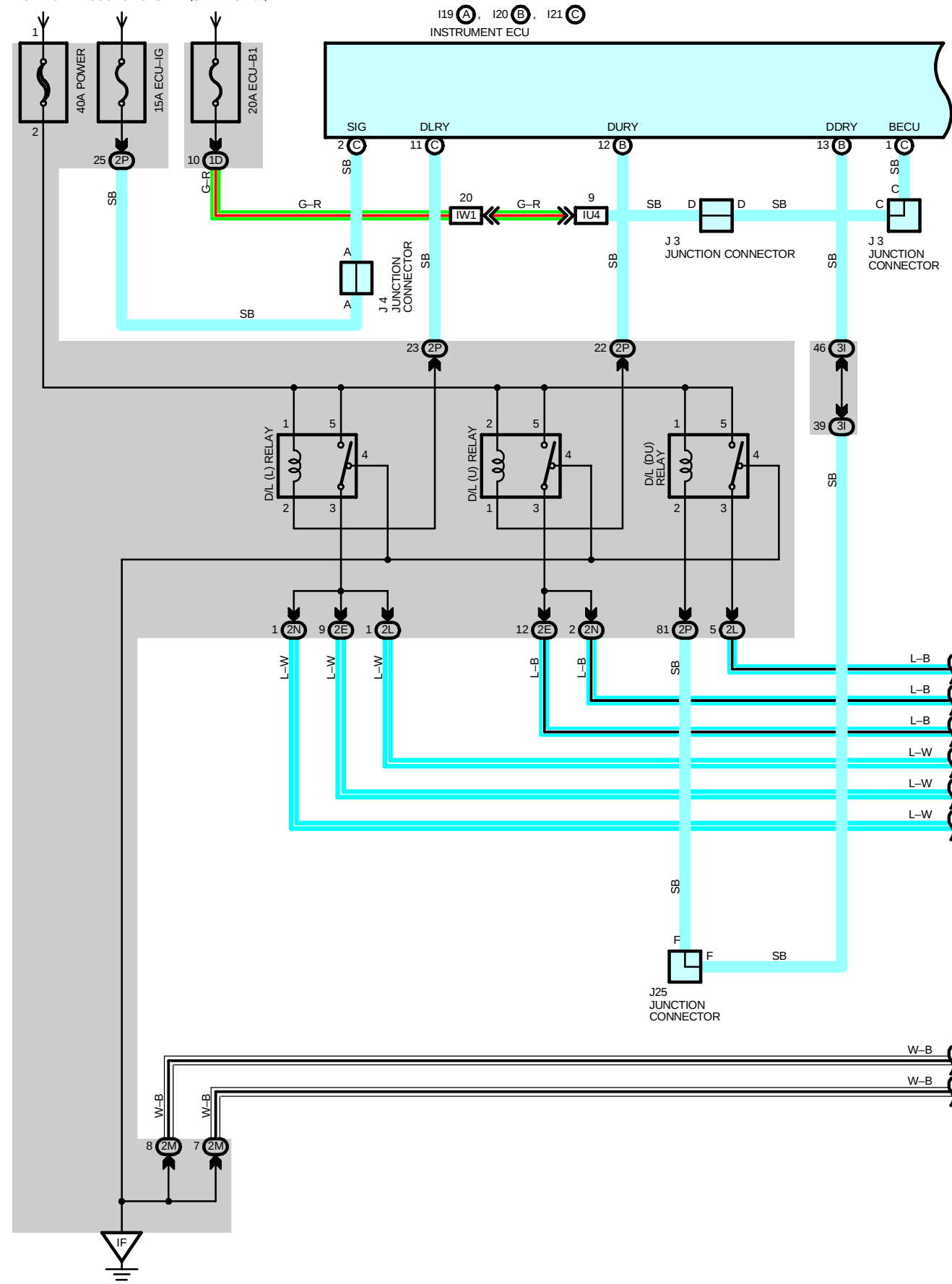
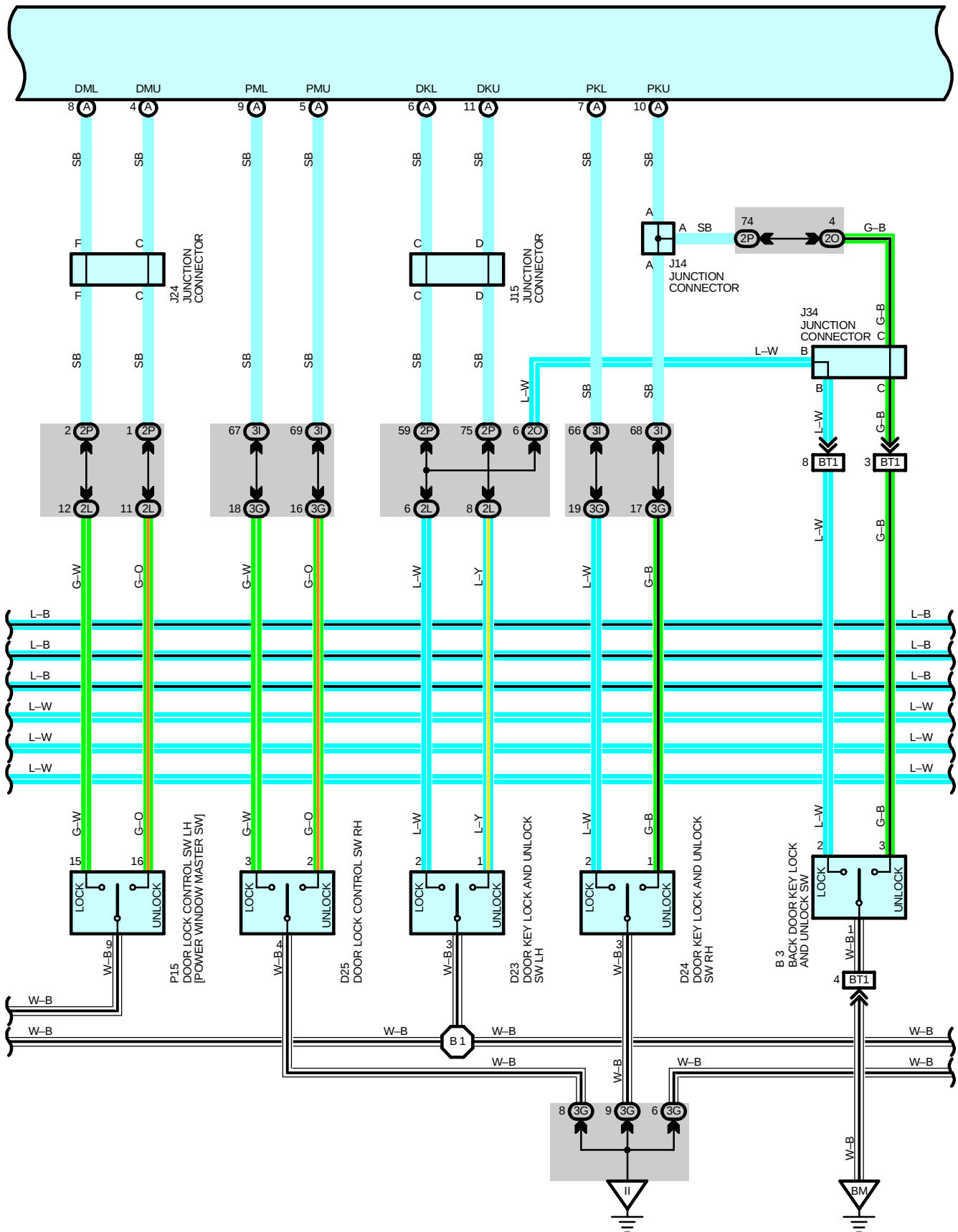
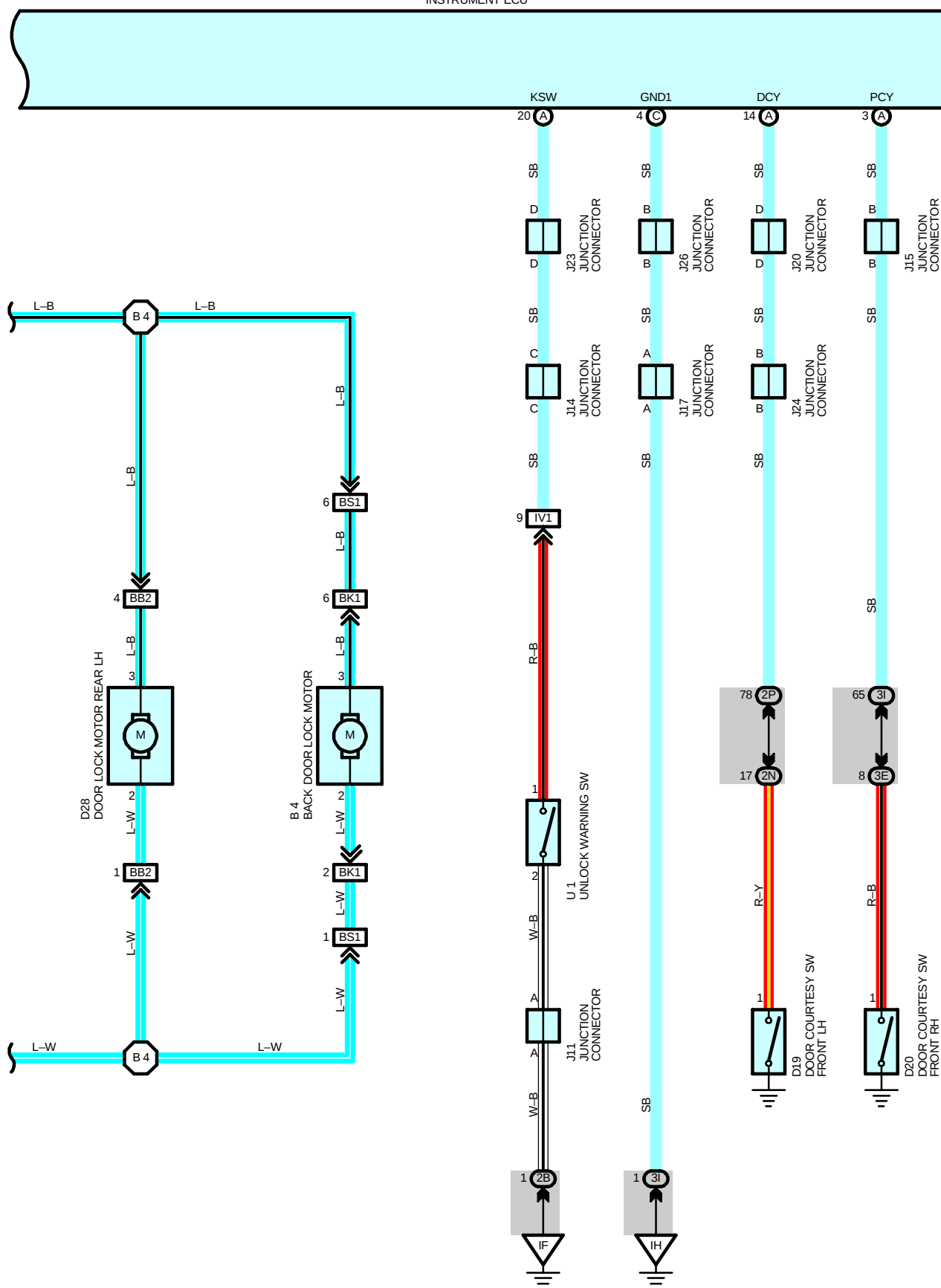



I19 (A), I20 (B), I21 (C)
INSTRUMENT ECU



I19 (A), I20 (B), I21 (C)
INSTRUMENT ECU



DOOR LOCK CONTROL

SYSTEM OUTLINE

1. MANUAL UNLOCK OPERATION

When the door lock control SW of the driver or front passenger door is pressed to unlock side, a signal is input to the instrument ECU TERMINAL DMU, and TERMINAL PMU respectively. Then the current flows from the POWER fuse to D/L (U) relay (Coil side) to instrument ECU TERMINAL DURY to TERMINAL GND1 to GROUND, and turns on the D/L (U) relay and D/L (DU) relay. At the same time, the current flows from the POWER fuse to D/L (U) relay, D/L (DU) relay TERMINAL 5 to TERMINAL 3 to door lock motor and back door lock motor to D/L (L) relay TERMINAL 3 to TERMINAL 4 to GROUND, and unlocks the door.

2. MANUAL LOCK OPERATION

When the door lock control SW of the driver or front passenger door is pressed to lock side, a signal is input to the instrument ECU TERMINAL DML, and TERMINAL PML respectively. Then the current flows from the POWER fuse to D/L (L) relay (Coil side) to instrument ECU TERMINAL DLRY to TERMINAL GND1 to GROUND. This turns on the D/L (L) relay and the current flows from the POWER fuse to D/L (L) relay TERMINAL 5 to TERMINAL 3 to door lock motor and back door lock motor to D/L (U) relay, D/L (DU) relay TERMINAL 3 to TERMINAL 4 to GROUND, and locks the door.

3. DOOR KEY UNLOCK OPERATION

* Unlock operation from driver door

When the door is unlocked once by the ignition key from the driver side, a signal is input from door key lock and unlock SW LH to instrument ECU TERMINAL DKU. As a result, the instrument ECU operates and the current flows from POWER fuse to D/L (DU) relay (Coil side) to instrument ECU TERMINAL DURY to TERMINAL GND1 to GROUND, and turns on the D/L (DU) relay. At the same time, the current flows from the POWER fuse to D/L (DU) relay TERMINAL 5 to TERMINAL 3 to door lock motor front LH to D/L (L) relay TERMINAL 3 to TERMINAL 4 to GROUND, and unlocks the driver door only. Accordingly, if the second unlock operation is made within 3 seconds, a signal is input to instrument ECU TERMINAL DKU, and the current flows as manual unlock operation, and unlocks all the doors.

* Unlock operation from front passenger or back door

When the front passenger door or back door is unlocked using the ignition key, a signal from the door key lock and unlock SW RH and/or back door key lock and unlock SW is input to instrument ECU TERMINAL PKU. As a result, the current flows as manual unlock operation and unlocks all the doors at once.

4. IGNITION KEY REMINDER OPERATION

When the door is locked using the door lock knob with the ignition key remaining in the key cylinder and door opened, it is automatically unlocked. Additionally, if lock operation is made by the door lock control SW or door key lock SW, after the lock operation is completed, the doors are unlocked automatically.

SERVICE HINTS

I19 (A), I21 (C) INSTRUMENT ECU

- (C) 1-GROUND : Always approx. **12** volts
- (C) 2-GROUND : Approx. **12** volts with ignition SW at **ON** or **ST** position
- (C) 4-GROUND : Always continuity
- (A) 3-GROUND : Continuity with front RH door open
- (A)14-GROUND : Continuity with front LH door open
- (A)20-GROUND : Continuity with ignition key in ignition key cylinder

D26, D27 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT LH, RH

- 2-GROUND : Approx. **12** volts with door lock motor at lock operate
- 3-GROUND : Approx. **12** volts with door lock motor at unlock operate

D28, D29 DOOR LOCK MOTOR REAR LH, RH

- 2-GROUND : Approx. **12** volts with door lock motor at lock operate
- 3-GROUND : Approx. **12** volts with door lock motor at unlock operate

B4 BACK DOOR LOCK MOTOR

- 2-GROUND : Approx. **12** volts with door lock motor at lock operate
- 3-GROUND : Approx. **12** volts with door lock motor at unlock operate

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B3	42	D29	42	J20	41
B4	42	I19	A 40	J23	41
D19	42	I20	B 40	J24	41
D20	42	I21	C 40	J25	41
D23	42	J3	41	J26	41
D24	42	J4	41	J34	42
D25	42	J11	41	P15	43
D26	42	J14	41	U1	41
D27	42	J15	41		
D28	42	J17	41		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	23	Engine Room No.2 Wire and Engine Room J/B (Engine Compartment Left)
2B	26	Dash Wire and Cowl Side J/B LH (Left Kick Panel)
2E	26	Engine Room No.2 Wire and Cowl Side J/B LH (Left Kick Panel)
2L	26	Front Door LH Wire and Cowl Side J/B LH (Left Kick Panel)
2M		
2N	26	Floor Wire and Cowl Side J/B LH (Left Kick Panel)
2O		
2P	28	Instrument Panel Integration Wire and Cowl Side J/B LH (Left Kick Panel)
3A	32	Engine Room No.2 Wire and Cowl Side J/B RH (Right Kick Panel)
3E	32	Floor No.2 Wire and Cowl Side J/B RH (Right Kick Panel)
3F		
3G	32	Front Door RH Wire and Cowl Side J/B RH (Right Kick Panel)
3I	32	Instrument Panel Integration Wire and Cowl Side J/B RH (Right Kick Panel)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IU4	52	Instrument Panel Integration Wire and Dash Wire (Behind the Glove Box)
IV1	54	Dash Wire and Floor No.2 Wire (Behind the Glove Box)
IW1	54	Engine Room No.2 Wire and Dash Wire (Behind the Glove Box)
BB2	56	Rear Door LH Wire and Floor Wire (Left Side of Center Pillar)
BE2	56	Rear Door RH Wire and Floor No.2 Wire (Right Side of Center Pillar)
BK1	58	Pillar No.1 Wire and Back Door Upper Wire (Left Side of Back Door)
BS1	58	Pillar No.1 Wire and Floor Wire (Left Rear Side Quarter Panel)
BT1		

: GROUND POINTS

Code	See Page	Ground Points Location
IF	48	Set Bolt of Cowl Side J/B LH
IH	48	Set Bolt of Cowl Side J/B RH
II		
BM	56	Front Side Under the Front Passenger's Seat

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	58	Front Door LH Wire	B4	58	Floor Wire