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2007 Jeep CHEROKEE Service Manual

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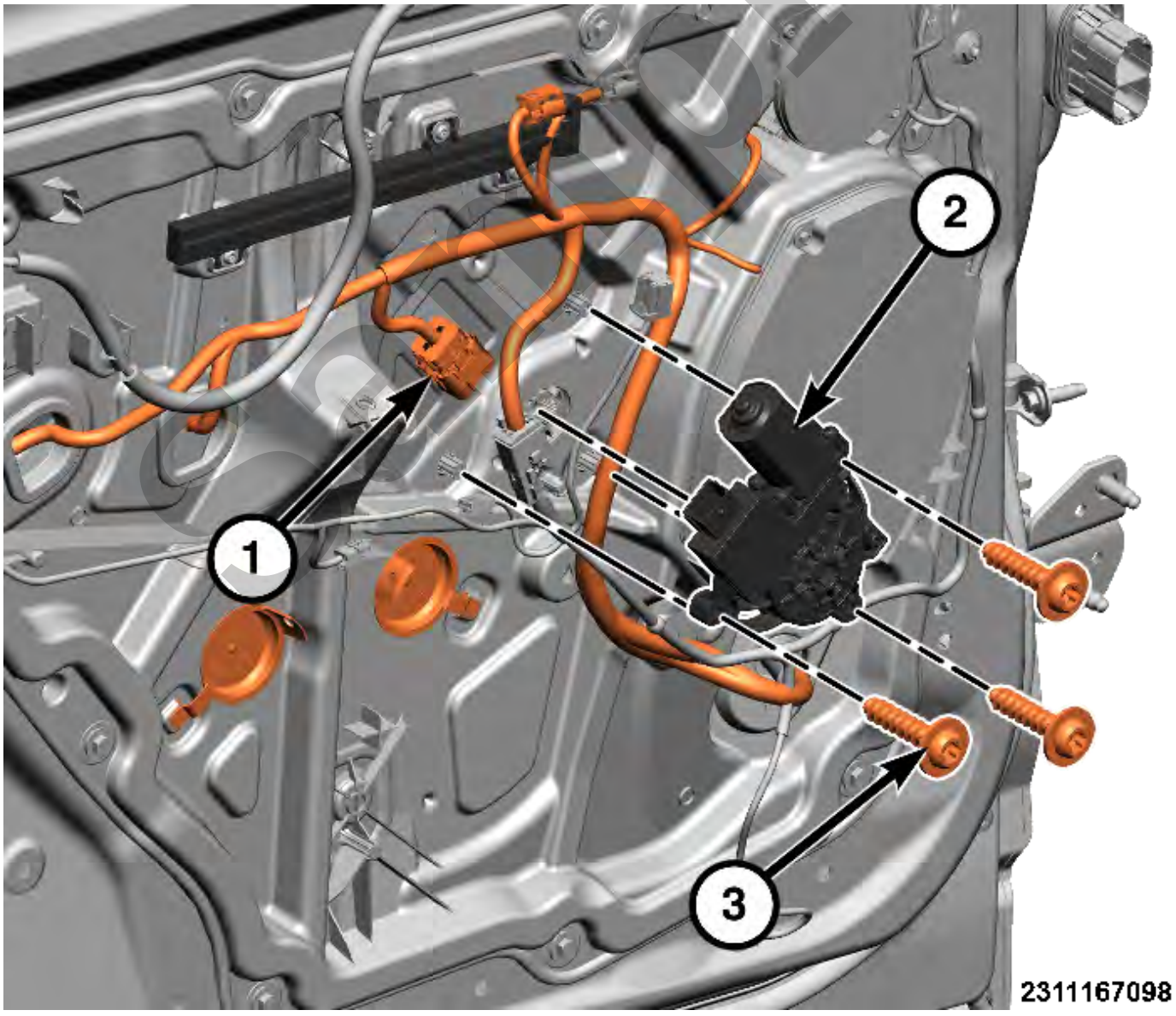
Rear Door Window Motor

REAR DOOR WINDOW MOTOR

REMOVAL

1. Remove the door trim panel (Refer to Body/Doors - Rear/PANEL, Rear Door Trim/Removal and Installation).



Front Door Window Switch

FRONT DOOR WINDOW SWITCH

The front window switches for this vehicle are serviced as an assembly with the appropriate lock switch (Refer to Electrical/Power Locks/SWITCH, Lock/Removal and Installation).

The ACC system can also bring the vehicle to a standstill. The ACC system has an Electronic Park Brake (EPB), to keep the host vehicle at a stand-still for an period of time. After the vehicle is brought to a stand-still, the vehicle is initially kept at a standstill by the brake system, and after the brake system times out, EPB is activated and the ACC system is cancelled after two seconds. The ACC system activates the brake lamps.

When a vehicle is equipped with the ACC system, the NCC operation is also be controlled by the CADM. The driver can always use the NCC system if they prefer. The NCC is a conventional system with an addition of the CADM.

Overtake Aid - When the ACC is engaged and the vehicle is trailing a slower moving vehicle, the ACC system provides an overtake aid when the driver activates the turn signal indicator. The turn signal indicator activation is a status signal that the BCM receives and then sends to the CADM for processing. The overtake aid consists of additional amounts of acceleration while trailing the vehicle to aid in a lane shift maneuver. Overtake aid is only provided when the vehicle being to transition to the overtaking lane. The overtaking lane is on the left side in left hand drive counties and is on the right side in right hand drive countries. The CADM determines the flow of traffic by observing oncoming traffic and applying the side at which it provides overtake aid. The CADM inhibits the overtake aid if a target object is detected by the CADM in the lane the vehicle is transitioning to. The CADM also uses the MRRRR and the MRRRL to detect if a vehicle is present in the blind spot of the host vehicle. The CADM also inhibits overtake aid If a vehicle is detected in this region.

The following includes the ACC/NCC deactivation/cancellation conditions:

- The brakes are manually applied
- EPB is applied
- Driver door is ajar (ACC only)
- Driver seatbelt is unbuckled (ACC only)
- Vehicle is above or below a defined range of operation
- Vehicle is in 4LO
- Transmission is shifted to **N** , **R** , or **P**
- Brakes are overheated
- Speed limiter function is active or is being activated
- Vehicle is on steep grade at low vehicle speed (ACC only)
- Forward Collision Warning (FCW) intervention
- Cancel button is pressed
- LRRF is misaligned (ACC only)
- Cancellation request from BSCM (BSCM event detected)
- BSCM internal failure or loss of communication exists
- Electronic Stability Control (ESC) failure
- CADM overheating condition

YOUR CURRENT VEHICLE

Speed Control Switch

SPEED CONTROL SWITCH

REMOVAL

WARNING

To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

1. Remove the instrument panel steering wheel bezel (Refer to 23 - Body/Instrument Panel/BEZEL, Instrument Panel/Removal and Installation)(Refer To List 1).

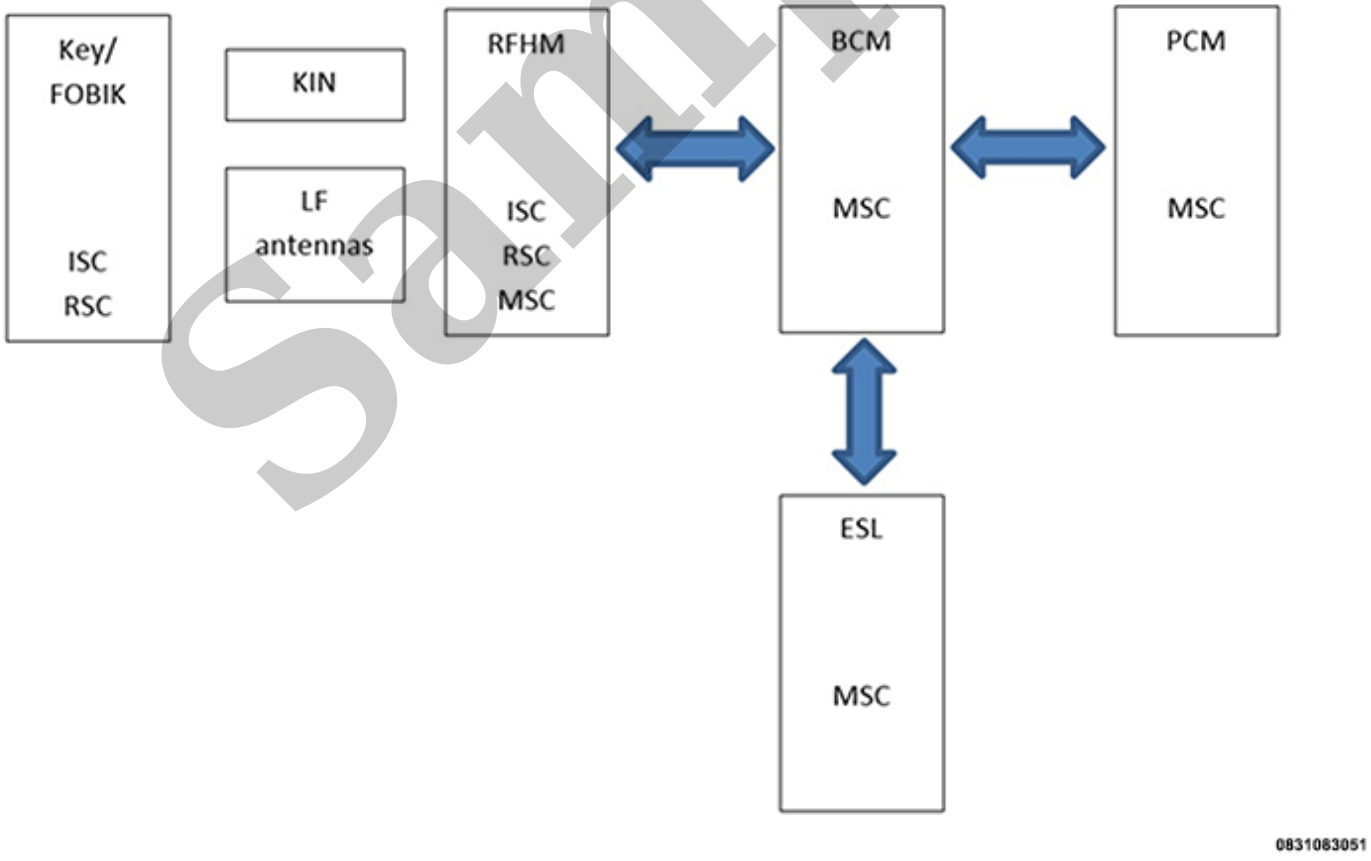
4.	Radio Frequency Hub (RF Hub)
5.	Keyless Ignition Node (KIN)
6.	Instrument Panel Cluster (IPC)
-	Key Fob with Integrated Transponder Chip

The SKIS is factory-installed standard equipment on this vehicle. The SKIS provides vehicle protection by immobilizing the vehicle and preventing the engine from operating unless a valid Key Fob is detected. The Key Fob must be present somewhere inside the passenger compartment of the vehicle for the engine to start.

The SKIS, when used in combination with certain market and sales code versions of the Vehicle Theft Security System (VTSS), adds an Electronic Steering Lock (ESL) that provides protection by locking the steering column unless a valid encoded Key Fob is present somewhere inside the passenger compartment of the vehicle.

OPERATION

The following is a graphic flow chart of the SKIS:



OPERATION

Outputs

- LF antenna Key Fob validation requests.
- Ignition command to the BCM once Key Fobs are validated.
- BCM SKIS authentication requests.

disconnected and reconnected. This feature alerts the vehicle operator that the VTA system alarm was activated while the vehicle was unattended.

Body Control Module (BCM)

Component Index

Inputs

- Hardwired hood ajar switch sense.
- Vehicle Speed Signal (VSS) from the Anti-lock Brake System (ABS) module.
- Remote start arm request.
- RKE and passive entry lock and unlock requests from the RF Hub.
- Door, tailgate and hood ajar inputs.
- Remote start active status.
- Valid key fob detection message from the RF Hub.
- Vehicle remote start configuration inputs.

Outputs

- VTA system status.
- VTA system disable, delay, lockout and authorization signals.
- Hood ajar switch ground.

Door Ajar Switch

Component Index

The ajar switches are actuated by the latch mechanism and the latch striker. When the doors and tailgate closed and properly latched, the ajar switches are open circuits. When any of the entry points are opened or only partially latched, the ajar switch transitions to a closed circuit. The ajar switches are hard wired in series between ground and a signal circuit of the BCM.

Hood Ajar Switch

Component Index

The Hood ajar switch is actuated by the latch mechanism and the latch striker. When the hood is closed and properly latched, the ajar switch has a resistance value of 1000 Ohms. When any of the entry points are opened or only partially latched, the ajar switch transitions to a value of 500 Ohms. The ajar switches are hard wired in series between ground and a signal circuit of the BCM.

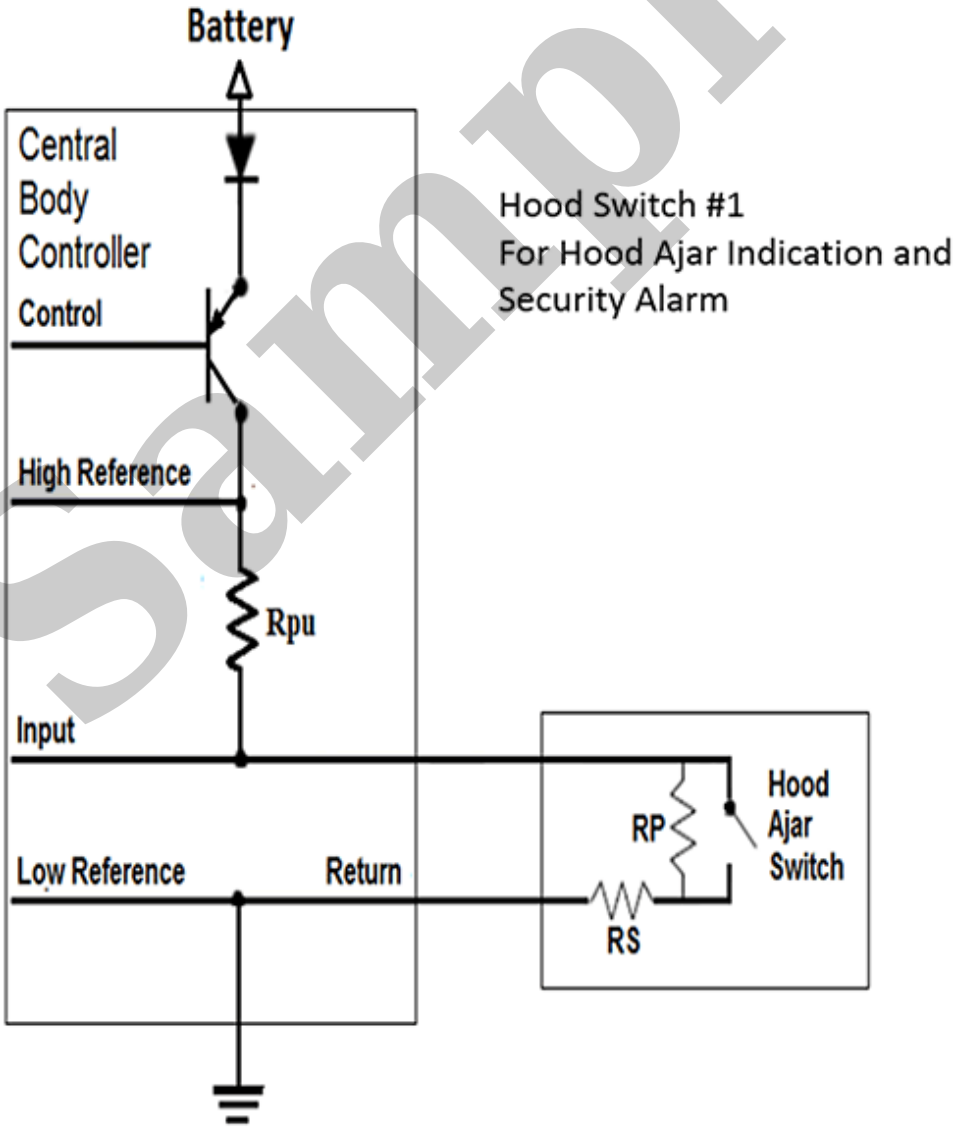
Instrument Panel Cluster (IPC)

YOUR CURRENT VEHICLE

Hood Ajar Switch - Latch

HOOD AJAR SWITCH - LATCH

1. Disconnect and isolate the negative battery cable(s).
2. Disconnect the pigtail wire harness connector for the hood ajar switch.



Hood Ajar Switch

HOOD AJAR SWITCH

REMOVAL