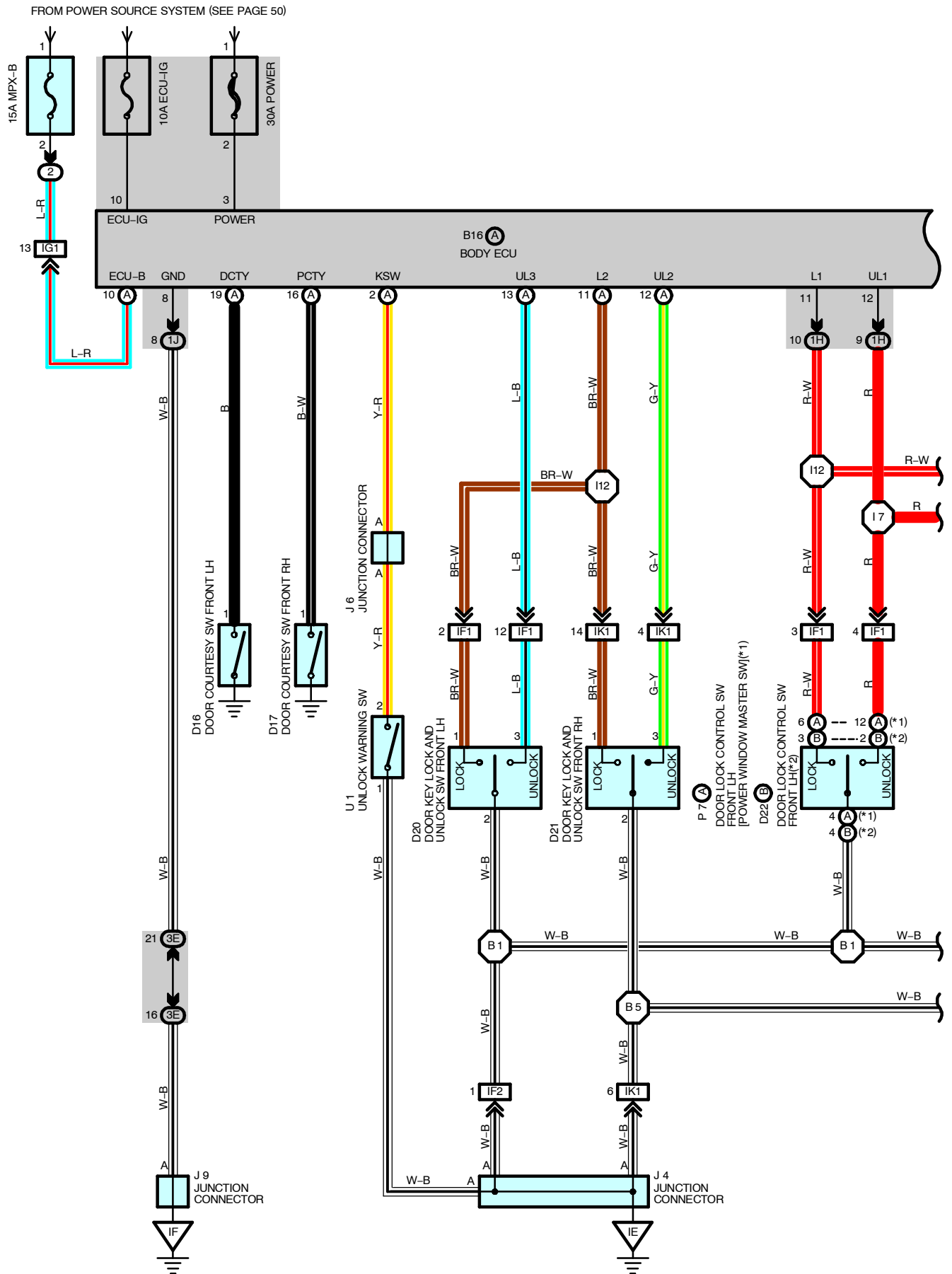
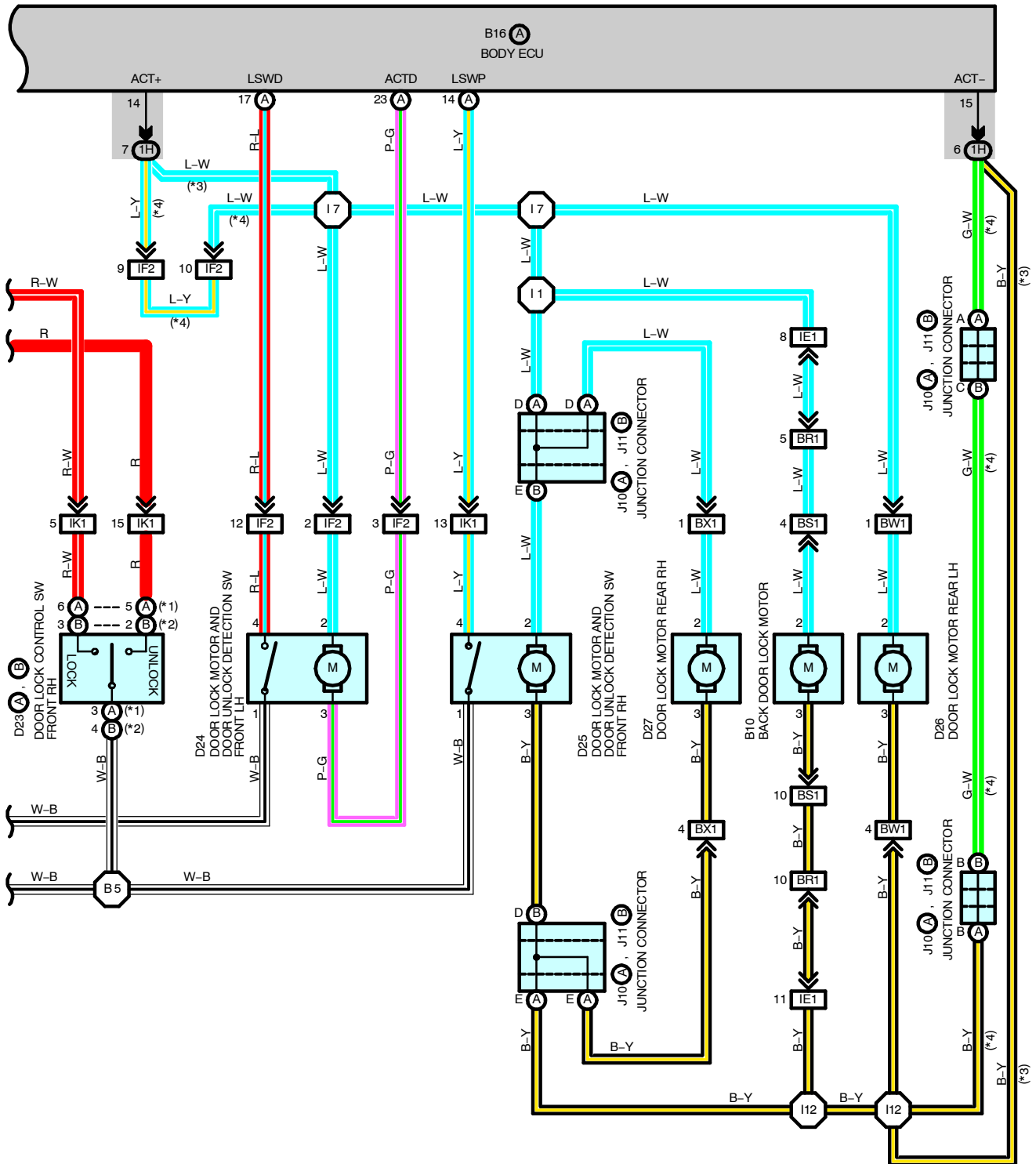


DOOR LOCK CONTROL



- * 1 : W/ POWER WINDOW
- * 2 : W/O POWER WINDOW
- * 3 : 5VZ-FE
- * 4 : 3RZ-FE



DOOR LOCK CONTROL

SYSTEM OUTLINE

Current always flows to TERMINAL POWER of the body ECU through the POWER fuse.

1. MANUAL LOCK OPERATION

To push door lock control SW or door key lock and unlock SW to LOCK position, a lock signal is input to TERMINAL L1 or L2 of the body ECU and causes the body ECU to function. Current flows from TERMINAL POWER of the body ECU to TERMINAL ACT+ to TERMINAL 2 of the door lock motors to TERMINAL 3 to TERMINAL ACT- and ACTD of the body ECU to TERMINAL GND to GROUND and the door lock motor causes the door to lock.

2. MANUAL UNLOCK OPERATION

To push door lock control SW or door key lock and unlock SW to UNLOCK position, an unlock signal is input to TERMINAL UL1, UL2 or UL3 of the body ECU and causes the body ECU to function. Current flows from TERMINAL POWER of the body ECU to TERMINAL ACT- and ACTD to TERMINAL 3 of the door lock motors to TERMINAL 2 to TERMINAL ACT+ of the body ECU to TERMINAL GND to GROUND and the door lock motor causes the door to unlock.

3. IGNITION KEY REMINDER OPERATION

* Operating door lock knob (in door lock motor operation)

With ignition key in cylinder (Unlock warning SW on), when the driver's door is opened (Door courtesy SW on) and locked using the driver's door lock knob (Door lock motor), the driver's door is locked once but all door is unlocked soon by the function of the body ECU. As a result, the current flows from TERMINAL POWER of the body ECU to TERMINAL ACT- and ACTD to TERMINAL 3 of the door lock motors to TERMINAL 2 to TERMINAL ACT+ of the body ECU to TERMINAL GND to GROUND and causes all the door to unlock.

For front passenger's door, as driver's door lock knob operated, the door lock motor is operated.

* Operating door lock control SW or door key lock and unlock SW

With ignition key in cylinder (Unlock warning SW on), when the door is opened (Door courtesy SW on) and locked using door lock control SW or door key lock and unlock SW, all door lock is locked once but all door is unlocked by the function of SW contained in motor, which inputs the signal to TERMINAL LSWD or LSWP of the body ECU. According to this input signal, the current in the body ECU flows from TERMINAL POWER of the body ECU to TERMINAL ACT- and ACTD to TERMINAL 3 of the door lock motors to TERMINAL 2 to TERMINAL ACT+ of the body ECU to TERMINAL GND to GROUND and causes all the doors to unlock.

4. DOUBLE OPERATION UNLOCK OPERATION

When the door key lock and unlock SW front LH is turned to the unlock side, only the driver's door is unlocked. Turning the door key lock and unlock SW front LH to the unlock side causes a signal to be input to TERMINAL UL3 of the body ECU, and if the signal input again within 3 seconds by turning the SW to the unlock side again, current flows from TERMINAL POWER of the body ECU to TERMINAL ACT- and ACTD to TERMINAL 3 of the door lock motors to TERMINAL 2 to TERMINAL ACT+ of the body ECU to TERMINAL GND to GROUND and the door lock motor causes all the doors to unlock.

SERVICE HINTS

B16 (A) BODY ECU

8-GROUND : Always continuity

3-GROUND : Always approx. **12** volts

15-GROUND : Approx. **12** volts for **0.2** seconds with following operations.

* 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 passenger's door cylinder with key.

* Double operation unlocking the driver's door cylinder with key.

14-GROUND : Approx. **12** volts for **0.2** seconds with following operations.

* Door lock control SW locked.

* Locking the driver's, passenger's door cylinder with key.

(A)17-GROUND : Continuity with driver's door lock knob unlocked.

(A)14-GROUND : Continuity with Front passenger's door lock knob unlocked.

(A)23-GROUND : Approx. **12** volts for **0.2** seconds with following operations.

* 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 door cylinder with key.

D20, D21 DOOR KEY LOCK AND UNLOCK SW FRONT LH, RH

3-2 : Closed with door lock cylinder unlocked with key.

1-2 : Closed with door lock cylinder locked with key.

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B10	34	D23	A 34	J6	33
B16 A	32		B 34	J9	33
D16	34	D24	34	J10 A	33
D17	34	D25	34	J11 B	33
D20	34	D26	34	P7 A	35
D21	34	D27	34	U1	33
D22 B	34	J4	33		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
2	22	Engine Room R/B (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1H	24	Cowl Wire and Driver Side J/B (Lower Finish Panel)
1J		
3E	26	Cowl Wire and Center J/B (Near the Steering Column Tube)

DOOR LOCK CONTROL

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	42	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
IF1	42	Front Door LH Wire and Cowl Wire (Left Kick Panel)
IF2		
IG1	42	Engine Room Main Wire and Cowl Wire (Left Kick Panel)
IK1	42	Front Door RH Wire and Cowl Wire (Right Kick Panel)
BR1	44	Back Door No.1 Wire and Floor No.2 Wire (Left Rear Side of Roof)
BS1	44	Back Door No.1 Wire and Back Door No.2 Wire (Back Door Left)
BW1	44	Rear Door LH Wire and Cowl Wire (Left Center Pillar)
BX1	44	Rear Door RH Wire and Cowl Wire (Right Center Pillar)

: GROUND POINTS

Code	See Page	Ground Points Location
IE	42	Cowl Side Panel LH
IF	42	Cowl Side Panel RH

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	42	Cowl Wire	B1	44	Front Door LH Wire
I7			B5	44	Front Door RH Wire
I12					

