ARTICLE BEGINNING

2000 ACCESSORIES & EQUIPMENT
General Motors Power Door Locks

Camaro & Firebird

* PLEASE READ THIS FIRST *

WARNING: Vehicles are equipped with air bag supplemental restraint system. Before attempting ANY repairs involving steering column, instrument panel or related components, see SERVICE PRECAUTIONS and DISABLING & ACTIVATING AIR BAG SYSTEM in appropriate AIR BAG RESTRAINT SYSTEMS article.

DESCRIPTION & OPERATION

NOTE: On some vehicles, the power door lock system is integrated with the Remote Keyless Entry (RKE) system. For information on RKE, see appropriate REMOTE KEYLESS ENTRY SYSTEMS article.

Power door lock system is controlled by Body Control Module (BCM) which contains the Retained Accessory Power (RAP) sub-system which enables the power door locks for up to 10 minutes after ignition is turned off and both doors remain closed or for 35 seconds after exiting vehicle and closing the doors.

The power door lock system is also enabled whenever a door is open, unless the lock-out prevention feature is enabled and ignition key is in ignition. When either door lock switch is activated, both doors lock or unlock. Each door lock can also be manually operated. Door locks are operated by reversible actuators. The BCM reverses (switches) voltage flow in door actuators to complete locking and unlocking functions.

BCM can be programmed to customize power door lock operation. The 2 programmable functions are "last door closed locking" and "lock-out prevention". The last door closed locking is available on all vehicles with power door locks. This feature provides for delayed lock of doors (3 seconds after last door is closed). An audible warning will sound 3 times to indicate that last door closed locking function is pending. Pressing the lock switch again will immediately lock doors. Pressing switch to UNLOCK position will cancel last door closed locking feature. If ignition key is left in ignition switch, last door closed locking feature will not initiate and lock-out prevention feature is enabled. Last door closed locking feature is disabled from factory and can be enabled, if desired.

The lock-out protection prevents keys from being locked in vehicle. Power door locks are disabled if ignition key is in ignition switch and door is open. An audible warning will sound 5 times as a reminder to remove keys from ignition before locking doors. Lock-out prevention feature is enabled from factory and can be disabled.

COMPONENT LOCATIONS

COMPONENT LOCATIONS

Component	Location
Body Control Module	Under Right Side Of Instrument Panel, Near Blower Motor
Instrument Panel Fuse Block	Left End Of Instrument Panel Carrier

PROGRAMMING

LAST DOOR CLOSED LOCKING & LOCK-OUT PREVENTION

1) Turn ignition on, and then turn ignition off. This will disarm theft system.
2) Remove RADIO fuse No. 17. Turn ignition switch to ACC position. Chime will sound once or twice to verify programming mode.
3) Press LOCK button on door. Chime sounds number of times representing current mode. Press LOCK button again to advance to next mode. Continue pressing LOCK button until desired mode is reached. See MODES table.
4) To exit programming mode, turn ignition off, and then reinstall RADIO fuse No. 17.

MODES

Mode	Last Door Closed Locking	Lock-Out Prevention
1	Disabled	Disabled
2	Disabled	Enabled
3	Enabled	Disabled
4	Enabled	Enabled

TROUBLE SHOOTING

PRELIMINARY INSPECTION

1) Check COURTESY fuse No. 8 (20-amp) in instrument panel fuse block.
2) Check ground (located near left "A" pillar, bolted to instrument panel mounting stud behind kick panel) for proper connection. See WIRING DIAGRAMS.
3) Check for broken wire inside insulation, causing intermittent malfunction. Check for voltage drop with system operating (under load).
4) Ensure aftermarket electronic equipment is properly installed as not to affect integrity of other systems. Ensure doors are aligned properly. Check battery condition and battery terminals. Correct any obvious problems before performing appropriate symptom

test under SYMPTOM TESTS.

SYMPTOM TESTS

SYMPTOM DIAGNOSIS

Symptom	Perform Test
Power Door Locks Inoperative	A
Lock Inoperative, Unlock Operates	B
Unlock Inoperative, Lock Operates	C
Lock Function Inoperative, One Switch	D
Unlock Function Inoperative, One Switch	E

TEST A: POWER DOOR LOCKS INOPERATIVE

1) Turn ignition on. Attempt to operate driver door lock switch. Attempt to operate passenger door lock switch. If both door lock switches operate normally, problem is intermittent. If both door lock switches do not operate normally, go to next step.

2) Connect test light between Body Control Module (BCM) connector C2, terminal "B" (Orange Wire) and ground. See Fig. 1. If test light illuminates, go to next step. If test light does not illuminate, go to step 6).

3) Disconnect left door lock switch connector. Connect test light between left door lock switch connector terminal "A" (Black wire) and BCM connector C2, terminal "B" (Orange wire). See Figs. 2 and 1. If test light illuminates, go to step 5). If test light does not illuminate, go to next step.

4) Repair open in Black wire between door lock switches and ground. circuit of the door lock switches. After repairs, go to step 10).

5) Reconnect left door lock switch connector. Connect test light between BCM connector C1, terminal "B" (Gray wire) and ground. See Fig. 3. While observing test light, LOCK button on left door lock switch. If test light illuminates, go to step 7). If test light does not illuminate, go to step 8).

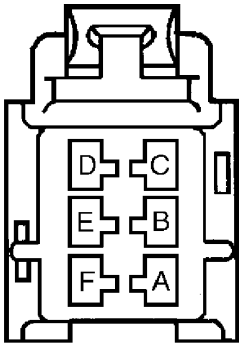
6) Repair open in Orange wire between BCM and instrument panel fuse block. After repairs, go to step 10).

7) Repair open in Gray wire between BCM and splice S504. After repairs, go to step 10).

8) Test BCM connectors for poor connections. If problem was found, repair as necessary, and then go to step 10). If problem was not found, go to next step.

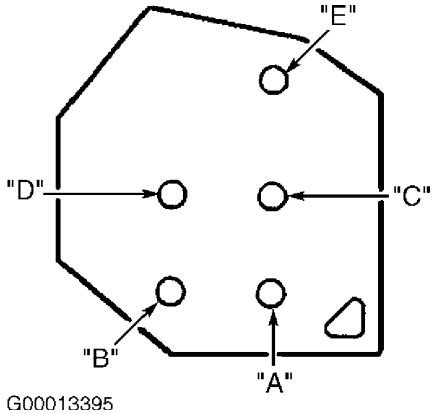
9) Replace BCM. See appropriate BODY CONTROL MODULES article. After repairs, go to next step.

10) Operate system to verify repair.



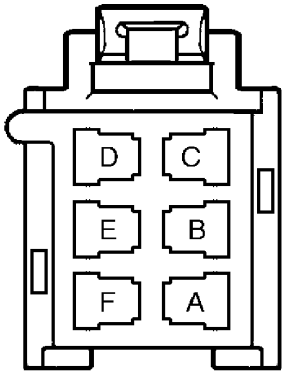
G00013377

Fig. 1: Identifying BCM Connector C2 Terminals
Courtesy of General Motors Corp.



G00013395

Fig. 2: Identifying Power Door Lock Switch Connector Terminals
Courtesy of General Motors Corp.



G00013394

Fig. 3: Identifying BCM Connector C1 Terminals
Courtesy of General Motors Corp.

TEST B: LOCK INOPERATIVE, UNLOCK OPERATES

1) Turn ignition on. Attempt to operate lock function on both doors. Attempt to operate unlock function on both doors. Verify lock function does not operate properly but unlock function does operate properly. If both lock function and unlock function work properly on both doors, problem is intermittent. If both lock function and unlock

function do not work properly, go to next step.
2) Using DVOM to check continuity, connect between Body Control Module (BCM) connector C1, terminal "C" (Red/Black wire) and ground. See Fig. 3. While observing DVOM, press either LOCK button on door lock switches. If continuity exists, go to next step. If continuity does not exist, go to step 5).
3) Test BCM connector C1 for poor connections. If problem was found, repair as necessary, and then go to step 6). If problem was not found, go to next step.
4) Replace BCM. See appropriate BODY CONTROL MODULES article. After repairs, go to step 6).
5) Repair open in Red/Black wire between BCM and splice S267. After repairs, go to next step.
6) Operate system to verify repair.

TEST C: UNLOCK INOPERATIVE, LOCK OPERATES

1) Turn ignition on. Attempt to operate lock function on both doors. Attempt to operate unlock function on both doors. Verify lock function does not operate properly but unlock function does operate properly. If both lock function and unlock function work properly on both doors, problem is intermittent. If both lock function and unlock function do not work properly, go to next step.
2) Using DVOM to check continuity, connect between Body Control Module (BCM) connector C1, terminal "D" (Orange/Black wire) and ground. See Fig. 3. While observing DVOM, press either UNLOCK button on door lock switches. If continuity exists, go to next step. If continuity does not exist, go to step 5).
3) Test BCM connector C1 for poor connections. If problem was found, repair as necessary, and then go to step 6). If problem was not found, go to next step.
4) Replace BCM. See appropriate BODY CONTROL MODULES article. After repairs, go to step 6).
5) Repair open in Orange/Black wire between BCM and splice S268. After repairs, go to next step.
6) Operate system to verify repair.

TEST D: LOCK FUNCTION INOPERATIVE, ONE SWITCH

1) Turn ignition on. Attempt to operate lock function on both doors. If lock function works properly on both doors, problem is intermittent. If lock function does not work properly on both doors, go to next step.
2) Using DVOM to check continuity, connect between inoperative door lock switch connector terminal "C" (Red/Black wire) and ground. See Fig. 2. While observing DVOM, press LOCK button on inoperative door lock switch. If continuity exists, go to next step. If continuity does not exist, go to step 5).
3) Repair open in Red/Black wire between inoperative door lock switch and splice S267. After repairs, go to step 6).
4) Test inoperative door lock connector for poor connections. If problem was found, repair as necessary, and then go to step 6). If problem was not found, go to next step.
5) Replace door lock switch. See DOOR LOCK SWITCH under

REMOVAL & INSTALLATION. After repairs, go to next step.
6) Operate system to verify repair.

TEST E: UNLOCK FUNCTION INOPERATIVE, ONE SWITCH

1) Turn ignition on. Attempt to operate unlock function on both doors. If unlock function works properly on both doors, problem is intermittent. If unlock function does not work properly on both doors, go to next step.
2) Using DVOM to check continuity, connect between inoperative door lock switch connector terminal "D" (Orange/Black wire) and ground. See Fig. 2. While observing DVOM, press UNLOCK button on inoperative door lock switch. If continuity exists, go to next step. If continuity does not exist, go to step 4).
3) Repair open in Orange/Black wire between inoperative door lock switch and splice S268. After repairs, go to step 6).
4) Test inoperative door lock connector for poor connections. If problem was found, repair as necessary, and then go to step 6). If problem was not found, go to next step.
5) Replace door lock switch. See DOOR LOCK SWITCH under REMOVAL & INSTALLATION. After repairs, go to next step.
6) Operate system to verify repair.

REMOVAL & INSTALLATION

WARNING: Vehicles are equipped with air bag supplemental restraint system. Before attempting ANY repairs involving steering column, instrument panel or related components, see SERVICE PRECAUTIONS and DISABLING & ACTIVATING AIR BAG SYSTEM in appropriate AIR BAG RESTRAINT SYSTEMS article.

CAUTION: 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.

DOOR LOCK SWITCH

Removal & Installation (Left)
Use a thin-blade screwdriver to pry between rear edge of switch and trim panel. Slide switch rearward to remove from trim panel. Disconnect electrical connector. To install, reverse removal procedure.

Removal & Installation (Right)
Use a thin-blade screwdriver to pry between front edge of switch and trim panel. Slide switch forward to remove from trim panel. Disconnect electrical connector. To install, reverse removal procedure.

WIRING DIAGRAMS

ABC123	Entire Article 2000 Chevrolet Camaro

NOTE: For wiring diagrams, see appropriate REMOTE KEYLESS ENTRY SYSTEMS article.

END OF ARTICLE

