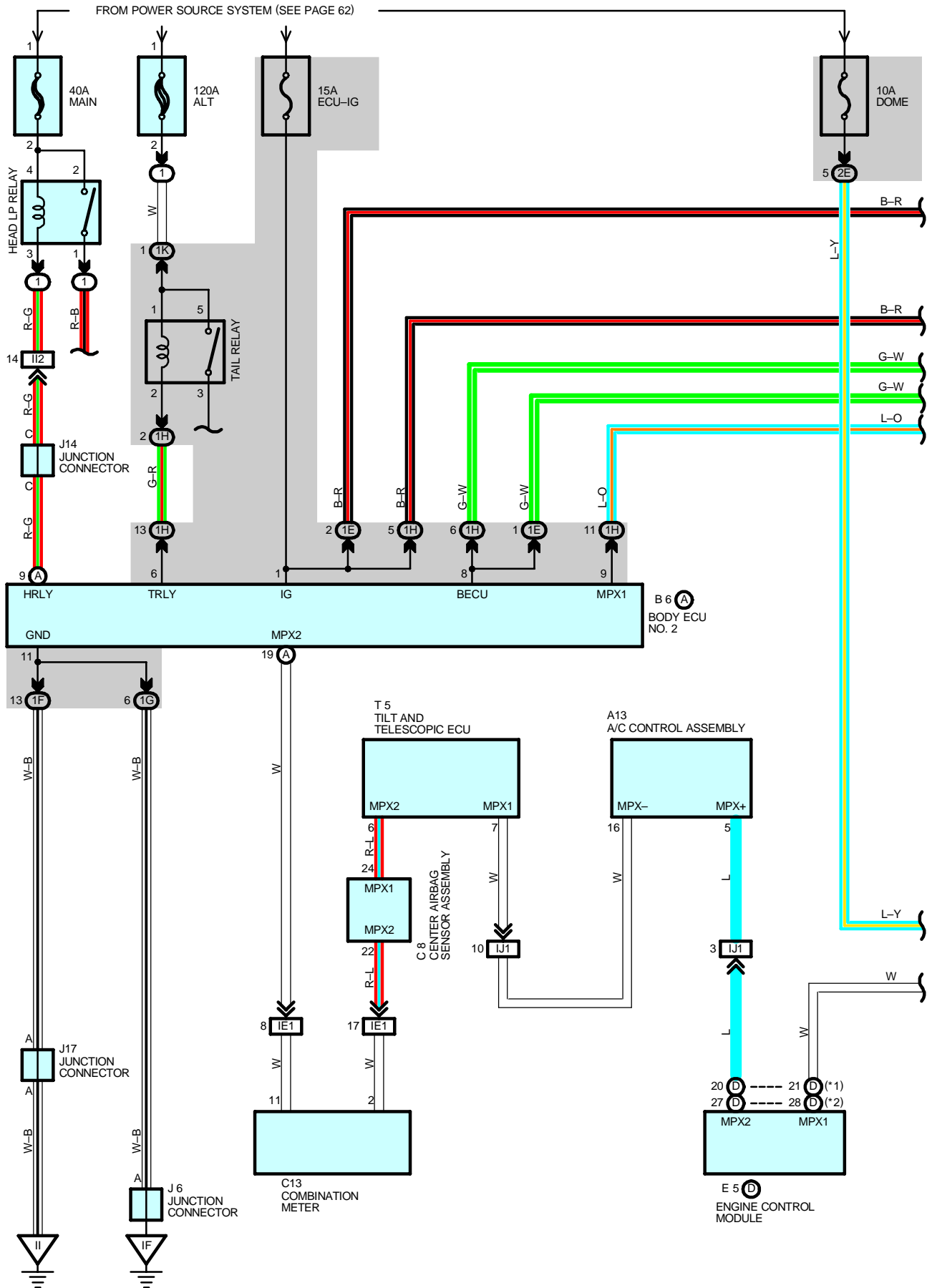
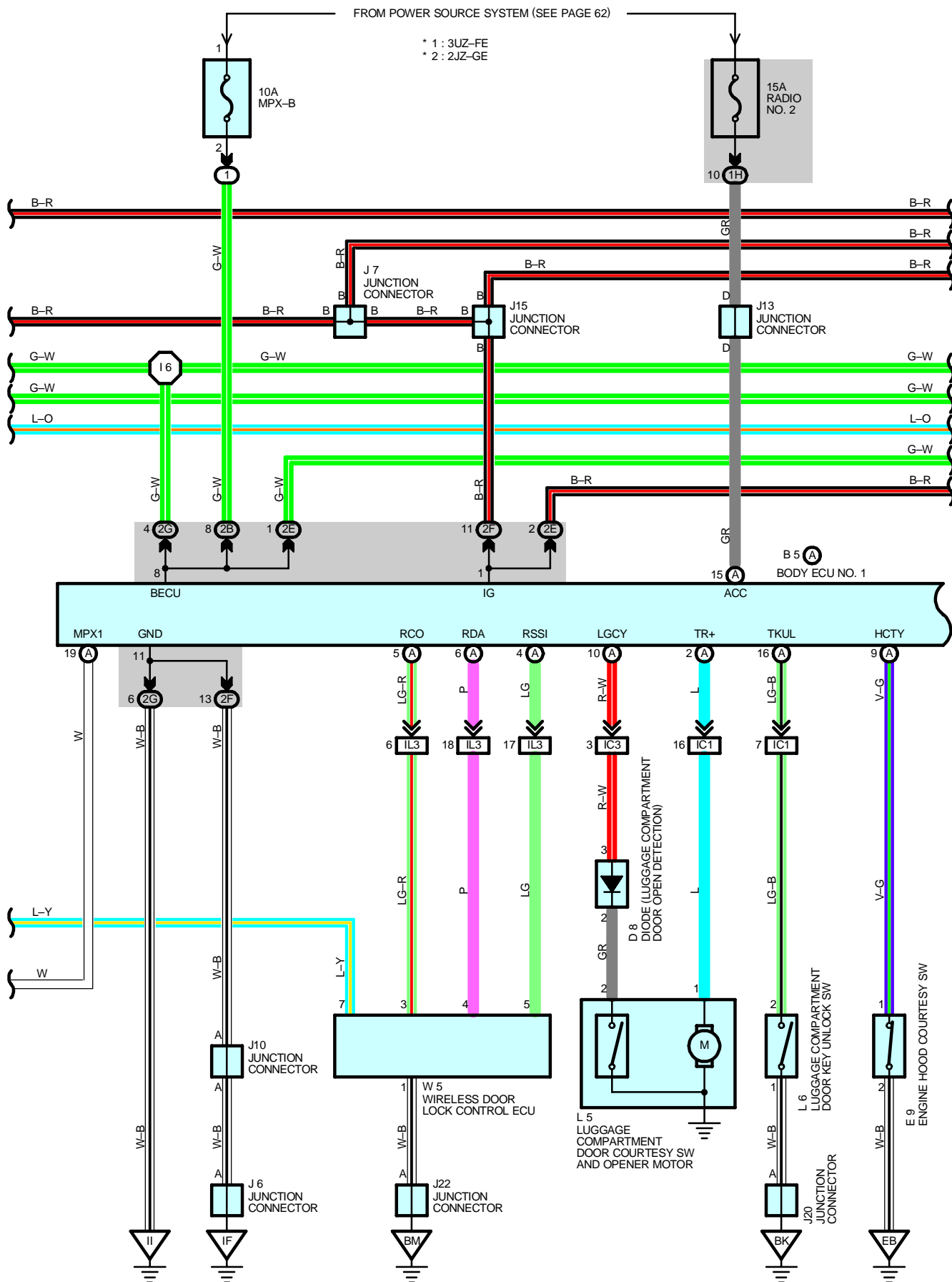


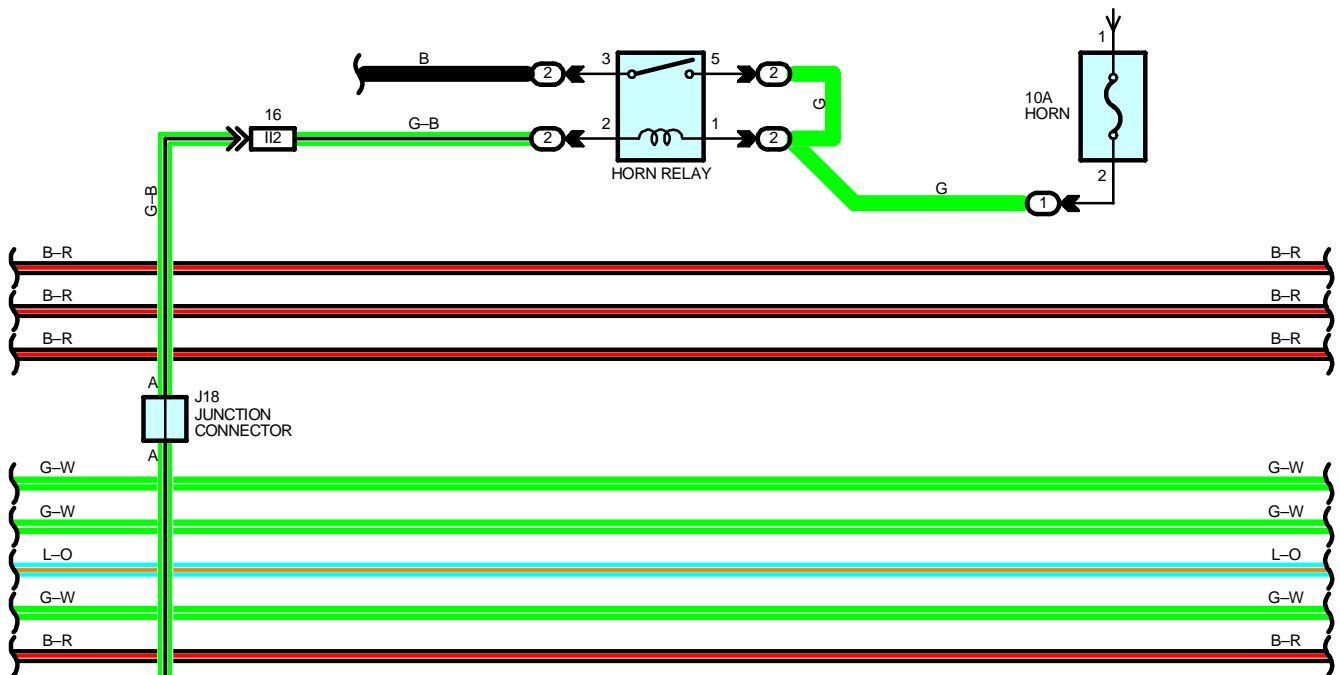
THEFT DETERRENT AND DOOR LOCK CONTROL



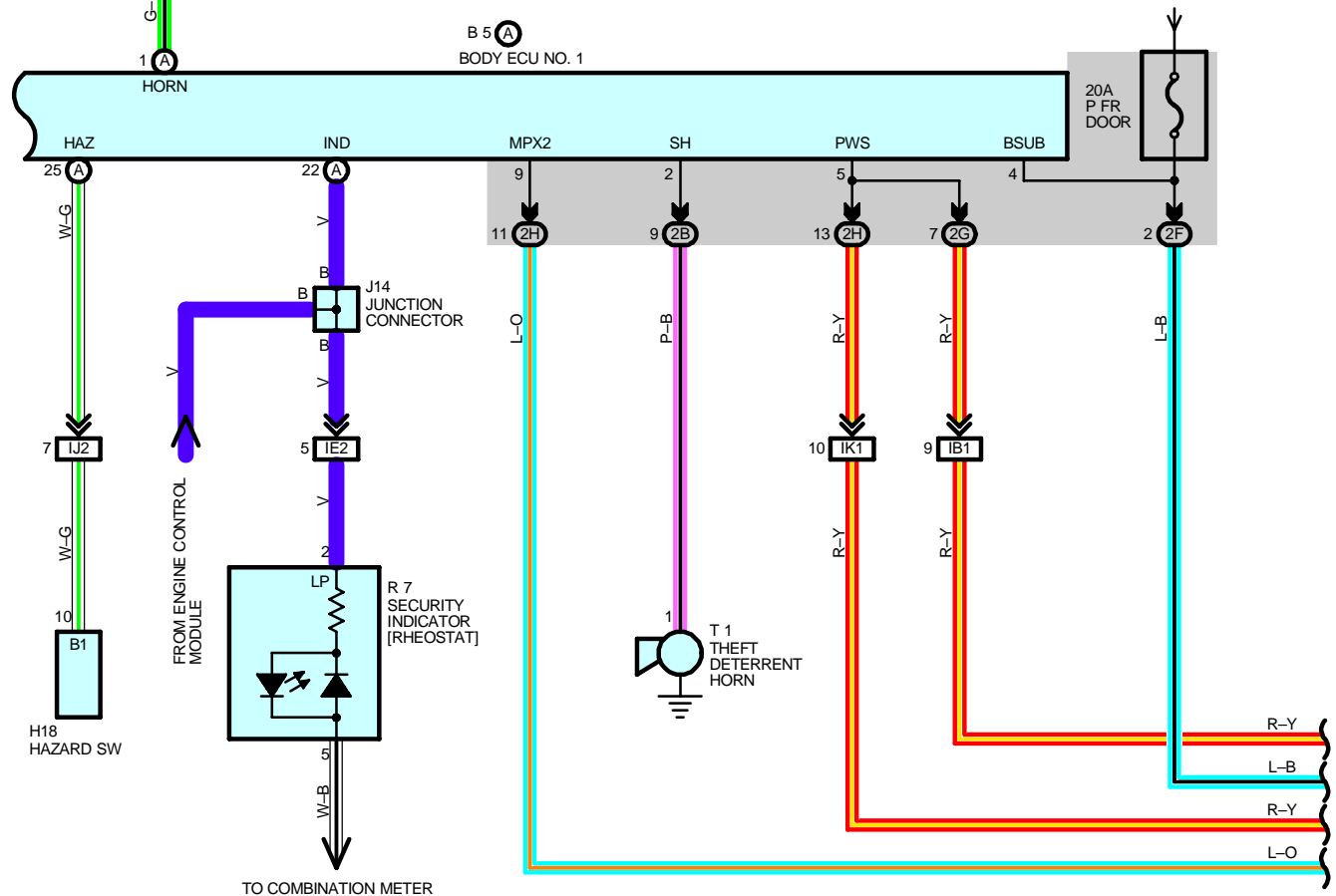


THEFT DETERRENT AND DOOR LOCK CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 62)

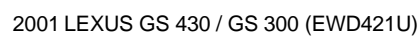


FROM POWER SOURCE SYSTEM (SEE PAGE 62)

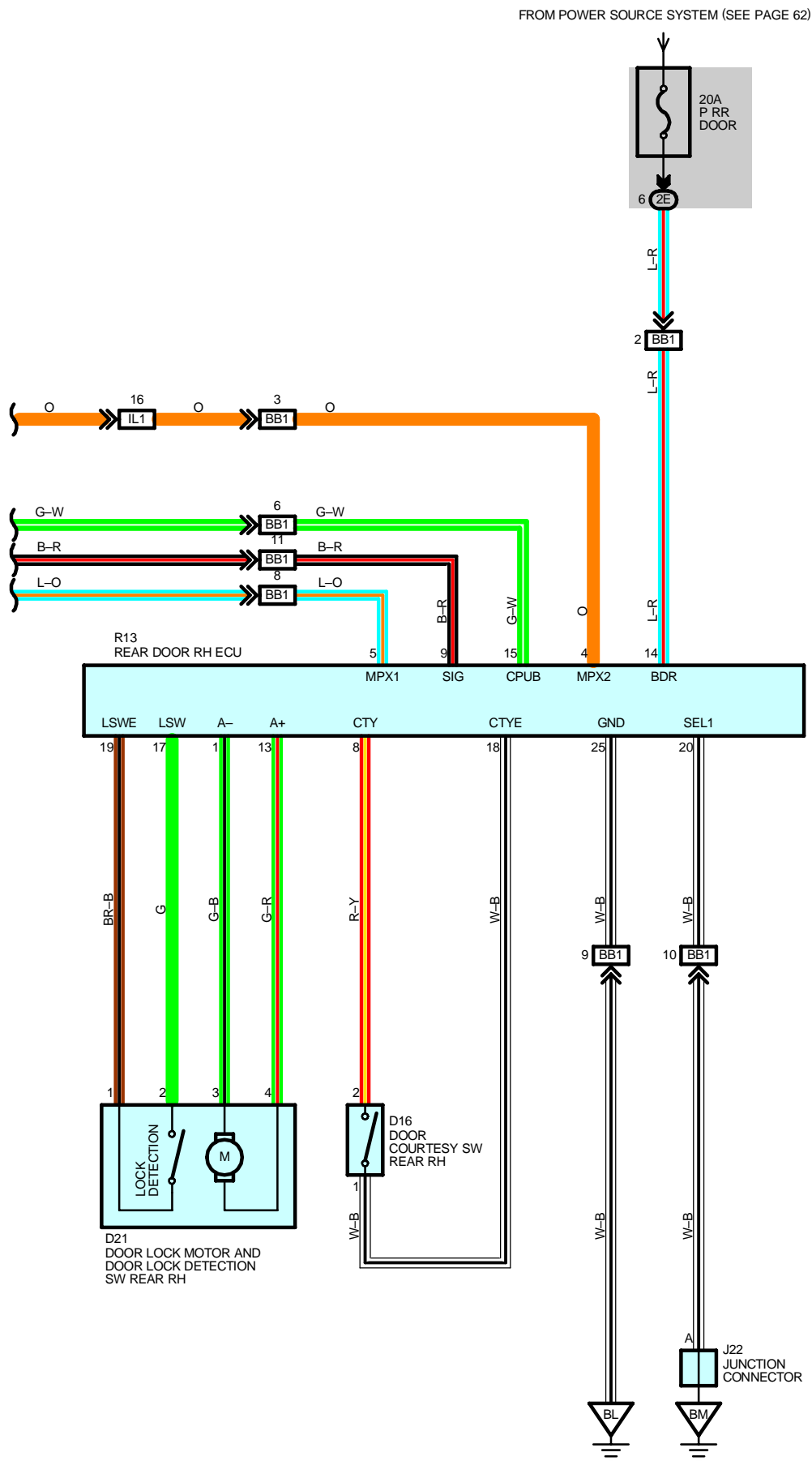


The diagram illustrates the electrical system for the front passenger door. It features a central **FRONT PASSENGER DOOR ECU** (F11, F12, F13) which manages the door's functions. The ECU is connected to a **J8 JUNCTION CONNECTOR** at the top, which in turn connects to the vehicle's main power lines (B-R, G-W, O, B-R). The ECU also controls the **D17 DOOR LOCK CONTROL SW RH** (a switch with LOCK, UNLOCK, and E terminals) and the **D19 DOOR LOCK MOTOR, DOOR KEY LOCK AND UNLOCK SW AND DOOR LOCK DETECTION SW FRONT RH** (a motor and switch assembly). The ECU's output lines include BDR, ML, MUL, DLE, MPX2, GND, KUL, KL, LSW, LSWE, A-, A+, CTY, and CTYE. These lines are connected to various components: BDR to a switch (IK1), ML to a switch (IK1), MUL to a switch (IK1), DLE to a switch (IK1), MPX2 to a switch (IK1), GND to a switch (IK1), KUL to a switch (IK1), KL to a switch (IK1), LSW to a switch (IK1), LSWE to a switch (IK1), A- to a switch (IK1), A+ to a switch (IK1), CTY to a switch (IK1), and CTYE to a switch (IK1). The diagram also shows the connection to the **D14 DOOR COURTESY SW FRONT RH** and the **J17 JUNCTION CONNECTOR** at the bottom.

* 3 : W/ DRIVING POSITION MEMORY
* 4 : W/O DRIVING POSITION MEMORY



THEFT DETERRENT AND DOOR LOCK CONTROL



SYSTEM OUTLINE

1. MANUAL UNLOCK OPERATION

When the door lock control SW on the driver or front passenger seat is pressed to the unlock position, the signal is input to TERMINAL MUL of the driver door ECU or front passenger door ECU. Through communication control of the body ECU and door ECU etc., the current flows from TERMINAL A- of the door ECU into the door lock motor to TERMINAL A+ of the door ECU to GROUND, to unlock the door.

2. MANUAL LOCK OPERATION

When the door lock control SW on the driver or front passenger seat is pressed to LOCK, signal is input to TERMINAL ML of the driver door ECU or front passenger door ECU. Through communication control of the body ECU and door ECU etc., current flows from TERMINAL A+ of the door ECU to door lock motor to TERMINAL A- of the door ECU to GROUND, to lock the door.

3. DOOR KEY UNLOCK OPERATION

Unlock operation from driver door

When the door is unlocked once by the ignition key from the driver side, the signal from the door key lock and unlock SW in the door lock motor front LH is input to TERMINAL KUL of the driver door ECU. This signal activates the driver door ECU to flow the current from TERMINAL A- of the driver door ECU into the door lock motor front LH to TERMINAL A+ of the driver door ECU to GROUND, to unlock only the driver door. Accordingly, if the second unlock operation is made within 3 sec. after the above unlock operation, all the doors are unlocked through communication control of the body ECU and door ECU etc.

Unlock operation from passenger door

When the door is unlocked by the ignition key from the front passenger side, the signal from the door key lock and unlock SW in the door lock motor front RH is input to TERMINAL KUL of the front passenger door ECU. Through communication control of the body ECU and door ECU etc., the current flows from TERMINAL A- of the door ECU into the door lock motor front RH to TERMINAL A+ of the door ECU to GROUND, to unlock all the doors at once.

4. IGNITION KEY REMINDER OPERATION

When the door lock operation is made using the door knob with the ignition key remained inserted in the key cylinder and the door open, unlock operation is automatically made. Additionally, if lock operation is made with the door lock control SW or door key lock and unlock SW, unlock operation is automatically made after the lock operation has been completed.

THEFT DETERRENT AND DOOR LOCK CONTROL

SERVICE HINTS

L6 LUGGAGE COMPARTMENT DOOR KEY UNLOCK SW

1-2 : Closed with door lock cylinder unlocked with key

E9 ENGINE HOOD COURTESY SW

1-2 : Opened with engine hood open

L5 LUGGAGE COMPARTMENT DOOR COURTESY SW AND OPENER MOTOR

2-GROUND : Closed with luggage compartment door open

D13, D14, D15, D16 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1-2 : Closed with door open

P11 DOOR LOCK CONTROL SW LH [POWER WINDOW MASTER SW]

5-15 : Closed with **LOCK** position

17-15 : Closed with **UNLOCK** position

D17 DOOR LOCK CONTROL SW RH

3-2 : Closed with **LOCK** position

1-2 : Closed with **UNLOCK** position

D18 DOOR LOCK MOTOR, DOOR KEY LOCK AND UNLOCK SW AND DOOR LOCK DETECTION SW FRONT LH

2-GROUND : Approx. **12** volts with door lock motor at lock operate

1-GROUND : Approx. **12** volts with door lock motor at unlock operate

5-3 : Closed with door lock cylinder locked with key

6-3 : Closed with door lock cylinder unlocked with key

D19 DOOR LOCK MOTOR, DOOR KEY LOCK AND UNLOCK SW AND DOOR LOCK DETECTION SW FRONT RH

6-GROUND : Approx. **12** volts with door lock motor at lock operate

5-GROUND : Approx. **12** volts with door lock motor at unlock operate

2-4 : Closed with door lock cylinder locked with key

1-4 : Closed with door lock cylinder unlocked with key

D20 DOOR LOCK MOTOR AND DOOR LOCK DETECTION SW REAR LH

2-GROUND : Approx. **12** volts with door lock motor at lock operate

1-GROUND : Approx. **12** volts with door lock motor at unlock operate

D21 DOOR LOCK MOTOR AND DOOR LOCK DETECTION SW REAR RH

4-GROUND : Approx. **12** volts with door lock motor at lock operate

3-GROUND : Approx. **12** volts with door lock motor at unlock operate

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A13	42	D23	B 44	J15	43
B5	A 42	D24	C 44	J17	43
B6	A 42	E5	D	J18	43
C8	42			J20	44
C13	42	E9		J22	44
D8	44			L5	45
D13	44	F11	A 44	L6	45
D14	44	F12	B 44	P11	45
D15	44	F13	C 44	P19	46
D16	44	H18	42	R7	43
D17	44	J6	43	R12	45
D18	44	J7	43	R13	45
D19	44	J8	43	T1	39 (3UZ-FE)
D20	44	J10	43		41 (2JZ-GE)
D21	44	J13	43	T5	43
D22	A 44	J14	43	W5	45

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	24	Engine Room No.1 R/B (Engine Compartment Right)
2	25	Engine Room No.2 R/B (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	28	Floor No.2 Wire and Driver Side J/B (Left Kick Panel)
1F	28	Cowl Wire and Driver Side J/B (Left Kick Panel)
1G	29	
1H		
1K	28	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
2B	30	Engine Room Main Wire and Passenger Side J/B (Right Kick Panel)
2E	30	Floor No.1 Wire and Passenger Side J/B (Right Kick Panel)
2F	30	Cowl Wire and Passenger Side J/B (Right Kick Panel)
2G	31	
2H		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB1	52	Front Door LH Wire and Cowl Wire (Left Kick Panel)
IC1	52	Floor No.2 Wire and Cowl Wire (Left Kick Panel)
IC2		
IC3		
IE1	52	Instrument Panel Wire and Cowl Wire (Left Side of the Steering Column)
IE2		
II2	52	Engine Room Main Wire and Cowl Wire (Near the Passenger Side R/B)
IJ1	54	Instrument Panel Wire and Cowl Wire (Left Side of the Blower Unit)
IJ2		
IK1	54	Front Door RH Wire and Cowl Wire (Right Kick Panel)
IL1	54	Floor No.1 Wire and Cowl Wire (Right Kick Panel)
IL3		
BA1	56	Rear Door LH Wire and Floor No.2 Wire (Under the Center Pillar LH)
BB1	56	Rear Door RH Wire and Floor No.1 Wire (Under the Center Pillar RH)
BC1	58	Floor No.2 Wire and Front Seat LH Wire (Under the Driver's Seat)

: GROUND POINTS

Code	See Page	Ground Points Location
EB	48 (3UZ-FE)	Left Fender
	50 (2JZ-GE)	
IF	52	Left Kick Panel
II	52	Right Side of the Cowl Panel
BJ	56	Rear Floor Partition Panel LH
BK	56	Quarter Panel LH
BL	56	Rear Floor Partition Panel RH
BM	56	Quarter Panel RH

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I6	54	Cowl Wire			