



YOUR CURRENT VEHICLE

2018 Chrysler Pacifica

Diagnosis & Testing - Power Liftgate System

DIAGNOSIS AND TESTING - POWER LIFTGATE SYSTEM

NOTE

Before any testing of the power liftgate system is attempted, the battery should be fully-charged.

The latch, the sensors, the switches and the hard wired circuits between components related to the power liftgate system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls or communication between modules and other devices that provide some features of the power liftgate system. The most reliable, efficient, and accurate means to diagnose the power liftgate system or the electronic controls and communication related to power liftgate system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

Following are quick reference diagnostic tables to help when diagnosing and testing the power liftgate system.

SYMPTOM DRIVEN POWER LIFTGATE SYSTEM DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
LIFTGATE WILL NOT INITIATE POWER OPEN/POWER CLOSE WITH EITHER FOB/K OR OVERHEAD CONSOLE SWITCH	1. Power Liftgate System Inhibitors preventing operation.	1. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required.
	2. Power Liftgate Input/Output status incorrect.	2. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.

CONDITION	POSSIBLE CAUSES	CORRECTION
FOBIK DOES NOT OPERATE POWER LIFTGATE, BUT OVERHEAD CONSOLE SWITCH DOES	3. Binding or sticking of components.	3. Establish location of binding or sticking components. Repair or replace if required.
	4. Wiring problems (system or vehicle).	4. Refer to the appropriate wiring information. Repair if required.
	5. Ineffective Power LiftGate Module (PLGM).	5. Test the PLGM using a diagnostic scan tool. Replace if required.
	6. Ineffective power liftgate latch assembly.	6. Check for foreign matter or damaged components preventing proper latch operation. Use diagnostic scan tool to cycle the latch. Replace if required.
	7. Ineffective liftgate Power Drive Unit (PDU).	7. Use a diagnostic scan tool to cycle the PDU. Replace if required.
	1. Power Liftgate System Inhibitors preventing operation.	1. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required.
	2. Power Liftgate Input/Output status incorrect.	2. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.
	3. Key in ignition.	3. FOB with Integrated Key (FOBIK) buttons do not function while key is in ignition by design. Remove key from ignition and retry.
	4. Ineffective FOBIK.	4. Reprogram FOBIK and retry. Replace if required.
	5. Ineffective Keyless Ignition Node (KIN).	5. Test the KIN using a diagnostic scan tool. Replace if required.
	6. Wiring problems (system or vehicle).	6. Refer to the appropriate wiring information. Repair if required.

CONDITION	POSSIBLE CAUSES	CORRECTION
	7. Ineffective Controller Area Network (CAN) data bus.	7. Test the CAN data bus using a diagnostic scan tool. Repair if required.
	8. Ineffective PLGM.	8. Test the PLGM using a diagnostic scan tool. Replace if required.
OVERHEAD CONSOLE SWITCH DOES NOT OPERATE POWER LIFTGATE - BUT FOBK DOES	1. Power Liftgate System Inhibitors preventing operation. 2. Power Liftgate Input/Output status incorrect.	1. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required. 2. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.
	3. Ineffective power liftgate overhead console switch.	3. Test the overhead console switch. Replace if required.
	4. Wiring problems (system or vehicle).	4. Refer to the appropriate wiring information. Repair if required.
	5. Ineffective PLGM.	5. Test the PLGM using a diagnostic scan tool. Replace if required.
LATCH WILL NOT RELEASE WITH EXTERIOR HANDLE, POWER-OPEN CYCLE MAY OR MAY NOT INITIATE	1. Power Liftgate System Inhibitors preventing operation. 2. Power Liftgate Input/Output status incorrect. 3. Ineffective power liftgate exterior handle switch. 4. Ineffective power liftgate latch assembly.	1. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required. 2. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required. 3. Test the exterior handle switch. Replace if required. 4. Check for foreign matter or damaged components preventing proper latch operation. Use diagnostic scan tool to cycle the latch. Replace if required.

CONDITION	POSSIBLE CAUSES	CORRECTION
	5. Wiring problems (system or vehicle).	5. Refer to the appropriate wiring information. Repair if required.
	6. Binding or sticking of components.	6. Establish location of binding or sticking components. Repair or replace if required.
	7. Ineffective PLGM.	7. Test the PLGM using a diagnostic scan tool. Replace if required.
LIFTGATE REVERSES DIRECTION DURING POWER OPEN - POWER CLOSE CYCLE	1. FOBIK button being hit more than the two times, or overhead console switch being hit more than once.	1. By design, the liftgate will reverse direction if the FOBIK button is depressed more than twice or the overhead console switch button is depressed more than once.
	2. Power Liftgate System Inhibitors preventing operation.	2. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required.
	3. Power Liftgate Input/Output status incorrect.	3. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.
	4. Binding or sticking of components.	4. Establish location of binding or sticking components. Repair or replace if required.
	5. Wiring problems (system or vehicle).	5. Refer to the appropriate wiring information. Repair if required.
	6. Ineffective liftgate PDU.	6. Use a diagnostic scan tool to cycle the PDU. Replace if required.
	7. Ineffective PLGM.	7. Test the PLGM using a diagnostic scan tool. Replace if required.
LATCH WILL NOT POWER-CINCH TO PRIMARY POSITION DURING MANUAL OR POWER OPERATION	1. Power Liftgate System Inhibitors preventing operation.	1. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required.

CONDITION	POSSIBLE CAUSES	CORRECTION
	2. Pinch sensor activated or opened shorted circuit.	2. Check pinch sensor status using a diagnostic scan tool. Repair or replace if required.
	3. Power Liftgate Input/Output status incorrect.	3. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.
	4. Binding or sticking of components.	4. Establish location of binding or sticking components. Repair or replace if required.
	5. Liftgate weather seal force too high.	5. Inspect weather seals for damage, improper installation, foreign matter or other possible obstructions. Repair if required.
	6. Wiring problems (system or vehicle).	6. Refer to the appropriate wiring information. Repair if required.
	7. Ineffective power liftgate latch assembly.	7. Check for foreign matter or damaged components preventing proper latch operation. Use diagnostic scan tool to cycle the latch. Replace if required.
	8. Ineffective PLGM.	8. Test the PLGM using a diagnostic scan tool. Replace if required.
LIFTGATE SAGS AFTER COMPLETION OF POWER OPEN CYCLE OR MANUAL OPENING	1. Loose or damaged PDU or strut mounts.	1. Check for loose or broken PDU (left side) or strut (right side) ball stud attachments. Repair or replace if required.
	2. Ineffective liftgate gas-charged strut (prop rod).	2. Check gas-charged strut (prop rod) on right side of liftgate. Replace if required.
HIGH OPENING EFFORT - LIFTGATE OPENS VERY SLOWLY DURING MANUAL OR POWER OPERATION	1. Power Liftgate System Inhibitors preventing operation.	1. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required.

CONDITION	POSSIBLE CAUSES	CORRECTION
	2. Loose or damaged PDU or strut mounts.	2. Check for loose or broken PDU (left side) or strut (right side) ball stud attachments. Repair or replace if required.
	3. Ineffective liftgate gas-charged strut (prop rod).	3. Check gas-charged strut (prop rod) on right side of liftgate. Replace if required.
	4. Binding or sticking of components.	4. Establish location of binding or sticking components. Repair or replace if required.
	5. Wiring problems (system or vehicle).	5. Refer to the appropriate wiring information. Repair if required.
	6. Vehicle located on too steep of a grade for power liftgate operation.	6. Operate liftgate manually.
	7. Ineffective liftgate PDU.	7. Use a diagnostic scan tool to cycle the PDU. Replace if required.
LIFTGATE CONTINUES TO POWER-CLOSE AFTER REACHING FULL-CLOSED POSITION	1. Power Liftgate Input/Output status incorrect.	1. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.
	2. Wiring problems (system or vehicle).	2. Refer to the appropriate wiring information. Repair if required.
	3. Binding or sticking of components.	3. Establish location of binding or sticking components. Repair or replace if required.
	4. Ineffective power liftgate latch assembly.	4. Check for foreign matter or damaged components preventing proper latch operation. Use diagnostic scan tool to cycle the latch. Replace if required.
	5. Ineffective PLGM.	5. Test the PLGM using a diagnostic scan tool. Replace if required.

CONDITION	POSSIBLE CAUSES	CORRECTION
LIFTGATE CONTINUES TO POWER-OPEN AFTER REACHING FULL-OPEN POSITION - MAY PULSE SEVERAL TIMES	<p>1. Power Liftgate Input/Output status incorrect.</p> <p>2. Wiring problems (system or vehicle).</p> <p>3. Ineffective full open switch (liftgate PDU).</p> <p>4. Ineffective PLGM.</p>	<p>1. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.</p> <p>2. Refer to the appropriate wiring information. Repair if required.</p> <p>3. Use a diagnostic scan tool to check the switch status and cycle the PDU. Replace if required.</p> <p>4. Test the PLGM using a diagnostic scan tool. Replace if required.</p>
SQUEAKS, NOISES AND RATTLES	<p>1. Foreign material within liftgate panel.</p> <p>2. Worn or loose liftgate components.</p>	<p>1. Remove foreign material from within liftgate if required.</p> <p>2. Inspect and tighten or replace loose liftgate components if required.</p>
LIFTGATE UNLATCHES OR INITIATES POWER OPEN OR POWER CLOSE CYCLE UNEXPECTEDLY	<p>1. Inadvertent power liftgate activation.</p> <p>2. Power Liftgate System Inhibitors preventing operation.</p> <p>3. Power Liftgate Input/Output status incorrect.</p> <p>4. Wiring problems (system or vehicle).</p> <p>5. Ineffective power liftgate overhead console switch.</p>	<p>1. Use a diagnostic scan tool to read and record PLGM activation history.</p> <p>2. Check Inhibit Monitors using a diagnostic scan tool. Refer to the POWER LIFTGATE SYSTEM INHIBIT MONITORS section below. Repair if required.</p> <p>3. Check power liftgate input - output status using a diagnostic scan tool. Refer to the POWER LIFTGATE INPUT-OUTPUT TABLE section below. Repair if required.</p> <p>4. Refer to the appropriate wiring information. Repair if required.</p> <p>5. Test the overhead console switch. Replace if required.</p>

CONDITION	POSSIBLE CAUSES	CORRECTION
	6. Ineffective FOBIK.	6. Reprogram FOBIK and retry. Replace if required.
	7. Ineffective power liftgate latch assembly.	7. Check for foreign matter or damaged components preventing proper latch operation. Use diagnostic scan tool to cycle the latch. Replace if required.
	8. Ineffective PLGM.	8. Test the PLGM using a diagnostic scan tool. Replace if required.

POWER LIFTGATE SYSTEM CONTROL PARAMETERS

The power liftgate system is designed with a number of control parameters, which are conditions that must be fulfilled to allow operation. These control parameters are listed below:

- The Power LiftGate Module (PLGM) will inhibit operation of the power liftgate in extreme ambient temperatures. These temperatures are at or below about -30° C (-22° F) and at or above about 65° C (149° F). The pinch sensor/thermistor assembly on the right side of the liftgate monitors the ambient temperature.
- The transmission must be in the **Park** (P) or **Neutral** (N) positions for the power liftgate system to operate.
- The vehicle speed input must be zero (0) for the power liftgate system to operate.
- The electrical system voltage must be within minimum and maximum specifications for the power liftgate system to operate. A low-voltage cut off is built into the power liftgate system to prevent the battery from discharging to the point where the vehicle cannot be operated.
- If the ignition switch is in the **Start** position, the power liftgate system will not initiate a power cycle.
- If the ignition switch is moved to the **Start** position during a power cycle, the power liftgate will pause.
- If the vehicle is locked, the exterior liftgate handle will not release the latch. The FOB with Integrated Key (FOBIK) and the overhead console switch will work for power open or close cycles.
- If the vehicle theft alarm is armed, the overhead console switch will not open the liftgate; however, the FOBIK will.
- If a liftgate pinch sensor is activated during a power close, the liftgate will reverse direction. If a pinch sensor is already active, the power liftgate system will not initiate a power close. A pinch activation during latch cinch will stop the cinch operation.
- If something sufficiently impedes liftgate travel, the power liftgate will detect an obstacle and reverse direction, traveling to full open or full closed.

- If multiple obstacles are detected during the same power open or close cycle, the liftgate will abort that power cycle and go into full manual operation.
- The power liftgate components are protected by the power liftgate system fuse. If the fuse is ineffective, the power liftgate system will not function.
- Some Diagnostic Trouble Codes (DTC) stored in the PLGM may cause the power liftgate system not to operate. Always use a diagnostic scan tool to check and clear DTCs from the PLGM before and after servicing any power liftgate system components.

POWER LIFTGATE INPUT - OUTPUT TABLE

INPUT	NORMAL READINGS			DESCRIPTION
	FULLY CLOSED AND LATCHED	FULLY OPEN	BETWEEN FULLY OPEN AND CLOSED	
PRIMARY RATCHET - AJAR SWITCH CLOSED	FALSE	TRUE	TRUE	Primary/Ajar switch, internal to the liftgate latch. Open when latch is in primary. Closed when latch is out of primary.
SECONDARY RATCHET SWITCH CLOSED	FALSE	TRUE	TRUE	Internal to the liftgate latch. Indicates when the latch is in secondary position. Open when in secondary position. Closed when out of secondary position.
SECTOR GEAR SWITCH CLOSED	FALSE	FALSE	FALSE	Internal to the liftgate latch. Essentially a park switch for the latch. When latch is running a cinch or release, this switch is Closed . After cinch or release is complete, the Power LiftGate Module (PLGM) will reverse direction of the latch until the switch is Open .
POSITION SENSOR NUMBER 1 AND NUMBER 2 CLOSED	FALSE OR TRUE	FALSE OR TRUE	FALSE OR TRUE	When in motion, these signals will toggle between Open and Closed . The two signals together tell the PLGM the speed and distance of liftgate travel. These inputs are also used by the PLGM to sense obstacles encountered by the liftgate.

POSITION SENSOR PULSE COUNTS	100	1600 TO 1800	100 TO 1600	This is a counter derived from the pulses coming from Position Sensors number 1 and 2. This count represents total travel of the liftgate (to mechanical end of travel).
GATE FULL OPEN SWITCH POSITION COUNTS	ABOUT 1600	ABOUT 1600	ABOUT 1600	This is a counter derived from the pulses coming from Position Sensors number 1 and 2. This count represents the position of the full open switch in the PDU.

INPUT	NORMAL (NOT PRESSED)	PRESSED	DESCRIPTION
LEFT PINCH SENSOR	About 4.1 Volts (10 Kilohms)	Less than 1 Volt	Pinch sensor reads 10 kilohms when not pinched. When pinched, shorts out the 10 kilohm resistor and should read from 0 to about 200 ohms.
RIGHT PINCH SENSOR	About 1.7 Volts at 21° C (70° F)	Less than 1 Volt	Right pinch sensor has a 10 kilohm at room temperature thermistor in place of the resistor. When not pinched, resistance is proportional to the ambient temperature. When pinched, shorts out the thermistor and should read from 0 to about 200 ohms.
EXTERIOR HANDLE SWITCH	5 Volts (Normally Open)	About 3.4 Volts (4.7 Kilohms)	Located in the liftgate latch. Open circuit when not active. 4.7 kilohms to ground when handle is activated.
OVERHEAD CONSOLE SWITCH	About 4.7 Volts	About 3.4 Volts	When not pressed, should read about 810 kilohms. When pressed, should read about 4.7 kilohms.
D-PILLAR (REAR ZONE) SWITCH	About 4.7 Volts	About 3.4 Volts	When not pressed, should read about 810 kilohms. When pressed, should read about 4.7 kilohms.

OUTPUT	DESCRIPTION	DIAGNOSE
HALL EFFECT POWER	Provides +5 Volts to the Hall sensors in the PDU	As long as the PLGM is awake it should read approximately +5 volts.
LATCH MOTOR	Provides +/- 12 Volts to latch	Actuate with diagnostic scan tool. Should see positive voltage on the cinch wiring connector terminal for cinch direction. Should see

	motor for cinch and release	positive voltage on the release wiring connector terminal for release direction. Refer to the appropriate wiring information for specific harness and connector pinout information.
DRIVE MOTOR	Provides +/- 12 Volts to PDU for power Open or Close	Actuate with diagnostic scan tool. Should see positive voltage on the open wiring connector terminal for open direction. Should see positive voltage on the close wiring connector terminal for close direction. Refer to the appropriate wiring information for specific harness and connector pinout information.
CHIME	Provides signal to output sound	Actuate with diagnostic scan tool. While monitoring with a digital multimeter some activity should be present, but not much voltage.

POWER LIFTGATE SYSTEM INHIBIT MONITORS

The following is a list of inhibit monitors that may be observed using an appropriate diagnostic scan tool.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
\$80 OPEN INHIBIT - VOLTAGE TOO LOW	1. Low or dead battery.	1. Test and charge battery. Replace if required.
\$82 CLOSE INHIBIT - VOLTAGE TOO LOW	2. Ineffective power or ground circuits to the Power LiftGate Module (PLGM). 3. Inaccurate voltage reading from the PLGM.	2. Check the power and ground circuits for the PLGM. Repair if required. 3. Compare the PLGM battery reading using a diagnostic scan tool with a voltmeter reading at the PLGM wiring connections. If a voltage difference of 0.5 Volt or greater is obtained, replace the PLGM.
\$81 OPEN INHIBIT - VOLTAGE TOO HIGH	1. Charging system over voltage.	1. Test the charging system. Repair if required.
\$83 CLOSE INHIBIT - VOLTAGE TOO HIGH	2. Inaccurate voltage reading from the PLGM.	2. Compare the PLGM battery reading using a diagnostic scan tool with a voltmeter reading at the PLGM wiring connections. If a voltage difference of 0.5 Volt or greater is obtained, replace the PLGM.
\$84 OPEN INHIBIT - TEMPERATURE	1. Temperature was below -30° C (-22° F)	1. Inform customer of power liftgate system temperature operating range.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
TOO LOW	when the operation was attempted.	
\$86 CLOSE INHIBIT - TEMPERATURE TOO LOW	2. Open or high resistance to right pinch sensor thermistor through signal or ground circuit.	2. Check the signal and ground circuits between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective right pinch sensor or thermistor.	3. Allow vehicle to sit in a constant temperature environment for one hour with the liftgate open. Test the resistance of the right pinch sensor and thermistor compared to specification. Replace if required.
	4. Inaccurate temperature reading from the PLGM.	4. Allow vehicle to sit in a constant temperature environment for one hour with the liftgate open. Compare the PLGM temperature reading using a diagnostic scan tool with the temperature indicated by the resistance specification of the right pinch sensor and thermistor. If the right pinch sensor and thermistor are within range of specification and the temperature difference at the PLGM is greater than 4.5° C (8° F), replace the PLGM.
\$85 OPEN INHIBIT - TEMPERATURE TOO HIGH	1. Temperature was above 65° C (149° F) when the operation was attempted.	1. Inform customer of power liftgate system temperature operating range.
\$87 CLOSE INHIBIT - TEMPERATURE TOO HIGH	2. Shorted or partially shorted right pinch sensor thermistor through signal or ground circuit.	2. Check the signal and ground circuits between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective right pinch sensor or thermistor.	3. Allow vehicle to sit in a constant temperature environment for one hour with the liftgate open. Test the resistance of the right pinch sensor and thermistor compared to specification. Replace if required.
	4. Inaccurate temperature reading from the PLGM.	4. Allow vehicle to sit in a constant temperature environment for one hour with the liftgate open. Compare the PLGM temperature reading using a diagnostic scan tool with the temperature indicated by the resistance

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
		specification of the right pinch sensor and thermistor. If the right pinch sensor and thermistor are within range of specification and the temperature difference at the PLGM is greater than 4.5° C (8° F), replace the PLGM.
	1. Left pinch sensor was activated prior to activation of power close cycle.	1. Check for obstructions causing pinch sensor activation. Repair if required. If no obstructions found, inform customer of pinch sensor operation.
\$88 CLOSE INHIBIT - LEFT PINCH SENSOR ACTIVE	2. Short to ground on left pinch sensor signal circuit.	2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective left pinch sensor.	3. Test the resistance of the left pinch sensor in an unpinched state. If the resistance is less than 9 kilohms, replace the left pinch sensor.
	4. Ineffective PLGM.	4. Use a diagnostic scan tool to observe the voltage of the left pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be approximately 0 volts. If the readings are not okay, replace the PLGM.
\$89 CLOSE INHIBIT - RIGHT PINCH SENSOR ACTIVE	1. Right pinch sensor was activated prior to activation of power close cycle.	1. Check for obstructions causing pinch sensor activation. Repair if required. If no obstructions found, inform customer of pinch sensor operation.
	2. Short to ground on right pinch sensor signal circuit.	2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective right pinch sensor.	3. Test the resistance of the right pinch sensor in an unpinched state. If the resistance is less than 9 kilohms, replace the right pinch sensor.
	4. Ineffective PLGM.	4. Use a diagnostic scan tool to observe the voltage of the right pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
		approximately 0 volts. If the readings are not okay, replace the PLGM.
\$8A OPEN INHIBIT - NOT IN PARK OR NEUTRAL	1. Operator attempted power open cycle when vehicle was not in Park or Neutral.	1. Inform customer of power liftgate system operating restrictions.
	2. Operator attempted manual latch release with exterior handle when vehicle was not in Park or Neutral.	2. Inform customer of power liftgate system operating restrictions.
	3. Ignition switch status problem.	3. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
\$8A OPEN INHIBIT - NOT IN PARK OR NEUTRAL	4. Transmission Range Sensor (TRS) problem.	4. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify PRNDL status reads correctly. If not okay, repair or replace the TRS if required.
	5. Overhead console power liftgate switch problem.	5. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	6. FOB with Integrated Key (FOBIK) or Keyless Ignition Node (KIN) problem.	6. Verify proper operation of the FOBIK and the Remote Keyless Entry (RKE) system. Repair or replace if required.
	7. Exterior liftgate latch handle switch problem.	7. Use a diagnostic scan tool to observe the exterior liftgate latch handle switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
\$8B CLOSE INHIBIT - NOT IN PARK OR NEUTRAL	1. Operator attempted power close cycle when	1. Inform customer of power liftgate system operating restrictions.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	vehicle was not in Park or Neutral.	
	2. Ignition switch status problem.	2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
	3. TRS problem.	3. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify PRNDL status reads correctly. If not okay, repair or replace the TRS if required.
	4. Overhead console power liftgate switch problem.	4. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	5. FOBIK or KIN problem.	5. Verify proper operation of the FOBIK and the RKE system. Repair or replace if required.
\$8C OPEN INHIBIT - NON-ZERO VEHICLE SPEED	1. Operator attempted power open cycle when vehicle is in Neutral and rolling.	1. Inform customer of power liftgate system operating restrictions.
	2. Ignition switch status problem.	2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
	3. Vehicle Speed Sensor (VSS) problem.	3. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the vehicle speed status reads correctly. If not okay, repair or replace the VSS if required.
	4. Overhead console power liftgate switch problem.	4. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	5. FOBIK or KIN problem.	5. Verify proper operation of the FOBIK and the RKE system.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
\$8D CLOSE INHIBIT - NON-ZERO VEHICLE SPEED		Repair or replace if required.
	6. Exterior liftgate latch handle switch problem.	6. Use a diagnostic scan tool to observe the exterior liftgate latch handle switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	1. Operator attempted power close cycle when vehicle is in Neutral and rolling.	1. Inform customer of power liftgate system operating restrictions.
	2. Ignition switch status problem.	2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
	3. VSS problem.	3. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the vehicle speed status reads correctly. If not okay, repair or replace the VSS if required.
	4. Overhead console power liftgate switch problem.	4. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	5. FOBK or KIN problem.	5. Verify proper operation of the FOBK and the RKE system. Repair or replace if required.
\$8E OPEN INHIBIT - IGNITION IN START POSITION	1. Operator attempted power open cycle with the ignition switch in the Start position.	1. Inform customer of power liftgate system operating restrictions.
	2. Ignition switch status problem.	2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
	3. Overhead console power liftgate switch problem.	3. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	4. FOBIK or KIN problem.	are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
\$8F CLOSE INHIBIT - IGNITION IN START POSITION	1. Operator attempted power close cycle with the ignition switch in the Start position.	1. Inform customer of power liftgate system operating restrictions.
	2. Ignition switch status problem.	2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
	3. Overhead console power liftgate switch problem.	3. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	4. FOBIK or KIN problem.	4. Verify proper operation of the FOBIK and the RKE system. Repair or replace if required.
\$90 OPEN INHIBIT - IN-PLANT MODE	1. Power open cycle will not function because the PLGM is in the in-plant mode.	1. Use a diagnostic scan tool to perform the PLGM learn cycle. If learn cycle does not correct the problem, replace the PLGM if required.
\$91 CLOSE INHIBIT - IN-PLANT MODE	1. Power close cycle will not function because the PLGM is in the in-plant mode.	1. Use a diagnostic scan tool to perform the PLGM learn cycle. If learn cycle does not correct the problem, replace the PLGM if required.
\$92 OPEN INHIBIT - GEAR/SPEED MISMATCH	1. Power open cycle will not function because of a conflict between the TRS and VSS inputs.	1. Use a diagnostic scan tool to observe the electronic message inputs to the PLGM over the CAN data bus. Verify the vehicle speed and the PRNDL status read correctly. If not okay, repair or replace the TRS or VSS if required. NOTE: This inhibitor could also have been operator induced by placing the transmission in Park when the vehicle is still rolling and immediately attempting a power open cycle command.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	2. Ignition switch status problem.	2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
\$93 CLOSE INHIBIT - GEAR/SPEED MISMATCH	1. Power close cycle will not function because of a conflict between the TRS and VSS inputs. 2. Ignition switch status problem.	1. Use a diagnostic scan tool to observe the electronic message inputs to the PLGM over the CAN data bus. Verify the vehicle speed and the PRNDL status read correctly. If not okay, repair or replace the TRS or VSS if required. NOTE: This inhibitor could also have been operator induced by placing the transmission in Park when the vehicle is still rolling and immediately attempting a power close cycle command. 2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the ignition switch status reads correctly. Repair if required.
\$94 OPEN INHIBIT - NOT FULLY OPEN OR FULLY CLOSED	1. Operator induced by placing the liftgate latch in the primary or secondary latch position while the liftgate was open. 2. Conflict between power liftgate latch switches and PDU full open switch inputs to the PLGM.	1. Inform customer of proper power liftgate and latch operation. 2. Use a diagnostic scan tool to observe the liftgate latch full open, primary, secondary, sector and pawl switch readings with the liftgate in the fully open position. Verify that the full open, primary, secondary and pawl switch readings are all Closed and the sector switch reading is Open . Then, with the liftgate in the fully closed position, verify that the full open, primary, secondary and pawl switch readings are all Open and the sector switch reading is Closed . Repair if required.
	3. PDU full open switch problem.	3. Use a diagnostic scan tool to verify proper operation of the full open switch during a power liftgate cycle. Repeat during a manual liftgate cycle. In each case the switch reading should be Closed with the liftgate a few degrees below fully opened and Open in all other positions. Repair if required.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
\$95 LATCH RELEASE INHIBIT - LOCK ENGAGED	1. Vehicle was locked when the operator attempted to release the power liftgate latch using the exterior latch handle.	1. Inform customer of proper power liftgate and latch operation.
	2. Invalid lock status received by the PLGM.	2. Use a diagnostic scan tool to observe the electronic message inputs to the PLGM over the CAN data bus. Cycle the power door locks using the FOBIK, the interior lock switches and the automatic (or rolling) lock feature. Verify that the lock status reads correctly. Repair if required.
\$96 LATCH CINCH ABORTED - LEFT PINCH SENSOR ACTIVE	1. Left pinch sensor was activated when power liftgate latch was cinching.	1. Check for obstructions causing pinch sensor activation. Check the pinch sensor for areas that may be coming into contact with other parts of the vehicle. Ensure the pinch sensor is properly secured to the liftgate. Repair if required. If no obstructions found, inform customer of pinch sensor operation.
	2. Short to ground on left pinch sensor signal circuit.	2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective left pinch sensor.	3. Test the resistance of the left pinch sensor in an unpinched state. If the resistance is less than 9 kilohms, replace the left pinch sensor.
	4. Ineffective PLGM.	4. Use a diagnostic scan tool to observe the voltage of the left pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be approximately 0 volts. If the readings are not okay, replace the PLGM.
\$97 LATCH CINCH ABORTED - RIGHT PINCH SENSOR ACTIVE	1. Right pinch sensor was activated when power liftgate latch was cinching.	1. Check for obstructions causing pinch sensor activation. Check the pinch sensor for areas that may be coming into contact with other parts of the vehicle. Ensure the pinch sensor is properly secured to the liftgate. Repair if required. If no obstructions found, inform customer of pinch sensor operation.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	<p>2. Short to ground on right pinch sensor signal circuit.</p> <p>3. Ineffective right pinch sensor.</p> <p>4. Ineffective PLGM.</p>	<p>2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.</p> <p>3. Test the resistance of the right pinch sensor in an unpinched state. If the resistance is less than 9 kilohms, replace the right pinch sensor.</p> <p>4. Use a diagnostic scan tool to observe the voltage of the right pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be approximately 0 volts. If the readings are not okay, replace the PLGM.</p>
\$98 OPEN CANCELLED - HANDLE ACTIVE	<p>1. Operator induced by grabbing the exterior handle while a power open cycle was taking place.</p>	<p>1. Inform customer of power liftgate system operating restrictions.</p>
\$98 OPEN CANCELLED - RKE ACTIVE	<p>2. Exterior liftgate latch handle switch problem.</p>	<p>2. Use a diagnostic scan tool to observe the exterior liftgate latch handle switch inputs to the PLGM. Verify the liftgate latch handle switch (located in the exterior latch handle assembly) reading is approximately 2.4 volts with handle activated and greater than 4.6 volts when released. Using a digital multimeter, measure the resistance of the liftgate latch handle switch. The multimeter should read approximately 4.7 kilohms activated, and open with the handle released. If not okay, repair or replace the switch if required.</p>
	<p>1. A power open cycle was cancelled during the first two seconds (while chiming) by an RKE signal.</p> <p>2. FOBIK or KIN problem.</p>	<p>1. Inform customer of power liftgate system operating restrictions. FOBIK buttons may get inadvertently pressed when in a pocket or purse. Rapid pressing of the buttons may also be the cause.</p> <p>2. Verify proper operation of the FOBIK and the RKE system. Repair or replace if required.</p>

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
\$9A OPEN CANCELLED - OVERHEAD/IP ACTIVE	1. A power open cycle was cancelled during the first two seconds (while chiming) by an overhead console power liftgate switch signal.	1. Inform customer of power liftgate system operating restrictions. The overhead console power liftgate switch may have been double pressed.
	2. Overhead console power liftgate switch problem.	2. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
\$9B CLOSE CANCELLED - HANDLE ACTIVE	1. Operator induced by grabbing the exterior handle while a power close cycle was taking place.	1. Inform customer of power liftgate system operating restrictions.
	2. Exterior liftgate latch handle switch problem.	2. Use a diagnostic scan tool to observe the exterior liftgate latch handle switch inputs to the PLGM. Verify the liftgate latch handle switch (located in the exterior latch handle assembly) reading is approximately 2.4 volts with handle activated and greater than 4.6 volts when released. Using a digital multimeter, measure the resistance of the liftgate latch handle switch. The multimeter should read approximately 4.7 kilohms activated, and open with the handle released. If not okay, repair or replace the switch if required.
\$9C CLOSE CANCELLED - RKE ACTIVE	1. A power close cycle was cancelled during the first two seconds (while chiming) by an RKE signal.	1. Inform customer of power liftgate system operating restrictions. FOBIK buttons may get inadvertently pressed when in a pocket or purse. Rapid pressing of the buttons may also be the cause.
	2. FOBIK or KIN problem.	2. Verify proper operation of the FOBIK and the RKE system. Repair or replace if required.
\$9D CLOSE CANCELLED - OVERHEAD/IP ACTIVE	1. A power close cycle was cancelled during the first two seconds (while chiming) by an overhead	1. Inform customer of power liftgate system operating restrictions. The overhead console power liftgate switch may have been double pressed.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	console power liftgate switch signal.	
\$9E CLOSE CANCELLED - LEFT PINCH SENSOR DETECTED	2. Overhead console power liftgate switch problem.	2. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	1. A power close cycle was cancelled during the first two seconds (while chiming) by a left pinch sensor signal.	1. Check for obstructions causing pinch sensor activation. Check the pinch sensor for areas that may be coming into contact with other parts of the vehicle. Ensure the pinch sensor is properly secured to the liftgate. Repair if required. If no obstructions found, inform customer of pinch sensor operation.
	2. Short to ground on left pinch sensor signal circuit.	2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective left pinch sensor.	3. Test the resistance of the left pinch sensor in an unpinched state. If the resistance is less than 9 kilohms, replace the left pinch sensor.
	4. Ineffective PLGM.	4. Use a diagnostic scan tool to observe the voltage of the left pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be approximately 0 volts. If the readings are not okay, replace the PLGM.
\$9F CLOSE CANCELLED - RIGHT PINCH SENSOR DETECTED	1. A power close cycle was cancelled during the first two seconds (while chiming) by a right pinch sensor signal.	1. Check for obstructions causing pinch sensor activation. Check the pinch sensor for areas that may be coming into contact with other parts of the vehicle. Ensure the pinch sensor is properly secured to the liftgate. Repair if required. If no obstructions found, inform customer of pinch sensor operation.
	2. Short to ground on right pinch sensor signal circuit.	2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective right pinch sensor.	3. Test the resistance of the right pinch sensor in an unpinched state. If the resistance is less than 9 kilohms,

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	4. Ineffective PLGM.	<p>replace the right pinch sensor.</p> <p>4. Use a diagnostic scan tool to observe the voltage of the right pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be approximately 0 volts. If the readings are not okay, replace the PLGM.</p>
	1. Operator shifted vehicle out of Park or Neutral while a power open cycle was in progress.	<p>1. Inform customer of power liftgate system operating restrictions.</p>
\$A0 OPEN REVERSAL - GEAR OR SPEED STATE CHANGE	2. VSS problem.	<p>2. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify the vehicle speed status reads correctly. If not okay, repair or replace the VSS if required.</p>
	3. TRS problem.	<p>3. Use a diagnostic scan tool to observe the electronic message inputs received by the PLGM over the CAN data bus. Verify PRNDL status reads correctly. If not okay, repair or replace the TRS if required.</p>
\$A1 OPEN REVERSAL - USER INPUT	1. Operator activated either a FOBIK button or the overhead console power liftgate switch while a power open or power close cycle was in progress	<p>1. Inform customer of power liftgate system operating restrictions. The overhead console power liftgate switch may have been double pressed or the FOBIK buttons may get inadvertently pressed when in a pocket or purse. Rapid pressing of the buttons may also be the cause.</p>
	2. Overhead console power liftgate switch problem.	<p>2. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.</p>
	3. FOBIK or KIN problem.	<p>3. Verify proper operation of the FOBIK and the RKE system. Repair or replace if required.</p>
\$A2 CLOSE REVERSAL - USER	1. Operator activated either a FOBIK button or	<p>1. Inform customer of power liftgate system operating restrictions. The overhead console power liftgate switch may</p>

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
INPUT	the overhead console power liftgate switch while a power open or power close cycle was in progress.	have been double pressed or the FOBIK buttons may get inadvertently pressed when in a pocket or purse. Rapid pressing of the buttons may also be the cause.
	2. Overhead console power liftgate switch problem.	2. Use a diagnostic scan tool to observe the overhead console liftgate switch inputs to the PLGM. Verify the inputs are correct under different voltage and driving conditions. If not okay, repair or replace the switch if required.
	3. FOBIK or KIN problem.	3. Verify proper operation of the FOBIK and the RKE system. Repair or replace if required.
\$A3 CLOSE REVERSAL - LEFT PINCH SENSOR DETECTED	1. A power close cycle reversed direction due to a left pinch sensor signal.	1. Check for obstructions causing pinch sensor activation. Check the pinch sensor for areas that may be coming into contact with other parts of the vehicle. Ensure the pinch sensor is properly secured to the liftgate. Repair if required. If no obstructions found, inform customer of pinch sensor operation.
	2. Short to ground on left pinch sensor signal circuit.	2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective left pinch sensor.	3. Test the resistance of the left pinch sensor in an unpinched state. If the resistance is less than 9 kilohms, replace the left pinch sensor.
	4. Ineffective PLGM.	4. Use a diagnostic scan tool to observe the voltage of the left pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be approximately 0 volts. If the readings are not okay, replace the PLGM.
\$A4 CLOSE REVERSAL - RIGHT PINCH SENSOR DETECTED	1. A power close cycle reversed direction due to a right pinch sensor signal.	1. Check for obstructions causing pinch sensor activation. Check the pinch sensor for areas that may be coming into contact with other parts of the vehicle. Ensure the pinch sensor is properly secured to the liftgate. Repair if required. If no obstructions found, inform customer of pinch sensor operation.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	2. Short to ground on right pinch sensor signal circuit.	2. Check the signal circuit between the pinch sensor and the PLGM including the in-line connectors. Repair if required.
	3. Ineffective right pinch sensor.	3. Test the resistance of the right pinch sensor in an unpinched state. If the resistance is less than 9 kilohms, replace the right pinch sensor.
	4. Ineffective PLGM.	4. Use a diagnostic scan tool to observe the voltage of the right pinch sensor input. With the sensor disconnected the reading should be approximately 5 volts. Short the pinch sensor circuit to ground and the reading should be approximately 0 volts. If the readings are not okay, replace the PLGM.
\$A5 CLOSE REVERSAL - HANDLE ACTIVE	1. A power close cycle reversed direction due to the operator grabbing the exterior handle while the cycle was taking place.	1. Inform customer of power liftgate system operating restrictions.
	2. Exterior liftgate latch handle switch problem.	2. Use a diagnostic scan tool to observe the exterior liftgate latch handle switch inputs to the PLGM. Verify the liftgate latch handle switch (located in the exterior latch handle assembly) reading is approximately 2.4 volts with handle activated and greater than 4.6 volts when released. Using a digital multimeter, measure the resistance of the liftgate latch handle switch. The multimeter should read approximately 4.7 kilohms activated, and open with the handle released. If not okay, repair or replace the switch if required.
\$A6 OPEN ABORTED - HANDLE ACTIVE	1. A power open cycle was aborted due to the operator grabbing the exterior handle while the cycle was taking place.	1. Inform customer of power liftgate system operating restrictions.
	2. Exterior liftgate latch handle switch problem.	2. Use a diagnostic scan tool to observe the exterior liftgate latch handle switch inputs to the PLGM. Verify the liftgate latch handle switch (located in the exterior latch handle

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
		assembly) reading is approximately 2.4 volts with handle activated and greater than 4.6 volts when released. Using a digital multimeter, measure the resistance of the liftgate latch handle switch. The multimeter should read approximately 4.7 kilohms activated, and open with the handle released. If not okay, repair or replace the switch if required.
\$A7 OPEN OBSTACLE	1. A power open cycle reversed direction due to an obstacle detected while the cycle was taking place.	1. Normal operation. Inform customer of power liftgate system operating restrictions.
	2. Binding or sticking of components.	2. Use a diagnostic scan tool to determine the Gate Position indicated in the Inhibit Monitor record. Move the liftgate manually to that location and note the components involved in the obstruction or binding. Repair or replace the components if required.
	3. The PLGM is not properly calibrated.	3. Use a diagnostic scan tool to perform the PLGM learn cycle. If learn cycle does not correct the problem, replace the PLGM if required.
\$A8 CLOSE OBSTACLE	1. A power close cycle reversed direction due to an obstacle detected while the cycle was taking place.	1. Normal operation. Inform customer of power liftgate system operating restrictions.
	2. Binding or sticking of components.	2. Use a diagnostic scan tool to determine the Gate Position indicated in the Inhibit Monitor record. Move the liftgate manually to that location and note the components involved in the obstruction or binding. Repair or replace the components if required.
	3. The PLGM is not properly calibrated.	3. Use a diagnostic scan tool to perform the PLGM learn cycle. If learn cycle does not correct the problem, replace the PLGM if required.
\$AA LATCH IS NOT NEAR SECONDARY STATE	1. Operator induced by placing the liftgate latch in the primary or	1. Inform customer of proper power liftgate and latch operation.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
	secondary latch position while the liftgate was open.	
	2. Wiring problem.	Use a diagnostic scan tool to observe and verify that the position sensor 1 and 2 in the PDU toggle between Open and Closed . If readings are inaccurate, diagnose the wiring for possible opens or shorts to ground or voltage. Refer to the appropriate wiring information. Repair if required.
	3. PDU position sensor problem.	3. Manually open the liftgate to the fully open position. Bring the liftgate down to just before the latch contacts the striker. Using a diagnostic scan tool observe the Gate Position counts. If the count is greater than 20, replace the ineffective PDU.
	4. PLGM problem.	Use a diagnostic scan tool to observe the position sensor 1 and 2 status. Disconnect the PDU electrical connector. Apply opens and grounds to the position sensor signal circuits. Verify that the PLGM reads the correct Open and Closed status. If not okay, replace the PLGM if required.
\$AB OPEN INHIBIT - VTA ARMED	1. The overhead console power liftgate switch would not initiate a power open cycle because the Vehicle Theft Alarm (VTA) was armed.	1. Normal operation. Inform customer of power liftgate system operating restrictions.
	2. Invalid VTA status.	2. Use a diagnostic scan tool to observe and verify that electronic messages from the instrument cluster (also known as the Cab Compartment Node/CCN) over the CAN data bus indicate proper operation of the VTA system. If not okay, repair or replace components if required.
\$AC OPEN INHIBIT - INVALID INPUT	1. The power liftgate D-pillar switch would not initiate a power open cycle because a power open is not allowed from that input.	1. Normal operation. Inform customer of power liftgate system operating restrictions.

INHIBIT MONITOR	POSSIBLE CAUSES	CORRECTION
\$AD OPEN INHIBIT - FLIPPER GLASS AJAR	1. Operator attempted a power open cycle while the liftgate flip-up glass was ajar.	1. Normal operation. Inform customer of power liftgate system operating restrictions.
	2. Liftgate flip-up glass ajar switch problem.	2. Use a diagnostic scan tool to observe and verify that electronic messages from the Body Control Module (BCM) over the CAN data bus indicate the proper status of the liftgate flip-up glass. If not okay, repair or replace flip-up glass ajar switch if required.
\$AE CLOSE INHIBIT - FLIPPER GLASS AJAR	1. Operator attempted a power close cycle while the liftgate flip-up glass was ajar.	1. Normal operation. Inform customer of power liftgate system operating restrictions.
	2. Liftgate flip-up glass ajar switch problem.	2. Use a diagnostic scan tool to observe and verify that electronic messages from the Body Control Module (BCM) over the CAN data bus indicate the proper status of the liftgate flip-up glass. If not okay, repair or replace flip-up glass ajar switch if required.