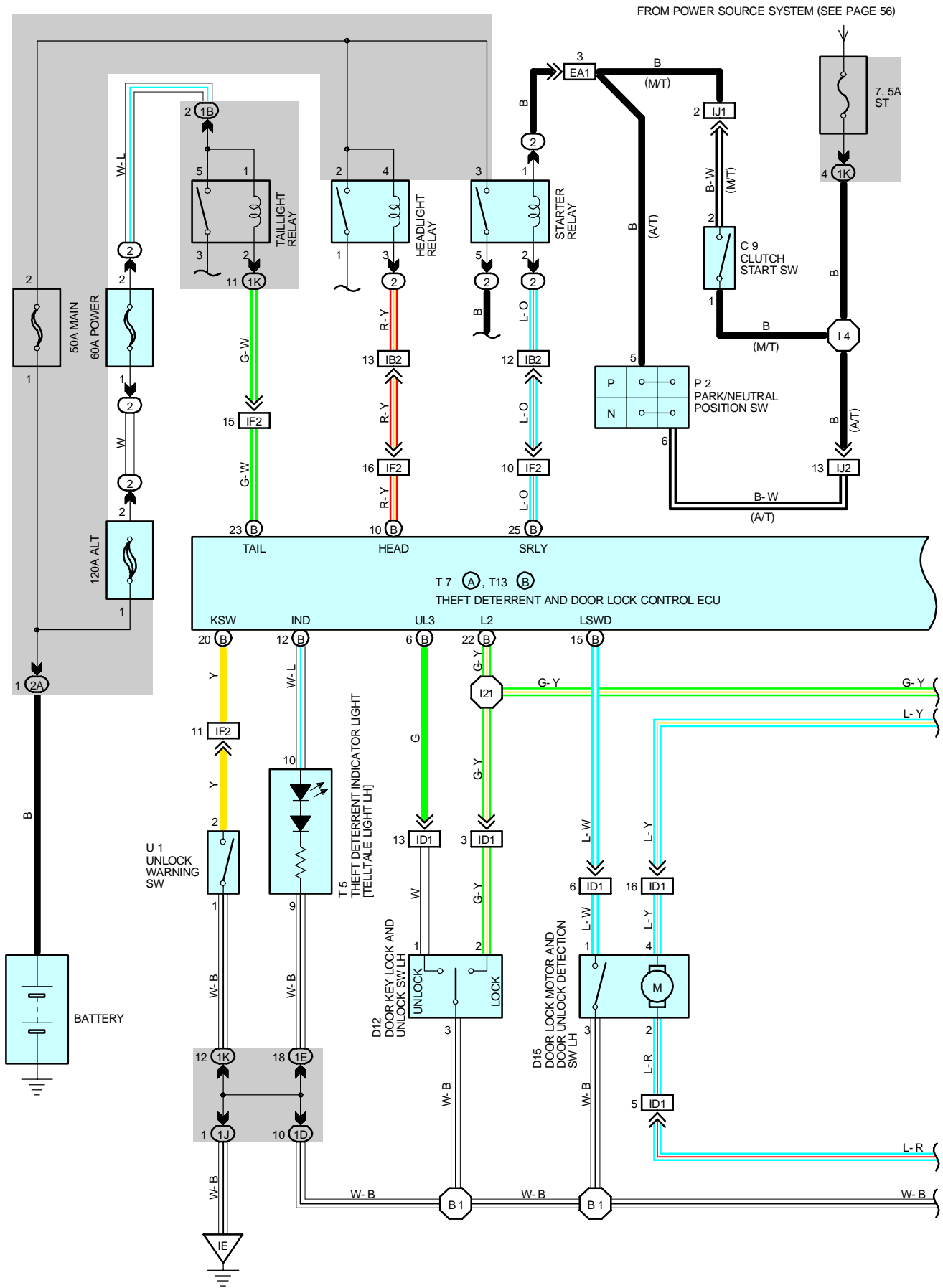
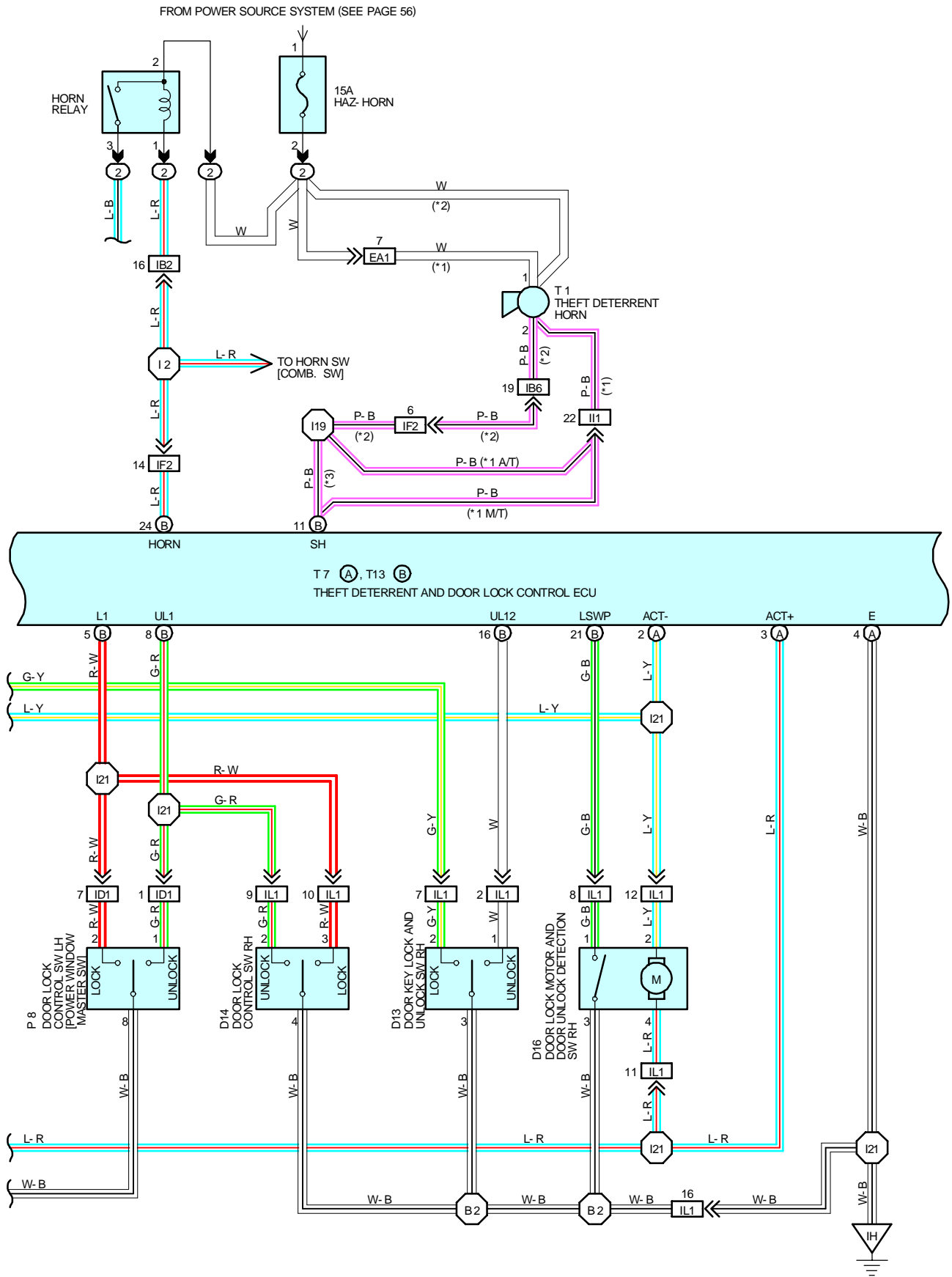




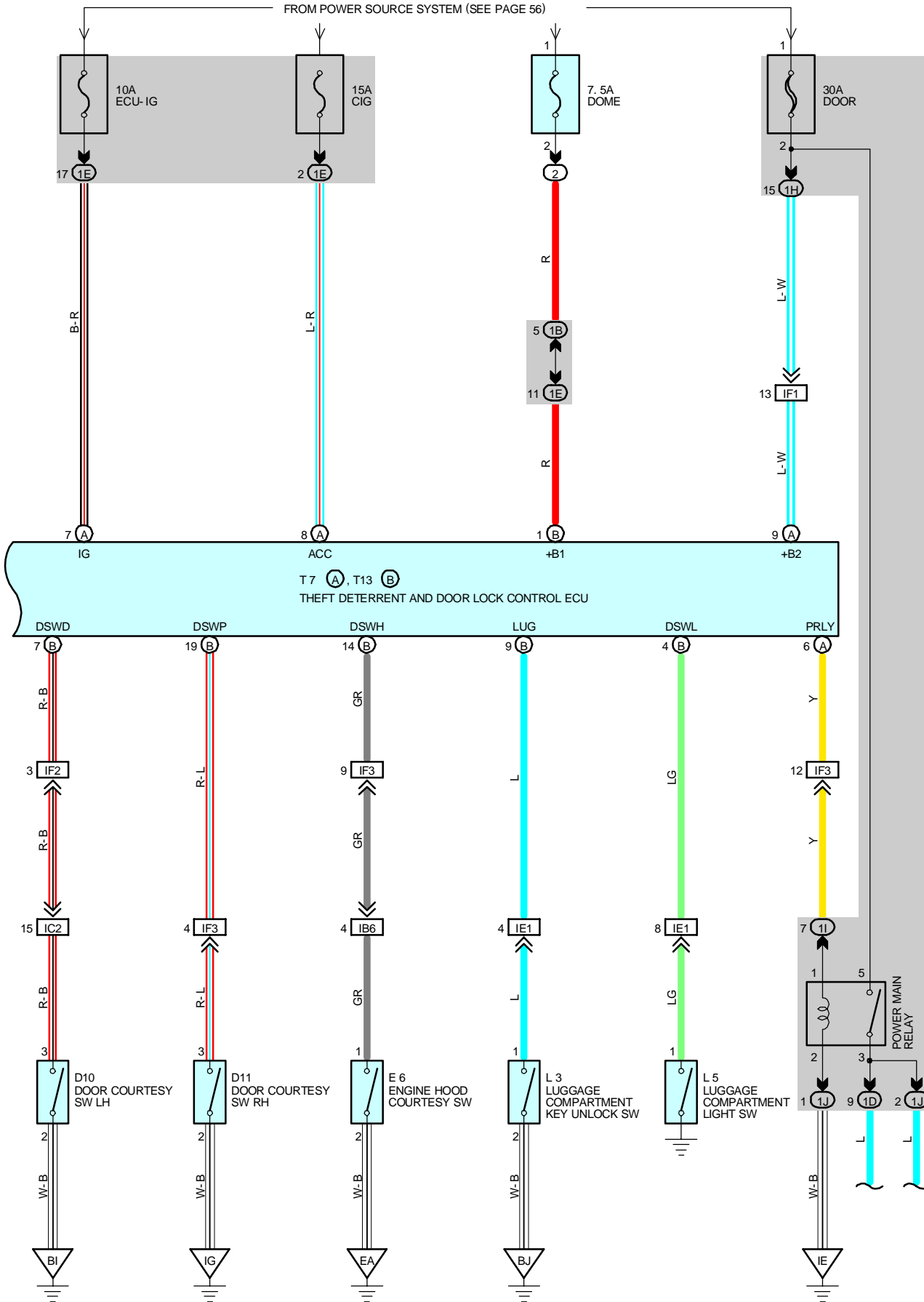
# THEFT DETERRENT AND DOOR LOCK CONTROL







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## SYSTEM OUTLINE

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

WHEN THE IGNITION SW TURNED ON, THE CURRENT FLOWING THROUGH THE **ECU-IG FUSE** " **TERMINAL (A) 7** OF THE ECU " **TERMINAL (A) 6** FLOWS THROUGH THE COIL SIDE OF THE POWER MAIN RELAY TO **GROUND**, CAUSING THE RELAY TO OPERATE. THE CURRENT FLOWING THROUGH THE **DOOR FUSE** FLOWS TO THE DOOR LOCK CONTROL SWITCHES, CAUSING THE INDICATOR LIGHT TO LIGHT UP.

### 1. MANUAL LOCK OPERATION

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

### 2. MANUAL LOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY SW ARE PUSHED TO UNLOCK POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL (B) 8, (B) 6** (FOR KEY SW LH) OR **(B) 16** (FOR KEY SW RH) OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU AND CAUSES TO FUNCTION.

CURRENT FLOWS FROM **TERMINAL (A) 9** OF THE ECU " **TERMINAL (A) 2** " **TERMINAL 4 (LH), TERMINAL 2 (RH)** OF THE DOOR LOCK MOTORS " **TERMINAL 2 (LH), TERMINAL 4 (RH)** " **TERMINAL (A) 3** OF THE ECU " **TERMINAL (A) 4** " **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

WHEN UNLOCK OPERATION OCCURS USING THE LH DOOR KEY SW, DOING THE UNLOCK OPERATION ONCE UNLOCKS ONLY THE DRIVER'S DOOR. TO UNLOCK ALL OTHER DOORS TOGETHER, UNLOCK OPERATION MUST BE DONE AGAIN WITHIN 3 SECONDS OF THE FIRST OPERATION.

### 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) 9** OF THE ECU " **TERMINAL (A) 2** " **TERMINAL 4 (LH), TERMINAL 2 (RH)** OF THE DOOR LOCK MOTORS " **TERMINAL 2 (LH), TERMINAL 4 (RH)** " **TERMINAL (A) 3** OF THE ECU " **TERMINAL (A) 4** " **GROUND** AND CAUSES ALL 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.



# THEFT DETERRENT AND DOOR LOCK CONTROL

## SERVICE HINTS

### D10, D11 DOOR COURTESY SW LH, RH

3-2 : CLOSED WITH THE DOOR OPEN

### D12, D13 DOOR KEY LOCK AND UNLOCK SW LH, RH

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

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

### D15, D16 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH

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

### E 6 ENGINE HOOD COURTESY SW

1-2 : CLOSED WITH THE ENGINE HOOD OPEN

### U 1 UNLOCK WARNING SW

2-1 : CLOSED WITH THE IGNITION KEY IN CYLINDER

### L 3 LUGGAGE COMPARTMENT KEY UNLOCK SW

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

### L 5 LUGGAGE COMPARTMENT LIGHT SW

1-GROUND : CLOSED WITH THE DOOR OPEN

### T 7 (A), T13 (B) THEFT DETERRENT AND DOOR LOCK CONTROL ECU

(B) 9-GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT DOOR TO **UNLOCK** POSITION

(B) 14-GROUND : CONTINUITY WITH THE ENGINE HOOD OPEN

(B) 4-GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT DOOR OPEN

(B) 8-GROUND : CONTINUITY WITH THE DOOR LOCK CONTROL SW TO **UNLOCK** POSITION

(B) 5-GROUND : CONTINUITY WITH THE DOOR LOCK CONTROL SW TO **LOCK** POSITION

(B) 25-GROUND : APPROX. **12** VOLTS WITH THE SHIFT LEVER IN **N** OR **P** POSITION AND THE IGNITION SW AT **ST** POSITION (A/T)

: APPROX. **12** VOLTS WITH THE CLUTCH PEDAL FULLY DEPRESSED (M/T)

(A) 7-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION

(B) 20-GROUND : CONTINUITY WITH THE IGNITION KEY IN CYLINDER

(B) 15-GROUND : CONTINUITY WITH THE LH DOOR TO **UNLOCK** POSITION

(B) 21-GROUND : CONTINUITY WITH THE RH DOOR TO **UNLOCK** POSITION

(B) 6-GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW LH TO **UNLOCK** POSITION

(B) 16-GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW RH TO **UNLOCK** POSITION

(B) 22-GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW TO **LOCK** POSITION

(A) 4-GROUND : ALWAYS CONTINUITY

(B) 1-GROUND : ALWAYS APPROX. **12** VOLTS

## ○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	28	D16	30	P 8	30
D10	30	E 6	24 (2JZ-GTE)	T 1	25 (2JZ-GTE)
D11	30		26 (2JZ-GE)		27 (2JZ-GE)
D12	30	L 3	30	T 5	29
D13	30	L 5	30	T 7	A 29
D14	30	P 2	25 (2JZ-GTE)	T13	B 29
D15	30		27 (2JZ-GE)	U 1	29

## ○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	22	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D	20	FRONT DOOR LH WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E	20	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1H	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1I		
1J		
1K		
2A	22	BATTERY AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

**□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS**

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	32 (2JZ-GTE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (NEAR THE R/B NO. 2)
	34 (2JZ-GE)	
IB2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IB6	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IC2	36	FLOOR NO. 2 WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE1	36	INSTRUMENT PANEL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IF1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (INSTRUMENT PANEL REINFORCEMENT LH)
IF2		
IF3	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)
II1	38	ENGINE WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IJ1	38	ENGINE WIRE AND COWL WIRE (RIGHT KICK PANEL)
IJ2		
IL1	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

**▽ : GROUND POINTS**

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	32 (2JZ-GTE)	FRONT SIDE OF RIGHT FENDER
	34 (2JZ-GE)	
IE	36	LEFT KICK PANEL
IG	36	RIGHT KICK PANEL
IH		
BI	40	LEFT QUARTER PILLAR
BJ	40	LOWER BACK PANEL CENTER

**○ : SPLICE POINTS**

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 2	38	COWL WIRE	I21	38	INSTRUMENT PANEL WIRE
I 4			B 1	40	FRONT DOOR LH WIRE
I19	38	INSTRUMENT PANEL WIRE	B 2	40	FRONT DOOR RH WIRE

