ACCESSORIES AND EQUIPMENT

Audio And Video - Service Information - Chrysler 300

DESCRIPTION

DESCRIPTION

Several combinations of radio receivers and speaker systems are offered. The audio system uses an ignition switched source of battery current so that the system will only operate when the ignition switch is in the RUN or ACCESSORY positions.

The audio system includes the following components:

- ISC Screen Module
- Telematics Gateway Module (TGM)
- Antenna (AM/FM and Satellite Audio and navigation)
- Power amplifier (with premium speaker system only)
- Radio noise suppression components
- Radio receiver
- Remote radio switches (if equipped)
- Satellite Receiver (integrated within the TGM)
- Speakers

OPERATION

OPERATION

The audio system components are designed to provide audio entertainment and information through the reception, tuning and amplification of locally broadcast radio signals in both the Amplitude Modulating (AM) and Frequency Modulating (FM) commercial frequency ranges.

The audio system components operate on battery current received through a fuse in the Power Distribution Center (PDC) on a fused ignition switch output (run-acc) circuit so that the system will only operate when the ignition switch is in the Run or Accessory positions.

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - AUDIO

Any diagnosis of the Audio system should begin with the use of scan tool. Check for any Diagnostic Trouble Codes (DTCs) RADIO. If there are any DTCs, perform the appropriate diagnostic procedure(s) before proceeding.

For complete circuit diagrams, refer to the appropriate wiring information.

WARNING: Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

AUDIO SYSTEM DIAGNOSIS

CONDITION	POSSIBLE CAUSE	CORRECTION
TELEMATICS GATEWAY (TGW) INOPERATIVE	1. Fuse inoperative.	Check TGW fuses in the rear PDC. Replace fuses, if required.
	2. Open Wiring.	Perform the "No Response From Radio" test. Refer to **DIAGNOSIS AND TESTING** .
NO AUDIO - BUT TGW LIGHTS UP	1. Antenna problem.	Perform the "Poor or No AM/FM Audio Reception" test. Refer to **DIAGNOSIS AND TESTING** .
	2. TGW or Amplifier (if equipped) connector damaged.	Check for loose or corroded TGW or Amplifier connector. Repair, as required.
	3. Wiring damaged.	Check for shorted or open wires. Repair wiring as required.
	4. TGW or Amplifier (if equipped) ground damaged.	Check for continuity between TGW or Amplifier and a known good ground. There should be continuity. Repair ground as required.
	5. Amplifier (if equipped) inoperative.	Refer to **DIAGNOSIS AND TESTING** or **DIAGNOSIS AND TESTING** .
	6. Speakers inoperative.	or if equipped. Refer to **DIAGNOSIS AND TESTING** or **DIAGNOSIS AND TESTING** or **DIAGNOSIS AND TESTING** .
NO DISPLAY FROM THE INTEGRATED CENTER STACK (ICS) SCREEN	1. Fuse inoperative.	Check the TGW and ICS fuses in the Junction Block. Replace fuses, if required.
	2. TGW and ICS connectors	Check for loose or corroded

	damaged.	TGW and ICS connectors. Check Repair as required.
	3. Wiring damaged.	Check for battery voltage at TGW and ICS connectors. Repair wiring as required.
	4. Low Voltage Differential Signal (LVDS) Video Cable open or connectors damaged.	Check for loose or poor LVDS cable connections between the TGW and ICS connectors. Check and repair as required.
	5. TGW and ICS ground circuit damaged.	Check for continuity between TGW and ICS and a known good ground. There should be continuity. Repair ground as required.
	6. TGW or ICS inoperative.	Check "No Response from TGW". Refer to **DIAGNOSIS AND TESTING** . Check "No Response from ICS" Refer to **DIAGNOSIS AND TESTING** .
POOR AM/FM RADIO RECEPTION	1. Antenna inoperative	Perform the "Poor or No AM/FM Audio Reception" test. Refer to **DIAGNOSIS AND TESTING** .
	2. TGW ground damaged.	Check for continuity between TGW chassis and a known good ground. There should be continuity. Repair ground as required.
	3. TGW inoperative.	Refer to **DIAGNOSIS AND TESTING** . or **DIAGNOSIS AND TESTING** .
	4. Faulty rear window antenna (grid).	Verify that the rear antenna grid is functioning properly. Repair as necessary. Refer to **MAST, ANTENNA, DIAGNOSIS AND TESTING**.
POOR SDAR AUDIO RECEPTION	1. SDAR Antenna Inoperative.	Perform the "Poor or No Satellite Audio Reception" test. Refer to **DIAGNOSIS AND TESTING** .
SOUND DISTORTION (VIBRATION FROM SPEAKER AREA, BUZZING - HUMMING)	1. Door trim panel loose or missing fasteners.	Inspect door trim panel and correct as necessary. Replace any missing fasteners.
	2. Water shield loose or misaligned.	Inspect water shield and adjust as required.

	3. Items placed in door trim panel map pockets vibrating or moving from side to side.	Remove items from door trim panel. Ensure that vibration is no longer present.
	4. Alternator whine.	Check charging system.
	5. Noise when the rear window defogger is on.	Check for an open grid line in the EBL.
NO MEMORY	1. Fuse inoperative.	Check fuse in rear PDC. Replace fuse, if required.
	2. Radio connector damaged.	Check for loose or corroded radio connector. Repair, if required.
	3. Wiring damaged.	Check for battery voltage at radio connector. Repair wiring, if required.
	4. Ground damaged.	Check for continuity between the radio chassis and a known good ground. There should be continuity. Repair ground, if required.
	5. Not communication with the Memory Seat Module (MSMD).	Check for DTCs in the MSMD. Refer to **DIAGNOSIS AND TESTING** .
NO COMPACT DISC OPERATION	1. CD damaged.	Insert known good CD and test operation. Avoid the use of "home made" CD's with adhesive labels. The labels may cause disc to become jammed in the radio.
	2. Foreign material on CD.	Clean CD and test operation.
	3. Condensation on CD or optics.	Allow temperature of vehicle interior to stabilize and test operation.
	4. Radio inoperative.	Exchange or replace radio, if required.

STANDARD PROCEDURE

STANDARD PROCEDURE - USER DATA BACKUP

The mid line ICS with the 8.4 in screen has the option to back up user data. The base model system does not have this option.

Plug in a USB stick into the Universal Customer Interface (UCI) USB port. In "Dealership Menu" then "Copy User Data" this will copy personalization settings to a USB stick. Upon replacing the Telematic Gate Way (TGW) Module return back to the Dealer Menu and select "Restore User Data" to replace

the user's personal settings.

AMPLIFIER

DESCRIPTION

DESCRIPTION

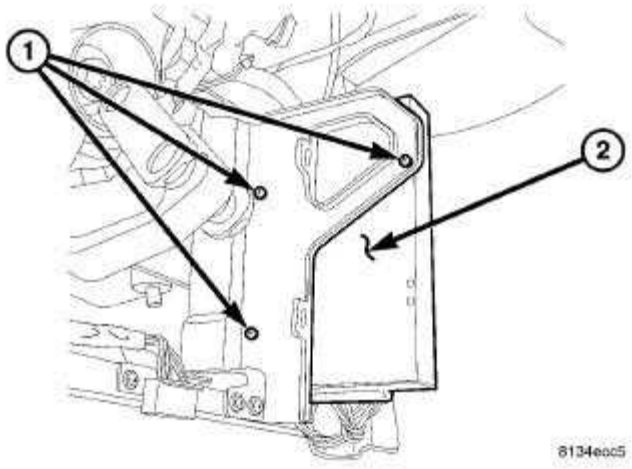

Fig. 1: Amplifier
Courtesy of CHRYSLER GROUP, LLC

NOTE: Hands Free Module removed for clarity.

The amplifier is mounted to the left of the steering column under the instrument panel.

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - AMPLIFIER

Any diagnosis of the Audio system should begin with the use of a scan tool and the appropriate Diagnostic Service information.

Refer to the appropriate wiring information.

The amplifier unit should be checked if there is no sound output noted from the speakers. For diagnosis of the power amplifier. Refer to **SPEAKER, DIAGNOSIS AND TESTING**.

REMOVAL

REMOVAL

1. Disconnect and isolate battery negative cable.
2. Remove the steering column opening cover. Refer to **COVER, STEERING COLUMN**

OPENING, REMOVAL .

3. Remove the Hands Free Module (HFM). Refer to **MODULE, HANDS FREE, REMOVAL** .
4. Disconnect the amplifier electrical connectors.
5. Loosen the mounting fasteners.
6. Remove the amplifier (2).

INSTALLATION

INSTALLATION

1. Install the amplifier.
2. Tighten the amplifier mounting retainers.
3. Connect the amplifier electrical connectors.
4. Install the Hands Free Module (HFM). Refer to **MODULE, HANDS FREE, INSTALLATION** .
5. Install the steering column cover. Refer to **COVER, STEERING COLUMN OPENING, INSTALLATION** .
6. Connect the negative battery cable.

ANTENNA, SATELLITE, AUDIO

DESCRIPTION

DESCRIPTION

On vehicles equipped with satellite audio, a combined antenna for satellite and navigation is used. For removal and installation. Refer to **ANTENNA, SATELLITE, AUDIO, REMOVAL** and **ANTENNA, SATELLITE, AUDIO, INSTALLATION**.

For information on diagnosing the antenna and cables, using the (special tool #9977-6, Kit, Radio Antenna Diagnostic) perform the "Poor or No Satellite Audio Reception" test. Refer to **DIAGNOSIS AND TESTING** .

REMOVAL

REMOVAL

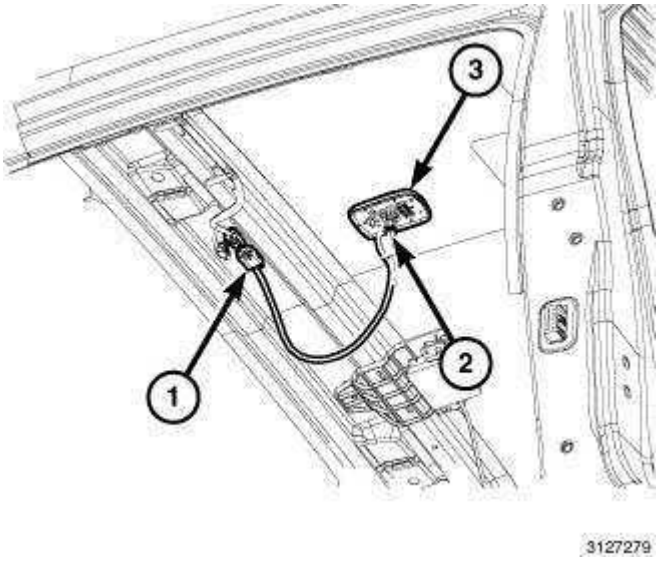

Fig. 2: Antenna Electrical Connectors, Mounting Fastener And Antenna
Courtesy of CHRYSLER GROUP, LLC

NOTE: This operation will require the necessity of two technicians.

1. Disconnect and isolate the negative battery cable.

CAUTION: Be extremely careful not to pull too hard on the headliner which could cause it to buckle. Support it if it starts to drop.

2. Lower the headliner. Refer to **HEADLINER, REMOVAL** .
3. Once the headliner is loose, move the front seats forward and lower the front seat backs and rest the headliner on top of the seats.
4. Disconnect the antenna electrical connectors from the antenna (1).
5. Remove the mounting fastener (2).
6. From inside the vehicle and using a flat bladed tool, depress one of the retaining tabs on the antenna. Push up the one side of the antenna connector through the roof panel. Depress the other side of the connector and remove the antenna (3).

INSTALLATION

INSTALLATION

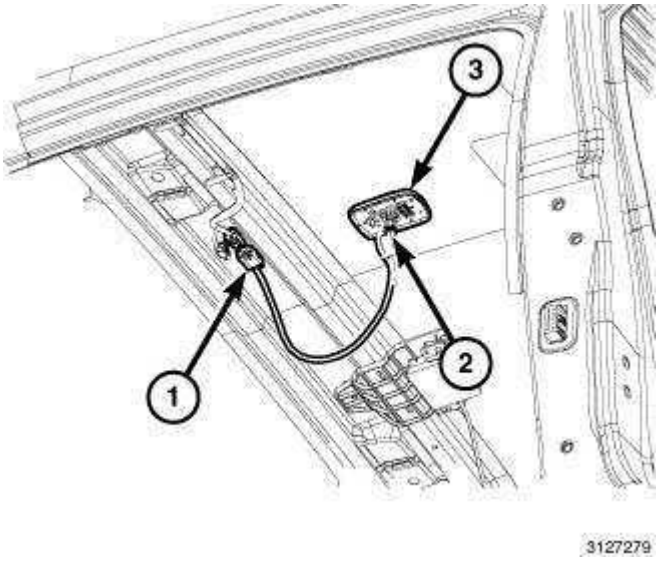

Fig. 3: Antenna Electrical Connectors, Mounting Fastener And Antenna
Courtesy of CHRYSLER GROUP, LLC

1. Insert the antenna harness through the hole in the roof panel. Press the antenna (3) into position until both the retainers engage into position.
2. Install and tighten the mounting fastener (2). Tighten to 9 N.m (80 in. lbs.).
3. Connect the antenna harness to the connectors on the antenna (1).
4. Install the headliner. Refer to **HEADLINER, INSTALLATION** .
5. Connect the negative battery cable.

CABLE, ANTENNA, AUDIO

DESCRIPTION

DESCRIPTION

The AM/FM coaxial antenna cables run from the radio to the Antenna Module which is mounted in the right C-Pillar.

There are two coaxial cables that run in series. The first cable runs from the back of the radio through the instrument panel harness and to the in-line white fakra connector that is behind the glove box and secured to the blower housing. The second coaxial runs from the in-line connector, down the right floor, with the body harness, and up the C-Pillar to the Antenna Module.

For Export Vehicles, the cables run the same but down the LEFT side of the vehicle.

For more information on testing the coaxial cables using the (special tool #9977-6, Kit, Radio Antenna Diagnostic) and perform the "Poor or No AM/FM Audio Reception. Refer to **DIAGNOSIS AND TESTING** .

CABLE, ANTENNA, SATELLITE

DESCRIPTION

DESCRIPTION

The Satellite coaxial antenna cables run from the radio to the Satellite Antenna which is mounted on the roof.

There are two coaxial cables that run in series. The first cable runs from the back of the radio through the instrument panel harness to the in-line white fakra connector that is behind the glove box and secured to the blower housing. The second coaxial runs from the in-line connector, down the right floor with the body harness. The cable then runs up the C-Pillar and across to the center of the rear roof support and connects with the antenna yellow fakra connector.

For Export Vehicles, the cables run the same but down the LEFT side of the vehicle.

For more information on testing the coaxial cables using the (special tool #9977-6, Kit, Radio Antenna Diagnostic) and perform the "Poor or No Satellite Audio Reception. Refer to **DIAGNOSIS AND TESTING** .

CAMERA

REMOVAL

REMOVAL

1. Disconnect and isolate the negative battery cable from the IBS.
2. Remove the Center High Mounted Stop Lamp (CHMSL). Refer to **LAMP, CENTER HIGH MOUNTED STOP, REMOVAL** .
3. Remove the camera retainers and remove the backup camera from the CHMSL.

INSTALLATION

INSTALLATION

1. Install the camera and retainers to the Center High Mounted Stop Lamp (CHMSL).
2. Install the CHMSL. Refer to **LAMP, CENTER HIGH MOUNTED STOP, INSTALLATION** .
3. Connect the negative battery cable to the IBS.

COMPONENTS, RADIO NOISE SUPPRESSION

DESCRIPTION

DESCRIPTION

Radio noise suppression devices are installed on this vehicle. Radio Frequency Interference (RFI) and ElectroMagnetic Interference (EMI) can be produced by any on-board or external source of electromagnetic energy. These electromagnetic energy sources can radiate electromagnetic signals through the air, or conduct them through the vehicle electrical system.

When the audio system converts RFI or EMI to an audible acoustic wave form, it is referred to as radio noise. This undesirable radio noise is generally manifested in the form of "buzzing," "hissing," "popping," "clicking," "crackling," and/or "whirring" sounds. In most cases, RFI and EMI radio noise can be suppressed using a combination of vehicle and component grounding, filtering and shielding techniques. This vehicle is equipped with radio noise suppression devices that were designed to minimize exposure to typical sources of RFI and EMI; thereby, minimizing radio noise complaints.

Radio noise suppression is accomplished primarily through circuitry or devices that are integral to the radios, audio power amplifiers and other on-board electrical components such as generators, wiper motors, blower motors, and fuel pumps that have been found to be potential sources of RFI or EMI. External radio noise suppression devices that are used on this vehicle to control RFI or EMI, and can be serviced, include the following:

- **Engine-to-frame ground strap** - This length of braided ground strap has an eyelet terminal connector crimped to each end. One end is secured to the engine cylinder heads. The other is secured to the frame.

OPERATION

OPERATION

There are two common strategies that can be used to suppress Radio Frequency Interference (RFI) and ElectroMagnetic Interference (EMI) radio noise. The first suppression strategy involves preventing the production of RFI and EMI electromagnetic signals at their sources. The second suppression strategy involves preventing the reception of RFI and EMI electromagnetic signals by the audio system components.

The use of braided ground straps in key locations is part of the RFI and EMI prevention strategy. These ground straps ensure adequate ground paths, particularly for high current components such as many of those found in the starting, charging, ignition, engine control and transmission control systems. An insufficient ground path for any of these high current components may result in radio noise caused by induced voltages created as the high current seeks alternative ground paths through components or circuits intended for use by, or in close proximity to the audio system components or circuits.

Preventing the reception of RFI and EMI is accomplished by ensuring that the audio system components are correctly installed in the vehicle. Loose, corroded or improperly soldered wire harness connections, improperly routed wiring and inadequate audio system component grounding can all contribute to the reception of RFI and EMI. A properly grounded antenna body and radio chassis, as well as a shielded antenna coaxial cable with clean and tight connections will each help reduce the potential for reception of RFI and EMI.

REMOVAL

REMOVAL

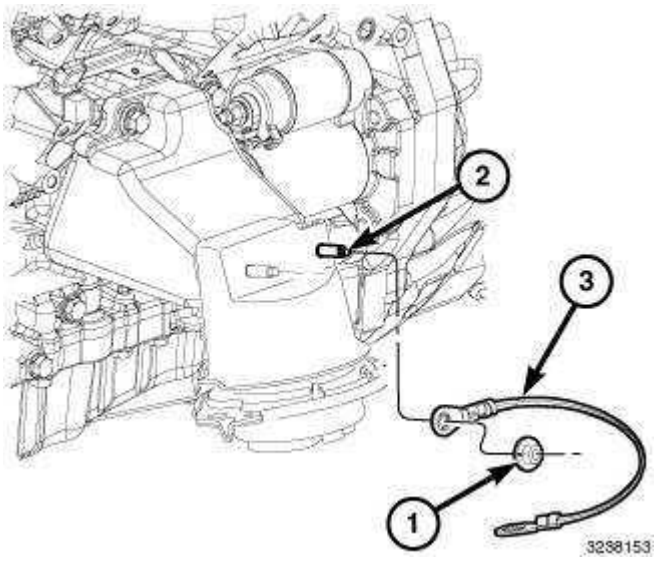

Fig. 4: Suppression Retainer And Driver Side Engine Mount Stud
Courtesy of CHRYSLER GROUP, LLC

1. Open the hood.
2. Remove the radio noise suppression retainer (1) from the driver side engine mount stud (2).
3. Remove the radio noise suppression retainer from the body side of the strap.
4. Remove the radio noise suppression strap from the vehicle.

INSTALLATION

INSTALLATION

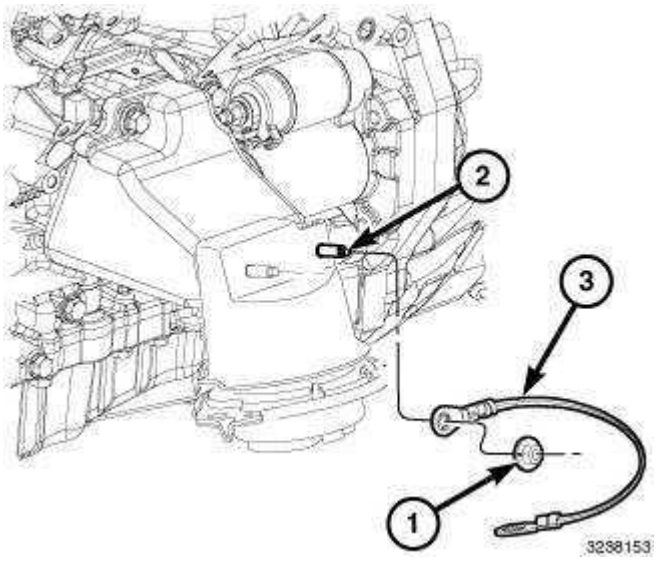

Fig. 5: Suppression Retainer And Driver Side Engine Mount Stud
Courtesy of CHRYSLER GROUP, LLC

1. Position the radio noise suppression strap (3) on the driver side engine mount stud (2).
2. Install the radio noise suppression strap retainer (1) to the engine mount stud (2).
3. Install the radio noise suppression strap to the body.
4. Install the radio noise suppression strap retainer to the body.
5. Close the hood.

MAST, ANTENNA

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - REAR GLASS INTEGRAL ANTENNA

The antenna grid pattern is located above the EBL grid.

For circuit descriptions and diagrams, refer to the appropriate wiring information. To detect breaks in the integral antenna elements, the following procedure is required:

1. Disconnect the antenna module connector from the antenna pigtail on the glass or at the Antenna Module connector. Refer to **MODULE, RADIO ANTENNA, REMOVAL**.
2. Using an ohmmeter, connect one lead to the disconnected module connector and with the other lead check each end of the grid pattern, on the opposite side of the glass, for continuity.

   NOTE: The resistance should be below 2.4 Ohms on each line.

3. Measure the resistance of each line. The resistance should be exactly the same for each line.
4. If the resistance is not exactly the same for each line, check for a crack(s) in the grid. They may be hard to find as all the lines are tied together.
5. Even if the resistance is the same for all lines, do a very close visual inspection of the grid.
6. A break in the antenna grid can be repaired using a Mopar Rear Window Defogger Repair Kit or equivalent.

MODULE, RADIO ANTENNA

DESCRIPTION

DESCRIPTION

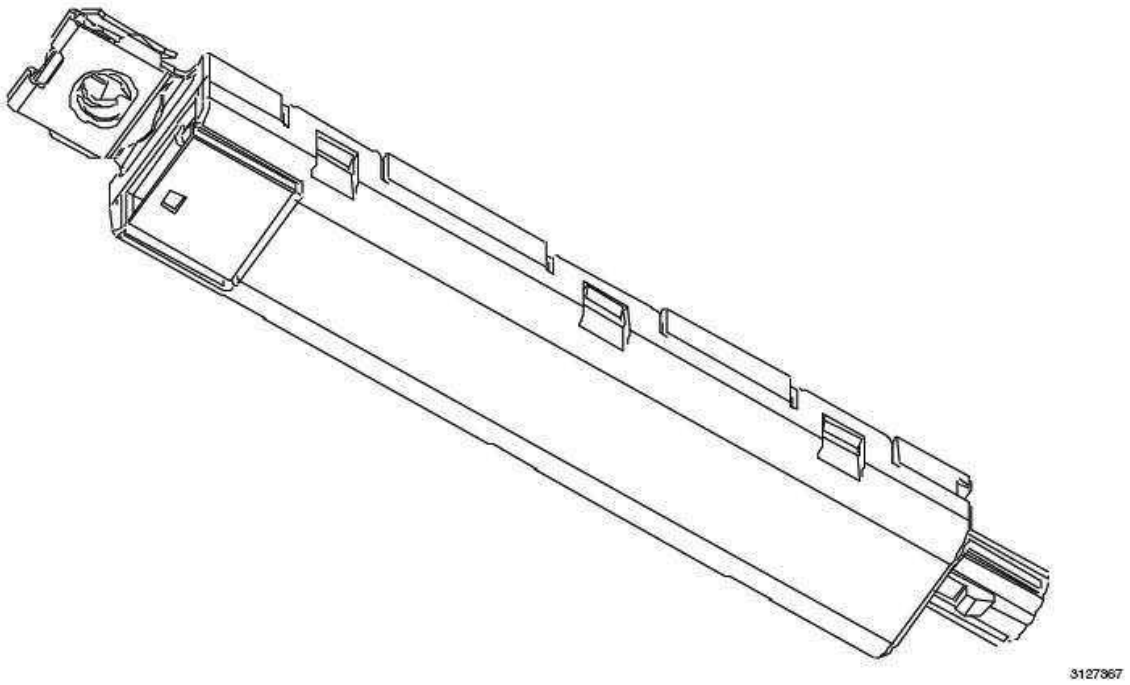

Fig. 6: View Of Antenna Module
Courtesy of CHRYSLER GROUP, LLC

The antenna module is an electronic circuit component designed to capture and enhance RF (Radio Frequency) signals in both the AM and FM broadcast bands. The antenna module is mounted to the right C-pillar. The module is grounded through the mounting bracket and fastener. The module has a one wire electrical connector that connects to the integral radio antenna grid located on the rear window. There is also a coax cable connector coming from the radio. The radio supplies a nine volt supply to the module, through the coax cable.

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - ANTENNA MODULE

1. Turn the ignition off.
2. Remove the right C-Pillar upper trim. Refer to **PANEL, C-PILLAR TRIM, REMOVAL** .

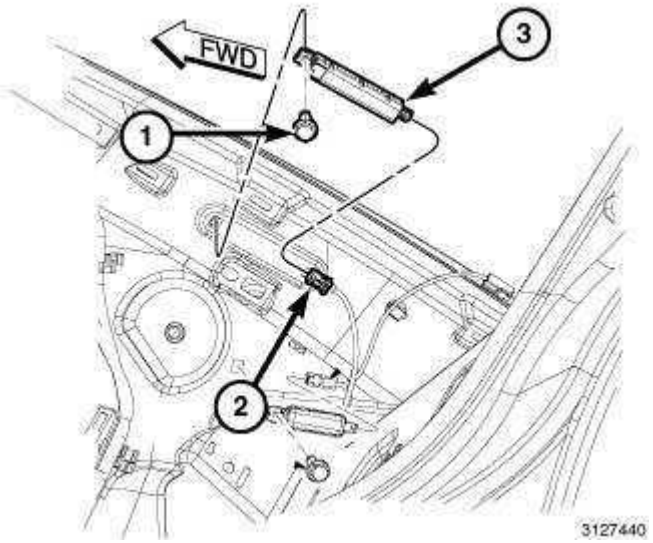

Fig. 7: Antenna Cable, Mounting Fasteners And Antenna Module
Courtesy of CHRYSLER GROUP, LLC

3. Check the antenna connections (2) to the antenna module (3) and to the antenna grid. If they are all right, continue. If they are not all right, clean and tighten the connections and re-test the audio.
4. Disconnect the antenna module white AM/ FM audio fakra connector (2) and connect the (special tool #9977-6-FM, Antenna) to the harness connector.
5. Place the magnetic antenna on the roof of the vehicle.
6. Drive the vehicle outside to a clear un-obstructed overhead view.
7. Turn the radio on and try several AM and FM stations.

- **Audio Improved - Check the antenna grid and repair if necessary. Refer to MAST, ANTENNA, DIAGNOSIS AND TESTING. If the grid checks good, replace the antenna module.**

- **Audio Did Not Improve - Check the radio and cables. or perform the Poor Or No AM/FM Audio Reception test. Refer to MAST, ANTENNA, DIAGNOSIS AND TESTING & DIAGNOSIS AND TESTING .**

REMOVAL

REMOVAL

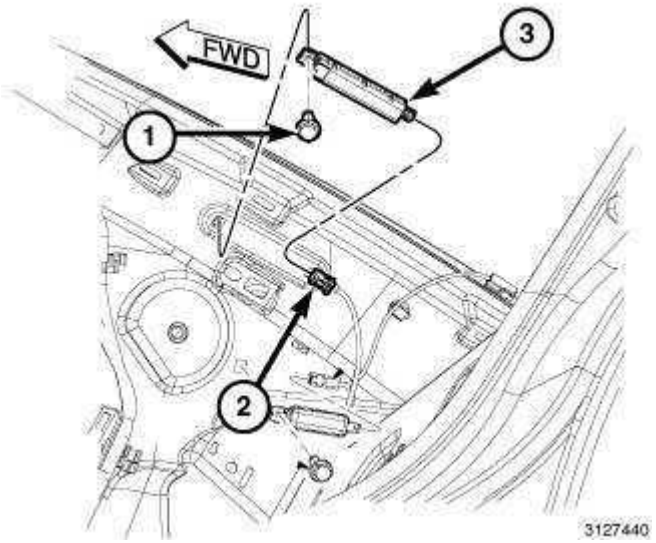

Fig. 8: Antenna Cable, Mounting Fasteners And Antenna Module
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect and isolate the battery negative cable.
2. Remove the C-pillar upper trim.
3. Disconnect the antenna cable (2).
4. Remove the mounting fasteners (1) and antenna module (3).

INSTALLATION

INSTALLATION

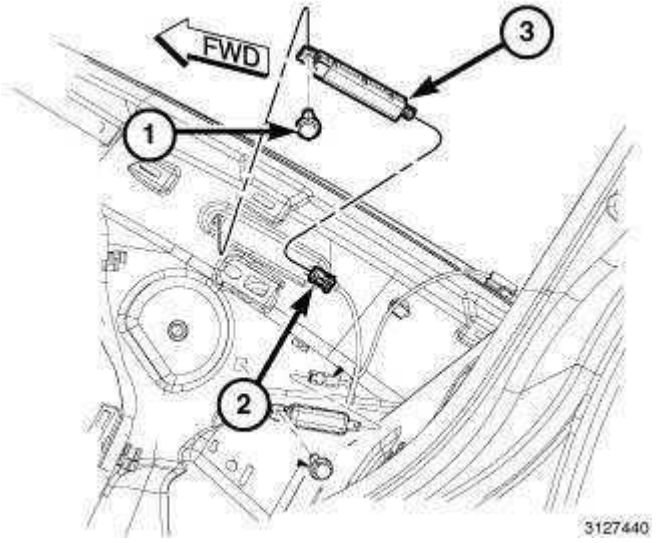

Fig. 9: Antenna Cable, Mounting Fasteners And Antenna Module
Courtesy of CHRYSLER GROUP, LLC

1. Position module into place.

2. Install and tighten mounting fasteners (1).
3. Connect the antenna module (2).
4. Install the C-pillar upper trim.
5. Connect battery negative cable.

RADIO

DESCRIPTION

DESCRIPTION

The radio features have been incorporated into the Telematics Gateway Module. Interaction with the radio features is done through the ISC screen module and switch bank located in the center stack of the instrument panel. For more information, refer to **MODULE, TELEMATICS GATEWAY, DESCRIPTION** and **POD, SWITCH BANK, DESCRIPTION** .

RADIO ANTI-THEFT CODE PROCEDURE

For the vehicles that are equipped with power net or NTG4 radios. If the TGM or the radio have been removed or replaced. A four digit security code is required in order for the radio to function:

1. The key must be in the "RUN" position.
2. Press the "ON/VOL" control button.
3. The word "CODE" or " Please enter Anti-Theft Code" will appear on the display.
4. Enter the 4-digit code by pressing the corresponding preset buttons in sequence.

NOTE: **If three consecutive attempts are made to enter an invalid anti-theft code the radio will enter a 'WAIT' state. While in this state the radio display will read 'WAIT'. To exit the 'WAIT' state the radio must remain powered with the ignition in the run position for a continuous 30 minutes (the vehicle may be driven during this time). After exiting the 'WAIT' state the radio will again display 'CODE' and a valid anti-theft code may be entered.**

SPEAKER

DESCRIPTION

BASE

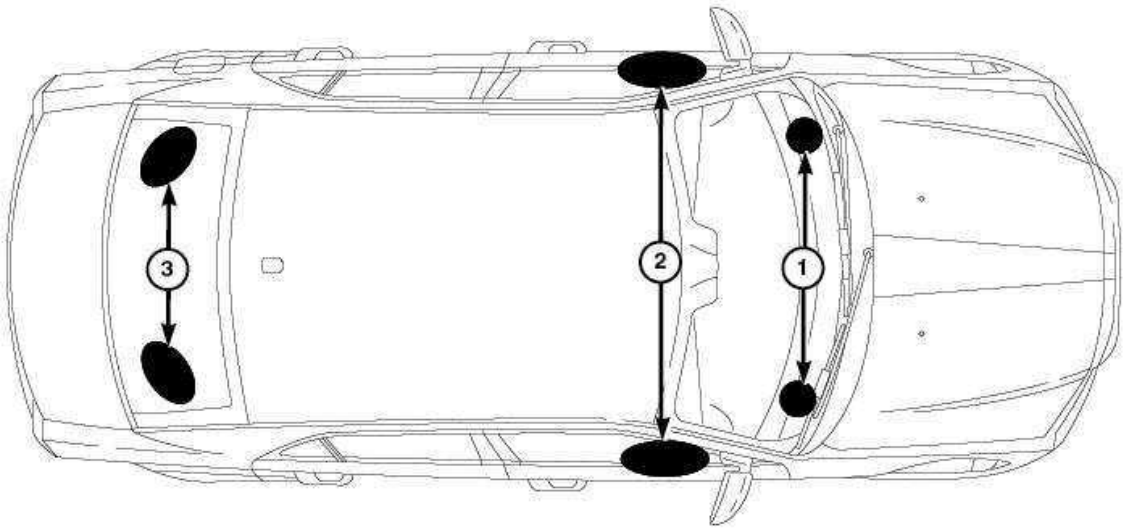

Fig. 10: Six Speakers
Courtesy of CHRYSLER GROUP, LLC

The base speaker system includes six speakers.

- Two 8.89 centimeter (3.5 inch) diameter midrange tweeters located in the instrument panel (1).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker located in each front door (2).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker located on each side of the rear shelf (3).

PREMIUM 1

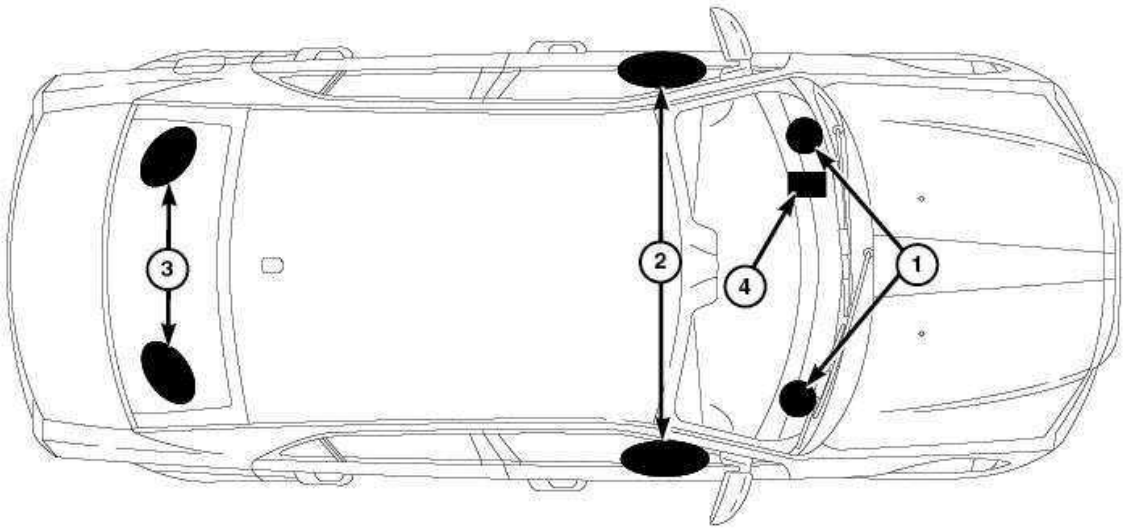

Fig. 11: Six Speakers And Amplifier
Courtesy of CHRYSLER GROUP, LLC

The premium 1 audio system includes six speakers and a amplifier.

- Two 8.89 centimeter (3.5 inch) diameter midrange tweeters located in the instrument panel (1).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker located in each front door (3).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker located on each side of the rear shelf (3).
- 8 channel 276 watts amplifier located under the instrument panel to the left of the steering column (4).

PREMIUM 2

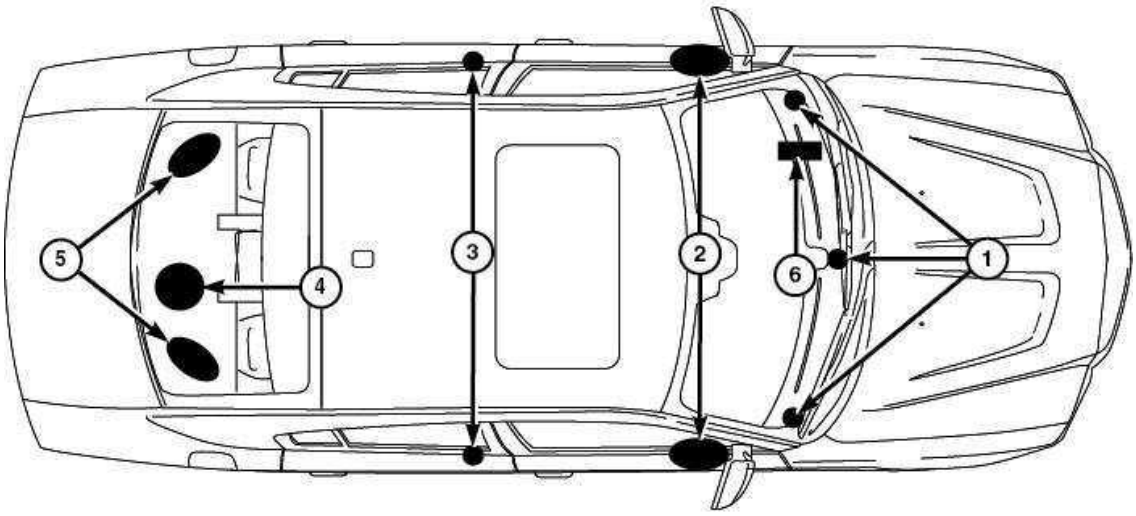

Fig. 12: Nine Speakers And A Amplifier
Courtesy of CHRYSLER GROUP, LLC

The audio system includes nine speakers and a amplifier.

- Three 8.89 centimeter (3.5 inch) diameter midrange tweeters located in the instrument panel (1).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker is located in each front door (2).
- Two 8.89 centimeter (3.5 inch) diameter midrange tweeters located in each rear door (3).
- One 20.32 centimeter (8 inch) DVC subwoofer (4).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker located on each side of the rear shelf (5).
- 12 channel 506 watts amplifier located under the instrument panel to the left of the steering column (6).

SRT

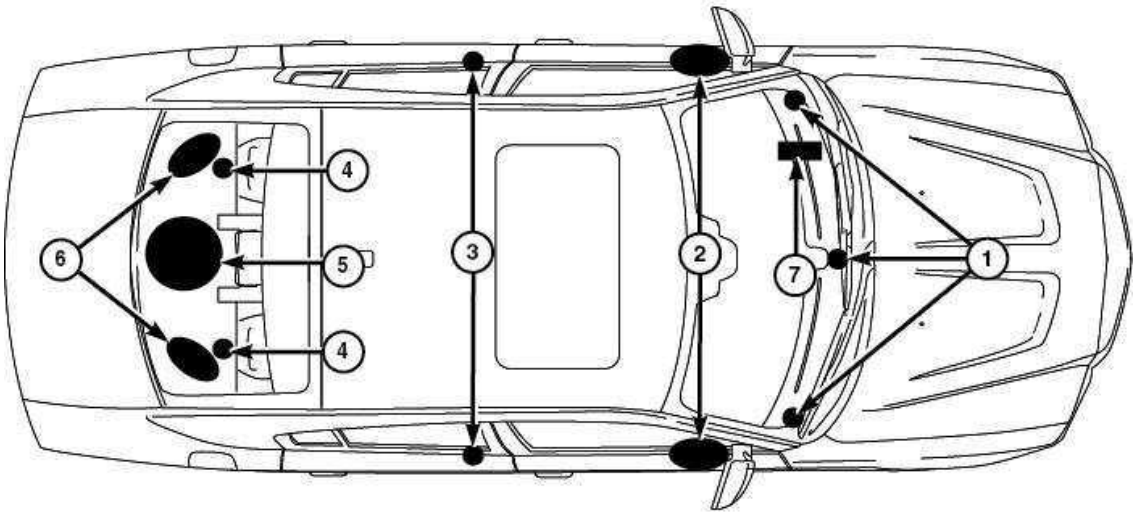

Fig. 13: Eleven Speakers And An Amplifier
Courtesy of CHRYSLER GROUP, LLC

The SRT audio system includes eleven speakers and an amplifier.

- Three - 8.89 centimeter (3.5 inch) diameter midrange tweeters located in the instrument panel (1).
- Two - 15.2 X 23 centimeter (6 X 9 inch) diameter speaker is located in each front door (2).
- Two - 8.89 centimeter (3.5 inch) diameter midrange tweeters located in each rear door (3).
- Two - 8.89 centimeter (3.5 inch) diameter midrange tweeters located on each side of the rear shelf (4).
- One - 25.4 centimeter (10 inch) DVC subwoofer (5).
- Two - 15.2 X 23 centimeter (6 X 9 inch) diameter speaker located on each side of the rear shelf (6).
- One - 12 channel 1000 watts amplifier located under the instrument panel to the left of the steering column (7).

BEATS™ BY DR. DRE™

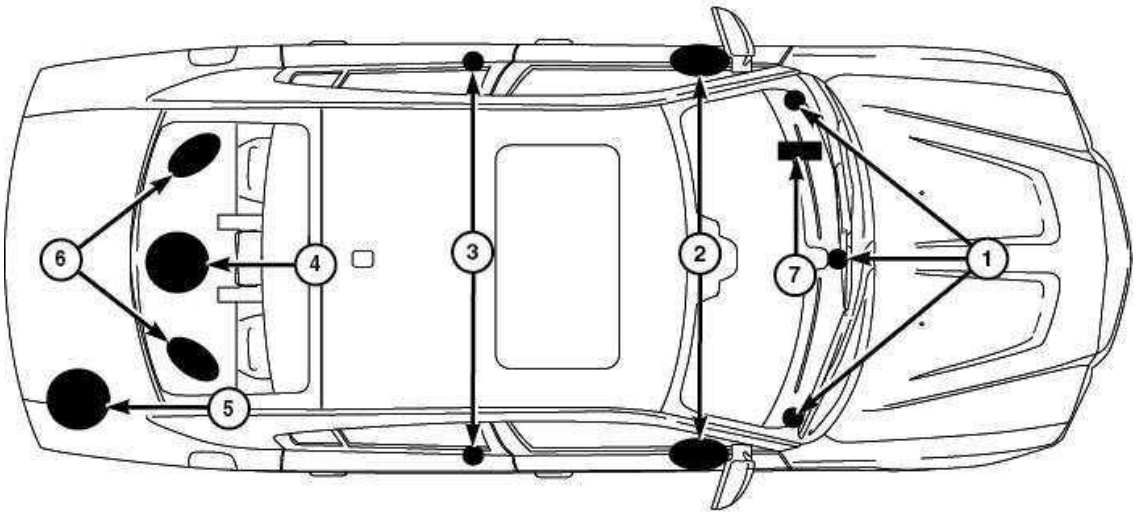

Fig. 14: Eleven Speakers And A Amplifier
Courtesy of CHRYSLER GROUP, LLC

The BEATS™ BY DR. DRE™ audio system includes eleven speakers and a amplifier

- Three 8.89 centimeter (3.5 inch) diameter midrange tweeters located in the instrument panel (1).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker is located in each front door (2).
- Two 8.89 centimeter (3.5 inch) diameter midrange tweeters located in each rear door (3).
- One 20.32 centimeter (8 inch) DVC subwoofer in the rear shelf (4).
- Two 15.2 X 23 centimeter (6 X 9 inch) diameter speaker located on each side of the rear shelf (6).
- One 20.32 centimeter (8 inch) DVC subwoofer in the right rear quarter panel in the trunk (5).
- 12 channel 552 watts amplifier located under the instrument panel to the left of the steering column (7).

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - SPEAKER

Any diagnosis of the Audio system should begin with the use of a scan tool and the appropriate Diagnostic Service information.

Refer to the appropriate wiring information.

WARNING: Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

CAUTION: The speaker output of the radio is a "floating ground" system. Do not allow any speaker lead to short to ground, as damage to the radio may result.

1. If all speakers are inoperative, check the TGM fuses in the rear power distribution center. If OK, go to Step 2. If not OK, repair the shorted circuit or component as required and replace the faulty fuse.
2. Check the amplifier fuse (if equipped) in the rear power distribution center. If OK, go to Step 3. If not OK, repair the shorted circuit or component as required and replace the faulty fuse.
3. Turn the ignition switch to the ON position. Turn the radio receiver ON. Adjust the balance and fader control controls to check the performance of each individual speaker. Note the speaker locations that are not performing correctly. Go to Step 4.
4. Check both the speaker feed (+) circuit and return (-) circuit cavities for the inoperative speaker at the wire harness connector for continuity to ground. There should be no continuity. If OK, go to Step 5. If not OK, repair the shorted speaker feed (+) and/or return (-) circuits(s) to the speaker as required.
5. Disconnect wire harness connector at the inoperative speaker. Check for continuity between the speaker feed (+) circuit cavities of the radio receiver wire harness connector or if equipped, the amplifier wire harness connector and the speaker wire harness connector. Repeat the check between the speaker return (-) circuit cavities of the radio receiver wire harness connector and the speaker wire harness connector. In each case, there should be continuity. If OK, replace the faulty speaker. If not OK, repair the open speaker feed (+) and/or return (-) circuits(s) as required.

REMOVAL

INSTRUMENT PANEL