



BLOCCAPORTE

192 - Stilo

CENTRAL LOCKING - DESCRIPTION

The simultaneous operation of the door locks takes place via:

- the key;
- the door switches (knobs);
- the buttons on the driver's door;
- the remote control;

The remote control key has 3 buttons which allow the operation of the central locking system: one button for unlocking the doors, one for locking the vehicle and one for releasing the boot.

The locks are equipped with an auxiliary motor that acts as a dead lock. the dead lock mechanically disconnects the internal door opening handles and the safety knob so that it is not possible to open the door from inside (e.g. when the glass has been broken after a theft attempt: It is impossible to get out of the passenger compartment after switching on the dead-lock: The dead lock function is activated by turning the key a second time within one second of locking the door, or by remote control at the time the doors are locked by pressing the lock key a second time within 1 second of the first press.



In general, the Body Computer performs the door/boot lock/release management strategy while the door and boot control units control the lock motors in accordance with controls sent by the Body Computer.

The operation of the locks is managed by the Body Computer which controls the effective state of the locks by means of signals which arrive from the switches in the actual locks (these signals are also used for the lights delay timer): in this way, the "locking" command is only carried out if all the doors are properly shut and the locks unlocked; conversely, the "unlocking" command is only carried out if the locks are locked;

The Body Computer also releases the dead lock (the release operation always requires a preliminary dead lock release operation).

The remote control receiver aerial is connected directly to the Body Computer which contains the actual electronics for the receiver.

The two door locking/unlocking buttons located in the driver's door control unit work in a similar way to the commands sent via the key.

The doors are automatically unlocked if the inertia switch is operated: the instrument panel receives a signal from the switch, lights up the appropriate warning light and notifies the Body Computer via the CAN.

The LED located next to the driver's door safety knob indicates the following:

- Locking the locks: the LED lights up for 3 seconds. If some of the doors or the boot are not properly shut at the time when the locks are locked, the LED flashes at 3 Hz for 3 seconds and then goes on to the deterrent indication (with the alarm function present). *-Dead lock activation": after dead lock activation, the led issues 2 0.5 second flashes and then issues a deterrent signal (with alarm function present). *-Deterrence (with alarm function present): once the door lock signal has been issued, the LED flashes at 0.8 Hz to indicate that the vehicle is locked (dissuasion function). The deterrence function is activated even if one or more doors or the boot are not properly closed. *- Unlocking the locks: the LED goes out.

The central locking circuit is protected by a specific fuse, located in the junction unit under the dashboard.



The instrument panel acquires the door status signal via the CAN and lights up the "doors open" warning light and, at the same time, the information is shown on the display; if one of the doors or the boot or the bonnet is open and the speed of the vehicle exceeds around 4 km/h, an acoustic warning is also emitted.

It is possible, using the special setup in the instrument panel, to select whether to unlock all the doors or only the driver's front door, whilst all the other doors and the boot remain locked.

It is possible to enable/disable the locking of the doors above a certain speed threshold (20 km/h) using the special setup in the instrument panel: in this case the Body Computer implements the locking of the doors when this threshold is exceeded.

If the doors are locked by this function, the user can still release the doors and they do not have to be relocked even if the speed exceeds 20 km/h.

Conversely, if the speed drops below 20 km/h with the doors locked, the doors are not released.

The fuel flap opening strategy is controlled directly by the driver's door control unit since it is dependent upon driver's door status

CENTRAL LOCKING - OPERATIONAL DESCRIPTION

The lock/release and dead lock function are controlled by driver's door control unit M66, passenger door control unit M67 and the boot control unit (which controls the rear doors) M63 ; all of these are connected via the CAN line to the Body Computer M1 .

Control units M66 and M67 receive a supply - at pin 11 of connector D - from the line protected by fuse F32 of underfacia control unit B2 .

Control unit M63 is supplied at pin B8 of connector A - by a line protected by fuse F36 of underfacia control unit B2 .

Control units M66 and M67 receive the following input:

- lock signals from the knobs (or the key in the lock) at pin 23 of connector B of M66 and M67 and at pins B4 of connector A and connector B of M63 ;
- the dead lock activation or release signals at pins 24 and 25 of connector B of M66 and M67 ;
- the negative signals from the locking/unlocking buttons, located in the control unit H44, at pins 34 and 356 respectively of connector A of M66;
- the signals coming from the aerial-receiver P93 which is connected to pins 21 and 31 of connector B of M1.

Activation of inertia switch I50 is indicated at pin 17 of connector D of Body Computer M1 : this signal also causes the doors to open.

In accordance with the control strategy shown, control units M66 and M67 drive the front door lock motors (drivers side N50 , passenger side N51) : the lock/release motors are controlled from pins 4 and 6 of connector D while the dead lock motors are controlled from pins 3 and 6 of connector D.

Control unit M63 controls the rear door lock motors (left N55 and right N56) : the lock/release motors are controlled from pins A7 and C7 of connector A, or A2 and C2 of connector B while the dead lock motors are driven from pins A7 and C6 of connector A or A2 and C4 of connector B.



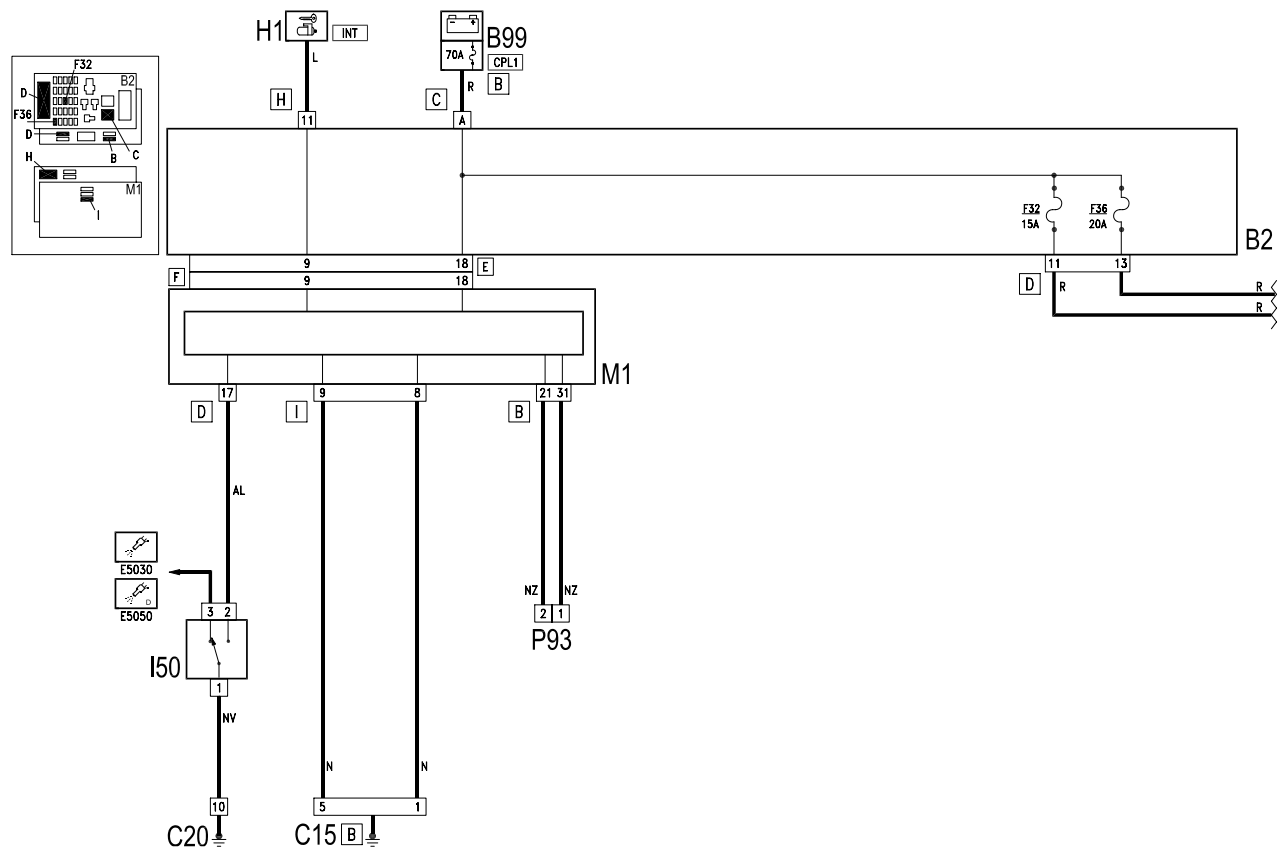
Passive Entry motors, also present on the locks, are controlled by a specific control unit M64

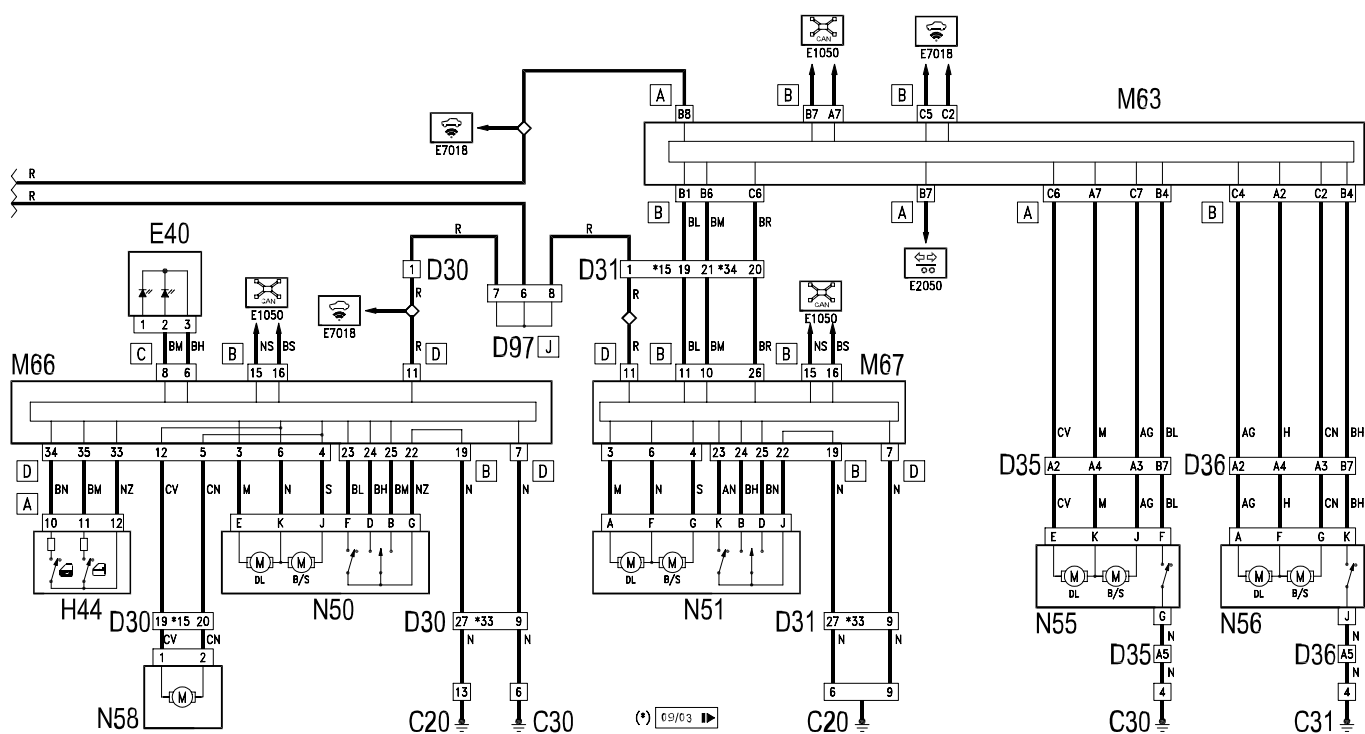
E7018 PASSIVE ENTRY

Led E40 , located on the driver side front door, is connected to pins 6 and 8 of connector C of M66

The fuel flap opening motor N58 V is controlled by the same strategy as the driver's side front door lock N50 , : from pins 5 and 12 of connector D of M66

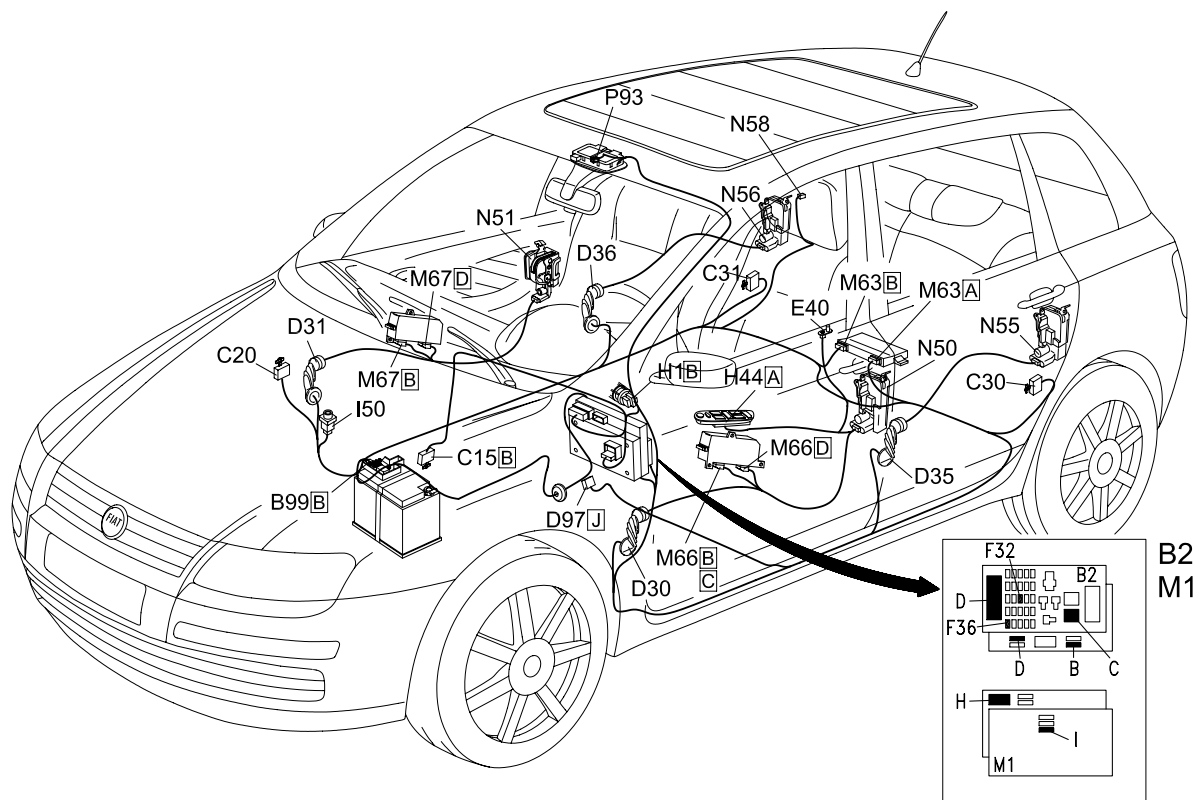
CENTRAL LOCKING - WIRING DIAGRAM





Component code	Description	Reference to the assembly
B2	Junction unit under dashboard	5505A
B99	Maxifuse box on battery	5530B
C15	Driver's dashboard earth	-
C20	Passenger dashboard earth	-
C30	Left rear earth	-
C31	Right rear earth	-
D30	Driver's front door/rear coupling	-
D31	Passenger front door/rear coupling	-
D35	Rear joint/left rear door	-
D36	Rear joint/right rear door	-
D73	Trailer preparation coupling	-
D97	Short circuit coupling	-
E40	Alarm LED	5560B
H1	Ignition switch	5520A
H44	Electric window controls on driver's front door	7005M
I50	Inertia switch	1040A
M1	Body computer	5505A
M63	Boot compartment control unit	5505A
M66	Driver's door control unit	5505A
M67	Passenger side door control unit	5505A
N50	Front door lock gear motor Driver's side	7005N
N51	Passenger side front door lock geared motor	7005N
N55	Rear door lock gear motor Left	7010N
N56	Rear door lock gear motor Right	7010N
N58	Fuel filler flap lock geared motor	-
P93	Aerial for alarm and central locking receiver	-

CENTRAL LOCKING - COMPONENT LOCATION



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B2	Junction unit under dashboard	5505A
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C30	Left rear earth	-
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D31	Passenger front door/rear coupling	-
D35	Rear joint/left rear door	-
D36	Rear joint/right rear door	-
D73	Trailer preparation coupling	-
D97	Short circuit coupling	-
E40	Alarm LED	5560B
H1	Ignition switch	5520A
H44	Electric window controls on driver's front door	7005M
I50	Inertia switch	1040A
M1	Body computer	5505A
M63	Boot compartment control unit	5505A
M66	Driver's door control unit	5505A
M67	Passenger side door control unit	5505A
N50	Front door lock gear motor Driver's side	7005N
N51	Passenger side front door lock geared motor	7005N
N55	Rear door lock gear motor Left	7010N
N56	Rear door lock gear motor Right	7010N
N58	Fuel filler flap lock geared motor	-
P93	Aerial for alarm and central locking receiver	-