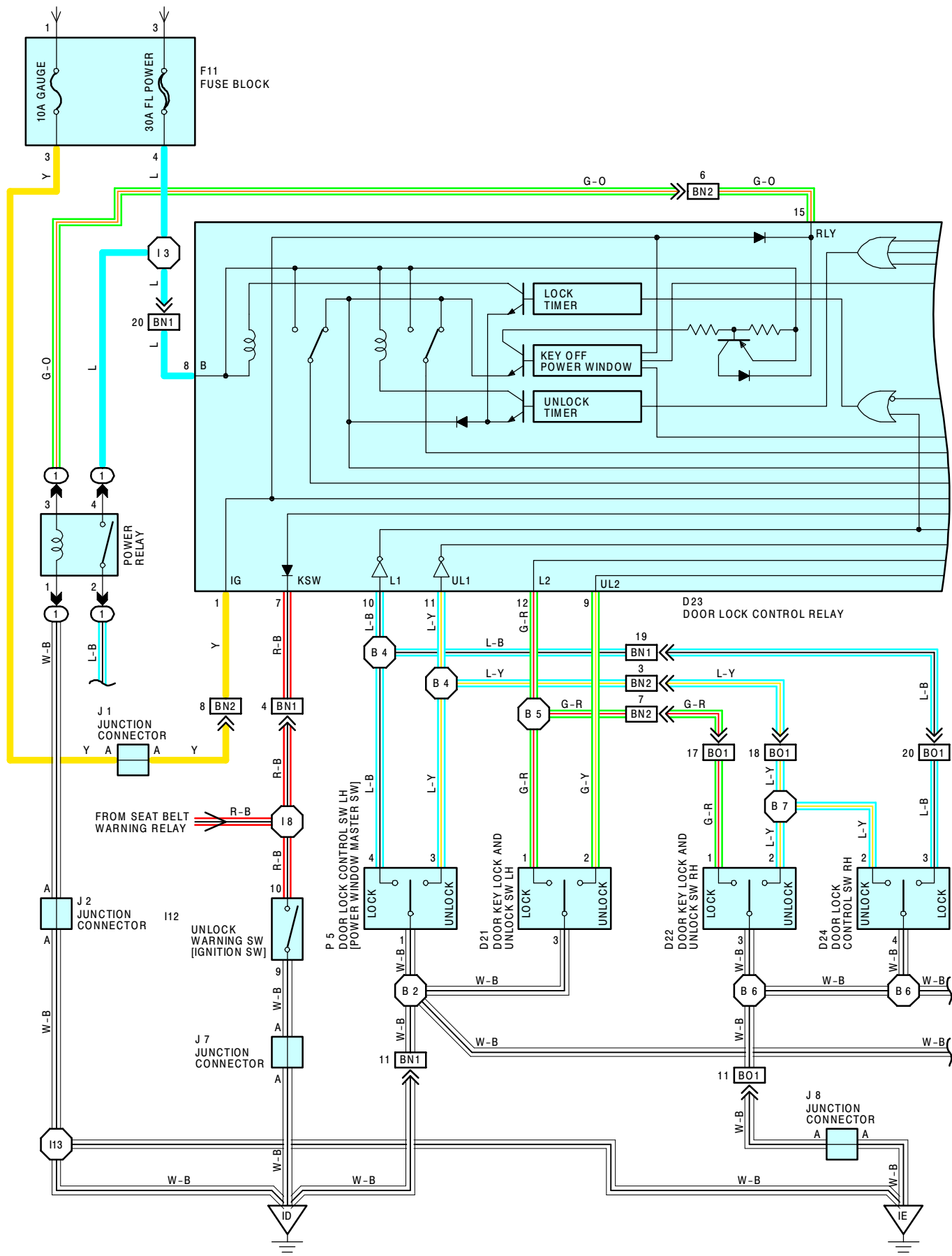




DOOR LOCK CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 54)





DOOR LOCK CONTROL

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY THROUGH THE **FL POWER** FUSE.

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 1** OF THE DOOR LOCK CONTROL RELAY THROUGH THE **GAUGE** FUSE.

1. MANUAL LOCK OPERATION

TO CHANGE THE DOOR LOCK CONTROL SW OR KEY LOCK AND UNLOCK SW TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINALS 10** OR **12** OF THE DOOR LOCK CONTROL RELAY, CAUSING THE RELAY TO FUNCTION. THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 4** → **TERMINAL 4** OF THE DOOR LOCK MOTORS → **TERMINALS 2** → **TERMINAL 3** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING THE DOORS TO LOCK.

2. MANUAL UNLOCK OPERATION

TO CHANGE THE DOOR LOCK CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINALS 9** OR **11** OF THE DOOR LOCK CONTROL RELAY, CAUSING THE RELAY TO FUNCTION. THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINALS 4** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING THE DOORS TO UNLOCK.

3. DOUBLE OPERATION UNLOCK OPERATION

WHEN THE DOOR KEY LOCK AND UNLOCK SW LH IS TURNED TO THE UNLOCK SIDE, ONLY THE DRIVER'S DOOR IS MECHANICALLY UNLOCKED. TURNING THE DOOR KEY LOCK AND UNLOCK SW LH TO THE UNLOCK SIDE CAUSES A SIGNAL TO BE INPUT TO **TERMINAL 9** OF THE DOOR LOCK CONTROL RELAY, AND IF THE SIGNAL IS INPUT AGAIN WITHIN **3** SECONDS BY TURNING THE SWITCH TO THE UNLOCK SIDE AGAIN, THE CURRENT FLOWS FROM **TERMINAL 3** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINALS 4** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING THE DOOR LOCK MOTOR TO OPERATE TO UNLOCK THE DOORS.

4. IGNITION KEY REMINDER OPERATION

* OPERATING DOOR LOCK KNOB (OPERATION OF DOOR LOCK MOTORS)

WITH THE IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN EITHER FRONT DOOR IS OPENED AND LOCKED USING DOOR LOCK KNOB (DOOR LOCK MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE FUNCTION OF THE DOOR LOCK CONTROL RELAY. AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINALS 4** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING ALL THE DOORS TO UNLOCK.

* OPERATING DOOR LOCK CONTROL SW OR DOOR KEY LOCK SW

WITH THE IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN EITHER FRONT DOOR IS OPENED AND LOCKED USING DOOR LOCK CONTROL SW OR KEY SW, THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCK SOON BY THE FUNCTION OF SW CONTAINED IN MOTORS, WHICH THE SIGNAL IS INPUT TO **TERMINAL 6** (DRIVER'S) OR **5** (PASSENGER'S) OF THE DOOR LOCK CONTROL RELAY. ACCORDING TO THIS INPUT SIGNAL, THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINALS 4** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING ALL THE DOORS TO UNLOCK.

* IN CASE OF KEY LESS LOCK

WITH THE IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN THE UNLOCK FUCTION IS DISTURBED MORE THAN **0.2** SECONDS, FOR EXAMPLE PUSHING THE DOOR LOCK KNOB ETC., THE DOOR HOLDS ON LOCK CONDITION. AFTER CLOSING THE DOOR, THE DOOR COURTESY SW INPUTS A SIGNAL INTO **TERMINAL 2** OR **14** OF THE DOOR LOCK CONTROL RELAY. BY THIS INPUT SIGNAL, THE ECU WORKS AND THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINALS 4** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING ALL THE DOORS TO UNLOCK.

SERVICE HINTS

D23 DOOR LOCK CONTROL RELAY

- 16-GROUND : ALWAYS CONTINUITY
- 2-GROUND : CONTINUITY WITH THE DRIVER'S DOOR OPENED
- 8-GROUND : ALWAYS APPROX. 12 VOLTS
- 3-GROUND : APPROX. 12 VOLTS 0.2 SECONDS WITH FOLLOWING OPERATION
 - * THE DOOR LOCK CONTROL SW UNLOCKED
 - * THE DOOR LOCK CONTROL SW LOCKED WITH THE IGNITION KEY IN CYLINDER AND THE DRIVER'S DOOR OPENED (IGNITION KEY REMINDER FUNCTION)
 - * THE DOOR LOCK KNOB LOCKED WITH THE IGNITION KEY IN CYLINDER AND THE DRIVER'S DOOR OPENED (IGNITION KEY REMINDER FUNCTION)
 - * UNLOCKING THE DRIVER'S, PASSENGER'S DOOR CYLINDER WITH KEY
- 4-GROUND : APPROX. 12 VOLTS 0.2 SECONDS WITH FOLLOWING OPERATION
 - * THE DOOR LOCK CONTROL SW LOCKED
 - * LOCKING THE DRIVER'S, PASSENGER'S DOOR CYLINDER WITH KEY
- 10-GROUND : 0 VOLTS WITH THE DOOR LOCK CONTROL SW LOCKED
- 14-GROUND : CONTINUITY WITH THE PASSENGER'S DOOR OPENED
- 6-GROUND : CONTINUITY WITH THE DRIVER'S DOOR LOCK KNOB UNLOCKED
- 5-GROUND : CONTINUITY WITH THE PASSENGER'S DOOR LOCK KNOB UNLOCKED
- 11-GROUND : 0 VOLTS WITH THE DOOR LOCK CONTROL SW UNLOCKED, PASSENGER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY
 - 1-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION
 - 9-GROUND : 0 VOLTS WITH THE DRIVER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY
 - 12-GROUND : 0 VOLTS WITH THE DRIVER'S, PASSENGER'S DOOR LOCK CYLINDER LOCKED WITH KEY

I12 UNLOCK WARNING SW [IGNITION SW]

- 10-9 : CLOSED WITH THE IGNITION KEY IN CYLINDER

D21, D22 DOOR KEY LOCK AND UNLOCK SW LH, RH

- 2-3 : CLOSED WITH THE DOOR LOCK CYLINDER UNLOCKED WITH KEY
- 1-3 : CLOSED WITH THE DOOR LOCK CYLINDER LOCKED WITH KEY

D17, D18 DOOR COURTESY SW FRONT LH, RH

- 1-GROUND : CLOSED WITH THE FRONT DOOR OPENED



: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 6	26	D24	26	I12	25
D17	26	D25	26	J 1	25
D18	26	D26	26	J 2	25
D21	26	D27	26	J 7	25
D22	26	D28	26	J 8	25
D23	26	F11	25	P 5	27



: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	20	R/B NO. 1 (LEFT KICK PANEL)



: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG1	32	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG2		
IM1	34	COWL WIRE AND FLOOR NO. 2 WIRE (RIGHT KICK PANEL)
IM2		
BN1	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
BN2		
BO1	36	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BR1	36	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BT1	36	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)
BV1	36	LUGGAGE ROOM NO. 1 WIRE AND FLOOR WIRE (LEFT QUARTER PANEL INNER)
BW1	36	BACK DOOR NO. 1 WIRE AND LUGGAGE ROOM NO. 1 WIRE (LEFT REAR SIDE OF ROOF)
BX1	38	BACK DOOR NO. 1 WIRE AND BACK DOOR NO. 2 WIRE (BACK DOOR LEFT)



: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	32	LEFT KICK PANEL
IE	32	RIGHT KICK PANEL

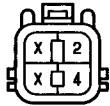


DOOR LOCK CONTROL

 : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E23	30	COWL WIRE	B 2	38	FRONT DOOR LH WIRE
I 3	34		B 3		
I 6			B 4		
I 8			B 5		
I12			B 6	38	FRONT DOOR RH WIRE
I13			B 7		
I15				B13	38

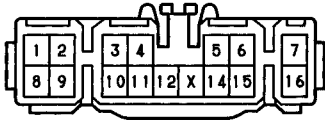
B 6



D17, D18 BLUE D21, D22



D23 GRAY



D24



D25, D26



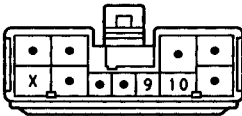
D27, D28



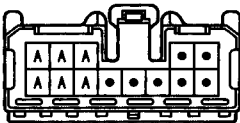
F11

(SEE PAGE 20)

I12 BLACK



J 1



(HINT:SEE PAGE 7).

J 2 BLUE



(HINT:SEE PAGE 7)

J 7 BLUE



(HINT SEE PAGE 7)

J 8 BLUE



(HINT:SEE PAGE 7)

P 5



