

VEHICLE THEFT SECURITY SYSTEM

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GENERAL INFORMATION

This passive system is designed to protect against vehicle theft. The Security Alarm Module (SAM) is a logic controlled device that monitors vehicle doors, hood, liftgate and ignition action for unauthorized operation. The alarm activates by sounding the horn, flashing the headlamps, park and tail lamps and providing an engine no run feature.

Passive arming occurs upon normal vehicle exit (ignition OFF, open door, lock with power locks, close door). The Security lamp in the panel will flash for 15 seconds, showing that arming is in progress. Note that this 15 second arming period will start after the Illuminated Entry has timed out (courtesy lamps off). If no monitored systems are activated during this period, the system will arm. If the hood switch is not seen by the system, the Security lamp will remain steadily lit during the arming process, although the system will still arm.

The engine compartment will not be protected from entry while the security lamp remains lit.

Active arming occurs when the Remote Keyless Entry transmitter is used to lock the vehicle doors, whether the doors are open or closed. If one or more doors are open, the arming sequence is completed only after all doors and liftgate are closed.

Passive disarming occurs upon normal vehicle entry (unlocking either front door or liftgate, with the key). This disarming also will halt the alarm once it has been activated.

Active disarming occurs when the Remote Keyless Entry transmitter is used to unlock the vehicle doors. This disarming also will halt the alarm once it has been activated.

When the battery is connected the Vehicle Theft Security System enters its power up alarm mode which:

- flashes the headlamps
- flashes the park and tail lamps
- prevents the engine from running.

To exit this mode, the system must be disarmed as mentioned previously.

A tamper alert exists to notify the driver that the alarm had been activated, and has since timed-out (alarmed for more than 18 minutes). This alert gives 3 horn pulses when the vehicle is disarmed.

The alarm system will not arm if the doors are manually locked, providing a manual override of alarm.

SYSTEM SELF-TESTS

A diagnostics mode is available in the system to verify operation of all monitored switches or circuits. To enter diagnostics, cycle the ignition key to the accessory position 3 times, leaving the key in this position.

Upon entering diagnostics, the headlamps, park and tail lamps will begin flashing to verify their operation. In addition, the horn will sound twice. Returning the ignition to the OFF position will stop the lamps from flashing while keeping the system in diagnostics.

While in diagnostics mode, a horn pulse should occur at each of the following events indicating proper operation:

Note that vehicles equipped with the Vehicle Theft Security System are also equipped with Illuminated Entry. When in diagnostic mode it is recommended that the Illuminated Entry Relay be removed. Otherwise it is necessary to wait for the 30 seconds delay after each door opening or closure.

(1) Beginning with all doors closed, open then close each door. The horn will sound when the door jamb switch closes, and then again when the switch opens. There must be a 1 second delay between closing and opening the switch.

(2) Open, then close the hood. The horn will sound when the hood is opened, and again when it is closed.

(3) Activate the power door locks in both the Lock and Unlock directions. The horn will sound after each activation.

(4) Rotate the key in each door lock cylinder to the unlock position. The horn will sound as the switch closes, and again when it opens. There must be a 1 second delay between changing switch states, or the horn will not sound.

(5) Cycle the key to the ignition RUN position. A single horn pulse will indicate proper operation of the ignition input. This also will take the module out of the diagnostics mode.

(6) Activate the Remote Keyless Entry in both the Lock and Unlock directions. The horn will sound after each activation.

For any of these tests, if the switch does not remain open or closed for at least 1 second, the horn will only sound once.

The lack of a horn pulse, during any operation, indicates:

- a switch failure
- the lack of that input to the Vehicle Theft Security System module

- or a failure internal to the module.

Check for continuity at the switch. If this is good, check for an open or shorted wire between the switch and alarm module. Also, check if the Powertrain Control Module (PCM) has been replaced recently. For the first 20 engine starts with a new PCM, the Vehicle Theft Security System will function normally except it will not prevent the engine from running.

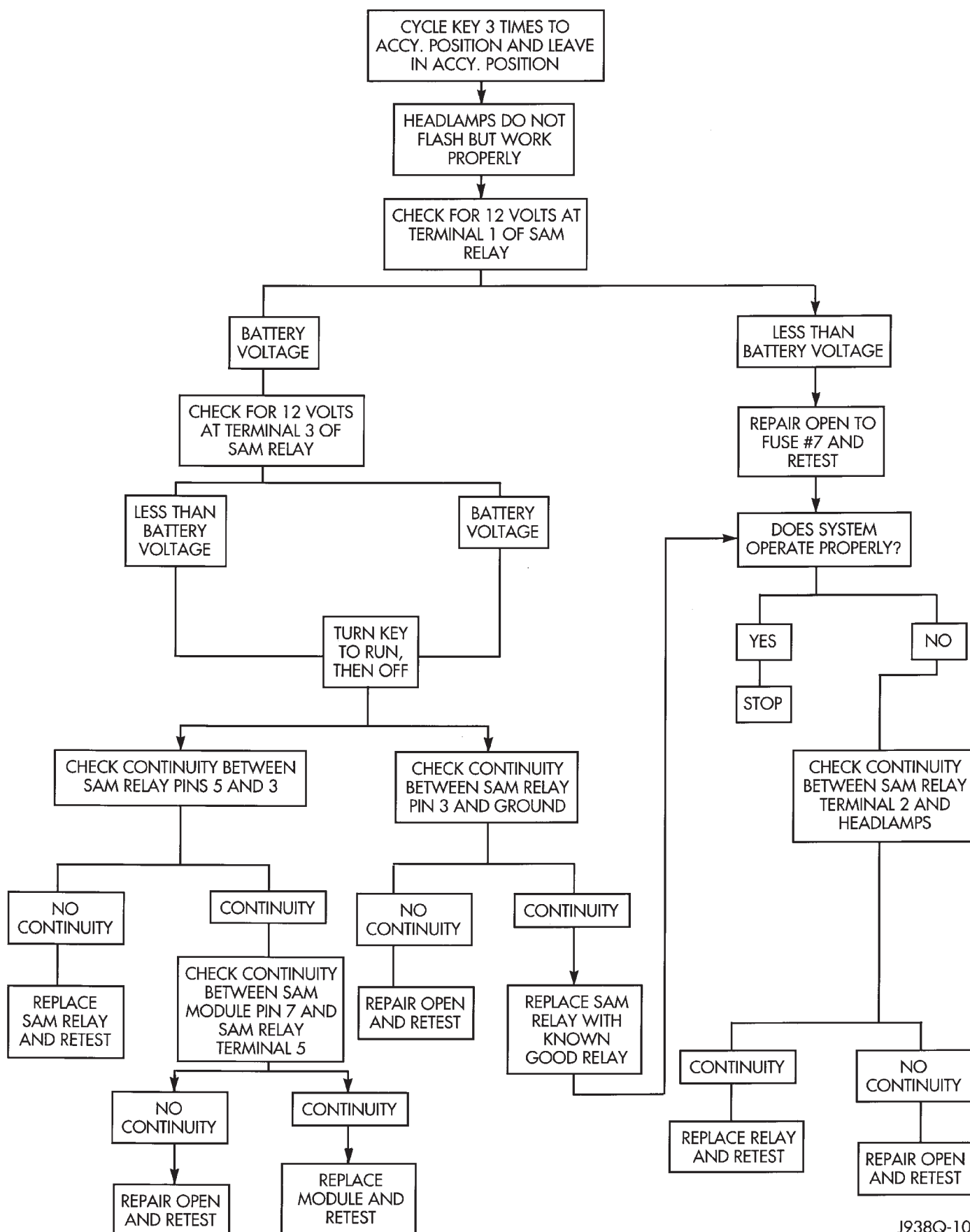
A PCM from a vehicle equipped with Vehicle Theft Security System cannot be used in a vehicle that is not equipped with Vehicle Theft Security System.

If the Security Lamp comes on after ignition ON and stays on, the CCD bus communication with the PCM has been lost.

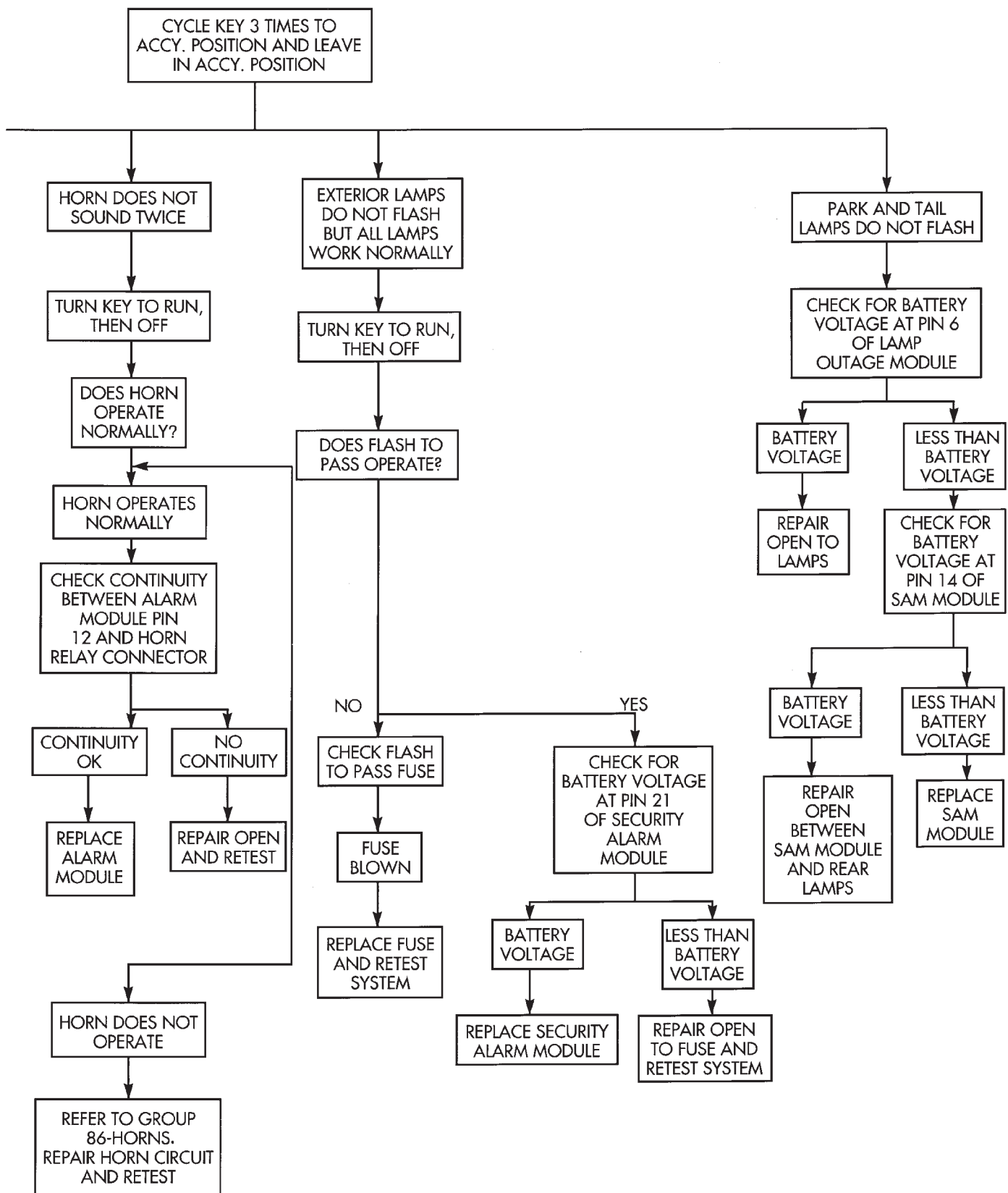
ON-BOARD DIAGNOSTIC SYSTEM

The DRB II Scan tool also may be used to test the Security System. Refer to the appropriate Diagnostic Procedures Manual.

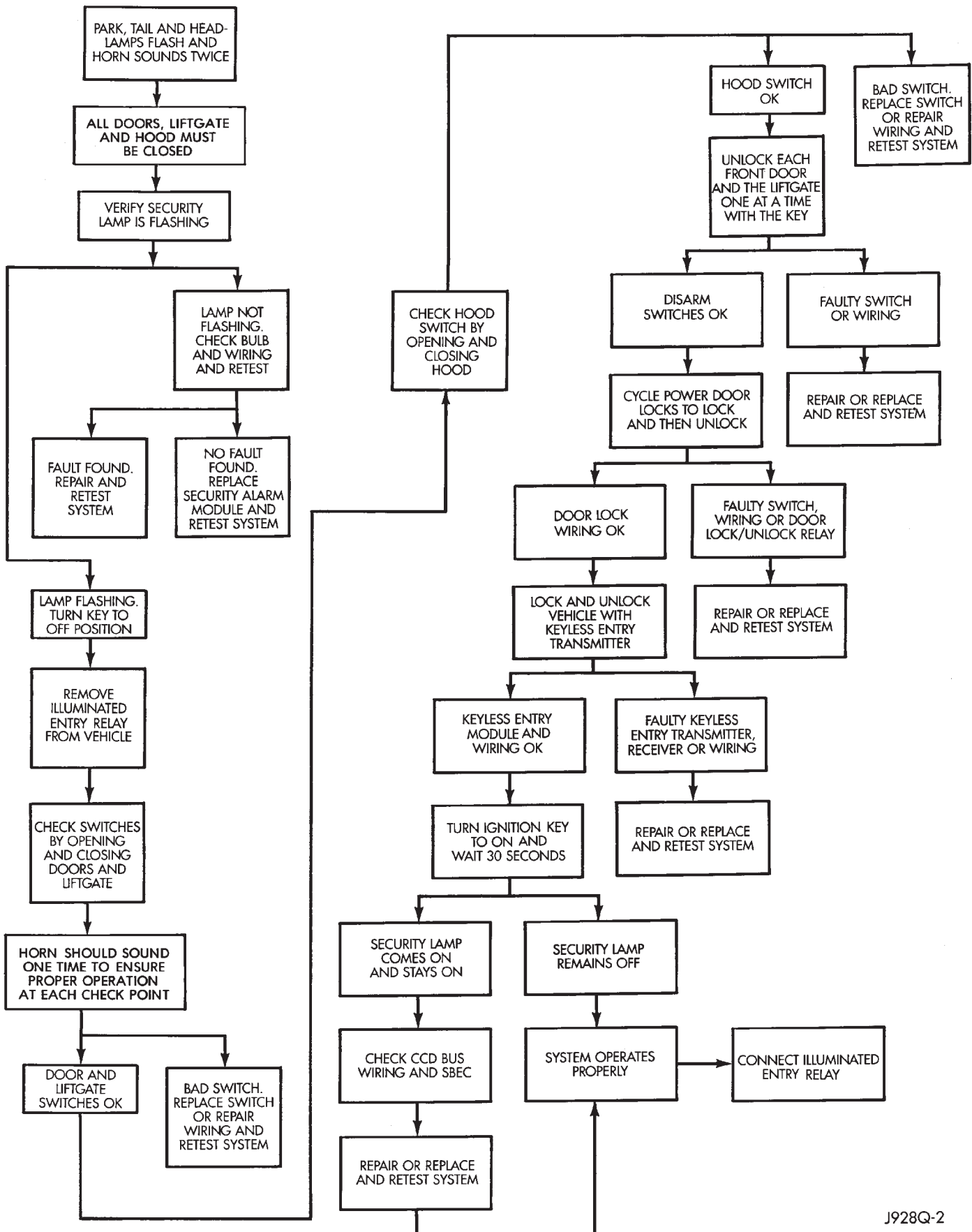
VEHICLE THEFT SECURITY SYSTEM DIAGNOSIS



VEHICLE THEFT SECURITY SYSTEM DIAGNOSIS CONTINUED

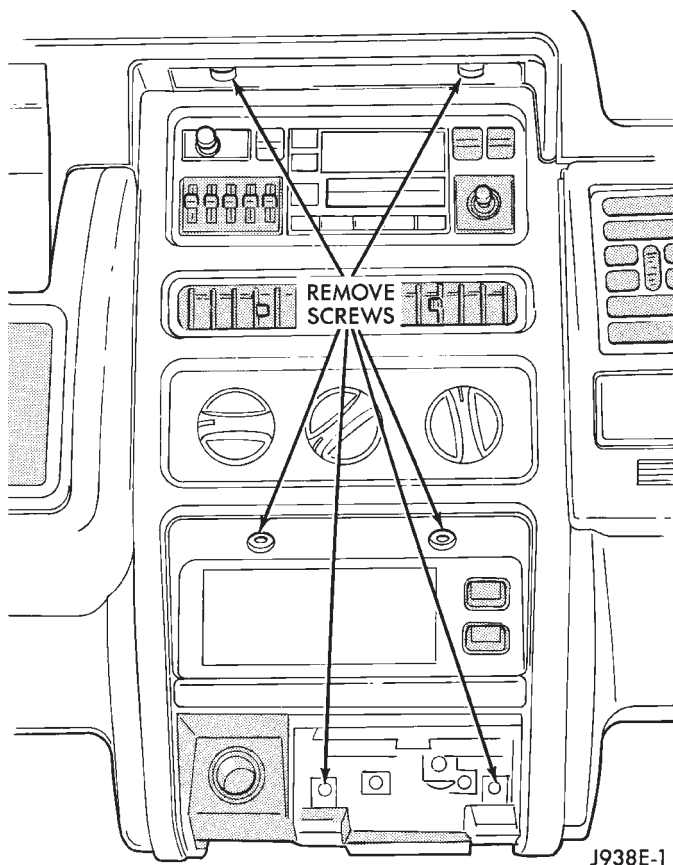


VEHICLE THEFT SECURITY SYSTEM DIAGNOSIS CONTINUED

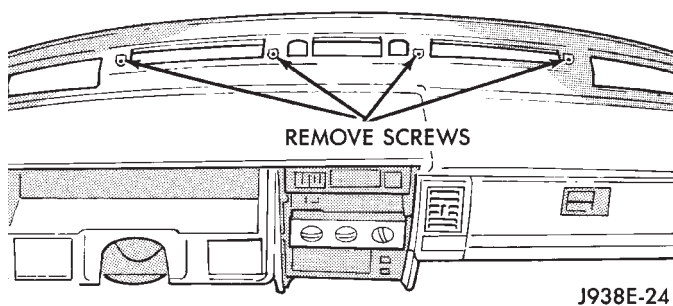


SECURITY SYSTEM MODULE REPLACEMENT

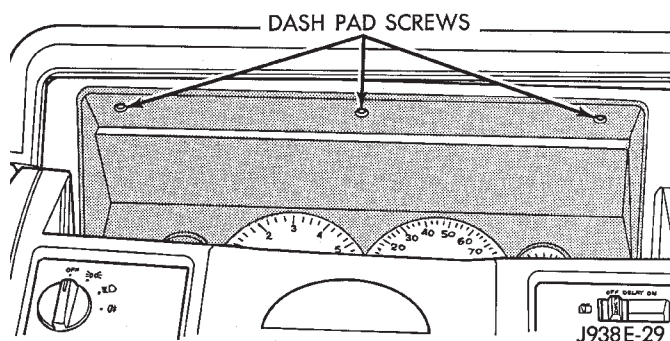
- (1) Disconnect negative cable from the battery.
- (2) Remove ash tray.
- (3) Remove 6 screws holding center cluster bezel (Fig. 1).

**Fig. 1 Remove Center Bezel Retaining Screws**

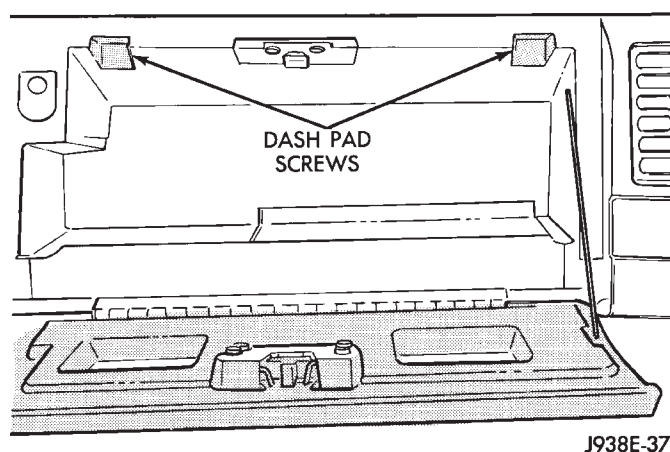
- (4) Remove center bezel.
- (5) Remove 2 screws holding dash pad located behind top of center bezel.
- (6) Gently pry defroster bezel out of dash pad.
- (7) Unplug sensors (if equipped) and set defroster bezel aside.
- (8) Remove 4 screws in defroster duct opening holding dash pad (Fig. 2).

**Fig. 2 Upper Dash Pad Attaching Screws**

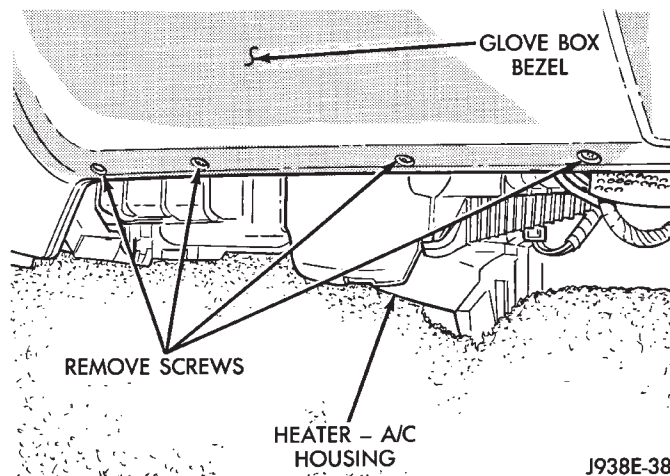
- (9) Remove 3 screws above instrument panel cluster holding dash pad (Fig. 3).

**Fig. 3 Remove Screws Holding Dash Pad**

- (10) Open glove box and remove 2 screws holding dash pad (Fig. 4).

**Fig. 4 Remove Screws Holding Dash Pad**

- (11) Remove dash pad prying gently on each end to unsnap end clips.
- (12) Remove 4 screws from bottom of glove box bezel (Fig. 5).

**Fig. 5 Right Side Bezel Attaching Screws**

(13) Remove 4 screws from top of glove box bezel (Fig. 6).

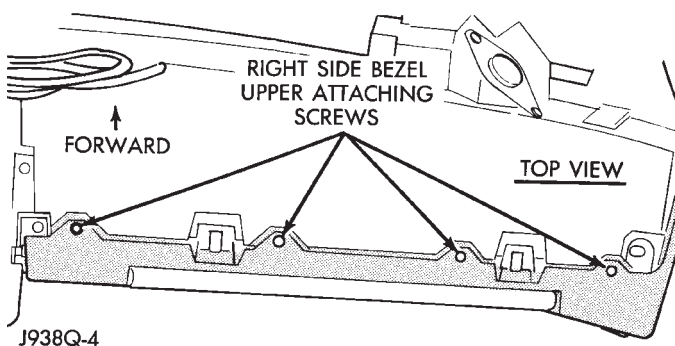


Fig. 6 Right Side Bezel Upper Screws

(14) Remove 1 screw holding the bezel to the center console (Fig. 7).

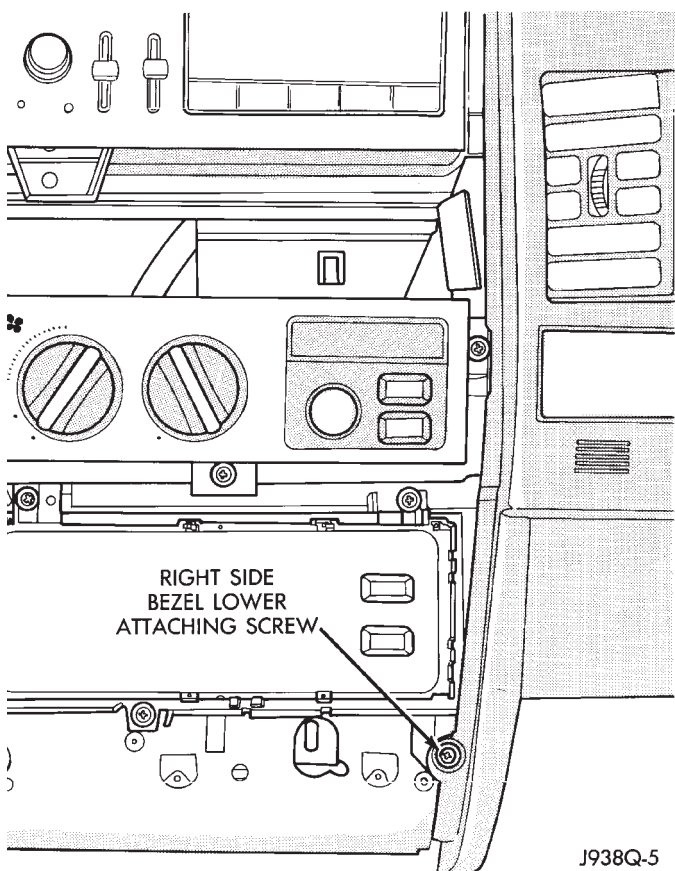


Fig. 7 Right Side Lower Screw

(15) Remove side window demister boot from glove box bezel.

(16) Remove right side bezel from instrument panel.

(17) Unplug glove box light and switch connector.

(18) Remove 2 screws holding SAM module to instrument panel (Fig. 8).

(19) Pull module out and unplug connector.

(20) For installation, reverse the removal procedures.

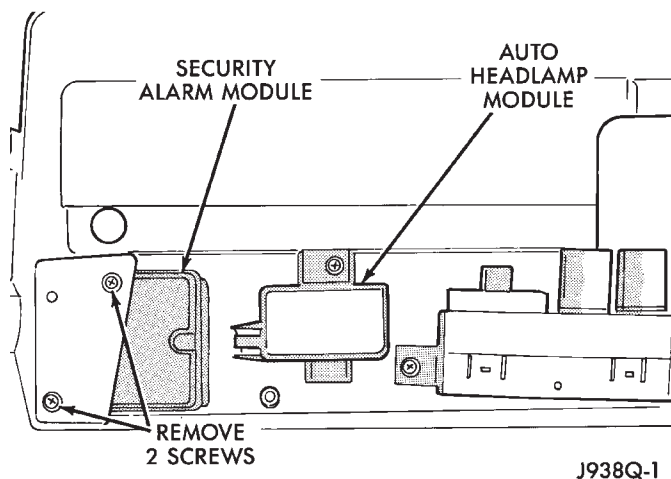


Fig. 8 SAM Module Removal/Installation

SECURITY ALARM MODULE RELAY

The Security Alarm Module Relay is in the relay center located under the glove box (Fig. 9).

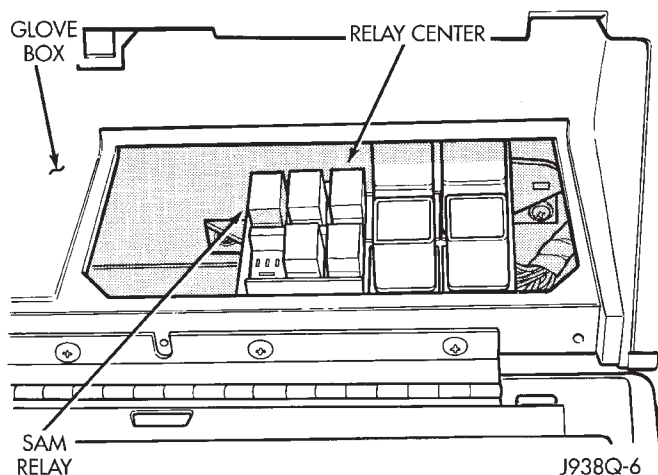


Fig. 9 Security Alarm Module Relay

SECURITY SYSTEM HOOD SWITCH REPLACEMENT

(1) Disconnect battery negative cable.
(2) Remove sheet metal screw securing switch to right inner fender (Fig. 10).

(3) Disconnect wire from switch.

(4) Remove switch.

For Installation, reverse Removal procedure.

SECURITY SYSTEM DOOR DISARM SWITCH

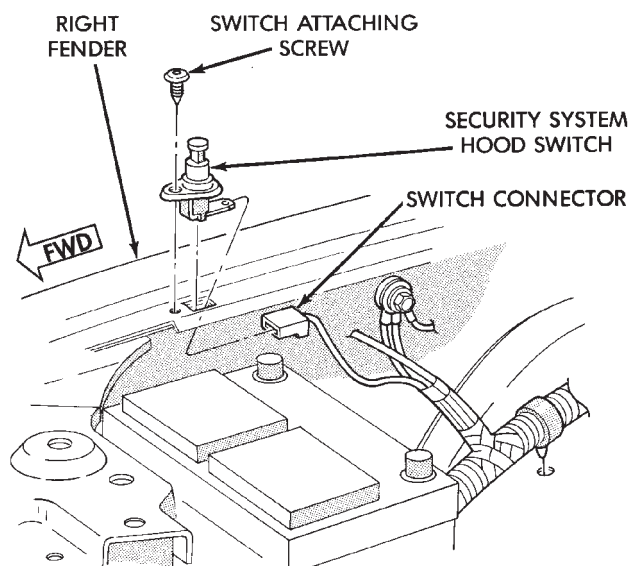
REMOVAL

(1) Remove screw from demister opening at front of door.

(2) Remove screw and door handle cover.

(3) Remove screw from under armrest.

(4) Remove screw from bottom of hand hold in armrest.

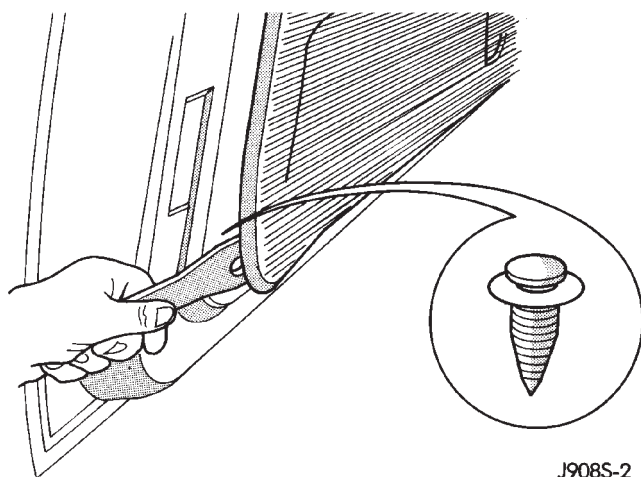


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Fig. 10 Security System Hood Switch

To aid in removal of the trim panel, start at the bottom of the panel.

(5) Remove the trim panel with a wide flat blade tool (Fig. 11).



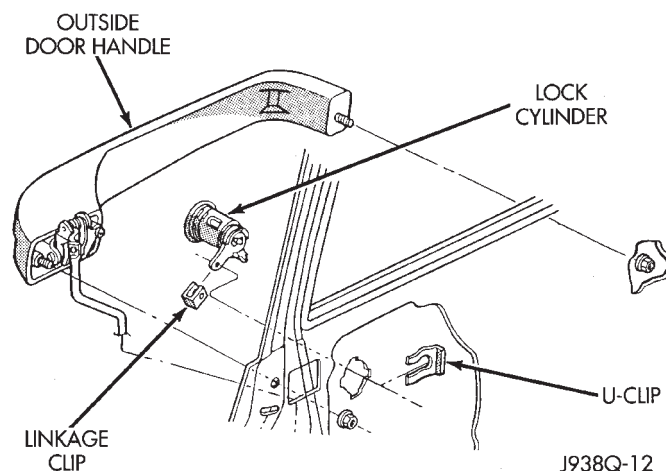
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Fig. 11 Trim Panel Removal

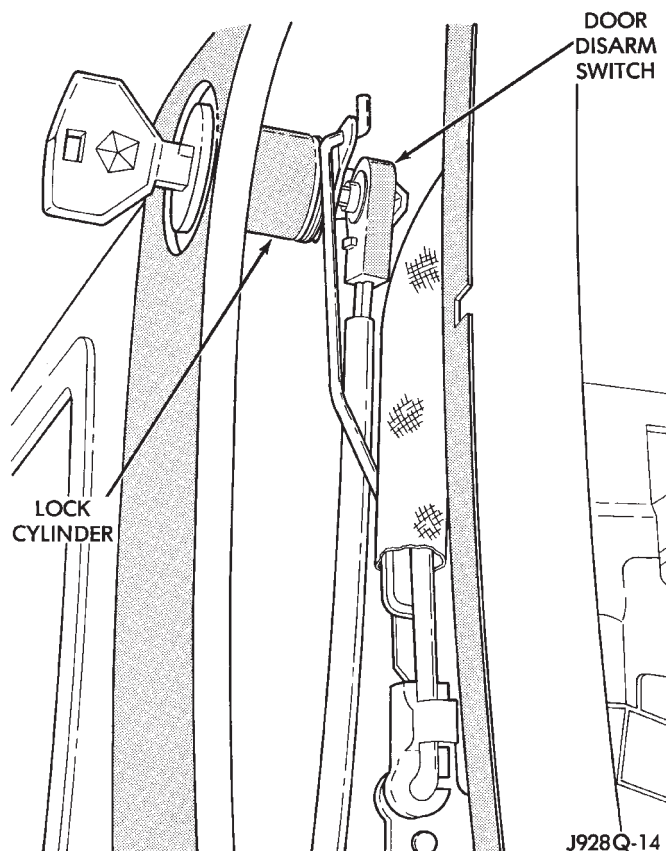
- (6) Remove the plastic water dam sheet.
- (7) Remove the U-clip holding the lock cylinder and disarm switch (Figs. 12 and 13).
- (8) Pull the lock cylinder out of the door.
- (9) Pry the door disarm switch off the back of the lock cylinder.
- (10) Remove harness clip from door sheet metal.
- (11) Unplug the harness connector and remove the switch.

INSTALLATION

- (1) Push the door disarm switch onto the lock cylinder.
- (2) Install lock cylinder in door with U-shaped clip.
- (3) Connect harness and fasten clip to door.



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Fig. 12 Lock Cylinder Removal

J928Q-14

Fig. 13 Door Disarm Switch (Typical)

- (4) Install door trim panel.
- (5) Install linkage and control panel.

SECURITY SYSTEM LIFTGATE DISARM SWITCH

(1) Remove 5 screws holding liftgate interior trim panel.

(2) Remove the trim panel with a wide flat blade tool (Fig. 14).

To aid in removal of the trim panel, start at the bottom of the panel.

(3) Remove the disarm switch from the liftgate lock cylinder (Fig. 15).

(4) Unplug the harness connector and remove the switch.

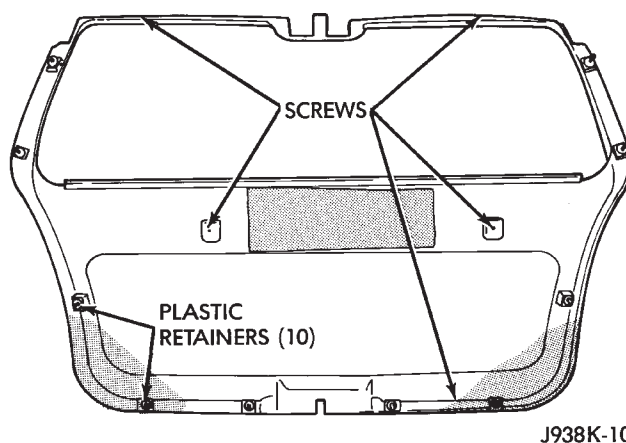


Fig. 14 Liftgate Trim Panel Removal

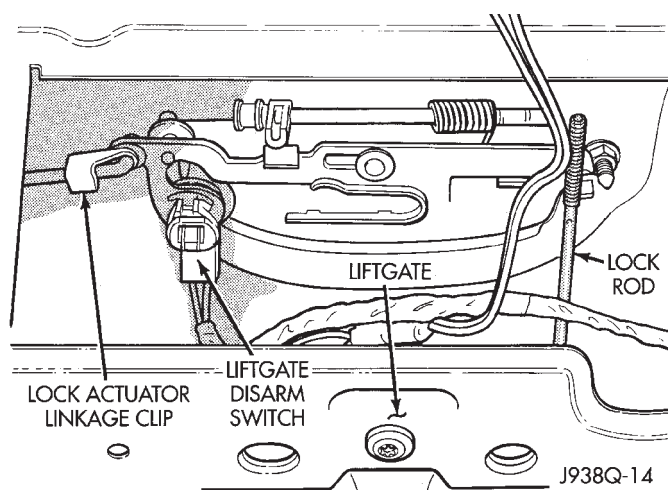


Fig. 15 Liftgate Disarm Switch

FUSE BLOCK

- #8 15A
- #14 20A
- #5 15A

POWER DISTRIBUTION CENTER

- 54 40A
- 52 30A
- 56 40A
- 49 40A
- 44 20A

BATTERY

INSTRUMENT CLUSTER

TELLTALE

'SECURITY'

15 SECURITY

11 GND

19 GND

10 LIFTGATE

8 DOOR JAMB

5 ARM

4 DISARM

17 LOCK

16 UNLOCK

12 DOOR SW 2 ARM

7 DISARM

KEYLESS ENTRY MODULE

BATTERY 1

IGN. RUN

10 4 3

UNLOCK

LOCK

LEFT FRONT DOORLOCK SW.

LOCK

UNLOCK

LOCK RELAY

UNLOCK RELAY

RIGHT FRONT DOORLOCK SWITCH

LOCK

UNLOCK

LIFTGATE LOCK

RH REAR DOOR LOCK

LH REAR DOOR LOCK

RH FRONT DOOR LOCK

LH FRONT DOOR LOCK

PASSENGER DOOR 5286

DRIVERS DOOR 5287

LIFTGATE 5302

KEY CYLINDER SWITCHES

KEY SW

HDLP SW

CHIME MODULE

3

8

6

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