



SYSTEM OUTLINE

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

1. MANUAL LOCK OPERATION

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

2. MANUAL UNLOCK OPERATION

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

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

3. DOUBLE OPERATION UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW LH IS TURNED TO THE UNLOCK SIDE, ONLY THE DRIVER'S DOOR IS MECHANICALLY UNLOCKED. TURNING THE DOOR KEY LOCK AND UNLOCK SW LH TO THE UNLOCK SIDE CAUSES A SIGNAL TO BE INPUT TO **TERMINAL (A)6** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU, AND IF A SIGNAL INPUT WITHIN 3 SECONDS BY TURNING THE SW TO THE UNLOCK SIDE AGAIN, THE CURRENT FLOWS FROM **TERMINAL (B)9** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU TO **TERMINAL (B) → 2 TERMINAL 4** OF THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH → **TERMINAL 5 → TERMINAL (B)3** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU → **TERMINAL (B)4 → GROUND** AND THE DOOR LOCK MOTOR CAUSES EACH DOOR TO UNLOCK.

4. IGNITION KEY REMINDER OPERATION

* OPERATION OF THE DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)

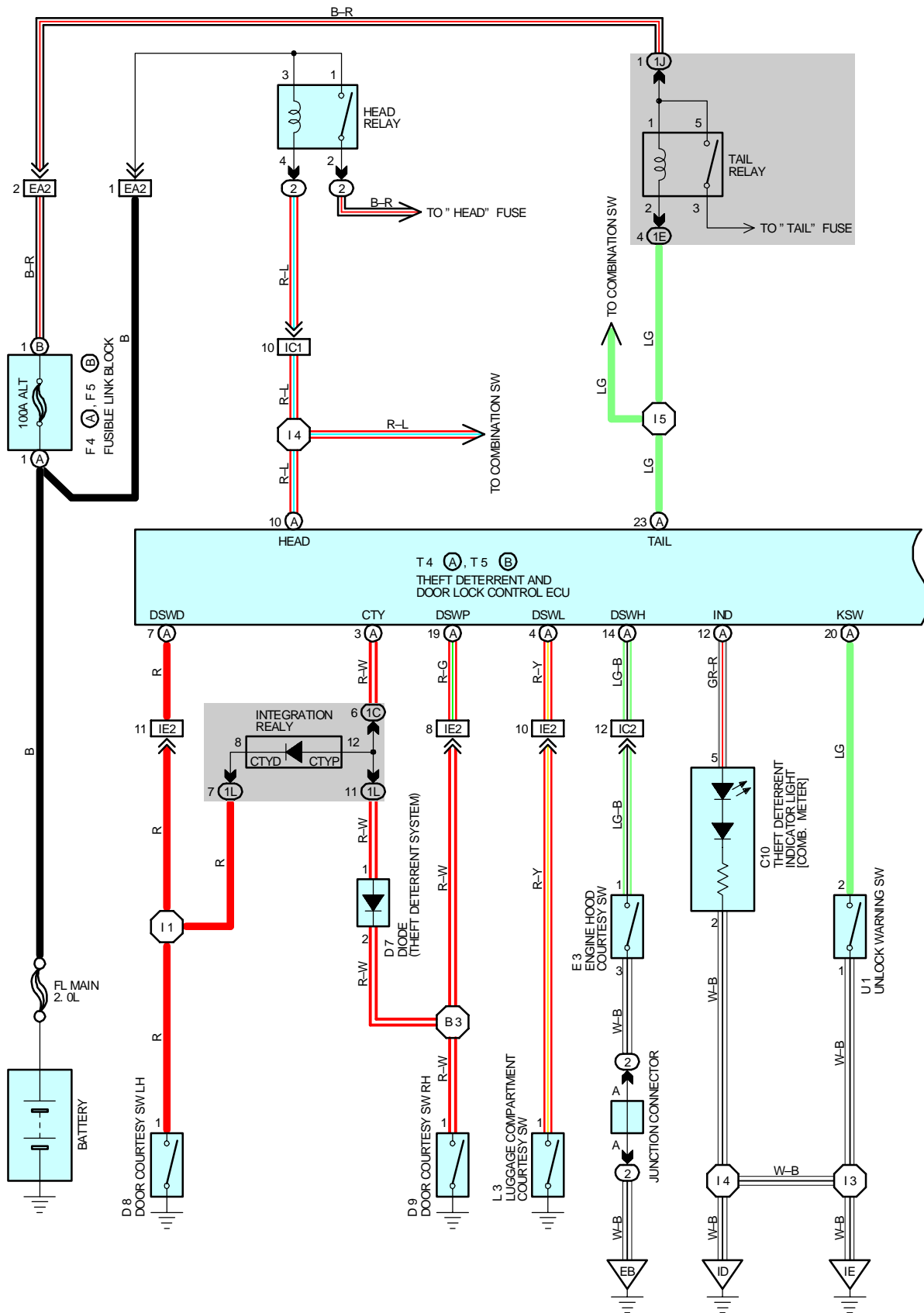
WHEN THE IGNITION KEY IS IN THE CYLINDER (UNLOCK WARNING SW ON) AND THE DOOR IS OPENED AND LOCKED USING DOOR LOCK BUTTON (DOOR LOCK CONTROL MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU. AS A RESULT OF THE THEFT DETERRENT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

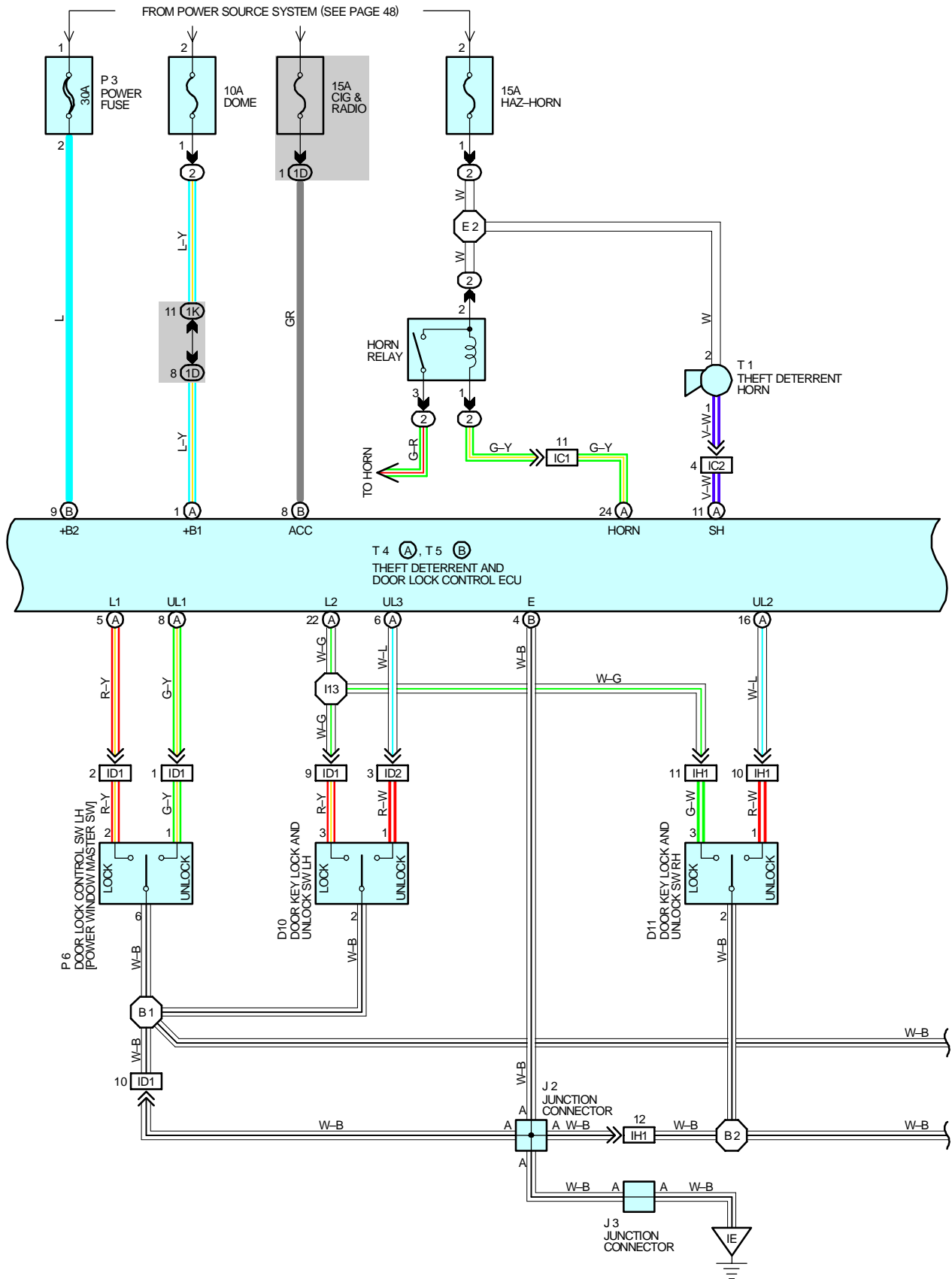
* KEY LESS LOCK OPERATION

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 THEFT DETERRENT AND DOOR LOCK CONTROL ECU FROM THE DOOR COURTESY SW. THIS ACTIVATES THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU AND EACH DOOR IS UNLOCKED.



THEFT DETERRENT AND DOOR LOCK CONTROL







SERVICE HINTS

D10, D11 DOOR KEY LOCK AND UNLOCK SW LH, RH

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

D13, D15 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH

- 1-2 : CLOSED WITH THE DOOR UNLOCK DETECTION SW LH, RH AT **UNLOCK** POSITION

E 3 ENGINE HOOD COURTESY SW

- 1-3 : CLOSED WITH THE ENGINE HOOD OPEN

U 1 UNLOCK WARNING SW

- 2-1 : CLOSED WITH THE KEY IN THE IGNITION KEY CYLINDER

L 4 LUGGAGE COMPARTMENT KEY UNLOCK SW

- 2-1 : CLOSED WITH THE LUGGAGE COMPARTMENT KEY CYLINDER UNLOCK WITH THE KEY

L 3 LUGGAGE COMPARTMENT COURTESY SW

- 1-GROUND : CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

T 4(A), T 5(B) THEFT DETERRENT AND DOOR LOCK CONTROL ECU

- (A)25-GROUND : CONTINUITY WITH THE SHIFT LEVER IN N OR P POSITION AND THE IGNITION SW AT ST POSITION (A/T)
CONTINUITY WITH THE CLUTCH PEDAL DEPRESSED AND THE IGNITION SW AT ST POSITION (M/T)
- (A)20-GROUND : CONTINUITY WITH THE KEY IN THE IGNITION KEY CYLINDER
- (A)21-GROUND : CONTINUITY WITH THE RH DOOR TO **UNLOCK** POSITION
- (B) 9-GROUND : ALWAYS APPROX. **12** VOLTS
- (A) 6-GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW LH TO **UNLOCK** POSITION
- (A)15-GROUND : CONTINUITY WITH THE LH DOOR TO **UNLOCK** POSITION
- (A)19-GROUND : CONTINUITY WITH THE RH DOOR OPEN
- (A) 7-GROUND : CONTINUITY WITH THE LH DOOR OPEN
- (A)22-GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW LH, RH TO **LOCK** POSITION
- (B) 4-GROUND : ALWAYS CONTINUITY
- (A)16-GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW RH TO **UNLOCK** POSITION
- (A) 1-GROUND : ALWAYS APPROX. **12** VOLTS
- (A) 9-GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT KEY UNLOCK SW TO **UNLOCK** POSITION
- (A) 3-GROUND : CONTINUITY WITH THE RH DOOR OPEN
- (A)14-GROUND : CONTINUITY WITH THE ENGINE HOOD OPEN
- (A) 4-GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT DOOR OPEN
- (B) 8-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION



THEFT DETERRENT AND DOOR LOCK CONTROL

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 7	26	E 3	24	P 1	25
C10	26	F 4	A 24	P 3	27
D 7	28(C/P)	F 5	B 24	P 6	28(C/P)
D 8	28(C/P)	I10	27	T 1	25
D 9	28(C/P)	J 2	27	T 4	A 27
D10	28(C/P)	J 3	27	T 5	B 27
D11	28(C/P)	J 6	27	U 1	27
D13	28(C/P)	L 3	28(C/P)		
D15	28(C/P)	L 4	28(C/P)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1D		
1E		
1J	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1K		
1L	20	FLOOR WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	30	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B)
EA2		
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IC2		
ID1	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
ID2		
IE2	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG2	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

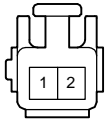
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
BH	36(C/P)	LEFT SIDE OF THE UPPER BACK PANEL
BI	36(C/P)	LOWER BACK PANEL CENTER



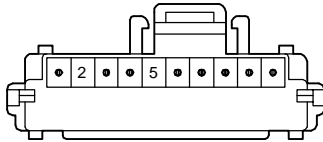
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	30	ENGINE ROOM MAIN WIRE	B 1	36(C/P)	FRONT DOOR LH WIRE
I 1	34	FLOOR WIRE	B 2	36(C/P)	FRONT DOOR RH WIRE
I 3	34	INSTRUMENT PANEL WIRE	B 3	36(C/P)	FLOOR WIRE
I 4			B 6		
I 5					

C 7



C10 GRAY



D 7 BLACK



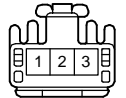
D 8



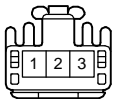
D 9



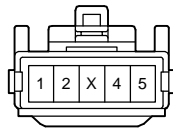
D10 BLUE



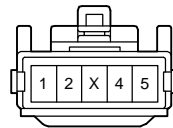
D11 BLUE



D13



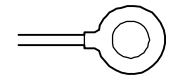
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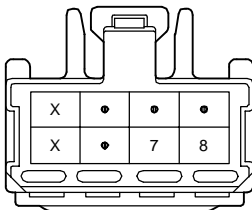
E 3 BLACK



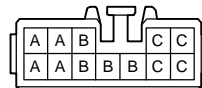
F 4 (A), F 5 (B)



I10

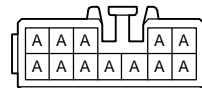


J 2 GRAY



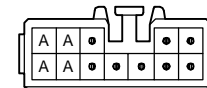
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J 3 BLUE



(HINT : SEE PAGE 7)

J 6 GRAY

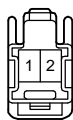


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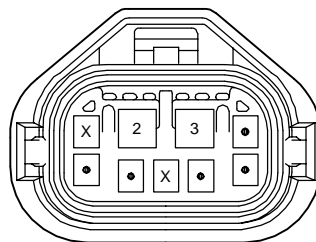
L 3 GRAY



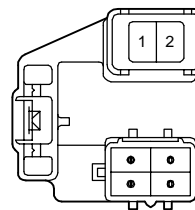
L 4



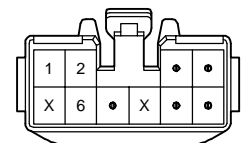
P 1 GRAY



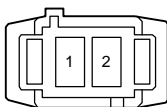
P 3



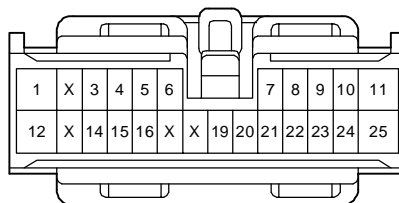
P 6



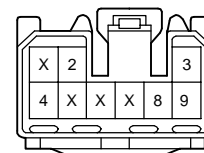
T 1 BLACK



T 4 (A) ORANGE



T 5 (B) ORANGE



U 1 BLACK

