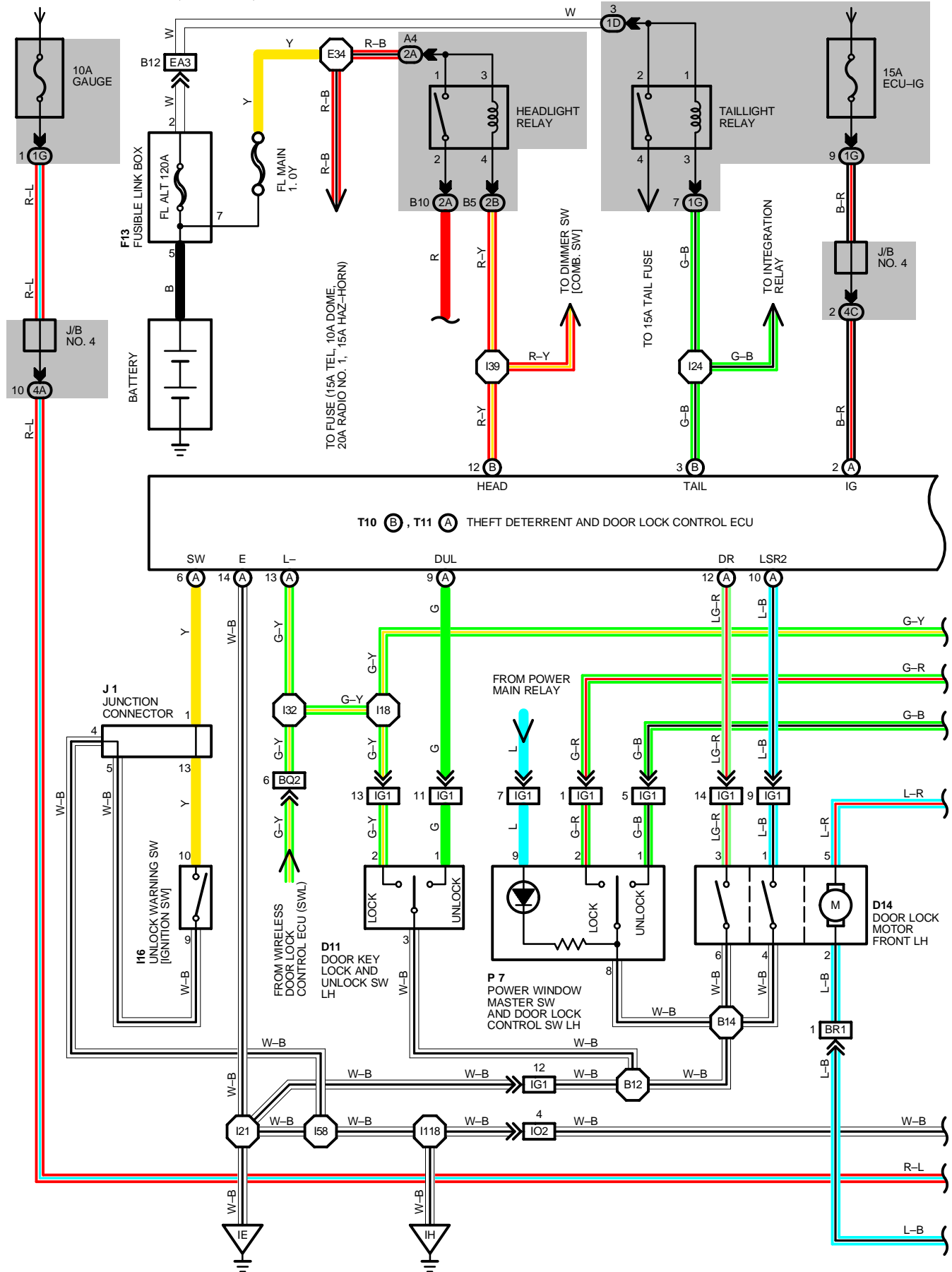


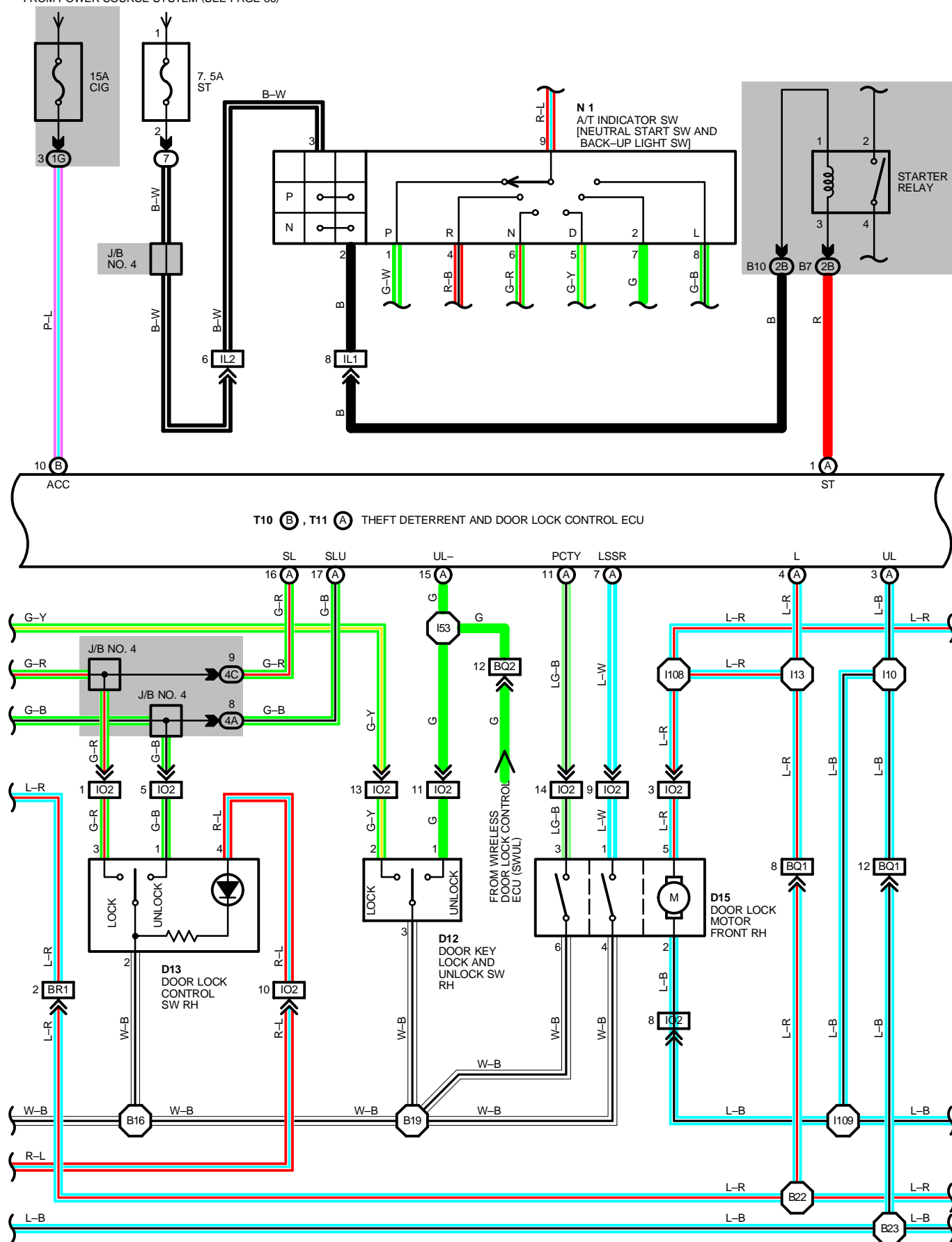
THEFT DETERRENT AND DOOR LOCK CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 56)

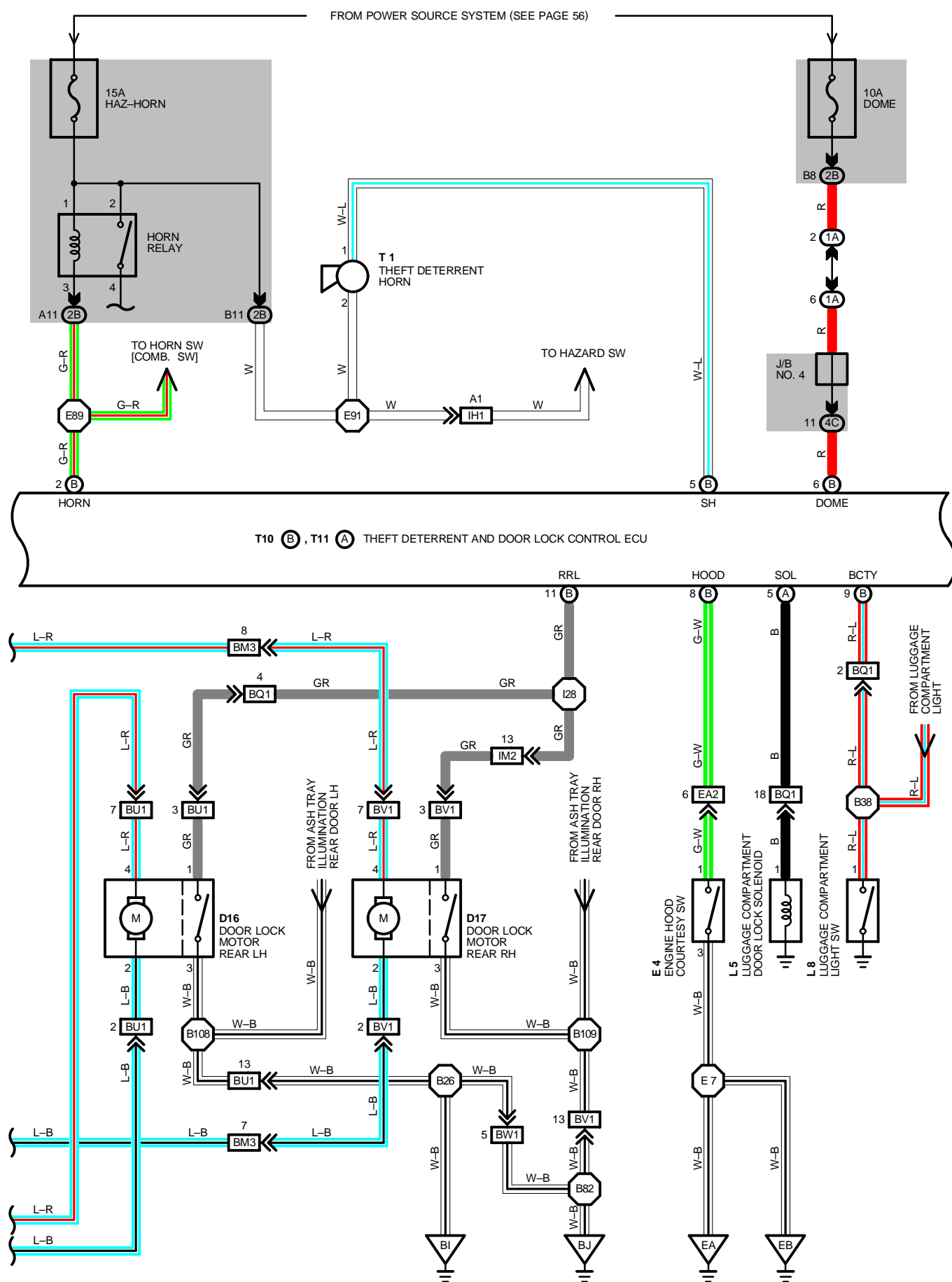
FROM POWER SOURCE SYSTEM (SEE PAGE 56)



FROM POWER SOURCE SYSTEM (SEE PAGE 56)



THEFT DETERRENT AND DOOR LOCK CONTROL



The diagram illustrates the electrical system for the 2007 Toyota Camry Hybrid, focusing on the Theft Deterrent and Door Lock ECU (T10, T11). The ECU is connected to several key components:

- 30A Door CB:** A 30-amp circuit breaker connected to the main power line (1) and the ECU (2).
- Fuel Lid Opener SW (F15):** A switch connected to the main power line (1) and the ECU (2).
- Theft Deterrent Indicator Light (R8):** A light connected to the ECU (1) and the main power line (2).
- Door Courtesy SWs (D7, D9, D8, D10):** Four switches (Front LH, Rear LH, Front RH, Rear RH) connected to the ECU (1) and the main power line (2).
- Luggage Compartment Key Unlock SW (L6):** A switch connected to the ECU (1) and the main power line (2).
- Fuel Lid Opener Solenoid (F19):** A solenoid connected to the ECU (1) and the main power line (2).

The diagram also shows the wiring for the Theft Deterrent Indicator Light (R8) and the Luggage Compartment Door Opener SW (L1). The ECU (T10, T11) is connected to the main power line (1) and the main ground (2).

THEFT DETERRENT AND DOOR LOCK CONTROL

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL (A) 8** OF THE DOOR LOCK CONTROL ECU THROUGH THE DOOR CB, AND TO **TERMINAL (B) 6** THROUGH THE DOME FUSE.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWING THROUGH THE GAUGE FUSE FLOWS THROUGH THE COIL SIDE OF THE POWER MAIN RELAY TO **GROUND**, CAUSING THE RELAY TO OPERATE. THE CURRENT FLOWING THROUGH THE POWER CB FLOWS TO THE DOOR LOCK CONTROL SW LH, CAUSING THE INDICATOR LIGHT TO LIGHT UP.

CURRENT FLOWS DIRECTLY FROM THE GAUGE FUSE TO THE RH DOOR LOCK CONTROL SW INDICATOR LIGHT, CAUSING THE LIGHT TO LIGHT UP.

1. MANUAL LOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW AND KEY SW ARE PUSHED TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL (A) 16, (A) 13** (FOR KEY SW) OF THE DOOR LOCK CONTROL ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (A) 8** OF THE ECU → **TERMINAL (A) 4** → **TERMINAL 5** (FRONT), **TERMINAL 4** (REAR) OF THE DOOR LOCK MOTORS → **TERMINAL 2** → **TERMINAL (A) 3** OF THE ECU → **TERMINAL (A) 14** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW IS PUSHED TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL (A) 17, (A) 9** (FOR KEY SW LH) OR **(A) 15** (FOR KEY SW RH) OF THE DOOR LOCK CONTROL 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** (FRONT), **TERMINAL 4** (REAR) → **TERMINAL (A) 4** OF THE ECU → **TERMINAL (A) 14** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

WHEN UNLOCK OPERATION OCCURS USING THE LH DOOR LOCK 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. THE SAME APPLIES TO UNLOCK OPERATION USING THE RH DOOR LOCK KEY SW.

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** (FRONT), **TERMINAL 4** (REAR) → **TERMINAL (A) 4** OF THE ECU → **TERMINAL (A) 14** → 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.

SERVICE HINTS

D 7, D 8, D 9, D10 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

2-GROUND : CLOSED WITH DOOR OPEN

D11, D12 DOOR KEY LOCK AND UNLOCK SW LH, RH

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

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

D14, D15 DOOR LOCK MOTOR FRONT LH, RH

1-4, 3-6 : CLOSED WITH **UNLOCK** POSITION

D16, D17 DOOR LOCK MOTOR REAR LH, RH

1-3 : CLOSED WITH **UNLOCK** POSITION

E 4 ENGINE HOOD COURTESY SW

1-3 : CLOSED WITH ENGINE HOOD OPEN

I16 UNLOCK WARNING SW [IGNITION SW]

9-10 : CLOSED WITH IGNITION KEY IN CYLINDER

L 6 LUGGAGE COMPARTMENT KEY UNLOCK SW

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

L 8 LUGGAGE COMPARTMENT LIGHT SW

1-GROUND : CLOSED WITH DOOR OPEN

T10 (B) THEFT DETERRENT AND DOOR LOCK CONTROL ECU

- 4-GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT DOOR TO **UNLOCK** POSITION
- 6-GROUND : ALWAYS APPROX. **12** VOLTS
- 7-GROUND : CONTINUITY WITH DOOR OPEN
- 8-GROUND : CONTINUITY WITH ENGINE HOOD OPEN
- 9-GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT DOOR OPEN
- 10-GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
- 11-GROUND : CONTINUITY WITH REAR DOOR TO **UNLOCK** POSITION

T 11 (A) THEFT DETERRENT AND DOOR LOCK CONTROL 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
- 9-GROUND : CONTINUITY WITH DOOR LOCK KEY SW LH TO **UNLOCK** POSITION
- 10-GROUND : CONTINUITY WITH FRONT LH DOOR TO **UNLOCK** POSITION
- 11-GROUND : CONTINUITY WITH FRONT RH DOOR TO **UNLOCK** POSITION
- 12-GROUND : CONTINUITY WITH FRONT LH DOOR TO **UNLOCK** POSITION
- 13-GROUND : CONTINUITY WITH DOOR LOCK KEY SW TO **LOCK** POSITION
- 14-GROUND : ALWAYS CONTINUITY
- 15-GROUND : CONTINUITY WITH DOOR LOCK KEY SW RH TO **UNLOCK** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 7	28	D16	28	L 5	28
D 8	28	D17	28	L 6	28
D 9	28	E 4	24	L 8	28
D10	28	F13	24	N 1	25
D11	28	F15	26	P 7	29
D12	28	F19	28	R 8	27
D13	28	J 1	27	T 1	25
D14	28	I16	26	T10	27
D15	28	L 1	27	T11	27

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
7	18	R/B NO.7 (RIGHT SIDE OF J/B NO.1)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	COWL WIRE AND J/B NO.1 (LEFT SIDE OF STEERING COLUMN TUBE)
1B	18	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT SIDE OF STEERING COLUMN TUBE)
1D	18	COWL WIRE AND J/B NO.1 (LEFT SIDE OF STEERING COLUMN TUBE)
1G		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	20	COWL WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3D	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
4A	23	COWL WIRE AND J/B NO.4 (BEHIND THE COMBINATION METER)
4C		

THEFT DETERRENT AND DOOR LOCK CONTROL

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA2	32	COWL WIRE AND ENGINE ROOM MAIN WIRE (FRONT SIDE OF RIGHT FENDER)
EA3	32	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF J/B NO.2)
IG1	34	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IH1	34	INSTRUMENT PANEL WIRE AND COWL WIRE (J/B NO.1)
II2	34	INSTRUMENT PANEL WIRE AND FLOOR NO.1 WIRE (UNDER THE INSTRUMENT PANEL BRACE RH)
IL1	36	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IL2		
IM2	36	FLOOR NO.1 WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IO2	36	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BM3	38	COWL WIRE AND FLOOR NO.1 WIRE (RIGHT KICK PANEL)
BQ1	38	COWL WIRE AND FLOOR NO.2 WIRE (LEFT KICK PANEL)
BQ2		
BR1	38	FRONT DOOR LH WIRE AND FLOOR NO.2 WIRE (LEFT KICK PANEL)
BU1	38	REAR DOOR LH WIRE AND FLOOR NO.2 WIRE (LEFT CENTER PILLAR)
BV1	38	REAR DOOR RH WIRE AND FLOOR NO.1 WIRE (RIGHT CENTER PILLAR)
BW1	38	FLOOR NO.1 WIRE AND FLOOR NO.2 WIRE (UNDER THE LEFT SIDE OF REAR SEAT CUSHION)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	32	FRONT SIDE OF RIGHT FENDER
EB	32	FRONT SIDE OF LEFT FENDER
IE	34	LEFT KICK PANEL
IH	34	RIGHT KICK PANEL
BI	38	UNDER THE LEFT REAR PILLAR
BJ	38	UNDER THE RIGHT REAR PILLAR
BK	38	BACK PANEL RIGHT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 7	32	ENGINE ROOM MAIN WIRE	I118	36	COWL WIRE
E 34			B 12	38	FRONT DOOR LH WIRE
E 89	32		B 14		
E 91			B 16	38	FRONT DOOR RH WIRE
I 10	36	COWL WIRE	B 19		
I 13			B 22	38	FLOOR NO.2 WIRE
I 18			B 23		
I 21			B 26		
I 24			B 29		
I 28			B 37		
I 30			B 38	38	FLOOR NO.1 WIRE
I 32			B 63		
I 39			B 70		
I 53			B 81		
I 58			B 82	38	REAR DOOR LH WIRE
I108			B108		
I109			B109		
				38	REAR DOOR RH WIRE

