

F10 General Vehicle Electronics

5. Central Locking System

The central locking system makes it possible to unlock or lock the vehicle. It is fitted as standard equipment and relates to all vehicle doors, the fuel filler flap and the tailgate.

The central locking can be operated via the following components:

- ID transmitter
- Driver's-door lock barrel (door lock)
- Central locking system button
- Exterior tailgate button
- Interior tailgate button in the A-pillar
- Outer door handle (outside door handle electronics with Comfort Access, option 322)
- Button in the underside of the open luggage compartment lid for central locking system (automatic operation of tailgate, option 316).

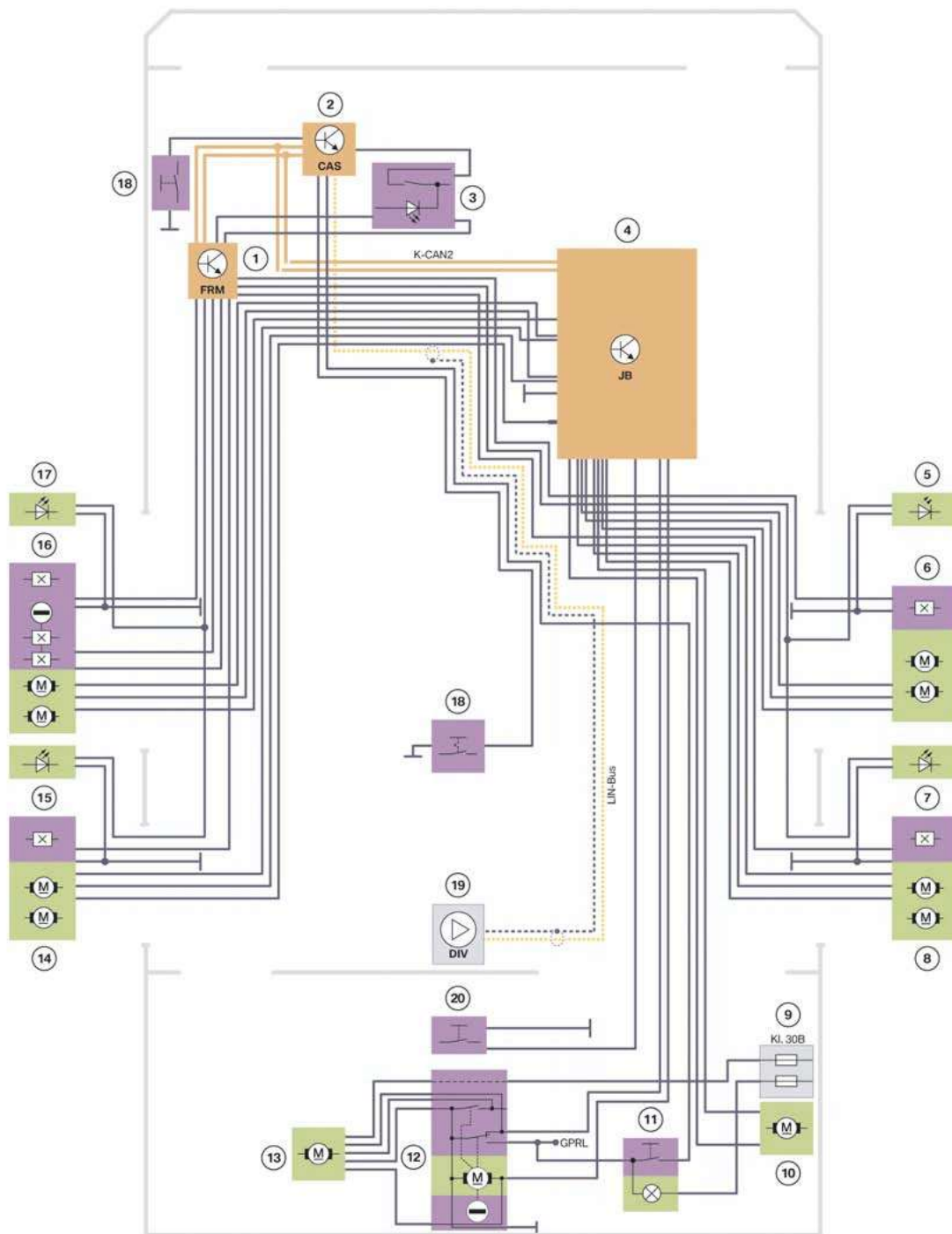
The F10 has no lock in the luggage compartment lid for unlocking with the mechanical or spare key.

The central locking system in the F10 is based on previous central locking systems used in, for instance, the E70, E90 or F01.

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5.1. System wiring diagram



F10 System wiring diagram for central locking system

TE09-2338

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Index	Explanation
1	Footwell module (FRM)
2	Car Access System (CAS)
3	Central locking system button
4	Junction Box (JB)
5	Front-passenger-door illuminated entry system
6	Door contact, central locking, front passenger door
7	Rear, passenger-side illuminated entry system
8	Door contact, central locking, rear passenger side
9	Rear power distribution box
10	Central locking, fuel filler flap
11	Central locking button
12	Central locking system for tailgate lock
13	Automatic Soft Close system drive for luggage compartment lid
14	Rear, driver's side central locking system
15	Rear, driver's side illuminated entry system
16	Hall sensors for lock barrel, door contact, driver's-door central locking system
17	Driver's-door illuminated entry system
18	Hotel position switch (only vehicles in US version)
19	Antenna diversity module with antenna amplifier
20	Trunk lid button

5.2. Function overview

The function of the central locking system is basically divided between two control units.

The Car Access System has overall control. The Car Access System is aware of the statuses of the central locking system. Therefore it is the Car Access System which causes the unlocking, locking and central deadlocking of the vehicle.

The junction box electronics execute the request to unlock or lock the vehicle.

It is possible to unlock and lock the vehicle actively or passively.

Active means that the vehicle can be opened after it has been unlocked by pressing the button on the ID transmitter. The vehicle can be locked by pressing the Lock button after the doors have been closed.



Note: The vehicle can only be locked with the driver's door closed.

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Passive locking and unlocking requires the optional Comfort Access equipment (option 322).

Passive means that the vehicle is unlocked when the outer door handle is grasped, provided the ID transmitter is located no more than approx. 1.5 metres away from the vehicle. The locking function is triggered by pressing on the sensitive area on the outer door handle.

For a more detailed description of the locking functions, refer to the F01/F02 "Central locking system" training material available on TIS and ICP.