

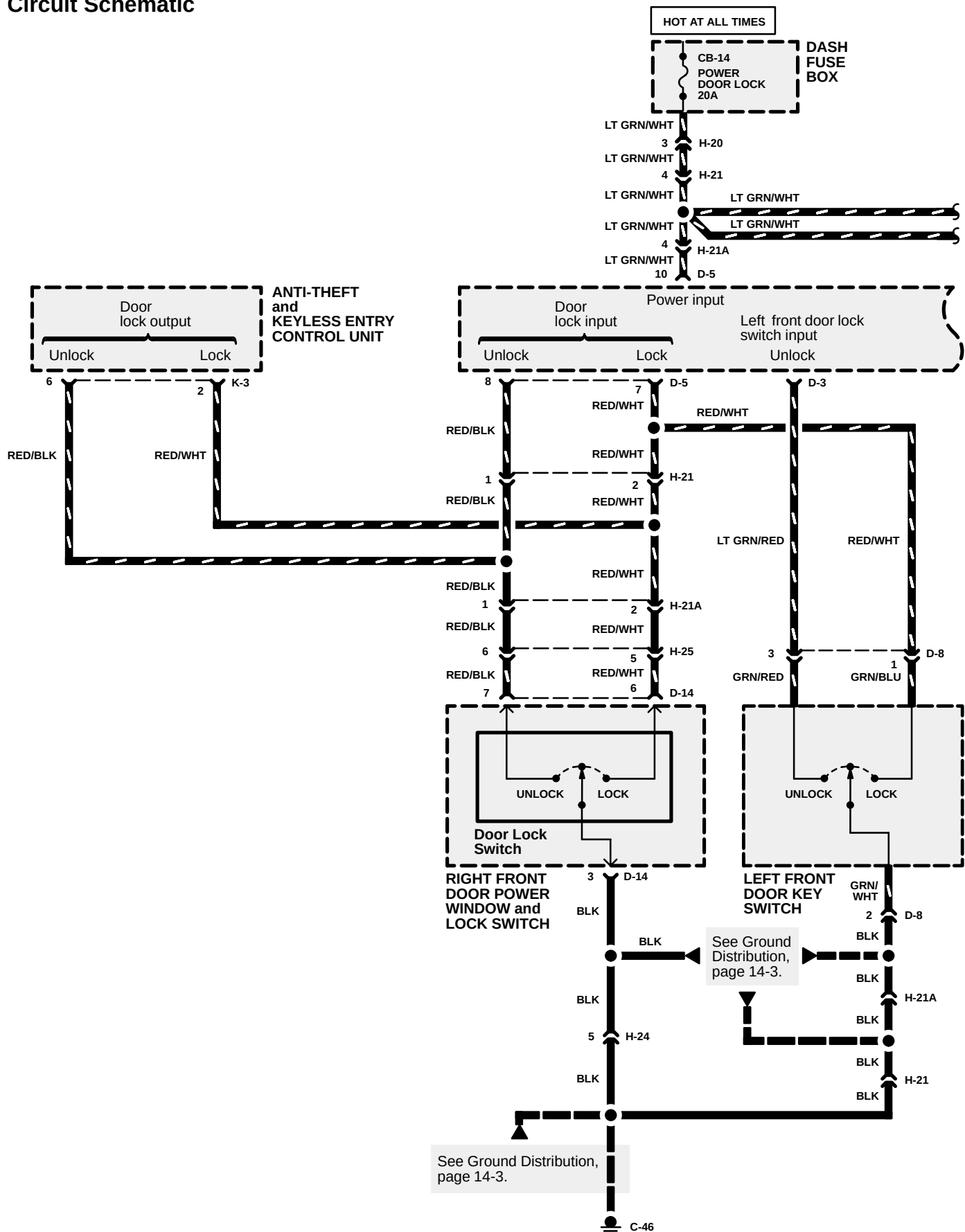
POWER DOOR LOCKS

Component Index

- [Anti-theft and Keyless Entry Control Unit](#)
- [Dash Fuse Box](#)
- [Left Front Door Lock Actuator](#)
- [Passenger Door Lock Control Relay](#)
- [Right Front Door Lock Actuator](#)

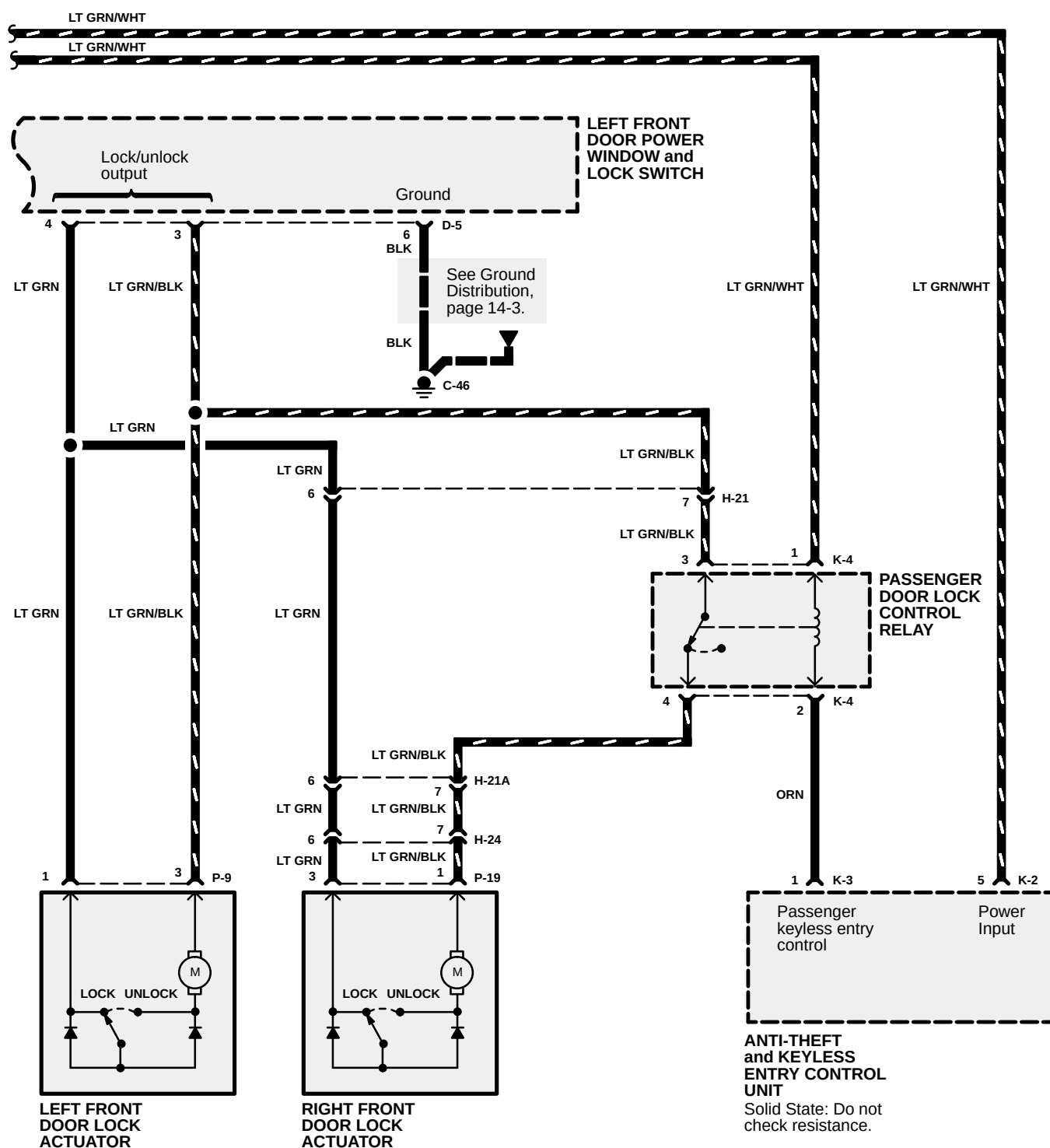
POWER DOOR LOCKS

Circuit Schematic



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Circuit Schematic



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Component Location Index

(Refer to Section 201 for photographs.)

Component	Photo No.
Anti-theft and Keyless Entry	
Control Unit	Below I/P left of steering column 45
Dash Fuse Box	Behind left I/P side trim panel 36
Left Front Door Lock	
Actuator	Inside rear of left door, behind trim pad 69
Passenger Door Lock Control	
Relay	Behind right kick panel, in access hole 39
Right Front Door Lock	
Actuator	Inside rear of right front door, behind trim pad 69
Connector	
D-8 (3-WHT)	On lower rear of left door, behind trim panel 69
H-20 (15-WHT)	Behind left side of I/P, above left kick panel on bracket 42
H-21 (8-WHT)	Behind left kick panel, in access hole 39
H-21A (8-WHT)	Behind left kick panel, in access hole 39
H-24 (8-WHT)	Behind right kick panel, in access hole 57
H-25 (6-WHT)	Behind right kick panel, in access hole 57
H-29 (8-WHT)	Behind left side of I/P, above left kick panel on bracket 42
Ground	
C-46	Behind left kick panel 40

Circuit Operation

Power Door Locks

The POWER DOOR LOCK fuse CB-14 applies battery voltage at all times to the door lock control unit (in the left front power window and lock switch), the anti-theft and keyless entry control unit and passenger door lock control relay coil. Locking or unlocking the doors with either door lock switch locks or unlocks both doors. The control unit locks or unlocks the doors by applying battery voltage and providing a ground to the door lock actuators in one direction to lock the doors and in the opposite direction to unlock the doors.

again within 10 seconds. When the remote is depressed within 10 seconds the anti-theft and keyless entry control unit does not provide a ground for the coil of the passenger door lock control relay and the right front door lock actuator is provided with voltage to unlock the door.

Keyless Entry

Using the remote to unlock the driver's door sends a signal to the door lock control unit (in the left front power window and lock switch). The door lock control unit applies voltage to unlock the doors, the anti-theft and keyless entry control unit provides ground for the passenger door lock control relay and the relay is energized. With the passenger door lock control relay energized the right front door lock actuator does not get voltage and remains locked unless the button on the keyless entry remote is depressed