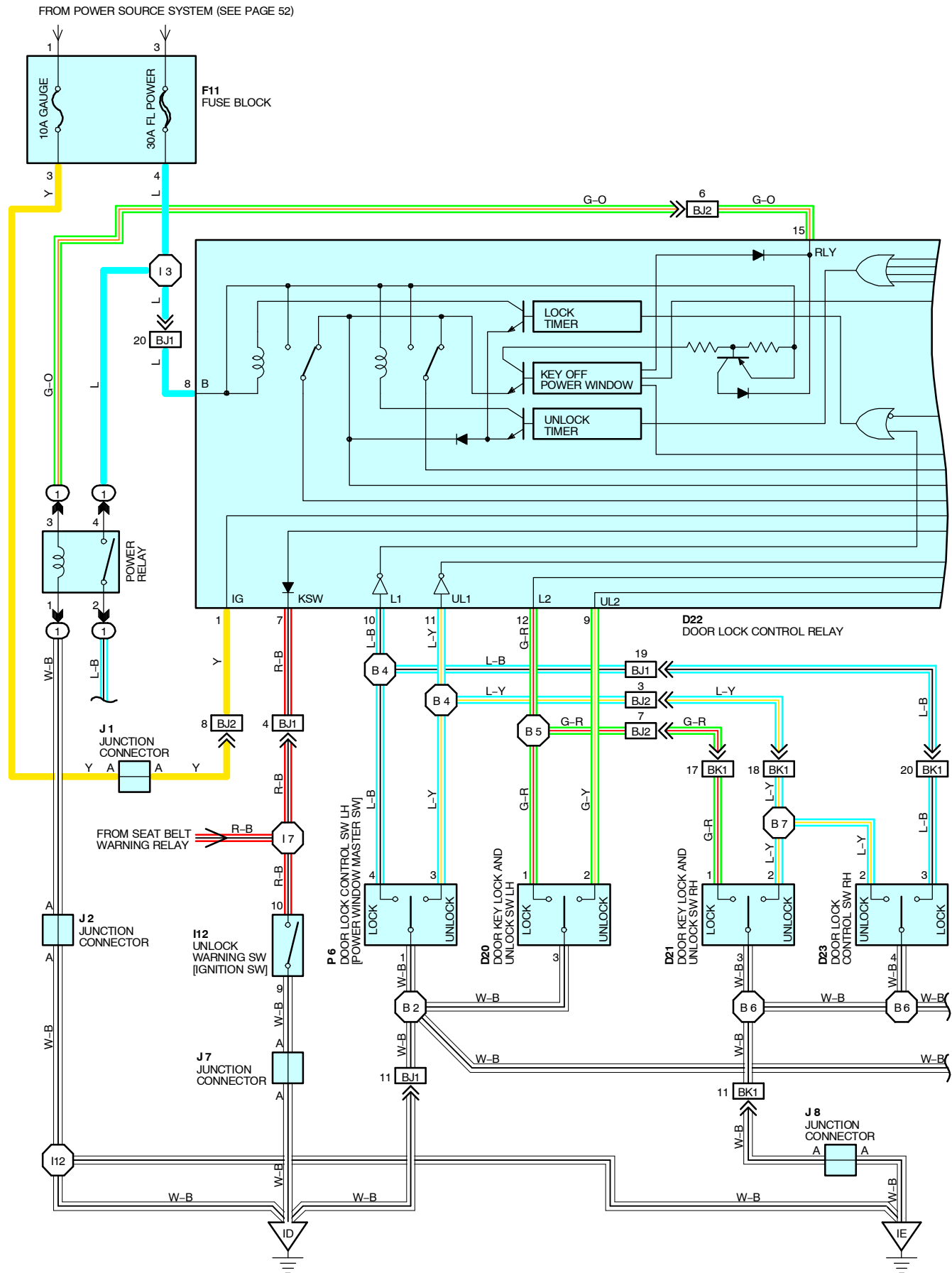




DOOR LOCK CONTROL





DOOR LOCK CONTROL

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY THROUGH **FL POWER FUSE**. WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 1** OF THE DOOR LOCK CONTROL RELAY THROUGH **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 → **TERMINAL 2** → **TERMINAL 3** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING DOORS TO LOCK.

2. MANUAL UNLOCK OPERATION

TO CHANGE THE DOOR LOCK CONTROL SW OR KEY LOCK AND UNLOCK SW TO **UNLOCK** POSITION, A 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 → **TERMINAL 3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL 4** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING DOORS TO UNLOCK.

3. DOUBLE OPERATION UNLOCK OPERATION

WHEN THE DOOR KEY LOCK AND UNLOCK SW (DRIVER'S) IS TURNED TO THE UNLOCK SIDE, ONLY THE DRIVER'S DOOR IS MECHANICALLY UNLOCKED. TURNING THE DOOR KEY LOCK AND UNLOCK SW (DRIVER'S) 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 → **TERMINAL 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 → **TERMINAL 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 → **TERMINAL 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 THE CYLINDER (UNLOCK WARNING SW ON), WHEN THE UNLOCK FUNCTION IS DISTURBED MORE THAN **0.2** SECOND, FOR EXAMPLE PUSHING THE DOOR LOCK KNOB ETC., THE DOOR HOLDS ON LOCK CONDITION. AFTER CLOSING THE DOOR, THE DOOR COURTESY SW INPUTS THE 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 → **TERMINAL 4** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND**, CAUSING ALL THE DOORS TO UNLOCK.

SERVICE HINTS

D22 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 THE IGNITION KEY IN CYLINDER AND DRIVER'S DOOR OPEN (IGNITION KEY REMINDER FUNCTION)
 - DOOR LOCK KNOB LOCKED WITH THE 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 THE DOOR LOCK CONTROL SW LOCKED
- 14-GROUND : CONTINUITY WITH THE PASSENGER'S DOOR OPEN
- 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
- 10-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

D20, D21 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

D16, D17 DOOR COURTESY SW FRONT LH, RH

- 1-GROUND : CLOSED WITH THE FRONT DOOR OPEN

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 7	26	D23	26	I12	25
D16	26	D24	26	J 1	25
D17	26	D25	26	J 2	25
D20	26	D26	26	J 7	25
D21	26	D27	26	J 8	25
D22	26	F11	25	P 6	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)
ID1	32	COWL WIRE AND FLOOR NO.1 WIRE (LEFT KICK PANEL)
ID2		
II1	32	COWL WIRE AND FLOOR NO.2 WIRE (RIGHT KICK PANEL)
II2		
BJ1	34	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
BJ2		
BK1	34	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BN1	34	REAR DOOR LH WIRE AND FLOOR NO.1 WIRE (LEFT CENTER PILLAR)
BP1	34	REAR DOOR RH WIRE AND FLOOR NO.2 WIRE (RIGHT CENTER PILLAR)
BR2	34	LUGGAGE ROOM NO.1 WIRE AND FLOOR NO.1 WIRE (LEFT QUARTER PANEL INNER)
BS1	34	BACK DOOR NO.1 WIRE AND LUGGAGE ROOM NO.1 WIRE (LEFT REAR SIDE OF ROOF)
BT1	36	BACK DOOR NO.1 WIRE AND BACK DOOR NO.2 WIRE (BACK DOOR LEFT)



: SPLICE POINTS

A diagram of a 16-pin D-sub connector. The pins are arranged in two rows of eight. The top row is numbered 1 through 8 from left to right. The bottom row is numbered 9 through 16 from left to right. The connector has a D-shaped shield on the left side.

