

1991-92 ACCESSORIES & EQUIPMENT

Anti-Theft System - Cherokee

DESCRIPTION & OPERATION

Passive anti-theft system is designed to prevent vehicle theft. The Security Alarm Module (SAM) is a logic controlled device that monitors vehicle doors, hood, liftgate and ignition action for unauthorized operation. The alarm activates by sounding the horn, flashing the headlamps, park and tail lamps and providing an engine kill feature.

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

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

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

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

Upon initial installation (connection to battery), the Vehicle Theft Security System enters its power up alarm mode which flashes the headlamps, park and tail lamps and prevents the engine from running. To exit this mode, the system must be disarmed as previously described.

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

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

COMPONENT LOCATIONS

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Component	Location
Daytime Running Lamp Module	Between Right Front Inner Fender And Firewall. Under ABS Pump If Equipped. See Fig. 1 .
Door Lock & Unlock Relays	Behind Right Kick Panel. See Fig. 2 .
Fog Lamp Relay	Left Side Of Engine Compartment Next To Radiator. See Fig. 3 .
Fuse Panel	Lower Left Side Of Instrument Panel. See Fig. 4 .



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Headlamp Delay Module	Attached To Instrument Panel, To The Right Of Headlamp Switch.
Hood Switch	On Right Inner Fender. See Fig. 5 .
Horn Relay	Relay Taped To Wiring Harness, Above Fuse Panel. See Fig. 6 .
Illuminated Entry Relay	Tan Relay Mounted On A Bracket With 3 Relays Behind Instrument Panel.
Power Distribution Center	Engine Compartment, Top Of Right Front Inner Fender. See Fig. 7 .
Radio/Clock Illumination Relay	On Wiring Harness Above Fuse Panel. See Fig. 6 .
Security Alarm Module Relay	Rear Of Instrument Panel Center.
Security Alarm Module	Driver's Side Of Heater, A/C Housing. See Fig. 8 .

DAYTIME RUNNING LIGHT MODULE (CANADA ONLY)

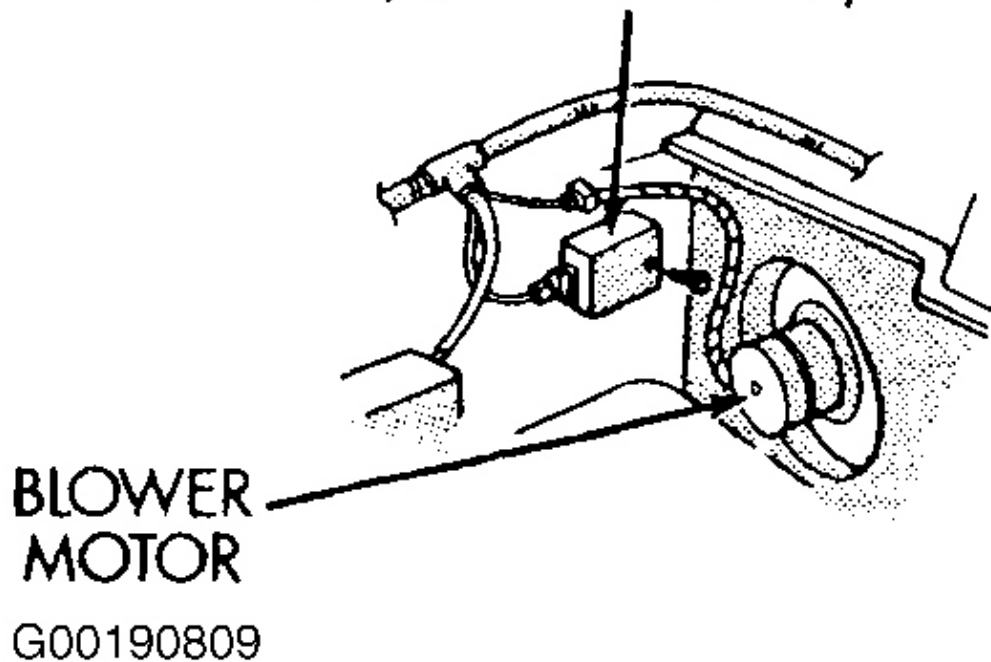
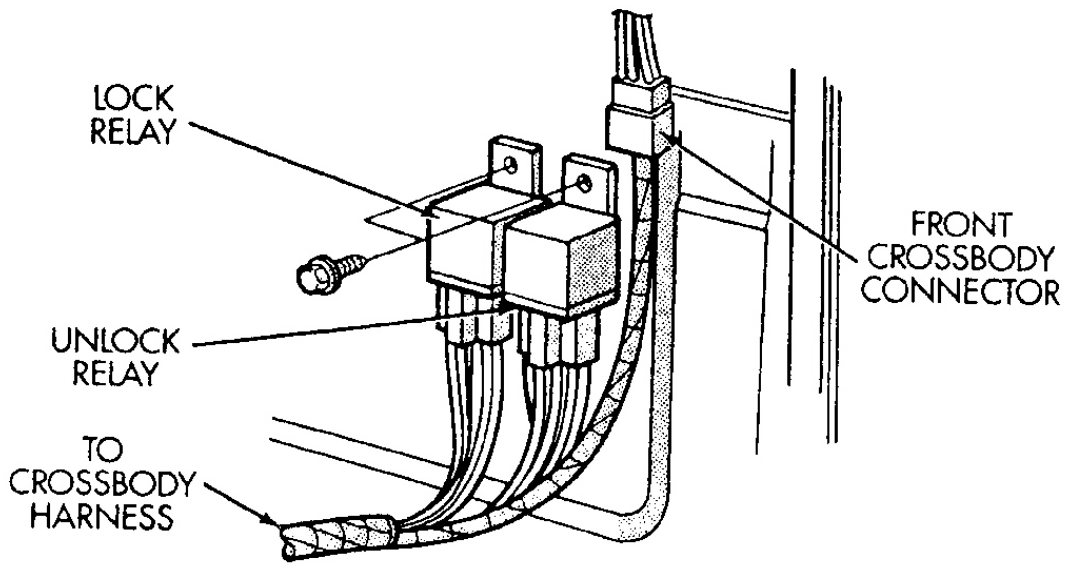
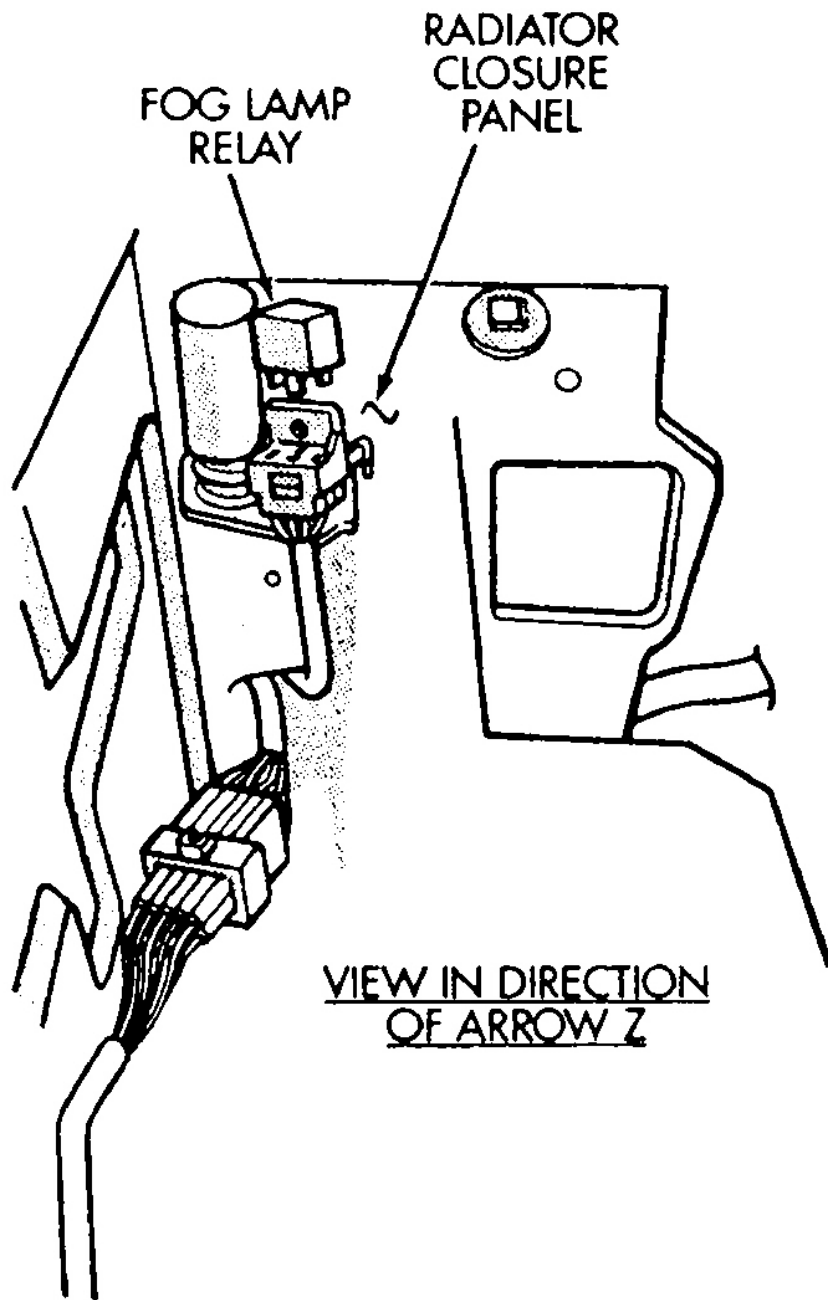


Fig. 1: Locating Daytime Running Light Module (Canada Only)
Courtesy of CHRYSLER CORP.



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Fig. 2: Locating Door Lock & Unlock Relays
Courtesy of CHRYSLER CORP.

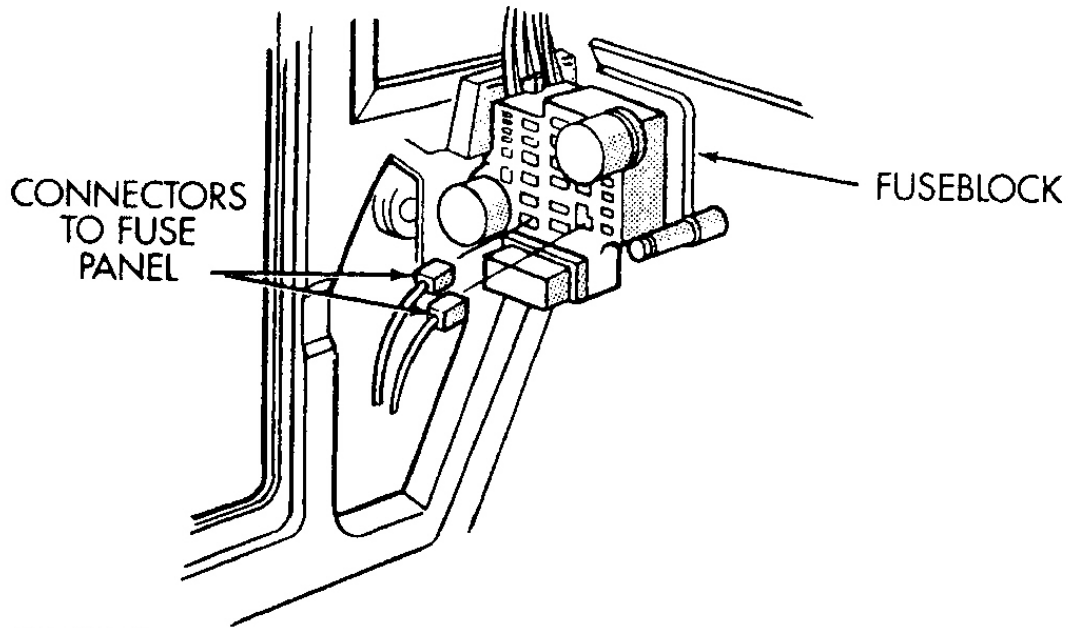


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Fig. 3: Locating Fog Light Relay
Courtesy of CHRYSLER CORP.

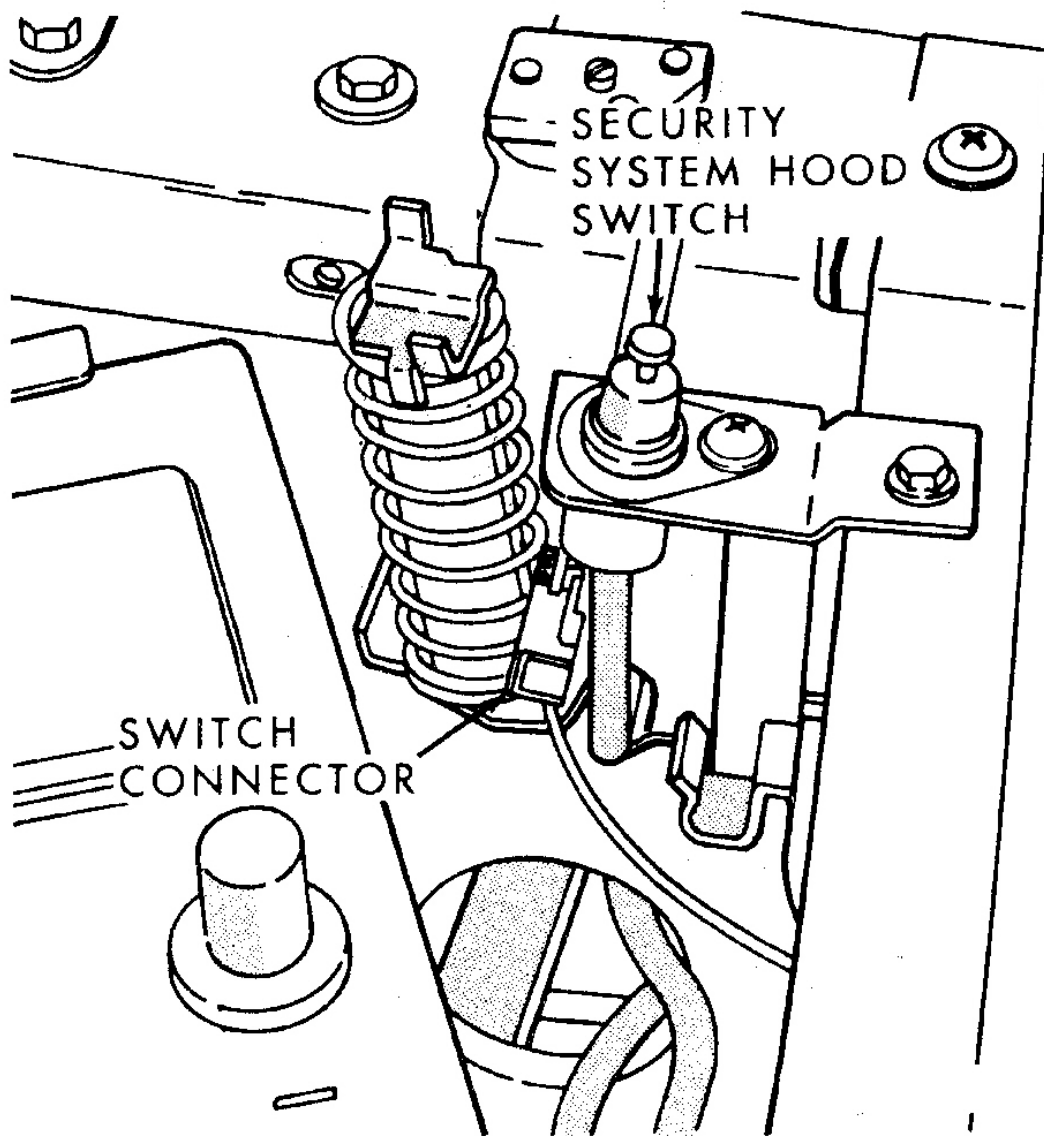
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Fig. 4: Locating Fuse Panel
Courtesy of CHRYSLER CORP.

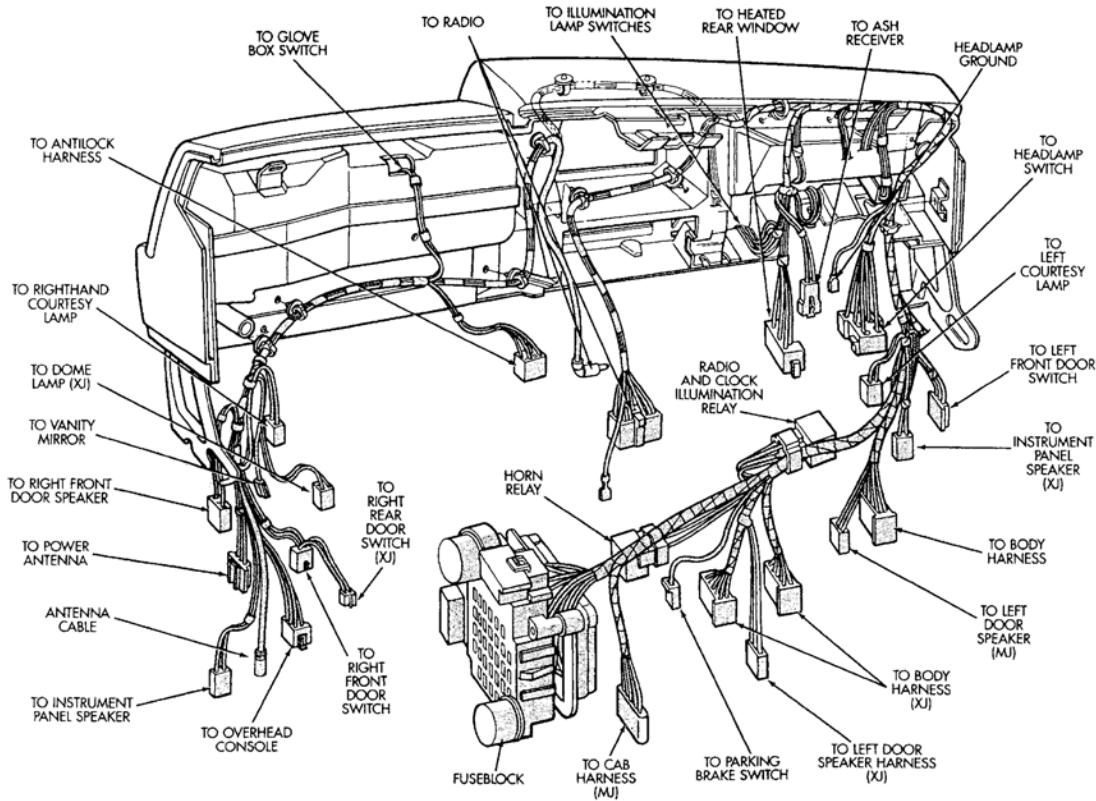


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Fig. 5: Locating Security System Hood Switch
Courtesy of CHRYSLER CORP.

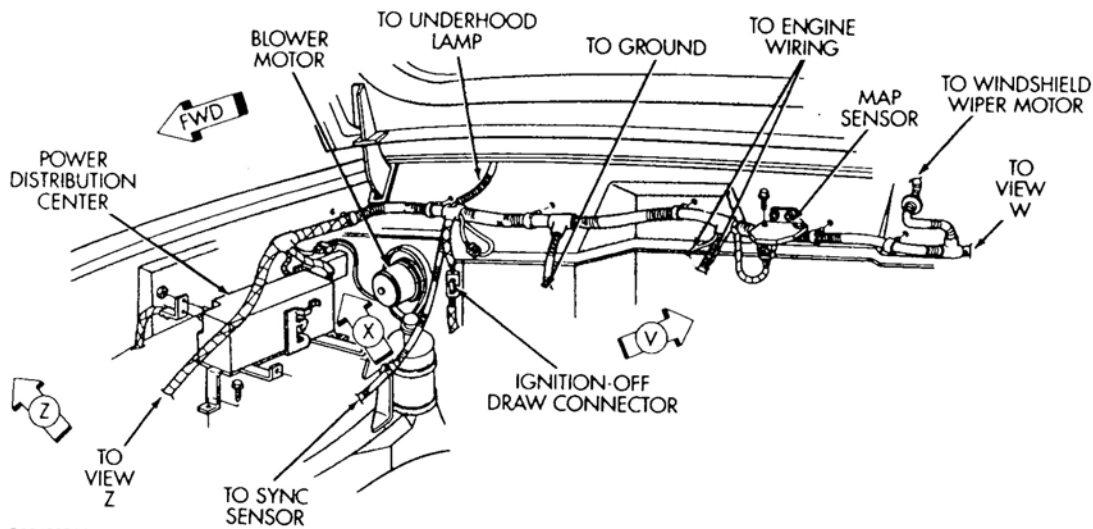
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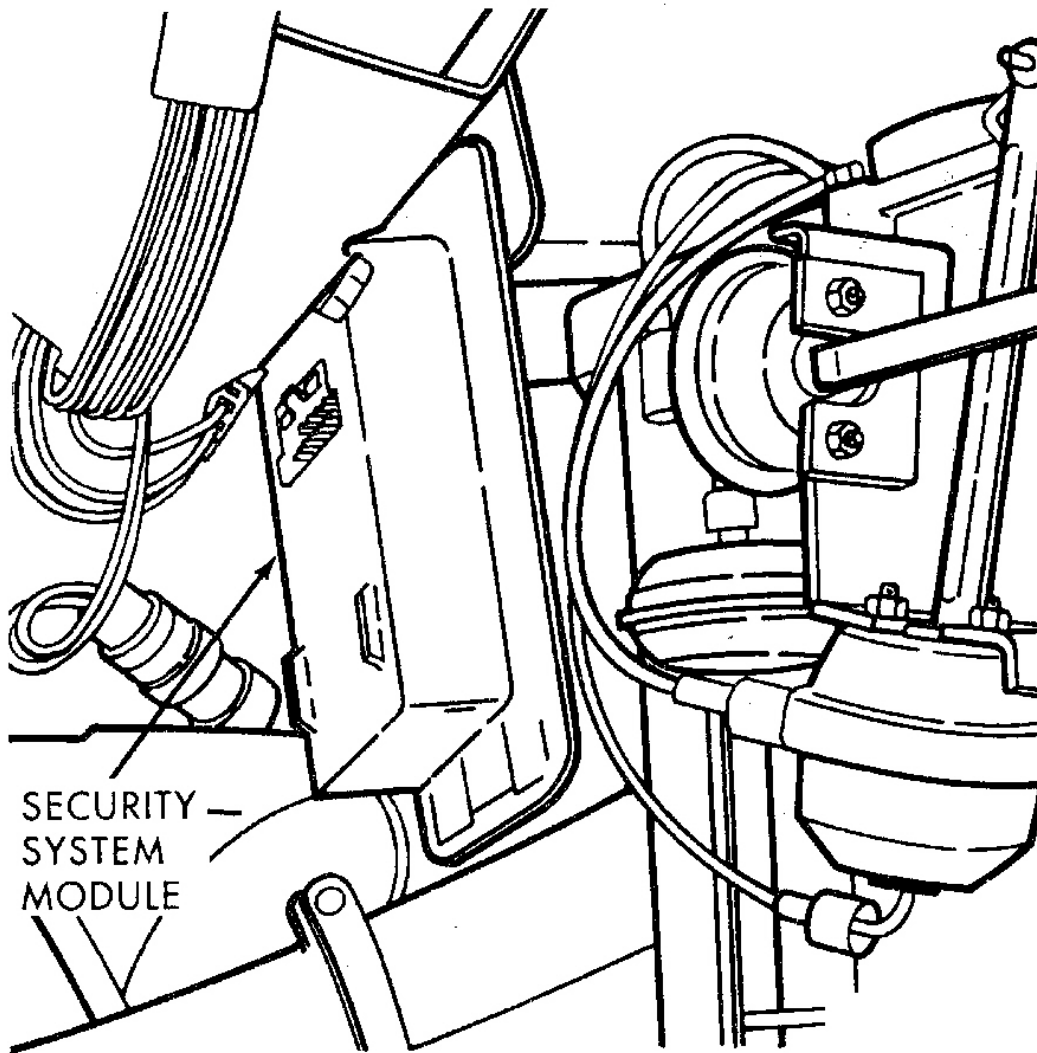
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Fig. 6: Locating Horn Relay & Radio/Clock Illumination Relay
Courtesy of CHRYSLER CORP.



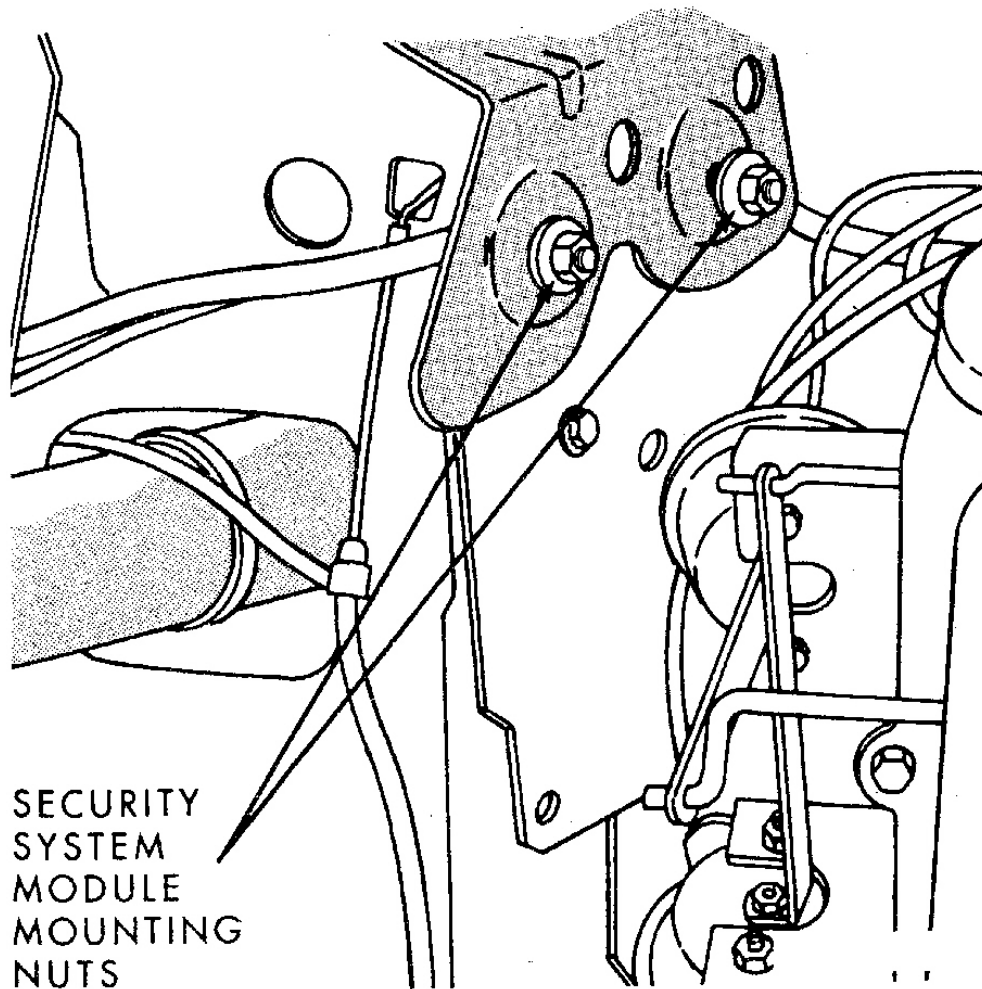
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Fig. 7: Locating Power Distrubution Center
Courtesy of CHRYSLER CORP.



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Fig. 8: Identifying Security System Module
Courtesy of CHRYSLER CORP.



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Fig. 9: Identifying Security System Module Mounting Nuts
Courtesy of CHRYSLER CORP.

TROUBLE SHOOTING

PRELIMINARY INSPECTION

Verify customer complaint by operating suspected system. Visually inspect for the obvious signs of mechanical and electrical damage. Inspect for blown fuses and damaged relays. Check the 60-amp fuse located in cavity 13 of the PDC. Check the 30-amp circuit breaker located in cavity 26 of the fuse block. Inspect for loose or corroded connections, damaged wiring harnesses and/or switches.

Check for a broken or partially broken wire inside insulation, which could cause system malfunction but prove



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good in a continuity/voltage check with system disconnected. Ensure any aftermarket electronic equipment is properly installed. If fault is found, repair as necessary. If no fault is found, perform **SYSTEM OPERATION CHECK**.

SYSTEM OPERATION CHECK

NOTE: Vehicles equipped with the Vehicle Theft Security System are also equipped with Illuminated Entry. Therefore, when in diagnostic mode, it is recommended that the Illumination Entry Module be removed, otherwise it is necessary to wait for the 30 second delay after each door opening or closure.

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

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

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

1. Beginning with all the doors closed, open then close each door. The horn will sound when the door ajar switch closes, and then again when the switch opens. There must be a one second delay between closing and opening the switch.
2. Open, then close the hood. The horn will sound when the hood is opened, and again when it is closed.
3. Activate the power door locks in both the Lock and Unlock directions. The horn will sound after each activation.
4. Rotate the key in each of the door lock cylinders to the unlock position. The horn will sound as the switch closes, and again when it opens. There must be a 1 second delay between changing switch states, or the horn will not sound.
5. Cycle the key to the ignition RUN position. A single horn pulse will indicate proper operation of the ignition input. This will also take the module out of the diagnostics mode.

During any of these tests, if the switch does not remain open or closed for at least 1 second, the horn will only sound once. The lack of a horn pulse, during any operation, indicates a switch failure, the lack of that input to the Vehicle Theft Security System module, or a failure internal to the module. Check for continuity at the switch. If the switch is good, check for an open or shorted wire between the switch and alarm module. Also, check if the engine controller has been replaced recently. For the first 20 engine starts with a new SBEC, the Vehicle Theft Security System will function normally except it will not prevent the engine from starting and running.

NOTE: A functional engine controller that has been used in a vehicle equipped with Vehicle Theft Security System cannot be used in another vehicle that is not equipped with the Vehicle Theft Security System. If the Security Lamp comes on after ignition switch is turned to ON position and stays on, the CCD bus communication with the engine controller has been lost.

