

<b>DTC</b>	<b>B1214</b>	<b>DOOR SYSTEM COMMUNICATION BUS MALFUNCTION (+B SHORT)</b>
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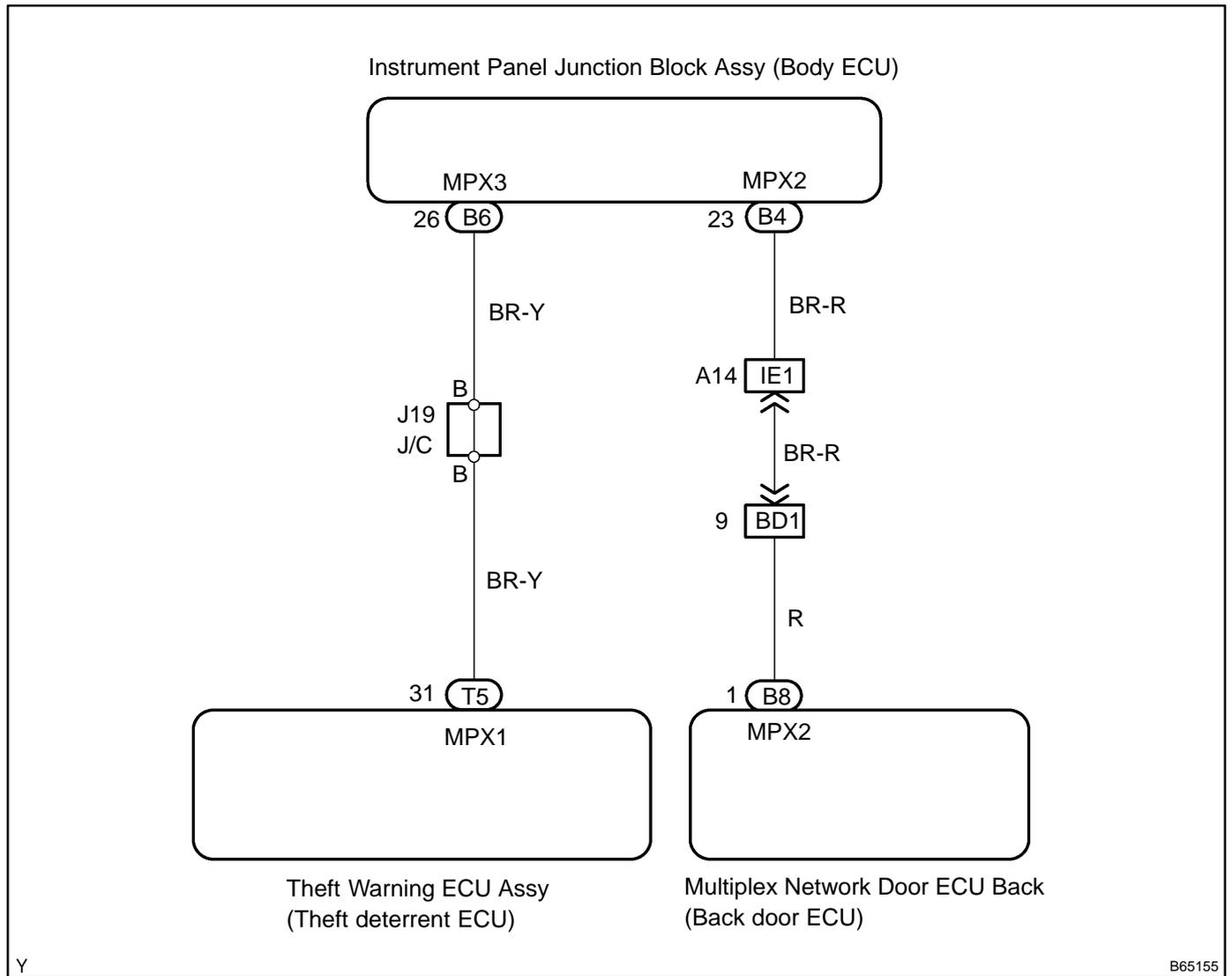
<b>DTC</b>	<b>B1215</b>	<b>DOOR SYSTEM COMMUNICATION BUS MALFUNCTION (GND SHORT)</b>
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## CIRCUIT DESCRIPTION

B1214 and B1215 are output when +B and the body ground is short-circuited on the communication bus. Detecting this condition disables all the BEAN communication and outputs some DTCs.

DTC No.	DTC Detection Condition	Trouble Area
B1214	Communication circuit and +B battery system short	<ul style="list-style-type: none"> <li>• Theft warning ECU Assy (Theft deterrent ECU)</li> <li>• Multiplex network door ECU back (Back door ECU)</li> <li>• Wire harness</li> <li>• Instrument panel junction block Assy (Body ECU)</li> </ul>
B1215	Communication circuit and body ground short	<ul style="list-style-type: none"> <li>• Theft warning ECU Assy (Theft deterrent ECU)</li> <li>• Wire harness</li> <li>• Multiplex network door ECU back (Back door ECU)</li> <li>• Instrument panel junction block Assy (Body ECU)</li> </ul>

# WIRING DIAGRAM



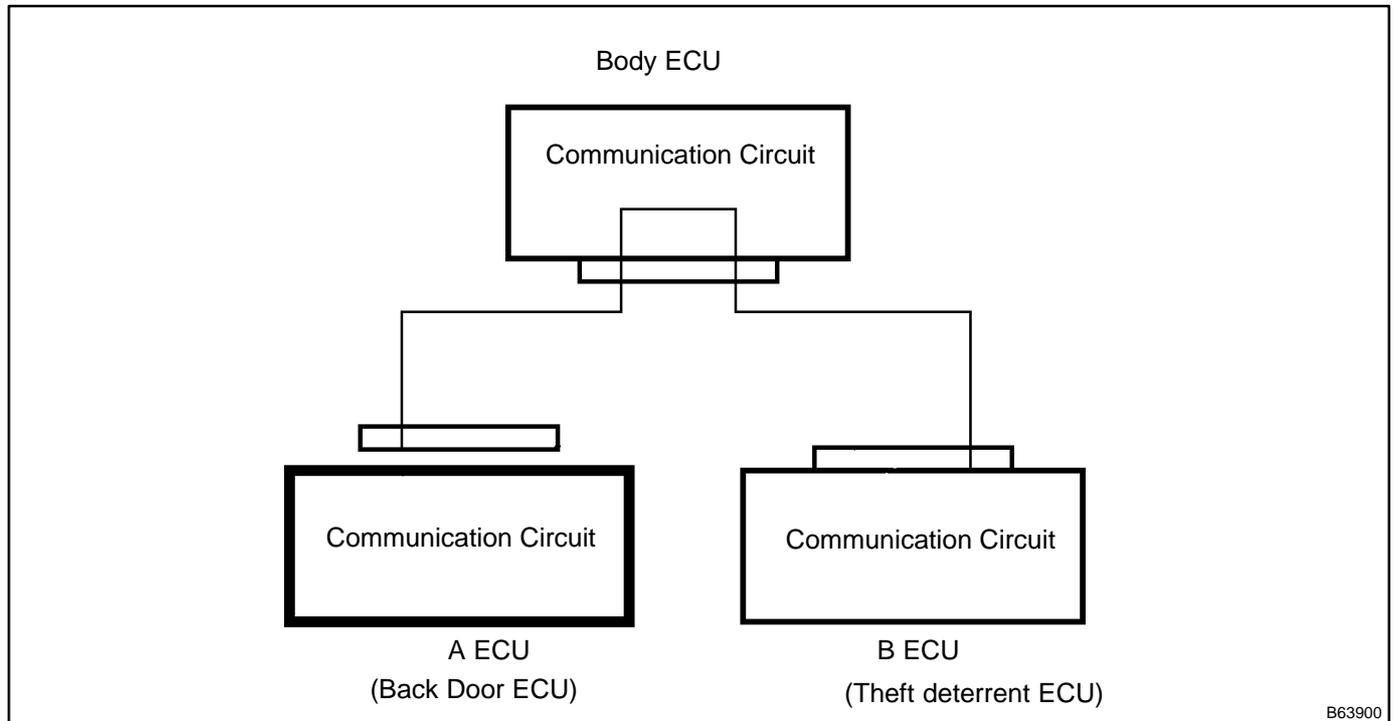
Y

B65155

## INSPECTION PROCEDURE

## 1 CHECK DIAGNOSTIC TROUBLE CODE (A ECU)

(a) Check whether the output of the DTC stops when the A ECU connector is disconnected.

**NOTICE:**

**Disconnect the connectors in the operational sequence, and start the next Step after the connector is connected.**

**HINT:**

In this case, the A ECU represents the back door ECU.

**Standard: When the output of the DTC stops, the disconnected A ECU is abnormal .**

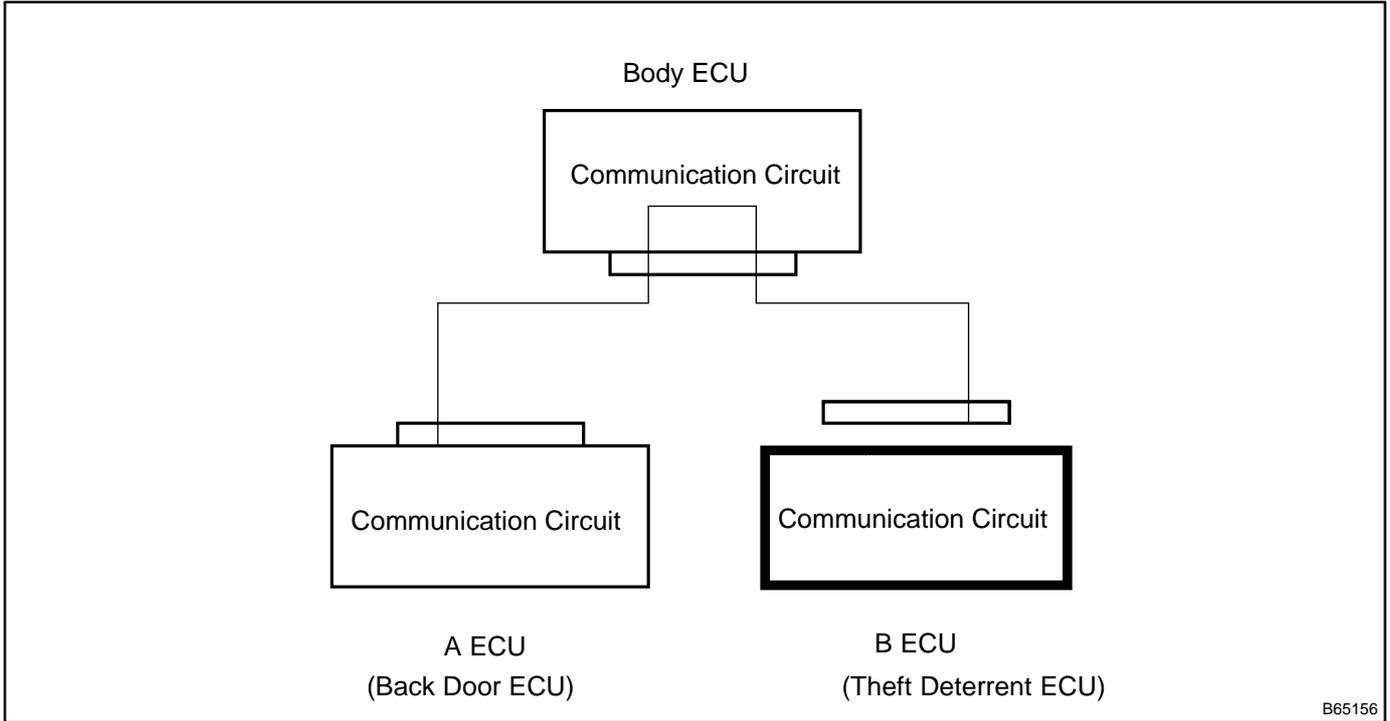
OK

REPLACE A ECU

NG

**2 CHECK DIAGNOSTIC TROUBLE CODE (B ECU)**

(a) Check whether the output of the DTC stops when the B ECU connector is disconnected.



**NOTICE:**

**Disconnect the connectors in the operational sequence, and start the next step after the connector is connected.**

**HINT:**

In this case, the B ECU represents the theft deterrent ECU.

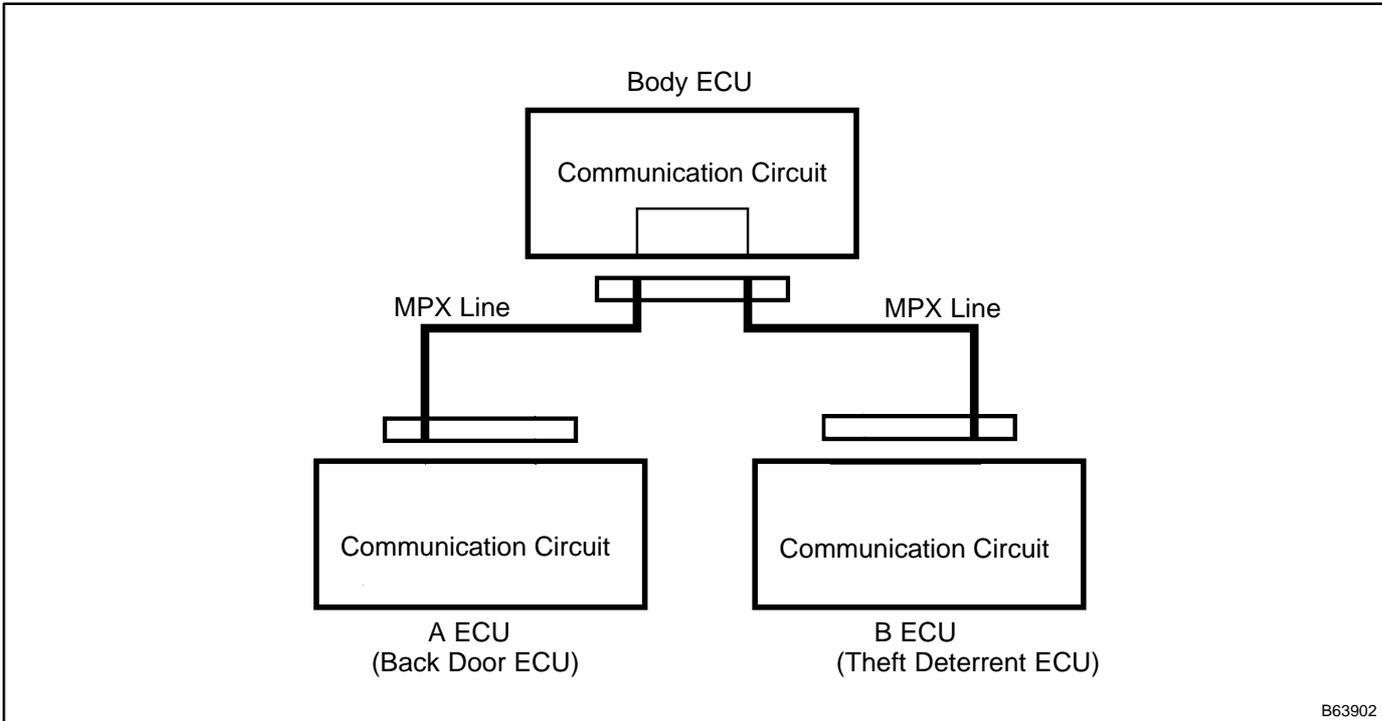
**Standard: When the output of the DTC stops, the disconnected B ECU is abnormal.**

**OK** → **REPLACE B ECU**

**NG**

**3 CHECK WIRE HARNESS BETWEEN BODY ECU AND A ECU OR B ECU**

- (a) Disconnect the A ECU, B ECU and body ECU connectors.
- (b) Check the wire harness (MPX line) between the A ECU, B ECU and body ECU.



- (1) Turn the ignition switch ON.
- (2) Check the voltage between the wire harness (MPX lines) and body ground.

**Standard:**

MPX Line ↔ Body ground	Voltage
Body ECU or A ECU (Back door ECU) ↔ Body ground	0 V
Body ECU or B ECU (Theft deterrent ECU) ↔ Body ground	

If the output voltage is not 0 V, the wire harness (MPX line) may be short-circuited with +B.

- (3) Check the continuity of the wire harness (MPX lines) and body ground.

**Standard:**

MPX Line ↔ Body ground	Continuity
Body ECU or A ECU (Back door ECU) ↔ Body ground	No continuity
Body ECU or B ECU (Theft deterrent ECU) ↔ Body ground	

If there is continuity, the wire harness (MPX line) and body ground may be short-circuited with the body ground.

**NG** → **REPAIR OR REPLACE WIRE HARNESS BETWEEN BODY ECU AND A ECU OR B ECU**

**OK**

**REPLACE INSTRUMENT PANEL JUNCTION BLOCK ASSY**