

TO: ALL AUTHORIZED SERVICE ACCOUNTS
AS-1975 MANUAL OWNERS

SUBJECT: GM Passlock I Service Addendum

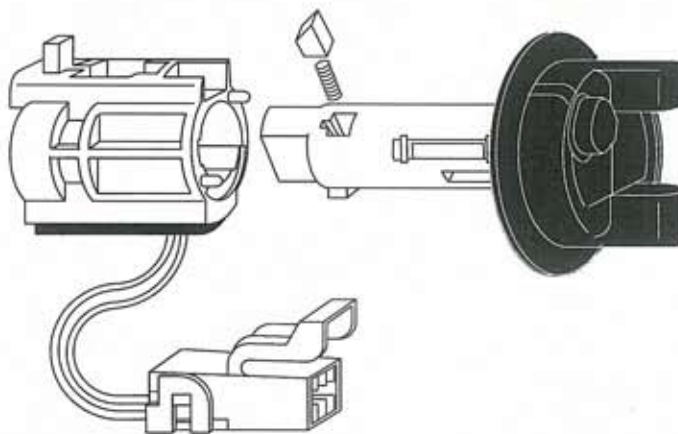
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Passlock Plug Exchange

Locks Affected

J Body
#703225 (automatic)
#703226 (manual)

N Body
#703227 (automatic)
#703228 (manual)



Provided that the case, Hall-effect sensor and wiring are not damaged, the need for reprogramming the vehicle can be circumvented by simply replacing the plug only.

GM's Passlock I ignition lock was introduced in the 1995-1/2 Chevrolet Cavalier Z-24 and expanded to the 1996 GM J and N body vehicles. These include the J body Chevrolet Cavalier and Pontiac Sunfire, and the N body Pontiac Grand Am, Buick Skylark, and Oldsmobile Achieva.

These locks are designed to increase the security of the new car lines while retaining the ease of service offered by standard lock systems. Unlike the PASS Key or VATS system, the security of the Passlock system is built into the lock and is not dependent on a specialized key or other possession-based device. As such, the technician can service this lock using the mechanical key currently used for the Modular ignition.

Security in the Passlock ignition is achieved through the use of a Hall-effect sensor that is attached to the case of the lock and a magnet embedded into the lock plug. In operation, as a key is used to rotate the plug, two simultaneous functions are started. First, the ignition switch activates a timer that opens a window in which the vehicle's computer is looking for an R-Code. Second, the magnet of the plug rotates past the Hall-effect sensor creating the R-Code. If the R-Code is seen by the computer within the window, the vehicle is allowed to start. If an incorrect code or a code seen outside the window occurs, the vehicle will not start.

In servicing these locks, three factors should be observed:

- The security of this system is built into the lock and not the key. Any mechanically correct key blank can be used to either duplicate or generate a new key. Cut correctly, the new key will both operate the lock and used to re-program the vehicle.
- When replacing a lock, a security light on the instrument panel flashes, indicating that the vehicle is in the secure mode, will not start, and must be reprogrammed to accept the new lock. See STRATTEC's Passlock I release #AS-1073-11/95 for programming sequence.
- If a lock needs to be replaced (e.g. re-key, physical damage, etc.) the need for reprogramming the vehicle can be circumvented by using the shell of the original lock and installing a new plug only. This procedure *must only be used* if the original case, its Hall-effect sensor and its wiring are not damaged.