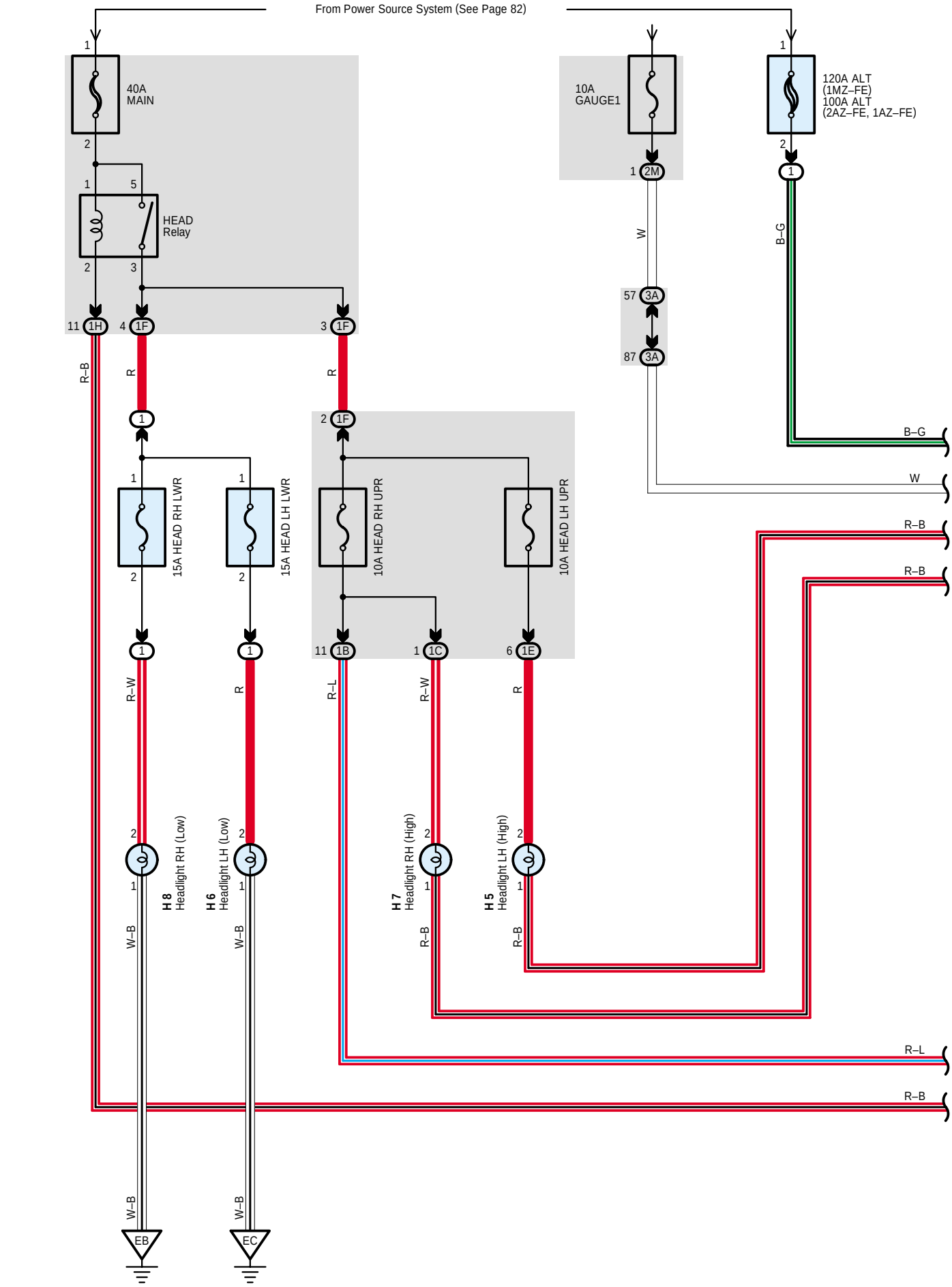
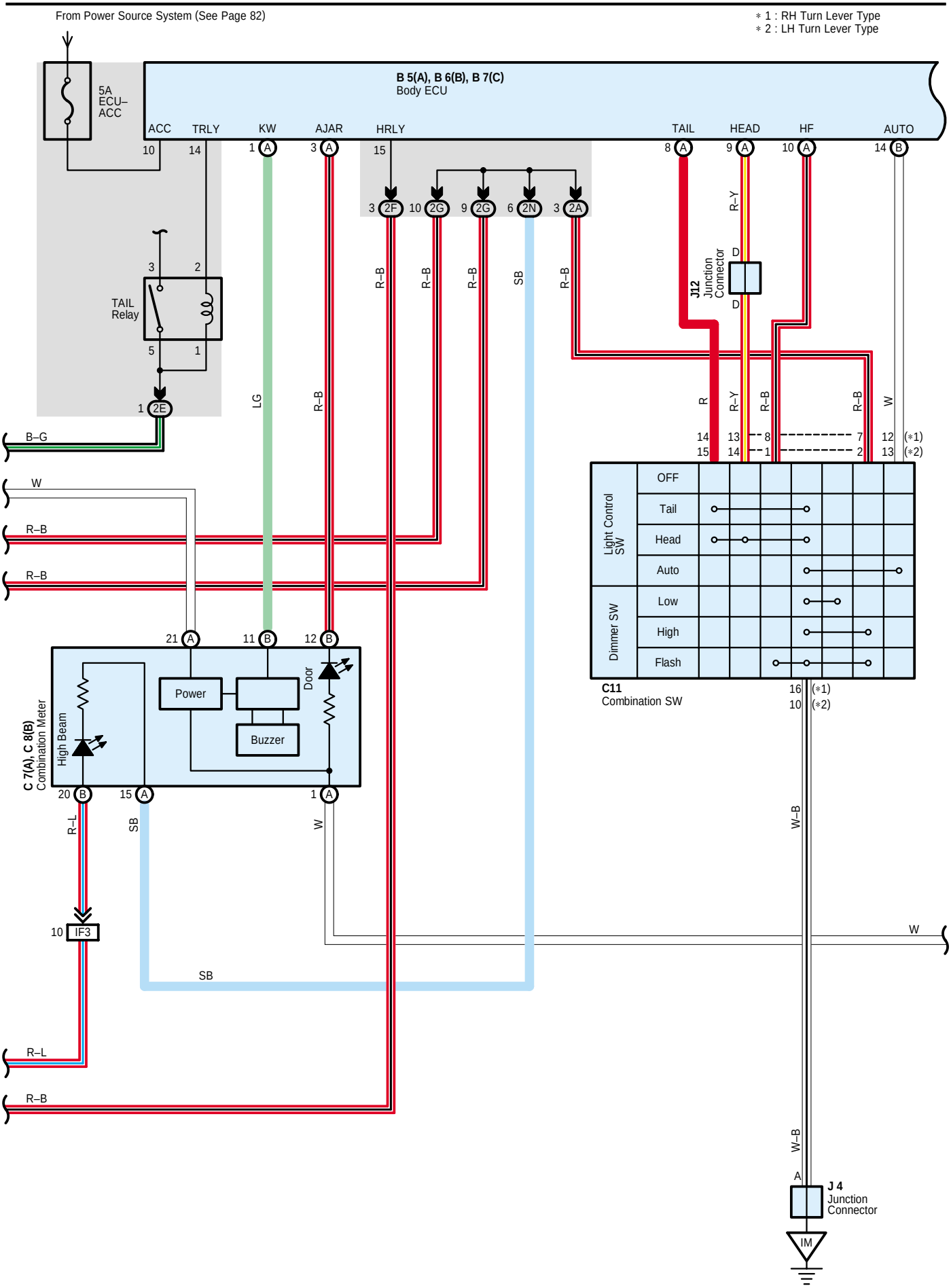
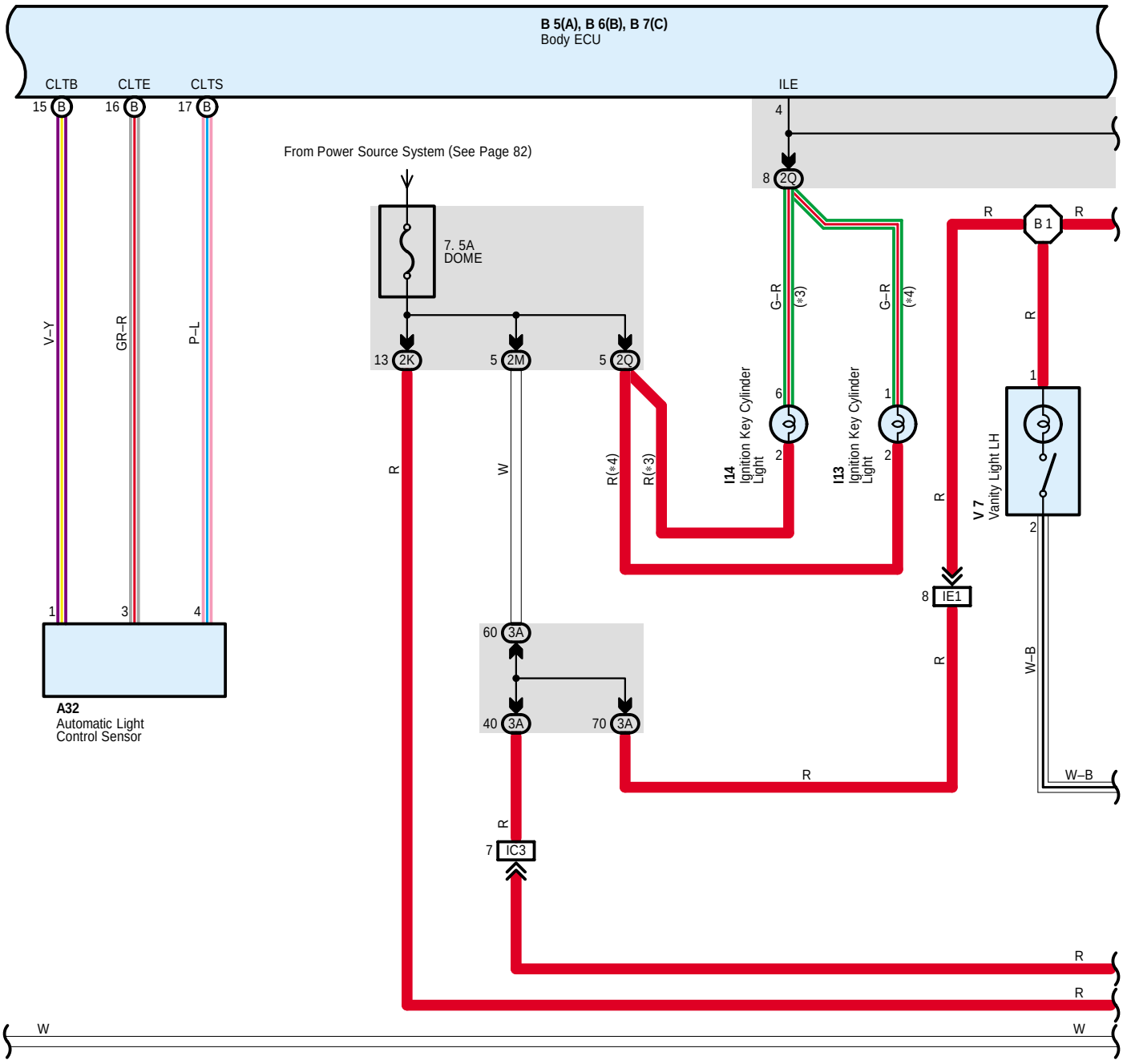
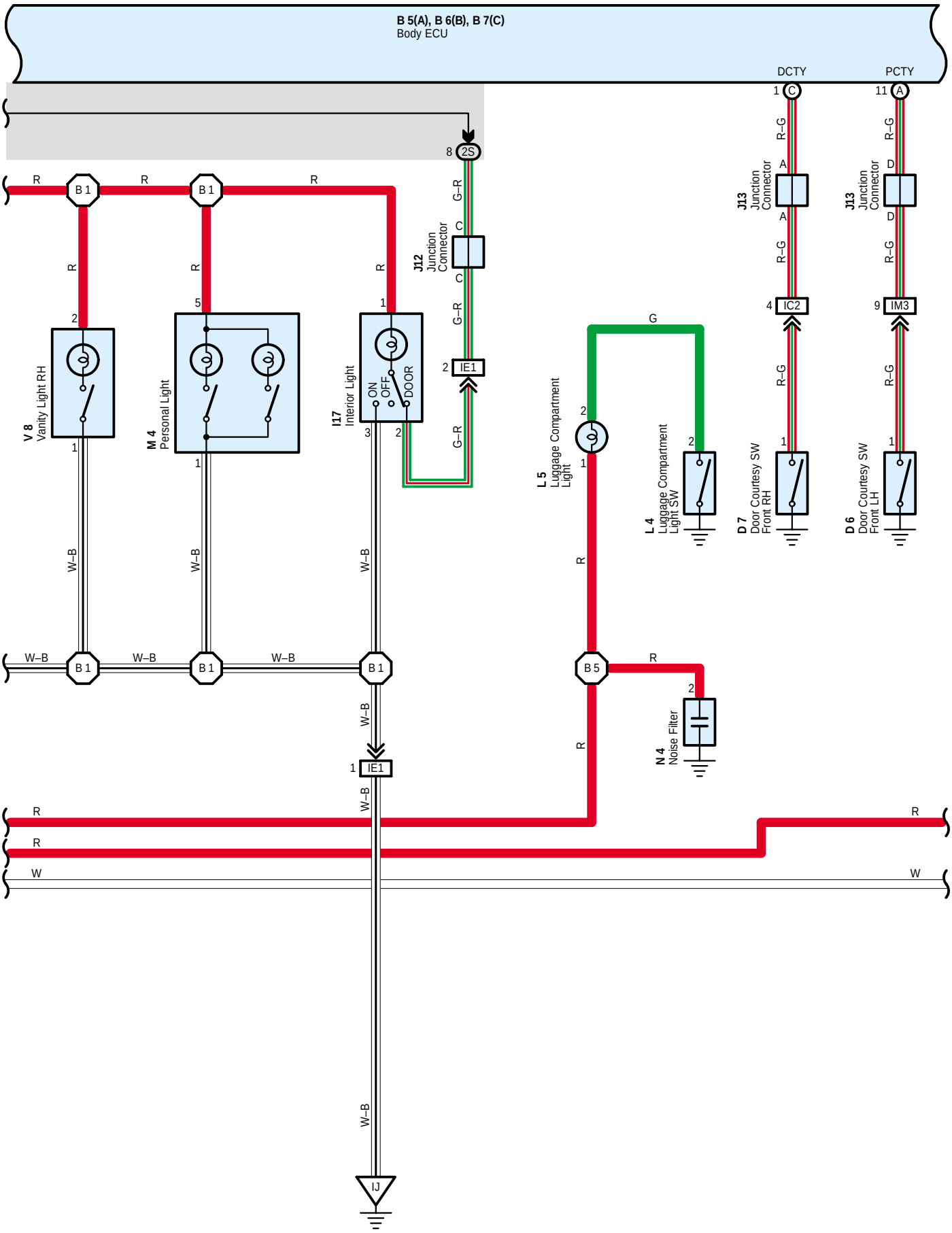
Multiplex Communication System (RHD)

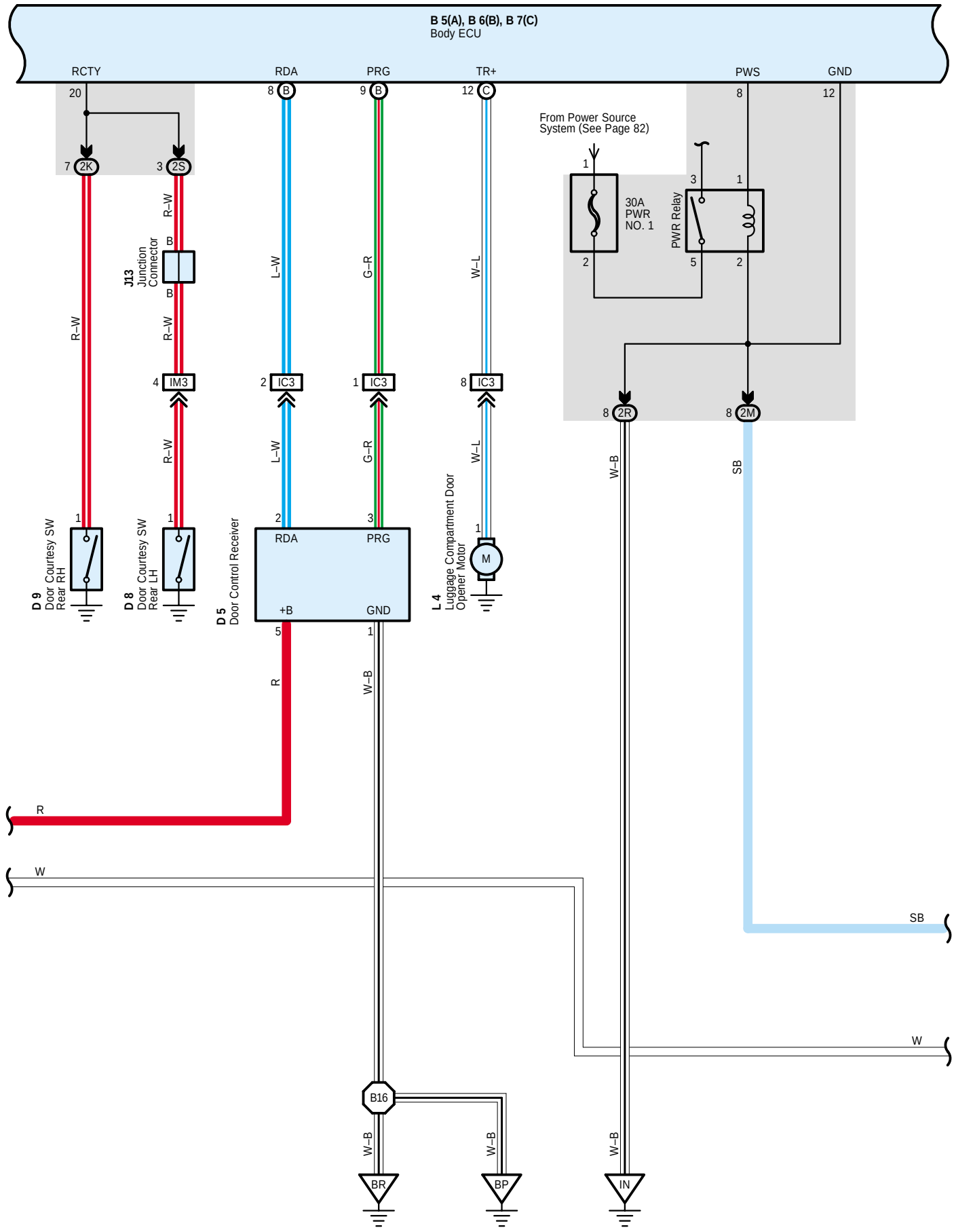



From Power Source System (See Page 82)
* 1 : RH Turn Lever Type
* 2 : LH Turn Lever Type
5A
ECU–
ACC
B 5(A), B 6(B), B 7(C)
Body ECU
ACC
TRLY
KW
AJAR
HRLY
TAIL
HEAD
HF
AUTO
TAIL
Relay
J12
Junction
Connector
Light Control
SW
Dimmer SW
OFF
Tail
Head
Auto
Low
High
Flash
C11
Combination SW
C 7(A), C 8(B)
Combination Meter
High Beam
Power
Buzzer
Door
IF3
J 4
Junction
Connector
IM
B–G
W
R–B
R–L
LG
SB
R
R–Y
W–B

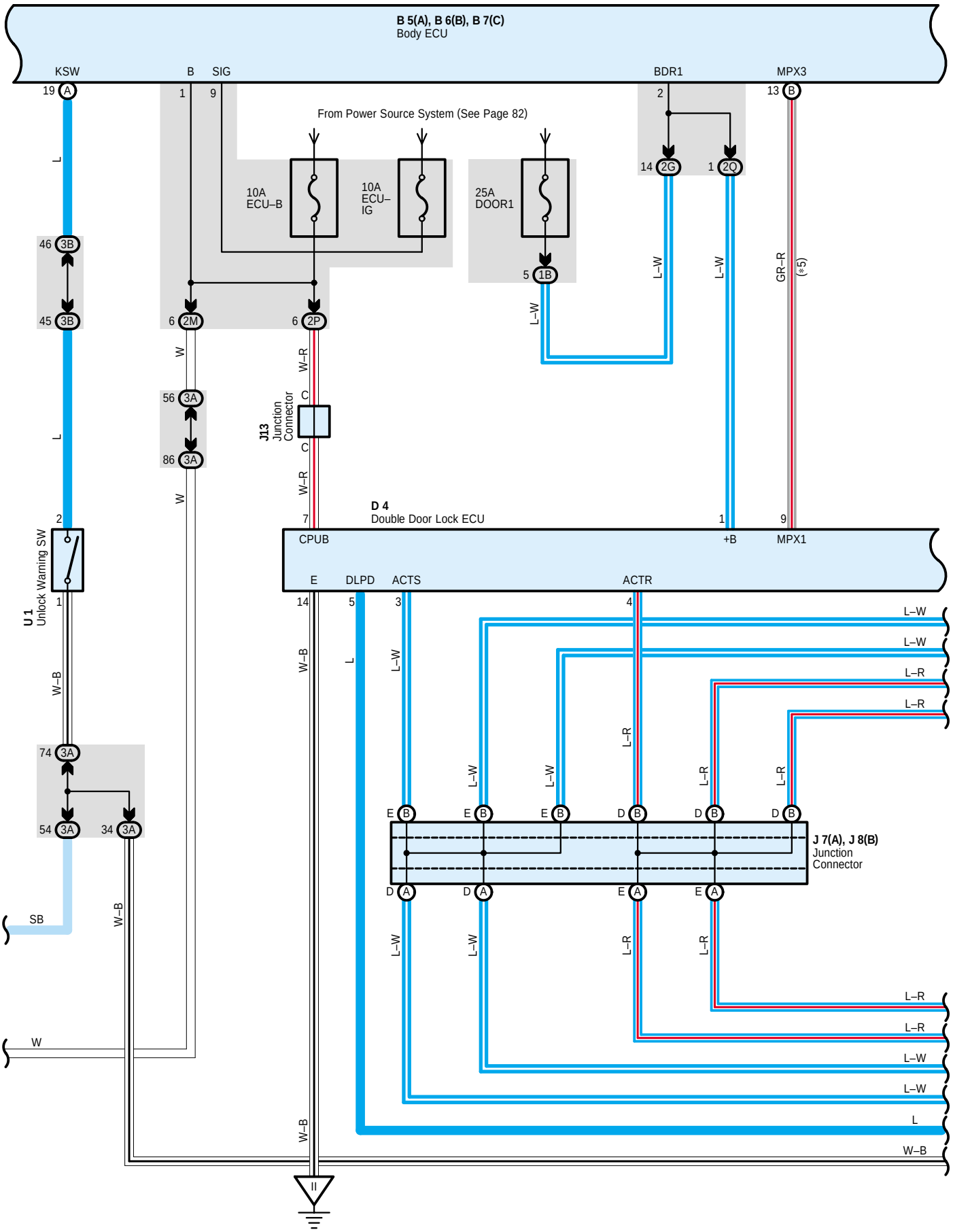

B 5(A), B 6(B), B 7(C)
Body ECU
CLTB
CLTE
CLTS
ILE
15 B
16 B
17 B
4
8 2Q
From Power Source System (See Page 82)
7. 5A
DOME
13 2K
5 2M
5 2Q
V–Y
GR–R
P–L
G–R
(*3)
G–R
(*4)
R
B 1
R
R
R(*4)
R(*3)
W
I14
Ignition Key Cylinder Light
I13
Ignition Key Cylinder Light
V 7
Vanity Light LH
1
6
2
1
2
1
2
8 IE1
R
R
W–B
1
3
4
A32
Automatic Light Control Sensor
60 3A
40 3A
70 3A
R
R
7 IC3
R
R
W
W

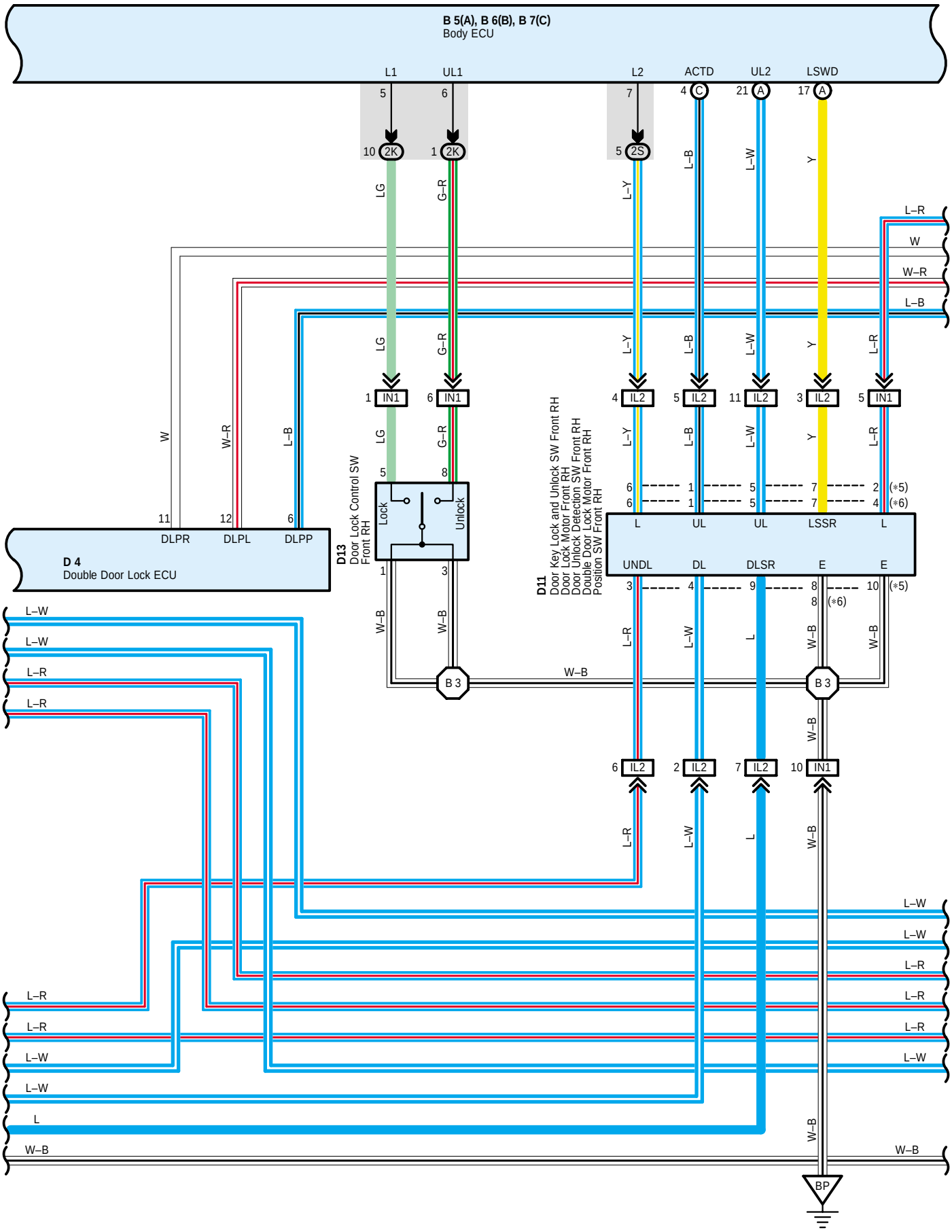
＊3 : w/ Engine Immobiliser System
＊4 : w/o Engine Immobiliser System



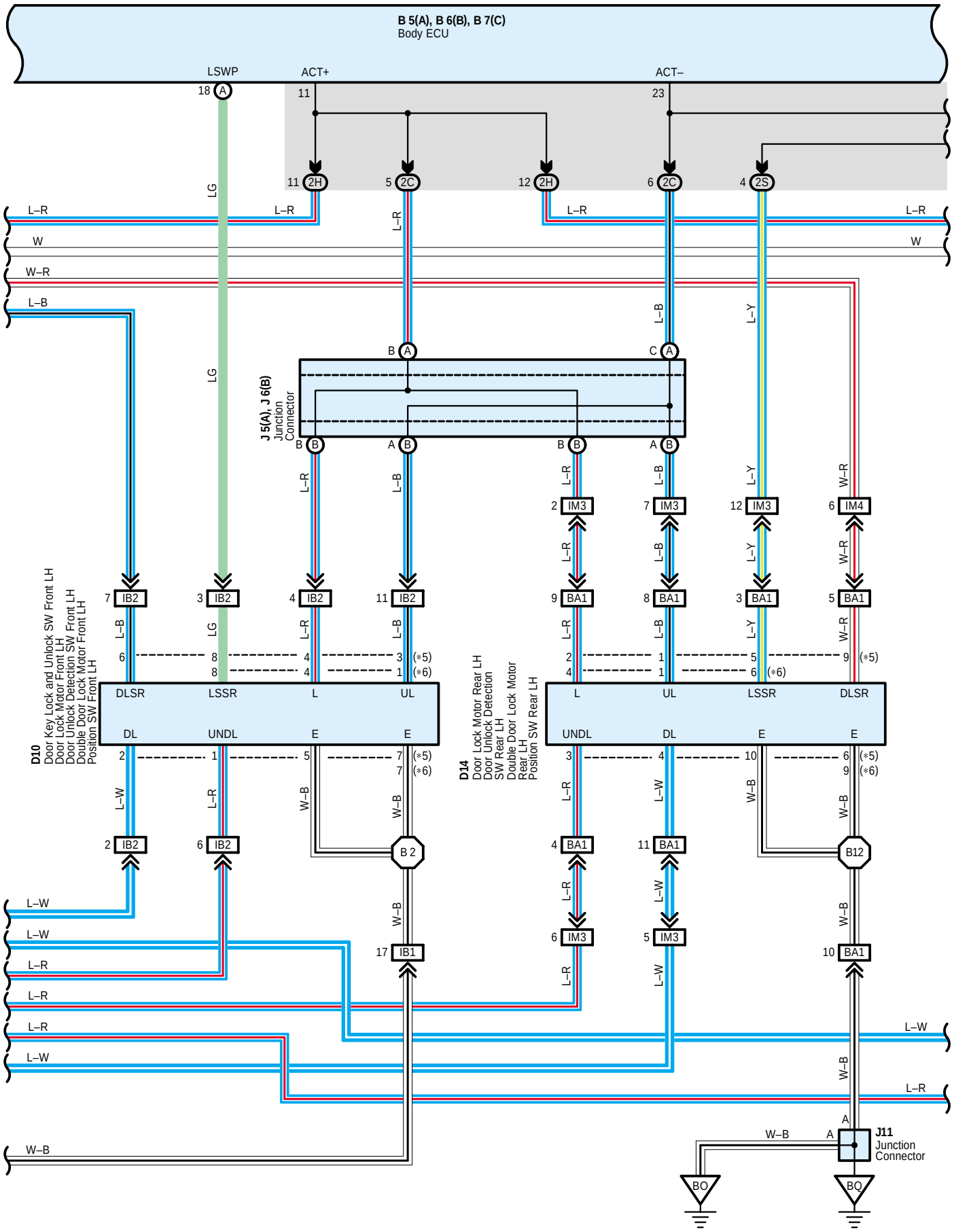

B 5(A), B 6(B), B 7(C)
Body ECU
RCTY
RDA
PRG
TR+
PWS
GND
20
8 B
9 B
12 C
8
12
From Power Source System (See Page 82)
1
30A PWR NO. 1
2
3
1
PWR Relay
5
2
7 2K
3 2S
R–W
J13 Junction Connector
B
B
R–W
4 IM3
R–W
L–W
G–R
W–L
2 IC3
1 IC3
8 IC3
8 2R
8 2M
W–B
SB
D 9 Door Courtesy SW Rear RH
D 8 Door Courtesy SW Rear LH
D 5 Door Control Receiver
RDA
PRG
+B
GND
L 4 Luggage Compartment Door Opener Motor
M
R
W
SB
W
B16
W–B
W–B
W–B
BR
BP
IN

∗ 5 : w/ Double Locking




B 5(A), B 6(B), B 7(C)
Body ECU
L1
UL1
L2
ACTD
UL2
LSWD
5
6
7
4 C
21 A
17 A
10 2K
1 2K
5 2S
LG
G–R
L–Y
L–B
L–W
Y
L–R
W
W–R
L–B
1 IN1
6 IN1
4 IL2
5 IL2
11 IL2
3 IL2
5 IN1
D13
Door Lock Control SW
Front RH
Lock
Unlock
D11
Door Key Lock and Unlock SW Front RH
Door Lock Motor Front RH
Door Unlock Detection SW Front RH
Double Door Lock Motor Front RH
Position SW Front RH
L
UL
UL
LSSR
L
UNDL
DL
DLSR
E
E
(*5)
(*6)
W–B
B 3
D 4
Double Door Lock ECU
11 DLPR
12 DLPL
6 DLPP
6 IL2
2 IL2
7 IL2
10 IN1
L
BP

∗ 5 : w/ Double Locking
∗ 6 : w/o Double Locking



Multiplex Communication System (RHD)

