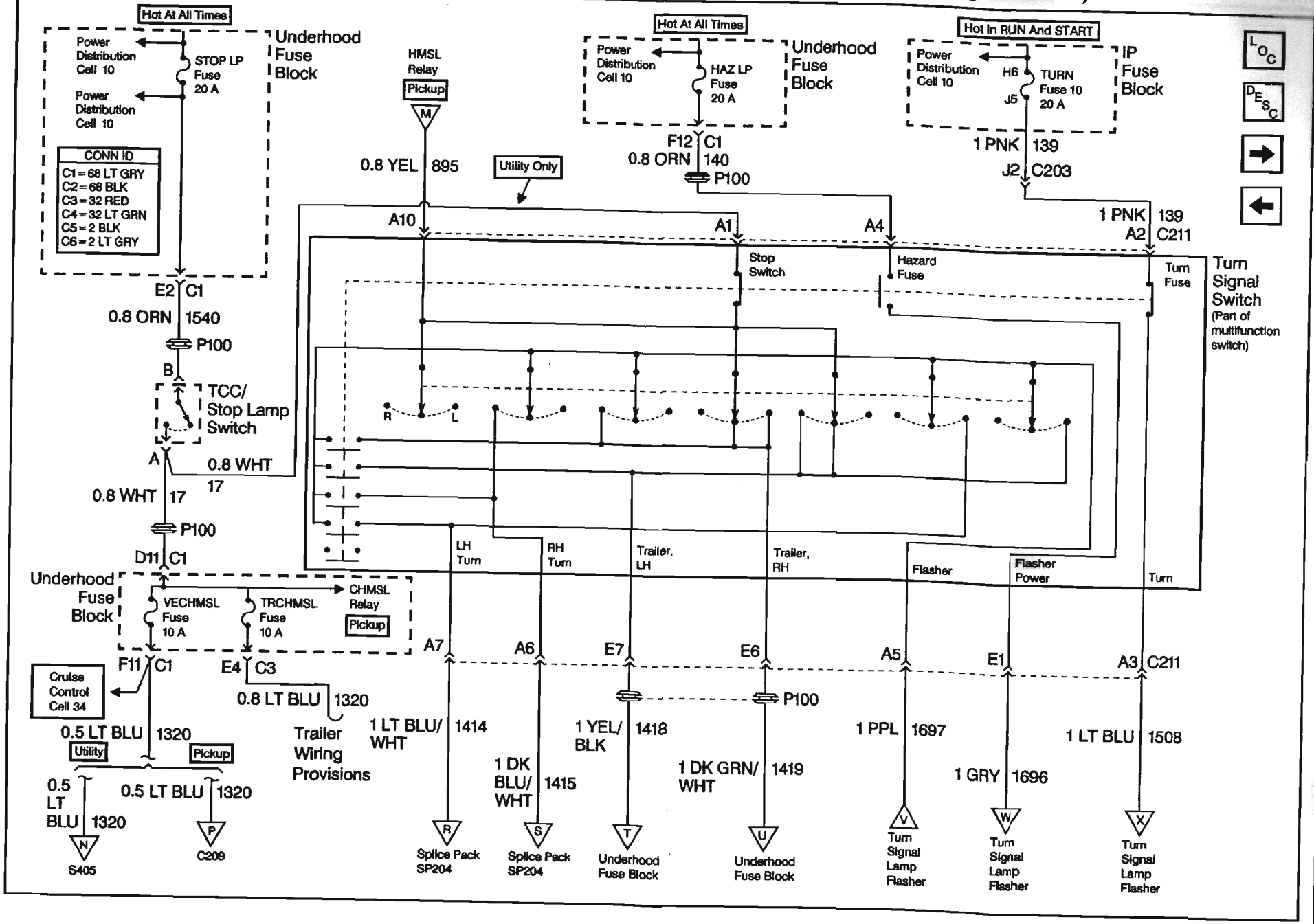
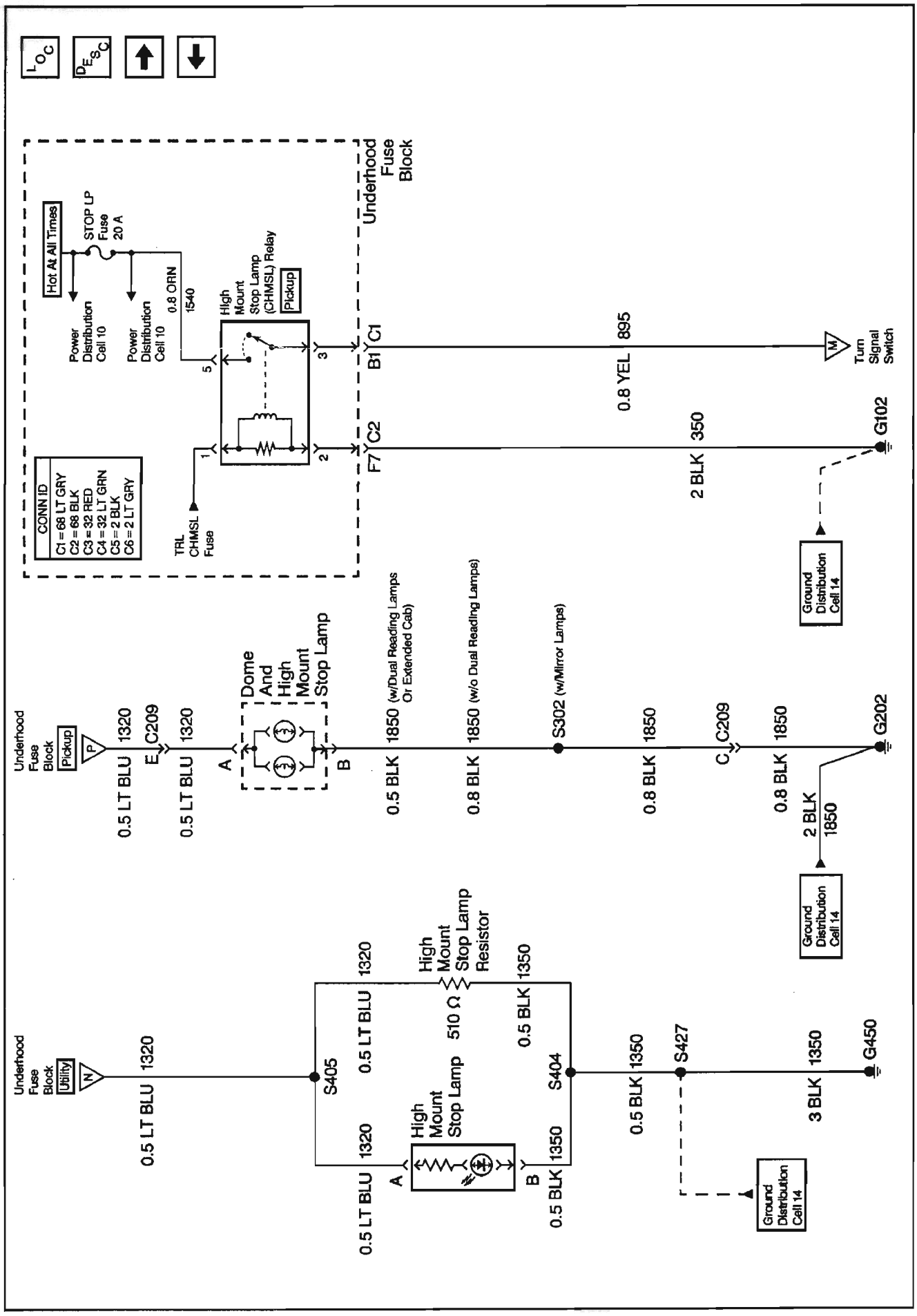
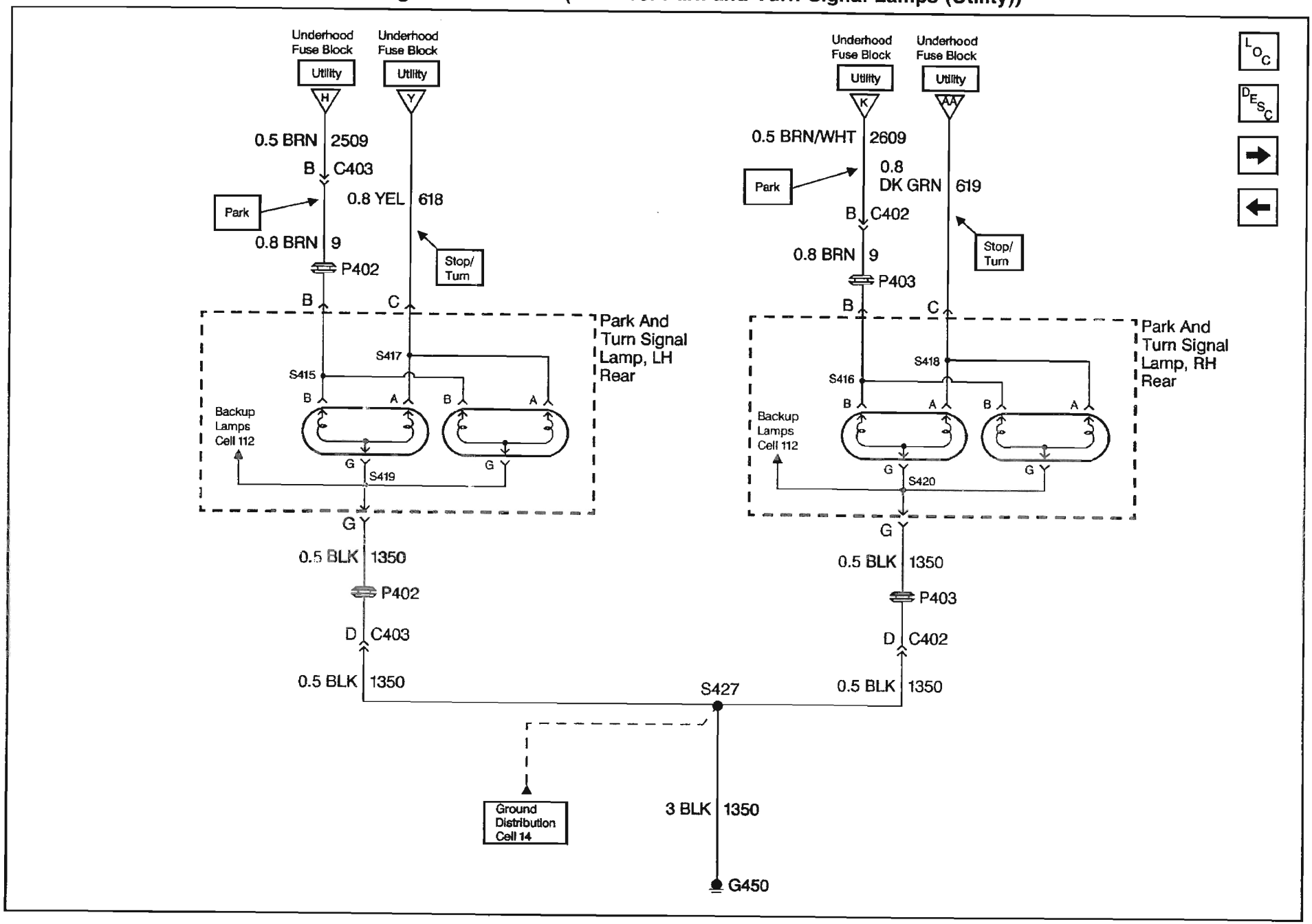
Exterior Lights Schematics (Cell 110: STOP LP, HAZ LP Fuses and Turn Signal Switch)



Exterior Lights Schematics (Cell 110: STOP LP Fuse, High Mount Stop Lamp and High Mount Stop Lamp Relay)



Exterior Lights Schematics (Cell 110: Park and Turn Signal Lamps (Utility))



Exterior Lights System Check

Step	Action	Normal Result(s)	Abnormal Result(s)*
1	1. Ensure that the ambient light sensor receives a sufficient amount of light. Use a trouble light if necessary. 2. Move the headlamp switch to the PARK position.	• The park and side marker lamps turn ON. • The tail lamps turn ON. • The license lamps turn ON.	• *Park Lamps Inoperative - Front* • *Rear Marker, License and Tail Lamps Inoperative* • *Tail Lamps Inoperative - LR (Pickup)* • *Tail Lamps Inoperative - LR (Utility)* • *Tail Lamps Inoperative - RR (Pickup)* • *Tail Lamps Inoperative - RR (Utility)*
2	1. Depress the brake pedal. 2. Release the brake pedal.	1. The stop lamps and the high mounted stop lamp turn ON when the brake pedal is depressed. 2. The stop lamps and the high mounted stop lamp turn OFF when the brake pedal is released.	• *Stop Lamps Inoperative - All (Pickup)* • *Stop Lamps Inoperative - All (Utility)* • *Stop Lamps Inoperative - One* • *Stop Lamps Inoperative - Center High Mounted*
3	Depress the hazard lamp switch.	The front and rear hazard lamps flash ON and OFF.	*Hazard Lamps Inoperative*
4	1. Turn the ignition switch to the ON position. 2. Move the turn signal lever to the LEFT TURN position. 3. Move the turn signal lever to the RIGHT TURN position.	1. The DRL headlamps turn ON. 2. The left turn signals and the indicator flash while in the LEFT TURN position. 3. The right turn signals and the indicator flash while in the RIGHT TURN position.	• *Turn Signal Lamps Inoperative* • *Turn Signal Lamp Inoperative - LF* • *Turn Signal Lamp Inoperative - RF* • *Turn Signal Lamps Inoperative - LR* • *Turn Signal Lamp Inoperative - RR*

* Refer to the appropriate symptom diagnostic table for the applicable abnormal result.

Backup Lights System Check

Step	Action	Normal Result(s)	Abnormal Result(s)*
1	1. Turn the ignition switch to the ON position. 2. Automatic transmissions: Depress the brake pedal and move the shift lever to the REVERSE position. Manual transmissions: Depress the clutch pedal and place the shifter into the REVERSE position.	Both of the backup lamps illuminate.	• *Backup Lamps Inoperative (Pickup)* • *Backup Lamps Inoperative (Utility)* • *Backup Lamp Inoperative - One Lamp (Pickup)* • *Backup Lamp Inoperative - One Lamp (Utility)*
2	Automatic transmissions: Depress the brake pedal and move the shift lever to the PARK position. Manual transmissions: Depress the clutch pedal and place the shifter into the NEUTRAL position.	Both of the backup lamps turn OFF.	*Backup Lamps Always On*

* Refer to the appropriate symptom diagnostic table for the applicable abnormal result.

Stop Lamps Inoperative - One

Step	Action	Value(s)	Yes	No
1	Did you perform the Exterior Lights System Check?	--	Go to *Step 2*	Go to *Exterior Lights System Check*
2	1. Disconnect the inoperative bulb. 2. Inspect the bulb. Is the bulb open?	—	Go to *Step 6*	Go to *Step 3*
3	Connect a *J 39200* digital multimeter (DMM) between CKT 1750 (BLK) (left side) or CKT 2250 (BLK) (right side) cavity G at the lamp socket and ground. Is the resistance less than the specified value?	1 Ω	Go to *Step 5*	Go to *Step 4*
4	Locate and repair the open in CKT 1750 (BLK) or CKT 2250 (BLK). Is the repair complete?	—	Go to *Exterior Lights System Check*	—
5	1. Connect a test lamp between CKT 618 (YEL) (LH side) or CKT 619 (DK GRN) (RH side) cavity A at the lamp socket and ground. 2. Apply the service brakes. Does the test lamp light?	—	Go to *Step 6*	Go to *Step 7*
6	Replace the bulb. Is the repair complete?	—	Go to *Exterior Lights System Check*	—
7	Locate and repair the open in the brake lamp feed wire. Is the repair complete?	—	Go to *Exterior Lights System Check*	—

Stop Lamps Inoperative - Center High Mounted

Step	Action	Value(s)	Yes	No
1	Did you perform the Exterior Lights System Check?	—	Go to *Step 2*	Go to *Exterior Lights System Check*
2	Inspect the VECHMSL fuse in the underhood fuse block. Is the fuse open?	—	Go to *Step 3*	Go to *Step 4*
3	Locate and repair the short to ground in CKT 1320 (LT BLU). Is the repair complete?	—	Go to *Exterior Lights System Check*	—
4	1. Disconnect the high mount stoplamp. 2. Connect a *J 39200* digital multimeter (DMM) between CKT 1320 (LT BLU) and ground 3. Apply the service brakes. Is voltage present?	Battery voltage	Go to *Step 6*	Go to *Step 5*
5	Locate and repair the open CKT 1320 (LT BLU). Is the repair complete?	—	Go to *Exterior Lights System Check*	—
6	1. Connect a *J 39200* DMM between CKT 1320 (LT BLU) and CKT 1850 (BLK) at the high mount stoplamp connector. 2. Apply the service brake. Is voltage present?	Battery voltage	Go to *Step 7*	Go to *Step 8*

Description and Operation

Headlights Circuit Description

Low Beam

Voltage to the headlamp switch is available at all times from the HDLP SW fuse 7 through CKT 1940 (ORN). When the headlamp switch is turned to the HDLP position, the headlamp power relay coil is energized through CKT 352 (WHT). A signal is also sent to the body control module (BCM) that the headlamp switch is ON. When the headlamp switch is in the AUTO or PARK position, the ambient light sensor (located in the right speaker grill) senses either daylight or darkness and sends the signal to the BCM. When the Ambient Light Sensor detects a dark condition, the BCM produces a signal that will energize the headlamp power relay through CKT 352. The relay coil is grounded through terminal F7 connector 2 of the underhood fuse block to CKT 350 (BLK) to G102. When the headlamp power relay is energized the relay supplies power to the LT HDLP and RT HDLP fuses. The RH low beam headlamp receives current through CKT 198 (DK BLU) from the RT HDLP fuse. The LH low beam headlamp receives current through CKT 712 (YEL/BLK) from the LT HDLP fuse. Both headlamp low beam bulbs are grounded by CKT 524 (PPL) through the underhood fuse block to the multifunction switch (low position) contacts through CKT 10 (YEL) to the headlamp grounding relay in the body relay block through the normally closed contacts to CKT 1850 (BLK) to G200.

High Beam

Voltage to the headlamp switch is available at all times from the HDLP SW fuse 7 through CKT 1940 (ORN). When the headlamp switch is turned to the HDLP position, the headlamp power relay coil is energized through CKT 352 (WHT). A signal is also sent to the body control module (BCM) that the headlamp switch is ON. The relay coil is grounded through terminal F7 connector 2 of the underhood fuse block to CKT 350 (BLK) to G102. When the headlamp power relay is energized the relay supplies power to the LT HDLP and RT HDLP fuses. The RH high beam headlamp receives current through CKT 198 (DK BLU) from the RT HDLP fuse. When the headlamp switch is in the HDLP position, the BCM removes the ground path to the relay coils of the headlamp grounding relay and the DRL relay. Both relays return to the normally open position. The normally open contacts of the DRL relay allows current to the LH high beam headlamp through CKT 711 (DK GRN/WHT). Both high beam headlamps are grounded by CKT 524 (PPL) through the underhood fuse block to the multifunction switch (high position) contacts through CKT 10 (YEL) to the headlamp grounding relay in the body relay block through the normally closed contacts to CKT 1850 (BLK) to G200. A voltage signal is sent to the BCM through CKT 524 (PPL) in order to confirm high beam operation.

Headlights Circuit Description (Envoy)

The battery fuse supplies the following to cavity 87 and cavity 30 of the low beam relay:

- Battery voltage
- 175A of current potential

The current is the power provided through the relay contacts to each HID ballast when the relay is closed. The low beam relay is controlled by a 12–volt input supplied to cavity 85 by one of the following components:

- The headlamp switch when the headlamp switch is in the HEAD position
- The body control module (BCM) when the headlamp switch is in the AUTO position

The relay coil is permanently grounded through cavity 86 at ground G102. When the headlamps are turned on, either from the headlamp switch or the BCM, the following actions occur:

- The relay contacts close.
- The battery supply voltage is switched through the RT LOW and LT LOW fuses in the underhood fuse block to each HID ballast.

Each ballast has a separate ground.

Electrical System Requirements (Envoy)

Ensure that the battery and the harness are capable of supplying up to 20 amps of current per ballast, with less than 2 volts of system loss or voltage drop. Each ballast requires the 20 amps in order to ensure normal startup and run up of the lamp. (Run up is the term used to describe the extra power level given to the bulb from the –360 volt ballast output.) The input current during the steady state operation is 3.4 amps at 12.8 volts.

Startup/Striking The Bulb (Envoy)

Normal operation of the HID system starts at the ballast. The 2 wires at the ballast input connector contain the +12 volt power supply and ground return. As soon as the input power is applied, the ballast draws 20 amp from the battery for 5–10 seconds (depending on the input voltage level). The ballast is then able to charge the two outputs leading to the start to –360 volts and +800 volts. –360 volts and +800 volts are the voltages needed by the starter to strike, or start, the lamp. HID headlamps do not have filaments like traditional bulbs. Instead, the starter uses a high-voltage transformer to convert the +800 volts input power into 25,000 volts. The increased voltage is used in order to create an arc between the electrodes in the bulb. The creation of this arc begins the start up process.

Run Up Of The Lamp (Envoy)

After the lamp receives the strike from the starter and the arc is established, the ballast uses its –360 volt output in order to provide the run up power needed in order to keep the lamp on. The lamp rapidly increases in intensity from a dim glow to a very high-intensity, bright light called a steady state. Within 2 seconds of the arc being established in the bulb, 70 percent of steady state is complete. 100 percent of the steady state is completed within 30 seconds. A 75–watt power level is necessary in order to bring the lamp to a steady state in such a short period of time. The 75–watt power level allows the lamp to meet the SAE light vs. time specification.

When To Change The HID Bulb (Envoy)

Bulb failure (end of life) occurs when the bulb gets older and becomes unstable. The bulb may begin shutting itself off sporadically and unpredictably at first, perhaps only once during a 24–hour period. When the bulb begins shutting itself off occasionally, the ballast will automatically turn the bulb back on again within 0.5 seconds. The ballast will re-strike the bulb so quickly that the bulb may not appear to have shut off. As the bulb ages, the bulb may begin to shut off more frequently, eventually over 30 times per minute. When the bulb begins to shut off more frequently, the ballast receives excessive, repetitive current input (20 amp). Repetitive and excessive restarts or re-strikes, without time for the ballast to cool down, will permanently damage the ballast. As a safeguard, when repetitive re-strikes are detected, the ballast will not attempt to re-strike the lamp. The ballast then shuts down and the bulb goes out.

The following symptoms are the noticeable signs of bulb failure:

- A flickering light, caused in the early stages of bulb failure
- The lights go out, caused when the ballast detects excessive, repetitive bulb re-strike
- Color change - the lamp may change to a dim pink glow

Input power to the ballast must be terminated in order to reset the ballast's fault circuitry. In order to terminate the input power to the ballast, turn the lights off and back on again. Turning the lights off and back on again resets all of the fault circuitry within the ballast until the next occurrence of excessive, repetitive bulb re-strikes. When excessive, repetitive bulb re-strikes occur, replace the starter/arc tube assembly. The ballast will begin the start-up process when the starter/arc tube assembly is replaced. Repeatedly resetting the input power can overheat the internal components and cause permanent damage to the ballast. Allow a few minutes of cool-down time in between reset attempts.

Bulb failures are often sporadic at first, and difficult to repeat. Technicians can identify bulb failure by observing if the problem gets progressively worse over the next 100 hours of operation.

Light Color (Envoy)

White light has a different color rating than regular headlamps. The range of white light that is acceptable is broad when compared to halogens. Therefore, some variation in headlight coloring between the right and left headlamp will be normal. One HID at the end of the normal range may appear considerably different in color from one at the other end of the range. Difference in color is normal. Replace the arc tube only if the arc tube is determined to be at the bulb failure stage.

DRL Circuit Description

The daytime running lights operate when the following conditions are present:

- The ignition switch is in the ON position.
- The headlamp switch is in the AUTO or PARK position.
- The park brake is released.
- The automatic transmission is shifted out of the PARK position (if equipped).
- The ambient light sensor senses a daylight condition.

When all conditions are present the body control module (BCM) will turn the daytime running lights ON.

During normal operation, current flows to the RT HDLP fuse from the closed contacts of the energized headlamp power relay. From the RT HDLP fuse, current flows through CKT 198 (DK BLU) to the RH high beam headlamp to the LH high beam headlamp through CKT 524 (PPL). The normal ground is removed by the energized headlamp relay. CKT 524 also provides a voltage signal to the BCM in order to confirm proper DRL operation. The LH high beam headlamp receives a new ground through CKT 711 (DK GRN/WHT) to the normally open contacts of the daytime running lamp relay through CKT 350 (BLK) to G102.

When the headlamp switch is in the AUTO or PARK position, the ambient light sensor (located in the right speaker grill) senses either daylight or darkness and sends the signal to the BCM. When the ambient light sensor detects a daylight condition, the BCM will activate the following three relays:

- The headlamp power relay
- The headlamp grounding relay
- The daytime running lamp (DRL) relay

The headlamp power relay provides power to the high beam headlamps.

The headlamp grounding relay removes the ground path for regular headlamp operation.

The daytime running lamp (DRL) relay provides a new ground that places both high beam headlamps in a series. This operation causes the high beam headlamps to operate at half normal output.

The BCM will activate the headlamp power relay by providing power to the relay coil through CKT 352 (WHT) The relay coil is grounded through terminal F7 connector 2 of the underhood fuse block to CKT 350 (BLK) to G102. The BCM will activate the headlamp grounding relay by providing a ground to the coil through CKT 592 (LT GRN/BLK). Power is provided to the coil through CKT 240 (ORN) from the PARK LP fuse. The BCM will activate the daylight running lamp relay by providing a ground to the coil through CKT 592 (LT GRN/BLK). Power is provided to the coil by the FOG LP fuse. A voltage signal is sent to the BCM through CKT 524 (PPL) in order to confirm high beam operation.

Fog Lights Circuit Description

Voltage is supplied to the fog light relay coil through CKT 74 (LT BLU) when the park lamps are turned ON. Voltage is supplied to the load side of the relay at all times through the FOG LP fuse. When the fog lamp switch is turned ON, a signal is provided to the body control module (BCM) by grounding CKT 192 (ORN) to G203 through CKT 1050 (BLK). When the BCM receives the signal the fog lamp relay coil is grounded through CKT 1317 (DK GRN/WHT). When the fog lamp relay is energized, current is routed to connector C4 of the underhood fuse block terminal E2 and terminal B4. Terminal E2 provides power to the fog lamps through CKT 34 (PPL). Terminal B4 provides power to the fog lamp indicator through CKT 34 (PPL). The LH fog lamp is grounded by CKT 150 (BLK) to G111. The RH fog lamp is grounded by CKT 250 (BLK) to G112. The fog lamp indicator is grounded by CKT 1050 (BLK) to G203. The BCM de-energize the fog lamp relay when the high beam headlamps are ON.

Exterior Lights Circuit Description

Turn Signals

During turn signal operation, power is supplied from the TURN fuse in the IP fuse block when the ignition switch is in the RUN or the START position. Power is supplied to CKT 139 (PNK) to the normally closed TURN fuse contacts of the hazard switch through CKT 1508 (LT BLU) to the turn signal flasher. From the turn signal flasher current flows through CKT 1697 (PPL) to the turn signal switch. When the turn signal switch is in the LEFT TURN position, voltage is supplied to the LT TURN (front) fuse via CKT 1414 (LT BLU/WHT) and to the LT TRN (rear) fuse via CKT 1418 (YEL/BLK). The LT TURN fuse supplies power to terminal A of the LH park and turn signal lamp and the LH side marker lamp via CKT 2114 (LT BLU). The LT TRN fuse supplies power to terminal A of the LH rear park and turn signal lamp via CKT 618 (YEL). The LH park and turn signal lamp receives ground through CKT 150 (BLK) to G111. The LH rear park and turn signal lamp receives ground through CKT 1350 (BLK) to G450. The LH side marker lamp receives ground from CKT 2309 through terminal B of the LH park and turn signal lamp to G111, via CKT 150 (BLK).

When the turn signal switch is in the RIGHT TURN position, voltage is supplied to the RT TURN (front) fuse via CKT 1415 (DK BLU/WHT) and to the RT TRN (rear) fuse via CKT 1419 (DK GRN/WHT). The RT TURN fuse supplies power to terminal A of the RH park and turn signal lamp and the RH side marker lamp via CKT 2114 (DK BLU). The RT TRN fuse supplies power to terminal A of the RH rear park and turn signal lamp via CKT 619 (DK GRN). The RH park and turn signal lamp receives ground through CKT 250 (BLK) to G112. and the RH rear park and turn signal lamp receives ground through CKT 1350 (BLK) to G450. The RH side marker lamp receives ground from CKT 2309 through terminal B of the RH park and turn signal lamp to G112 via CKT 250 (BLK). The park side of the front park and turn signal lamps do not illuminate due to the voltage drop across the side marker lamps. During operation, the lamps illuminate immediately. The lamps begin to flash when the current flow heats the timing element in the flasher and repeatedly opens and closes the circuit.

Hazard Lamps

During hazard operation, power is supplied from the HAZ LP fuse in the underhood fuse block that is hot at all times through CKT 149 (ORN) to the HAZ LP fuse contact of the turn signal switch. When the hazard switch is activated, power is routed to the turn signal lamp flasher via CKT 1696 (GRY). From the turn signal flasher, current flows through CKT 1697 (PPL) back to the turn signal switch's now closed hazard contacts to the following circuits for LH and RH turn signal operation:

- CKT 1414 (LT BLU/WHT)
- CKT 1418 (YEL/BLK)
- CKT 1415 (DK BLU/WHT)
- CKT 1419 (DK GRN/WHT)

Park, Side Marker and Rear License Lamps

For park/marker operation, power is supplied from the PARK LP fuse through CKT 240 (ORN) to terminal F7 of the body relay block where power is fed to the following components:

- The headlamp switch
- The park lamp relay coil
- The load side of the relay contacts

For automatic operation, the body control module (BCM) grounds the park lamp relay coil to feed CKT 74 (LT BLU) during auto headlamp operation. When the headlamp switch is in the PARK or HEAD position, current flows through CKT 74 (LT BLU) to the underhood fuse block. The current feeds the following fuses:

- The FR PRK fuse
- The LR PRK fuse
- The RR PRK fuse
- The TRL PRK fuse (Utility)

The FR PRK fuse supplies power to the park side of the RH and LH park and turn signal lamps. The FR PRK fuse supplies power to the LH and RH front side marker lamps terminal A. During normal operation, when the park lamps and the turn signals are turned ON, voltage would be applied to both terminals of the front side marker lamp when the turn signal lamp flashes ON. When this action occurs, the side marker lamp turns OFF. When the turn signal lamp turns OFF, the side marker lamp will illuminate again. The LR PRK fuse feeds CKT 2509 (BRN) which supplies voltage to the LH rear park and turn signal lamps. On the pickup, CKT 2509 (BRN) also supplies voltage to the LH rear license plate lamps and the LH rear side marker lamps. On the utility, the LH rear park and turn signal lamps are grounded to G450 via CKT 1350 (BLK). On the pickup, the LH rear park and turn signal lamp, LH rear license plate lamps and the LH rear side marker lamps are grounded to G475 via CKT 1750 (BLK). The RR PRK fuse feeds CKT 2609 (BRN/WHT) which supplies voltage to the RH rear park and turn signal lamps. On the pickup, CKT 2609 (BRN/WHT) also supplies voltage to the RH rear license plate lamps and the RH rear side marker lamps. On the utility, the RH rear park and turn signal lamps are grounded to G450 via CKT 1350 (BLK). On the pickup, the RH rear park and turn signal lamp, RH rear license plate lamps and the RH rear side marker lamps are grounded to G422 via CKT 2250 (BLK). The TRL PRK fuse (utility only) supplies power to CKT 2109 (BRN) which feeds the LH and RH rear license plate lamps. The lamps are grounded to G402 via CKT 1650 (BLK). When the park lamp switch is in the PARK position, the daytime running lights are ON when the ambient light sensor senses daylight, and the headlights will be ON when the ambient light sensor senses darkness.

Stop Lamps

Pickup

During stop lamp operation, power is supplied from the STOP LP fuse in the underhood fuse block through CKT 1540 (ORN) to the TCC/stop lamp switch. When the brake is depressed, the contacts of the TCC/stop lamp switch close, routing power to CKT 17 (WHT). CKT 17 supplies power to the VECHMSL fuse and the high mount stop lamp relay coil. Current flows from the VECHMSL fuse through CKT 1320 (LT BLU) to the dome and high mount stop lamp. The ground is provided by G202 through CKT 1850 (BLK). The high mount stop lamp relay coil is grounded through CKT 350 (BLK) to G102, which energizes the relay. When the high mount stop lamp relay is energized, current flows through CKT 895 (YEL) to the turn signal switch. Current then flows to CKT 1418 (YEL/BLK) and CKT 1419 (DK GRN/WHT). CKT 1418 (YEL/BLK) supplies power to the LT TRN (rear) fuse, which feeds the LH rear park and turn signal lamp terminal A, through CKT 618 (YEL). Ground is provided by CKT 1750 (BLK) to G475. CKT 1419 (GRN/WHT) supplies power to the RT TRN (rear) fuse, which feeds the RH rear park and turn signal lamp terminal A, through CKT 619 (DK GRN). Ground is provided by CKT 2250 (BLK) to G422. When the left or right turn signal is turned ON, the appropriate turn signal will flash. The opposite side will remain ON in order to serve as a stop lamp when the brakes are applied.

Utility

During stop lamp operation, power is supplied from the STOP LP fuse in the underhood fuse block through CKT 1540 (ORN) to the TCC/stop lamp switch. When the brake is depressed, the contacts of the TCC/stop lamp switch close, routing power to CKT 17 (WHT). CKT 17 supplies power to both the VECHMSL fuse and the stop switch contact of the hazard switch. From the VECHMSL fuse, current flows through CKT 1320 (LT BLU) to the high mount stop lamp and high mount stop lamp resistor. The ground is provided by G450 through CKT 1350 (BLK). From the stop switch contacts of the hazard switch, current flows through the turn signal switch to CKT 1418 (YEL/BLK) and CKT 1419 (DK GRN/WHT). CKT 1418 (YEL/BLK) supplies power to the LT TRN (rear) fuse (which feeds the LH rear park and turn signal lamp terminal A) through CKT 618 (YEL). Ground is provided by CKT 1350 (BLK) to G450. CKT 1419 (GRN/WHT) supplies power to the RT TRN (rear) fuse (which feeds the RH rear park and turn signal lamp terminal A) through CKT 619 (DK GRN). Ground is provided by CKT 1350 (BLK) to G450. When the left or right turn signal is turned ON, the appropriate turn signal will flash. The opposite side will remain ON in order to serve as a stop lamp when the brakes are applied.

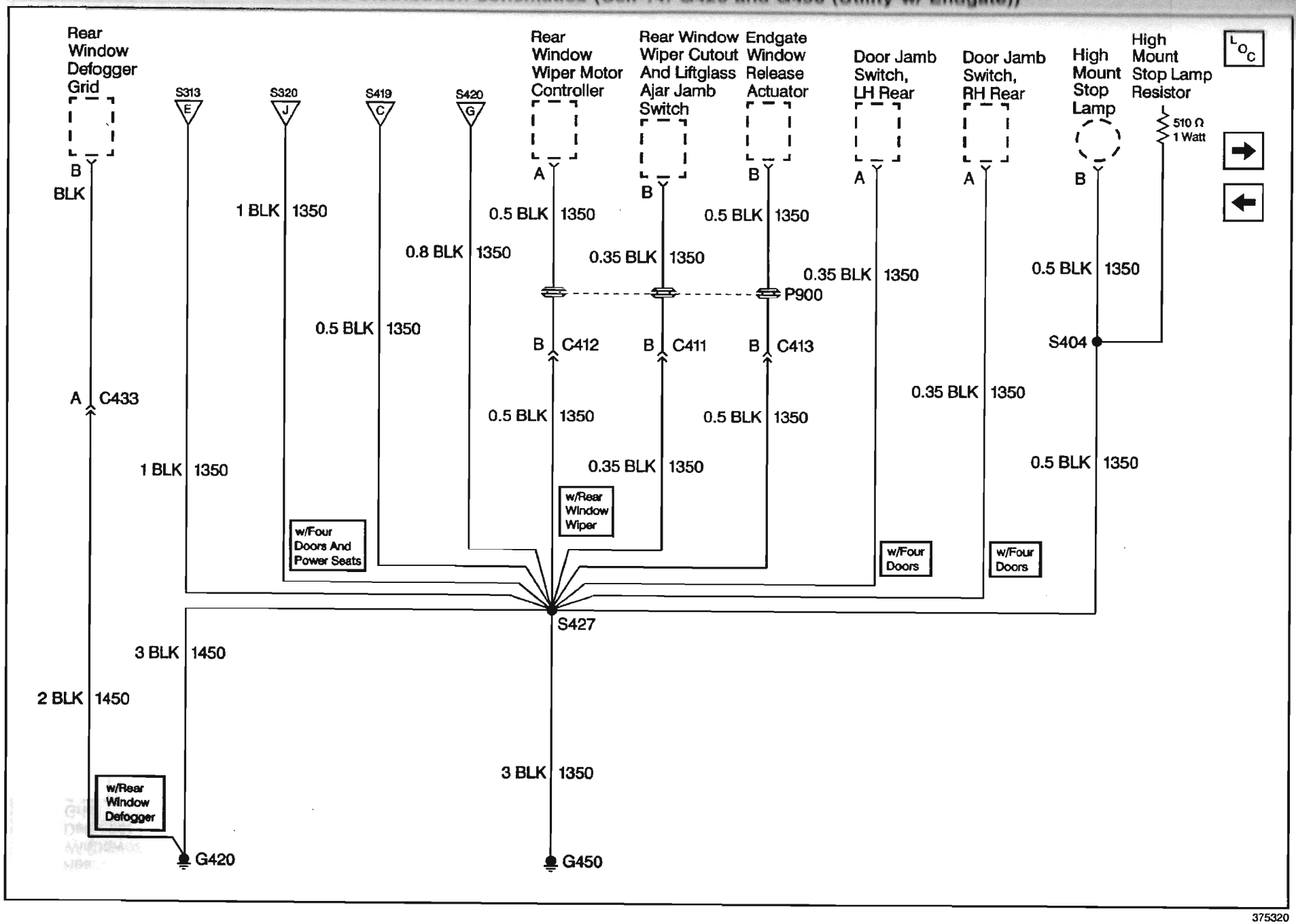
Backup Lights Circuit Description

Pickup

During backup lamp operation, power is supplied from the B/U LP fuse in the underhood fuse block when the ignition switch is in the RUN or the START position. Current flows through CKT 839 (PNK) to the park/neutral position switch (with automatic transmission) or to the backup lamp switch (with manual transmission). When the transmission is placed in REVERSE, the switch closes. This provides power to CKT 1524 (GRY). CKT 1524 supplies power to the VEH B/U fuse in the underhood fuse block. Current flows from the fuse through CKT 1324 (LT GRN) to SP400 where the current splits to the RH and LH backup lamps. The RH backup lamp receives ground through CKT 2250 (BLK) to G422. The LH backup lamp receives ground through CKT 1750 (BLK) to G475.

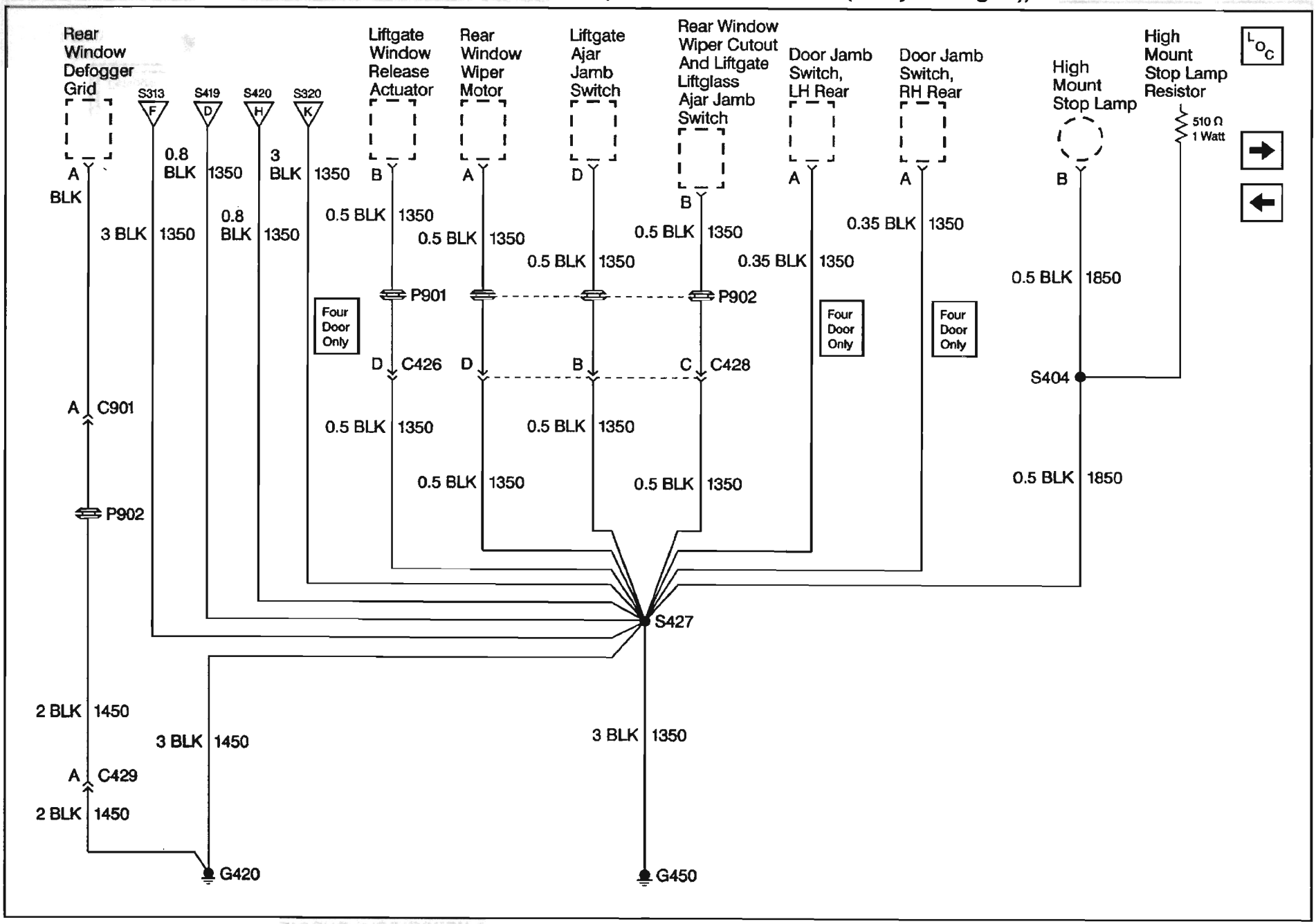
375312

Ground Distribution Schematics (Cell 14: G420 and G450 (Utility w/ Endgate))

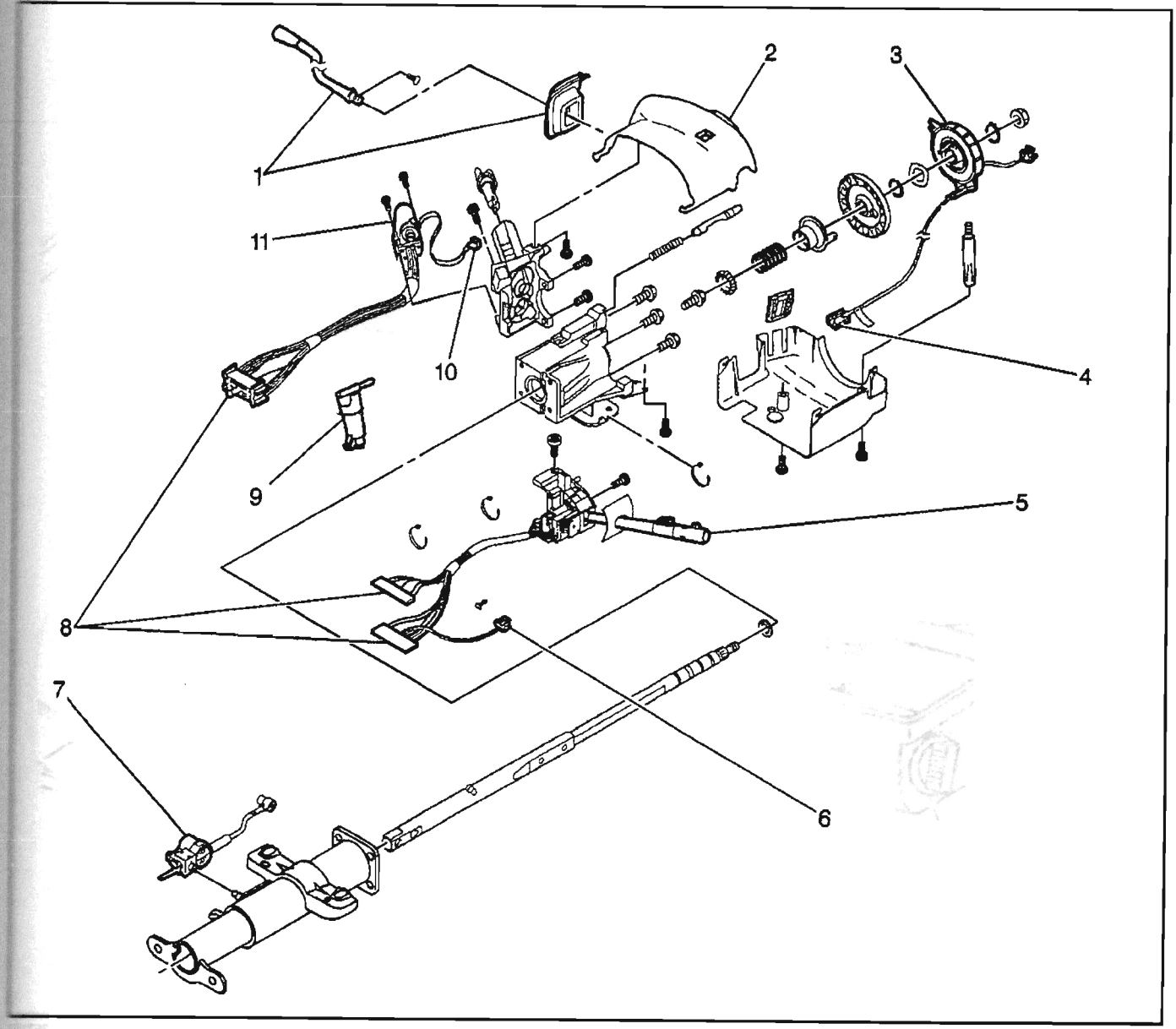


375320

Ground Distribution Schematics (Cell 14: G420 and G450 (Utility w/ Liftgate))



Steering Column Components



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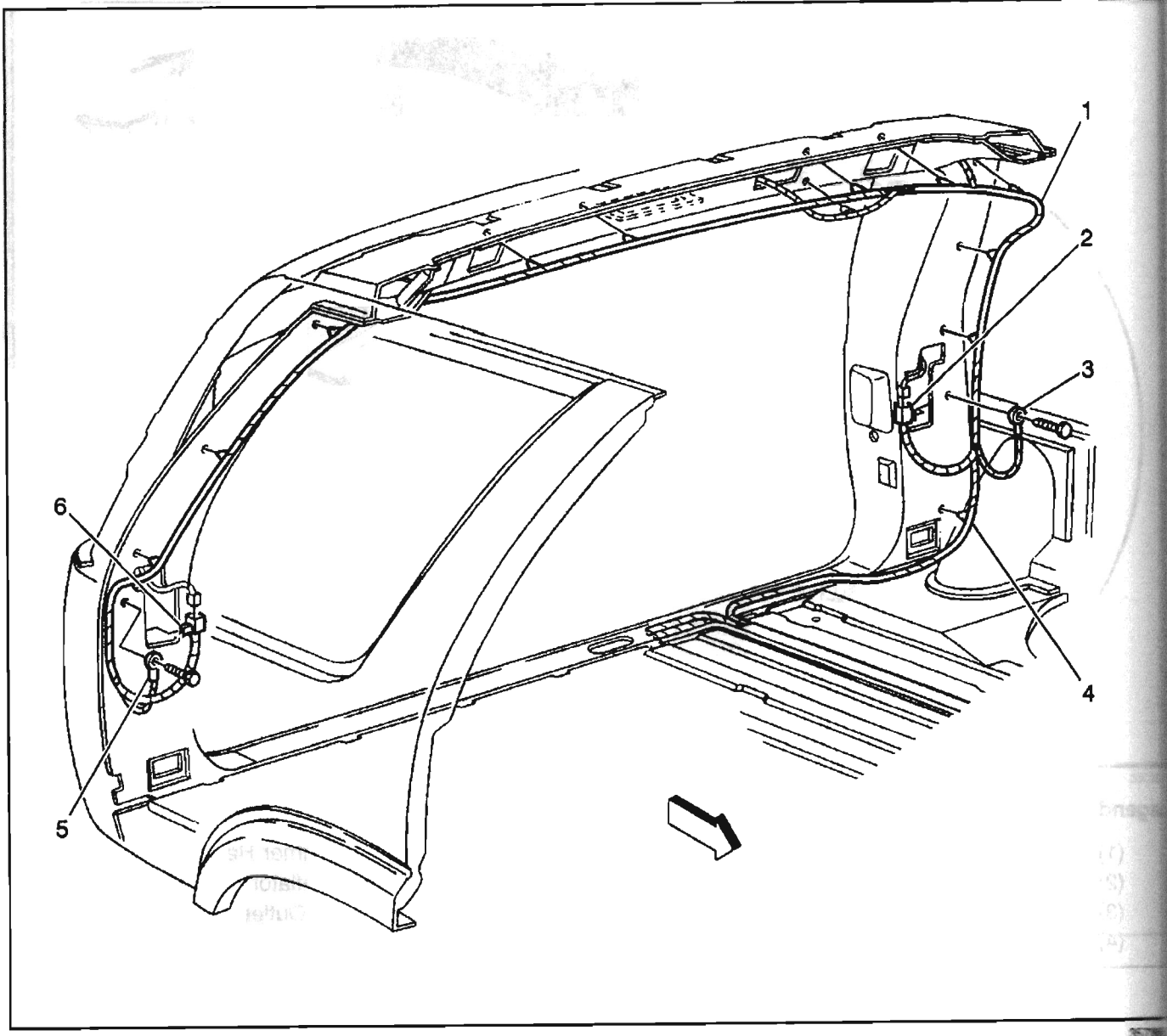
Legend

(1) Shift Lever Assembly
(2) Upper Shroud
(3) Supplemental Inflatable Restraint Steering Wheel Module Coil
(4) C214
(5) Multifuction Switch
(6) Park Lock Solenoid Connector
(7) Brake Transmission Shift Interlock (BTSI) Solenoid
(8) C211
(9) Transmission Shift Lever
(10) Passlock™ Sensor Connector
(11) Ignition Switch and Ignition Key Alarm Switch

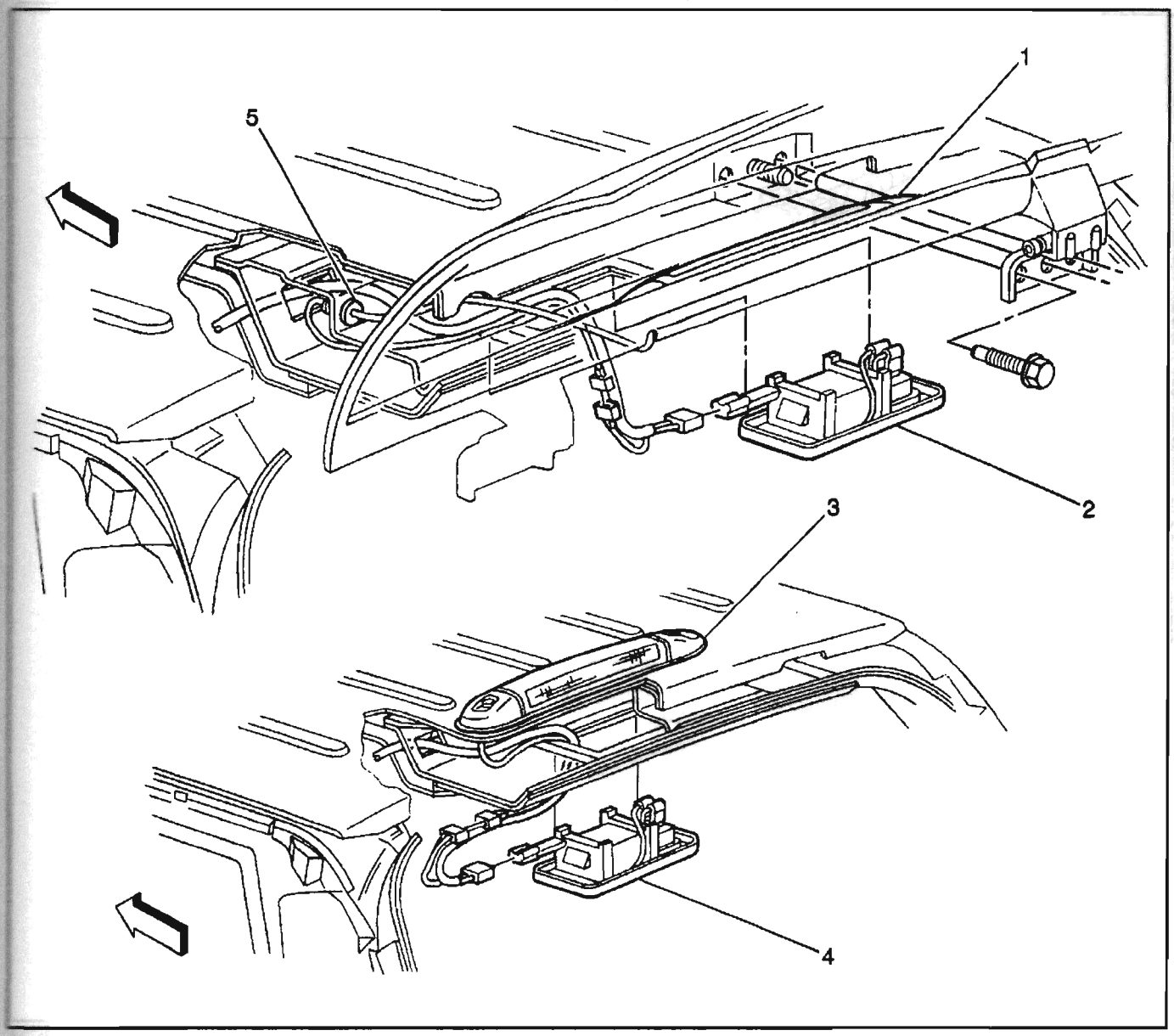
Body Opening Frame, Rear



Legend

(1) High Mounted Stop Lamp Resistor, S404 and S405
(2) C403
(3) G450
(4) S427
(5) G420
(6) C402

Rear Roof (Utility)



357361

Legend

(1) High Mount Stop Lamp (w/Endgate)
(2) Cargo Lamp (w/Endgate)
(3) High Mount Stop Lamp (w/Liftgate)
(4) Cargo Lamp (w/Liftgate)
(5) P904 (w/Endgate)