



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINALS (B)9** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU THROUGH THE **DOOR FUSE**, AND TO **TERMINAL (A)1** THROUGH THE **DOME FUSE**.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWING THROUGH THE **ECU-IG FUSE** → **TERMINAL (B)7** OF THE ECU → **TERMINAL (B)6** FLOWS THROUGH THE COIL SIDE OF POWER MAIN RELAY TO **GROUND**, CAUSING THE RELAY TO OPERATE. THE CURRENT FLOWING THROUGH THE **PWR FUSE** FLOWS TO THE DOOR LOCK CONTROL SWITCHES, CAUSING THE INDICATOR LIGHT TO LIGHT UP.

1. MANUAL LOCK OPERATION

WHEN THE DOOR CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW ARE TURNED TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL (A)5, (A)22** (KEY SW) OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (B)9** OF THE ECU TO **TERMINAL (B)3** → **TERMINAL 5** OF THE DOOR LOCK MOTORS → **TERMINALS 2** → **TERMINALS (B)5** (LH), **(B)2** (RH) OF THE ECU → **TERMINAL (B)4** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW ARE TURNED TO **UNLOCK** POSITION, A UNLOCK SIGNAL IS INPUT TO **TERMINAL (A)6, (A)8** (KEY SW LH) OR **(A)16** (KEY SW RH) OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (B)9** OF THE ECU TO **TERMINALS (B)5** (LH), **(B)2** (RH) → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINALS 5** → **TERMINAL (B)3** OF THE ECU → **TERMINAL (B)4** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

3. IGNITION KEY REMINDER OPERATION

• OPERATION OF DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)

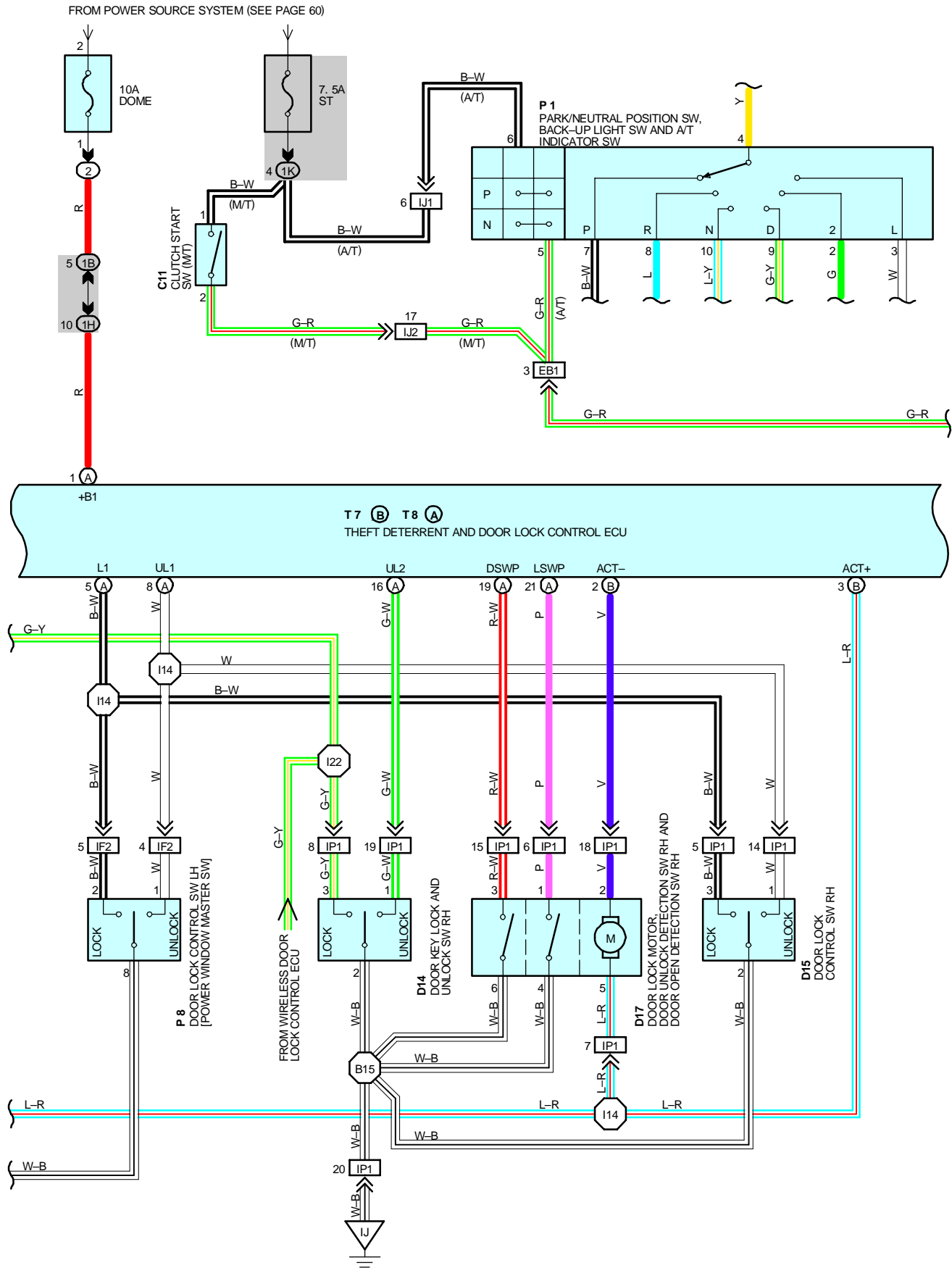
WHEN THE IGNITION KEY IS IN THE CYLINDER (KEY UNLOCK WARNING SW ON) AND THE DOOR IS OPENED AND LOCKED USING DOOR LOCK BUTTON (DOOR LOCK MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU. AS A RESULT OF ECU ACTIVATION, THE CURRENT FLOWS FROM **TERMINAL (B)9** OF THE ECU TO **TERMINALS (B)5** (LH), **(B)2** (RH) → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINALS 5** → **TERMINAL (B)3** OF THE ECU → **TERMINAL (B)4** → **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

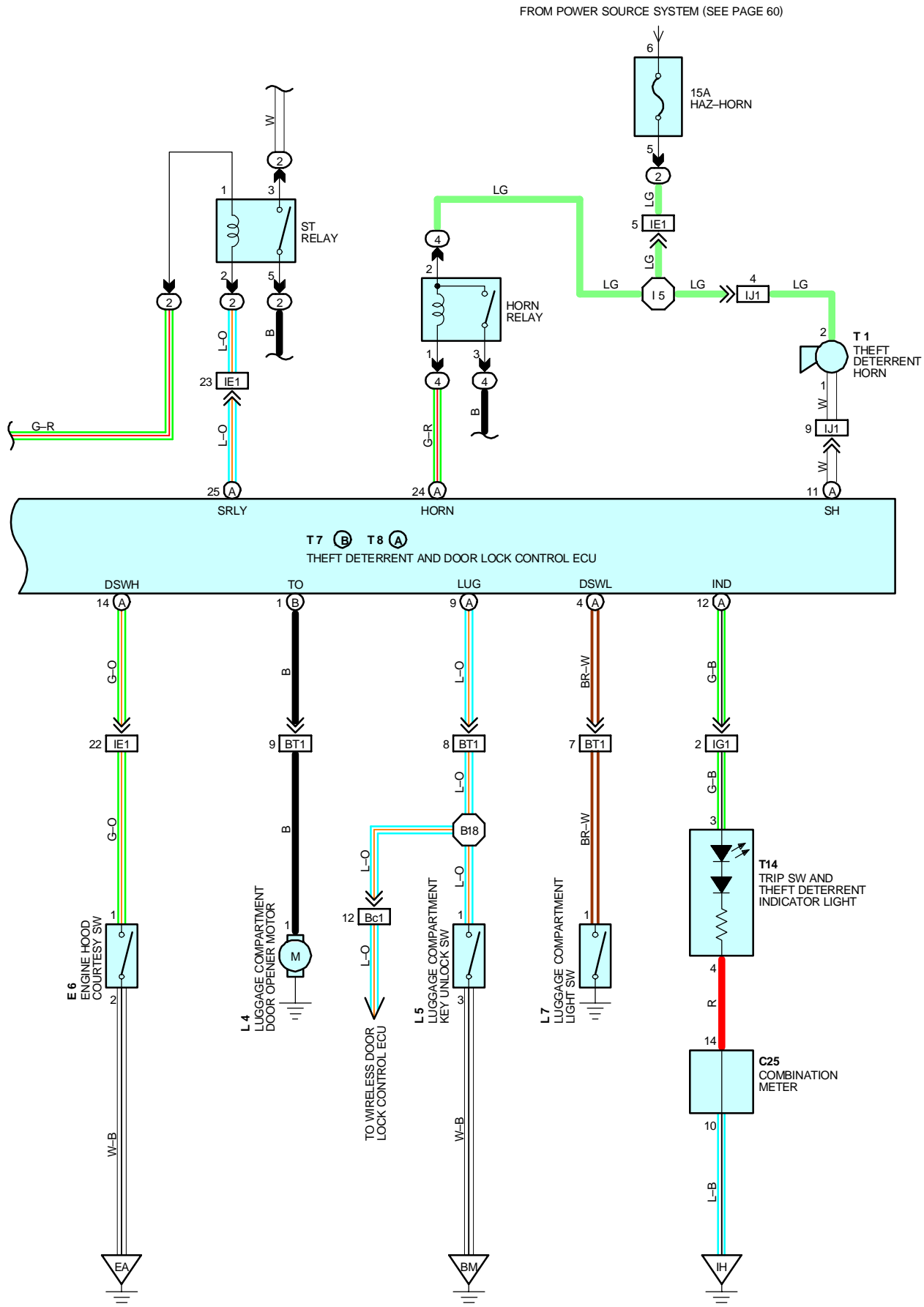
WHEN THE IGNITION KEY IS STILL INSERTED IN THE CYLINDER (KEY UNLOCK WARNING SW ON), THE DOOR IS OPEN AND UNLOCK OPERATION IS PREVENTED BY KEEPING THE DOOR LOCK BUTTON PRESSED TO THE LOCK SIDE, THE DOOR IS KEPT IN THE LOCK CONDITION. IF THE DOOR IS THEN CLOSED, A SIGNAL IS INPUT TO THE ECU AND EACH DOOR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







THEFT DETERRENT AND DOOR LOCK CONTROL



SERVICE HINTS

D13,D14 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

D16, D17 DOOR LOCK MOTOR, DOOR UNLOCK DETECTION SW AND DOOR OPEN DETECTION SW LH, RH

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

E 6 ENGINE HOOD COURTESY SW

- 1-2 : CLOSED WITH ENGINE HOOD OPEN

I15 KEY 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 7 LUGGAGE COMPARTMENT LIGHT SW

- 1-GROUND : CLOSED WITH DOOR OPEN

T 7 (B), T 8 (A) THEFT DETERRENT AND DOOR LOCK CONTROL ECU

- 9(A)-GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT DOOR TO **UNLOCK** POSITION
14(A)-GROUND : CONTINUITY WITH ENGINE HOOD OPEN
4(A)-GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT DOOR OPEN
8(B)-GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
25(A)-GROUND : APPROX. **12** VOLTS WITH SHIFT LEVER IN **N** OR **P** POSITION AND IGNITION SW AT **ST** POSITION
7(B)-GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
20(A)-GROUND : CONTINUITY WITH IGNITION KEY IN THE CYLINDER
21(A)-GROUND : CONTINUITY WITH FRONT RH DOOR TO **UNLOCK** POSITION
6(A)-GROUND : CONTINUITY WITH DOOR KEY LOCK AND UNLOCK SW LH TO **UNLOCK** POSITION
9(B)-GROUND : ALWAYS APPROX. **12** VOLTS
15(A)-GROUND : CONTINUITY WITH FRONT LH DOOR TO **UNLOCK** POSITION
19(A)-GROUND : CONTINUITY WITH FRONT RH DOOR OPENED
7(A)-GROUND : CONTINUITY WITH FRONT LH DOOR OPENED
22(A)-GROUND : CONTINUITY WITH DOOR KEY LOCK AND UNLOCK SW RH TO **LOCK** POSITION
16(A)-GROUND : CONTINUITY WITH DOOR KEY LOCK AND UNLOCK SW RH TO **UNLOCK** POSITION
1(A)-GROUND : ALWAYS APPROX. **12** VOLTS

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C11	30	F 9	26(1UZ-FE),28(2JZ-GE)	P 1	27(1UZ-FE),29(2JZ-GE)
C25	30	F10	31	P 8	33
D13	32	F13	32	T 1	27(1UZ-FE),29(2JZ-GE)
D14	32	I15	31	T 7	31
D15	32	L 1	31	T 8	31
D16	32	L 4	32	T14	31
D17	32	L 5	32		
E 6	26(1UZ-FE),28(2JZ-GE)	L 7	32		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO.2 (ENGINE COMPARTMENT LEFT)
4	23	R/B NO.4 (FRONT SIDE OF J/B NO.1)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	20	FRONT DOOR LH WIRE AND J/B NO.1 (LEFT KICK PANEL)
1E	20	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1H	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I		
1J		
1K		
3A	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
3F		



THEFT DETERRENT AND DOOR LOCK CONTROL

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	36(1UZ-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (FRONT SIDE OF R/B NO.2)
	38(2JZ-GE)	
IE1	40	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.4)
IF2	40	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	40	INSTRUMENT PANEL WIRE AND COWL WIRE (R/B NO.5)
IJ1	40	ENGINE WIRE AND COWL WIRE (RIGHT KICK PANEL)
IJ2		
IP1	42	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BT1	44	FLOOR MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
BY1	44	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (RIGHT KICK PANEL)
Bc1	44	FLOOR NO.3 WIRE AND FLOOR MAIN WIRE (UNDER THE LEFT SIDE OF REAR SEAT CUSHION)

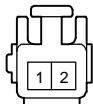
 : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	36(1UZ-FE)	FRONT SIDE OF RIGHT FENDER
	38(2JZ-GE)	
IF	40	LEFT KICK PANEL
IH	40	UNDER THE ASHTRAY LH
IJ	40	RIGHT KICK PANEL
BL	44	UNDER THE CENTER PILLAR RH
BM	44	BACK PANEL CENTER

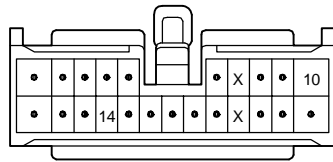
 : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	42	COWL WIRE	B 1	44	FRONT DOOR LH WIRE
I 7			B15	44	FRONT DOOR RH WIRE
I14			B18	44	FLOOR MAIN WIRE
I22					

C11



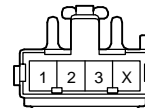
C25 ORANGE



D13, D14



D15



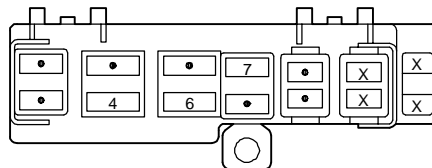
D16, D17 GRAY



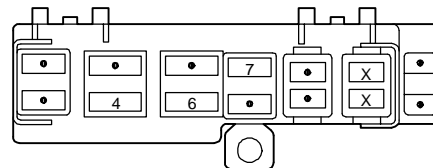
E6 BLACK



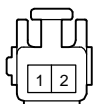
(1UZ-FE) F9



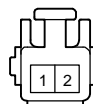
(2JZ-GE) F9



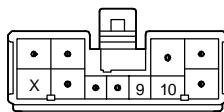
F10 GREEN



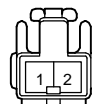
F13



I15



L1



L4



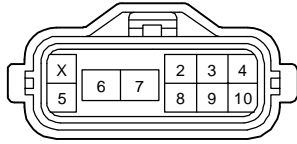
L5



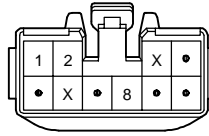
L 7 GRAY



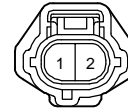
P 1 GRAY



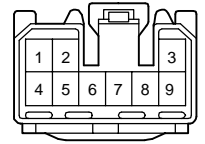
P 8



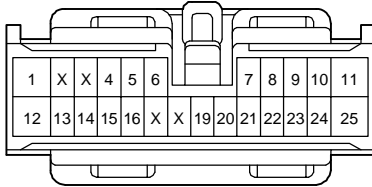
T 1 BLACK



T 7 **B** ORANGE



T 8 **A** ORANGE



T14

