

DOOR LOCKS - POWER

Article Text

1993 Volkswagen Corrado

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Wednesday, March 22, 2000 09:08PM

ARTICLE BEGINNING

1993 ACCESSORIES & EQUIPMENT

Volkswagen Power Door Locks

Volkswagen; Corrado SLC, Passat

DESCRIPTION & OPERATION

Power locks are an electronically controlled, vacuum operated system. Components include bi-pressure pump, tubing and an activator for each door. See Fig. 1, 2 or 3.

The power lock system operates from either passenger or driver's door lock. If the key is inserted in either door or trunk lock and held in the unlock position, all locks will be operated simultaneously. Power lock system will not operate on door(s) or trunk lid if left unlatched.

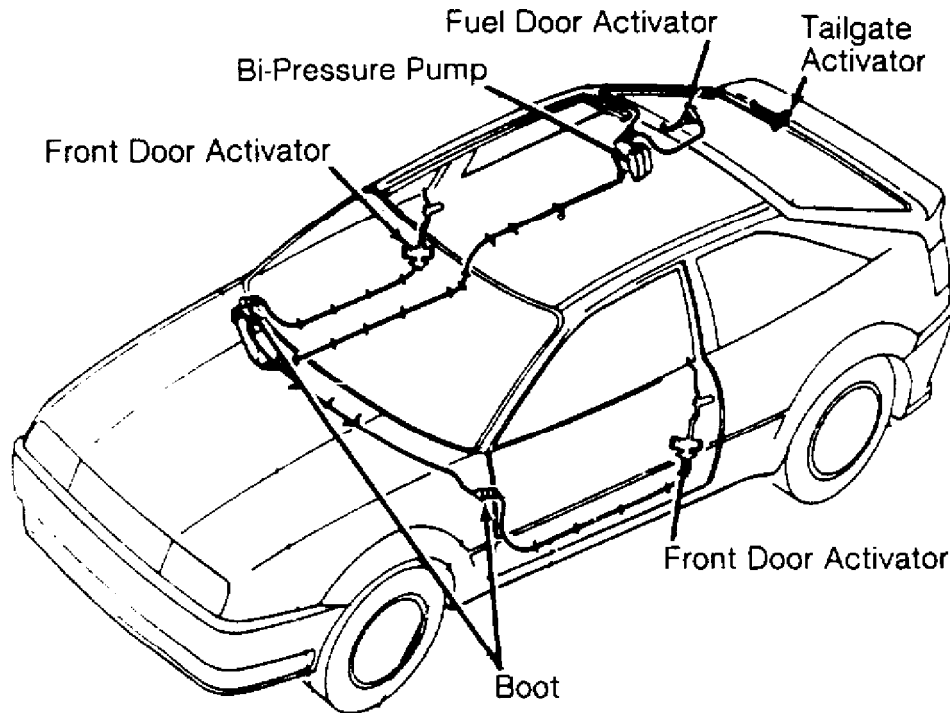


Fig. 1: Power Door Lock System Vacuum Diagram & Component Locator (Corrado SLC)
Courtesy of Volkswagen United States, Inc.

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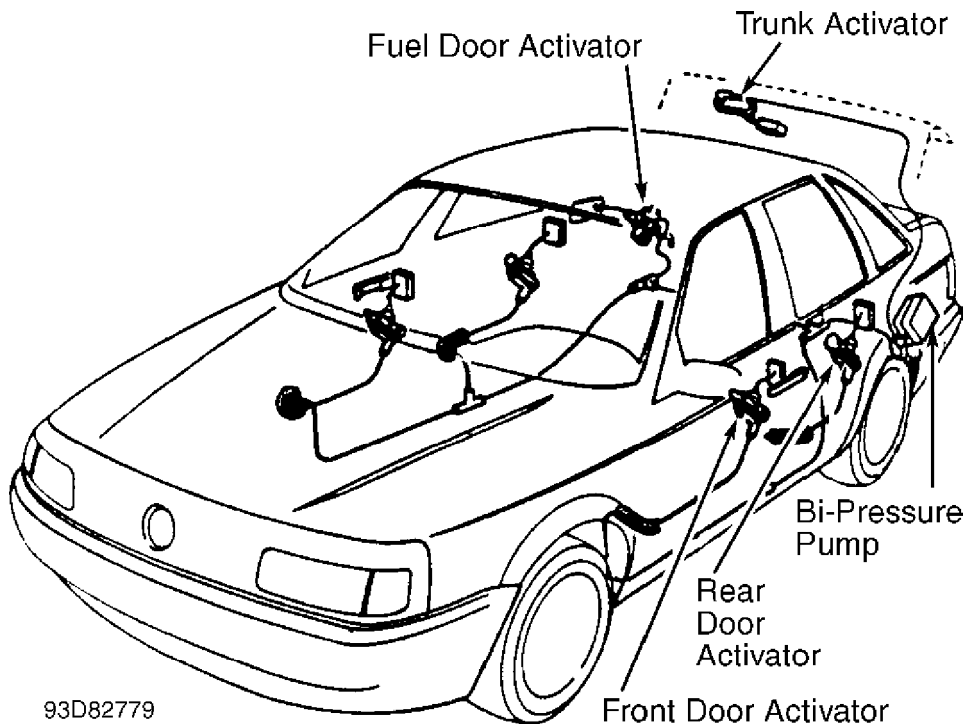


Fig. 2: Power Door Lock System Vacuum Diagram & Component Locator (Passat)

Courtesy of Volkswagen United States, Inc.

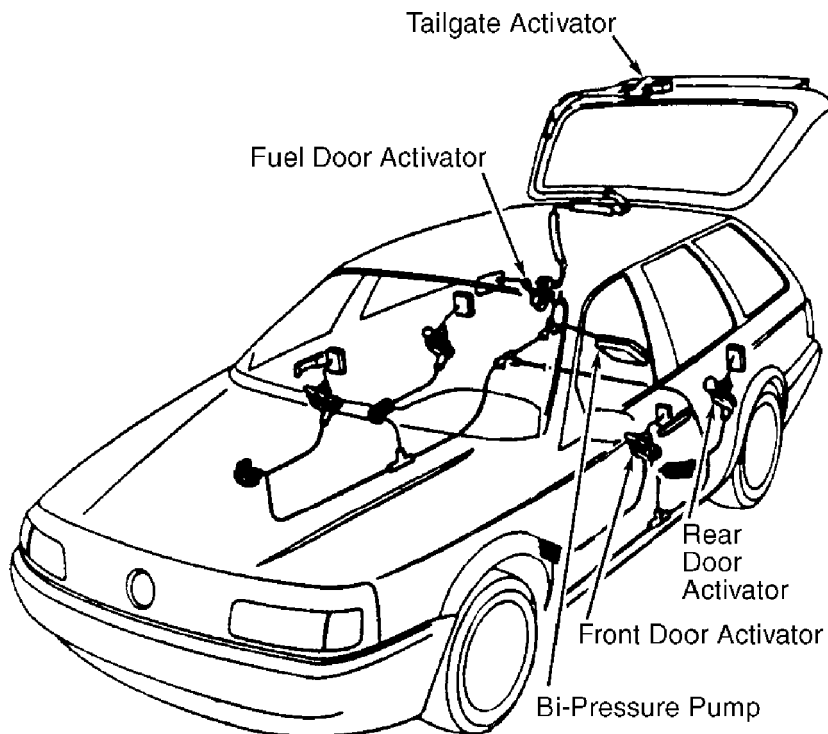


Fig. 3: Power Door Lock System Vacuum Diagram & Component Locator (Passat Wagon)

Courtesy of Volkswagen United States, Inc.

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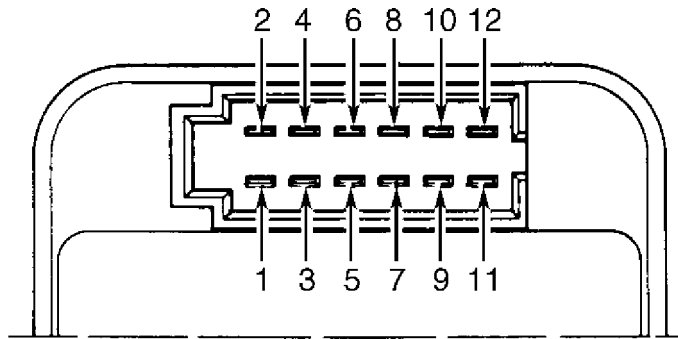
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TROUBLE SHOOTING

SYSTEM DOES NOT OPERATE

1) Power & Ground Check

Obtain radio security code. Disconnect battery cable terminals. Disconnect control module 12-pin connector. Connect negative lead to control module wiring harness connector terminal No. "3". See Fig. 4. Connect positive voltmeter lead to terminals No. "1". If voltage is present, go to next step. If voltage is not present, repair open circuit.



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Fig. 4: Identifying Control Module Wiring Harness Connector Terminals
Courtesy of Audi of America, Inc.

2) Door Lock Switch Check (Driver's Door)

Connect negative lead to control module wiring harness connector terminal No. "3". Connect positive voltmeter lead to terminals No. "7". Insert key in driver's door and turn to lock position. If voltage is present, go to next step. If voltage is not present, repair circuit or switch as necessary.

3) Door Lock Switch Check (Passenger's Door)

Connect negative lead to control module wiring harness connector terminal No. "3". Connect positive voltmeter lead to terminals No. 10. Insert key in passenger's door and turn to unlock position. If voltage is present, go to next step. If voltage is not present, repair circuit or switch as necessary.

4) Activator Check

Reconnect control module 12-pin connector. Open trunk lid. Close all doors and lock with key. Disconnect control module 12-pin connector. Connect ohmmeter negative lead to control module wiring harness connector terminal No. "3". Connect positive lead to terminal No. "4". If continuity is present, go to next step. If continuity is not present, repair circuit or activator as necessary.

5) Reconnect control module 12-pin connector. Open trunk lid. Unlock all doors with key. Disconnect control module 12-pin connector. Connect voltmeter negative lead to control module wiring harness connector terminal No. "3". Connect positive lead to terminal No. "4". If voltage is present, replace bi-pressure pump and control module. If voltage is not present, repair circuit or activator as necessary.

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VACUUM SYSTEM CHECK

Door Lock System Does Not Operate

Locate vacuum hose junction. See Fig. 1, 2 or 3. Individually remove vacuum hose from junction box. Plug junction box port. If door lock system operates, repair vacuum in hose. If door lock system does not operate, repeat procedure for all other vacuum circuit at junction box.

TESTING

SYSTEM TEST

Ensure vehicle battery is fully charged, fuses are okay and no leaks are present in vacuum system. When activated, bi-pressure should operate longer than 5 seconds and then pulse.

CONTROL MODULE TEST

Perform all procedures under TROUBLESHOOTING. If system still does not perform correctly, replace control module.

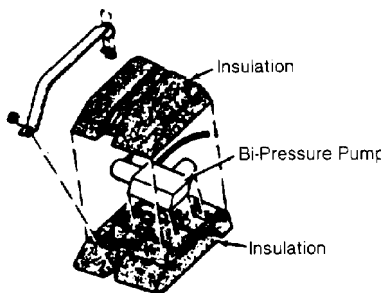
REMOVAL & INSTALLATION

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.

BI-PRESSURE PUMP

Removal & Installation

Remove right rear luggage trim. Remove bi-pressure pump bracket and insulation. Remove bi-pressure pump. See Fig. 5. To install, reverse removal procedure.



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Fig. 5: Locating Bi-Pressure Pump
(Corrado SLC Is Shown; Passat Is Similar)
Courtesy of Volkswagen United States, Inc.

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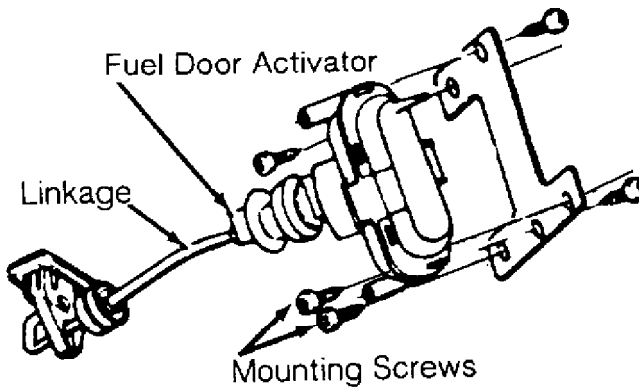
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FUEL DOOR ACTIVATOR

Removal & Installation

Remove pressure line. Remove mounting screws. See Fig. 6. Open activator hinge and unhook linkage. Remove activator. To install, reverse removal procedure.



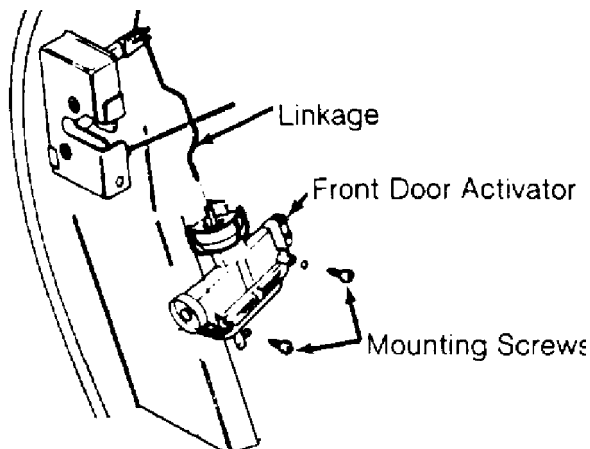
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Fig. 6: Exploded View Of Fuel Door Activator
Courtesy of Volkswagen United States, Inc.

FRONT DOOR MASTER ACTIVATORS

Removal & Installation

Close window and remove door trim. Remove vacuum hose and connector from switch element. See Fig. 7. Open activator hinge. Unhook lock linkage. Remove front master activator. To install, reverse removal procedure.



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Fig. 7: Locating Front Master Activator
Courtesy of Volkswagen United States, Inc.

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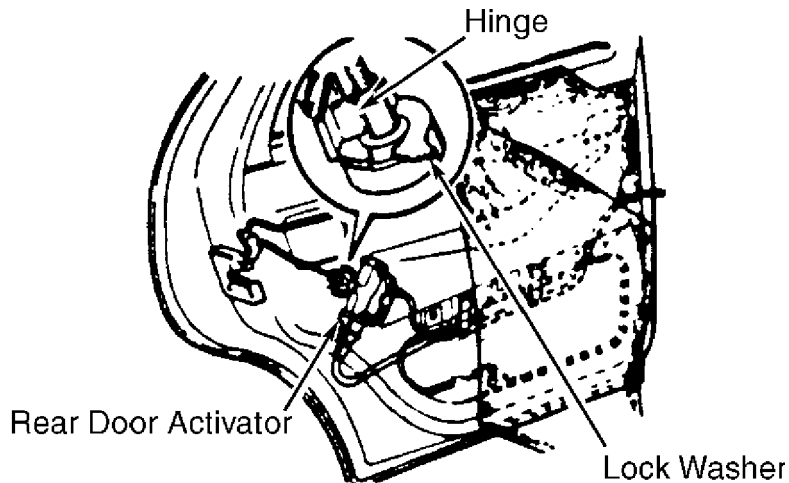
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REAR DOOR MASTER ACTIVATORS

Removal & Installation

Close window and remove door trim. Remove pressure line and connector from switch element. See Fig. 8. DISCONNECT inner door opening mechanism and locking rod. Remove vacuum hose from retaining clips. Open activator hinge. Unhook lock linkage. Remove rear master activator. To install, reverse removal procedure.



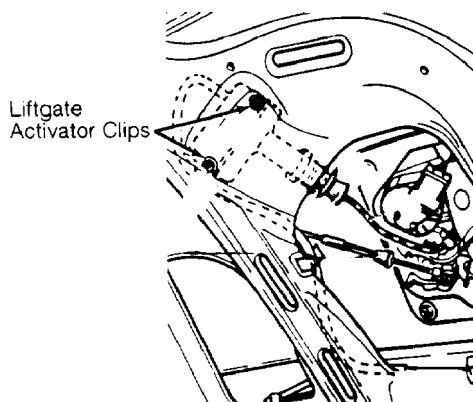
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Fig. 8: Locating Front Master Activator
Courtesy of Volkswagen United States, Inc.

LIFTGATE ACTIVATOR

Removal & Installation

Rotate liftgate activator clips 1/4 turn to unlock. See Fig. 9. Remove inner panel. Remove pressure line from activator. Remove tension rod clip. Remove mounting bolts. Remove activator. To install, reverse removal procedure.



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Fig. 9: Locating Trunk Lid Activator Clips
Courtesy of Volkswagen United States, Inc.

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WIRING DIAGRAMS

See appropriate chassis wiring diagram in WIRING DIAGRAMS.

END OF ARTICLE