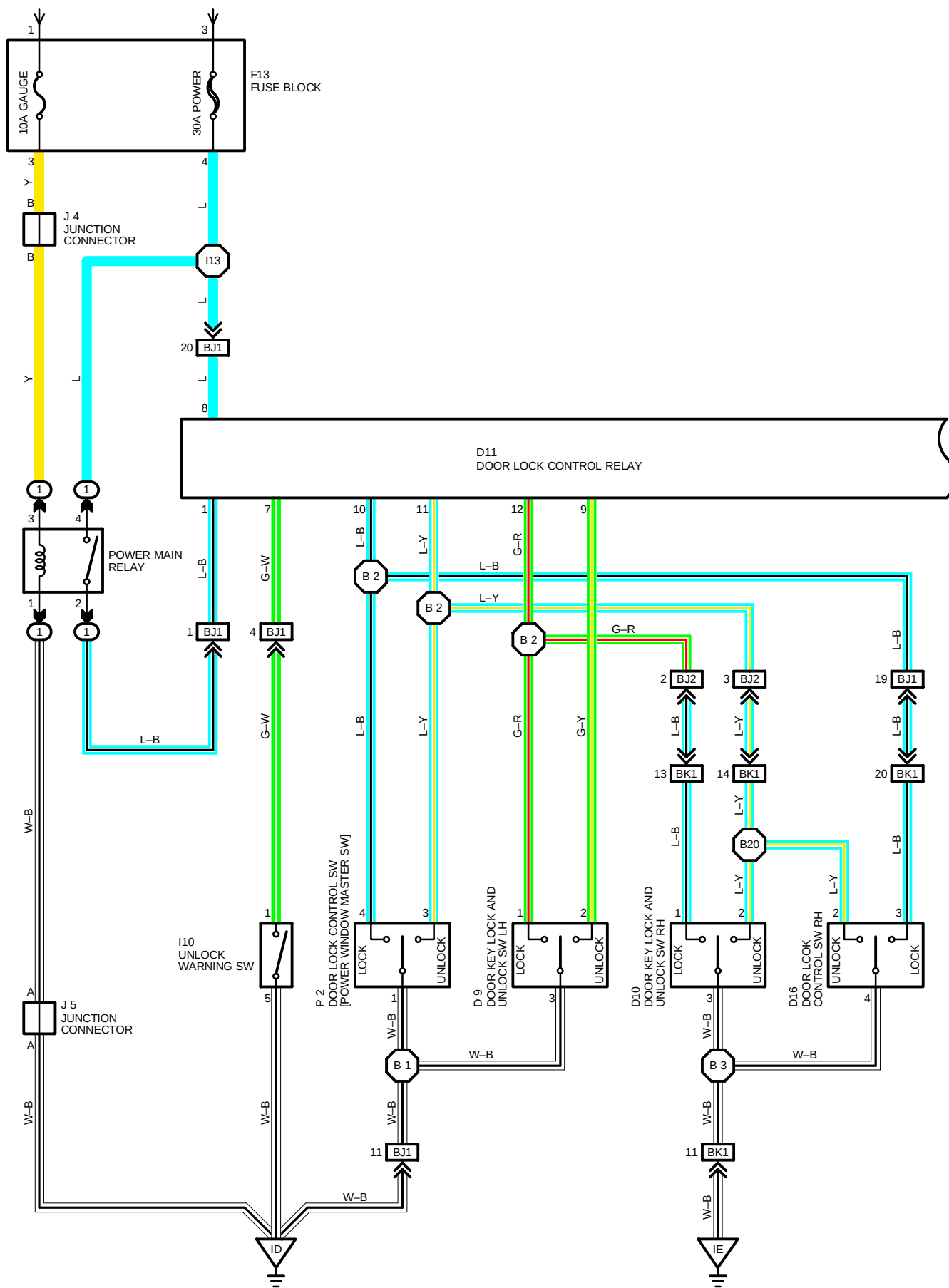
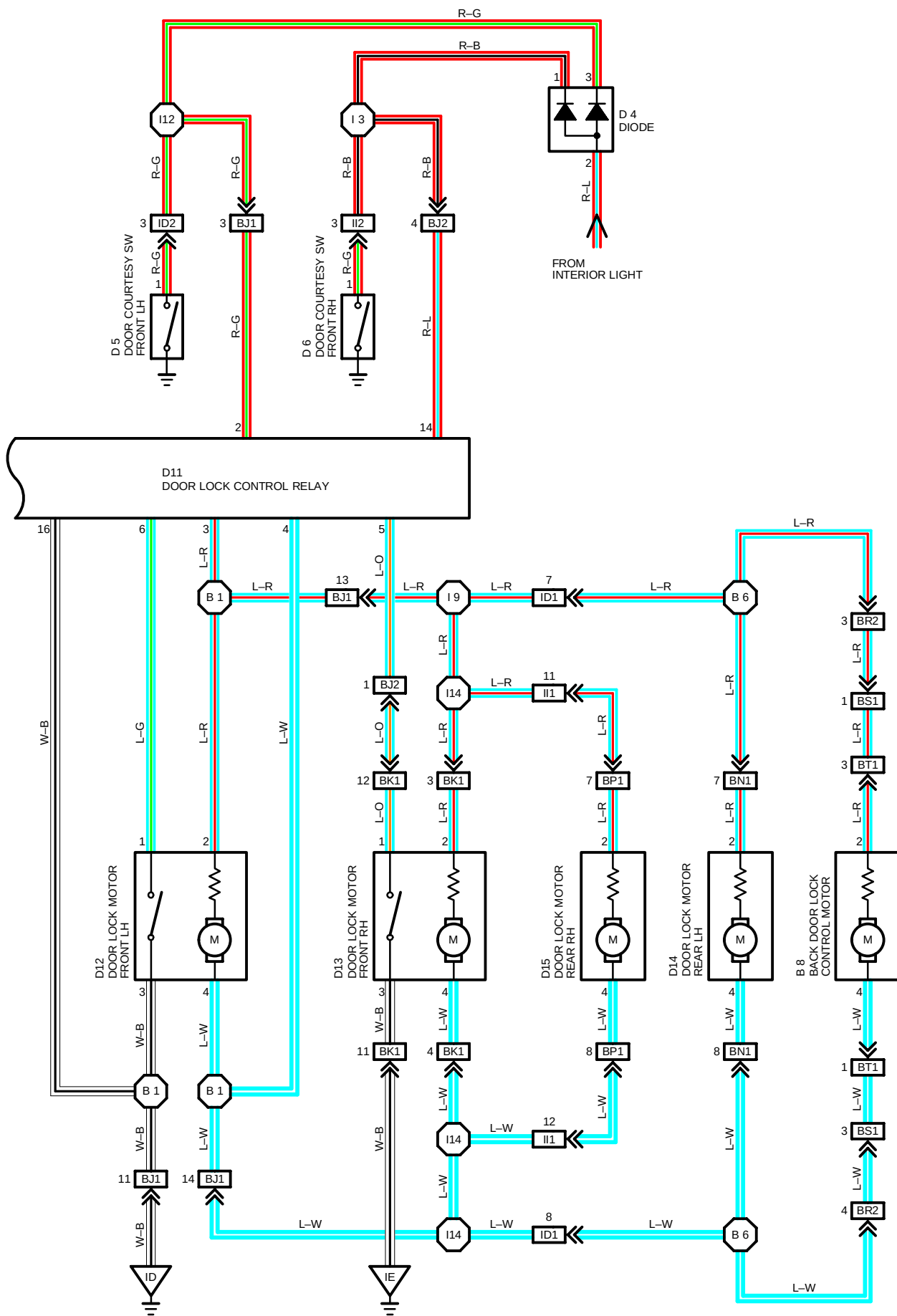


DOOR LOCK

FROM POWER SOURCE SYSTEM (SEE PAGE 42)





DOOR LOCK

SYSTEM OUTLINE

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

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

1. MANUAL LOCK OPERATION

TO CHANGE DOOR LOCK SW AND KEY SW TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL 10, 12** OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 8** OF THE RELAY → **TERMINAL 4** → **TERMINAL 4** OF THE DOOR LOCK MOTOR → **TERMINAL 2** → **TERMINAL 3** OF THE RELAY → **TERMINAL 16** → TO **GROUND** AND DOOR LOCK SOLENOID CAUSES DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

TO CHANGE DOOR LOCK CONTROL SW AND KEY SW RH TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL 11** OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 8** OF THE RELAY → **TERMINAL 3** → **TERMINAL 2** OF THE DOOR LOCK MOTOR → **TERMINAL 4** → **TERMINAL 4** OF THE RELAY → **TERMINAL 16** → TO **GROUND** AND DOOR LOCK SOLENOID CAUSES THE DOOR TO UNLOCK.

3. DOUBLE OPERATION UNLOCK OPERATION

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

4. IGNITION KEY REMINDER OPERATION

* OPERATING DOOR LOCK KNOB (IN DOOR LOCK MOTOR OPERATION)

WITH IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN THE 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 RELAY. AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL 8** OF THE RELAY → **TERMINAL 3** → **TERMINAL 2** OF THE DOOR LOCK MOTOR → **TERMINAL 4** → **TERMINAL 4** OF THE RELAY → **TERMINAL 16** → TO **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

* IN CASE OF KEY LESS LOCK

WHEN THE IGNITION KEY IS STILL IN THE CYLINDER (UNLOCK WARNING SW ON), THE DRIVER'S DOOR IS LOCKED (POINT OPEN) AND THEN THE DOOR IS SHUT (DOOR COURTESY SW ON → OFF), THE RELAY OPERATES AND CURRENT FLOWS FROM **TERMINAL 8** OF RELAY → **TERMINAL 3** → **TERMINAL 2** OF DOOR LOCK MOTORS → **TERMINAL 4** → **TERMINAL 4** OF THE RELAY → **TERMINAL 16** → **GROUND**, AND ALL THE DOORS UNLOCK.

SERVICE HINTS

D11 DOOR LOCK CONTROL RELAY

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

I10 UNLOCK WARNING SW

- 1 - 5: CLOSED WITH IGNITION KEY IN CYLINDER

D 9, D10 DOOR KEY LOCK AND UNLOCK SW

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

D 5, D 6 DOOR COURTESY SW

- 1-GROUND: CLOSED WITH DOOR OPEN

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 8	23	D11	23	F13	22
D 4	22	D12	23	I10	22
D 5	23	D13	23	J 4	22
D 6	23	D14	23	J 5	22
D 9	23	D15	23	P 2	23
D10	23	D16	23		

○ : 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

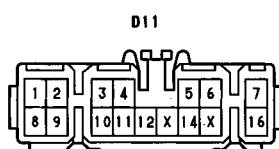
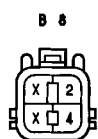
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	26	COWL WIRE AND FLOOR NO. 1 WIRE (LEFT KICK PANEL)
ID2		
II1	26	COWL WIRE AND FLOOR NO. 2 WIRE (RIGHT KICK PANEL)
II2		
BJ1	28	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
BJ2		
BK1	28	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BN1	28	REAR DOOR LH WIRE AND FLOOR NO. 1 WIRE (LEFT CENTER PILLAR)
BP1	28	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)
BR2	30	LUGGAGE ROOM NO. 1 WIRE AND FLOOR NO. 1 WIRE (LEFT QUARTER PANEL INNER)
BS1	30	BACK DOOR NO. 1 WIRE AND LUGGAGE ROOM NO. 1 WIRE (LEFT REAR SIDE OF ROOF)
BT1	30	BACK DOOR NO. 1 WIRE AND BACK DOOR NO. 2 WIRE (BACK DOOR LEFT)

▽ : GROUND POINTS

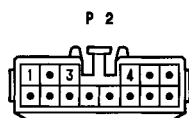
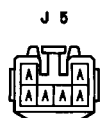
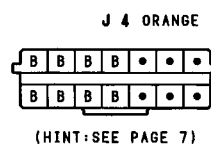
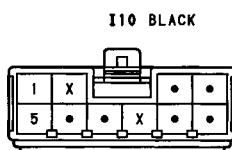
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	26	LEFT KICK PANEL
IE	26	RIGHT KICK PANEL

○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	26	COWL WIRE	I14	26	COWL WIRE
I 9			B 1	30	FRONT DOOR LH WIRE
I12			B 2	30	
I13			B 6	30	FLOOR NO. 1 WIRE



F13
(SEE PAGE 20)



(HINT:SEE PAGE 7)