

WIRING DIAGRAMS

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8W-01 GENERAL INFORMATION

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DESCRIPTION AND OPERATION

HOW TO USE THIS GROUP

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

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

SECTION IDENTIFICATION

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

CONNECTOR/GROUND LOCATIONS

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

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

SPLICE LOCATIONS

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

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

DESCRIPTION AND OPERATION (Continued)

NOTES, CAUTIONS, and WARNINGS

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

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

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

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

WARNING: ALWAYS WEAR SAFETY GLASSES FOR EYE PROTECTION.

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

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

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

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

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

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

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

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

WIRE CODE IDENTIFICATION

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

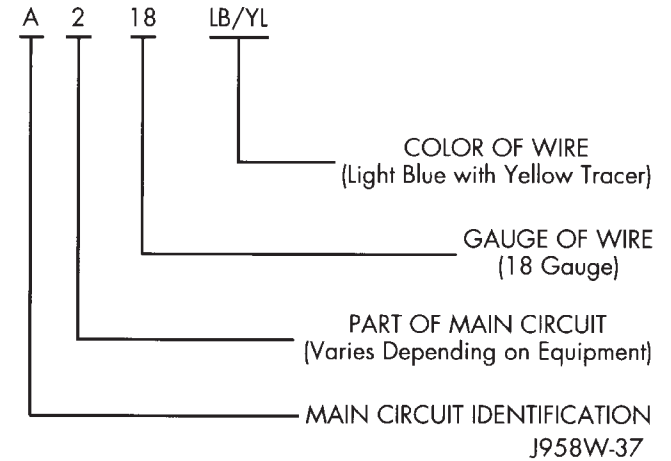


Fig. 1 Wire Code Identification

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

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Fig. 2 Wire Color Code Chart

DESCRIPTION AND OPERATION (Continued)

CIRCUIT IDENTIFICATION

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

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

948W-190

Fig. 3 Circuit Identification

CONNECTORS

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

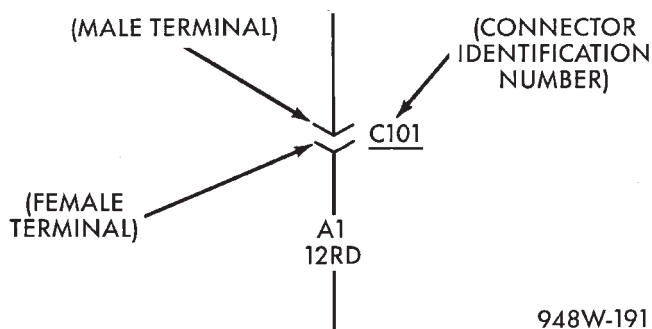


Fig. 4 Connector Identification

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

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

TAKE OUTS

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

CONNECTOR AND SPLICE IDENTIFICATION

The connector and splice numbering used in this service manual is different than the numbering used in other service manuals. This numbering change is due to the unique wiring harnesses used in this vehicle.

The connector and splice numbering for this vehicle has a letter prefix to identify what harness the connector/splice is located in. A list of these letter designations follows:

- B- Body or EDW harness
- C- Dome harness
- D- Door harness
- E- Engine harness
- F- Fuel rail harness
- J- Jumper harness
- L- Liftgate harness
- P- Instrument panel harness
- S- Seat harness
- T- Trailer tow harness

When looking at a splice reference the alpha code for what harness the splice is located in will come first, then an S to indicate a splice, and finally the splice number. An example of this would be ES02.

- E- Indicates splice is in the engine harness
- S- Indicates a splice
- 02- Indicates what splice it is in the harness

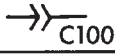
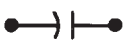
SYMBOLS

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

ELECTROSTATIC DISCHARGE (ESD) SENSITIVE DEVICES

All ESD sensitive components are solid state and a symbol (Fig. 6) is used to indicate this. When han-

DESCRIPTION AND OPERATION (Continued)

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

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Fig. 5 Symbol Identification

DESCRIPTION AND OPERATION (Continued)

dling any component with this symbol comply with the following procedures to reduce the possibility of electrostatic charge build up on the body and inadvertent discharge into the component. If it is not known whether the part is ESD sensitive, assume that it is.

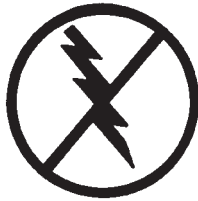
(1) Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across a seat, sitting down from a standing position, or walking a distance.

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

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

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

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



948W-193

Fig. 6 Electrostatic Discharge Symbol

FASTENERS

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

POSITIVE TEMPERATURE COEFFICIENT

Positive Temperature Coefficient (PTC) devices are being used for circuit protection. These PTC's act like a solid state fuse. They are located in the junction block, and are used to protect such items as: power

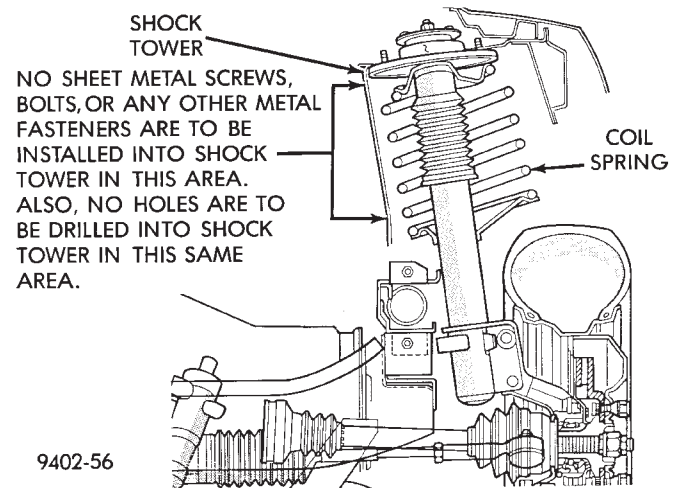
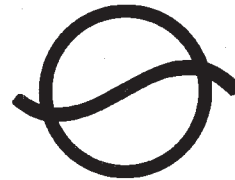


Fig. 7 Shock Tower to Spring Minimum Clearance Area

door lock motors, power windows, and various engine solenoids.

A special symbol is used to identify these in the wiring diagrams (Fig. 8).



958W-30

Fig. 8 Positive Temperature Coefficient Symbol

DIAGNOSIS AND TESTING

TROUBLESHOOTING TOOLS

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

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

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

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

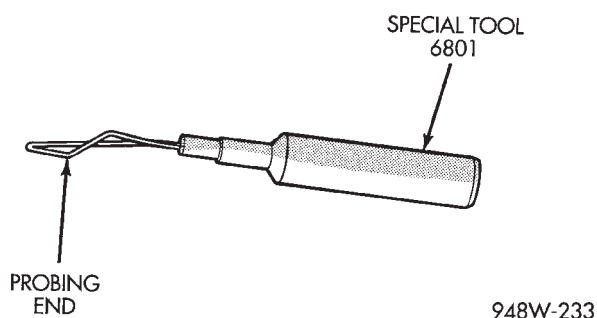
DIAGNOSIS AND TESTING (Continued)

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

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

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

- Probing Tools - These tools are used for probing terminals in connectors (Fig. 9). Select the proper size tool from Special Tool Package 6807, and insert it into the terminal being tested. Use the other end of the tool to insert the meter probe.



948W-233

Fig. 9 Probing Tool

INTERMITTENT AND POOR CONNECTIONS

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

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

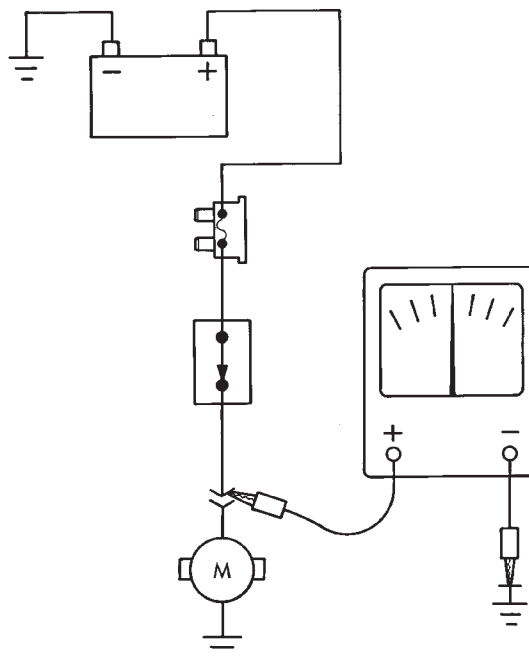
TROUBLESHOOTING TESTS

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

TESTING FOR VOLTAGE

(1) Connect the ground lead of a voltmeter to a known good ground (Fig. 10).

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



948W-194

Fig. 10 Testing for Voltage

TESTING FOR CONTINUITY

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

(2) Connect one lead of the ohmmeter to one side of the circuit being tested (Fig. 11).

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

TESTING FOR A SHORT TO GROUND

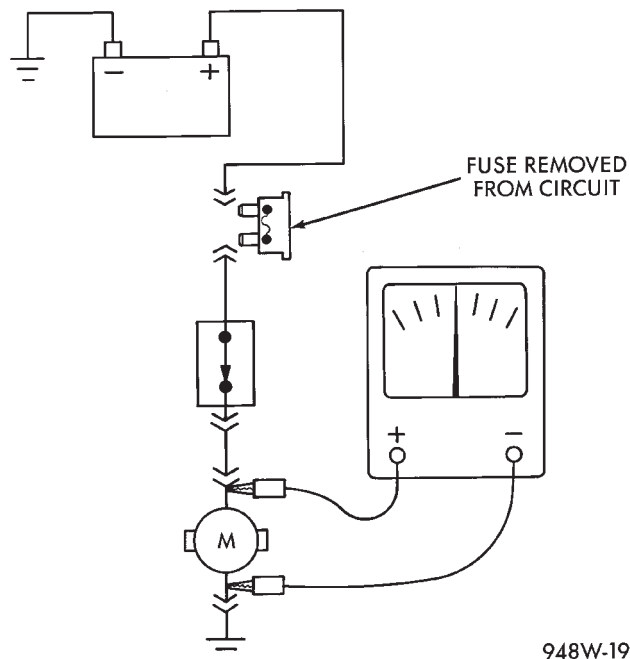
(1) Remove the fuse and disconnect all items involved with the fuse.

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

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

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

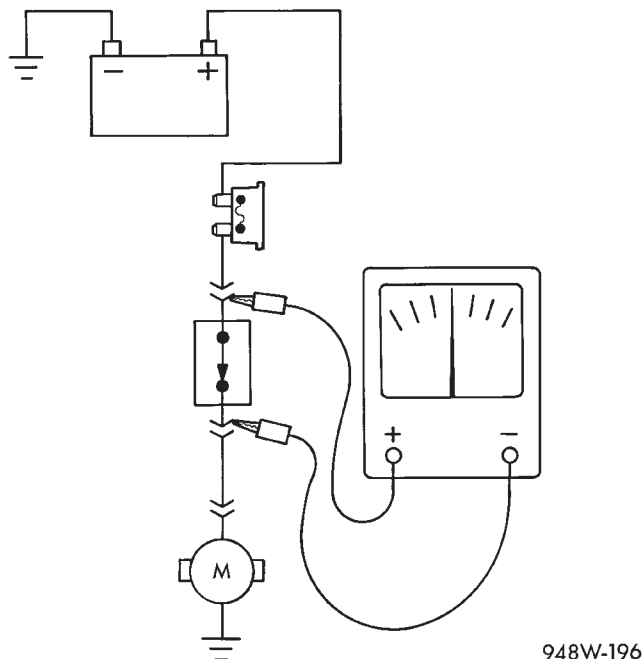
DIAGNOSIS AND TESTING (Continued)

**Fig. 11 Testing for Continuity****TESTING FOR A SHORT TO GROUND ON FUSES POWERING SEVERAL LOADS**

- (1) Refer to the wiring diagrams and disconnect or isolate all items on the fused circuit.
- (2) Replace the blown fuse.
- (3) Supply power to the fuse by turning ON the ignition switch or re-connecting the battery.
- (4) Start connecting the items in the fuse circuit one at a time. When the fuse blows the circuit with the short to ground has been isolated.

TESTING FOR A VOLTAGE DROP

- (1) Connect the positive lead of the voltmeter to the side of the circuit closest to the battery (Fig. 12).
- (2) Connect the other lead of the voltmeter to the other side of the switch or component.
- (3) Operate the item.
- (4) The voltmeter will show the difference in voltage between the two points.

**Fig. 12 Testing for Voltage Drop****TROUBLESHOOTING WIRING PROBLEMS**

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

- (1) Verify the problem.
- (2) Verify any related symptoms. Do this by performing operational checks on components that are in the same circuit. Refer to the wiring diagrams.
- (3) Analyze the symptoms. Use the wiring diagrams to determine what the circuit is doing, where the problem most likely is occurring and where the diagnosis will continue.
- (4) Isolate the problem area.
- (5) Repair the problem.
- (6) Verify proper operation. For this step check for proper operation of all items on the repaired circuit. Refer to the wiring diagrams.

SERVICE PROCEDURES

WIRING REPAIR

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

- (1) Disconnect battery negative cable
- (2) Remove 1 inch of insulation from each end of the wire.
- (3) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.
- (4) Spread the strands of the wire apart on each part of the exposed wire (example 1). (Fig. 13)
- (5) Push the two ends of wire together until the strands of wire are close to the insulation (example 2) (Fig. 13)
- (6) Twist the wires together (example 3) (Fig. 13)
- (7) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**
- (8) Center the heat shrink tubing over the joint, and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.
- (9) Secure the wire to the existing ones to prevent chafing or damage to the insulation
- (10) Connect battery and test all affected systems.

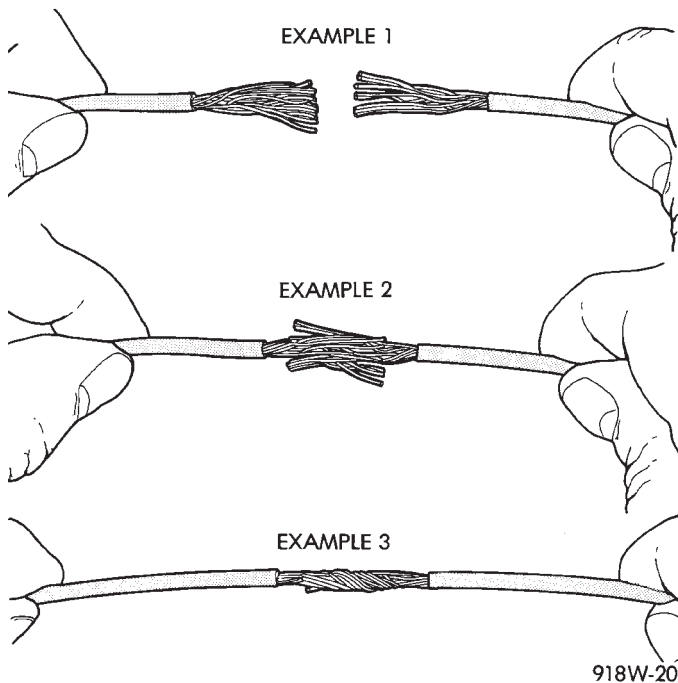


Fig. 13 Wire Repair

TERMINAL/CONNECTOR REPAIR-MOLEX CONNECTORS

- (1) Disconnect battery.
- (2) Disconnect the connector from its mating half/component.
- (3) Insert the terminal releasing special tool 6742 into the terminal end of the connector (Fig. 14).

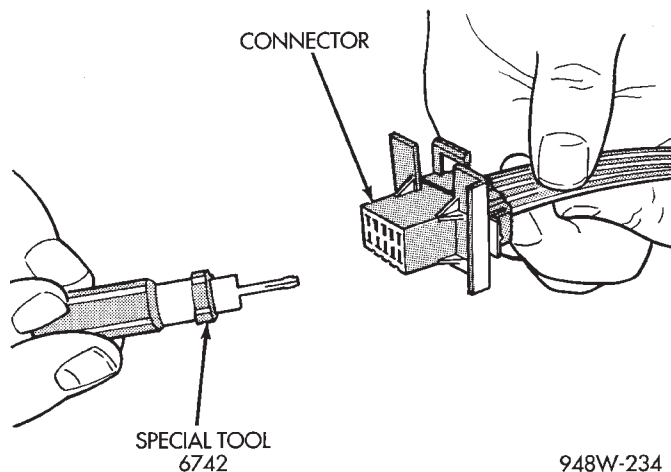


Fig. 14 Molex Connector Repair

- (4) Using special tool 6742 release the locking fingers on the terminal (Fig. 15).
- (5) Pull on the wire to remove it from the connector.
- (6) Repair or replace the connector or terminal, as necessary.

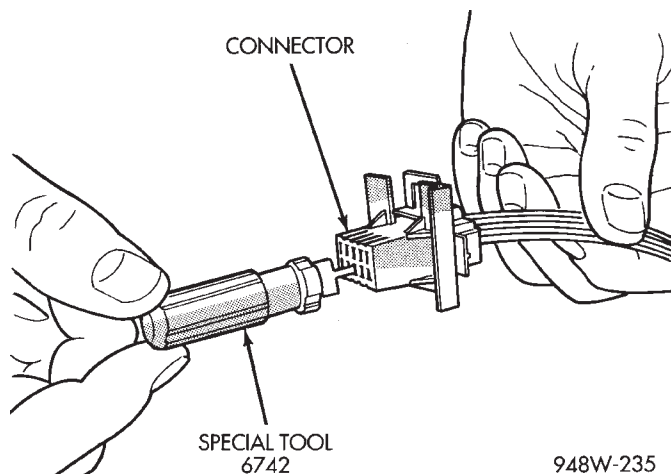


Fig. 15 Using Special Tool 6742

SERVICE PROCEDURES (Continued)

CONNECTOR REPLACEMENT

- (1) Disconnect battery.
- (2) Disconnect the connector that is to be repaired from its mating half/component
- (3) Remove the connector locking wedge, if required (Fig. 16)

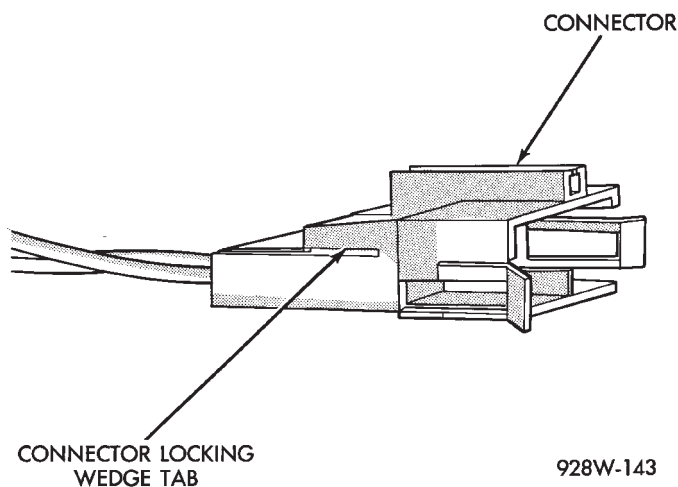


Fig. 16 Connector Locking Wedge

- (4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 17) (Fig. 18).

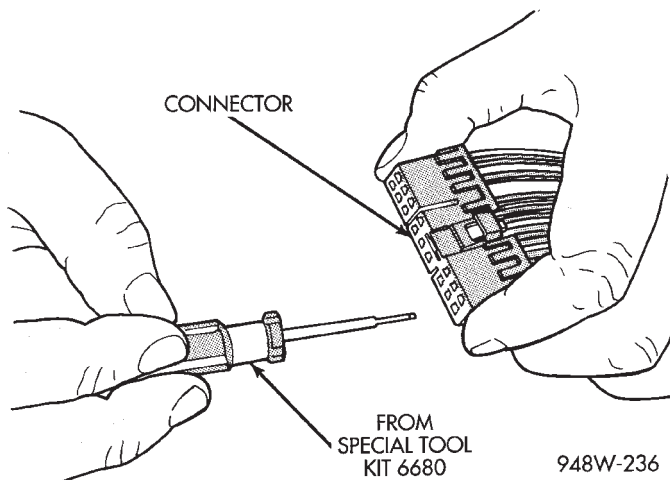


Fig. 17 Terminal Removal

- (5) Reset the terminal locking tang, if it has one.
- (6) Insert the removed wire in the same cavity on the repair connector.
- (7) Repeat steps four through six for each wire in the connector, being sure that all wires are inserted into the proper cavities. For additional connector pin-out identification, refer to the wiring diagrams.
- (8) Insert the connector locking wedge into the repaired connector, if required.
- (9) Connect connector to its mating half/component.
- (10) Connect battery and test all affected systems.

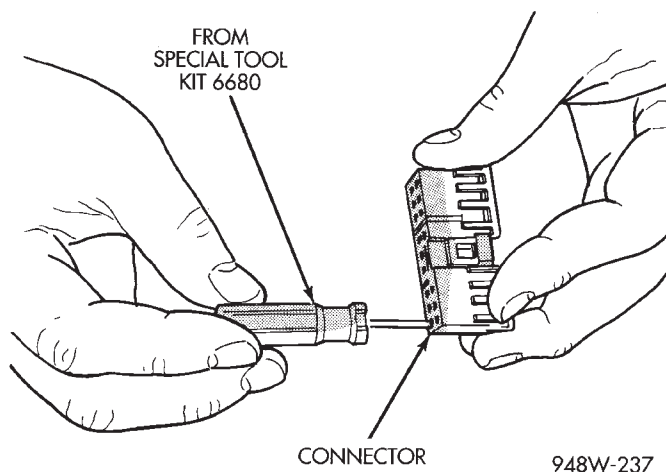


Fig. 18 Terminal Removal Using Special Tool

CONNECTOR AND TERMINAL REPLACEMENT

- (1) Disconnect battery.
- (2) Disconnect the connector (that is to be repaired) from its mating half/component.
- (3) Cut off the existing wire connector directly behind the insulator. Remove six inches of tape from the harness.
- (4) Stagger cut all wires on the harness side at 1/2 inch intervals (Fig. 19).
- (5) Remove 1 inch of insulation from each wire on the harness side.
- (6) Stagger cut the matching wires on the repair connector assembly in the opposite order as was done on the harness side of the repair. Allow extra length for soldered connections. Check that the overall length is the same as the original (Fig. 19).

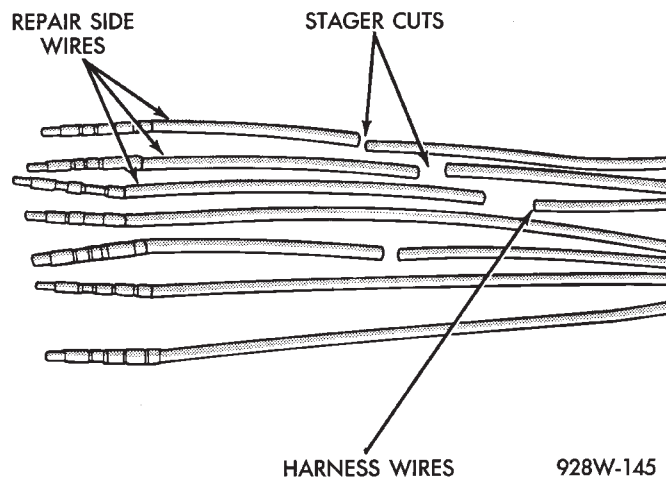


Fig. 19 Stagger Cutting Wires

- (7) Remove 1 inch of insulation from each wire.
- (8) Place a piece of heat shrink tubing over one side of the wire. Be sure the tubing will be long enough to cover and seal the entire repair area.

SERVICE PROCEDURES (Continued)

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

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

(11) Twist the wires together.

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

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

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

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

(16) Re-connect the repaired connector.

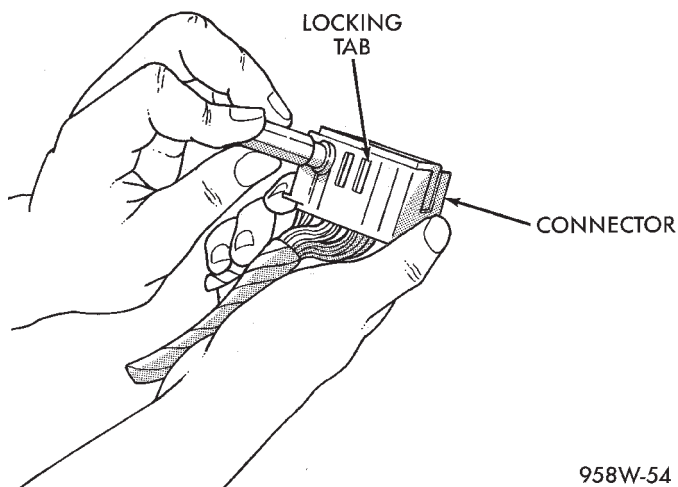
(17) Connect the battery, and test all affected systems.

TERMINAL/CONNECTOR REPAIR- AUGAT CONNECTORS

(1) Disconnect battery.

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

(3) Push down on the yellow connector locking tab to release the terminals (Fig. 20).



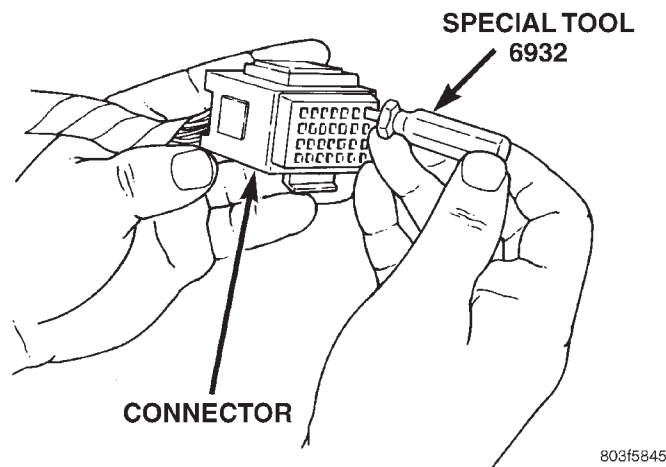
958W-54

Fig. 20 Augat Connector Repair

(4) Using special tool 6932, push the terminal to remove it from the connector (Fig. 21).

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

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



803f5845

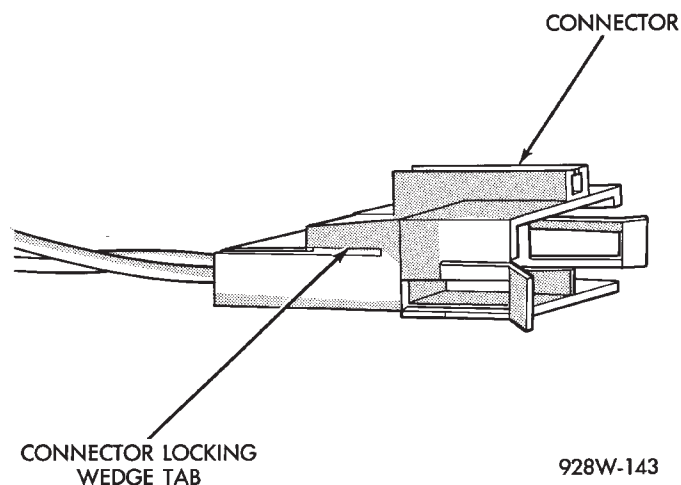
Fig. 21 Using Special Tool 6932

TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector being repaired from its mating half. Remove connector locking wedge, if required (Fig. 22).

(3) Remove connector locking wedge, if required (Fig. 22).



928W-143

Fig. 22 Connector Locking Wedge Tab (Typical)

(4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 23) (Fig. 24).

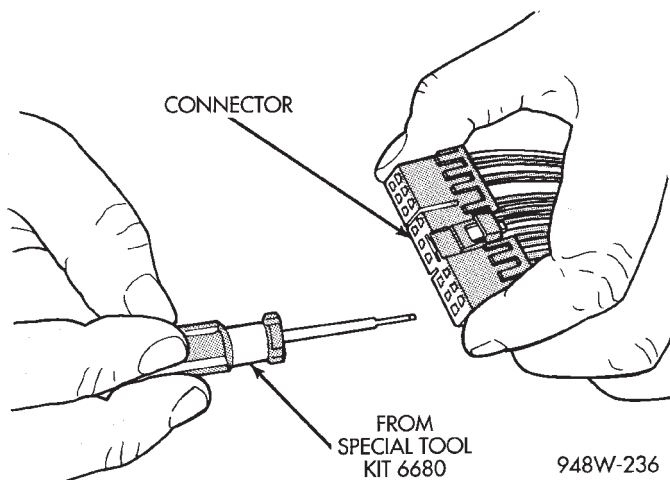
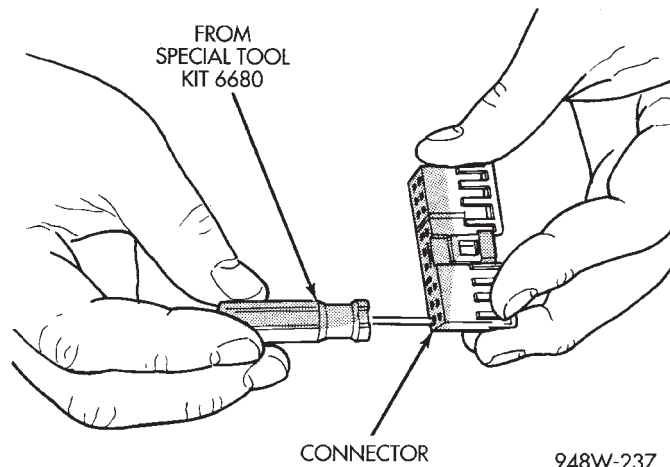
(5) Cut the wire 6 inches from the back of the connector.

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

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

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

SERVICE PROCEDURES (Continued)

**Fig. 23 Terminal Removal****Fig. 24 Terminal Removal Using Special Tool**

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

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

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

(12) Twist the wires together.

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

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

(15) Insert the repaired wire into the connector.

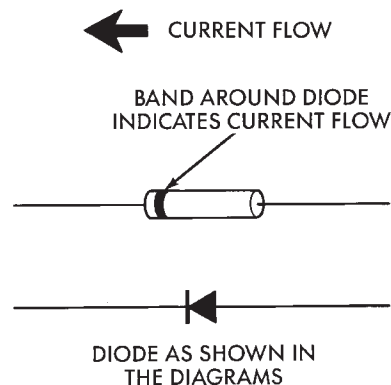
(16) Install the connector locking wedge, if required, and reconnect the connector to its mating half/component.

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

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

DIODE REPLACEMENT

- (1) Disconnect the battery.
- (2) Locate the diode in the harness, and remove the protective covering.
- (3) Remove the diode from the harness, pay attention to the current flow direction (Fig. 25).



948W-197

Fig. 25 Diode Identification

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

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

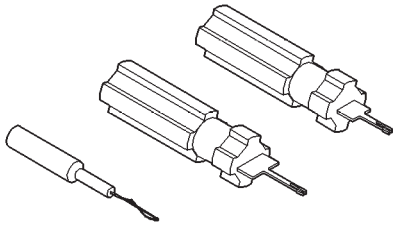
(6) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

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

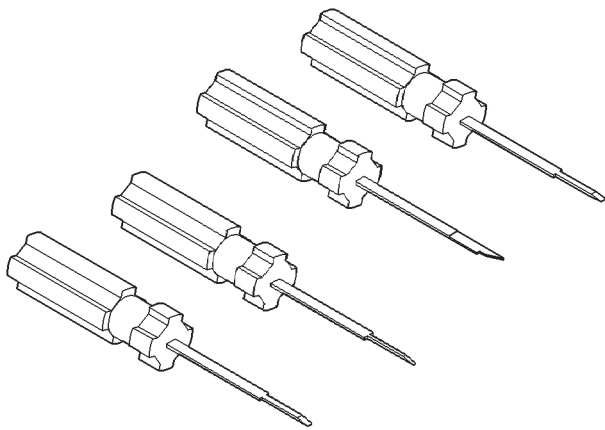
(8) Re-connect the battery, and test affected systems.

SPECIAL TOOLS

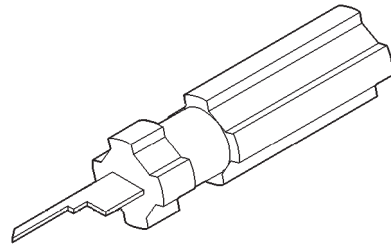
WIRING/TERMINAL



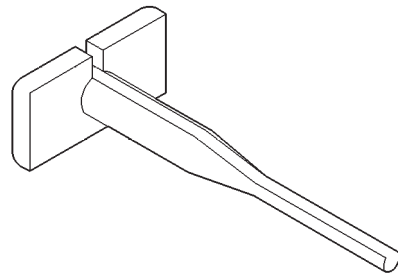
Probing Tool Package 6807



Terminal Pick 6680



Terminal Removing Tool 6932



Terminal Removing Tool 6934

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GENERAL INFORMATION

INTRODUCTION

This section provides an alphabetical listing of all the components covered in group 8W. For information

on system operation, refer to the appropriate section of the wiring diagrams.

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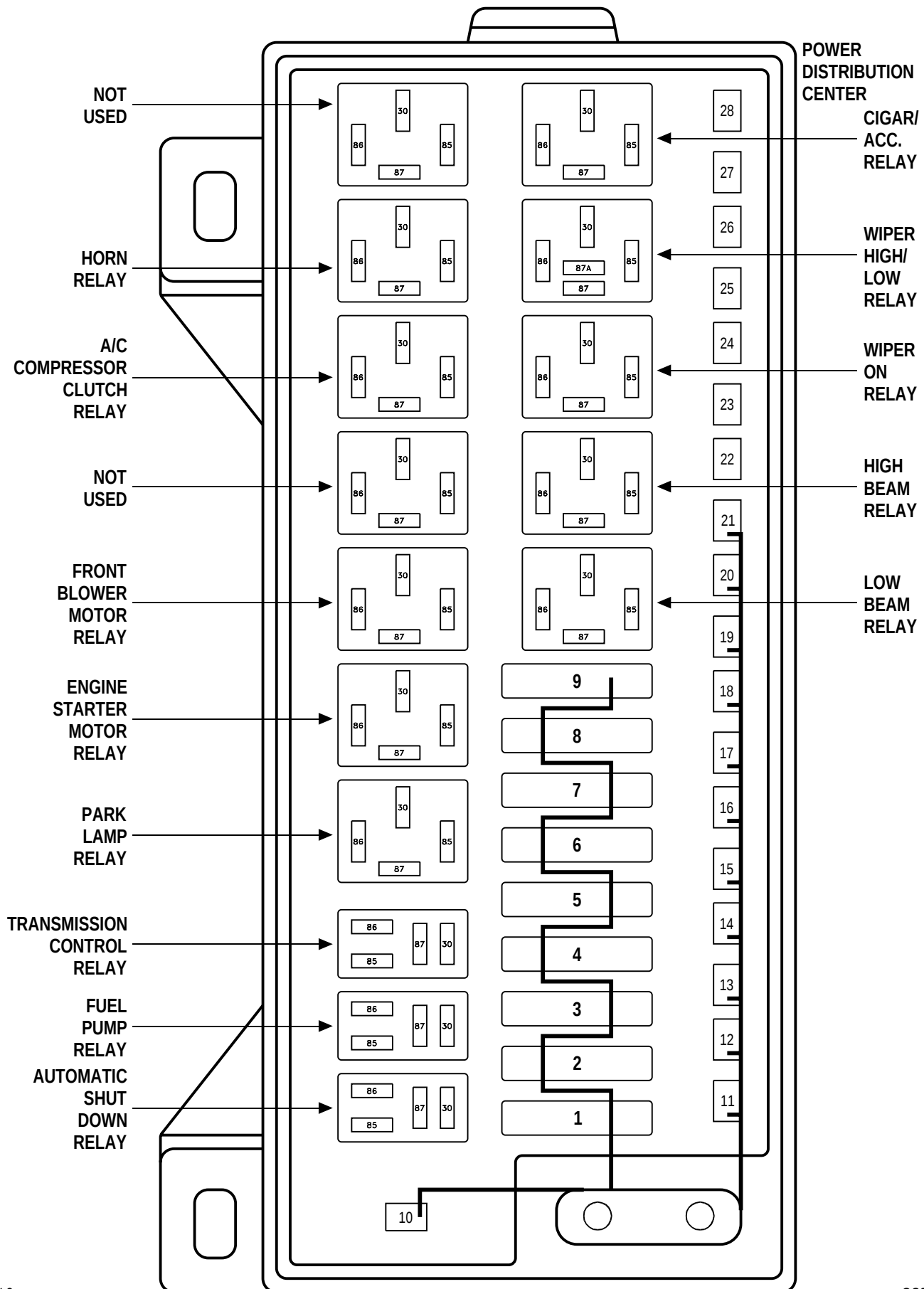
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page

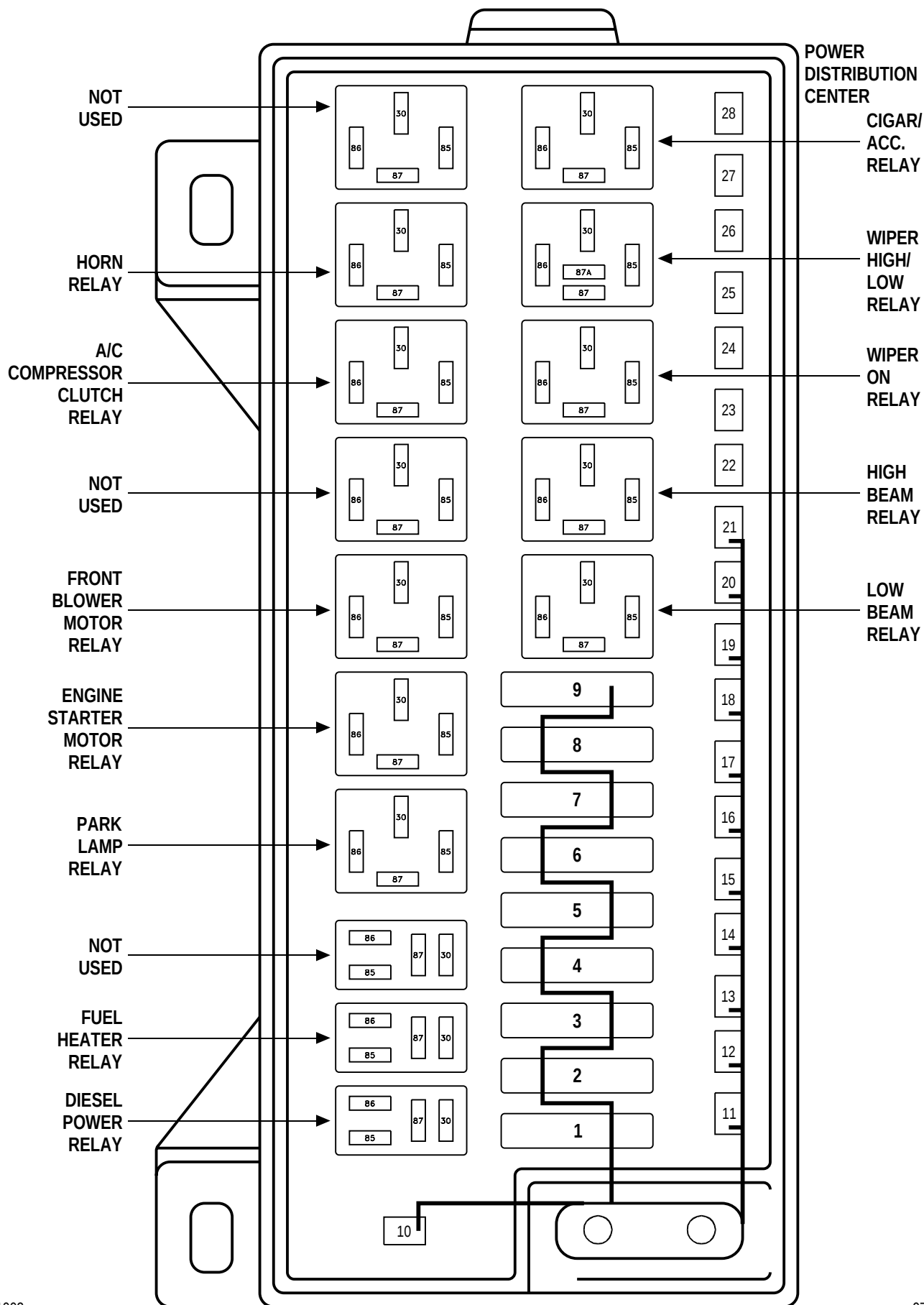
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GAS



DIESEL



FUSES

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1	40A	A4 12BK/RD	A0 6RD
2	40A	A2 12PK/BK	A0 6RD
3	40A	A10 12RD/DG	A0 6RD
4	40A	A16 12GY	A0 6RD
5	40A	A1 12RD ENGINE STARTER MOTOR RELAY	A0 6RD
6	40A	A6 PARK LAMP RELAY	A0 6RD
7	40A	C1 FRONT BLOWER MOTOR RELAY	A0 6RD
8 (GAS)	-	SPARE RELAY	A0 6RD
8 (DIESEL)	40A	A17 12RD/BK	A0 6RD
9	30A	5 WIPER ON RELAY	A0 6RD
10	10A	M1 20PK	A0 6RD
11	15A	F41 20PK/VT	A0 6RD
12 (GAS)	20A	4 ASD RELAY	A0 6RD
12 (DIESEL)	20A	4 DIESEL POWER RELAY	A0 6RD
13 (GAS)	20A	A14 18RD/WT FUEL PUMP RELAY	A0 6RD
13 (DIESEL)	20A	A14 FUEL HEATER RELAY	A0 6RD
14 (GAS)	20A	A5 18RD/DB TRANSMISSION CONTROL RELAY	A0 6RD
15	-	-	A0 6RD
16	20A	F32 18PK/DB	A0 6RD
17	25A	A20 12RD/DB	A0 6RD
18	15A	10 A/C COMP. CLUTCH RELAY	A0 6RD
19	20A	L9 18BK/WT	A0 6RD
20	20A	F62 HORN RELAY	A0 6RD
21	20A	6 CIGAR/ACC. RELAY	A0 6RD
22	15A	L44 20VT/RD	L4
23	15A	L43 20VT	
24	10A	L34 16RD/OR	L3
25	10A	L33 20RD	
26	-	-	A0 6RD
27	10A	F14 18LG/YL	F87 18WT/BK
28	10A	F23 20DB/YL	A22 12BK/OR

A/C COMPRESSOR CLUTCH RELAY

CAVITY	CIRCUIT	FUNCTION
30	#10	FUSED B (+)
85	C13 DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
86	F87 18WT/BK	FUSED IGNITION (ST-RUN)
87	C3 18DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
-	-	-

AUTOMATIC SHUT DOWN RELAY (GAS)

CAVITY	CIRCUIT	FUNCTION
30	#4	FUSED B (+)
85	K51 18DB/YL	ASD RELAY CONTROL
86	A0 6RD	B (+)
87	A142 18DG/OR	ASD RELAY OUTPUT
-	-	-

CIGAR/ACC. RELAY

CAVITY	CIRCUIT	FUNCTION
30	#6	FUSED B (+)
85	Z1 12BK	GROUND
86	F1 20DB	FUSED IGNITION (RUN-ACC)
87	F30 16RD	CIGAR/ACC. RELAY OUTPUT
-	-	-

DIESEL POWER RELAY

CAVITY	CIRCUIT	FUNCTION
30	#4	FUSED B (+)
85	K51 20DB/YL	DIESEL POWER RELAY CONTROL
86	A0 6RD	B (+)
87	A142 18DG/OR	DIESEL POWER RELAY OUTPUT
-	-	-

ENGINE STARTER MOTOR RELAY

CAVITY	CIRCUIT	FUNCTION
30	A1	FUSED B (+)
85 (GAS)	K90 18DB/OR	ENGINE STARTER MOTOR RELAY CONTROL
85 (DIESEL)	Z1 20BK	GROUND
86	T141 20YL/RD	FUSED IGNITION (ST)
87	T40 12BR	ENGINE STARTER MOTOR RELAY OUTPUT
-	-	-

FRONT BLOWER MOTOR RELAY

CAVITY	CIRCUIT	FUNCTION
30	C1	FUSED B (+)
85	Z1 12BK	GROUND
86	F20 WT	FUSED IGNITION (RUN)
87	C71 12DB	FRONT BLOWER MOTOR RELAY OUTPUT
-	-	-

FUEL HEATER RELAY (DIESEL)

CAVITY	CIRCUIT	FUNCTION
30	A14	FUSED B (+)
85	Z1 20BK	FUEL HEATER RELAY CONTROL
86	F87 18 WT/BK	FUSED IGNITION (ST-RUN)
87	A141 18DG/WT	FUEL HEATER RELAY OUTPUT
-	-	-

FUEL PUMP RELAY (GAS)

CAVITY	CIRCUIT	FUNCTION
30	A14	FUSED B (+)
85	K31 18BR	FUEL PUMP RELAY CONTROL
86	F87 18 WT/BK	FUSED IGNITION (ST-RUN)
87	A141 16DG/WT	FUEL PUMP RELAY OUTPUT
-	-	-

HIGH BEAM RELAY

CAVITY	CIRCUIT	FUNCTION
30	A0 6RD	B (+)
85	L324 20WT/LG	HIGH BEAM RELAY CONTROL
86	A0 6RD	B (+)
87	L3	HIGH BEAM RELAY OUTPUT
-	-	-

HORN RELAY

CAVITY	CIRCUIT	FUNCTION
30	F62	FUSED B (+)
85	X3 20BK	HORN RELAY CONTROL
86	F62	FUSED B (+)
87	X2 18DG/RD	HORN RELAY OUTPUT
-	-	-

LOW BEAM RELAY

CAVITY	CIRCUIT	FUNCTION
30	A0 6RD	B (+)
85	L94 20OR/WT	LOW BEAM RELAY CONTROL
86	A0 6RD	B (+)
87	L4	LOW BEAM RELAY OUTPUT
-	-	-

PARK LAMP RELAY

CAVITY	CIRCUIT	FUNCTION
30	A6	FUSED B (+)
85	L97 18PK/DB	PARK LAMP RELAY CONTROL
86	A6	FUSED B (+)
87	L7 12RD	PARK LAMP RELAY OUTPUT
-	-	-

SPARE RELAY

CAVITY	CIRCUIT	FUNCTION
30	#1	FUSED B (+)
85	-	-
86	F87 18WT/BK	FUSED IGNITION (RUN-ST)
87	-	-
-	-	-

SPARE RELAY

CAVITY	CIRCUIT	FUNCTION
30	#2	FUSED B (+)
85	-	-
86	F87 18WT/BK	FUSED IGNITION (RUN-ST)
87	-	-
-	-	-

SPARE RELAY (DIESEL)

CAVITY	CIRCUIT	FUNCTION
30	-	-
85	-	-
86	-	-
87	-	-
-	-	-

TRANSMISSION CONTROL RELAY (GAS)

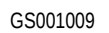
CAVITY	CIRCUIT	FUNCTION
30	A5	FUSED B (+)
85	Z1 12BK	GROUND
86	T15 18LG	12 V SUPPLY
87	T16 18RD	TRANSMISSION CONTROL RELAY OUTPUT
-	-	-

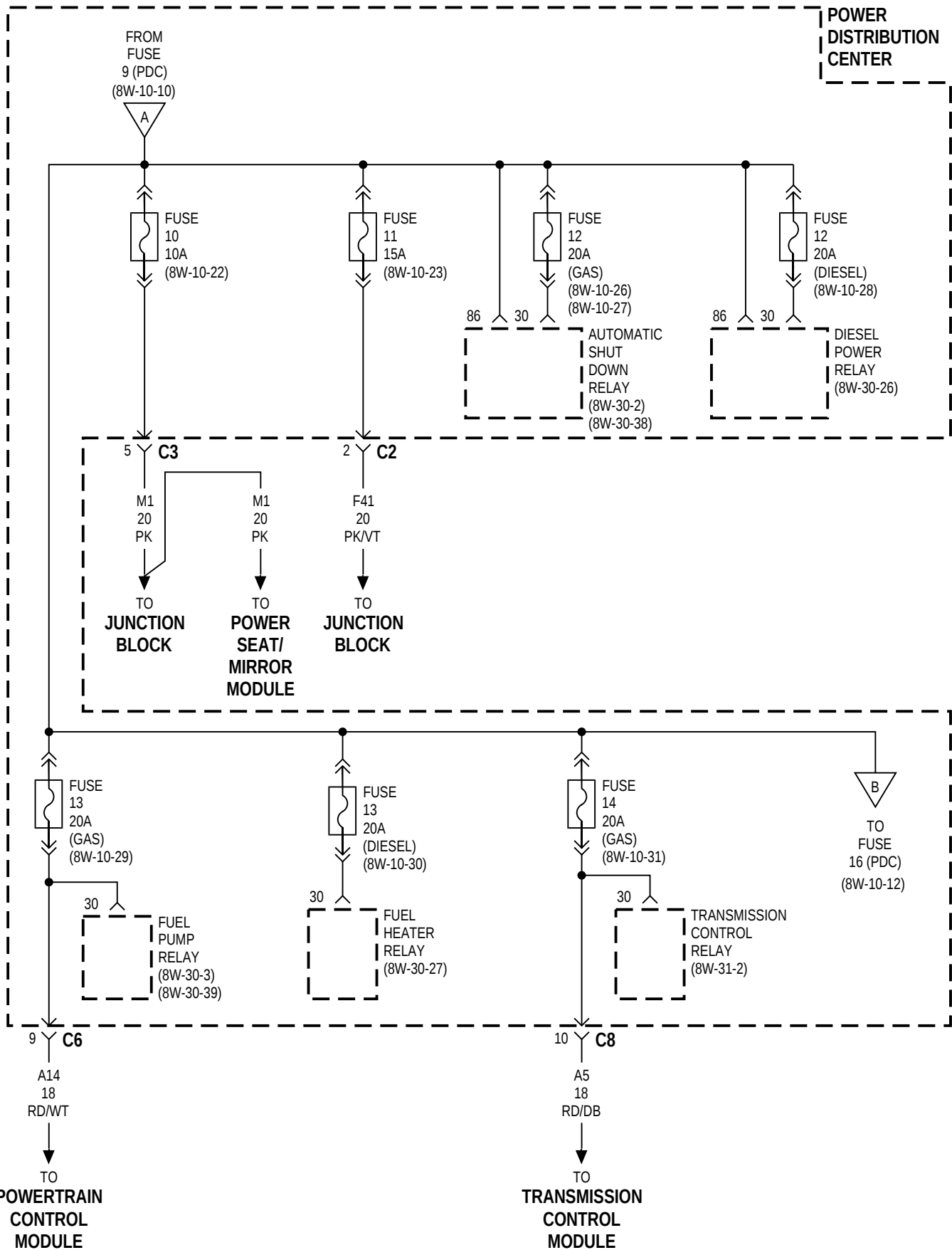
WIPER HIGH/LOW RELAY

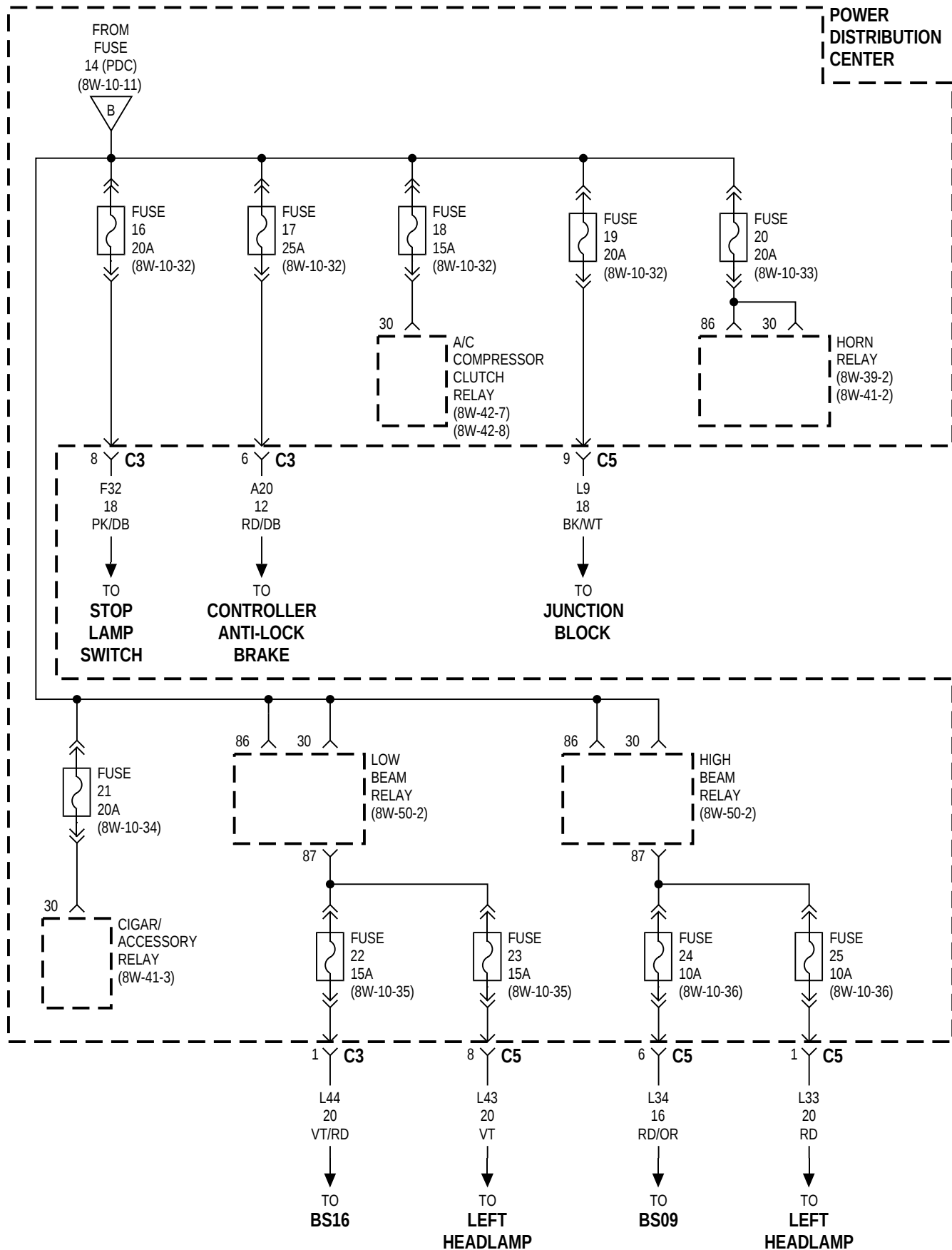
CAVITY	CIRCUIT	FUNCTION
30	#7	WIPER ON RELAY OUTPUT
85	V16 20WT	WIPER HIGH/LOW RELAY CONTROL
86	#7	WIPER ON RELAY OUTPUT
87	V4 12RD/YL	WIPER HIGH/LOW RELAY OUTPUT (HIGH)
87A	V3 12BR/WT	WIPER HIGH/LOW RELAY OUTPUT (LOW)

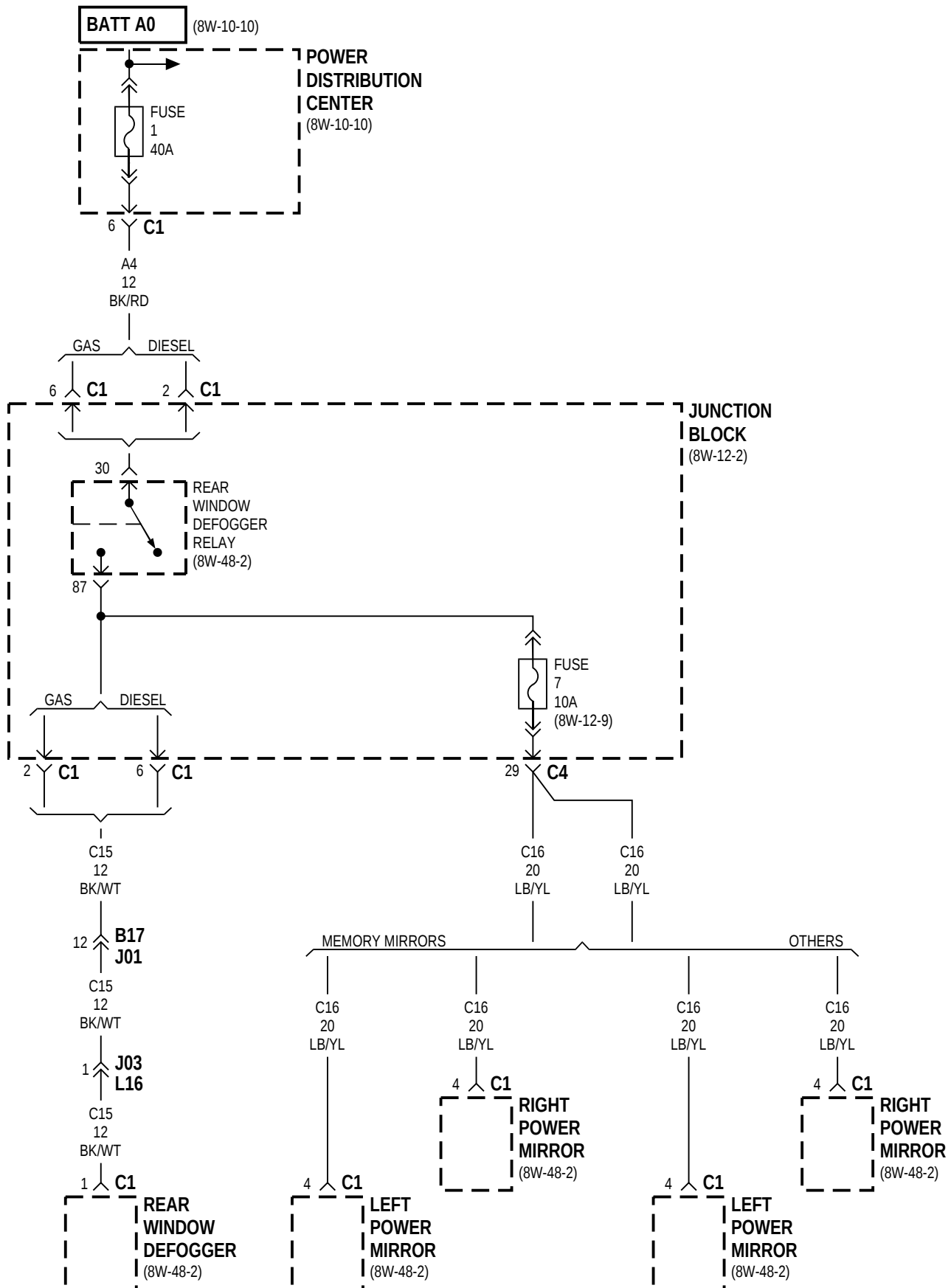
WIPER ON RELAY

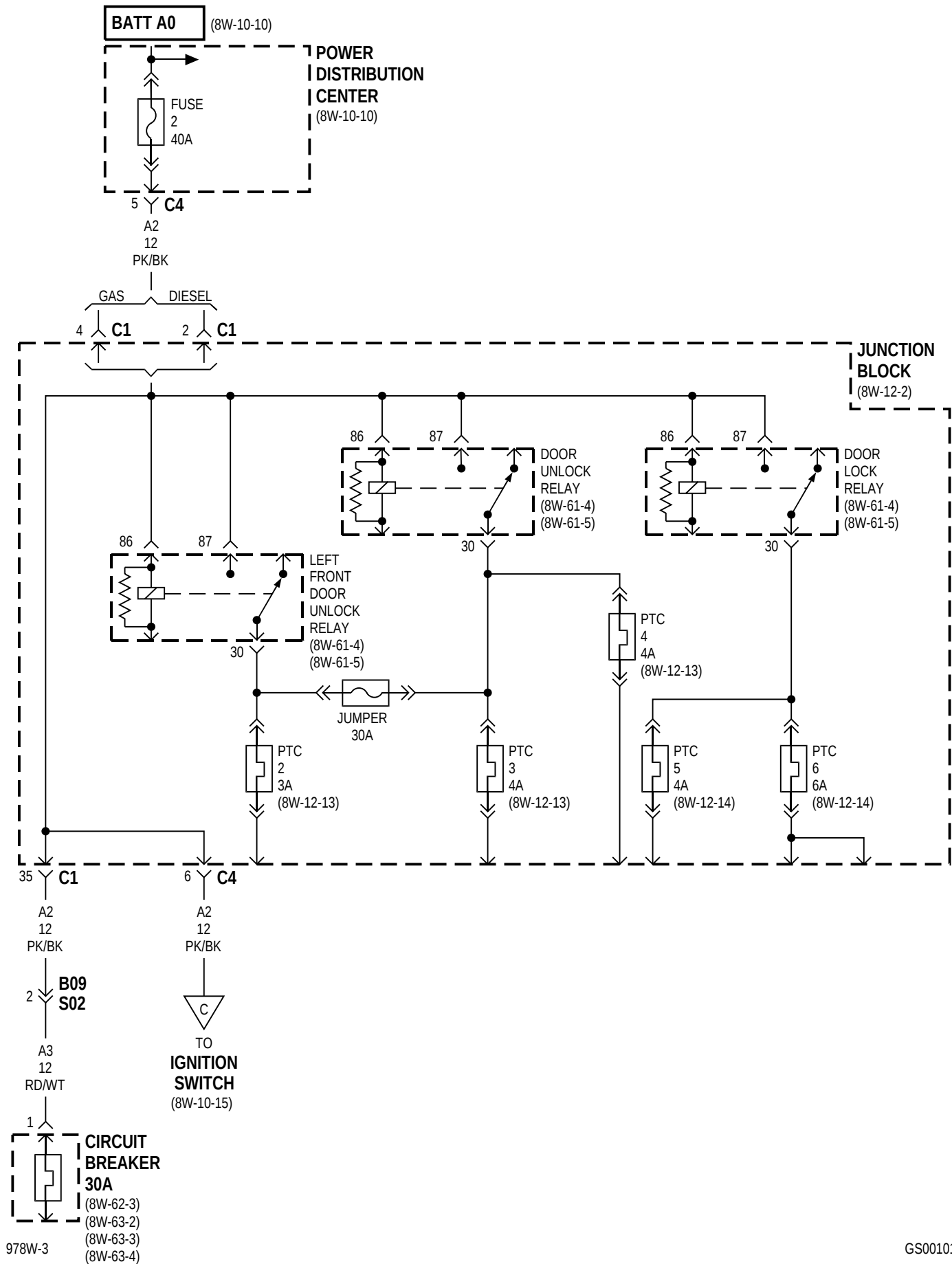
CAVITY	CIRCUIT	FUNCTION
30	#7	WIPER ON RELAY OUTPUT
85	V14 18RD/VT	WIPER ON RELAY CONTROL
86	#5	FUSED B(+)
87	#5	FUSED B(+)
87A	Z1 12BK	GROUND

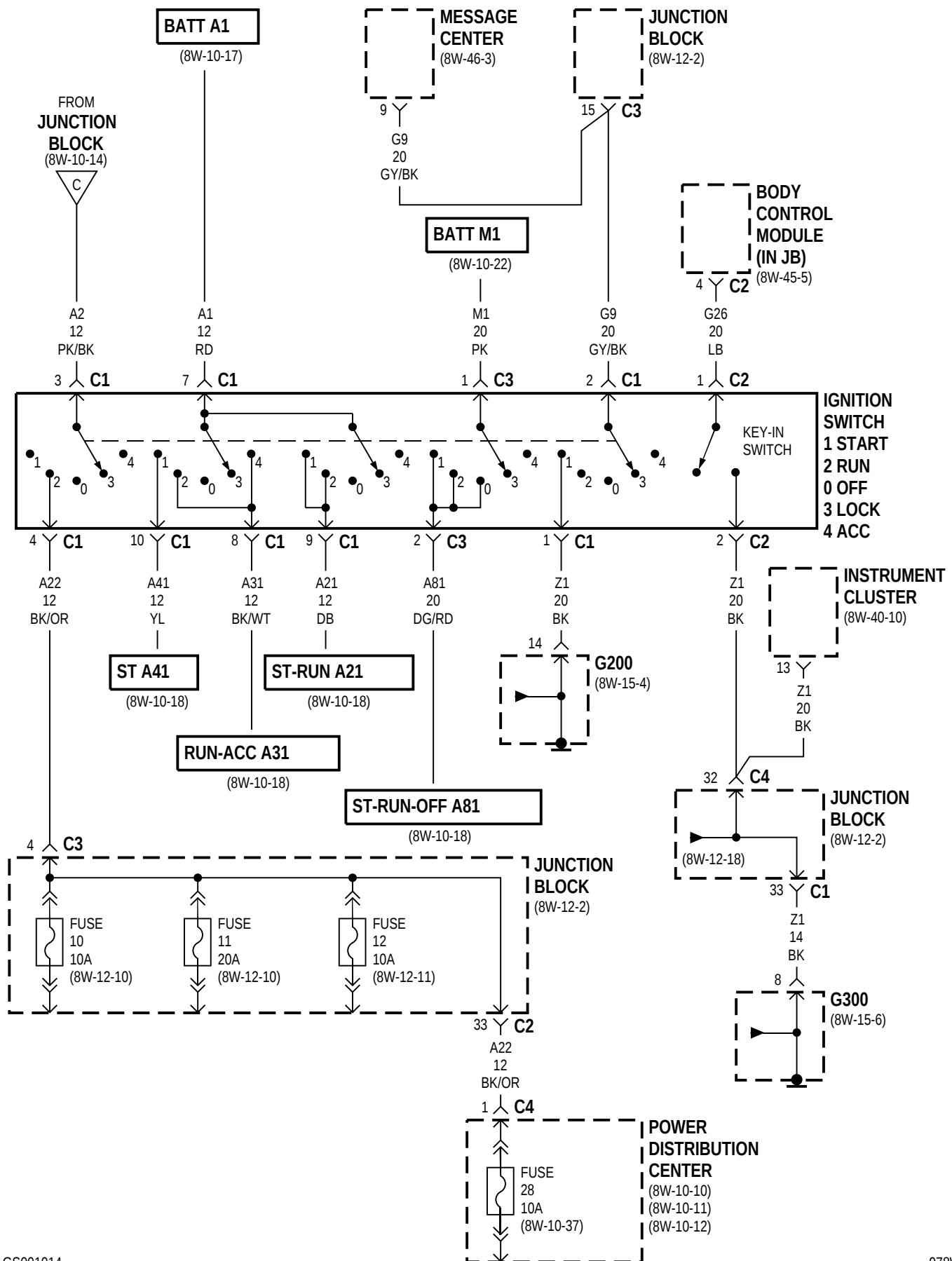


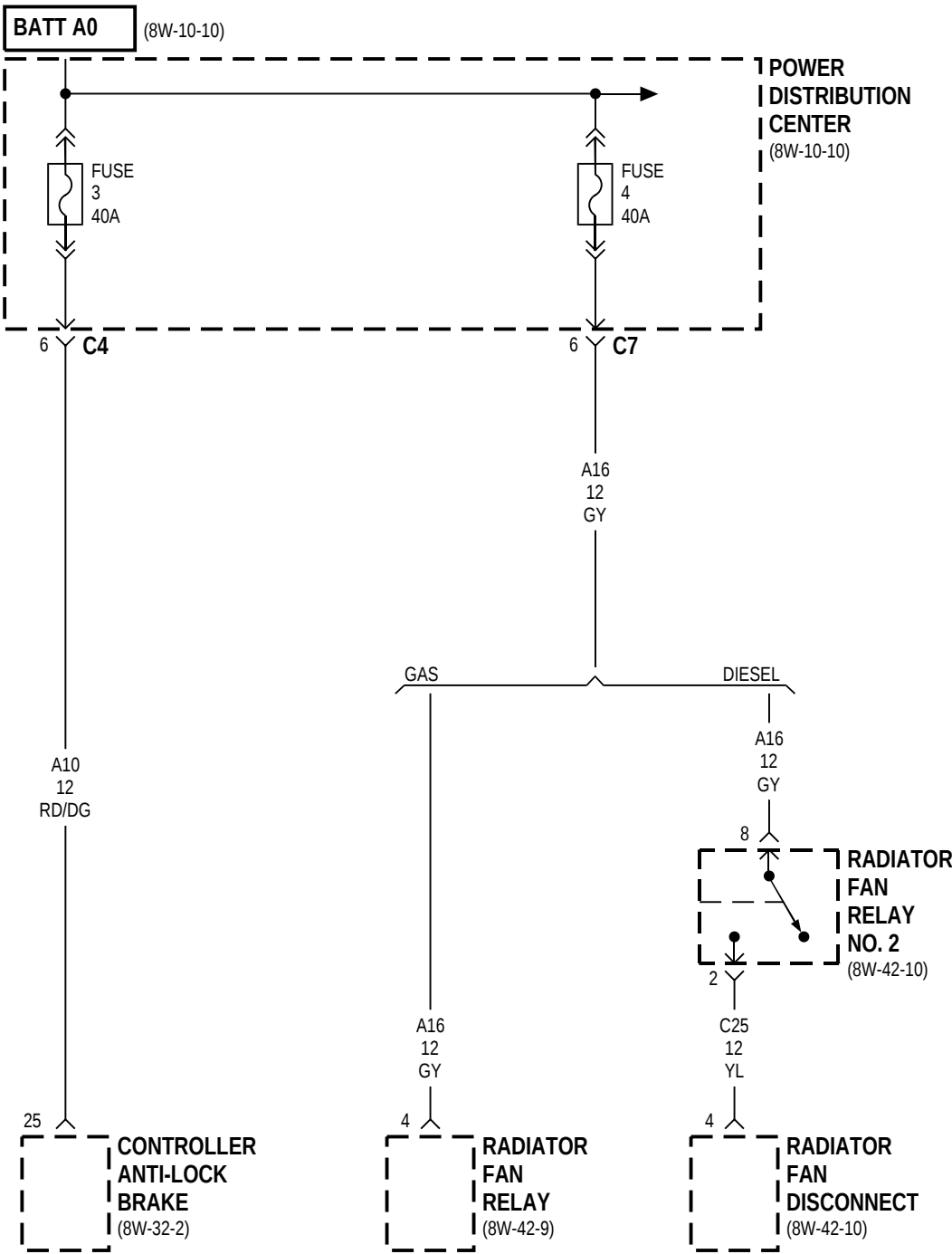


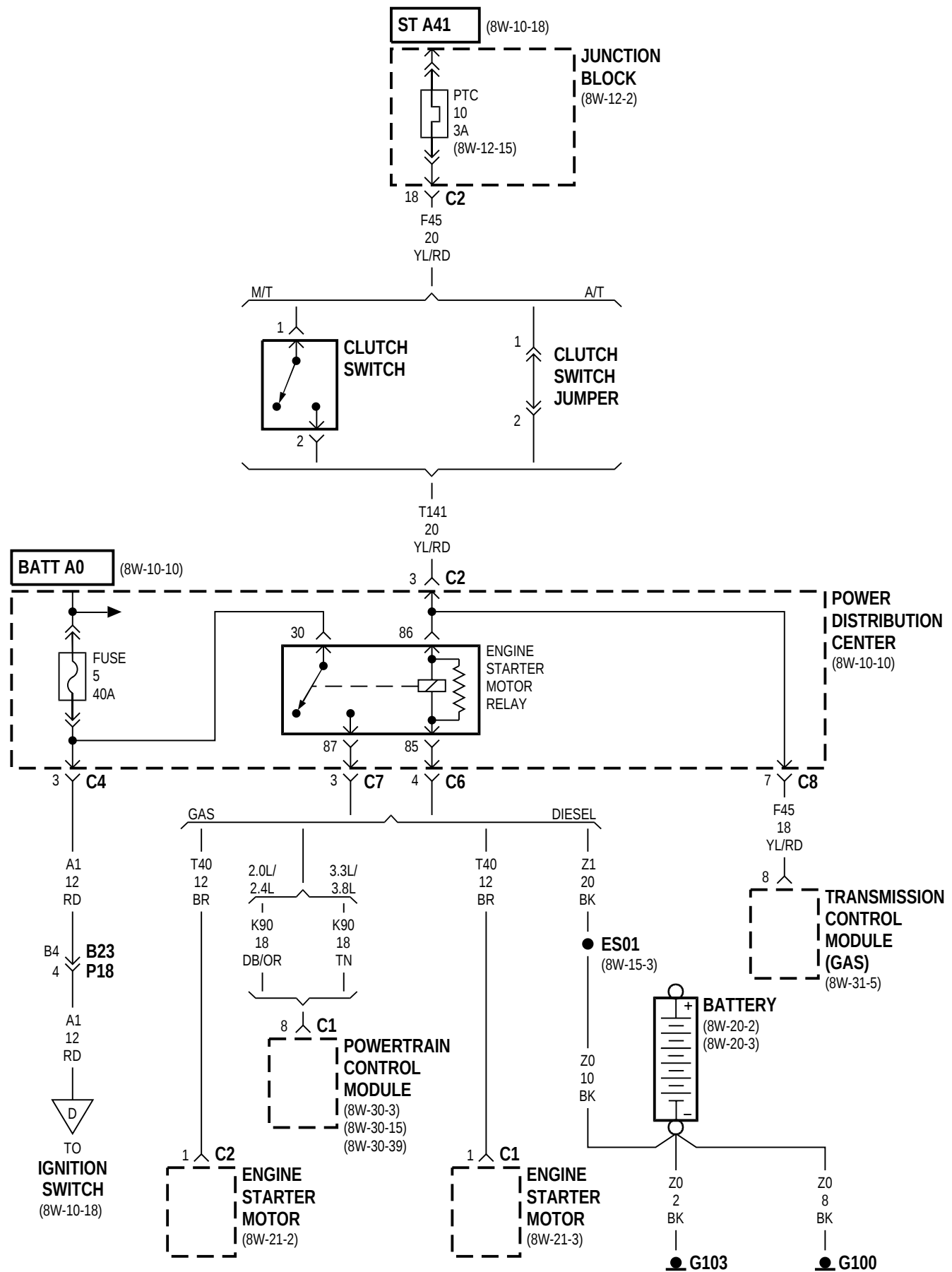


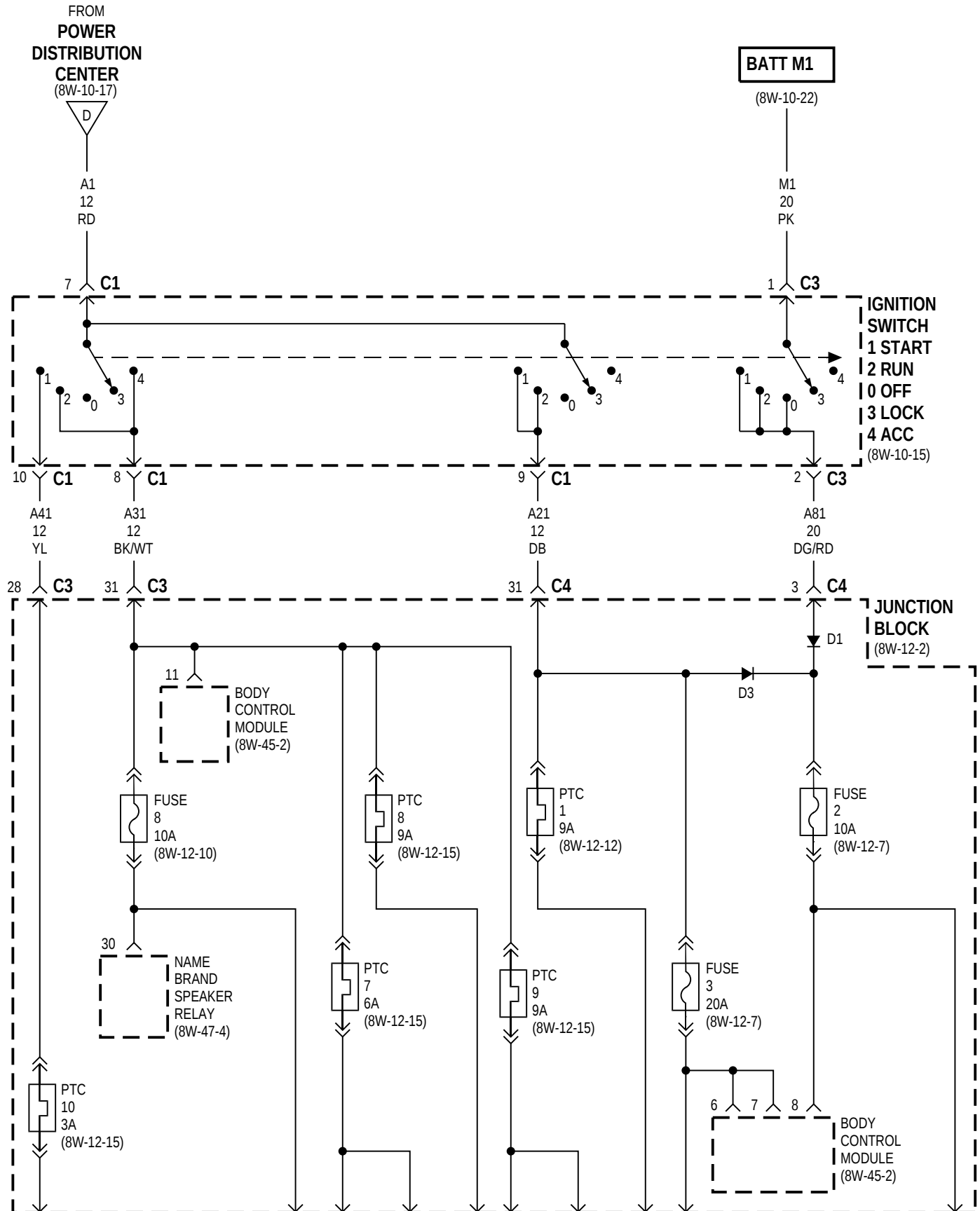


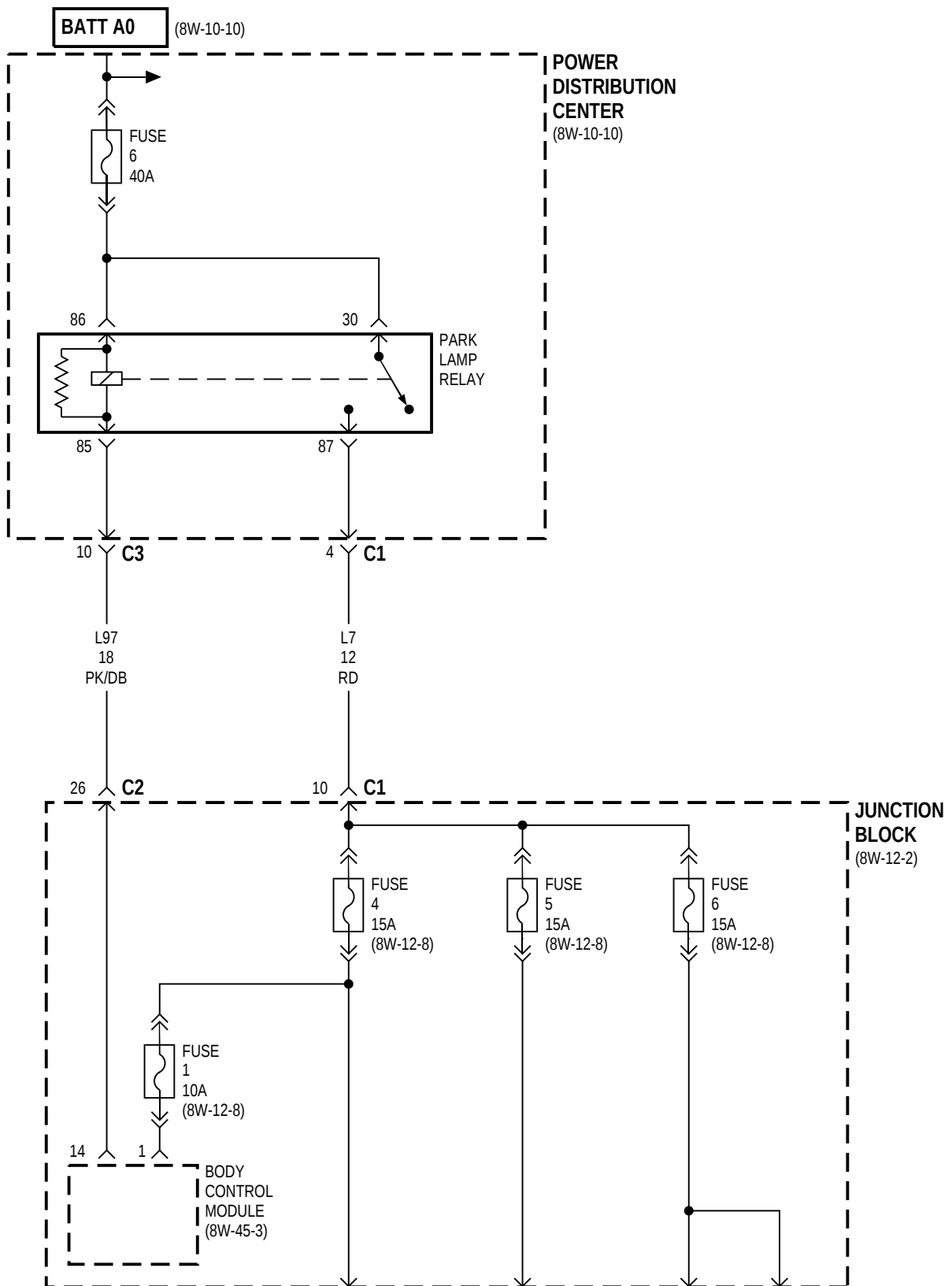




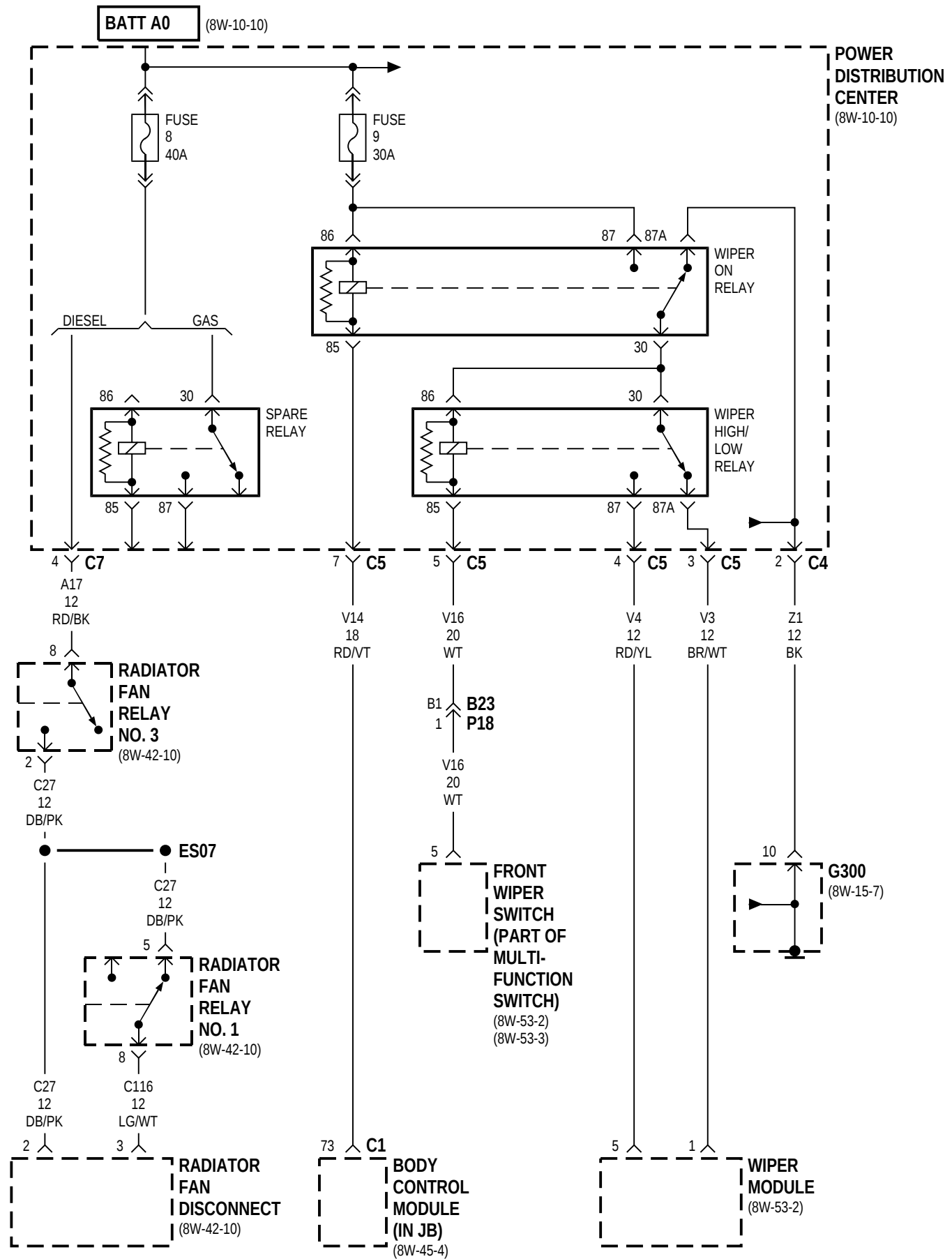


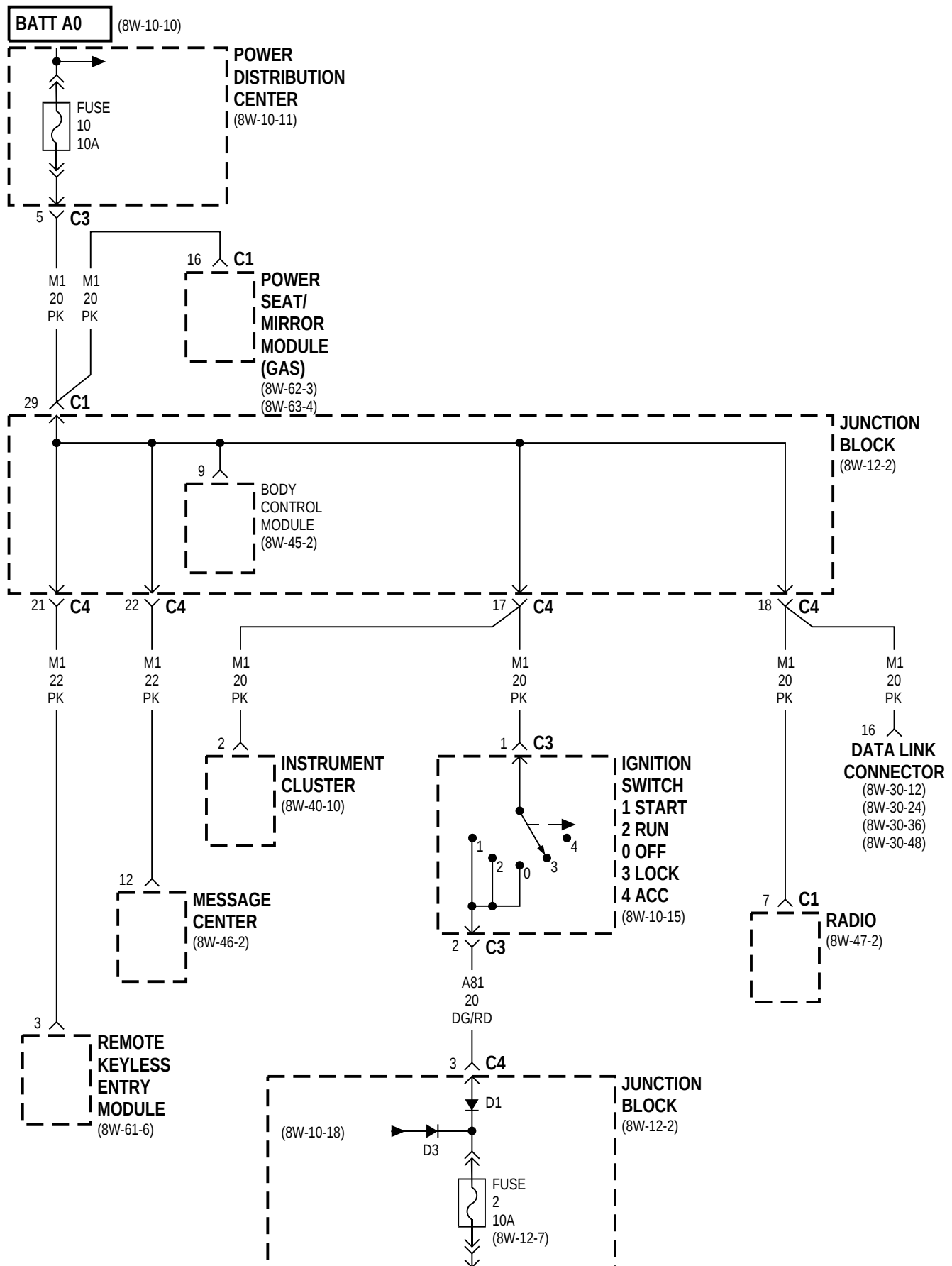


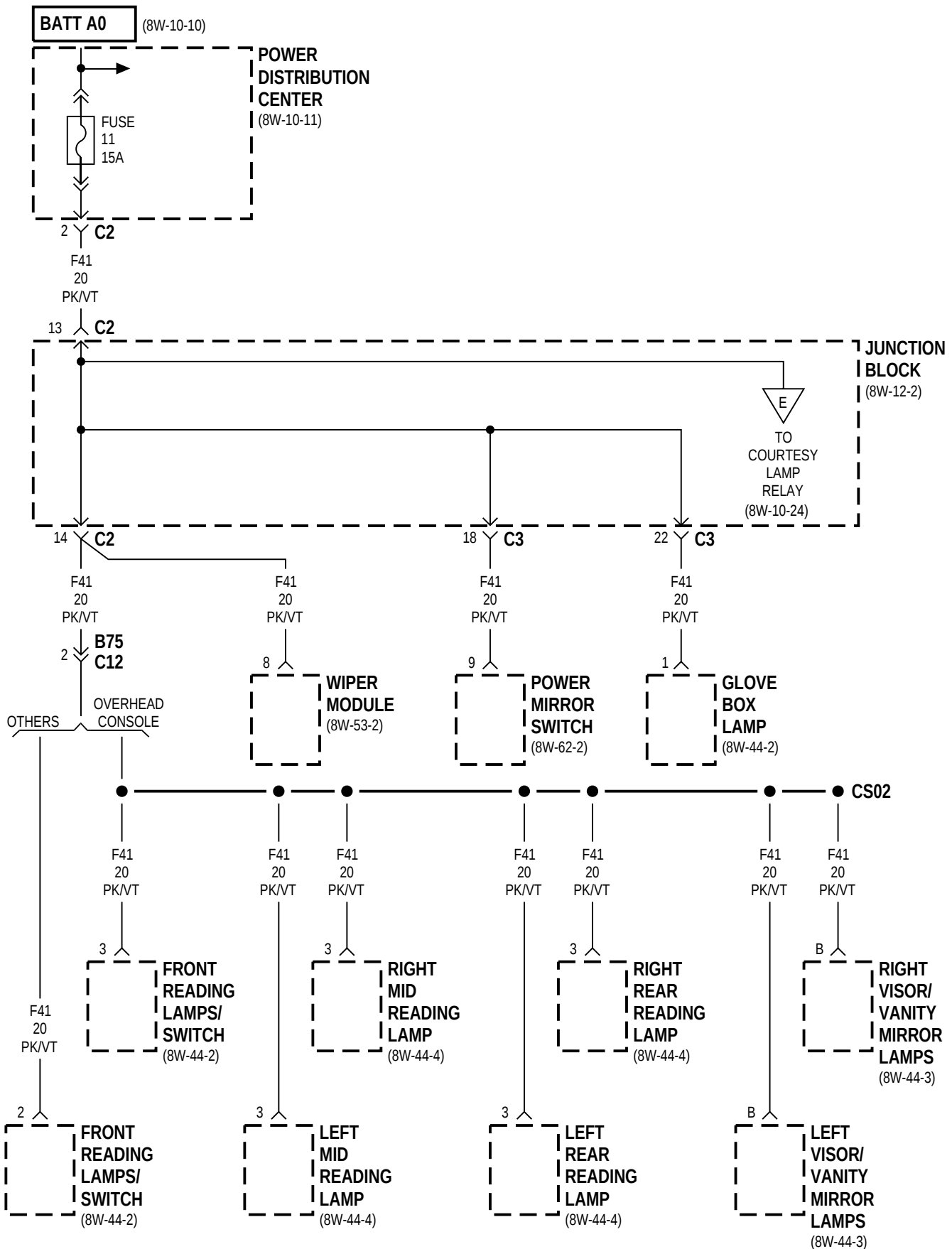


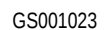


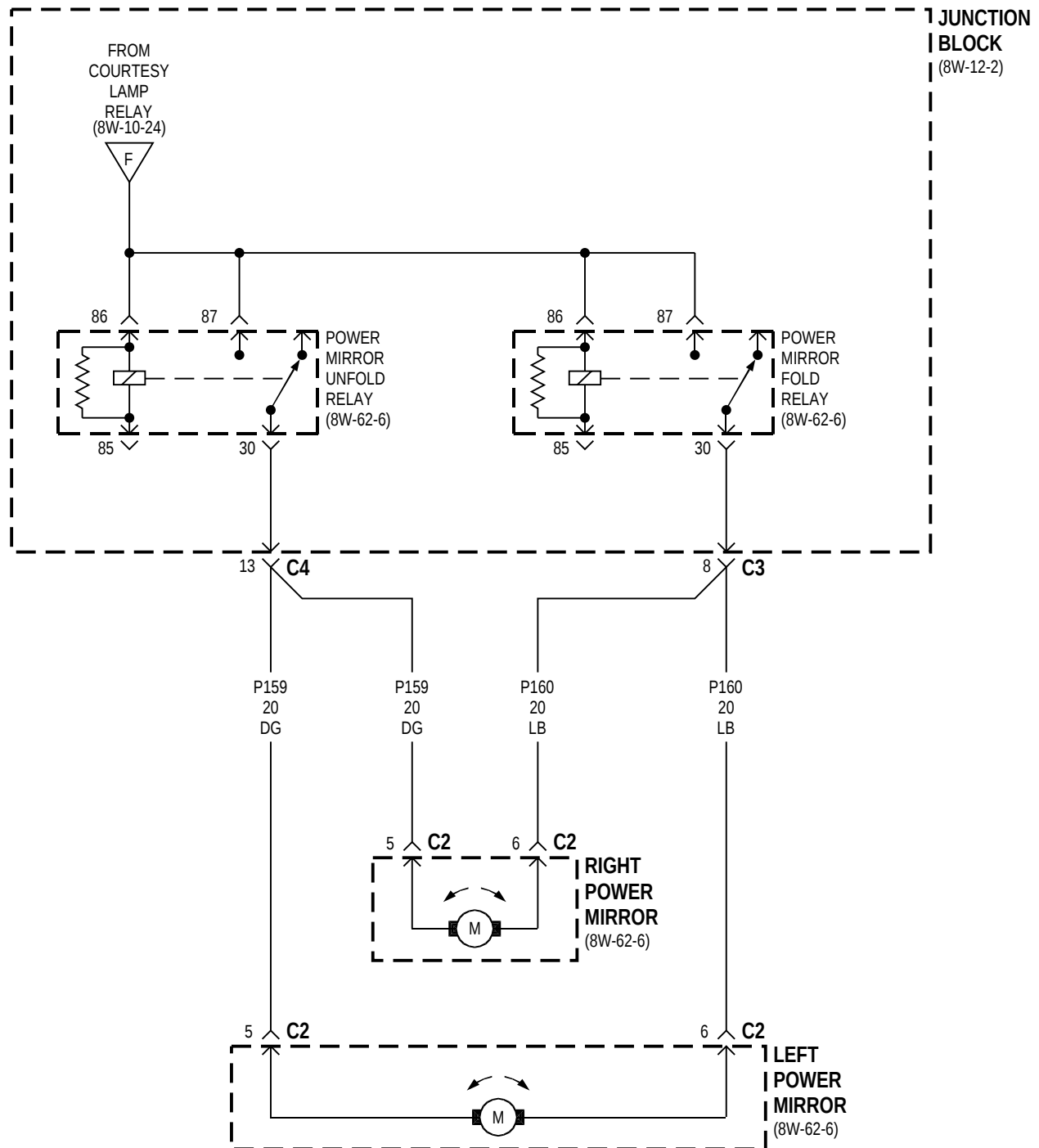


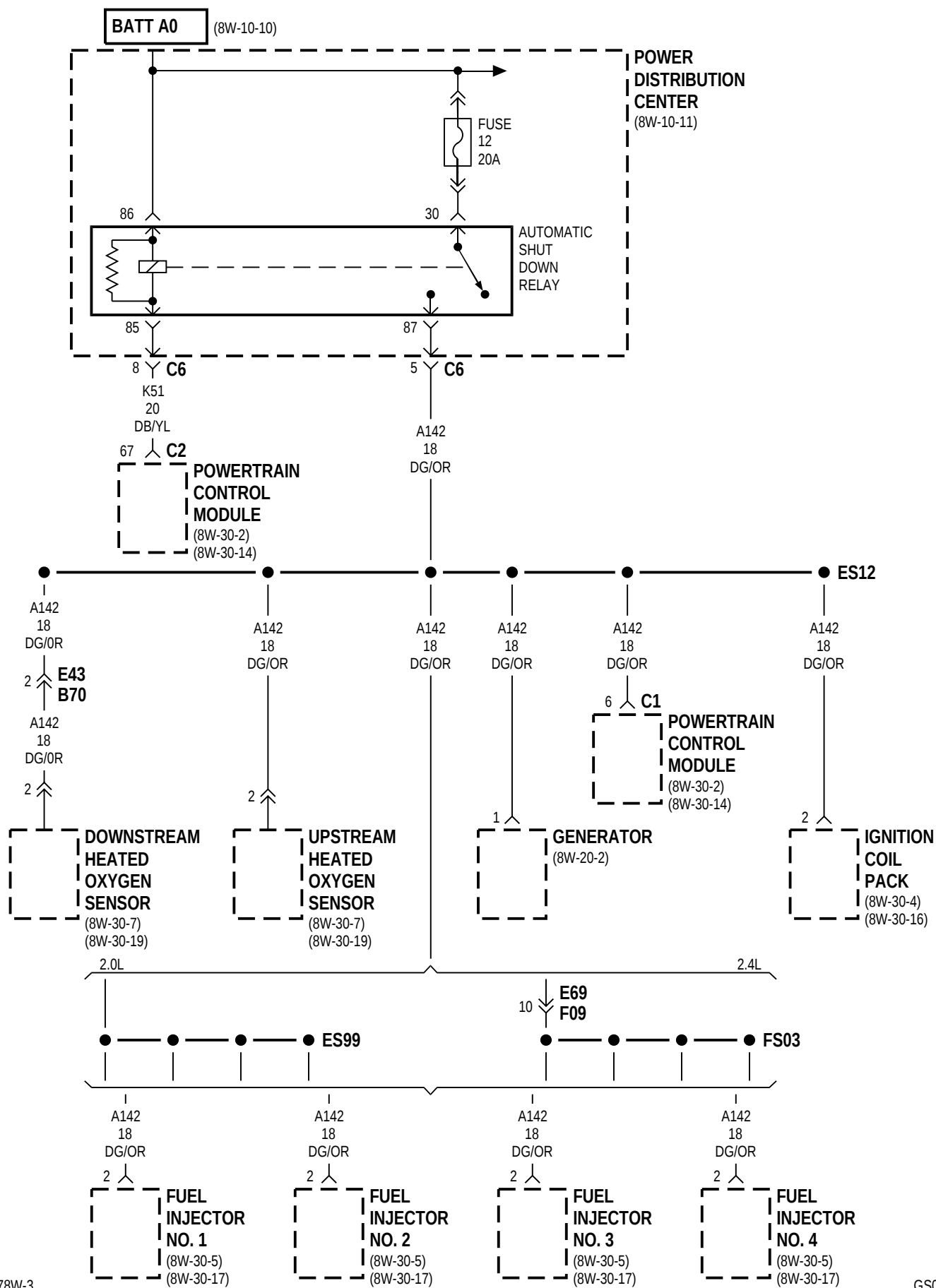


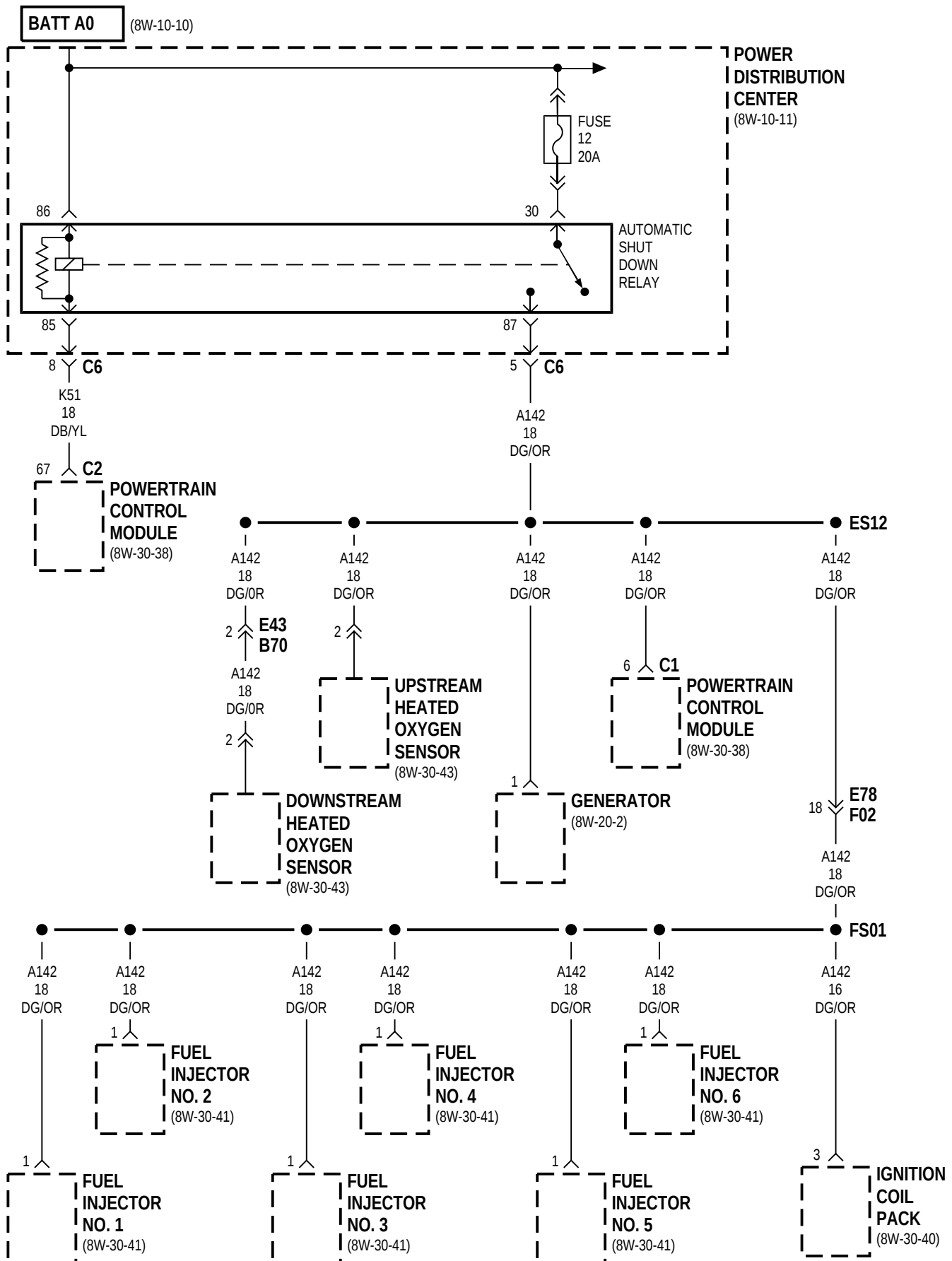


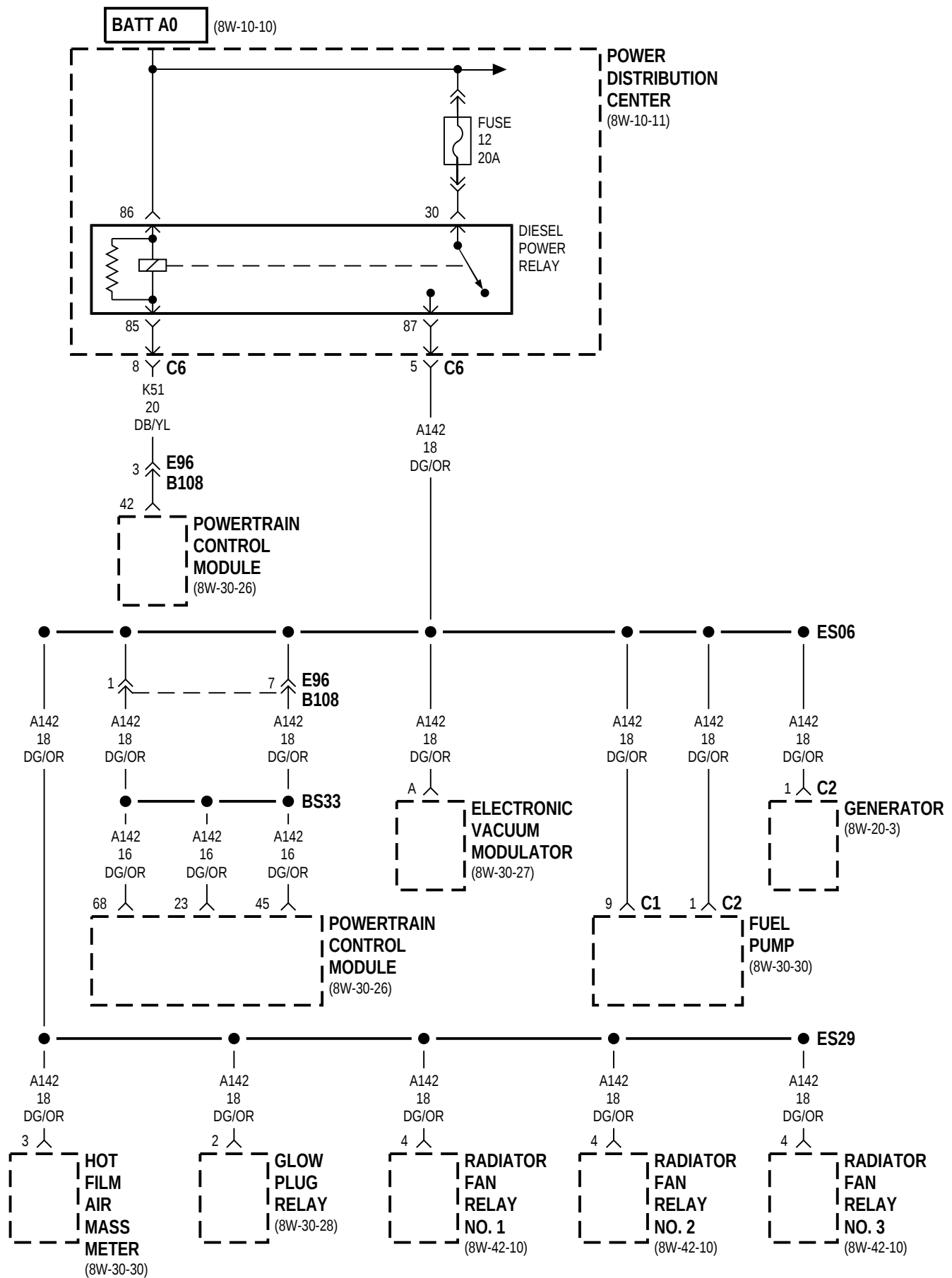




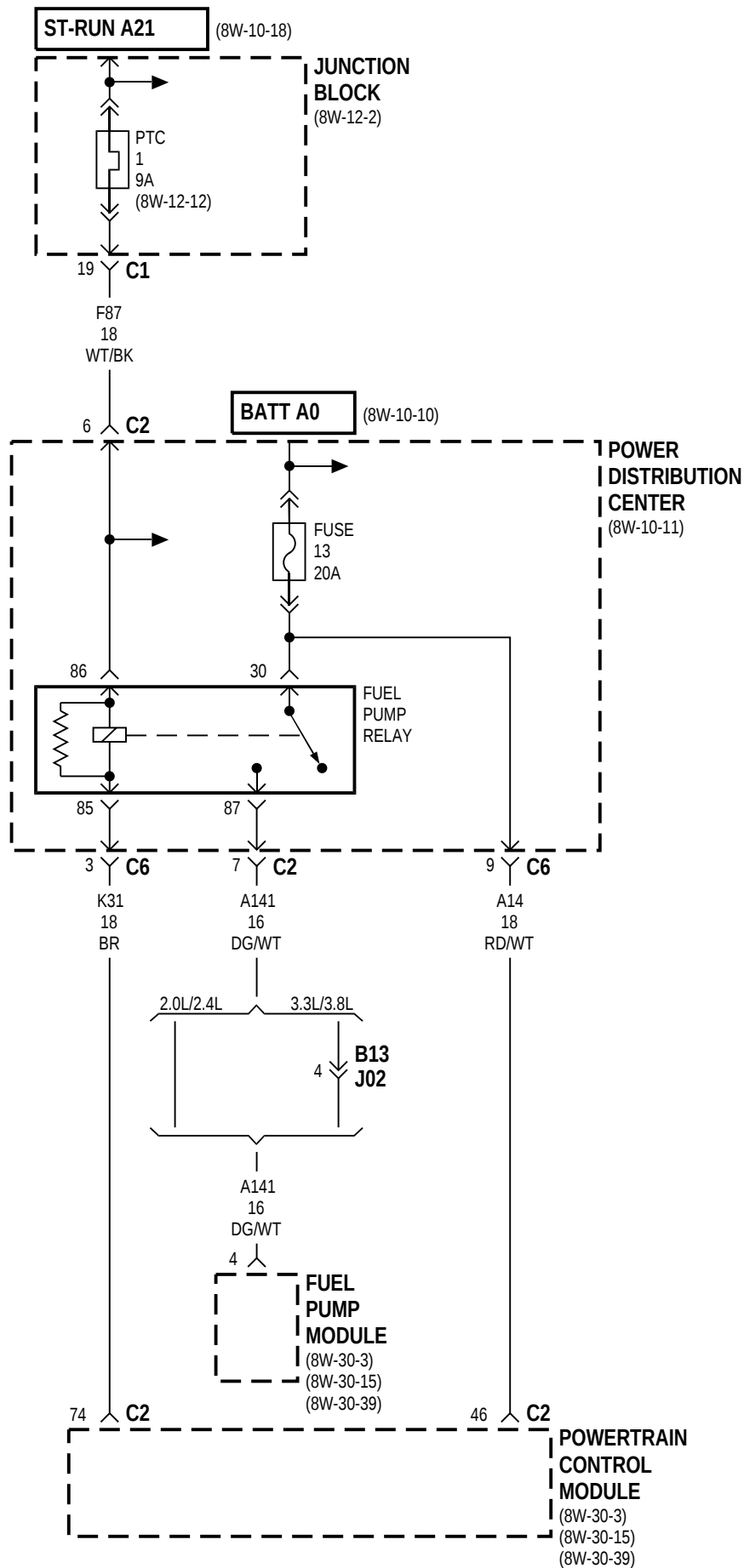




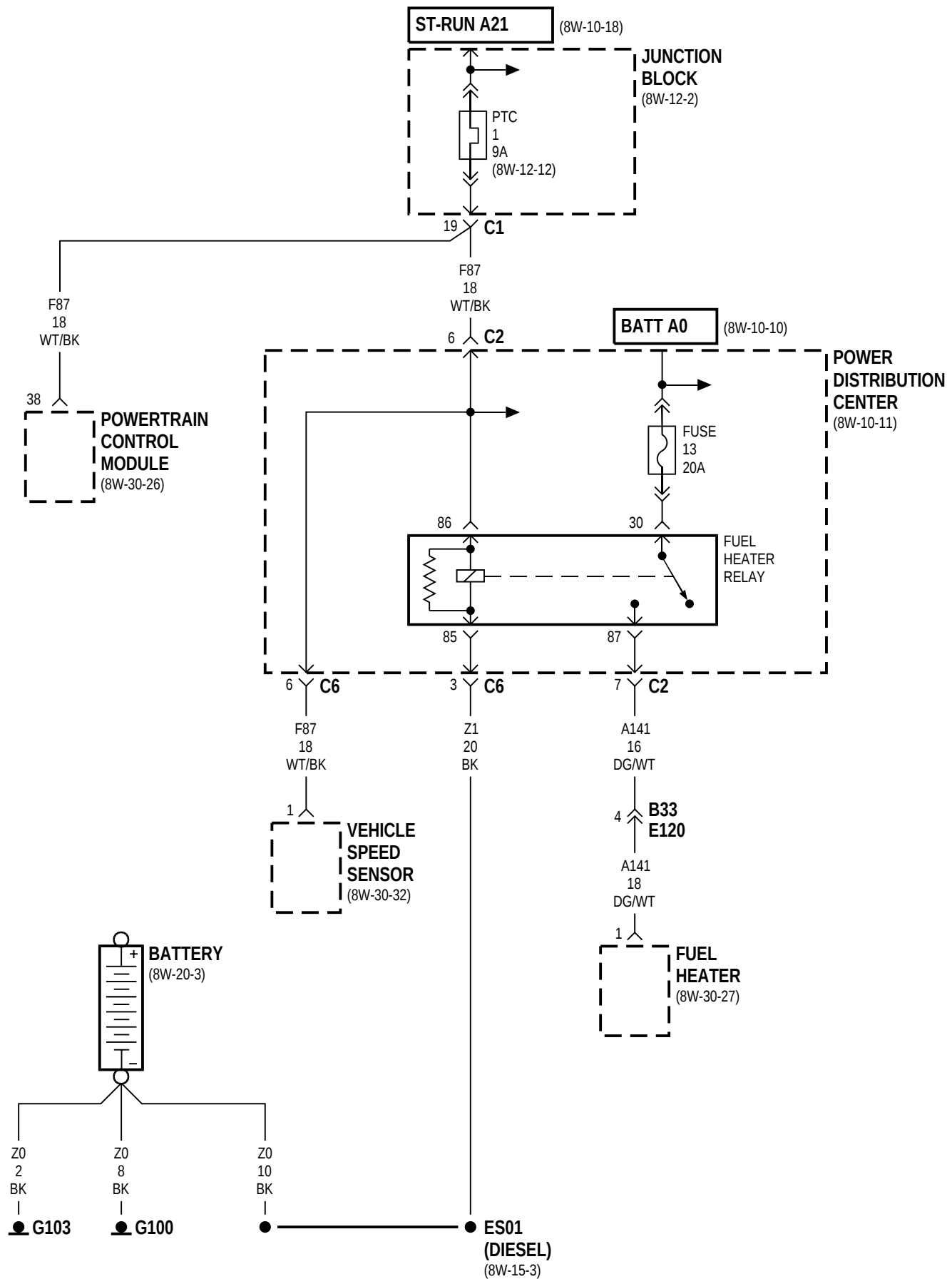


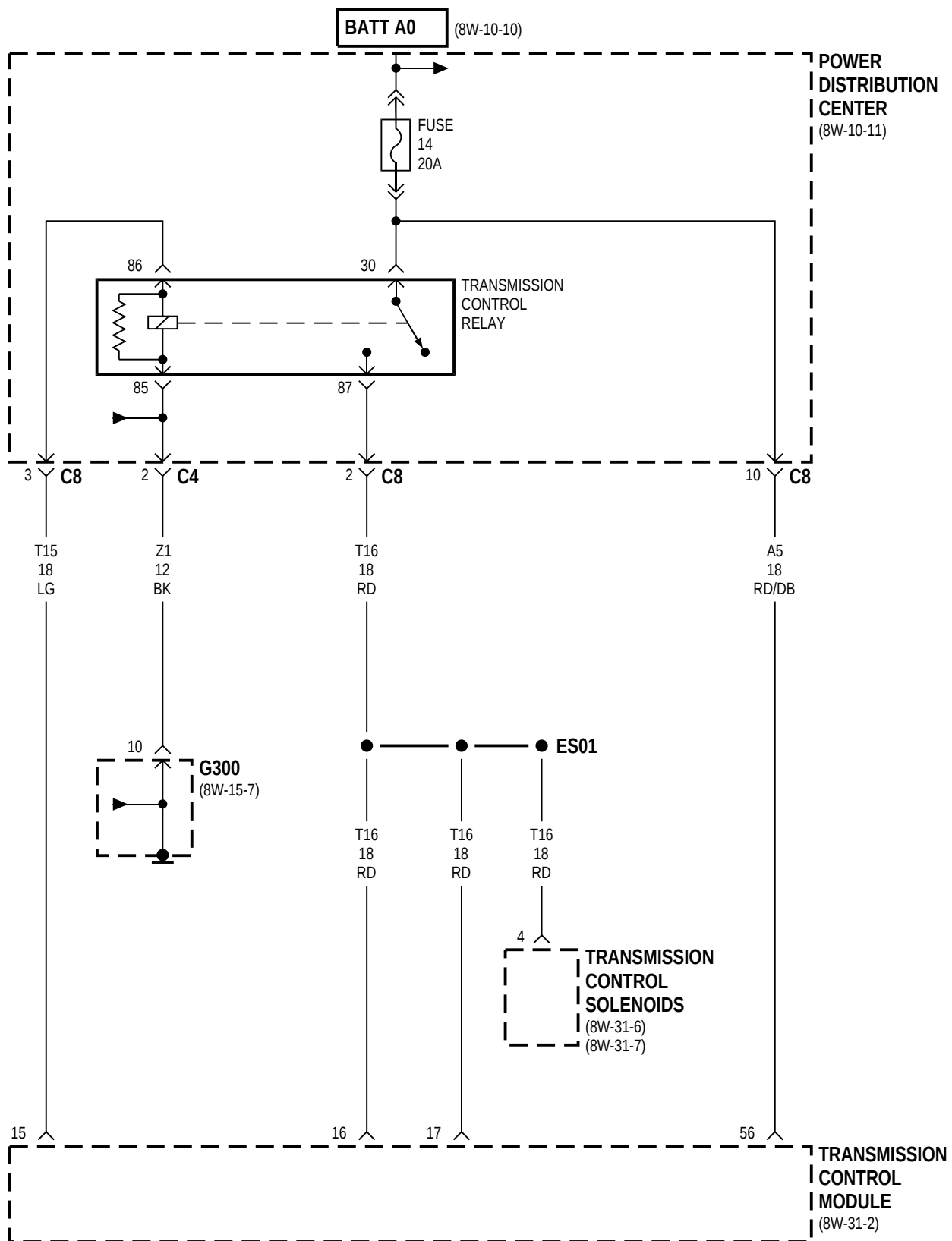


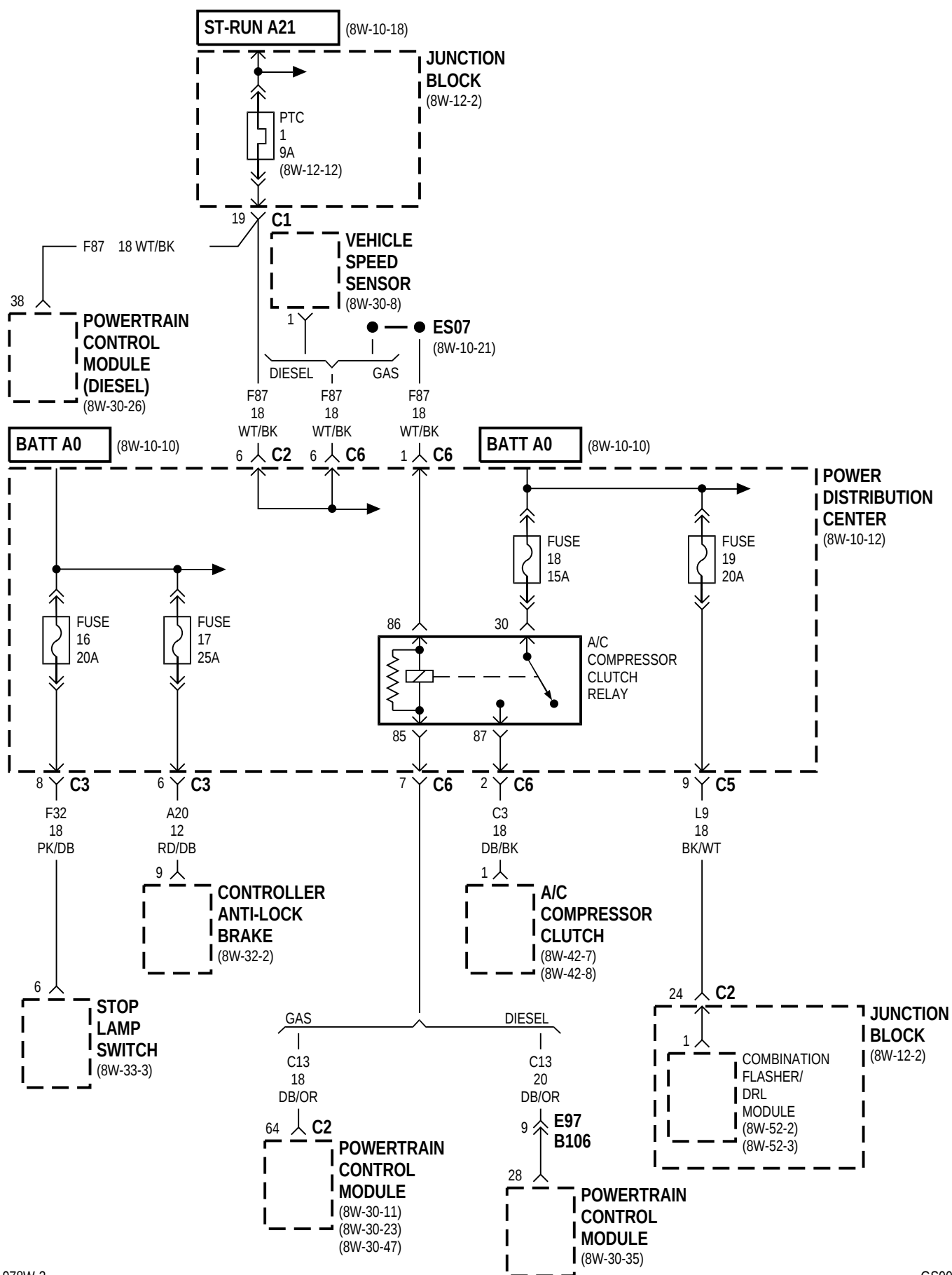
GAS

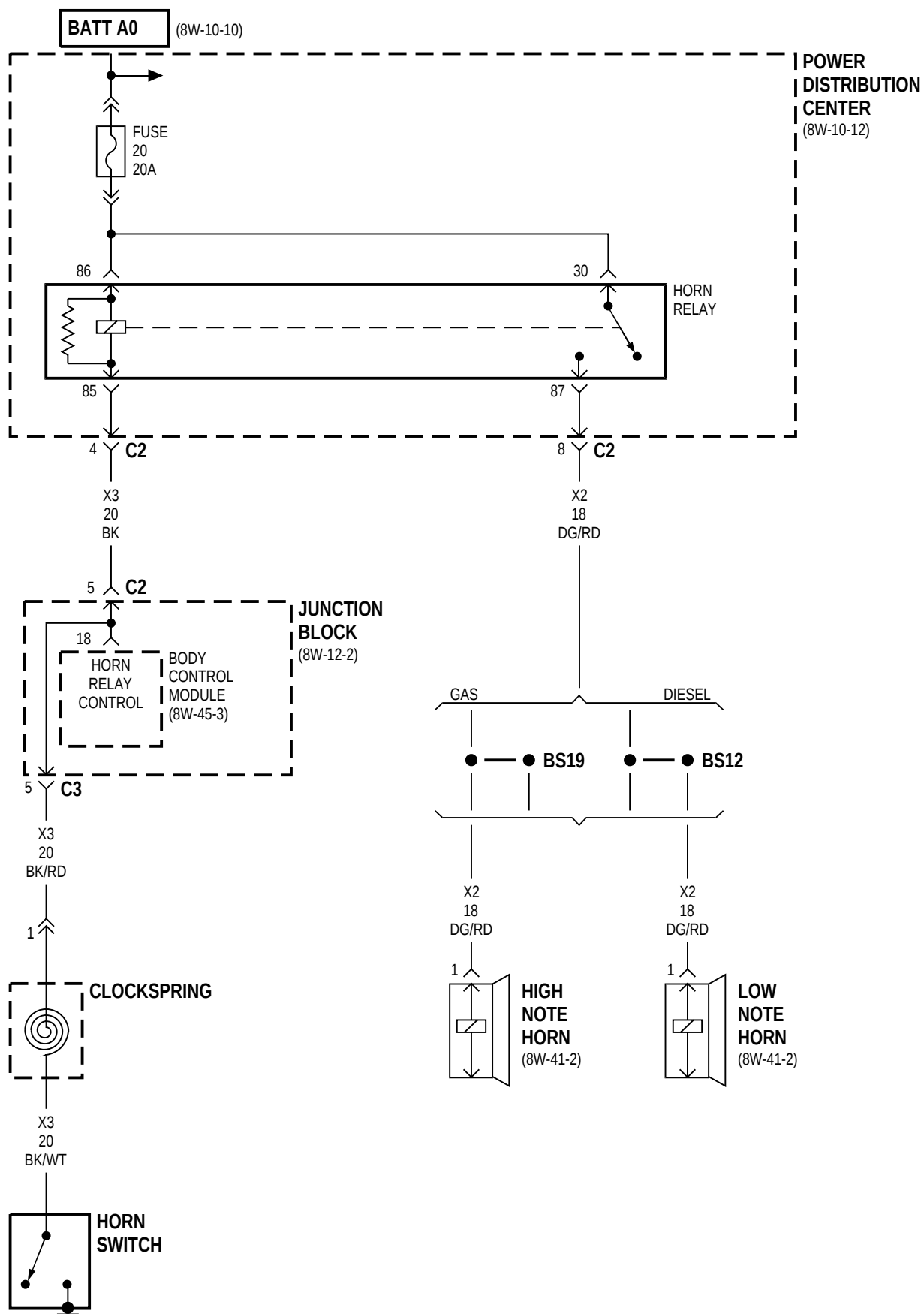


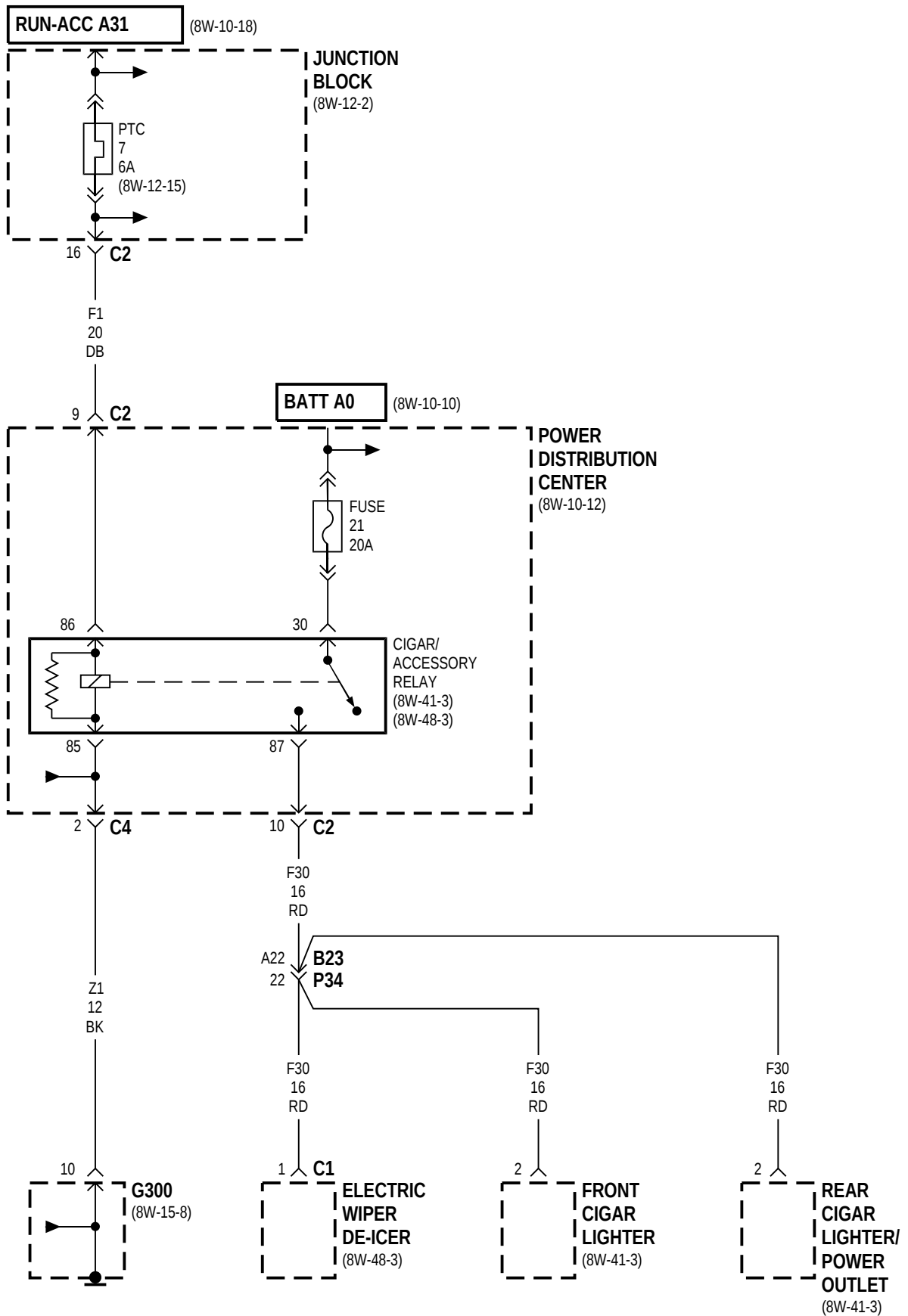
DIESEL



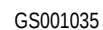


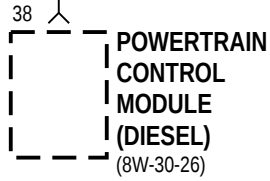












8W-12 JUNCTION BLOCK

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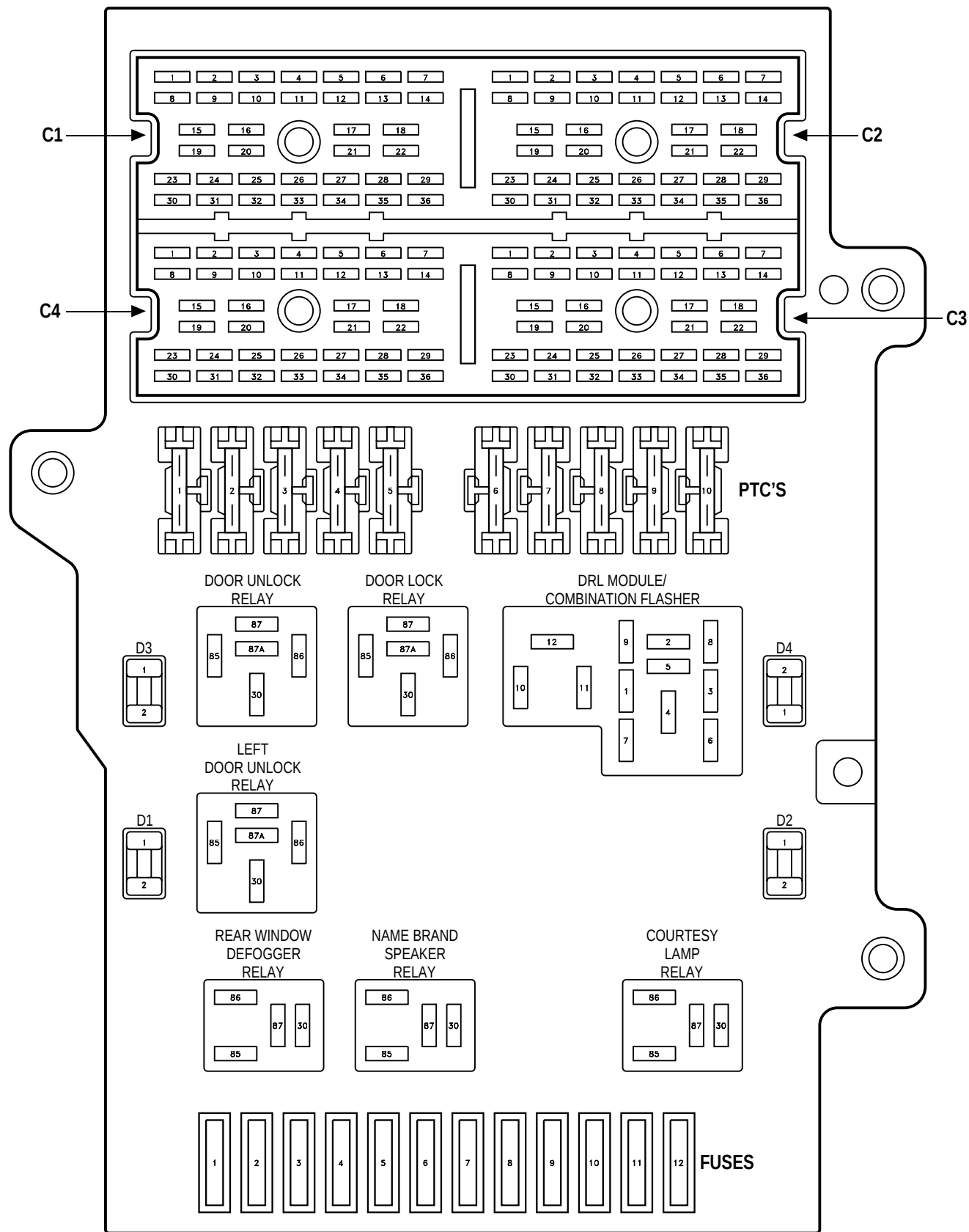
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TOP OF
JUNCTION BLOCK



FUSES

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1	10A	E1	L78 20DG/YL
2	10A	F11 20RD/VT	A81 20DG/RD
3	20A	V23 18BR/PK	A21 12DB
4	15A	L78 20DG/YL	L7 12BK/YL
5	-	-	-
6	15A	L77 20BR/YL	L7 12BK/YL
7	10A	C16 20LB/YL	C15 12BK/WT
8	10A	X12 18BR/WT	A31 12BK/WT
9	-	-	-
10	10A	F22 18WT/PK	A22 12BK/OR
11	20A	C40 12BR/WT	A22 12BK/OR
12	10A	F20 20WT	A22 12BK/OR

PTC'S
(POSITIVE TEMPERATURE COEFFICIENT)

PTC NO.	AMPS	FUSED CIRCUIT	FEED CIRCUIT
1	9A	F87 18WT/BK	A21 12DB
2	3A	F131 20 BK/PK	F255
3	4A	F136 20VT/YL	F234
4	6A	F134 20VT/WT	F234
5	4A	F132 20BR/WT	F233
6	6A	F133 20BR/LB	F233
7	6A	F1 20DB	A31 12BK/WT
8	9A	F55 16TN	A31 12BK/WT
9	6A	F21 12TN/DG	A31 12BK/WT
10	3A	F45 20YL/RD	A41 12YL

COMBINATION FLASHER/DRL MODULE

CAVITY	CIRCUIT	FUNCTION
1	L9	FUSED B (+)
2	L61	LEFT FRONT TURN SIGNAL
3	L60	RIGHT FRONT TURN SIGNAL
4	L62	RIGHT REAR TURN SIGNAL
5	L63	LEFT REAR TURN SIGNAL
6	F20	FUSED IGNITION (RUN)
7	L305	LEFT TURN SIGNAL SENSE
8	L302	RIGHT TURN SIGNAL SENSE
9	L91	COMBINATION FLASHER SWITCHED GROUND
10	G9	RED BRAKE WARNING LAMP SENSE
11	Z1	GROUND
12	L93	HIGH/LOW BEAM RELY CONTROL

COURTESY LAMP RELAY

CAVITY	CIRCUIT	FUNCTION
30	F41	FUSED B (+)
85	M111	COURTESY LAMP RELAY CONTROL
86	F41	FUSED B (+)
87	M11	COURTESY LAMP RELAY OUTPUT
-	-	-

DOOR LOCK RELAY

CAVITY	CIRCUIT	FUNCTION
30	F233	DOOR LOCK RELAY OUTPUT
85	F238	DOOR LOCK RELAY CONTROL
86	A2	FUSED B (+)
87	A2	FUSED B (+)
87A	Z1	GROUND

DOOR UNLOCK RELAY

CAVITY	CIRCUIT	FUNCTION
30	F234	DOOR UNLOCK RELAY OUTPUT
85	F236	DOOR UNLOCK RELAY CONTROL
86	A2	FUSED B (+)
87	A2	FUSED B (+)
87A	Z1	GROUND

LEFT FRONT DOOR UNLOCK RELAY

CAVITY	CIRCUIT	FUNCTION
30	F255	LEFT FRONT DOOR UNLOCK RELAY OUTPUT
85	F155	LEFT FRONT DOOR UNLOCK RELAY CONTROL
86	A2	FUSED B (+)
87	A2	FUSED B (+)
87A	Z1	GROUND

NAME BRAND SPEAKER RELAY

CAVITY	CIRCUIT	FUNCTION
30	X12	FUSED B (+)
85	Z1	GROUND
86	X60	NAME BRAND SPEAKER RELAY DRIVER
87	X1	NAME BRAND SPEAKER RELAY OUTPUT
-	-	-

REAR WINDOW DEFOGGER RELAY

CAVITY	CIRCUIT	FUNCTION
30	A4	FUSED B (+)
85	C14	REAR WINDOW DEFOGGER RELAY CONTROL
86	F20	FUSED IGNITION (RUN)
87	C15	REAR WINDOW DEFOGGER RELAY OUTPUT
-	-	-

DIODES**D1**

CAVITY	CIRCUIT	ORIENTATION
1	A81	ANODE (+)
2	A81	CATHODE

D2**(NOT USED)**

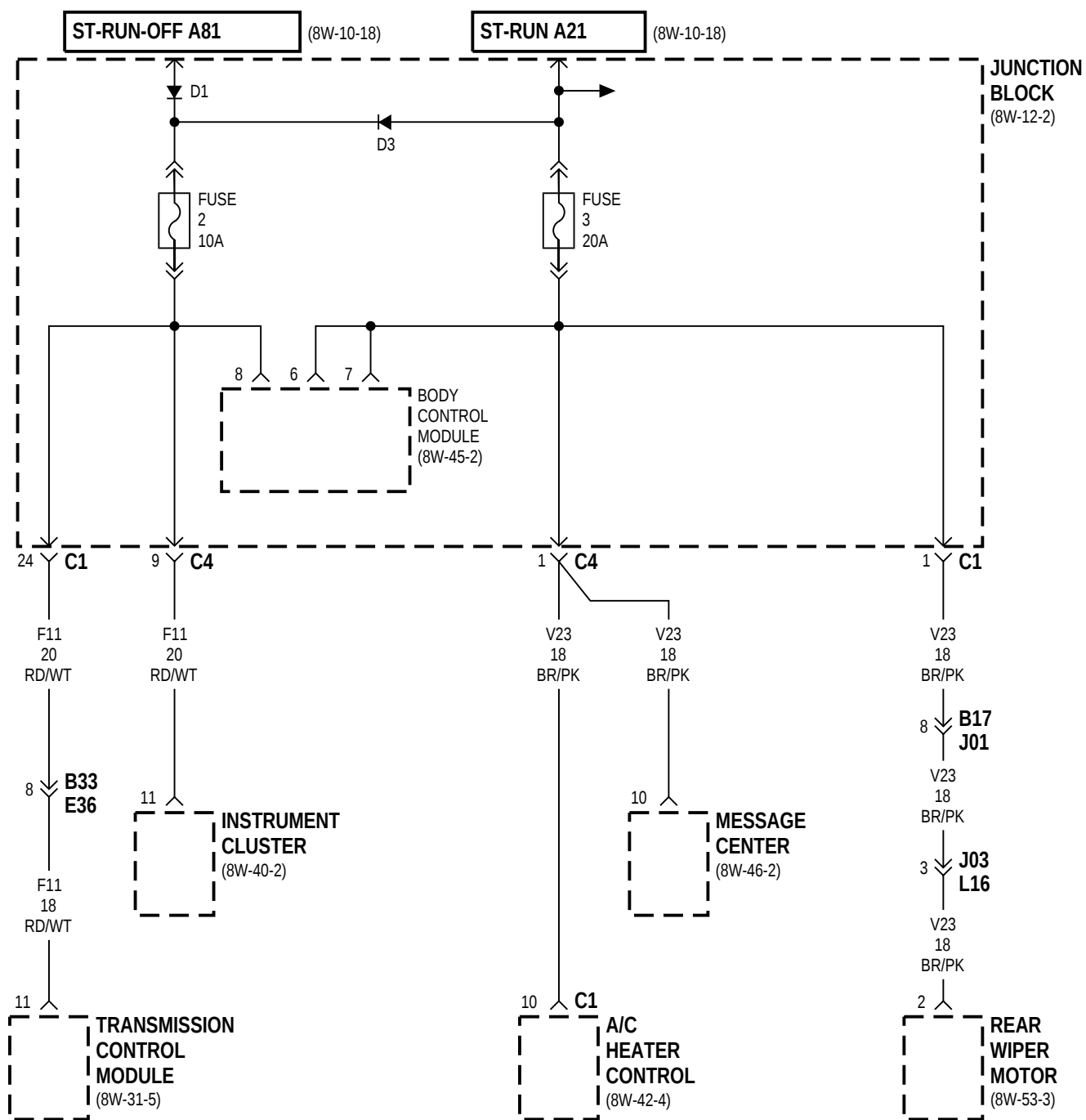
CAVITY	CIRCUIT	ORIENTATION
1	-	ANODE (+)
2	-	CATHODE

D3

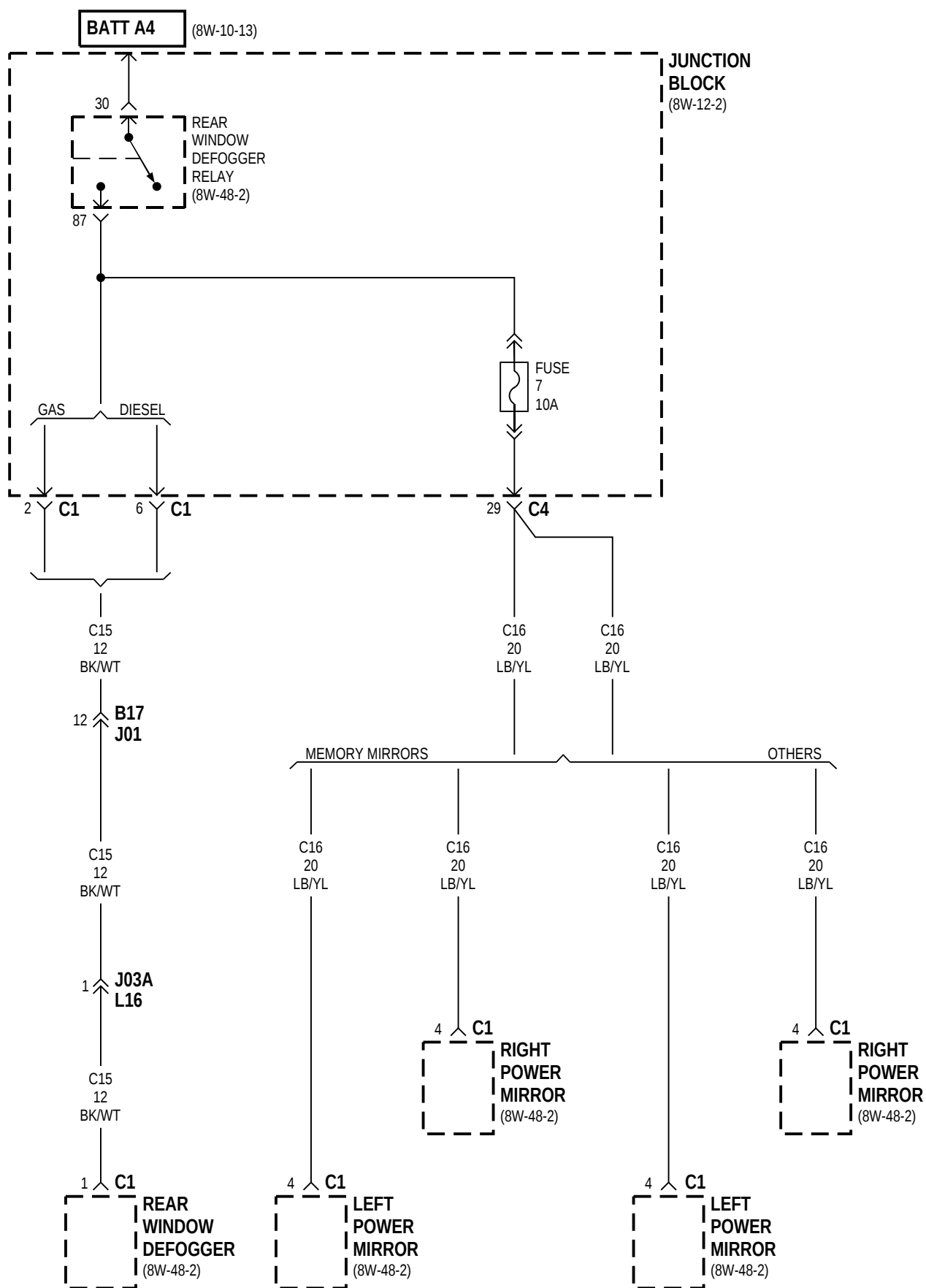
CAVITY	CIRCUIT	ORIENTATION
1	A21	ANODE (+)
2	A81	CATHODE

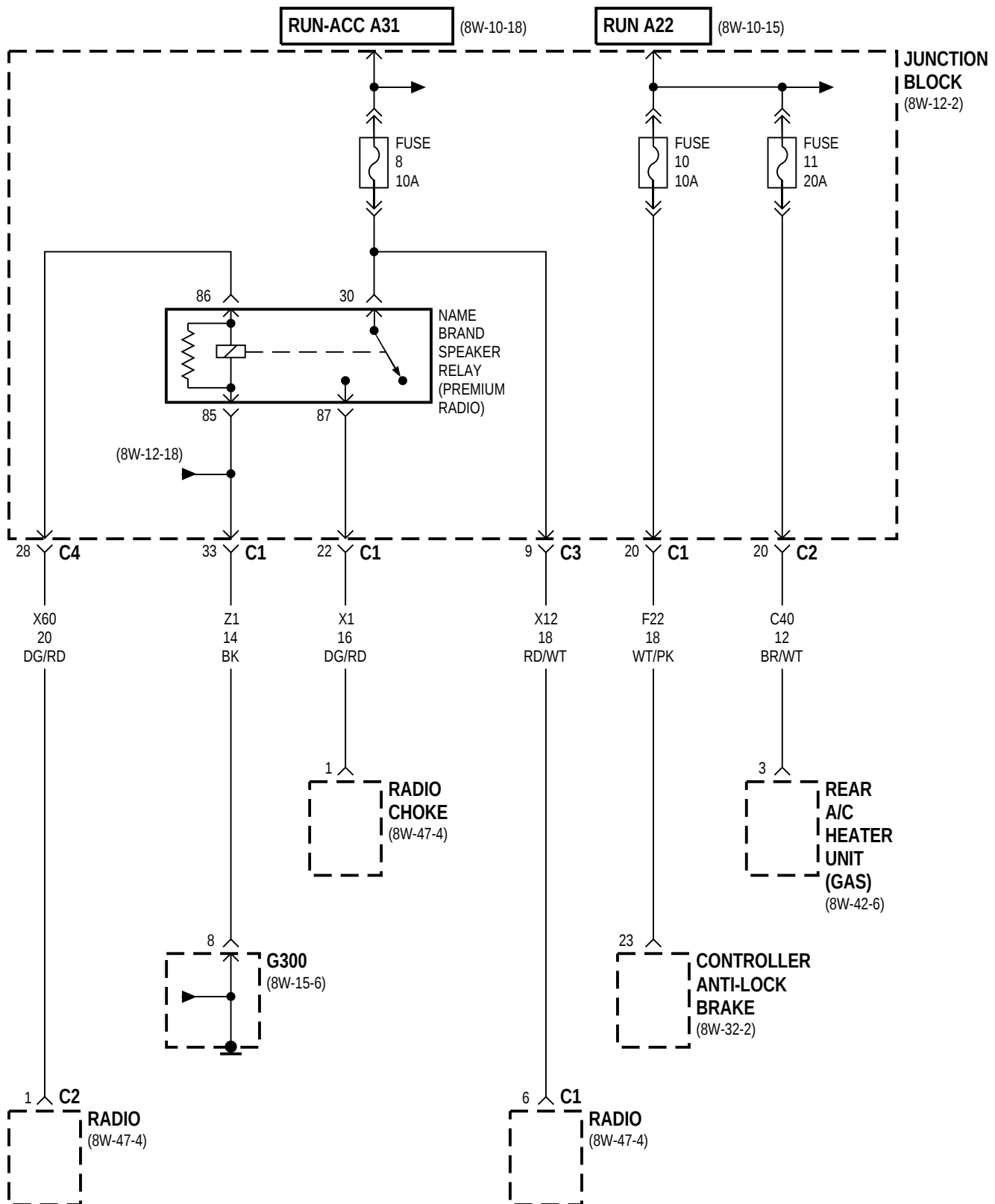
D4

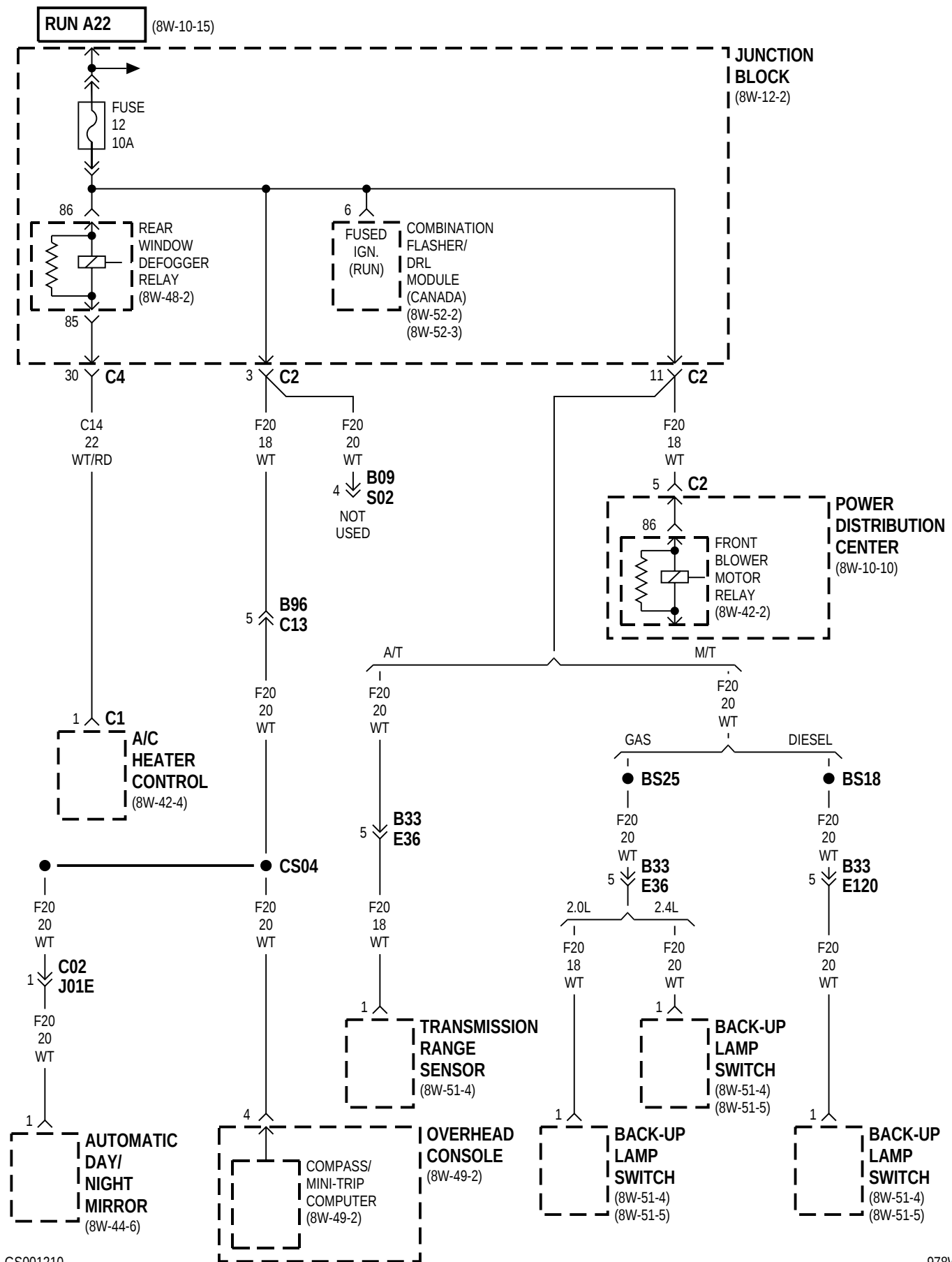
CAVITY	CIRCUIT	ORIENTATION
1	M11	ANODE (+)
2	M113	CATHODE

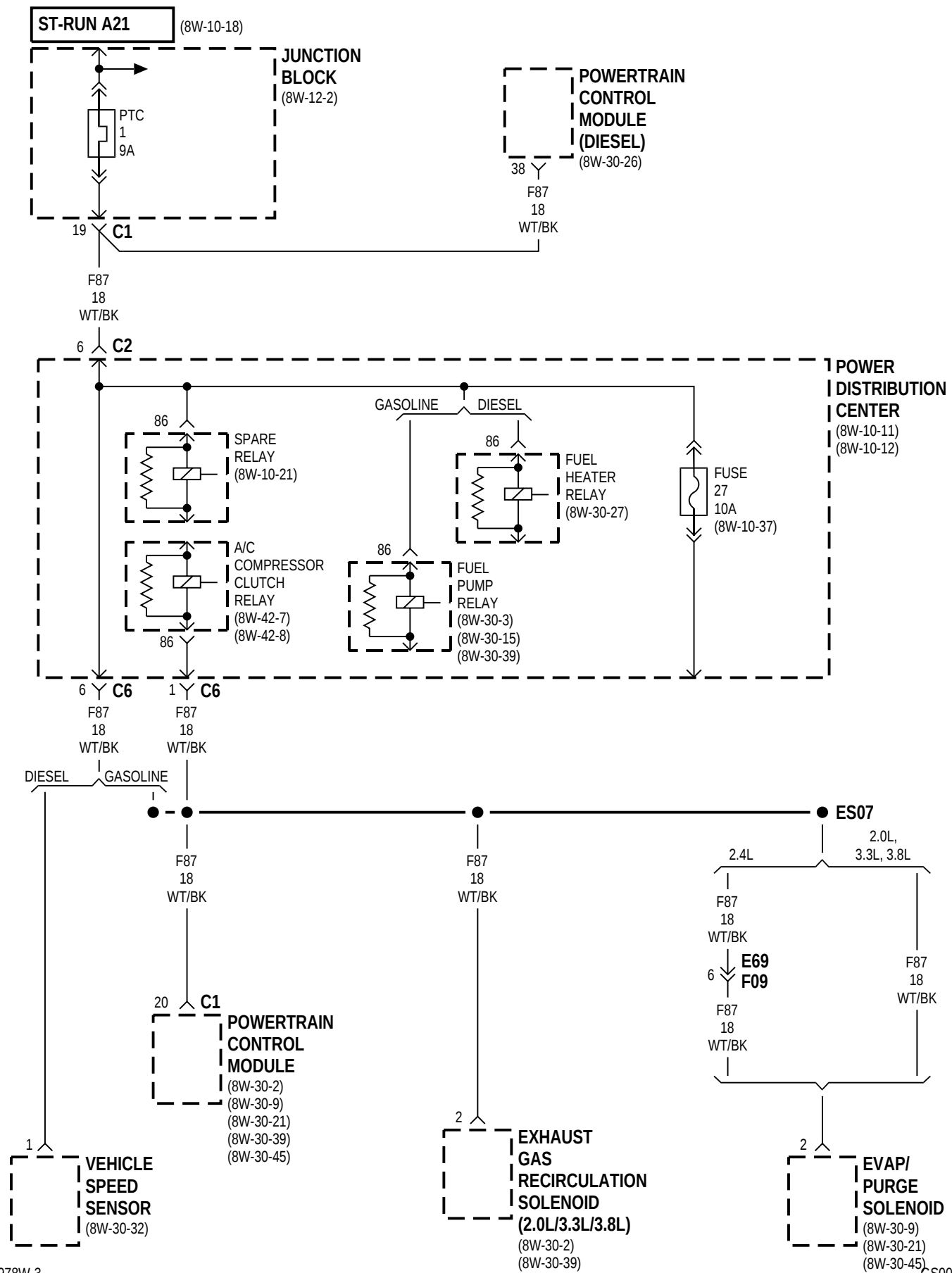


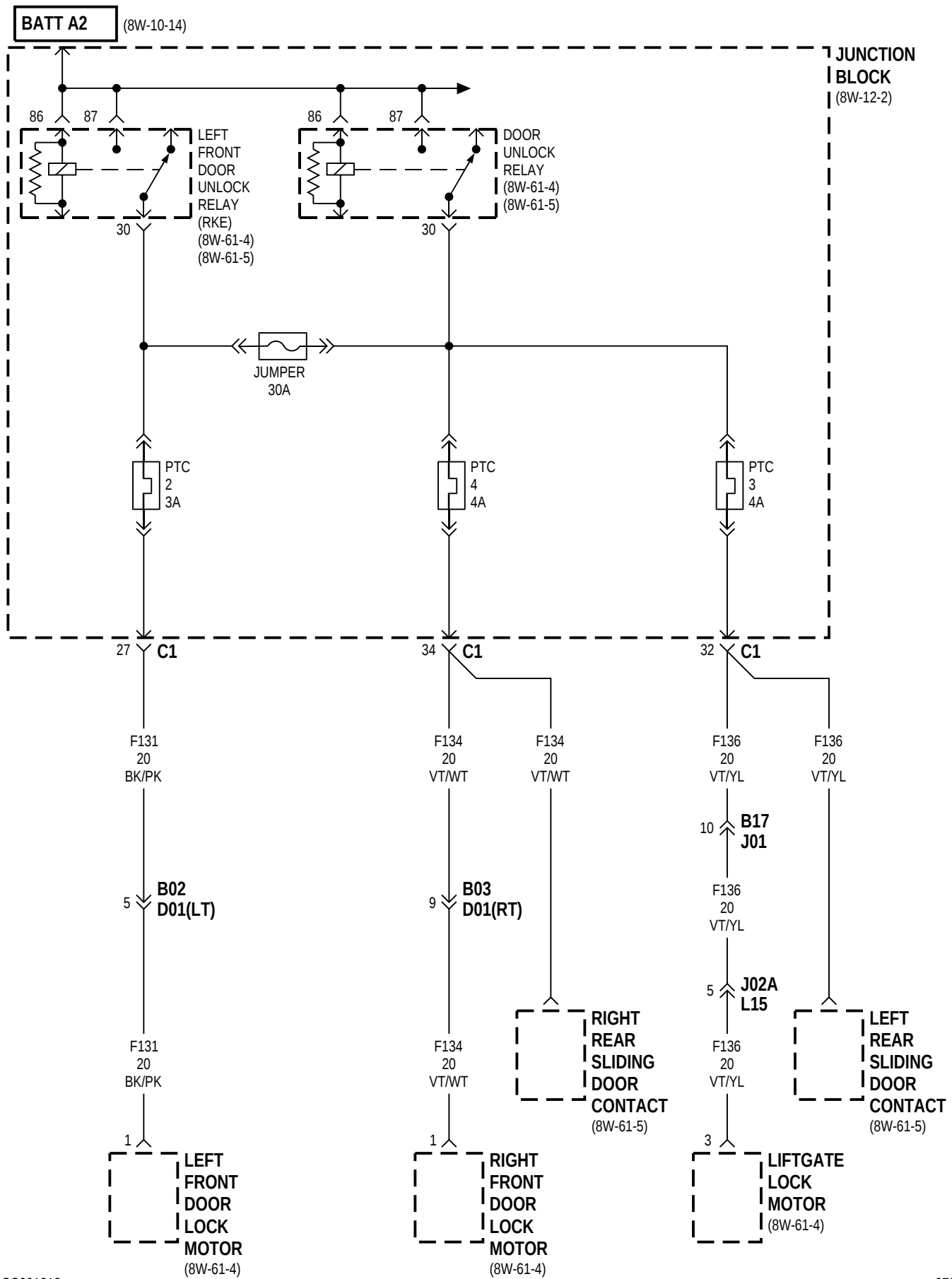


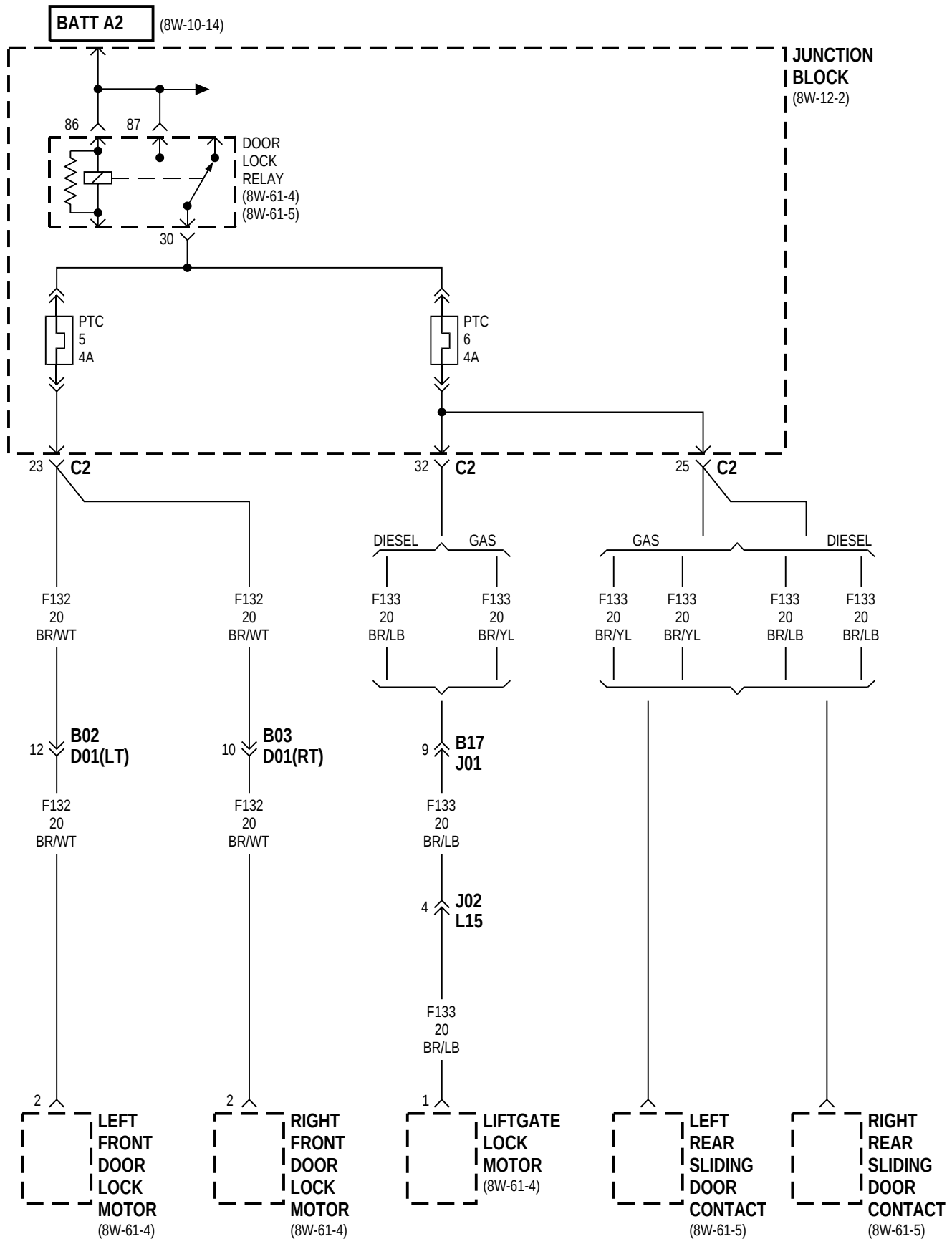


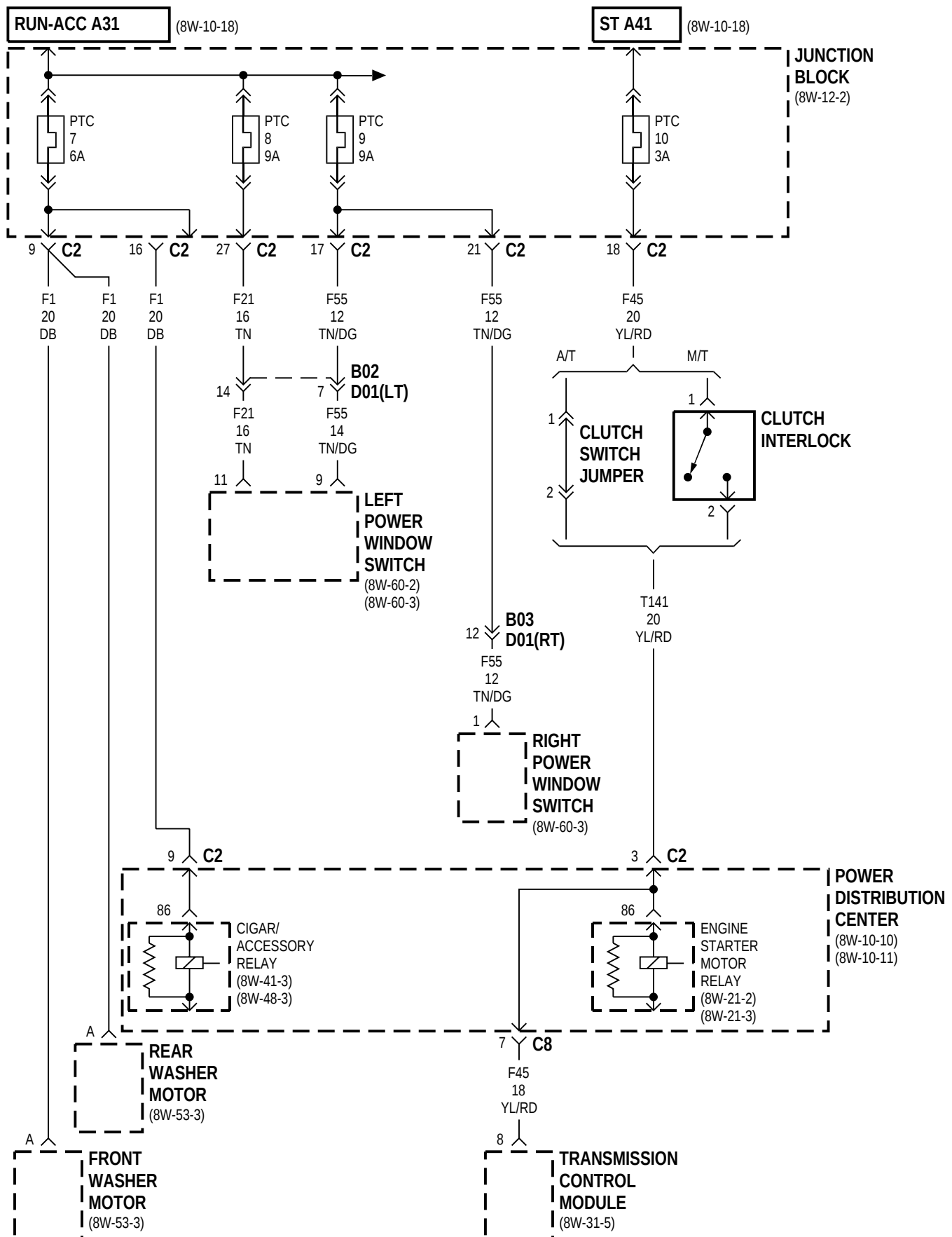


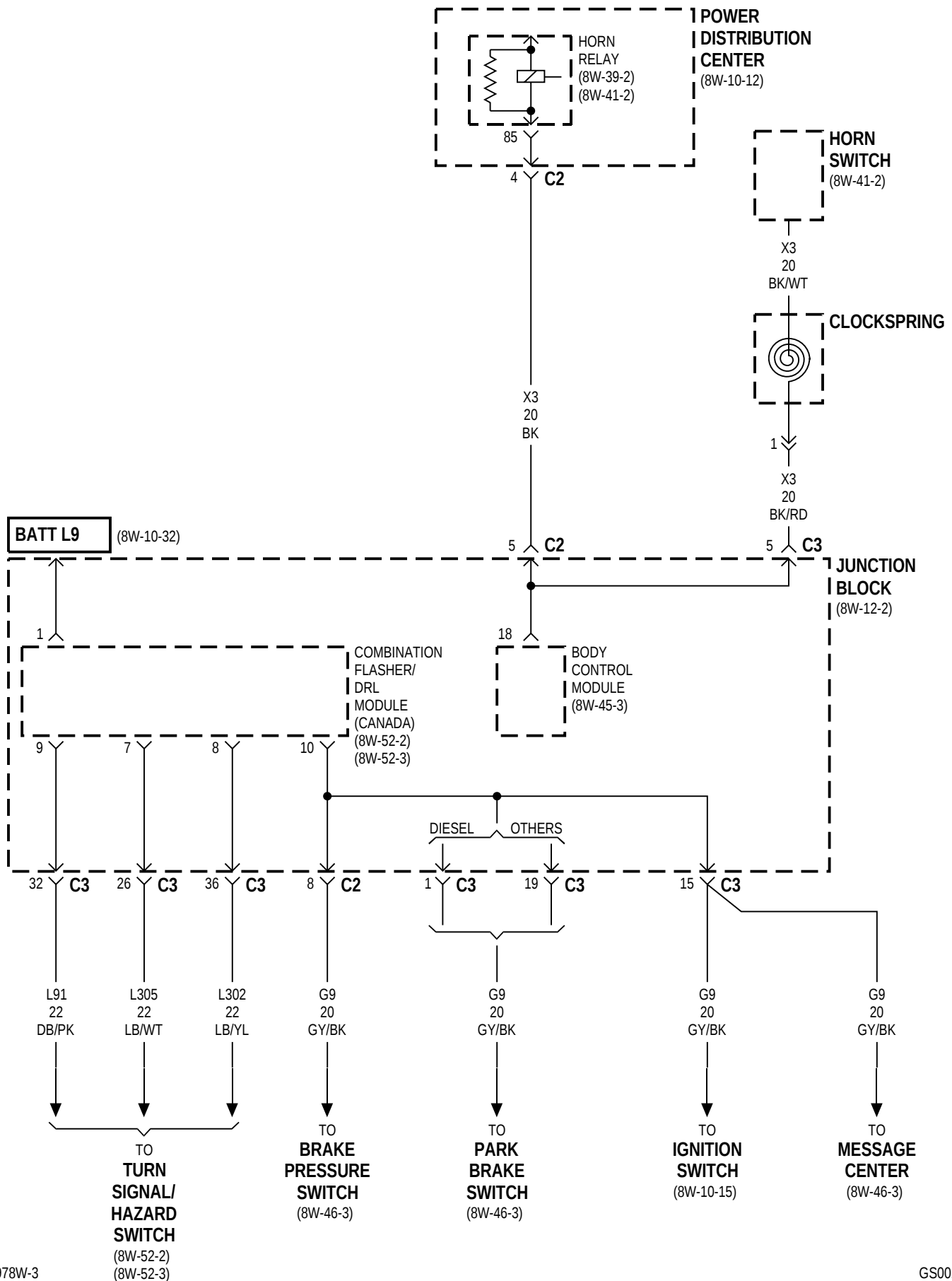


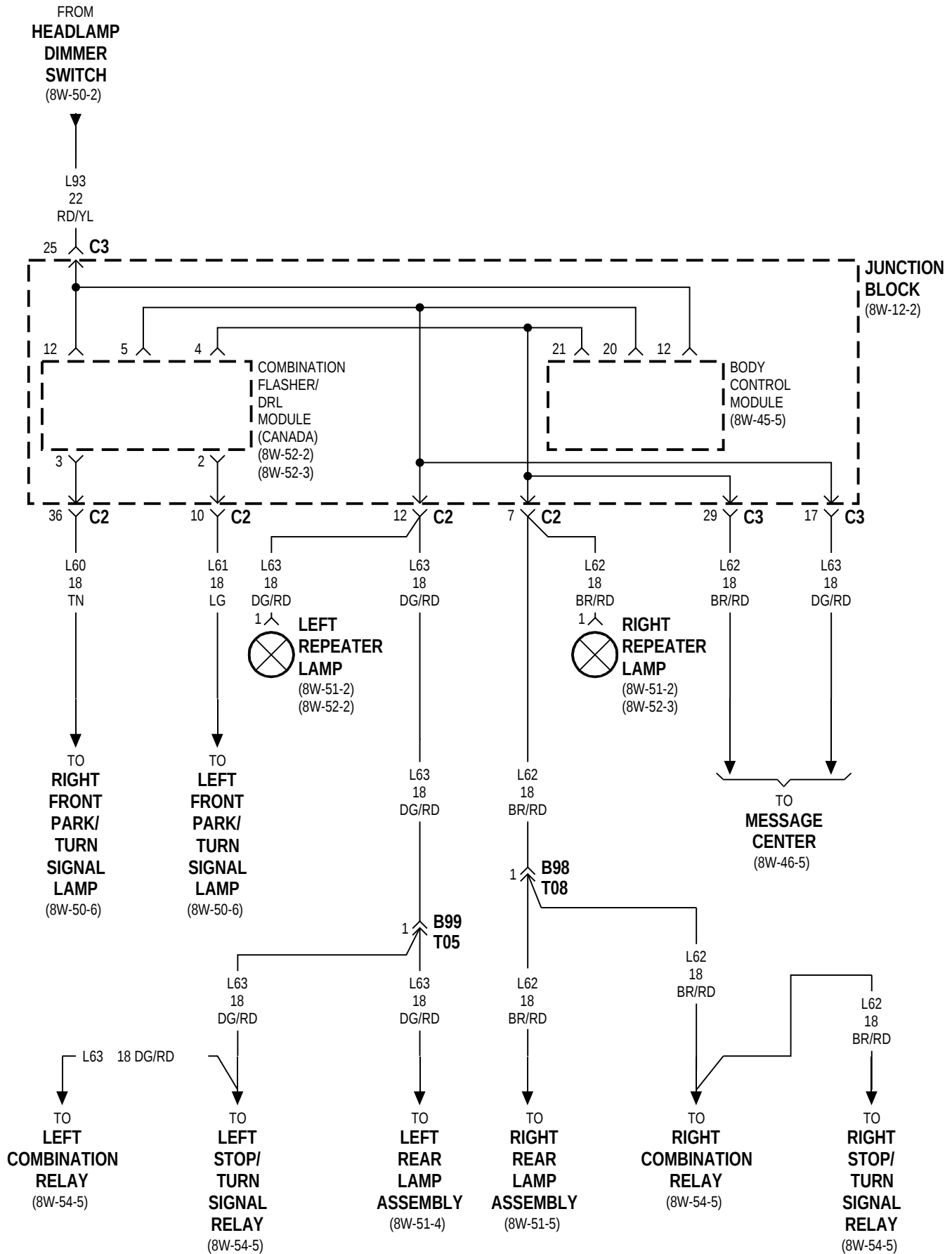


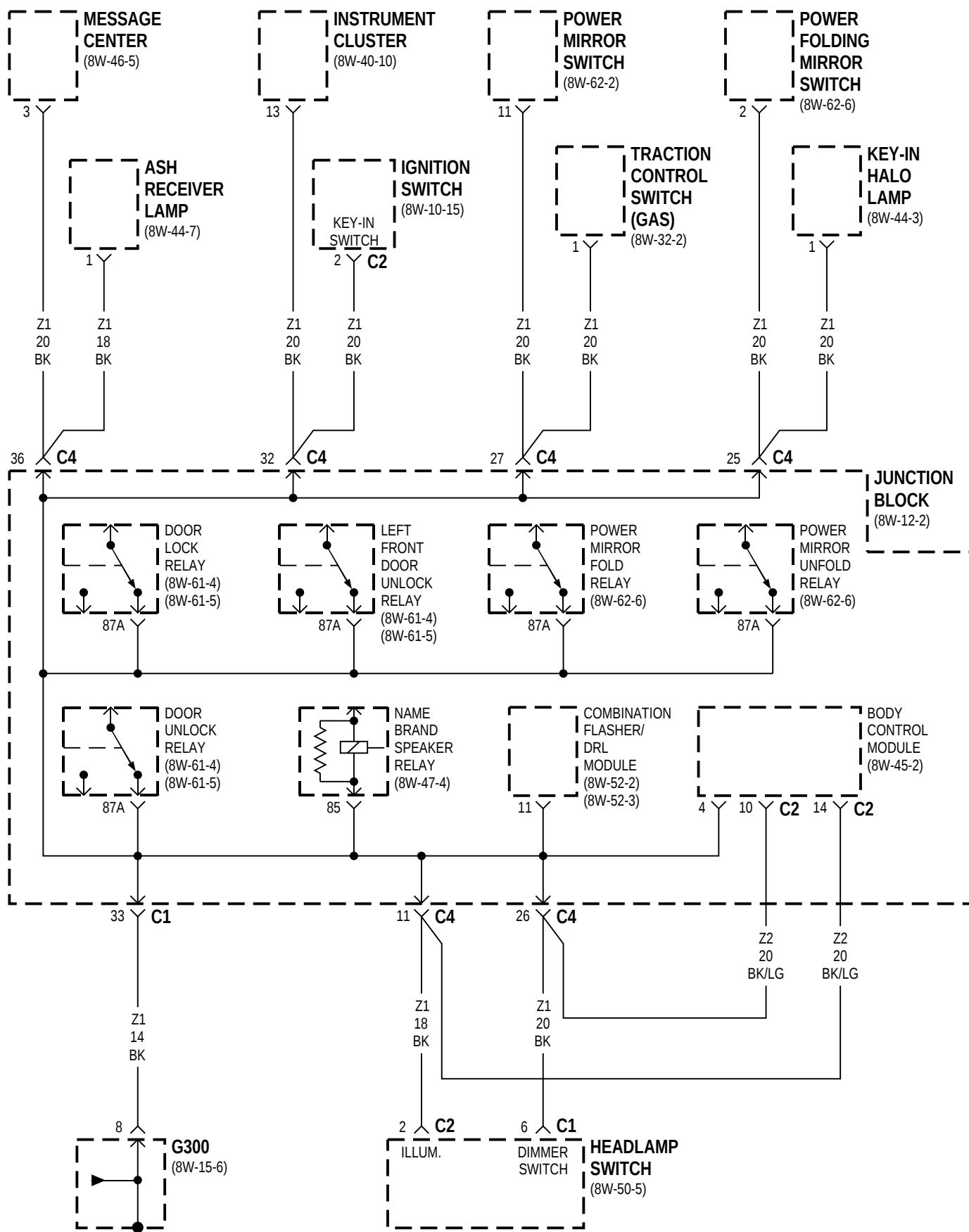


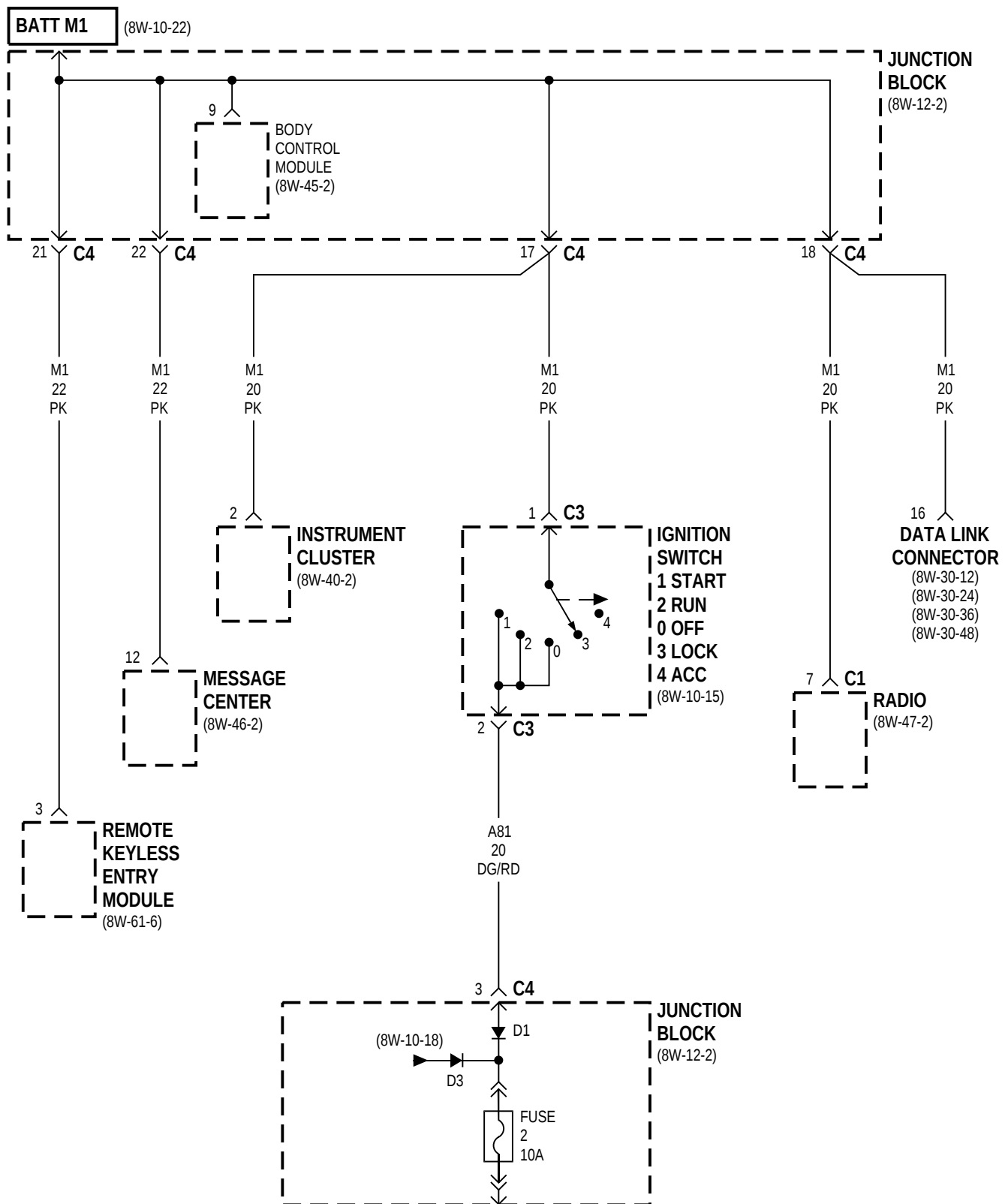


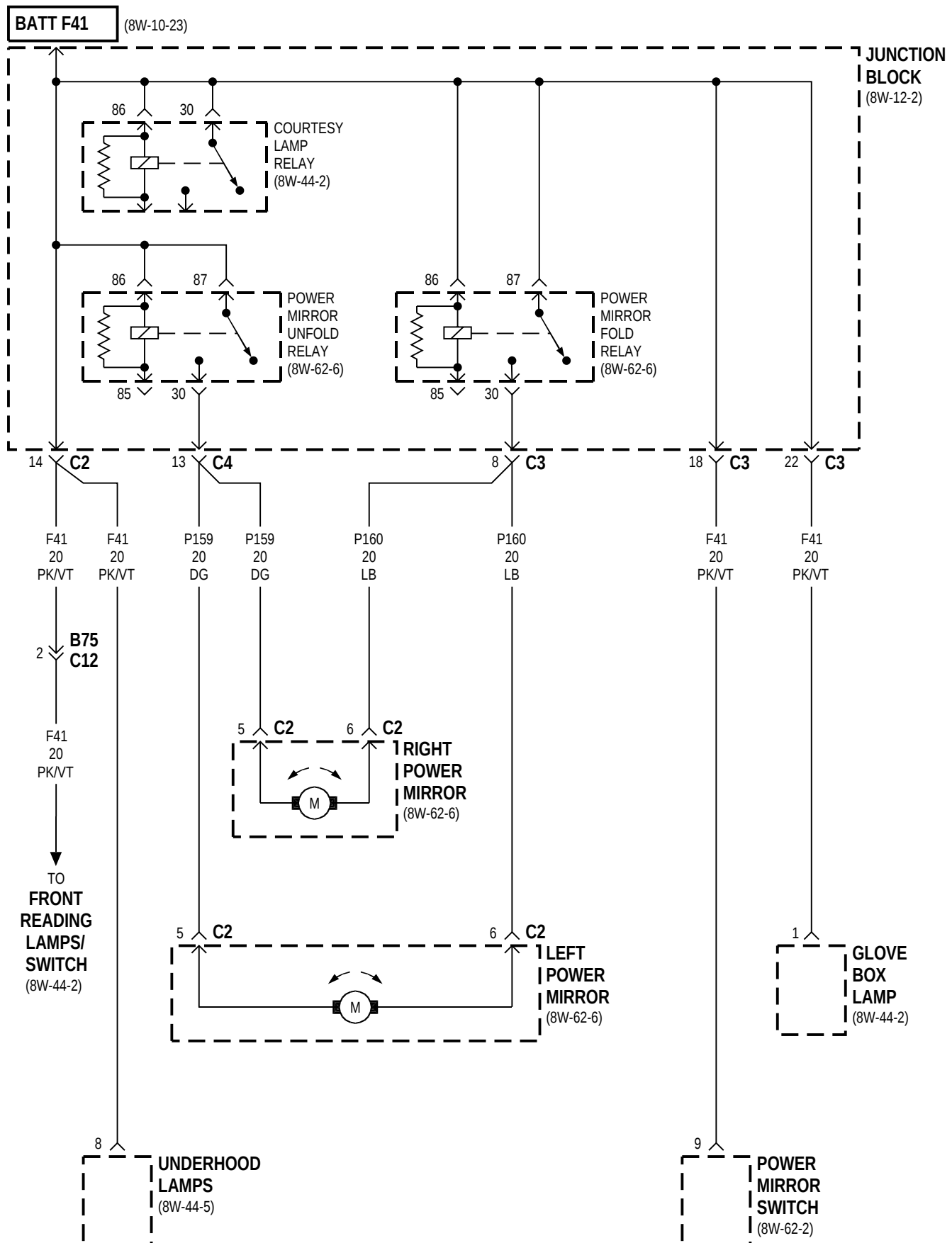




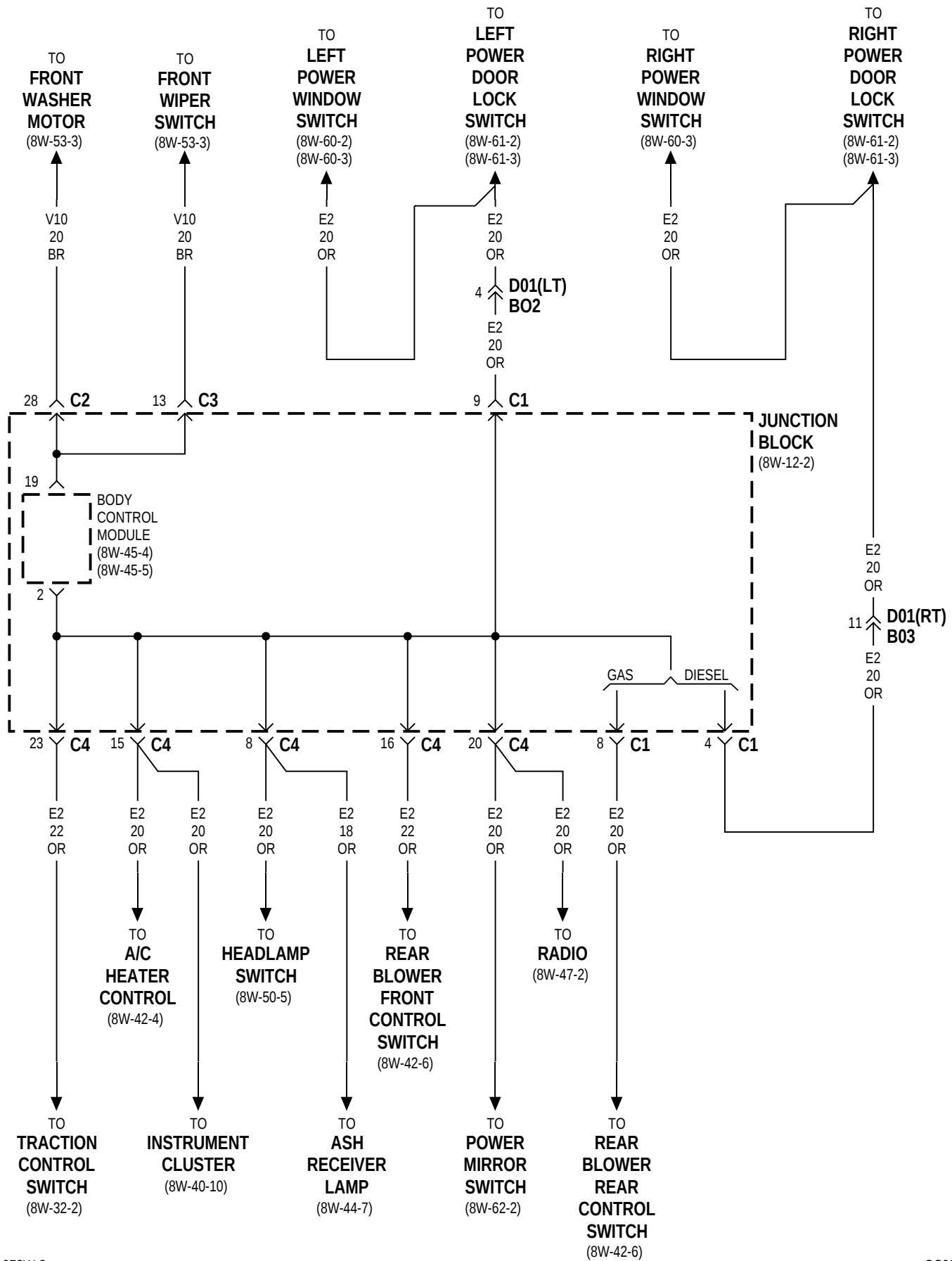












8W-15 GROUND DISTRIBUTION

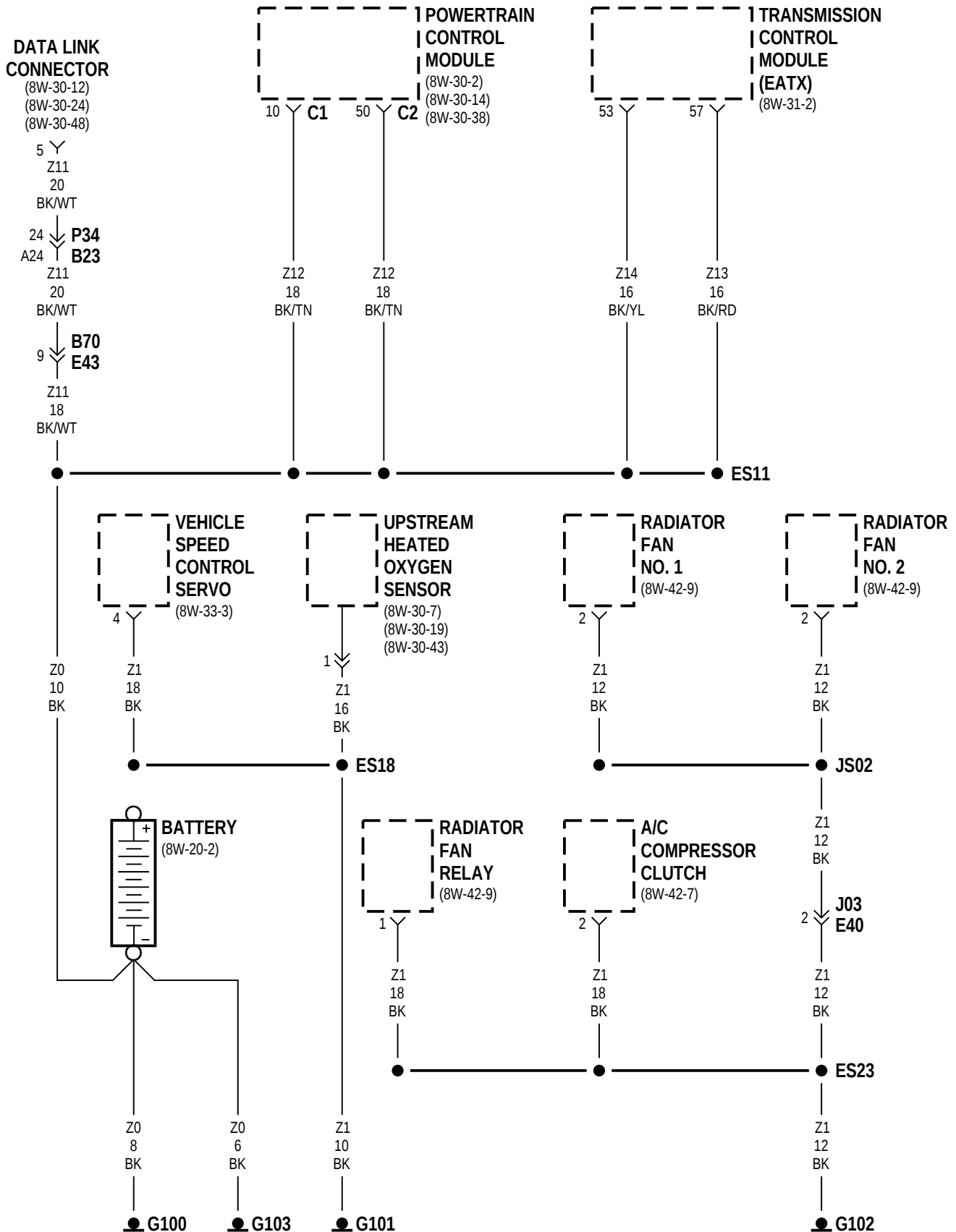
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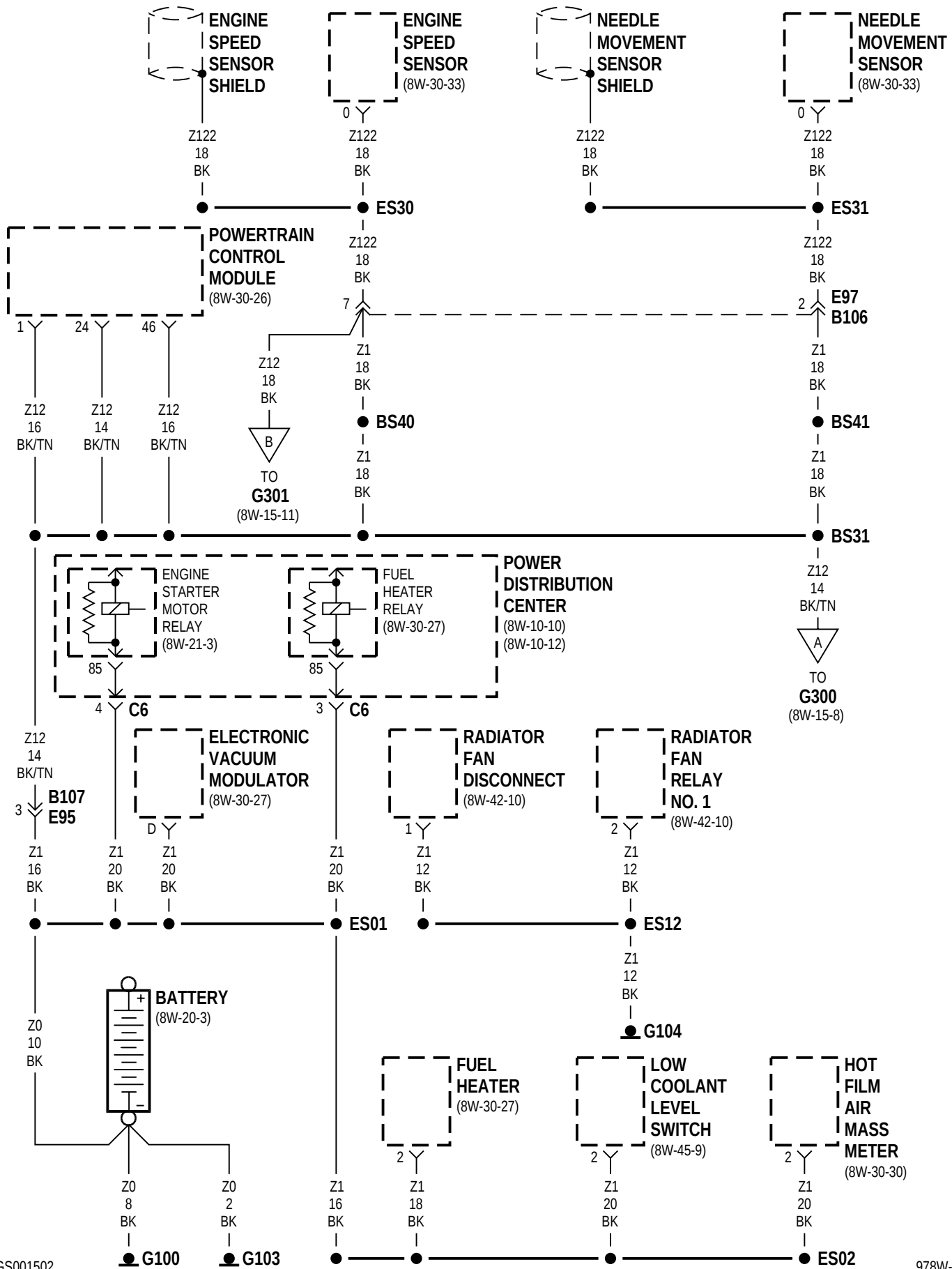
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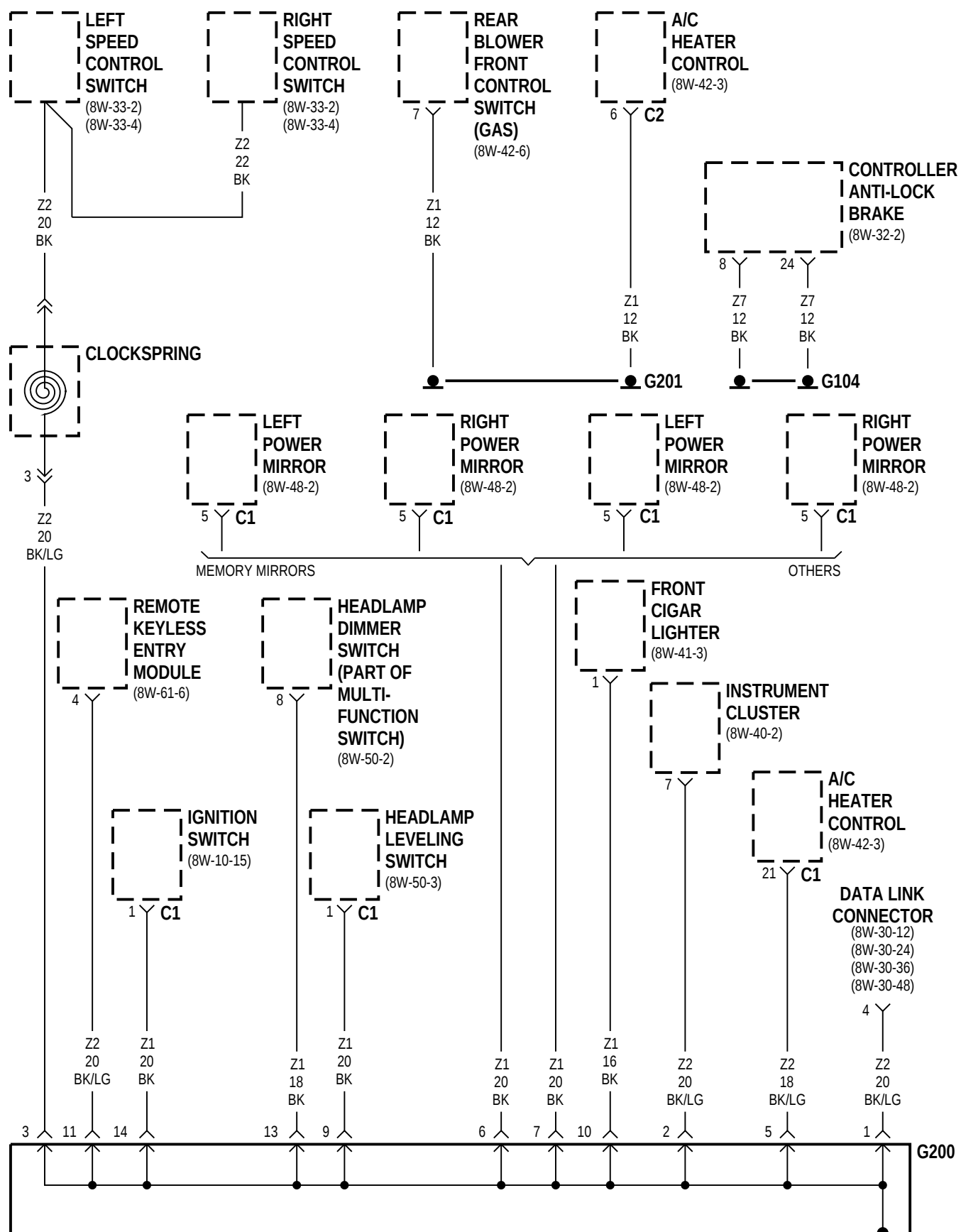
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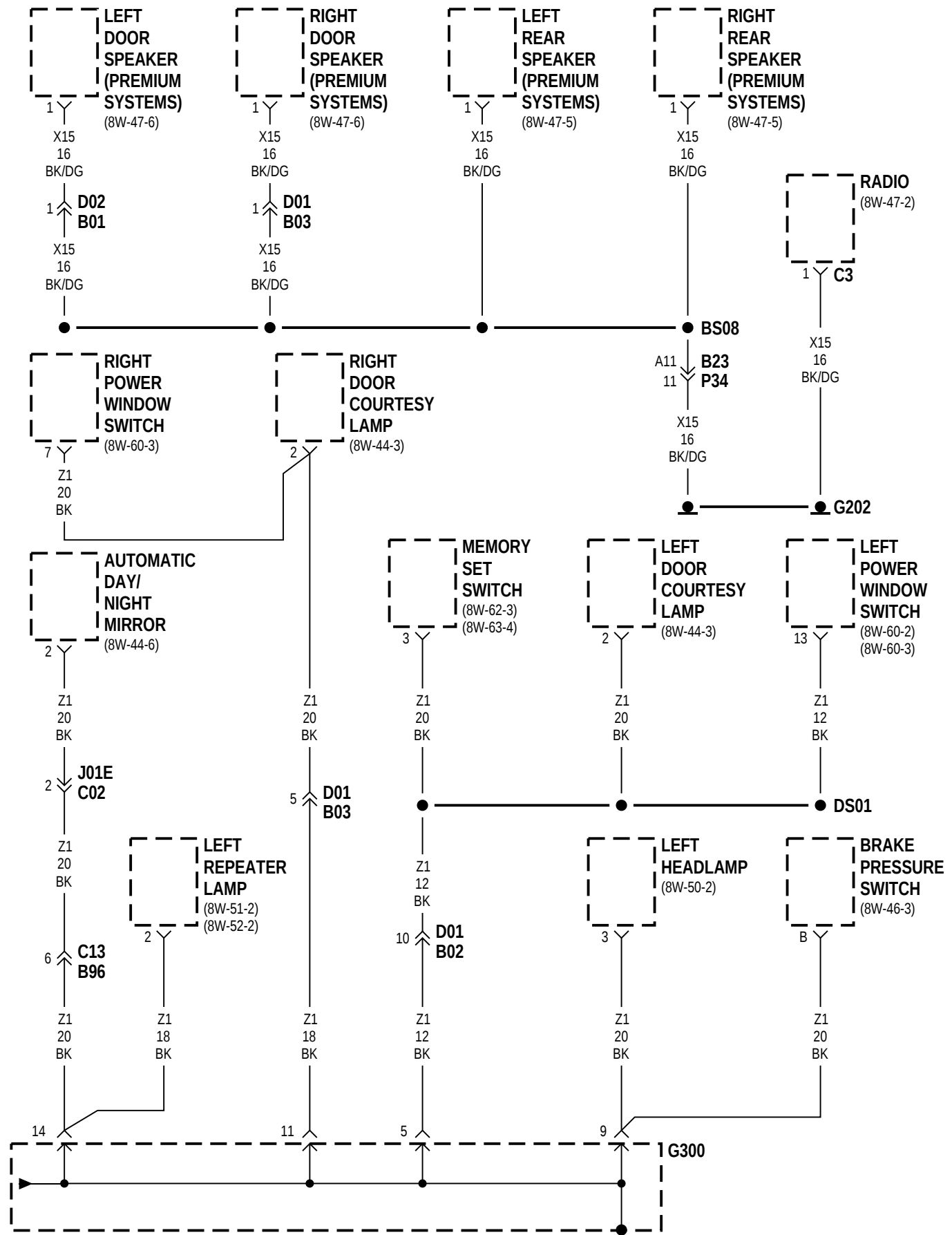
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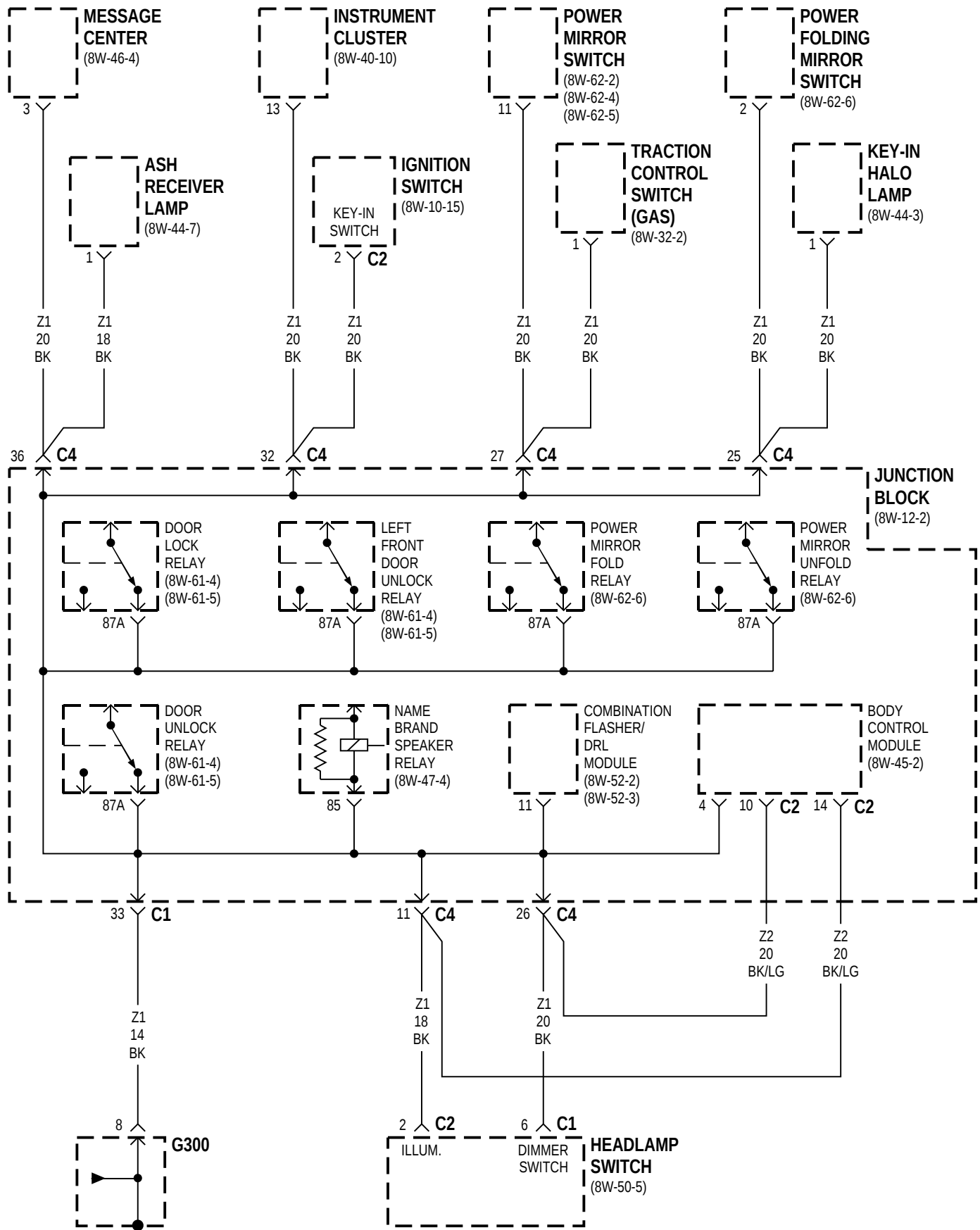
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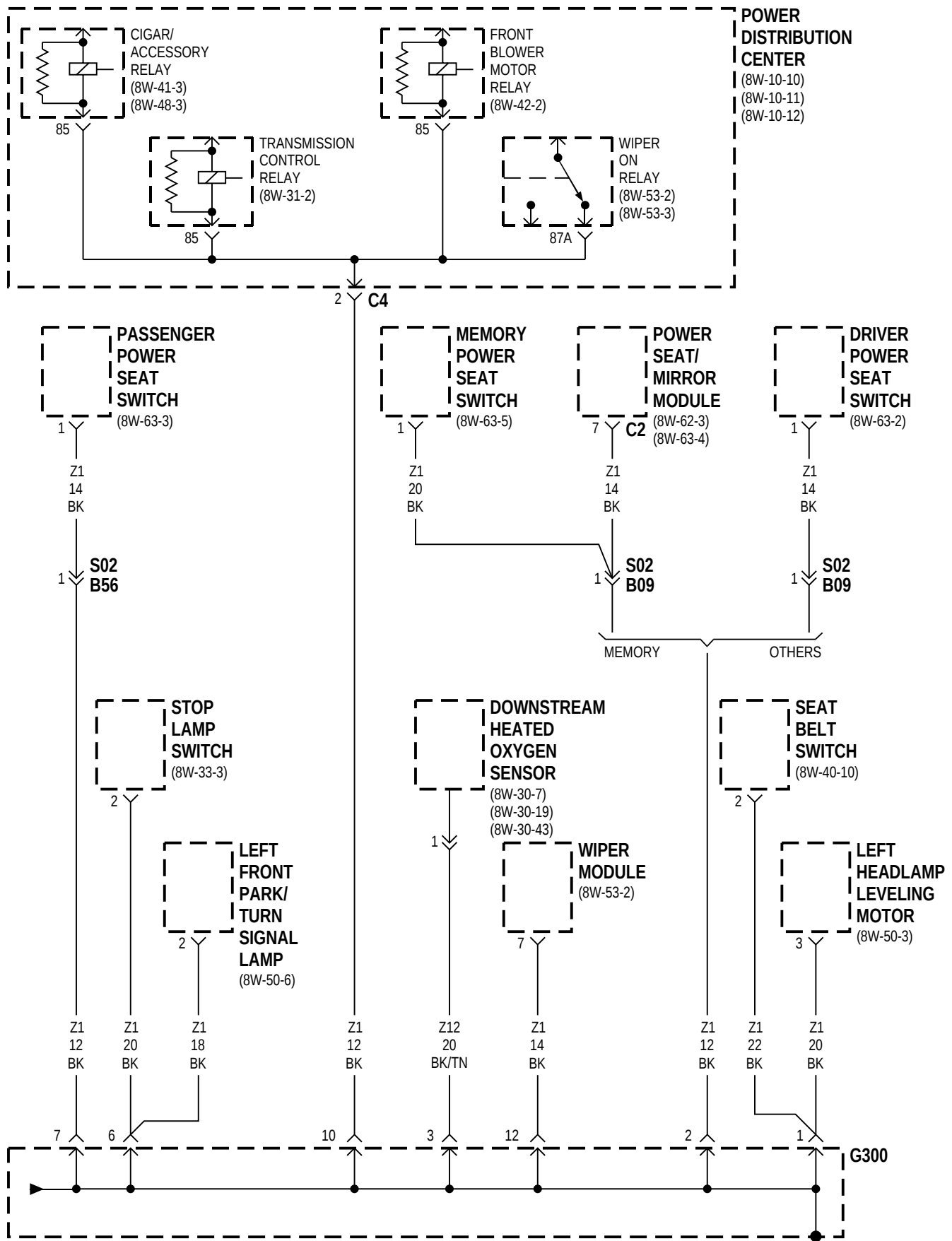


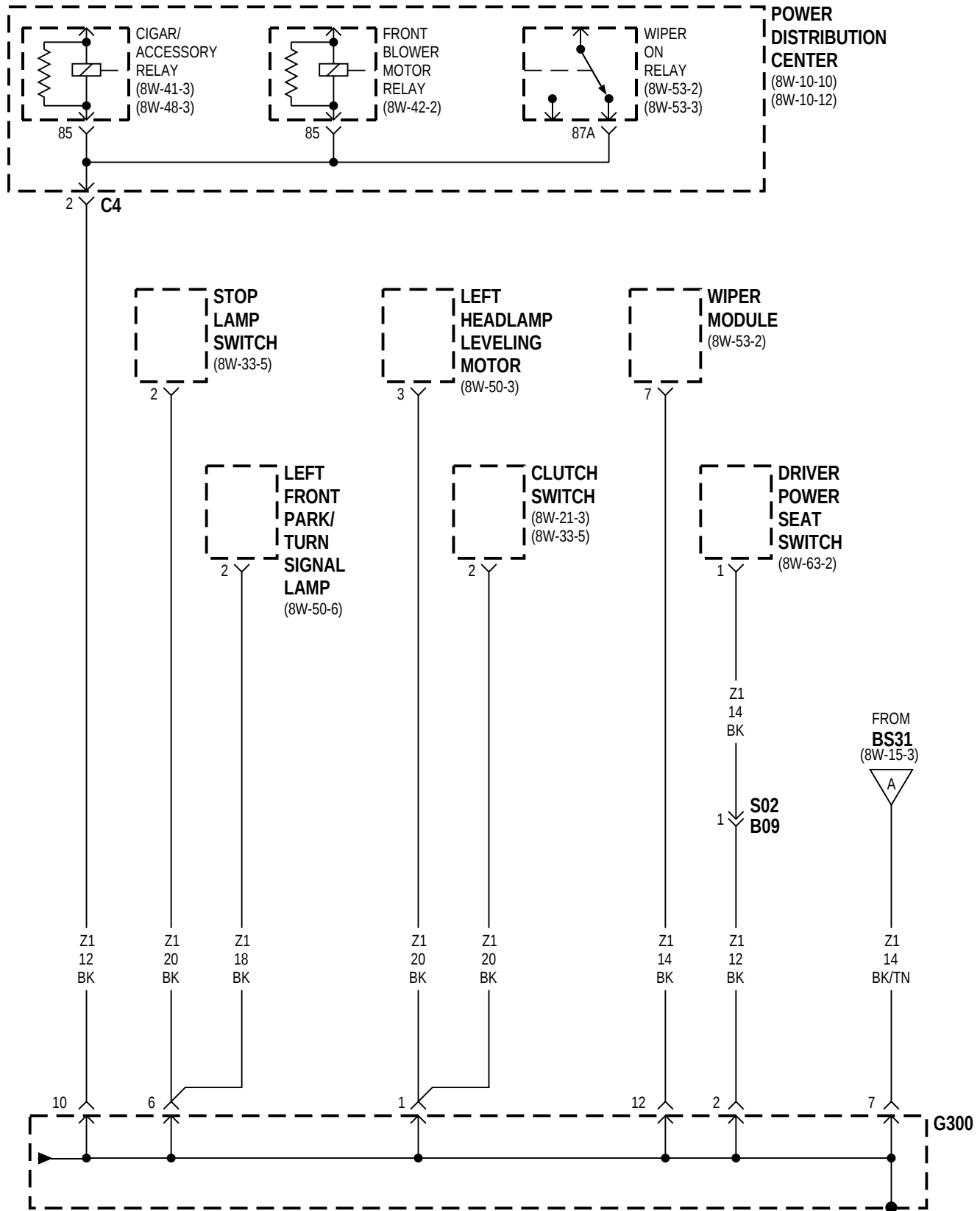


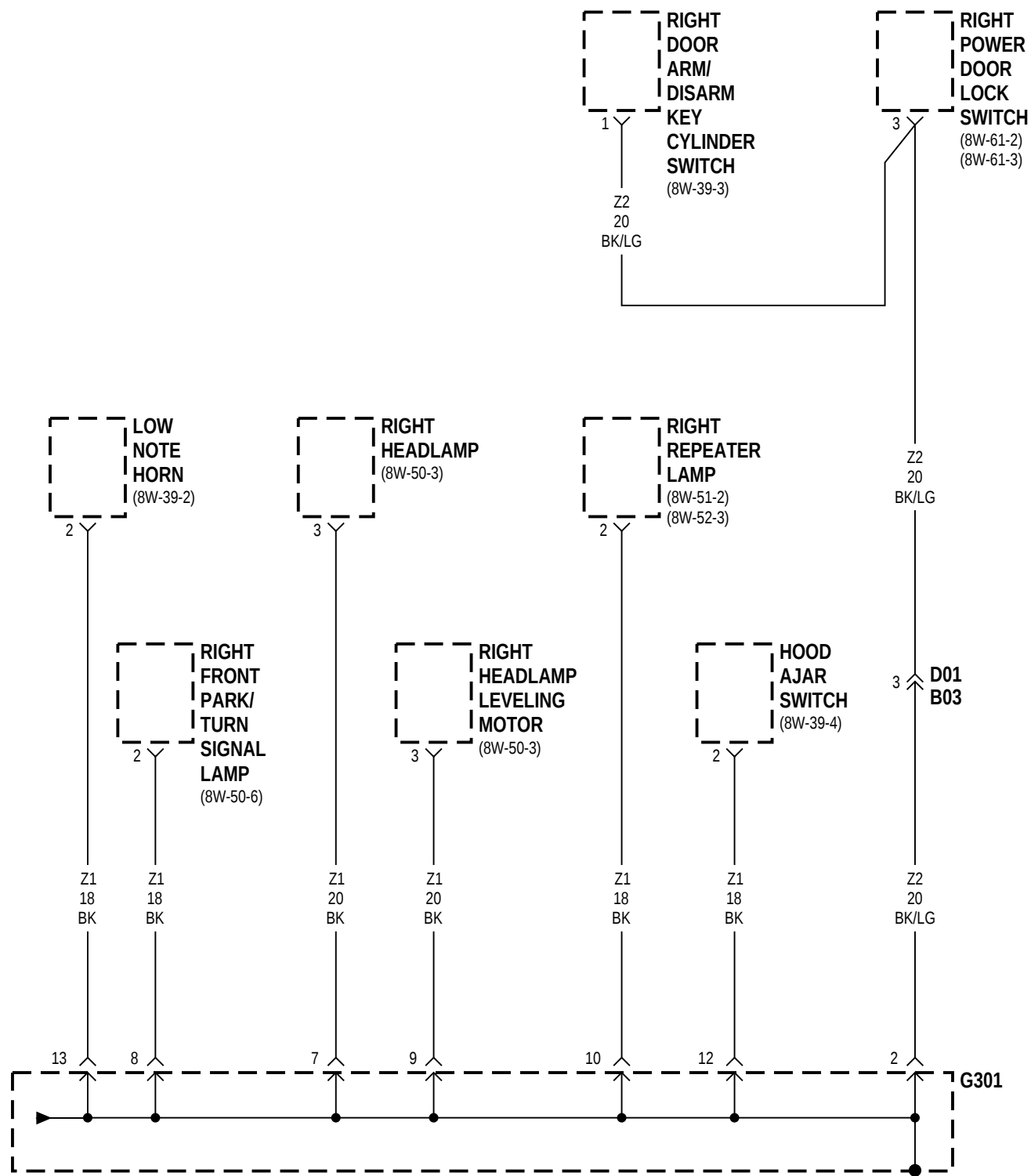


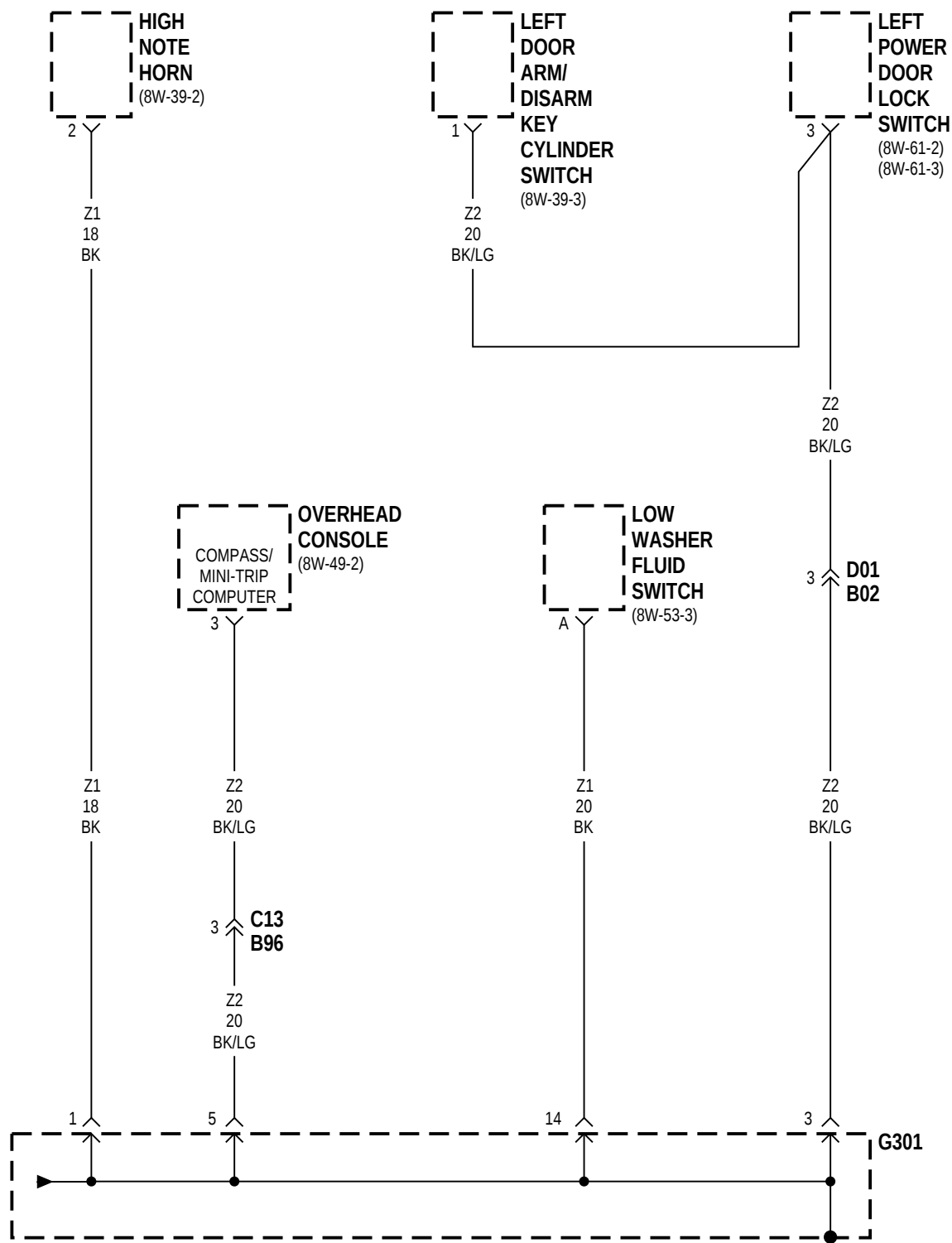


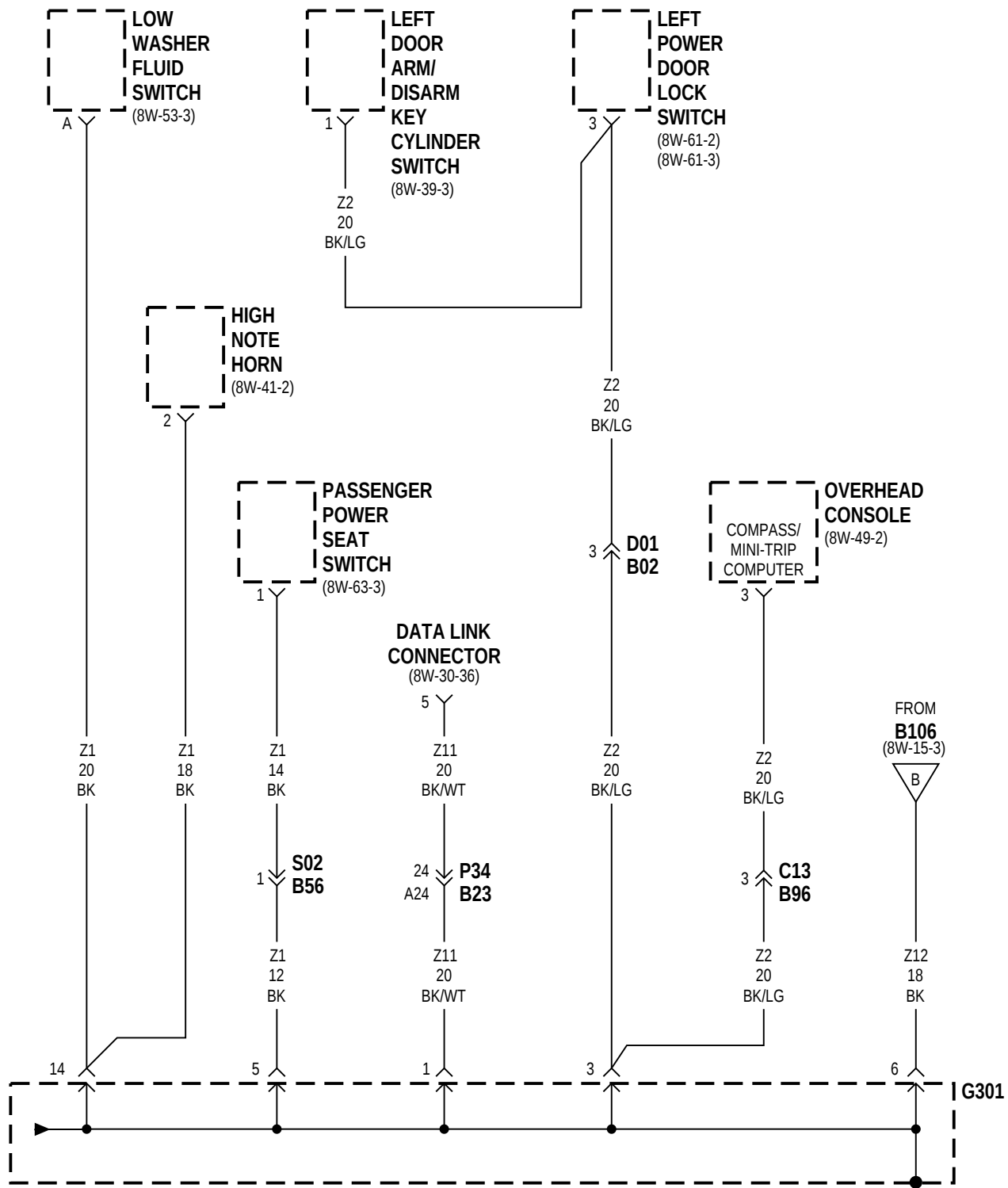
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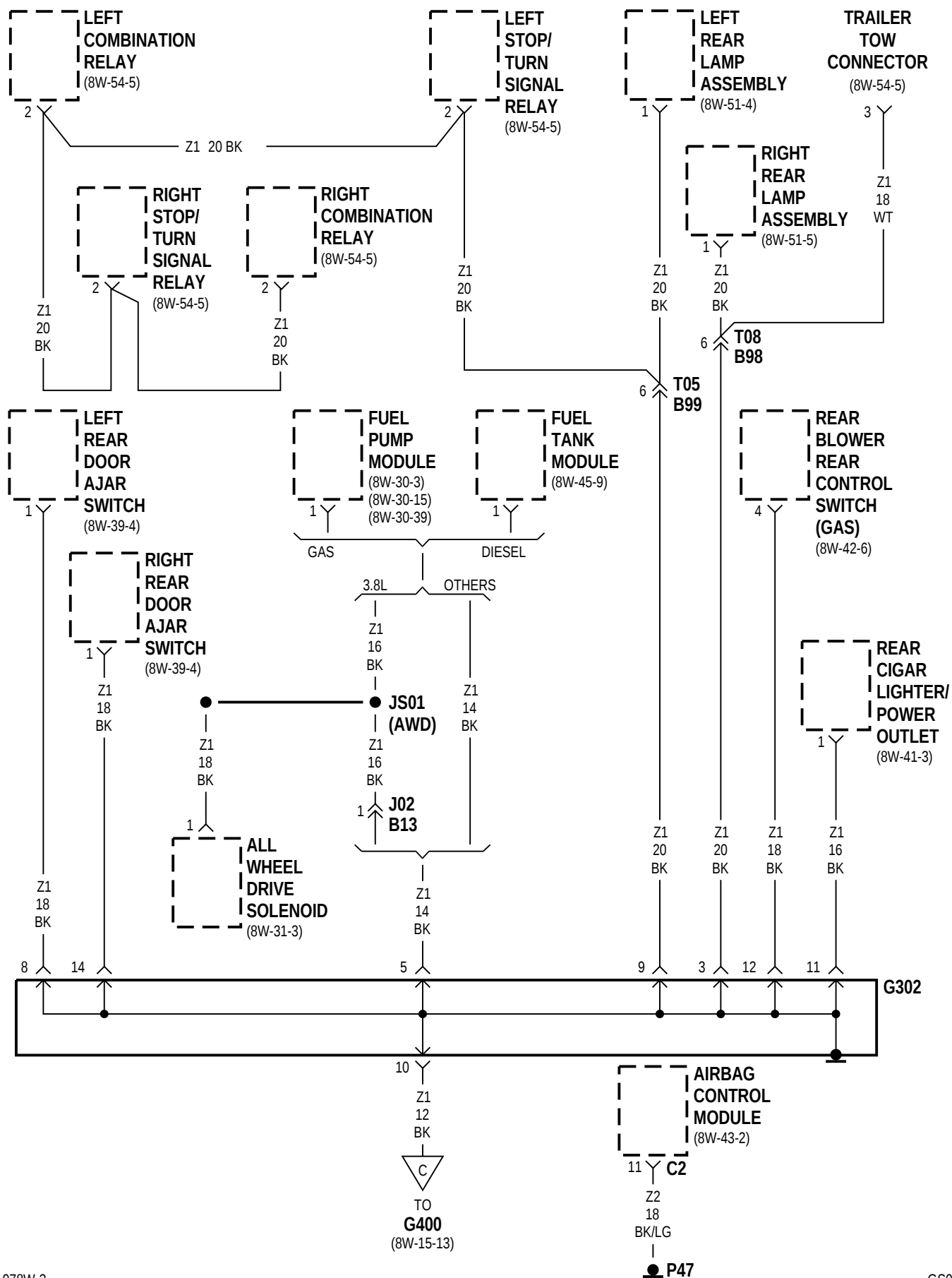


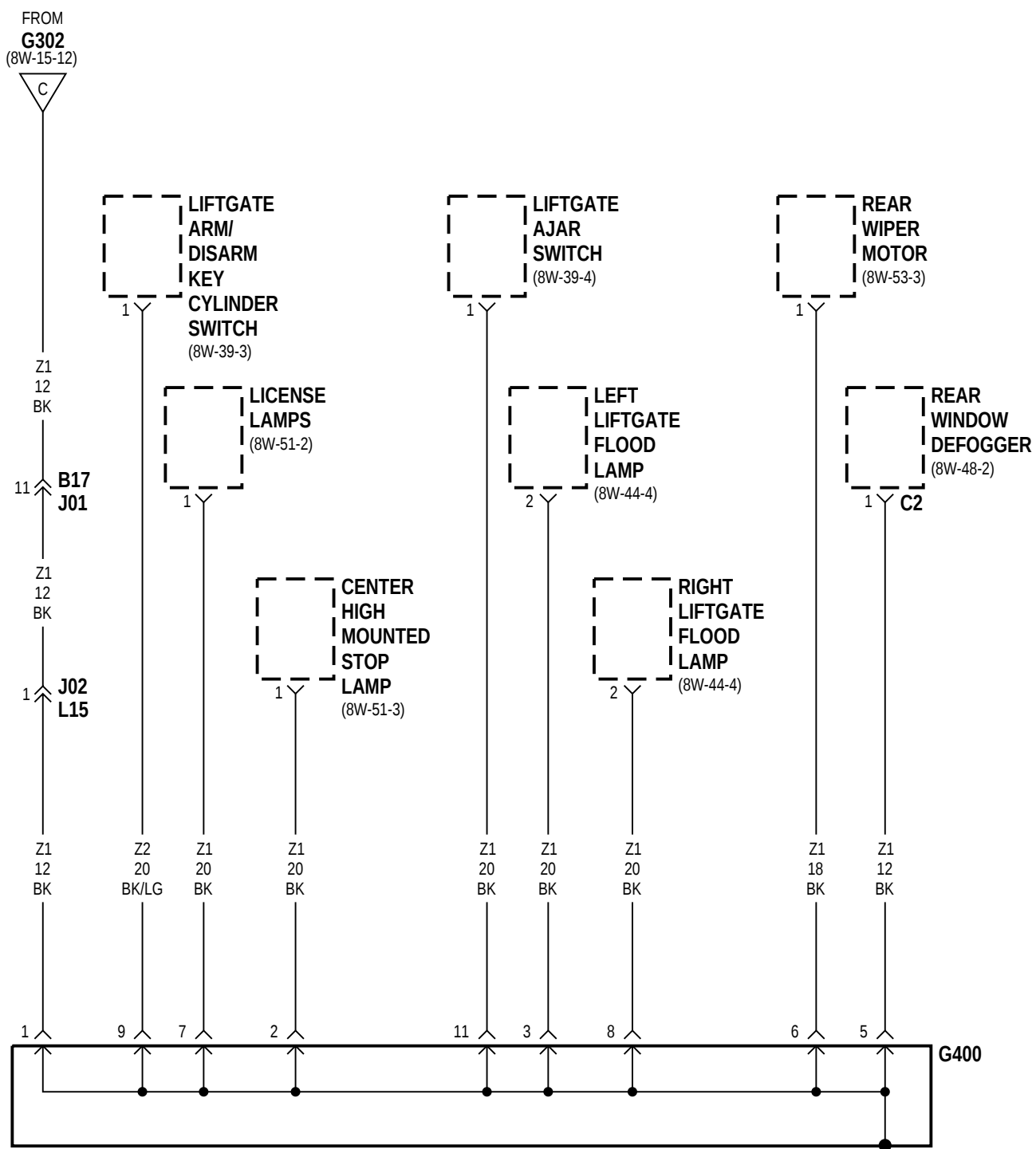












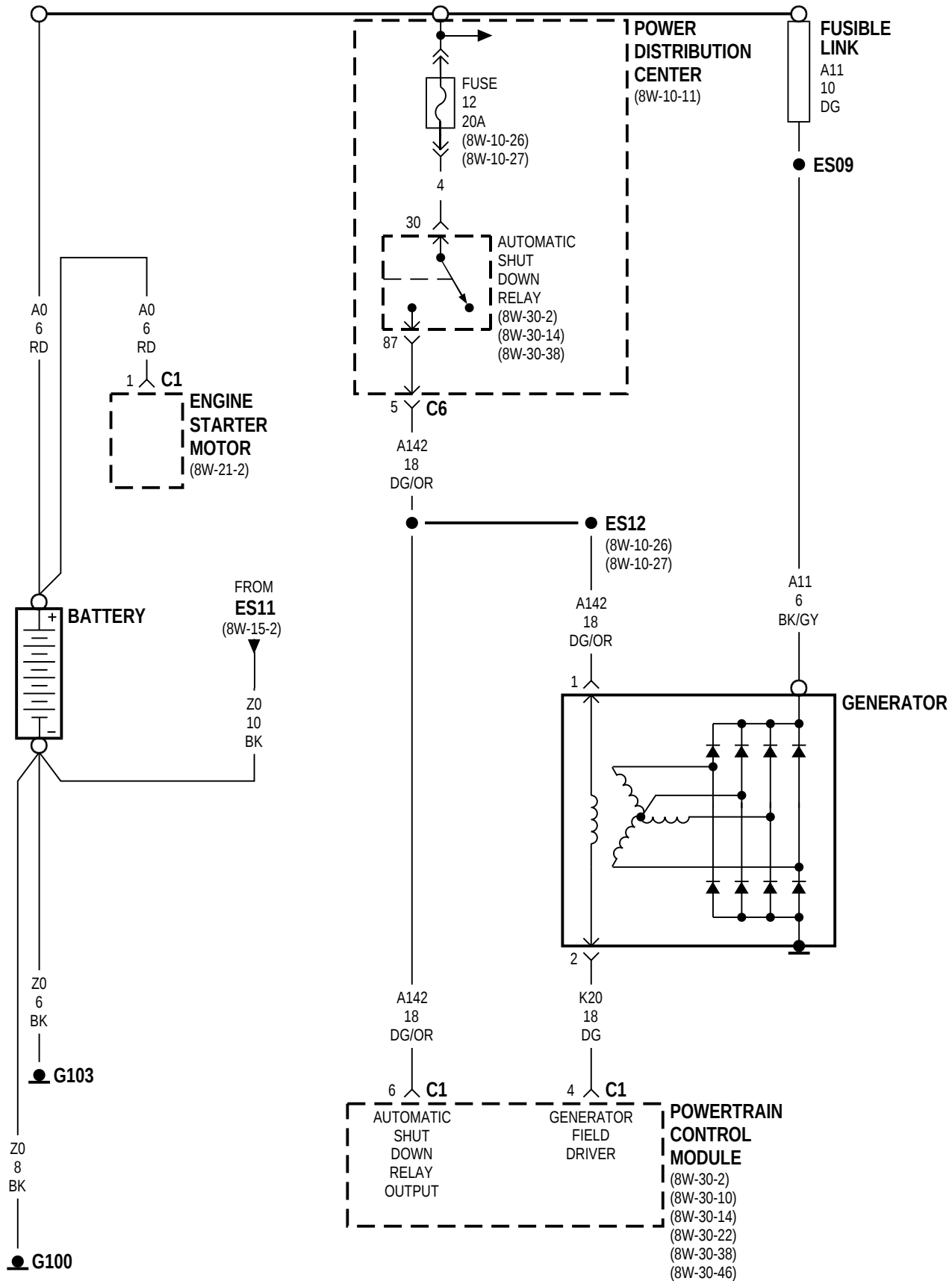
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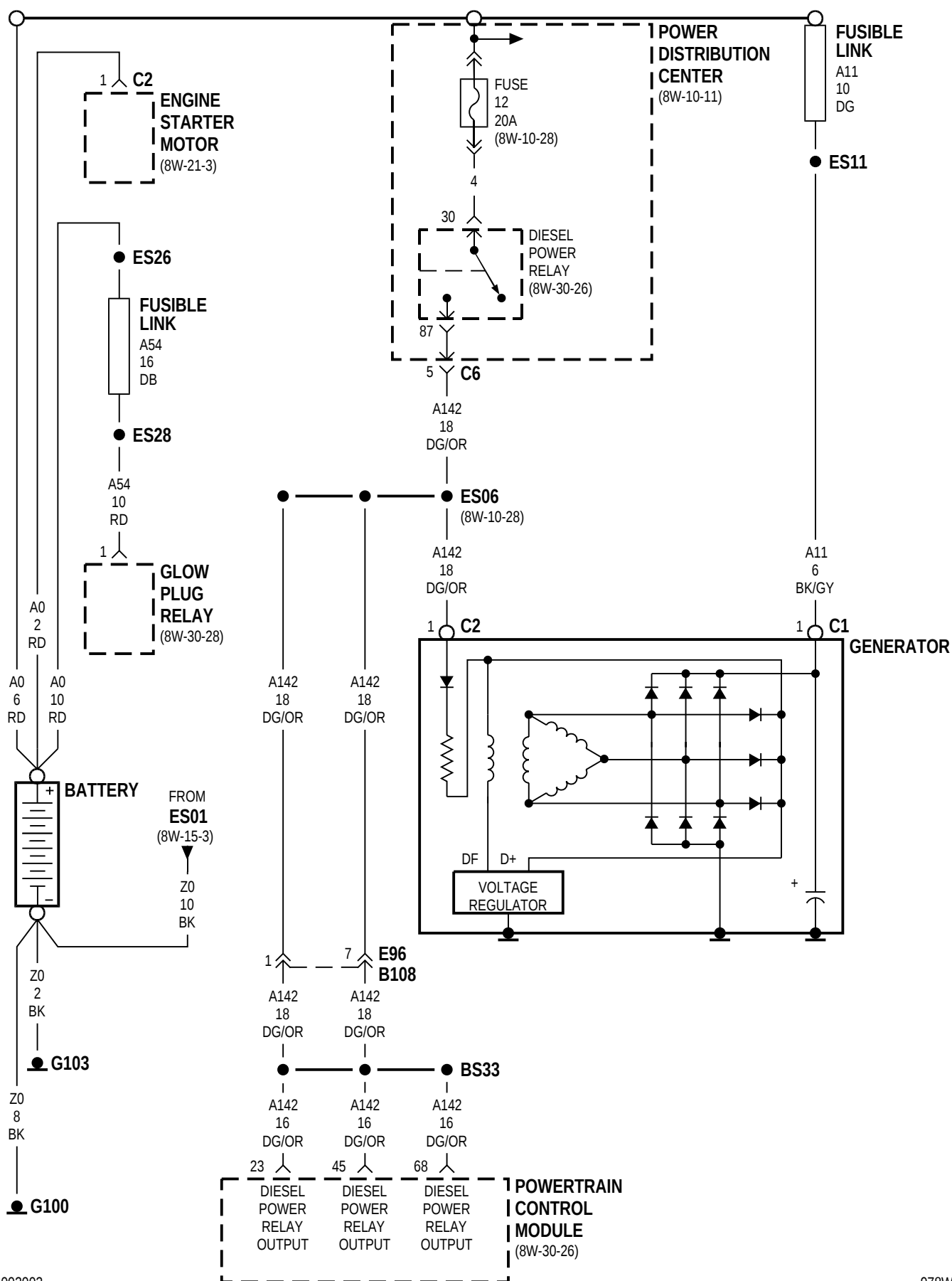
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DIESEL



8W-20 CHARGING SYSTEM

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DESCRIPTION AND OPERATION

CHARGING SYSTEM

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

The charging system is protected by a 10 gauge fusible link located in the A11 circuit. The A11 circuit is connected to the battery feed bus bar of the Power Distribution Center (PDC) and the generator.

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

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

When there is current present in the field, and the rotor is turning, the stator in the generator produces a B+ voltage that is supplied to the battery through the A11 and A0 circuits. The A11 circuit is connected to the output terminal of the generator and the battery feed bus bar of the PDC. The A0 circuit is a direct battery feed from the battery to the PDC.

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

HELPFUL INFORMATION

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

CHARGING SYSTEM (DIESEL)

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

The charging system is protected by a 10 gauge fusible link located in the A11 circuit. The A11 circuit is connected to the battery feed bus bar of the Power Distribution Center (PDC) and the generator.

The generator is case-grounded through its attaching bracket. This generator uses a voltage regulator internal to the generator.

When the vehicle is running, battery voltage is applied to the generator field terminal through the A142 circuit. This circuit is controlled by the contact side of the diesel Powertrain Control Module (PCM) relay.

When there is current present in the field, and the rotor is turning, the stator in the generator produces a B+ voltage that is supplied to the battery through the A11 and A0 circuits. The A11 circuit is connected to the output terminal of the generator and the battery feed bus bar of the PDC. The A0 circuit is a direct battery feed from the battery to the PDC.

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

HELPFUL INFORMATION

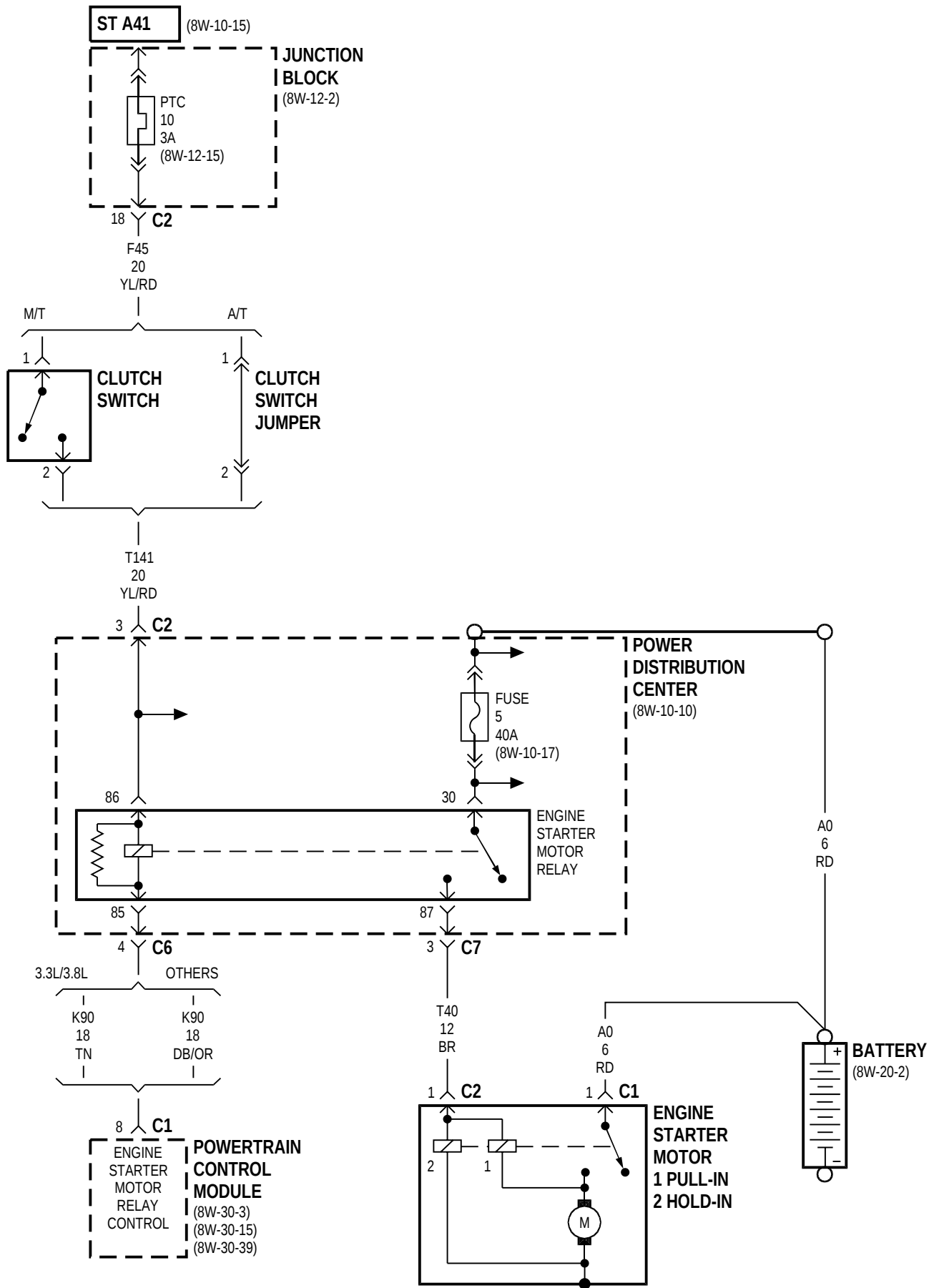
- Inspect for a blown fusible link in the A11 circuit between the generator and the PDC
- For additional information on charging system diagnosis, refer to the appropriate group of the Service Manual

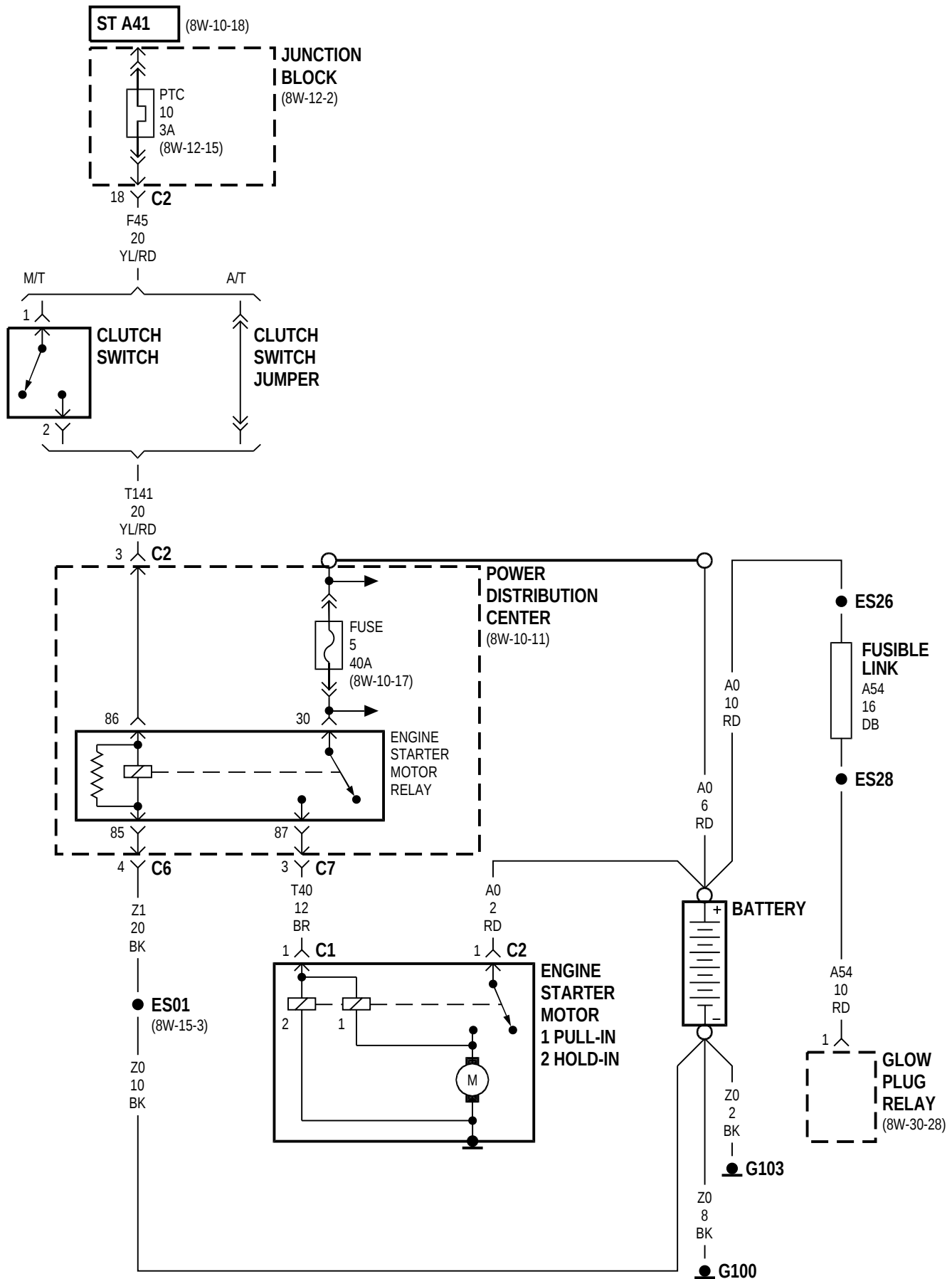
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DESCRIPTION AND OPERATION

STARTING SYSTEM

The Power Distribution Center (PDC) supplies battery voltage to the engine starter motor solenoid through circuit T40 when the coil side of the engine starter motor relay energizes. Circuit A1 contains a 40 amp fuse (cavity 5), and feeds the contact side of the engine starter motor relay. Both the 40 amp fuse and the engine starter motor relay are located in the PDC.

Power for the coil side of the relay is supplied on circuit F45 when the ignition switch is moved to the START position. Circuit F45 is protected by a 3 amp Positive Temperature Coefficient (PTC) located in PTC cavity 10 of the junction block. Power for the PTC is supplied on circuit A41. This circuit connects between the ignition switch and the PTC.

Circuit A1 supplies battery voltage for the A41 circuit when the ignition switch is in the START position. The A1 circuit is protected by a 40 amp fuse located in cavity 5 of the PDC.

Ground for the engine starter motor relay is supplied on circuit K90. This circuit connects from the relay to the Powertrain Control Module (PCM), cavity 8.

The PCM monitors the engine RPM and will remove the ground path for circuit K90 once the RPM has reached a predetermined level. This prevents the operator from over cranking the engine or attempting to crank the engine when it is running.

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

HELPFUL INFORMATION

- Check for blown engine starter motor fuse in cavity 5 of the PDC
- Check the PTC located in PTC cavity 10 of the junction block
- With the gear selector in the PARK or NEUTRAL position, move the ignition key to the START position and listen for the starter motor relay to click. The engine starter motor relay is located in the PDC.

- Check for a good ground at the engine starter motor
- Refer to the appropriate section of the service manual of the diagnostic test procedures manual

STARTING SYSTEM (DIESEL)

The Power Distribution Center (PDC) supplies battery voltage to the engine starter motor solenoid through circuit T40 when the coil side of the engine starter motor relay energizes. Circuit A1 contains a 40 amp fuse (cavity 5), and feeds the contact side of the engine starter motor relay. Both the 40 amp fuse and the engine starter motor relay are located in the PDC.

Power for the coil side of the relay is supplied on circuit F45 when the ignition switch is moved to the START position. Circuit F45 is protected by a 3 amp Positive Temperature Coefficient (PTC) located in PTC cavity 10 of the junction block. Power for the PTC is supplied on circuit A41. This circuit connects between the ignition switch and the PTC.

Circuit A1 supplies battery voltage for the A41 circuit when the ignition switch is in the START position. The A1 circuit is protected by a 40 amp fuse located in cavity 5 of the PDC.

Ground for the engine starter motor relay is supplied on circuit Z1.

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

HELPFUL INFORMATION

- Check for blown engine starter motor fuse in cavity 5 of the PDC
- Check the PTC located in PTC cavity 10 of the junction block
- Check for a good ground at the engine starter motor
- Refer to the appropriate section of the service manual of the diagnostic test procedures manual

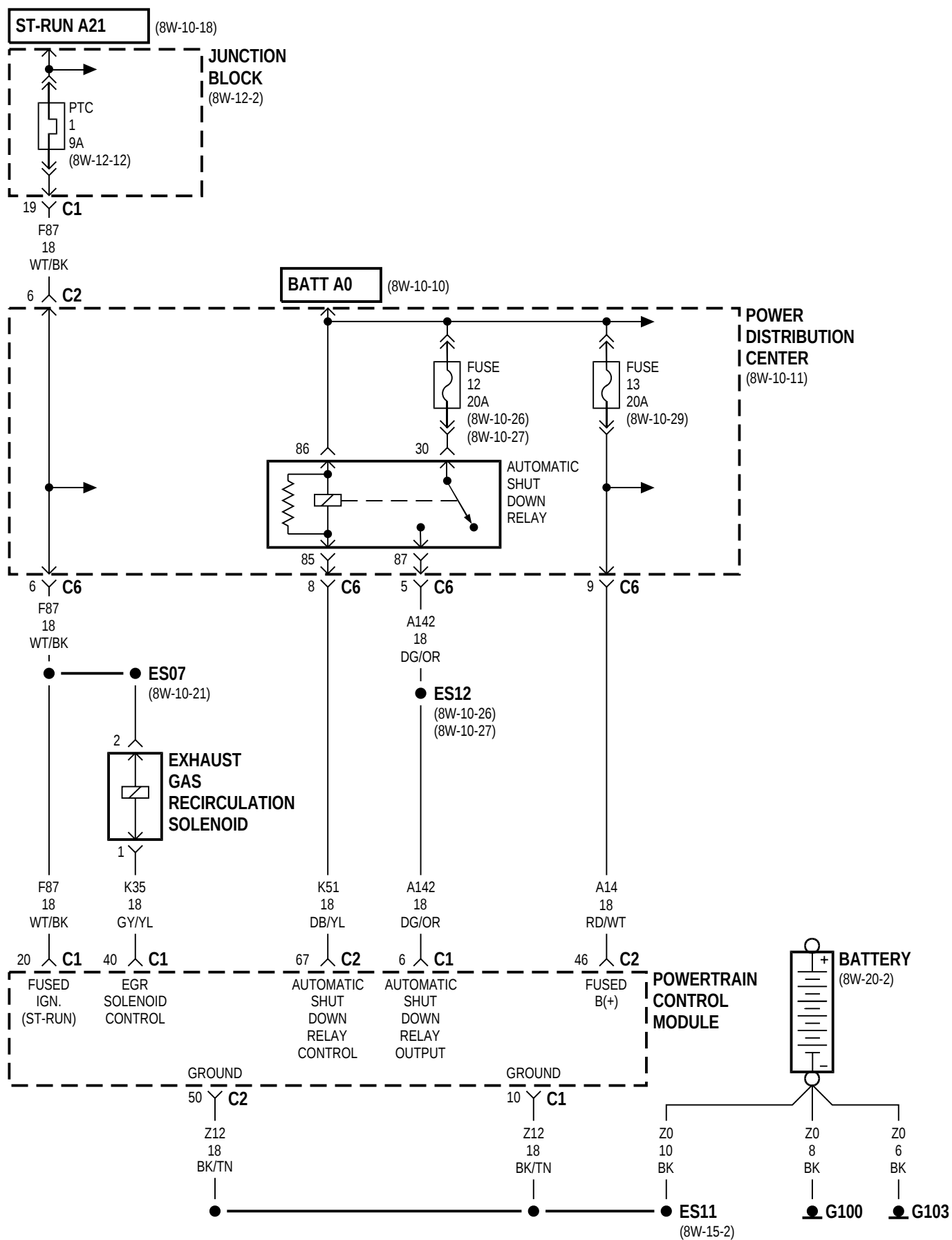
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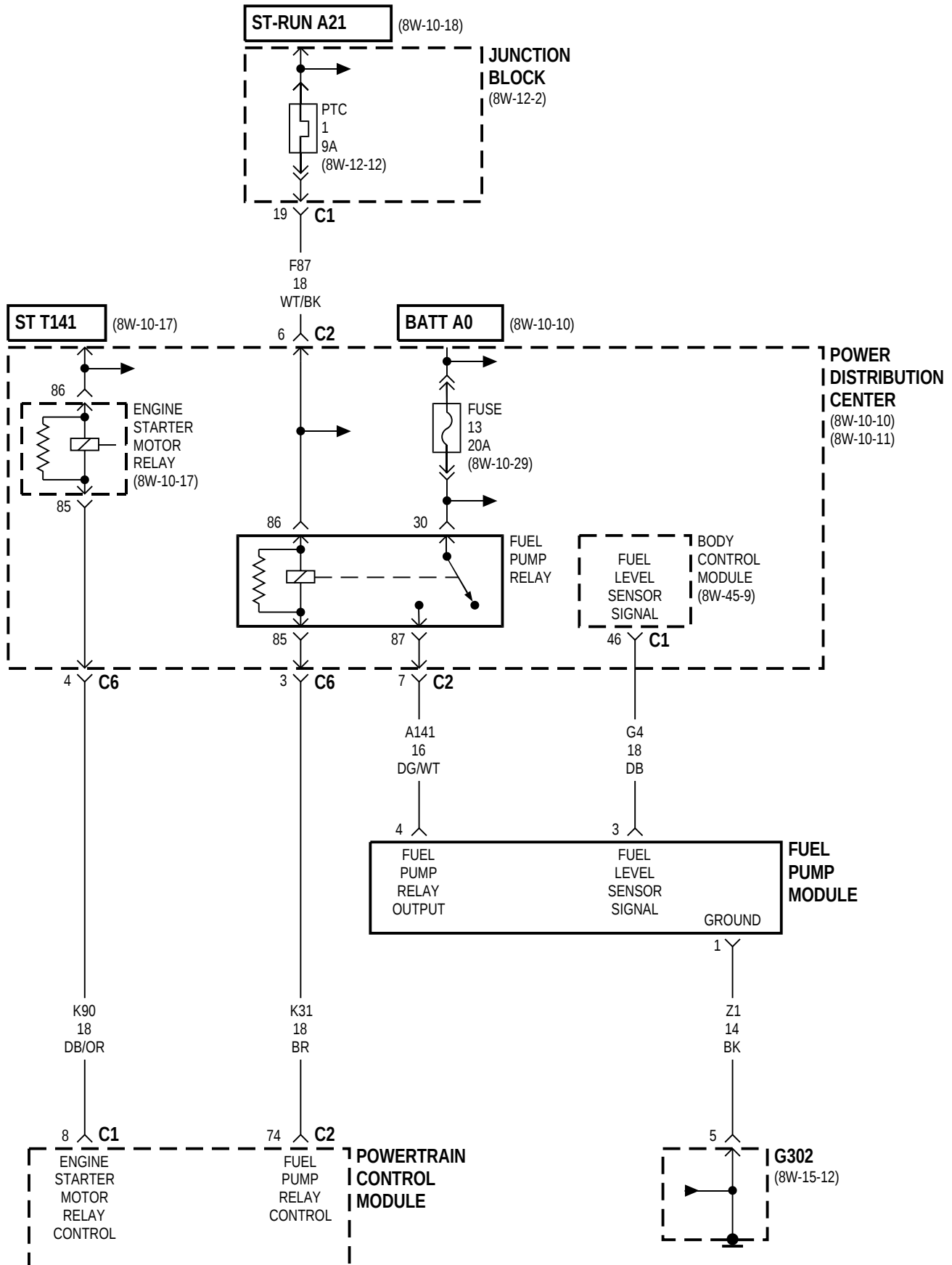
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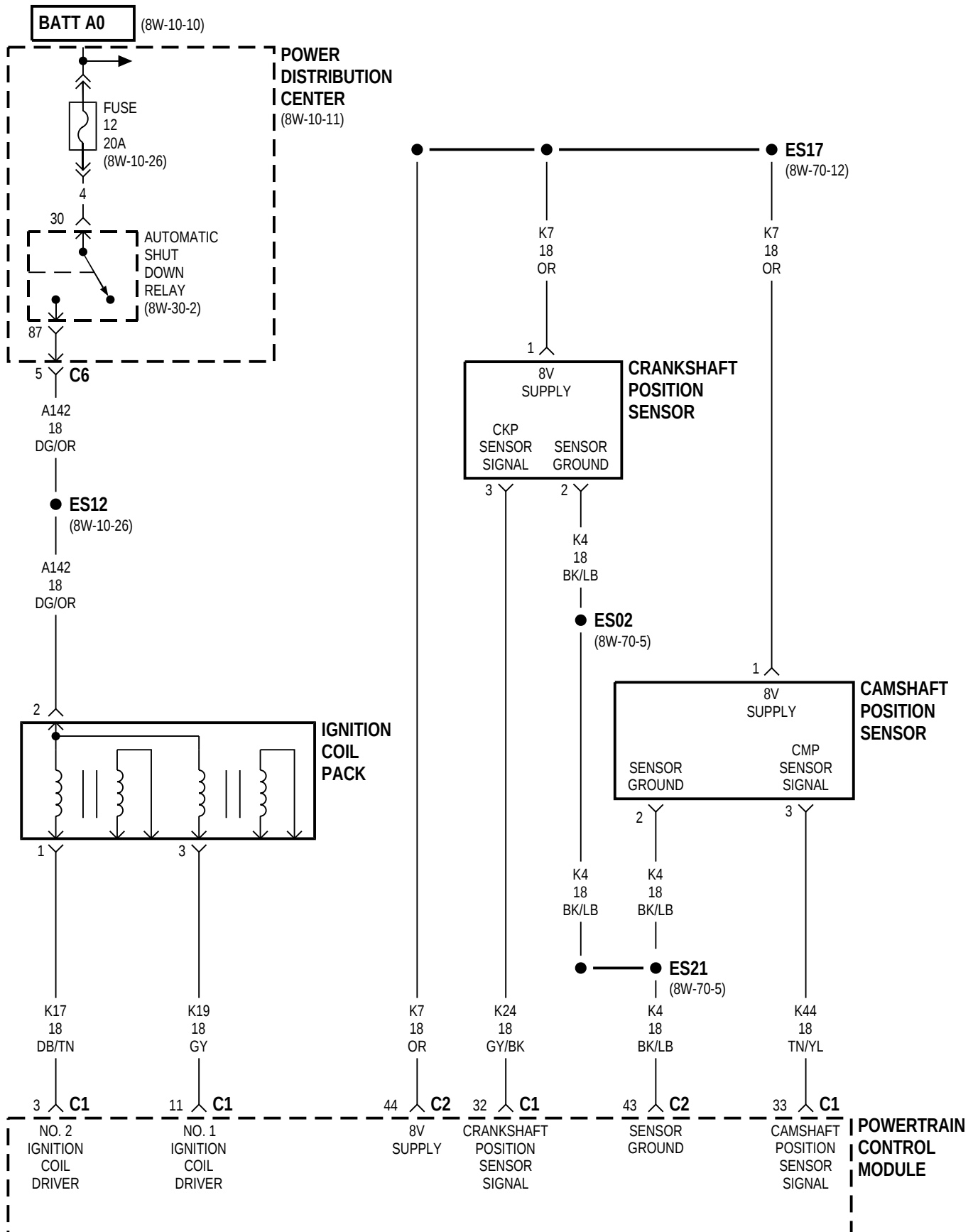
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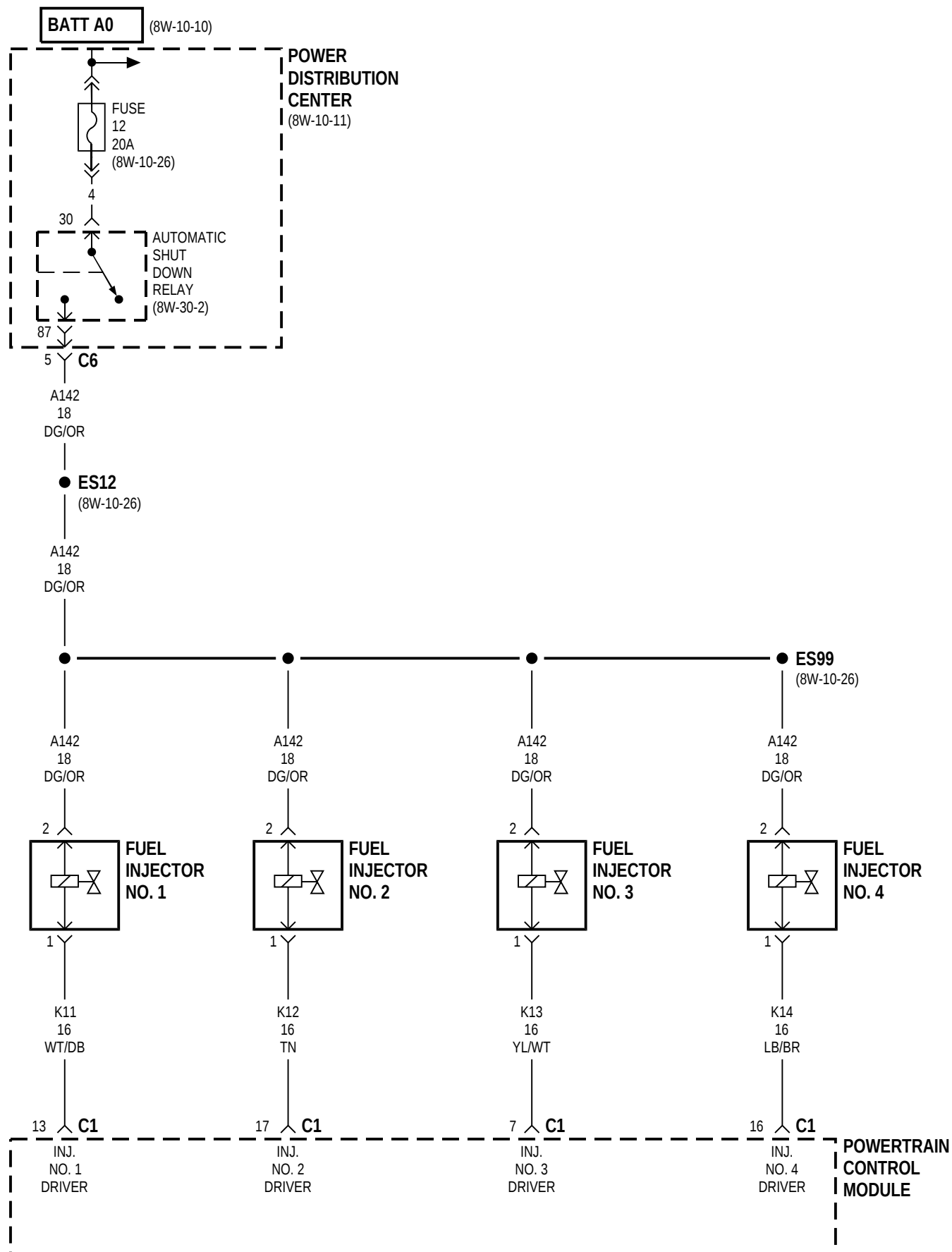
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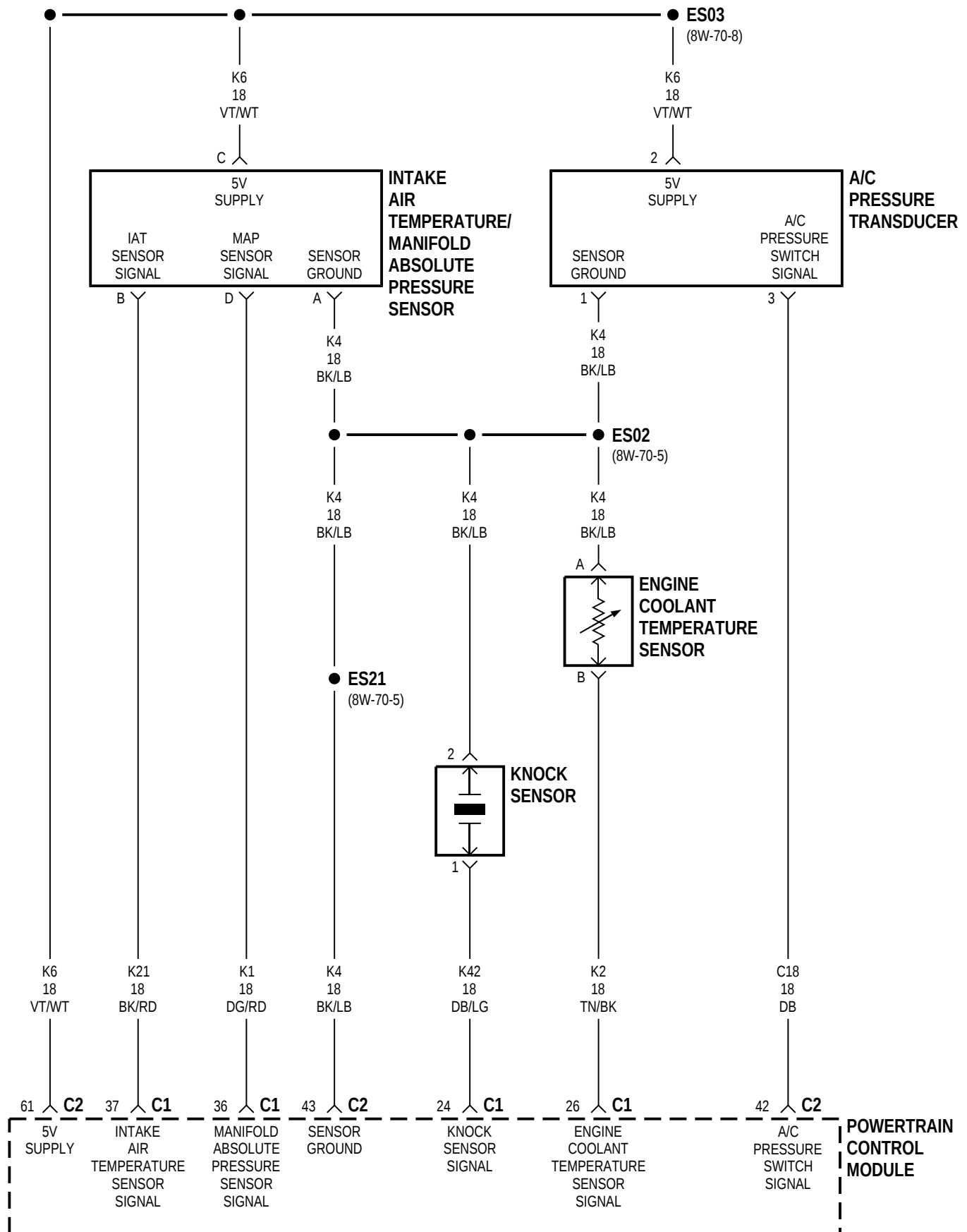


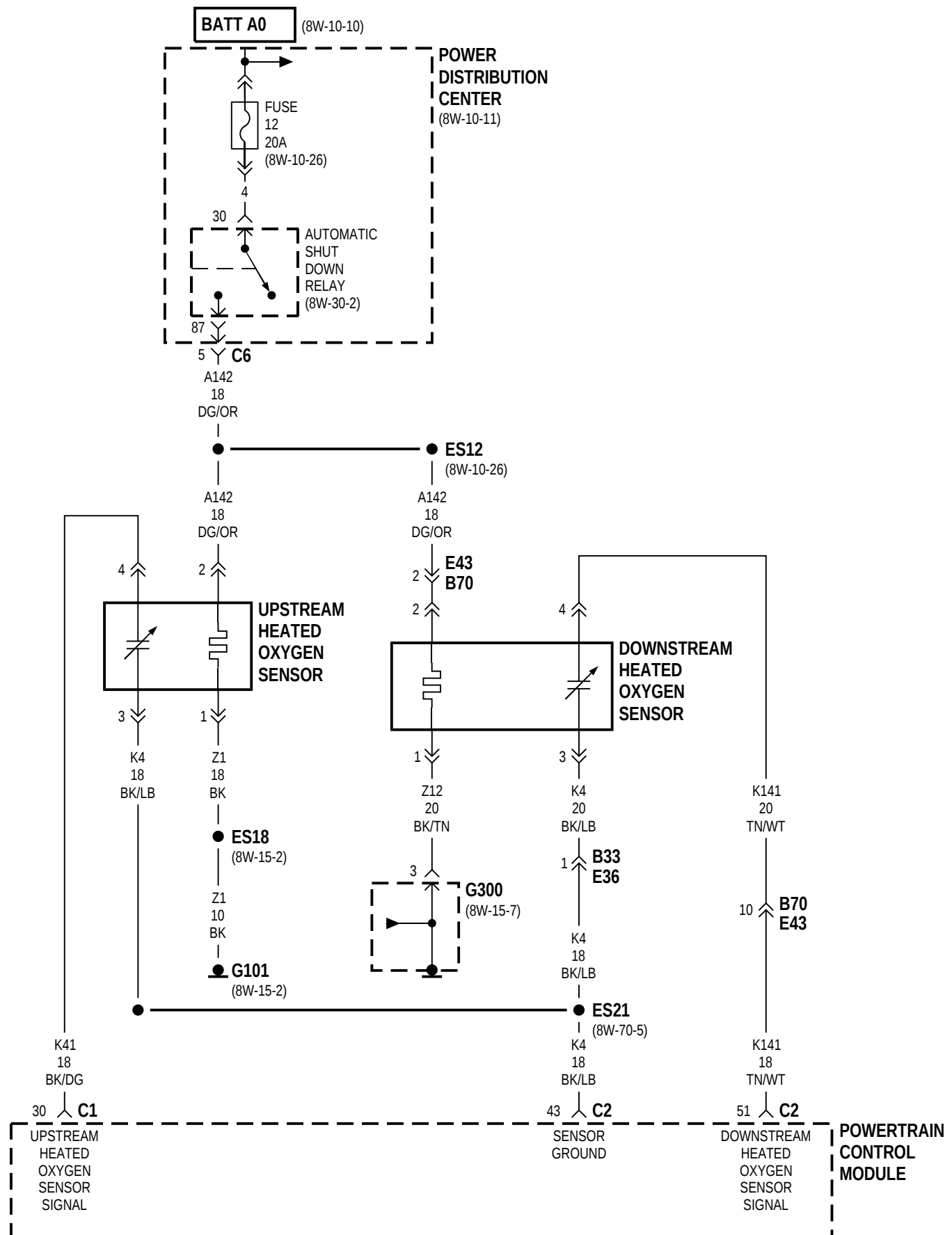


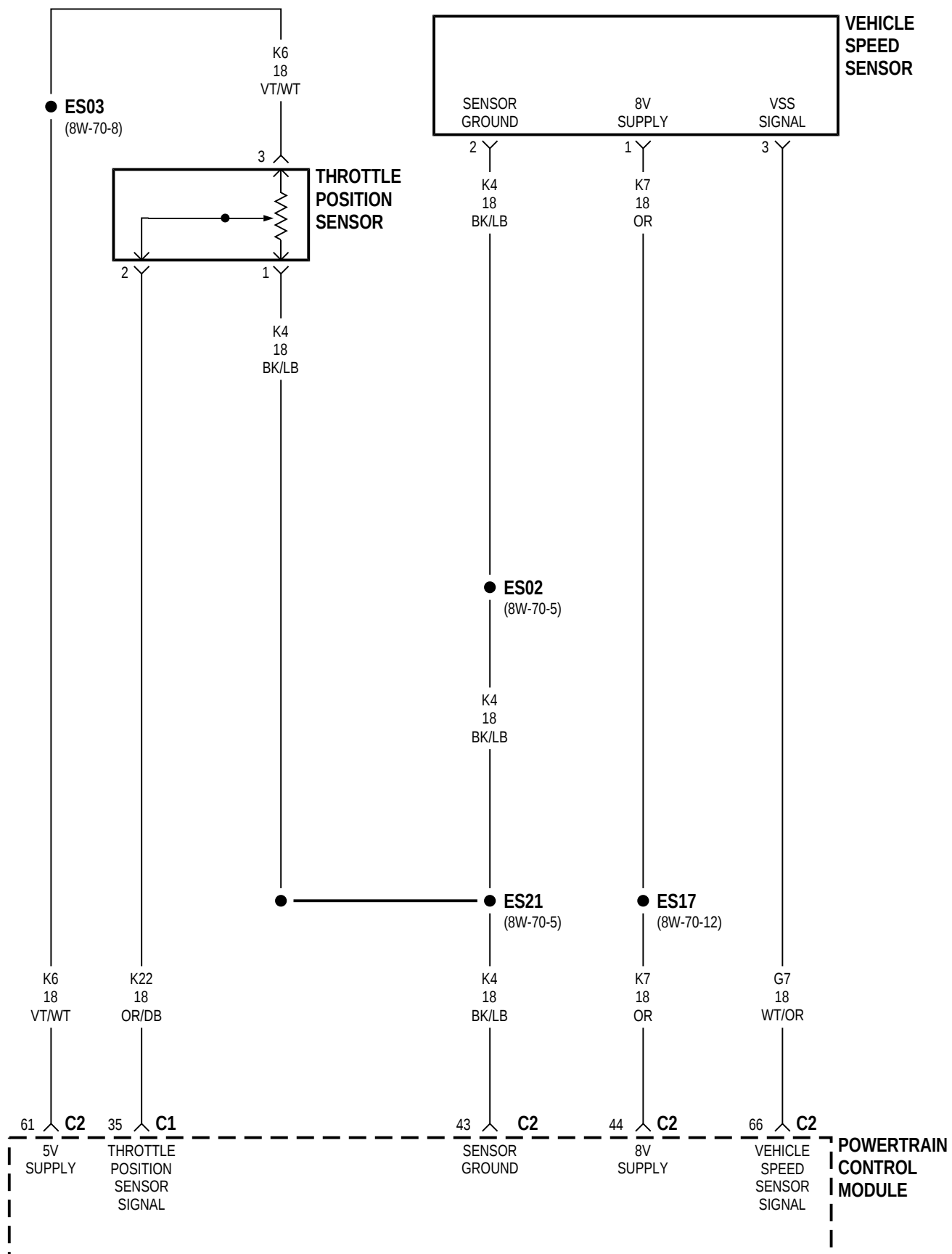


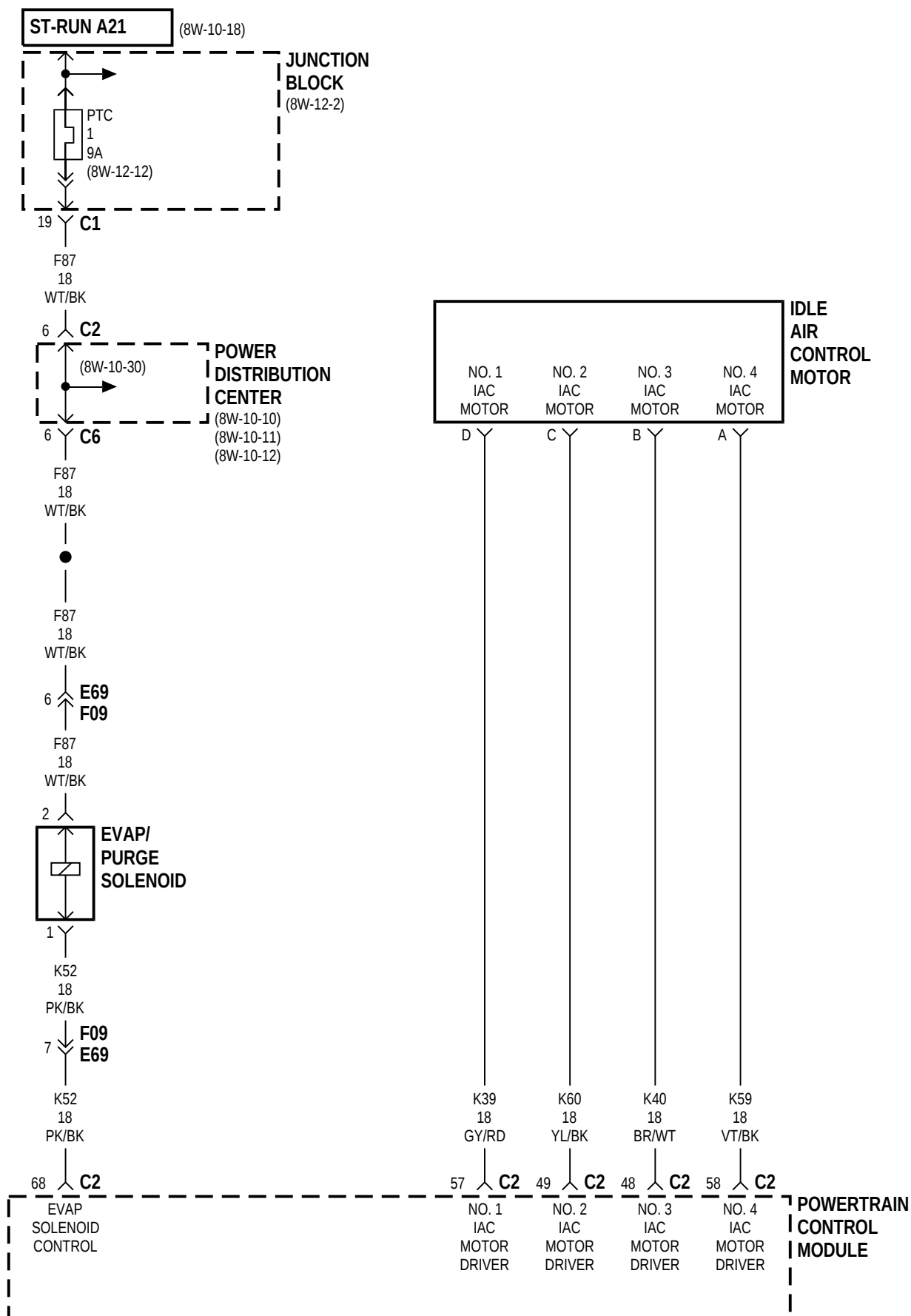
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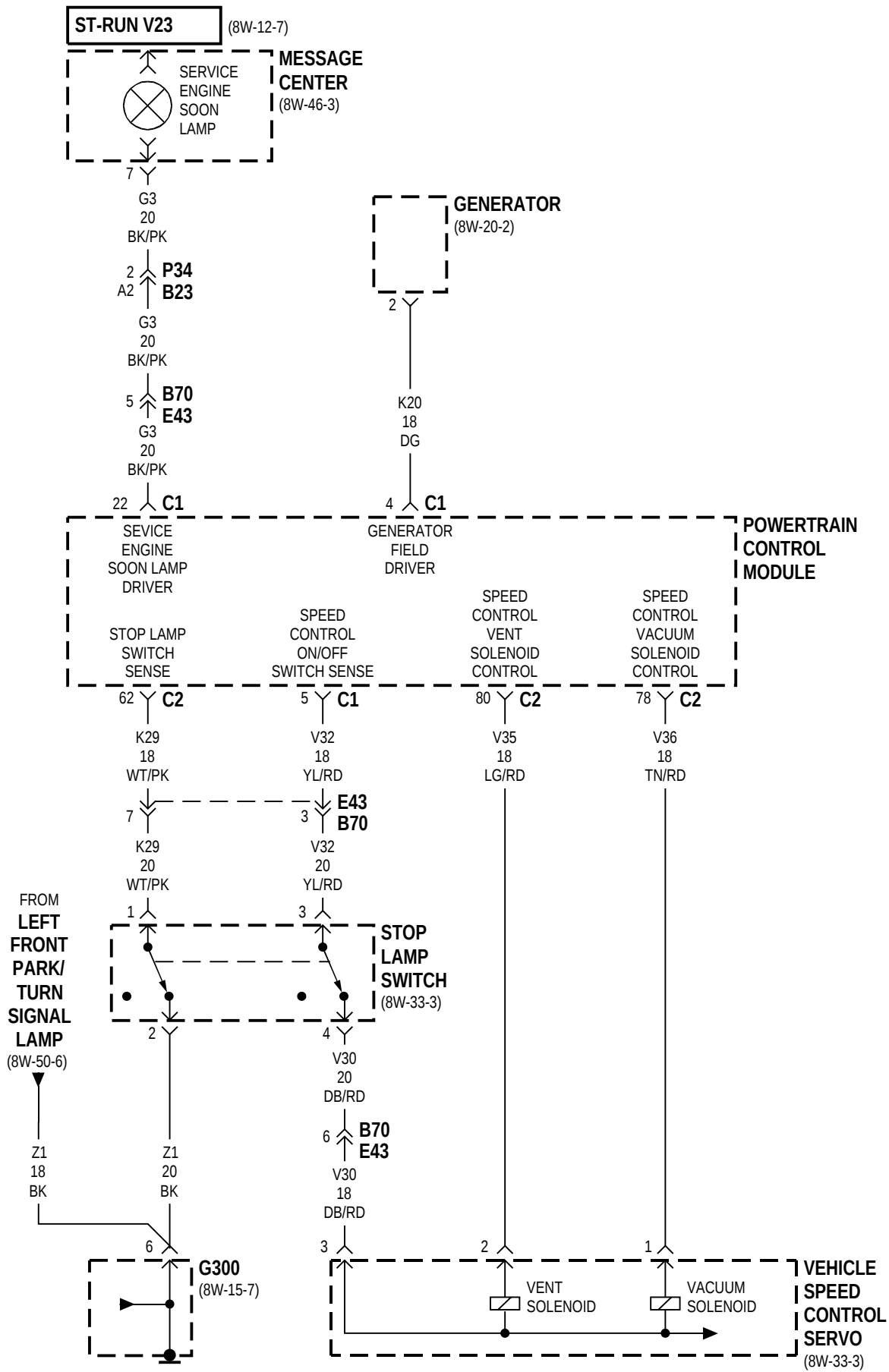


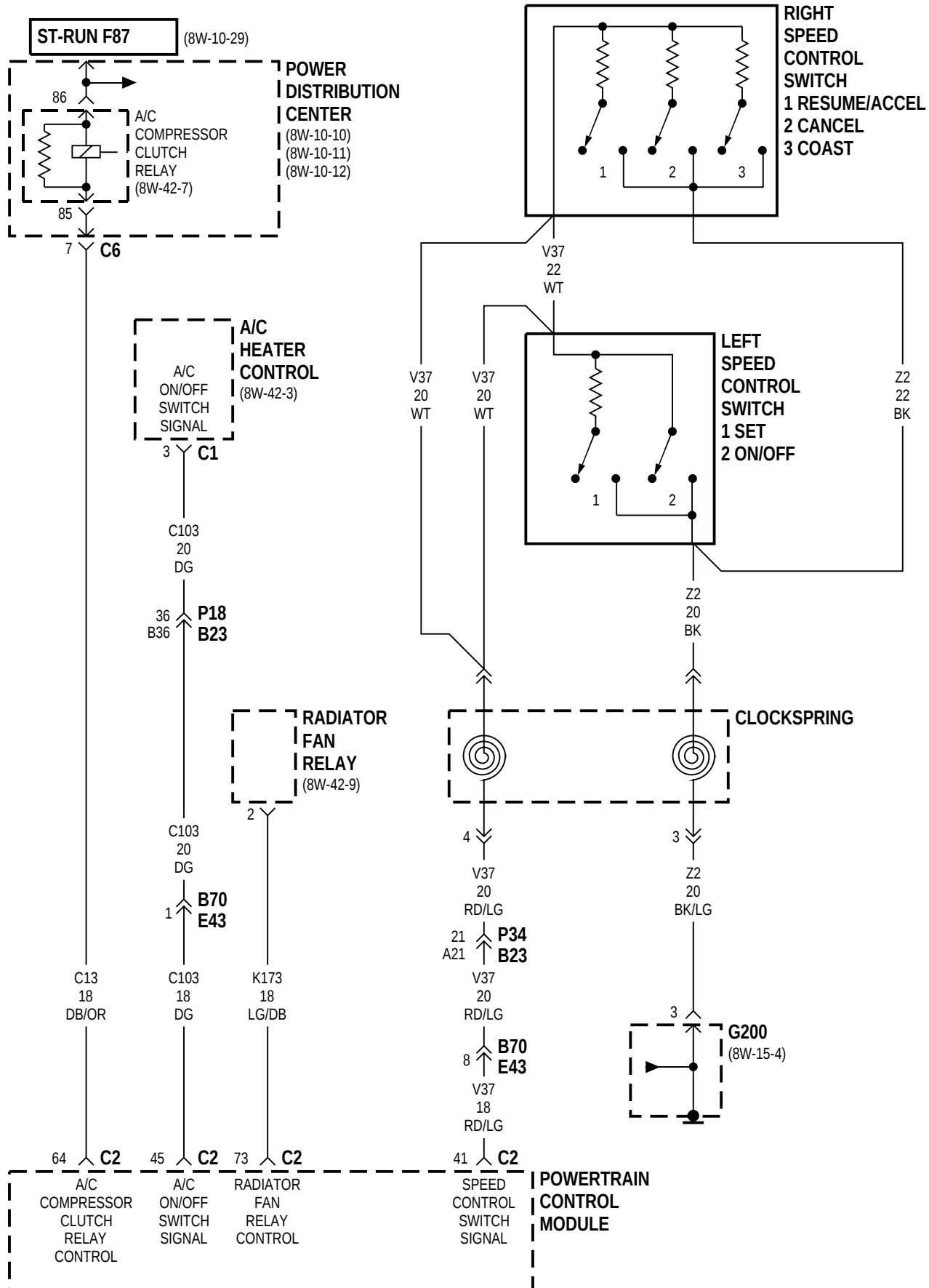


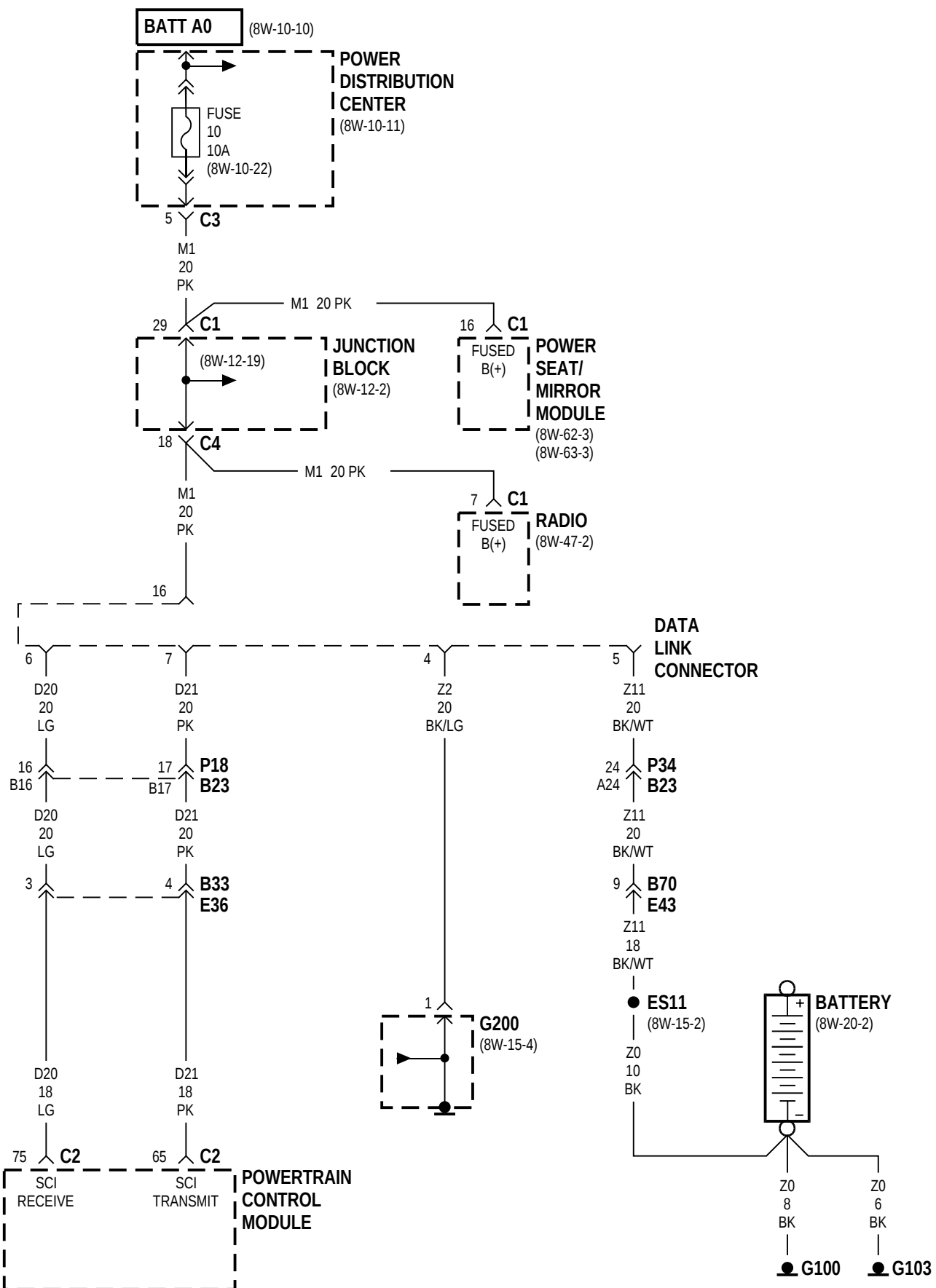


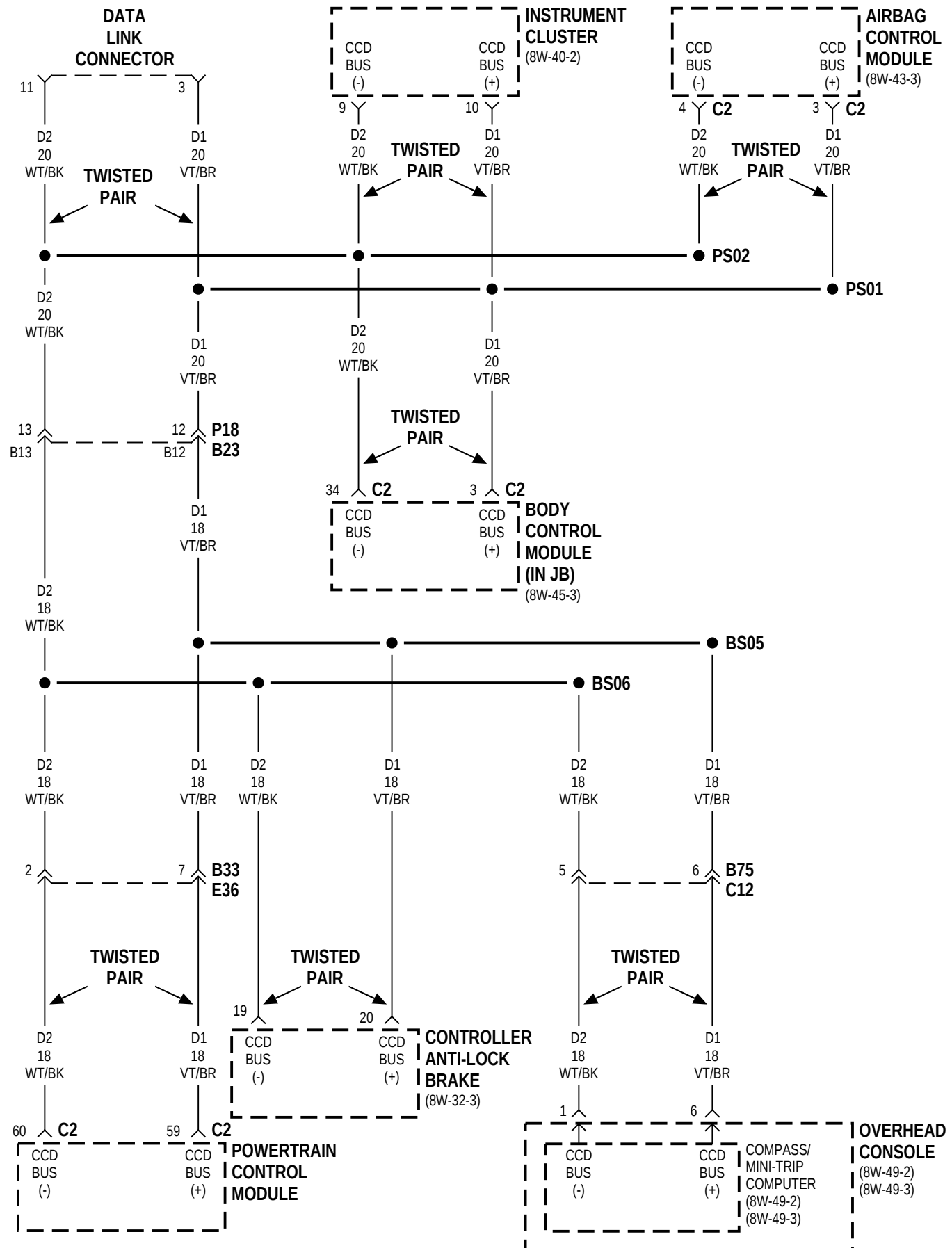


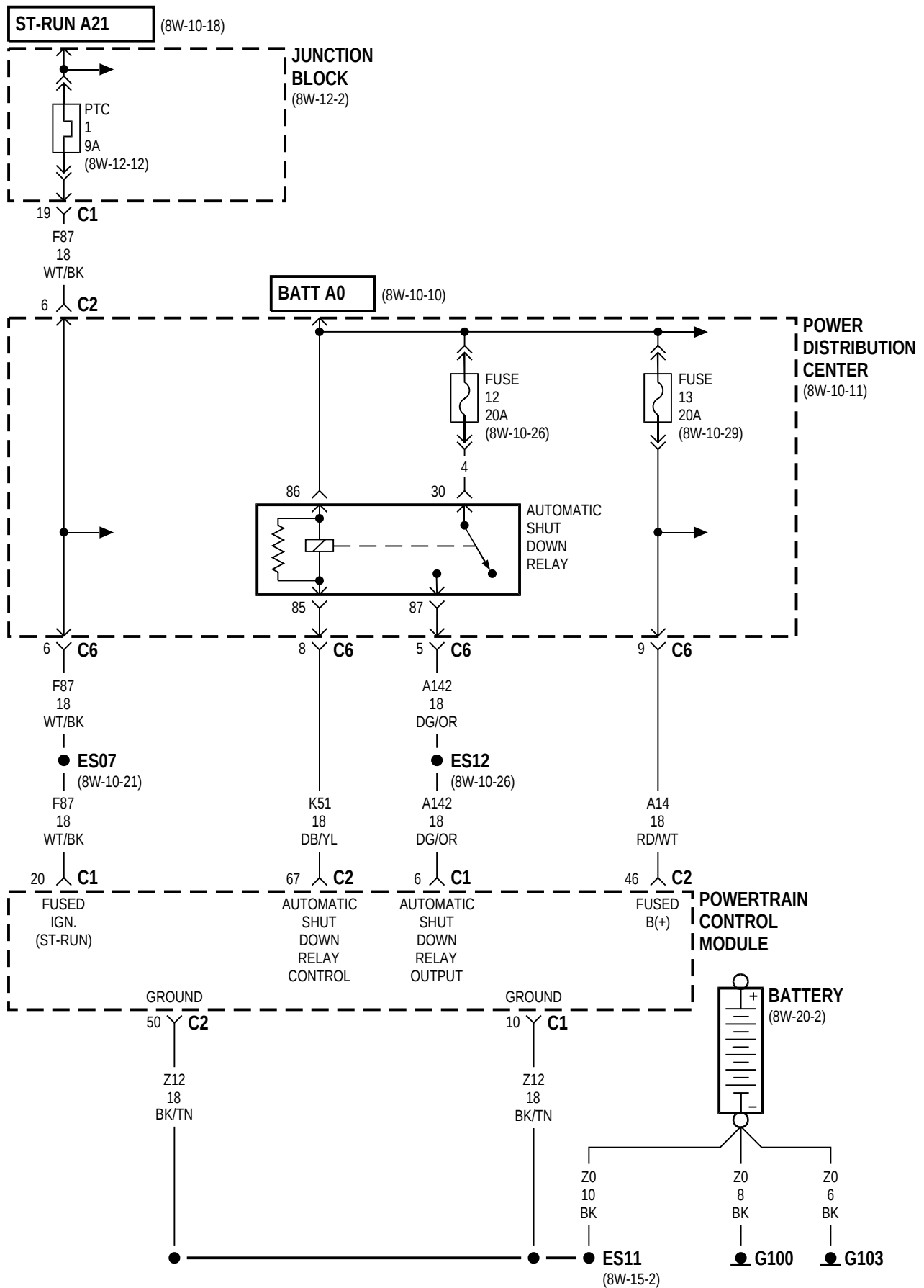


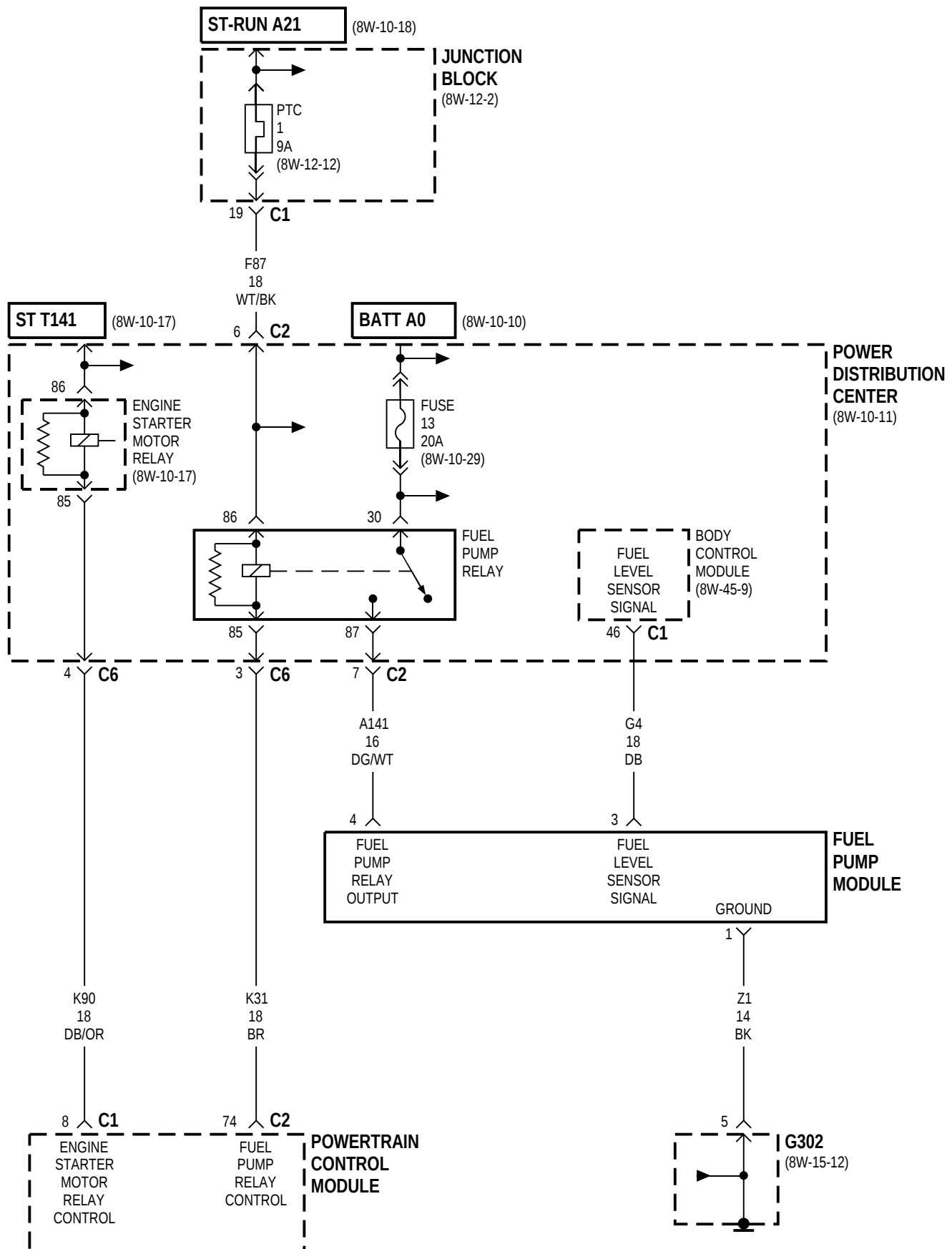


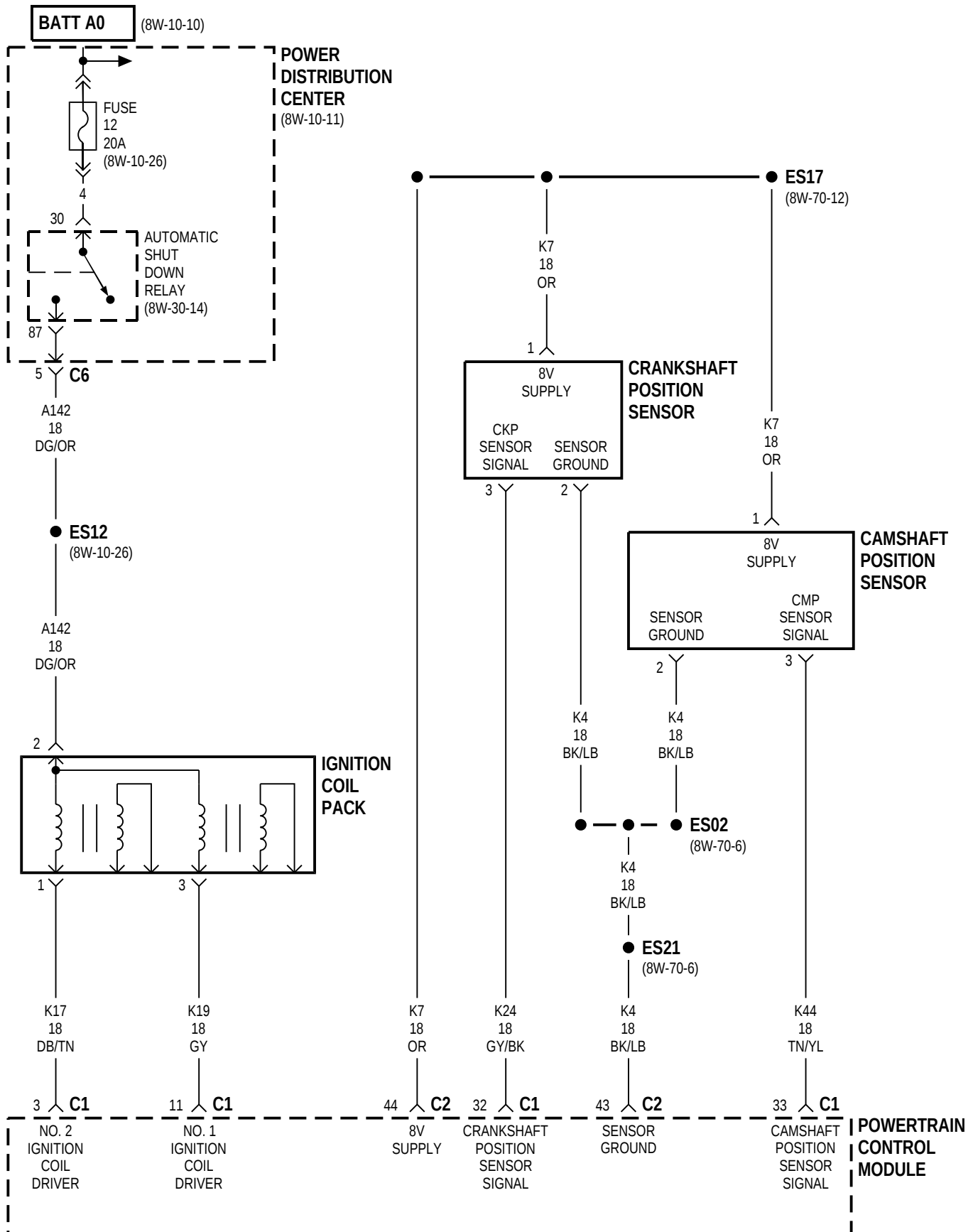


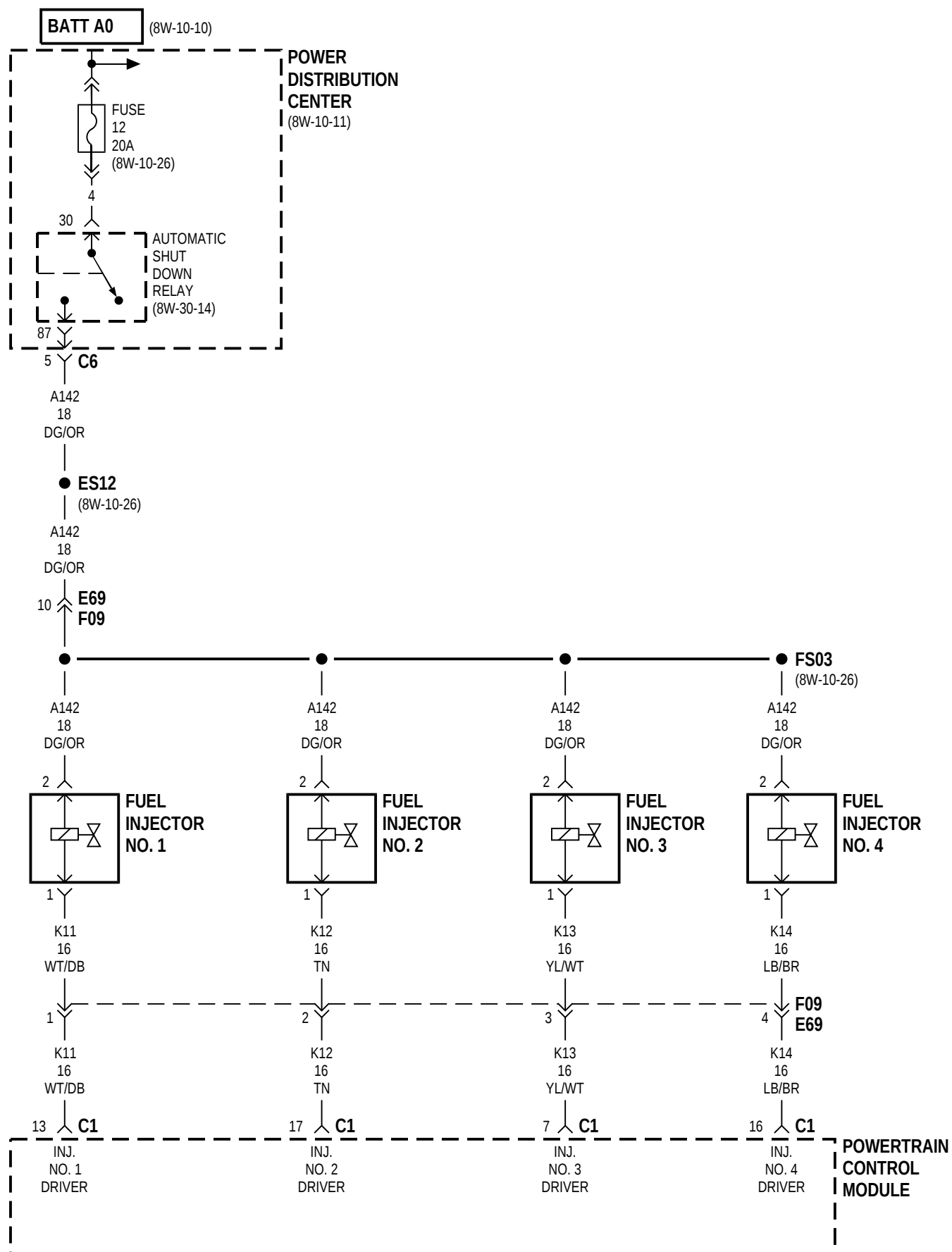


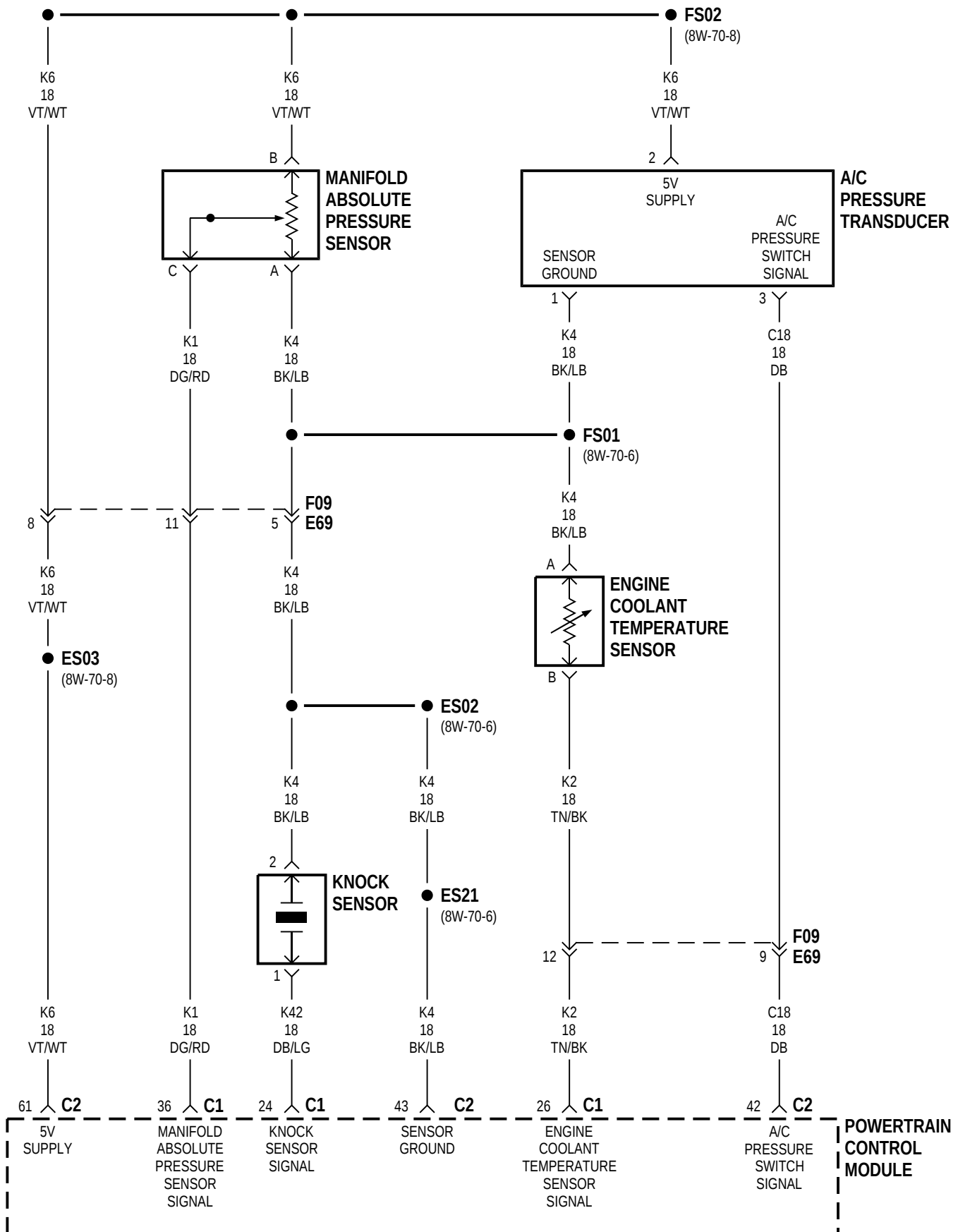


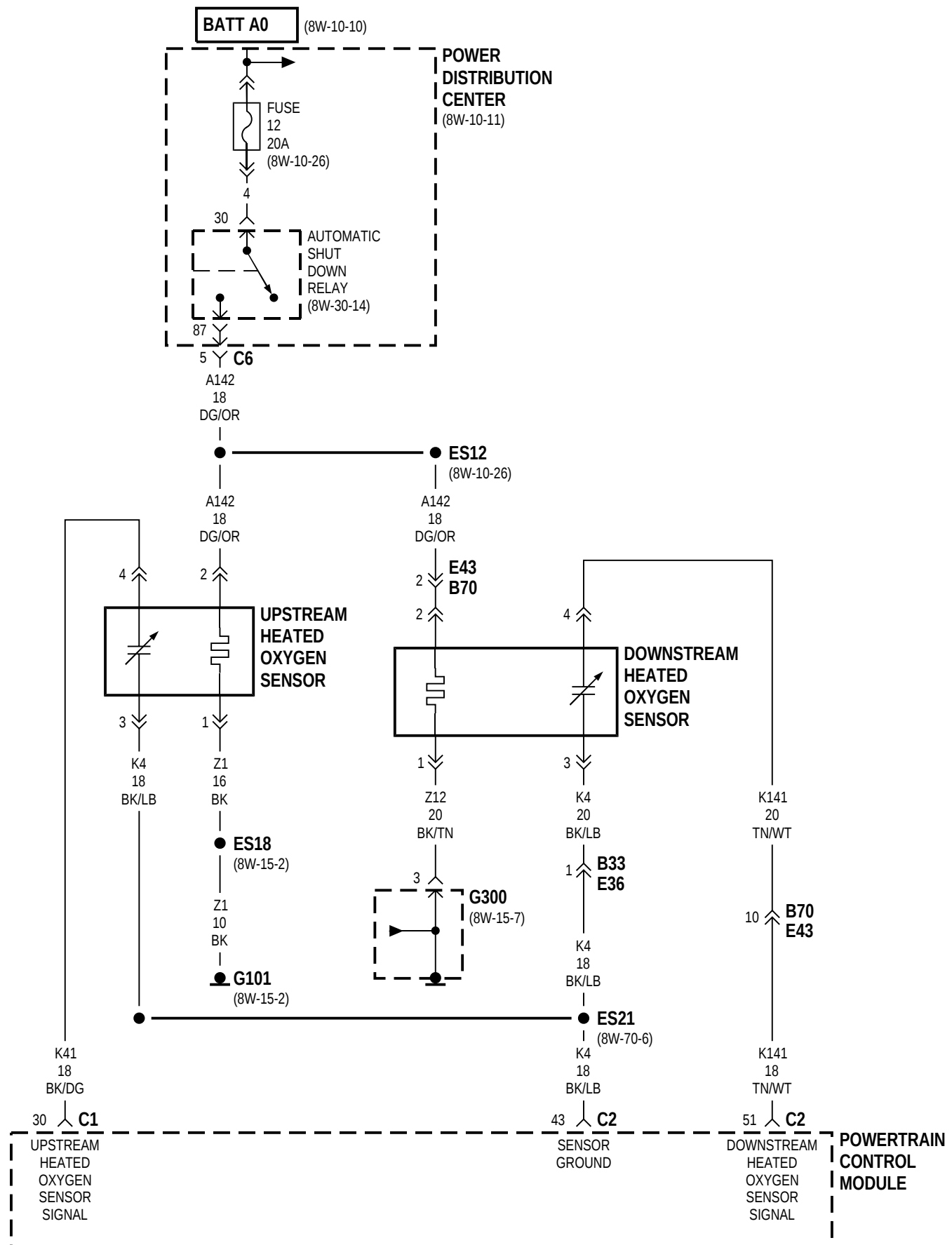


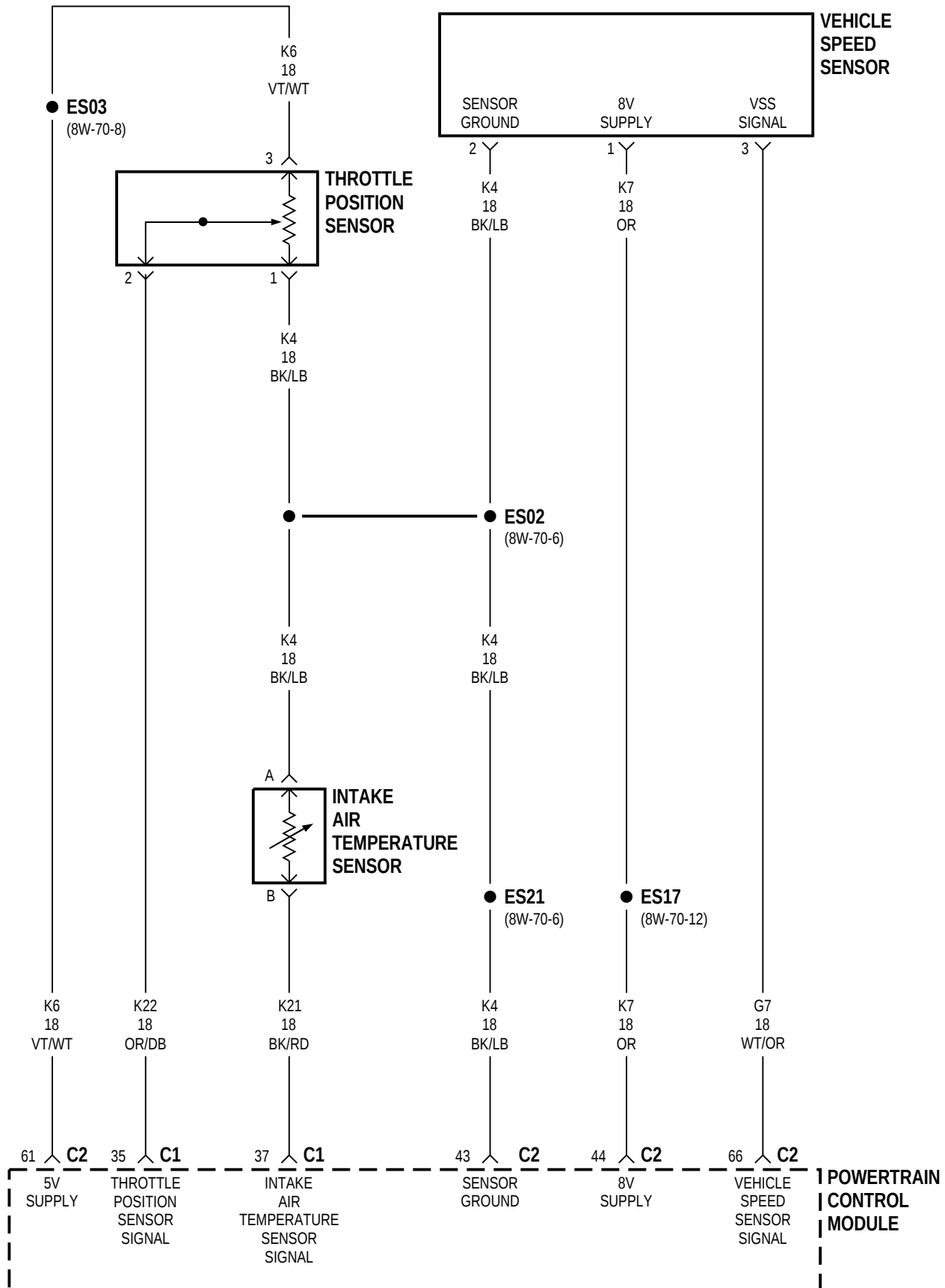


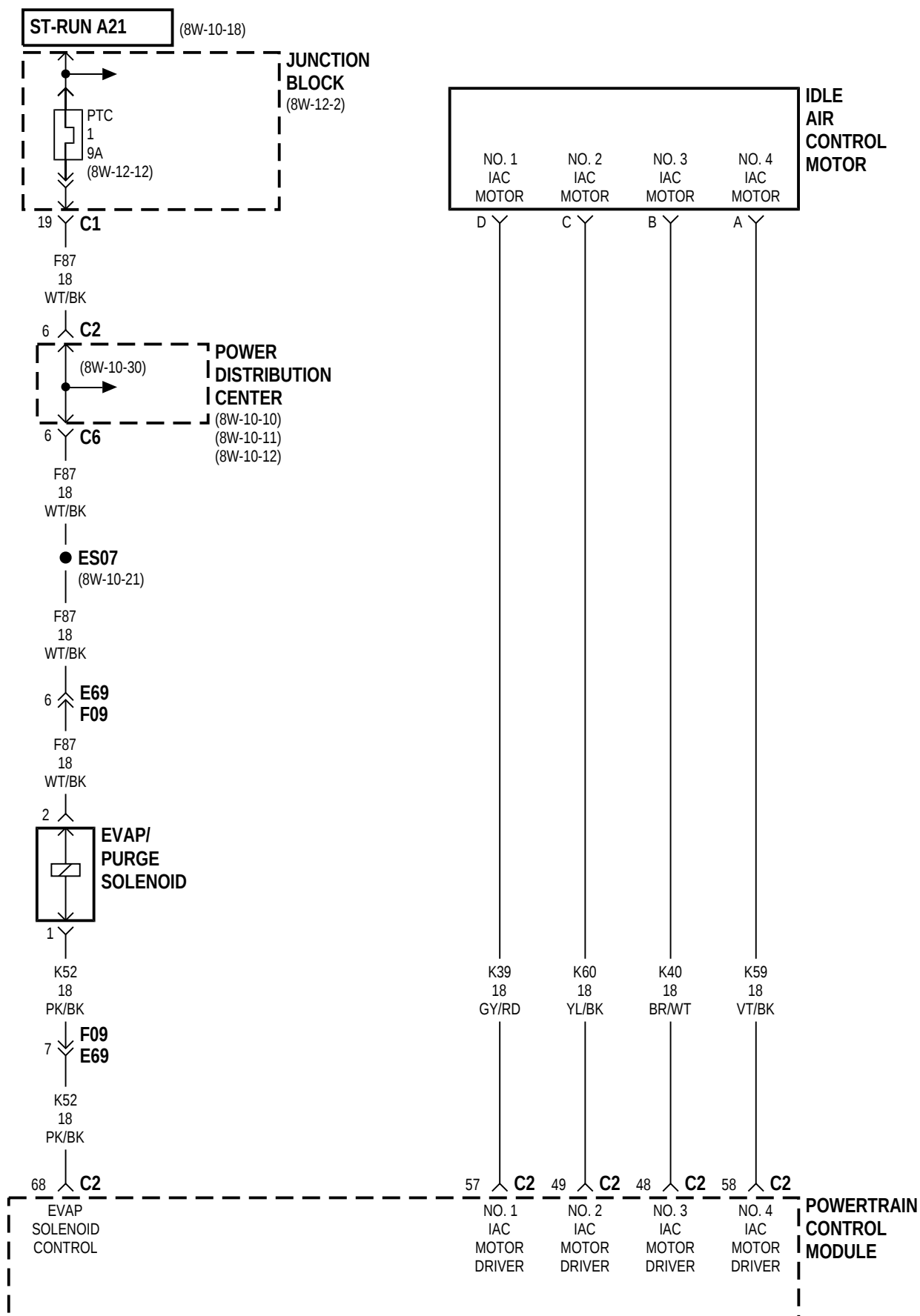


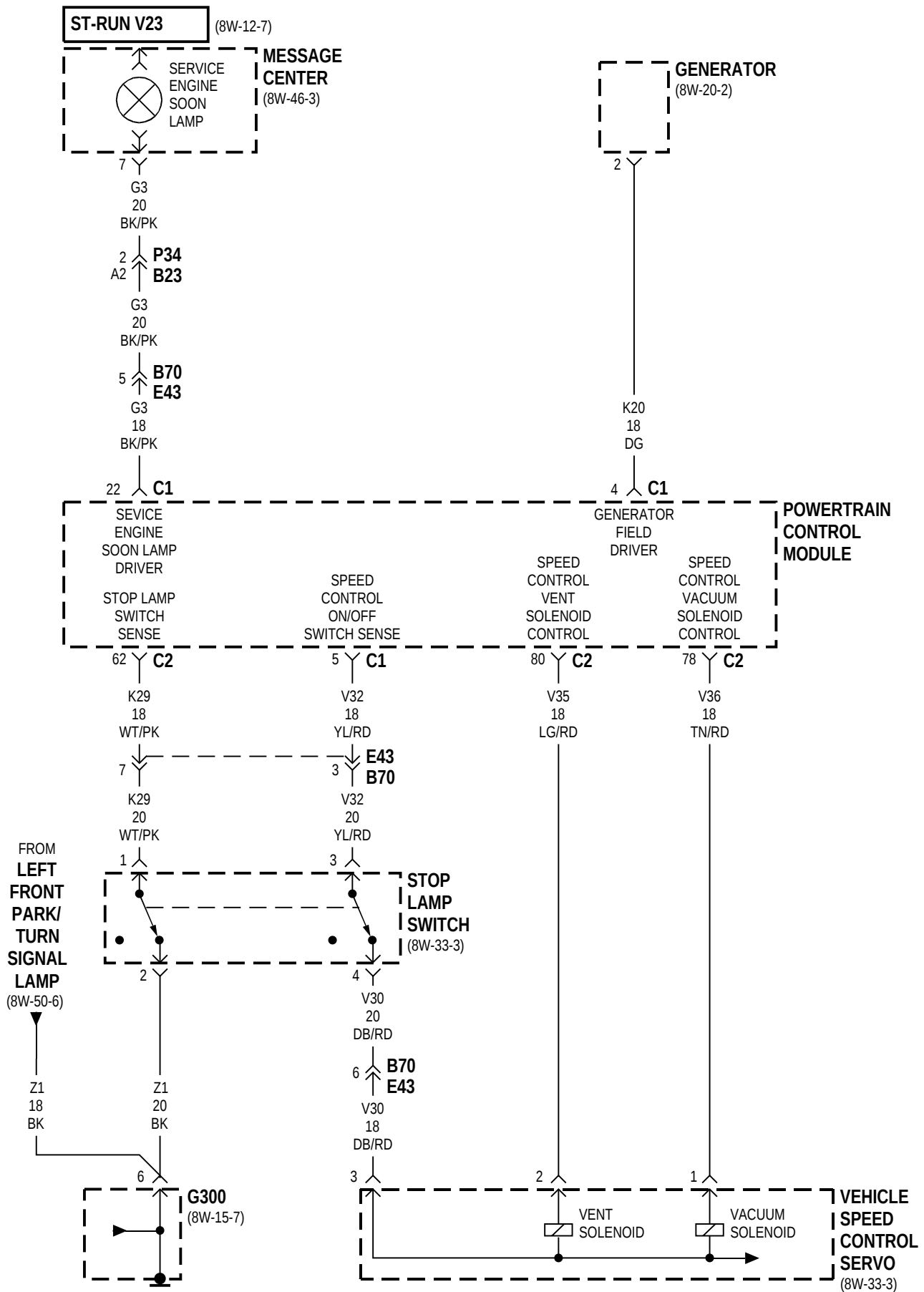


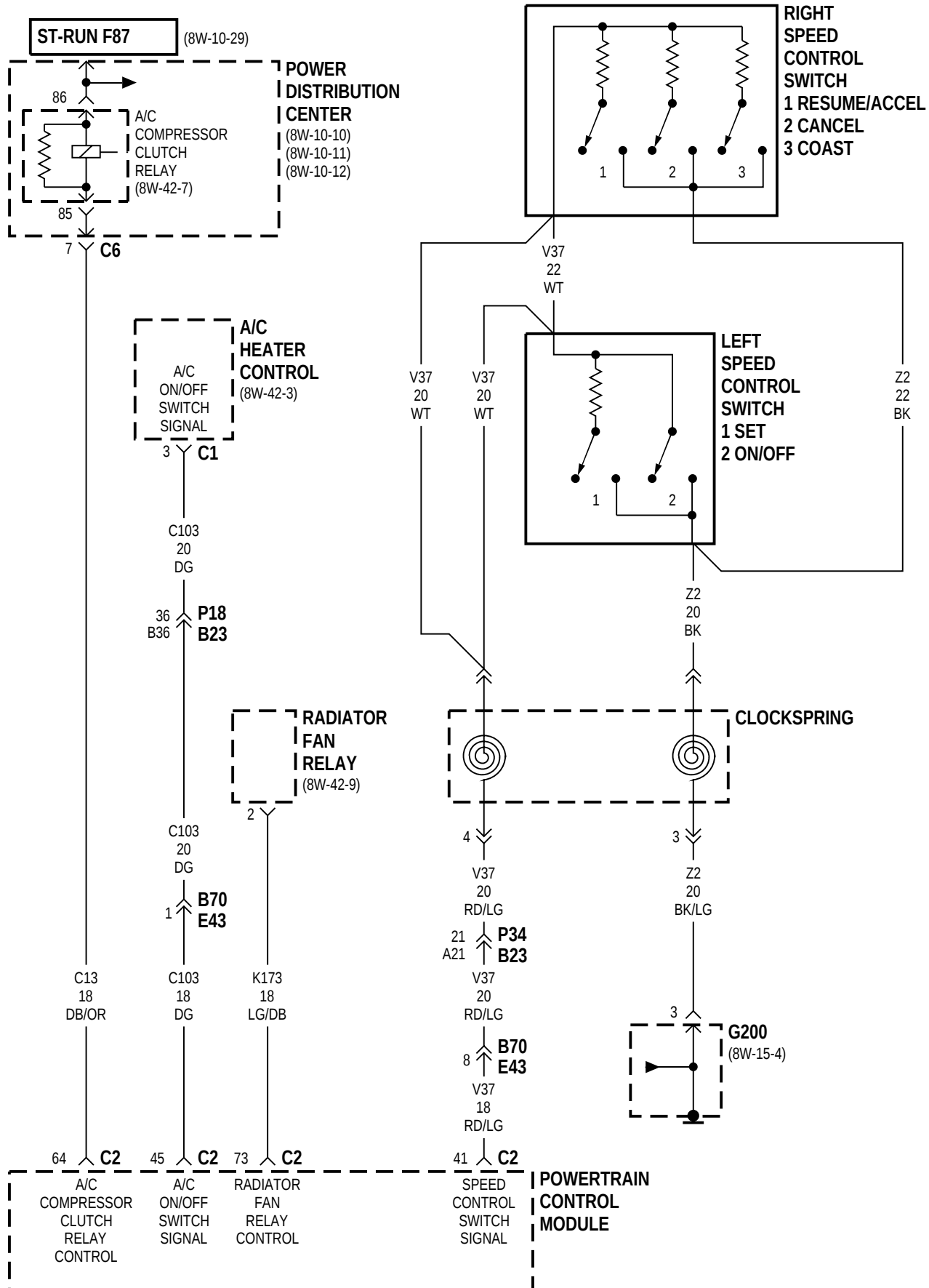


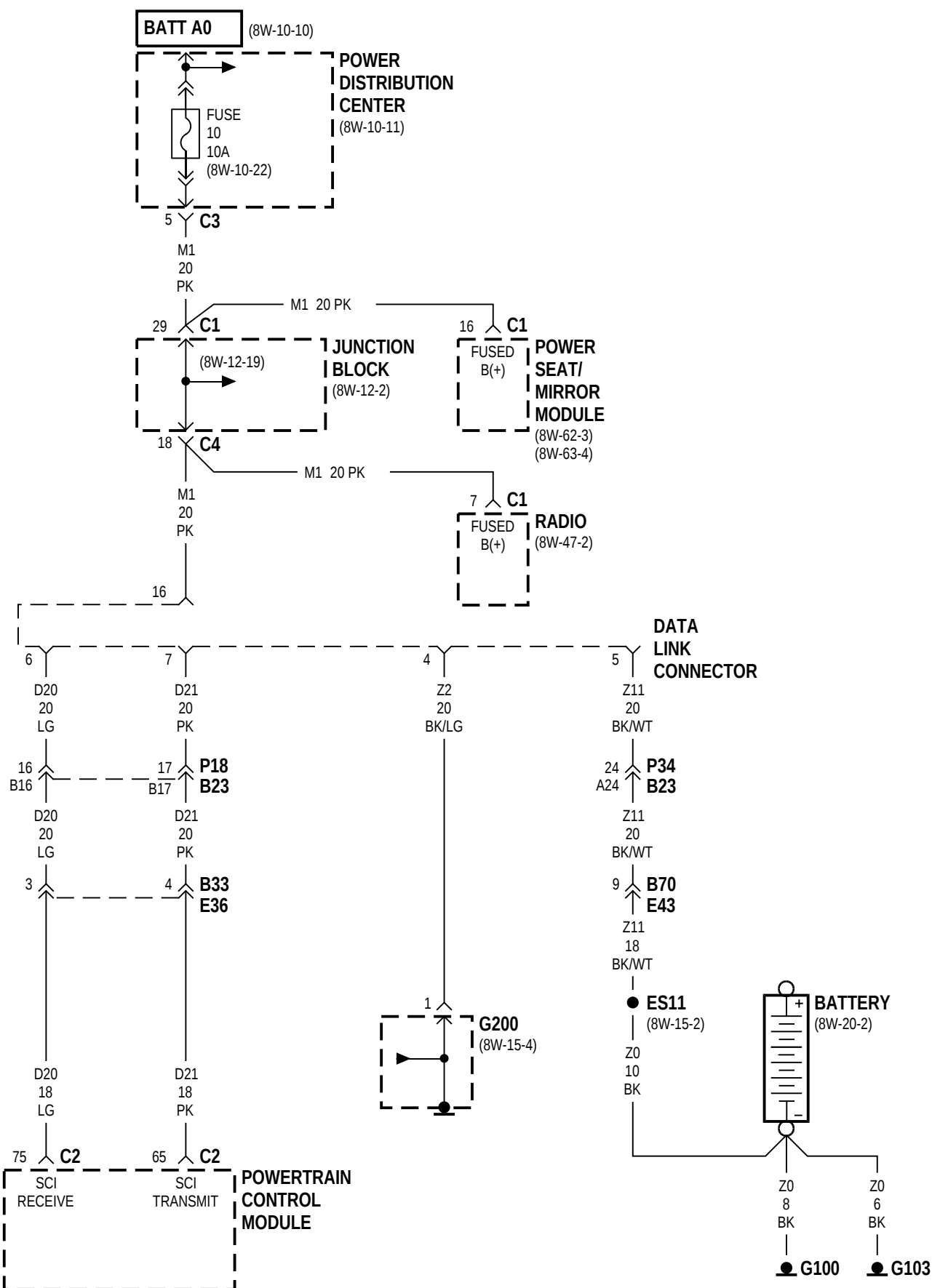


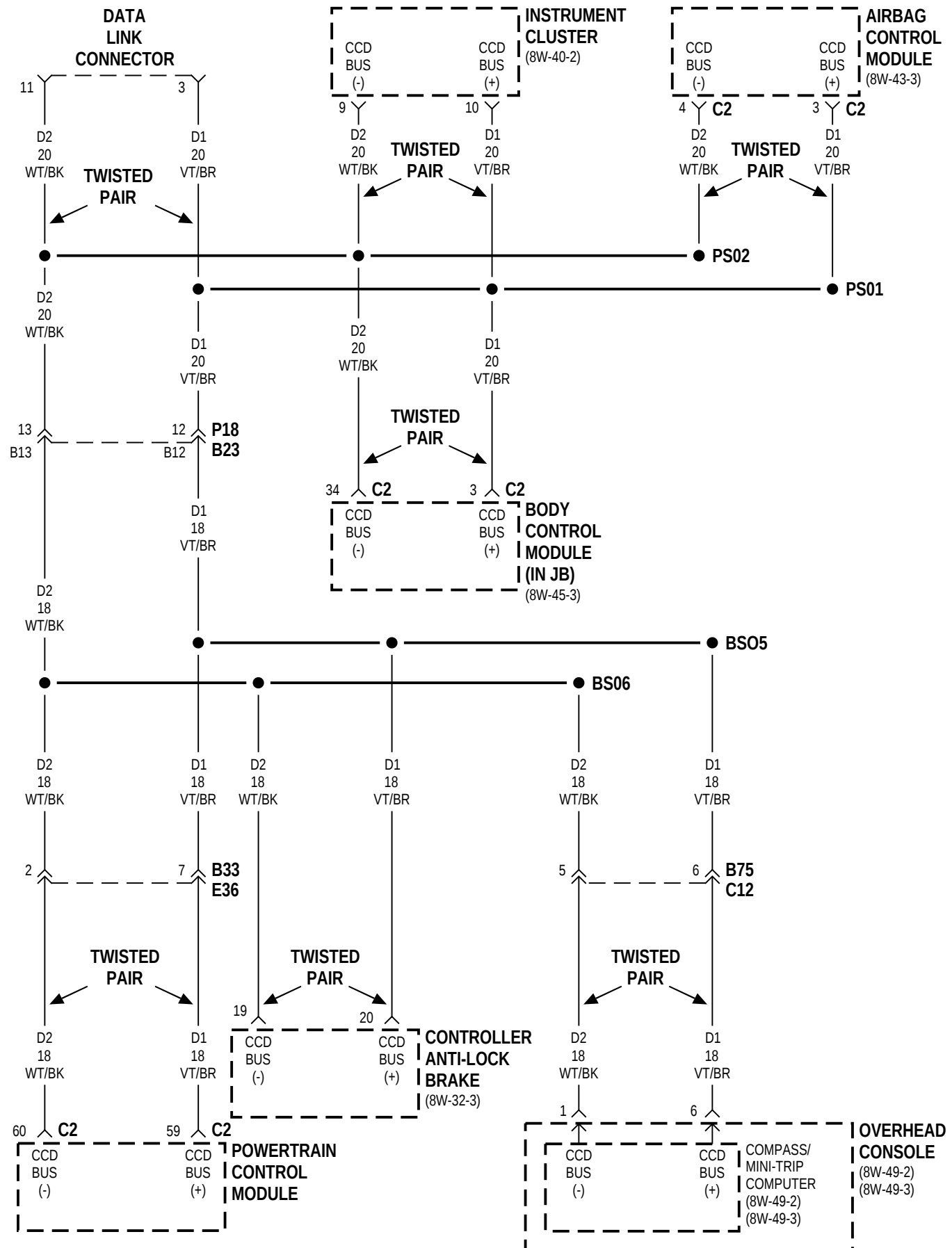




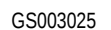


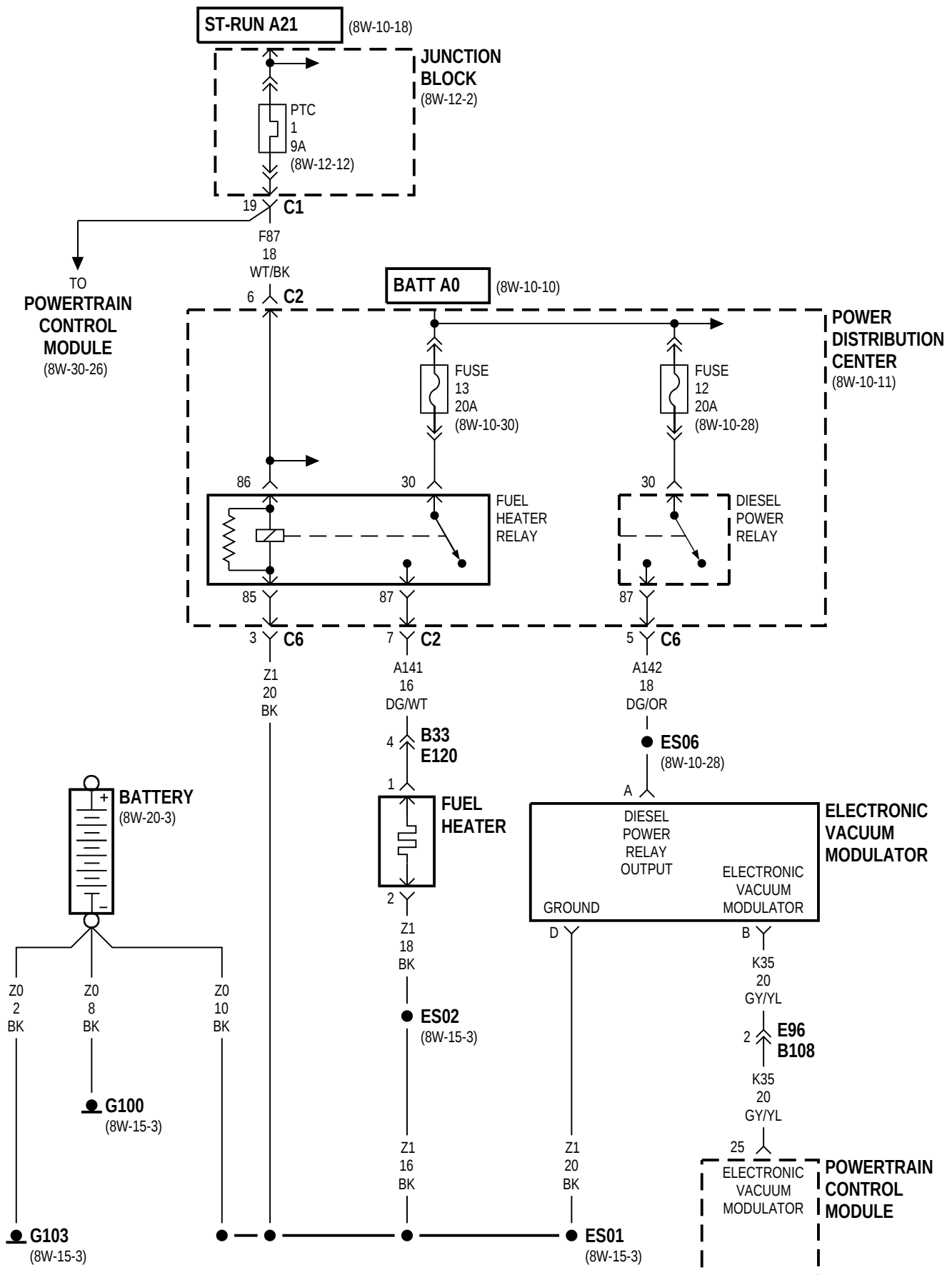


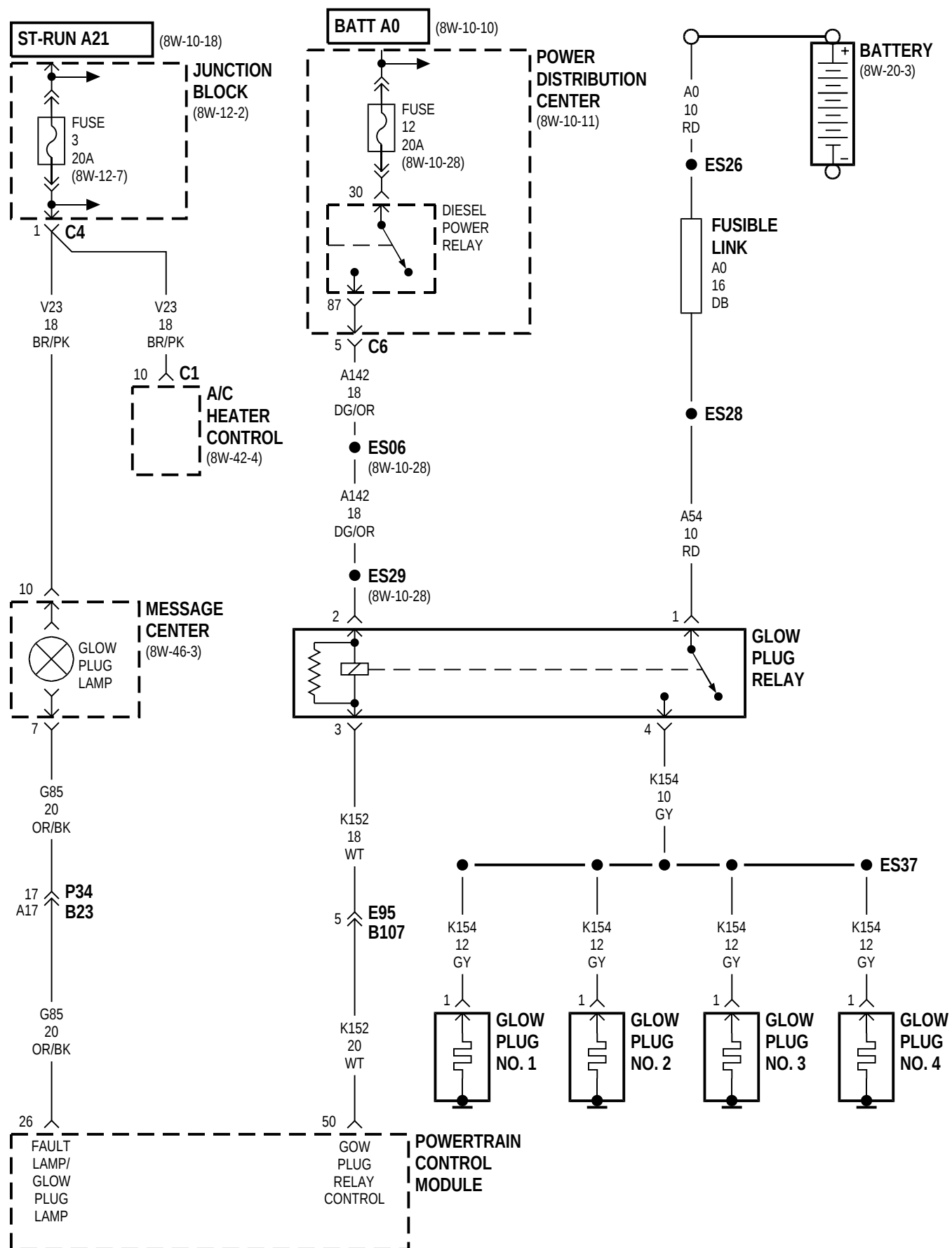


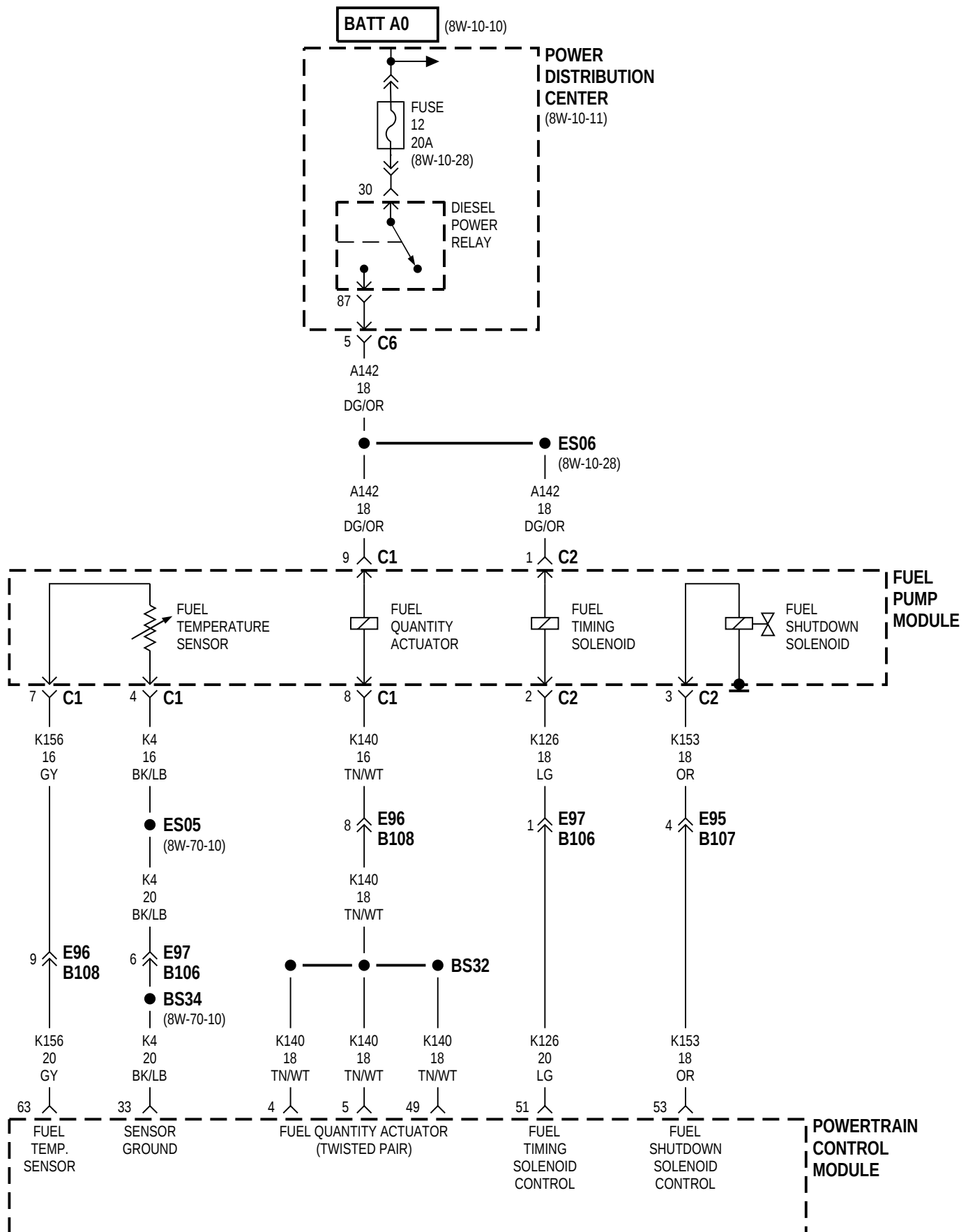


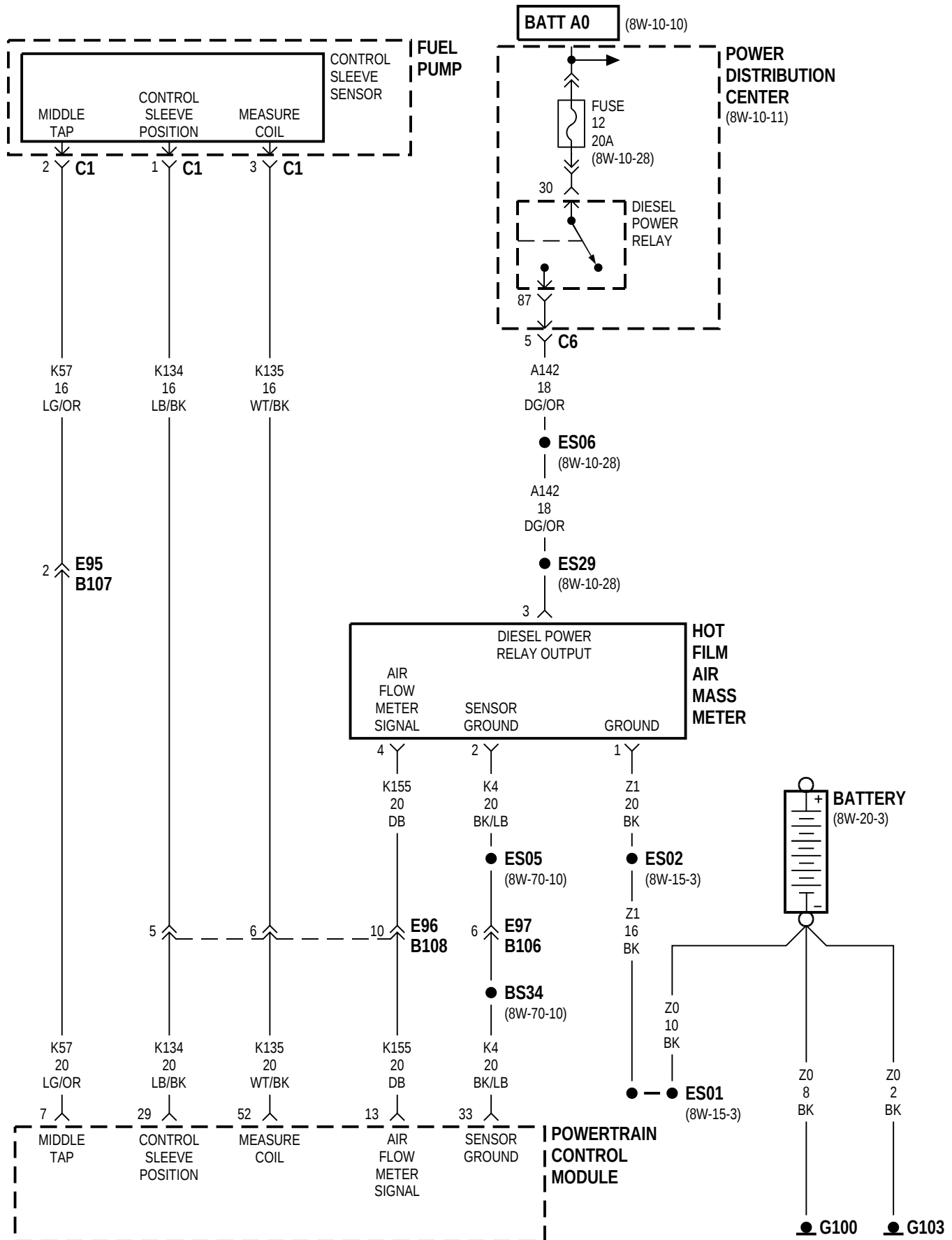
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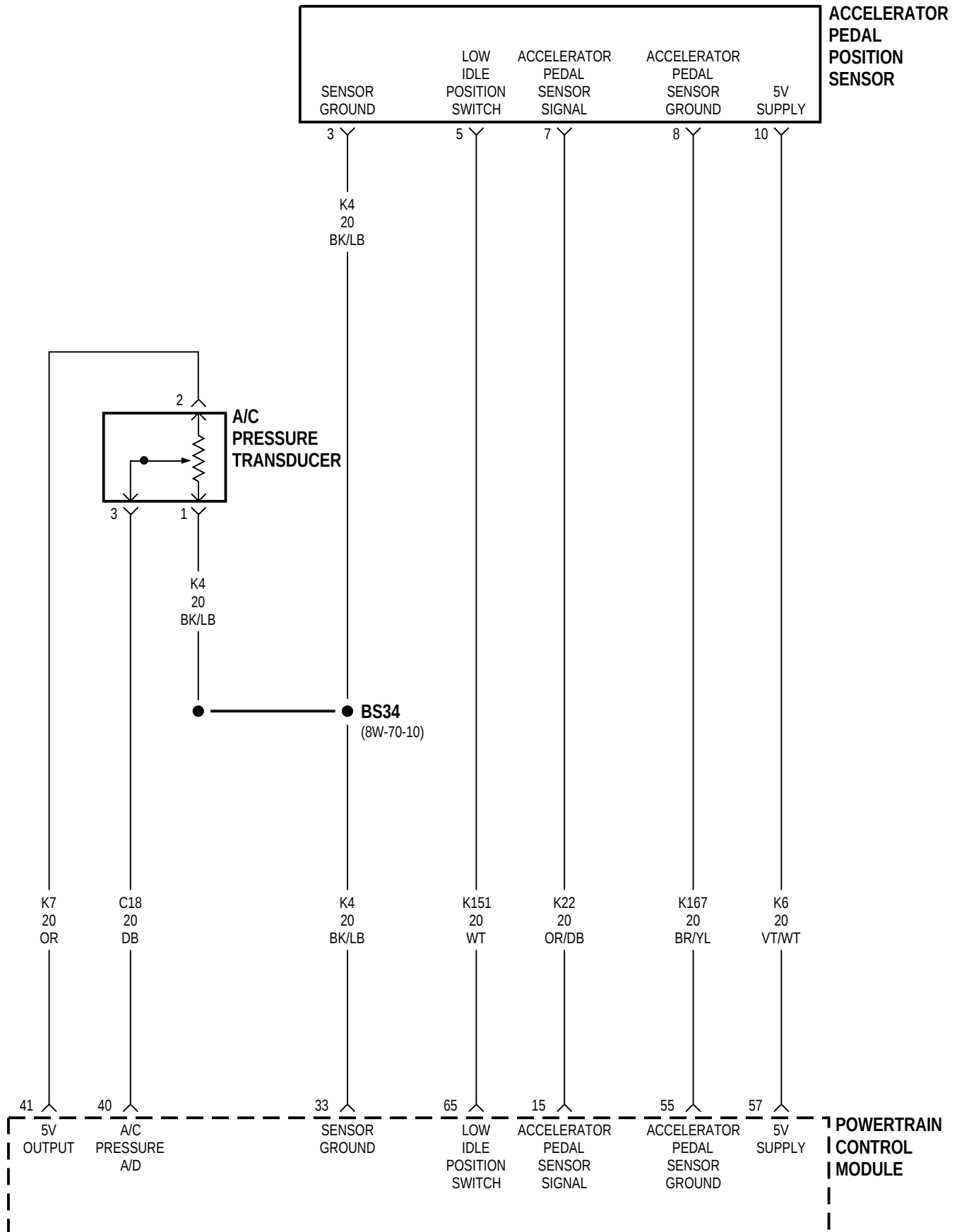


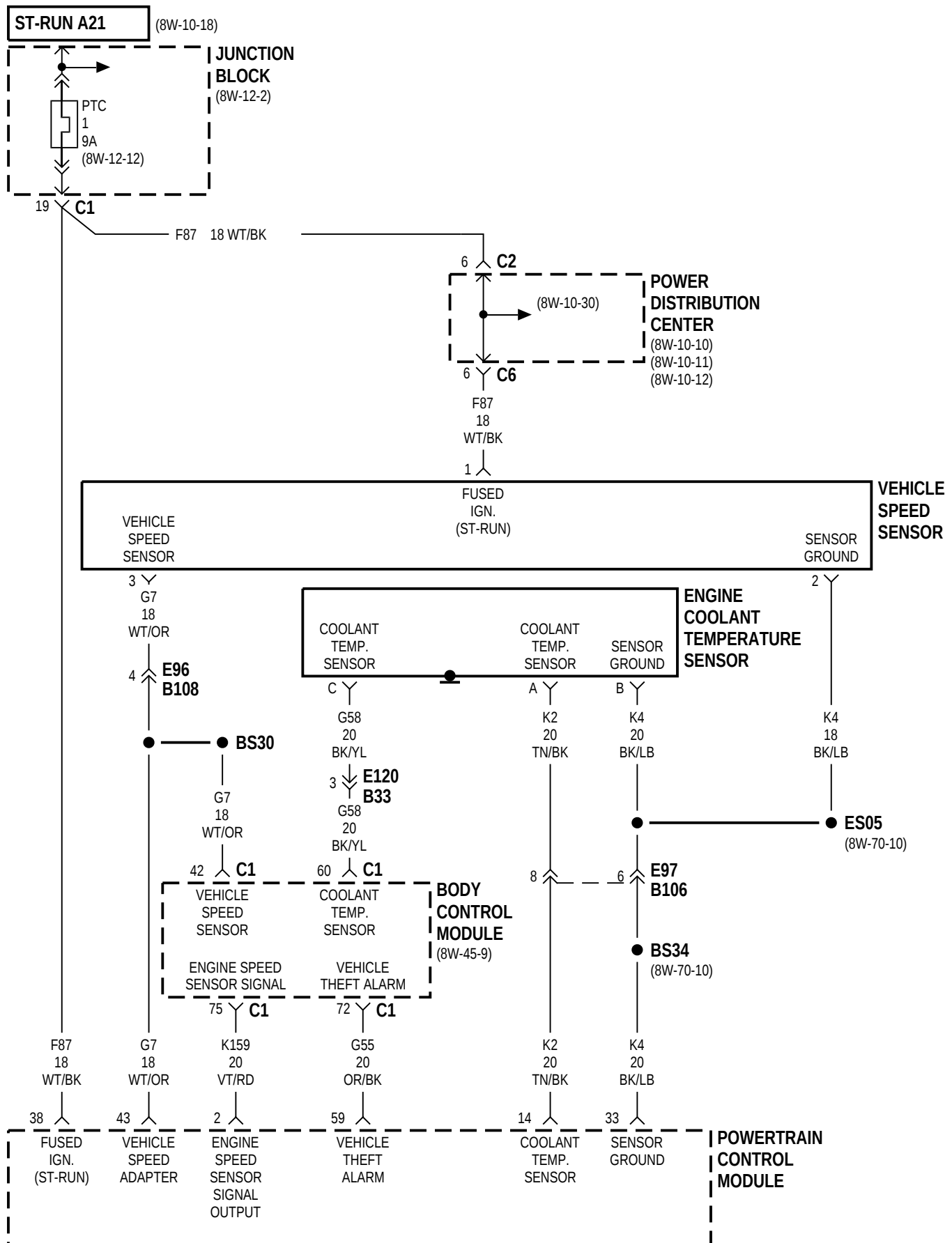


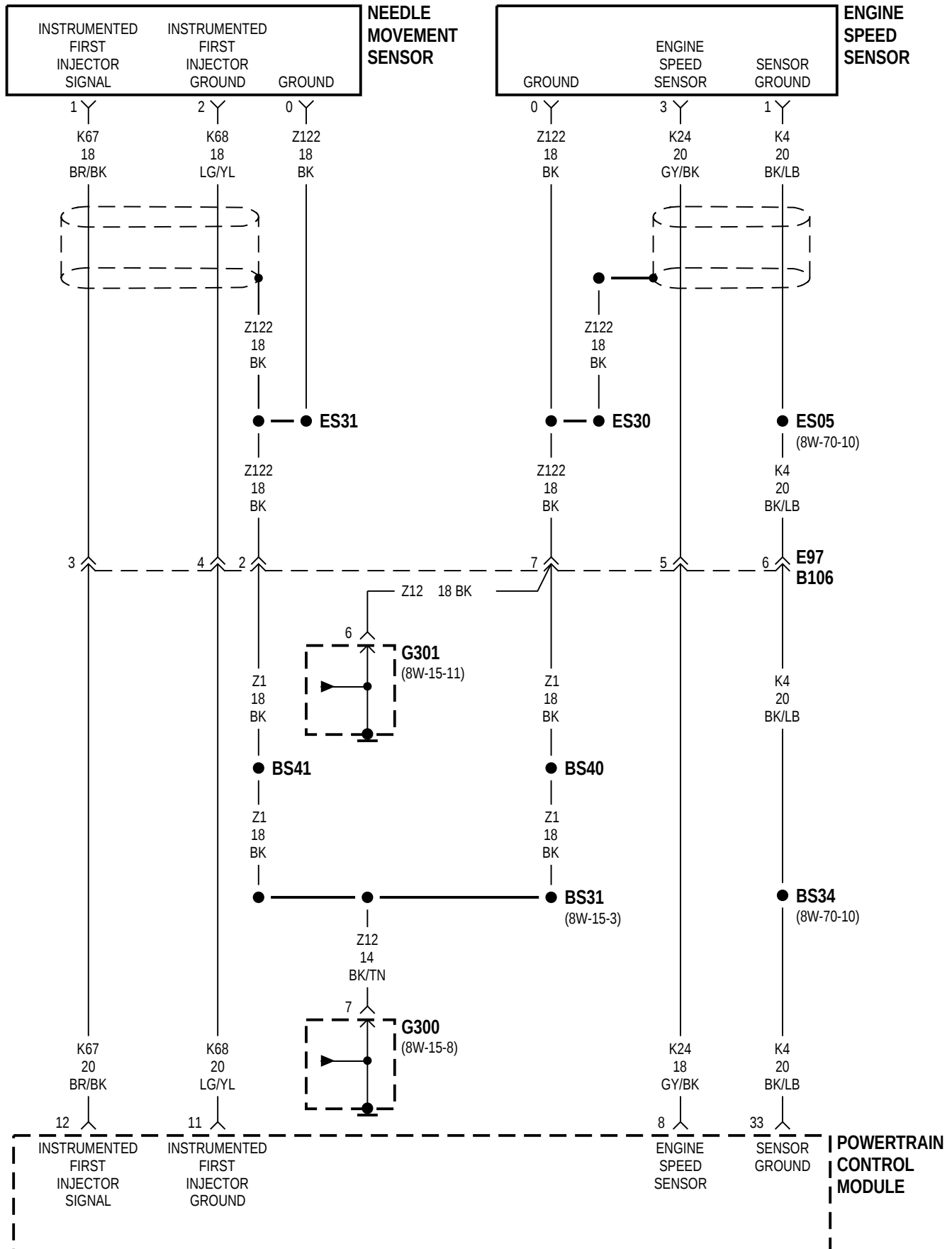


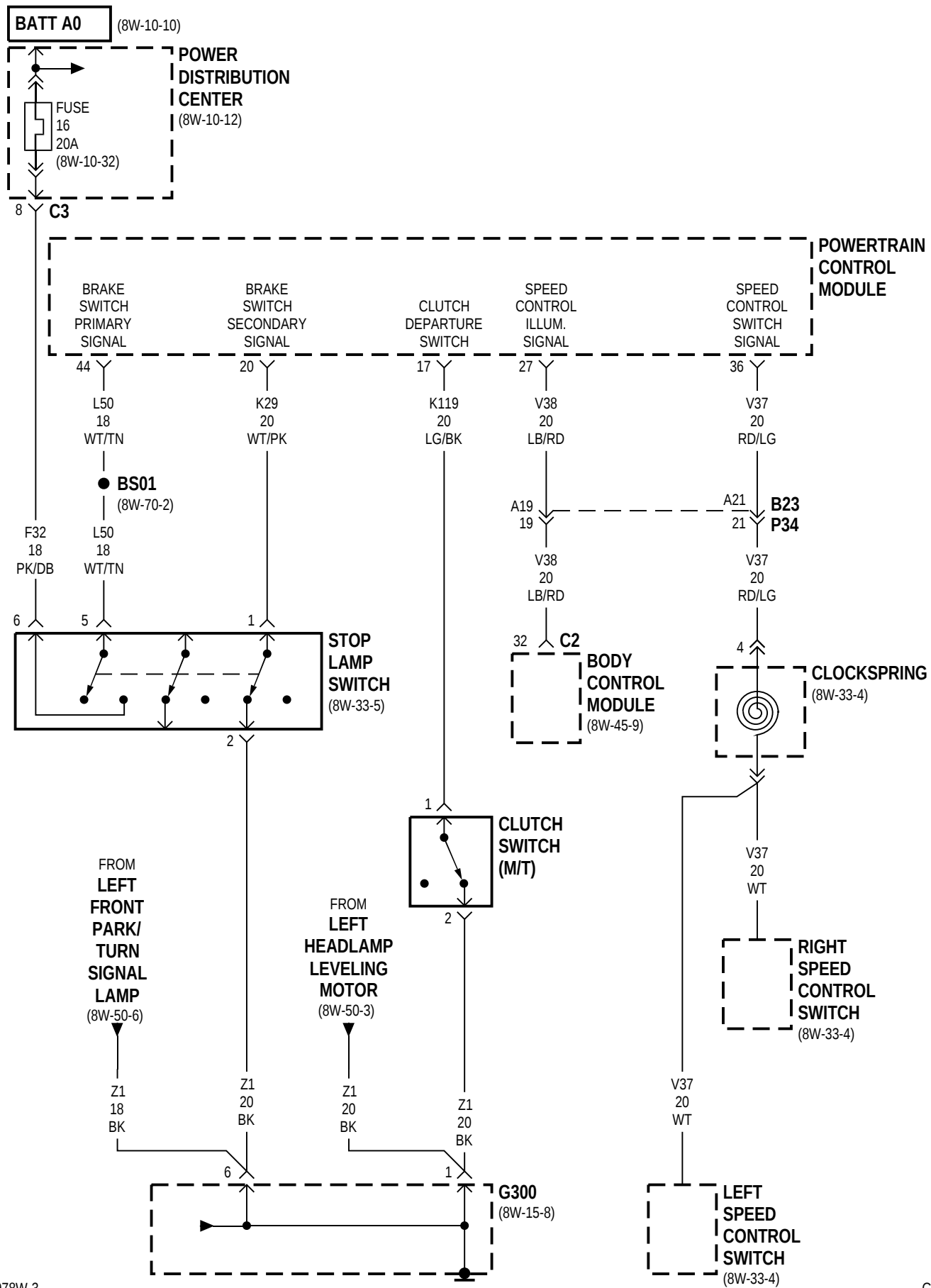


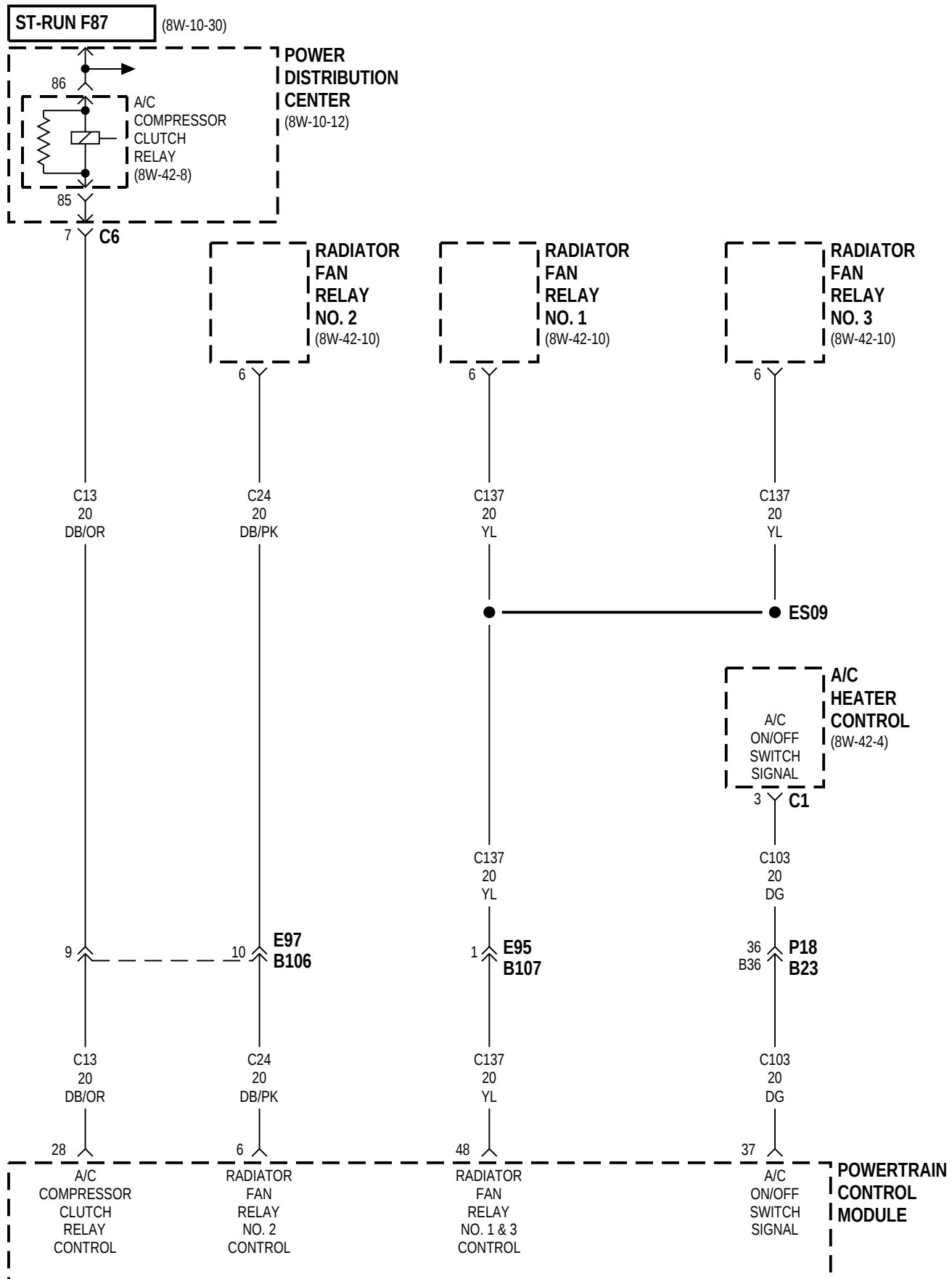


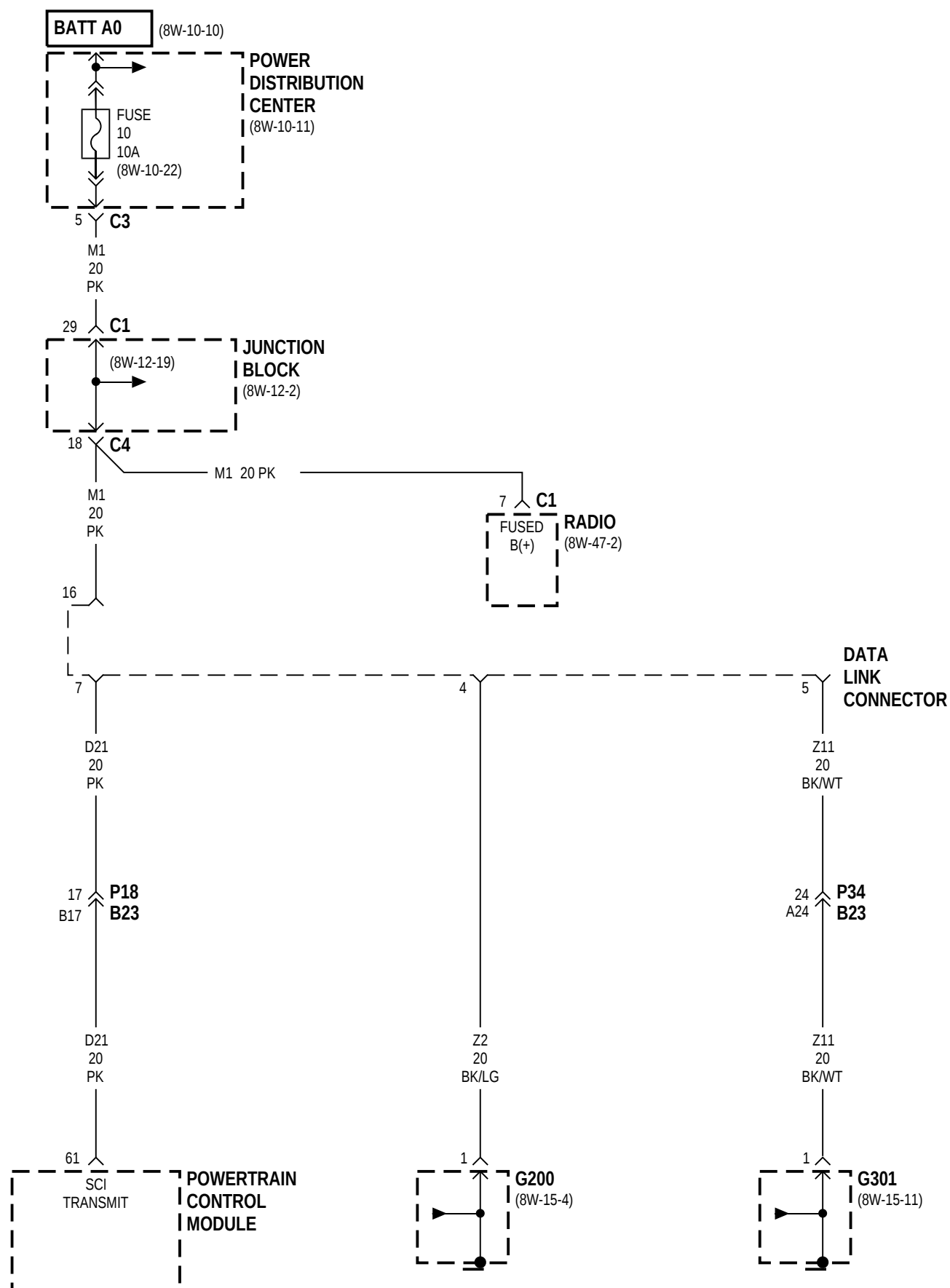


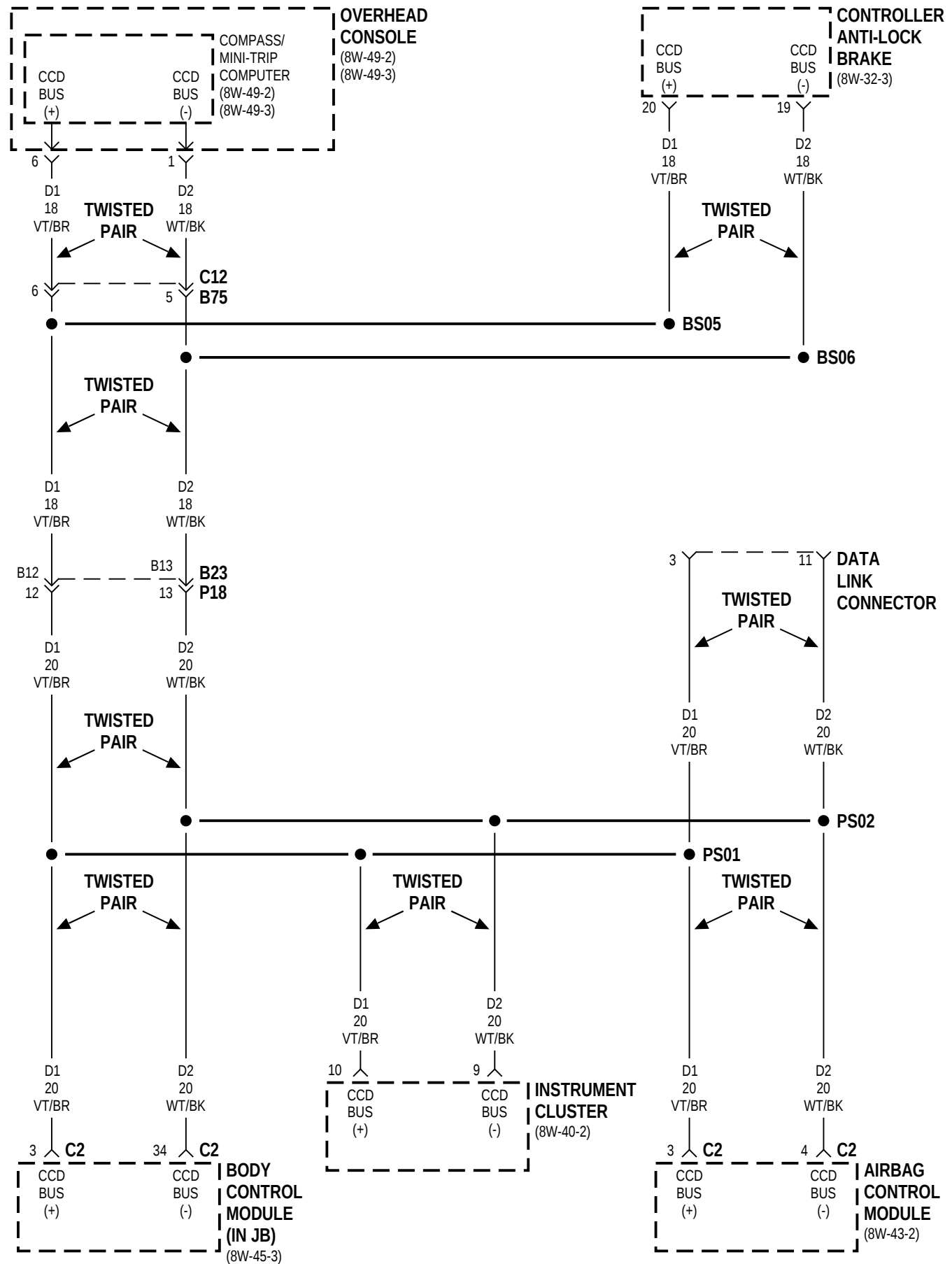


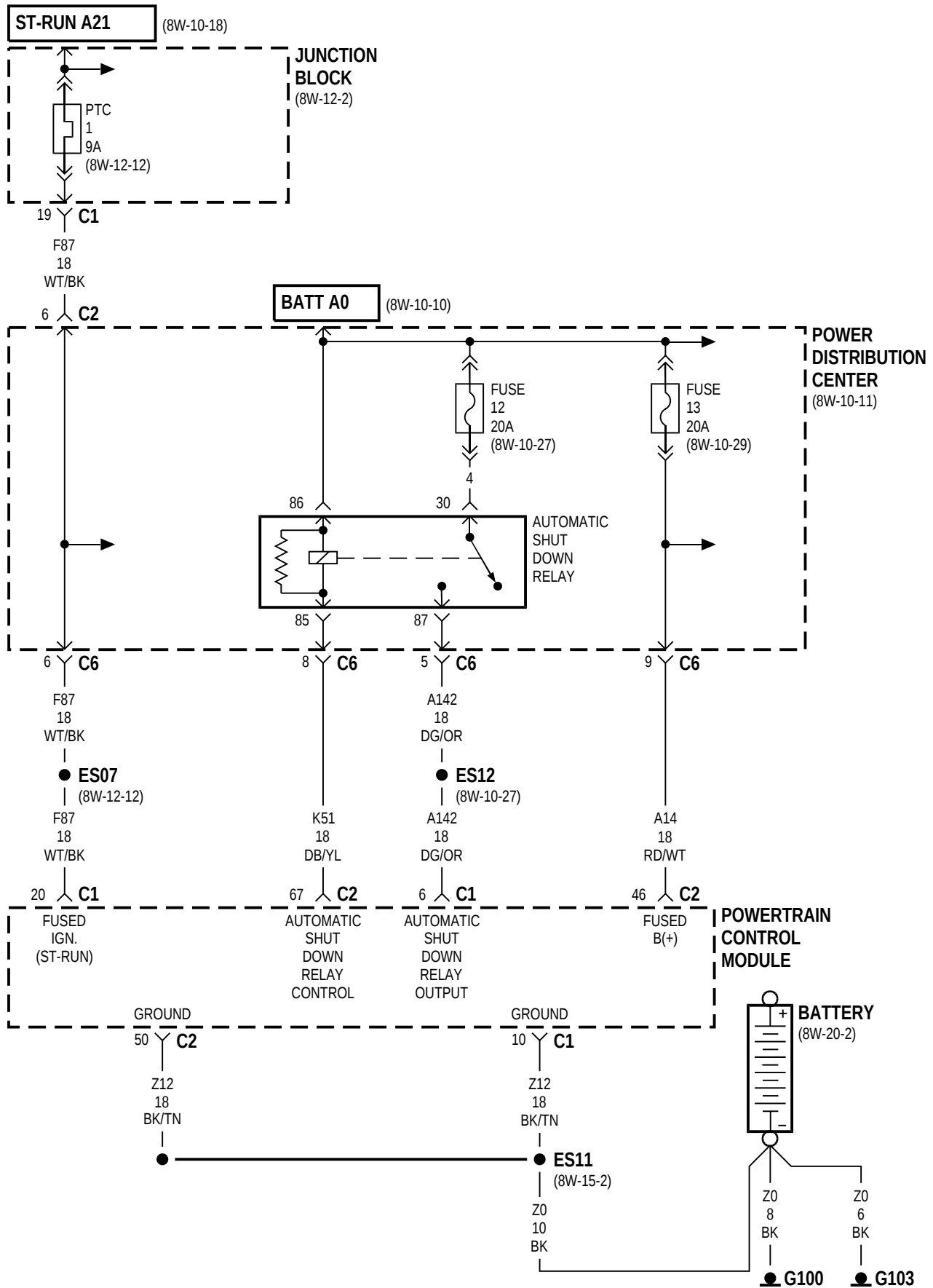


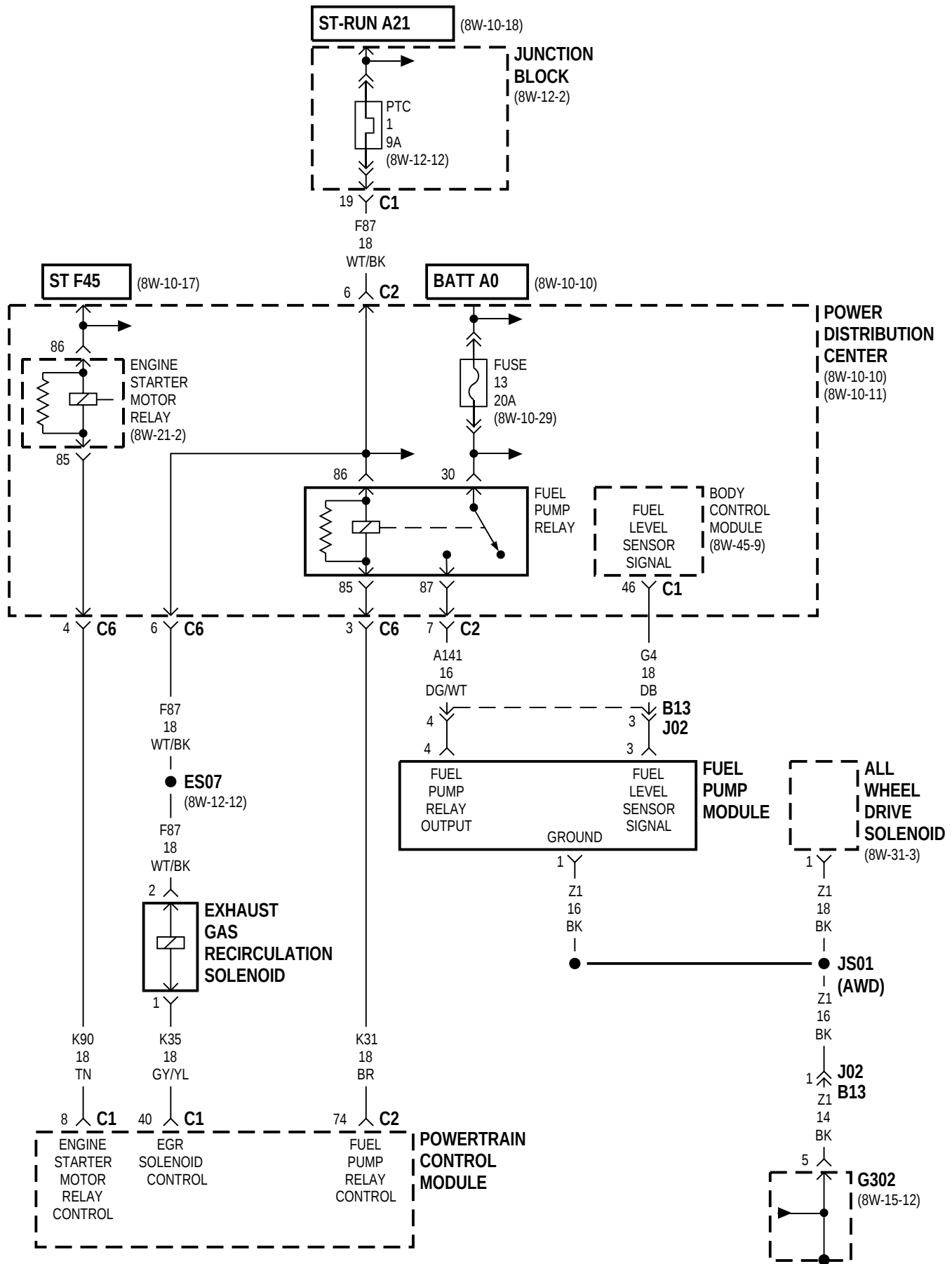


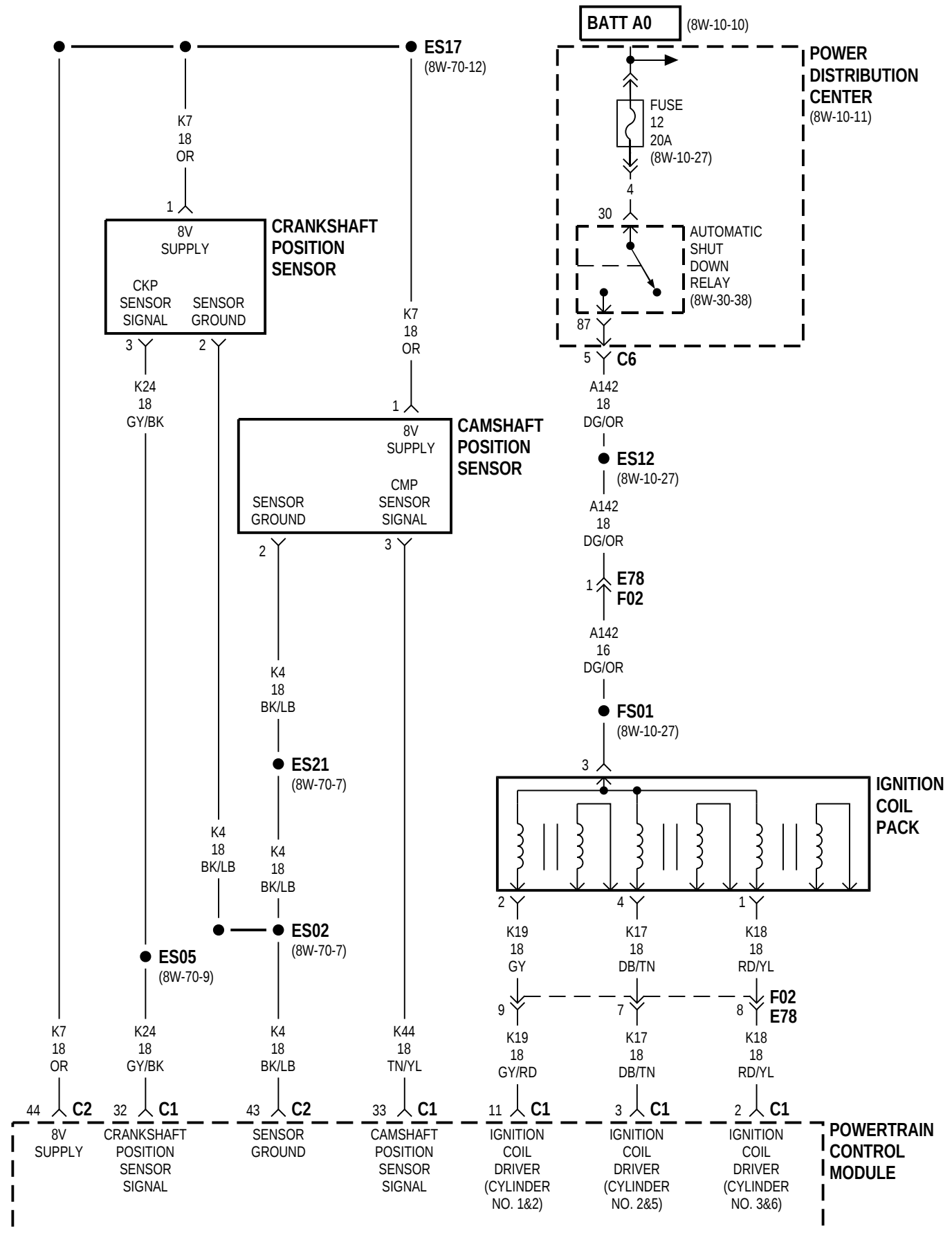


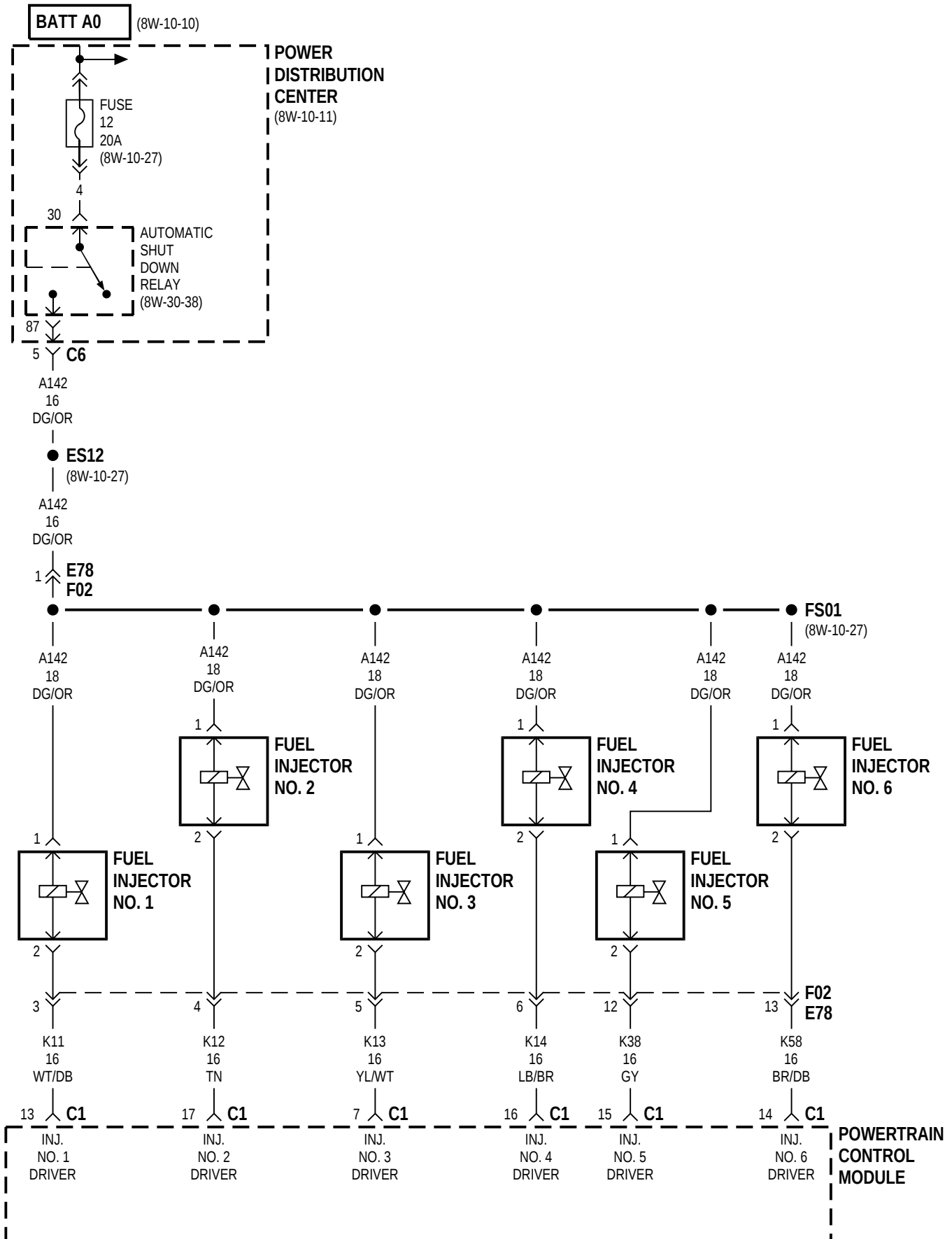


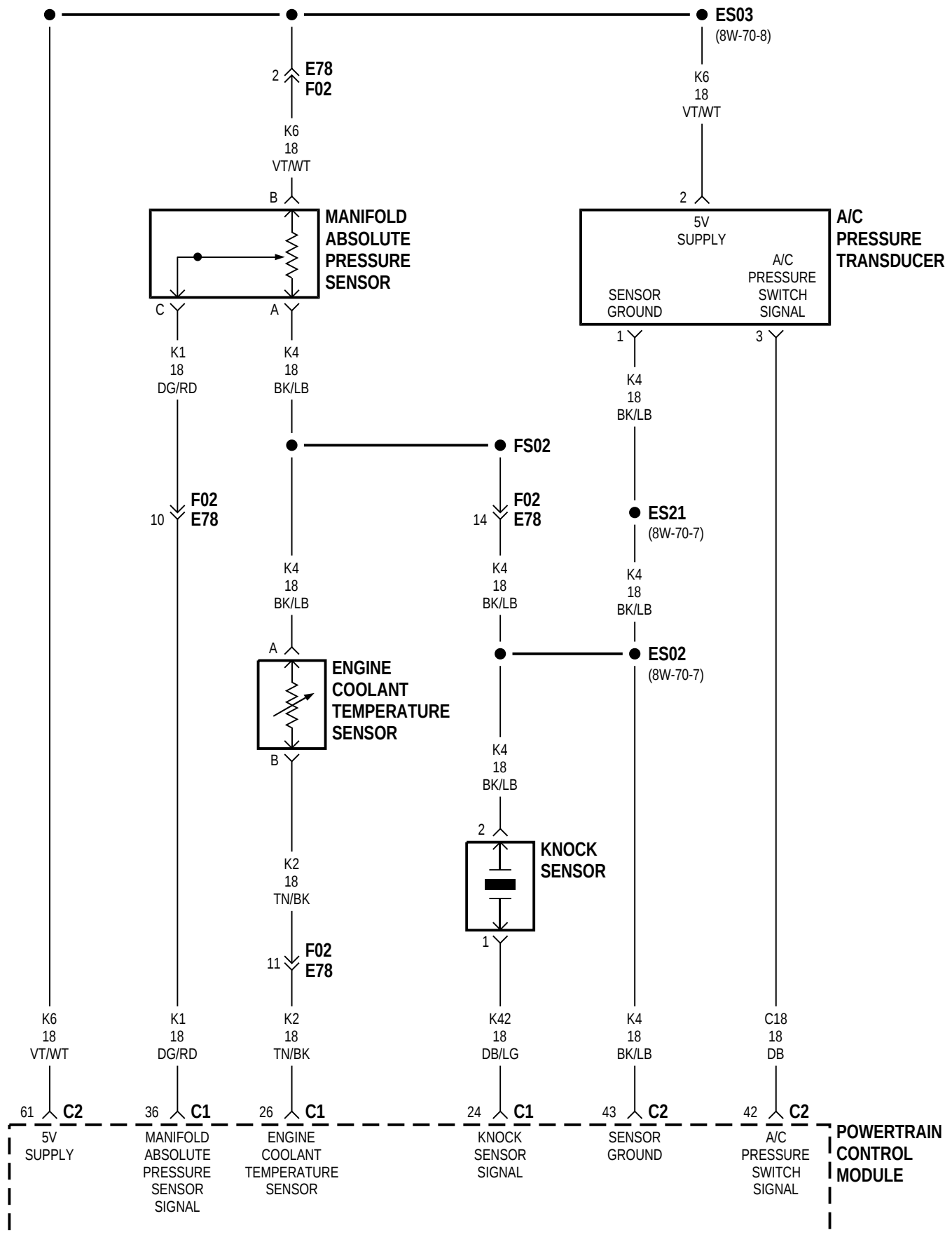


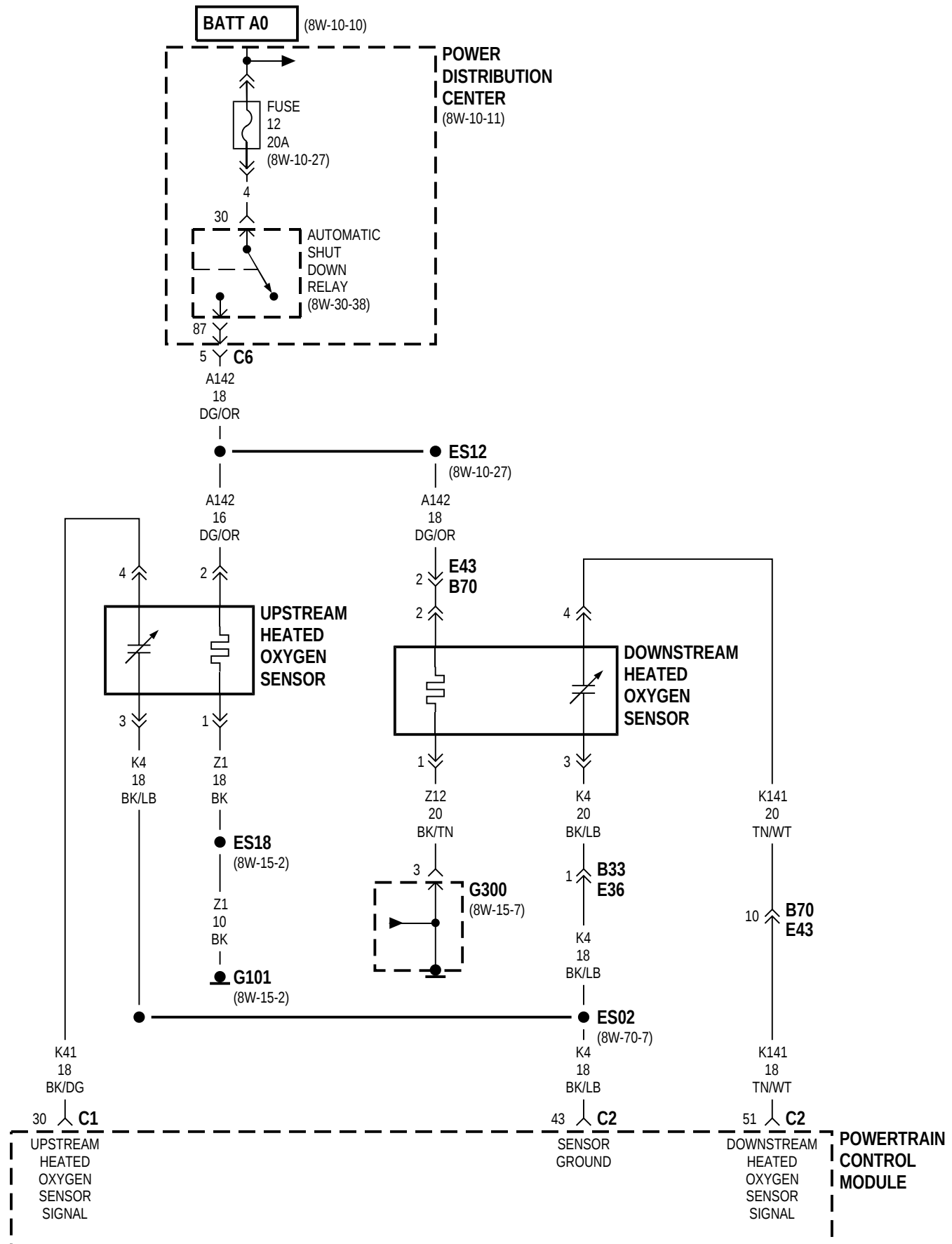


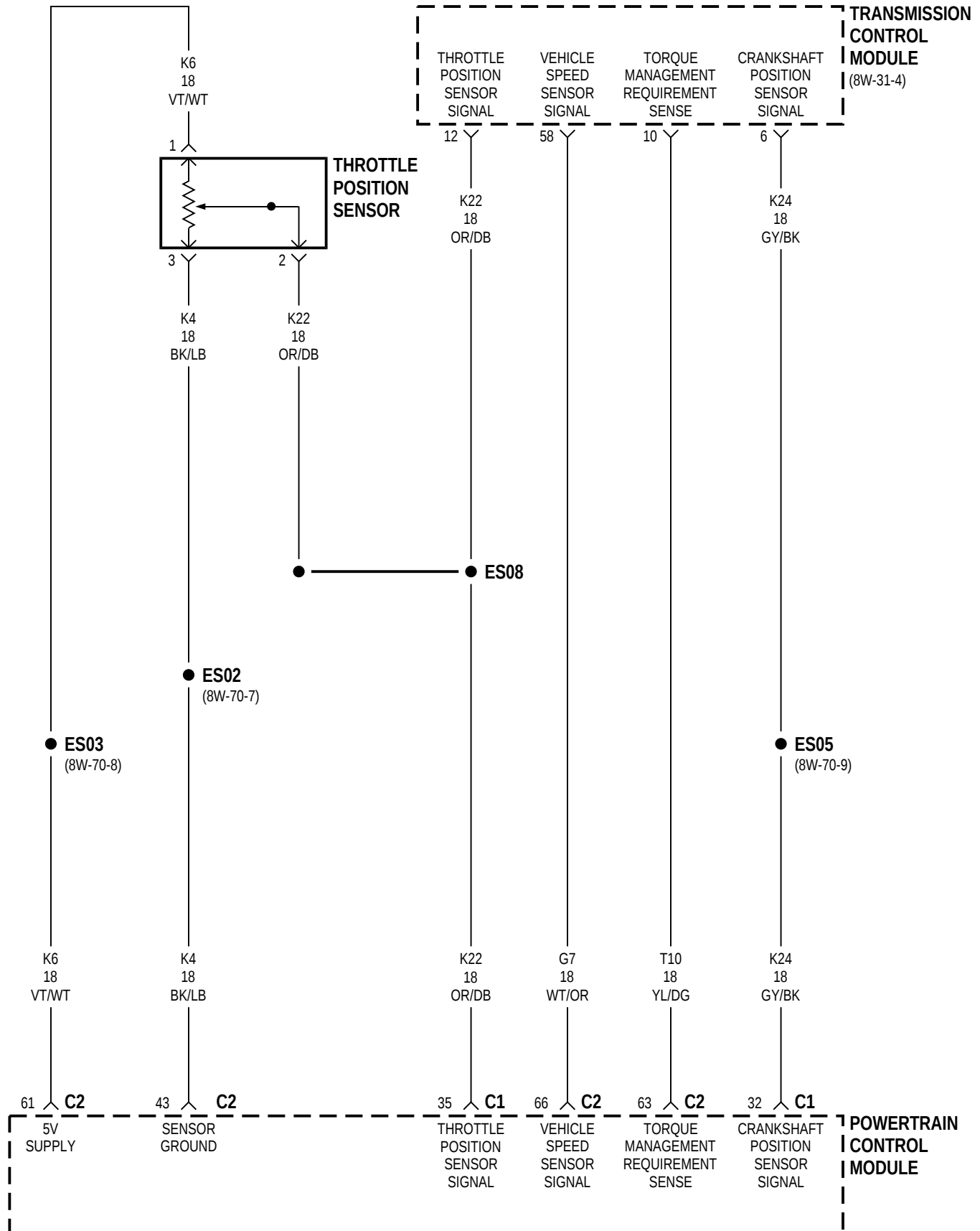


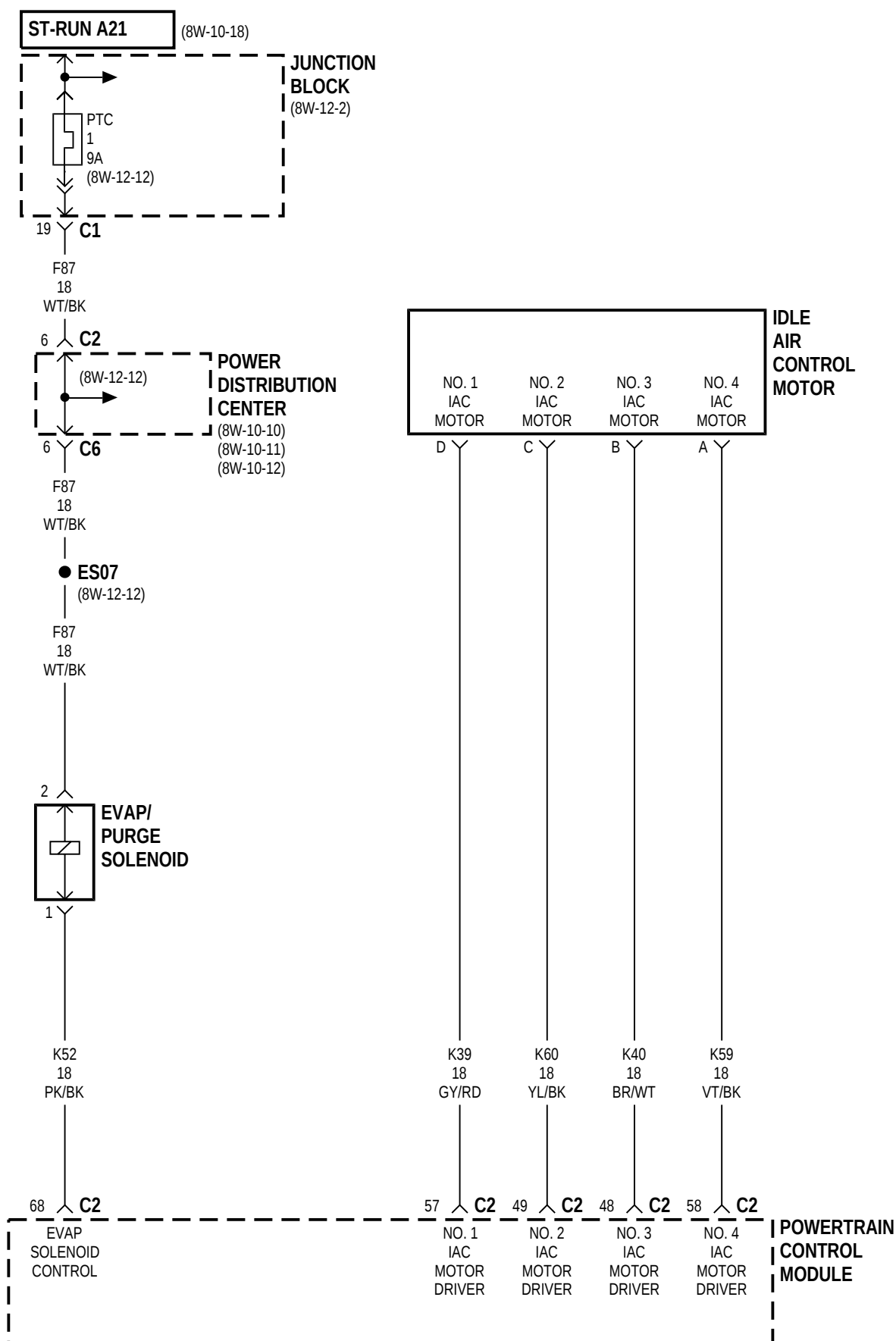


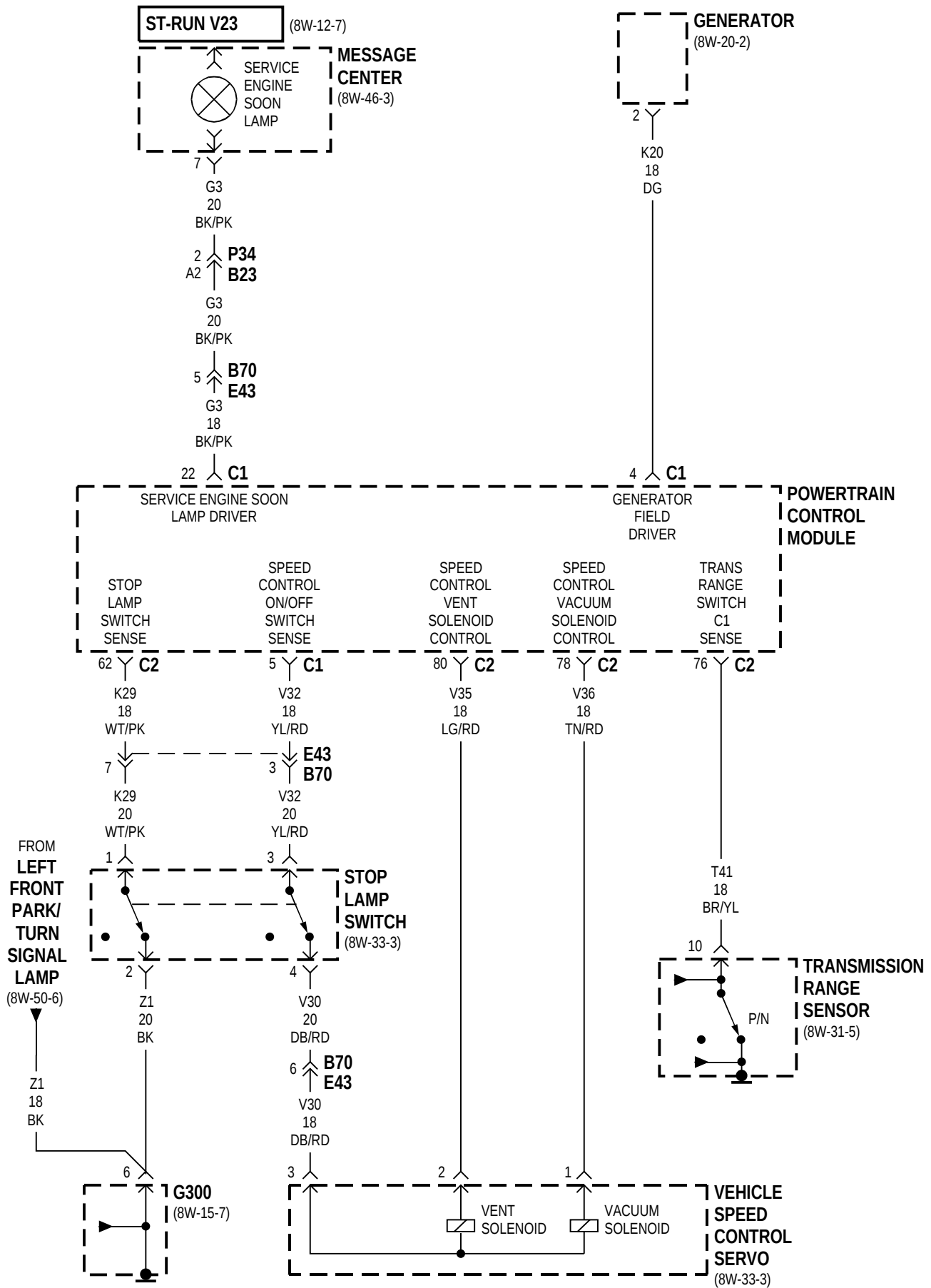


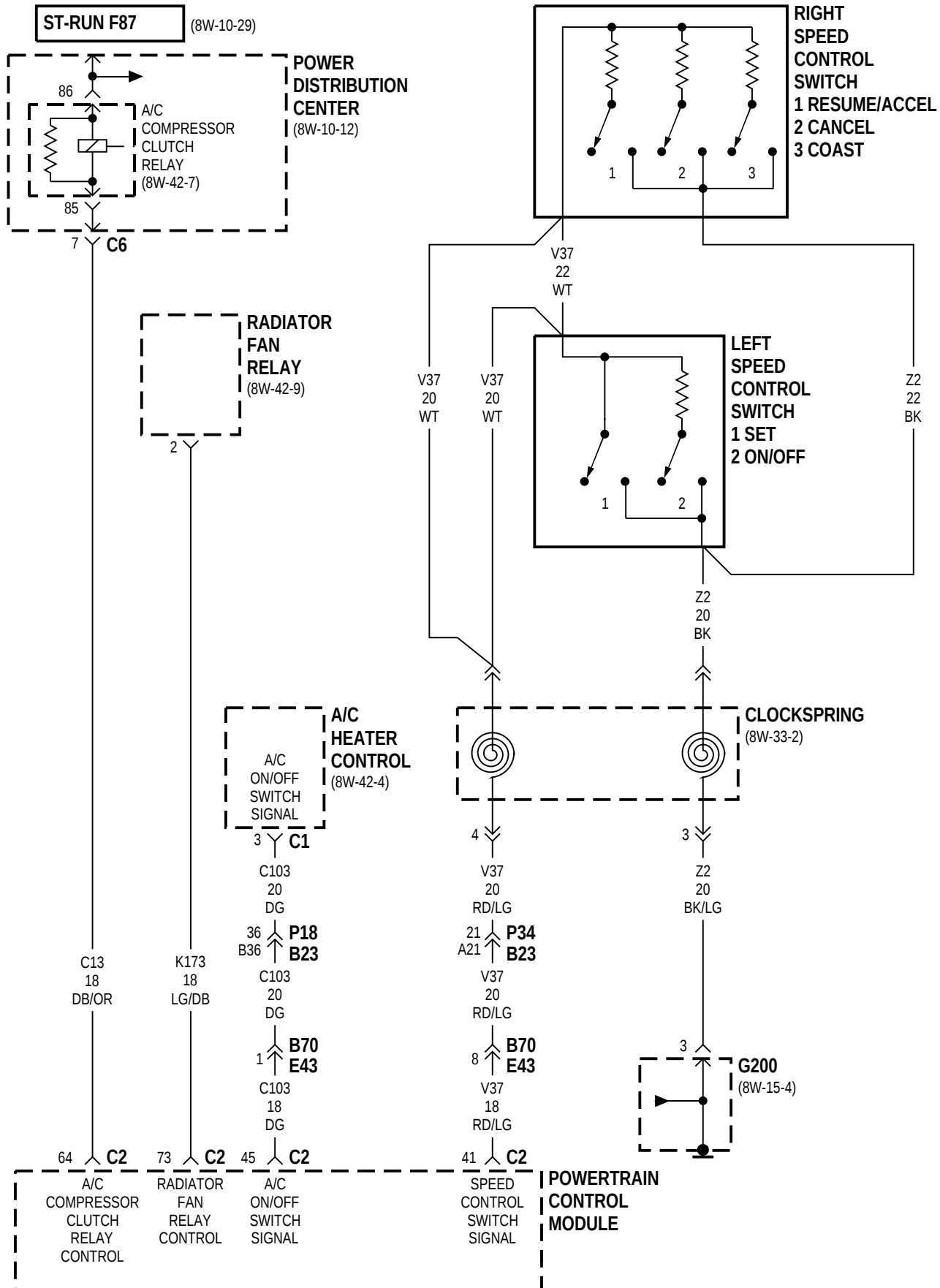


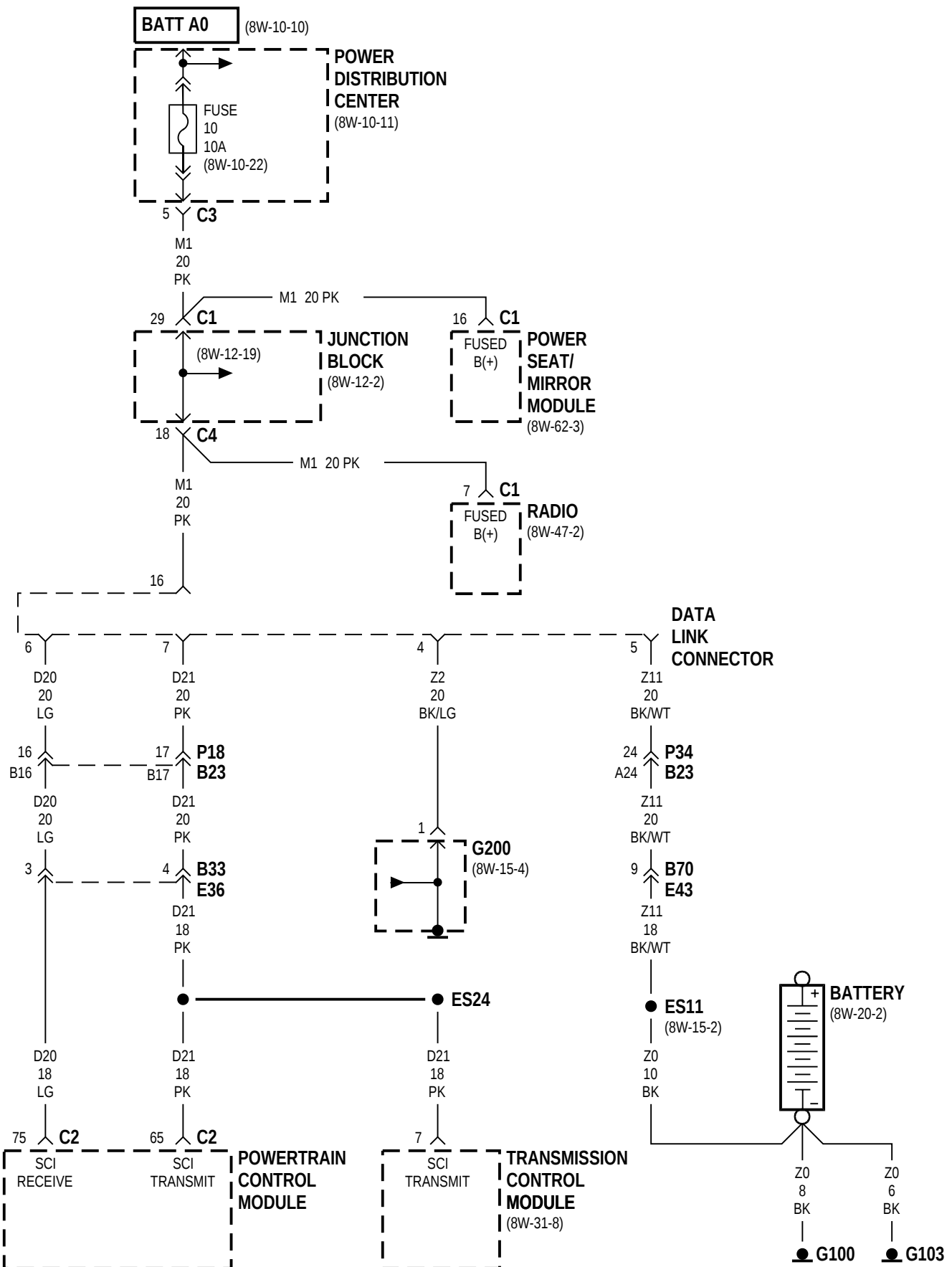


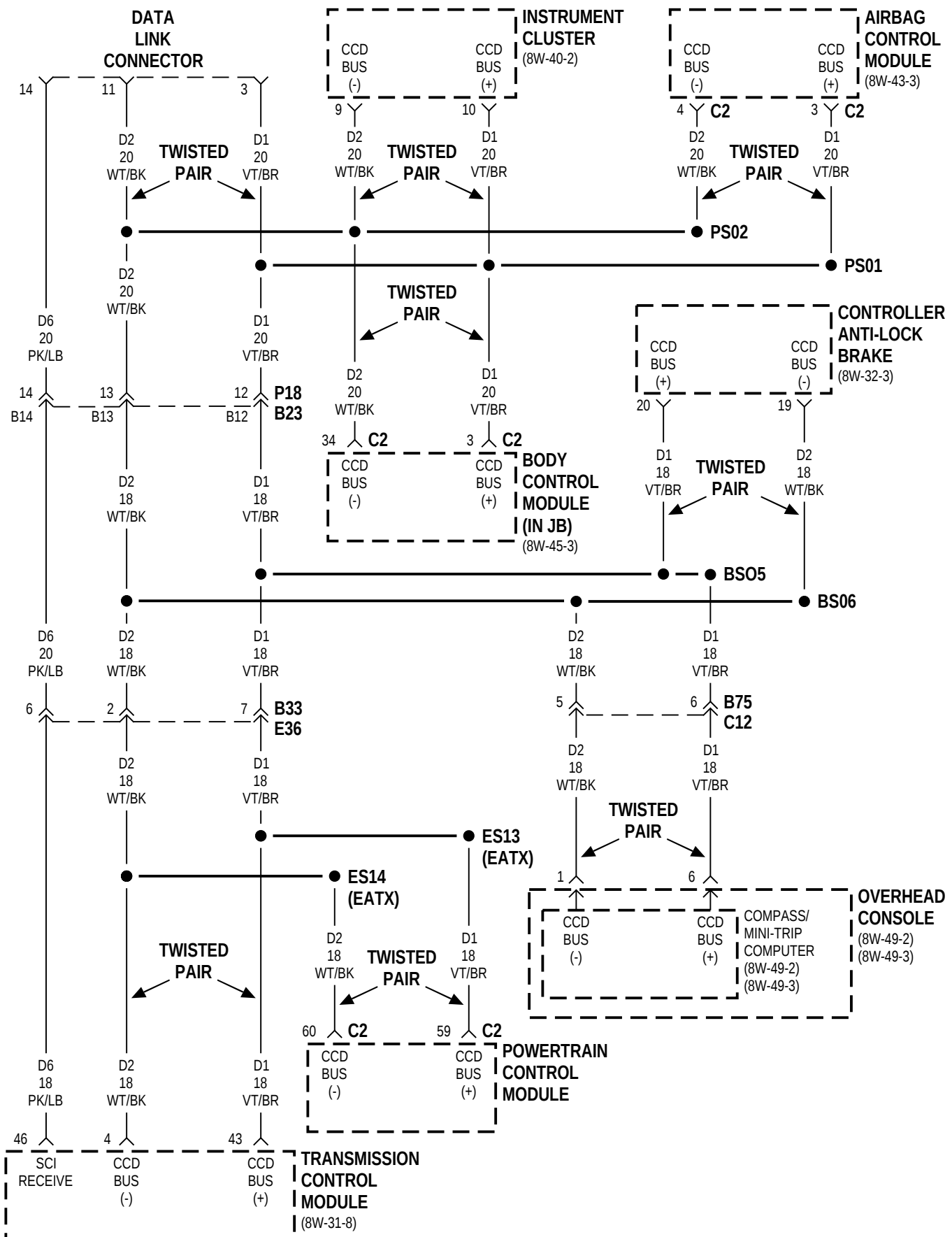












8W-30 FUEL/IGNITION SYSTEMS

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DESCRIPTION AND OPERATION

IGNITION SWITCH

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 5 in the Power Distribution Center (PDC) to circuit A21.

Circuit A21 feeds circuit F87 through the 9 amp positive temperature coefficient (PTC No.1) in the junction block. Circuit F87 supplies voltage to the Torque Converter Clutch (TCC) solenoid, EVAP/Purge Solenoid, EGR Solenoid, and EVAP leak detection pump solenoid. Circuit F87 also supplies battery voltage to the coil side of the fuel pump relay and connects to the junction block.

BATTERY FEED

Circuit A14 from fuse 13 in the Power Distribution Center (PDC) supplies battery voltage to cavity 46 of the Powertrain Control Module (PCM).

HELPFUL INFORMATION

Circuit A14 connects to a bus bar in the PDC that the battery feeds. Circuit A14 powers the Automatic Shut Down (ASD) relay and fuel pump relay. The A14 circuit also splices to the data link connector.

BATTERY FEED

Two circuits provide battery voltage to the Powertrain Control Module (PCM). Circuit F87 provides a switched battery feed to the PCM. This circuit is protected by a 9 amp Positive Temperature Coefficient (PTC) located in the junction block. The F87 circuit is HOT in the START and RUN position.

The A142 circuit also provides a battery feed to the PCM when the contact side of the diesel PCM relay is energized. Circuit A142 connects to two different cavities of the PCM.

POWER (DEVICE) GROUND

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

HELPFUL INFORMATION

If the system loses ground for circuit Z12, the vehicle will not operate.

DESCRIPTION AND OPERATION (Continued)

POWER GROUND

Circuit Z12 attaches to cavities 1, 24, and 46 of the Powertrain Control Module (PCM). The Z12 circuit provides ground for PCM internal drivers that operate high current devices.

HELPFUL INFORMATION

If the system loses ground for circuit Z12, the vehicle will not operate.

UNIVERSAL DATA LINK CONNECTOR

Circuit M1 from fuse 10 in the Power Distribution Center (PDC) supplies battery voltage to the data link connector. A twisted pair of wires, circuits D1 and D2 connect the data link connector to the CCD Bus.

Ground circuit Z11 splices to the data link connector. Circuit Z11 splices to circuit Z12. Both circuit connect to the PCM. Circuit Z2 also connects to the data link connector.

Circuit D20 connects to cavity 75 of the PCM. Circuit D20 is the SCI receive circuit for the PCM.

Circuit D21 connects to cavity 65 of the PCM. Circuit D21 is the SCI transmit circuit for the PCM. The D21 circuit splices to the Transmission Control Module (TCM).

The D6 circuit also connects between the data link connector and the TCM.

HELPFUL INFORMATION

Circuit Z12 also supplies ground for the PCM high current drivers and has the same termination point as circuit Z11.

If the system loses ground for circuits Z11 and Z12, the vehicle will not operate.

AUTOMATIC SHUT DOWN RELAY

Circuit A0 from the bus bar in the Power Distribution Center (PDC) supplies battery voltage to the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) controls the relay by supplying ground for the coil side on circuit K51. Circuit K51 connects to cavity 67 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay CLOSE and connect circuit #4 from fuse 12 in the PDC to circuit A142. Circuit A142 supplies battery voltage to the generator field, ignition coils, fuel injectors, and the heater elements in the heated oxygen sensors. Circuit A142 also connects to cavity 6 of the PCM.

DIESEL POWERTRAIN CONTROL MODULE RELAY

The diesel Powertrain Control Module (PCM) relay is located in the Power Distribution Center (PDC). Power for the coil side of the relay is supplied by a direct battery feed through the PDC. Ground for the coil side of the relay is supplied by the PCM on circuit K51.

When the PCM grounds the coil side of the relay the contacts in the relay CLOSE and connect fuse 12 in the PDC, a 20 amp, to circuit A142. The A142 circuit provides battery voltage to many of the components in the fuel system, along with the generator.

FUEL PUMP RELAY

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 5 in the Power Distribution Center (PDC) to circuit A21.

Circuit A21 feeds circuit F87 through the 9 amp positive temperature coefficient (PTC No.1) in the junction block. Circuit F87 supplies voltage to the coil side of the fuel pump relay.

The Powertrain Control Module (PCM) controls the relay by supplying ground for the coil side on circuit K31. Circuit K31 connects to cavity 74 of the PCM.

When the PCM grounds the fuel pump relay, contacts inside the relay CLOSE and connect circuit A14 from fuse 13 in the PDC to circuit A141. Circuit A141 supplies battery voltage to the in-tank fuel pump. Circuit Z1 provides ground for the fuel pump motor.

HELPFUL INFORMATION

- Circuit A14 also connects directly to the PCM at cavity 46.
- For information regarding the fuel gauge and fuel level sensor refer to Group 8W-40

FUEL PUMP MODULE

The fuel pump module used on this engine package contains the fuel gauge level sending unit. Circuit G4 connects from the module to the Body Control Module (BCM). This circuit provides the input to the BCM on fuel tank level.

Ground for the module is supplied on circuit Z1.

VEHICLE SPEED SENSOR

Circuit K7 supplies 8 volts from the Powertrain Control Module (PCM) to the Vehicle Speed Sensor (VSS). Circuit K7 originates at cavity 44 of the PCM.

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

The PCM provides ground for the VSS signal (circuit G7) through circuit K4. Circuit K4 connects to cavity 43 of the PCM.

DESCRIPTION AND OPERATION (Continued)

HELPFUL INFORMATION

Circuit K7 also splices to supply 8 volts to the camshaft position sensor and crankshaft position sensor.

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Crankshaft position sensor
- Camshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Knock sensor
- Intake air temperature sensor

VEHICLE SPEED SENSOR (DIESEL)

Power for the Vehicle Speed Sensor (VSS) is supplied on circuit F87. This circuit is protected by a 9 amp Positive Temperature Coefficient (PTC) located in the junction block.

Circuit G7 connects from the sensor and is spliced to the Powertrain Control Module (PCM), and the Body Control Module (BCM). This circuit provides the vehicle speed input to these modules.

The PCM provides a ground for the VSS on circuit K4.

HELPFUL INFORMATION

- Refer to the appropriate section of the service manual or Diagnostic Test Procedures manual

HEATED OXYGEN SENSORS

When the Automatic Shut Down (ASD) relay contacts CLOSE, they connect circuit #4 from the Power Distribution Center (PDC) to circuit A142. Circuit A142 supplies battery voltage to the heated oxygen sensors. The Powertrain Control Module (PCM) controls the ground circuit of the ASD relay coil.

Circuit A142 splices to supply voltage for the heater elements in the upstream and downstream heated oxygen sensors. Circuit K41 delivers the signal from the upstream heated oxygen sensor to the PCM. Circuit K41 connects to cavity 30 of the PCM.

Circuit K141 delivers the signal from the downstream heated oxygen sensor to the PCM. Circuit K141 connects to cavity 51 of the PCM.

The PCM provides a ground for the upstream and downstream heated oxygen sensor signals (circuit K41 and K141) through circuit K4. Circuit K4 connects to pin 43 of the PCM connector and pin 3 the upstream and downstream heated oxygen sensor connectors.

Circuit Z1 provides ground for the upstream heated oxygen sensor. Circuit Z12 provides ground for the downstream heated oxygen sensor.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, ignition coil and generator field.

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

- Crankshaft position sensor
- Camshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Knock sensor
- Intake air temperature sensor

CRANKSHAFT POSITION SENSOR

Circuit K7 supplies 8 volts from the Powertrain Control Module (PCM) to the crankshaft position sensor. The K7 circuit originates at cavity 44 of the PCM connector.

Circuit K24 from the sensor provides an input signal to the PCM. The K24 circuit connects to cavity 32 of the PCM. On vehicles equipped with an electronically controlled automatic transaxle, circuit K24 splices to the transmission control module.

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

HELPFUL INFORMATION

Circuit K7 also splices to supply 8 volts to the camshaft position sensor and vehicle speed sensor.

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Camshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Knock sensor
- Intake air temperature sensor
- Vehicle speed sensor

ENGINE SPEED SENSOR (DIESEL)

Circuit K24 connects from the Powertrain Control Module (PCM) to the engine speed sensor. This circuit provides the input to the PCM and connects to cavity 8. A sensor ground is provided on circuit K4.

Ground is also provided on circuit Z12

HELPFUL INFORMATION

- Refer to the appropriate section of the service manual or Diagnostic Test Procedures manual

DESCRIPTION AND OPERATION (Continued)

CAMSHAFT POSITION SENSOR

Circuit K7 supplies 8 volts from the Powertrain Control Module (PCM) to the camshaft position sensor. The K7 circuit originates at cavity 44 of the PCM connector.

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

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

HELPFUL INFORMATION

Circuit K7 also splices to supply 8 volts to the crankshaft position sensor and vehicle speed sensor.

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Knock sensor
- Intake air temperature sensor
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K2. Circuit K2 connects to cavity 26 of the PCM.

From circuit K2 the engine coolant temperature sensor draws up to 5 volts from the PCM. The sensor is a variable resistor. As coolant temperature changes, the resistance in the sensor changes causing a change in current draw.

The PCM provides ground for the engine coolant temperature sensor signal (circuit K2) through circuit K4. Circuit K4 connects to cavity 43 of the PCM.

HELPFUL INFORMATION

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Knock sensor
- Intake air temperature sensor
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR

The Engine Coolant Temperature (ECT) sensor on this engine application is a dual function sensor. It provides a engine coolant temperature input to the Body Control Module (BCM) for gauge operation and to the Powertrain Control Module (PCM). Circuit K2 connects from the sensor to the Powertrain Control Module (PCM). This circuit provides the temperature input to the PCM and connects to cavity 14 of the PCM connector.

Ground for the sensor is supplied on circuit K4.

Circuit G58 connects from the sensor to the BCM and is used for gauge operation.

The sensor is a variable resistor. As engine coolant temperature changes the resistance on the K4 circuit, and the G58 circuit changes.

HELPFUL INFORMATION

• Refer to the appropriate section of the service manual, or Diagnostic Test Procedures manual

THROTTLE POSITION SENSOR

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

Circuit K22 delivers the TPS signal to the PCM. Circuit K22 connects to cavity 35 of the PCM. On vehicles equipped with an electronically controlled automatic transaxle, circuit K22 splices to the Transmission Control Module (TCM).

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

HELPFUL INFORMATION

Refer to Group 14 for throttle position sensor operation.

Circuit K6 splices to supply 5 volts to the manifold absolute pressure sensor and A/C pressure switch.

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Manifold absolute pressure sensor
- Knock sensor
- Intake air temperature sensor
- Vehicle speed sensor

DESCRIPTION AND OPERATION (Continued)

ACCELERATOR PEDAL POSITION SENSOR (DIESEL)

Power for the accelerator pedal position sensor is supplied by the Powertrain Control Module (PCM) on circuit K6. This is a 5 volt feed from the PCM.

Circuit K22 provides the pedal position input to the PCM. This circuit connects to cavity 15 of the PCM. Ground for the sensor is supplied from the PCM on circuit K167. This circuit connects to cavity 55 of the PCM connector

HELPFUL INFORMATION

- Refer to the appropriate section of the service manual or Diagnostic Test Procedures Manual

LOW IDLE POSITION SWITCH

Circuit K151 connects from the Powertrain Control Module (PCM) to the low idle position switch. This circuit connects to cavity 65 of the PCM connector and provides the low idle switch input.

Ground for the switch is provided on circuit K4.

MANIFOLD ABSOLUTE PRESSURE SENSOR

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

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

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

HELPFUL INFORMATION

Refer to Group 14 for MAP sensor operation.

Circuit K6 splices to supply 5 volts to the throttle position sensor and A/C pressure switch.

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Throttle position sensor
- Knock sensor
- Intake air temperature sensor
- Vehicle speed sensor

MASS AIR FLOW SENSOR

Power for the mass air flow sensor is supplied on circuit A142. This circuit is HOT when the contacts in the diesel Powertrain Control Module (PCM) relay are CLOSED.

Circuit K155 provides the input to the PCM and connect to cavity 13 of the PCM connector. A sensor ground is provided by the PCM on circuit K4.

Ground is also provided on circuit Z1.

HELPFUL INFORMATION

- Refer to the appropriate section of the service manual, or Diagnostic Test Procedure manual

INTAKE AIR TEMPERATURE SENSOR

Only the 2.0L and 2.4L engines use an intake air temperature sensor. The sensor provides an input to the Powertrain Control Module (PCM) on circuit K21. Circuit K21 connects to cavity 37 of the PCM.

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

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

HELPFUL INFORMATION

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Throttle position sensor
- Knock sensor
- Manifold absolute pressure sensor
- Vehicle speed sensor

KNOCK SENSOR

The knock sensor provides an input to the Powertrain Control Module (PCM) on circuit K42. Circuit K42 connects to cavity 24 of the PCM.

The PCM provides ground for the knock sensor signal (circuit K42) through circuit K4. Circuit K4 connects to cavity 43 of the PCM connector.

HELPFUL INFORMATION

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

- Upstream heated oxygen sensor
- Downstream heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Throttle position sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Vehicle speed sensor

DESCRIPTION AND OPERATION (Continued)

FUEL INJECTORS

When the ASD relay contacts CLOSE, they connect circuit #4 to circuit A142. Circuit A142 supplies battery voltage to the fuel injectors. The Powertrain Control Module (PCM) controls the ground circuit of each injector.

- Circuit K11 is the ground circuit for injector number one. Circuit K11 connects to cavity 13 of the PCM.
- Circuit K12 is the ground circuit for injector number two. Circuit K12 connects to cavity 17 of the PCM.
- Circuit K13 is the ground circuit for injector number three. Circuit K13 connects to cavity 7 of the PCM.
- Circuit K14 is the ground circuit for injector number four. Circuit K14 connects to cavity 16 of the PCM.
- On 3.0L, 3.3L, and 3.8L engines, Circuit K38 is the ground circuit for injector number five. Circuit K38 connects to cavity 15 of the PCM.
- Also on 3.0L, 3.3L, and 3.8L engines, Circuit K58 is the ground circuit for injector number six. Circuit K58 connects to cavity 14 of the PCM.

HELPFUL INFORMATION

- Circuit A142 splices to the ignition coil, upstream and downstream heated oxygen sensors, generator field and cavity 6 of the PCM
- The injectors operate in sequence. Refer to Group 14 for system operation
- Circuit A142 splices to the ignition coil, upstream and downstream heated oxygen sensors, generator field and cavity 6 of the PCM
- The injectors operate in sequence. Refer to Group 14 for system operation

FUEL INJECTION PUMP

The fuel injection pump used on this engine application performs several functions. Each of these is described as follows.

FUEL SHUT-OFF SOLENOID

Power for the fuel shut-off solenoid is supplied on circuit A142. This circuit is HOT when the contacts in the diesel Powertrain Control Module (PCM) relay are CLOSED. Ground for the solenoid is controlled by the PCM on circuit K153.

SOLENOID VALVE

Power for the solenoid is supplied on circuit A142. This circuit is HOT when the contacts in the diesel Powertrain Control Module (PCM) relay are CLOSED. Ground for the solenoid is controlled by the PCM on circuit K126.

FUEL TEMP SENSOR

Circuit K156 connects between the Powertrain Control Module (PCM) and the fuel temperature sensor. The sensor is a variable resistor. As fuel temperature changes the resistance on circuit K156 changes. Ground for the sensor is supplied on circuit K4.

CONTROL SLEEVE POSITION SENSOR

Circuit K134 connects between the Powertrain Control Module (PCM) and the control sleeve position sensor. This circuit is the position input to the PCM.

Circuit K57 is used for the middle tap, and circuit K135 is used for the measure coil.

FUEL QUANTITY ACTUATOR

Power for the fuel quantity Actuator is supplied on circuit A142. This circuit is HOT when the contacts in the diesel Powertrain Control Module (PCM) relay are CLOSED. Ground for the Actuator is controlled by the PCM on circuit K140.

FUEL HEATER

Power for the coil side of the fuel heater relay is supplied on circuit F87. This circuit is protected by a 9 amp Positive Temperature Coefficient (PTC) located in the junction block. Ground for the coil side of the relay is supplied on circuit Z1.

When the relay is energized the contacts CLOSE connecting circuits A14 and A141. The A14 circuit is protected by a 20 amp fuse located in cavity 13 of the Power Distribution Center (PDC). Circuit A141 connects from the relay to the fuel heater. Ground for the heater is supplied on circuit Z1.

INSTRUMENTED FIRST INJECTOR

The instrumented first injector is used to provide a input to the Powertrain Control Module (PCM). Circuit K67 connects from the PCM connector, cavity 12, to the injector and is used as the signal wire.

Circuit K68, from cavity 11 of the PCM connector, is used for a return from the injector. Ground for the injector sensor is supplied on circuit Z12.

HELPFUL INFORMATION

- Refer to the appropriate section of the service manual, or Diagnostic Test Procedures manual

GLOW PLUGS

The glow plugs used on this vehicle are controlled by the Powertrain Control Module (PCM) and the glow plug relay. Power for the coil side of the relay is supplied on circuit A142. This circuit is HOT when the contacts in the diesel Powertrain Control Module (PCM) relay are CLOSED.

DESCRIPTION AND OPERATION (Continued)

The ground side of the relay is controlled by the PCM on circuit K152. This circuit connects to cavity 50 of the PCM connector.

When the PCM determines a need for glow plug operation it supplies a ground path on circuit K152. This causes the contacts in the relay to CLOSE connecting circuit A54 and K154. The A54 circuit is HOT at all times and protected by a fusible link. Circuit K154 connects from the relay to the glow plugs.

The glow plugs are case grounded.

HELPFUL INFORMATION

- Check the fusible link in the A54 circuit
- Refer to the appropriate section of the service manual or Diagnostic Test Procedures manual

IGNITION COIL PACK—2.4L ENGINE

The ignition coils are molded together. Each coil fires two spark plugs at one time. One cylinder is beginning its compression stroke, the other its exhaust stroke. Refer to Group 8D, Ignition System, for system operation.

When the Automatic Shut Down (ASD) relay contacts CLOSE, they connect circuit #4 to circuit A142. Circuit A142 supplies battery voltage to the ignition coils. The Powertrain Control Module (PCM) controls the ground circuit of each coil.

- Circuit K19 is the ground circuit for the ignition coil that fires spark plugs one and four. Circuit K19 connects to cavity 11 of the PCM.
- Circuit K17 is the ground circuit for the ignition coil that fires spark plugs two and three. Circuit K17 connects to cavity 3 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, generator field, upstream heated oxygen sensor and downstream heated oxygen sensor. Circuit A142 also connects to cavity 6 of the PCM.

IGNITION COIL PACK—3.3L/3.8L ENGINES

The ignition coils are molded together. Each coil fires two spark plugs at one time. One cylinder is beginning its compression stroke, the other its exhaust stroke. Refer to Group 8D, Ignition System, for system operation.

When the Automatic Shut Down (ASD) relay contacts CLOSE, they connect circuit #4 to circuit A142. Circuit A142 supplies battery voltage to the ignition coils. The Powertrain Control Module (PCM) controls the ground circuit of each coil.

- Circuit K19 is the ground circuit for the ignition coil that fires spark plugs one and four. Circuit K19 connects to cavity 11 of the PCM.
- Circuit K17 is the ground circuit for the ignition coil that fires spark plugs two and five. Circuit K17 connects to cavity 3 of the PCM.

- Circuit K18 is the ground circuit for the ignition coil that fires spark plugs three and six. Circuit K18 connects to cavity 2 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, generator field, upstream heated oxygen sensor and downstream heated oxygen sensor. Circuit A142 also connects to cavity 6 of the PCM.

IDLE AIR CONTROL MOTOR

The Powertrain Control Module (PCM) operates the Idle Air Control (IAC) motor through 4 circuits - K59, K60, K40, and K39. Each circuit connects to separate cavities of the PCM connectors.

- Circuit K59 connects to cavity 58.
- Circuit K60 connects to cavity 49.
- Circuit K40 connects to cavity 48.
- Circuit K39 connects to cavity 57.

DUTY CYCLE EVAP/PURGE SOLENOID

Circuit F87 supplies battery voltage to the duty cycle EVAP/Purge solenoid. The Powertrain Control Module (PCM) switches the ground path for the solenoid ON and OFF on circuit K52. Circuit K52 connects to cavity 68 of the PCM.

In the START or RUN position, the ignition switch connects circuit A1 from fuse 5 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 feeds circuit F87 through the 9 amp Positive Temperature Coefficient (PTC No.1) in the junction block.

HELPFUL INFORMATION

Circuit F87 splices to feed Torque Converter Clutch (TCC) solenoid, EGR solenoid, PCM, and the coil side of the fuel pump relay.

EGR SOLENOID

Circuit F87 supplies battery voltage to the EGR solenoid. The Powertrain Control Module (PCM) switches the ground path for the solenoid ON and OFF on circuit K35. Circuit K35 connects to cavity 40 of the PCM.

In the START or RUN position, the ignition switch connects circuit A1 from fuse 5 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 feeds circuit F87 through the 9 amp positive temperature coefficient (PTC No.1) in the junction block.

HELPFUL INFORMATION

Circuit F87 splices to feed Torque Converter Clutch (TCC) solenoid, EVAP/Purge solenoid, PCM, and the coil side of the fuel pump relay.

DESCRIPTION AND OPERATION (Continued)

EGR SOLENOID

Power for the EGR solenoid is supplied on circuit A142. This circuit is HOT when the contacts in the diesel Powertrain Control Module (PCM) relay are CLOSED. Ground for the solenoid is supplied on circuit Z1.

The PCM controls the operation of the solenoid by supplying a ground path for circuit K35. This circuit connects to cavity 25 of the PCM connector

HELPFUL INFORMATION

- Refer to the appropriate section of the service manual or Diagnostic Test Procedures manual

VEHICLE SPEED INPUT

If the vehicle is equipped with an electronic automatic transaxle, the Transmission Control Module (TCM) transmits the vehicle speed signal to the Powertrain Control Module (PCM) on circuit G7. Circuit G7 originates at cavity 58 of the TCM and connects to cavity 66 of the PCM.

CLUTCH SWITCH INPUT

Circuit K119 is connected between the Powertrain Control Module (PCM) and the clutch switch. This circuit is used as a sense line to detect when the operator has pressed the clutch pedal.

Ground for the switch is supplied on circuit Z1.

BRAKE SWITCH INPUT

Two circuits provide a brake switch input to the Powertrain Control Module (PCM). Circuit L50 connects to cavity 44 of the PCM connector and is the primary switch input. This circuit also is the feed for the stop lamps.

Circuit K29 also provides an input to the PCM. This circuit connects to cavity 20 of the PCM connector and is the secondary input.

VEHICLE THEFT SECURITY SYSTEM INPUT

Circuit G55 provides an input to the Powertrain Control Module (PCM) indicating if the vehicle is equipped with Vehicle Theft Security System (VTSS). This circuit connects to cavity 59 of the PCM connector.

ENGINE SPEED OUTPUT

Circuit K159 connects between the Powertrain Control Module (PCM) and the Body Control Module (BCM). This circuit provides the BCM with the engine speed.

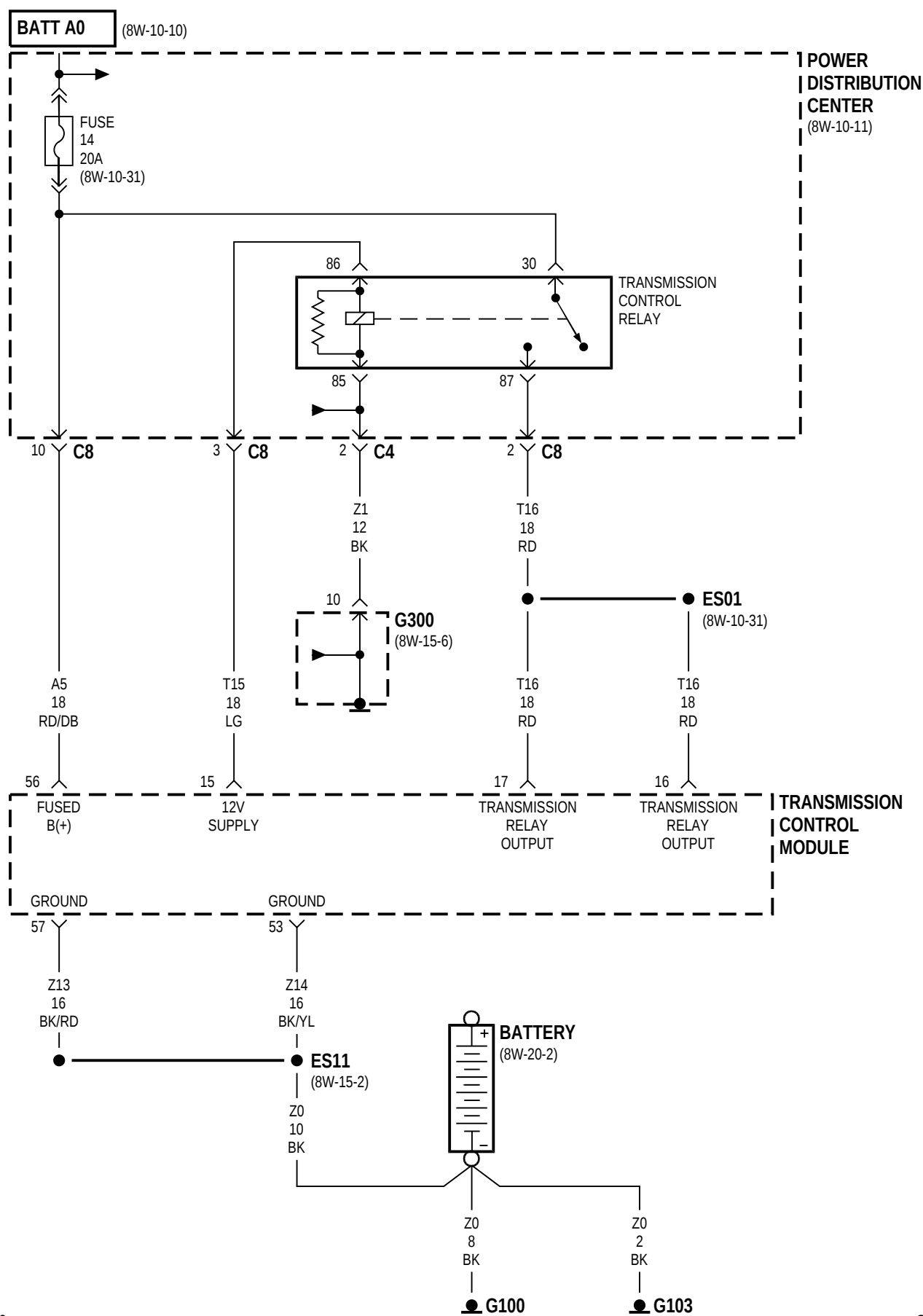
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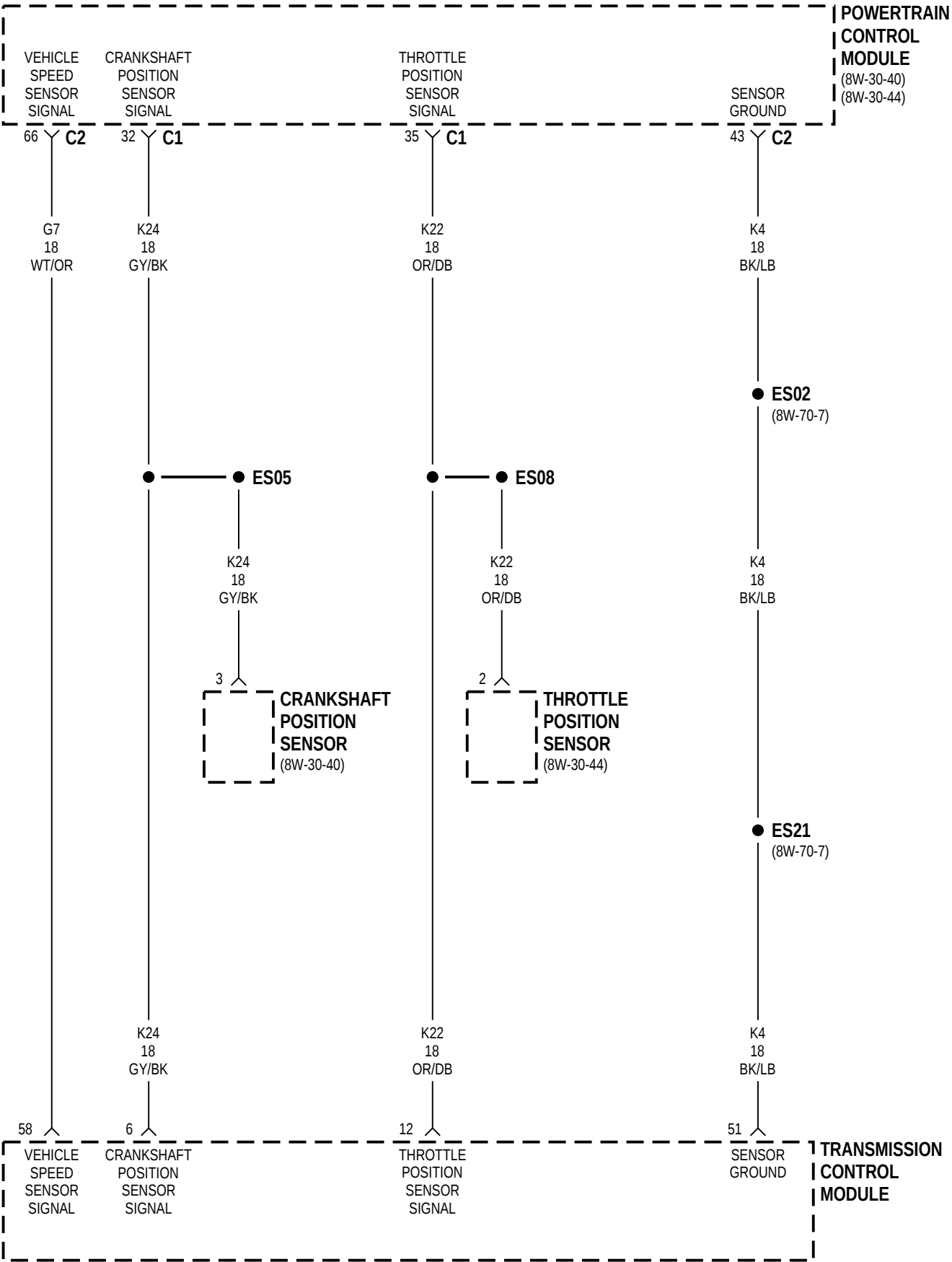
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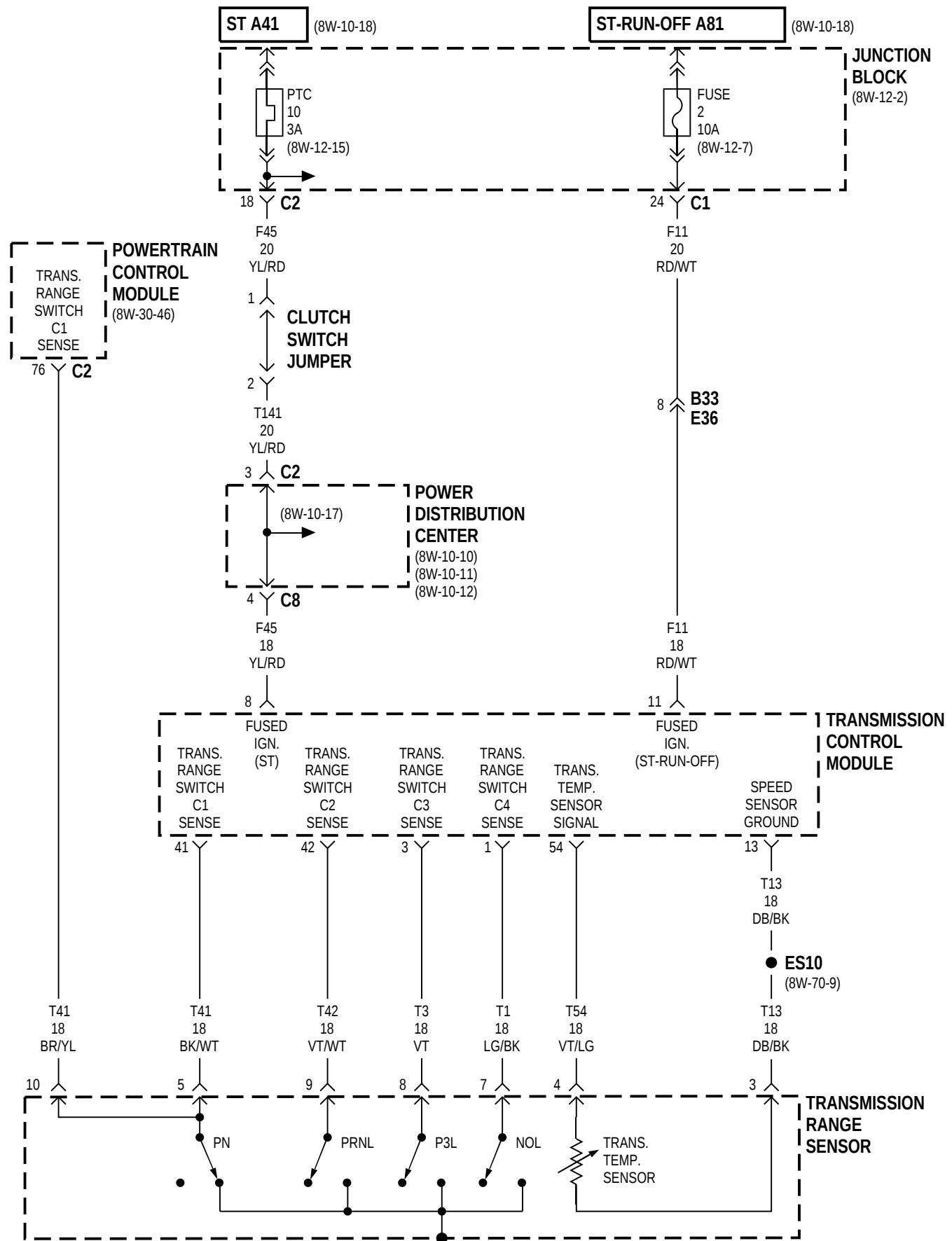
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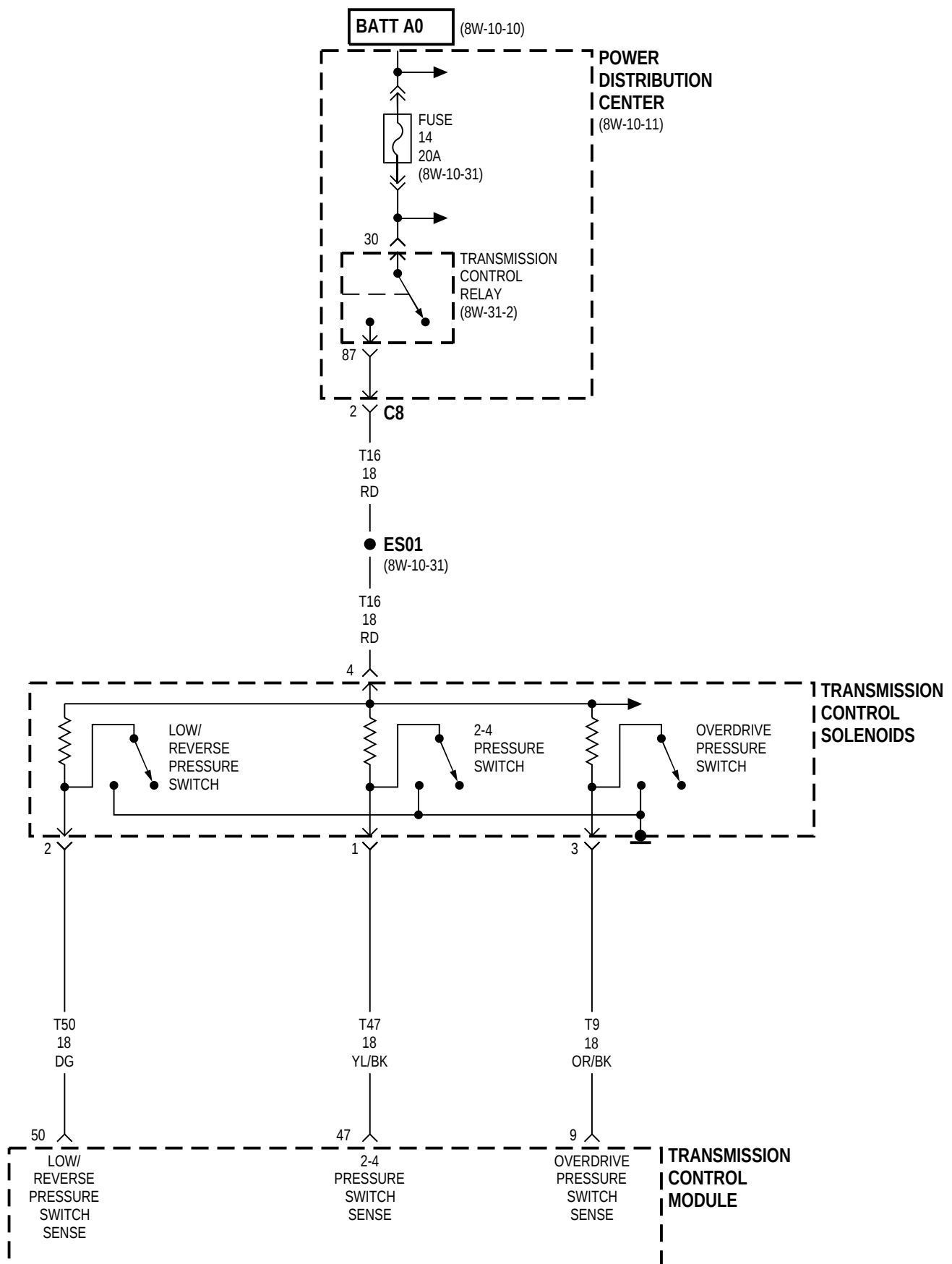
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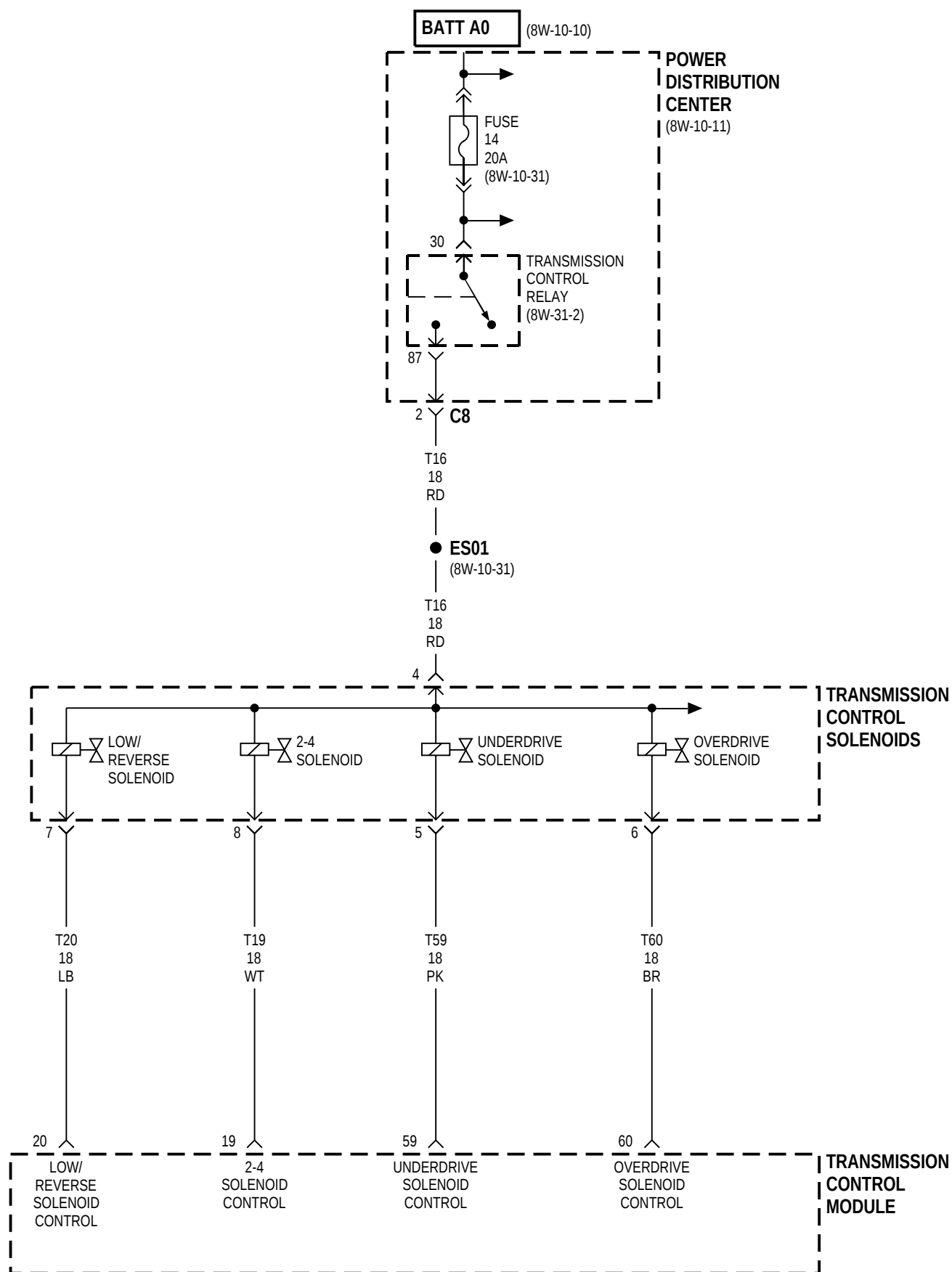


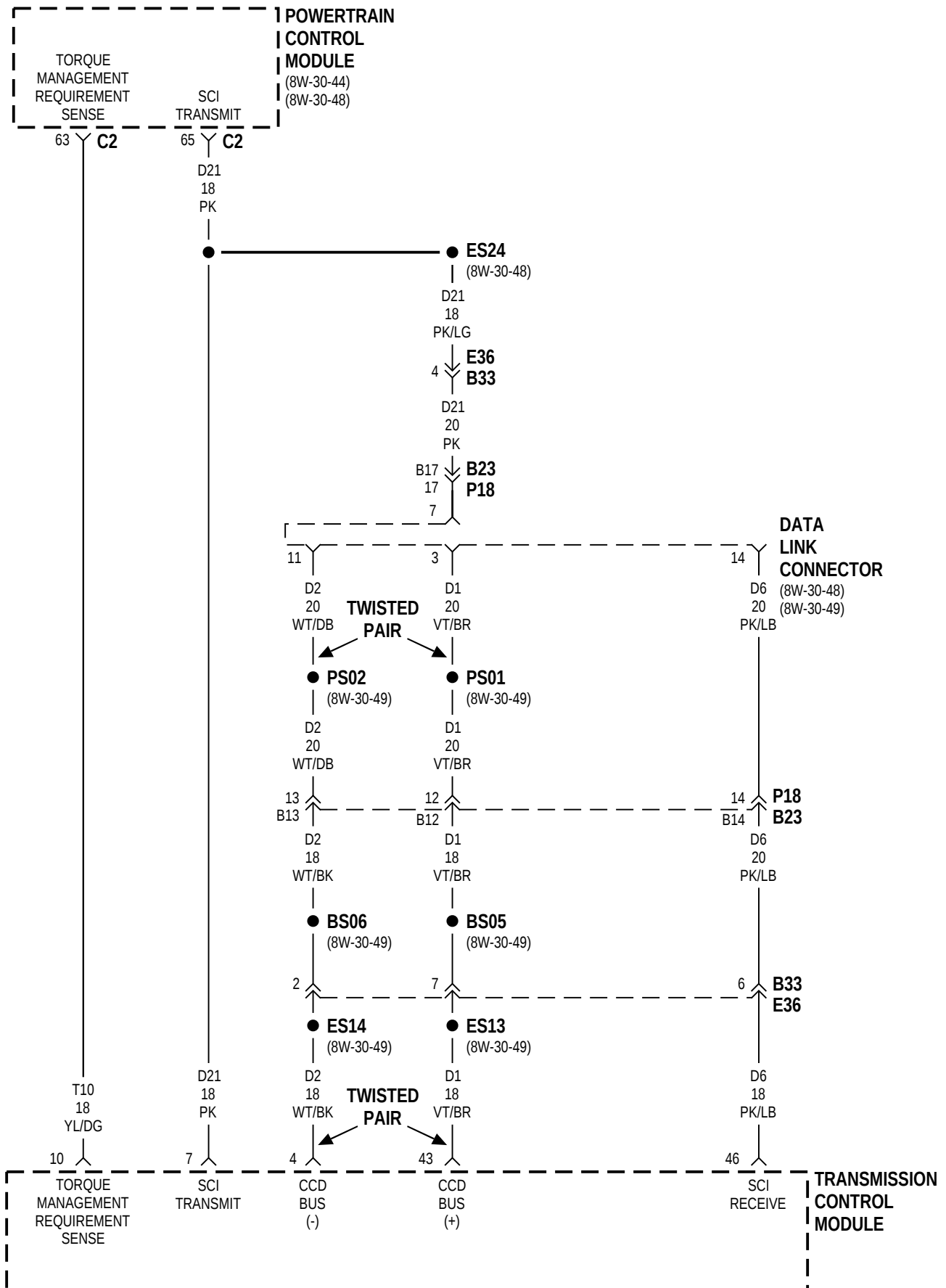












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GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams covers the operation of the ATX and ETAX systems for the back-up lamps. Refer to the appropriate components circuit description.

DESCRIPTION AND OPERATION

TRANSMISSION CONTROL MODULE (TCM)

Power for the Transmission Control Module (TCM) is supplied from three sources. One is a direct battery feed on circuit A5. This circuit is protected by a 20 amp fuse located in the Power Distribution Center (PDC) cavity 14. This circuit is also spliced and supplies power for the transmission control relay.

Power is also supplied, to the TCM, on circuit F45. This is the power supply is for the engine starter relay, coil side, and is HOT in the START position only. The F45 circuit is protected by a 3 amp Positive Temperature Coefficient (PTC) located in PTC cavity 10 of the junction block.

Power for the PTC is supplied on circuit A41 from the ignition switch. Battery voltage for the A41 circuit is supplied by circuit A1 when the ignition switch is in the START position.

The A1 circuit originates in the Power Distribution Center (PDC) and is protected by a 40 amp fuse located in cavity 5.

Circuit F11 also supplies power to the TCM and is HOT when the ignition switch is in the OFF/RUN/START position. This circuit is protected by a 10 amp fuse located in the cavity 2 of the junction block. Power for the fuse is supplied on circuit A81. This circuit, A81, is powered by circuit M1 from the PDC. Circuit M1 is protected by a 10 amp fuse located in cavity 10 of the PDC.

Ground for the TCM is supplied on the Z13 circuit, which is a power ground, and circuit Z14, which is a signal ground. These ground circuits are spliced in with several other ground circuits and terminate at the body ground under the battery tray and the engine ground located on the engine block.

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

Circuits D6 and D21 are also used to allow the TCM to communicate with other controllers and the universal data link connector.

TRANSMISSION CONTROL RELAY

The transmission control relay, located in the Power Distribution Center (PDC), is used to power the Transmission Solenoids and Pressure Switches. Power for the coil side of the relay is supplied from the TCM on circuit T15. Ground for the coil side is provided on circuit Z1.

When the relay is energized, contacts inside the relay CLOSE and connect circuits A5, which is a direct battery feed, and circuit T16, which connects to the solenoid and pressure switch assembly. Circuit T16 is also spliced to the TCM and is used to control the switched battery feed.

BACK-UP LAMPS (ETAX)

The operation of the back-up lamps is covered in the Transmission Range Switch (TRS) circuit description in this section.

DESCRIPTION AND OPERATION (Continued)

BACK-UP LAMPS (MANUAL TRANSMISSION)

Power for the back-up lamp switch is supplied on circuit F20. This circuit is protected by a 10 amp fuse located in cavity 12 of the junction block.

When the operator places the vehicle in REVERSE the back-up lamp switch is CLOSED connecting circuits F20 and L1. The L1 circuit connects from the switch to the back-up lamps.

SOLENOIDS AND PRESSURE SWITCHES

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

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

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

TRANSMISSION RANGE SWITCH

The Transmission Range Sensor (TRS) is located internal to the transmission. This sensor provides the Transmission Control Module (TCM) with information on shift lever position, contains the transmission temperature sensor, and contains the switch for the back-up lamps.

Operation of the transmission temperature sensor and the back-up lamps is covered in this section.

Circuit T1 provides an input to the TCM when the shift lever is in the NEUTRAL/OVERDRIVE or LOW position.

Circuit T3 provides an input to the TCM when the shift lever is in the PARK, 3, or LOW position.

Circuit T42 provides an input to the TCM when the shift lever is in the PARK, REVERSE, NEUTRAL, or LOW position.

Circuit T41 provides an input to the TCM when the shift lever is in the PARK, or NEUTRAL position. This circuit is also the ground circuit for the coil side of the engine starter motor relay.

The TRS is case grounded to the transmission.

Power for the back-up lamp portion of the TRS is supplied by circuit F20. This circuit is HOT in the RUN position only, and protected by a 10 amp fuse located in cavity 12 of the junction block.

When the operator places the vehicle in REVERSE circuits F20 and L1 are connected. The L1 circuit is connected to the back-up lamps, automatic day/night mirror, and/or the All-Wheel Drive (AWD) solenoids, if equipped.

TRANSMISSION TEMPERATURE SENSOR

The transmission temperature sensor is used to monitor the temperature of the transmission fluid. The sensor is a variable resistor and is part of the Transmission Range Switch (TRS).

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

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

TURBINE SPEED SENSOR

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

OUTPUT SPEED SENSOR

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

TORQUE REDUCTION DATA LINK

The torque reduction data link line, circuit T10, is connected between the Transmission Control Module (TCM) and the Powertrain Control Module (PCM). It is used as a communication link for the TCM to instruct the PCM to back down the engine torque output before the vehicle shifts.

VEHICLE SPEED OUTPUT

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

DESCRIPTION AND OPERATION (Continued)

ALL-WHEEL DRIVE SOLENOIDS

The All-Wheel Drive (AWD) solenoids are used to disconnect the AWD system when the vehicle is placed in REVERSE.

Power for the solenoids is supplied on circuit L1. This circuit is HOT when the vehicle is placed in REVERSE.

The L1 circuit is the feed for the back-up lamps. Ground for the solenoids is supplied on circuit Z1.

FUEL/IGNITION SYSTEM INPUTS

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

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

HELPFUL INFORMATION

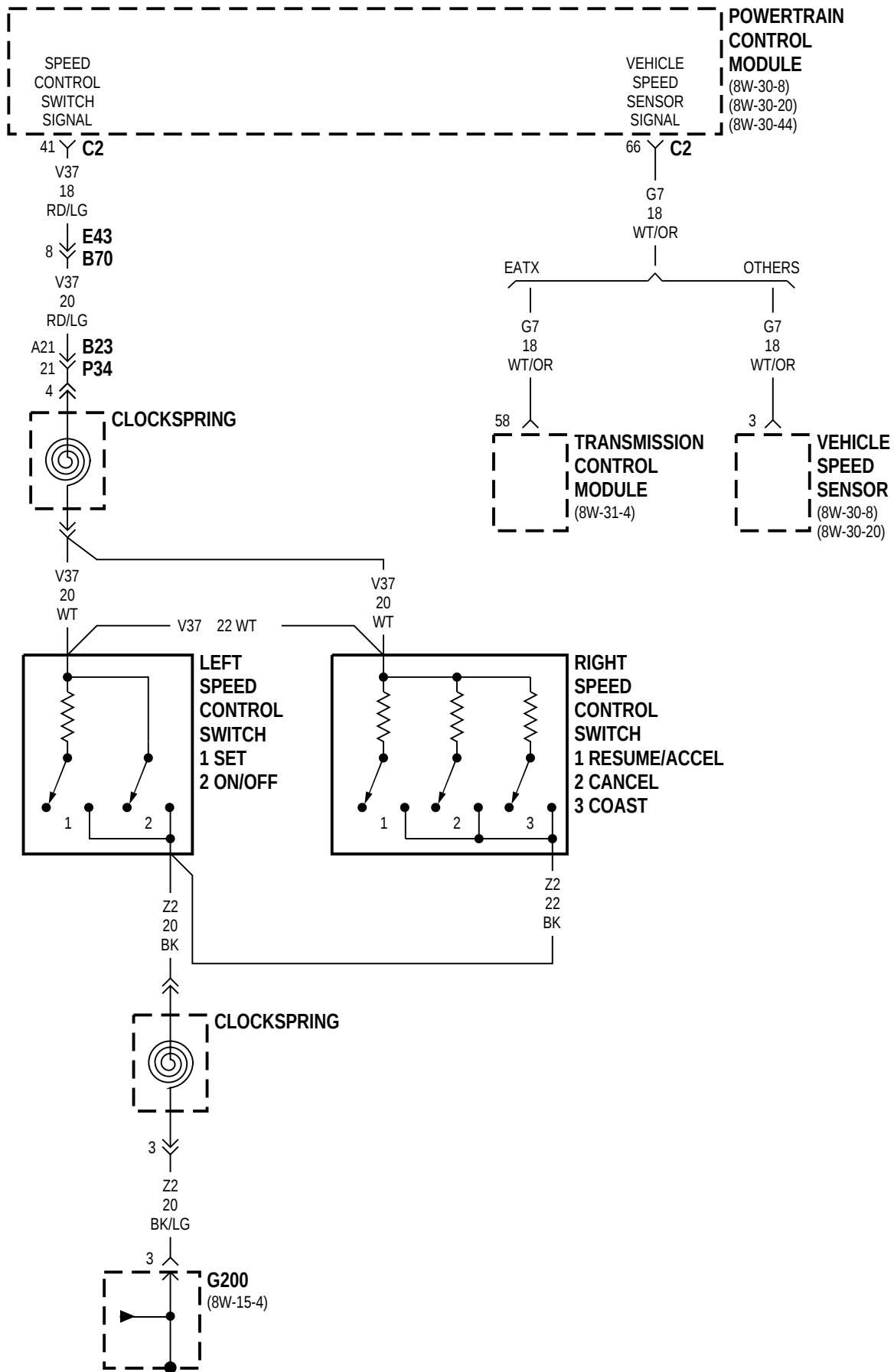
- Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual for diagnostic procedures.

8W-33 VEHICLE SPEED CONTROL

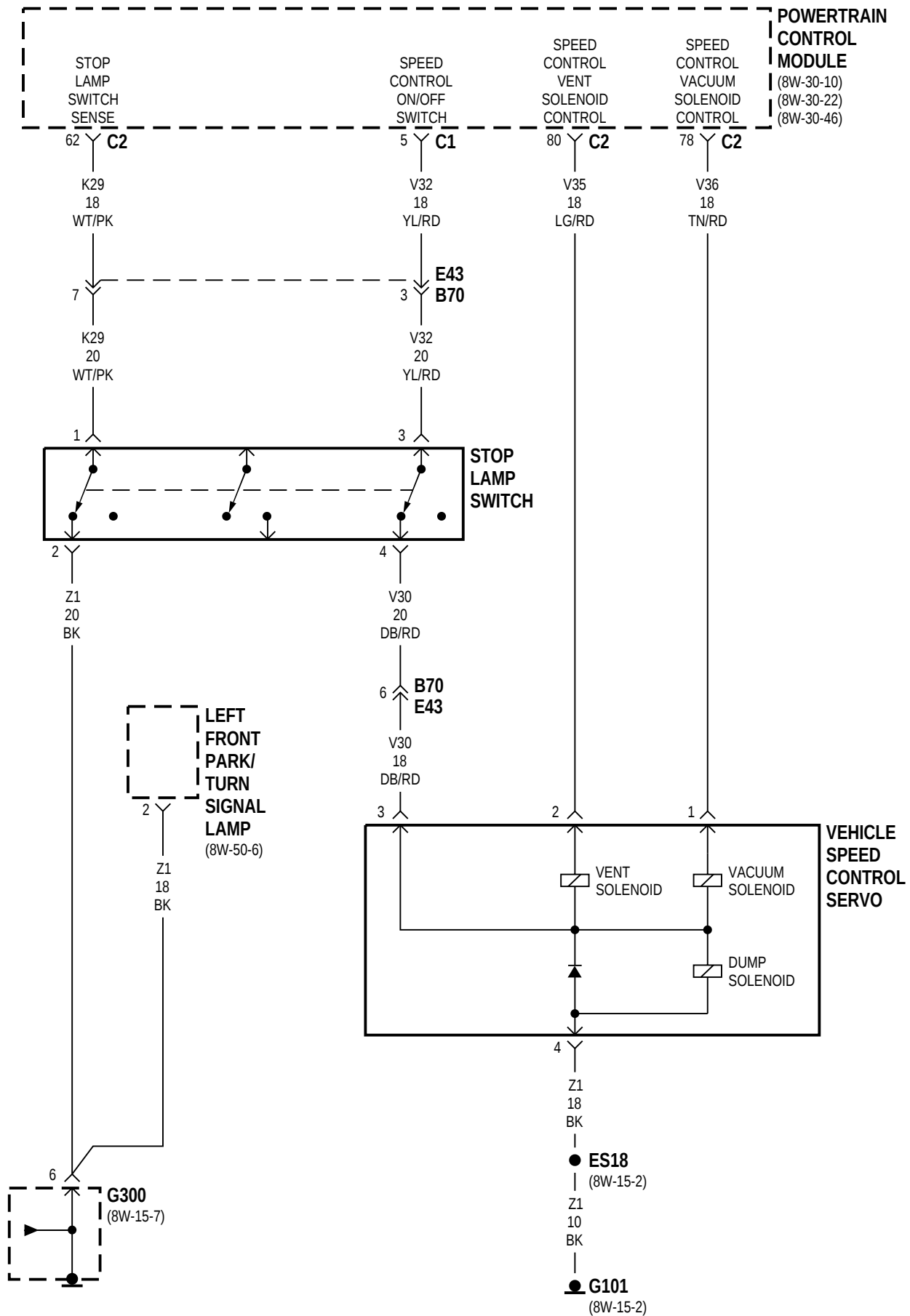
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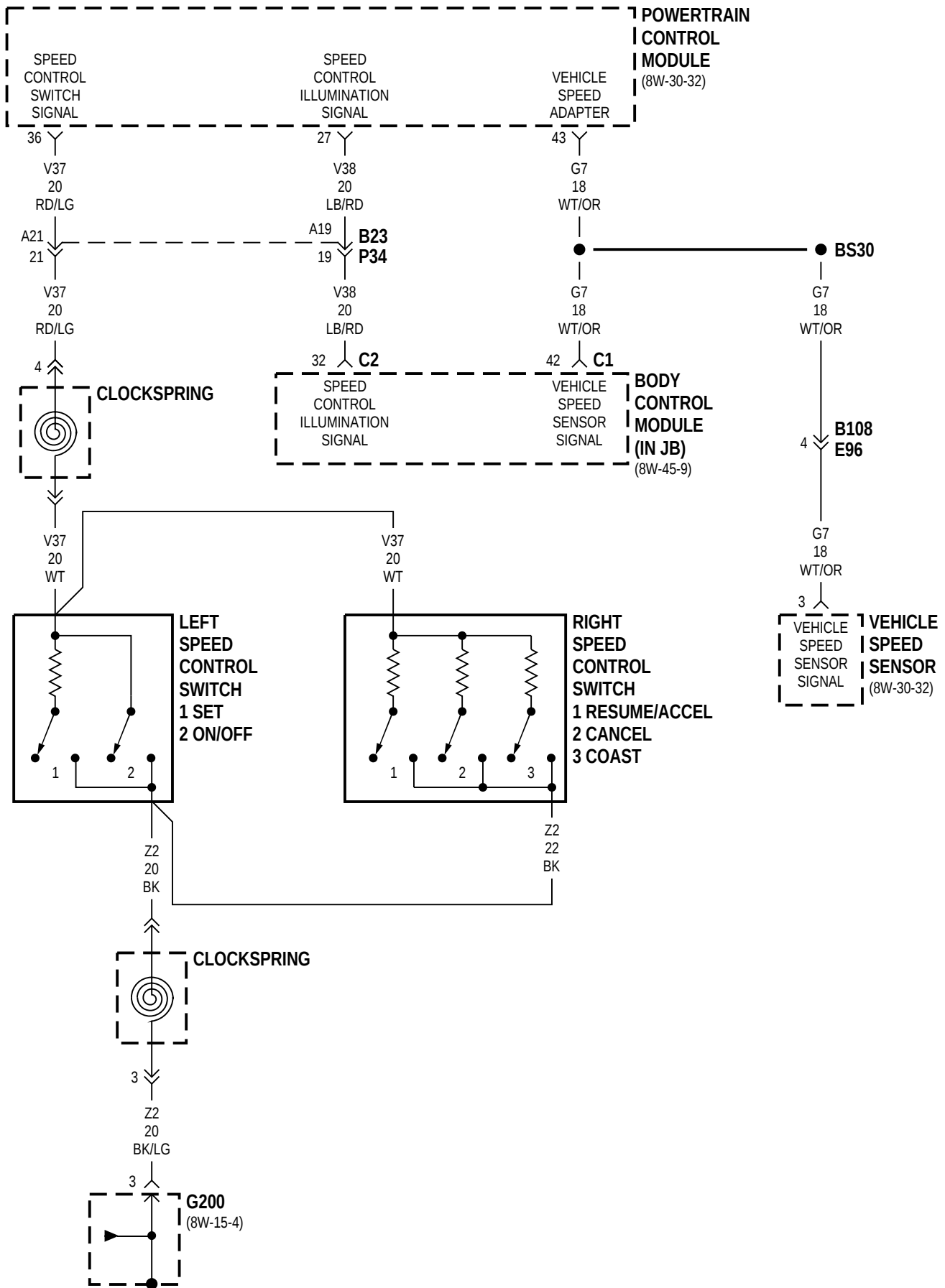
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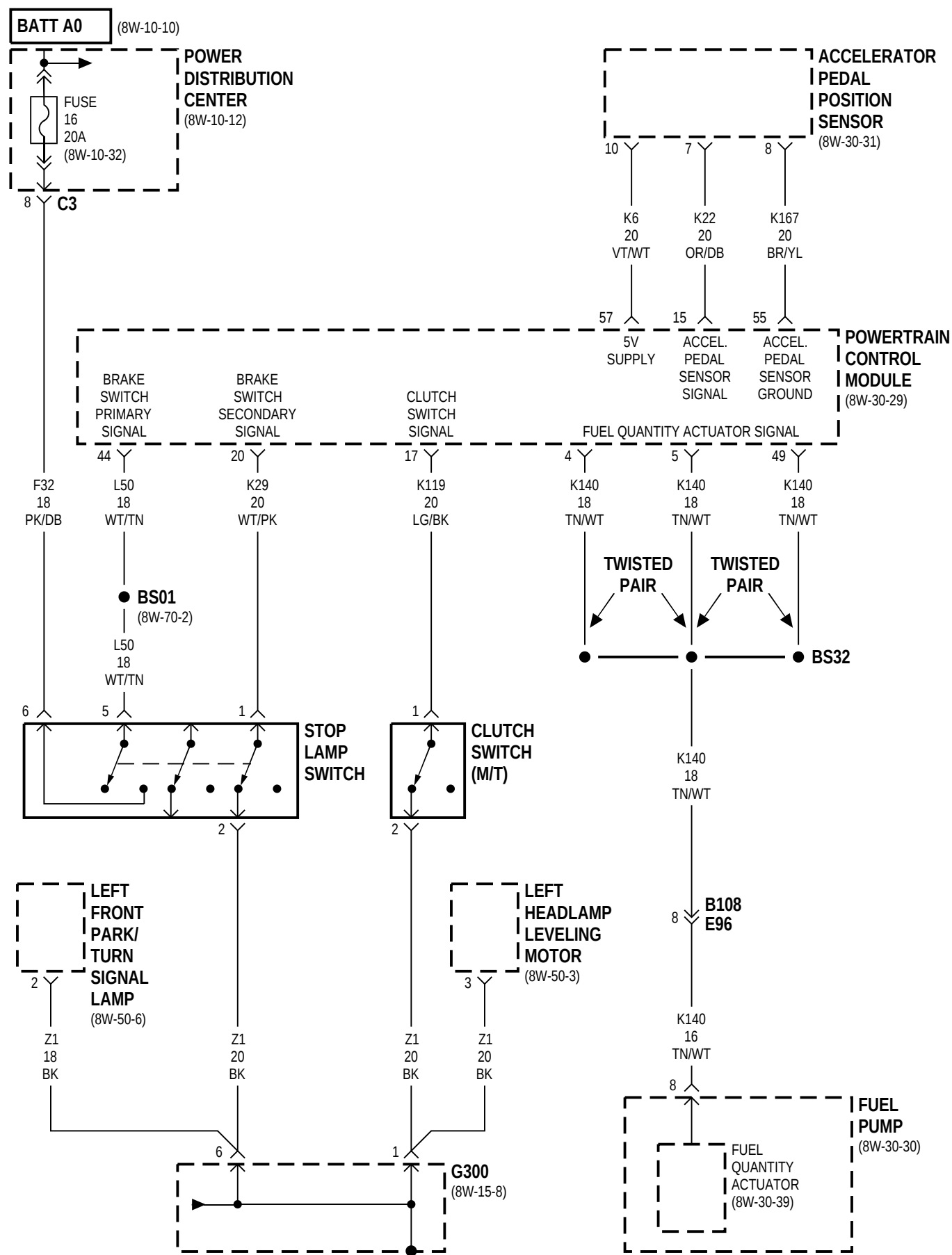
Component	Page	Component	Page
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Bs01	8W-33-5	Left Headlamp Leveling Motor	8W-33-5
Bs30	8W-33-4	Left Speed Control Switch	8W-33-2, 4
Bs32	8W-33-5	Power Distribution Center	8W-33-5
Clockspring	8W-33-2, 4	Powertrain Control Module	8W-33-2, 3, 4, 5
Clutch Switch	8W-33-5	Right Speed Control Switch	8W-33-2, 4
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8W-33 VEHICLE SPEED CONTROL

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DESCRIPTION AND OPERATION

VEHICLE SPEED CONTROL

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

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

On vehicles equipped with an electronically controlled transaxle, when the system is turned ON, the vehicle is moving forward, vehicle speed is above 35 mph (50km/hr), and the SET switch is pressed, the PCM looks at the vehicle speed through the vehicle speed input provided from the Transmission Control Module (TCM) to the PCM on circuit G7. On vehicles equipped not equipped with an electronically controlled transaxle, the PCM receives the vehicle speed input from the Vehicle Speed Sensor (VSS).

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

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

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

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

CRUISE (VEHICLE SPEED CONTROL) ON LAMP

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

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

HELPFUL INFORMATION

- Refer to Group 8H for diagnosis procedures

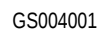
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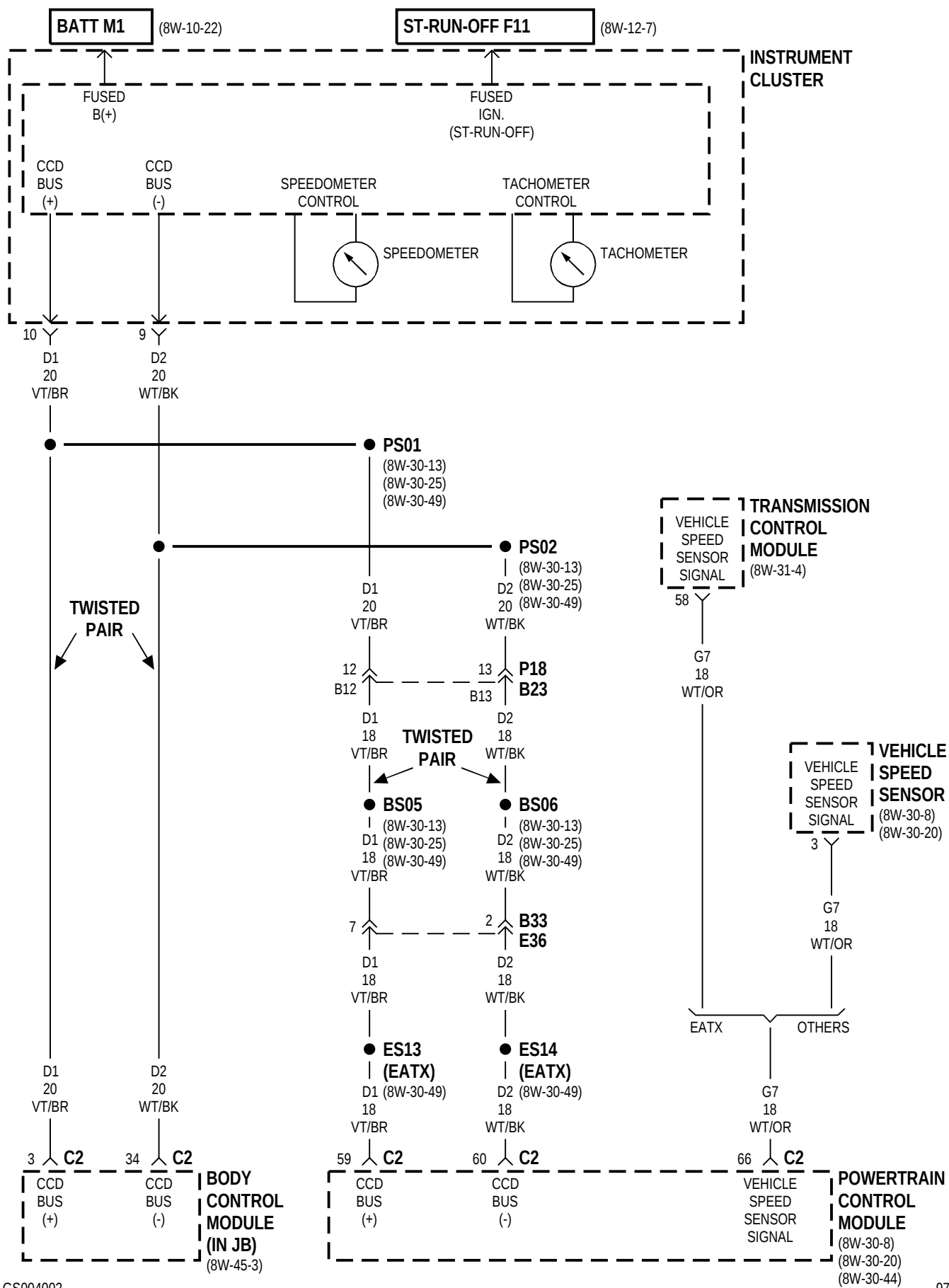
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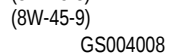
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Bs06	8W-40-3, 5, 7, 11	Left Rear Door Ajar Switch	8W-40-9
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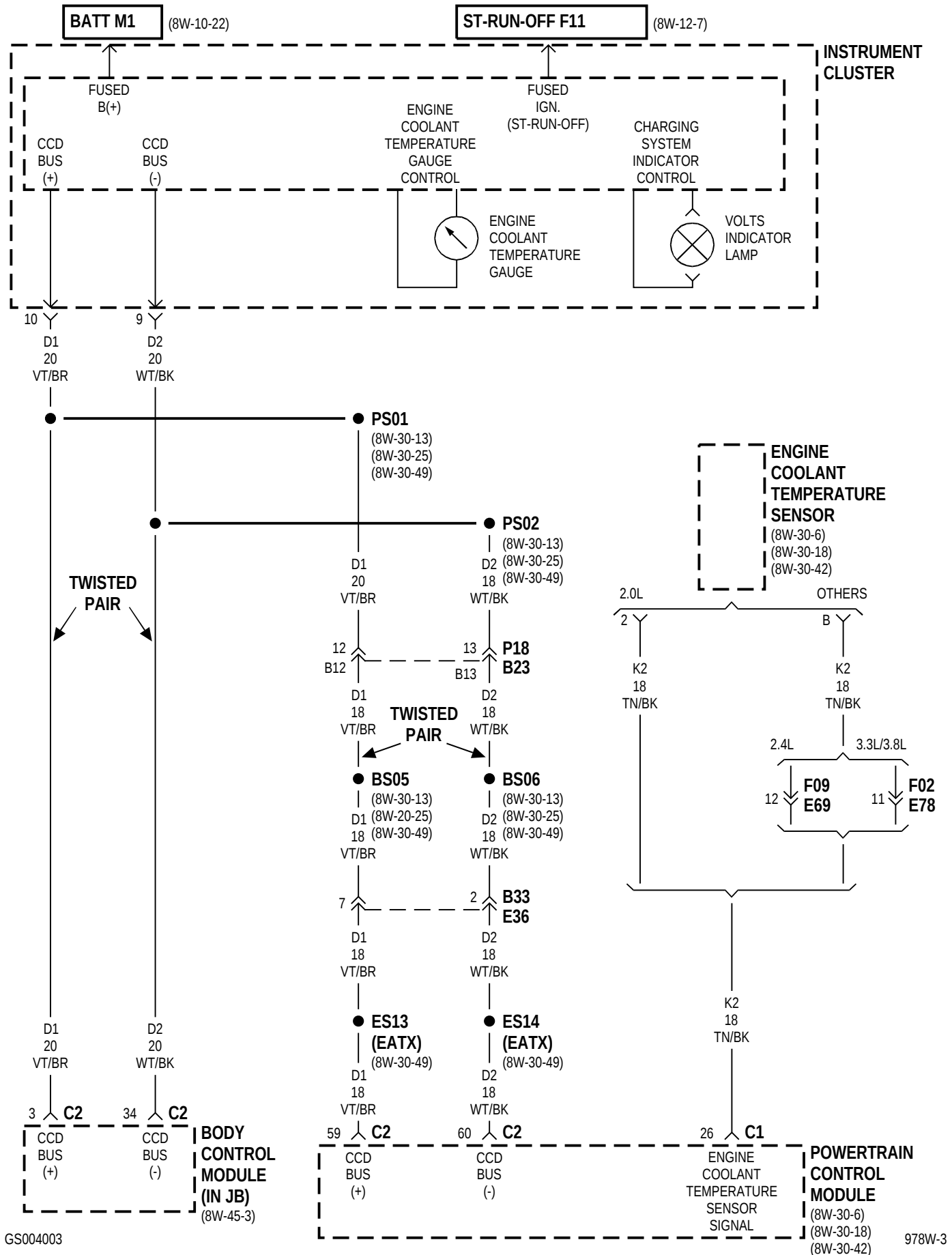
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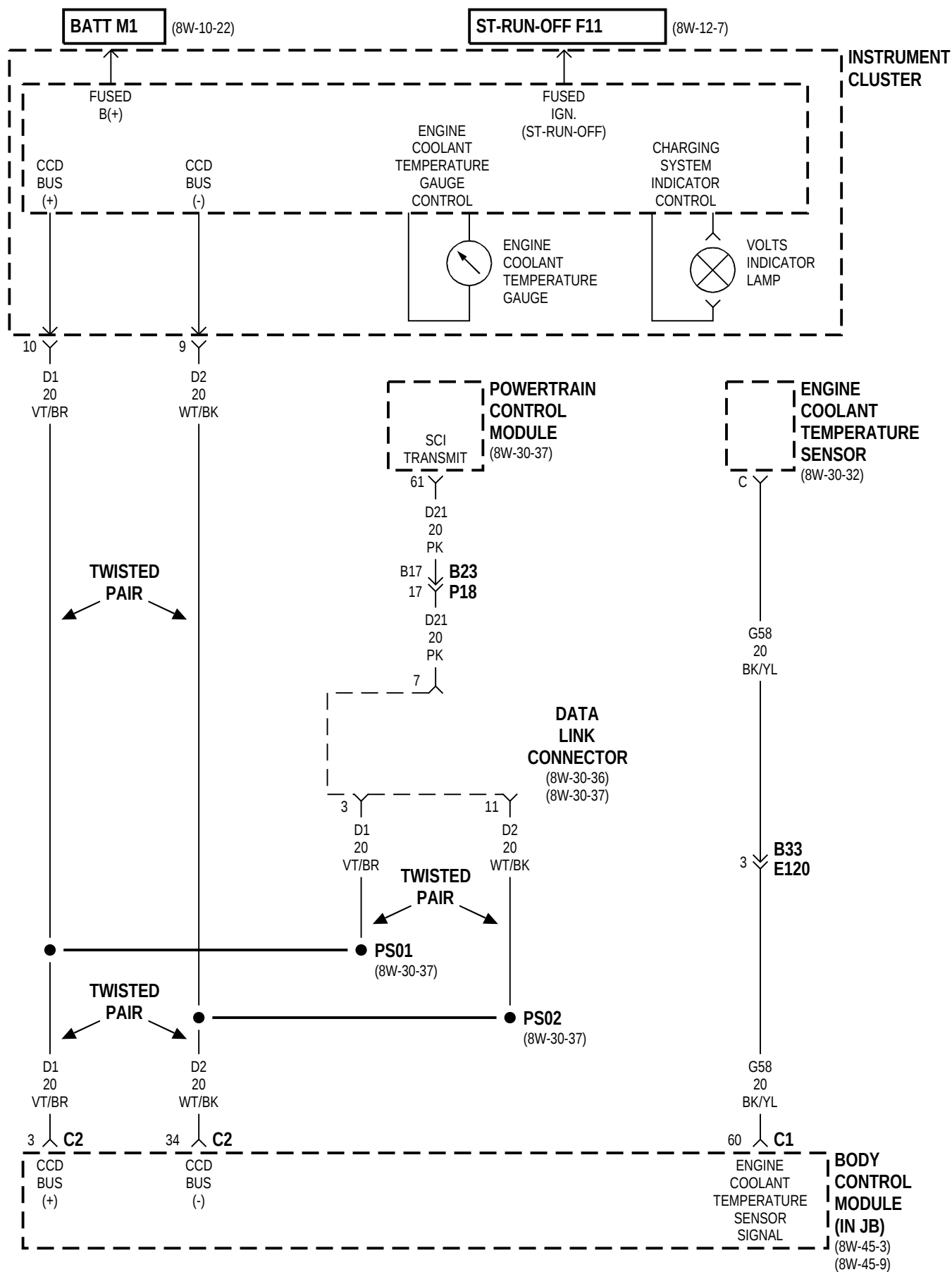
ST-RUN-OFF F11



GAS



DIESEL



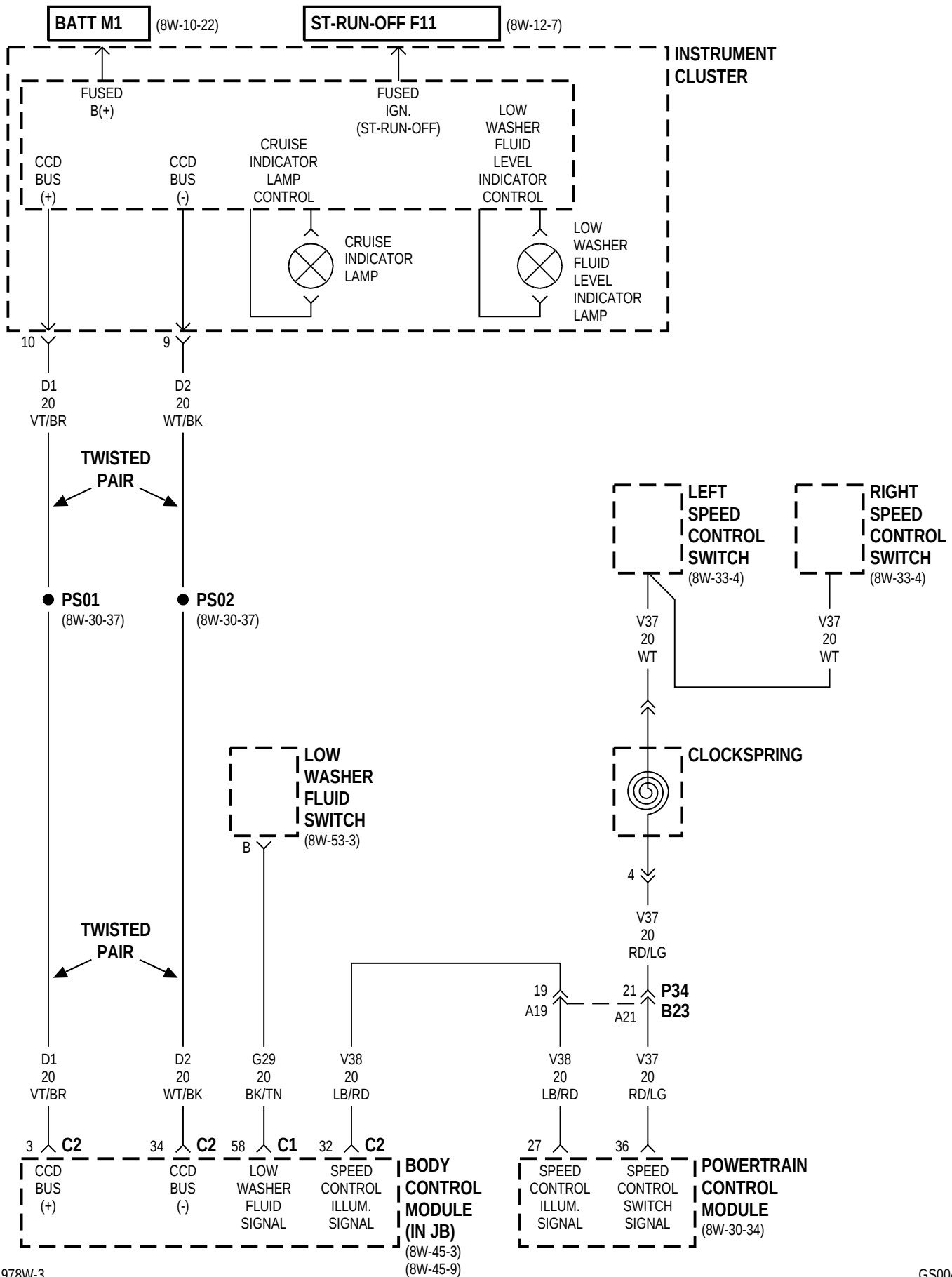
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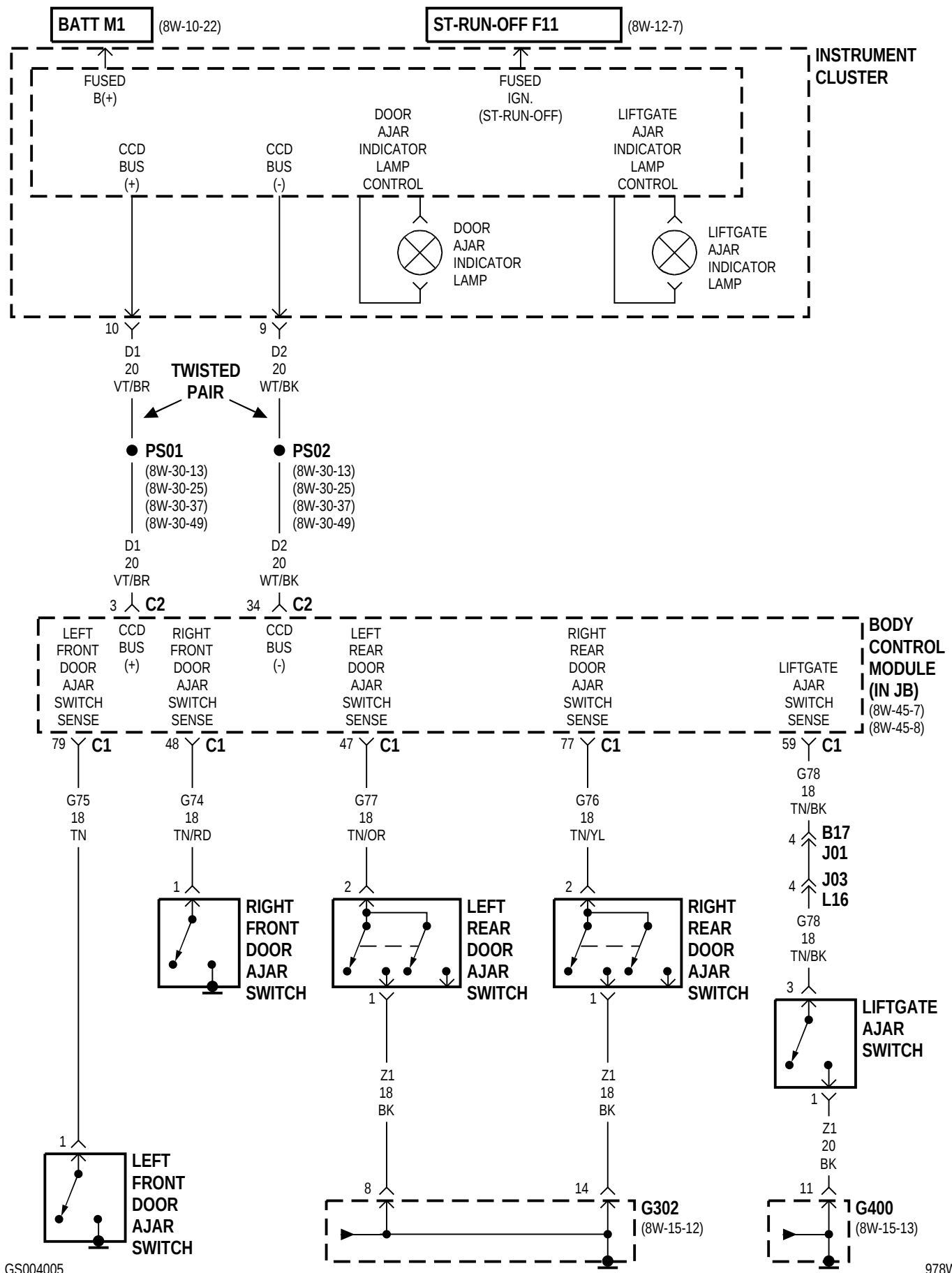
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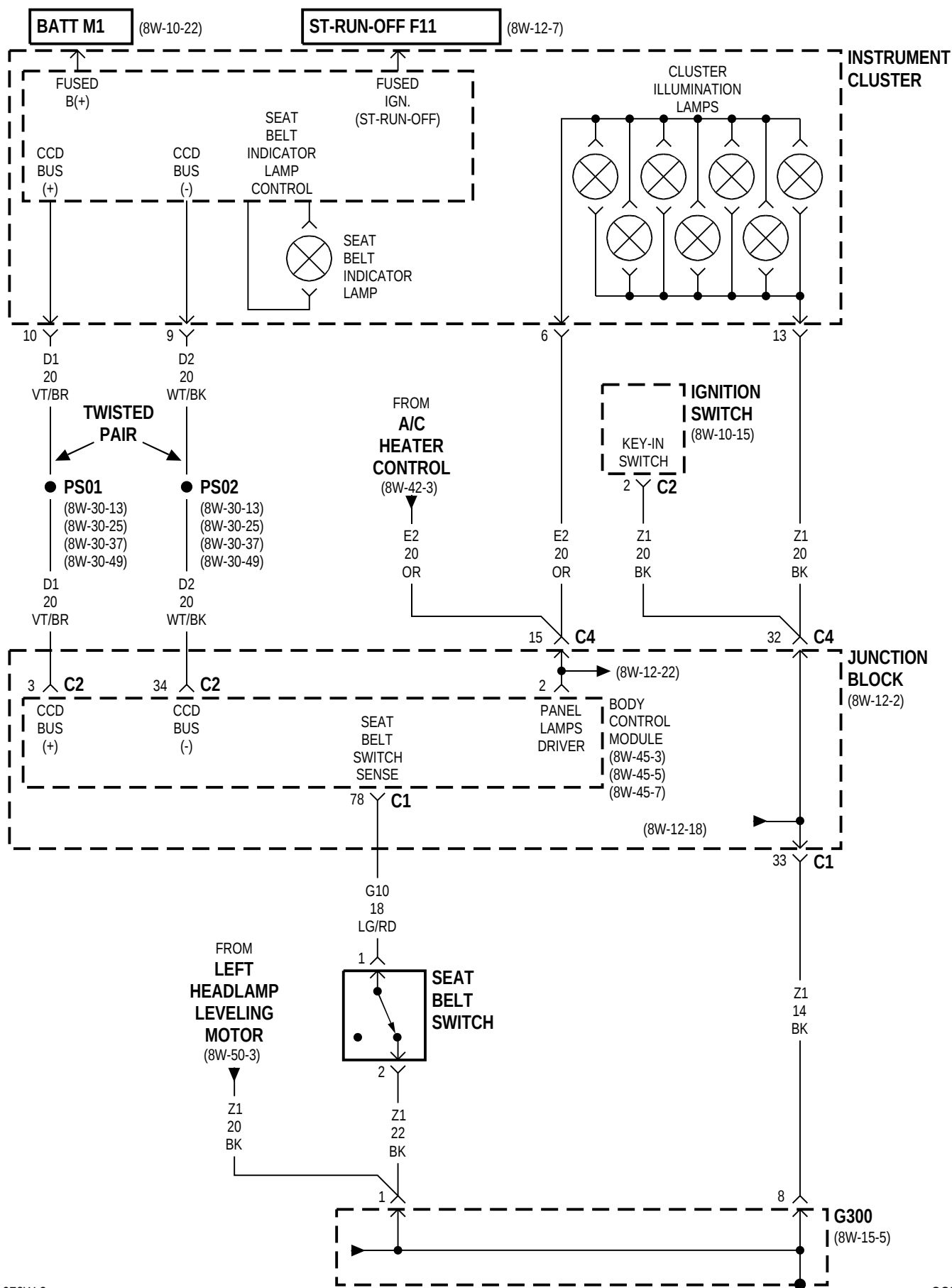
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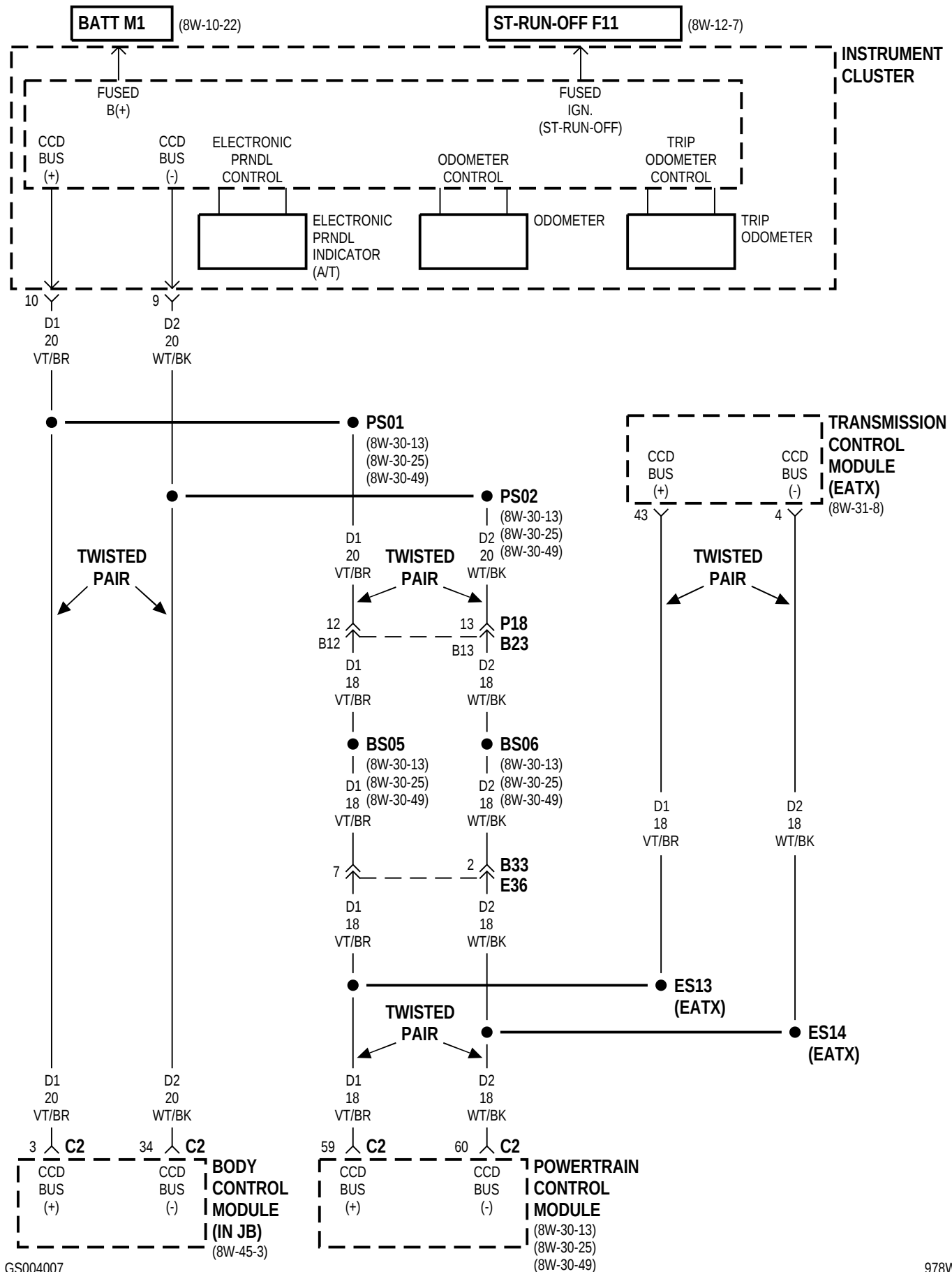
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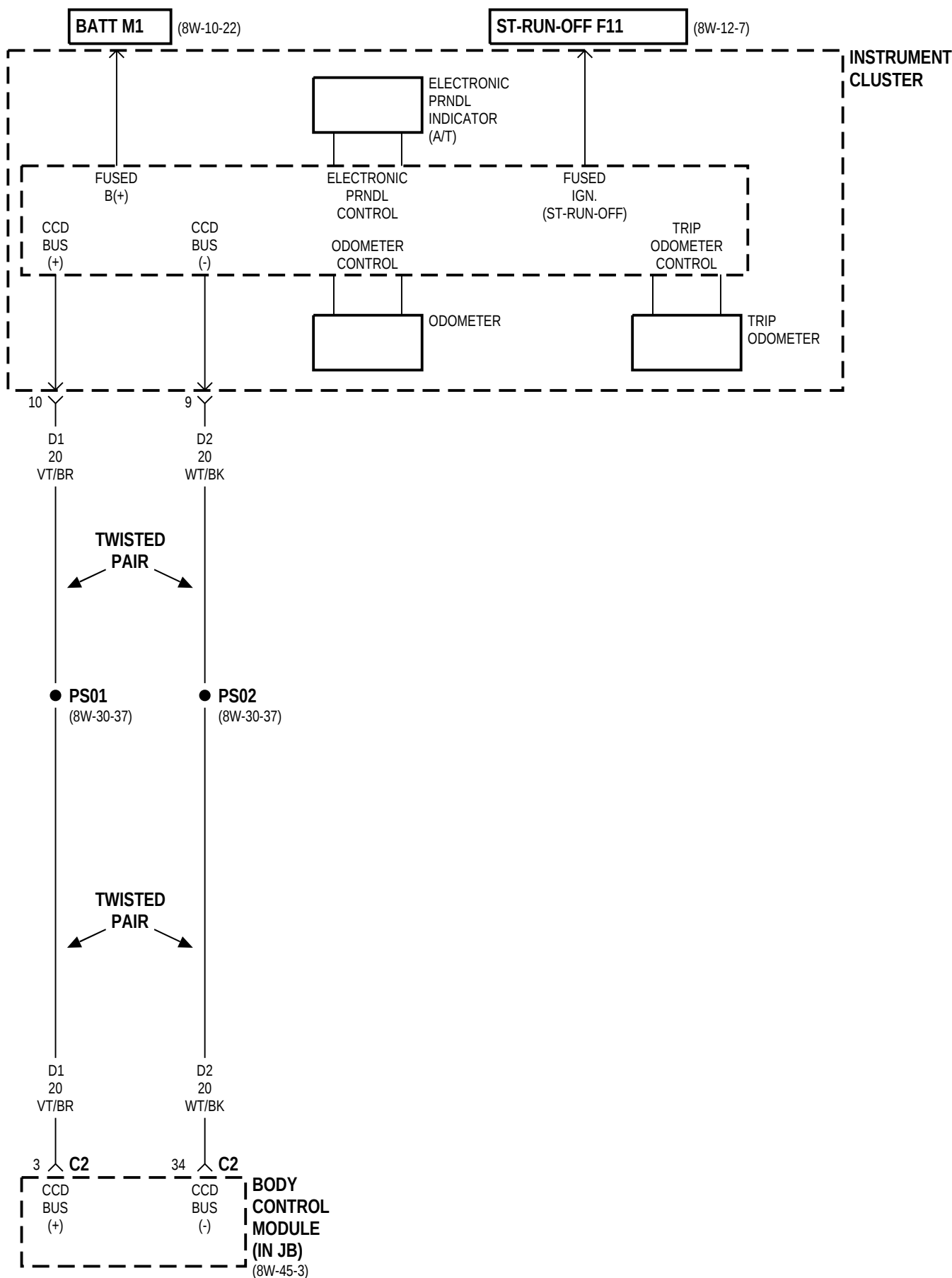






GAS





8W-40 INSTRUMENT CLUSTER

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DESCRIPTION AND OPERATION

INSTRUMENT CLUSTER OPERATION

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

The indicator lamps for the Seat Belt, Charging System, Cruise (Vehicle Speed Control), Low Fuel, Low Washer Fluid, Door Ajar, and Liftgate Ajar are also driven by the BCM.

Battery voltage for the instrument cluster is provided from two different sources. One is the F11 circuit, which supplies battery voltage for the cluster. This circuit is protected by 10 amp fuse and located in cavity 2 of the junction block. This fuse is HOT when the ignition switch is in the UNLOCK/RUN/START position.

Power for the fuse is supplied on circuit A81 from the ignition switch. Circuit M1 supplies power for the A81 circuit at the ignition switch.

The M1 circuit is the Ignition-Off Draw circuit, and is protected by a 10 amp fuse located in cavity 10 of the Power Distribution Center (PDC). This circuit is also a constant battery feed for the instrument cluster.

Illumination lamps, internal to the cluster, receive battery voltage on the E2 circuit. This circuit originates in the BCM and lamp intensity is controlled by the BCM. Ground for the lamps is provided on the Z1 circuit.

CCD BUS

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

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

GROUND CIRCUIT

Ground for the instrument cluster gauges and warning lamps is supplied on circuit Z2. This circuit terminates at the instrument panel ground.

Ground for the illumination lamps in the instrument cluster is supplied on circuit Z1.

SPEEDOMETER

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

The PCM receives its information on vehicle speed from the G7 circuit, for vehicles equipped electronic automatic transaxle, from the Transmission Control Module (TCM).

On vehicles equipped with the automatic transaxle, vehicle speed is sent to the PCM on the G7 circuit from the Vehicle Speed Sensor (VSS), which is mounted in the transmission. For additional information on VSS operation refer to section 8W-30.

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

DESCRIPTION AND OPERATION (Continued)

TACHOMETER

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

ENGINE COOLANT TEMPERATURE GAUGE

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

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

FUEL GAUGE

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

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

PRNDL (ELECTRONIC)

On vehicles equipped with an automatic transmission an electronic PRNDL is used to indicate to the operator gearshift position.

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

The BCM receives its information over the CCD Bus from the Transmission Control Module (TCM) on gearshift position. When the ignition switch is moved to the RUN position, the BCM instructs the instrument cluster to illuminate all segments of the PRNDL as a check.

ODOMETER

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

TRIP ODOMETER

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

CRUISE (VEHICLE SPEED CONTROL) ON LAMP

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

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

SEAT BELT INDICATOR

The fasten seat belt indicator is used with the warning chime to tell the operator to fasten the seat belt. The seat belt switch is located in the left B-Pillar and is normally OPEN when the seat belt is buckled.

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

This illuminates the lamp in the instrument cluster. Ground for the seat belt switch is terminated at the left side cowl.

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

DESCRIPTION AND OPERATION (Continued)

DOOR AJAR INDICATOR LAMP

The door ajar warning lamp is used to alert the operator that a door is ajar. A chime tone is used along with the lamp for an audible warning.

There are four door ajar switches used. The switches for the right and left front doors are case grounded. The switches for the passenger, and drivers, rear doors provide an input to the Body Control Module (BCM) on the G76 and G77 circuit. When any of the switches are grounded (door ajar), and the vehicle is moving, the Body Control Module (BCM) sends a signal over the CCD Bus to the instrument cluster for lamp illumination.

LIFTGATE AJAR INDICATOR LAMP

The liftgate ajar warning lamp is used to alert the operator that a liftgate is ajar. A chime tone is used along with the lamp for an audible warning.

Circuit G78 connects from the Body Control Module (BCM) to the liftgate ajar switch. The switch is normally OPEN with the liftgate closed. When the liftgate is opened the switch CLOSES completing a path to ground on circuit Z1. This circuit terminates at the liftgate ground.

When the BCM sees that the liftgate is ajar it sends a message across the CCD Bus to the instrument cluster for lamp illumination.

LOW FUEL LAMP

The illumination of the lamp is controlled by the Body Control Module (BCM). When the BCM detects a low fuel condition based on the input of the fuel gauge level, circuit G4, it illuminates the lamp.

This is accomplished by the BCM sending a message over the CCD Bus to the instrument cluster for lamp illumination.

CHARGING SYSTEM WARNING LAMP

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

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

LOW WASHER FLUID LAMP

The low washer fluid lamp is used to alert the operator that the washer fluid level has fallen below a pre-determined level.

The Body Control Module (BCM) controls the operation of the lamp based on the input from the low washer fluid level switch located in the washer fluid reservoir.

Circuit G29 connects from the BCM to the switch. The switch is normally OPEN. When the fluid level is below the pre-determined level the switch CLOSES completing a path to ground on circuit Z1. This circuit terminates at the right cowl panel.

HELPFUL INFORMATION

- Check the 10 amp fuse located in cavity 10 of the PDC
- Check the 10 amp fuse located in cavity 2 of the junction block.
- Check for a good ground at the instrument panel ground
- For additional diagnostic test, refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual

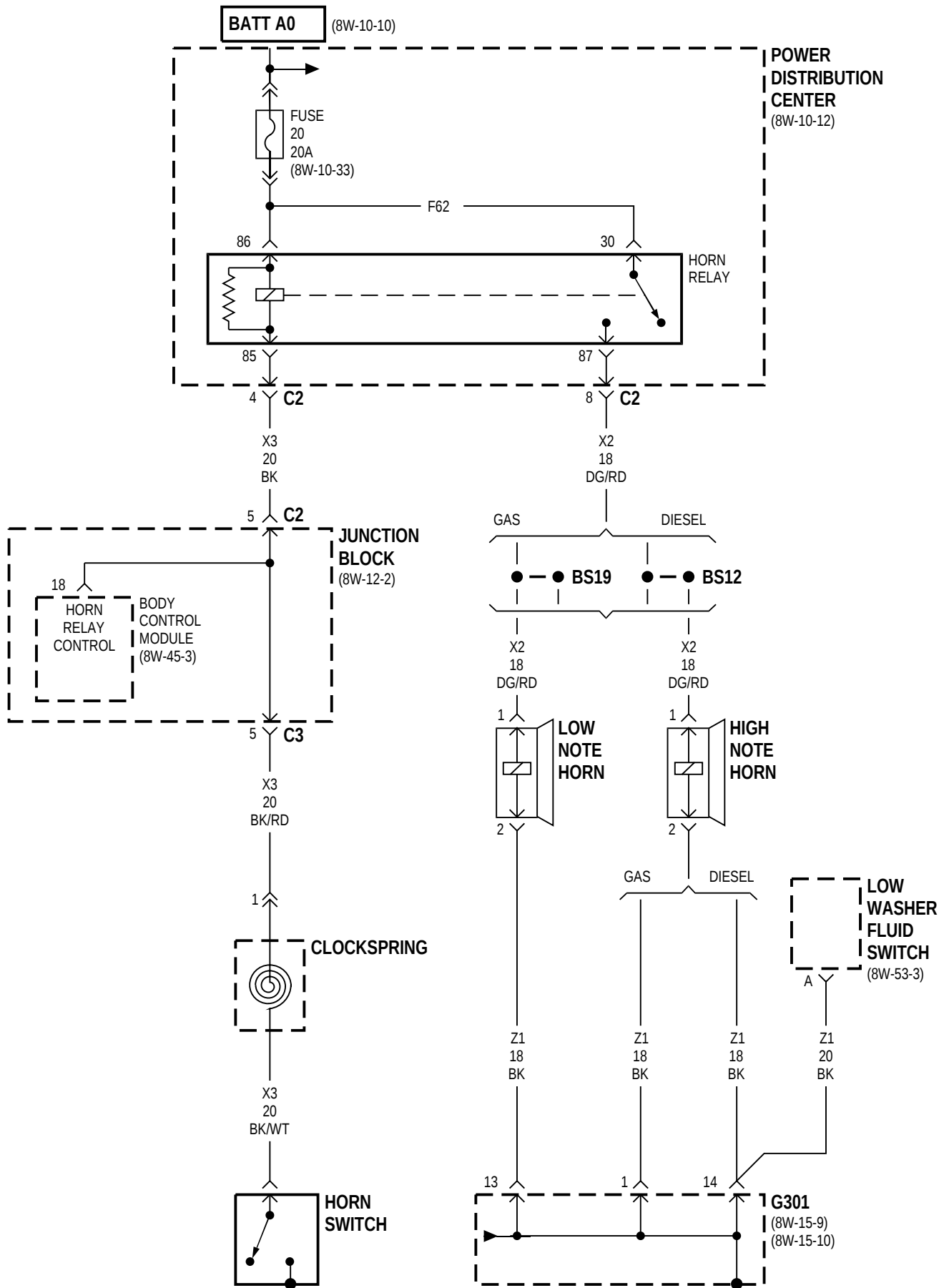
8W-41 HORN/CIGAR LIGHTER/POWER OUTLET

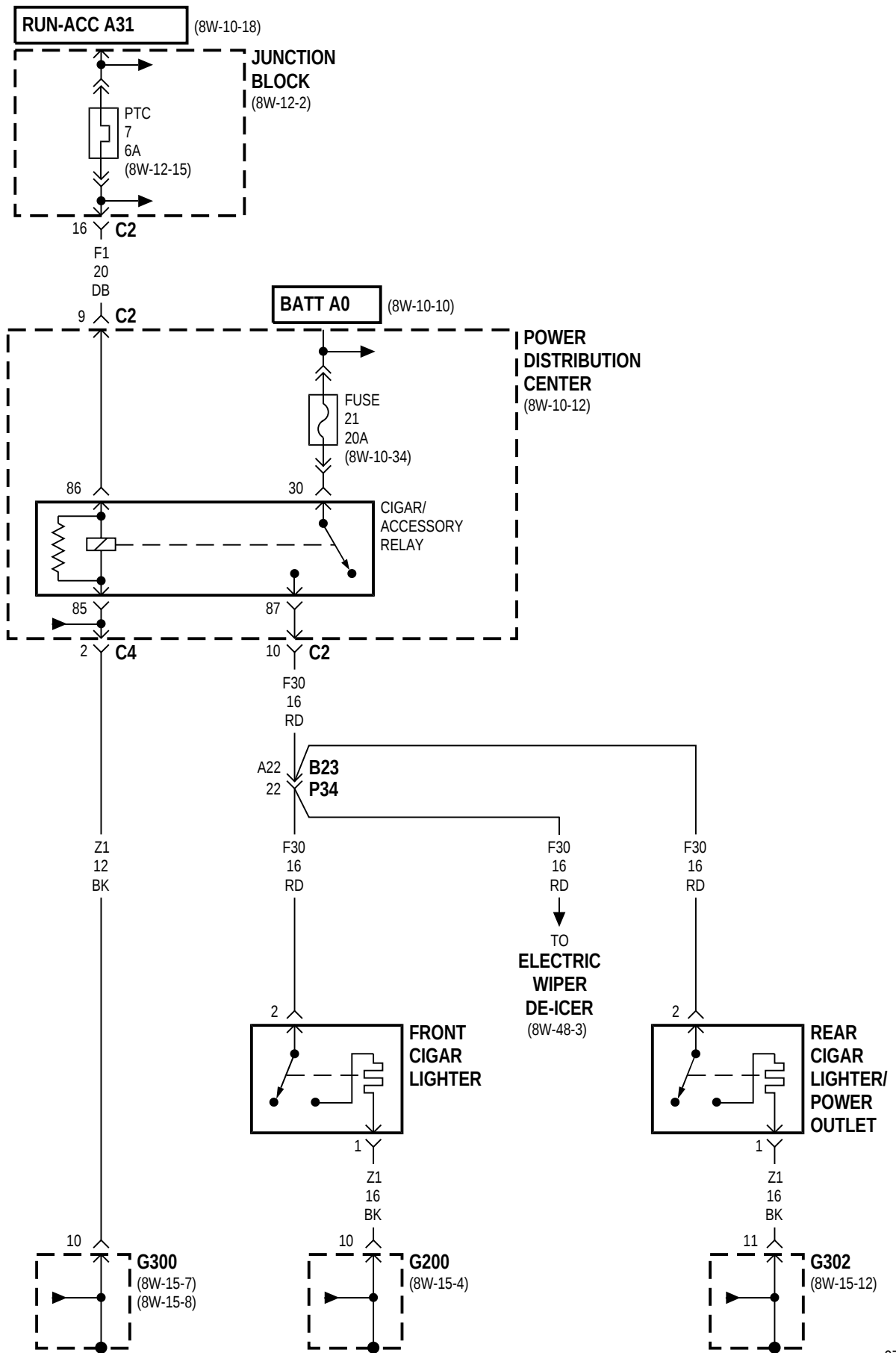
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8W-41 HORN/CIGAR LIGHTER/POWER OUTLET

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DESCRIPTION AND OPERATION

HORNS

The horn system is powered by a 20 amp fuse located in cavity 20 of the Power Distribution Center (PDC). The fuse is HOT at all times, on circuit F62, and supplies voltage to the coil and to the contact side of the horn relay.

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

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

HELPFUL INFORMATION

- Check the 20 amp fuse in cavity 20 of the PDC
- Press the horn switch and listen for the horn relay to click. A clicking relay indicates voltage is present up to the switch
- Check for a good ground at the right cowl panel.

CIGAR LIGHTER/POWER OUTLET

The cigar lighter and/or power outlet(s) are powered by a relay located in the Power Distribution Center (PDC).

Power for the coil side of the relay is supplied on circuit F1. This circuit is HOT in the ACCESSORY and RUN positions only and protected by a 6 amp Positive Temperature Coefficient (PTC) located in PTC cavity 7 of the junction block.

Circuit A31 is used to connect the PTC to the ignition switch. Battery voltage for the A31 circuit is supplied on circuit A1. This circuit is protected by a 40 amp fuse located in cavity 5 of the Power Distribution Center (PDC).

Ground for the coil side of the relay is supplied on circuit Z1. This circuit terminated at the left cowl panel.

When the ignition switch is in the ACCESSORY or RUN position, voltage flowing through the relay coil causes the contacts in the relay to CLOSE connecting circuits #6 and F30.

Circuit #6 is protected by a 20 amp fuse located in cavity 21 of the PDC. Circuit F30 connects from the relay to the cigar lighter(s)/power outlet(s). Ground for the cigar lighter(s)/power outlet(s) is supplied on circuit Z1.

CIGAR LIGHTER

When the operator presses the lighter, the contacts inside of the lighter element CLOSE, and voltage flows through the heating element to ground.

HELPFUL INFORMATION

- Check the 40 amp fuse located in cavity 5 of the PDC
- Check the 6 amp PTC located in PTC cavity 9 of the junction block.
- Check the 25 amp fuse located in cavity 21 of the PDC
- Check the cigar lighter element

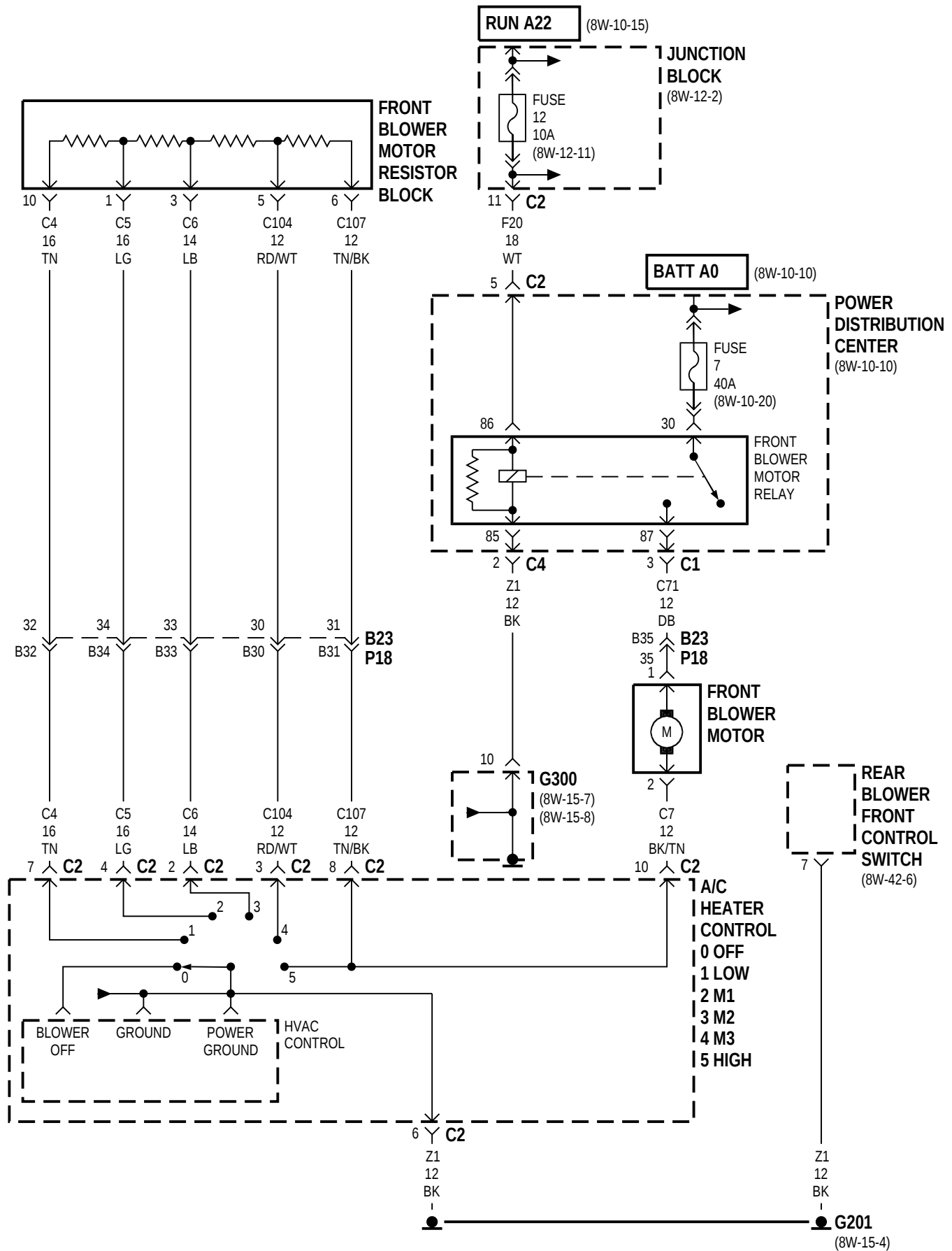
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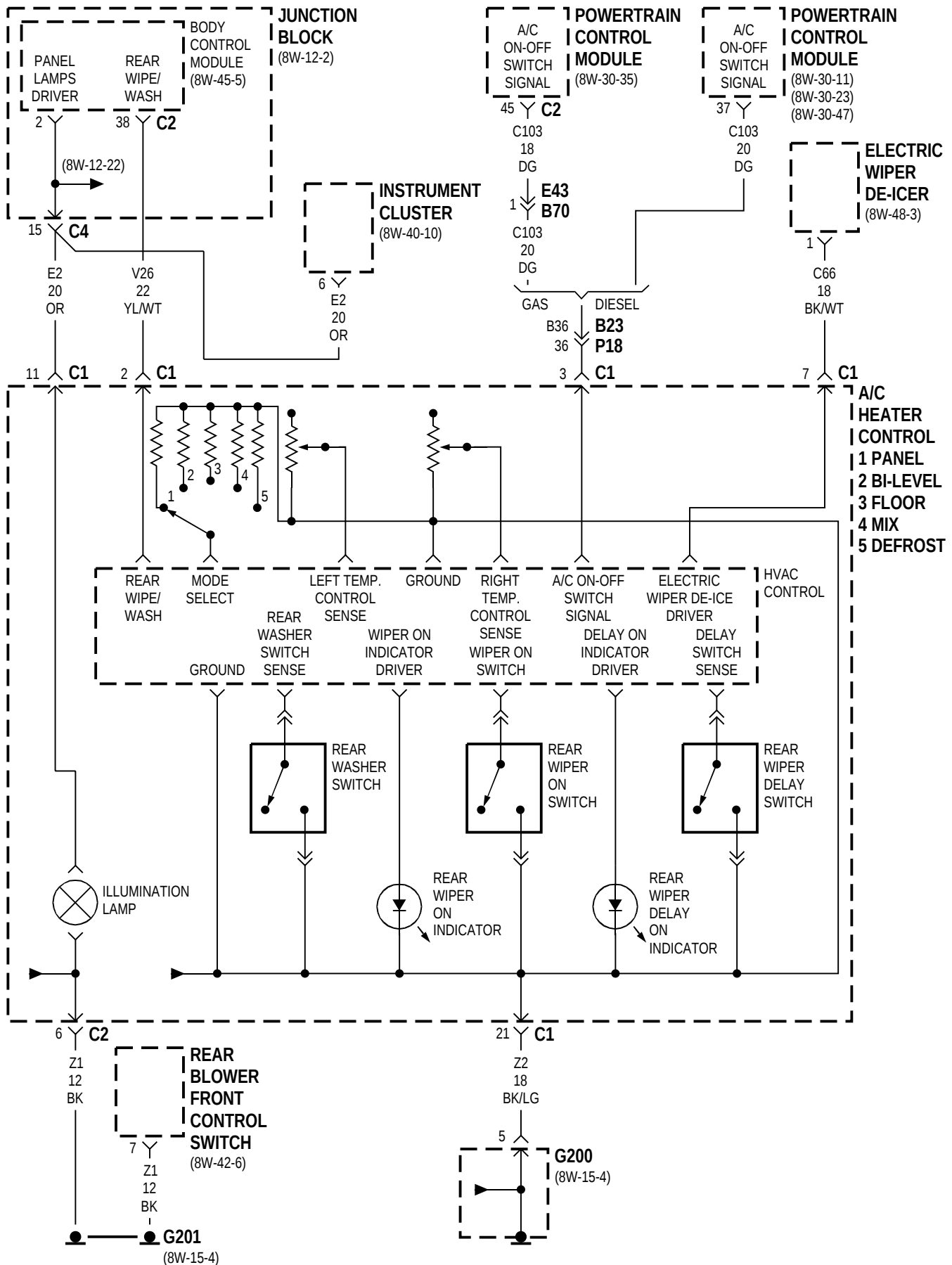
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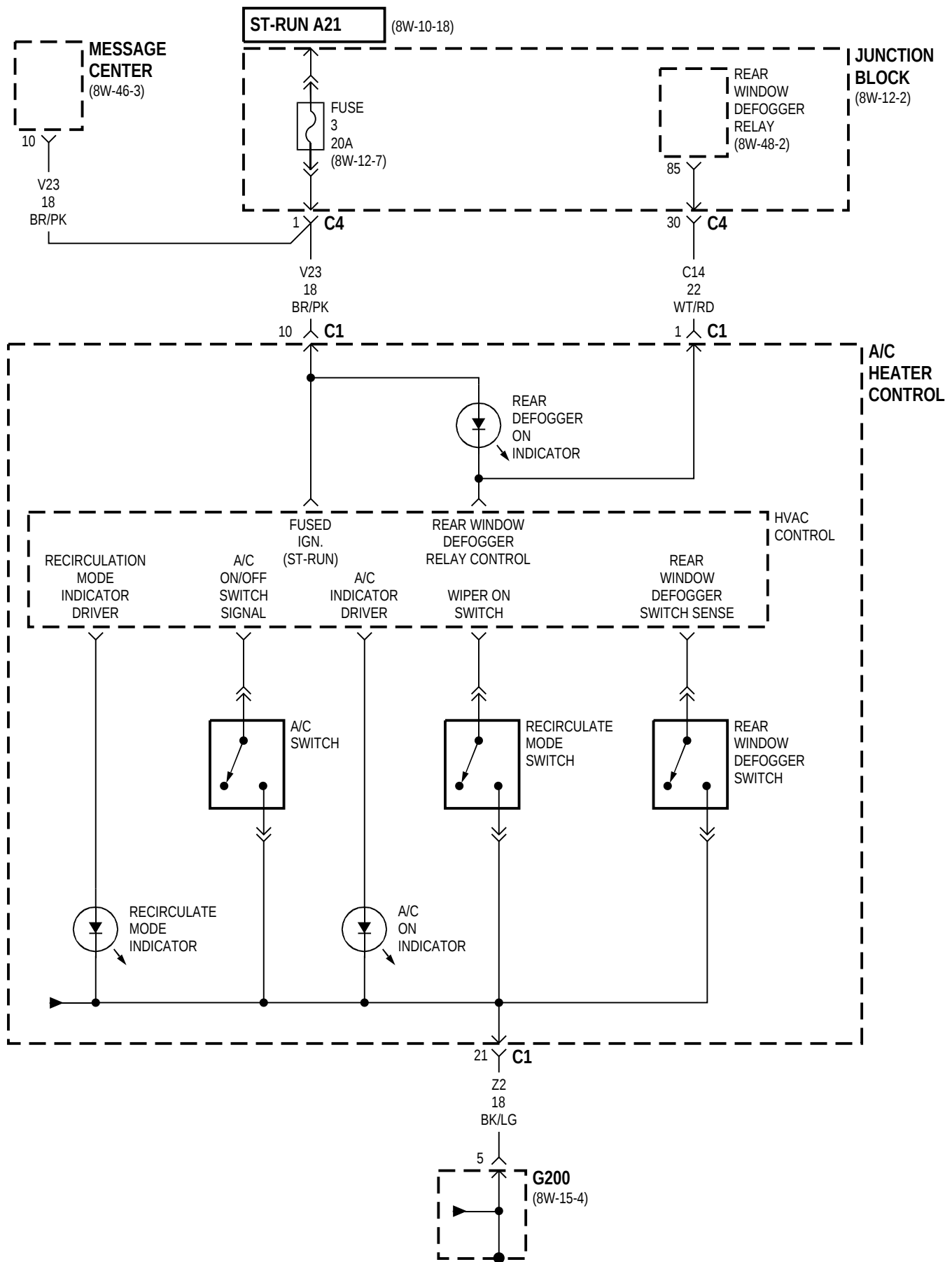
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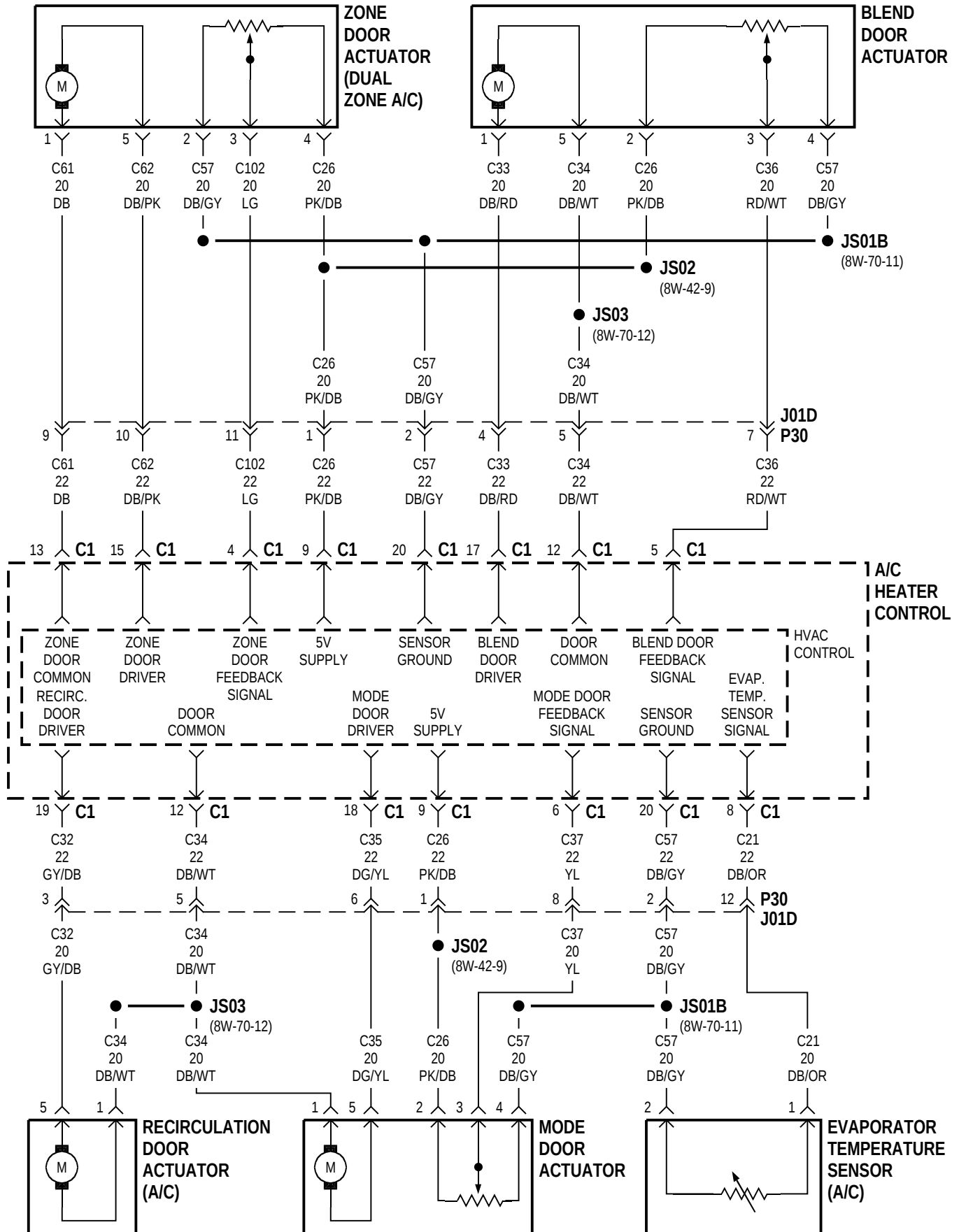
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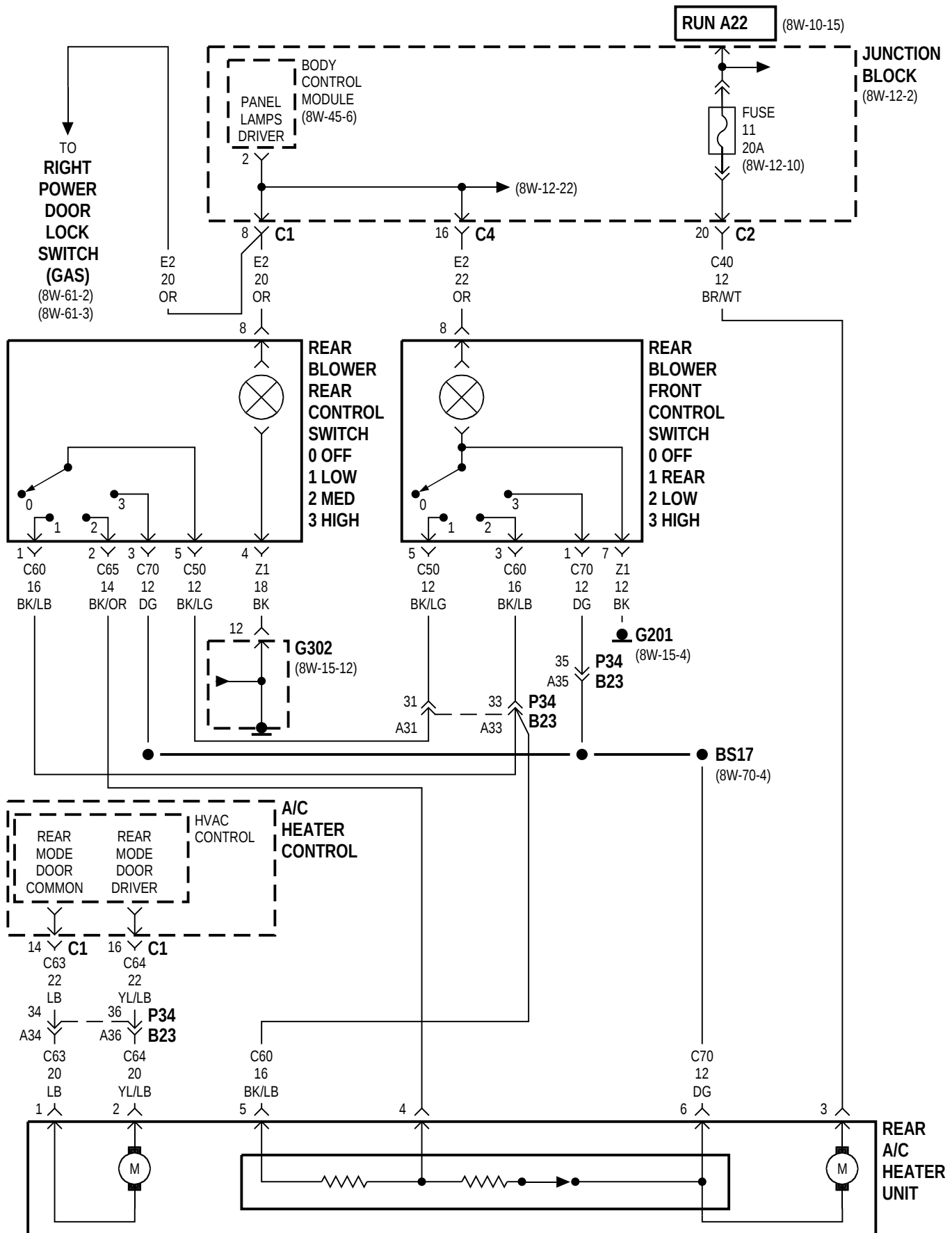
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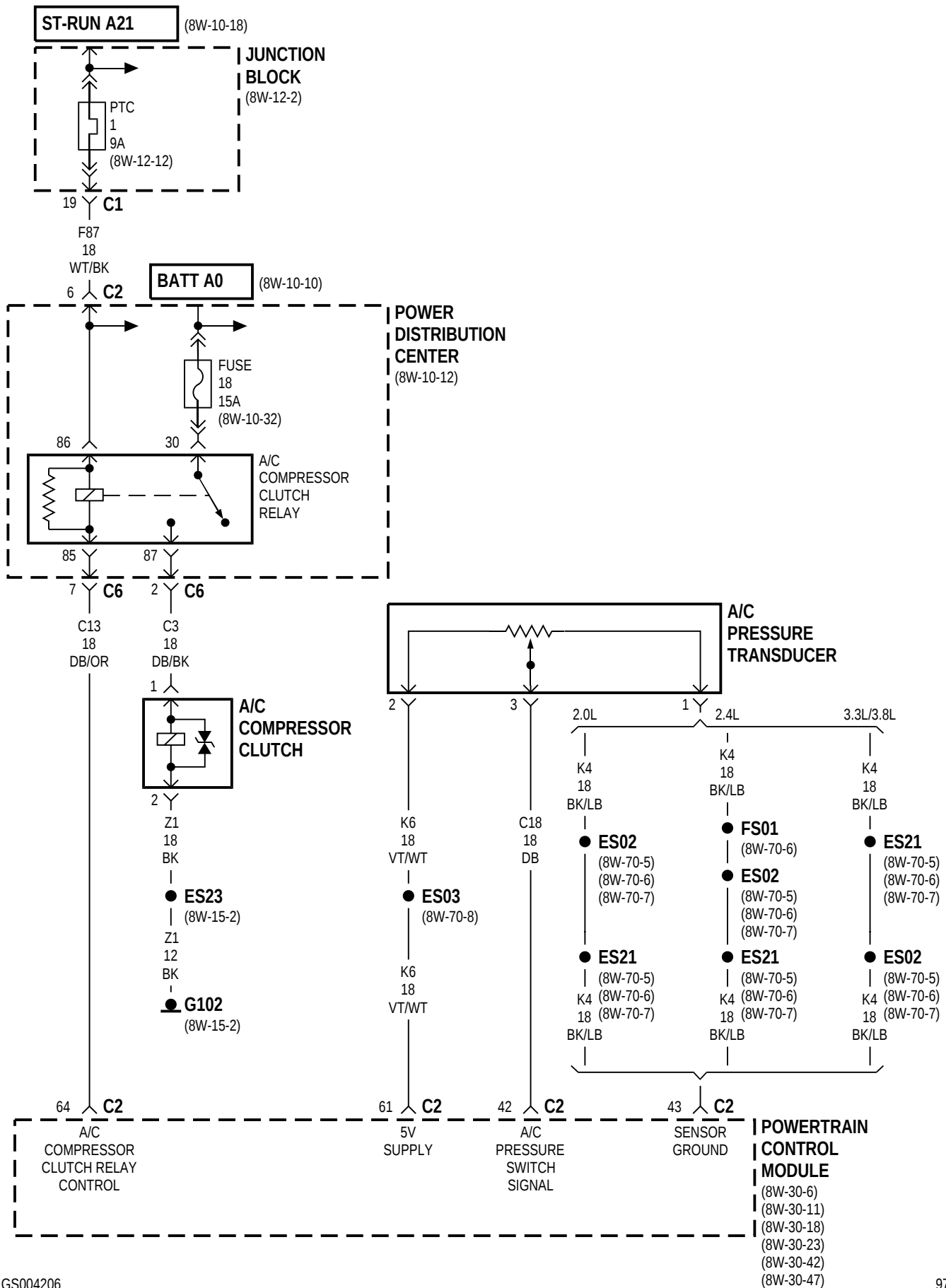


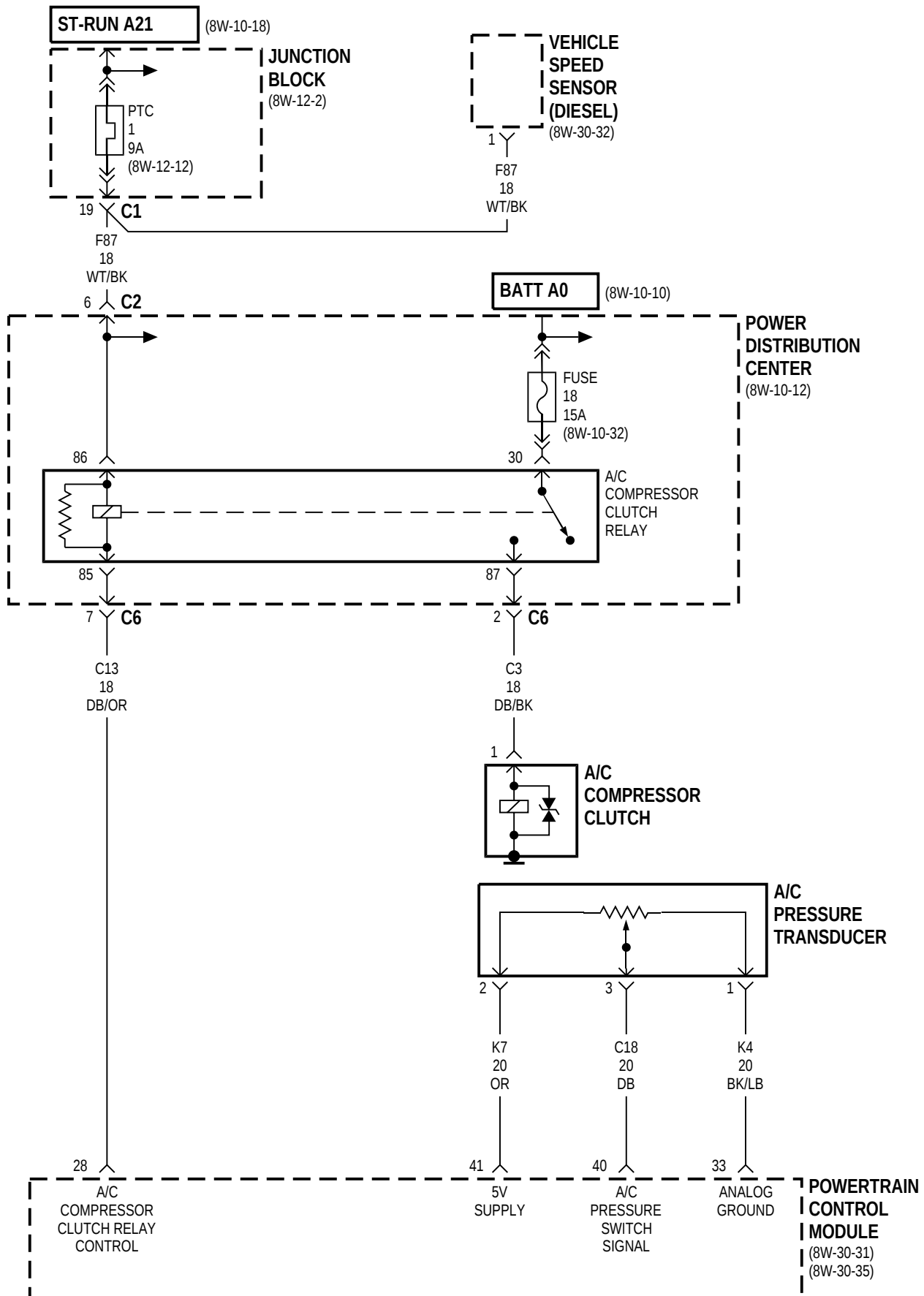








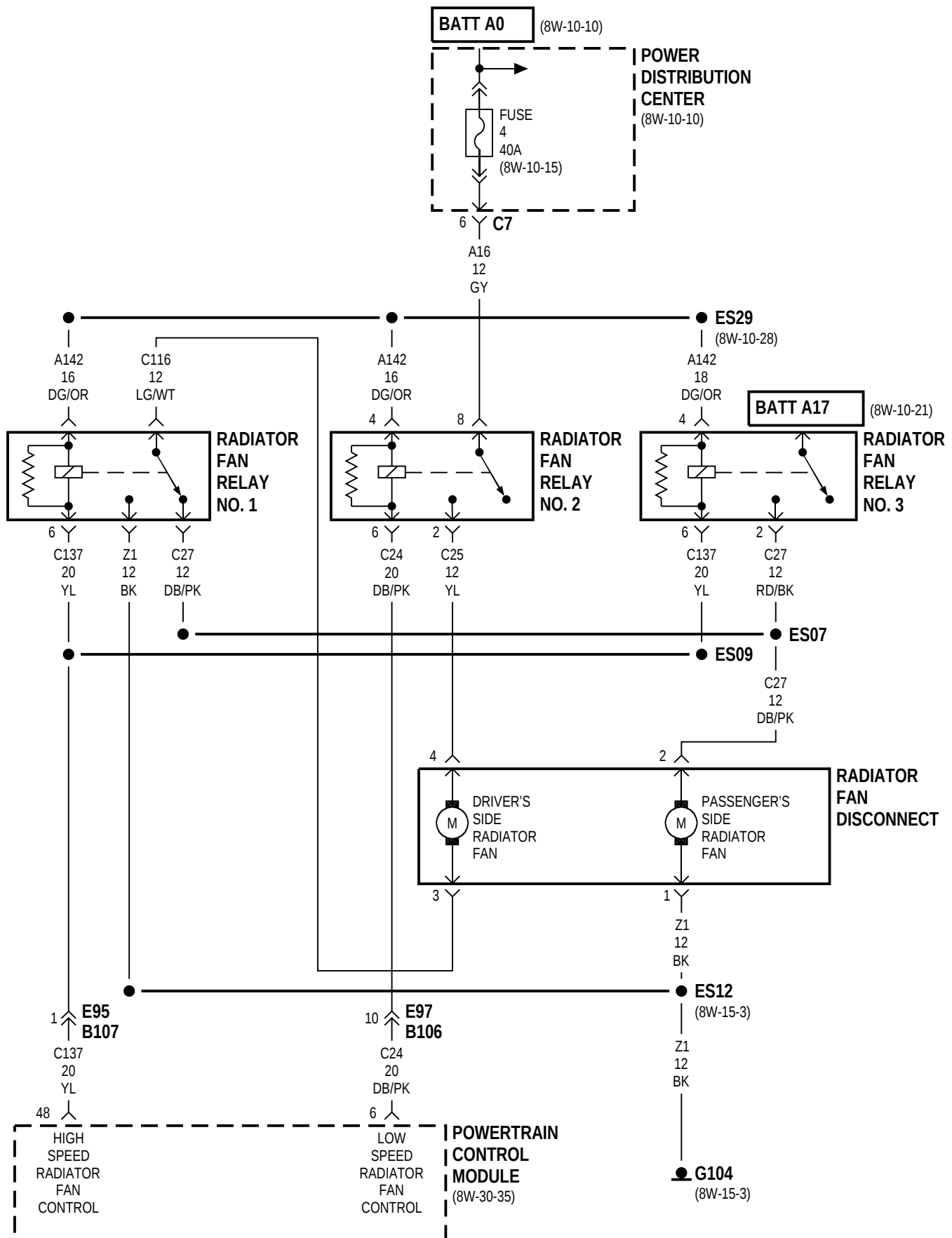




GAS



DIESEL



8W-42 AIR CONDITIONING-HEATER

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DESCRIPTION AND OPERATION

INTRODUCTION

There are three levels of ventilation systems available on this vehicle. There is a heater only system, a base A/C-Heater system, and a dual zone A/C-Heater system. A optional rear A/C-Heater system is also available.

Both the heater only and the two A/C-Heater systems share many of the same components. The circuit descriptions for all three are covered in this section. Where one system is different in one aspect or another it will be noted in the circuit descriptions, and the wiring diagrams.

The HVAC controls all functions of the system by measuring the resistance in circuits, supplying power and ground to components, activating motors, and controlling the ground path for the blower motor.

HVAC CONTROL

Battery voltage for the HVAC control is supplied on circuit V23. This circuit is HOT in the START/RUN position and connects from the ignition switch to the HVAC control.

Circuit A1 supplies voltage to the ignition switch. This circuit is protected by a 40 amp fuse located in cavity 5 of the Power Distribution Center (PDC).

Ground for the HVAC control is supplied on circuit Z1 and Z2. The Z2 circuit terminates at the instrument panel ground, and the Z1 circuit terminates at the blower motor ground.

The Z2 circuit is spliced internal to the HVAC control and supplies the ground path for the other switches and indicators in the switch pod, in addition the Z2 circuit supplies ground for the temperature control(s), and mode select switch.

The HVAC control uses resistors in the temperature control(s) and the mode switch to determine operators request

ILLUMINATION LAMPS

The display intensity of the instrument cluster, radio, HVAC control, and various other items in this vehicle is controlled by the Body Control Module (BCM).

Circuit E2 supplies power to the lamps controlled by the BCM.

Circuit L7 supplies power to fuse 1, a 10 amp in the junction block, when the park lamp relay is energized. Circuit E1 connects from the fuse to the BCM and supplies a park lamp ON input.

The E92 circuit from the headlamp dimmer switch provides the dimmer switch signal to the BCM. The BCM measures the resistance to ground on this circuit and adjusts the voltage level on circuit E2 to the proper level.

Ground for the lamp(s) is supplied on circuit Z1. This circuit is spliced internal the HVAC control and also supplies a power ground for the control and blower motor.

BLEND AIR DOOR

Operation of the blend air door is controlled by the HVAC control.

Circuit C33 from the control supplies power to the blend air door motor. The C34 circuit is the ground path back to the control.

Depending on mode of operation the power and ground for the C33 and C34 is reversed.

The HVAC control also monitors the position of the door through a sensor. Circuit C26 is the 5 volt feed from the control to the sensor. This circuit is spliced and supplies voltage to the other sensors.

The C36 circuit is the sensor feedback to the HVAC control.

Circuit C57 is used to supply a common ground path for the sensor back to the control. This circuit is spliced and provides a ground path for the other sensors.

DESCRIPTION AND OPERATION (Continued)

MODE DOOR

Operation of the mode door is controlled by the HVAC control.

Circuit C35 from the control supplies power to the blend air door motor. The C34 circuit is the ground path back to the control.

Depending on mode of operation the power and ground for the C34 and C35 circuits is reversed.

The HVAC control also monitors the position of the door through a sensor. Circuit C26 is the 5 volt feed from the control to the sensor. This circuit is spliced and supplies voltage to the other sensors.

The C37 circuit is the sensor feedback to the HVAC control.

Circuit C57 is used to supply a common ground path for the sensor back to the control. This circuit is spliced and provides a ground path for the other sensors.

RECIRCULATION DOOR

A switch in the HVAC control is used to activate the recirculation door. Ground for the switch is supplied on circuit Z2.

The recirculation door is used on vehicles equipped with A/C only. The operation of the door is controlled by the HVAC control.

Circuit C32 from the control supplies power to the door motor. The C34 circuit is the ground path back to the control.

Depending on mode of operation the power and ground for the C23 and C34 circuits is reversed.

When the system is in the recirculation mode, an indicator is illuminated. This indicator is a Light Emitting Diode (LED). Power for the LED is supplied from the HVAC control, and ground is supplied on circuit Z2. This ground terminates at the instrument panel ground.

ZONE DOOR

The zone door is used on vehicles equipped with the dual zone A/C only. The operation of the door is controlled by the HVAC control.

Circuit C62 from the control supplies power to the door motor. The C61 circuit is the ground path back to the control.

Depending on mode of operation, the power and ground for the C61 and C62 circuits is reversed.

The HVAC control also monitors the position of the door through a sensor. Circuit C26 is the 5 volt feed from the control to the sensor. This circuit is spliced and supplies voltage to the other sensors.

The C102 circuit is the sensor feedback to the HVAC control.

Circuit C57 is used to supply a common ground path for the sensor back to the control. This circuit is spliced and provides a ground path for the other sensors.

EVAPORATOR TEMPERATURE SENSOR

The evaporator temperature sensor is used to monitor the temperature of the evaporator to prevent freeze up. This input is used to control the operation of the A/C compressor clutch.

Circuit C21 is the feed from the HVAC control to the sensor.

Circuit C57 is used to supply a common ground path for the sensor back to the control. This circuit is spliced and provides a ground path for the other sensors.

A/C OPERATION

When the operator requests A/C operation by pressing the A/C switch in the HVAC control, or by turning the defrosters ON, a signal is sent to the Powertrain Control Module (PCM) requesting A/C operation, on circuit C103.

The PCM interprets this request and supplies a ground path for the A/C compressor clutch relay (coil side), providing the pressures and temperatures in the A/C system are in the proper ranges. The PCM looks at the engine coolant temperature and the HVAC control reads the evaporator temperature sensor.

Circuit C13 connects from the relay coil, ground side, to the PCM. Power for the coil side is supplied on circuit F87 (A142 on diesel applications). This circuit is HOT in the START and RUN position only, and protected by a 9 amp Positive Temperature Coefficient (PTC) located in PTC location 1.

Power for the PTC is supplied on circuit A21. This circuit connects from the ignition switch to the PTC. Power for the A21 circuit is supplied on circuit A1. This circuit originates at the Power Distribution Center (PDC) and is protected by a 40 amp fuse located in cavity 5.

When the relay is energized, contacts in the relay CLOSE connecting circuit #10 and circuit C3. The #10 circuit is protected by a 15 amp fuse located in cavity 18 of the PDC. Circuit C3 connects from the relay to the A/C compressor clutch.

The A/C compressor clutch receives this current and creates a magnetic field, energizing the clutch. The ground path for the A/C compressor clutch is on circuit Z1.

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

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

To monitor the pressure in the system the PCM looks at the A/C pressure transducer. Circuit K6 is the 5 volt feed from the PCM to the sensor, and cir-

DESCRIPTION AND OPERATION (Continued)

circuit K4 is the ground back to the PCM. These circuits are spliced with many of the components used in the fuel/ignition system.

Circuit C18 is used as the sensor input to the PCM. This circuit connects to cavity 42 of the PCM connector.

When the system is in operation, an indicator is illuminated. This indicator is a Light Emitting Diode (LED). Power for the LED is supplied from the HVAC control, and ground is supplied on circuit Z2. This ground terminates at the instrument panel ground.

RADIATOR FAN OPERATION

Power for the radiator fan solid state relay is supplied on circuit A16. This circuit is HOT at all times and protected by a 40 amp fuse located in cavity 4 of the Power Distribution Center (PDC).

Ground for the relay is supplied by the Powertrain Control Module (PCM) on circuit K173. The PCM determines the need for radiator fan operation, and the speed at which it operates, by looking at several items including engine coolant temperature and A/C operation.

Circuit C23 connects from the relay to the radiator fan motors. Ground for the fans is supplied on circuit Z1.

RADIATOR FAN (DIESEL)

The radiator fan system on this vehicle is controlled by the Powertrain Control Module (PCM) and three (3) relays. The PCM controls the ground side of the relay coil(s).

LOW SPEED

When LOW speed radiator fan operation is required the PCM provides a ground path for circuit C24. This causes the contacts in relay #2 to CLOSE connecting circuits A16 and C25. The A16 circuit is protected by a 40 amp fuse located in cavity 4 of the Power Distribution Center (PDC). Circuit C25 connects from the relay to the low speed radiator fan motor.

Power is passed through the motor to relay #1 and through the CLOSED contacts to circuit C27. The C27 circuit connects to the high speed fan motor then to ground on circuit Z1.

HIGH SPEED

When HIGH speed radiator fan operation is required the PCM provides a ground path for circuit C137. This causes the contacts in relay #1 and #3 to CLOSE connecting circuits A17 and C117. The A17 circuit is protected by a 40 amp fuse located in cavity 8 of the Power Distribution Center (PDC). Circuit C116 connects from the relay to the high speed radiator fan motor.

Ground for the motor is supplied on circuit Z1.

BLOWER MOTOR (FRONT)

Power for the blower motor is supplied on circuit C71. This circuit is HOT when the contacts in the HVAC blower relay are CLOSED. Power for the contact side of the relay is supplied on circuit C1.

The C1 circuit is HOT at all times, and protected by a 40 amp fuse located in cavity 7 of the Power Distribution Center (PDC).

The coil side of the relay is energized when the ignition switch is in the RUN position only. Power for the coil side of the relay is supplied on circuit F20. This circuit connects from the fuse to the relay.

Circuit A2 connects from the fuse 8, a 10 amp, in the junction block and supplies power for circuit A22.

Ground for the coil side of the relay is supplied on circuit Z1. This ground terminates at the left cowl panel.

Ground for the blower motor is controlled through the blower motor resistor and the blower motor switch.

LOW SPEED OPERATION

When the operator selects the LOW speed position, power is supplied on circuit C71 through the blower motor to circuit C7. The C7 circuit connects from the blower motor to the HVAC control, HIGH speed contact.

Voltage is passed through the HVAC control to circuit C107. The C107 circuit connects from the HVAC control to the blower motor resistor.

The voltage is passed through the blower motor resistor to circuit C4 which connects from the resistor back to the HVAC control and to ground on circuit Z1.

M1, M2, M3 SPEED OPERATION

Operation of the M1, M2, and M3 speeds is the same as the LOW speed except circuit C5 is used for M1, circuit C6 is used for M2, and circuit C104 is used for M3.

HIGH SPEED OPERATION

In the HIGH speed mode the voltage is passed through the blower motor to ground through the CLOSED contacts in the blower motor switch. There are no resistors used in the HIGH speed mode.

BLOWER MOTOR (REAR)

Power for the rear blower motor is supplied on circuit C40. This circuit is protected by a 20 amp fuse located in cavity 11 of the junction block. At LOW and MEDIUM speeds, ground for the rear blower motor passes through the temperature sensor and one or more resistors, depending on speed selection.

Two switches operate the rear blower motor by supplying ground; the front control switch and the rear control switch. The front control switch must be in the ON position for the rear control switch to operate the rear blower motor.

DESCRIPTION AND OPERATION (Continued)

FRONT CONTROL SWITCH

When the front control switch is in the LOW position, ground passes through the temperature switch, and both resistors to circuit C60. Circuit C60 connects to the front control switch. The front control switch connects the blower motor to ground on circuit Z1.

When the front control switch is in the MEDIUM position, ground passes through the temperature switch, and one resistor to circuit C65. Circuit C65 connects to the front control switch. The front control switch connects the blower motor to ground on circuit Z1.

If the front control switch is in the HIGH position, the ground path for the blower motor is on circuit C70 through the front blower switch to ground circuit Z1.

REAR CONTROL SWITCH

For the rear control switch to operate the rear blower motor, the front control switch must be in the ON position. Circuit C50 from the rear control switch connects to the ON terminal of the front control switch. In the ON position, the front control switch connects circuit C50 to ground on circuit Z1.

When the rear control switch is in the LOW position and the front control switch is in the ON position, ground passes through the temperature switch, and both resistors to circuit C60. Circuit C60 connects to the rear control switch. From the rear control switch, ground passes through circuit C50 and the front control switch to circuit Z1.

When the rear control switch is in the MEDIUM position and the front control switch is in the ON position, ground passes through the temperature switch, and one resistor to circuit C65. Circuit C65 connects to the rear control switch. From the rear control switch, ground passes through circuit C50 and the front control switch to circuit Z1.

If the rear control switch is in the HIGH position and the front control switch is in the ON position, the ground path is on circuit C70 through the rear control switch. From the rear control switch, ground passes through circuit C50 and the front control switch to circuit Z1. In the HIGH position, current does not flow through the blower motor resistors.

REAR A/C UNIT

The HVAC control operates the rear A/C unit mode door on circuit C63 and C64. Depending on the operator's selection the HVAC control supplies ground and voltage to on either circuit to OPEN or CLOSE the mode door.

HELPFUL INFORMATION

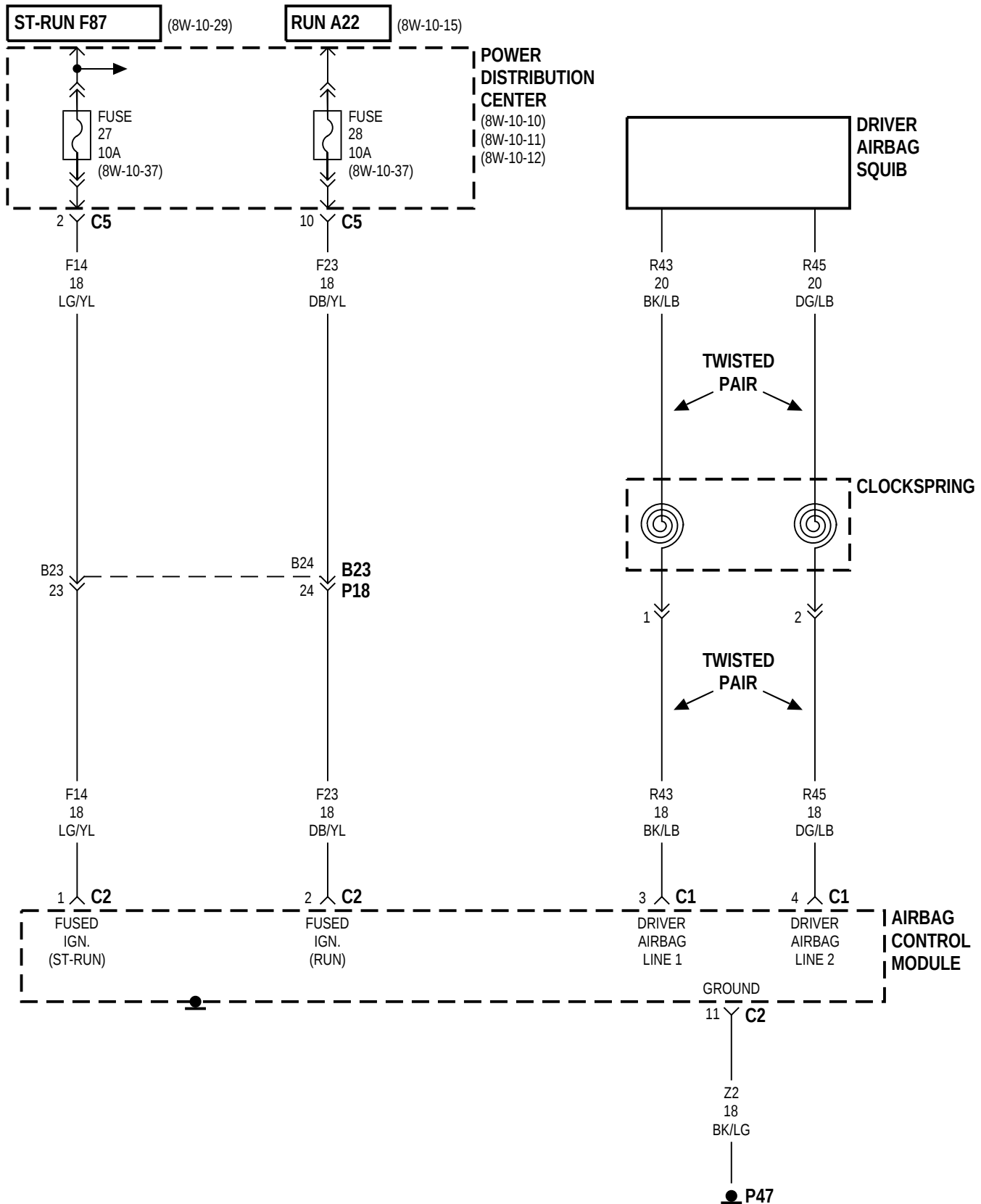
- Check the 40 amp fuse located in cavity 5 of the PDC
- Check the 20 amp fuse located in cavity 3 of the junction block
- Check the grounding locations
- Check the A/C refrigerant level. The system will not operate with a low level of refrigerant
- Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual for further diagnostic procedures

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DESCRIPTION AND OPERATION

AIRBAG CONTROL MODULE (ACM)

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

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

A bus bar internal to the ignition switch connects the A2 circuit from the junction block to the A22 circuit when the switch is in the RUN position. The A22 circuit supplies battery voltage to the PDC fuse that feeds the F23 circuit. A 10 amp fuse in the junction block, cavity 27, protects the A2 and A22 circuits. A 10 amp fuse in cavity 28 of the PDC protects the F23 circuit.

When the ignition switch is in the START/RUN position, it connects the A1 circuit from the PDC to the F87 circuit. The F87 circuit supplies battery voltage to the junction block bus bar that feeds the F14 circuit. A 40 amp fuse in cavity 5 of the PDC protects the A1 and F87 circuits. A 10 amp fuse in cavity 27 of the PDC protects the F23 circuit.

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

AIRBAG IMPACT SENSOR

The Airbag Control Module (ACM) uses sensors internal to it to determine the angle and severity of an impact.

AIRBAG SQUIB (AIRBAG IGNITER)

DRIVER'S SIDE AIRBAG

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

PASSANGER'S SIDE AIRBAG

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

AIRBAG WARNING LAMP

Illumination of the Airbag warning lamp is controlled by the Airbag Control Module (ACM). When the ACM detects a problem in the system it grounds the R41 circuit. This causes the lamp in the message center to illuminate.

HELPFUL INFORMATION

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

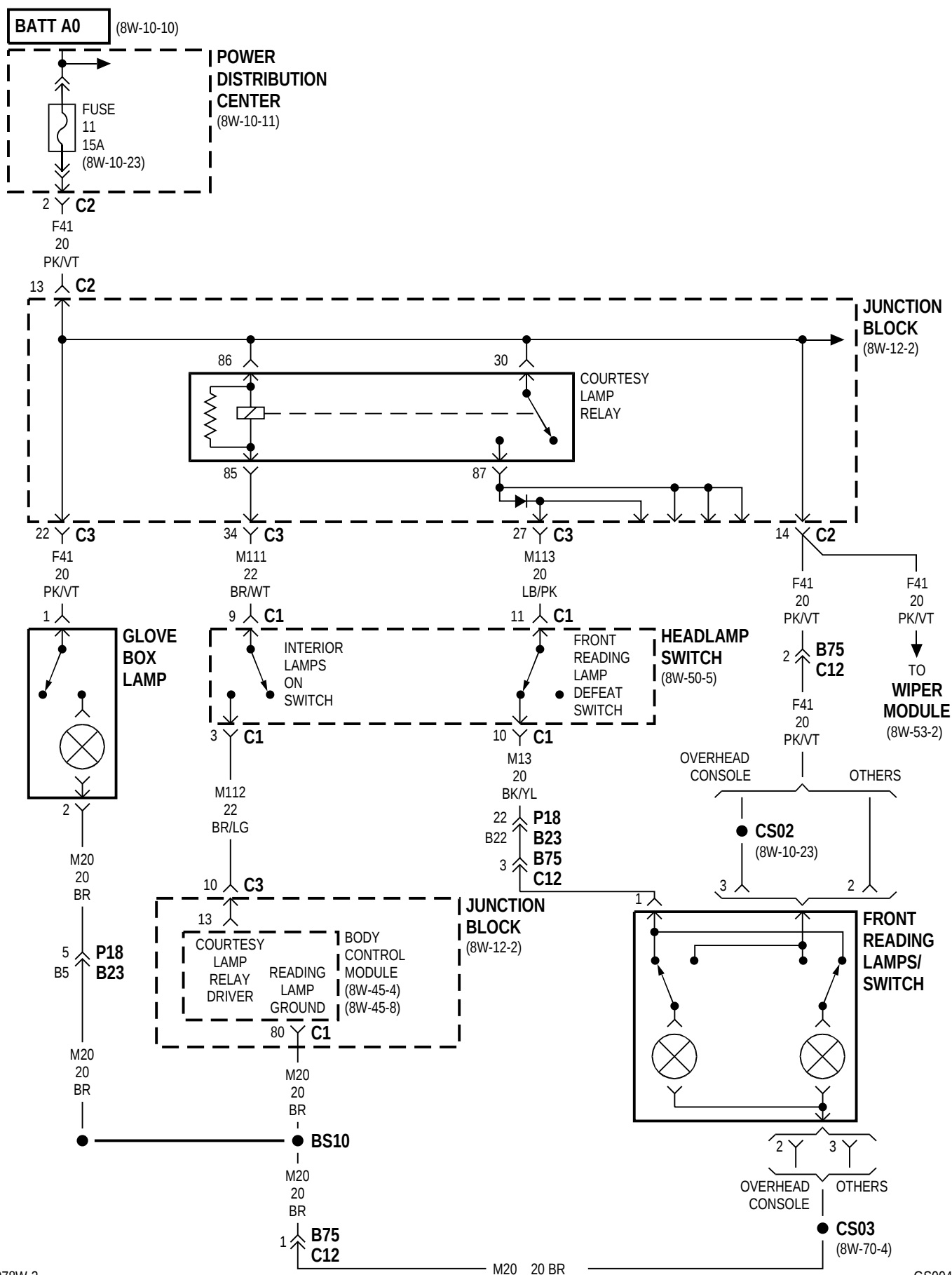
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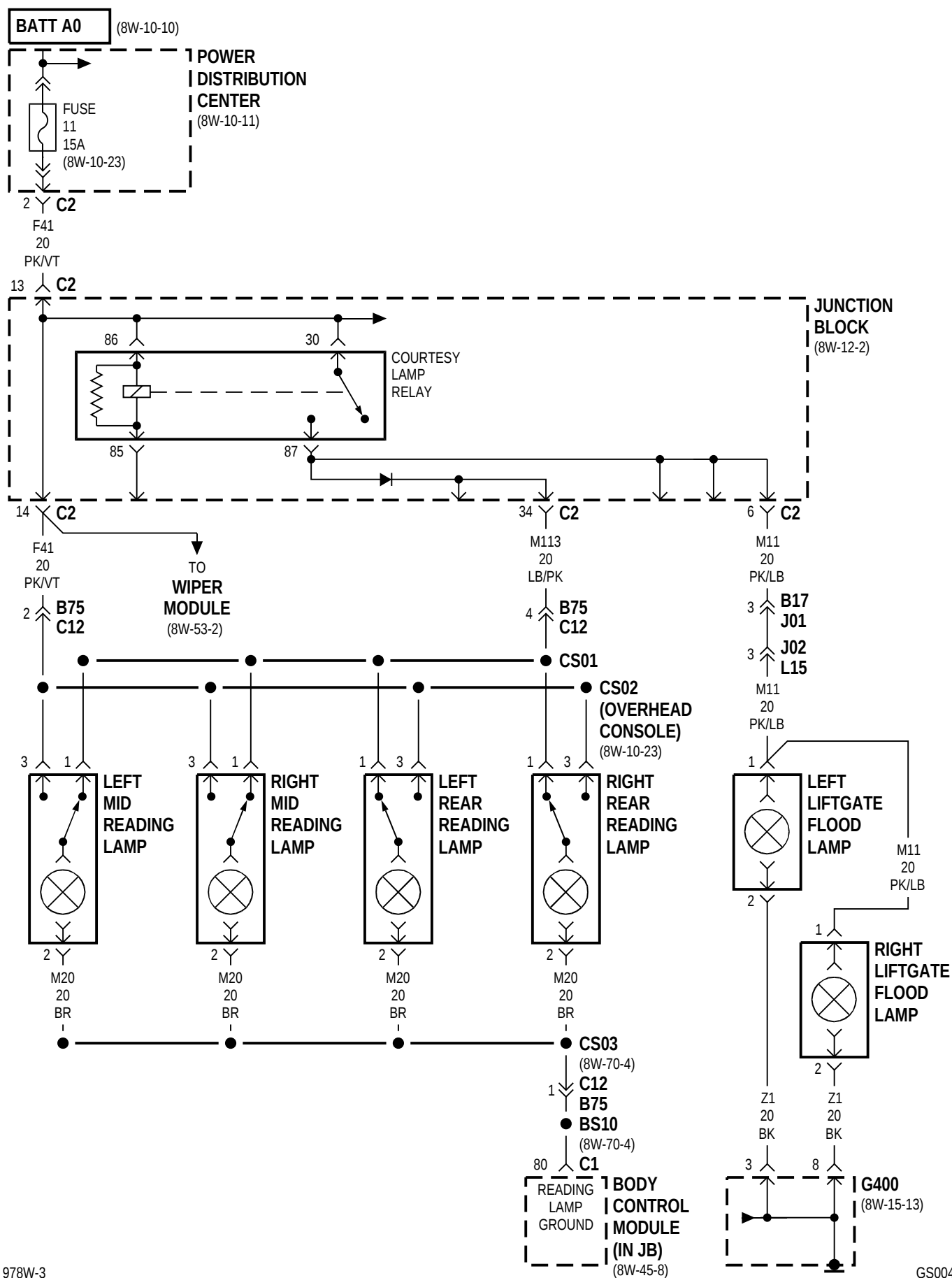
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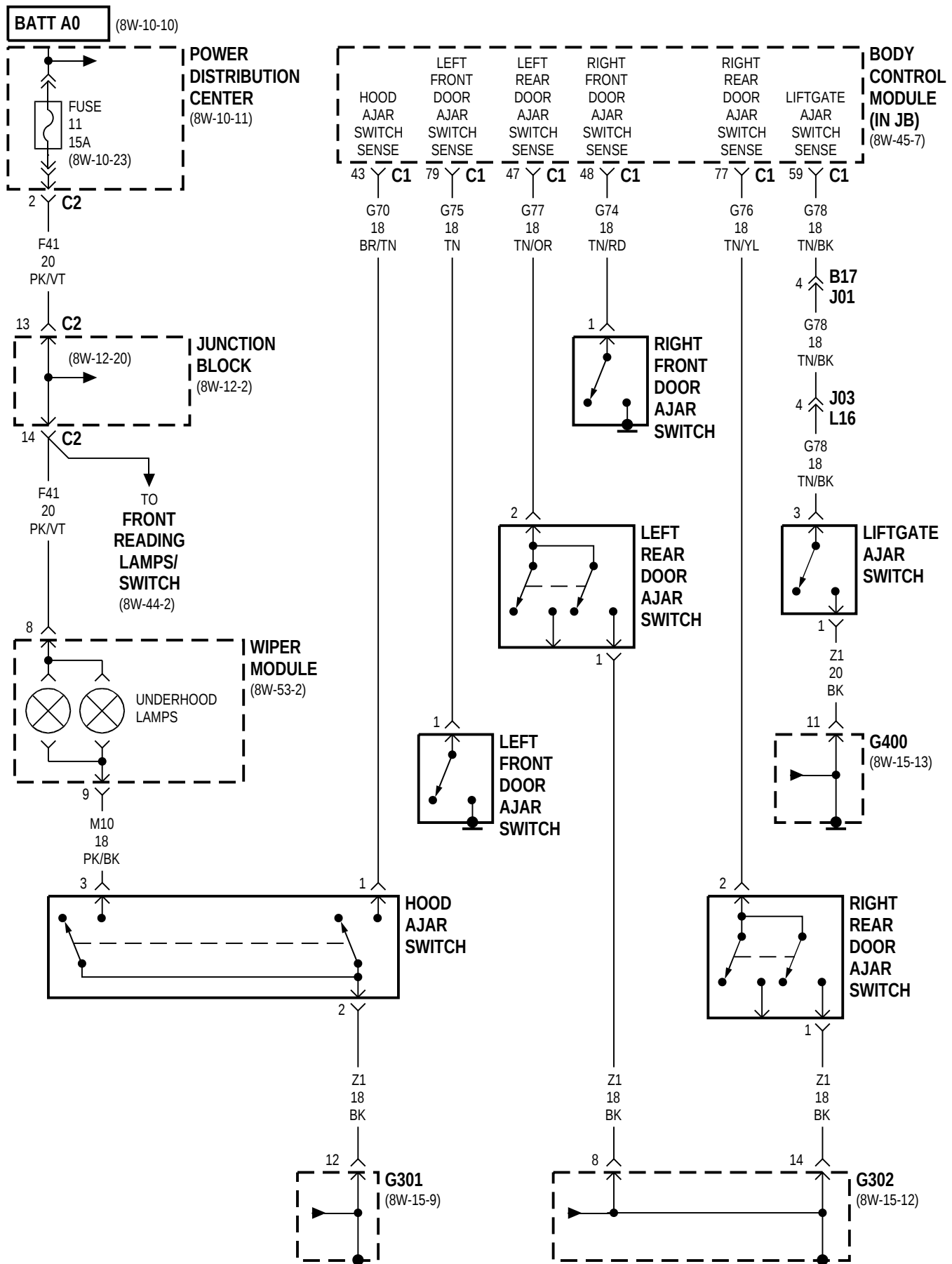
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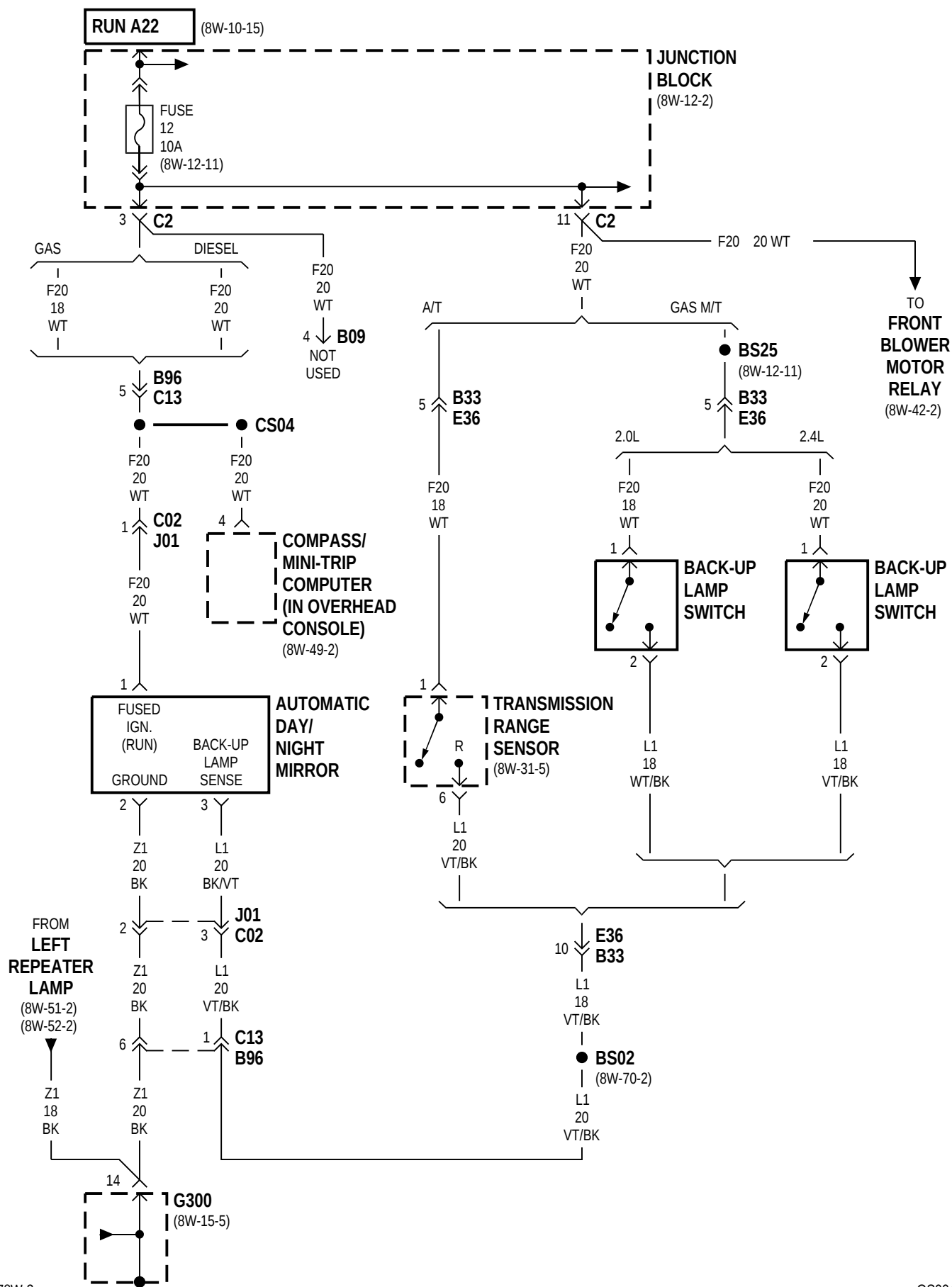
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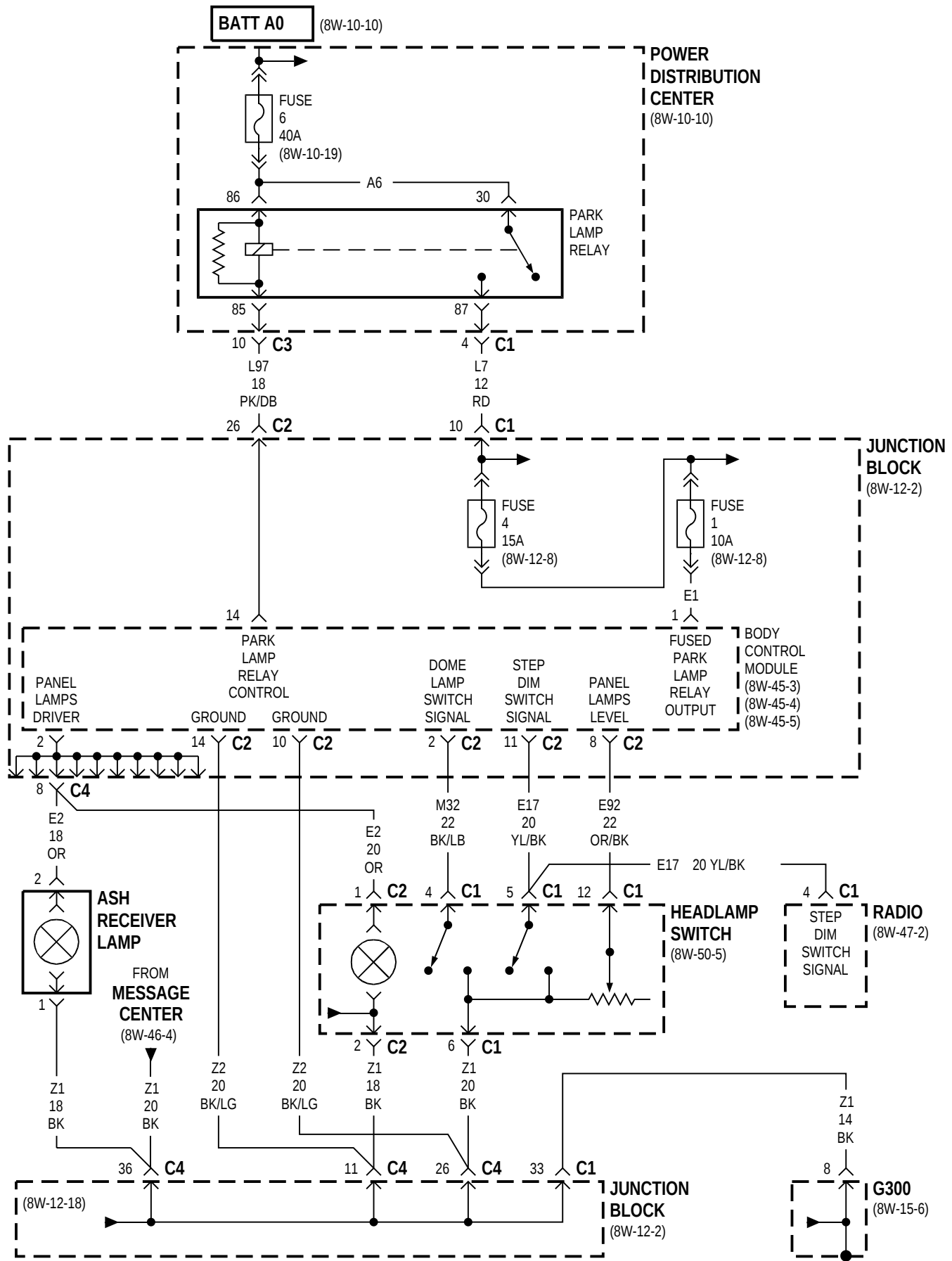


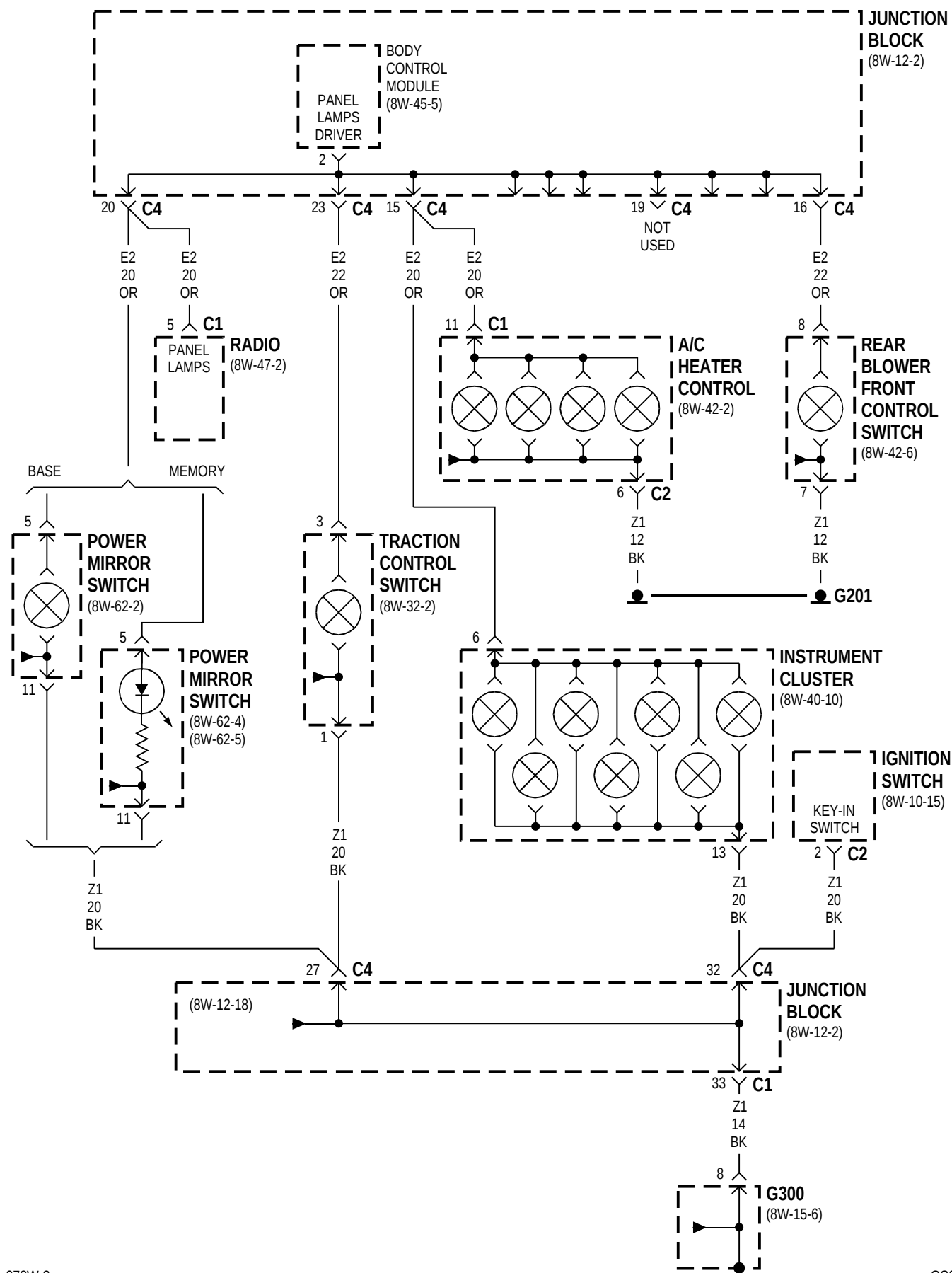


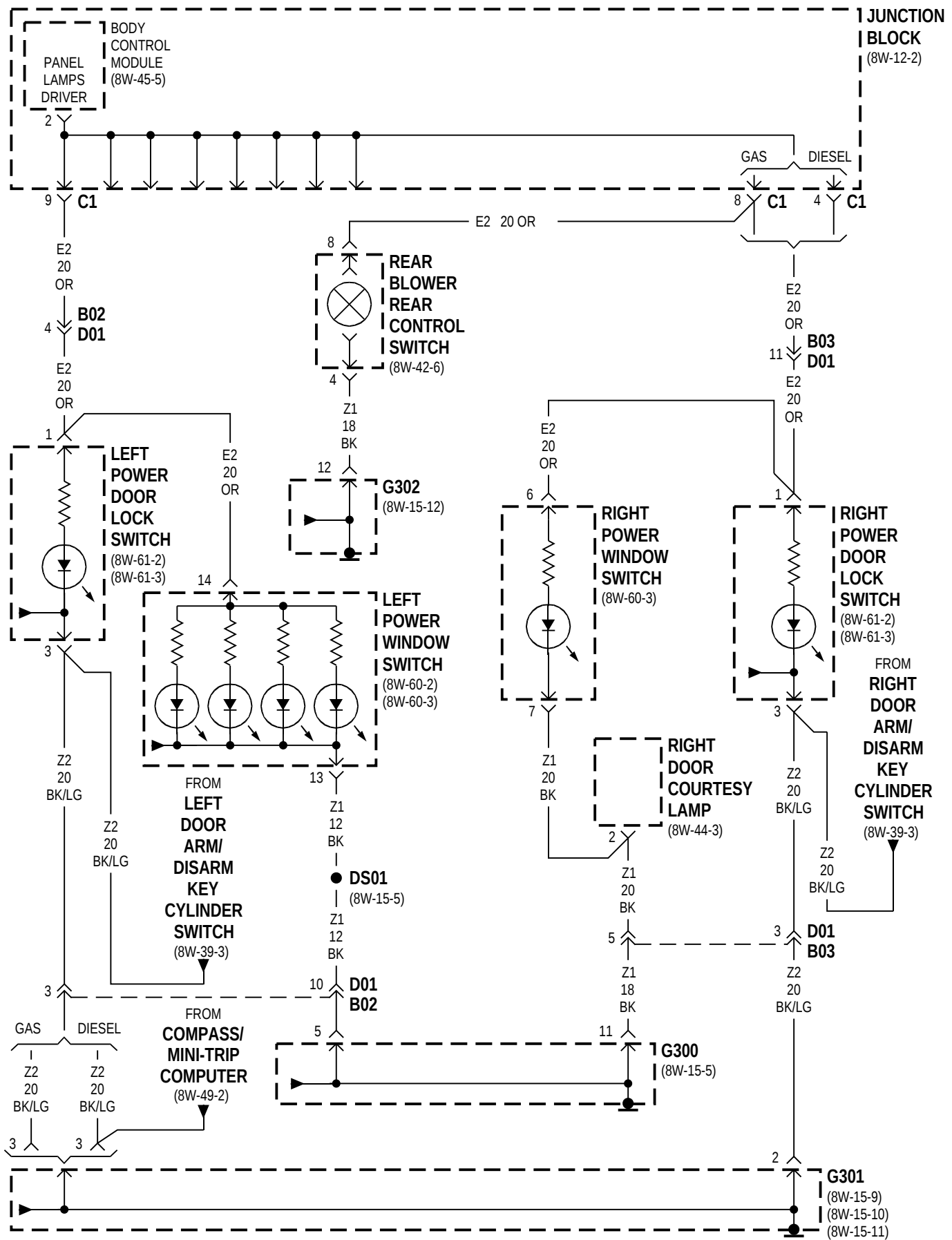












8W-44 INTERIOR LIGHTING

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DESCRIPTION AND OPERATION

DAY/NIGHT MIRROR

Power for the day/night mirror is supplied on circuit F20. This circuit is protected by a 10 amp fuse located in cavity 12 of the junction block.

On vehicles equipped with the compass/mini-trip computer, the F20 circuit is spliced and provides power to the mirror and compass/mini-trip computer.

Circuit Z1 provides the ground path for the mirror, and terminates at the left cowl panel.

An additional input to the mirror is on the L1 circuit. This circuit is the feed for the back-up lamps, and turns the mirror OFF when the vehicle is placed in REVERSE.

INSTRUMENTATION ILLUMINATION

The display intensity of the instrument cluster, radio, HVAC control, and various other items in this vehicle is controlled by the Body Control Module (BCM).

Circuit E2 supplies power to the lamps controlled by the BCM.

Circuit L78 supplies power to fuse 1, a 10 amp in the junction block, when the park lamp relay is energized. Circuit E1 connects from the fuse to the BCM and supplies a park lamp ON input.

The E92 circuit from the headlamp dimmer switch provides the dimmer switch signal to the BCM. The BCM measures the resistance to ground on this circuit and adjusts the voltage level on circuit E2 to the proper level.

UNDERHOOD LAMPS

The underhood lamps are controlled by a switch located on the hood hinge, the traditional mercury switch is no longer used. Power for the lamps is supplied on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC). The F41 circuit is also spliced

internal to the junction block and supplies power to the coil and contact sides of the courtesy lamp relay.

The switch used in this system is normally OPEN with the hood CLOSED. When the hood is opened the switch CLOSES supplying a ground path on circuit M100 and circuit Z1. The Z1 circuit terminates at the right cowl panel.

On vehicles equipped with Vehicle Theft Security System (VTSS) the hood switch also provides an input to the Body Control Module (BCM) on circuit G70.

HALO LAMP

Power for the lamp is supplied on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC). The F41 circuit is also spliced internal to the junction block and supplies power to the coil and contact sides of the courtesy lamp relay.

Ground for the lamp is controlled by the Body Control Module (BCM) on circuit M51. The BCM provides a ground path for circuit M51 when any door is opened and the ignition switch is in the OFF position.

The BCM uses the door ajar switches for it's input. Circuit G75 is used for the left front door. Circuit G74 is used for the right front door. These switches are normally OPEN with the doors closed and case grounded.

The BCM also monitors the amount of time the door is OPEN and will turn OFF the lamp after an extended period of time (15 min). This is to prevent excessive battery draw.

DOOR COURTESY LAMPS

Power for the lamps is supplied on circuit M11. This circuit is HOT when the contact side of the courtesy lamp relay is CLOSED.

Power for the coil and contacts sides of the courtesy lamp relay is supplied on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

DESCRIPTION AND OPERATION (Continued)

Ground for the coil side of the relay is controlled by the Body Control Module (BCM). The BCM determines the need for the relay to be activated based on inputs received from the door and liftgate switches.

Circuit G75 provides the input to the BCM from the left front door ajar switch, the switch is case grounded.

Circuit G74 provides the input to the BCM from the right front door ajar switch, the switch is case grounded.

Circuit G76 provides the input to the BCM from the right rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G77 provides the input to the BCM from the left rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G78 provides the input to the BCM from the liftgate ajar switch. Ground for the switch is supplied on circuit Z1, and terminates at the liftgate ground.

When the contacts in the relay CLOSE, circuits F41 and M11 are connected. Circuit M11 connects from the relay to the left and right door lamps. Ground for the lamps is supplied on circuit Z1.

An additional input to the BCM is provided on circuit M112. This circuit connects from the headlamp switch to the BCM. It is used to supply a ground path for the coil side of the courtesy lamp relay when the operator has moved the courtesy lamp switch to the ON position.

READING LAMPS (FRONT)

Power for the lamps is supplied in two different ways. One is a constant battery feed on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

When the operator CLOSES the switch in the lamp, a ground path is completed through the lamp to ground on circuit M20 illuminating the lamp.

Circuit M20 connects from the lamps to the Body Control Module (BCM). The BCM supplies the ground path internally.

The second power source is supplied on circuit M113. This circuit is HOT when the contact side of the courtesy lamp relay is CLOSED, and the operator has moved the switch internal to the headlamp switch to the ON position.

Power for the coil and contacts sides of the courtesy lamp relay is supplied on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

Ground for the coil side of the relay is controlled by the Body Control Module (BCM). The BCM deter-

mines the need for the relay to be activated based on inputs received from the door and liftgate switches.

Circuit G75 provides the input to the BCM from the left front door ajar switch, the switch is case grounded.

Circuit G74 provides the input to the BCM from the right front door ajar switch, the switch is case grounded.

Circuit G76 provides the input to the BCM from the right rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G77 provides the input to the BCM from the left rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G78 provides the input to the BCM from the liftgate ajar switch. Ground for the switch is supplied on circuit Z1, and terminates at the liftgate ground.

An additional input to the BCM is provided on circuit M112. This circuit connects from the headlamp switch to the BCM. It is used to supply a ground path for the coil side of the courtesy lamp relay when the operator has moved the courtesy lamp switch in the ON position.

READING LAMPS (MID AND REAR)

Power for the lamps is supplied in two different ways. One is a constant battery feed on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

When the operator CLOSES the switch in the lamp, a ground path is completed through the lamp to ground on circuit M20 illuminating the lamp.

Circuit M20 connects from the lamps to the Body Control Module (BCM). The BCM supplies the ground path internally.

The second power feed for the lamps is supplied on circuit M113.

This circuit is HOT when the contact side of the courtesy lamp relay is CLOSED.

Power for the coil and contacts sides of the courtesy lamp relay is supplied on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

Ground for the coil side of the relay is controlled by the Body Control Module (BCM). The BCM determines the need for the relay to be activated based on inputs received from the door and liftgate switches.

Circuit G75 provides the input to the BCM from the left front door ajar switch, the switch is case grounded.

Circuit G74 provides the input to the BCM from the right front door ajar switch, the switch is case grounded.

DESCRIPTION AND OPERATION (Continued)

Circuit G76 provides the input to the BCM from the right rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G77 provides the input to the BCM from the left rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G78 provides the input to the BCM from the liftgate ajar switch. Ground for the switch is supplied on circuit Z1, and terminates at the liftgate ground.

When the contacts in the relay CLOSE, circuits F41 and M113 are connected. Circuit M113 connects from the relay to the reading lamps. Ground for the lamps is supplied on circuit M20, and terminates at the BCM.

An additional input to the BCM is provided on circuit M112. This circuit connects from the headlamp switch to the BCM. It is used to supply a ground path for the coil side of the courtesy lamp relay when the operator has moved the courtesy lamp switch to the ON position.

LIFTGATE (FLOOD) LAMPS

Power for the lamps is supplied on circuit M11. This circuit is HOT when the contact side of the courtesy lamp relay is CLOSED.

Power for the coil and contacts sides of the courtesy lamp relay is supplied on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

Ground for the coil side of the relay is controlled by the Body Control Module (BCM). The BCM determines the need for the relay to be activated based on inputs received from the door and liftgate switches.

Circuit G75 provides the input to the BCM from the left front door ajar switch, the switch is case grounded.

Circuit G74 provides the input to the BCM from the right front door ajar switch, the switch is case grounded.

Circuit G76 provides the input to the BCM from the right rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G77 provides the input to the BCM from the left rear door ajar switch. Ground for the switch is supplied on circuit Z1 and terminates at the rear body ground.

Circuit G78 provides the input to the BCM from the liftgate ajar switch. Ground for the switch is supplied on circuit Z1, and terminates at the liftgate ground.

When the contacts in the relay CLOSE, circuits F41 and M11 are connected. Circuit M11 connects from the relay to the left and right flood lamps. Ground for the lamps is supplied on circuit Z1, and terminates at the liftgate ground.

An additional input to the BCM is provided on circuit M112. This circuit connects from the headlamp switch to the BCM. It is used to supply a ground path for the coil side of the courtesy lamp relay when the operator has moved the courtesy lamp switch to the ON position.

VISOR/VANITY LAMPS

Power for the visor/vanity lamps is supplied on circuit F41. This circuit is HOT at all times and protected by 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

When the switch internal to the lamp CLOSES, a ground path is completed through the lamps to circuit M20. This circuit connects from the lamp(s) back to the Body Control Module (BCM).

Internal to the BCM a ground path is completed to a body ground.

GLOVE BOX LAMP

Power for the glove box lamp is supplied on circuit F41. This circuit is HOT at all times and protected by 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC).

When the switch internal to the lamp CLOSES, a ground path is completed through the lamp to circuit M20. This circuit connects from the lamp back to the Body Control Module (BCM).

Internal to the BCM a ground path is completed to a body ground.

ASH RECEIVER LAMP

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

Ground for the lamp is provided by the Z1 circuit.

HELPFUL INFORMATION

- Check the 15 amp fuse located in cavity 11 of the PDC
- Refer to the Diagnostic Test Procedures Manual or the Service Manual for additional diagnostic information

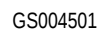
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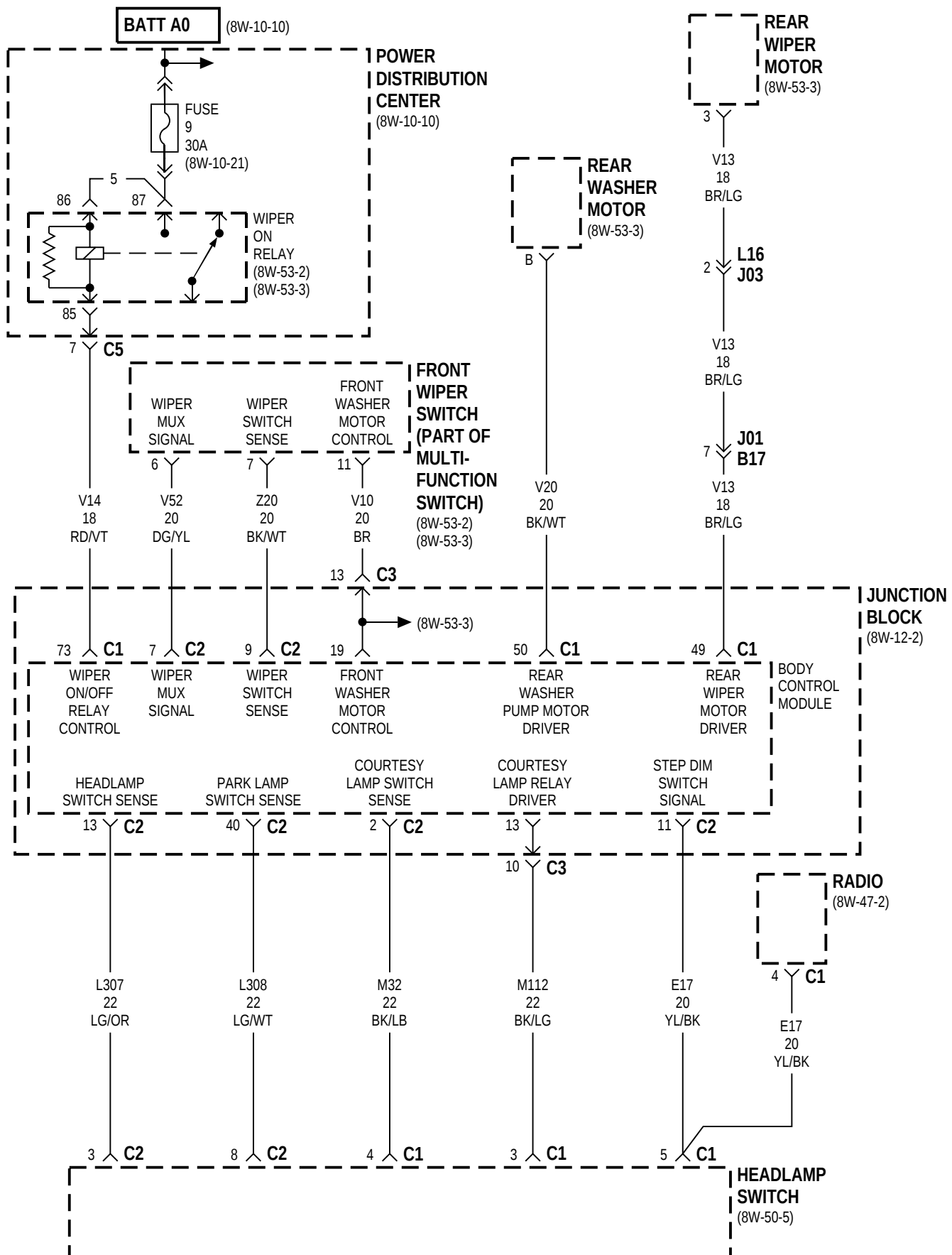
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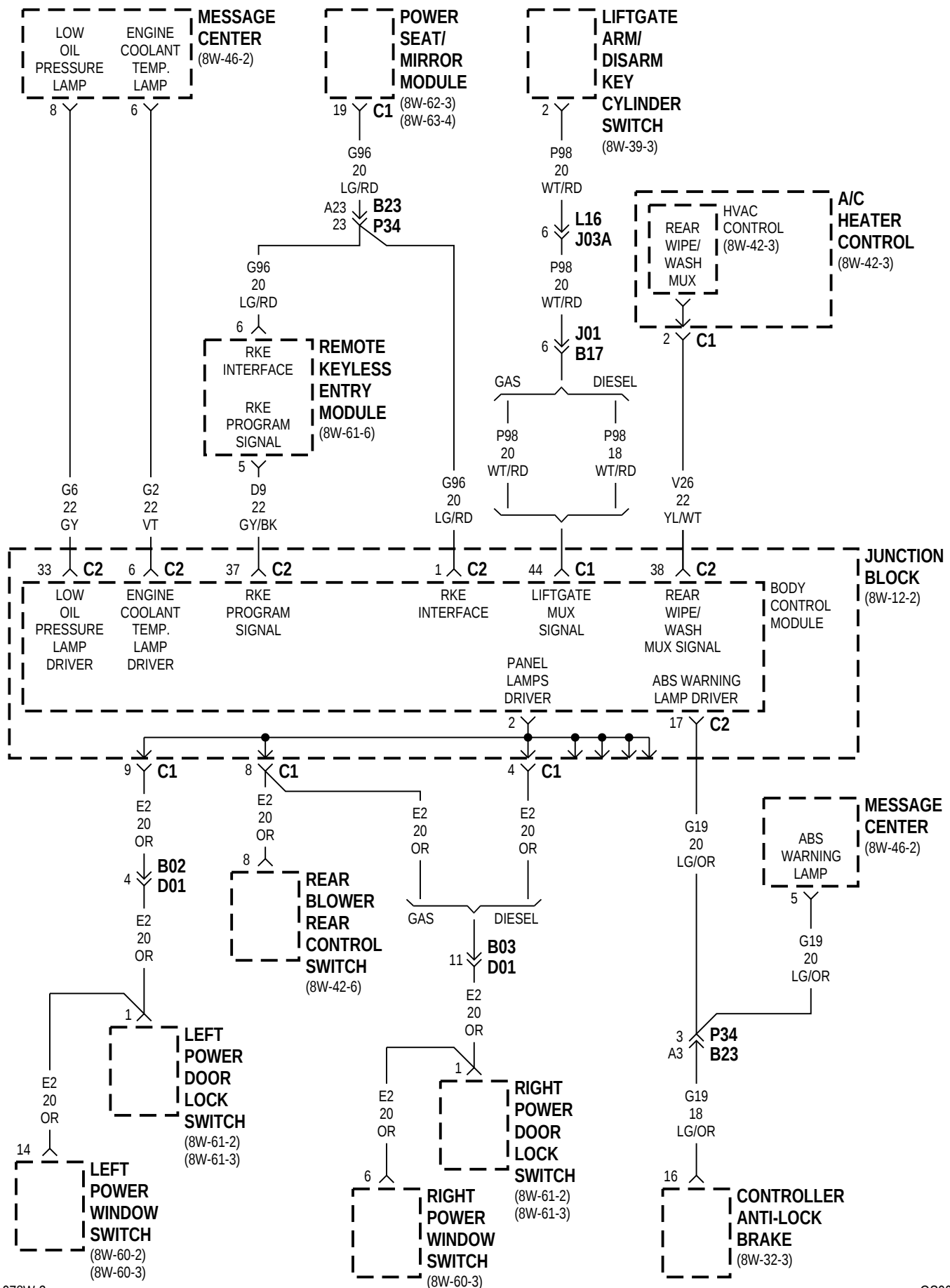
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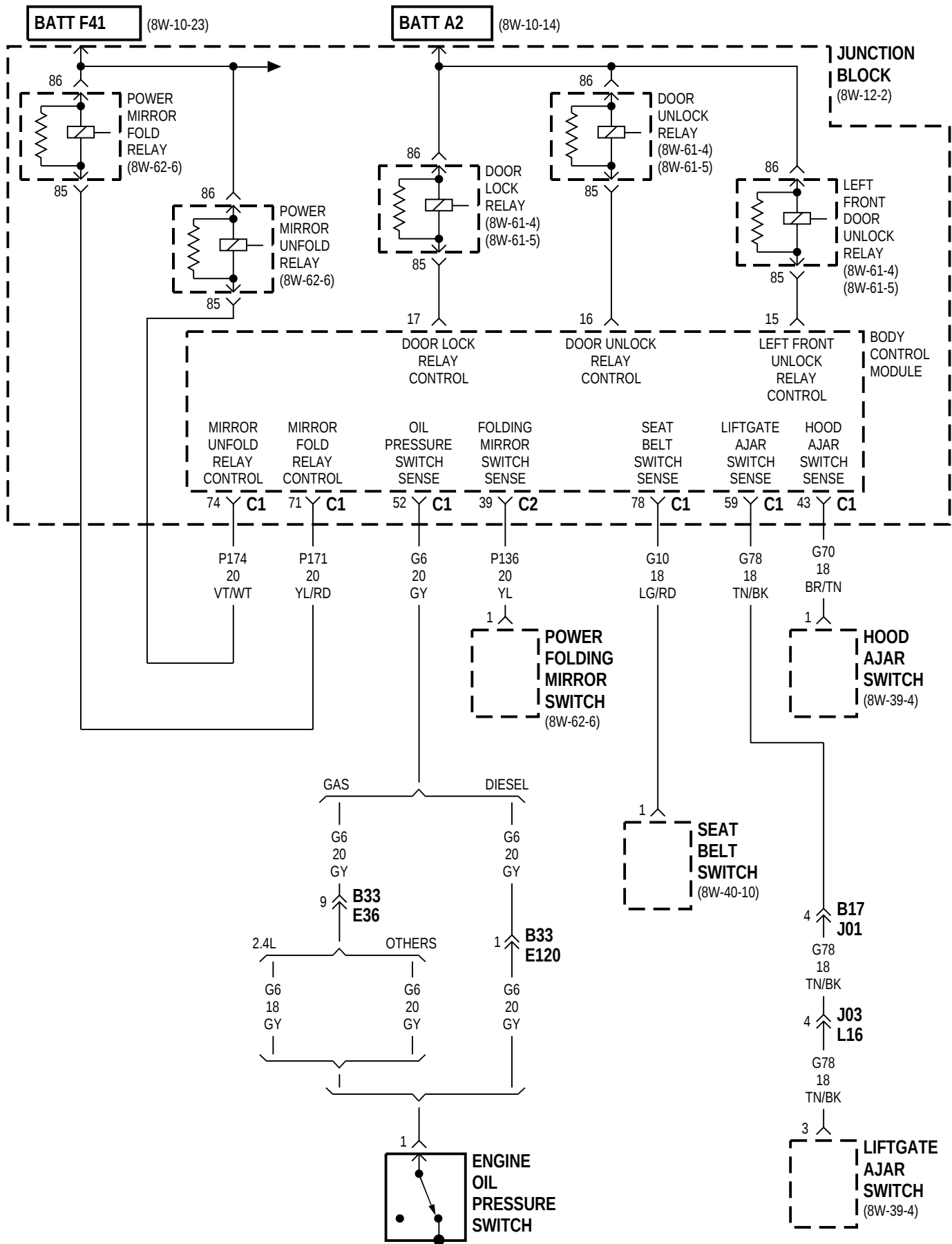


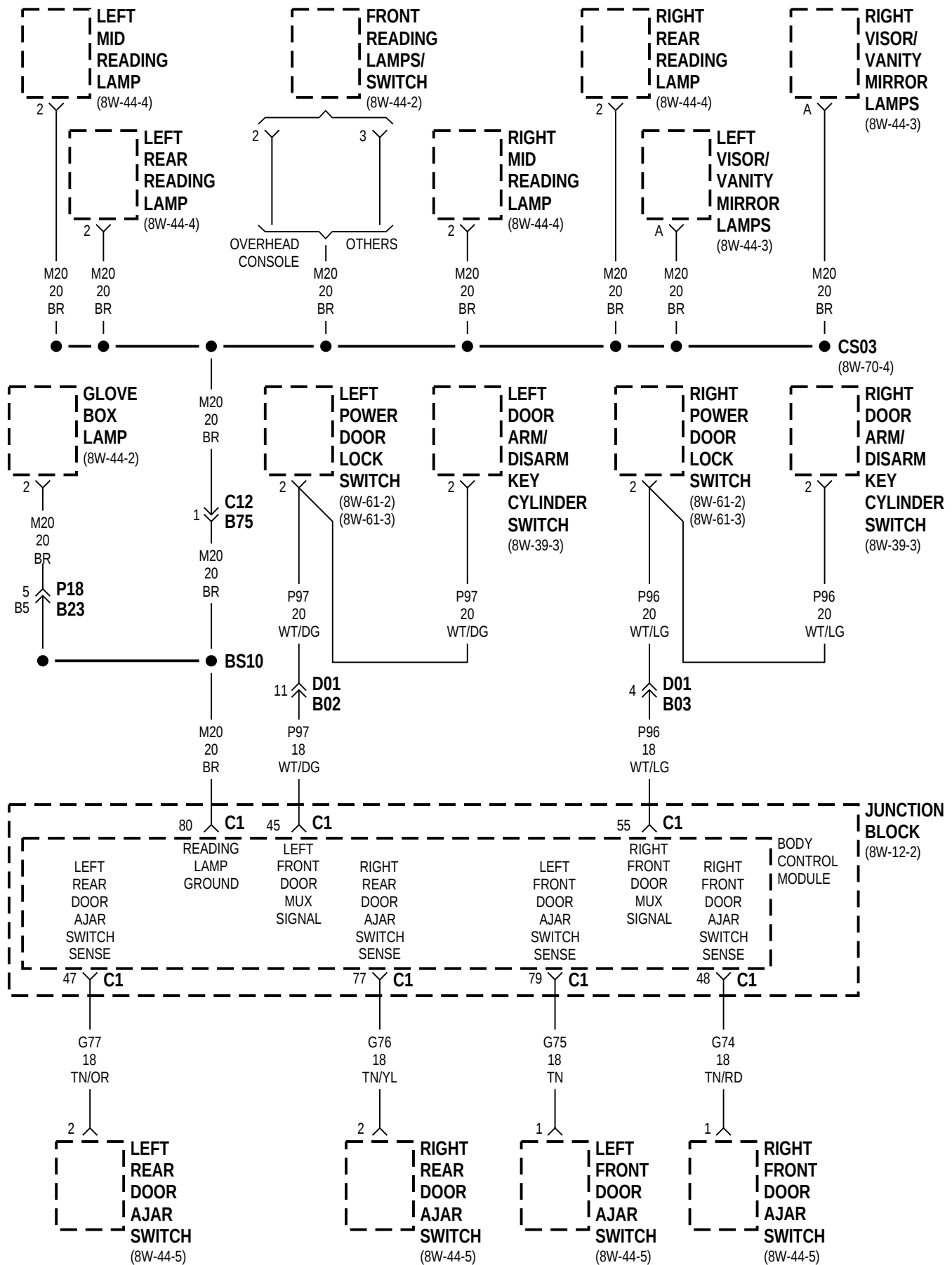


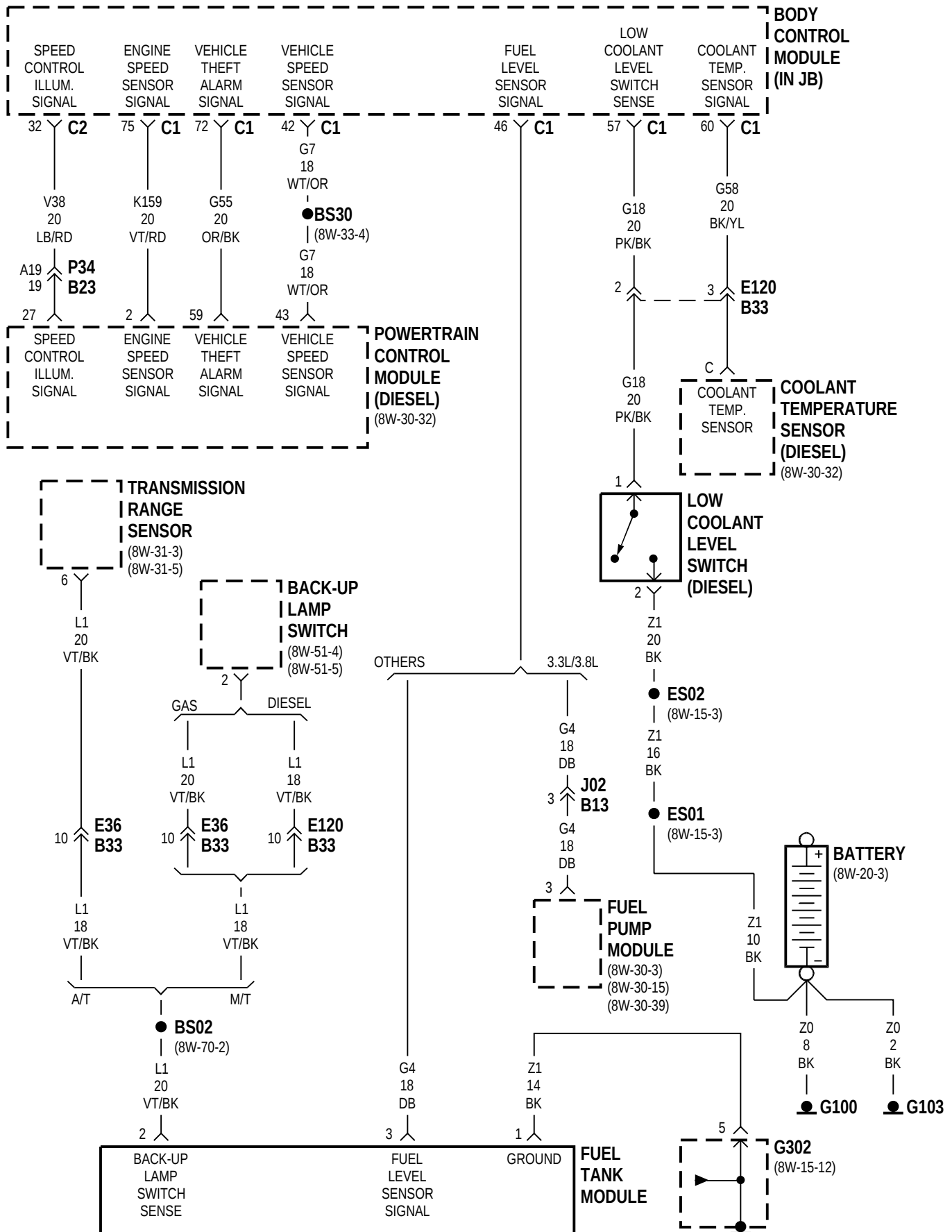












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DESCRIPTION AND OPERATION

INTRODUCITON

The Body Control Module (BCM) used in this vehicle provides a communication interface with the other controllers and modules. The BCM is also responsible for controlling various functions in the vehicle, for example Vehicle Theft Security System (VTSS). Where the BCM is used for those items, the operation is described in that section of the wiring diagrams.

This section provides an overview of the functions controlled by the BCM, and the other functions supported by the BCM.

BATTERY FEED

Battery feed for the Body Control Module (BCM) is supplied on two circuits.

Circuit M1 supplied battery voltage to the BCM at all times. This is the Ignition-Off Draw circuit, and is protected by a 10 amp fuse located in cavity 10 of the Power Distribution Center (PDC). This circuit is HOT at all times. This fuse is removed during vehicle shipping to prevent excessive battery draw.

The F11 circuit also supplies voltage to the BCM. This circuit is HOT when the ignition switch is in the ON, RUN, and START positions. This circuit is protected by a 10 amp fuse located in cavity 2 of the junction block.

CCD BUS

To allow the Body Control Module (BCM) to communicate and control various vehicle functions the BCM uses the CCD bus. This is a twisted pair of wires that connects to the other modules and controllers. Circuits D1 and D2 are used for the communication interface.

Circuit D1 is used for the CCD (+), and circuit D2 is used for CCD (-).

GROUND

Ground for the Body Control Module (BCM) is supplied on circuit Z2. This circuit connects to two pins at the BCM. The grounding points for the Z2 are the same, at the instrument panel ground.

ILLUMINATED ENTRY

On vehicles equipped with Remote Keyless Entry (RKE) the Body Control Module (BCM) will turn ON the interior lamps with a valid UNLOCK signal from the RKE transmitter. For operation of the interior lamps, refer to section 8W-44.

SEAT BELT CHIME

The seat belt chime is used to indicate to the operator that the seat belt is not buckled with the ignition switch in the ON position.

Circuit G10 is connected between the Body Control Module (BCM) and the seat belt switch. The switch is normally OPEN with the seat belt buckled. If the seat belt is not buckled the switch is CLOSED completing a path to ground on circuit Z1. This ground terminates at the left cowl panel.

The BCM reads that the switch is CLOSED and activates the chime.

EXTERIOR LAMP ON CHIME

The exterior lamp ON chime is used to indicate to the operator that the lamps have been left ON with the key removed from the ignition, and the driver's door OPEN.

Circuit G75 is used for the input to the BCM from the driver's door ajar switch. This switch is case grounded and normally OPEN with the door closed.

Circuit G26 is used for the key-in ignition switch. This switch is normally OPEN with the key removed from the ignition. When the key is in the ignition the switch completes a path to ground on circuit Z1.

DESCRIPTION AND OPERATION (Continued)

TURN SIGNAL ON CHIME

The turn signal ON chime is used to alert the operator that the turn signals have been ON for an extended distance.

The Body Control Module (BCM) uses inputs from the turn signal switch and the CCD bus (vehicle distance) to determine if the chime should be sounded.

KEY-IN IGNITION ON CHIME

The key-in ignition chime is used to alert the operator that the key is in the ignition with the ignition OFF and the driver's door ajar.

Circuit G75 is used for the input to the BCM from the driver's door ajar switch. This switch is case grounded and normally OPEN with the door closed.

Circuit G26 is used for the key-in ignition switch. This switch is normally OPEN with the key removed from the ignition. When the key is in the ignition the switch completes a path to ground on circuit Z1.

DOMELAMP ON CHIME

The dome lamp ON chime is used to indicate to the operator that the dome lamps are ON with the driver's door OPEN.

Circuit G75 is used for the input to the Body Control Module (BCM) that the driver's door is ajar. This switch is normally OPEN with the door closed. When the door is OPEN a path to ground is completed through the case grounded switch.

Circuit M32 is used for the dome lamp ON input to the BCM. This circuit connects from the BCM to the headlamp switch. When the dome lamps are ON a ground path is completed through the switch to circuit Z1.

LOW OIL PRESSURE CHIME

The low oil pressure chime is used to indicate to the operator that the oil pressure has fallen below a pre-determined pressure.

Circuit G6 is used as the input to the Body Control Module (BCM). This circuit connects from the low oil pressure lamp in the instrument cluster and the oil pressure switch.

The oil pressure switch is normally OPEN with normal oil pressure. If the oil pressure is too low the switch completes a path to ground. This illuminates the lamp in the instrument cluster and the BCM activates the chime.

ENGINE TEMPERATURE CRITICAL CHIME

The engine coolant temperature critical chime is used to alert the operator that the coolant temperature has risen above a pre-determined level.

The Body Control Module (BCM) monitors coolant temperature from information received across the CCD bus from the PCM.

WARNING LAMP ANNOUNCEMENT CHIME

The warning lamp announcement chime is used to indicate to the operator that a warning lamp is illuminated. The Body Control Module (BCM) monitors the following items to determine if the chime should be sounded.

- Volts low
- Low fuel level
- Low washer fluid level
- Door/Liftgate ajar

HELPFUL INFORMATION

- Check the 10 amp fuse located in cavity 10 of the PDC
- Check the 10 amp fuse located in cavity 2 of the junction block
- Check the grounding points at the instrument panel ground
- Refer to the appropriate section of the Service Manual or Diagnostic Test Procedures manual.

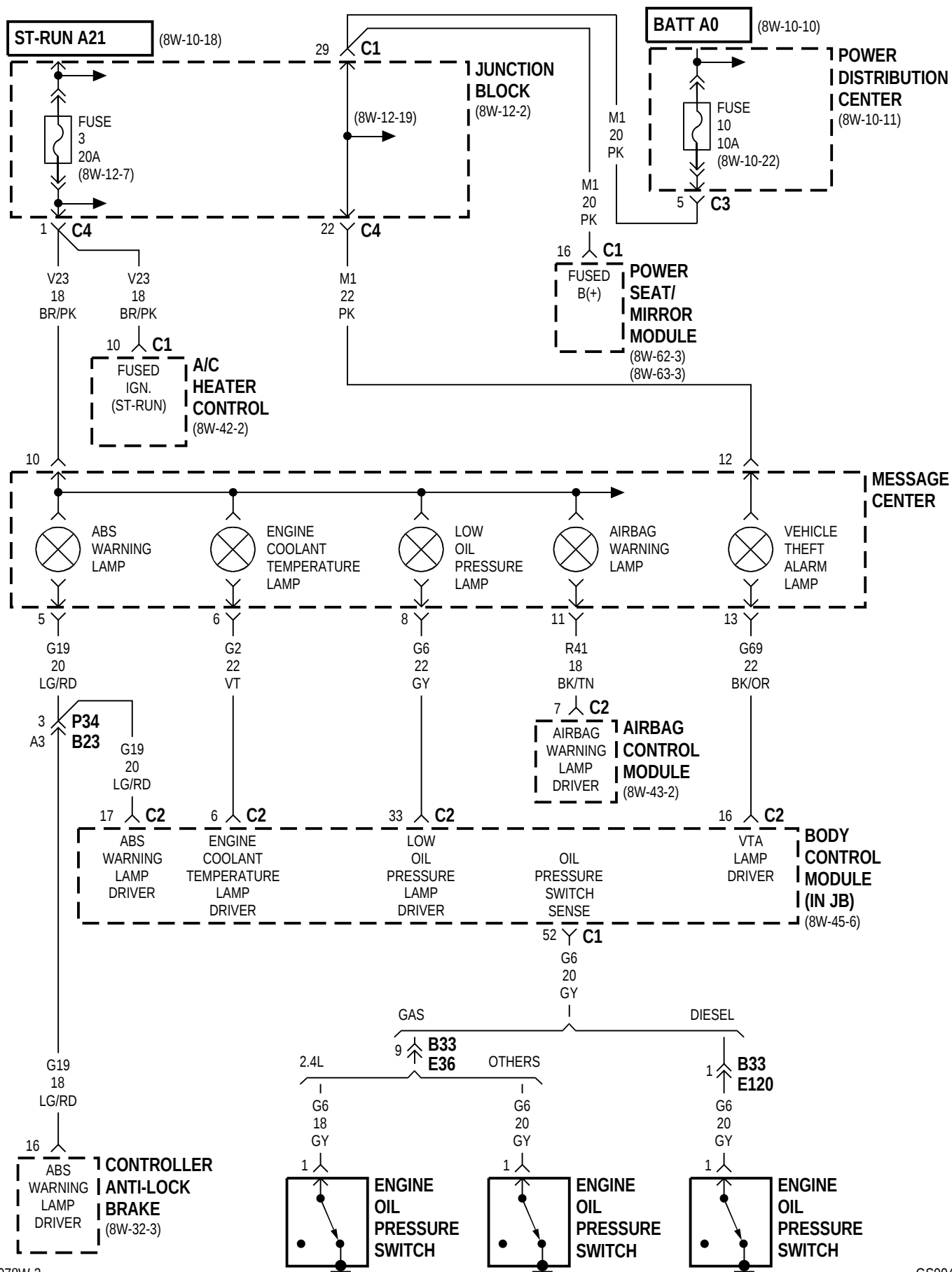
8W-46 MESSAGE CENTER

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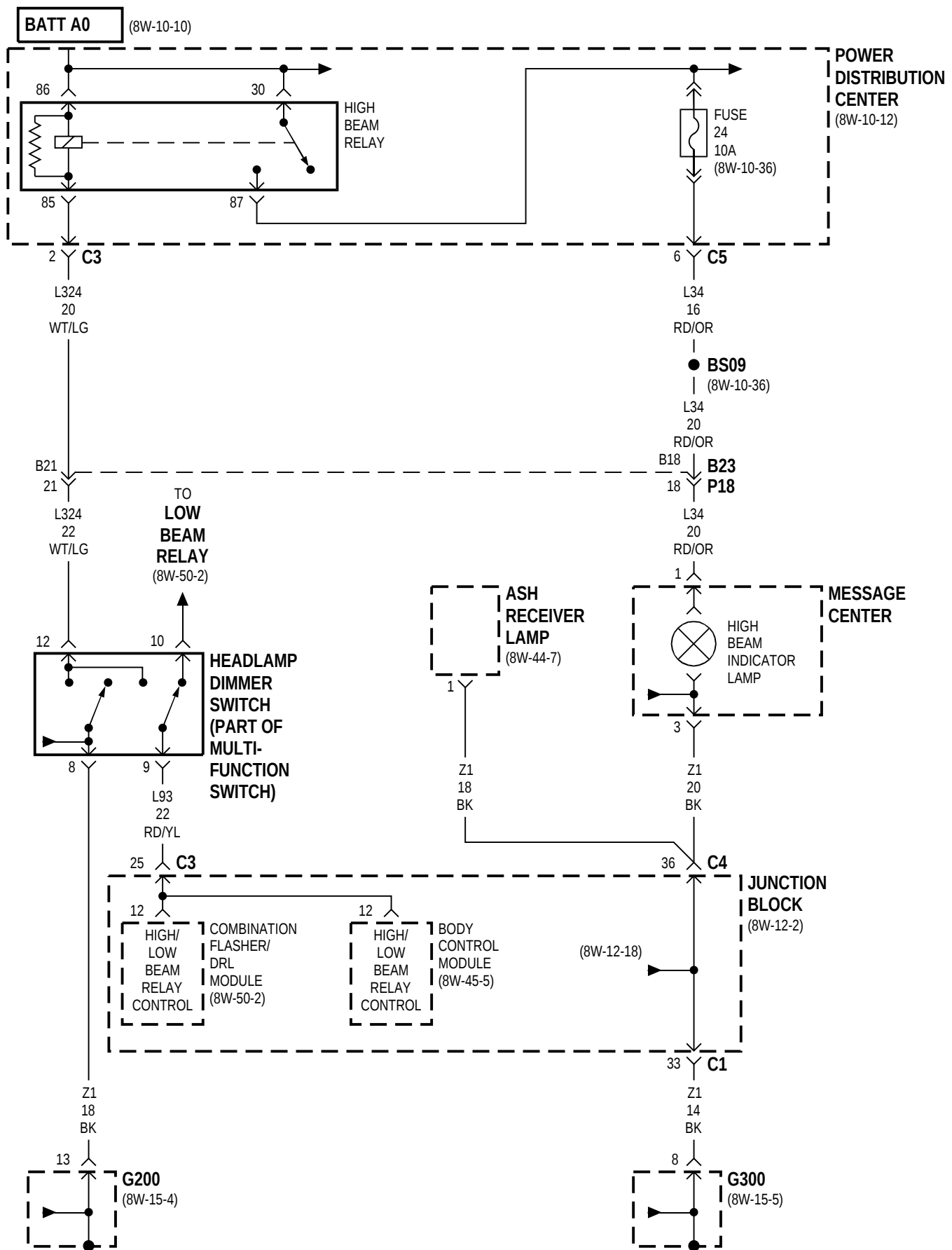
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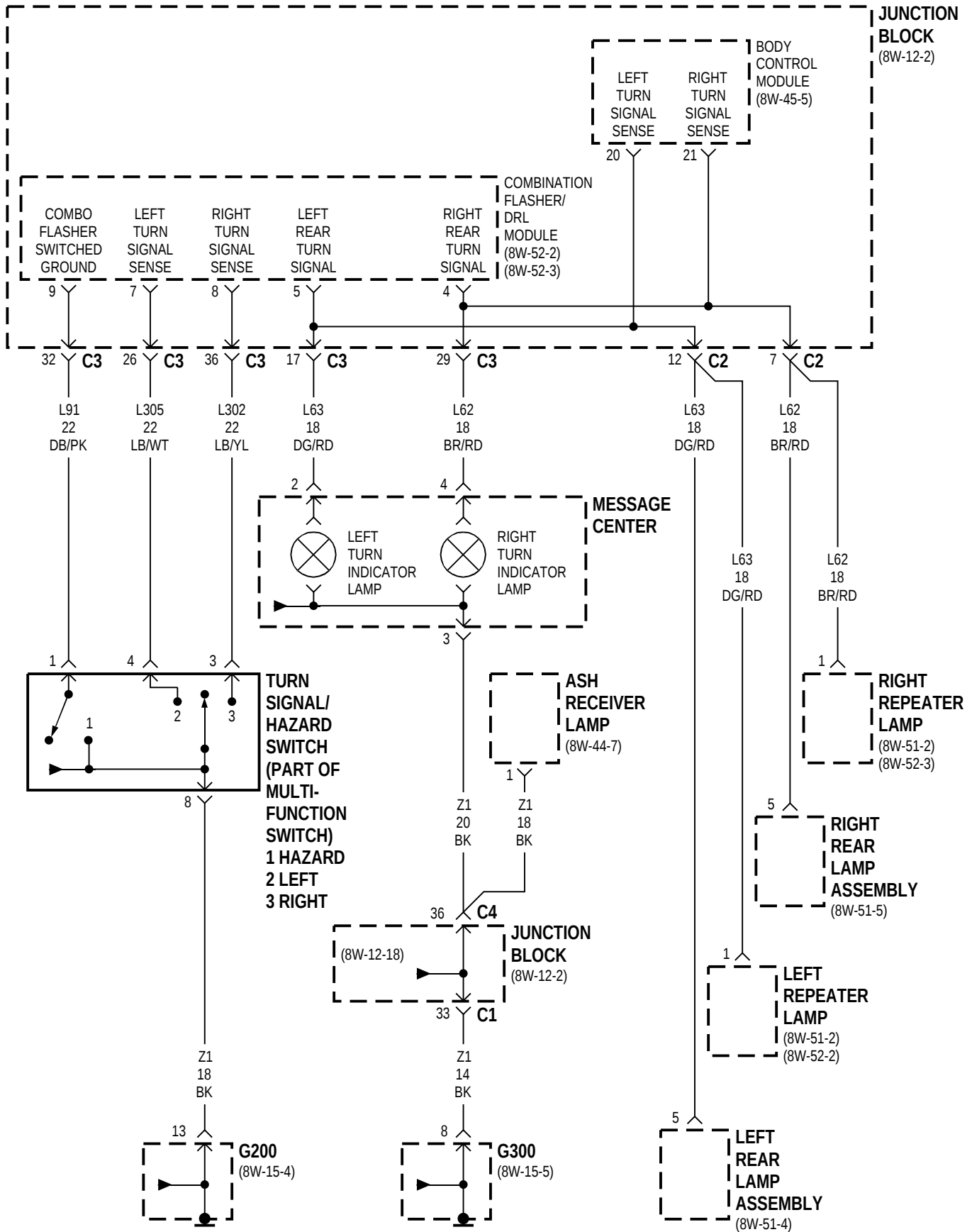
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Body Control Module	8W-46-2, 4, 5	Left Repeater Lamp	8W-46-5
Brake Pressure Switch	8W-46-3	Left Turn Indicator Lamp	8W-46-5
Brake Warning Lamp	8W-46-3	Low Beam Relay	8W-46-4
Bs09	8W-46-4	Low Oil Pressure Lamp	8W-46-2
Combination Flasher/Drl Module	8W-46-3, 4, 5	Message Center	8W-46-2, 3, 4, 5
Controller Anti-Lock Brake	8W-46-2	Park Brake Switch	8W-46-3
Engine Coolant Temperature Lamp	8W-46-2	Power Distribution Center	8W-46-2, 4
Engine Oil Pressure Switch	8W-46-2	Power Seat/Mirror Module	8W-46-2
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Fuse 24 (PDC)	8W-46-4	Right Repeater Lamp	8W-46-5
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Glow Plug Lamp	8W-46-3	Turn Signal/Hazard Switch	8W-46-5
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8W-46 MESSAGE CENTER

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DESCRIPTION AND OPERATION

MESSAGE CENTER

The message center contains warning lamps to indicate to the operator that a problem may exist in one, or more, of the vehicle systems.

The message center contains the following lamps:

- Vehicle theft security system
- Low oil pressure
- Airbag warning
- Brake warning
- Anti-Lock brake warning
- Engine coolant temperature high
- Service Engine Soon
- Right and Left turn signal indicator
- High beam indicator

Circuit descriptions for the Vehicle Theft Security System (VTSS), airbag, anti-lock, turn signal indicators, and high beam indicator lamps are described in the appropriate sections. Refer to those sections for circuit descriptions.

LOW OIL PRESSURE LAMP

The low oil pressure lamp is used to indicate to the operator that the engine oil pressure has fallen below a pre-determined level.

Power for the lamp is supplied on circuit V23. This circuit is HOT in the START and RUN position only and protected by a 20 amp fuse located in cavity 3 of the junction block.

Circuit A21 connects from the ignition switch to the fuse to supply power.

Battery voltage for the A21 circuit is supplied on circuit A1. This circuit originates at the Power Distribution Center (PDC) and is protected by a 40 amp fuse located in cavity 5.

Circuit G6 connects from the message center through the Body Control Module (BCM) to the oil pressure switch. The engine oil pressure switch is a case grounded switch that is normally OPEN with the oil pressure above a pre-determined level.

If the oil pressure is below that level, the switch CLOSES and completes a path to ground, illuminating the lamp.

BRAKE WARNING LAMP

The brake warning lamp is used to alert the operator that the brake system pressure has fallen below a pre-determined level. It is also used to indicate when the parking brake is applied.

Power for the lamp is supplied on circuit V23. This circuit is HOT in the START and RUN position only, and protected by a 20 amp fuse located in cavity 3 of the junction block.

Circuit A21 connects from the ignition switch to the fuse to supply power.

Battery voltage for the A21 circuit is supplied on circuit A1. This circuit originates at the Power Distribution Center (PDC) and is protected by a 40 amp fuse located in cavity 5.

Ground for the lamp is supplied either by the brake pressure switch or the park brake switch on circuit G9. The parking brake switch is normally OPEN. When the switch is CLOSED the ground path is completed through the case grounded switch.

The brake pressure switch is normally OPEN. When the system pressure is below the pre-determined level the switch CLOSES completing a path to ground.

ENGINE COOLANT TEMPERATURE LAMP

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 5 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit V23 through fuse 3 in the junction block. Circuit V23 supplies power to the message center for the engine coolant temperature lamp. The Body Control Module (BCM) provides ground for the engine coolant temperature lamp on circuit G2.

SERVICE ENGINE SOON LAMP

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

The BCM interprets this message and sends a signal to the message center to illuminate the lamp.

DESCRIPTION AND OPERATION (Continued)

This lamp also is illuminated, for a few seconds, when the ignition switch is moved from the OFF to the RUN position as a bulb check. The bulb check operation is controlled by the PCM.

GLOW PLUG LAMP

Operation of the glow plug lamp is controlled by the Powertrain Control Module (PCM). When the PCM determines a need for lamp illumination it supplies a ground path for circuit G85. Power for the lamp is supplied on circuit V23. This circuit is protected by a 20 amp fuse located in cavity 3 of the junction block.

HELPFUL INFORMATION

- Check the 40 amp fuse located in cavity 5 of the PDC
- Check the 20 amp fuse located in cavity 3 of the junction block
- Check the grounding points for each of the lamps

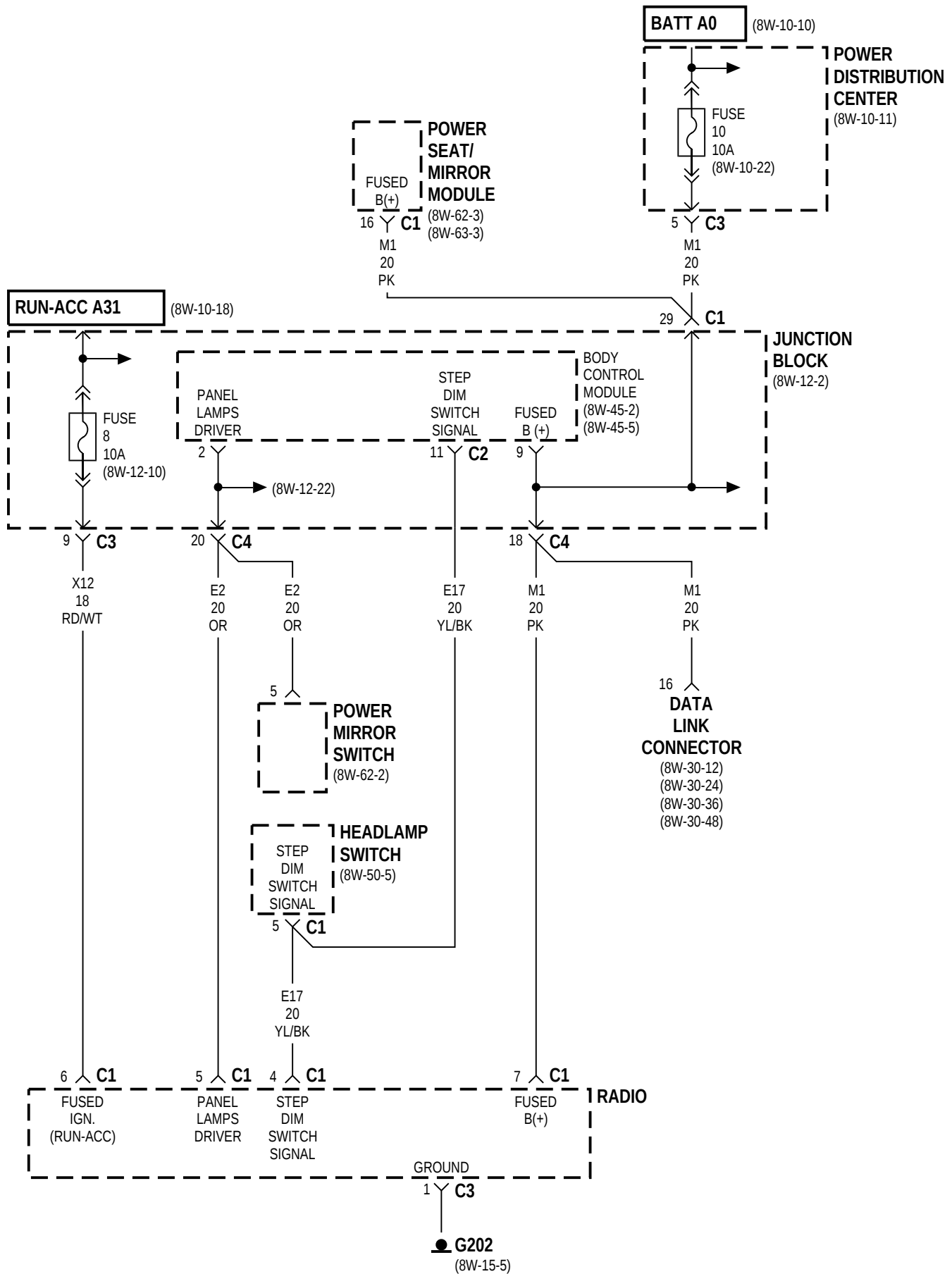
8W-47 AUDIO SYSTEM

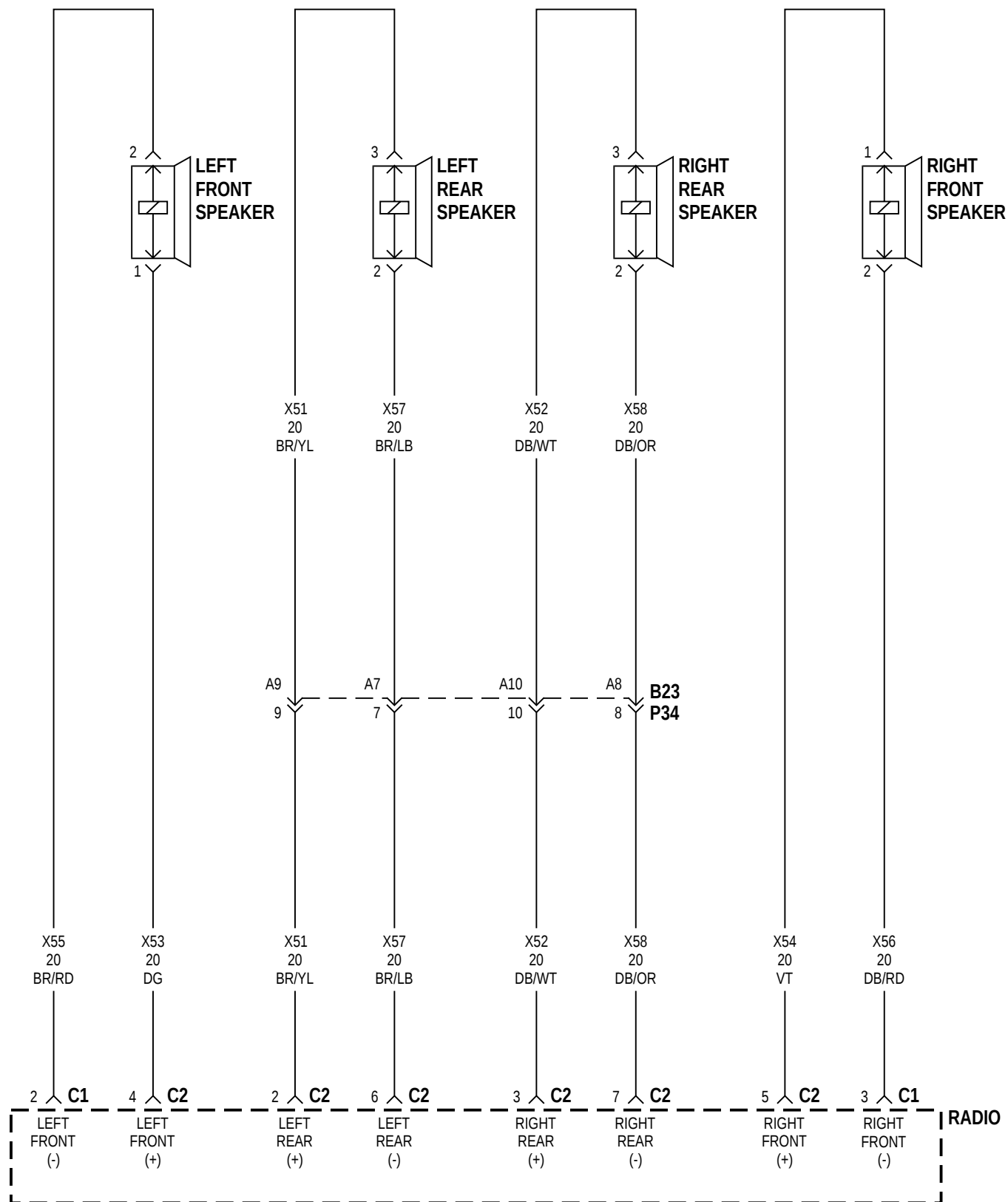
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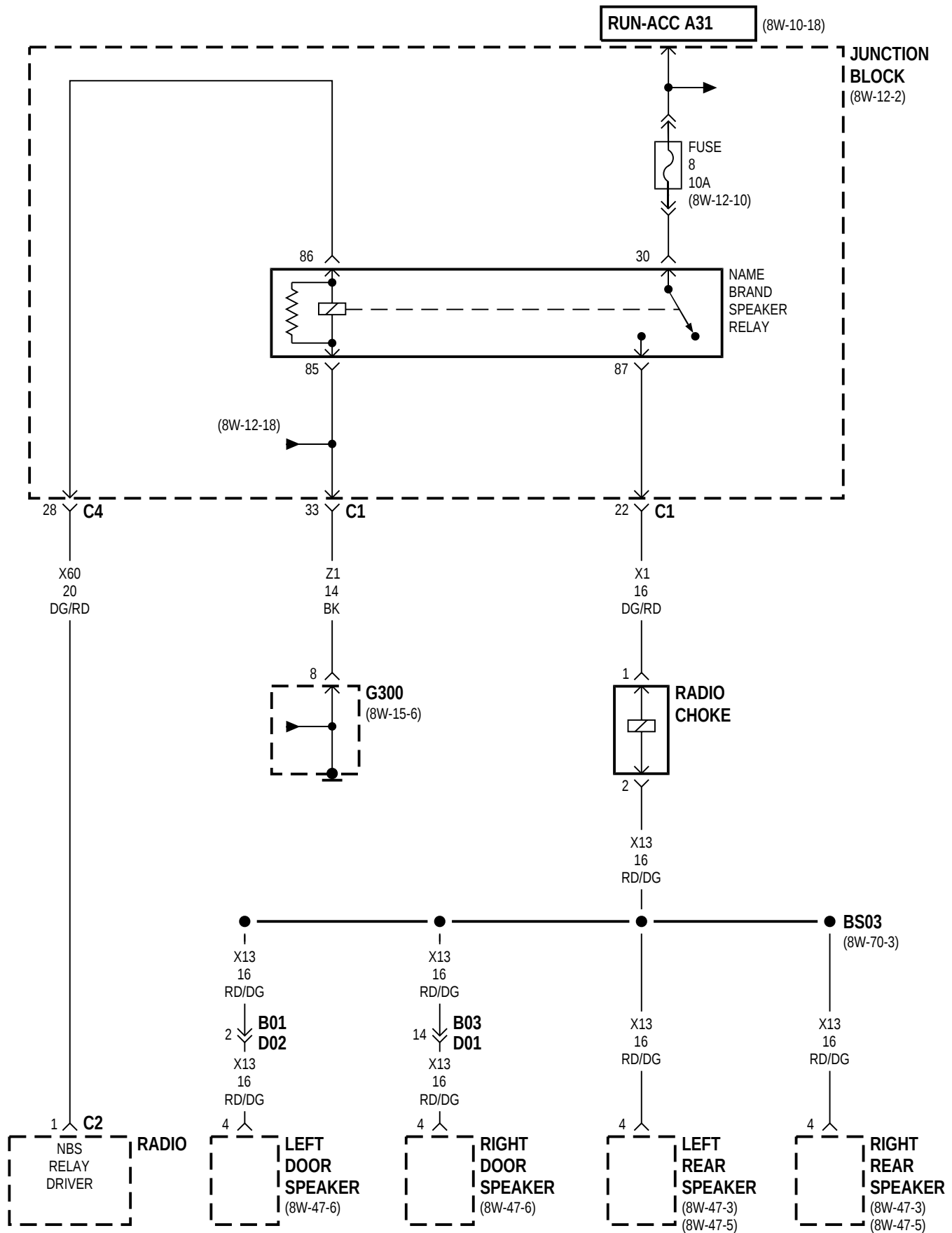
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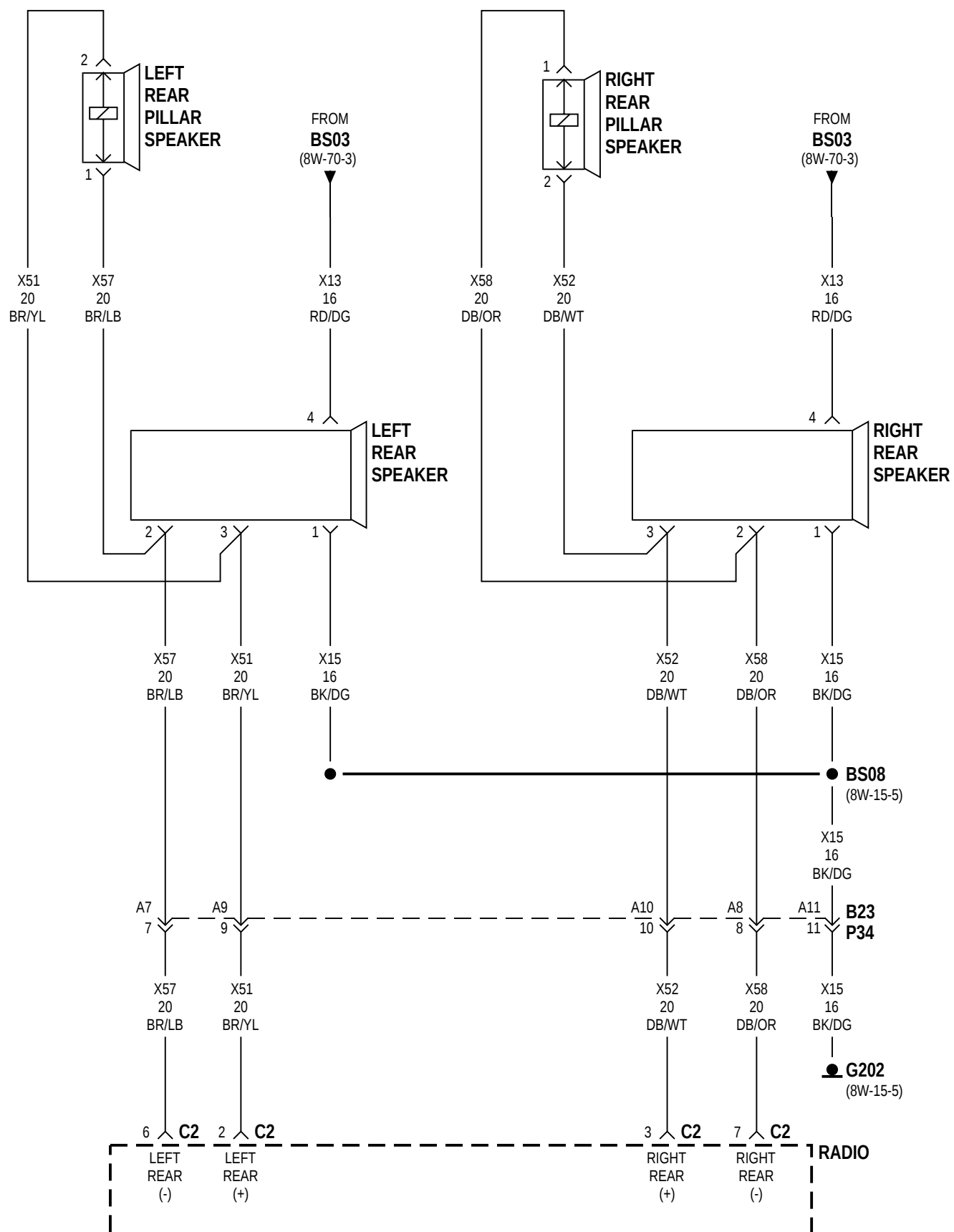
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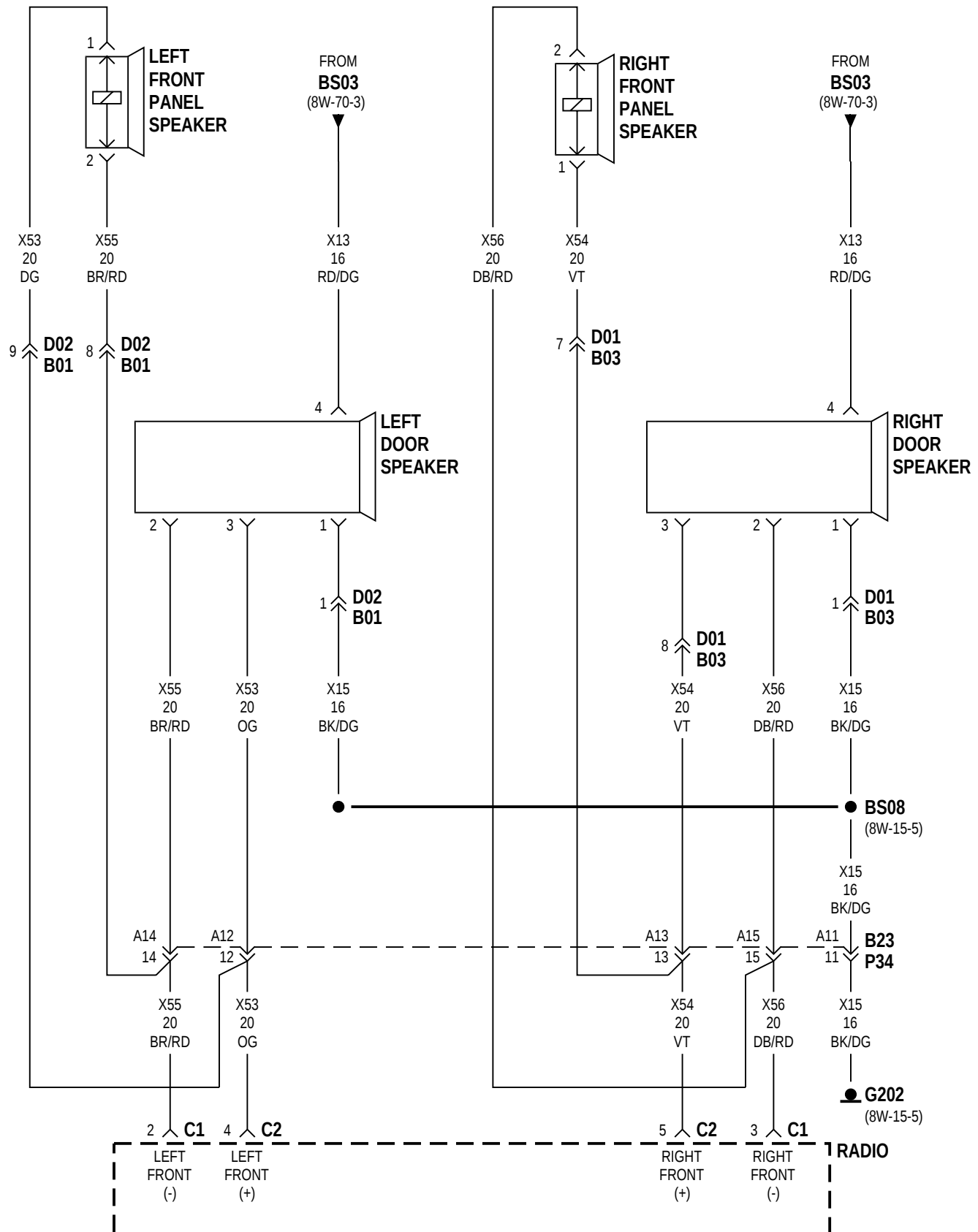
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Bs08	8W-47-5, 6	Power Mirror Switch	8W-47-2
Data Link Connector	8W-47-2	Power Seat/Mirror Module	8W-47-2
Fuse 8 (JB)	8W-47-2, 4	Ps01	8W-47-2
Fuse 10 (PDC)	8W-47-2	Ps02	8W-47-2
G202	8W-47-2, 5, 6	Radio	8W-47-2, 3, 4, 5, 6
G300	8W-47-4	Radio Choke	8W-47-4
Headlamp Switch	8W-47-2	Right Door Speaker	8W-47-4, 6
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DESCRIPTION AND OPERATION

RADIO OPERATION

There are four audio systems offered on this vehicle. The base systems use four speakers. The optional systems have eight speakers, power amplifiers at the speakers, name brand speaker relay, and a radio choke.

All of the audio systems are powered by a 10 amp fuse located in cavity 8 of the junction block on circuit X12. This fuse is HOT when the ignition switch is in the ACCESSORY or RUN position.

Circuit A31 supplies power to fuse 11. The A31 circuit, which receives it's power from the ignition switch, on circuit A1, is protected by a 40 amp fuse located in cavity 5 of the Power Distribution Center (PDC).

Both the standard and optional radios use an external case ground. This case ground attaches to the rear of the radio.

RADIO MEMORY

Both the base and premium systems use the M1 circuit to maintain radio memory. This circuit is connected to the battery through the Power Distribution Center (PDC), and protected by a 10 amp Ignition-Off Draw (IOD) fuse located in cavity 10 of the PDC. The M1 circuit is used to supply power to the Body Control Module (BCM), Power Mirrors, and the Power Door Locks. This fuse is also used in several other circuits, refer to section 8W-12 for additional information on the IOD fuse. The IOD fuse is removed during vehicle shipping to prevent excessive battery draw.

RADIO ILLUMINATION

When the parking lamps or the headlamps are ON, circuits E2 and E17 are used to power the radio illumination lamps. Circuit E2 is controlled by the Body Control Module (BCM). Circuit E17 is controlled by the park lamp switch.

SPEAKERS (BASE SYSTEMS)

Circuit X53 is the feed to the left instrument panel speaker. Circuit X55 is the return from the speaker to the radio.

Circuit X54 is the feed to the right instrument panel speaker. Circuit X56 is the return from the speaker to the radio.

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

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

NAME BRAND SPEAKER RELAY (PREMIUM SYSTEMS)

This relay is located in the junction block and used along with the radio choke to control the switched battery feed to the amplifiers on the speakers.

Power for the coil side of the relay is supplied on circuit X60. This circuit connects from the radio to the coil side of the relay and is HOT when the radio is ON only.

Ground for the coil side of the relay is supplied on circuit Z1 and terminates at the left side cowl.

Power for the contact side of the relay is supplied on circuit X12. This circuit is protected by a 10 amp fuse located in cavity 8 of the junction block.

Battery voltage for the fuse is supplied on circuit A31. This circuit is HOT when the ignition switch is in the ACCESSORY and RUN position.

When the contacts in the relay CLOSE circuit X12 connects to circuit X1. Circuit X1 connects from the relay to the radio choke.

RADIO CHOKE (PREMIUM SYSTEMS)

The radio choke is used along with the name brand speaker relay to control the switched battery feed for the amplifiers at the speakers.

Power for the choke is supplied on circuit X1 when the contacts in the name brand speaker relay are CLOSED.

From the choke, circuit X13 connects to the speakers.

DESCRIPTION AND OPERATION (Continued)

SPEAKERS (PREMIUM SYSTEMS)

Circuit X13 is the feed for the speaker amplifiers located in the front doors and the rear quarter speakers. Circuit X15 is the ground from the speaker amplifiers to the radio.

Circuit X53 is the feed for the left instrument panel speaker and the left front door speaker. Circuit X55 is the return from the speakers to the radio.

Circuit X54 is the feed for the right instrument panel speaker and the right front door speaker. Circuit X56 is the return from the speakers to the radio.

Circuit X51 is the feed for the left rear pillar and left rear quarter panel speakers. Circuit X57 is the return from the speakers to the radio.

Circuit X52 is the feed for the right rear pillar and right rear quarter panel speakers. Circuit X58 is the return from the speakers to the radio.

CCD BUS

The CCD BUS and the universal data link connector are used for access to the diagnostic capabilities of the radio. Circuits D1 and D2 are used.

The D1 circuit is used for CCD (+) and circuit D2 is used for CCD (-).

HELPFUL INFORMATION

- Check for a blown 10 amp fuse in cavity 8 of the junction block
- Check the 40 amp fuse located in cavity 5 of the PDC
- Check the case ground attached to the rear of the radio
- Check the 10 amp IOD fuse located in cavity 10 of the PDC
- Refer to the appropriate group of the Service Manual of the Diagnostic Test Procedures manual

8W-48 WINDOW DEFOGGERS

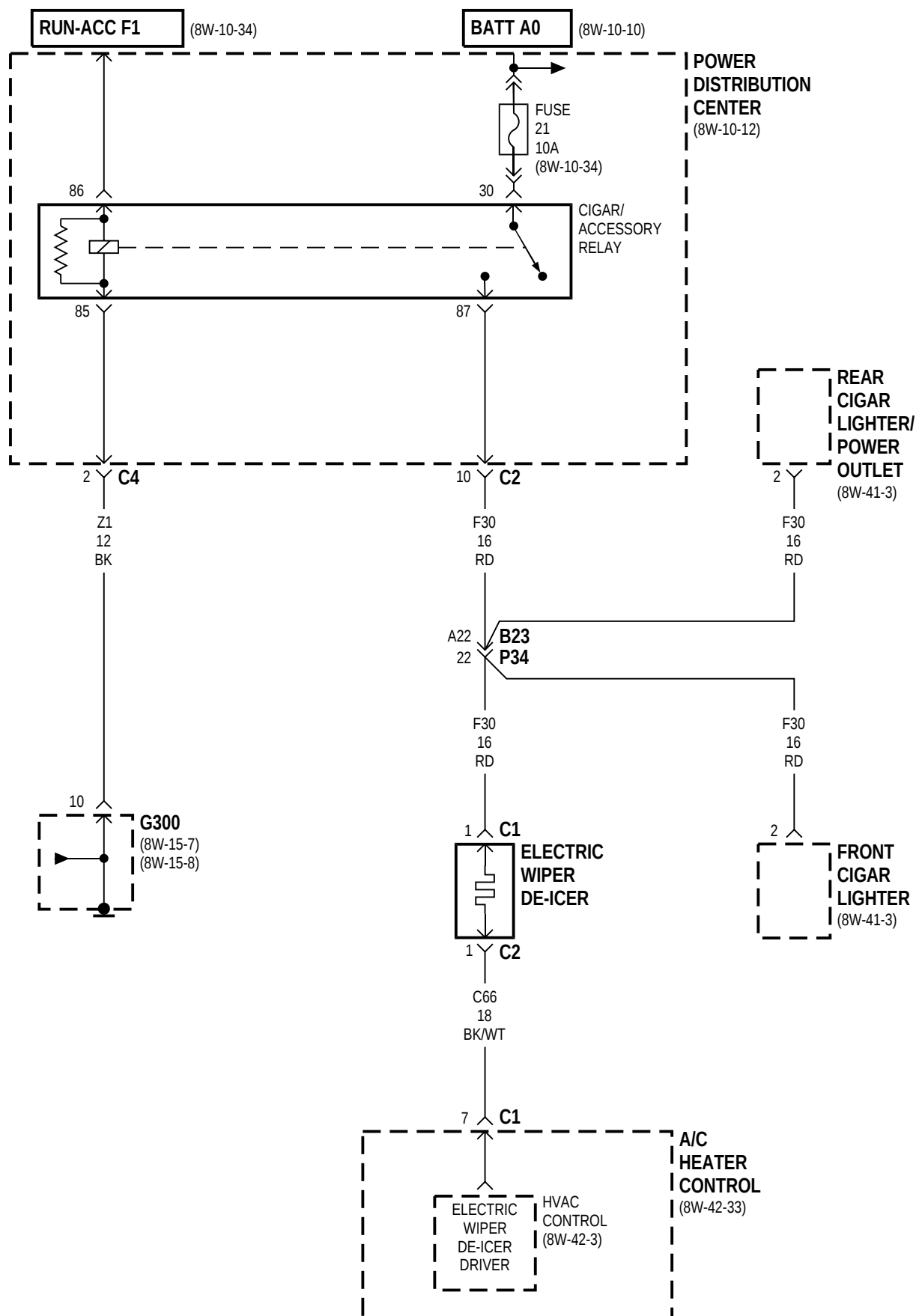
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DESCRIPTION AND OPERATION

REAR WINDOW DEFOGGER

The rear window defogger system uses a relay located in the junction block. This relay is protected by two fuses and controlled by the HVAC control. When the operator pushes the ON switch for the rear window defogger, a signal is sent to the HVAC control and the control supplies a ground path for circuit C14.

This causes the coil side of the relay to energize, connecting circuit A4 to circuits C15, and C16. The C16 circuit is protected by a 10 amp fuse located in cavity 7 of the junction block, and used to supply power for the power mirror heaters. Refer to section 8W-62 for circuit descriptions.

The F20 circuit that is used to power the coil side of the relay is protected by a 10 amp fuse located in cavity 12 of the junction block and is HOT in the RUN position only.

The A4 circuit, which is used to supply power to the contact side of the relay, is protected by a 40 amp fuse located in cavity 1 of the Power Distribution Center (PDC) and HOT at all times.

Circuit C15 connects from the relay to the rear window defogger grid. Ground for the grid is supplied on circuit Z1, and terminates at the liftgate ground.

The rear window defogger grid consists of two BUS bars and grid lines that form a parallel circuit. When current flows through the grid the grid lines heat up and transfer the heat to the window.

When the system is in operation a Light Emitting Diode (LED) located in the A/C-Heater control is illuminated.

HELPFUL INFORMATION

- Check the 10 amp fuse located in cavity 12 of the junction block
- Check the 40 amp fuse located in cavity 1 of the PDC
- Check for broken grid lines on the window
- Check for a broken bus bar or disconnected leads at the window
- Check for a good ground

WIPER DEICER

The operation of the windshield wiper deicer is controlled by HVAC control. When the operator selects the DEFROST mode, the HVAC control supplies a ground path for circuit C66.

Power for the deicer is supplied on circuit F30. This circuit is HOT at all times and protected by a 20 amp fuse located in cavity 21 of the Power Distribution Center (PDC).

HELPFUL INFORMATION

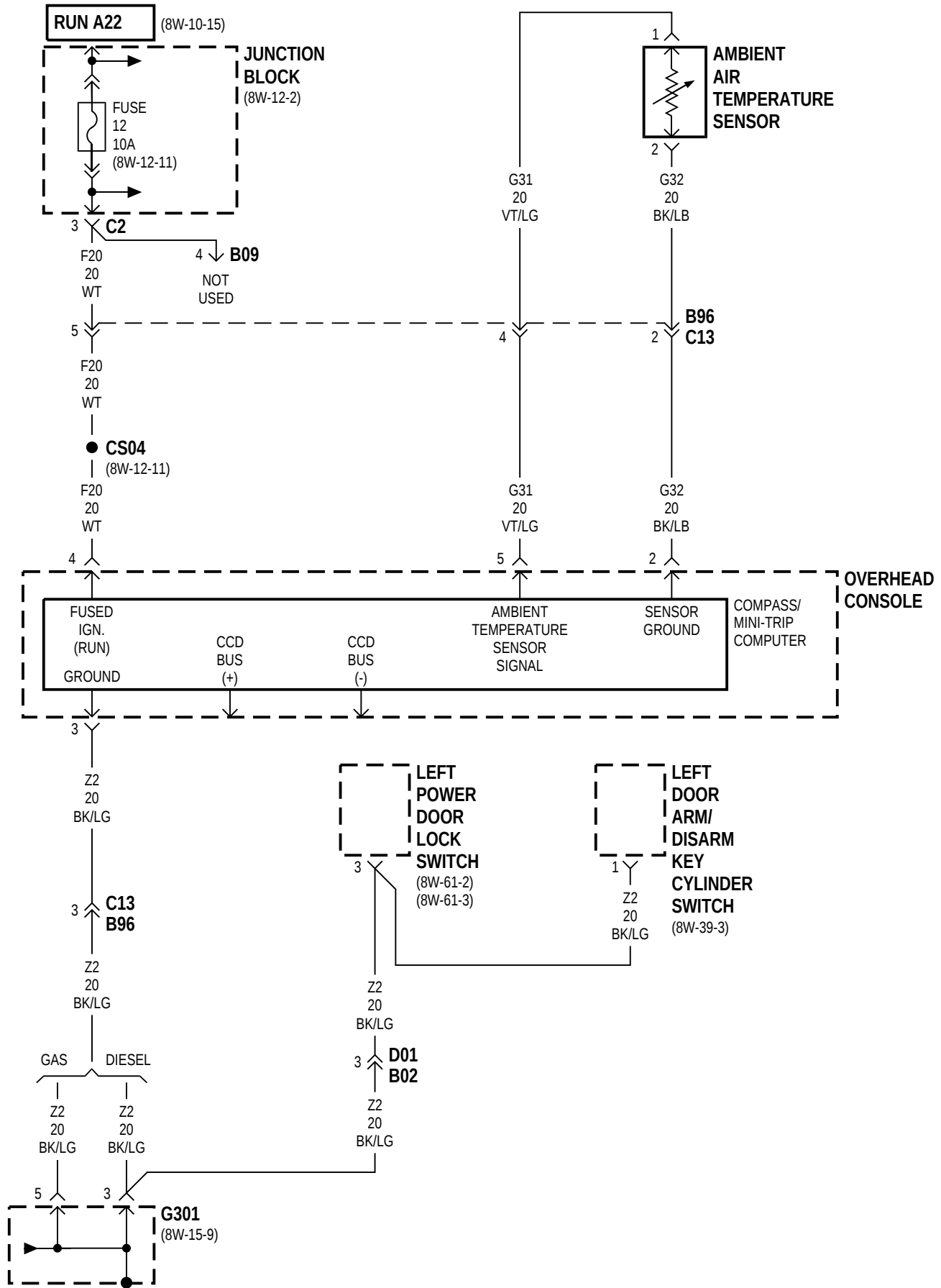
- Check the 25 amp fuse located in cavity 21 of the PDC
- Refer to the appropriate section of the Service Manual for additional diagnosis

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DESCRIPTION AND OPERATION

COMPASS MINI-TRIP COMPUTER 4

DESCRIPTION AND OPERATION

COMPASS MINI-TRIP COMPUTER

The Compass Mini-Trip Computer (CMTC) is a display head used to provide the following information to the vehicle occupants:

- Compass and outside air temperature
- Current fuel economy
- Average fuel economy
- Distance to empty
- Trip odometer
- Elapsed time

The CMTC receives all information across the CCD Bus from various controllers and modules, except for outside ambient air temperature.

Power for the CMTC is supplied by circuit F20. This circuit connects from the ignition switch to the CMTC and is HOT in the RUN position only.

Circuit A22 connects from the ignition switch to a 10 amp fuse located in cavity 10 of the junction block.

Power for the A22 circuit, and fuse 10, is supplied on circuit A2. This circuit is protected by a 40 amp fuse located in cavity 2 of the Power Distribution Center.

Ground for the CMTC is provided on circuit Z2. This circuit terminates at the right cowl panel.

The outside air temperature sensor is located forward of the radiator, rear of the fascia. Circuits G31 and G32 are used to transmit the outside air temperature reading to the CMTC. These circuits are a twisted pair.

HELPFUL INFORMATION

- Check the 40 amp fuse located in cavity 2 of the PDC
- Check the 10 amp fuse located in cavity 10 of the junction block
- Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures manual

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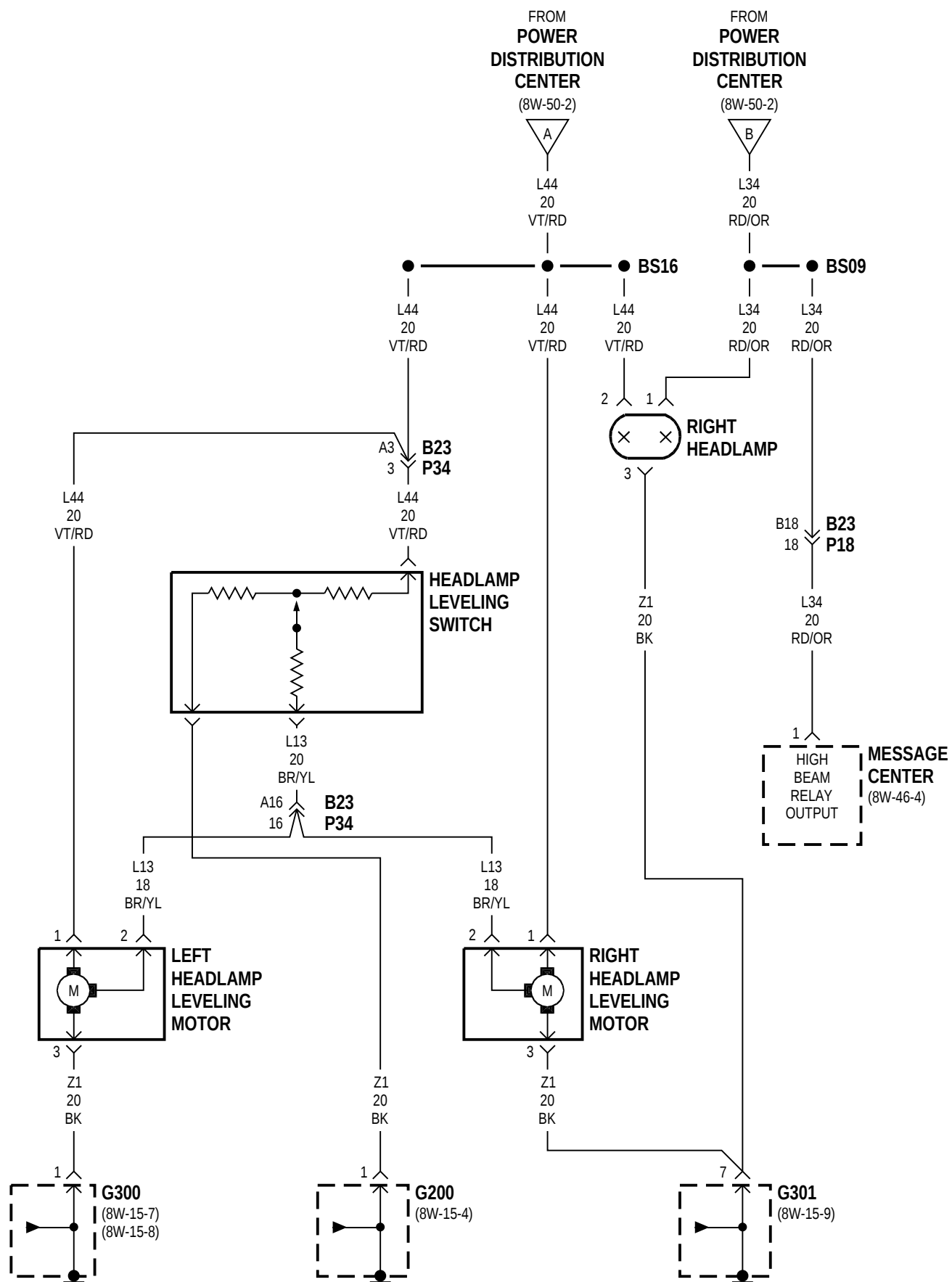
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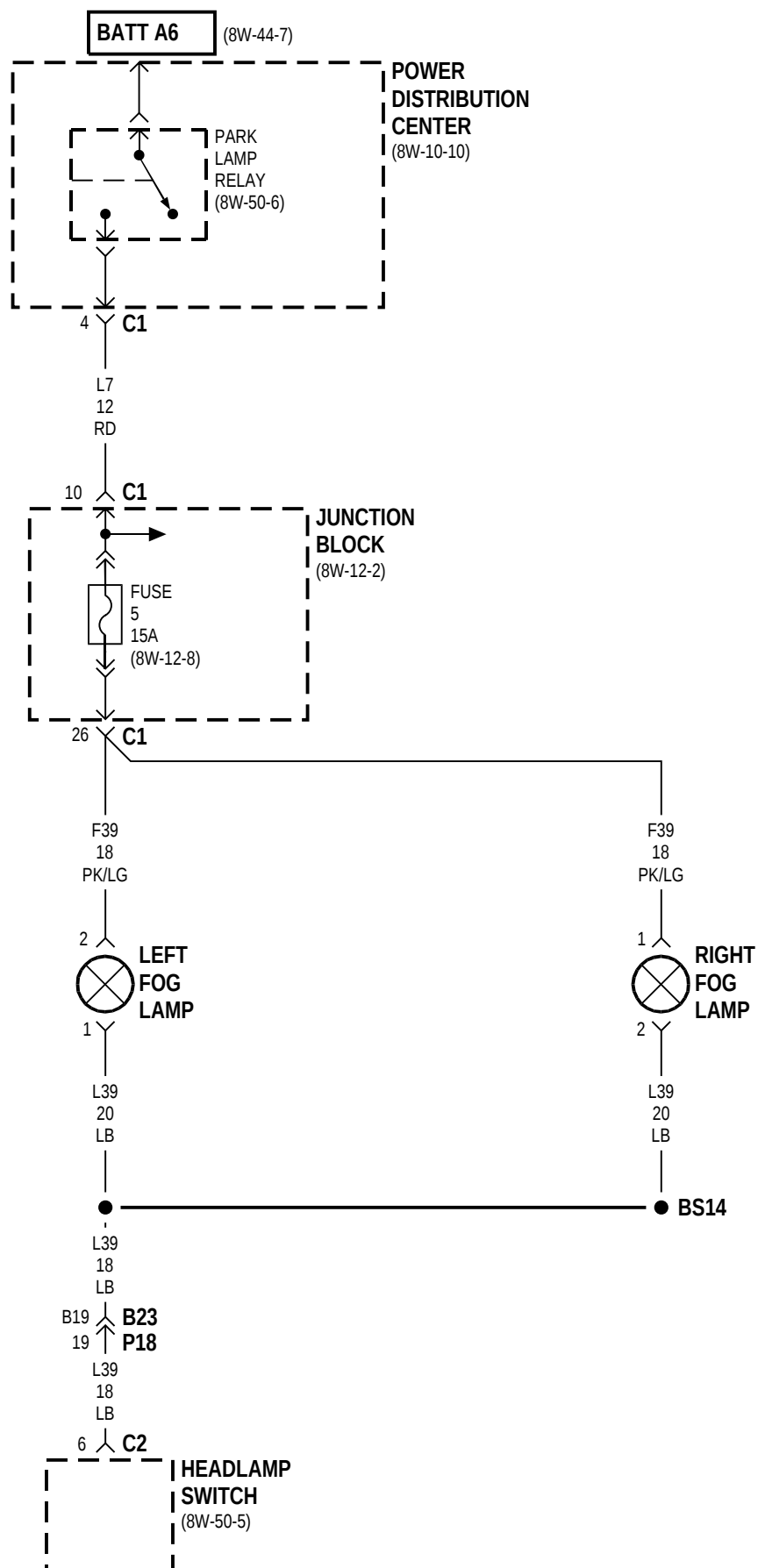
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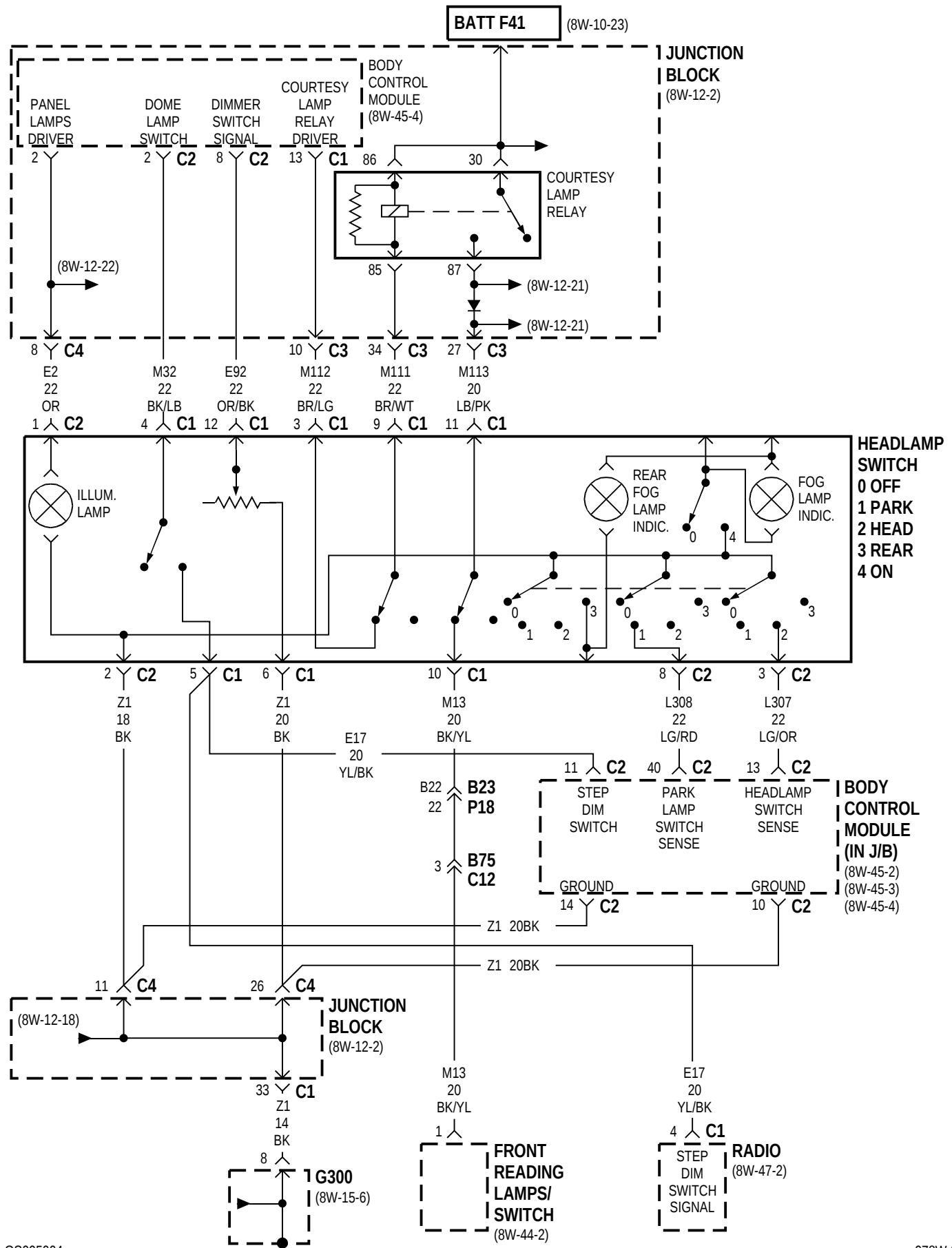
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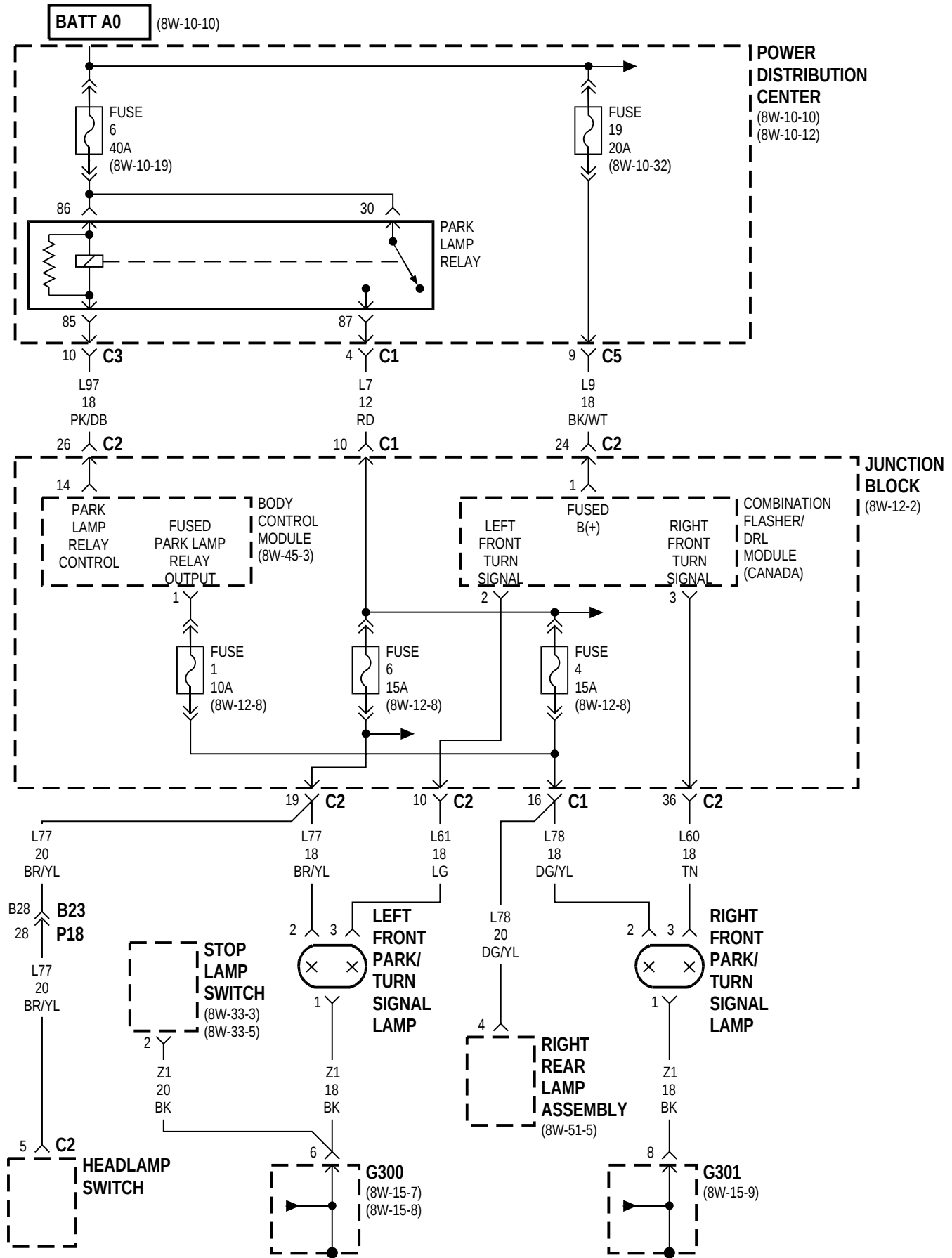
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Bs14	8W-50-4	Illum. Lamp	8W-50-5
Bs16	8W-50-3	Junction Block	8W-50-2, 4, 5, 6
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8W-50 FRONT LIGHTING

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GENERAL INFORMATION

INTRODUCTION

The front end lighting system used in this vehicle is controlled by the Body Control Module (BCM), the headlamp switch, low beam relay, and high beam relay.

The system has three modes of operation:

- Parking lamps
- Headlamps ON low beam
- Headlamps ON high beam
- Optical horn

On vehicle built for sale in Canada the headlamps operate, at reduced intensity, when the ignition switch is in the ON position.

DESCRIPTION AND OPERATION

PARKING LAMPS ON

When the operator turns the parking lamps ON, a ground path is completed on circuit L308 from the Body Control Module (BCM), through the CLOSED contacts in the headlamp switch to ground on circuit Z1.

Voltage for the L308 circuit is supplied from the BCM.

The BCM interprets the operators request and supplies a ground path for circuit L97. This circuit connects from the BCM to the coil side of the park lamp relay, located in the Power Distribution Center (PDC).

Ground to the coil side of the relay causes the contacts in the relay to CLOSE connecting circuits A6 and L7. Circuit L7 supplies power to fuses 4 and 6. Circuit A6 is a direct battery feed, HOT at all times, and protected by a 40 amp fuse located in cavity 6 of the PDC.

Circuit L77 connects from fuse 6, a 15 amp, to the left front park/turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the left cowl panel.

Circuit L78 connects from fuse 4, a 15 amp, to the right front park/turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the right cowl panel.

Circuit L78 is spliced internal to the junction block and supplied power to fuse 1, a 10 amp.

HEADLAMPS ON LOW BEAM

When the operator turns the headlamp switch to the ON position a ground path is completed on circuit L307 from the Body Control Module (BCM), through the headlamp switch to ground on circuit Z1.

Voltage for the L307 circuit is supplied from the BCM.

The BCM interprets the operators request and supplies a ground path for circuit L93.

Circuit L93 connects from the BCM to the beam select switch in the multi-function switch. With the beam select switch in the LOW position the ground path is supplied through the CLOSED contacts in the switch to circuit L94.

Circuit L94 connects from the switch to the coil side of the LOW beam relay, located in the Power Distribution Center (PDC).

The ground path on the coil side of the relay causes the contacts in the relay to CLOSE connecting a direct battery feed to fuse 22 and 23 in the PDC.

Circuit L43 connects from fuse 23, a 15 amp, to the LOW beam side of the left headlamp. Ground for the lamp is supplied on circuit Z1 and terminates at the left cowl panel.

Circuit L44 connects from fuse 22, a 15 amp, to the LOW beam side of the right headlamp. Ground for the lamp is supplied on circuit Z1 and terminates at the right cowl panel.

HEADLAMPS ON HIGH BEAM

When the operator selects HIGH beam, with the beam select switch, a ground path is completed on circuit L324 from the HIGH beam relay through the switch to ground on circuit Z1. The Z1 circuit terminates at the instrument panel ground.

DESCRIPTION AND OPERATION (Continued)

The ground path on this circuit causes the contacts in the HIGH beam relay to CLOSE connecting a direct battery feed to fuse 24 and 25.

Both the relay and the fuses are located in the Power Distribution Center (PDC).

Circuit L33 connects from fuse 25, a 10 amp, to the HIGH beam of the left headlamp. Ground for the lamp is supplied on circuit Z1 and terminates at the left cowl.

Circuit L34 connects from fuse 24, a 10 amp, to the HIGH beam of the right headlamp. Ground for the lamp is supplied on circuit Z1 and terminates at the right cowl panel.

Circuit L34 is spliced and provides a HIGH beam ON input to the message center.

HEADLAMP LEVELING MOTORS

Power for the headlamp leveling switch is supplied on circuit L44. This circuit is HOT when the headlamps are ON and in LOW beam mode. This circuit is protected by a 15 amp fuse located in cavity 22 of the Power Distribution Center (PDC). Ground for the switch is supplied on circuit Z1. The L44 circuit is also spliced and provides power to the headlamp leveling motors.

From the switch circuit L13 provides the position input to the headlamp leveling motors. Ground for the motors is supplied on circuit Z1.

OPTICAL HORN

The operation of the optical horn is the same as the HIGH beam headlamps, except for the beam select switch is held momentarily.

When the operator selects optical horn, with the beam select switch, a ground path is completed on circuit L324 from the HIGH beam relay through the switch to ground on circuit Z1. The Z1 circuit terminates at the instrument panel ground.

The ground path on this circuit causes the contacts in the HIGH beam relay to CLOSE connecting a direct battery feed to fuse 24 and 25.

Both the relay and the fuses are located in the Power Distribution Center (PDC).

Circuit L33 connects from fuse 25, a 10 amp, to the HIGH beam of the left headlamp. Ground for the lamp is supplied on circuit Z1 and terminates at the left cowl.

Circuit L34 connects from fuse 24, a 10 amp, to the HIGH beam of the right headlamp. Ground for the lamp is supplied on circuit Z1 and terminates at the right cowl panel.

Circuit L34 is spliced and provides a HIGH beam ON input to the message center.

FOG LAMPS

Power for the fog lamps is supplied on circuit F39. This circuit is HOT when the headlamp switch is in the PARK or ON position and protected by a 15 amp fuse located in cavity 5 of the junction block. This circuit supplies power to both lamps.

Ground for the lamps is supplied on circuit L39 through the CLOSED contacts in the switch to ground on circuit Z1.

HELPFUL INFORMATION

- Check the 15 amp fuse located in cavity 5 of the junction block
- Check the lamp filaments
- Check the grounding point for the lamps

SWITCH ILLUMINATION

Battery voltage for the illumination lamps in the switch is supplied on circuit E2. This circuit is an output from the Body Control Module (BCM). The voltage level on this circuit is controlled by the input of the headlamp dimmer switch on circuit E92.

HEADLAMP TIME DELAY

The operation of the headlamp time delay is controlled by the Body Control Module (BCM).

The BCM keeps the headlamps ON by maintaining the ground path is had supplied on circuit L93 when the operator has originally turned the headlamps ON.

HELPFUL INFORMATION

- Check the 15 amp fuses located in cavities 4 and 6 of the junction block for the park/turn signal lamps
- Check the 10 amp fuse located in cavity 1 of the junction block for the instrument panel lamps
- Check the 15 amp fuses located in cavities 22, and 23 of the PDC for the LOW beam lamps
- Check the 10 amp fuses located in cavities 24 and 25 of the PDC for the HIGH beam headlamps
- Check the grounding points for the lamps
- Refer to the appropriate Diagnostic Test Procedures manual for additional diagnostic information

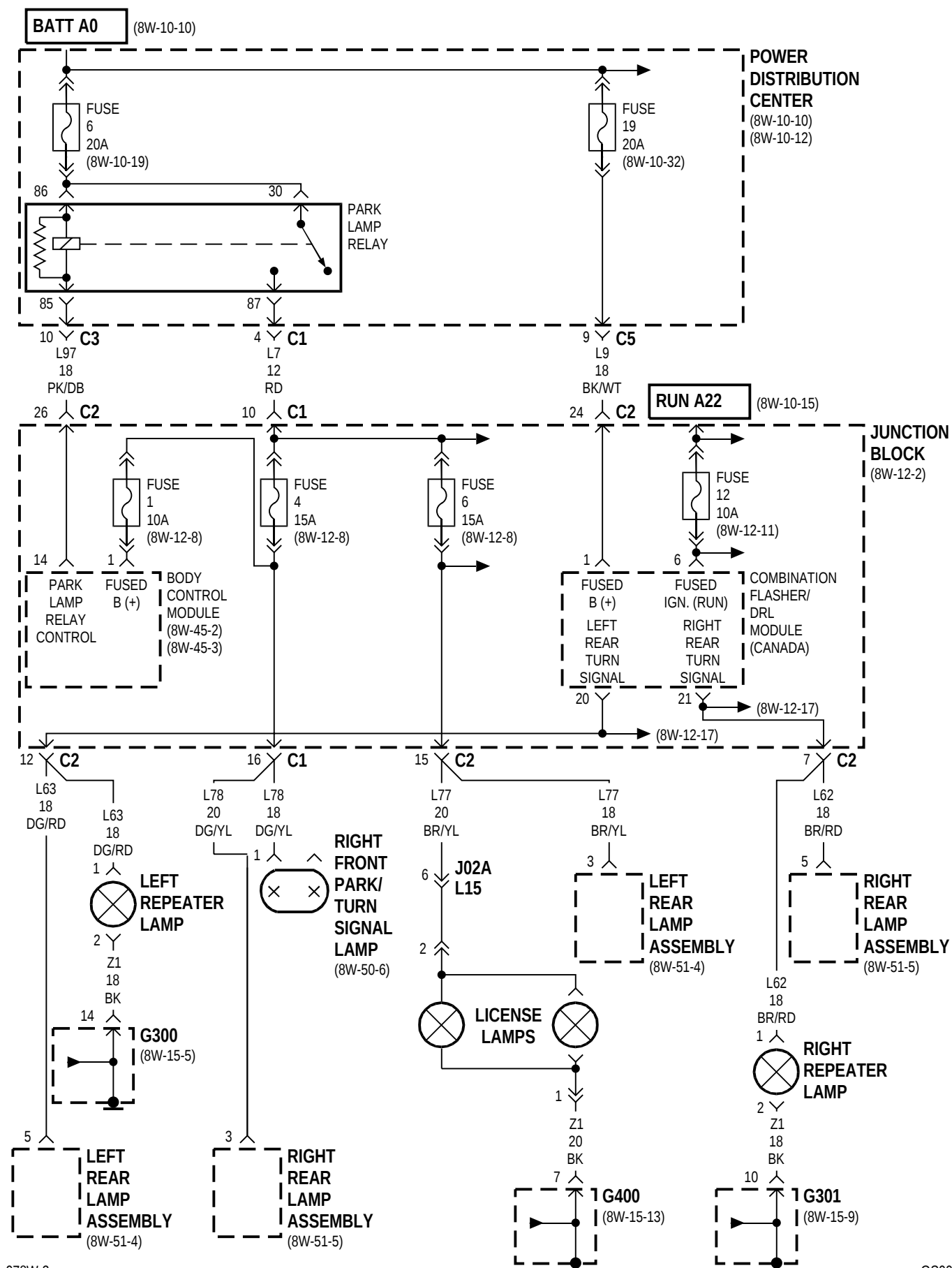
8W-51 REAR LIGHTING

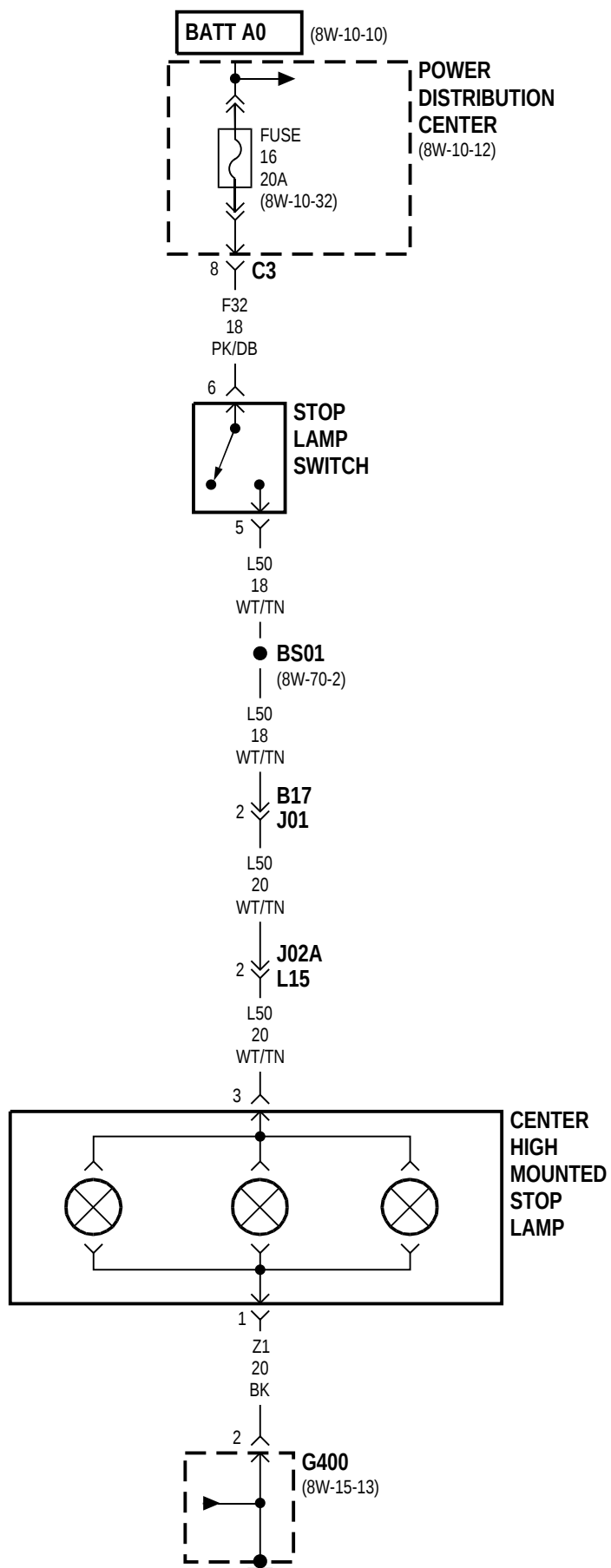
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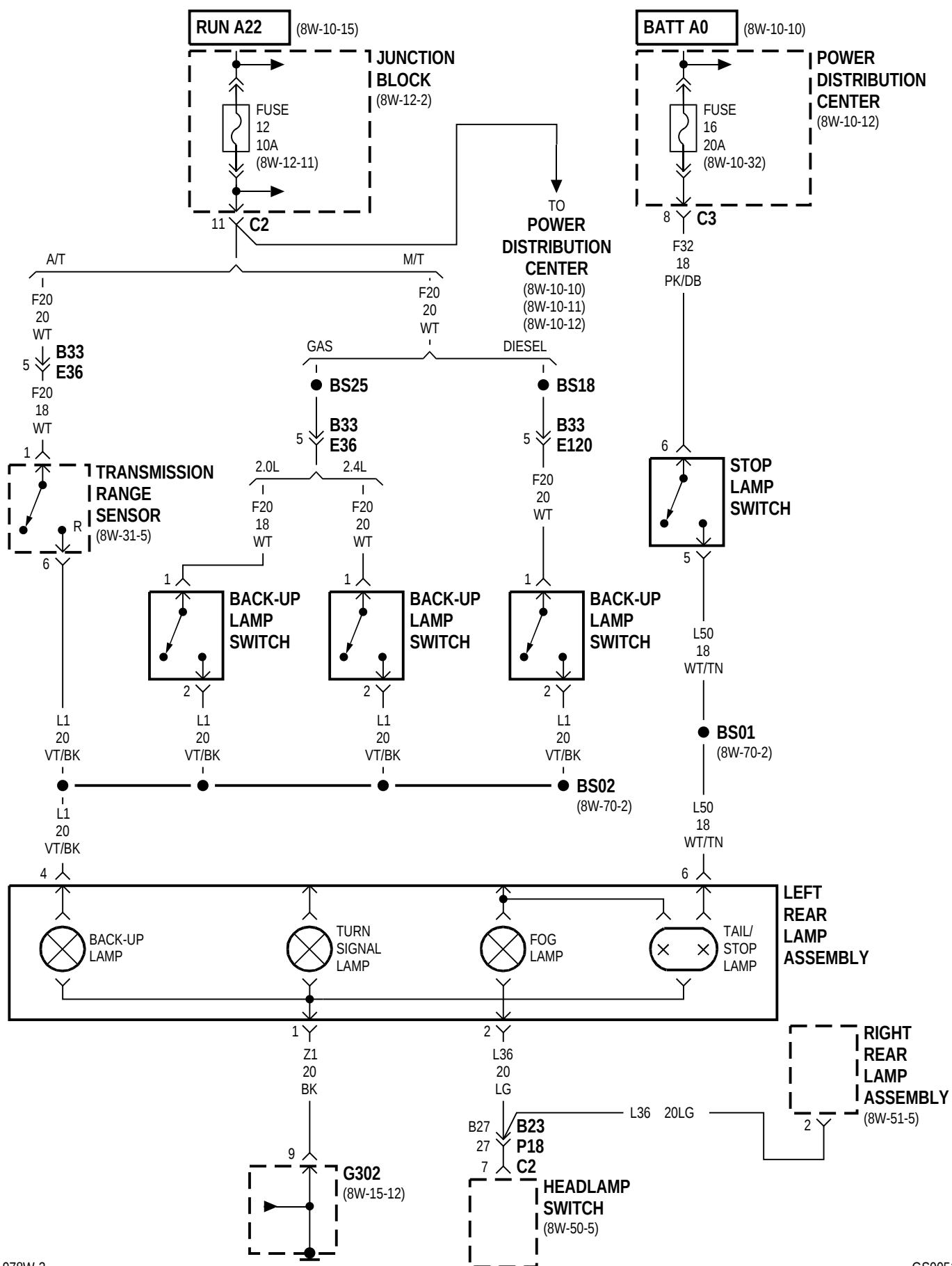
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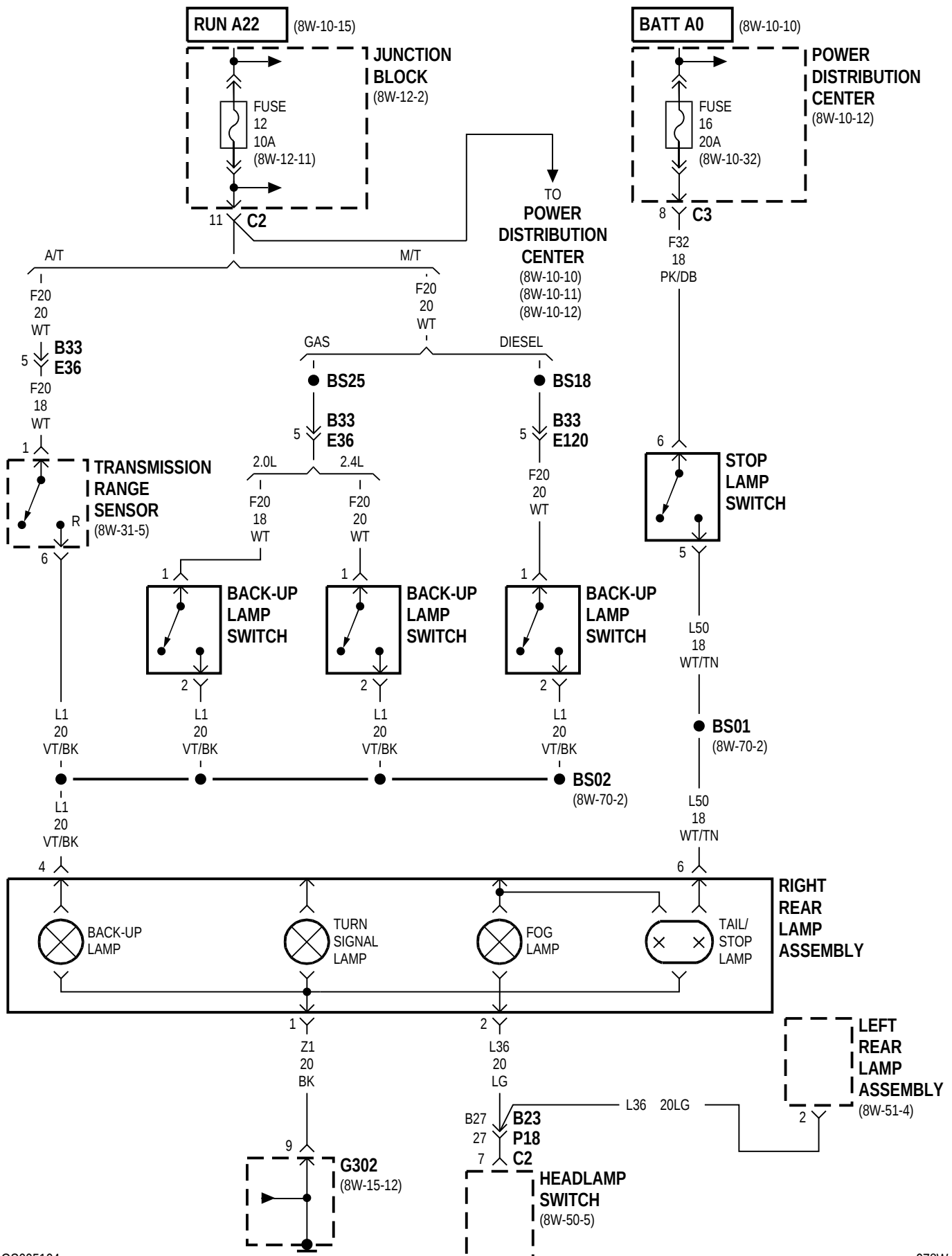
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Bs01	8W-51-3, 4, 5	Headlamp Switch	8W-51-4, 5
Bs02	8W-51-4, 5	Junction Block	8W-51-2, 4, 5
Bs18	8W-51-4, 5	Left Rear Lamp Assembly	8W-51-2, 4, 5
Bs25	8W-51-4, 5	Left Repeater Lamp	8W-51-2
Center High Mounted Stop Lamp	8W-51-3	License Lamps	8W-51-2
Combination Flasher/Drl Module	8W-51-2	Park Lamp Relay	8W-51-2
Fog Lamp	8W-51-4, 5	Power Distribution Center	8W-51-2, 3, 4, 5
Fuse 1 (JB)	8W-51-2	Right Front Park/Turn Signal Lamp	8W-51-2
Fuse 4 (JB)	8W-51-2	Right Rear Lamp Assembly	8W-51-2, 4, 5
Fuse 6 (JB)	8W-51-2	Right Repeater Lamp	8W-51-2
Fuse 6 (PDC)	8W-51-2	Stop Lamp Switch	8W-51-3, 4, 5
Fuse 12 (JB)	8W-51-2, 4, 5	Tail/Stop Lamp	8W-51-4, 5
Fuse 16 (PDC)	8W-51-3, 4, 5	Transmission Range Sensor	8W-51-4, 5
Fuse 19 (PDC)	8W-51-2	Turn Signal Lamp	8W-51-4, 5
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DESCRIPTION AND OPERATION

PARKING LAMPS ON

When the operator turns the parking lamps ON, a ground path is completed on circuit L308 from the Body Control Module (BCM), through the CLOSED contacts in the headlamp switch to ground on circuit Z1.

Voltage for the L308 circuit is supplied from the BCM.

The BCM interprets the operators request and supplies a ground path for circuit L97. This circuit connects from the BCM to the coil side of the park lamp relay, located in the junction block.

Ground to the coil side of the relay causes the contacts in the relay to CLOSE connecting circuits A6 and L7 to fuses 4 and 6. Circuit A6 is a direct battery feed, HOT at all times, and protected by a 40 amp fuse located in cavity 6 of the Power Distribution Center (PDC).

Circuit L77 connects from fuse 6, a 15 amp, to the left rear park/turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the rear body ground.

Circuit L78 connects from fuse 4, a 15 amp, to the right rear park/turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the rear body ground.

Circuit L78 is spliced internal to the junction block and supplied power to fuse 1, a 10 amp.

From the fuse, circuit E1 connects to the BCM. This is the feed for the instrument panel lamps. Refer to the appropriate section of the wiring diagrams for operation of those lamps.

LICENSE LAMP

When the operator turns the parking lamps ON, a ground path is completed on circuit L308 from the Body Control Module (BCM), through the CLOSED contacts in the headlamp switch to ground on circuit Z1.

Voltage for the L308 circuit is supplied from the BCM.

The BCM interprets the operators request and supplies a ground path for circuit L97. This circuit connects from the BCM to the coil side of the park lamp relay, located in the junction block.

Ground to the coil side of the relay causes the contacts in the relay to CLOSE connecting circuits A6 and L7 to fuses 4 and 6. Circuit A6 is a direct battery feed, HOT at all times, and protected by a 40 amp fuse located in cavity 6 of the Power Distribution Center (PDC).

Circuit L77 connects from fuse 6, a 15 amp, to the left rear park/turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the rear body ground.

The L77 circuit is spliced, internal to the junction block, and provides power to the license lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the liftgate ground.

STOP LAMPS

Circuit F32 in the Power Distribution Center (PDC) feeds the stop lamp switch. A 20 amp fuse in the PDC, cavity 16, protects circuit F32.

When the operator presses the brake pedal, the stop lamp switch CLOSES and connects circuit F32 to circuit L50. Circuit L50 connects to the right and left stop lamps. The L50 circuit is also spliced and supplies power for the Center High Mounted Stop Lamps (CHMSL).

Circuit Z1 provides ground for the stop lamps and CHMSL lamps. The grounding point for the left and right stop lamps terminates at the rear body ground.

The grounding point for the CHMSL terminates at the liftgate ground.

BACK-UP LAMPS

Operation of the back-up lamps is covered in section 8W-31.

DESCRIPTION AND OPERATION (Continued)

REAR FOG LAMPS

Power for the rear fog lamp is supplied on circuit L77. This circuit is protected by a 15 amp fuse located in cavity 6 of the junction block. This circuit is HOT when the contacts in the park lamp relay are CLOSED.

Ground for the lamps is supplied on circuit L36. This circuit connects from the lamps to the rear fog lamp switch to ground on circuit Z1.

HELPFUL INFORMATION

- Check the 15 amp fuses located in cavities 4 and 6 of the junction block for the parking lamps
- Check the 40 amp fuse located in cavity 6 of the PDC for the parking lamps
- Check the 10 amp fuse located in cavity 1 of the junction block for the interior illumination lamps
- Check the 20 amp fuse located in cavity 16 of the PDC for the stop lamps
- Check the lamp filaments
- Check the grounding points for the rear lamps

8W-52 TURN SIGNALS

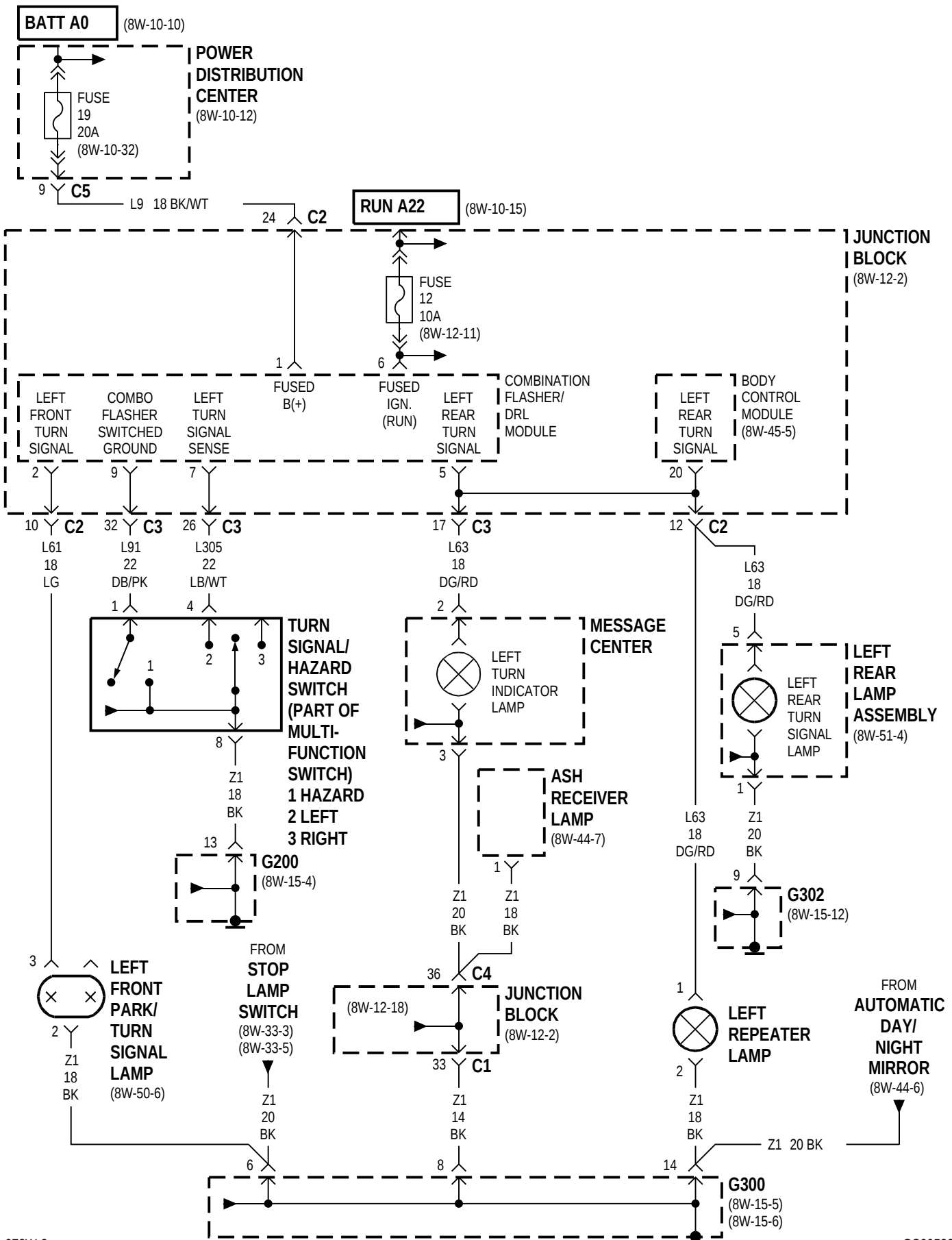
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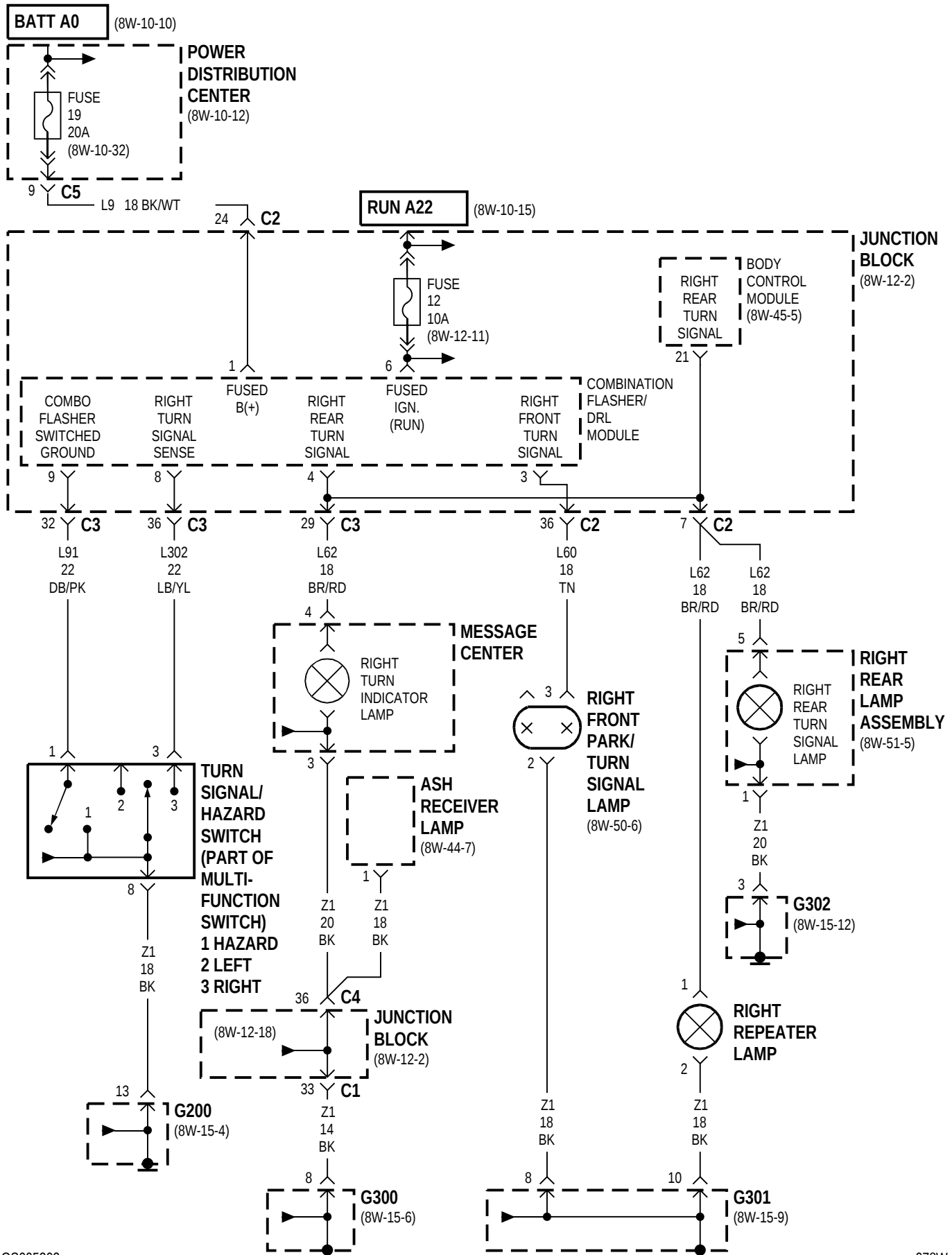
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Automatic Day/Night Mirror	8W-52-2	Left Repeater Lamp	8W-52-2
Body Control Module	8W-52-2, 3	Left Turn Indicator Lamp	8W-52-2
Combination Flasher/Drl Module	8W-52-2, 3	Message Center	8W-52-2, 3
Fuse 12 (JB)	8W-52-2, 3	Power Distribution Center	8W-52-2, 3
Fuse 19 (PDC)	8W-52-2, 3	Right Front Park/Turn Signal Lamp	8W-52-3
G200	8W-52-2, 3	Right Rear Lamp Assembly	8W-52-3
G300	8W-52-2, 3	Right Rear Turn Signal Lamp	8W-52-3
G301	8W-52-3	Right Repeater Lamp	8W-52-3
G302	8W-52-2, 3	Right Turn Indicator Lamp	8W-52-3
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LEFT



RIGHT



8W-52 TURN SIGNALS

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DESCRIPTION AND OPERATION

TURN SIGNALS

The turn signal and hazard flasher system used in this vehicle is controlled by the combination flasher located in the junction block.

Power for the combination flasher is supplied from two sources. One is a direct battery feed on circuit L9. This circuit is HOT at all times and protected by a 20 amp fuse located in cavity 19 of the Power Distribution Center (PDC).

The other power source is a fused battery feed from the ignition switch on circuit F20. This circuit is HOT in the RUN position only and connects from the junction block to the combination flasher.

Power for the F20 circuit is supplied on circuit A22/A2. This circuit originates at the PDC and is protected by a 40 amp fuse located in cavity 2.

LEFT TURN SIGNAL

When the operator selects the left turn signal, circuit L305 is connected to the Z1 ground circuit through the turn signal switch.

The combination flasher senses the position of the switch and supplies power to the L61 and L63 circuits.

Circuit L61 connects from the combination flasher to the left front turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the left cowl panel.

Circuit L63 connects from the combination flasher to the left rear turn signal lamp and side repeater lamp. This circuit is also spliced and provides an input to the Body Control Module (BCM) to indicate the turn signals are ON and to the indicator lamp in the message center.

RIGHT TURN SIGNAL

When the operator selects the right turn signal circuit L302 is connected to the Z1 ground circuit through the turn signal switch.

The combination flasher senses the position of the switch and supplies power to the L60 and L62 circuits.

Circuit L60 connects from the combination flasher to the right front turn signal lamp. Ground for the

lamp is supplied on circuit Z1 and terminates at the right cowl panel.

Circuit L62 connects from the combination flasher to the right rear turn signal lamp and side repeater lamp. This circuit is also spliced and provides an input to the Body Control Module (BCM) to indicate the turn signals are ON and to the indicator lamp in the message center.

HELPFUL INFORMATION

- Check the 20 amp fuse located in cavity 19 of the PDC
- Check the 40 amp fuse located in cavity 2 of the PDC
- Check the grounding points for the lamps
- Check the lamp filaments
- Refer to the appropriate section of the Service Manual to the Diagnostic Test Procedures manual

HAZARD FLASHERS

The turn signal and hazard flasher system used in this vehicle is controlled by the combination flasher located in the junction block.

Power for the combination flasher is supplied from two sources. One is a direct battery feed on circuit L9. This circuit is HOT at all times and protected by a 20 amp fuse located in cavity 19 of the Power Distribution Center (PDC).

The other power source is a fused battery feed from the junction block on circuit F20. This circuit is HOT in the RUN position only and connects from the junction block to the combination flasher.

Power for the F20 circuit is supplied on circuit A22/A2. This circuit originates at the PDC and is protected by a 40 amp fuse located in cavity 6.

When the operator selects the hazard flasher, circuit L91 is connected to the Z1 ground circuit through the turn signal switch.

The combination flasher senses the position of the switch and supplies power to the L60, L61, L62, and L63 circuits.

Circuit L60 connects from the combination flasher to the right front turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the right cowl panel.

DESCRIPTION AND OPERATION (Continued)

Circuit L61 connects from the combination flasher to the left front turn signal lamp. Ground for the lamp is supplied on circuit Z1 and terminates at the left cowl panel.

Circuit L62 connects from the combination flasher to the right rear turn signal lamp and side repeater lamp. This circuit is also spliced and provides an input to the Body Control Module (BCM) to indicate the turn signals are ON and to the indicator lamp in the message center.

Circuit L63 connects from the combination flasher to the left rear turn signal lamp and side repeater lamp. This circuit is also spliced and provides an input to the Body Control Module (BCM) to indicate the turn signals are ON and to the indicator lamp in the message center.

HELPFUL INFORMATION

- Check the 40 amp fuse located in cavity 6 of the PDC
- Check the 20 amp fuse located in cavity 19 of the PDC
- Check the grounding points for the lamps
- Check the lamp filaments
- Refer to the appropriate section of the Service Manual to the Diagnostic Test Procedures manual

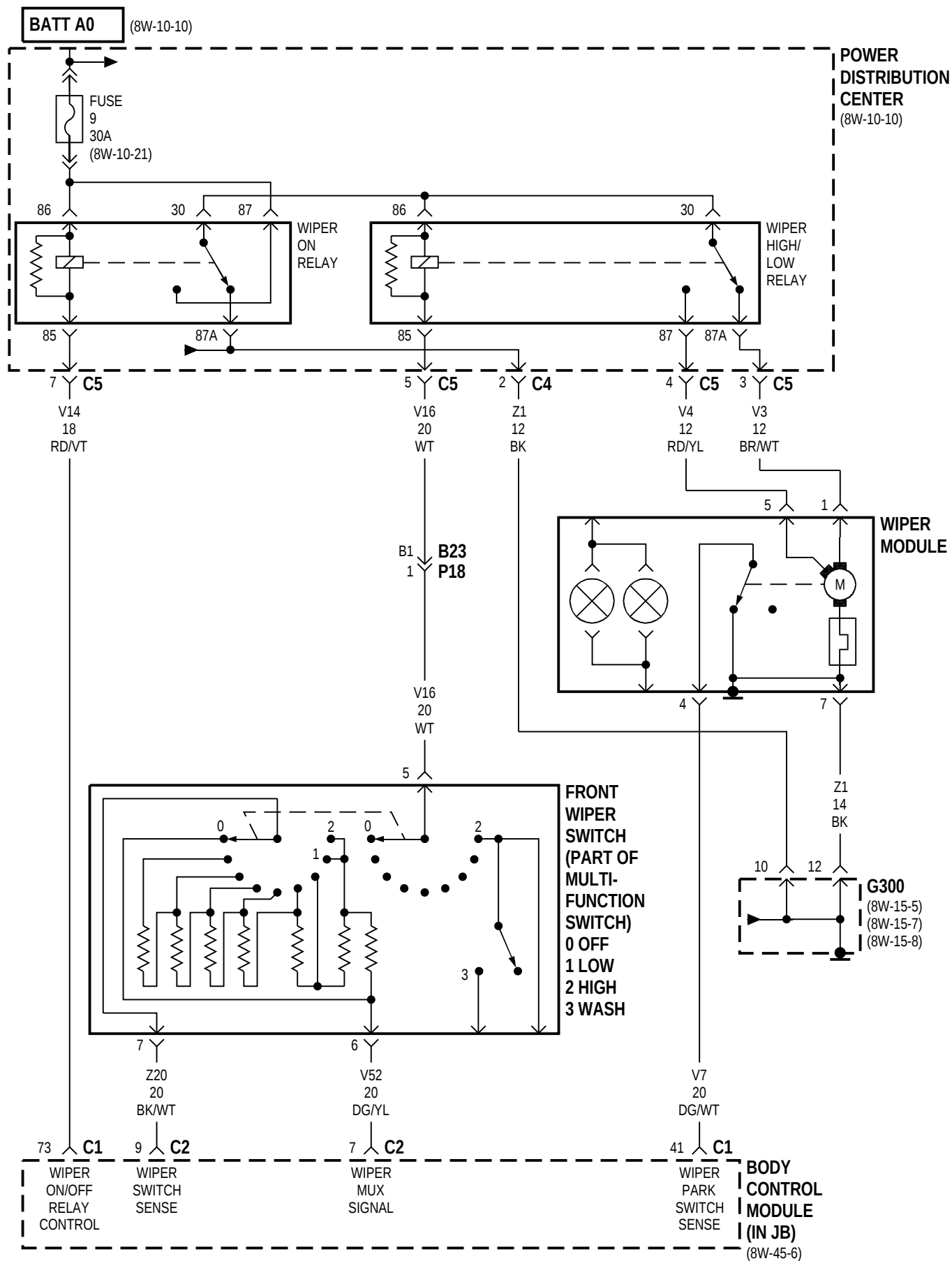
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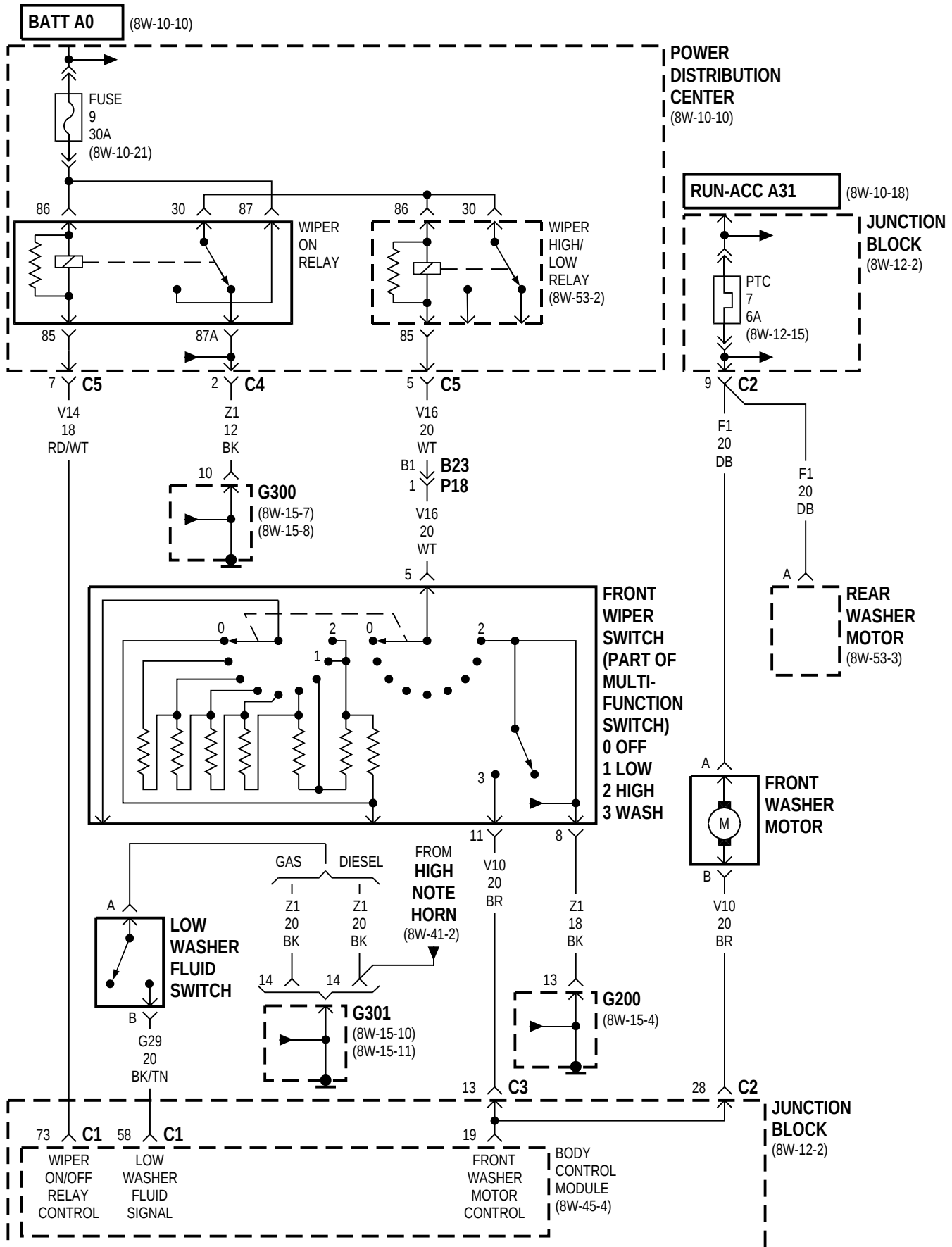
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8W-53 WIPERS



8W-53 WIPERS

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DESCRIPTION AND OPERATION

WINDSHIELD WIPERS

The windshield wiper system is powered by a 30 amp fuse located in cavity 9 of the Power Distribution Center (PDC). This fuse is HOT at all times.

The BCM controls all functions of the wiper system. This is accomplished through a multi-plexed input from the wiper switch to the BCM on circuit V52. Circuit Z20 is the sensor return ground for the wiper switch to the BCM.

INTERMITTENT WIPER OPERATION

When the operator selects intermittent wiper operation, a multi-plexed signal is sent to the Body Control Module (BCM) on the V52 circuit. The BCM then grounds circuit V14, which is the coil side of the wiper ON wiper relay. This causes the relay to switch from its normally grounded position to its powered position. This connects the output of fuse 9, a 30 amp in the PDC to circuit V5.

The V5 circuit is connected to the HI/LOW Wiper relay LOW speed side. Voltage is passed through the relay to circuit V3, then to the LOW speed side of the wiper motor. Ground for the wiper motor is provided on circuit Z1.

When the wiper motor completes one cycle, the BCM turns OFF the motor by deactivating the wiper relays. The amount of delay between wipes is dependent on the voltage level being sent to the BCM from the wiper switch.

As the windshield wiper motor turns, the park switch internal to the motor moves from its grounded position to the open RUN position. The BCM uses input from the park switch, on circuit V7, for wiper position and system operation.

The delay times are also compensated for vehicle speed. If the vehicle is moving less than 10 mph, the delay time is doubled. Once the vehicle speed exceeds 10 mph, the normal delay times are used.

WIPER AFTER WASH

When the wash button is pressed momentarily a signal is sent to the Body Control Module (BCM) on circuit V10. The BCM then turns the wipers ON low speed for three consecutive wipes after the button is released. The BCM then grounds circuit V14, which is the coil side of the wiper ON wiper relay. This causes the relay to switch from its normally grounded position to its powered position. This connects the output of fuse 9, a 30 amp in the PDC to circuit V5.

The V5 circuit is connected to the HI/LOW Wiper relay LOW speed side. Voltage is passed through the relay to circuit V3, then to the LOW speed side of the wiper motor. Ground for the wiper motor is provided on circuit Z1.

When the wiper motor completes one cycle, the BCM turns OFF the motor by deactivating the wiper relays.

As the windshield wiper motor turns, the park switch internal to the motor moves from its grounded position to the open RUN position. The BCM uses input from the park switch, on circuit V7, for wiper position and system operation.

LOW SPEED OPERATION

When the LOW speed switch is activated a multi-plexed signal is sent to the Body Control Module (BCM) on circuit V52. The BCM then turns the wipers ON low speed by providing a ground path for circuit V14. The BCM then grounds circuit V14, which is the coil side of the wiper ON relay. This causes the relay to switch from its normally grounded position to its powered position. This connects the output of fuse 9, a 30 amp in the PDC to circuit V5.

The V5 circuit is connected to the HI/LOW Wiper relay LOW speed side. Voltage is passed through the relay to circuit V3, then to the LOW speed side of the wiper motor. Ground for the wiper motor is provided on circuit Z1.

When the wiper motor completes one cycle, the BCM turns OFF the motor by deactivating the wiper relays.

DESCRIPTION AND OPERATION (Continued)

As the windshield wiper motor turns, the park switch internal to the motor moves from its grounded position to the open RUN position. The BCM uses input from the park switch, on circuit V7, for wiper position and system operation.

HI SPEED OPERATION

When HIGH speed operation is selected, a multiplexed signal is sent to the Body Control Module (BCM) on circuit V52. The wiper switch also supplies voltage to the HIGH/LOW wiper relay, coil side on circuit V16. The BCM then turns the wipers ON by grounding the V14 circuit.

When the BCM grounds circuit V14, which is the coil side of the wiper ON relay the relay switches from its normally grounded position to its powered position. This connects the output of fuse 9, a 30 amp in the PDC to circuit V5.

When the V16 circuit is grounded the HIGH/LOW relay switches, from its normal position of LOW speed, to the HIGH speed contact. Ground for the relay is supplied on circuit Z1 and terminates at the engine ground.

Power for the windshield wiper motor is supplied from the HIGH/LOW wiper relay to the motor on circuit V4. Ground for the wiper motor is provided on circuit Z1.

WASHER OPERATION

Power for the front windshield washer pump is supplied on circuit F1. This circuit is protected by a 6 amp PTC located in the junction block and HOT in the ACCESSORY and RUN position only.

When the washer switch is pressed, circuit V10 from the BCM and junction block, is connected to the Z1 ground circuit. This supplies the ground path for the pump and allows the pump to run.

REAR (LIFTGATE) WIPER

The rear wiper system in this vehicle uses three switches located in the HVAC control. The operator selects the desired mode of operation from one of the three switches. The HVAC control converts the oper-

ators request to a varying analog signal that is sent to the Body Control Module (BCM) on the V26 circuit.

Each of the switches used in this system use a Light Emitting Diode (LED) to indicate to the operator what mode the system is in. Power for the LED's is supplied from the HVAC control. Ground for the LED's is supplied on circuit Z2 and terminates at the instrument panel ground.

This system is also vehicle speed sensitive.

Power for the rear wiper motor is supplied from the BCM on circuit V13. The V7 circuit is connected from the BCM to the motor and used for measuring the dwell of the motor.

Ground for the wiper motor is supplied on circuit Z1 and terminates at the liftgate ground.

When the rear washer motor is activated, the BCM provides a ground path for the V20 circuit. This circuit connects from the pump motor to the BCM.

Power for the washer motor is supplied on circuit F1. This circuit is protected by a 6 amp Positive Temperature Coefficient (PTC) in location 9 of the junction block.

LOW WASHER FLUID LAMP

The low washer fluid lamp is used to alert the operator that the washer fluid level has fallen below a pre-determined level.

The Body Control Module (BCM) controls the operation of the lamp based on the input from the low washer fluid level switch located in the washer fluid reservoir.

Circuit G29 connects from the BCM to the switch. The switch is normally OPEN. When the fluid level is below the pre-determined level the switch CLOSES completing a path to ground on circuit Z1. This circuit terminates at the right cowl panel.

HELPFUL INFORMATION

- Refer to the appropriate section of the Service Manual or the Diagnostic Test Procedures manual for further information

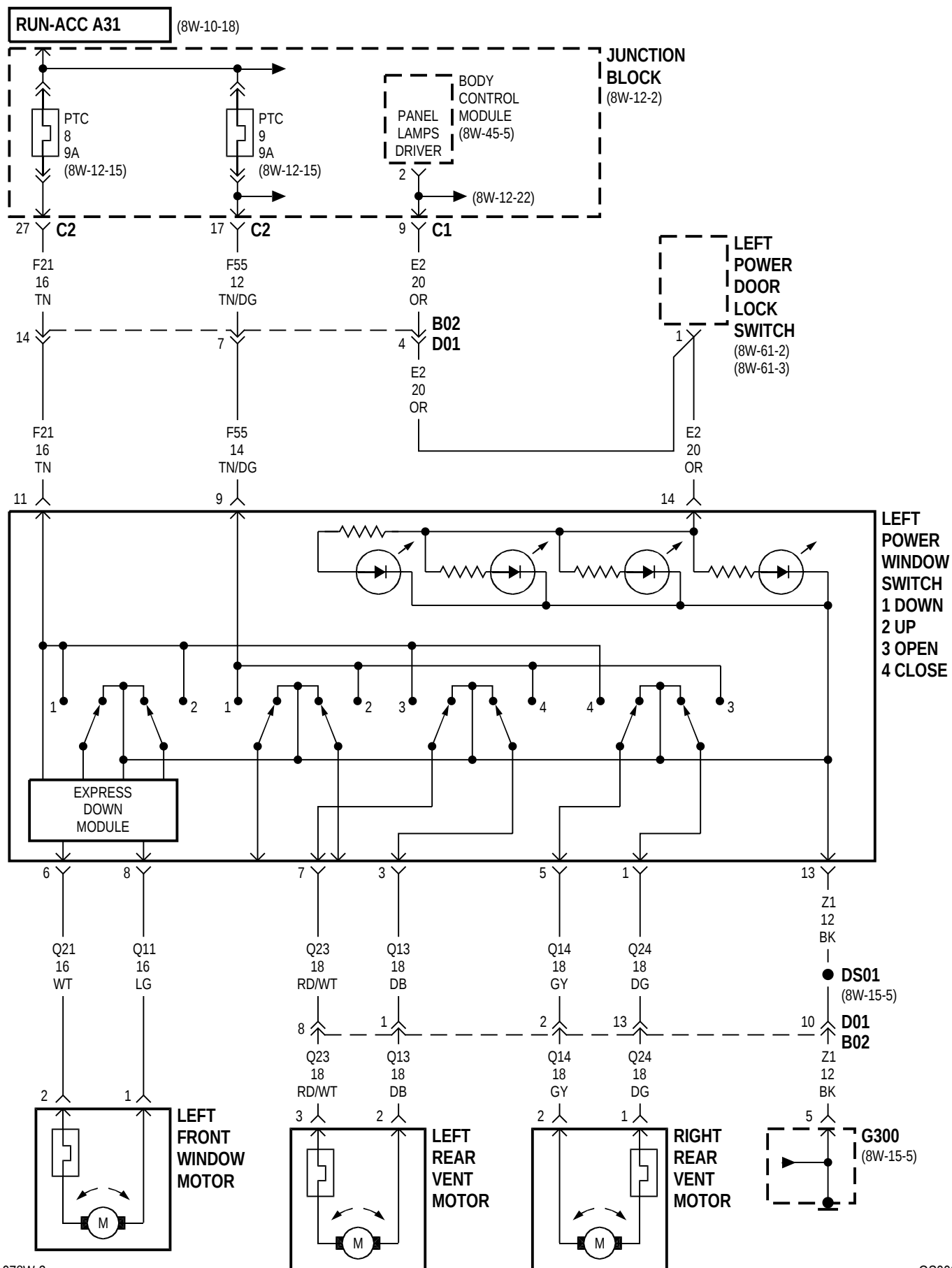
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GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams covers the operation of the power windows and the power vent windows.

DESCRIPTION AND OPERATION

POWER WINDOWS

The power window system is powered by two 9 amp Positive Temperature Coefficients (PTC's). Both of the PTC's are located in the junction block, PTC locations eight and nine.

The PTC's receive there feed from the ignition switch on the A31 circuit. The PTC's are HOT when the ignition switch is in the ACCESSORY or RUN position only.

Circuit F21 is the feed circuit from PTC 8 to the power window and vent switch that feeds the left side windows. Circuit F55 is the feed circuit from PTC 9 to the power window and vent switch that feeds the right side windows.

The ground path for the power windows is on the Z1 circuit and terminates at the instrument panel left side cowl.

Both of the door switches have a Light Emitting Diode (L.E.D.) located inside of the switch. This diode allows the operator to see the switch when it is dark. The diodes are powered by circuit E2. This circuit is HOT when the headlamp switch is in the PARK or ON position.

Resistors and diodes internal to the switches are used for the L.E.D's. No attempt should be made to repair these items. If the L.E.D. is not working, the switch should be replaced.

An express down module is used for the left windows. It allows the operator to latch the switch. Refer to the power window section in this service manual for additional information.

LEFT FRONT WINDOW OPERATION

When the operator selects window DOWN operation power is supplied on the F21 circuit through the switch to circuit Q21. Circuit Q21 connects from the switch to the power window motor. Ground for the motor is supplied on the Q11 circuit back to the switch. A bus bar, internal to the switch, connects the Q11 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation the circuits are reversed. Circuit Q11 is the feed, and circuit Q21 is the ground.

RIGHT FRONT WINDOW OPERATION

When the DRIVER selects window DOWN operation power is supplied on the F55 circuit through the switch to circuit Q26. Circuit Q26 connects from the drivers door switch to the right front door switch. Power is passed through this switch to circuit Q22. The Q22 circuit then connects to the right front window motor.

Ground for the window motor is supplied on the Q12 circuit back to the right door switch. Circuitry internal to the switch then passes the ground to circuit Q16. Circuit Q16 connects from the right front door switch to the master switch. A bus bar, internal to the switch, connects the Q16 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation the circuits are reversed. Circuits Q16 and Q12 are the feeds, and circuits Q22 and Q26 are the grounds.

If the switch is being operated from the PASSENGER'S front door, and the operator is requesting window DOWN operation, power is supplied on the F55 through the switch to the Q22 circuit.

Ground for the motor is supplied on the Q12 circuit through the switch and back to the master switch on circuit Q16. A bus bar, internal to the switch, connects the Q16 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window UP operation, the circuits are reversed. Circuit Q12 is the power and circuit Q22 is the ground.

DESCRIPTION AND OPERATION (Continued)

POWER VENT WINDOWS

The power vent window system is powered by two 9 amp Positive Temperature Coefficients (PTC's). Both of the PTC's are located in the junction block, PTC locations eight and nine.

The PTC's receive there feed from the ignition switch on the A31 circuit. The PTC's are HOT when the ignition switch is in the ACCESSORY or RUN position only.

Circuit F21 is the feed circuit from PTC 8 to the power window and vent switch that feeds the left side windows. Circuit F55 is the feed circuit from PTC 9 to the power window and vent switch that feeds the right side windows.

The ground path for the power vent windows is on the Z1 circuit and terminates at the instrument panel left side cowl.

LEFT VENT WINDOW

When the operator selects the window OPEN operation, power is supplied on the F21 circuit through the switch to circuit Q23. Circuit Q23 connects from the switch to the left vent motor.

Ground for the window motor is supplied on the Q13 circuit back to the switch. A bus bar, internal to the switch, connects the Q13 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window CLOSE operation the circuits are reversed. Circuit Q13 is the feed, and circuit Q23 is the ground.

RIGHT REAR VENT WINDOW

When the operator selects window OPEN operation, power is supplied on the F55 circuit through the switch to circuit Q24. Circuit Q24 connects from the switch to the right vent motor.

Ground for the window motor is supplied on the Q14 circuit back to the switch. A bus bar, internal to the switch, connects the Q14 circuit to the Z1 circuit. The Z1 circuit is terminated at the instrument panel left side cowl.

For window CLOSE operation the circuits are reversed. Circuit Q14 is the feed, and circuit Q24 is the ground.

HELPFUL INFORMATION

- Check the two 9 amp PTC's located in the junction block
- Check the 40 amp fuse located in cavity 5 of the PDC
- Check for a good ground at the instrument panel left side cowl
- Refer to the appropriate group of the Service Manual for additional test procedures

8W-61 POWER DOOR LOCKS

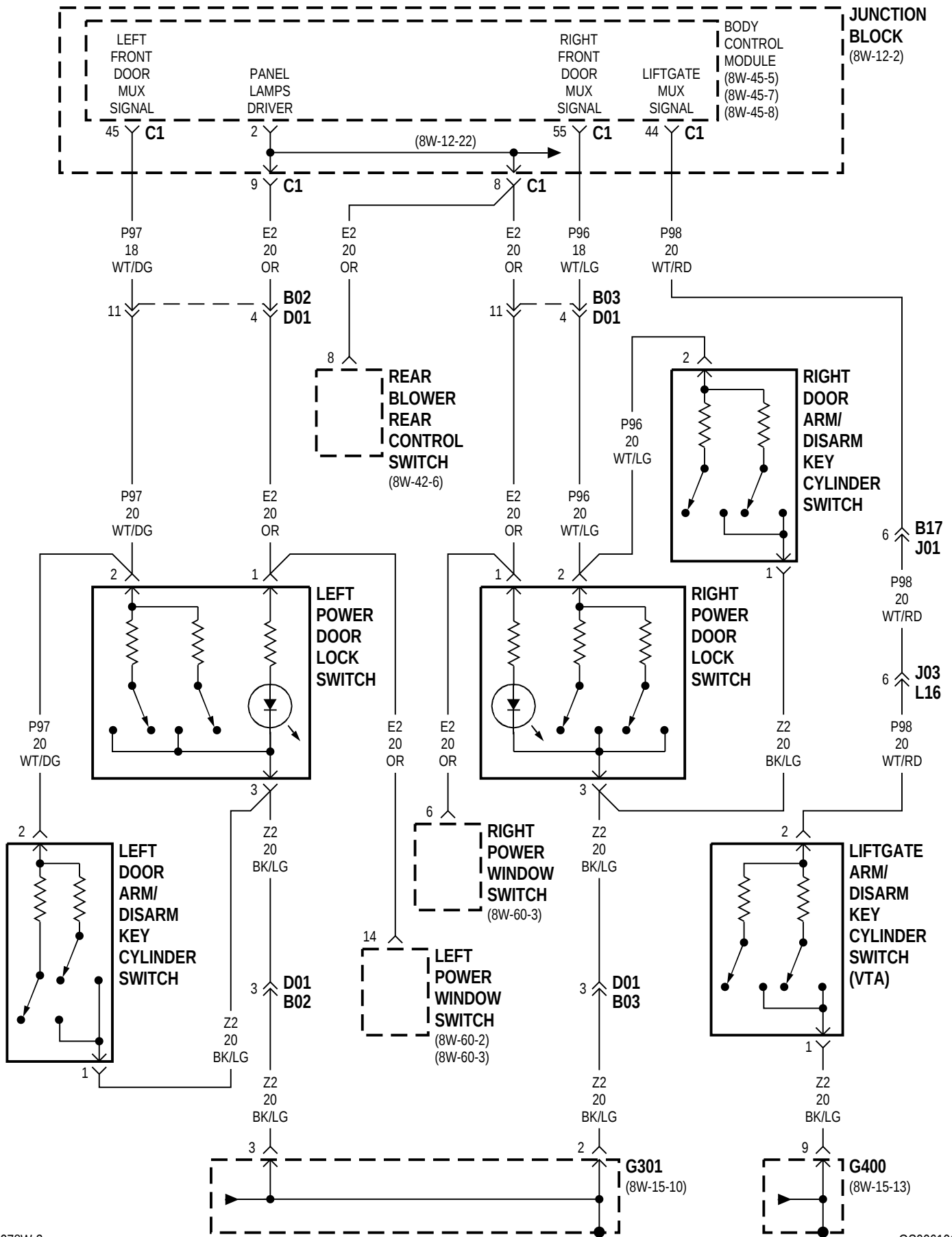
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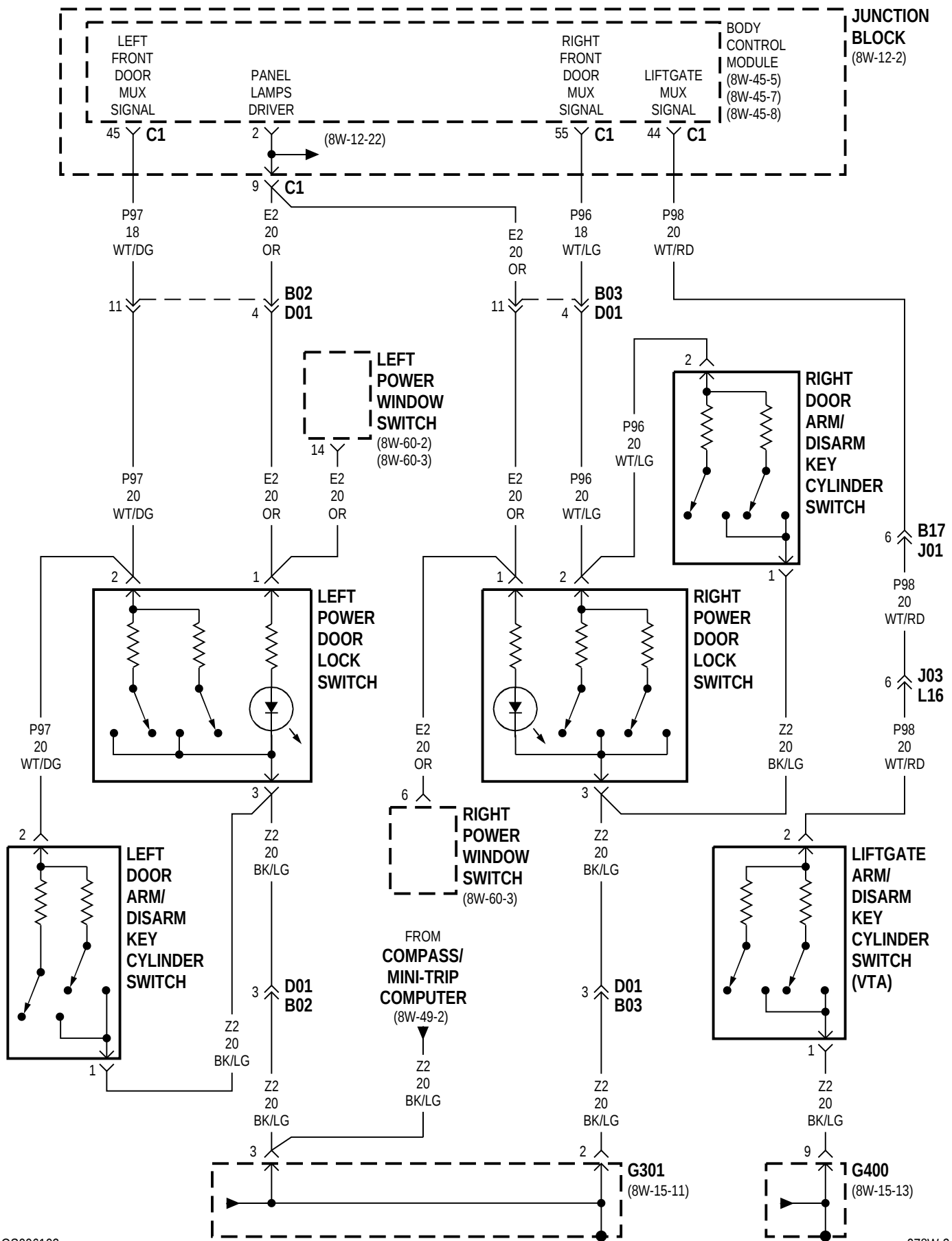
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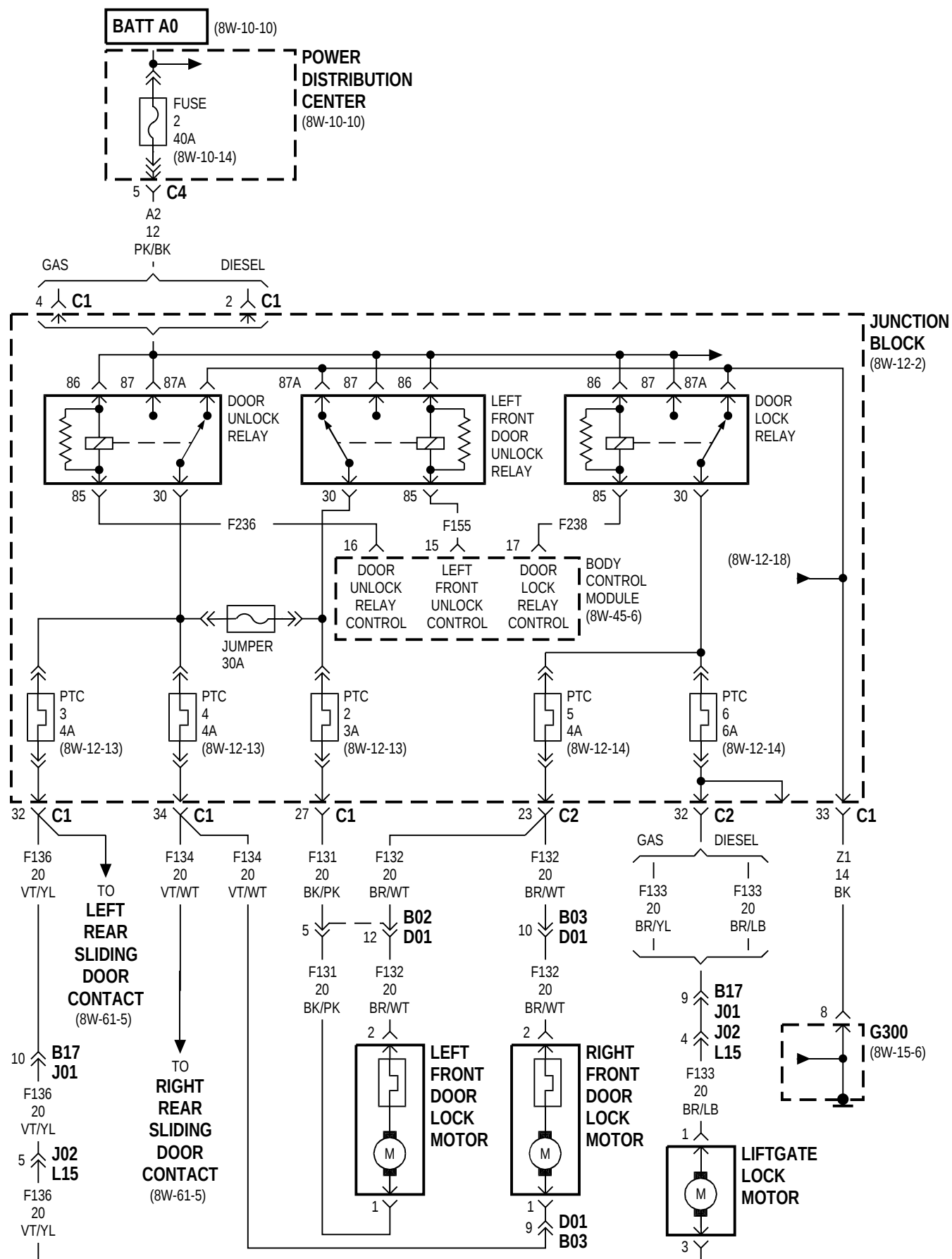
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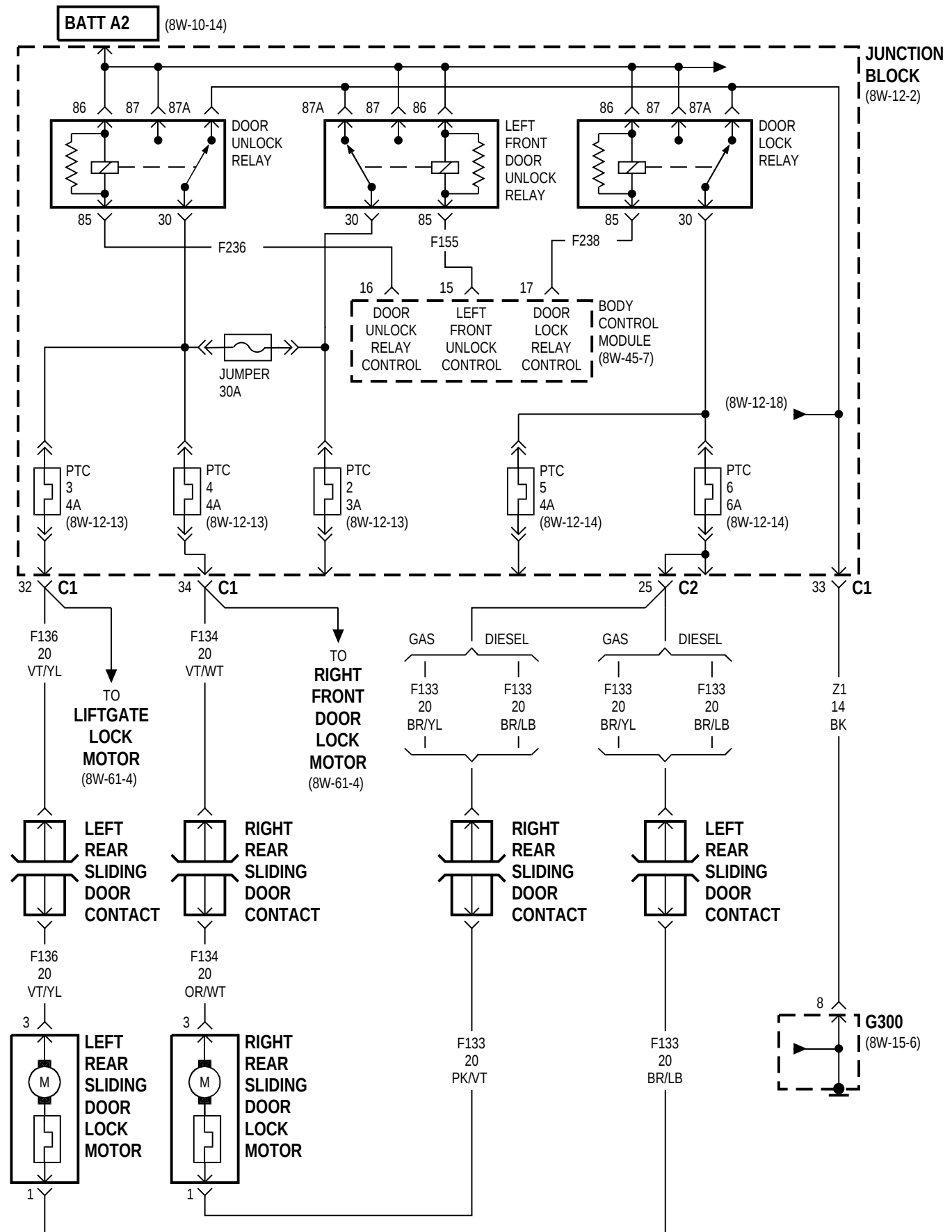
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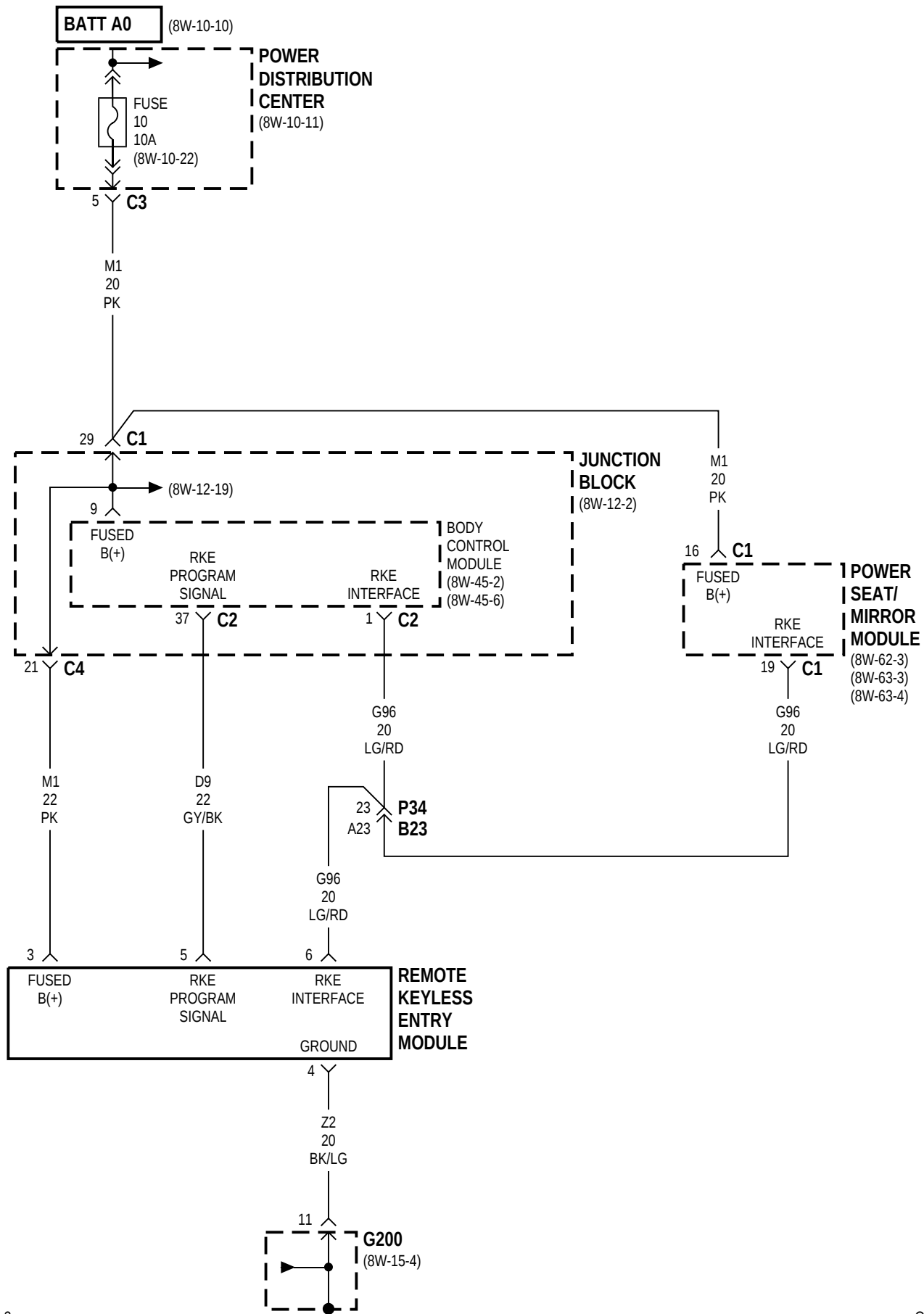








RKE



8W-61 POWER DOOR LOCKS

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POWER DOOR LOCKS (W/O REMOTE			

GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams is divided into two sub- sections: power door locks without remote keyless entry, and power door locks with remote keyless entry.

When referring to the circuit descriptions or wiring diagrams, ensure you use the correct ones.

DESCRIPTION AND OPERATION

POWER DOOR LOCKS (W/O REMOTE KEYLESS ENTRY)

The power door lock system is controlled by the Body Control Module (BCM). The door lock switches, located in the front doors, are supplied power on the P96 circuit for the right door switch and the P97 circuit for the left door switch. These circuits are powered by the Body Control Module (BCM).

Both switches have a Light Emitting Diode (LED) located internal to the switch for night illumination. Power for the LED's is supplied on circuit E2. The E2 circuit is the illumination output from the BCM.

Ground for the switches is supplied on circuit Z2. These grounds terminate at the instrument panel right side cowl.

This power door lock system uses two relays located in the junction block. Power for the coil and contact sides of the relays is supplied by the A2 circuit.

Circuit A2 is HOT at all times and is protected by a 40 amp fuse located in cavity 2 of the PDC.

Ground for the coil side of the relays is supplied by the BCM.

DOOR LOCK/UNLOCK OPERATION

The door lock switches use resistors internal to the switch. There are different resistors used for the LOCK and UNLOCK functions. Both switches have the same amount of resistance for the LOCK and UNLOCK functions.

When the operator selects the UNLOCK function, from either switch, voltage is passed through the CLOSED contacts in the switch, through the appropriate resistor, to the Z2 ground circuit. Circuit P96 connects from the BCM to the right door switch, and circuit P97 connects to the left door switch.

The BCM processes this request and supplies the ground path for the coil side of the unlock relay. This causes the contacts in the relay to switch from its normally grounded position to connect circuit A2 to circuits F131, F134, and F136.

Each of these circuits are protected by a different Positive Temperature Coefficient (PTC) located in the junction block, and connect to the unlock side of the motors.

Circuit F131 connects to the left front door motor, circuit F134 connects to the right front and right side door motors, circuit F136 connects to the left side door and the liftgate motor.

Ground for the motors is supplied on circuits F132 and F133. These circuits connect from the motors to the junction block. At the junction block the ground circuit is completed through the CLOSED contacts in the lock relay to the Z1 circuit. The Z1 circuit terminates at the instrument panel left side cowl.

Circuit F132 supplies the ground path for the front doors and circuit F133 supplies the ground path for the side doors and the liftgate.

For the LOCK function the circuits are reversed. Circuits F132 and F133 are the feeds to the motors, and circuits F131, F134, and F136 are the ground circuits through the CLOSED contacts in the UNLOCK relay.

POWER DOOR LOCKS (WITH REMOTE KEYLESS ENTRY)

The power door lock system is controlled by the Body Control Module (BCM). The door lock switches, located in the front doors, are supplied power on the P96 circuit for the right door switch and the P97 circuit for the left door switch. These circuits are powered by the Body Control Module (BCM).

DESCRIPTION AND OPERATION (Continued)

Both switches have a Light Emitting Diode (LED) located internal to the switch for night illumination. Power for the LED's is supplied on circuit E2. The E2 circuit is the illumination output from the BCM.

Ground for the switches is supplied on circuit Z2. These grounds terminate at the instrument panel right side cowl.

This power door lock system uses three relays located in the junction block. Power for the coil and contact sides of the relays is supplied by the A2 circuit.

Circuit A2 is HOT at all times and is protected by a 40 amp fuse located in cavity 2 of the PDC.

Ground for the coil side of the relays is supplied by the BCM.

REMOTE KEYLESS ENTRY MODULE

Power for the Remote Keyless Entry (RKE) module is supplied on circuit M1. This circuit is the Ignition-Off Draw (IOD) circuit and is protected by a 10 amp fuse located in cavity 10 of the Power Distribution Center (PDC). This circuit is HOT at all times.

Ground for the module is supplied on circuit Z2 and terminates at the instrument panel ground.

Circuit G96 is connected between the RKE module and the Body Control Module (BCM). This circuit supplies the BCM with information on the operators request. The G96 circuit also supplied an input to the memory seat module (if equipped).

Circuit D9 is connected from the RKE module to the BCM and is used for programming the RKE module. Refer to the appropriate section of the Service Manual or Diagnostic Test Procedure Manual for RKE programming.

DOOR LOCK/UNLOCK OPERATION

The door lock switches use resistors internal to the switch. There are different resistors used for the LOCK and UNLOCK functions. Both switches have the same amount of resistance for the LOCK and UNLOCK functions.

When the operator selects the UNLOCK function, from either switch, voltage is passed through the CLOSED contacts in the switch, through the appropriate resistor, to the Z2 ground circuit. Circuit P96 connects from the BCM to the right door switch, and circuit P97 connects to the left door switch.

The BCM processes this request and supplies the ground path for the coil side of the unlock relay. This causes the contacts in the relay to switch from its normally grounded position to connect circuit A2 to circuits F131, F134, and F136.

Each of these circuits are protected by a different Positive Temperature Coefficient (PTC) located in the junction block, and connect to the unlock side of the motors.

Circuit F131 connects to the left front door motor, circuit F134 connects to the right front and right side door motors, circuit F136 connects to the left side door and the liftgate motor.

Ground for the motors is supplied on circuits F132 and F133. These circuits connect from the motors to the junction block. At the junction block the ground circuit is completed through the CLOSED contacts in the lock relay to the Z1 circuit. The Z1 circuit terminates at the instrument panel left side cowl.

Circuit F132 supplies the ground path for the front doors and circuit F133 supplies the ground path for the side doors and the liftgate.

For the LOCK function the circuits are reversed. Circuits F132 and F133 are the feeds to the motors, and circuits F131, F134, and F136 are the ground circuits through the CLOSED contacts in the UNLOCK, and left front UNLOCK relay.

SLIDING DOOR LOCK MEMORY

When the Body Control Module (BCM) receives a LOCK request and one or both of the rear doors are OPEN, and the key is not in the ignition, the BCM will activate the lock relay again when it receives a door closed signal from the side door ajar switches.

HELPFUL INFORMATION

- Check the PTC's located in the junction block.
- Check the 40 amp fuse located in cavity 2 of the PDC.
- Check the 10 amp fuse located in cavity 10 of the PDC (RKE only)
- Check for a good door switch ground at the instrument panel right side cowl
- Refer to the appropriate group of the Service Manual or the Diagnostic Test Procedures Manual for further diagnostic procedures

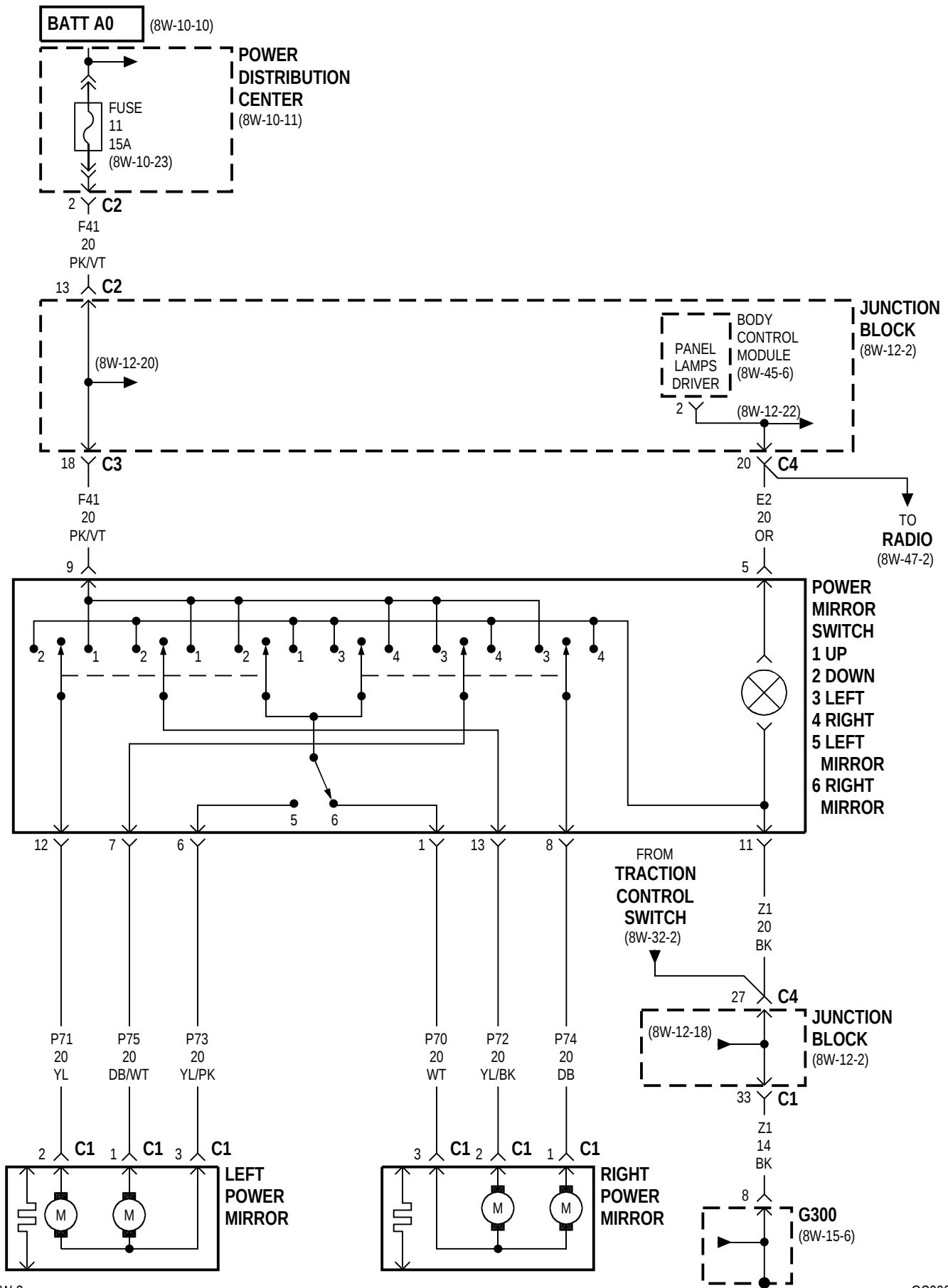
8W-62 POWER MIRRORS

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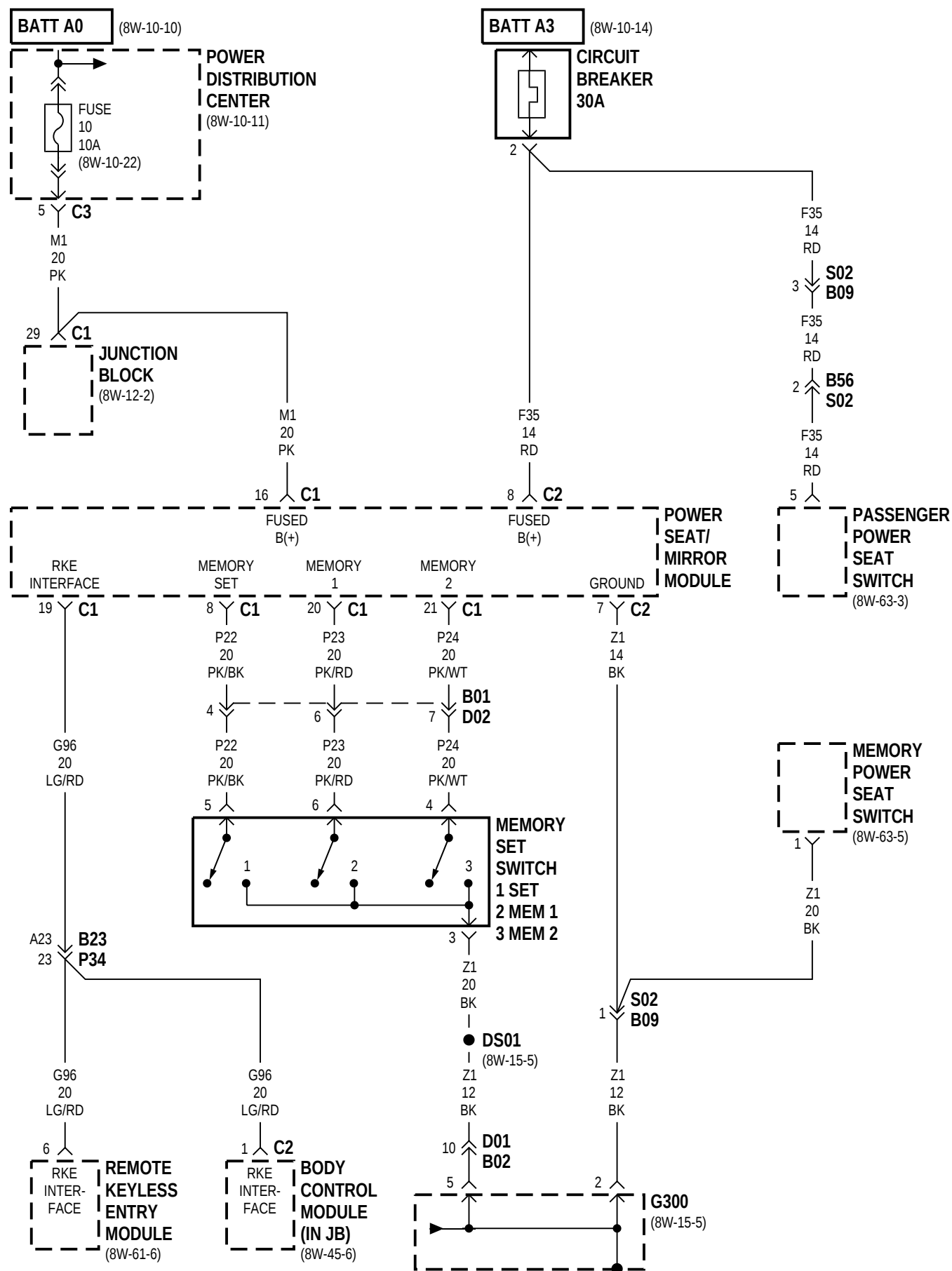
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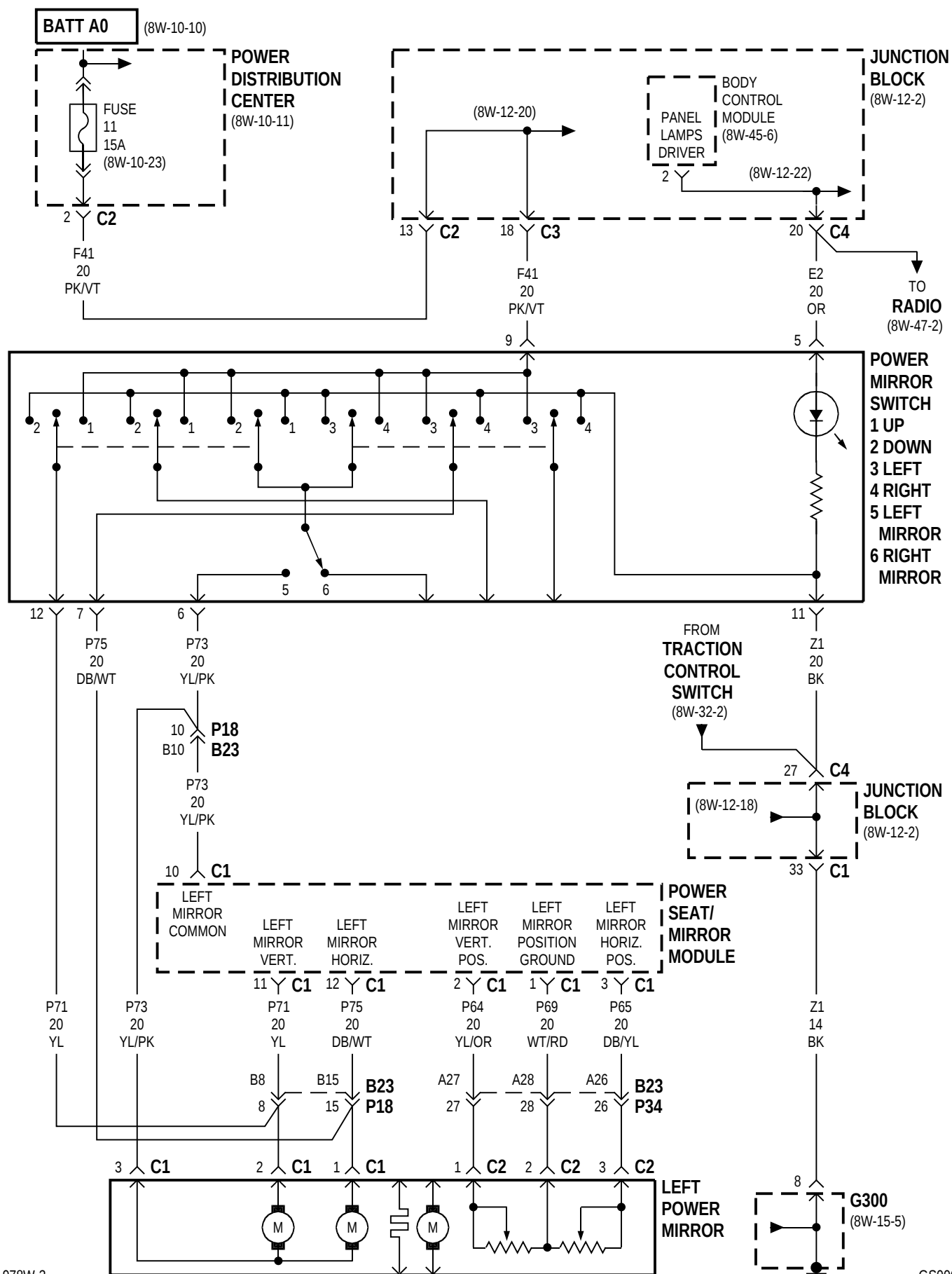
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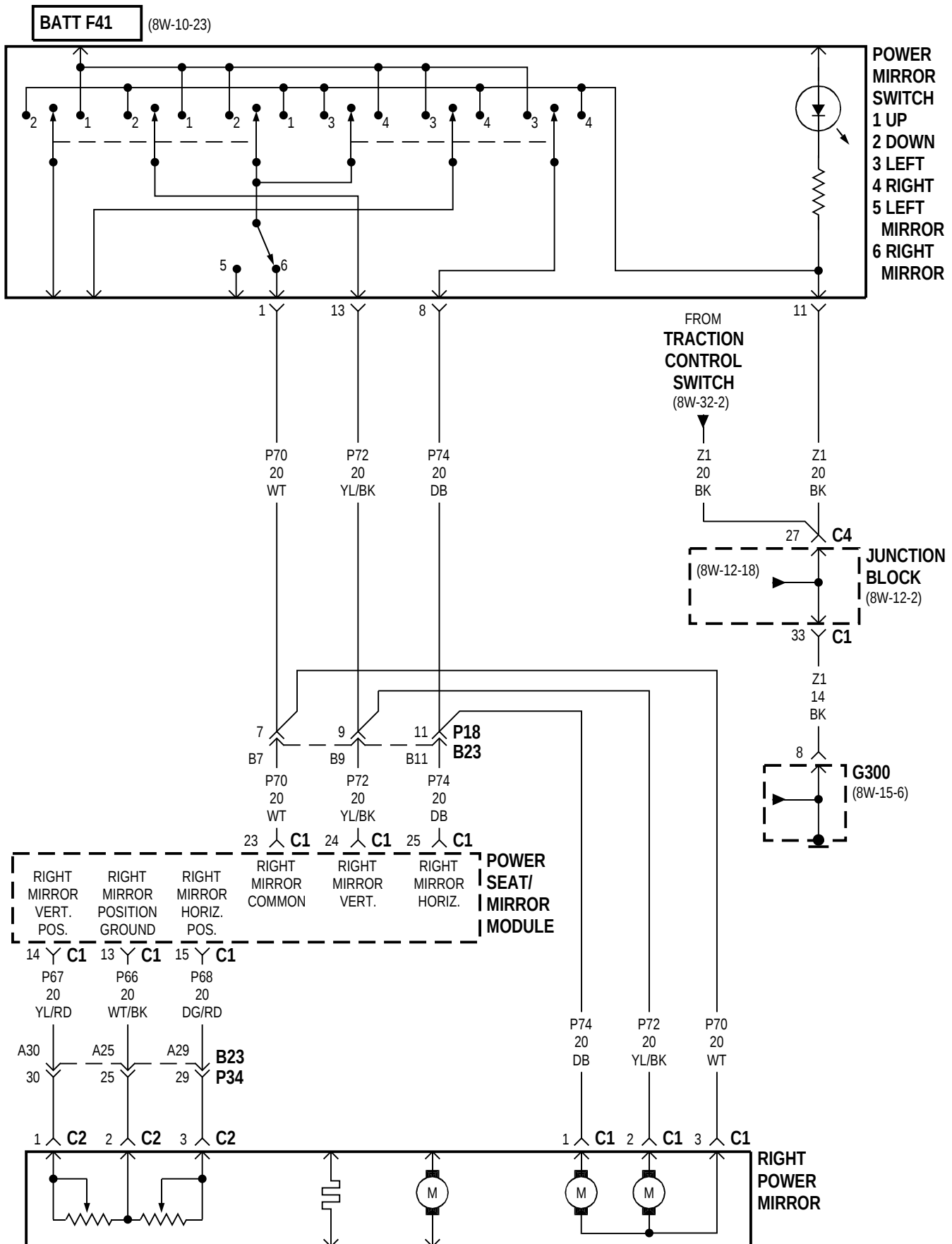
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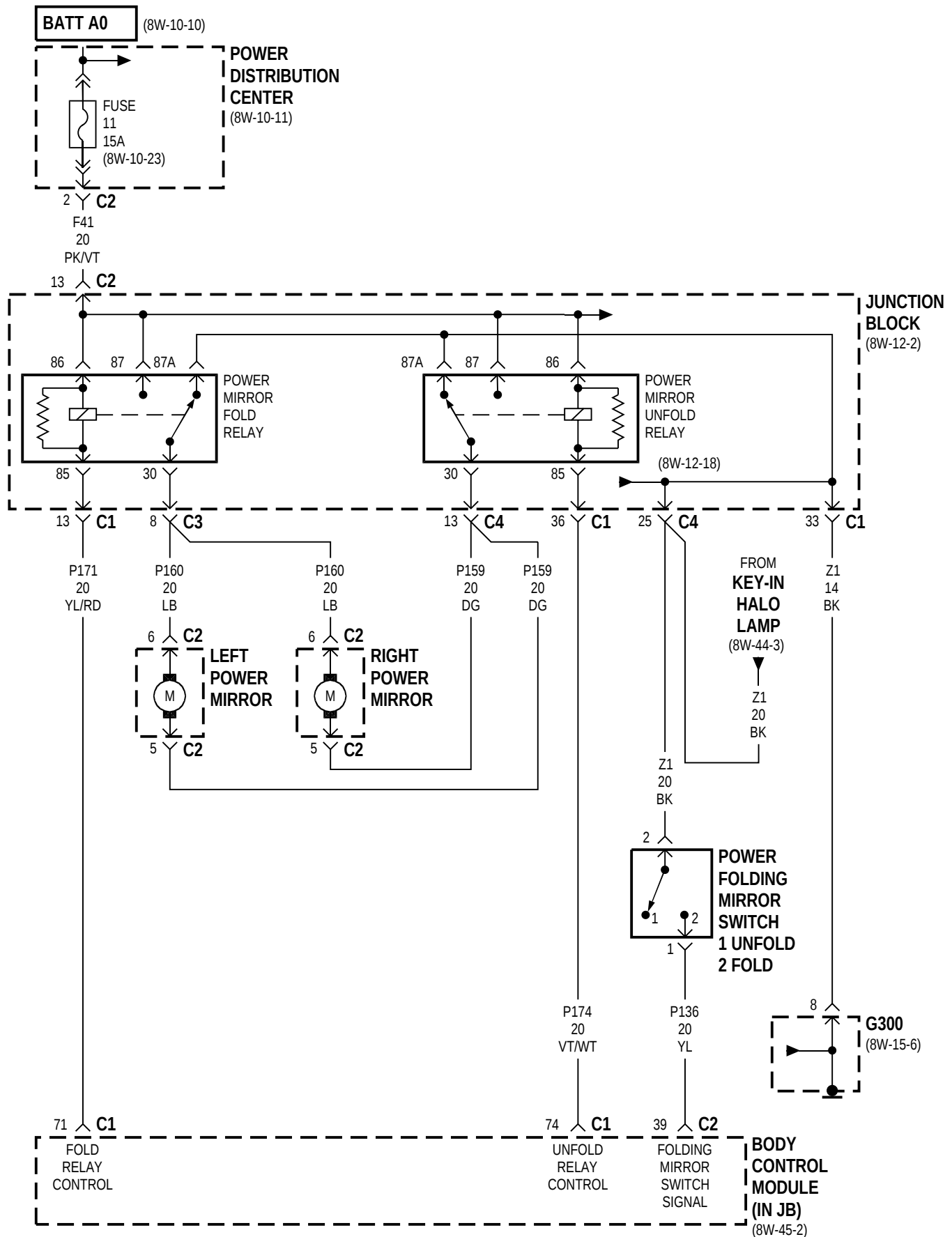


MEMORY









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GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams is divided into two sub- sections: power mirrors, and power memory mirrors. When using the circuit descriptions or the wiring diagrams, ensure that you are using the correct ones for the system you are working on.

DESCRIPTION AND OPERATION

POWER MIRRORS

The power mirrors use a single switch located on the left side of the instrument panel. The feed for the system is supplied from the 15 amp fuse located in the Power Distribution Center (PDC) cavity 11 (circuit F41). Grounding for the power mirrors is provided through the Z1 circuit, which terminates at the instrument panel left side cowl.

The power mirror switch also has a Light Emitting Diode (LED) located in it for night illumination. Power for the LED is supplied on circuit E2. This is the illumination output from the Body Control Module (BCM).

SWITCH AND MIRROR OPERATION

The power mirror switch has a right and a left position. Moving the switch to either of these positions changes the voltage path internal to the switch (changes polarity at the motors).

When the switch is moved to the LEFT position and mirror movement UP is selected, voltage is supplied through the P71 circuit and the ground path is through circuit P73. When the DOWN movement is selected, the power and ground are reversed.

If a LEFT door mirror movement LEFT is selected, voltage is supplied through the P75 circuit and the ground is passed through circuit P73. When the left door mirror RIGHT movement is selected, the power and ground are reversed.

When the switch is moved to the RIGHT position and mirror movement UP is selected, voltage is supplied through the P72 circuit and the ground path is through circuit P70. When the DOWN movement is selected, the power and ground are reversed.

If a RIGHT door mirror movement LEFT is selected, voltage is supplied through the P74 circuit and the ground is passed through circuit P70. When the left door mirror RIGHT movement is selected, the power and ground are reversed.

HEATER OPERATION

The mirrors are also equipped with heating elements. These elements are activated when the operator has turned ON the heated rear window. Circuit C16 provides power for the heaters.

The heated mirrors and heated rear window switch are protected by a 10 amp fuse located in the junction block cavity 12. Grounding for the mirror heaters is provided on the Z1 circuit and terminates at the instrument panel left side cowl.

HELPFUL INFORMATION

- Check the 15 amp fuse located in cavity 11 of the PDC
- Move the switch to its various positions and listen for the motors to click or try to move. Some movement or clicking indicates a poor connection or a mechanical problem with a mirror
- Check the grounding location for the mirror motors and switch

POWER MEMORY MIRRORS

The power memory mirror system used in this vehicle uses a control module, power mirror switch, power mirror motors, mirror potentiometers, and a memory set switch. This control module is also shared and used for the power memory seat. For operation of that system, refer to section 8W- 63.

Power for the memory control module is supplied on two circuits. Circuit F35 provides a constant battery feed. This circuit is protected by a 30 amp circuit breaker located under the drivers seat. Power for the F35 circuit is supplied on circuit A2. The A2 circuit is HOT at all times and protected by a 40 amp fuse located in cavity 2 of the Power Distribution Center (PDC).

The M1 circuit also supplies battery voltage to the control module. This circuit is the Ignition-Off Draw (IOD) circuit, and protected by a 10 amp fuse located in cavity 10 of the PDC.

DESCRIPTION AND OPERATION (Continued)

Ground for the control module is supplied on circuit Z1. This circuit terminates at the instrument panel left side cowl.

Power for the mirror switch is supplied on circuit F41. This circuit is protected by a 15 amp fuse located in cavity 11 of the Power Distribution Center (PDC). Grounding for the power mirrors is provided through the Z1 circuit, which terminates at the instrument panel left side cowl.

The power mirror switch also has a Light Emitting Diode (LED) located in it for night illumination. Power for the LED is supplied on circuit E2. This is the illumination output from the Body Control Module (BCM).

To control the operation of the mirrors, the circuits that supply power to the mirror motors are also connected to the control module. Operation of the motors and ground circuit is the same.

SWITCH AND MIRROR OPERATION

The power mirror switch has a right and a left position. Moving the switch to either of these positions changes the voltage path internal to the switch (changes polarity at the motors).

When the switch is moved to the LEFT position and mirror movement UP is selected, voltage is supplied through the P71 circuit and the ground path is through circuit P73. When the DOWN movement is selected, the power and ground are reversed.

If a LEFT door mirror movement LEFT is selected, voltage is supplied through the P75 circuit and the ground is passed through circuit P73. When the left door mirror RIGHT movement is selected, the power and ground are reversed.

When the switch is moved to the RIGHT position and mirror movement UP is selected, voltage is supplied through the P72 circuit and the ground path is through circuit P70. When the DOWN movement is selected, the power and ground are reversed.

If a RIGHT door mirror movement LEFT is selected, voltage is supplied through the P74 circuit and the ground is passed through circuit P70. When the left door mirror RIGHT movement is selected, the power and ground are reversed.

HEATER OPERATION

The mirrors are also equipped with heating elements. These elements are activated when the operator has turned ON the heated rear window. Circuit C16 provides power for the heaters.

The heated mirrors and heated rear window switch are protected by a 10 amp fuse located in the junction block cavity 12. Grounding for the mirror heaters is provided on the Z1 circuit and terminates at the instrument panel left side cowl.

MIRROR POTENTIOMETERS

The power mirror control module receives an input on the mirror position from the potentiometers located in the mirrors.

There are four potentiometers used in this system, two in each mirror. Each supplies a different input to the control module. Circuit P67 provides the input for the right mirror vertical position. Circuit P68 is used for the right mirror horizontal position. Circuit P66 is used as the ground from the right mirror to the control module.

Circuit P64 is used for the left vertical position. Circuit P65 is used for left mirror horizontal position. The P69 circuit is used as the ground from the left mirror to the control module.

MEMORY SET SWITCH

The memory set switch is used for programming the desired seat/mirror positions into the control modules memory. There are three switches used, a set switch, memory 1, and memory 2. Power for the switches is supplied from the control module to the switches. Ground for the switches is supplied on circuit Z1 and terminates at the instrument panel left side cowl.

Circuit P22 is used for the SET switch. Circuit P23 is used for the memory switch 1, and circuit P24 is used for the memory switch 2.

REMOTE KEYLESS ENTRY MODULE INPUT

The Remote Keyless Entry (RKE) module provides an input to the control module to indicate when the operator is unlocking the doors.

POWER FOLDING MIRRORS

Operation of the power folding mirrors is controlled by the Body Control Module (BCM) and the power mirror folding switch. Circuit P136 connects from the BCM to the power folding mirror switch. In the normal state (mirrors unfolded) circuit P136 connects to ground on circuit Z1.

When the operator selects FOLD the BCM provides a ground path for circuit P171. This causes the contacts in the fold relay to CLOSE connecting circuits F41 and P160. Circuit F41 is the power supply for the coil and contact side of the relay.

Circuit P160 connects from the relay to the folding motors. Ground for the motors is supplied on circuit P159 to the normally CLOSED contacts in the unfold relay and to ground on circuit Z1.

HELPFUL INFORMATION

- Check the 30 amp circuit breaker located under the drivers seat
- Check the 40 amp fuse located in cavity 2 of the PDC
- Check the ground at the instrument panel left side cowl
- Refer to the appropriate section of the service manual for additional diagnostic information

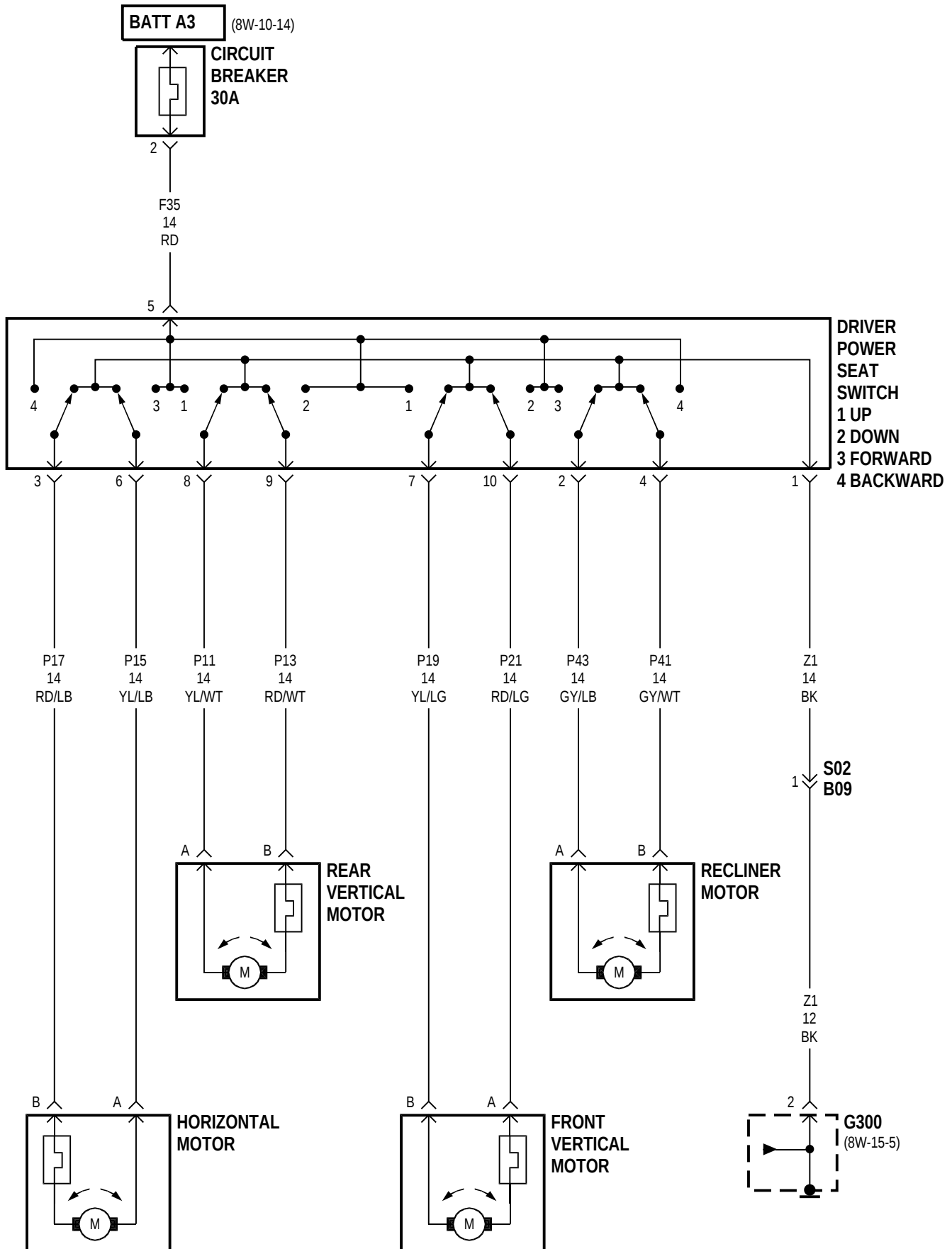
8W-63 POWER SEAT

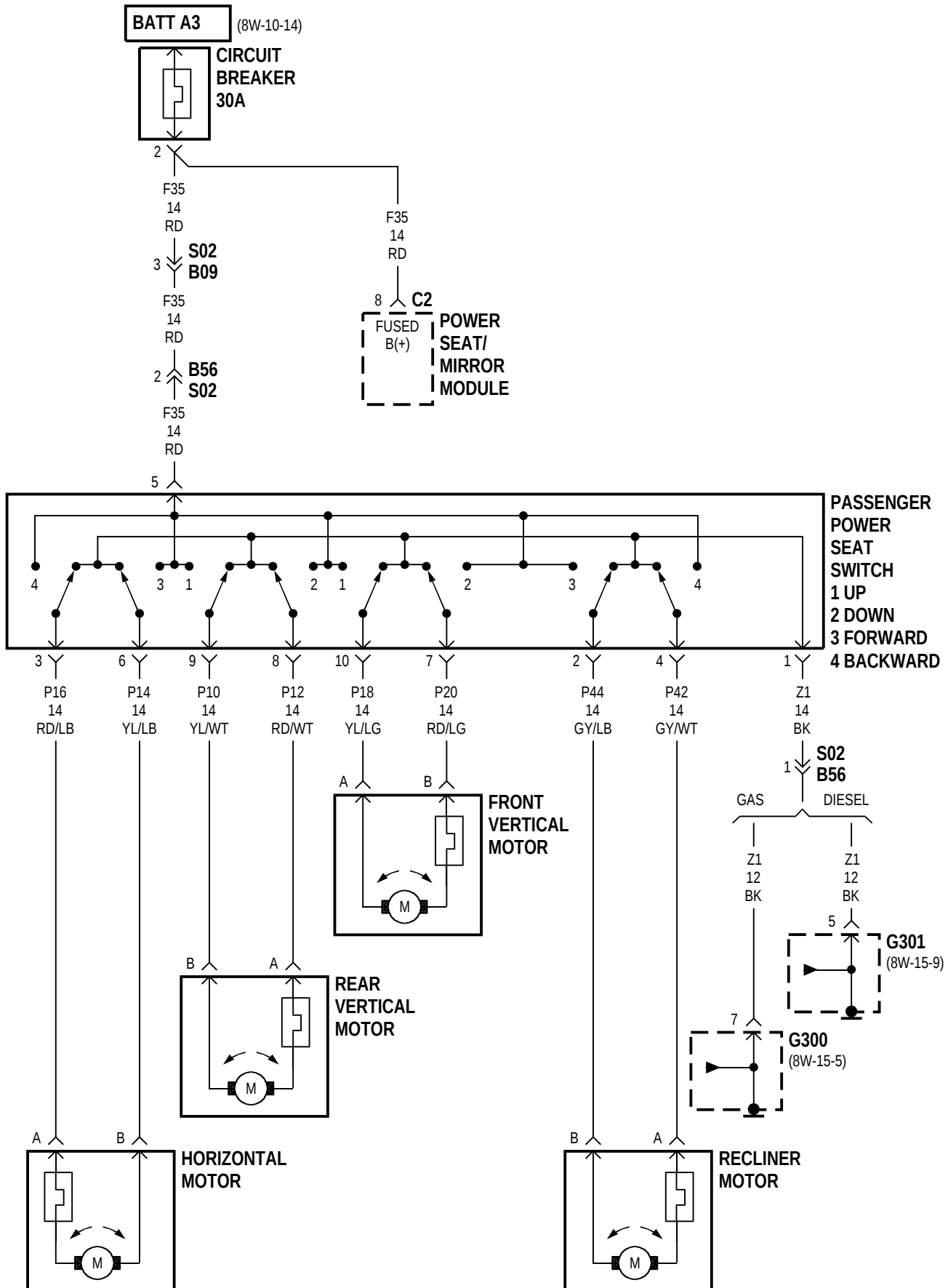
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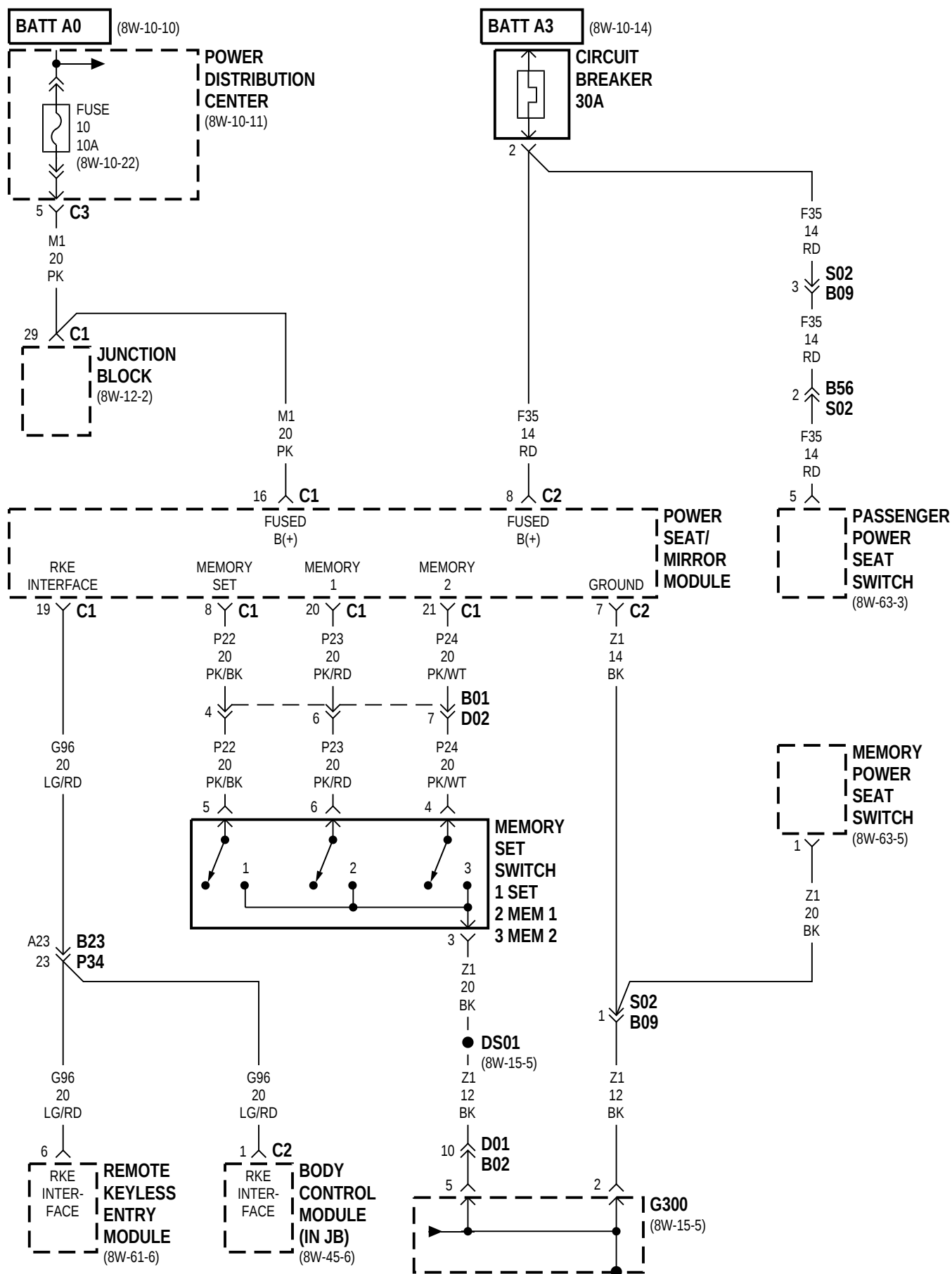
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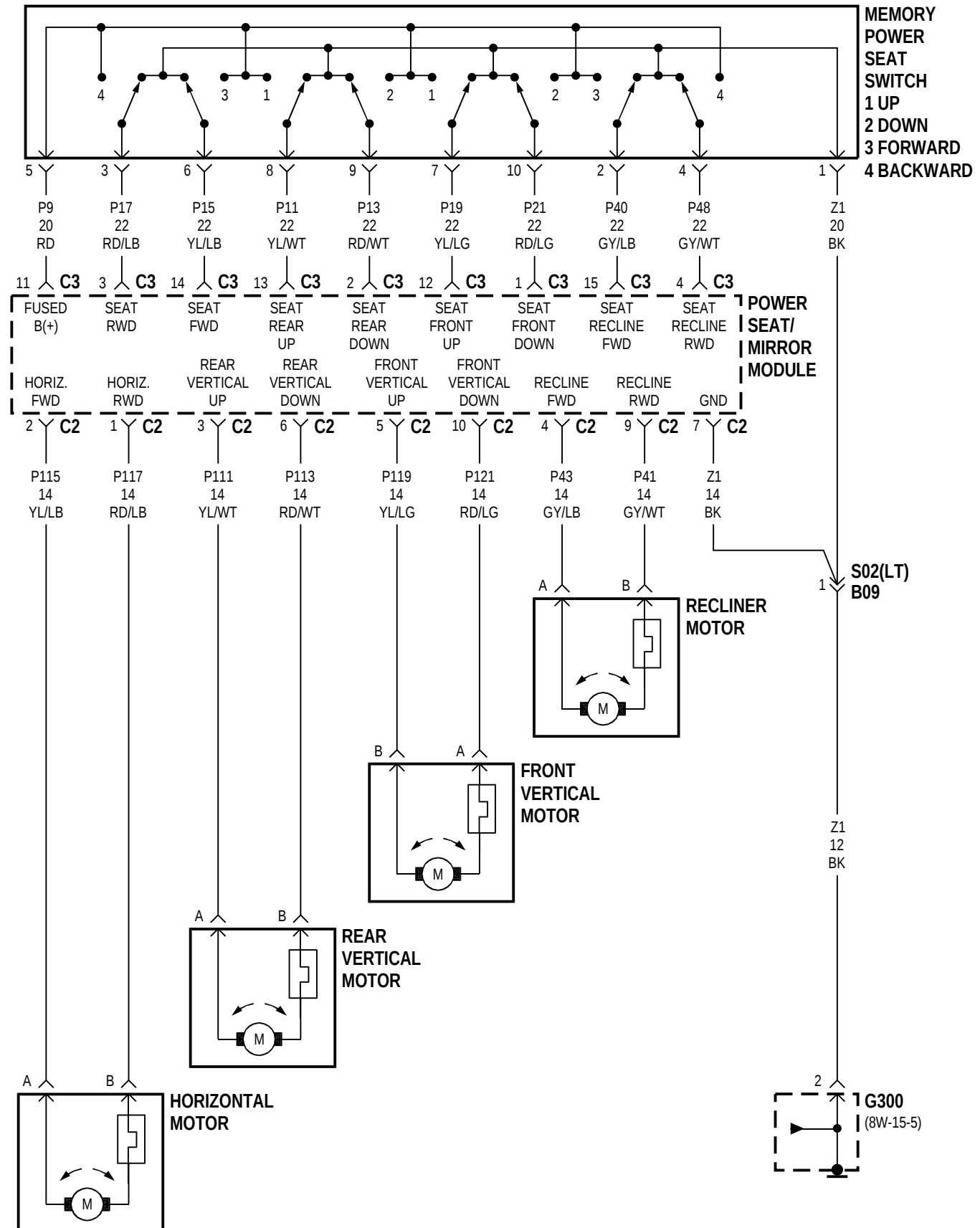
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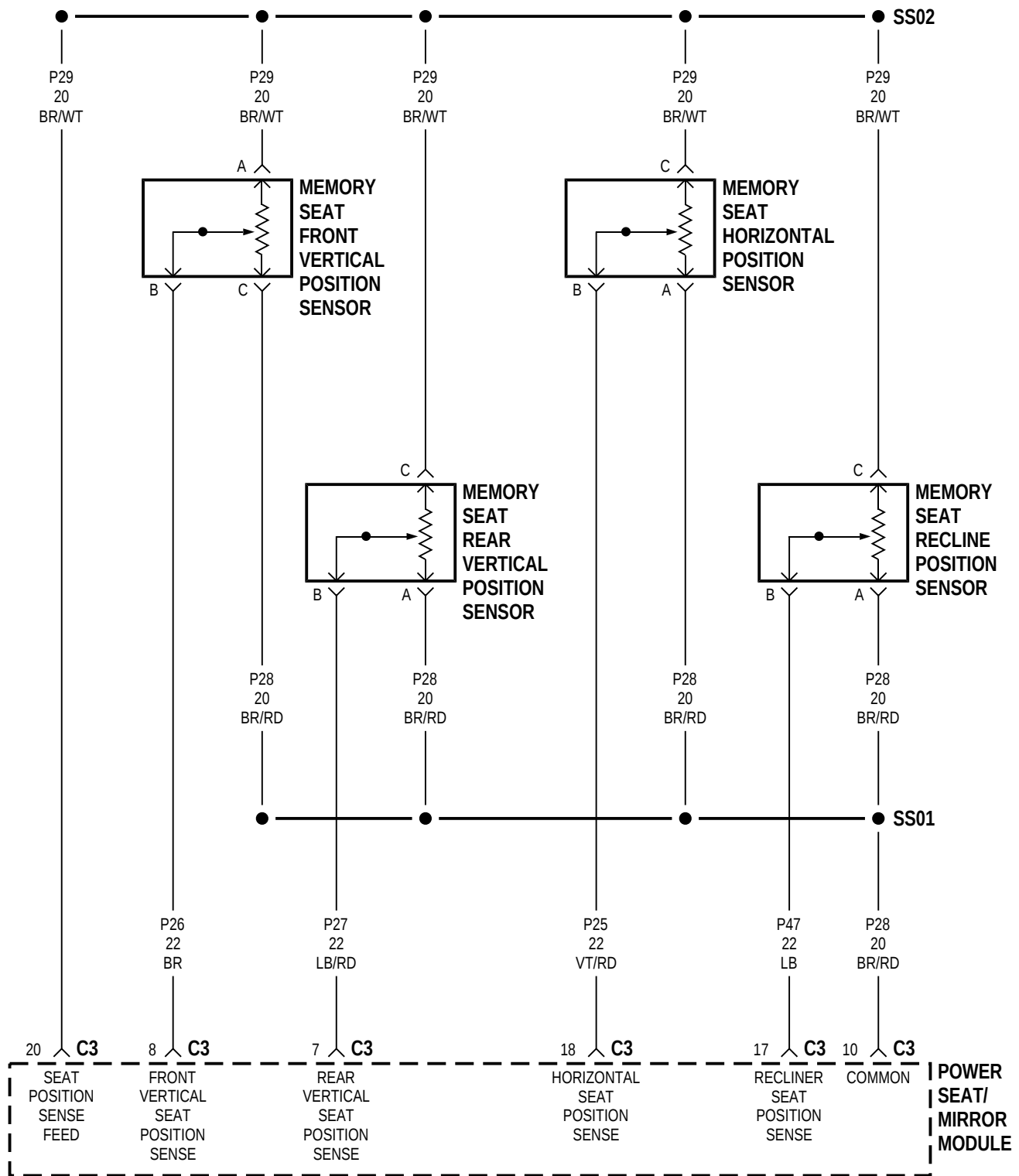
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Position Sensor	8W-63-6		











8W-63 POWER SEAT

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GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams is divided into two sub- sections: power seats, and power memory seats. When referring to the circuit descriptions or wiring diagrams, ensure that you are using the correct ones.

DESCRIPTION AND OPERATION

POWER SEATS

The power seat system is protected by a 30 amp circuit breaker located in the wiring harness under the driver's seat. This circuit breaker is HOT at all times. Circuit A2 is the power supply for the circuit breaker.

The A2 circuit originates in the Power Distribution Center (PDC) and is protected by a 40 amp fuse located in cavity 2.

Circuit F35 is the feed for the switches and the seat motors from the circuit breaker. A BUS bar internal to the switches feeds all the contacts. Grounding for the seats is provided on circuit Z1, which terminates at the instrument panel left side cowl.

DRIVER'S SEAT

When the operator selects the HORIZONTAL FORWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P15 circuit. The P15 circuit connects to the motor. Ground is provided on the P17 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For HORIZONTAL REARWARD function the circuits are reversed. P17 is the feed, and P15 is the ground.

When the operator selects the REAR VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P11 circuit. The P11 circuit connects to the motor. Ground is provided on the P13 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For REAR VERTICAL DOWN function the circuits are reversed. P13 is the feed, and P11 is the ground.

When the operator selects the RECLINE REARWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P41 circuit. The P41 circuit connects to the motor. Ground is provided on the P43 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For RECLINE FORWARD function the circuits are reversed. P43 is the feed, and P41 is the ground.

When the operator selects the FRONT VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P19 circuit. The P19 circuit connects to the motor. Ground is provided on the P21 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For FRONT VERTICAL DOWN function the circuits are reversed. P21 is the feed, and P19 is the ground.

PASSENGER'S SEAT

When the operator selects the FRONT VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P18 circuit. The P18 circuit connects to the motor. Ground is provided on the P20 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For FRONT VERTICAL DOWN function the circuits are reversed. P20 is the feed, and P18 is the ground.

When the operator selects the HORIZONTAL FORWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P14 circuit. The P14 circuit connects to the motor. Ground is provided on the P16 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For HORIZONTAL REARWARD function the circuits are reversed. P16 is the feed, and P14 is the ground.

DESCRIPTION AND OPERATION (Continued)

When the operator selects the REAR VERTICAL UP function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P10 circuit. The P10 circuit connects to the motor. Ground is provided on the P12 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For REAR VERTICAL DOWN function, the circuits are reversed. P12 is the feed, and P10 is the ground.

When the operator selects the RECLINE REARWARD function, power is passed on the F35 circuit through the CLOSED contacts in the switch to the P42 circuit. The P42 circuit connects to the motor. Ground is provided on the P44 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For RECLINE FORWARD function the circuits are reversed. P44 is the feed, and P42 is the ground.

HELPFUL INFORMATION

- Check the 30 amp circuit breaker located under the drivers seat
- Check the 40 amp fuse located in cavity 2 of the PDC
- Check for a good ground at the instrument panel left side cowl

POWER MEMORY SEAT

The power memory seat system used in this vehicle uses a control module, power seat switch, power seat motors, seat potentiometers, and a memory set switch. This control module is also shared and used for the power memory mirrors. For operation of that system, refer to section 8W-62.

Power for the memory control module is supplied on two circuits. Circuit F35 provides a constant battery feed. This circuit is protected by a 30 amp circuit breaker located under the drivers seat. Power for the F35 circuit is supplied on circuit A2. The A2 circuit is HOT at all times and protected by a 40 amp fuse located in cavity 2 of the Power Distribution Center (PDC).

The M1 circuit also supplies battery voltage to the control module. This circuit is the Ignition-Off Draw (IOD) circuit, and protected by a 10 amp fuse located in cavity 10 of the PDC.

Ground for the control module is supplied on circuit Z1. This circuit terminates at the instrument panel left side cowl.

The control module supplies the power for the power seat switch on circuit P9. This circuit feeds a bus bar internal to the switch. Ground for the switch is supplied on circuit Z1 and terminates at the instrument panel left side cowl.

When the operator CLOSES a switch, contacts in the switch CLOSE connecting the switch to the control module. The control module receives this input and operates the proper seat motor.

The following is a list of the circuits that connect from the switch to the control module and their functions:

- P40- Recliner forward
- P48- Recliner rearward
- P19- Front up
- P21- Front down
- P11- Rear up
- P13- Rear down
- P15- Seat forward
- P17- Seat rearward

To operate the seat motor(s), the control module supplies the power and ground. The following is a list of the circuits that connect from the control module to the seat motors:

- P119, P121- Seat front up and down
- P111, P113- Rear up and down
- P115, P117- Seat forward and rearward
- P41, P43- Recliner forward and rearward

SEAT POTENTIOMETERS

The power seat control module receives an input on the seat position from the potentiometers located near the seat motors. The control module supplies 5 volts to the potentiometers on circuit P29. The control module also supplies a ground path for the potentiometers on circuit P28.

There are four potentiometers used in this system and each supplies a different input to the control module. Circuit P26 provides the input for the front up/down motor. Circuit P27 is used for the rear up/down motor.

Circuit P25 is used for the horizontal forward/rearward motor. Circuit P47 is used for the recliner motor.

MEMORY SET SWITCH

The memory set switch is used for programming the desired seat positions into the control modules memory. There are three switches used, a set switch, memory 1, and memory 2. Power for the switches is supplied from the control module to the switches. Ground for the switches is supplied on circuit Z1 and terminates at the instrument panel left side cowl.

Circuit P22 is used for the SET switch. Circuit P23 is used for the memory switch 1, and circuit P24 is used for the memory switch 2.

REMOTE KEYLESS ENTRY MODULE INPUT

The Remote Keyless Entry (RKE) module provides an input to the control module to indicate when the operator is unlocking the doors.

HELPFUL INFORMATION

- Check the 30 amp circuit breaker located under the drivers seat
- Check the 40 amp fuse located in cavity 2 of the PDC
- Check the ground at the instrument panel left side cowl
- Refer to the appropriate section of the service manual for additional diagnostic information

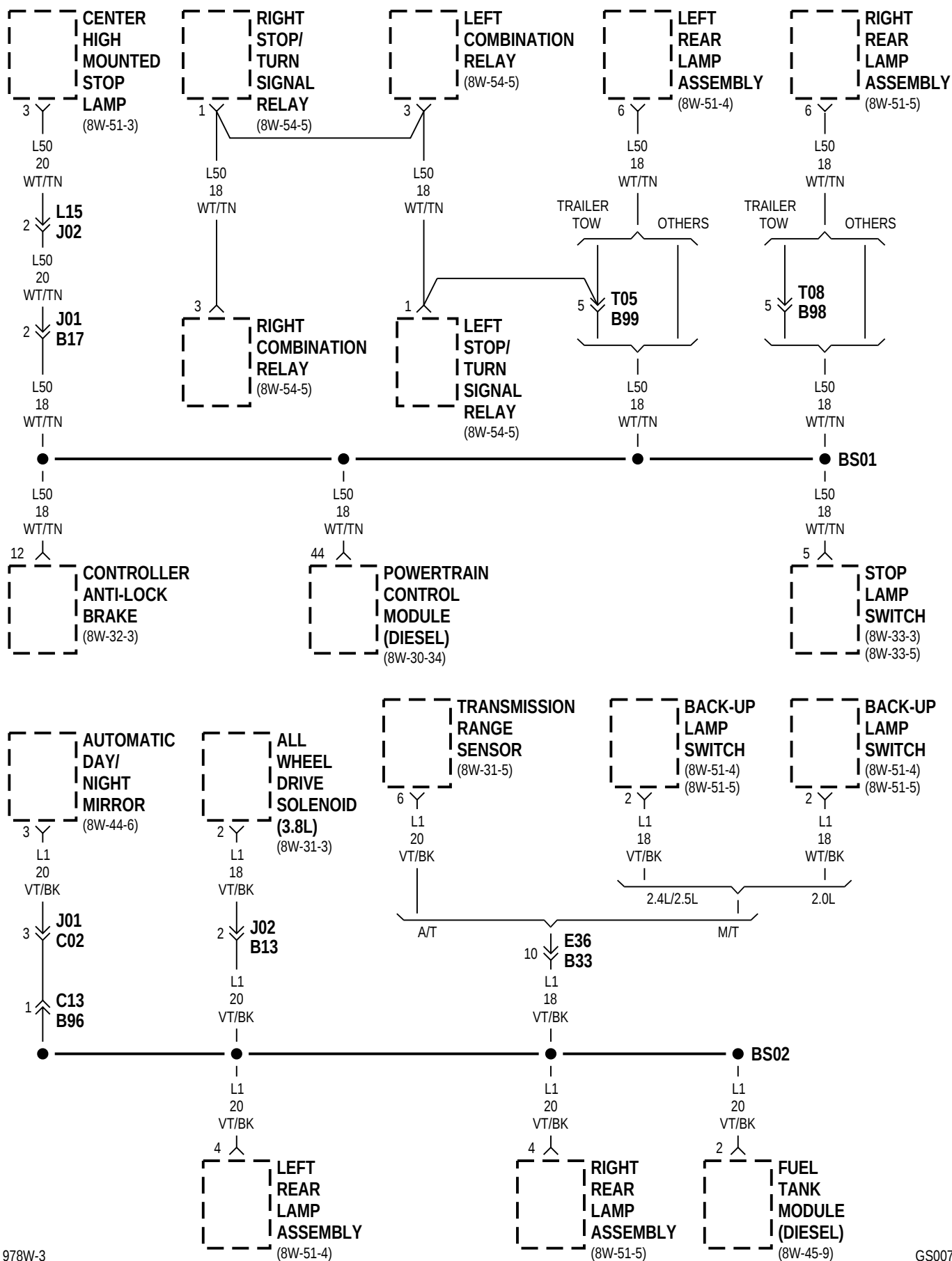
8W-70 SPLICE INFORMATION

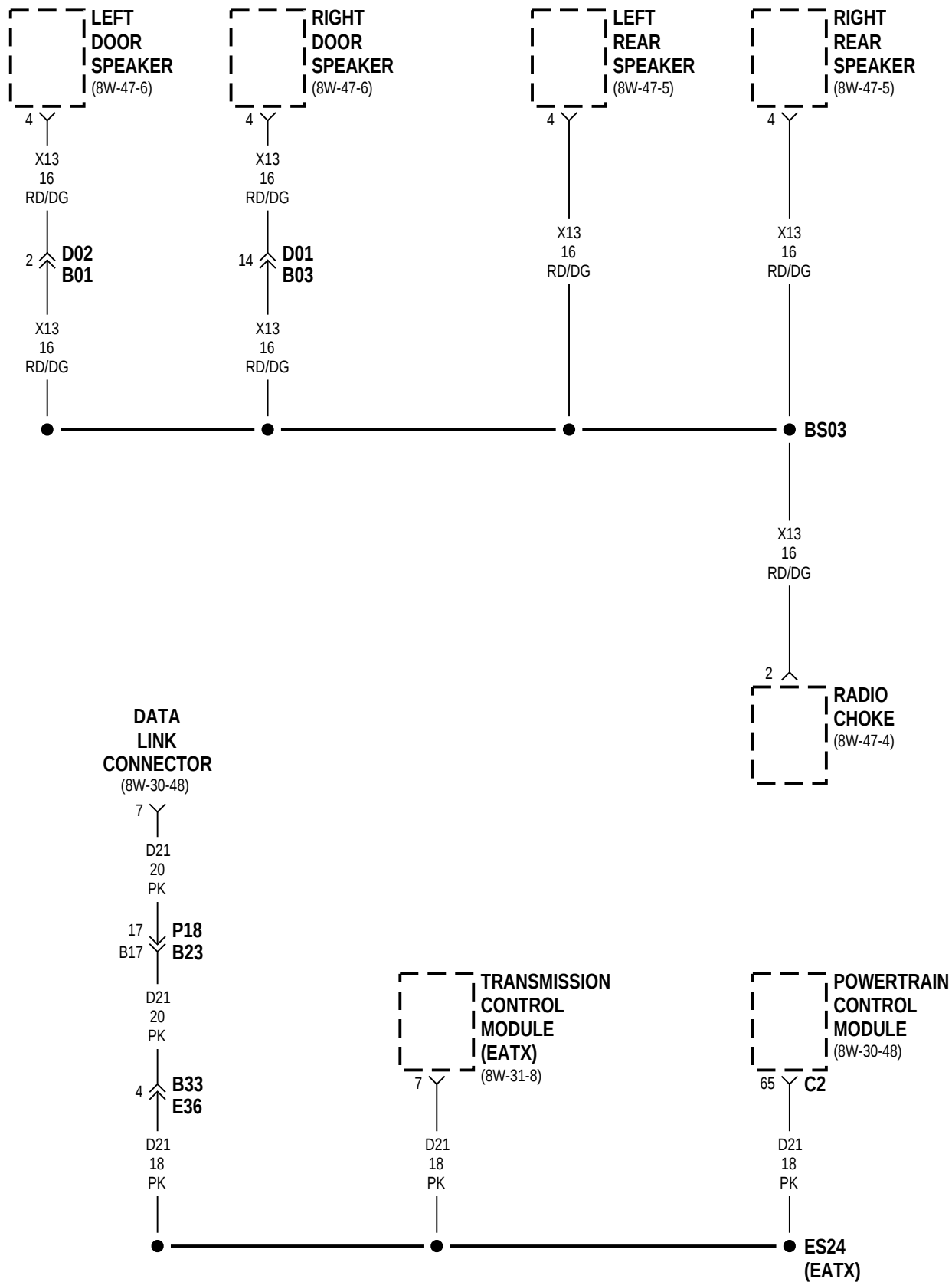
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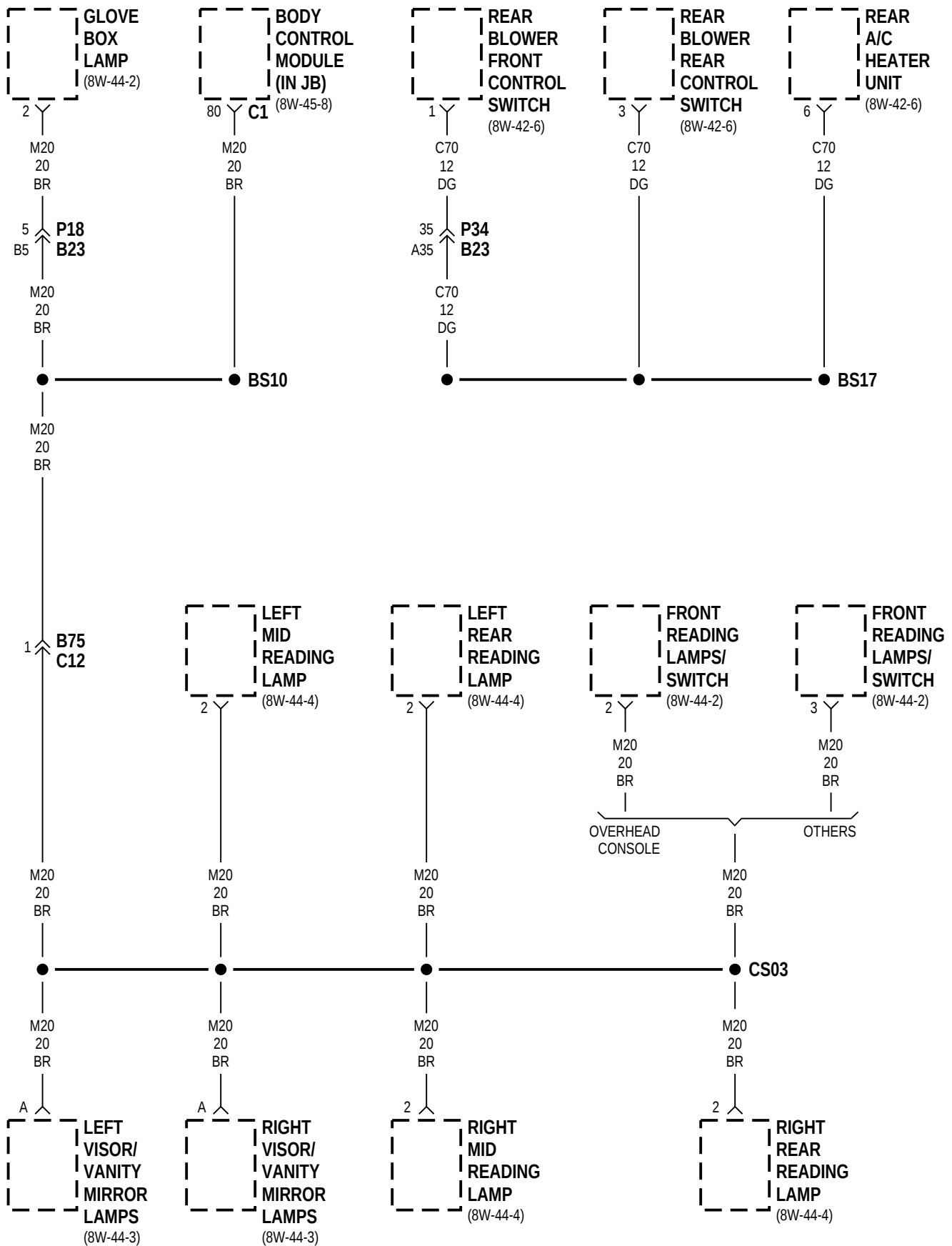
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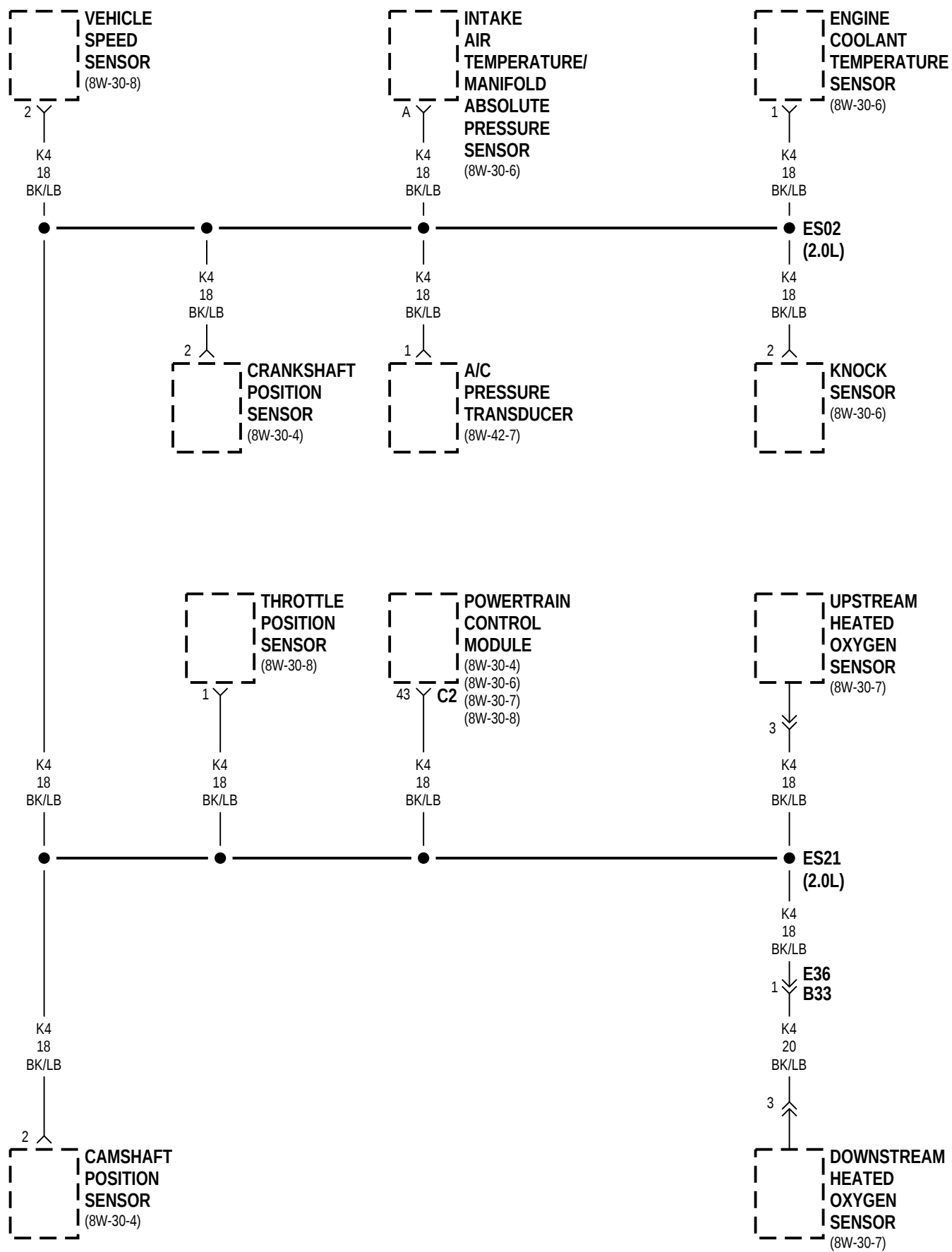
Component	Page	Component	Page
BS01	8W-70-2	ES08	8W-30-44, 8W-31-4, 8W-70-9
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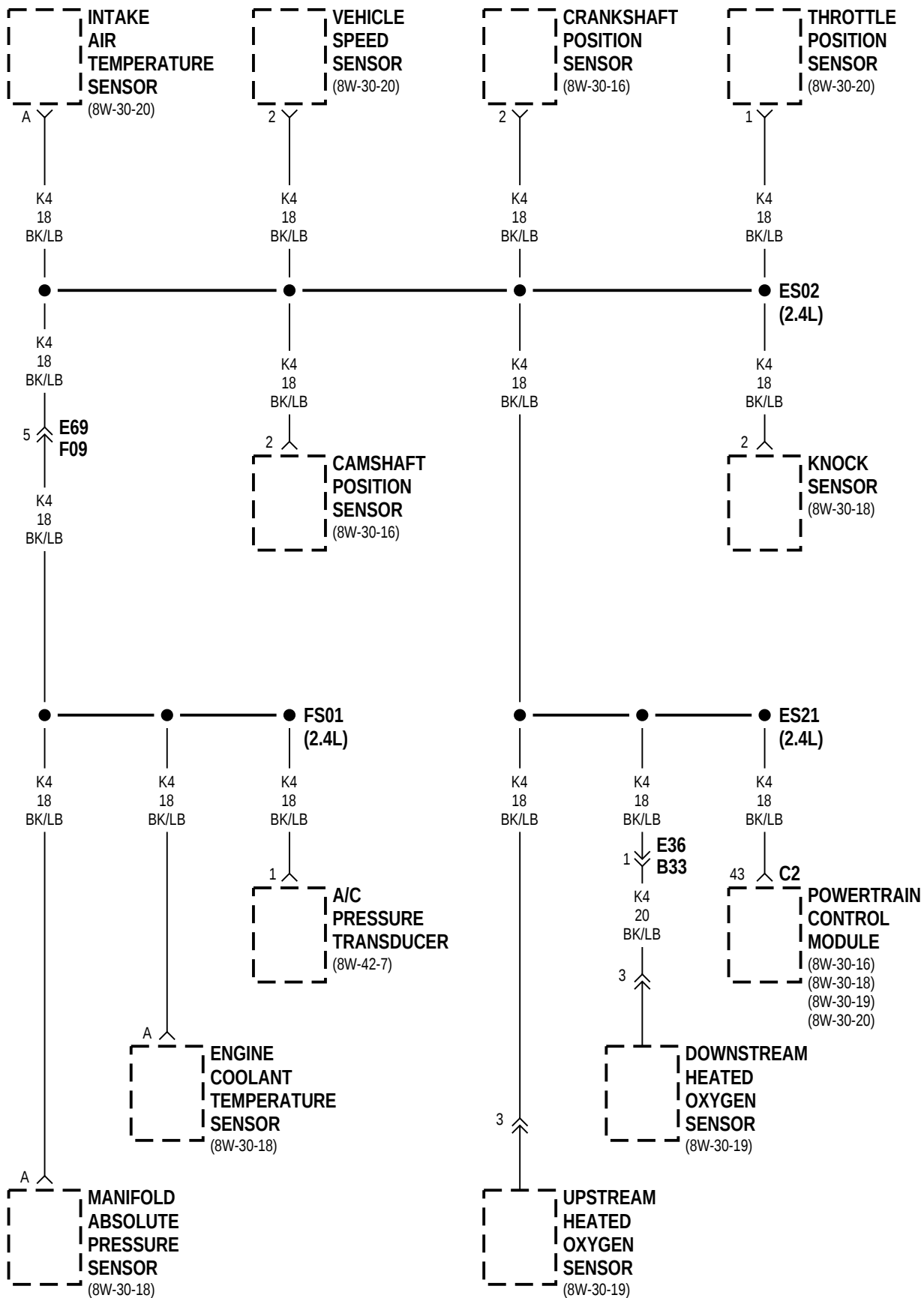




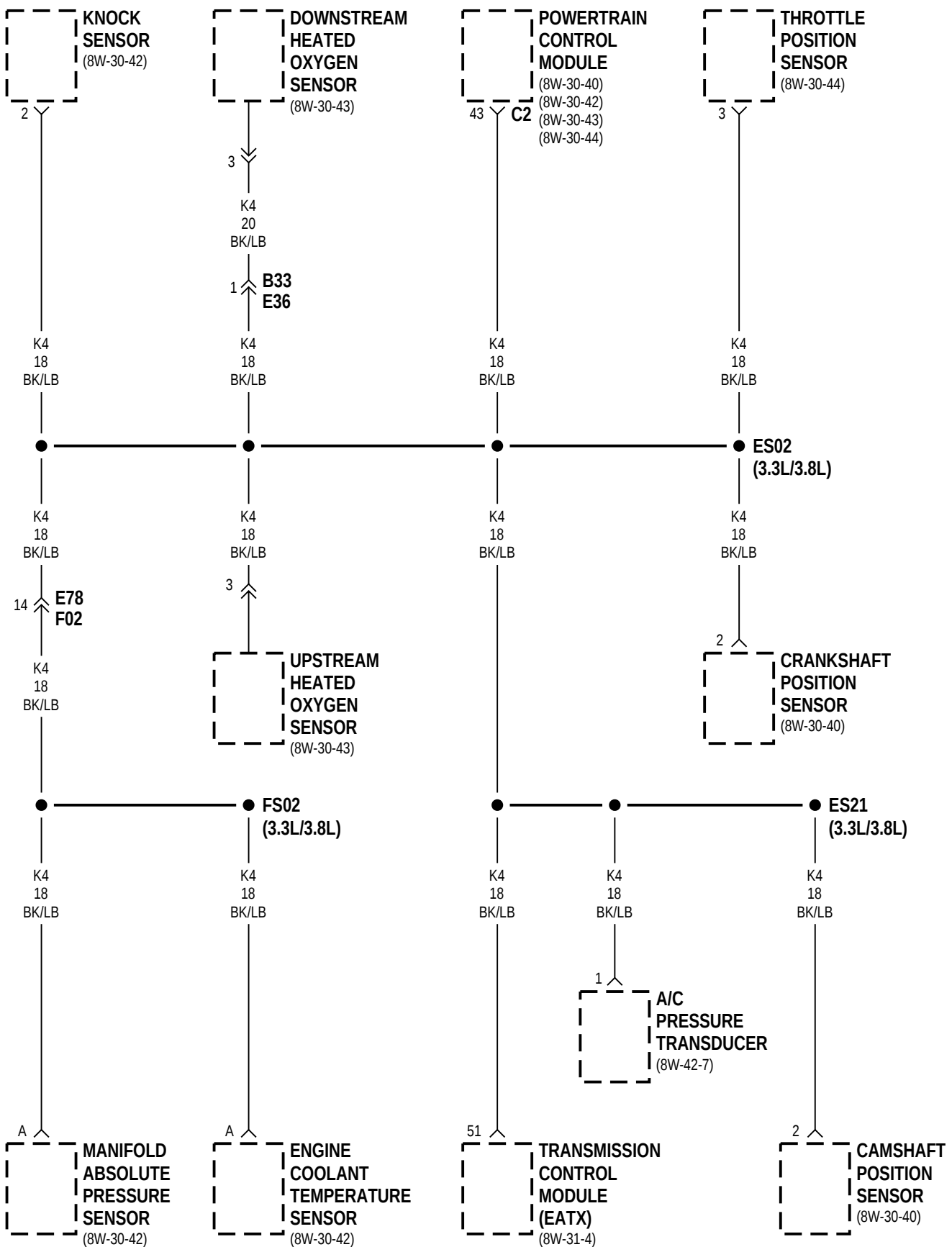
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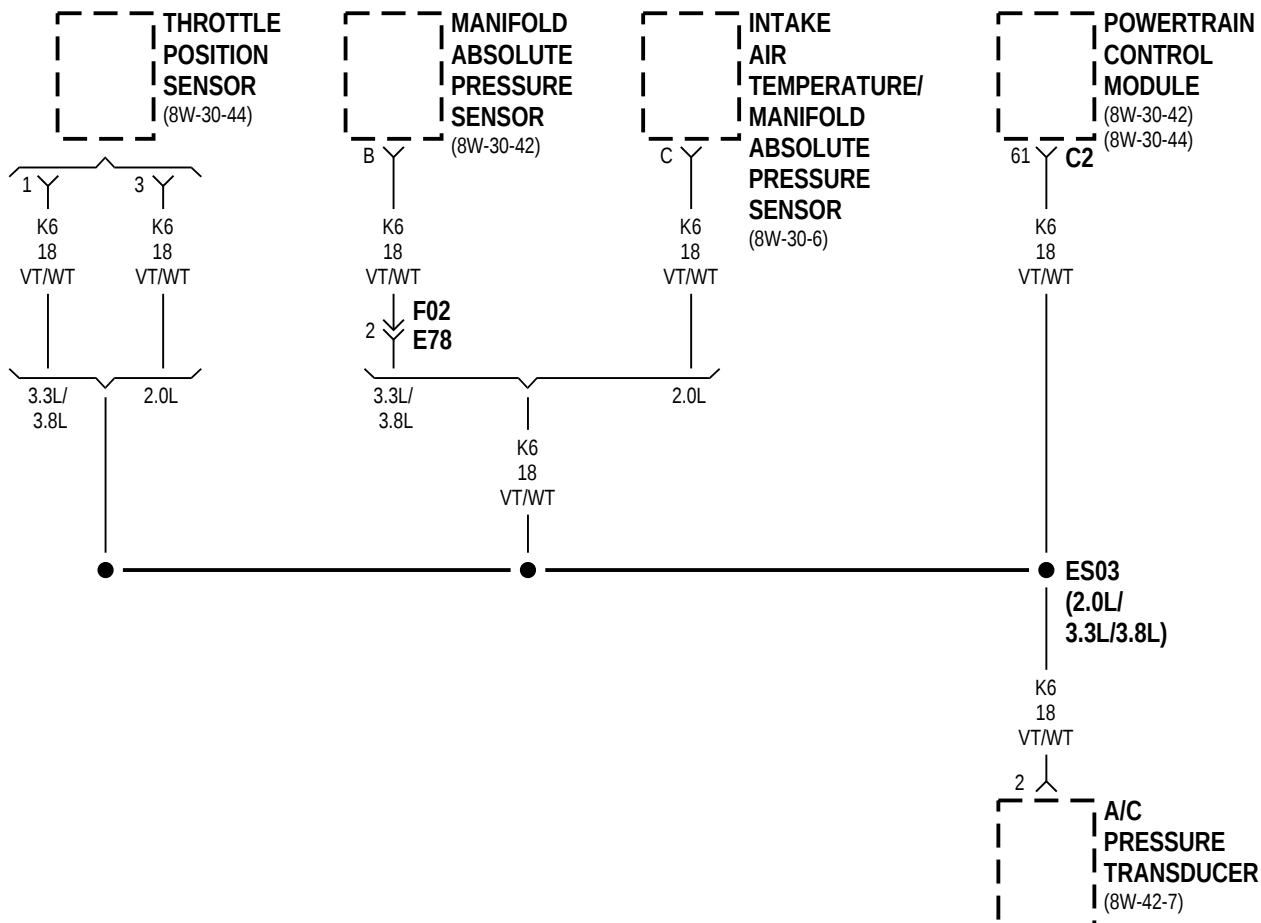
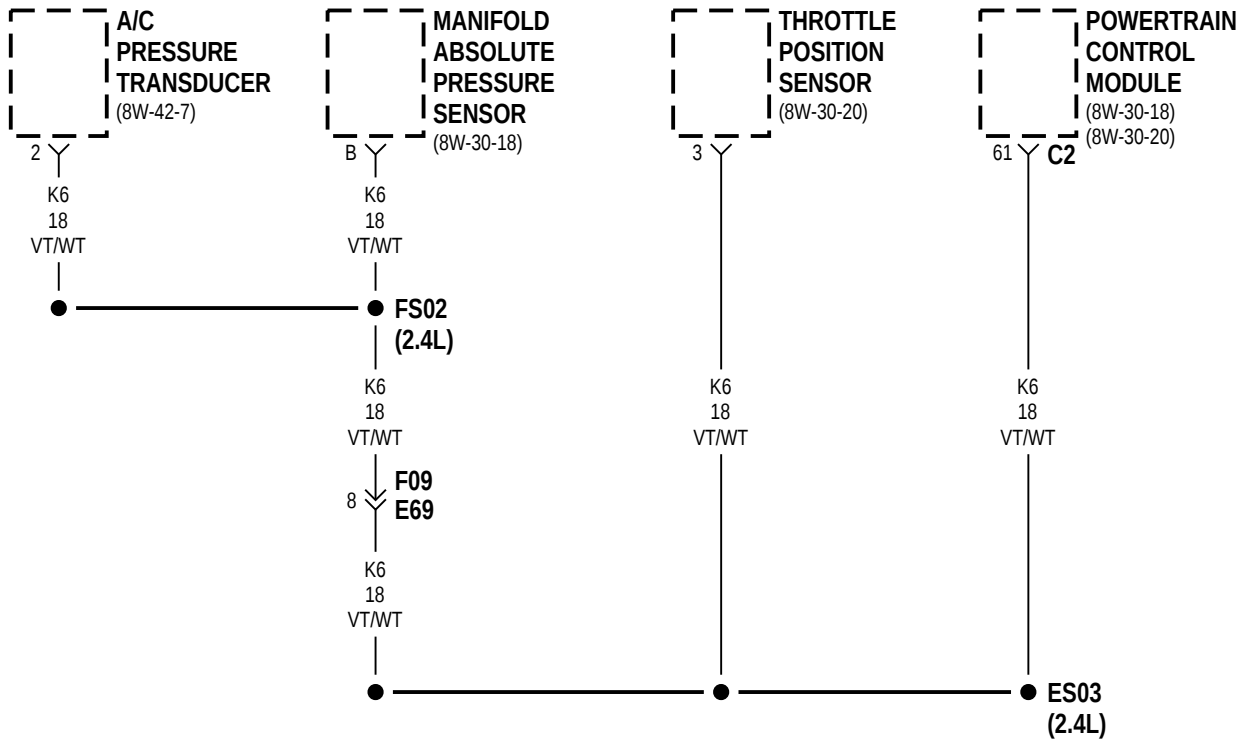


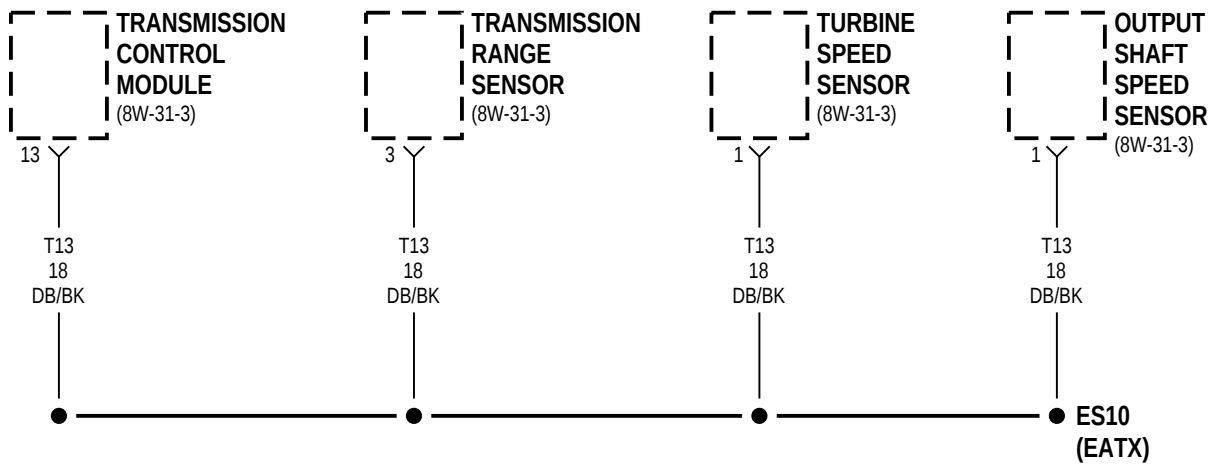
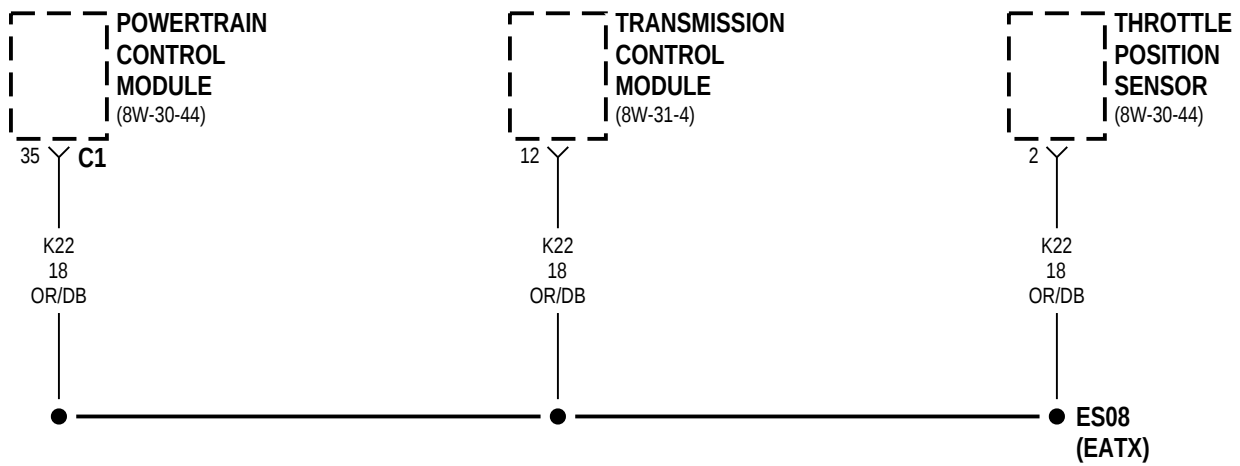
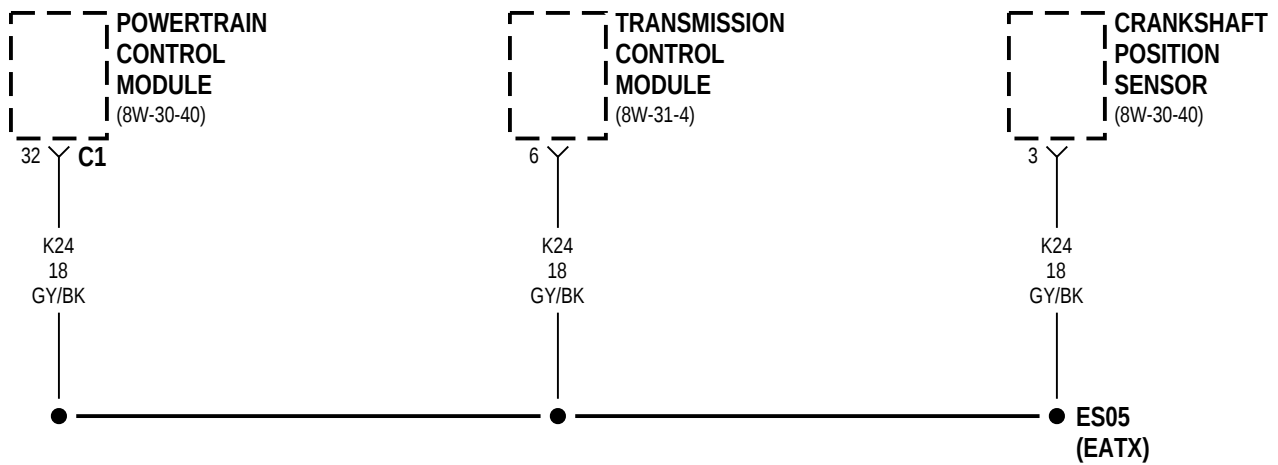
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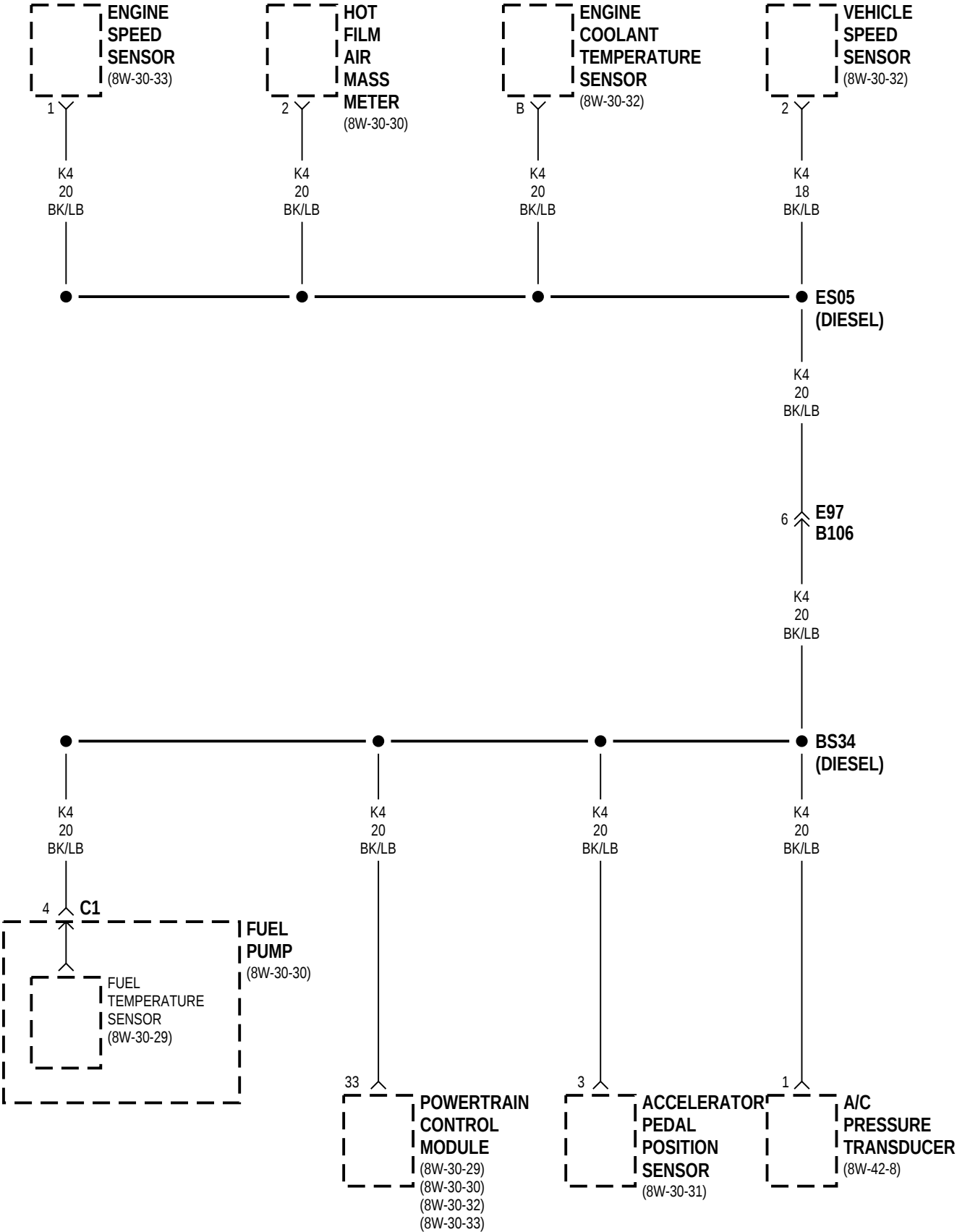


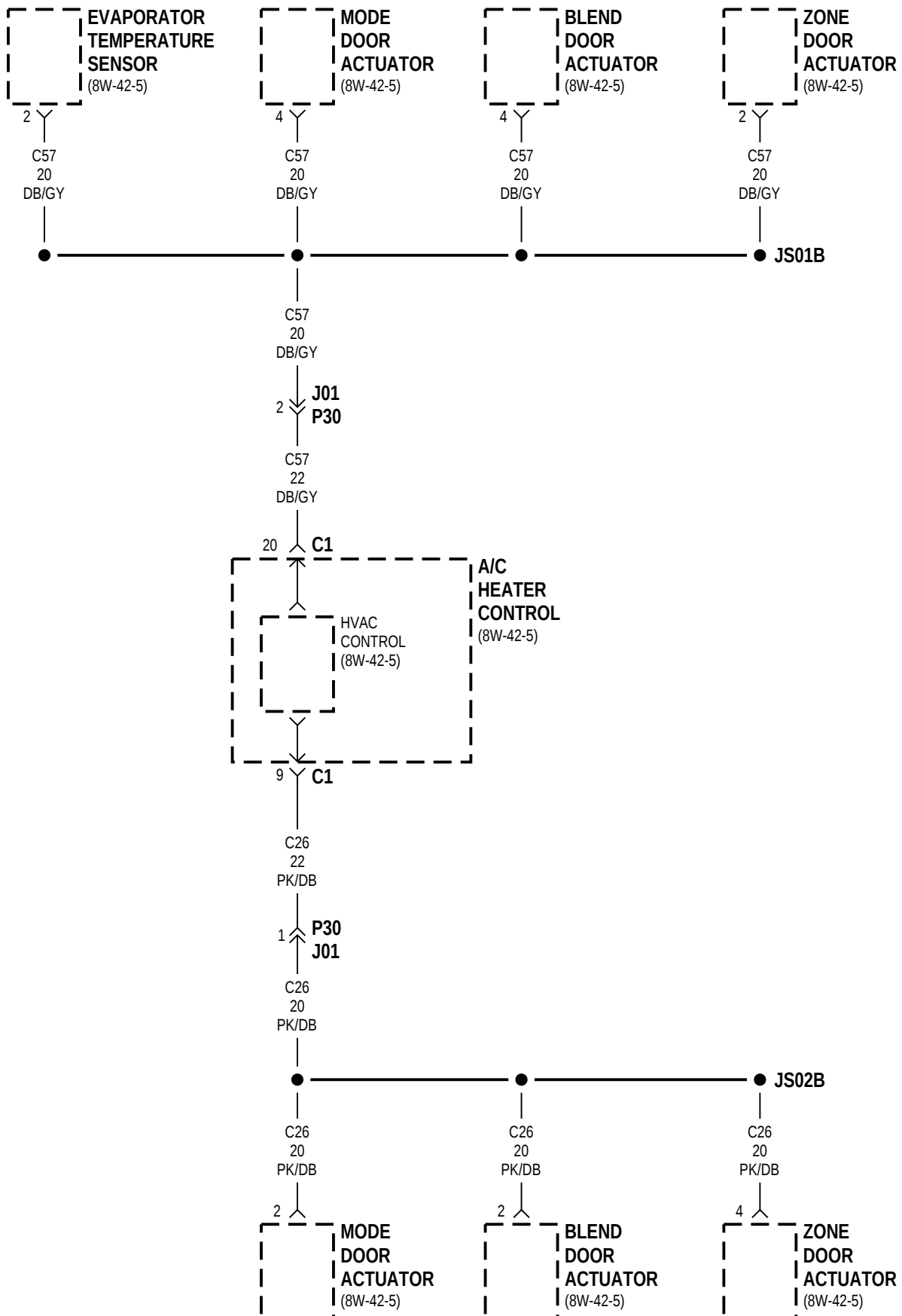
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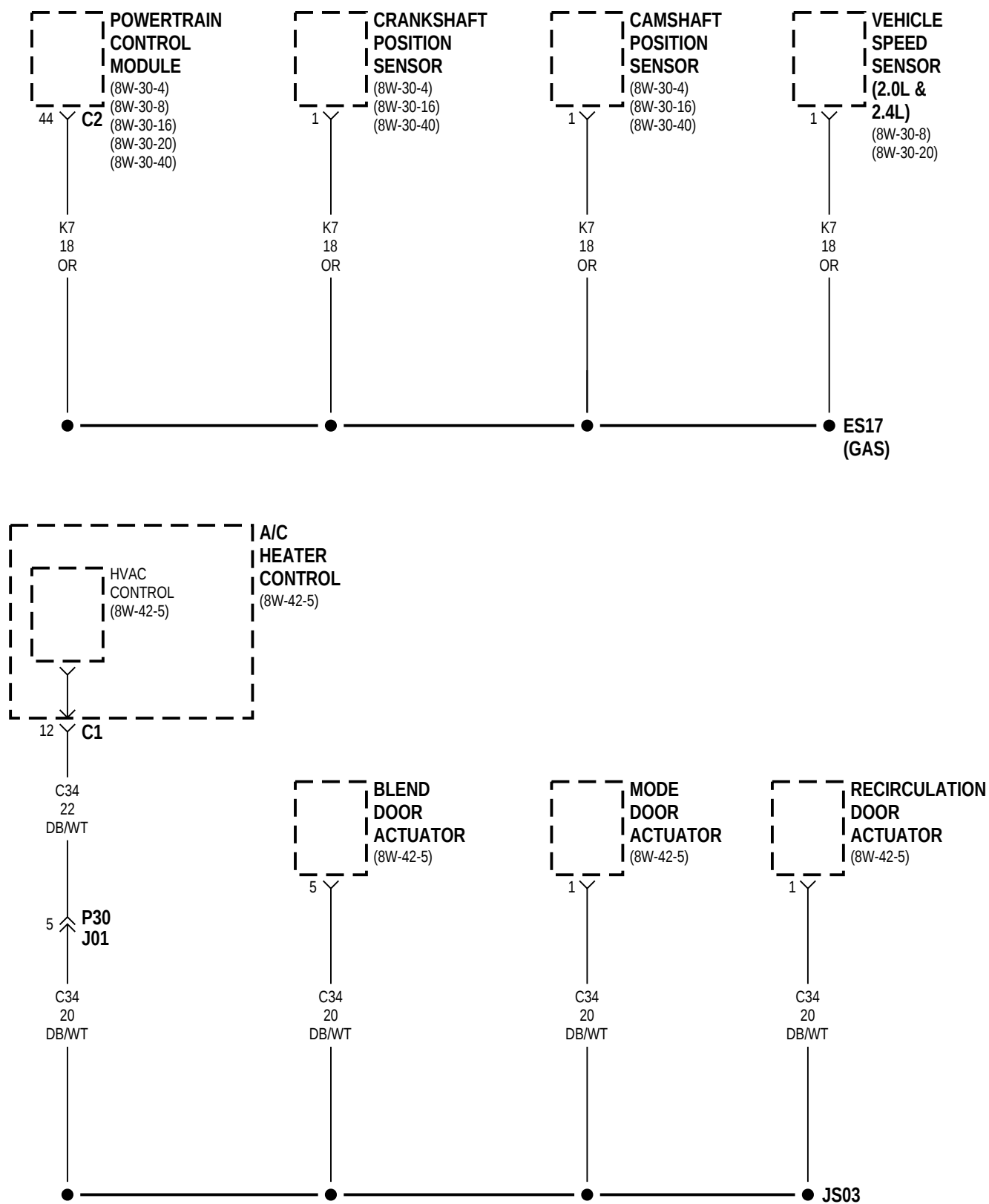












8W-80 CONNECTOR PIN-OUTS

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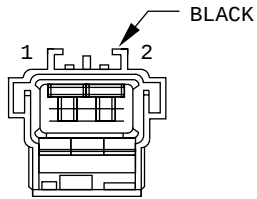
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Body Control Module - C2	8W-80-15	Generator	8W-80-26
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C12	8W-80-12	Headlamp Switch - C1	8W-80-26
C13	8W-80-12	Headlamp Switch - C2	8W-80-26
Camshaft Position Sensor (2.0L/2.4L)	8W-80-16	High Note Horn	8W-80-27
Camshaft Position Sensor (3.0L/3.8L)	8W-80-16	Hood Ajar Switch	8W-80-27
Center High Mounted Stop Lamp (CHMSL)	8W-80-16	Horn/Speed Control Switch	8W-80-27
Clockspring	8W-80-17	Idle Air Control Motor	8W-80-27
Controller Anti-Lock Brake	8W-80-17	Ignition Coil Pack	8W-80-28
Crankshaft Position Sensor (2.0L/2.4L) . . .	8W-80-17	Ignition Coil Pack (3.3L. 3.8L)	8W-80-28
Crankshaft Position Sensor (3.0L/3.8L) . . .	8W-80-17	Ignition Switch	8W-80-28
D01 (LT)	8W-80-7	Ignition Switch - C2	8W-80-28
D01 (RT)	8W-80-8	Ignition Switch - C3	8W-80-29
D02	8W-80-7	Injector No. 1 (2.0L/2.4L)	8W-80-29
Data Link Connector	8W-80-18	Injector No. 1 (3.3L/3.8L)	8W-80-29
Downstream Heated Oxygen Sensor	8W-80-18		
Driver Airbag Squib	8W-80-18		

Injector No. 2 (2.0L/2.4L)	8W-80-29
Injector No. 2 (3.3L/3.8L)	8W-80-29
Injector No. 3 (2.0L/2.4L)	8W-80-30
Injector No. 3 (3.3L/3.8L)	8W-80-30
Injector No. 4 (2.0L/2.4L)	8W-80-30
Injector No. 4 (3.3L/3.8L)	8W-80-30
Injector No. 5.(3.3L/3.8L)	8W-80-30
Injector No. 6 (3.3L/3.8L)	8W-80-31
Instrument Cluster	8W-80-31
Intake Air Temperature Sensor (2.4L)	8W-80-31
J01	8W-80-8
J01D	8W-80-32
J01E	8W-80-16
J02	8W-80-8
J02A	8W-80-32
J03A	8W-80-32
Junction Block - C1	8W-80-33
Junction Block - C2	8W-80-34
Junction Block - C3	8W-80-35
Junction Block - C4	8W-80-36
Key-In Halo Lamp	8W-80-37
Key-In Switch	8W-80-37
Knock Sensor (Gas)	8W-80-37
L11	8W-80-37
L15	8W-80-32
L16	8W-80-32
Left Combination Relay	8W-80-38
Left Front Door Ajar Switch	8W-80-38
Left Door Arm/Disarm Switch	8W-80-38
Left Door Courtesy Lamp	8W-80-38
Left Door Speaker (Premium)	8W-80-38
Left Front Door Lock Motor	8W-80-39
Left Front Panel Speaker	8W-80-39
Left Front Park/Turn Signal Lamp	8W-80-39
Left Front Wheel Speed Sensor	8W-80-39
Left Front Window Motor	8W-80-40
Left Headlamp	8W-80-40
Left Liftgate Flood Lamp	8W-80-40
Left Mid Reading Lamp	8W-80-40
Left Power Door Lock Switch	8W-80-40
Left Power Mirror - C1	8W-80-41
Left Power Mirror - C2	8W-80-41
Left Power Window Switch	8W-80-41
Left Rear Lamp Assembly	8W-80-42
Left Rear Door Ajar Switch	8W-80-42
Left Rear Pillar Speaker	8W-80-42
Left Rear Reading Lamp	8W-80-43
Left Rear Sliding Door Contacts	8W-80-43
Left Rear Sliding Door Lock Motor	8W-80-43
Left Rear Speaker	8W-80-43
Left Rear Vent Motor	8W-80-44
Left Rear Wheel Speed Sensor	8W-80-44
Left Stop/Turn Signal Relay	8W-80-44
Left Visor/Vanity Mirror Lamp	8W-80-44
License Lamp	8W-80-44
Liftgate Ajar Switch	8W-80-45
Liftgate Arm/Disarm	
Key Cylinder Switch	8W-80-45
Liftgate Door Lock Motor	8W-80-45
Low Note Horn	8W-80-45
Low Washer Fluid Switch	8W-80-45
Manifold Absolute Pressure Sensor (2.4L)	8W-80-46

Intake Air Temperature/Manifold	
Absolute Pressure Sensor (2.0L)	8W-80-46
Manifold Absolute Pressure Sensor	
(3.3L/3.8L)	8W-80-46
Memory Power Seat Switch	8W-80-46
Memory Seat Front Vertical Motor	8W-80-47
Memory Seat Front Vertical	
Position Sensor	8W-80-47
Memory Seat Horizontal Motor	8W-80-47
Memory Seat Horizontal Position Sensor	8W-80-47
Memory Seat/Mirror Module - C1	8W-80-48
Memory Seat/Mirror Module - C2	8W-80-48
Memory Seat/Mirror Module - C3	8W-80- 49
Memory Seat Rear Vertical Motor	8W-80-49
Memory Seat Rear Vertical	
Position Sensor	8W-80-49
Memory Seat Recliner Motor	8W-80-50
Memory Seat Recliner Position Sensor	8W-80-50
Memory /Set Switch	8W-80-50
Message Center	8W-80-50
Mode Door Actuator	8W-80-51
Multi-Function Switch	8W-80-51
Output Shaft (Turbine) Speed Sensor	8W-80-51
Overhead Console	8W-80-52
P18	8W-80-9
P30	8W-80-32
P34	8W-80-53
Park Brake Switch	8W-80-54
Passenger Airbag Squib	8W-80-54
Passenger Power Seat Switch	8W-80-54
Passenger Seat Front Vertical Motor	8W-80-55
Passenger Seat Horizontal Motor	8W-80-55
Passenger Seat Rear Vertical Motor	8W-80-55
Passenger Seat Recliner Motor	8W-80-56
Power Distribution Center - C1	8W-80-56
Power Distribution Center - C2	8W-80-56
Power Distribution Center - C3	8W-80-56
Power Distribution Center - C4	8W-80-57
Power Distribution Center - C5	8W-80-57
Power Distribution Center - C6	8W-80-57
Power Distribution Center - C7	8W-80-58
Power Distribution Center - C8	8W-80-58
Power Seat Circuit Breaker	8W-80-58
Powertrain Control Module - C1 (2.4L)	8W-80-59
Powertrain Control Module - C1 (2.0L)	8W-80-60
Powertrain Control Module - C1	
(3.8L/3.3L)	8W-80-61
Powertrain Control Module - C2 (2.0L)	8W-80-62
Powertrain Control Module - C2	
(3.3L/3.8L)	8W-80-63
PRNDL Feed	8W-80-63
Radiator Fan No. 1	8W-80-64
Radiator Fan No. 2	8W-80-64
Radiator Fan Relay (Solid State)	8W-80-64
Radio C1	8W-80-64
Radio C2	8W-80-65
Radio C3	8W-80-65
Radio Choke	8W-80-65
Rear A/C - Heater Unit	8W-80-66
Rear Blower/Front Control Switch	8W-80-66
Rear Blower/Rear Control Switch	8W-80-66
Rear Cigar Lighter/Power Outlet	8W-80-67

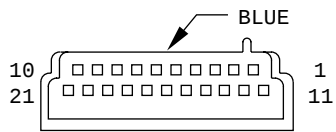
Rear Washer Motor	8W-80-67
Rear Wiper Motor	8W-80-67
Recirculation Door Actuator	8W-80-68
Remote Keyless Entry Module	8W-80-68
Right Combination Relay	8W-80-68
Right Door Arm/Disarm	
Key Cylinder Switch	8W-80-68
Right Door Courtesy Lamp	8W-80-69
Right Door Speaker (Premium)	8W-80-69
Right Fog Lamp	8W-80-69
Right Front Door Ajar Switch	8W-80-69
Right Front Door Lock Motor	8W-80-69
Right Front Panel Speaker	8W-80-70
Right Front Park/Turn Signal Lamp	8W-80-70
Right Front Wheel Speed Sensor	8W-80-70
Right Front Window Motor	8W-80-70
Right Headlamp	8W-80-70
Right Liftgate Flood Lamp	8W-80-71
Right Mid Reading Lamp	8W-80-71

Right Power Door Lock Switch	8W-80-71
Right Power Mirror - C1	8W-80-71
Right Power Mirror - C2	8W-80-71
Right Power Window Switch	8W-80-72
Right Rear Lamp Assembly	8W-80-72
Right Rear Door Ajar Switch	8W-80-72
Right Rear Pillar Speaker	8W-80-73
Right Rear Reading Lamp	8W-80-73
Right Rear Sliding Door Contacts	8W-80-73
Right Rear Sliding Door Lock Motor	8W-80-73
Right Rear Speaker	8W-80-73
Right Rear Vent Motor	8W-80-74
Right Rear Wheel Speed Sensor	8W-80-74
Right Stop/Turn Signal Relay	8W-80-74
Right Visor/Vanity Mirror Lamp	8W-80-74
S02	8W-80-8
S02	8W-80-11
Seatbelt Switch	8W-80-75
Starter Motor Solenoid	8W-80-75
Stop Lamp Switch	8W-80-75
T06	8W-80-13
T08	8W-80-13
Throttle Position Sensor (2.0L/2.4L)	8W-80-76
Throttle Position Sensor (3.3L/3.8L)	8W-80-76
Traction Control Switch	8W-80-76
Trailer Tow Connector	8W-80-76
Transmission Control Module	8W-80-77
Transmission Control Solenoids	8W-80-78
Transmission Range Sensor	8W-80-78
Turbine Speed Sensor	8W-80-79
Upstream Heated Oxygen Sensor (Gas)	8W-80-79
Vehicle Speed Control Servo	8W-80-79
Vehicle Speed Sensor (2.0L/2.4L)	8W-80-79
Wiper Module	8W-80-79



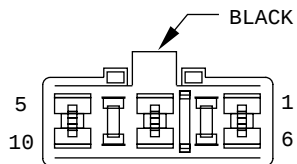
A/C COMPRESSOR CLUTCH
(GAS ENGINE)

CAV	CIRCUIT	FUNCTION
1	C3 18DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
2	Z1 18BK	GROUND



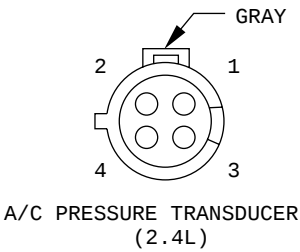
A/C-HEATER CONTROL
MODULE - C1

CAV	CIRCUIT	FUNCTION
1	C14 22WT/RD	REAR WINDOW DEFOGGER RELAY CONTROL
2	V26 22YL/WT	REAR WIPE/WASH MUX
3	C103 20DG	A/C SIGNAL
4	C102 22LG	ZONE DOOR FEEDBACK SIGNAL
5	C36 22RD/WT	BLEND DOOR FEEDBACK SIGNAL
6	C37 22YL	MODE DOOR FEEDBACK SIGNAL
7	C66 18BK/WT	ELECTRIC WIPER DE-ICE DRIVER
8	C21 22DB/OR	EVAPORATOR TEMP SENSOR SIGNAL
9	C26 22PK/DB	5 VOLT SUPPLY
10	V23 18BR/PK	IGNITION FEED TO REAR WIPER
11	E2 200R	PANEL LAMPS DRIVER
12	C34 22DB/WT	DOOR COMMON
13	C61 22DB	ZONE DOOR COMMON
14	C63 22LB	REAR MODE DOOR COMMON
15	C62 22DB/PK	ZONE DOOR DRIVER
16	C64 22YL/LB	REAR MODE DOOR DRIVER
17	C33 22DB/RD	BLEND DOOR DRIVER
18	C35 22DG/YL	MODE DOOR DRIVER
19	C32 22GY/DB	RECIRCULATION DOOR DRIVER
20	C57 22DB/GY	SENSOR GROUND
21	Z2 18BK/LG	GROUND

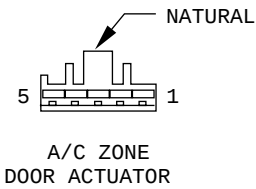


A/C-HEATER CONTROL
MODULE - C2

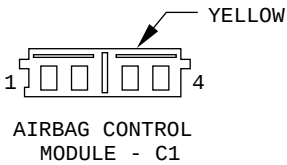
CAV	CIRCUIT	FUNCTION
1	-	-
2	C6 14LB	FRONT BLOWER DRIVER (M2)
3	C104 12RD/WT	FRONT BLOWER DRIVER (M3)
4	C5 16LG	FRONT BLOWER DRIVER (M1)
5	-	-
6	Z1 12BK	GROUND
7	C4 16TN	FRONT BLOWER DRIVER (LOW)
8	C107 12TN/BK	FRONT BLOWER DRIVER (HIGH)
9	-	-
10	C7 12BK/TN	FRONT BLOWER DRIVER (HIGH)



CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB*	SENSOR GROUND
	K4 20BK/LB●	SENSOR GROUND
2	K6 18VT/WT*	5 VOLT SUPPLY
	K7 20OR●	5 VOLT SUPPLY
3	C18 18DB*	AC PRESSURE SIGNAL
	C18 20DB●	A/C PRESSURE SIGNAL
4	-	-

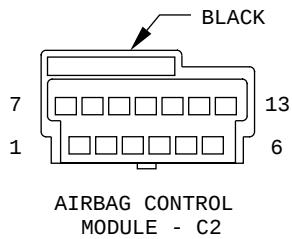


CAV	CIRCUIT	FUNCTION
1	C61 20DB	ZONE DOOR COMMON
2	C57 20DB/GY	SENSOR GROUND
3	C102 20LG	ZONE DOOR FEEDBACK SIGNAL
4	C26 20PK/DB	5 VOLT SUPPLY
5	C62 20DB/PK	ZONE DOOR DRIVER

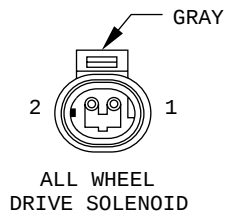


CAV	CIRCUIT	FUNCTION
1	R42 18BK/YL	PASSENGER AIRBAG LINE NO. 1
2	R44 18DG/YL	PASSENGER AIRBAG LINE NO. 2
3	R43 18BK/LB	DRIVER AIRBAG LINE NO. 1
4	R45 18DG/LB	DRIVER AIRBAG LINE NO. 2

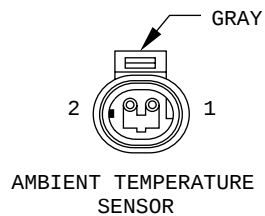
* GAS
● DIESEL



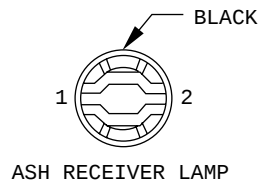
CAV	CIRCUIT	FUNCTION
1	F14 18LG/YL	FUSED IGNITION SWITCH OUTPUT (RUN/START)
2	F23 18 DB/YL	FUSED IGNITION SWITCH OUTPUT (RUN)
3	D1 20VT/BR	CCD BUS(+)
4	D2 20WT/BK	CCD BUS(-)
5	-	-
6	-	-
7	R41 18BK/TN	AIRBAG LAMP DRIVER
8	-	-
9	-	-
10	-	-
11	Z2 18BK/LG	GROUND
12	-	-
13	-	-



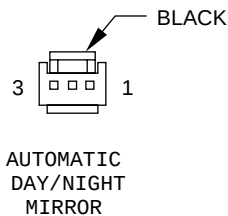
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L1 18VT/BK	SOLENOID FEED



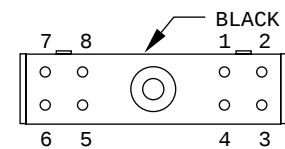
CAV	CIRCUIT	FUNCTION
1	G31 20VT/LG	AMBIENT TEMPERATURE SENSOR SIGNAL
2	G32 20BK/LB	SENSOR GROUND



CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	E2 18OR	PANEL LAMPS DRIVER

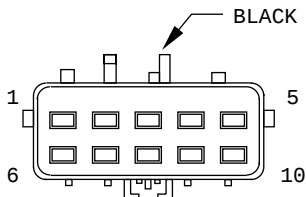


CAV	CIRCUIT	FUNCTION
1	F20 20BK/WT	IGNITION SWITCH OUTPUT (RUN)
2	Z1 20BK	GROUND
3	L1 20BK/VT	BACK-UP LAMP RELAY OUTPUT



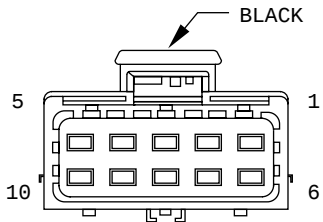
AUTOMATIC TRANSMISSION
CONTROL SOLENOIDS

CAV	CIRCUIT	FUNCTION
1	T47 18YL/BK	2/4 PRESSURE SWITCH SENSE
2	T50 18DG	LOW/REVERSE PRESSURE SWITCH SENSE
3	T9 180R/BK	OVERDRIVE PRESSURE SWITCH SENSE
4	T16 18RD	TRANSMISSION CONTROL RELAY OUTPUT
5	T59 18PK	UNDERDRIVE PRESSURE SWITCH SENSE
6	T60 18BR	OVERDRIVE SOLENOID CONTROL
7	T20 18LB	LOW/REVERSE SOLENOID CONTROL
8	T19 18WT	2/4 SOLENOID CONTROL



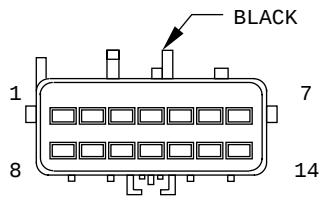
B01

CAV	CIRCUIT
1	X15 16BK/DG
2	X13 16RD/DG
3	M11 20PK/LB
4	P22 20PK/BK
5	-
6	P23 20PK/RD
7	P24 20PK/WT
8	X55 20BR/RD
9	X53 20DG
10	-



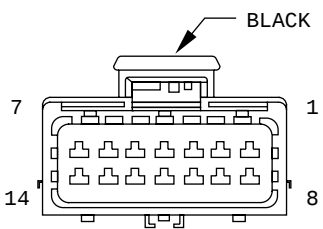
D02

CAV	CIRCUIT
1	X15 16BK/DG
2	X13 16RD/DG
3	M11 18PK/LB
4	P22 20PK/BK
5	-
6	P23 20PK/RD
7	P24 20PK/WT
8	X55 20BR/RD
9	X53 20DG
10	-



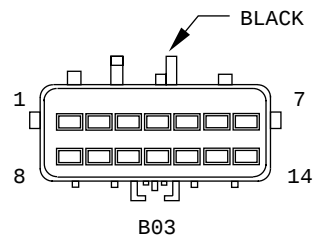
B02

CAV	CIRCUIT
1	Q13 18DB
2	Q14 18GY
3	Z2 20BK/LG
4	E2 200R
5	F131 20BK/PK
6	Q26 12VT/WT
7	F55 12TN/DG
8	Q23 18RD/WT
9	Q16 12BR/WT
10	Z1 12BK
11	P97 18WT/DG
12	F132 20BR/WT
13	Q24 18DG
14	F21 16TN

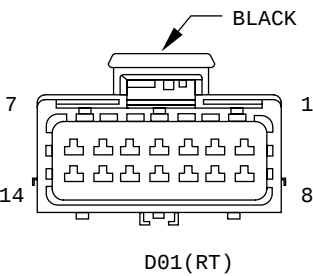


D01(LT)

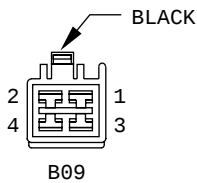
CAV	CIRCUIT
1	Q13 18DB
2	Q14 18GY
3	Z2 20BK/LG
4	E2 200R
5	F131 20BK/PK
6	Q26 14VT/WT
7	F55 14TN/DG
8	Q23 18RD/WT
9	Q16 14BR/WT
10	Z1 12BK
11	P97 20WT/DG
12	F132 20BR/WT
13	Q24 18DG
14	F21 16TN



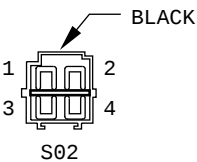
CAV	CIRCUIT
1	X15 16BK/DG
2	Q26 12VT/WT
3	Z2 20BK/LG
4	P96 18WT/LG
5	Z1 18BK
6	M11 20PK/LB
7	X56 20DB/RD
8	X54 20VT
9	F134 20VT/WT
10	F132 20BR/WT
11	E2 200R
12	F55 12TN/DG
13	Q16 12BR/WT
14	X13 16RD/DG



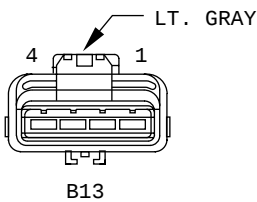
CAV	CIRCUIT
1	X15 16BK/DG
2	Q26 12VT/WT
3	Z2 20BK/LG
4	P96 20WT/LG
5	Z1 20BK
6	M11 20PK/LB
7	X56 20DB/RD
8	X54 20VT
9	F134 20VT/WT
10	F132 20BR/WT
11	E2 200R
12	F55 12TN/DG
13	Q16 12BR/WT
14	X13 16RD/DG



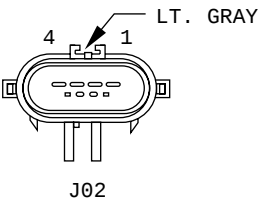
CAV	CIRCUIT
1	Z1 12BK
2	A2 12PK/BK
3	F35 14RD
4	F20 20WT



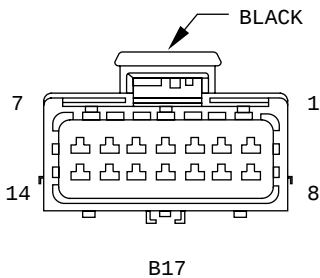
CAV	CIRCUIT
1	Z1 14BK
1	Z1 20BK
2	A3 12RD/WT
3	F35 14RD
4	-



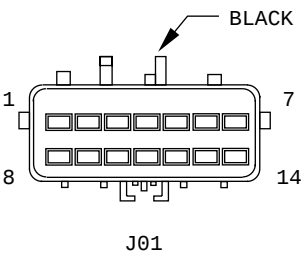
CAV	CIRCUIT
1	Z1 14BK
2	L1 20VT/BK
3	G4 18DB
4	A141 16DG/WT



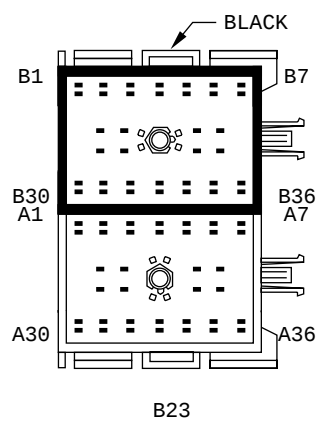
CAV	CIRCUIT
1	Z1 16BK
2	L1 18VT/BK
3	G4 18DB
4	A141 16DG/WT



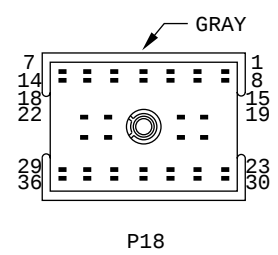
CAV	CIRCUIT
1	-
2	L50 18WT/TN
3	M11 20PK/LB
4	G78 18TN/BK
5	L77 20BR/YL
6	P98 20WT/RD
7	V13 18BR/LG
8	V23 18BR/PK
9	F133 20BR/LB
10	F136 20VT/YL
11	Z1 12BK
12	C15 12BK/WT



CAV	CIRCUIT
1	-
2	L50 20WT/TN
3	M11 20PK/LB
4	G78 18TN/BK
5	L77 20BR/YL
6	P98 20WT/RD
7	V13 18BR/LG
8	V23 18BR/PK
9	F133 20BR/LB
10	F136 20VT/YL
11	Z1 12BK
12	C15 12BK/WT

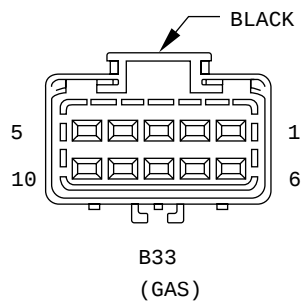


CAV	CIRCUIT
B1	V16 20WT
B2	-
B3	L44 20VT/RD
	L44 20VT/RD
B4	A1 12RD
B5	M20 20BR
B6	-
B7	P70 20WT
B8	P71 20YL
B9	P72 20YL/BK
B10	P73 20YL/PK
B11	P74 20DB
B12	D1 18VT/BR
B13	D2 18WT/BK
B14	D6 20PK/LB
B15	P75 20DB/WT
B16	D20 20LG
B17	D21 20PK
B18	L34 20RD/OR
B19	L39 18LB
B20	L94 20OR/WT
B21	L324 20WT/LG
B22	M13 20BK/YL
B23	F14 18LG/YL
B24	F23 18DB/YL
B25	-
B26	-
B27	L36 20LG
	L36 20LG
B28	L77 20BR/YL
B29	
B30	C104 12RD/WT
B31	C107 12TN/BK
B32	C4 16TN
B33	C6 14LB
B34	C5 16LG
B35	C71 12DB
B36	C103 20DG

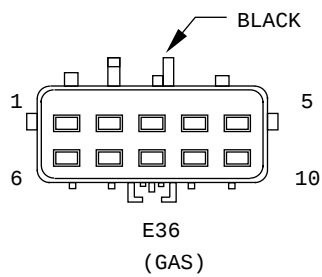


CAV	CIRCUIT
1	V16 20WT
2	-
3	L44 20VT/RD
4	A1 12RD
5	M20 20BR
6	-
7	P70 20WT
	P70 20WT*
8	P71 20YL
	P71 20YL*
9	P72 20YL/BK
	P72 20YL/BK*
10	P73 20YL/PK
	P73 20YL/PK*
11	P74 20DB
	P74 20DB
12	D1 20VT/BR
13	D2 20WT/BK
14	D6 20PK/LB
15	P75 20DB/WT
	P75 20DB/WT*
16	D20 20LG
17	D21 20PK
18	L34 20RD/OR
19	L39 18LB
20	L94 20OR/WT
21	L324 22WT/LG
22	M13 20BK/YL
23	F14 18LG/YL
24	F23 18DB/YL
25	-
26	-
27	L36 20LG
28	L77 20BR/YL
29	-
30	C104 12RD/WT
31	C107 12TN/BK
32	C4 16TN
33	C6 14LB
34	C5 16LG
35	C71 12DB
36	C103 20DG

* W/MEMORY MIRRORS

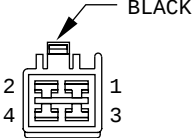


CAV	CIRCUIT
1	K4 20BK/LB
2	D2 18WT/BK
3	D20 20LG
4	D21 20PK
5	F20 20WT
6	D6 20PK/LB
7	D1 18VT/BR
8	F11 20RD/WT
9	G6 20GY
10	L1 18VT/BK



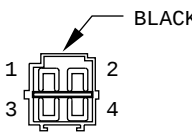
CAV	CIRCUIT
1	K4 18BK/LB
2	D2 18WT/BK
3	D20 18LG
4	D21 18PK
5	F20 18WT
5	F20 20WT+
6	D6 18PK/LB*
7	D1 18VT/BR
8	F11 18RD/WT*
9	G6 16GY
9	G6 18GY+
10	L1 20VT/BK
10	L1 18VT/BK*++

* EATX
+ 2.4L
++ 2.0L



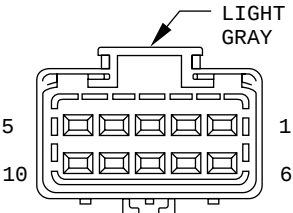
B56

CAV	CIRCUIT
1	Z1 12BK
2	F35 14RD
3	-
4	F20 20WT



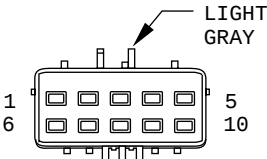
S02

CAV	CIRCUIT
1	Z1 14BK
2	F35 14RD
3	-
4	-



B70

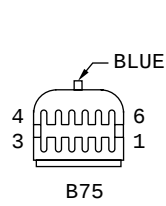
CAV	CIRCUIT
1	C103 20DG
2	A142 18DG/OR
3	V32 20YL/RD
4	K2 18VT
5	G3 20BK/PK
6	V30 20DB/RD
7	K29 20WT/PK
8	V37 20RD/LG
9	Z11 20BK/WT
10	K141 20TN/WT



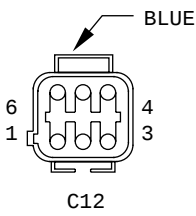
E43

CAV	CIRCUIT
1	C103 18DG
2	A142 18DG/OR
3	V32 18YL/RD
4	K237 18VT*
4	K2 18VT**
5	G3 18BK/PK
6	V30 18DB/RD
7	K29 18WT/PK
8	V37 18RD/LG
9	Z11 18BK/WT
10	K141 18TN/WT

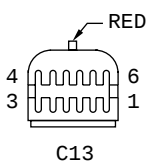
* 3.3L/3.8L
** 2.0L



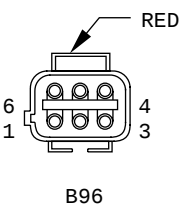
CAV	CIRCUIT
1	M20 20BR
2	F41 20PK/VT
3	M13 20BK/YL
4	M113 20LB/PK
5	D2 18WT/BK
6	D1 18VT/BR



CAV	CIRCUIT
1	M20 20BR
2	F41 20PK/VT
3	M13 20BK/YL
4	M113 20LB/PK
5	D2 18WT/BK
6	D1 18VT/BR



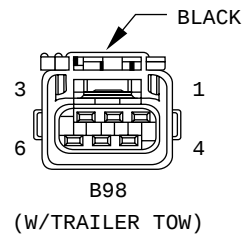
CAV	CIRCUIT
1	L1 20VT/BK
2	G32 20BK/LB
3	Z2 20BK/LG
4	G31 20VT/LG
5	F20 20WT
6	Z1 20BK



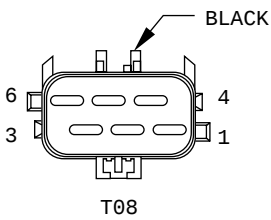
CAV	CIRCUIT
1	L1 20VT/BK
2	G32 20BK/LB
3	Z2 20BK/LG
4	G31 20VT/LG
5	F20 18WT*
	F20 20WT**
6	Z1 20BK

* GAS

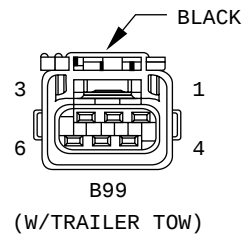
** DIESEL



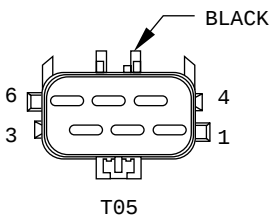
CAV	CIRCUIT
1	L62 18BR/RD
2	-
3	L1 20VT/BK
4	L78 20DG/YL
5	L50 18WT/TN
6	Z1 20BK



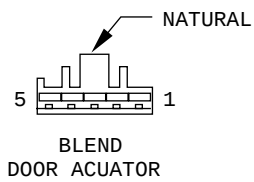
CAV	CIRCUIT
1	L62 18BR/RD
2	-
3	L1 20VT/BK
4	L78 20DG/YL
5	L50 18WT/TN
6	Z1 20BK



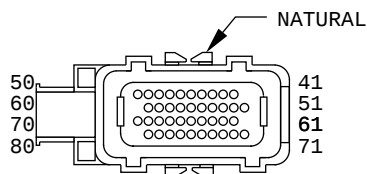
CAV	CIRCUIT
1	L63 18DG/RD
2	-
3	L1 20VT/BK
4	L77 20BR/YL
5	L50 18WT/TN
6	Z1 20BK



CAV	CIRCUIT
1	L63 18DG/RD
2	-
3	L1 20VT/BK
4	L77 20BR/YL
5	L50 18WT/TN
6	Z1 20BK



CAV	CIRCUIT	FUNCTION
1	C33 20DB/RD	BLEND DOOR DRIVER
2	C26 20PK/DB	5 VOLT SUPPLY
3	C36 20RD/WT	BLEND DOOR FEEDBACK SIGNAL
4	C57 20DB/GY	SENSOR GROUND
5	C34 20DB/WT	BLEND DOOR COMMON

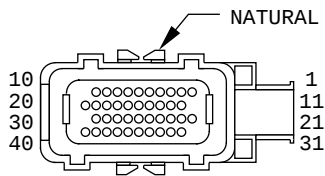


BODY CONTROL MODULE - C1

CAV	CIRCUIT	FUNCTION
41	V7 20DG/WT	FRONT WIPER PARK SWITCH SENSE
42	G7 18WT/OR*	VEHICLE SPEED SENSOR SIGNAL
43	G70 18BR/TN	HOOD AJAR SWITCH SENSE
44	P98 20WT/RD**	LIFTGATE MUX SIGNAL
45	P97 18WT/DG	LEFT FRONT DOOR MUX SIGNAL
46	G4 18DB	FUEL LEVEL SENSOR SIGNAL
47	G77 18TN/OR	LEFT REAR DOOR AJAR SWITCH SENSE
48	G74 18TN/RD	RIGHT FRONT DOOR AJAR SWITCH SENSE
49	V13 18BR/LG	REAR WIPER MOTOR DRIVER
50	V20 20BK/WT	REAR WASHER PUMP MOTOR DRIVER
51	-	-
52	G6 20GY	OIL PRESSURE SWITCH SENSE
53	-	-
54	-	-
55	P96 18WT/LG	RIGHT FRONT DOOR MUX SIGNAL
56	-	-
57	G18 20PK/BK*	LOW COOLANT LEVEL SWITCH SENSE
58	G29 20BK/TN	LOW WASHER FLUID SIGNAL
59	G78 18TN/BK	LIFTGATE AJAR SWITCH SENSE
60	G58 20BK/YL*	COOLANT TEMPERATURE SENSOR SIGNAL
61	-	-
62	-	-
63	-	-
64	-	-
65	-	-
66	-	-
67	-	-
68	-	-
69	-	-
70	-	-
71	P171 20YL/RD	POWER MIRROR FOLD RELAY CONTROL
72	G55 20OR/BK*	VEHICLE THEFT ALARM SIGNAL
73	V14 18RD/VT	WIPER ON RELAY CONTROL
74	P174 20VT/WT	POWER MIRROR UNFOLD RELAY CONTROL
75	K159 20VT/RD*	ENGINE SPEED SENSOR SIGNAL
76	-	-
77	G76 18TN/YL	RIGHT REAR DOOR AJAR SWITCH SENSE
78	G10 18LG/RD**	SEAT BELT SWITCH SENSE
79	G75 18TN	LEFT FRONT DOOR AJAR SWITCH SENSE
80	M20 20BR	READING LAMP GROUND

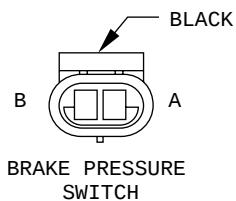
* DIESEL

** GAS



BODY CONTROL MODULE - C2

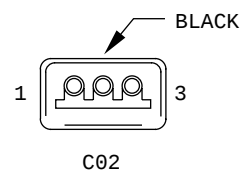
CAV	CIRCUIT	FUNCTION
1	G96 20LG/RD	RKE INTERFACE
2	M32 22BK/LB	COURTESY LAMP SWITCH SENSE
3	D1 20VT/BR	CCD BUS(+)
4	G26 20LB	KEY-IN SWITCH SENSE
5	-	-
6	G2 22VT	ENGINE COOLANT TEMPERATURE LAMP DRIVER
7	V52 20DG/YL	WIPER MUX SIGNAL
8	E92 22OR/BK	DIMMER SWITCH SIGNAL
9	Z20 20BK/WT	WIPER SWITCH SENSE
10	Z2 20BK/LG	GROUND
11	E17 20YL/BK	STEP DIM SWITCH SIGNAL
12	-	-
13	L307 22LG/OR	HEADLAMP SWITCH SENSE
14	Z2 20BK/LG	GROUND
15	-	-
16	G69 22BK/OR	VTA LAMP DRIVER
17	G19 20LG/OR	DOOR LOCK RELAY
18	-	-
19	-	-
20	-	-
21	-	-
22	-	-
23	-	-
24	-	-
25	-	-
26	-	-
27	-	-
28	-	-
29	-	-
30	-	-
31	-	-
32	V38 20LB/RD*	SPEED CONTROL ILLUMINATION SIGNAL
33	G6 22GY	LOW OIL PRESSURE LAMP DRIVER
34	D2 20WT/BK	CCD BUS(-)
35	-	-
36	-	-
37	D9 22GY/BK	RKE PROGRAM
38	V26 22YL/WT	REAR WIPE/WASH SIGNAL
39	P136 20YL	POWER FOLDING MIRROR SWITCH SIGNAL
40	L308 22LG/WT	PARK LAMP SWITCH



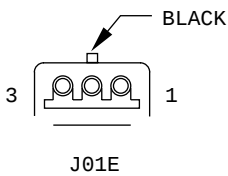
BRAKE PRESSURE SWITCH

CAV	CIRCUIT	FUNCTION
A	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
B	Z1 20BK	GROUND

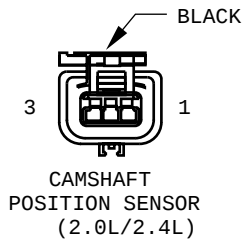
* DIESEL



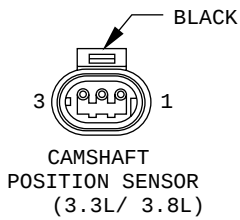
CAV	CIRCUIT
1	F20 20WT
2	Z1 20BK
3	L1 20VT/BK



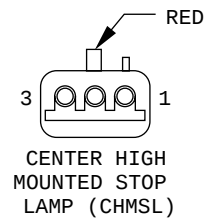
CAV	CIRCUIT
1	F20 20WT
2	Z1 20BK
3	L1 20VT/BK



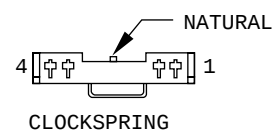
CAV	CIRCUIT	FUNCTION
1	K7 180R	8 VOLT SUPPLY
2	K4 18BK/LB	SENSOR GROUND
3	K44 18TN/YL	CMP SENSOR SIGNAL



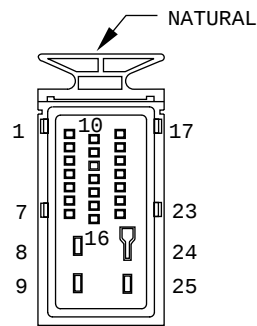
CAV	CIRCUIT	FUNCTION
1	K7 180R	8 VOLT SUPPLY
2	K4 18BK/LB	SENSOR GROUND
3	K44 18TN/YL	CMP SENSOR SIGNAL



CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	-	-
3	L50 20WT/TN	STOP LAMP SWITCH OUTPUT

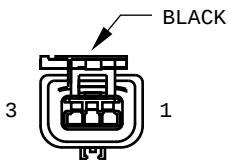


CAV	CIRCUIT	FUNCTION
1	X3 20BK/RD	HORN RELAY DRIVER
2	-	-
3	Z2 20BK/LG	GROUND
4	V37 20RD/LG	SPEED CONTROL SWITCH SIGNAL

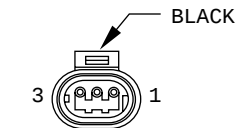


CONTROLLER ANTILOCK BRAKE

CAV	CIRCUIT	FUNCTION
1	B1 18YL/DB	RIGHT REAR WHEEL SPEED SENSOR (-)
2	B3 18LG/DB	LEFT REAR WHEEL SPEED SENSOR (-)
3	B7 18WT	RIGHT FRONT WHEEL SPEED SENSOR (+)
4	B9 18RD	LEFT FRONT WHEEL SPEED SENSOR (+)
5	-	-
6	-	-
7	-	-
8	Z7 12BK	GROUND
9	A20 12RD/DB	BATTERY
10	B4 18LG	LEFT REAR WHEEL SPEED SENSOR (+)
11	B8 18RD/DB	LEFT FRONT WHEEL SPEED SENSOR (-)
12	L50 18WT/TN	STOP LAMP SWITCH
13	-	-
14	-	-
15	-	-
16	G19 18LG/OR	YELLOW LIGHT
17	B2 18YL	RIGHT REAR WHEEL SPEED SENSOR (+)
18	B6 18WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)
19	D2 18WT/BK	BUS (-)
20	D1 18VT/BR	BUS (+)
21	-	-
22	B27 18RD/YL	TRACTION CONTROL SWITCH
23	F22 18WT/PK	IGNITION (RUN)
24	Z7 12BK	GROUND
25	A10 12RD/DG	BATTERY

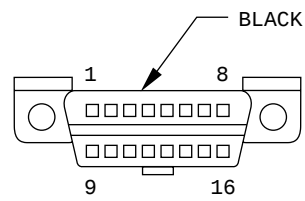


CRANKSHAFT
POSITION
SENSOR
(2.0L/2.4L)



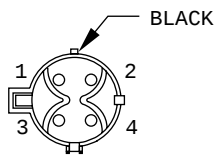
CRANKSHAFT
POSITION
SENSOR
(3.0L/3.8L)

CAV	CIRCUIT	FUNCTION
1	K7 180R	8 VOLT SUPPLY
2	K4 18BK/LB	SENSOR GROUND
3	K24 18GY/BK	CKP SENSOR SIGNAL



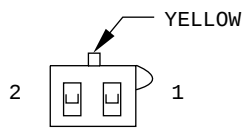
DATA LINK CONNECTOR

CAV	CIRCUIT	FUNCTION
1	-	-
2	-	-
3	D1 20VT/BR	CCD BUS(+)
4	Z2 20BK/LG	GROUND
5	Z11 20BK/WT	POWER GROUND
6	D20 20LG	SCI RECEIVE
7	D21 20PK	SCI TRANSMIT
8	-	-
9	-	-
10	-	-
11	D2 20WT/BK	CCD BUS(-)
12	-	-
13	-	-
14	D6 20PK/LB	SCI RECEIVE (EATX)
15	-	-
16	M1 20PK	FUSED B(+)



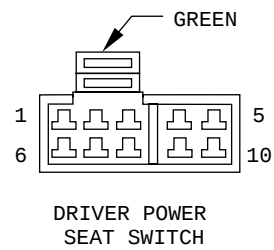
DOWNSTREAM HEATED
OXYGEN SENSOR

CAV	CIRCUIT	FUNCTION
1	Z12 20BK/TN	GROUND
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
3	K4 20BK/LB	SENSOR GROUND
4	K141 20TN/WT	DOWNSTREAM HEATED OXYGEN SENSORE SIGNAL

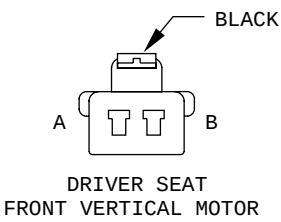


DRIVER AIRBAG
SQUIB

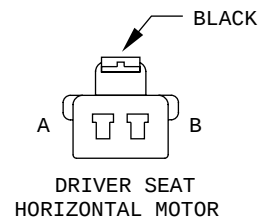
CAV	CIRCUIT	FUNCTION
1	R43 20BK/LB	DRIVER AIRBAG LINE NO.1
2	R45 20DG/LB	DRIVER AIRBAG LINE NO.2



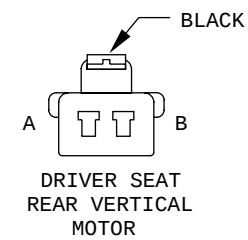
CAV	CIRCUIT	FUNCTION
1	Z1 14BK	GROUND
2	P43 14GY/LB	SEAT RECLINER (FORWARD)
3	P17 14RD/LB	SEAT HORIZONTAL (REARWARD)
4	P41 14GY/WT	SEAT RECLINER (REARWARD)
5	F35 14RD	FUSED B(+)
6	P15 14YL/LB	SEAT HORIZONTAL (FORWARD)
7	P19 14YL/LG	SEAT FRONT VERTICAL (UP)
8	P11 14YL/WT	SEAT REAR VERTICAL (UP)
9	P13 14RD/WT	SEAT REAR VERTICAL (DOWN)
10	P21 14RD/LG	SEAT FRONT VERTICAL (DOWN)



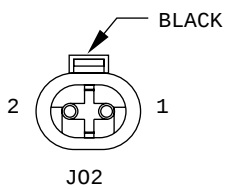
CAV	CIRCUIT	FUNCTION
A	P21 14RD/LG	SEAT FRONT VERTICAL (DOWN)
B	P19 14YL/LG	SEAT FRONT VERTICAL (UP)



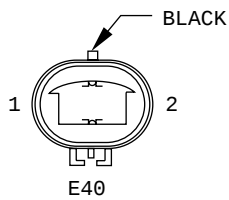
CAV	CIRCUIT	FUNCTION
A	P15 14YL/LB	SEAT HORIZONTAL (FORWARD)
B	P17 14RD/LB	SEAT HORIZONTAL (REARWARD)



CAV	CIRCUIT	FUNCTION
A	P11 14YL/WT	SEAT REAR VERTICAL (UP)
B	P13 14RD/WT	SEAT REAR VERTICAL (DOWN)

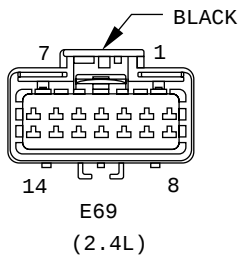


CAV	CIRCUIT
1	C23 12DG
2	Z1 12BK

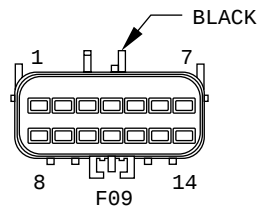


CAV	CIRCUIT
1	C23 12DG
2	Z1 12BK

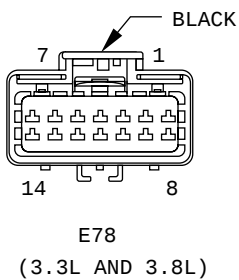
* EATX
** OTHERS



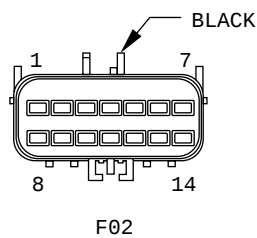
CAV	CIRCUIT
1	K11 16WT/DB
2	K12 16TN
3	K13 16YL/WT
4	K14 16LB/BR
5	K4 18BK/LB
6	F87 18WT/BK
7	K52 18PK/BK
8	K6 18VT/WT
9	C18 18DB
10	A142 18DG/OR
11	K1 18DG/RD
12	K2 18TN/BK
13	-
14	-



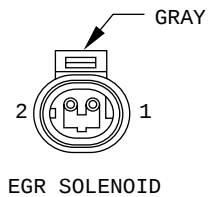
CAV	CIRCUIT
1	K11 16WT/DB
2	K12 16TN
3	K13 16YL/WT
4	K14 16LB/BR
5	K4 18BK/LB
6	F87 18WT/BK
7	K52 18PK/BK
8	K6 18VT/WT
9	C18 18DB
10	A142 16DG/OR
11	K1 18DG/RD
12	K2 18TN/BK
13	-
14	-



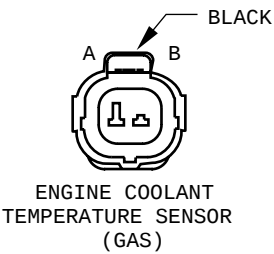
CAV	CIRCUIT
1	A142 18DG/OR
2	K6 18VT/WT
3	K11 16WT/DB
4	K12 16TN
5	K13 16YL/WT
6	K14 16LB/BR
7	K17 18DB/TN
8	K18 18RD/YL
9	K19 18GY/RD
10	K1 18DG/RD
11	K2 18TN/BK
12	K38 16GY
13	K58 16BR/DB
14	K4 18BK/LB



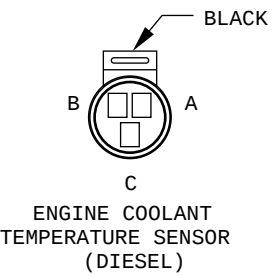
CAV	CIRCUIT
1	A142 16DG/OR
2	K6 18VT/WT
3	K11 16WT/DB
4	K12 16TN
5	K13 16YL/WT
6	K14 16LB/BR
7	K17 18DB/TN
8	K18 18RD/YL
9	K19 18GY
10	K1 18DG/RD
11	K2 18TN/BK
12	K38 16GY
13	K58 16BR/DB
14	K4 18BK/LB



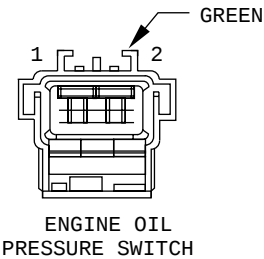
CAV	CIRCUIT	FUNCTION
1	K35 18GY/YL	EGR SOLENOID CONTROL
2	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT (RUN/START)



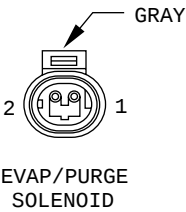
CAV	CIRCUIT	FUNCTION
A	K4 18BK/LB	SENSOR GROUND
B	K2 18TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL



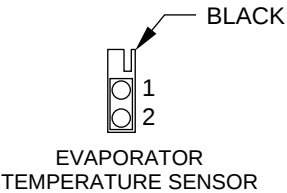
CAV	CIRCUIT	FUNCTION
A	K2 20TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL
B	K4 20K/LB	SENSOR GROUND
C	G58 20BK/YL	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL



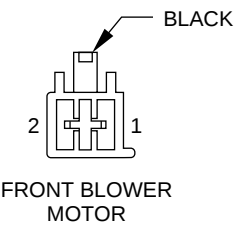
CAV	CIRCUIT	FUNCTION
1	G6 20GY	OIL PRESSURE SWITCH SENSE
2	-	-



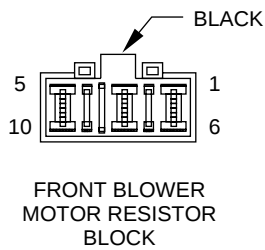
CAV	CIRCUIT	FUNCTION
1	K52 18PK/BK	EVAP SOLENOID CONTROL
2	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT (RUN/START)



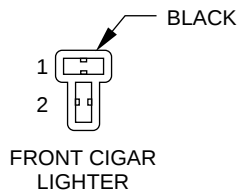
CAV	CIRCUIT	FUNCTION
1	C21 20DB/OR	EVAPORATOR TEMPERATURE SENSOR SIGNAL
2	C57 20DB/GY	SENSOR GROUND



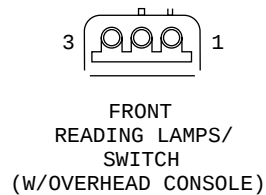
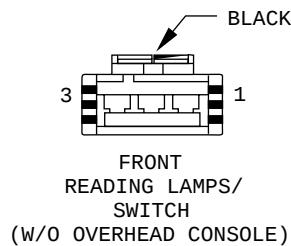
CAV	CIRCUIT	FUNCTION
1	C71 12DB	BLOWER MOTOR RELAY OUTPUT
2	C7 12BK/TN	FRONT BLOWER DRIVER (HIGH)



CAV	CIRCUIT	FUNCTION
1	C5 16LG	FRONT BLOWER MOTOR DRIVER (M1)
2	-	-
3	C6 14LB	FRONT BLOWER MOTOR DRIVER (M2)
4	-	-
5	C104 12RD/WT	FRONT BLOWER MOTOR DRIVER (M3)
6	C107 12TN/BK	FRONT BLOWER MOTOR DRIVER (HIGH)
7	-	-
8	-	-
9	-	-
10	C4 16TN	FRONT BLOWER MOTOR DRIVER (LOW)



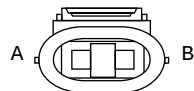
CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	F30 16RD	CIGAR AND ACCESSORY RELAY OUTPUT



CAV	CIRCUIT	FUNCTION
1	M13 20BK/YL	COURTESY LAMP RELAY OUTPUT
2	M20 20BR*	READING LAMP GROUND (W/O OVERHEAD CONSOLE)
2	F41 20PK/VT**	FUSED (B+) (W/OVERHEAD CONSOLE)
3	F41 20PK/VT*	FUSED (B+) (W/O OVERHEAD CONSOLE)
3	M20 20BR**	READING LAMP GROUND (W/OVERHEAD CONSOLE)

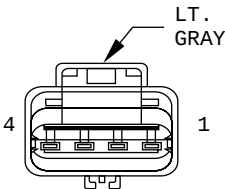
* W/O OVERHEAD CONSOLE

** W/ OVERHEAD CONSOLE



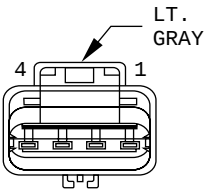
FRONT WASHER
MOTOR

CAV	CIRCUIT	FUNCTION
A	F1 20DB	IGNITION SWITCH OUTPUT (ACC/RUN)
B	V10 20BR	FRONT WASHER PUMP CONTROL SWITCH OUTPUT



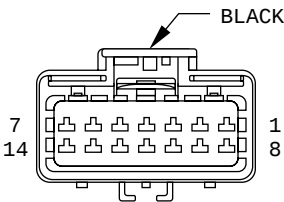
FUEL
PUMP MODULE

CAV	CIRCUIT	FUNCTION
1	Z1 14BK●	GROUND
1	Z1 16BK●●	GROUND
2	-	-
3	G4 18DB	FUEL LEVEL SENSOR SIGNAL
4	A141 16DG/WT	FUEL PUMP RELAY OUTPUT



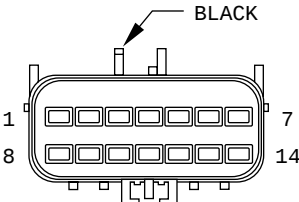
FUEL TANK

CAV	CIRCUIT	FUNCTION
1	Z1 14BK	FUEL TANK GROUND
2	L1 20VT/BK	
3	G4 18DB	FUEL GAGE
4	A141 16DG/WT	FUEL PUMP FEED



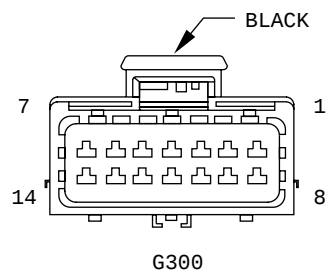
G200

CAV	CIRCUIT
1	Z2 20BK/LG
2	Z2 20BK/LG
3	Z2 20BK/LG
4	-
5	Z2 18BK/LG
6	Z1 20BK
7	Z1 20BK
8	-
9	Z1 20BK
10	Z1 16BK
11	Z2 20BK/LG
12	-
13	Z1 18BK
14	Z1 20BK

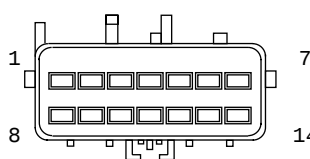


CAV	CIRCUIT
1	Z2 BUS BAR
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

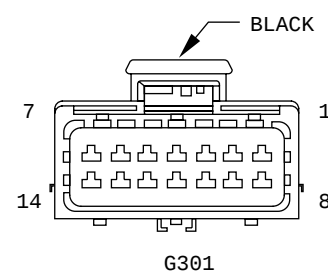
- 3.3L & 3.8L
- 2.0L & 2.4L



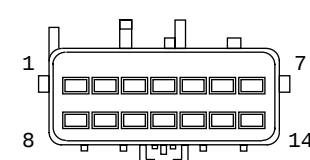
CAV	CIRCUIT
1	Z1 20BK*
1	Z1 20BK**
1	Z1 20BK**
2	Z1 12BK
3	Z12 20BK/TN**
4	-
5	Z1 12BK
6	Z1 20BK
6	Z1 18BK
7	Z1 14BK/TN*
7	Z1 12BK**
8	Z1 14BK**
9	Z1 20BK
9	Z1 20BK
10	Z1 12BK
11	Z1 18BK
12	Z1 14BK
13	-
14	Z1 20BK
14	Z1 18BK



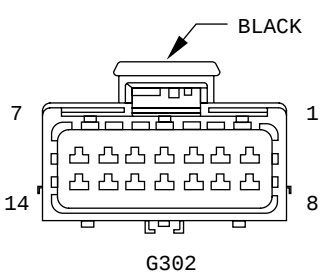
CAV	CIRCUIT
1	Z1 BUS BAR
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	



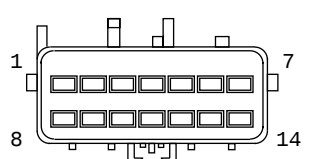
CAV	CIRCUIT
1	Z1 18BK**
1	Z11 20BK/WT*
2	Z2 20BK/LG
3	Z2 20BK/LG
3	Z2 20BK/LG*
4	-
5	Z2 20BK/LG**
5	Z1 18BK*
6	Z1 18BK
7	Z1 20BK
8	Z1 18BK
9	Z1 20BK
10	Z1 18BK
11	-
12	Z1 18BK
13	Z1 18BK
14	Z1 20BK



CAV	CIRCUIT
1	Z1 BUS BAR
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

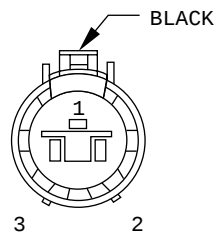


CAV	CIRCUIT
1	-
2	-
3	Z1 20BK
4	-
5	Z1 14BK
6	-
7	-
8	Z1 18BK
9	Z1 20BK
10	Z1 12BK
11	Z1 16BK
12	Z1 18BK**
13	-
14	Z1 18BK



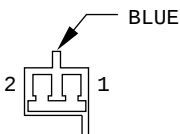
CAV	CIRCUIT
1	Z1 BUS BAR
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

* DIESEL
** GAS



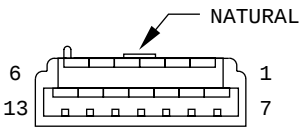
GENERATOR

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	ASD RELAY OUTPUT
2	K20 18DG	GENERATOR FIELD DRIVER
3	-	-



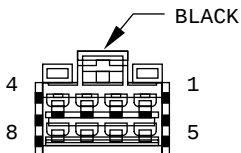
GLOVE BOX LAMP

CAV	CIRCUIT	FUNCTION
1	F41 20PK/VT	FUSED B(+)
2	M20 20BR	READING LAMP GROUND



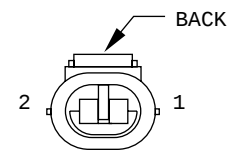
HEADLAMP SWITCH - C1

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L44 20VT/RD	RIGHT LOW BEAM HEADLAMP
3	M112 22BR/LG	COURTESY LAMP RELAY DRIVER
4	M32 22BK/LB	COURTESY LAMP SWITCH SENSE
5	E17 20YL/BK	STEP DIM SWITCH SIGNAL
	E17 20YL/BK	STEP DIM SWITCH SIGNAL
6	Z1 20BK	GROUND
7	-	-
8	L13 20BK/YL	HEADLAMP ADJUST SIGNAL
9	M111 22BR/WT	COURTESY LAMP RELAY CONTROL
10	M13 20BK/YL	COURTESY LAMP RELAY OUTPUT
11	M113 20LB/PK	COURTESY LAMP RELAY OUTPUT
12	E92 220R/BK	DIMMER SWITCH SIGNAL
13	-	-



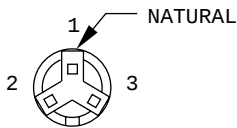
HEADLAMP SWITCH - C2

CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMPS DRIVER
2	Z1 18BK	GROUND
3	L307 22LG/OR	HEADLAMP SWITCH OUTPUT
4	-	-
5	L77 20BR/YL	FUSED LOW BEAM RELAY OUTPUT
6	L39 18LB	FOG LAMPS DRIVER
7	L36 20LG	REAR LAMPS DRIVER
8	L308 22LG/WT	PARK LAMP SWITCH OUTPUT



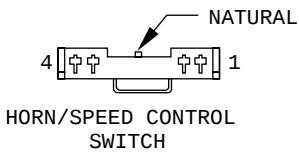
HIGH NOTE HORN

CAV	CIRCUIT	FUNCTION
1	X2 18DG/RD	HORN RELAY OUTPUT
2	Z1 18BK	GROUND



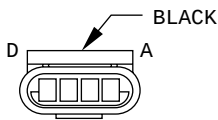
HOOD AJAR SWITCH

CAV	CIRCUIT	FUNCTION
1	G70 18BR/TN	HOOD AJAR SWITCH SENSE
2	Z1 18BK	GROUND
3	M100 18PK/BK	UNDERHOOD LAMP DRIVER



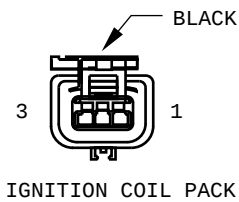
HORN/SPEED CONTROL SWITCH

CAV	CIRCUIT	FUNCTION
1	X3 20BK/RD	HORN RELAY DRIVER
2	-	-
3	Z2 20BK/LG	GROUND
4	V37 20RD/LG	SPEED CONTROL SWITCH SIGNAL

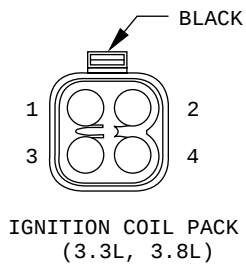


IDLE AIR CONTROL MOTOR

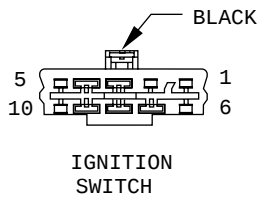
CAV	CIRCUIT	FUNCTION
A	K59 18VT/BK	IAC MOTOR NO.4 DRIVER
B	K40 18BR/WT	IAC MOTOR NO.3 DRIVER
C	K60 18YL/BK	IAC MOTOR NO.2 DRIVER
D	K39 18GY/RD	IAC MOTOR NO.1 DRIVER



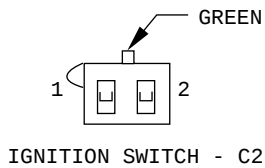
CAV	CIRCUIT	FUNCTION
1	K17 18DB/TN	NO. 2 IGNITION COIL DRIVER
2	A142 16DG/OR	ASD RELAY OUTPUT
3	K19 18GY	NO. 1 IGNITION COIL DRIVER



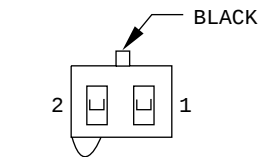
CAV	CIRCUIT	FUNCTION
1	K18 18RD/YL	IGNITION COIL DRIVER CYL. NO. 3, 6
2	K19 18GY	IGNITION COIL DRIVER CYL. NO. 1, 4
3	A142 16DG/OR	ASD RELAY OUTPUT
4	K17 18DB/TN	IGNITION COIL DRIVER CYL. NO. 2, 5



CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
3	A2 12PK/BK	FUSED B(+)
4	A22 12BK/OR	IGNITION SWITCH OUTPUT (RUN)
5	-	-
6	-	-
7	A1 12RD	FUSED B(+)
8	A31 12BK/WT	IGNITION SWITCH OUTPUT (ACC/RUN)
9	A21 12DB	IGNITION SWITCH OUTPUT (RUN/START)
10	A41 12YL	IGNITION SWITCH OUTPUT (START)

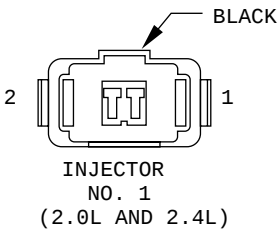


CAV	CIRCUIT	FUNCTION
1	G26 20LB	KEY-IN SWITCH SENSE
2	Z1 20BK	GROUND



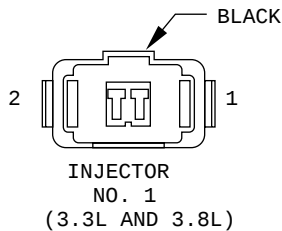
IGNITION SWITCH - C3

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	A81 20DG/RD	IGNITION SWITCH OUTPUT (OFF/RUN/START)



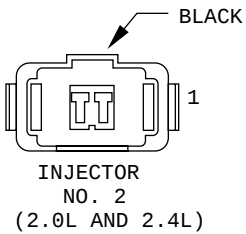
INJECTOR
NO. 1
(2.0L AND 2.4L)

CAV	CIRCUIT	FUNCTION
1	K11 16WT/DB	INJECTOR NO. 1 DRIVER
2	A142 18DG/OR	ASD RELAY OUTPUT



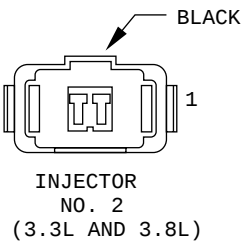
INJECTOR
NO. 1
(3.3L AND 3.8L)

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	ASD RELAY OUTPUT
2	K11 16WT/DB	INJECTOR NO. 1 DRIVER



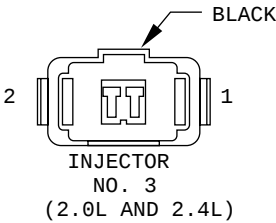
INJECTOR
NO. 2
(2.0L AND 2.4L)

CAV	CIRCUIT	FUNCTION
1	K12 16TN	INJECTOR NO. 2 DRIVER
2	A142 18DG/OR	ASD RELAY OUTPUT

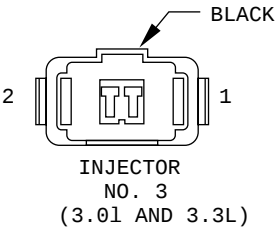


INJECTOR
NO. 2
(3.3L AND 3.8L)

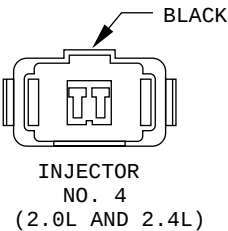
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	ASD RELAY OUTPUT
2	K12 16TN	INJECTOR NO. 2 DRIVER



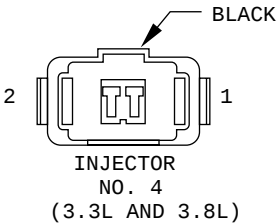
CAV	CIRCUIT	FUNCTION
1	K13 16YL/WT	INJECTOR NO. 3 DRIVER
2	A142 18DG/OR	ASD RELAY OUTPUT



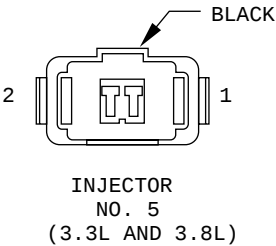
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	ASD RELAY OUTPUT
2	K13 16YL/WT	INJECTOR NO. 3 DRIVER



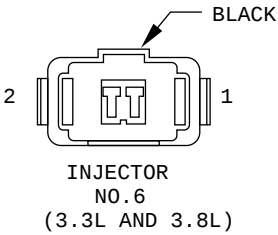
CAV	CIRCUIT	FUNCTION
1	K14 16LB/BR	INJECTOR NO. 2 DRIVER
2	A142 18DG/OR	ASD RELAY OUTPUT



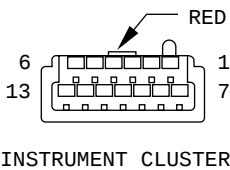
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	ASD RELAY OUTPUT
2	K14 16LB/BR	INJECTOR NO. 4 DRIVER



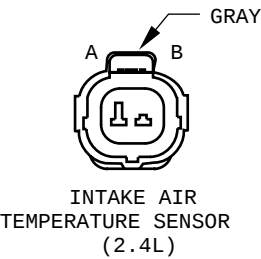
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	ASD RELAY OUTPUT
2	K38 16GY	INJECTOR NO. 5 DRIVER



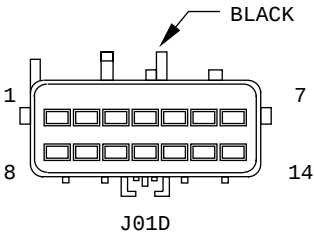
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	ASD RELAY OUTPUT
2	K58 16BR/DB	INJECTOR NO. 6 DRIVER



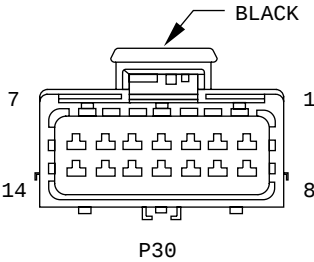
CAV	CIRCUIT	FUNCTION
1	-	-
2	M1 20PK	FUSED B(+)
3	-	-
4	-	-
5	-	-
6	E2 200R	PANEL LAMPS DRIVER
7	Z2 20BK/LG	GROUND
8	-	-
9	D2 20WT/BK	CCD BUS (-)
10	D1 20VT/BR	CCD BUS (+)
11	F11 20RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/RUN/START)
12	-	-
13	Z1 20BK	GROUND



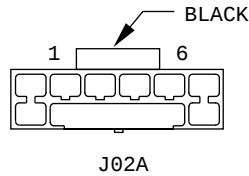
CAV	CIRCUIT	FUNCTION
A	K4 18BK/LB	SENSOR GROUND
B	K21 18BK/RD	IAT SENSOR SIGNAL



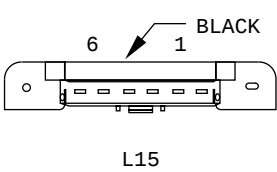
CAV	CIRCUIT
1	C26 20PK/DB
2	C57 20DB/GY
3	C32 20GY/DB**
4	C33 20DB/RD
5	C34 20DB/WT
6	C35 20DG/YL
7	C36 20RD/WT
8	C37 20YL
9	C61 20DB*
10	C62 20DB/PK*
11	C102 20LG*
12	C21 20DB/OR**
13	-
14	-



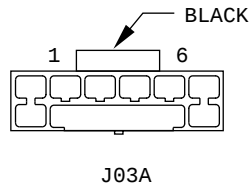
CAV	CIRCUIT
1	C26 22PK/DB
2	C57 22DB/GY
3	C32 22GY/DB**
4	C33 22DB/RD
5	C34 22DB/WT
6	C35 22DG/YL
7	C36 22RD/WT
8	C37 22YL
9	C61 22DB*
10	C62 22DB/PK*
11	C102 22LG*
12	C21 22DB/OR**
13	-
14	-



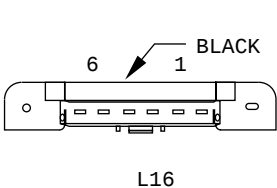
CAV	CIRCUIT
1	Z1 12BK
2	L50 20WT/TN
3	M11 20PK/LB
4	F133 20BR/LB
5	F136 20VT/YL
6	L77 20BR/YL



CAV	CIRCUIT
1	Z1 12BK
2	L50 20WT/TN
3	M11 20PK/LB
4	F133 20BR/LB
5	F136 20VT/YL
6	L77 20BR/YL



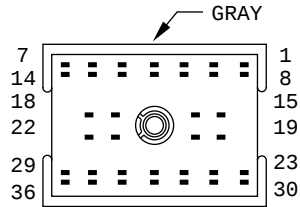
CAV	CIRCUIT
1	C15 12BK/WT
2	V13 18BR/LG
3	V23 18BR/PK
4	G78 18TN/BK
5	-
6	P98 20WT/RD



CAV	CIRCUIT
1	C15 12BK/WT
2	V13 18BR/LG
3	V23 18BR/PK
4	G78 18TN/BK
5	-
6	P98 20WT/RD

* WITH DUAL A/C
** WITH A/C

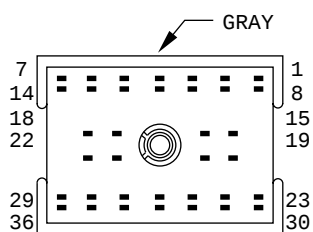
* W/ REAR A/C



JUNCTION BLOCK - C1

CAV	CIRCUIT	FUNCTION
1	V23 18BR/PK	FUSED IGNITION SWITCH OUTPUT
2	C15 12BK/WT*	REAR WINDOW DEFROSTER
2	A2 12PK/BK**	BATTERY FEED TO IGNITION SWITCH
	A4 12BK/RD**	FUSED REAR WINDOW DEFOGGER RELAY OUTPUT
3	-	-
4	A2 12PK/BK*	BATTERY FEED TO IGNITION SWITCH
4	E2 200R**	PANEL LAMPS DRIVER
5	-	-
6	A4 12BK/RD*	FUSED REAR WINDOW DEFOGGER RELAY
6	C15 12BK/WT**	REAR WINDOW DEFOGGER
7	-	-
8	E2 200R*	PANEL LAMPS DRIVER
8	E2 200R*	PANEL LAMPS DRIVER
9	E2 200R	PANEL LAMPS DRIVER
10	L7 12RD	PARK LAMP FEED -
11	-	-
12	-	-
13	P171 20YL/RD	POWER MIRROR FOLD RELAY
14	-	-
15	-	-
16	L78 18DG/YL	FUSED PARK LAMP RELAY OUTPUT
16	L78 20DG/YL	FUSED PARK LAMP RELAY OUTPUT
17	-	-
18	-	-
19	F87 18WT/BK	IGNITION SWITCH OUTPUT (RUN/START)
20	F22 18WT/RD*	ACCESSORY FEED
20	F22 18WT/PK**	ACCESSORY FEED
21	-	-
22	X1 16DG/RD	NBS RELAY OUTPUT
23	-	-
24	F11 20RD/WT*	FUSED IGNITION (OFF)
25	-	-
26	F39 18PK/LG	FUSED B(+)
26	F39 18PK/LG	FUSED B(+)
27	F131 20BK/PK	FUSED LEFT DOOR UNLOCK
28	-	-
29	M1 20PK	FUSED B (+)
29	M1 20PK*	FUSED B (+)
30	-	-
31	-	-
32	F136 20VT/YL	FUSED DOOR UNLOCK
32	F136 20VT/YL	FUSED DOOR UNLOCK
33	Z1 14BK	GROUND
34	F134 20VT/WT	FUSED DOOR UNLOCK
34	F134 20VT/WT	FUSED DOOR UNLOCK
35	A2 12PK/BK	BATTERY FEED TO IGNITION SWITCH
36	P174 20VT/WT	POWER MIRROR UNFOLD RELAY

* GAS
** DIESEL

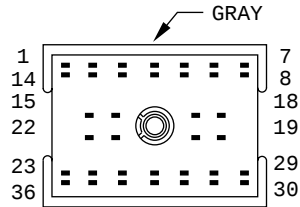


JUNCTION BLOCK - C2

CAV	CIRCUIT	FUNCTION
1	G9 20GY/BK	BRAKE WARNING LAMP
2	-	-
3	F20 20WT**	FUSED B(+)
3	F20 18WT*	FUSED B(+)
4	-	-
5	X3 20BK	HORN RELAY CONTROL
6	M11 20PK/LB	COURTESY LAMP RELAY OUTPUT
7	L62 18BR/RD	RIGHT REAR TURN SIGNAL
	L62 18BR/RD	RIGHT REAR TURN SIGNAL -
8	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
9	F1 20DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
9	F1 20DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
10	L61 18LG	LEFT FRONT TURN SIGNAL
11	F20 20WT	FUSED B (+)
11	F20 20WT	FUSED B (+)
12	L63 18DG/RD	LEFT REAR STOP/TURN SIGNAL LAMP
	L63 18DG/RD	LEFT REAR STOP/TURN SIGNAL LAMP
13	F41 20PK/VT	FUSED INTERIOR LAMPS FEED
14	F41 20PK/VT	FUSED INTERIOR LAMPS FEED
14	F41 20PK/VT	FUSED INTERIOR LAMPS FEED
15	L77 20BR/YL	FUSED PARK LAMP RELAY OUTPUT
15	L77 20BR/YL	FUSED PARK LAMP RELAY OUTPUT
16	F1 20DB	FEED FOR WIPERS
17	F55 12TN/DG	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
18	F45 20YL/RD	FUSED IGNITION SWITCH OUTPUT (START)
19	L77 18BR/YL	FUSED PARK LAMP RELAY OUTPUT
	L77 20BR/YL	FUSED PARK LAMP RELAY OUTPUT
20	C40 12BR/WT*	IGNITION FEED
21	F55 12TN/DG	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
22	-	-
23	F132 20BR/WT	FUSED DOOR LOCK
	F132 20BR/WT	FUSED DOOR LOCK
24	L9 18BK/WT	FUSED HAZARD FLASHER FEED
25	F133 20BR/LB	FUSED DOOR LOCK
25	F133 20BR/LB	FUSED DOOR LOCK
26	L97 20PK/DB**	TAIL LIGHT RELAY COIL B(-)
	L97 18PK/DB*	TAIL LIGHT RELAY COIL B(-)
27	F21 16TN	FUSED POWER WINDOW RELAY
28	V10 20BR	WASHER PUMP SWITCH CONTROL OUTPUT
29	M11 20PK/LB	SWITCH COURTESY LAMP FEED
29	M11 20PK/LB	SWITCHED COURTESY LAMP FEED
30	-	-
31	-	-
32	F133 20BR/LB**	FUSED DOOR LOCK
	F133 20BR/YL*	FUSED DOOR LOCK
33	A22 12BK/OR	IGNITION SWITCH FEED (RUN)
34	M113 20LB/PK	DOMELAMP FEED
35	-	-
36	L60 18TN	RIGHT FRONT TURN SIGNAL

* GAS

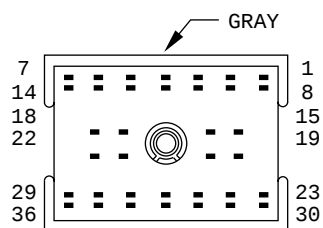
** DIESEL



JUNCTION BLOCK - C3

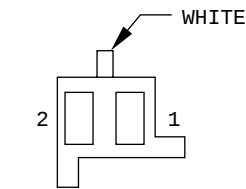
CAV	CIRCUIT	FUNCTION
1	-	-
2	-	-
3	-	-
4	A22 12BK/OR	IGNITION SWITCH FEED (RUN)
5	X3 20BK/RD	HORN RELAY CONTROL
6	-	-
7	M11 20PK/LB	SWITCHED COURTESY LAMP FEED
8	P160 20LB	POWER FOLDING MIRROR
	P160 20LB	POWER FOLDING MIRROR
9	X12 18RD/WT	FUSED IGNITION SWITCH-OUTPUT (ACC/RUN)
10	M112 22BR/LG	COURTESY LAMP RELAY SIGNAL FROM B.C.
11	-	-
12	-	-
13	V10 20BR	FRONT WASHER MOTOR DRIVER
14	-	-
15	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
15	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
16	-	-
17	L63 18DG/RD	LEFT REAR TURN SIGNAL
18	F41 20PK/VT	FUSED B (+)
19	G9 20GY/BK	BRAKE WARNING LAMP SWITCH PROP VALVE (SERVICE BRAKES)
20	-	-
21	-	-
22	F41 20PK/VT	FUSED B(+)
23	-	-
24	-	-
25	L93 22RD/YL	HIGH/LOW BEAM RELAY CONTROL
26	L305 22LB/WT	LEFT TURN SELECT
27	M113 20LB/PK	COURTESY LAMP RELAY OUTPUT
28	A41 12YL	IGNITION SWITCH OUTPUT (START)
29	L62 18BR/RD	RIGHT REAR TURN SIGNAL
30	-	-
31	A31 12BK/WT	IGNITION SWITCH OUTPUT (ACC/RUN)
32	L91 22DB/PK	COMBINATION FLASHER SWITCHED GROUND
33	-	-
34	M111 22BR/WT	COURTESY LAMP RELAY CONTROL
35	-	-
36	L302 22LB/YL	LEFT TURN SIGNAL SENSE

* W/MEMORY MIRRORS



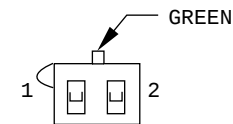
JUNCTION BLOCK - C4

CAV	CIRCUIT	FUNCTION
1	V23 18BR/PK	IGNITION FEED TO REAR WIPER
1	V23 18BR/PK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
2	-	-
3	A81 20DG/RD	IGNITION FEED FOR PRNDL
4	-	-
5	-	-
6	A2 12PK/BK	FUSED BUS (+)
7	-	-
8	E2 180R	PANEL LAMPS DRIVER
8	E2 200R	PANEL LAMPS DRIVER
9	F11 20RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/RUN/START)
10	-	-
11	Z1 18BK	GROUND
11	Z2 20BK/LG	GROUND
12	-	-
13	P159 20DG	POWER MIRROR UNFOLD
	P159 20DG	POWER MIRROR UNFOLD
14	-	-
15	E2 200R	-
15	E2 200R	-
16	E2 220R	PANEL LAMPS DRIVER
17	M1 20PK	PANEL LAMPS DRIVER
17	M1 20PK	FUSED B (+)
18	M1 20PK	FUSED B (+)
18	M1 20PK	FUSED B (+)
19	E20 180R	-
20	E2 200R	PANEL LAMPS DRIVER
20	E2 200R	PANEL LAMPS DRIVER
21	M1 22PK	FUSED B (+)
22	M1 22PK	FUSED B (+)
23	E2 220R	PANEL LAMPS DRIVER
24	-	-
25	Z1 20BK	GROUND
	Z1 20BK	GROUND
26	Z2 20BK/LG	GROUND
26	Z1 20BK	GROUND
27	Z1 20BK	GROUND
27	Z1 20BK	GROUND
28	X60 20DG/RD	NBS RELAY DRIVER
29	C16 20LB/YL	HEATED MIRROR FEED
29	C16 20LB/YL	HEATED MIRROR FEED
30	C14 22WT/RD	IGNITION (RUN/START)
31	A21 12DB	IGNITION SWITCH OUTPUT (RUN/START)
32	Z1 20BK	GROUND
32	Z1 20BK	GROUND
33	-	-
34	-	-
35	-	-
36	Z1 20BK	GROUND
36	Z1 18BK	GROUND



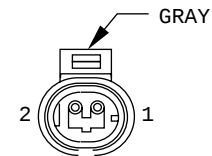
KEY-IN HALO LAMP

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	WINDSHIELD WIPER & LOW WASHER FLUID SENSOR GROUND
2	M11 20PK/LB	SWITCHED COURTESY LAMP FEED



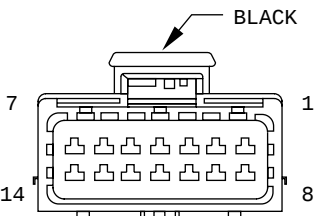
KEY-IN
SWITCH

CAV	CIRCUIT	FUNCTION
1	G26 20LB	KEY-IN SWITCH SENSE
2	Z1 20BK	GROUND



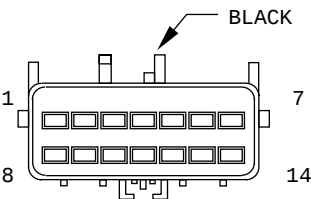
KNOCK SENSOR
(GAS)

CAV	CIRCUIT	FUNCTION
1	K42 18DB/LG	KNOCK SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND

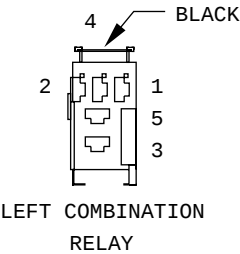


L11

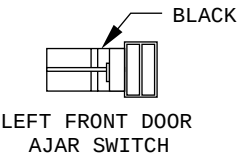
CAV	CIRCUIT
1	Z1 12BK
2	Z1 20BK
3	Z1 20BK
4	-
5	Z1 12BK
6	Z1 18BK
7	Z1 20BK
8	Z1 20BK
9	Z2 20BK/LG
10	-
11	Z1 20BK
12	-
13	-
14	-



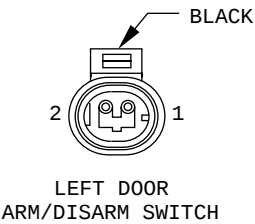
CAV	CIRCUIT
1	Z1 BUS BAR
2	
3	
4	
5	
6	
7	
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9	
10	
11	
12	
13	
14	



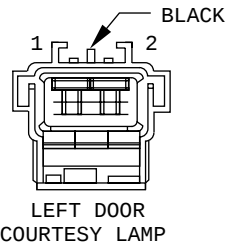
CAV	CIRCUIT	FUNCTION
1	L63 18DG/RD	LEFT REAR TURN SIGNAL
2	Z1 18BK Z1 18BK	GROUND
3	L50 18WT/TN L50 18WT/TN	STOP LAMP SWITCH OUTPUT RIGHT COMBINATION RELAY OUTPUT
4	L615 18OR	LEFT COMBINATION RELAY OUTPUT
5	-	-



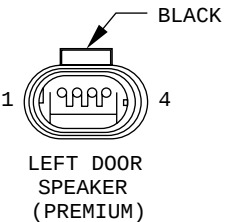
CAV	CIRCUIT	FUNCTION
1	G75 18TN	LEFT FRONT DOOR AJAR SWITCH SENSE



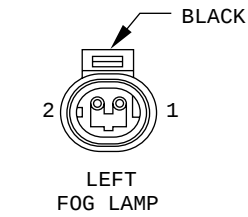
CAV	CIRCUIT	FUNCTION
1	Z2 20BK/LG	GROUND
2	P97 20WT/DG	LEFT FRONT DOOR MUX SIGNAL



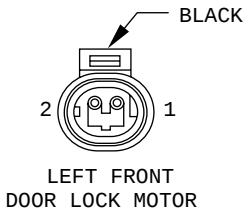
CAV	CIRCUIT	FUNCTION
1	M11 18PK/LB	COURTESY LAMP RELAY OUTPUT
2	Z1 20BK	GROUND



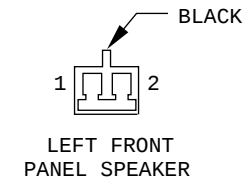
CAV	CIRCUIT	FUNCTION
1	X15 16BK/DG	AMPLIFIER GROUND
2	X55 20BR/RD	LEFT FRONT (-)
3	X53 20DG	LEFT FRONT (+)
4	X13 16RD/DG	AMPLIFIER SWITCHED B (+)



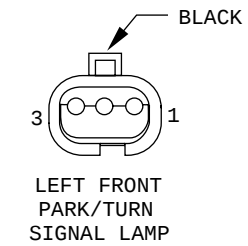
CAV	CIRCUIT	FUNCTION
1	L39 20LB	FUSED LOW BEAM RELAY OUTPUT
2	F39 18PK/LG	FOG LAMPS DRIVER



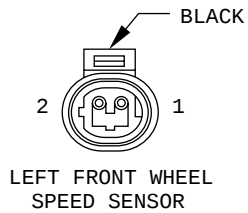
CAV	CIRCUIT	FUNCTION
1	F131 20BK/PK	FUSED LEFT DOOR UNLOCK RELAY OUTPUT
2	F132 20BR/WT	FUSED DOOR LOCK RELAY OUTPUT



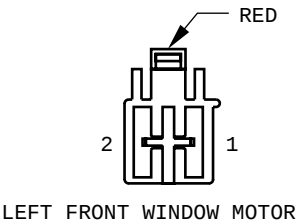
CAV	CIRCUIT	FUNCTION
1	X53 20DG	LEFT FRONT (+)
2	X55 20BR/RD	LEFT FRONT (-)



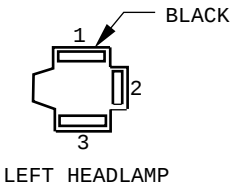
CAV	CIRCUIT	FUNCTION
1	L77 18BR/YL	LEFT TURN SIGNAL
2	Z1 18BK	GROUND
3	L61 18LG	FUSED PARK LAMP RELAY OUTPUT



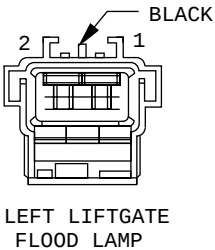
CAV	CIRCUIT	FUNCTION
1	B8 18RD/DB	LEFT FRONT WHEEL SPEED SENSOR (-)
2	B9 18RD	LEFT FRONT WHEEL SPEED SENSOR (+)



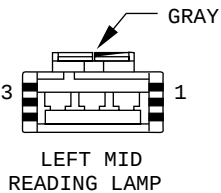
CAV	CIRCUIT	FUNCTION
1	Q11 16LG	LEFT FRONT WINDOW (UP)
2	Q21 16WT	LEFT FRONT WINDOW (DOWN)



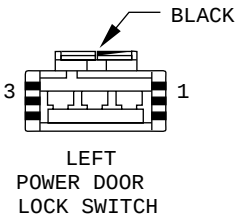
CAV	CIRCUIT	FUNCTION
1	L33 20RD	FUSED HIGH BEAM RELAY OUTPUT
2	L43 20VT	FUSED LOW BEAM RELAY OUTPUT
3	Z1 20BK	GROUND



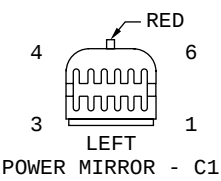
CAV	CIRCUIT	FUNCTION
1	M11 20PK/LB	COURTESY LAMP RELAY OUTPUT
	M11 20PK/LB	COURTESY LAMP RELAY OUTPUT
2	Z1 20BK	GROUND



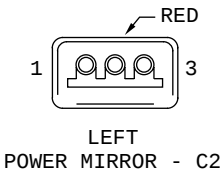
CAV	CIRCUIT	FUNCTION
1	M113 20LB/PK	COURTESY LAMP RELAY OUTPUT
2	M20 20BR	COURTESY LAMP GROUND
3	F41 20PK/VT	FUSED B (+)



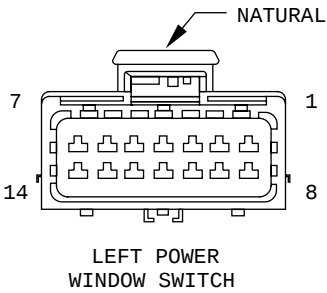
CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMPS DRIVER
	E2 200R	
2	P97 20WT/DG	LEFT FRONT DOOR MUX SIGNAL
	P97 20WT/DG	
3	Z2 20BK/LG	GROUND
	Z2 20BK/LG	



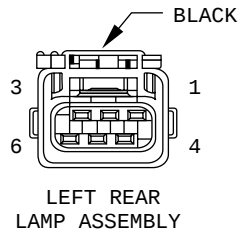
CAV	CIRCUIT	FUNCTION
1	P75 20DB/WT	MIRROR SWITCH OUTPUT (HORIZONTAL)
2	P71 20YL	MIRROR SWITCH OUTPUT (VERTICAL)
3	P73 20YL/PK	MIRROR SWITCH COMMON
4	C16 20LB/YL	FUSED B (+)
5	Z1 20BK	GROUND
6	-	-



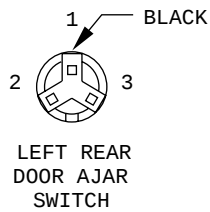
CAV	CIRCUIT	FUNCTION
1	P64 20YL/OR	LEFT MIRROR POSITION (HORIZONTAL)
2	P69 20WT/RD	LEFT MIRROR POSITION COMMON
3	P65 20DB/YL	LEFT MIRROR POSITION (VERTICAL)



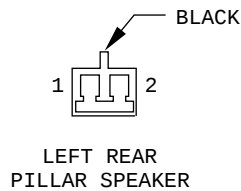
CAV	CIRCUIT	FUNCTION
1	Q24 18DG	RIGHT REAR VENT WINDOW (OPEN)
2	Q26 14VT/WT	RIGHT FRONT WINDOW (DOWN)
3	Q13 18DB	LEFT REAR VENT WINDOW (CLOSE)
4	Q16 14BR/WT	RIGHT FRONT WINDOW (UP)
5	Q14 18GY	RIGHT REAR VENT WINDOW (CLOSE)
6	Q21 16WT	LEFT FRONT WINDOW (DOWN)
7	Q23 18RD/WT	LEFT REAR VENT WINDOW (OPEN)
8	Q11 16LG	LEFT FRONT WINDOW (UP)
9	F55 14TN/DG	FUSED IGNITION SWITCH OUTPUT (RUN/ACC)
10	-	-
11	F21 16TN	FUSED IGNITION SWITCH OUTPUT (RUN/ACC)
12	-	-
13	Z1 12BK	GROUND
14	E2 200R	PANEL LAMPS DRIVER



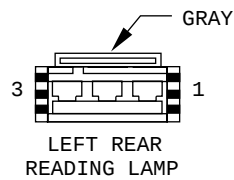
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L36 20LG	REAR FOG LAMP SWITCH OUTPUT
3	L77 18BR/YL	FUSED PARK LAMP RELAY OUTPUT
4	L1 20VT/BK	BACK-UP LAMP SWITCH OUTPUT
5	L63 18DG/RD	LEFT REAR TURN SIGNAL
6	L50 18WT/TN	STOP LAMP SWITCH OUTPUT



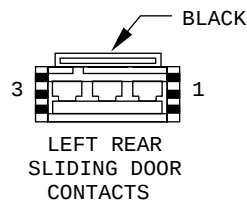
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	G77 18TN/OR	LEFT REAR DOOR AJAR SWITCH SENSE
3	-	-



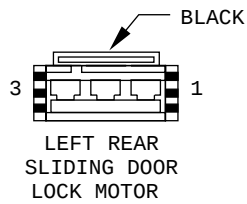
CAV	CIRCUIT	FUNCTION
1	X57 20BR/LB	LEFT REAR PILLAR (-)
2	X51 20BR/YL	LEFT REAR PILLAR (+)



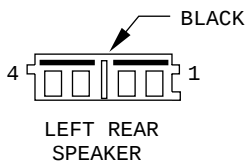
CAV	CIRCUIT	FUNCTION
1	M113 20LB/PK	COURTESY LAMP RELAY OUTPUT
2	M20 20BR	READING LAMP GROUND
3	F41 20PK/VT	FUSED B (+)



CAV	CIRCUIT	FUNCTION
1	F133 20BR/YL *	FUSED DOOR LOCK RELAY OUTPUT
1	F133 20BR/LB **	FUSED DOOR LOCK RELAY OUTPUT
2	-	-
3	F136 20VT/YL	FUSED DOOR UNLOCK RELAY OUTPUT

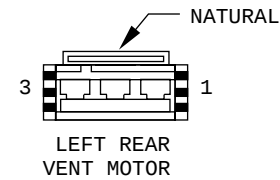


CAV	CIRCUIT	FUNCTION
1	F133 20PK/WT	FUSED DOOR LOCK RELAY OUTPUT
2	-	-
3	F136 20 VT/YL	FUSED DOOR UNLOCK RELAY OUTPUT

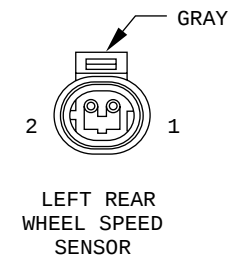


CAV	CIRCUIT	FUNCTION
1	X15 16BK/DG	AMPLIFIER (-)
2	X57 20BR/LB+	LEFT REAR (-)
	X57 20BR/LB	LEFT REAR (-)
3	X51 20BR/YL	LEFT REAR (+)
	X51 20BR/YL+	LEFT REAR (+)
4	X13 16RD/DG	AMPLIFIER (+)

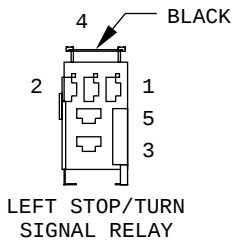
+ PREMIUM SYSTEM ONLY
* GAS
** DIESEL



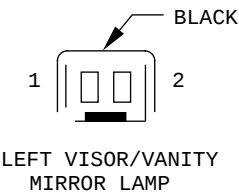
CAV	CIRCUIT	FUNCTION
1		
2	Q13 18DB	LEFT REAR VENT MOTOR (CLOSE)
3	Q23 18RD/WT	LEFT REAR VENT MOTOR (OPEN)



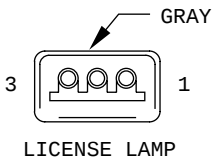
CAV	CIRCUIT	FUNCTION
1	B3 18LG/DB	LEFT REAR WHEEL SPEED SENSOR (-)
2	B4 18LG	LEFT REAR WHEEL SPEED SENSOR (+)



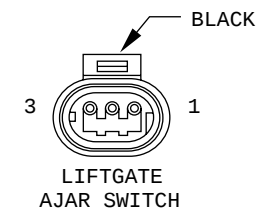
CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
	L50 18WT/TN	
2	Z1 20BK	GROUND
	Z1 20BK	
3	L73 18YL	LEFT STOP/TURN SIGNAL OUTPUT
4	L63 18DG/RD	LEFT REAR TURN SIGNAL
	L63 18DG/RD	
5	L615 18OR	LEFT COMBINATION RELAY OUTPUT



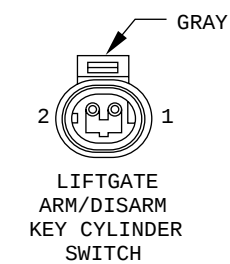
CAV	CIRCUIT	FUNCTION
A	M20 20BR	READING LAMP GROUND
B	F41 20PK/VT	FUSED B (+)



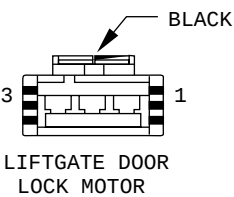
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L77 20BR/YL	PARK LAMP RELAY OUTPUT
3	-	-



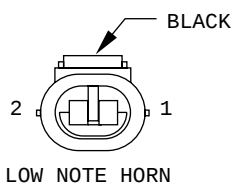
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	-	-
3	G78 18TN/BK	LIFTGATE AJAR SWITCH SENSE



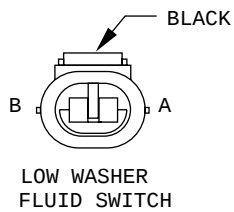
CAV	CIRCUIT	FUNCTION
1	Z2 20BK/LG	GROUND
2	P98 20WT/RD	LIFTGATE SIGNAL



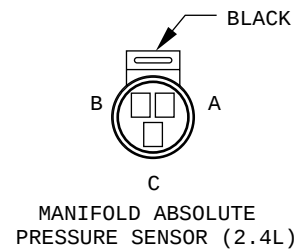
CAV	CIRCUIT	FUNCTION
1	F133 20BR/LB	UNLOCK RELAY OUTPUT
2	-	-
3	F136 20VT/YL	LOCK RELAY OUTPUT



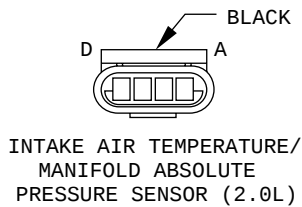
CAV	CIRCUIT	FUNCTION
1	X2 18DG/RD	HORN RELAY OUTPUT
2	Z1 18BK	GROUND



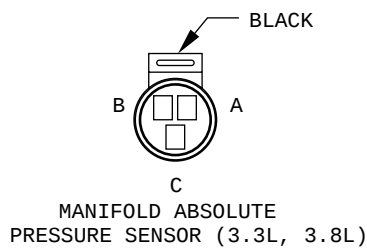
CAV	CIRCUIT	FUNCTION
A	Z1 20BK	GROUND
B	G29 20BK/TN	WASHER FLUID SWITCH SENSE



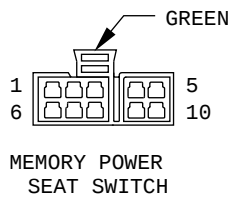
CAV	CIRCUIT	FUNCTION
A	K4 18BK/LB	SENSOR GROUND
B	K6 18VT/WT	5 VOLT SUPPLY
C	K1 18DG/RD	MAP SENSOR SIGNAL



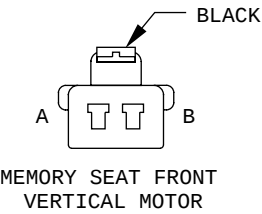
CAV	CIRCUIT	FUNCTION
A	K4 18BK/LB	SENSOR GROUND
B	K21 18BK/RD	CHARGE TEMPERATURE SIGNAL
C	K6 18VT/WT	5 VOLT SUPPLY
D	K1 18DG/RD	MAP SENSOR SIGNAL



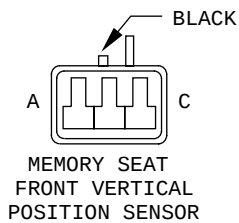
CAV	CIRCUIT	FUNCTION
A	K4 18BK/LB	SENSOR GROUND
B	K6 18VT/WT	5 VOLT SUPPLY
C	K1 18DG/RD	MAP SENSOR SIGNAL



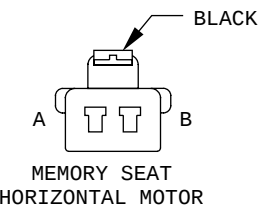
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	P40 22GY/LB	SEAT RECLINER (FORWARD)
3	P17 22RD/LB	SEAT HORIZONTAL (REARWARD)
4	P48 22GY/WT	SEAT RECLINER (REARWARD)
5	P9 20RD	FUSED B (+)
6	P15 22YL/LB	SEAT HORIZONTAL (FORWARD)
7	P19 22YL/LG	SEAT FRONT VERTICAL (UP)
8	P11 22YL/WT	SEAT REAR VERTICAL (UP)
9	P13 22RD/WT	SEAT REAR VERTICAL (DOWN)
10	P21 22RD/LG	SEAT FRONT VERTICAL (DOWN)



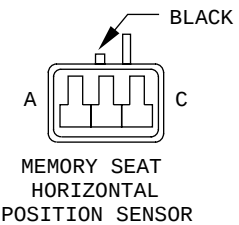
CAV	CIRCUIT	FUNCTION
A	P121 14RD/LG	SEAT FRONT VERTICAL (DOWN)
B	P119 14YL/LG	SEAT FRONT VERTICAL (UP)



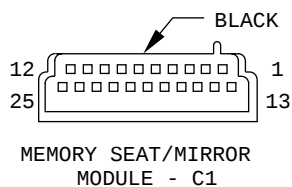
CAV	CIRCUIT	FUNCTION
A	P29 20BR/WT	5 VOLT SUPPLY
B	P26 22BR	SEAT FRONT VERTICAL POSITION SENSE
C	P28 20BR/RD	SEAT POSITION SENSE COMMON



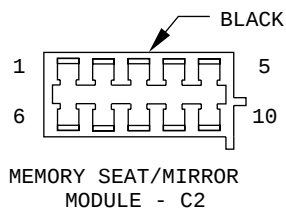
CAV	CIRCUIT	FUNCTION
A	P115 14YL/LB	SEAT HORIZONTAL (FORWARD)
B	P117 14RD/LB	SEAT HORIZONTAL (REARWARD)



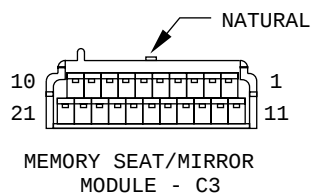
CAV	CIRCUIT	FUNCTION
A	P28 20BR/RD	SEAT POSITION SENSE COMMON
B	P25 22VT/RD	SEAT HORIZONTAL POSITION SENSE
C	P29 20BR/WT	5 VOLT SUPPLY



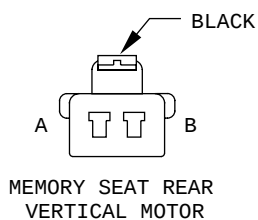
CAV	CIRCUIT	FUNCTION
1	P69 20WT/RD	LEFT MIRROR POSITION (GROUND)
2	P64 20YL/OR	LEFT MIRROR POSITION (VERTICAL)
3	P65 20DB/YL	LEFT MIRROR POSITION (HORIZONTAL)
4	-	-
5	-	-
6	-	-
7	-	-
8	P22 20PK/BK	MEMORY SET
9	-	-
10	P73 20YL/PK	LEFT MIRROR (COMMON)
11	P71 20YL	LEFT MIRROR (VERTICAL)
12	P75 20DB/WT	LEFT MIRROR (HORIZONTAL)
13	P66 20WT/BK	RIGHT MIRROR POSITION (GROUND)
14	P67 20YL/RD	RIGHT MIRROR POSITION (VERTICAL)
15	P68 20DG/RD	RIGHT MIRROR POSITION (HORIZONTAL)
16	M1 20PK	FUSED B (+)
17	-	-
18	-	-
19	G96 20LG/RD	RKE INTERFACE
20	P23 20PK/RD	MEMORY NO. 1
21	P24 20PK/WT	MEMORY NO. 2
22	-	-
23	P70 20WT	RIGHT MIRROR (COMMON)
24	P72 20YL/BK	RIGHT MIRROR (VERTICAL)
25	P74 20DB	RIGHT MIRROR (HORIZONTAL)



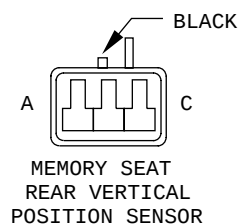
CAV	CIRCUIT	FUNCTION
1	P117 14RD/LB	SEAT HORIZONTAL (REARWARD)
2	P115 14YL/LB	SEAT HORIZONTAL (FORWARD)
3	P111 14YL/WT	SEAT REAR VERTICAL (UP)
4	P43 14GY/LB	SEAT RECLINER (FORWARD)
5	P119 14YL/LG	SEAT FRONT VERTICAL (UP)
6	P113 14RD/WT	SEAT REAR VERTICAL (DOWN)
7	Z1 14BK	GROUND
8	F35 14RD	FUSED B (+)
9	P41 14GY/WT	SEAT RECLINER (REARWARD)
10	P121 14RD/LG	SEAT FRONT VERTICAL (DOWN)



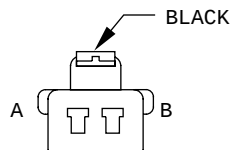
CAV	CIRCUIT	FUNCTION
1	P21 22RD/LG	SEAT FRONT VERTICAL (DOWN)
2	P13 22RD/WT	SEAT REAR VERTICAL (DOWN)
3	P17 22RD/LB	SEAT HORIZONTAL (REARWARD)
4	P48 22GY/WT	SEAT RECLINER (REARWARD)
5	-	-
6	-	-
7	P27 22LB/RD	SEAT REAR VERTICAL POSITION SENSE
8	P26 22BR	SEAT FRONT VERTICAL POSITION SENSE
9	-	-
10	P28 20BR/RD	SEAT POSITION SENSE COMMON
11	P9 20RD	FUSED B (+) -
12	P19 22YL/LG	SEAT FRONT VERTICAL (UP)
13	P11 22YL/WT	SEAT REAR VERTICAL (UP)
14	P15 22YL/LB	SEAT HORIZONTAL (FORWARD)
15	P40 22GY/LB	SEAT RECLINER (FORWARD)
16	-	-
17	P47 22LB	SEAT RECLINER POSITION SENSE
18	P25 22VT/RD	SEAT HORIZONTAL POSITION SENSE
19	-	-
20	P29 20BR/WT	SEAT POSITION SENSE B (+)
21	-	-



CAV	CIRCUIT	FUNCTION
A	P111 14YL/WT	SEAT REAR VERTICAL (UP)
B	P113 14RD/WT	SEAT REAR VERTICAL (DOWN)

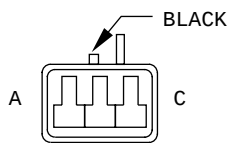


CAV	CIRCUIT	FUNCTION
A	P28 20BR/RD	SEAT POSITION SENSE COMMON
B	P27 22LB/RD	SEAT REAR VERTICAL POSITION SENSE
C	P29 20BR/WT	5 VOLT SUPPLY



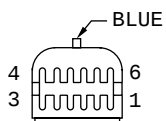
MEMORY SEAT
RECLINER MOTOR

CAV	CIRCUIT	FUNCTION
A	P43 14GY/LB	SEAT RECLINER (FORWARD)
B	P41 14GY/WT	SEAT RECLINER (REARWARD)



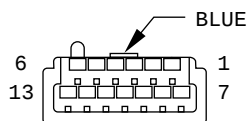
MEMORY SEAT
RECLINER
POSITION SENSOR

CAV	CIRCUIT	FUNCTION
A	P28 20BR/RD	SEAT POSITION SENSE COMMON
B	P47 22LB	SEAT RECLINER POSITION SENSE
C	P29 20BR/WT	5 VOLT SUPPLY



MEMORY/SET SWITCH

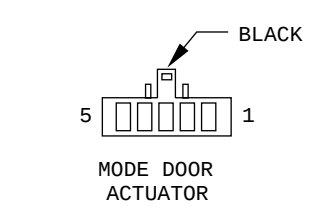
CAV	CIRCUIT	FUNCTION
1	-	-
2	-	-
3	Z1 20BK	GROUND
4	P24 20PK/WT	MEMORY NO. 2
5	P22 20PK/BK	MEMORY SET
6	P23 20PK/RD	MEMORY NO. 1



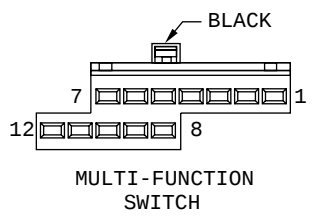
MESSAGE CENTER

CAV	CIRCUIT	FUNCTION
1	L34 20RD/OR	HIGH BEAM RELAY OUTPUT
2	L63 18DG/RD	LEFT TURN SIGNAL
3	Z1 20BK	GROUND
4	L62 18BR/RD	RIGHT TURN SIGNAL
5	G19 20LG/OR	ABS WARNING LAMP DRIVER
6	G2 22VT	ENGINE COOLANT TEMPERATURE LAMP DRIVER
7	G3 20BK/PK*	CHECK ENGINE WARNING LAMP
7	G85 20OR/BK**	GLOW PLUG LAMP DRIVER
8	G6 22GY	LOW OIL PRESSURE LAMP DRIVER
9	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
10	V23 18BR/PK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
11	R41 18BK/TN	AIRBAG LAMP DRIVER
12	M1 22PK	FUSED B (+)
13	G69 22BK/OR	VTA LAMP DRIVER

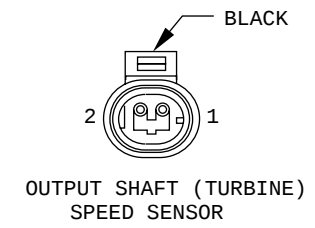
* GAS
** DIESEL



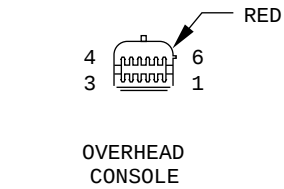
CAV	CIRCUIT	FUNCTION
1	C34 20DB/WT	DOOR COMMON
2	C26 20PK/DB	5 VOLT SUPPLY
3	C37 20YL	MODE DOOR FEEDBACK SIGNAL
4	C57 20DB/GY	SENSOR GROUND
5	C35 20DG/YL	MODE DOOR DRIVER



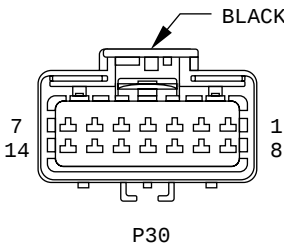
CAV	CIRCUIT	FUNCTION
1	L91 22DB/PK	COMBO FLASHER SWITCHED GROUND
2	-	-
3	L302 22LB/YL	RIGHT TURN SIGNAL SENSE
4	L305 22LB/WT	LEFT TURN SIGNAL SENSE
5	V16 20WT	HIGH SPEED RELAY DRIVER
6	V52 20DG//YL	WIPER MUX SIGNAL
7	Z20 20BK/WT	WIPER SWITCH SENSE
8	Z1 18BK	GROUND
9	L93 22RD/YL	HIGH/LOW BEAM RELAY CONTROL
10	L94 20OR/WT	LOW BEAM RELAY CONTROL
11	V10 20BR	FRONT WASHER MOTOR CONTROL
12	L324 22WT/LG	HIGH BEAM RELAY CONTROL



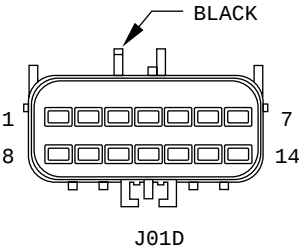
CAV	CIRCUIT	FUNCTION
1	T13 18DB/BK	SPEED SENSOR GROUND
2	T14 18LG/WT	OUTPUT SHAFT SPEED SIGNAL (+)



CAV	CIRCUIT	FUNCTION
1	D2 18WT/BK	CCD BUS(-)
2	G32 20BK/LB	SENSOR GROUND
3	Z2 20BK/LG	GROUND
4	F20 20WT	IGNITION SWITCH OUTPUT (RUN)
5	G31 20VT/LG	AMBIENT TEMPERATURE SENSOR SIGNAL
6	D1 18VT/BR	CCD BUS(+)

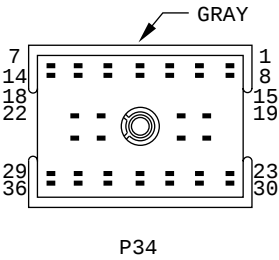


CAV	CIRCUIT
1	C26 22PK/DB
2	C57 22DB/GY
3	C32 22GY/DB
4	C33 22DB/RD
5	C34 22DB/WT
6	C35 22DG/YL
7	C36 22RD/WT
8	C37 22YL
9	C61 22DB
10	C62 22DB/PK
11	C102 22LG
12	C21 22DB/OR
13	-
14	-

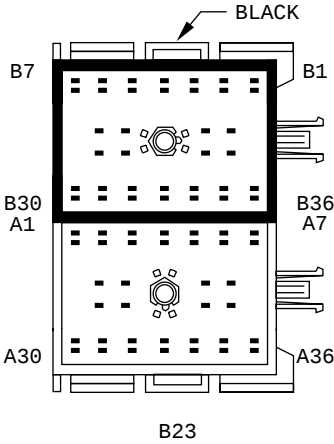


CAV	CIRCUIT
1	C26 20PK/DB
2	C57 20DB/GY
3	C32 20GY/DB
4	C33 20DB/RD
5	C34 20DB/WT
6	C35 20DG/YL
7	C36 20RD/WT
8	C37 20YL
9	C61 20DB*
10	C62 20DB/PK*
11	C102 20LG*
12	C21 20DB/OR
13	-
14	-

* W/REAR A/C

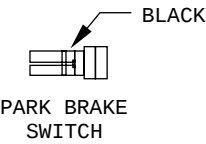


CAV	CIRCUIT
1	B27 20RD/YL *
2	G3 20BK/PK *
3	G19 20LG/OR
3	G19 20LG/OR
4	-
5	K29 20WT/PK *
6	-
7	X57 20BR/LB
8	X58 20DB/OR
9	X51 20BR/YL
10	X52 20DB/WT
11	X15 16BK/DG
12	X53 20DG
	X53 20DG
13	X54 20VT
	X54 20VT
14	X55 20BR/RD
	X55 20BR/RD
15	X56 20DB/RD
	X56 20DB/RD
16	L13 20BR/YL
17	V32 20YL/RD *
17	G85 20OR/BK **
18	V30 20DB/RD *
19	L50 18WT/TN *
19	V38 20LB/RD **
20	F32 18PK/DB *
21	V37 20RD/LG
22	F30 16RD
	F30 16RD
23	G96 20LG/RD
	G96 20LG/RD
24	Z11 20BK/WT
25	P66 20WT/BK *
26	P65 20DB/YL *
27	P64 20YL/OR *
28	P69 20WT/RD *
29	P68 20DG/RD *
30	P67 20YL/RD *
31	C50 12BK/LG *
32	-
33	C60 16BK/LB *
34	C63 22LB *
35	C70 12DG *
36	C64 22YL/LB *

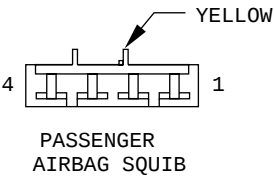


CAV	CIRCUIT
A1	B27 18RD/YL *
A2	G3 20BK/PK
A3	G19 18LG/OR
A4	-
A5	K29 20WT/BK *
A6	L97 20PK/DB **
A7	X57 20BR/LB
A8	X58 20DB/OR
A9	X51 20BR/YL
A10	X52 20DB/WT
A11	X15 16BK/DG
A12	X53 20DG
A13	X54 20VT
A14	X55 20BR/RD
A15	X56 20DB/RD
A16	L13 20BR/YL
A16	L13 18BR/YL *
A16	L13 20BR/YL **
A17	V32 20YL/RD *
A17	G85 20OR/BK **
A18	V30 20DB/RD *
A19	L50 18WT/TN *
A19	V38 20LB/RD **
A20	F32 18PK/DB *
A21	V37 20RD/LG
A22	F30 16RD
	F30 16RD
A23	G96 20LG/RD *
A24	Z11 20BK/WT
A25	P66 20WT/BK *
A26	P65 20DB/YL *
A27	P64 20YL/OR *
A28	P69 20WT/RD *
A29	P68 20DG/RD *
A30	P67 20YL/RD *
A31	C50 12BK/LG *
A32	-
A33	C60 16BK/LB *
A33	C60 16BK/LB *
A34	C63 20LB *
A35	C70 12DG *
A36	C64 20YL/LB *

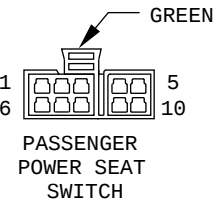
* GAS
** DIESEL



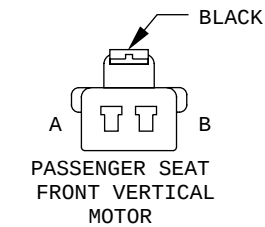
CAV	CIRCUIT	FUNCTION
1	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER



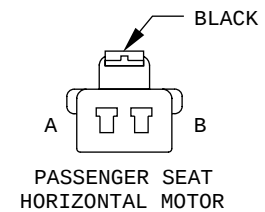
CAV	CIRCUIT	FUNCTION
1	R44 18DG/YL	PASSENGER AIRBAG LINE NO. 2
2	R42 18BK/YL	PASSENGER AIRBAG LINE NO. 1
3	-	-
4	-	-



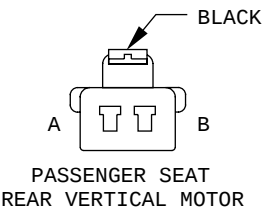
CAV	CIRCUIT	FUNCTION
1	Z1 14BK	GROUND
2	P44 14GY/DB	SEAT RECLINER (FORWARD)
3	P16 14RD/LB	SEAT HORIZONTAL (REARWARD)
4	P42 14GY/WT	SEAT RECLINER (REARWARD)
5	F35 14RD	FUSED (B+)
6	P14 14YL/LB	SEAT HORIZONTAL (FORWARD)
7	P20 14RD/LG	SEAT FRONT VERTICAL (DOWN)
8	P12 14RD/WT	SEAT REAR VERTICAL (DOWN)
9	P10 14YL/WT	SEAT REAR VERTICAL (UP)
10	P18 14YL/LG	SEAT FRONT VERTICAL (UP)



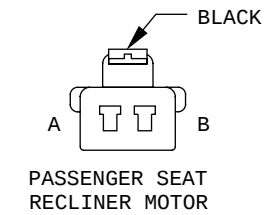
CAV	CIRCUIT	FUNCTION
A	P18 14YL/LG	SEAT FRONT VERTICAL (UP)
B	P20 14RD/LG	SEAT FRONT VERTICAL (DOWN)



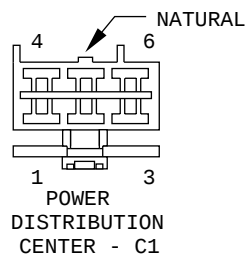
CAV	CIRCUIT	FUNCTION
A	P16 14RD/LB	SEAT HORIZONTAL (REARWARD)
B	P14 14YL/LB	SEAT HORIZONTAL (FORWARD)



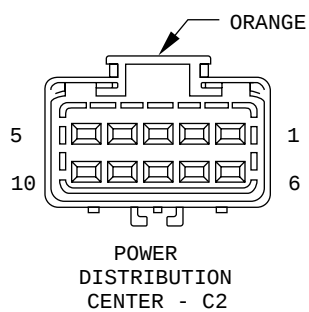
CAV	CIRCUIT	FUNCTION
A	P12 14RD/WT	SEAT REAR VERTICAL (DOWN)
B	P10 14YL/WT	SEAT REAR VERTICAL (UP)



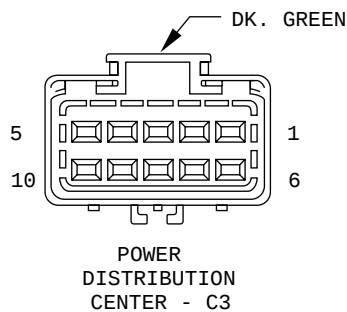
CAV	CIRCUIT	FUNCTION
A	P42 14GY/WT	SEAT RECLINER (REARWARD)
B	P44 14GY/LB	SEAT RECLINER (FORWARD)



CAV	CIRCUIT	FUNCTION
1	-	-
2	-	-
3	C71 12DB	BLOWER MOTOR FEED FROM ATC/RELAY
4	L7 12RD	TAIL, LICENSE, SIDE MARKER LAMP, PARK LAMP FEED
5	-	-
6	A4 12BK/RD	FUSED B (+)



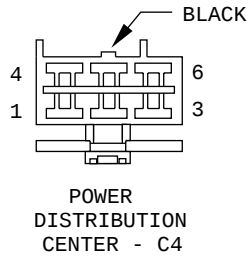
CAV	CIRCUIT	FUNCTION
1	-	-
2	F41 20PK/VT	FUSED B (+)
3	T141 20YL/RD	FUSED IGNITION SWITCH OUTPUT (START)
4	X3 20BK	HORN RELAY SWITCH
5	F20 18WT*	IGNITION FEED FOR EVIC
5	F20 16WT**	IGNITION FEED FOR EVIC
6	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
7	A141 16DG/WT	FUEL PUMP RELAY OUTPUT
8	X2 18DG/RD	HORN RELAY
9	F1 20DB	WIPE FEED
10	F30 16RD	CIGAR AND ACCESSORY RELAY OUTPUT



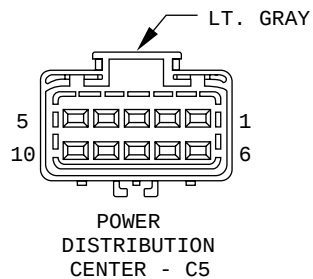
CAV	CIRCUIT	FUNCTION
1	L44 20VT/RD	FUSED LOW BEAM RELAY OUTPUT
2	L324 20WT/LG	HIGH BEAM RELAY DRIVER
3	-	-
4	-	-
5	M1 20PK	FUSED B (+)
6	A20 12RD/DB	FUSED B (+)
7	L94 20OR/WT	LOW BEAM RELAY DRIVER
8	F32 18PK/DB	FUSED B (+)
9	-	-
10	L97 18PK/DB	TAIL, LICENSE, PARK ETC. RELAY (B-) COIL TO SWITCH POD

* GAS

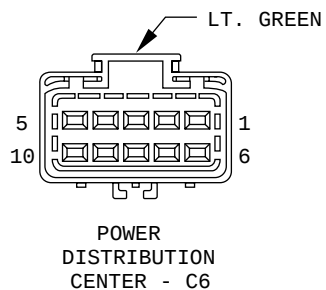
** DIESEL



CAV	CIRCUIT	FUNCTION
1	A22 12BK/OR	IGNITION SWITCH RUN ONLY FEED
2	Z1 12BK	GROUND
3	A1 12RD	FUSED B (+)
4	-	-
5	A2 12PK/BK	BATTERY FEED TO IGNITION SWITCH
6	A10 12RD/DG	FUSED LINK TO ABS PUMP MOTOR RELAY



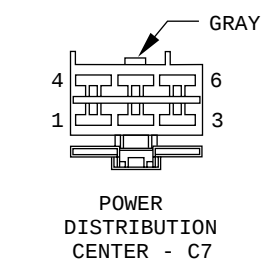
CAV	CIRCUIT	FUNCTION
1	L33 20RD	HIGH BEAM RELAY OUTPUT
2	F14 18LG/YL	FUSED IGNITION SWITCH OUTPUT (RUN/START)
3	V3 12BR/WT	WIPER HIGH/LOW RELAY OUTPUT (LOW)
4	V4 12RD/YL	WIPER HIGH/LOW RELAY OUTPUT (HIGH)
5	V16 20WT	WIPER HIGH/LOW RELAY DRIVER
6	L34 16RD/OR	HIGH BEAM RELAY OUTPUT
7	V14 18RD/VT	WIPER ON RELAY DRIVER
8	L43 20VT	LOW BEAM RELAY OUTPUT
9	L9 18BK/WT	FUSED HAZARD FLASHER FEED (DEDICATED)
10	F23 18DB/YL	FUSED IGNITION SWITCH OUTPUT (RUN)



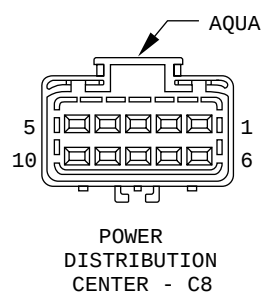
CAV	CIRCUIT	FUNCTION
1	F87 18WT/BK	FUSED IGNITION "C" (7.5A)
2	C3 18DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
3	K31 18BR	FUEL PUMP RELAY CONTROL
4	K90 18TN	ENGINE STARTER MOTOR RELAY CONTROL
5	A142 18DG/OR	ASD RELAY OUTPUT
6	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
7	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
8	K51 18DB/YL	ASD RELAY CONTROL
9	A14 18RD/WT	FUSED B(+)
10	-	-

*2.4L ATX

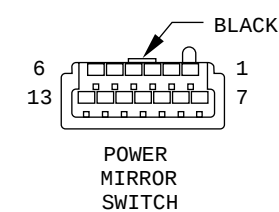
**OTHERS



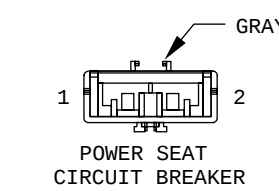
CAV	CIRCUIT	FUNCTION
1	-	-
2	-	-
3	T40 12BR	STARTER MOTOR RELAY OUTPUT
4	A17 12RD/BK**	FUSED B(+)
5	-	-
6	A16 12GY	FUSED B(+)



CAV	CIRCUIT	FUNCTION
1	-	-
2	T16 18RD	TRANSMISSION CONTROL RELAY OUTPUT
3	T15 18LG	TRANSMISSION CONTROL RELAY CONTROL
4	-	-
5	-	-
6	-	-
7	F45 18YL/RD	FUSED B(+)
8	-	-
9	-	-
10	A5 18RD/DB	FUSED B(+)

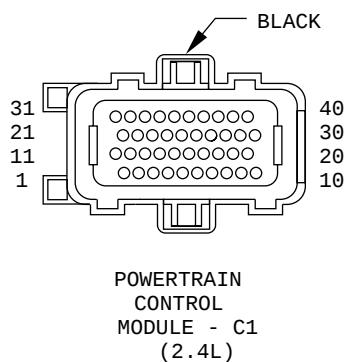


CAV	CIRCUIT	FUNCTION
1	P70 20WT	RIGHT COMMON
2	-	-
3	-	-
4	-	-
5	E2 200R	PANEL LAMPS DRIVER
6	P73 20YL/PK	LEFT COMMON
7	P75 20DB/WT	LEFT HORIZONTAL
8	P74 20DB	RIGHT HORIZONTAL
9	F41 20PK/VT	FUSED B (+)
10	-	-
11	Z1 20BK	GROUND
12	P71 20YL	LEFT VERTICAL
13	P72 20YL/BK	RIGHT VERTICAL

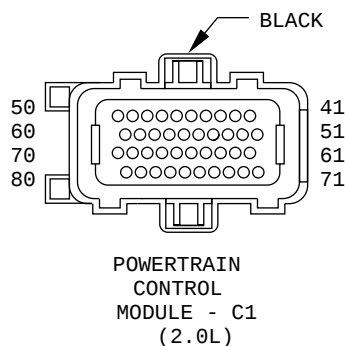


CAV	CIRCUIT	FUNCTION
1	A3 12RD/WT	FUSED B(+)
2	F35 14RD F35 14RD*	FUSED B(+)

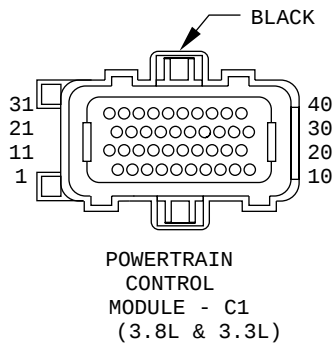
* W/MEMORY SEAT
** DIESEL



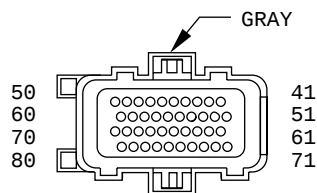
CAV	CIRCUIT	FUNCTION
1	-	-
2	-	-
3	K17 18DB/TN	IGNITION COIL NO. 2 DRIVER
4	K20 18DG	GENERATOR FIELD DRIVER
5	V32 18YL/RD	SPEED CONTROL ON/OFF SWITCH SENSE
6	A142 18DG/OR	ASD RELAY OUTPUT
7	K13 16YL/WT	INJECTOR NO. 3 DRIVER
8	K90 18DB/OR	ENGINE STARTER MOTOR RELAY CONTROL
9	-	-
10	Z12 18BK/TN	GROUND
11	K19 18GY	IGNITION COIL NO. 1 DRIVER
12	-	-
13	K11 16WT/DB	INJECTOR NO. 1 DRIVER
14	-	-
15	-	-
16	K14 16LB/BR	INJECTOR NO. 4 DRIVER
17	K12 16TN	INJECTOR NO. 2 DRIVER
18	-	-
19	-	-
20	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
21	-	-
22	G3 18 BK/PK	-
23	-	-
24	K42 18DB/LG	KNOCK SENSOR SIGNAL
25	-	-
26	K2 18TN/BK	ENGINE COOLANT TEMPERATURE (ECT) SENSOR SIGNAL
27	-	-
28	-	-
29	-	-
30	K41 18BK/DG	UPSTREAM HEATED OXYGEN SENSOR SIGNAL
31	-	-
32	K24 18GY/BK	CRANKSHAFT POSITION (CKP) SENSOR SIGNAL
33	K44 18TN/YL	CAMSHAFT POSITION (CMP) SENSOR SIGNAL
34	-	-
35	K22 18OR/DB	THROTTLE POSITION SENSOR (TPS) SIGNAL
36	K1 18DG/RD	MAP SENSOR SIGNAL
37	K21 18BK/RD	INTAKE AIR TEMPERATURE (IAT) SENSOR SIGNAL
38	-	-
39	-	-
40	K35 18GY/YL	EGR SOLENOID CONTROL



CAV	CIRCUIT	FUNCTION
1	-	-
2	K2 18VT	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL
3	K17 18DB/TN	IGNITION COIL DRIVER
4	K20 18DG	GENERATOR FIELD DRIVER
5	V32 18YL/RD	SPEED CONTROL ON/OFF SWITCH SENSE
6	A142 18DG/OR	ASD RELAY SENSE
7	K13 16YL/WT	INJECTOR NO. 3 DRIVER
8	K90 18DB/OR	ENGINE STARTER MOTOR RELAY CONTROL
9	-	-
10	Z12 18BK/TN	GROUND
11	K19 18GY	IGNITION COIL DRIVER
12	-	-
13	K11 16WT/DB	INJECTOR NO. 1 DRIVER
14	-	-
15	-	-
16	K14 16LB/BR	INJECTOR NO. 4 DRIVER
17	K12 16TN	INJECTOR NO. 2 DRIVER
18	-	-
19	-	-
20	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
21	-	-
22	G3 20BK/PK	CHECK ENGINE WARMING LAMP
23	-	-
24	K42 18DB/LG	KNOCK SENSOR SIGNAL
25	-	-
26	K2 18TN/BK	ENGINE COOLANT TEMPERATURE (ECT) SENSOR SIGNAL
27	-	-
28	-	-
29	-	-
30	K41 18BK/DG	UPSTREAM HEATED OXYGEN SENSOR SIGNAL
31	-	-
32	K24 18GY/BK	CRANKSHAFT POSITION (CKP) SENSOR SIGNAL
33	K44 18TN/YL	CAMSHAFT POSITION (CMP) SENSOR SIGNAL
34	-	-
35	K22 18OR/DB	THROTTLE POSITION SENSOR SIGNAL
36	K1 18DG/RD	MAP SENSOR SIGNAL
37	K21 18BK/RD	INTAKE AIR TEMPERATURE SENSOR SIGNAL
38	-	-
39	-	-
40	K35 18GY/YL	EGR SOLENOID CONTROL



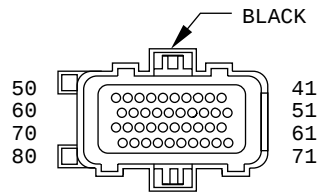
CAV	CIRCUIT	FUNCTION
1	-	-
2	K18 18RD/YL	IGNITION COIL DRIVER CYL. NO. 3, 6
3	K17 18DB/TN	IGNITION COIL DRIVER CYL. NO. 2, 5
4	K20 18DG	GENERATOR FIELD DRIVER
5	V32 18YL/RD	SPEED CONTROL ON/OFF SWITCH SENSE
6	A142 18DG/OR	ASD RELAY OUTPUT
7	K13 16YL/WT	INJECTOR NO. 3 DRIVER
8	K90 18TN	ENGINE STARTER MOTOR RELAY CONTROL
9	-	-
10	Z12 18BK/TN	GROUND
11	K19 18GY/RD	IGNITION COIL DRIVER CYL. NO. 1, 4
12	-	-
13	K11 16WT/DB	INJECTOR NO. 1 DRIVER
14	K58 16BR/DB	INJECTOR NO. 6 DRIVER
15	K38 16GY	INJECTOR NO. 5 DRIVER
16	K14 16LB/BR	INJECTOR NO. 4 DRIVER
17	K12 16TN	INJECTOR NO. 2 DRIVER
18	-	-
19	-	-
20	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
21	-	-
22	G3 18BK/PK	CHECK ENGINE WARNING LAMP
23	-	-
24	K42 18DB/LG	KNOCK SENSOR SIGNAL
25	-	-
26	K2 18TN/BK	ENGINE COOLANT TEMPERATURE (ECT) SENSOR SIGNAL
27	-	-
28	-	-
29	-	-
30	K41 18BK/DG	UPSTREAM HEATED OXYGEN SENSOR SIGNAL
31	-	-
32	K24 18GY/BK	CRANKSHAFT POSITION (CKP) SENSOR SIGNAL
33	K44 18TN/YL	CAMSHAFT POSITION (CMP) SENSOR SIGNAL
34	-	-
35	K22 18OR/DB	THROTTLE POSITION SENSOR (TPS) SIGNAL
36	K1 18DG/RD	MAP SENSOR SIGNAL
37	K237 18VT	CATALYST OVER TEMPERATURE SERIAL
38	-	-
39	-	-
40	K35 18GY/YL	EGR SOLENOID CONTROL



POWERTRAIN
CONTROL
MODULE - C2
(2.0L)

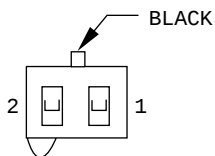
CAV	CIRCUIT	FUNCTION
41	V37 18RD/LG	SPEED CONTROL SWITCH SIGNAL
42	C18 18DB	A/C PRESSURE SWITCH SIGNAL
43	K4 18BK/LB	SENSOR GROUND
44	K7 180R	8 VOLT SUPPLY
45	C103 18DG	A/C ON/OFF SWITCH SIGNAL
46	A14 18RD/WT	FUSED B(+)
47	-	-
48	K40 18BR/WT	IDLE AIR CONTROL (IAC) MOTOR NO. 3 DRIVER
49	K60 18YL/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 2 DRIVER
50	Z12 18BK/TN	GROUND
51	K141 18TN/WT	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL
52	-	-
53	-	-
54	-	-
55	-	-
56	-	-
57	K39 18GY/RD	IDLE AIR CONTROL (IAC) MOTOR NO. 1 DRIVER
58	K59 18VT/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 4 DRIVER
59	D1 18VT/BR	CCD BUS (+)
60	D2 18WT/BK	CCD BUS (-)
61	K6 18VT/WT	5 VOLT SUPPLY
62	K29 18WT/PK	STOP LAMP SWITCH SENSE
63	T10 18YL/DG*	TORQUE MANAGEMENT REQUEST SENSE (EATX ONLY)
64	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
65	D21 18PK	SCI TRANSMIT
66	G7 18WT/OR	VEHICLE SPEED SENSOR (VSS) SIGNAL
67	K51 18DB/YL	ASD RELAY CONTROL
68	K52 18PK/BK	EVAPORATIVE EMISSION (EVAP) SOLENOID CONTROL
69	-	-
70	-	-
71	-	-
72	K107 18YL/BK	-
73	K173 18LG/DB	RADIATOR RELAY FAN CONTROL
74	K31 18BR	FUEL PUMP RELAY CONTROL
75	D20 18LG	SCI RECEIVE
76	-	-
77	-	-
78	V36 18TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
79	-	-
80	V35 18LG/RD	SPEED CONTROL VENT SOLENOID CONTROL

* 2.4L ONLY



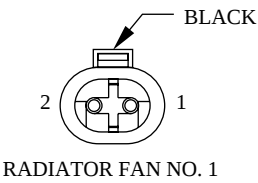
POWERTRAIN
CONTROL
MODULE - C2
(3.3L AND 3.8L)

CAV	CIRCUIT	FUNCTION
41	V37 18RD/LG	SPEED CONTROL SWITCH SIGNAL
42	C18 18DB	A/C PRESSURE SWITCH SIGNAL
43	K4 18BK/LB	SENSOR GROUND
44	K7 180R	8 VOLT SUPPLY
45	C103 18DG	A/C ON/OFF SWITCH SIGNAL
46	A14 18RD/WT	FUSED B(+)
47	-	-
48	K40 18BR/WT	IDLE AIR CONTROL (IAC) MOTOR NO. 3 DRIVER
49	K60 18YL/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 2 DRIVER
50	Z12 18BK/TN	GROUND
51	K141 18TN/WT	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL
52	-	-
53	-	-
54	-	-
55	-	-
56	-	-
57	K39 18GY/RD	IDLE AIR CONTROL (IAC) MOTOR NO. 1 DRIVER
58	K59 18VT/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 4 DRIVER
59	D1 18VT/BR	CCD BUS (+)
60	D2 18WT/BK	CCD BUS (-)
61	K6 18VT/WT	5 VOLT SUPPLY
62	K29 18WT/PK	STOP LAMP SWITCH SENSE
63	T10 18YL/DG	TORQUE MANAGEMENT REQUEST SENSE (EATX ONLY)
64	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
65	D21 18PK	SCI TRANSMIT
66	G7 18WT/OR	VEHICLE SPEED SENSOR (VSS) SIGNAL
67	K51 18DB/YL	ASD RELAY CONTROL
68	K52 18PK/BK	EVAPORATIVE EMISSION (EVAP) SOLENOID CONTROL
69	-	-
70	-	-
71	-	-
72	K107 18YL/BK	EVAP LEAK DETECTION PUMP STROKE SENSE
73	K173 18LG/DB	RADIATOR RELAY FAN CONTROL
74	K31 18BR	FUEL PUMP RELAY CONTROL
75	D20 18LG	SCI RECEIVE
76	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
77	K106 18WT/DG	EVAP LEAK DETECTION PUMP SOLENOID CONTROL
78	V36 18TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
79	-	-
80	V35 18LG/RD	SPEED CONTROL VENT SOLENOID CONTROL

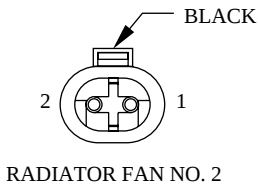


PRNDL FEED

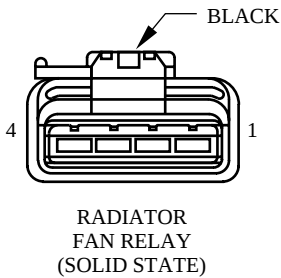
CAV	CIRCUIT	FUNCTION
1	M1 20PK	PRNDL ILLUMINATION
2	A8 20DG/RD	PRNDL ILLUMINATION



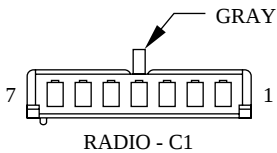
CAV	CIRCUIT	FUNCTION
1	C23 12DG	RADIATOR FAN RELAY OUTPUT
2	Z1 12BK	GROUND



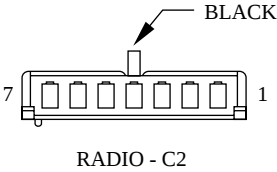
CAV	CIRCUIT	FUNCTION
1	C23 12DG	RADIATOR FAN RELAY OUTPUT
2	Z1 12BK	GROUND



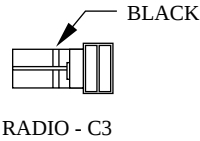
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	K173 18LG/DB	RADIATOR FAN RELAY CONTROL
3	C23 12DG	RADIATOR FAN RELAY OUTPUT
4	A16 12GY	FUSED B(+)



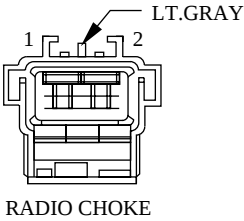
CAV	CIRCUIT	FUNCTION
1	-	-
2	X55 20BR/RD	LEFT FRONT SPEAKER (-)
3	X56 20DB/RD	RIGHT FRONT SPEAKER (-)
4	E17 20YL/BK	STEP DIM SWITCH SIGNAL
5	E2 20OR	PANEL LAMPS DRIVER
6	X12 18RD/WT	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
7	M1 20PK	FUSED B(+)



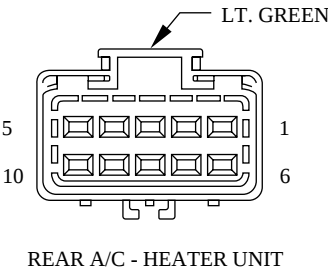
CAV	CIRCUIT	FUNCTION
1	X60 20DG/RD	NBS RELAY DRIVER
2	X51 20BR/YL	LEFT REAR SPEAKER (+)
3	X52 20DB/WT	RIGHT REAR SPEAKER (+)
4	X53 20DG	LEFT FRONT SPEAKER (+)
5	X54 20VT	RIGHT FRONT SPEAKER (+)
6	X57 20BR/LB	LEFT REAR SPEAKER (-)
7	X58 20DB/OR	RIGHT REAR SPEAKER (-)



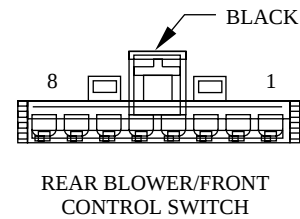
CAV	CIRCUIT	FUNCTION
1	X15 16BK/DG	AMPLIFIER GROUND



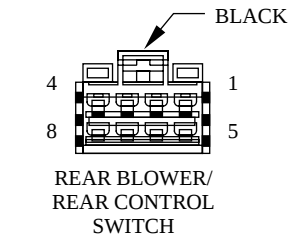
CAV	CIRCUIT	FUNCTION
1	X1 16DG/RD	NBS RELAY OUTPUT
2	X13 16RD/DG	AMPLIFIER (+)



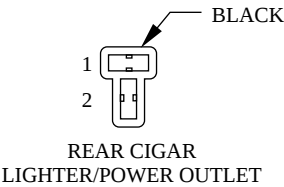
CAV	CIRCUIT	FUNCTION
1	C63 20LB	REAR ACTUATOR COMMON
2	C64 20YL/LB	REAR ACTUATOR DRIVER
3	C40 12BR/WT	REAR BLOWER RELAY OUTPUT
4	C65 14BK/OR	REAR BLOWER MOTOR DRIVER (MED)
5	C60 16BK/LB	REAR BLOWER MOTOR DRIVER (LOW)
6	C70 12DG	REAR BLOWER MOTOR DRIVER (HIGH)
7	-	-
8	-	-
9	-	-
10	-	-



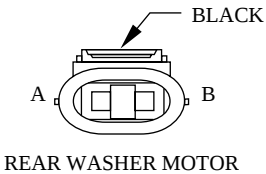
CAV	CIRCUIT	FUNCTION
1	C70 12DG	BLOWER SWITCH OUTPUT (HIGH)
2	-	-
3	C60 16BK/LB	BLOWER SWITCH OUTPUT (LOW)
4	-	-
5	C50 12BK/LG	BLOWER SWITCH COMMON
6	-	-
7	Z1 12BK	GROUND
8	E2 22OR	PANEL LAMPS DRIVER



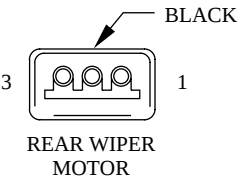
CAV	CIRCUIT	FUNCTION
1	C60 16BK/LB	REAR BLOWER MOTOR DRIVER
2	C65 14BK/OR	REAR BLOWER MOTOR DRIVER (MED)
3	C70 12DG	REAR BLOWER MOTOR DRIVER (HIGH)
4	Z1 18BK	GROUND
5	C50 12BK/LG	REAR BLOWER FRONT CONTROL SWITCH OUTPUT (ON)
6	-	-
7	-	-
8	E2 20OR	PANEL LAMPS DRIVER



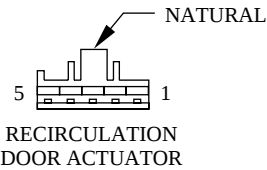
CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	F30 16RD	CIGAR AND ACCESSORY RELAY OUTPUT



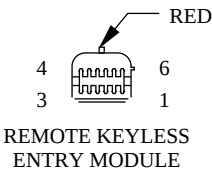
CAV	CIRCUIT	FUNCTION
A	F1 20DB	IGNITION SWITCH OUTPUT (ACC/RUN)
B	V20 20BK/WT	REAR WASHER PUMP MOTOR DRIVER



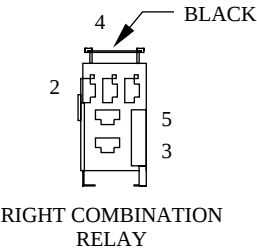
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	V23 18BR/PK	FUSED IGNITION SWITCH OUTPUT (RUN/START)
3	V13 18BR/LG	REAR WIPER MOTOR CONTROL



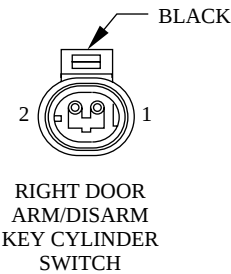
CAV	CIRCUIT	FUNCTION
1	C34 20DB/WT	DOOR COMMON
2	-	-
3	-	-
4	-	-
5	C32 20GY/DB	RECIRCULATION DOOR DRIVER



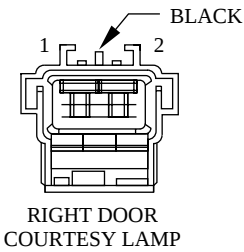
CAV	CIRCUIT	FUNCTION
1	-	-
2	-	-
3	M1 22PK	FUSED B(+)
4	Z2 20BK/LG	GROUND
5	D9 22GY/BK	RKE PROGRAM SIGNAL
6	G96 22LG/RD	RKE INTERFACE



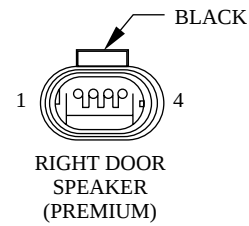
CAV	CIRCUIT	FUNCTION
1	L62A 18BR/RD	RIGHT REAR TURN SIGNAL
	L62B 18BR/RD	RIGHT REAR TURN SIGNAL
2	Z1 20BK	GROUND
	Z1 20BK	GROUND
3	L50D 18WT/TN	RIGHT STOP/TURN SIGNAL RELAY OUTPUT
4	L605 18DG	RIGHT REAR TURN SIGNAL
5	L605 18DG	RIGHT COMBINATION RELAY OUTPUT



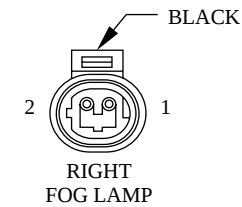
CAV	CIRCUIT	FUNCTION
1	Z2 20BK/LG	GROUND
2	P96 20WT/LG	RIGHT FRONT DOOR MUX SIGNAL



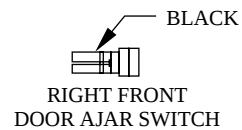
CAV	CIRCUIT	FUNCTION
1	M11 20PK/LB	COURTESY LAMP RELAY OUTPUT
2	Z1 20BK Z1 20BK	GROUND



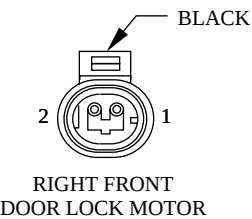
CAV	CIRCUIT	FUNCTION
1	X15 16BK/DG	AMPLIFIER GROUND
2	X56 20DB/RD	RIGHT FRONT (-)
3	X54 20VT	RIGHT FRONT (+)
4	X13 16RD/DG	AMPLIFIER SWITCHED B(+)



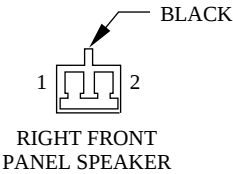
CAV	CIRCUIT	FUNCTION
1	F39 18PK/LG	FUSED B (+)
2	L39 20LB	SWITCHED GROUND



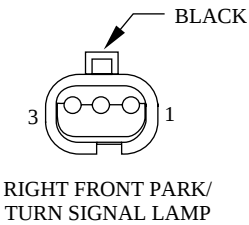
CAV	CIRCUIT	FUNCTION
1	G74 18TN/RD	RIGHT FRONT DOOR AJAR SWITCH SENSE



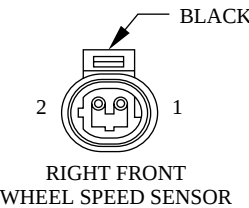
CAV	CIRCUIT	FUNCTION
1	F134 20VT/WT	FUSED DOOR UNLOCK RELAY OUTPUT
2	F132 20BR/WT	FUSED DOOR LOCK RELAY OUTPUT



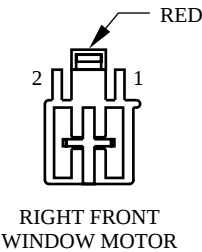
CAV	CIRCUIT	FUNCTION
1	X54 20VT	RIGHT FRONT (+)
2	X56 20DB/RD	RIGHT FRONT (-)



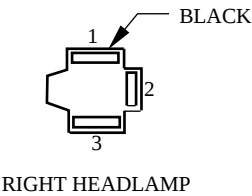
CAV	CIRCUIT	FUNCTION
1	L78 18DG/YL	FUSED PARK LAMP RELAY OUTPUT
2	Z1 18BK	GROUND
3	L60 18TN	RIGHT TURN SIGNAL



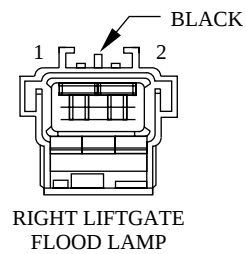
CAV	CIRCUIT	FUNCTION
1	B6 18WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)
2	B7 18WT	RIGHT FRONT WHEEL SPEED SENSOR (+)



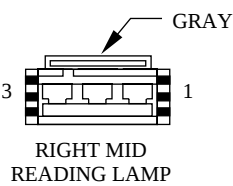
CAV	CIRCUIT	FUNCTION
1	Q12 14BR	RIGHT FRONT WINDOW (UP)
2	Q22 14VT	RIGHT FRONT WINDOW (DOWN)



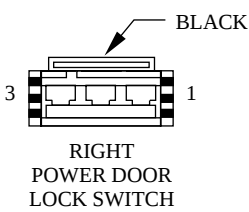
CAV	CIRCUIT	FUNCTION
1	L34 16RD/OR	FUSED HIGH BEAM RELAY OUTPUT
2	L44 20VT/RD	FUSED LOW BEAM RELAY OUTPUT
3	Z1 20BK	GROUND



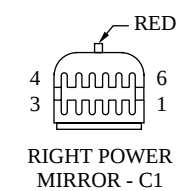
CAV	CIRCUIT	FUNCTION
1	M11 20PK/LB	COURTESY LAMP RELAY OUTPUT
2	Z1 20BK	GROUND



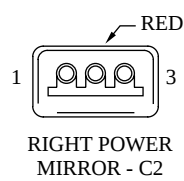
CAV	CIRCUIT	FUNCTION
1	M113 20LB/PK	COURTESY LAMP RELAY OUTPUT
2	M20 20BR	COURTESY LAMP GROUND
3	F41 20PK/VT	FUSED B(+)



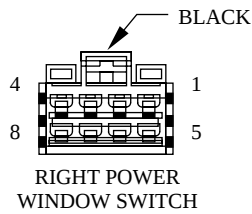
CAV	CIRCUIT	FUNCTION
1	E2 20OR	PANEL LAMPS DRIVER
	E2 20OR	
2	P96 20WT/LG	RIGHT FRONT DOOR LOCK MUX SIGNAL
	P96 20WT/LG	
3	Z2 20BK/LG	GROUND
	Z2 20BK/LG	



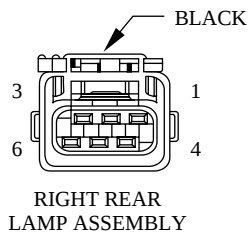
CAV	CIRCUIT	FUNCTION
1	P74 20DB	MIRROR SWITCH OUTPUT (HORIZONTAL)
2	P72 20YL/BK	MIRROR SWITCH OUTPUT (VERTICAL)
3	P70 20WT	MIRROR SWITCH COMMON
4	C16 20LB/YL	FUSED B(+)
5	Z1 20BK	GROUND
6	-	-



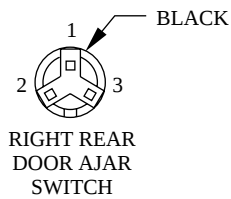
CAV	CIRCUIT	FUNCTION
1	P67 20YL/RD	RIGHT MIRROR POSITION (VERTICAL)
2	P66 20WT/BK	RIGHT MIRROR POSITION COMMON
3	P68 20DG/RD	RIGHT MIRROR POSITION (HORIZONTAL)



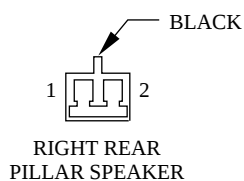
CAV	CIRCUIT	FUNCTION
1	F55 12TN/DG	FUSED IGNITION SWITCH OUTPUT (RUN/ACC)
2	Q26 12VT/WT	RIGHT FRONT WINDOW (DOWN)
3	Q16 12BR/WT	RIGHT FRONT WINDOW (UP)
4	-	-
5	Q22 14VT	RIGHT FRONT WINDOW (DOWN)
6	E2 20OR	PANEL LAMPS DRIVER
7	Z1 20BK	GROUND
8	Q12 14BR	RIGHT FRONT WINDOW (UP)



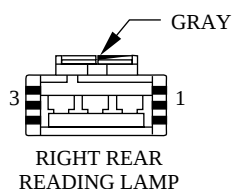
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L36 20LG	REAR FOG LAMP SWITCH OUTPUT
3	L78 20DG/YL	FUSED PARK LAMP RELAY OUTPUT
4	L1 20VT/BK	BACK-UP LAMP SWITCH OUTPUT
5	L62 18BR/RD	RIGHT REAR TURN SIGNAL
6	L50 18WT/TN	STOP LAMP SWITCH OUTPUT



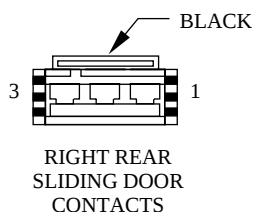
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	G76 18TN/YL	RIGHT REAR DOOR AJAR SWITCH SENSE
3	-	-



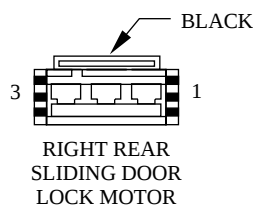
CAV	CIRCUIT	FUNCTION
1	X58 20DB/OR	RIGHT REAR PILLAR (-)
2	X52 20DB/WT	RIGHT REAR PILLAR (+)



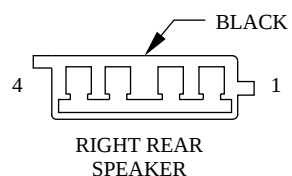
CAV	CIRCUIT	FUNCTION
1	M113 20LB/PK	COURTESY LAMP RELAY OUTPUT
2	M20 20BR	COURTESY LAMP GROUND
3	F41 20PK/VT	FUSED B(+)



CAV	CIRCUIT	FUNCTION
1	F133 20BR/YL*	FUSED DOOR LOCK RELAY OUTPUT
1	F133 20BR/LB**	FUSED DOOR LOCK RELAY OUTPUT
2	F134 20VT/WT	FUSED DOOR UNLOCK RELAY OUTPUT
3	-	-



CAV	CIRCUIT	FUNCTION
1	F133 20PK/WT	FUSED DOOR LOCK RELAY OUTPUT
2	-	-
3	F134 20OR/WT	FUSED DOOR UNLOCK RELAY OUTPUT

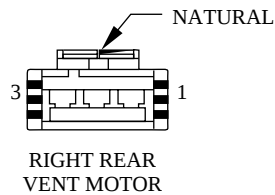


CAV	CIRCUIT	FUNCTION
1	X15 16BK/DG	AMPLIFIER (-)
2	X58 20DB/OR+	RIGHT REAR (-)
	X58 20DB/OR	RIGHT REAR (-)
3	X52 20DB/WT	RIGHT REAR (+)
	X52 20DB/WT+	RIGHT REAR (+)
4	X13 16RD/DG	AMPLIFIER (+)

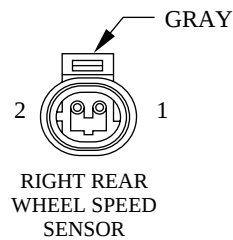
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* GAS

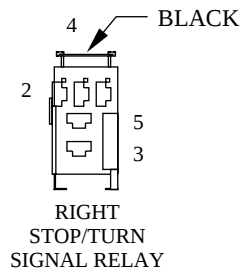
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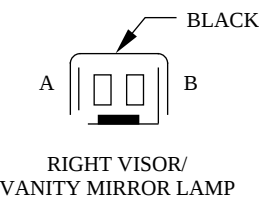
CAV	CIRCUIT	FUNCTION
1	Q24 18DG	RIGHT REAR VENT MOTOR (OPEN)
2	Q14 18GY	RIGHT REAR VENT MOTOR (CLOSE)
3	-	-



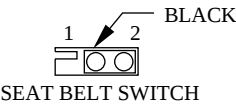
CAV	CIRCUIT	FUNCTION
1	B1 18YL/DB	RIGHT REAR WHEEL SPEED SENSOR (-)
2	B2 18YL	RIGHT REAR WHEEL SPEED SENSOR (+)



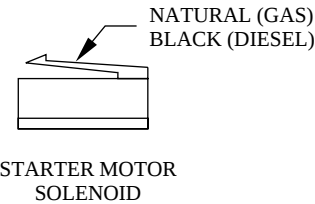
CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND
	Z1 20BK	GROUND
3	L74 18LG	RIGHT STOP/TURN SIGNAL RELAY OUTPUT
4	L62 18BR/RD	RIGHT REAR TURN SIGNAL
5	L605 18DG	RIGHT COMBINATION RELAY OUTPUT



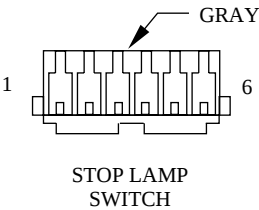
CAV	CIRCUIT	FUNCTION
A	M20 20BR	COURTESY LAMP GROUND
B	F41 20PK/VT	FUSED B(+)



CAV	CIRCUIT	FUNCTION
1	G10 18LG/RD	SEAT BELT SWITCH SENSE
2	Z1 22BK	GROUND

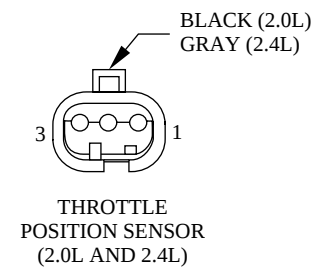


CAV	CIRCUIT	FUNCTION
1	T40 12BR	STARTER MOTOR RELAY OUTPUT

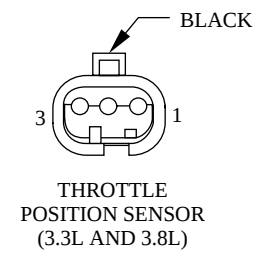


CAV	CIRCUIT	FUNCTION
1	K29 20WT/PK	STOP LAMP SWITCH SENSE
2	Z1 20BK	GROUND
3	V32 20YL/RD*	SPEED CONTROL ON/OFF SWITCH SENSE
4	V30 20DB/RD*	SPEED CONTROL BRAKE SWITCH OUTPUT
5	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
6	F32 18PK/DB	FUSED B(+)

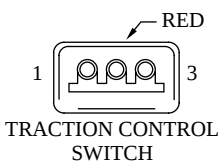
* GAS



CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K22 18OR/DB	TPS SIGNAL
3	K6 18VT/WT	5 VOLT SUPPLY



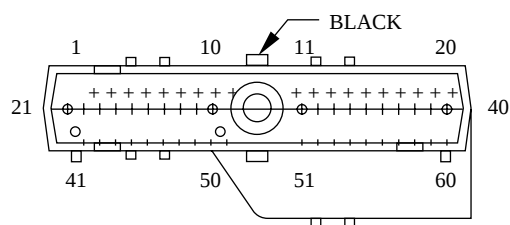
CAV	CIRCUIT	FUNCTION
1	K6 18VT/WT	5 VOLT SUPPLY
2	K22 18OR/DB	TPS SIGNAL
3	K4 18BK/LB	SENSOR GROUND



CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	B27 20RD/YL	TRACTION CONTROL SWITCH OUTPUT
3	E2 22OR	SWITCH ILLUMINATION



CAV	CIRCUIT	FUNCTION
1	L74 18LG	RIGHT STOP/TURN SIGNAL RELAY OUTPUT
2	L78 18BR	FUSED PARK LAMP RELAY OUTPUT
3	Z1 18WT	GROUND
4	L73 18YL	LEFT STOP/TURN SIGNAL RELAY OUTPUT



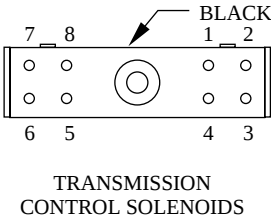
TRANSMISSION CONTROL
MODULE

CAV	CIRCUIT	FUNCTION
1	T1 18LG/BK	PRNDL SWITCH SENSE
2	-	-
3	T3 18VT	PARK/NEUTRAL POSITION SWITCH OUTPUT
4	D2 18WT/BK	CCD BUS(-)
5	-	-
6	K24 18GY/BK	CRANKSHAFT POSITION (CKP) SENSOR SIGNAL
7	D21 18PK	SCI TRANSMIT
8	F45 18YL/RD	FUSED IGNITION SWITCH OUTPUT (START)
9	T9 18OR/BK	OVERDRIVE PRESSURE SWITCH SENSE
10	T10 18YL/DG	TORQUE MANAGEMENT REQUEST SENSE
11	F11 18RD/WT	FUSED IGNITION SWITCH OUTPUT (OFF/RUN/START)
12	K22 18OR/DB	THROTTLE POSITION SENSOR (TPS) SIGNAL
13	T13 18DB/BK	SPEED SENSOR GROUND
14	T14 18LG/WT	SHAFT SPEED SIGNAL (+)
15	T15 18LG	12 VOLT SUPPLY
16	T16 18RD	TRANSMISSION CONTROL RELAY OUTPUT
17	T16 18RD	TRANSMISSION CONTROL RELAY OUTPUT
18	-	-
19	T19 18WT	2-4 SOLENOID CONTROL
20	T20 18LB	LOW/REVERSE SOLENOID CONTROL
21	-	-
22	-	-
23	-	-
24	-	-
25	-	-
26	-	-
27	-	-
28	-	-
29	-	-
30	-	-
31	-	-
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36	-	-
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40	-	-

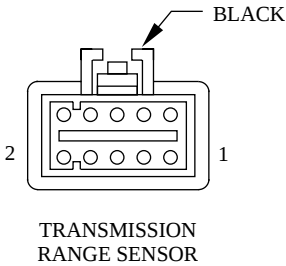
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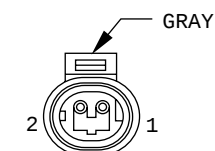
CAV	CIRCUIT	FUNCTION
41	T41 18BK/WT	PARK/NEUTRAL POSITION SWITCH SENSE
42	T42 18VT/WT	PRNDL SWITCH SENSE
43	D1 18VT/BR	CCD BUS(+)
44	-	-
45	-	-
46	D6 18PK/LB	SCI RECEIVE
47	T47 18YL/BK	2/4 PRESSURE SWITCH SENSE
48	-	-
49	-	-
50	T50 18DG	LOW/REVERSE PRESSURE SWITCH SENSE
51	K4 18BK/LB	SENSOR GROUND
52	T52 18RD/BK	INPUT SPEED SENSOR SIGNAL
53	Z14 16BK/YL	GROUND
54	T54 18VT/LG	-
55	-	-
56	A5 18RD/DB	FUSED B(+)
57	Z13 16BK/RD	GROUND
58	G7 18WT/OR	VEHICLE SPEED SENSOR (VSS) SIGNAL
59	T59 18PK	UNDERDRIVE PRESSURE SWITCH SENSE
60	T60 18BR	OVERDRIVE SOLENOID CONTROL



CAV	CIRCUIT	FUNCTION
1	T47 18YL/BK	2/4 PRESSURE SWITCH SENSE
2	T50 18DG	LOW/REVERSE PRESSURE SWITCH SENSE
3	T9 18OR/BK	OVERDRIVE PRESSURE SWITCH SENSE
4	T16 18RD	TRANSMISSION CONTROL RELAY OUTPUT
5	T59 18PK	UNDERDRIVE PRESSURE SWITCH SENSE
6	T60 18BR	OVERDRIVE SOLENOID CONTROL
7	T20 18LB	LOW/REVERSE SOLENOID CONTROL
8	T19 18WT	2/4 SOLENOID CONTROL

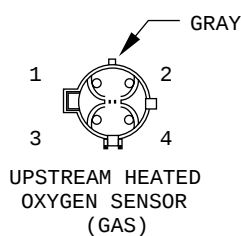


CAV	CIRCUIT	FUNCTION
1	F20 18WT	BACK-UP LAMP FEED
2	-	-
3	T13 18DB/BK	SPEED SENSOR GROUND
4	T54 18VT/LG	TRANSMISSION TEMPERATURE SENSOR
5	T41 18BK/WT	TRANSMISSION RANGE SENSOR - C1
6	L1 20VT/BK	BACK-UP LAMP FEED FROM TRANS SWITCH
7	T1 18LG/BK	TRANSMISSION RANGE SENSOR - C4
8	T3 18VT	TRANSMISSION RANGE SENSOR - C3
9	T42 18VT/WT	TRANSMISSION RANGE SENSOR - C2
10	T41 18BR/WT	NEUTRAL SAFETY



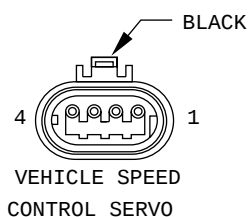
TURBINE
SPEED SENSOR

CAV	CIRCUIT	FUNCTION
1	T13 18DB/BK	SPEED SENSOR GROUND
2	T52 18RD/BK	INPUT SPEED SENSOR SIGNAL



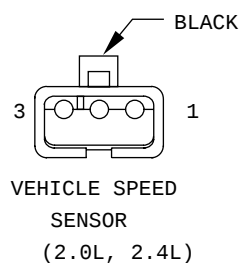
UPSTREAM HEATED
OXYGEN SENSOR
(GAS)

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	A142 18DG/OR	ASD RELAY OUTPUT
3	K4 18BK/LB	SENSOR GROUND
4	K41 18BK/DG	UPSTREAM HEATED OXYGEN SENSOR SIGNAL



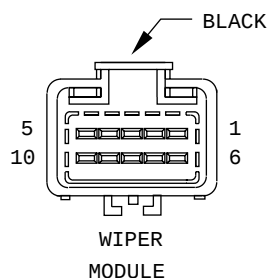
VEHICLE SPEED
CONTROL SERVO

CAV	CIRCUIT	FUNCTION
1	V36 18TN/RD	SPEED CONTROL VACUM SOLENOID CONTROL
2	V35 18LG/RD	SPEED CONTROL VENT SOLENOID CONTROL
3	V30 18DB/RD	STOP LAMP SWITCH OUTPUT
4	Z1 18BK	GROUND



VEHICLE SPEED
SENSOR
(2.0L, 2.4L)

CAV	CIRCUIT	FUNCTION
1	K7 180R*	8 VOLT SUPPLY
1	F87 18WT/BK**	FUSED IGNITION SWITCH OUTPUT (START/RUN)
2	K4 18BK/LB	SENSOR GROUND
3	G7 18WT/OR	VSS SIGNAL



WIPER
MODULE

CAV	CIRCUIT	FUNCTION
1	V3 12BR/WT	WIPER MOTOR HIGH SPEED CONTROL
2	-	-
3	-	-
4	V7 20DG/WT	WIPER PARK SWITCH SENSE
5	V4 12RD/YL	WIPER MOTOR LOW SPEED CONTROL
6	-	-
7	Z1 14BK	GROUND
8	F41 20PK/VT	FUSED B(+)
9	M10 18PK/BK	FUSED IGNITION SWITCH OUTPUT (RUN)
10	-	-

8W-90 CONNECTOR/GROUND LOCATIONS

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DESCRIPTION AND OPERATION

INTRODUCTION 1

CONNECTOR/GROUND LOCATIONS 1

DESCRIPTION AND OPERATION

CONNECTOR/GROUND LOCATIONS

For items not shown in this section a N/S is placed in the Fig. column.

INTRODUCTION

This section provides illustrations identifying the general location of components, grounds, and connectors in the vehicle. A index is provided. Use the wiring diagrams in each section for connector/ground number identification. Refer to the index for the proper figure number.

Component/ Ground	Color	Location	Fig.
A/C Compressor Clutch	BK	Top of A/C Compressor	5, 6, 7
A/C-Heater Control C1	BK	Rear of Control	9
A/C-Heater Control C2	BK	Rear of Control	9
A/C Pressure Transducer	BK	RT Side Cowl	3
A/C Zone Door Actuator	NAT	LT Side of HVAC	13
Airbag Control Module C1	YL	Rear of I.P. Center Stack	10
Airbag Control Module C2	BK	Rear of I.P. Center Stack	10
All Wheel Drive Solenoid	BK	Near Fuel Tank	18
Ambient Temperature Sensor	BK	On Radiator Closure Panel	4
Ash Receiver Lamp	BK	At Lamp	8
Automatic Day/Night Mirror	BK	At Mirror	15
B01	BK	LT Kick Panel	16
B02	BK	LT Kick Panel	16
B03	BK	RT Kick Panel	16

Component/ Ground	Color	Location	Fig.
B09	BK	Under Seat	14
B17	BK	LT Quarter Panel	19
B23	BK	RT of Steering Column	11
B31	BK	At Wiper Module	2
B33	BK	LT Frame Rail	2
B52	BK	LT Lower Dash	11
B53	BK	In Access Hole, LT D-Pillar	19
B56	RD	Under Seat	14
B57	BK	RT Side Cowl	12
B70	LT/GY	LT Frame Rail	2
B75	BL	Bottom of RT B-Pillar	12
B96	RD	Bottom of RT B-Pillar	12
B98	BK	Rear of RT Tail Lamp	20
B99	BK	Rear of LT Tail Lamp	19
Blend Door Actuator	NAT	LT Side of HVAC	13
Body Control Module C1	NAT	On Junction Block	11

DESCRIPTION AND OPERATION (Continued)

Component/ Ground	Color	Location	Fig.
Body Control Module C2	NAT	On Junction Block	10
Brake Pressure Switch	BK	On Master Cylinder	2
C02	BK	At Mirror	15
C12	RD	Bottom of RT B-Pillar	12
C13	BL	Bottom of RT B-Pillar	12
Camshaft Position Sensor 2.4L	BK	Rear of Cylinder Head	5
Camshaft Position Sensor 3.0L, 3.3L, 3.8L	BK	RT Side of Engine	6, 7
CHMSL	RD	Rear of CHMSL	21
Cigar Lighter	BK	Rear of Lighter	9
Controller Anti-Lock Brake C1	BK	RT Side of Engine Compartment	N/S
Crankshaft Position Sensor	BK	Rear of Engine	5, 6, 7
D01	BK	On Kick Panel	16
D02	BK	On Kick Panel	16
Data Link Connector	BK	LT of Steering Column	10
Downstream Heated Oxygen Sensor	GY	Front Center of Floor Pan	14
Driver Airbag Squib	YL	Rear of Airbag	9
Driver Power Seat Switch	BK	At Switch	14
Driver Seat Front Vertical Motor	BK	Under Seat	N/S
Driver Seat Horizontal Motor	BK	Under Seat	N/S
Driver Seat Rear Vertical Motor	BK	Under Seat	N/S
E36	BK	LT Frame Rail	2
E40	BK	At Radiator Fan Module	N/S
E43	LT/GY	LT Frame Rail	2
E68	BK	Rear of Intake Plenum	6

Component/ Ground	Color	Location	Fig.
E69	BK	LT Side of Intake	5
E78	BK	Near Throttle Body	7
EGR Solenoid	BK	LT Rear of Engine	5, 6, 7
Electric Wiper De-Icer	BK	At Base of Windshield	9
Engine Coolant Temp Sensor 2.4L	BK	On Cylinder Block	N/S
Engine Coolant Temp Sensor 3.0L	BK	Near Distributor	N/S
Engine Coolant Temp Sensor 3.3L, 3.8L	BK	On Cylinder Block	N/S
Engine Oil Pressure Switch	BK	On Cylinder Block	5, 6, 7
Engine Starter Motor C1	BK	Rear of Starter	5, 6, 7
Engine Starter Motor C2	SL	Rear of Starter	5, 6, 7
EVAP Leak Detection Pump	LT/GY	LT Rear Corssmember	5, 6, 7
EVAP/Purge Solenoid	GY	RT Motor Mount	3
Evaporator Temperature Sensor	BK	RT Side of HVAC	N/S
F02	BK	Near Throttle Body	7
F09	BK	LT Side of Intake	5, 6
Front Blower Motor	BK	At Motor	N/S
Front Blower Motor Resistor Block	BK	RT Side Cowl	4
Front Cigar Lighter	BK	Rear of Lighter	9
Front Reading Lamps/Switch	RD	At Lamp	15
Front Washer Motor	BK	Bottom of Reservoir	4
Fuel Pump Module	GY	Side of Fuel Tank	18

DESCRIPTION AND OPERATION (Continued)

Component/ Ground	Color	Location	Fig.
G100		LT Frame Rail	3
G101 2.4L		Rear of Cylinder Head	5
G101 3.0L		Rear of Cylinder Block	6
G101 3.3L, 3.8L		Rear of Cylinder Block	7
G102		LT Frame Rail	3
G103 2.4L		Rear of Cylinder Head	5
G103 3.0L		Rear of Cylinder Block	6
G103 3.3L, 3.8L		Rear of Cylinder Block	7
G200		I.P. Center Support	8
G201		I.P. Center Support	8
G202		I.P. Center Support	8
G203		I.P. Center Support	N/S
G300		LT Kick Panel	11
G301		RT Kick Panel	12
G302		LT Quarter Panel	19
G400		In Liftgate	21
Generator	BK	Rear of Generator	5, 6, 7
Glove Box Lamp	BL	Rear of Glove Box	9
Headlamp Switch C1	BL	Rear of Switch	9
Headlamp Switch C2	BK	Rear of Switch	9
High Note Horn	BK	LT Frame Rail	4
Hood Ajar Switch	NAT	LT Fender	2
Horn/Speed Control Switches	NAT	Rear of Clockspring	9
Idle Air Control Motor	BK	On Throttle Body	5, 6,7
Ignition Coil Pack 2.4L	BK	Top of Valve Cover	5

Component/ Ground	Color	Location	Fig.
Ignition Coil Pack 3.0L	BK	Top of Rear Valve Cover	6
Ignition Coil Pack 3.3L, 3.8L	BK	RT Side of Engine	N/S
Ignition Switch C1	GY	Rear of Switch	9
Ignition Switch C2	BK	Rear of Switch	9
Ignition Switch C3	BK	Rear of Switch	9
Injector #1	BK	At Injector	N/S
Injector #2	BK	At Injector	N/S
Injector #3	BK	At Injector	N/S
Injector #4	BK	At Injector	N/S
Injector #5	BK	At Injector	N/S
Injector #6	BK	At Injector	N/S
Instrument Cluster	RD	Rear of Cluster	9
Inatke Air Temp Sensor	GY	On Intake	N/S
J01A	BK	LT Quarter Panel	19
J01D	BK	RT Side of HVAC	13
J02	BK	RT Side of HVAC	N/S
J02A	BK	Top of Liftgate	21
JO3A	BK	Top of Liftgate	21
Junction Block C1	GY	On Junction Block	11
Junction Block C2	GY	On Junction Block	11
Junction Block C3	GY	On Junction Block	10
Junction Block C4	GY	On Junction Block	10
Key-In Halo Lamp	WT	Rear of Lamp	9
Key-In Switch	GN	Rear of Switch	9
Knock Sensor	GY	Front of Cylinder Block	5
L11	BK	In Liftgate	21
L15	BK	Top of Liftgate	21
L16	BK	Top of Liftgate	21

DESCRIPTION AND OPERATION (Continued)

Component/ Ground	Color	Location	Fig.
Left Combination Flasher Relay	BK	LT Rear Quarter Panel	N/S
Left Door Ajar Switch	BK	LT B-Pillar	12
Left Door Arm/Disarm Switch	BK	At Switch	17
Left Door Courtesy Lamp	BK	At Lamp	17
Left Door Speaker	BK	At Speaker	17
Left Fog Lamp	BK	At Lamp	4
Left Front Door Lock Motor	BK	At Motor	17
Left Front Panel Speaker	BK	At Speaker	9
Left Front Park/Turn Signal Lamp	BK	At Lamp	4
Left Front Wheel Speed Sensor	BK	LT Fender Side Shield	2
Left Front Window Motor	RD	At Motor	17
Left Headlamp	BK	At Lamp	2
Left Liftgate Flood Lamp	BK	At Lamp	21
Left Mid Reading Lamp	GY	At Lamp	15
Left Power Door Lock Switch	BK	At Switch	17
Left Power Mirror C1	RD	At Mirror	9
Left Power Mirror C2	RD	At Mirror	9
Left Power Window Switch	OR	At Switch	17
Left Rear Lamp Assembly	BK	At Lamp	19
Left Rear Door Ajar Switch	BK	LT C-Pillar	19
Left Rear Pillar Speaker	BK	At Speaker	19
Left Rear Reading Lamp	BK	At Lamp	15

Component/ Ground	Color	Location	Fig.
Left Rear Sliding Door Contacts	BK	LT B-Pillar	12
Left Rear Sliding Door Lock Motor	BK	At Motor	N/S
Left Rear Speaker	BK	At Speaker	19
Left Rear Vent Motor	NAT	At Motor	19
Left Rear Wheel Speed Sensor	BK	Center Rear of Floor Pan	14
Left Stop/Turn Signal Relay	BK	LT Quarter Panel	N/S
Left Visor/Vanity Lamp	BK	At Lamp	15
License Lamp	GY	At Lamps	21
Liftgate Ajar Switch	BK	At Latch	21
Liftgate Arm/Disarm Switch	BK	At Key Cylinder	21
Liftgate Door Lock Motor	BK	At Motor	21
Low Note Horn	BK	LT Frame Rail	4
Low Washer Fluid Level Switch	BK	Bottom of Reservior	N/S
MAP Sensor 2.4L	BK	On Intake	N/S
MAP Sensor 3.0L	BK	Front of Intake	6
MAP Sensor 3.3L, 3.8L	BK	Near Throttle Body	7
Memory Power Seat Switch	BK	At Switch	15
Memroy Seat Front Vertical Motor	BK	Under Seat	N/S
Memory Seat Front Vertical Position Sensor	BK	Under Seat	N/S
Memory Seat Horizontal Motor	BK	Under Seat	N/S
Memory Seat Horizontal Position Sensor	BK	Under Seat	N/S

DESCRIPTION AND OPERATION (Continued)

Component/ Ground	Color	Location	Fig.
Memory Seat/Mirror Module C1	BK	Under Seat	14
Memory Seat/Mirror Module C2	BK	Under Seat	14
Memory Seat Vertical Motor	BK	Under Seat	N/S
Memory Seat Vertical Position Sensor	BK	Under Seat	N/S
Memory Seat Recliner Motor	BK	Under Seat	N/S
Memory Seat Racliner Position Sensor	BK	Under Seat	N/S
Memory Set Switch	BL	At Switch	17
Message Center	BL	Rear of Message Center	9
Mode Door Actuator	BK	LT Side of HVAC	13
Multi Function Switch	BK	Rear of Switch	9
Name Brand Speaker Relay	LT/GY	LT of Steering Column	11
Output Shaft Speed Sensor	BK	Front of Transmission	7
Overhead Console	RD	Front of Console	15
P18	GY	RT of Steering Column	10
P25	BK	Left of I.P Center Stack	8
P30	BK	RT Side of HVAC	8
P34	GY	RT of Steering Column	10
Park Brake Switch	BK	Top of Park Brake	11
Park/Neutral Positon Switch	BK	Front of Transmission	N/S
Passenger Power Seat Switch	RD	At Switch	14

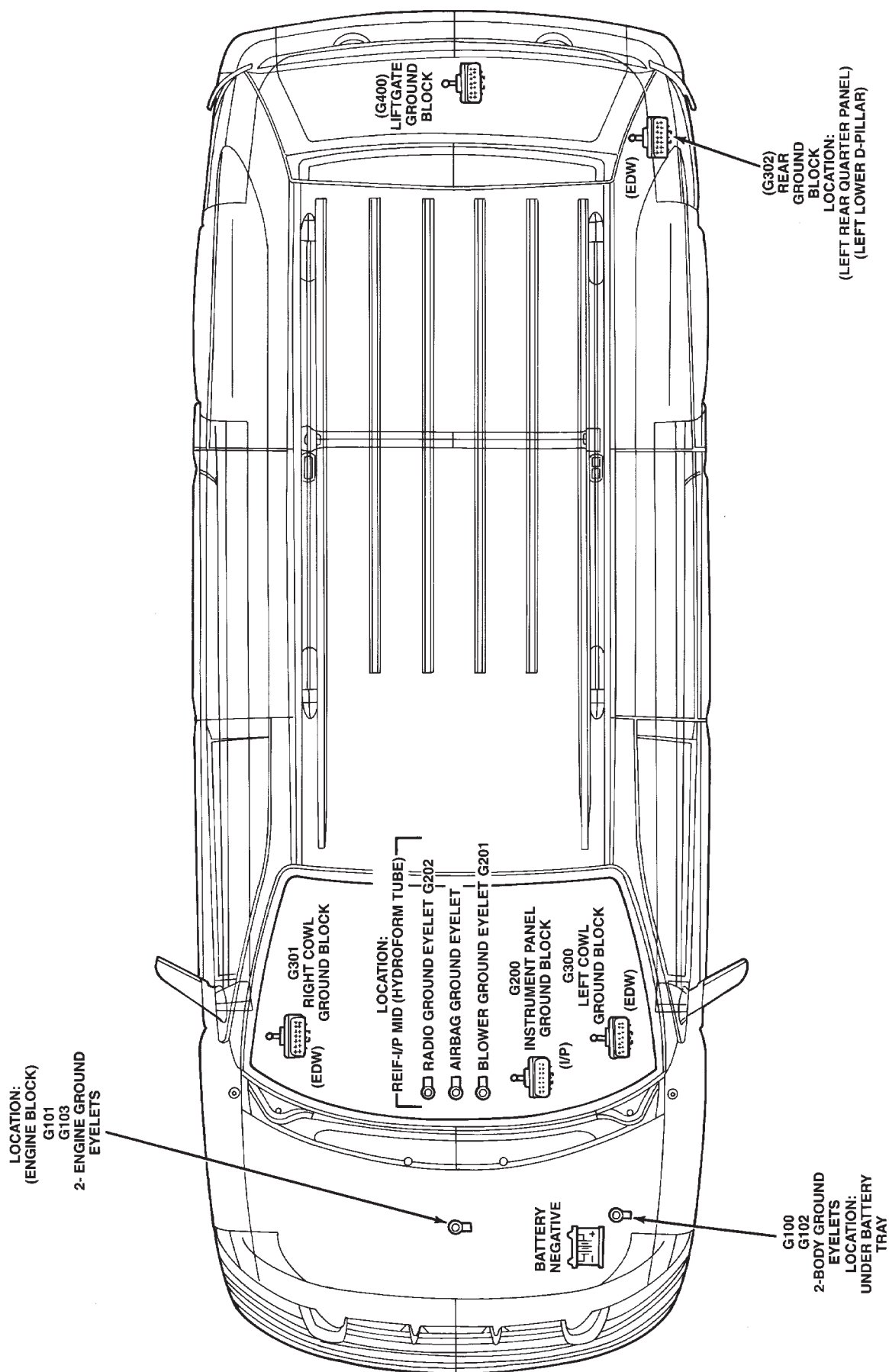
Component/ Ground	Color	Location	Fig.
Passenger Seat Front Vertical Motor	BK	Under Seat	N/S
Passenger Seat Horzional Motor	BK	Under Seat	N/S
Passenger Seat Rear Vertical Motor	BK	Under Seat	N/S
Passenger Seat Recliner Motor	BK	Under Seat	N/S
Passenger Side Airbag	YL	Rear of Airbag	9
PDC C1	NAT	Bottom of PDC	2
PDC C2	OR	Bottom of PDC	2
PDC C3	DK/GN	Bottom of PDC	2
PDC C4	BK	Bottom of PDC	2
PDC C5	LT/GY	Bottom of PDC	2
PDC C6	GN	Bottom of PDC	3
Rear Washer Motor	BK	Bottom of Reservior	4
Rear Window Defogger	BK	On Liftgate	21
Rear Wiper Motor	BK	At Motor	21
Recirculation Door Actuator	NAT	RT Side of HVAC	13
Remote Keyless Entry Module	RD	Top Left of I.P.	9
Right Combination Flasher Relay	BK	LT Quarter Panel	N/S
Right Door Arm/Disarm Switch	BK	At Switch	17
Right Door Courtesy Lamp	BK	At Lamp	17
Right Door Speaker	BK	At Speaker	17
Right Fog Lamp	BK	At Lamp	4
Right Front Door Ajar Switch	BK	RT B-Pillar	12
Right Front Door Lock Motor	BK	At Motor	17
Right Front Panel Speaker	BK	At Speaker	9

DESCRIPTION AND OPERATION (Continued)

Component/ Ground	Color	Location	Fig.
Right Front Park/Turn Signal Lamp	BK	At Lamp	4
Right Front Wheel Speed Sensor	BK	Right Fender Side Shield	4
Throttle Position Sensor	GY	On Throttle Body	5, 6, 7
Torque Converter Clutch Solenoid	BK	Front of Transmission	5
Traction Switch	BK	Rear of Swtich	N/S
Trailer Tow Connector	BK	LT Quarter Panel	N/S
Transmission Control Module	BK	RT Fender Side Shield	3
Transmission Range Sensor	BK	Top of Transmission	5, 6, 7

Component/ Ground	Color	Location	Fig.
Transmission Solenoids and Pressure Switches	BK	Front of Transmission	6, 7
Turbine Speed Sensor	BK	Front of Transmission	7
Upstream Heated Oxygen Sensor	GY	Rear of Engine	5, 6, 7
Vehicle Speed Control Servo	BK	LT Rear of Engine Compartment	5, 6, 7
Vehicle Speed Sensor	BK	Rear of Transmission	5, 6
Wiper Module	BK	LT Side Cowl	2

DESCRIPTION AND OPERATION (Continued)



80097d6a

Fig. 1 Ground Locations

DESCRIPTION AND OPERATION (Continued)

90037d6c

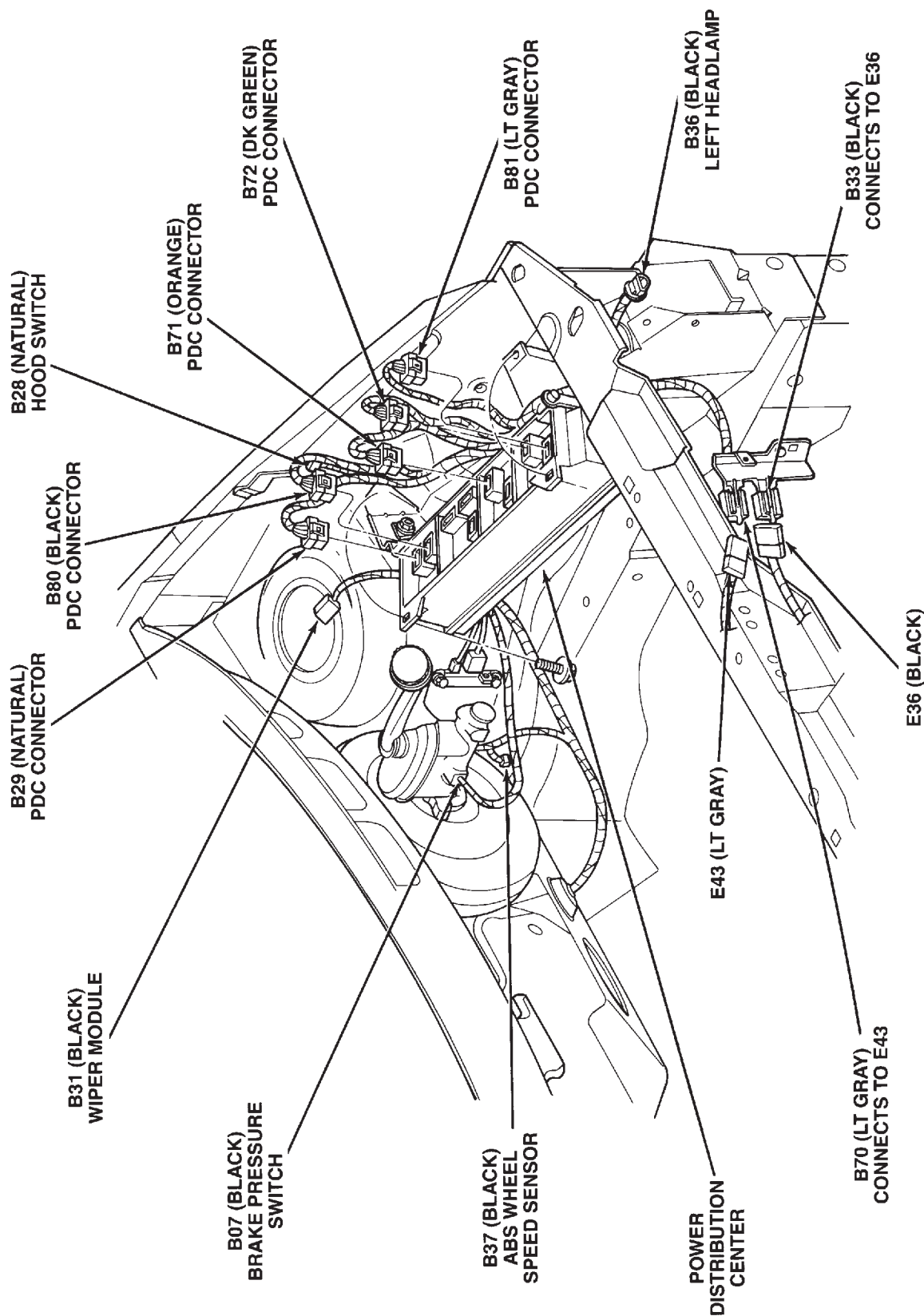
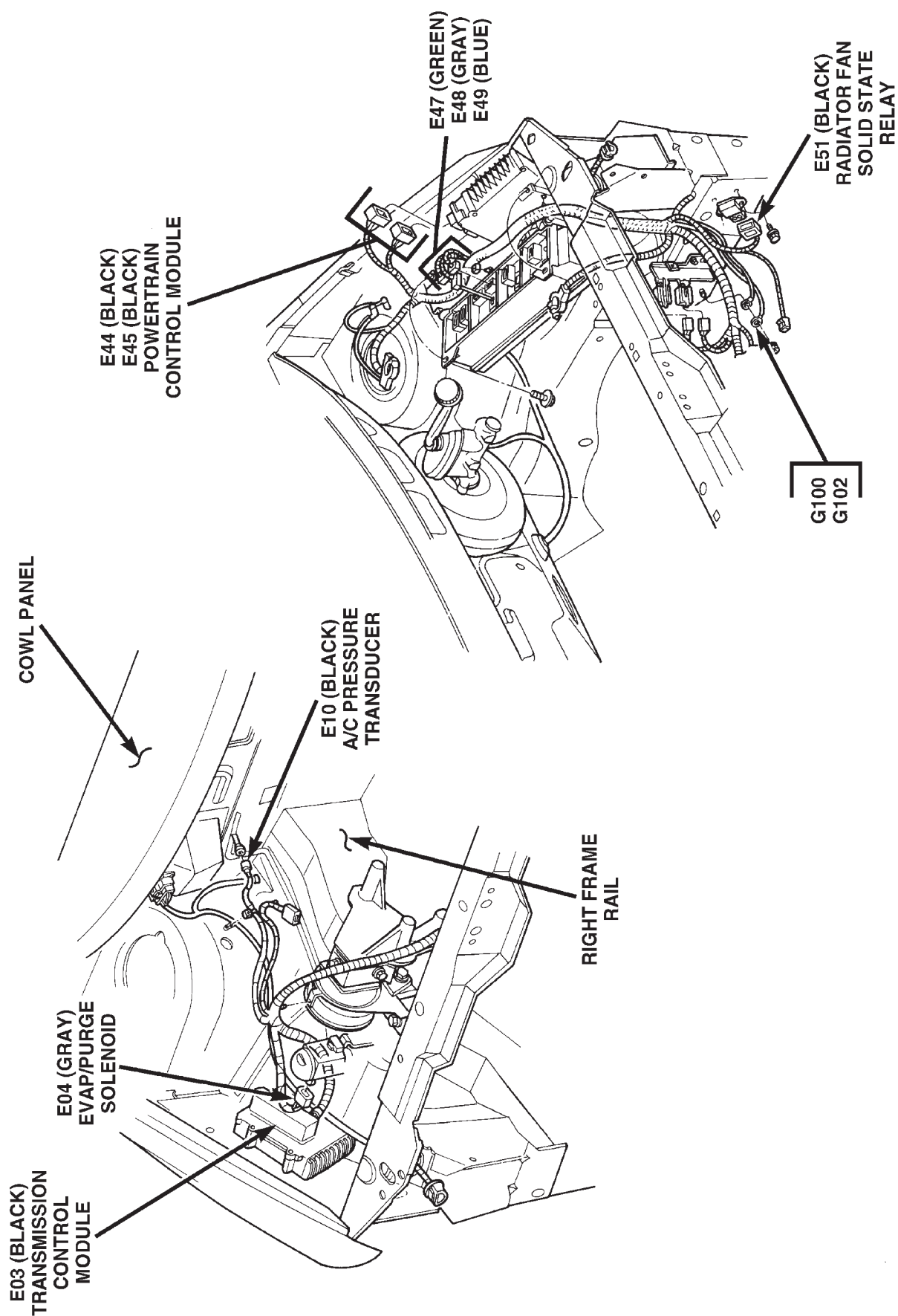


Fig. 2 Engine Compartment Connections

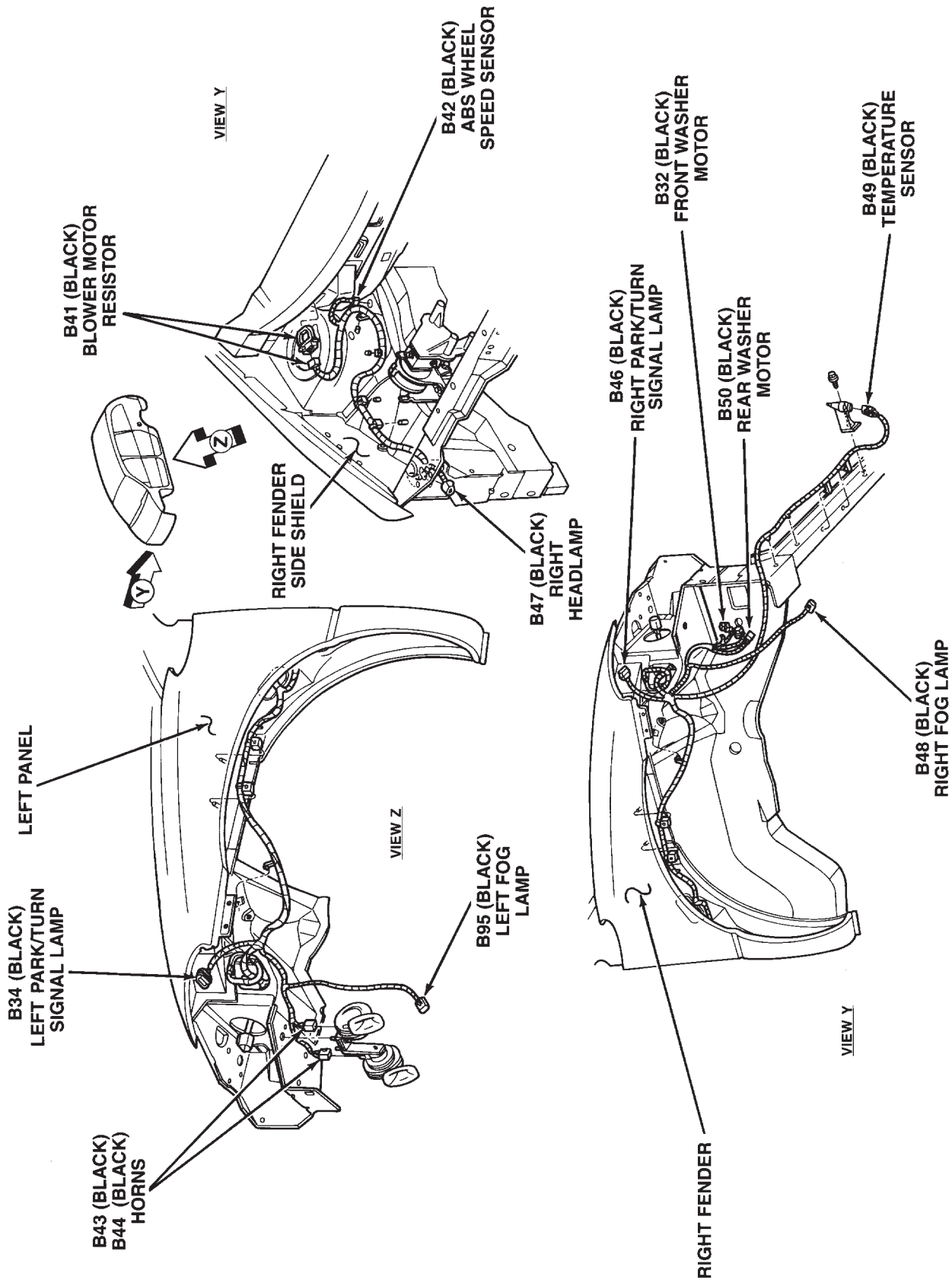
DESCRIPTION AND OPERATION (Continued)



80a790ef

Fig. 3 Engine Compartment Connections

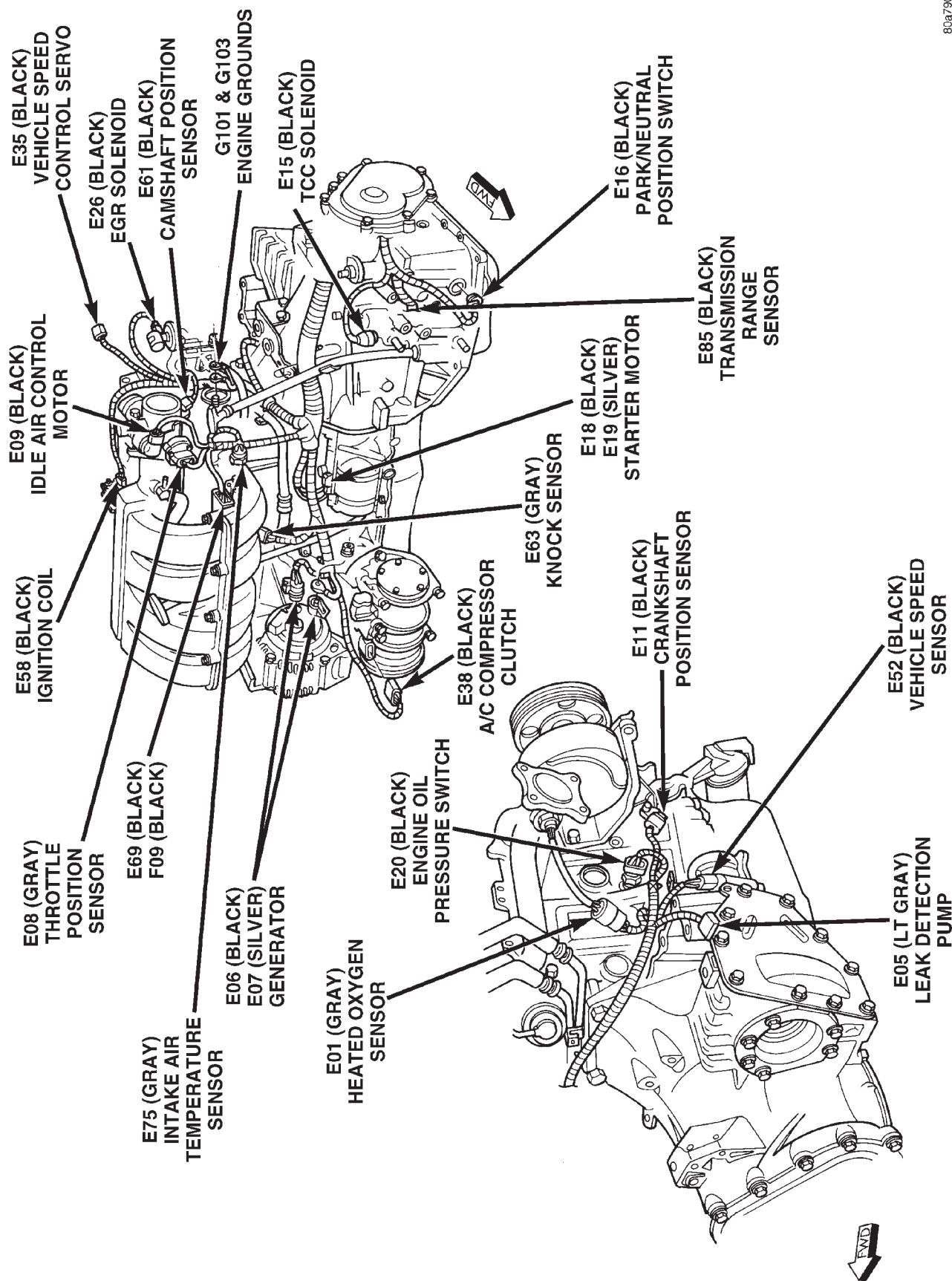
DESCRIPTION AND OPERATION (Continued)



60097d70

Fig. 4 Engine Compartment Connections

DESCRIPTION AND OPERATION (Continued)



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Fig. 5 Engine Connections 2.4L

DESCRIPTION AND OPERATION (Continued)

80a790j2

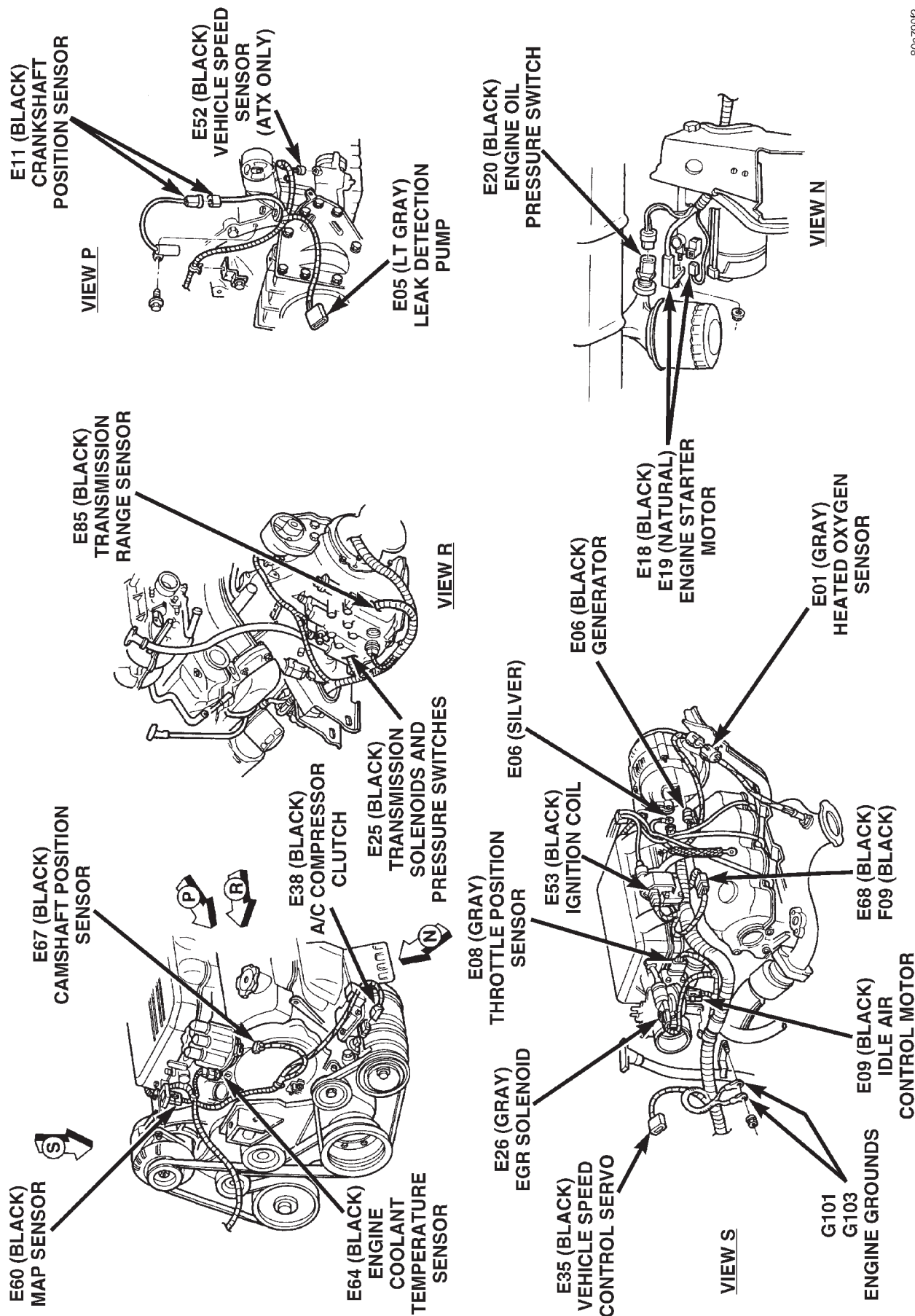
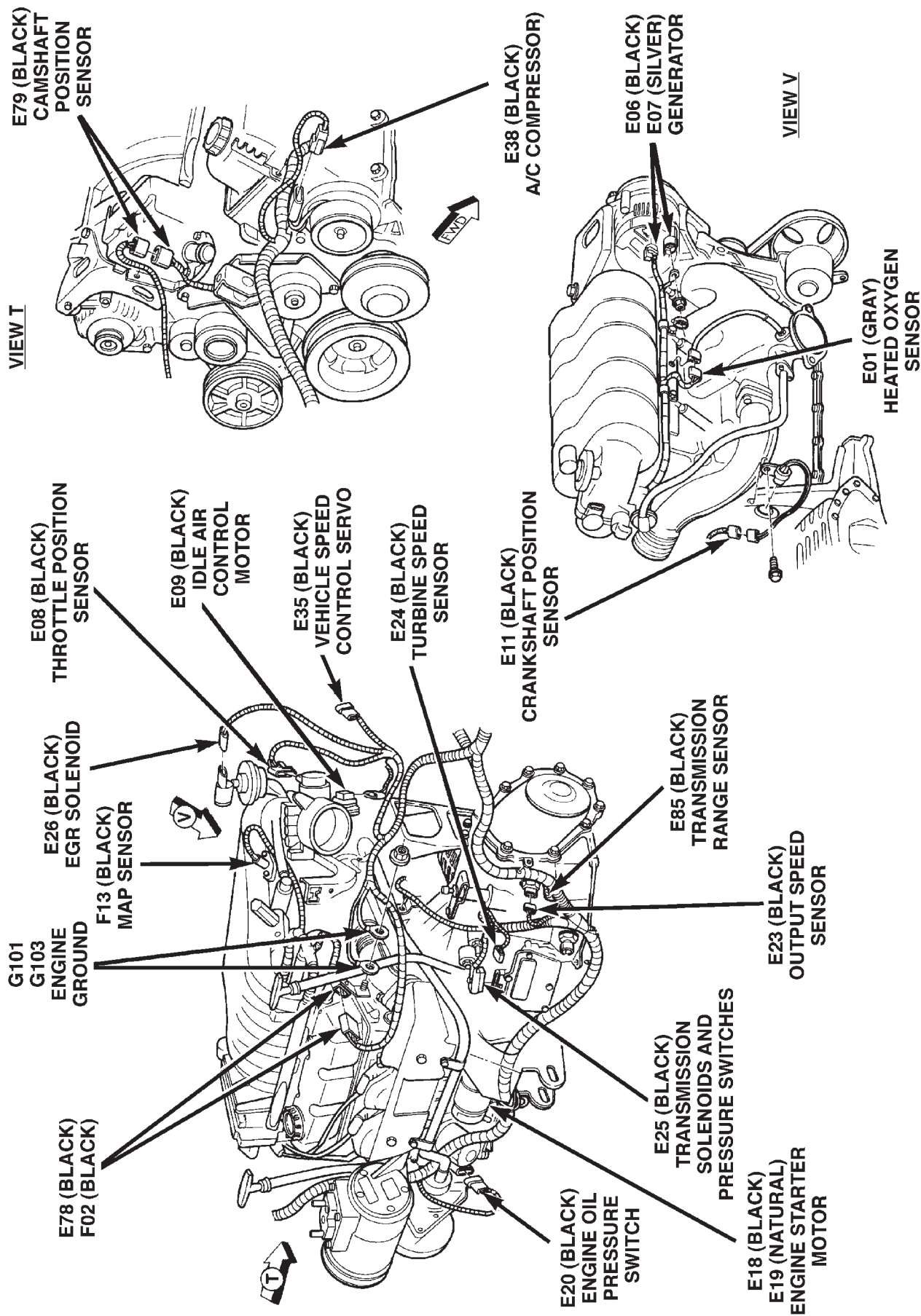


Fig. 6 Engine Connections 3.0L

DESCRIPTION AND OPERATION (Continued)



80a79014

Fig. 7 Engine Connections 3.3L, 3.8L

DESCRIPTION AND OPERATION (Continued)

800bdc3

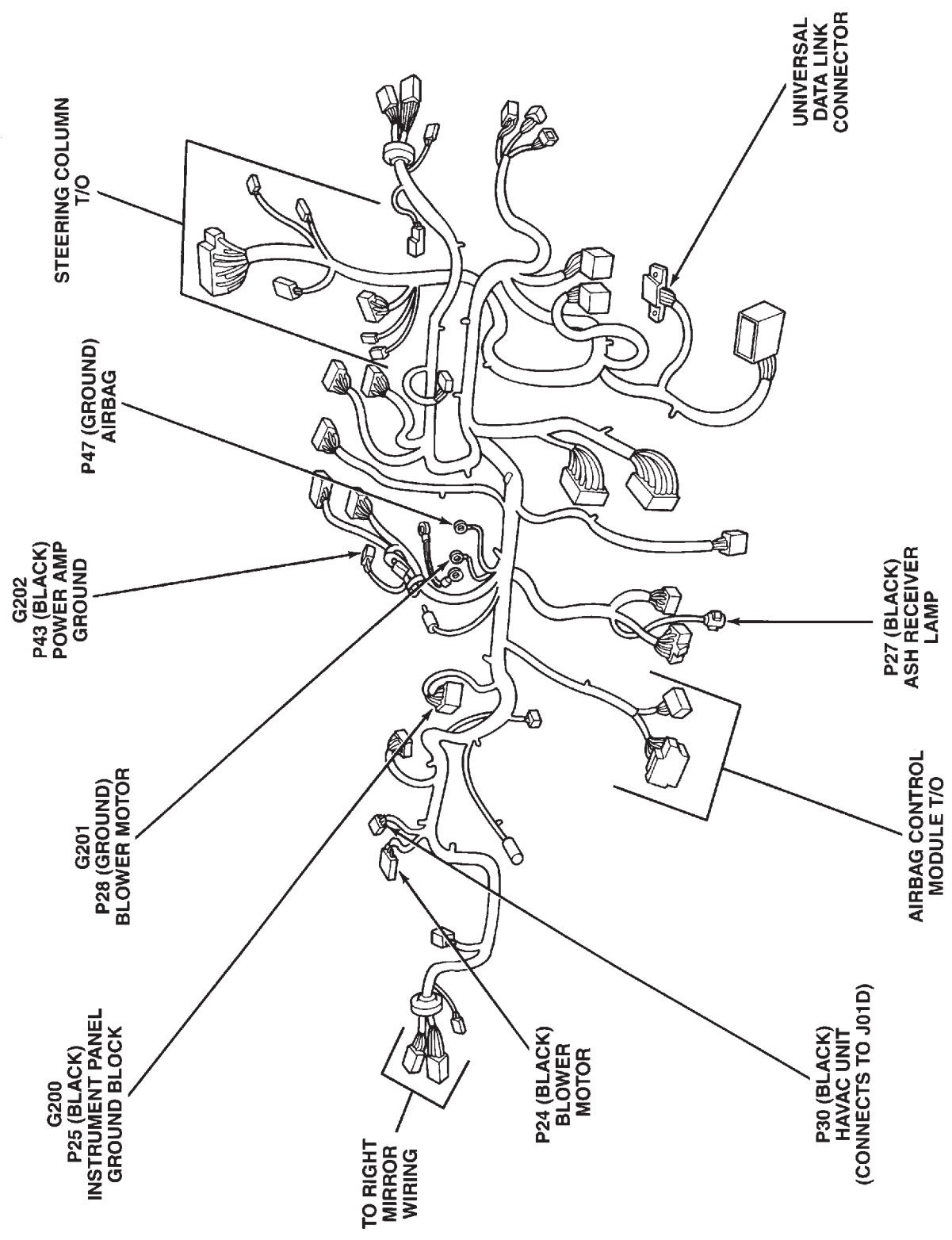


Fig. 8 Instrument Panel Connections

DESCRIPTION AND OPERATION (Continued)

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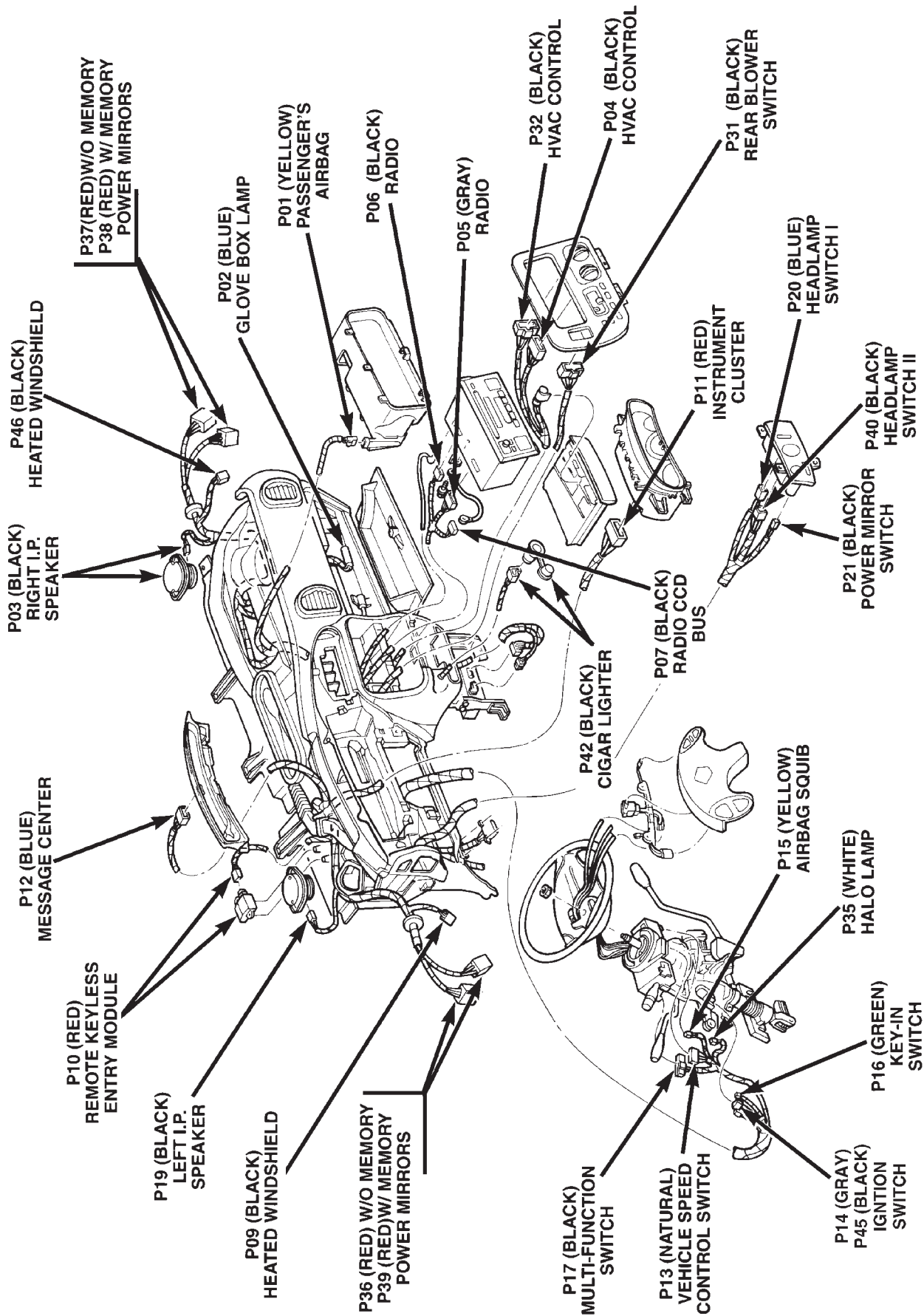


Fig. 9 Instrument Panel Connections

DESCRIPTION AND OPERATION (Continued)

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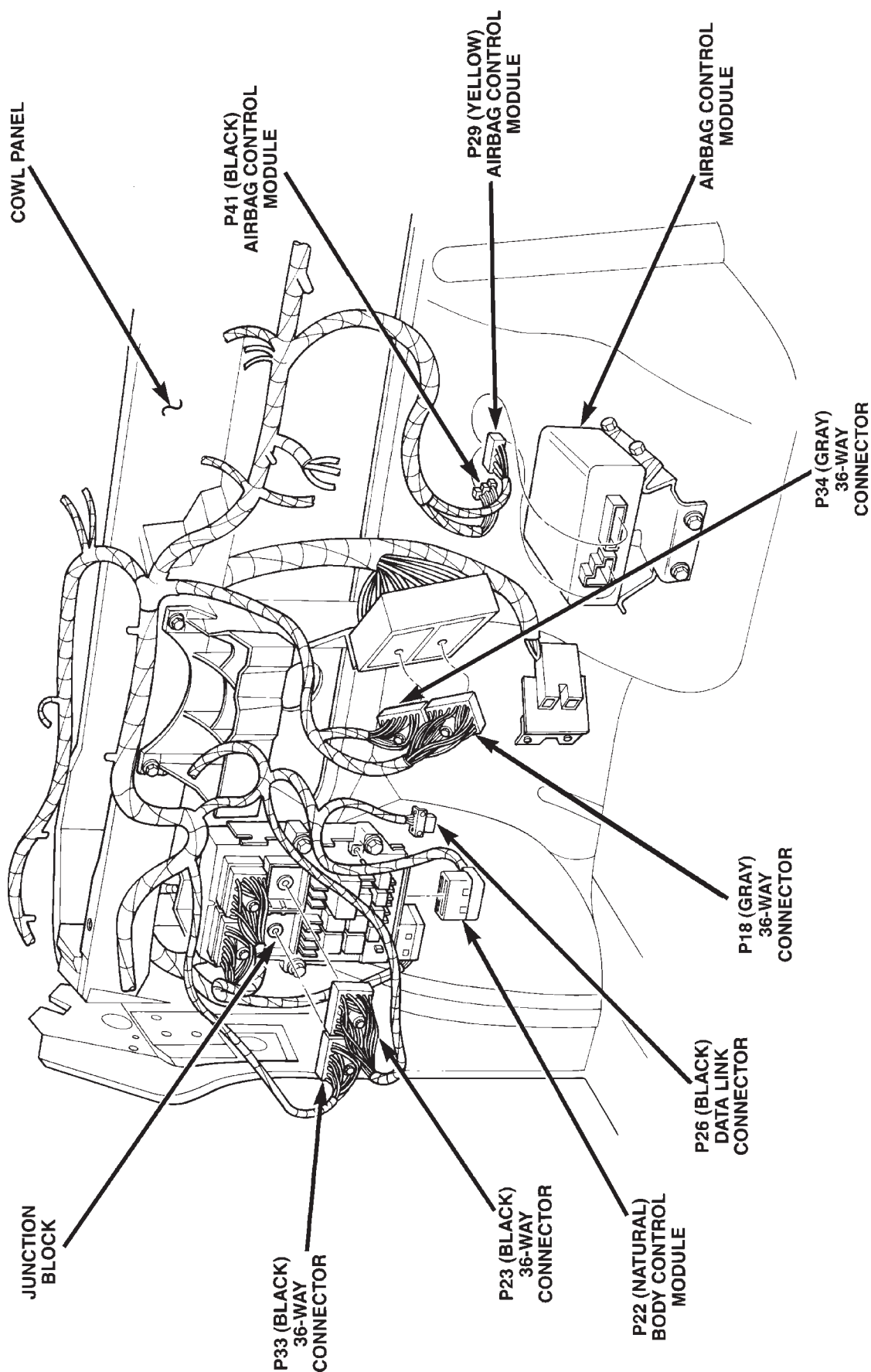


Fig. 10 Instrument Panel Connections

DESCRIPTION AND OPERATION (Continued)

80a83760

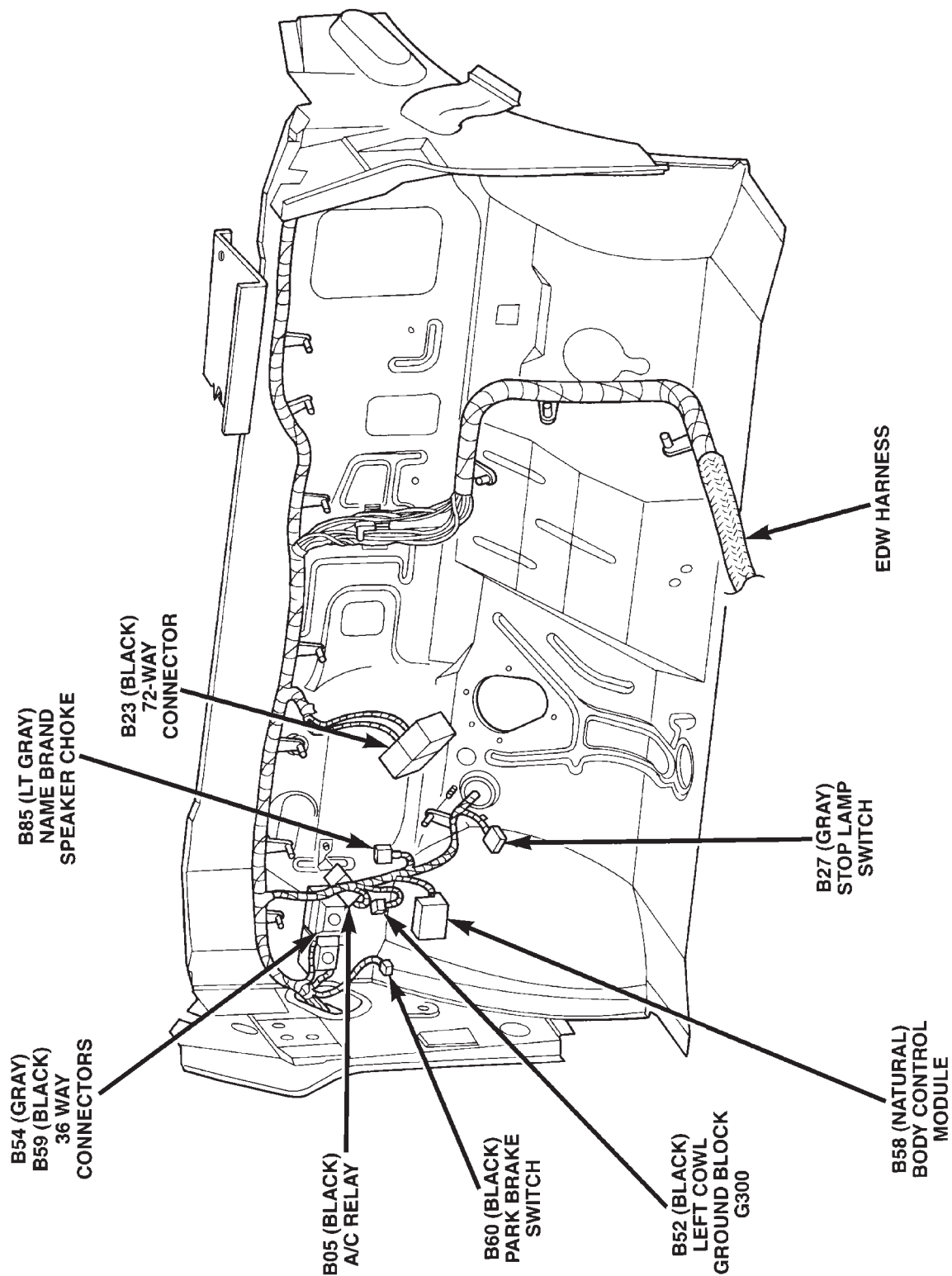
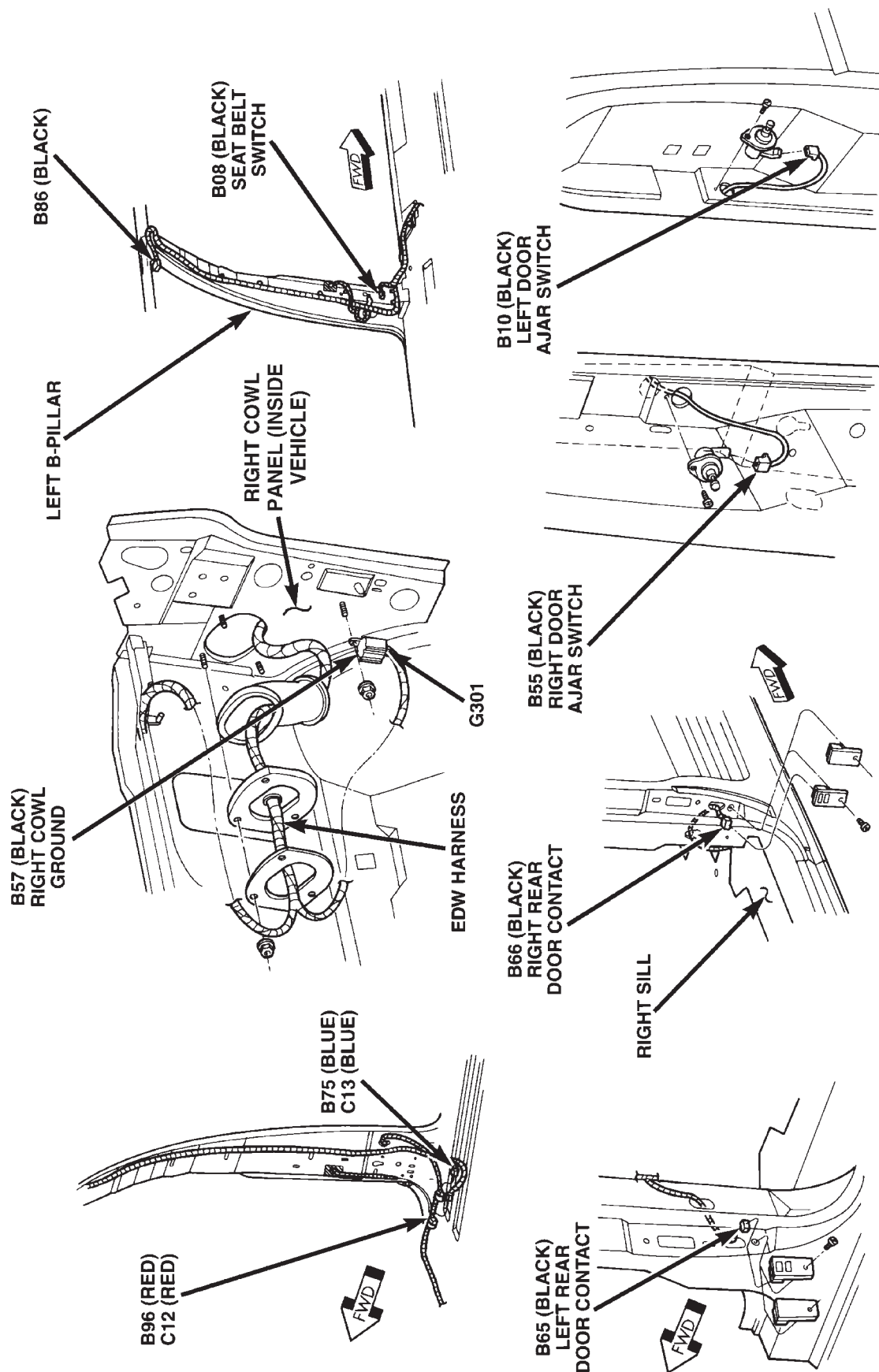


Fig. 11 Cowl Panel Connections

DESCRIPTION AND OPERATION (Continued)



80a790f5

Fig. 12 Body Connections

DESCRIPTION AND OPERATION (Continued)

800cdle6

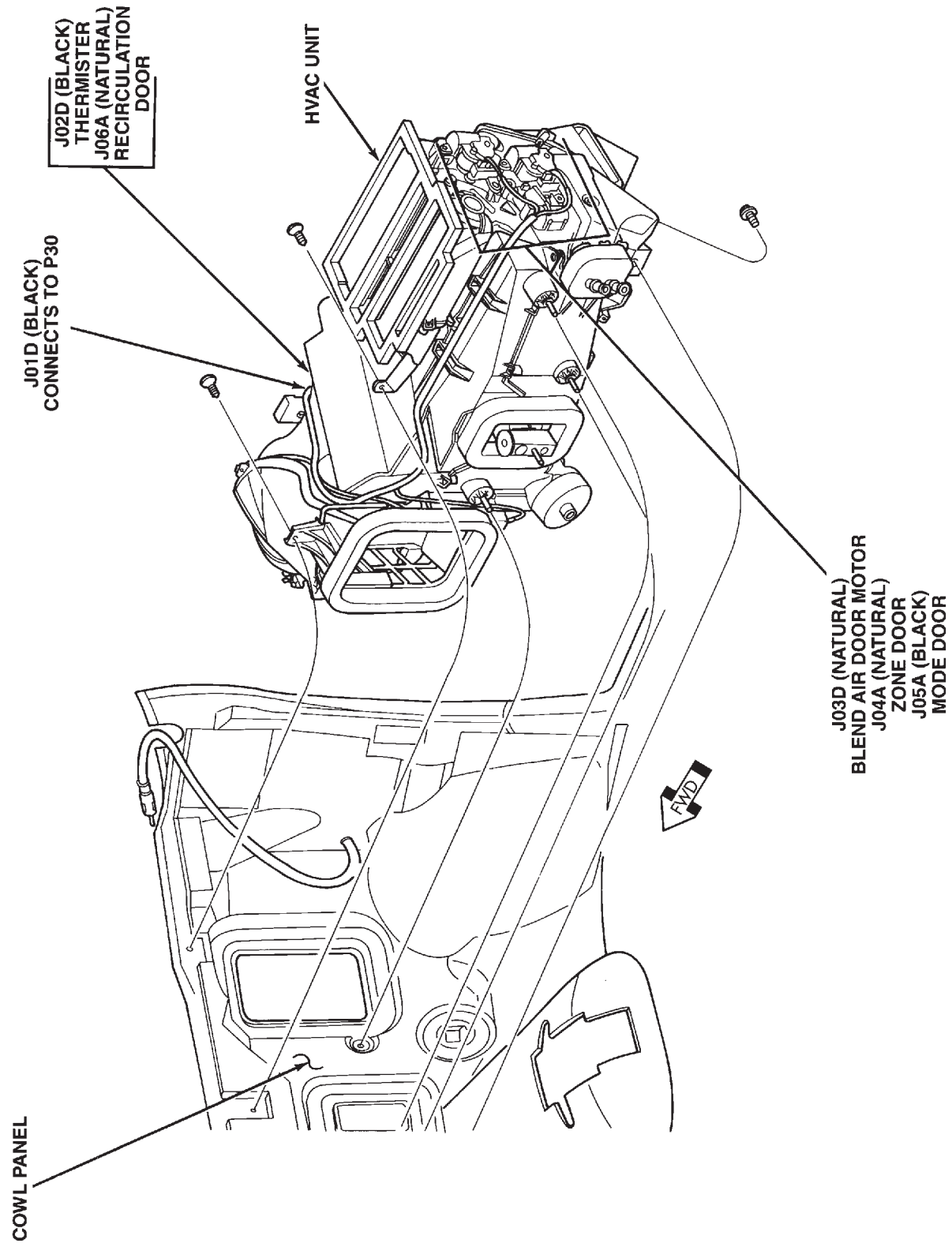


Fig. 13 HVAC Connections

DESCRIPTION AND OPERATION (Continued)

800bdc5

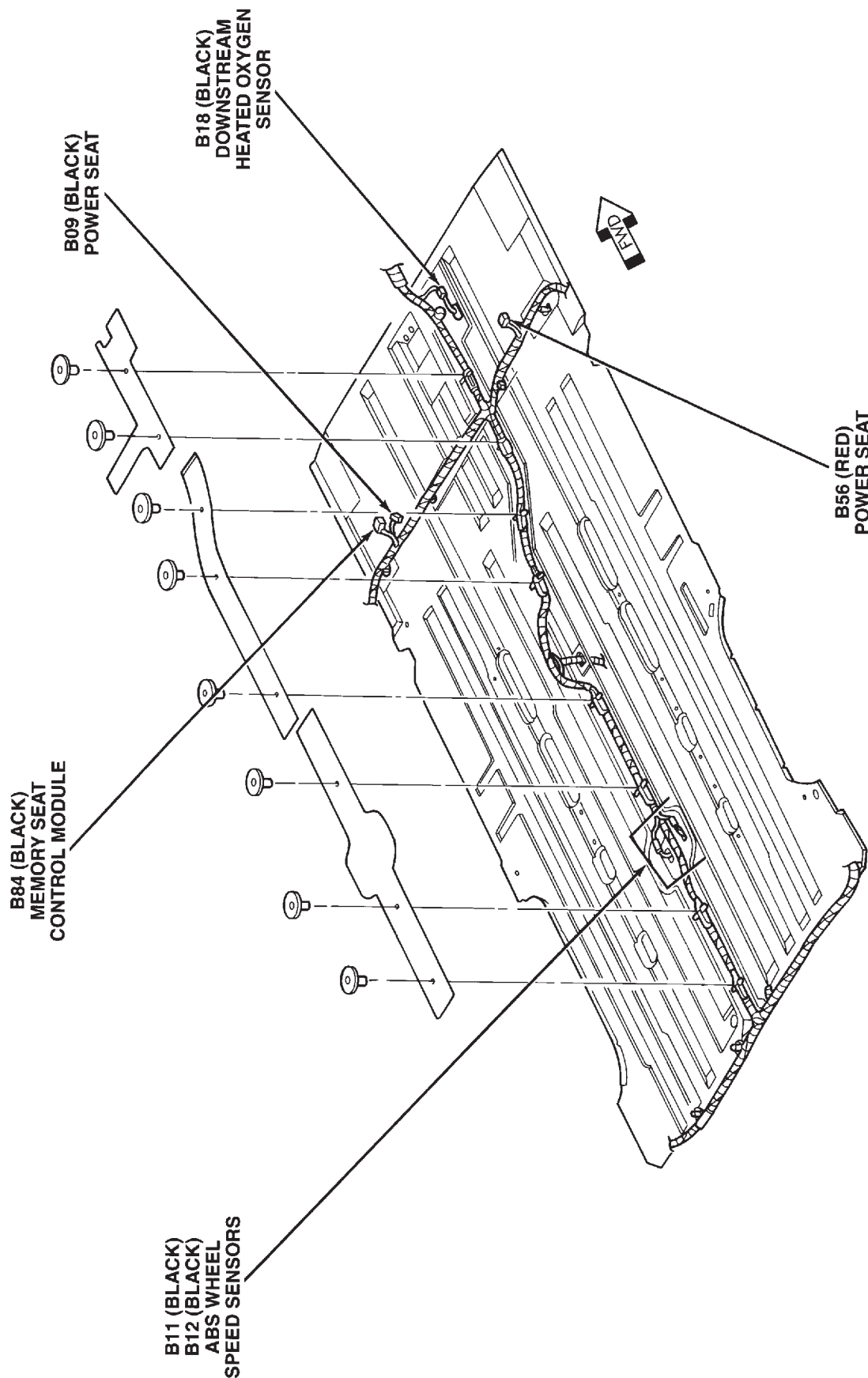


Fig. 14 Body Connections

DESCRIPTION AND OPERATION (Continued)

800bd92

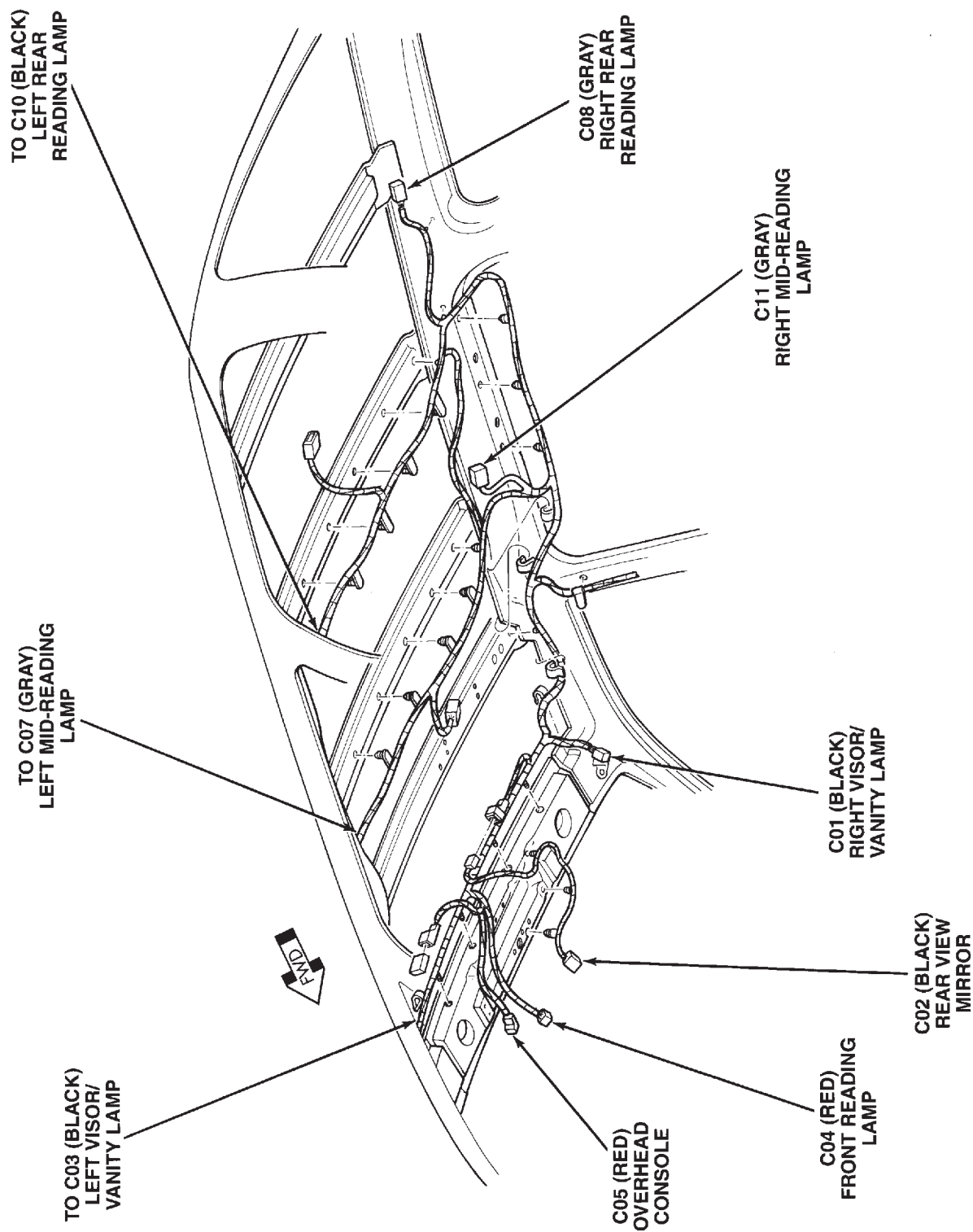


Fig. 15 Roof Panel Connections

800bdcf2

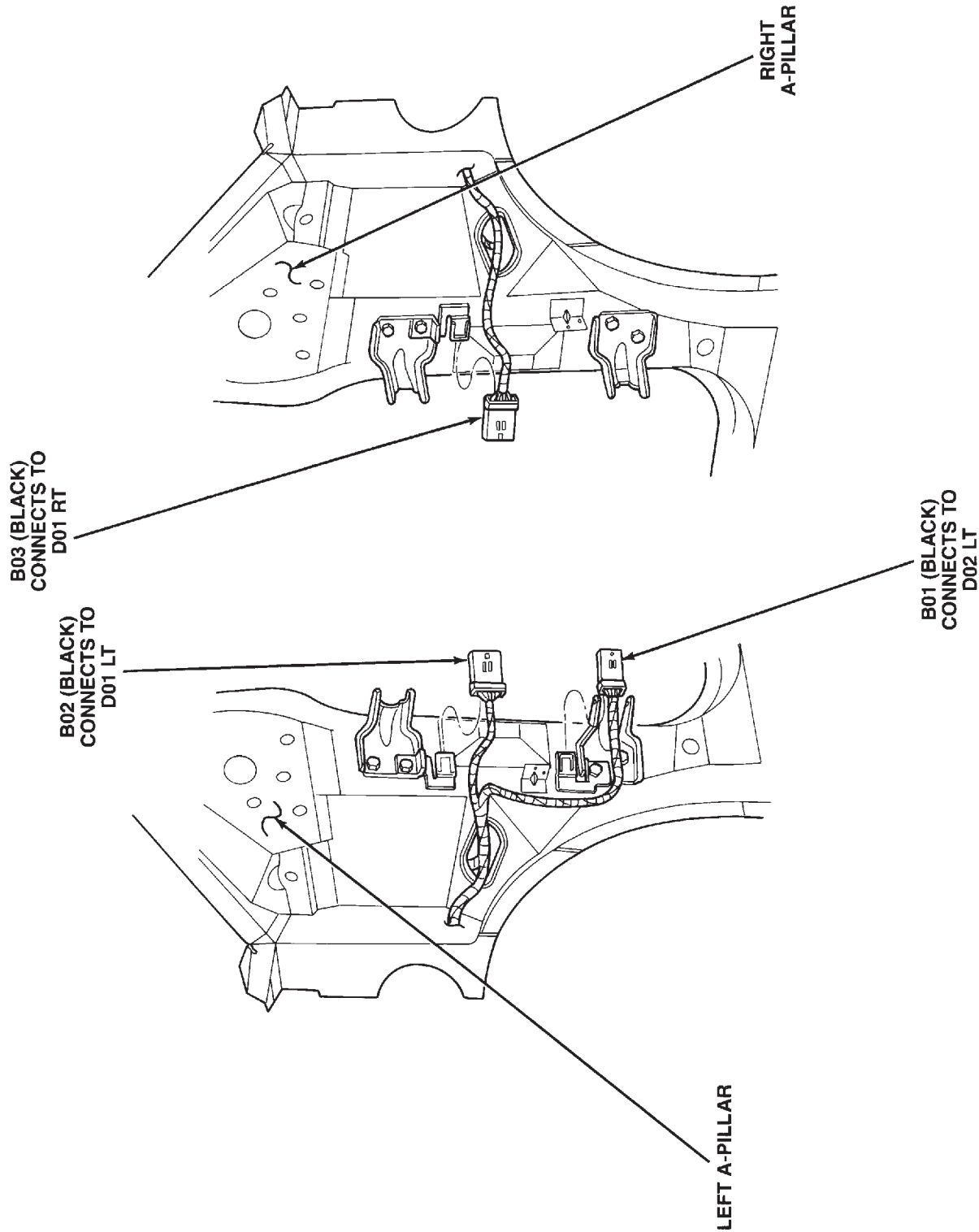
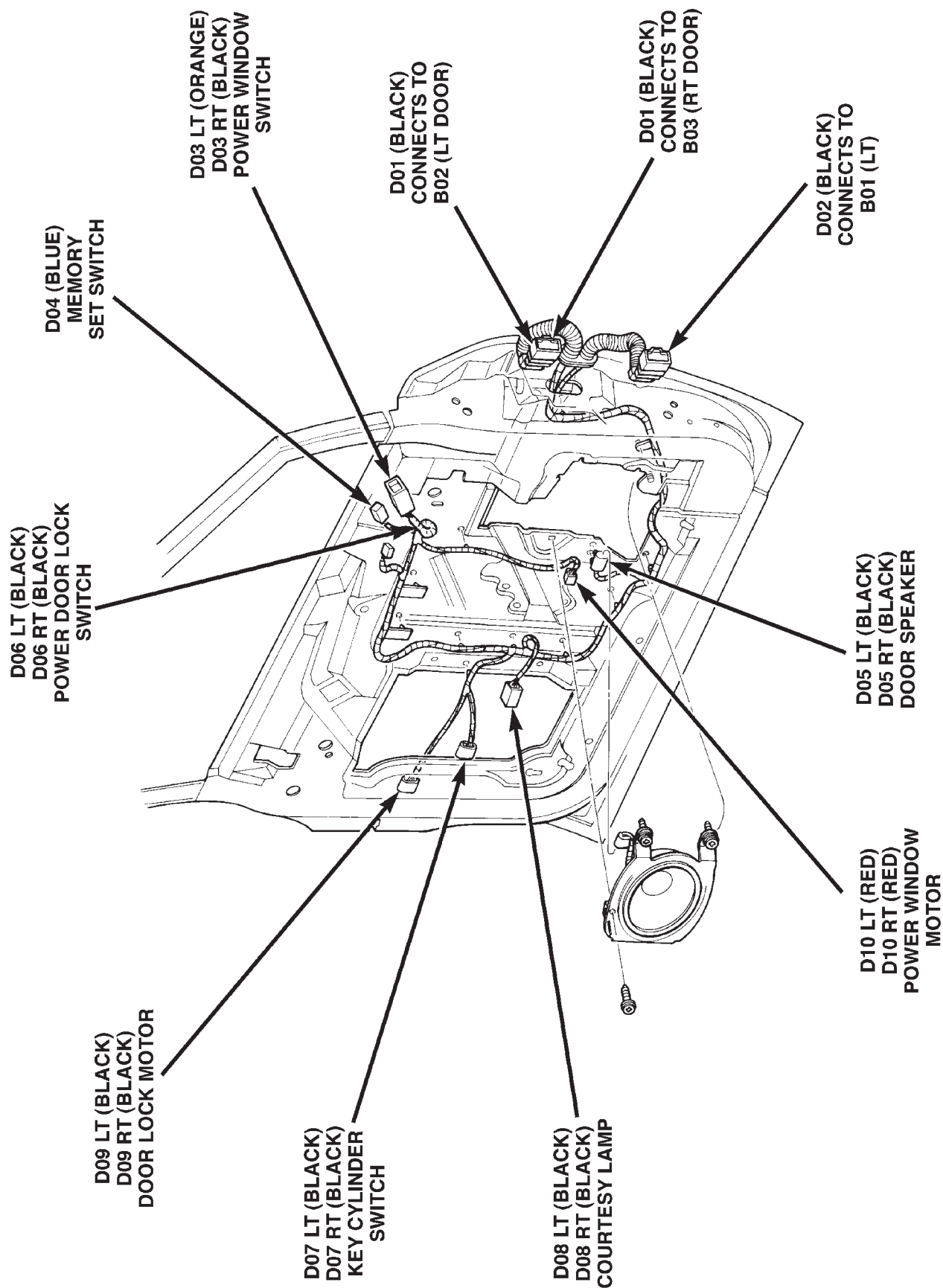


Fig. 16 Body to Door Connections

DESCRIPTION AND OPERATION (Continued)



80a83761

Fig. 17 Door Connections

80a8375f

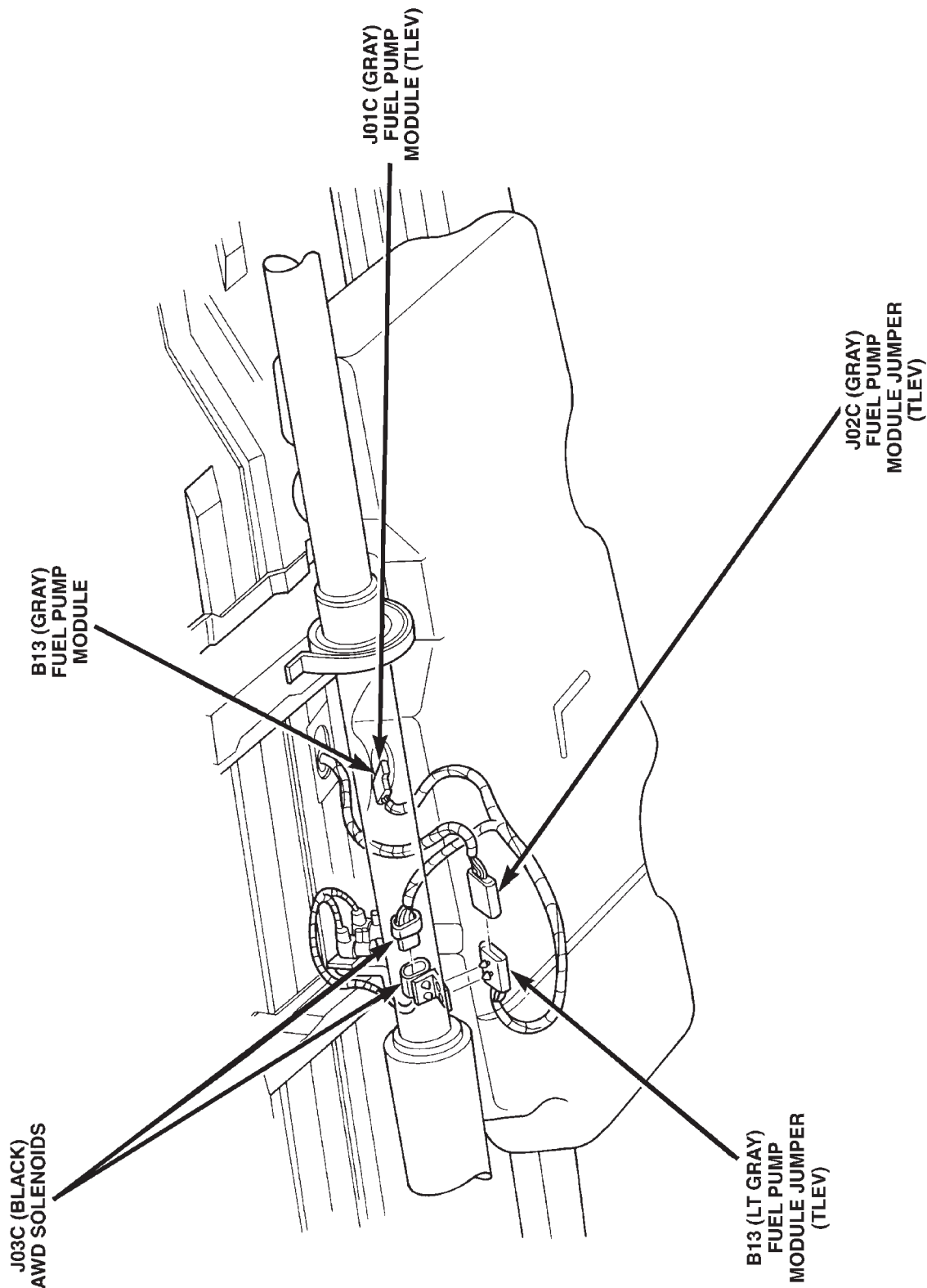


Fig. 18 Underbody Connections

DESCRIPTION AND OPERATION (Continued)

800bdf6-4

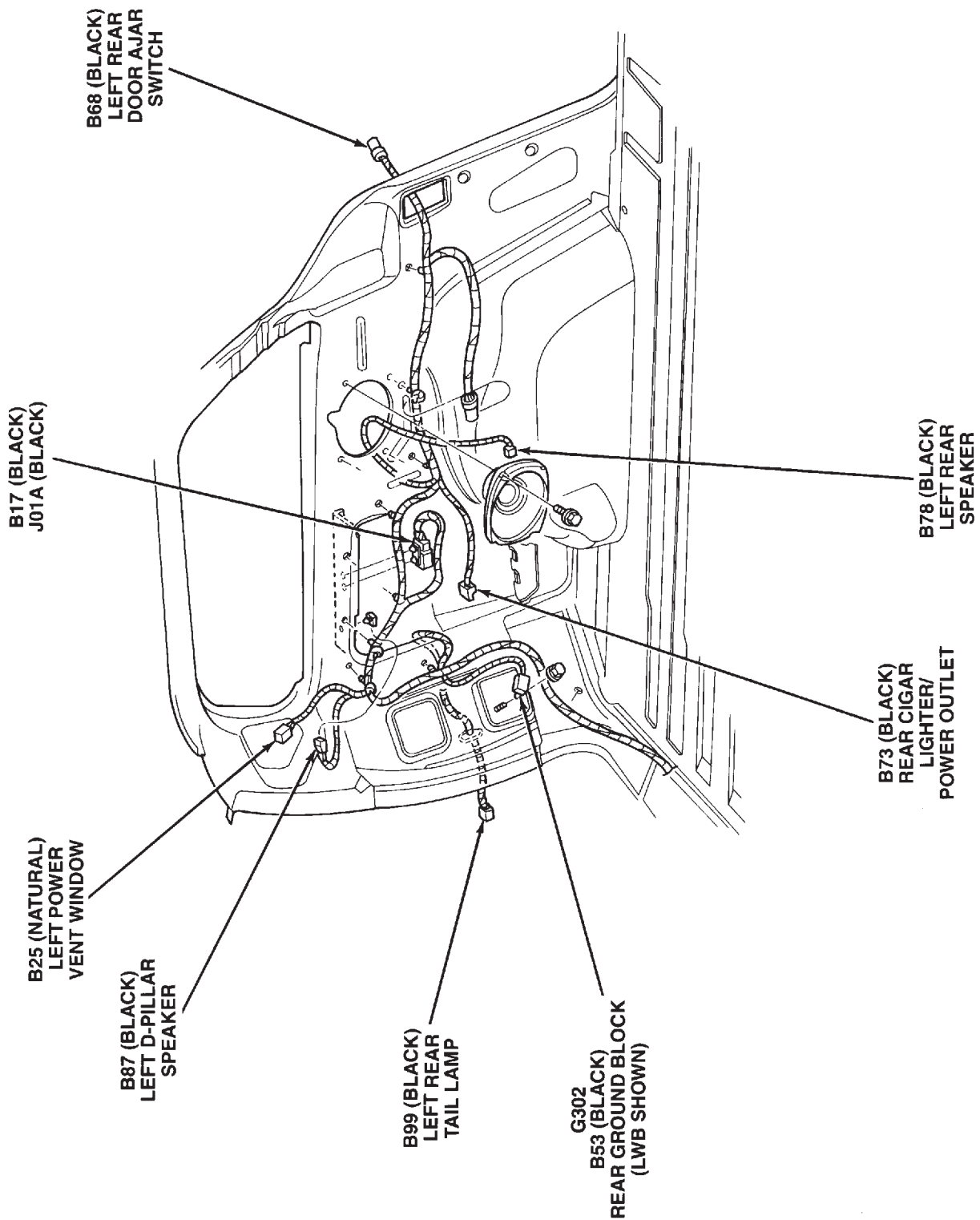


Fig. 19 Left Rear Quarter Connections

DESCRIPTION AND OPERATION (Continued)

800bde7

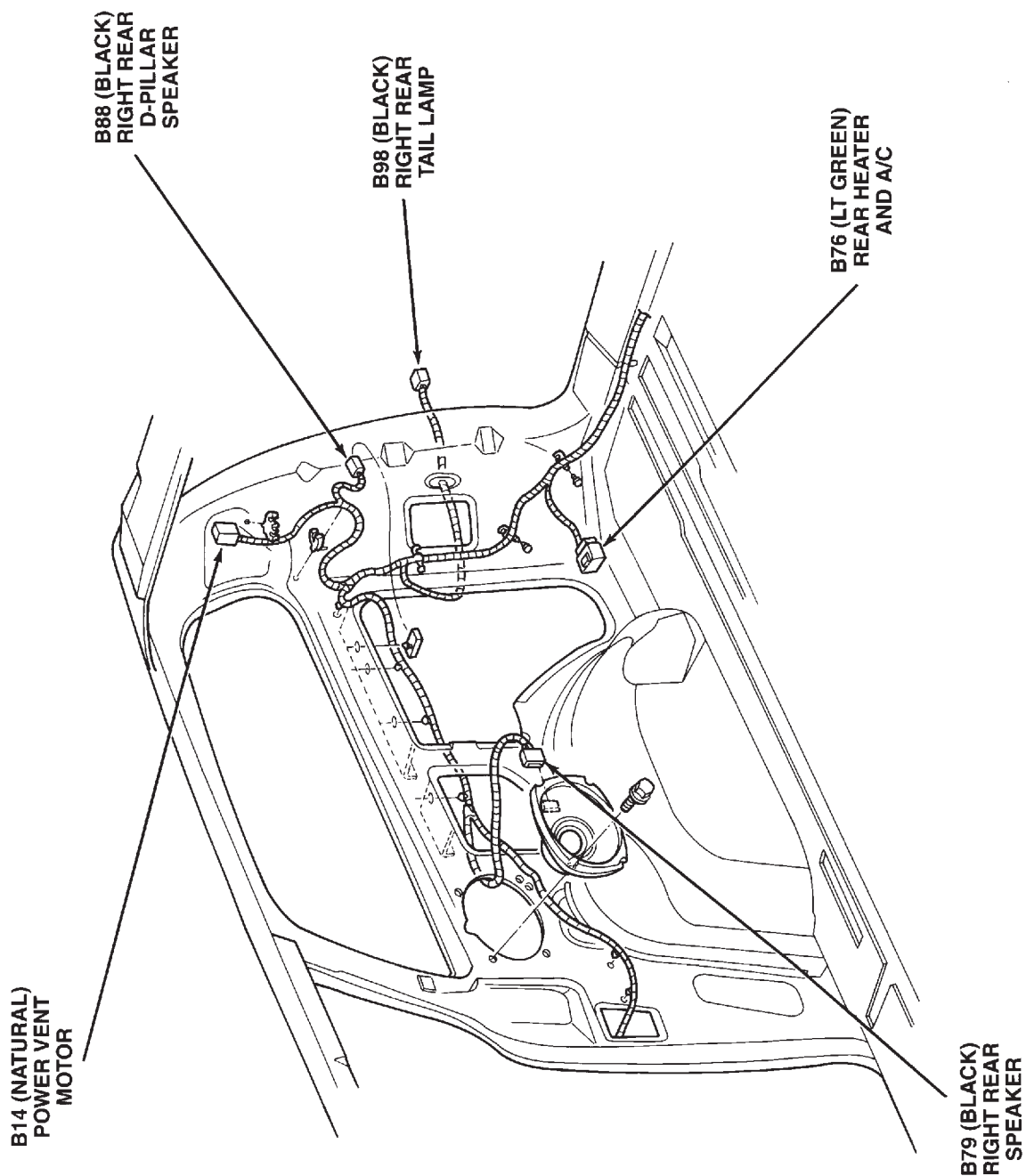


Fig. 20 Right Rear Quarter Connections

DESCRIPTION AND OPERATION (Continued)

800bdt68

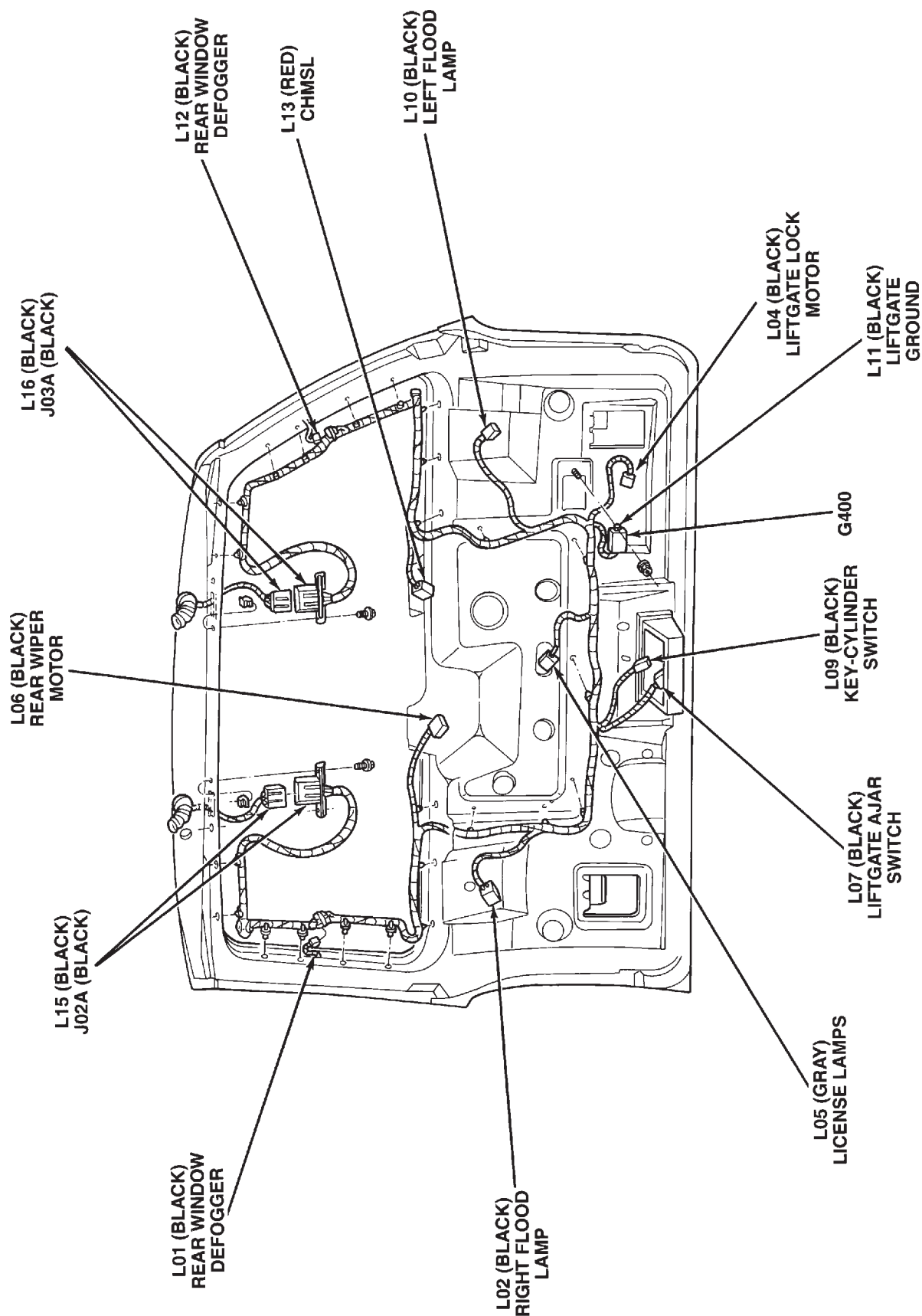
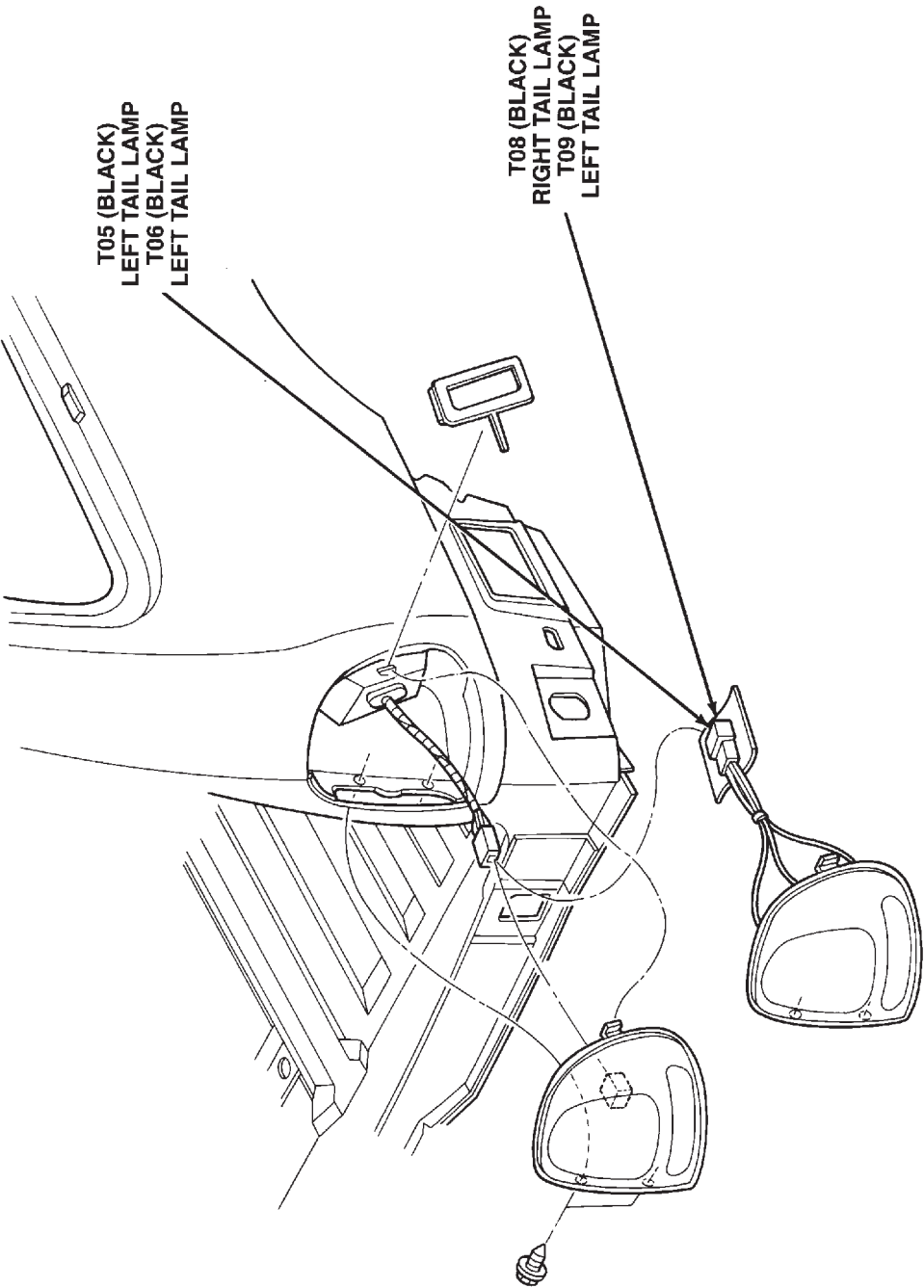


Fig. 21 Liftgate Connections

DESCRIPTION AND OPERATION (Continued)

800bdlc8



RIGHT SIDE SHOWN
LEFT SIDE SIMILAR

Fig. 22 Tail Lamp Connections

8W-95 SPLICE LOCATIONS

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DESCRIPTION AND OPERATION

SPLICE LOCATION INDEX 1

INTRODUCTION 1

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying the general location of the splices in this vehicle. A splice index is provided. Use the wiring diagrams in each section for splice number identification. Refer to the index for the proper splice number.

SPLICE LOCATION INDEX

Splice Number	Location	Fig.
BS01	Near Split for Tail Lamps	10
BS02	Near Fuel Tank T/O	10
BS03	Near T/O for Connector B23	6
BS05	Near Left Cowl Ground T/O	6
BS06	Near Park Brake SW T/O	6
BS08	Near T/O for Connector B23	6
BS09	Near Right Cowl Ground T/O	6
BS10	Near Right Cowl Ground T/O	6
BS14	Near Left Cowl Ground T/O	6
BS15	Near Left HD/LP T/O	1
BS16	Near RT Park Lamp T/O	1
BS17	Near Split for Tail Lamps	10
BS19	Near Horn T/O	N/S
CS01	Above RT Door	9
CS02	Right B-Pillar	9
CS03	Right B-Pillar	9
CS04	Right B-Pillar	9
DS01	Near LT Power WDO T/O	8
ES01	Near TCM T/O	5
ES02 (2.4L)	Near Fuel Rail T/O	2
ES02 (3.0L)	Near Injector Harness T/O	3
ES02 (3.3L, 3.8L)	Near Knock Sensor T/O	4

Splice Number	Location	Fig.
ES03 (2.4L)	Near PDC T/O	2
ES03 (3.0L)	Near Speed Control T/O	3
ES03 (3.3L, 3.8L)	Near Body Ground T/O	5
ES05	Near TRS T/O	4
ES07 (2.4L)	Near Connector E43	2
ES07 (3.0L)	Near Batt Neg Terminal T/O	3
ES07 (3.3L, 3.8L)	Near Starter Motor T/O	4
ES08	Near TRS T/O	4
ES09	Near Batt Positive Terminal	2, 3, 4
ES10	Near TRS T/O	4
ES11 (2.4L)	Near T/O for Engine Grounds	2
ES11 (3.0L, 3.3L, 3.8L)	Near Battery Negative Terminal	3, 5
ES12 (2.4L, 3.0L)	Near Throttle Body T/O	2
ES12 (3.3L, 3.8L)	Near Upstream Heated O2 Sensor T/O	4
ES14	In Batt Positive Terminal T/O	5
ES17 (2.4L)	Near T/O for Leak Detection Pump	2
ES17 (3.0L)	Near T/O for TCC Solenoid	3

DESCRIPTION AND OPERATION (Continued)

Splice Number	Location	Fig.
ES18	Near T/O for Batt Neg Terminal	2, 3, 5
ES21 (3.0L)	Near Engine Ground T/O	3
ES21 (3.3L, 3.8L)	Near T/O for A/C Clutch	4
ES23	In Radiator Fan T/O	2, 3, 5
ES24	Near TRS T/O	4
FS01 (2.4L)	Near ECT Sensor T/O	N/S
FS01 (3.0L, 3.3L, 3.8L)	Near MAP Sensor T/O	N/S
FS02 (2.4L)	Near Inj #2 T/O	N/S
FS02 (3.0L, 3.3L, 3.8L)	Between Inj's 4 and 6	N/S

Splice Number	Location	Fig.
FS03	Between Inj #2 and #3	N/S
JS01 (W/AWD)	Near Fuel Tank Grommet	10
JS01	Radiator fan Module	N/S
JS01	Near Recirculation Motor T/O	N/S
JS02	Radiator Fan Module	N/S
JS02	Near Recirculation Motor T/O	N/S
JS03	Near Mode Door Motor T/O	N/S
PS01	Near Connector P18	7
PS01	Near Connector P18	7
SS01	Near Horizontal Motor T/O	N/S
SS02	Near Horizontal Motor T/O	N/S

DESCRIPTION AND OPERATION (Continued)

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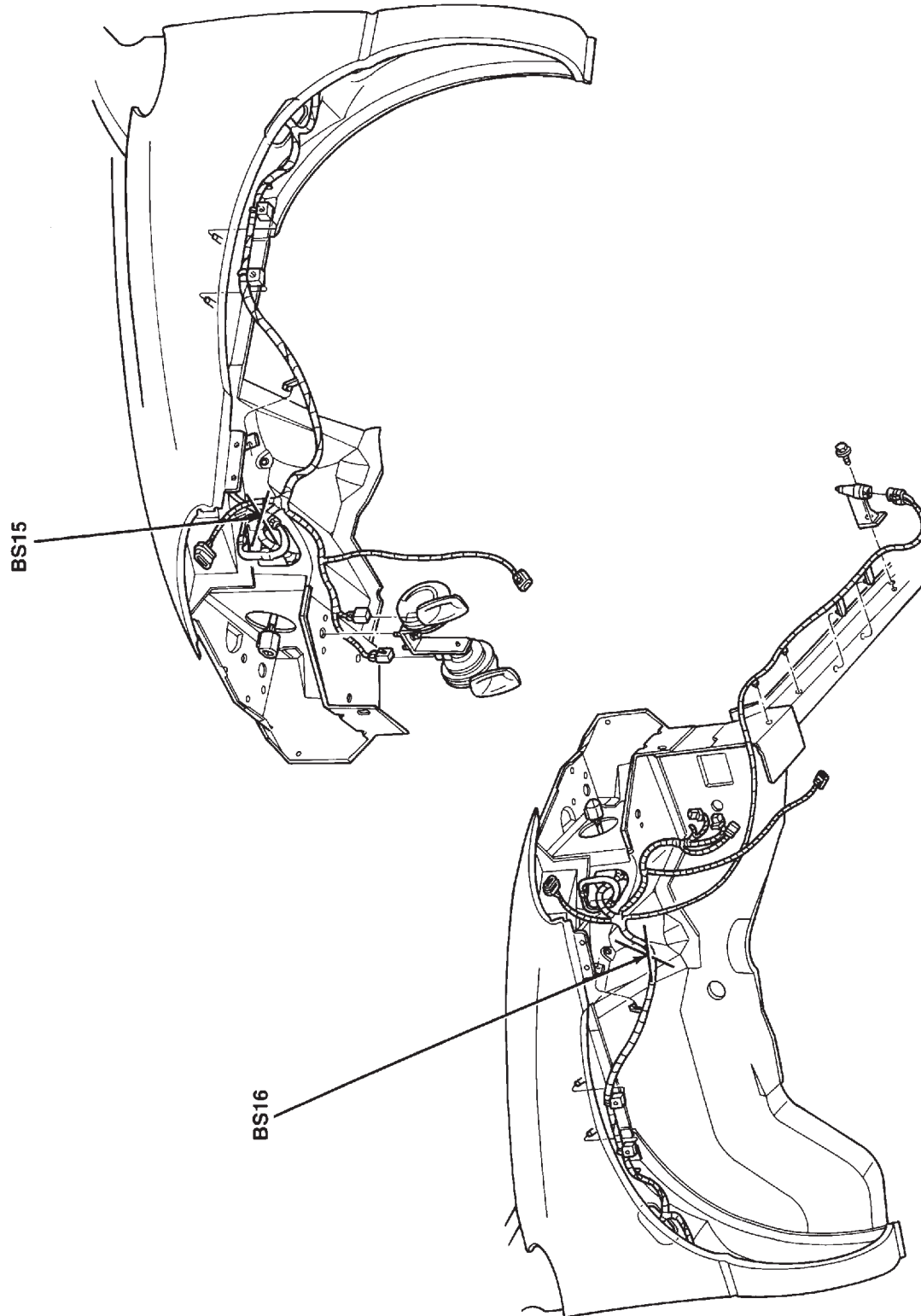


Fig. 1 Front End Splices

80037d46

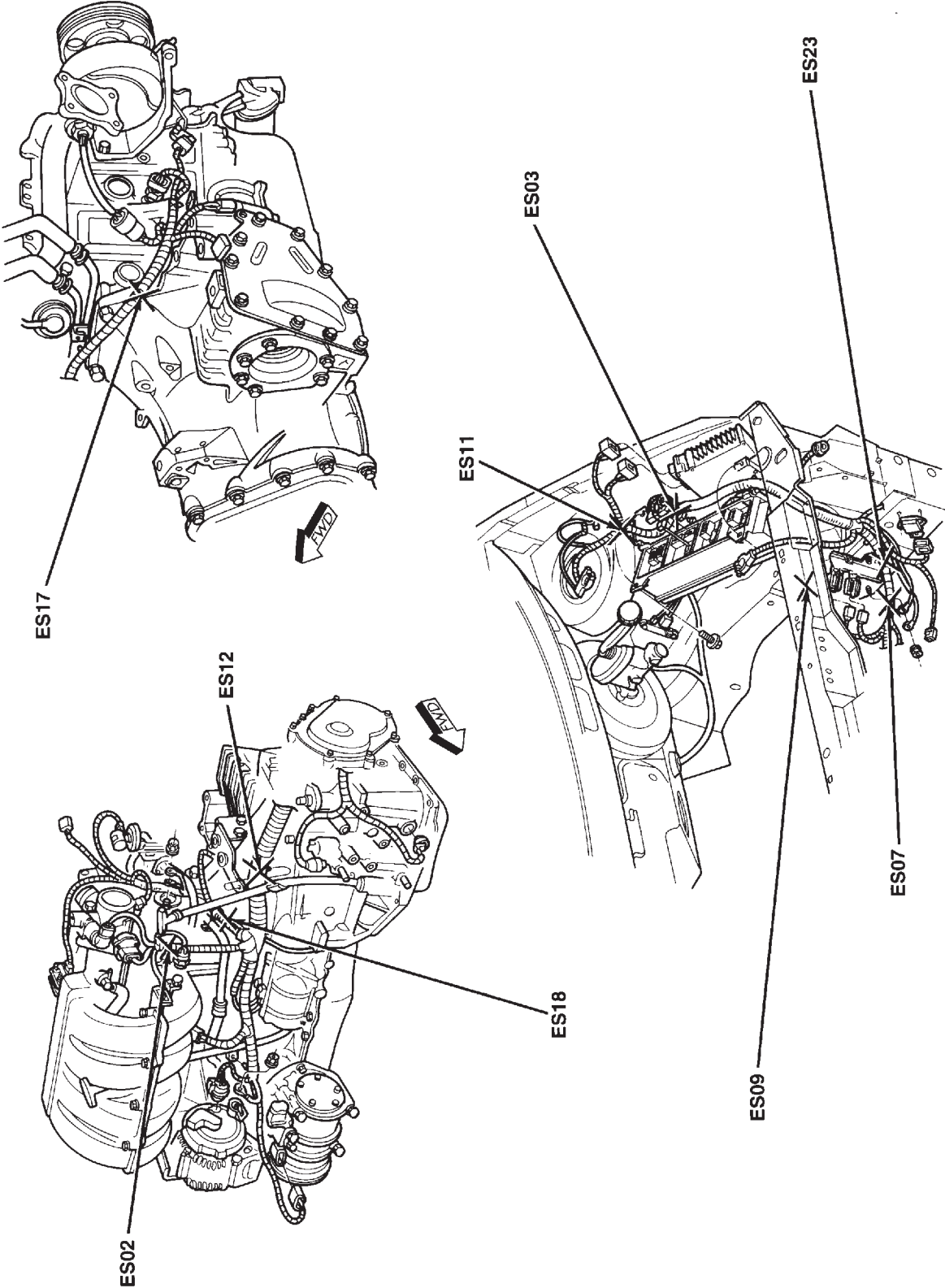


Fig. 2 Engine Splices 2.4L

DESCRIPTION AND OPERATION (Continued)

80097447

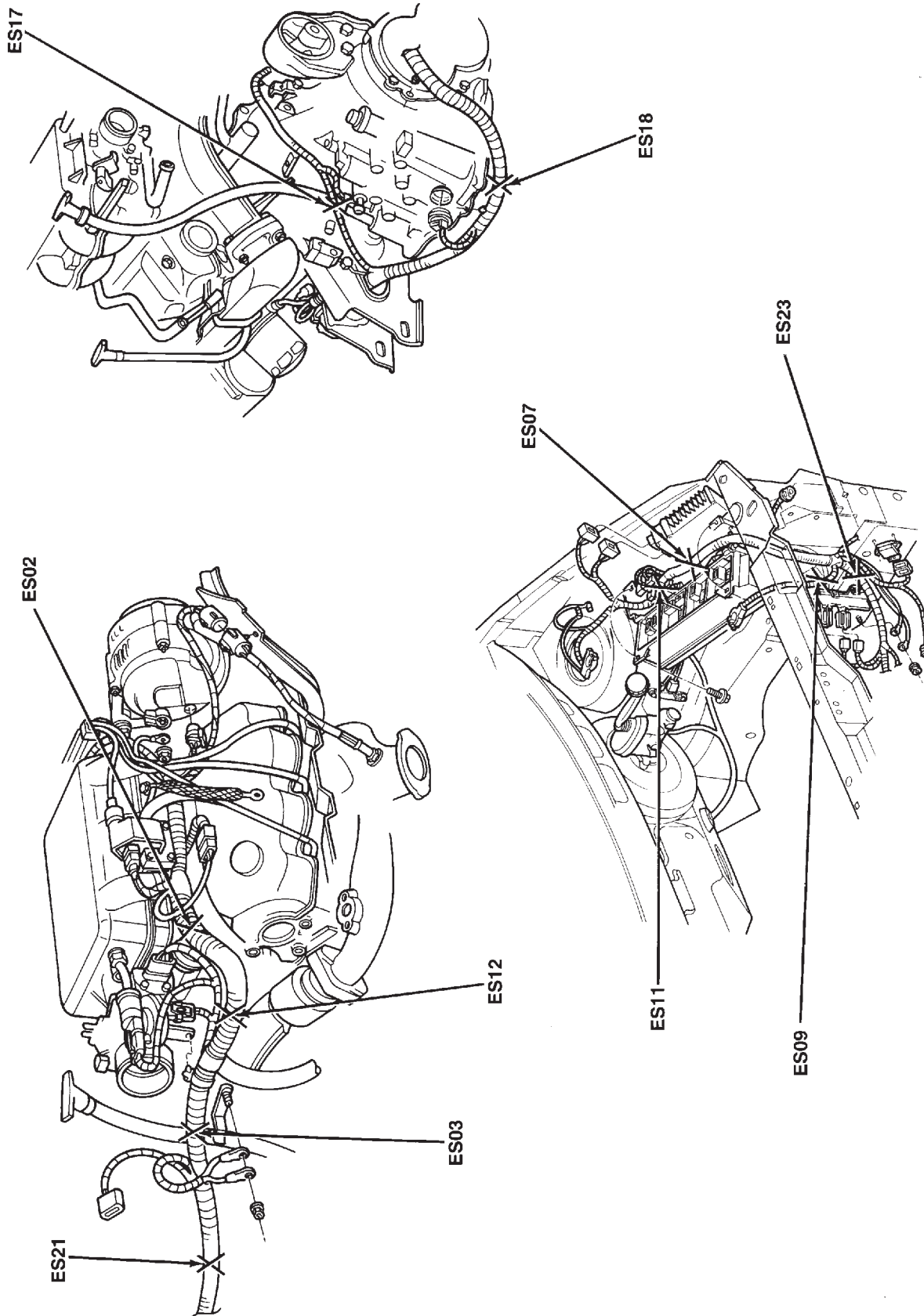


Fig. 3 Engine Splices 3.0L

DESCRIPTION AND OPERATION (Continued)

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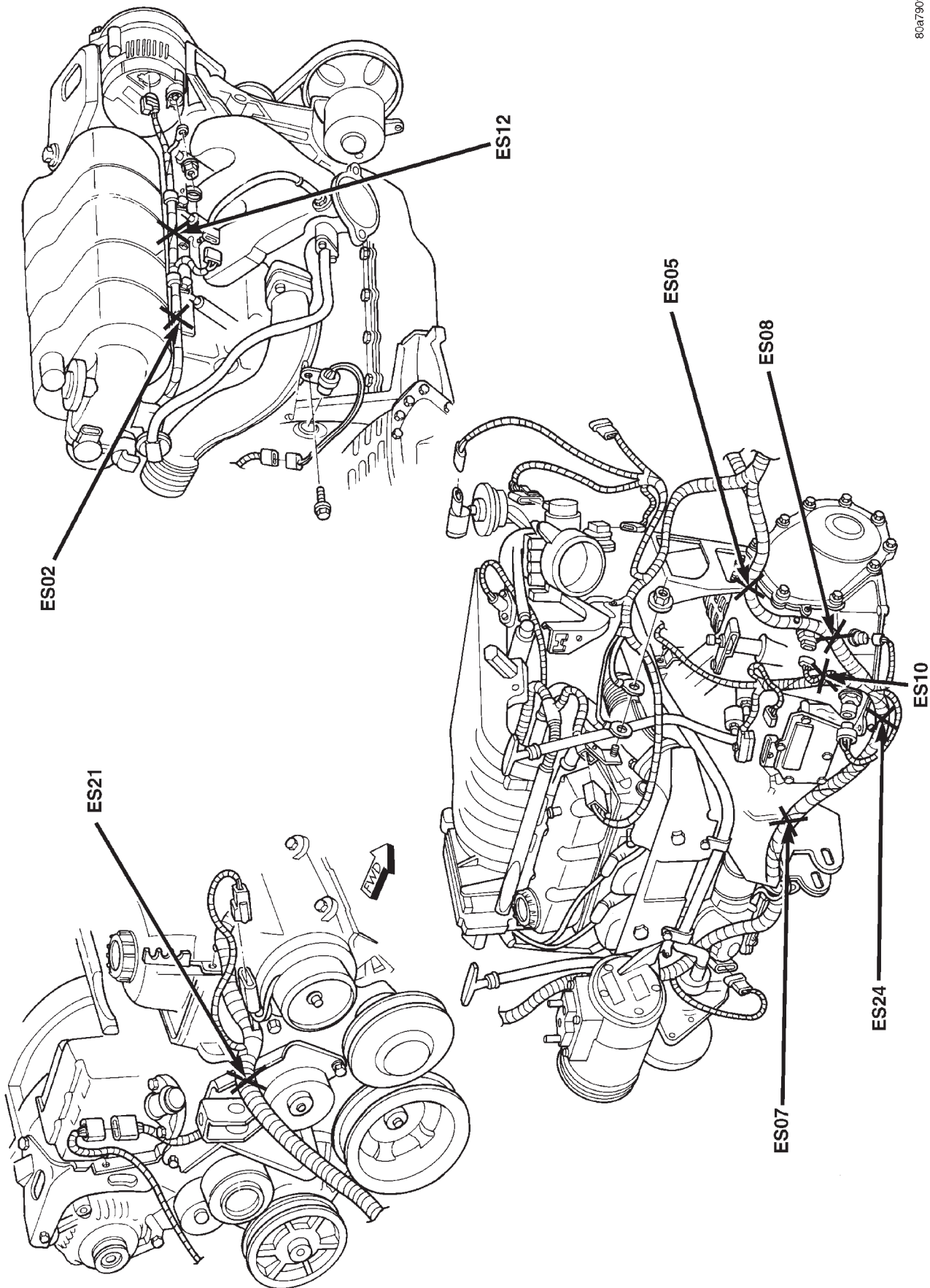


Fig. 4 Engine Splices 3.3L, 3.8L

DESCRIPTION AND OPERATION (Continued)

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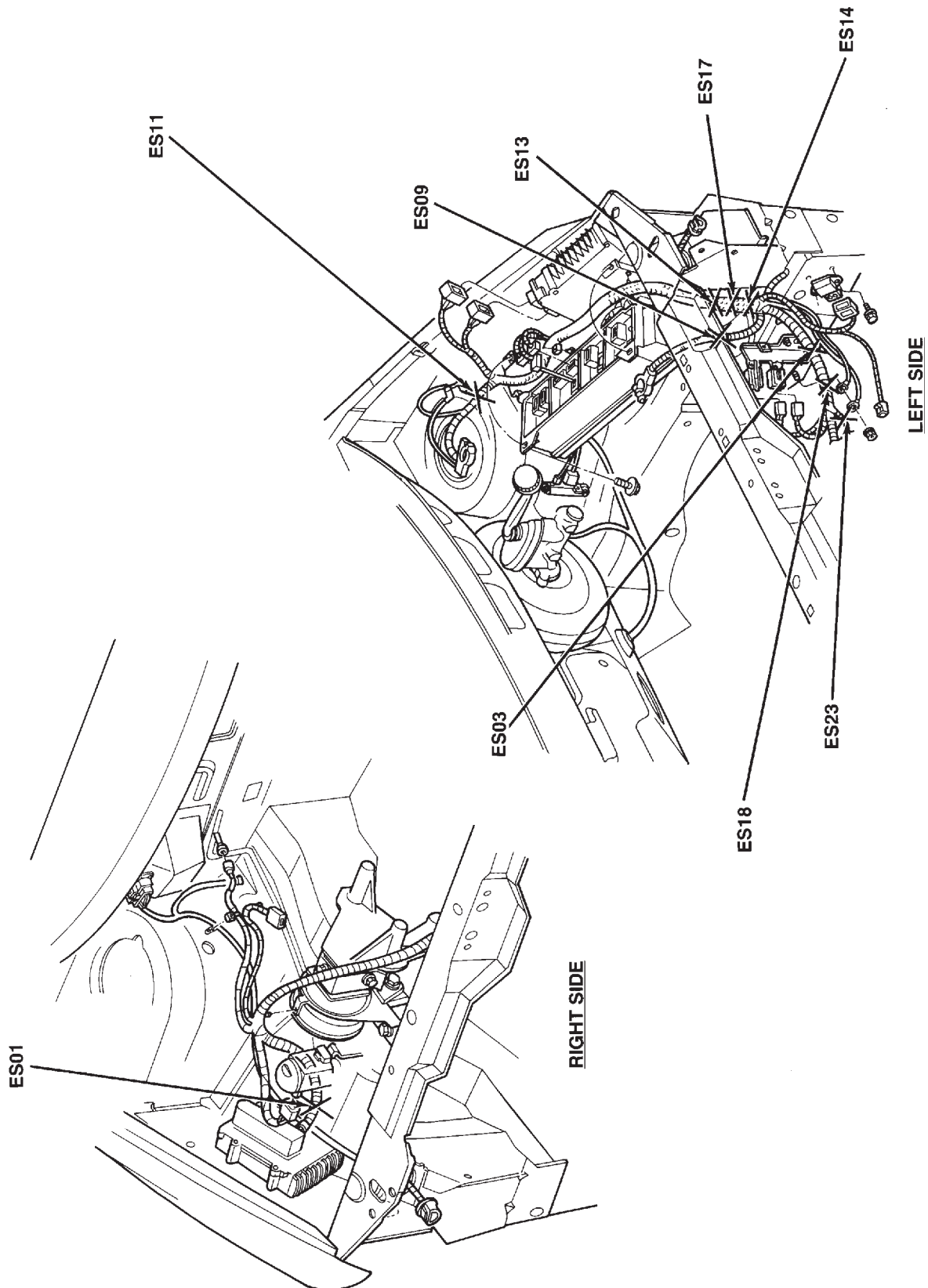
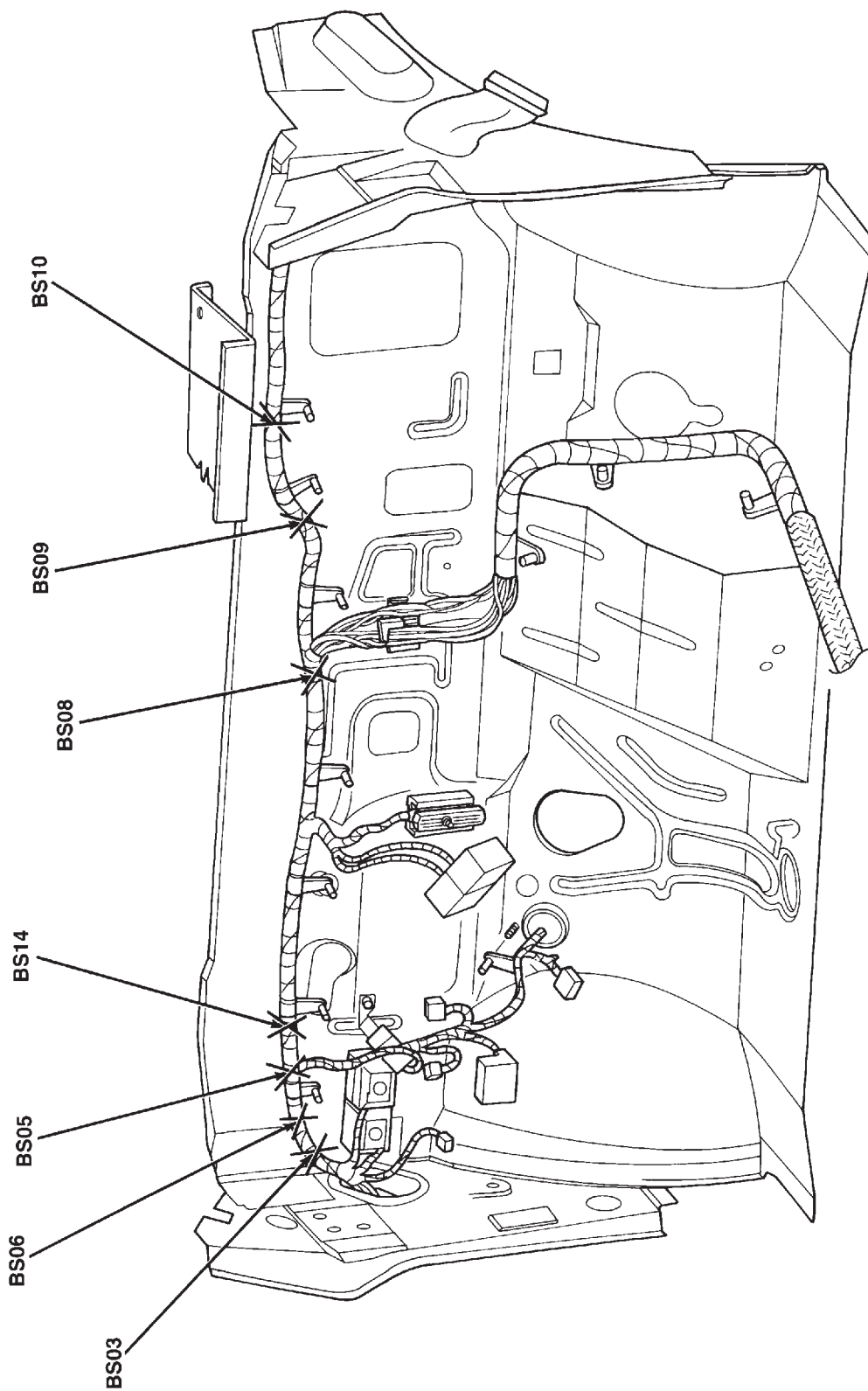


Fig. 5 Engine Compartment Splices 3.3L, 3.8L

DESCRIPTION AND OPERATION (Continued)

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*Fig. 6 Instrument Panel Splices*

DESCRIPTION AND OPERATION (Continued)

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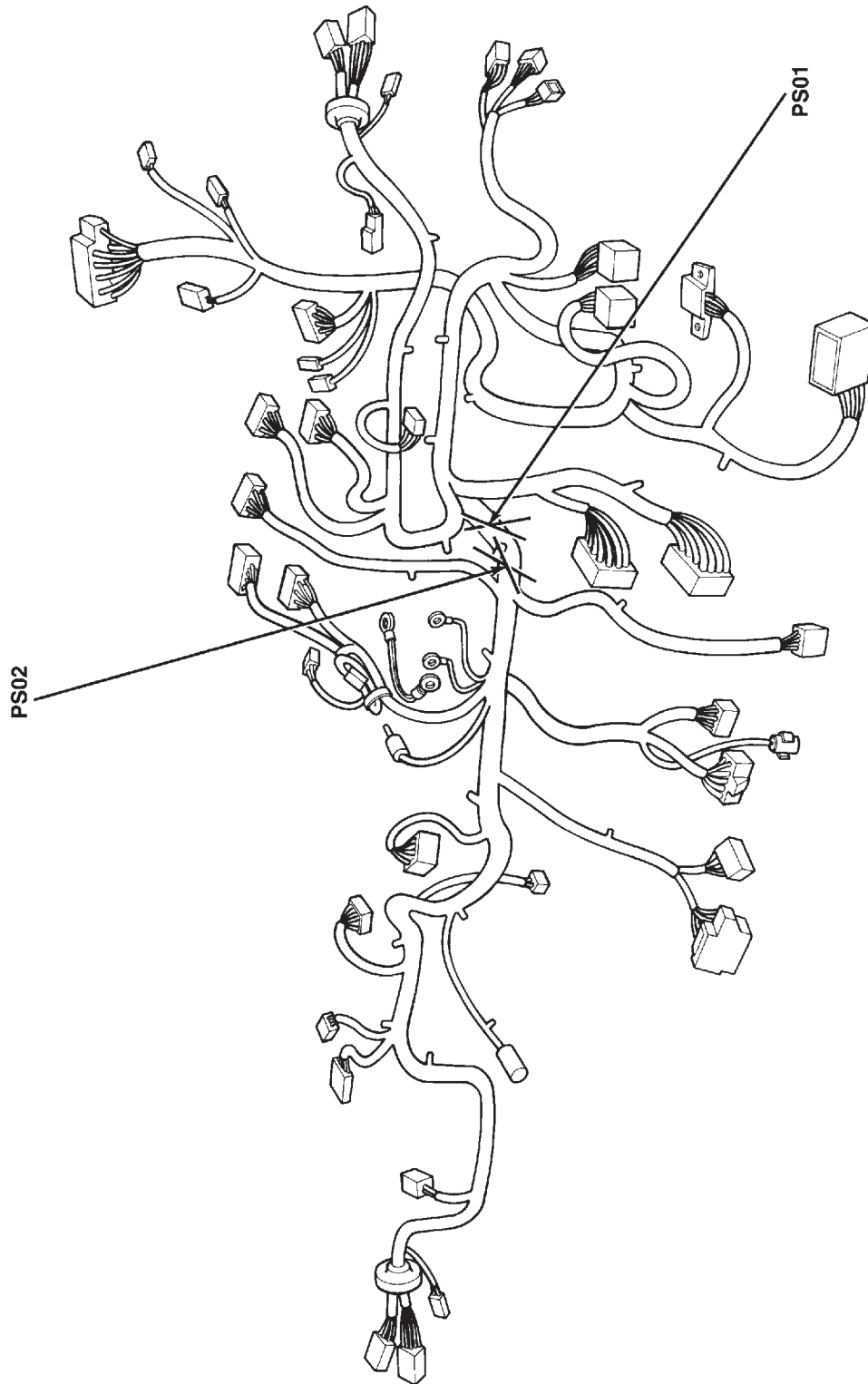


Fig. 7 Instrument Panel Splices

DESCRIPTION AND OPERATION (Continued)

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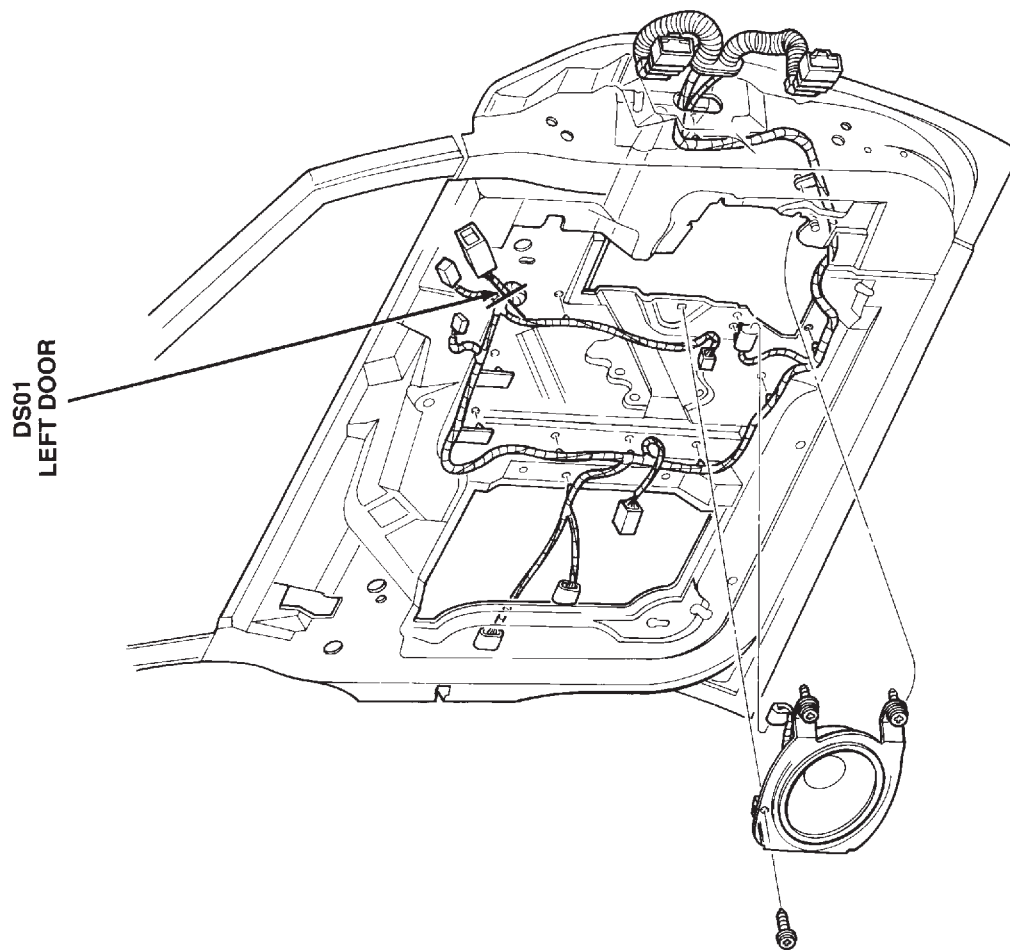


Fig. 8 Left Door Splice

DESCRIPTION AND OPERATION (Continued)

80057/467

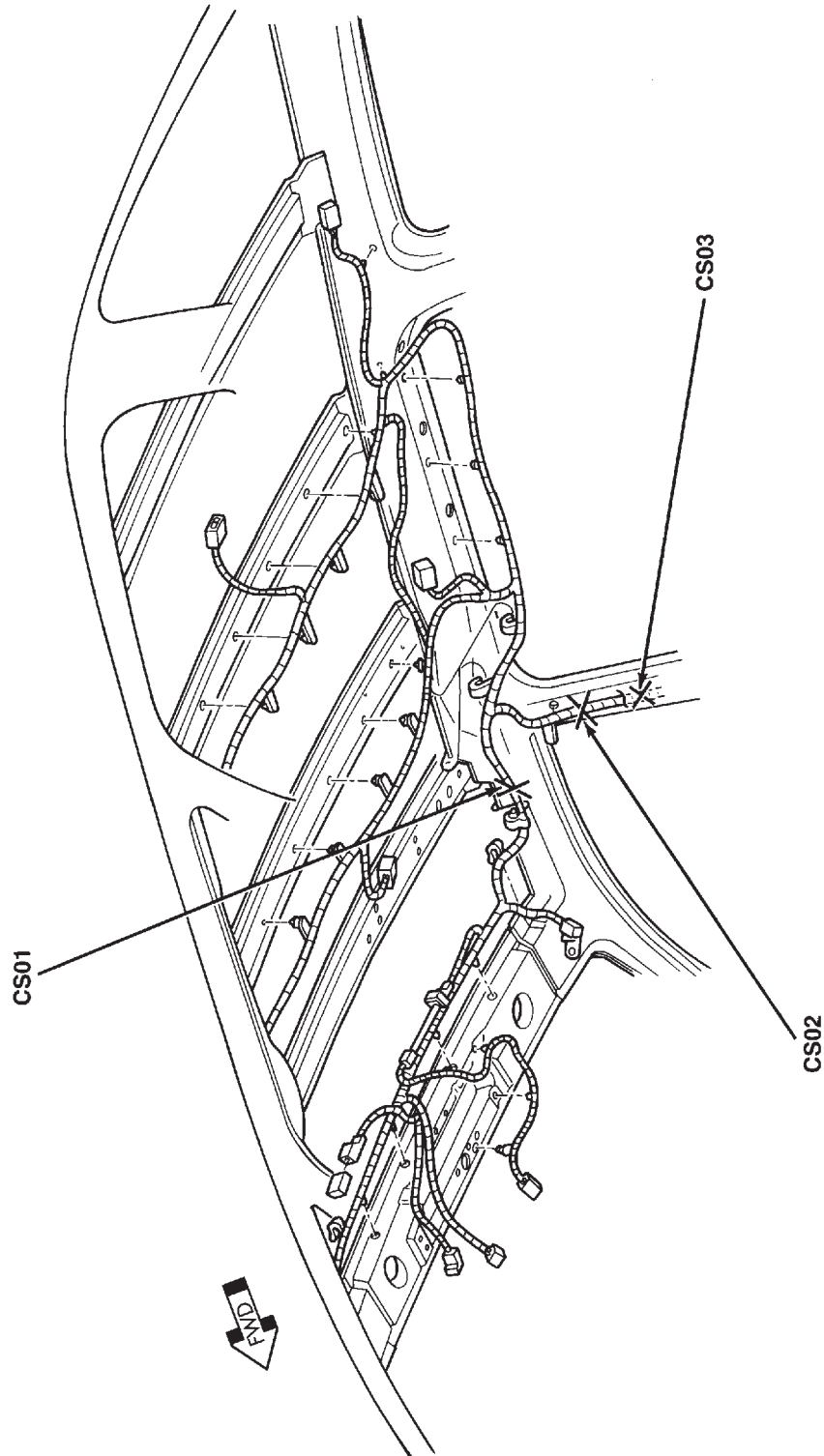
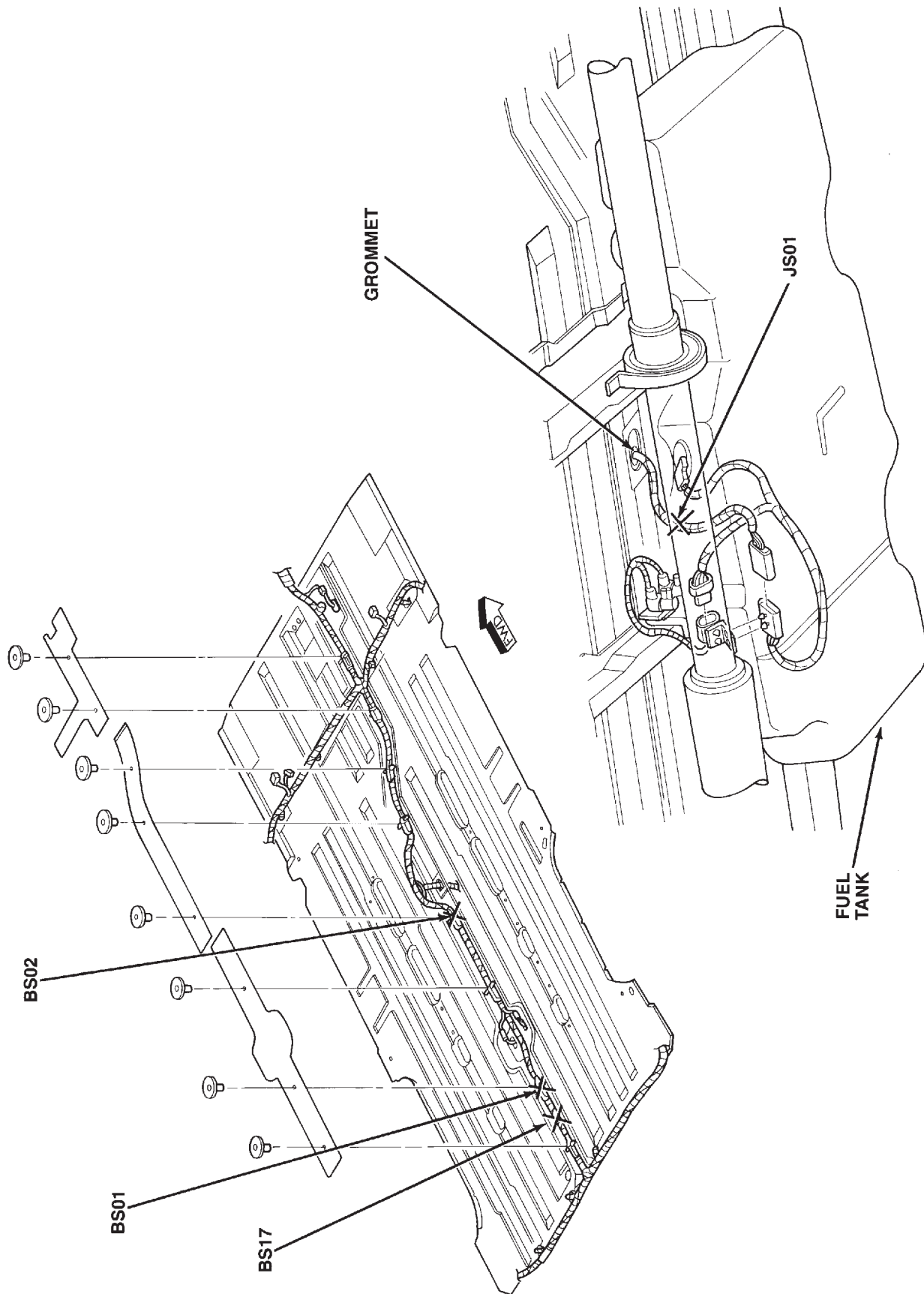


Fig. 9 Dome Harness Splices

DESCRIPTION AND OPERATION (Continued)



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Fig. 10 Floor Pan and Underbody Splices