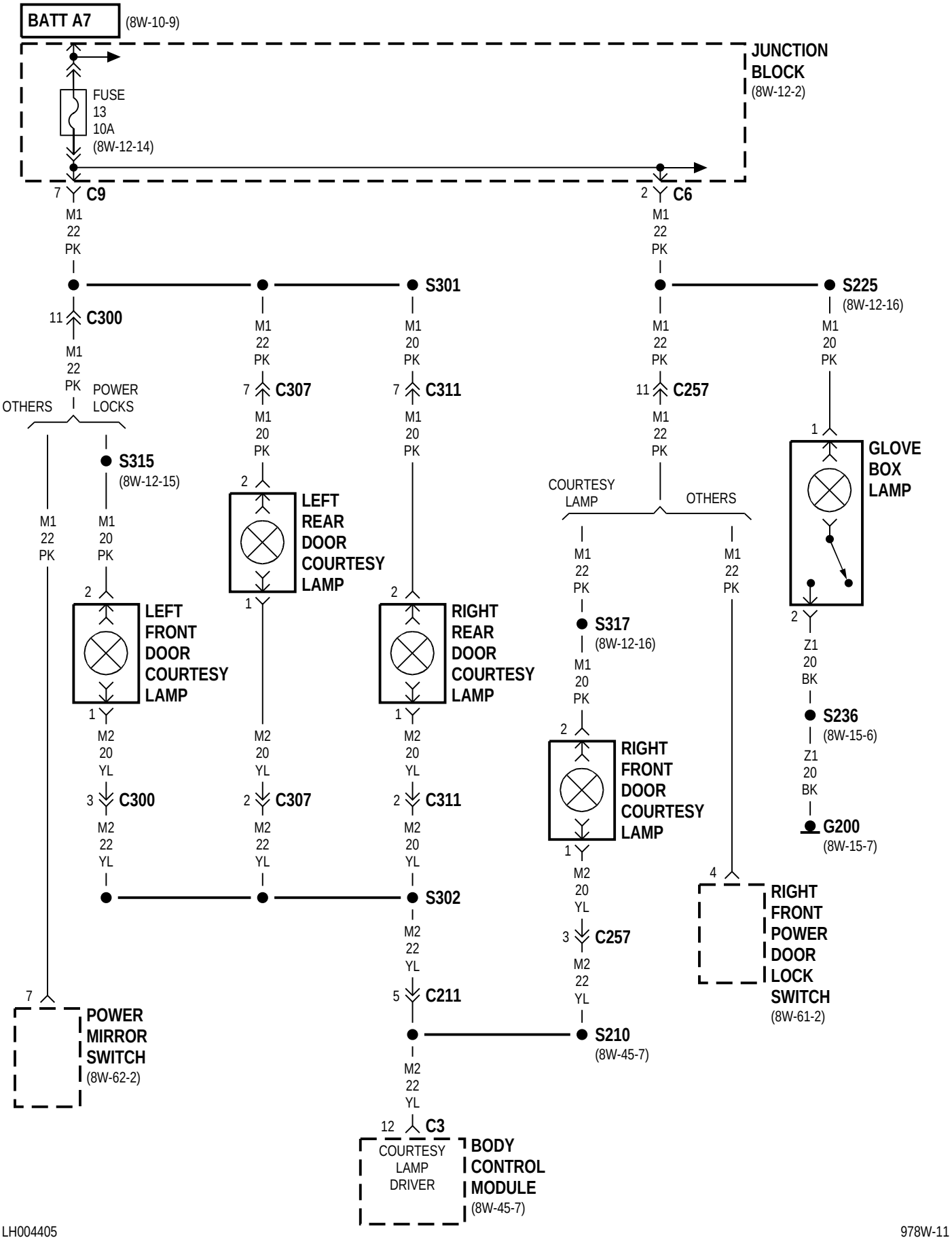


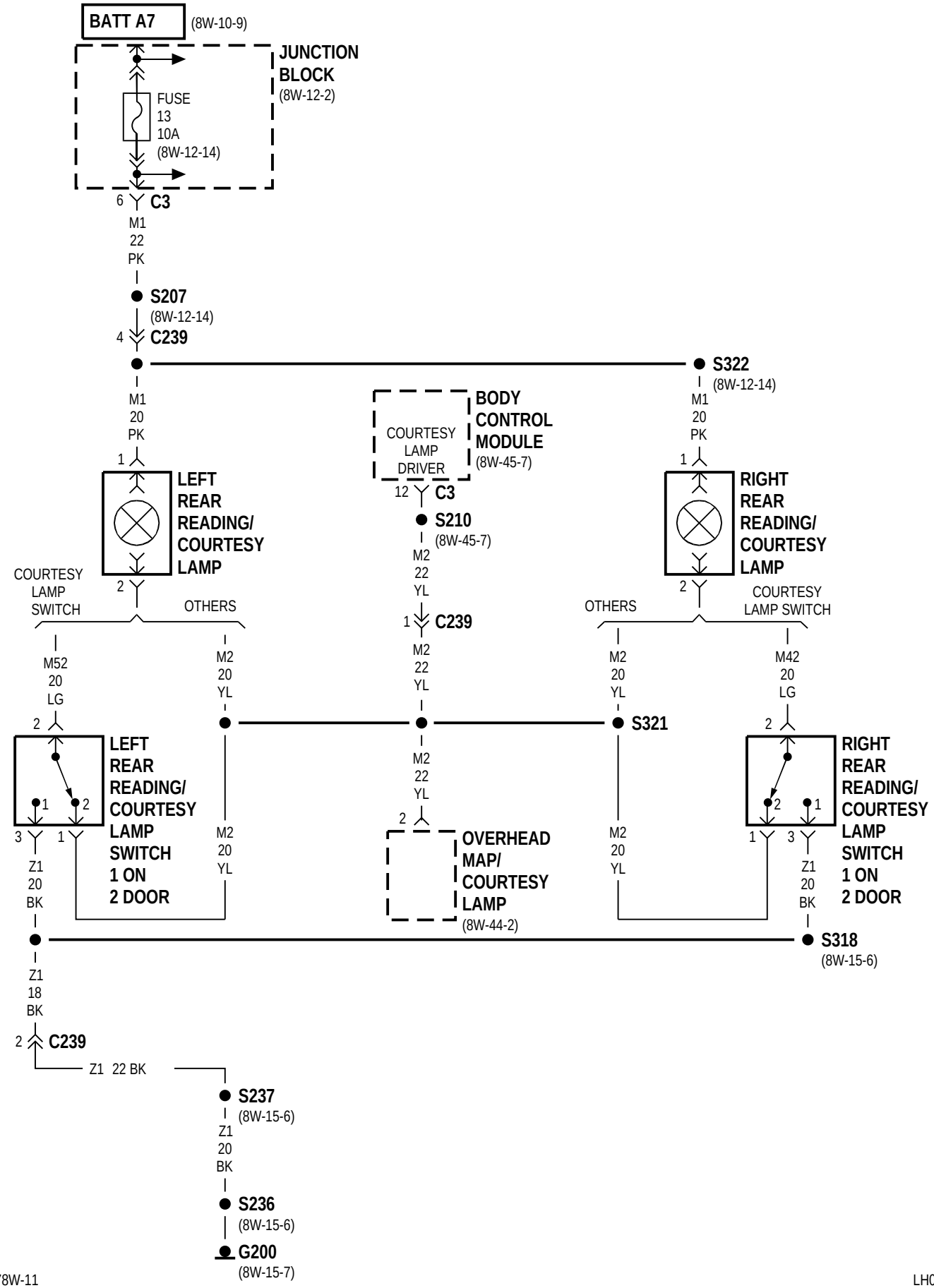
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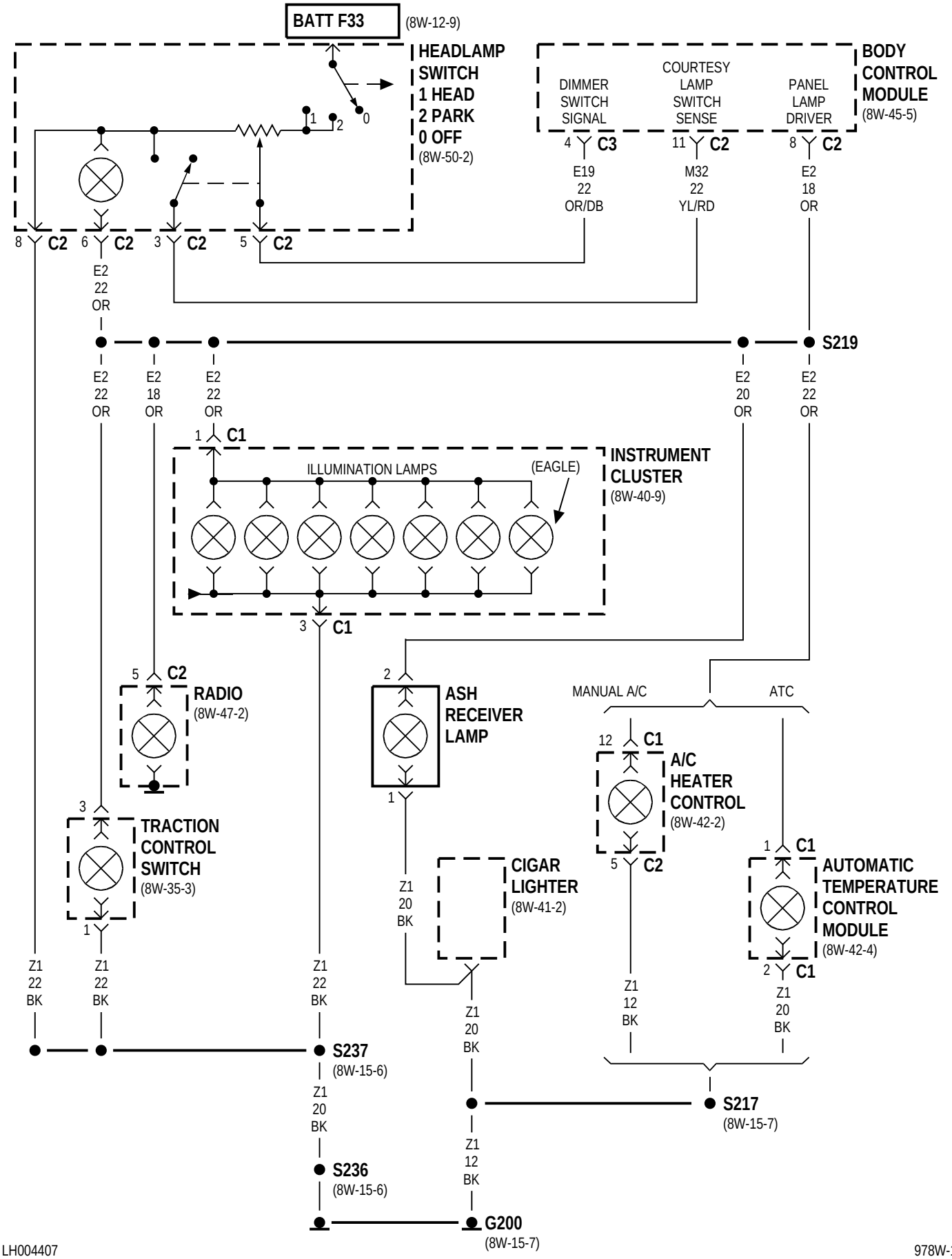
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BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 13 10A
(8W-12-14)
6 C3
8 C9
M1 22 PK
S207
(8W-12-14)
M1 20 PK
M1 20 PK
1
2
KEY-IN HALO LAMP
2
1
TRUNK LAMP
M50 20 YL/RD
G78 20 TN/BK
5 C3
BODY CONTROL MODULE
(8W-45-6)
LEFT FRONT DOOR JAMB SWITCH SENSE
DOOR JAMB SWITCH SENSE
KEY-IN HALO LAMP DRIVER
MESSAGE CENTER
(8W-46-2)
TRUNK AJAR LAMP
6 C2
3 C2
9
G75 22 TN
G74 22 TN/RD
G78 22 TN/BK
9
4
12 C211
G74 22 TN/RD
G78 22 TN/BK
S308
S307
G75 18 TN
G74 18 TN/RD
G74 18 TN/RD
G74 18 TN/RD
G78 20 TN/BK
LEFT FRONT DOOR JAMB SWITCH
RIGHT FRONT DOOR JAMB SWITCH
LEFT REAR DOOR JAMB SWITCH
RIGHT REAR DOOR JAMB SWITCH
TRUNK AJAR SWITCH


ST-RUN A21
(8W-10-6)
RUN A22
(8W-10-10)
BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 14 5A
(8W-12-17)
FUSE 6 10A
(8W-12-7)
FUSE 13 10A
(8W-12-14)
1 C5
8 C1
2 C2
G5 22 DB/WT
S220
(8W-12-17)
6 C239
G5 22 DB/WT
S319
(8W-12-17)
G5 22 DB/WT
1
SPEED PROPORTIONAL STEERING
OTHERS
F20 20 WT
S114
(8W-12-7)
F20 20 WT
F20 20 WT
F20 20 WT
M1 20 PK
11 C139
F20 20 WT
1
FUSED IGN. (ST-RUN)
GROUND
REVERSE LAMP SENSE
AUTOMATIC DAY/ NIGHT MIRROR
2
3
Z2 22 BK/LG
L1 20 VT/BK
7 C239
L1 20 VT/BK
S320
(8W-15-8)
Z2 22 BK/LG
16 C212
L1 20 VT/BK
2 C239
Z2 22 BK/LG
S309
(8W-70-12)
L1 20 VT/BK
S222
(8W-15-8)
Z2 20 BK/LG
1 C9
4 C1
G201
(8W-15-8)
JUNCTION BLOCK
(8W-12-3)
TRANSMISSION RANGE SWITCH 1 REVERSE
(8W-31-5)
1
6
L1 20 VT/BK
10 C139
L1 20 VT/BK
UNDERHOOD LAMP


BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 13 10A
(8W-12-14)
7 C9
2 C6
M1 22 PK
11 C300
S301
S225
(8W-12-16)
M1 20 PK
7 C307
7 C311
11 C257
OTHERS
POWER LOCKS
S315
(8W-12-15)
COURTESY LAMP
OTHERS
GLOVE BOX LAMP
LEFT REAR DOOR COURTESY LAMP
RIGHT REAR DOOR COURTESY LAMP
LEFT FRONT DOOR COURTESY LAMP
S317
(8W-12-16)
RIGHT FRONT DOOR COURTESY LAMP
Z1 20 BK
S236
(8W-15-6)
G200
(8W-15-7)
M2 20 YL
3 C300
2 C307
2 C311
3 C257
M2 22 YL
S302
4
RIGHT FRONT POWER DOOR LOCK SWITCH
(8W-61-2)
5 C211
S210
(8W-45-7)
7
POWER MIRROR SWITCH
(8W-62-2)
12 C3
COURTESY LAMP DRIVER
BODY CONTROL MODULE
(8W-45-7)


BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 13 10A
(8W-12-14)
6 C3
M1 22 PK
S207
(8W-12-14)
4 C239
S322
(8W-12-14)
M1 20 PK
1
LEFT REAR READING/ COURTESY LAMP
2
COURTESY LAMP SWITCH
OTHERS
M52 20 LG
M2 20 YL
2
LEFT REAR READING/ COURTESY LAMP SWITCH 1 ON 2 DOOR
3
1
Z1 20 BK
Z1 18 BK
2 C239
Z1 22 BK
S237
(8W-15-6)
S236
(8W-15-6)
G200
(8W-15-7)
COURTESY LAMP DRIVER
BODY CONTROL MODULE
(8W-45-7)
12 C3
S210
(8W-45-7)
M2 22 YL
1 C239
OVERHEAD MAP/ COURTESY LAMP
(8W-44-2)
S321
RIGHT REAR READING/ COURTESY LAMP
M42 20 LG
RIGHT REAR READING/ COURTESY LAMP SWITCH 1 ON 2 DOOR
S318
(8W-15-6)


BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
(8W-50-2)
BODY CONTROL MODULE
(8W-45-5)
DIMMER SWITCH SIGNAL
COURTESY LAMP SWITCH SENSE
PANEL LAMP DRIVER
E19 22 OR/DB
M32 22 YL/RD
E2 18 OR
S219
INSTRUMENT CLUSTER
(8W-40-9)
ILLUMINATION LAMPS
(EAGLE)
RADIO
(8W-47-2)
TRACTION CONTROL SWITCH
(8W-35-3)
ASH RECEIVER LAMP
CIGAR LIGHTER
(8W-41-2)
MANUAL A/C
ATC
A/C HEATER CONTROL
(8W-42-2)
AUTOMATIC TEMPERATURE CONTROL MODULE
(8W-42-4)
S237
(8W-15-6)
S236
(8W-15-6)
S217
(8W-15-7)
G200
(8W-15-7)

8W-44 INTERIOR LIGHTING

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DESCRIPTION AND OPERATION

INTRODUCTION

The interior lamps system is powered at all times by the 10 amp fuse located in cavity 13 of the junction block. This is the Ignition-Off Draw (IOD) fuse. Circuit M1 is connected from the junction block to the trunk lamp, vanity lamps, door courtesy lamps, overhead lamps, and various other components.

Power for the M1 fuse is supplied by circuit A7 from the Power Distribution Center (PDC), and is protected by a 20 amp fuse located in cavity G.

DIMMER CONTROL

The dimmer control is used to control the intensity of the instrument panel lamps. The dimmer control also has a switch located in it that is used to turn the interior lamps ON. The switch is located on the left side of the instrument panel. Power for the control is supplied from the F33 circuit, which is the feed for the parking lamps. This circuit is HOT when the parking lamp switch is in the ON position. Ground for the control is provided on the Z1 circuit which terminates on the Airbag Control Module (ACM) bracket.

The control uses a variable resistor and is connected to circuit E19. Circuit E19 connects to the Body Control Module (BCM). When the operator moves the control, resistance in the circuit changes and the signal sent to the BCM changes. With the change is resistance the BCM adjusts the voltage to the lamps changing the lamp intensity.

When the dimmer control is moved to the high end of travel past the detent the interior lamps are turned ON. This is accomplished when the switch in the control is CLOSED connecting circuits L7 and M32. Circuit M32 connects from the switch to the BCM.

The BCM after receiving this input from the switch grounds the M2 circuit. The M2 circuit is spliced and connects to all the interior lamps.

ILLUMINATION LAMPS

The Body Control Module (BCM) controls the intensity of the following lamps based on a input received from the dimmer switch on circuit E19:

- Radio illumination lamps
- A/C-Heater control lamps
- ATC control lamps
- Ash receiver lamp
- Instrument cluster lamps
- Traction control switch lamp
- Headlamp switch illumination lamp

DAY/NIGHT MIRROR

Power for the automatic day/night mirror is supplied by circuit G5. This circuit is protected by a 5 amp fuse located in cavity 14 of the junction block. Power for the fuse is supplied on circuit A21.

The A21 circuit connects between the ignition switch and the junction block. Circuit A21 is HOT in the START and RUN position only.

Power for the A21 circuit is supplied by circuit A1 from the Power Distribution Center (PDC). This circuit is protected by a 20 amp fuse located in cavity A of the PDC.

Ground for the mirror is provided on circuit Z2. This circuit terminates at the Airbag Control Module (ACM) bracket.

The mirror receives an input on circuit L1. This input is used to tell the mirror when the vehicle is placed in REVERSE. The L1 circuit is spliced in with the back-up lamps. Refer to section 8W-31 for back-up lamp operation.

HALO LAMP

Power for the key-in lamp is supplied by circuit M1. This is the Ignition-Off Draw (IOD) circuit, and

DESCRIPTION AND OPERATION (Continued)

is protected by a 10 amp fuse located in cavity 13 of the junction block. Power for the M1 circuit is supplied by circuit A7 from the Power Distribution Center (PDC). This circuit is protected by a 20 amp fuse located in cavity G of the PDC.

Ground for the lamp is controlled by the Body Control Module (BCM) on circuit M50.

VISOR/VANITY LAMPS

The visor/vanity lamps are operated by a switch internal to the assembly. Power for the lamps is provided by circuit M1 from the junction block. This is the Ignition-Off Draw (IOD) circuit and is protected by a 10 amp fuse located in cavity 13 of the junction block. Power for the fuse is supplied on circuit A7 from the Power Distribution Center (PDC). Circuit A7 is protected by a 20 amp fuse located in cavity G of the PDC. The M1 circuit is spliced and provides power to both lamps and is HOT at all times.

When the operator lifts the cover on the lamp, the switch CLOSES, completing a path to ground on circuit Z1. This circuit terminates at the Airbag Control Module (ACM) bracket.

OVERHEAD MAP/COURTESY LAMPS

The overhead map/courtesy lamps are powered by the 10 amp fuse, located in the junction block, on the M1 circuit. This fuse is the Ignition-Off Draw (IOD) fuse and is located in cavity 13. This circuit is HOT at all times.

Ground for the lamps is provided in three ways.

One way is when the operator turns the lamp ON by CLOSING the switch. A ground path is completed on circuit Z1. This ground terminates at the Airbag Control Module (ACM) bracket.

The second way is when any door is opened through the Body Control Module (BCM) and the door ajar switches. When the door is OPENED, the door ajar switch CLOSES completing a path to ground. The BCM then process this information and grounds the M2 circuit, which is the ground circuit for the lamps.

The third way is through the dimmer control switch in the instrument panel. When the dimmer control is moved to the high end of travel, past the detent, the interior lamps and map/courtesy lamps are turned ON. This is accomplished when the switch in the control is CLOSED connecting circuits L7 and M32. Circuit M32 connects from the switch to the BCM.

The BCM, after receiving this input from the switch, grounds the M2 circuit. The M2 circuit is spliced and connects to all the interior lamps and the door courtesy lamps.

REAR READING/COURTESY LAMPS

The rear reading/courtesy lamps are powered by the 10 amp fuse, located in the junction block, on the M1 circuit. This fuse is the Ignition-Off Draw (IOD) fuse and is located in cavity 13. This circuit is HOT at all times.

Ground for the lamps is provided in three ways.

One way is when the operator turns the lamp ON by closing the switch. A ground path is completed on circuit Z1. This ground terminates at the Airbag Control Module (ACM) bracket. Base vehicles are not equipped with a switch.

The second way is when any door is opened through the Body Control Module (BCM) and the door ajar switches. When the door is opened, the door ajar switch CLOSES completing a path to ground. The BCM then process this information and grounds the M2 circuit, which is the ground circuit for the lamps.

The third way is through the dimmer control switch in the instrument panel. When the dimmer control is moved to the high end of travel, past the detent, the interior lamps and map/courtesy lamps are turned ON. This is accomplished when the switch in the control is CLOSED connecting circuits L7 and M32. Circuit M32 connects from the switch to the BCM.

The BCM, after receiving this input from the switch, grounds the M2 circuit. The M2 circuit is spliced and connects to all the interior lamps and the rear courtesy lamps.

DOOR COURTESY LAMPS

The door courtesy lamps receive power from the 10 amp fuse, located in the junction block, on the M1 circuit. This fuse is the Ignition-Off Draw (IOD) fuse and is located in cavity 13. This circuit is HOT at all times. The lamps are illuminated two different ways.

One way is through the Body Control Module (BCM) and the door ajar switches. When the door is opened, the door ajar switch CLOSES completing a path to ground. The BCM then process this information and grounds the M2 circuit which is the ground circuit for the lamps.

The second way is through the dimmer control switch in the instrument panel. When the dimmer control is moved to the high end of travel, past the detent, the interior lamps and door courtesy lamps are turned ON. This is accomplished when the switch in the control is CLOSED connecting circuits L7 and M32. Circuit M32 connects from the switch to the BCM.

The BCM, after receiving this input from the switch, grounds the M2 circuit. The M2 circuit is spliced and connects to all the interior lamps and the door courtesy lamps.

DESCRIPTION AND OPERATION (Continued)

GLOVE BOX LAMP

The glove box lamp is powered by the 10 amp fuse, located in the junction block, on the M1 circuit. This fuse is the Ignition-Off Draw (IOD) fuse and is located in cavity 13. This circuit is HOT at all times.

The glove box lamp uses a switch, located on the front of the glove box, that is normally OPEN. When the glove box is opened the switch CLOSES completing the path to ground.

Ground for the lamp is provided on circuit Z1 and terminates at the Airbag Control Module (ACM) bracket.

ASH RECEIVER LAMP

The ash receiver lamp receives power on the E2 circuit from the Body Control Module (BCM). This circuit is HOT when the operator has turned the headlamp switch to the PARK or ON position. Lamp intensity is controlled by the input of the dimmer switch to the BCM on circuit E19.

Ground for the lamp is provided by the Z1 circuit. This circuit terminates at the Airbag Control Module (ACM) bracket.

UNDERHOOD LAMP

Power for the underhood lamp is supplied by circuit M1. This is the Ignition-Off Draw (IOD) circuit, and is protected by a 10 amp fuse located in cavity 13 of the junction block. Power for the M1 circuit is supplied by circuit A7 from the Power Distribution Center (PDC). This circuit is protected by a 20 amp fuse located in cavity G of the PDC.

The underhood lamp uses a case grounded mercury switch located in series after the lamp. When the hood is raised, mercury inside of the switch moves to a position where is connects circuit M1 to ground, illuminating the lamp.

TRUNK LAMP

The trunk lamp uses a switch located in the trunk latch which is case grounded. The switch is normally OPEN. When the trunk is opened, the switch CLOSES, completing a path to ground on circuit G78. The M1 circuit provides power to the lamp, and is HOT at all times. Circuit G78 is spliced and provides the ground path for the trunk ajar lamp located in the message center.

HELPFUL INFORMATION

Check the 20 amp fuse located in cavity G of the PDC.

Check the 10 amp fuse located in cavity 13 of the junction block.

Check for a good ground located at the ACM bracket.

Check the door switches for a good ground.

For the automatic day/night mirror, check the 5 amp fuse located in cavity 14 of the junction block.

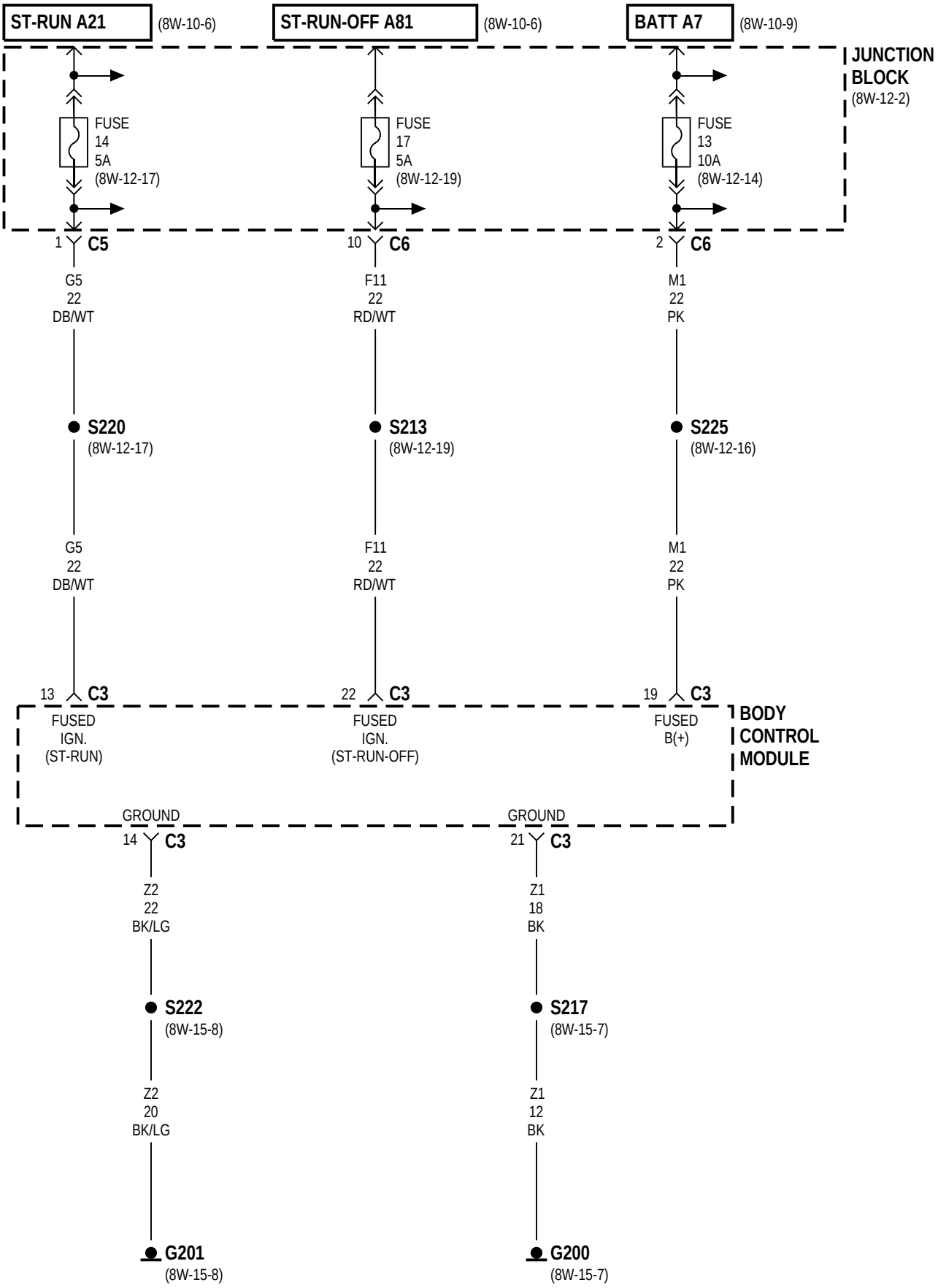
8W-45 BODY CONTROL MODULE

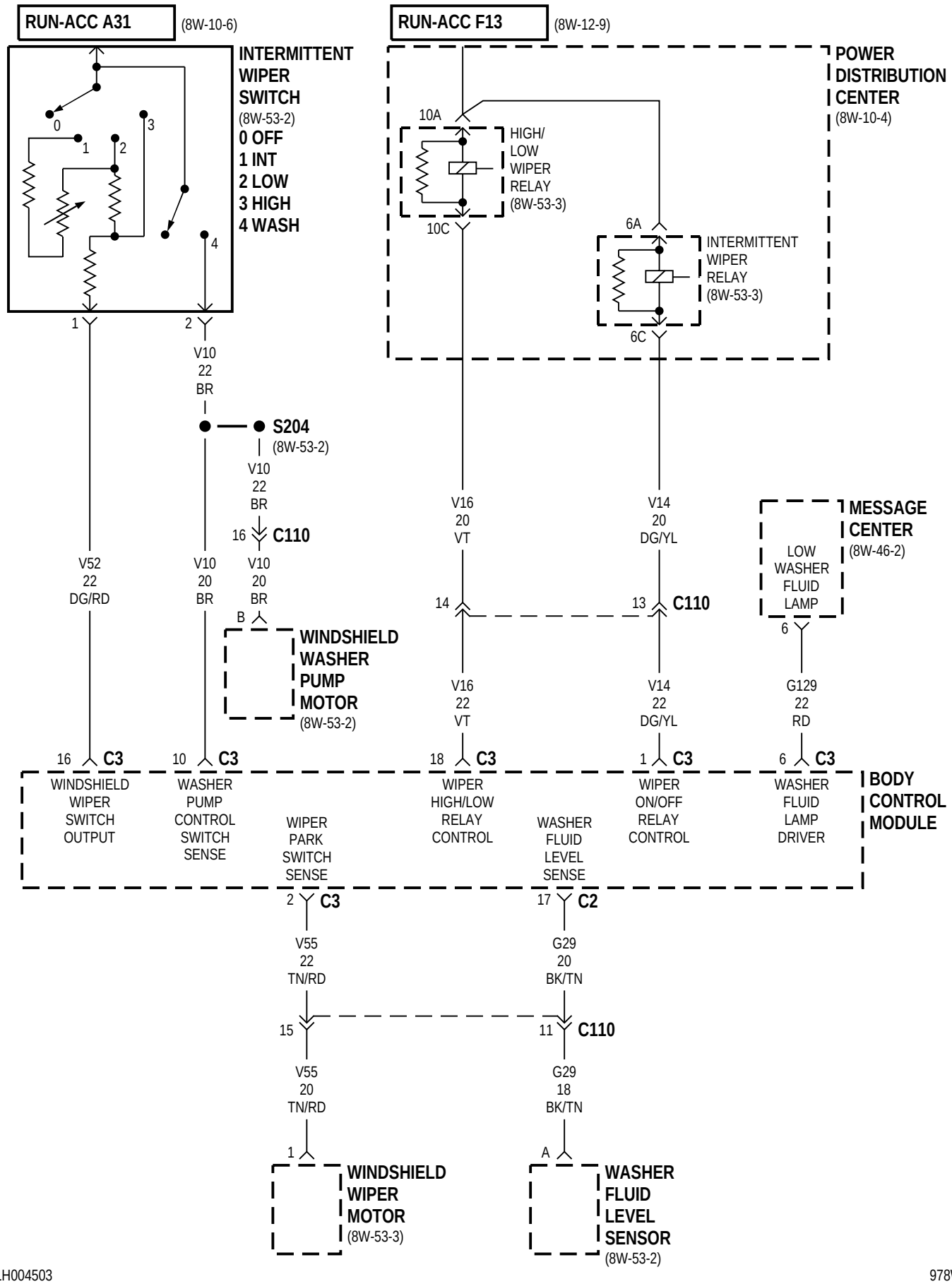
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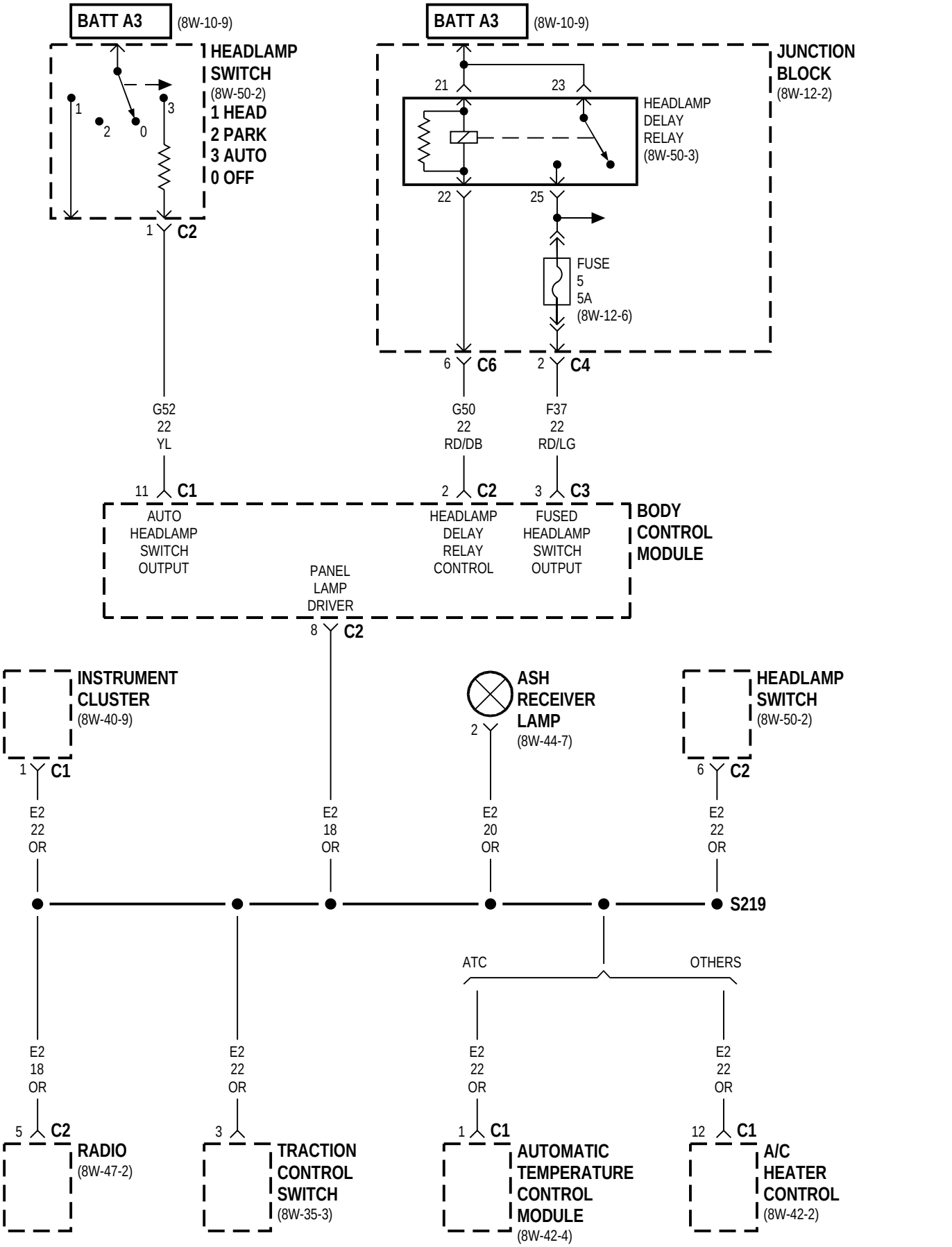
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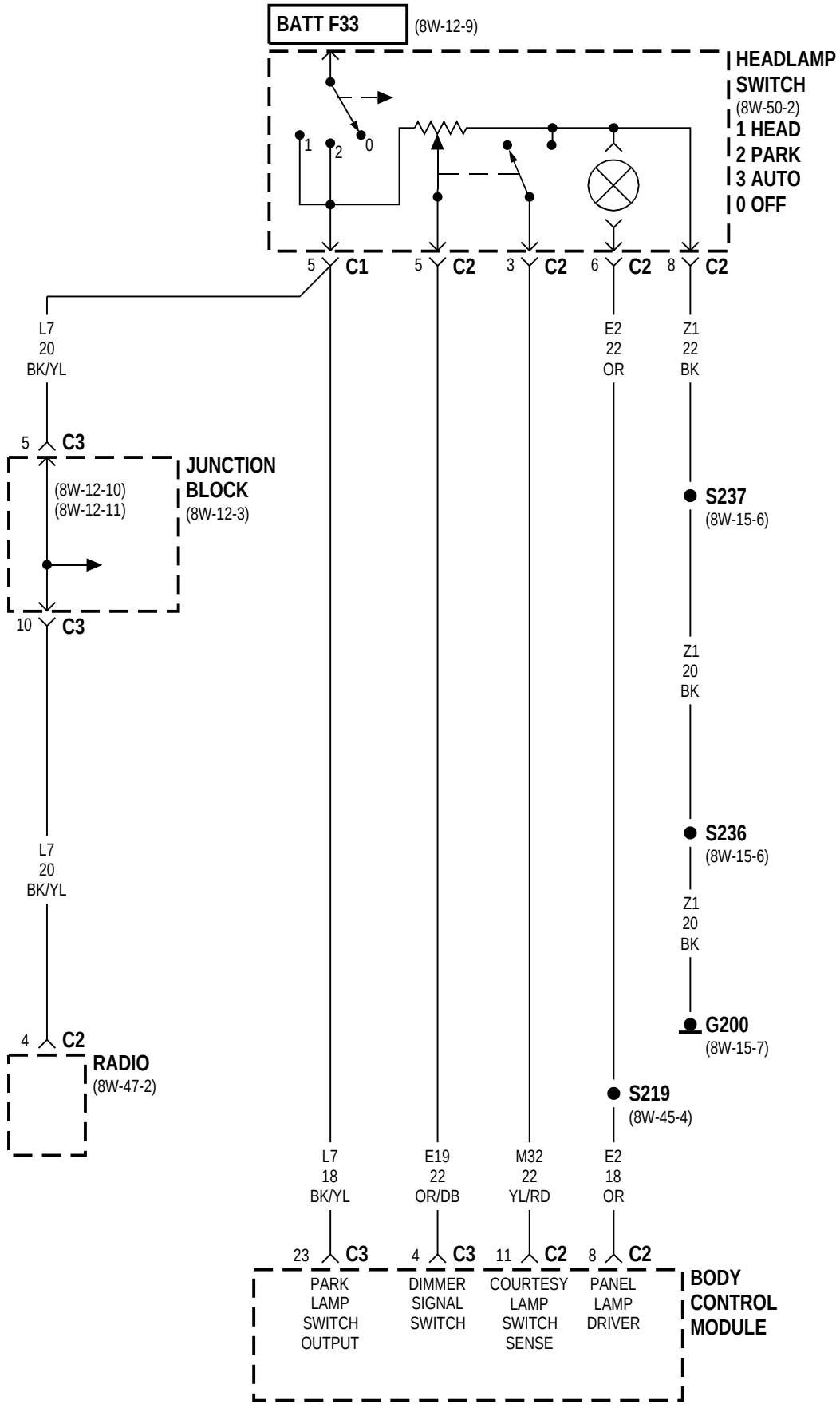
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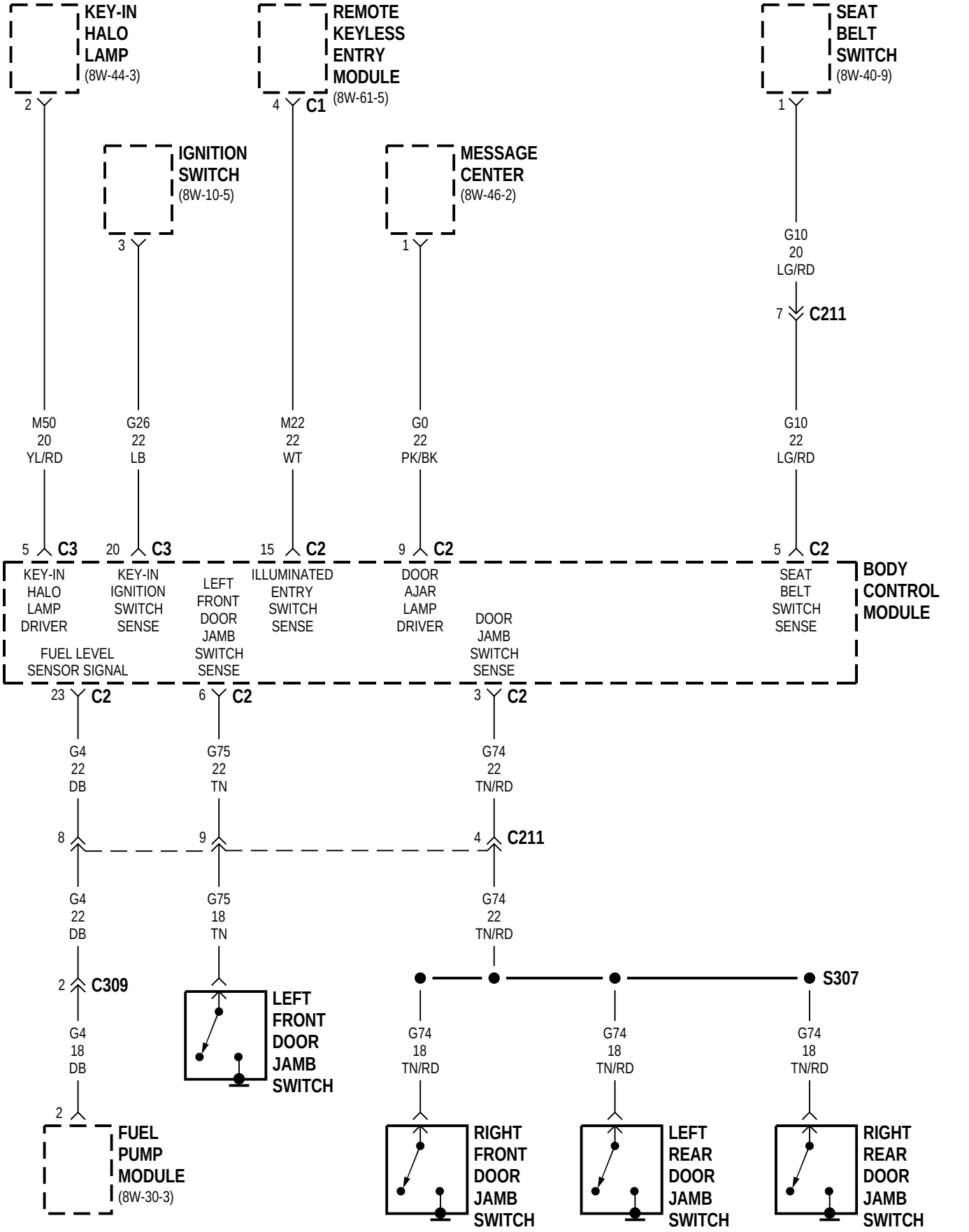
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S321	8W-45-7
Seat Belt Switch	8W-45-6
Sun Sensor	8W-45-10
Traction Control Switch	8W-45-4
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Washer Fluid Level Sensor	8W-45-3
Windshield Washer Pump Motor	8W-45-3
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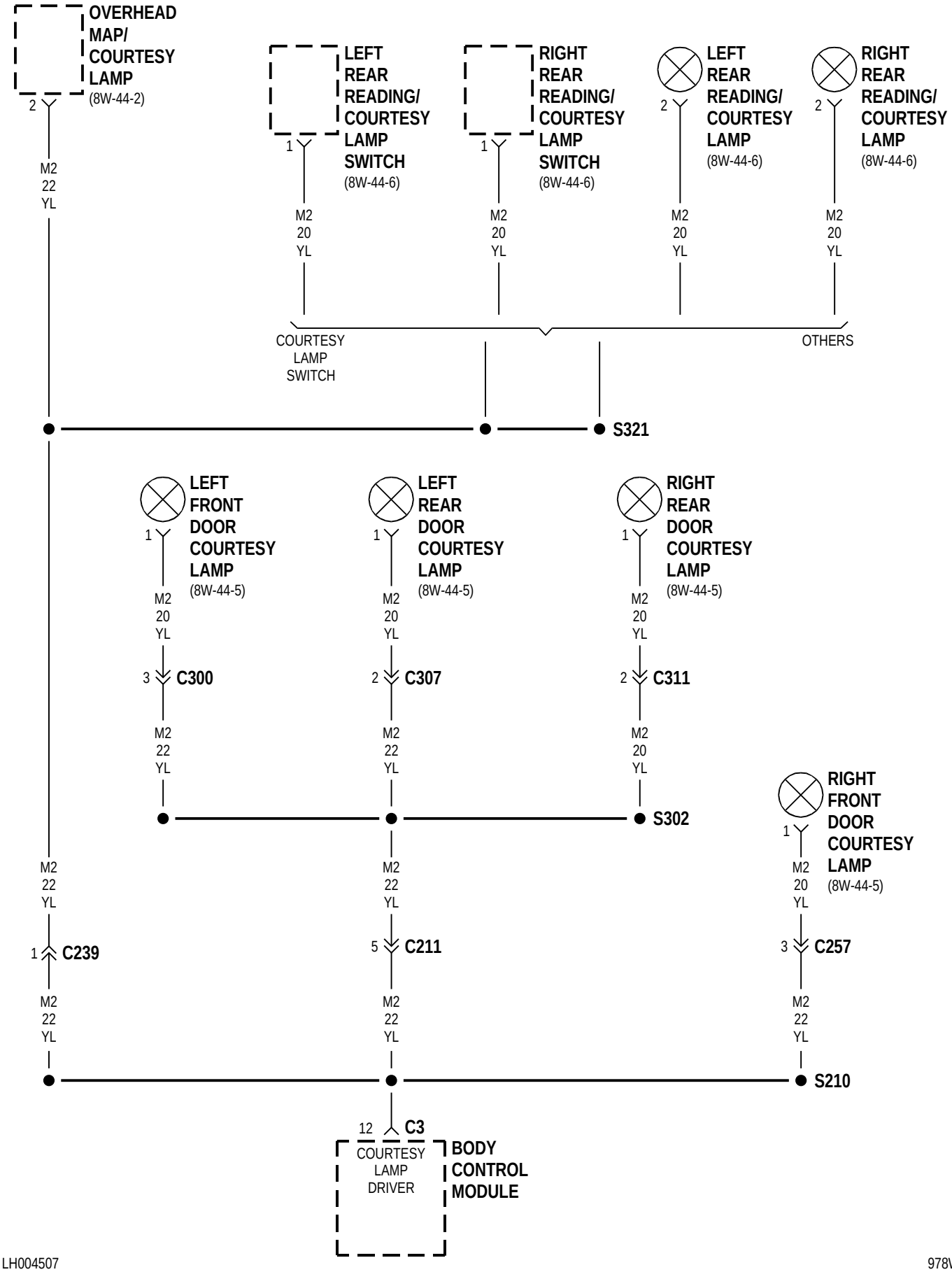

ST-RUN A21
(8W-10-6)
ST-RUN-OFF A81
(8W-10-6)
BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 14 5A (8W-12-17)
FUSE 17 5A (8W-12-19)
FUSE 13 10A (8W-12-14)
1 C5
10 C6
2 C6
G5 22 DB/WT
F11 22 RD/WT
M1 22 PK
S220
(8W-12-17)
S213
(8W-12-19)
S225
(8W-12-16)
G5 22 DB/WT
F11 22 RD/WT
M1 22 PK
13 C3
22 C3
19 C3
FUSED IGN. (ST-RUN)
FUSED IGN. (ST-RUN-OFF)
FUSED B(+)
BODY CONTROL MODULE
GROUND
14 C3
GROUND
21 C3
Z2 22 BK/LG
Z1 18 BK
S222
(8W-15-8)
S217
(8W-15-7)
Z2 20 BK/LG
Z1 12 BK
G201
(8W-15-8)
G200
(8W-15-7)

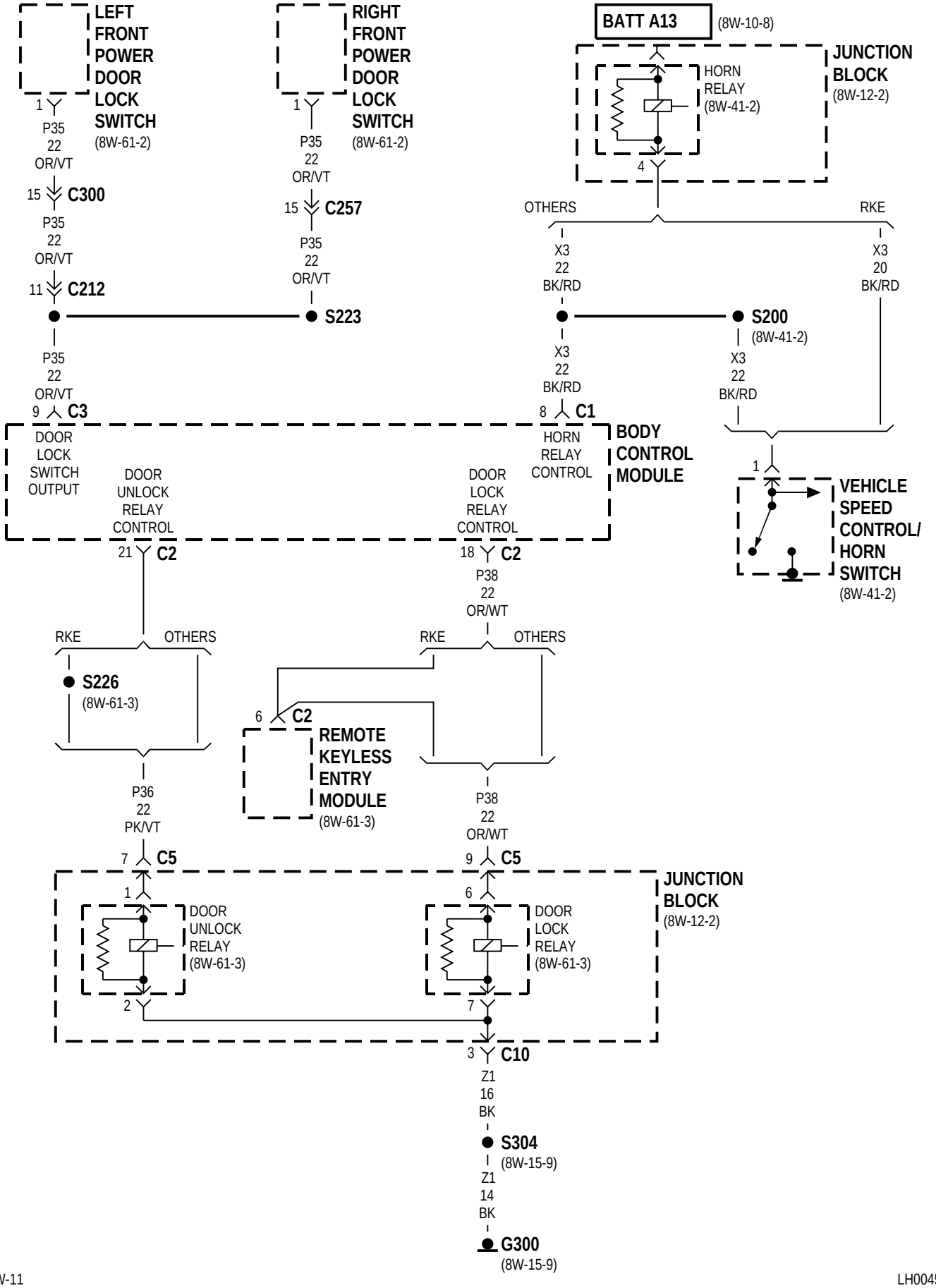

RUN-ACC A31
(8W-10-6)
INTERMITTENT WIPER SWITCH
(8W-53-2)
0 OFF
1 INT
2 LOW
3 HIGH
4 WASH
RUN-ACC F13
(8W-12-9)
POWER DISTRIBUTION CENTER
(8W-10-4)
10A
HIGH/ LOW WIPER RELAY
(8W-53-3)
10C
6A
INTERMITTENT WIPER RELAY
(8W-53-3)
6C
V10 22 BR
S204
(8W-53-2)
V10 22 BR
16 C110
V52 22 DG/RD
V10 20 BR
V10 20 BR
B
WINDSHIELD WASHER PUMP MOTOR
(8W-53-2)
V16 20 VT
V14 20 DG/YL
14
13 C110
MESSAGE CENTER
(8W-46-2)
LOW WASHER FLUID LAMP
6
V16 22 VT
V14 22 DG/YL
G129 22 RD
16 C3
10 C3
18 C3
1 C3
6 C3
WINDSHIELD WIPER SWITCH OUTPUT
WASHER PUMP CONTROL SWITCH SENSE
WIPER PARK SWITCH SENSE
WIPER HIGH/LOW RELAY CONTROL
WASHER FLUID LEVEL SENSE
WIPER ON/OFF RELAY CONTROL
WASHER FLUID LAMP DRIVER
BODY CONTROL MODULE
2 C3
17 C2
V55 22 TN/RD
G29 20 BK/TN
15
11 C110
V55 20 TN/RD
G29 18 BK/TN
1
A
WINDSHIELD WIPER MOTOR
(8W-53-3)
WASHER FLUID LEVEL SENSOR
(8W-53-2)

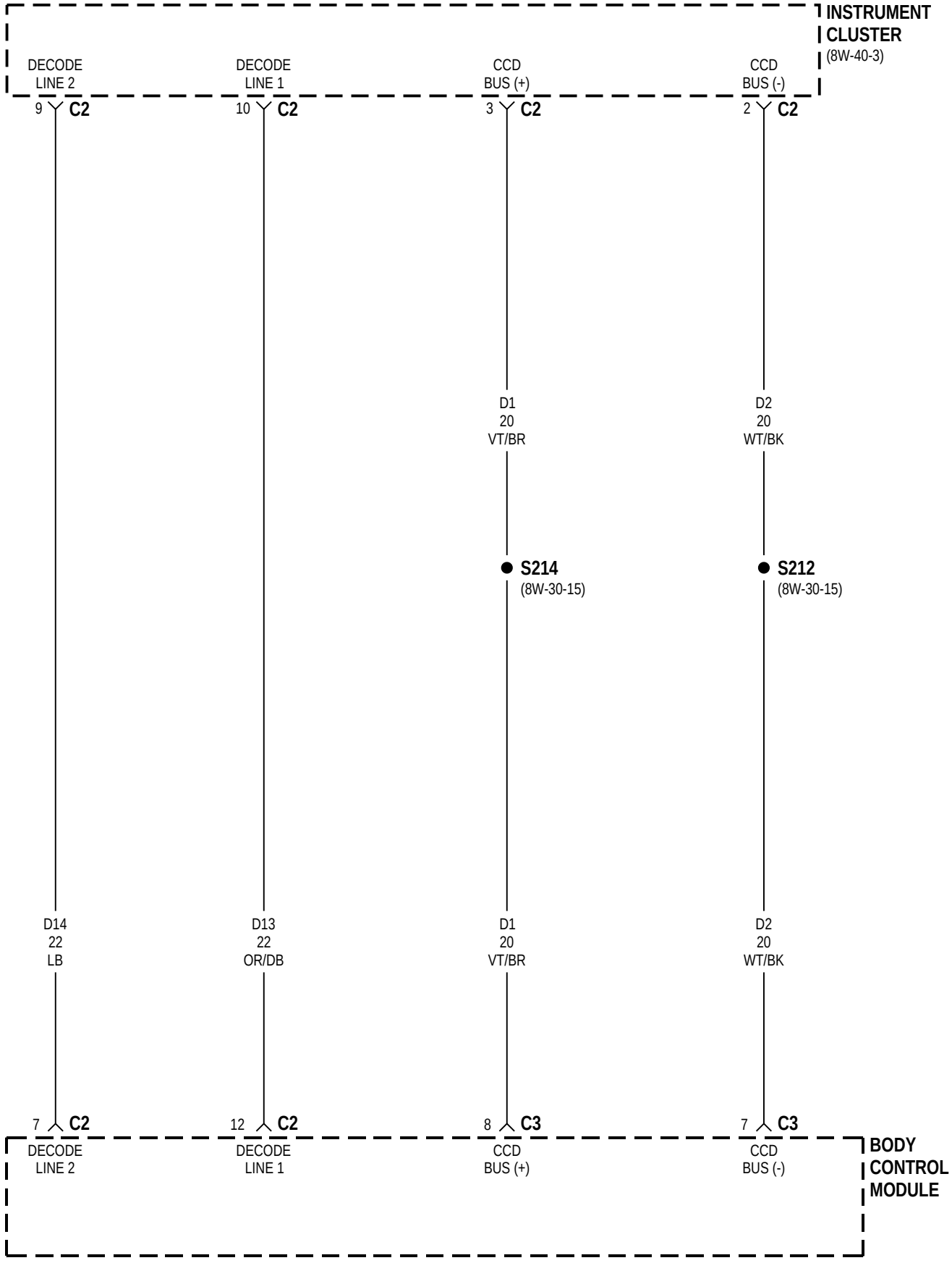

BATT A3
(8W-10-9)
HEADLAMP SWITCH
(8W-50-2)
1 HEAD
2 PARK
3 AUTO
0 OFF
1
2
0
3
1 C2
BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
21
23
HEADLAMP DELAY RELAY
(8W-50-3)
22
25
FUSE
5
5A
(8W-12-6)
6 C6
2 C4
G52
22
YL
G50
22
RD/DB
F37
22
RD/LG
11 C1
2 C2
3 C3
AUTO HEADLAMP SWITCH OUTPUT
HEADLAMP DELAY RELAY CONTROL
FUSED HEADLAMP SWITCH OUTPUT
BODY CONTROL MODULE
PANEL LAMP DRIVER
8 C2
INSTRUMENT CLUSTER
(8W-40-9)
1 C1
ASH RECEIVER LAMP
(8W-44-7)
2
HEADLAMP SWITCH
(8W-50-2)
6 C2
E2
22
OR
E2
18
OR
E2
20
OR
E2
22
OR
S219
ATC
OTHERS
E2
18
OR
E2
22
OR
E2
22
OR
E2
22
OR
5 C2
3
1 C1
12 C1
RADIO
(8W-47-2)
TRACTION CONTROL SWITCH
(8W-35-3)
AUTOMATIC TEMPERATURE CONTROL MODULE
(8W-42-4)
A/C HEATER CONTROL
(8W-42-2)

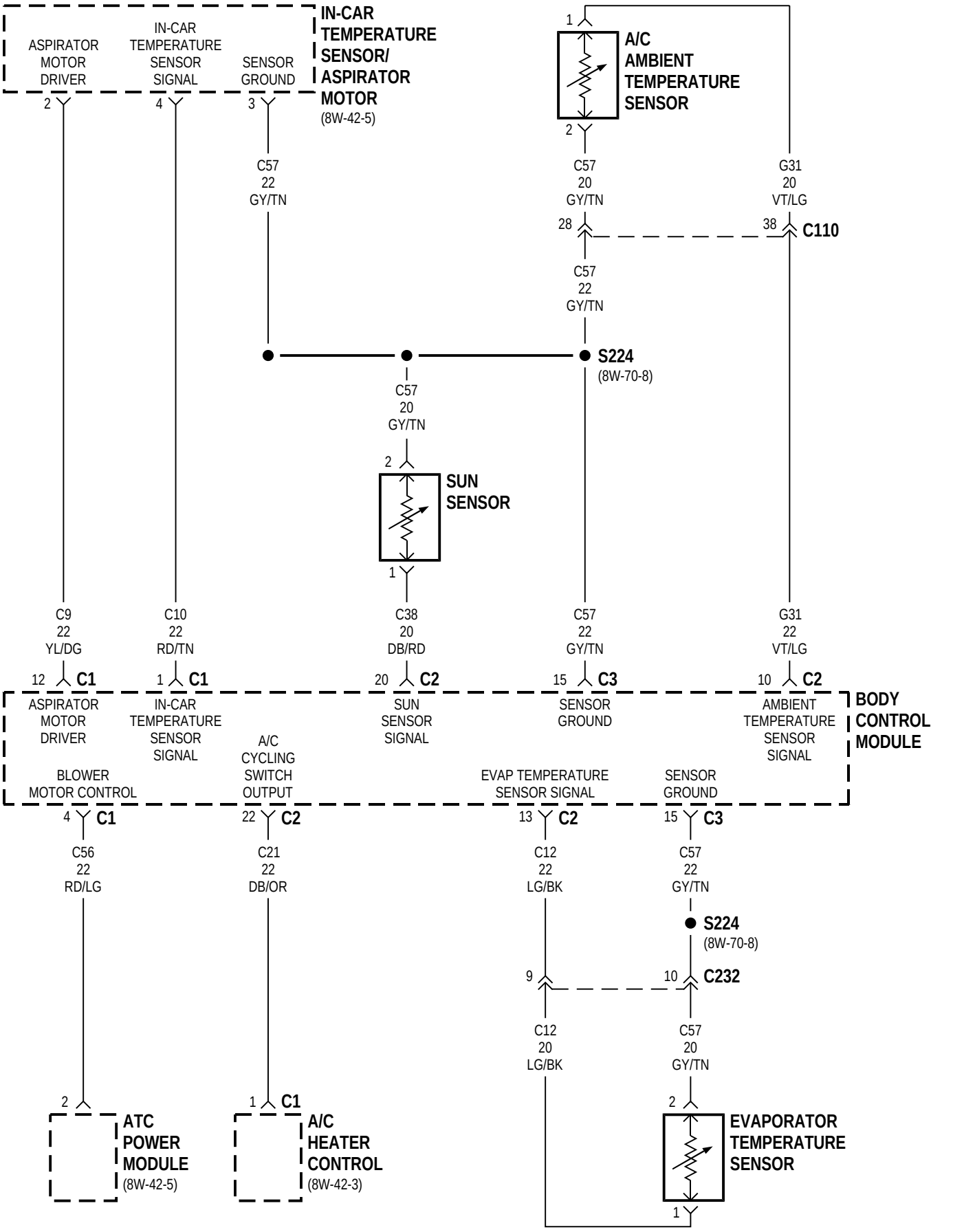

BATT F33
(8W-12-9)
HEADLAMP SWITCH
(8W-50-2)
1 HEAD
2 PARK
3 AUTO
0 OFF
1
2
0
5 C1
5 C2
3 C2
6 C2
8 C2
L7
20
BK/YL
E2
22
OR
Z1
22
BK
5 C3
JUNCTION BLOCK
(8W-12-3)
(8W-12-10)
(8W-12-11)
S237
(8W-15-6)
10 C3
Z1
20
BK
L7
20
BK/YL
S236
(8W-15-6)
Z1
20
BK
G200
(8W-15-7)
4 C2
RADIO
(8W-47-2)
S219
(8W-45-4)
L7
18
BK/YL
E19
22
OR/DB
M32
22
YL/RD
E2
18
OR
23 C3
4 C3
11 C2
8 C2
PARK LAMP SWITCH OUTPUT
DIMMER SIGNAL SWITCH
COURTESY LAMP SWITCH SENSE
PANEL LAMP DRIVER
BODY CONTROL MODULE

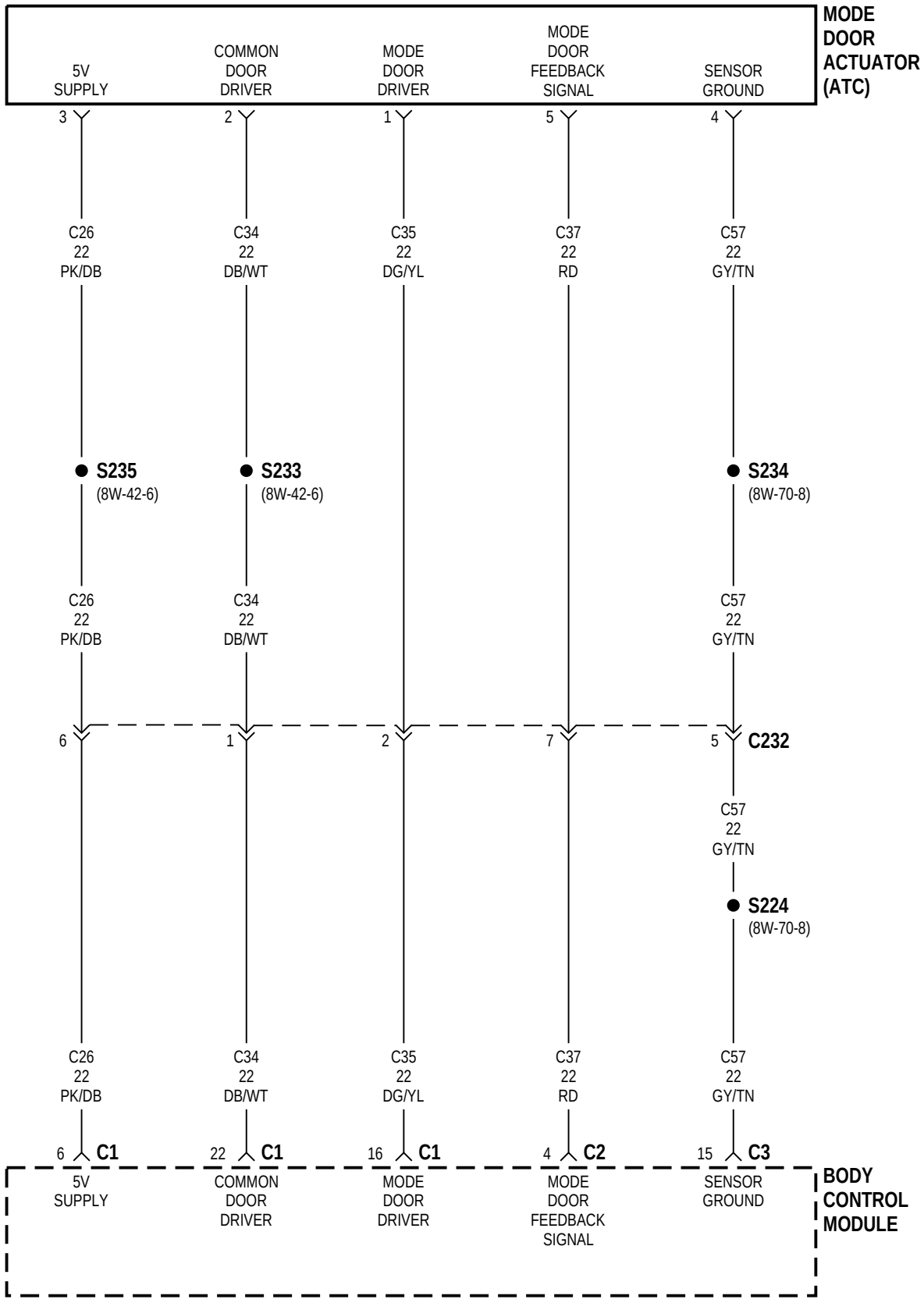

KEY-IN HALO LAMP (8W-44-3)
REMOTE KEYLESS ENTRY MODULE (8W-61-5)
SEAT BELT SWITCH (8W-40-9)
IGNITION SWITCH (8W-10-5)
MESSAGE CENTER (8W-46-2)
2
4 C1
1
3
1
M50 20 YL/RD
G26 22 LB
M22 22 WT
G0 22 PK/BK
G10 20 LG/RD
7 C211
G10 22 LG/RD
5 C3
20 C3
15 C2
9 C2
5 C2
BODY CONTROL MODULE
KEY-IN HALO LAMP DRIVER
KEY-IN IGNITION SWITCH SENSE
LEFT FRONT DOOR JAMB SWITCH SENSE
ILLUMINATED ENTRY SWITCH SENSE
DOOR AJAR LAMP DRIVER
DOOR JAMB SWITCH SENSE
SEAT BELT SWITCH SENSE
FUEL LEVEL SENSOR SIGNAL
23 C2
6 C2
3 C2
G4 22 DB
G75 22 TN
G74 22 TN/RD
8
9
4 C211
G4 22 DB
G75 18 TN
G74 22 TN/RD
S307
2 C309
G4 18 DB
LEFT FRONT DOOR JAMB SWITCH
G74 18 TN/RD
G74 18 TN/RD
G74 18 TN/RD
2
FUEL PUMP MODULE (8W-30-3)
RIGHT FRONT DOOR JAMB SWITCH
LEFT REAR DOOR JAMB SWITCH
RIGHT REAR DOOR JAMB SWITCH

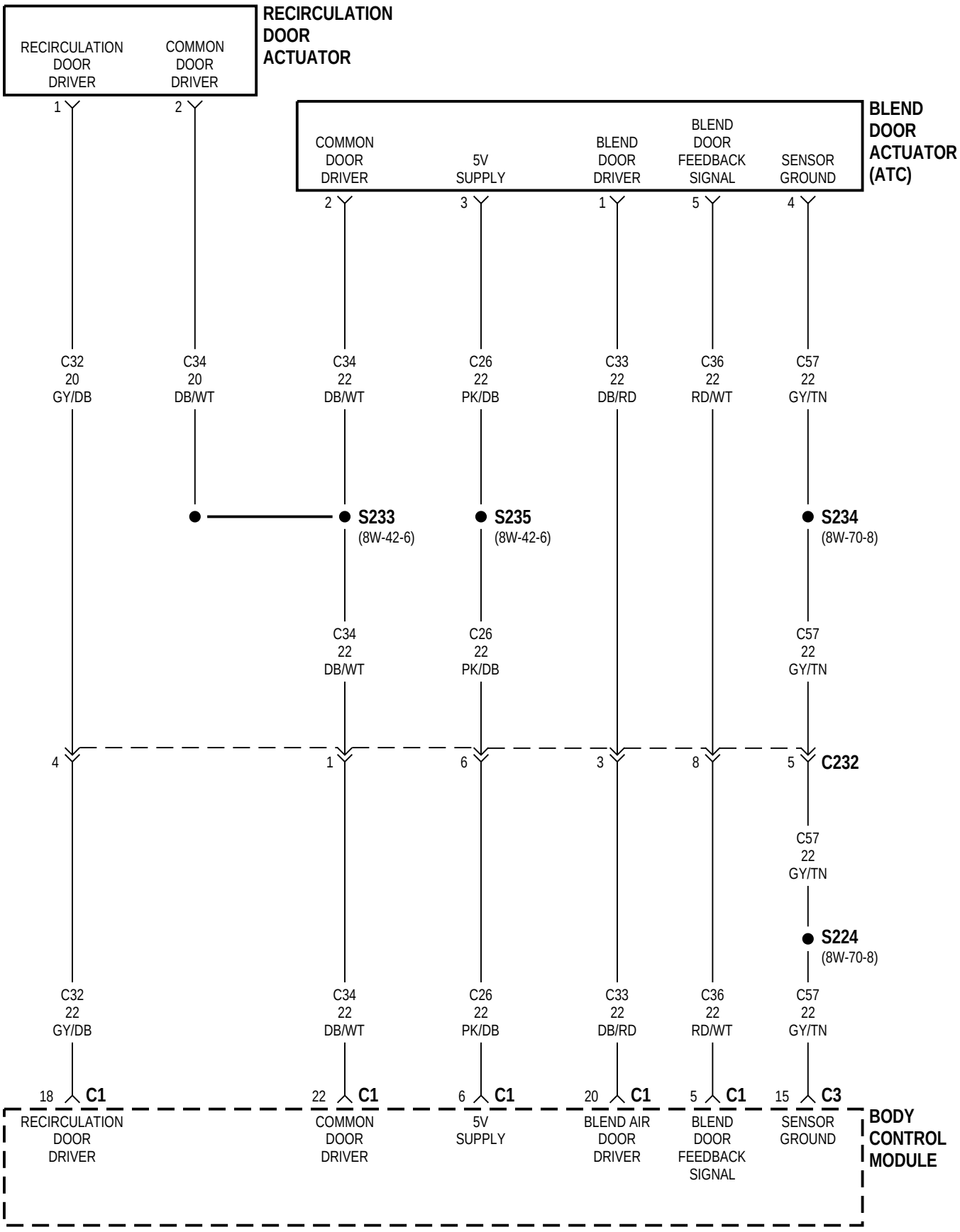

OVERHEAD MAP/ COURTESY LAMP (8W-44-2)
2
M2 22 YL
LEFT REAR READING/ COURTESY LAMP SWITCH (8W-44-6)
1
M2 20 YL
RIGHT REAR READING/ COURTESY LAMP SWITCH (8W-44-6)
1
M2 20 YL
LEFT REAR READING/ COURTESY LAMP (8W-44-6)
2
M2 20 YL
RIGHT REAR READING/ COURTESY LAMP (8W-44-6)
2
M2 20 YL
COURTESY LAMP SWITCH
OTHERS
S321
LEFT FRONT DOOR COURTESY LAMP (8W-44-5)
1
M2 20 YL
3 C300
M2 22 YL
LEFT REAR DOOR COURTESY LAMP (8W-44-5)
1
M2 20 YL
2 C307
M2 22 YL
RIGHT REAR DOOR COURTESY LAMP (8W-44-5)
1
M2 20 YL
2 C311
M2 20 YL
S302
RIGHT FRONT DOOR COURTESY LAMP (8W-44-5)
1
M2 20 YL
3 C257
M2 22 YL
M2 22 YL
1 C239
M2 22 YL
M2 22 YL
5 C211
M2 22 YL
S210
12 C3
COURTESY LAMP DRIVER
BODY CONTROL MODULE


LEFT FRONT POWER DOOR LOCK SWITCH (8W-61-2)
RIGHT FRONT POWER DOOR LOCK SWITCH (8W-61-2)
BATT A13 (8W-10-8)
JUNCTION BLOCK (8W-12-2)
HORN RELAY (8W-41-2)
P35 22 OR/VT
C300
C257
C212
S223
OTHERS
RKE
X3 22 BK/RD
X3 20 BK/RD
S200 (8W-41-2)
C3
C1
BODY CONTROL MODULE
DOOR LOCK SWITCH OUTPUT
DOOR UNLOCK RELAY CONTROL
DOOR LOCK RELAY CONTROL
HORN RELAY CONTROL
VEHICLE SPEED CONTROL/ HORN SWITCH (8W-41-2)
C2
P38 22 OR/WT
S226 (8W-61-3)
REMOTE KEYLESS ENTRY MODULE (8W-61-3)
P36 22 PK/VT
C5
DOOR UNLOCK RELAY (8W-61-3)
DOOR LOCK RELAY (8W-61-3)
JUNCTION BLOCK (8W-12-2)
C10
Z1 16 BK
S304 (8W-15-9)
Z1 14 BK
G300 (8W-15-9)


INSTRUMENT CLUSTER
(8W-40-3)
DECODE LINE 2
9 C2
DECODE LINE 1
10 C2
CCD BUS (+)
3 C2
CCD BUS (-)
2 C2
D1 20 VT/BR
D2 20 WT/BK
S214
(8W-30-15)
S212
(8W-30-15)
D14 22 LB
D13 22 OR/DB
D1 20 VT/BR
D2 20 WT/BK
7 C2
12 C2
8 C3
7 C3
DECODE LINE 2
DECODE LINE 1
CCD BUS (+)
CCD BUS (-)
BODY CONTROL MODULE


IN-CAR TEMPERATURE SENSOR/ ASPIRATOR MOTOR
(8W-42-5)
ASPIRATOR MOTOR DRIVER
IN-CAR TEMPERATURE SENSOR SIGNAL
SENSOR GROUND
A/C AMBIENT TEMPERATURE SENSOR
C57 22 GY/TN
C57 20 GY/TN
G31 20 VT/LG
C110
S224
(8W-70-8)
SUN SENSOR
C9 22 YL/DG
C10 22 RD/TN
C38 20 DB/RD
C57 22 GY/TN
G31 22 VT/LG
BODY CONTROL MODULE
ASPIRATOR MOTOR DRIVER
IN-CAR TEMPERATURE SENSOR SIGNAL
SUN SENSOR SIGNAL
SENSOR GROUND
AMBIENT TEMPERATURE SENSOR SIGNAL
BLOWER MOTOR CONTROL
A/C CYCLING SWITCH OUTPUT
EVAP TEMPERATURE SENSOR SIGNAL
SENSOR GROUND
C56 22 RD/LG
C21 22 DB/OR
C12 22 LG/BK
C57 22 GY/TN
C232
ATC POWER MODULE
(8W-42-5)
A/C HEATER CONTROL
(8W-42-3)
EVAPORATOR TEMPERATURE SENSOR


MODE DOOR ACTUATOR (ATC)
5V SUPPLY
COMMON DOOR DRIVER
MODE DOOR DRIVER
MODE DOOR FEEDBACK SIGNAL
SENSOR GROUND
3
2
1
5
4
C26 22 PK/DB
C34 22 DB/WT
C35 22 DG/YL
C37 22 RD
C57 22 GY/TN
S235 (8W-42-6)
S233 (8W-42-6)
S234 (8W-70-8)
C26 22 PK/DB
C34 22 DB/WT
C57 22 GY/TN
6
1
2
7
5
C232
C57 22 GY/TN
S224 (8W-70-8)
C26 22 PK/DB
C34 22 DB/WT
C35 22 DG/YL
C37 22 RD
C57 22 GY/TN
6 C1
22 C1
16 C1
4 C2
15 C3
5V SUPPLY
COMMON DOOR DRIVER
MODE DOOR DRIVER
MODE DOOR FEEDBACK SIGNAL
SENSOR GROUND
BODY CONTROL MODULE


RECIRCULATION DOOR ACTUATOR
RECIRCULATION DOOR DRIVER
COMMON DOOR DRIVER
1
2
BLEND DOOR ACTUATOR (ATC)
COMMON DOOR DRIVER
5V SUPPLY
BLEND DOOR DRIVER
BLEND DOOR FEEDBACK SIGNAL
SENSOR GROUND
2
3
1
5
4
C32 20 GY/DB
C34 20 DB/WT
C34 22 DB/WT
C26 22 PK/DB
C33 22 DB/RD
C36 22 RD/WT
C57 22 GY/TN
S233 (8W-42-6)
S235 (8W-42-6)
S234 (8W-70-8)
C34 22 DB/WT
C26 22 PK/DB
C57 22 GY/TN
4
1
6
3
8
5
C232
C57 22 GY/TN
S224 (8W-70-8)
C32 22 GY/DB
C34 22 DB/WT
C26 22 PK/DB
C33 22 DB/RD
C36 22 RD/WT
C57 22 GY/TN
18 C1
22 C1
6 C1
20 C1
5 C1
15 C3
RECIRCULATION DOOR DRIVER
COMMON DOOR DRIVER
5V SUPPLY
BLEND AIR DOOR DRIVER
BLEND DOOR FEEDBACK SIGNAL
SENSOR GROUND
BODY CONTROL MODULE

8W-45 BODY CONTROL MODULE

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DESCRIPTION AND OPERATION

INTRODUCTION

The Body Control Module (BCM) is used to supply the vehicles occupants with visual and audible information, control carious vehicle functions, and provide a centralized power distribution for the passenger compartment. To both provide and receive vehicle information the BCM is interfaced with the CCD Bus.

There are two BCM's available on this vehicle, a base and a premium. Both of these are covered in this section. The premium has all the functions of the base model with additional features.

Power for the BCM is provided from three sources. One is the M1 circuit. This is the Ignition-Off Draw (IOD) circuit and is protected by a 10 amp fuse located in cavity 13 of the junction block. This circuit is HOT at all times

Power for this fuse is supplied by circuit A7. This circuit originates in the Power Distribution Center (PDC) and is protected by a 20 amp fuse located in cavity G.

Power is also supplied on circuit G5. This circuit is protected by a 5 amp fuse located in cavity 14 of the junction block. Power for the fuse is supplied by circuit A21 from the ignition switch. This circuit is HOT in the RUN position only.

Power for the A21 circuit is supplied by circuit A1 from the PDC. The A1 circuit is protected by a 20 amp fuse located in cavity A.

Circuit F11, which is HOT when the ignition switch is in the OFF, RUN, and START positions, supplies power to the BCM. This circuit is protected by a 5 amp fuse located in cavity 17 of the junction block.

Power for the fuse is supplied on circuit A81 from the ignition switch. Circuit A81 receives power from circuit A1, which originates in the PDC, and is protected by a 20 amp fuse located in cavity A.

Ground for the BCM is supplied by two circuits. They are the Z1 and Z2 circuits. Both of these grounds terminate at the Airbag Control Module (ACM) bracket.

CCD Bus interface is accomplished on circuits D1 and D2. The D1 circuit is used for CCD (+) and the D2 for CCD (-).

ILLUMINATED ENTRY

On vehicles equipped with Remote Keyless Entry (RKE) the Body Control Module (BCM) will turn ON the interior lamps with a valid UNLOCK signal from the RKE transmitter. Circuit M22 is used connected between the RKE module and the BCM. When the signal is received the BCM provides a ground path for circuit M2. This causes the interior lamps to illuminate. The BCM also controls the amount of time ON for the lamps.

SEAT BELT WARNING

The seat belt chime is used to indicate to the operator that the seat belt is not fastened when the ignition switch is in the RUN position. The seat belt switch is normally CLOSED with the seat belt buckled. Circuit G10 is connected between the Body Control Module (BCM) and the switch. Ground for the switch is provided on circuit Z1. The Z1 circuit terminates at the body ground located at the left kick panel.

For operation of the lamp, refer to section 8W-40.

EXTERIOR LAMP-ON WARNING

The exterior lamp ON chime is used to indicate to the operator that the lamps are ON with the drivers door OPEN and the key removed from the ignition. The Body Control Module (BCM) uses information from circuit L7 to determine if the lamps are ON, and circuit G75 for drivers door ajar. The chime function will not operate when the headlamp delay feature is active.

DOOR AJAR WARNING

This feature is used to alert the operator the drivers door is ajar while the vehicle is in motion. The

DESCRIPTION AND OPERATION (Continued)

Body Control Module (BCM) uses information on vehicle speed from the CCD Bus and circuit G75 which connects to the drivers door ajar switch.

DOOR LOCK INHIBIT

When the Key-In switch is CLOSED (circuit G26 connected to circuit Z1) the Body Control Module (BCM) ignores the operators request for power door lock operation.

KEY-IN IGNITION WARNING

The Key-In chime is used to indicate to the operator that the key is in the ignition with the driver's door OPEN. If the key is in the ignition, a ground path is completed from the G26 circuit at the Body Control Module (BCM), through the CLOSED switch, to the Z1 circuit. The Z1 circuit is the ground circuit and terminates at the body ground located at the left kick panel.

When the driver's door is open the normally OPEN door ajar switch CLOSES completing a path to ground on circuit G75. The BCM processes this information and turns on the chime.

IGNITION KEY HALO LAMP

The Body Control Module (BCM) controls the operation of the halo lamp upon vehicle entry. When the driver's door is OPENED the door ajar switch CLOSES, and circuit G75 is grounded. The BCM sees that the door is ajar and provides a ground path for the lamp on circuit M50.

Power for the lamp is supplied on circuit M1. This is the Ignition- Off Draw (IOD) circuit and is protected by a 10 amp fuse located in cavity 13 of the junction block. Power for the fuse is supplied by circuit A7 from the Power Distribution Center (PDC). This circuit, A7, is protected by a 20 amp fuse located in cavity G of the PDC.

INSTRUMENT PANEL LAMP DIMMING

The Body Control Module (BCM) controls the instrument panel lamp intensity using input from the dimmer switch, circuit E19. The BCM uses circuit E2 to send out the voltage for proper lamp intensity.

HELPFUL INFORMATION

Refer to the appropriate group of the Service Manual of the Diagnostic Test Procedures Manual.

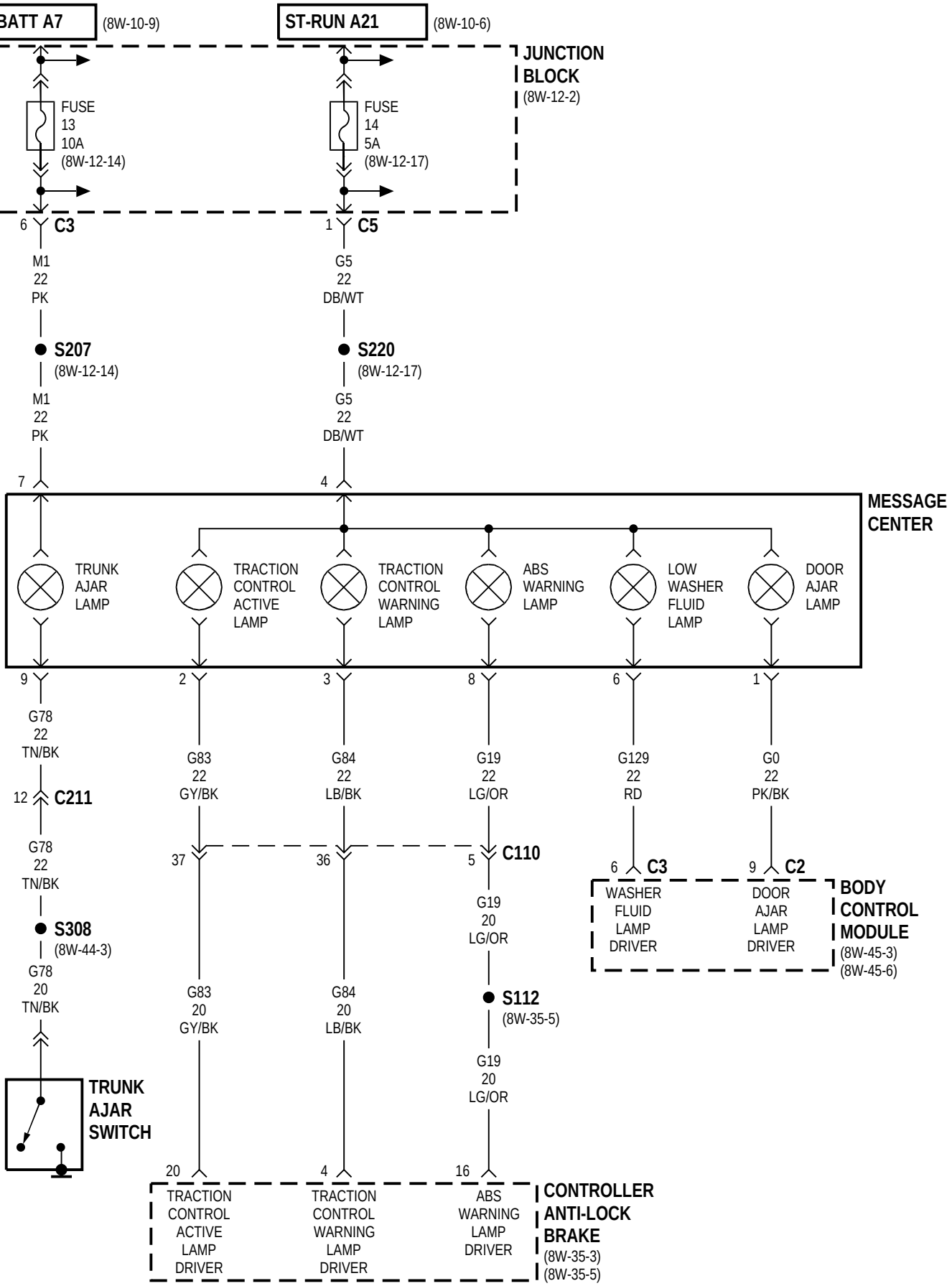
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BATT A7
(8W-10-9)
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 13 10A (8W-12-14)
FUSE 14 5A (8W-12-17)
6 C3
1 C5
M1 22 PK
G5 22 DB/WT
S207
(8W-12-14)
S220
(8W-12-17)
7
4
MESSAGE CENTER
TRUNK AJAR LAMP
TRACTION CONTROL ACTIVE LAMP
TRACTION CONTROL WARNING LAMP
ABS WARNING LAMP
LOW WASHER FLUID LAMP
DOOR AJAR LAMP
9
2
3
8
6
1
G78 22 TN/BK
G83 22 GY/BK
G84 22 LB/BK
G19 22 LG/OR
G129 22 RD
G0 22 PK/BK
12 C211
37
36
5 C110
6 C3
9 C2
G78 20 TN/BK
G19 20 LG/OR
WASHER FLUID LAMP DRIVER
DOOR AJAR LAMP DRIVER
BODY CONTROL MODULE
(8W-45-3)
(8W-45-6)
S308
(8W-44-3)
S112
(8W-35-5)
TRUNK AJAR SWITCH
20
4
16
TRACTION CONTROL ACTIVE LAMP DRIVER
TRACTION CONTROL WARNING LAMP DRIVER
ABS WARNING LAMP DRIVER
CONTROLLER ANTI-LOCK BRAKE
(8W-35-3)
(8W-35-5)

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TRACTION CONTROL LAMP 3
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DESCRIPTION AND OPERATION

MESSAGE CENTER

The message center, located in the center of the instrument panel, provides the operator with warning lamps relating to vehicle operation. Power for the Anti-Lock lamp, Traction Control Active lamp, Traction Control lamp, Low Washer Fluid lamp, and the Door Ajar lamp is provided on circuit G5. This circuit is protected by a 5 amp fuse located in cavity 14 of the junction block. Power for the fuse is supplied on circuit A21 from the ignition switch. This circuit is HOT in the START and RUN position only.

Power for the A21 circuit is supplied by circuit A1. This circuit originates in the Power Distribution Center (PDC), and is protected by a 20 amp fuse located in cavity A.

Power for the trunk ajar lamp is provided by the M1 circuit. This is the Ignition-Off Draw (IOD) circuit and is protected by a 10 amp fuse located in cavity 13 of the junction block. Power for the fuse is supplied by the A7 circuit. This circuit originates in the PDC and is protected by a 20 amp fuse located in cavity G.

ANTI-LOCK LAMP

Power for the anti-lock lamp is provided on circuit G5. Ground for the lamp is controlled by the Controller Anti-Lock Brake (CAB) on circuit G19. When the CAB detects a problem in the system it grounds the G19 circuit.

TRACTION CONTROL ACTIVE LAMP

Power for the traction control active lamp is supplied on circuit G5. Ground for the lamp is controlled by the Controller Anti-Lock Brake (CAB). When the traction control system is active the CAB grounds circuit G83.

TRACTION CONTROL LAMP

Power for the traction control lamp is provided on circuit G5. Ground for the lamp is controlled by the Anti-Lock Brake System (ABS) control module. When the traction control system is OFF the ABS module grounds the G84 circuit.

LOW WASHER FLUID LAMP

Power for the low washer fluid lamp is provided on circuit G5. Ground for the lamp is supplied on circuit G129. This circuit connects between the message center and the Body Control Module (BCM).

A low washer fluid level switch, located in the washer fluid reservoir, provides an input to the BCM on circuit G29. This switch is normally OPEN.

When the switch CLOSES, a ground path is completed from the BCM, circuit G29, through the CLOSED switch, to ground on the Z1 circuit. Circuit Z1 terminates at the left front frame rail.

The BCM processes this signal and grounds circuit G129 illuminating the lamp in the message center.

DOOR AJAR LAMP

Power for the door ajar lamp is provided on circuit G5. Ground for the lamp is provided on circuit G0. This circuit connects between the message center and the Body Control Module (BCM).

The door ajar switches provide an input to the BCM indicating when the doors are ajar. There are four case grounded switches located in the door pillars. These switches are normally OPEN.

Circuit G74 is the input to the BCM for the right front, right rear and left rear doors. The G75 circuit is the input to the BCM for the left front door.

When a door is ajar a ground path is completed from the BCM, circuit G74 or G75, through the closed, switch to ground.

The BCM processes this signal and grounds circuit G0 illuminating the lamp in the message center.

DESCRIPTION AND OPERATION (Continued)

TRUNK AJAR LAMP

Power for the trunk ajar lamp is provided on the M1 circuit. Ground for the lamp is provided through the case grounded switch located in the truck latch. This switch is normally OPEN.

When the trunk is ajar the switch CLOSES completing a path to ground. This causes the lamp in the message center to illuminate, and the trunk lamp to illuminate.

HELPFUL INFORMATION

- Check the Ignition-Off Draw fuse located in cavity 13 of the junction block. If this fuse is not blown check the 20 amp fuse located in cavity G of the PDC.
- For the other lamps in the message center check the 5 amp fuse located in cavity 14 of the junction block. If this fuse not blown check the 20 amp fuse located in cavity A of the PDC.
- For the truck ajar lamp check the case grounded switch located on the trunk latch.
- For the door ajar lamp check the case grounded door switches.
- For the low washer fluid lamp check the switch located in the washer fluid reservoir and the ground located at the left front frame rail.

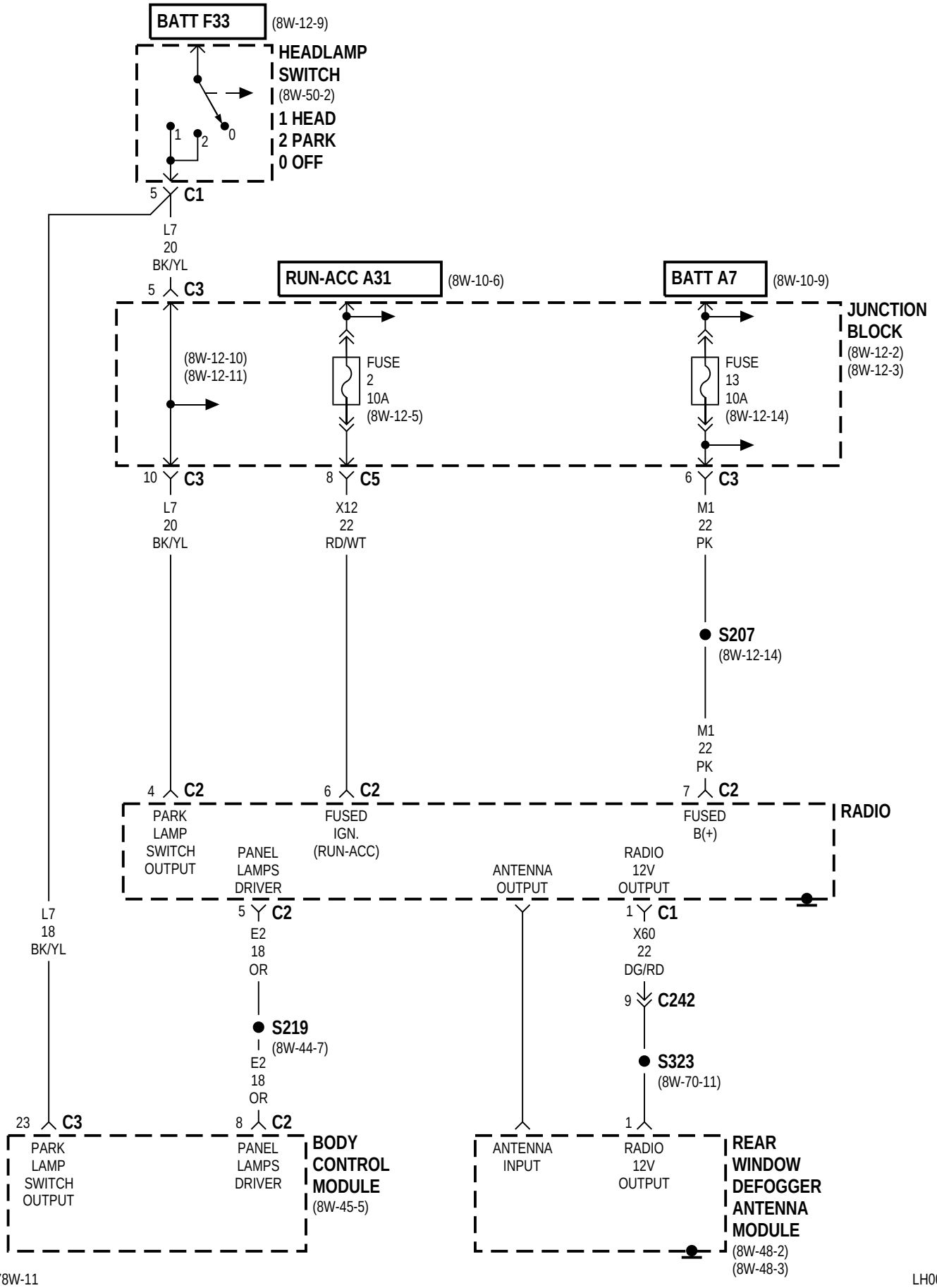
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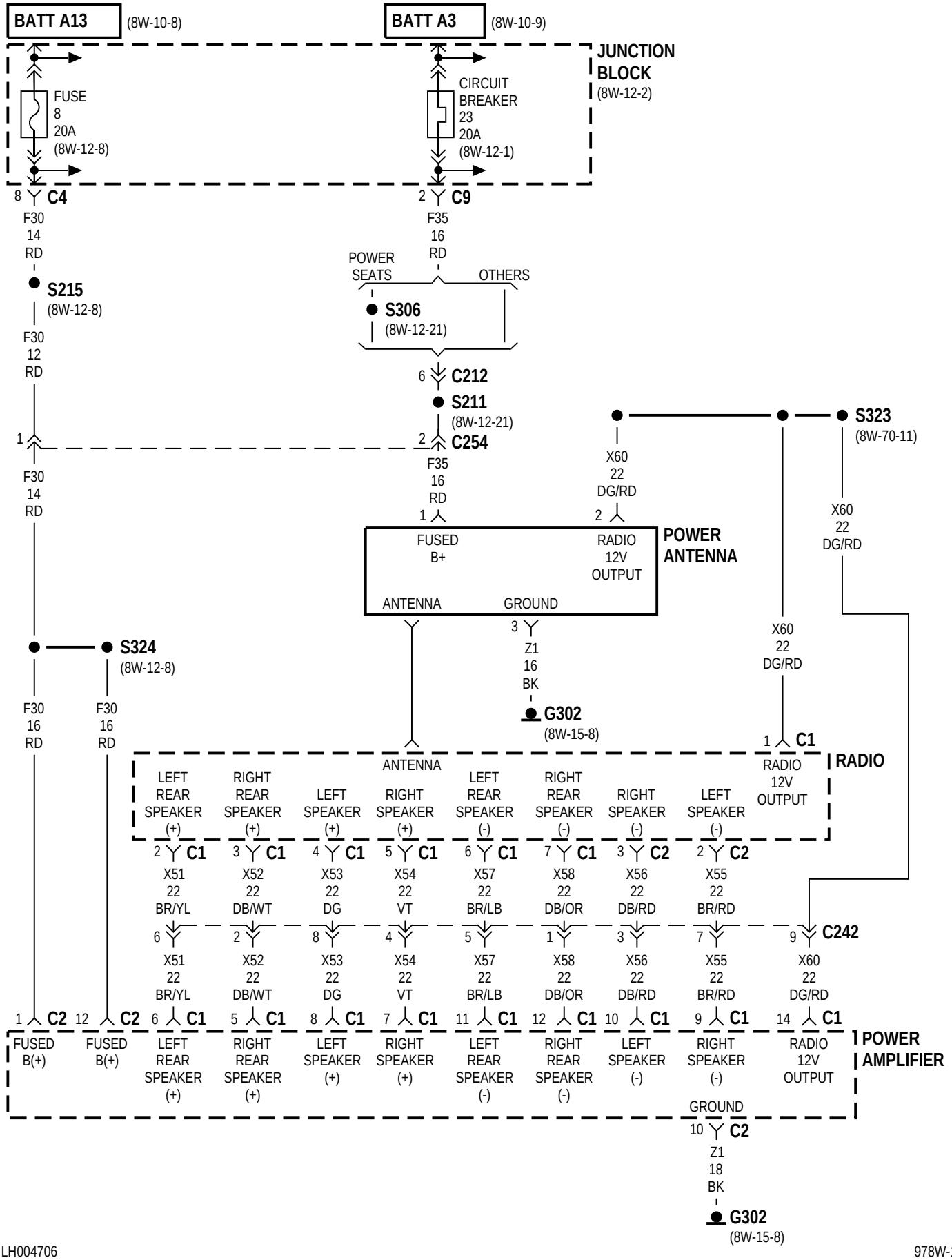
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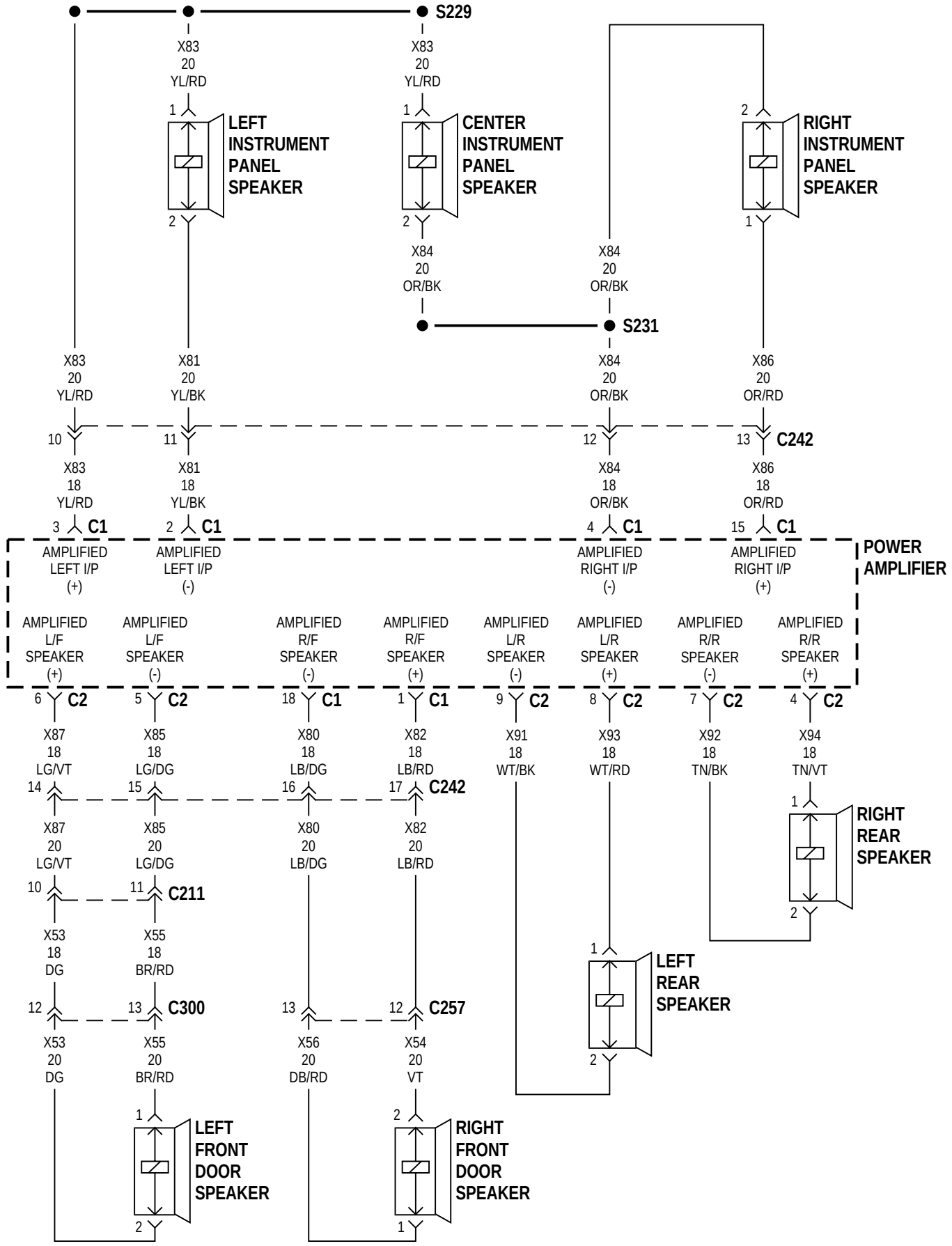
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S231	8W-47-4
S306	8W-47-3
S323	8W-47-2, 3
S324	8W-47-3


BATT F33
(8W-12-9)
HEADLAMP SWITCH
(8W-50-2)
1 HEAD
2 PARK
0 OFF
1
2
0
5 C1
L7
20
BK/YL
5 C3
RUN-ACC A31
(8W-10-6)
BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
(8W-12-3)
(8W-12-10)
(8W-12-11)
FUSE
2
10A
(8W-12-5)
FUSE
13
10A
(8W-12-14)
10 C3
8 C5
6 C3
L7
20
BK/YL
X12
22
RD/WT
M1
22
PK
S207
(8W-12-14)
M1
22
PK
4 C2
6 C2
7 C2
RADIO
PARK LAMP SWITCH OUTPUT
PANEL LAMPS DRIVER
FUSED IGN. (RUN-ACC)
ANTENNA OUTPUT
RADIO 12V OUTPUT
FUSED B(+)
L7
18
BK/YL
5 C2
E2
18
OR
S219
(8W-44-7)
E2
18
OR
1 C1
X60
22
DG/RD
9 C242
S323
(8W-70-11)
23 C3
8 C2
1
PARK LAMP SWITCH OUTPUT
PANEL LAMPS DRIVER
BODY CONTROL MODULE
(8W-45-5)
ANTENNA INPUT
RADIO 12V OUTPUT
REAR WINDOW DEFOGGER ANTENNA MODULE
(8W-48-2)
(8W-48-3)


BATT A13
(8W-10-8)
BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 8 20A
(8W-12-8)
CIRCUIT BREAKER 23 20A
(8W-12-1)
8 C4
F30 14 RD
2 C9
F35 16 RD
S215
(8W-12-8)
POWER SEATS
OTHERS
S306
(8W-12-21)
F30 12 RD
6 C212
S211
(8W-12-21)
1
2 C254
F35 16 RD
F30 14 RD
S323
(8W-70-11)
X60 22 DG/RD
1
2
FUSED B+
RADIO 12V OUTPUT
POWER ANTENNA
ANTENNA
GROUND
3
Z1 16 BK
G302
(8W-15-8)
S324
(8W-12-8)
F30 16 RD
F30 16 RD
ANTENNA
RADIO
1 C1
RADIO 12V OUTPUT
LEFT REAR SPEAKER (+)
RIGHT REAR SPEAKER (+)
LEFT SPEAKER (+)
RIGHT SPEAKER (+)
LEFT REAR SPEAKER (-)
RIGHT REAR SPEAKER (-)
RIGHT SPEAKER (-)
LEFT SPEAKER (-)
2 C1
3 C1
4 C1
5 C1
6 C1
7 C1
3 C2
2 C2
X51 22 BR/YL
X52 22 DB/WT
X53 22 DG
X54 22 VT
X57 22 BR/LB
X58 22 DB/OR
X56 22 DB/RD
X55 22 BR/RD
6
2
8
4
5
1
3
7
9 C242
X60 22 DG/RD
1 C2
12 C2
6 C1
5 C1
8 C1
7 C1
11 C1
12 C1
10 C1
9 C1
14 C1
FUSED B(+)
FUSED B(+)
LEFT REAR SPEAKER (+)
RIGHT REAR SPEAKER (+)
LEFT SPEAKER (+)
RIGHT SPEAKER (+)
LEFT REAR SPEAKER (-)
RIGHT REAR SPEAKER (-)
LEFT SPEAKER (-)
RIGHT SPEAKER (-)
RADIO 12V OUTPUT
POWER AMPLIFIER
GROUND
10 C2
Z1 18 BK
G302
(8W-15-8)


S229
X83
20
YL/RD
LEFT
INSTRUMENT
PANEL
SPEAKER
CENTER
INSTRUMENT
PANEL
SPEAKER
RIGHT
INSTRUMENT
PANEL
SPEAKER
X84
20
OR/BK
S231
X81
20
YL/BK
X86
20
OR/RD
C242
X83
18
YL/RD
X81
18
YL/BK
X84
18
OR/BK
X86
18
OR/RD
C1
POWER
AMPLIFIER
AMPLIFIED
LEFT I/P
(+)
AMPLIFIED
LEFT I/P
(-)
AMPLIFIED
RIGHT I/P
(-)
AMPLIFIED
RIGHT I/P
(+)
AMPLIFIED
L/F
SPEAKER
(+)
AMPLIFIED
L/F
SPEAKER
(-)
AMPLIFIED
R/F
SPEAKER
(-)
AMPLIFIED
R/F
SPEAKER
(+)
AMPLIFIED
L/R
SPEAKER
(-)
AMPLIFIED
L/R
SPEAKER
(+)
AMPLIFIED
R/R
SPEAKER
(-)
AMPLIFIED
R/R
SPEAKER
(+)
C2
X87
18
LG/VT
X85
18
LG/DG
X80
18
LB/DG
X82
18
LB/RD
X91
18
WT/BK
X93
18
WT/RD
X92
18
TN/BK
X94
18
TN/VT
RIGHT
REAR
SPEAKER
C211
X53
18
DG
X55
18
BR/RD
C300
C257
X56
20
DB/RD
X54
20
VT
LEFT
REAR
SPEAKER
LEFT
FRONT
DOOR
SPEAKER
RIGHT
FRONT
DOOR
SPEAKER

8W-47 AUDIO SYSTEM

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DESCRIPTION AND OPERATION

RADIO OPERATION

There are three audio systems offered on this vehicle. The base system uses six speakers and a standard antenna, or an antenna located in the rear window defogger grid. The midline system has six speakers and a standard antenna.

The premium system has seven speakers, a power amplifier, and a power antenna, or an antenna located in the rear window defogger grid.

All of the systems are powered by a 10 amp fuse located in cavity 2 of the junction block on circuit X12. This fuse is HOT when the ignition switch is in the ACCESSORY or RUN position. Power for the fuse is provided on circuit A31.

The A31 circuit, which receives it's power from the ignition switch, on circuit A1, is protected by a 20 amp fuse located in cavity A of the Power Distribution Center (PDC).

All three radios use an external case ground. This case ground attaches to the rear of the radio and the instrument panel.

RADIO MEMORY

All of the systems use the M1 circuit to maintain radio memory. This circuit is connected to the battery through the junction block cavity 13, and protected by a 10 amp Ignition-Off Draw (IOD) fuse. The M1 circuit is used to supply power to the Body Control Module (BCM), Power Mirrors, and the Power Door Locks. This fuse is also used in several other circuits, refer to section 8W-10 for additional information on the IOD fuse. The IOD fuse is removed during vehicle shipping to prevent excessive battery draw.

RADIO ILLUMINATION

When the parking lamps or the headlamps are ON, circuits E2 and L7 are used to power the radio illumination lamps. Circuit E2 is controlled by the Body Control Module (BCM). Circuit L7 is controlled by the park lamp switch.

SPEAKERS (BASE SYSTEM)

Circuit X53 is the feed to the left front door speaker. Circuit X55 is the return from the speaker to the radio. Circuits X53 and X55 are spliced to the left instrument panel speaker.

Circuit X54 is the feed to the right front door speaker. Circuit X56 is the return from the speaker to the radio. Circuits X54 and X56 are spliced to the right instrument panel speaker.

Circuit X51 is the feed to the left rear speaker. Circuit X57 is the return from the speaker to the radio.

Circuit X52 is the feed to the right rear speaker. Circuit X58 is the return from the speaker to the radio.

POWER AMPLIFIER

The power amplifier is used in the midline and premium systems only. It is placed between the radio and the speakers. The feed for the amplifier is provided on the F30 circuit.

The F30 circuit is protected by a 20 amp fuse located in cavity 8 of the junction block. Circuit F30 is spliced and provides power to the horns and the cigar lighter. Ground is provided on the Z1 circuit and terminates at the left rear wheel well.

Power for the F30 circuit is provided on circuit A13. This circuit originates in the Power Distribution Center (PDC) and is protected by a 20 amp fuse located in cavity F.

Circuit X60 is also connected from the radio and spliced to the amplifier and the power antenna.

The amplifier used for the midline is different than the one used for the premium system. This difference is in the type of noise suppression used.

SPEAKERS (PREMIUM SYSTEM)

Circuit X53 is the feed for the left front speaker to the power amplifier. Circuit X55 is the return from the amplifier to the radio.

Circuit X54 is the feed for the right front speaker to the the power amplifier. Circuit X55 is the return from the amplifier to the radio.

DESCRIPTION AND OPERATION (Continued)

Circuit X51 is the feed for the left rear speaker to the the power amplifier. Circuit X57 is the return from the amplifier to the radio.

Circuit X52 is the feed for the right rear speaker to the the power amplifier. Circuit X58 is the return from the amplifier to the radio.

Circuits X84 and X86 supply power and ground for the right front instrument panel speaker. Circuit X84 is also spliced to the instrument panel center speaker on the premium system only.

Circuits X83 and X81 supply power and ground for the left front instrument panel speaker. Circuit X83 is also spliced to the instrument panel center speaker on the premium system only.

Circuits X87 and X85 supply power and ground for the left front door speaker.

Circuits X82 and X80 supply power and ground for the right front door speaker.

Circuits X91, X93, X95, and X97 supply power and ground for the left rear speaker.

Circuits X92, X94, X96, and X98 supply power and ground for the right rear speaker.

POWER ANTENNA

The power antenna is used on the premium systems only. Battery feed for the antenna is provided on circuit F35.

This circuit is protected by a 20 amp circuit breaker located in cavity 23 of the junction block. The F35 circuit is spliced and provides power for the power door locks, power seats, power deck lid pull down, and power sunroof.

The circuit breaker is powered by circuit A3 from the Power Distribution Center (PDC). This circuit is protected by a 30 amp fuse located in cavity H of the PDC.

Ground for the antenna is provided on circuit Z1 which terminates at the left rear wheel well.

Circuit X60 is also connected from the radio and spliced to the amplifier and the power antenna.

REAR WINDOW DEFOGGER ANTENNA

The rear window defogger antenna is part of the rear window defogger grid.

Power for the antenna is supplied on circuit X60. This circuit is HOT when the radio is turned ON and is spliced in with the power amplifier.

Ground is supplied on circuit Z1.

HELPFUL INFORMATION

- Check for a blown 10 amp fuse in cavity 2 of the junction block
- Check the 20 amp fuse located in cavity H of the PDC
- Check the case ground attached to the rear of the radio
- Check the 10 amp IOD fuse located in cavity 13 of the junction block
- Check the 20 amp fuse located in cavity A of the PDC
- Check the 20 amp fuse located in cavity 8 of the junction block
- Check the 20 amp fuse located in cavity F of the PDC
- Check the 20 amp circuit breaker located in cavity 23 of the junction block

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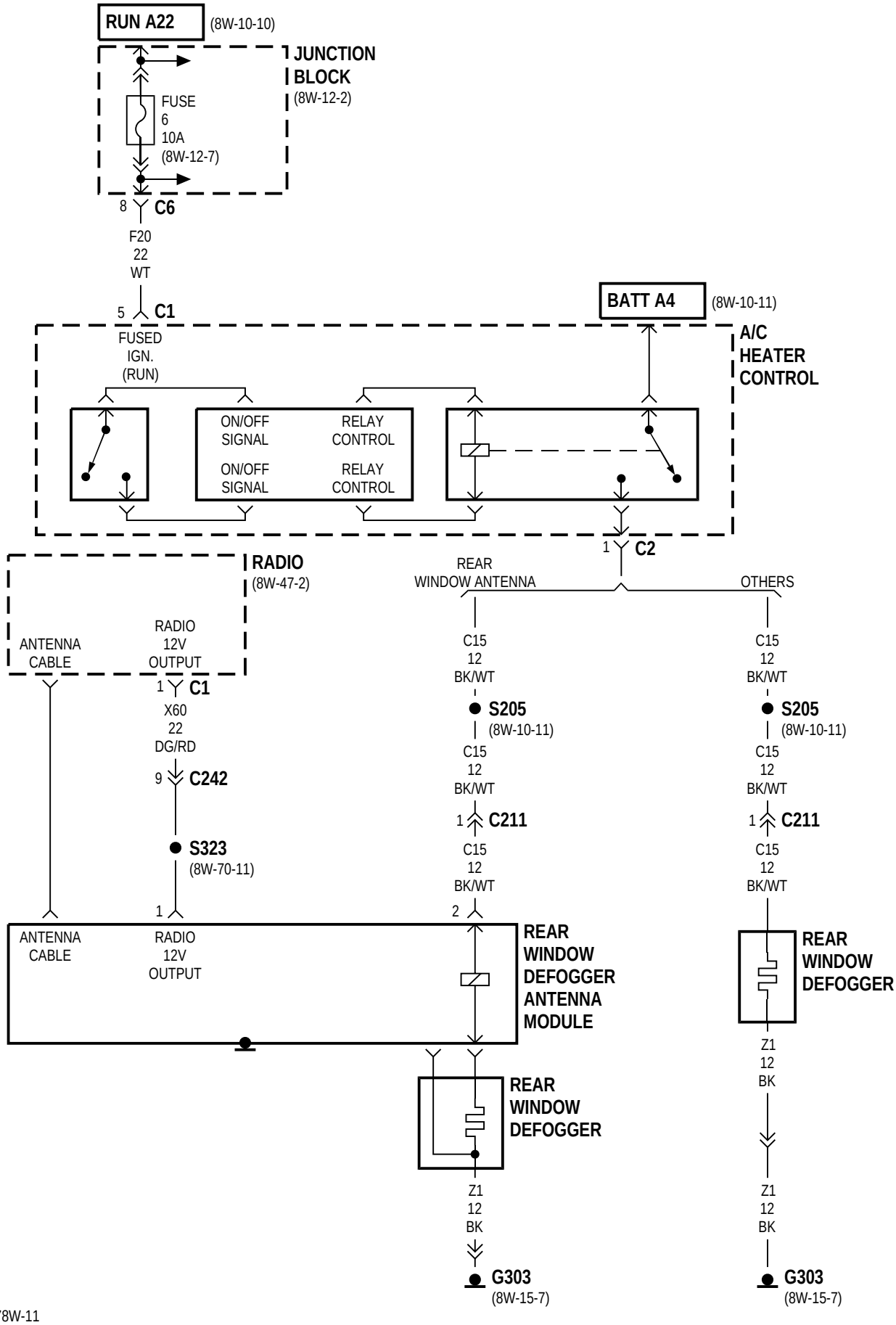
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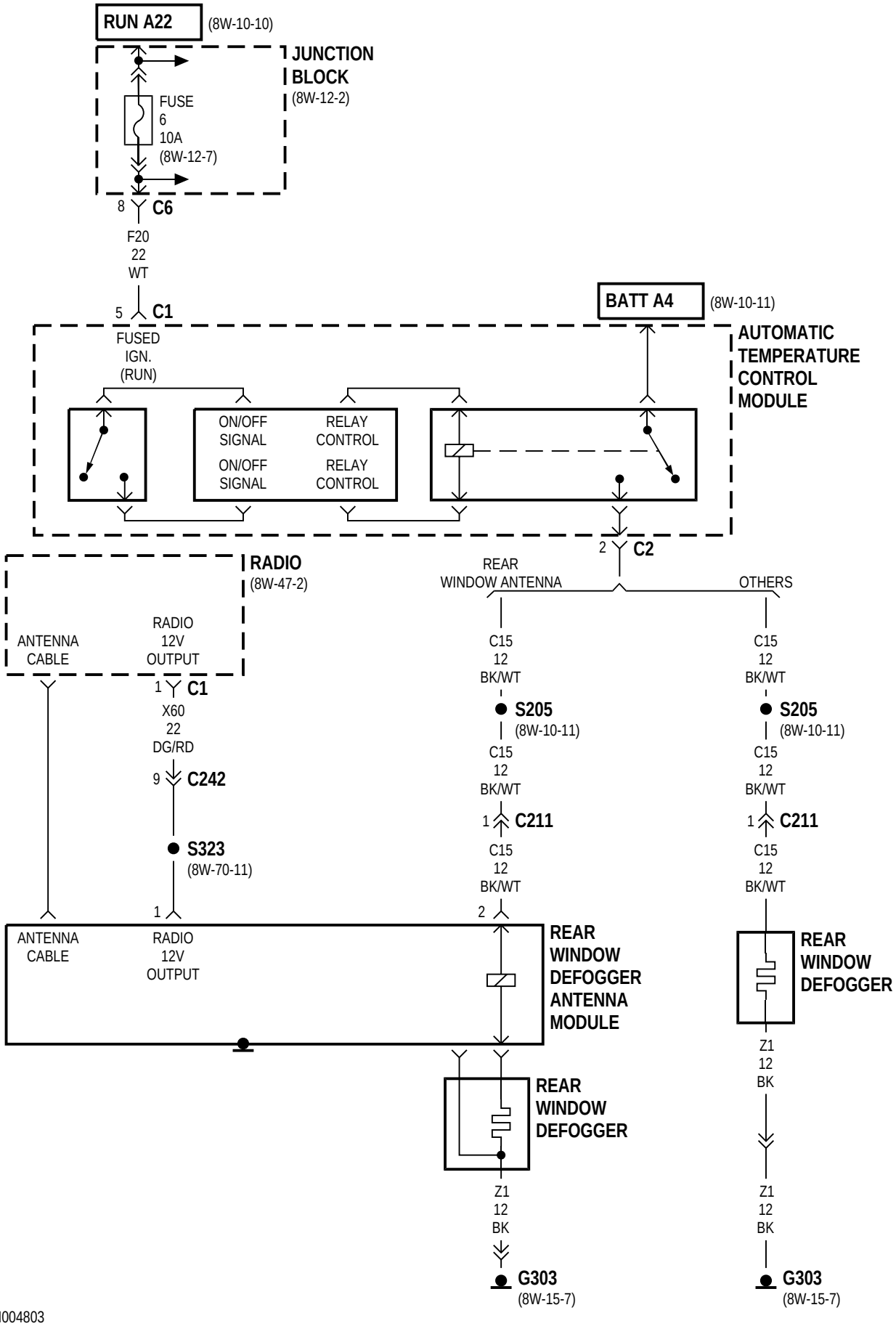
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MANUAL A/C


RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 6 10A
(8W-12-7)
8
C6
F20 22 WT
5
C1
FUSED IGN. (RUN)
BATT A4
(8W-10-11)
A/C HEATER CONTROL
ON/OFF SIGNAL
RELAY CONTROL
ON/OFF SIGNAL
RELAY CONTROL
1
C2
RADIO
(8W-47-2)
ANTENNA CABLE
RADIO 12V OUTPUT
1
C1
X60 22 DG/RD
9
C242
S323
(8W-70-11)
1
ANTENNA CABLE
RADIO 12V OUTPUT
REAR WINDOW ANTENNA
OTHERS
C15 12 BK/WT
S205
(8W-10-11)
C15 12 BK/WT
1
C211
C15 12 BK/WT
2
REAR WINDOW DEFOGGER ANTENNA MODULE
REAR WINDOW DEFOGGER
Z1 12 BK
G303
(8W-15-7)
C15 12 BK/WT
S205
(8W-10-11)
C15 12 BK/WT
1
C211
C15 12 BK/WT
REAR WINDOW DEFOGGER
Z1 12 BK
G303
(8W-15-7)


RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE
6
10A
(8W-12-7)
8
C6
F20
22
WT
5
C1
FUSED IGN. (RUN)
BATT A4
(8W-10-11)
AUTOMATIC TEMPERATURE CONTROL MODULE
ON/OFF SIGNAL
RELAY CONTROL
ON/OFF SIGNAL
RELAY CONTROL
2
C2
RADIO
(8W-47-2)
ANTENNA CABLE
RADIO 12V OUTPUT
1
C1
X60
22
DG/RD
9
C242
S323
(8W-70-11)
1
ANTENNA CABLE
RADIO 12V OUTPUT
REAR WINDOW ANTENNA
OTHERS
C15
12
BK/WT
S205
(8W-10-11)
C15
12
BK/WT
1
C211
C15
12
BK/WT
2
REAR WINDOW DEFOGGER ANTENNA MODULE
REAR WINDOW DEFOGGER
Z1
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BK
G303
(8W-15-7)
C15
12
BK/WT
S205
(8W-10-11)
C15
12
BK/WT
1
C211
C15
12
BK/WT
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G303
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HEATED REAR WINDOW 4

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HELPFUL INFORMATION 4

DESCRIPTION AND OPERATION

HEATED REAR WINDOW

The heated rear window system uses a relay located internal to the A/C-Heater, or ATC, control. Circuity internal to the control provides the power and ground for the coil side of the relay. Power for the contact side of the relay is provided by circuit A4. This circuit originates at the battery positive terminal and is protected by a fusible link.

When the operator presses the switch in the control the contacts in the relay CLOSE connecting circuits A4 and C15. The C15 circuit connects from the control to the heated rear window grid. Circuit C15 also splices and provides power for the heated mirrors.

The heated rear window grid consists of two BUS bars and grid lines that form a parallel circuit. When current flows through the grid the grid lines heat up and transfer the heat to the window. Ground for the grid is provided on circuit Z1 and terminates at the right rear wheel well.

HELPFUL INFORMATION

- Check for a blown fusible link in the battery positive cable
- Check for broken grid lines on the window
- Check for a broken BUS bar or disconnected leads at the window
- Check for a good ground at the right rear wheel well
- On vehicles equipped with ATC refer to the appropriate Diagnostic Test Procedures manual

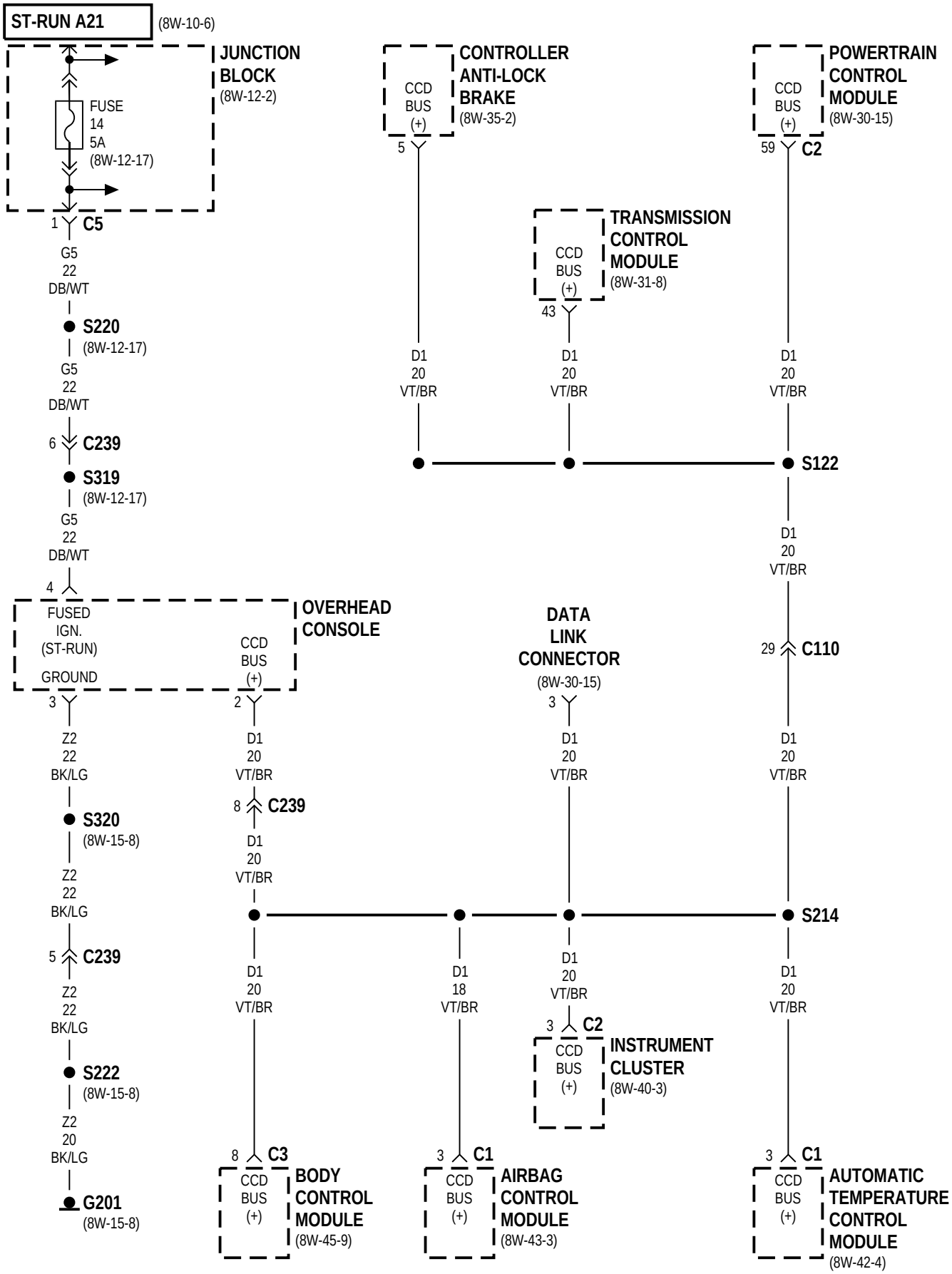
8W-49 OVERHEAD CONSOLE

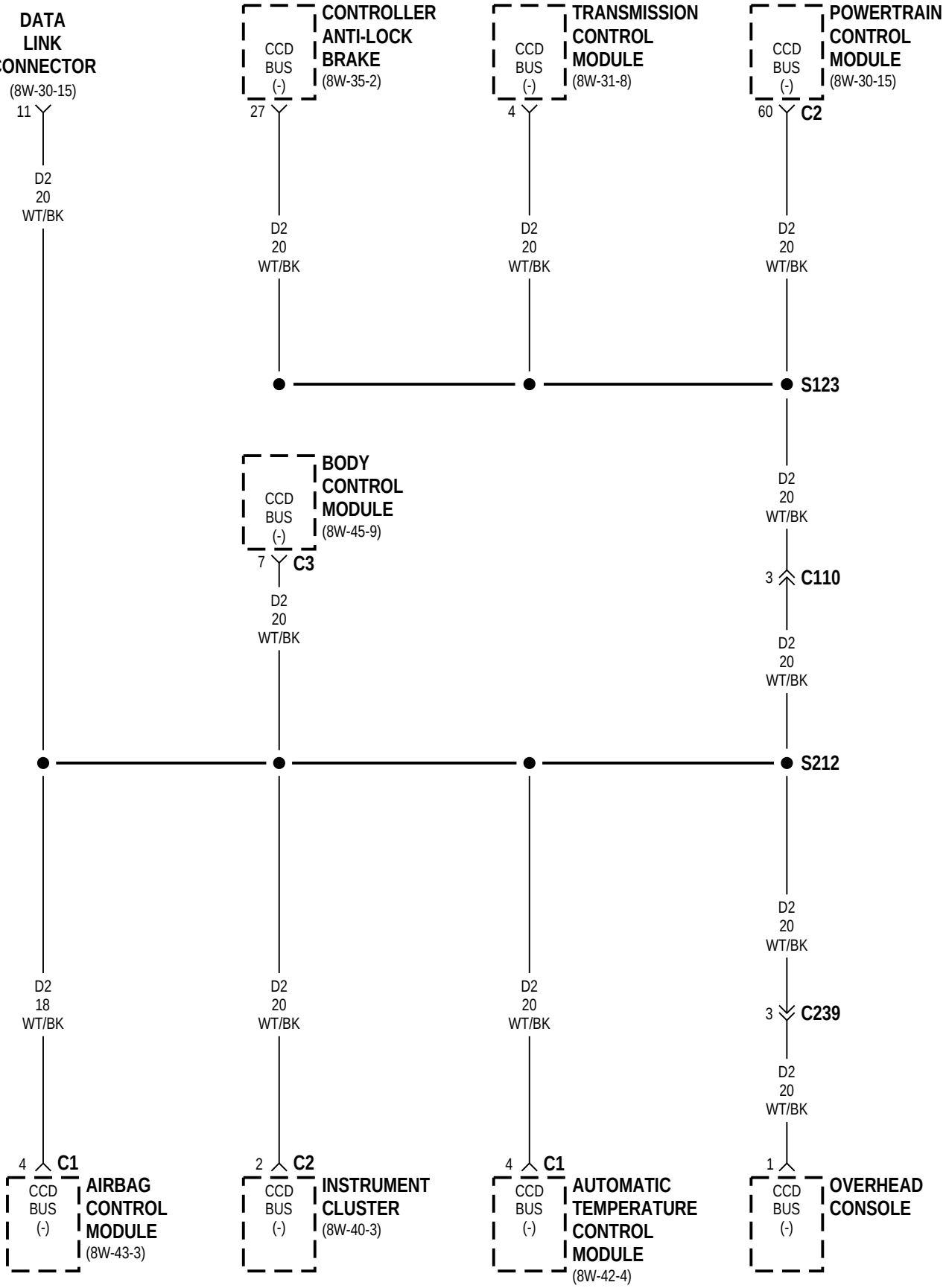
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ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 14 5A
(8W-12-17)
1 C5
G5 22 DB/WT
S220
(8W-12-17)
G5 22 DB/WT
6 C239
S319
(8W-12-17)
G5 22 DB/WT
4
FUSED IGN. (ST-RUN)
GROUND
CCD BUS (+)
OVERHEAD CONSOLE
3
2
Z2 22 BK/LG
D1 20 VT/BR
S320
(8W-15-8)
Z2 22 BK/LG
8 C239
D1 20 VT/BR
5 C239
Z2 22 BK/LG
S222
(8W-15-8)
Z2 20 BK/LG
G201
(8W-15-8)
CONTROLLER ANTI-LOCK BRAKE
(8W-35-2)
CCD BUS (+)
5
D1 20 VT/BR
TRANSMISSION CONTROL MODULE
(8W-31-8)
CCD BUS (+)
43
D1 20 VT/BR
POWERTRAIN CONTROL MODULE
(8W-30-15)
CCD BUS (+)
59 C2
D1 20 VT/BR
S122
D1 20 VT/BR
29 C110
D1 20 VT/BR
DATA LINK CONNECTOR
(8W-30-15)
3
D1 20 VT/BR
S214
D1 20 VT/BR
D1 18 VT/BR
D1 20 VT/BR
3 C2
CCD BUS (+)
INSTRUMENT CLUSTER
(8W-40-3)
8 C3
CCD BUS (+)
BODY CONTROL MODULE
(8W-45-9)
3 C1
CCD BUS (+)
AIRBAG CONTROL MODULE
(8W-43-3)
3 C1
CCD BUS (+)
AUTOMATIC TEMPERATURE CONTROL MODULE
(8W-42-4)


DATA LINK CONNECTOR
(8W-30-15)
11
D2
20
WT/BK
CONTROLLER ANTI-LOCK BRAKE
(8W-35-2)
CCD BUS (-)
27
D2
20
WT/BK
TRANSMISSION CONTROL MODULE
(8W-31-8)
CCD BUS (-)
4
D2
20
WT/BK
POWERTRAIN CONTROL MODULE
(8W-30-15)
CCD BUS (-)
60
C2
D2
20
WT/BK
S123
BODY CONTROL MODULE
(8W-45-9)
CCD BUS (-)
7
C3
D2
20
WT/BK
D2
20
WT/BK
3
C110
D2
20
WT/BK
S212
D2
18
WT/BK
4
C1
AIRBAG CONTROL MODULE
(8W-43-3)
CCD BUS (-)
D2
20
WT/BK
2
C2
INSTRUMENT CLUSTER
(8W-40-3)
CCD BUS (-)
D2
20
WT/BK
4
C1
AUTOMATIC TEMPERATURE CONTROL MODULE
(8W-42-4)
CCD BUS (-)
D2
20
WT/BK
3
C239
D2
20
WT/BK
1
OVERHEAD CONSOLE
CCD BUS (-)

8W-49 OVERHEAD CONSOLE

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OVERHEAD CONSOLE 4

DESCRIPTION AND OPERATION

OVERHEAD CONSOLE

The Overhead Travel Information System (OTIS) receives all information across the CCD Bus from various controllers and modules.

Power for the OTIS is supplied by circuit G5. This circuit is protected by a 5 amp fuse located in cavity 14 of the junction block. Power for the fuse is supplied on circuit A21.

The A21 circuit connects between the ignition switch and the junction block. Circuit A21 is HOT in the START and RUN positions only.

Power for the A21 circuit is supplied by circuit A1 from the Power Distribution Center (PDC). This circuit is protected by a 20 amp fuse located in cavity A of the PDC.

Ground for the OTIS is provided on circuit Z2. This circuit terminates at the Airbag Control Module (ACM) bracket.

HELPFUL INFORMATION

Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures manual.

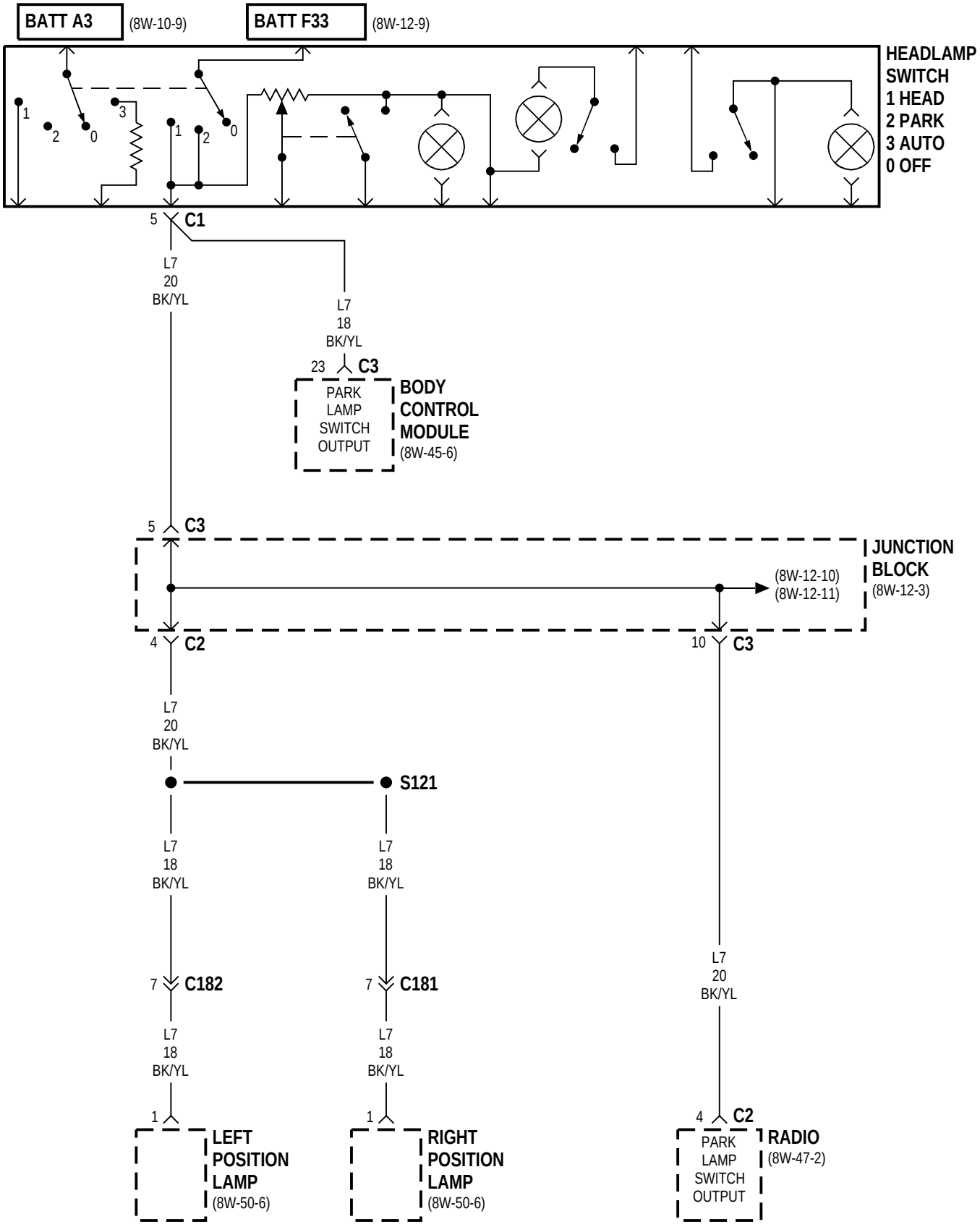
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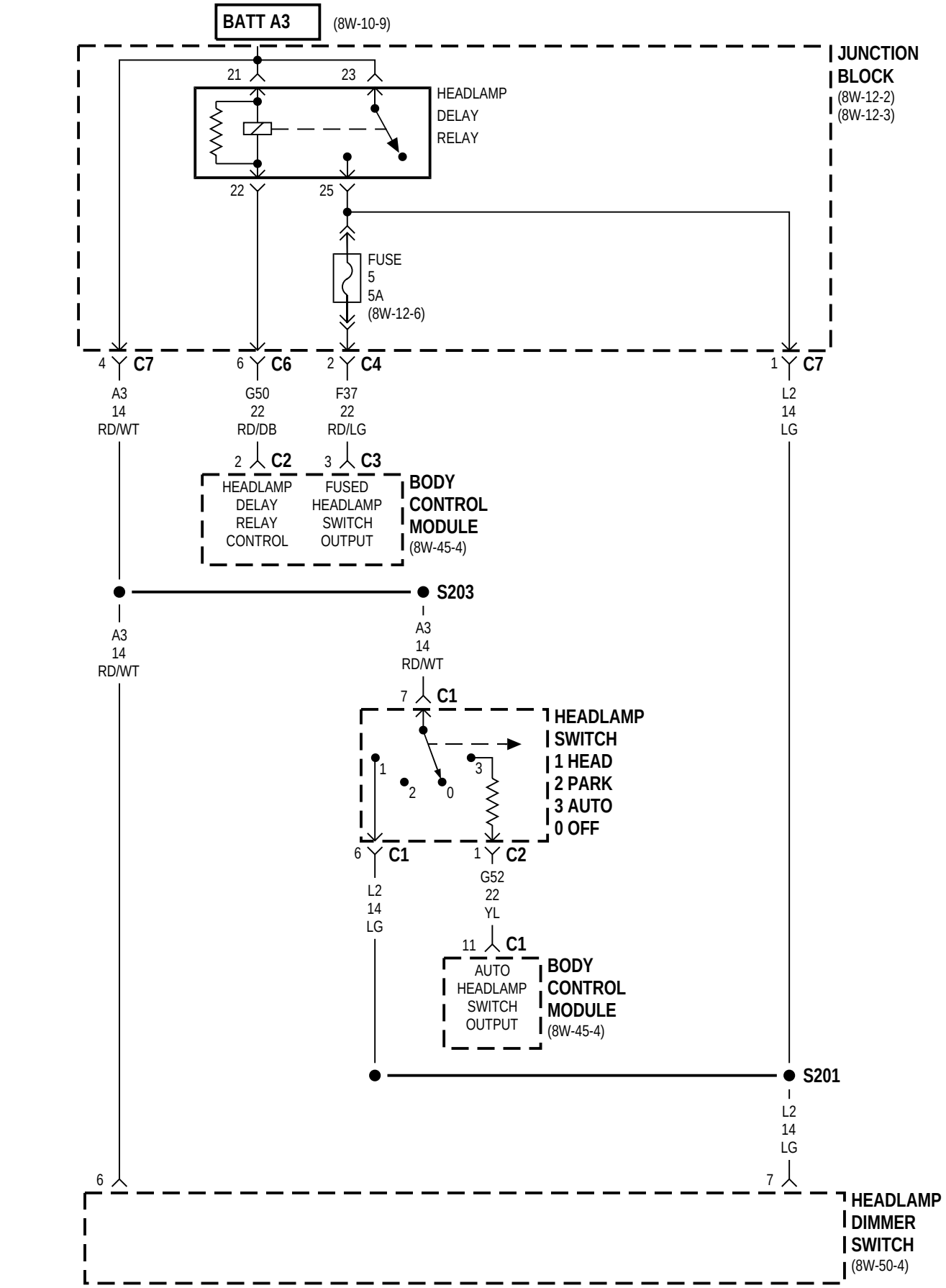
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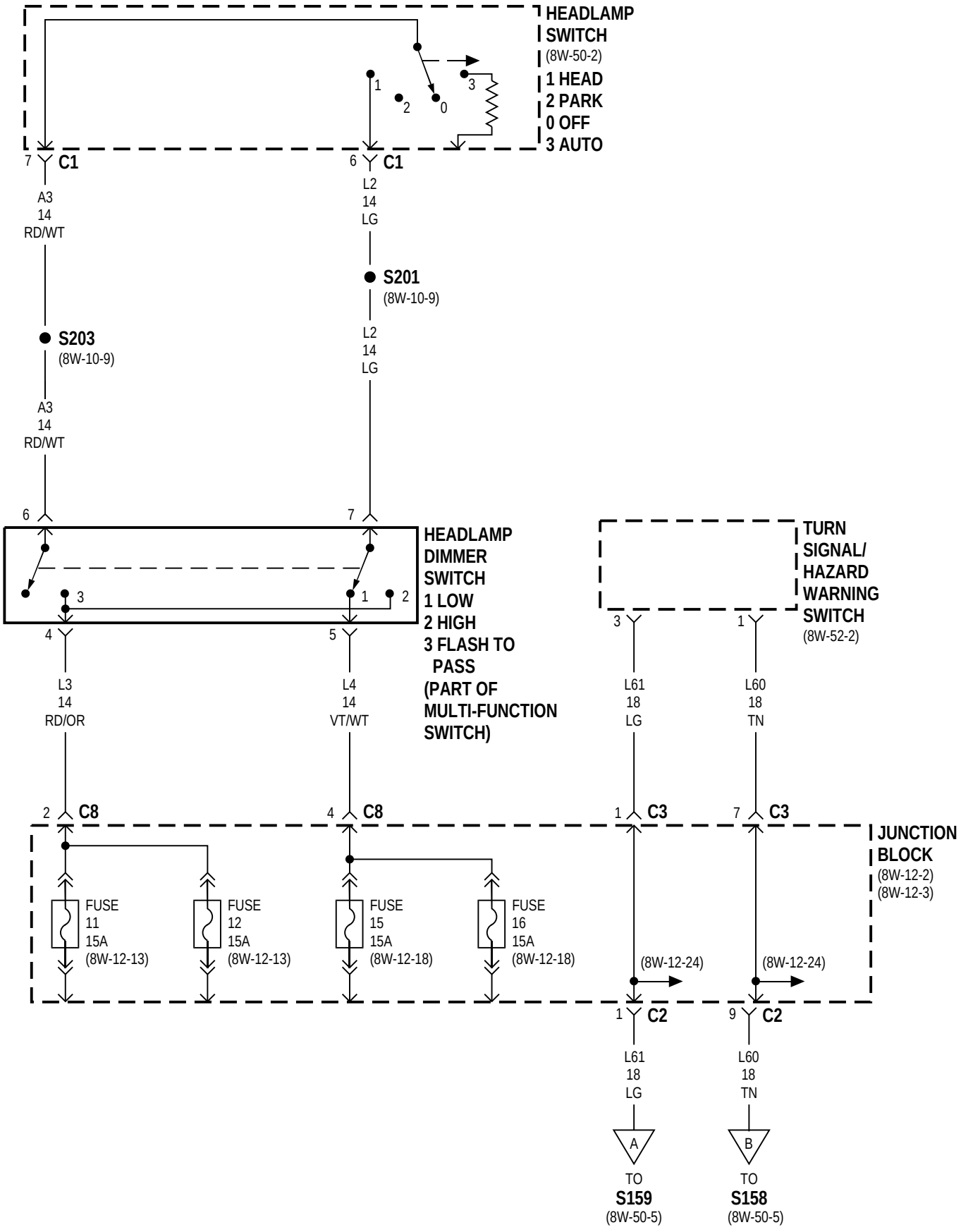
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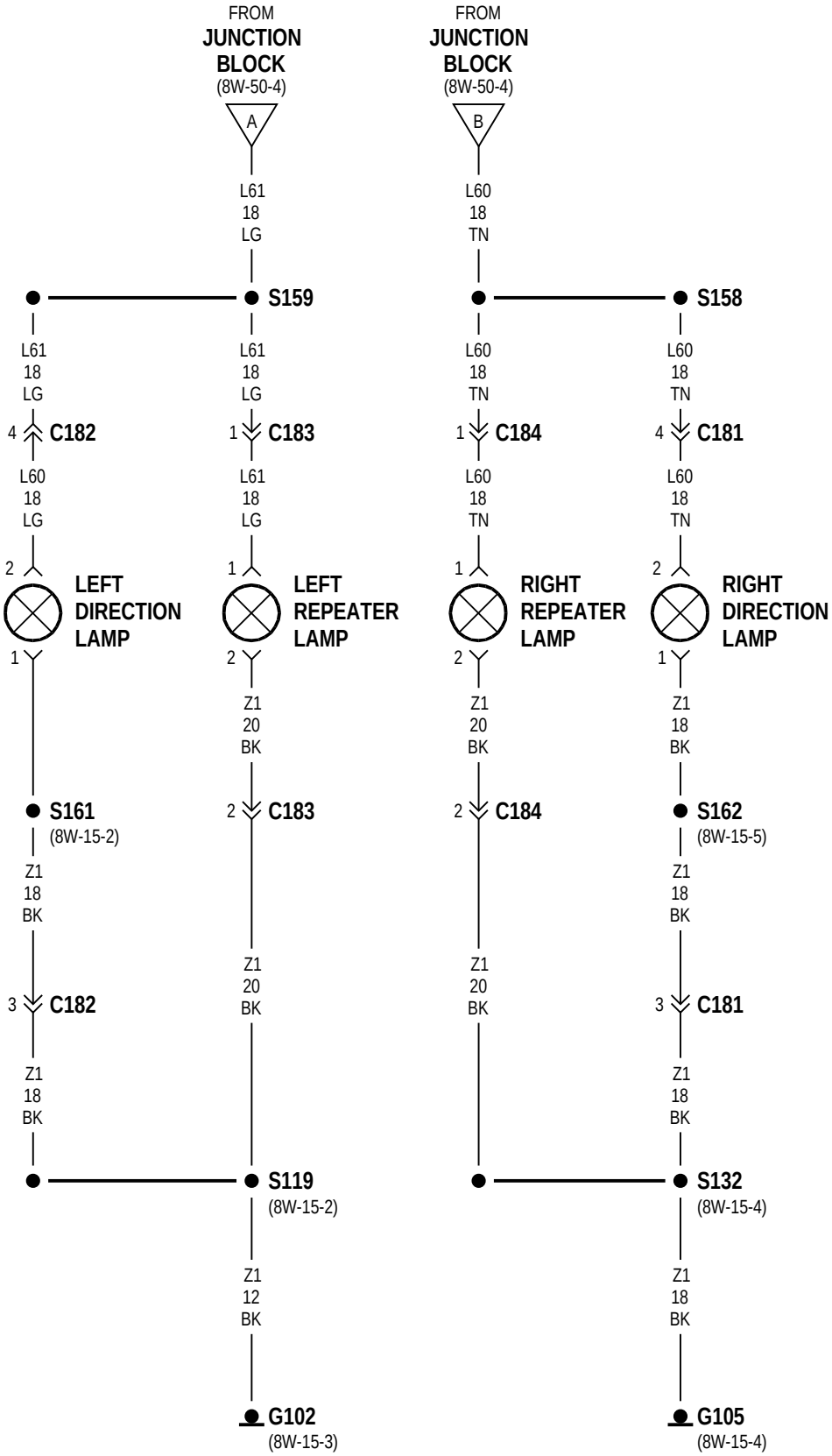
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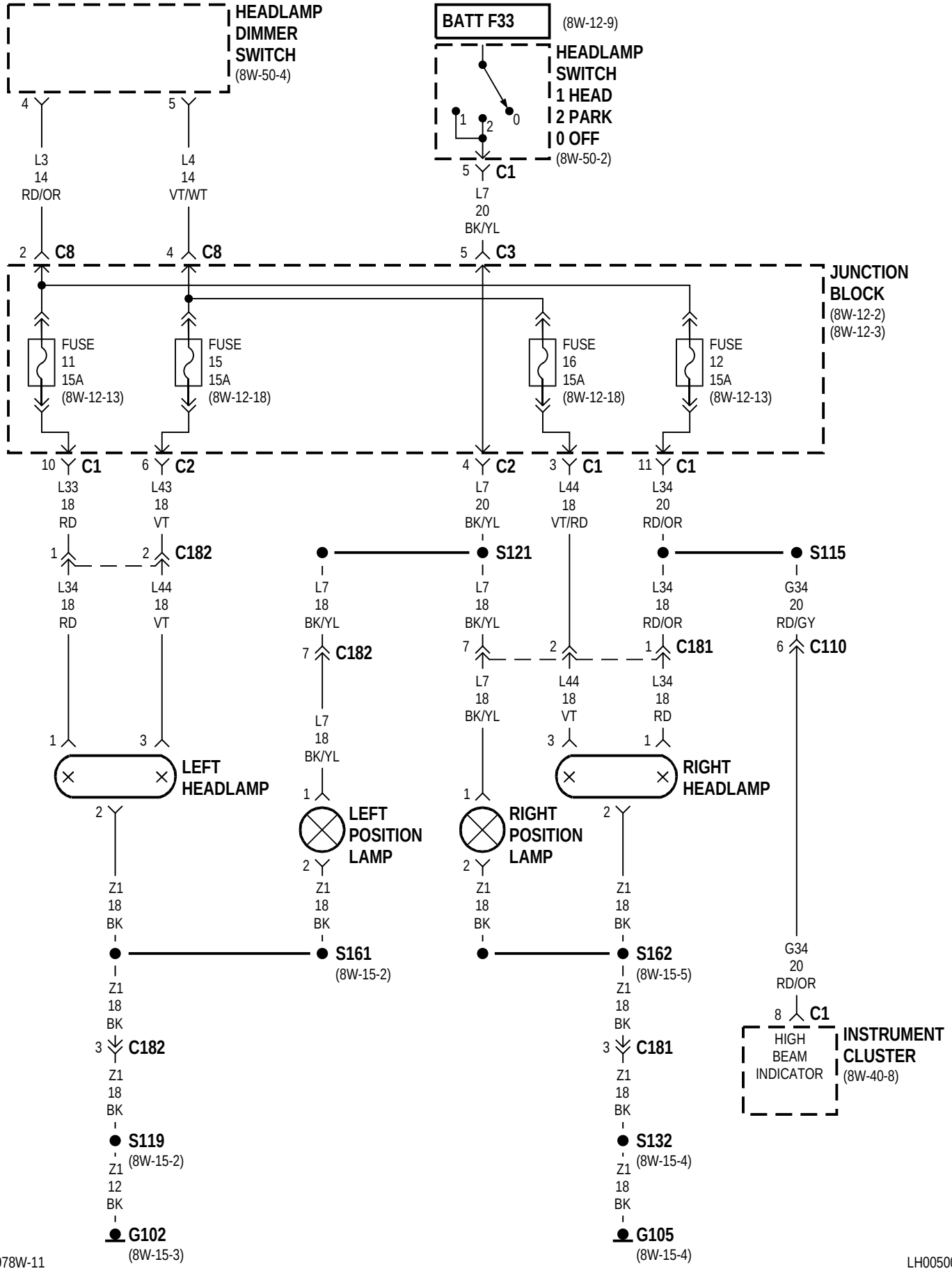
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Bux Fuse Holder	8W-50-7
Fuse 1	8W-50-7
Fuse 5 (JB)	8W-50-3
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Instrument Cluster	8W-50-6
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Left Direction Lamp	8W-50-5
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Right Headlamp	8W-50-6
Right Position Lamp	8W-50-2, 6
Right Repeater Lamp	8W-50-5
S115	8W-50-6
S118	8W-50-7
S119	8W-50-5, 6, 7
S121	8W-50-2, 6
S132	8W-50-5, 6, 7
S158	8W-50-5
S159	8W-50-5
S161	8W-50-5, 6, 7
S162	8W-50-5, 6, 7
S165	8W-50-8
S166	8W-50-8
S167	8W-50-8
S168	8W-50-8
S201	8W-50-3, 4
S203	8W-50-3, 4
S236	8W-50-7
Turn Signal/Hazard Warning Switch	8W-50-4

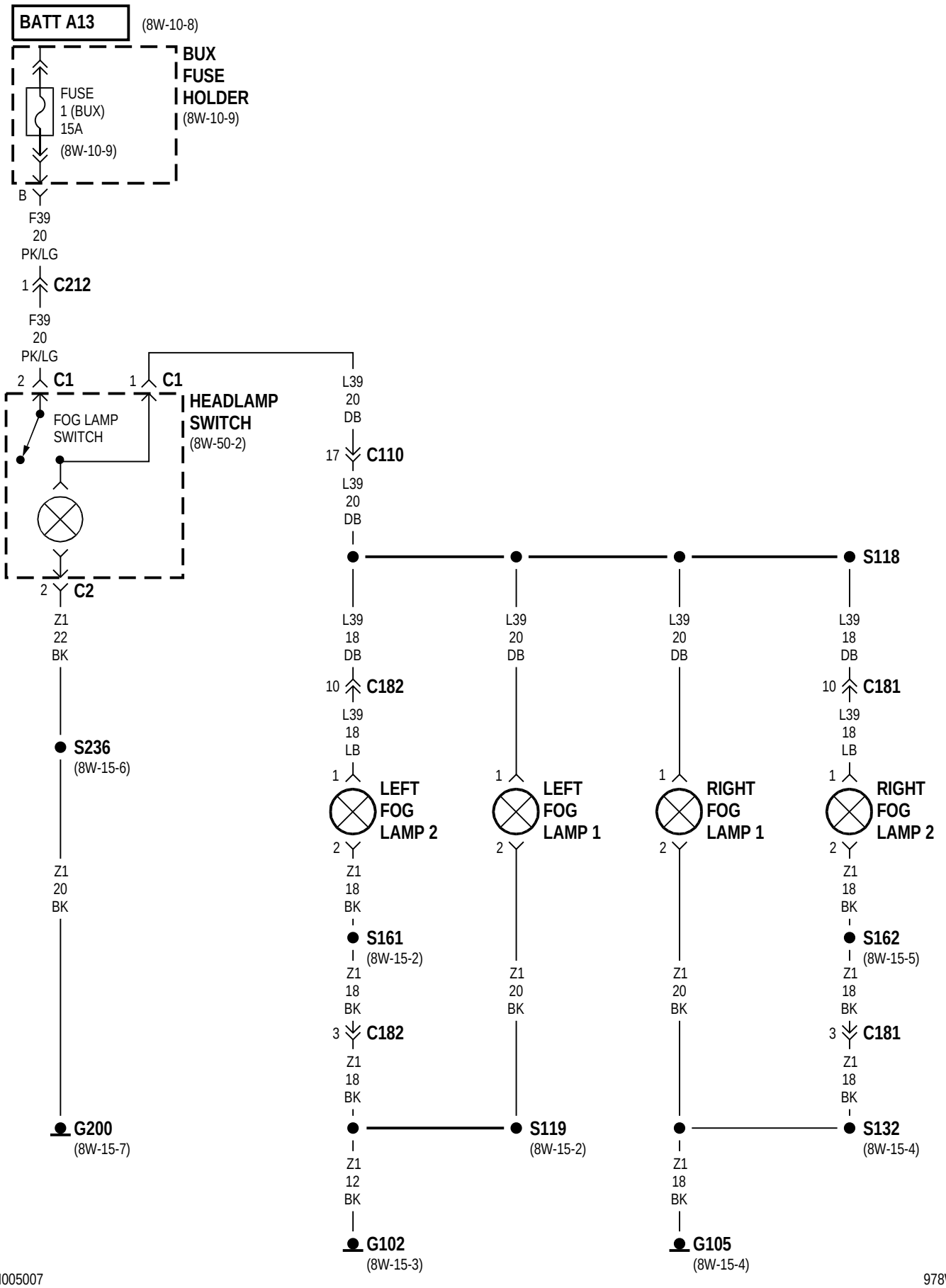

BATT A3
(8W-10-9)
BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
3 AUTO
0 OFF
5 C1
L7 20 BK/YL
L7 18 BK/YL
23 C3
PARK LAMP SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-6)
5 C3
JUNCTION BLOCK
(8W-12-3)
(8W-12-10)
(8W-12-11)
4 C2
10 C3
L7 20 BK/YL
S121
L7 18 BK/YL
L7 18 BK/YL
L7 20 BK/YL
7 C182
7 C181
L7 18 BK/YL
L7 18 BK/YL
1
1
4 C2
LEFT POSITION LAMP
(8W-50-6)
RIGHT POSITION LAMP
(8W-50-6)
PARK LAMP SWITCH OUTPUT
RADIO
(8W-47-2)

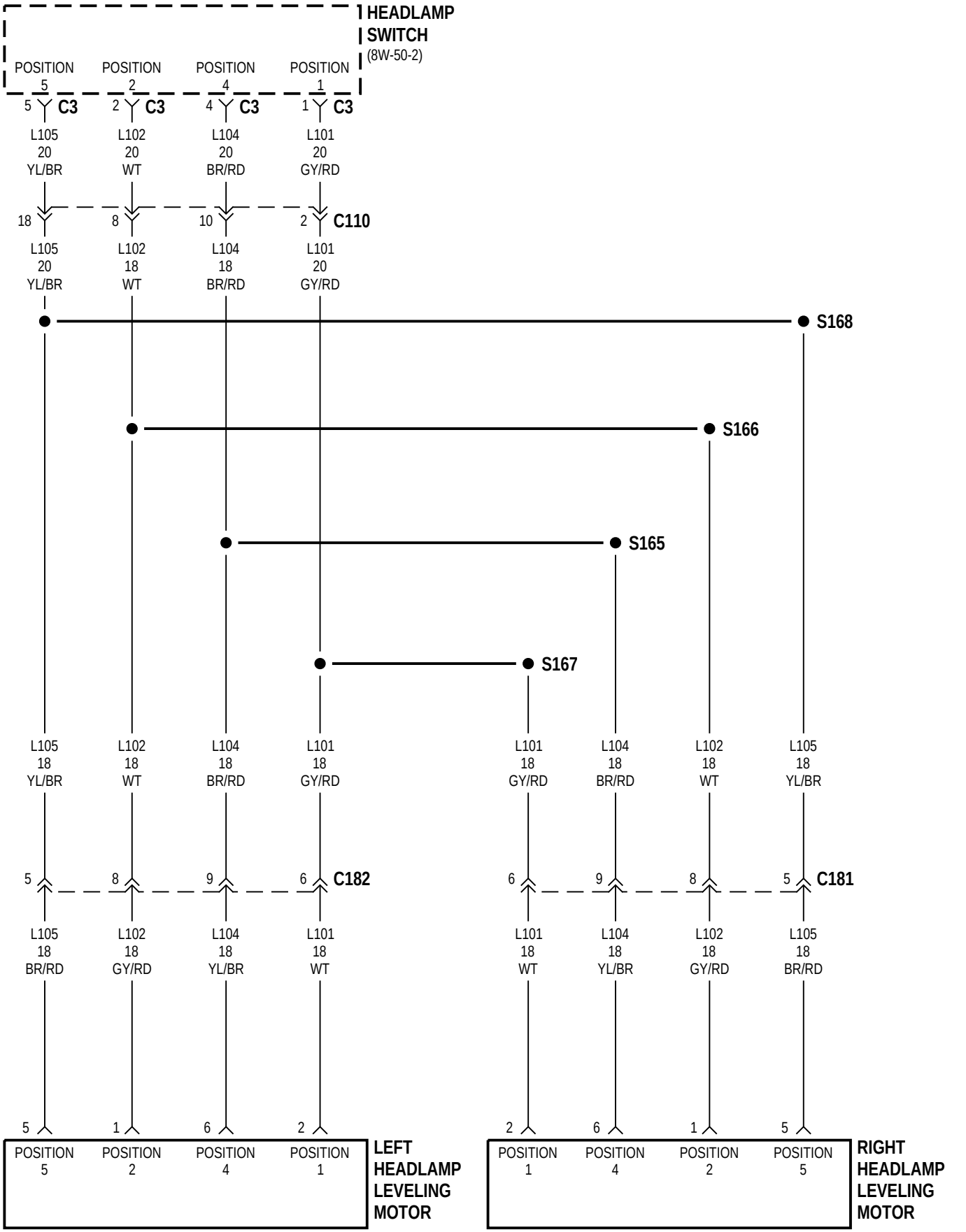

BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
(8W-12-3)
21
23
HEADLAMP DELAY RELAY
22
25
FUSE 5 5A
(8W-12-6)
4 C7
A3 14 RD/WT
6 C6
G50 22 RD/DB
2 C4
F37 22 RD/LG
1 C7
L2 14 LG
2 C2
3 C3
HEADLAMP DELAY RELAY CONTROL
FUSED HEADLAMP SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-4)
S203
A3 14 RD/WT
A3 14 RD/WT
7 C1
HEADLAMP SWITCH
1 HEAD
2 PARK
3 AUTO
0 OFF
1
2
0
3
6 C1
L2 14 LG
1 C2
G52 22 YL
11 C1
AUTO HEADLAMP SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-4)
S201
L2 14 LG
6
7
HEADLAMP DIMMER SWITCH
(8W-50-4)


HEADLAMP SWITCH
(8W-50-2)
1 HEAD
2 PARK
0 OFF
3 AUTO
1
2
0
3
7 C1
6 C1
A3
14
RD/WT
L2
14
LG
S201
(8W-10-9)
S203
(8W-10-9)
L2
14
LG
A3
14
RD/WT
6
7
HEADLAMP DIMMER SWITCH
1 LOW
2 HIGH
3 FLASH TO PASS
(PART OF MULTI-FUNCTION SWITCH)
3
1
2
4
5
TURN SIGNAL/ HAZARD WARNING SWITCH
(8W-52-2)
3
1
L3
14
RD/OR
L4
14
VT/WT
L61
18
LG
L60
18
TN
2 C8
4 C8
1 C3
7 C3
JUNCTION BLOCK
(8W-12-2)
(8W-12-3)
FUSE 11 15A (8W-12-13)
FUSE 12 15A (8W-12-13)
FUSE 15 15A (8W-12-18)
FUSE 16 15A (8W-12-18)
(8W-12-24)
(8W-12-24)
1 C2
9 C2
L61
18
LG
L60
18
TN
A
B
TO
S159
(8W-50-5)
TO
S158
(8W-50-5)


FROM
JUNCTION
BLOCK
(8W-50-4)
A
L61
18
LG
S159
L61
18
LG
4
C182
L60
18
LG
2
LEFT
DIRECTION
LAMP
1
S161
(8W-15-2)
Z1
18
BK
3
C182
Z1
18
BK
L61
18
LG
1
C183
L61
18
LG
1
LEFT
REPEATER
LAMP
2
Z1
20
BK
2
C183
Z1
20
BK
S119
(8W-15-2)
Z1
12
BK
G102
(8W-15-3)
FROM
JUNCTION
BLOCK
(8W-50-4)
B
L60
18
TN
S158
L60
18
TN
1
C184
L60
18
TN
1
RIGHT
REPEATER
LAMP
2
Z1
20
BK
2
C184
Z1
20
BK
S132
(8W-15-4)
L60
18
TN
4
C181
L60
18
TN
2
RIGHT
DIRECTION
LAMP
1
Z1
18
BK
S162
(8W-15-5)
Z1
18
BK
3
C181
Z1
18
BK
Z1
18
BK
G105
(8W-15-4)


HEADLAMP DIMMER SWITCH (8W-50-4)
BATT F33 (8W-12-9)
HEADLAMP SWITCH 1 HEAD 2 PARK 0 OFF (8W-50-2)
JUNCTION BLOCK (8W-12-2) (8W-12-3)
FUSE 11 15A (8W-12-13)
FUSE 15 15A (8W-12-18)
FUSE 16 15A (8W-12-18)
FUSE 12 15A (8W-12-13)
L3 14 RD/OR
L4 14 VT/WT
L7 20 BK/YL
C8
C3
C1
C2
L33 18 RD
L43 18 VT
L7 20 BK/YL
L44 18 VT/RD
L34 20 RD/OR
C182
S121
S115
L34 18 RD
L44 18 VT
L7 18 BK/YL
L34 18 RD/OR
G34 20 RD/GY
C181
C110
LEFT HEADLAMP
RIGHT HEADLAMP
LEFT POSITION LAMP
RIGHT POSITION LAMP
Z1 18 BK
S161 (8W-15-2)
S162 (8W-15-5)
G34 20 RD/OR
INSTRUMENT CLUSTER (8W-40-8)
HIGH BEAM INDICATOR
S119 (8W-15-2)
S132 (8W-15-4)
Z1 12 BK
G102 (8W-15-3)
G105 (8W-15-4)


BATT A13
(8W-10-8)
BUX FUSE HOLDER
(8W-10-9)
FUSE 1 (BUX) 15A
(8W-10-9)
B
F39 20 PK/LG
1 C212
F39 20 PK/LG
2 C1
1 C1
HEADLAMP SWITCH
(8W-50-2)
FOG LAMP SWITCH
2 C2
Z1 22 BK
S236
(8W-15-6)
Z1 20 BK
G200
(8W-15-7)
L39 20 DB
17 C110
L39 20 DB
S118
L39 18 DB
10 C182
L39 18 LB
1 LEFT FOG LAMP 2
2
Z1 18 BK
S161
(8W-15-2)
Z1 18 BK
3 C182
Z1 18 BK
S119
(8W-15-2)
Z1 12 BK
G102
(8W-15-3)
L39 20 DB
1 LEFT FOG LAMP 1
2
Z1 20 BK
Z1 20 BK
S119
(8W-15-2)
L39 20 DB
1 RIGHT FOG LAMP 1
2
Z1 20 BK
Z1 18 BK
G105
(8W-15-4)
L39 18 DB
10 C181
L39 18 LB
1 RIGHT FOG LAMP 2
2
Z1 18 BK
S162
(8W-15-5)
Z1 18 BK
3 C181
Z1 18 BK
S132
(8W-15-4)


HEADLAMP SWITCH
(8W-50-2)
POSITION 5
POSITION 2
POSITION 4
POSITION 1
5 C3
2 C3
4 C3
1 C3
L105 20 YL/BR
L102 20 WT
L104 20 BR/RD
L101 20 GY/RD
18
8
10
2
C110
L105 20 YL/BR
L102 18 WT
L104 18 BR/RD
L101 20 GY/RD
S168
S166
S165
S167
L105 18 YL/BR
L102 18 WT
L104 18 BR/RD
L101 18 GY/RD
L101 18 GY/RD
L104 18 BR/RD
L102 18 WT
L105 18 YL/BR
5
8
9
6
C182
6
9
8
5
C181
L105 18 BR/RD
L102 18 GY/RD
L104 18 YL/BR
L101 18 WT
L101 18 WT
L104 18 YL/BR
L102 18 GY/RD
L105 18 BR/RD
5
1
6
2
2
6
1
5
POSITION 5
POSITION 2
POSITION 4
POSITION 1
LEFT HEADLAMP LEVELING MOTOR
POSITION 1
POSITION 4
POSITION 2
POSITION 5
RIGHT HEADLAMP LEVELING MOTOR

8W-50 FRONT LIGHTING

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GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams covers the front lighting systems for all the LH vehicles. If there is a difference in operation of the systems it will by identified in the circuit descriptions and the diagrams.

The headlamp switch has three positions, OFF, PARK (parking lamps), and ON. Power for the headlamp portion of the headlamp switch is provided on circuit A3. This circuit originates in the Power Distribution Center (PDC) and is protected by a 30 amp fuse located in cavity H.

Power for the parking lamp portion of the headlamp switch is provided on circuit F33. Circuit A13 in the Power Distribution Center (PDC) powers a 15 amp fuse located in cavity 9 of the junction block. The A13 circuit is protected by a 20 amp fuse located in cavity F of the PDC. Circuit F33, which connects to the other side of the fuse in the junction block, connects to the headlamp switch and is spliced to provide power for the instrument cluster.

DESCRIPTION AND OPERATION

PARKING LAMPS

Power for the parking lamp portion of the headlamp switch is provided on circuit F33. Circuit A13 in the Power Distribution Center (PDC) powers a 15 amp fuse located in cavity 9 of the junction block. The A13 circuit is protected by a 20 amp fuse located in cavity F of the PDC. Circuit F33, which connects to the other side of the fuse in the junction block, connects to the headlamp switch and is spliced to provide power for the instrument cluster.

When the headlamp switch is in the PARK or ON position, it connects circuit F33 to circuit L7. From the headlamp switch, circuit L7 splices to power the front parking lamps, front position lamps, rear tail lamps, and the license lamp. It also provides an input to the Body Control Module (BCM) indicating the lamps are ON, to the radio for illumination, and to the dimmer switch.

Grounding for the lamps is provided in two different locations. The left front lamp is grounded at the left front frame rail. Grounding for the right front lamp is provided at the right front frame rail.

HEADLAMPS

When the headlamp switch is in the ON position, the A3 circuit from the Power Distribution Center (PDC) connects to circuit L2. The L2 circuit is spliced and connects from the headlamp switch to the junction block, Body Control Module (BCM), beam select switch (low beam side), and the headlamp delay relay.

Circuit L4 connects from the beam select switch and the junction block. This is the feed to the fuses that power the low beam headlamps.

Circuits L43 and L44 connect to the junction block, and power the low beam headlamps. Circuit L43 supplies power to the left headlamp. Circuit L44 supplies power to the right headlamp. The L43 and L44 circuits each have separate fuses in the junction block. The L43 circuit is protected by a 15 amp fuse in cavity 15, and L44 is protected by a 15 amp fuse in cavity 16.

When the operator selects high beam operation, with the turn signal stalk of the multi-function switch, circuit A3 connects to the L3 circuit. Circuit L3 powers the fuses in the junction block for high-beam operation.

Circuit L33 is used for left high beam operation and is protected by a 15 amp fuse located in cavity 11 of the junction block. Circuit L34 is used for the right high beam and is protected by a 15 amp fuse located in cavity 12 of the junction block.

On vehicles equipped with Daytime Running Lamps (DRL) circuit L34 is spliced and provides an input to the DRL module.

HEADLAMP GROUND

Although circuit Z1 provides ground for the right and left headlamps, it has different termination

DESCRIPTION AND OPERATION (Continued)

points. For the right headlamp, the Z1 circuit is terminated at the right frame rail. For the left headlamp, the Z1 terminates at the left frame rail.

FOG LAMPS

Power for the fog lamp switch is supplied on circuit F39. This circuit is protected by a 15 amp fuse. When the operator turns the fog lamps ON circuits F39 and L39 are connected.

Circuit L39 connects from the switch to the lamps. Ground for the lamps is supplied on circuit Z1.

HEADLAMP DELAY

The headlamp delay uses a relay located in the junction block. Power for the relay is supplied on circuit A3. This circuit powers the coil and contact sides of the relay and is protected by a 30 amp fuse located in the Power Distribution Center (PDC) cavity H.

The relay is activated by the operator turning OFF the ignition with the headlamps ON. The Body Control Module (BCM) receives this input on the G52 circuit from the headlamp switch. The BCM controls the ground for the coil side of the relay and the amount of time the headlamps stay ON. Circuit G50 connects the coil side of the relay to the BCM.

When the relay is energized, the contacts in the relay close connecting circuits A3 and L2. Circuit L2 is used to supply power to the beam select switch. Circuit L4 connects from the beam select switch to the fuses that power low beam headlamps.

HEADLAMP LEVELING MOTORS

The headlamp leveling system used in this vehicle uses a variable position switch along with headlamp leveling motors located at the headlamps.

Power for the switch and the leveling motors is supplied on circuit F39. This circuit is HOT at all times and protected by a 15 amp fuse.

Ground for the switch is supplied on circuit Z1. When the operator moves the switch, power is supplied on circuit F39 through the CLOSED switch contacts to the motors. Circuit L101 is used for position #1, circuit L102 is used for position #2, circuit L104 is used for position #4, and circuit L105 is used for position #5.

HELPFUL INFORMATION

- For the A3 circuit, check for a blown 30 amp fuse located in cavity H of the PDC
- For the A13 circuit, check for a blown 20 amp fuse located in cavity F of the PDC
- For the left low beam headlamp, check for a blown 15 amp fuse located in cavity 15 of the junction block
- For the left high beam headlamp, check for a blown 15 amp fuse located in cavity 11 of the junction block
- For the right low beam headlamp, check for a blown 15 amp fuse located in cavity 16 of the junction block
- For the right high beam headlamp, check for a blown 15 amp fuse located in cavity 12 of the junction block
- For the left front lamps check the grounding point at the left frame rail.
- For the right front lamps check the grounding point at the right frame rail.
- Check the parking brake switch operation
- Check the 10 amp fuse in cavity F2 of the PDC
- Check the 30 amp fuse located in cavity H of the PDC. If this fuse is blown the headlamps will not operate
- Check the headlamp grounds located at the left front frame rail and the right frame rail

8W-51 REAR LIGHTING

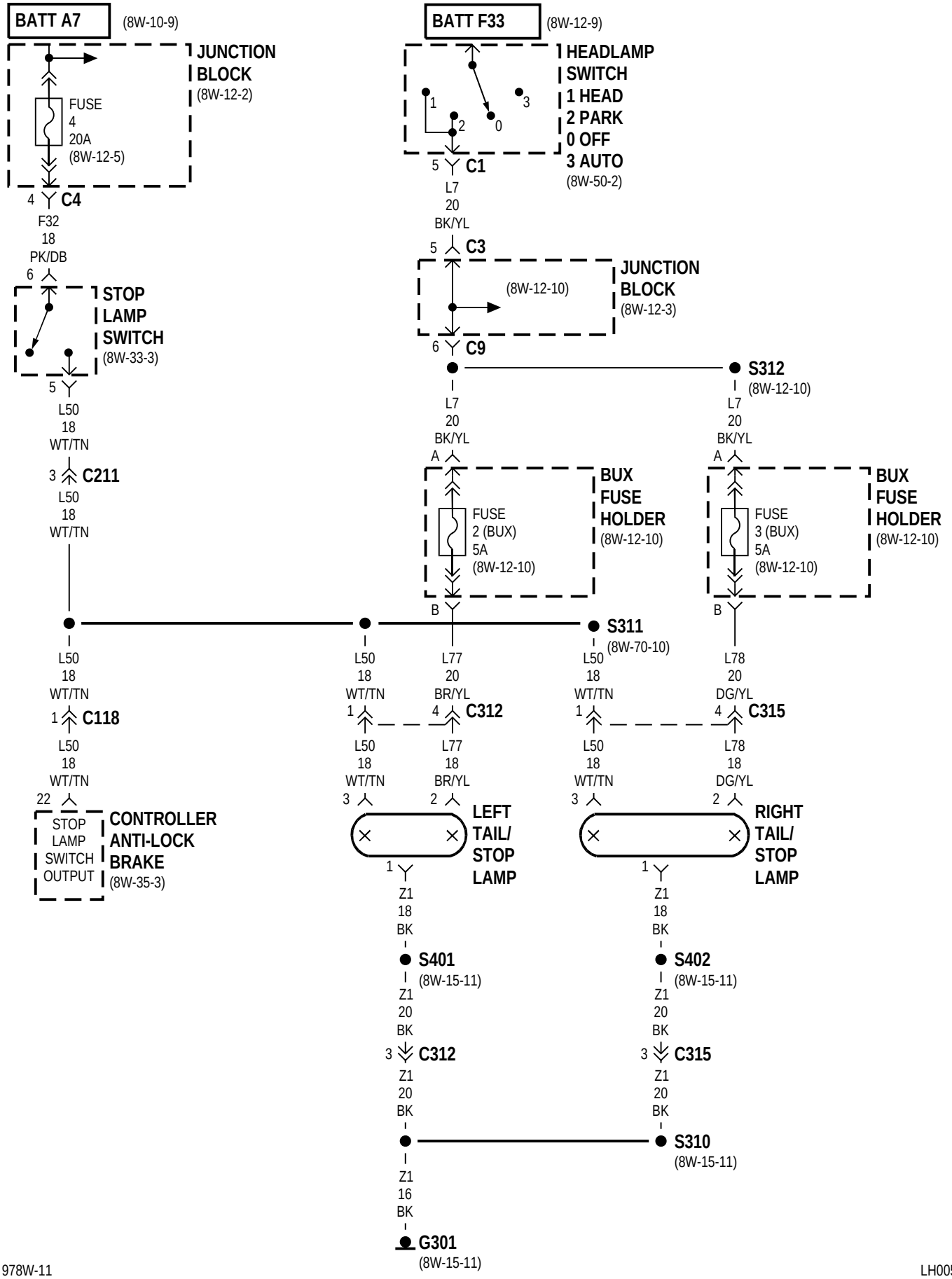
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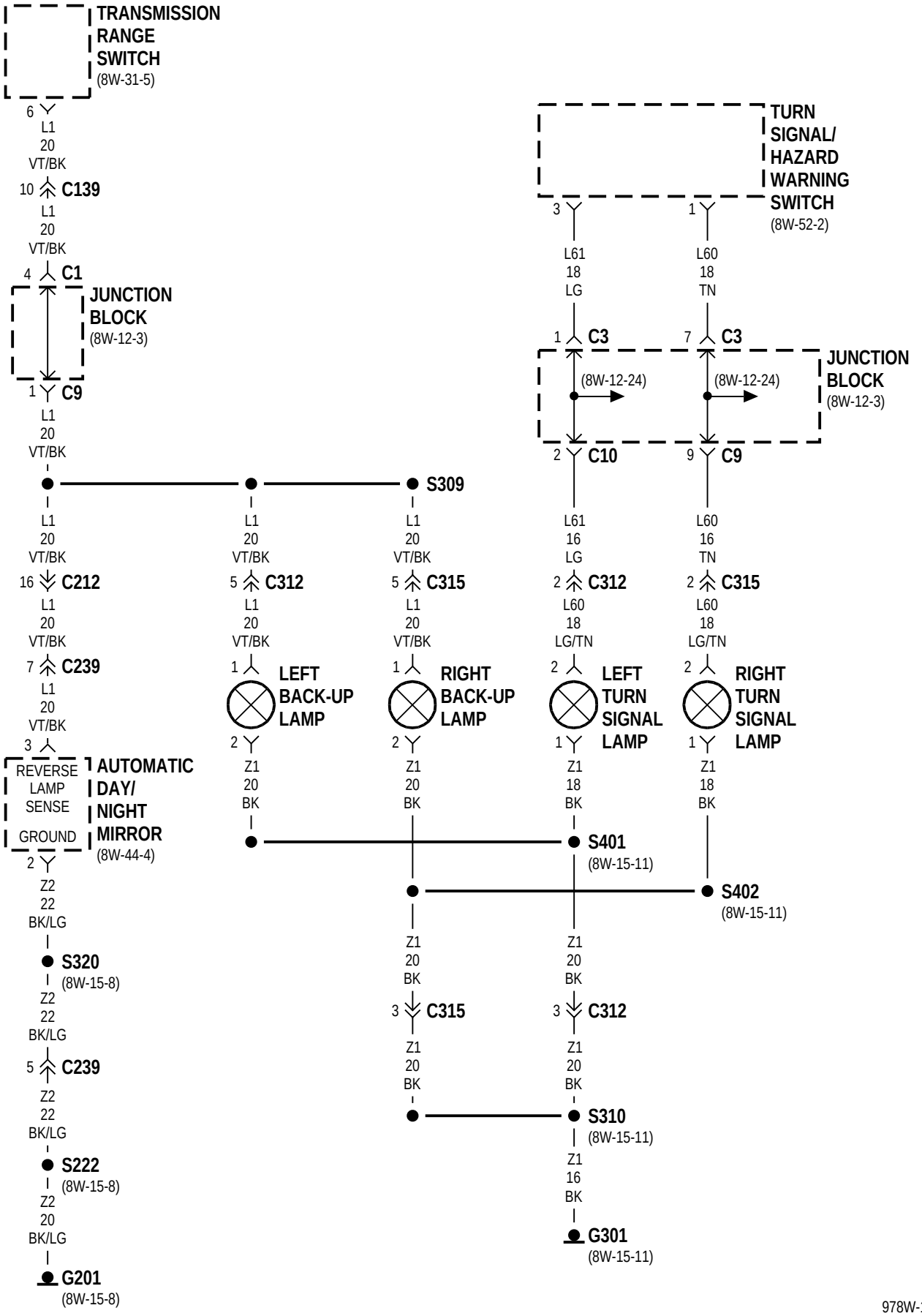
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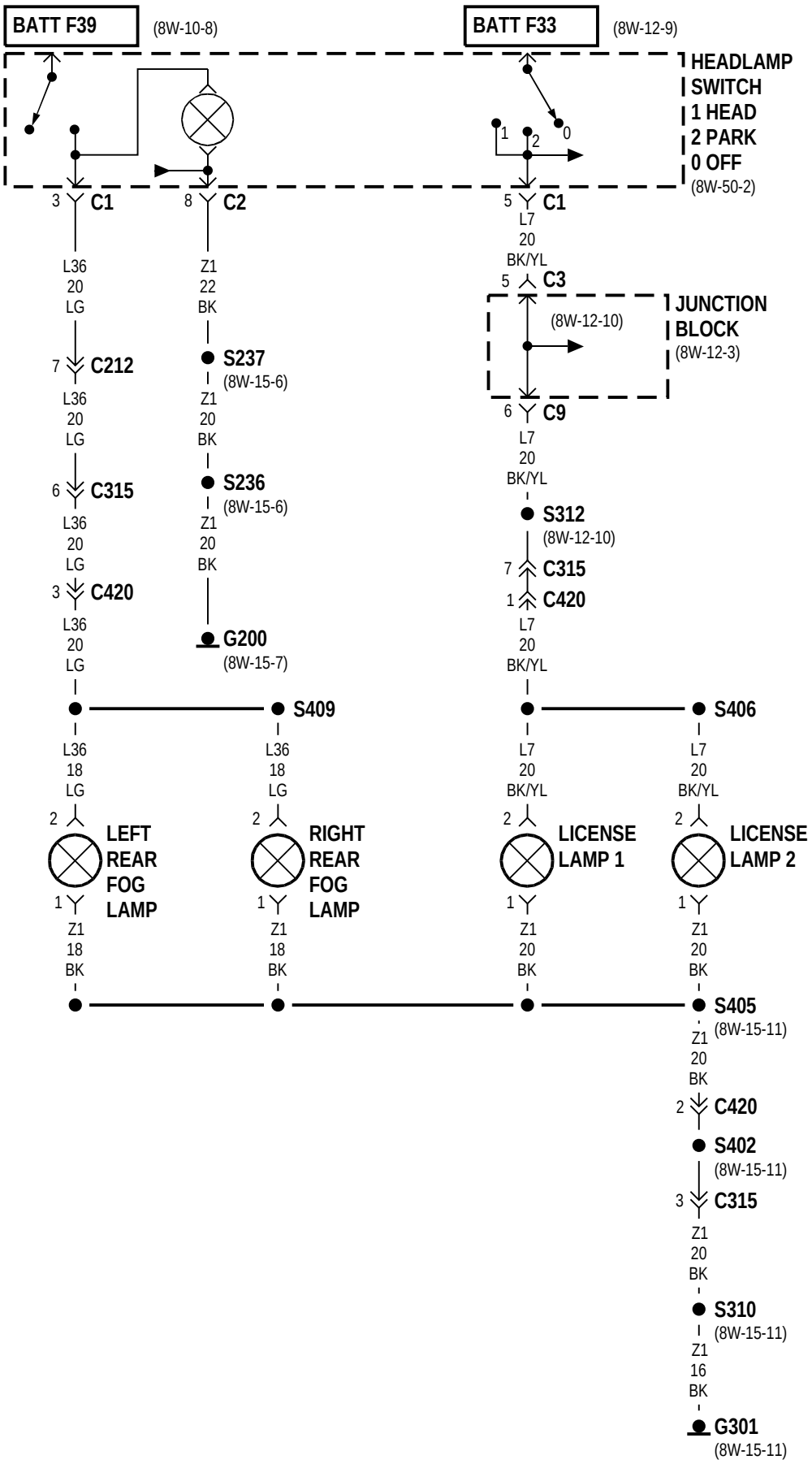
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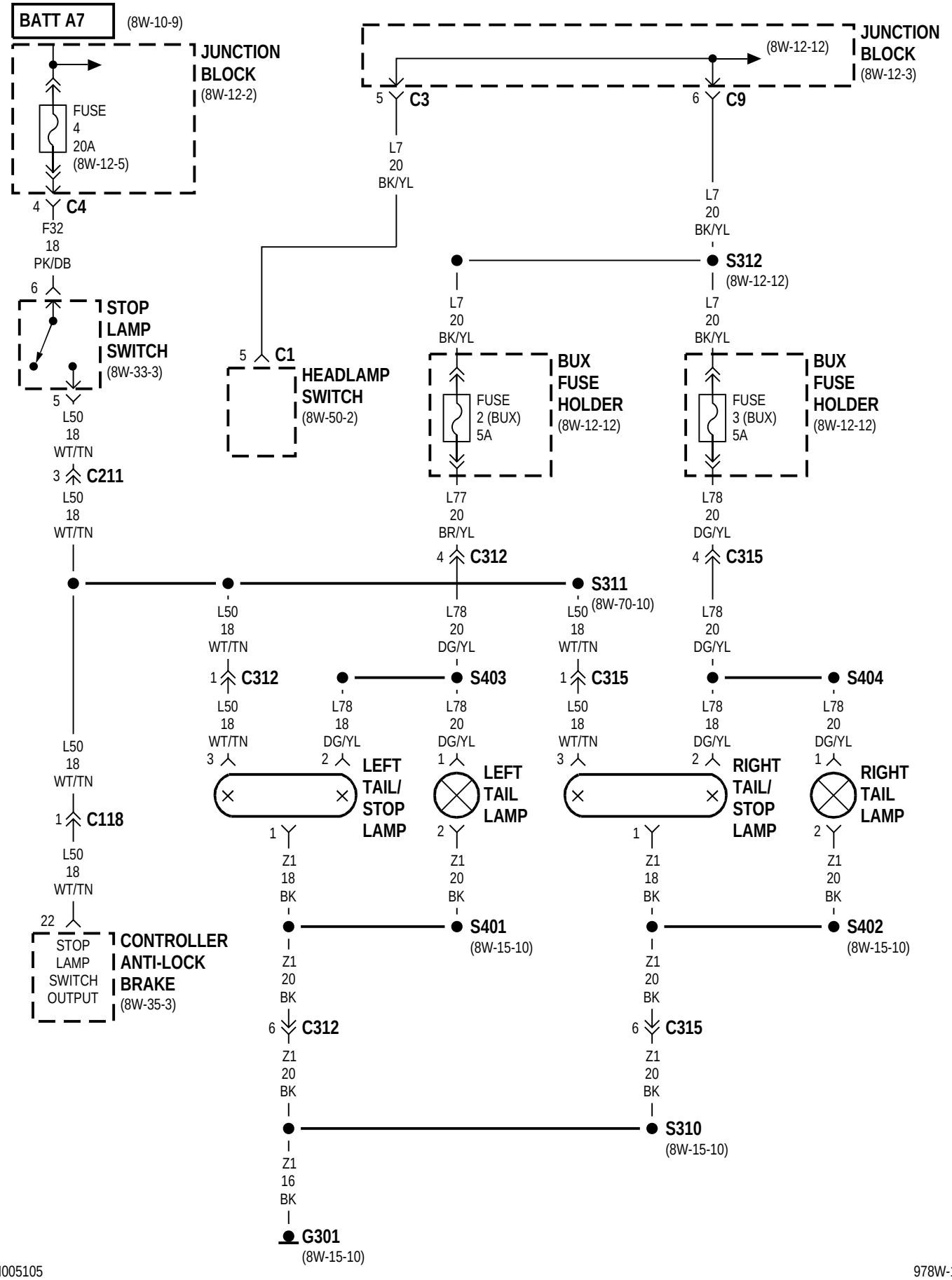
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Right Back-Up Lamp	8W-51-3, 6
Right Fog Lamp	8W-51-4

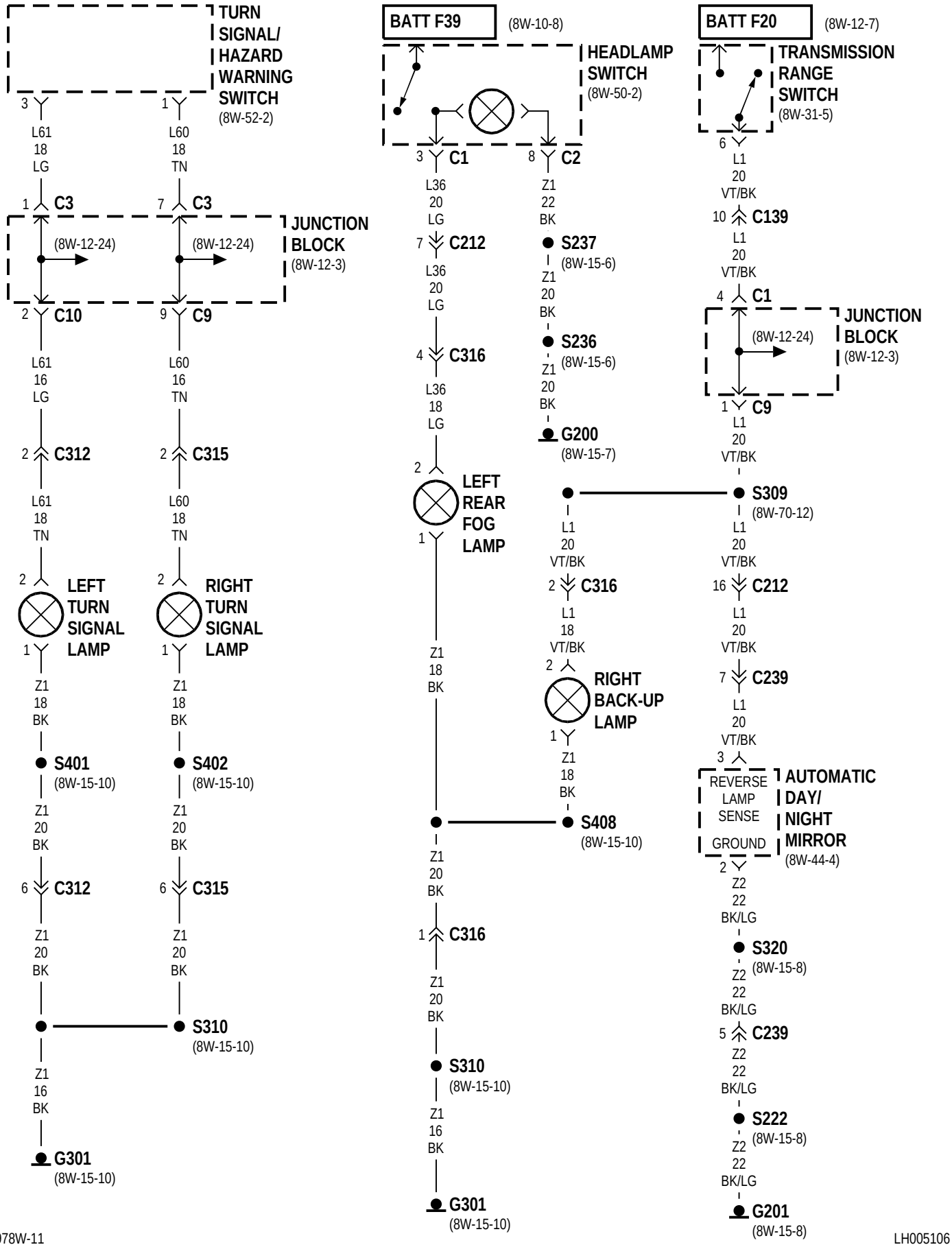
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S320	8W-51-3, 6
S401	8W-51-2, 3, 5, 6
S402	8W-51-2, 3, 4, 5, 6
S403	8W-51-5
S404	8W-51-5
S405	8W-51-4
S406	8W-51-4
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Turn Signal/Hazard Warning Switch	8W-51-3, 6

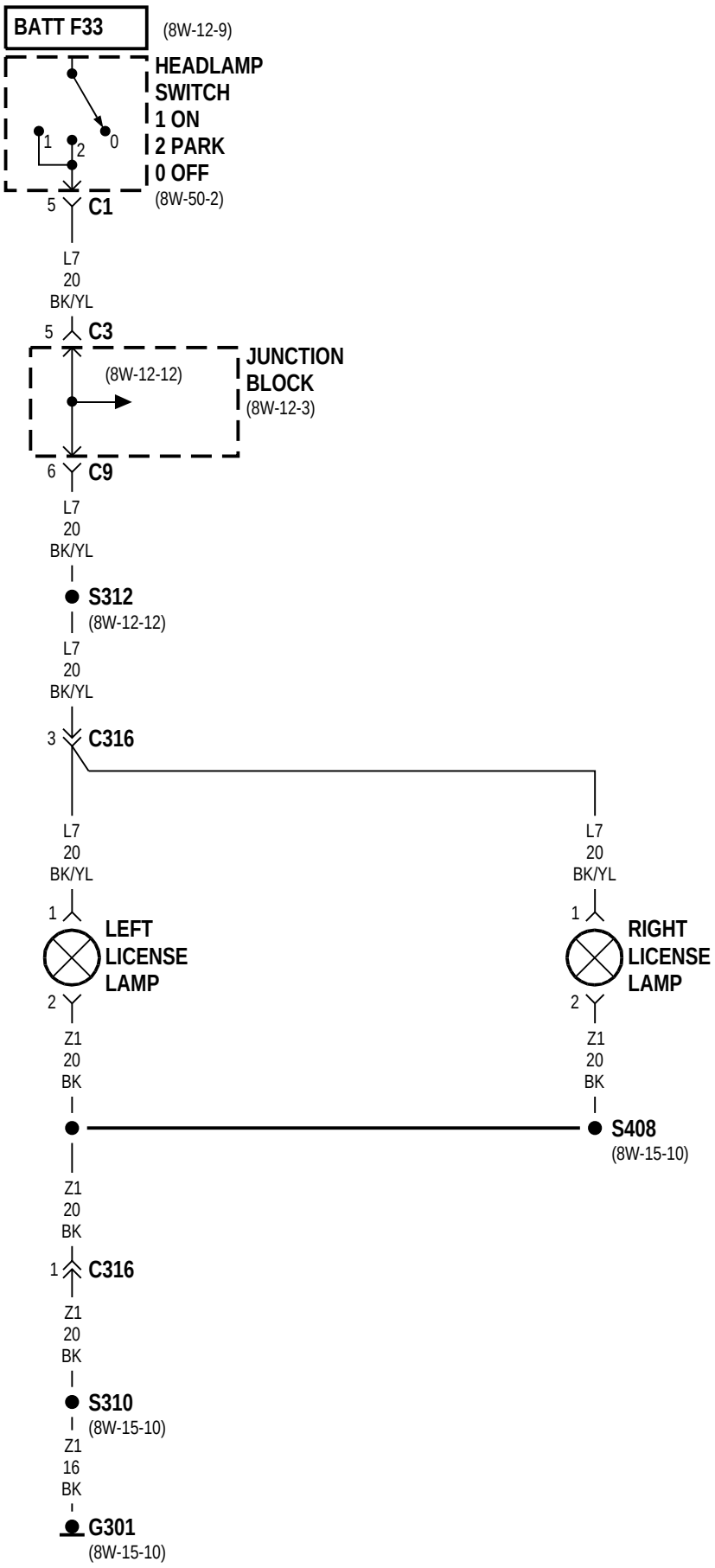

BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 4 20A
(8W-12-5)
4 C4
F32 18 PK/DB
6
STOP LAMP SWITCH
(8W-33-3)
5
L50 18 WT/TN
3 C211
L50 18 WT/TN
L50 18 WT/TN
1 C118
L50 18 WT/TN
22
STOP LAMP SWITCH OUTPUT
CONTROLLER ANTI-LOCK BRAKE
(8W-35-3)
BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
3 AUTO
(8W-50-2)
1
2
0
3
5 C1
L7 20 BK/YL
5 C3
(8W-12-10)
JUNCTION BLOCK
(8W-12-3)
6 C9
S312
(8W-12-10)
L7 20 BK/YL
A
FUSE 2 (BUX) 5A
(8W-12-10)
BUX FUSE HOLDER
(8W-12-10)
B
L7 20 BK/YL
A
FUSE 3 (BUX) 5A
(8W-12-10)
BUX FUSE HOLDER
(8W-12-10)
B
S311
(8W-70-10)
L50 18 WT/TN
L77 20 BR/YL
L78 20 DG/YL
1 C312
4 C315
L50 18 WT/TN
L77 18 BR/YL
L50 18 WT/TN
L78 18 DG/YL
3
2
LEFT TAIL/ STOP LAMP
RIGHT TAIL/ STOP LAMP
1
Z1 18 BK
S401
(8W-15-11)
S402
(8W-15-11)
Z1 20 BK
3 C312
3 C315
Z1 20 BK
S310
(8W-15-11)
Z1 16 BK
G301
(8W-15-11)

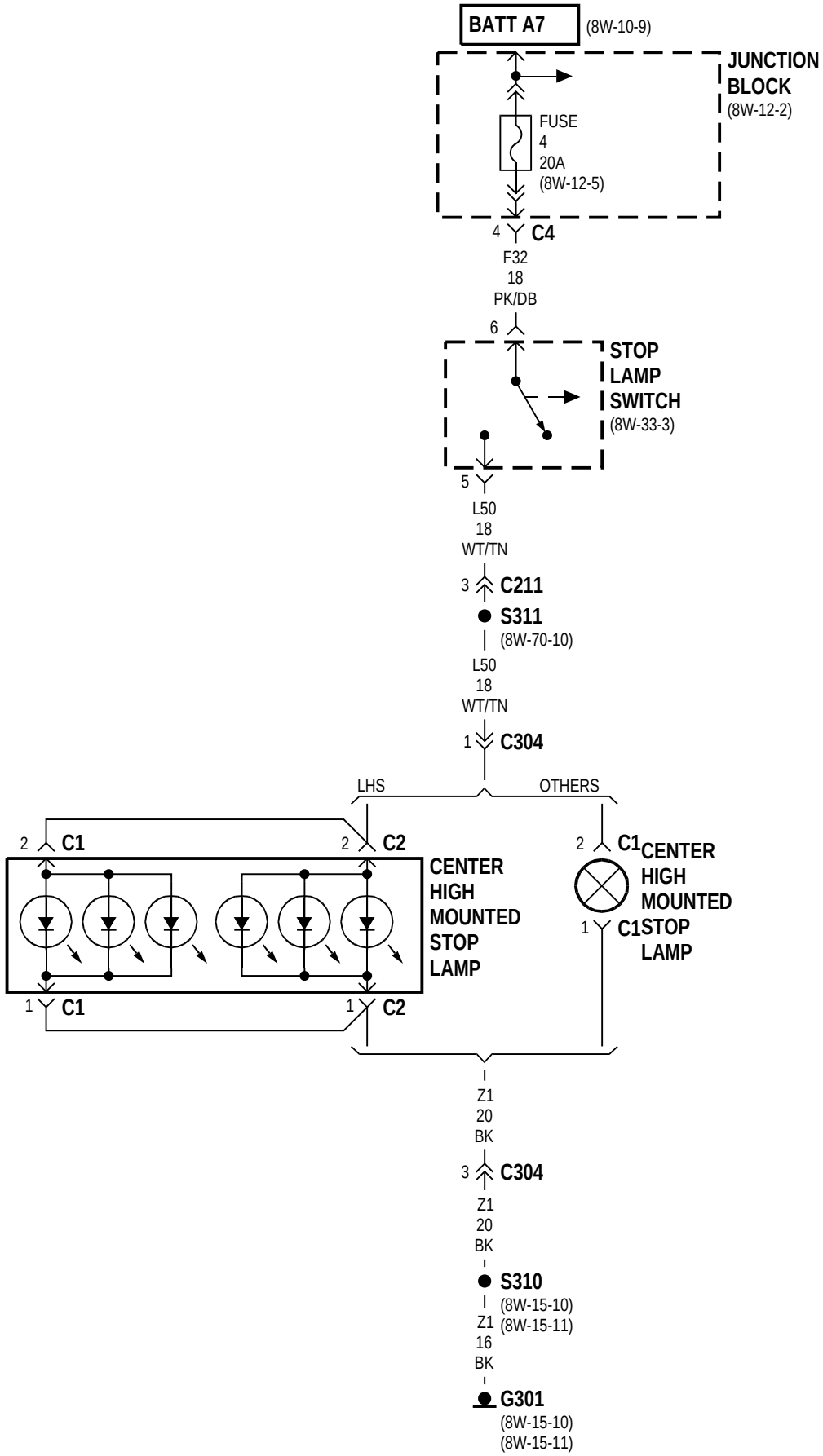

TRANSMISSION RANGE SWITCH
(8W-31-5)
6
L1
20
VT/BK
10 C139
L1
20
VT/BK
4 C1
JUNCTION BLOCK
(8W-12-3)
1 C9
L1
20
VT/BK
TURN SIGNAL/ HAZARD WARNING SWITCH
(8W-52-2)
3
L61
18
LG
1
L60
18
TN
1 C3
7 C3
JUNCTION BLOCK
(8W-12-3)
(8W-12-24)
(8W-12-24)
2 C10
9 C9
S309
L61
16
LG
L60
16
TN
16 C212
5 C312
5 C315
2 C312
2 C315
L60
18
LG/TN
7 C239
1 LEFT BACK-UP LAMP
1 RIGHT BACK-UP LAMP
2 LEFT TURN SIGNAL LAMP
2 RIGHT TURN SIGNAL LAMP
Z1
20
BK
Z1
18
BK
3
REVERSE LAMP SENSE
GROUND
AUTOMATIC DAY/ NIGHT MIRROR
(8W-44-4)
2
Z2
22
BK/LG
S401
(8W-15-11)
S402
(8W-15-11)
S320
(8W-15-8)
3 C315
3 C312
5 C239
S310
(8W-15-11)
S222
(8W-15-8)
Z1
16
BK
Z2
20
BK/LG
G301
(8W-15-11)
G201
(8W-15-8)


BATT F39
(8W-10-8)
BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 HEAD
2 PARK
0 OFF
(8W-50-2)
1
2
0
3 C1
8 C2
5 C1
L7 20 BK/YL
5 C3
JUNCTION BLOCK
(8W-12-3)
(8W-12-10)
6 C9
L7 20 BK/YL
S312
(8W-12-10)
7 C315
1 C420
L7 20 BK/YL
L36 20 LG
Z1 22 BK
7 C212
L36 20 LG
S237
(8W-15-6)
Z1 20 BK
6 C315
L36 20 LG
S236
(8W-15-6)
Z1 20 BK
3 C420
L36 20 LG
G200
(8W-15-7)
S409
S406
L36 18 LG
L7 20 BK/YL
2
LEFT REAR FOG LAMP
RIGHT REAR FOG LAMP
LICENSE LAMP 1
LICENSE LAMP 2
1
Z1 18 BK
Z1 20 BK
S405
(8W-15-11)
Z1 20 BK
2 C420
S402
(8W-15-11)
3 C315
Z1 20 BK
S310
(8W-15-11)
Z1 16 BK
G301
(8W-15-11)


BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 4 20A
(8W-12-5)
4 C4
F32 18 PK/DB
6
STOP LAMP SWITCH
(8W-33-3)
5 L50 18 WT/TN
3 C211
L50 18 WT/TN
L50 18 WT/TN
1 C118
L50 18 WT/TN
22
STOP LAMP SWITCH OUTPUT
CONTROLLER ANTI-LOCK BRAKE
(8W-35-3)
JUNCTION BLOCK
(8W-12-3)
(8W-12-12)
5 C3
6 C9
L7 20 BK/YL
L7 20 BK/YL
S312
(8W-12-12)
5 C1
HEADLAMP SWITCH
(8W-50-2)
L7 20 BK/YL
L7 20 BK/YL
BUX FUSE HOLDER
(8W-12-12)
FUSE 2 (BUX) 5A
FUSE 3 (BUX) 5A
L77 20 BR/YL
L78 20 DG/YL
4 C312
4 C315
S311
(8W-70-10)
L50 18 WT/TN
L78 20 DG/YL
L50 18 WT/TN
L78 20 DG/YL
1 C312
1 C315
S403
S404
L50 18 WT/TN
L78 18 DG/YL
L78 20 DG/YL
L50 18 WT/TN
L78 18 DG/YL
L78 20 DG/YL
3
2
1
LEFT TAIL/ STOP LAMP
LEFT TAIL LAMP
RIGHT TAIL/ STOP LAMP
RIGHT TAIL LAMP
1
2
Z1 18 BK
Z1 20 BK
S401
(8W-15-10)
S402
(8W-15-10)
6 C312
6 C315
Z1 20 BK
S310
(8W-15-10)
Z1 16 BK
G301
(8W-15-10)


TURN SIGNAL/ HAZARD WARNING SWITCH (8W-52-2)
3 L61 18 LG
1 L60 18 TN
1 C3
7 C3
JUNCTION BLOCK (8W-12-3)
(8W-12-24)
(8W-12-24)
2 C10
9 C9
L61 16 LG
L60 16 TN
2 C312
2 C315
L61 18 TN
L60 18 TN
2 LEFT TURN SIGNAL LAMP
2 RIGHT TURN SIGNAL LAMP
1
1
Z1 18 BK
Z1 18 BK
S401 (8W-15-10)
S402 (8W-15-10)
Z1 20 BK
Z1 20 BK
6 C312
6 C315
Z1 20 BK
Z1 20 BK
S310 (8W-15-10)
Z1 16 BK
G301 (8W-15-10)
BATT F39 (8W-10-8)
HEADLAMP SWITCH (8W-50-2)
3 C1
8 C2
L36 20 LG
Z1 22 BK
7 C212
S237 (8W-15-6)
L36 20 LG
Z1 20 BK
4 C316
S236 (8W-15-6)
L36 18 LG
Z1 20 BK
G200 (8W-15-7)
2
LEFT REAR FOG LAMP
1
Z1 18 BK
L1 20 VT/BK
2 C316
L1 18 VT/BK
2
RIGHT BACK-UP LAMP
1
Z1 18 BK
S408 (8W-15-10)
Z1 20 BK
1 C316
Z1 20 BK
S310 (8W-15-10)
Z1 16 BK
G301 (8W-15-10)
BATT F20 (8W-12-7)
TRANSMISSION RANGE SWITCH (8W-31-5)
6 L1 20 VT/BK
10 C139
L1 20 VT/BK
4 C1
JUNCTION BLOCK (8W-12-3)
(8W-12-24)
1 C9
L1 20 VT/BK
S309 (8W-70-12)
L1 20 VT/BK
16 C212
L1 20 VT/BK
7 C239
L1 20 VT/BK
3
REVERSE LAMP SENSE
GROUND
AUTOMATIC DAY/ NIGHT MIRROR (8W-44-4)
2
Z2 22 BK/LG
S320 (8W-15-8)
Z2 22 BK/LG
5 C239
Z2 22 BK/LG
S222 (8W-15-8)
Z2 22 BK/LG
G201 (8W-15-8)


BATT F33
(8W-12-9)
HEADLAMP SWITCH
1 ON
2 PARK
0 OFF
(8W-50-2)
1
2
0
5
C1
L7
20
BK/YL
5
C3
JUNCTION BLOCK
(8W-12-3)
(8W-12-12)
6
C9
L7
20
BK/YL
S312
(8W-12-12)
L7
20
BK/YL
3
C316
L7
20
BK/YL
1
LEFT LICENSE LAMP
2
Z1
20
BK
L7
20
BK/YL
1
RIGHT LICENSE LAMP
2
Z1
20
BK
S408
(8W-15-10)
Z1
20
BK
1
C316
Z1
20
BK
S310
(8W-15-10)
Z1
16
BK
G301
(8W-15-10)


BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 4 20A
(8W-12-5)
4 C4
F32 18 PK/DB
6
STOP LAMP SWITCH
(8W-33-3)
5
L50 18 WT/TN
3 C211
S311
(8W-70-10)
L50 18 WT/TN
1 C304
LHS
OTHERS
2 C1
2 C2
CENTER HIGH MOUNTED STOP LAMP
1 C1
1 C2
2 C1
CENTER HIGH MOUNTED STOP LAMP
1 C1
Z1 20 BK
3 C304
Z1 20 BK
S310
(8W-15-10)
(8W-15-11)
Z1 16 BK
G301
(8W-15-10)
(8W-15-11)

8W-51 REAR LIGHTING

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GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams covers the rear lighting systems for all the LH vehicles. If there is a difference in operation of the systems it will by identified in the circuit descriptions and the diagrams.

DESCRIPTION AND OPERATION

TAIL LAMPS AND LICENSE LAMPS

Power for the parking lamp portion of the headlamp switch is provided on circuit F33. Circuit A13 in the Power Distribution Center (PDC) powers a 15 amp fuse located in cavity 9 of the junction block. The A13 circuit is protected by a 40 amp fuse located in cavity F of the PDC. Circuit F33, which connects to the other side of the fuse in the junction block, connects to the headlamp switch and is spliced to provide power for the instrument cluster.

When the headlamp switch is in the PARK or ON position, it connects circuit F33 to circuit L7. From the headlamp switch, circuit L7 splices to power the front parking lamps, rear tail lamps fuses, and the license lamps. It also provides an input to the Body Control Module (BCM) indicating the lamps are ON, to the radio for illumination, and to the dimmer switch.

Grounding for the lamps is provided at the body lamps ground at the left rear wheel well.

HELPFUL INFORMATION

- For the A13 circuit, check for a blown 40 amp fuse located in cavity F of the PDC
- For the F33 circuit, check the 15 amp fuse located in cavity 9 of the junction block
- Check the 5 amp tail lamp fuses
- Check the grounding point at the left rear wheel well

REAR FOG LAMPS

Power for the rear fog lamp switch is supplied on circuit F39. This circuit is protected by a 15 amp fuse. When the operator turns the rear fog lamps ON circuits F39 and L36 are connected.

Circuit L36 connects from the switch to the lamps. Ground for the lamps is supplied on circuit Z1.

STOP LAMPS

Circuit F32 supplies power for the stop lamp switch. This circuit is protected by a 20 amp fuse located in cavity 4 of the junction block.

Power for the fuse is supplied on the A7 circuit. This circuit connects from the Power Distribution Center (PDC) to the junction block, and is protected by a 20 amp fuse located in cavity G. This circuit is also spliced in the PDC and supplies voltage for the Ignition-Off Draw (IOD) fuse.

When the operator presses the brake pedal, the stop lamp switch CLOSES, and connects circuit F32 to circuit L50. Circuit L50 connects from the stop lamp switch to the stop lamps and the Center High Mounted Stop Lamp (CHMSL). Ground for the lamps is provided on circuit Z1 and terminates at the body lamps ground located at the left rear wheel well.

On the New Yorker and LHS models the CHMSL uses Light Emitting Diodes (LED's) instead of lamps. Power and ground for the LED's are the same as other models.

HELPFUL INFORMATION

- Check for a blown 20 amp fuse located in cavity G of the PDC
- Check for a blown 20 amp fuse located in cavity 4 of the junction block
- Check the grounding point for the rear lamps located at the left rear wheel well
- Check for continuity across the stop lamp switch when it is closed.

BACK-UP LAMPS

Refer to section 8W-31 for lamp operation.

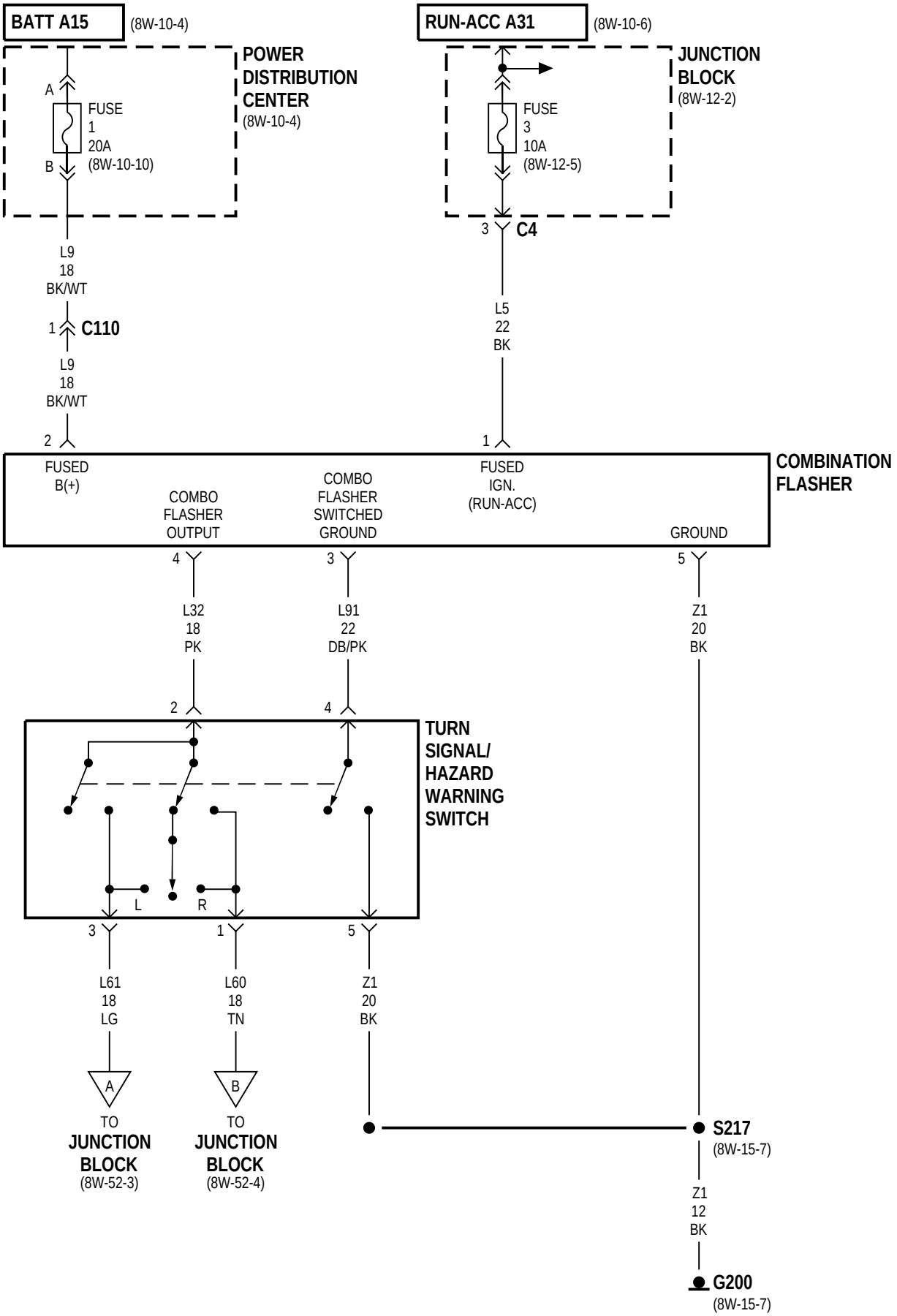
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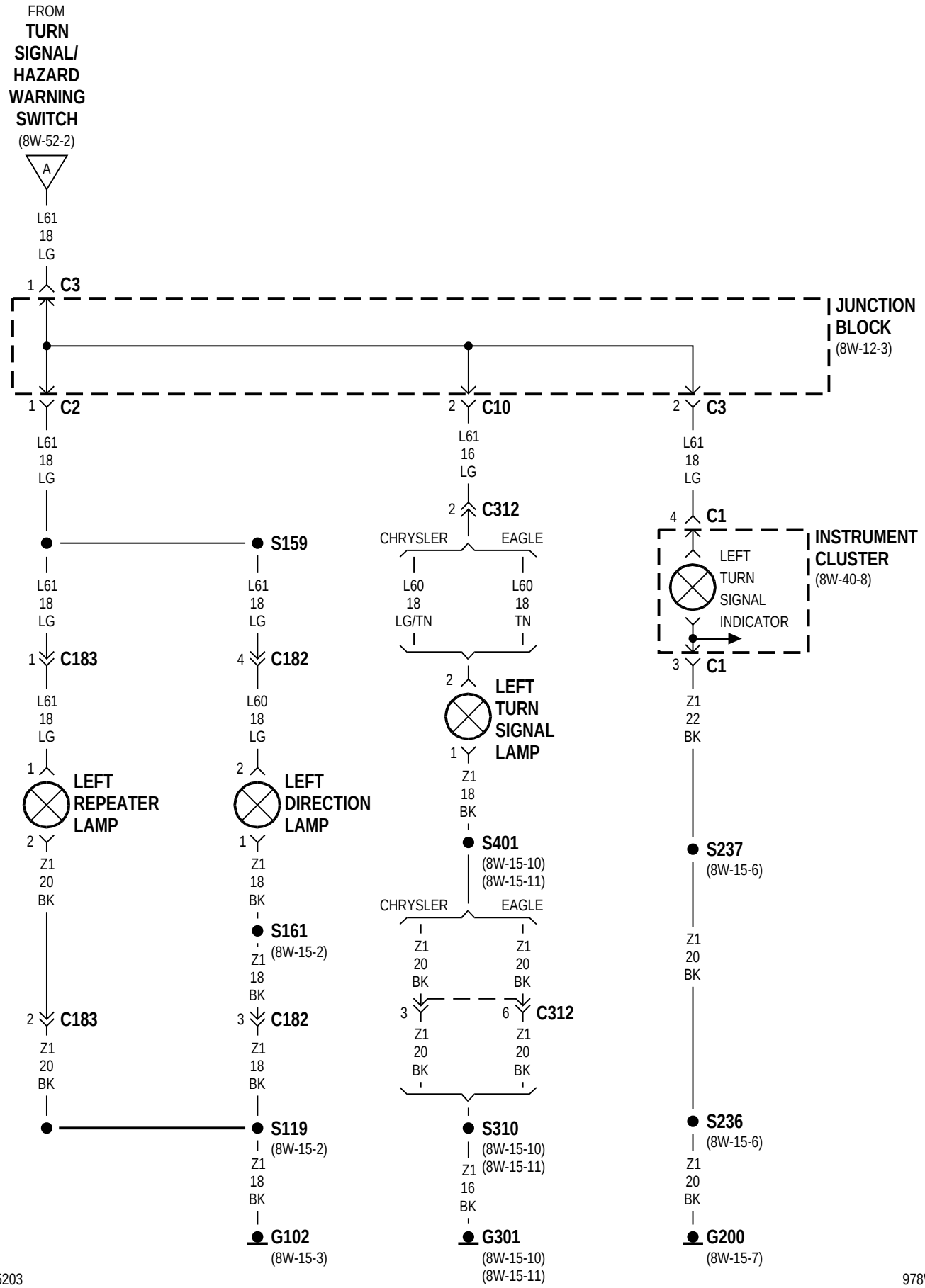
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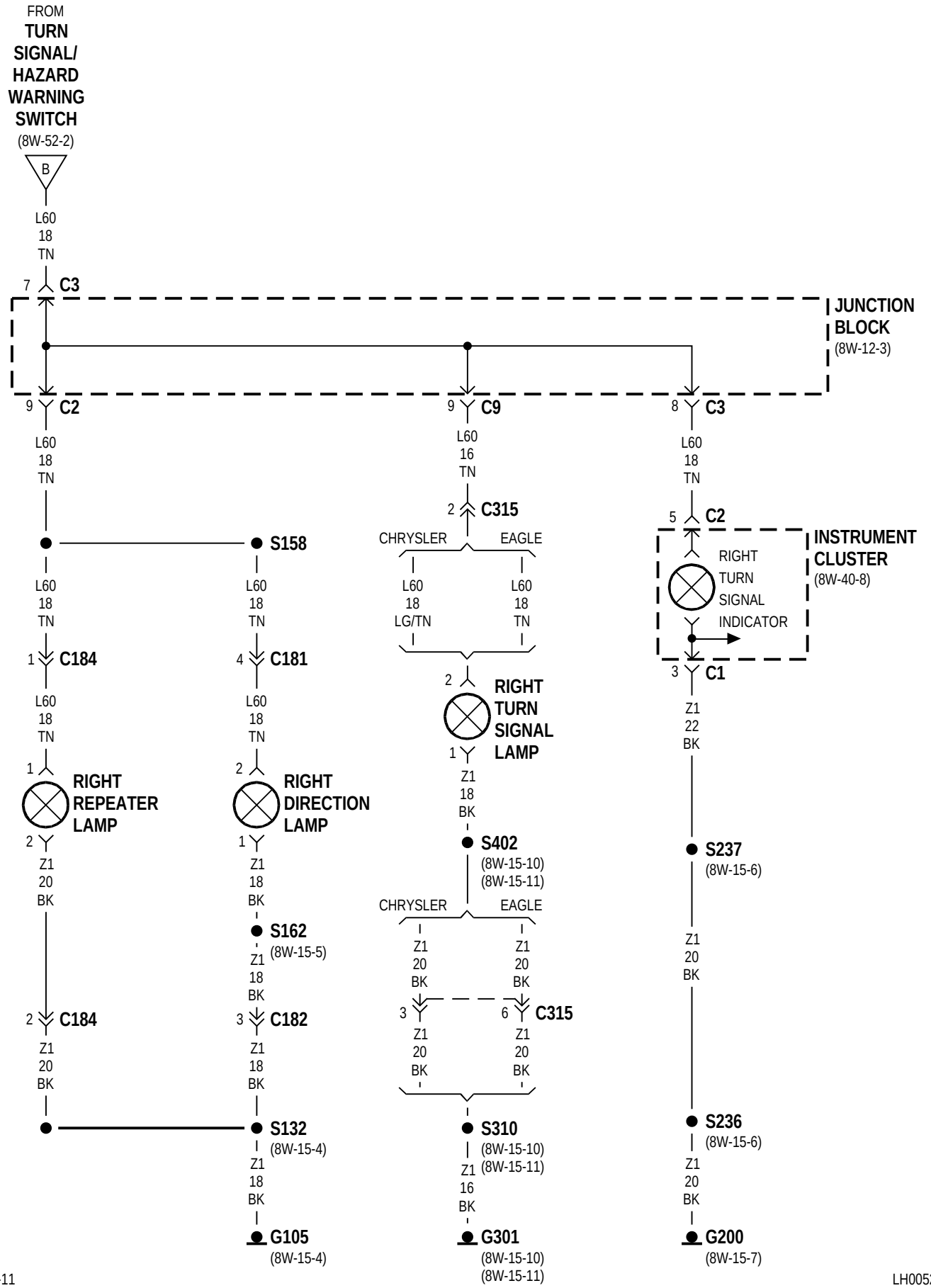
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Fuse 3 (JB)	8W-52-2
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G105	8W-52-4
G200	8W-52-2, 3, 4
G301	8W-52-3, 4
Instrument Cluster	8W-52-3, 4
Junction Block	8W-52-2, 3, 4
Left Direction Lamp	8W-52-3
Left Repeater Lamp	8W-52-3
Left Turn Signal Indicator	8W-52-3
Left Turn Signal Lamp	8W-52-3
Power Distribution Center	8W-52-2
Right Direction Lamp	8W-52-4
Right Repeater Lamp	8W-52-4
Right Turn Signal Indicator	8W-52-4
Right Turn Signal Lamp	8W-52-4
S119	8W-52-3
S132	8W-52-4
S158	8W-52-4
S159	8W-52-3
S161	8W-52-3
S162	8W-52-4
S217	8W-52-2
S236	8W-52-3, 4
S237	8W-52-3, 4
S310	8W-52-3, 4
S401	8W-52-3
S402	8W-52-4
Turn Signal/Hazard Warning Switch	8W-52-2


BATT A15
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
A
FUSE 1 20A
B
(8W-10-10)
L9 18 BK/WT
1
C110
L9 18 BK/WT
2
RUN-ACC A31
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 3 10A
(8W-12-5)
3
C4
L5 22 BK
1
COMBINATION FLASHER
FUSED B(+)
COMBO FLASHER OUTPUT
COMBO FLASHER SWITCHED GROUND
FUSED IGN. (RUN-ACC)
GROUND
4
3
5
L32 18 PK
L91 22 DB/PK
Z1 20 BK
2
4
TURN SIGNAL/ HAZARD WARNING SWITCH
L
R
3
1
5
L61 18 LG
L60 18 TN
Z1 20 BK
A
B
TO JUNCTION BLOCK
(8W-52-3)
TO JUNCTION BLOCK
(8W-52-4)
S217
(8W-15-7)
Z1 12 BK
G200
(8W-15-7)


FROM
TURN SIGNAL/ HAZARD WARNING SWITCH
(8W-52-2)
A
L61 18 LG
1 C3
JUNCTION BLOCK
(8W-12-3)
1 C2
2 C10
2 C3
L61 18 LG
L61 16 LG
L61 18 LG
2 C312
4 C1
INSTRUMENT CLUSTER
(8W-40-8)
LEFT TURN SIGNAL INDICATOR
3 C1
S159
CHRYSLER
EAGLE
L60 18 LG/TN
L60 18 TN
L61 18 LG
L61 18 LG
1 C183
4 C182
2 LEFT TURN SIGNAL LAMP
L60 18 LG
Z1 22 BK
1 LEFT REPEATER LAMP
2 LEFT DIRECTION LAMP
1 Z1 18 BK
S401
(8W-15-10)
(8W-15-11)
S237
(8W-15-6)
Z1 20 BK
S161
(8W-15-2)
CHRYSLER
EAGLE
Z1 20 BK
Z1 20 BK
Z1 18 BK
2 C183
3 C182
3 C312
6 C312
Z1 20 BK
Z1 20 BK
Z1 20 BK
Z1 18 BK
S119
(8W-15-2)
S310
(8W-15-10)
(8W-15-11)
S236
(8W-15-6)
Z1 18 BK
Z1 16 BK
Z1 20 BK
G102
(8W-15-3)
G301
(8W-15-10)
(8W-15-11)
G200
(8W-15-7)


FROM
TURN SIGNAL/ HAZARD WARNING SWITCH
(8W-52-2)
B
L60 18 TN
7 C3
JUNCTION BLOCK
(8W-12-3)
9 C2
9 C9
8 C3
L60 18 TN
L60 16 TN
2 C315
CHRYSLER
EAGLE
L60 18 LG/TN
L60 18 TN
5 C2
INSTRUMENT CLUSTER
(8W-40-8)
RIGHT TURN SIGNAL INDICATOR
3 C1
S158
1 C184
4 C181
2 RIGHT TURN SIGNAL LAMP
1 RIGHT REPEATER LAMP
2 RIGHT DIRECTION LAMP
Z1 22 BK
Z1 18 BK
S402
(8W-15-10)
(8W-15-11)
S237
(8W-15-6)
Z1 20 BK
S162
(8W-15-5)
2 C184
3 C182
3 C315
6 C315
S132
(8W-15-4)
S310
(8W-15-10)
(8W-15-11)
Z1 16 BK
S236
(8W-15-6)
G105
(8W-15-4)
G301
(8W-15-10)
(8W-15-11)
G200
(8W-15-7)

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DESCRIPTION AND OPERATION

TURN SIGNALS

Power for the turn signals flows from the Power Distribution Center (PDC) to the ignition switch on circuit A1. The A1 circuit is protected by a 20 amp fuse located in cavity A of the PDC. With the key in the ACCESSORY or RUN position, the ignition switch connects voltage from the A1 circuit to the A31 circuit.

Circuit A31 connects to the junction block and powers fuse 3. This is a 10 amp fuse. From the fuse, circuit L5 supplies voltage to the combination flasher.

The L32 circuit connects between the combination flasher and the turn signal portion of the multi-function switch. Circuit L32 connects to a BUS bar internal to the switch that powers the turn signals and the hazard flasher.

RIGHT TURN SIGNAL

When the operator selects the right turn signal, the multi-function switch connects power from circuit L32 to circuit L60. Circuit L60 supplies power for the front and rear turn signal lamps. This circuit also splices and supplies power to the instrument cluster indicator lamp.

Ground for the rear lamps is provided on circuit Z1 and terminates at the left rear wheel well. The ground for the front lamp(s) is provided on circuit Z1 and terminates at the right headlamp ground located at the right front frame rail.

LEFT TURN SIGNAL

When the operator selects the left turn signal, the multi-function switch connects power from circuit L32 to circuit L61. Circuit L61 supplies power for the front and rear turn signal lamps. This circuit also splices and supplies power to the instrument cluster indicator lamp.

Ground for the rear lamps is provided on circuit Z1 and terminates at the left rear wheel well. The ground for the front lamp(s) is provided on circuit Z1 and terminates at the left headlamp ground located at the left front frame rail.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity A of the PDC
- Check the 10 amp fuse located in cavity 3 of the junction block
- For the left front turn signal lamp check the grounding point at the left front frame rail
- For the right front turn signal lamp check the grounding point at the right front frame rail
- For the left and right rear turn signal lamps check the grounding point at the left rear wheel well

HAZARD FLASHERS

Power for the hazard flashers is provided on circuit L9 from the Power Distribution Center (PDC). The L9 circuit is protected by a 20 amp fuse located in cavity F1 of the PDC. Power for the fuse is supplied on circuit A15 which is a direct feed from the battery positive terminal. Circuit A15 is protected by a fusible link. This circuit is HOT at all times.

Circuit L9 connects from the PDC to the combination flasher. When the operator turns the hazard flashers ON circuits L9 and L32 are connected internal to the switch.

The L32 circuit connects between the combo flasher and the BUS bar that powers circuit L60 and L61 internal to the multi-function switch.

When the hazard flashers are ON the multi-function switch connects circuit L32 to circuits L60 and L61. It also connects circuits L91 and Z1. Circuit Z1 is the ground path for the combination flasher and terminates at the Airbag Control Module (ACM) bracket.

Circuit L60 supplies voltage for the right side lamps and circuit L61 powers the left side lamps. These circuits also splice and supply voltage for the indicator lamps in the instrument cluster.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity F1 of the PDC.
- Check the 10 amp fuse located in cavity 3 of the junction block.
- For the left front lamp check the grounding point at the left front frame rail.

DESCRIPTION AND OPERATION (Continued)

- For the right front lamp check the grounding point at the right front frame rail.
- For the left and right rear lamps check the grounding point at the left rear wheel well.
- Check the grounding point for the combination flasher located at the ACM bracket.

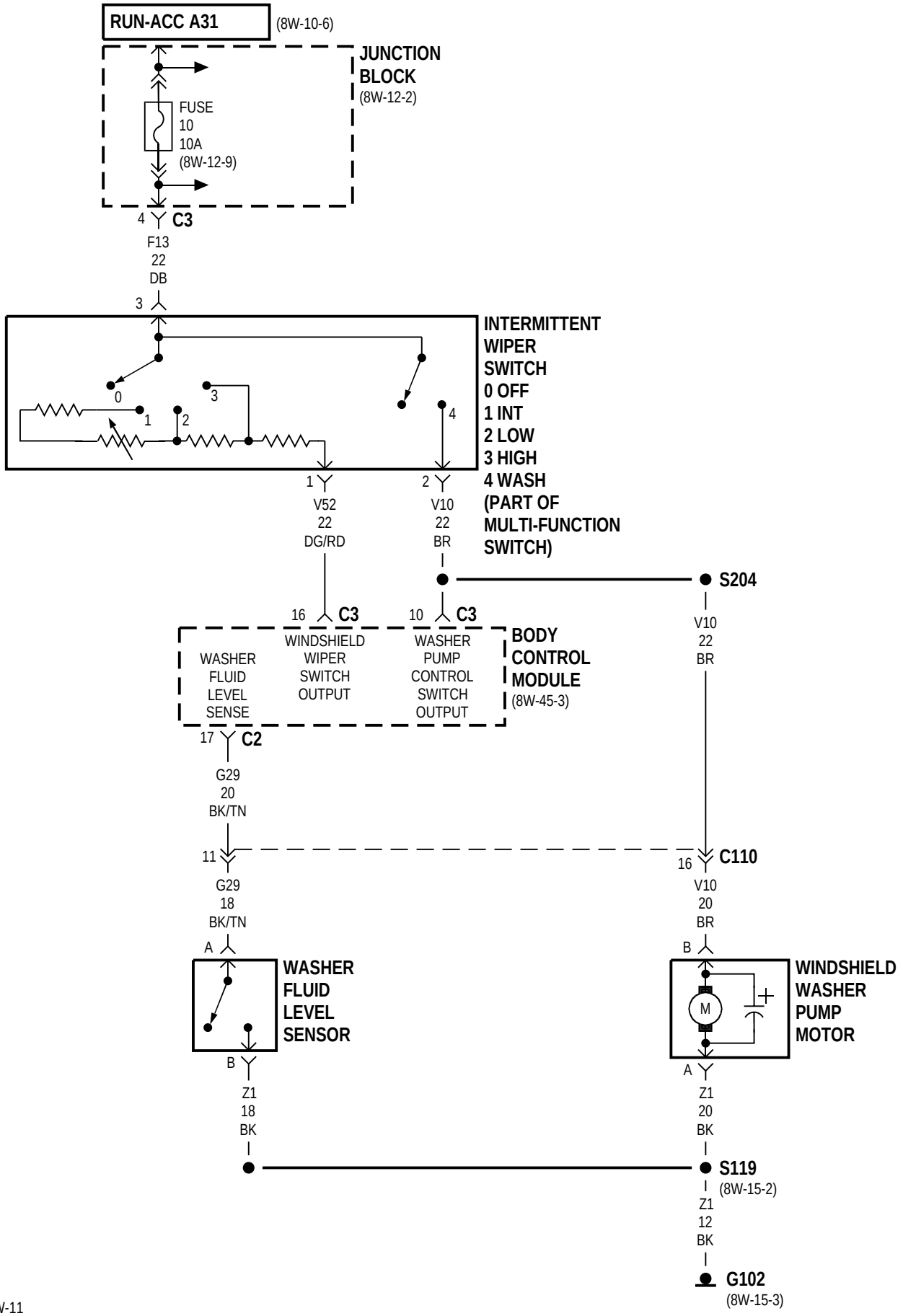
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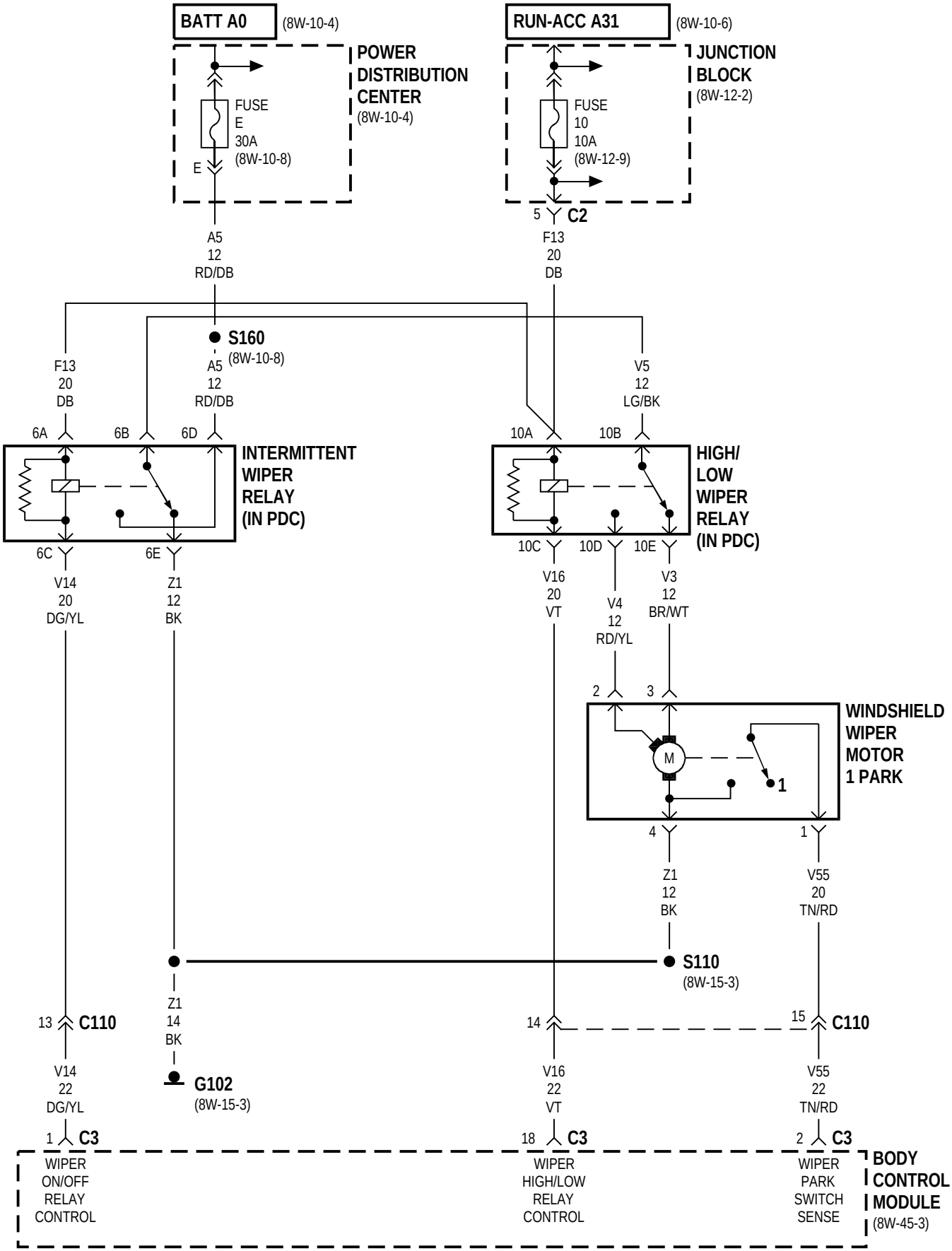
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RUN-ACC A31
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
10
10A
(8W-12-9)
4
C3
F13
22
DB
3
INTERMITTENT WIPER SWITCH
0 OFF
1 INT
2 LOW
3 HIGH
4 WASH
(PART OF MULTI-FUNCTION SWITCH)
0
1
2
3
4
1
V52
22
DG/RD
2
V10
22
BR
S204
V10
22
BR
16
C3
10
C3
BODY CONTROL MODULE
(8W-45-3)
WASHER FLUID LEVEL SENSE
WINDSHIELD WIPER SWITCH OUTPUT
WASHER PUMP CONTROL SWITCH OUTPUT
17
C2
G29
20
BK/TN
11
G29
18
BK/TN
16
C110
V10
20
BR
A
WASHER FLUID LEVEL SENSOR
B
Z1
18
BK
B
WINDSHIELD WASHER PUMP MOTOR
M
A
Z1
20
BK
S119
(8W-15-2)
Z1
12
BK
G102
(8W-15-3)


BATT A0
(8W-10-4)
POWER DISTRIBUTION CENTER
(8W-10-4)
FUSE
E
30A
(8W-10-8)
E
RUN-ACC A31
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE
10
10A
(8W-12-9)
5
C2
A5
12
RD/DB
F13
20
DB
S160
(8W-10-8)
A5
12
RD/DB
F13
20
DB
V5
12
LG/BK
6A
6B
6D
10A
10B
INTERMITTENT WIPER RELAY (IN PDC)
HIGH/ LOW WIPER RELAY (IN PDC)
6C
6E
10C
10D
10E
V14
20
DG/YL
Z1
12
BK
V16
20
VT
V4
12
RD/YL
V3
12
BR/WT
2
3
WINDSHIELD WIPER MOTOR 1 PARK
M
1
4
1
Z1
12
BK
V55
20
TN/RD
S110
(8W-15-3)
13
C110
Z1
14
BK
14
15
C110
V14
22
DG/YL
G102
(8W-15-3)
V16
22
VT
V55
22
TN/RD
1
C3
18
C3
2
C3
WIPER ON/OFF RELAY CONTROL
WIPER HIGH/LOW RELAY CONTROL
WIPER PARK SWITCH SENSE
BODY CONTROL MODULE
(8W-45-3)

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WIPER AFTER WASH 4

DESCRIPTION AND OPERATION

INTRODUCTION

The windshield wiper system is powered by a 10-amp fuse located in cavity 10 of the junction block. This fuse is HOT in the ACCESSORY and RUN positions only. Power for the fuse is supplied on the A31 circuit.

The A31 circuit originates at the ignition switch. Power for the A31 circuit is supplied by circuit A1 from the Power Distribution Center (PDC) and protected by a 20-amp fuse located in cavity A.

The F13 circuit supplies the power from the fuse in the junction block to the wiper switch, coil side of the intermittent wiper relay, and the coil side of the HI/LOW Wiper relay. Both of the relays used in the wiper system are located in the PDC.

The Body Control Module (BCM) controls all functions of the wiper system. This is accomplished through a multi-plexed input from the wiper switch to the BCM on circuit V52.

INTERMITTENT WIPER OPERATION

When the operator selects intermittent wiper operation a multi- plexed signal is sent to the Body Control Module (BCM) on the V52 circuit. The BCM then grounds circuit V14, which is the coil side of the intermittent wiper relay. This causes the relay to switch from its normally grounded position and connect circuit A5 to circuit V5. The A5 circuit is protected by a 30 amp fuse located in cavity E of the Power Distribution Center (PDC).

The V5 circuit is connected to the HI/LOW Wiper relay LOW speed side. Voltage is passed through the relay to circuit V3, then to the LOW speed side of the wiper motor. Ground for the wiper motor is provided on circuit Z1, and terminates at the left front frame rail.

When the wiper motor completes one cycle, the BCM turns OFF the motor by deactivating the wiper relays. The amount of delay between wipes is dependent on the voltage level being sent to the BCM from the wiper switch.

As the windshield wiper motor turns, the park switch internal to the motor moves from its grounded position to the open RUN position. The BCM uses input from the park switch, on circuit V55, for wiper position and system operation.

The delay times are also compensated for vehicle speed. If the vehicle is moving less than 10 mph, the delay time is doubled. Once the vehicle speed exceeds 10 mph, the normal delay times are used.

WIPER AFTER WASH

When the wash button is pressed momentarily a signal is sent to the Body Control Module (BCM) on circuit V10. The BCM then turns the wipers ON low speed for three consecutive wipes after the button is released.

The BCM turns the wipers ON by providing a ground path for circuit V14. This causes the intermittent wipe relay to switch from its normally grounded position and connect circuit A5 to circuit V5. The A5 circuit is protected by a 30 amp fuse located in cavity E of the Power Distribution Center (PDC).

The V5 circuit is connected to the HI/LOW Wiper relay LOW speed side. Voltage is passed through the relay to circuit V3, then to the LOW speed side of the wiper motor. Ground for the wiper motor is provided on circuit Z1, and terminates at the left front frame rail.

LOW SPEED OPERATION

When the LOW speed switch is activated a multiplexed signal is sent to the Body Control Module (BCM) on circuit V52. The BCM then turns the wipers ON low speed by providing a ground path for circuit V14. This causes the intermittent wipe relay to switch from its normally grounded position and connect circuit A5 to circuit V5. The A5 circuit is protected by a 30 amp fuse located in cavity E of the Power Distribution Center (PDC).

The V5 circuit is connected to the HI/LOW Wiper relay low speed side. Voltage is passed through the relay to circuit V3, then to the LOW speed side of the wiper motor. Ground for the wiper motor is provided on circuit Z1, and terminates at the left front frame rail.

DESCRIPTION AND OPERATION (Continued)

As the windshield wiper motor turns, the park switch internal to the motor moves from its grounded position to the open RUN position. The BCM uses input from the park switch, on circuit V55, for wiper position and system operation.

HIGH SPEED OPERATION

When HIGH speed operation is selected, a multiplexed signal is sent to the Body Control Module (BCM) on circuit V52. The BCM then turns the wipers ON by grounding the V14 and V16 circuits.

By grounding the V14 circuit the intermittent wiper relay is switched from its normally grounded position to connect circuits A5 and V5. The A5 circuit, which originates in the Power Distribution Center (PDC) and is protected by a 30 amp fuse located in cavity E, then supplies power to the HI/LOW wiper relay through circuit V5.

When the V16 circuit is grounded the HI/LOW relay switches, from its normal position of LOW speed, to the HIGH speed contact. Power for the coil side of the relay is supplied by the F13 circuit. This circuit also is the feed for the wiper switch and the intermittent wiper relay.

Power for the windshield wiper motor is supplied from the HI/LOW wiper relay to the motor on circuit V4. Ground for the wiper motor is provided on circuit Z1, and terminates at the left front frame rail.

As the windshield wiper motor turns, the park switch internal to the motor moves from its grounded position to the open RUN position. The BCM uses input from the park switch, on circuit V55, for wiper position and system operation.

DESCRIPTION AND OPERATION (Continued)

WASHER OPERATION

When the operator presses the WASH switch, power is supplied on the F13 circuit, through the CLOSED switch contacts, to circuit V10. The V10 circuit is spliced and connects to the Body Control Module (BCM) and the windshield washer pump motor. The pump motor, which is located in the washer fluid reservoir, is grounded at the left front frame rail.

HELPFUL INFORMATION

- Check the 10 amp fuse located in cavity 10 of the junction block
- Check the 30 amp fuse located in cavity E of the PDC
- Check for a good ground at the left front frame rail

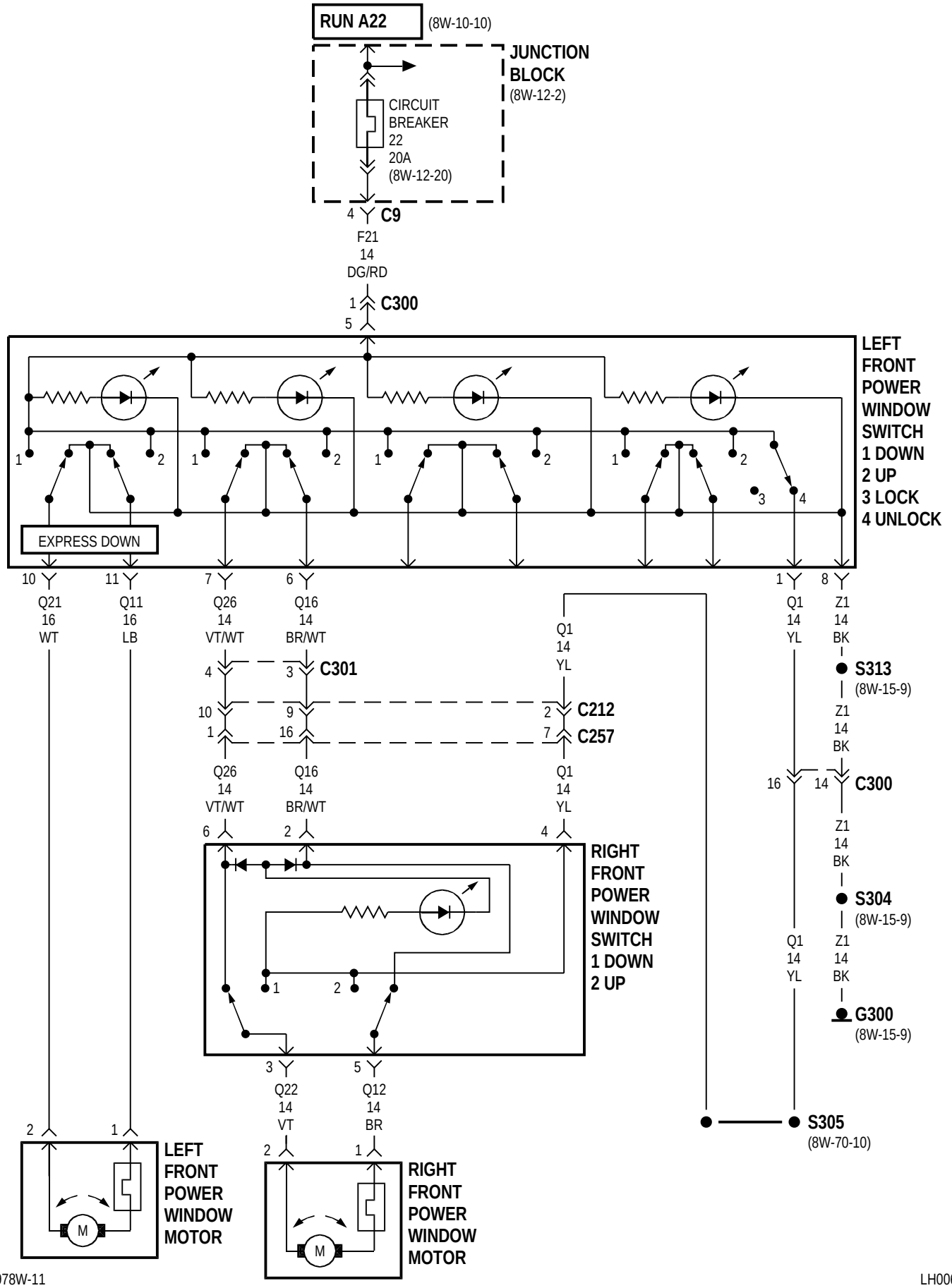
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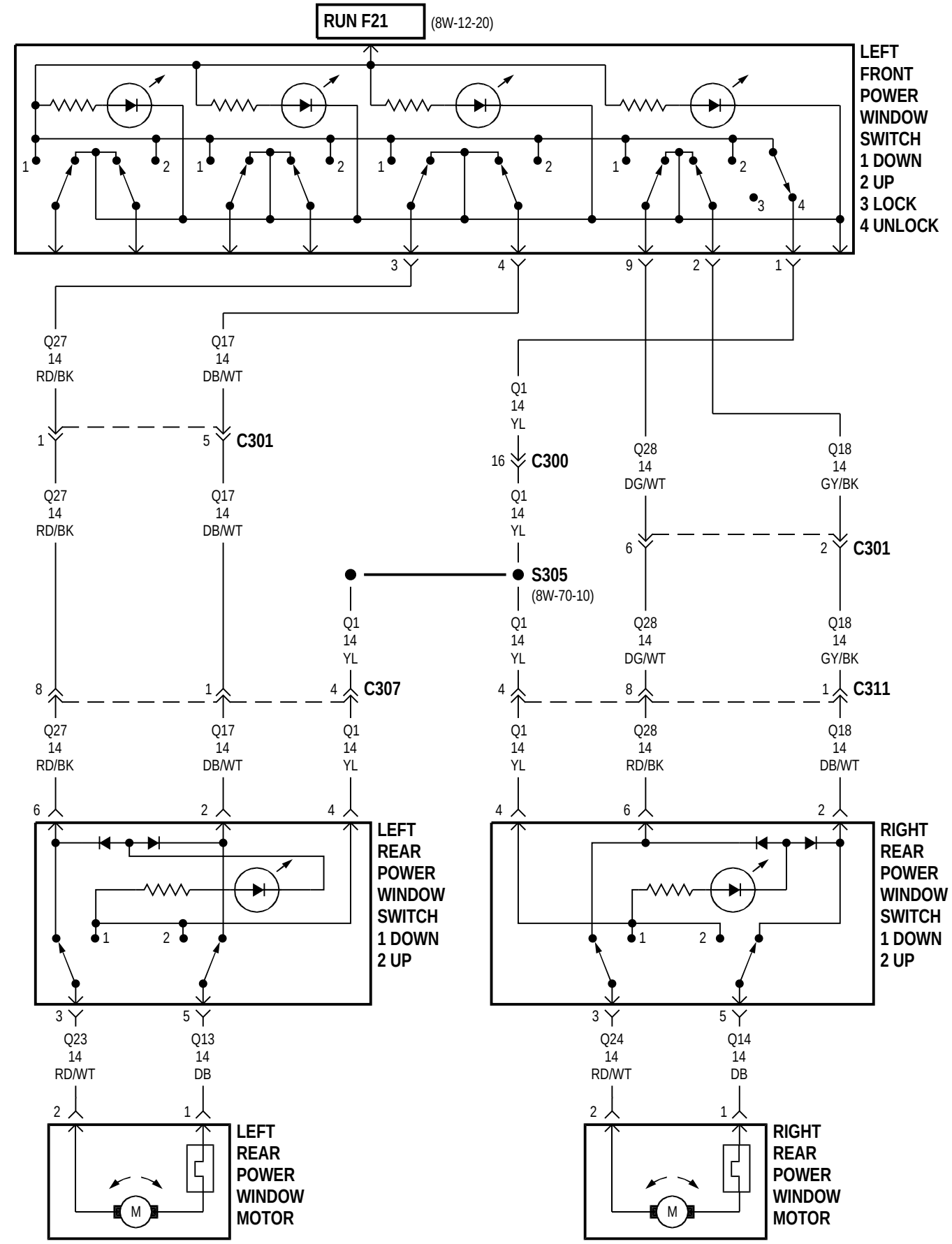
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S313	8W-60-2


RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
CIRCUIT BREAKER 22 20A
(8W-12-20)
4 C9
F21 14 DG/RD
1 C300
5
LEFT FRONT POWER WINDOW SWITCH
1 DOWN
2 UP
3 LOCK
4 UNLOCK
EXPRESS DOWN
10 Q21 16 WT
11 Q11 16 LB
7 Q26 14 VT/WT
6 Q16 14 BR/WT
1 Q1 14 YL
8 Z1 14 BK
S313
(8W-15-9)
Z1 14 BK
16 14 C300
Z1 14 BK
S304
(8W-15-9)
Q1 14 YL
Z1 14 BK
G300
(8W-15-9)
4 3 C301
10 9 C212
1 16 C257
Q1 14 YL
2 7
Q26 14 VT/WT
Q16 14 BR/WT
Q1 14 YL
6 2 4
RIGHT FRONT POWER WINDOW SWITCH
1 DOWN
2 UP
3 Q22 14 VT
5 Q12 14 BR
S305
(8W-70-10)
2 1
LEFT FRONT POWER WINDOW MOTOR
M
2 1
RIGHT FRONT POWER WINDOW MOTOR
M


RUN F21
(8W-12-20)
LEFT FRONT POWER WINDOW SWITCH
1 DOWN
2 UP
3 LOCK
4 UNLOCK
Q27 14 RD/BK
Q17 14 DB/WT
Q1 14 YL
Q28 14 DG/WT
Q18 14 GY/BK
C301
C300
S305
(8W-70-10)
C307
C311
LEFT REAR POWER WINDOW SWITCH
1 DOWN
2 UP
RIGHT REAR POWER WINDOW SWITCH
1 DOWN
2 UP
Q23 14 RD/WT
Q13 14 DB
Q24 14 RD/WT
Q14 14 DB
LEFT REAR POWER WINDOW MOTOR
RIGHT REAR POWER WINDOW MOTOR
M

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DESCRIPTION AND OPERATION

POWER WINDOWS

The power window system is powered by a 20 amp circuit breaker located in the junction block cavity 22.

The circuit breaker receives its feed from the ignition switch on the A22 circuit. This circuit breaker is HOT when the ignition switch is in the RUN position only.

Circuit F21 is the feed circuit from the circuit breaker to the power window switch. This circuit feeds the entire system. The ground path for the power windows is on the Z1 circuit and terminates at the instrument panel left side cowl.

A LOCK-OUT feature is provided on the driver's door window switch. When this feature is engaged the other windows in the system will not operate.

All of the door switches have a Light Emitting Diode (L.E.D.) located inside of the switch. This diode allows the operator to see the switch when it is dark. The diodes are powered at all times, except when the LOCK-OUT feature has been selected, from the drivers door switch. L.E.D.'s located in the driver's door switch will always be illuminated regardless of switch position.

Resistors and diodes internal to the switches are used for the L.E.D's. No attempt should be made to repair these items. If the L.E.D. is not working, the switch should be replaced.

The drivers master switch has a express down feature that latches the drivers window switch until the switch has reached the full DOWN position.

LEFT FRONT WINDOW OPERATION

When the operator selects window DOWN operation, power is supplied on the F21 circuit through the switch to circuit Q21. Circuit Q21 connects from the switch to the power window motor. Ground for the motor is supplied on the Q11 circuit back to the switch. A bus bar, internal to the switch, connects the Q11 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation the circuits are reversed. Circuit Q11 is the feed, and circuit Q21 is the ground.

RIGHT FRONT WINDOW OPERATION

When the DRIVER selects window DOWN operation, power is supplied on the F21 circuit through the switch to circuit Q26. Circuit Q26 connects from the drivers door switch to the right front door switch. Power is passed through this switch to circuit Q22. The Q22 circuit then connects to the right front window motor.

Ground for the window motor is supplied on the Q12 circuit back to the right door switch. Circuity internal to the switch then passes the ground to circuit Q16. Circuit Q16 connects from the right front door switch to the master switch. A bus bar, internal to the switch, connects the Q16 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation the circuits are reversed. Circuits Q16 and Q12 are the feeds, and circuits Q22 and Q26 are the grounds.

If the switch is being operated from the PASSENGER'S front door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch through the passanger's switch to the Q22 circuit.

Ground for the motor is supplied on the Q12 circuit through the switch and back to the master switch on circuit Q16. A bus bar, internal to the master switch, connects the Q16 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation, the circuits are reversed. Circuit Q12 is the power and circuit Q22 is the ground.

LEFT REAR WINDOW

When the DRIVER selects window DOWN operation, power is supplied on the F21 circuit through the switch to circuit Q27. Circuit Q27 connects from the drivers door switch to the left rear door switch. Power is passed through this switch to circuit Q23. The Q23 circuit then connects to the left rear window motor.

Ground for the window motor is supplied on the Q13 circuit back to the left rear door switch. Circuity internal to the switch then passes the ground to circuit Q17. Circuit Q17 connects from the left rear door

DESCRIPTION AND OPERATION (Continued)

switch to the master switch. A bus bar, internal to the switch, connects the Q17 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation the circuits are reversed. Circuits Q17 and Q13 are the feeds, and circuits Q23 and Q27 are the grounds.

If the switch is being operated from the LEFT REAR door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch through the left rear door switch to the Q23 circuit.

Ground for the motor is supplied on the Q13 circuit through the switch and back to the master switch on circuit Q17. A bus bar, internal to the switch, connects the Q17 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation, the circuits are reversed. Circuit Q13 is the power and circuit Q23 is the ground.

RIGHT REAR WINDOW

When the DRIVER selects window DOWN operation, power is supplied on the F21 circuit through the switch to circuit Q26. Circuit Q28 connects from the driver's door switch to the right rear door switch. Power is passed through this switch to circuit Q24. The Q24 circuit then connects to the right rear window motor.

Ground for the window motor is supplied on the Q14 circuit back to the right rear door switch. Circuity internal to the switch then passes the ground to circuit Q18. Circuit Q18 connects from the right rear door switch to the master switch. A bus bar, internal to the switch, connects the Q18 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation the circuits are reversed. Circuits Q18 and Q14 are the feeds, and circuits Q24 and Q28 are the grounds.

If the switch is being operated from the RIGHT REAR door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch through the right rear door switch to the Q24 circuit.

Ground for the motor is supplied on the Q14 circuit through the switch and back to the master switch on circuit Q18. A bus bar, internal to the switch, connects the Q18 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation, the circuits are reversed. Circuit Q14 is the power and circuit Q24 is the ground.

HELPFUL INFORMATION

- Check the 20 amp circuit breaker located in cavity 22 of the junction block
- Check the 20 amp fuse located in cavity H of the PDC
- Check for a good ground at the instrument panel left side cowl.
- Refer to the appropriate group of the Service Manual for additional test procedures.

8W-61 POWER DOOR LOCKS

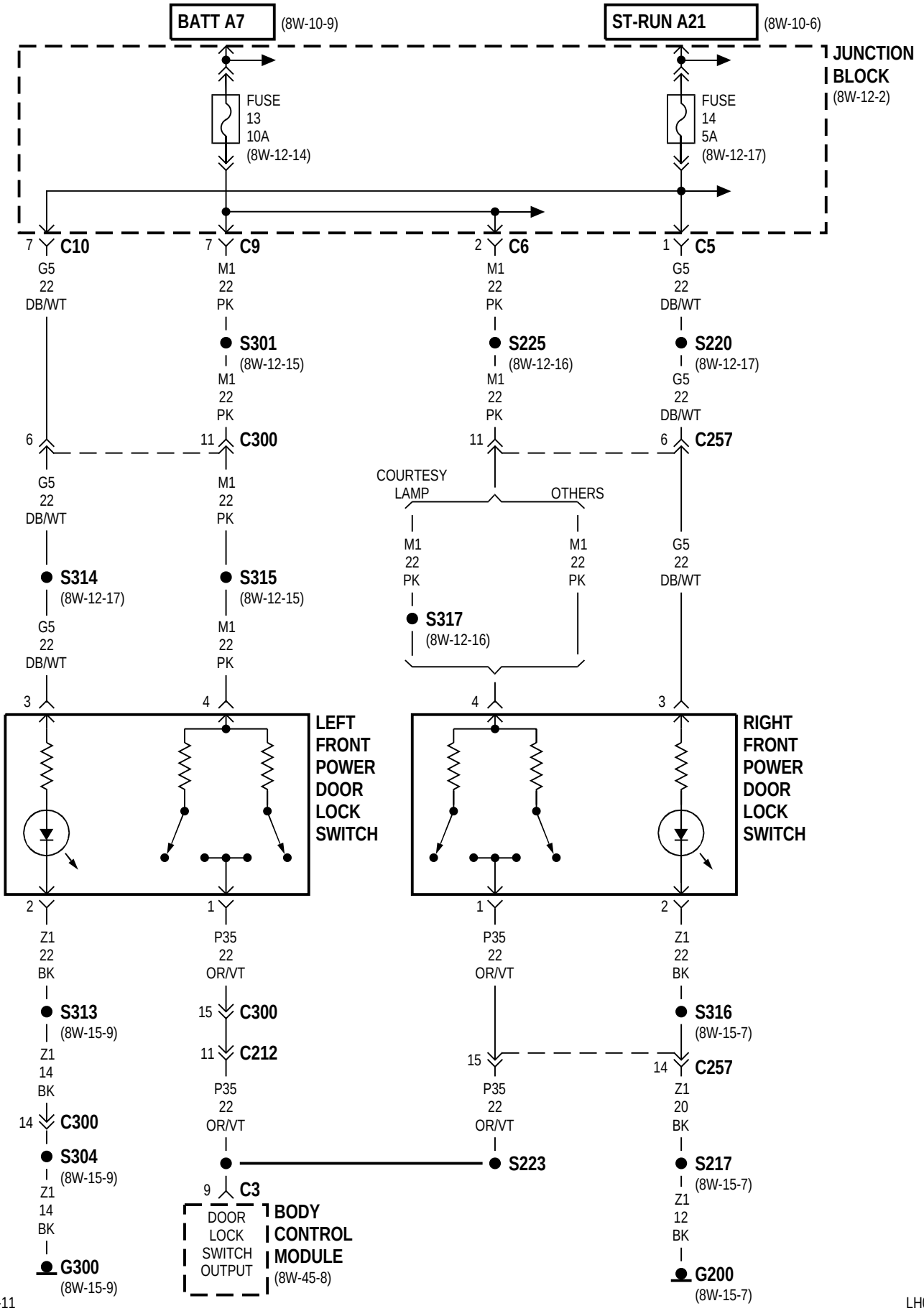
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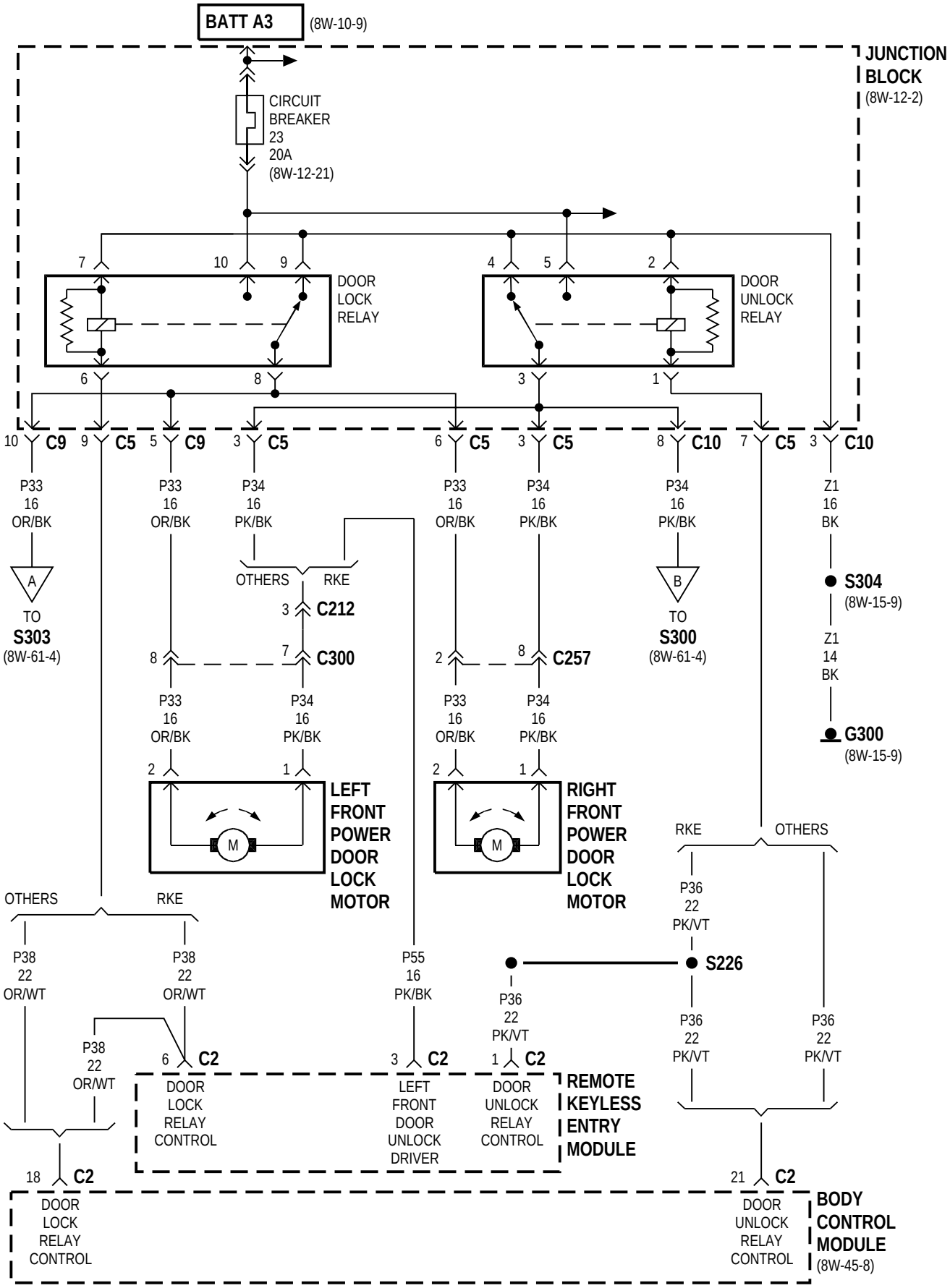
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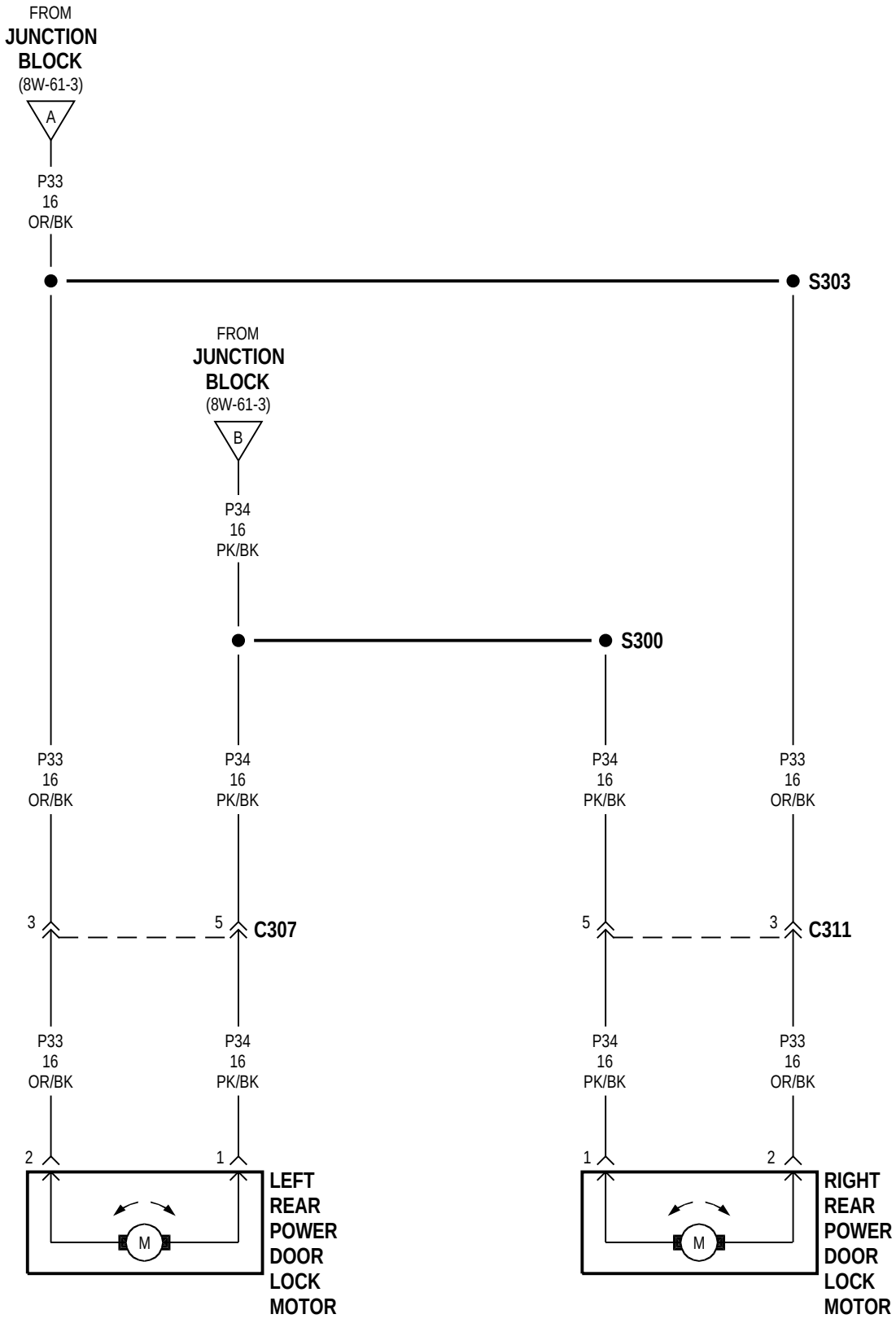
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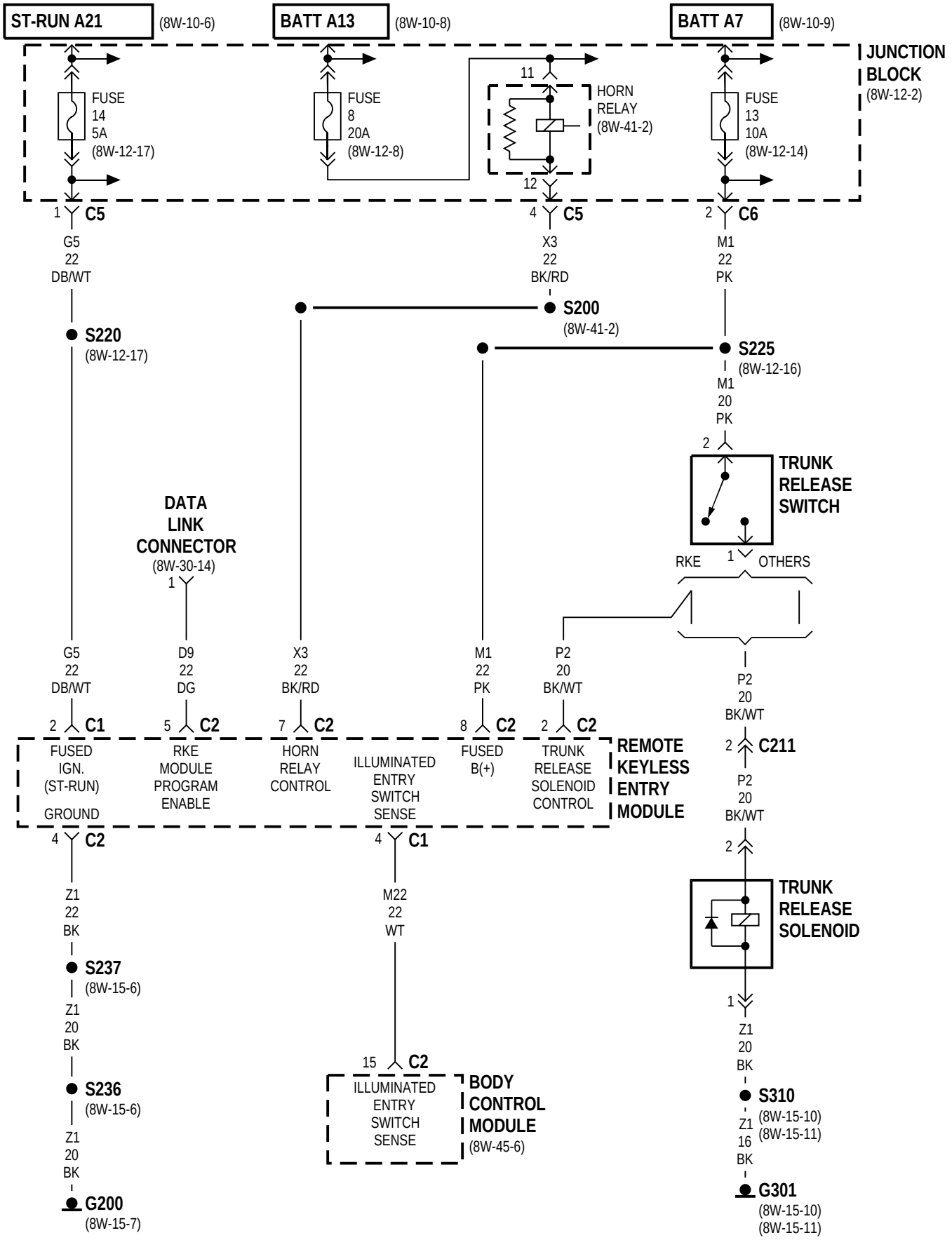
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S236	8W-61-5
S237	8W-61-5
S300	8W-61-4
S301	8W-61-2
S303	8W-61-4
S304	8W-61-2, 3
S310	8W-61-5
S313	8W-61-2
S314	8W-61-2
S315	8W-61-2
S316	8W-61-2
S317	8W-61-2
Trunk Release Solenoid	8W-61-5
Trunk Release Switch	8W-61-5


BATT A7
(8W-10-9)
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 13 10A
(8W-12-14)
FUSE 14 5A
(8W-12-17)
7 C10
7 C9
2 C6
1 C5
G5 22 DB/WT
M1 22 PK
S301
(8W-12-15)
S225
(8W-12-16)
S220
(8W-12-17)
6 C300
11 C300
11 C257
6 C257
COURTESY LAMP
OTHERS
S314
(8W-12-17)
S315
(8W-12-15)
S317
(8W-12-16)
3
4
4
3
LEFT FRONT POWER DOOR LOCK SWITCH
RIGHT FRONT POWER DOOR LOCK SWITCH
2
1
1
2
Z1 22 BK
P35 22 OR/VT
S313
(8W-15-9)
S316
(8W-15-7)
15 C300
11 C212
15 C257
14 C257
Z1 14 BK
P35 22 OR/VT
Z1 20 BK
14 C300
S304
(8W-15-9)
S223
S217
(8W-15-7)
9 C3
Z1 12 BK
DOOR LOCK SWITCH OUTPUT
BODY CONTROL MODULE
(8W-45-8)
G300
(8W-15-9)
G200
(8W-15-7)


BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
CIRCUIT BREAKER 23 20A
(8W-12-21)
DOOR LOCK RELAY
DOOR UNLOCK RELAY
C9
C5
C10
P33 16 OR/BK
P34 16 PK/BK
Z1 16 BK
A
TO S303
(8W-61-4)
B
TO S300
(8W-61-4)
OTHERS
RKE
C212
C300
C257
S304
(8W-15-9)
Z1 14 BK
G300
(8W-15-9)
LEFT FRONT POWER DOOR LOCK MOTOR
RIGHT FRONT POWER DOOR LOCK MOTOR
P38 22 OR/WT
P55 16 PK/BK
P36 22 PK/VT
S226
C2
DOOR LOCK RELAY CONTROL
LEFT FRONT DOOR UNLOCK DRIVER
DOOR UNLOCK RELAY CONTROL
REMOTE KEYLESS ENTRY MODULE
BODY CONTROL MODULE
(8W-45-8)


FROM
JUNCTION
BLOCK
(8W-61-3)
A
P33
16
OR/BK
S303
FROM
JUNCTION
BLOCK
(8W-61-3)
B
P34
16
PK/BK
S300
P33
16
OR/BK
P34
16
PK/BK
P34
16
PK/BK
P33
16
OR/BK
3
5
C307
5
3
C311
P33
16
OR/BK
P34
16
PK/BK
P34
16
PK/BK
P33
16
OR/BK
2
1
1
2
M
M
LEFT
REAR
POWER
DOOR
LOCK
MOTOR
RIGHT
REAR
POWER
DOOR
LOCK
MOTOR


ST-RUN A21
(8W-10-6)
BATT A13
(8W-10-8)
BATT A7
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 14 5A (8W-12-17)
FUSE 8 20A (8W-12-8)
HORN RELAY (8W-41-2)
FUSE 13 10A (8W-12-14)
11
12
1 C5
4 C5
2 C6
G5 22 DB/WT
X3 22 BK/RD
M1 22 PK
S220
(8W-12-17)
S200
(8W-41-2)
S225
(8W-12-16)
M1 20 PK
2
TRUNK RELEASE SWITCH
RKE
1
OTHERS
DATA LINK CONNECTOR
(8W-30-14)
1
G5 22 DB/WT
D9 22 DG
X3 22 BK/RD
M1 22 PK
P2 20 BK/WT
P2 20 BK/WT
2 C1
5 C2
7 C2
8 C2
2 C2
2 C211
FUSED IGN. (ST-RUN)
RKE MODULE PROGRAM ENABLE
HORN RELAY CONTROL
ILLUMINATED ENTRY SWITCH SENSE
FUSED B(+)
TRUNK RELEASE SOLENOID CONTROL
REMOTE KEYLESS ENTRY MODULE
GROUND
4 C2
4 C1
P2 20 BK/WT
2
TRUNK RELEASE SOLENOID
Z1 22 BK
M22 22 WT
1
S237
(8W-15-6)
Z1 20 BK
S236
(8W-15-6)
Z1 20 BK
G200
(8W-15-7)
15 C2
ILLUMINATED ENTRY SWITCH SENSE
BODY CONTROL MODULE
(8W-45-6)
Z1 20 BK
S310
(8W-15-10)
(8W-15-11)
Z1 16 BK
G301
(8W-15-10)
(8W-15-11)

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DESCRIPTION AND OPERATION

POWER DOOR LOCKS

The power door lock system is controlled by the Body Control Module (BCM). The door lock switches, located in the front doors, are supplied power on the M1 circuit. This circuit is the Ignition-Off Draw (IOD) circuit. It is protected by a 10 amp fuse located in cavity 13 of the junction block.

Both switches have a Light Emitting Diode (LED) located internal to the switch for night illumination. Power for the LED's is supplied on circuit G5. The G5 circuit is protected by a 5 amp fuse located in cavity 14 of the junction block. Power for the fuse is supplied on circuit A21. The A21 circuit connects to the ignition switch and is HOT in the RUN position only.

The door lock switches use resistors internal to the switch. There are different resistors used for the LOCK and UNLOCK functions. Both switches have the same amount of resistance for the LOCK and UNLOCK functions.

DOOR LOCK OPERATION

When the operator selects the LOCK function, from either switch, voltage is passed through the CLOSEDcontacts in the switch, through the LOCK resistor to circuit P35. This circuit then connects to the Body Control Module (BCM).

The BCM processes the signal, from circuit P35, and supplies voltage to circuit P38, which connects between the BCM and the LOCK relay located in the junction block. This causes the relay to energize CLOSING the contacts in the relay and connecting circuits F35 and P33. Ground for the coil side of the relay is supplied on circuit Z1, which is spliced in with the door switches, the UNLOCK relay, and terminates at the instrument panel left side cowl.

Circuit F35 is the feed for the contact side of the relay. This circuit is protected by a 20 amp circuit breaker located in the junction block, cavity 23. This circuit breaker is HOT at all times and powered by the A3 circuit. Circuit A3 is protected by a 30 amp fuse located in cavity H of the Power Distribution Center (PDC).

The P33 circuit is spliced and supplies the voltage from the relay to all the door lock motors. Ground for the door lock motors is supplied on circuit P34. This circuit is spliced and connects from the motors to the UNLOCK relay located in the junction block. The ground circuit is passed through the normally CLOSED contacts in the relay to circuit Z1. Circuit Z1 is spliced in with the LOCK relay, the door switches, and terminates at the instrument panel left side cowl.

On vehicles equipped with Remote Keyless Entry (RKE) the P38 circuit is spliced and connected to the RKE module. If the operator uses the RKE transmitter to LOCK the doors voltage for the coil side of the LOCK relay is provided from the RKE module instead of the BCM.

DOOR UNLOCK OPERATION

When the operator selects the UNLOCK function, from either switch, voltage is passed through the CLOSED contacts in the switch, through the UNLOCK resistor to circuit P35. This circuit then connects to the Body Control Module (BCM).

The BCM processes the signal from circuit P35 and supplies voltage to circuit P36, which connects between the BCM and the UNLOCK relay located in the junction block. This causes the relay to energize CLOSING the contacts in the relay and connecting circuits F35 and P34. Ground for the coil side of the relay is supplied on circuit Z1, which is spliced in with the door switches, LOCK relay, and terminates at the instrument panel left side cowl.

Circuit F35 is the feed for the contact side of the relay. This circuit is protected by a 20 amp circuit breaker located in the junction block, cavity 23. This circuit breaker is HOT at all times and powered by the A3 circuit. Circuit A3 is protected by a 30 amp fuse located in cavity H of the Power Distribution Center (PDC).

The P34 circuit is spliced and supplies the voltage from the relay to all the door lock motors. Ground for the door lock motors is supplied on circuit P33. This circuit is spliced and connects from the motors to the LOCK relay located in the junction block. The ground circuit is passed through the normally CLOSED contacts in the relay to circuit Z1. Circuit Z1 is spliced

DESCRIPTION AND OPERATION (Continued)

in with the UNLOCK relay, door switches and terminates at the instrument panel left side cowl.

On vehicles equipped with Remote Keyless Entry (RKE) the P36 circuit is spliced and connected to the RKE module. If the operator uses the RKE transmitter to UNLOCK the rear and passengers front door, voltage for the coil side of the UNLOCK relay is provided from the RKE module instead of the BCM. Power for the drivers door motor is supplied on circuit P55 from the RKE.

HELPFUL INFORMATION

- Check the 30 amp fuse located in cavity H of the PDC
- Check the 5 amp fuse located in cavity 23 of the junction block
- Check the IOD fuse located in cavity 13 of the junction block
- Check for a good ground at the instrument panel left side cowl
- Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual for further diagnostic procedures

REMOTE KEYLESS ENTRY

On vehicles equipped with Remote Keyless Entry (RKE) the doors can be locked or unlocked, and the trunk can be opened, using the transmitter.

Power for the RKE module is supplied from two circuits.

One circuit is G5. This circuit is protected by a 5 amp fuse located in cavity 14 of the junction block. Power for the fuse is supplied on circuit A21 from the ignition switch. This circuit is HOT in the START and RUN positions only.

Circuit A1 from the Power Distribution Center (PDC) supplies power to the ignition switch. This circuit is protected by a 20 amp fuse located in cavity A of the PDC.

The second power source is on circuit M1. This is the Ignition-Off Draw (IOD) circuit and is protected by a 10 amp fuse located in cavity 13 of the junction block. Power for the fuse is supplied by circuit A7 from the PDC. Circuit A7 is protected by a 20 amp fuse located in cavity G of the PDC.

Ground for the RKE module is provided on circuit Z1. This circuit terminates at the Airbag Control Module (ACM) bracket.

Circuit D9 is used for programming the RKE module. This circuit connects from the module to the universal data link connector. Refer to the appropriate group in the Service Manual for programming instructions.

Illuminated entry can also be activated through the RKE module. This is accomplished on circuit M22. This circuit connects from the module to the Body Control Module (BCM).

Circuit X3 connects from the RKE module to the ground side of the horn relay coil. This circuit is spliced in with the BCM and the horn switches.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity A of the PDC
- Check the 20 amp fuse located in cavity G of the PDC
- Check the 5 amp fuse located in cavity 14 of the junction block
- Check the 10 amp IOD fuse located in cavity 13 of the junction block
- Check the ground at the ACM bracket
- Refer to the appropriate group of the Service Manual for further diagnostic procedures

TRUNK RELEASE SOLENOID

The trunk release solenoid is located on the trunk latch. Power for the release switch, located in the glove box, is supplied on circuit M1. This circuit is the Ignition-Off Draw (IOD) circuit and is protected by a 10 amp fuse located in cavity 13 of the junction block. Power for the fuse is supplied on circuit A7 from the Power Distribution Center (PDC). The A7 circuit is protected by a 20 amp fuse located in cavity G of the PDC.

The trunk release switch is normally OPEN. When the operator presses the switch contacts in the switch are CLOSED connecting circuits M1 and P2.

The P2 circuit connects from the switch to the release solenoid. Ground for the solenoid is provided on circuit Z1 which terminates at the left rear wheel well.

On vehicles equipped with Remote Keyless Entry (RKE) the P2 circuit is spliced with the RKE module. This allows the RKE module to provide power to the trunk release solenoid.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity G of the PDC
- Check the 10 amp IOD fuse located in cavity 13 of the junction block
- Check the ground at the left rear wheel well

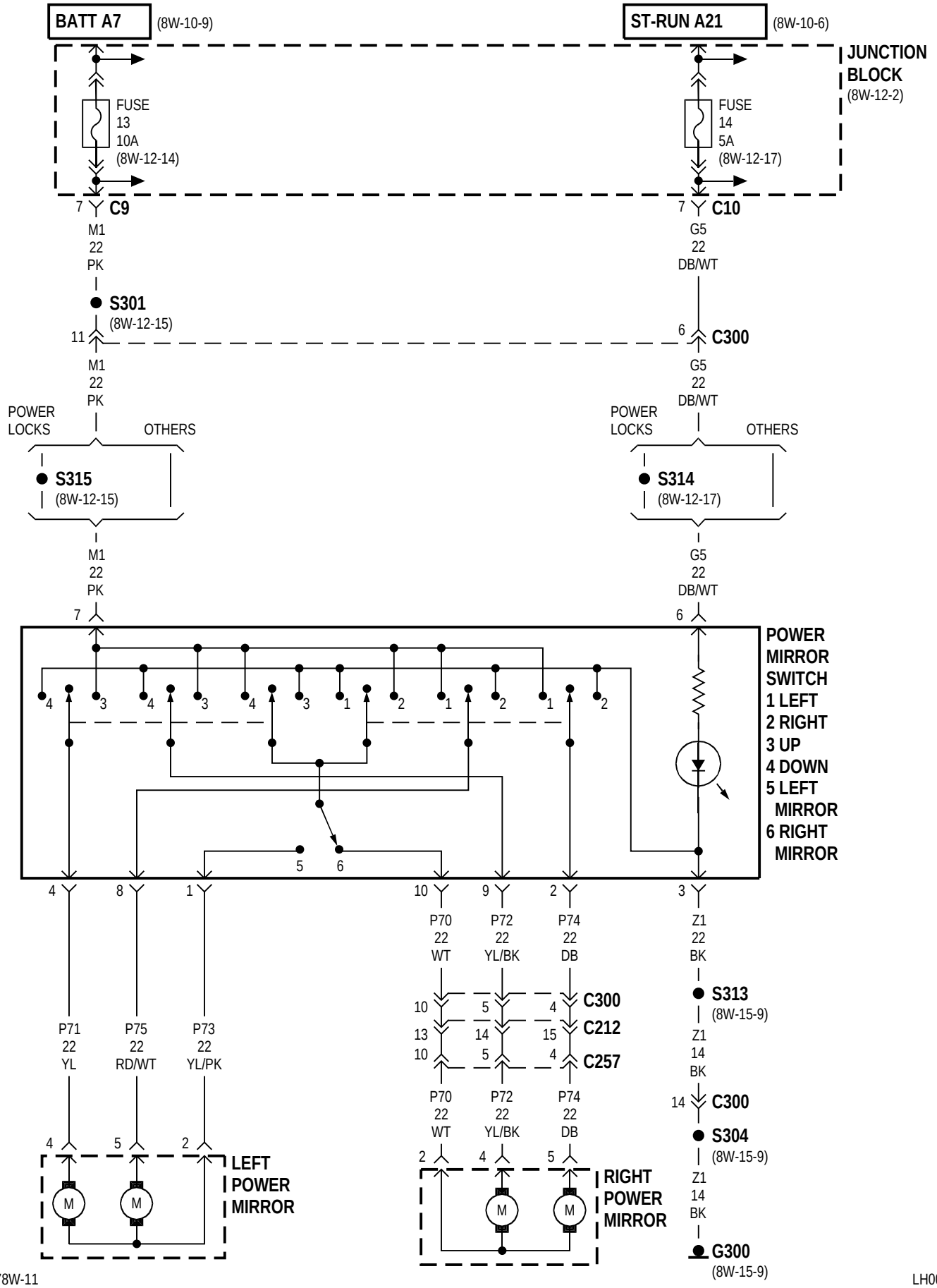
8W-62 POWER MIRRORS

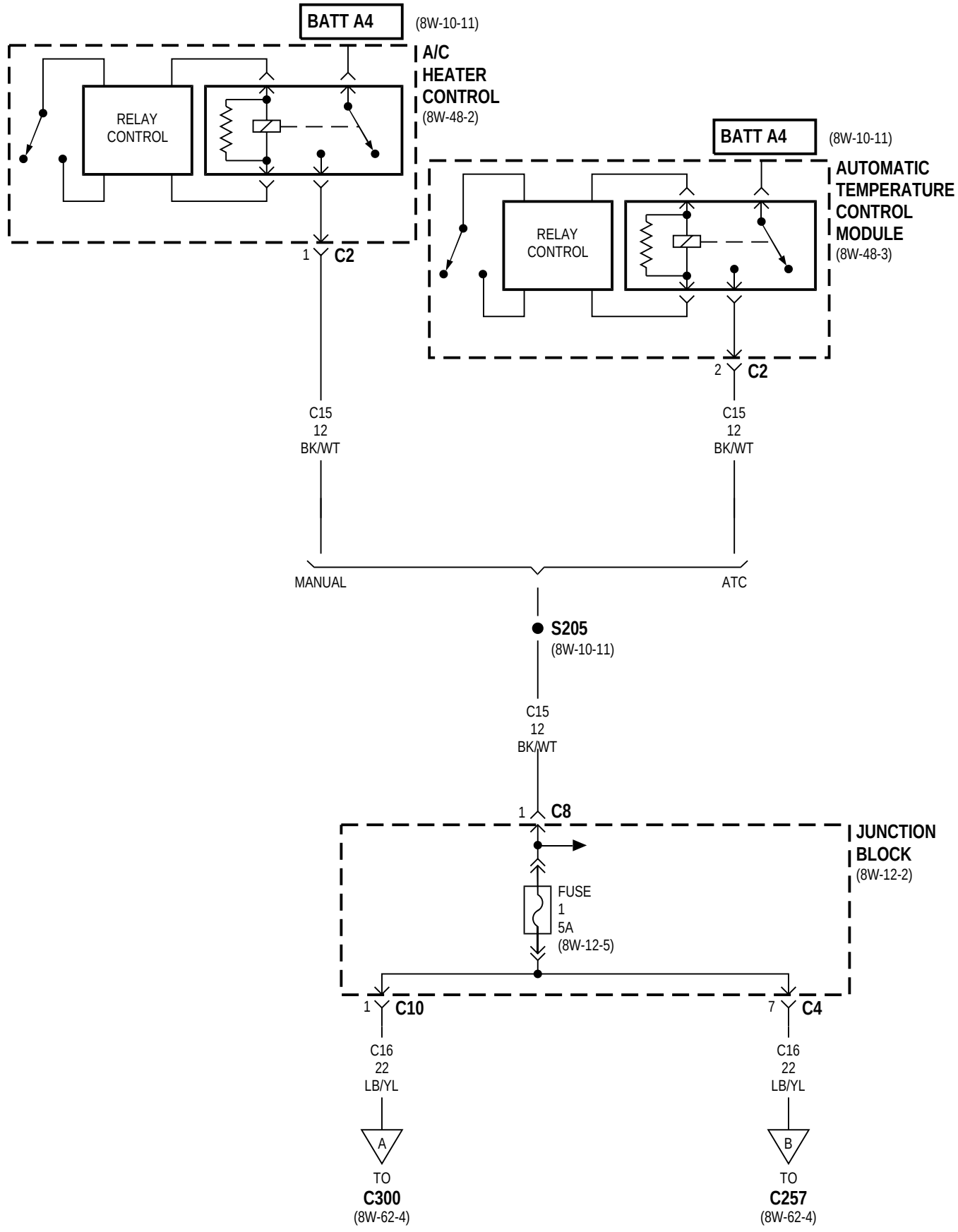
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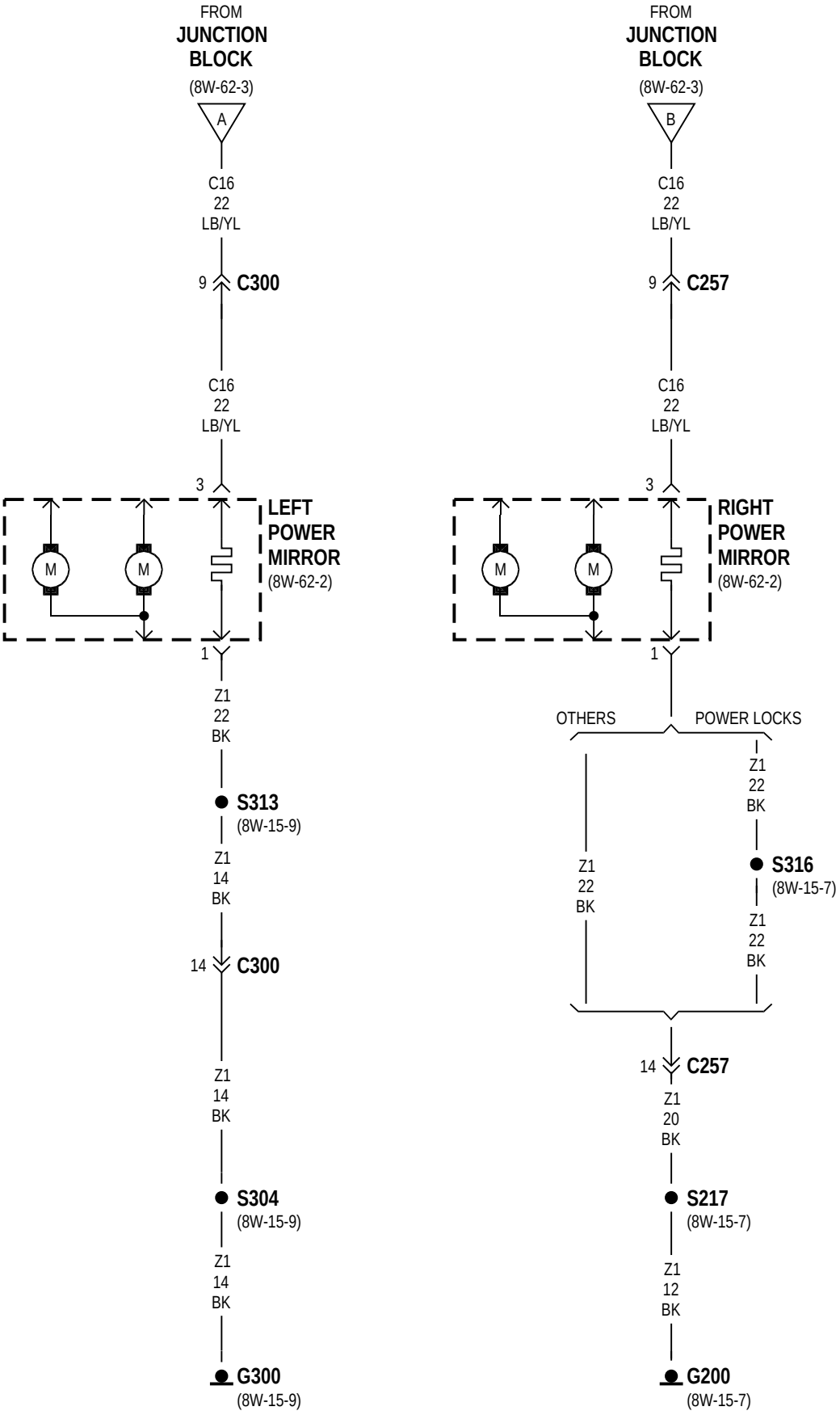
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S301	8W-62-2
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S313	8W-62-2, 4
S314	8W-62-2
S315	8W-62-2
S316	8W-62-4


BATT A7
(8W-10-9)
ST-RUN A21
(8W-10-6)
JUNCTION BLOCK
(8W-12-2)
FUSE 13 10A
(8W-12-14)
FUSE 14 5A
(8W-12-17)
7 C9
7 C10
M1 22 PK
G5 22 DB/WT
S301
(8W-12-15)
11
6 C300
POWER LOCKS
OTHERS
S315
(8W-12-15)
S314
(8W-12-17)
POWER MIRROR SWITCH
1 LEFT
2 RIGHT
3 UP
4 DOWN
5 LEFT MIRROR
6 RIGHT MIRROR
P71 22 YL
P75 22 RD/WT
P73 22 YL/PK
P70 22 WT
P72 22 YL/BK
P74 22 DB
Z1 22 BK
C300
C212
C257
S313
(8W-15-9)
Z1 14 BK
S304
(8W-15-9)
G300
(8W-15-9)
LEFT POWER MIRROR
RIGHT POWER MIRROR
M


BATT A4
(8W-10-11)
A/C
HEATER
CONTROL
(8W-48-2)
RELAY
CONTROL
1
C2
BATT A4
(8W-10-11)
AUTOMATIC
TEMPERATURE
CONTROL
MODULE
(8W-48-3)
RELAY
CONTROL
2
C2
C15
12
BK/WT
C15
12
BK/WT
MANUAL
ATC
S205
(8W-10-11)
C15
12
BK/WT
1
C8
JUNCTION
BLOCK
(8W-12-2)
FUSE
1
5A
(8W-12-5)
1
C10
7
C4
C16
22
LB/YL
C16
22
LB/YL
A
B
TO
C300
(8W-62-4)
TO
C257
(8W-62-4)


FROM
JUNCTION
BLOCK
(8W-62-3)
A
C16
22
LB/YL
9
C300
C16
22
LB/YL
3
M
M
LEFT
POWER
MIRROR
(8W-62-2)
1
Z1
22
BK
S313
(8W-15-9)
Z1
14
BK
14
C300
Z1
14
BK
S304
(8W-15-9)
Z1
14
BK
G300
(8W-15-9)
FROM
JUNCTION
BLOCK
(8W-62-3)
B
C16
22
LB/YL
9
C257
C16
22
LB/YL
3
M
M
RIGHT
POWER
MIRROR
(8W-62-2)
1
OTHERS
POWER LOCKS
Z1
22
BK
Z1
22
BK
S316
(8W-15-7)
Z1
22
BK
14
C257
Z1
20
BK
S217
(8W-15-7)
Z1
12
BK
G200
(8W-15-7)

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DESCRIPTION AND OPERATION

POWER MIRRORS

The power mirrors use a single switch located in the left door trim panel. The feed for the system is supplied from the 10 amp Ignition-Off Draw (IOD) fuse located in the junction block cavity 13. This fuse also supplies power for the radio, interior lamps and other components. Grounding for the power mirrors, along with power door locks and A/C Heater control, is provided through the Z1 circuit, which attaches to the instrument panel left side cowl.

The power mirror switch uses a Light Emitting Diode (LED) located in the switch for illumination. Power for the LED is supplied on circuit G5. The G5 circuit is protected by a 5 amp fuse located in cavity 14 of the junction block. This fuse is HOT in the START/RUN position only.

Ground for the LED is supplied on the Z1 circuit. The termination point for the ground is at the instrument panel left side cowl.

SWITCH AND MIRROR OPERATION

The power mirror switch has a right and a left position. Moving the switch to either of these positions changes the voltage path internal to the switch (changes polarity at the motors).

When the switch is moved to the LEFT position and mirror movement UP is selected, voltage is supplied through the P71 circuit and the ground path is through circuit P73. When the DOWN movement is selected, the power and ground are reversed.

If a LEFT door mirror movement LEFT is selected, voltage is supplied through the P75 circuit and the ground is passed through circuit P73. When the left door mirror RIGHT movement is selected, the power and ground are reversed.

When the switch is moved to the RIGHT position and mirror movement UP is selected, voltage is supplied through the P72 circuit and the ground path is through circuit P70. When the DOWN movement is selected, the power and ground are reversed.

If a RIGHT door mirror movement LEFT is selected, voltage is supplied through the P74 circuit and the ground is passed through circuit P70. When the left door mirror RIGHT movement is selected, the power and ground are reversed.

HEATER OPERATION

The mirrors are also equipped with heating elements. These elements are activated when the operator has turned ON the heated rear window. Circuit C16 provides power for the heaters.

The heated mirrors are protected by a 5 amp fuse located in the junction block cavity 1. Grounding for the mirror heaters is provided on the Z1 circuit and terminates at the instrument panel left side cowl.

HELPFUL INFORMATION

- Check the IOD fuse located in the junction block
- Circuit M1 supplies voltage to the radio, cargo lamp, dome lamp, time delay relay, glove box lamp, and vanity lamps. Check for proper operation of these items
- Move the switch to its various positions and listen for the motors to click or try to move. Some movement or clicking indicates a poor connection or a mechanical problem with a mirror
- Check the ground at the left side cowl
- For the LED's check the 5 amp fuse located in cavity 14 of the junction block

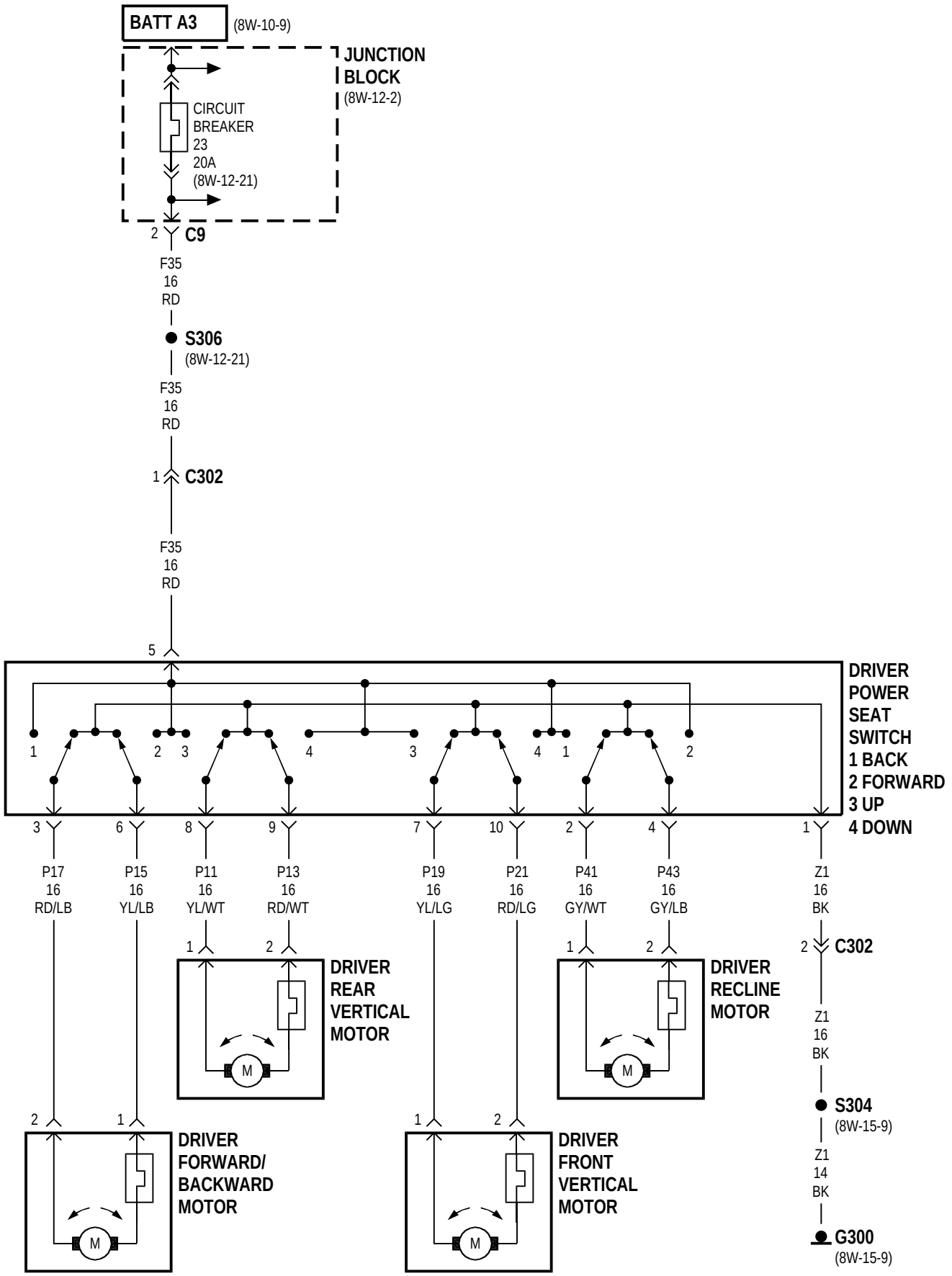
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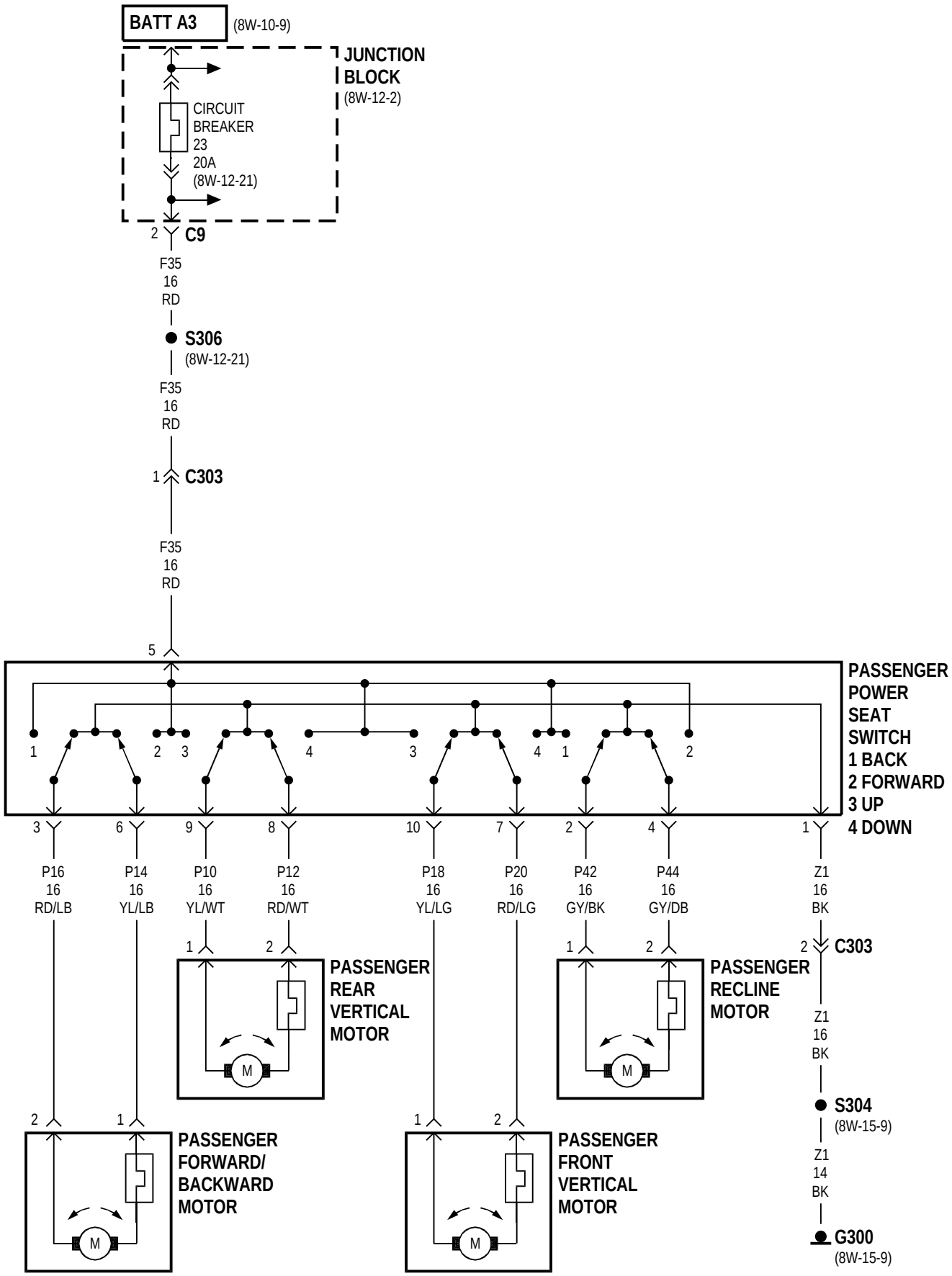
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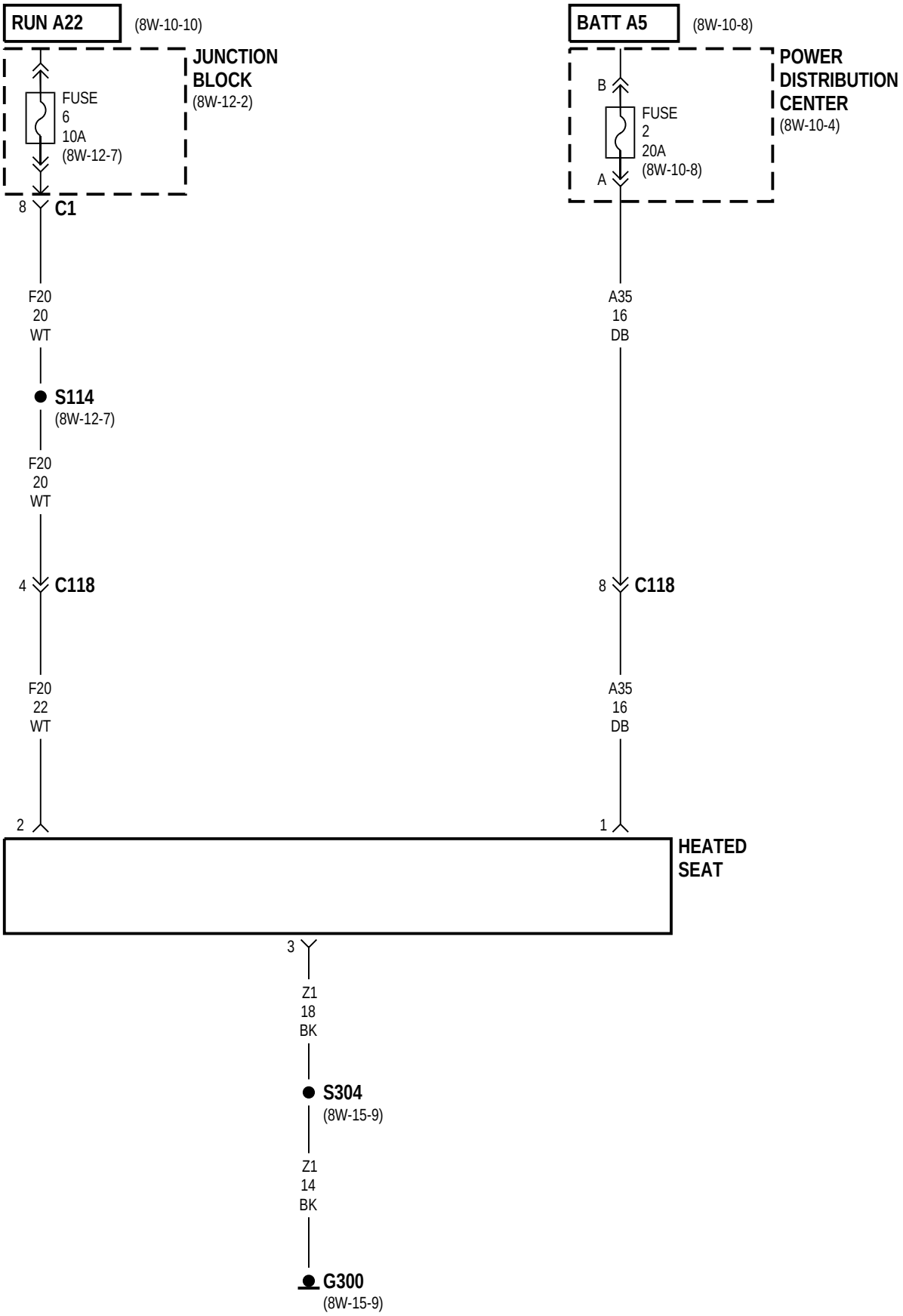
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BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
CIRCUIT BREAKER 23 20A
(8W-12-21)
2 C9
F35 16 RD
S306
(8W-12-21)
F35 16 RD
1 C302
F35 16 RD
5
DRIVER POWER SEAT SWITCH
1 BACK
2 FORWARD
3 UP
4 DOWN
3 6 8 9 7 10 2 4 1
P17 16 RD/LB
P15 16 YL/LB
P11 16 YL/WT
P13 16 RD/WT
P19 16 YL/LG
P21 16 RD/LG
P41 16 GY/WT
P43 16 GY/LB
Z1 16 BK
DRIVER REAR VERTICAL MOTOR
DRIVER RECLINE MOTOR
DRIVER FORWARD/ BACKWARD MOTOR
DRIVER FRONT VERTICAL MOTOR
M
2 C302
Z1 16 BK
S304
(8W-15-9)
Z1 14 BK
G300
(8W-15-9)


BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
CIRCUIT BREAKER 23 20A
(8W-12-21)
2 C9
F35 16 RD
S306
(8W-12-21)
F35 16 RD
1 C303
F35 16 RD
5
PASSENGER POWER SEAT SWITCH
1 BACK
2 FORWARD
3 UP
4 DOWN
3 6 9 8 10 7 2 4 1
P16 16 RD/LB
P14 16 YL/LB
P10 16 YL/WT
P12 16 RD/WT
P18 16 YL/LG
P20 16 RD/LG
P42 16 GY/BK
P44 16 GY/DB
Z1 16 BK
PASSENGER REAR VERTICAL MOTOR
PASSENGER RECLINE MOTOR
2 C303
Z1 16 BK
S304
(8W-15-9)
Z1 14 BK
G300
(8W-15-9)
PASSENGER FORWARD/ BACKWARD MOTOR
PASSENGER FRONT VERTICAL MOTOR
M


RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE
6
10A
(8W-12-7)
8
C1
F20
20
WT
S114
(8W-12-7)
F20
20
WT
4
C118
F20
22
WT
2
BATT A5
(8W-10-8)
POWER DISTRIBUTION CENTER
(8W-10-4)
B
FUSE
2
20A
(8W-10-8)
A
A35
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DB
8
C118
A35
16
DB
1
HEATED SEAT
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GENERAL INFORMATION

INTRODUCTION

The power seat system is protected by a 20 amp circuit breaker located in cavity 23 of the junction block. This circuit breaker is HOT at all times. Circuit A3 is the power supply for the circuit breaker.

The A3 circuit originates in the Power Distribution Center (PDC) and is protected by a 30 amp fuse located in cavity H. This circuit is also the feed for the Daytime Running Lamps, Headlamp Relay, and Power Door Locks.

Circuit F35 is the feed for the switches and the seat motors from the circuit breaker. A BUS bar internal to the switches feeds all the contacts. Grounding for the seats is provided on circuit Z1, which terminates at the instrument panel left side cowl.

DESCRIPTION AND OPERATION

DRIVER'S SEAT

When the operator selects the FRONT VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P19 circuit. The P19 circuit connects to the motor. Ground is provided on the P21 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For FRONT VERTICAL DOWN function the circuits are reversed. P21 is the feed, and P19 is the ground.

When the operator selects the HORIZONTAL FORWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P15 circuit. The P15 circuit connects to the motor. Ground is provided on the P17 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For HORIZONTAL REARWARD function the circuits are reversed. P17 is the feed, and P15 is the ground.

When the operator selects the REAR VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P11 circuit. The P11 circuit connects to the motor. Ground is provided on the P13 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For REAR VERTICAL DOWN function the circuits are reversed. P13 is the feed, and P11 is the ground.

When the operator selects the RECLINE REARWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P41 circuit. The P41 circuit connects to the motor. Ground is provided on the P43 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For RECLINE FORWARD function the circuits are reversed. P43 is the feed, and P41 is the ground.

PASSENGER'S SEAT

When the operator selects the FRONT VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P18 circuit. The P18 circuit connects to the motor. Ground is provided on the P20 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For FRONT VERTICAL DOWN function the circuits are reversed. P20 is the feed, and P18 is the ground.

When the operator selects the HORIZONTAL FORWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P14 circuit. The P14 circuit connects to the motor. Ground is provided on the P16 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For HORIZONTAL REARWARD function the circuits are reversed. P16 is the feed, and P14 is the ground.

When the operator selects the REAR VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P10 circuit. The P10 circuit connects to the motor.

DESCRIPTION AND OPERATION (Continued)

Ground is provided on the P12 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For REAR VERTICAL DOWN function, the circuits are reversed. P12 is the feed, and P10 is the ground.

When the operator selects the RECLINE REARWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P42 circuit. The P42 circuit connects to the motor. Ground is provided on the P44 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For RECLINE FORWARD function the circuits are reversed. P44 is the feed, and P42 is the ground.

HEATED SEAT

Power for the heated seat thumbwheel switch and control module is supplied on circuit F20. This circuit is protected by a 10 amp fuse located in cavity 6 of the junction block.

A constant battery feed is supplied to the heated seat control module on circuit A35. This circuit is protected by a 20 amp fuse located in cavity 2 of the Power Distribution Center (PDC).

Ground for the system is supplied on circuit Z1.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity 2 of the PDC
- Check the 10 amp fuse located in cavity 6 of the junction block

HELPFUL INFORMATION

- Check the 20 amp circuit breaker in located in cavity 23 of the junction block
- Check the 30 amp fuse located in cavity H of the PDC
- Check for a good ground at the instrument panel left side cowl

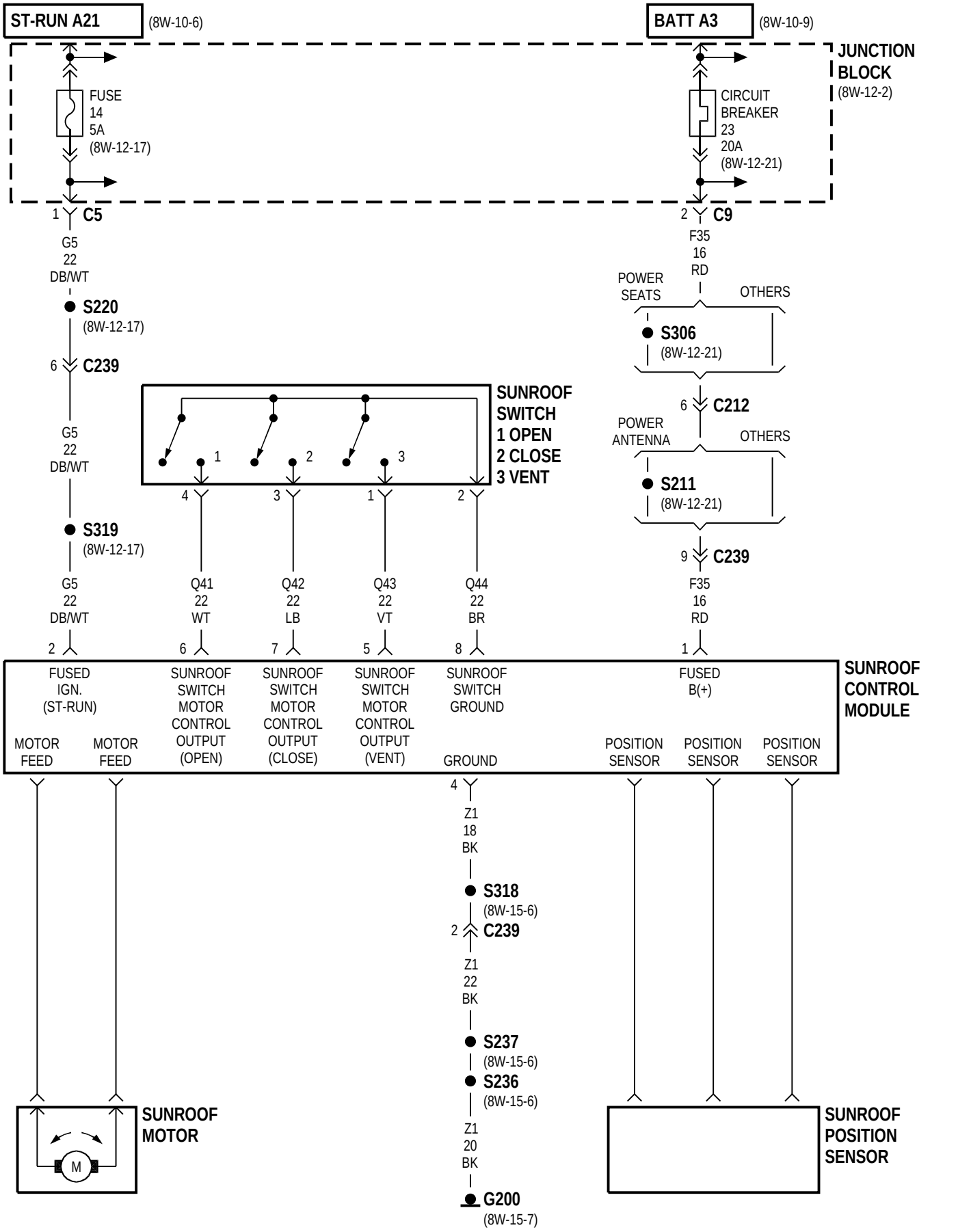
8W-64 POWER SUNROOF

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S220	8W-64-2	Sunroof Position Sensor	8W-64-2
S236	8W-64-2	Sunroof Switch	8W-64-2
S237	8W-64-2		


ST-RUN A21
(8W-10-6)
BATT A3
(8W-10-9)
JUNCTION BLOCK
(8W-12-2)
FUSE 14 5A
(8W-12-17)
CIRCUIT BREAKER 23 20A
(8W-12-21)
1 C5
2 C9
G5 22 DB/WT
F35 16 RD
POWER SEATS
OTHERS
S220
(8W-12-17)
S306
(8W-12-21)
6 C239
6 C212
G5 22 DB/WT
POWER ANTENNA
OTHERS
SUNROOF SWITCH
1 OPEN
2 CLOSE
3 VENT
S211
(8W-12-21)
S319
(8W-12-17)
9 C239
G5 22 DB/WT
Q41 22 WT
Q42 22 LB
Q43 22 VT
Q44 22 BR
F35 16 RD
2
6
7
5
8
1
SUNROOF CONTROL MODULE
FUSED IGN. (ST-RUN)
SUNROOF SWITCH MOTOR CONTROL OUTPUT (OPEN)
SUNROOF SWITCH MOTOR CONTROL OUTPUT (CLOSE)
SUNROOF SWITCH MOTOR CONTROL OUTPUT (VENT)
SUNROOF SWITCH GROUND
FUSED B(+)
MOTOR FEED
MOTOR FEED
GROUND
POSITION SENSOR
POSITION SENSOR
POSITION SENSOR
4
Z1 18 BK
S318
(8W-15-6)
2 C239
Z1 22 BK
S237
(8W-15-6)
S236
(8W-15-6)
Z1 20 BK
G200
(8W-15-7)
SUNROOF MOTOR
M
SUNROOF POSITION SENSOR

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DESCRIPTION AND OPERATION

POWER SUNROOF

The optional power sunroof is supplied power on two circuits. One circuit is the F35. This circuit is a direct battery feed to the sunroof control module. This circuit is protected by a 20 amp circuit breaker located in the junction block cavity 23. Power for the circuit breaker is supplied on circuit A3. This circuit is protected by a 30 amp fuse located in cavity H of the Power Distribution Center (PDC). Both the A3 and F35 circuits are HOT at all times. Circuit F35 is spliced and provides power to the power seats, power antenna, and the power door locks.

The second power source is on circuit G5. This circuit is HOT in the RUN position only, and protected by a 5 amp fuse located in cavity 14 of the junction block. Power for the fuse is supplied on circuit A21 from the ignition switch. Power for the A21 circuit is supplied by circuit A1. This circuit is protected by a 20 amp fuse located in cavity A of the PDC.

Ground for the sunroof is provided on circuit Z1. This ground terminates at the Airbag Control Module (ACM) bracket.

When the operator selects the OPEN function, voltage is provided on the Q41 circuit from the control module through the CLOSED switch and to the Q44 circuit. Circuit Q44 is the switched ground back to the control module.

The control module then activates the motor and moves the sunroof to the desired position. A position sensor is used to prevent the sunroof from being moved too far in any one direction. When the sensor detects the roof is at the end of its travel it sends a signal to the control module and voltage is shut off to the motor.

When the operator selects the CLOSE function, voltage is provided on the Q42 circuit from the control module through the CLOSED switch and to the Q44 circuit. Circuit Q44 is the switched ground back to the control module.

The control module then activates the motor and moves the sunroof to the desired position. A position sensor is used to prevent the sunroof from being moved too far in any one direction. When the sensor detects the roof is at the end of its travel it sends a signal to the control module and voltage is shut off to the motor.

When the operator selects the VENT function, voltage is provided on the Q43 circuit from the control module through the CLOSED switch and to the Q44 circuit. Circuit Q44 is the switched ground back to the control module.

The control module then activates the motor and moves the sunroof to the desired position. A position sensor is used to prevent the sunroof from being moved too far in any one direction. When the sensor detects the roof is at the end of its travel it sends a signal to the control module and voltage is shut off to the motor.

HELPFUL INFORMATION

- Check the 30 amp fuse located in cavity H of the PDC
- Check the 20 amp fuse located in cavity A of the PDC
- Check the 20 amp circuit breaker located in cavity 23 of the junction block
- Check the 5 amp fuse located in cavity 14 of the junction block
- Check the ground located at the ACM bracket

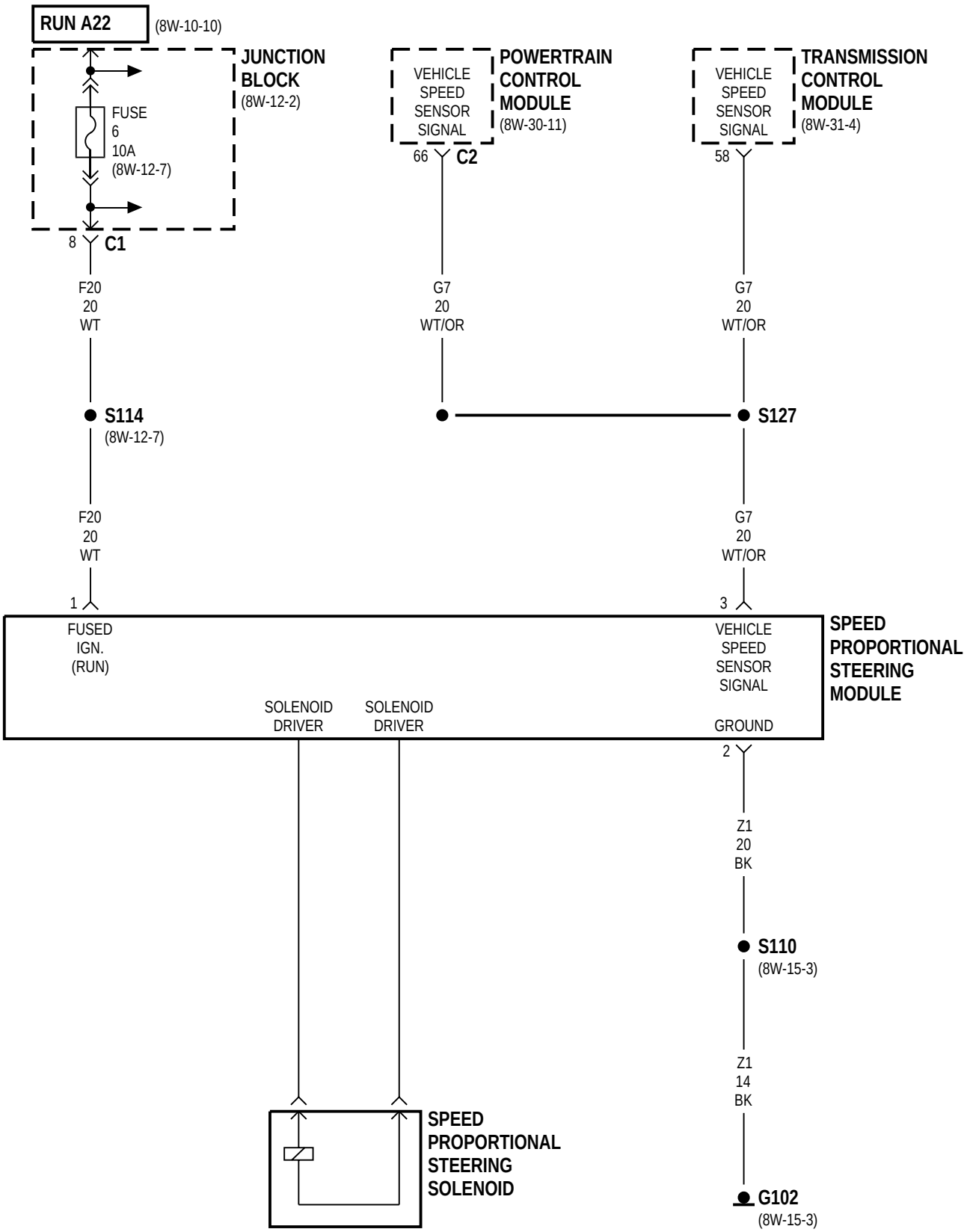
8W-65 SPEED PROPORTIONAL STEERING

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Powertrain Control Module	8W-65-2	Speed Proportional Steering Solenoid	8W-65-2
S110	8W-65-2	Transmission Control Module	8W-65-2


RUN A22
(8W-10-10)
JUNCTION BLOCK
(8W-12-2)
FUSE 6 10A
(8W-12-7)
8
C1
F20 20 WT
S114
(8W-12-7)
F20 20 WT
1
FUSED IGN. (RUN)
VEHICLE SPEED SENSOR SIGNAL
POWERTRAIN CONTROL MODULE
(8W-30-11)
66
C2
G7 20 WT/OR
S127
G7 20 WT/OR
3
VEHICLE SPEED SENSOR SIGNAL
TRANSMISSION CONTROL MODULE
(8W-31-4)
58
G7 20 WT/OR
SPEED PROPORTIONAL STEERING MODULE
SOLENOID DRIVER
SOLENOID DRIVER
VEHICLE SPEED SENSOR SIGNAL
GROUND
2
Z1 20 BK
S110
(8W-15-3)
Z1 14 BK
G102
(8W-15-3)
SPEED PROPORTIONAL STEERING SOLENOID

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SPEED PROPORTIONAL STEERING MODULE . . 3

DESCRIPTION AND OPERATION

SPEED PROPORTIONAL STEERING MODULE

The speed proportional steering module is mounted on the rack and pinion assembly. This module adjusts the amount of power steering assist the operator receives based on vehicle speed.

At slower vehicle speeds power steering assist is increased, and at higher vehicle speeds the assist is decreased. A solenoid control valve is mounted in the power steering line and uses a variable orifice to control the assist.

Power for the steering module is provided on the F20 circuit. This circuit is protected by a 10 amp fuse located in cavity 6 of the junction block. Feed for the fuse is supplied on the A22 circuit from the ignition switch. The fuse is HOT in the RUN position only.

The A22 circuit is protected by a 40 amp fuse located in cavity J of the Power Distribution Center (PDC). Circuit A2 connects the PDC to the ignition switch.

Ground for the system is provided on the Z1 circuit and terminates at the left frame rail.

The steering module receives the vehicle speed input from the G7 circuit. Circuit G7 is an output from the Transmission Control Module (TCM).

HELPFUL INFORMATION

- Check the 10 amp fuse located in cavity 6 of the junction block
- Check the 40 amp fuse located in cavity J of the PDC
- Check for a good ground at the left frame rail
- For additional diagnosis information, refer to the appropriate group of the Service Manual or Diagnostic Test Procedures Manual

8W-70 SPLICE INFORMATION

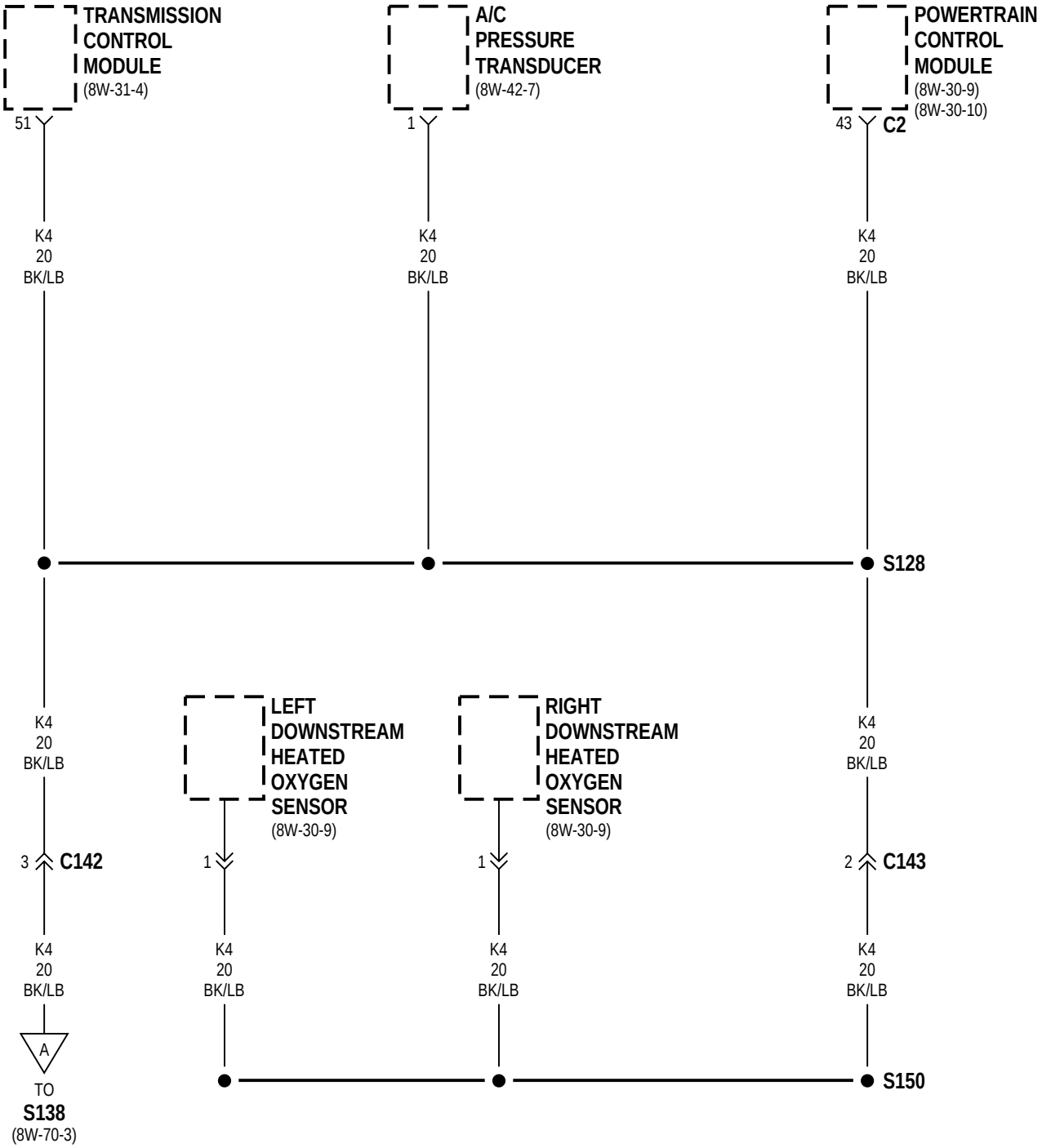
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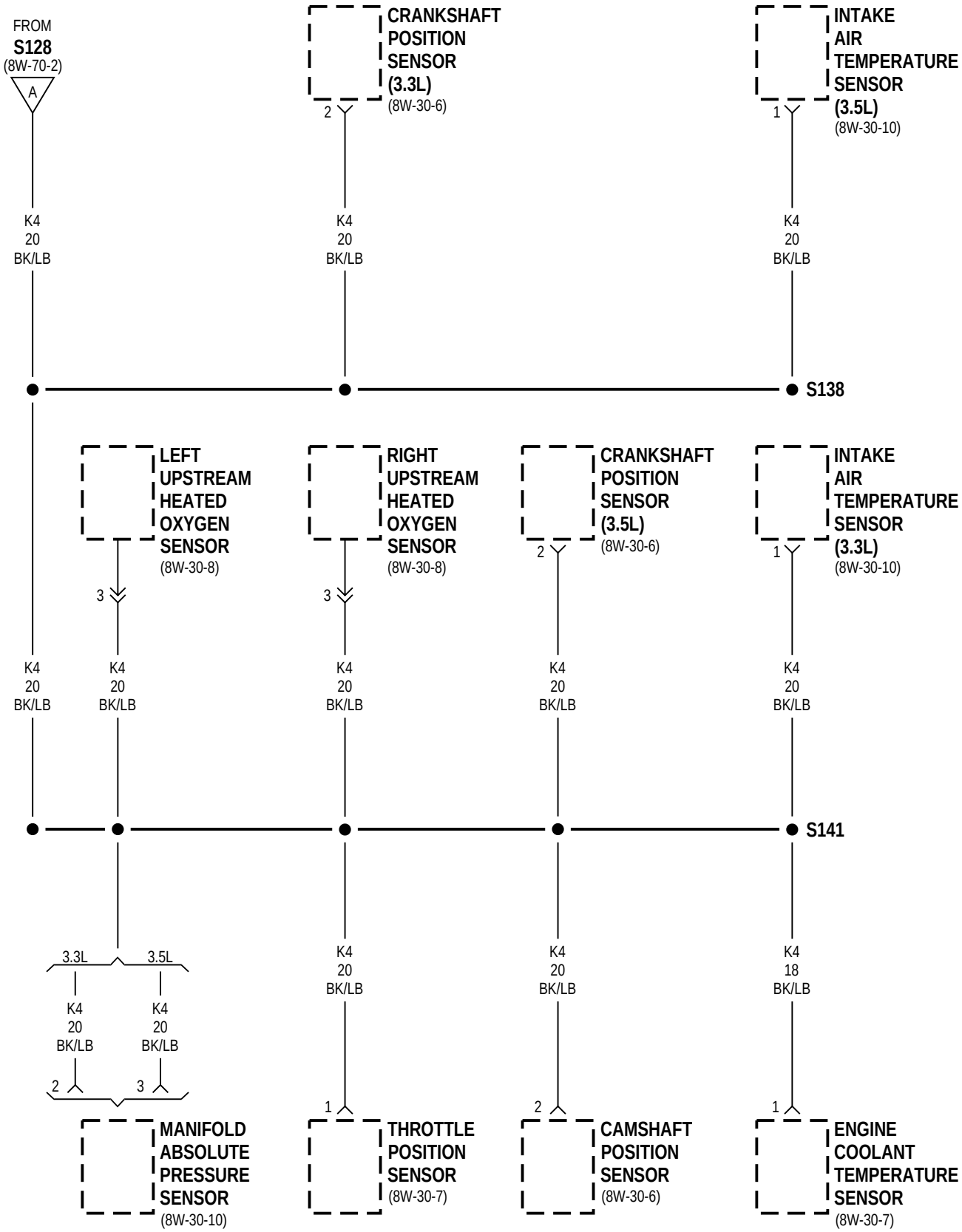
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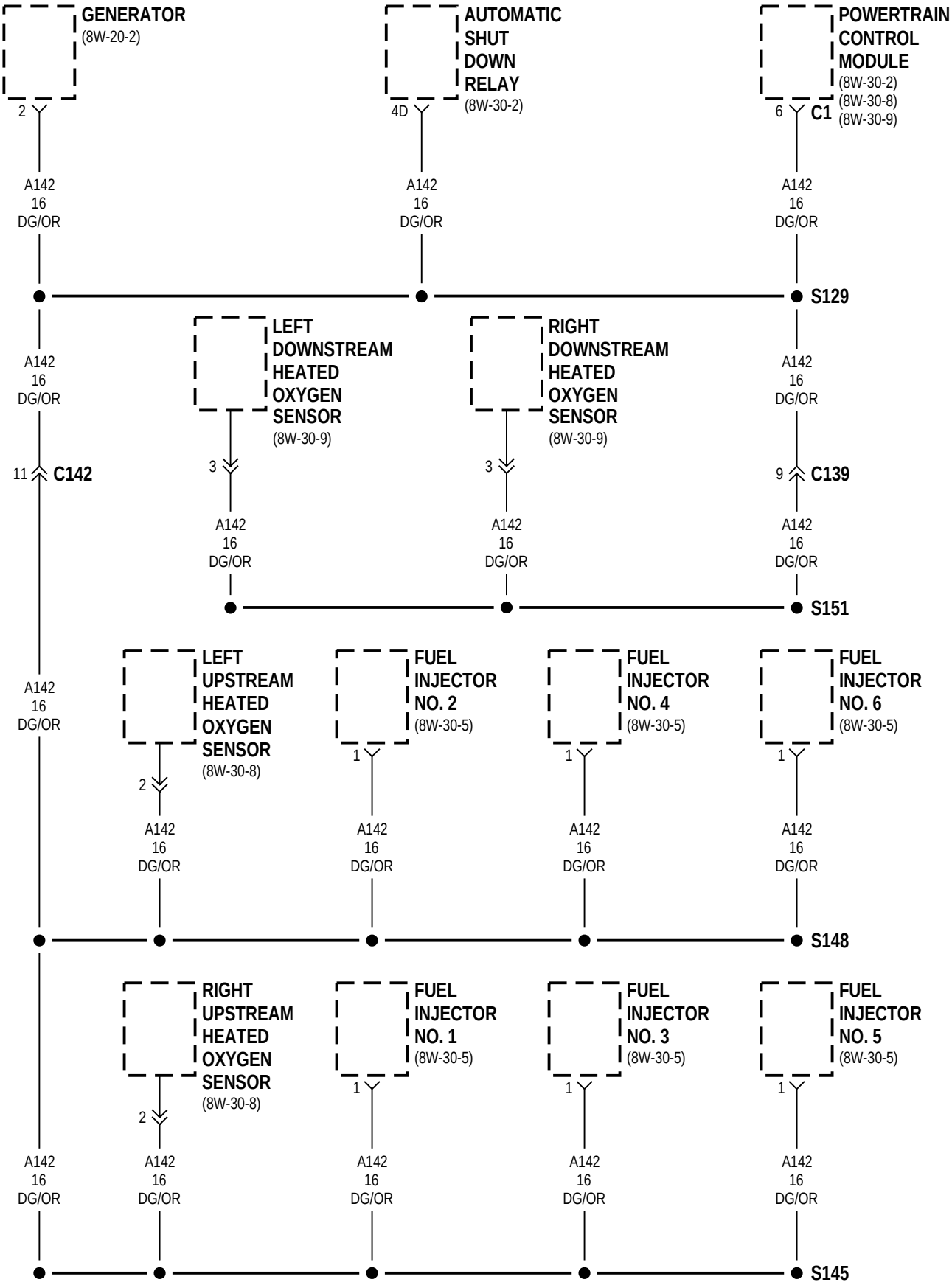
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S107	8W-10-5
S108	8W-12-25; 8W-40-6
S109	8W-10-4; 8W-20-2
S110	8W-15-3
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S132	8W-15-4
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S134	8W-70-6
S135	8W-31-4
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S162	8W-15-5
S165	8W-50-8
S166	8W-50-8
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S229	8W-47-4; 8W-70-11
S231	8W-47-4
S233	8W-42-6
S234	8W-42-6; 8W-70-8
S235	8W-42-6
S236	8W-15-6
S237	8W-15-6
S300	8W-12-23; 8W-61-4
S301	8W-12-15; 8W-44-5
S302	8W-44-5; 8W-45-7; 8W-70-9
S303	8W-12-22; 8W-61-4
S304	8W-15-9
S305	8W-70-10
S306	8W-12-21
S307	8W-44-3; 8W-45-6
S308	8W-44-3
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S310	8W-15-10, 11
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S316	8W-15-7
S317	8W-12-16
S318	8W-15-6
S319	8W-12-17
S320	8W-15-8
S321	8W-44-6; 8W-45-7; 8W-70-9
S322	8W-12-14
S323	8W-70-11
S324	8W-12-8
S401	8W-15-10, 11
S402	8W-15-10, 11
S403	8W-12-12; 8W-51-5
S404	8W-12-12; 8W-51-5
S405	8W-15-11
S406	8W-12-10; 8W-51-4
S408	8W-15-10
S409	8W-51-4

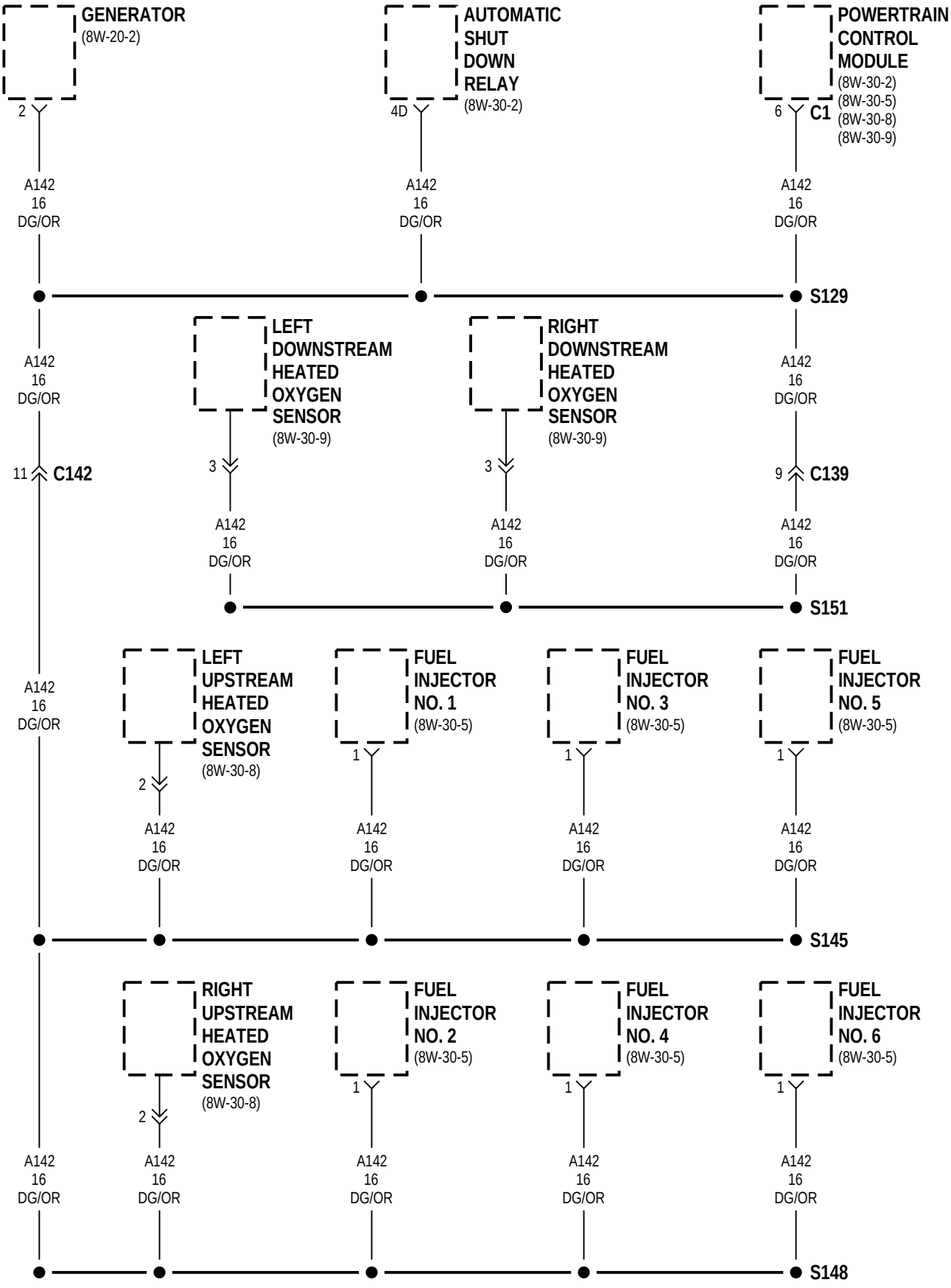

TRANSMISSION CONTROL MODULE
(8W-31-4)
51
K4
20
BK/LB
A/C PRESSURE TRANSDUCER
(8W-42-7)
1
K4
20
BK/LB
POWERTRAIN CONTROL MODULE
(8W-30-9)
(8W-30-10)
43
C2
K4
20
BK/LB
S128
K4
20
BK/LB
3
C142
K4
20
BK/LB
A
TO
S138
(8W-70-3)
LEFT DOWNSTREAM HEATED OXYGEN SENSOR
(8W-30-9)
1
K4
20
BK/LB
RIGHT DOWNSTREAM HEATED OXYGEN SENSOR
(8W-30-9)
1
K4
20
BK/LB
K4
20
BK/LB
2
C143
K4
20
BK/LB
S150

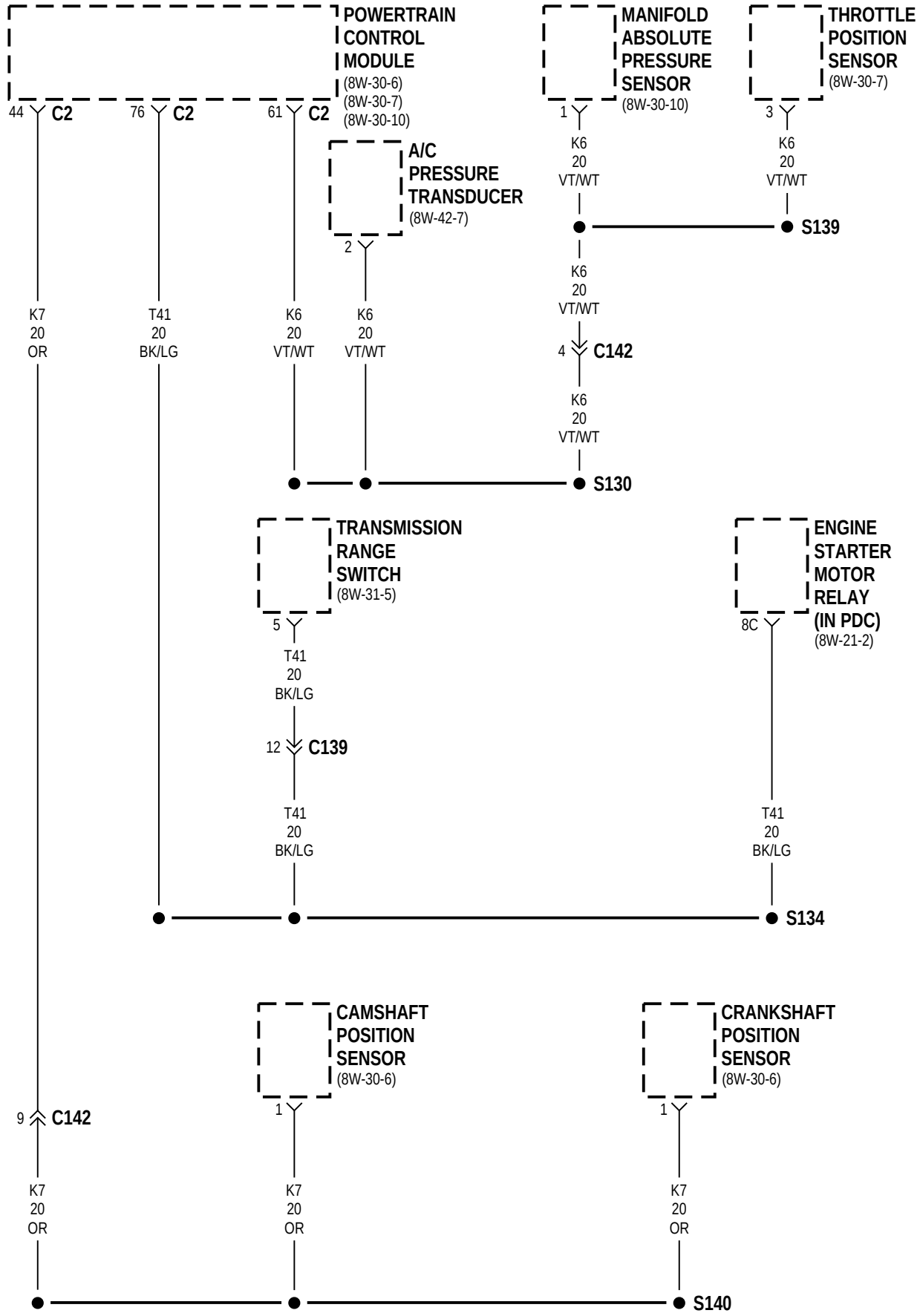

FROM
S128
(8W-70-2)
A
K4
20
BK/LB
CRANKSHAFT
POSITION
SENSOR
(3.3L)
(8W-30-6)
2
INTAKE
AIR
TEMPERATURE
SENSOR
(3.5L)
(8W-30-10)
1
S138
LEFT
UPSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-8)
3
RIGHT
UPSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-8)
CRANKSHAFT
POSITION
SENSOR
(3.5L)
(8W-30-6)
INTAKE
AIR
TEMPERATURE
SENSOR
(3.3L)
(8W-30-10)
S141
3.3L
3.5L
K4
20
BK/LB
2
3
MANIFOLD
ABSOLUTE
PRESSURE
SENSOR
(8W-30-10)
THROTTLE
POSITION
SENSOR
(8W-30-7)
CAMSHAFT
POSITION
SENSOR
(8W-30-6)
K4
18
BK/LB
ENGINE
COOLANT
TEMPERATURE
SENSOR
(8W-30-7)

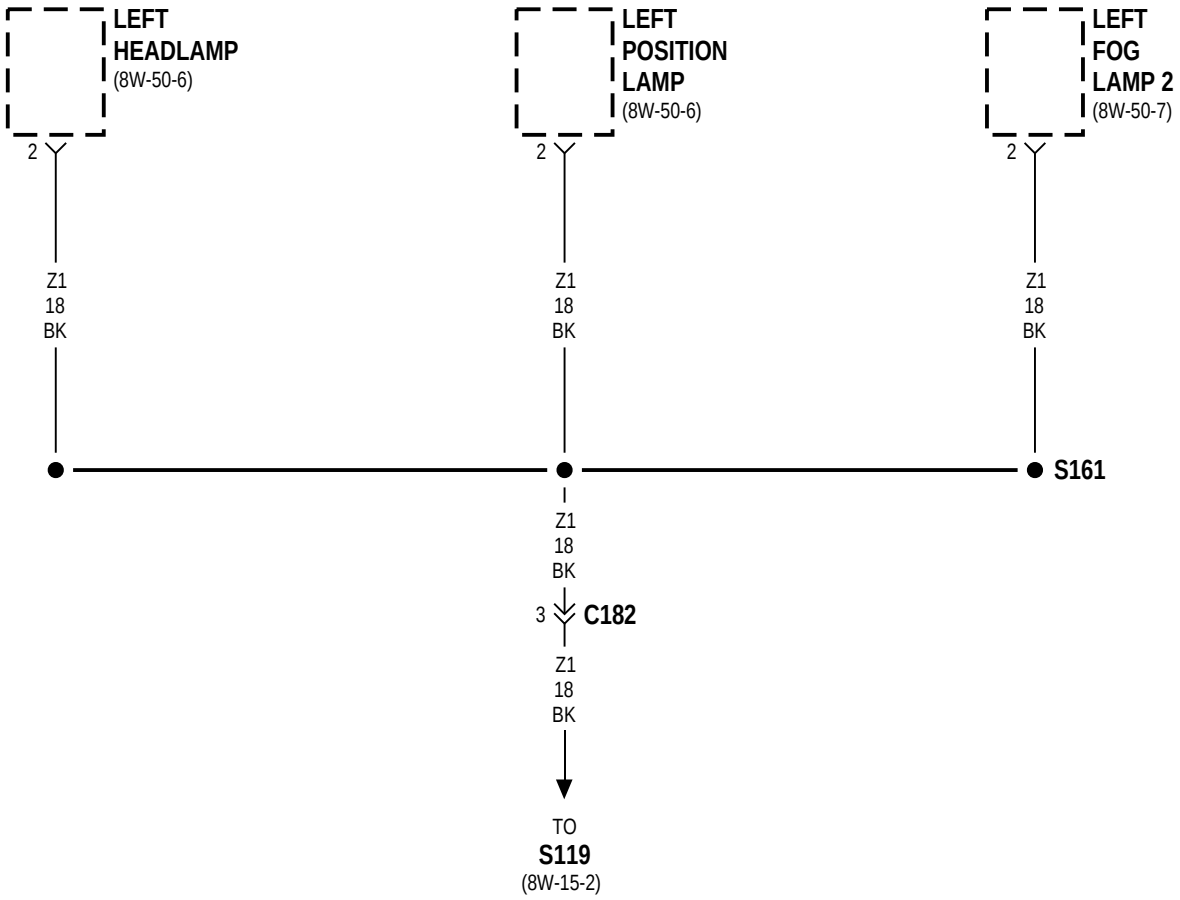
3.3L ENGINE

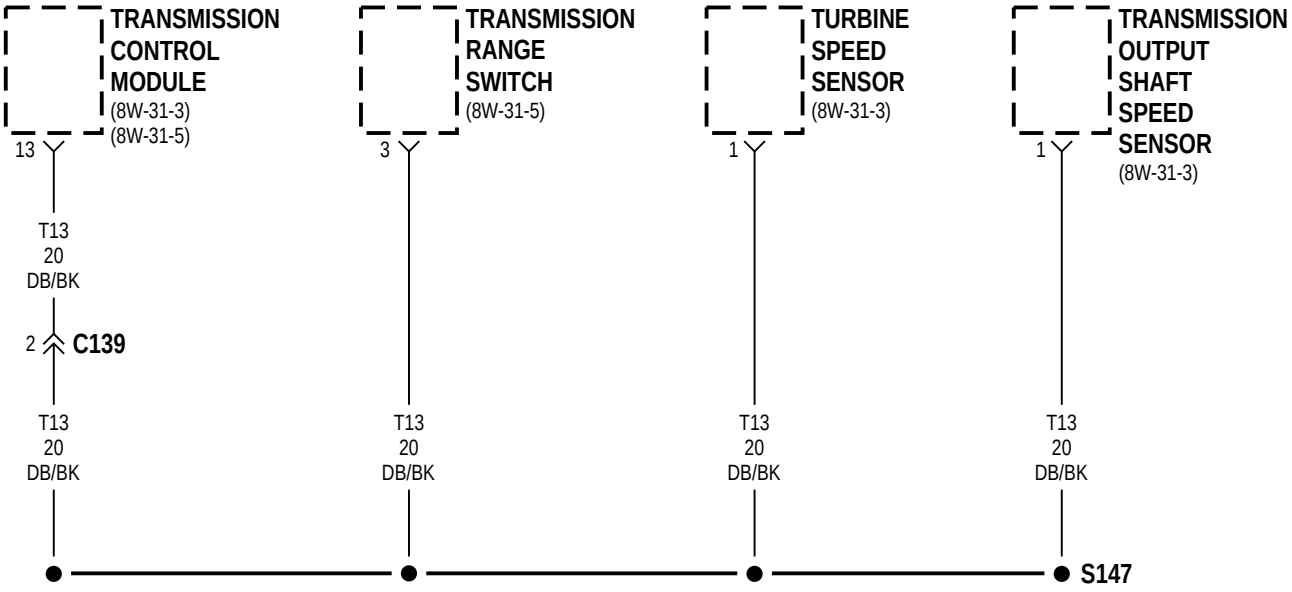

GENERATOR
(8W-20-2)
2
A142
16
DG/OR
AUTOMATIC
SHUT
DOWN
RELAY
(8W-30-2)
4D
A142
16
DG/OR
POWERTRAIN
CONTROL
MODULE
(8W-30-2)
(8W-30-8)
(8W-30-9)
6
C1
A142
16
DG/OR
S129
A142
16
DG/OR
11
C142
LEFT
DOWNSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-9)
3
A142
16
DG/OR
RIGHT
DOWNSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-9)
3
A142
16
DG/OR
A142
16
DG/OR
9
C139
A142
16
DG/OR
S151
A142
16
DG/OR
LEFT
UPSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-8)
2
A142
16
DG/OR
FUEL
INJECTOR
NO. 2
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 4
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 6
(8W-30-5)
1
A142
16
DG/OR
S148
RIGHT
UPSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-8)
2
A142
16
DG/OR
FUEL
INJECTOR
NO. 1
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 3
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 5
(8W-30-5)
1
A142
16
DG/OR
A142
16
DG/OR
A142
16
DG/OR
A142
16
DG/OR
A142
16
DG/OR
S145

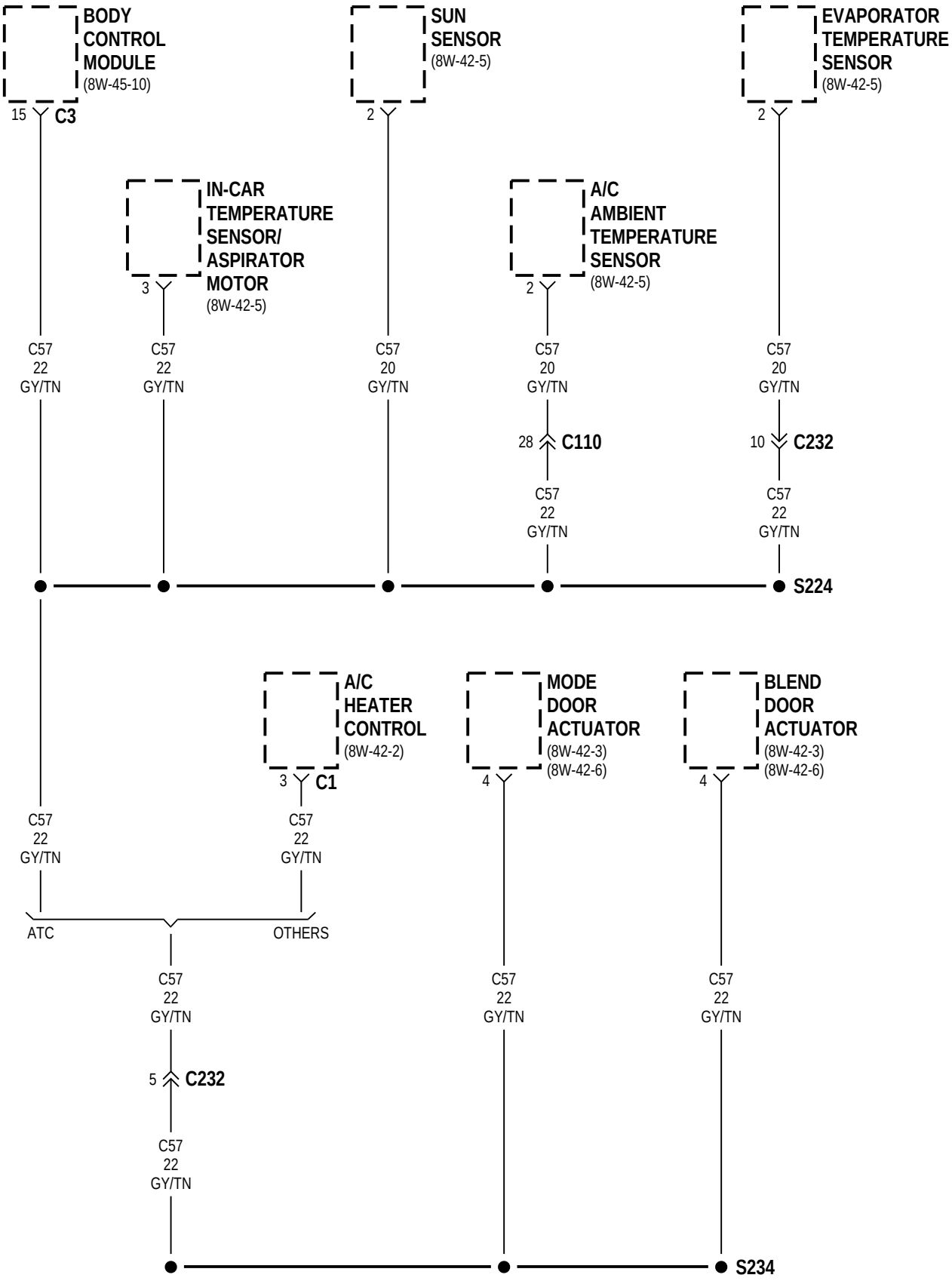
3.5L ENGINE

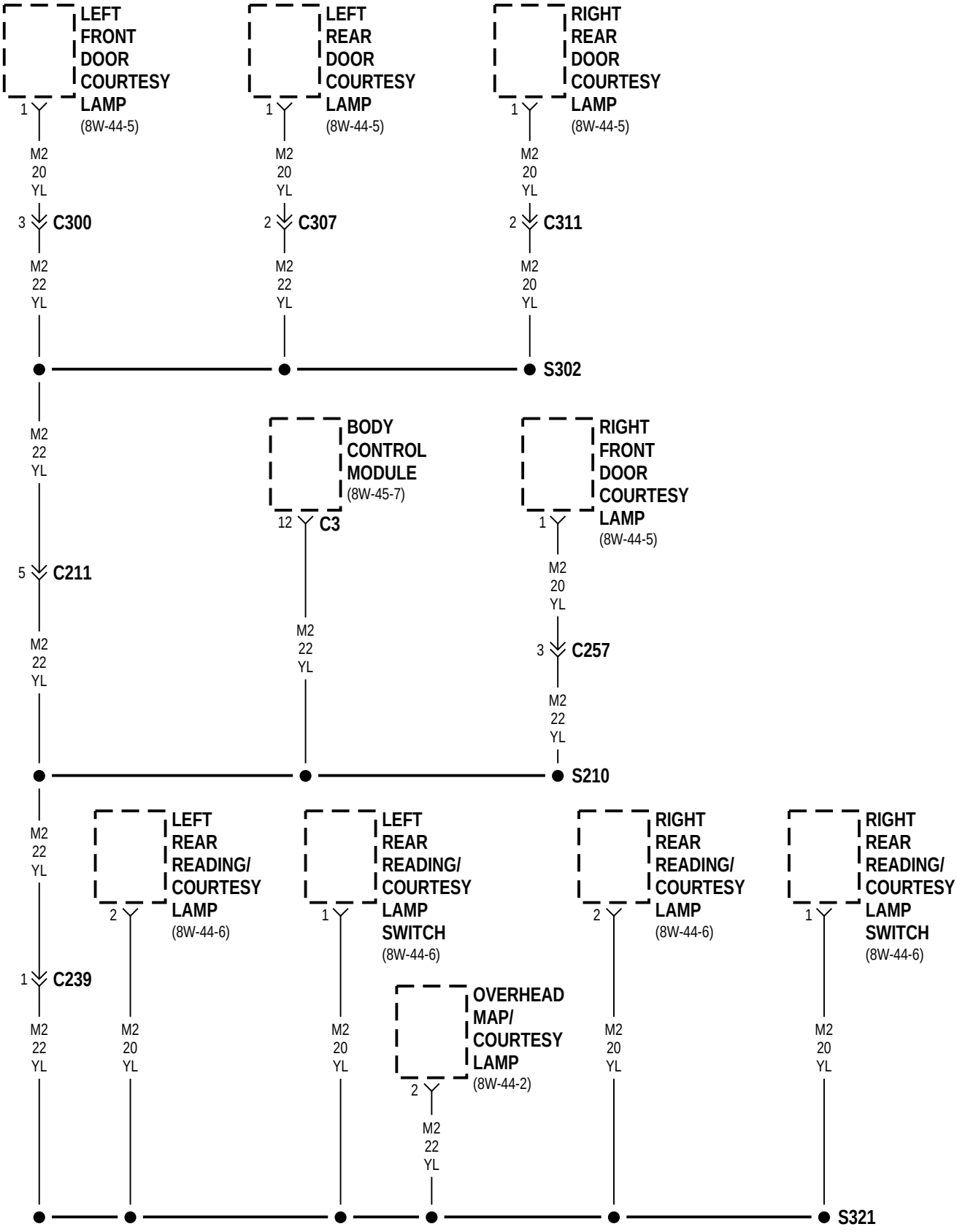

GENERATOR
(8W-20-2)
2
A142
16
DG/OR
AUTOMATIC
SHUT
DOWN
RELAY
(8W-30-2)
4D
A142
16
DG/OR
POWERTRAIN
CONTROL
MODULE
(8W-30-2)
(8W-30-5)
(8W-30-8)
(8W-30-9)
6
C1
A142
16
DG/OR
S129
A142
16
DG/OR
11
C142
LEFT
DOWNSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-9)
3
A142
16
DG/OR
RIGHT
DOWNSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-9)
3
A142
16
DG/OR
A142
16
DG/OR
9
C139
A142
16
DG/OR
S151
A142
16
DG/OR
LEFT
UPSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-8)
2
A142
16
DG/OR
FUEL
INJECTOR
NO. 1
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 3
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 5
(8W-30-5)
1
A142
16
DG/OR
S145
RIGHT
UPSTREAM
HEATED
OXYGEN
SENSOR
(8W-30-8)
2
A142
16
DG/OR
FUEL
INJECTOR
NO. 2
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 4
(8W-30-5)
1
A142
16
DG/OR
FUEL
INJECTOR
NO. 6
(8W-30-5)
1
A142
16
DG/OR
A142
16
DG/OR
A142
16
DG/OR
A142
16
DG/OR
A142
16
DG/OR
S148

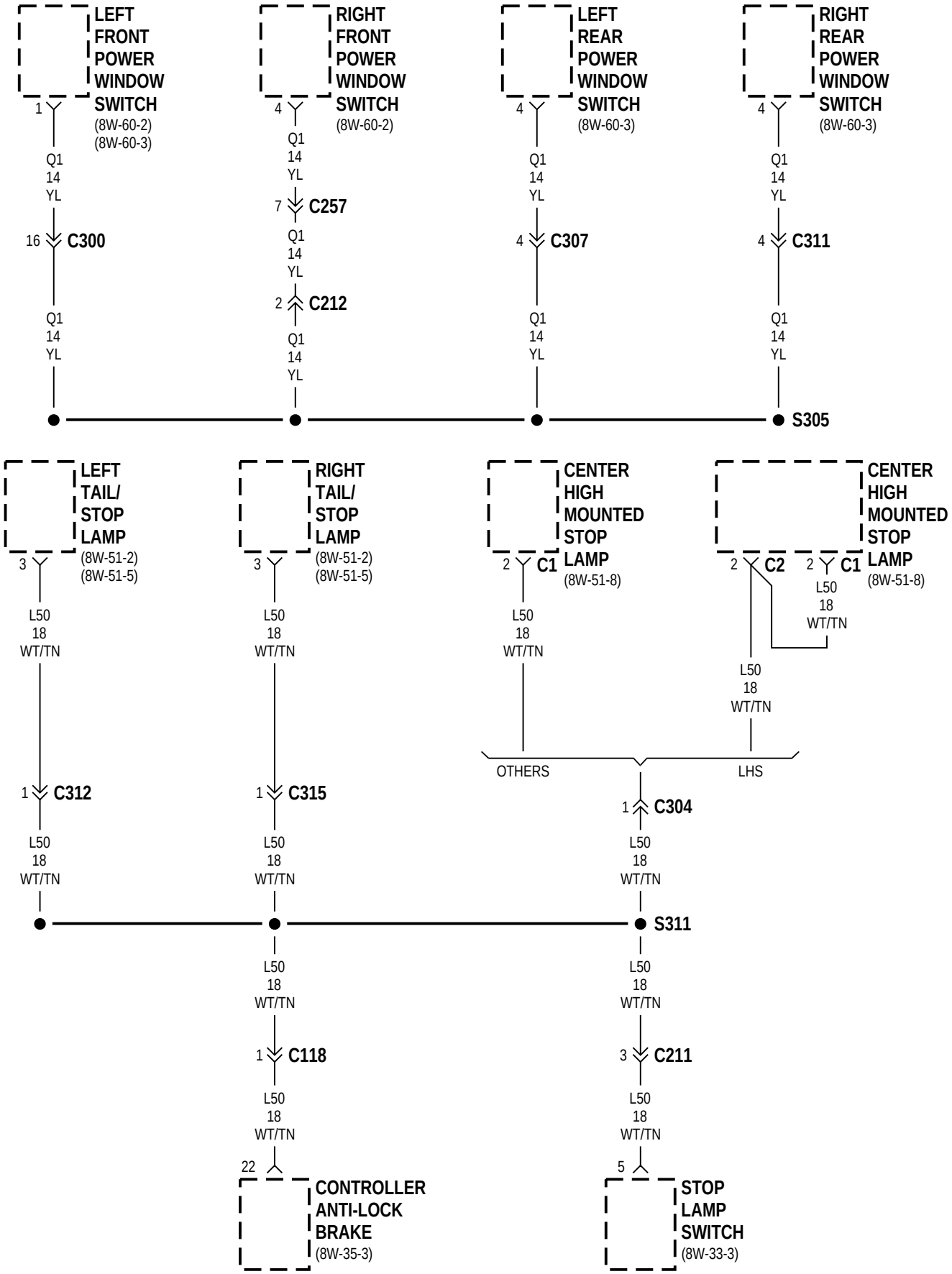

POWERTRAIN CONTROL MODULE
(8W-30-6)
(8W-30-7)
(8W-30-10)
44 C2
76 C2
61 C2
MANIFOLD ABSOLUTE PRESSURE SENSOR
(8W-30-10)
1
THROTTLE POSITION SENSOR
(8W-30-7)
3
A/C PRESSURE TRANSDUCER
(8W-42-7)
2
K6 20 VT/WT
K6 20 VT/WT
S139
K6 20 VT/WT
4 C142
K6 20 VT/WT
K7 20 OR
T41 20 BK/LG
K6 20 VT/WT
K6 20 VT/WT
S130
TRANSMISSION RANGE SWITCH
(8W-31-5)
5
ENGINE STARTER MOTOR RELAY (IN PDC)
(8W-21-2)
8C
T41 20 BK/LG
12 C139
T41 20 BK/LG
T41 20 BK/LG
S134
CAMSHAFT POSITION SENSOR
(8W-30-6)
1
CRANKSHAFT POSITION SENSOR
(8W-30-6)
1
9 C142
K7 20 OR
K7 20 OR
K7 20 OR
S140

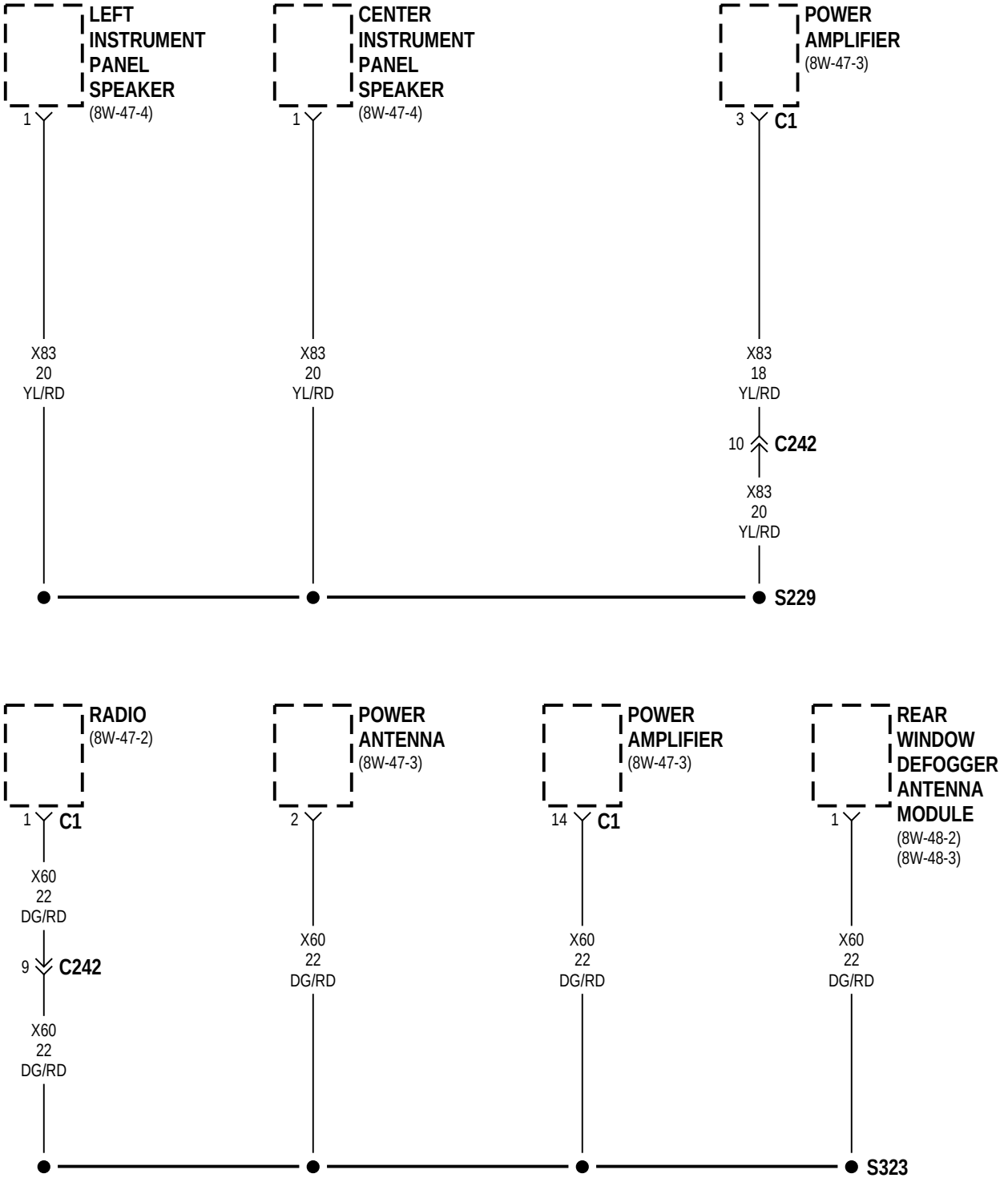

LEFT HEADLAMP
(8W-50-6)
2
Z1
18
BK
LEFT POSITION LAMP
(8W-50-6)
2
Z1
18
BK
LEFT FOG LAMP 2
(8W-50-7)
2
Z1
18
BK
S161
Z1
18
BK
3
C182
Z1
18
BK
TO
S119
(8W-15-2)

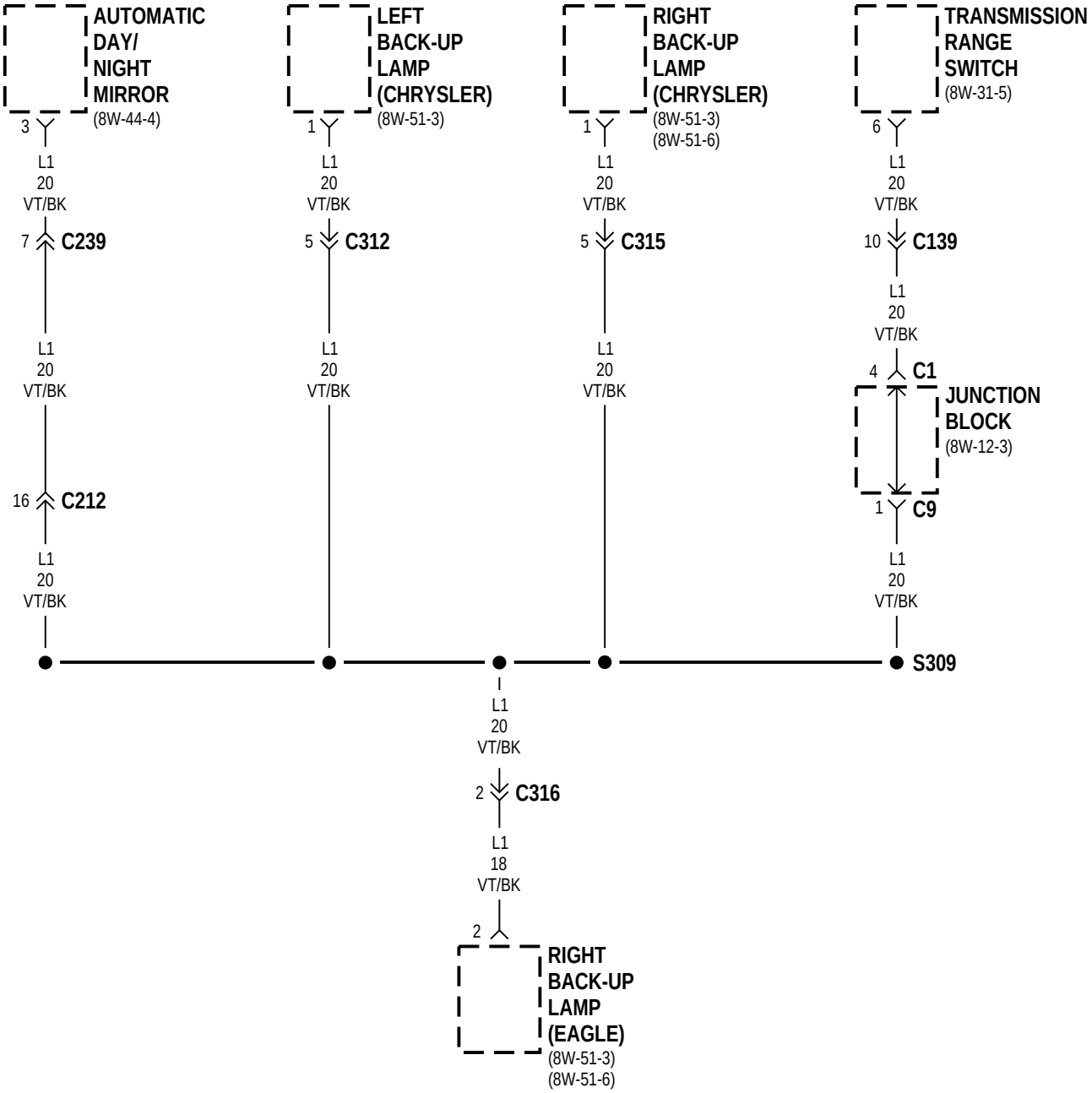

TRANSMISSION CONTROL MODULE
(8W-31-3)
(8W-31-5)
13
T13
20
DB/BK
2
C139
T13
20
DB/BK
TRANSMISSION RANGE SWITCH
(8W-31-5)
3
T13
20
DB/BK
TURBINE SPEED SENSOR
(8W-31-3)
1
T13
20
DB/BK
TRANSMISSION OUTPUT SHAFT SPEED SENSOR
(8W-31-3)
1
T13
20
DB/BK
S147


BODY CONTROL MODULE
(8W-45-10)
15 C3
SUN SENSOR
(8W-42-5)
2
EVAPORATOR TEMPERATURE SENSOR
(8W-42-5)
2
IN-CAR TEMPERATURE SENSOR/ ASPIRATOR MOTOR
(8W-42-5)
3
A/C AMBIENT TEMPERATURE SENSOR
(8W-42-5)
2
C57 22 GY/TN
C57 22 GY/TN
C57 20 GY/TN
C57 20 GY/TN
28 C110
C57 22 GY/TN
C57 20 GY/TN
10 C232
C57 22 GY/TN
S224
A/C HEATER CONTROL
(8W-42-2)
3 C1
MODE DOOR ACTUATOR
(8W-42-3)
(8W-42-6)
4
BLEND DOOR ACTUATOR
(8W-42-3)
(8W-42-6)
4
C57 22 GY/TN
C57 22 GY/TN
C57 22 GY/TN
C57 22 GY/TN
ATC
OTHERS
C57 22 GY/TN
C57 22 GY/TN
C57 22 GY/TN
5 C232
C57 22 GY/TN
C57 22 GY/TN
C57 22 GY/TN
S234


LEFT FRONT DOOR COURTESY LAMP
(8W-44-5)
1
M2 20 YL
3 C300
M2 22 YL
LEFT REAR DOOR COURTESY LAMP
(8W-44-5)
1
M2 20 YL
2 C307
M2 22 YL
RIGHT REAR DOOR COURTESY LAMP
(8W-44-5)
1
M2 20 YL
2 C311
M2 20 YL
S302
M2 22 YL
5 C211
M2 22 YL
BODY CONTROL MODULE
(8W-45-7)
12 C3
M2 22 YL
RIGHT FRONT DOOR COURTESY LAMP
(8W-44-5)
1
M2 20 YL
3 C257
M2 22 YL
S210
M2 22 YL
1 C239
M2 22 YL
LEFT REAR READING/ COURTESY LAMP
(8W-44-6)
2
M2 20 YL
LEFT REAR READING/ COURTESY LAMP SWITCH
(8W-44-6)
1
M2 20 YL
OVERHEAD MAP/ COURTESY LAMP
(8W-44-2)
2
M2 22 YL
RIGHT REAR READING/ COURTESY LAMP
(8W-44-6)
2
M2 20 YL
RIGHT REAR READING/ COURTESY LAMP SWITCH
(8W-44-6)
1
M2 20 YL
S321


LEFT FRONT POWER WINDOW SWITCH
(8W-60-2)
(8W-60-3)
RIGHT FRONT POWER WINDOW SWITCH
(8W-60-2)
LEFT REAR POWER WINDOW SWITCH
(8W-60-3)
RIGHT REAR POWER WINDOW SWITCH
(8W-60-3)
Q1 14 YL
C300
C257
C212
C307
C311
S305
LEFT TAIL/ STOP LAMP
(8W-51-2)
(8W-51-5)
RIGHT TAIL/ STOP LAMP
(8W-51-2)
(8W-51-5)
CENTER HIGH MOUNTED STOP LAMP
(8W-51-8)
CENTER HIGH MOUNTED STOP LAMP
(8W-51-8)
L50 18 WT/TN
C1
C2
OTHERS
LHS
C312
C315
C304
S311
C118
C211
CONTROLLER ANTI-LOCK BRAKE
(8W-35-3)
STOP LAMP SWITCH
(8W-33-3)


LEFT INSTRUMENT PANEL SPEAKER
(8W-47-4)
1
X83
20
YL/RD
CENTER INSTRUMENT PANEL SPEAKER
(8W-47-4)
1
X83
20
YL/RD
POWER AMPLIFIER
(8W-47-3)
3
C1
X83
18
YL/RD
10
C242
X83
20
YL/RD
S229
RADIO
(8W-47-2)
1
C1
X60
22
DG/RD
9
C242
X60
22
DG/RD
POWER ANTENNA
(8W-47-3)
2
X60
22
DG/RD
POWER AMPLIFIER
(8W-47-3)
14
C1
X60
22
DG/RD
REAR WINDOW DEFOGGER ANTENNA MODULE
(8W-48-2)
(8W-48-3)
1
X60
22
DG/RD
S323


AUTOMATIC DAY/ NIGHT MIRROR
(8W-44-4)
3
L1 20 VT/BK
7 C239
L1 20 VT/BK
16 C212
L1 20 VT/BK
LEFT BACK-UP LAMP (CHRYSLER)
(8W-51-3)
1
L1 20 VT/BK
5 C312
L1 20 VT/BK
RIGHT BACK-UP LAMP (CHRYSLER)
(8W-51-3)
(8W-51-6)
1
L1 20 VT/BK
5 C315
L1 20 VT/BK
TRANSMISSION RANGE SWITCH
(8W-31-5)
6
L1 20 VT/BK
10 C139
L1 20 VT/BK
4 C1
JUNCTION BLOCK
(8W-12-3)
1 C9
L1 20 VT/BK
S309
L1 20 VT/BK
2 C316
L1 18 VT/BK
2
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(8W-51-3)
(8W-51-6)

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DESCRIPTION AND OPERATION

INTRODUCTION

This section identifies all splices shown in the diagrams. It also shows the splices in there entirity. All circuits that are part of the splices are shown and the systems they affect are referanced. For viewing the splices location in the vehicle, refer to section 8W-95.

8W-80 CONNECTOR PIN-OUTS

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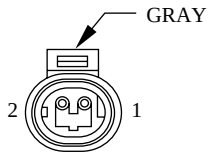
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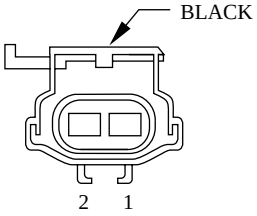
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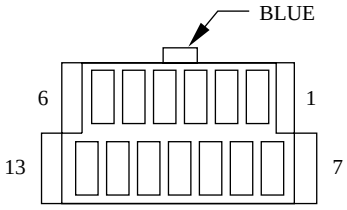
A/C AMBIENT
TEMPERATURE SENSOR

CAV	CIRCUIT	FUNCTION
1	G31 20VT/LG	AMBIENT TEMPERATURE SENSOR SIGNAL
2	C57 20GY/TN	SENSOR GROUND



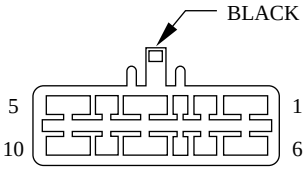
A/C COMPRESSOR
CLUTCH

CAV	CIRCUIT	FUNCTION
1	C2 12DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
2	Z1 12BK	GROUND



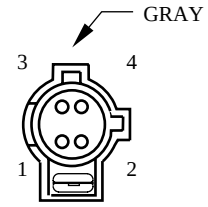
A/C-HEATER CONTROL - C1

CAV	CIRCUIT	FUNCTION
1	C21 22DB/OR	A/C CYCLING SWITCH OUTPUT
2	C36 22RD/WT	BLEND DOOR FEEDBACK SIGNAL
3	C57 22GY/TN	SENSOR GROUND
4	Z2 22BK/LG	GROUND
5	F20 22WT	FUSED IGNITION SWITCH OUTPUT (RUN)
6	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
7	C37 22RD	MODE DOOR FEEDBACK SIGNAL
8	C34 22DB/WT	COMMON DOOR DRIVER
9	C33 22DB/RD	BLEND AIR DOOR DRIVER
10	C35 22DG/YL	MODE DOOR DRIVER
11	C32 22GY/DB	RECIRCULATION DOOR DRIVER
12	E2 22OR	PANEL LAMP DRIVER
13	C26 22PK/DB	5 VOLT SUPPLY



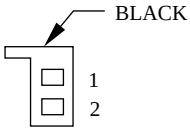
A/C-HEATER CONTROL - C2

CAV	CIRCUIT	FUNCTION
1	C15 12BK/WT	HEATED REAR WINDOW RELAY OUTPUT
2	C4 18TN	LOW BLOWER MOTOR DRIVER
3	C6 18LB	M2 BLOWER MOTOR DRIVER
4	-	-
5	Z1 12BK	GROUND
6	-	-
7	C5 18LG	M1 BLOWER MOTOR DRIVER
8	A4 12BK/PK	FUSED B(+)
9	-	-
10	C7 12BK/TN	HIGH BLOWER MOTOR DRIVER



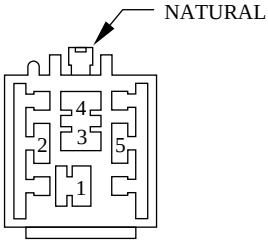
A/C PRESSURE TRANSDUCER

CAV	CIRCUIT	FUNCTION
1	K4 20BK/LB	SENSOR GROUND
2	K6 20VT/WT	5 VOLT SUPPLY
3	C18 20DB	A/C PRESSURE SIGNAL
4	-	-



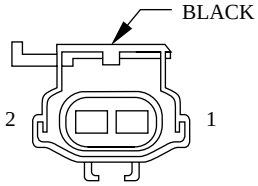
ABS DIODE

CAV	CIRCUIT	FUNCTION
1	B120 16BR/WT	ABS MAIN RELAY OUTPUT
2	G19 20LG/OR	ABS WARNING LAMP DRIVER



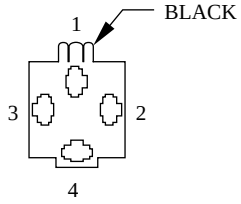
ABS MAIN RELAY

CAV	CIRCUIT	FUNCTION
1	B120 14BR/WT	ABS MAIN RELAY OUTPUT
2	B58 20OR/BK	ABS MAIN RELAY CONTROL
3	Z1 14BK	GROUND
4	A20 14RD/DG	FUSED B(+)
5	F20 20WT	FUSED IGNITION SWITCH OUTPUT (RUN)



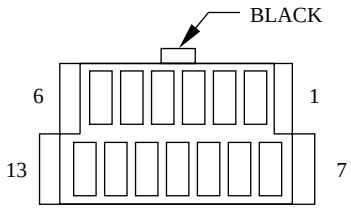
ABS PUMP MOTOR

CAV	CIRCUIT	FUNCTION
1	Z1 12BK	GROUND
2	B82 12BR/WT	ABS PUMP MOTOR RELAY OUTPUT



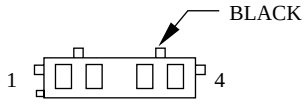
ABS PUMP MOTOR RELAY

CAV	CIRCUIT	FUNCTION
1	A10 12DB	FUSED B(+)
2	B116 20GY	PUMP MOTOR RELAY CONTROL
3	B120 14BR/WT	ABS MAIN RELAY OUTPUT
4	B82 12BR/WT	ABS PUMP MOTOR RELAY OUTPUT



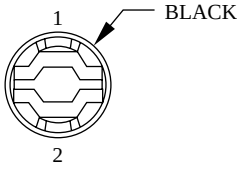
AIRBAG CONTROL MODULE - C1

CAV	CIRCUIT	FUNCTION
1	F14 18LG/YL	FUSED IGNITION SWITCH OUTPUT (START/RUN)
2	F23 18DB/YL	FUSED IGNITION SWITCH OUTPUT (RUN)
3	D1 18VT/BR	CCD BUS B(+)
4	D2 18WT/BK	CCD BUS B(-)
5	R49 18LB	LEFT IMPACT SENSOR LINE 2
6	R47 18DB/LB	LEFT IMPACT SENSOR LINE 1
7	R41 18BK/TN	AIRBAG WARNING LAMP DRIVER
8	R50 20BR/YL	PASSENGER AIRBAG PRESSURE SWITCH SENSE
9	R51 20VT/YL	PASSENGER AIRBAG PRESSURE SWITCH GROUND
10	-	-
11	Z2 18BK/LG	GROUND
12	R48 18TN	RIGHT IMPACT SENSOR LINE 2
13	R46 18BR/LB	RIGHT IMPACT SENSOR LINE 1



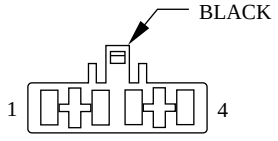
AIRBAG CONTROL MODULE - C2

CAV	CIRCUIT	FUNCTION
1	R42 18RD/WT	PASSENGER AIRBAG LINE 2
2	R44 18LG/YL	PASSENGER AIRBAG LINE 1
3	R43 18BK/LB	DRIVER AIRBAG LINE 1
4	R45 18DG/LB	DRIVER AIRBAG LINE 2



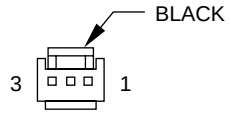
ASH RECEIVER LAMP

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	E2 20OR	PANEL LAMP DRIVER



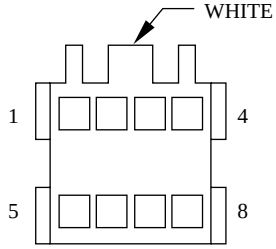
ATC POWER MODULE

CAV	CIRCUIT	FUNCTION
1	C1 12DG	FUSED IGNITION SWITCH OUTPUT (RUN)
2	C56 22RD/LG	BLOWER MOTOR CONTROL
3	Z1 12BK	GROUND
4	-	-



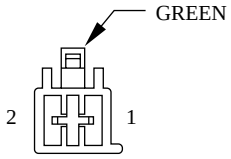
AUTOMATIC DAY/
NIGHT MIRROR

CAV	CIRCUIT	FUNCTION
1	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
2	Z2 22BK/LG	GROUND
3	L1 20VT/BK	REVERSE LAMP SENSE



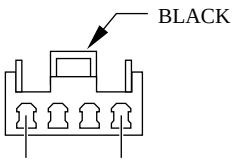
AUTOMATIC TEMPERATURE
CONTROL MODULE - C1

CAV	CIRCUIT	FUNCTION
1	E2 22OR	PANEL LAMP DRIVER
2	Z1 20BK	GROUND
3	D1 20VT/BR	CCD BUS (+)
4	D2 20WT/BK	CCD BUS (-)
5	F20 22WT	FUSED IGNITION SWITCH OUTPUT (RUN)
6	Z2 22BK/LG	GROUND
7	-	-
8	-	-



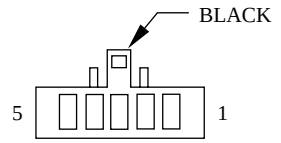
AUTOMATIC TEMPERATURE
CONTROL MODULE - C2

CAV	CIRCUIT	FUNCTION
1	A4 12BK/PK	FUSED B(+)
2	C15 12BK/WT	HEATED REAR WINDOW RELAY OUTPUT



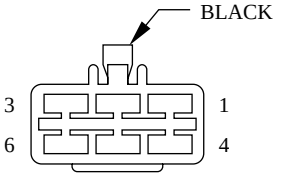
AUTOSTICK
SWITCH

CAV	CIRCUIT	FUNCTION
1	F11 20RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/START/RUN)
2	Z1 20BK	GROUND
3	T5 20LG	AUTOSTICK UPSHIFT REQUEST SWITCH
4	T44 20YL/RD	AUTOSTICK DOWNSHIFT REQUEST SWITCH



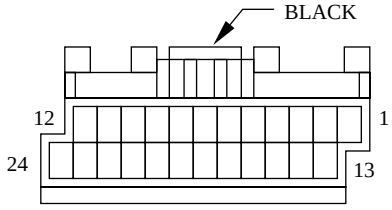
BLEND DOOR ACTUATOR

CAV	CIRCUIT	FUNCTION
1	C33 22DB/RD	BLEND AIR DOOR DRIVER
2	C34 22DB/WT	COMMON DOOR DRIVER
3	C26 22PK/DB	5 VOLT SUPPLY
4	C57 22GY/TN	SENSOR GROUND
5	C36 22RD/WT	BLEND DOOR FEEDBACK SIGNAL



BLOWER MOTOR RESISTOR BLOCK

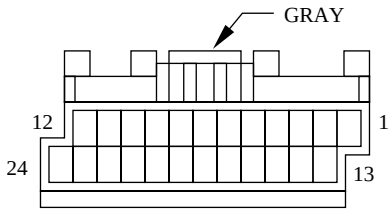
CAV	CIRCUIT	FUNCTION
1	C7 12BK/TN	HIGH BLOWER MOTOR DRIVER
2	C6 18LB	M2 BLOWER MOTOR DRIVER
3	-	-
4	C1 12DG	FUSED IGNITION SWITCH OUTPUT (RUN)
5	C4 18TN	LOW BLOWER MOTOR DRIVER
6	C5 18LG	M1 BLOWER MOTOR DRIVER



BODY CONTROL MODULE - C1

CAV	CIRCUIT	FUNCTION
1	C10 22RD/TN	IN-CAR TEMPERATURE SENSOR SIGNAL
2	-	-
3	-	-
4	C56 22RD/LG	BLOWER MOTOR CONTROL
5	C36 22RD/WT	BLEND DOOR FEEDBACK SIGNAL
6	C26 22PK/DB	5 VOLT SUPPLY
7	-	-
8	X3 22BK/RD	HORN RELAY CONTROL
9	-	-
10	-	-
11	G52 22YL*	AUTO HEADLAMP SWITCH OUTPUT
12	C9 22YL/DG	ASPIRATOR MOTOR DRIVER
13	-	-
14	-	-
15	-	-
16	C35 22DG/YL	MODE DOOR DRIVER
17	-	-
18	C32 22GY/DB	RECIRCULATION DOOR DRIVER
19	-	-
20	C33 22DB/RD	BLEND AIR DOOR DRIVER
21	-	-
22	C34 22DB/WT	COMMON DOOR DRIVER
23	-	-
24	G71 22VT/YL	TRUNK KEY CYLINDER SENSE

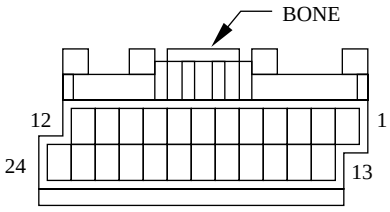
* LHS ONLY



BODY CONTROL
MODULE - C2

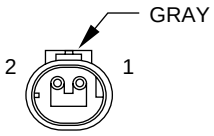
CAV	CIRCUIT	FUNCTION
1	-	-
2	G50 22RD/DB	HEADLAMP DELAY RELAY CONTROL
3	G74 22TN/RD	DOOR JAMB SWITCH SENSE
4	C37 22RD	MODE DOOR FEEDBACK SIGNAL
5	G10 22LG/RD	SEAT BELT SWITCH SENSE
6	G75 22TN	LEFT FRONT DOOR JAMB SWITCH SENSE
7	D14 22LB	DECODE LINE 2
8	E2 18OR	PANEL LAMP DRIVER
9	G0 22PK/BK	DOOR AJAR LAMP DRIVER
10	G31 22VT/LG	AMBIENT TEMPERATURE SENSOR SIGNAL
11	M32 22YL/RD	COURTESY LAMP SWITCH SENSE
12	D13 22OR/DB	DECODE LINE 1
13	C12 22LG/BK	EVAPORATOR TEMPERATURE SENSOR SIGNAL
14	-	-
15	M22 22WT*	ILLUMINATED ENTRY SWITCH SENSE
16	-	-
17	G29 20BK/TN	WASHER FLUID LEVEL SENSE
18	P38 22OR/WT	DOOR LOCK RELAY CONTROL
19	-	-
20	C38 20DB/RD	SUN SENSOR SIGNAL
21	P36 22PK/VT	DOOR UNLOCK RELAY CONTROL
22	C21 22DB/OR	A/C CYCLING SWITCH OUTPUT
23	G4 22DB	FUEL LEVEL SENSOR SIGNAL
24	G51 22LB	PARK LAMP RELAY CONTROL

* WITH RKE



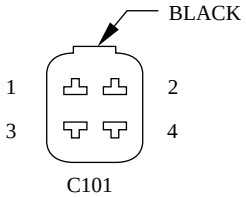
BODY CONTROL
MODULE - C3

CAV	CIRCUIT	FUNCTION
1	V14 22DG/YL	WIPER ON/OFF RELAY CONTROL
2	V55 22TN/RD	WIPER PARK SWITCH SENSE
3	F37 22RD/LG	FUSED HEADLAMP SWITCH OUTPUT
4	E19 22OR/DB	DIMMER SWITCH SIGNAL
5	M50 20YL/RD	KEY-IN HALO LAMP DRIVER
6	G129 22RD	WASHER FLUID LAMP DRIVER
7	D2 20WT/BK	CCD BUS (-)
8	D1 20VT/BR	CCD BUS (+)
9	P35 22OR/VT	DOOR LOCK SWITCH OUTPUT
10	V10 22BR	WASHER PUMP CONTROL SWITCH OUTPUT
11	-	-
12	M2 22YL	COURTESY LAMP DRIVER
13	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
14	Z2 22BK/LG	GROUND
15	C57 22GY/TN	SENSOR GROUND
16	V52 22DG/RD	WINDSHIELD WIPER SWITCH OUTPUT
17	-	-
18	V16 22VT	WIPER HIGH/LOW RELAY CONTROL
19	M1 22PK	FUSED B(+)
20	G26 22LB	KEY-IN IGNITION SWITCH SENSE
21	Z1 18BK	GROUND
22	F11 22RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/START/RUN)
23	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
24	-	-



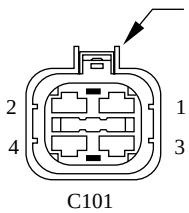
BRAKE FLUID
LEVEL SWITCH NO. 1

CAV	CIRCUIT	FUNCTION
1	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
2	Z1 20BK	GROUND



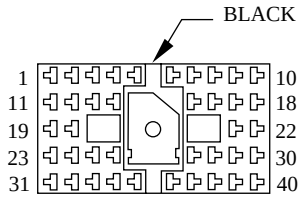
C101

CAV	CIRCUIT
1	A15 16PK
2	A4 12BK/PK
3	T40 16LG
4	G6 20GY



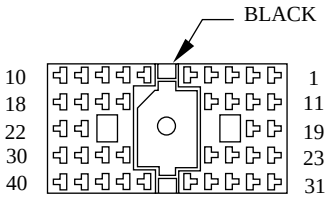
C101

CAV	CIRCUIT
1	A15 16PK
2	A4 12BK/PK
3	T40 16LG
4	G6 20GY



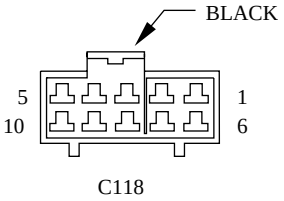
C110

CAV	CIRCUIT
1	L9 18BK/WT
2	L101 20GY/RD
3	V32 20YL/RD
4	K29 20WT/PK
5	G19 20LG/OR
6	G34 20RD/GY
7	G6 20GY
8	L102 18WT
9	D6 20PK/LB
10	L104 18BR/RD
11	G29 18BK/TN
12	-
13	V14 20DG/YL
14	V16 20VT
15	V55 20TN/RD
16	V10 20BR
17	L39 20DB
18	L105 20YL/BR
19	A13 12PK/WT
20	A4 12BK/PK
21	A2 12PK/BK
22	-
23	A1 16RD
24	D21 20PK
25	D20 20LG
26	V37 20RD/LG
27	V30 20DB/RD
28	C57 20GY/TN
29	D1 20VT/BR
30	D2 20WT/BK
31	R46 18BR/LB
32	R48 18TN
33	R47 18DB/LB
34	R49 18LB
35	B27 20RD/YL
36	G84 20LB/BK
37	G83 20GY/BK
38	G31 20VT/LG
39	-
40	A41 16YL

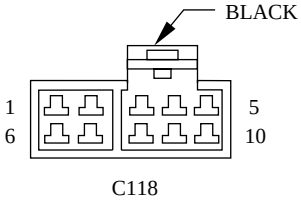


C110

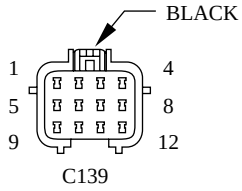
CAV	CIRCUIT
1	L9 18BK/WT
2	L101 20GY/RD
3	V32 20YL/RD
4	K29 20WT/PK
5	G19 22LG/OR
6	G34 20RD/OR
7	G6 22GY
8	L102 20WT
9	D6 20PK/LB
10	L104 20BR/RD
11	G29 20BK/TN
12	-
13	V14 22DG/YL
14	V16 22VT
15	V55 22TN/RD
16	V10 12BR
17	L39 20DB
18	L105 20YL/BR
19	A13 12PK/WT
20	A4 12BK/PK
21	A2 12PK/BK
22	-
23	A1 16RD
24	D21 22PK
25	D20 22LG
26	V37 20RD/LG
27	V30 20DB/RD
28	C57 22GY/TN
29	D1 20VT/BR
30	D2 20WT/BK
31	R46 18BR/LB
32	R48 18TN
33	R47 18DB/LB
34	R49 18LB
35	B27 22RD/YL
36	G84 22LB/BK
37	G83 22GY/BK
38	G31 22VT/LG
39	-
40	A41 16YL



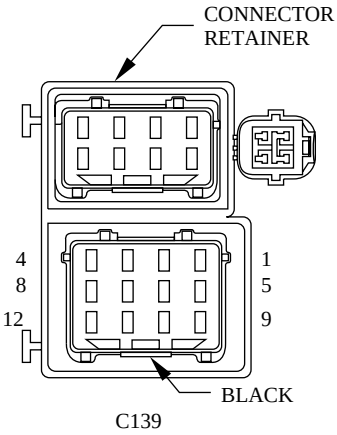
CAV	CIRCUIT
1	L50 18WT/TN
2	B4 20LG
3	B3 20LG/DB
4	F20 20WT
5	-
6	B1 20YL/DB
7	B2 20YL
8	A35 16DB
9	T5 20LG
10	T44 20YL/RD



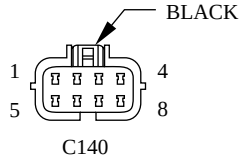
CAV	CIRCUIT
1	L50 18WT/TN
2	B4 20LG
3	B3 20LG/DB
4	F20 22WT
5	-
6	B1 20YL/DB
7	B2 20YL
8	A35 16DB
9	T5 20LG*
10	T44 20YL/RD*



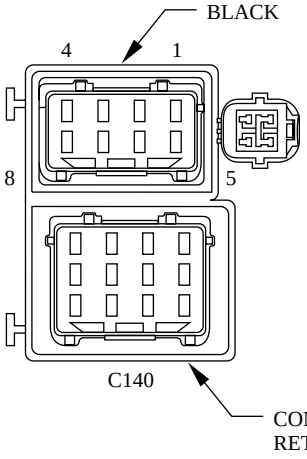
CAV	CIRCUIT
1	T52 20RD/BK
2	T13 20DB/BK
3	T14 20LG/WT
4	T41 20BR/YL
5	T42 20VT/WT
6	T3 20VT
7	T1 20LG/BK
8	T54 20VT
9	A142 16DG/OR
10	L1 20VT/BK
11	F20 20WT
12	T41 20BK/LG



CAV	CIRCUIT
1	T52 20RD/BK
2	T13 20DB/BK
3	T14 20LG/WT
4	T41 20BR/YL
5	T42 20VT/WT
6	T3 20VT
7	T1 20LG/BK
8	T54 20VT
9	A142 16DG/OR
10	L1 20VT/BK
11	F20 20WT
12	T41 20BK/LG

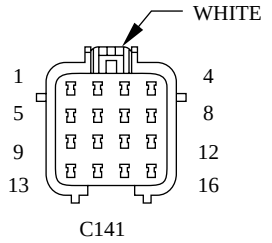


CAV	CIRCUIT
1	T60 20BR
2	T19 20WT
3	T59 20PK
4	T50 20DG
5	T47 20YL/BK
6	T9 20OR/BK
7	T16 16RD
8	T20 20LB

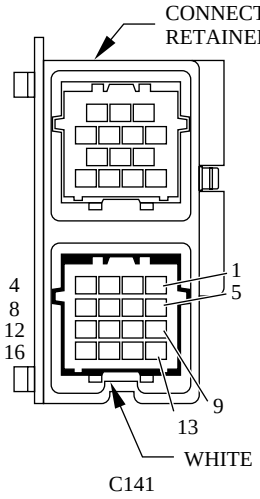


CAV	CIRCUIT
1	T60 16BR
2	T19 16WT
3	T59 16PK
4	T50 16DG
5	T47 16YL/BK
6	T9 16OR/BK
7	T16 16RD
8	T20 16LB

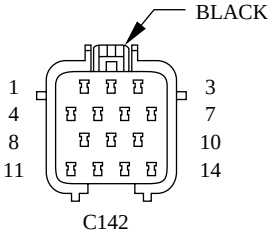
* WITH AUTOSTICK



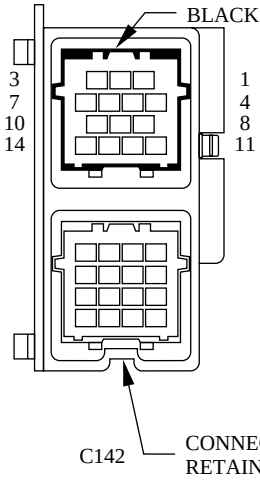
CAV	CIRCUIT
1	K11 20WT/DB
2	K12 20TN
3	K13 20YL/WT
4	K14 20LB/BR
5	K38 20BR/RD
6	K58 20BR/BK
7	K41 20BK/DG
8	K141 20TN/WT
9	K24 20LB/DB
10	K17 20WT
11	K18 20RD
12	K19 20BK
13	K35 20GY/YL
14	K40 20BR/WT
15	K60 20YL/BK
16	K39 20GY/RD



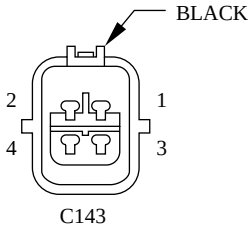
CAV	CIRCUIT
1	K11 20WT/DB
2	K12 20TN
3	K13 20YL/WT
4	K14 20LB/BR
5	K38 20BR/RD
6	K58 20BR/BK
7	K41 20BK/DG
8	K141 20TN/WT
9	K24 20LB/DB
10	K17 20WT
11	K18 20RD
12	K19 20BK
13	K35 20GY/YL
14	K40 20BR/WT
15	K60 20YL/BK
16	K39 20GY/RD



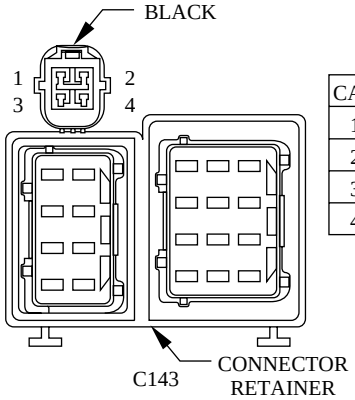
CAV	CIRCUIT
1	K59 20VT/BK
2	K21 20BK/RD
3	K4 20BK/LB
4	K6 20VT/WT
5	K22 20OR/DB
6	K1 20DG/RD
7	K2 20TN/BK
8	K44 20TN/YL
9	K7 20OR
10	F18 20LG/BK
11	A142 16DG/OR
12	Z1 18BK
13	K42 20BK/LG*
14	K142 20GY/BK*



CAV	CIRCUIT
1	K59 20VT/BK
2	K21 20BK/RD
3	K4 20BK/LB
4	K6 20VT/WT
5	K22 20OR/DB
6	K1 20DG/RD
7	K2 18TN/BK
8	K44 20TN/YL
9	K7 20OR
10	F18 20LG/BK
11	A142 16DG/OR
12	Z1 18BK
13	K42 20BK/LG*
14	K142 20GY/BK*

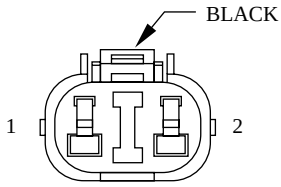


CAV	CIRCUIT
1	K341 20TN/WT
2	K4 20BK/LB
3	Z1 20BK
4	K241 20LG/RD



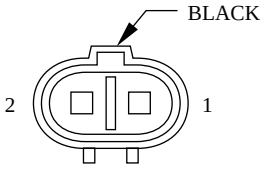
CAV	CIRCUIT
1	K341 20TN/WT
2	K4 20BK/LB
3	Z1 20BK
4	K241 20LG/RD

* WITH 3.5L ENG



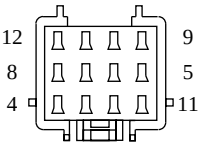
C165 (3.5L ENG)

CAV	CIRCUIT
1	K142 20GY/BK
2	K42 20BK/LG



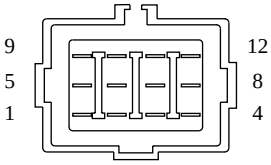
C165 (3.5L ENG)

CAV	CIRCUIT
1	K142 20GY/BK
2	K42 20BK/LG



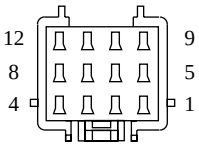
C181

CAV	CIRCUIT
1	L34 18RD/OR
2	L44 18VT/RD
3	Z1 18BK
4	L60 18TN
5	L105 18YL/BR
6	L101 18GY/RD
7	L7 18BK/YL
8	L102 18WT
9	L104 18BR/RD
10	L39 18DB



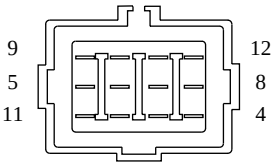
C181

CAV	CIRCUIT
1	L34 18RD
2	L44 18VT
3	Z1 1BK
4	L60 18LG
5	L105 18BR/RD
6	L101 18WT
7	L7 18BK/YL
8	L102 18GY/RD
9	L104 18YL/BR
10	L39 18LB



C182

CAV	CIRCUIT
1	L33 18RD
2	L43 18VT
3	Z1 18BK
4	L61 18LG
5	L105 18YL/BR
6	L101 18GY/RD
7	L7 18BK/YL
8	L102 18WT
9	L104 18BR/RD
10	L39 18DB



C182

CAV	CIRCUIT
1	L34 18RD
2	L44 18VT
3	Z1 18BK
4	L60 18LG
5	L105 18BR/RD
6	L101 18WT
7	L7 18BK/YL
8	L102 18GY/RD
9	L104 18YL/BR
10	L39 18LB



C183

CAV	CIRCUIT
1	L61 18LG
2	Z1 20BK



C183

CAV	CIRCUIT
1	L61 18LG
2	Z1 20BK



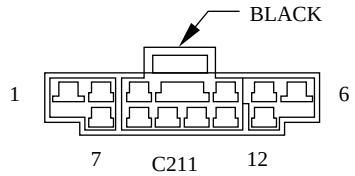
C184

CAV	CIRCUIT
1	L60 18TN
2	Z1 20BK

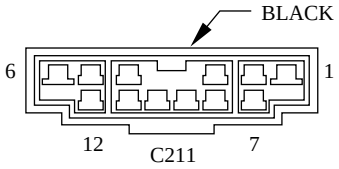


C184

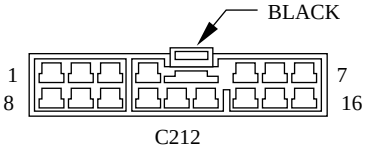
CAV	CIRCUIT
1	L60 18TN
2	Z1 20BK



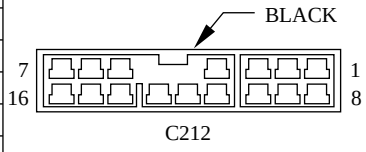
CAV	CIRCUIT
1	C15 12BK/WT
2	P2 20BK/WT
3	L50 18WT/TN
4	G74 22TN/RD
5	M2 22YL
6	A13 12PK/WT
7	G10 22LG/RD
8	G4 22DB
9	G75 22TN
10	X53 22DG*
10	X87 20LG/VT**
11	X55 22BR/RD*
11	X85 20LG/DG**
12	G78 22TN/BK



CAV	CIRCUIT
1	C15 12BK/WT
2	P2 20BK/WT
3	L50 18WT/TN
4	G74 22TN/RD
5	M2 22YL
6	A13 12PK/WT
7	G10 20LG/RD
8	G4 22DB
9	G75 18TN
10	X53 18DG
11	X55 18BR/RD
12	G78 22TN/BK

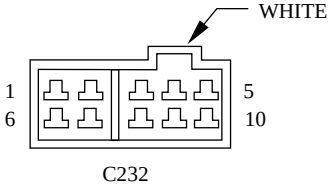


CAV	CIRCUIT
1	F39 20PK/LG
2	Q1 14YL
3	P55 16PK/BK*
3	P34 16PK/BK**
4	G71 22VT/YL
5	G73 22LG/OR
6	F35 16RD
7	-
8	F11 22RD/WT
9	Q16 14BR/WT
10	Q26 14VT/WT
11	P35 22OR/VT
12	-
13	P70 22WT
14	P72 22YL/BK
15	P74 22DB
16	L1 20VT/BK

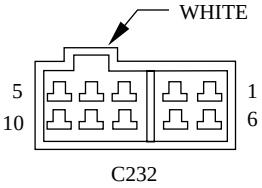


CAV	CIRCUIT
1	F39 20PK/LG
2	Q1 14YL
3	P34 16PK/BK
4	-
5	-
6	F35 16RD
7	L36 20LG
8	F11 20RD/WT ●
9	Q16 14BR/WT
10	Q26 14VT/WT
11	P35 22OR/VT
12	-
13	P70 22WT
14	P72 22YL/BK
15	P74 22DB
16	L1 20VT/BK

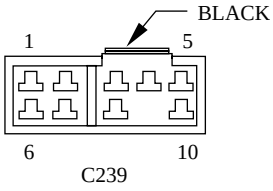
● EAGLE



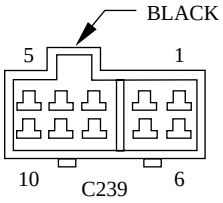
CAV	CIRCUIT
1	C34 22DB/WT
2	C35 22DG/YL
3	C33 22DB/RD
4	C32 22GY/DB
5	C57 22GY/TN
6	C26 22PK/DB
7	C37 22RD*
8	C36 22RD/WT
9	C12 22LG/BK
10	C57 22GY/TN



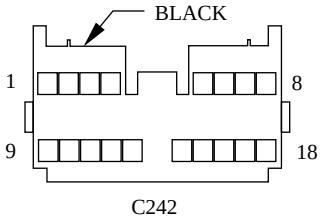
CAV	CIRCUIT
1	C34 22DB/WT
2	C35 22DG/YL
3	C33 22DB/RD
4	C32 20GY/DB
5	C57 22GY/TN
6	C26 22PK/DB
7	C37 22RD
8	C36 22RD/WT
9	C12 20LG/BK
10	C57 22GY/TN



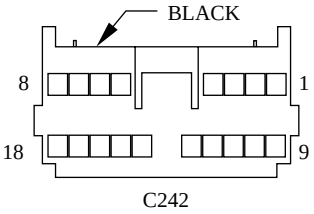
CAV	CIRCUIT
1	M2 22YL
2	Z1 18BK*
2	Z1 22BK
3	D2 20WT/BK
4	M1 22PK
5	Z2 22BK/LG
6	G5 22DB/WT
7	L1 20VT/BK
8	D1 20VT/BR
9	F35 16RD
10	-



CAV	CIRCUIT
1	M2 22YL
2	Z1 22BK
3	D2 20WT/BK
4	M1 22PK
5	Z2 22BK/LG
6	G5 22DB/WT
7	L1 20VT/BK
8	D1 20VT/BR
9	F35 16RD
10	-

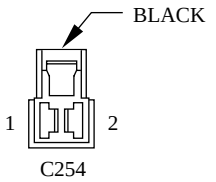


CAV	CIRCUIT
1	X58 22DB/OR
2	X52 22DB/WT
3	X56 22DB/RD
4	X54 22VT
5	X57 22BR/LB
6	X51 22BR/YL
7	X55 22BR/RD
8	X53 22DG
9	X60 22DG/RD
10	X83 18YL/RD
11	X81 18YL/BK
12	X84 18OR/BK
13	X86 18OR/RD
14	X87 18LG/VT
15	X85 18LG/DG
16	X80 18LB/DG
17	X82 18LB/RD
18	-

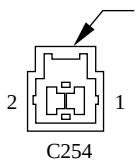


CAV	CIRCUIT
1	X58 22DB/OR
2	X52 22DB/WT
3	X56 22DB/RD
4	X54 22VT
5	X57 22BR/LB
6	X51 22BR/YL
7	X55 22BR/RD
8	X53 22DG
9	X60 22DG/RD
10	X83 20YL/RD
11	X81 20YL/BK
12	X84 20OR/BK
13	X86 20OR/RD
14	X87 20LG/VT
15	X85 20LG/DG
16	X80 20LB/DG
17	X82 20LB/RD
18	-

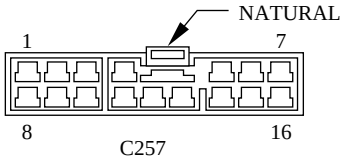
*ATC ONLY



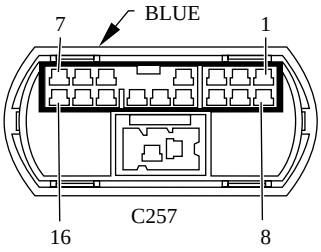
CAV	CIRCUIT
1	F30 12RD
2	F35 16RD



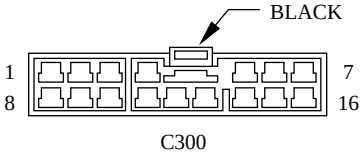
CAV	CIRCUIT
1	F30 14RD
2	F35 16RD



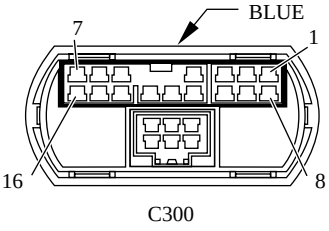
CAV	CIRCUIT
1	Q26 14VT/WT
2	P33 16OR/BK
3	M2 22YL
4	P74 22DB
5	P72 22YL/BK
6	G5 22DB/WT
7	Q1 14YL
8	P34 16PK/BK
9	C16 22LB/YL
10	P70 22WT
11	M1 22PK
12	X82 20LB/RD
13	X80 20LB/DG
14	Z1 20BK
15	P35 22OR/VT
16	Q16 14BR/WT



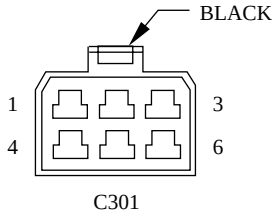
CAV	CIRCUIT
1	Q26 14VT/WT
2	P33 16OR/BK
3	M2 20YL
4	P74 22DB
5	P72 22YL/BK
6	G5 22DB/WT
7	Q1 14YL
8	P34 16PK/BK
9	C16 22LB/YL
10	P70 22WT
11	M1 22PK
12	X54 20VT
	X54 20VT
13	X54 20VT
	X54 20VT
14	Z1 22BK
15	P35 22OR/VT
16	Q16 14BR/WT



CAV	CIRCUIT
1	F21 14DG/RD
2	-
3	M2 22YL
4	P74 22DB
5	P72 22YL/BK
6	G5 22DB/WT
7	P34 16PK/BK
8	P33 16OR/BK
9	C16 22LB/YL
10	P70 22WT
11	M1 22PK
12	X53 18DG
13	X55 18BR/RD
14	Z1 14BK
15	P35 22OR/VT
16	Q1 14YL

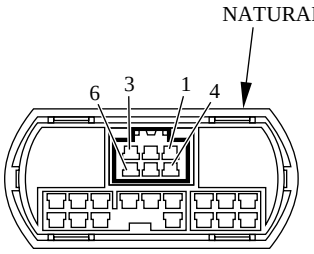


CAV	CIRCUIT
1	F21 14DG/RD
2	G73 20LG/OR
3	M2 20YL
4	P74 22DB
5	P72 22YL/BK
6	G5 22DB/WT
7	P34 16PK/BK
8	P33 16OR/BK
9	C16 22LB/YL
10	P70 22WT
11	M1 22PK
12	X53 20DG
13	X55 20BR/RD
14	Z1 14BK
15	P35 22OR/VT
16	Q1 14YL



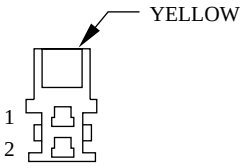
C301

CAV	CIRCUIT
1	Q27 14RD/BK
2	Q18 14GY/BK
3	Q16 14BR/WT
4	Q26 14VT/WT
5	Q17 14DB/WT
6	Q28 14DG/WT



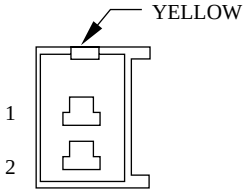
C301

CAV	CIRCUIT
1	Q27 14RD/BK
2	Q18 14GY/BK
3	Q16 14BR/WT
4	Q26 14VT/WT
5	Q17 14DB/WT
6	Q28 14DG/WT



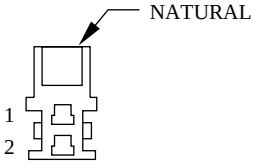
C302

CAV	CIRCUIT
1	F35 16RD
2	Z1 16BK



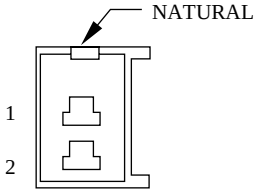
C302

CAV	CIRCUIT
1	F35 16RD
2	Z1 16BK



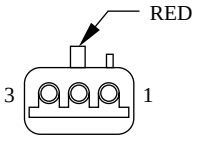
C303

CAV	CIRCUIT
1	F35 16RD
2	Z1 16BK



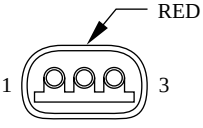
C303

CAV	CIRCUIT
1	F35 16RD
2	Z1 16BK



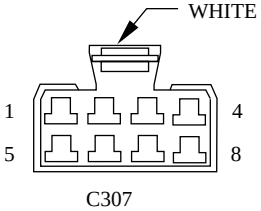
C304

CAV	CIRCUIT
1	L50 18WT/TN
2	-
3	Z1 20BK



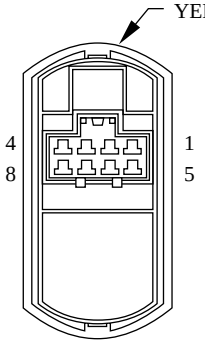
C304

CAV	CIRCUIT
1	L50 18WT/TN
2	-
3	Z1 20BK



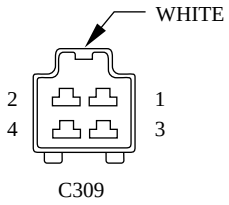
C307

CAV	CIRCUIT
1	Q17 14DB/WT
2	M2 22YL
3	P33 16OR/BK
4	Q1 14YL
5	P34 16PK/BK
6	-
7	M1 22PK
8	Q27 14RD/BK



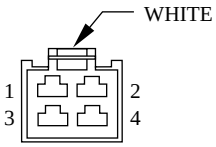
C307

CAV	CIRCUIT
1	Q17 14DB/WT
2	M2 20YL
3	P33 16OR/BK
4	Q1 14YL
5	P34 16PK/BK
6	-
7	M1 20PK
8	Q27 14RD/BK



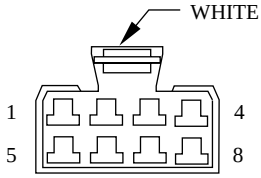
C309

CAV	CIRCUIT
1	Z1 16BK
2	G4 22DB
3	A141 16DG/BK
4	Z1 20BK/TN



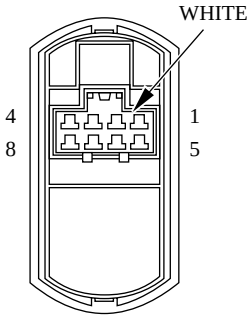
C309

CAV	CIRCUIT
1	Z1 16BK
2	G4 18DB
3	A141 16DG/BK
4	Z1 18BK/TN



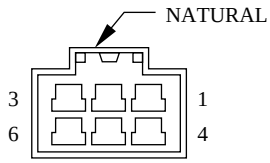
C311

CAV	CIRCUIT
1	Q18 14GY/BK
2	M2 20YL
3	P33 16OR/BK
4	Q1 14YL
5	P34 16PK/BK
6	-
7	M1 20PK
8	Q28 14DG/WT



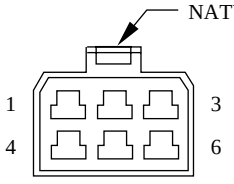
C311

CAV	CIRCUIT
1	Q18 14DB/WT
2	M2 20YL
3	P33 16OR/BK
4	Q1 14YL
5	P34 16PK/BK
6	-
7	M1 20PK
8	Q28 14RD/BK



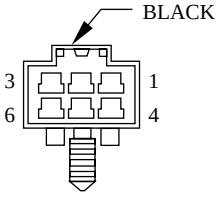
C312

CAV	CIRCUIT
1	L50 18WT/TN
2	L61 16LG
3	Z1 20BK*
4	L77 20BR/YL
5	L1 20VT/BK
6	Z1 20BK



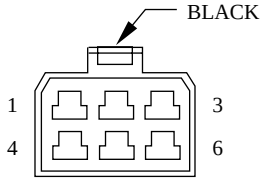
C312

CAV	CIRCUIT
1	L50 18WT/TN
2	L60 18TN
2	L60 18LG/TN*
3	Z1 20BK*
4	L78 20DG/YL
4	L77 18BR/YL*
5	L1 20VT/BK*
6	Z1 20BK



C315
(CHRYSLER)

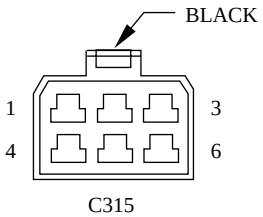
CAV	CIRCUIT
1	L50 18WT/TN
2	L60 16TN
3	Z1 20BK
4	L78 20DG/YL
5	L1 20VT/BK
6	L36 20LG
7	L7 20BK/YL
8	-



C315
(CHRYSLER)

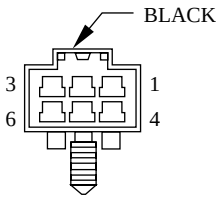
CAV	CIRCUIT
1	L50 18WT/TN
2	L60 18LG/TN
3	Z1 20BK
4	L78 18DG/YL
5	L1 20VT/BK
6	L36 20LG
7	L7 20BK/YL
8	-

* WITH CHRYSLER



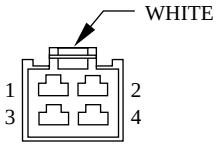
C315
(EAGLE)

CAV	CIRCUIT
1	L50 18WT/TN
2	L60 18TN
3	-
4	L78 20DG/YL
5	-
6	Z1 20BK



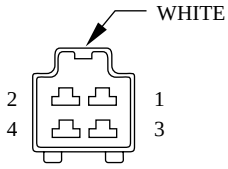
C315
(EAGLE)

CAV	CIRCUIT
1	L50 18WT/TN
2	L60 16TN
3	-
4	L78 20DG/YL
5	-
6	Z1 20BK



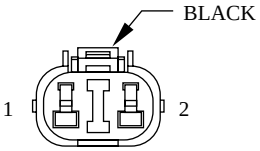
C316

CAV	CIRCUIT
1	Z1 20BK
2	L1 18VT/BK
3	L7 20BK/YL
	L7 20BK/YL
4	L36 18LG



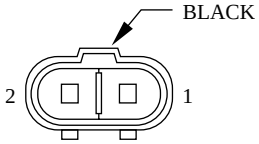
C316

CAV	CIRCUIT
1	Z1 20BK
2	L1 20VT/BK
3	L7 20BK/YL
4	L36 20LG



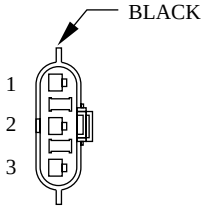
C412

CAV	CIRCUIT
1	L7 20BK/YL
2	Z1 20BK



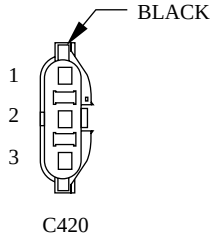
C412

CAV	CIRCUIT
1	L7 20BK/YL
2	Z1 20BK



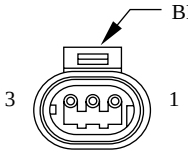
C420

CAV	CIRCUIT
1	L7 20BK/YL
2	Z1 20BK
3	L36 20LG



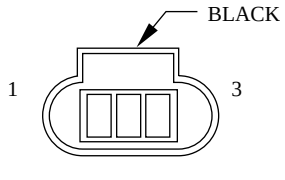
C420

CAV	CIRCUIT
1	L7 20BK/YL
2	Z1 20BK
3	L36 20LG



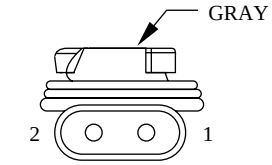
CAMSHAFT POSITION
SENSOR (3.3L ENG)

CAV	CIRCUIT	FUNCTION
1	K7 20OR	5 VOLT SUPPLY
2	K4 20BK/LB	SENSOR GROUND
3	K44 20TN/YL	CAMSHAFT POSITION SENSOR SIGNAL



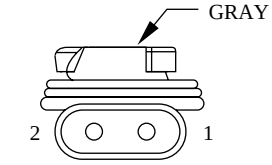
CAMSHAFT POSITION SENSOR (3.5L ENG)

CAV	CIRCUIT	FUNCTION
1	K7 20OR	5 VOLT SUPPLY
2	K4 20BK/LB	SENSOR GROUND
3	K44 20TN/YL	CAMSHAFT POSITION SENSOR SIGNAL



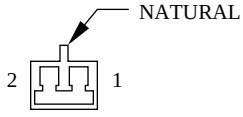
CENTER HIGH MOUNTED STOP LAMP - C1

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT



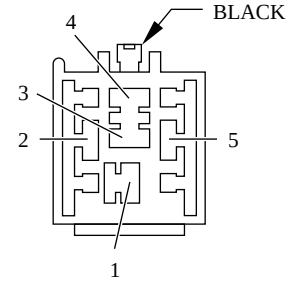
CENTER HIGH MOUNTED STOP LAMP - C2 (CHRYSLER)

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
	Z1 20BK	GROUND
2	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT
	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT



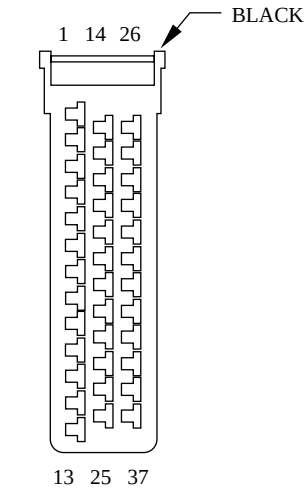
CENTER I.P. SPEAKER

CAV	CIRCUIT	FUNCTION
1	X83 20YL/RD	AMPLIFIED LEFT INSTRUMENT PANEL(+)
2	X84 20OR/BK	AMPLIFIED RIGHT INSTRUMENT PANEL(-)



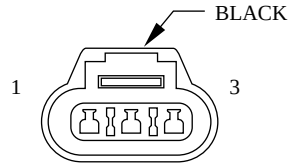
COMBINATION FLASHER

CAV	CIRCUIT	FUNCTION
1	L5 22BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
2	L9 18BK/WT	FUSED HAZARD FLASHER FEED
3	L91 22DB/PK	COMBO FLASHER SWITCHED GROUND
4	L32 18PK	COMBO FLASHER OUTPUT
5	Z1 20BK	GROUND



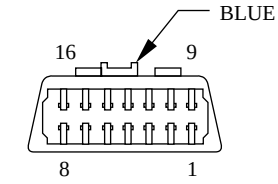
CONTROLLER
ANTI-LOCK BRAKE

CAV	CIRCUIT	FUNCTION
1	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR(+)
2	-	-
3	B116 20GY	PUMP MOTOR RELAY CONTROL
4	G84 20LB/BK	TRACTION CONTR0L WARNING LAMP DRIVER
5	D1 20VT/BR	CCD BUS(+)
6	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR(-)
7	A20 14RD/DG	FUSED B(+)
8	-	-
9	B27 20RD/YL	TRACTION CONTROL SWITCH SENSE
10	-	-
11	Z1 20BK	GROUND
12	Z1 20BK	GROUND
13	B120 14BR/WT	ABS MAIN RELAY OUTPUT
14	-	-
15	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR(+)
16	G19 20LG/OR	ABS WARNING LAMP DRIVER
17	-	-
18	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
19	B3 20LG/DB	LEFT REAR WHEEL SPEED SENSOR(-)
20	G83 20GY/BK	TRACTION CONTROL ACTIVE LAMP DRIVER
21	-	-
22	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
23	-	-
24	Z1 20BK	GROUND
25	B120 14BR/WT	ABS MAIN RELAY OUTPUT
26	-	-
27	D2 20WT/BK	CCD BUS(-)
28	B4 20LG	LEFT REAR WHEEL SPEED SENSOR(+)
29	B2 20YL	RIGHT REAR WHEEL SPEED SENSOR(+)
30	B8 20RD/DB	LEFT FRONT WHEEL SPEED SENSOR(-)
31	B1 20YL/DB	RIGHT REAR WHEEL SPEED SENSOR(-)
32	B58 20OR/BK	ABS MAIN RELAY CONTROL
33	F20 20WT	FUSED IGNITION SWITCH OUTPUT (RUN)
34	B82 14BR/WT	ABS PUMP MOTOR RELAY OUTPUT
35	-	-
36	-	-
37	B120 14BR/WT	ABS MAIN RELAY OUTPUT



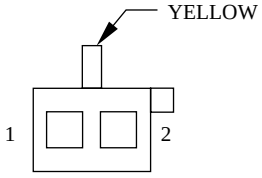
CRANKSHAFT POSITION SENSOR

CAV	CIRCUIT	FUNCTION
1	K7 20OR	5 VOLT SUPPLY
2	K4 20BK/LB	SENSOR GROUND
3	K24 20LB/DB	CRANKSHAFT POSITION SENSOR SIGNAL



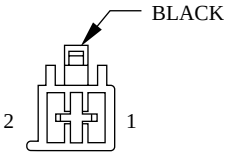
DATA LINK CONNECTOR

CAV	CIRCUIT	FUNCTION
1	D9 22DG	RKE MODULE PROGRAM ENABLE
2	-	-
3	D1 20VT/BR	CCD BUS(+)
4	Z1 22BK	GROUND
5	Z2 22BK/LG	GROUND
6	D20 22LG	SCI RECEIVE
7	D21 22PK	SCI TRANSMIT
8	-	-
9	-	-
10	-	-
11	D2 20WT/BK	CCD BUS(-)
12	-	-
13	-	-
14	D6 20PK/LB	TRANSMISSION SCI RECEIVE
15	-	-
16	M1 22PK	FUSED B(+)



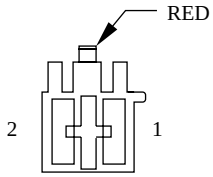
DRIVER AIRBAG

CAV	CIRCUIT	FUNCTION
1	R43 18BK/LB	DRIVER AIRBAG LINE 1
2	R45 18DG/LB	DRIVER AIRBAG LINE 2



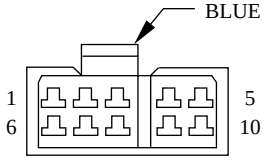
DRIVER FORWARD/BACKWARD MOTOR

CAV	CIRCUIT	FUNCTION
1	P15 16YL/LB	SEAT MOTOR - HORIZONTAL
2	P17 16RD/LB	SEAT MOTOR - HORIZONTAL



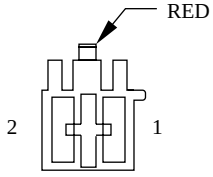
DRIVER FRONT
VERTICAL MOTOR

CAV	CIRCUIT	FUNCTION
1	P19 16YL/LG	SEAT MOTOR - FRONT VERTICAL
2	P21 16RD/LG	SEAT MOTOR - FRONT VERTICAL



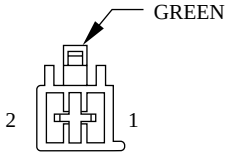
DRIVER POWER
SEAT SWITCH

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	P41 16GY/WT	MOTOR CONTROL OUTPUT - RECLINE
3	P17 16RD/LB	MOTOR CONTROL OUTPUT - HORIZONTAL
4	P43 16GY/LB	MOTOR CONTROL OUTPUT - RECLINE
5	F35 16RD	FUSED B(+)
6	P15 16YL/LB	MOTOR CONTROL OUTPUT - HORIZONTAL
7	P19 16YL/LG	MOTOR CONTROL OUTPUT - FRONT VERTICAL
8	P11 16YL/WT	MOTOR CONTROL OUTPUT - REAR VERTICAL
9	P13 16RD/WT	MOTOR CONTROL OUTPUT - REAR VERTICAL
10	P21 16RD/LG	MOTOR CONTROL OUTPUT - FRONT VERTICAL



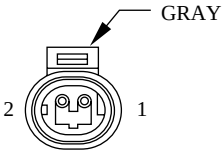
DRIVER REAR
VERTICAL MOTOR

CAV	CIRCUIT	FUNCTION
1	P11 16YL/WT	SEAT MOTOR - REAR VERTICAL
2	P13 16RD/WT	SEAT MOTOR - REAR VERTICAL



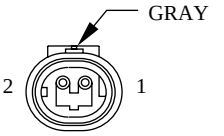
DRIVER RECLINE
MOTOR

CAV	CIRCUIT	FUNCTION
1	P41 16GY/WT	SEAT MOTOR - RECLINE
2	P43 16GY/LB	SEAT MOTOR - RECLINE



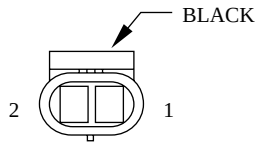
DUTY CYCLE
EVAP/PURGE
SOLENOID

CAV	CIRCUIT	FUNCTION
1	F18 20LG/BK	FUSED IGNITION SWITCH OUTPUT (START/RUN)
2	K52 20PK/BK	EVAPORATIVE EMISSION SOLENOID CONTROL



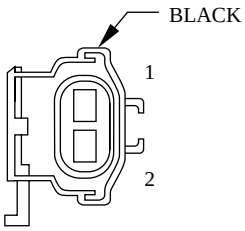
EGR SOLENOID

CAV	CIRCUIT	FUNCTION
1	K35 20GY/YL	EGR SOLENOID CONTROL
2	F18 20LG/BK	FUSED IGNITION SWITCH OUTPUT (START/RUN)



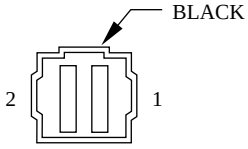
ENGINE COOLANT TEMPERATURE SENSOR

CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K2 18TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL



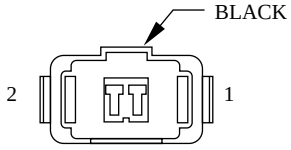
ENGINE OIL PRESSURE SWITCH

CAV	CIRCUIT	FUNCTION
1	G6 20GY	ENGINE OIL PRESSURE SWITCH SENSE
2	-	-



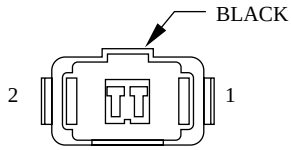
EVAPORATOR TEMPERATURE SENSOR

CAV	CIRCUIT	FUNCTION
1	C12 20LG/BK	EVAPORATOR TEMPERATURE SENSOR SIGNAL
2	C57 20GY/TN	SENSOR GROUND



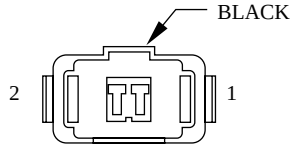
FUEL INJECTOR NO. 1

CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
2	K11 20WT/DB	INJECTOR NO. 1 DRIVER



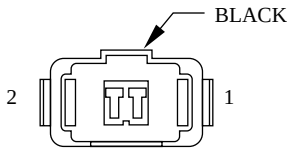
FUEL INJECTOR NO. 2

CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
2	K12 20TN	INJECTOR NO. 2 DRIVER



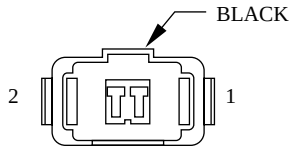
FUEL INJECTOR NO. 3

CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
2	K13 20YL/WT	INJECTOR NO. 3 DRIVER



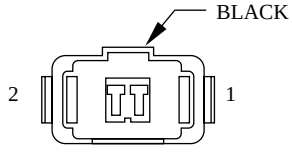
FUEL INJECTOR NO. 4

CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
2	K14 20LB/BR	INJECTOR NO. 4 DRIVER



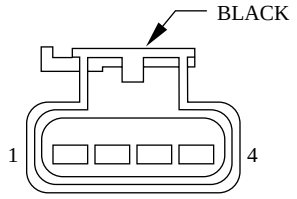
FUEL INJECTOR NO. 5

CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
2	K38 20BR/RD	INJECTOR NO. 5 DRIVER



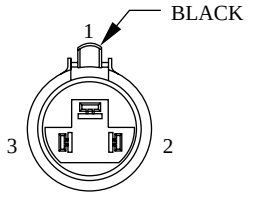
FUEL INJECTOR NO. 6

CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
2	K58 20BR/BK	INJECTOR NO. 6 DRIVER



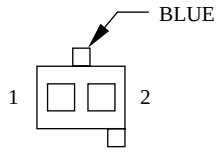
FUEL PUMP MODULE

CAV	CIRCUIT	FUNCTION
1	A141 16DG/BK	FUEL PUMP RELAY OUTPUT
2	G4 18DB	FUEL LEVEL SENSOR SIGNAL
3	Z1 18BK/TN	GROUND
4	Z1 16BK	GROUND



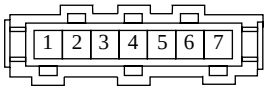
GENERATOR

CAV	CIRCUIT	FUNCTION
1	K20 18DG	GENERATOR FIELD DRIVER
2	A142 16DG/OR	AUTO SHUTDOWN RELAY OUTPUT
3	-	-



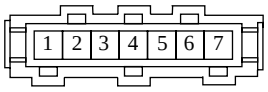
GLOVE BOX LAMP

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	Z1 20BK	GROUND



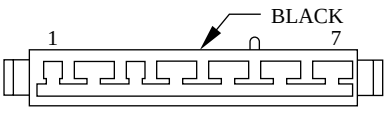
HEADLAMP LEVELING MOTOR (LEFT)

CAV	CIRCUIT	FUNCTION
1	L102 18GY/RD	POSITION 2
2	L101 18WT	POSITION
3	-	-
4	-	-
5	L105 18BR/RD	POSITION 5
6	L104 18YL/BR	POSITION 4
7	-	-



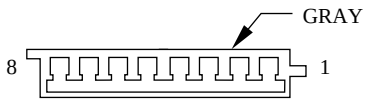
HEADLAMP LEVELING MOTOR (RIGHT)

CAV	CIRCUIT	FUNCTION
1	L102 18GY/RD	POSITION 2
2	L101 18WT	POSITION
3	-	-
4	-	-
5	L105 18BR/RD	POSITION 5
6	L104 18YL/BR	POSITION 4
7	-	-



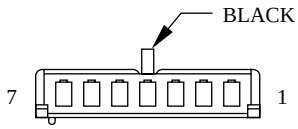
HEADLAMP SWITCH - C1

CAV	CIRCUIT	FUNCTION
1	L39 20DB	FOG LAMPS SWITCH OUTPUT
2	F39 20PK/LG	FUSED BATTERY FEED TO FOG LAMPS
	F39 20PK/LG	FUSED BATTERY FEED TO FOG LAMPS
3	L36 20LG	REAR FOG LAMP LOAD
4	F33 18PK/RD	FUSED BATTERY FEED TO HEADLAMP
5	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
6	L2 14LG	HEADLAMP DIMMER SWITCH FEED
7	A3 14RD/WT	BATTERY FEED TO HEADLAMP SWITCH



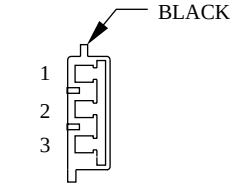
HEADLAMP SWITCH - C2

CAV	CIRCUIT	FUNCTION
1	G52 22YL*	AUTO HEADLAMP SWITCH OUTPUT
2	Z1 22BK	GROUND
3	M32 22YL/RD	COURTESY LAMP SWITCH SENSE
4	-	-
5	E19 22OR/DB	DIMMER SWITCH SIGNAL
6	E2 22OR	PANEL LAMP DRIVER
7	F39 20PK/LG	FOG LAMPS SWITCH OUTPUT
8	Z1 22BK	GROUND



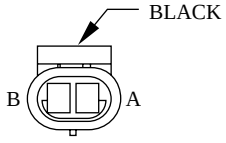
HEADLAMP SWITCH - C3

CAV	CIRCUIT	FUNCTION
1	L101 20GY/RD	HEADLAMP LEVELING POSITION 1
2	L102 20WT	HEADLAMP LEVELING POSITION 2
3	-	-
4	L104 20BR/RD	HEADLAMP LEVELING POSITION 4
5	L105 20YL/BR	HEADLAMP LEVELING POSITION 5
6	-	-
7	-	-



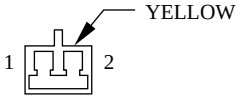
HEATED SEATS

CAV	CIRCUIT	FUNCTION
1	A35 16DB	FUSED FEED B(+)
2	F20 22WT	IGNITION SWITCH (RUN)
3	Z1 18BK	GROUND



HIGH NOTE HORN

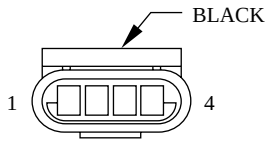
CAV	CIRCUIT	FUNCTION
A	X2 18DG/RD	HORN RELAY OUTPUT
B	Z1 18BK	GROUND



HYBRID PRESSURE SWITCH

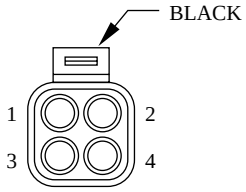
CAV	CIRCUIT	FUNCTION
1	R50 20BR/YL	PASSENGER AIRBAG PRESSURE SWITCH SENSE
2	R51 20VT/YL	PASSENGER AIRBAG PRESSURE SWITCH GROUND

* LHS ONLY



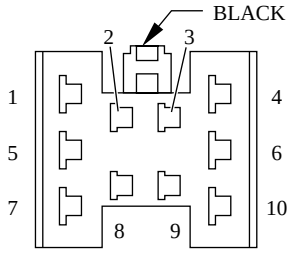
IDLE AIR
CONTROL MOTOR

CAV	CIRCUIT	FUNCTION
1	K39 20GY/RD	IAC MOTOR NO. 1 DRIVER
2	K60 20YL/BK	IAC MOTOR NO. 2 DRIVER
3	K40 20BR/WT	IAC MOTOR NO. 3 DRIVER
4	K59 20VT/BK	IAC MOTOR NO. 4 DRIVER



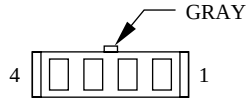
IGNITION COIL
PACK

CAV	CIRCUIT	FUNCTION
1	K18 20RD	IGNITION COIL NO. 3 DRIVER
2	K19 20BK	IGNITION COIL NO. 1 DRIVER
3	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
4	K17 20WT	IGNITION COIL NO. 2 DRIVER



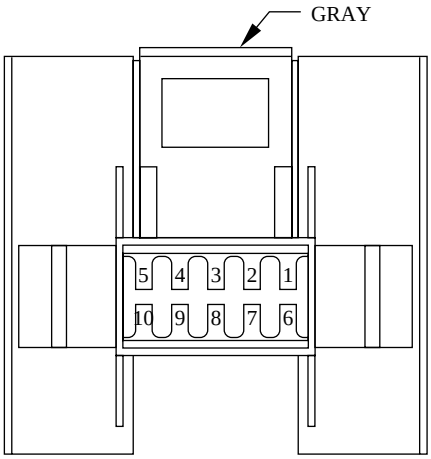
IGNITION SWITCH

CAV	CIRCUIT	FUNCTION
1	A21 16DB	IGNITION SWITCH OUTPUT (START/RUN)
2	Z1 22BK	GROUND
3	G26 22LB	KEY-IN IGNITION SWITCH SENSE
4	A81 16RD/WT	IGNITION SWITCH OUTPUT (OFF/START/RUN)
5	A31 16BK/WT	IGNITION SWITCH OUTPUT (ACC/RUN)
6	A1 16RD	FUSED B(+)
7	A22 12BK/OR	IGNITION SWITCH OUTPUT (RUN)
8	A41 16YL	IGNITION SWITCH OUTPUT (START)
9	G9 22GY/BK	RED BRAKE WARNING LAMP DRIVER
10	A2 12PK/BK	FUSED B(+)



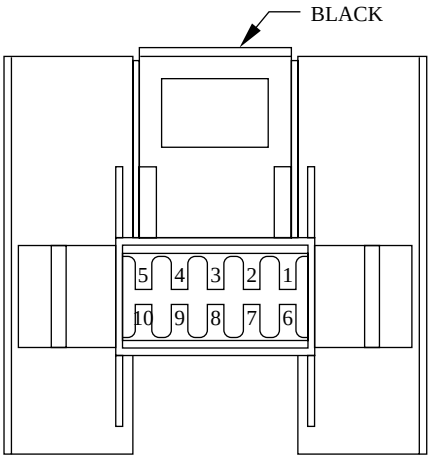
IN-CAR TEMPERATURE
SENSOR/
ASPIRATOR MOTOR

CAV	CIRCUIT	FUNCTION
1	M1 22PK	FUSED B(+)
2	C9 22YL/DG	ASPIRATOR MOTOR DRIVER
3	C57 22GY/TN	GROUND
4	C10 22RD/TN	IN-CAR TEMPERATURE SENSOR SIGNAL



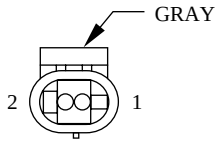
INSTRUMENT
CLUSTER - C1

CAV	CIRCUIT	FUNCTION
1	E2 22OR	PANEL LAMP DRIVER
2	-	-
3	Z1 22BK	GROUND
4	L61 18LG	LEFT TURN SIGNAL
5	G6 22GY	OIL PRESSURE SWITCH SENSE
6	G9 22GY/BK	RED BRAKE WARNING LAMP DRIVER
7	-	-
8	G34 20RD/OR	HIGH BEAM INDICATOR DRIVER
9	-	-
10	R41 18BK/TN	AIRBAG WARNING LAMP DRIVER



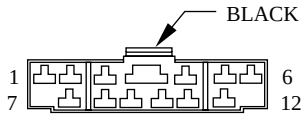
INSTRUMENT
CLUSTER - C2

CAV	CIRCUIT	FUNCTION
1	Z2 22BK/LG	GROUND
2	D2 20WT/BK	CCD BUS(-)
3	D1 20VT/BR	CCD BUS(+)
4	-	-
5	L60 18TN	RIGHT TURN SIGNAL
6	F11 22RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/START/RUN)
7	-	-
8	F33 20PK/RD	FUSED B(+)
9	D14 22LB	DECODE LINE 2
10	D13 22OR/DB	DECODE LINE 1



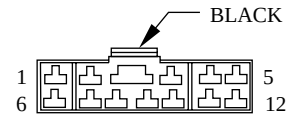
INTAKE AIR
TEMPERATURE SENSOR

CAV	CIRCUIT	FUNCTION
1	K4 20BK/LB	SENSOR GROUND
2	K21 20BK/RD	INTAKE AIR TEMPERATURE SIGNAL



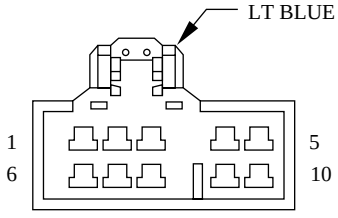
JUNCTION BLOCK - C1

CAV	CIRCUIT	FUNCTION
1	A3 14RD/WT	FUSED B(+)
2	-	-
3	L44 18VT/RD	FUSED RIGHT LOW BEAM OUTPUT
4	L1 20VT/BK	REVERSE LAMP SENSE
5	-	-
6	A13 12PK/WT	FUSED B(+)
7	F18 20LG/BK	FUSED IGNITION SWITCH OUTPUT (START/RUN)
8	F20 20WT	FUSED IGNITION SWITCH OUTPUT (RUN)
9	F11 20RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/START/RUN)
10	L33 18RD	FUSED LEFT HIGH BEAM OUTPUT
11	L34 20RD/OR	FUSED RIGHT HIGH BEAM OUTPUT
12	A7 16RD/BK	FUSED B(+)



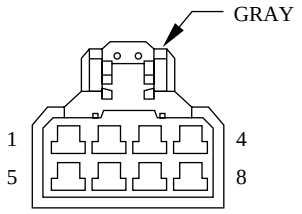
JUNCTION BLOCK - C2

CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	M1 20PK	FUSED B(+)
3	X2 18DG/RD	HORN RELAY OUTPUT
4	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
5	F13 20DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
6	L43 18VT	FUSED LEFT LOW BEAM OUTPUT
7	F12 20DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
8	-	-
9	L60 18TN	RIGHT TURN SIGNAL
10	-	-
11	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
12	A141 16DG/BK	FUEL PUMP RELAY OUTPUT



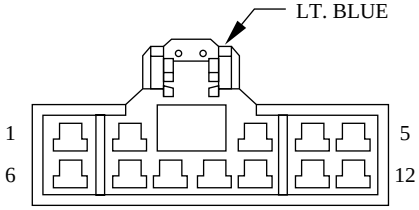
JUNCTION BLOCK - C3

CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	L61 18LG	LEFT TURN SIGNAL
3	L48 20VT/PK	FUSED HEADLAMP DIMMER SWITCH OUTPUT
4	F13 22DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
5	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
6	M1 22PK	FUSED B(+)
7	L60 18TN	RIGHT TURN SIGNAL
8	L60 18TN	RIGHT TURN SIGNAL
9	-	-
10	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
	L7 20BK/YL	PARK LAMP SWITCH OUTPUT



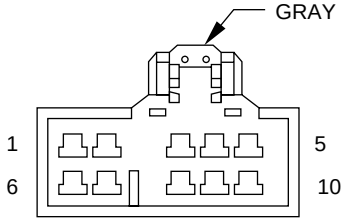
JUNCTION BLOCK - C4

CAV	CIRCUIT	FUNCTION
1	F33 18PK/RD	FUSED B(+)
2	F37 22RD/LG	FUSED HEADLAMP SWITCH OUTPUT
3	L5 22BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
4	F32 18PK/DB	FUSED B(+)
5	A31 16BK/WT	IGNITION SWITCH OUTPUT (ACC/RUN)
6	G9 22GY/BK	RED BRAKE WARNING LAMP DRIVER
7	C16 22LB/YL	FUSED HEATED REAR WINDOW RELAY OUTPUT
8	F30 14RD	FUSED B(+)



JUNCTION BLOCK - C5

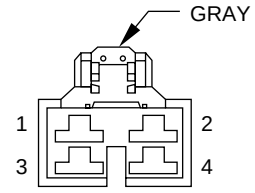
CAV	CIRCUIT	FUNCTION
1	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
2	-	-
3	P34 16PK/BK	UNLOCK RELAY OUTPUT
4	X3 22BK/RD*	HORN RELAY OUTPUT
4	X3 20BK/RD	HORN RELAY OUTPUT -
5	-	-
6	P33 16OR/BK	DOOR UNLOCK RELAY CONTROL
7	P36 22PK/VT	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
8	X12 22RD/WT	DOOR LOCK RELAY CONTROL
9	P38 22OR/WT	LOCK RELAY OUTPUT
10	-	-
11	-	-
12	-	-



JUNCTION BLOCK - C6

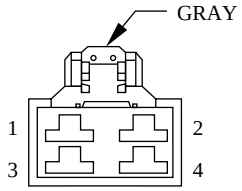
CAV	CIRCUIT	FUNCTION
1	F14 18LG/YL	FUSED IGNITION SWITCH OUTPUT (START/RUN)
2	M1 22PK	FUSED B(+)
3	A21 16DB	IGNITION SWITCH OUTPUT (START/RUN)
4	A81 16RD/WT	IGNITION SWITCH OUTPUT (OFF/START/RUN)
5	-	-
6	G50 22RD/DB	HEADLAMP DELAY RELAY CONTROL
7	-	-
8	F20 22WT	FUSED IGNITION SWITCH OUTPUT (RUN)
9	F23 18DB/YL	FUSED IGNITION SWITCH OUTPUT (RUN)
10	F11 22RD/WT	FUSED IGNITION SWITCH OUTPUT (RUN)

*RKE



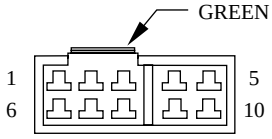
JUNCTION BLOCK - C7

CAV	CIRCUIT	FUNCTION
1	L2 14LG	HEADLAMP SWITCH OUTPUT
2	C1 12DG	FUSED IGNITION SWITCH OUTPUT (RUN)
3	A22 12BK/OR	IGNITION SWITCH OUTPUT (RUN)
4	A3 14RD/WT	FUSED B(+)



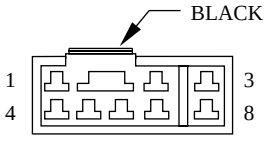
JUNCTION BLOCK - C8

CAV	CIRCUIT	FUNCTION
1	C15 12BK/WT	HEATED REAR WINDOW RELAY OUTPUT
2	L3 14RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
3	-	-
4	L4 14VT/WT	DIMMER SWITCH LOW BEAM OUTPUT



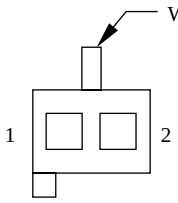
JUNCTION BLOCK - C9

CAV	CIRCUIT	FUNCTION
1	L1 20VT/BK	REVERSE LAMP SENSE
2	F35 16RD	FUSED B(+)
3	A141 16DG/BK	FUEL PUMP RELAY OUTPUT
4	F21 14DG/RD	FUSED IGNITION SWITCH OUTPUT (RUN)
5	P33 16OR/BK	DOOR LOCK RELAY OUTPUT
6	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
7	M1 22PK	FUSED B(+)
8	M1 20PK	FUSED B(+)
9	L60 16TN	RIGHT TURN SIGNAL
10	P33 16OR/BK	DOOR LOCK RELAY OUTPUT



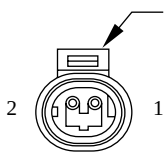
JUNCTION BLOCK - C10

CAV	CIRCUIT	FUNCTION
1	C16 22LB/YL	FUSED HEATED REAR WINDOW RELAY OUTPUT
2	L61 16LG	LEFT TURN SIGNAL
3	Z1 16BK	GROUND
4	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
5	-	-
6	-	-
7	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
8	P34 16PK/BK	UNLOCK RELAY OUTPUT



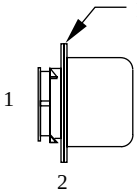
KEY-IN
HALO LAMP

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	M50 20YL/RD	KEY IN HALO LAMP DRIVER



LEFT AIRBAG SENSOR

CAV	CIRCUIT	FUNCTION
1	R49 18LB	LEFT IMPACT SENSOR LINE 2
2	R47 18DB/LB	LEFT IMPACT SENSOR LINE 1



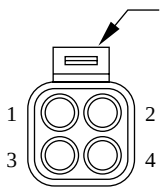
LEFT BACK-UP LAMP
(CHRYSLER)

CAV	CIRCUIT	FUNCTION
1	L1 20VT/BK	BACKUP LAMP FEED (FROM TRANS)
	L1 20VT/BK	BACKUP LAMP FEED (FROM TRANS)
2	Z1 20BK	GROUND



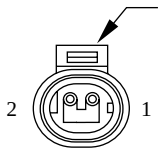
LEFT DIRECTION LAMP

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L60 18LG	LEFT TURN SIGNAL



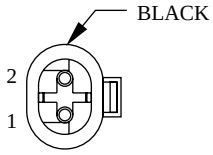
LEFT DOWNSTREAM HEATED
OXYGEN SENSOR

CAV	CIRCUIT	FUNCTION
1	K4 20BK/LB	SENSOR GROUND
2	K341 20TN/WT	LEFT DOWNSTREAM HEATED OXYGEN SENSOR
3	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
4	Z1 20BK	GROUND



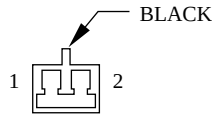
LEFT FOG LAMP NO. 1

CAV	CIRCUIT	FUNCTION
1	L39 20DB	FOG LAMPS SWITCH OUTPUT
2	Z1 20BK	GROUND



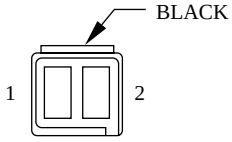
LEFT FOG
LAMP NO. 2

CAV	CIRCUIT	FUNCTION
1	L39 18LB	FOG LAMPS
2	Z1 18BK	GROUND



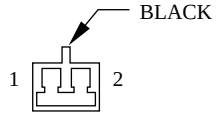
LEFT FRONT DOOR
COURTESY LAMP

CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMP DRIVER
2	M1 20PK	FUSED B(+)



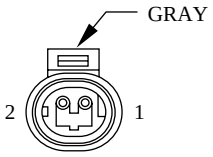
LEFT FRONT DOOR LOCK
CYLINDER SWITCH

CAV	CIRCUIT	FUNCTION
1	G73 20LG/OR	VTSS DISARM SENSE
2	Z1 20BK	GROUND



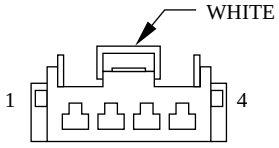
LEFT FRONT DOOR
SPEAKER

CAV	CIRCUIT	FUNCTION
1	X55 20BR/RD	LEFT SPEAKER(-)
2	X53 20DG	LEFT SPEAKER(+)



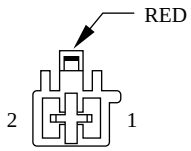
LEFT FRONT POWER
DOOR LOCK MOTOR

CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	DOOR UNLOCK DRIVER
2	P33 16OR/BK	DOOR LOCK DRIVER



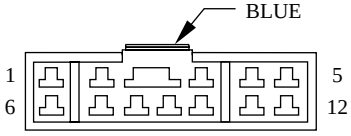
LEFT FRONT POWER DOOR
LOCK SWITCH

CAV	CIRCUIT	FUNCTION
1	P35 22OR/VT	DOOR LOCK SWITCH OUTPUT
2	Z1 22BK	GROUND
3	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
4	M1 22PK	FUSED B(+)



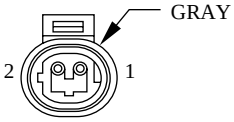
LEFT FRONT POWER
WINDOW MOTOR

CAV	CIRCUIT	FUNCTION
1	Q11 16LB	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
2	Q21 16WT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)



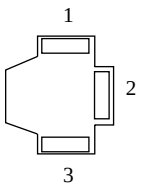
LEFT FRONT POWER
WINDOW SWITCH

CAV	CIRCUIT	FUNCTION
1	Q1 14YL	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DISABLE)
2	Q18 14GY/BK	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (UP-RIGHT REAR)
3	Q27 14RD/BK	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DOWN-LEFT REAR)
4	Q17 14DB/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (UP-LEFT REAR)
5	F21 14DG/RD	FUSED IGNITION SWITCH OUTPUT (RUN)
6	Q16 14BR/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (UP-RIGHT FRONT)
7	Q26 14VT/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DOWN-RIGHT FRONT)
8	Z1 14BK	GROUND
9	Q28 14DG/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DOWN-RIGHT REAR)
10	Q21 16WT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)
11	Q11 16LB	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
12	-	-



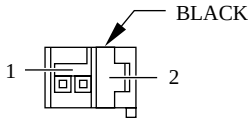
LEFT FRONT
WHEEL SPEED SENSOR

CAV	CIRCUIT	FUNCTION
1	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR(+)
2	B8 20RD/DB	LEFT FRONT WHEEL SPEED SENSOR(-)



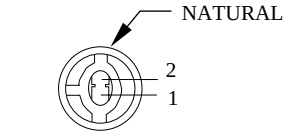
LEFT HEADLAMP

CAV	CIRCUIT	FUNCTION
1	L34 18RD	FUSED LEFT HIGH BEAM OUTPUT
2	Z1 18BK	GROUND
3	L44 18VT	FUSED LEFT LOW BEAM OUTPUT



LEFT I.P. SPEAKER

CAV	CIRCUIT	FUNCTION
1	X83 20YL/RD	AMPLIFIED LEFT INSTRUMENT PANEL(+)
2	X81 20YL/BK	AMPLIFIED LEFT INSTRUMENT PANEL(-)



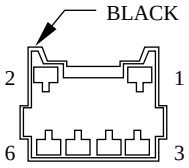
LEFT LICENSE LAMP
(EAGLE)

CAV	CIRCUIT	FUNCTION
1	L7 20BK/YL	TAIL, LICENSE, SIDE MARKER LAMPS
2	Z1 20BK	GROUND



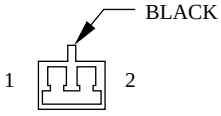
LEFT POSITION LAMP

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	POSITION LAMP
2	Z1 18BK	GROUND



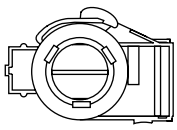
LEFT POWER
MIRROR

CAV	CIRCUIT	FUNCTION
1	Z1 22BK	GROUND
2	P73 22YL/PK	MOTOR COMMON
3	C16 22LB/YL	FUSED HEATED REAR WINDOW RELAY OUTPUT
4	P71 22YL	VERTICAL MOTOR SIGNAL
5	P75 22RD/WT	HORIZONTAL MOTOR SIGNAL
6	-	-



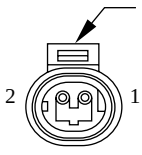
LEFT REAR DOOR
COURTESY LAMP

CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMP DRIVER
2	M1 20PK	FUSED B(+)



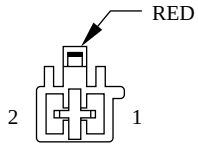
LEFT REAR FOG LAMP
(CHRYSLER)

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L36 18LG	FOG LAMP LOAD



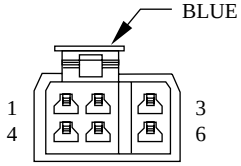
LEFT REAR POWER DOOR
LOCK MOTOR

CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	DOOR UNLOCK DRIVER
2	P33 16OR/BK	DOOR LOCK DRIVER



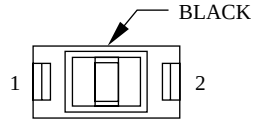
LEFT REAR POWER
WINDOW MOTOR

CAV	CIRCUIT	FUNCTION
1	Q13 14DB	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
2	Q23 14RD/WT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)



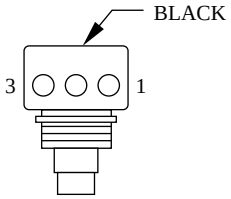
LEFT REAR POWER
WINDOW SWITCH

CAV	CIRCUIT	FUNCTION
1	-	-
2	Q17 14DB/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (UP)
3	Q23 14RD/WT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)
4	Q1 14YL	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DISABLE)
5	Q13 14DB	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
6	Q27 14RD/BK	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DOWN)



LEFT REAR READING/
COURTESY LAMP

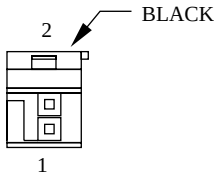
CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	M2 20YL●	COURTESY LAMP DRIVER
2	M52 20LG ●●	READING LAMP DRIVER



LEFT REAR READING/
COURTESY LAMP SWITCH

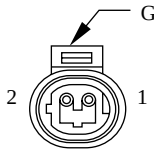
CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMP DRIVER
2	M52 20LG	READING LAMP DRIVER
3	Z1 20BK	GROUND

● WITHOUT COURTESY LAMP SWITCH
●● WITH COURTESY LAMP SWITCH
* WITH MIDLINE AND PREMIUM RADIO
** WITH BASE RADIO



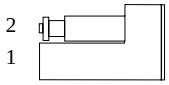
LEFT REAR SPEAKER

CAV	CIRCUIT	FUNCTION
1	X93 18WT/RD	AMPLIFIED LOW LEFT REAR SPEAKER(+)
2	X91 18WT/BK	AMPLIFIED LOW LEFT REAR SPEAKER(-)



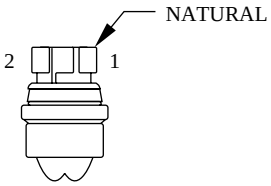
LEFT REAR
WHEEL SPEED SENSOR

CAV	CIRCUIT	FUNCTION
1	B4 20LG	LEFT REAR WHEEL SPEED SENSOR(+)
2	B3 20LG/DB	LEFT REAR WHEEL SPEED SENSOR(-)



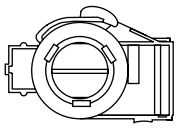
LEFT REPEATER LAMP

CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT FRONT TURN SIGNAL
2	Z1 18BK	GROUND



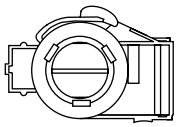
LEFT TAIL LAMP (EAGLE)

CAV	CIRCUIT	FUNCTION
1	L78 20DG/YL	PARK LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND



LEFT SIDE
REAR FOG
LAMP (EAGLE)

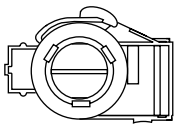
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L36 18LG	FOG LAMP LOAD



LEFT TAIL/STOP
LAMP

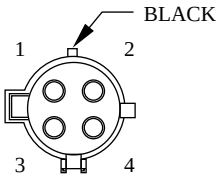
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L78 18DG/YL ●	FUSE TO TAIL LAMP
	L77 18BR/YL ●●	FUSE TO TAIL LAMP
3	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT

* EAGLE
** CHRYSLER



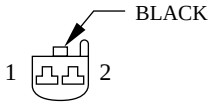
LEFT TURN
SIGNAL LAMP

CAV	CIRCUIT	FUNCTION
1	Z1 18TN	GROUND
2	L60 18LG ●	COMBINATION FLASHER
	L60 18LG/TN ●●	COMBINATION FLASHER



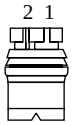
LEFT UPSTREAM
HEATED OXYGEN
SENSOR

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
3	K4 20BK/LB	SENSOR GROUND
4	K41 20BK/DG	LEFT UPSTREAM HEATED OXYGEN SENSOR



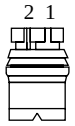
LEFT VISOR/VANITY LAMP

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	Z1 20BK	GROUND



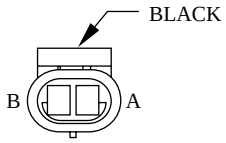
LICENSE LAMP
(NEW YORKER) 1

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L7 20BK/YL	PARK LAMP SWITCH OUTPUT



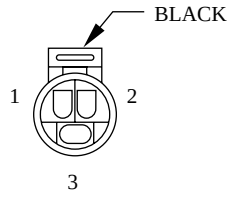
LICENSE LAMP
(NEW YORKER) 2

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L7 20BK/YL	PARK LAMP SWITCH OUTPUT



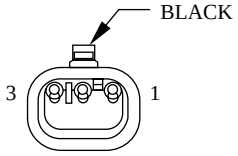
LOW NOTE HORN

CAV	CIRCUIT	FUNCTION
A	X2 18DG/RD	HORN RELAY OUTPUT
B	Z1 18BK	GROUND



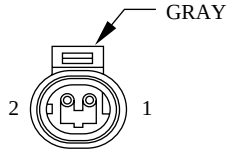
MANIFOLD ABSOLUTE PRESSURE SENSOR (3.3L ENG)

CAV	CIRCUIT	FUNCTION
1	K6 20VT/WT	5 VOLT SUPPLY
2	K4 20BK/LB	SENSOR GROUND
3	K1 20DG/RD	MAP SENSOR SIGNAL



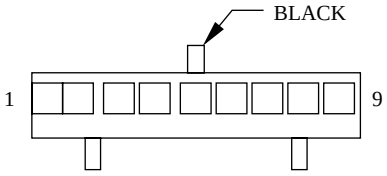
MANIFOLD ABSOLUTE PRESSURE SENSOR (3.5L ENG)

CAV	CIRCUIT	FUNCTION
1	K6 20VT/WT	5 VOLT SUPPLY
2	K1 20DG/RD	MAP SENSOR SIGNAL
3	K4 20BK/LB	SENSOR GROUND



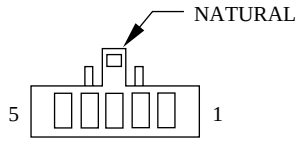
MANIFOLD TUNING VALVE SOLENOID (3.5L ENG)

CAV	CIRCUIT	FUNCTION
1	F18 20LG/BK	FUSED IGNITION SWITCH OUTPUT (START/RUN)
2	K36 20VT/RD	MANIFOLD SOLENOID CONTROL



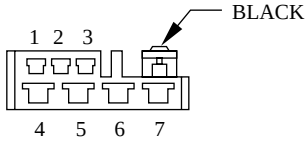
MESSAGE CENTER

CAV	CIRCUIT	FUNCTION
1	G0 22PK/BK	DOOR AJAR LAMP DRIVER
2	G83 22GY/BK	TRACTION CONTROL ACTIVE LAMP DRIVER
3	G84 22LB/BK	TRACTION CONTROL WARNING LAMP DRIVER
4	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
5	-	-
6	G129 22RD	WASHER FLUID LAMP DRIVER
7	M1 22PK	FUSED B(+)
8	G19 22LG/OR	ABS WARNING LAMP DRIVER
9	G78 22TN/BK	TRUNK AJAR SWITCH



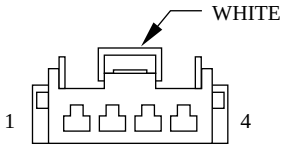
MODE DOOR ACTUATOR

CAV	CIRCUIT	FUNCTION
1	C35 22DG/YL	MODE DOOR DRIVER
2	C34 22DB/WT	COMMON DOOR DRIVER
3	C26 22PK/DB	5 VOLT SUPPLY
4	C57 22GY/TN	SENSOR GROUND
5	C37 22RD	MODE DOOR FEEDBACK SIGNAL



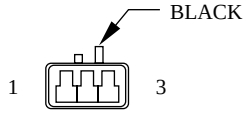
MULTI-FUNCTION SWITCH

CAV	CIRCUIT	FUNCTION
1	V52 22DG/RD	WINDSHIELD WIPER SWITCH OUTPUT
2	V10 22BR	WASHER PUMP CONTROL SWITCH OUTPUT
3	F13 22DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
4	L3 14RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
5	L4 14VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
6	A3 14RD/WT	FUSED B(+)
7	L2 14LG	HEADLAMP SWITCH OUTPUT



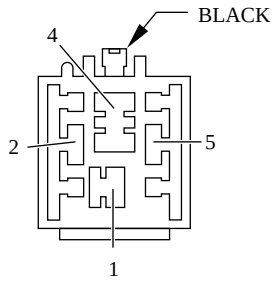
OVERHEAD CONSOLE

CAV	CIRCUIT	FUNCTION
1	D2 20WT/BK	CCD BUS(-)
2	D1 20VT/BR	CCD BUS(+)
3	Z2 22BK/LG	GROUND
4	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)



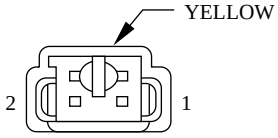
OVERHEAD MAP/COURTESY LAMP

CAV	CIRCUIT	FUNCTION
1	M1 22PK	FUSED B(+)
2	M2 22YL	COURTESY LAMP DRIVER
3	Z1 22BK	GROUND



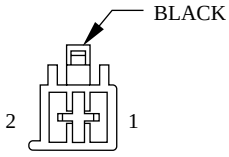
PARK LAMP RELAY
(WITH VT55)

CAV	CIRCUIT	FUNCTION
1	F33 20PK/RD	FUSED B(+)
2	F33 20PK/RD	FUSED B(+)
3	-	-
4	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
5	G51 22LB	PARK LAMP RELAY CONTROL



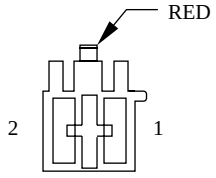
PASSENGER AIRBAG

CAV	CIRCUIT	FUNCTION
1	R42 18RD/WT	PASSENGER AIRBAG LINE 2
2	R44 18LG/YL	PASSENGER AIRBAG LINE 1



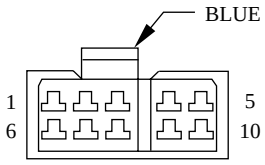
PASSENGER FORWARD/BACKWARD
MOTOR

CAV	CIRCUIT	FUNCTION
1	P14 16YL/LB	SEAT MOTOR - HORIZONTAL
2	P16 16RD/LB	SEAT MOTOR - HORIZONTAL



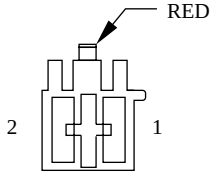
PASSENGER FRONT
VERTICAL MOTOR

CAV	CIRCUIT	FUNCTION
1	P18 16YL/LG	SEAT MOTOR - FRONT VERTICAL
2	P20 16RD/LG	SEAT MOTOR - FRONT VERTICAL



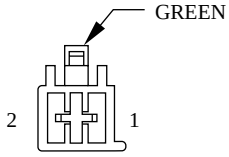
PASSENGER POWER SEAT SWITCH

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	P42 16GY/BK	MOTOR CONTROL OUTPUT - RECLINE
3	P16 16RD/LB	MOTOR CONTROL OUTPUT - HORIZONTAL
4	P44 16GY/DB	MOTOR CONTROL OUTPUT - RECLINE
5	F35 16RD	FUSED B(+)
6	P14 16YL/LB	MOTOR CONTROL OUTPUT - HORIZONTAL
7	P20 16RD/LG	MOTOR CONTROL OUTPUT - FRONT VERTICAL
8	P12 16RD/WT	MOTOR CONTROL OUTPUT - REAR VERTICAL
9	P10 16YL/WT	MOTOR CONTROL OUTPUT - REAR VERTICAL
10	P18 16YL/LG	MOTOR CONTROL OUTPUT - FRONT VERTICAL



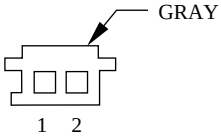
PASSENGER REAR VERTICAL MOTOR

CAV	CIRCUIT	FUNCTION
1	P10 16YL/WT	SEAT MOTOR - REAR VERTICAL
2	P12 16RD/WT	SEAT MOTOR - REAR VERTICAL



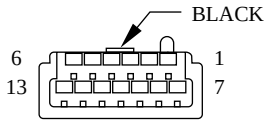
PASSENGER RECLINE MOTOR

CAV	CIRCUIT	FUNCTION
1	P42 16GY/BK	SEAT MOTOR - RECLINE
2	P44 16GY/DB	SEAT MOTOR - RECLINE



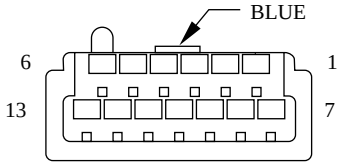
POWER AMPLIFIER - C1 (MIDLINE) (NOT APPLICABLE FOR EXPORT VEHICLES)

CAV	CIRCUIT	FUNCTION
1	F30 14RD	FUSED B(+)
2	Z1 18BK	GROUND



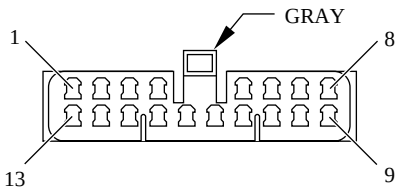
POWER AMPLIFIER - C2
(MIDLINE)
(NOT APPLICABLE FOR
EXPORT VEHICLES)

CAV	CIRCUIT	FUNCTION
1	X84 18OR/BK	AMPLIFIED RIGHT INSTRUMENT PANEL(-)
2	X81 18YL/BK	AMPLIFIED LEFT INSTRUMENT PANEL(-)
3	X56 22DB/RD	RIGHT SPEAKER(-)
4	X55 22BR/RD	LEFT SPEAKER(-)
5	X58 22DB/OR	RIGHT SPEAKER(-)
6	X57 22BR/LB	LEFT REAR SPEAKER(-)
7	X86 18OR/RD	AMPLIFIED RIGHT INSTRUMENT PANEL(+)
8	X83 18YL/RD	AMPLIFIED LEFT INSTRUMENT PANEL(+)
9	X60 22DG/RD	RADIO 12 VOLT OUTPUT
10	X54 22VT	RIGHT SPEAKER(+)
11	X53 22DG	LEFT SPEAKER(+)
12	X52 22DB/WT	RIGHT REAR SPEAKER(+)
13	X51 22BR/YL	LEFT REAR SPEAKER(+)



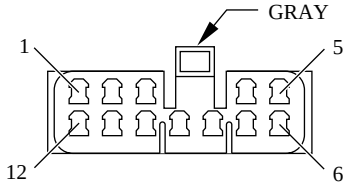
POWER AMPLIFIER - C3
(MIDLINE)
(NOT APPLICABLE FOR
EXPORT VEHICLES)

CAV	CIRCUIT	FUNCTION
1	X93 18WT/RD	AMPLIFIED LEFT REAR SPEAKER(+)
2	X91 18WT/BK	AMPLIFIED LEFT REAR SPEAKER(-)
3	-	-
4	X96 18TN/DG	AMPLIFIED RIGHT REAR SPEAKER(-)
5	X98 18TN/RD	AMPLIFIED RIGHT REAR SPEAKER(+)
6	X95 18WT/VT	AMPLIFIED LEFT REAR SPEAKER(+)
7	X94 18TN/VT	AMPLIFIED RIGHT REAR SPEAKER(+)
8	X92 18TN/BK	AMPLIFIED RIGHT REAR SPEAKER(-)
9	X85 18LG/DG	AMPLIFIED LEFT SPEAKER(-)
10	X87 18LG/VT	AMPLIFIED LEFT SPEAKER(+)
11	X82 18LB/RD	AMPLIFIED RIGHT SPEAKER(+)
12	X80 18LB/DG	AMPLIFIED RIGHT SPEAKER(-)
13	X97 18WT/DG	AMPLIFIED LEFT REAR SPEAKER(-)



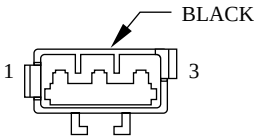
POWER AMPLIFIER - C1
(PREMIUM)

CAV	CIRCUIT	FUNCTION
1	X82 18LB/RD	AMPLIFIED RIGHT DOOR SPEAKER(+)
2	X81 18YL/BK	AMPLIFIED LEFT INSTRUMENT PANEL(-)
3	X83 18YL/RD	AMPLIFIED LEFT INSTRUMENT PANEL(+)
4	X84 18OR/BK	AMPLIFIED RIGHT INSTRUMENT PANEL(-)
5	X52 22DB/WT	RIGHT REAR SPEAKER(+)
6	X51 22BR/YL	LEFT REAR SPEAKER(+)
7	X54 22VT	RIGHT FRONT SPEAKER(+)
8	X53 22DG	LEFT FRONT SPEAKER(+)
9	X55 22BR/RD	LEFT FRONT SPEAKER(-)
10	X56 22DB/RD	RIGHT FRONT SPEAKER(-)
11	X57 22BR/LB	LEFT REAR SPEAKER(-)
12	X58 22DB/OR	RIGHT REAR SPEAKER(-)
13	-	-
14	X60 22DG/RD	RADIO 12 VOLT OUTPUT
15	X86 18OR/RD	AMPLIFIED RIGHT INSTRUMENT PANEL(+)
16	-	-
17	-	-
18	X80 18LB/DG	AMPLIFIED RIGHT DOOR SPEAKER(-)



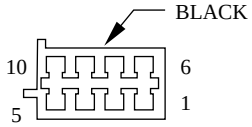
POWER AMPLIFIER - C2
(PREMIUM)

CAV	CIRCUIT	FUNCTION
1	F30 16RD	FUSED B(+)
2	-	-
3	-	-
4	X94 18TN/VT	AMPLIFIED RIGHT REAR SPEAKER(+)
5	X85 18LG/DG	AMPLIFIED LEFT DOOR SPEAKER(-)
6	X87 18LG/VT	AMPLIFIED LEFT DOOR SPEAKER(+)
7	X92 18TN/BK	AMPLIFIED RIGHT REAR SPEAKER(-)
8	X93 18WT/RD	AMPLIFIED LEFT REAR(+)
9	X91 18WT/BK	AMPLIFIED LEFT REAR SPEAKER(-)
10	Z1 18BK	GROUND
11	-	-
12	F30 16R	FUSED B(+)



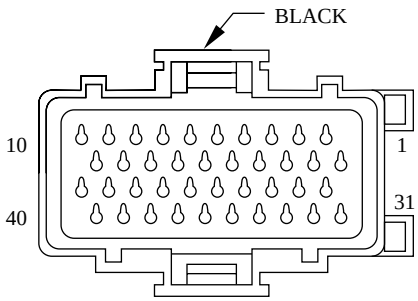
POWER ANTENNA

CAV	CIRCUIT	FUNCTION
1	F35 16RD	FUSED B(+)
2	X60 22DG/RD	RADIO 12 VOLT OUTPUT
3	Z1 16BK	GROUND



POWER MIRROR SWITCH

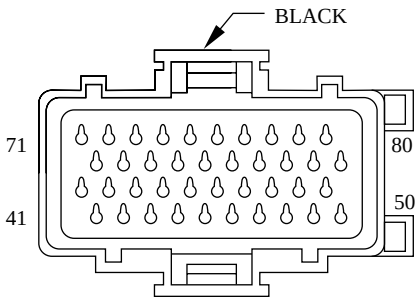
CAV	CIRCUIT	FUNCTION
1	P73 22YL/PK	MOTOR COMMON (LEFT)
2	P74 22DB	POWER MIRROR HORIZONTAL MOTOR CONTROL OUTPUT (RIGHT)
3	Z1 22BK	GROUND
4	P71 22YL	POWER MIRROR VERTICAL MOTOR CONTROL OUTPUT (LEFT)
5	-	-
6	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
7	M1 22PK	FUSED B(+)
8	P75 22RD/WT	POWER MIRROR HORIZONTAL MOTOR CONTROL OUTPUT (LEFT)
9	P72 22YL/BK	POWER MIRROR VERTICAL MOTOR CONTROL OUTPUT (RIGHT)
10	P70 22WT	MOTOR COMMON (RIGHT)



POWERTRAIN
CONTROL MODULE - C1

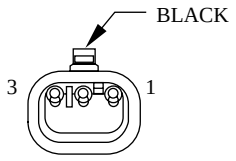
CAV	CIRCUIT	FUNCTION
1	K241 20LG/RD	RIGHT DOWNSTREAM HEATED OXYGEN SENSOR
2	K18 20RD	IGNITION COIL NO. 3 DRIVER
3	K17 20WT	IGNITION COIL NO. 2 DRIVER
4	K20 18DG	GENERATOR FIELD DRIVER
5	V32 20YL/RD	SPEED CONTROL ON/OFF SWITCH SENSE
6	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
7	K13 20YL/WT	INJECTOR NO. 3 DRIVER
8	-	-
9	-	-
10	Z12 16BK/TN	GROUND
11	K19 20BK	IGNITION COIL NO. 1 DRIVER
12	-	-
13	K11 20WT/DB	INJECTOR NO. 1 DRIVER
14	K58 20BR/BK	INJECTOR NO. 6 DRIVER
15	K38 20BR/RD	INJECTOR NO. 5 DRIVER
16	K14 20LB/BR	INJECTOR NO. 4 DRIVER
17	K12 20TN	INJECTOR NO. 2 DRIVER
18	-	-
19	-	-
20	F12 20DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
21	-	-
22	-	-
23	-	-
24	K42 20BK/LG*	KNOCK SENSOR NO. 1 SIGNAL
25	K142 20GY/BK*	KNOCK SENSOR NO. 2 SIGNAL
26	K2 20TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL
27	-	-
28	-	-
29	K141 20TN/WT	RIGHT UPSTREAM HEATED OXYGEN SENSOR
30	K41 20BK/DG	LEFT UPSTREAM HEATED OXYGEN SENSOR
31	-	-
32	K24 20LB/DB	CRANKSHAFT POSITION SENSOR SIGNAL
33	K44 20TN/YL	CAMSHAFT POSITION SENSOR SIGNAL
34	-	-
35	K22 20OR/DB	THROTTLE POSITION SENSOR SIGNAL
36	K1 20DG/RD	MAP SENSOR SIGNAL
37	K21 20BK/RD	INTAKE AIR TEMPERATURE SIGNAL
38	-	-
39	K36 20VT/RD*	MANIFOLD SOLENOID CONTROL
40	K35 20GY/YL	EGR SOLENOID CONTROL

* WITH 3.5L ENG



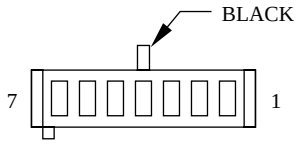
POWERTRAIN
CONTROL MODULE - C2

CAV	CIRCUIT	FUNCTION
41	V37 20RD/LG	SPEED CONTROL SWITCH SIGNAL
42	C18 20DB	A/C PRESSURE SIGNAL
43	K4 20BK/LB	SENSOR GROUND
44	K7 20OR	5 VOLT SUPPLY
45	-	-
46	A14 16RD/WT	FUSED B(+)
47	Z11 20BK/WT	GROUND
48	K40 20BR/WT	IDLE AIR CONTROL MOTOR NO. 3 DRIVER
49	K60 20YL/BK	IDLE AIR CONTROL MOTOR NO. 2 DRIVER
50	Z12 16BK/TN	GROUND
51	K341 20TN/WT	LEFT DOWNSTREAM HEATED OXYGEN SENSOR
52	-	-
53	-	-
54	-	-
55	C24 20WT	RADIATOR FAN RELAY CONTROL
56	-	-
57	K39 20GY/RD	IDLE AIR CONTROL MOTOR NO. 1 DRIVER
58	K59 20VT/BK	IDLE AIR CONTROL MOTOR NO. 4 DRIVER
59	D1 20VT/BR	CCD BUS(+)
60	D2 20WT/BK	CCD BUS(-)
61	K6 20VT/WT	5 VOLT SUPPLY
62	K29 20WT/PK	STOP LAMP SWITCH SENSE
63	T10 20YL/DG	TORQUE MANAGEMENT REQUEST SENSE
64	C28 20DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
65	D21 20PK	SCI TRANSMIT
66	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
67	K51 20DB/YL	AUTO SHUT DOWN RELAY CONTROL
68	K52 20PK/BK	EVAPORATIVE EMISSION SOLENOID CONTROL
69	C27 20DB/PK	RADIATOR FAN RELAY CONTROL
70	-	-
71	-	-
72	-	-
73	-	-
74	K31 20BK	FUEL PUMP RELAY CONTROL
75	D20 20LG	SCI RECEIVE
76	T41 20BK/LG	PARK/NEUTRAL POSITION SWITCH SENSE
77	-	-
78	V36 20TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
79	-	-
80	V35 20LG/RD	SPEED CONTROL VENT SOLENOID CONTROL



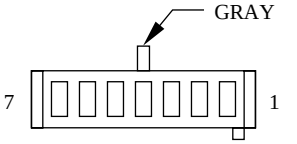
RADIATOR
FAN MOTOR ASSEMBLY

CAV	CIRCUIT	FUNCTION
1	Z1 12BK	GROUND
2	C23 12TN	RADIATOR FAN RELAY OUTPUT
3	C25 12YL	RADIATOR FAN RELAY OUTPUT



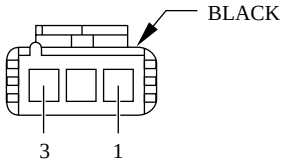
RADIO - C1

CAV	CIRCUIT	FUNCTION
1	X60 22DG/RD	RADIO 12 VOLT OUTPUT
2	X51 22BR/YL	LEFT REAR SPEAKER(+)
3	X52 22DB/WT	RIGHT REAR SPEAKER(+)
4	X53 22DG	LEFT SPEAKER(+)
5	X54 22VT	RIGHT SPEAKER(+)
6	X57 22BR/LB	LEFT REAR SPEAKER(-)
7	X58 22DB/OR	RIGHT REAR SPEAKER(-)



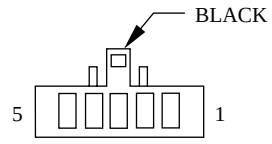
RADIO - C2

CAV	CIRCUIT	FUNCTION
1	-	-
2	X55 22BR/RD	LEFT SPEAKER(-)
3	X56 22DB/RD	RIGHT SPEAKER(-)
4	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
5	E2 18OR	PANEL LAMP DRIVER
6	X12 22RD/WT	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
7	M1 22PK	FUSED B(+)



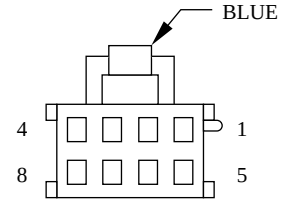
REAR WINDOW
DEFOGGER/ANTENNA
MODULE

CAV	CIRCUIT	FUNCTION
1	X60 22DG/RD	RADIO 12 VOLT OUTPUT
2	C15 12BK/WT	HEATED REAR WINDOW RELAY OUTPUT
3	-	-



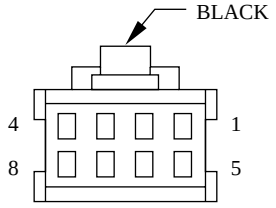
RECIRCULATION DOOR ACTUATOR

CAV	CIRCUIT	FUNCTION
1	C32 20GY/DB	RECIRCULATION DOOR DRIVER
2	C34 20DB/WT	COMMON DOOR DRIVER
3	-	-
4	-	-
5	-	-



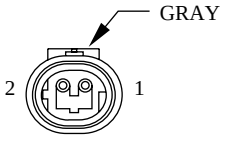
REMOTE KEYLESS ENTRY MODULE - C1

CAV	CIRCUIT	FUNCTION
1	-	-
2	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
3	-	-
4	M22 22WT	ILLUMINATED ENTRY SWITCH SENSE
5	-	-
6	-	-
7	-	-
8	-	-



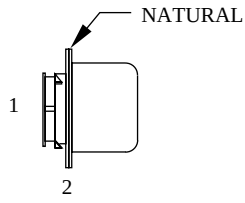
REMOTE KEYLESS ENTRY MODULE - C2

CAV	CIRCUIT	FUNCTION
1	P36 22PK/VT	DOOR UNLOCK RELAY CONTROL
2	P2 20BK/WT	TRUNK RELEASE SOLENOID CONTROL
3	P55 16PK/BK	LEFT FRONT DOOR UNLOCK DRIVER
4	Z1 22BK	GROUND
5	D9 22DG	RKE MODULE PROGRAM ENABLE
6	P38 22OR/WT	DOOR LOCK RELAY CONTROL
	P38 22OR/WT	DOOR LOCK RELAY CONTROL
7	X3 22BK/RD	HORN RELAY CONTROL
8	M1 22PK	FUSED B(+)



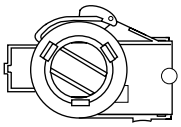
RIGHT AIRBAG SENSOR

CAV	CIRCUIT	FUNCTION
1	R48 18TN	RIGHT IMPACT SENSOR LINE 2
2	R46 18BR/LB	RIGHT IMPACT SENSOR LINE 1



RIGHT BACK-UP LAMP
(CHRYSLER)

CAV	CIRCUIT	FUNCTION
1	L1 20VT/BK	BACKUP LAMP FEED
1	L1 20VT/BK	BACKUP LAMP FEED
2	Z1 20BK	GROUND



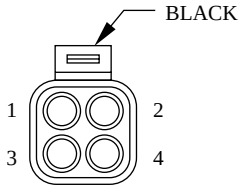
RIGHT BACK-UP LAMP
(EAGLE)

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L1 18VT/BK	BACK-UP LAMP FEED



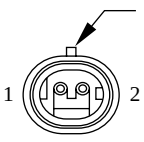
RIGHT DIRECTION LAMP

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L60 18TN	RIGHT TURN SIGNAL



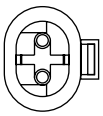
RIGHT DOWNSTREAM
HEATED OXYGEN
SENSOR

CAV	CIRCUIT	FUNCTION
1	K4 20BK/LB	SENSOR GROUND
2	K241 20LG/RD	RIGHT DOWNSTREAM HEATED OXYGEN SENSOR
3	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
4	Z1 20BK	GROUND



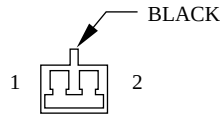
RIGHT FOG
LAMP NO. 1

CAV	CIRCUIT	FUNCTION
1	L39 20DB	FOG LAMPS SWITCH OUTPUT
2	Z1 20BK	GROUND



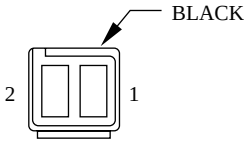
RIGHT FOG
LAMP NO. 2

CAV	CIRCUIT	FUNCTION
1	L39 18LB	FOG LAMPS SWITCH OUTPUT
2	Z1 18BK	GROUND



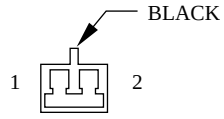
RIGHT FRONT DOOR
COURTESY LAMP

CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMP DRIVER
2	M1 20PK	FUSED B(+)



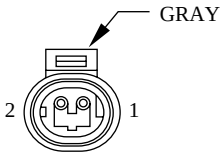
RIGHT FRONT DOOR LOCK
CYLINDER SWITCH

CAV	CIRCUIT	FUNCTION
1	G73 20LG/OR	VTSS DISARM SENSE
2	Z1 20BK	GROUND



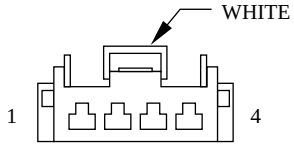
RIGHT FRONT DOOR
SPEAKER

CAV	CIRCUIT	FUNCTION
1	X56 20DB/RD	RIGHT SPEAKER(-)
2	X54 20VT	RIGHT SPEAKER(+)



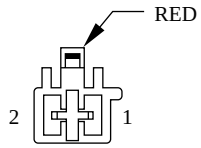
RIGHT FRONT POWER DOOR
LOCK MOTOR

CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	UNLOCK RELAY OUTPUT
2	P33 16OR/BK	LOCK RELAY OUTPUT



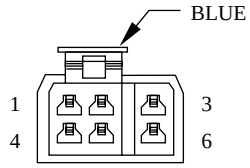
RIGHT FRONT POWER
DOOR LOCK SWITCH

CAV	CIRCUIT	FUNCTION
1	P35 22OR/VT	DOOR LOCK SWITCH OUTPUT
2	Z1 22BK	GROUND
3	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
4	M1 22PK	FUSED B(+)



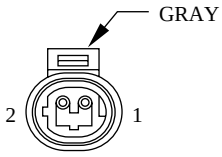
RIGHT FRONT POWER
WINDOW MOTOR

CAV	CIRCUIT	FUNCTION
1	Q12 14BR	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
2	Q22 14VT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)



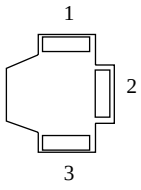
RIGHT FRONT POWER
WINDOW SWITCH

CAV	CIRCUIT	FUNCTION
1	-	-
2	Q16 14BR/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (UP-RIGHT FRONT)
3	Q22 14VT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)
4	Q1 14YL	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DISABLE)
5	Q12 14BR	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
6	Q26 14VT/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DOWN-RIGHT FRONT)



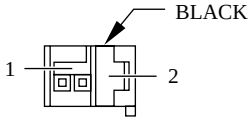
RIGHT FRONT
WHEEL SPEED SENSOR

CAV	CIRCUIT	FUNCTION
1	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR(+)
2	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR(-)



RIGHT HEADLAMP

CAV	CIRCUIT	FUNCTION
1	L34 18RD	FUSED RIGHT HIGH BEAM OUTPUT
2	Z1 18BK	GROUND
3	L44 18VT	FUSED RIGHT LOW BEAM OUTPUT



RIGHT I.P. SPEAKER

CAV	CIRCUIT	FUNCTION
1	X86 20OR/RD	AMPLIFIED RIGHT INSTRUMENT PANEL(+)
2	X84 20OR/BK	AMPLIFIED RIGHT INSTRUMENT PANEL(-)



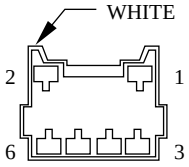
RIGHT LICENSE LAMP
(EAGLE)

CAV	CIRCUIT	FUNCTION
1	L7 20BK/YL	PARK LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND



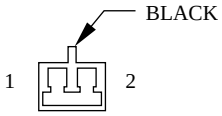
RIGHT POSITION LAMP

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	POSITION LAMP
2	Z1 18BK	GROUND



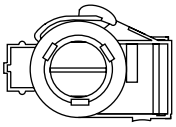
RIGHT POWER MIRROR

CAV	CIRCUIT	FUNCTION
1	Z1 22BK	HEATER GROUND
2	P70 22WT	MOTOR COMMON
3	C16 22LB/YL	FUSED HEATED REAR WINDOW RELAY OUTPUT
4	P72 22YL/BK	VERTICAL MOTOR SIGNAL
5	P74 22DB	HORIZONTAL MOTOR SIGNAL
6	-	-



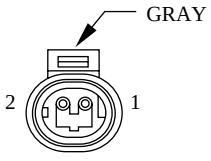
RIGHT REAR DOOR
COURTESY LAMP

CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMP DRIVER
2	M1 20PK	FUSED B(+)



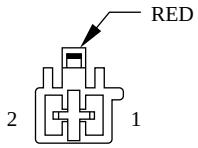
RIGHT REAR FOG LAMP
(CHRYSLER)

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L36 18LG	FOG LAMP LOAD



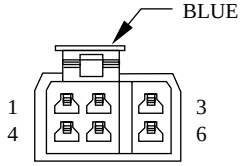
RIGHT REAR POWER DOOR
LOCK MOTOR

CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	DOOR UNLOCK DRIVER
2	P33 16OR/BK	DOOR LOCK DRIVER



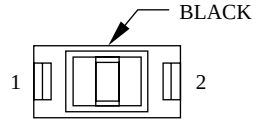
RIGHT REAR POWER WINDOW MOTOR

CAV	CIRCUIT	FUNCTION
1	Q14 14DB	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
2	Q24 14RD/WT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)



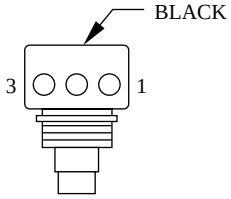
RIGHT REAR POWER WINDOW SWITCH

CAV	CIRCUIT	FUNCTION
1	-	-
2	Q18 14DB/WT	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (UP)
3	Q24 14RD/WT	WINDOW SWITCH MOTOR CONTROL OUTPUT (DOWN)
4	Q1 14YL	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DISABLE)
5	Q14 14DB	WINDOW SWITCH MOTOR CONTROL OUTPUT (UP)
6	Q28 14RD/BK	WINDOW MASTER SWITCH MOTOR CONTROL OUTPUT (DOWN)



RIGHT REAR READING/ COURTESY LAMP

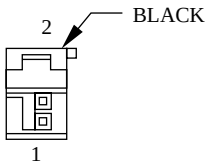
CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	M2 20YL*	COURTESY LAMP DRIVER
	M42 20LG**	READING LAMP DRIVER



RIGHT REAR READING/ COURTESY LAMP SWITCH

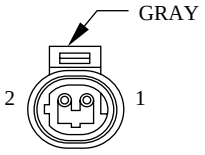
CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMP DRIVER
2	M42 20LG	READING LAMP DRIVER
3	Z1 20BK	GROUND

* WITHOUT COURTESY LAMP SWITCH
** WITH COURTESY LAMP SWITCH



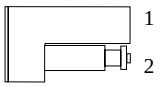
RIGHT REAR
SPEAKER

CAV	CIRCUIT	FUNCTION
1	X94 18TN/VT	AMPLIFIED LOW RIGHT REAR SPEAKER(+)
2	X92 18TN/BK	AMPLIFIED LOW RIGHT REAR SPEAKER(-)



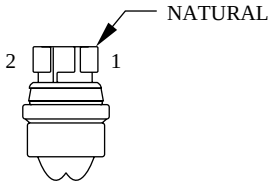
RIGHT REAR
WHEEL SPEED SENSOR

CAV	CIRCUIT	FUNCTION
1	B2 20YL	RIGHT REAR WHEEL SPEED SENSOR(+)
2	B1 20YL/DB	RIGHT REAR WHEEL SPEED SENSOR(-)



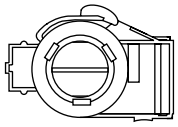
RIGHT REPEATER LAMP

CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT FRONT TURN SIGNAL
2	Z1 20BK	GROUND



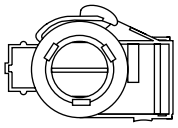
RIGHT TAIL LAMP
(EAGLE)

CAV	CIRCUIT	FUNCTION
1	L78 20DG/YL	PARK LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND



RIGHT TAIL/STOP LAMP

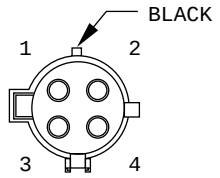
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L60 18TN ●	COMBINATION FLASHER
2	L60 18LG/TN ●●	COMBINATION FLASHER



RIGHT TURN SIGNAL LAMP

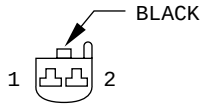
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L60 18TN ●	COMBINATION FLASHER
2	L60 18LG/TN ●●	COMBINATION FLASHER

●EAGLE
●●CHRYSLER



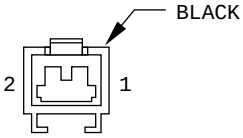
RIGHT UPSTREAM HEATED OXYGEN SENSOR

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	A142 16DG/OR	AUTO SHUT DOWN RELAY OUTPUT
3	K4 20BK/LB	SENSOR GROUND
4	K141 20TN/WT	RIGHT UPSTREAM HEATED OXYGEN SENSOR



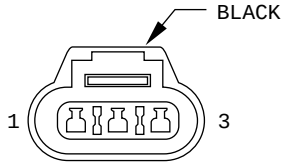
RIGHT VISOR/VANITY LAMP

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	Z1 20BK	GROUND



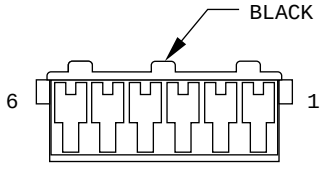
SEAT BELT SWITCH

CAV	CIRCUIT	FUNCTION
1	G10 20LG/RD	SEAT BELT SWITCH SENSE
2	Z1 20BK	GROUND



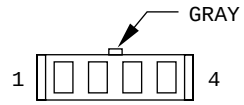
SPEED PROPORTIONAL STEERING MODULE

CAV	CIRCUIT	FUNCTION
1	F20 20WT	FUSED IGNITION SWITCH OUTPUT (RUN)
2	Z1 20BK	GROUND
3	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL



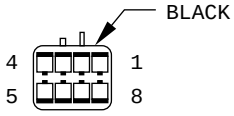
STOP LAMP SWITCH

CAV	CIRCUIT	FUNCTION
1	K29 20WT/PK	STOP LAMP SWITCH SENSE
2	Z2 20BK/LG	GROUND
3	V32 20YL/RD	SPEED CONTROL ON/OFF SWITCH SENSE
4	V30 20DB/RD	SPEED CONTROL STOP LAMP SWITCH OUTPUT
5	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
6	F32 18PK/DB	FUSED B(+)



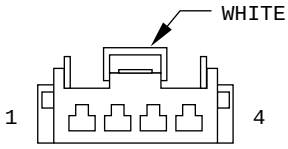
SUN SENSOR/
VTSS SET
LED

CAV	CIRCUIT	FUNCTION
1	C38 20DB/RD	SUN SENSOR SIGNAL
2	C57 20GY/TN	SENSOR GROUND
3	-	-
4	-	-



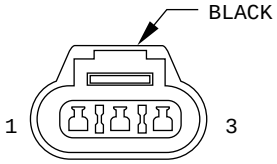
SUNROOF CONTROL
MODULE

CAV	CIRCUIT	FUNCTION
1	F35 16RD	FUSED B(+)
2	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
3	-	-
4	Z1 18BK	GROUND
5	Q43 22VT	SUNROOF SWITCH MOTOR CONTROL OUTPUT (VENT)
6	Q41 22WT	SUNROOF SWITCH MOTOR CONTROL OUTPUT (OPEN)
7	Q42 22LB	SUNROOF SWITCH MOTOR CONTROL OUTPUT (CLOSE)
8	Q44 22BR	SUNROOF SWITCH GROUND



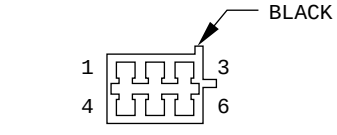
SUNROOF SWITCH

CAV	CIRCUIT	FUNCTION
1	Q43 22VT	SUNROOF SWITCH MOTOR CONTROL OUTPUT (VENT)
2	Q44 22BR	SUNROOF SWITCH GROUND
3	Q42 22LB	SUNROOF SWITCH MOTOR CONTROL OUTPUT (CLOSE)
4	Q41 22WT	SUNROOF SWITCH MOTOR CONTROL OUTPUT (OPEN)



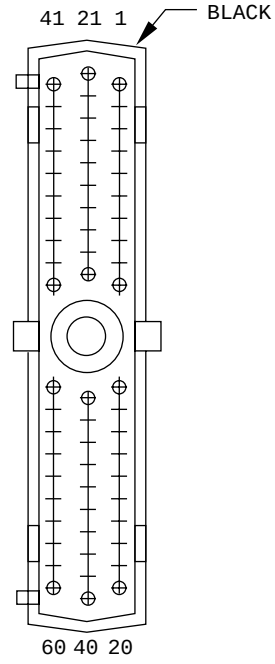
THROTTLE POSITION
SENSOR

CAV	CIRCUIT	FUNCTION
1	K4 20BK/LB	SENSOR GROUND
2	K22 20OR/DB	THROTTLE POSITION SENSOR SIGNAL
3	K6 20VT/WT	5 VOLT SUPPLY



TRACTION CONTROL SWITCH

CAV	CIRCUIT	FUNCTION
1	Z1 22BK	GROUND
2	B27 22RD/YL	TRACTION CONTROL SWITCH SENSE
3	E2 22OR	PANEL LAMP DRIVER
4	-	-
5	-	-
6	-	-



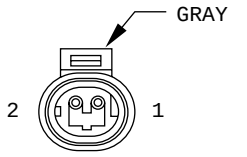
TRANSMISSION CONTROL MODULE

CAV	CIRCUIT	FUNCTION
1	T1 20LG/BK	TRANSMISSION RANGE SWITCH SENSE
2	-	-
3	T3 20VT	TRANSMISSION RANGE SWITCH SENSE
4	D2 20WT/BK	CCD BUS(-)
5	T5 20LG	AUTOSTICK UPSHIFT REQUEST SWITCH
6	K24 20LB/DB	CRANKSHAFT POSITION SENSOR SIGNAL
7	D21 20PK	SCI TRANSMIT
8	A41 16YL	FUSED IGNITION SWITCH OUTPUT (START)
9	T9 20OR/BK	OVERDRIVE PRESSURE SWITCH SENSE
10	T10 20YL/DG	TORQUE MANAGEMENT REQUEST SENSE
11	F11 20RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/START/RUN)
12	K22 20OR/DB	THROTTLE POSITION SENSOR SIGNAL
13	T13 20DB/BK	SPEED SENSOR GROUND
14	T14 20LG/WT	OUTPUT SPEED SENSOR SIGNAL
15	T15 20LG	12 VOLT SUPPLY
16	T16 16RD	TRANSMISSION CONTROL RELAY OUTPUT
17	T16 16RD	TRANSMISSION CONTROL RELAY OUTPUT
18	-	-
19	T19 20WT	2-4 SOLENOID CONTROL
20	T20 20LB	LOW/REVERSE SOLENOID CONTROL
21	-	-
22	-	-
23	-	-
24	-	-
25	-	-
26	-	-
27	-	-
28	-	-
29	-	-
30	-	-
31	-	-
32	-	-
33	-	-

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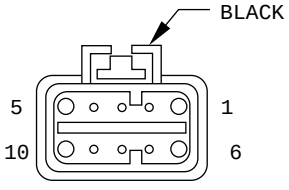
(CONTINUED)

CAV	CIRCUIT	FUNCTION
34	-	-
35	-	-
36	-	-
37	-	-
38	-	-
39	-	-
40	-	-
41	T41 20BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
42	T42 20VT/WT	TRANSMISSION RANGE SWITCH SENSE
43	D1 20VT/BR	CCD BUS(+)
44	T44 20YL/RD	AUTOSTICK DOWNSHIFT REQUEST SWITCH
45	-	-
46	D6 20PK/LB	TRANSMISSION SCI RECEIVE
47	T47 20YL/BK	2-4 PRESSURE SWITCH SENSE
48	-	-
49	-	-
50	T50 20DG	LOW/REVERSE PRESSURE SWITCH SENSE
51	K4 20BK/LB	SENSOR GROUND
52	T52 20RD/BK	INPUT SPEED SENSOR SIGNAL
53	Z14 20BK/YL	GROUND
54	T54 20VT	TRANSMISSION TEMPERATURE SENSOR SIGNAL
55	-	-
56	A14 16RD/WT	FUSED B(+)
57	Z13 16BK/RD	GROUND
58	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
59	T59 20PK	UNDERDRIVE SOLENOID CONTROL
60	T60 20BR	OVERDRIVE SOLENOID CONTROL



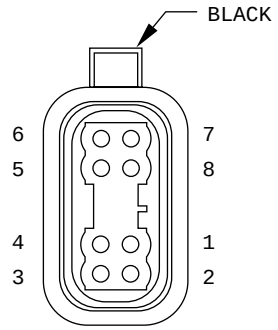
TRANSMISSION OUTPUT SHAFT SPEED SENSOR

CAV	CIRCUIT	FUNCTION
1	T13 20DB/BK	SPEED SENSOR GROUND
2	T14 20LG/WT	OUTPUT SPEED SENSOR SIGNAL



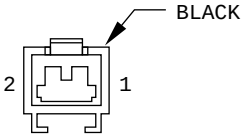
TRANSMISSION RANGE SWITCH

CAV	CIRCUIT	FUNCTION
1	F20 20WT	FUSED IGNITION SWITCH OUTPUT (RUN)
2	-	-
3	T13 20DB/BK	SPEED SENSOR GROUND
4	T54 20VT	TRANSMISSION TEMPERATURE SENSOR SIGNAL
5	T41 20BK/LG	PARK/NEUTRAL POSITION SWITCH SENSE
6	L1 20VT/BK	REVERSE LAMP SENSE
7	T1 20LG/BK	TRANSMISSION RANGE SWITCH SENSE
8	T3 20VT	TRANSMISSION RANGE SWITCH SENSE
9	T42 20VT/WT	TRANSMISSION RANGE SWITCH SENSE
10	T41 20BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE



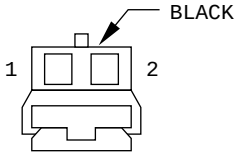
TRANSMISSION SOLENOID AND PRESSURE SWITCH ASSEMBLY

CAV	CIRCUIT	FUNCTION
1	T9 16OR/BK	OVERDRIVE PRESSURE SWITCH SENSE
2	T50 16DG	LOW/REVERSE PRESSURE SWITCH SENSE
3	T47 16YL/BK	2-4 PRESSURE SWITCH SENSE
4	T16 16RD	TRANSMISSION CONTROL RELAY OUTPUT
5	T19 16WT	2-4 SOLENOID CONTROL
6	T20 16LB	LOW/REVERSE SOLENOID CONTROL
7	T60 16BR	OVERDRIVE SOLENOID CONTROL
8	T59 16PK	UNDERDRIVE SOLENOID CONTROL



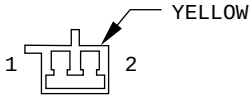
TRUNK LAMP

CAV	CIRCUIT	FUNCTION
1	G78 20TN/BK	TRUNK AJAR SWITCH SENSE
2	M1 20PK	FUSED B(+)



TRUNK RELEASE SOLENOID

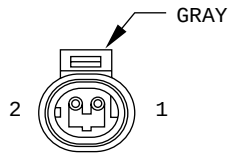
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	P2 20BK/WT	TRUNK RELEASE CONTROL



TRUNK RELEASE SWITCH

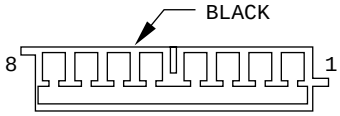
CAV	CIRCUIT	FUNCTION
1	P2 20BK/WT	TRUNK RELEASE SOLENOID CONTROL
	P2 20BK/WT*	TRUNK RELEASE SOLENOID CONTROL
2	M1 20PK	FUSED B(+)

* WITH RKE



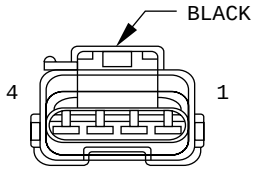
TURBINE SPEED SENSOR

CAV	CIRCUIT	FUNCTION
1	T13 20DB/BK	SPEED SENSOR GROUND
2	T52 20RD/BK	INPUT SPEED SENSOR SIGNAL



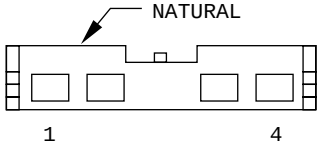
TURN SIGNAL/HAZARD
WARNING SWITCH

CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT TURN SIGNAL
2	L32 18PK	COMBO FLASHER OUTPUT
3	L61 18LG	LEFT TURN SIGNAL
4	L91 22DB/PK	COMBO FLASHER SWITCHED GROUND
5	Z1 20BK	GROUND
6	-	-
7	-	-
8	-	-



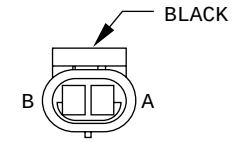
VEHICLE SPEED
CONTROL SERVO

CAV	CIRCUIT	FUNCTION
1	V36 20TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
2	V35 20LG/RD	SPEED CONTROL VENT SOLENOID CONTROL
3	V30 20DB/RD	SPEED CONTROL STOP LAMP SWITCH OUTPUT
4	Z1 20BK	GROUND



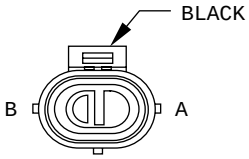
VEHICLE SPEED CONTROL/
HORN SWITCH

CAV	CIRCUIT	FUNCTION
1	X3 22BK/RD	HORN RELAY CONTROL
2	V37 20RD/LG	SPEED CONTROL SWITCH SIGNAL
3	-	-
4	Z2 22BK/LG	GROUND



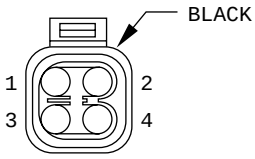
WASHER FLUID
LEVEL SENSOR

CAV	CIRCUIT	FUNCTION
A	G29 18BK/TN	WASHER FLUID LEVEL SENSE
B	Z1 18BK	GROUND



WINDSHIELD WASHER
PUMP MOTOR

CAV	CIRCUIT	FUNCTION
A	Z1 20BK	GROUND
B	V10 20BR	WASHER PUMP CONTROL SWITCH OUTPUT



WINDSHIELD WIPER MOTOR

CAV	CIRCUIT	FUNCTION
1	V55 20TN/RD	WIPER PARK SWITCH SENSE
2	V4 12RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
3	V3 12BR/WT	WIPER SWITCH LOW SPEED OUTPUT
4	Z1 12BK	GROUND

8W-80 CONNECTOR PIN-OUTS

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DESCRIPTION AND OPERATION

INTRODUCTION

The pages refernced in this section show the connector, the circuits in the connector and what pin the circuit occupies. Individual connector numbers are referenced on diagram pages through out Group 8W.

8W-90 CONNECTOR/GROUND LOCATIONS

INDEX

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DESCRIPTION AND OPERATION
INTRODUCTION 1

page

CONNECTOR/GROUND LOCATIONS 1

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying component connector/ground locations in the vehicle. A component/ground index is provided. Use the wiring diagrams in each section for connector/ground number locations then to the index for the proper figure number.

CONNECTOR/GROUND LOCATIONS

For items not shown in this section a N/S is placed in the Fig. column.

Connector Name/Number	Color	Location	Fig.
A/C Ambient Temp Sensor	BK	Center of Radiator Closure Panel	4
A/C Compressor Clutch	BK	Top of Compressor	7, 8
A/C Evap Temp Sensor	BK	Center Lower of HVAC Housing	N/S
A/C-Heater Control C-1	BK	Rear of Control	11
A/C-Heater Control C-2	BK	Rear of Control	11
A/C Pressure Transducer	BK	RT Side Lower Rad Closure Panel	4
ABS Diode	BK	Above Park Brake Assembly	N/S
ABS Main Relay	NAT	Front of PDC	4
ABS Pump Motor	BK	Front of PDC	4
ABS Pump Motor Relay	BK	Front of PDC	4
Airbag Control Module C1	BK	Front of Floor Tunnel	9
Airbag Control Module C2	BK	Front of Floor Tunnel	9
Ash Receiver Lamp	BK	Rear of Lamp	9
ATC Power Module	BK	RT Side of HVAC	N/S
Automatic Day/Night Mirror	BK	At Mirror	13
Automatic Temp Control Module C1	BK	Rear of Control	11
Automatic Temp Control Module C2	GN	Rear of Control	11
Autostick Switch	BK	Base of Gearshift	13
Blend Door Actuator	BK	LT Side of HVAC	N/S
Blower Motor Resistor Block	BK	LT Side of HVAC	10
Body Control Module C1	BK	Right Side of I.P.	11
Body Control Module C2	GY	Right Side of I.P.	11
Body Control Module C3	BONE	Right Side of I.P.	11
Brake Fluid Level Switch	BK	On Master Cylinder	3
C101	BK	Side of Battery	1
C110	BK	Left Side of I.P.	9

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
C118	BK	Left Kick Panel	12
C139	BK	RT Strut Tower	5
C140	BK	RT Strut Tower	5
C141	WT	RT Strut Tower	5
C142	BK	RT Strut Tower	5
C143	BK	RT Strut Tower	5
C165	BK	Rear of Intake	N/S
C211	BK	LT Side of I.P.	10
C212	BK	LT Side of I.P.	10
C232	WT	RT Side of HVAC	10
C239	BK	Top Left of I.P.	11
C243	WT	RT Kick Panel	10
C254	BK	RT Side of I.P.	10
C256	BK	RT Kick Panel	N/S
C257	BK	RT Kick Panel	10
C300	BL	LT Kick Panel	12
C301	NAT	LT Kick Panel	12
C302	YL	At Seat Switch	N/S
C303	NAT	At Seat Switch	N/S
C304	RD	Rear of CHMSL	N/S
C307	WT	LT B-Pillar	13
C311	WT	RT B-Pillar	12
C312	NAT	LT Rear Quarter Panel	N/S
C315	BK	RT Rear Quarter Panel	N/S
C316	WT	Center Rear of Deck Lid	14
C412	BK	At Lamp	N/S
Camshaft Position Sensor 3.3L	BK	Front Timing Cover	7
Camshaft Position Sensor 3.5L	BK	Front Timing Cover	8
CHMSL	RD	Rear of CHMSL	12
Center Instrument Panel Speaker	BK	At Speaker	10
Combination Flasher	BK	Base of Steering Column	10
Controller Anti-Lock Brake	BK	Side of PDC	4
Crankshaft Position Sensor	BK	RT Rear of Engine	N/S
Data Link Connector	BK	Left Side of Steering Column	10
Daytime Running Lamp Module	BK	Right Front Fender	3
Driver Airbag	YL	Rear of Clockspring	10
Driver Power Seat Switch	YL	At Switch	12
Driver Forward/ Backward Motor	GN	Under Seat	N/S
Driver Front Vertical Motor	RD	Under Seat	N/S
Driver Rear Vertical Motor	RD	Under Seat	N/S
Driver Recline Motor	GN	Under Seat	N/S
Duty Cycle EVAP/Purge Solenoid	BK	At Solenoid	N/S
EGR Solenoid	BK	Rear of RT Cyl Head	7, 8
Engine Coolant Temp Sensor	BK	Front of Intake	7, 8
Engine Oil Pressure Switch	BK	LT Side of Engine	1
Evaporator Temp Sensor	BK	Center Lower of HVAC Housing	N/S
Fuel Injector #1	BK	At Injector	7, 8
Fuel Injector #2	BK	At Injector	7, 8
Fuel Injector #3	BK	At Injector	7, 8
Fuel Injector #4	BK	At Injector	7, 8
Fuel Injector #5	BK	At Injector	7, 8
Fuel Injector #6	BK	At Injector	7, 8
Fuel Pump Module	WT	Under Rear Seat	12
G100		Rear of Engine Starter Motor	2
G101		Top Front of LT Frame Rail	2

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
G102		Side of LT Front Frame Rail	2
G103		Side of LT Front Frame Rail	2
G104		Side of RT Front Frame Rail	3
G105		Side of RT Front Frame Rail	3
G016		Rear of Engine	7, 8
G107		Rear of Engine	7, 8
G108		Rear of Engine	8
G200		RT Side of ACM Bracket	11
G201		RT Side of ACM Bracket	11
G300		Left Kick Panel	12
G301		LT RR Qtr Panel	12
G302		RT RR Qtr Panel	N/S
G303		LT Rear Qtr Panel	12
Generator	BK	Rear of Generator	1
Glove Box Lamp	BK	Rear of Lamp	9
Headlamp Dimmer Switch	BK	At Switch	N/S
Headlamp Switch	GY	Rear of Switch	10
High Note Horn	BK	Right Side of Radiator Closure Panel	4
Hybrid Pressure Switch	BL	At PAB Module	N/S
Idle Air Control Motor	BK	On Throttle Body	7, 8
Ignition Coil Pack	BK	Side of Engine	7, 8
Ignition Switch	BK	On Steering Column	7, 8

Connector Name/Number	Color	Location	Fig.
In-Car Temp Sensor/ Aspriator Motor	GY	Above Glove Box	N/S
Illuminated Entry Relay	BK	Base of Steering Column	N/S
Instrument Cluster C1	GY	Rear of Cluster	9
Instrument Cluster C2	BK	Rear of Cluster	9
Intake Air Temp Sensor	BK	Top of Intake	N/S
Junction Block C1	BK	LT Side of I.P.	9
Junction Block C2	BK	LT Side of I.P.	9
Junction Block C3	LT/BL	LT Side of I.P.	9
Junction Block C4	GY	LT Side of I.P.	9
Junction Block C5	LT/BL	LT Side of I.P.	9
Junction Block C6	GY	LT Side of I.P.	9
Junction Block C7	GY	LT Side of I.P.	9
Junction Block C8	GY	LT Side of I.P.	9
Junction Block C9	GN	LT Side of I.P.	12
Junction Block C10	BK	LT Side of I.P.	12
Key-In Halo Lamp	WT	Rear of Lamp	9
Left Airbag Sensor	BK	Left Side Radiator Closure Panel	4
Left Back-Up Lamp	BK	Rear of Lamp	N/S
Left Downstream Heated Oxygen Sensor	BK	At Sensor	N/S
Left Fog Lamp	BK	Rear of Lamp	3, 4
Left Front Door Courtesy Lamp	BK	At Lamp	14

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
Left Front Door Lock Cylinder Switch	BK	At Switch	14
Left Front Door Speaker	BK	At Speaker	14
Left Front Power Door Lock Motor	BK	At Motor	14
Left Front Power Door Lock Switch	WT	At Switch	14
Left Front Speaker	BK	At Speaker	9
Left Front Wheel Speed Sensor	BK	LT Fender Side Shield	3
Left Headlamp	BK	Rear of Lamp	3
Left Instrument Panel Speaker	BK	At Speaker	9
Left Park/Turn Signal Lamp	BK	Rear of Lamp	3
Left Power Mirror	BK	At Mirror	14
Left Rear Door Courtesy Lamp	BK	At Lamp	14
Left Rear Power Door Lock Motor	BK	At Motor	14
Left Rear Power Window Switch	BL	At Switch	14
Left Rear Reading/ Courtesy Lamp	BK	At Switch	14
Left Rear Reading/ Courtesy Lamp Switch	BK	At Switch	14
Left Rear Speaker	BK	At Speaker	13
Left Rear Wheel Speed Sensor	BK	Under Rear Seat	12
Left Side Marker Lamp	BK	At Lamp	N/S
Left Tail Lamp	NAT	At Lamp	12
Left Upstream Heated Oxygen Sensor	BK	Left Exhaust Manifold	7, 8

Connector Name/Number	Color	Location	Fig.
Left Visor/vanity Lamp	BK	At Lamp	13
License Lamp	NAT	At Lamp	N/S
Low Note Horn	BK	Right Side of Radiator Closure Panel	4
MAP Sensor 3.3L	BK	On Throttle Body	7
MAP Sensor 3.5L	BK	On Throttle Body	8
Manifold Tuning Solenoid	BK	RT Strut Tower	5
Message Center	BK	Rear of Message Center	11
Mode Door Actuator	NAT	LT Side of HVAC Housing	N/S
Multi-Function Switch	BK	On Steering Column	9
Overhead Console	WT	At Console	13
Overhead Map/Courtesy Lamp	BK	At Lamp	N/S
Park Lamp Relay	BK	Base of Steering Column	N/S
Passengers Airbag	YL	At PAB	9
Passenger Forward/ Backward Motor	GN	Under Seat	N/S
Passenger Front Vertical Motor	RD	Under Seat	N/S
Passenger Power Seat Switch	NAT	At Switch	13
Passenger Rear Vertical Motor	RD	Under Seat	N/S
Passenger Reealine Motor	GN	Under Seat	N/S
Power Amplifier C1 (Midline)	BK	LT RR Qtr Panel	13
Power Amplifier C2 (Midline)	BL	LT RR Qtr Panel	13

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
Power Amplifier C3 (Midline)	BL	LT RR Qtr Panel	13
Power Amplifier C1 (Premium)	GY	LT RR Qtr Panel	13
Power Amplifier C2 (Premium)	GY	LT RR Qtr Panel	13
Power Antenna	BK	RT RR Qtr Panel	13
Power Mirror Switch	BK	At Switch	14
Powertrain Control Module C1	BK	RT Fender Side Shield	4
Powertrain Control Module C2	BK	RT Fender Side Shield	4
Radiator Fan Motor Assembly	BK	Rear of Motor	4
Radio C1	BK	Rear of Radio	11
Radio C2	GY	Rear of Radio	11
Rear Window Defogger/ Antenna Module	BK	RT RR Qtr Panel	13
Recirculation Door Actuator	BK	RT Side of HVAC	N/S
Remote Keyless Entry Module C1	BL	Top Center of I.P.	10
Remote Keyless Entry Module C2	BK	Top Center of I.P.	10
Right Airbag Sensor	BK	RT Side of Radiator Closure Panel	4
Right Back-Up Lamp	BK	At Lamp	N/S
Right Downstream Heated Oxygen Sensor	BK	At Sensor	N/S
Right Fog Lamp	BK	Rear of Lamp	4
Right Front Door Courtesy Lamp	BK	At Lamp	14
Right Front Dook Lock Cylinder Switch	BK	At Lamp	14

Connector Name/Number	Color	Location	Fig.
Right Front Door Speaker	BK	At Speaker	14
Right Front Power Door Lock Motor	BK	At Motor	14
Right Front Power Door Lock Switch	BK	At Switch	14
Right Front Power Window Motor	RD	At Motor	14
Right Front Power Window Switch	BL	At Switch	14
Right Front Speaker	BK	At Speaker	9
Right Front Wheel Speed Sensor	BK	RT Strut Tower	5
Right Headlamp	BL	Rear of Lamp	4
Right Instrument Panel Speaker	BK	At Speaker	9
Right Park/Turn Signal Lamp	BK	Rear of Lamp	4
Right Power Mirror	WT	At Mirror	14
Right Rear Door Courtesy Lamp	BK	At Lamp	14
Right Rear Power Door Lock Motor	BK	At Motor	14
Right Rear Power Window Motor	RD	At Motor	14
Right Rear Power Window Switch	BL	At Switch	14
Right Rear Reading/ Courtesy Lamp	BK	At Switch	13
Right Rear Reading/ Courtesy Lamp Switch	BK	At Switch	13
Right Rear Speaker	BK	At Speaker	13

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
Right Rear Wheel Speed Sensor	BK	Under Rear Seat	12
Right Side Marker Lamp	BK	At Lamp	N/S
Right Tail Lamp	BK	At Lamp	12
Right Upstream Heated Oxygen Sensor	BK	RT Exhaust manifold	7, 8
Right Visor/ Vanity Lamp	BK	At Lamp	13
Seat Belt Switch	BK	LT B-Pillar	12
Speed Proportional Steering Module	BK	On Steering Rack	N/S
Stop Lamp Switch	BK	Top of Brake Pedal	9
Sun Sensor/ VTSS Set LED	GY	Top Center of I.P.	9
Sunroof Control Module	BK	Rear of Sunroof	N/S
Sunroof Switch	WT	Center of Windshield Header	N/S
Throttle Position Sensor	BK	On Throttle Body	7, 8
Traction Control Switch	BK	Rear of Switch	11
Transmission Control Module	BK	LT Fender Side Shield	4
Transmission Output Shaft Speed Sensor	BK	LT Side of Transmission	6

Connector Name/Number	Color	Location	Fig.
Transmission Range Switch	BK	LT Side of Transmission	6
Transmission Solenoid and Pressure Switch Assy	BK	LT Side of Transmission	6
Trunk Key Cylinder Switch	BK	At Switch	14
Trunk Lamp	BK	At Lamp	12
Trunk Release Solenoid	BK	At Solenoid	14
Trunk Release Switch	YL	Rear of Switch	9
Trubine Speed Sensor	BK	LT Side of Transmission	6
Turn Signal/ Hazard Warning Switch	BK	On Steering Column	9
Vehicle Speed Control Servo	BK	LT Side Cowl Panel	4
Vehicle Speed Control/Horn Switch	BK	Rear of Clockspring	N/S
Washer Fluid Level Sensor	BK	Bottom of Reservior	3
Windshield Washer Pump Motor	BK	Bottom of Reservior	3
Windshield Wiper Motor	BK	LT Side Cowl	3

DESCRIPTION AND OPERATION (Continued)

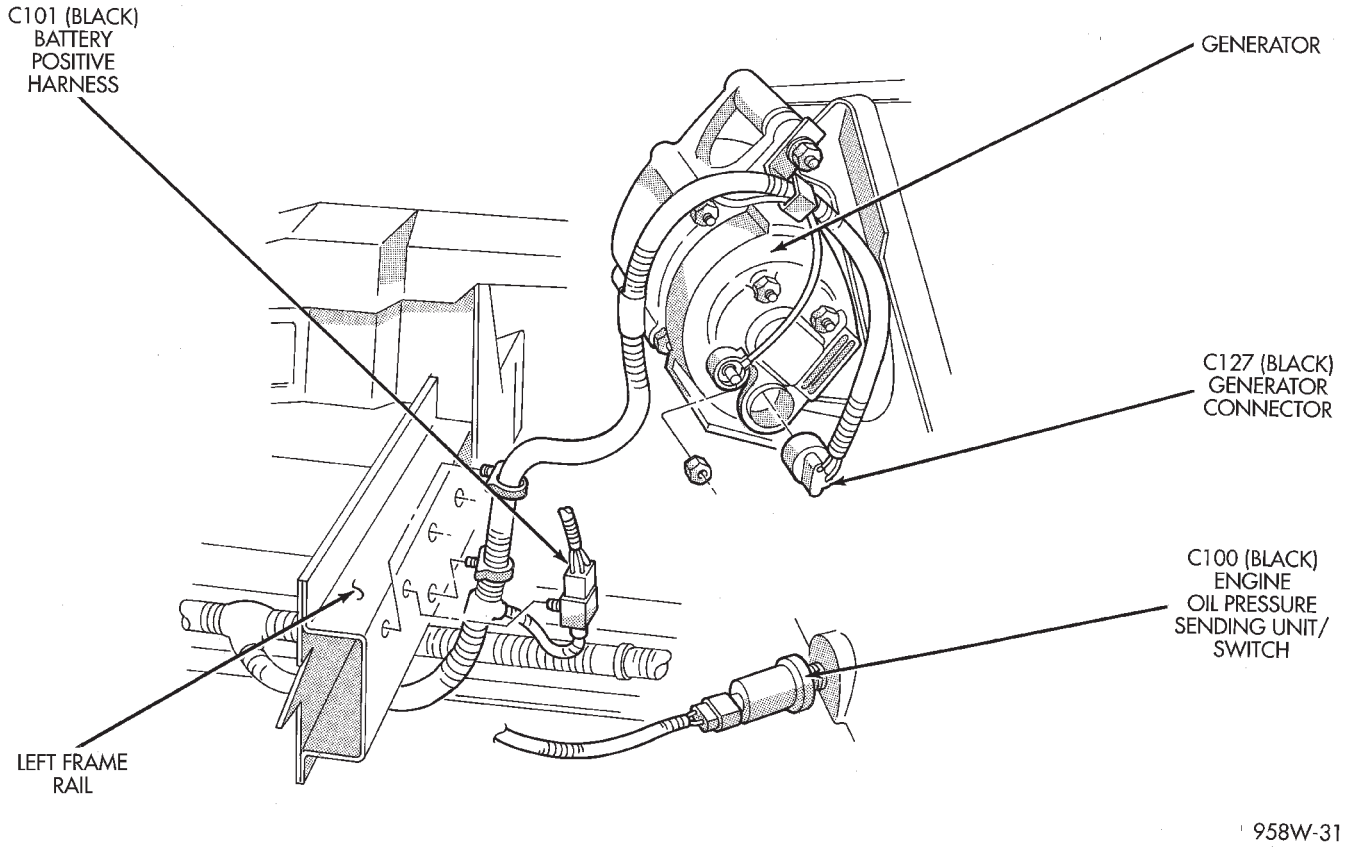


Fig. 1 Generator Connections

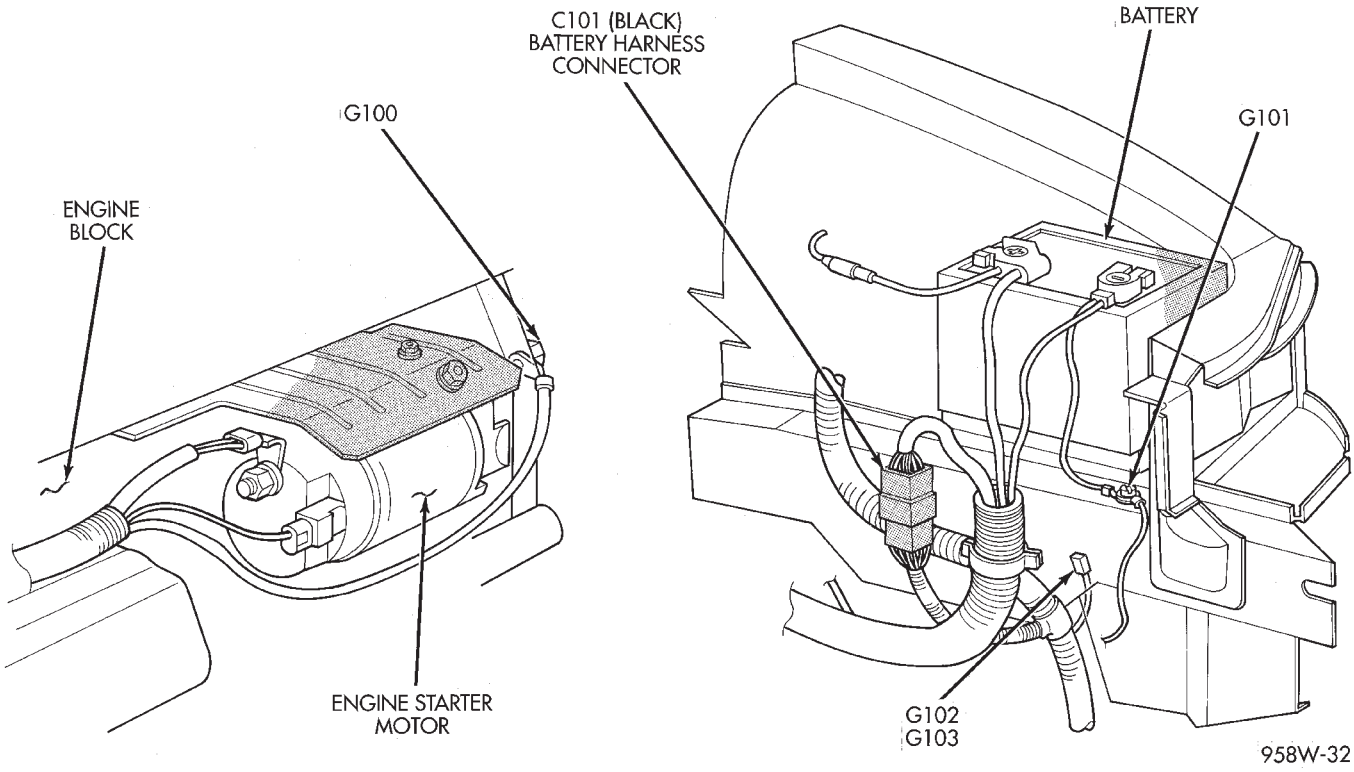


Fig. 2 Battery and Starter Connections

DESCRIPTION AND OPERATION (Continued)

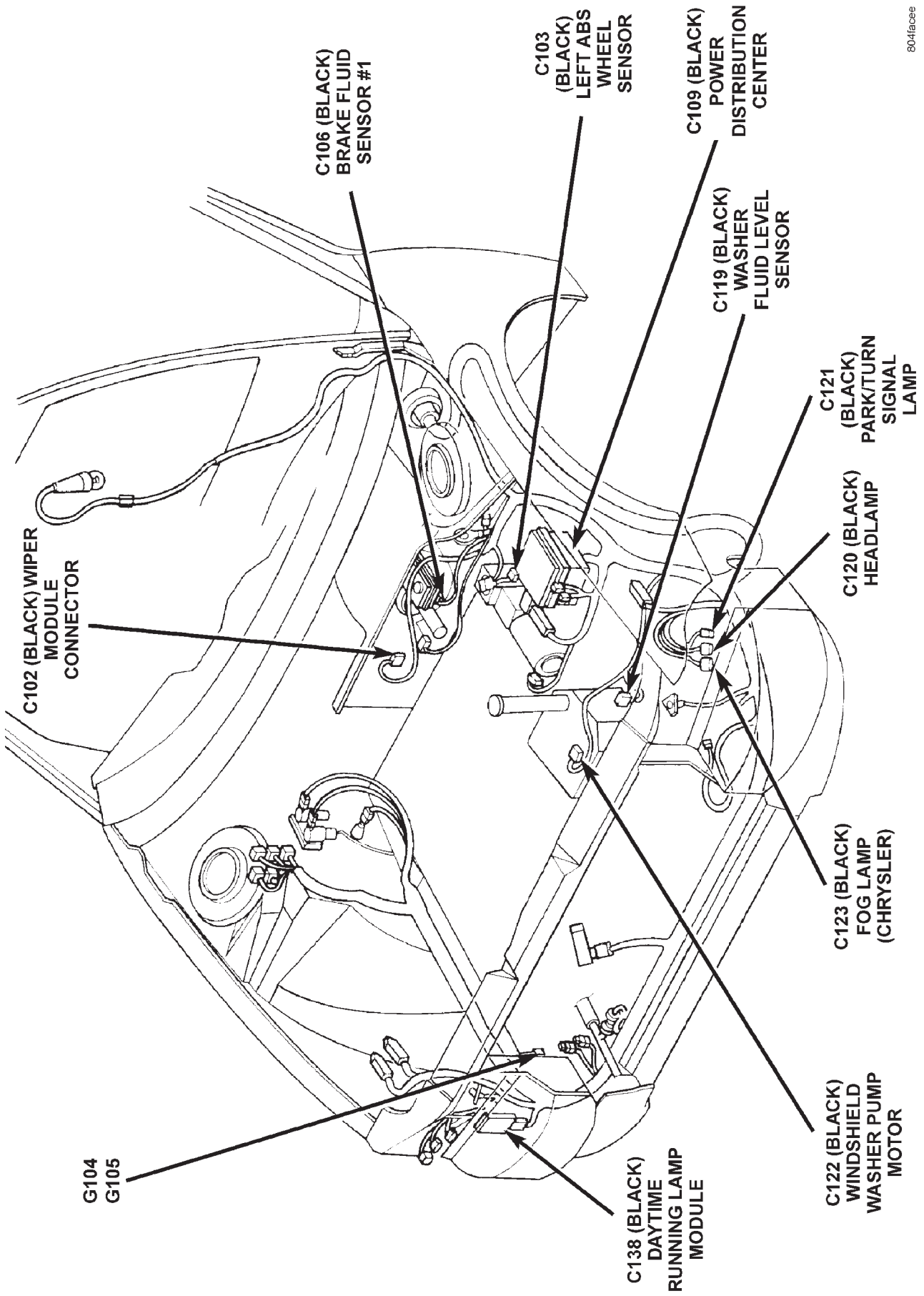


Fig. 3 Engine Compartment Connections

DESCRIPTION AND OPERATION (Continued)

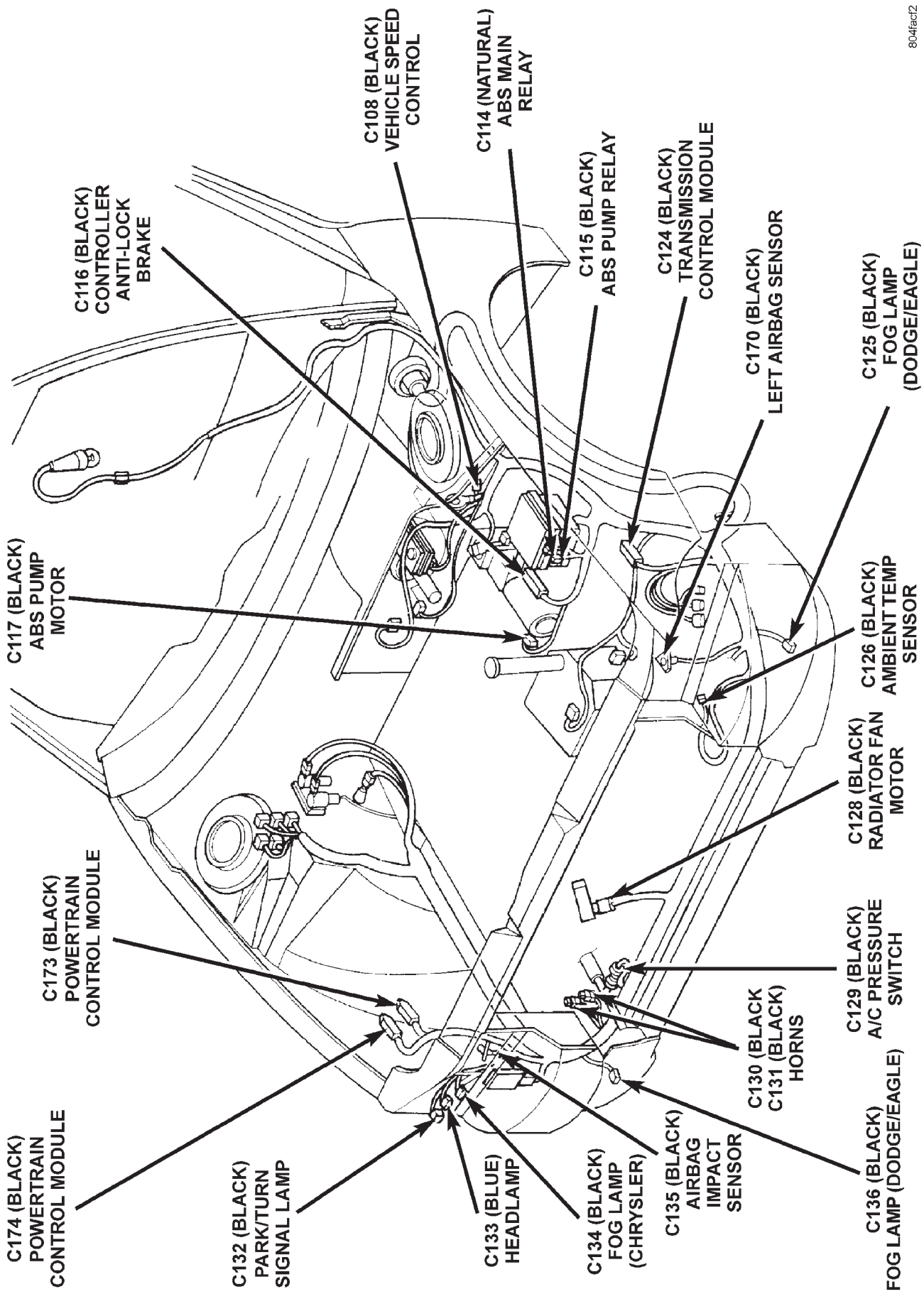


Fig. 4 Engine Compartment Connections

DESCRIPTION AND OPERATION (Continued)

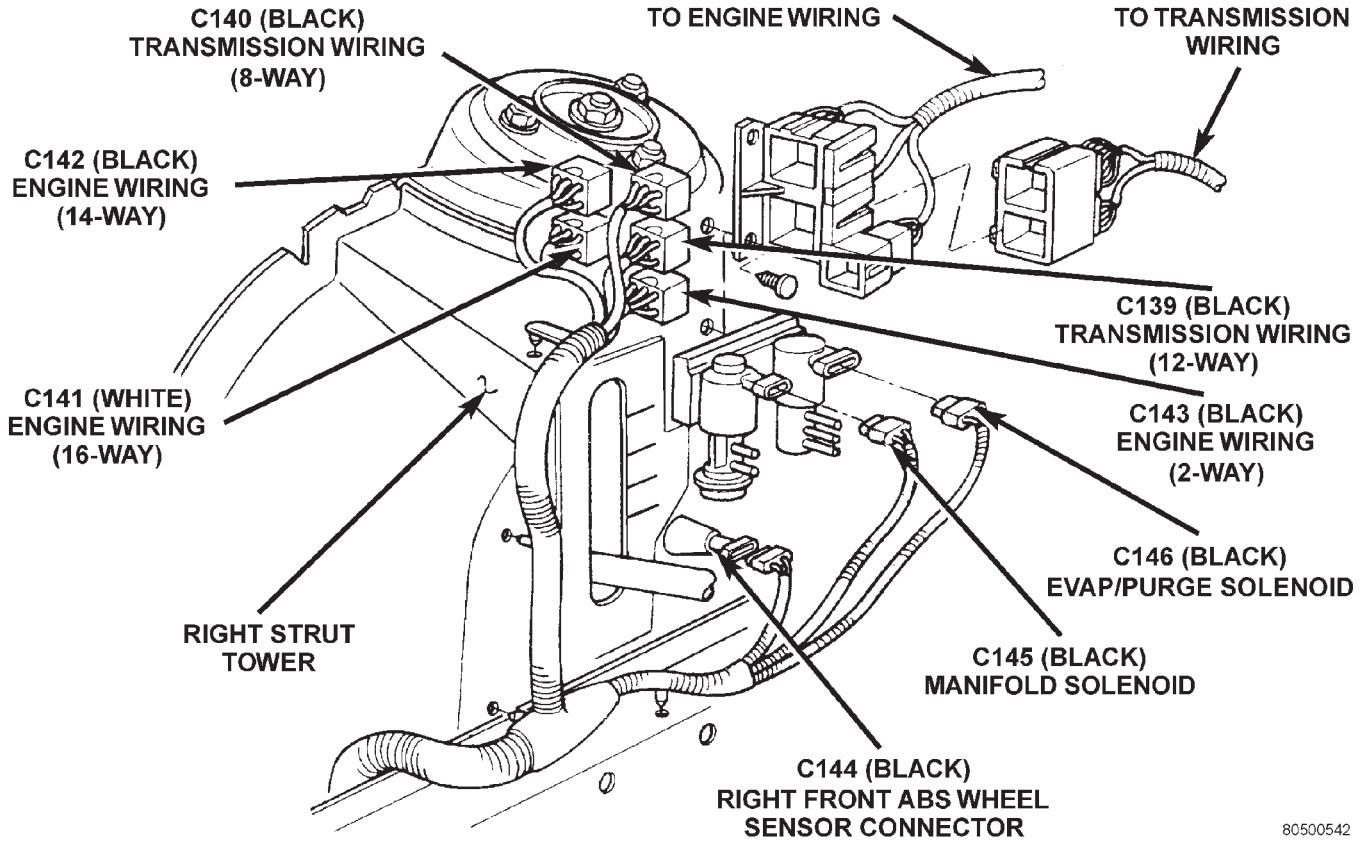


Fig. 6 Engine Compartment Connections

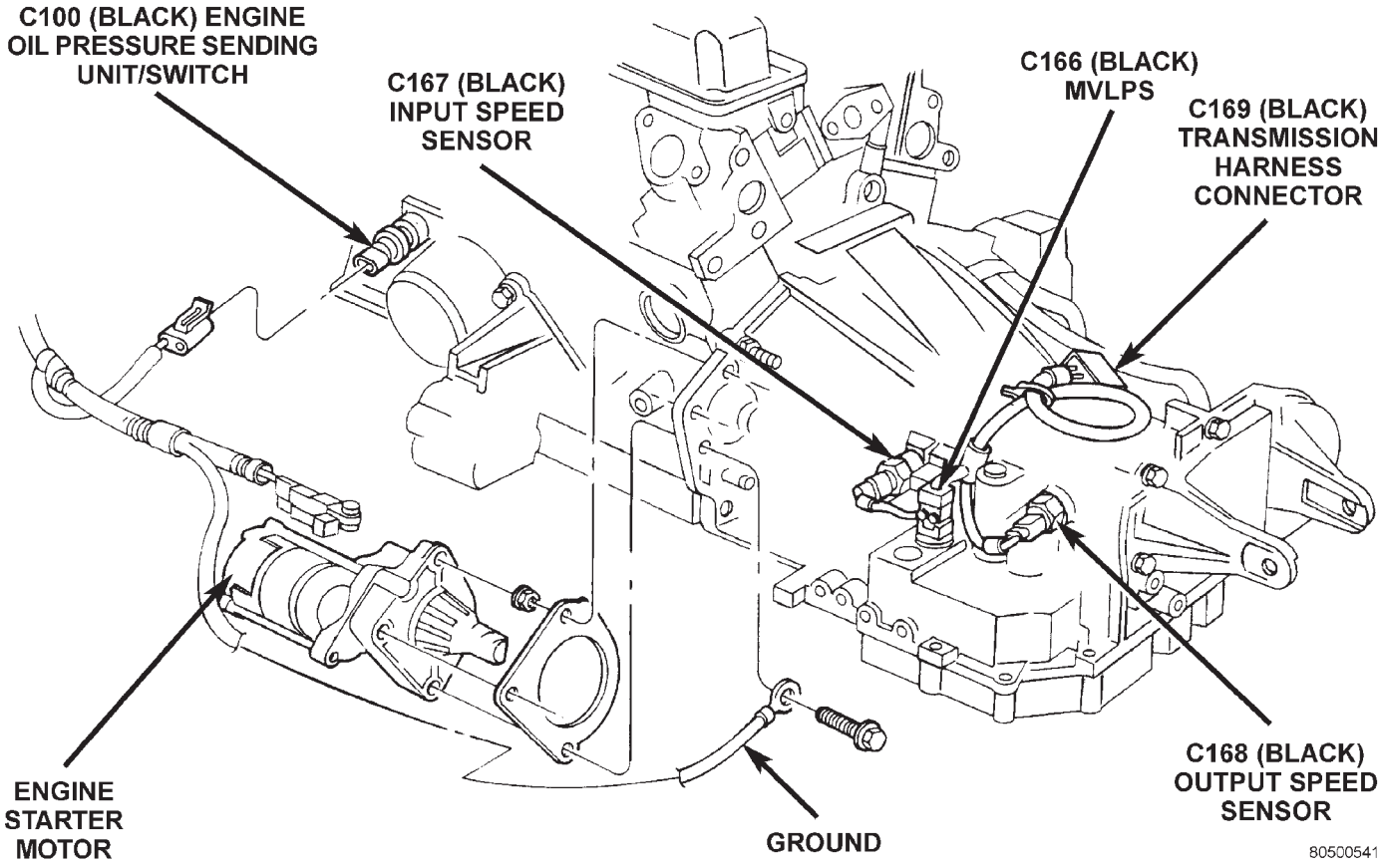


Fig. 5 Transmission Connections

DESCRIPTION AND OPERATION (Continued)

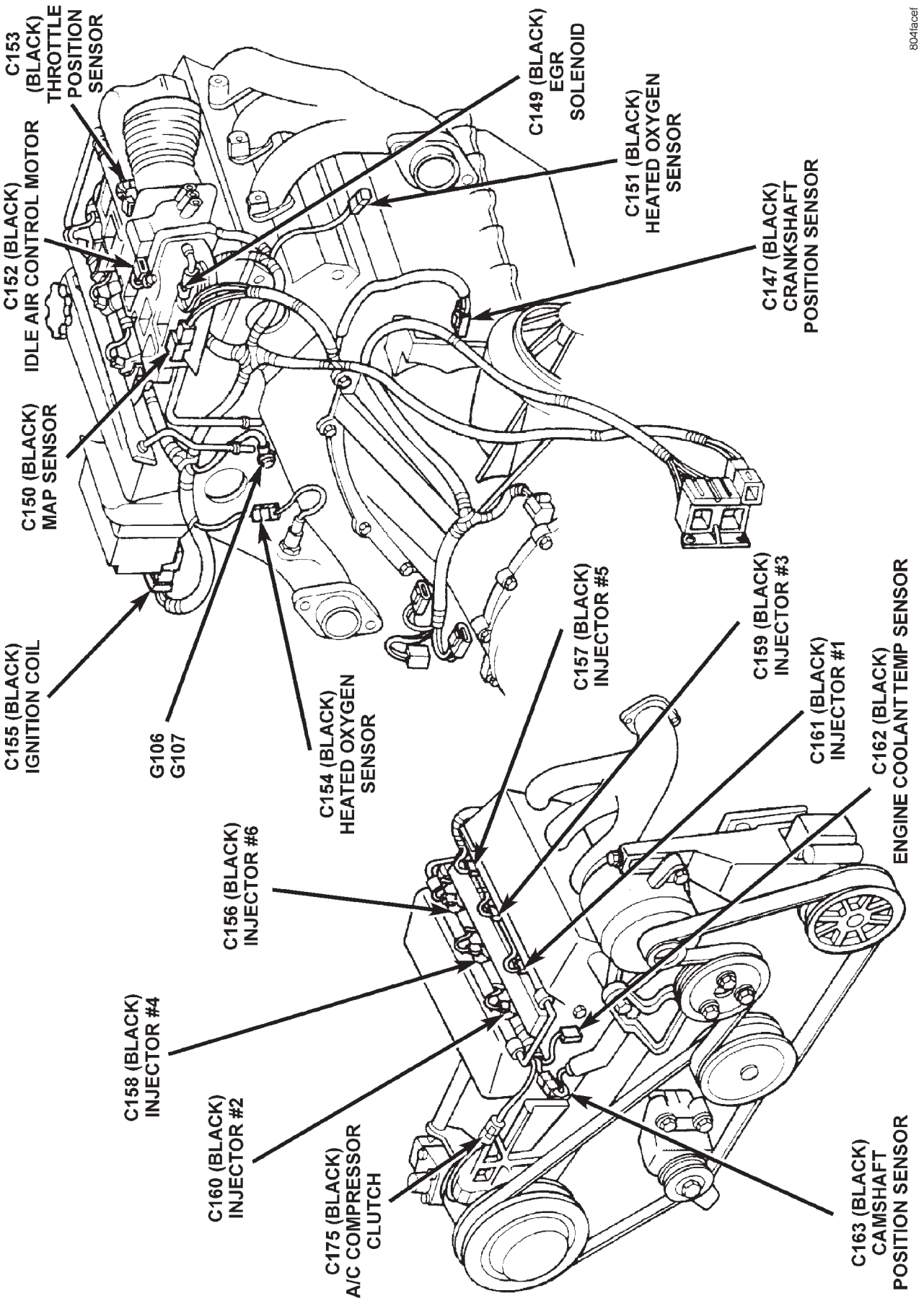


Fig. 7 Engine Connections 3.3L

DESCRIPTION AND OPERATION (Continued)

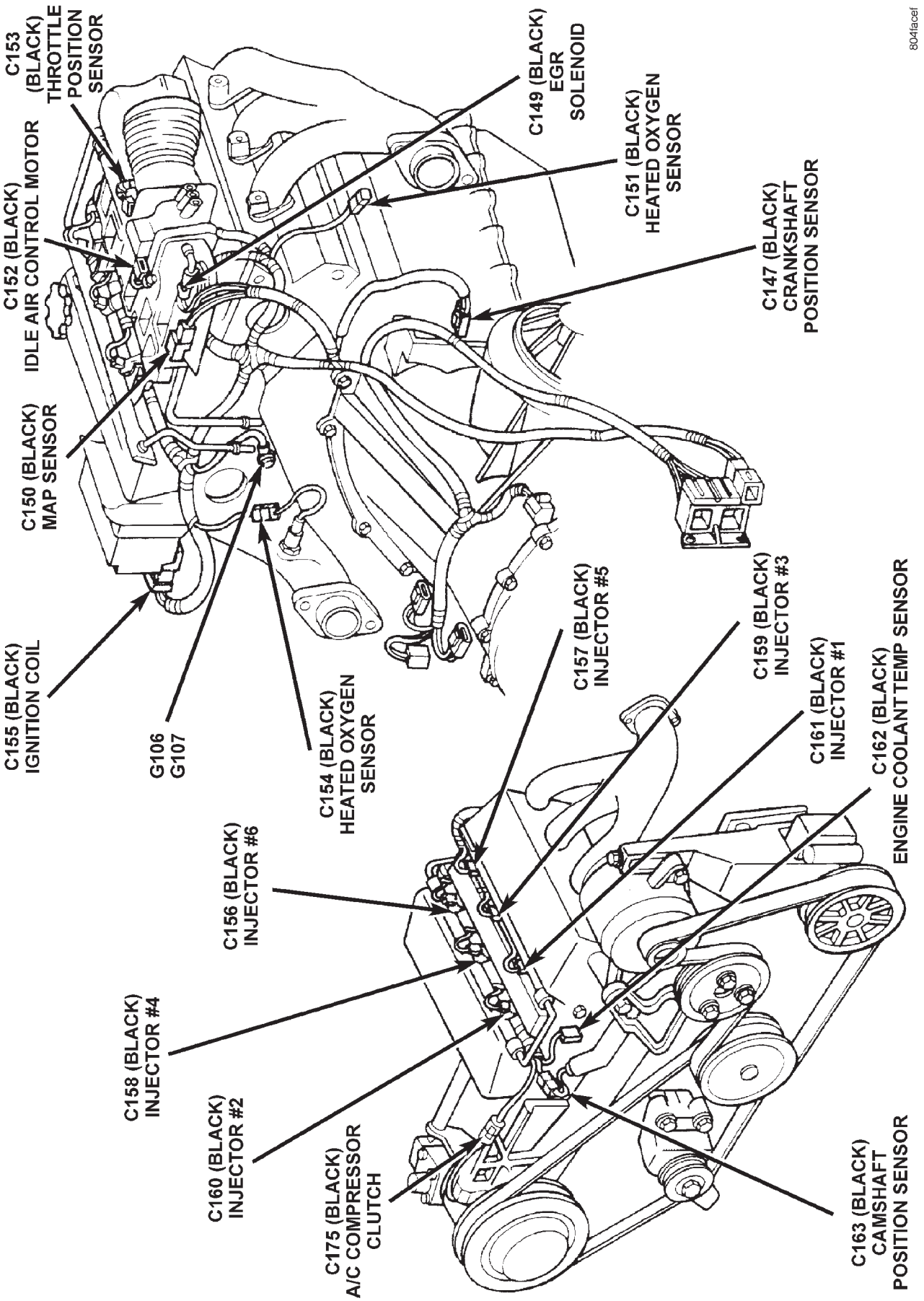


Fig. 8 Engine Connections 3.5L

DESCRIPTION AND OPERATION (Continued)

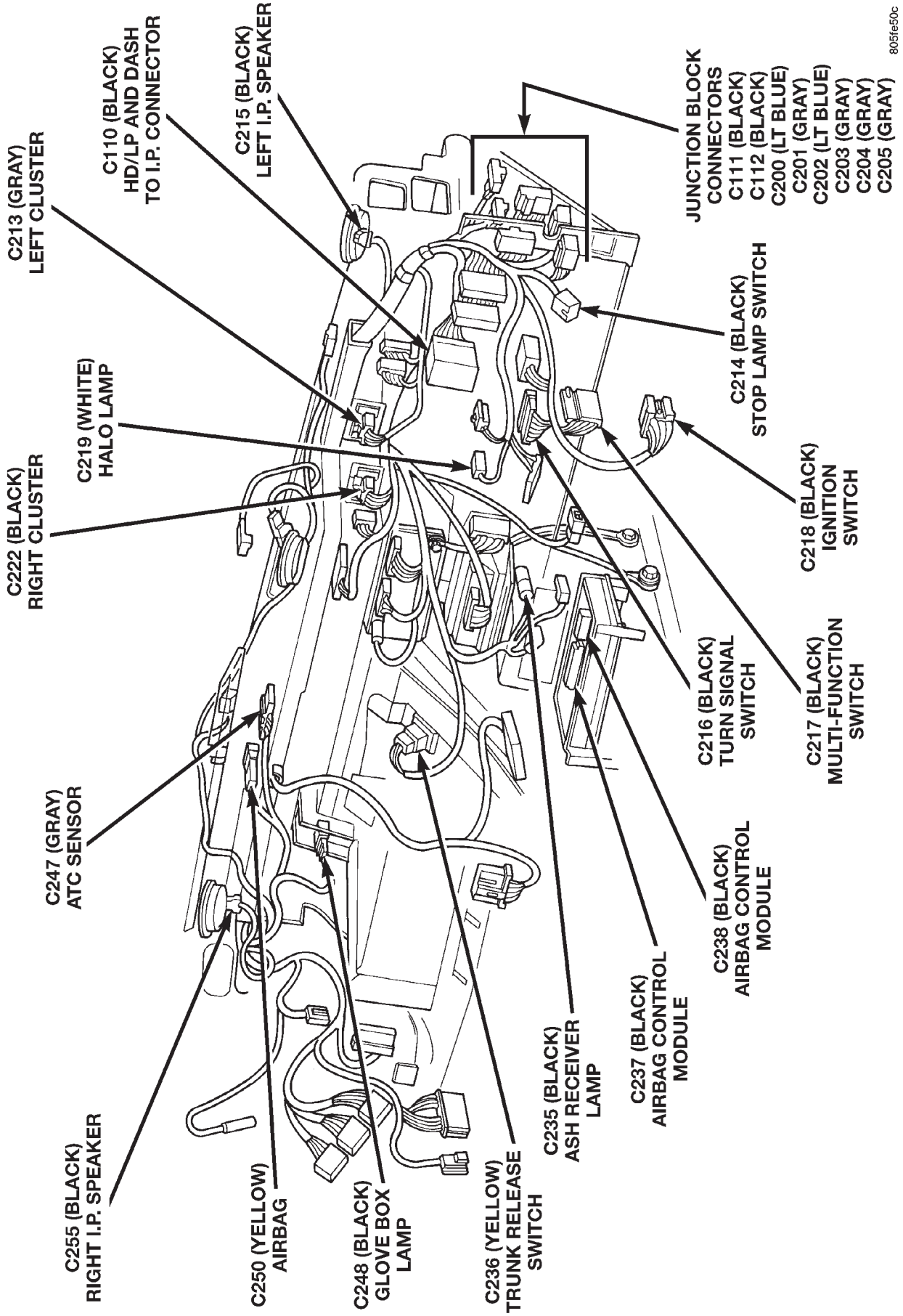


Fig. 9 Instrument Panel Connections

DESCRIPTION AND OPERATION (Continued)

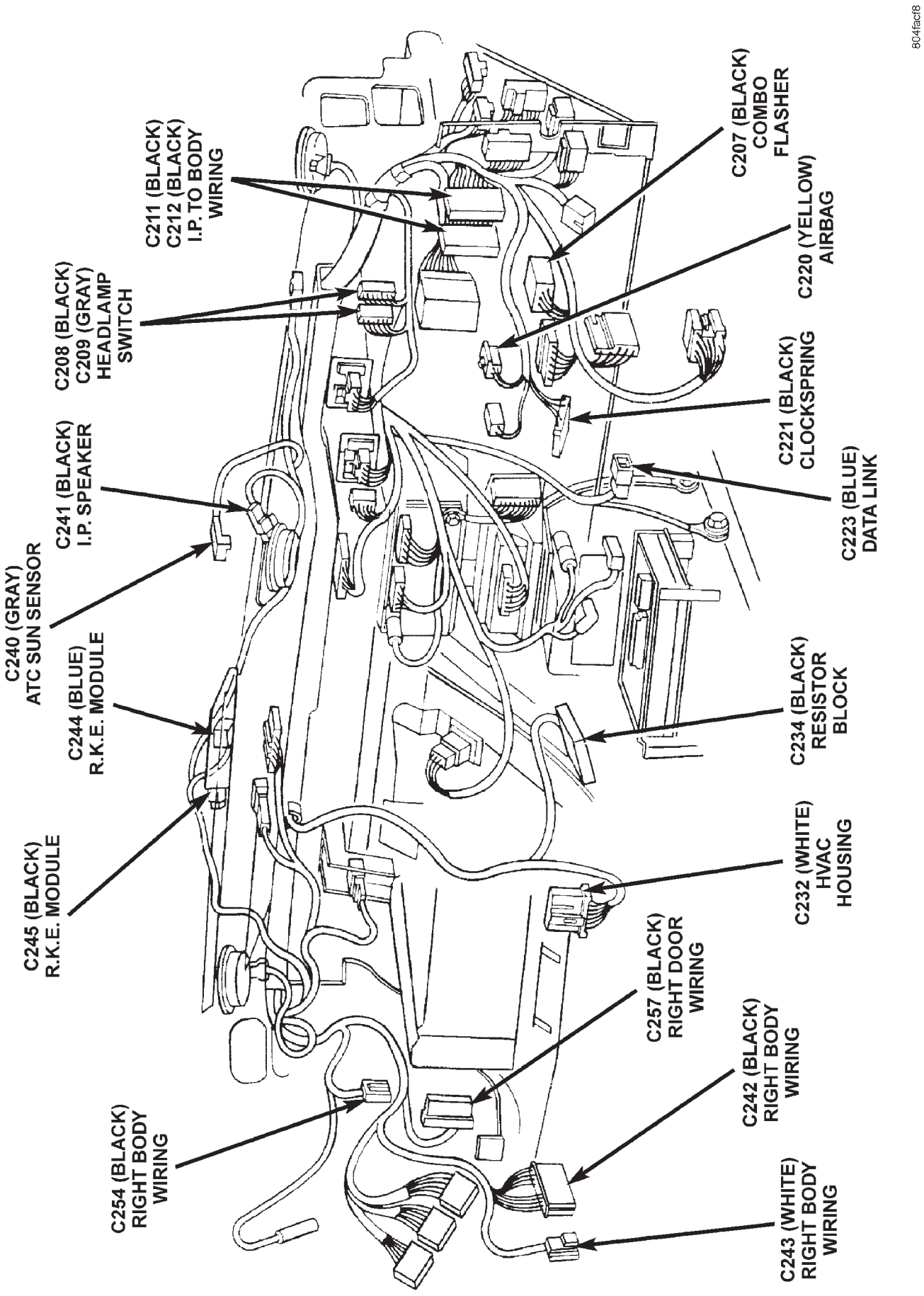


Fig. 10 Instrument Panel Connections

DESCRIPTION AND OPERATION (Continued)

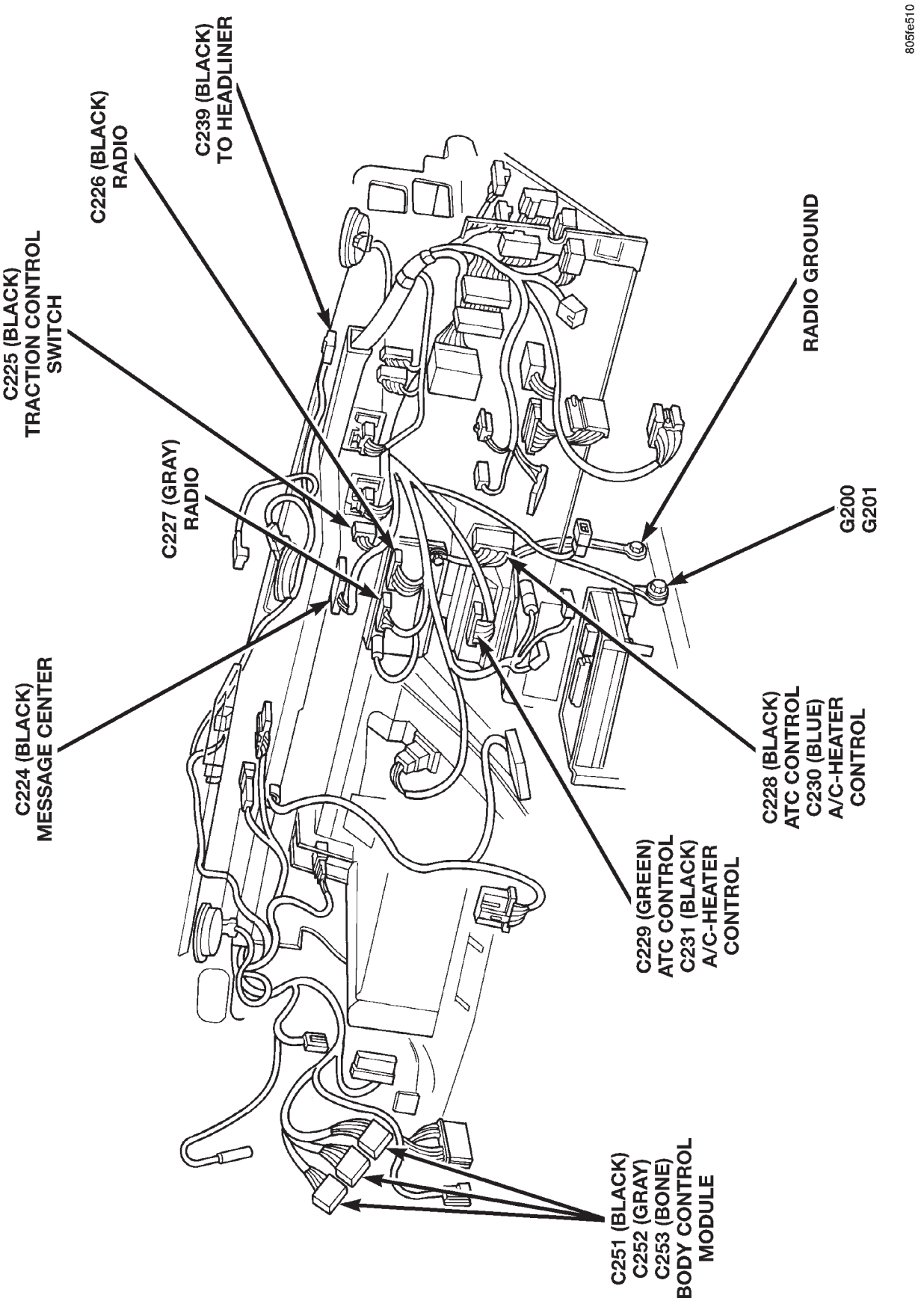


Fig. 11 Instrument Panel Connections

DESCRIPTION AND OPERATION (Continued)

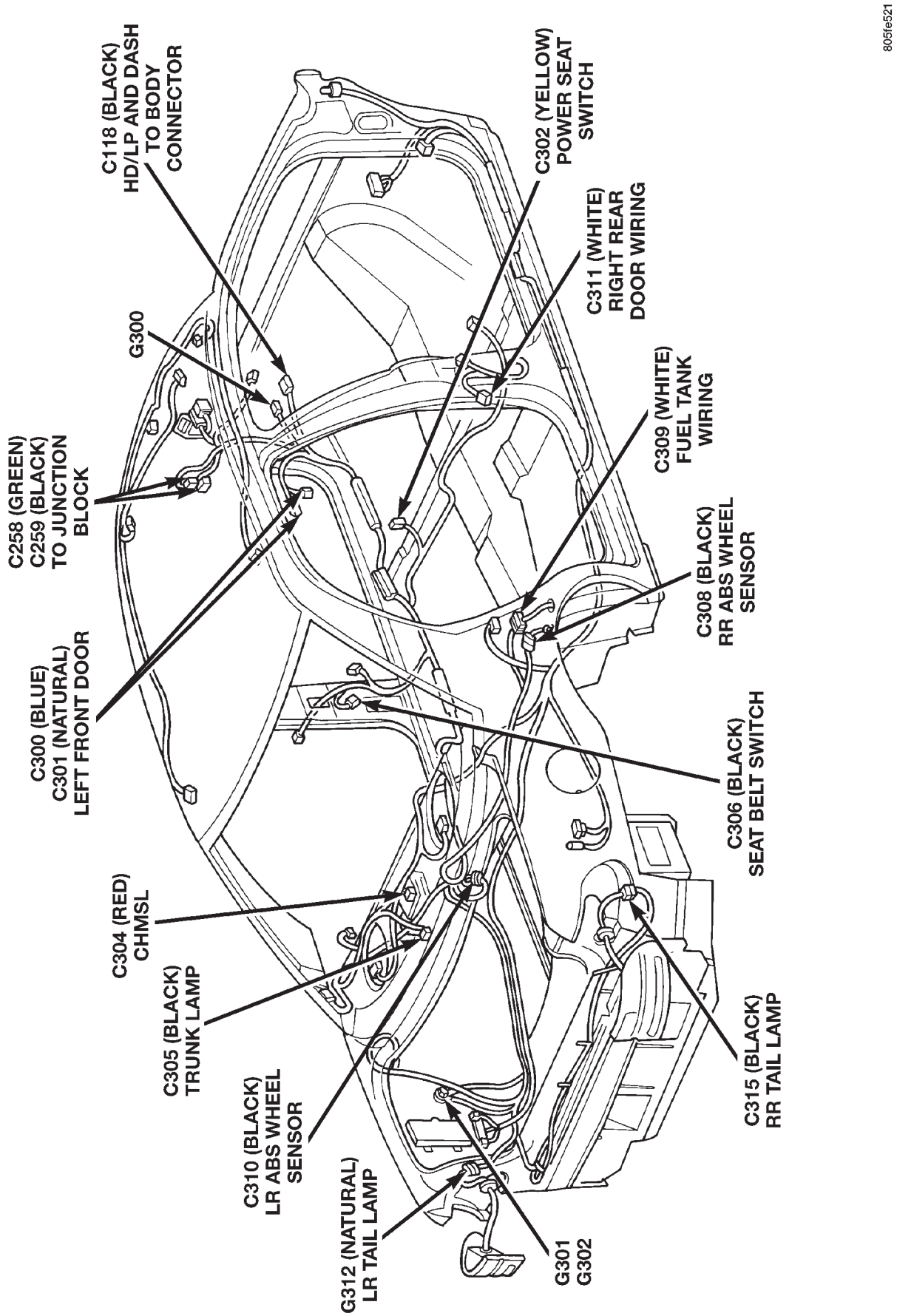


Fig. 12 Body Connections

DESCRIPTION AND OPERATION (Continued)

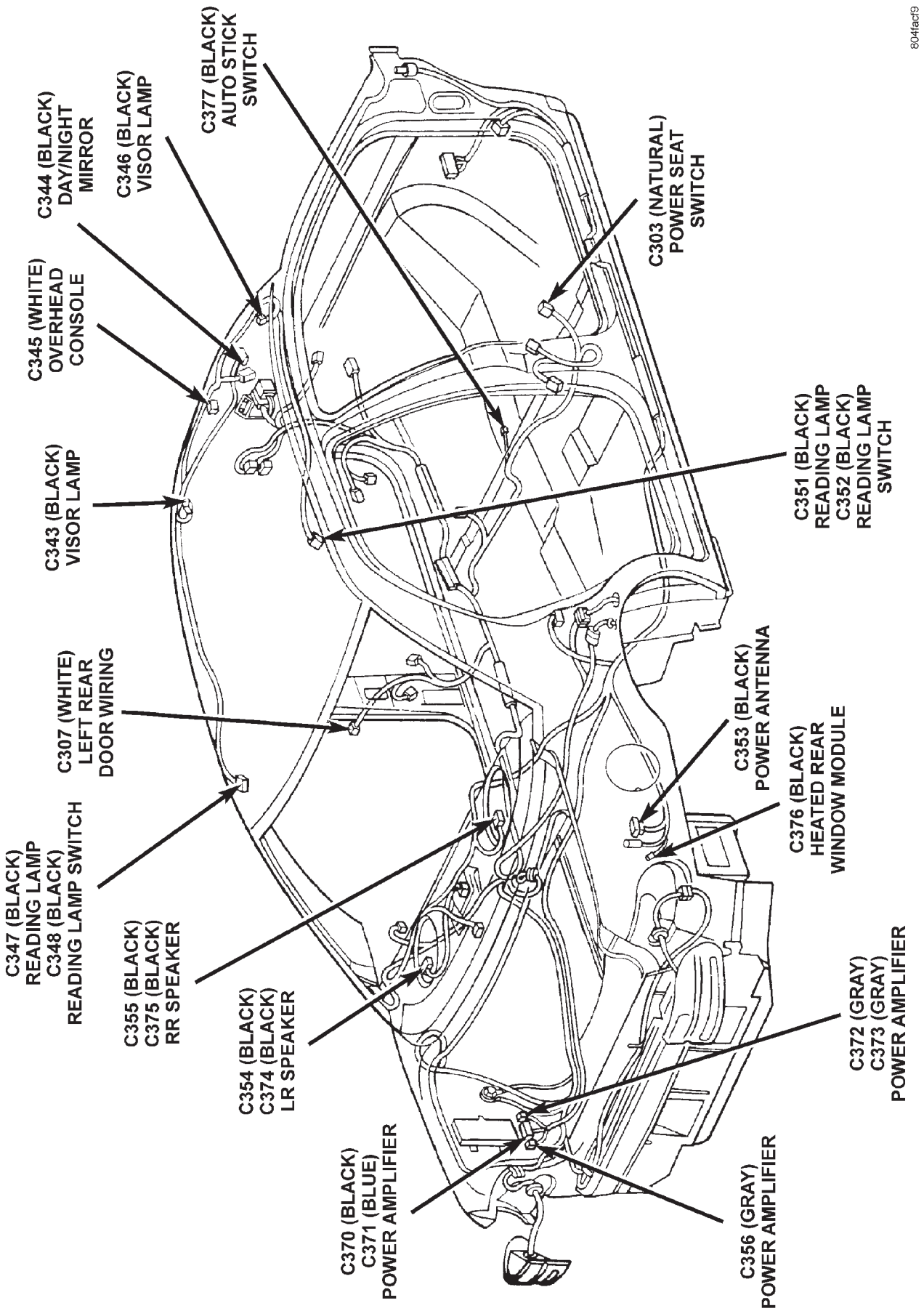


Fig. 13 Body Connections

DESCRIPTION AND OPERATION (Continued)

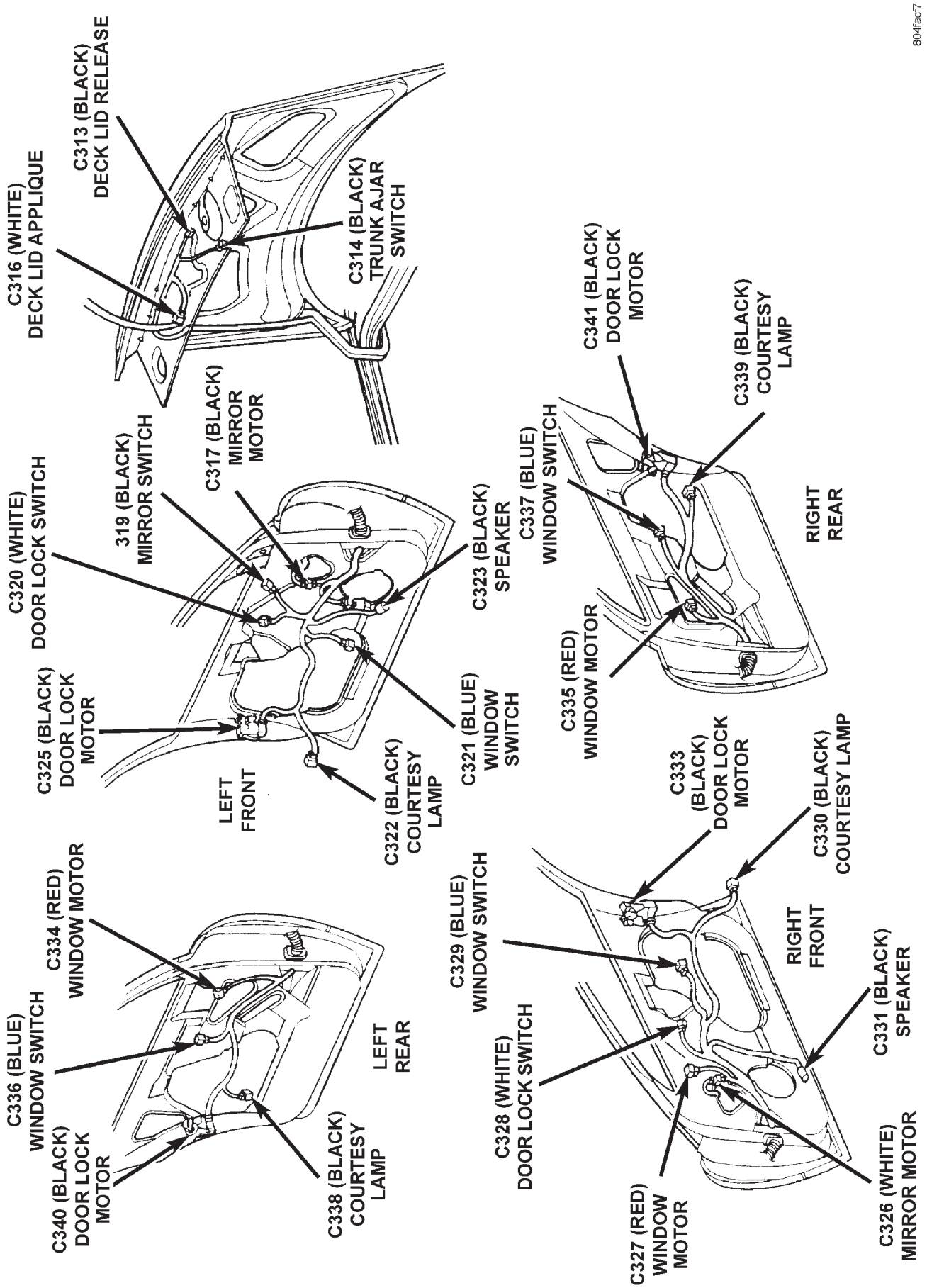


Fig. 14 Door and Deck Lid Connections

8W-95 SPLICE LOCATIONS

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SPLICE LOCATIONS 1

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying the general location of the splices in this vehicle. A splice index is provided. Use the wiring diagrams in each section for splice number identification. Refer to the index for the proper splice number.

SPLICE LOCATIONS

For splices not shown in this section a N/S is placed in the Fig. column.

Splice Number	Location	Fig.
S100	Near Battery Positive Terminal	1
S101	Near Battery Positive Terminal	1
S102	Internal to PDC	3
S103	At T/O for ABS Wiring	2
S104	Near T/O for ABS Wiring	3
S105	Near T/O for Washer Reservior	2
S106	Near T/O for Washer Reservior	3
S107	Between Washer Reservior T/O and HD/LP T/O	2
S108	Between Washer Reservior T/O and HD/LP T/O	3
S109	Between Washer Reservior T/O and HD/LP T/O	2
S110	At Harness T/O to Dash Panel Grommet	2
S111	At Harness T/O to Dash Panel Grommet	3
S112	Near Dash Panel Grommet	2
S113	Near TCM Control T/O	2
S114	Near TCM Control T/O	3
S115	Near TCM Control T/O	2
S116	Near TCM Control T/O	3

Splice Number	Location	Fig.
S117	In Headlamp T/O	3
S118	Between HD/LP T/O and Airbag Impact Sensor T/O	2
S119	Between HD/LP T/O and Airbag Impact Sensor T/O	2
S120	Near LT Airbag Impact Sensor T/O	2
S121	Near LT Airbag Impact Sensor T/O	3
S122	After T/O for Ambient Temp Sensor	2
S123	After T/O for Ambient Temp Sensor	3
S124	Center of Radiator Closure Panel	2
S126	Between Fan T/O and A/C Pressure Transducer T/O	2
S127	Between Fan T/O and A/C Pressure Transducer T/O	3
S128	Between Fan T/O and A/C Pressure Transducer T/O	2
S129	Between Fan T/O and A/C Pressure Transducer T/O	3
S130	Between A/C Pressure Transducer T/O and Horn T/O	2
S131	Between A/C Pressure Transducer T/O and Horn T/O	3
S132	Near HD/LP T/O	3

DESCRIPTION AND OPERATION (Continued)

Splice Number	Location	Fig.
S133	Before RT Headlamp T/O	2
S134	In RT Headlamp T/O	3
S135	Near RT Headlamp T/O	2
S136	In PCM Connector T/O	2
S137	Near DRL or DRL Jumper T/O	2
S138 (3.3L)	Near ENG to HD/LP and Dash Connectors	4
S138 (3.5L)	Near ENG to HD/LP and Dash Connectors	5
S139 (3.3L)	Near ENG to HD/LP and Dash Connectors	4
S139 (3.5L)	Near ENG to HD/LP and Dash Connectors	5
S140 (3.3L)	Near ENG to HD/LP and Dash Connectors	4
S140 (3.5L)	Near ENG to HD/LP and Dash Connectors	5
S141 (3.3L)	In Injector T/O RT Side	4
S141 (3.5L)	In Injector T/O RT Side	5
S142 (3.3L)	Near Ignition Coil T/O	4
S142 (3.5L)	Near Ignition Coil T/O	5
S143 (3.3L)	Near Ignition Coil T/O	4
S143 (3.5L)	Near Ignition Coil T/O	5
S144 (3.3L)	Near Ignition Coil T/O	4
S144 (3.5L)	Near Ignition Coil T/O	5
S145 (3.3L)	In Injector T/O RT Side	4
S145 (3.5L)	In Injector T/O RT Side	5
S147 (3.3L)	Near Trans Solenoid T/O	4
S147 (3.5L)	Near Trans Solenoid T/O	5
S148 (3.3L)	Near Inj. T/O RT Side	4
S148 (3.5L)	Near Engine Ground	5
S149	Near HD/LP and Dash Connector	4, 5
S150	Near Trans Sol T/O	4, 5
S151	Near LT Downstream O2 Sensor T/O	4, 5
S152	Near LT Downstream O2 Sensor T/O	4, 5
S153	In T/O for CAB	3
S154	In HD/LP T/O	2
S155	Near DRL or DRL Jumper T/O	3
S156	RT Strut Tower	N/S
S200	Near T/O for Stop Lamp SW	7

Splice Number	Location	Fig.
S201	Near T/O for Multi-Function SW	6
S202	Near T/O for Multi-Function SW	7
S203	Between LT I.P. Speaker and Radio T/O	6
S204	Between LT I.P. Speaker and Radio T/O	7
S205	Between LT I.P. Speaker and Radio T/O	6
S206	Between LT I.P. Speaker and Radio T/O	7
S207	Between LT I.P. Speaker and Radio T/O	6
S208	Between LT I.P. Speaker and Radio T/O	7
S209	Between LT I.P. Speaker and Radio T/O	6
S210	Near Radio T/O	7
S211	Near Radio T/O	6
S212	Near Radio T/O	7
S213	Near Radio T/O	6
S214	Near Radio T/O	6
S215	Near Harness ID Label	6
S216	Near Harness ID Label	7
S217	Near HVAC T/O	6
S219	Near HVAC T/O	6
S220	Near HVAC T/O	7
S221	Above Glove Box	6
S222	Near HVAC T/O	7
S223	Near HVAC T/O	6
S224	Near HVAC T/O	7
S225	Near HVAC T/O	6
S226	Above Glove Box	7
S227	Above Glove Box	6
S228	Above Glove Box	7
S229	Near RT I.P. Speaker T/O	6
S230	Near RT I.P. Speaker T/O	7
S231	Near RT I.P. Speaker T/O	6
S233	Near EVAP/Temp Sensor T/O	N/S
S234	Near EVAP/Temp Sensor T/O	N/S
S235	Near Mode Door Sensor T/O	N/S
S236	Near HVAC T/O	7

DESCRIPTION AND OPERATION (Continued)

Splice Number	Location	Fig.
S237	Near HVAC T/O	6
S300	LT Body Between Kick Panel and B-Pillar	8
S301	LT Body Between Kick Panel and B-Pillar	8
S302	LT Body Between Kick Panel and B-Pillar	8
S303	LT Body Between Kick Panel and B-Pillar	8
S304	LT Body Between Kick Panel and B-Pillar	8
S305	LT Body Between Kick Panel and B-Pillar	8
S306	Between T/O for Drivers Seat and B-Pillar	8
S307	LT Side Between B and C-Pillar	8
S308	Near T/O for LT Rear Door SW	8
S309	Between Body Ground T/O and LT Tail Lamp T/O	8
S310	Between Body Ground T/O and LT Tail Lamp T/O	8
S311	Between Body Ground T/O and LT Tail Lamp T/O	8
S312	Between Body Ground T/O and LT Tail Lamp T/O	8
S313	In Left Rear Door Near Connector	9
S314	In Left Rear Door Near Connector	9
S315	LF Door Near Mirror and Lock SW T/O	9
S316	In RT Door Near Connector	9
S317	In RT Door Near Connector	9
S318	Between A-Pillar amd Center of Header	8
S319	Between A-Pillar amd Center of Header	8
S320	Between A-Pillar amd Center of Header	8
S321	Between A-Pillar amd Center of Header	8
S322	Between A-Pillar amd Center of Header	8
S323	Before Antenna and RT Rear Speaker T/O	8
S324	LT Rear Qtr. Panel	8
S401	LT Rear Quarter Panel	N/S
S402	RT Rear Quarter Panel	N/S
S403	LT Rear Quarter Panel	N/S
S404	RT Rear Quarter Panel	N/S
S405	Near RT Tail Lamp Connector	N/S
S406	Near RT Tail Lamp Connector	N/S
S407	Between Lamp and Grommet	9
C408	Between Lamp and Grommet	9

DESCRIPTION AND OPERATION (Continued)

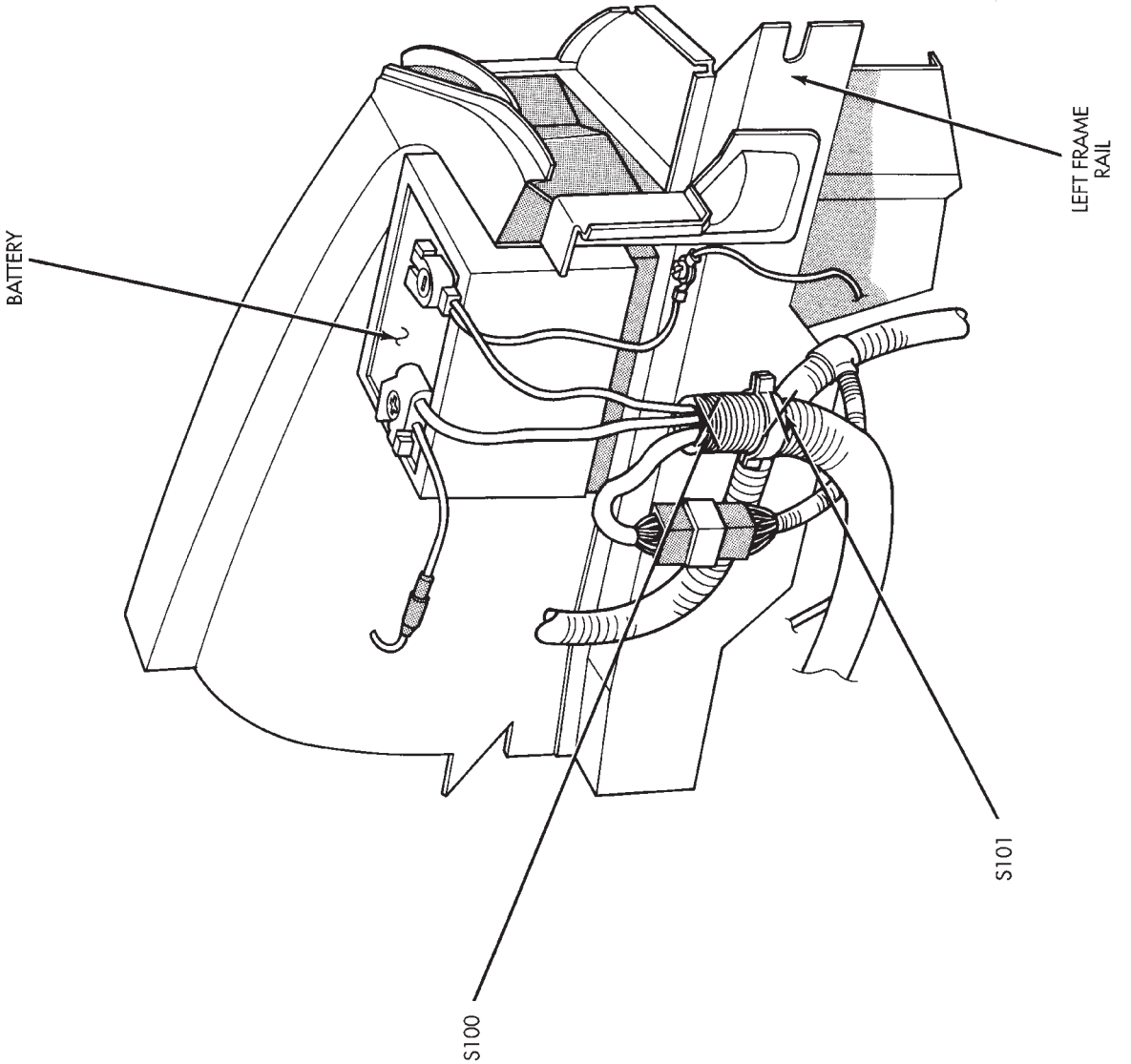


Fig. 1 Engine Compartment Splices

DESCRIPTION AND OPERATION (Continued)

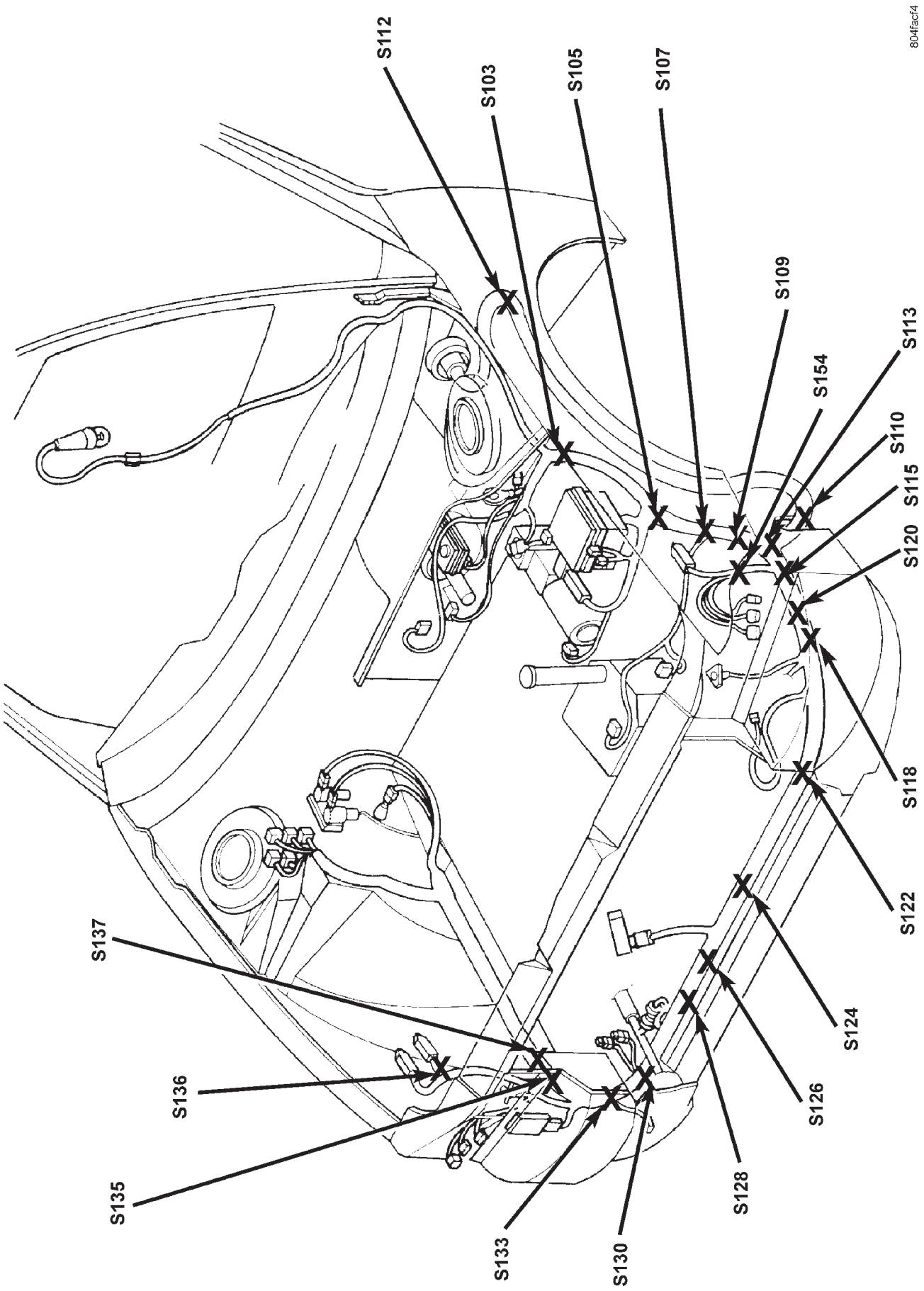


Fig. 2 Engine Compartment Splices

DESCRIPTION AND OPERATION (Continued)

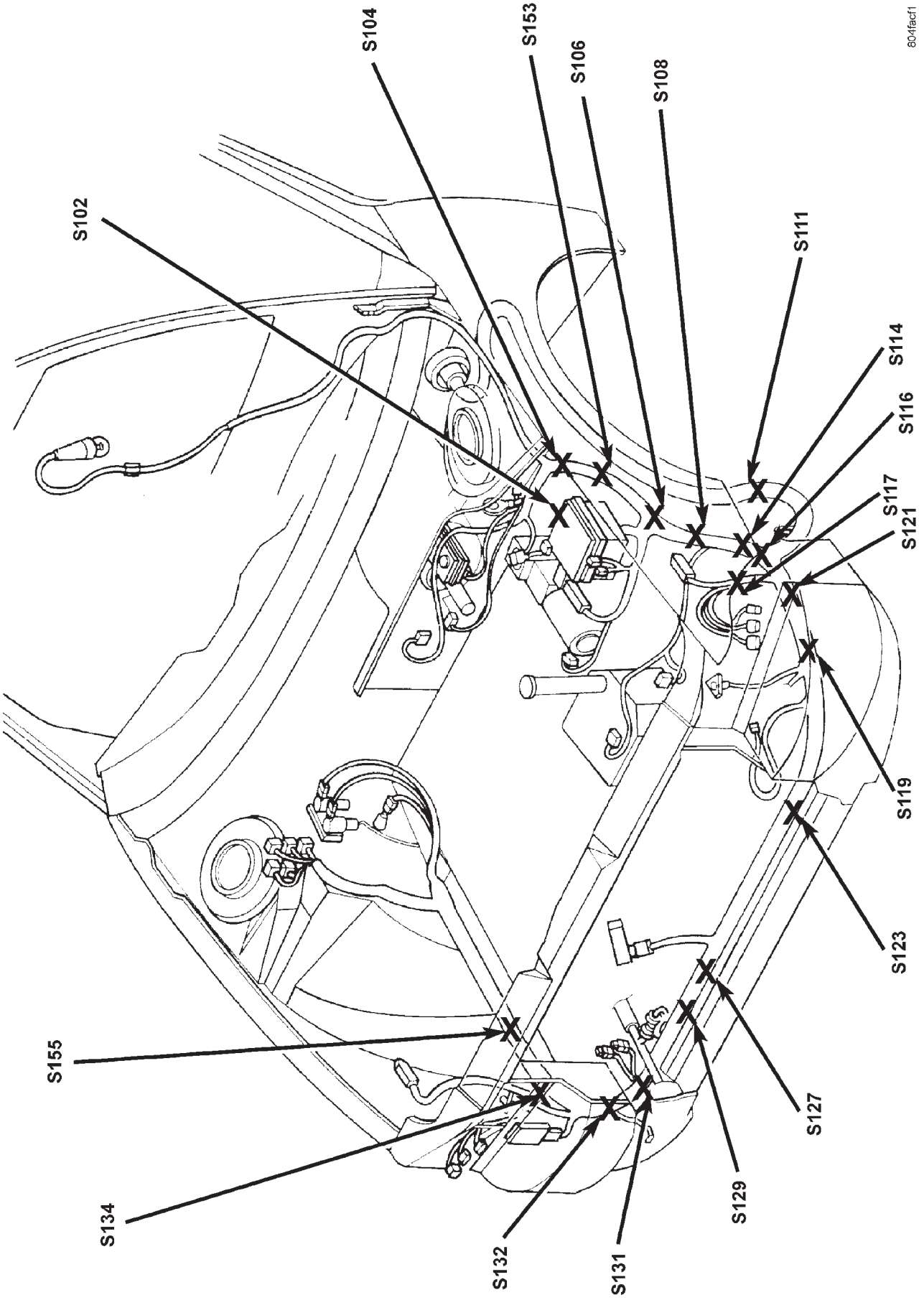


Fig. 3 Engine Compartment Splices

DESCRIPTION AND OPERATION (Continued)

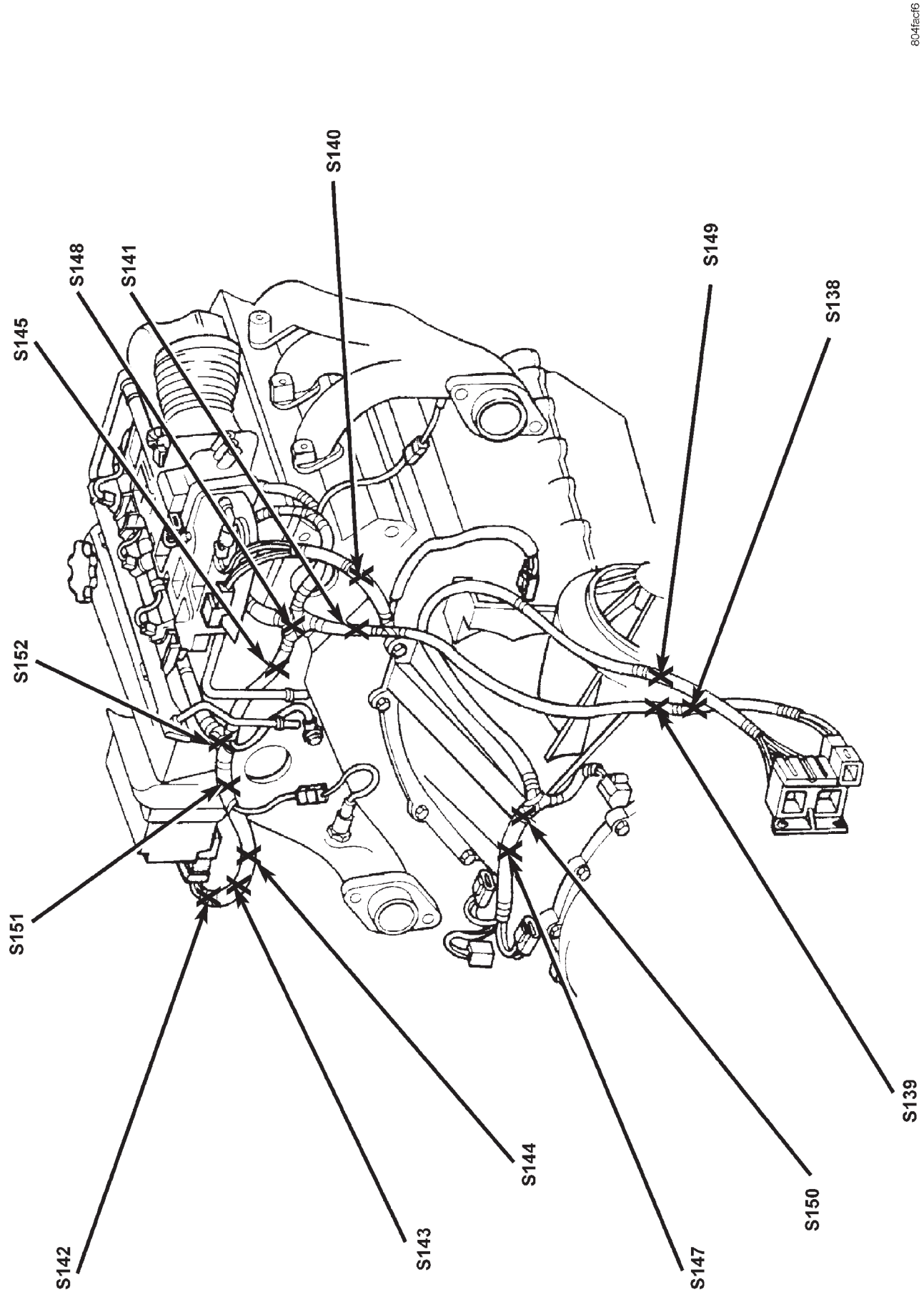


Fig. 4 Engine Splices 3.3L

DESCRIPTION AND OPERATION (Continued)

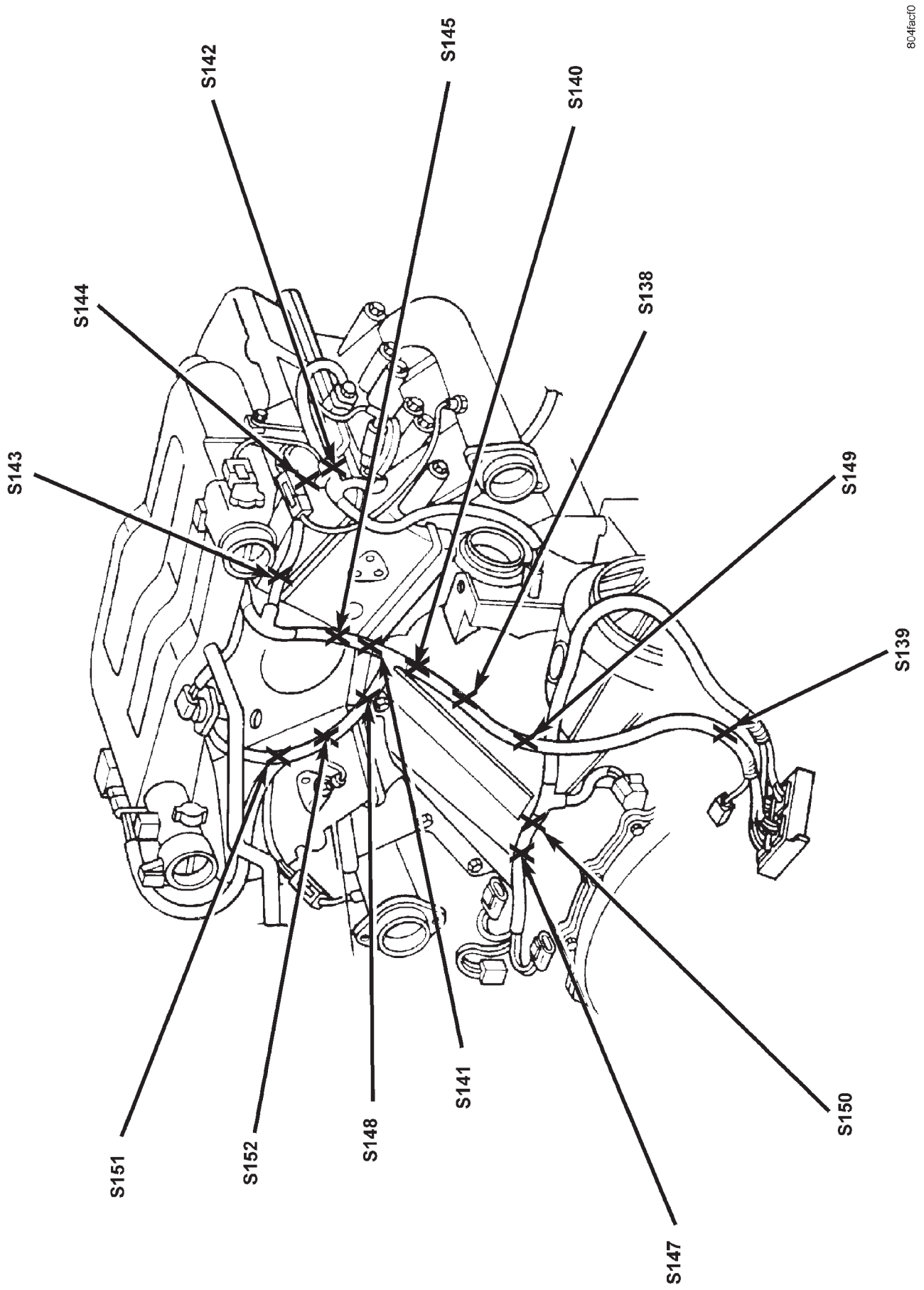


Fig. 5 Engine Splices 3.5L

DESCRIPTION AND OPERATION (Continued)

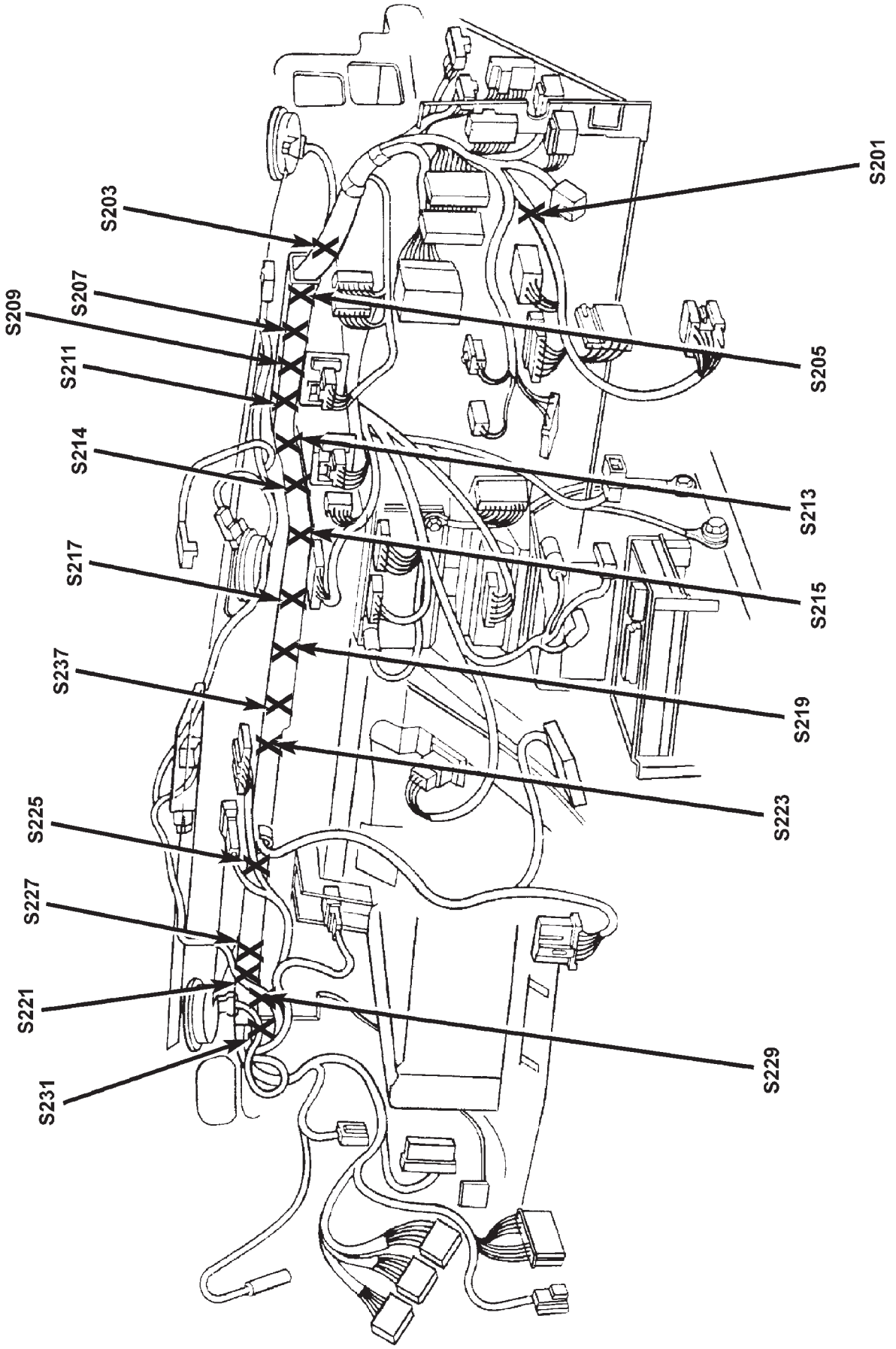


Fig. 6 Instrument Panel Splices

DESCRIPTION AND OPERATION (Continued)

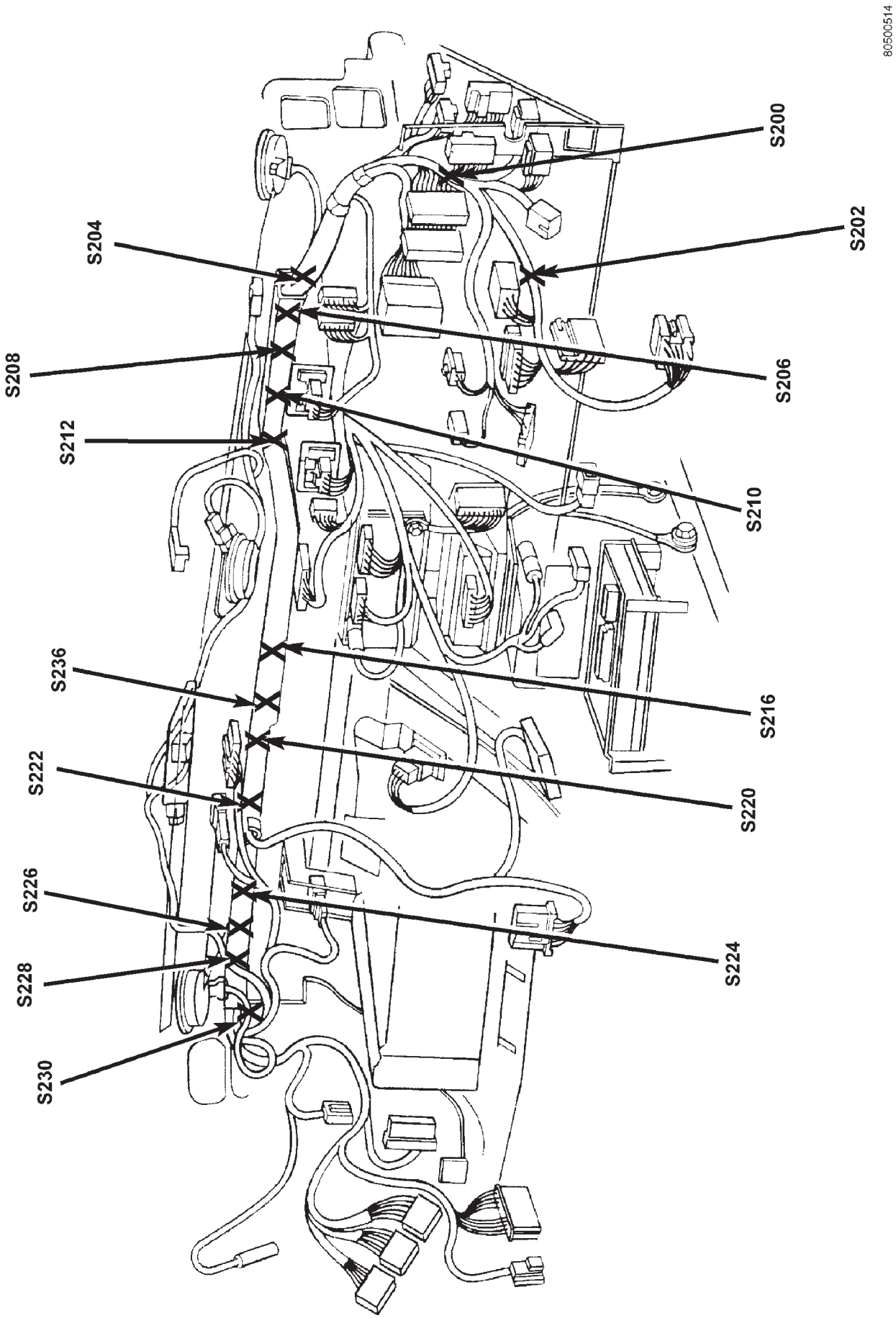


Fig. 7 Instrument Panel Splices

DESCRIPTION AND OPERATION (Continued)

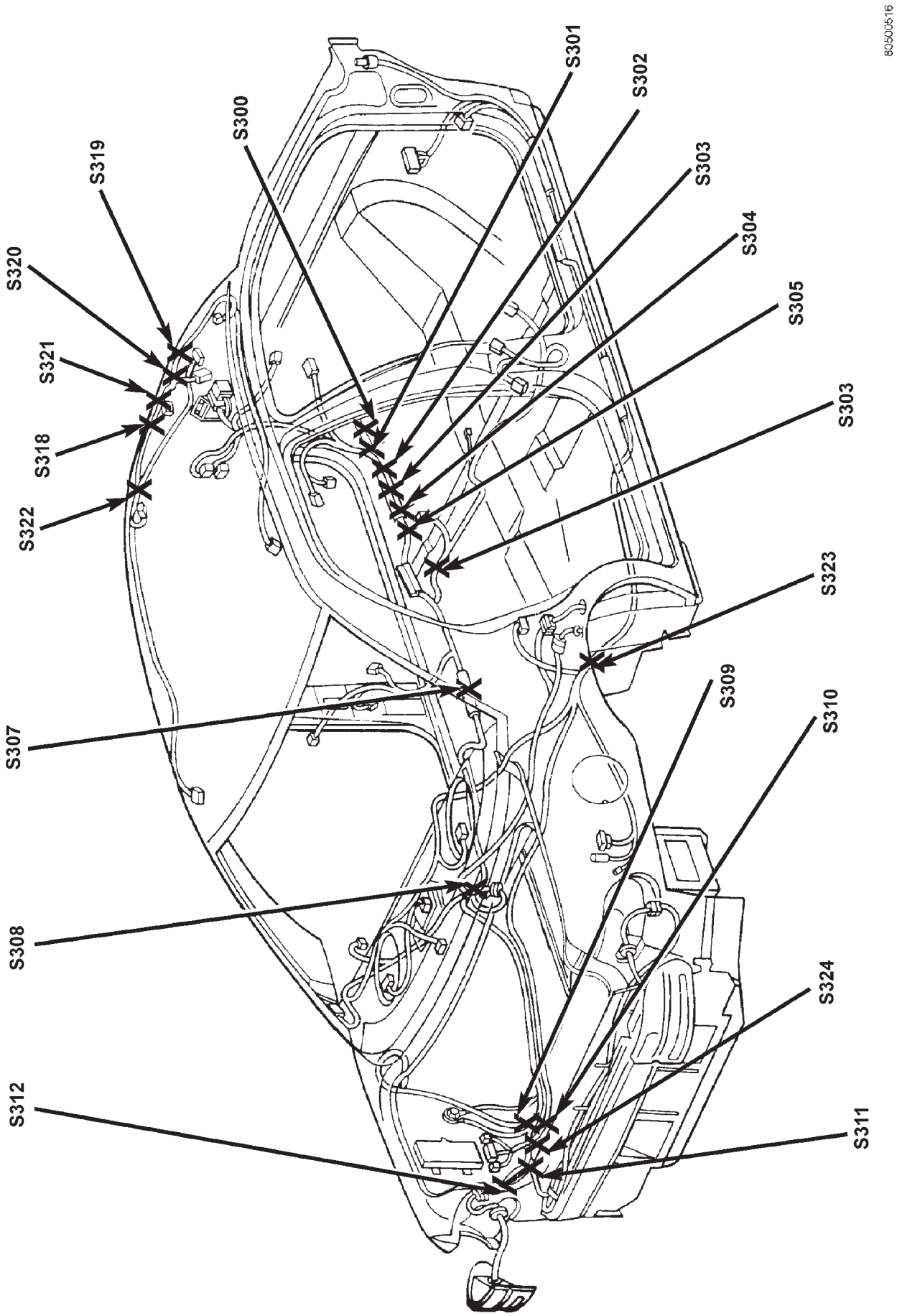


Fig. 8 Body Splices

DESCRIPTION AND OPERATION (Continued)

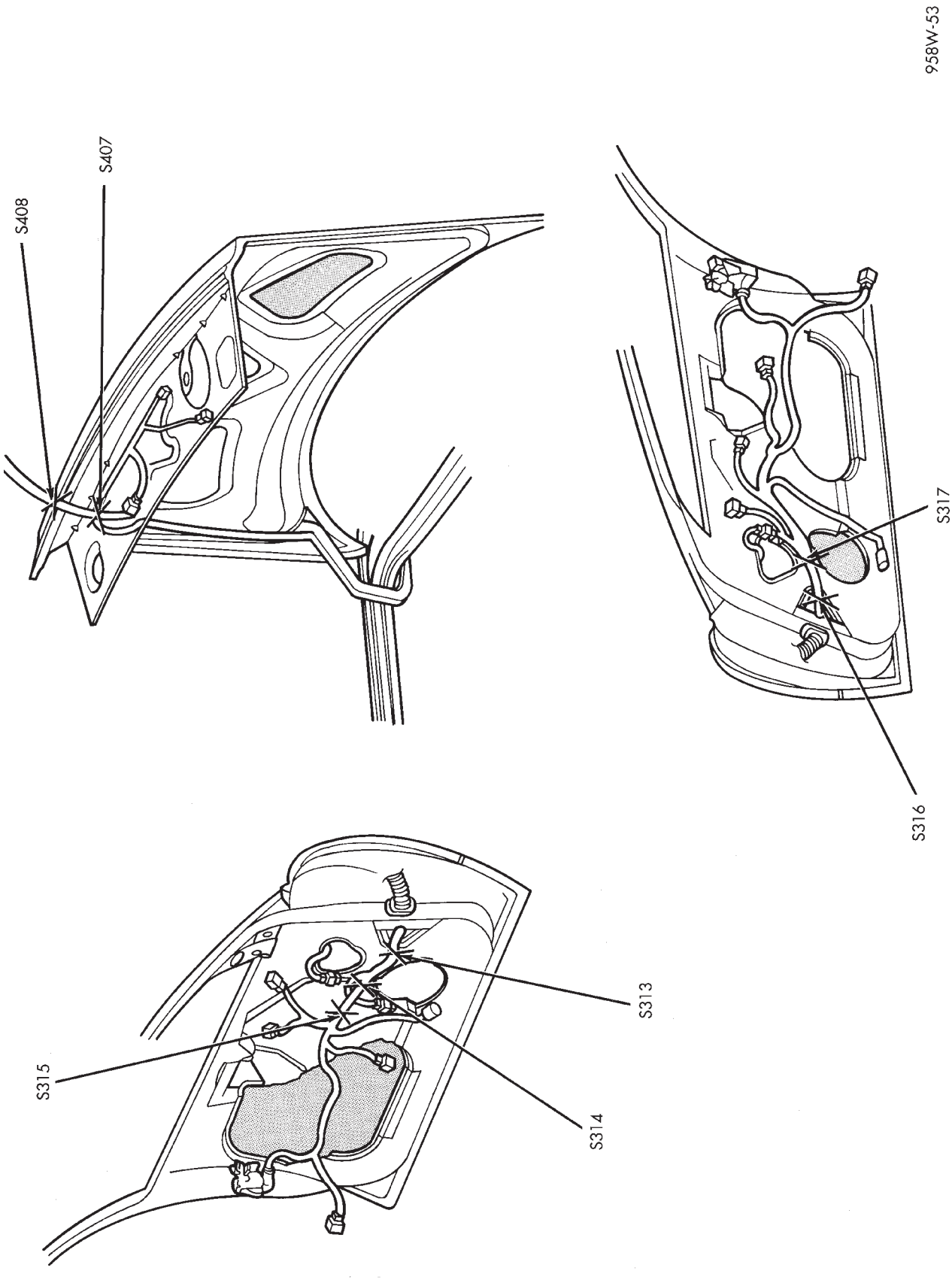


Fig. 9 Door/Deck Lid Splices