

2001 ACCESSORIES & EQUIPMENT

Anti-Theft Systems - Dakota & Durango

DESCRIPTION

VEHICLE THEFT SECURITY SYSTEM

Vehicle Theft Security System (VTSS) provides perimeter protection against unauthorized use or tampering by monitoring vehicle's doors, ignition system and liftgate (Durango). VTSS flashes headlights and sounds horn if any door, hood or liftgate (Durango) is opened without using valid key or Remote Keyless Entry (RKE) system. VTSS is controlled by Central Timer Module (CTM). CTM is located behind left side kick panel.

VTSS is also equipped with a power-up mode. If battery is disconnected or loses power while VTSS is armed, VTSS system remains armed when power is restored. A tamper alert signal is sounded on vehicle entry if VTSS was triggered while away from vehicle. Horn will sound 3 times, alerting owner VTSS was triggered.

SENTRY KEY IMMOBILIZER SYSTEM

If vehicle is equipped with optional Sentry Key Immobilizer System (SKIS), ignition key will have a Gray molded rubber cap. Models not equipped with optional SKIS will have a Black molded rubber cap on the head of the ignition key.

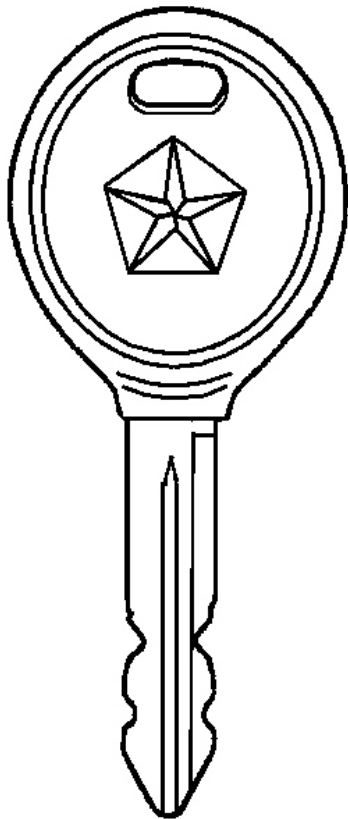
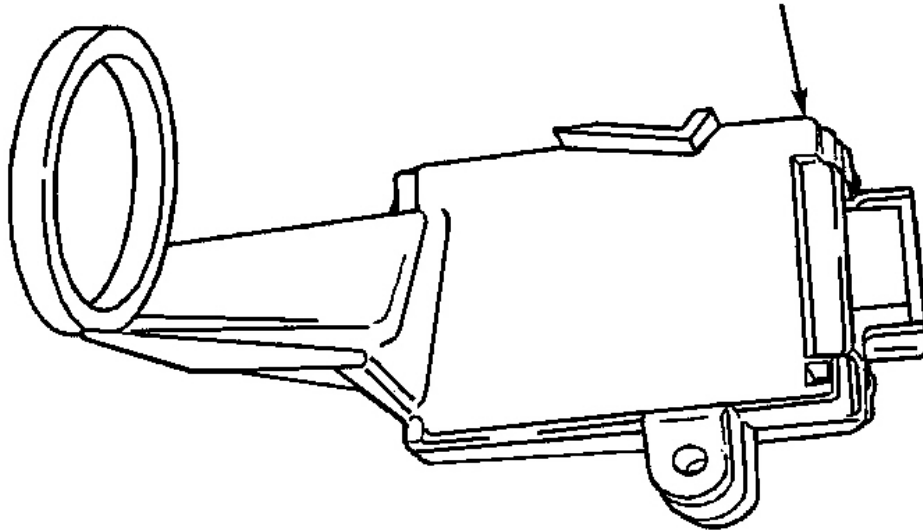
SKIS consists of the Sentry Key Immobilizer Module (SKIM), sentry transponder keys, SECURITY indicator LED and Powertrain Control Module (PCM). SKIM is located under steering column shrouds, near ignition lock cylinder. Transponder is located in ignition key. See **Fig. 1** . If an invalid ignition key is used, SKIM will send invalid signal to PCM, causing engine to start and run for 2 seconds, then stop. If vehicle is started with invalid keys 6 times in a row, vehicle will shut down until correct key is used.



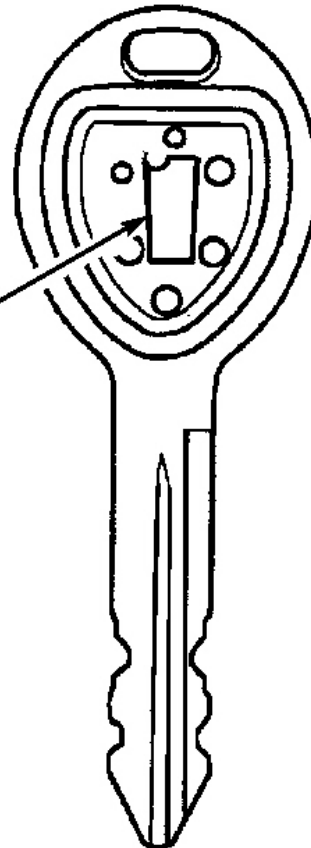
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Sentry Key
Immobilizer Module



Transponder



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Fig. 1: Identifying Sentry Key Immobilizer System (SKIS) Components
Courtesy of CHRYSLER CORP.

OPERATION

ARMING PROCEDURE

Passive

Remove key from ignition. Ensure headlights are off. Passive arming occurs when doors are locked while open using power lock switch, or locked after they are closed using a key in either front door cylinder lock or liftgate cylinder lock (Durango). Power lock switch will not operate with key in ignition or headlights on while door is open. Vehicle Theft Security System (VTSS) will not arm using mechanical lock button. While system is arming, SECURITY light will flash rapidly for 15 seconds. Opening any door or turning key in ignition while light is flashing will abort arming process. Once arming process is complete, SECURITY light will flash at a slower rate.

Active

Turn ignition switch to LOCK position, remove key and close all doors. Press Remote Keyless Entry (RKE) transmitter LOCK button. While system is arming, SECURITY light will flash rapidly for 15 seconds. Opening any door or turning key in ignition while light is flashing will abort arming process. Once arming process is complete, SECURITY light will flash at a slower rate and ignition key can be turned to accessory position without triggering alarm.

DISARMING PROCEDURE

Passive

Passive disarming occurs when vehicle is unlocked using a key in either front door cylinder lock (or Durango liftgate cylinder lock) or on vehicles equipped with Sentry Key Immobilizer System (SKIS), by turning ignition key to On position using a valid SKIS key.

Active

Active disarming occurs when vehicle is unlocked by pressing Remote Keyless Entry (RKE) transmitter UNLOCK button.

CENTRAL TIMER MODULE

Central Timer Module (CTM) is the processor for Vehicle Theft Security System (VTSS). CTM uses the data bus network to allow sharing and reporting of sensor information. If a door ajar or liftgate ajar switch is opened while VTSS is set, a signal is sent to flash headlights and sound horn. PCM is also notified through bus network to enable engine no-run feature. CTM has Remote Keyless Entry (RKE) receiver and control logic incorporated.

COMPONENT LOCATIONS



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COMPONENT LOCATIONS

Component	Location
Central Timer Module (CTM)	Behind Left Side Kick Panel
Data Link Connector (DLC)	Under Left Side Of Instrument Panel
Door Ajar Switch	Part Of Corresponding Door Latch
Door Cylinder Lock Switch	Mounted To Back Of Corresponding Door Cylinder Lock
Horn Relay	Instrument Panel Junction Block
Instrument Panel Junction Block	On Left End Of Instrument Panel
Liftgate Ajar Switch	Part Of Liftgate Latch
Liftgate Cylinder Lock Switch	Mounted To Back Of Liftgate Cylinder Lock
Power Distribution Center (PDC)	Left Side Of Engine Compartment, Near Battery
Sentry Key Immobilizer Module (SKIM)	Under Steering Column Shrouds, Near Ignition Lock Cylinder
Sentry Key Transponder	In Ignition Key

PROGRAMMING

POWERTRAIN CONTROL MODULE

1. When replacing Powertrain Control Module (PCM), Sentry Key Immobilizer System (SKIS) secret key data must be programmed into the replacement PCM using Chrysler's Diagnostic Readout Box (DRBIII (R)) scan tool. Connect scan tool to Data Link Connector (DLC). DLC is located under left side of instrument panel. Turn ignition on. Using scan tool, select THEFT ALARM, SKIM, then MISCELLANEOUS. Select PCM REPLACED (GASOLINE ENGINE).

NOTE: If incorrect unique Personal Identification Number (PIN) is entered 3 times, Sentry Key Immobilizer Module (SKIM) will be locked for one hour. To unlock SKIM, turn ignition on and allow it to remain on for one hour. Ensure all accessories are turned off. Monitor battery state-of-charge and connect a battery charger if necessary.

2. Obtain vehicle's unique PIN assigned to SKIM from vehicle owner or manufacturer. Enter secured access mode by entering the vehicle 4-digit PIN. Using scan tool, select ENTER to update PCM VIN. Press ENTER to transfer secret key data from SKIM to PCM. Press PAGE BACK to get to SELECT SYSTEM MENU. Select ENGINE, MISCELLANEOUS and SRI MEMORY CHECK. Scan tool will ask if odometer reading is between XX and XX. Select YES or NO on scan tool. If NO is entered, scan tool will display ENTER ODOMETER READING. Enter odometer reading from instrument cluster and press ENTER.
3. Attempt to start vehicle. If vehicle starts and stays running and customer's complaint cannot be duplicated, system is operating correctly and repair is complete. If vehicle does not start or stay running, repair by symptom. See TROUBLE SHOOTING - NO CODES - GASOLINE article in ENGINE PERFORMANCE.

SENTRY KEYS

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NOTE: Once a key has been programmed, it cannot be programmed for another vehicle.

Sentry Key Immobilizer Module (SKIM) will only remain in secured access mode for 60 seconds. If incorrect unique Personal Identification Number (PIN) is entered 3 times, SKIM will be locked for one hour. To unlock SKIM, turn ignition on and allow it to remain on for one hour. When SKIM is locked, scan tool will display BUS +/- SIGNALS OPEN.

If 2 sentry keys are already programmed, use customer learn method. See **CUSTOMER LEARN METHOD** .
If 2 sentry keys are not already programmed, use scan tool method. See **SCAN TOOL METHOD** .

The following steps must be completed in proper order. Sentry Key Immobilizer System (SKIS) will automatically exit CUSTOMER LEARN programming mode if time allotted is exceeded, or if 8 keys have already been programmed.

Customer Learn Method

1. Obtain 2 programmed sentry keys from vehicle owner. Ensure new sentry key blank is cut before proceeding. Insert one of the 2 valid sentry keys into ignition switch. Turn ignition on.
2. After 3 seconds, but no more than 15 seconds, turn ignition off. Remove key. Insert second valid sentry key. Turn ignition on.
3. About 10 seconds after completion of previous step, Vehicle Theft Security System (VTSS) Light Emitting Diode (LED) indicator will flash and a single tone will be heard. This indicates system has entered customer learn programming mode.
4. Within 50 seconds, turn ignition off. Remove second valid sentry key. Insert blank sentry key. Turn ignition on. After about 10 seconds, a single tone will be heard. VTSS LED indicator will stop flashing and stay on for about 3 seconds to indicate sentry key has been successfully programmed.
5. SKIS will return to normal operation immediately following exit from customer learn programming mode. Repeat procedure for each additional sentry key to be programmed.

Scan Tool Method

Obtain vehicle's unique PIN assigned to SKIM from vehicle owner or manufacturer. Cut blank key. Insert key into ignition switch. Connect scan tool to Data Link Connector (DLC). DLC is located under left side of instrument panel. Turn ignition on. Using scan tool, select THEFT ALARM, SKIM and then MISCELLANEOUS. Select PROGRAM IGNITION KEYS. Enter 4-digit PIN. Using scan tool, select MISCELLANEOUS and then ERASE ALL CURRENT IGNITION KEYS. Using scan tool, program all keys. When programming is completed, SKIM will exit SECURED ACCESS mode and display status of key. PROGRAMMING SUCCESSFUL is displayed if SKIM smart key programming succeeds. If ignition key programming is unsuccessful, one of the following status messages may be displayed:

- LEARNED KEY IN IGNITION is displayed if key in the ignition switch has already been programmed into vehicle's SKIM.
- 8 KEYS ALREADY LEARNED, PROGRAMMING NOT DONE is displayed if 8 keys have already been programmed into SKIM. If a new key needs to be added due to a lost or defective key, the ERASE ALL KEYS function has to be performed. Original 7 keys plus additional new key may then be

reprogrammed into SKIM.

- PROGRAMMING NOT ATTEMPTED is displayed after an ERASE ALL KEYS function is executed.
- PROGRAMMING KEY FAILED is displayed if further diagnosis is required. Possible faulty ignition key transponder or ignition key transponder programmed to another vehicle.

To program additional keys, turn ignition off. Remove current programmed key and insert next new blank key. Turn ignition on. Reenter SECURED ACCESS mode function and repeat PROGRAM NEW KEY procedure.

SENTRY KEY IMMOBILIZER MODULE

CAUTION: If wrong country code is programmed into Sentry Key Immobilizer Module (SKIM) when requested, SKIM must be replaced.

NOTE: SKIM will only remain in secured access mode for 60 seconds. If incorrect unique Personal Identification Number (PIN) is entered 3 times, SKIM will be locked for one hour. To unlock SKIM, turn ignition on for one hour. When SKIM is locked, scan tool will display BUS +/- SIGNALS OPEN.

1. If Powertrain Control Module (PCM) is being replaced at same time as SKIM, program PCM first. See **POWERTRAIN CONTROL MODULE**. Then program SKIM followed by replacing all ignition keys and programming them to the new SKIM.
2. Obtain vehicle's unique PIN assigned to SKIM from vehicle owner or manufacturer. Turn ignition off. Remove all test equipment and jumper wires. Connect any disconnected components. Go to next step.
3. Connect scan tool to Data Link Connector (DLC). DLC is located under left side of instrument panel. Turn ignition on. Using scan tool, select THEFT ALARM, SKIM, MISCELLANEOUS, then SKIM MODULE REPLACED. Enter 4-digit PIN to put SKIM in access mode. Go to next step.
4. Select COUNTRY CODE and enter correct code into SKIM memory. Select YES to update VIN (SKIM will learn VIN from PCM). Press ENTER to transfer secret key data from PCM to SKIM. Program ignition keys to SKIM using **SCAN TOOL METHOD** under SENTRY KEYS.

TROUBLE SHOOTING

CAUTION: Always turn ignition switch to OFF position before disconnecting or connecting any control module connector or battery. When battery is disconnected, vehicle computer and memory systems may lose memory data. Driveability problems may exist until computer systems have completed a relearn cycle. See COMPUTER RELEARN PROCEDURES article in GENERAL INFORMATION before disconnecting battery.

Before proceeding with TROUBLE SHOOTING or SELF-DIAGNOSTIC SYSTEM, the following precautions must be followed:

- Vehicle must have a fully charged battery and functional charging system.
- Always start at **RETRIEVING DIAGNOSTIC TROUBLE CODES** under SELF-DIAGNOSTIC



SYSTEM. Starting with any other test may result in incorrect results.

- Turn ignition switch to OFF position before disconnecting or connecting any module or component.
- Use extreme care when connecting or disconnecting components during testing to prevent accidental grounding or shorting.
- DO NOT use a test light in place of a DVOM, unless instructed otherwise.
- Always disconnect scan tool after use or when disconnecting/charging battery.

Check for faulty fuse No. 1 (15-amp) and fuse No. 10 (10-amp) located in instrument panel junction block. See **COMPONENT LOCATIONS** . Check fuse No. 7 (40-amp) located in power distribution center. Check related wiring and power and ground circuits to Sentry Key Immobilizer Module (SKIM). See **WIRING DIAGRAMS** .

SELF-DIAGNOSTIC SYSTEM

RETRIEVING DIAGNOSTIC TROUBLE CODES

Generic Scan Tool

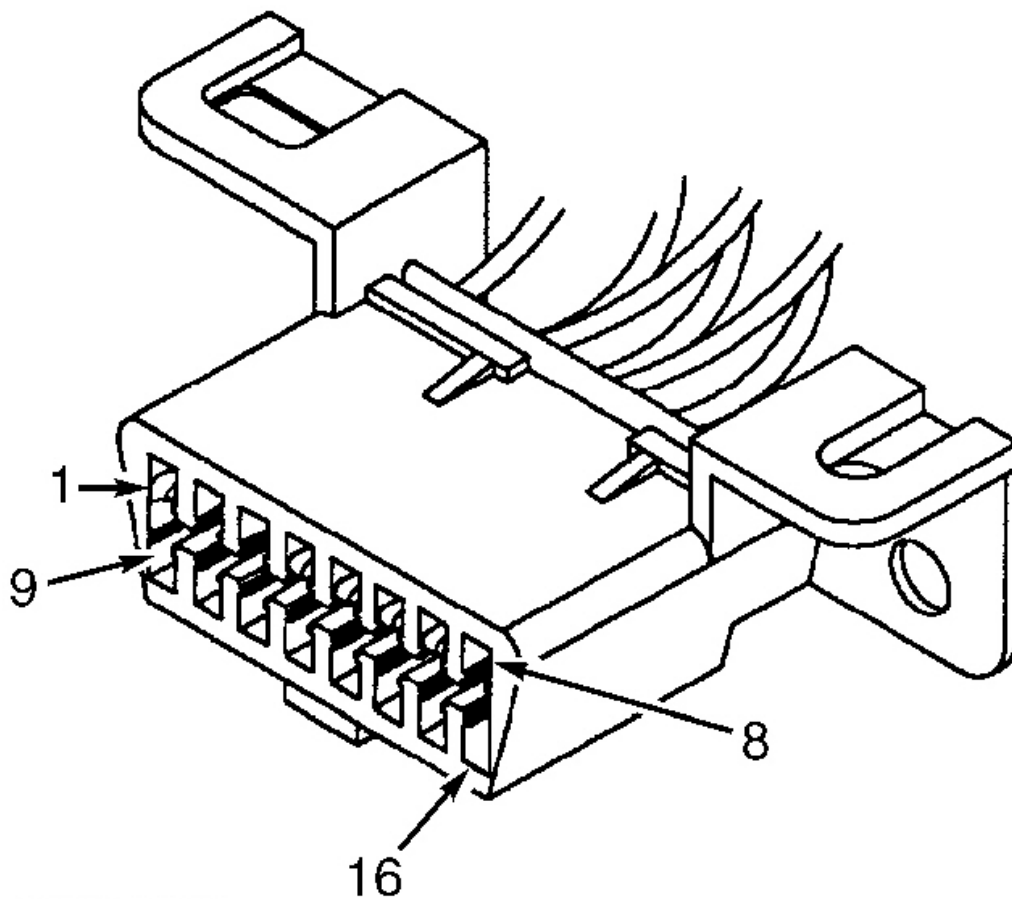
Refer to scan tool manufacturer's instructions and procedures. Scan tools may not have ability to measure voltage, resistance or continuity. When instructed, use of an additional DVOM may be required.

DRBIII(R) Scan Tool

1. Scan tool is grounded through Data Link Connector (DLC) connector. Only one volt/ohmmeter test lead is required when instructed by testing to measure voltage or resistance on specified circuit. Volt/ohmmeter mode should only be used when system tests require use of this option or when prompted by scan tool.

NOTE: Refer to DRBIII(R) scan tool manufacturer's instructions to retrieve and clear fault messages and when performing other scan tool functions.

2. Connect scan tool to 16-pin Data Link Connector (DLC). See **Fig. 2** . See **COMPONENT LOCATIONS** . Turn ignition switch to ON position. If scan tool LEDs do not illuminate and no sound emitted, check for poor cable connections. Check for a minimum of 11 volts at DLC connector terminal No. 16, and repair power supply as necessary. If scan tool display remains blank, consult scan tool manufacturer's manual. If scan tool LEDs illuminate and sound is emitted, go to next step.
3. Using scan tool, select SYSTEM MONITORS, then PCI BUS TEST. Scan tool will perform a PCI BUS test. If scan tool displays BUS OPERATIONAL, go to next step. If scan tool displays any message except BUS OPERATIONAL, see BODY CONTROL MODULES - DAKOTA & DURANGO article. If scan tool displays any PCI bus fault message or any NO RESPONSE message, it must be diagnosed before proceeding with any other diagnostics.
4. Using scan tool, read Diagnostic Trouble Codes (DTC). If any anti-theft system related DTC messages exist see DIAGNOSTIC TROUBLE CODE IDENTIFICATION table under SELF-DIAGNOSTIC SYSTEM in BODY CONTROL MODULES - DAKOTA & DURANGO article. If no anti-theft system related DTC messages exist, identify customer complaint and diagnose by symptom(s) present. See **SYSTEM TESTS** .



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Fig. 2: Identifying Data Link Connector (DLC) Terminals
Courtesy of CHRYSLER CORP.

SYSTEM TESTS

For additional testing procedures, see BODY CONTROL MODULES - DAKOTA & DURANGO article.

SECURITY INDICATOR FAILS TO ILLUMINATE DURING BULB TEST

1. Perform instrument cluster self-test. See SELF-DIAGNOSTIC SYSTEM in ANALOG INSTRUMENT PANELS - DAKOTA & DURANGO article. If SECURITY indicator still fails to illuminate during bulb test, go to next step.
2. Using test light connected to ground, probe both sides of fuse No. 1 (15-amp), located in instrument panel junction block. See **COMPONENT LOCATIONS** . If test light illuminates on both sides, go to next

step. If test light does not illuminate on either side, check for open in power circuit between power distribution center and instrument panel junction block. See **POWER DISTRIBUTION** article in **WIRING DIAGRAMS**. Repair as necessary. If test light illuminates on one side of fuse only, check for short to ground in appropriate circuit and replace fuse.

3. Turn ignition on. Using test light connected to ground, probe both sides of fuse No. 10 (10-amp), located in instrument panel junction block. If test light illuminates on both sides, go to next step. If test light does not illuminate on either side, check for open in Dark Blue wire between ignition switch and fuse No. 10. See **POWER DISTRIBUTION** article in **WIRING DIAGRAMS**. Repair as necessary. If test light illuminates on one side of fuse only, check for short to ground in appropriate circuit and replace fuse.
4. Turn ignition off. Disconnect negative battery cable. Disconnect Black 6-pin Sentry Key Immobilizer Module (SKIM) connector. See **COMPONENT LOCATIONS**. Connect DVOM between ground and Black 6-pin SKIM connector terminal No. 5 (Black/White wire). See **Fig. 3**. If continuity exists, go to next step. If continuity does not exist, repair open in Black/White wire between Black 6-pin SKIM connector terminal No. 5 and ground. See **GROUND DISTRIBUTION** article in **WIRING DIAGRAMS**.
5. Reconnect negative battery cable. Using DVOM connected to ground, measure voltage at Black 6-pin SKIM connector terminal No. 6 (Pink wire). If battery voltage exists, diagnose using Chrysler's Diagnostic Readout Box (DRBIII(R)) scan tool. See **BODY CONTROL MODULES - DAKOTA & DURANGO** article. If battery voltage does not exist, repair open in Pink wire between fuse No. 1 in instrument panel junction block and Black 6-pin SKIM connector terminal No. 6. See **WIRING DIAGRAMS**.

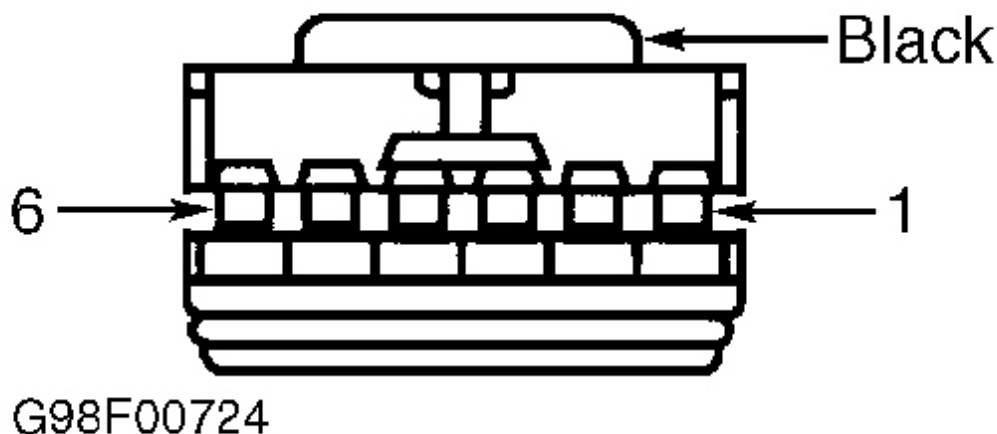


Fig. 3: Identifying Sentry Key Immobilizer Module (SKIM) Connector Terminals
Courtesy of CHRYSLER CORP.

SECURITY INDICATOR FLASHES FOLLOWING BULB TEST

1. A SECURITY indicator that flashes following a successful bulb test indicates an invalid ignition key has

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been detected or a key related fault has been set. Connect scan tool to 16-pin Data Link Connector (DLC), located under left side of instrument panel. Turn ignition on. Read and record any Sentry Key Immobilizer Module (SKIM) DTCs.

2. It is important to record any SKIM DTCs as SKIM cannot differentiate between history and active DTCs. Erase all SKIM DTCs. Turn ignition off, then on. Read any SKIM DTCs (these will be active DTCs). If any active DTCs exist, see **BODY CONTROL MODULES - DAKOTA & DURANGO** article for testing procedure. If no active DTCs exist, problem is intermittent.

SECURITY INDICATOR ILLUMINATES CONSTANTLY FOLLOWING BULB TEST

1. A SECURITY indicator that illuminates constantly following a successful bulb test indicates Sentry Key Immobilizer Module (SKIM) has detected a system malfunction or Sentry Key Immobilizer System (SKIS) is inoperative. Connect scan tool to 16-pin Data Link Connector (DLC), located under left side of instrument panel. Turn ignition on. Read and record any DTCs.
2. It is important to record any SKIM DTCs as SKIM cannot differentiate between history and active DTCs. Erase all SKIM DTCs. Turn ignition off, then on. Read any SKIM DTCs (these will be active DTCs). If any active DTCs exist, see **BODY CONTROL MODULES - DAKOTA & DURANGO** article for testing procedure. If no active DTCs exist, problem is intermittent.

COMPONENT TESTS

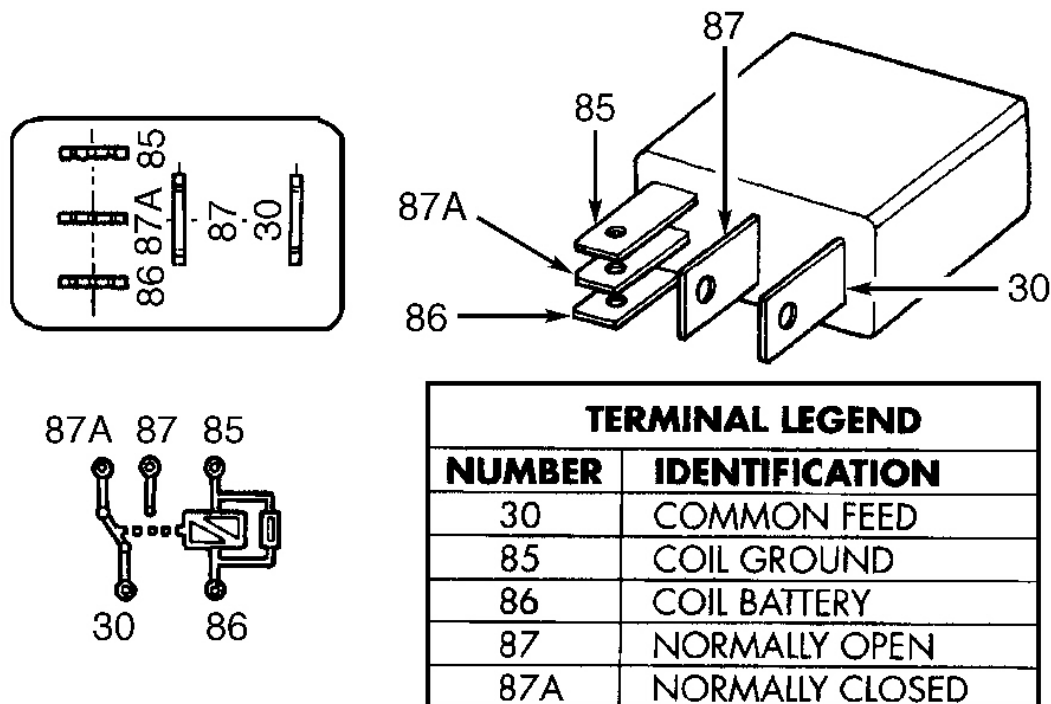
HORN RELAY

Horn relay is located in instrument panel junction block, located on left end of instrument panel. For circuit testing, see **WIRING DIAGRAMS**. Measure continuity between appropriate horn relay terminals with relay de-energized and energized. See **RELAY TEST SPECIFICATIONS** table. See **Fig. 4**. If continuity or resistance is not as specified, replace relay.

RELAY TEST SPECIFICATIONS

Terminals No.	Condition
De-Energized	
87A & 30	Continuity
87 & 30	No Continuity
85 & 86	70-80 Ohms Resistance
Energized ⁽¹⁾	
87 & 30	Continuity
87A & 30	No Continuity
⁽¹⁾ Connect positive battery terminal to terminal No. 85 and ground terminal No. 86.	





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Fig. 4: Identifying Relay Connector Terminals
 Courtesy of CHRYSLER CORP.

SWITCHES

Door Cylinder Lock Switch

1. Remove appropriate door trim panel. See **DOOR TRIM PANEL** under REMOVAL & INSTALLATION. Disconnect 2-pin door cylinder lock switch wiring connector. Using ohmmeter, measure resistance between door cylinder lock switch terminals while rotating key to 3 switch positions.
2. Compare readings with specifications. See **DOOR & LIFTGATE CYLINDER LOCK SWITCH RESISTANCE** table. If resistance is not as specified, replace door cylinder lock switch. See **DOOR CYLINDER LOCK SWITCH** under REMOVAL & INSTALLATION.

DOOR & LIFTGATE CYLINDER LOCK SWITCH RESISTANCE

Switch Position	Ohms
Off (Neutral)	12,000
Lock (1)	644
Unlock (2)	1565

(1) When testing driver's side cylinder lock switch, key should be turned clockwise. When testing



- passenger's side and liftgate cylinder lock switches, key should be turned counterclockwise.
- (2) When testing driver's side cylinder lock switch, key should be turned counterclockwise. When testing passenger's side and liftgate cylinder lock switches, key should be turned clockwise.

Liftgate Cylinder Lock Switch (Durango)

1. Remove liftgate trim panel. See **LIFTGATE TRIM PANEL** under REMOVAL & INSTALLATION. Disconnect natural 2-pin liftgate cylinder lock switch wiring connector. Using ohmmeter, measure resistance between liftgate cylinder lock switch terminals while rotating key to 3 switch positions.
2. Compare readings with specifications. See **DOOR & LIFTGATE CYLINDER LOCK SWITCH RESISTANCE** table. If resistance is not as specified, replace liftgate cylinder lock switch. See **LIFTGATE CYLINDER LOCK SWITCH** under REMOVAL & INSTALLATION.

REMOVAL & INSTALLATION

CENTRAL TIMER MODULE

NOTE: For replacement of Central Timer Module (CTM), see **BODY CONTROL MODULES - DAKOTA & DURANGO** article.

DOOR AJAR SWITCH

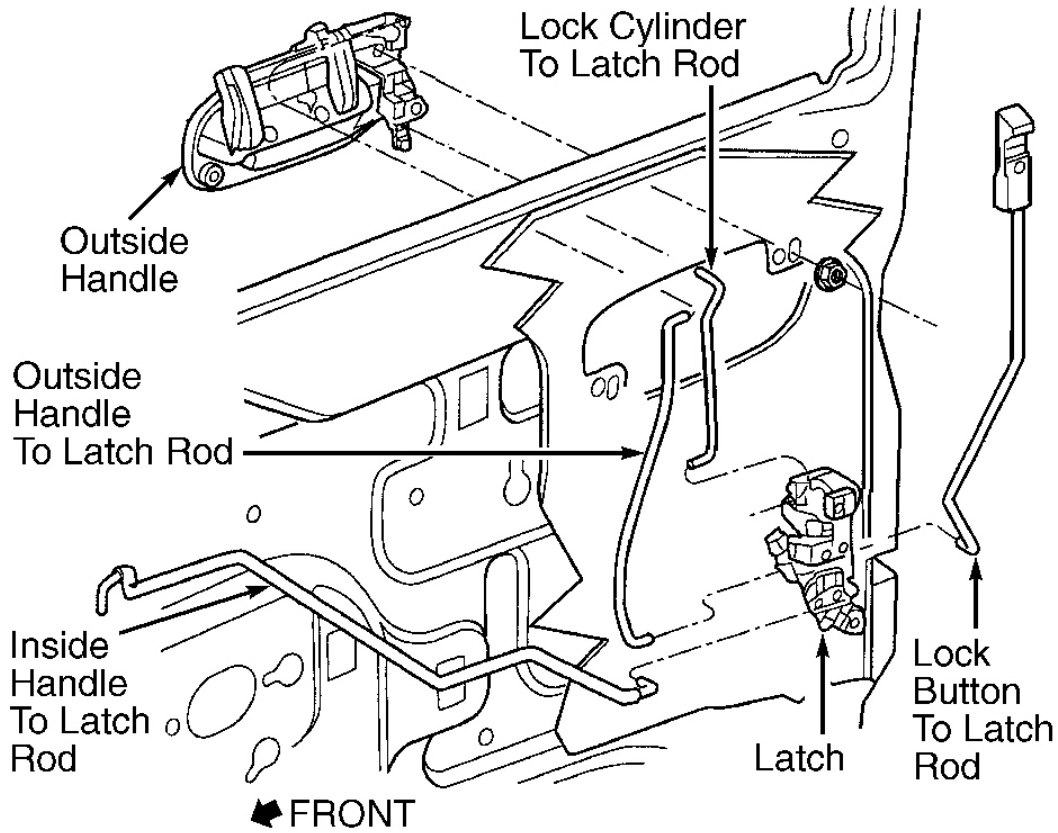
NOTE: Door ajar switches are integral to door latches.

Removal & Installation (Front)

1. Remove appropriate front door trim panel. See **DOOR TRIM PANEL** . Peel back water shield as necessary. Raise window. Remove rear glass run channel retaining bolts. Move and secure rear glass run channel. Remove door latch-to-door retaining screws. Disconnect electrical connector(s) from door latch assembly.
2. Disengage lock button-to-latch rod from latch. See **Fig. 5** . Disengage lock cylinder-to-latch rod from latch. Disengage inside handle-to-latch rod from latch. Disengage outside handle-to-latch rod from latch. Remove door latch.
3. To install, reverse removal procedure. Tighten door latch-to-door retaining screws to 85 INCH lbs. (9.6 N.m). Locate access hole located in door end frame near door latch. See **Fig. 6** . Loosen latch adjustment screw and ensure outside door handle fits flush with outside of door. Tighten adjustment screw to 30 INCH lbs. (3 N.m). Verify latch operation before closing door.

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Fig. 5: Identifying Door Latch Assembly Components
Courtesy of CHRYSLER CORP.

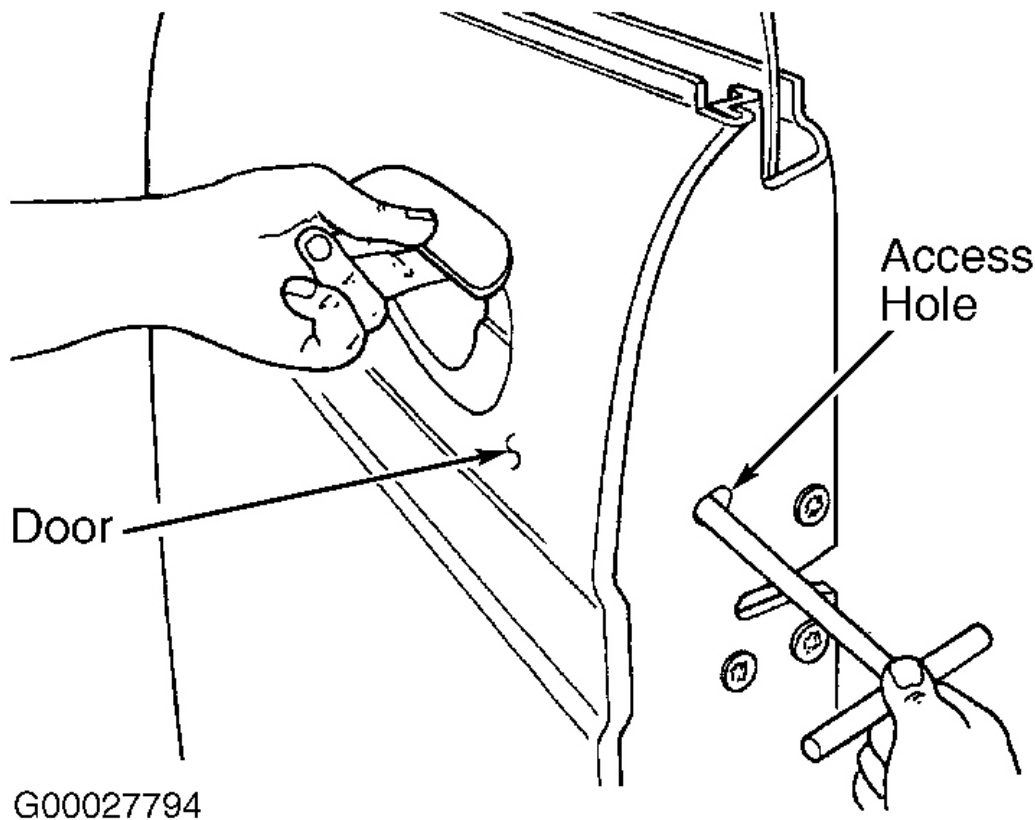


Fig. 6: Adjusting Front Door Latch
 Courtesy of DAIMLERCHRYSLER CORPORATION

Removal & Installation (Rear)

Remove appropriate rear door trim panel. See **DOOR TRIM PANEL** . Peel back water shield as necessary. Disconnect latch rods from latch. Disconnect door lock motor electrical connector. Remove door latch-to-door retaining screws. Remove door latch. To install, reverse removal procedure.

DOOR CYLINDER LOCK SWITCH

Removal & Installation

1. Remove appropriate door trim panel. See **DOOR TRIM PANEL** . Peel back water shield as necessary. Raise window. Remove access plug located at upper rear of door inner panel. Disengage lock cylinder-to-latch rod from latch. Disengage outside handle-to-latch rod from latch. See **Fig. 5** . Remove outside door handle retaining nuts. Pull outside door handle away from door to access door cylinder lock switch.
2. Disengage door cylinder lock switch from door cylinder. Disconnect door cylinder lock switch electrical connector. Disengage retainers holding door cylinder lock switch wiring to inner door. Remove door

cylinder lock switch. To install, reverse removal procedure.

DOOR TRIM PANEL

Removal & Installation

Lower window. Remove window crank handle (if equipped). Remove door trim panel-to-door retaining screws. Lift upward and outward on door trim panel to release from door. Disengage inside handle linkage rod from inside handle. Disconnect electrical connectors. Remove door trim panel. To install, reverse removal procedure.

LIFTGATE AJAR SWITCH (DURANGO)

Removal & Installation

NOTE: Liftgate ajar switch is integral with liftgate latch assembly. If liftgate ajar switch is defective, complete liftgate latch assembly must be replaced.

Disconnect negative battery cable. Remove liftgate trim panel. See [LIFTGATE TRIM PANEL](#) . Disconnect liftgate light harness connector. Peel back water shield as necessary. Disconnect liftgate-to-outside handle latch rod. Remove liftgate latch-to-liftgate retaining screws. Remove liftgate latch. To install, reverse removal procedure. Tighten liftgate latch-to-liftgate retaining screws to 21 ft. lbs. (28 N.m).

LIFTGATE CYLINDER LOCK SWITCH (DURANGO)

Removal & Installation

Disconnect negative battery cable. Remove liftgate trim panel. See [LIFTGATE TRIM PANEL](#) . Disconnect liftgate cylinder lock switch from back of liftgate cylinder lock. Disconnect liftgate cylinder lock switch 2-pin connector from rear wiring harness connector. Disengage retainers holding liftgate cylinder lock switch harness to liftgate inner panel. Remove liftgate cylinder lock switch. To install, reverse removal procedure.

LIFTGATE TRIM PANEL (DURANGO)

Removal & Installation

Pull liftgate upper trim panel outward to disengage spring clips. Remove upper trim panel from liftgate. Remove liftgate lower trim panel retaining screws. Pull liftgate lower trim panel outward to disengage spring clips. Disconnect electrical connector(s) from liftgate lower trim panel. Remove lower trim panel from liftgate. To install, reverse removal procedure.

WIRING DIAGRAMS



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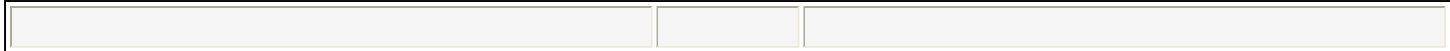
Fig. 7: Anti-Theft System Wiring Diagram (Dakota - 1 Of 2)



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Fig. 8: Anti-Theft System Wiring Diagram (Dakota - 2 Of 2)



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Fig. 9: Anti-Theft System Wiring Diagram (Durango)

