

The diagram illustrates the electrical wiring for a Blind Spot Monitor (BSM) system, divided into four main sections labeled 1, 2, 3, and 4.

Section 1: Multiplex Communication System (CAN)
 This section shows the CAN bus connections for the Blind Spot Monitor Sensor LH (R42) and the Blind Spot Monitor Sensor RH (R43). The sensors are connected to the CAN bus via their CA1P and CA1N (LH) or CA2P and CA2N (RH) pins. The sensors also provide power to various components: BLGD, OMIL, BSTL, and BLB for the LH sensor; and BRB, BUZ, SPR, BSTR, BRGD, and OMIR for the RH sensor.

Section 2: Junction Connectors and Grounding
 This section details the grounding and power distribution for the system. It includes the R27 Junction Connector, which connects the sensors to the ground (GR) and power (W) lines. The R31 Junction Connector is used for the sensor's power supply. The R2 Junction Connector is used for the sensor's ground connection. The R44 Rear Cross Traffic Alert Buzzer (Blind Spot Monitor Buzzer) is connected to the sensor's BUZ output.

Section 3: Warning Indicators and Dimmers
 This section shows the connections for the warning indicators and dimmers. The BSL+ (Left Hand) and BSR+ (Right Hand) Warning Indicators are connected to the sensor's BLB output. The Headlight Dimmer Switch Assembly (LHD and RHD) is connected to the sensor's OMIL output. The Back-Up Light Switch Assembly is connected to the sensor's SPR output.

Section 4: Grounding and Power Supply
 This section shows the final grounding and power supply connections. The R2 and R31 Junction Connectors are connected to the ground (GR) and power (W) lines. The R44 Rear Cross Traffic Alert Buzzer is connected to the sensor's BUZ output. The R44 Rear Cross Traffic Alert Buzzer (Blind Spot Monitor Buzzer) is connected to the sensor's BUZ output.

Blind Spot Monitor System (Before Aug. 2017 Production)

