

### 3. Door Lock Control System

#### A: WIRING DIAGRAM

Refer to “Keyless Entry System” in the wiring diagram. <Ref. to WI-295, WIRING DIAGRAM, Keyless Entry System.>

#### B: ELECTRICAL SPECIFICATION

##### 1. BODY INTEGRATED UNIT

Refer to “Control Module I/O Signal” of “BODY CONTROL SYSTEM (DIAGNOSTICS)” section. <Ref. to BC(diag)-6, ELECTRICAL SPECIFICATION, Control Module I/O Signal.>

#### C: INSPECTION

##### 1. SYMPTOM CHART

Symptoms	Repair order	Reference
The door lock control system does not operate.	1. Remove and visually inspect the following fuses. • No. 3 (in fuse & relay box) • No. 7 (in fuse & relay box) • No. 8 (in main fuse box) (models without the keyless access with push button start)	If the fuse is blown out, replace the fuse with a new part. When there is no defective with the fuse, check the power supply and ground circuit. <Ref. to SL-11, CHECK POWER SUPPLY AND GROUND CIRCUIT, INSPECTION, Door Lock Control System.>
	2. Check the power supply and ground circuit for body integrated unit.	<Ref. to SL-11, CHECK POWER SUPPLY AND GROUND CIRCUIT, INSPECTION, Door Lock Control System.>
	3. Check the door lock switch and the circuit.	<Ref. to SL-11, CHECK DOOR LOCK SWITCH, INSPECTION, Door Lock Control System.>
	4. Check the trunk opener switch and the circuit.	<Ref. to SL-12, CHECK TRUNK OPENER SWITCH CIRCUIT, INSPECTION, Door Lock Control System.>
	5. Check the door lock actuator and the circuit.	<Ref. to SL-13, CHECK DOOR LOCK ACTUATOR AND CIRCUIT, INSPECTION, Door Lock Control System.>
A specific door lock actuator does not operate.	Check the door lock actuator and circuit.	<Ref. to SL-13, CHECK DOOR LOCK ACTUATOR AND CIRCUIT, INSPECTION, Door Lock Control System.>

## 2. CHECK POWER SUPPLY AND GROUND CIRCUIT

Step	Check	Yes	No
<b>1 CHECK POWER SUPPLY.</b> 1) Disconnect the connector of body integrated unit. 2) Measure the voltage between the body integrated unit connector and chassis ground. <b>Connector &amp; terminal</b> <i>(i84) No. 6 (+) — Chassis ground (-):</i> <i>(i171) No. 1 (+) — Chassis ground (-):</i> <i>(B281) No. 7 (+) — Chassis ground (-)</i> <i>(models without the keyless access with push button start):</i>	Is the voltage 9 V or more?	Go to step 2.	Check the harness for open or short circuit between body integrated unit and fuse.
<b>2 CHECK GROUND CIRCUIT.</b> Measure the resistance between the body integrated unit connector and chassis ground. <b>Connector &amp; terminal</b> <i>(i84) No. 1 — Chassis ground:</i> <i>(B280) No. 1 — Chassis ground:</i>	Is the resistance less than 10 Ω?	The power supply and ground circuit are OK.	Repair or replace the harness.

## 3. CHECK DOOR LOCK SWITCH

Step	Check	Yes	No
<b>1 CHECK CURRENT DATA.</b> Using the Subaru Select Monitor, display the data of «Manual lock SW input». NOTE: For detailed procedures, refer to “PC application help for Subaru Select Monitor”.	Does the display switch between OFF ↔ ON when each door lock switch is moved to LOCK?	Go to step 2.	Go to step 3.
<b>2 CHECK DOOR LOCK SWITCH.</b> From the condition in step 1), operate each door lock switch (driver's and passenger's) in the UNLOCK direction.	Does the display switch between OFF ↔ ON?	The door lock switch is OK.	Go to step 4.
<b>3 CHECK POWER WINDOW MAIN SWITCH (DOOR LOCK SWITCH).</b> 1) Disconnect the power window main switch (door lock switch) connector. 2) Check the continuity between terminals when moving the power window main switch (door lock switch) in LOCK direction. <b>Connector &amp; terminal</b> <b>Driver's side</b> <i>(D7) No. 3 — (D7) No. 1:</i> <b>Passenger's side</b> <i>(D125) No. 4 — (D125) No. 5:</i>	Did the indicator change from “No continuity” (1 MΩ or more) to “Continuity exists” (less than 10 Ω)?	Go to step 4.	Replace the power window main switch or door lock switch.
<b>4 CHECK POWER WINDOW MAIN SWITCH (DOOR LOCK SWITCH).</b> Check the continuity between terminals when moving the power window main switch (door lock switch) in UNLOCK direction. <b>Connector &amp; terminal</b> <b>Driver's side</b> <i>(D7) No. 9 — (D7) No. 1:</i> <b>Passenger's side</b> <i>(D125) No. 2 — (D125) No. 5:</i>	Did the indicator change from “No continuity” (1 MΩ or more) to “Continuity exists” (less than 10 Ω)?	Go to step 5.	Replace the power window main switch or door lock switch.

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## SECURITY AND LOCKS

Step	Check	Yes	No
<b>5</b> <b>CHECK HARNESS.</b> Measure the resistance between the power window main switch (door lock switch) connector and chassis ground. <b>Connector &amp; terminal</b> <b>Driver's side</b> (D7) No. 3 — Chassis ground: <b>Passenger's side</b> (D125) No. 5 — Chassis ground:	Is the resistance less than 10 $\Omega$ ?	Go to step 6.	Repair or replace the harness.
<b>6</b> <b>CHECK HARNESS.</b> Check the harness between body integrated unit and power window main switch (door lock switch). <b>Connector &amp; terminal</b> <b>Driver's side</b> (D7) No. 3 — (i84) No. 9: (D7) No. 9 — (i84) No. 20: <b>Passenger's side</b> (D125) No. 4 — (i84) No. 9: (D125) No. 2 — (i84) No. 20:	Is harness normal?	Replace the body integrated unit. <Ref. to SL-78, Body Integrated Unit.>	Repair or replace the harness.

### 4. CHECK TRUNK OPENER SWITCH CIRCUIT

Step	Check	Yes	No
<b>1</b> <b>CHECK CURRENT DATA.</b> Using the Subaru Select Monitor, display the data of «Trunk release switch». NOTE: For detailed procedures, refer to "PC application help for Subaru Select Monitor".	Does the display switch between OFF $\longleftrightarrow$ ON when the trunk opener switch is operated?	The trunk opener switch is normal.	Go to step 2.
<b>2</b> <b>CHECK HARNESS.</b> 1) Disconnect the connectors of body integrated unit and trunk opener switch. 2) Check the harness between the body integrated unit and trunk opener switch. <b>Connector &amp; terminal</b> (i84) No. 10 — (i13) No. 1:	Is harness normal?	Go to step 3.	Repair or replace the harness.
<b>3</b> <b>CHECK HARNESS.</b> Measure the resistance between the trunk opener switch connector and chassis ground. <b>Connector &amp; terminal</b> (i13) No. 2 — Chassis ground:	Is the resistance less than 10 $\Omega$ ?	Go to step 4.	Repair or replace the harness.
<b>4</b> <b>CHECK TRUNK OPENER SWITCH.</b> Measure the resistance between terminals both when trunk opener switch is pressed and when not pressed. <b>Terminals</b> No. 2 — No. 3:	Is the resistance less than 10 $\Omega$ when the switch is pressed and 1 M $\Omega$ or more when not pressed?	Replace the body integrated unit. <Ref. to SL-78, Body Integrated Unit.>	Replace the trunk opener switch.

## 5. CHECK DOOR LOCK ACTUATOR AND CIRCUIT

Step	Check	Yes	No
<b>1 CHECK HARNESS (DOOR LOCK).</b> 1) Disconnect the body integrated unit and each door lock actuator connector. 2) Check the harness between body integrated unit and each door lock actuator. <b>Connector &amp; terminal</b> <b>Front door LH</b> <i>(i171) No. 2 — (D72) No. 4:</i> <b>Front door RH</b> <i>(i171) No. 2 — (D18) No. 4:</i> <b>Rear door LH</b> <i>(i171) No. 2 — (D26) No. 4:</i> <b>Rear door RH</b> <i>(i171) No. 2 — (D32) No. 4:</i>	Is harness normal?	Go to step 2.	Repair or replace the harness.
<b>2 CHECK HARNESS (DOOR UNLOCK).</b> Check the harness between body integrated unit and each door lock actuator. <b>Connector &amp; terminal</b> <b>Front door LH</b> <i>(i171) No. 4 — (D72) No. 1:</i> <b>Front door RH</b> <i>(i171) No. 3 — (D18) No. 1:</i> <b>Rear door LH</b> <i>(i171) No. 3 — (D26) No. 1:</i> <b>Rear door RH</b> <i>(i171) No. 3 — (D32) No. 1:</i>	Is harness normal?	Go to step 3.	Repair or replace the harness.
<b>3 CHECK TRUNK UNLOCK HARNESS.</b> Check the harness between the body integrated unit and trunk lid lock actuator. <b>Connector &amp; terminal</b> <i>(i171) No. 7 — (R186) No. 1:</i>	Is harness normal?	Go to step 4.	Repair or replace the harness.
<b>4 CHECK TRUNK UNLOCK HARNESS.</b> Measure the resistance between the trunk lid lock actuator connector and chassis ground. <b>Connector &amp; terminal</b> <i>(R186) No. 2 — Chassis ground:</i>	Is the resistance less than 10 $\Omega$ ?	Go to step 5.	Repair or replace the harness.
<b>5 CHECK BODY INTEGRATED UNIT OUTPUT SIGNAL.</b> 1) Connect the body integrated unit connector. 2) Measure the voltage between terminals of the body integrated unit when operating the door lock switch to LOCK direction. <b>Connector &amp; terminal</b> <b>Except for front door LH</b> <i>(i171) No. 2 (+) — (i171) No. 3 (-):</i> <b>Front door LH</b> <i>(i171) No. 2 (+) — (i171) No. 4 (-):</i>	Does the voltage change from less than 1 V $\rightarrow$ 9 V or more? (During lock output)	Go to step 6.	Replace the body integrated unit. <Ref. to SL-78, Body Integrated Unit.>
<b>6 CHECK BODY INTEGRATED UNIT OUTPUT SIGNAL.</b> Measure the voltage between terminals of the body integrated unit when operating the door lock switch to UNLOCK direction. <b>Connector &amp; terminal</b> <b>Except for front door LH</b> <i>(i171) No. 3 (+) — (i171) No. 2 (-):</i> <b>Front door LH</b> <i>(i171) No. 4 (+) — (i171) No. 2 (-):</i>	Does the voltage change from less than 1 V $\rightarrow$ 9 V or more? (During unlock output)	Go to step 7.	Replace the body integrated unit. <Ref. to SL-78, Body Integrated Unit.>

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Step	Check	Yes	No
<b>7</b> <b>CHECK BODY INTEGRATED UNIT OUTPUT SIGNAL.</b> Measure the voltage between body integrated unit and chassis ground when operating the trunk opener switch. <b>Connector &amp; terminal</b> <b>(i171) No. 7 (+) — Chassis ground (-):</b>	Does the voltage change from less than 1 V → 9 V or more? (During unlock output)	Go to step 8.	Replace the body integrated unit. <Ref. to SL-78, Body Integrated Unit.>
<b>8</b> <b>CHECK DOOR LOCK ACTUATOR.</b> Check the door lock actuator. <ul style="list-style-type: none"> <li>• Front door lock actuator: &lt;Ref. to SL-39, INSPECTION, Front Door Latch and Door Lock Actuator Assembly.&gt;</li> <li>• Rear door lock actuator: &lt;Ref. to SL-46, INSPECTION, Rear Door Latch and Door Lock Actuator Assembly.&gt;</li> </ul>	Is the door lock actuator OK?	Go to step 9.	Replace the door latch and door lock actuator assembly.
<b>9</b> <b>CHECK TRUNK LID LOCK ACTUATOR.</b> Check the trunk lid lock actuator. <Ref. to SL-49, Trunk Lid Latch and Actuator Assembly.>	Is trunk lid lock actuator normal?	Check the connection status of the harness and connector that may have a temporary poor contact.	Replace the trunk lid latch & actuator assembly.