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 (Australia)

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 RH 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 RH to **TERMINAL A+** of 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 driver door (Europe)

When the door is unlocked by the ignition key from the driver 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 driver 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.

* 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 LH 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 LH 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 (RHD)

SERVICE HINTS

L6 LUGGAGE COMPARTMENT DOOR KEY UNLOCK SW

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

E8 ENGINE HOOD COURTESY SW

1-2: Closed with engine hood open

L5 LUGGAGE COMPARTMENT DOOR COURTESY SW AND OPENER MOTOR

2-GROUND: Closed with luggage compartment door open

D8, D9, D10, D11 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1-2: Closed with door open

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

5–16 : Closed with **LOCK** position 17–16 : Closed with **UNLOCK** position

D12 DOOR LOCK CONTROL SW FRONT LH

3–2 : Closed with **LOCK** position 1–2 : Closed with **UNLOCK** position

D16 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

D17 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 key1–4 : Closed with door lock cylinder unlocked with key

D14 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

D15 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
A16		86 (RHD)	D19 B		90 (RHD)	J44	90 (RHD)
B5	Α	86 (RHD)	D20	С	90 (RHD)	J45	90 (RHD)
B6	Α	86 (RHD)	Е	5	82 (RHD)	L5	90 (RHD)
C12		86 (RHD)	E8		82 (RHD)	L6	90 (RHD)
D	3	90 (RHD)	F11	Α	90 (RHD)	M2	88 (RHD)
D	8	90 (RHD)	F12	В	90 (RHD)	P11	92 (RHD)
D	9	90 (RHD)	F13	С	90 (RHD)	P19	94 (RHD)
D	10	90 (RHD)	H20		86 (RHD)	R8	88 (RHD)
D11		90 (RHD)	J31		88 (RHD)	R13	92 (RHD)
D12		90 (RHD)	J32		88 (RHD)	R14	92 (RHD)
D14		90 (RHD)	J37		88 (RHD)	T1	84 (RHD)
D15		D15 90 (RHD)		88	88 (RHD)	T5	88 (RHD)
D16		90 (RHD)	J40		88 (RHD)	W6	92 (RHD)
D17		90 (RHD)	J41		88 (RHD)		
D18 A		90 (RHD)	J42		88 (RHD)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)		
1	54 (RHD)	Engine Room No.1 R/B (Engine Compartment Left)		
2	55 (RHD)	Engine Room No.2 R/B (Engine Compartment Right)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)		
1A	58 (RHD)	Engine Room Main Wire and Driver Side J/B (Right Kick Panel)		
1E	58 (RHD)	Floor No.1 Wire and Driver Side J/B (Right Kick Panel)		
1F	58 (RHD)			
1G	59 (RHD)	Cowl Wire and Driver Side J/B (Right Kick Panel)		
1H	1 59 (ICHID)			
2B	60 (RHD)	Engine Room Main Wire and Passenger Side J/B (Left Kick Panel)		
2E	60 (RHD)	Floor No.2 Wire and Passenger Side J/B (Left Kick Panel)		
2F	60 (RHD)			
2G	61 (RHD)	Cowl Wire and Passenger Side J/B (Left Kick Panel)		
2H	OT (ICTID)			

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)			
IA2	108 (RHD)	Engine Room Main Wire and Cowl Wire (Near the Passenger Side R/B)			
IB1	108 (RHD)	Front Door LH Wire and Cowl Wire (Left Kick Panel)			
IC1					
IC2	108 (RHD)	Floor No.2 Wire and Cowl Wire (Left Kick Panel)			
IC3					
ID1	108 (RHD)	Instrument Panel Wire and Cowl Wire (Right Side of the Blower Unit)			
ID3	7 100 (K(1)D)	Institution ratio vitie and Cowi vitie (right Side of the blower offit)			
IJ1	110 (RHD)	Instrument Panel Wire and Cowl Wire (Right Side of the Steering Column)			
IJ2	Tio (Kilb)				
IK3	110 (RHD)	Engine Room Main Wire and Cowl Wire (Near the Driver Side J/B)			
IL1	110 (RHD)	Front Door RH Wire and Cowl Wire (Right Kick Panel)			
IM1	110 (RHD)	Floor No.1 Wire and Cowl Wire (Right Kick Panel)			
IM3		Thou No. I write and down write (Might Mick Faller)			
BA1	112 (RHD)	Rear Door LH Wire and Floor No.2 Wire (Under the Center Pillar LH)			
BB1	112 (RHD)	Rear Door RH Wire and Floor No.1 Wire (Under the Center Pillar RH)			
BC1	114 (RHD)	Floor No.2 Wire and Front Seat LH Wire (Under the Front Passenger's Seat)			
BD1	114 (RHD)	Floor No.1 Wire and Front Seat RH Wire (Under the Driver's Seat)			

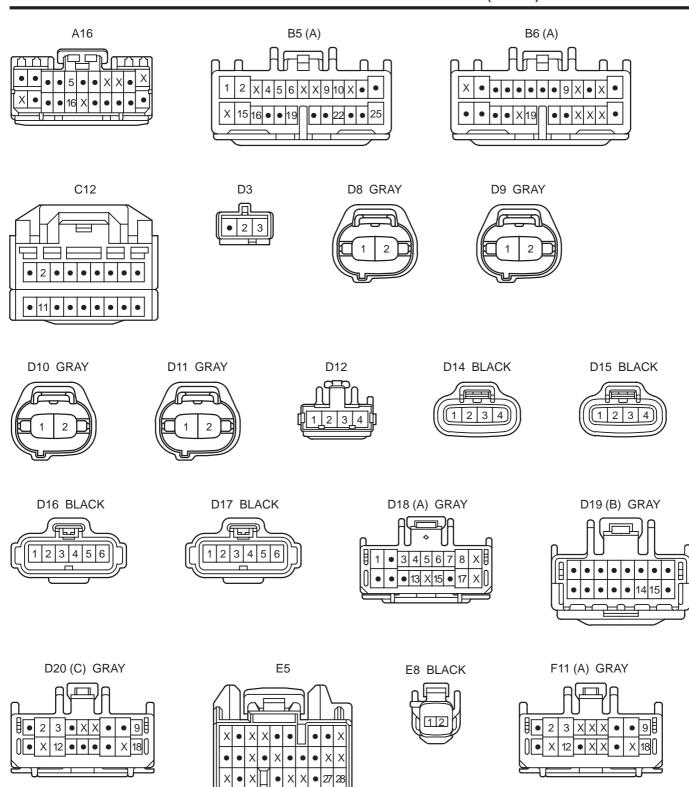
: GROUND POINTS

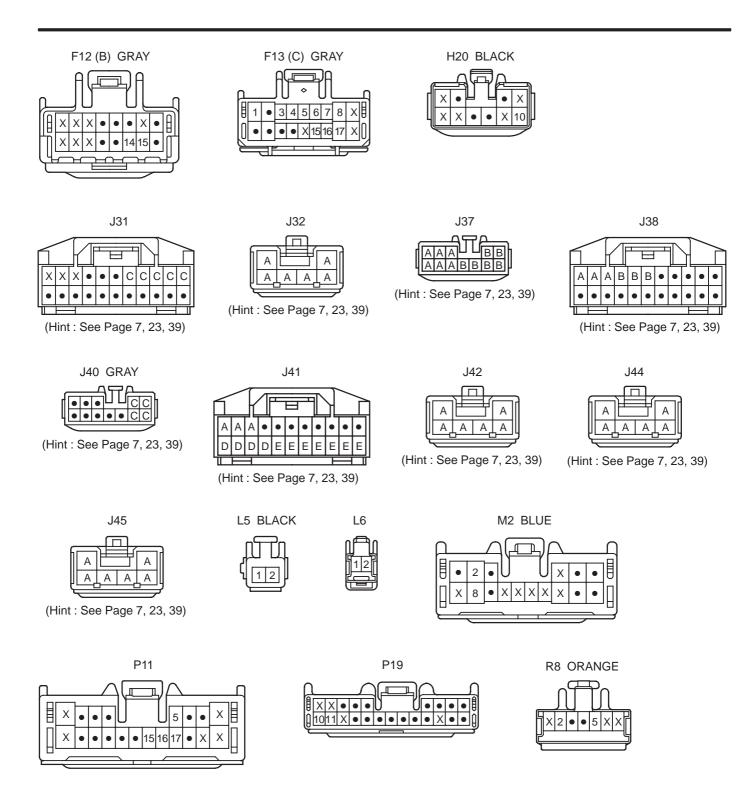
Code	See Page	Ground Points Location
EB	106 (RHD)	Left Fender
IF	108 (RHD)	Left Kick Panel
IG	108 (RHD)	Behind the Combination Meter
II	108 (RHD)	Cowl Side Panel RH
BJ	112 (RHD)	Rear Floor Partition Panel LH
BK	112 (RHD)	Quarter Panel LH
BL	112 (RHD)	Rear Floor Partition Panel RH
BM	112 (RHD)	Quarter Panel RH

: SPLICE POINTS

Code	e See Page Wire Harness with Splice Points		Code	See Page	Wire Harness with Splice Points
18	110 (RHD)	Cowl Wire			

THEFT DETERRENT AND DOOR LOCK CONTROL (RHD)





THEFT DETERRENT AND DOOR LOCK CONTROL (RHD)

