

2008 Chevrolet Silverado 1500

2008 ACCESSORIES & EQUIPMENT Vehicle Access - Cab & Chassis Sierra, Cab & Chassis Silverado, Sierra & Silverado

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SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

Application	Specification	
	Metric	English
Door Lock Screws	10 N.m	89 lb in
Door Striker Bolts	24 N.m	18 lb ft
Liftgate Close Actuator Bracket Bolts	30 N.m	22 lb ft
Outside Door Handle Bolts	9 N.m	80 lb in
Power Liftgate Switch Screw	0.2 N.m	1.7 lb in
Side Door Inside Handle Bolt	2 N.m	18 lb in

SCHEMATIC AND ROUTING DIAGRAMS

DOOR LOCK/INDICATOR SCHEMATICS

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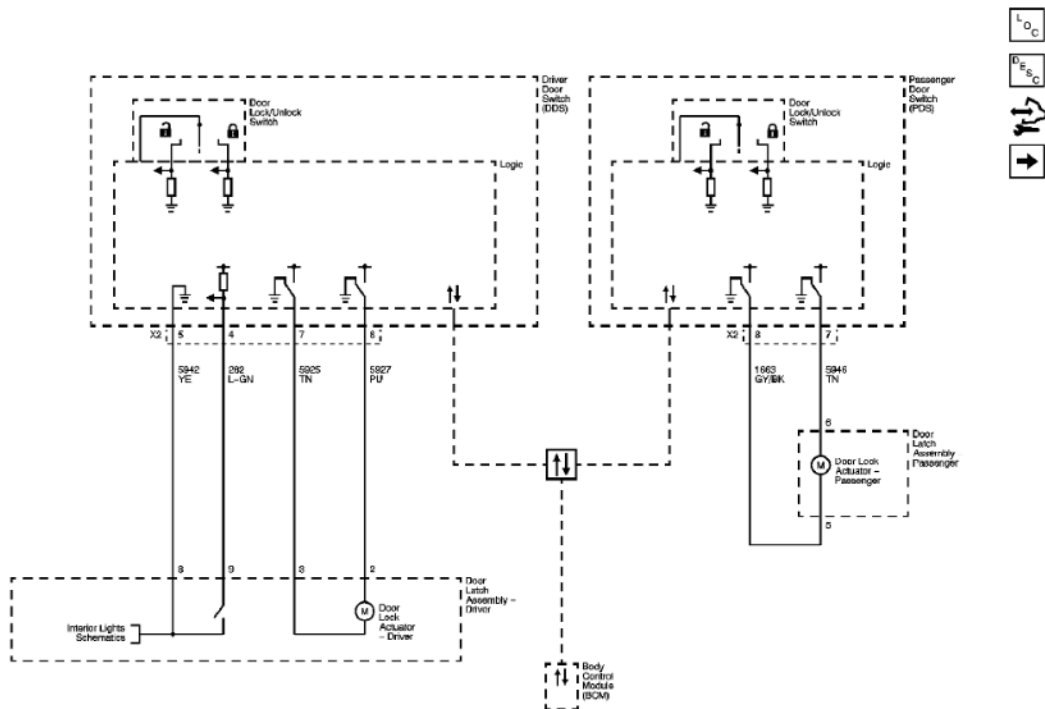


Fig. 1: Door Lock Controls and Front Door Locks (AN3/DL3)
Courtesy of GENERAL MOTORS CORP.

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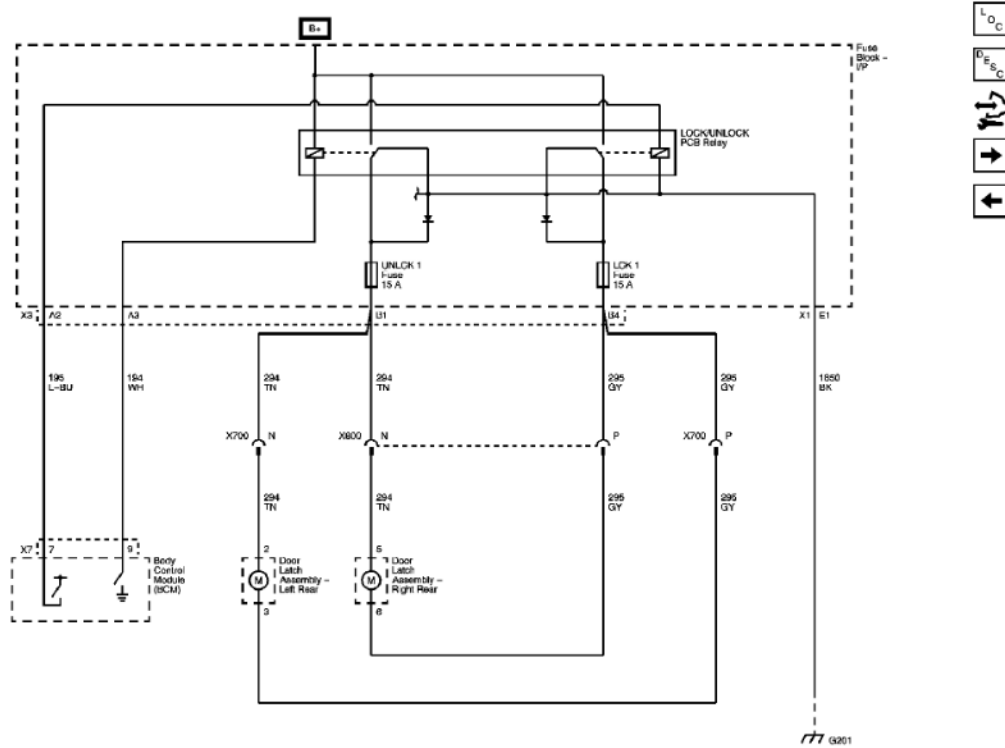


Fig. 2: Rear Door Locks (Crew Cab +AN3)
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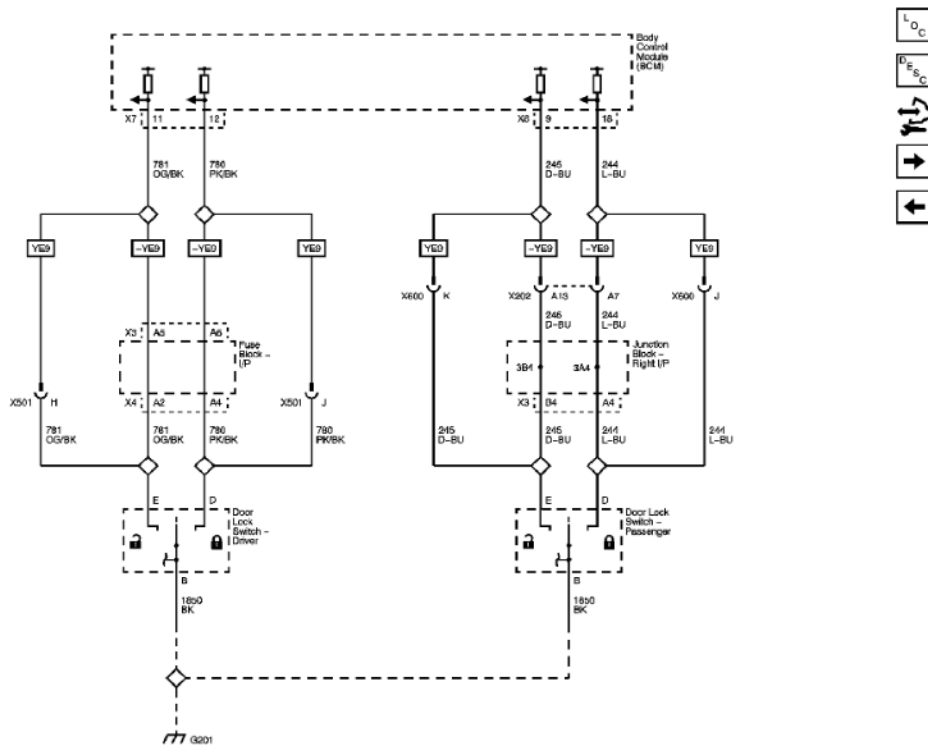


Fig. 3: Door Lock Controls (AU3 -AN3/DL3)
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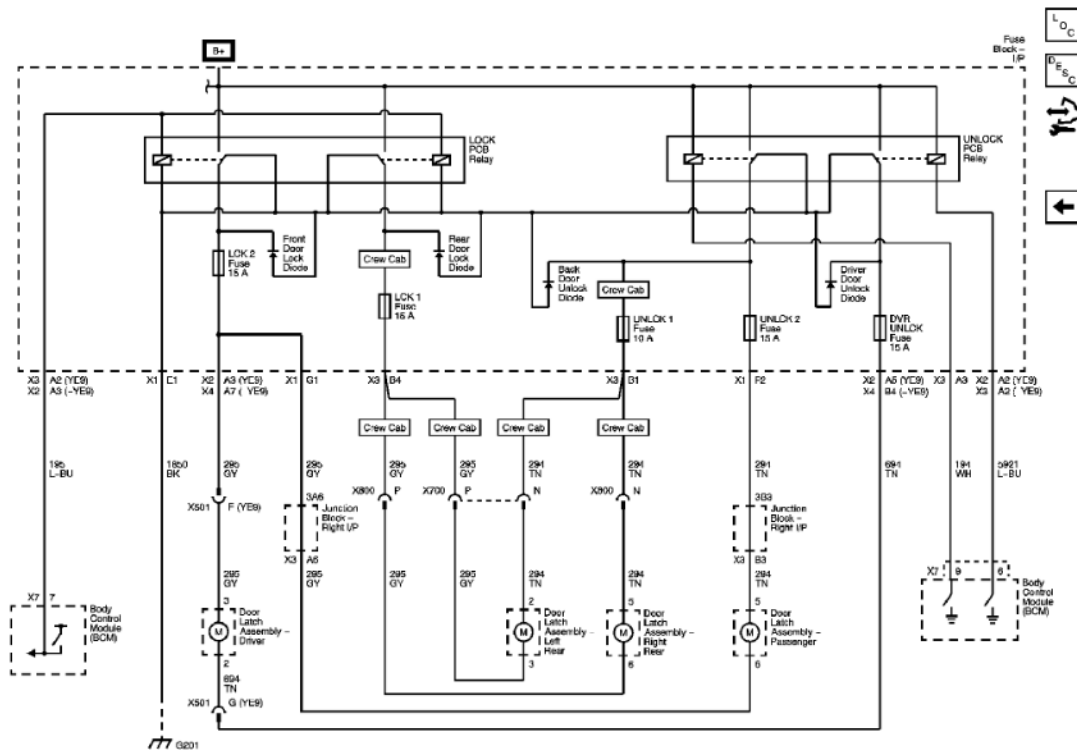
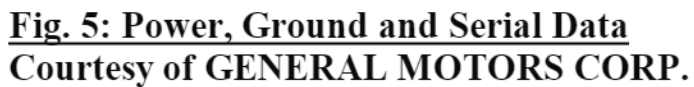


Fig. 4: Door Lock Motors (AU3 -AN3/DL3)
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DOOR CONTROL MODULE SCHEMATICS

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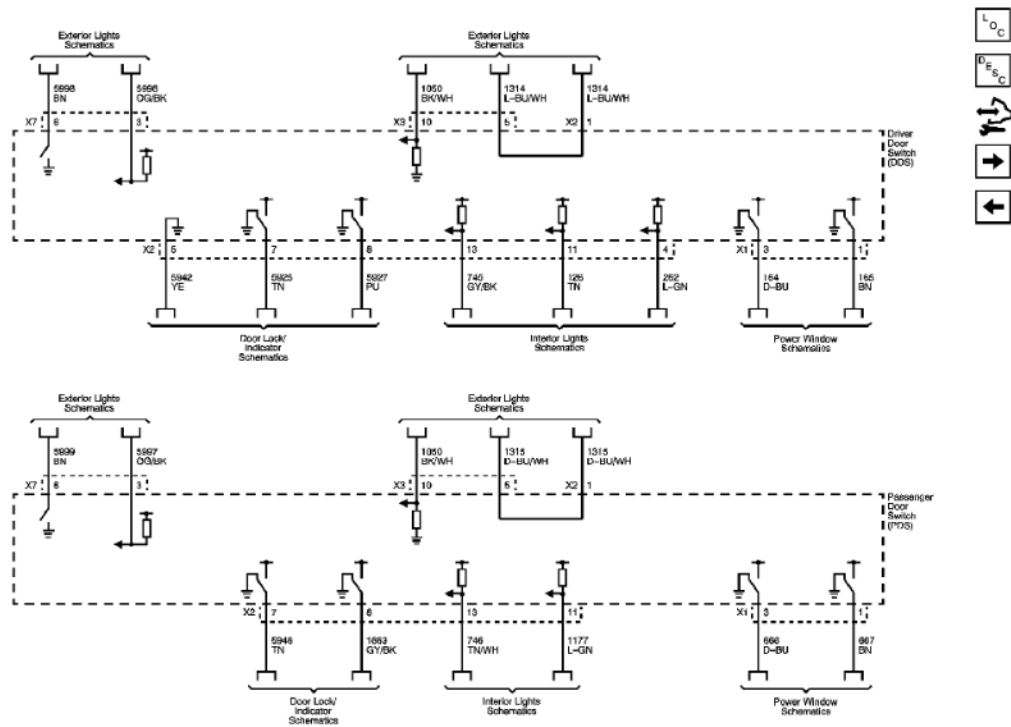


Fig. 6: Door Lock, Window and Lighting System References
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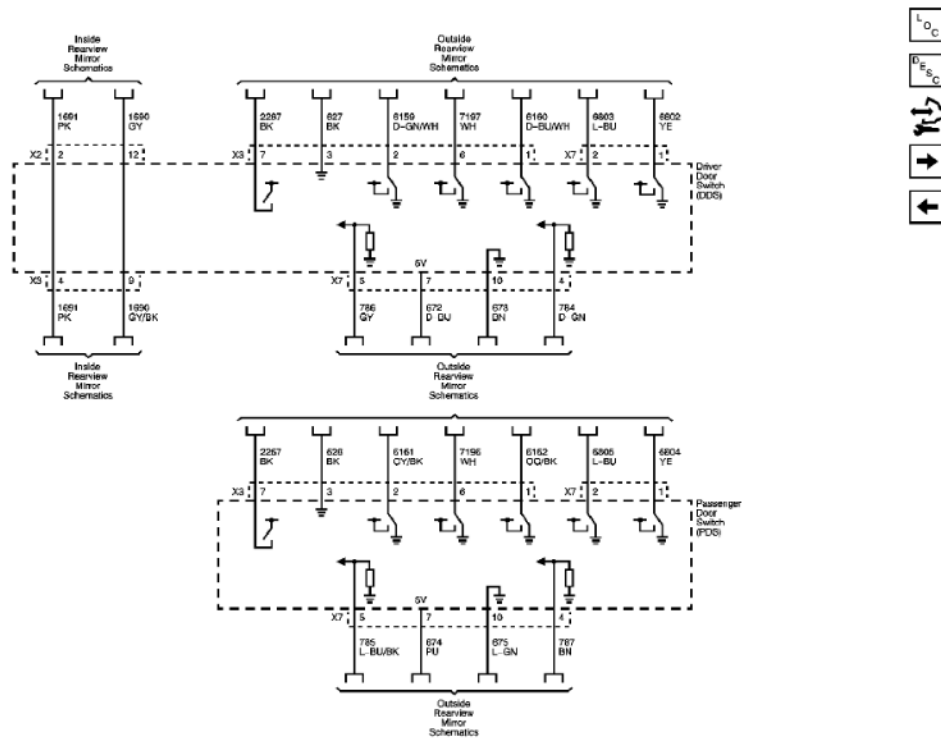


Fig. 7: Outside Rearview Mirror References
 Courtesy of GENERAL MOTORS CORP.

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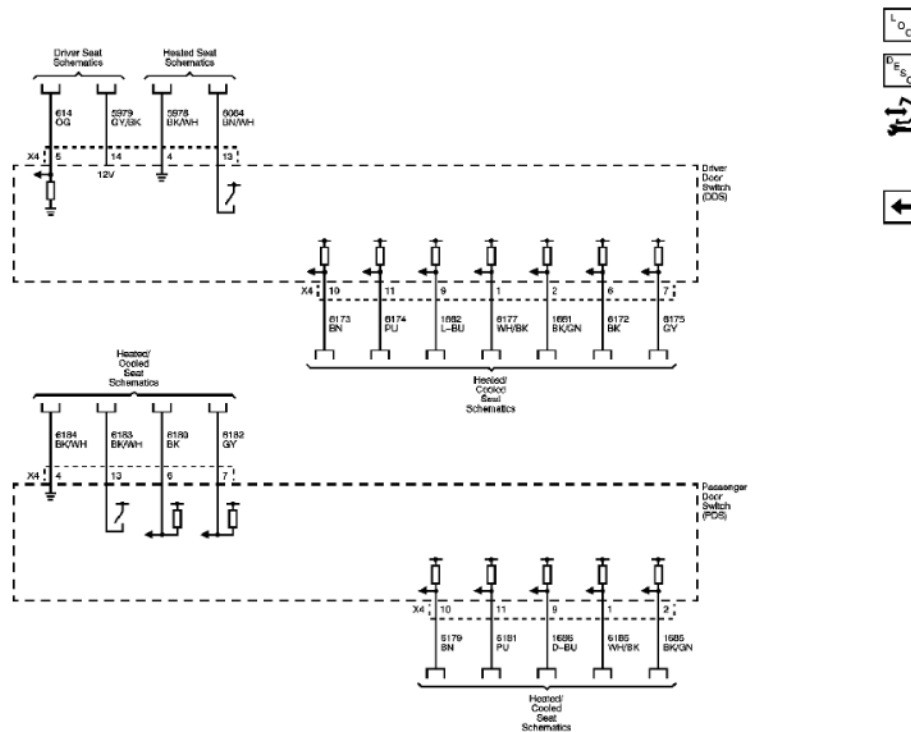


Fig. 8: Heated Seat References

Courtesy of GENERAL MOTORS CORP.

DIAGNOSTIC INFORMATION AND PROCEDURES

DIAGNOSTIC CODE INDEX

DIAGNOSTIC CODE INDEX

DTC	Description
DTC B1023	B1023 00: Integral Switch Performance
DTC B3125	B3125 00: Driver Door Only Unlock Circuit
DTC B3130	B3130 00: All Door Unlock Circuit
DTC B3135	B3135 00: All Door Lock Circuit
DTC B3140, B3145, B3150, or B3155	B3140: Driver Unlock Switch Circuit B3145: Passenger Unlock Switch Circuit B3150: Driver Lock Switch Circuit B3155: Right Front Lock Switch Circuit

DIAGNOSTIC STARTING POINT - VEHICLE ACCESS

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Begin the system diagnosis with the **Diagnostic System Check - Vehicle** . The Diagnostic System Check will provide the following information:

- The identification of the control modules which command the system.
- The ability of the control modules to communicate through the serial data circuit.
- The identification of any stored diagnostic trouble codes (DTCs) and their status.

The use of the Diagnostic System Check will identify the correct procedure for diagnosing the system and where the procedure is located.

DTC B1023

Diagnostic Instructions

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

DTC Descriptor

DTC B1023 00

Integral Switch Performance

Circuit/System Description

The driver and passenger door lock and side window switches are integrated control module switch assemblies.

Conditions for Running the DTC

Battery voltage must be between 9-16 volts.

Conditions for Setting the DTC

The driver or passenger door module receives simultaneous active signals from both sides of an integrated switch.

Action Taken When the DTC Sets

The driver or passenger door module ignores inputs from the malfunctioning switch.

Conditions for Clearing the DTC

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- The DTC will be current for as long as the fault is present.
- When the fault is no longer present, the DTC will be a history status code.
- A history DTC will clear after 50 ignition cycles or with a scan tool using the clear DTCs function.

Reference Information

Schematic Reference

Door Control Module Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

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

Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Verification

1. Install a scan tool and display the inputs data list of the affected door module.
 - If any of the integrated switch inputs are displayed as Active while in an inactive state, replace the door module.
2. Clear the DTCs.
3. Activate all of the integrated switch functions.
 - If the DTC resets, replace the affected door module.

Repair Procedures

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

Control Module References for driver or passenger door lock and side window switch replacement, programming, and setup.

DTC B3125

Diagnostic Instructions

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

DTC Descriptor

DTC B3125 00

Driver Door Only Unlock Circuit

Circuit/System Description

The body control module (BCM) energizes the driver door unlock relay coil through a low side drive control circuit. When the BCM receives an unlock message the driver door unlock relay control circuit is grounded energizing the driver door unlock relay coil.

Conditions for Running the DTC

- Battery voltage is between 9-16 volts.
- The BCM has attempted to energize the unlock relay.

Conditions for Setting the DTC

The driver door unlock relay control circuit is shorted to voltage.

Action Taken When the DTC Sets

The BCM will not attempt unlock operation.

Conditions for Clearing the DTC

- When the output request is not active the DTC will be a history status code.
- The history code will clear after 50 fault free ignition cycles or by using the scan tool clear DTCs feature.

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Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

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

Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Testing

1. Disconnect the BCM connector X7 and connect a test lamp from terminal 6 to ground.
2. Ignition ON, verify that the test lamp does not illuminate.
 - If the test lamp illuminates test the control circuit for a short to voltage. If the circuit tests normal replace the IP fuse block.
3. If the circuits test normal replace the BCM.

Repair Procedures

Perform the Diagnostic Repair Verification after completing the diagnostic procedure.

- Instrument Panel Electrical Center or Junction Block Replacement - Left Side
- Control Module References for BCM replacement, programming, and setup.

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Diagnostic Instructions

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

DTC Descriptor

DTC B3130 00

All Door Unlock Circuit

Circuit/System Description

The body control module (BCM) energizes the unlock relay coil through a low side drive control circuit. When the BCM receives an unlock message the door unlock control circuit is grounded energizing the unlock relay coil.

Conditions for Running the DTC

- Battery voltage is between 9-16 volts.
- The BCM has attempted to energize the unlock relay.

Conditions for Setting the DTC

The door unlock control circuit is shorted to voltage.

Action Taken When the DTC Sets

The BCM will not attempt unlock operation.

Conditions for Clearing the DTC

- When the output request is not active the DTC will be a history status code.
- The history code will clear after 50 fault free ignition cycles or by using the scan tool clear DTCs feature.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

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Connector End View Reference

Component Connector End Views

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

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

Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Testing

1. Disconnect the BCM connector X7 and connect a test lamp from terminal 9 to ground.
2. Ignition ON, verify that the test lamp does not illuminate.
 - If the test lamp illuminates test the door unlock control circuit for a short to voltage. If the circuit tests normal replace the IP fuse block.
3. If the circuits test normal replace the BCM.

Repair Procedures

Perform the Diagnostic Repair Verification after completing the diagnostic procedure.

- Instrument Panel Electrical Center or Junction Block Replacement - Left Side
- Control Module References for BCM replacement, programming, and setup.

DTC B3135

Diagnostic Instructions

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

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

DTC Descriptor

DTC B3135 00

All Door Lock Circuit

Circuit/System Description

The body control module (BCM) energizes the lock relay coil through a high side drive control circuit. When the BCM receives a lock message voltage is supplied to the door lock control circuit energizing the lock relay coil.

Conditions for Running the DTC

- Battery voltage is between 9-16 volts.
- The BCM has attempted to energize the lock relay.

Conditions for Setting the DTC

The door lock control circuit is shorted to ground.

Action Taken When the DTC Sets

The BCM will not attempt lock operation.

Conditions for Clearing the DTC

- When the output request is not active the DTC will be a history status code.
- The history code will clear after 50 fault free ignition cycles or by using the scan tool clear DTCs feature.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

Component Connector End Views

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Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

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

Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Testing

1. Disconnect the IP fuse block and connect a test lamp from battery voltage to the door unlock control circuit terminal A2 X3.
2. Verify that the test lamp does not illuminate.
 - If the test lamp illuminates test the door lock control circuit for a short to ground. If the circuit tests normal replace the BCM.
3. If the circuits test normal replace the IP fuse block.

Repair Procedures

Perform the Diagnostic Repair Verification after completing the diagnostic procedure.

- Instrument Panel Electrical Center or Junction Block Replacement - Left Side
- Control Module References for BCM replacement, programming, and setup.

DTC B3140, B3145, B3150, OR B3155

Diagnostic Instructions

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

DTC Descriptors

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DTC B3140

Driver Unlock Switch Circuit

DTC B3145

Passenger Unlock Switch Circuit

DTC B3150

Driver Lock Switch Circuit

DTC B3155

Right Front Lock Switch Circuit

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Driver Door Switch Lock Signal	B3150	1	1	-
Driver Door Switch Unlock Signal	B3140	2	2	-
Passenger Door Switch Lock Signal	B3155	3	3	-
Passenger Door Switch Unlock Signal	B3145	4	4	-
Low Reference	-	5	-	-
1. Lock inoperative from driver switch 2. Unlock inoperative from driver switch 3. Lock inoperative from passenger switch 4. Unlock inoperative from passenger switch 5. Lock/Unlock inoperative from driver or passenger switch				

Circuit/System Description

The power door lock switch signal circuits are referenced from battery voltage by the body control module (BCM). When a switch is pressed to the lock or unlock position the appropriate signal circuit is grounded. When a signal circuit is grounded the reference voltage goes low indicating to the BCM that the corresponding switch is active.

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Conditions for Running the DTC

Battery voltage is between 9-16 volts.

Conditions for Setting the DTC

A door lock or unlock switch input to the BCM is active for greater than 60 seconds.

Action Taken When the DTC Sets

The input signal will be ignored by the BCM for as long as the code is current.

Conditions for Clearing the DTC

- When the input signal has inactive for 2.5 seconds the DTC will be a history status code.
- The history code will clear after 50 fault-free ignition cycles or by using the scan tool clear DTCs feature.

Diagnostic Aids

A current switch code indicates that the switch is stuck or the signal circuit is shorted to ground.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

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

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Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Verification

Observe the scan tool door lock and unlock switch parameters while operating the switch to the lock and unlock positions. The readings should change from inactive to active.

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the door lock switch.
2. Test for less than 1 ohm of resistance between the ground circuit terminal B and ground.
 - If greater than the specified range, test the ground circuit for an open/high resistance.
3. Verify the scan tool door lock and unlock switch parameters are inactive.
 - If not the specified value, test the signal circuit listed below for a short to ground. If the circuit tests normal, replace the BCM.
 - Lock terminal D
 - Unlock terminal E
4. Install a 3A fused jumper wire between the signal circuits listed below and the ground circuit terminal B. Verify the scan tool door lock and unlock switch parameters are active.
 - Lock terminal D
 - Unlock terminal E
 - If not the specified value, test the signal circuit for a short to voltage or an open/high resistance. If the circuit tests normal, replace the BCM.
5. If all circuits test normal, test or replace the door lock switch.

Component Testing

1. Ignition OFF, disconnect the harness connector at the door lock switch.
2. Test for infinite resistance between the signal terminal listed below and the ground terminal B with the switch in the open position.
 - Lock terminal D
 - Unlock terminal E
 - If not the specified value, replace the door lock switch.
3. Test for less than 1 ohm between the signal terminal listed below and the ground terminal B with the switch in the closed position.

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- Lock terminal D
- Unlock terminal E
- If greater than the specified range, replace the door lock switch.

Repair Procedures

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

- **Door Lock and Side Window Switch Replacement - Driver Side**
- **Door Lock and Side Window Switch Replacement - Passenger Side**
- **Control Module References** for BCM replacement, programming, and setup

SYMPTOMS - VEHICLE ACCESS

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

1. Perform the **Diagnostic System Check - Vehicle** before using the Symptom Tables in order to verify that all of the following are true:
 - There are no DTCs set.
 - The control modules can communicate via the serial data link.
2. Review the system operation in order to familiarize yourself with the system functions. Refer to the following system descriptions:
 - **Power Door Locks Description and Operation**
 - **Door Ajar Indicator Description and Operation (w/AN3)****Door Ajar Indicator Description and Operation (w/o AN3)**

Visual/Physical Inspection

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

Intermittent

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

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Symptom List

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

- **Door Ajar Indicator Malfunction (w/AN3)** or **Door Ajar Indicator Malfunction (w/o AN3)**
- **Power Door Locks Inoperative - Front (w/AN3)** or **Power Door Locks Inoperative - Front (w/o AN3)**
- **Power Door Locks Inoperative - Rear**

DOOR AJAR INDICATOR MALFUNCTION (W/AN3)

Diagnostic Instructions

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

Circuit/System Description

The driver door switch (DDS) and the passenger door switch (PDS) receive a discrete input from the driver door ajar switch and the passenger door ajar switch respectively. Likewise, the body control module (BCM) receives a discrete input from both the left and right rear door ajar switches. The door ajar switches are normally open when the doors are fully closed. When a door is opened, the door ajar switch contacts close providing a path to ground. The instrument panel cluster (IPC) receives a GMLAN serial data message from the BCM, DDS, or PDS indicating the door ajar status and the driver information center (DIC) located at the bottom of the IPC, illuminates the appropriate door ajar message when one of the doors is open. If this message is displayed and the vehicle speed is greater than 8.1 km/h (5 mph), a chime will sound.

Reference Information

Schematic Reference

Instrument Cluster Schematics

Connector End View Reference

Component Connector End Views

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Description and Operation

Door Ajar Indicator Description and Operation (w/AN3) or Door Ajar Indicator Description and Operation (w/o AN3)

Electrical Information Reference

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

Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Verification

1. Install a scan tool and with the front doors closed, verify the DDS and PDS door ajar switch parameters are Inactive.
 - If either of the door ajar switch parameters are Active while the doors are closed perform the Front Door Ajar Switch Circuit Test.
2. Open the doors and verify the door ajar switch parameters are Active.
 - If either of the door ajar switch parameters are Inactive while the doors are open perform the Front Door Ajar Switch Circuit Test.
3. With the rear doors closed, verify the BCM door ajar switch parameters are Door Closed.
 - If either of the door ajar switch parameters are Door Ajar while the doors are closed perform the Rear Door Ajar Switch Circuit Test.
4. Open the doors and verify the door ajar switch parameters are Door Ajar.
 - If either of the door ajar switch parameters are Door Closed while the doors are open perform the Rear Door Ajar Switch Circuit Test.
5. If the door ajar switch inputs to the DDS, PDS, and BCM function normally replace the IPC.

Circuit/System Testing

Front Door Ajar Switch Circuit Test

1. Ignition OFF, disconnect the harness connector at the affected door latch.

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2. Test for less than 1 ohm of resistance between the listed low reference circuit terminal and ground.
 - Driver terminal 8
 - Passenger terminal 3
 - If greater than the specified range, test the ground circuit for an open/high resistance.
3. Ignition ON, verify the scan tool door ajar switch parameter is Inactive.
 - If not the specified value, test the listed signal circuit terminal for a short to ground. If the circuit tests normal, replace the affected door lock and side window switch.
 - Driver terminal 6
 - Passenger terminal 1
4. Install a 3A fused jumper wire between the listed signal circuit terminal and low reference circuit terminal. Verify the scan tool door ajar switch parameter is Active.
 - Driver terminal 6 to 8
 - Passenger terminal 1 to 3
5. If all circuits test normal, test or replace the affected door latch.

Rear Door Ajar Switch Circuit Test

1. Ignition OFF, disconnect the harness connector at the affected door latch.
2. Test for less than 1 ohm of resistance between the listed low reference circuit terminal and ground.
 - Left terminal 6
 - Passenger terminal 3
 - If greater than the specified range, test the ground circuit for an open/high resistance.
3. Ignition ON, verify the scan tool door ajar switch parameter is Door Closed.
 - If not the specified value, test the listed signal circuit terminal for a short to ground. If the circuit tests normal, replace the BCM.
 - Left terminal 4
 - Right terminal 1
4. Install a 3A fused jumper wire between the listed signal circuit terminal and low reference circuit terminal. Verify the scan tool door ajar switch parameter is Door Closed.
 - Left terminal 4 to 6
 - Passenger terminal 1 to 3
5. If all circuits test normal, test or replace the affected door latch.

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Repair Procedures

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

- **Front Side Door Lock Replacement**
- **Rear Door Lock Replacement (Extended Cab Upper)** or **Rear Door Lock Replacement (Crew Cab)** or **Rear Door Lock Replacement (Extended Cab Lower)**
- **Control Module References** for the IPC, DDS, PDS, or BCM replacement, setup, and programming.

DOOR AJAR INDICATOR MALFUNCTION (W/O AN3)

Diagnostic Instructions

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

Diagnostic Fault Information

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

1. Door Ajar Message Always Displayed

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2. Door Ajar Message Not Displayed

Circuit/System Description

The BCM receives discrete inputs from ajar switches in the front and rear door latch assemblies to indicate the status of the doors. The door ajar switches are normally open when the doors are fully closed. When a door is opened, the door ajar switch contacts close providing a path to ground. The instrument panel cluster (IPC) receives a GMLAN serial data message from the BCM indicating the door ajar status and the driver information center (DIC) located at the bottom of the IPC, illuminates the appropriate door ajar message when one of the doors is open. If this message is displayed and the vehicle speed is greater than 8.1 km/h (5 mph), a chime will sound.

Reference Information

Schematic Reference

Interior Lights Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Door Ajar Indicator Description and Operation (w/AN3) or Door Ajar Indicator Description and Operation (w/o AN3)

Electrical Information Reference

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

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

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1. Install a scan tool and with all of the doors closed, verify the door ajar switch parameters are Door Closed.
 - If any of the door ajar switch parameters are Door Ajar while the doors are closed refer to Door Ajar Switch Circuit Test below.
2. Open the doors and verify the door ajar switch parameters are Door Ajar.
 - If any of the door ajar switch parameters are Door Closed while the doors are open refer to Door Ajar Switch Circuit Test below.
3. If the door ajar switch inputs to the BCM function normally replace the IPC.

Circuit/System Testing

Door Ajar Switch Circuit Test

1. Ignition OFF, disconnect the harness connector at the affected door latch.
2. Test for less than 1 ohm between the listed ground circuit terminal and ground.
 - Driver with power door locks terminal 8
 - Driver with out power door locks terminal 6
 - Front passenger and right rear terminal 3
 - Left rear terminal 6
 - If greater than the specified range, test the ground circuit for an open/high resistance.
3. Ignition ON, verify the scan tool door ajar switch parameter is Door Closed.
 - If not the specified value, test the listed signal circuit terminal for a short to ground. If the circuit tests normal, replace the BCM.
 - Driver with power door locks terminal 6
 - Driver with out power door locks terminal 4
 - Front passenger and right rear terminal 1
 - Left rear terminal 4
4. Install a 3A fused jumper wire between the listed signal circuit terminal and low reference circuit terminal. Verify the scan tool door ajar switch parameter is Door Ajar.
 - Driver with power door locks terminal 6 to terminal 8
 - Driver with out power door locks terminal 4 to terminal 6
 - Front passenger and right rear terminal 1 to terminal 3
 - Left rear terminal 4 to terminal 6
 - If not the specified value, test the signal circuit for a short to voltage or an open/high resistance. If the circuit tests normal, replace the affected door switch.

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5. If all circuits test normal, test or replace the affected door latch.

Repair Procedures

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

- **Front Side Door Lock Replacement**
- **Rear Door Lock Replacement (Extended Cab Upper)** or **Rear Door Lock Replacement (Crew Cab)** or **Rear Door Lock Replacement (Extended Cab Lower)**
- **Control Module References** for the IPC or BCM replacement, setup, and programming

POWER DOOR LOCKS INOPERATIVE - FRONT (W/AN3)

Diagnostic Instructions

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

Circuit/System Description

The driver and passenger door lock and side window switches are integrated control module switch assemblies. The DDS and PDS door lock switches are normally open, 2 position rocker type switches, with detents for lock and unlock. The DDS and PDS are directly connected to the respective door lock actuator through the door lock actuator control circuits. When a door lock or unlock function is activated from the DDS or PDS a GMLAN lock or unlock command is sent to the other door switch and body control module.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Power Door Locks Description and Operation

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Electrical Information Reference

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

Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Verification

Ignition ON, observe the scan tool Door Lock Actuator Cmd parameter while operating the affected front door lock switch between lock and unlock. The reading should change from Off to Lock and Unlock.

- If the reading does not change relative to the actual switch position, replace the affected door lock and side window switch.

Circuit/System Testing

Front Door Lock Circuit Test

1. Disconnect the harness connector at the affected door latch, and connect a test lamp between the listed lock actuator control circuit terminals.
 - Driver terminal 5 to 6
 - Passenger terminal 2 to 3
2. Verify that the test lamp illuminates while the lock switch is operated to lock and unlock.
 - If the test lamp does not illuminate, test the lock actuator control circuits for an open/high resistance or a short to ground. If the circuit tests normal replace the affected door latch.
3. If the circuits test normal replace the affected door lock and side window switch.

Repair Procedures

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

- **Front Side Door Lock Replacement**
- **Control Module References** for DDS or PDS replacement, programming, and setup

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POWER DOOR LOCKS INOPERATIVE - FRONT (W/O AN3)

Diagnostic Instructions

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

Circuit/System Description

The power door locks are controlled by the body control module (BCM) through lock and unlock printed circuit board relays in the IP fuse block. The driver and passenger door lock switches are normally open, 2 position rocker type switches, with detents for lock and unlock. The lock and unlock switch signal circuits are referenced from battery voltage by the BCM and when a door lock or unlock switch is pressed the signal circuit is closed to ground through the switch contacts and BCM determines the signal is active. The unlock relays are controlled by the BCM through driver door and passenger door low side drive control circuits and the lock relays are controlled through a single high side drive control circuit. During lock or unlock operation, battery voltage will be supplied to the lock actuators through the energized relays and grounded through the de-energized relays.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

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

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Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Verification

1. Verify that the BCM door lock switch parameters display Idle, Lock, and Unlock while operating the driver and passenger door lock switches to lock and unlock.
 - If either of the scan tool parameters do not match the actual switch positions perform the Door Lock Switch Circuit Test.
2. Verify that a test lamp connected to ground illuminates on the supply side of the lock fuses 1 and 2 when a lock switch is activated.
 - If the test lamp does not illuminate at one or both fuses perform the Door Lock Relay Control Circuit Test.
 - If the test lamp illuminates at both fuses perform the Door Lock Actuator Circuit Test.
3. Verify that a test lamp connected to ground illuminates on the supply side of the unlock DRV fuse when an unlock switch is activated.
 - If the test lamp does not illuminate at any of the fuses perform the Driver Door Unlock Relay Control Circuit Test.
 - If the test lamp illuminates perform the Door Lock Actuator Circuit Test.
4. Verify that a test lamp connected to ground illuminates on the supply side of the unlock fuses 1 and 2 when a unlock switch is activated.
 - If the test lamp does not illuminate at one or both fuses perform the Door Lock Relay Control Circuit Test.
 - If the test lamp illuminates at both fuses perform the Door Lock Actuator Circuit Test.

Circuit/System Testing

Door Lock Switch Circuit Test

1. Disconnect the affected door lock switch and verify that the scan tool switch parameter displays Idle.
 - If the parameter displayed is Lock or Unlock test the affected switch signal circuit for a short to ground. If the circuit tests normal replace the BCM.
2. Verify less than 1 ohm or resistance from the ground circuit terminal B to ground.
 - If the resistance is greater than the specified value repair the ground circuit for an open/high resistance.
3. Connect a fused jumper wire from the lock switch signal circuit terminal D to ground and

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verify that the scan tool switch parameter displays Lock.

- If the parameter displayed is not Lock test the lock switch signal circuit for an open/high resistance. If the circuit tests normal replace the BCM.
4. Connect a fused jumper wire from the unlock switch signal circuit terminal E to ground and verify that the scan tool switch parameter displays Unlock.
 - If the parameter displayed is not Unlock test the unlock switch signal circuit for an open/high resistance. If the circuit tests normal replace the BCM.
 5. If the circuits test normal replace the affected door lock switch.

Door Lock Relay Control Circuit Test

1. Verify that a test lamp connected to battery voltage illuminates when connected to the supply side of the lock 1 and 2 fuses in the IP fuse block.
 - If the test lamp does not illuminate test the lock/unlock relay ground circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.
2. Disconnect the BCM connector X7.
3. Verify that all of the door lock actuators lock when a fused jumper wire is connected to the door lock relay control circuit terminal 7 and briefly applied to battery voltage.
 - If all of the door lock actuators do not lock, test the door lock relay control circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.
 - If only the front or rear door lock actuators do not lock replace the IP fuse block.
4. If the circuits test normal replace the BCM.

Driver Door Unlock Relay Control Circuit Test

1. Verify that a test lamp connected to battery voltage illuminates when connected to the supply side of the DRV unlock fuse in the IP fuse block.
 - If the test lamp does not illuminate test the IP fuse block ground circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.
2. Disconnect the BCM connector X7.
3. Verify that the driver door lock actuator unlocks when a fused jumper wire is connected to the driver door unlock relay control circuit terminal 6 and briefly applied to ground.
 - If the driver door lock actuator does not unlock, test the driver door unlock relay control circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.
4. If the circuits test normal replace the BCM.

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Passenger Door Unlock Relay Control Circuit Test

1. Verify that a test lamp connected to battery voltage illuminates when connected to the supply side of the unlock 1 and 2 fuses in the IP fuse block.
 - If the test lamp does not illuminate test the IP fuse block ground circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.
2. Disconnect the BCM connector X7.
3. Verify that all of the passenger door lock actuators unlock when a fused jumper wire is connected to the passenger door unlock relay control circuit terminal 9 and briefly applied to ground.
 - If the passenger door lock actuators do not unlock, test the passenger door unlock relay control circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.
4. If the circuits test normal replace the BCM.

Door Lock Actuator Circuit Test

1. Disconnect the affected door latch connector and connect a test lamp across the lock actuator control circuit terminals.
2. Verify that the test lamp illuminates briefly when a lock and unlock switch is activated.
 - If the test lamp does not illuminate in both switch positions test the lock actuator control circuits for an open/high resistance or short to ground. If the circuits test normal replace the IP fuse block.
3. If the circuits test normal replace the affected door latch.

Repair Procedures

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

- **Front Side Door Lock Replacement**
- **Rear Door Lock Replacement (Extended Cab Upper)** or **Rear Door Lock Replacement (Crew Cab)** or **Rear Door Lock Replacement (Extended Cab Lower)**
- **Instrument Panel Electrical Center or Junction Block Replacement - Left Side**
- **Control Module References** for BCM replacement, programming, and setup

POWER DOOR LOCKS INOPERATIVE - REAR

Diagnostic Instructions

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

Circuit/System Description

The driver and passenger door lock and side window switches are integrated control module switch assemblies. The DDS and PDS door lock switches are normally open, 2 position rocker type switches, with detents for lock and unlock. The DDS and PDS are directly connected to the respective door lock actuator through the door lock actuator control circuits. When a door lock or unlock function is activated from the DDS or PDS a GMLAN lock or unlock command is sent to the other door switch and body control module (BCM). The BCM controls the rear door lock actuators through a printed circuit board relay in the IP fuse block. The unlock side of the relay is controlled by the BCM through a low side drive control circuit and the lock side of the relay is controlled through a high side drive control circuit. When the BCM grounds the door unlock control circuit, the unlock relay coil is energized and battery voltage is supplied to the unlock actuator control circuits through the unlock fuses 1 and 2. During unlock operation the actuators are grounded through the lock control circuits to the lock fuses 1 and 2 and the de-energized lock side of the relay. When the BCM supplies voltage the lock relay control circuit, the lock relay coil is energized and battery voltage is supplied to the lock actuator control circuits through the lock fuses 1 and 2. During lock operation the actuators are grounded through the unlock control circuits to the unlock fuses 1 and 2 and the de-energized unlock side of the relay.

Reference Information

Schematic Reference

Door Lock/Indicator Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Power Door Locks Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**

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

Scan Tool Reference

Control Module References for Scan Tool Information

Circuit/System Verification

1. Verify that a test lamp connected to ground illuminates on the supply side of the unlock fuses 1 and 2 when an unlock switch is activated.
 - If the test lamp does not illuminate at either fuse perform the Rear Door Lock Relay Control Circuit Test.
 - If the test lamp does not illuminate at one fuse only perform the appropriate Actuator Circuit Test.
2. Verify that a test lamp connected to ground illuminates on the supply side of the lock fuses 1 and 2 when a lock switch is activated.
 - If the test lamp does not illuminate at either fuse perform the Rear Door Lock Relay Control Circuit Test.
 - If the test lamp does not illuminate at one fuse only perform the appropriate Actuator Circuit Test.

Circuit/System Testing

Rear Door Lock Relay Control Circuit Test

1. Verify that a test lamp connected to battery voltage illuminates when connected to each of the lock and unlock 1 and 2 fuses in the IP fuse block.
 - If the test lamp does not illuminate at all 4 fuses replace the IP fuse block.
2. Disconnect the BCM connector X7.
3. Verify that the rear door lock actuators unlock when a fused jumper wire is connected to the unlock relay control circuit terminal 9 and briefly applied to ground.
 - If the rear door lock actuators do not unlock test the unlock relay control circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.
4. Verify that the rear door lock actuators lock when a fused jumper wire is connected to the lock relay control circuit terminal 7 and briefly applied to battery voltage.
 - If the rear door lock actuators do not lock test the lock relay control circuit for an open/high resistance. If the circuit tests normal replace the IP fuse block.

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5. If the circuits test normal replace the BCM.

Rear Door Lock Actuator Circuit Test

1. Verify that a test lamp connected to battery voltage illuminates when connected to each of the lock and unlock 1 and 2 fuses in the IP fuse block.
 - o If the test lamp does not illuminate at all 4 fuses replace the IP fuse block.
2. Disconnect the affected rear door latch connector and connect a test lamp across the lock actuator control circuit terminals.
3. Verify that the test lamp illuminates briefly when a lock and unlock switch is activated.
 - o If the test lamp does not illuminate in both switch positions test the lock actuator control circuits for an open/high resistance or short to ground. If the circuits test normal replace the IP fuse block.
4. If the circuits test normal replace the affected door latch.

Repair Procedures

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

- **Rear Door Lock Replacement (Extended Cab Upper)** or **Rear Door Lock Replacement (Crew Cab)** or **Rear Door Lock Replacement (Extended Cab Lower)**
- **Instrument Panel Electrical Center or Junction Block Replacement - Left Side**
- **Control Module References** for BCM replacement, programming, and setup

REPAIR INSTRUCTIONS

LOCK CYLINDER BINDING

In many cases, applying the proper lubrication can correct the following conditions:

- Binding or sticking door lock cylinders
- Difficulty in inserting and removing the keys

For lubricating the above components, use lubricant GM P/N 12346241 or equivalent.

Do not use penetrating lubricants such as GM P/N 1052949 or WD-40®. Penetrating lubricants wash out the original lubrication. Penetrating lubricants eventually evaporate, leaving little or no lubricating material. However, when using penetrating lubricants in order to thaw or in order to loosen the lock cylinder components, refer to steps 2-4 in the procedure below for the proper

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methods of lubrication.

Repair lock cylinders frozen in cold weather by using the following procedure:

1. While carefully avoiding damage to the painted surfaces, apply heat to the cylinder with a heat gun.
2. Using a paper clip or a similar item, hold the door shutter open.

Force air into the cylinders using compressed air through a blow gun attachment.

3. While holding the shutter door open, inject small amounts of a recommended lubricant into the cylinder.
4. Work the key into the cylinder repeatedly.

Wipe away any excess lubrication from the key.

DOOR LOCK CYLINDER REPLACEMENT

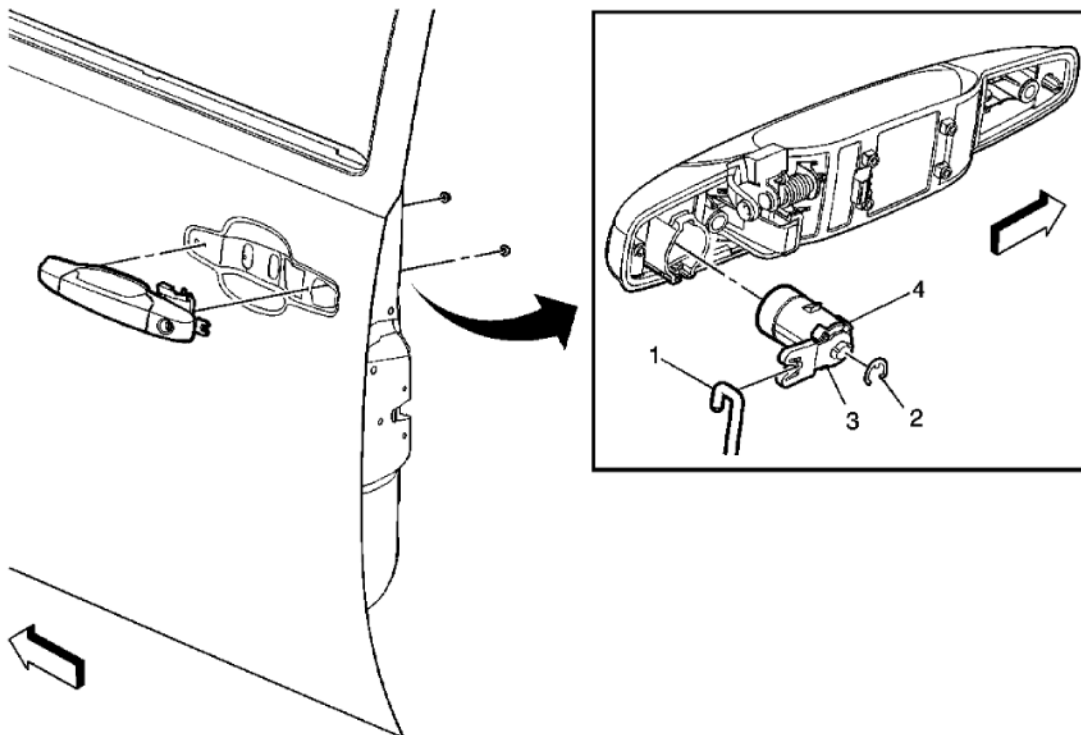


Fig. 9: View Of Front Side Door Lock Cylinder & Components
Courtesy of GENERAL MOTORS CORP.

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Callout	Component Name
Preliminary Procedures	
1. Position the door window as needed for service.	
2. Remove the door trim panel. Refer to <u>Front Side Door Trim Panel Replacement (YE9)</u> or <u>Front Side Door Trim Panel Replacement (SLT)</u> .	
3. Remove the water deflector. Refer to <u>Front Side Door Water Deflector Replacement</u> .	
4. Remove the outside door handle. Refer to <u>Front Side Door Outside Handle Replacement</u> .	
1	Front Side Door Lock Rod
2	Front Side Door Lock Cylinder Pawl Retainer Clip Tip: Remove the clip that attaches the cylinder to the door handle.
3	Front Side Door Lock Cylinder Pawl
4	Front Side Door Lock Cylinder

ENDGATE LOCK CYLINDER REPLACEMENT

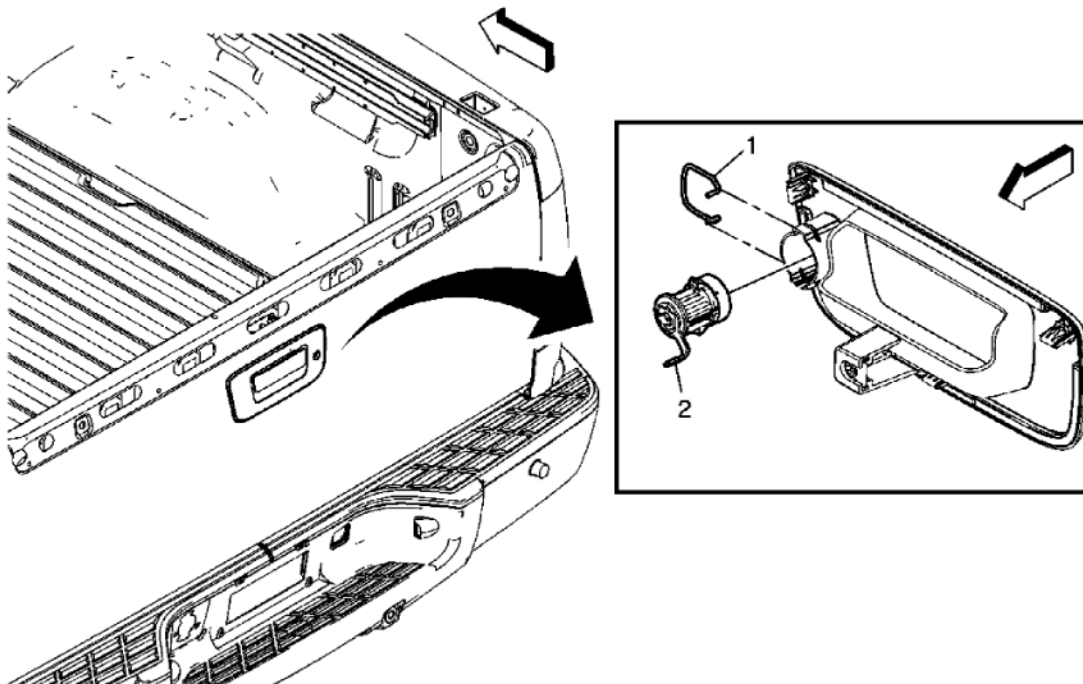


Fig. 10: View Of Endgate Lock Cylinder & Retaining Clip
Courtesy of GENERAL MOTORS CORP.

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Callout	Component Name
Preliminary Procedure: Remove the pickup box endgate latch handle bezel. Refer to <u>Pickup Box Endgate Latch Handle Bezel Replacement (Utility)</u> or <u>Pickup Box Endgate Latch Handle Bezel Replacement (Pick Up)</u> .	
1	Endgate Lock Cylinder Retaining Clip
2	Endgate Lock Cylinder Tip: Code new cylinder as needed.

ENDGATE HANDLE REPLACEMENT (PICKUP BOX)

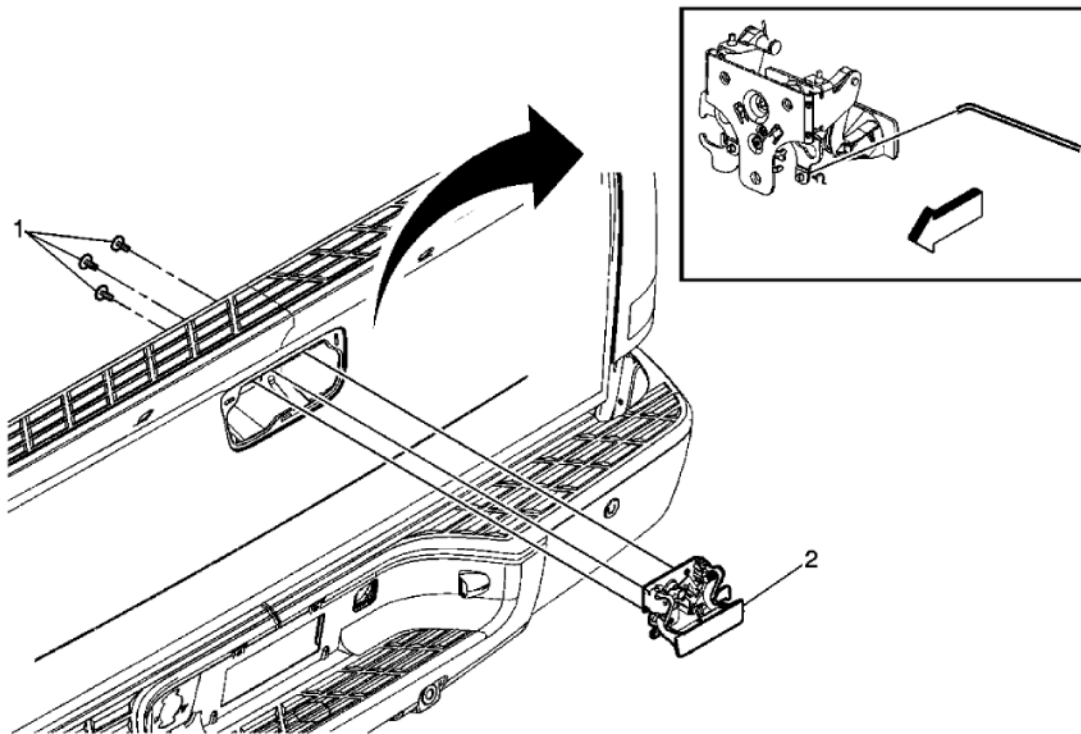


Fig. 11: Pickup Box Endgate Latch Handle & Bolts
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedure: Remove the pickup box endgate latch handle bezel. Refer to <u>Pickup Box Endgate Latch Handle Bezel Replacement (Utility)</u> or <u>Pickup Box Endgate Latch Handle Bezel Replacement (Pick Up)</u> .	
	Pickup Box Endgate Latch Handle Bolt (Qty: 3)

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1	NOTE: Refer to <u>Fastener Notice</u> . Tighten: 25 N.m (18 lb ft)
2	Pickup Box Endgate Latch Handle Tip: Release all of the rods before removing.

FRONT SIDE DOOR INSIDE HANDLE REPLACEMENT (WITH SLT)

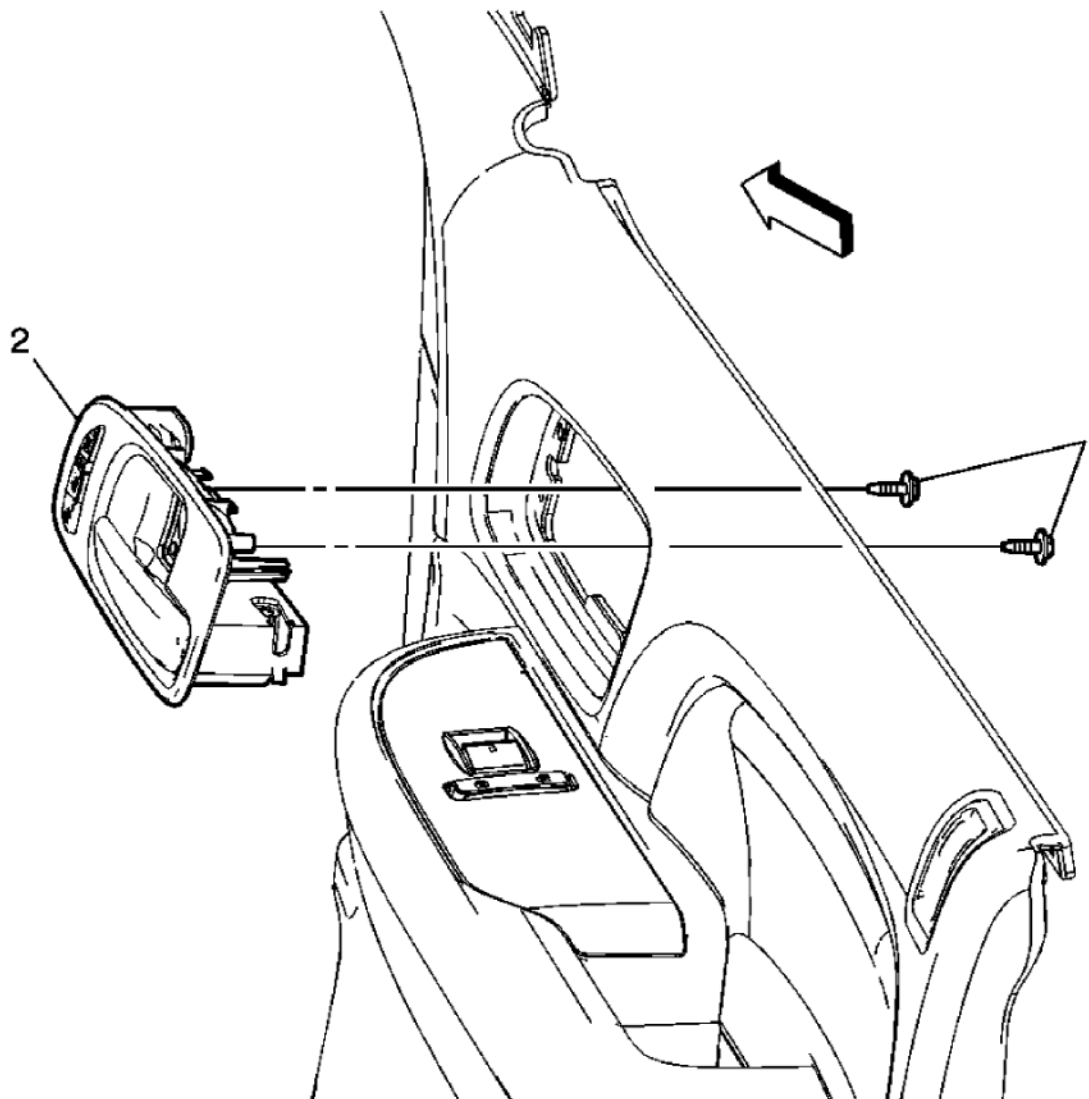


Fig. 12: View Of Front Side Door Inside Handle Assembly & Bolts
Courtesy of GENERAL MOTORS CORP.

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Callout	Component Name
Preliminary Procedures	
1. Remove door upper trim panel. Refer to <u>Upper Extension Trim Panel Replacement</u> . 2. Remove door window control switch. Refer to <u>Door Lock and Side Window Switch Replacement - Driver Side</u> and <u>Door Lock and Side Window Switch Replacement - Passenger Side</u>. 3. Remove door trim panel. Refer to <u>Front Side Door Trim Panel Replacement (YE9)</u> or <u>Front Side Door Trim Panel Replacement (SLT)</u> .	
1	Front Side Door Inside Handle Bolt (Qty: 2) NOTE: Refer to <u>Fastener Notice</u> . Tighten: 2 N.m (18 lb in)
2	Front Side Door Inside Handle Assembly Tip: 1. Disconnect the electrical connector. 2. If replacing the door handle, transfer heated seat switch to new handle. Refer to <u>Front Seat Heater Switch Replacement (w/o KB6)</u> .

FRONT SIDE DOOR INSIDE HANDLE REPLACEMENT (WITHOUT SLT)

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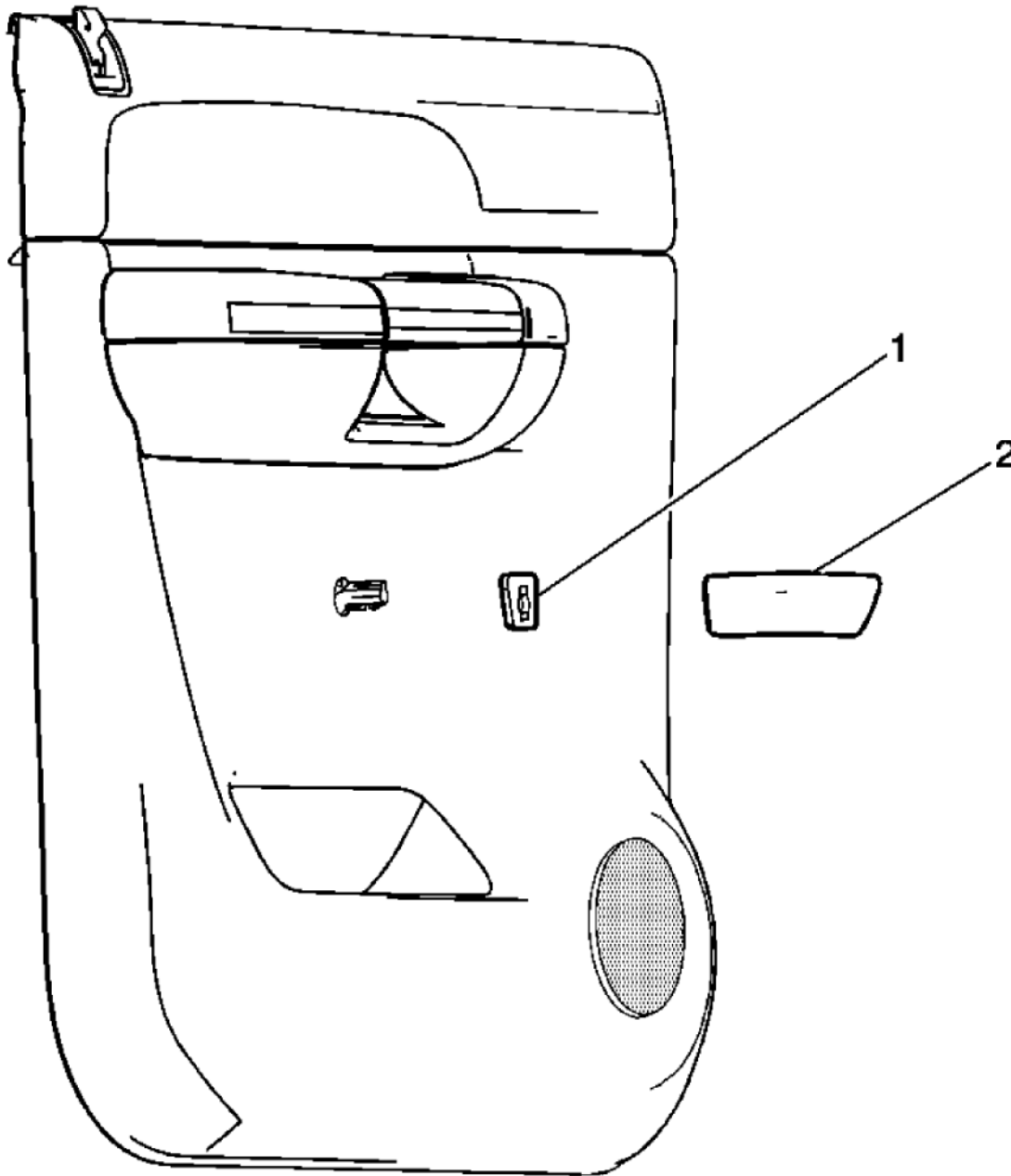


Fig. 13: View Of Side Door Inside Handle & Seal
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
	Front Side Door Inside Handle Seal
	Procedure

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1	1. Rotate the front side door Inside release handle to full open position. 2. Use a small pair of 45 degree needle nose pliers to remove the foam seal at the handle to expose the retaining clip. 3. Use a small pair of 45 degree needle nose pliers to release the clip inside the handle. 4. Remove the pin after the clip is released.
2	Front Side Door Inside Handle

FRONT SIDE DOOR OUTSIDE HANDLE REPLACEMENT

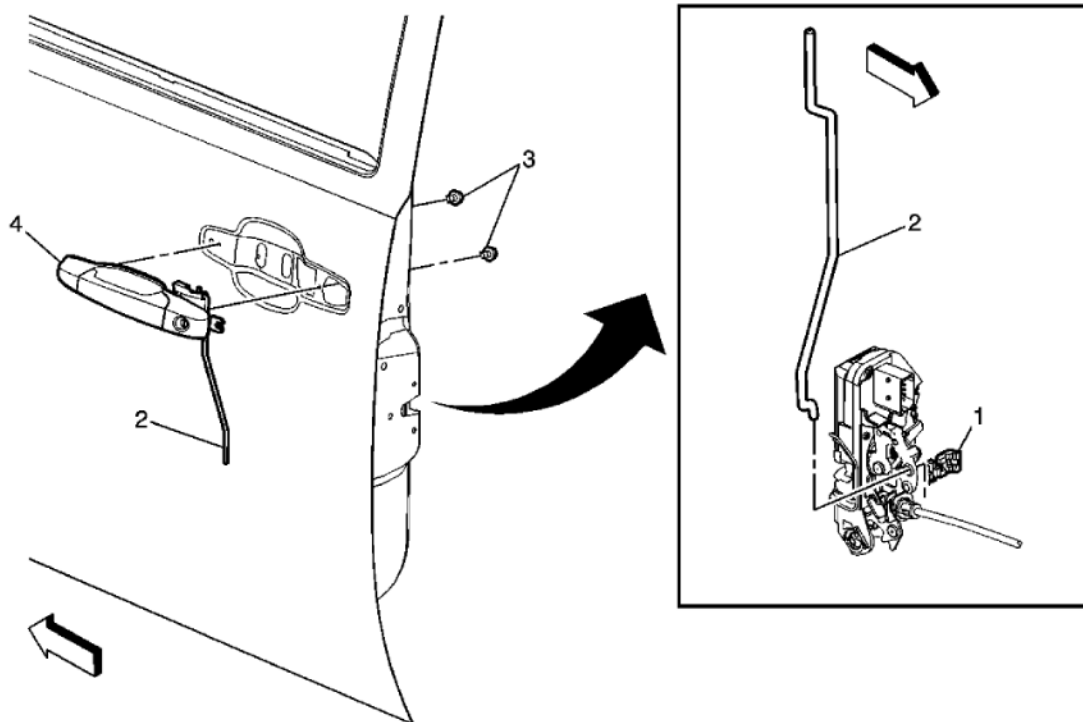


Fig. 14: View Of Front Side Door Outside Handle Assembly & Components
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedures	
1.	Position the door window as needed for service.
2.	Remove the front door trim panel. Refer to Front Side Door Trim Panel Replacement (YE9) or Front Side Door Trim Panel Replacement (SLT) .

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3. Remove the water deflector. Refer to **Front Side Door Water Deflector Replacement** .

1	Front Side Door Lock Rod Retaining Clip Tip: 1. Remove the rubber grommet to access the bolts. 2. Plug in the window switch and raise the window. 3. Release the handle lock rod from the door lock. 4. Release the door handle lock cylinder rod.
2	Front Side Door Outside Handle Lock Rod
3	Front Side Door Outside Handle Bolt (Qty: 2) NOTE: Refer to <u>Fastener Notice</u> . Tighten: 9 N.m (80 lb in)
4	Front Side Door Outside Handle Tip: Transfer the handle lock rod to the new handle.

REAR SIDE DOOR INSIDE HANDLE REPLACEMENT (WITH SLT)

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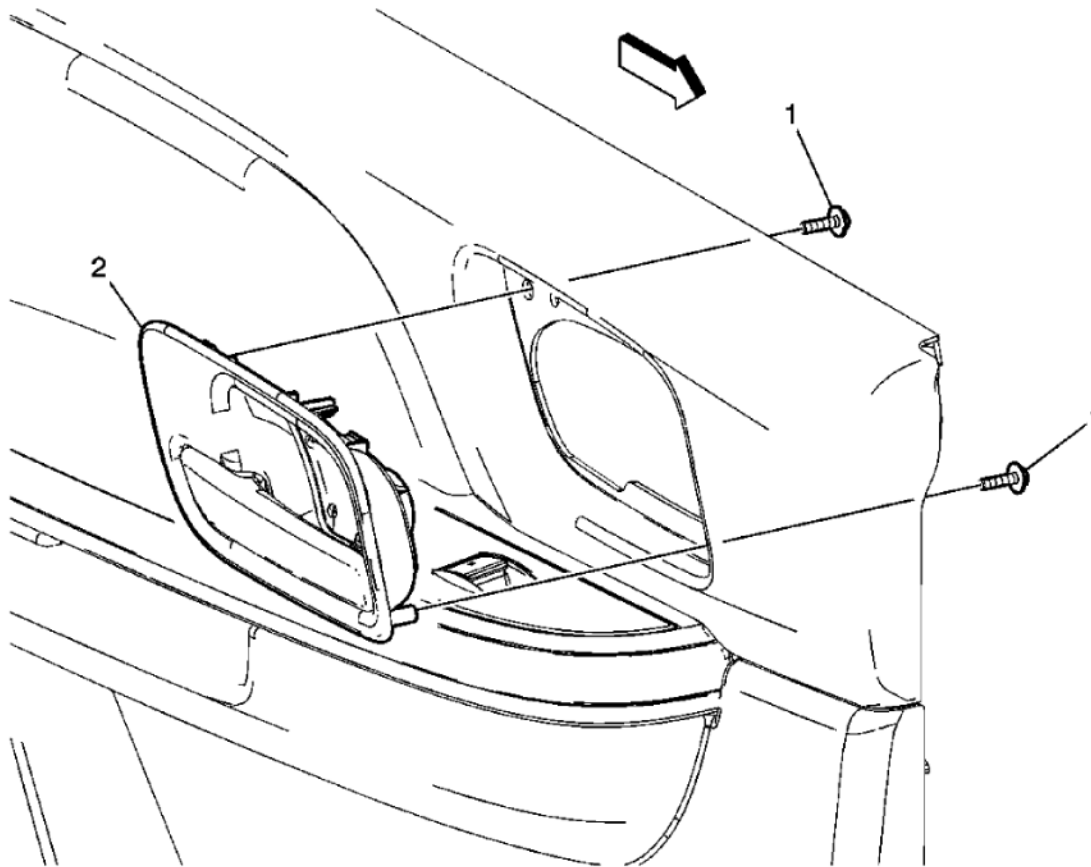


Fig. 15: View Of Rear Side Inside Door Handle Assembly & Bolts
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedures	
1. Remove door window control switch. Refer to <u>Rear Side Door Window Switch Replacement (Crew Cab)</u> or <u>Rear Side Door Window Switch Replacement (Extended Cab)</u> .	
2. Remove door trim panel. Refer to <u>Rear Side Door Trim Panel Replacement (YE9)</u> or <u>Rear Side Door Trim Panel Replacement (SLT)</u> .	
1	Rear Side Door Inside Handle Bolt (Qty: 2) NOTE: Refer to <u>Fastener Notice</u> . Tighten: 2 N.m (18 lb in)

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2 Rear Side Door Inside Handle Assembly

REAR SIDE DOOR INSIDE HANDLE REPLACEMENT (WITHOUT SLT)

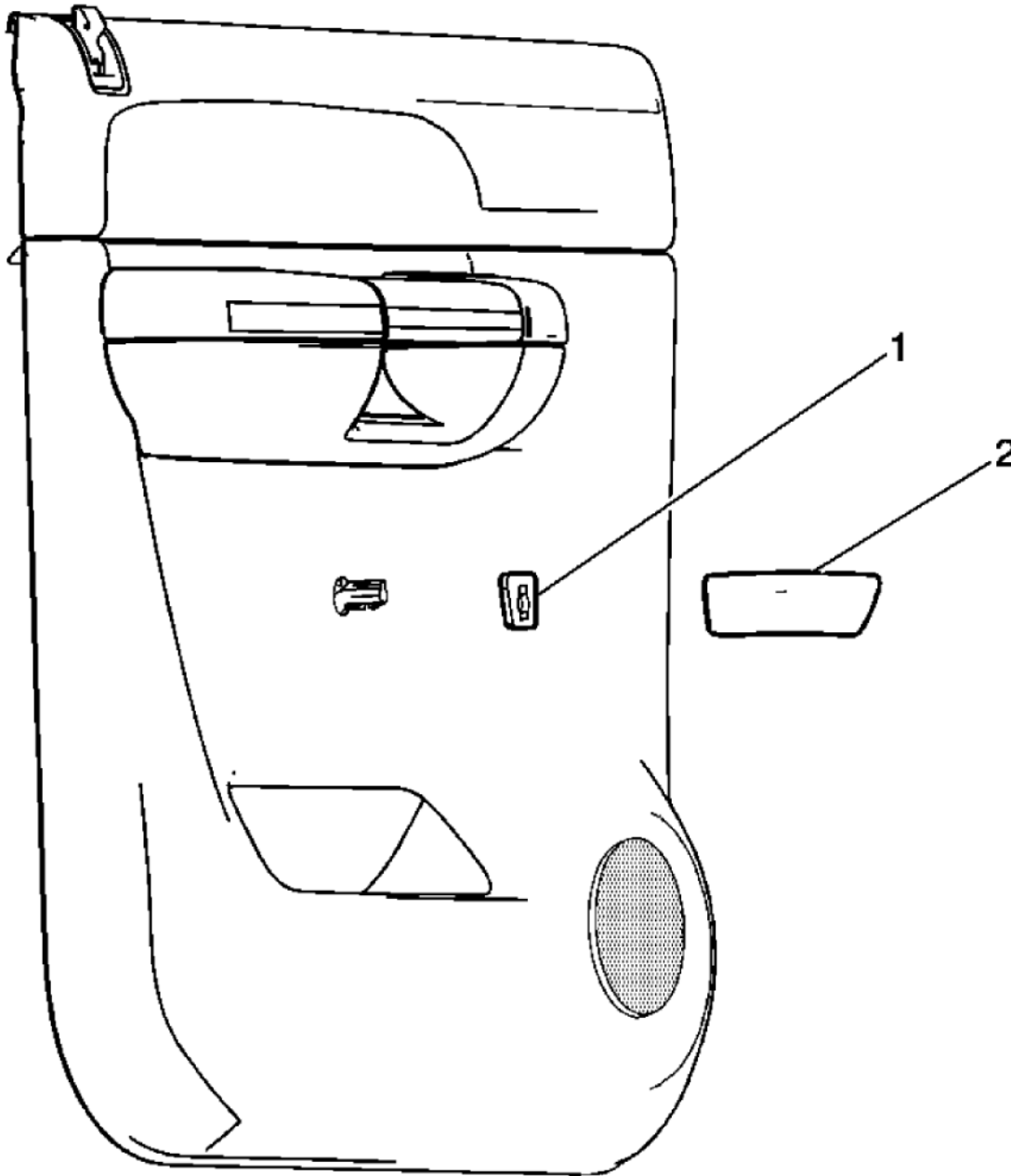


Fig. 16: View Of Side Door Inside Handle & Seal
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
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Front Side Door Inside Handle Seal

Procedure

- | | |
|---|---|
| 1 | <ol style="list-style-type: none">1. Rotate the front side door inside release handle to full open position.2. Use a small pair of 45 degree needle nose pliers to remove the foam seal at the handle to expose retaining clip.3. Use a small pair of 45 degree needle nose pliers to release the clip inside the handle.4. Remove the pin after the clip is released. |
|---|---|

2	Front Side Door Inside Handle
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REAR SIDE DOOR OUTSIDE HANDLE REPLACEMENT (CREW CAB)

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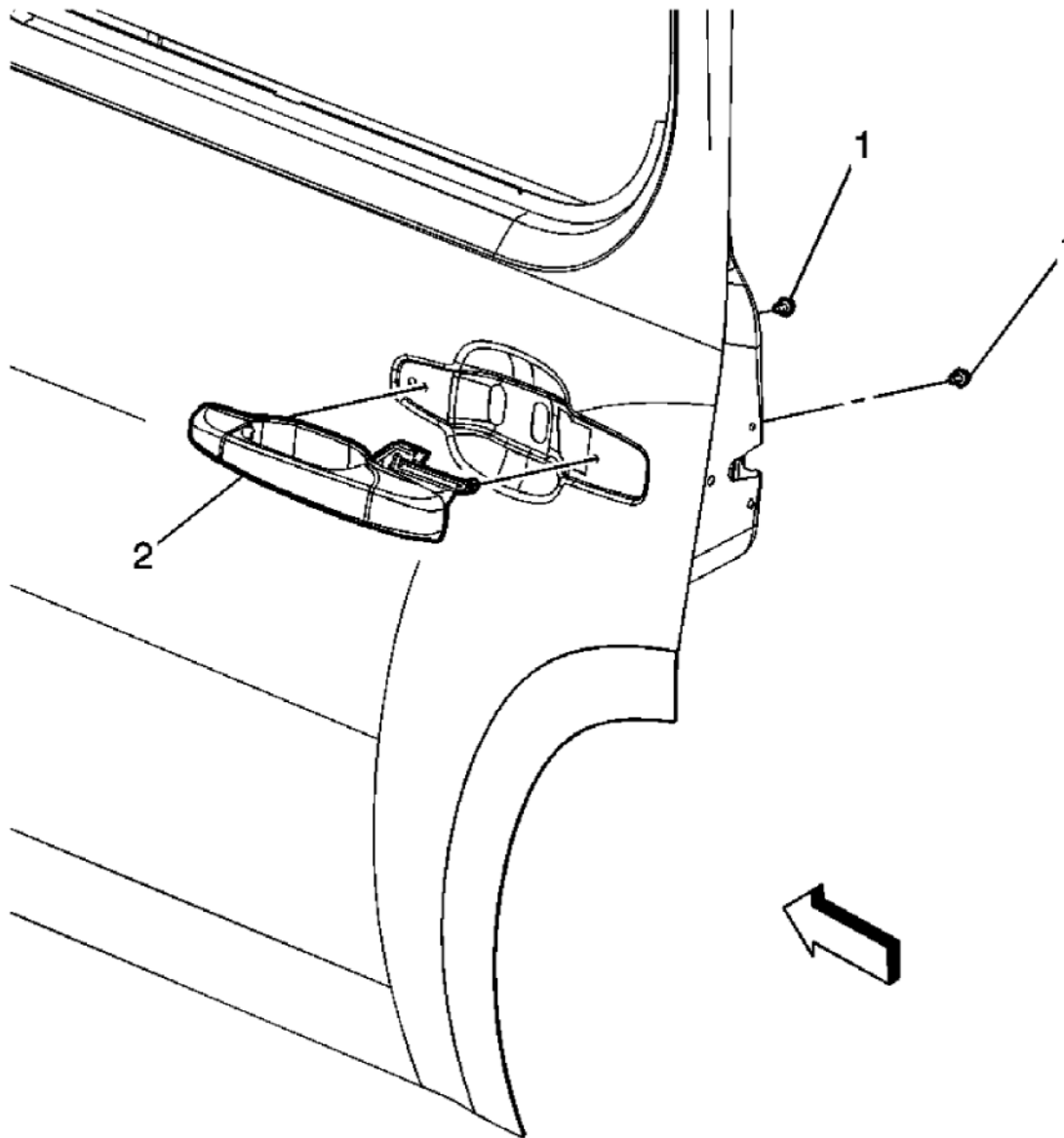


Fig. 17: View Of Rear Side Door Outside Handle & Bolts
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedures	
1. Position the door window as needed for service.	
2. Remove the door trim panel. Refer to <u>Rear Side Door Trim Panel Replacement (YE9)</u> or <u>Rear Side Door Trim Panel Replacement (SLT)</u> .	
3. Remove the water deflector. Refer to <u>Rear Side Door Water Deflector</u>	

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Replacement .

1	Rear Outside Door Handle Bolt (Qty: 2) NOTE: Refer to <u>Fastener Notice</u> . Tip: 1. Release the outside handle rod from the lock retainer clip. 2. Release the lock cylinder rod from the door lock. 3. Remove the outside door handle with the rod attached. Tighten: 7 N.m (62 lb in)
2	Rear Side Door Outside Handle Tip: Transfer the handle rod to the new handle.

REAR SIDE DOOR OUTSIDE HANDLE REPLACEMENT (EXTENDED CAB)

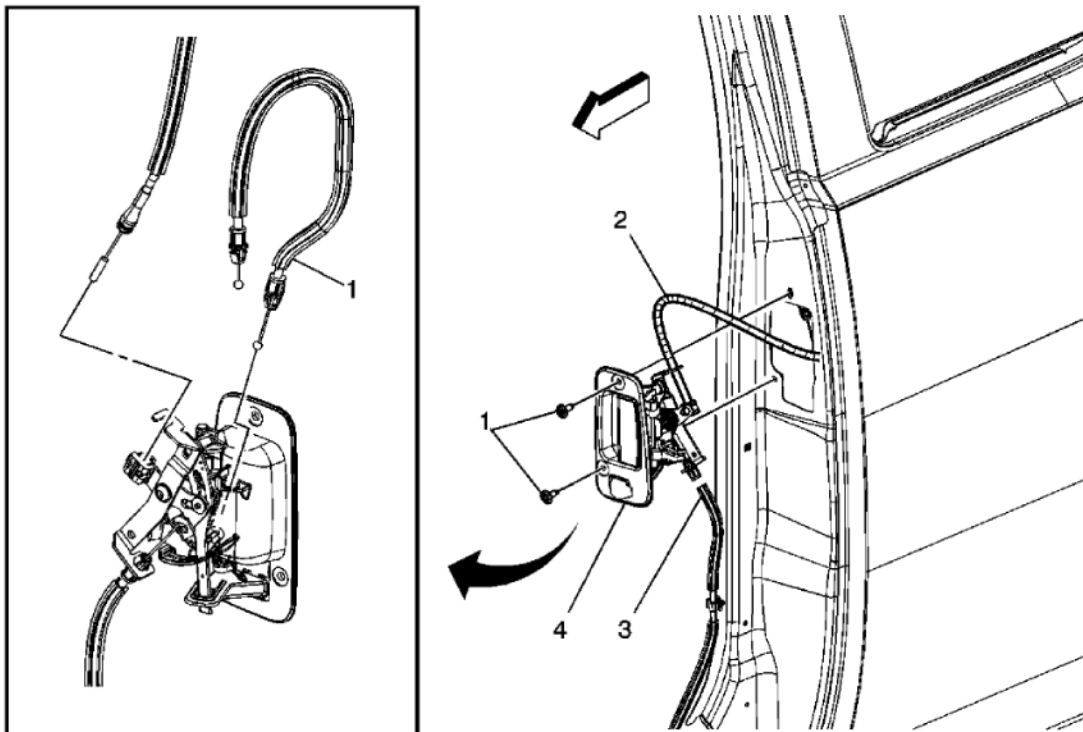


Fig. 18: View Of Rear Side Door Latch Handle Components

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Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedures	
1. Position the door window as needed for service. 2. Remove the rear side door trim panel. Refer to <u>Rear Side Access Door Trim Panel Replacement</u> .	
1	Rear Side Door Latch Control Handle Screw (Qty: 2) NOTE: Refer to <u>Fastener Notice</u> . Tighten: 5 N.m (44 lb in)
2	Rear Side Door Latch Control Handle Upper Cable Tip: Release the cable end from the latch retainer before pull the handle all way out.
3	Rear Side Door Latch Control Handle Lower Cable Tip: Release the cable end from the latch retainer before pull the handle all way out.
4	Rear Side Door Latch Control Handle Tip: Release the cable end from the inside handle retainer.

ENDGATE LATCH REPLACEMENT

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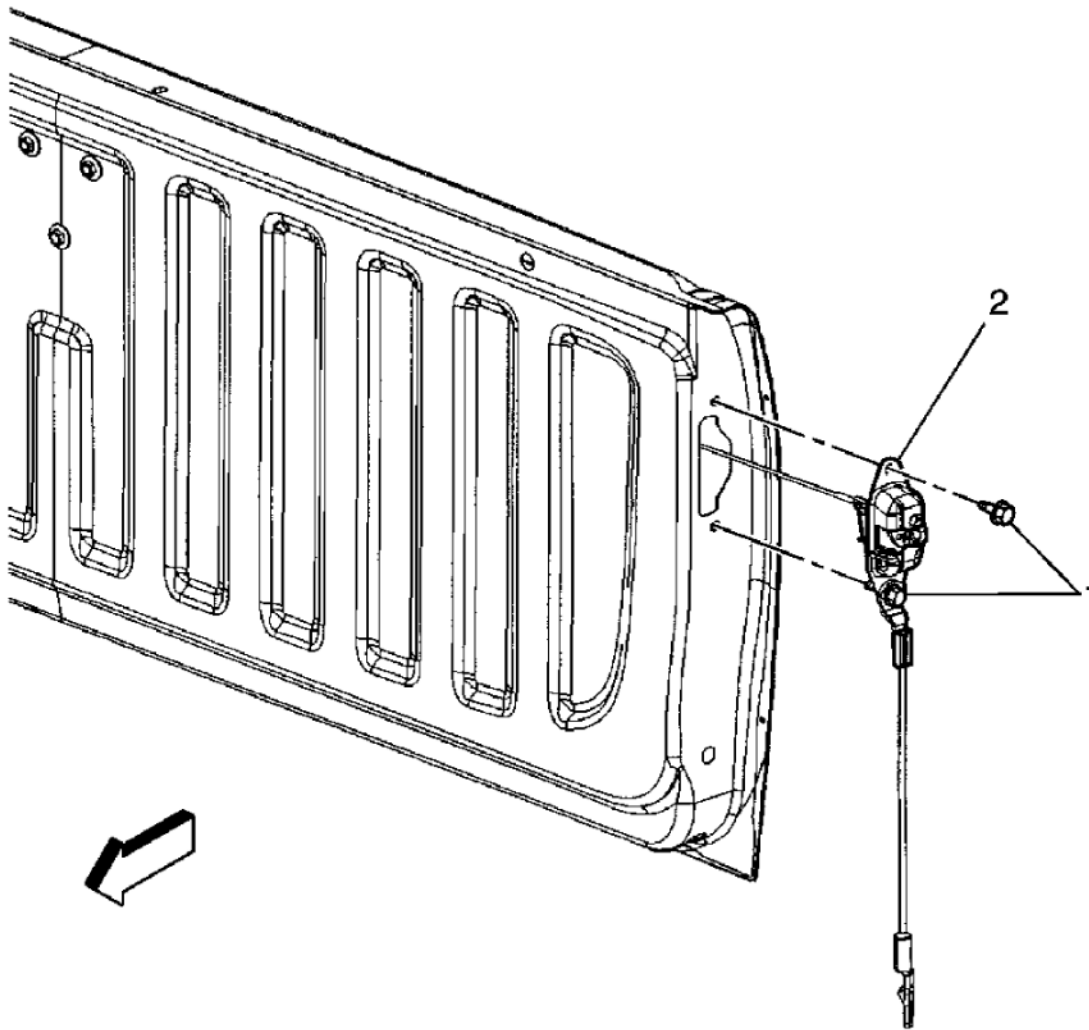


Fig. 19: View Of Endgate Latch & Bolts
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
1	Endgate Latch Bolt (Qty: 2) NOTE: Refer to <u>Fastener Notice</u> . Tip: Use a grease pencil to mark the position of the endgate latch before removing the bolts.

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	Tighten: 25 N.m (18 lb ft)
	Endgate Latch
2	Tip: 1. Support the pickup box endgate. 2. Release the endgate cable from the endgate cable bolt. 3. Pull gently outwards on the endgate latch and release the pickup box endgate latch rod. 4. Remove the endgate latch and transfer the endgate cable.

ENDGATE LINKAGE REPLACEMENT (PICKUP BOX)

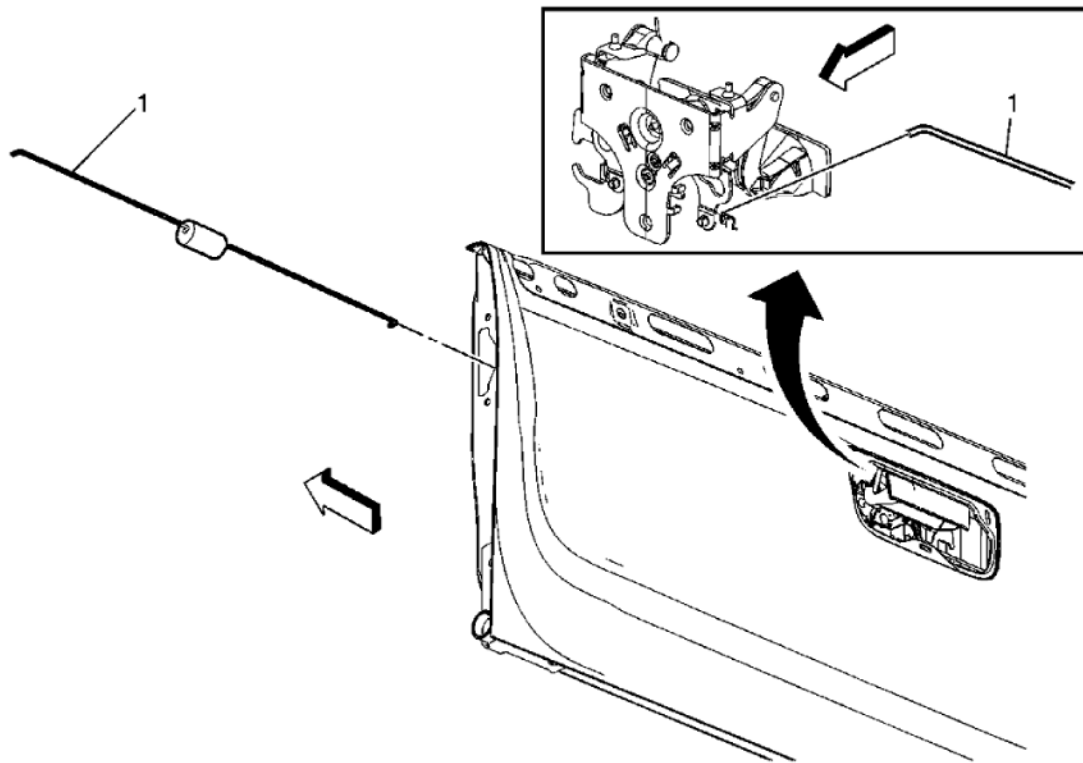


Fig. 20: Endgate Linkage (Pickup Box)

Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedures	
1.	Remove the Pickup Box Endgate Latch Handle Bezel. Refer to Pickup Box Endgate

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Latch Handle Bezel Replacement (Utility) or Pickup Box Endgate Latch Handle Bezel Replacement (Pick Up) .

2. Remove the endgate latch. Refer to Endgate Latch Replacement.

- | | |
|---|--|
| 1 | Pickup Box Endgate Linkage
Tip: Release the rod from the pickup box endgate handle and pull the rod through the endgate latch opening. |
|---|--|

FRONT SIDE DOOR LOCK REPLACEMENT

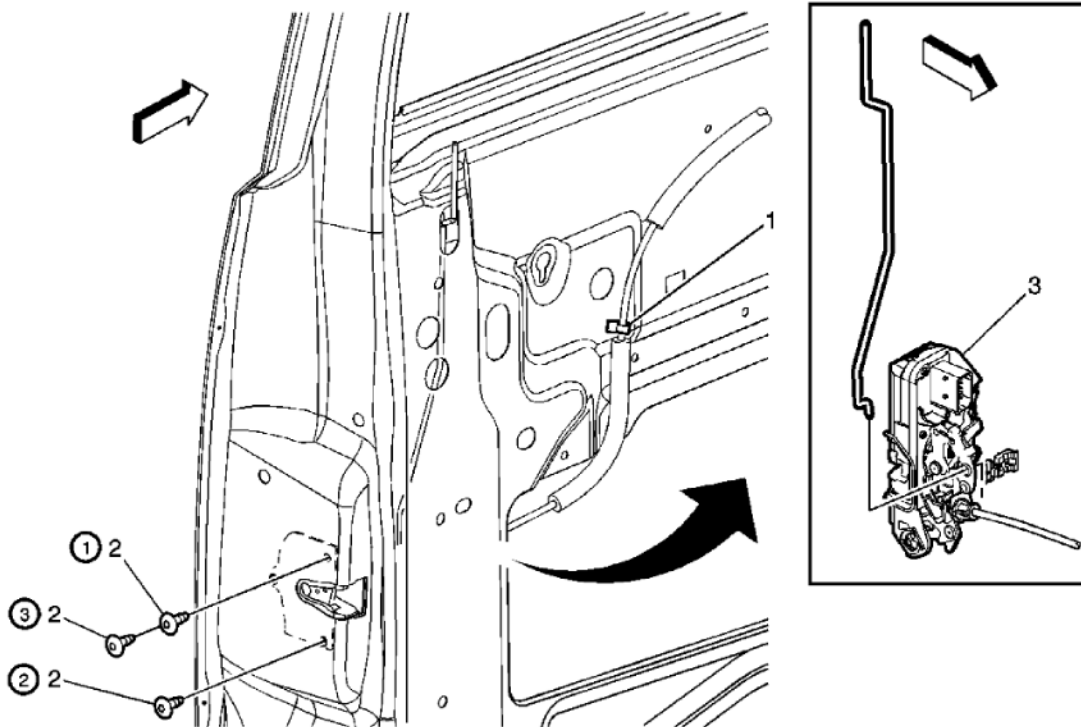


Fig. 21: Front Side Door Lock & Components
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedures	
1. Position the door window as needed for service.	
2. Remove the door trim panel. Refer to <u>Front Side Door Trim Panel Replacement (YE9)</u> or <u>Front Side Door Trim Panel Replacement (SLT)</u> .	
3. Remove the water deflector. Refer to <u>Front Side Door Water Deflector</u>	

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Replacement .

1	Inside Door Handle Cable Retainer Clip
2	Front Side Door Lock Screw (Qty: 3) NOTE: Refer to <u>Fastener Notice</u> . Tip: 1. Release the door lock cylinder rod. 2. Release the outside door handle rod from the door lock clip. 3. The mandatory sequence is 3, 1, 2. Tighten: 10 N.m (89 lb in)
3	Front Side Door Lock Tip: 1. Disconnect the electrical plug. 2. Transfer all parts to the new lock.

REAR DOOR LOCK REPLACEMENT (EXTENDED CAB UPPER)

Removal Procedure

1. Open the rear side door.
2. Remove the rear side door trim panel. Refer to Rear Side Access Door Trim Panel Replacement .

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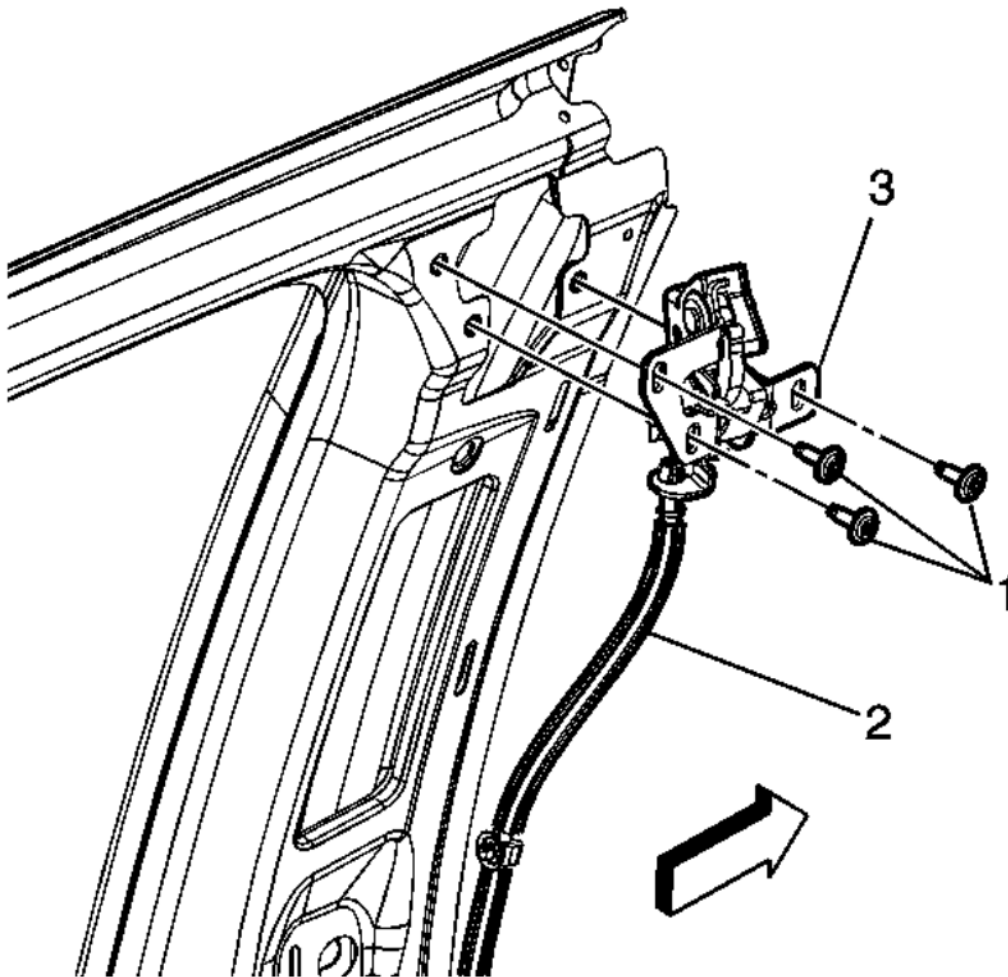


Fig. 22: View Of Upper Latch, Cable & Retaining Screws
Courtesy of GENERAL MOTORS CORP.

3. Remove the screws (1) retaining the upper latch to the rear side door.
4. Disconnect the upper latch cable (2) from the latch by releasing the retaining clip.
5. Remove the upper latch (3) from the rear side door.

Installation Procedure

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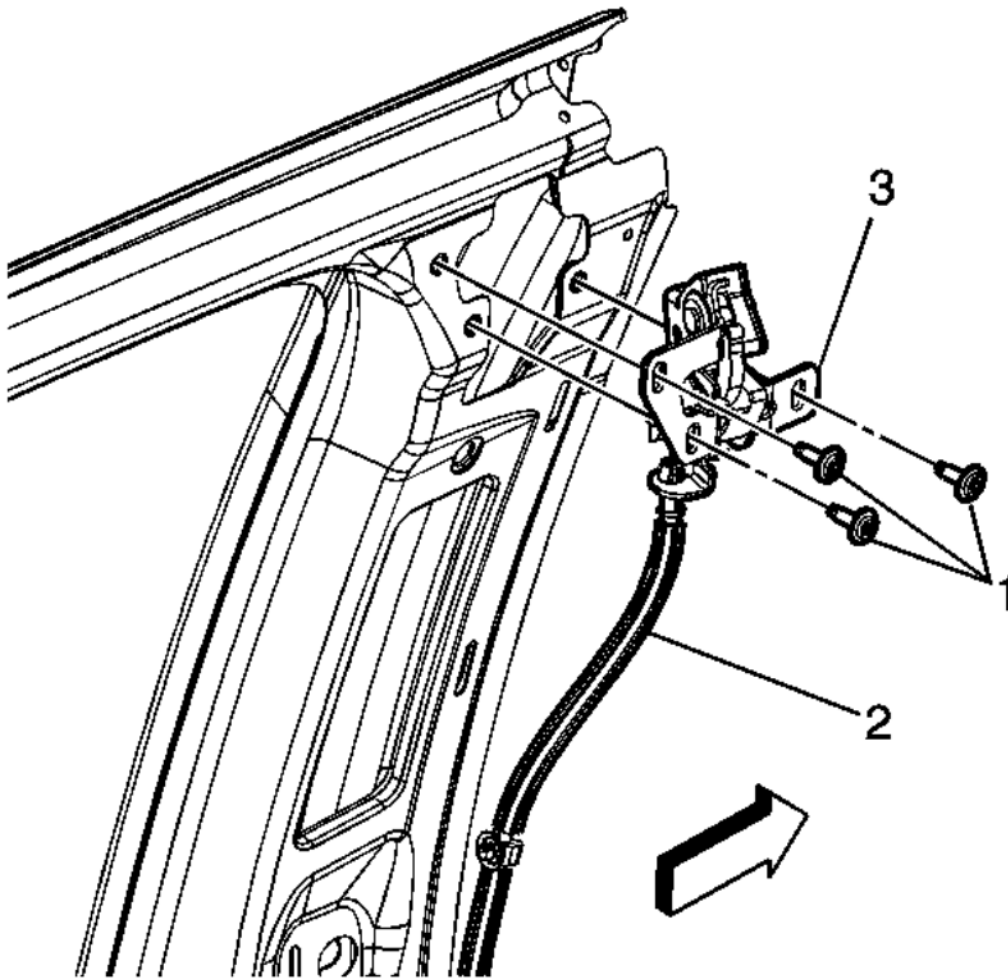


Fig. 23: View Of Upper Latch, Cable & Retaining Screws
Courtesy of GENERAL MOTORS CORP.

1. Install the upper latch (3) to the rear side door.
2. Connect the upper latch cable (2) to the latch using the retaining clips.

NOTE: Refer to **Fastener Notice** .

3. Loosely install the screws (1) retaining the upper latch to the rear side door.

Tighten: Tighten the lower rear side door upper latch bolts (1) until the latch bracket is

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flush to the door panel.

4. Close the rear side door to self align the upper latch.
5. Finish tightening the lower rear side door upper latch bolts.

Tighten: Tighten the upper latch bolts to 9 N.m (80 lb in).

6. Open the rear side door.
7. Install the rear side door upper latch bolt (1).

Tighten: Tighten the upper latch bolt to 9 N.m (80 lb in).

8. Install the rear side door trim panel. Refer to **Rear Side Access Door Trim Panel Replacement** .
9. Close the rear side door.

REAR DOOR LOCK REPLACEMENT (CREW CAB)

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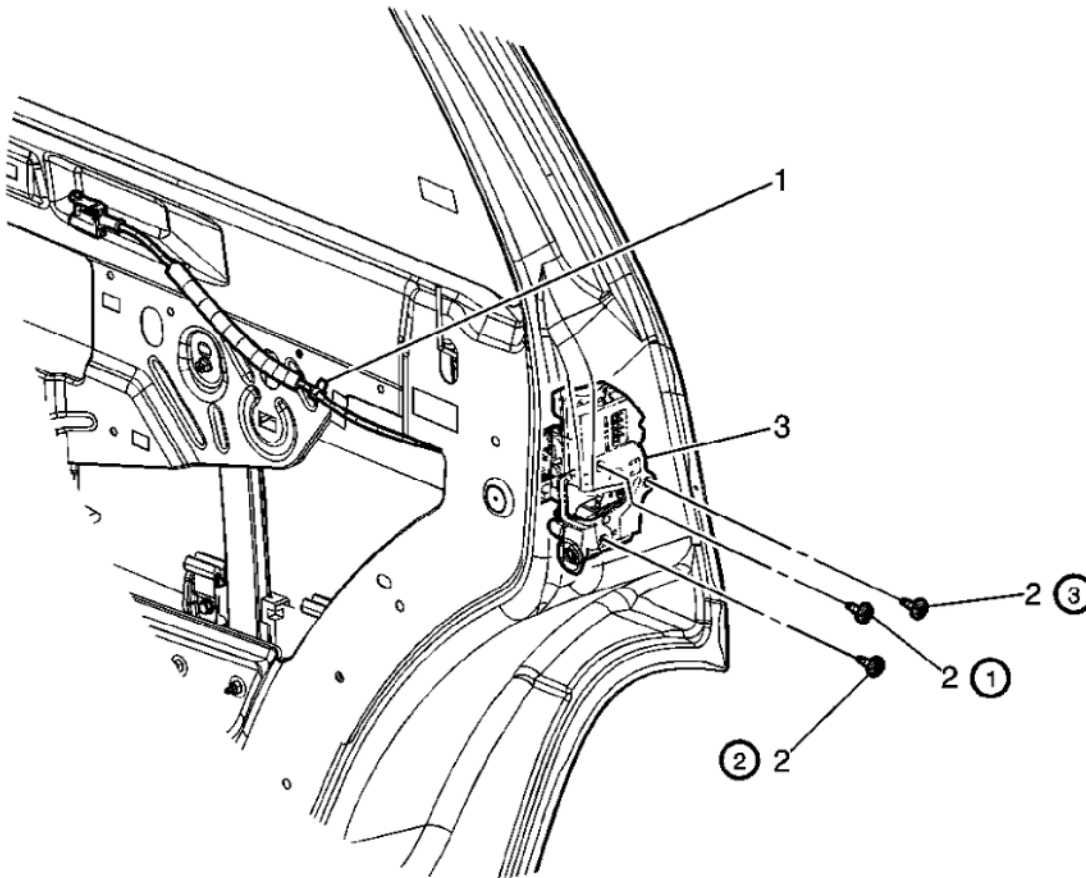


Fig. 24: Rear Side Door Lock & Components
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedures	
1. Position the door window as needed for service.	
2. Remove the door trim panel. Refer to <u>Rear Side Door Trim Panel Replacement (YE9)</u> or <u>Rear Side Door Trim Panel Replacement (SLT)</u> .	
3. Remove the water deflector. Refer to <u>Rear Side Door Water Deflector Replacement</u> .	
1	Inside Door Handle Cable Retainer Clip
	Rear Side Door Lock Screw (Qty: 3)
	NOTE: Refer to <u>Fastener Notice</u> .

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2	Procedure 1. Release the outside door handle rod from the door lock clip. 2. The mandatory sequence is 3, 1, 2. Tighten: 10 N.m (89 lb in)
3	Rear Side Door Lock Procedure 1. Disconnect the electrical plug. 2. Transfer all parts to the new lock.

REAR DOOR LOCK REPLACEMENT (EXTENDED CAB LOWER)

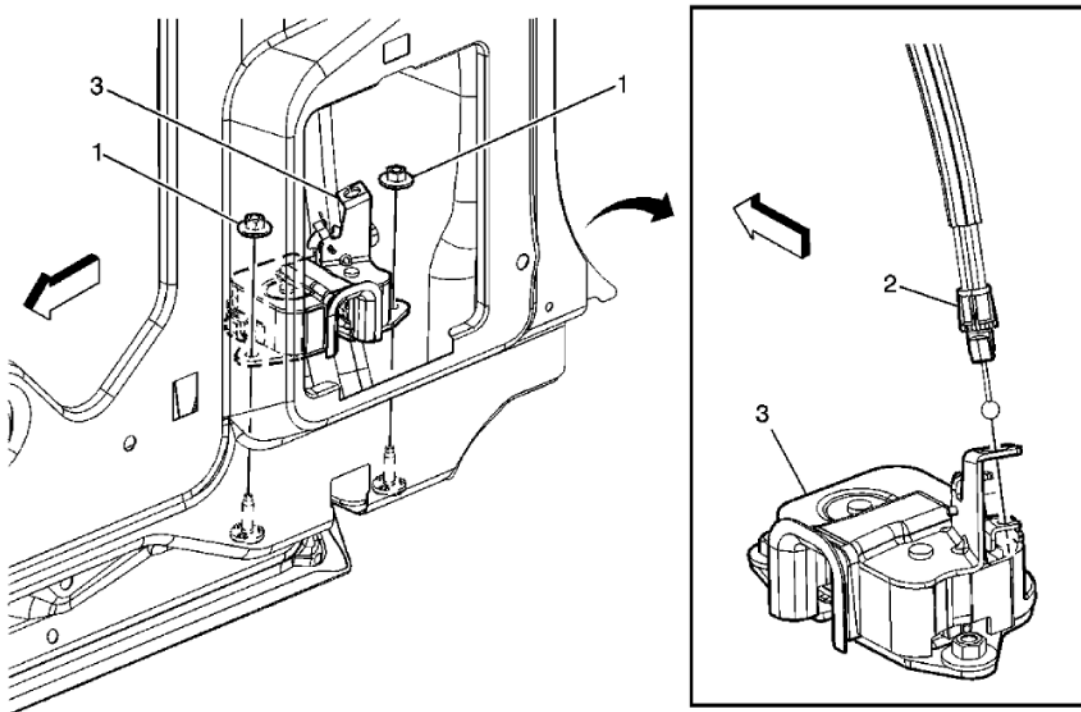


Fig. 25: View Of Rear Door Lower Latch Components
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
CAUTION:	

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Refer to **SIR Caution** .

Preliminary Procedures

1. Position the door window as needed for service.
2. Remove the rear door trim panel. Refer to **Rear Side Access Door Trim Panel Replacement** .
3. Remove the rear door water deflector.

1	Rear Side Door Lower Latch Bolt (Qty: 2) NOTE: Refer to <u>Fastener Notice</u> . Tighten: 10 N.m (89 lb in)
2	Rear Side Door Lower Latch Cable Procedure: Pull the latch downward out of the door and disconnect the cable from the clip.
3	Rear Side Door Lower Latch

DOOR LOCK STRIKER ADJUSTMENT

To determine if striker adjustment is required, proceed as follows:

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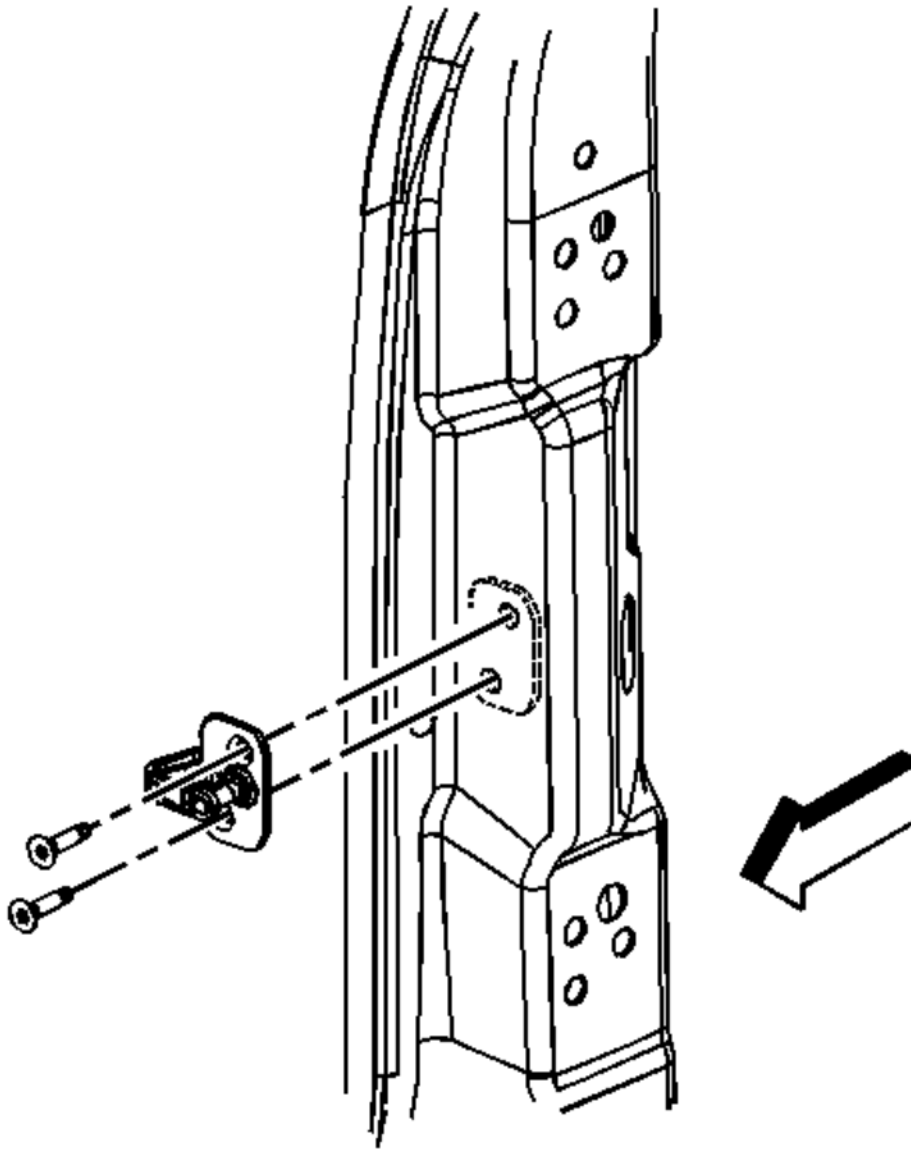


Fig. 26: Door Lock Striker

Courtesy of GENERAL MOTORS CORP.

1. Make certain the door is properly aligned within the door opening before proceeding with the striker adjustment.
2. Close the door onto the striker and note if the door drags on the striker causing the door to

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move upward or downward upon contact with the striker. Also note the closing effort to fully engage the latch.

3. Using a soft marker, mark around the striker for reference of the original position. Loosen the striker.
4. Move the striker to eliminate drag on the striker and door latch and to achieve the proper door position within the door opening. Start with the up/down position, then position the striker to achieve proper alignment to the door opening. Set the in/out adjustment for the proper door seal engagement making sure the door closing efforts are correct.

NOTE: Refer to Fastener Notice .

5. Tighten the striker-to-body bolts.

Tighten: Tighten the door striker-to-body bolts to 27 N.m (20 lb ft).

DOOR STRIKER REPLACEMENT (EXTENDED CAB, UPPER)

Removal Procedure

IMPORTANT: If both of the door striker bolts are removed at the same time, the striker backing plate will fall into the body. This will result in additional time to perform the repair.

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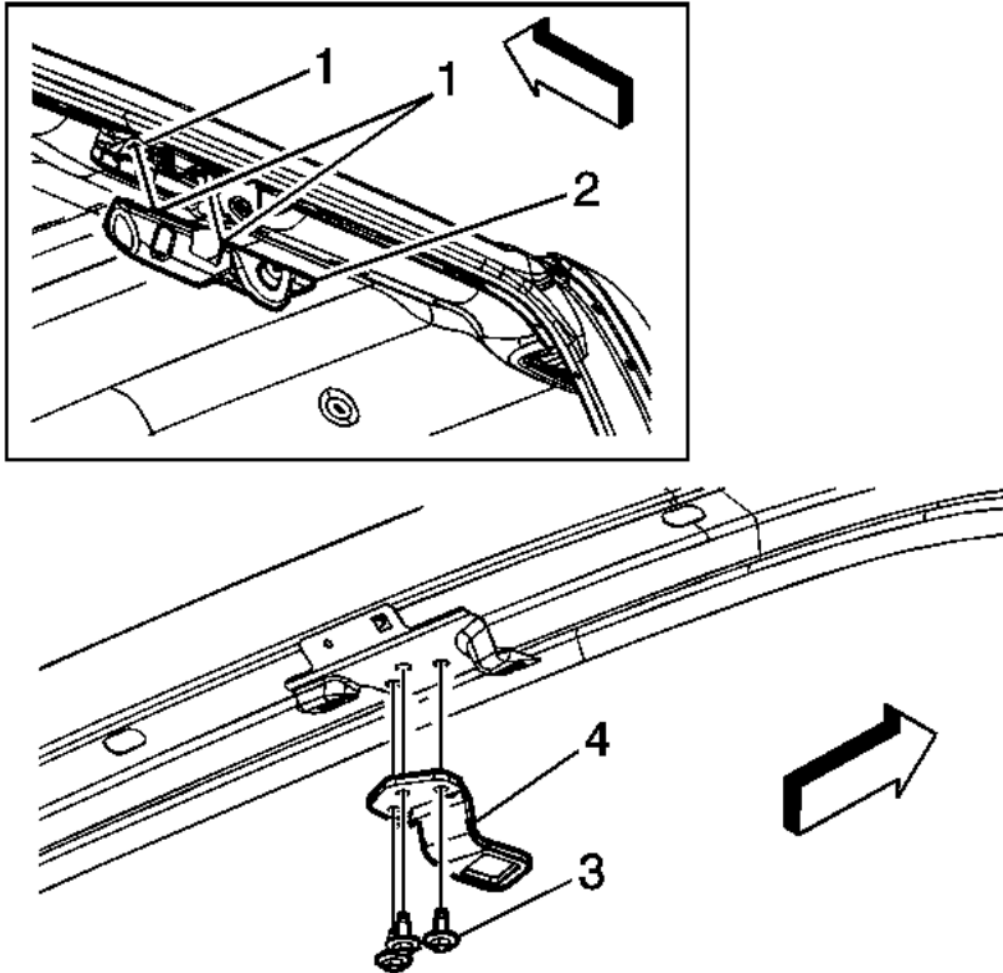


Fig. 27: View Of Door Striker Components
Courtesy of GENERAL MOTORS CORP.

1. Remove the upper trim door upper striker cover (2).

Pull straight downward for the trim cover to release, retained by retainer clips (1).

2. Remove the door upper striker bolts (3).
3. Remove the spacer, if equipped.
4. Remove the door upper striker (4).

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Installation Procedure

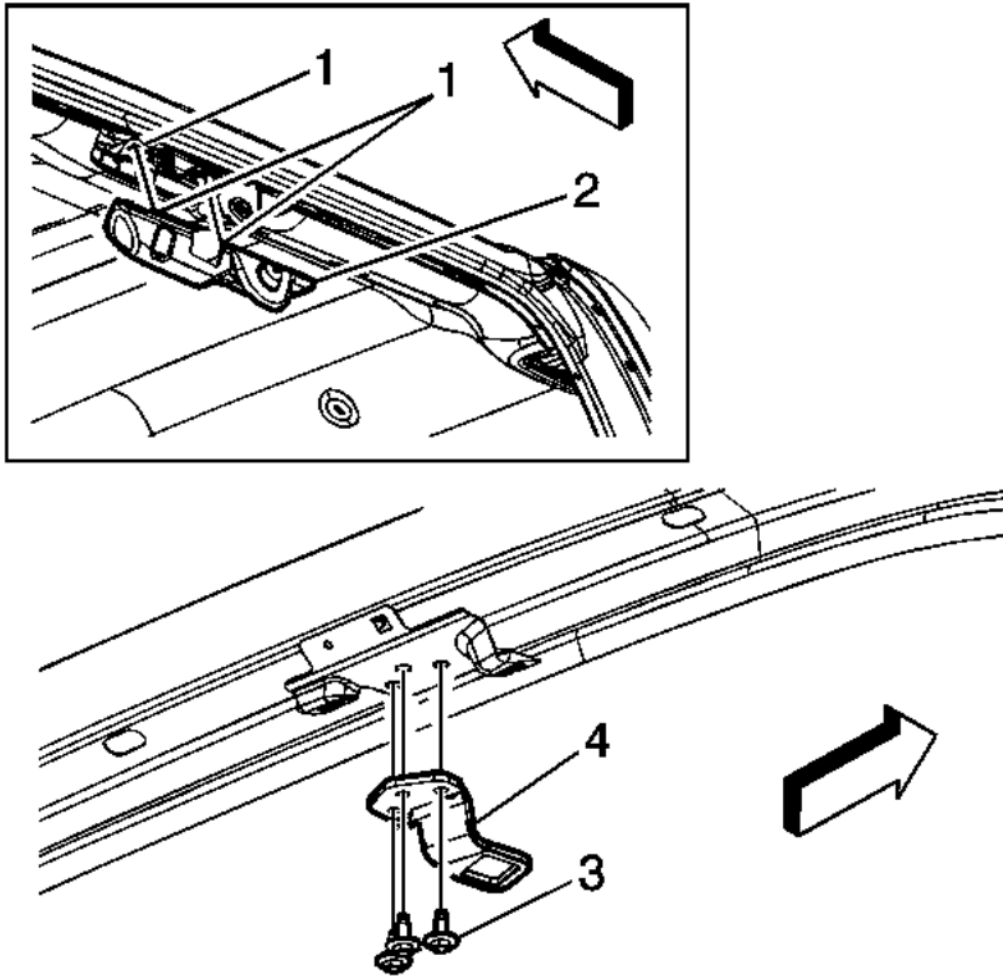


Fig. 28: View Of Door Striker Components
Courtesy of GENERAL MOTORS CORP.

1. Install the door upper striker (4).
2. Install the spacer, if equipped.
3. Install the door upper striker bolt (3).
4. If the striker backing plate has moved, rotate the lower striker bolt until the upper threaded hole is properly aligned.

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NOTE: Refer to Fastener Notice .

5. Tighten the upper striker bolts.

Tighten: Tighten the door upper striker bolts to 24 N.m (18 lb ft).

6. Install the upper trim door upper striker cover.

Ensure that the retainer clips were Not damaged when removed. Push upward into locator holes.

DOOR STRIKER REPLACEMENT (EXTENDED CAB, LOWER)

Removal Procedure

IMPORTANT: If both of the door striker bolts are removed at the same time, the striker backing plate will fall into the body. This will result in additional time to perform the repair.

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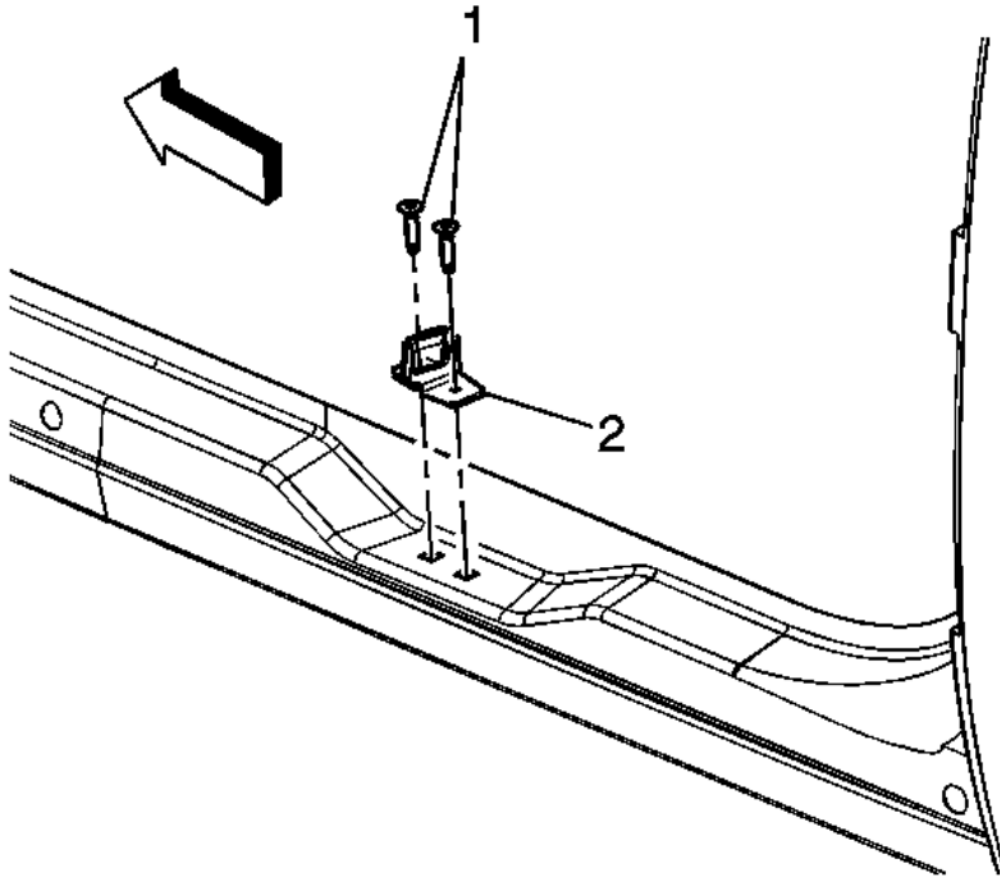


Fig. 29: View Of Lower Door Striker & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the door lower striker bolts (1).
2. Remove the spacer, if equipped.
3. Remove the door lower striker (2).

Installation Procedure

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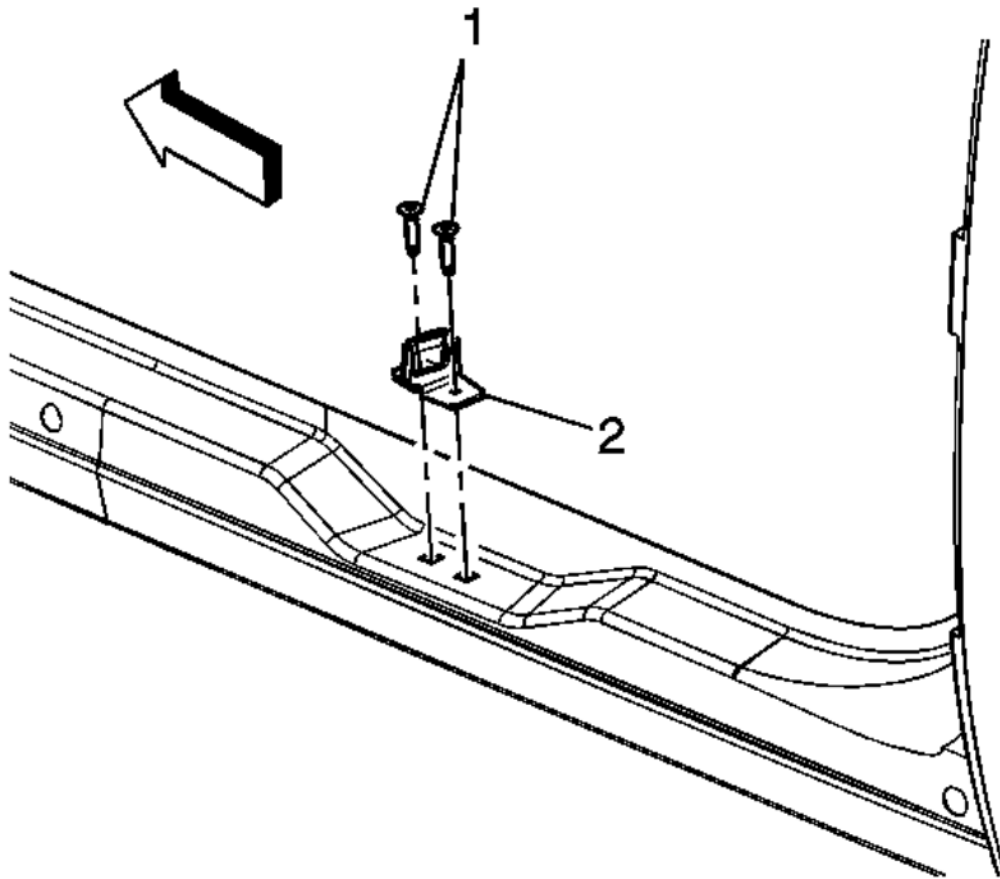


Fig. 30: View Of Lower Door Striker & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Install the door lower striker (2).
2. Install the spacer, if equipped.
3. Install the door lower striker bolt (1).
4. If the striker backing plate has moved, rotate the lower striker bolt until the upper threaded hole is properly aligned.

NOTE: **Refer to Fastener Notice .**

5. Tighten the lower striker bolts.

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Tighten: Tighten the door lower striker bolts to 24 N.m (18 lb ft).

DOOR STRIKER REPLACEMENT (CREW CAB)

Removal Procedure

IMPORTANT: If both of the door striker bolts are removed at the same time, the striker backing plate will fall into the body. This will result in additional time to perform the repair.

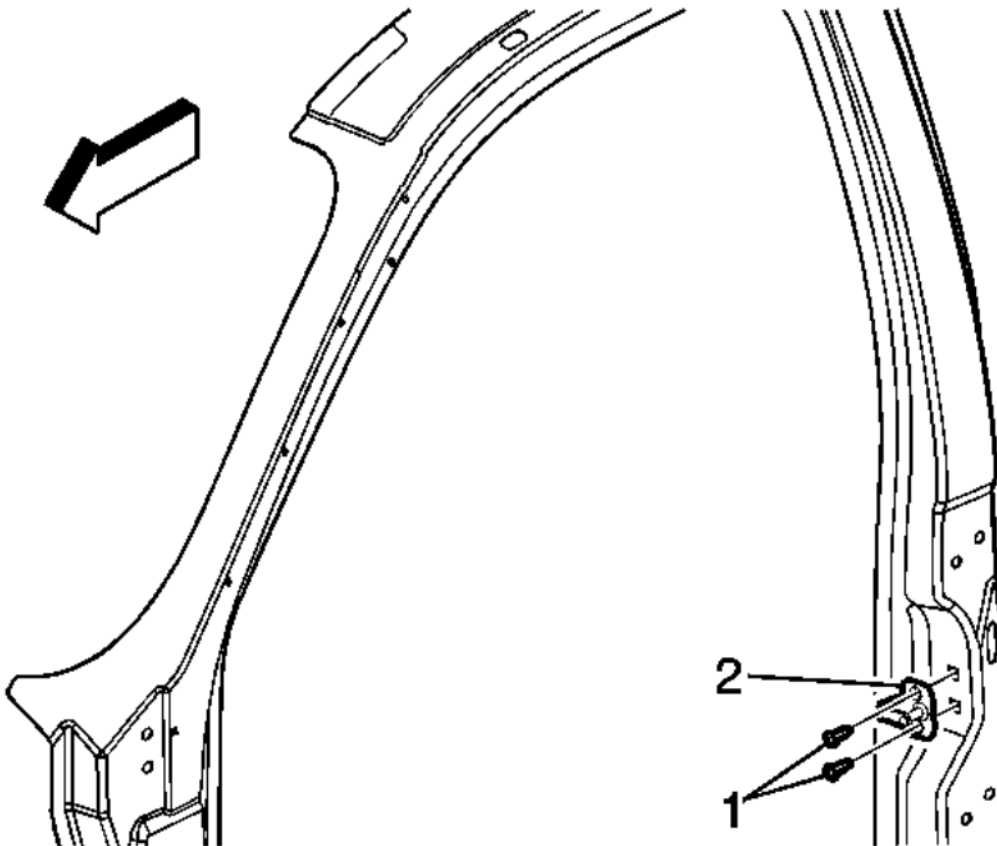


Fig. 31: View Of Door Striker & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the lower striker bolt.

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2. Loosen the upper striker bolt enough in order to rotate the striker and the spacer, if equipped, away from the lower bolt hole.
3. Install the lower striker bolt. Tighten the lower striker bolt sufficiently in order to hold the striker backing plate in place.
4. Remove the upper striker bolt (1).
5. Remove the spacer, if equipped.
6. Remove the striker (2).

Installation Procedure

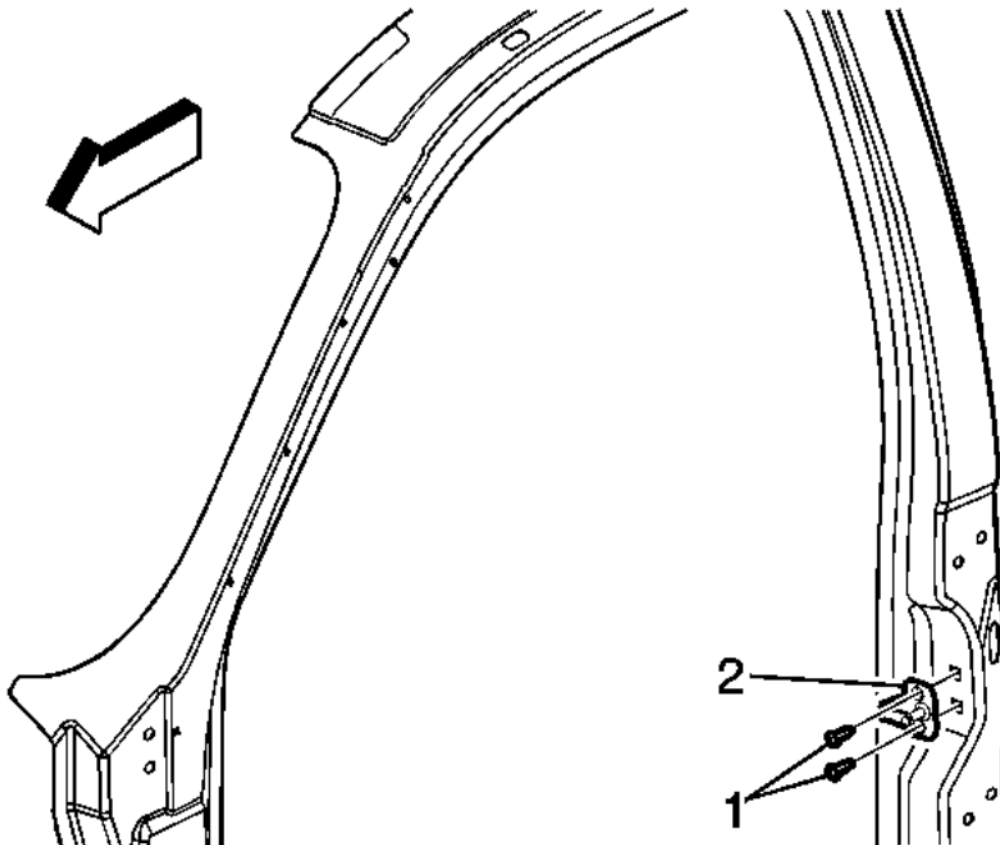


Fig. 32: View Of Door Striker & Bolts
Courtesy of GENERAL MOTORS CORP.

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1. Install the striker.
2. Install the spacer, if equipped.
3. Install the upper striker bolt (1).
4. If the striker backing plate has moved, rotate the lower striker bolt until the upper threaded hole is properly aligned.
5. Remove the lower bolt.
6. Rotate the striker (2) and the spacer, if equipped, in order to align the lower threaded hole in the striker backing plate.

NOTE: Refer to Fastener Notice .

7. Tighten the striker bolts.

Tighten: Tighten the door striker bolts to 24 N.m (18 lb ft).

PICKUP BOX ENDGATE STRIKER REPLACEMENT (PICKUP BOX)

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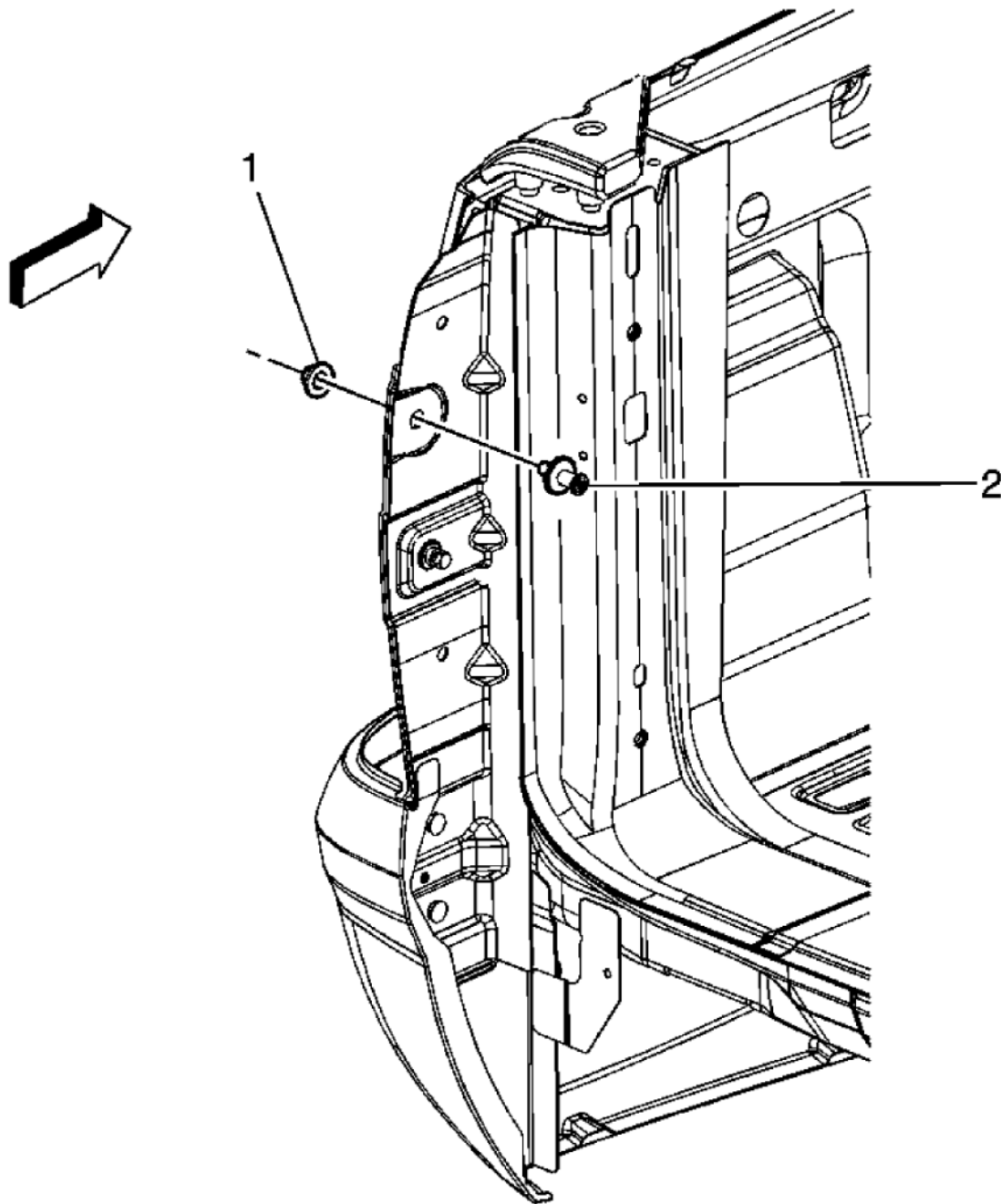


Fig. 33: View Of Pickup Box Endgate Striker & Nut
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedure: Remove the tail lamp. Refer to Tail Lamp Replacement (GMC) or Tail Lamp	

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Replacement (Chevrolet) .

1	Pickup Box Endgate Striker Nut NOTE: Refer to <u>Fastener Notice</u> . Tighten: 35 N.m (26 lb ft)
2	Pickup Box Endgate Striker

DOOR LOCK SWITCH REPLACEMENT - FRONT (WITH DL8 AND WITHOUT SLT)

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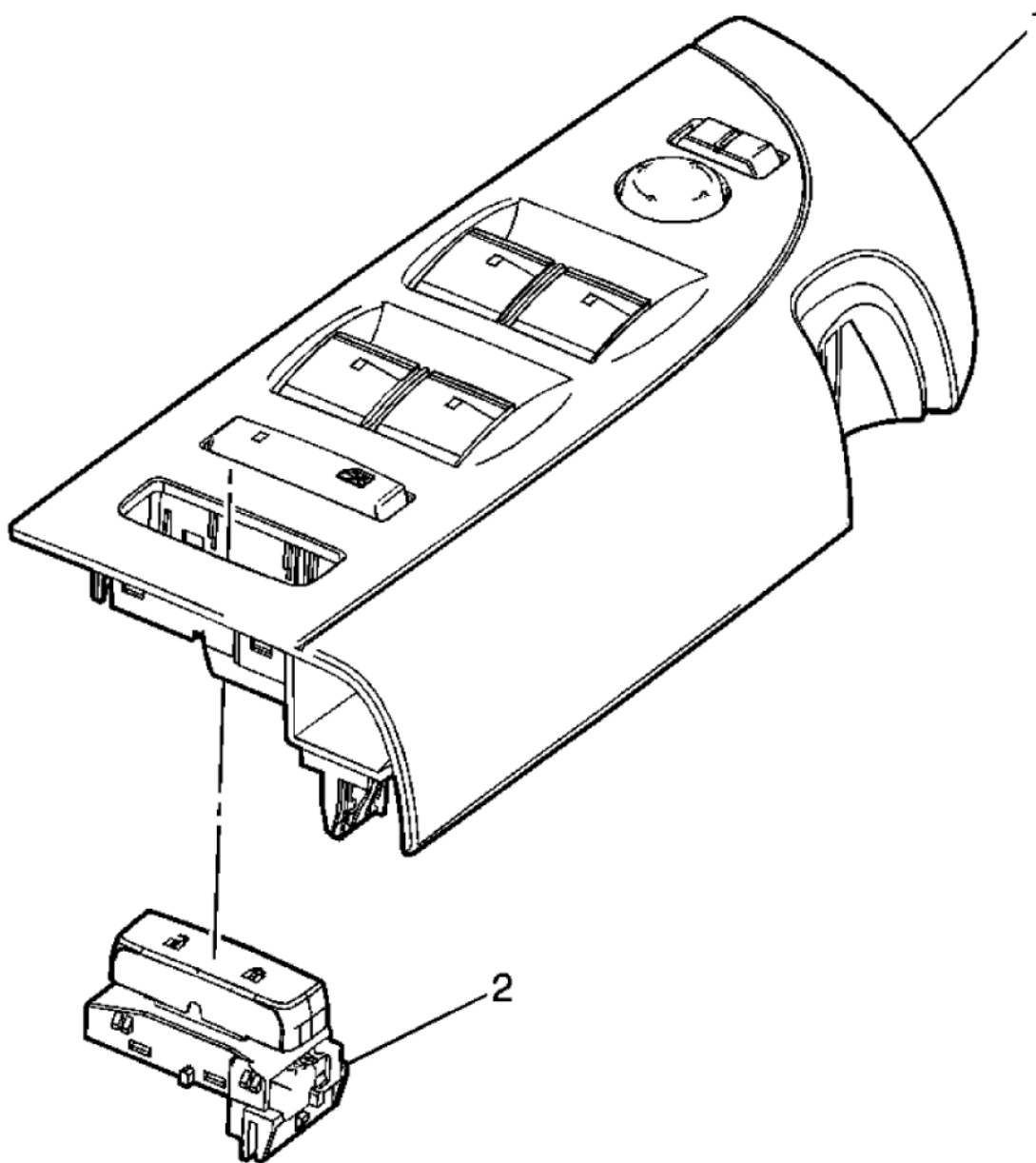


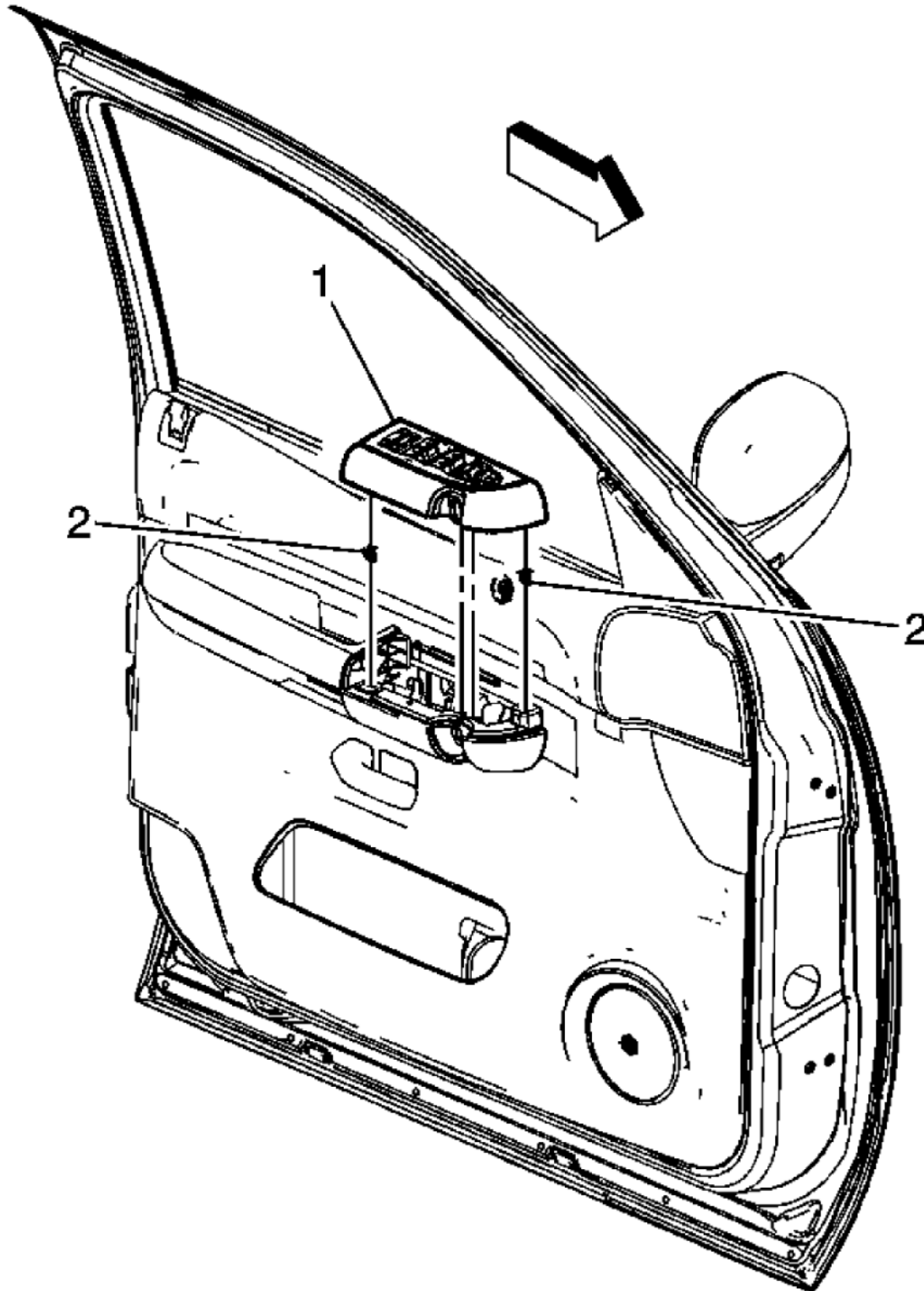
Fig. 34: Door Lock Switch - Front (with DL8 and without SLT)
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
1	Front Side Door Window Switch Bezel Refer to <u>Front Door Switch Bezel Replacement</u> .
2	Door Lock Switch Procedure: Use a small flat bladed tool to aid in the removal of the switch from the bezel.

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DOOR LOCK AND SIDE WINDOW SWITCH REPLACEMENT - DRIVER SIDE



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Fig. 35: Door Lock and Side Window Switch - Driver Side
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
Preliminary Procedure: Remove the door pull handle. Refer to <u>Front Side Door Pull Handle Replacement</u> .	
1	Front Side Door Lock and Side Window Switch Assembly Tip: Disconnect electrical connectors.
2	Front Side Door Lock and Side Window Switch Retainer Clip (Qty: 2)

DOOR LOCK AND SIDE WINDOW SWITCH REPLACEMENT - PASSENGER SIDE

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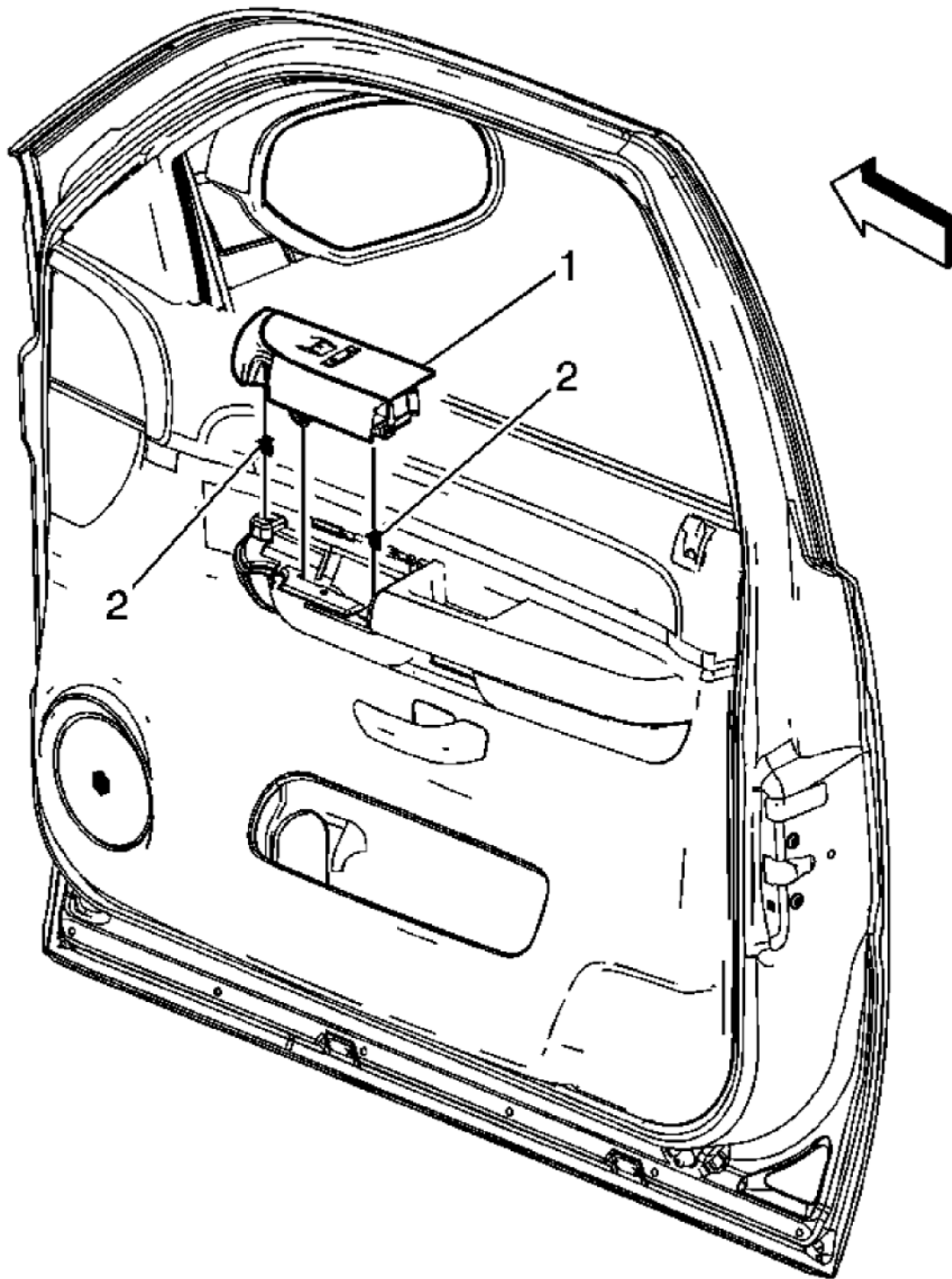


Fig. 36: Door Lock and Side Window Switch - Passenger Side
Courtesy of GENERAL MOTORS CORP.

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Callout	Component Name
Preliminary Procedure: Remove the door pull handle. Refer to <u>Front Side Door Pull Handle Replacement</u> .	
1	Front Side Door Lock and Side Window Switch Assembly Tip: Disconnect electrical connectors.
2	Front Side Door Lock and Side Window Switch Retainer Clip (Qty: 2)

DESCRIPTION AND OPERATION

DOOR AJAR INDICATOR DESCRIPTION AND OPERATION (W/AN3)

Door Ajar Indicator System Components

The door ajar indicator system consists of the following components:

- The driver door switch (DDS)
- The passenger door switch (PDS)
- The body control module (BCM)
- The instrument panel cluster (IPC)
- The driver door ajar switch
- The passenger door ajar switch
- The left rear door ajar switch
- The right rear door ajar switch

Driver Door Ajar And Passenger Door Ajar

The driver door switch (DDS) and passenger door switch (PDS) receive a discrete input from the respective door ajar switch to indicate the status of the door. The DDS or PDS then communicates this status to the instrument panel cluster (IPC) via GMLAN message. The IPC, upon receipt of this GMLAN message, will illuminate the appropriate door ajar message in the driver information center (DIC) and also send a GMLAN message to the radio to activate the door ajar audible warning when the following conditions are met:

- The transmission is removed from PARK
- The vehicle speed is greater then 8.05 km/h (5 mph)

Left Rear Door Ajar And Right Rear Door Ajar

The body control module (BCM) receives a discrete inputs from both the left and right rear door

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ajar switches to indicate the status of the rear doors. The BCM then communicates this status to the instrument panel cluster (IPC) via GMLAN message. The IPC, upon receipt of this GMLAN message, will illuminate the appropriate door ajar message in the driver information center (DIC) and also send a GMLAN message to the radio to activate the door ajar audible warning when the following conditions are met:

- The transmission is removed from PARK
- The vehicle speed is greater than 8.05 km/h (5 mph)

DOOR AJAR INDICATOR DESCRIPTION AND OPERATION (W/O AN3)

Door Ajar Indicator System Components

The door ajar indicator system consists of the following components:

- The body control module (BCM)
- The instrument panel cluster (IPC)
- The driver door ajar switch
- The passenger door ajar switch
- The left rear door ajar switch
- The right rear door ajar switch

The body control module (BCM) receives a discrete inputs from the front and rear door ajar switches to indicate the status of the doors. The BCM then communicates this status to the instrument panel cluster (IPC) via GMLAN message. The IPC, upon receipt of this GMLAN message, will illuminate the appropriate door ajar message in the driver information center (DIC) and also send a GMLAN message to the radio to activate the door ajar audible warning when the following conditions are met:

- The transmission is removed from PARK
- The vehicle speed is greater than 8.05 km/h (5 mph)

POWER DOOR LOCKS DESCRIPTION AND OPERATION

Door Lock System Components

The power door lock system consists of the following components:

- The driver door switch (DDS)
- The passenger door switch (PDS)

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- The body control module (BCM)
- The driver information center (DIC)
- The rear door lock/unlock relay (LBEC)
- The door lock actuators in each of the doors

Door Lock System Controls

The power door lock system can be controlled by any of the following:

- A power door lock or unlock switch activation
- A keyless entry transmission
- An automatic door lock function
- A delay lock function
- Door lock cylinder switch activation
- Lockout Prevention

Power Door Lock System Operation

The front power door lock switches are integral components of the driver door module (DDS) and passenger door module (PDS). The switches are 2 position normally open rocker switches. When placed in either the lock or unlock positions, the switches provide a direct input to the DDS or PDS. The DDS or PDS monitors these inputs and sends a GMLAN message indicating a change in the switch's respective position. Modules which activate the power door lock actuators receive the lock or unlock message and activate the actuator in the appropriate direction to lock or unlock the vehicle's doors.

The modules which activate the power lock motors are:

- The DDS (driver door lock actuator)
- The PDS (passenger front door lock actuator)
- The BCM (both rear door lock actuators)

The DDS and PDS are directly connected to the respective door lock actuator through the lock and unlock control circuits. Once a door lock or unlock request has been received, the module will supply battery voltage to one side of the actuator and ground the other causing the doors to lock or unlock.

The rear passenger doors are controlled by the BCM through the rear door lock/unlock relay which is incorporated onto the printed circuit board in the LH BEC. The BCM controls the

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unlock relay by providing ground to energize the coil and controls the lock relay by providing battery voltage to energize the relay coil. The energized the relay and allows voltage to be applied to either the door lock motor lock or unlock circuits. Since the other side of the door lock actuator is connected to the normally closed contacts of the opposing relay to ground, the doors lock or unlock.

Programmable Automatic Door Locks

The automatic door lock feature can be programmed to control the door lock system. The automatic door lock feature is factory programmed to have all doors lock and unlock.

When the automatic door lock feature is programmed to control the door lock system, the driver door switch (DDS), passenger door switch (PDS) and body control module (BCM) will lock the vehicle doors if the following inputs are true:

- Ignition 1 input is active.
- All door ajar switch inputs are inactive.
- Transmission is shifted out of PARK.

This automatic door lock function will only occur once per ignition cycle unless, a door ajar switch input changes state to active and back to inactive. Then the DDS, PDS and BCM will lock all doors again.

Once the automatic door lock feature has locked the doors, the BCM will then unlock all the doors when the transmission is shifted into PARK.

Lockout Prevention

This feature prevents the locking of the driver door if the ignition key is left in the ignition lock cylinder. If a lock function occurs from any door lock switch and the body control module (BCM) senses an active state on either the left front door latch signal, secondary door latch switch signal and the key in ignition switch signal circuit is in the YES state, the BCM, driver door switch (DDS) and passenger door switch (PDS) will lock the doors and then the DDS will unlock the driver door.

Delayed Locking Operation

With any door open and a door lock switch is activated in the lock position, the driver door switch (DDS), passenger door switch (PDS) and the body control module (BCM) will go into a lock pending state. The BCM will also give 3 audible chimes. When the door is closed, the DDS, PDS and the BCM will lock the doors after approximately 5 seconds. This feature can be

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overridden by activating the door lock switch a second time and the doors will lock even with a door open.