

## Sliding Door Alarm Beeps

### SYMPTOM

The sliding door alarm beeps with the sliding doors fully closed, usually while driving on rough roads or over bumps.

### PROBABLE CAUSE

The alarm can be caused by any of these conditions:

- Damaged or misaligned junction switch pins (door or body side)
- Poor sliding door ground connection(s)
- Damaged wires or connector terminals in the sliding door system
- A damaged sliding door latch
- A faulty sliding door control unit

### CORRECTIVE ACTION

One or more of these repairs could be needed:

- Adjust the left and right sliding doors
- Replace and/or align the body and door junction switches
- Improve the ground connection at G551 or G581
- Repair the wire(s) in the sliding door system
- Replace the connector terminal(s) in the sliding door control unit harness
- Replace the left or right sliding door latch assembly
- Replace the left or right sliding door control unit

### PARTS INFORMATION

#### Junction Switches

1999–00, Left Body: P/N 35435-S0X-A02

1999–00, Left Door: P/N 35436-S0X-A02

1999–00, Right Body: P/N 35430-S0X-A02

1999–00, Right Door: P/N 35431-S0X-A02

2001, Left Body: P/N 35435-S0X-A31

2001, Left Door: P/N 35436-S0X-A31

2001, Right Body: P/N 35430-S0X-A31

2001, Right Door: P/N 35431-S0X-A31

Upper Roller Shim A (2 mm thick):

P/N 72512-S0X-A00

Upper Roller Shim B (1 mm thick):

P/N 72511-S0X-A00

Sliding Door Latch Assembly (right door):

P/N 72610-S0X-A53

Sliding Door Latch Assembly (left door):

P/N 72650-S0X-A53

Sliding Door Control Unit (right door):

P/N 72020-S0X-A51

Sliding Door Control Unit (left door):

P/N 72060-S0X-A51

6.35 mm Star Washer (two required):

Commercially available

### WARRANTY CLAIM INFORMATION

**In warranty:** The normal warranty applies.

Description	FRT
Adjust both sliding doors, align the door and body junction switches, and check or improve the body ground contacts (includes test-drives)	3.0 hr
Replace the door and body junction switches for one door	0.6 hr
Replace the door and body junction switches for both doors	1.2 hr
Check the voltage at the position switch connector of the closer motor-latch (one door, includes test-drives)	0.9 hr
Check the voltage at the body junction switch connector, and if needed, repair the junction switch wire (one door, includes test-drives)	0.8 hr
Replace the sliding door latch assembly (one door)	0.5 hr
Check the voltage at the sliding door control unit connector and, if needed, repair the control unit wire, replace the control unit connector terminals, or replace the control unit (one door, includes test-drives)	1.4 hr

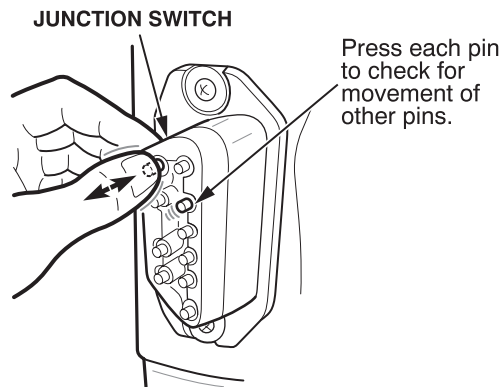
Failed Part: P/N 35435-S0X-A01

Defect Code: 066

## REPAIR PROCEDURE

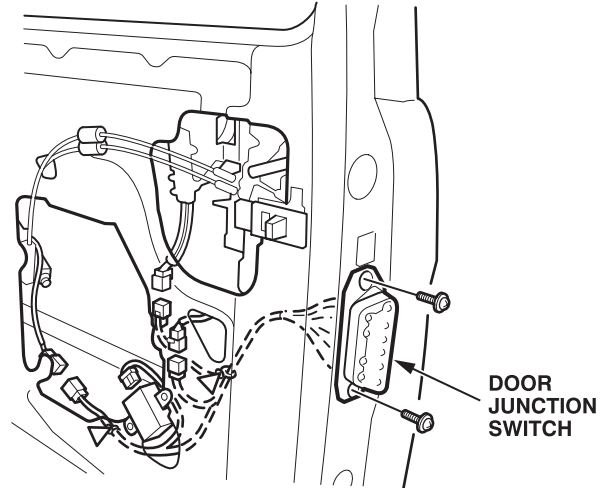
Before you begin, make sure you have the anti-theft code for the radio.

1. Verify the customer complaint by test-driving the vehicle on a rough road while noting what conditions cause the door alarm to beep.  
**NOTE:** To cause enough body flex for the alarm to beep, you may need to turn into a steep driveway at an angle, or drive over a tall speed bump at an angle.
2. Open the sliding doors, and look for pitting or other damage to the junction switch pins. (Each door has a door side and a body side junction switch.)
  - If all the pins are OK, go to step 3.
  - If you find any damaged pins, go to step 5 to replace the door and body junction switches on that side.
3. Park the vehicle on level ground.
4. Press each pin on the door side junction switches to check for free and independent movement.

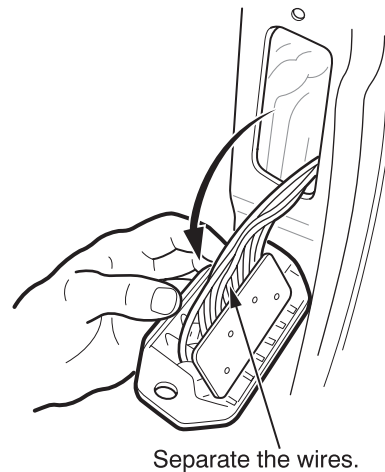


- If any pins do not move freely or move inward when you press another pin, replace the door and body junction switches on that side. Go to step 5.
  - If all the pins move freely and independently, go to step 14.
5. Remove the door panel. If needed, refer to the body section of the shop manual.

6. Inside the door, disconnect the door junction switch from its electrical connectors, and unclip its wire clips.

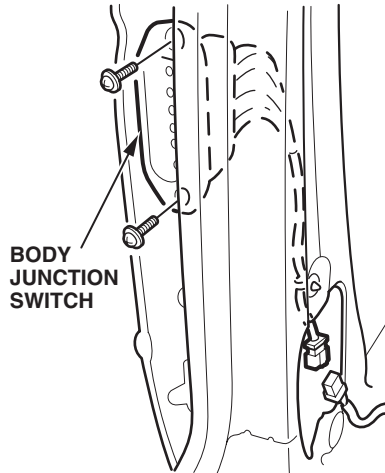


7. Remove the door junction switch (two screws).
8. Install the new door junction switch in the reverse order of removal, making sure to connect all its connectors and to route its wires with the wire clips.  
**NOTE:** If any wires on the new switch are touching each other, separate them.

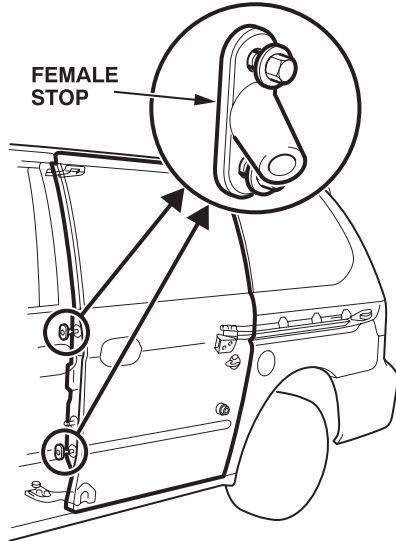


9. Remove the center pillar lower trim panel. If needed, refer to the shop manual.
10. Remove the front seat belt retractor, but keep the tensioner connector connected. If needed, refer to the restraints section of the shop manual.

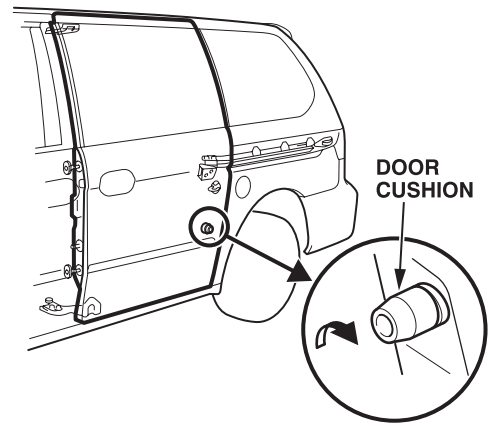
11. Inside the B-pillar, disconnect the body junction switch from the electrical connector, and unclip the wire clips.



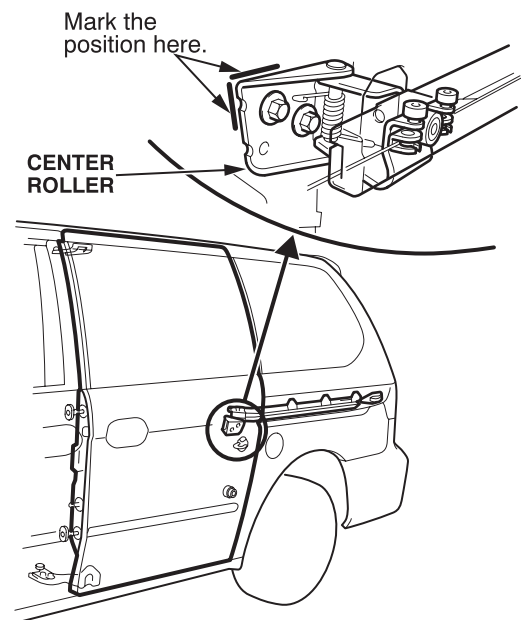
12. Remove the body junction switch (two screws).
13. Install the new body junction switch in the reverse order of removal, making sure to connect the connector and to route the wires with the wire clips.
- NOTE: If any wires on the new switch are touching each other, separate them.
14. Open the sliding door, then turn off the power sliding door main switch on the dashboard.
15. Loosen the bolts on the female stops enough to move the stops.



16. Turn the door cushion clockwise as far as it will go.

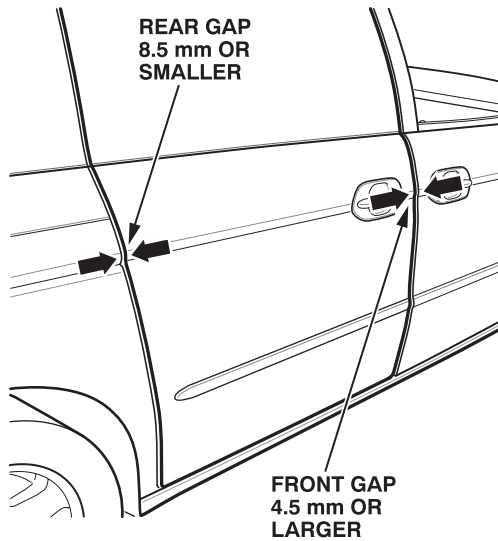


17. Mark the position of the center roller with a permanent marker. This will help you gauge the amount of adjustment needed for the roller.

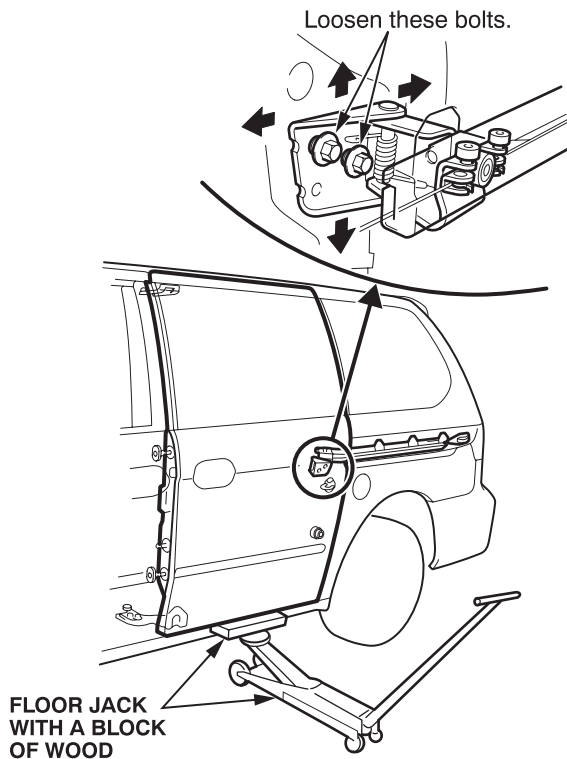


18. Close the sliding door fully, then inspect the gaps at the front and rear of the door. Also inspect the top to bottom position of the rear of the door, using the center body line as a reference.

NOTE: For best junction switch contact, make the gap at the front of the door smaller than the rear gap. But don't make the front gap smaller than 4.5 mm or the rear gap larger than 8.5 mm.

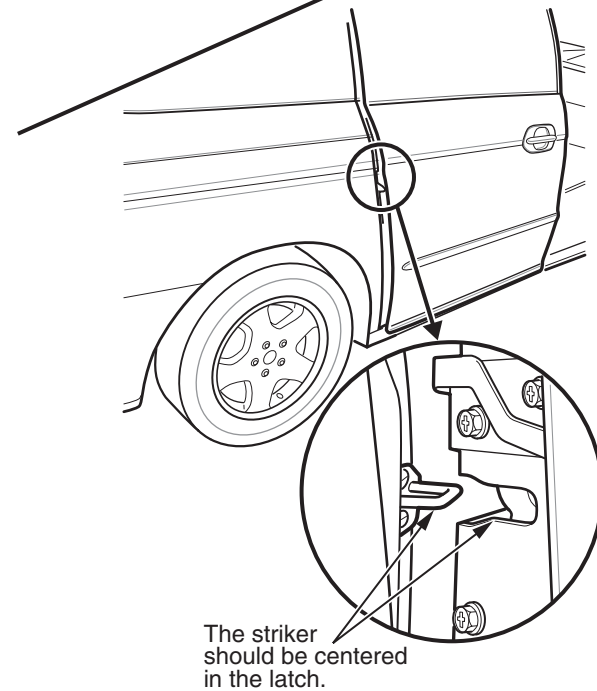
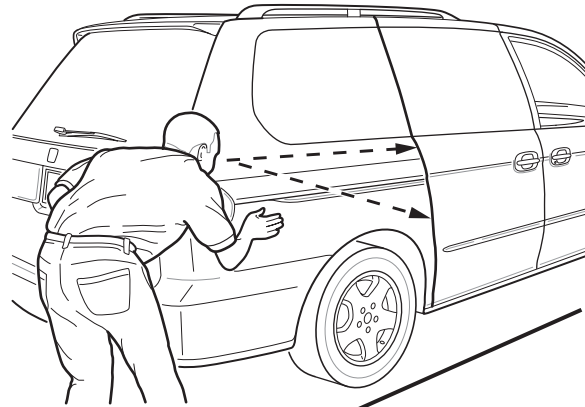


19. Support the door, then loosen the center roller bolts.

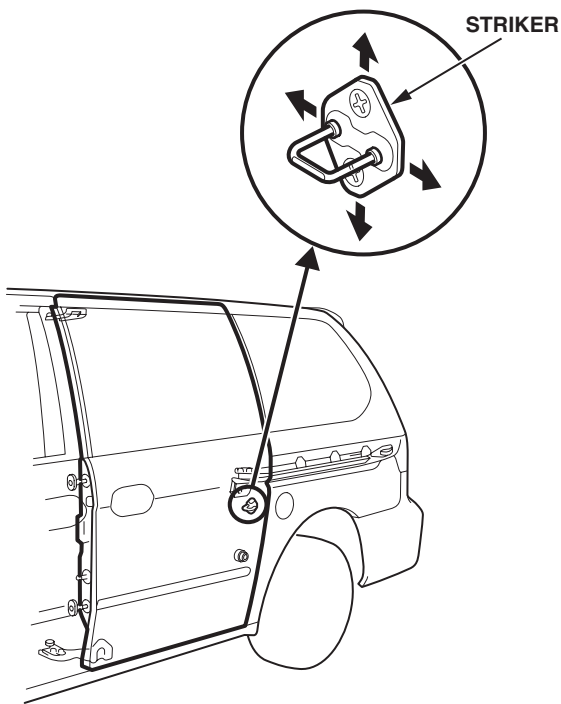


20. To equalize the gaps between the door and the body, move the door forward or backward and up or down while keeping the center roller level. When you are finished with this adjustment, torque the center roller bolts to 22 N·m (16 lb-ft).

21. Inspect the rear of the door for correct position from the rear panel. The door should overhang the panel about 0.5 mm. Also inspect the position of the striker in the latch opening while you close the door. The striker should be centered in the latch.



22. Loosen the striker screws.

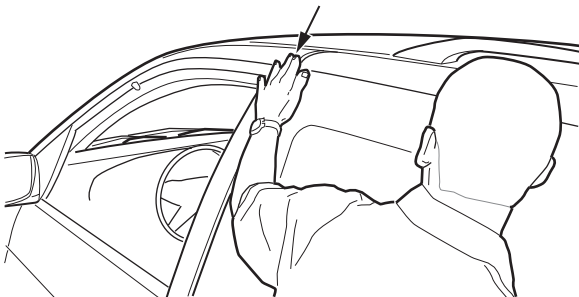


23. Adjust the striker to correct the position of the rear of the door. The rear of the door should overhang the rear panel about 0.5 mm (but not more than 1 mm). Then adjust the striker vertically to center it in the latch when the door closes. Make sure the striker is level. When you are finished with these adjustments, torque the striker screws to 18 N·m (13 lb-ft).

24. Close the sliding door, then check if it is flush with the front door.

- If the sliding door is flush, go to step 26.
- If the sliding door is not flush, go to step 25.

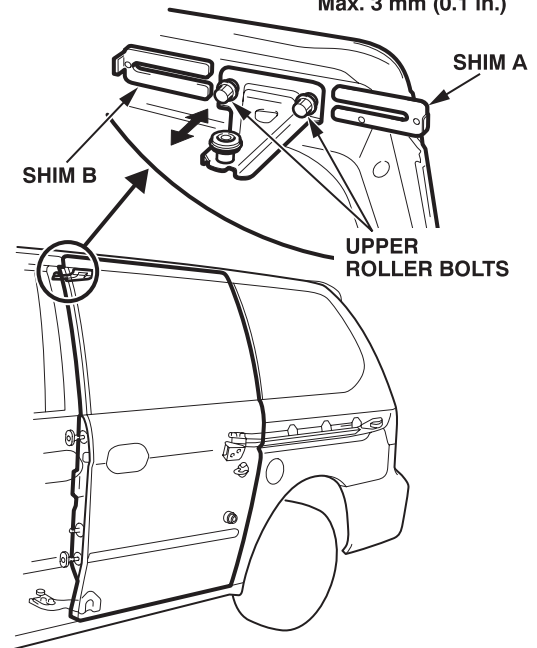
Front and rear doors should be flush.



25. Loosen the upper roller bolts, then add or remove shims under the upper roller to make the sliding door flush with the body and with the front door. Do not shim the door more than 3 mm. When you are finished with these adjustments, torque the upper roller bolts to 10 N·m (7 lb-ft).

NOTE: Adding or removing shims will improve door flushness only at the upper front corner.

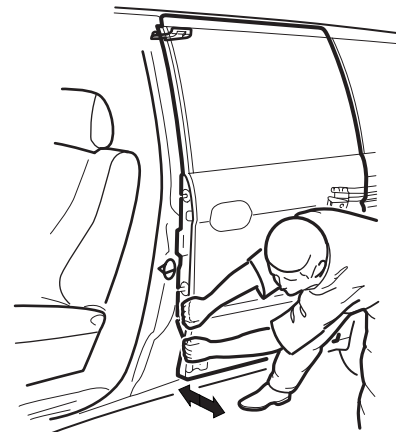
SHIM THICKNESS: A=2 mm (0.08 in.)  
B=1 mm (0.04 in.)  
Max. 3 mm (0.1 in.)



26. Open the front door on the side you are working on.

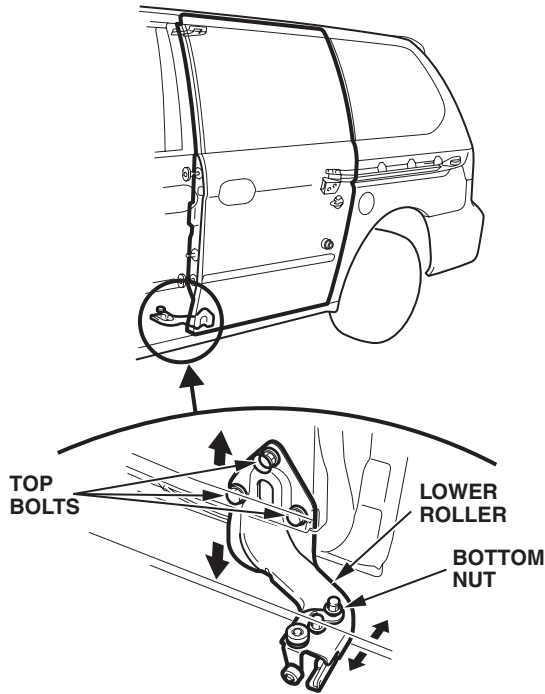
27. Check the fit of the sliding door by vigorously pulling in and out on the leading edge, about 1/3 of the way up from the bottom. The door should fit tightly against the seals. Also inspect the top to bottom position at the front of the sliding door, using the center body line as a reference to the front door.

- If the door does not fit tightly, go to step 28.
- If the door fits tightly, go to step 29.

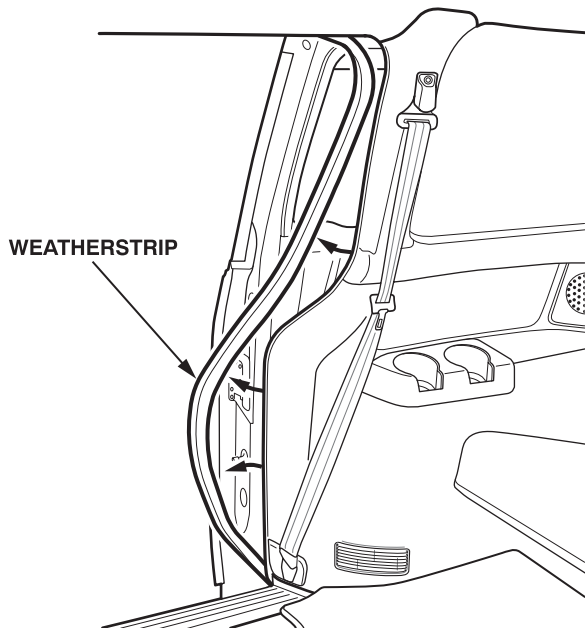


28. Loosen the three lower roller bolts, and move the door up or down to align the body lines and to provide good junction switch contact. Loosen the lower roller bottom nut to adjust the door in or out until the door is held tightly against the seals. When you are finished with these adjustments, torque the three top bolts on the roller to 22 N·m (16 lb-ft); torque the bottom nut to 10 N·m (7 lb-ft).

NOTE: For best junction switch contact, make sure there is minimal in and out movement at the front of the door while keeping the door flush to the body.

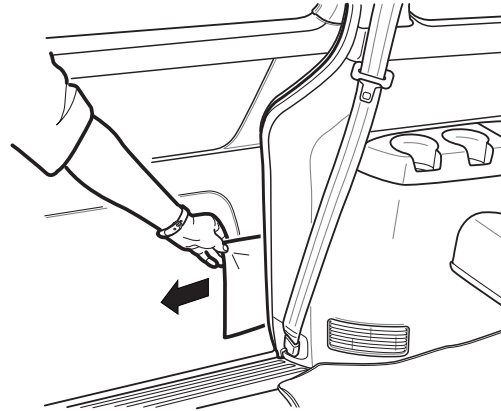


29. Remove the weatherstrip from the rear edge of the door opening.



30. Turn on the power sliding door main switch.

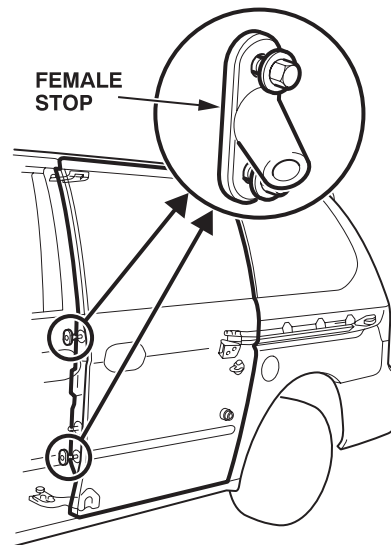
31. Hold a piece of paper over the door cushion, then close the door with the paper trapped between the cushion and the door. Make sure not to pinch the weatherstrip.



32. Pull out the paper.

- If the paper is held tight, but you can pull it out without ripping it, go to step 33.
- If the paper rips or is not held tight, adjust the door cushion until the paper is held tight but you can pull it out without ripping it. Then go to step 33.

33. Tighten the bolts on the female stops to the point where the stops can move but will still hold their position.

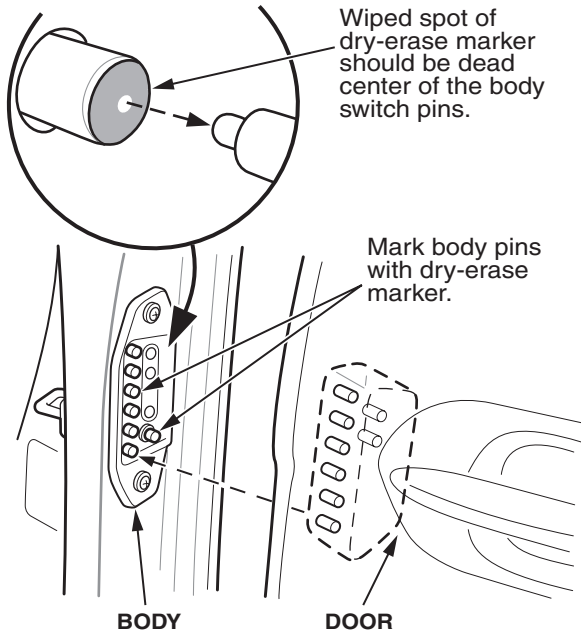


34. Close the sliding door, then open it.

35. Carefully tighten the bolts on each female stop, alternating between the top and the bottom bolt, until all four bolts are torqued to 8 N·m (6 lb-ft).

NOTE: The stop will pivot if you apply too much torque to one bolt while the other is loose.

36. Mark each pin on the body junction switch with a dry-erase marker. (Dry-erase markers are commonly used on whiteboards.)



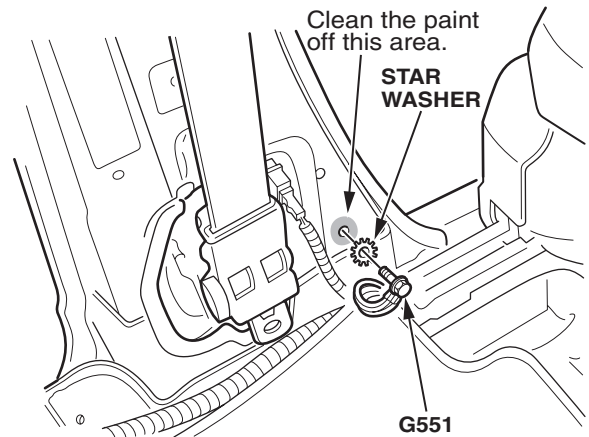
37. Close the door, then open it.
38. Inspect the pin contact points on the body junction switch. You should see a small spot where each door pin wiped an area clean on each body pin.
- If the spots are centered on every pin, go to step 39.
  - If the spots are not centered, loosen the screws on the door junction switch, then move the switch to align the contact points. When you are finished with this adjustment, tighten the switch screws, then go to step 39.
- NOTE: If you can not align the pins, adjust the door up or down by repeating steps 25 through 35 as needed.
39. Wipe the door and body junction switch pins with a clean, dry shop towel, then clean each pin with a pencil eraser.
- NOTE: Never use sandpaper or other abrasives to clean the pins.
40. Do the switch check, door adjustment, and switch alignment procedures on the other sliding door. Repeat steps 4 through 39 as needed.
41. Write down the radio station presets.
42. Disconnect the negative cable from the battery.

**NOTICE**

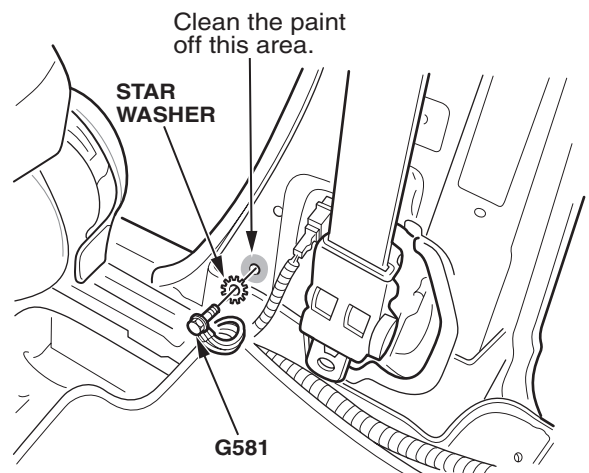
If you do not disconnect the negative cable, you will damage the power sliding door control units.

43. Remove the left and right center pillar lower trim panels if not already done. If needed, refer to the body section of the shop manual.

44. Check whether the ground bolts at G551 and G581 have star washers between the ground terminal and the body.
- If they have star washers, go to step 51.
  - If they do not have star washers, go to step 45.
45. At the bottom of the left B-pillar, remove the ground bolt for G551.



46. Remove the paint around the ground bolt hole with sandpaper.
47. Clean the paint out of the bolt hole by running a 6 x 1 mm tap through the hole.
48. Insert a 6.35 mm star washer between the ground terminal and the body. Torque the ground bolt to 9 N·m (7 lb-ft).
49. At the bottom of the right B-pillar, remove the ground bolt for G581.



50. Repeat steps 46, 47, and 48.
51. Connect the negative cable to the battery.
52. Turn off the main switch of the power sliding door and the ignition switch, then manually open both sliding doors all the way.
53. Turn on the ignition switch and the power sliding door main switch.

54. Use the dashboard door switches to completely close each door.
55. Confirm that the sliding doors work correctly by opening and closing them several times with the dashboard door switches, the remote transmitter, and the sliding door handles.
56. Test-drive the vehicle under the same conditions as in step 1.
  - If the sliding door alarm still beeps, go to step 60.
  - If the alarm no longer beeps, go to step 57.
57. Install the left and right center pillar lower trim panels.
58. Enter the radio anti-theft code and the radio station presets. Set the clock.
59. Return the vehicle to the customer.
60. To isolate which sliding door is causing the alarm to beep, push and release each door's CLOSE button on the dashboard while you hear the beep. The CLOSE button that stops the beep belongs to the door with the problem.
61. If not already done, remove the door panel of the affected sliding door. If needed, refer to the body section of the shop manual.

**NOTE:**

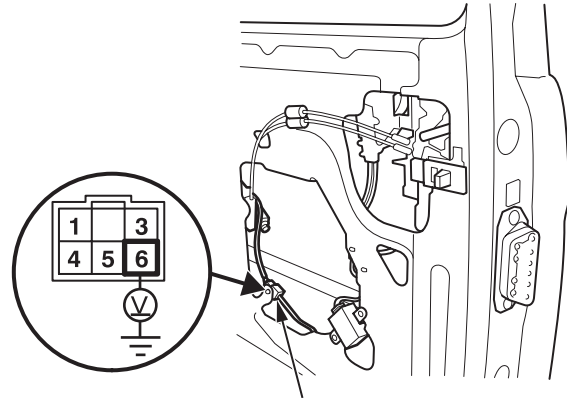
- For best results when doing the voltage checks in the following steps, use a digital volt/ohm meter (DVOM) with a minimum/maximum setting and long test leads.
- Once the sliding door alarm starts to beep, the beeping will continue even if the DVOM reading drops to 0 V.
- Be careful not to damage or dislodge any connector terminals.
- The door must be closed during voltage checks.

62. Backprobe terminal No. 6 (GRN/RED) on the 6P position switch connector of the closer motor-latch. Then, while you monitor voltage to ground, have an assistant test-drive the vehicle under the same conditions as in step 1.

Is there ever more than 1 V?

YES – Go to step 63.

NO – Go to step 65.



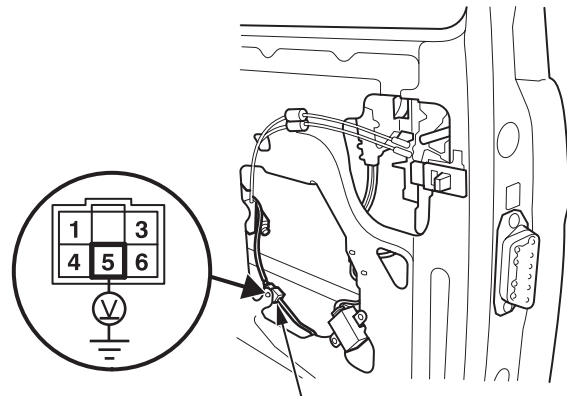
**POSITION SWITCH CONNECTOR OF CLOSER MOTOR-LATCH**

63. Backprobe terminal No. 5 (BLK) on the position switch connector of the closer motor-latch. Then, while you monitor voltage to ground, have an assistant test-drive the vehicle under the same conditions as in step 1.

Is there ever more than 1 V?

YES – Go to step 64.

NO – Replace the sliding door latch assembly for the door you are working on. (If needed, refer to the shop manual.) Then go to step 72.



**POSITION SWITCH CONNECTOR OF CLOSER MOTOR-LATCH**

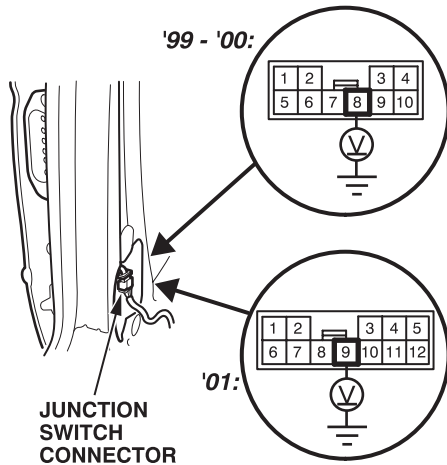


64. Backprobe terminal No. 8 (BLK, 10P, 2000 vehicles) or terminal No. 9 (BLK, 12P, 2001 vehicles) of the body junction switch connector. Then, while you monitor voltage to ground, have an assistant test-drive the vehicle under the same conditions as in step 1.

Is there ever more than 1 V?

YES – Repair the open or high resistance in the wire between the junction switch connector and G581 (right door) or G551 (left door). Then go to step 72.

NO – Replace and align the body and door junction switches for the door you are working on. (Refer to steps 5 through 13 and steps 36 through 39.) Then go to step 72.

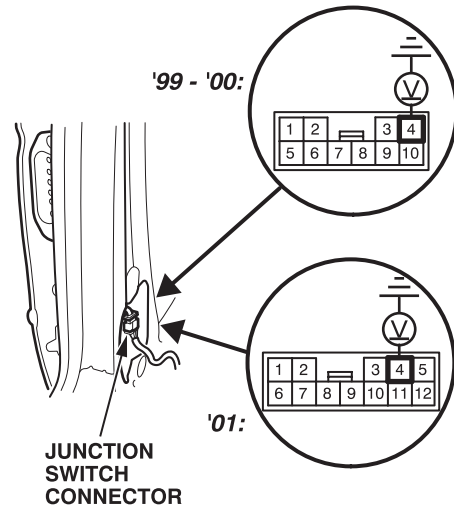


65. Backprobe terminal No. 4 (GRN/BLK) of the body junction switch connector. Then, while you monitor voltage to ground, have an assistant test-drive the vehicle under the same conditions as in step 1.

Is there **ever** more than 1 V?

YES – Replace and align the body and door junction switches for the door you are working on. (Refer to steps 5 through 13 and steps 36 through 39.) Then go to step 72.

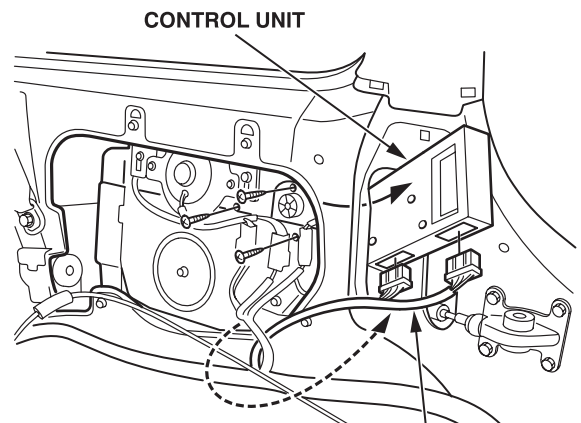
NO – Go to step 66.



66. Remove the rear trim panel from the side you are working on. If needed, refer to the body section of the shop manual.

67. Remove the control unit of the power sliding door you are working on. If needed, refer to the body electrical section of the shop manual.

68. Reroute the control unit harnesses, then reconnect the harness connectors to the removed control unit. This will give you access to the control unit terminals for backprobing.



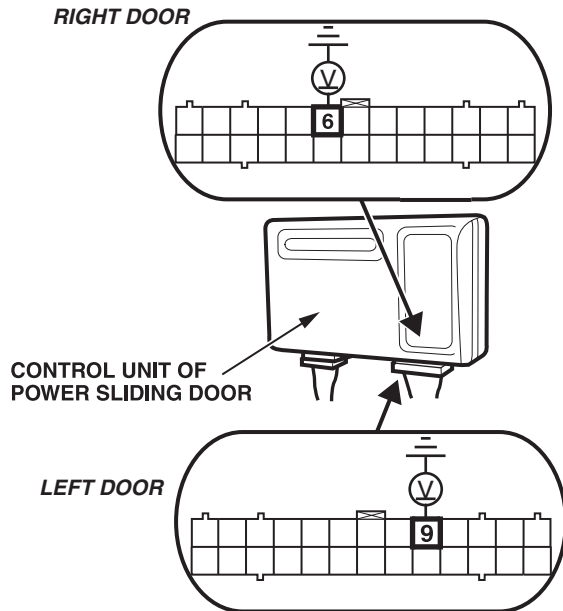
Pull this harness out of the body panel, and connect it to the control unit.

69. Backprobe terminal No. 6 (GRN/BLK, right door) or terminal No. 9 (GRN/BLK, left door) of the control unit 26P connector. Then, while you monitor voltage to ground, have an assistant test-drive the vehicle under the same conditions as in step 1.

Is there ever more than 1 V?

YES – Repair the open or high resistance in the wire between the junction switch connector and the control unit. Then go to step 72.

NO – Go to step 70.



70. Inspect the terminals in the control unit connector. If any are loose or damaged, replace them.

71. Test-drive the vehicle under the same conditions as in step 1.

- If the sliding door alarm no longer beeps, go to step 72.
- If the alarm still beeps, replace the sliding door control unit. Then go to step 72.

72. Confirm that the sliding doors work correctly by opening and closing them several times with the dashboard door switches, the remote transmitter, and the sliding door handles.

73. Install all removed trim panels, and replace any damaged clips.

74. Enter the radio anti-theft code and the radio station presets. Set the clock.