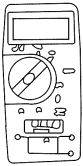
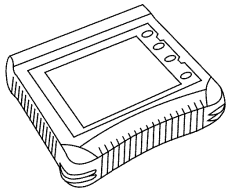


## DIAGNOSIS AND TESTING

### Anti-Theft

Refer to Wiring Diagrams Cell 117 for schematic and connector information.

#### Special Tool(s)

 <p>ST1137-A</p>	<p>73III Automotive Meter 105-R0057</p>
 <p>ST2332-A</p>	<p>Worldwide Diagnostic System (WDS) Vehicle Communication Module (VCM) with appropriate adapters, or equivalent diagnostic tool</p>

### Principles of Operation — Perimeter Alarm

The smart junction box (SJB) monitors the door ajar switches circuits 1314 (YE/LG), 1312 (LG/BK), the anti-theft hood switch circuit 1711 (PK/OG), the luggage compartment lid ajar switch circuit 1350 (TN), and the intrusion/inclination sensor circuit 340 (RD/LB).

If any intrusion is detected without the alarm being shut off, the SJB energizes circuit 1324 (BK/LG) sounding the anti-theft alarm horn and the traffic horn while causing the turn signal lamps to flash.

The system can be disarmed by opening the driver door with the key, grounding circuit 1313 (LB/BK) through the door disarm switch, unlocking the doors with the RKE transmitter, or turning the ignition switch to the ON position with a valid key.

The system arms when the driver door is locked with the key (no intrusion or inclination protection), the doors are locked with the RKE transmitter, or the doors are locked with the door lock control switch and then the doors are closed. The SJB monitors the status of all entry points. If any entry point is open, the alarm arms excluding inputs from the open entry point. The SJB adds the entry point to the protected status when the closure of the open entry point is detected.

**NOTE:** The intrusion sensing feature is not activated if either door or the convertible top (if equipped) is open when the vehicle is armed.

The SJB inhibits the intrusion/inclination sensor and the luggage compartment lid ajar inputs if the luggage compartment lid is opened with a key or the RKE transmitter. Once the luggage compartment lid is closed the intrusion/inclination sensor and the luggage compartment lid ajar switch are monitored by the SJB.

### Inspection and Verification

**NOTE:** The SJB must be configured upon replacement. Refer to Section 418-01.

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

### Visual Inspection Chart

Mechanical	Electrical
<ul style="list-style-type: none"> <li>• Anti-theft hood switch</li> <li>• Driver door disarm switch</li> <li>• Ignition switch</li> <li>• Anti-theft alarm horn</li> <li>• Door ajar switch(es)</li> <li>• Luggage compartment lid ajar switch</li> <li>• Convertible top ajar switch.</li> <li>• Remote keyless entry (RKE) transmitter</li> </ul>	<ul style="list-style-type: none"> <li>• Bussed electrical center (BEC) fuse(s):                             <ul style="list-style-type: none"> <li>— 4 (30A)</li> <li>— 7 (40A)</li> </ul> </li> <li>• Intrusion sensor</li> <li>• SJB</li> <li>• Circuitry</li> </ul>

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, connect the diagnostic tool to the data link connector (DLC) and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
  - check that the program card is correctly installed.
  - check the connections to the vehicle.
  - check the ignition switch position.
5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

**DIAGNOSIS AND TESTING (Continued)**

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
  - CAN or ISO circuits fault; all electronic control units no response/not equipped, refer to Section 418-00.
  - No response/not equipped for SJB, refer to Section 419-10.
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs, and carry out self-test diagnostics for the SJB.
7. If the DTCs retrieved are related to the concern, go to the Smart Junction Box (SJB) Diagnostic Trouble Code (DTC) Index.
8. If no DTCs related to the concern are retrieved, GO to [Symptom Chart](#).

**Smart Junction Box (SJB) Diagnostic Trouble Code (DTC) Index**

DTC	Description	Source	Action
B1519	Hood Switch Circuit Failure	SJB	<a href="#">GO to Pinpoint Test E.</a>
B1833	Drivers Unlock Disarm Switch Circuit Short to Ground	SJB	<a href="#">GO to Pinpoint Test A.</a>
B200A	VSM Inclination Failure	SJB	<a href="#">GO to Pinpoint Test G.</a>
B200B	VSM Ultrasonic Failure	SJB	<a href="#">GO to Pinpoint Test G.</a>
B200C	VSM Module Failure	SJB	<a href="#">GO to Pinpoint Test G.</a>
U2033	VSM communication Link Failure	SJB	<a href="#">GO to Pinpoint Test G.</a>
All Other DTCs	—	SJB	REFER to Section 419-10.

**Symptom Chart****Symptom Chart**

Condition	Possible Sources	Action
<ul style="list-style-type: none"> <li>• The anti-theft system does not arm/disarm — door disarm switch</li> </ul>	<ul style="list-style-type: none"> <li>• Circuitry</li> <li>• Smart junction box (SJB)</li> <li>• Door disarm switch</li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">GO to Pinpoint Test A.</a></li> </ul>
<ul style="list-style-type: none"> <li>• The anti-theft system does not arm/disarm — using the remote keyless entry (RKE) transmitter</li> </ul>	<ul style="list-style-type: none"> <li>• RKE transmitter</li> <li>• Smart junction box (SJB)</li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">GO to Pinpoint Test B.</a></li> </ul>
<ul style="list-style-type: none"> <li>• The anti-theft system does not disarm — using the ignition lock cylinder</li> </ul>	<ul style="list-style-type: none"> <li>• Controller area network (CAN) error</li> <li>• Passive anti-theft system (PATS) transceiver</li> <li>• Defective/unprogrammed key</li> <li>• Powertrain control module (PCM)</li> <li>• Circuitry</li> <li>• Smart junction box (SJB)</li> </ul>	<ul style="list-style-type: none"> <li>• REFER to Section 419-01B to continue diagnosis of the PATS.</li> </ul>
<ul style="list-style-type: none"> <li>• The anti-theft system does not operate correctly — no anti-theft alarm horn</li> </ul>	<ul style="list-style-type: none"> <li>• Bussed electrical center (BEC) fuse(s):               <ul style="list-style-type: none"> <li>— 4 (30A)</li> <li>— 7 (40A)</li> </ul> </li> <li>• Circuitry</li> <li>• Traffic horn</li> <li>• Anti-theft alarm horn</li> <li>• Smart junction box (SJB)</li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">GO to Pinpoint Test C.</a></li> </ul>

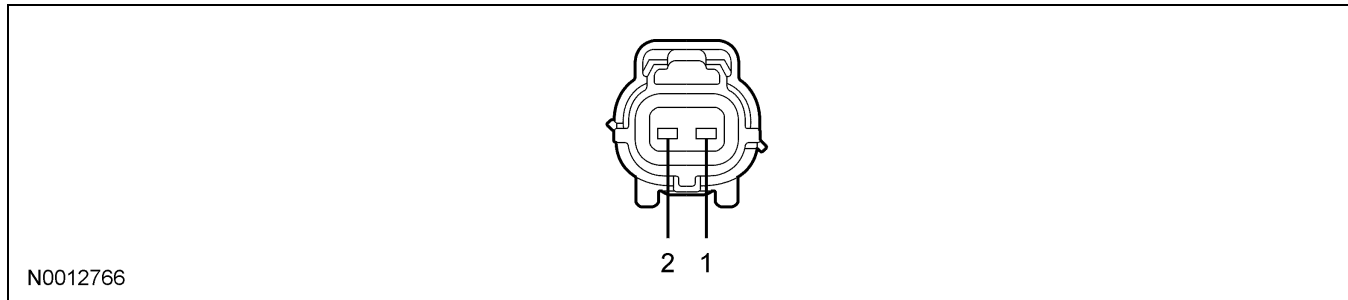
**DIAGNOSIS AND TESTING (Continued)**

**Symptom Chart (Continued)**

Condition	Possible Sources	Action
<ul style="list-style-type: none"> <li>The anti-theft system does not operate correctly — anti-theft alarm horn and traffic horn is continuously on</li> </ul>	<ul style="list-style-type: none"> <li>Circuitry</li> <li>Traffic horn</li> <li>Anti-theft alarm horn</li> <li>Smart junction box (SJB)</li> </ul>	<ul style="list-style-type: none"> <li>GO to Pinpoint Test D.</li> </ul>
<ul style="list-style-type: none"> <li>The anti-theft system does not operate correctly — turn signals do not flash when arming</li> </ul>	<ul style="list-style-type: none"> <li>Bussed electrical center (BEC) fuse(s):                             <ul style="list-style-type: none"> <li>— 4 (30A)</li> <li>— 7 (40A)</li> </ul> </li> <li>Circuitry</li> <li>Anti-theft hood switch</li> <li>Door ajar switch(es)</li> <li>Luggage compartment lid ajar switch</li> <li>Smart junction box (SJB)</li> </ul>	<ul style="list-style-type: none"> <li>GO to Pinpoint Test E.</li> </ul>
<ul style="list-style-type: none"> <li>The alarm system does not operate correctly — the alarm activates when the luggage compartment is opened with the key</li> </ul>	<ul style="list-style-type: none"> <li>Luggage compartment lid anti-theft inhibit switch</li> <li>Smart junction box (SJB)</li> <li>Circuitry</li> </ul>	<ul style="list-style-type: none"> <li>GO to Pinpoint Test F.</li> </ul>
<ul style="list-style-type: none"> <li>The alarm system does not operate correctly — intrusion sensing</li> </ul>	<ul style="list-style-type: none"> <li>Convertible top ajar switch (if equipped)</li> <li>Intrusion sensor module</li> <li>Smart junction box (SJB)</li> <li>Circuitry</li> </ul>	<ul style="list-style-type: none"> <li>GO to Pinpoint Test G.</li> </ul>
<ul style="list-style-type: none"> <li>The alarm system does not operate correctly — inclination sensing</li> </ul>	<ul style="list-style-type: none"> <li>Intrusion sensor module</li> <li>Smart junction box (SJB)</li> <li>Circuitry</li> </ul>	<ul style="list-style-type: none"> <li>GO to Pinpoint Test G.</li> </ul>

**Connector Circuit Reference**

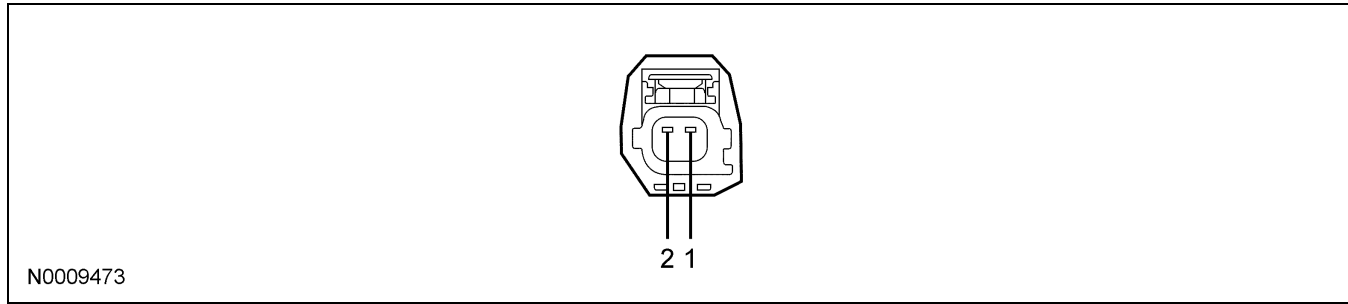
**Anti-Theft Hood Switch C127**



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	1711 (VT/OG) smart junction box (SJB) to anti-theft hood switch circuit	Less than 5 ohms between the SJB and anti-theft hood switch. Greater than 10,000 ohms to ground with the SJB and the anti-theft hood switch disconnected.
2	1205 (BK) ground circuit for anti-theft hood switch	0 volts, less than 5 ohms to ground with the anti-theft hood switch disconnected.

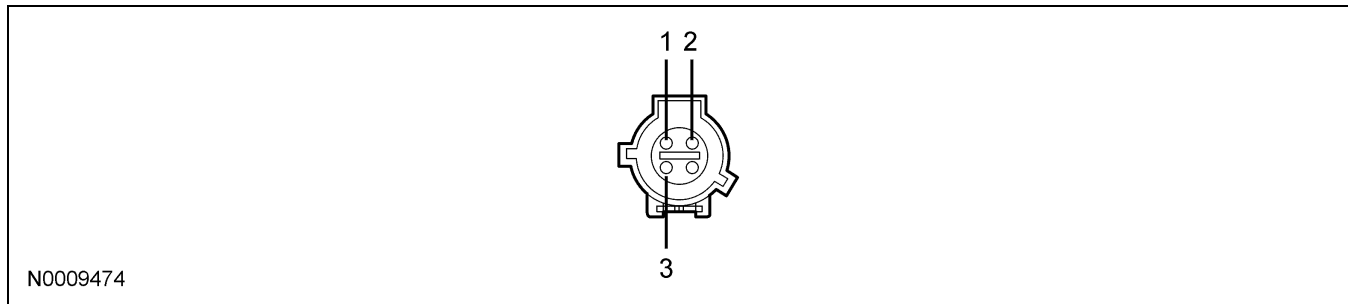
**DIAGNOSIS AND TESTING (Continued)**

**Luggage Compartment Lid Anti-Theft Inhibit Switch C483**

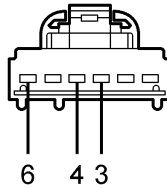


Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	1205 (BK) ground	0 volts, less than 5 ohms to ground with the luggage compartment lid anti-theft inhibit switch disconnected.
2	1350 (WH/PK) signal circuit to the smart junction box (SJB)	Less than 5 ohms between the SJB and luggage compartment lid anti-theft inhibit switch. Greater than 10,000 ohms to ground with the SJB and the luggage compartment lid anti-theft inhibit switch disconnected.

**Door Disarm Switch C509**

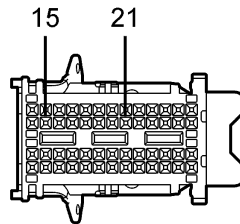


Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	1313 (LB/BK) transmits disarm signal to the smart junction box (SJB)	0 volts, 5 ohms or less between the SJB and the door disarm switch. Greater than 10,000 ohms to ground with the door disarm switch and the SJB disconnected.
2	1315 (LB/PK) transmits arm signal to the SJB	0 volts, 5 ohms or less between the SJB and the door disarm switch. Greater than 10,000 ohms to ground with the door disarm switch and the SJB disconnected.
3	1205 (BK) ground circuit for the door disarm switch	0 volts, less than 5 ohms to ground.

**DIAGNOSIS AND TESTING (Continued)****Intrusion and Inclination Sensor Connector**

N0012651

Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	340 (RD/LB) receive and transmit circuit to the smart junction box (SJB)	12 volts at all times.
4	1205 (BK) ground	0 volts, less than 5 ohms between the intrusion and inclination sensor and the SJB.
6	645 (WH/LB) voltage	12 volts at all times.

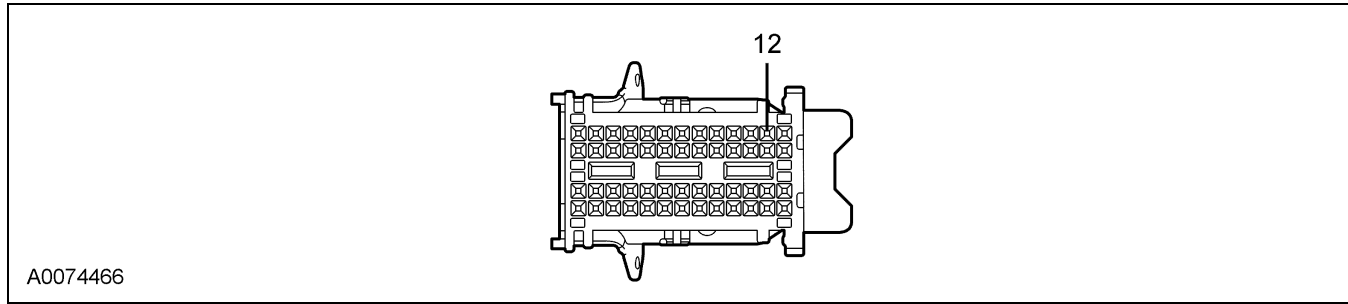
**Smart Junction Box (SJB) C2280c**

N0009477

Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
15	1711 (VT/OG) signal for the anti-theft hood switch	0 volts, greater than 10,000 ohms to ground with the SJB and the anti-theft hood switch disconnected.
21	1350 (WH/PK) signal for the luggage compartment lid anti-theft inhibit switch	0 volts, greater than 10,000 ohms to ground with the SJB and the luggage compartment lid anti-theft inhibit switch disconnected.

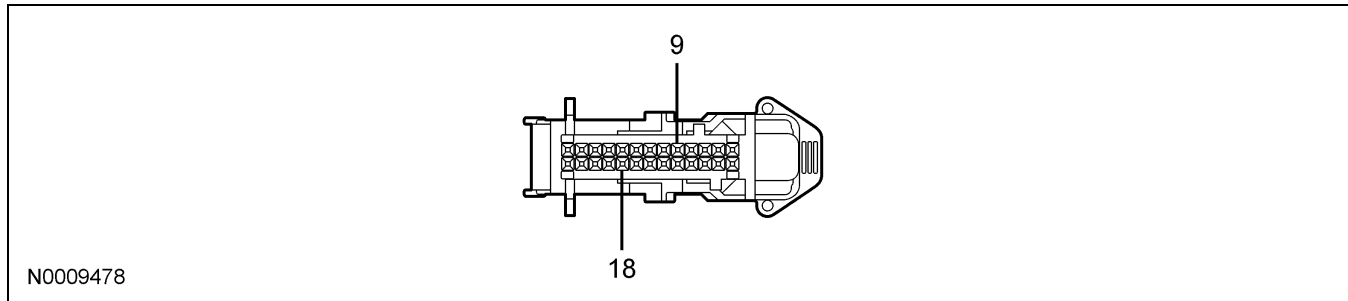
**DIAGNOSIS AND TESTING (Continued)**

**Smart Junction Box (SJB) C2280d**



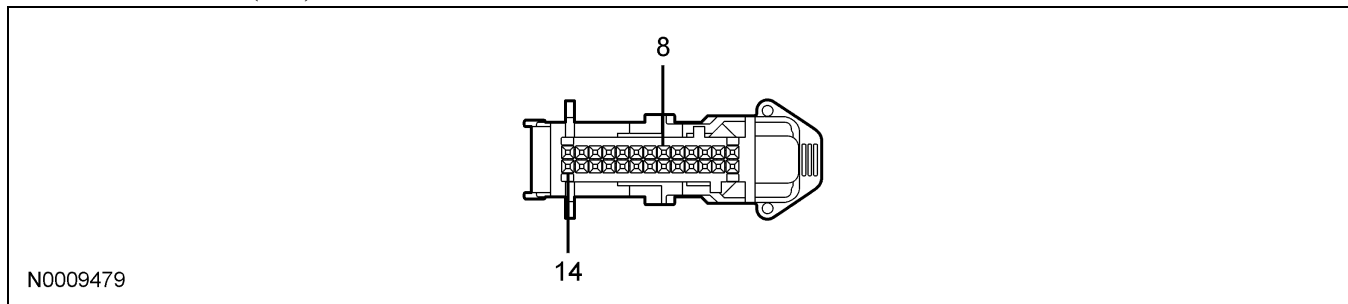
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	1324 (BK/LG) anti-theft alarm horn voltage	0 ohms between the SJB and the anti-theft alarm horn. Greater than 10,000 ohms to ground with the SJB and the anti-theft horn disconnected.

**Smart Junction Box (SJB) C2280e**



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
9	1313 (LB/BK) door disarm switch disarm signal circuit	0 volts, greater than 10,000 ohms to ground with the SJB and the door disarm switch disconnected.
18	1315 (LB/PK) door disarm switch disarm signal circuit	0 volts, greater than 10,000 ohms to ground with the SJB and the door disarm switch disconnected.

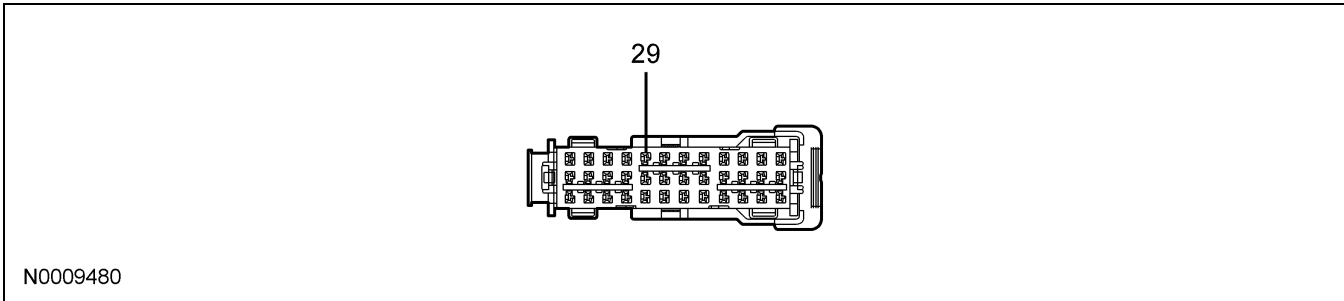
**Smart Junction Box (SJB) C2280f**



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	645 (WH/LB) voltage	12 volts at all times.
14	340 (RD/LB) receive and transmit circuit to the intrusion and inclination	0 volts, less than 5 ohms between the intrusion and inclination sensor and the SJB.

**DIAGNOSIS AND TESTING (Continued)**

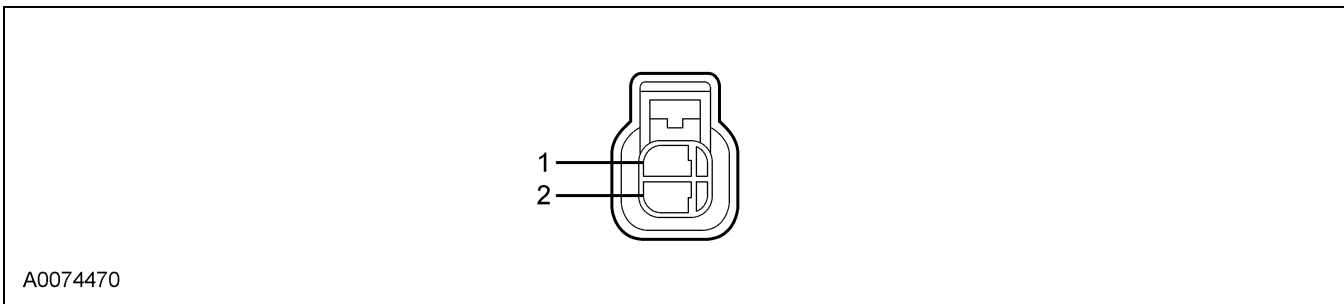
**Smart Junction Box (SJB) C2280h**



N0009480

Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
29	1679 (WH/YE) voltage to the SJB	12 volts to the SJB. Greater than 10,000 ohms to ground with the SJB disconnected.

**Anti-Theft Alarm Horn C3069**



A0074470

Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	1205 (BK) ground circuit for the anti-theft alarm horn	0 volts, less than 5 ohms to ground.
2	1324 (BK/LG) voltage circuit to the anti-theft alarm horn	0 volts, 5 ohms or less between the SJB and the anti-theft alarm horn. Greater than 10,000 ohms to ground with the anti-theft alarm horn and the SJB disconnected.

**DIAGNOSIS AND TESTING (Continued)**

**Pinpoint Test A: The Anti-Theft System Does Not Arm/Disarm — Door Disarm Switch**

**Normal Operation**

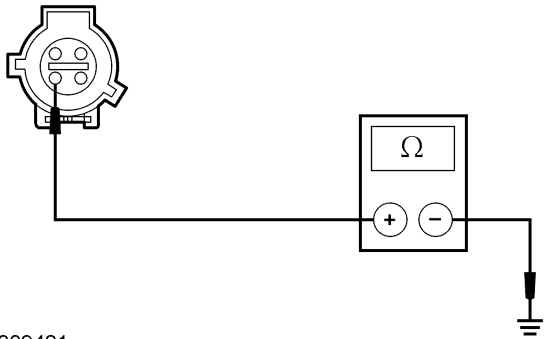
**NOTE:** The intrusion/inclination protection features cannot be activated with the door disarm switch. This feature is used to allow raising the vehicle on a hoist, transporting or towing the vehicle, or when authorized motion inside the vehicle is likely.

The door disarm switch is located in the driver door lock cylinder and grounds circuit 1315 (LB/PK) or circuit 1313 (LB/BK) to the smart junction box (SJB) which arms or disarms the system. The ajar switches are monitored by the SJB. When an arm request is received by the SJB, the switch positions are queried. If any door, hood, or luggage compartment lid is ajar, the lights do not flash and all closed doors arm, or the horn chirps twice and the doors arm if the remote keyless entry (RKE) transmitter is pressed twice within 3 seconds.

**Possible Causes**

- circuit 1313 (LB/BK) open or short to ground
- circuit 1315 (LB/PK) open or short to ground
- circuit 1205 (BK) open
- door disarm switch
- SJB

**PINPOINT TEST A: THE ANTI-THEFT SYSTEM DOES NOT ARM/DISARM — DOOR DISARM SWITCH**

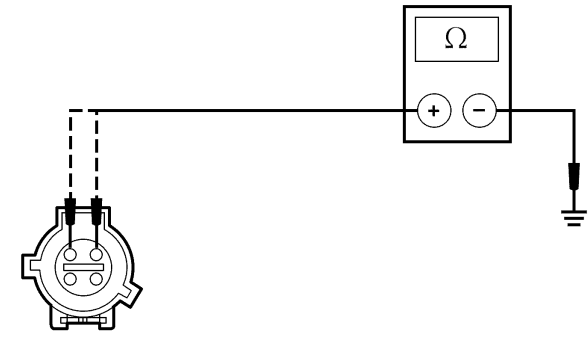
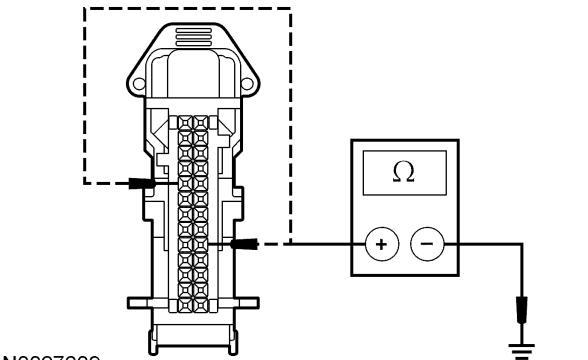
Test Step		Result / Action to Take
<b>A1</b>	<b>RETRIEVE THE RECORDED SJB DTCs FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS</b>	<p><b>Yes</b> If DTC B1833, GO to <b>A4</b>. If any other DTCs are recorded, REFER to Section 419-10.</p> <p><b>No</b> GO to <b>A2</b>.</p>
	<ul style="list-style-type: none"> <li>• Retrieve the recorded SJB DTCs from the continuous and on-demand self-tests.</li> <li>• <b>Are any DTCs recorded?</b></li> </ul>	
<b>A2</b>	<b>CHECK CIRCUIT 1205 (BK) FOR AN OPEN</b>	<p><b>Yes</b> GO to <b>A3</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>
	<ul style="list-style-type: none"> <li>• Disconnect: Door Disarm Switch C509.</li> <li>• Measure the resistance between the door disarm switch <b>C509-3</b>, circuit 1205 (BK), harness side and ground.</li> </ul>  <p>N0009481</p> <ul style="list-style-type: none"> <li>• <b>Is the resistance less than 5 ohms?</b></li> </ul>	
<b>A3</b>	<b>CHECK THAT THE DRIVER DOOR LOCK AND UNLOCK PIDS READ CORRECTLY</b>	<p><b>Yes</b> GO to <b>A8</b>.</p> <p><b>No</b> GO to <b>A6</b>.</p>
	<ul style="list-style-type: none"> <li>• Connect: Door Disarm Switch C509.</li> <li>• Monitor the SJB PIDs D_DSARM and DRLKCYL while turning the key in the driver door lock cylinder to the LOCK and UNLOCK positions.</li> <li>• <b>Do the SJB PID values agree with the LOCK positions?</b></li> </ul>	

(Continued)



**DIAGNOSIS AND TESTING (Continued)**

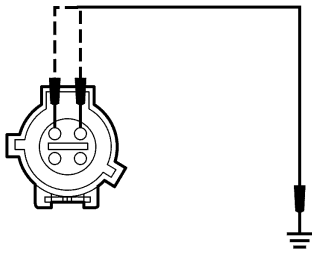
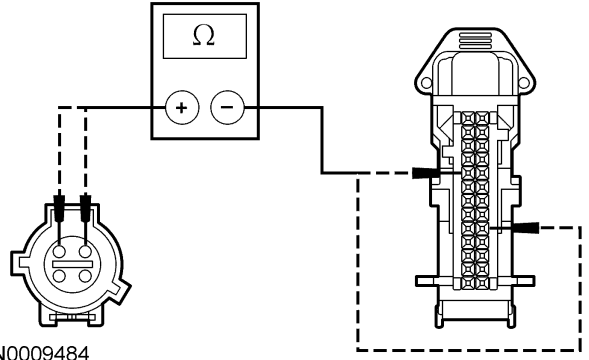
**PINPOINT TEST A: THE ANTI-THEFT SYSTEM DOES NOT ARM/DISARM — DOOR DISARM SWITCH (Continued)**

	Test Step	Result / Action to Take
<p><b>A4</b></p>	<p><b>CHECK CIRCUIT 1313 (LB/BK) AND 1315 (LB/PK) FOR A SHORT TO GROUND</b></p> <ul style="list-style-type: none"> <li>• Key in OFF position.</li> <li>• Disconnect: Door Disarm Switch C509.</li> <li>• Measure the resistance between the door disarm switch <b>C509-1</b>, circuit 1313 (LB/BK), harness side and ground; and between the door disarm switch <b>C509-2</b>, circuit 1315 (LB/PK), harness side and ground.</li> </ul>  <p>N0009482</p> <ul style="list-style-type: none"> <li>• <b>Are the resistances greater than 10,000 ohms?</b></li> </ul>	<p><b>Yes</b> INSTALL a new door disarm switch. REFER to Door Disarm Switch in this section.</p> <p><b>No</b> GO to <b>A5</b>.</p>
<p><b>A5</b></p>	<p><b>CHECK THE SJB FOR AN INTERNAL SHORT TO GROUND</b></p> <ul style="list-style-type: none"> <li>• Disconnect: SJB C2280e.</li> <li>• Measure the resistance between the SJB <b>C2280e-9</b>, circuit 1313 (LB/BK), harness side and ground; and between SJB <b>C2280e-18</b>, circuit 1315 (LB/PK), harness side and ground.</li> </ul>  <p>N0027609</p> <ul style="list-style-type: none"> <li>• <b>Are the resistances greater than 10,000 ohms?</b></li> </ul>	<p><b>Yes</b> GO to <b>A8</b>.</p> <p><b>No</b> REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.</p>

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST A: THE ANTI-THEFT SYSTEM DOES NOT ARM/DISARM — DOOR DISARM SWITCH (Continued)**

Test Step		Result / Action to Take
<b>A6</b>	<p><b>CHECK THE DOOR DISARM SWITCH</b></p> <ul style="list-style-type: none"> <li>Monitor the SJB PIDs D_DSARM and DRLKCYL while connecting a jumper wire between the door disarm switch C509-1, circuit 1313 (LB/BK) harness side and ground; and between the door disarm switch C509-2, circuit 1315 (LB/PK) harness side and ground.</li> </ul>  <p>N0009483</p> <ul style="list-style-type: none"> <li><b>Do the SJB PID values agree with the LOCK positions?</b></li> </ul>	<p><b>Yes</b> INSTALL a new door disarm switch. REFER to Door Disarm Switch in this section.</p> <p><b>No</b> GO to <b>A7</b>.</p>
<b>A7</b>	<p><b>CHECK CIRCUITS 1313 (LB/BK) AND 1315 (LB/PK)</b></p> <ul style="list-style-type: none"> <li>Disconnect: SJB C2280e.</li> <li>Measure the resistance between the SJB C2280e-9, circuit 1313 (LB/BK), harness side and the door disarm switch C509-1, circuit 1313 (LB/BK), harness side; and between the SJB C2280e-18, circuit 1315 (LB/PK), harness side and the door disarm switch C509-2, circuit 1315 (LB/PK), harness side.</li> </ul>  <p>N0009484</p> <ul style="list-style-type: none"> <li><b>Are the resistances less than 5 ohms?</b></li> </ul>	<p><b>Yes</b> GO to <b>A8</b>.</p> <p><b>No</b> REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test</p>
<b>A8</b>	<p><b>CHECK FOR CORRECT SJB OPERATION</b></p> <ul style="list-style-type: none"> <li>Disconnect all the SJB connectors.</li> <li>Check for:                             <ul style="list-style-type: none"> <li>corrosion</li> <li>pushed-out pins</li> </ul> </li> <li>Connect all the SJB connectors and make sure they seat correctly.</li> <li>Operate the system and verify the concern is still present.</li> <li><b>Is the concern still present?</b></li> </ul>	<p><b>Yes</b> INSTALL a new SJB. REFER to Section 419-10. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.</p>

**DIAGNOSIS AND TESTING (Continued)****Pinpoint Test B: The Anti-Theft System Does Not Arm/Disarm — Using The Remote Keyless Entry Transmitter****Possible Causes**

- RKE transmitter
- SJB

**Normal Operation**

The smart junction box (SJB) receives lock/unlock commands from the remote keyless entry (RKE) transmitter. The SJB then arms/disarms the perimeter alarm system.

**PINPOINT TEST B: THE ANTI-THEFT SYSTEM DOES NOT ARM/DISARM — USING THE REMOTE KEYLESS ENTRY TRANSMITTER**

Test Step		Result / Action to Take
<b>B1</b>	<b>CHECK THE REMOTE KEYLESS ENTRY (RKE) TRANSMITTER FOR DOOR LOCK OPERATION</b>	<b>Yes</b> GO to <b>B2</b> . <b>No</b> REFER to Section 501-14.
	<ul style="list-style-type: none"> <li>• Lock and unlock the door locks using the RKE transmitter.</li> <li>• <b>Do the door locks operate correctly?</b></li> </ul>	
<b>B2</b>	<b>CHECK THE COURTESY LAMP OPERATION</b>	<b>Yes</b> GO to <b>B3</b> . <b>No</b> REFER to Section 417-02.
	<ul style="list-style-type: none"> <li>• Verify the doors are locked.</li> <li>• Press the UNLOCK button on the RKE transmitter.</li> <li>• <b>Do the courtesy lamps illuminate?</b></li> </ul>	
<b>B3</b>	<b>CHECK THE ALARM SYSTEM FOR PROPER OPERATION USING THE RKE TRANSMITTER</b>	<b>Yes</b> The anti-theft system is operating correctly. CLARIFY the concern with the customer. <b>No</b> GO to <b>B4</b> .
	<ul style="list-style-type: none"> <li>• Verify both windows are down.</li> <li>• Arm the perimeter anti-theft system using the RKE transmitter.</li> <li>• Trigger the alarm by opening the driver or passenger door from the inside after the 20 second pre-arm phase.</li> <li>• <b>Does the alarm operate correctly?</b></li> </ul>	
<b>B4</b>	<b>CHECK FOR CORRECT SJB OPERATION</b>	<b>Yes</b> INSTALL a new SJB. REFER to Section 419-10. CLEAR the DTCs. REPEAT the self-test. <b>No</b> The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
	<ul style="list-style-type: none"> <li>• Disconnect all the SJB connectors.</li> <li>• Check for:             <ul style="list-style-type: none"> <li>• corrosion</li> <li>• pushed-out pins</li> </ul> </li> <li>• Connect all the SJB connectors and make sure they seat correctly.</li> <li>• Operate the system and verify the concern is still present.</li> <li>• <b>Is the concern still present?</b></li> </ul>	

**DIAGNOSIS AND TESTING (Continued)**

**Pinpoint Test C: The Anti-Theft System Does Not Operate Correctly — No Anti-Theft Alarm Horn**

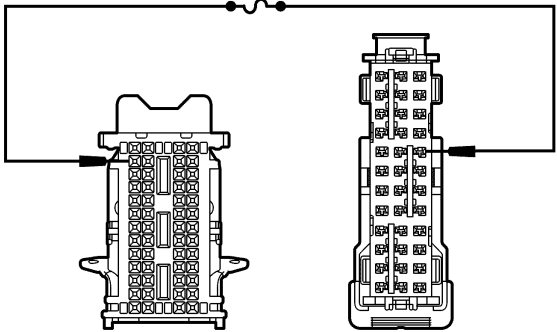
**Possible Causes**

- circuit 1205 (BK) open
- circuit 1324 (BK/LG) open or short to ground
- anti-theft alarm horn
- traffic horn
- SJB

**Normal Operation**

When the system is armed, the door ajar, the anti-theft hood, and the luggage compartment lid ajar switches are monitored by the smart junction box (SJB). If the SJB detects an opening of any of these entry points without a disarm order, or if the ignition switch is cycled to the RUN position without the powertrain control module (PCM) sensing a valid passive anti-theft system (PATS) key, the SJB supplies voltage to the anti-theft alarm horn and grounds the horn relay control circuit for the traffic horn.

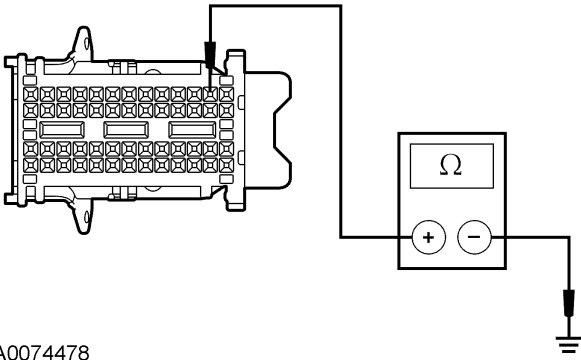
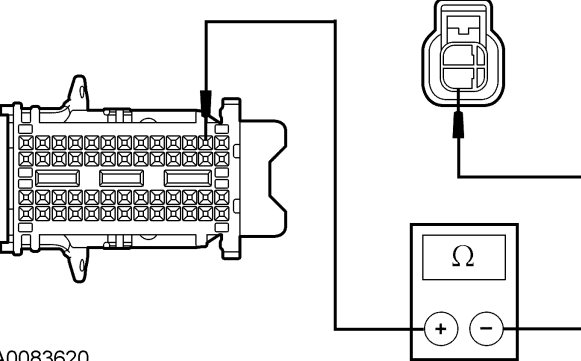
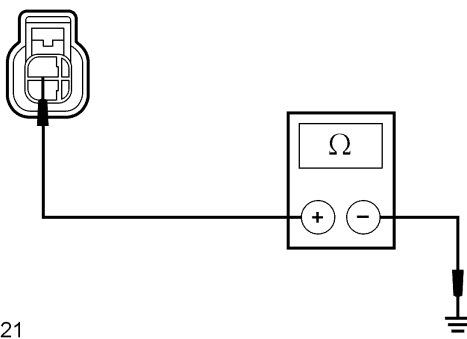
**PINPOINT TEST C: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — NO ANTI-THEFT ALARM HORN**

Test Step		Result / Action to Take
<b>C1</b>	<b>TEST THE TRAFFIC HORN OPERATION</b> <ul style="list-style-type: none"> <li>• Press the horn button.</li> <li>• <b>Does the traffic horn sound?</b></li> </ul>	<b>Yes</b> GO to <b>C2</b> . <b>No</b> REFER to Section 413-06 to continue diagnosis of the horn.
<b>C2</b>	<b>CHECK ANTI-THEFT ALARM HORN OPERATION</b> <ul style="list-style-type: none"> <li>• Key in OFF position.</li> <li>• Disconnect: SJB C2280h and C2280d.</li> <li>• Connect a fused (5A) jumper wire between the SJB <b>C2280d-12</b>, circuit 1324 (BK/LG), harness side and the SJB <b>C2280h-29</b>, circuit 1679 (WH/YE), harness side.</li> </ul> <div style="text-align: center;">  <p>N0009485</p> </div> <ul style="list-style-type: none"> <li>• <b>Does the anti-theft alarm horn sound?</b></li> </ul>	<b>Yes</b> GO to <b>C6</b> . <b>No</b> GO to <b>C3</b> .
<b>C3</b>	<b>CHECK CIRCUIT 1324 (BK/LG) FOR A SHORT TO GROUND</b> <ul style="list-style-type: none"> <li>• Disconnect: Anti-Theft Alarm Horn C3069.</li> </ul>	

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST C: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — NO ANTI-THEFT ALARM HORN (Continued)**

Test Step		Result / Action to Take
<b>C3</b>	<p><b>CHECK CIRCUIT 1324 (BK/LG) FOR A SHORT TO GROUND (Continued)</b></p> <ul style="list-style-type: none"> <li>Measure the resistance between the SJB C2280d-12, circuit 1324 (BK/LG), harness side and ground.</li> </ul>  <p>A0074478</p> <ul style="list-style-type: none"> <li>Is the resistance greater than 10,000 ohms?</li> </ul>	<p><b>Yes</b> GO to <b>C4</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>
<b>C4</b>	<p><b>CHECK CIRCUIT 1324 (BK/LG) FOR AN OPEN</b></p> <ul style="list-style-type: none"> <li>Measure the resistance between the SJB C2280d-12, circuit 1324 (BK/LG), harness side and the anti-theft alarm horn C3069-2, circuit 1324 (BK/LG) harness side.</li> </ul>  <p>A0083620</p> <ul style="list-style-type: none"> <li>Is the resistance less than 10 ohms?</li> </ul>	<p><b>Yes</b> GO to <b>C5</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>
<b>C5</b>	<p><b>CHECK CIRCUIT 1205 (BK) FOR AN OPEN</b></p> <ul style="list-style-type: none"> <li>Measure the resistance between the anti-theft alarm horn C3069-1, circuit 1205 (BK), harness side and ground.</li> </ul>  <p>A0083621</p> <ul style="list-style-type: none"> <li>Is the resistance less than 10 ohms?</li> </ul>	<p><b>Yes</b> INSTALL a new anti-theft alarm horn. REFER to Anti-Theft Alarm Horn in this section.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST C: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — NO ANTI-THEFT ALARM HORN (Continued)**

Test Step		Result / Action to Take
<b>C6</b>	<b>CHECK FOR CORRECT SJB OPERATION</b>	
	<ul style="list-style-type: none"> <li>• Disconnect all the SJB connectors.</li> <li>• Check for:                             <ul style="list-style-type: none"> <li>• corrosion</li> <li>• pushed-out pins</li> </ul> </li> <li>• Connect all the SJB connectors and make sure they seat correctly.</li> <li>• Operate the system and verify the concern is still present.</li> <li>• <b>Is the concern still present?</b></li> </ul>	<p><b>Yes</b> INSTALL a new SJB. REFER to Section 419-10. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.</p>

**Pinpoint Test D: The Anti-Theft System Does Not Operate Correctly — Anti-Theft Alarm Horn and Traffic Horn Continuously On**

**Possible Causes**

- SJB
- circuit 1324 (BK/LG) short to voltage

**Normal Operation**

When the system is armed, the door ajar switches, the anti-theft hood switch, the luggage compartment lid ajar switch, the vehicle inclination sensor and the interior motion sensor are monitored by the smart junction box (SJB). If the SJB detects an unauthorized activity without a disarm order, or if the ignition switch is cycled to the RUN position without the powertrain control module (PCM) sensing a valid passive anti-theft system (PATS) key, the SJB supplies voltage to the anti-theft alarm and grounds the horn relay control circuit for the traffic horns.

**PINPOINT TEST D: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — ANTI-THEFT ALARM HORN AND TRAFFIC HORN CONTINUOUSLY ON**

Test Step		Result / Action to Take
<b>D1</b>	<b>CHECK FOR CORRECT SJB OPERATION</b>	
	<ul style="list-style-type: none"> <li>• Disconnect all the SJB connectors.</li> <li>• Check for:                             <ul style="list-style-type: none"> <li>• corrosion</li> <li>• pushed-out pins</li> </ul> </li> <li>• Connect all the SJB connectors and make sure they seat correctly.</li> <li>• Operate the system and verify the concern is still present.</li> <li>• <b>Is the concern still present?</b></li> </ul>	<p><b>Yes</b> INSTALL a new SJB. REFER to Section 419-10. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.</p>

**DIAGNOSIS AND TESTING (Continued)**

**Pinpoint Test E: The Anti-Theft System Does Not Operate Correctly — Turn Signals Do Not Flash When Arming**

**Normal Operation**

When the system is armed, the door ajar, the anti-theft hood, the luggage compartment lid ajar switches, and the intrusion/inclination sensor (if armed) are monitored by the smart junction box (SJB). If the SJB detects an opening of any of these entry points, a change in vehicle inclination, or motion inside the vehicle without a disarm order, or if the ignition switch is cycled to the RUN position without the powertrain control module (PCM) sensing a valid passive anti-theft system (PATS) key, the SJB supplies voltage to the anti-theft alarm and grounds the horn relay control circuit for the traffic horns.

**Possible Causes**

- circuit 1205 (BK) open
- circuit 1711 (VT/OG) open or short to ground
- anti-theft hood switch
- door ajar switches
- luggage compartment lid ajar switch
- SJB

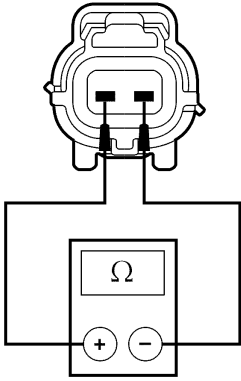
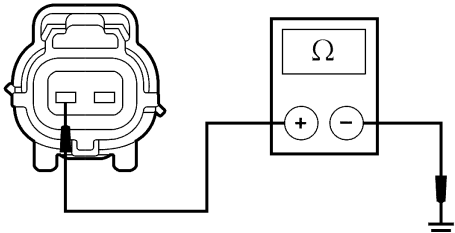
**PINPOINT TEST E: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — TURN SIGNALS DO NOT FLASH WHEN ARMING**

Test Step		Result / Action to Take
<b>E1</b>	<b>CHECK THE AJAR SWITCH STATUS TO THE SMART JUNCTION BOX (SJB)</b>	<p><b>Yes</b> GO to <b>E2</b>.</p> <p><b>No</b> To diagnose the door ajar switches and the luggage compartment lid ajar switch, REFER to Section 417-02</p>
	<ul style="list-style-type: none"> <li>• Close the hood, luggage compartment lid and the doors.</li> <li>• Key in ON position.</li> <li>• Enter the following diagnostic mode on the diagnostic tool: SJB PIDs.</li> <li>• Monitor the SJB PIDs for the door ajar switches, luggage compartment lid ajar switch and the hood switch.</li> <li>• <b>Do the PIDS indicate the doors, luggage compartment and the hood closed?</b></li> </ul>	
<b>E2</b>	<b>RETRIEVE THE RECORDED SJB DTCs FROM BOTH THE CONTINUOUS AND ON-DEMAND SELF-TESTS</b>	<p><b>Yes</b> GO to <b>E3</b>.</p> <p><b>No</b> REFER to Section 417-01 to continue diagnosis of the turn signal lamps.</p>
	<ul style="list-style-type: none"> <li>• Retrieve the recorded SJB DTCs from the continuous and on-demand self-tests.</li> <li>• <b>Is DTC B1519 recorded?</b></li> </ul>	
<b>E3</b>	<b>CHECK THE ANTI-THEFT HOOD SWITCH FOR CORRECT OPERATION</b>	
	<ul style="list-style-type: none"> <li>• Disconnect: Anti-Theft Hood Switch C127.</li> </ul>	

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST E: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — TURN SIGNALS DO NOT FLASH WHEN ARMING (Continued)**

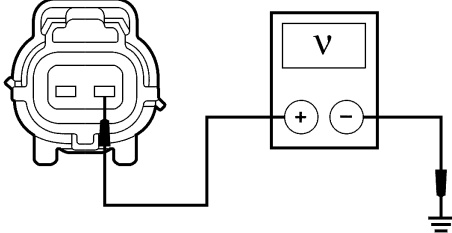
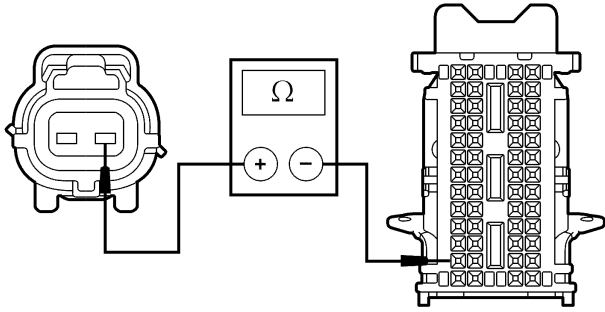
Test Step		Result / Action to Take
<b>E3</b>	<p><b>CHECK THE ANTI-THEFT HOOD SWITCH FOR CORRECT OPERATION (Continued)</b></p> <ul style="list-style-type: none"> <li>Measure the resistance between the anti-theft hood switch <b>C127-1</b>, circuit 1711 (VT/OG), component side and the anti-theft hood switch <b>C127-2</b>, circuit 1205 (BK), component side while pressing and releasing the switch.</li> </ul>  <p>N0012767</p> <ul style="list-style-type: none"> <li>Is the resistance less than 5 ohms with the anti-theft hood switch released, and greater than 10,000 ohms with the anti-theft hood switch pressed?</li> </ul>	<p><b>Yes</b> GO to <b>E4</b>.</p> <p><b>No</b> INSTALL a new anti-theft hood switch. CLEAR the DTCs. REPEAT the self-test.</p>
<b>E4</b>	<p><b>CHECK CIRCUIT 1205 (BK) FOR AN OPEN</b></p> <ul style="list-style-type: none"> <li>Measure the resistance between the anti-theft hood switch <b>C127-2</b>, circuit 1205 (BK), harness side and ground.</li> </ul>  <p>N0012768</p> <ul style="list-style-type: none"> <li>Is the resistance less than 5 ohms?</li> </ul>	<p><b>Yes</b> GO to <b>E5</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>

(Continued)



**DIAGNOSIS AND TESTING (Continued)**

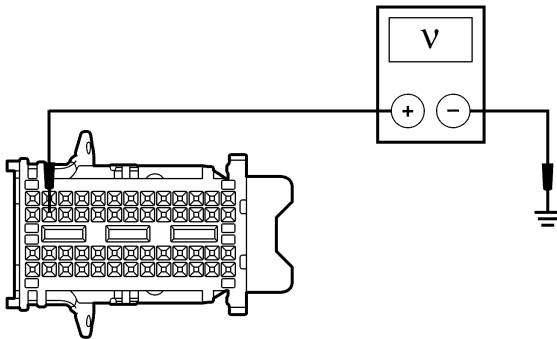
**PINPOINT TEST E: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — TURN SIGNALS DO NOT FLASH WHEN ARMING (Continued)**

Test Step		Result / Action to Take
<b>E5</b>	<p><b>CHECK CIRCUIT 1711 (VT/OG) FOR VOLTAGE</b></p> <ul style="list-style-type: none"> <li>Measure the voltage between the anti-theft hood switch <b>C127-1</b>, circuit 1711 (VT/OG), harness side and ground.</li> </ul>  <p>N0012769</p> <ul style="list-style-type: none"> <li><b>Is any voltage indicated?</b></li> </ul>	<p><b>Yes</b> GO to <b>E7</b>.</p> <p><b>No</b> GO to <b>E6</b>.</p>
<b>E6</b>	<p><b>CHECK CIRCUIT 1711 (VT/OG) FOR AN OPEN</b></p> <ul style="list-style-type: none"> <li>Key in OFF position.</li> <li>Disconnect: SJB C2280c.</li> <li>Measure the resistance between the anti-theft hood switch <b>C127-1</b>, circuit 1711 (VT/OG), harness side and the SJB <b>C2280c-15</b>, circuit 1711 (VT/OG), harness side.</li> </ul>  <p>N0012770</p> <ul style="list-style-type: none"> <li><b>Is the resistance less than 5 ohms?</b></li> </ul>	<p><b>Yes</b> GO to <b>E8</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>
<b>E7</b>	<p><b>CHECK CIRCUIT 1711 (VT/OG) FOR A SHORT TO VOLTAGE</b></p> <ul style="list-style-type: none"> <li>Key in OFF position.</li> <li>Disconnect: SJB C2280c.</li> </ul>	

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST E: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY — TURN SIGNALS DO NOT FLASH WHEN ARMING (Continued)**

Test Step		Result / Action to Take
<b>E7</b>	<p><b>CHECK CIRCUIT 1711 (VT/OG) FOR A SHORT TO VOLTAGE (Continued)</b></p> <ul style="list-style-type: none"> <li>Measure the voltage between the SJB C2280c-15, circuit 1711 (VT/OG), harness side and ground.</li> </ul>  <p>A0074482</p> <ul style="list-style-type: none"> <li><b>Is any voltage indicated?</b></li> </ul>	<p><b>Yes</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> GO to <b>E8</b>.</p>
<b>E8</b>	<p><b>CHECK FOR CORRECT SJB OPERATION</b></p> <ul style="list-style-type: none"> <li>Disconnect all the SJB connectors.</li> <li>Check for:                             <ul style="list-style-type: none"> <li>corrosion</li> <li>pushed-out pins</li> </ul> </li> <li>Connect all the SJB connectors and make sure they seat correctly.</li> <li>Operate the system and verify the concern is still present.</li> <li><b>Is the concern still present?</b></li> </ul>	<p><b>Yes</b> INSTALL a new SJB. REFER to Section 419-10. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.</p>

**Pinpoint Test F: The Alarm System Does Not Operate Correctly — The Alarm Activates When The Luggage Compartment Lid Is Opened With The Key**

**Normal Operation**

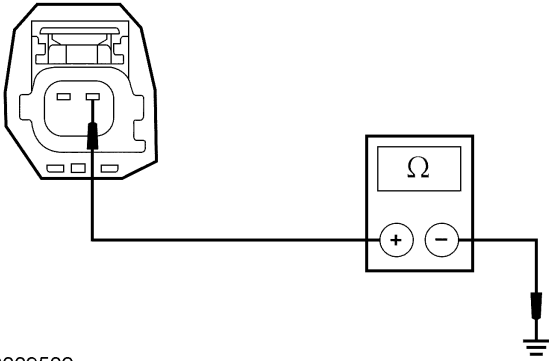
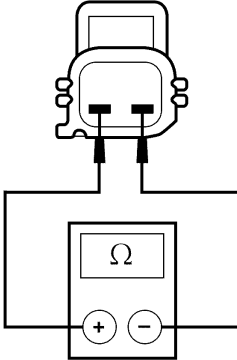
The smart junction box (SJB) monitors the luggage compartment lid anti-theft inhibit switch status. The luggage compartment lid anti-theft inhibit switch grounds circuit 1350 (WH/PK) when the luggage compartment lid lock cylinder is turned to open with the key. The SJB receives this ground signal and inhibits the alarm from activating from the luggage compartment lid and the intrusion and inclination sensor only. When the luggage compartment lid is closed the luggage compartment lid and the intrusion and inclination sensor are again monitored by the SJB.

**Possible Causes**

- circuit 1205 (BK) open
- circuit 1350 (WH/PK) open
- luggage compartment lid anti-theft inhibit switch
- SJB

**DIAGNOSIS AND TESTING (Continued)**

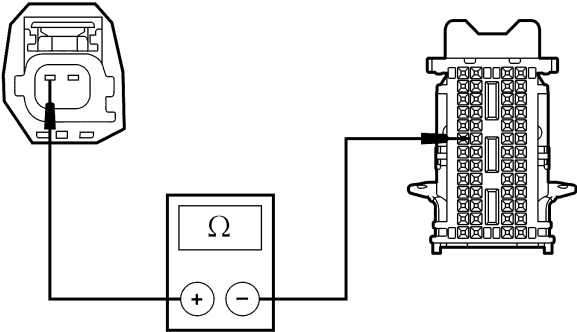
**PINPOINT TEST F: THE ALARM SYSTEM DOES NOT OPERATE CORRECTLY — THE ALARM ACTIVATES WHEN THE LUGGAGE COMPARTMENT LID IS OPENED WITH THE KEY**

Test Step		Result / Action to Take
<b>F1</b>	<p><b>CHECK THE LUGGAGE COMPARTMENT LID ANTI-THEFT INHIBIT SWITCH TO THE SJB</b></p> <ul style="list-style-type: none"> <li>Disconnect: Luggage Compartment Lid Anti-Theft Inhibit Switch C483.</li> <li>Measure the resistance between the luggage compartment lid anti-theft inhibit switch C483-1, circuit 1205 (BK), harness side and ground.</li> </ul>  <p>N0009502</p> <ul style="list-style-type: none"> <li>Is the resistance less than 5 ohms?</li> </ul>	<p><b>Yes</b> GO to <b>F2</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>
<b>F2</b>	<p><b>CHECK THE LUGGAGE COMPARTMENT LID ANTI-THEFT INHIBIT SWITCH</b></p> <ul style="list-style-type: none"> <li>Measure the resistance between the luggage compartment lid anti-theft inhibit switch C483 pin 1 and pin 2, component side.</li> </ul>  <p>N0009486</p> <ul style="list-style-type: none"> <li>Is the resistance less than 5 ohms with the key unlocking the luggage compartment lid and greater than 10,000 ohms otherwise?</li> </ul>	<p><b>Yes</b> GO to <b>F3</b>.</p> <p><b>No</b> INSTALL a new luggage compartment lock cylinder. REFER to Section 501-14. CLEAR the DTCs. REPEAT the self-test.</p>
<b>F3</b>	<p><b>CHECK CIRCUIT 1350 (WH/PK) FOR AN OPEN</b></p> <ul style="list-style-type: none"> <li>Disconnect: SJB C2280c.</li> </ul>	

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST F: THE ALARM SYSTEM DOES NOT OPERATE CORRECTLY — THE ALARM ACTIVATES WHEN THE LUGGAGE COMPARTMENT LID IS OPENED WITH THE KEY (Continued)**

Test Step		Result / Action to Take
<b>F3</b>	<b>CHECK CIRCUIT 1350 (WH/PK) FOR AN OPEN (Continued)</b>	
	<ul style="list-style-type: none"> <li>Measure the resistance between the luggage compartment lid anti-theft inhibit switch C483-2, circuit 1350 (WH/PK), harness side and the SJB C2280c-21, circuit 1350 (WH/PK), harness side.</li> </ul>  <p>N0009487</p> <ul style="list-style-type: none"> <li><b>Is the resistance less than 5 ohms?</b></li> </ul>	<p><b>Yes</b> GO to <b>F4</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>
<b>F4</b>	<b>CHECK FOR CORRECT SJB OPERATION</b>	
	<ul style="list-style-type: none"> <li>Disconnect all the SJB connectors.</li> <li>Check for:                             <ul style="list-style-type: none"> <li>corrosion</li> <li>pushed-out pins</li> </ul> </li> <li>Connect all the SJB connectors and make sure they seat correctly.</li> <li>Operate the system and verify the concern is still present.</li> <li><b>Is the concern still present?</b></li> </ul>	<p><b>Yes</b> INSTALL a new SJB. REFER to Section 419-10. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.</p>

**Pinpoint Test G: The Alarm System Does Not Operate Correctly — Intrusion Sensing and Inclination Sensing**

**Normal Operation**

**NOTE:** Arming the system by using the door lock cylinder (door disarm switch) inhibits the motion and inclination sensing features. The motion and inclination sensing features can be activated with the remote keyless entry (RKE) transmitter or the door lock control switch. The convertible top, luggage compartment, and all the doors must be closed for the intrusion and inclination sensing feature to activate.

**NOTE:** All the windows must be closed for correct motion sensing operation.

**NOTE:** The inclination sensing feature must be disarmed before raising the vehicle on a hoist to prevent false alarms.

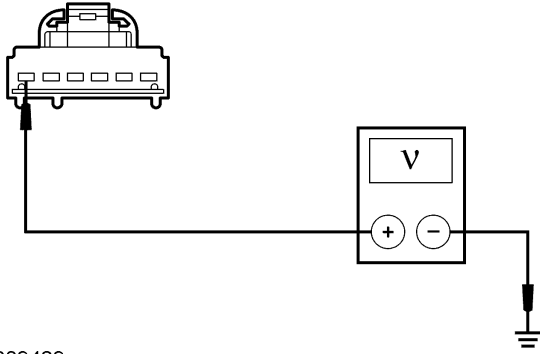
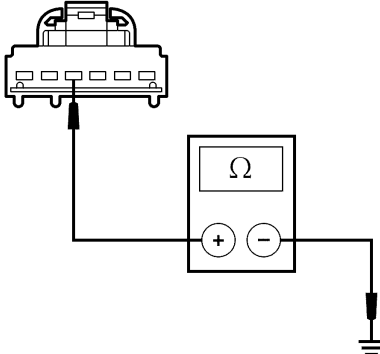
The intrusion and inclination sensor receives voltage on circuit 645 (WH/LB) and ground on circuit 1205 (BK). The sensor begins monitoring the interior volume and senses an intrusion through a change in interior volume or a change in vehicle inclination. When the intrusion and inclination sensor senses a change in state, the change is communicated to the smart junction box (SJB) through circuit 340 (RD/LB). The SJB then sounds the horns and flashes the turn signal lamps.

**Possible Causes**

- circuit 340 (RD/LB) open or short to ground
- circuit 645 (WH/LB) open or short to ground
- circuit 1205 (BK) open
- intrusion and inclination sensor
- SJB

**DIAGNOSIS AND TESTING (Continued)**

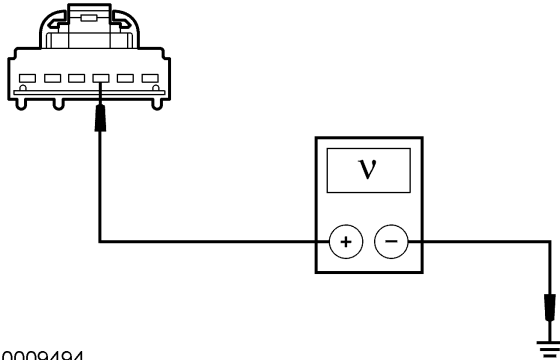
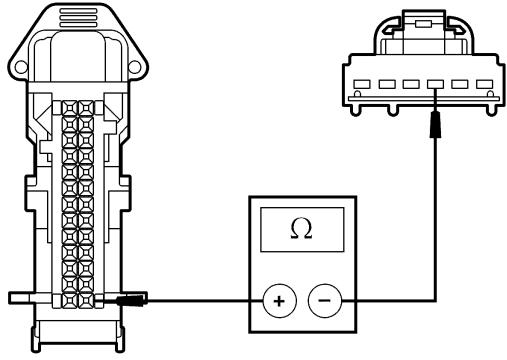
**PINPOINT TEST G: THE ALARM SYSTEM DOES NOT OPERATE CORRECTLY - INTRUSION AND INCLINATION SENSING**

Test Step		Result / Action to Take
<b>G1</b>	<p><b>CHECK CIRCUIT 645 (WH/LB) FOR VOLTAGE</b></p> <ul style="list-style-type: none"> <li>Close all the doors, the hood, the luggage compartment, and the convertible top (if equipped).</li> <li>Disconnect: Intrusion and Inclination Sensor Connector.</li> <li>Measure the voltage between the intrusion and inclination sensor connector in the overhead console pin 6, circuit 645 (WH/LB), harness side and ground.</li> </ul>  <p>N0009489</p> <ul style="list-style-type: none"> <li>Is the voltage greater than 10 volts?</li> </ul>	<p><b>Yes</b> GO to <b>G2</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>
<b>G2</b>	<p><b>CHECK CIRCUIT 1205 (BK) FOR AN OPEN</b></p> <ul style="list-style-type: none"> <li>Measure the resistance between the intrusion and inclination sensor connector in the overhead console pin 4, circuit 1205 (BK), harness side and ground.</li> </ul>  <p>N0012649</p> <ul style="list-style-type: none"> <li>Is the resistance less than 5 ohms?</li> </ul>	<p><b>Yes</b> GO to <b>G3</b>.</p> <p><b>No</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p>

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

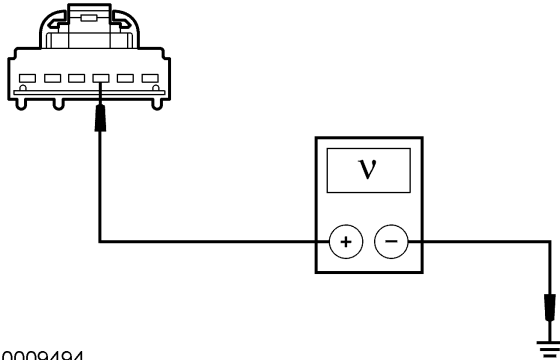
**PINPOINT TEST G: THE ALARM SYSTEM DOES NOT OPERATE CORRECTLY - INTRUSION AND INCLINATION SENSING (Continued)**

Test Step		Result / Action to Take
<b>G3</b>	<p><b>CHECK THE COMMUNICATION LINK CIRCUIT 340 (RD/LB) FOR VOLTAGE</b></p> <ul style="list-style-type: none"> <li>Measure the voltage between the intrusion and inclination sensor connector in the overhead console pin 3, circuit 340 (RD/LB), harness side and ground.</li> </ul>  <p>N0009494</p> <ul style="list-style-type: none"> <li>Is the voltage greater than 10 volts?</li> </ul>	<p><b>Yes</b> GO to <b>G5</b>.</p> <p><b>No</b> GO to <b>G4</b>.</p>
<b>G4</b>	<p><b>CHECK THE COMMUNICATION LINK CIRCUIT 340 (RD/LB) FOR AN OPEN</b></p> <ul style="list-style-type: none"> <li>Disconnect: SJB C2280f.</li> <li>Measure the resistance between the intrusion and inclination sensor connector in the overhead console pin 3, circuit 340 (RD/LB), harness side and the SJB C2280f-14 circuit 340 (RD/LB), harness side.</li> </ul>  <p>N0012650</p> <ul style="list-style-type: none"> <li>Is the resistance less than 10,000 ohms?</li> </ul>	<p><b>Yes</b> REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> GO to <b>G6</b>.</p>
<b>G5</b>	<p><b>CHECK FOR AN INTRUSION SENSE ACTIVE SIGNAL</b></p> <ul style="list-style-type: none"> <li>Enter the following diagnostic mode on the diagnostic tool: SJB Active Command. Trigger the SJB active command ISM ACTIVE ON.</li> </ul>	

(Continued)

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST G: THE ALARM SYSTEM DOES NOT OPERATE CORRECTLY - INTRUSION AND INCLINATION SENSING (Continued)**

Test Step		Result / Action to Take
<b>G5</b>	<p><b>CHECK FOR AN INTRUSION SENSE ACTIVE SIGNAL (Continued)</b></p> <ul style="list-style-type: none"> <li>Measure the voltage between the intrusion and inclination sensor connector in the overhead console pin 3, circuit 340 (RD/LB), harness side and ground while triggering the active command ON.</li> </ul>  <p>N0009494</p> <ul style="list-style-type: none"> <li><b>Does the voltage momentarily go less than 10 volts?</b></li> </ul>	<p><b>Yes</b> INSTALL a new intrusion and inclination sensor. REFER to Intrusion and Inclination Sensor in this section.</p> <p><b>No</b> GO to <b>G6</b>.</p>
<b>G6</b>	<p><b>CHECK FOR CORRECT SJB OPERATION</b></p> <ul style="list-style-type: none"> <li>Disconnect all the SJB connectors.</li> <li>Check for:                             <ul style="list-style-type: none"> <li>corrosion</li> <li>pushed-out pins</li> </ul> </li> <li>Connect all the SJB connectors and make sure they seat correctly.</li> <li>Operate the system and verify the concern is still present.</li> <li><b>Is the concern still present?</b></li> </ul>	<p><b>Yes</b> INSTALL a new SJB. REFER to Section 419-10. CLEAR the DTCs. REPEAT the self-test.</p> <p><b>No</b> The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.</p>