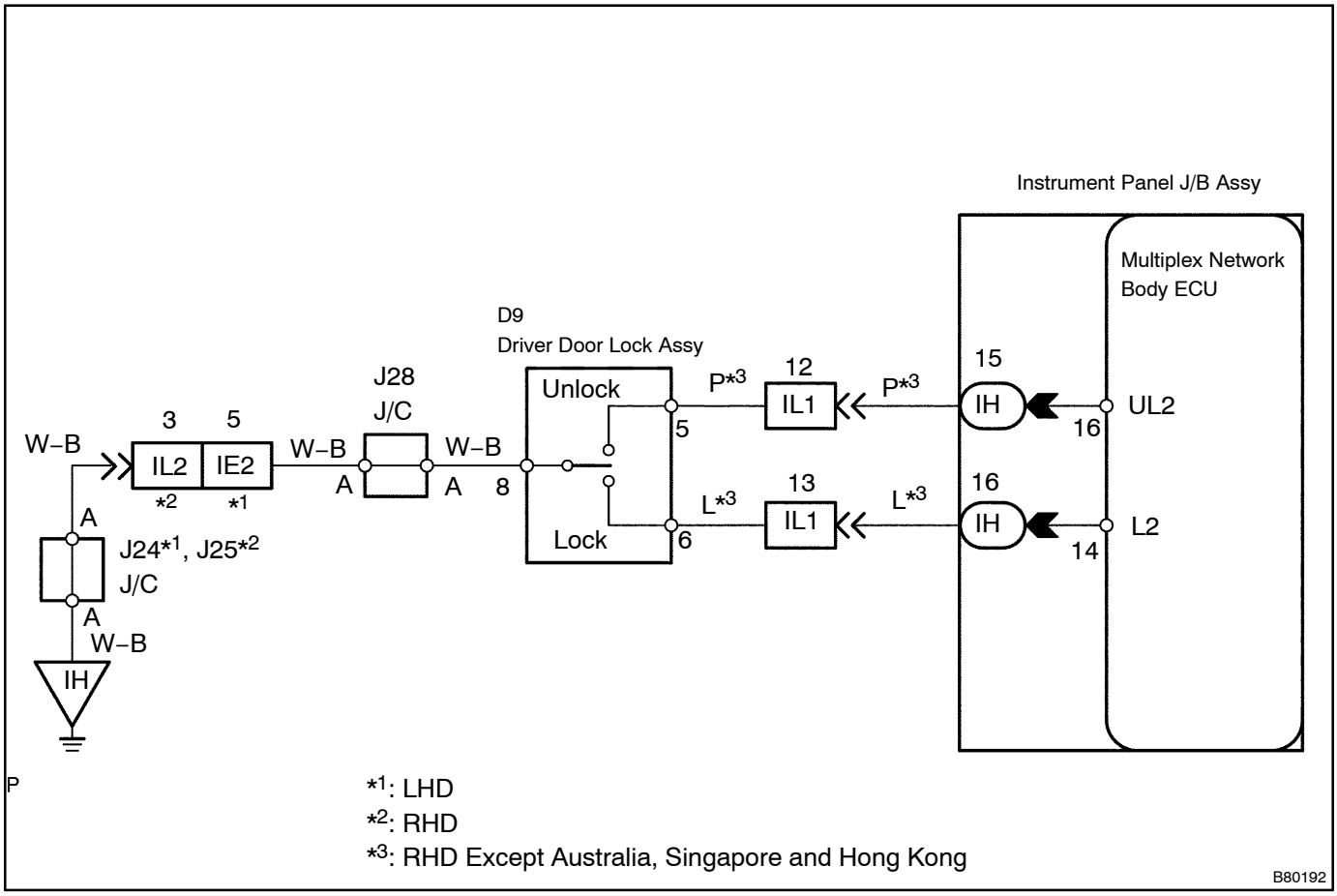
ALL DOORS LOCK/UNLOCK FUNCTIONS DO NOT OPERATE VIA DRIVER SIDE DOOR KEY CYLINDER*

*: RHD models except Australia, Singapore and Hong Kong

CIRCUIT DESCRIPTION

The instrument panel J/B assy (multiplex network body ECU) receives switch signals from the door–key–linked lock/unlock switch and activates the door lock motor according to the signals.

WIRING DIAGRAM



INSPECTION PROCEDURE

1	**READ VALUE OF INTELLIGENT TESTER II (KEY–LINKED–LOCK/UNLOCK SWITCH)**

(a) Check the DATA LIST for proper functioning of the key–linked–lock/unlock switch.
Multiplex network body ECU:

Item	Measurement Item/Display (Range)	Normal Condition	Diagnostic Note
Dor Key SW–Lock	Driver door lock/unlock switch lock signal (key–linked–lock switch) /ON or OFF	ON: Driver side door key cylinder is turned to lock position OFF: Driver side door key cylinder is not turned to lock position	–
D Dor Key SW–UN	Driver door lock/unlock switch unlock signal (key–linked–unlock switch) /ON or OFF	ON: Driver side door key cylinder is turned to unlock position OFF: Driver side door key cylinder is not turned to unlock position	–

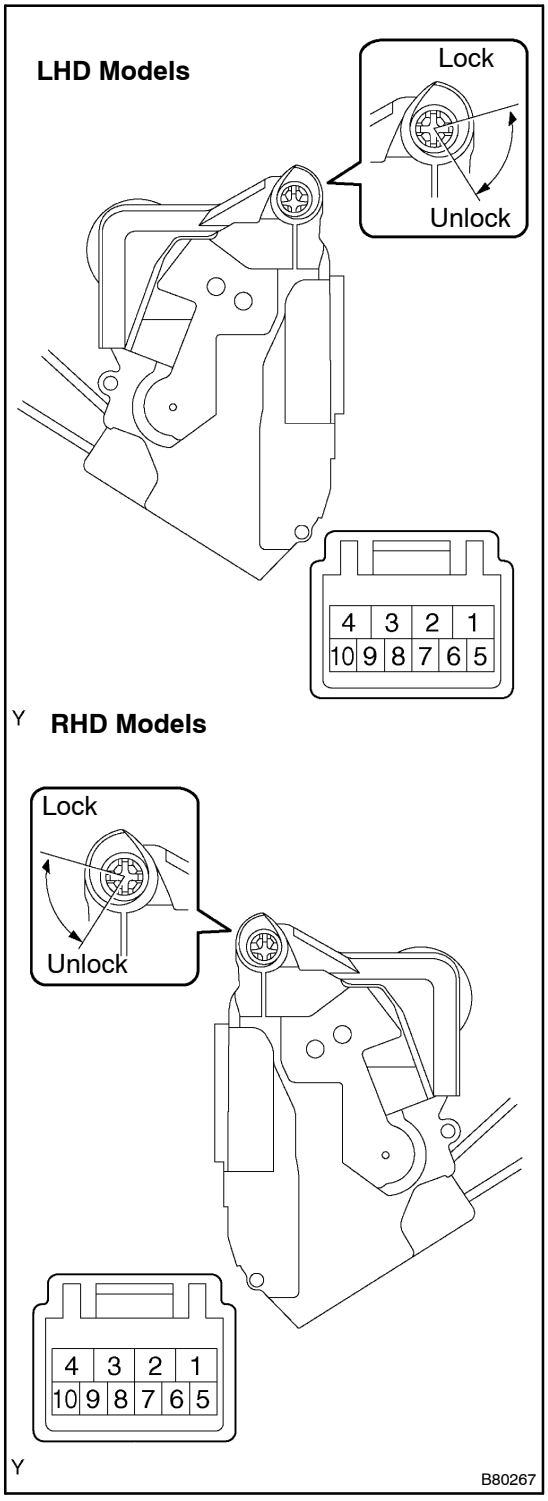
OK: ”ON” (door is locked/unlocked) appears on the screen.

NG → **Go to step 2**

OK

REPLACE INSTRUMENT PANEL JUNCTION BLOCK ASSY (MULTIPLEX NETWORK BODY ECU)

2 INSPECT DRIVER DOOR LOCK ASSY (DOOR LOCK AND UNLOCK SWITCH)



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

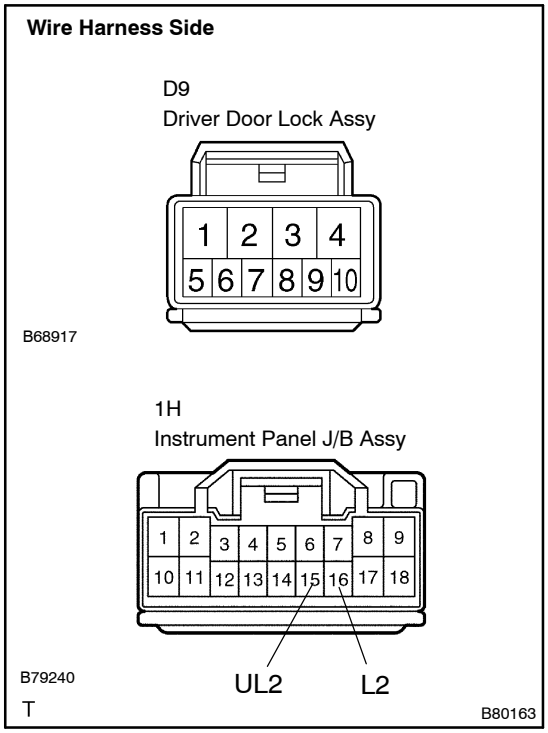
Standard:

Tester Connection	Switch Condition	Specified Condition
6 – 8	Lock	Below 1 Ω
5 – 8 6 – 8	OFF	10 kΩ or higher
5 – 8	Unlock	Below 1 Ω

NG → **REPLACE DRIVER DOOR LOCK ASSY**

OK

3	CHECK WIRE HARNESS (DRIVER DOOR LOCK ASSY – INSTRUMENT PANEL J/B ASSY AND BODY GROUND)



(a) Disconnect the D9 lock and 1H J/B connectors.

(b) Measure the resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
D9–6 – 1H–16 (L2)	Below 1 Ω
D9–5 – 1H–15 (UL2)	Below 1 Ω
D9–8 – Body ground	Below 1 Ω

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

OK

REPLACE INSTRUMENT PANEL JUNCTION BLOCK ASSY (MULTIPLEX NETWORK BODY ECU)