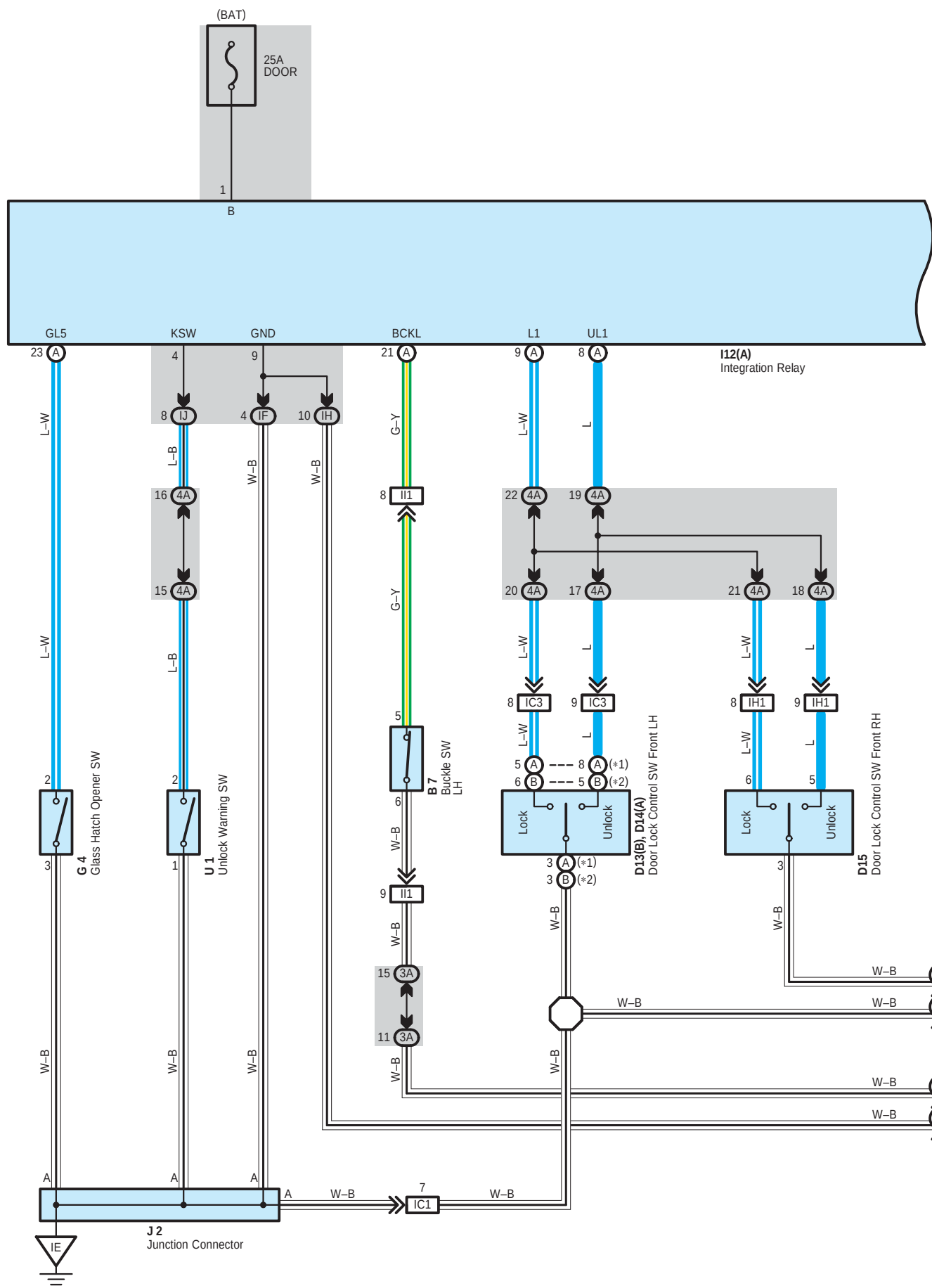
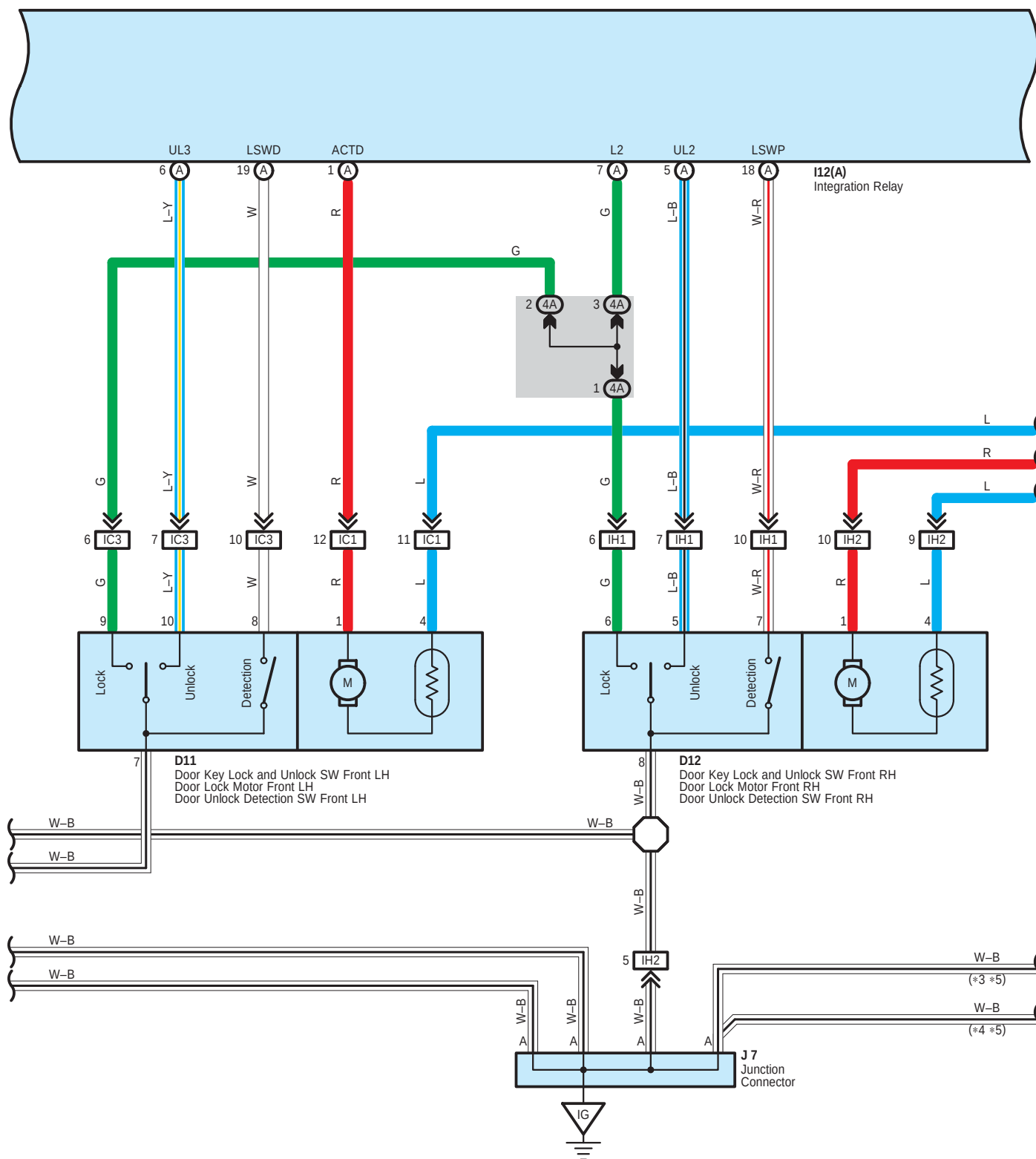
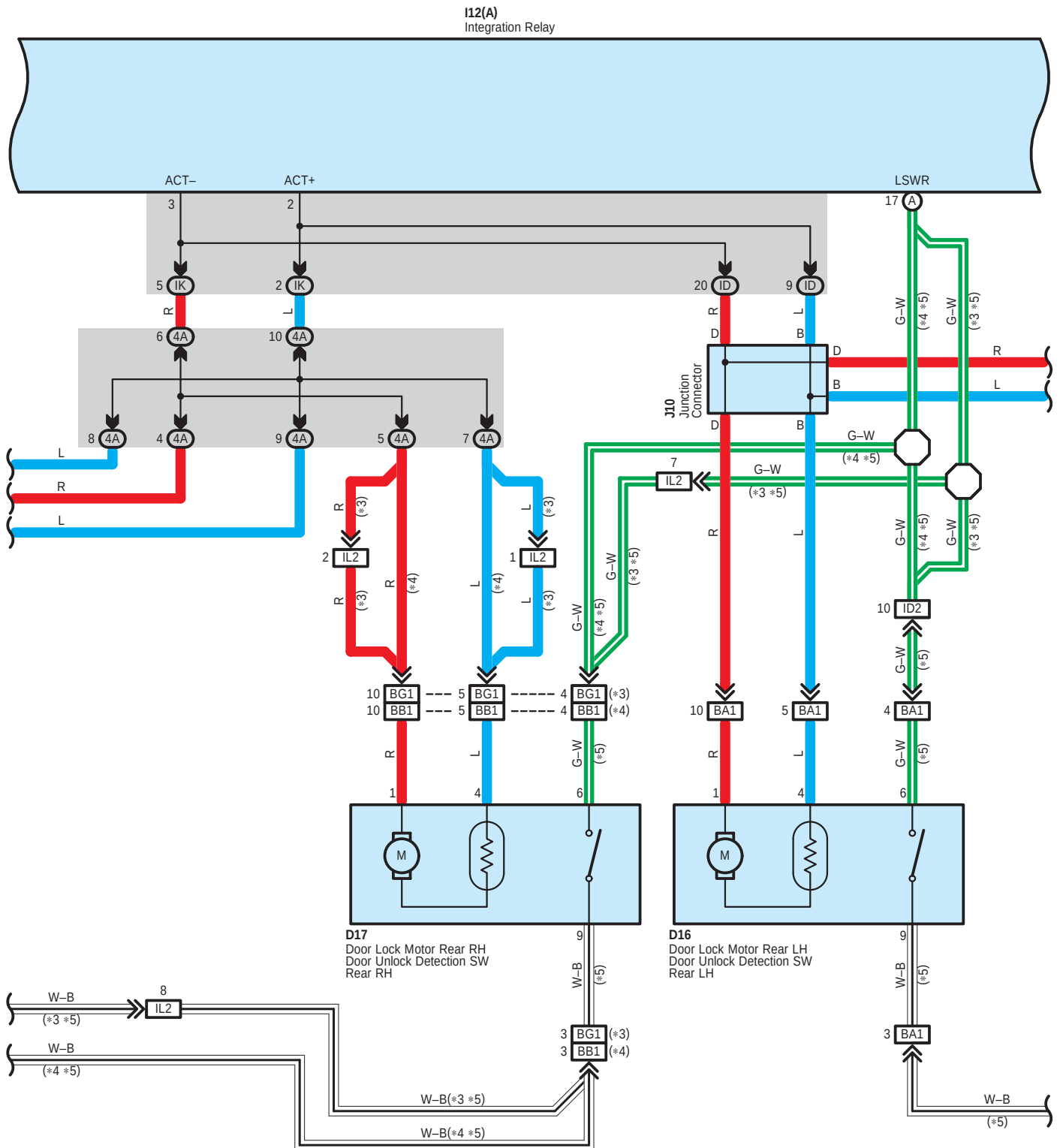




- * 1 : w/ Power Window
- * 2 : w/o Power Window
- * 3 : Separate Type Amplifier
- * 4 : Built-In Type Amplifier
- * 5 : A/T

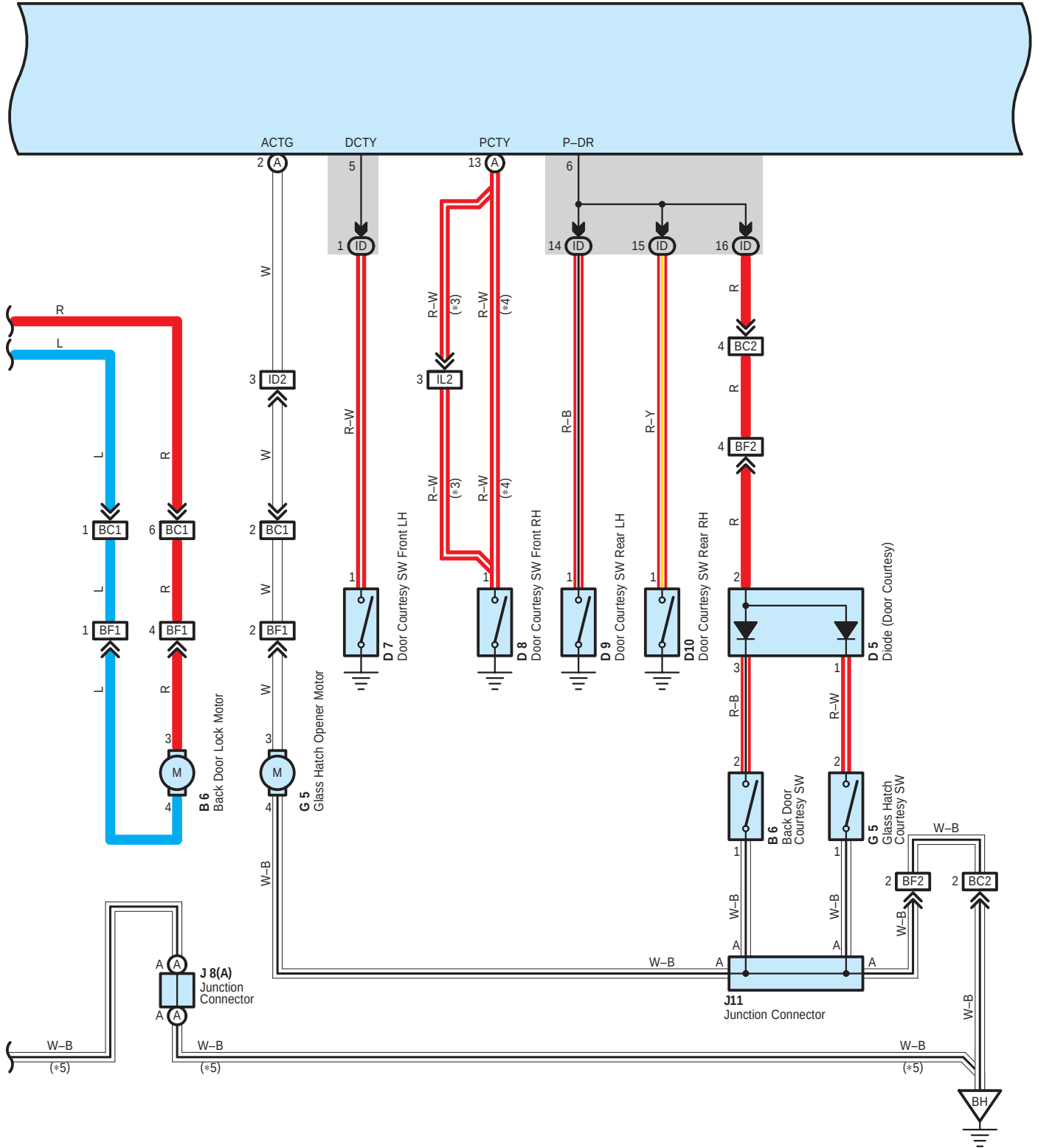


Door Lock Control



- * 3 : Separate Type Amplifier
- * 4 : Built-In Type Amplifier
- * 5 : A/T

I12(A)
Integration Relay





System Outline

The current always flows to TERMINAL 1 of the integration relay through the DOOR fuse.

1. Manual Lock Operation

When the door lock control SW or door key lock and unlock SW are operated to Lock position, a lock signal is input to TERMINAL (A) 9 or (A) 7 of the integration relay and causes the relay to function. The current flows from TERMINAL 1 of the relay to TERMINAL 2 to the door lock motors to TERMINALS (A) 1 and 3 of the relay to TERMINAL 9 to GROUND and the door lock motors locks the door.

2. Manual Unlock Operation

When the door lock control SW or door key lock and unlock SW are operated to Unlock position, an unlock signal is input to TERMINAL (A) 8, (A) 6 or (A) 5 of the integration relay and causes the relay to function. The current flows from TERMINAL 1 of the relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and the door lock motors unlocks the door.

3. Double Operation Unlock Operation

When the door key lock and unlock SW LH is turned to the unlock side, only the driver's door is unlocked. By turning the door key lock and unlock SW LH to the unlock side, a signal is input to TERMINAL (A) 6 of the relay, and if the signal is input again within 3 seconds by turning the SW to the unlock side again, current flows from TERMINAL 3 of the integration relay to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND, causing the door lock motors to operate and unlock the doors.

4. Ignition Key Reminder Operation

- * Operating door lock knob (Operation of door lock motors)

With the ignition key in the 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 the relay. As a result, the current flows from TERMINAL 1 of the integration relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and unlocks all the doors.

- * Operating door lock control SW or door key lock and unlock SW

With the ignition key in the cylinder (Unlock warning SW on), when the door is opened and locked using door lock control SW or key SW, the door is locked once but each door is unlocked by the function of SW contained in motors, and the signal is input to TERMINAL (A) 19 of the relay. According to this input signal, the current flows from TERMINAL 1 of the relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and unlocks all the doors.

- * In case of key less lock

With the ignition the key in the cylinder (Unlock warning SW on), when the unlock function is disturbed for example pushing the door lock knob etc., the door holds on lock condition. After closing the door, door courtesy SW inputs the signal into TERMINAL 5 or 6 or (A) 13 of the integration relay. By this input signal, the relay works and current flows from TERMINAL 1 of the relay to TERMINALS (A) 1 and 3 to the door lock motors to TERMINAL 2 of the relay to TERMINAL 9 to GROUND and unlocks all the doors.

5. Glass Hatch Open Operation

When the glass hatch opener SW on, the ignition SW at OFF position or the ignition SW at ON position and the vehicle speed is less than approx. 16 km/h (9.6 mph), the glass hatch is opened.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
B6	40	D15	40	J6	A 39
B7	40	D16	40	J7	39
C11	38	D17	40	J8	A 40
D5	40	G4	39	J10	40
D7	40	G5	40	J11	40
D8	40	I12	A 39	P1	37 (1ZZ-FE)
D9	40	J1	35 (2ZZ-GE)	S1	A 37 (1ZZ-FE)
D10	40		37 (1ZZ-FE)		35 (2ZZ-GE)
D11	40	J2	39		B 37 (1ZZ-FE)
D12	40	J3	A 39	U1	39
D13	B 40	J4	B 39	V1	37 (1ZZ-FE)
D14	A 40	J5	B 39		

Door Lock Control

: Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	23	Engine Room R/B (Engine Compartment Left)

: Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	25	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
ID	25	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
IF	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IG		
IH		
IJ		
IK	24	
IL		
3A	29	Instrument Panel Wire and RH J/B (Right Side of the Instrument Panel Reinforcement)
3B		
4A	32	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
4C		

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	42 (2ZZ-GE)	Engine Wire and Engine Room Main Wire (Inside of the Engine Room R/B)
	43 (1ZZ-FE)	
IA6	44	Engine Room Main Wire and Instrument Panel Wire (Instrument Panel Reinforcement LH)
IC1	44	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IC3		
ID2	44	Instrument Panel Wire and Floor Wire (Left Kick Panel)
IG3	45	Engine Wire and Instrument Panel Wire (Blower Unit RH)
IH1	45	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IH2		
II1	45	Instrument Panel Wire and Floor Wire (Under the Instrument Panel Center)
IL2	45	Floor Wire and Instrument Panel Wire (Right Kick Panel)
BA1	46	Rear Door LH Wire and Floor Wire (Left Center Pillar)
BB1	46	Rear Door RH Wire and Instrument Panel Wire (Right Center Pillar)
BC1	46	Back Door No.1 Wire and Floor Wire (Left Quarter Panel)
BC2		
BF1	46	Back Door No.1 Wire and Back Door No.2 Wire (Back Panel LH)
BF2		
BG1	46	Rear Door RH Wire and Floor Wire (Right Center Pillar)

: Ground Points

Code	See Page	Ground Points Location
EC	42 (2ZZ-GE)	Left Side of the Cylinder Head
	43 (1ZZ-FE)	
IE	44	Behind Combination Meter
IG	44	Right Kick Panel
BH	46	Left Quarter Panel

