

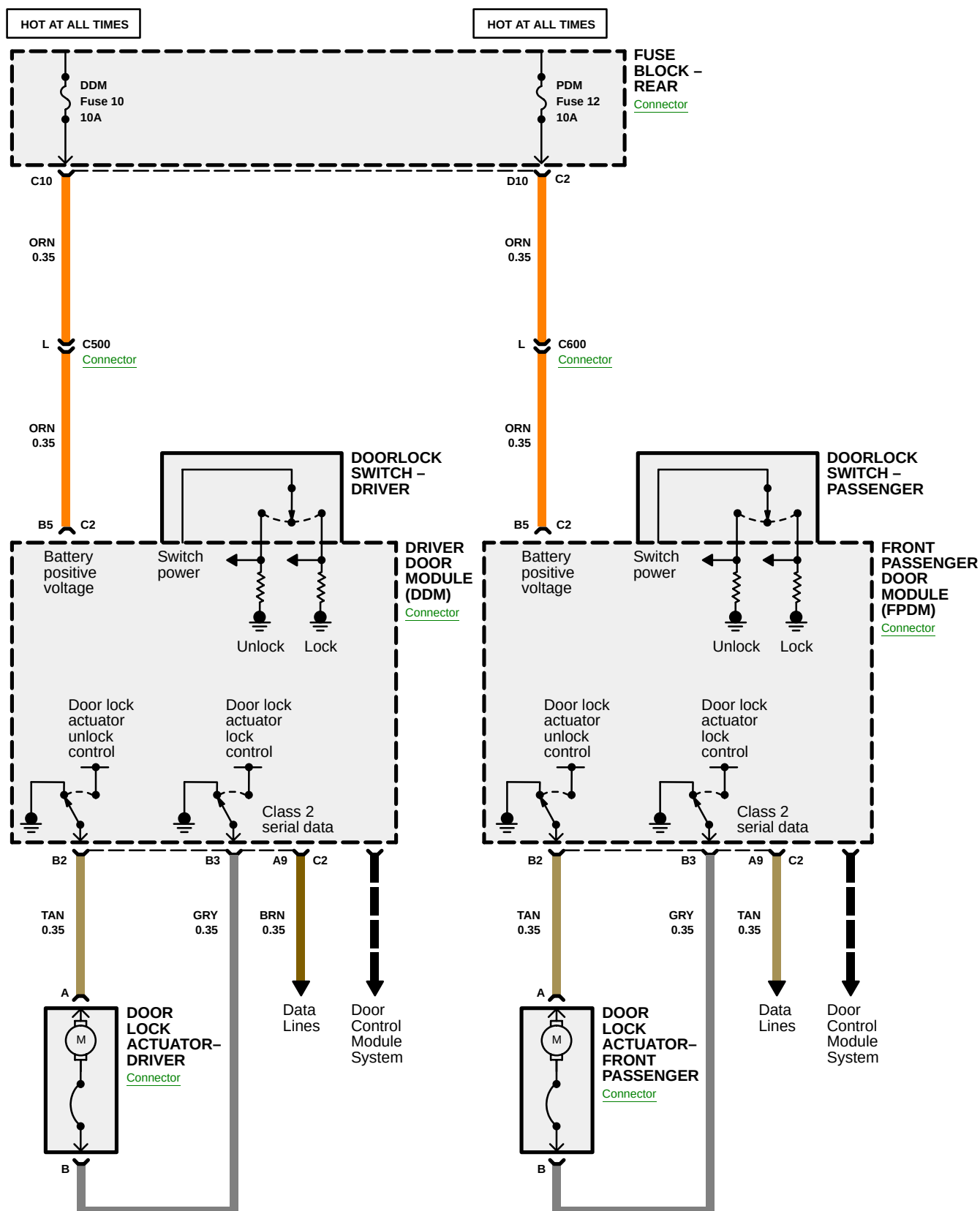
POWER DOOR LOCKS

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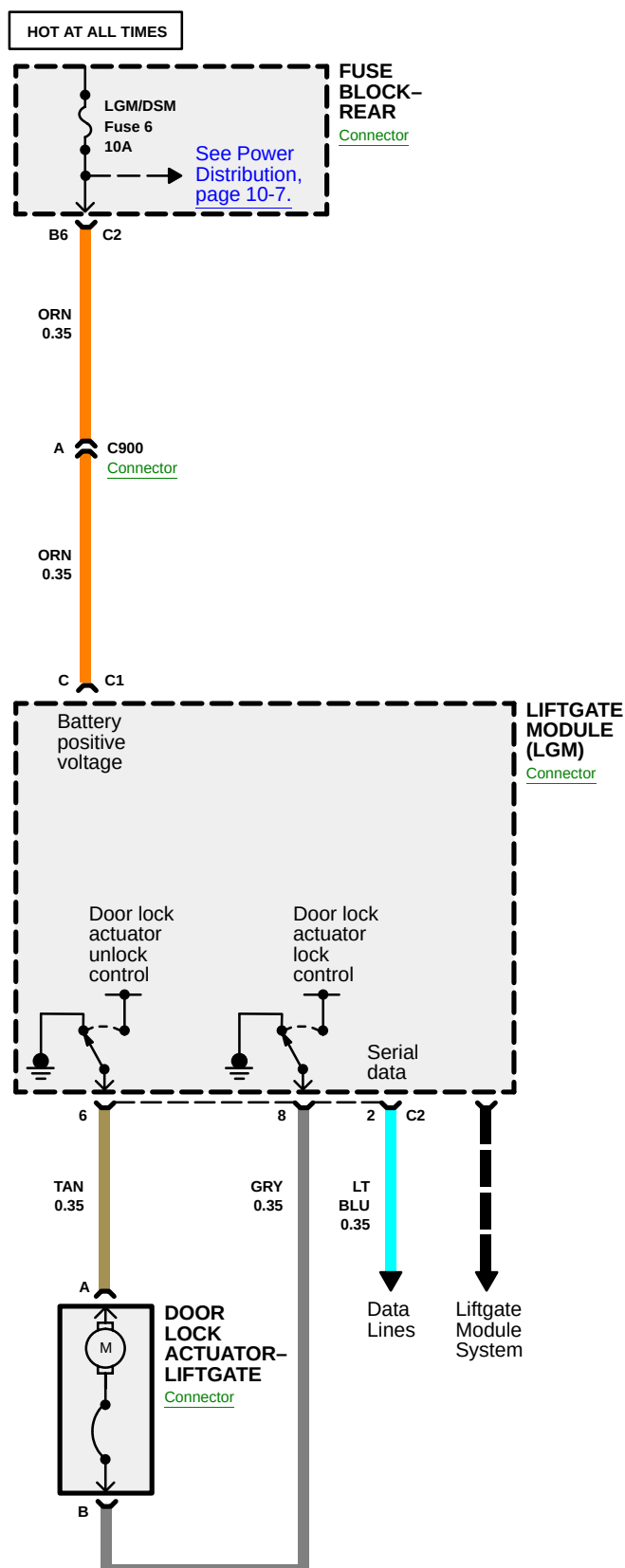
POWER DOOR LOCKS

Circuit Schematic



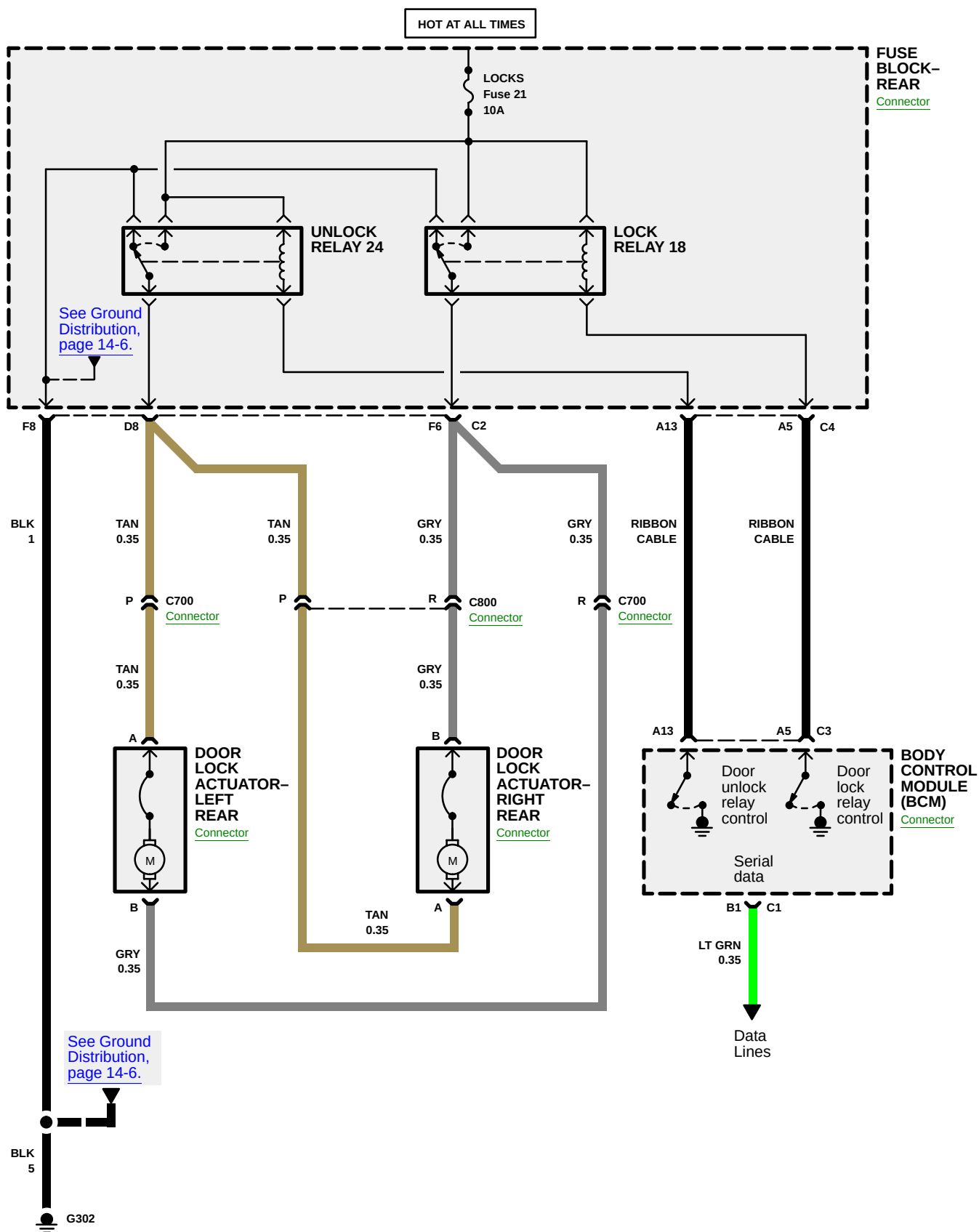
POWER DOOR LOCKS

Circuit Schematic



POWER DOOR LOCKS

Circuit Schematic



POWER DOOR LOCKS

Circuit Operation

Door Lock System Components

The power door lock system consists of the following components:

- Driver Door Module (DDM)
- Passenger Door Module (PDM)
- Liftgate Module (LGM)
- Door lock relay
- Door unlock relay
- Body Control Module (BCM)
- Reversible door lock actuators in each of the doors
- LR/RR LOCKS 10A fuse (relay supply voltage)
- Door lock switches in driver and passenger doors (switches are integral components to the DDM and PDM)

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
- An airbag deployment

Power Door Lock Operation

The power door lock switches are integral components of the DDM and PDM. The switches are two position normally open rocker switches. When placed in either the lock or unlock positions, the switches provide a direct input to the DDM or PDM. The DDM or PDM monitors these inputs and sends a Class 2 message indicating a change in the switch's respective position. Modules which activate the power door lock motors receive the Class 2 message and activate the motor in the appropriate direction to lock or unlock the vehicle's doors and liftgate. The modules which activate the power lock motors are:

- DDM (driver door lock actuator).
- PDM (passenger front door lock actuator).
- BCM (both rear door lock actuators).
- LGM (liftgate door lock actuator).

The DDM, PDM and LGM are directly connected to the respective door lock actuator through the door lock motor lock and unlock 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 passengers doors differ slightly in that they use lock and unlock relays. The relays supply and coil sides receive a constant voltage through the battery voltage supply circuit. The normally closed contacts are connected to ground and the control side is connected to the BCM. Once a door lock or unlock request has been received by the BCM, the BCM will ground the control side of the appropriate relay. This energizes 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.

POWER DOOR LOCKS

Component Location Index

(Refer to Section 201 for photographs.)

Component	Photo No.
Body Control Module	
(BCM)	On Rear Fuse Block, under left rear seat 53
Door Lock Actuator-Driver	In the left front door 97
Door Lock Actuator-Front	
Passenger	In the right front door 97
Door Lock Actuator-	
Left Rear	In the left rear door 98
Door Lock Actuator-Liftgate . . .	Inside the liftgate 114
Door Lock Actuator-	
Right Rear	Inside the right rear door 98
Driver Door Module (DDM) . . .	On lower part of the driver door switch panel 95
Front Passenger Door	
Module (FPDM)	On lower part of passenger door switch panel 96
Fuse Block-Rear	Under the left rear seat 52
Liftgate Module (LGM)	Inside the liftgate 113
Lock Relay 18	In the Rear Fuse Block 54
Unlock Relay 24	In the Rear Fuse Block 54
Connector	
C500 (12-BLK)	Midpoint of leading edge of left front door 93
C600 (12-BLK)	Midpoint of leading edge of right front door 93
C700 (17-NAT)	Midpoint of leading edge of left rear door 94
C800 (17-NAT)	Midpoint of leading edge of right rear door 94
C900 (6-BLK)	Top of the liftgate 107
Ground	
G302	On the lower left B-pillar 105