POWER LOCK SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Power locks are optional factory-installed equipment on these models. The power window system and the power mirror system are included on vehicles equipped with the power lock option. On vehicles equipped with the power lock option, all of the doors and the liftgate can be locked and unlocked electrically by operating the switch on either front door trim panel. The power lock system includes a lock inhibit feature, which prevents the doors from being locked by the power lock system if the driver door is open with the key in the ignition switch or with the headlamp switch in the On position. However, the doors can still be locked manually.

The Remote Keyless Entry (RKE) system is an additional option available on vehicles equipped with the power lock option. On vehicles with the RKE option, the power locks can also be operated by depressing the Lock or Unlock buttons of the RKE radio transmitter. The RKE system includes an illuminated entry feature, which turns on the courtesy lamps for a timed interval (about thirty seconds), when the power locks are unlocked using the RKE transmitter.

The power locks and RKE systems operate with battery power supplied independent of the ignition switch. Following are general descriptions of the major components in the power lock, and RKE systems. Refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams. Refer to the owner's manual for more information on the features and use of these systems.

POWER LOCK SYSTEM

The power lock system allows all of the doors and the liftgate to be locked or unlocked electrically by operating the switch on either front door trim panel. This system operates with battery power supplied through a fuse in the junction block, independent of the ignition switch.

The power lock system includes the front door power lock switches integral to the driver and passenger door modules, and the power lock motors mounted in each door and the liftgate. The power lock control circuitry and the power lock and unlock relays are integral to the Passenger Door Module (PDM).

REMOTE KEYLESS ENTRY SYSTEM

The Remote Keyless Entry (RKE) system is a radio frequency system that allows the use of a remote radio transmitter to control the power lock and illuminated entry systems. The RKE system consists of the remote key fob transmitter and a radio receiver with program logic, which is installed in an RKE housing on the headliner of the vehicle, or in the housing of the optional overhead console, depending upon how the vehicle is equipped.

The RKE system can retain the vehicle access codes of up to four transmitters. The transmitter codes are retained in memory, even if the battery is disconnected. If a transmitter is faulty or lost, new transmitter vehicle access codes can be programmed

GENERAL INFORMATION (Continued)

into the system using a DRB scan tool and the proper Diagnostic Procedures manual.

The RKE system for this vehicle also features a customer-programmable horn chirp feature. This feature allows the customer the option of enabling or disabling the horn chirp request that the RKE receiver issues as an audible indication that a valid Lock signal has been received from the RKE transmitter. See Remote Keyless Entry Receiver Programming in this group for more information on this feature.

DESCRIPTION AND OPERATION

POWER LOCK SWITCH

The power locks are controlled by a two-way switch that is integral to the Driver Door Module (DDM) and the Passenger Door Module (PDM) mounted in the trim panel of its respective front door. Each switch is illuminated by a light-emitting diode when the ignition switch is turned to the On position. The power lock switches provide a hard-wired lock or unlock signal to the power lock system control circuitry, which is located in the PDM.

The power lock switches and their lamps cannot be repaired. If the switches are damaged or faulty, the entire PDM or DDM must be replaced.

DOOR MODULE

A Driver Door Module (DDM) and a Passenger Door Module (PDM) are used on all models equipped with power locks and power windows. Each door module houses both the front power lock and power window switches. The DDM also houses individual switches for each passenger door power window, a power window lockout switch and the power mirror switch. The PDM also houses the control circuitry and the power lock and unlock relays for the power lock system.

In its role as the power lock control module, the PDM receives inputs from the battery, the ignition switch, the DDM, the driver door ajar switch, the key-in ignition switch, and the headlamp switch. It also receives a hard-wired input from the RKE receiver, if the vehicle is so equipped. In response to these inputs, the PDM sends the proper outputs to control the power lock motors through its integral power lock and unlock relays.

The DDM and the PDM are mounted to their respective front door trim panels. The DDM and PDM are serviced individually and cannot be repaired. If the DDM or PDM, or any of the switches and circuitry they contain are faulty or damaged, the complete module must be replaced.

POWER LOCK MOTOR

In the power lock and Remote Keyless Entry (RKE) systems, the locks are actuated by a reversible motor mounted within each door and the liftgate. The power lock motor direction is controlled by the battery and ground feeds from the power lock and unlock relays integral to the Passenger Door Module (PDM).

The power lock motors cannot be repaired and, if faulty or damaged, the entire motor must be replaced.

REMOTE KEYLESS ENTRY TRANSMITTER

The Remote Keyless Entry (RKE) system transmitter is equipped with two buttons, labeled Lock and Unlock. It is also equipped with a key ring and is designed to serve as a key fob. The operating range of the transmitter radio signal is up to 7 meters (23 feet) from the RKE receiver.

Each transmitter has a different vehicle access code, which must be programmed into the memory of the RKE receiver in the vehicle in order to operate the RKE system. Refer to the service procedure for Remote Keyless Entry Transmitter Programming in this group for more information.

The transmitter operates on two Duracell DL2016 (or equivalent) batteries. Typical battery life is from one to two years. The transmitter cannot be repaired and, if faulty or damaged, it must be replaced.

REMOTE KEYLESS ENTRY RECEIVER

On models with the Remote Keyless Entry (RKE) option, an RKE receiver is mounted in an RKE housing, or in the overhead console housing on the vehicle headliner. The RKE receiver is a radio frequency unit that also contains the RKE system program logic. The RKE receiver also performs as a smart relay for the illuminated entry feature.

The RKE receiver has a memory function to retain the vehicle access code of at least one, but no more than four transmitters. The receiver is designed to retain the transmitter codes in memory, even if the battery is disconnected.

The RKE module receives inputs from the battery, the driver door ajar switch, and the Chrysler Collision Detection (CCD) data bus. It also receives the radio signal input from the RKE transmitter. In response to those inputs, it is programmed to control outputs to the power lock motors, the courtesy lamp circuits, and the vehicle horn.

The RKE system for this vehicle also features a customer-programmable horn chirp feature. This feature allows the customer the option of enabling or disabling the horn chirp request that the RKE receiver issues as an audible indication that a valid Lock signal has been received from the RKE trans-

DESCRIPTION AND OPERATION (Continued)

mitter. See Remote Keyless Entry Receiver Programming in this group for more information on this feature.

The RKE receiver cannot be repaired and, if faulty or damaged, it must be replaced.

DIAGNOSIS AND TESTING

POWER LOCK SYSTEM AND REMOTE KEYLESS ENTRY SYSTEM

On models without the Remote Keyless Entry (RKE) option, proceed directly to the Door Module diagnosis. As a preliminary diagnosis for models with the RKE system, note the power lock system and illuminated entry system operation while you actuate both the Lock and Unlock functions with the power lock switches and the RKE transmitter. Then, proceed as follows:

- If the entire power lock system fails to function with either the power lock switches or the RKE transmitter, see the Door Module diagnosis in this group.
- If the system functions with both power lock switches, but not with the RKE transmitter, see the Remote Keyless Entry Transmitter diagnosis in this group.
- If one power lock motor fails to operate with both of the power lock switches and/or the RKE transmitter, see the Power Lock Motor diagnosis in this group.
- If the RKE and power lock systems are functioning, but the illuminated entry system fails to operate, see the Remote Keyless Entry Receiver diagnosis in this group.

DOOR MODULE

If the power lock system is inoperative with either front door power lock switch, test the Passenger Door Module (PDM). If the power lock system is inoperative with only the driver side front door power lock switch, test the Driver Door Module (DDM). For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

DRIVER DOOR MODULE

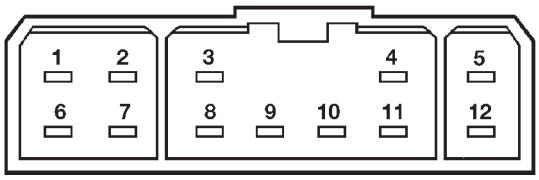
The only function of the Driver Door Module (DDM) in the power lock system is to provide a Lock or Unlock signal to the power lock system control circuitry contained within the Passenger Door Module (PDM). The DDM signals the PDM by providing a hard-wired ground path through the DDM ground circuit and the driver side power lock switch contacts to the lock request or unlock request terminals of the PDM. The DDM power lock switch function can be tested as follows:

(1) Disconnect and isolate the battery negative cable. Remove the driver side front door trim panel and unplug the 12-way DDM wire harness connector (C-2) from the DDM. Check for continuity between the ground circuit cavity of the 12-way DDM wire harness connector and a good ground. There should be continuity. If OK, go to Step 2. If not OK, repair the open circuit to ground as required.

(2) If the problem being diagnosed is inoperative power lock switch illumination, proceed as follows. If the problem is not power lock switch illumination, go to Step 4. Connect the battery negative cable. Turn the ignition switch to the Accessory or On positions. Check for battery voltage at both sides of the power window circuit breaker in the junction block. If OK, go to Step 3. If not OK, replace the faulty circuit breaker.

(3) With the ignition switch still in the On or Accessory position, check for battery voltage at the fused ignition switch output circuit cavity of the 12-way DDM wire harness connector. If OK, replace the faulty DDM. If not OK, repair the open circuit to the junction block as required.

(4) Test the power lock switch continuity through the DDM 12-way wire harness connector receptacle. See the DDM Power Lock Switch Continuity chart (Fig. 1) to determine if the continuity is correct in the Lock and Unlock switch positions. If OK, repair the lock request circuit and/or the unlock request circuit between the DDM and the PDM as required. If not OK, replace the faulty DDM.



CONNECTOR 2 (C2)

CONNECTOR 2 (C2)

SWITCH POSITION	CONTINUITY BETWEEN
LOCK	7 & 8
UNLOCK	11 & 8

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Fig. 1 DDM Power Lock Switch Continuity $$1$

PASSENGER DOOR MODULE

The Passenger Door Module (PDM) contains the passenger side front door power lock switch and the power lock system control circuitry. In its role as a power lock switch, it provides the power lock system control circuitry with a ground path through the PDM ground circuit and the driver side power lock

DIAGNOSIS AND TESTING (Continued)

switch contacts to indicate a lock request or unlock request.

In its role as the power lock control module, the PDM receives inputs from the battery, the ignition switch, the DDM, the driver door ajar switch, the key-in ignition switch, and the headlamp switch. It also receives a hard-wired input from the RKE receiver, if the vehicle is so equipped. In response to these inputs, the PDM sends the proper outputs to control the power lock motors through its integral power lock and unlock relays. The PDM power lock system functions can be tested as outlined below. If the power lock system operates, but the RKE system lock and/or unlock functions are inoperative, see the diagnosis for the Remote Keyless Entry Transmitter in this group.

(1) Check the fuse in the junction block. If OK, go to Step 2. If not OK, repair the shorted circuit or component as required and replace the faulty fuse.

(2) Disconnect and isolate the battery negative cable. Remove the passenger side front door trim panel and unplug the 8-way PDM wire harness connector (C-1) from the PDM. Check for continuity between the ground circuit cavity of the 8-way PDM wire harness connector and a good ground. There should be continuity. If OK, go to Step 3. If not OK, repair the open circuit to ground as required.

(3) If the problem being diagnosed is inoperative power lock switch illumination, proceed as follows. If the problem is not power lock switch illumination, go to Step 5. Connect the battery negative cable. Turn the ignition switch to the Accessory or On positions. Check for battery voltage at both sides of the power window circuit breaker in the junction block. If OK, go to Step 4. If not OK, replace the faulty circuit breaker.

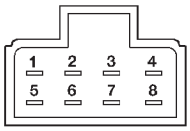
(4) With the ignition switch still in the Accessory or On positions, check for battery voltage at the fused ignition switch output circuit cavity of the 8-way PDM wire harness connector. If OK, replace the faulty PDM. If not OK, repair the open circuit to the junction block as required.

(5) If the problem being diagnosed is an inoperative door lock inhibit feature or a power lock system that responds to an Unlock command, but not a Lock command, proceed as follows. Otherwise, go to Step 7. With the driver side front door closed, check for continuity between the door ajar/key-in circuit cavity of the 8-way PDM wire harness connector and a good ground. There should be no continuity. If OK, go to Step 6. If not OK, repair the shorted door ajar and/or key-in ignition circuits as required. Refer to Group 8U - Chime/Buzzer Warning Systems for more information.

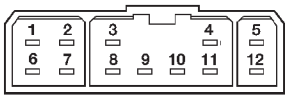
(6) Open the driver side front door with the key in the ignition switch or with the headlamp switch in the On position. Check for continuity between the door ajar/key-in circuit cavity of the 8-way PDM wire harness connector and a good ground. There should be continuity. If OK, go to Step 8. If not OK, repair the open door ajar and/or key-in ignition circuits as required. Refer to Group 8U - Chime/Buzzer Warning Systems for more information.

(7) Connect the battery negative cable. Check for battery voltage at the fused B(+) circuit cavity of the 8-way PDM wire harness connector. If OK, go to Step 8. If not OK, repair the open circuit to the fuse in the junction block as required.

(8) Test the PDM power lock switch continuity through the two PDM wire harness connector receptacles. See the PDM Power Lock Switch Continuity chart (Fig. 2) to determine if the continuity is correct in the Lock and Unlock switch positions. If OK, see the diagnosis for Power Lock Motors in this group. If not OK, replace the faulty PDM.



CONNECTOR 1 (C-1)



CONNECTOR 2 (C-2)

LEFT-HAND DRIVE (LHD)	
SWITCH POSITION	**CONTINUITY BETWEEN**
LOCK	C1 PIN 3 & C1 PIN 6
	C1 PIN 3 & C2 PIN 1
	C1 PIN 3 & C2 PIN 5
UNLOCK	C1 PIN 6 & C1 PIN 7
	C1 PIN 7 & C2 PIN 1
	C1 PIN 7 & C2 PIN 5

RIGHT-HAND DRIVE (RHD)	
SWITCH POSITION	**CONTINUITY BETWEEN**
LOCK	C1 PIN 7 & C1 PIN 6
	C1 PIN 7 & C2 PIN 1
	C1 PIN 7 & C2 PIN 5
UNLOCK	C1 PIN 6 & C1 PIN 3
	C1 PIN 3 & C2 PIN 1
	C1 PIN 3 & C2 PIN 5

Fig. 2 PDM Power Lock Switch Continuity

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DIAGNOSIS AND TESTING (Continued)

POWER LOCK MOTOR

Before you proceed with this diagnosis, confirm proper power door lock switch operation. See Door Module in this group for the diagnostic procedures. Remember, the Passenger Door Module (PDM) circuitry controls the output to each of the power lock motors. For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) Check each power lock motor for correct operation while moving the power lock switch to both the Lock and Unlock positions. If all of the power lock motors are inoperative, go to Step 2. If one power lock motor is inoperative, go to Step 3.

(2) If all of the power lock motors are inoperative, the problem may be caused by one shorted motor. Unplugging a shorted power lock motor from the power lock circuit will allow the good power lock motor to operate. Unplug each power lock motor wire harness connector, one at a time, and recheck both the lock and unlock functions by operating the power lock switch. If all of the power lock motors are still inoperative after the above test, check for a short or open circuit between the power lock motors and the PDM. If unplugging one power lock motor causes the other motors to become functional, go to Step 3 to test the unplugged motor.

(3) Once it is determined which lock motor is inoperative, that motor can be tested as follows. Unplug the wire harness connector at the inoperative motor. Apply 12 volts to the motor terminals to check its operation in one direction. Reverse the polarity to check the operation in the other direction. If OK, repair the short or open circuits to the PDM as required. If not OK, replace the faulty power lock motor.

REMOTE KEYLESS ENTRY TRANSMITTER

(1) Replace the Remote Keyless Entry (RKE) transmitter batteries as described in this group. Test each of the transmitter functions. If OK, discard the faulty batteries. If not OK, go to Step 2.

(2) Perform the Remote Keyless Entry Transmitter Programming procedure with the suspect transmitter and another known good transmitter using a DRB scan tool, as described in the proper Diagnostic Procedures manual.

(3) Test the RKE system operation with both transmitters. If both transmitters fail to operate the power lock system, see the diagnosis for the Remote Keyless Entry Receiver in this group. If the known good transmitter operates the power locks and the suspect transmitter does not, replace the faulty transmitter.

NOTE: Be certain to perform the Remote Keyless Entry Transmitter Programming procedure again following this test. This procedure will erase the access code of the test transmitter from the RKE receiver.

REMOTE KEYLESS ENTRY RECEIVER

If the problem being diagnosed is an inoperative RKE horn chirp feature, be certain that the horn chirp feature has not been disabled by performing the Remote Keyless Entry Receiver Programming procedure as described in this group. Also be certain that the vehicle horn system is operational. See Group 8G - Horn Systems for more information.

If the problem being diagnosed is an inoperative RKE illuminated entry system, be certain that the interior courtesy lamp system is operational. See Group 8L - Lamps for more information.

Before you proceed with diagnosis of the RKE receiver, see the diagnosis for Remote Keyless Entry Transmitter in this group. For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) Check the fuses in the Power Distribution Center (PDC) and the junction block. If OK, go to Step 2. If not OK, repair the shorted circuit or component as required and replace the faulty fuse.

(2) Disconnect and isolate the battery negative cable. Remove the Remote Keyless Entry (RKE) receiver as described in this group. Unplug the wire harness connector from the RKE receiver.

(3) Check the wire harness connector and the receptacle in the receiver for loose, corroded, or damaged terminals and pins. If OK, go to Step 4. If not OK, repair as required.

(4) Check for continuity between each of the two ground circuit cavities of the RKE receiver wire harness connector and a good ground. In each case, there should be continuity. If OK, go to Step 5. If not OK, repair the circuit to ground as required.

(5) Connect the battery negative cable. Check for battery voltage at each of the two fused B(+) circuit cavities of the RKE receiver wire harness connector. If OK, go to Step 6. If not OK, repair the open circuit to the PDC or the junction block as required.

(6) If the problem being diagnosed involves only the RKE horn chirp feature, go to Step 10. If the problem being diagnosed involves only the RKE illuminated entry feature, go to Step 9. If the problem being diagnosed involves only the RKE power locks feature, go to Step 7.

(7) Disconnect and isolate the battery negative cable. Unplug the 8-way Passenger Door Module (PDM) wire harness connector. Check for continuity between the lock request circuit cavity of the RKE receiver wire harness connector and a good ground.

DIAGNOSIS AND TESTING (Continued)

Repeat the test between the unlock request circuit cavity of the RKE receiver wire harness connector and a good ground. In each case, there should be no continuity. If OK, go to Step 8. If not OK, repair the shorted circuit as required.

(8) Check for continuity between the lock request circuit cavities of the RKE receiver wire harness connector and the 8-way PDM wire harness connector. Repeat the test between the unlock request circuit cavities of the RKE receiver wire harness connector and the 8-way PDM wire harness connector. In each case, there should be continuity. If OK, replace the faulty RKE receiver. If not OK, repair the open circuit as required.

(9) Check for continuity between the door ajar circuit cavity of the RKE receiver wire harness connector and a good ground with the driver door closed. There should be no continuity until the driver door is opened. If OK, replace the faulty RKE receiver. If not OK, repair the circuit or replace the faulty driver door ajar switch as required.

(10) Unplug the horn relay from the junction block. Check for continuity between the horn relay output circuit cavity of the RKE receiver wire harness connector and a good ground. There should be no continuity. If OK, go to Step 11. If not OK, repair the short circuit to the horn relay as required.

(11) Check for continuity between the horn relay output circuit cavity of the RKE receiver wire harness connector and the junction block cavity for the horn relay coil ground terminal (85). There should be continuity. If OK, replace the faulty RKE receiver. If not OK, repair the open circuit to the junction block as required.

SERVICE PROCEDURES

REMOTE KEYLESS ENTRY TRANSMITTER BATTERY REPLACEMENT

To replace the Remote Keyless Entry (RKE) transmitter batteries, separate the transmitter case halves at the center seam by prying gently with a trim stick, or another suitable wide flat-bladed tool. The case snaps open and shut.

Replace the two batteries with new Duracell DL2016, or their equivalent. Be certain that the batteries are installed with their polarity correctly oriented. Then, align the two transmitter case halves with each other, and squeeze them firmly together until they snap back into place.

REMOTE KEYLESS ENTRY TRANSMITTER PROGRAMMING

To program the Remote Keyless Entry (RKE) transmitter access codes into the RKE receiver requires the use of a DRB scan tool. Refer to the proper Diagnostic Procedures manual for more information.

REMOTE KEYLESS ENTRY RECEIVER PROGRAMMING

The optional Remote Keyless Entry (RKE) system for this vehicle has a customer-programmable horn chirp feature. The horn chirp is requested by the RKE receiver through a hard-wired circuit to the horn relay whenever a valid Lock message is received from a programmed RKE radio transmitter.

The purpose of the horn chirp is to provide the vehicle operator with an audible verification that the Lock request has been received by the RKE receiver. However, for any number of reasons, some customers may prefer that this feature be disabled. This RKE system allows them that option.

To program the Remote Keyless Entry (RKE) receiver to disable the horn chirp feature, proceed as follows:

(1) Press and hold the Lock button of a programmed RKE transmitter depressed for five to ten seconds.

(2) While holding the RKE transmitter Lock button depressed, press and release the RKE transmitter Unlock button.

(3) The horn chirp feature is now disabled.

Repeating the preceding steps will again enable the horn chirp feature.

REMOVAL AND INSTALLATION

DOOR MODULE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the screws that secure the door trim panel to the inner door panel (Fig. 3).

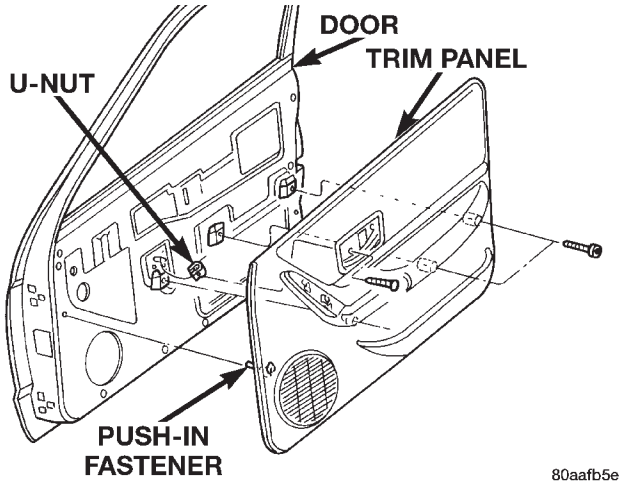

Fig. 3 Front Door Trim Panel Remove/Install

REMOVAL AND INSTALLATION (Continued)

(3) Using a trim stick or another suitable wide flat-bladed tool, gently pry the trim panel away from the door around the perimeter to release the trim panel retainers.

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

(4) Lift the door trim panel upwards and away from the door to disengage the top of the panel from the inner belt weatherstrip.

(5) Pull the door trim panel away from the inner door far enough to access the inside door latch release and lock linkage rods near the back of the inside door remote controls.

(6) Unsnap the plastic retainer clips from the inside door remote control ends of the latch release and lock linkage rods, and remove the rod ends from the inside door remote controls.

(7) Unplug the wire harness connectors from the door module.

(8) Remove the front door trim panel from the vehicle.

(9) Remove the three screws that secure the door module to the door trim panel (Fig. 4).

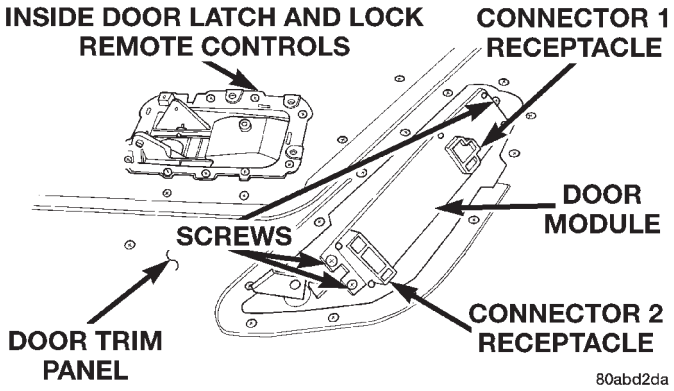

Fig. 4 Door Module Remove/Install

(10) Remove the door module from the trim panel.

(11) Reverse the removal procedures to install. Tighten the mounting screws to 2.2 N·m (20 in. lbs.).

POWER LOCK MOTOR

FRONT DOOR

The front door power lock motor is integral to the front door latch unit. If the front door power lock motor is faulty or damaged, the entire latch unit must be replaced. Refer to Group 23 - Body for the front door latch service procedures.

REAR DOOR

The rear door power lock motor is integral to the rear door latch unit. If the rear door power lock motor is faulty or damaged, the entire latch unit must be replaced. Refer to Group 23 - Body for the rear door latch service procedures.

LIFTGATE

(1) Disconnect and isolate the battery negative cable.

(2) Open the liftgate.

(3) Using a trim stick or another suitable wide flat-bladed tool, gently pry the two screw cover plugs out of the liftgate assist handle.

(4) Remove the two screws that secure the liftgate assist handle to the liftgate inner panel (Fig. 5).

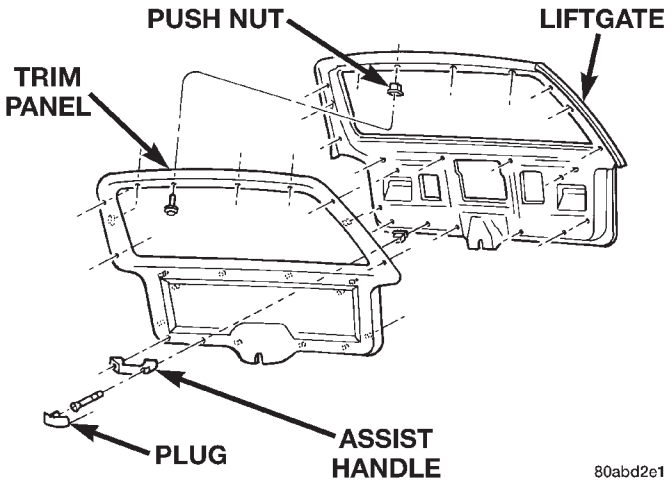

Fig. 5 Liftgate Trim Panel Remove/Install

(5) Remove the eight screws that secure the liftgate trim panel to the liftgate inner panel on both sides and above the liftgate glass.

(6) Using a trim stick or another suitable wide flat-bladed tool, gently pry the lower edges of the trim panel away from the liftgate inner panel around the perimeter to release the trim panel retainers.

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

(7) Remove the liftgate trim panel from the vehicle.

(8) Reach through the liftgate inner panel access hole and disconnect the link from the clip on the power lock motor (Fig. 6).

(9) Remove the two screws that secure the power lock motor to the liftgate inner panel.

(10) Pull the power lock motor out through the liftgate inner panel access hole far enough to reach the wire harness connector.

(11) Unplug the wire harness connector from the power lock motor.

(12) Remove the power lock motor from the liftgate.

(13) Reverse the removal procedures to install. Tighten the power lock motor mounting screws to 3 N·m (28 in. lbs.).

REMOVAL AND INSTALLATION (Continued)

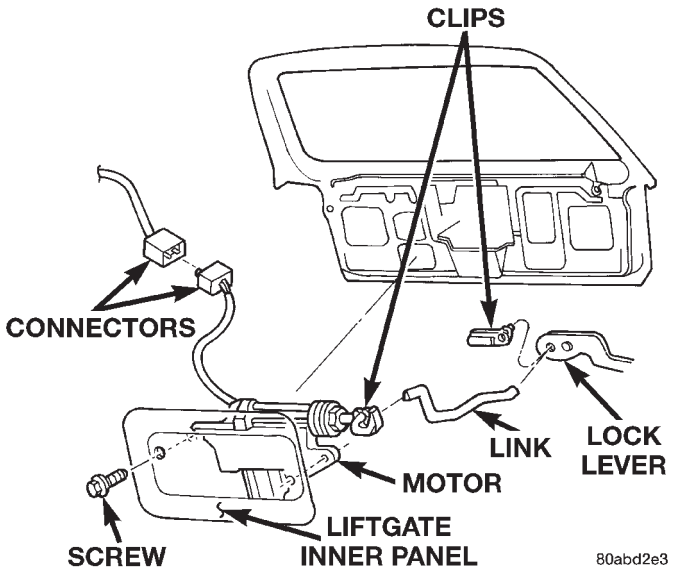

Fig. 6 Liftgate Power Lock Motor Remove/Install

REMOTE KEYLESS ENTRY RECEIVER

MINI-DOME MOUNTED TYPE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the two screws that secure the Remote Keyless Entry (RKE) mini-dome housing to the roof panel reinforcement (Fig. 7).

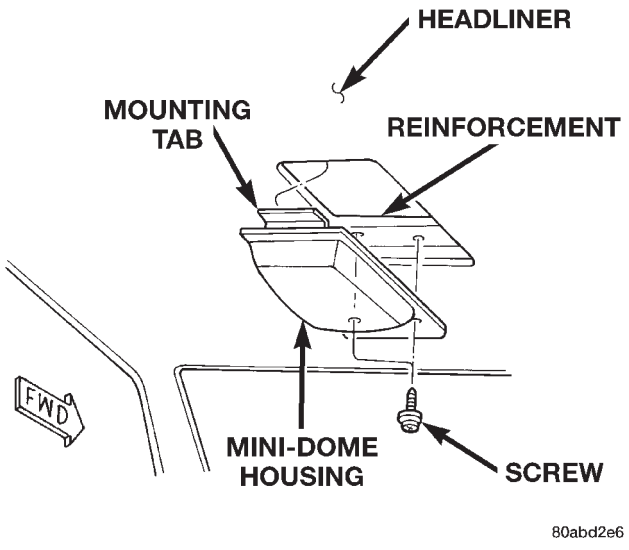

Fig. 7 Mini-Dome Housing Remove/Install

(3) Lower the front of the mini-dome housing and slide the unit forward to disengage the rear mounting tab from the headliner.

(4) Lower the mini-dome housing far enough to reach the RKE receiver wire harness connector.

(5) Unplug the wire harness connector from the RKE receiver.

(6) Remove the RKE mini-dome unit from the vehicle.

(7) Remove the two screws that secure the RKE receiver circuit board to the mini-dome housing.

(8) Remove the RKE receiver circuit board from the mini-dome housing.

OVERHEAD CONSOLE MOUNTED TYPE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the two screws located forward of the display module that secure the overhead console to the upper windshield opening reinforcement (Fig. 8).

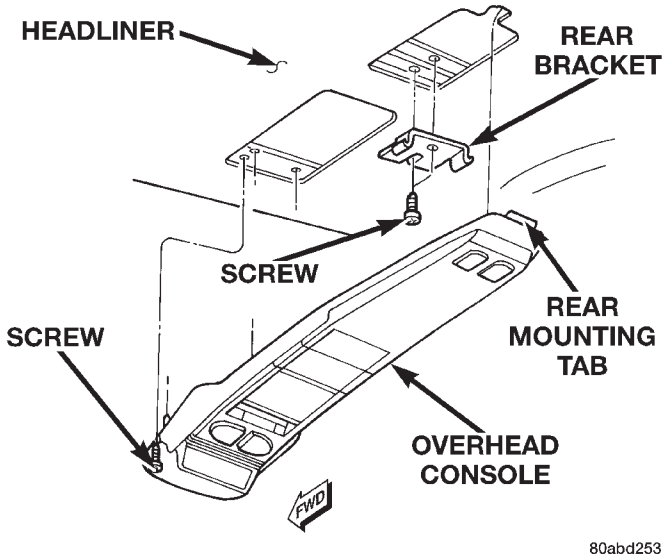

Fig. 8 Overhead Console Remove/Install

(3) To release the overhead console from the rear mounting bracket, use your fingertips to gently pull the sides of the overhead console housing outward near the rear mounting bracket.

(4) Move the overhead console forward to disengage the rear mounting tab from the headliner.

(5) Lower the overhead console far enough to access the two wire harness connectors.

(6) Unplug one wire harness connector near the push button module towards the front of the overhead console.

(7) Unplug one wire harness connector from the Remote Keyless Entry (RKE) receiver near the center of the overhead console.

(8) Remove the overhead console from the vehicle.

(9) Remove the six screws that secure the rear overhead console housing to the overhead console bezel (Fig. 9).

(10) Gently flex the sides of the overhead console bezel far enough to clear the tabs on the rear console housing and remove the housing from the bezel.

REMOVAL AND INSTALLATION (Continued)

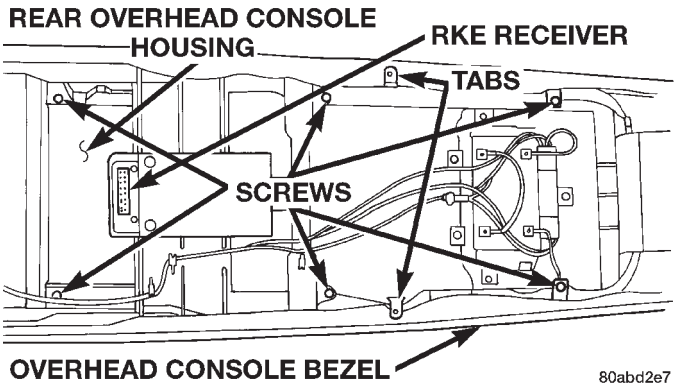

Fig. 9 RKE Receiver Remove/Install

(11) Remove the two screws that secure the RKE receiver circuit board to the rear overhead console housing.

(12) Remove the RKE circuit board from the rear overhead console housing.

(13) Reverse the removal procedures to install.