PEUGEOT

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General information

	W.M.	W.F.	W.F.	W.S.	W.S.	Rec.	Rec.	S.S.	Parts
Date									
Sign.									

12

284

November 1980

SERVICE BULLETIN

12 - ELECTRICAL SYSTEM

Electric door locking system on 305 S and 505 SR, SRD and STI vehicles

From the following serial numbers onwards :

581 A12- 8 540 001
551 A - 1 182 001

the 305 S and 505 SR, SRD and STI vehicles, 1981 models, will be equipped with a system that simultaneously locks all 4 doors.

This system permits one to :

– lock or unlock all 4 doors from the outside, from the front door on the driver's or passenger's side.

– to lock or unlock all 4 doors from inside, from the front door on the driver's side.

– to lock or unlock, manually, any of the doors in case of electrical failure.

NOTE - *The mechanically operated child-proof locking system on the rear doors is retained.*

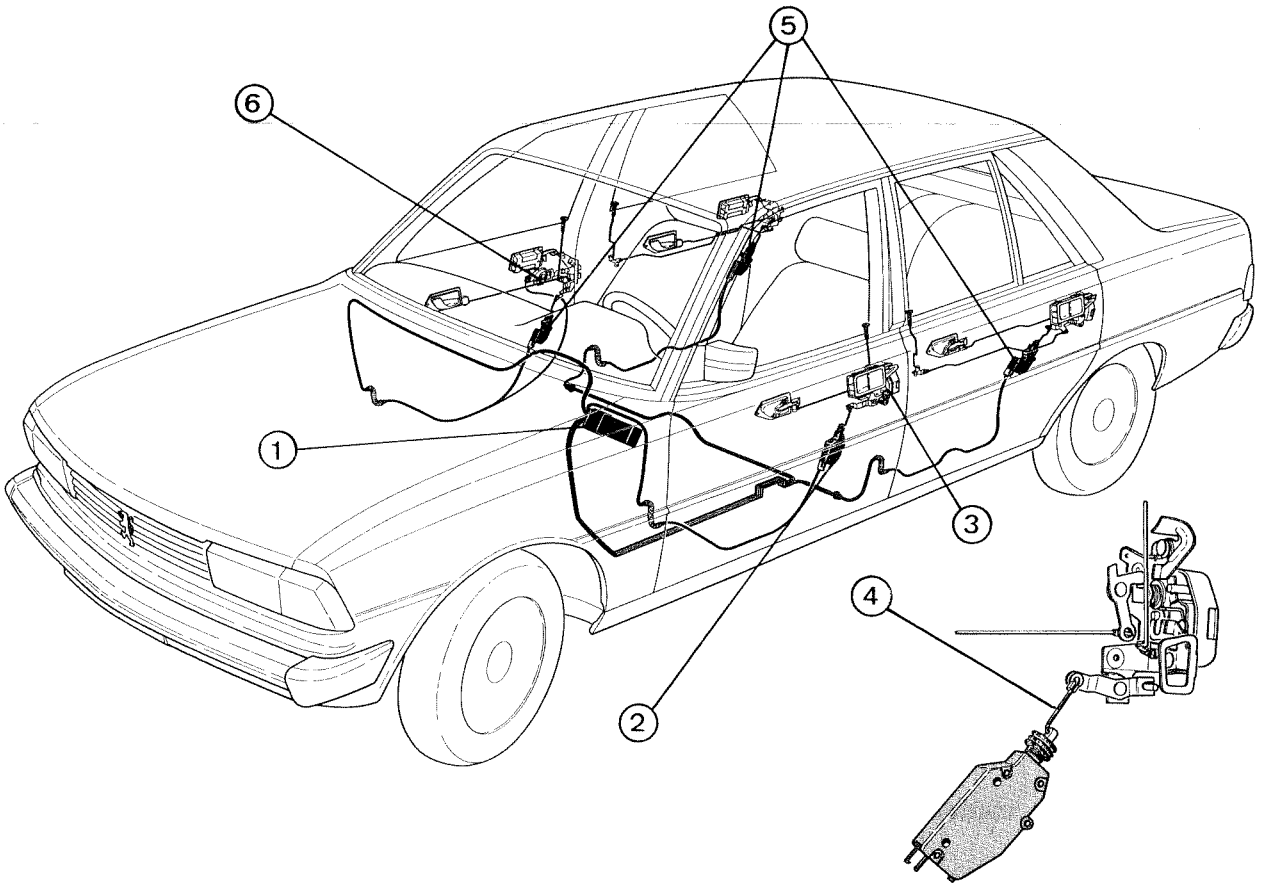
E.

COMPOSITION

The system consists, principally, of the following items :

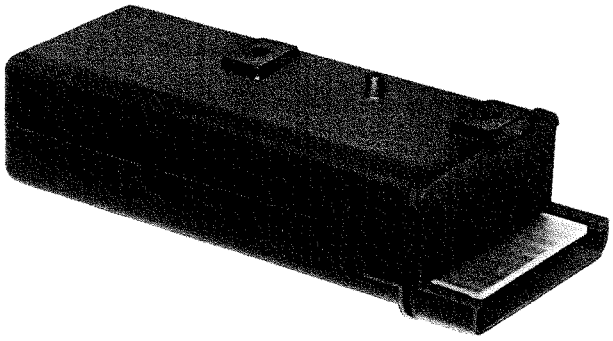
- 1 control case **(1)**
- 1 actuator incorporating a switch **(2)** connected to the front door lock plate **(3)**, on the driver's side, by a connecting link **(4)**'
- 3 actuators, without switches **(5)** connected to the lock plate on the other 3 doors, also by means of connecting links.
- 1 door latch incorporating an electric switch **(6)** on the front door on the passenger's side.
- The various electrical wiring harnesses.

LAYOUT, ON THE VEHICLE



PRINCIPLE OF OPERATION OF THE VARIOUS COMPONENT UNITS

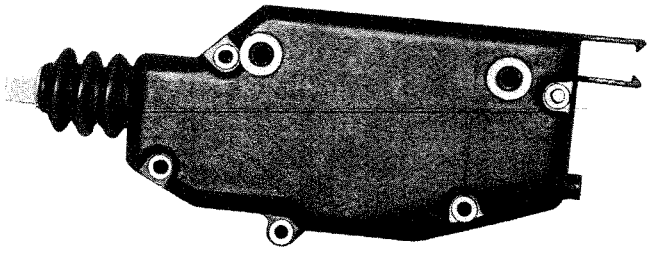
a) The control case



The control case is fed, electrically, from the fascia panel wiring harness on the 305 and from the console wiring harness on the 505.

It passes the locking and unlocking signals to the actuators through the electrical wiring.

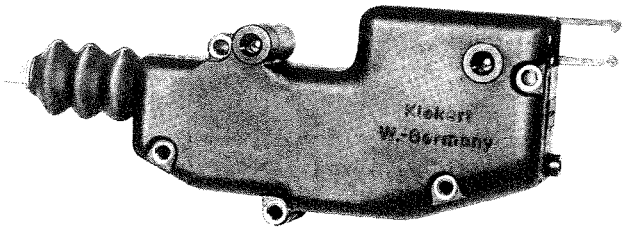
b) The actuator with a built-in switch



This is fitted to the driver's side only. It receives a mechanical signal from the lock or from the inside door locking knob which operates on the actuator control link through the lock plate and the connecting link.

Electrical power consumption : locked torque 3 Amps max.

c) The actuators without switches

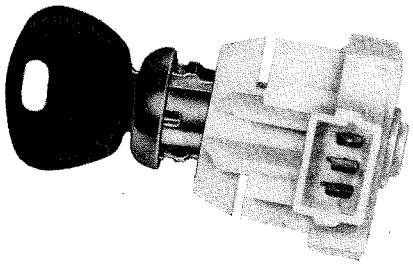


These are fitted to the front door on the passenger side and to both rear doors. They act through connecting links on the lock plates on receipt of an opening or closing signal from the control case.

Electrical power consumption : at locked torque 3 Amps max.

use. K/81. Marking on Housing.
These are the modified type

d) Lock, incorporating an electrical switch on the passenger side front door



The switch, which is on the end of the lock, is controlled by the lock itself.

It passes on the signal received to the electronic case.

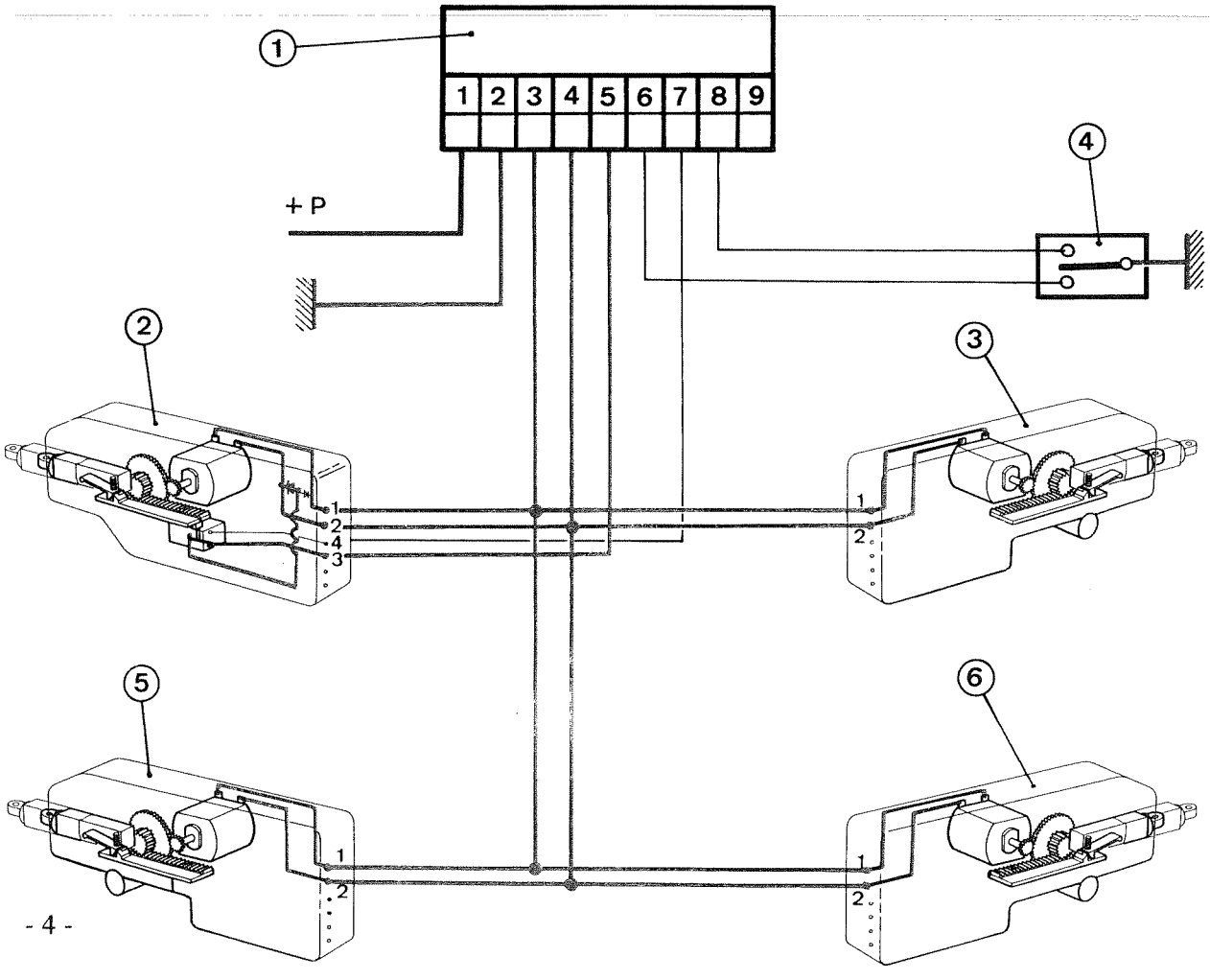
OPERATING PHASES

Legend :

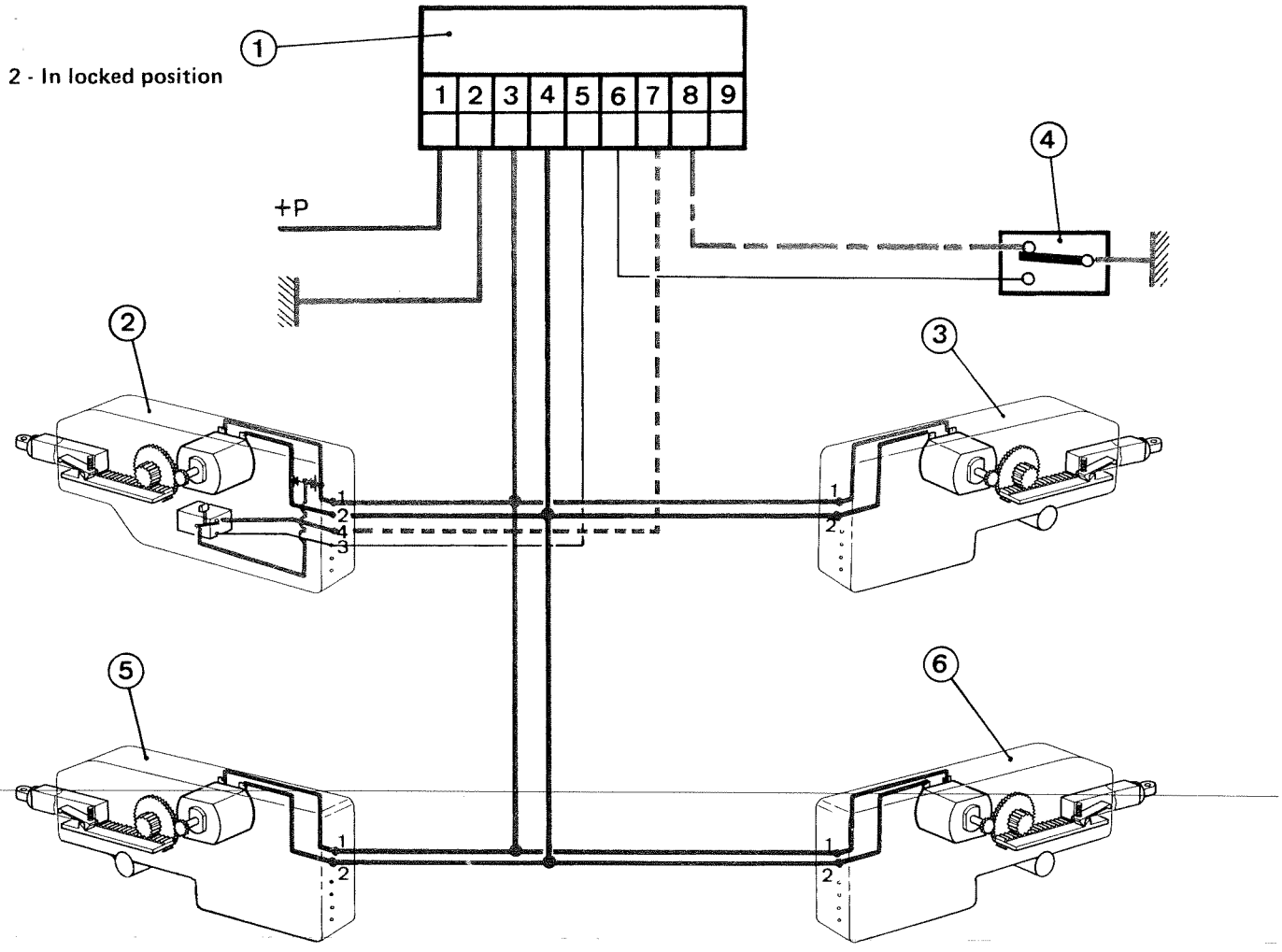
1 - Control case
2 - Actuator incorporating a switch, on the front left hand door
3 - Actuator without a switch, on the front right hand door
4 - Actuator operating the lock with a built-in switch on the front right hand door
5 - Actuator without a switch on the rear left hand door
6 - Actuator without a switch on the rear right hand door

——— Permanent + feed
——— Earth
- - - - - - Front door control circuit on the driver's side (operated by earthing)
— — — — Front door control circuit on the passenger's side (operated by earthing)

1 - In released position (unlocked)



2 - In locked position



— **When the system is locked from the door on the driver's side**

- the front left hand actuator control rod receives a mechanical signal from the door lock through the lock plate and the connecting link.

- the control link then acts on the switch inside the actuator and this makes contact through to terminal 4 on this unit.

- the case control circuit is earthed (dotted line), current is passed to the front RH and rear RH actuators and these lock the doors.

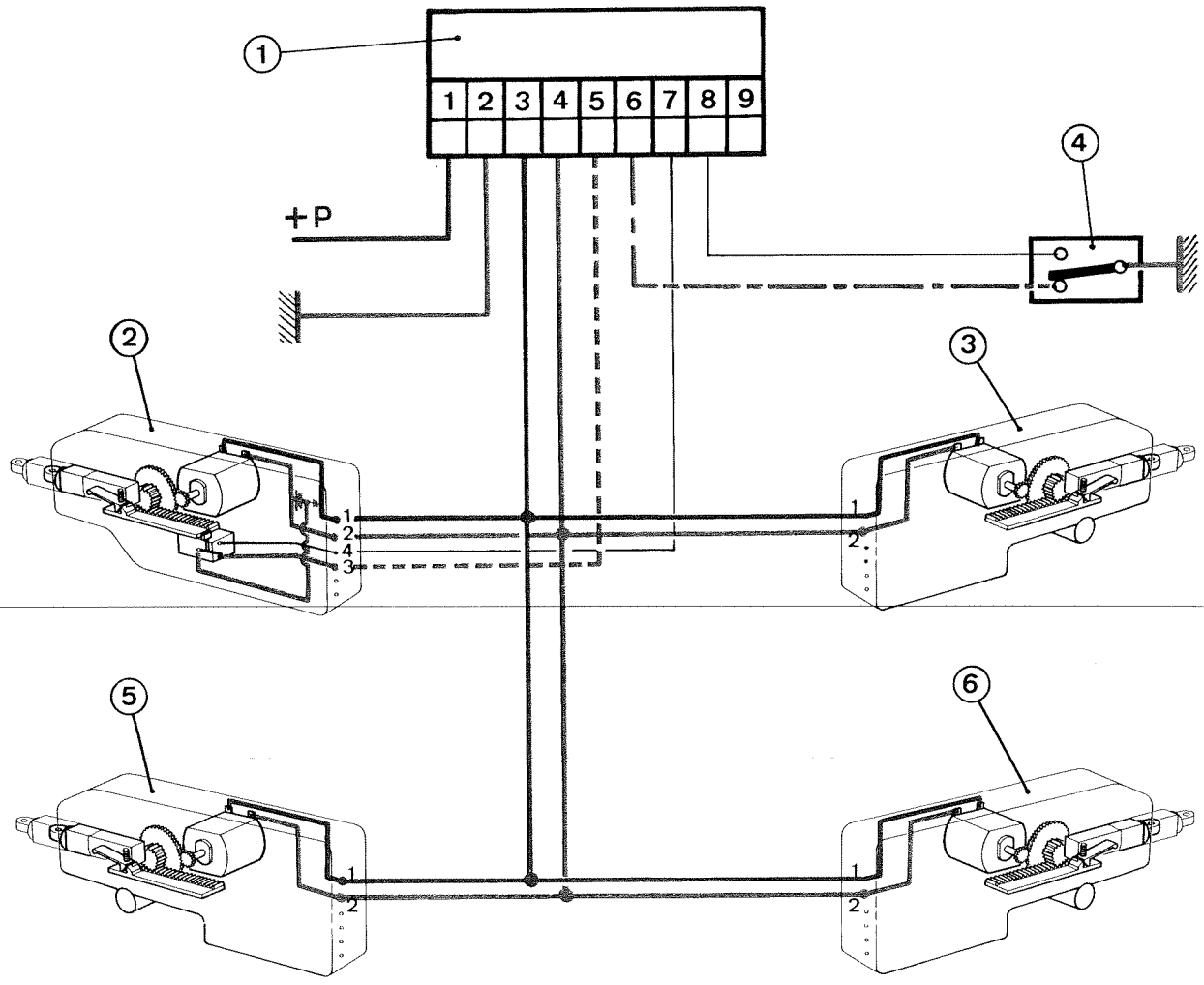
- following this, the timing system inside the control case cuts off the feed to the various actuators (timed period approximately 1 second).

— **If the doors are locked from the passenger door**

- the case control circuit (chain dotted line) is earthed through switch 4. Current is passed to the 4 actuators and these lock the doors.

- following this, the timing system inside the case cuts off the feed to the various actuators (timed period approximately 1 second).

3 - Unlocking



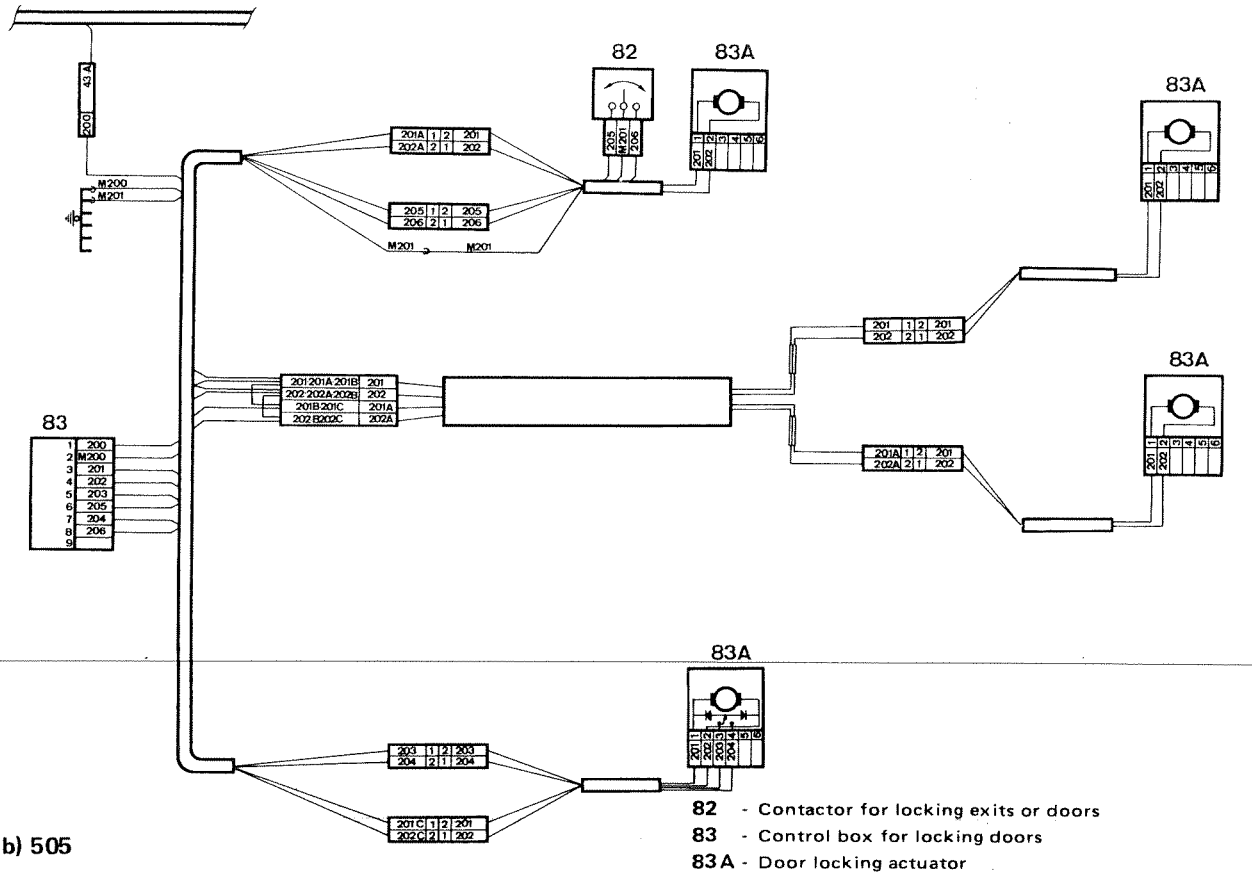
3 - Unlocking

The operating principles for the unlocking sequence axe the same as for the locking sequence.

The difference is that polarity is reversed at the actuator terminals and the control case signal comes through a different circuit.

LAYOUT DIAGRAMS

a) 305



82 - Contactor for locking exits or doors
83 - Control box for locking doors
83 A - Door locking actuator

b) 505