



Power Door Locks/Keyless Entry

– How the Circuit Works

Power Door Locks

The power door locks system includes the passenger's multiplex control unit, driver's multiplex control unit, door multiplex control unit, and keyless receiver unit. Battery voltage is applied through fuse 44 at all times to the passenger's multiplex control unit and the keyless receiver unit. The passenger's multiplex control unit, driver's multiplex control unit, and door multiplex control unit communicate with each other through the BRN/WHT D-A line, RED/YEL A-D line, BRN/YEL door D-line, and PNK/BLU wakeup line.

When you turn the key in the driver's door to the unlock position, a ground signal is sent to the door multiplex control unit. If you hold the key in the unlock position for more than 1 second, all doors will unlock.

Each door has a knob switch input and a door switch input to either the passenger's multiplex control unit, driver's multiplex control unit, or door multiplex control unit. The multiplex control units use these inputs to control the door key cylinder switch in each front door.

Keyless Entry

You can also unlock the doors and trunk with the remote transmitter. When you press the UNLOCK button on the transmitter, the driver's door will unlock. When you press the button again, the other doors will unlock. The doors will relock automatically after 30 seconds if a door is not opened or if the key is not in the ignition switch. If the key is in the ignition switch, the remote transmitter will not lock the doors.

Refer to the Service Manual (Section 23, Electrical) for specific tests and troubleshooting procedures.

