



SERVICE HINTS

CURRENT ALWAYS FLOWS TO **TERMINAL 2** OF THE DOOR LOCK ECU THROUGH **POWER FUSE**.

1. MANUAL LOCK OPERATION

TO PUSH DOOR LOCK CONTROL SW AND KEY SW TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL 4** OF THE DOOR LOCK ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 2** OF THE ECU → **TERMINAL 6** → **TERMINAL 7** (LH), **6** (RH) OF THE DOOR LOCK MOTORS → **TERMINAL 3** (LH), **2** (RH) → **TERMINAL 1** OF THE ECU → **TERMINAL 11** → TO **GROUND** AND DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

TO PUSH DOOR LOCK CONTROL SW AND KEY SW TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL 3** OF THE DOOR LOCK ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 2** OF THE ECU → **TERMINAL 1** → **TERMINAL 3** (LH), **2** (RH) OF THE DOOR LOCK MOTORS → **TERMINAL 7** (LH), **6** (RH) → **TERMINAL 6** OF THE ECU → **TERMINAL 11** → TO **GROUND** AND DOOR LOCK MOTOR CAUSES DOOR TO UNLOCK.

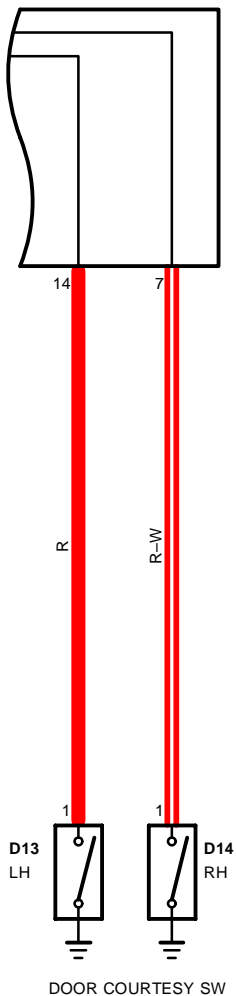
3. IGNITION KEY REMINDER OPERATION

* OPERATING DOOR LOCK KNOB (IN DOOR LOCK MOTOR 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 ECU. AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL 2** OF THE ECU → **TERMINAL 1** → **TERMINAL 3** (LH), **2** (RH) OF THE DOOR LOCK MOTORS → **TERMINAL 7** (LH), **6** (RH) → **TERMINAL 6** OF THE ECU → **TERMINAL 11** → TO **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

* OPERATING DOOR LOCK CONTROL SW OR DOOR LOCK KEY SW

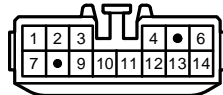
WITH IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN THE DOOR IS OPENED AND LOCKED USING DOOR LOCK CONTROL SW OR KEY SW. THE DOOR LOCK IS LOCKED ONCE BUT EACH DOOR IS UNLOCK BY THE FUNCTION OF SW CONTAINED IN MOTOR, WHICH THE SIGNAL IS INPUT TO **TERMINAL 9** OR **12** OF THE ECU. ACCORDING TO THIS INPUT SIGNAL, THE CURRENT IN RELAY FLOWS FROM **TERMINAL 2** OF THE ECU → **TERMINAL 1** → **TERMINAL 3** (LH), **2** (RH) OF THE DOOR LOCK MOTORS → **TERMINAL 7** (LH), **6** (RH) → **TERMINAL 6** OF THE ECU → **TERMINAL 11** → TO **GROUND** AND CAUSES ALL THE DOOR TO UNLOCK.



D13, D14



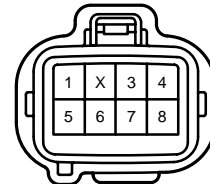
D15 BLUE



D16



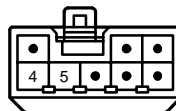
D17



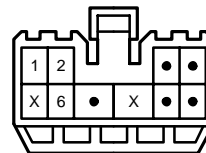
D18



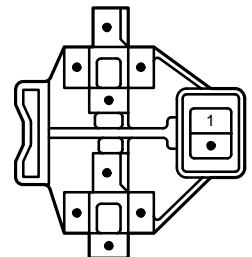
I10 BLACK



P 5



R10



DOOR LOCK

SERVICE HINTS

D15 DOOR LOCK ECU

- 11-GROUND: ALWAYS CONTINUITY.
- 14-GROUND: CONTINUITY WITH DRIVER'S 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: 0 VOLTS WITH DOOR LOCK CONTROL SW LOCKED OR DRIVER'S, PASSENGER'S DOOR LOCK CYLINDER LOCKED WITH KEY.
- 7-GROUND: CONTINUITY WITH PASSENGER'S DOOR OPEN.
- 9-GROUND: CONTINUITY WITH DRIVER'S DOOR LOCK KNOB UNLOCKED.
- 12-GROUND: CONTINUITY WITH PASSENGER'S DOOR LOCK KNOB UNLOCKED.
- 13-GROUND: APPROX. 12 VOLTS WITH IGNITION KEY IN CYLINDER.
- 3-GROUND: 0 VOLTS WITH DOOR LOCK CONTROL SW UNLOCKED.

D13, D14 DOOR COURTESY SW

- 1-GROUND: CLOSED WITH DOOR OPEN.

D17, D18 DOOR KEY LOCK AND UNLOCK SW, DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW

- 3-7 (LH), 2-6 (RH) : CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY.
- 5-6 (LH), 7-8 (RH) : CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY.
- 4-8 (LH), 1-5 (RH) : CLOSED WITH **UNLOCK** POSITION.

I10 UNLOCK WARNING SW (IGNITION SW)

- 4-5: CLOSED WITH IGNITION KEY IN CYLINDER.

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D13	24	D16	25	I10	24
D14	24	D17	25	P 5	25
D15	24	D18	25	R10	24

□ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	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)
EA1	26	COWL WIRE AND ENGINE ROOM MAIN WIRE (INNER THE R/B NO. 2)
IC2	28	DOOR LEFT WIRE AND COWL WIRE (LEFT KICK PANEL)
IF1	28	DOOR RIGHT WIRE AND COWL WIRE (RIGHT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	28	LEFT KICK PANEL

⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	28	COWL WIRE	I11	28	COWL WIRE
I 7			B 4	30	DOOR LEFT WIRE
I 9			B 6	30	DOOR RIGHT WIRE