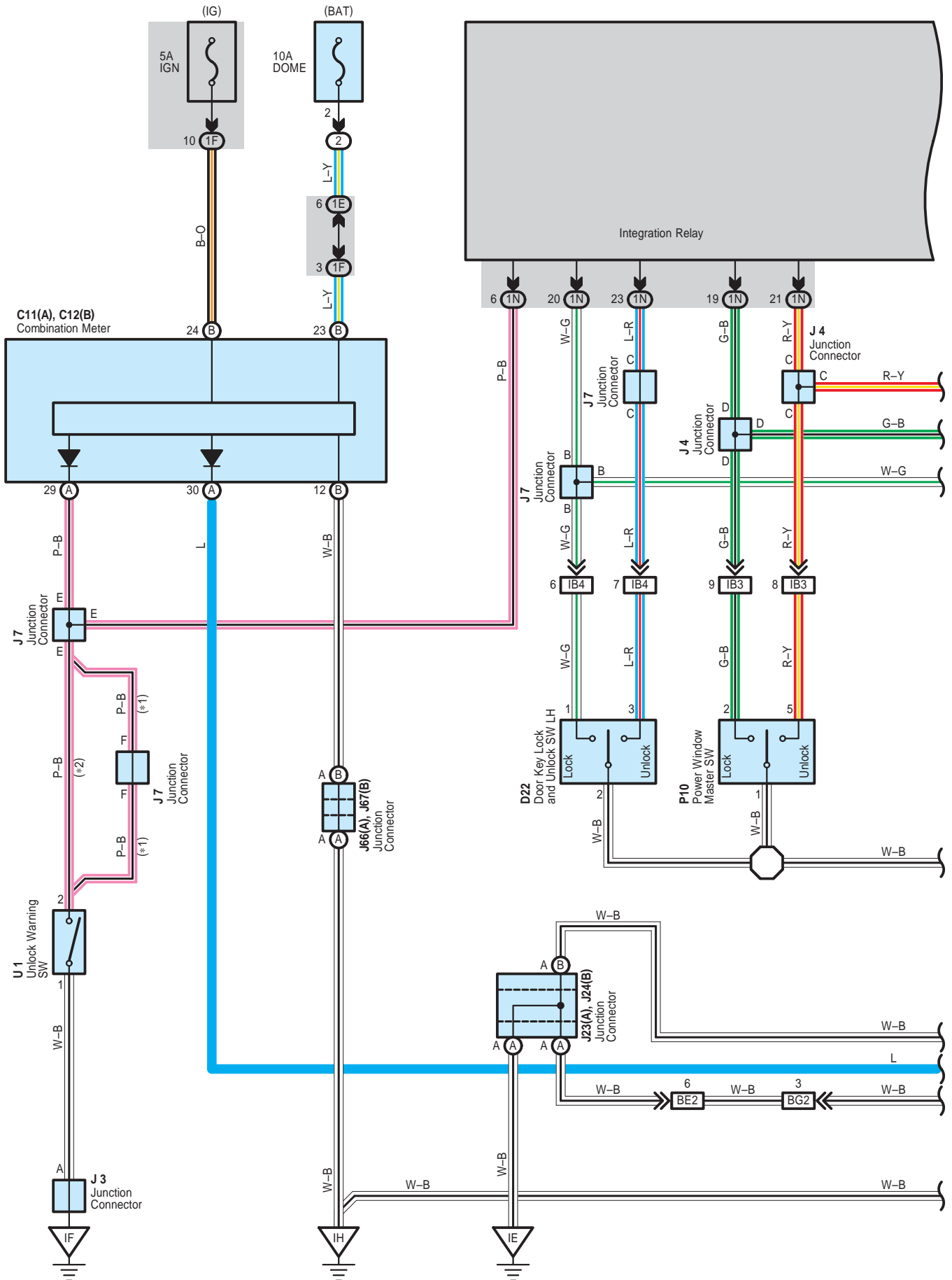
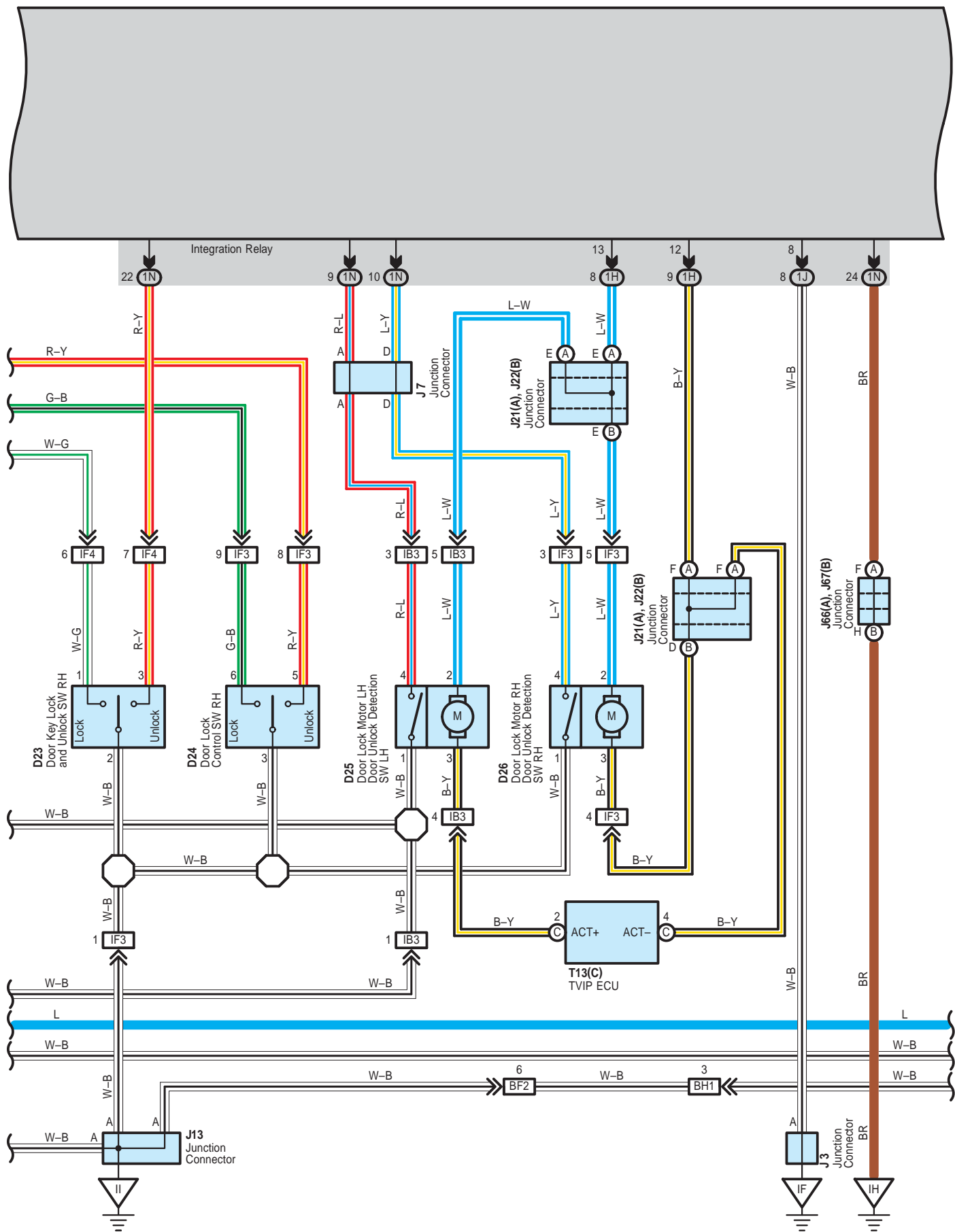


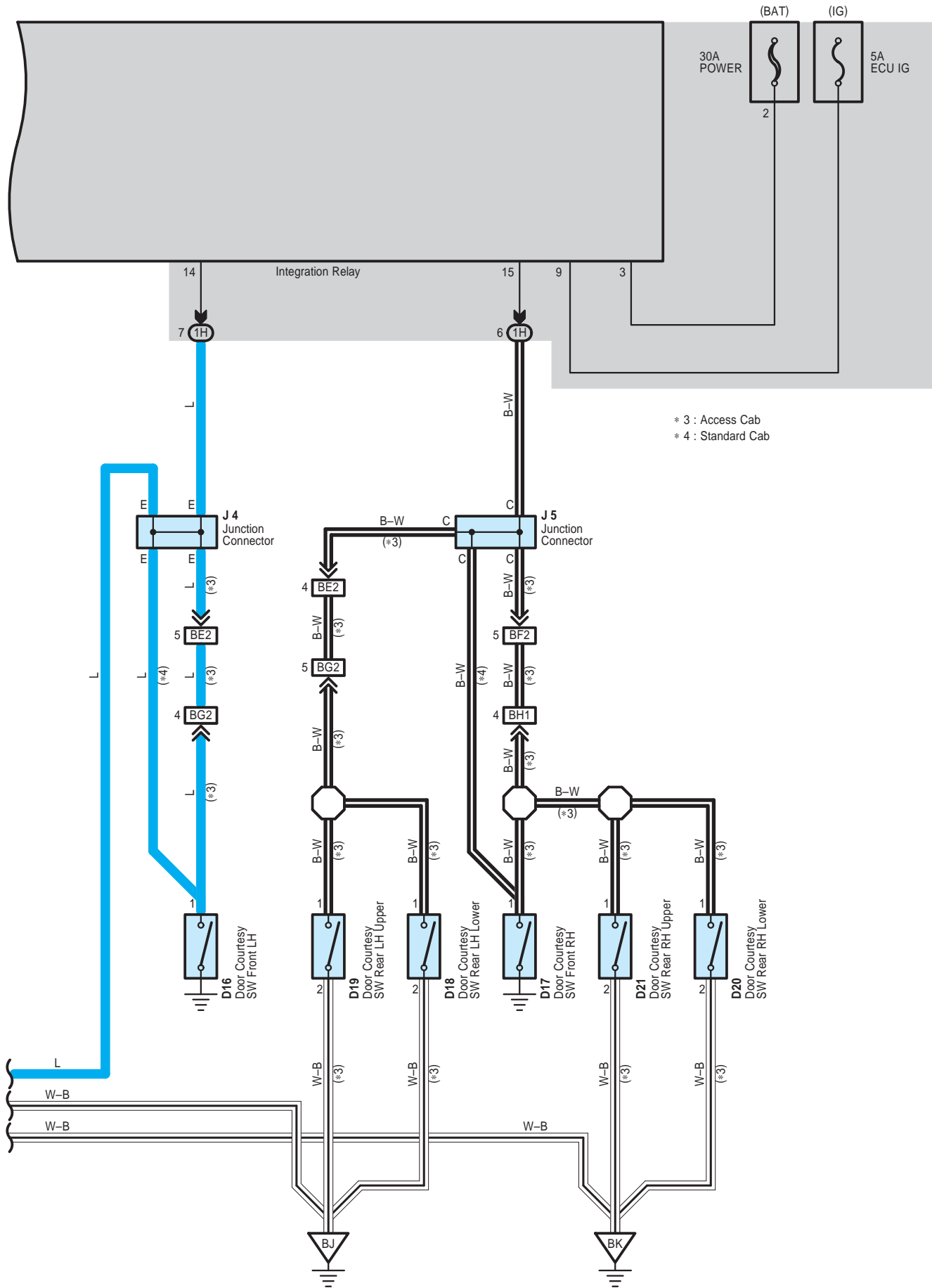
# Door Lock Control with DRL (Access/Standard Cab)

\* 1 : w/ Engine Immobiliser System  
 \* 2 : w/o Engine Immobiliser System





# Door Lock Control with DRL (Access/Standard Cab)



## System Outline

Current always flows to TERMINAL 3 of the integration relay through the POWER fuse.

### 1. Manual Lock Operation

(Driver's door)

To push the door lock control SW or door key lock and unlock SW to LOCK position, a lock signal is input to the integration relay and causes the relay to function. Current flows from TERMINAL 3 of the relay to TERMINAL 13 to TERMINAL 2 of the door lock motor to TERMINAL 3 to TERMINAL 2 of the TVIP ECU to TERMINAL 4 to TERMINAL 12 of the integration relay to TERMINAL 8 to GROUND and the door lock motor causes the door to lock.

(Passenger's door)

To push the door lock control SW or door key lock and unlock SW to LOCK position, a lock signal is input to the integration relay and causes the relay to function. Current flows from TERMINAL 3 of the relay to TERMINAL 13 to TERMINAL 2 of the door lock motor to TERMINAL 3 to TERMINAL 12 of the relay to TERMINAL 8 to GROUND and the door lock motor causes the door to lock.

### 2. Manual Unlock Operation

(Driver's door)

To push the door lock control SW or door key lock and unlock SW to UNLOCK position, an unlock signal is input to the integration relay and causes the relay to function. Current flows from TERMINAL 3 of the relay to TERMINAL 12 to TERMINAL 4 of the TVIP ECU to TERMINAL 2 to TERMINAL 3 of the door lock motor to TERMINAL 2 to TERMINAL 13 of the integration relay to TERMINAL 8 to GROUND and the door lock motor causes the door to unlock.

(Passenger's door)

To push the door lock control SW or door key lock and unlock SW to UNLOCK position, an unlock signal is input to the integration relay and causes the relay to function. Current flows from TERMINAL 3 of the relay to TERMINAL 12 to TERMINAL 3 of the door lock motor to TERMINAL 2 to TERMINAL 13 of the relay to TERMINAL 8 to GROUND and the door lock motor causes the door to unlock.

### 3. Double Operation Unlock Operation

When the door key lock and unlock SW LH is turned to unlock position, only the front LH door is mechanically unlocked. Turning the door key lock and unlock SW LH to the unlock side causes a signal to be input to the relay, and if the signal is input again within 3 seconds by turning the door key lock and unlock SW LH to the unlock side again, current flows from TERMINAL 12 of the integration relay to TERMINAL 4 of the TVIP ECU to TERMINAL 2 to TERMINAL 3 of the door lock motor, TERMINAL 2 to TERMINAL 13 of the integration relay to TERMINAL 8 to GROUND, causing the door lock motors to operate and unlock the doors.

### 4. Key Confine Prevention Function

- \* Operating door lock knob (In door lock motor operation)

With ignition key in cylinder (Unlock warning SW on), when any 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 integration relay. As a result, current flows from TERMINAL 3 of the relay to TERMINAL 12 to TERMINAL 3 of the door lock motors to TERMINAL 2 to TERMINAL 13 of the relay to TERMINAL 8 to GROUND and causes all the doors to unlock.

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

With ignition key in cylinder (Unlock warning SW on), when any door is opened and locked using the door lock control SW or door key lock and unlock SW, all doors are locked once but each door is unlocked by the function of the SW contained in motor, which inputs the signal to the integration relay. According to this input signal, current flows from TERMINAL 3 of the relay to TERMINAL 12 to TERMINAL 3 of the door lock motors to TERMINAL 2 to TERMINAL 13 of the relay to TERMINAL 8 to GROUND and causes all the doors to unlock.

# Door Lock Control with DRL (Access/Standard Cab)

## : Parts Location

Code		See Page	Code	See Page	Code		See Page
C11	A	60	D23	64 (*3)	J13		62
C12	B	60		65 (*4)	J21	A	62
D16		64 (*3)	D24	64 (*3)	J22	B	62
		65 (*4)		65 (*4)	J23	A	62
D17		64 (*3)	D25	64 (*3)	J24	B	62
		65 (*4)		65 (*4)	J66	A	62
D18		64 (*3)	D26	64 (*3)	J67	B	62
D19		64 (*3)		65 (*4)	P10		64 (*3)
D20		64 (*3)	J3	62			65 (*4)
D21		64 (*3)	J4	62	T13	C	63
D22		64 (*3)	J5	62	U1		63
		65 (*4)	J7	62			

## : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
2	24	Engine Room R/B (Engine Compartment Left)

## : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	30 (*2)	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1F	30 (*2)	Cowl Wire and Driver Side J/B (Lower Finish Panel)
1H		
1J		
1N	31 (*2)	

## : Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB3	82	Front Door LH Wire and Cowl Wire (Left Kick Panel)
IB4		
IF3	83	Front Door RH Wire and Cowl Wire (Right Kick Panel)
IF4		
BE2	84 (*3)	Floor No.2 Wire and Cowl Wire (Center of Left Rocker Panel)
BF2	84 (*3)	Floor No.1 Wire and Cowl Wire (Center of Right Rocker Panel)
BG2	84 (*3)	Floor No.2 Wire and Rear Door No.2 Wire (Under the Left Quarter Panel)
BH1	84 (*3)	Floor No.1 Wire and Rear Door No.1 Wire (Under the Right Quarter Panel)

## : Ground Points

Code	See Page	Ground Points Location
IE	82	Left Kick Panel
IF		
IH	82	Right Kick Panel
II		
BJ	84 (*3)	Inside of Rear Door LH
BK	84 (*3)	Inside of Rear Door RH

\* 1 : w/o Daytime Running Light    \* 2 : w/ Daytime Running Light    \* 3 : Access Cab    \* 4 : Standard Cab    \* 5 : Access Cab Captain Seat  
 \* 6 : Access Cab Separate Seat    \* 7 : Standard Cab Bench Seat

