

2009 ACCESSORIES AND EQUIPMENT**Power Locks - Service Information - Journey****DESCRIPTION****DESCRIPTION****POWER DOOR LOCKS**

The power lock system allows all doors to be locked or unlocked electrically by operating the switch on either front door trim panel. The power lock system operates on non-switched battery current supplied through a fuse in the junction block so that the system remains functional, regardless of the ignition switch position.

AUTOMATIC DOOR LOCKS

The system includes an automatic door locking feature actuated by the Cab Compartment Node (CCN). **The vehicle is built with the system enabled.** The system can be enabled/disabled by the customer. Refer to the owner's manual for information.

The CCN will automatically lock all doors when all of the conditions below are met:

- All doors are closed
- The vehicle speed exceeds 15 ± 1 M.P.H. (24km/h)
- The throttle position sensor tip-in is greater than 10 ± 2 degrees

When the system is disabled the door locks will work by use of the door lock switches only. When this system is enabled the automatic door locks will work automatically.

CHILD PROTECTION LOCK

The child protection locks are on the rear doors only. When enabled, they render the inside remote door release handles inoperative.

DOOR LOCK INHIBIT

The door lock inhibit feature is designed to prevent the locking of keys in a vehicle. The doors cannot be locked with either front door open unless the keys are removed from the ignition switch.

REMOTE KEYLESS ENTRY

The system allows locking and unlocking of vehicle door(s), deck lid release, and panic by remote control using a hand held radio frequency transmitter. The vehicle must be in PARK before the trunk lid can be unlatched with the transmitter.

The receiver may receive signals from up to four transmitters. Each transmitter has its own code, and the code is programmed and stored into receiver memory. If a transmitter is replaced or additional transmitters are added.

the codes for all units have to be reprogrammed into the receiver memory. If a receiver module is replaced, the transmitter codes must be stored in the new receiver memory.

HORN CHIRP TOGGLE

Once the transmitters have been programmed, the horn chirp can be enabled/disabled by sending the horn chirp toggle operation code to the CCN.

OPERATION

OPERATION

POWER DOOR LOCKS

All doors can be locked or unlocked electrically by operating the switch on either front door panel.

The rear doors can be locked or unlocked by actuation of the front door switch, or can be locked or unlocked mechanically and independently with their respective locking knobs.

The front doors can be locked or unlocked mechanically with the locking knob regardless of electrical locking and unlocking actuation with the front door knobs.

The left front door on all vehicles can be locked or unlocked mechanically from the outside with the key or electrically as described above. The left and right front doors can also be unlocked by actuation of the inside remote door handle.

AUTOMATIC DOOR LOCKS

The CCN controls the power locks when the door lock switch is activated. If the door lock switch is pressed for longer than eight consecutive seconds, the CCN will de-energize the door lock relay.

The automatic door lock system can be enabled/disabled either by the customer or with the scan tool. Refer to the scan tool or the vehicle owners manual for enabling/disabling procedures.

The CCN will automatically re-lock all doors if the above conditions are met and if any of the doors become ajar and then closes again.

The power latches are also equipped with a thermal protection system which prevents the latches from burning out.

CHILD PROTECTION LOCK

The lock when engaged, will disable the inside door handle from opening the door. The lock is part of the latch/lock assembly. The lock is engaged by moving a lever that is located on the rearward inside edge of the door.

DOOR LOCK INHIBIT

With the key in the ignition switch in the ON or OFF position and the driver's door open the CCN will ignore the command to lock the power door locks. Once the key is removed, or the driver's door is closed, the CCN will allow the power door locks to lock.

REMOTE KEYLESS ENTRY

The transmitter has four buttons for operation. They are LOCK, UNLOCK, DECK LID RELEASE, and PANIC.

- The **UNLOCK** button will unlock the driver's door and enable illuminated entry. Pushing and releasing the button once will unlock the driver's door. Pushing and releasing the button two times, within a five second interval, will unlock all doors.

The unlock sequence can be toggled between driver door first and all door unlock functions.

- Upon pressing the **LOCK** button, the horn will sound a short CHIRP (if enabled) and flash the park lamps to notify that the all door lock signal was received and set. Illuminated entry is cancelled and the interior lamps are faded to off.
- **DECK LID RELEASE** - The Deck Lid release button changes from a default "press twice" actuation to a "press and hold" (for approximately one third of a second) default. Note that this is customer programmable to "no delay" if so desired.
- Pushing and holding the **PANIC** button will cause the panic alarm to sound for three minutes, until the panic button is pressed and held a second time, or the vehicle reaches a speed of 15 mph.

The receiver is capable of retaining a Vehicle Access Code (VAC) even when power is removed.

Each Remote Keyless Entry (RKE) module must have at least one and no more than four transmitters.

HORN CHIRP TOGGLE

This can be done using a scan tool or by the customer. The horn chirp will enter the opposite state of its current programmed state by receiving this operation code. The CCN is responsible for keeping track of the horn chirp status.

DIAGNOSIS AND TESTING

REMOTE KEYLESS ENTRY

When trouble shooting problems with the Remote Keyless Entry System, always verify that the power door lock/unlock switches are functional. If the doors do not lock/unlock with the power switches, the following components should be analyzed:

- Door Lock Switches
- Door lock/unlock motors
- Fuses
- Lock and unlock relays

- Radio/clock
- Remote keyless entry system

MOTOR, DOOR LOCK

DIAGNOSIS AND TESTING

DOOR LOCK MOTOR

Make certain battery is in normal condition before circuits are tested.

To determine which motor is faulty, check each individual door for electrical lock and unlock or disconnect the motor connectors one at a time, while operating the door lock switch. In the event that none of the motors work, the problem maybe caused by a shorted motor, a bad switch, or a bad relay. Disconnecting a defective motor will allow the others to work.

To test an individual door lock motor, disconnect the electrical connector from the motor. To lock the door, connect a 12 volt power source to the positive pin of the lock motor and a ground wire to the other pin. To unlock the door reverse the wire connections at the motor pin terminals. If these results are NOT obtained, replace the motor.

The door lock motor is integral to the door latch. If faulty, the entire door latch must be replaced.

SOLENOID, RELEASE, LIFTGATE

REMOVAL

REMOVAL

1. Disconnect and isolate the battery negative cable.
2. Remove the liftgate latch assembly. Refer to **Body/Decklid/Hatch/Liftgate/Tailgate/LATCH - Removal** .
3. Remove the liftgate release solenoid.

INSTALLATION

INSTALLATION

1. Install the liftgate latch. Refer to **Body/Decklid/Hatch/Liftgate/Tailgate/LATCH - Installation** .
2. Install the liftgate trim panel. Refer to **Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Installation** .
3. Connect the battery negative cable.

SWITCH, DOOR LOCK CYLINDER

REMOVAL

REMOVAL

1. Disconnect and isolate the battery negative cable.
2. Remove door trim panel. Refer to **Body/Door - Front/PANEL, Door Trim - Removal** .
3. Disconnect the wiring clip and pigtail wire connector.
4. Remove the Door Cylinder Lock Switch from door lock cylinder.

INSTALLATION

INSTALLATION

1. Install the Door Cylinder Lock Switch onto the door lock cylinder.
2. Connect the wiring clip and pigtail wire connector.
3. Install door trim panel. Refer to **Body/Door - Front/PANEL, Door Trim - Installation** .
4. Connect the battery negative cable.

SWITCH, LOCK

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING

VOLTAGE

The following wiring test sequence determines whether or not voltage is continuous through the body harness to switch.

1. Remove switch from door trim panel.
2. Carefully separate multiple terminal block on wiring harness from switch body.
3. Connect one lead of test light to a ground terminal:
 - Touch other test light lead to battery feed B+ terminal.
 - If test light comes on, the wiring circuit between the battery and switch is functional.
 - If test light does not come on, check for a blown fuse. Refer to **SYSTEM WIRING DIAGRAMS** for circuit information.

DOOR LOCK SWITCH

NOTE: Vehicles equipped with the auto-express feature for power windows, the local interface network (LIN) controls the lock, mirror and window features.

Remove the non-express switch from its mounting location. Using an ohmmeter, refer to the **DOOR LOCK**

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Power Locks - Service Information - Journey

SWITCH CONTINUITY table to determine if the continuity is correct in the LOCK and UNLOCK switch positions. If these results are not obtained, replace the switch.

DOOR LOCK SWITCH CONTINUITY

-	SWITCH POSITION	CONTINUITY BETWEEN	RESISTANCE VALUE
MASTER DOOR LOCK	LOCK	3 AND 4	330 ohms $\pm$ 10%
MASTER DOOR LOCK	UNLOCK	3 AND 4	102 ohms $\pm$ 10%
PASSENGER DOOR LOCK	LOCK	4 AND 8	330 ohms $\pm$ 10%
PASSENGER DOOR LOCK	UNLOCK	4 AND 8	102 ohms $\pm$ 10%

REMOVAL

REMOVAL

1. Disconnect and isolate the battery negative remote cable.
2. Using a trim tool, or equivalent, carefully pry up on the window switch until it disengages from the door trim panel.
3. Disconnect switch wire connector.

INSTALLATION

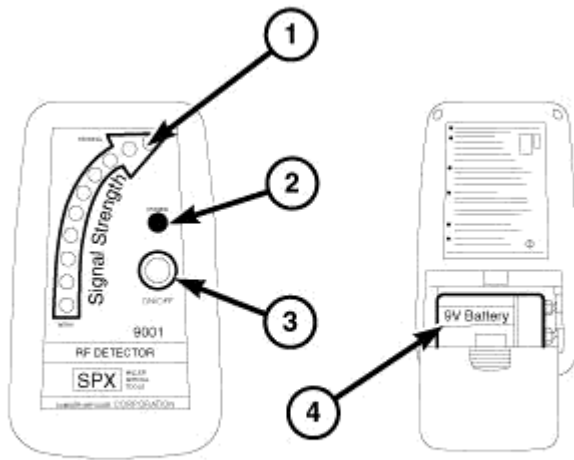
INSTALLATION

1. Connect switch wire connector.
2. Install the switch by snapping into place.
3. Connect the battery negative remote cable.

TRANSMITTER, INTEGRATED KEY FOB

DIAGNOSIS AND TESTING

REMOTE KEYLESS ENTRY TRANSMITTER



114508

Fig. 1: Radio Frequency Detector 9001
 Courtesy of CHRYSLER LLC

Using special tool 9001, first test to ensure that the transmitter is functioning. Typical testing distance is 2.5 centimeters (1 inch) for Asian transmitters and 30.5 centimeters (12 inches) for all others. To test, position the transmitter as shown in illustration. Press any transmitter button, then test each button individually. The tool will beep if a radio signal strength that lights five or more LEDs is detected. Repeat this test three times. If transmitter fails any of the test refer to the proper Diagnostic Procedures information.

FOBIK TRAPPED IN WIN

The Fob with Integrated Key (FOBIK) cannot be rotated to the LOCK position, allowing it to be removed from the ignition switch also referred to as the Wireless Ignition Node/WIN. The automatic transmission or transaxle is shifted mechanically through a cable from the gearshift lever mechanism to the transmission or transaxle valve body. A gated park switch is physically located on and integral to the gearshift lever mechanism and is hard wired directly to the WIN. The gated park switch is a simple plunger-like actuated open or closed contact switch that could be considered redundant to the Transmission Range Sensor (TRS) except that it monitors the position selected with the gearshift lever, while the TRS monitors the position or gear of the transmission or transaxle that is actually engaged. A damaged or improperly adjusted gearshift cable could result in a different gear being engaged than that which is selected. The WIN uses the gated park switch input to control an internal key lock solenoid, which controls whether the FOBIK can be rotated to the LOCK position. When the gearshift lever is not in the PARK position, the gated park switch is a closed circuit, the key lock solenoid is energized and the FOBIK cannot be rotated to the LOCK position for removal.

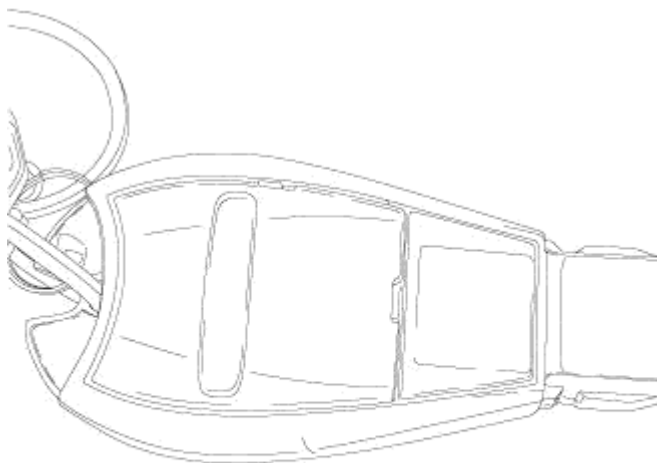
CONDITION	POSSIBLE CAUSES	CORRECTION
	1. Damaged, binding or improperly adjusted gearshift cable.	1. Inspect and replace or adjust gearshift cable, if required.

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Power Locks - Service Information - Journey

CANNOT TURN FOB/K TO LOCK POSITION	2. Damaged or binding gearshift lever mechanism.	2. Inspect and replace or adjust gearshift lever mechanism.
	3. No gated park switch input to WIN.	3. Use a diagnostic scan tool with software release version 8.05 or greater to read and confirm no gated park switch input to the WIN. Refer to the appropriate CONDITION that follows.
	4. Key lock solenoid (WIN) unresponsive to gated park switch input.	4. Use a diagnostic scan tool with software release version 8.05 or greater to read and confirm gated park switch input to the WIN. Refer to the appropriate CONDITION that follows.
NO GATED PARK SWITCH INPUT	1. Open TRS park signal circuit.	1. Repair the open TRS park signal circuit between the gated park switch (gearshift lever mechanism) and the WIN, if required
	2. Damaged or ineffective gated park switch.	2. Replace the damaged or ineffective gated park switch (gearshift lever mechanism), if required.
KEY LOCK SOLENOID UNRESPONSIVE TO GATED PARK SWITCH INPUT	1. Damaged or ineffective key lock solenoid.	1. Replace the damaged or ineffective key lock solenoid (WIN), if required.

STANDARD PROCEDURE**FOBIK TRANSMITTER BATTERY REPLACEMENT****FOBIK WITH BATTERY COVER**



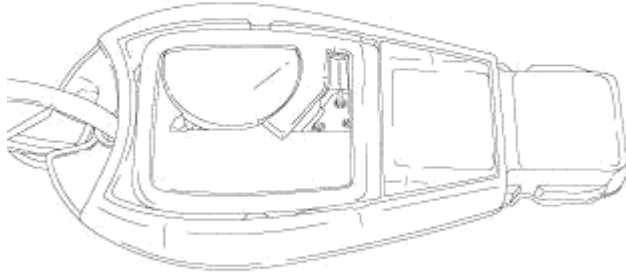
1953754

Fig. 2: FOBIK With Battery Cover
Courtesy of CHRYSLER LLC

NOTE: Do not disturb the metal terminal near the battery. Avoid touching the new battery. Skin oils may cause battery deterioration. If battery are touched, clean with rubbing alcohol.

To replace the FOBIK transmitter battery:

1. Using a small flat bladed tool, carefully remove the battery cover on the back of the FOBIK.



1953797

Fig. 3: FOBIK With Battery Cover Removed
Courtesy of CHRYSLER LLC

2. Remove the battery one at a time by slightly lifting up and sliding out from the FOBIK.
3. Replace the battery with the same type of battery cell.
4. Install the battery with the positive terminal up.
5. Install battery cover and snap into place.
6. Test FOBIK operation.

FOBIK WITHOUT BATTERY COVER



1953825

Fig. 4: FOB/K Without Battery Cover
Courtesy of CHRYSLER LLC

NOTE: Do not disturb the metal terminal near the battery. Avoid touching the new battery. Skin oils may cause battery deterioration. If battery are touched, clean with rubbing alcohol.

This design is a clam shell design whereby both halves are split apart.

1. Remove the valet/spare key from the FOB/K if present.
2. Using a trim stick C-4755 or equivalent, carefully separate the top half from the bottom half.

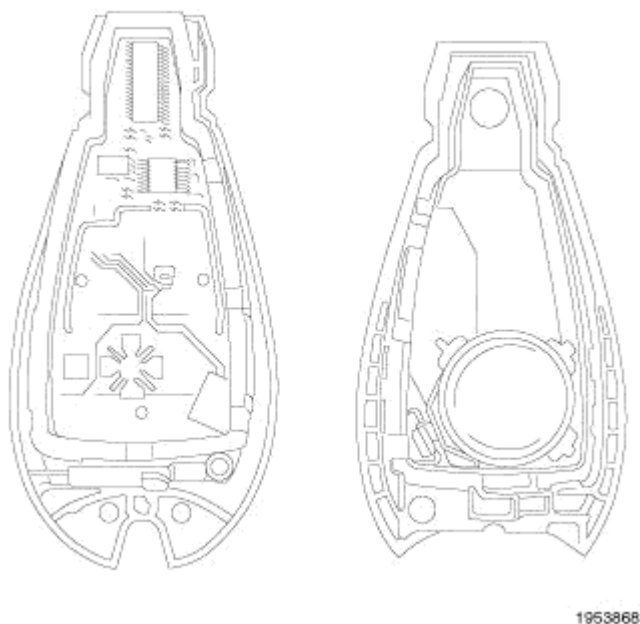


Fig. 5: FOBIK Without Battery Cover Separated
Courtesy of CHRYSLER LLC

3. Lift up on the battery to remove.
4. Replace battery with the same type of cell.
5. Install new battery negative side up.
6. Snap the top and bottom halves together.
7. Test FOBIK operation.

FOBIK PROGRAMING

Make sure instructions are followed in order. Refer to **MODULE PROGRAMMING** . .

SPECIFICATIONS

SPECIFICATIONS

BATTERY

The transmitter has two 3 volt batteries, which can be removed and replaced without special tools. Insert a dime in the side slot of the transmitter case and twist. The halves should separate and the batteries are stacked on top of each other. The batteries are available at local retail stores. Recommended batteries are Duracell DL 2016 or equivalent. Typical battery life is about two years.

CAUTION: Do not handle the batteries any more than necessary. Hands must be clean and dry.

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Power Locks - Service Information - Journey

RANGE

Normal Remote Keyless Entry (RKE) transmitter operation range for vehicles manufactured for domestic markets is up to 20 meters (66 feet) away from the vehicle. On vehicles manufactured for export markets, normal RKE transmitter range is up to 10 meters (33 feet) away from the vehicle. If a domestic market vehicle is equipped with the optional factory-installed Remote Start System, the normal transmitter range is increased to up to 91 meters (300 feet). Please note that the actual RKE transmitter range values may be better or worse than specified above, depending upon many possible variables in the environment at the specific time and location that any RKE transmission is attempted.