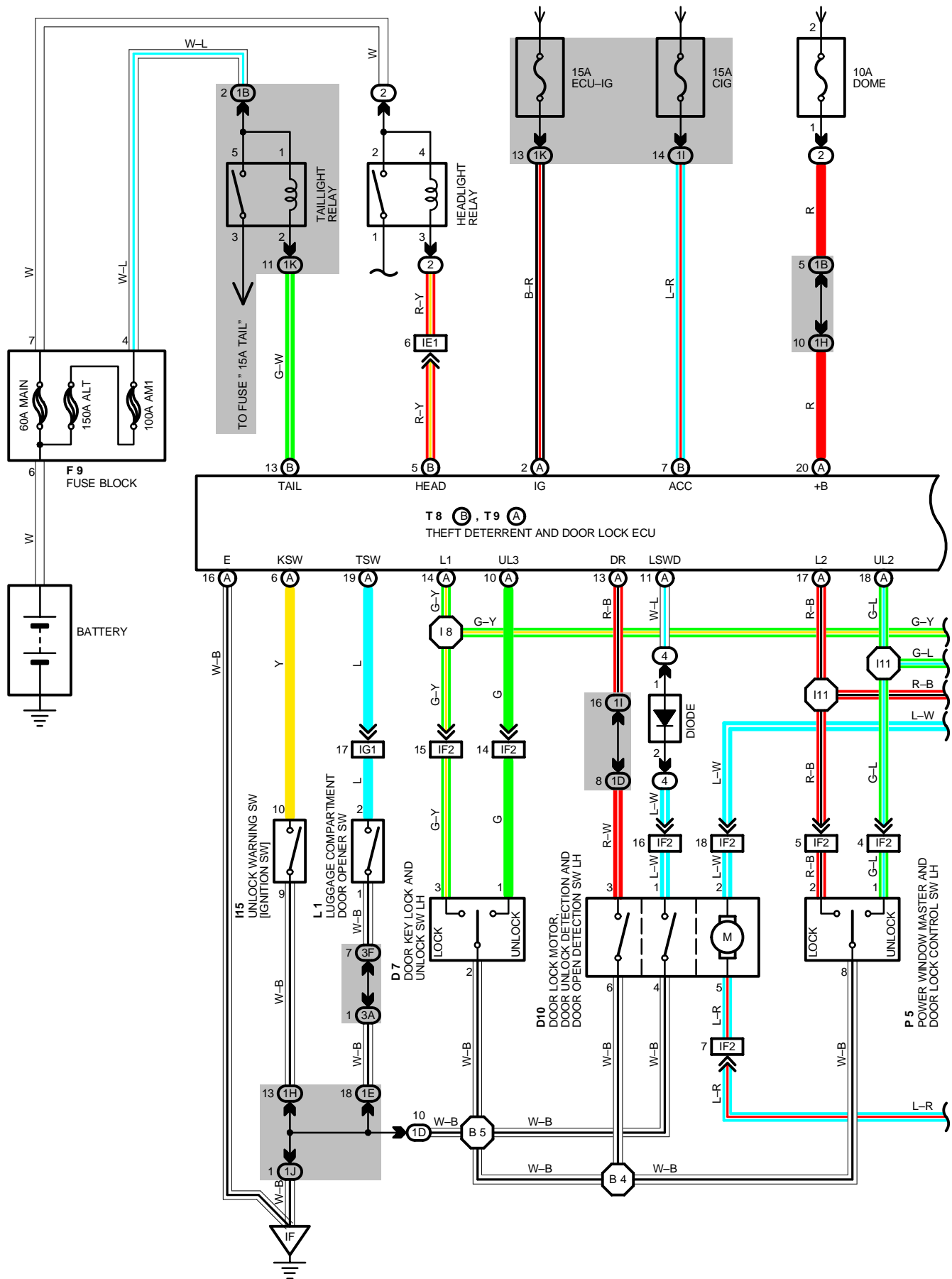
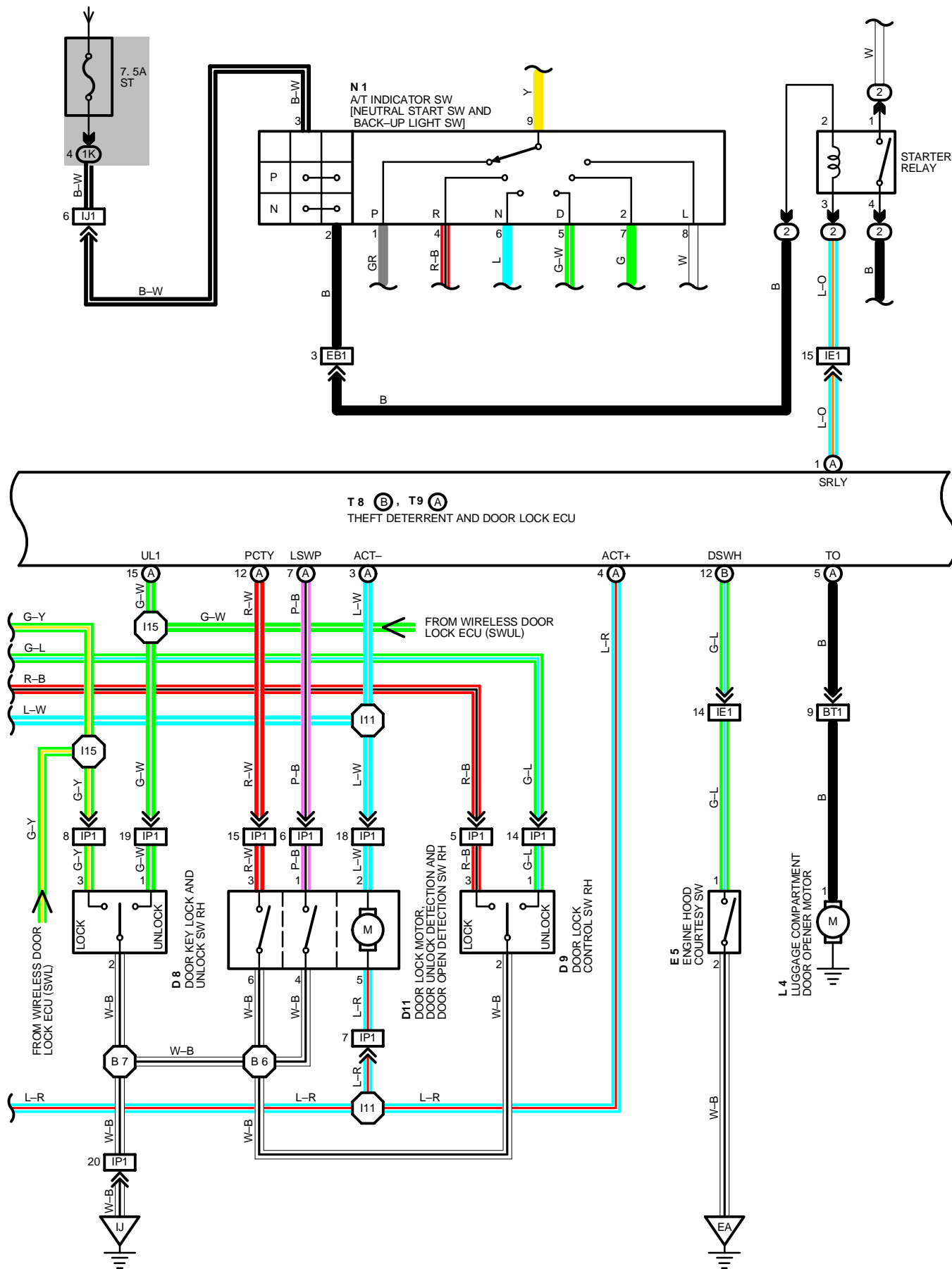


# THEFT DETERRENT AND DOOR LOCK CONTROL

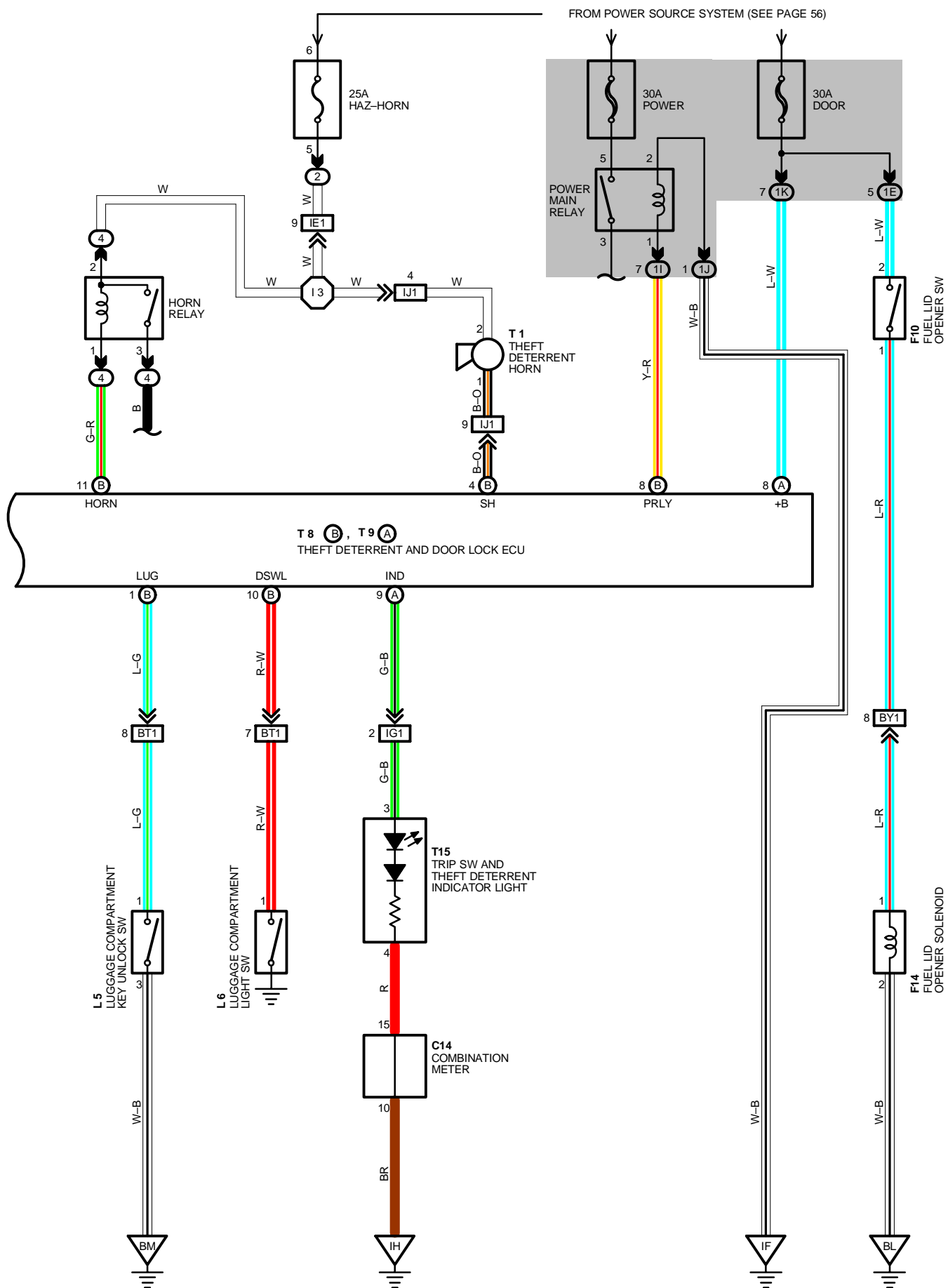
FROM POWER SOURCE SYSTEM (SEE PAGE 56)



FROM POWER SOURCE SYSTEM (SEE PAGE 56)



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## SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL (A)8** OF THE DOOR LOCK ECU THROUGH THE **DOOR FUSE**, AND TO **TERMINAL (A)20** THROUGH THE **DOME FUSE**.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWING THROUGH THE **ECU-IG FUSE** → **TERMINAL (A)2** OF THE ECU → **TERMINAL (B)8** FLOWS THROUGH THE COIL SIDE OF THE POWER MAIN RELAY TO **GROUND**, CAUSING THE RELAY TO OPERATE. THE CURRENT FLOWING THROUGH THE **POWER FUSE** FLOWS TO THE DOOR LOCK CONTROL SW LH, CAUSING THE INDICATOR LIGHT TO LIGHT UP.

### 1. MANUAL LOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY SW ARE PUSHED TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL (A)17, (A)14** (FOR KEY SW) OF THE DOOR LOCK ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (A)8** OF THE ECU → **TERMINAL (A)4** → **TERMINAL 5** OF THE DOOR LOCK MOTORS → **TERMINAL 2** → **TERMINAL (A)3** OF THE ECU → **TERMINAL (A)16** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

### 2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY ARE PUSHED TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL (A)18, (A)10** (FOR KEY SW LH) OR **(A)15** (FOR KEY SW RH) OF THE DOOR LOCK ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (A)8** OF THE ECU → **TERMINAL (A)3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL 5** → **TERMINAL (A)4** OF THE ECU → **TERMINAL (A)16** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

WHEN UNLOCK OPERATION OCCURS USING THE LH DOOR KEY SW, PERFORMING THE UNLOCK OPERATION ONCE UNLOCKS ONLY THE DRIVER'S DOOR. TO UNLOCK ALL THE OTHER DOORS TOGETHER, UNLOCK OPERATION MUST BE PERFORMED AGAIN WITHIN 3 SECONDS OF THE FIRST OPERATION.

### 3. IGNITION KEY REMINDER OPERATION

#### \* OPERATION OF DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)

WHEN THE IGNITION KEY IS IN THE CYLINDER (UNLOCK WARNING SW ON) AND THE DOOR IS OPENED AND LOCKED USING DOOR LOCK BUTTON (DOOR LOCK MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE ECU. AS A RESULT OF ECU ACTIVATION, THE CURRENT FLOWS FROM **TERMINAL (A)8** OF THE ECU → **TERMINAL (A)3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL 5** → **TERMINAL (A)4** OF THE ECU → **TERMINAL (A)16** → TO **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

THE SAME APPLIES TO OPERATION OF THE DOOR LOCK CONTROL SW AND DOOR LOCK KEY SW.

#### \* KEY LESS LOCK OPERATION

WHEN THE IGNITION KEY IS STILL INSERTED IN THE CYLINDER (UNLOCK WARNING SW ON), THE DOOR IS OPEN AND UNLOCK OPERATION IS PREVENTED BY KEEPING THE DOOR LOCK BUTTON PRESSED TO THE LOCK SIDE, THE DOOR IS KEPT IN THE LOCK CONDITION. IF THE DOOR IS THEN CLOSED, A SIGNAL IS INPUT TO THE ECU FROM THE DOOR COURTESY SW. THIS ACTIVATES THE ECU AND EACH DOOR IS UNLOCKED.

# THEFT DETERRENT AND DOOR LOCK CONTROL

## SERVICE HINTS

### D 7, D 8 DOOR KEY LOCK AND UNLOCK SW LH, RH

- 1-2 : CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY
- 3-2 : CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY

### D10, D11 DOOR LOCK MOTOR, DOOR UNLOCK DETECTION SW AND DOOR OPEN DETECTION SW LH, RH

- 1-4: CLOSED WITH **UNLOCK** POSITION

### E 5 ENGINE HOOD COURTESY SW

- 1-2: CLOSED WITH ENGINE HOOD OPEN

### I15 UNLOCK WARNING SW [IGNITION SW]

- 9-10: CLOSED WITH IGNITION KEY IN CYLINDER

### L 5 LUGGAGE COMPARTMENT KEY UNLOCK SW

- 1-3: CLOSED WITH DOOR LOCK CYLINDER UNLOCK WITH KEY

### L 6 LUGGAGE COMPARTMENT LIGHT SW

- 1-GROUND: CLOSED WITH DOOR OPEN

### T 8(B) THEFT DETERRENT AND DOOR LOCK ECU

- 1-GROUND: CONTINUITY WITH LUGGAGE COMPARTMENT DOOR TO **UNLOCK** POSITION
- 12-GROUND: CONTINUITY WITH ENGINE HOOD OPEN
- 10-GROUND: CONTINUITY WITH LUGGAGE COMPARTMENT DOOR OPEN
- 7-GROUND: APPROX. 12 VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION

### T 9(A) THEFT DETERRENT AND DOOR LOCK ECU

- 1-GROUND: APPROX. 12 VOLTS WITH SHIFT LEVER IN **N** OR **P** POSITION AND IGNITION SW AT **ST** POSITION
- 2-GROUND: APPROX. 12 VOLTS WITH IGNITION SW AT **ON** POSITION
- 6-GROUND: CONTINUITY WITH IGNITION KEY IN CYLINDER
- 7-GROUND: CONTINUITY WITH FRONT RH DOOR TO **UNLOCK** POSITION
- 8-GROUND: ALWAYS APPROX. 12 VOLTS
- 10-GROUND: CONTINUITY WITH DOOR LOCK KEY SW LH TO **UNLOCK** POSITION
- 11-GROUND: CONTINUITY WITH FRONT LH DOOR TO **UNLOCK** POSITION
- 12-GROUND: CONTINUITY WITH FRONT RH DOOR OPENED
- 13-GROUND: CONTINUITY WITH FRONT LH DOOR OPENED
- 14-GROUND: CONTINUITY WITH DOOR LOCK KEY SW RH TO **LOCK** POSITION
- 15-GROUND: CONTINUITY WITH DOOR LOCK KEY SW RH TO **UNLOCK** POSITION
- 20-GROUND: ALWAYS APPROX. 12 VOLTS

## ○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
<b>C14</b>	<a href="#">28</a>	<b>F 9</b>	<a href="#">26</a>	<b>L 6</b>	<a href="#">30</a>
<b>D 7</b>	<a href="#">30</a>	<b>F10</b>	<a href="#">28</a>	<b>N 1</b>	<a href="#">27</a>
<b>D 8</b>	<a href="#">30</a>	<b>F14</b>	<a href="#">30</a>	<b>P 5</b>	<a href="#">31</a>
<b>D 9</b>	<a href="#">30</a>	<b>I15</b>	<a href="#">29</a>	<b>T 1</b>	<a href="#">27</a>
<b>D10</b>	<a href="#">30</a>	<b>L 1</b>	<a href="#">29</a>	<b>T 8</b>	<a href="#">29</a>
<b>D11</b>	<a href="#">30</a>	<b>L 4</b>	<a href="#">30</a>	<b>T 9</b>	<a href="#">29</a>
<b>E 5</b>	<a href="#">26</a>	<b>L 5</b>	<a href="#">30</a>	<b>T15</b>	<a href="#">29</a>

## ○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
<b>2</b>	<a href="#">19</a>	ENGINE COMPARTMENT LEFT
<b>4</b>	<a href="#">22</a>	LEFT KICK PANEL (J/B NO.1 LEFT)

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
<b>1B</b>	<a href="#">20</a>	ENGINE ROOM MAIN WIRE
<b>1D</b>	<a href="#">20</a>	FRONT DOOR LH WIRE
<b>1E</b>	<a href="#">20</a>	INSTRUMENT PANEL WIRE
<b>1H</b>	<a href="#">20</a>	COWL WIRE
<b>1I</b>		
<b>1J</b>		
<b>1K</b>		
<b>3A</b>	<a href="#">23</a>	INSTRUMENT PANEL WIRE
<b>3F</b>		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (FRONT SIDE OF R/B NO.2)
IE1	36	ENGINE WIRE AND COWL WIRE (R/B NO.4)
IF2	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (R/B NO.5)
IJ1	36	ENGINE WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP1	38	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BT1	40	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
BY1	40	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (RIGHT KICK PANEL)

 : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
IF	36	LEFT KICK PANEL
IH	36	UNDER THE ASHTRAY LH
IJ	36	RIGHT KICK PANEL
BL	40	UNDER THE CENTER PILLAR RH
BM	40	BACK PANEL CENTER

 : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I3	38	COWL WIRE	B4	40	FRONT DOOR LH WIRE
I8			B5		
I11			B6	40	FRONT DOOR RH WIRE
I15			B7		

