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2006 JEEP Grand Cherokee SRT-8 OEM Service and Repair Workshop Manual

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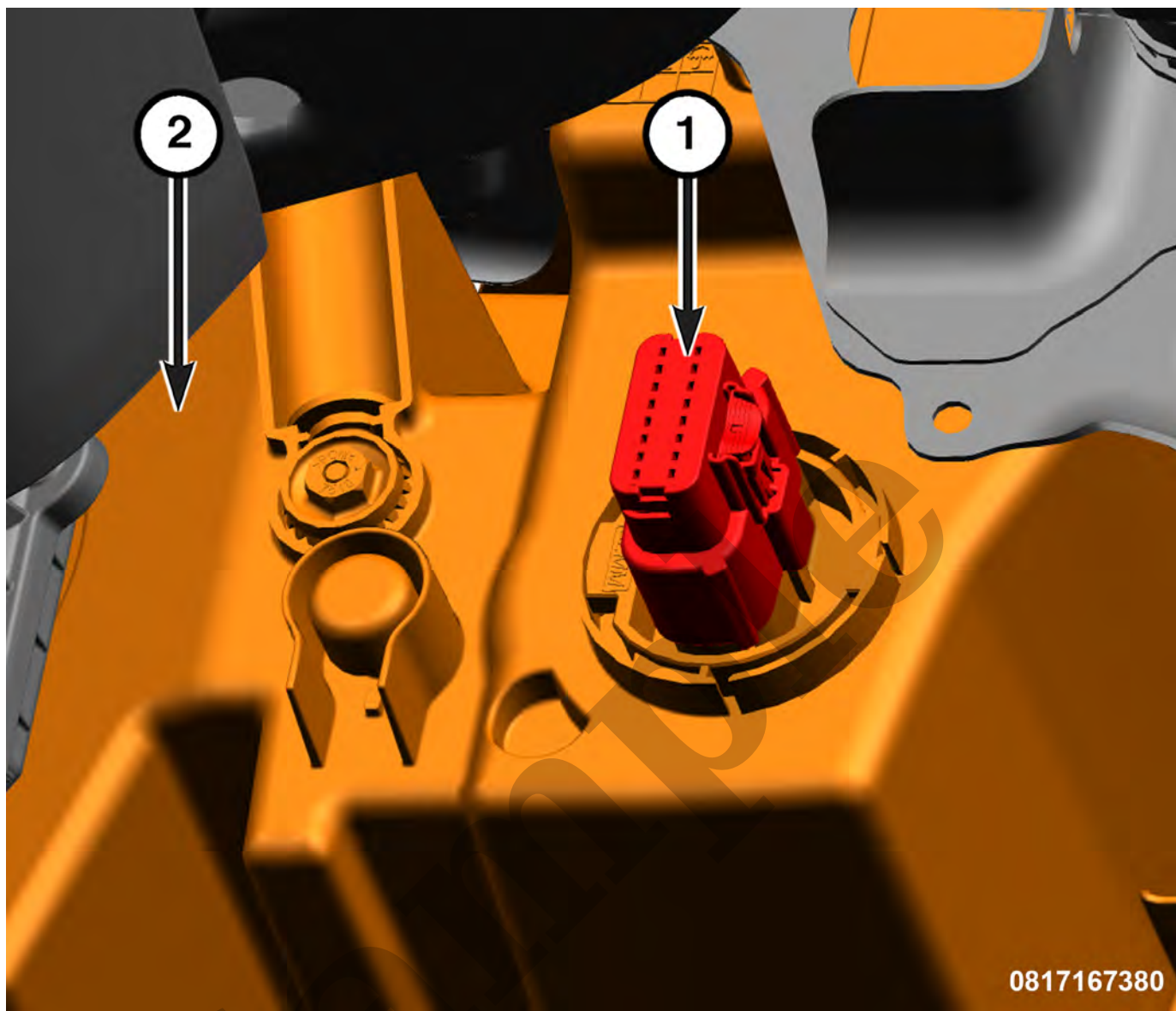
Left Multifunction Switch

LEFT MULTIFUNCTION SWITCH

The left multifunction switch is integral to the Steering Column Control Module (SCCM) and the SCCM is serviced only as an assembly. If the left multifunction switch is ineffective or damaged, the SCCM must be replaced, ([Refer to Electrical/8E - Electronic Control Modules/MODULE, Steering Column Control/Removal and Installation](#)).

NOTE

If any function or feature of either the multifunction switch or the SCCM is ineffective or damaged, or if the Driver AirBag (DAB) has been deployed, the SCCM must be replaced.



1 - Wire Harness Connector
2 - Headlamp Unit

5. Remove the headlamp unit and disconnect the wire harness connector.

INSTALLATION

Follow the removal procedure in reverse for general reassembly of the components on the vehicle. The steps listed below are calling out specific procedures that should be followed during installation.

- Tighten the fasteners securely.

position, the courtesy lighting is illuminated 100%. With the dimmer switch in the "Dome Defeat" or OFF position, the courtesy lighting will only illuminate during an EARS or panic mode event. The IP dimmer transition out of ON when all doors ajar switches report no doors are opened.

5. Car Vacant Mode - Car vacant mode is a requirement that aims to fade off the interior lights immediately after a door has been closed during loading and unloading of the vehicle by the customer. Car vacant mode occurs when the ignition state transitions to OFF.
6. Illuminated Entry - The BCM uses PWM to ramp up the courtesy lighting to 100% illumination when the IP dimmer is in the "Dome Defeat" state, any door is ajar and the courtesy lighting is off.
7. Ajar Switches and Remote Keyless Entry (RKE) Requests.

If any hardware output for any interior lighting system controlled by the BCM develops a faulted condition, the BCM stop and retry the output up to four times per key cycle. After four retries, a Diagnostic Trouble Code (DTC) will be set, and the output will be disabled for the remainder of the cycle. On the next key cycle, the BCM will recover and enable the faulted interior lighting system output until another DTC is set.

A faulted condition is defined as a feature component or interface not functioning properly. Conditions such as a physical input being shorted or open, a bus signal not being available, or a loss of communications are examples of faulted conditions.

Inputs

- Commanded ignition state
- Remote start active from the Radio Frequency Hub (RFH)
- All door ajar switch states
- Panic mode active for Vehicle Theft Alarm (VTA) system
- Vehicle speed from the Automatic Braking System (ABS) module
- Vehicle configuration parameters
- IPC mounted cargo bed light switch
- Cargo bed light switch
- IP dimmer switch position
- Basic request for Remote Keyless Entry (RKE), Passive Entry (PE), or remote start
- Engine running state from the Powertrain Control Module (PCM)
- Radio camera display status from the radio
- Transmission PRND state from the Transmission Control Module (TCM)
- Reverse gear status for manual transmission equipped vehicles from the PCM
- Accessory delay active signal
- OHC dome switch status
- OHC map light status

The courtesy lighting can also be operated manually by changing the OHC dome switch position. For base models, the BCM uses a hard-wired input signal from the OHC to control the courtesy lights. For premium versions, the BCM uses a LIN based signal from the OHC to control the courtesy lights. The OHC outputs are set equal to the LIN signal that the BCM is using to pulse the courtesy lamps.

- Inputs**
- Master OHC courtesy lamp command from the BCM
 - Mood lighting intensity control from the BCM
 - Load shed strategy from the BCM

- Outputs**
- Map switch illumination request to the BCM
 - Map lighting activation request to the BCM
 - Dome state to the BCM
 - Dome switch state to the BCM

INTERIOR LIGHTING FUNCTIONS

Ambient Lighting Function

[Component Index](#)

The ambient lighting system (also know as mood lighting) operates in all ignition states. When ambient lighting is required to be ON, the BCM outputs a signal to activate. The BCM is the master module which determines the ambient lighting logic for all of the lighted devices in the vehicle. The primary feed for ambient lighting is supplied by a 0.9A PWM High Side Driver (HSD) located in the BCM. During ambient/mood lighting, the BCM sets a CAN and LIN signal to mood lighting equal to the PWM value of the ambient lighting feed from the BCM.

The Ambient Lighting systems involves the following lamps and lighting:

Overhead Ambient Light (OHC)
Front Footwell (x2)
Rear Footwell (x2)
Front Map Pockets (x2)
Front Door Handles (x2)
Rear Map Pocket (x2)

Instrument Panel Cluster	IPC
Keyless Ignition Node Module	KIN
Overhead Console	OHC
Occupant Restraint Controller	ORC
Passenger Door Module	PDM
RF Hub Module	RFH
Ride Height Switch Module	RHSM
Rear View Display Mirror	RVDM
Steering Wheel Switch Bank	SWS
Telematics Box Module	TBM
Transmission Control Module	TCM
Terrain Switch Bank Module	TSBM
Wireless Charging Pad Module	WCPM

Day/Night Backlighting Mode:

- **Ambient Sensor Controlled** - The ambient sensor controlled day/night mode feature is designed to automatically turn the instrument lighting to either DAY or NIGHT depending on ambient lighting conditions independently of the headlamp status. The BCM uses the ambient sensor value to help determine DAY/NIGHT mode conditions. The BCM has two internal threshold signals, one for day and one for night. These signals are compared to the ambient sensor value to set the proper DAY NIGHT mode. If the ambient sensor signal is not available for any reason, the BCM uses a hard-wired input from the IP dimming wheel to determine the mode.
- **Headlamp Status Controlled** - If the ambient sensor is not present on the vehicle the DAY/NIGHT status is then determined by following the headlamp status. The BCM uses the IP dimmer position to determine DAY or NIGHT mode.

Panel Intensity - The BCM sets the panel intensity by way of CAN and LIN bus messages according to the respective IP dimmer positions and the park lamp status.

CONDITION	POSSIBLE CAUSES	CORRECTION
	4. Ineffective IPC inputs or outputs.	4. Use a diagnostic scan tool to test the IPC inputs and outputs. Refer to the appropriate diagnostic information.

NON-DIMMING PANEL LAMPS CIRCUIT

CONDITION	POSSIBLE CAUSES	CORRECTION
A SINGLE LAMP DOES NOT ILLUMINATE	1. Ineffective ground circuit.	1. Test and repair the open ground circuit if required.
	2. Ineffective feed circuit.	2. Test and repair the open feed circuit if required.
	3. Ineffective lamp bulb or Light Emitting Diode (LED) unit.	3. Test and replace the lamp bulb or LED unit if required.
A SINGLE LAMP DOES NOT EXTINGUISH	1. Ineffective feed circuit.	1. Test and repair the shorted feed circuit if required.
ALL LAMPS DO NOT ILLUMINATE	1. Ineffective ground circuit.	1. Test and repair the open ground circuit if required.
	2. Ineffective feed circuit.	2. Test and repair the open feed circuit if required.
	3. Ineffective BCM inputs or outputs.	3. Use a diagnostic scan tool and the appropriate diagnostic information for further BCM diagnosis.

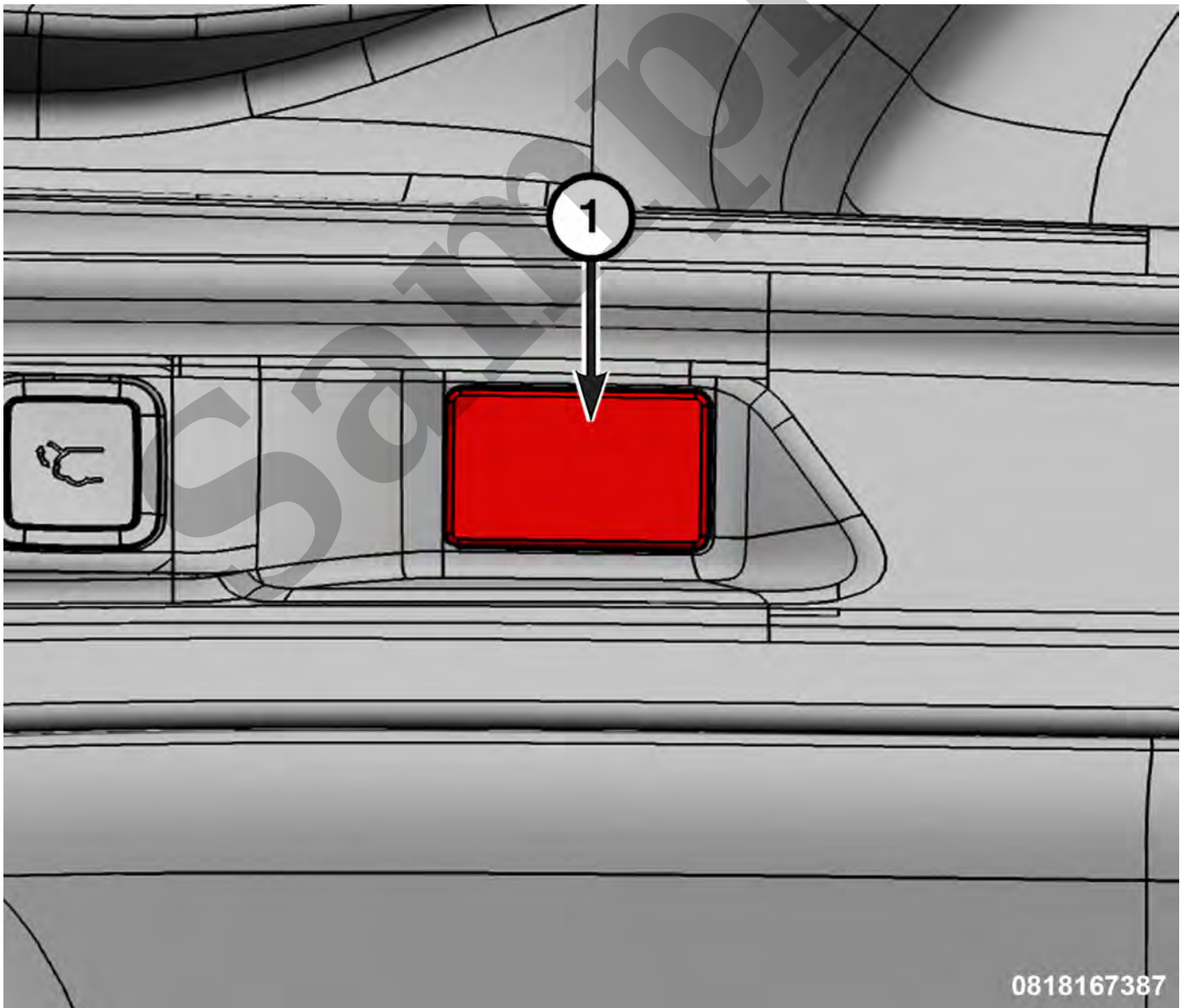
YOUR CURRENT VEHICLE

Quarter Trim Lamp

QUARTER TRIM LAMP

REMOVAL

1. Remove the lower rear quarter trim panel ([Refer to Body/Interior/PANEL, Quarter Trim, Rear/Removal and Installation](#)).



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- Tighten the fasteners securely.

Sample

1 – Lamp

2. Disengage the tab from the door handle unit to release the lamp.
3. Remove the lamp from the vehicle.

INSTALLATION

Follow the removal procedure in reverse for general reassembly of the components on the vehicle.