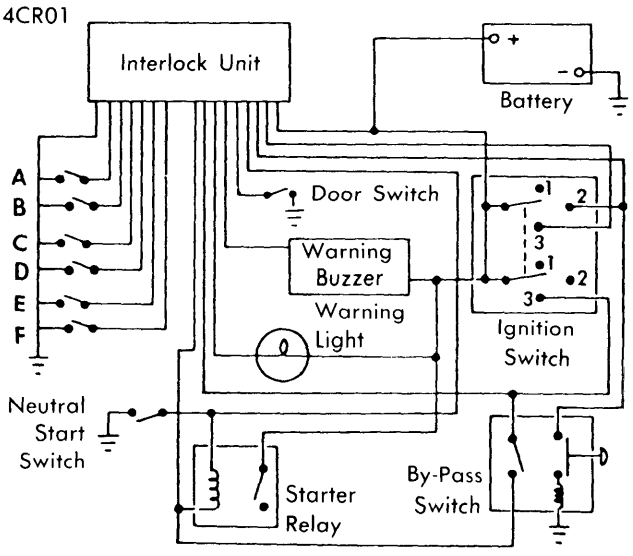
CHRYSLER CORP.

DESCRIPTION

All models will use a seat belt warning system that will produce a "FASTEN SEAT BELT" warning light and buzzer sound unless all front seat occupants buckle their belts after being seated. Some early models will retain the interlock function which prevents engine cranking when the seat belts are not buckled at all occupied front seat positions. System components consist of seat cushion sensors, seat belt switches, door switch, warning buzzer and light, starter relay, interlock by-pass switch, neutral start switch (automatic transmission) or parking brake release switch (manual transmission), and an interlock logic control module.

OPERATION

Engine should crank if front seat occupants buckle belts, place automatic transmission in "P" or "N"; manual transmission clutch depressed and park brake applied. If engine does not crank, all front seat occupants should unbuckle and rebuckle belts before attempting start. After engine start, unbuckling belts will have no effect on engine operation, but warning system will activate if transmission is in gear or park brake is released. Placing of pets, packages, etc. on front seat should be avoided since weight may be sufficient to activate interlock system preventing engine crank. In event of interlock malfunction, an under hood by-pass switch is provided to permit interlock override. Pressing and releasing by-pass switch with ignition switch "ON" will permit starting regardless of seat belt usage; if engine stalls, it can be cranked any number of times providing ignition switch is not turned "OFF".



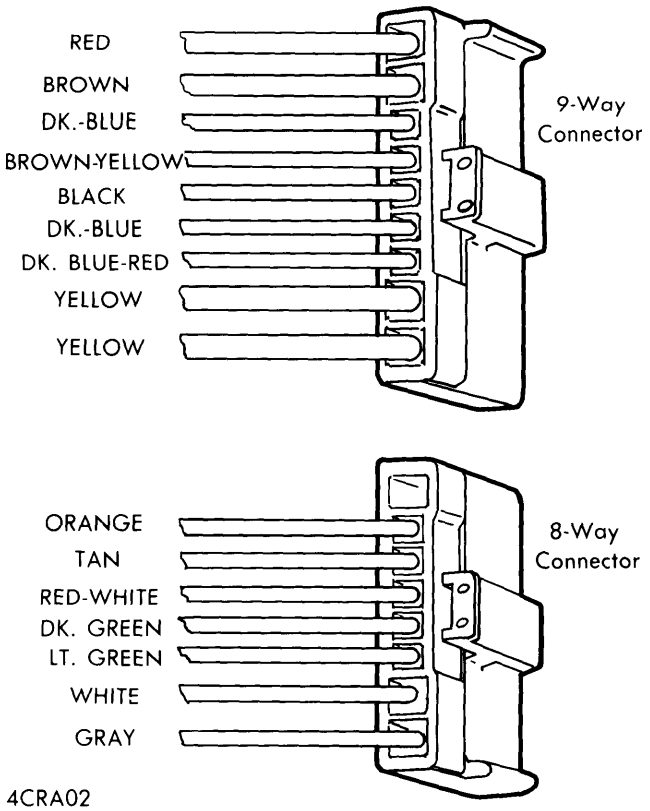
Ignition Switch Is Shown "OFF" As In Position 1. Position 2 Is "RUN" and 3 Is "START".

CHRYSLER CORP. STARTER INTERLOCK WIRING

TESTING

NOTE – Chrysler Corp. has available a special electronic analyzer for testing electronic module and system circuits. If analyzer is used, follow equipment manufacturer's testing instructions.

Perform the following tests using a test light and jumper wire when required. Connect tester leads only to terminal end of wires being tested. Perform tests in order listed until system malfunction is determined and corrected.



MODULE, 8-WAY & 9-WAY CONNECTORS

1) ENGINE CRANKS WITH DRIVER NOT BUCKLED

Underhood Switch – Remove switch connector and attempt start from driver's seat. Replace switch if engine does not crank.

Wiring – Remove both module connectors, sit in seat and attempt crank. If engine cranks, a wiring short exists. Trace circuits and correct problem. If engine does not crank, check voltage between 9-way connector RED wire and 8-way connector GREEN wire. With no voltage, an open circuit exists.

Driver Seat Switch – Check switch with test light between RED wire in 9-way connector and WHITE wire in 8-way connector. Test light should come on when seat switch is activated; if not, connect a self-powered test light to switch connector terminals under seat. If switch fails, replace switch; if not, check WHITE wire between module and switch, or GREY wire between switch and ground, for an open circuit.

Interlock Module – If seat switch, underhood switch, and wiring check good, replace module.

2) LIGHT AND/OR BUZZER FAIL WITH IGNITION IN START, DRIVER NOT BUCKLED, TRANSMISSION IN PARK OR NEUTRAL, HAND BRAKE APPLIED ON MANUAL TRANSMISSION MODELS

If both buzzer and light fail, check fuse. Remove module connectors and check for voltage between RED wire in 9-way and GRAY wire in 8-way connectors. With no voltage available, an open circuit exists in RED or GRAY wires.

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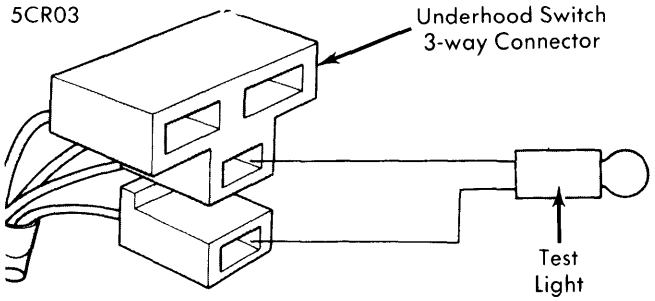
Light Test – Connect jumper to DK. BLUE-RED wire in 9-way connector and ground. Light should come on, if not, check light and wiring.

Buzzer Test – Connect jumper between DK. BLUE wire in 9-way connector and ground. If buzzer does not operate, check wiring and buzzer removed from circuit.

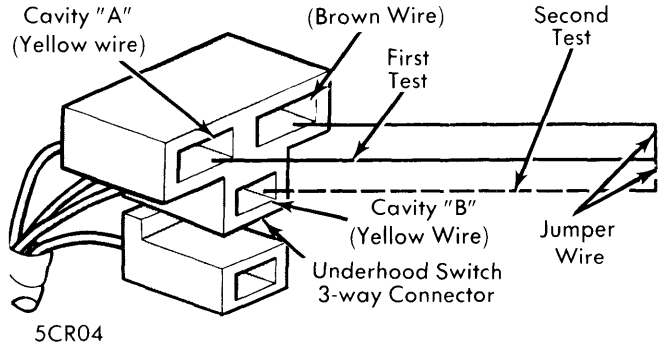
Interlock Module – If fuse, wiring, light, and buzzer check is satisfactory, replace module.



UNDERHOOD SWITCH VOLTAGE TEST

3) ENGINE FAILS TO CRANK AFTER ACTIVATING UNDERHOOD SWITCH

Remove switch connector, sit in seat, buckle belt, attempt normal start. If engine does not crank, check neutral start switch – see test **5**). If engine cranks, check voltage between connector BLACK and BROWN wires with engine not running and ignition ON. If lamp does not light, check for open circuit. Connect jumper between connector BROWN wire and YELLOW wire (Cavity A). If engine does not crank, check starting system. Connect test light between YELLOW wire (Cavity B) and ground. Turn ignition to START, lamp should light. If not, check wiring and if wiring is OK, replace underhood switch.



UNDERHOOD SWITCH STARTER TEST

4) ENGINE CRANKS WITH DRIVER SEATED BUT NOT BUCKLED

Remove switch connector, pre-buckle drivers belt, turn ignition to START. If engine cranks, replace underhood switch

5) LIGHT AND BUZZER FAIL WITH IGNITION ON, TRANSMISSION IN GEAR AND DRIVER NOT BUCKLED

If drivers seat switch (test 1) and wiring (test 2) are OK, proceed with test.

Ignition Run Input – Check system fuse. If fuse OK, remove both module connectors. Apply test light between DK BLUE/WHITE wire (9-way connector) and ground. Lamp should light with ignition turned ON. If not, trace wiring for open circuit.

Neutral Start (Parking Brake) Switch – Apply test light between DK BLUE/WHITE wire and BROWN/YELLOW wire (9-way connector) and turn ignition ON. With automatic transmission in "N" or "P", light should go on, move selector to any gear and light should go off. ON manual transmission with hand brake applied, light should be on, release parking brake, light should go off. If any test fails check wiring or neutral start or parking brake switch.

Interlock Module – If ignition run input and neutral start or parking brake switches test OK, replace module.

6) LIGHT AND BUZZER REMAIN ON WITH DRIVER SEATED AND PROPERLY BUCKLED

Drivers Buckle Switch – Remove both connectors from module, and connect test light between RED wire (9-way connector) and LT GREEN wire (8-way connector). Lamp should light when belt is buckled, and go off when belt is unbuckled. If test fails, test belt switch using self powered test light at connector attached to switch near belt anchor. If switch fails, replace buckle, webbing and switch. If switch is good, check wiring to switch. If switch and wiring OK, replace module.

7) LIGHT AND BUZZER FAIL WITH IGNITION ON, TRANSMISSION IN GEAR AND OUTBOARD PASSENGER SEATED BUT NOT BUCKLED (WARNINGS OPERATE FOR DRIVERS SEAT)

Outboard Passenger Seat Switch – Remove both connectors from module and connect test light between RED wire (9-way connector) and DK GREEN wire (8-way connector). Lamp should light when seat is occupied. If test fails, use a self powered test light to check seat switch at connector under seat. If switch fails, replace switch; switch OK, check wiring. If switch and wiring OK, replace module.

8) LIGHT AND BUZZER REMAIN ON WITH OUTBOARD PASSENGER PROPERLY BUCKLED, IGNITION ON AND TRANSMISSION IN GEAR (NO DRIVER OR CENTER PASSENGER)

Outboard Passenger Buckle Switch – Remove both connectors from module and connect test light between RED wire (9-way connector) and RED/WHITE wire (8-way connector). Lamp should light when belt is buckled and go off when unbuckled. If test fails, us self powered test light and check belt switch at connector near belt anchor. If switch fails, replace belt, webbing and switch. If new switch checks OK and test still fails, check wiring. If switch and wiring check OK replace module.

9) LIGHT AND BUZZER FAIL, CENTER SEAT OCCUPIED, BELT UNBUCKLED, IGNITION ON AND TRANSMISSION IN GEAR

Center Seat Switch – Remove both connectors from module and connect test light between RED wire (9-way connector) and TAN wire (8-way connector). Light should be on with seat occupied and off with seat unoccupied. If test fails,

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use self powered test light and check seat switch at connector under seat. If switch fails, replace switch; switch OK, check wiring. If switch and wiring OK, replace module.

10) LIGHT AND BUZZER REMAIN ON, CENTER SEAT OCCUPIED AND PROPERLY BUCKLED, IGNITION ON AND TRANSMISSION IN GEAR (NO DRIVER OR OUTBOARD PASSENGER)

Center Seat Buckle Switch – Remove both connectors from module and connect test light between RED wire (9-way connector) and ORANGE wire (8-way connector). Lamp should light when belt is buckled and go off when unbuckled. If test fails, use self powered test light and check belt switch at connector near belt anchor. If switch fails, replace belt, webbing and switch. If switch OK, check wiring. If switch and wiring OK, replace module.

11) ENGINE CRANKS WHEN IT SHOULD NOT, DRIVER PREBUCKLED

Door Switch (Early Production Models) – Remove both connectors from module and connect test light between RED wire and BLACK/with tracer wire (both on 9-way connector). With door open, lamp should light, with door closed light should be off.

12) ENGINE FAILS TO CRANK WITH DRIVER PROPERLY BUCKLED

Perform test 6). If test fails check wires as follows:

Wiring – Remove both connectors from module and connect a jumper between RED wire and YELLOW/with tracer wire (both on 9-way connector). If starter does not crank, check for voltage using test light between RED wire and ground. If test fails, check RED wire (battery circuit) for open circuit. If voltage present, check YELLOW/with tracer wire (to starter relay) for open circuit. If wiring OK, check starting system for malfunction. If starter does crank, connect test light between yellow wire (9-way connector) and ground. Lamp should light with ignition in start position only. Connect test light between BROWN wire and ground. Lamp should light with ignition in start or run positions. If not check ignition switch circuit.

13) ENGINE WILL NOT RESTART WHEN DRIVER UNBUCKLES BUT DOES NOT LEAVE SEAT

See Interlock Module – test 1).

REMOVAL & INSTALLATION

MODULE & CONNECTORS

Locate module under instrument panel, remove it from its mounting and turn module as required to disconnect 8-way and 9-way connectors. To install, reverse removal procedure, insuring connector snap-locks engage module.

INTERLOCK SYSTEM COMPONENT LOCATION

Dart, Valiant – Buzzer is on left side of instrument panel above hand brake. Buzzer and warning light fuse is numbr seven. Interlock module is under instrument panel to left of glove box. System fuse is number six and underhood switch is on left side of firewall.

Fury, Coronet, Charger SE, Cordoba – Buzzer is located on right side of instrument panel near side sowl. Buzzer and warning light fuse is number two. Interlock module is under instrument panel to left of glove box. System fuse is number five and underhood switch is to right side of firewall.

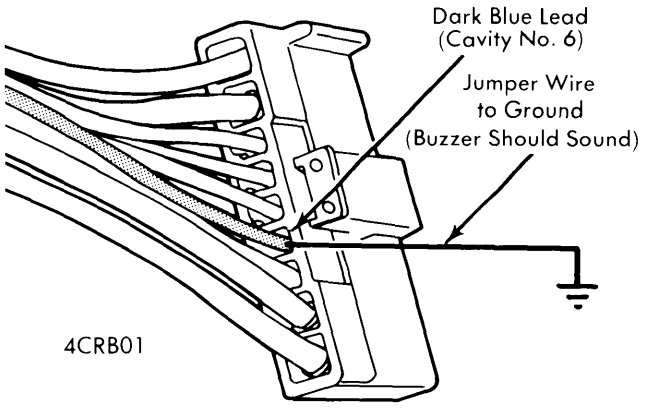
Gran Fury, Monaco, Chrysler, Imperial – Buzzer is on left side of brake support bracket. Buzzer and warning light fuse is number three. Interlock module is mounted near buzzer. System fuse is number five and underhood switch is near left hood hinge.

INTERLOCK & BUZZER DISCONNECT

Disconnecting the interlock and buzzer must be done only at the request of the owner of the vehicle. The "FASTEN SEAT BELT" warning light must remain functional. If the interlock system has a malfunction, correction of the problem is recommended before attempting to disconnect the interlock or buzzer.

DELETING SEAT BELT WARNING BUZZER

Remove 9-way connector from module and momentarily ground DK BLUE wire (Cavity 6). Buzzer should operate, identifying the correct wire. Cut off this wire at the connector and tape it back into the harness.



LOCATING BUZZER WIRE IN 9-WAY CONNECTOR

DELETING INTERLOCK FUNCTION

NOTE – Models having green modules with yellow tape applied to them, do not have the interlock function. Soldering inside these modules is not required.

Remove module from vehicle and using a small screwdriver, pry snap-in cover from module. Bridge the appropriate two pads (refer to illustrations) on circuit board using rosin core solder. Use only a 50 watt (maximum) soldering iron or a 100 watt (maximum) soldering gun. *CAUTION – Do not overheat, but insure a good solder application. Remove any solder splashes.* Replace module cover, install module into vehicle and check for proper operation of warning light. If warning light is burned out or missing, it must be replaced.

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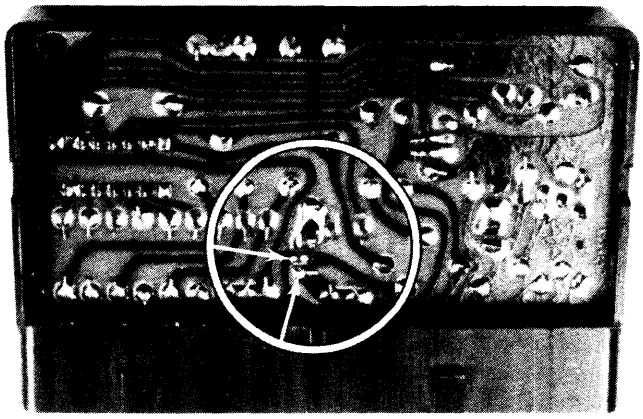
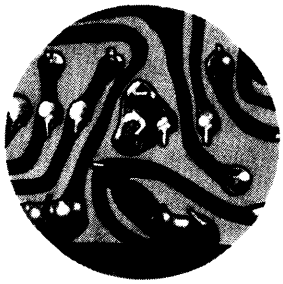
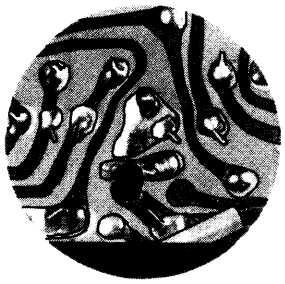


Module with cover removed showing general area to be soldered.

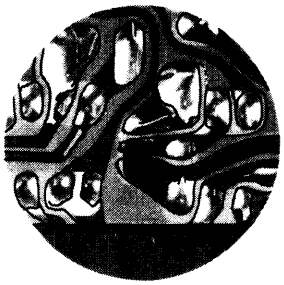


Case Color Blue — Part No. 3746653
Case Color White — Part No. 3746810



Case Color Blue With White Paint
Part No. 3501372

Case Color Buff — Part No. 3746849



Case Color Green (Without Yellow Tape)
Part No. 3501374

CIRCUIT BOARD SOLDER PAD LOCATION FOR INTERLOCK BY-PASS