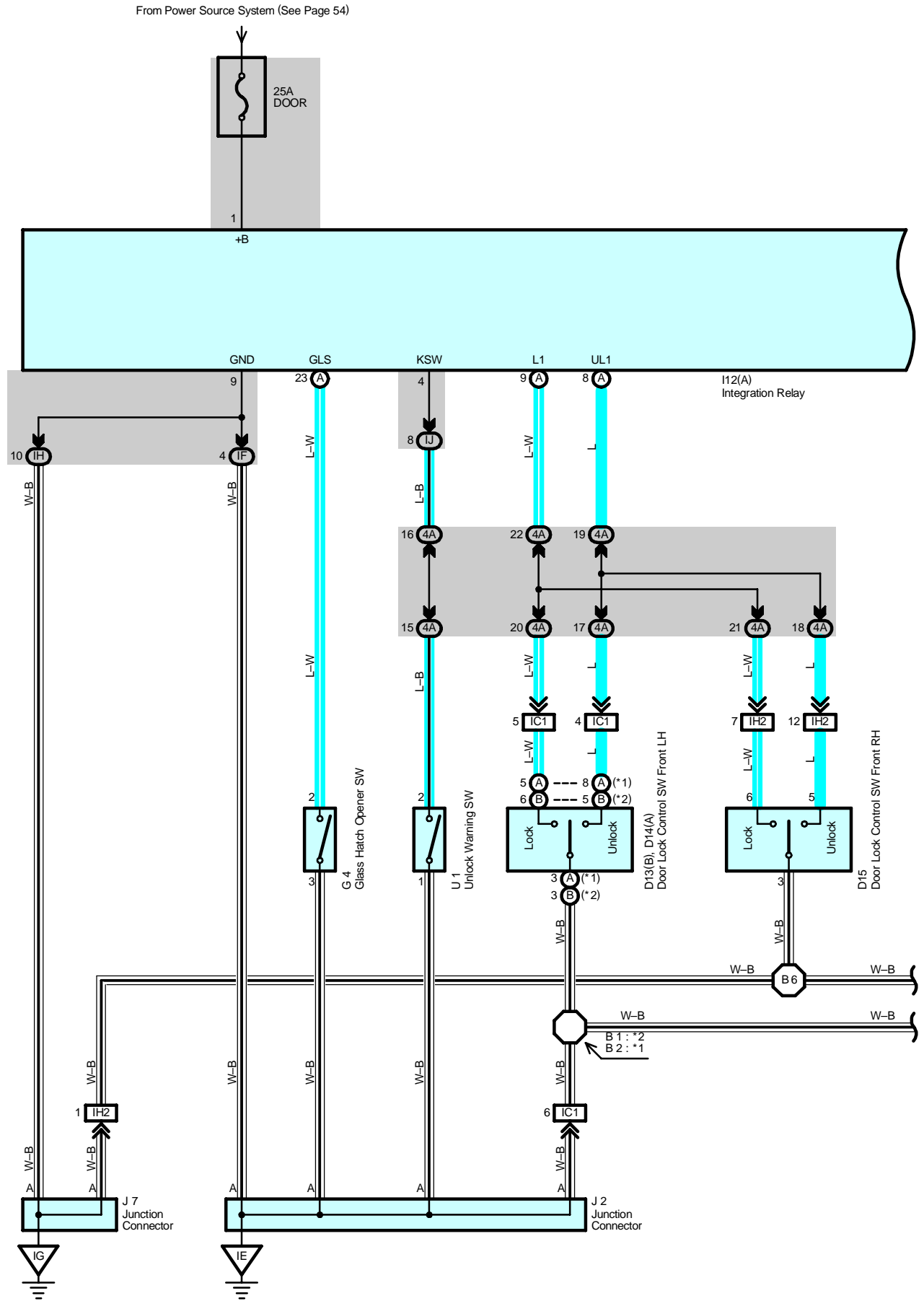
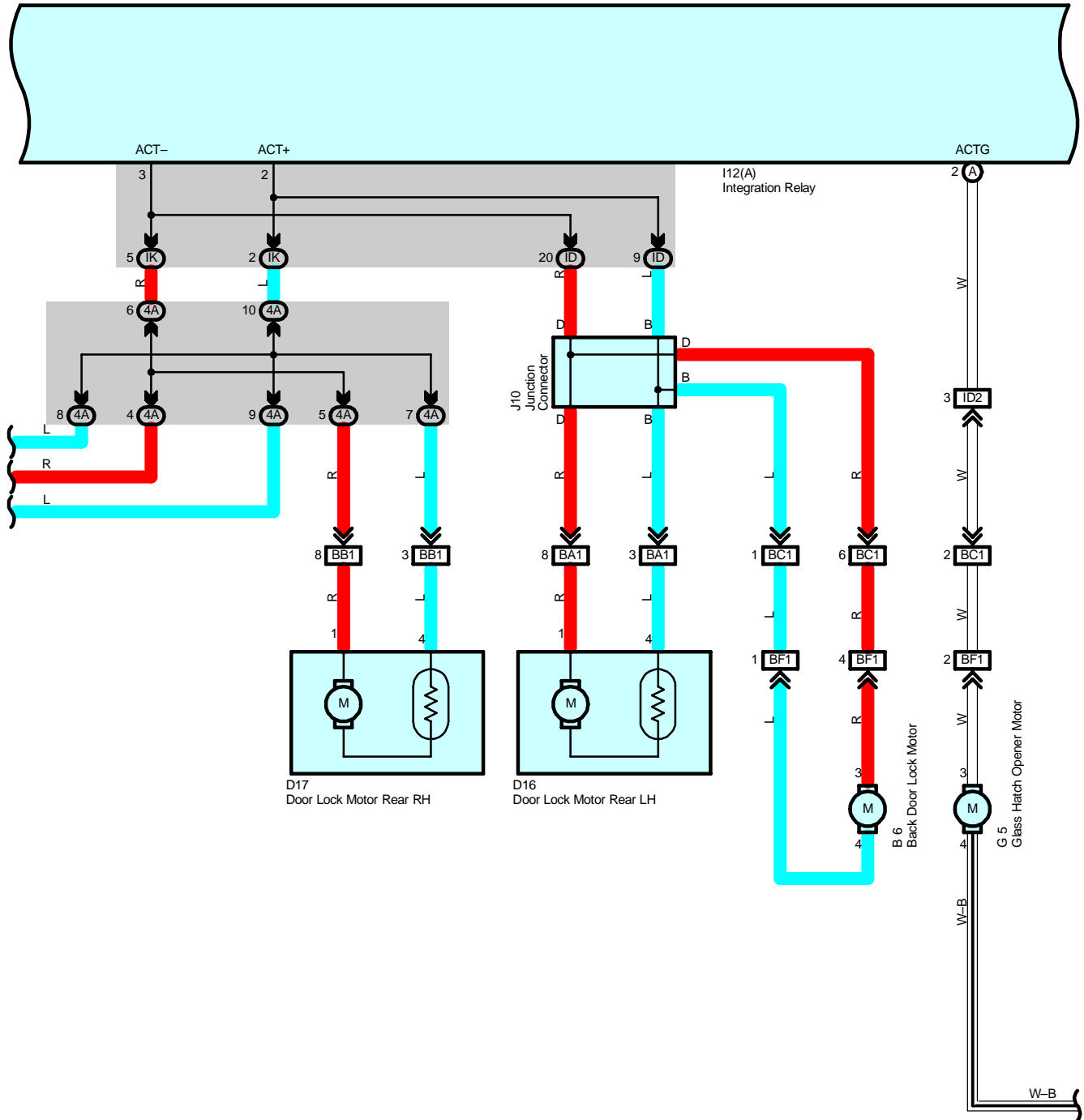


# Door Lock Control

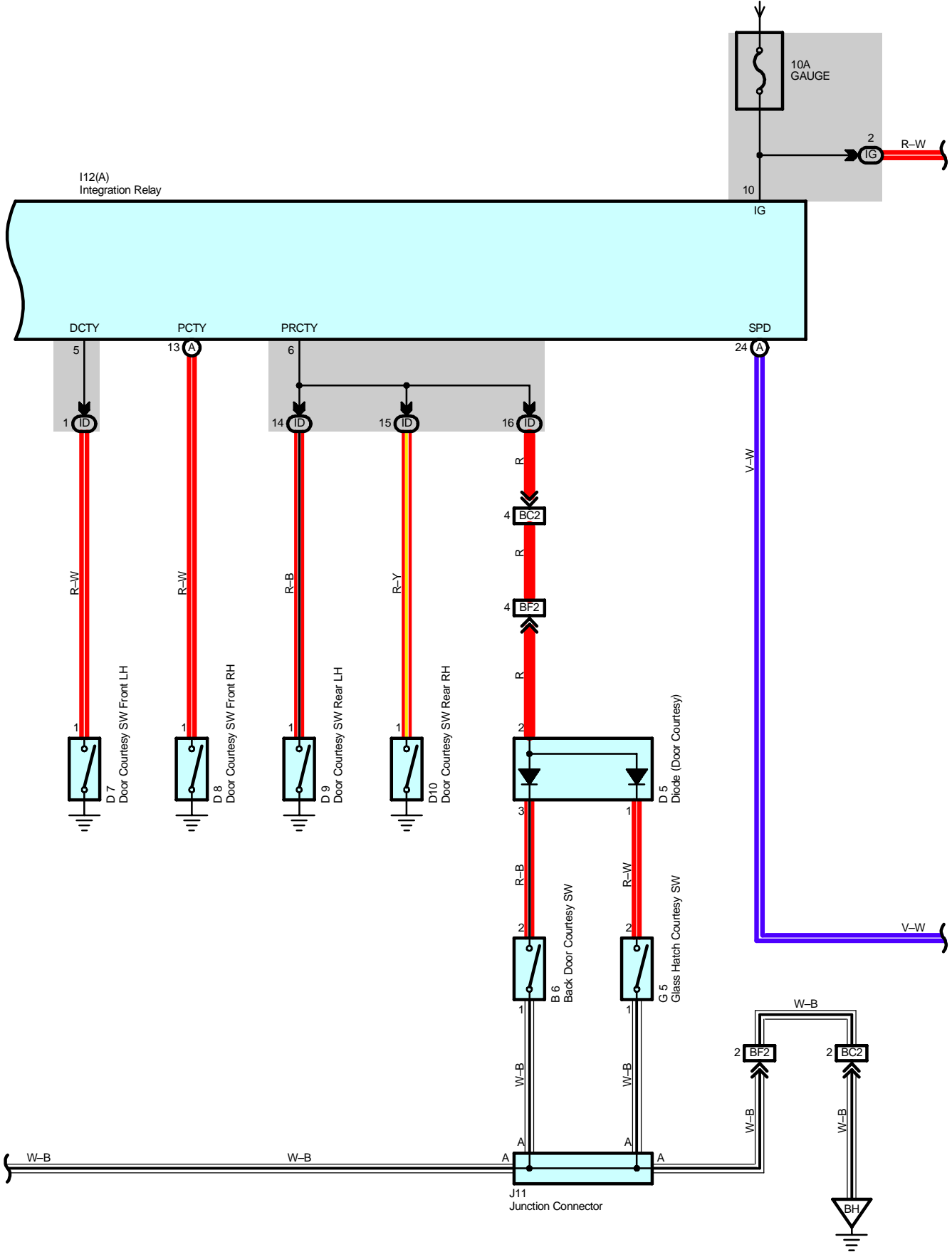




# Door Lock Control

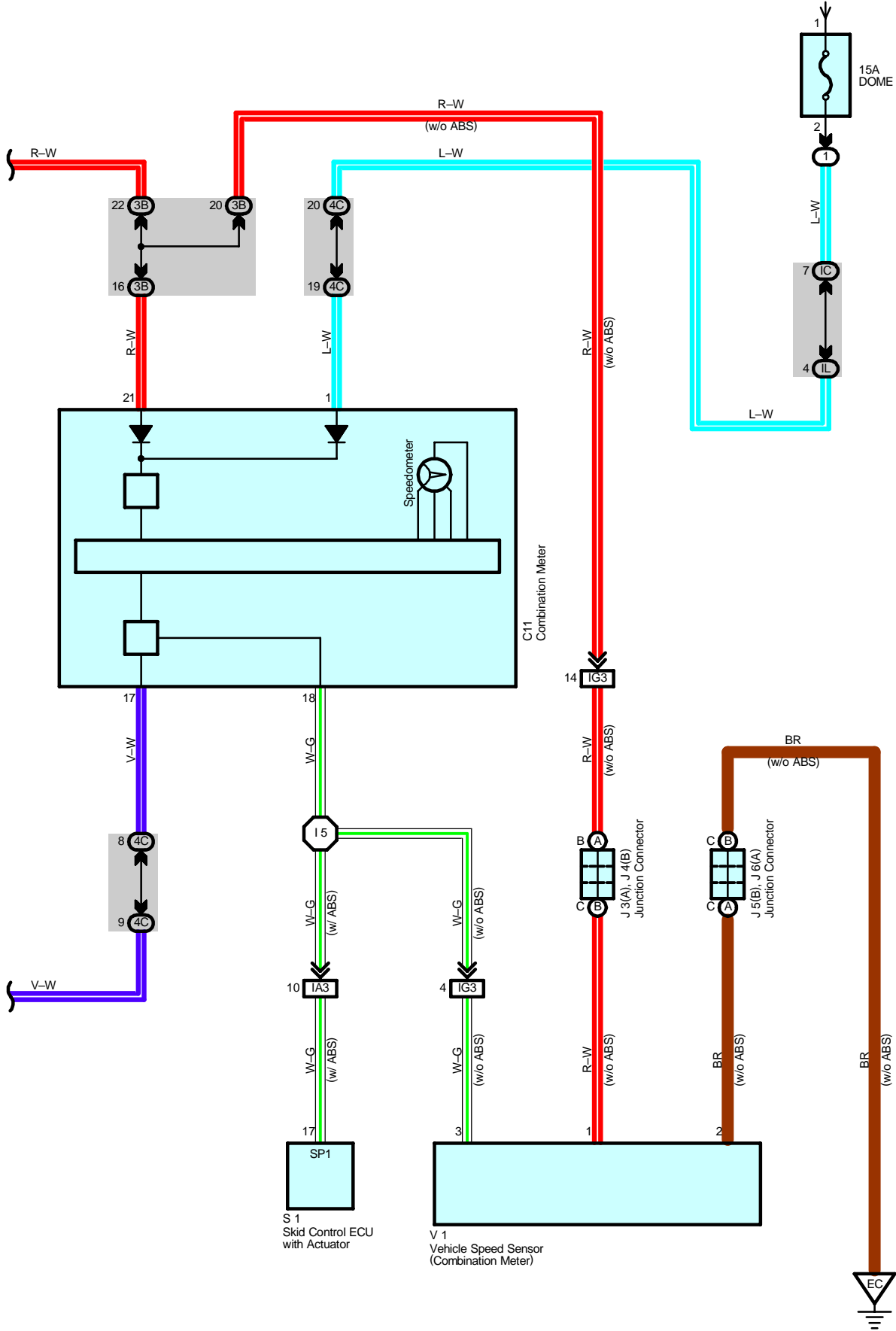


From Power Source System (See Page 54)



# Door Lock Control

From Power Source System (See Page 54)



## System Outline

The current always flows to TERMINAL 1 of the integration relay through the DOOR fuse.

### 1. Manual Lock Operation

When the door lock control SW or door key lock and unlock SW are operated to Lock position, a lock signal is input to TERMINAL (A) 9 or (A) 7 of the integration relay and causes the relay to function. The current flows from TERMINAL 1 of the relay to TERMINAL 2 to the door lock motors to TERMINALS (A) 1 and 3 of the relay to TERMINAL 9 to GROUND and the door lock motors locks the door.

### 2. Manual Unlock Operation

When the door lock control SW or door key lock and unlock SW are operated to Unlock position, an unlock signal is input to TERMINAL (A) 8, (A) 6 or (A) 5 of the integration relay and causes the relay to function. The current flows from TERMINAL 1 of the relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and the door lock motors unlocks the door.

### 3. Double Operation Unlock Operation

When the door key lock and unlock SW LH is turned to the unlock side, only the driver's door is unlocked. By turning the door key lock and unlock SW LH to the unlock side, a signal is input to TERMINAL (A) 6 of the relay, and if the signal is input again within 3 seconds by turning the SW to the unlock side again, current flows from TERMINAL 3 of the integration relay to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND, causing the door lock motors to operate and unlock the doors.

### 4. Ignition Key Reminder Operation

- \* Operating door lock knob (Operation of door lock motors)

With the ignition key in the 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 the relay. As a result, the current flows from TERMINAL 1 of the integration relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and unlocks all the doors.

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

With the ignition key in the cylinder (Unlock warning SW on), when the door is opened and locked using door lock control SW or key SW, the door is locked once but each door is unlocked by the function of SW contained in motors, and the signal is input to TERMINAL (A) 19 of the relay. According to this input signal, the current flows from TERMINAL 1 of the relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and unlocks all the doors.

- \* In case of key less lock

With the ignition the key in the cylinder (Unlock warning SW on), when the unlock function is disturbed for example pushing the door lock knob etc., the door holds on lock condition. After closing the door, door courtesy SW inputs the signal into TERMINAL 5 or 6 or (A) 13 of the integration relay. By this input signal, the relay works and current flows from TERMINAL 1 of the relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and unlocks all the doors.

### 5. Glass Hatch Open Operation

When the glass hatch opener SW on, the ignition SW at OFF position or the ignition SW at ON position and the vehicle speed is less than approx. 16 km/h (9.6 mph), the glass hatch is opened.

# Door Lock Control

## Service Hints

### I12 (A) Integration Relay

9-Ground : Always continuity

5-Ground : Continuity with the driver's door open

1-Ground : Always approx. 12 volts

2-Ground : Approx. 12 volts 0.2 seconds with following operation

\* Door lock control SW locked

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

(A) 9-Ground : Continuity with the door lock control SW locked

(A)13-Ground : Continuity with the front passenger's door open

(A)19-Ground : Continuity with the driver's door lock knob unlocked

(A) 8-Ground : Continuity with the door lock control SW unlocked

(A) 5-Ground : Continuity with the front passenger's door lock cylinder unlock with the key

(A) 6-Ground : Continuity with the driver's door lock cylinder unlocked with the key

(A) 7-Ground : Continuity with the driver's, front passenger's door lock cylinder locked with the key

(A) 1 or 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 the driver's door open

(Ignition key reminder function)

\* Door lock knob locked with the ignition key in cylinder and the driver's door open

(Ignition key reminder function)

\* Unlocking the driver's, front passenger's door cylinder with the key

### D7, D8, D9, D10 Door Courtesy SW Front LH, RH, Rear LH, RH

1-Ground : Closed with the door open

### B6 Back Door Courtesy SW

2-1 : Closed with the back door open

### U1 Unlock Warning SW

1-2 : Closed with the ignition key in cylinder

### G5 Glass Hatch Courtesy SW

2-1 : Closed with the glass hatch open

## ○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
B6	40	D14   A	40	J5   B	39
C11	38	D15	40	J6   A	39
D5	40	D16	40	J7	39
D7	40	D17	40	J10	40
D8	40	G4	39	J11	40
D9	40	G5	40	S1	35 (2ZZ-GE)
D10	40	I12   A	39		37 (1ZZ-FE)
D11	40	J2	39	U1	39
D12	40	J3   A	39	V1	37 (1ZZ-FE)
D13   B	40	J4   B	39		

## ○ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	23	Engine Room R/B (Engine Compartment Left)

 : **Junction Block and Wire Harness Connector**

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	25	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
ID	25	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
IF	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IG		
IH		
IJ		
IK		
IL	24	
3B	29	Instrument Panel Wire and RH J/B (Right Side of the Instrument Panel Reinforcement)
4A	32	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
4C		

 : **Connector Joining Wire Harness and Wire Harness**

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA3	46	Engine Room Main Wire and Instrument Panel Wire (Instrument Panel Reinforcement LH)
IC1	46	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
ID2	46	Instrument Panel Wire and Floor Wire (Left Kick Panel)
IG3	48	Engine Wire and Instrument Panel Wire (Blower Unit RH)
IH2	48	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	50	Rear Door LH Wire and Floor Wire (Left Center Pillar)
BB1	50	Rear Door RH Wire and Instrument Panel Wire (Right Center Pillar)
BC1	50	Back Door No.1 Wire and Floor Wire (Left Quarter Panel)
BC2		
BF1	50	Back Door No.1 Wire and Back Door No.2 Wire (Back Panel LH)
BF2		

 : **Ground Points**

Code	See Page	Ground Points Location
EC	44 (1ZZ-FE)	Left Side of the Cylinder Head
IE	46	Behind Combination Meter
IG	46	Right Kick Panel
BH	50	Left Quarter Panel

 : **Splice Points**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I5	48	Instrument Panel Wire	B2	50	Front Door LH Wire
B1	50	Front Door LH Wire	B6	50	Front Door RH Wire