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2020.0 DEFENDER (LE), 501-14

HANDLES, LOCKS, LATCHES AND ENTRY SYSTEMS

[G2342580]

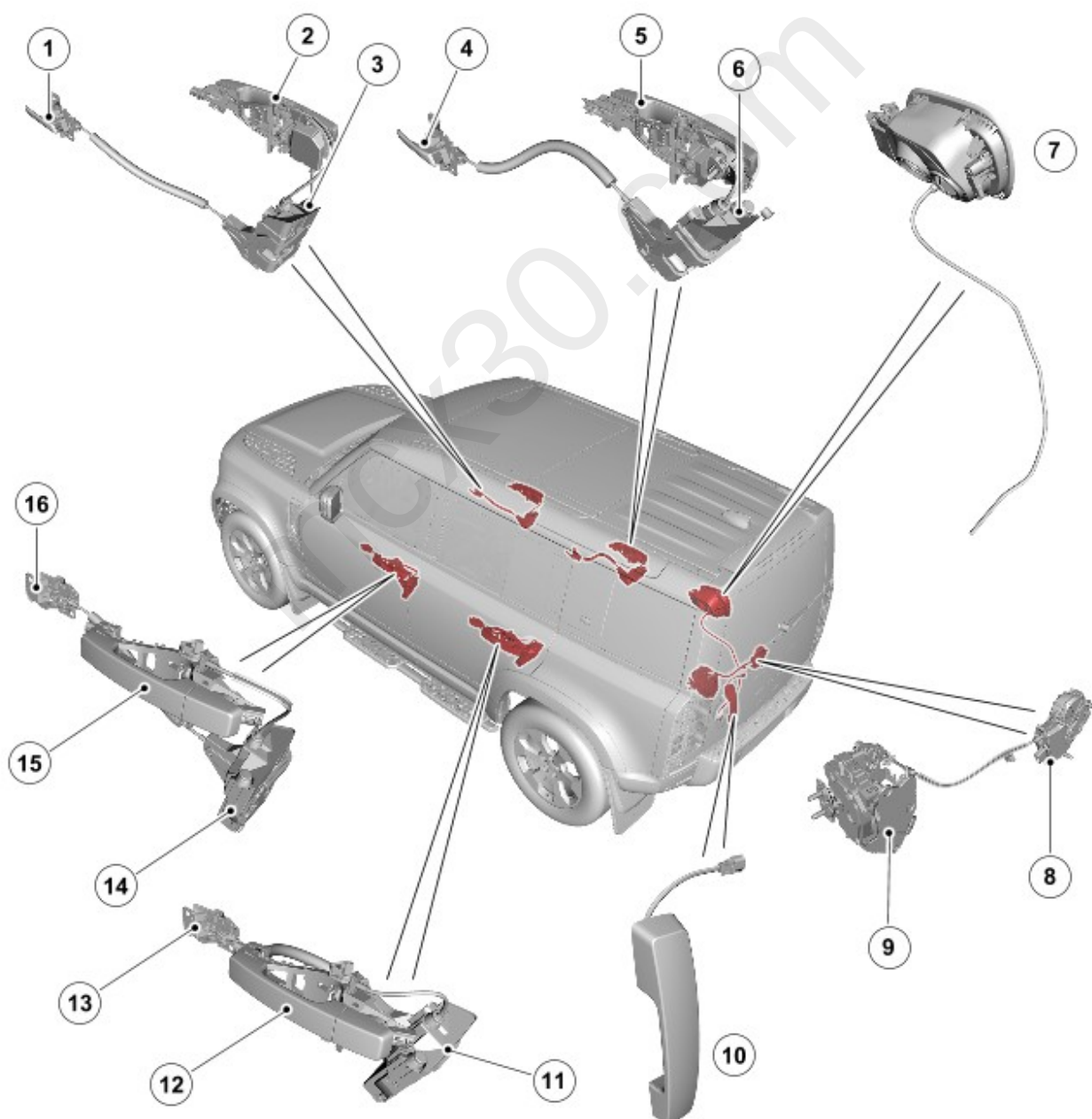
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COMPONENT LOCATION

COMPONENT LOCATION - 1 OF 3

 NOTES:

- Right Hand Drive (RHD) is shown, Left Hand Drive (LHD) is similar.
- Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



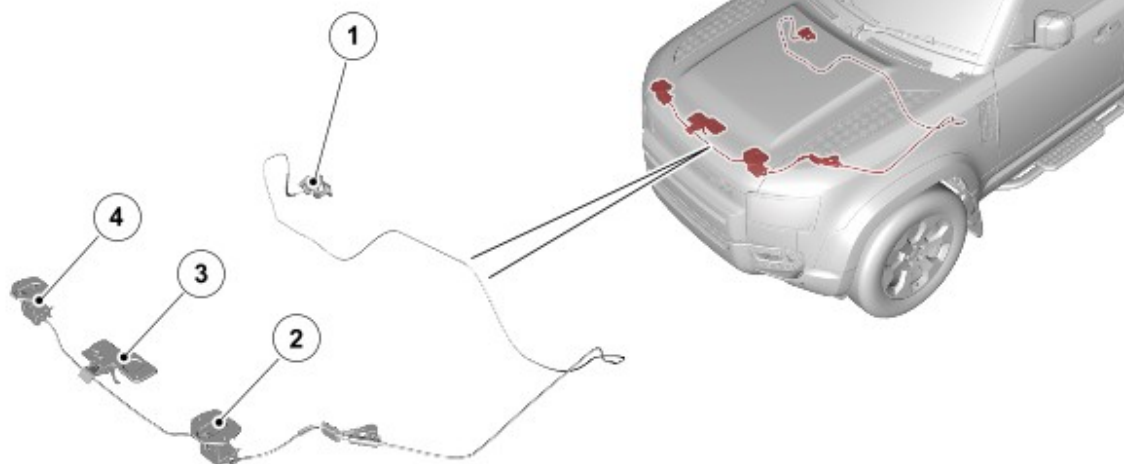
ITEM	DESCRIPTION
1	Interior door handle - Driver door
2	Exterior door handle - Driver door
3	Driver door latch
4	Interior door handle - Rear right door
5	Exterior door handle - Rear right door
6	Rear right door latch
7	Fuel flap release motor
8	Tailgate motor
9	Tailgate latch
10	Exterior door handle - Tailgate
11	Rear left door latch
12	Exterior door handle - Rear left door
13	Interior door handle - Rear left door
14	Passenger door latch
15	Exterior door handle - Passenger door
16	Interior door handle - Passenger door

COMPONENT LOCATION - 2 OF 3



NOTE:

RHD is shown, LHD is similar.



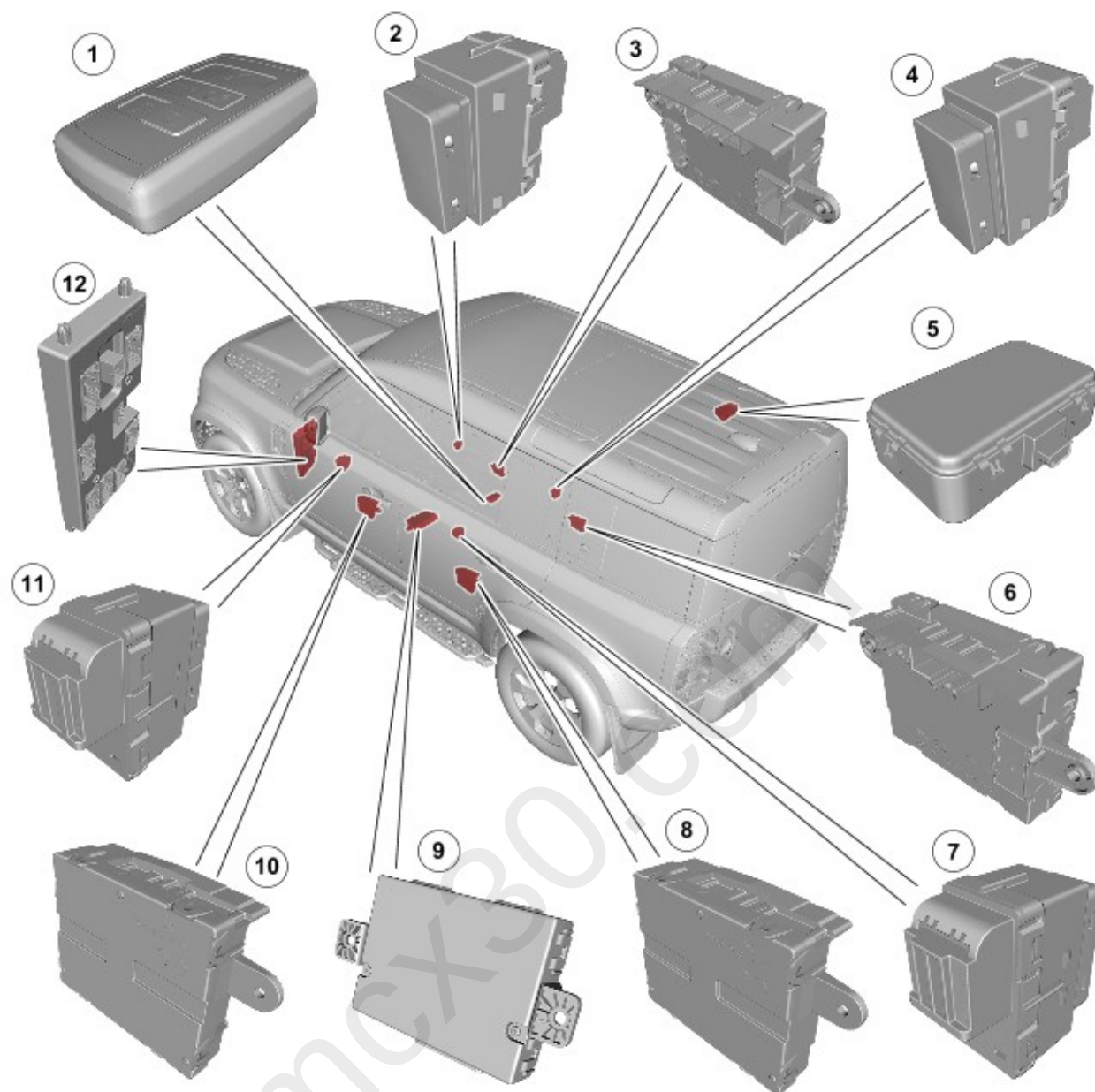
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ITEM	DESCRIPTION
1	Hood release lever
2	Left hood latch
3	Hood safety latch
4	Right hood latch

COMPONENT LOCATION - 3 OF 3

NOTES:

- RHD is shown, LHD is similar.
- Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



E251016

ITEM	DESCRIPTION
1	Smart key
2	Central Door Locking (CDL) lock/unlock switch - Driver door
3	Driver Door Control Module (DDM)
4	CDL lock/unlock switch - Rear right door
5	Radio Frequency (RF) receiver
6	Driver Rear Door Module (DRDM)
7	CDL lock/unlock switch - Rear left door
8	Passenger Rear Door Module (PRDM)

ITEM	DESCRIPTION
9	Remote Function Actuator (RFA)
10	Passenger Door Control Module (PDM)
11	CDL lock/unlock switch - Passenger door
12	Body Control Module (BCM)/ Gateway Control Module (GWM)

OVERVIEW

All the vehicle hinged panels are secured by latches with mating strikers. The latches incorporate panel ajar switches that inform the driver of an open access point.

The CDL system can be operated by:

- The smart key.
- The CDL lock/unlock switches which are installed on each interior door trim.

The CDL system controls the automatic locking and unlocking of the vehicle entry points. The software used to control the CDL system is incorporated within the BCM/ GWM.

The CDL system is also integrated with the interior lighting function. The interior and approach lamps are illuminated when the RFA receives a valid unlock request from the smart key.

For additional information, refer to: [Interior Lighting](#) (417-02 Interior Lighting, Description and Operation).

When configured by the retailer, the exterior door mirror power fold function is also operated by the CDL system.

A mechanical door lock is provided in the driver door handle of the driver door. The mechanical door lock is used to gain access to the vehicle when the battery is discharged or the CDL system fails.

The passive entry system operates the CDL system without having to press the switches on the smart key. A valid smart key is present. The smart key must be within 1 meter range of the vehicle. The doors can be unlocked and locked using the exterior door handles. The tailgate can also be opened using the tailgate door handle. The passive entry system is controlled by the RFA. The RFA transmits the lock and unlock requests to the BCM/ GWM for action by the CDL system.

DESCRIPTION

CENTRAL DOOR LOCKING SYSTEM CONTROLS

The CDL system provides the user with control over the locking and unlocking of the vehicle entry points. The user can operate the CDL system inside or outside the vehicle.

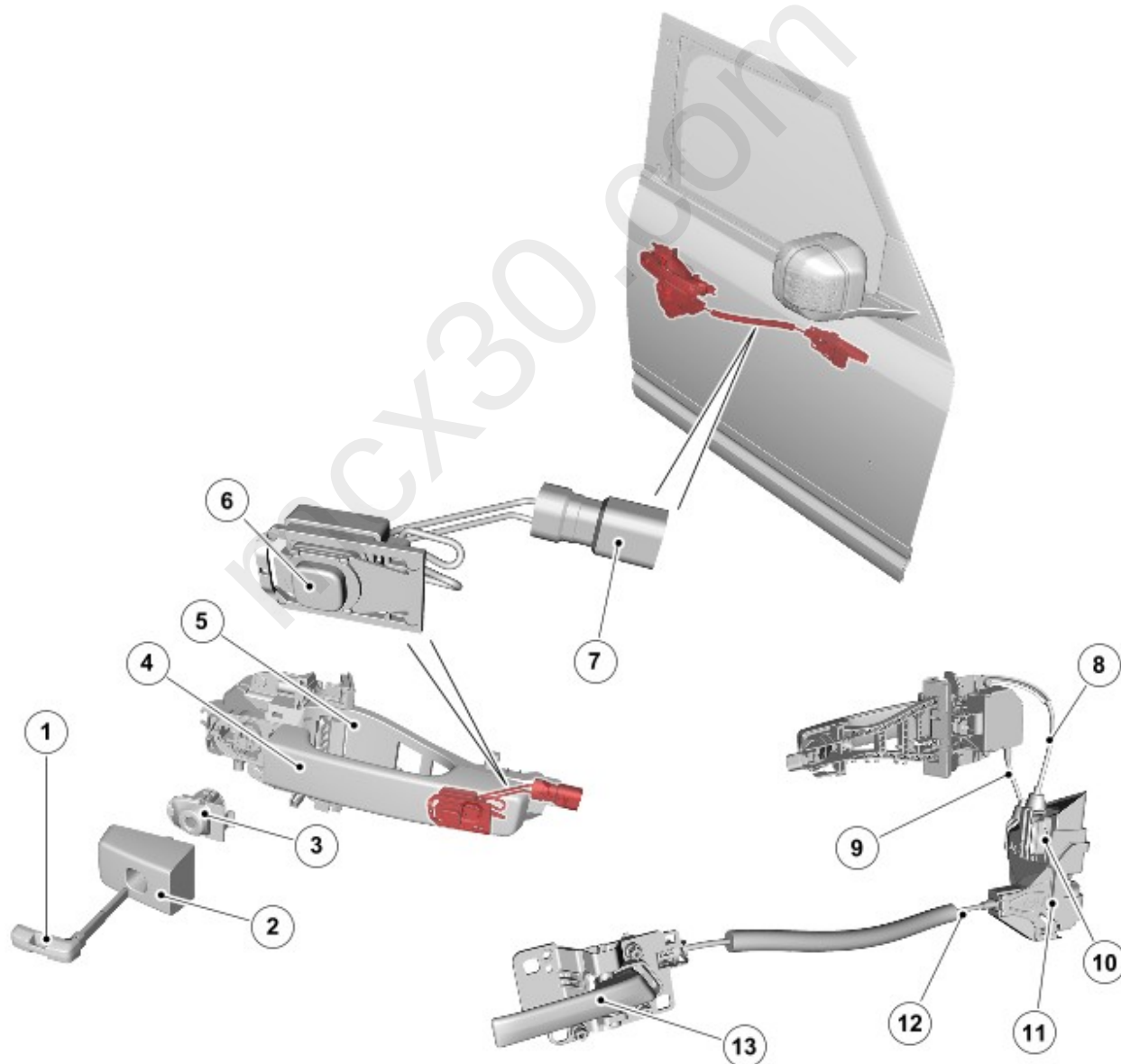
Manual operation of the CDL system is achieved using the following:

- The smart key and the RFA.
- The CDL lock/unlock switch.
 - When the driver door CDL lock/unlock switch is operated, all the vehicle doors centrally lock/unlock. When a passenger door CDL lock/unlock switch is operated, the CDL lock/unlock switch only locks/unlocks the activated door.

DOOR HANDLE AND DOOR LATCH

NOTES:

- Driver door is shown, the others are similar.
- Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



ITEM	DESCRIPTION
1	Emergency key
2	Emergency key barrel cover - Driver door only
3	Emergency key barrel - Driver door only
4	Exterior door handle - Driver door
5	Exterior door handle chassis
6	Passive entry lock/unlock switch (if equipped)
7	Electrical connector - Passive entry lock/unlock switch
8	Door exterior release cable
9	Emergency key barrel release cable - Driver door only
10	Electrical connection - To the door module
11	Door latch
12	Door interior release cable
13	Interior door handle

The door latches are installed at the rear edge of each door and engaged with corresponding strikers installed to the 'B' and 'C' pillars. Each interior and exterior door handle is connected with a release cable to the corresponding door latch. In the driver door a third release cable is connected between the door latch and the concealed emergency mechanical door lock.

Each door latch is a sealed unit that comprises the following:

- Lock motor
- Double lock motor - Except North American Specification (NAS) and Japan vehicles
- Door ajar switch.

An electrical connector is incorporated in each door latch. The electrical connector provides the interface with the relevant door module and the BCM/ GWM. All door modules are connected to the BCM/ GWM on the High Speed (HS) Controller Area Network (CAN) body systems bus.

The CDL motors control the engagement of the door latches with the release cables to lock and unlock the vehicle. When the vehicle is locked, the CDL motors disengage the door latches from the exterior release cables. When the vehicle is double locked, the CDL motors also disengage the door latches from the interior release cables. When the vehicle is subsequently unlocked, the interior and exterior release cables are engaged with the door latches.

All door latches have an emergency locking feature in the event of the battery discharging, or a fault with the CDL system.

An exterior door handle is attached to each door panel and is secured using a front installing hidden under the exterior door handle. There is a rear installing for the emergency key barrel on the driver door.

When the vehicle is equipped with the passive entry system, each exterior door handles have a separate passive entry lock/unlock switch. The passive entry lock/unlock switch is located on the front of the door handle.

The driver door exterior handle incorporates a mechanical operated door lock. The emergency key barrel allows the door to be mechanically unlocked and locked using the emergency key. The emergency key contained in the smart key, in the event that the CDL operation fails, or a vehicle power failure occurs.

REAR DOOR CHILD LOCKS

The rear door latch assemblies incorporate child locks that provide additional rear occupancy safety. The child locks are electrically operated by using the inhibit switch which is located on the driver door switchpack. Setting the child lock to the locked position disengages the door interior release cable from the door latch. Thereby the child lock is used to prevent opening of the rear door using the interior door handle. The rear door windows are also disabled when the child locks are activated.

AJAR SWITCHES

The following components incorporate an ajar switch:

- Each door latch
- The left hood latch
- Tailgate latch.

The ajar switches are hardwired to the BCM/ GWM.

The ajar switch indicates that the corresponding component is opened or is not fully closed to the BCM/ GWM when:

- The ignition is in Power Mode 4 (accessory (vehicle unlocked and Smart Key present)).
- The ignition is in Power Mode 6 (ignition ON).

A message is transmitted through the BCM/ GWM to the Instrument Panel Cluster (IPC). The message is sent through the HS CAN Human Machine Interface (HMI) systems bus. The driver is informed by the warning indicator from the IPC, that the corresponding component is ajar.

The ajar switches are also integrated with the vehicle security system and are used as a detection device for unauthorized vehicle entry.

HOOD LATCHES

The hood is secured in the closed position by 2 latches located on each side of the hood latch panel. The hood release lever is located below the instrument panel on the driver side A-pillar and is connected with a cable to the hood latches. Operation of the hood release lever opens the 2 hood latches and releases the hood.

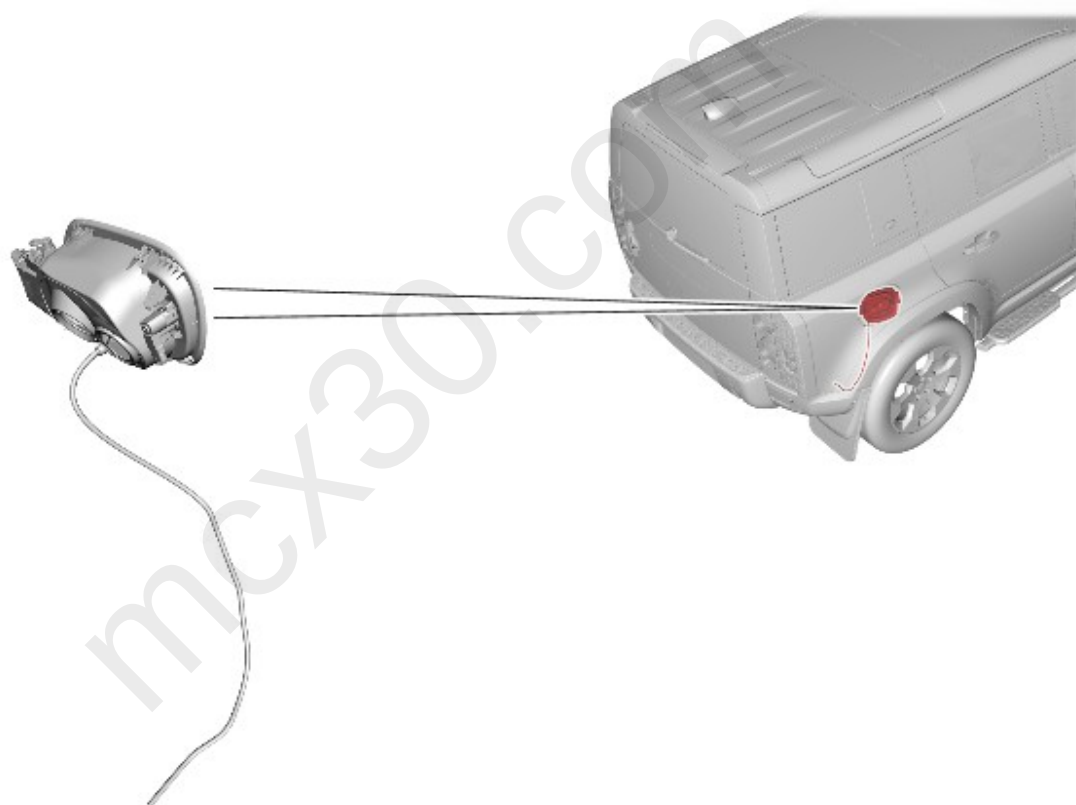
The 2 mechanically operated safety latch guides are installed at the front of the hood. The safety latch guides prevent the hood from fully opening in the event that the hood latches are open, and the vehicle is in motion. The safety latch guides are spring operated to bias the latch guide to the latched position. The lever must be pressed to release the safety latch guides from the mating latch plates when the hood is to be fully opened.

The hood latches are designed to never require greasing. When grease is applied, the grease can have a detrimental effect on quality and performance.

FUEL FLAP RELEASE MOTOR

NOTES:

- RHD is shown, LHD is similar.
- Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



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The fuel flap is electrically locked and unlocked with a fuel flap release motor and plastic pin. The fuel flap release motor is located behind the fuel flap, and operates the plastic pin to engage or release the fuel flap.

NOTE:

Locking fuel flap feature is not available on NAS vehicles.

The fuel flap release motor is hardwired to the BCM/ GWM and is operated by the CDL system. The BCM/ GWM reverses the polarity of the actuator power and ground connections. The actuator allows the plastic pin to move in both directions for locking and unlocking. When unlocked, the fuel flap can be opened manually to gain access to the fuel filler cap.

SMART KEY AND EMERGENCY MECHANICAL DOOR LOCK

Smart Key

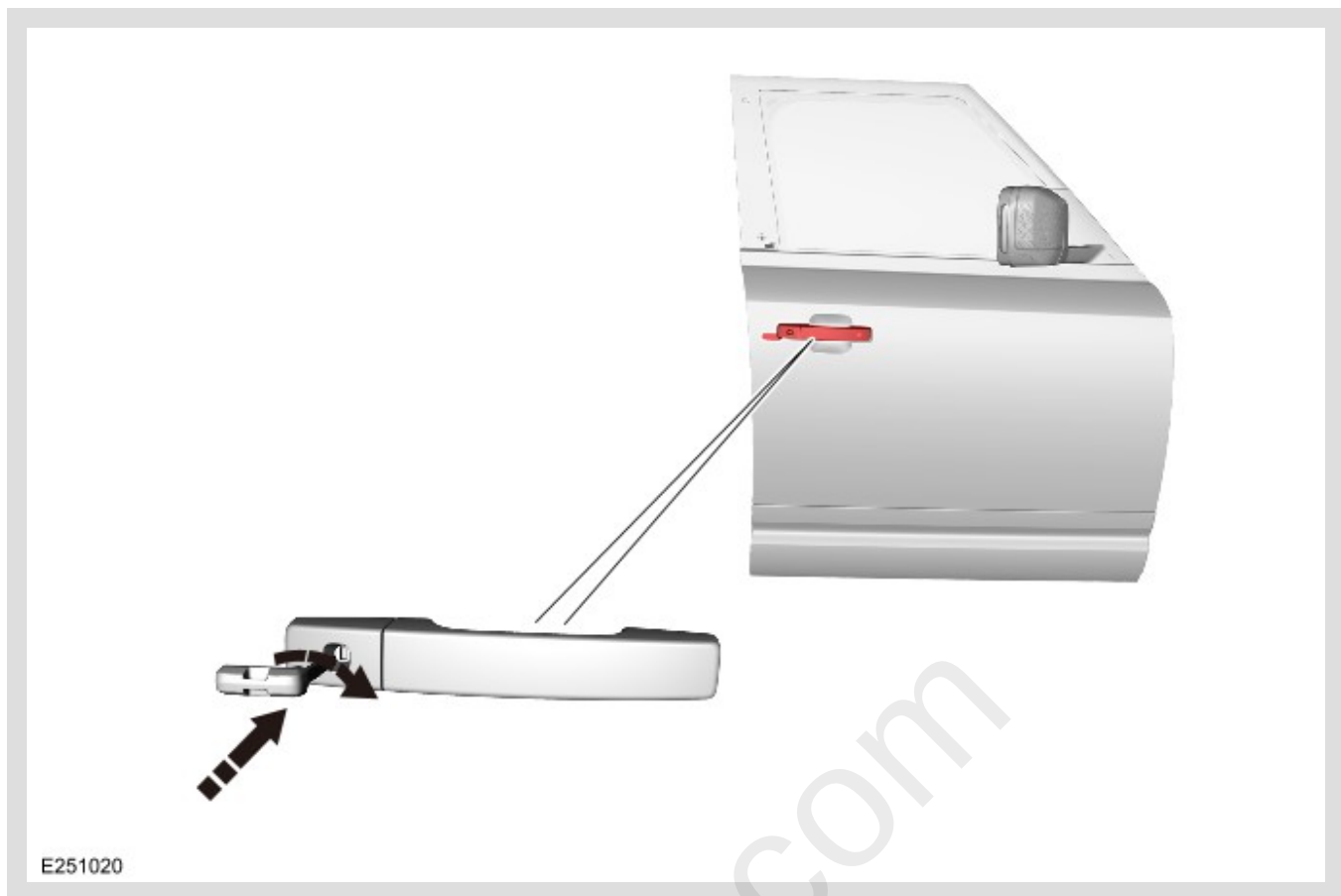


ITEM	DESCRIPTION
1	Vehicle lock switch
2	Vehicle unlock switch
3	Tailgate unlock switch
4	Panic alarm switch
5	Emergency key
6	Headlamp delay switch

Emergency Mechanical Door Lock

NOTES:

- RHD is shown, LHD is similar.
- Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



The smart key contains an emergency key, concealed in the smart key housing. To remove the emergency key, push the button on the smart key.

The exterior door handle of driver door incorporates a mechanical operated door lock.

The driver door lock allows the door to be mechanically unlocked and locked using the emergency key when:

- The remote CDL system operation fails.
- A vehicle power failure occurs.

The smart key contains a Printed Circuit Board (PCB), transponder and a battery.

The smart key is identical for all vehicle specifications, but differs in the preset frequency and power that the smart key operates. The smart key for each vehicle specification is identified by a suffix change to the base part number as follows:

Part No. Suffix	Operating Frequency	Vehicle Specification
A#	315 MHz	NAS, Japan and Korea
B#	433 MHz	Europe and Rest of World (ROW)

Each smart key features a unique identification code that is programmed within the integral transponder. The RF signal produced by the smart key contains the unique identification code and also a rolling code. During vehicle production,

the unique identification codes of the valid smart keys are programmed into the RFA. The rolling codes are also synchronized with the RFA.

When the smart key is operated, the RFA checks the unique identification and rolling code. The RFA only responds when the RF signal produced is from a valid smart key for the vehicle.

For additional information, refer to: [Anti-Theft - Active](#) (419-01A Anti-Theft - Active, Description and Operation).

A total of 8 'slots' are available in the RFA software to allow for replacement and the addition of the smart keys. In service, the Jaguar Land Rover (JLR) approved diagnostic equipment may be used to communicate with the RFA for the following:

- Identification of the smart key allocation within the RFA.
- Enabling of the new smart keys.
- Disabling of the existing smart keys.

When the smart key rolling code loses synchronization with the RFA, the smart key functions not operates. Synchronization between the smart key and the RFA is restored automatically when switches are pressed.

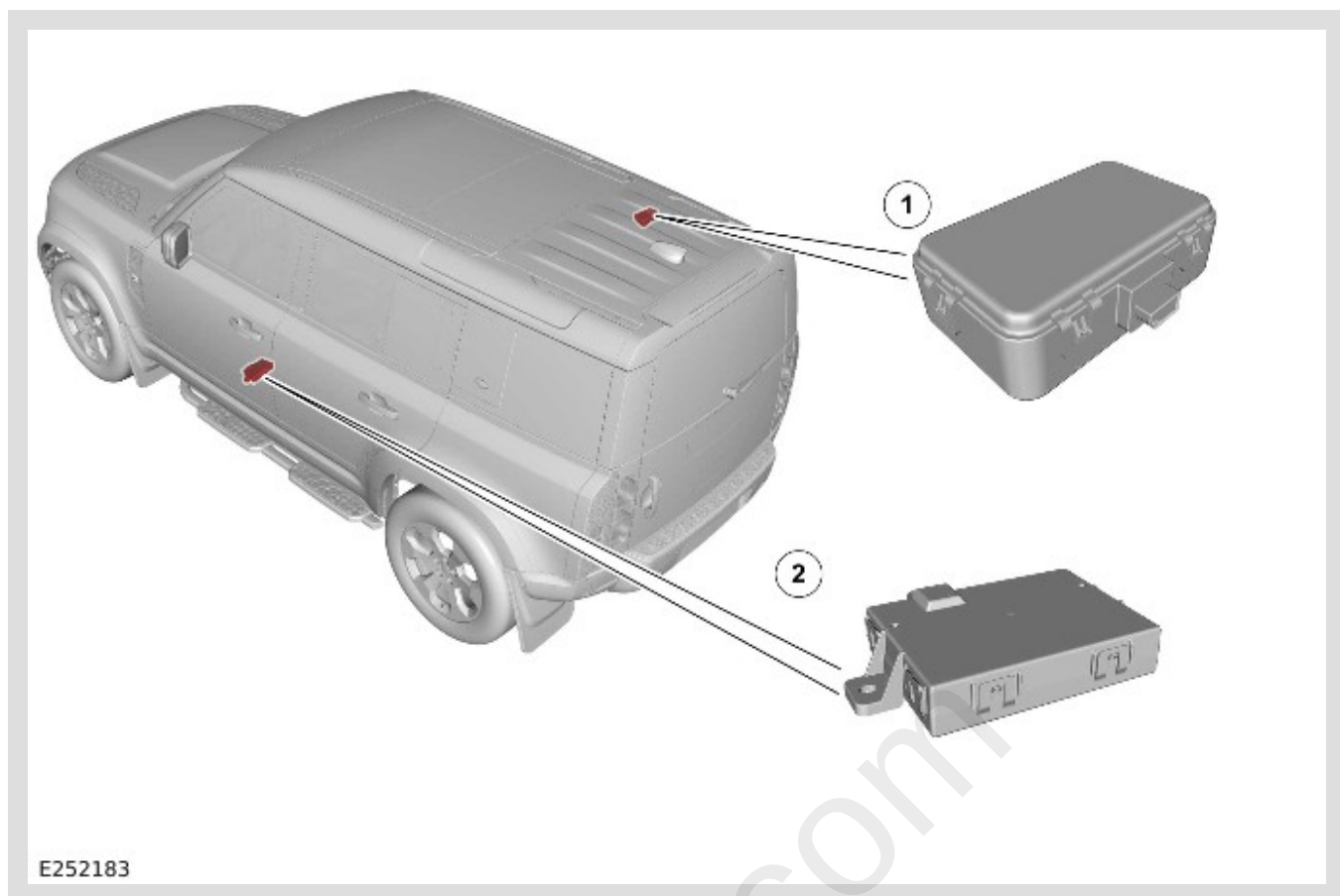
Additional switches are located on the smart key to provide convenient operation of the tailgate release, headlamp delay and panic alarm functions.

RADIO FREQUENCY RECEIVER AND REMOTE FUNCTION ACTUATOR



NOTE:

Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



ITEM	DESCRIPTION
1	RF receiver
2	RFA

The RFA is located in the below of the front left seat. The RFA provides functionality for the remote control of the CDL system.

The RF receiver is installed behind the rear of the roof panel. The RF receiver converts the signals transmitted by the smart key into digital messages. The RF receiver then transmits the message through the Local Interconnect Network (LIN) to the RFA.

The RFA controls signal transmissions to and from the smart key and provides authorization to allow the vehicle to be started. The RFA communicates with the BCM/ GWM on the HS CAN body systems bus.

A power feed is supplied to the RF receiver from the Passenger Junction Box (PJB).

A power feed is supplied to the RFA from the Rear Junction Box.

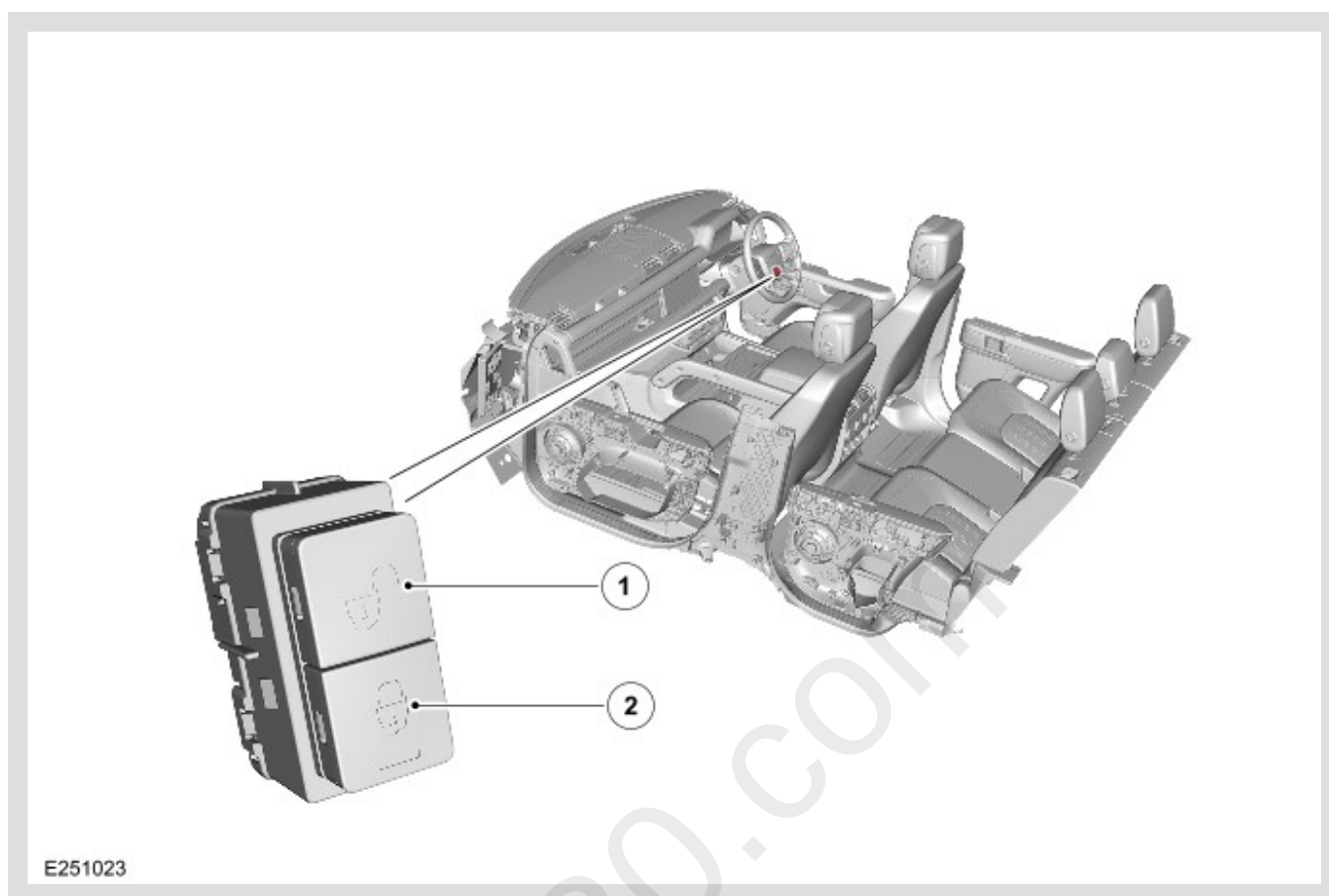
CENTRAL DOOR LOCKING LOCK/UNLOCK SWITCH



NOTES:

- RHD is shown, LHD is similar.

- The driver door is shown, the others are similar.
- Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



ITEM	DESCRIPTION
1	CDL unlock switch
2	CDL lock switch

Lock and unlock switches adjacent to each interior door handle allow the door latches to be activated from inside. The lock switches incorporate a status indicator Light Emitting Diode (LED). The status indicator LED is controlled by the related door module, that illuminates when the doors are locked during a drive cycle.

When the driver door CDL lock/unlock switch is pressed, all the vehicle doors centrally lock/unlock. When a passenger door CDL lock/unlock switch is pressed, the CDL lock/unlock switch only locks/unlocks the activated door.

When the driver CDL lock/unlock switch is pressed, the DDM transmits the central lock /unlock request to the BCM/ GWM. The BCM/ GWM then transmits the central lock/unlock command to all the vehicle door modules to lock/unlock the relevant vehicle doors.

The CDL system feature using the front door CDL lock/unlock switch is inhibited when either of the front doors are ajar. When a front door is ajar, the doors lock and then instantly unlock when a front door CDL lock/unlock switch is operated.

ACTIVE KEY – IF EQUIPPED



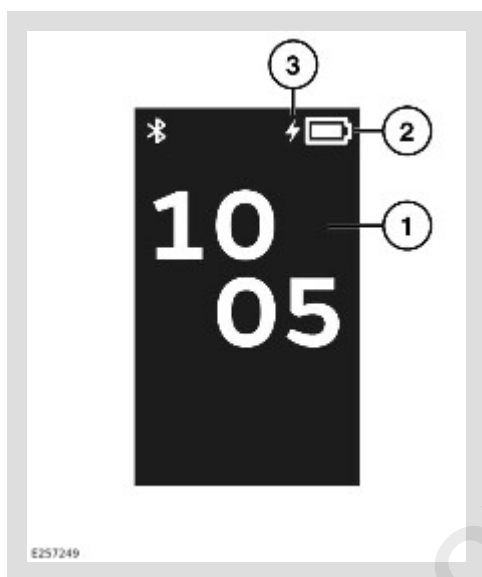
NOTE:

When the vehicle is locked with the activity key, any valid smart key remaining inside the vehicle is disabled. Any valid smart key outside the vehicle remains enabled.

The activity key is a touch display with wrist strap. The activity key is designed to support situations where the smart key might be obtrusive or difficult to keep secure. The activity key is waterproof to a depth of 40 meters (131 feet) and is shockproof. Care should be taken during certain sporting activities.

The activity key provides full keyless entry and keyless start functionality

While the activity key is worn on the wrist, the smart key can remain inside the vehicle. When the activity key is activated, the vehicle locks, the system of alarm arms, and any smart key remaining inside the vehicle is disabled.



ITEM	DESCRIPTION
1	Home screen
2	Charge status
3	Charge symbol

The home screen displays the current time. Press and hold the screen for around 2 seconds to wake the home screen. Swipe downward to bring up the next menu item. Swipe right to select the current menu item.

The battery charge status is shown in the top right of the screen. If the activity key battery charge state drops below 30%, the screen displays a prompt to charge the activity key. The screen disables if charge drops below 25% to preserve functionality.

The charge symbol is displayed when the activity key is being charged. A magnetic Universal Serial Bus (USB) charge cable is supplied with the activity key to enable charging. Replacements are available at retailers or authorized repairers.

OPERATION

CENTRAL DOOR LOCKING SYSTEM – MANUAL OPERATION

The CDL system provides the option of 2 or 3 manual locking modes, dependent on the vehicle specification.

The locking modes are activated using the driver door CDL lock/unlock switches, or the smart key lock/unlock switches:

- Internally locked mode
- Externally locked mode
- Double Locking (DL) mode - All vehicles except NAS and Japan specification vehicles.

When the vehicle is externally locked, the BCM/ GWM flashes the turn signal indicators for 250 milliseconds.

The BCM/ GWM flashes the turn signal indicators twice for 250 milliseconds with a 250 millisecond pause between flashes when:

- When the vehicle is double locked.
- When the vehicle is unlocked with the smart key.

The smart key may be configured by the driver for single point entry or global entry. The user can switch between the entry modes by simultaneously pressing the smart key lock and unlock switches for 4 seconds. The vehicle must initially be in an unlocked state. The turn signal indicators flash twice for 250 milliseconds with a 250 millisecond pause between flashes to confirm the mode change. The vehicle also locks and then unlocks in the selected mode.

When single point entry is enabled, an unlock command from the smart key only unlocks the driver door, the tailgate and the fuel flap. To unlock the remaining entry points, a second unlock command from the smart key is required.

Additional options for speed dependent locking and automatic locking modes may be configured by the retailer. All vehicles incorporate an automatically operated crash unlocking mode.

Internally locked mode

The internally locked mode is activated using the CDL lock/unlock switches.

When in the internally locked mode:

- The exterior door release handles are disengaged from the door latches to prevent opening of the doors from outside.

- The BCM/ GWM disregards an open request from the tailgate exterior handle to prevent opening of the tailgate.
- The vehicle may be unlocked by either a single press of the CDL lock/unlock switch or a single press of the smart key unlock switch. The vehicle also unlocks when the driver or front passenger door is opened.

Externally locked mode

The externally locked mode is activated by a single press of the smart key lock switch.

When in the externally locked mode:

- The exterior door release handles are disengaged from the door latches to prevent opening of the doors from outside.
- The BCM/ GWM disregards an open request from the tailgate exterior handle to prevent exterior opening of the tailgate and doors.
- The fuel flap release motor is energized to lock the fuel flap.
- The vehicle may be unlocked by a single press of the smart key unlock switch.

A single press of the smart key lock switch externally locks the vehicle and arms the active anti-theft system.

For NAS and Japan specification vehicles, a single press of the smart key lock switch externally locks the vehicle. The active and passive anti-theft system are armed.

DL mode

The DL mode is activated by:

- Pressing the smart key lock switch twice within 3 seconds.
- Pressing the switch on the exterior door handle using the passive entry system twice within 3 seconds.

The DL mode disengages the interior and exterior handles, and arms the active and passive anti-theft system.

CENTRAL DOOR LOCKING SYSTEM – AUTOMATIC MODES

The CDL system features automatic modes to control the vehicle entry points, and provides protection for the system components.

The CDL system incorporates the following automatic modes:

- Mislock mode
- Speed dependent locking mode - If programed
- Crash unlocking mode

- Repetition blocking mode
- Lockout protection mode
- Automatic relock mode - If programmed
- Transit mode.

Mislock mode

A mislock occurs when the BCM/ GWM receives an external lock or double lock request when a hinged panel is ajar. To indicate a mislock the BCM/ GWM assembly sounds the horns to produce a 100 millisecond 'chirp'.

When a mislock occurs the BCM/ GWM does not do a lock request on any access points.

Speed dependent locking mode

When speed dependent locking is enabled the BCM/ GWM assembly locks all the doors when the vehicle speed exceeds 8 km/h (5 mph).

Crash unlocking mode

When a crash occurs that triggers deployment of the airbags, then the BCM/ GWM unlocks all of the doors. The BCM/ GWM is informed of the crash by a hardwired input from the Restraints Control Module (RCM).

For additional information, refer to: [Airbag and Safety Belt Pretensioner Supplemental Restraint System - \[+\] Vehicles with 2nd / 3rd Row Seats](#) (501-20B Supplementary Restraint System, Description and Operation).

The CDL system also performs crash unlocking mode when a 'no crash' status message is not received from the RCM every 500 milliseconds.

Repetition blocking mode

The BCM/ GWM incorporates repetition blocking mode to limit the maximum operating rate of each motor and actuator. The repetition blocking mode protects the CDL system motors and actuators against system misuse. The lock motor in each door latch also incorporates thermal protection.

CDL system motor and actuator operating parameters

Motor or actuator	Current on time (ms)	Maximum operations (per minute)	Nominal operating current (A)	Stall current (A)
Tailgate latch	600 ± 10	10	3.6 to 5.2	7.5
Fuel flap	400 ± 10	5	2.7	8
Door double lock	100 to 110	10	0.28	1.14

Door lock	100 to 110	10	0.54	3.31
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Lockout protection mode

The vehicle is not able to be locked using a CDL lock/unlock switch when any door is open.

When an internal lock request is received from a CDL lock/unlock switch, the BCM/ GWM centrally locks the vehicle. The ajar switch indicates when any door is open and the BCM/ GWM centrally unlocks the vehicle.

When an opened door CDL lock/unlock switch is pressed and held in the locked position, the opened door may remain in the locked state. When the opened door is subsequently closed, the BCM/ GWM centrally unlocks all doors.

Automatic relock mode

Automatic lock prevents accidental operation of the smart key switches that unlock and disarm the vehicle.

The vehicle may be unlocked by a single press of the smart key unlock switch. The BCM/ GWM automatically locks or double locks the vehicle, when a door or tailgate is not opened within 40 seconds.

Transmit mode

All new vehicles are delivered from the factory in transit mode. Transit mode replaces the traditional transit relay and inhibits a number of electrical systems to reduce quiescent drain from the startup battery during delivery. When the vehicle is in transit mode 'TRANSP' is displayed in the IPC odometer. Single point entry is enabled and global locking and unlocking using the smart key is disabled.

The speed locking mode is also disabled, but crash unlocking mode remains enabled.

To remove the vehicle from transit mode, the JLR approved diagnostic equipment must be connected during the Pre-Delivery Inspection (PDI). For further information, refer to the PDI manual.

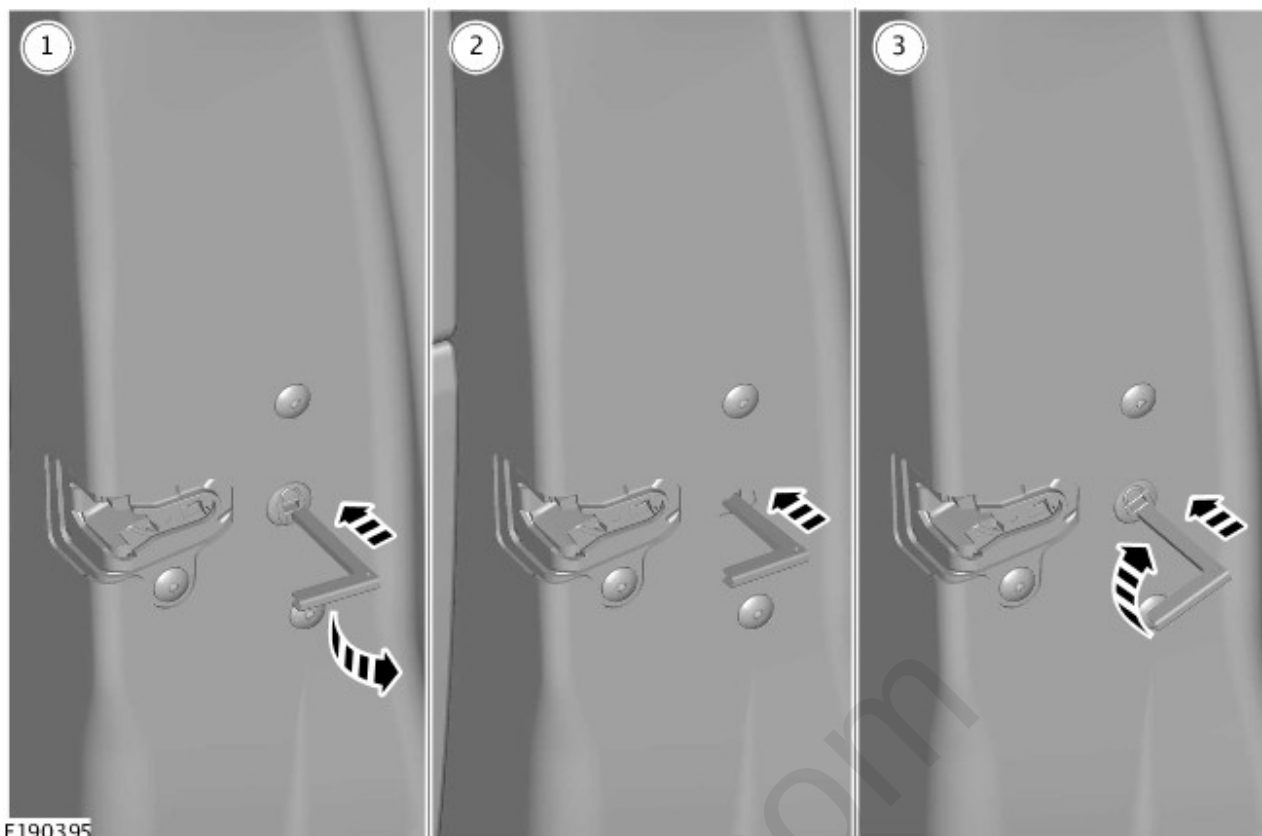
EMERGENCY LOCKING



NOTE:

Do not leave the emergency key in the vehicle at any point during the emergency locking procedure.

In the event of the battery discharging, or a fault with the locking system, each of the doors must be locked manually. The emergency key blade is required for this procedure what is located in the smart key.



- 1 Open a door and locate the emergency lock access cover on the edge of the door. The cover has an embossed lock icon. Insert the emergency key into the cover slot. Rotate the cover anticlockwise to first release it, then pull to remove it from the door. Keep the lock access cover safe.
- 2 Insert the emergency key firmly into the emergency lock. A firm push activates the door locking mechanism. Remove the emergency key.
- 3 Refit the emergency lock access cover and rotate it clockwise to secure it firmly.
- 4 Close the door and check that it is locked.

Repeat the procedure for all other unlocked doors.

PASSIVE ENTRY SYSTEM



NOTE:

The smart key is needed for the passive entry system within 1 meter range of the vehicle. The smart key may not be detected when it is placed within a metal container. The smart key also may not be detected when it is shielded by a Liquid Crystal Display (LCD) screen.

On vehicles equipped with the passive entry system, the vehicle can be unlocked without the use of the smart key. The smart key operates the passive entry system in addition to the passive start system. The passive entry system is controlled by the RFA.

Unlocking of the vehicle is done by pressing the passive entry lock/unlock switch which is located in the exterior door handle. The smart key must be within 1 meter range of the vehicle. The smart key receives the Low Frequency (LF)

signal transmitted from the passive entry antenna. The smart key transmits a RF signal which is verified by the RFA. The RFA transmits an unlock request to the BCM/ GWM. The BCM/ GWM then passes an unlock request to the door modules.

Locking of the vehicle is done by pressing the passive entry lock/unlock switch which is located in the exterior door handle. The smart key must be within 1 meter range of the vehicle. When the passive entry lock/unlock switch is pressed, the passive entry antenna transmits a LF signal to the smart key. The smart key transmits a RF signal which is verified by the RFA. The RFA transmits an lock request to the BCM/ GWM. The valid signal allows the doors to be locked or double locked and the security system to be armed.

For additional information, refer to: [Anti-Theft - Passive](#) (419-01B Anti-Theft - Passive, Description and Operation).



NOTE:

Make sure that the passive entry lock/unlock switch on the exterior door handle is not pressed during the locking of the vehicle.

To double lock the vehicle, the passive entry lock/unlock switch on the exterior door handle must be pressed twice within 3 seconds.

ACTIVITY KEY

Locking with the activity key

The ignition must be switched OFF. After exiting the vehicle and closing the last open door, swipe upwards to access the activity key Locking menu. Press the lock symbol to lock the vehicle. The hazard warning lights flash to confirm. If power fold mirrors are enabled, they fold in. Touch the home symbol to return to the home screen

Unlocking with the activity key

On returning to the vehicle, swipe upward to access the activity key Locking menu. Pressing the unlock symbol unlocks and disarms the system of alarm. The hazard warning lights flash to confirm. If the power fold mirrors are enabled, they unfold.

Other activity key functions

The activity key can also be used as follows:

- Select the Settings menu to change the activity key displayed time. Select the clock symbol, and adjust the time using the up/down arrows as desired.
- To sound the panic alarm, briefly touch the screen 3 times in quick succession.

Activity keys must be programmed using the application on the JLR approved diagnostic equipment.

DIAGNOSTICS

The BCM/ GWM record any Diagnostic Trouble Code(s) (DTC)s and related data. Read the DTCs and related data with the JLR approved diagnostic equipment.

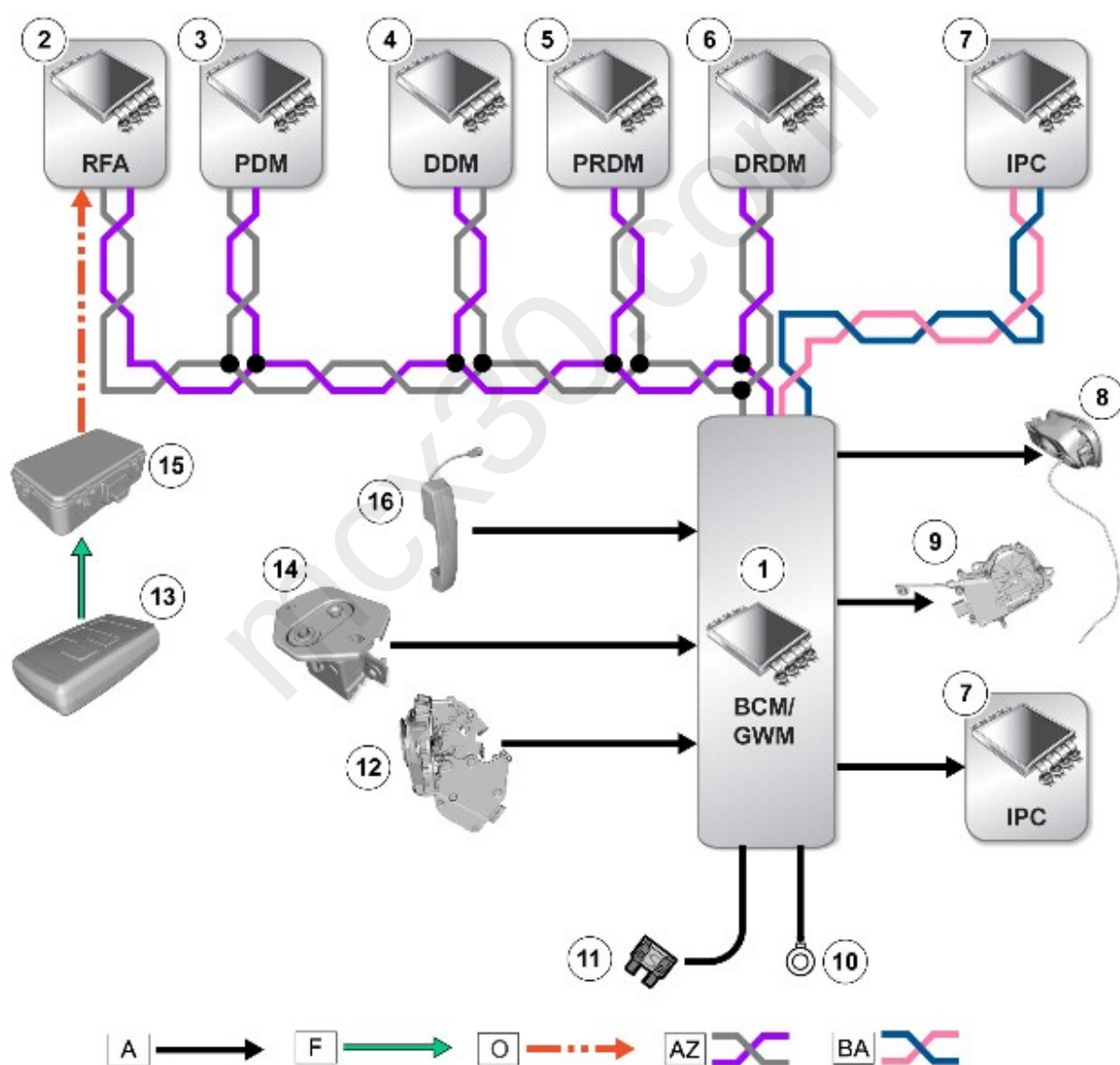
The JLR approved diagnostic equipment can read live data and activate certain components.

CONTROL DIAGRAM

CONTROL DIAGRAM - 1 OF 2 - CENTRAL DOOR LOCKING SYSTEM

NOTE:

Vehicle with 5 doors is shown, vehicle with 3 doors is similar.



E251024

A = HARDWIRED: F = RF TRANSMISSION: O = LIN: AZ = HS CAN BODY SYSTEMS BUS: BA = HS CAN HMI SYSTEMS BUS.

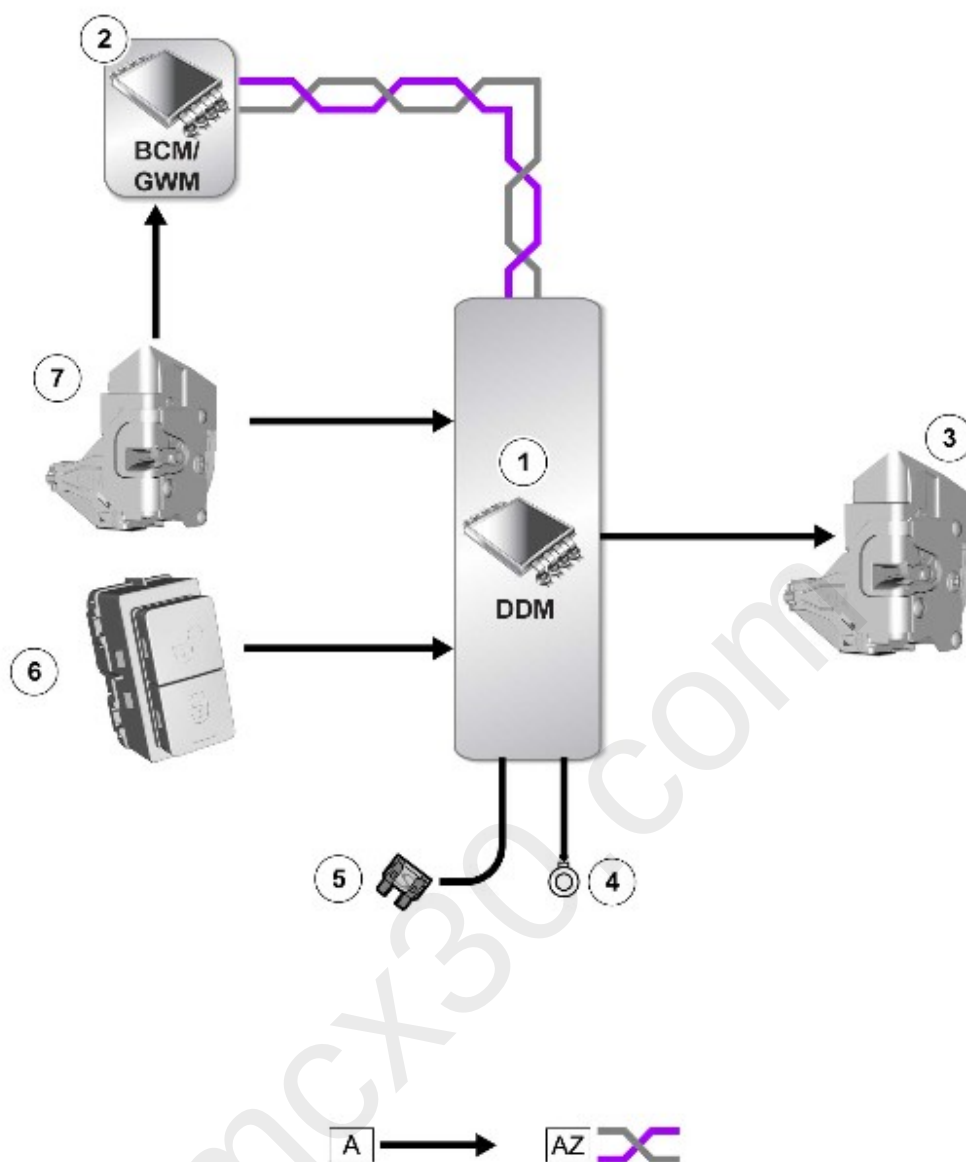
ITEM	DESCRIPTION
1	BCM/ GWM
2	RFA
3	PDM
4	DDM
5	PRDM
6	DRDM
7	IPC
8	Fuel flap release motor
9	CDL motor - Tailgate
10	Ground
11	Power supply
12	Tailgate ajar switch
13	Smart key
14	Hood ajar switch
15	RF receiver
16	Tailgate open switch

CONTROL DIAGRAM - 2 OF 2 - DOOR LATCHES



NOTE:

The driver door is shown, the others are similar.



E251025

A = HARDWIRED: AZ = HS CAN BODY SYSTEMS BUS.

ITEM	DESCRIPTION
1	DDM
2	BCM/ GWM
3	CDL motor
4	Ground
5	Power supply
6	CDL lock/unlock switch
7	Ajar switch and status switch - Door latch

cmIjaGFyZG1vbnRvbjsyMDIwLTA5LTE4VDEzOjEwOjAzLjk5N1o7OTluNDAuMTg5LjUzOw==

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