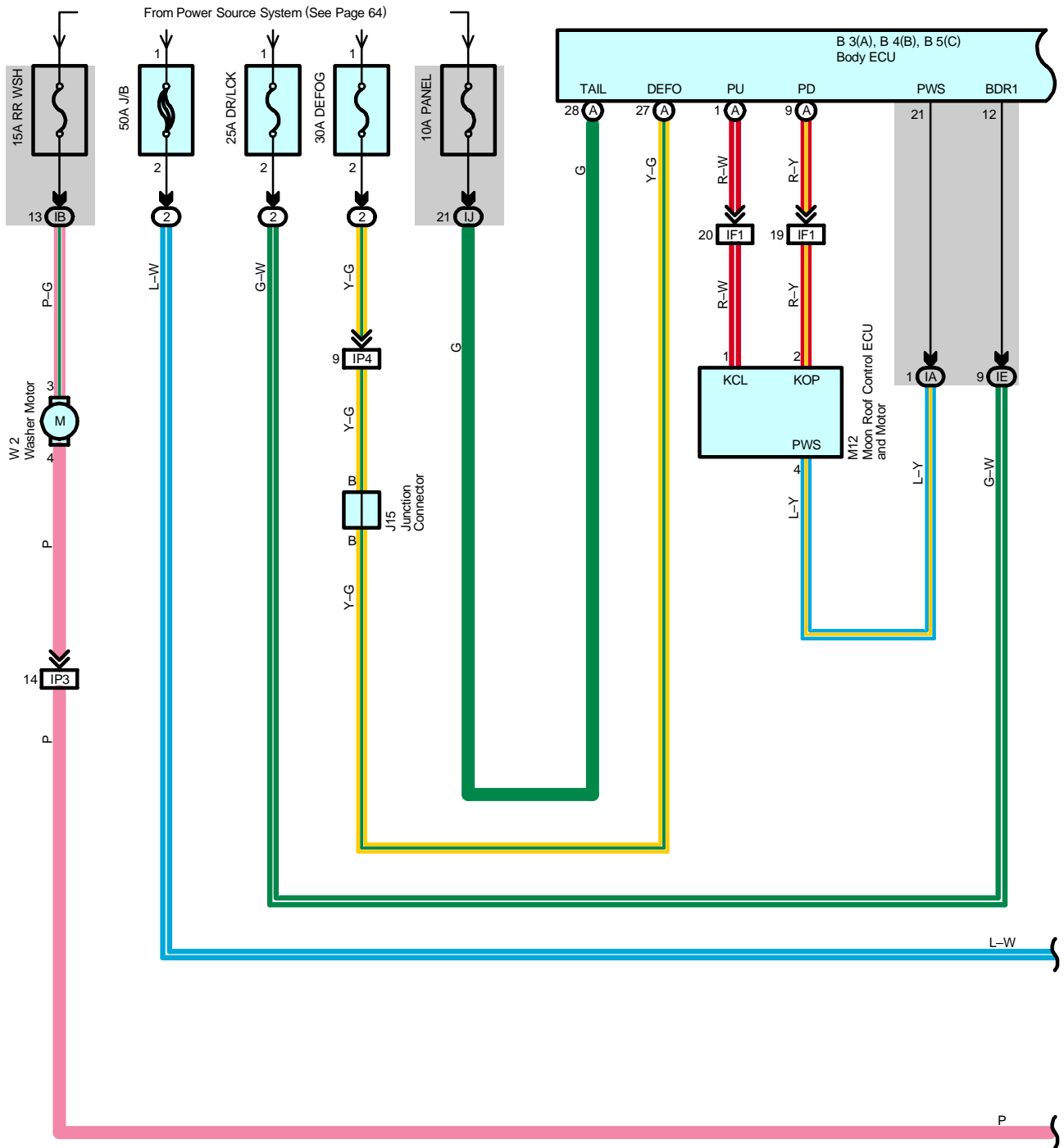
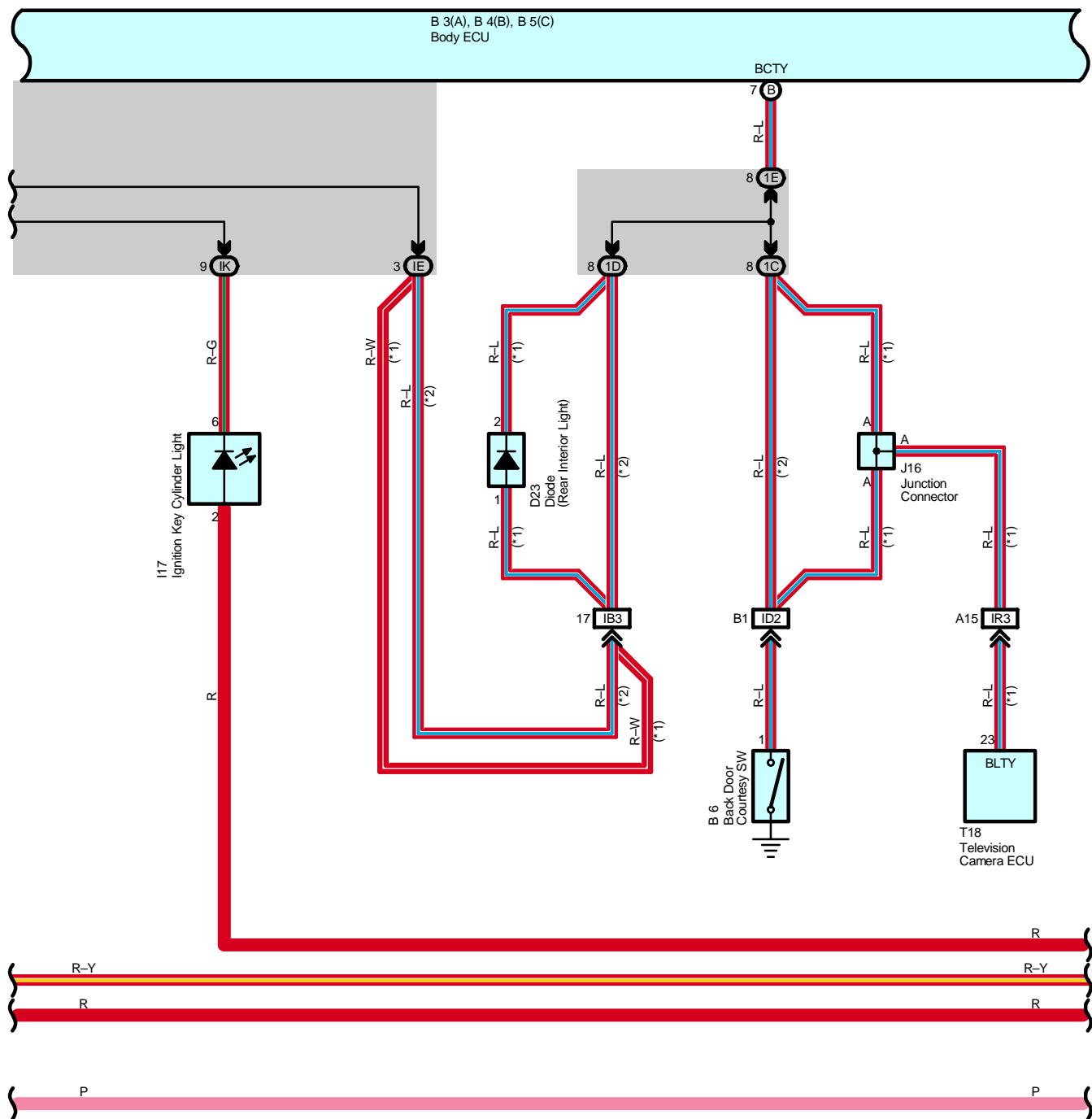


# Multiplex Communication System

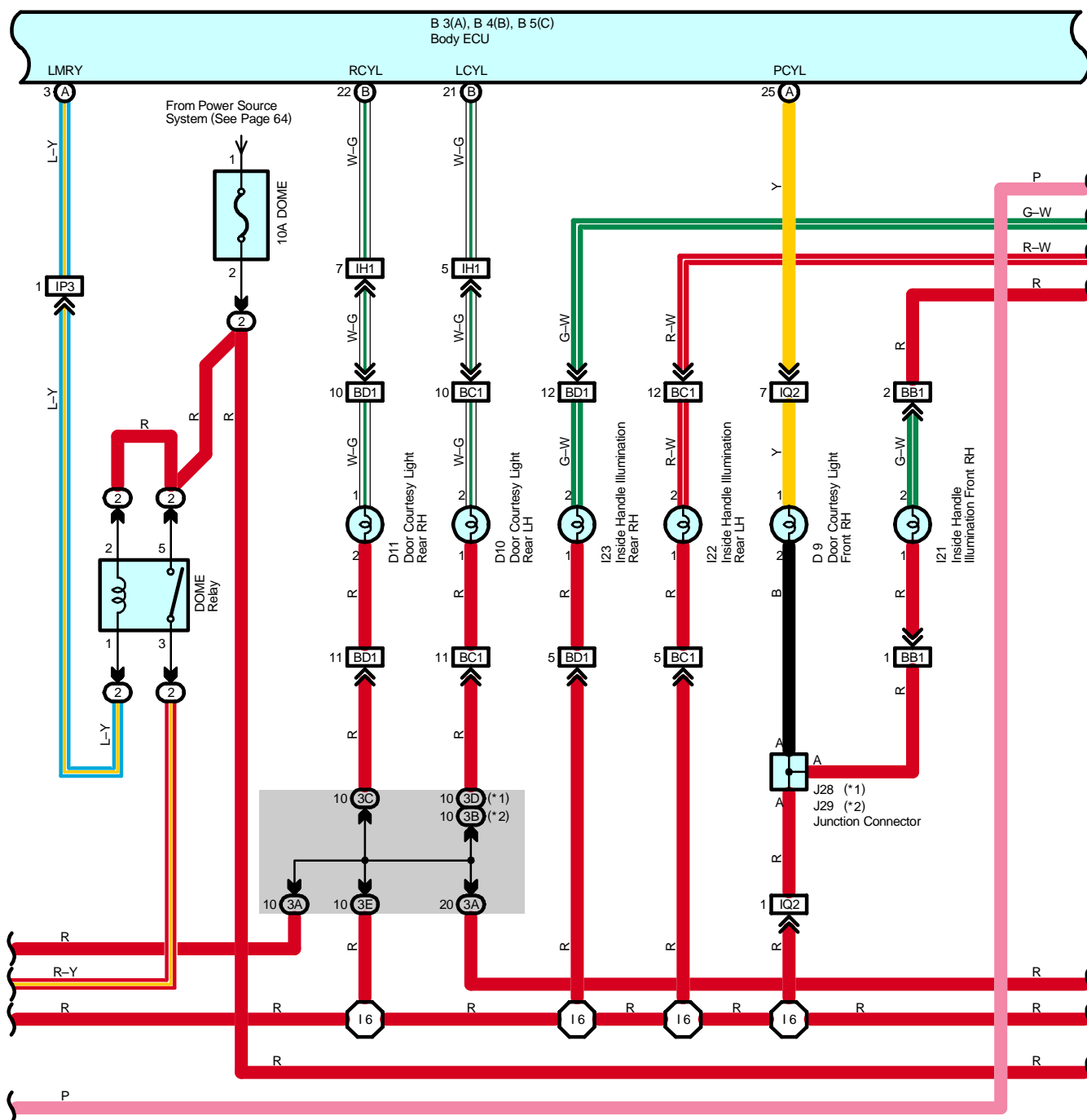




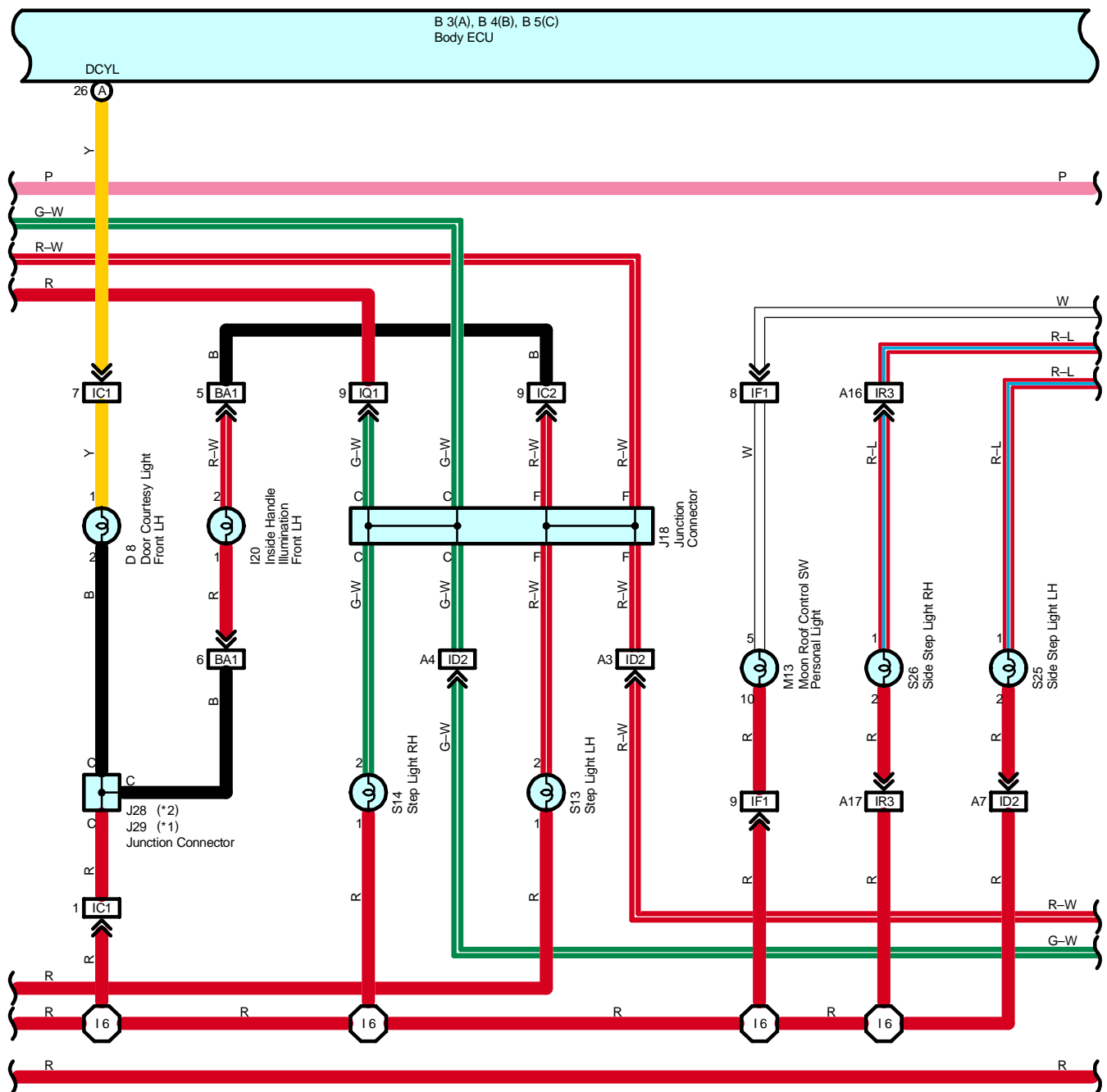
# Multiplex Communication System



\* 1 : From Nov. 2003 Production  
 \* 2 : Production From Aug. 2003 to Nov. 2003



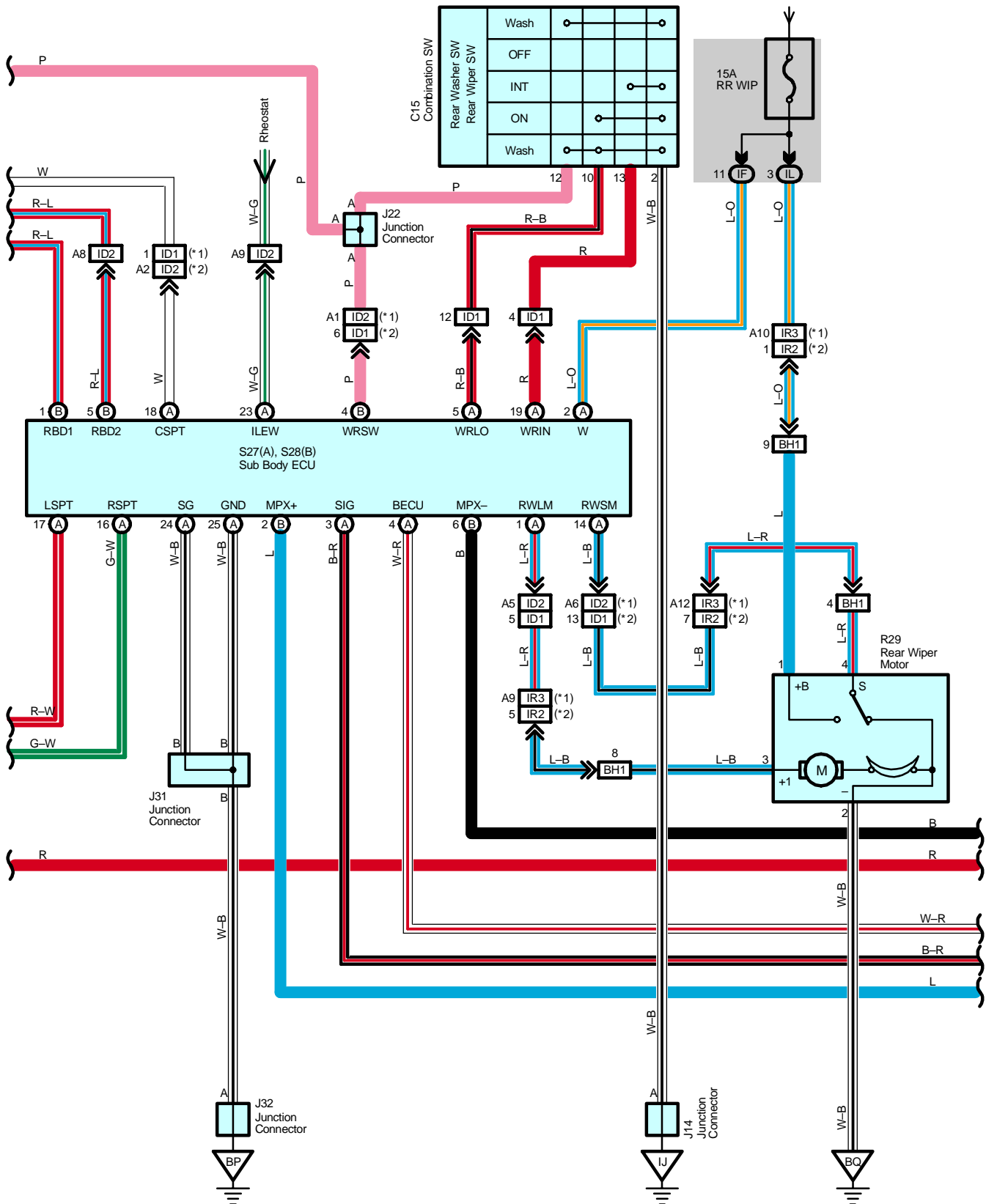
# Multiplex Communication System



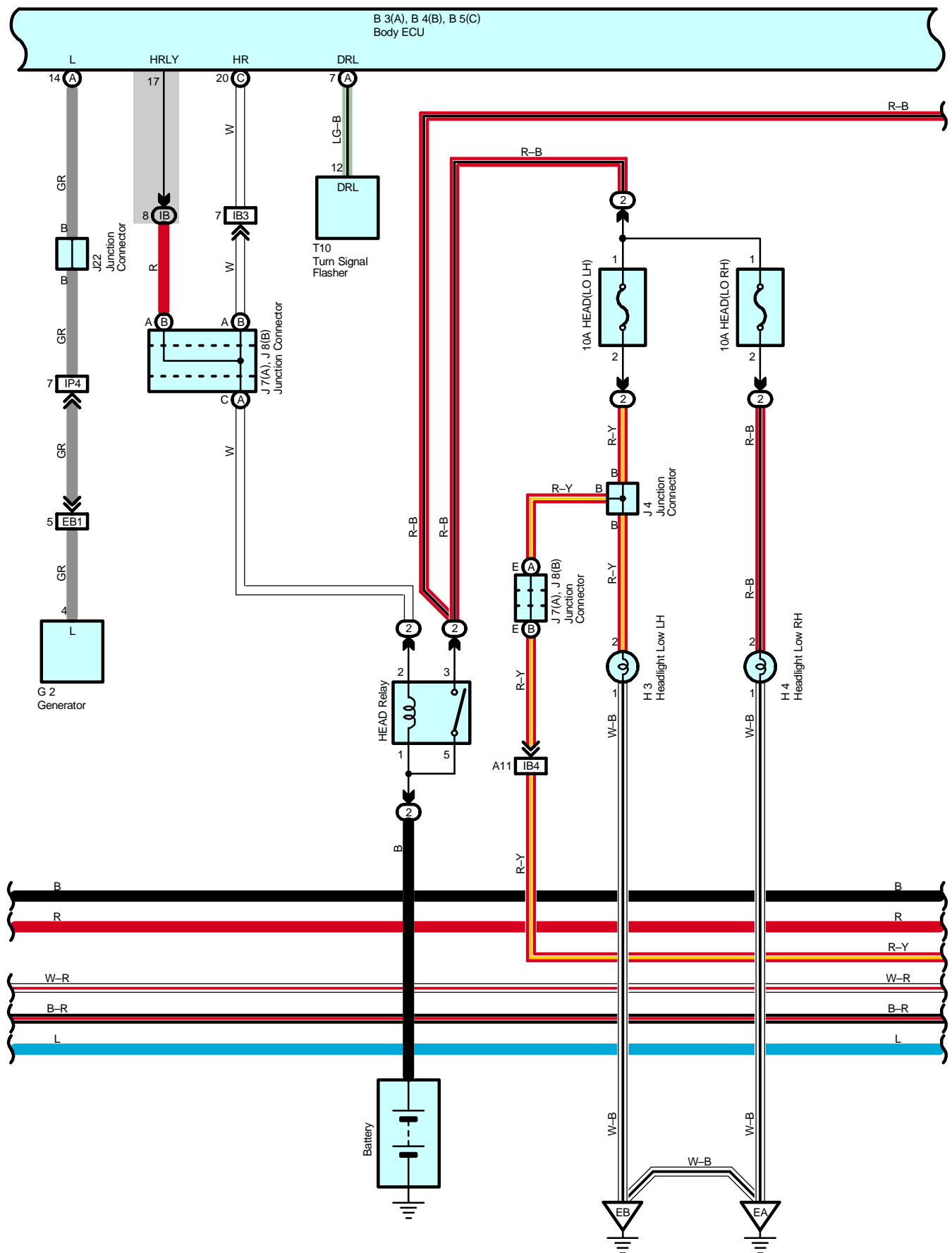
\* 1 : From Nov. 2003 Production  
 \* 2 : Production From Aug. 2003 to Nov. 2003

B 3(A), B 4(B), B 5(C)  
Body ECU

From Power Source System (See Page 64)

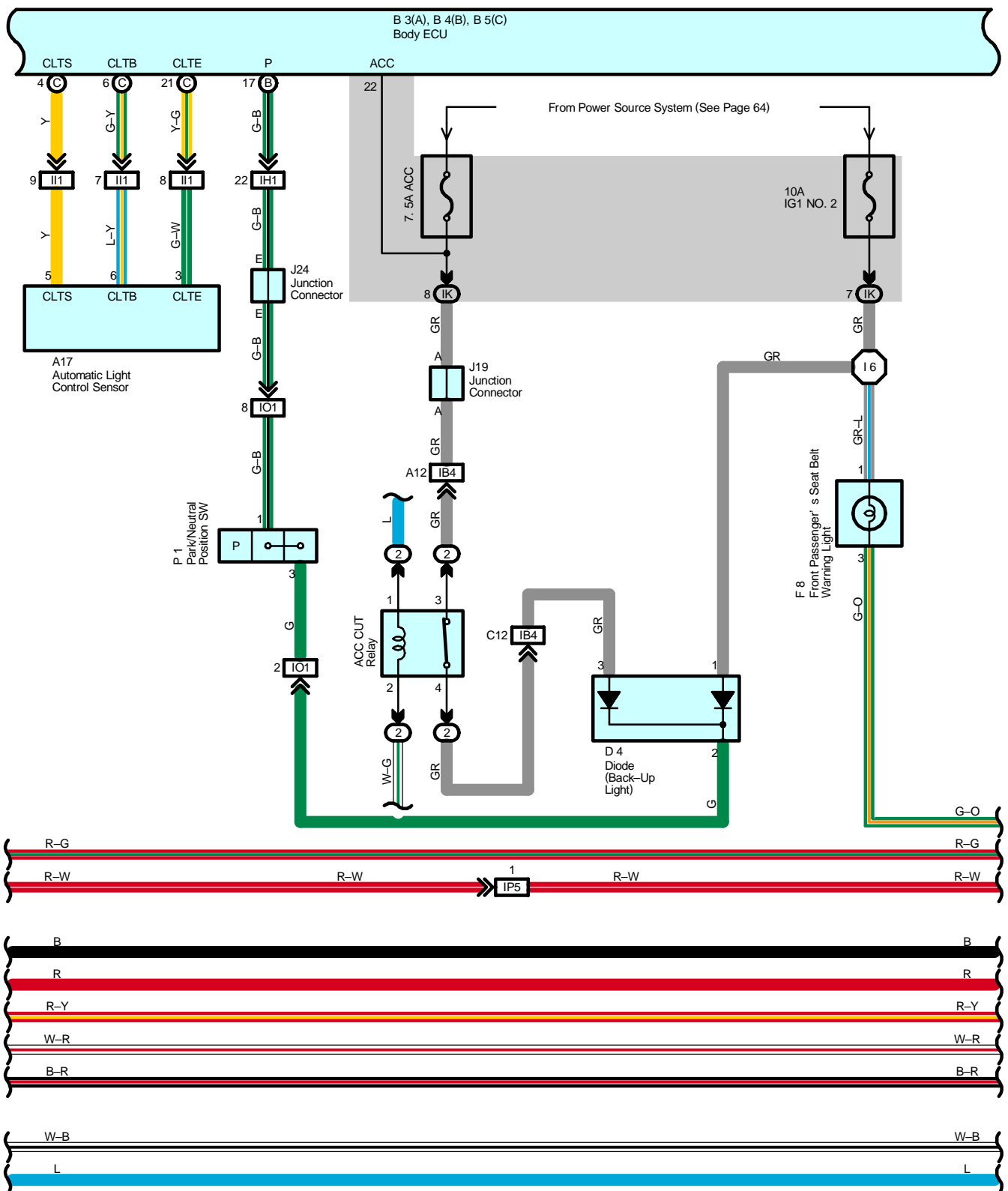


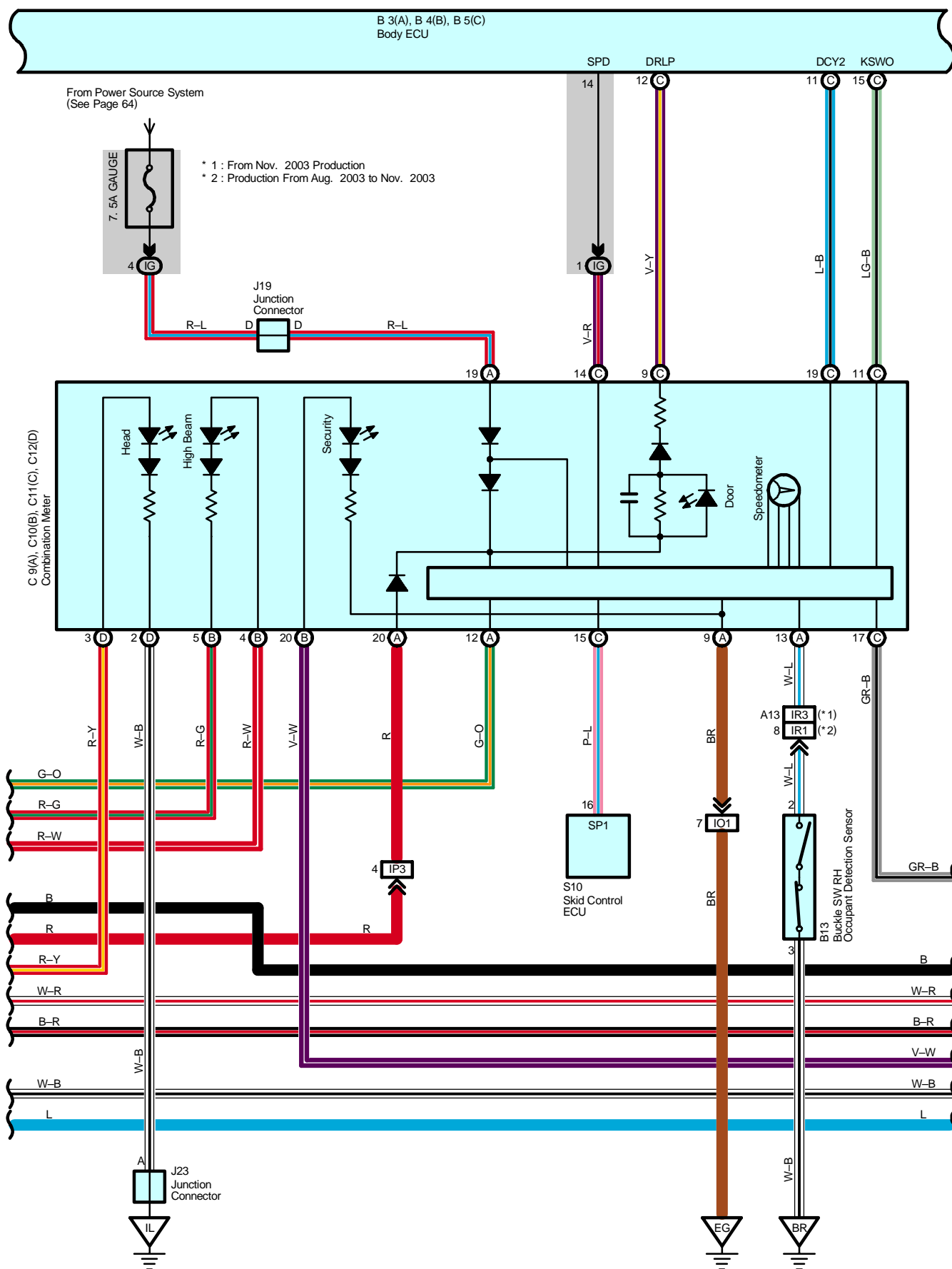
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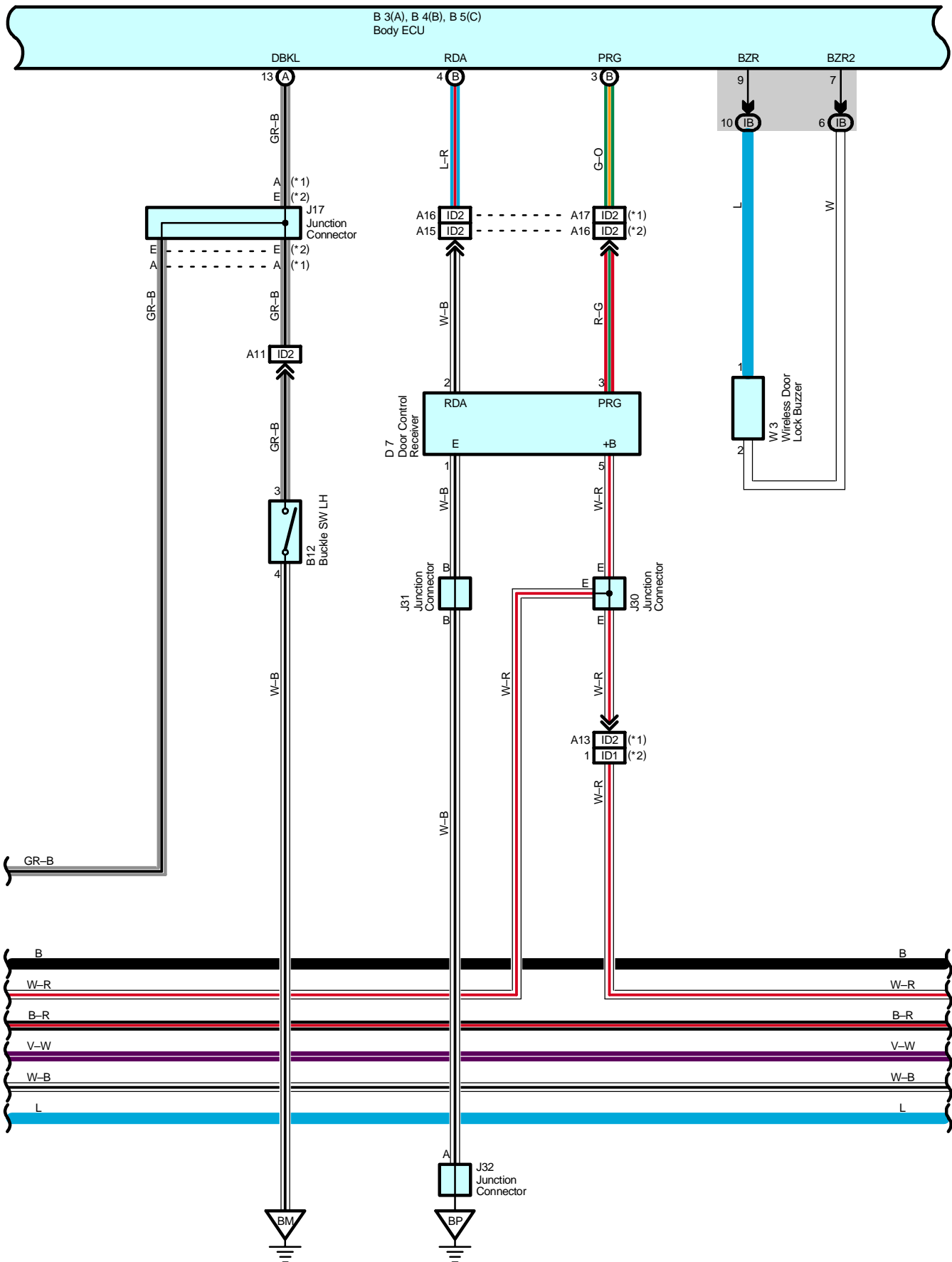


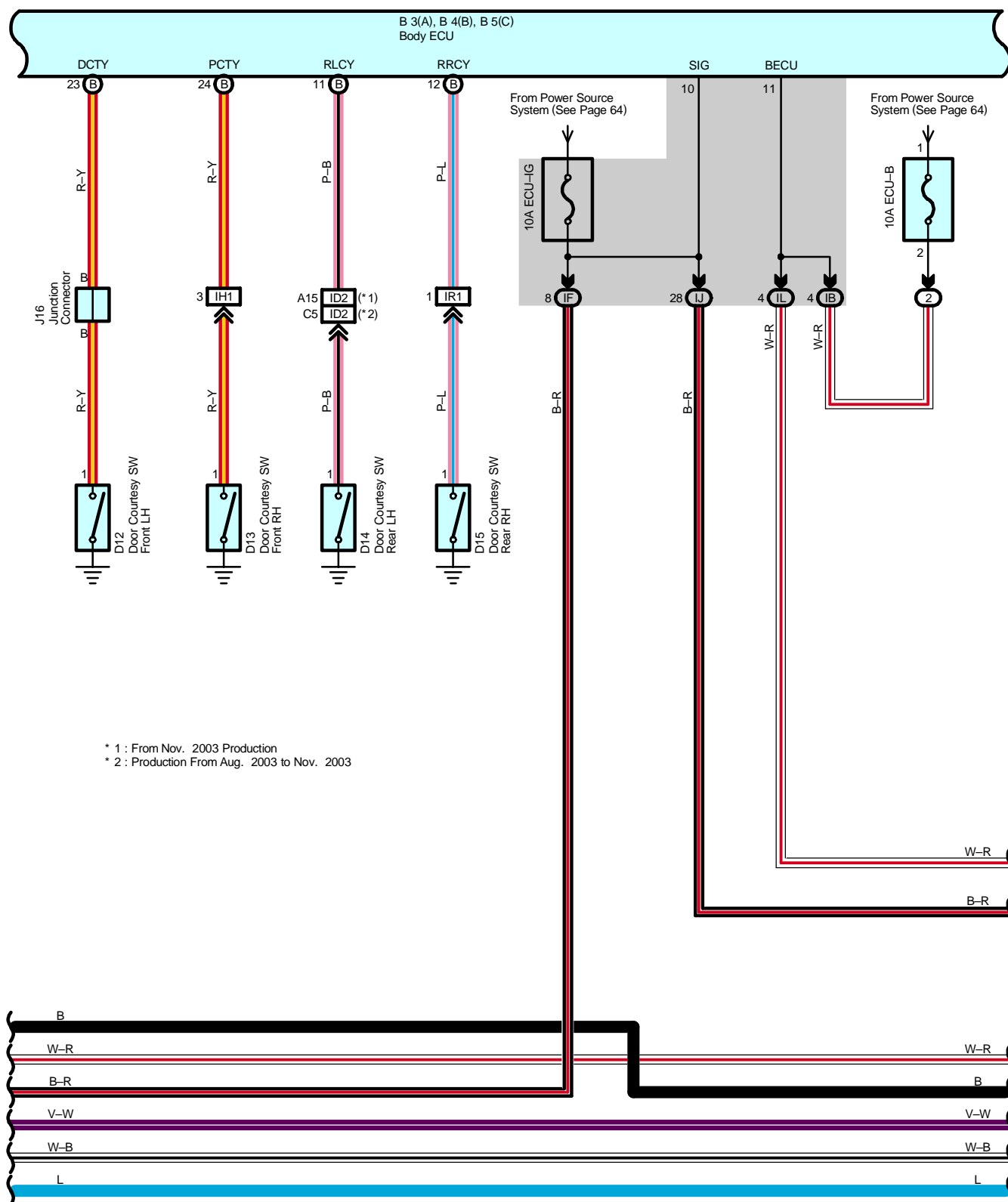
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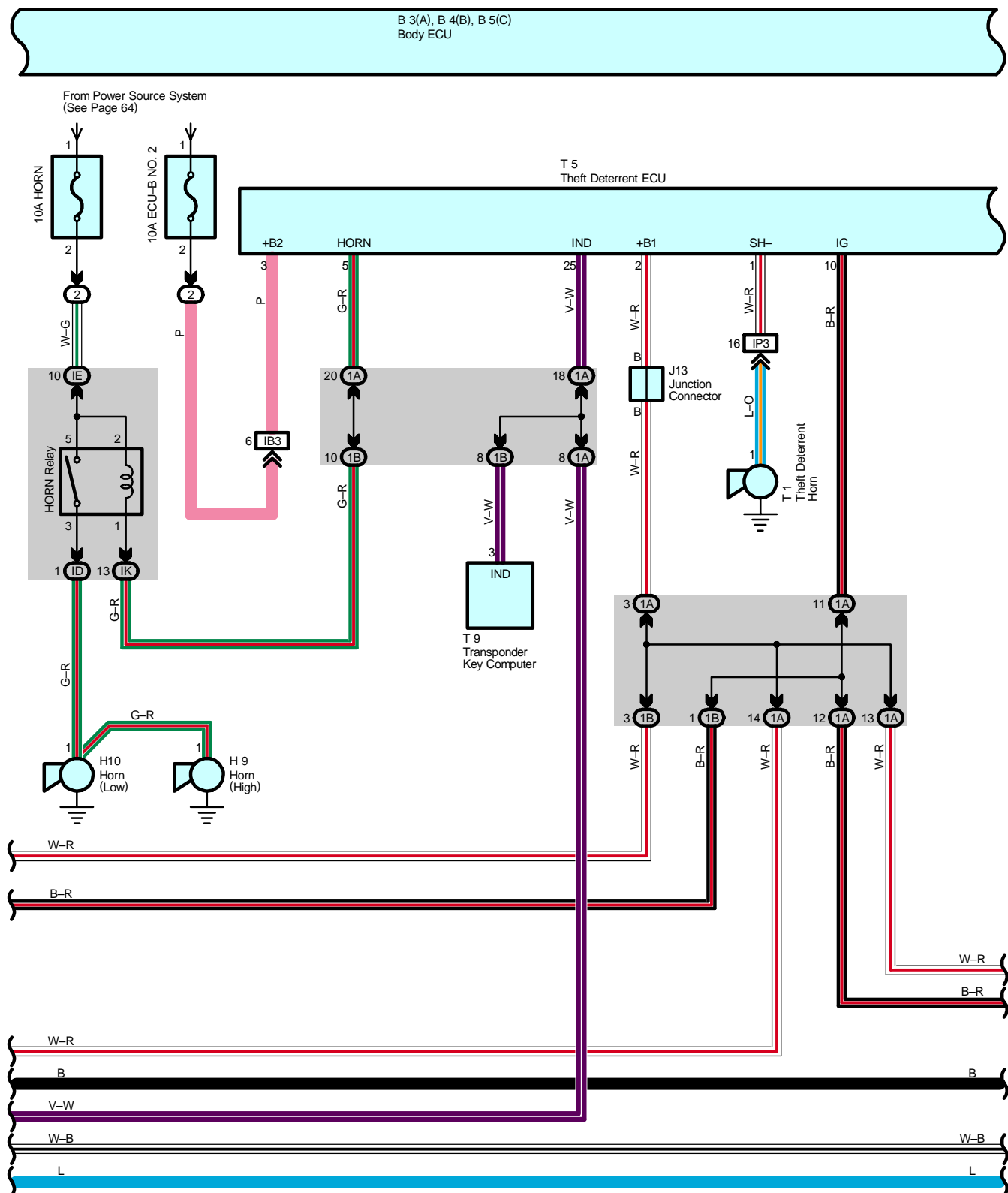


# Multiplex Communication System



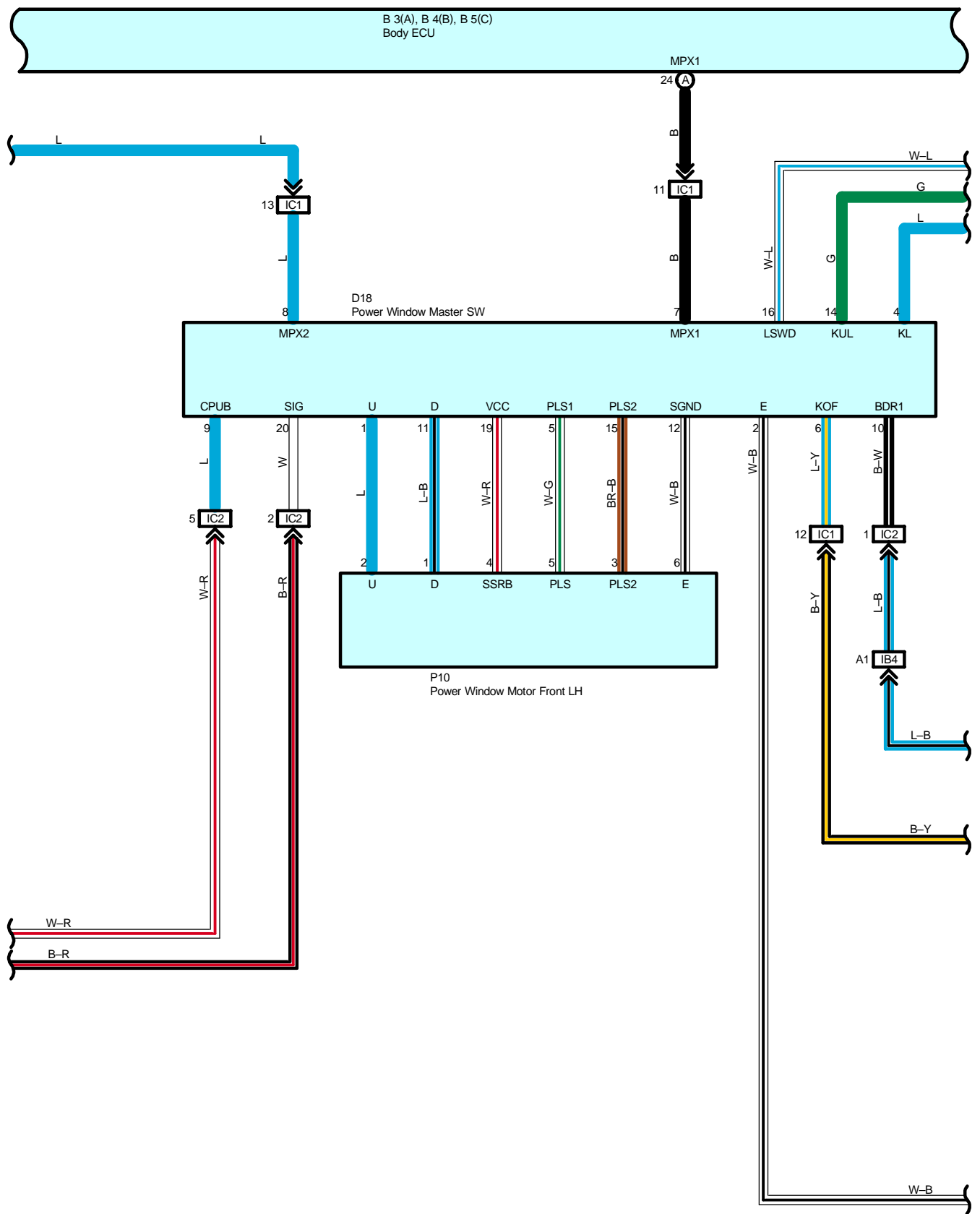


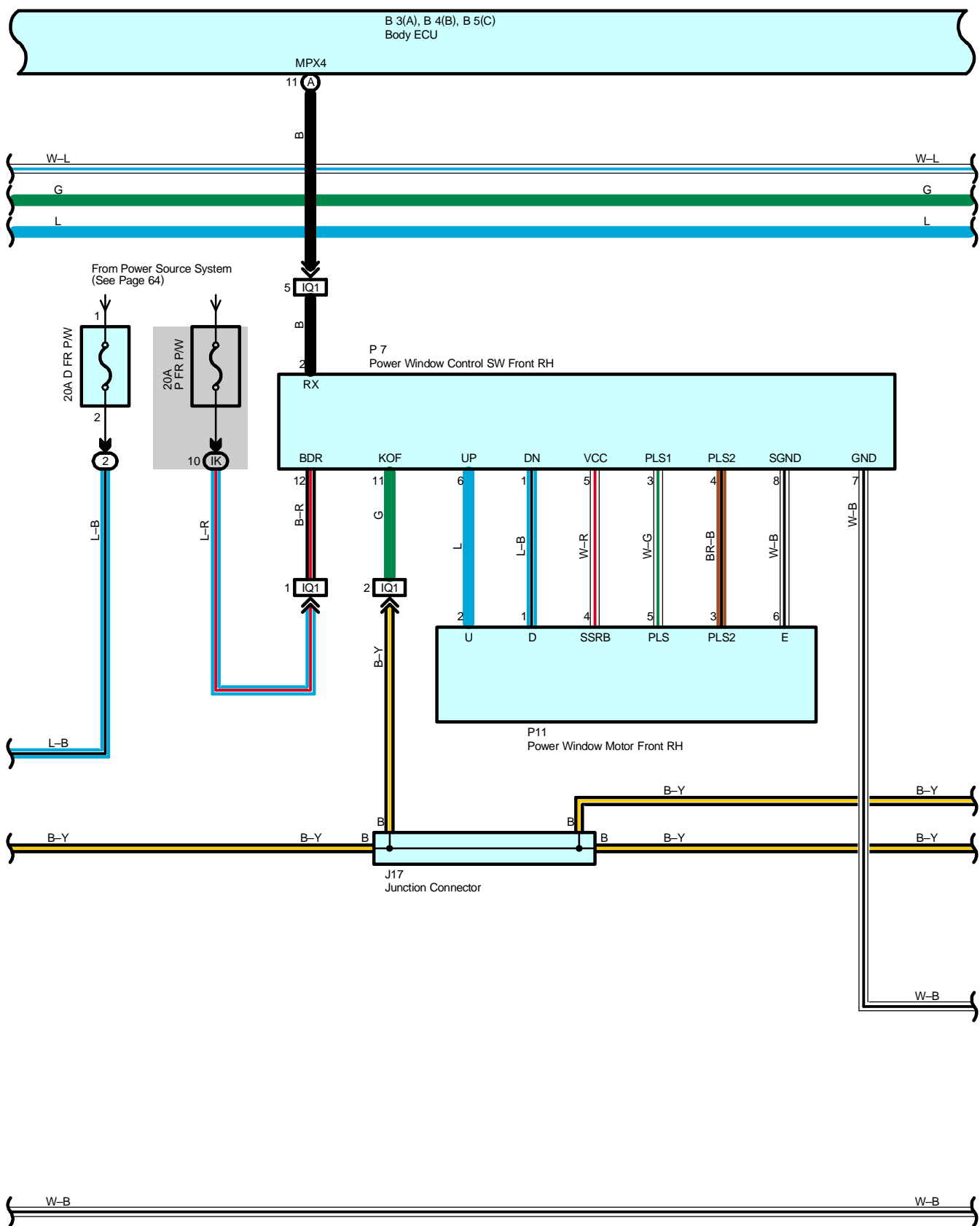
# Multiplex Communication System



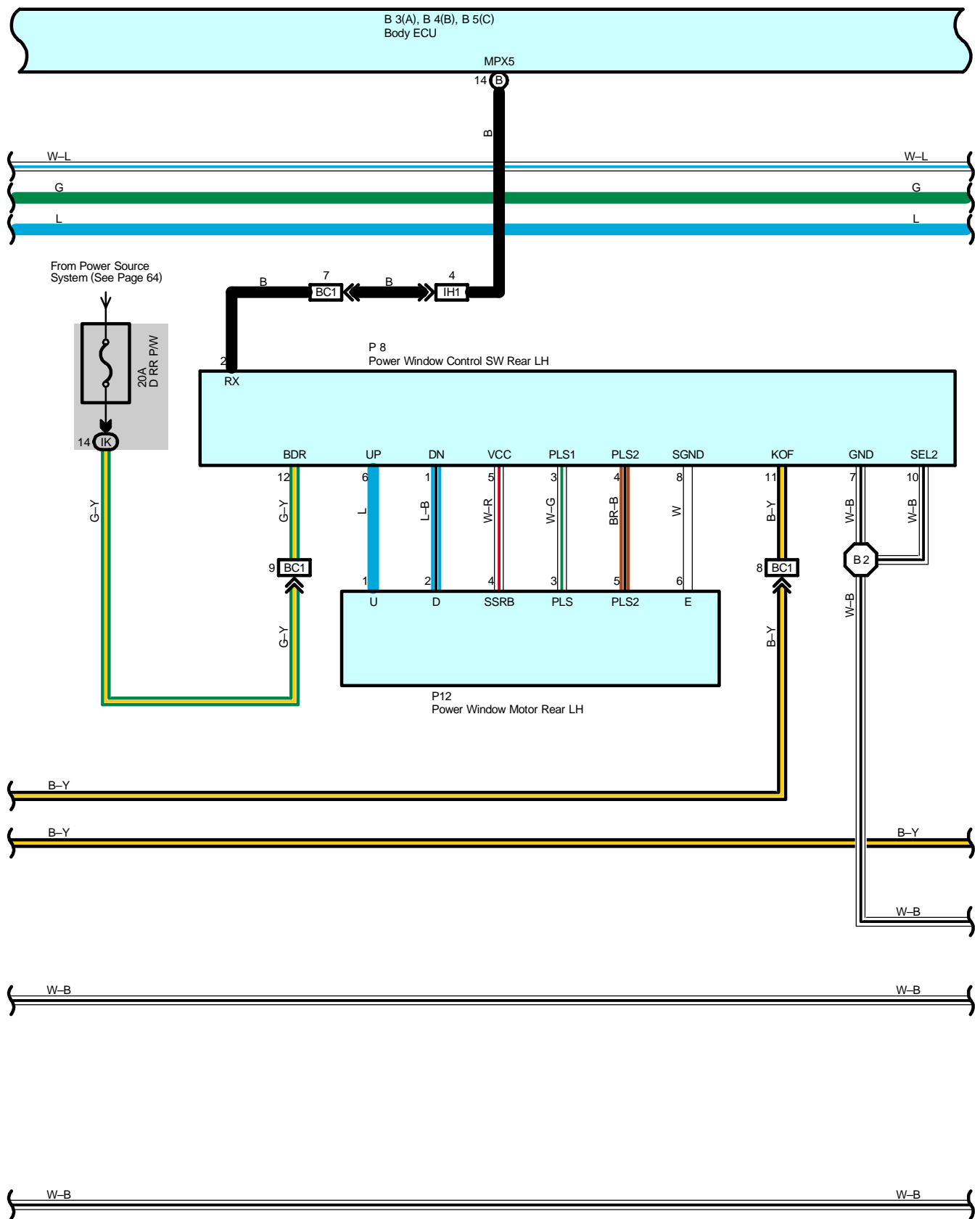


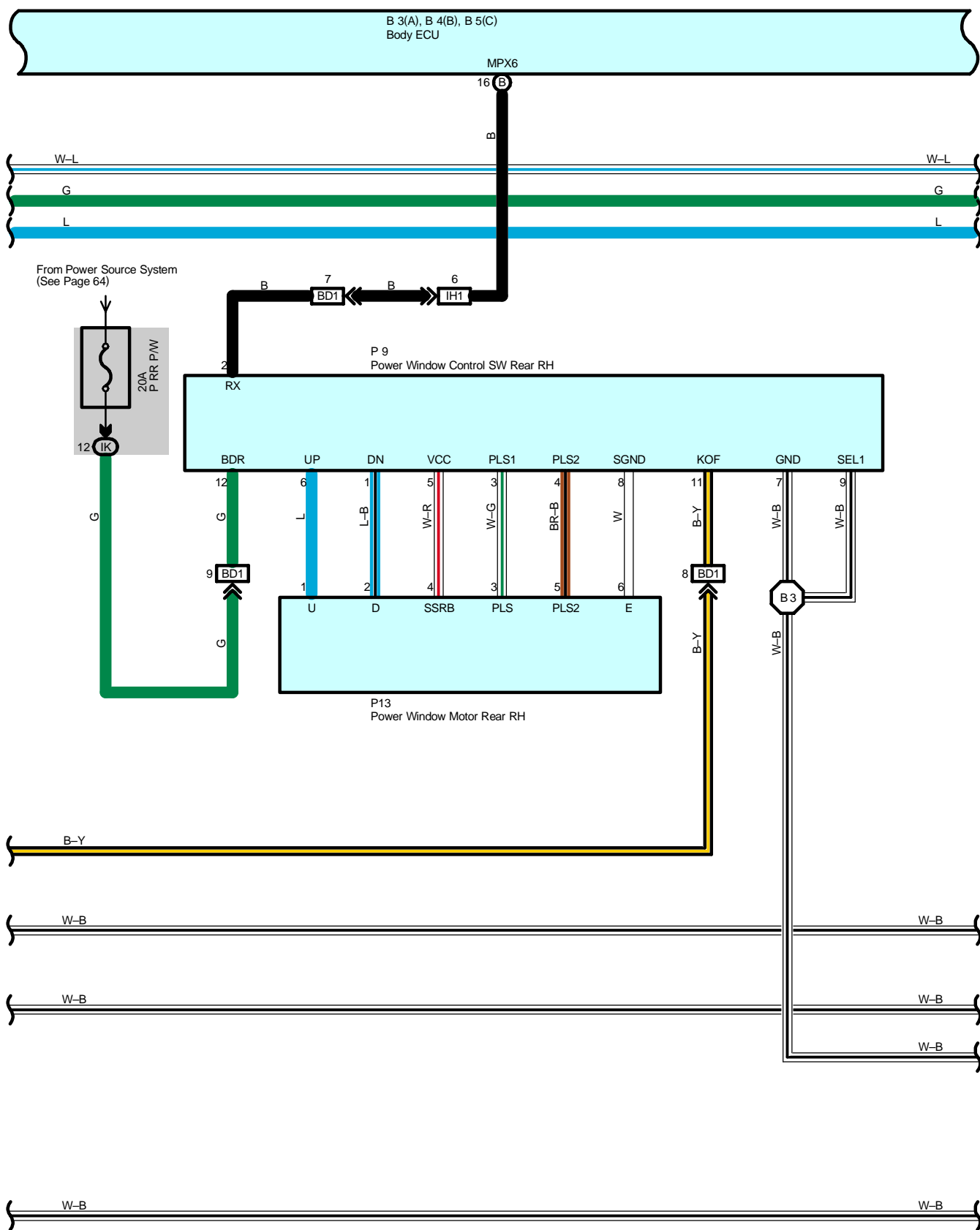
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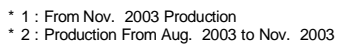




# Multiplex Communication System

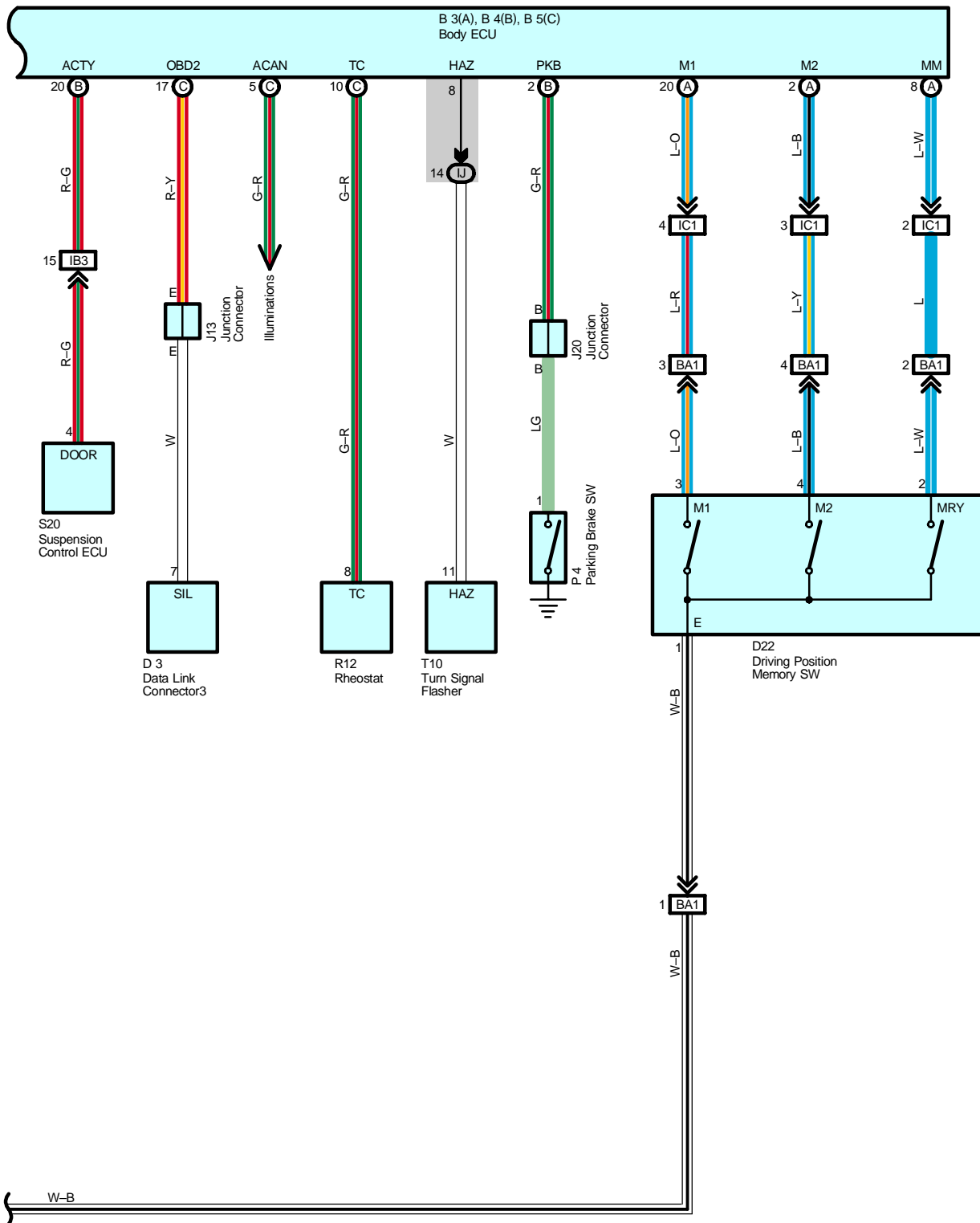








# Multiplex Communication System



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### System Outline

Multiplex communication system is controlled by body ECU, theft deterrent ECU, wiper relay, airbag sensor assembly, mayday ECU, sub body ECU, tilt and telescopic ECU, remote control mirror ECU, power window master SW, power window control SW front RH, rear LH, RH, power seat ECU, etc.

For example, when door is opened, signal from door courtesy SW is transmitted to body ECU and turns on indoor lamp.  
See new car features or repair manual for detail.

### Service Hints

#### Body ECU

22–Ground : Approx. 12 volts with ignition SW at ACC or ON position

11, 12–Ground : Always approx. 12 volts

10–Ground : Approx. 12 volts with ignition SW at ON position

4, 16–Ground : Always continuity

#### T5 Theft Deterrent ECU

2, 3–Ground : Always approx. 12 volts

10–Ground : Approx. 12 volts with ignition SW at ON position

29–Ground : Always continuity

#### S27 (A) Sub Body ECU

(A) 24, (A) 25–Ground : Always continuity

(A) 4–Ground : Always approx. 12 volts

(A) 3–Ground : Approx. 12 volts with ignition SW at ON position

# Multiplex Communication System

## ○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A17	<a href="#">38</a>	G2	<a href="#">36</a>	M8	<a href="#">44</a>
A28	<a href="#">38</a>	H1	<a href="#">36</a>	M12	<a href="#">44</a>
B3	<a href="#">38</a>	H2	<a href="#">36</a>	M13	<a href="#">44</a>
B4	<a href="#">38</a>	H3	<a href="#">36</a>	P1	<a href="#">37</a>
B5	<a href="#">38</a>	H4	<a href="#">36</a>	P4	<a href="#">40</a>
B6	<a href="#">42</a>	H9	<a href="#">36</a>	P7	<a href="#">44</a>
B7	<a href="#">42</a>	H10	<a href="#">36</a>	P8	<a href="#">44</a>
B12	<a href="#">46</a>	I17	<a href="#">39</a>	P9	<a href="#">44</a>
B13	<a href="#">46</a>	I20	<a href="#">43</a>	P10	<a href="#">44</a>
C9	<a href="#">38</a>	I21	<a href="#">43</a>	P11	<a href="#">44</a>
C10	<a href="#">38</a>	I22	<a href="#">43</a>	P12	<a href="#">44</a>
C11	<a href="#">38</a>	I23	<a href="#">43</a>	P13	<a href="#">44</a>
C12	<a href="#">38</a>	I24	<a href="#">43</a>	P20	<a href="#">46</a>
C14	<a href="#">38</a>	J4	<a href="#">37</a>	R10	<a href="#">41</a>
C15	<a href="#">38</a>	J7	<a href="#">40</a>	R12	<a href="#">41</a>
D3	<a href="#">39</a>	J8	<a href="#">40</a>	R25	<a href="#">44</a>
D4	<a href="#">39</a>	J11	<a href="#">40</a>	R29	<a href="#">44</a>
D7	<a href="#">42</a>	J12	<a href="#">40</a>	S10	<a href="#">41</a>
D8	<a href="#">42</a>	J13	<a href="#">40</a>	S13	<a href="#">41</a>
D9	<a href="#">42</a>	J14	<a href="#">40</a>	S14	<a href="#">41</a>
D10	<a href="#">42</a>	J15	<a href="#">40</a>	S20	<a href="#">41</a>
D11	<a href="#">42</a>	J16	<a href="#">40</a>	S25	<a href="#">45</a>
D12	<a href="#">42</a>	J17	<a href="#">40</a>	S26	<a href="#">45</a>
D13	<a href="#">42</a>	J18	<a href="#">40</a>	S27	<a href="#">45</a>
D14	<a href="#">42</a>	J19	<a href="#">40</a>	S28	<a href="#">45</a>
D15	<a href="#">42</a>	J20	<a href="#">40</a>	T1	<a href="#">37</a>
D16	<a href="#">42</a>	J22	<a href="#">40</a>	T5	<a href="#">41</a>
D17	<a href="#">42</a>	J23	<a href="#">40</a>	T6	<a href="#">41</a>
D18	<a href="#">42</a>	J24	<a href="#">40</a>	T9	<a href="#">41</a>
D19	<a href="#">42</a>	J28	<a href="#">43</a>	T10	<a href="#">41</a>
D20	<a href="#">42</a>	J29	<a href="#">43</a>	T18	<a href="#">45</a>
D21	<a href="#">42</a>	J30	<a href="#">43</a>	V4	<a href="#">45</a>
D22	<a href="#">42</a>	J31	<a href="#">43</a>	V5	<a href="#">45</a>
D23	<a href="#">39</a>	J32	<a href="#">43</a>	W2	<a href="#">37</a>
E3	<a href="#">36</a>	J36	<a href="#">46</a>	W3	<a href="#">37</a>
E9	<a href="#">39</a>	J37	<a href="#">46</a>	W4	<a href="#">41</a>
F8	<a href="#">39</a>	K3	<a href="#">40</a>		

## ○ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
2	<a href="#">22</a>	Engine Room R/B (Engine Compartment Left)



**: Junction Block and Wire Harness Connector**

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	26	Roof Wire and Driver Side J/B (Lower Finish Panel)
IB	26	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
IC		
ID		
IE		
IF	26	Floor No.2 Wire and Driver Side J/B (Lower Finish Panel)
IG	27	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
IH		
IJ		
IK		
IL	30	Instrument Panel Wire and J/B No.1 (Instrument Panel Reinforcement Left)
1A		
1B		
1C		
1D	32	Instrument Panel Wire and J/B No.2 (Instrument Panel Reinforcement Center)
1E		
2A		
2B		
2E	34	Instrument Panel Wire and J/B No.3 (Instrument Panel Reinforcement Right)
3A		
3B		
3C		
3D		
3E		



**: Connector Joining Wire Harness and Wire Harness**

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EB1	48	Engine No.2 Wire and Engine Room Main Wire (Near the Engine Room R/B)
IB3	50	Instrument Panel Wire and Engine Room Main Wire (Left Kick Panel)
IB4		
IC1	50	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IC2		
ID1	50	Instrument Panel Wire and Floor No.2 Wire (Left Kick Panel)
ID2		
IF1	52	Roof Wire and Instrument Panel Wire (Upper the Driver Side J/B)
IH1	52	Instrument Panel Wire and Instrument Panel Wire (Near the J/B No.1)
II1	52	Instrument Panel No.3 Wire and Instrument Panel Wire (Near the Combination Meter)
IN1	54	Floor No.3 Wire and Instrument Panel Wire (Under the Instrument Panel Brace RH)
IO1	54	Engine Wire and Instrument Panel Wire (Right Side of the Blower Unit)
IP3	54	Instrument Panel Wire and Engine Room Main Wire (Right Kick Panel)
IP4		
IP5		
IQ1	56	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IQ2		
IR1	56	Instrument Panel Wire and Floor Wire (Right Kick Panel)
IR2		
IR3		
BA1	58	Front Door LH Wire and Front Door LH Sub Wire (Inside of Front Door LH)
BB1	58	Front Door RH Wire and Front Door RH Sub Wire (Inside of Front Door RH)
BC1	58	Rear Door LH Wire and Instrument Panel Wire (Center Pillar LH)
BD1	58	Rear Door RH Wire and Instrument Panel Wire (Center Pillar RH)
BH1	60	Back Door No.1 Wire and Floor Wire (Right Quarter Panel Inner)

# Multiplex Communication System



## : Ground Points

Code	See Page	Ground Points Location
EA	<a href="#">48</a>	Front Right Fender
EB	<a href="#">48</a>	Front Left Fender
EG	<a href="#">48</a>	Rear Bank of Left Cylinder Head
IH	<a href="#">50</a>	Left Kick Panel
IJ	<a href="#">50</a>	Near the Right Side of Steering Column
IL	<a href="#">50</a>	Right Kick Panel
BM	<a href="#">58</a>	Under the Driver's Seat
BP	<a href="#">58</a>	Left Quarter Panel Inner
BQ	<a href="#">58</a>	Back Door Panel Center
BR	<a href="#">58</a>	Right Quarter Panel Inner



## : Splice Points

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I3	<a href="#">52</a>	Instrument Panel Wire	B2	<a href="#">60</a>	Rear Door LH Wire
I6			B3	<a href="#">60</a>	Rear Door RH Wire
B1	<a href="#">60</a>	Roof Wire			

