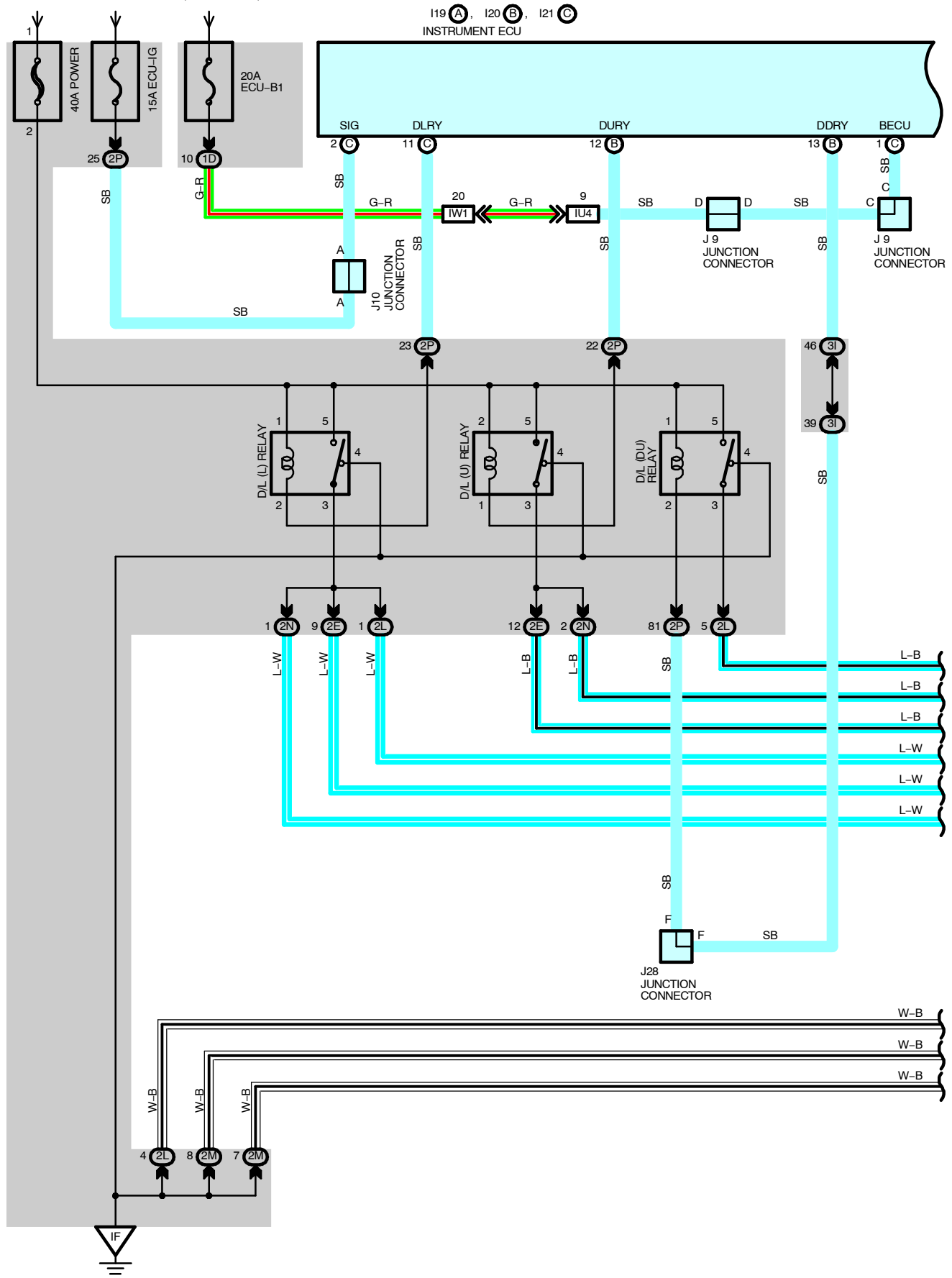
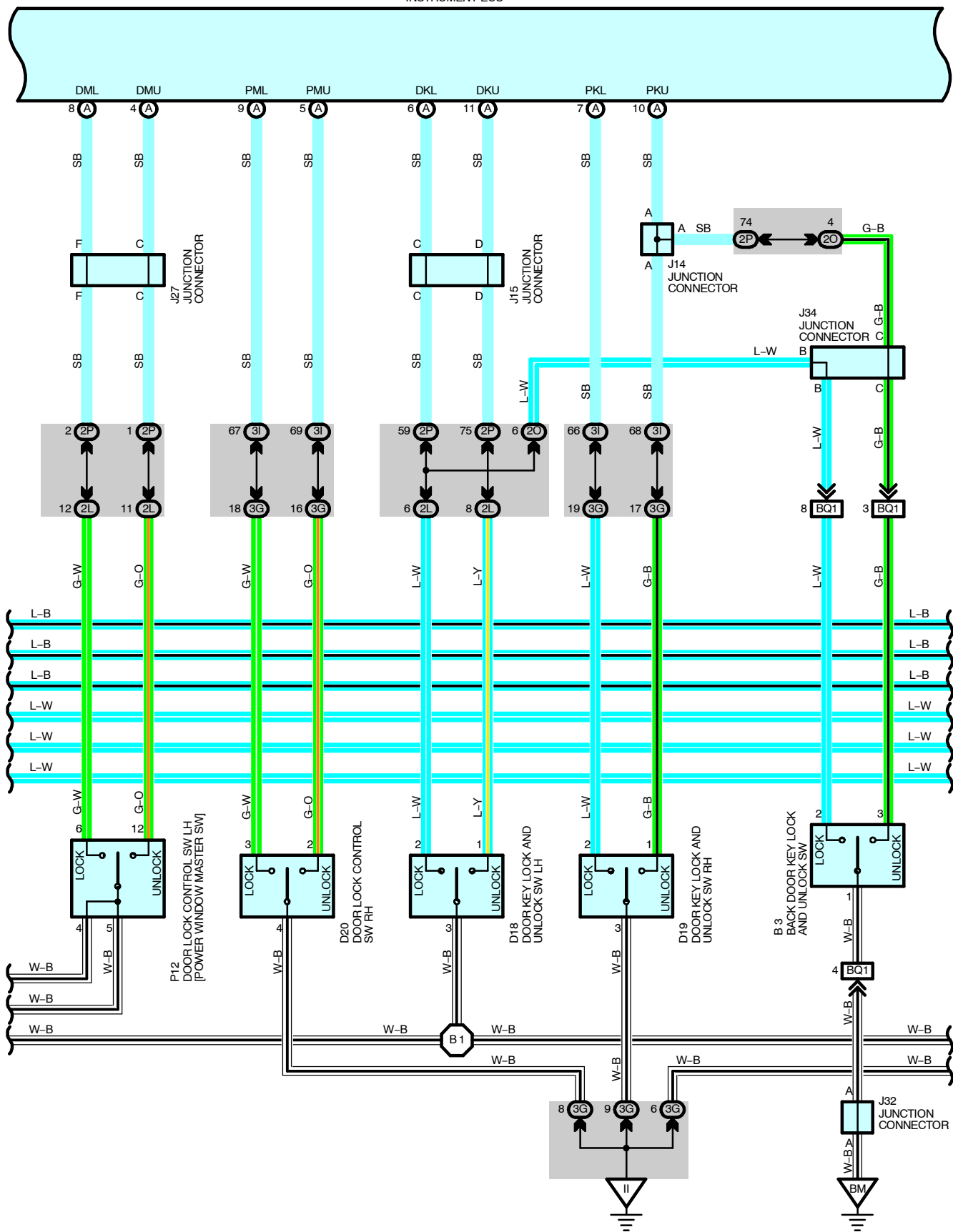


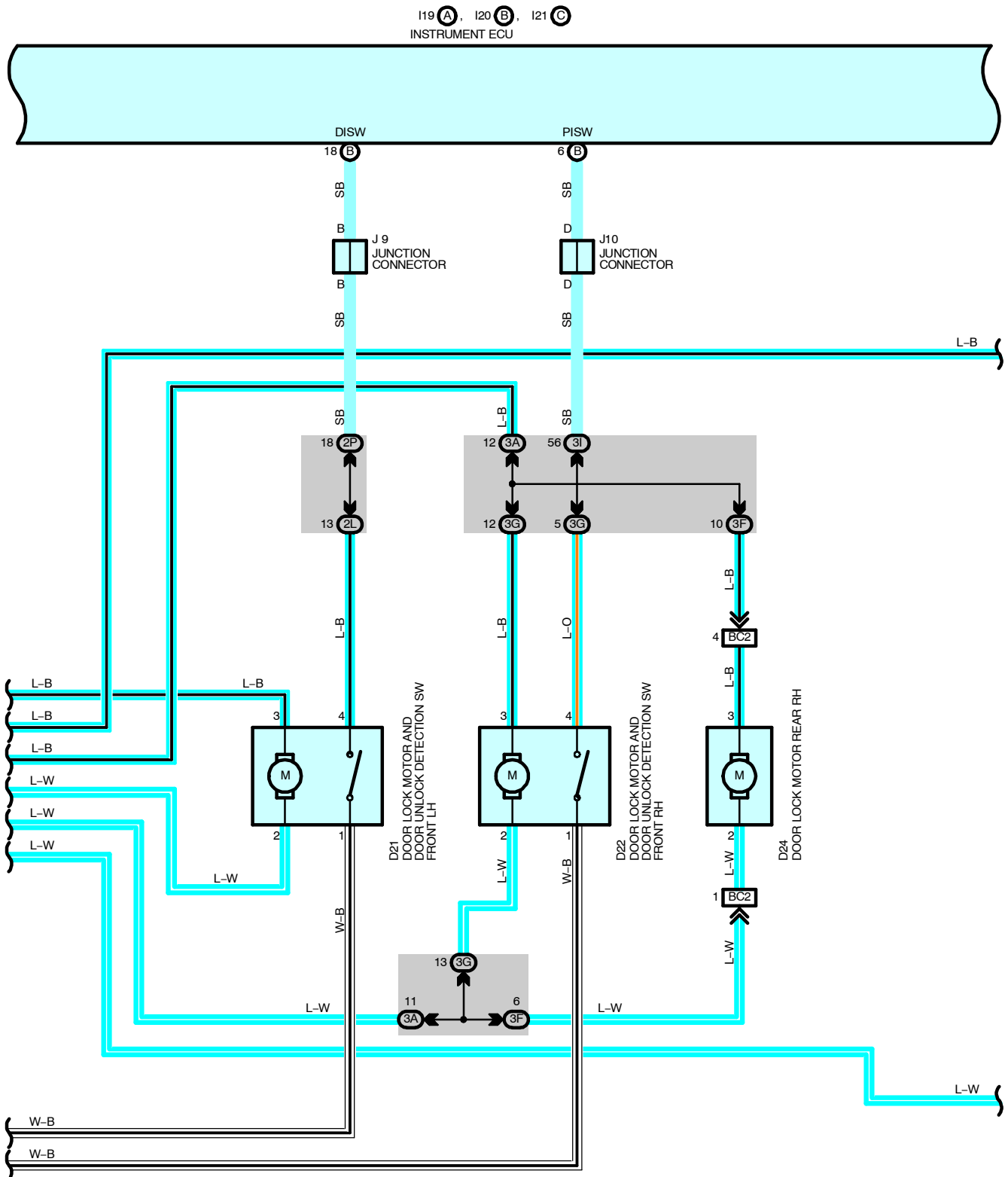
DOOR LOCK CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 64)

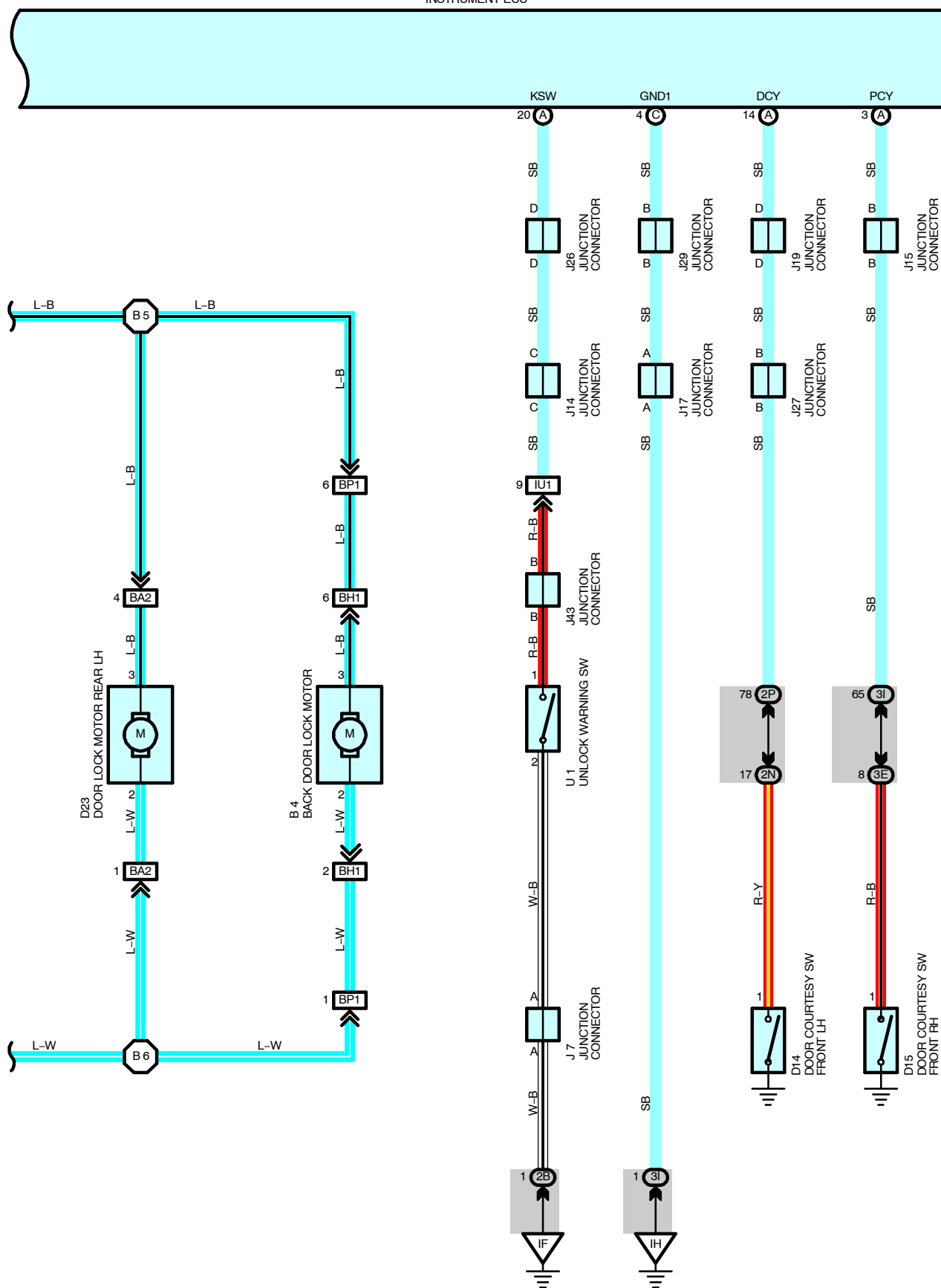




DOOR LOCK CONTROL



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

D21, D22 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

D23, D24 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	D24	42	J19	41
B4	42	I19	A 40	J26	41
D14	42	I20	B 40	J27	41
D15	42	I21	C 40	J28	41
D18	42	J7	41	J29	41
D19	42	J9	41	J32	42
D20	42	J10	41	J34	42
D21	42	J14	41	J43	41
D22	42	J15	41	P12	43
D23	42	J17	41	U1	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)
IU1	52	Instrument Panel Integration Wire and Dash Wire (Behind the Glove Box)
IU4		
IW1	54	Engine Room No.2 Wire and Dash Wire (Behind the Glove Box)
BA2	56	Rear Door LH Wire and Floor Wire (Left Side of Center Pillar)
BC2	56	Rear Door RH Wire and Floor No.2 Wire (Right Side of Center Pillar)
BH1	58	Pillar No.1 Wire and Back Door Upper Wire (Left Side of Back Door)
BP1	58	Pillar No.1 Wire and Floor Wire (Left Rear Side Quarter Panel)
BQ1	58	Back Door Lower Wire and Floor Wire (Left Rear Side Quarter Panel)

: 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	Left Rear Side Quarter Panel

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	58	Front Door LH Wire	B6	58	Floor Wire
B5	58	Floor Wire			