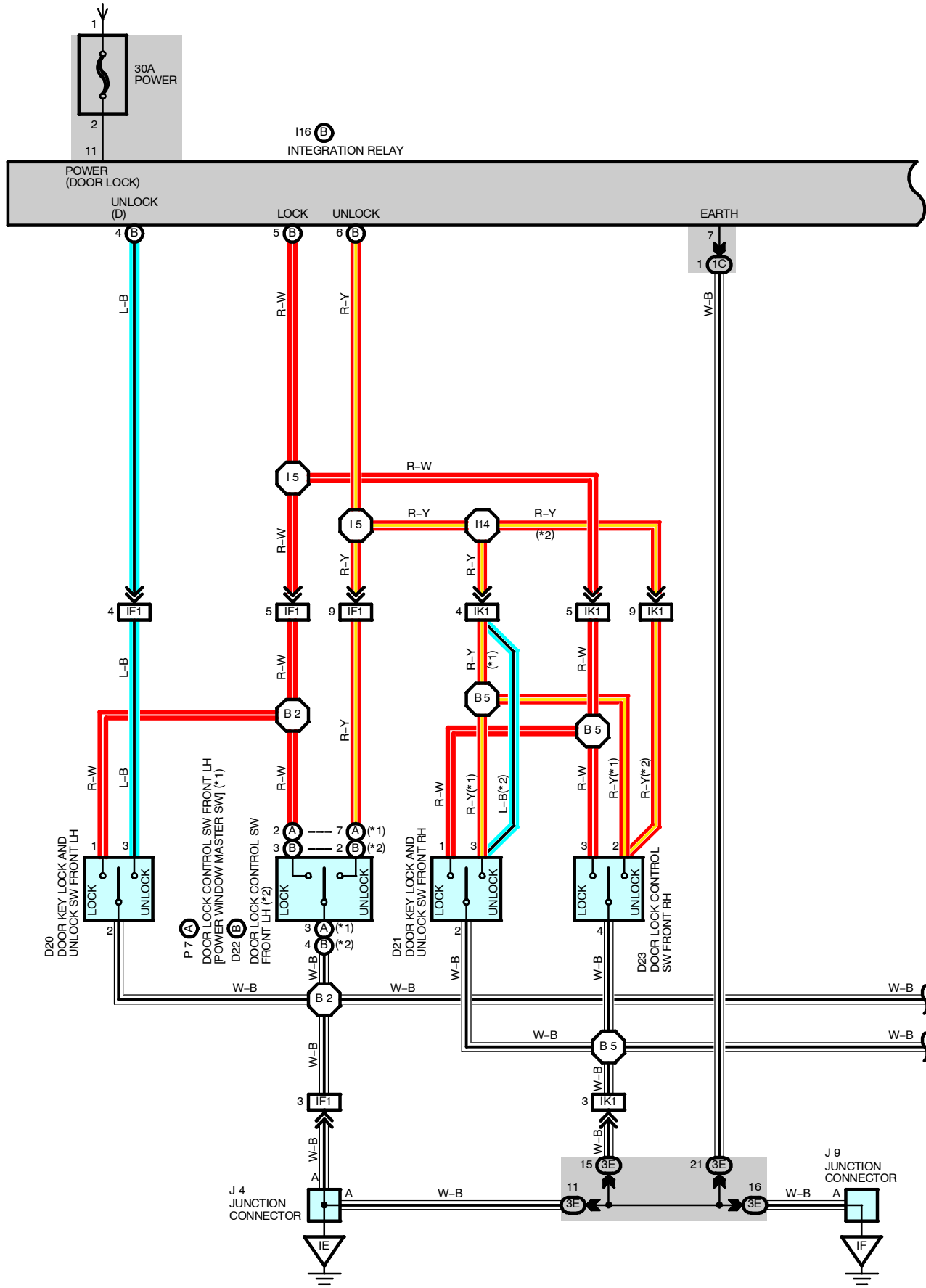
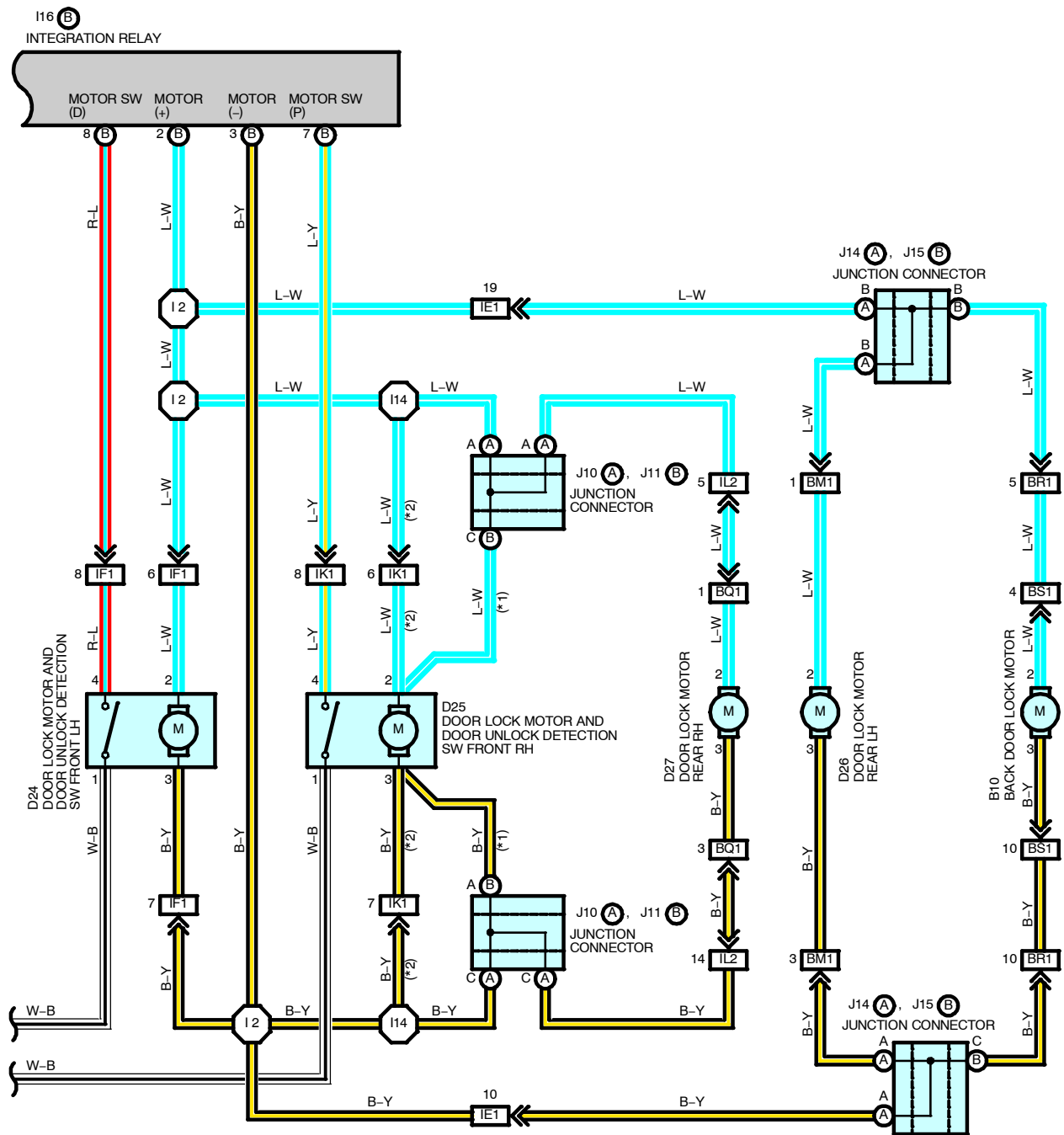


DOOR LOCK CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 58)





DOOR LOCK CONTROL

SYSTEM OUTLINE

Current always flows to **TERMINAL 11** of the integration relay 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 (B) 5** of the integration relay and causes the integration relay to function. Current flows from **TERMINAL 11** of the integration relay to **TERMINAL (B) 2** to **TERMINAL 2** of the door lock motors to **TERMINAL 3** to **TERMINAL (B) 3** of the integration relay to **TERMINAL 7** 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 (B) 6** of the integration relay and causes the integration relay to function. Current flows from **TERMINAL 11** of the integration relay to **TERMINAL (B) 3** to **TERMINAL 3** of the door lock motors to **TERMINAL 2** to **TERMINAL (B) 2** of the integration relay to **TERMINAL 7** 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 door is opened (Door courtesy SW on) 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 integration relay. As a result, the current flows from **TERMINAL 11** of the integration relay to **TERMINAL (B) 3** to **TERMINAL 3** of the door lock motors to **TERMINAL 2** to **TERMINAL (B) 2** of the integration relay to **TERMINAL 7** to **GROUND** and causes all the door to unlock.

* 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, the door lock is locked once but each door is unlocked by the function of SW contained in motor, which inputs the signal to **TERMINAL (B) 7** or **(B) 8** of the integration relay. According to this input signal, the current in the integration relay flows from **TERMINAL 11** of the integration relay to **TERMINAL (B) 3** to **TERMINAL 3** of the door lock motors to **TERMINAL 2** to **TERMINAL (B) 2** of the integration relay to **TERMINAL 7** 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 mechanically unlocked. Turning the door key lock and unlock SW front LH to the unlock side causes a signal to be input to **TERMINAL (B) 4** of the integration relay, and if the signal input again within 3 seconds by turning the SW to the unlock side again, current flows from **TERMINAL 11** of the integration relay to **TERMINAL (B) 3** to **TERMINAL 3** of the door lock motors to **TERMINAL 2** to **TERMINAL (B) 2** of the integration relay to **TERMINAL 7** to **GROUND** and the door lock motor causes all the doors to unlock.

SERVICE HINTS

I16 (B) INTEGRATION RELAY

7-GROUND: Always continuity

11-GROUND: Always approx. 12 volts

(B) 2-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, passenger's door cylinder with key.

(B) 3-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.

(B) 5-GROUND: 0 volts with door lock control SW locked or driver's, passenger's door lock cylinder locked with key.

(B) 8-GROUND: Continuity with driver's door lock knob unlocked.

(B) 7-GROUND: Continuity with passenger's door lock knob unlocked.

(B) 6-GROUND: 0 volts with door lock control SW unlocked.

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	32	D25	32	J10	A 31
D20	32	D26	32	J11	B 31
D21	32	D27	32	J14	A 32
D22	B 32	I16	B 31	J15	B 32
D23	32	J4	31	P7	A 33
D24	32	J9	31		



: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	22	Cowl Wire and Driver Side J/B (Lower Finish Panel)
3E	24	Cowl Wire and Center J/B (Near the Steering Column Tube)



: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	40	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
IF1	40	Front Door LH Wire and Cowl Wire (Left Kick Panel)
IK1	40	Front Door RH Wire and Cowl Wire (Right Kick Panel)
IL2	40	Cowl Wire and Floor Wire (Right Kick Panel)
BM1	42	Rear Door LH Wire and Floor No.2 Wire (Left Center Pillar)
BQ1	42	Rear Door RH Wire and Floor Wire (Rear Center Pillar)
BR1	42	Back Door No.1 Wire and Floor No.2 Wire (Left Rear Side of Roof)
BS1	42	Back Door No.1 Wire and Back Door No.2 Wire (Back Door Left)



: GROUND POINTS

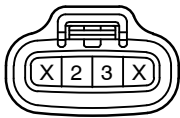
Code	See Page	Ground Points Location
IE	40	Cowl Side Panel LH
IF	40	Cowl Side Panel RH

DOOR LOCK CONTROL

 : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	40	Cowl Wire	B2	42	Front Door LH Wire
I5			B5	42	Front Door RH Wire
I14					

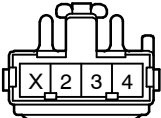
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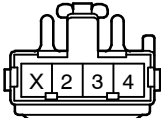
D20, D21 GRAY



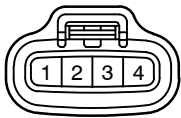
D22 (B)



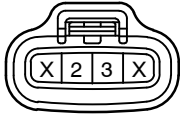
D23



D24, D25 BLACK



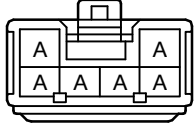
D26, D27 BLACK



I16 (B)

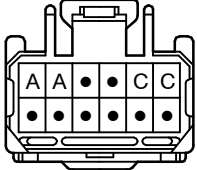


J4, J9



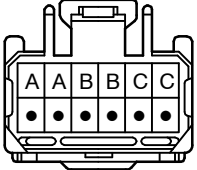
(Hint : See Page 7)

J10 (A), J11 (B) BLACK



(Hint : See Page 7)

J14 (A), J15 (B)



(Hint : See Page 7)

P7 (A)

