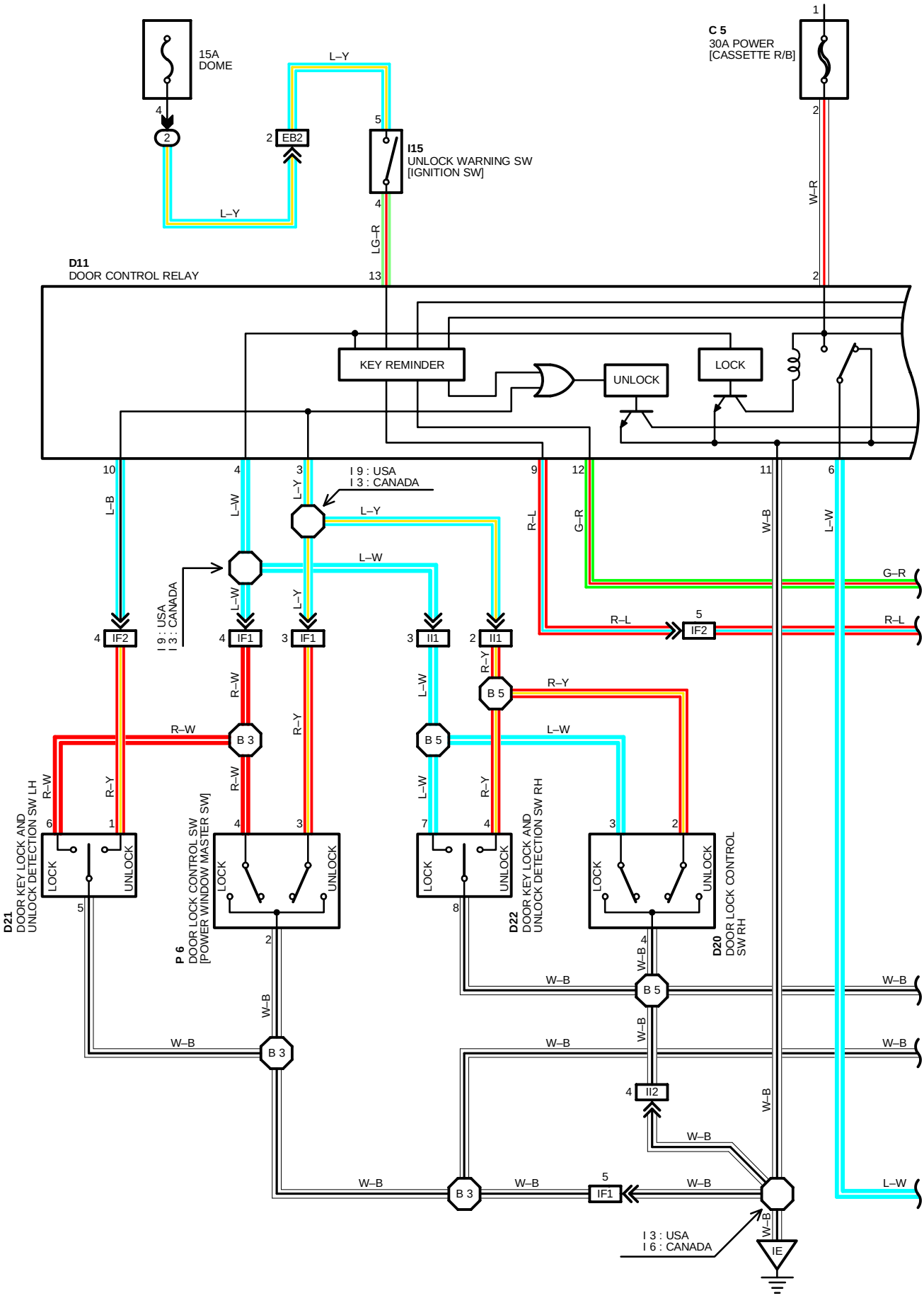
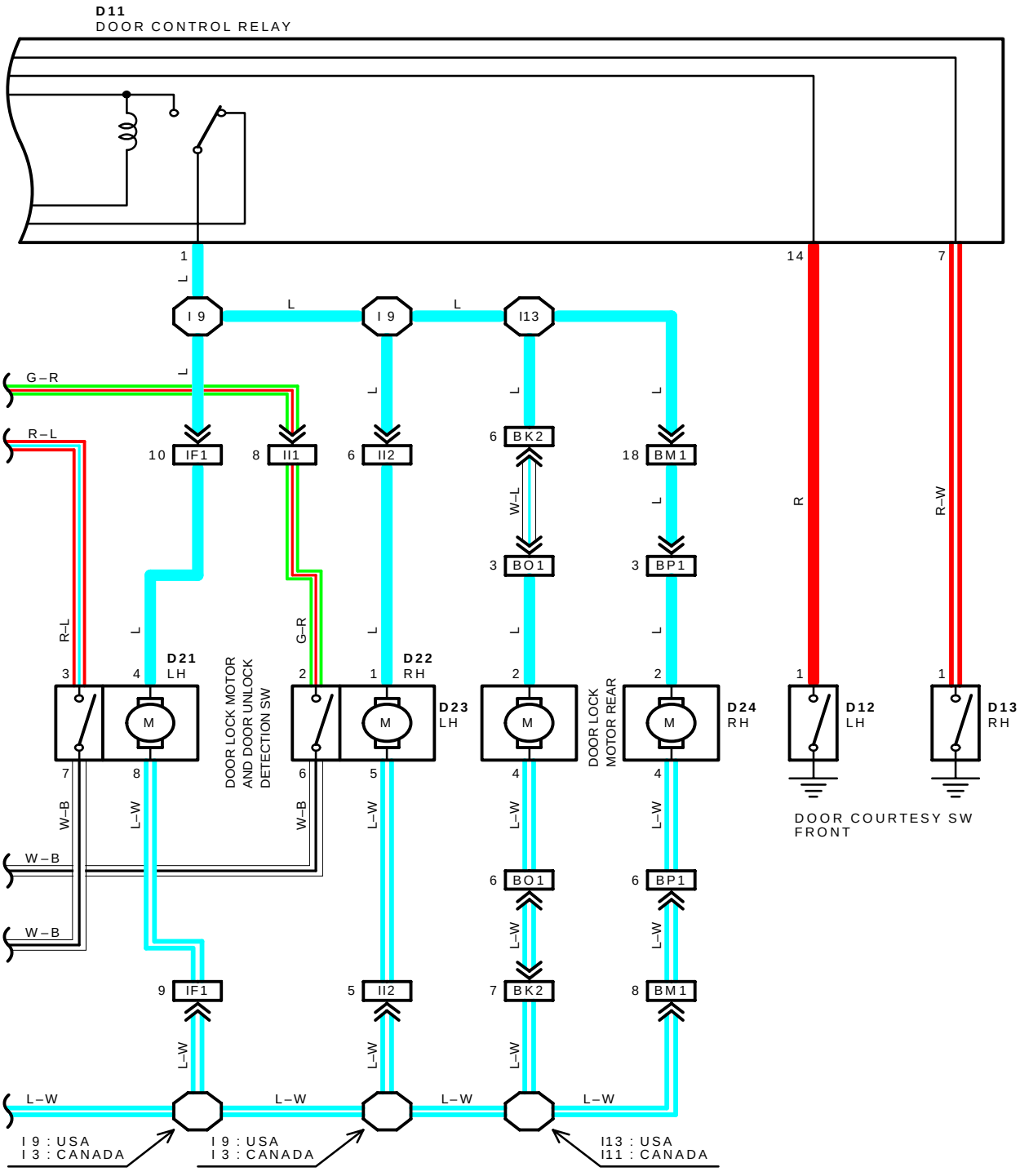
DOOR LOCK CONTROL




D11
DOOR CONTROL RELAY
1
L
I 9
L
I 9
L
I13
14
7
G–R
R–L
10
IF1
8
II1
6
II2
6
BK2
18
BM1
W–L
3
BO1
3
BP1
R
R–W
R–L
L
G–R
L
L
L
L
3
4
D21
LH
2
1
D22
RH
2
2
D23
LH
D24
RH
1
1
D12
LH
D13
RH
DOOR LOCK MOTOR
AND DOOR UNLOCK
DETECTION SW
DOOR LOCK
MOTOR REAR
M
M
M
M
7
8
6
5
4
4
W–B
L–W
W–B
L–W
L–W
L–W
DOOR COURTESY SW
FRONT
W–B
W–B
6
BO1
6
BP1
L–W
L–W
9
IF1
5
II2
7
BK2
8
BM1
L–W
L–W
L–W
L–W
L–W
L–W
L–W
I 9 : USA
I 3 : CANADA
I 9 : USA
I 3 : CANADA
I13 : USA
I11 : CANADA

DOOR LOCK CONTROL

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 2** OF THE DOOR CONTROL RELAY THROUGH **POWER** FUSE.

1. MANUAL LOCK OPERATION

TO PUSH DOOR LOCK CONTROL SW OR KEY SW TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL 4** OF THE DOOR CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 6** → **TERMINAL 8** (FRONT DOOR LH), **5** (FRONT DOOR RH), **4** (REAR DOOR LH, RH) OF THE DOOR LOCK MOTOR → **TERMINAL 4** (FRONT DOOR LH), **1** (FRONT DOOR RH), **2** (REAR DOOR LH, RH) → **TERMINAL 1** OF THE RELAY → **TERMIAL 11** TO **GROUND** AND DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

TO PUSH DOOR LOCK CONTROL SW OR KEY SW TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL 3** OF THE DOOR CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 1** → **TERMINAL 4** (FRONT DOOR LH), **1** (FRONT DOOR RH), **2** (REAR DOOR LH, RH) OF THE DOOR LOCK MOTOR → **TERMINAL 8** (FRONT DOOR LH), **5** (FRONT DOOR RH), **4** (REAR DOOR LH, RH) → **TERMINAL 6** OF THE RELAY → **TERMINAL 11** → TO **GROUND** AND DOOR LOCK MOTOR CAUSES DOOR TO UNLOCK.

3. IGNITION KEY REMINDER OPERATION

∗ OPERATING DOOR LOCK KNOB (IN DOOR LOCK MOTORS OPERATION)

WITH IGNITION KEY IN 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 RELAY. AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 1** → **TERMINAL 4** (FRONT DOOR LH), **1** (FRONT DOOR RH), **2** (REAR DOOR LH, RH) OF THE DOOR LOCK MOTOR → **TERMINAL 8** (FRONT DOOR LH), **5** (FRONT DOOR RH), **4** (REAR DOOR LH, RH) → **TERMINAL 6** OF THE RELAY → **TERMINAL 11** → TO **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

∗ OPERATING DOOR LOCK CONTROL SW OR DOOR LOCK KEY SW

WITH IGNITION KEY IN 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 UNLOCK BY THE FUNCTION OF SW CONTAIND IN MOTOR, WHICH THE SIGNAL IS INPUT TO **TERMINAL 9** OR **12** OF THE RELAY. ACCORDING TO THIS INPUT SIGNAL, THE CURRENT IN RELAY FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 1** → **TERMINAL 4** (FRONT DOOR LH), **1** (FRONT DOOR RH), **2** (REAR DOOR LH, RH) OF THE DOOR LOCK MOTOR → **TERMINAL 8** (FRONT DOOR LH), **5** (FRONT DOOR RH), **4** (REAR DOOR LH, RH) → **TERMINAL 6** → OF THE RELAY → **TERMINAL 11** → TO **GROUND** AND CAUSES ALL THE DOOR TO UNLOCK.

SERVICE HINTS

D11 DOOR CONTROL RELAY

11–GROUND : ALWAYS CONTINUOUS
14–GROUND : CONTINUOUS WITH FRONT LH DOOR OPEN
2–GROUND : ALWAYS APPROX. **12** VOLTS
1–GROUND : APPROX. **12** VOLTS **0.2** SECONDS WITH FOLLOWING OPERATION
* 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

6–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

4–GROUND : CONTINUOUS WITH DOOR LOCK CONTROL SW LOCKED OR DRIVER'S, PASSENGER'S DOOR LOCK CYLINDER LOCKED WITH KEY
7–GROUND : CONTINUOUS WITH FRONT RH DOOR OPEN
9–GROUND : CONTINUOUS WITH FRONT LH DOOR LOCK KNOB UNLOCKED
12–GROUND : CONTINUOUS WITH FRONT RH DOOR LOCK KNOB UNLOCKED
13–GROUND : APPROX. **12** VOLTS WITH IGNITION KEY IN CYLINDER
3–GROUND : CONTINUOUS WITH DOOR LOCK CONTROL SW UNLOCKED OR DRIVER'S, PASSENGER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY

D12, D13 DOOR COURTESY SW

1–GROUND : CLOSED WITH DOOR OPEN

D21, D22 DOOR KEY LOCK AND UNLOCK DETECTION SW

1–5 : CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY
5–6 : CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY

D21, D22 DOOR LOCK MOTOR

3–7 : CLOSED WITH **UNLOCK** POSITION (DRIVER'S)
2–6 : CLOSED WITH **UNLOCK** POSITION (PASSENGER'S)

I15 UNLOCK WARNING SW [IGNITION SW]

1–2 : CLOSED WITH IGNITION KEY IN CYLINDER

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 5	28	**D20**	29	**D24**	29
D11	28	**D21**	29	**I15**	28
D12	28	**D22**	29	**P 6**	29
D13	28	**D23**	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	22	R/B NO. 2 (ENGINE COMPARTMENT RIGHT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	30 (3VZ–E) 32 (22R–E)	COWL WIRE AND ENGINE ROOM MAIN WIRE (R/B NO. 2)
IF1 **IF2**	34	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
II1 **II2**	34	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BK2	36	COWL WIRE AND FLOOR NO. 3 LH WIRE (LEFT SIDE OF FRONT LH SEAT)
BM1	36	FLOOR NO. 3 RH WIRE AND COWL WIRE (RIGHT SIDE OF FRONT RH SEAT)
BO1	36	REAR DOOR LH WIRE AND FLOOR NO. 3 LH WIRE (LEFT CENTER PILLAR)
BP1	36	REAR DOOR RH WIRE AND FLOOR NO. 3 RH WIRE (RIGHT CENTER PILLAR)

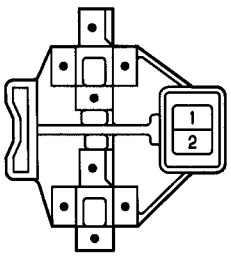
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	34	LEFT KICK PANEL

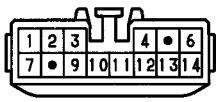
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	34	COWL WIRE	**I13**	34	COWL WIRE
I 6			**B 3**	36	FRONT DOOR LH WIRE
I 9			**B 5**	36	FRONT DOOR RH WIRE
I11					

C 5



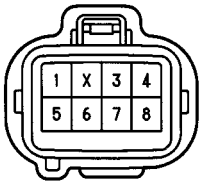
D11 BLUE



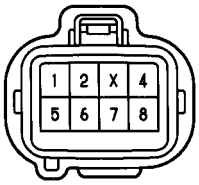
D12, D13

D20

D21

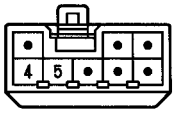


D22



D23, D24

I15 BLACK



P 6