ALL DOORS ARE NOT OPERATED BY THE DRIVER'S DOOR KEY CYLINDER FOR INTERLOCKED WITH KEY

CIRCUIT DESCRIPTION

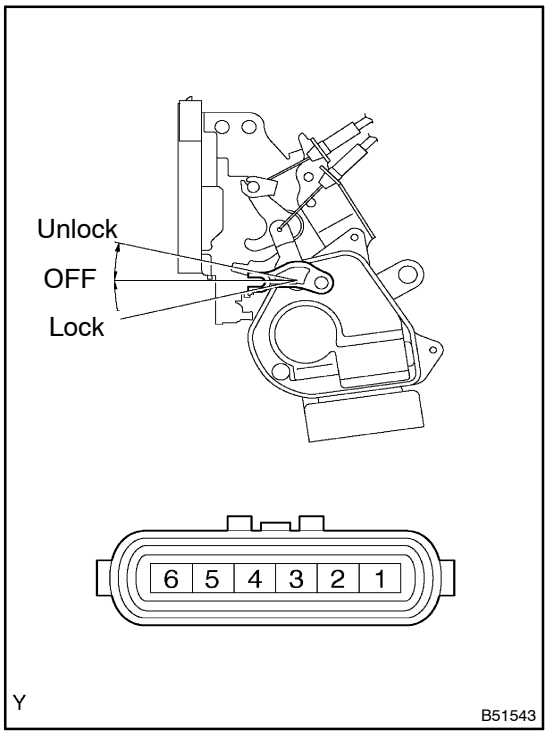
The manual switch (built into the manual switch) and driver door key cylinder's lock and unlock signals are transferred from the master switch (door ECU) to the multiplex network body ECU in large amounts. The multiplex network body ECU then activates each door's door lock motor.

WIRING DIAGRAM

Refer to page 05–1027.

INSPECTION PROCEDURE

1	INSPECT FRONT DOOR LOCK ASSY RH

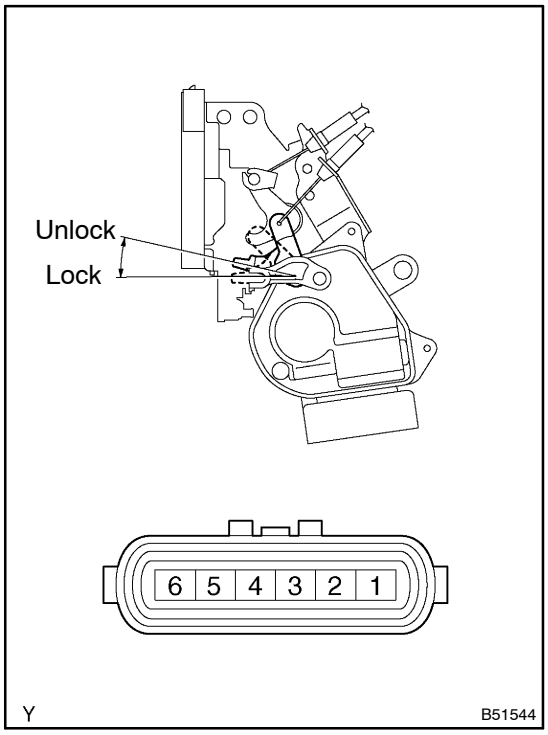


(a) Check the door lock and unlock switch.

(1) Measure the resistance of the door lock and unlock switch.

Standard:

Tester Connection	Switch Condition	Specified Condition
3 – 5	Lock	Below 1 Ω
3 – 5 4 – 5 5 – 6	OFF	10 kΩ or higher
5 – 6	Unlock	Below 1 Ω



(b) Check the door lock motor operation.

(1) Apply battery voltage to the lock and check operation of the door lock motor.

Standard:

Measurement Condition	Specified Condition
Battery positive (+) – Terminal 1 Battery negative (–) – Terminal 2	Lock
Battery positive (+) – Terminal 2 Battery negative (–) – Terminal 1	Unlock

(c) Check the position switch.

(1) Measure the resistance of the position switch.

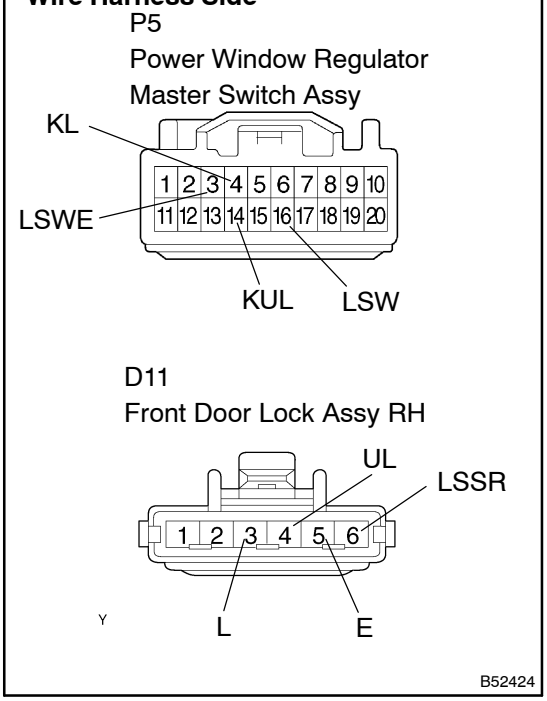
Standard:

Tester Connection	Switch Condition	Specified Condition
5 – 6	Lock	10 kΩ or higher
5 – 6	Unlock	Below 1 Ω

NG → **REPLACE FRONT DOOR LOCK ASSY RH**

OK

2	**CHECK WIRE HARNESS (POWER WINDOW REGULATOR MASTER SWITCH ASSY (DOOR ECU) – FRONT DOOR LOCK ASSY RH)**



(a) Disconnect the P5 switch connector.

(b) Disconnect the D11 front door lock connector.

(c) Measure the resistance of the wire harness side connector.

Standard:

Tester Connection	Specified Condition
P5–4 (KL) – D11–3 (L)	Below 1 Ω
P5–14 (KUL) – D11–4 (UL)	Below 1 Ω
P5–3 (LSWE) – D11–5 (E)	Below 1 Ω
P5–16 (LSW) – D11–6 (LSSR)	Below 1 Ω
P5–4 – Body ground	10 kΩ or higher
P5–14 – Body ground	10 kΩ or higher
P5–3 – Body ground	10 kΩ or higher
P5–16 – Body ground	10 kΩ or higher

NG → **REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

REPLACE POWER WINDOW REGULATOR MASTER SWITCH ASSY