SECTION SEC
SECURITY CONTROL SYSTEM

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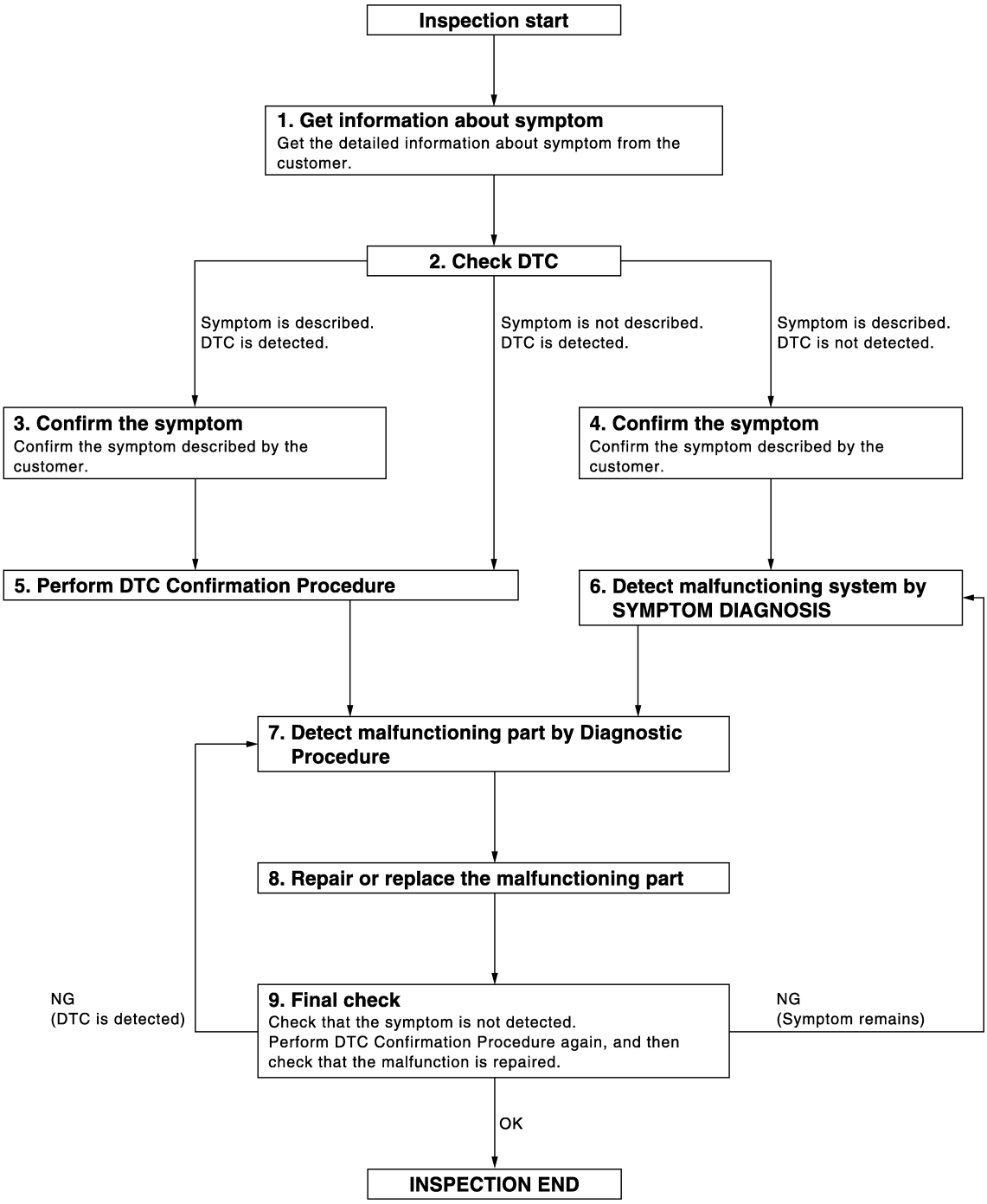
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:0000000004497405

OVERALL SEQUENCE



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DETAILED FLOW

1.GET INFORMATION ABOUT SYMPTOM

Get detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurrs).

>> GO TO 2.

2.CHECK DTC

1. Check BCM and IPDM E/R for DTC.
2. Perform the following procedure if DTC is detected.

- Record DTC and freeze frame data (Print them out using CONSULT-III.)
- Erase DTC.
- Study the relationship between the cause detected by DTC and the symptom described by the customer.

3. Check related service bulletins for information.

Are any symptoms described and any DTC detected?

Symptom is described, DTC is detected>>GO TO 3.
Symptom is described, DTC is not detected>>GO TO 4.
Symptom is not described, DTC is detected>>GO TO 5.

3.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.
Connect CONSULT-III to the vehicle in the “DATA MONITOR” mode and check real time diagnosis results.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5.

4.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.
Connect CONSULT-III to the vehicle in the “DATA MONITOR ” mode and check real time diagnosis results.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

5.PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC Confirmation Procedure for the detected DTC, and then check that DTC is detected again.
At this time, always connect CONSULT-III to the vehicle, and check diagnostic results in real time.
If two or more DTCs are detected, refer to SEC-180, "DTC Inspection Priority Chart" (BCM) or SEC-196, "DTC Index" (IPDM E/R), and determine trouble diagnosis order.

Is DTC detected?

YES >> GO TO 7.
NO >> Refer to GI-39, "Intermittent Incident".

6.DETECT MALFUNCTIONING SYSTEM BY SYMPTOM DIAGNOSIS

Detect malfunctioning system according to SYMPTOM DIAGNOSIS based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.

>> GO TO 7.

7.DETECT MALFUNCTIONING PART BY DIAGNOSTIC PROCEDURE

Inspect according to Diagnostic Procedure of the system.
NOTE:
The Diagnostic Procedure is described based on open and short circuit inspection.

Is malfunctioning part detected?

YES >> GO TO 8.
NO >> Check voltage of related BCM terminals using CONSULT-III.

8.REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.

2. Reconnect parts or connectors disconnected during Diagnostic Procedure again after repair and replacement.
3. Check DTC. If DTC is detected, erase it.

>> GO TO 9.

9.FINAL CHECK

When DTC is detected in step 2, perform DTC Confirmation Procedure or Component Function Check again, and then check that the malfunction is repaired securely.
When symptom is described by the customer, refer to confirmed symptom in step 3 or 4, and check that the symptom is not detected.

Does the symptom reappear?

YES (DTC is detected)>>GO TO 7.
YES (Symptom remains)>>GO TO 6.
NO >> INSPECTION END

INSPECTION AND ADJUSTMENT
ECM RECOMMUNICATING FUNCTION

ECM RECOMMUNICATING FUNCTION : Description

INFOID:0000000004497406

Performing the following procedure can automatically activate recommunication of ECM and BCM, but only when the ECM is replaced with a new one*.
*: New one means a virgin ECM that is never energized on-board.
(In this step, initialization procedure by CONSULT-III is not necessary)
NOTE:
- **When registering new Key IDs or replacing the ECM that is not brand new, refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.**
- **If multiple keys are attached to the key holder, separate them before beginning work.**
- **Distinguish keys with unregistered key IDs from those with registered IDs.**

ECM RECOMMUNICATING FUNCTION : Special Repair Requirement

INFOID:0000000004497407

1.PERFORM ECM RECOMMUNICATING FUNCTION

1. Install ECM.
2. Insert the registered Intelligent Key* into key slot, turn ignition switch to “ON”.
   *: To perform this step, use the key that is used before performing ECM replacement.
3. Maintain ignition switch in the “ON” position for 5 seconds or more.
4. Turn ignition switch to “OFF”.
5. Start engine.

Can engine be started?

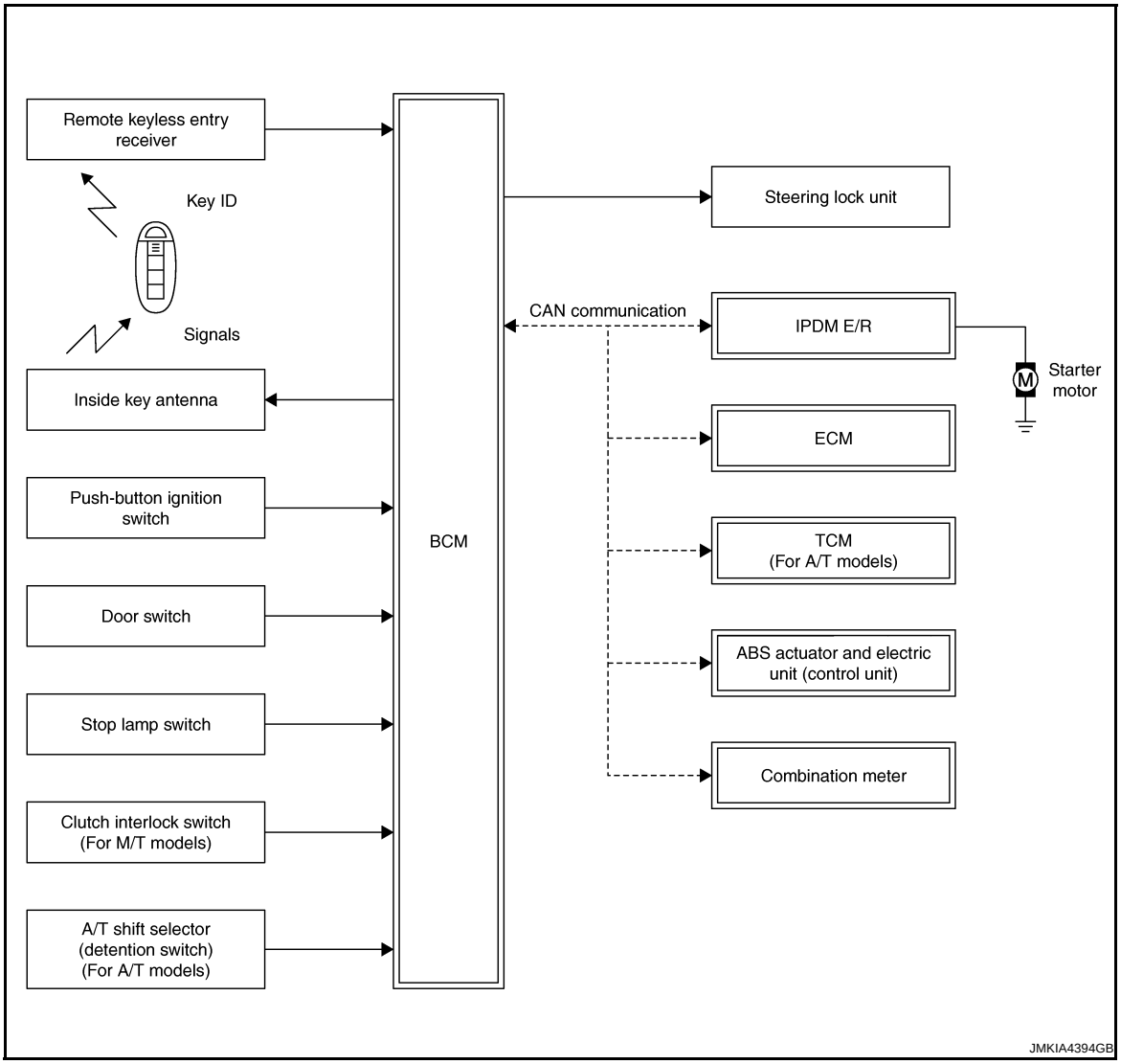
YES >> Procedure is complete.
NO >> Initialize control unit. Refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.

SYSTEM DESCRIPTION

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

System Diagram

INFOID:0000000004497408



System Description

INFOID:0000000004497409

SYSTEM DESCRIPTION

- The engine start function of Intelligent Key system is a system that makes it possible to start and stop the engine without removing the key. It verifies an electronic ID using two-way communication when pressing the push-button ignition switch while carrying the Intelligent Key, which operates based on the results of electronic ID verification of Intelligent Key using two-way communication between the Intelligent Key and the vehicle.
  NOTE:
  The driver should carry the Intelligent Key at all times.
- Intelligent Key has 2 IDs [Intelligent Key and NVIS (NATS)]. It can perform the door lock/unlock operation and the push-button ignition switch operation when the registered Intelligent Key is carried.
- When the Intelligent Key battery is discharged, it can be used as emergency back-up by inserting the Intelligent Key to the key slot. At that time, perform the NVIS (NATS) ID verification. If it is used when the Intelligent Key is carried, perform the Intelligent Key ID verification.
- If the ID is successfully verified, when push-button ignition switch is pressed, steering lock is released and the engine can be started.

- Up to 4 Intelligent Keys can be registered (Including the standard Intelligent Key) upon request from the customer.
  NOTE:
  Refer to DLK-15, "INTELLIGENT KEY SYSTEM : System Description" for any functions other than engine start function of Intelligent Key system.

PRECAUTIONS FOR INTELLIGENT KEY SYSTEM

In the Intelligent Key system, the transponder [the chip for NVIS (NATS) ID verification] is integrated into the Intelligent Key. (For the conventional models, it is integrated into the mechanical key.) Therefore, the mechanical key cannot perform ID verification, and thus it cannot start the engine. Instead, NVIS (NATS) ID verification can be performed by inserting the Intelligent Key to the key slot, and then it can start the engine.

OPERATION WHEN INTELLIGENT KEY IS CARRIED

1. When the push-button ignition switch is pressed, the BCM activates the inside key antenna and transmits the request signal to the Intelligent Key.
2. The Intelligent Key receives the request signal and transmits the Intelligent Key ID signal to the BCM via the remote keyless entry receiver.
3. The Intelligent Key receives the Intelligent Key ID signal and verifies it with the registered ID.
4. BCM transmits the steering lock unlock signal to steering lock unit and IPDM E/R if the verification results are OK.
5. IPDM E/R turns the steering lock relay ON and supplies power supply to the steering lock unit.
6. The steering lock releases.
7. BCM transmits the power supply stop signal to IPDM E/R when detecting that the steering lock is in the unlock condition.
8. IPDM E/R turns the steering lock relay OFF and stops power supply to the steering lock unit.
9. BCM turns ACC relay ON and transmits the ignition power supply ON signal to IPDM E/R.
10. IPDM E/R turns the ignition relay ON and starts the ignition power supply.
11. BCM detects that the selector lever position and brake pedal operating condition (A/T models), or shift lever position and clutch pedal operation condition (M/T models).
12. BCM transmits the starter request signal via CAN communication to IPDM E/R and turns the starter relay in IPDM E/R ON if BCM judges that the engine start condition is satisfied.
13. IPDM E/R turns the starter control relay ON when receiving the starter request signal.
14. Power supply is supplied through the starter relay and the starter control relay to operate the starter motor and start cranking.
    CAUTION:
    If a malfunction is detected in the Intelligent Key system, the “KEY” warning lamp in the combination meter illuminates. At that time, the engine cannot be started.
15. When BCM receives feedback signal from ECM indicating that the engine is started, the BCM transmits a stop signal to IPDM E/R and stops cranking by turning OFF the starter motor relay. (If engine start is unsuccessful, cranking stops automatically within 5 seconds.)
    CAUTION:
    When the Intelligent Key is carried outside of the vehicle (inside key antenna detection area) while the power supply is in the ACC or ON position, even if the engine start condition* is satisfied, the engine cannot be started.

*: For the engine start condition, refer to “PUSH-BUTTON IGNITION SWITCH OPERATION PROCEDURE”.

OPERATION RANGE

Engine can be started when Intelligent Key is inside the vehicle. However, sometimes engine may not start when Intelligent Key is on instrument panel or in glove box.

OPERATION WHEN KEY SLOT IS USED

When the Intelligent Key battery is discharged, it performs NVIS (NATS) ID verification between the integrated transponder and BCM by inserting the Intelligent Key into the key slot, and then the engine can be started.
For details relating to starting the engine using key slot, refer to SEC-15, "System Description".

BATTERY SAVER SYSTEM

When all the following conditions are met for 60 minutes, the battery saver system cuts off the power supply to prevent battery discharge.

- The ignition switch is in the ACC position
- All doors are closed
- Selector lever is in the P position

Reset Condition of Battery Saver System

A/T models

In order to prevent the battery from discharging, the battery saver system cuts off the power supply when all doors are closed, the selector lever is in the P position, and the ignition switch is left in the ACC position for 60 minutes. If any of the following conditions are met the battery saver system is released and the steering changes automatically to the lock position from the OFF position.

- Opening any door
- Operating door lock using door request switch
- Operating door lock using Intelligent Key

Press push-button ignition switch and ignition switch changes to the ACC position from the OFF position.

M/T models

If any of the above conditions are met, the battery saver system is released but the steering is not locked. In this case, the steering operation OFF to LOCK is prohibited.

STEERING LOCK OPERATION

Steering is locked by steering lock unit when ignition switch is in the OFF position, selector lever is in the P position, and any of the following conditions are met.

- Opening door
- Closing door
- Door is locked using door request switch
- Door is locked using Intelligent Key

POWER SUPPLY POSITION CHANGE TABLE BY PUSH-BUTTON IGNITION SWITCH OPERATION

The power supply position changing operation can be performed with the following operations.

NOTE:

- When an Intelligent Key is within the detection area of inside key antenna and when it is inserted to the key slot, it is equivalent to the operations below.
- When starting the engine, the BCM monitors under the engine start conditions,

A/T models

- Brake pedal operating condition
- Selector lever position
- Vehicle speed

M/T models

- Clutch pedal operating condition
- Vehicle speed

Vehicle speed: less than 4 km/h (2.5 MPH)

Power supply position	Engine start/stop condition			Push-button ignition switch operation frequency
	A/T models		M/T models	
	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	
LOCK → ACC	—	Not depressed	Not depressed	1
LOCK → ACC → ON	—	Not depressed	Not depressed	2
LOCK → ACC → ON → OFF	—	Not depressed	Not depressed	3
LOCK → START ACC → START ON → START	P or N position	Depressed	Depressed	1
Engine is running → OFF	—	—	—	1

Vehicle speed: 4 km/h (2.5 MPH) or more

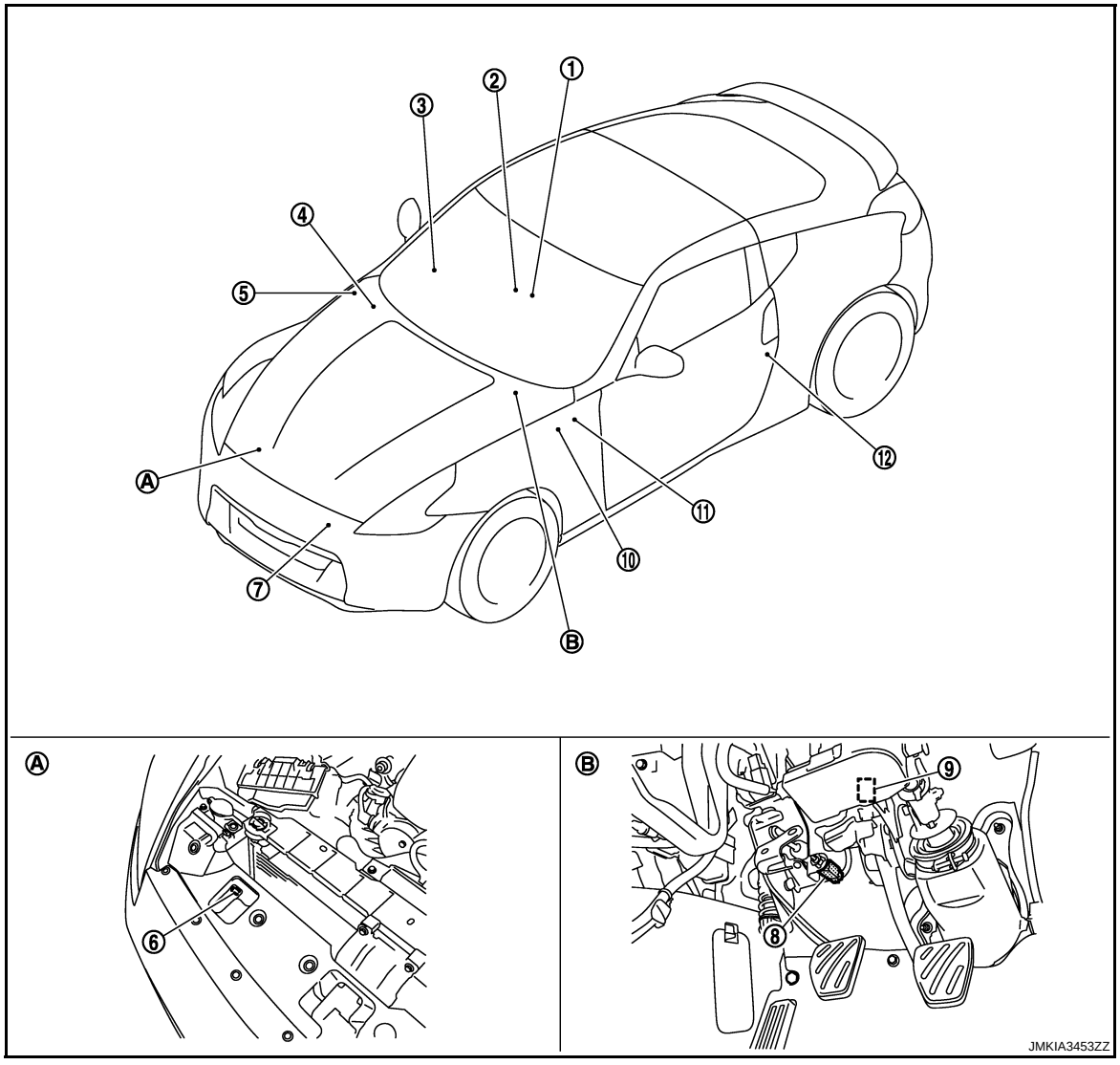
Power supply position	Engine start/stop condition			Push-button ignition switch operation frequency
	A/T models		M/T models	
	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	
Engine is running → ACC	—	—	—	Emergency stop operation
Engine stall return operation while driving	N position	Not depressed	Depressed	1

Emergency stop operation

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 times or more within 1.5 seconds.

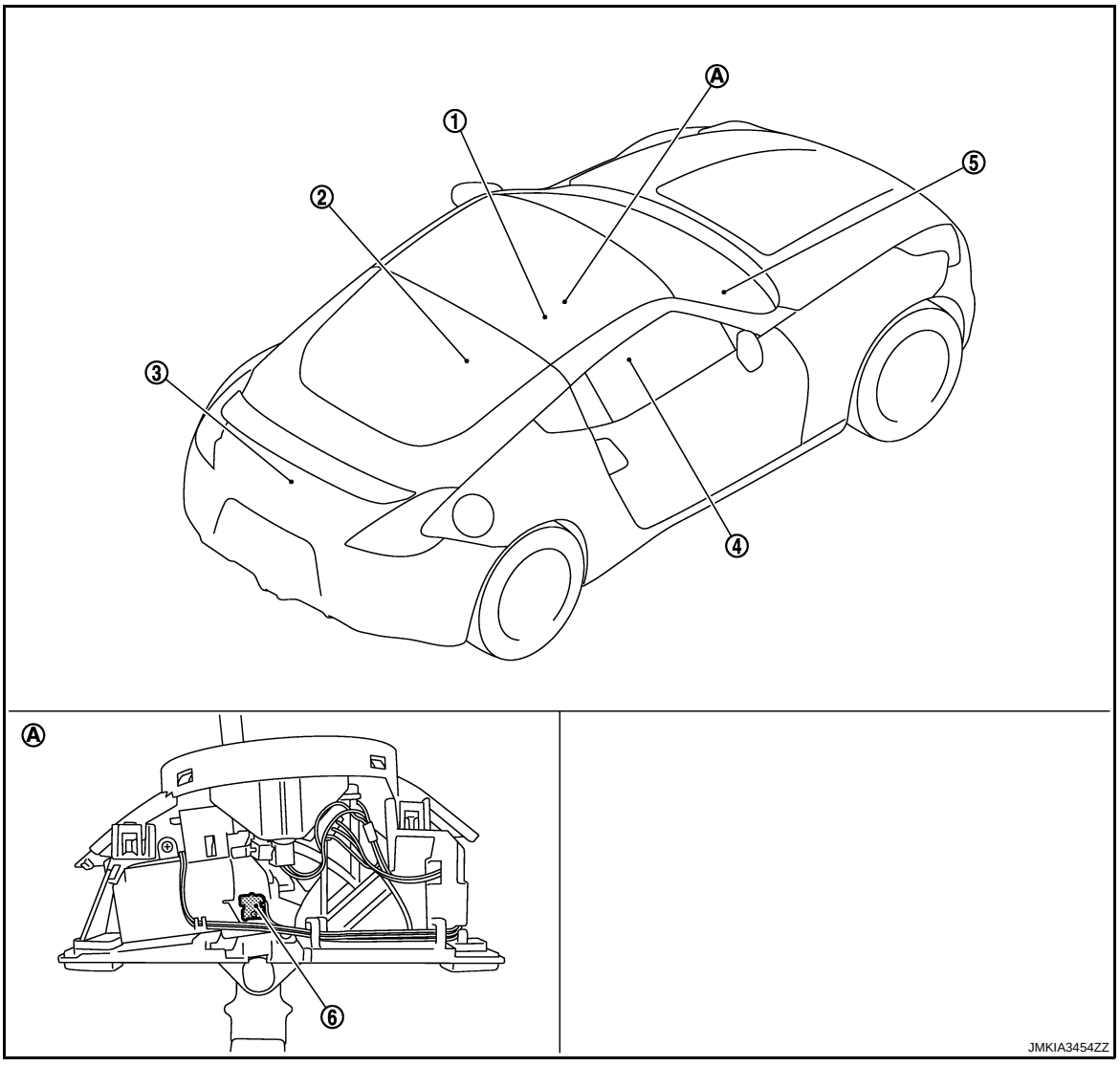
Component Parts Location

INFOID:0000000004497410



1. Combination meter M53, M54
2. Push-button ignition switch M50
3. Remote keyless entry receiver M104 Refer to DLK-16, "INTELLIGENT KEY SYSTEM : Component Parts Location".
4. BCM M118, M119, M121, M122, M123 Refer to BCS-8, "Component Parts Location".
5. IPDM E/R E5, E6, E7, E9 Refer to PCS-5, "Component Parts Location".
6. Hood switch
7. Horn (low) E69, E70
8. Clutch interlock switch E111 (for M/T models)
9. Stop lamp switch E110
10. ABS actuator and electric unit (control unit) E41 Refer to BRC-11, "Component Parts Location".
11. Key slot M22
12. Driver side door switch B16

A. Built in hood lock RH
B. View with instrument driver lower cover removed



1. Inside key antenna (console) M257
2. Inside key antenna (luggage room) B222
3. Back door switch B66
4. TCM F301
5. ECM M107
6. A/T shift selector (detention switch) M137

A. Built in A/T shift selector

Component Description

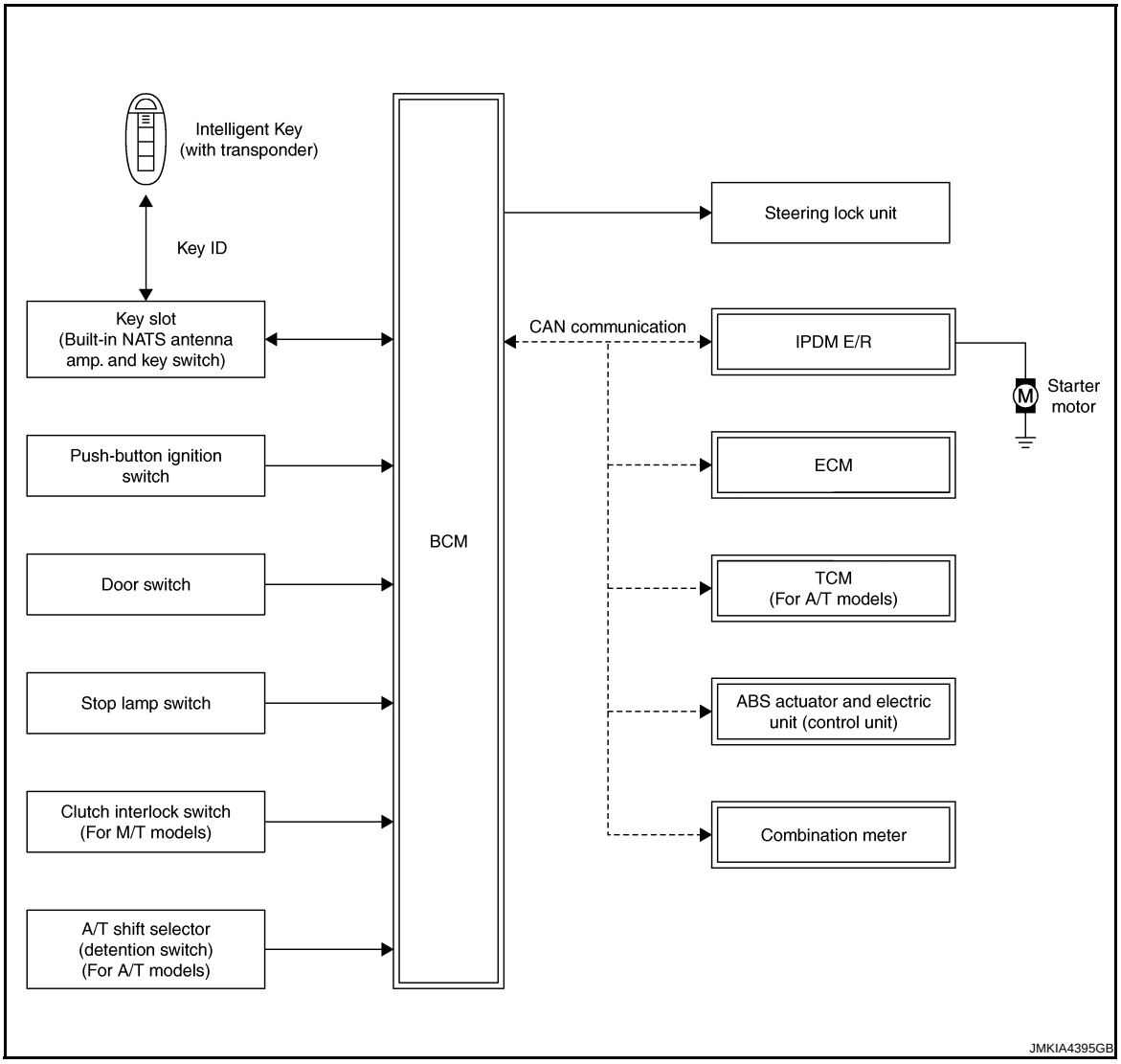
INFOID:0000000004497411

Component	Reference
BCM	SEC-96
Steering lock unit	SEC-82
Push-button ignition switch	SEC-56
Door switch	DLK-60
A/T shift selector (detention switch) (A/T models)	SEC-112
Inside key antenna	DLK-55
Remote keyless entry receiver	DLK-72
Stop lamp switch	SEC-54
TCM (A/T models)	SEC-69
Clutch interlock switch (M/T models)	SEC-86
Steering lock relay	SEC-73
Starter relay	SEC-76
Starter control relay	SEC-107
Security indicator lamp	SEC-123
Key warning lamp	SEC-125

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

System Diagram

INFOID:0000000004497412



System Description

INFOID:0000000004497413

SYSTEM DESCRIPTION

- The NVIS (NATS) is an anti-theft system that registers an Intelligent Key ID to the vehicle and prevents the engine from being started by an unregistered Intelligent Key. It has higher protection against auto theft involving the duplication of mechanical keys.
- It performs ID verification when starting the engine in the same way as the Intelligent system, but it performs the NVIS (NATS) ID verification when inserting the Intelligent Key and performs the Intelligent Key ID verification when carrying the Intelligent Key.
- The mechanical key integrated in the Intelligent Key cannot start the engine. When the Intelligent Key battery is discharged, the NVIS (NATS) ID verification memorized to the transponder integrated with Intelligent Key is performed by inserting the Intelligent Key into the key slot. If the verification results are OK, the engine start operation can be performed by the push-button ignition switch operation.
- Locate the security indicator lamp and apply the anti-theft system equipment sticker that warns that the NVIS (NATS) is onboard the model.
- Security indicator lamp always blinks when the power supply position is in any position except the ON position.
- Up to 4 Intelligent Keys can be registered (including the standard ignition key) upon request from the owner.

- Specified registration is required when replacing ECM, BCM, or Intelligent Key. For the registrations procedures for NVIS (NATS) and Intelligent Key when installing the BCM, refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.
- Possible symptom of NVIS (NATS) malfunction is “Engine cannot start”. The engine can be started with the Intelligent Key system and NVIS (NATS). Identify the possible causes according to “Work Flow”. Refer to SEC-5, "Work Flow".
- If ECM other than genuine part is installed, the engine cannot be started. For ECM replacement procedure, refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

PRECAUTIONS FOR KEY REGISTRATION

- The key registration is a procedure that erases the current NVIS (NATS) ID once, and then reregisters a new ID operation. Therefore a registered Intelligent Key is necessary for this procedure. Before starting the registration operation collect all registered Intelligent Keys from the customer.
- When registering the Intelligent Key, perform only one procedure to simultaneously register both ID (NVIS “NATS” ID and Intelligent Key ID).
  The NVIS (NATS) ID registration is the procedure that registers the ID stored into the transponder (integrated in Intelligent Key) to BCM.
  The Intelligent key ID registration is the procedure that registers the ID to BCM.
- When performing the Intelligent Key system registration only, the engine cannot be started by inserting the key into the key slot. When performing the NVIS (NATS) registration only, the engine cannot be started by the operation when carrying the key. The registrations of both systems should be performed.

SECURITY INDICATOR LAMP

- Warns that the vehicle is equipped with NVIS (NATS).
- Security indicator lamp always blinks when the ignition switch is in any position except the ON position.

NOTE:
Because security indicator lamp is highly efficient, the battery is barely affected.

POWER SUPPLY POSITION CHANGE TABLE BY PUSH-BUTTON IGNITION SWITCH OPERATION

The power supply position changing operation can be performed with the following operations.

NOTE:

- When an Intelligent Key is within the detection area of inside key antenna and when it is inserted to the key slot, it is equivalent to the operations below.
- When starting the engine, the BCM monitors under the engine start conditions,
  A/T models
- Brake pedal operating condition
- Selector lever position
- Vehicle speed
  M/T models
- Clutch pedal operating condition
- Vehicle speed

Vehicle speed: less than 4 km/h (2.5 MPH)

Power supply position	Engine start/stop condition			Push-button ignition switch operation frequency
	A/T models		M/T models	
	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	
LOCK → ACC	—	Not depressed	Not depressed	1
LOCK → ACC → ON	—	Not depressed	Not depressed	2
LOCK → ACC → ON → OFF	—	Not depressed	Not depressed	3
LOCK → START ACC → START ON → START	P or N position	Depressed	Depressed	1
Engine is running → OFF	—	—	—	1

Vehicle speed: 4 km/h (2.5 MPH) or more

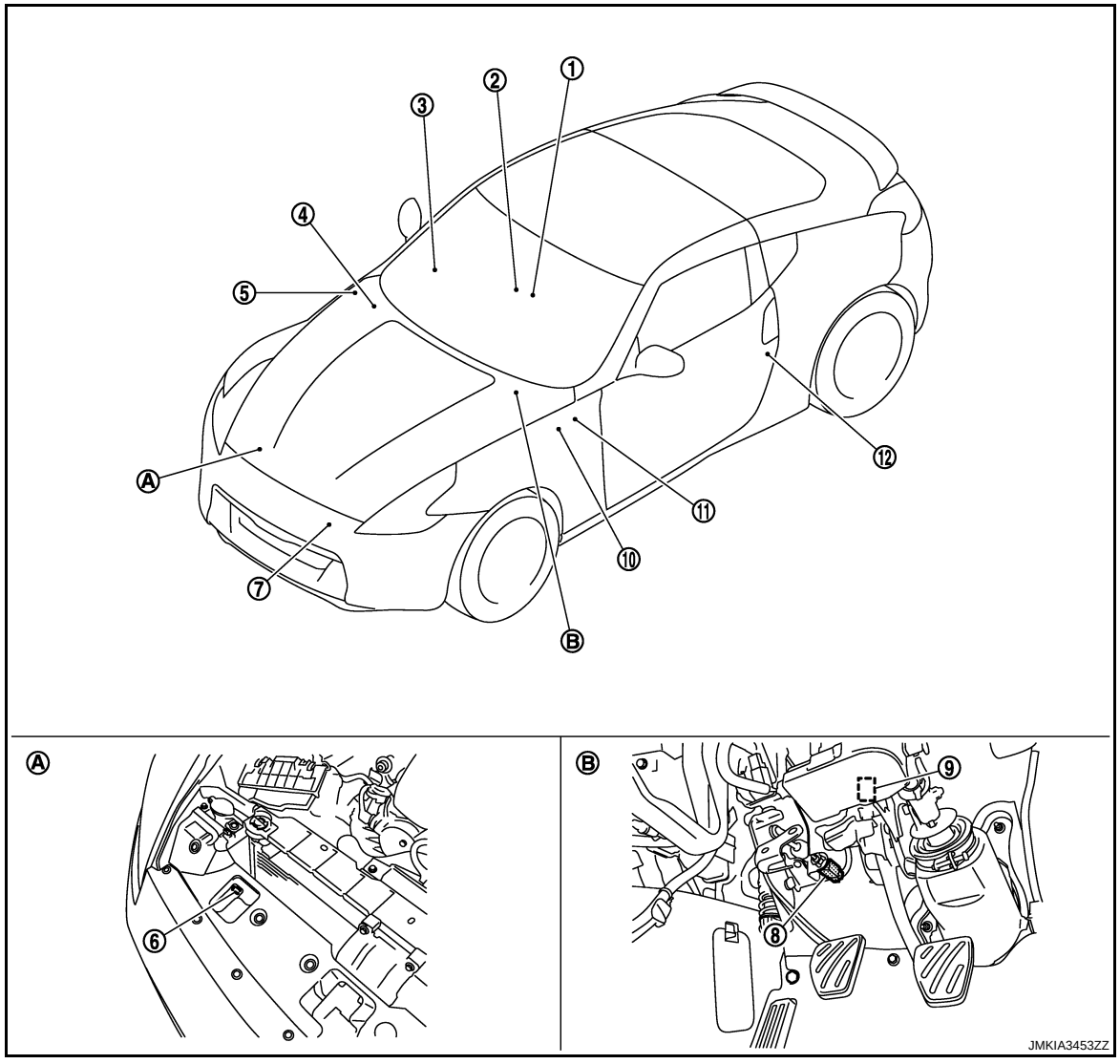
Power supply position	Engine start/stop condition			Push-button ignition switch operation frequency
	A/T models		M/T models	
	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	
Engine is running → ACC	—	—	—	Emergency stop operation
Engine stall return operation while driving	N position	Not depressed	Depressed	1

Emergency stop operation

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 times or more within 1.5 seconds.

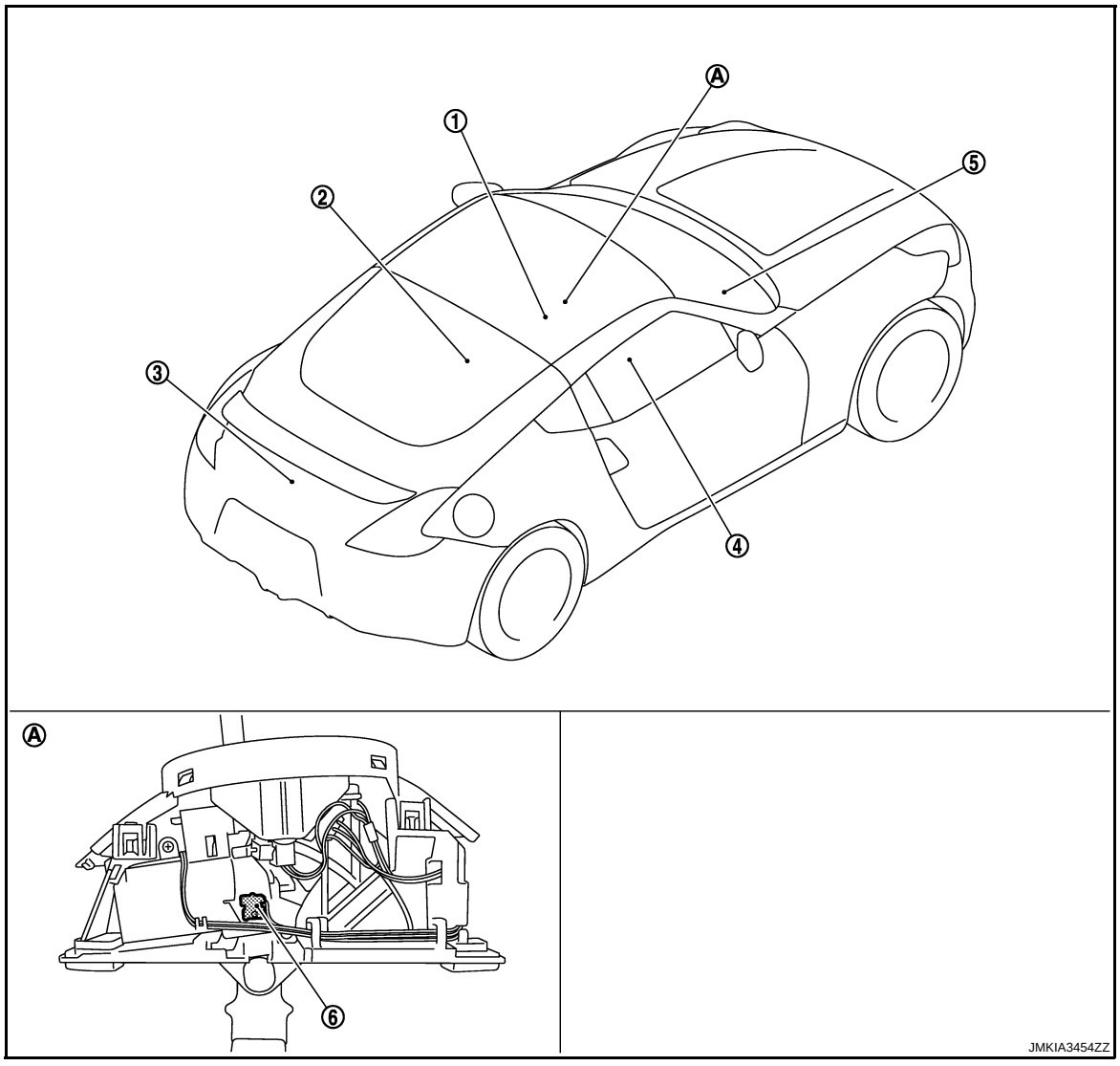
Component Parts Location

INFOID:0000000004497414



1. Combination meter M53, M54
2. Push-button ignition switch M50
3. Remote keyless entry receiver M104 Refer to DLK-16, "INTELLIGENT KEY SYSTEM : Component Parts Location".
4. BCM M118, M119, M121, M122, M123 Refer to BCS-8, "Component Parts Location".
5. IPDM E/R E5, E6, E7, E9 Refer to PCS-5, "Component Parts Location".
6. Hood switch
7. Horn (low) E69, E70
8. Clutch interlock switch E111 (for M/T models)
9. Stop lamp switch E110
10. ABS actuator and electric unit (control unit) E41 Refer to BRC-11, "Component Parts Location".
11. Key slot M22
12. Driver side door switch B16

A. Built in hood lock RH
B. View with instrument driver lower cover removed



1. Inside key antenna (console) M257
2. Inside key antenna (luggage room) B222
3. Back door switch B66
4. TCM F301
5. ECM M107
6. A/T shift selector (detention switch) M137

A. Built in A/T shift selector

Component Description

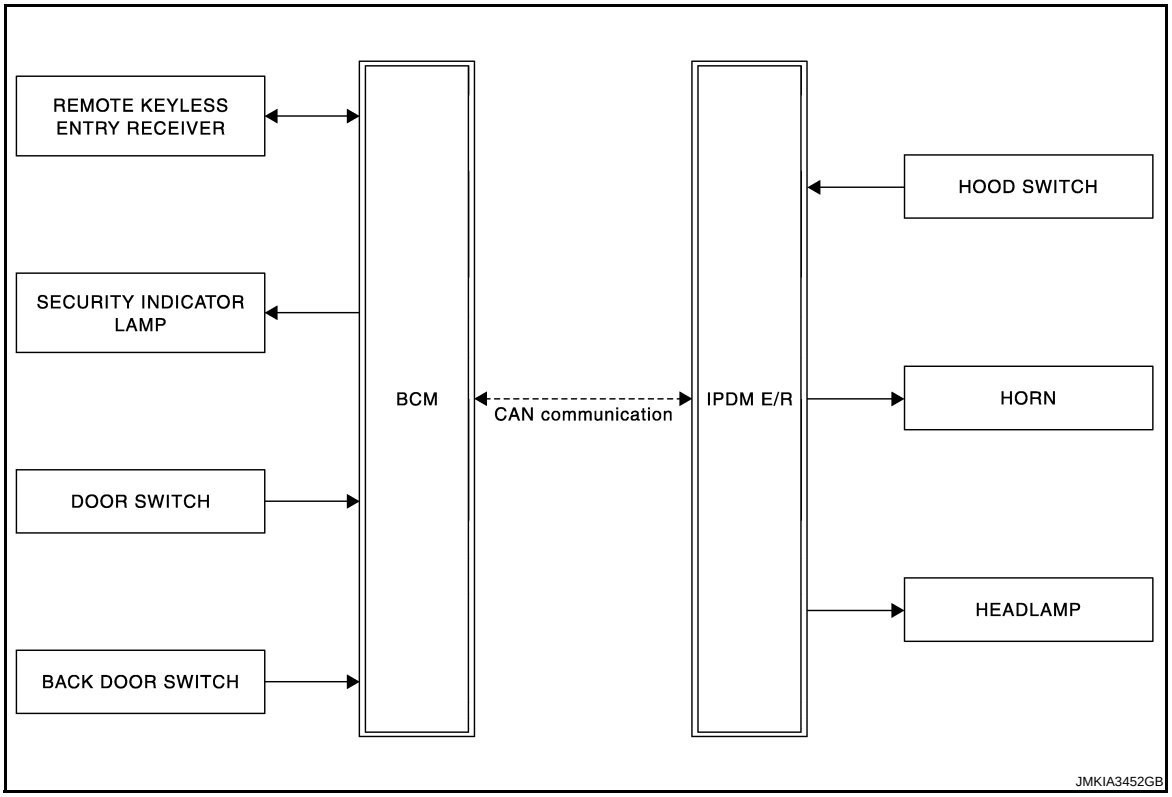
INFOID:0000000004497415

Component	Reference
BCM	SEC-96
Steering lock unit	SEC-82
Push-button ignition switch	SEC-56
Door switch	DLK-60
Key slot	SEC-118
A/T shift selector (detention switch) (A/T models)	SEC-112
Stop lamp switch	SEC-54
TCM (A/T models)	SEC-69
Clutch interlock switch (M/T models)	SEC-86
Steering lock relay	SEC-73
Starter relay	SEC-76
Starter control relay	SEC-107
Security indicator lamp	SEC-123

VEHICLE SECURITY SYSTEM

System Diagram

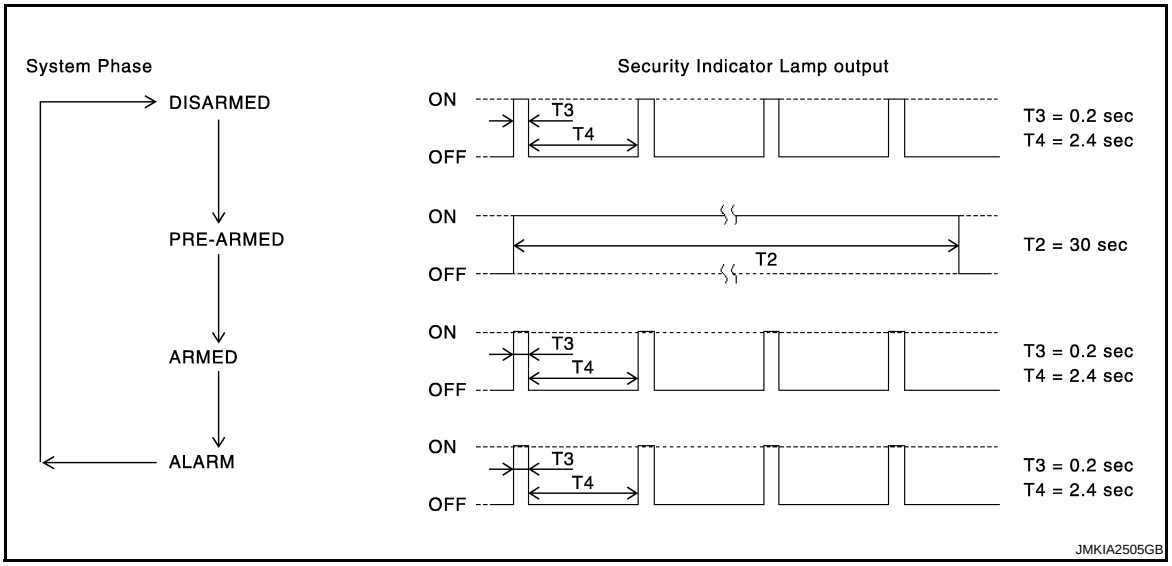
INFOID:0000000004497899



System Description

INFOID:0000000004497900

OPERATION FLOW



SETTING THE VEHICLE SECURITY SYSTEM

Initial Condition

- Ignition switch is in the OFF position.

Disarmed Phase

- When any door or back door is open, the vehicle security system is set in the disarmed phase on the assumption that the owner is inside or near the vehicle.

- When the vehicle security system is in the disarmed phase, the security indicator lamp blinks every 2.4 seconds.

Pre-armed Phase and Armed Phase

When the following operation is performed, the vehicle security system turns into the “pre-armed” phase. (The security indicator lamp illuminates.)

1. BCM receives LOCK signal from door request switch or Intelligent Key, after all doors are closed.
2. Security indicator lamp illuminates for 30 seconds. Then, the system automatically shifts into the “armed” phase.

CANCELING THE ARMED PHASE VEHICLE SECURITY SYSTEM

When one of the following operations is performed, the armed phase is canceled.

1. Unlock all doors with the door request switch or Intelligent Key.
2. Turn ignition switch “ON” or “ACC” position.

CANCELING THE ALARM OPERATION OF THE VEHICLE SECURITY SYSTEM

When unlocking all doors with the door request switch or Intelligent Key the alarm operation is canceled.

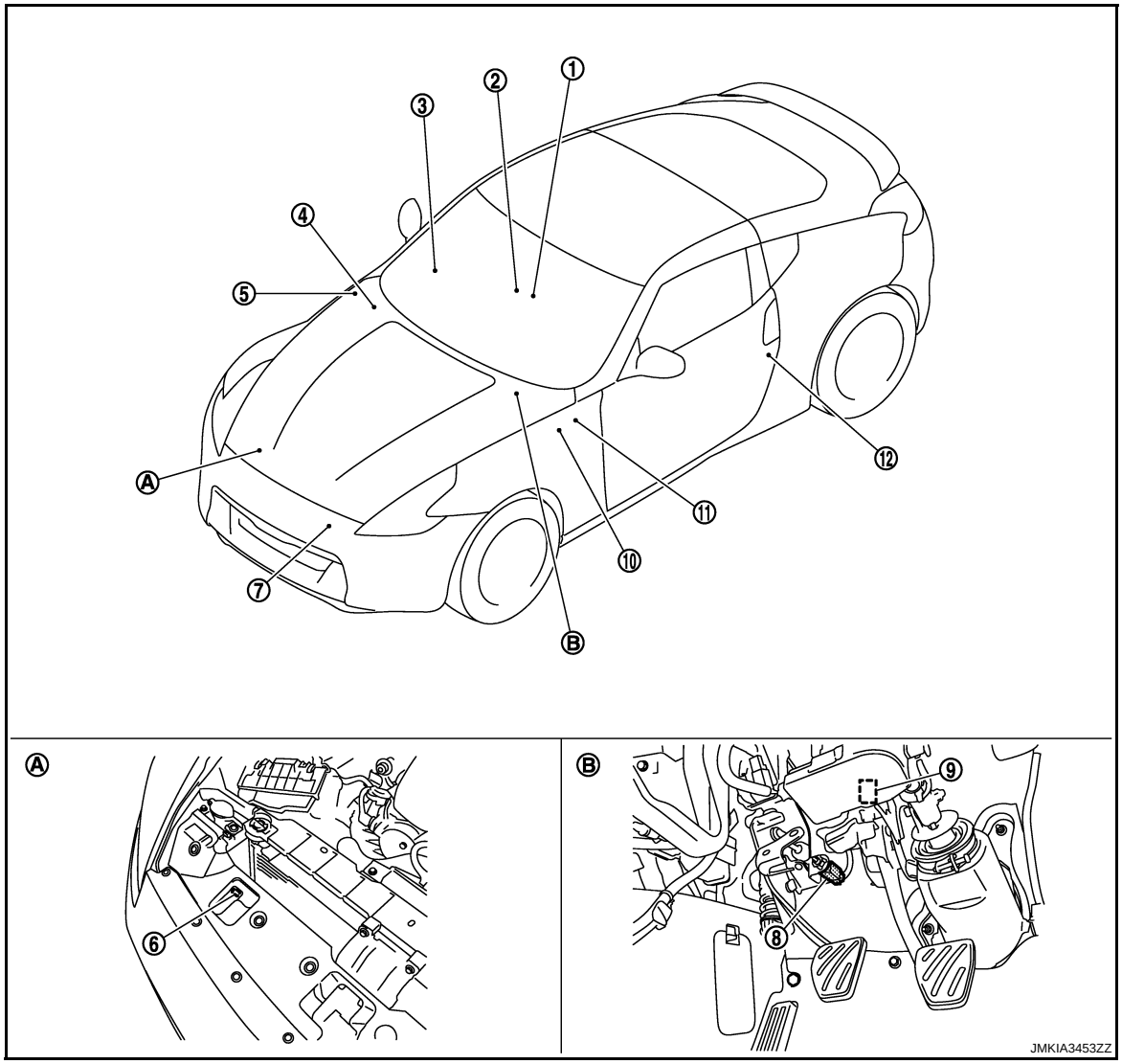
ACTIVATING THE ALARM OPERATION OF THE VEHICLE SECURITY SYSTEM

Check that the system is in the armed phase. (Security indicator lamp blinks every 2.4 seconds.)
When the following operations 1 or 2 is performed, the system sounds the horns and blinks the headlamps for about 50 seconds.

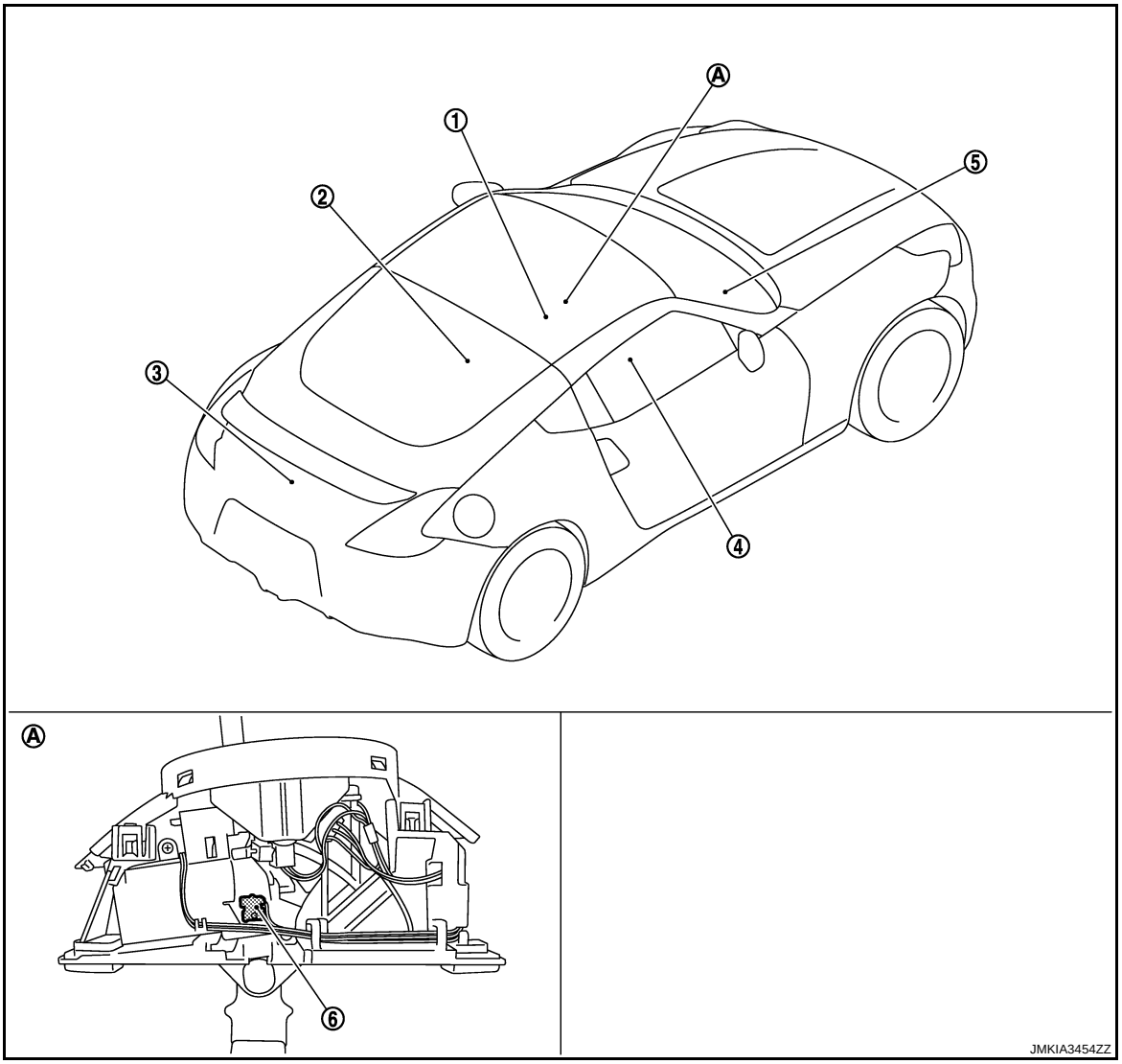
1. Any door or hood is open during the armed phase.
2. Disconnecting and connecting the battery connector before canceling the armed phase.

Component Parts Location

INFOID:0000000004535387



1. Combination meter M53, M54	2. Push-button ignition switch M50	3. Remote keyless entry receiver M104 Refer to DLK-30, "REMOTE KEY-LESS ENTRY FUNCTION : Component Parts Location".
4. BCM M118, M119, M121, M122, M123 Refer to BCS-8, "Component Parts Location".	5. IPDM E/R E5, E6, E7, E9 Refer to PCS-5, "Component Parts Location".	6. Hood switch
7. Horn (low) E69, E70	8. Clutch interlock switch E111 (for M/T models)	9. Stop lamp switch E110
10. ABS actuator and electric unit (control unit) E41 Refer to BRC-11, "Component Parts Location".	11. Key slot M22	12. Driver side door switch B16
A. Built in hood lock RH	B. View with instrument driver lower cover removed	



1. Inside key antenna (console) M257
2. Inside key antenna (luggage room) B222
3. Back door switch B66
4. TCM F301
5. ECM M107
6. A/T shift selector (detention switch) M137

A. Built in A/T shift selector

Component Description

INFOID:0000000004497902

Component	Reference
BCM	SEC-96
Security indicator lamp	SEC-123
Door switch	DLK-60
Back door switch	DLK-60
Hood switch	SEC-121

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

COMMON ITEM : CONSULT-III Function (BCM - COMMON ITEM)

INFOID:0000000004497420

APPLICATION ITEM

CONSULT-III performs the following functions via CAN communication with BCM.

Diagnosis mode	Function Description
Work Support	Changes the setting for each system function.
Self Diagnostic Result	Displays the diagnosis results judged by BCM.
CAN Diag Support Monitor	Monitors the reception status of CAN communication viewed from BCM. Refer to CONSULT-III operation manual.
Data Monitor	The BCM input/output signals are displayed.
Active Test	The signals used to activate each device are forcibly supplied from BCM.
Ecu Identification	The BCM part number is displayed.
Configuration	• Read and save the vehicle specification. • Write the vehicle specification when replacing BCM.

SYSTEM APPLICATION

BCM can perform the following functions for each system.

NOTE:

It can perform the diagnosis modes except the following for all sub system selection items.

×: Applicable item

System	Sub system selection item	Diagnosis mode		
		Work Support	Data Monitor	Active Test
Door lock	DOOR LOCK	×	×	×
Rear window defogger	REAR DEFOGGER		×	×
Warning chime	BUZZER		×	×
Interior room lamp timer	INT LAMP	×	×	×
Exterior lamp	HEAD LAMP	×	×	×
Wiper and washer	WIPER	×	×	×
Turn signal and hazard warning lamps	FLASHER	×	×	×
—	AIR CONDITONER*			
• Intelligent Key system • Engine start system	INTELLIGENT KEY	×	×	×
Combination switch	COMB SW		×	
Body control system	BCM	×		
IVIS - NATS	IMMU		×	×
Interior room lamp battery saver	BATTERY SAVER	×	×	×
Back door open	TRUNK		×	×
Vehicle security system	THEFT ALM	×	×	×
—	RETAINED PWR*		×	
Signal buffer system	SIGNAL BUFFER		×	×
TPMS	TPMS (AIR PRESSURE MONITOR)	×	×	×

NOTE:

*: This item is displayed, but is not used.

FREEZE FRAME DATA (FFD)

The BCM records the following vehicle condition at the time a particular DTC is detected, and displays on CONSULT-III.

CONSULT screen item	Indication/Unit	Description	
Vehicle Speed	km/h	Vehicle speed of the moment a particular DTC is detected	
Odo/Trip Meter	km	Total mileage (Odometer value) of the moment a particular DTC is detected	
Vehicle Condition	SLEEP>LOCK	Power position status of the moment a particular DTC is detected	While turning BCM status from low power consumption mode to normal mode (Power supply position is “LOCK”)
	SLEEP>OFF		While turning BCM status from low power consumption mode to normal mode (Power supply position is “OFF”.)
	LOCK>ACC		While turning power supply position from “LOCK” to “ACC”
	ACC>ON		While turning power supply position from “ACC” to “IGN”
	RUN>ACC		While turning power supply position from “RUN” to “ACC” (Vehicle is stopping and selector lever is except P position.)
	CRANK>RUN		While turning power supply position from “CRANKING” to “RUN” (From cranking up the engine to run it)
	RUN>URGENT		While turning power supply position from “RUN“ to “ACC” (Emergency stop operation)
	ACC>OFF		While turning power supply position from “ACC” to “OFF”
	OFF>LOCK		While turning power supply position from “OFF” to “LOCK”
	OFF>ACC		While turning power supply position from “OFF” to “ACC”
	ON>CRANK		While turning power supply position from “IGN” to “CRANKING”
	OFF>SLEEP		While turning BCM status from normal mode (Power supply position is “OFF”.) to low power consumption mode
	LOCK>SLEEP		While turning BCM status from normal mode (Power supply position is “LOCK”.) to low power consumption mode
	LOCK		Power supply position is “LOCK” (Ignition switch OFF with steering is locked.)
	OFF		Power supply position is “OFF” (Ignition switch OFF with steering is unlocked.)
	ACC		Power supply position is “ACC” (Ignition switch ACC)
	ON		Power supply position is “IGN” (Ignition switch ON with engine stopped)
	ENGINE RUN		Power supply position is “RUN” (Ignition switch ON with engine running)
	CRANKING		Power supply position is “CRANKING” (At engine cranking)
IGN Counter	0 - 39	The number of times that ignition switch is turned ON after DTC is detected • The number is 0 when a malfunction is detected now. • The number increases like 1 → 2 → 3...38 → 39 after returning to the normal condition whenever ignition switch OFF → ON. • The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.	

INTELLIGENT KEY

INTELLIGENT KEY : CONSULT-III Function (BCM - INTELLIGENT KEY)

INFOID:0000000004714592

WORK SUPPORT

Monitor item	Description
CONFIRM KEY FOB ID	It can be checked whether Intelligent Key ID code is registered or not in this mode.
AUTO LOCK SET	Auto door lock time can be changed in this mode. • MODE 1: 1 minute • MODE 2: 5 minutes • MODE 3: 30 seconds • MODE 4: 2 minutes

Monitor item	Description
LOCK/UNLOCK BY I-KEY	Door lock/unlock function by door request switch (driver side, passenger side and back door) mode can be changed to operate (ON) or not operate (OFF) in this mode.
ENGINE START BY I-KEY	Engine start function mode can be changed to operate (ON) or not operate (OFF) with this mode.
TRUNK/GLASS HATCH OPEN	Buzzer reminder function mode by back door request switch can be changed to operate (ON) or not operate (OFF) with this mode.
PANIC ALARM SET	Panic alarm button pressing time on Intelligent Key remote control button can be selected from the following with this mode. • MODE 1: 0.5 sec. • MODE 2: Non-operation • MODE 3: 1.5 sec.
TAKE OUT FROM WIN WARN	**NOTE:** This item is displayed, but cannot be monitored.
PW DOWN SET	Unlock button pressing time on Intelligent Key button can be selected from the following with this mode. • MODE 1: 3 sec. • MODE 2: Non-operation • MODE 3: 5 sec.
TRUNK OPEN DELAY	**NOTE:** This item is displayed, but cannot be supported.
LO- BATT OF KEY FOB WARN	Intelligent Key low battery warning mode can be changed to operate (ON) or not operate (OFF) with this mode.
ANTI KEY LOCK IN FUNCTI	Key reminder function mode can be changed to operate (ON) or not operate (OFF) with this mode.
HAZARD ANSWER BACK	Hazard reminder function mode can be selected from the following with this mode. • LOCK ONLY: Door lock operation only • UNLOCK ONLY: Door unlock operation only • LOCK/UNLOCK: Lock/unlock operation • OFF: Non-operation
ANS BACK I-KEY LOCK	Buzzer reminder function (lock operation) mode by door request switch (driver side and passenger side) can be selected from the following with this mode. • Horn chirp: Sound horn • Buzzer: Sound Intelligent Key warning buzzer • OFF: Non-operation
ANS BACK I-KEY UNLOCK	Buzzer reminder function (unlock operation) mode by door request switch can be changed to operate (ON) or not operate (OFF) with this mode.
SHORT CRANKING OUTPUT	Starter motor can be forcibly activated.
INSIDE ANT DIAGNOSIS	This function allows inside key antenna self-diagnosis.
HORN WITH KEYLESS LOCK	Horn reminder function mode by Intelligent Key button can be changed to operate (ON) or not operate (OFF) with this mode.

SELF-DIAG RESULT

Refer to DLK-155, "DTC Index".

DATA MONITOR

Monitor Item	Condition
REQ SW -DR	Indicates [ON/OFF] condition of door request switch (driver side).
REQ SW -AS	Indicates [ON/OFF] condition of door request switch (passenger side).
REQ SW -BD/TR	Indicates [ON/OFF] condition of back door request switch.
PUSH SW	Indicates [ON/OFF] condition of push-button ignition switch.
IGN RLY2 -F/B	Indicates [ON/OFF] condition of ignition relay 2.
ACC RLY-F/B	**NOTE:** This item is displayed, but cannot be monitored.

Monitor Item	Condition
CLUCH SW*1	Indicates [ON/OFF] condition of clutch switch.
BRAKE SW 1	Indicates [ON/OFF]*2 condition of brake switch power supply.
BRAKE SW 2	Indicates [ON/OFF] condition of brake switch.
DETE/CANCL SW	Indicates [ON/OFF] condition of P position.
SFT PN/N SW	Indicates [ON/OFF] condition of P or N position.
S/L -LOCK	Indicates [ON/OFF] condition of steering lock unit (LOCK).
S/L -UNLOCK	Indicates [ON/OFF] condition of steering lock unit (UNLOCK).
S/L RELAY -F/B	Indicates [ON/OFF] condition of steering lock relay.
UNLK SEN -DR	Indicates [ON/OFF] condition of driver door UNLOCK status.
PUSH SW -IPDM	Indicates [ON/OFF] condition of push-button ignition switch.
IGN RLY1 -F/B	Indicates [ON/OFF] condition of ignition relay 1.
DETE SW -IPDM	Indicates [ON/OFF] condition of P position.
SFT PN -IPDM	Indicates [ON/OFF] condition of P or N position.
SFT P -MET	Indicates [ON/OFF] condition of P position.
SFT N -MET	Indicates [ON/OFF] condition of N position.
ENGINE STATE	Indicates [STOP/STALL/CRANK/RUN] condition of engine states.
S/L LOCK-IPDM	Indicates [ON/OFF] condition of steering lock unit (LOCK).
S/L UNLK-IPDM	Indicates [ON/OFF] condition of steering lock unit (UNLOCK).
S/L RELAY-REQ	Indicates [ON/OFF] condition of steering lock relay.
VEH SPEED 1	Display the vehicle speed signal received from combination meter by numerical value [km/h].
VEH SPEED 2	Display the vehicle speed signal received from ABS or VDC or TCM by numerical value [km/h].
DOOR STAT-DR	Indicates [LOCK/READY/UNLOCK] condition of driver side door status.
DOOR STAT-AS	Indicates [LOCK/READY/UNLOCK] condition of passenger side door status.
ID OK FLAG	Indicates [SET/RESET] condition of key ID.
PRMT ENG STRT	Indicates [SET/RESET] condition of engine start possibility.
PRMT RKE STRT	**NOTE:** This item is displayed, but cannot be monitored.
KEY SW -SLOT	Indicates [ON/OFF] condition of key slot.
TRNK/HAT MNTR	**NOTE:** This item is displayed, but cannot be monitored.
RKE-LOCK	Indicates [ON/OFF] condition of LOCK signal from Intelligent Key.
RKE-UNLOCK	Indicates [ON/OFF] condition of UNLOCK signal from Intelligent Key.
RKE-TR/BD	**NOTE:** This item is displayed, but cannot be monitored.
RKE-PANIC	Indicates [ON/OFF] condition of PANIC button of Intelligent Key.
RKE-P/W OPEN	Indicates [ON/OFF] condition of P/W DOWN signal from Intelligent Key.
RKE-MODE CHG	Indicates [ON/OFF] condition of MODE CHANGE signal from Intelligent Key.
RKE OPE COUN1	When remote keyless entry receiver receives the signal transmitted while operating on Intelligent Key, the numerical value start changing.
RKE OPE COUN2	**NOTE:** This item is displayed, but cannot be monitored.

*1: It is displayed but does not operate on M/T models.

*2: OFF is displayed when brake pedal is depressed while brake switch power supply is OFF.

ACTIVE TEST

Test item	Description
BATTERY SAVER	This test is able to check interior room lamp operation. The interior room lamp is activated after “ON” on CONSULT-III screen is touched.
PW REMOTO DOWN SET	This test is able to check power window down operation. The power window down is activated after “ON” on CONSULT-III screen is touched.
OUTSIDE BUZZER	This test is able to check Intelligent Key warning buzzer operation. The Intelligent Key warning buzzer is activated after “ON” on CONSULT-III screen is touched.
INSIDE BUZZER	This test is able to check warning chime in combination meter operation. • Take away warning chime sounds when “TAKE OUT” on CONSULT-III screen is touched. • Key warning chime sounds when “KEY” on CONSULT-III screen is touched. • OFF position warning chime sounds when “KNOB” on CONSULT-III screen is touched.
INDICATOR	This test is able to check warning lamp operation. • “KEY” Warning lamp illuminates when “KEY ON” on CONSULT-III screen is touched. • “KEY” Warning lamp blinks when “KEY IND” on CONSULT-III screen is touched.
INT LAMP	This test is able to check interior room lamp operation. The interior room lamp is activated after “ON” on CONSULT-III screen is touched.
LCD	This test is able to check meter display information • Engine start information displays when “BP N” on CONSULT-III screen is touched. • Engine start information displays when “BP I” on CONSULT-III screen is touched. • Key ID warning displays when “ID NG” on CONSULT-III screen is touched. • Steering lock information displays when “ROTAT” on CONSULT-III screen is touched. • P position warning displays when “SFT P” on CONSULT-III screen is touched. • Intelligent Key insert information displays when “INSRT” on CONSULT-III screen is touched. • Intelligent Key low battery warning displays when “BATT” on CONSULT-III screen is touched. • Take away through window warning displays when “NO KY” on CONSULT-III screen is touched. • Take away warning display when “OUTKEY” on CONSULT-III screen is touched. • OFF position warning display when “LK WN” on CONSULT-III screen is touched.
TRUNK/GLASS HATCH	**NOTE:** This item is displayed, but cannot be tested.
FLASHER	This test is able to check hazard warning lamp operation. The hazard warning lamps are activated after “LH/RH/OFF” on CONSULT-III screen is touched.
HORN	This test is able to check horn operation. The horn is activated after “ON” on CONSULT-III screen is touched.
P RANGE	This test is able to check A/T shift selector power supply A/T shift selector power is supplied when “ON” on CONSULT-III screen is touched.
ENGINE SW ILLUMI	This test is able to check push-ignition switch illumination operation. Push-ignition switch illumination illuminates when “ON” on CONSULT-III screen is touched.
LOCK INDICATOR	This test is able to check LOCK indicator in push-ignition switch operation. LOCK indicator in push-ignition switch illuminates when “ON” on CONSULT-III screen is touched.
ACC INDICATOR	This test is able to check ACC indicator in push-ignition switch operation. ACC indicator in push-ignition switch illuminates when “ON” on CONSULT-III screen is touched.
IGNITION ON IND	This test is able to check ON indicator in push-ignition switch operation. ON indicator in push-ignition switch illuminates when “ON” on CONSULT-III screen is touched.
KEY SLOT ILLUMI	This test is able to check key slot illumination operation. Key slot illumination blinks when “ON” on CONSULT-III screen is touched.
TRUNK/BACK DOOR	This test is able to check back door opener actuator open operation. This actuator opens when “OPEN” on CONSULT-III screen is touched.

THEFT ALM

THEFT ALM : CONSULT-III Function (BCM - THEFT)

INFOID:0000000004497422

DATA MONITOR

Monitored Item	Description
REQ SW -DR	Indicates [ON/OFF] condition of door request switch (driver side).
REQ SW -AS	Indicates [ON/OFF] condition of door request switch (passenger side).
REQ SW -RR	**NOTE:** This is displayed even when it is not equipped.
REQ SW -RL	**NOTE:** This is displayed even when it is not equipped.
REQ SW -BD/TR	Indicates [ON/OFF] condition of back door request switch.
PUSH SW	Indicates [ON/OFF] condition of push-button ignition switch
UNLK SEN -DR	Indicates [ON/OFF] condition of driver door UNLOCK status.
KEY SW -SLOT	Indicates [ON/OFF] condition of key slot.
DOOR SW-DR	Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	Indicates [ON/OFF] condition of passenger side door switch.
DOOR SW-RR	**NOTE:** This is displayed even when it is not equipped.
DOOR SW-RL	**NOTE:** This is displayed even when it is not equipped.
DOOR SW-BK	Indicates [ON/OFF] condition of back door switch.
CDL LOCK SW	Indicates [ON/OFF] condition of lock signal from door lock/unlock switch LH and RH.
CDL UNLOCK SW	Indicates [ON/OFF] condition of unlock signal from door lock/unlock switch LH and RH.
TR/BD OPEN SW	Indicates [ON/OFF] condition of back door opener switch.
TRNK/HAT MNTR	Indicates [ON/OFF] condition of back door.
RKE-LOCK	Indicates [ON/OFF] condition of LOCK signal from Intelligent Key.
RKE-UNLOCK	Indicates [ON/OFF] condition of UNLOCK signal from Intelligent Key.
RKE-TR/BD	**NOTE:** This is displayed even when it is not equipped.

WORK SUPPORT

Test Item	Description
SECURITY ALARM SET	This mode is able to confirm and change security alarm ON-OFF setting.
THEFT ALM TRG	The switch which triggered vehicle security alarm is recorded. This mode is able to confirm and erase the record of vehicle security alarm. The trigger data can be erased by touching “CLEAR” on CONSULT-III screen.

ACTIVE TEST

Test Item	Description
THEFT IND	This test is able to check security indicator lamp operation. The lamp is turned on when “ON” on CONSULT-III screen is touched.
VEHICLE SECURITY HORN	This test is able to check vehicle security horn operation. The horns are activated for 0.5 seconds after “ON” on CONSULT-III screen is touched.
HEADLAMP(HI)	This test is able to check vehicle security lamp operation. The headlamps are activated for 0.5 seconds after “ON” on CONSULT-III screen is touched.
FLASHER	This test is able to check vehicle security hazard lamp operation. The hazard lamps are activated after “ON” on CONSULT-III screen is touched.

IMMU

IMMU : CONSULT-III Function (BCM - IMMU)

INFOID:0000000004497423

DATA MONITOR

Monitor item	Content
CONFRM ID ALL	Indicates [YET] at all time. Switches to [DONE] when a registered Intelligent Key is inserted into the key slot.
CONFIRM ID4	
CONFIRM ID3	
CONFIRM ID2	
CONFIRM ID1	
TP 4	Indicates the number of IDs that are registered.
TP 3	
TP 2	
TP 1	
PUSH SW	Indicates [ON/OFF] condition of push-button ignition switch.
KEY SW -SLOT	Indicates [ON/OFF] condition of key slot.

ACTIVE TEST

Test item	Description
THEFT IND	This test is able to check security indicator lamp operation. The lamp is turned on when “ON” on CONSULT-III screen touched.

DTC/CIRCUIT DIAGNOSIS

U1000 CAN COMM CIRCUIT

BCM

BCM : Description

INFOID:0000000004497425

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H-line, CAN L-line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.
CAN Communication Signal Chart. Refer to LAN-23, "CAN Communication Signal Chart".

BCM : DTC Logic

INFOID:0000000004497426

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1000	CAN COMM	When BCM cannot communicate CAN communication signal continuously for 2 seconds or more.	CAN communication system

BCM : Diagnosis Procedure

INFOID:0000000004497427

1.PERFORM SELF DIAGNOSTIC

1. Turn ignition switch ON and wait for 2 seconds or more.
2. Check “Self Diagnostic Result”.

Is DTC “U1000” displayed?

YES >> Refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Refer to GI-39, "Intermittent Incident".

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Description

INFOID:0000000004497428

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.
CAN Communication Signal Chart. Refer to LAN-23, "CAN Communication Signal Chart".

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic

INFOID:0000000004497429

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1000	CAN COMM CIRCUIT	When IPDM E/R cannot communicate CAN communication signal continuously for 2 seconds or more	CAN communication system

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Di-

agnosis Procedure

INFOID:0000000004497430

1.PERFORM SELF DIAGNOSTIC

1. Turn the ignition switch ON and wait for 2 seconds or more.
2. Check “Self Diagnostic Result” of IPDM E/R.

Is “CAN COMM CIRCUIT” displayed?

YES >> Refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Refer to GI-39, "Intermittent Incident".

U1010 CONTROL UNIT (CAN)

BCM

BCM : DTC Logic

INFOID:0000000004497431

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1010	CONTROL UNIT(CAN)	BCM detected internal CAN communication circuit malfunction.	BCM

BCM : Diagnosis Procedure

INFOID:0000000004497432

1.REPLACE BCM

When DTC “U1010” is detected, replace BCM.

>> Replace BCM. Refer to BCS-84, "Exploded View".

BCM : Special Repair Requirement

INFOID:0000000004497433

1.REQUIRED WORK WHEN REPLACING BCM

Initialize control unit. Refer to CONSULT-III operation manual NATS-IVIS/NVIS.

>> Work end.

P1610 LOCK MODE

Description

INFOID:0000000004497434

When the starting operation is carried more than five times consecutively under the following conditions, NATS shifts to the mode that prevents the engine from being started.
- Unregistered Intelligent Key is used.
- BCM or ECM is malfunctioning.

DTC Logic

INFOID:0000000004497435

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1610	LOCK MODE	When the starting operation is carried out five or more times consecutively under the following conditions. • Unregistered Intelligent Key • BCM or ECM is malfunctioning	—

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-34, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497436

1.CHECK ENGINE START FUNCTION

1. Perform the check for DTC except DTC P1610.
2. Use CONSULT-III to erase DTC after fixing.
3. Turn ignition switch OFF.
4. Turn ignition switch ON when registered Intelligent Key is inserted into key slot and wait for 5 seconds.
5. Turn the ignition switch OFF and wait 5 seconds.
6. Repeat steps 4 and 5 twice (a total of 3 times).
7. Check that engine can start when registered Intelligent Key is inserted into key slot.

>> INSPECTION END

P1611 ID DISCORD, IMMU-ECM

Description

INFOID:0000000004497437

BCM performs the ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic

INFOID:0000000004497438

DTC DETECTION LOGIC

NOTE:

- If DTC P1611 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC P1611 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1611	ID DISCORD, IMMU-ECM	The ID verification results between BCM and ECM are NG. Registration is necessary.	• BCM • ECM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-35, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497439

1.PERFORM INITIALIZATION

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 2.

2.REPLACE BCM

1. Replace BCM. Refer to BCS-84, "Removal and Installation".
2. Perform initialization using CONSULT-III.
   For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 3.

3.REPLACE ECM

1. Replace ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Description".
2. Perform initialization using CONSULT-III.

For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 4.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

P1612 CHAIN OF ECM-IMMU

Description

INFOID:0000000004497440

BCM performs ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic

INFOID:0000000004497441

DTC DETECTION LOGIC

NOTE:

- If DTC P1612 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC P1612 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1612	CHAIN OF ECM-IMMU	Inactive communication between ECM and BCM	• Harness or connectors (The CAN communication line is open or shorted) • BCM • ECM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-37, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497442

1.REPLACE BCM

1. Replace BCM. Refer to BCS-84, "Removal and Installation".
2. Perform initialization using CONSULT-III.
   For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Does the engine start?

YES >> INSPECTION END
NO >> GO TO 2.

2.REPLACE ECM

Replace ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Description".

>> INSPECTION END

P1614 CHAIN OF IMMU-KEY

Description

INFOID:0000000004497443

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed.
Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic

INFOID:0000000004497444

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1614	CHAIN OF IMMU-KEY	Inactive communication between key slot and BCM.	• Harness or connectors (The key slot circuit is open or shorted) • Key slot • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE 1

1. Insert Intelligent Key into the key slot.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-38, "Diagnosis Procedure".
NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE 2

1. Press the push-button ignition switch.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-38, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497445

1. INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.
DTC confirmation procedure 2>>GO TO 4.

2.CHECK KEY SLOT INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect key slot connector.
3. Check voltage between key slot harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Key slot			
Connector	Terminal		
M22	2	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-207, "Removal and Installation".
NO >> GO TO 3.

3.CHECK KEY SLOT CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between key slot harness connector and BCM harness connector.

Key slot		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M22	2	M122	80	Existed

3. Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	2		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

4. CHECK PUSH-BUTTON IGNITION SWITCH OPERATION

Press push-button ignition switch and check if it turns ON.

Does ignition switch turn to ON?

YES >> GO TO 5.
NO >> GO TO 7.

5. CHECK KEY SLOT COMMUNICATION SIGNAL

1. Turn ignition switch OFF.
2. Disconnect key slot connector.
3. Check voltage between key slot harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Key slot			
Connector	Terminal		
M22	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-207, "Removal and Installation".
NO >> GO TO 6.

6. CHECK KEY SLOT COMMUNICATION SIGNAL CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between key slot harness connector and BCM harness connector.

Key slot		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M22	3	M122	81	Existed

3. Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	3		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

7. CHECK KEY SLOT GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect key slot connector.

3. Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	7		Existed

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace harness.

8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

P1615 DIFFRENCE OF KEY

Description

INFOID:0000000004497446

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed.
Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic

INFOID:0000000004497447

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1615	DIFFERENCE OF KEY	The ID verification results between BCM and Intelligent Key are NG. Registration is necessary.	Intelligent Key

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Press the push-button ignition switch.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-41, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497448

1.PERFORM INITIALIZATION

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 2.

2.REPLACE INTELLIGENT KEY

1. Replace Intelligent Key.
2. Perform initialization using CONSULT-III.
   For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 3.

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2190 NATS ANTENNA AMP.

Description

INFOID:0000000004497449

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed.
Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic

INFOID:0000000004497450

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2190	NATS ANTENNA AMP	Inactive communication between key slot and BCM.	• Harness or connectors (The key slot circuit is open or shorted) • Key slot • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE 1

1. Insert Intelligent Key into the key slot.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-42, "Diagnosis Procedure".
NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE 2

1. Press the push-button ignition switch.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-42, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497451

1. INSPECTION START

Perform inspection in accordance with the appropriate confirmation procedure DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.
DTC confirmation procedure 2>>GO TO 4.

2.CHECK KEY SLOT INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect key slot connector.
3. Check voltage between key slot harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Key slot			
Connector	Terminal		
M22	2	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-207, "Removal and Installation".
NO >> GO TO 3.

3.CHECK KEY SLOT CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between key slot harness connector and BCM harness connector.

Key slot		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M22	2	M122	80	Existed

3. Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	2		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

4. CHECK PUSH-BUTTON IGNITION SWITCH OPERATION

Press push-button ignition switch and check if it turns ON.

Does ignition switch turn to ON?

YES >> GO TO 5.
NO >> GO TO 7.

5. CHECK KEY SLOT COMMUNICATION SIGNAL

1. Turn ignition switch OFF.
2. Disconnect key slot connector.
3. Check voltage between key slot harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Key slot			
Connector	Terminal		
M22	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-207, "Removal and Installation".
NO >> GO TO 6.

6. CHECK KEY SLOT COMMUNICATION SIGNAL CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between key slot harness connector and BCM harness connector.

Key slot		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M22	3	M122	81	Existed

3. Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	3		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

7. CHECK KEY SLOT GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect key slot connector.

3. Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	7		Existed

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace harness.

8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2191 DIFFERENCE OF KEY

Description

INFOID:0000000004497452

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed.
Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic

INFOID:0000000004497453

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2191	DIFFERENCE OF KEY	The ID verification results between BCM and Intelligent Key are NG. Registration is necessary.	Intelligent Key

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Press the push-button ignition switch.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-45, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497454

1.PERFORM INITIALIZATION

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 2.

2.REPLACE INTELLIGENT KEY

1. Replace Intelligent Key.
2. Perform initialization using CONSULT-III.
   For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 3.

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2192 ID DISCORD, IMMU-ECM

Description

INFOID:0000000004497455

BCM performs ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic

INFOID:0000000004497456

DTC DETECTION LOGIC

NOTE:

- If DTC B2192 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2192 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2192	ID DISCORD, IMMU-ECM	The ID verification results between BCM and ECM are NG. Registration is necessary.	• BCM • ECM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-46, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497457

1.PERFORM INITIALIZATION

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 2.

2.REPLACE BCM

1. Replace BCM. Refer to BCS-84, "Removal and Installation".
2. Perform initialization using CONSULT-III.
   For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 3.

3.REPLACE ECM

1. Replace ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Description".
2. Perform initialization using CONSULT-III.
   For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END
NO >> GO TO 4.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2193 CHAIN OF ECM-IMMU

Description

INFOID:0000000004497458

BCM performs the ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic

INFOID:0000000004497459

DTC DETECTION LOGIC

NOTE:

- If DTC B2193 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2193 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2193	CHAIN OF ECM-IMMU	Inactive communication between ECM and BCM	• Harness or connectors (The CAN communication line is open or shorted) • BCM • ECM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-48, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497460

1.REPLACE BCM

1. Replace BCM. Refer to BCS-84, "Removal and Installation".
2. Perform initialization using CONSULT-III.
   For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Does the engine start?

YES >> INSPECTION END
NO >> GO TO 2.

2.REPLACE ECM

Replace ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Description".

>> INSPECTION END

B2195 ANTI-SCANNING

Description

INFOID:0000000004553748

When ignition switch is turned ON, BCM performs ID verification with ECM. If ID verification that is out of the specified specification is detected, BCM prohibits further ID verification and engine cranking.

DTC Logic

INFOID:0000000004553749

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2195	ANTI-SCANNING	ID verification between BCM and ECM that is out of the specified specification is detected	ID verification request out of the specified specification

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Refer to SEC-49, "Diagnosis Procedure".
NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000004553750

1.CHECK SELF-DIAGNOSTIC RESULT-1

1. Perform “Self-diagnostic result” of BCM using CONSULT-III.
2. Erase DTC.
3. Perform DTC Confirmation Procedure. Refer to SEC-49, "DTC Logic".

Is DTC 2195 detected?

YES >> GO TO 2.
NO >> INSPECTION END

2.CHECK EQUIPMENT OF THE VEHICLE

Check that unspecified accessory part related to engine start is not installed.

Is unspecified accessory part related to engine start installed?

YES >> GO TO 3.
NO >> Replace BCM. Refer to BCS-84, "Removal and Installation".

3.CHECK SELF-DIAGNOSTIC RESULT-2

1. Obtain the customers approval to remove unspecified accessory part related to engine start, and then remove it.
2. Perform “Self-diagnostic result” of BCM using CONSULT-III.
3. Erase DTC.
4. Perform DTC Confirmation Procedure. Refer to SEC-49, "DTC Logic".

Is DTC 2195 detected?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> INSPECTION END

B2013 ID DISCORD, IMMU-STRG

Description

INFOID:0000000004497461

BCM performs the ID verification with the steering lock unit and releases the steering lock if both BCM and steering lock unit ID are same. BCM starts the communication with the steering lock unit when Intelligent Key is carried into the passenger compartment and the push-button ignition switch is pressed.

DTC Logic

INFOID:0000000004497462

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2013	ID DISCORD, IMMU-STRG	The ID verification results between BCM and steering lock unit are NG. Registration is necessary.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Lock steering.
2. Press the push-button ignition switch.
3. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-50, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497463

1.PERFORM INITIALIZATION

Perform initialization using CONSULT-III.
For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Does steering lock operate?

YES >> INSPECTION END
NO >> GO TO 2.

2.REPLACE STEERING LOCK UNIT

1. Replace steering lock unit.
2. Perform initialization using CONSULT-III.
   For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

Does steering lock operate?

YES >> INSPECTION END
NO >> GO TO 3.

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2014 CHAIN OF STRG-IMMU

Description

INFOID:0000000004497464

BCM performs the ID verification with the steering lock unit to release the steering. BCM starts the communication with the steering lock unit when Intelligent Key is carried into the passenger compartment and the push-button ignition switch is pressed.

DTC Logic

INFOID:0000000004497465

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2014	CHAIN OF STRG-IMMU	Inactive communication between steering lock unit and BCM.	• Harness or connectors (Steering lock unit circuit is open or shorted) • Steering lock unit • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Lock steering.
2. Press the push-button ignition switch.
3. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-51, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497466

1.CHECK STEERING LOCK UNIT POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect steering lock unit connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Condition		Voltage (V) (Approx.)
Steering lock unit					
Connector	Terminal				
M40	7	Ground	Ignition switch	OFF or ACC	Battery voltage
				ON	0

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK STEERING LOCK UNIT POWER SUPPLY CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	7	M122	106	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	7		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK STEERING LOCK UNIT GROUND CIRCUIT

Check continuity between steering lock unit and ground.

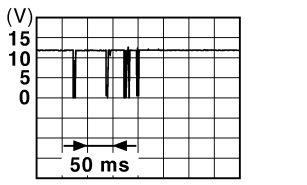
Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	5		Existed
	6		

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4.CHECK STEERING LOCK UNIT COMMUNICATION SIGNAL

1. Connect steering lock unit connector and BCM connector.
2. Read voltage signal between steering lock unit harness connector and ground.

(+)		(–)	Condition		Voltage (V) (Approx.)
Steering lock unit					
Connector	Terminal				
M40	2	Ground	Steering lock unit	Lock status	Battery voltage
				Lock or unlock	
				For 15 seconds after unlock	Battery voltage
				15 seconds or later after unlock.	0

JMKIA0066GB

Steering is locked : Opening the door when ignition switch is ON to OFF.
Steering is unlocked : Ignition switch is OFF to ACC.

Is the inspection result normal?

YES >> Replace steering lock unit.
NO >> GO TO 5.

5.CHECK STEERING LOCK UNIT COMMUNICATION CIRCUIT

1. Disconnect steering lock unit and BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	2	M122	111	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	2		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

B2555 STOP LAMP

Description

INFOID:0000000004497467

BCM detects the stop lamp status and confirms the stop lamp switch ON/OFF status. BCM confirms the engine start condition according to the stop lamp switch ON/OFF status.

DTC Logic

INFOID:0000000004497468

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2555	STOP LAMP	BCM makes a comparison between the upper voltage and lower voltage of stop lamp switch. It judges from their values to detect the malfunctioning circuit.	• Harness or connectors (stop lamp switch circuit is open or shorted) • Stop lamp switch • Fuse

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Depress the brake pedal and wait 1 second or more.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-54, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497469

1.CHECK STOP LAMP SWITCH INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check voltage between BCM harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
BCM			
Connector	Terminal		
M123	116	Ground	Battery voltage

Is the inspection normal?

YES >> GO TO 2.
NO-1 >> Check 10 A fuse [No. 7, located in the fuse block (J/B)].
NO-2 >> Check harness for open or short between BCM and fuse.

2.CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Disconnect stop lamp switch connector.
2. Check voltage between stop lamp harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Stop lamp switch			
Connector	Terminal		
E110	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> Check harness for open or short to stop lamp switch.

3.CHECK STOP LAMP SWITCH CIRCUIT

1. Check continuity between stop lamp switch harness connector and BCM harness connector.

Stop lamp switch		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E110	2	M123	118	Existed

2. Check continuity between stop lamp switch harness connector and ground.

Stop lamp switch		Ground	Continuity
Connector	Terminal		
E110	2		Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4.CHECK STOP LAMP SWITCH

Refer to SEC-55, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace stop lamp switch. Refer to BR-18, "Exploded View".

5.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000004497470

1.CHECK STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch connector.
3. Check continuity between stop lamp switch terminals.

Stop lamp switch		Condition		Continuity
Terminal				
1	2	Brake pedal	Not depressed	Not existed
			Depressed	Existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace stop lamp switch. Refer to BR-18, "Exploded View".

B2556 PUSH-BUTTON IGNITION SWITCH

Description

INFOID:0000000004497471

The switch changes the power supply position. BCM maintains the power supply position status. BCM changes the power supply position with the operation of the push-button ignition switch.

DTC Logic

INFOID:0000000004497472

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2556	PUSH-BUTTON IGNITION SWITCH	BCM detects the push-button ignition switch stuck at ON for 100 seconds or more.	• Harness or connectors (Push-button ignition switch circuit is shorted.) • Push-button ignition switch • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine and wait 100 seconds or more.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-56, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497473

1.CHECK PUSH-BUTTON IGNITION SWITCH INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect push-button ignition switch connector.
3. Check voltage between push-button ignition switch harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Push-button ignition switch			
Connector	Terminal		
M50	4	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT

1. Disconnect BCM connector and IPDM E/R connector.
2. Check continuity between push-button ignition switch harness connector and BCM harness connector.

Push-button ignition switch		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M50	4	M122	89	Existed

3. Check continuity between push-button ignition switch harness connector and ground.

Push-button ignition switch		Ground	Continuity
Connector	Terminal		
M50	4		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK PUSH-BUTTON IGNITION SWITCH GROUND CIRCUIT

Check continuity between push-button ignition switch harness connector and ground.

Push-button ignition switch		Ground	Continuity
Connector	Terminal		
M50	1		Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4.CHECK PUSH-BUTTON IGNITION SWITCH

Refer to SEC-57, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace push-button ignition switch. Refer to SEC-208, "Removal and Installation".

5.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000004497474

1.CHECK PUSH-BUTTON IGNITION SWITCH

1. Turn ignition switch OFF.
2. Disconnect push-button ignition switch connector.
3. Check continuity between push-button ignition switch terminals.

Push-button ignition switch		Condition		Continuity
Terminal				
1	4	Push-button ignition switch	Pressed	Existed
			Not pressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace push-button ignition switch. Refer to SEC-208, "Removal and Installation".

B2557 VEHICLE SPEED

Description

INFOID:0000000004497475

BCM receives 2 vehicle speed signals via CAN communication. 1 signal is transmitted by the “unified meter and A/C amp.”. Another signal is transmitted by “ABS actuator and electric unit (control unit.)”. BCM compares both signals to detect the vehicle speed.

DTC Logic

INFOID:0000000004497476

DTC DETECTION LOGIC

NOTE:

- If DTC B2557 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2557 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2557	VEHICLE SPEED	BCM detects the following difference between the vehicle speed signal from “unified meter and A/C amp.” and the one from “ABS actuator and electric unit” for 10 seconds continuously. • One is 10 km/h (6.2 MPH) or more and the other is 4 km/h (2.5 MPH) or less	• Wheel sensor • Unified meter and A/C amp. • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Drive the vehicle at the vehicle speed of 10 km/h (6.2 MPH) or more and wait 10 seconds or more.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-58, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497477

1.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Check “Self-diagnostic result” using CONSULT-III. Refer to BRC-84, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CHECK DTC WITH “COMBINATION METER”

Check “Self-diagnostic result” using CONSULT-III. Refer to MWI-71, "DTC Index".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace the malfunctioning parts.

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2560 STARTER CONTROL RELAY

Description

INFOID:0000000004497478

Starter control relay, integrated in IPDM E/R, permits the starter relay operation when in the N or P position and the steering is locked or unlocked. It is installed parallel to the starter relay.

DTC Logic

INFOID:0000000004497479

DTC DETECTION LOGIC

NOTE:

- If DTC B2560 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2560 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2560	STARTER CONTROL RELAY	BCM detects a discrepancy between the OFF request of starter control relay to IPDM E/R and the feedback. (The feedback is ON instead of OFF.)	IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 2 seconds or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-59, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497480

1.CHECK DTC WITH IPDM E/R

Check “Self-diagnostic result” using CONSULT-III. Refer to SEC-196, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".

2.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2601 SHIFT POSITION

Description

INFOID:0000000004497481

BCM confirms the shift position with the following 4 signals.
- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

INFOID:0000000004497482

DTC DETECTION LOGIC

NOTE:
- If DTC B2601 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2601 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2601	SHIFT POSITION	BCM detects when a difference between the shift P input signal and the shift position signal received from IPDM E/R via CAN communication continues for 2 seconds or more.	• Harness or connectors (A/T shift selector circuit is open or shorted) • A/T shift selector (detention switch)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 2 seconds or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-60, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497483

1.CHECK A/T SHIFT SELECTOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector (detention switch) connector.
3. Check voltage between A/T shift selector (detention switch) harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
A/T shift selector (detention switch)			
Connector	Terminal		
M137	9	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK A/T SHIFT SELECTOR POWER SUPPLY CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M137	9	M122	96	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)		Ground	Continuity
Connector	Terminal		
M137	9		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK A/T SHIFT SELECTOR CIRCUIT (BCM)

1. Disconnect BCM connector and IPDM E/R connector.
2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M137	10	M122	99	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)		Ground	Continuity
Connector	Terminal		
M137	10		Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4.CHECK A/T SHIFT SELECTOR CIRCUIT (IPDM E/R)

Check continuity between A/T shift selector (detention switch) harness connector and IPDM E/R harness connector.

A/T shift selector (detention switch)		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M137	10	E6	43	Existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace harness.

5.CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

Refer to SEC-62, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace A/T shift selector. Refer to TM-298, "Removal and Installation".

6.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000004497484

1. CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector connector.
3. Check continuity between A/T shift selector (detention switch) terminals.

A/T shift selector (detention switch)		Condition		Continuity
Terminal				
9	10	Selector lever	P position	Not existed
			Other than above	Existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace A/T shift selector. Refer to TM-298, "Removal and Installation".

B2602 SHIFT POSITION

Description

INFOID:0000000004497485

BCM confirms the shift position with the following 4 signals.
- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

INFOID:0000000004497486

DTC DETECTION LOGIC

NOTE:
- If DTC B2602 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2602 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2602	SHIFT POSITION	BCM detects the following status for 10 seconds. • Shift position is in the P position • Vehicle speed is 4 km/h (2.5 MPH) or more • Ignition switch is in the ON position	• Harness or connectors (A/T shift selector circuit is open or shorted) • A/T shift selector (detention switch) • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine under the following conditions and wait 10 seconds or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-63, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497487

1.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT”

Check “Self-diagnostic result” using CONSULT-III. Refer to BRC-84, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CHECK A/T SHIFT SELECTOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector (detention switch) connector.
3. Check voltage between A/T shift selector (detention switch) harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
A/T shift selector (detention switch)			
Connector	Terminal		
M137	9	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

3. CHECK A/T SHIFT SELECTOR POWER SUPPLY CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M137	9	M122	96	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)		Ground	Continuity
Connector	Terminal		
M137	9		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

4. CHECK A/T SHIFT SELECTOR CIRCUIT

1. Disconnect BCM connector and IPDM E/R connector.
2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M137	10	M122	99	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)		Ground	Continuity
Connector	Terminal		
M137	10		Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace harness.

5. CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

Refer to SEC-64, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace A/T shift selector. Refer to TM-298, "Removal and Installation".

6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000004734186

1. CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector connector.
3. Check continuity between A/T shift selector (detention switch) terminals.

A/T shift selector (detention switch)		Condition		Continuity
Terminal				
9	10	Selector lever	P position	Not existed
			Other than above	Existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace A/T shift selector. Refer to TM-298, "Removal and Installation".

B2603 SHIFT POSITION STATUS

Description

INFOID:0000000004497488

BCM confirms the shift position with the following 4 signals.
- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

INFOID:0000000004497489

DTC DETECTION LOGIC

NOTE:
- If DTC B2603 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2603 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".
- If DTC B2603 is displayed with DTC B2601, first perform the trouble diagnosis for DTC B2601. Refer to SEC-60, "DTC Logic".

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2603	SHIFT POSITION STATUS	BCM detects the following status for 500 ms or more when shift is in the P position, and ignition switch is in the ON position. • Transmission range switch: approx. 0 V • A/T shift selector (detention switch): approx. 0 V	• Harness or connector (A/T shift selector circuit is open or shorted) • Harness or connectors (TCM circuit is open or shorted) • A/T shift selector (detention switch) • TCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-66, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497490

1.CHECK DTC WITH TCM

Check “Self-diagnostic result” using CONSULT-III.

Are any DTC detected?

YES >> Refer to TM-279, "DTC Index".
NO >> GO TO 2.

2.CHECK TRANSMISSION RANGE SWITCH CIRCUIT 1

1. Turn ignition switch OFF.
2. Disconnect A/T assembly connector and BCM connector.
3. Check continuity between A/T assembly harness connector and BCM harness connector.

A/T assembly		BCM		Continuity
Connector	Terminal	Connector	Terminal	
F51	9	M123	140	Existed

4. Check continuity between A/T assembly harness connector and ground.

A/T assembly		Ground	Continuity
Connector	Terminal		
F51	9		Not existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness.

3. CHECK TRANSMISSION RANGE SWITCH CIRCUIT 2

1. Disconnect TCM connector.
2. Check continuity between TCM harness connector and A/T assembly harness connector.

TCM		A/T assembly		Continuity
Connector	Terminal	Connector	Terminal	
F301	9	F51	9	Existed

3. Check continuity between TCM harness connector and ground.

TCM		Ground	Continuity
Connector	Terminal		
F301	9		Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4. CHECK A/T SHIFT SELECTOR POWER SUPPLY

1. Disconnect A/T shift selector (detention switch) connector.
2. Check voltage between A/T shift selector (detention switch) harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
A/T shift selector (detention switch)			
Connector	Terminal		
M137	9	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

5. CHECK A/T SHIFT SELECTOR POWER SUPPLY CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M137	9	M122	96	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)		Ground	Continuity
Connector	Terminal		
M137	9		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

6.CHECK A/T SHIFT SELECTOR CIRCUIT

1. Disconnect BCM connector and IPDM E/R connector.
2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M137	10	M122	99	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)		Ground	Continuity
Connector	Terminal		
M137	10		Not existed

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace harness.

7.CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

Refer to SEC-62, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace A/T shift selector. Refer to TM-298, "Removal and Installation".

8.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2604 PNP SWITCH

Description

INFOID:0000000004497491

BCM confirms the shift position with the following 4 signals.
- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

INFOID:0000000004497492

DTC DETECTION LOGIC

NOTE:
- If DTC B2604 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2604 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2604	PNP SWITCH	BCM detects the following status for 500 ms or more when the ignition switch is in the ON position. • N position input signal exists. Shift position signal from TCM does not exist. • N position input signal does not exist. Shift position signal from TCM exists.	• Harness or connectors (TCM circuit is open or shorted) • TCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-69, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497493

1.CHECK DTC WITH TCM

Check “Self-diagnostic result” using CONSULT-III.

Are any DTC detected?

YES >> Refer to TM-279, "DTC Index".
NO >> GO TO 2.

2.CHECK TRANSMISSION RANGE SWITCH CIRCUIT 1

1. Turn ignition switch OFF.
2. Disconnect A/T assembly connector and BCM connector.
3. Check continuity between A/T assembly harness connector and BCM harness connector.

A/T assembly		BCM		Continuity
Connector	Terminal	Connector	Terminal	
F51	9	M123	140	Existed

4. Check continuity between A/T assembly harness connector and ground.

A/T assembly		Ground	Continuity
Connector	Terminal		
F51	9		Not existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness.

3. CHECK TRANSMISSION RANGE SWITCH CIRCUIT 2

1. Disconnect TCM connector.
2. Check continuity between TCM harness connector and A/T assembly harness connector.

TCM		A/T assembly		Continuity
Connector	Terminal	Connector	Terminal	
F301	9	F51	9	Existed

3. Check continuity between TCM harness connector and ground.

TCM		Ground	Continuity
Connector	Terminal		
F301	9		Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2605 PNP SWITCH

Description

INFOID:0000000004497494

BCM confirms the shift position with the following 4 signals.
- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

INFOID:0000000004497495

DTC DETECTION LOGIC

NOTE:
- If DTC B2605 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2605 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2605	PNP SWITCH	BCM detects the following status for 500 ms or more when the ignition switch is in the ON position • N position input signal exists. Shift position signal from IPDM E/R does not exist. • N position input signal does not exist. Shift position signal from IPDM E/R exists.	• Harness or connectors (TCM circuit is open or shorted) • TCM • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-71, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497496

1.CHECK DTC WITH IPDM E/R

Check “Self-diagnostic result” using CONSULT-III. Refer to SEC-196, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CHECK TRANSMISSION RANGE SWITCH CIRCUIT 1

1. Turn ignition switch OFF.
2. Disconnect A/T assembly connector and BCM connector.
3. Check continuity between A/T assembly harness connector and BCM harness connector.

A/T assembly		BCM		Continuity
Connector	Terminal	Connector	Terminal	
F51	9	M123	140	Existed

4. Check continuity between A/T assembly harness connector and ground.

A/T assembly		Ground	Continuity
Connector	Terminal		
F51	9		Not existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness.

3. CHECK TRANSMISSION RANGE SWITCH CIRCUIT 2

1. Disconnect TCM connector.
2. Check continuity between TCM harness connector and A/T assembly harness connector.

TCM		A/T assembly		Continuity
Connector	Terminal	Connector	Terminal	
F301	9	F51	9	Existed

3. Check continuity between TCM harness connector and ground.

TCM		Ground	Continuity
Connector	Terminal		
F301	9		Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2606 STEERING LOCK RELAY

Description

INFOID:0000000004497497

The steering lock relay ON signal is transmitted to IPDM E/R by BCM via CAN communication.
IPDM E/R turns the steering lock relay ON and transmits the release of the steering to BCM.

DTC Logic

INFOID:0000000004497498

DTC DETECTION LOGIC

NOTE:

- If DTC B2606 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2606 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2606	STEERING LOCK RELAY	BCM detects that there is a discrepancy between the following statuses. • Steering lock unit ON signal transmitted by IPDM E/R • The steering lock unit status feedback	Steering lock relay (In IPDM E/R)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-73, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497499

1.CHECK DTC WITH IPDM E/R

Check “Self-diagnostic result” using CONSULT-III. Refer to SEC-196, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".

2.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2607 STEERING LOCK RELAY

Description

INFOID:0000000004497500

BCM requests to IPDM E/R to supply power to steering lock unit. After receiving the power, the steering lock unit transmits an ON signal to BCM.

DTC Logic

INFOID:0000000004497501

DTC DETECTION LOGIC

NOTE:

- If DTC B2607 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2607 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2607	STEERING LOCK RELAY	BCM detects that there is a difference between the following statuses. • Steering lock unit ON signal transmitted by IPDM E/R • The steering lock unit status feedback	• Harness or connectors (Steering lock unit power supply circuit is open or shorted) • Steering lock relay (In IPDM E/R)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-74, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497502

1.CHECK DTC WITH IPDM E/R

Check “Self-diagnostic result” using CONSULT-III. Refer to SEC-196, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CHECK STEERING LOCK UNIT POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect steering lock unit connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Condition	Voltage (V) (Approx.)
Steering lock unit				
Connector	Terminal			
M40	1	Ground	Press push-button ignition switch when steering lock is in lock condition.	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

3. CHECK STEERING LOCK UNIT CIRCUIT

1. Disconnect IPDM E/R connector.
2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M40	1	E5	11	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	1		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2608 STARTER RELAY

Description

INFOID:0000000004497503

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic

INFOID:0000000004497504

DTC DETECTION LOGIC

NOTE:

- If DTC B2608 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2608 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".
- If DTC B2608 is displayed with DTC B210D for IPDM E/R, first perform the trouble diagnosis for DTC B210D. Refer to SEC-109, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2608	STARTER RELAY	BCM receives starter relay ON signal (CAN) from IPDM E/R even if BCM turns the starter relay OFF.	• Harness or connectors (Starter relay circuit is open or shorted.) • IPDM E/R

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-76, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497505

1. CHECK BCM POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between BCM harness connector and ground.

(+) BCM Connector	(+) BCM Terminal	(–)	Condition		Voltage (V) (Approx.)
M121	52	Ground	Selector lever (A/T models)	N or P position	12
				Other than above	0
			Clutch pedal (M/T models)	Depressed	Battery voltage
				Not depressed	0

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK STARTER RELAY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector and IPDM E/R connector.
3. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDM E/R		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E6	46	M121	52	Existed

4. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E6	46		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2609 STEERING STATUS

Description

INFOID:0000000004497506

There are 2 switches in the steering lock unit (steering lock/unlock switch 1 and 2). BCM compares the 2 switch conditions to judge the present steering status.

DTC Logic

INFOID:0000000004497507

DTC DETECTION LOGIC

NOTE:

- If DTC B2609 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2609 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2609	STEERING STATUS	BCM detects the malfunction of steering lock unit switches for 1 second.	• Harness or connectors [Steering lock unit circuit (BCM side) is open or shorted] • Harness or connectors [Steering lock unit circuit (IPDM E/R side) is open or shorted] • Steering lock unit • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE-1

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-78, "Diagnosis Procedure".
NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Turn ignition switch ON.
2. Turn ignition switch OFF.
3. Press driver side door switch and wait 1second or more.
4. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-78, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497508

1.INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.
DTC confirmation procedure 2>>GO TO 6.

2.CHECK BCM OUTPUT SIGNAL-1

1. Turn ignition switch OFF.
2. Disconnect steering lock unit connector and IPDM E/R connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

3.CHECK STEERING LOCK UNIT CIRCUIT-1

1. Disconnect BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	3	M122	97	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	3		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

4.CHECK IPDM E/R OUTPUT SIGNAL-1

1. Connect IPDM E/R connector.
2. Disconnect BCM connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.
NO >> GO TO 5.

5.CHECK STEERING LOCK UNIT CIRCUIT-2

1. Disconnect IPDM E/R connector.
2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M40	3	E5	32	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	3		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

6.CHECK BCM OUTPUT SIGNAL-2

1. Turn ignition switch OFF.
2. Disconnect steering lock unit connector and IPDM E/R connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

7.CHECK STEERING LOCK UNIT CIRCUIT-3

1. Disconnect BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	8	M122	98	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	8		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

8.CHECK IPDM E/R OUTPUT SIGNAL-2

1. Connect IPDM E/R connector.
2. Disconnect BCM connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.
NO >> GO TO 9.

9.CHECK STEERING LOCK UNIT CIRCUIT-4

1. Disconnect IPDM E/R connector.
2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M40	8	E5	33	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	8		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

B260B STEERING LOCK UNIT

Description

INFOID:0000000004497509

The steering lock unit performs the check by itself according to the steering status.

DTC Logic

INFOID:0000000004497510

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260B	STEERING LOCK UNIT	BCM detects malfunctioning of steering lock unit before steering unlocking.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Press the push-button ignition switch, when steering is locked.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-82, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497511

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-82, "DTC Logic".

Is the DTC B260B displayed again?

YES >> Replace steering lock unit.
NO >> INSPECTION END

B260C STEERING LOCK UNIT

Description

INFOID:0000000004497512

The steering lock unit performs the check by itself according to the steering status.

DTC Logic

INFOID:0000000004497513

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260C	STEERING LOCK UNIT	BCM detects malfunctioning of steering lock unit before steering locking.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Turn ignition switch OFF.
3. Press driver side door switch.
4. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-83, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497514

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-83, "DTC Logic".

Is the DTC B260C displayed again?

YES >> Replace steering lock unit.
NO >> INSPECTION END

B260D STEERING LOCK UNIT

Description

INFOID:0000000004497515

The steering lock unit performs the check by itself according to the steering lock status (before lock, after lock and unlock).

DTC Logic

INFOID:0000000004497516

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260D	STEERING LOCK UNIT	BCM detects malfunctioning of steering lock unit after steering locking.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Turn ignition switch OFF.
3. Press driver side door switch.
4. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-84, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497517

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-84, "DTC Logic".

Is the DTC B260D displayed again?

YES >> Replace steering lock unit.
NO >> INSPECTION END

B260F ENGINE STATUS

Description

INFOID:0000000004497518

BCM receives the engine status signal from ECM via CAN communication.

DTC Logic

INFOID:0000000004497519

DTC DETECTION LOGIC

NOTE:

- If DTC B260F is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B260F is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260F	INTERRUPTION OF ENGINE STATUS SIGNAL	BCM has not yet received the engine status signal from ECM when ignition switch is in the ON position.	ECM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-85, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497520

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-85, "DTC Logic".

Is the DTC B260F displayed again?

YES >> GO TO 2.
NO >> GO TO 3.

2.REPLACE ECM

Replace ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Description".

>> INSPECTION END

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B26E8 CLUTCH INTERLOCK SWITCH

Description

INFOID:0000000004497521

When clutch interlock switch turns ON, BCM detects that clutch pedal is being depressed and permits to start the engine.

DTC Logic

INFOID:0000000004497522

NOTE:
If DTC B26E8 is displayed with DTC B210F, first perform the trouble diagnosis for DTC B210F. Refer to SEC-112, "DTC Logic".

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detection condition	Possible cause
B26E8	CLUTCH INTERLOCK SWITCH	Detects that ASCD cancel switch is in the ON position for 2 seconds or more while ignition switch and clutch interlock switch are ON.	• Clutch interlock switch • Harness or connector (Clutch interlock switch circuit open or shorted)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following condition.
- Shift lever is in the neutral position.
- Depress clutch pedal.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-86, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497523

1.CHECK CLUTCH INTERLOCK SWITCH POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect clutch interlock switch connector.
3. Check voltage between clutch interlock switch harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Clutch interlock switch			
Connector	Terminal		
E111	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.
NO-1 >> Check 10 A fuse [No. 9, located in the fuse block (J/B)]
NO-2 >> Check harness for open or short between clutch interlock switch and fuse.

2.CHECK CLUTCH INTERLOCK SWITCH SIGNAL

1. Connect clutch interlock switch connector.
2. Disconnect BCM connector.
3. Check voltage between BCM harness connector and ground.

(+)		(–)	Condition		Voltage (V) (Approx.)
BCM					
Connector	Terminal				
M123	114	Ground	Clutch pedal	Depressed	Battery voltage
				Not depressed	0

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> GO TO 3.

3.CHECK CLUTCH INTERLOCK SWITCH SIGNAL CIRCUIT

1. Disconnect clutch interlock switch connector.
2. Check continuity between clutch interlock switch harness connector and BCM harness connector.

Clutch interlock switch		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E111	2	M123	114	Existed

3. Check continuity between clutch interlock switch harness connector and ground.

Clutch interlock switch		Ground	Continuity
Connector	Terminal		
E111	2		Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4.CHECK CLUTCH INTERLOCK SWITCH

Refer to SEC-87, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace clutch interlock switch. Refer to CL-8, "Exploded View".

5.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000004497524

1.CHECK CLUTCH INTERLOCK SWITCH

1. Turn ignition switch OFF.
2. Disconnect clutch interlock switch connector.
3. Check continuity between clutch interlock switch terminals.

.

Clutch interlock switch		Condition		Continuity
Terminal				
1	2	Clutch pedal	Depressed	Existed
			Not depressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace clutch interlock switch. Refer to CL-8, "Exploded View".

B26E9 STEERING STATUS

Description

INFOID:0000000004497525

There are 2 switches in the steering lock unit (steering lock/unlock switch 1 and 2). BCM compares the 2 switch conditions to judge the present steering status.

DTC Logic

INFOID:0000000004497526

DTC DETECTION LOGIC

NOTE:
If DTC B26E9 is displayed with DTC B2609, first perform the trouble diagnosis for DTC B2609. Refer to SEC-78, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B26E9	S/L STATUS	BCM requests lock to steering lock unit, then steering lock unit transmits a recognition signal to BCM, but steering lock unit remains unlocked.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Turn ignition switch OFF.
3. Press driver side door switch and wait 1 second or more.
4. Turn ignition switch ON.
5. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Refer to SEC-88, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497527

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.
3. Touch “ERASE”.
4. Perform DTC Confirmation Procedure.
   Refer to SEC-88, "DTC Logic".

Is the DTC B26E9 displayed again?

YES >> GO TO 2.
NO >> GO TO 3.

2.REPLACE STEERING LOCK UNIT

1. Replace steering lock unit.
2. Perform DTC confirmation procedure. Refer to SEC-88, "DTC Logic".

Is the DTC B26E9 displayed again?

YES >> GO TO 3.
NO >> INSPECTION END

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B26EA KEY REGISTRATION

Description

INFOID:0000000004497528

When the registered Intelligent Key is carried, the door lock/unlock operation and the push-button ignition switch operation become possible.

DTC Logic

INFOID:0000000004497529

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B26EA	KEY REGISTRATION	Intelligent Key is not registered successfully.	• Improper registration operation • Intelligent Key • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
   For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-89, "Diagnosis Procedure"
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497530

1.PERFORM INITIALIZATION

1. Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
   For initialization and registration of Intelligent Key, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> GO TO 2.
NO >> INSPECTION END

2.REPLACE INTELLIGENT KEY

1. Replace Intelligent Key. Reregister all Intelligent Keys
2. Perform initialization using CONSULT-III. For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.
3. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> INSPECTION END

B2612 STEERING STATUS

Description

INFOID:0000000004497531

There are 2 switches in the steering unit. IPDM E/R compares the 2 switch conditions to judge the present steering status and transmits the result to BCM via CAN communication.

DTC Logic

INFOID:0000000004497532

DTC DETECTION LOGIC

NOTE:

- If DTC B2612 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2612 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2612	STEERING STATUS	BCM detects the difference between the following status for 1 second • Steering lock or unlock • Feedback of steering lock status from IPDM E/R (CAN)	• Harness or connectors [Steering lock unit circuit (BCM side) is open or shorted] • Harness or connectors [Steering lock unit circuit (IPDM E/R side) is open or shorted] • Steering lock unit • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE-1

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-90, "Diagnosis Procedure".
NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Turn ignition switch ON.
2. Turn ignition switch OFF.
3. Press door switch.
4. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-90, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497533

1.INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.
DTC confirmation procedure 2>>GO TO 6.

2.CHECK BCM OUTPUT SIGNAL-1

1. Turn ignition switch OFF.
2. Disconnect steering lock unit connector and IPDM E/R connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

3. CHECK STEERING LOCK UNIT CIRCUIT-1

1. Disconnect BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	3	M122	97	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	3		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

4. CHECK IPDM E/R OUTPUT SIGNAL-1

1. Connect IPDM E/R connector.
2. Disconnect BCM connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.
NO >> GO TO 5.

5. CHECK STEERING LOCK UNIT CIRCUIT-2

1. Disconnect IPDM E/R connector.
2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M40	3	E5	32	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	3		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

6.CHECK BCM OUTPUT SIGNAL-2

1. Turn ignition switch OFF.
2. Disconnect steering lock unit connector and IPDM E/R connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

7.CHECK STEERING LOCK UNIT CIRCUIT-3

1. Disconnect BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	8	M122	98	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	8		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

8.CHECK IPDM E/R OUTPUT SIGNAL-2

1. Connect IPDM E/R connector.
2. Disconnect BCM connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.
NO >> GO TO 9.

9.CHECK STEERING LOCK UNIT CIRCUIT-4

1. Disconnect IPDM E/R connector.
2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M40	8	E5	33	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	8		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

B2617 STARTER RELAY CIRCUIT

Description

INFOID:0000000004497534

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic

INFOID:0000000004497535

DTC DETECTION LOGIC

NOTE:

- If DTC B2617 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B2617 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".
- If DTC B2617 is displayed with DTC B210E for IPDM E/R, first perform the trouble diagnosis for DTC B210E. Refer to SEC-110, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2617	STARTER RELAY CIRCUIT	An immediate operation of starter relay is requested by BCM, but there is no response for more than 1 second.	• Harness or connectors (Starter relay circuit is open or shorted.) • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-94, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497536

1.CHECK STARTER RELAY

1. Turn ignition switch ON.
2. Check voltage between BCM harness connector and ground.

(+) BCM Connector	(+) BCM Terminal	(–)	Condition		Voltage (V) (Approx.)
M121	52	Ground	Selector lever (A/T models)	N or P position	12
				Other than above	0
			Clutch pedal (M/T models)	Depressed	Battery voltage
				Not depressed	0

Is the measurement value within the specification.

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK STARTER RELAY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector and IPDM E/R connector.
3. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDM E/R		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E6	46	M121	52	Existed

4. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E6	46		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2619 BCM

Description

INFOID:0000000004497537

BCM requests IPDM E/R to supply power to steering lock unit. After receiving the power, the steering lock unit transmits an ON signal to BCM.

DTC Logic

INFOID:0000000004497538

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2619	BCM	BCM detects a discrepancy between the power supplied to the steering lock unit and the feedback for one second or more.	BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-96, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497539

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-96, "DTC Logic".

Is the DTC B2619 displayed again?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> INSPECTION END

B261E VEHICLE TYPE

Description

INFOID:0000000004497545

There are two types of vehicles.
- HEV
- Conventional

DTC Logic

INFOID:0000000004497546

DTC DETECTION LOGIC

NOTE:
- If DTC B261E is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "BCM : DTC Logic".
- If DTC B261E is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-33, "BCM : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B261E	VEHICLE TYPE	Difference of BCM configuration.	BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-97, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497547

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-97, "DTC Logic".

Is the 1st trip DTC B261E displayed again?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> INSPECTION END

B261F ASCD CLUTCH SWITCH

Description

INFOID:0000000004553753

BCM judges that clutch pedal is operated by clutch interlock switch and clutch pedal position switch operation.

DTC Logic

INFOID:0000000004553754

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detection condition	Possible cause
B261F	ASCD CNCL/CLTH SW	When ignition switch is ON and vehicle speed is 40 km/h, BCM detects that clutch pedal position switch is ON for 10 seconds or more.	• Harness or connector (ASCD clutch switch circuit open or shorted) • Clutch pedal position switch • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Drive the vehicle at the vehicle speed of 40 km/h (24.8 MPH) or more wait 10 seconds or more.
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-98, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004553755

1.CHECK CLUTCH PEDAL POSITION SWITCH POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect clutch pedal position switch connector.
3. Turn ignition switch ON.
4. Check voltage between clutch pedal position switch harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Clutch pedal position switch			
Connector	Terminal		
E108	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.
NO-1 >> Check 10 A fuse [No. 3, located in the fuse block (J/B)]
NO-2 >> Check harness for open or short between clutch pedal position switch and fuse.

2.CHECK CLUTCH PEDAL POSITION SWITCH SIGNAL

1. Turn ignition switch OFF.
2. Connect clutch pedal position switch connector.
3. Disconnect BCM connector.
4. Turn ignition switch ON.
5. Check voltage between BCM harness connector and ground.

(+)		(–)	Condition		Voltage (V) (Approx.)
BCM					
Connector	Terminal				
M122	99	Ground	Clutch pedal	Depressed	0
				Not depressed	Battery voltage

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> GO TO 3.

3. CHECK CLUTCH PEDAL POSITION SWITCH SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect clutch pedal position switch connector.
3. Check continuity between clutch pedal position switch harness connector and BCM harness connector.

Clutch pedal position switch		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E108	2	M122	99	Existed

4. Check continuity between clutch pedal position switch harness connector and ground.

Clutch pedal position switch		Ground	Continuity
Connector	Terminal		
E108	2		Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4. CHECK CLUTCH PEDAL POSITION SWITCH

Refer to SEC-99, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace clutch pedal position switch. Refer to CL-8, "Exploded View".

5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000004553756

1. CHECK CLUTCH PEDAL POSITION SWITCH

1. Turn ignition switch OFF.
2. Disconnect clutch pedal position switch connector.
3. Check continuity between clutch pedal position switch terminals.

.

Clutch pedal position switch		Condition		Continuity
Terminal				
1	2	Clutch pedal	Depressed	Not existed
			Not depressed	Existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace clutch pedal position switch. Refer to CL-8, "Exploded View".

B2108 STEERING LOCK RELAY

Description

INFOID:0000000004497548

The steering lock relay ON signal is transmitted to IPDM E/R by BCM via CAN communication.
IPDM E/R turns the steering lock relay ON and transmits the release of the steering to BCM.

DTC Logic

INFOID:0000000004497549

DTC DETECTION LOGIC

NOTE:
If DTC B2108 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2108	STRG LCK RELAY ON	IPDM E/R detects that the relay is stuck in the ON position for about 1 second even if the IPDM E/R receives steering lock relay ON/OFF signal from BCM.	IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-100, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497550

1.CHECK STEERING LOCK RELAY

Check voltage between IPDM E/R harness connector and ground.

(+) IPDM E/R Connector	(+) IPDM E/R Terminal	(–)	Condition		Voltage (V) (Approx.)
E5	11	Ground	Ignition switch OFF	A few seconds after opening the driver door	Battery voltage
			Ignition switch LOCK	Press the push-button ignition switch	Battery voltage
			Ignition switch ACC or ON		0

Is the inspection normal?

YES >> GO TO 2.
NO >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".

2.CHECK STEERING LOCK RELAY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector and steering lock unit connector.
3. Check continuity IPDM E/R harness connector and steering lock unit harness connector.

IPDM E/R		Steering lock unit		Continuity
Connector	Terminal	Connector	Terminal	
E5	11	M40	1	Existed

4. Check continuity IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	11		Not existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness.

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2109 STEERING LOCK RELAY

Description

INFOID:0000000004497551

The steering lock relay ON signal is transmitted to IPDM E/R by BCM via CAN communication.
IPDM E/R turns the steering lock relay ON and transmits the release of the steering to BCM.

DTC Logic

INFOID:0000000004497552

DTC DETECTION LOGIC

NOTE:

- If DTC B2109 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".
- When IPDM E/R power supply voltage is low (Approx. 7 - 8 V for about 1 second), the DTC B2109 may be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2109	STRG LCK RELAY OFF	IPDM E/R detects that the relay is stuck in the OFF position for about 1 second even if the IPDM E/R receives steering lock relay ON/OFF signal from BCM.	• Harness or connector (Power supply circuit) • IPDM E/R • Battery

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-102, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497553

1.CHECK POWER SUPPLY CIRCUIT

Check IPDM E/R power supply circuit. Refer to SEC-116, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Diagnosis Procedure".

Is the circuit normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning part.

2.CHECK FUSE

1. Turn ignition switch OFF.
2. Check 10A fuse (No. 48, located in IPDM E/R).

Is the inspection normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

B210A STEERING LOCK CONDITION SWITCH

Description

INFOID:0000000004497554

There are 2 switches in the steering unit. IPDM E/R compares the 2 switch conditions to judge the present steering status and transmits the result to BCM via CAN communication.

DTC Logic

INFOID:0000000004497555

DTC DETECTION LOGIC

NOTE:
If DTC B210A is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210A	STRG LCK STATE SW	IPDM E/R detects the difference between steering condition switches 1 and 2 for 1 second.	• Harness or connectors [Steering lock unit circuit (BCM side) is open or shorted] • Harness or connectors [Steering lock unit circuit (IPDM E/R side) is open or shorted] • Steering lock unit • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE-1

1. Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-103, "Diagnosis Procedure".
NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Turn ignition switch ON.
2. Turn ignition switch OFF.
3. Press driver side door switch and wait 1 second or more.
4. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-103, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497556

1.INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.
DTC confirmation procedure 2>>GO TO 6.

2.CHECK BCM OUTPUT SIGNAL-1

1. Turn ignition switch OFF.

2. Disconnect steering lock unit connector and IPDM E/R connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

3. CHECK STEERING LOCK UNIT CIRCUIT-1

1. Disconnect BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	3	M122	97	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	3		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

4. CHECK IPDM E/R OUTPUT SIGNAL-1

1. Connect IPDM E/R connector.
2. Disconnect BCM connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.
NO >> GO TO 5.

5. CHECK STEERING LOCK UNIT CIRCUIT-2

1. Disconnect IPDM E/R connector.
2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M40	3	E5	32	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	3		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

6. CHECK BCM OUTPUT SIGNAL-2

1. Turn ignition switch OFF.
2. Disconnect steering lock unit connector and IPDM E/R connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

7. CHECK STEERING LOCK UNIT CIRCUIT-3

1. Disconnect BCM connector.
2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M40	8	M122	98	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	8		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

8. CHECK IPDM E/R OUTPUT SIGNAL-2

1. Connect IPDM E/R connector.
2. Disconnect BCM connector.
3. Check voltage between steering lock unit harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Steering lock unit			
Connector	Terminal		
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.
NO >> GO TO 9.

9. CHECK STEERING LOCK UNIT CIRCUIT-4

1. Disconnect IPDM E/R connector.
2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M40	8	E5	33	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit		Ground	Continuity
Connector	Terminal		
M40	8		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

B210B STARTER CONTROL RELAY

Description

INFOID:0000000004497557

Starter control relay, integrated in IPDM E/R, permits the starter relay operation when in the N or P position and the steering is locked or unlocked. It is installed parallel to the starter relay.

DTC Logic

INFOID:0000000004497558

DTC DETECTION LOGIC

NOTE:
If DTC B210B is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210B	START CONT RLY ON	IPDM E/R detects that the relay is stuck in the ON position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input signal	IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the power supply position to start under the following conditions and wait 1 second or more.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-107, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497559

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” for IPDM E/R using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-107, "DTC Logic".

Is the DTC B210B displayed again?

YES >> Replace IPDM E/R. Refer PCS-33, "Removal and Installation".
NO >> INSPECTION END

B210C STARTER CONTROL RELAY

Description

INFOID:0000000004497560

Starter control relay, integrated in IPDM E/R, permits the starter relay operation when in the N or P position and the steering is locked or unlocked. It is installed parallel to the starter relay.

DTC Logic

INFOID:0000000004497561

DTC DETECTION LOGIC

NOTE:

- If DTC B210C is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".
- When IPDM E/R power supply voltage is low (Approx. 7 - 8 V for about 1 second), the DTC B210C may be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210C	START CONT RLY OFF	IPDM E/R detects that the relay is stuck in the OFF position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input signal	• IPDM E/R • Battery

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the power supply position to start under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-108, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497562

1. INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” for IPDM E/R using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-108, "DTC Logic".

Is the DTC B210C displayed again?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> INSPECTION END

B210D STARTER RELAY

Description

INFOID:0000000004497563

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic

INFOID:0000000004497564

DTC DETECTION LOGIC

NOTE:

- If DTC B210D is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".
- If DTC B210D is displayed with DTC B2617, first perform the trouble diagnosis for DTC B2617. Refer to SEC-94, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210D	STARTER RELAY ON	IPDM E/R detects that the relay is stuck in the ON position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input	IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait for 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-109, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497565

1.INSPECTION START

1. Turn ignition switch ON.
2. Check “Self-diagnostic result” for IPDM E/R using CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See SEC-109, "DTC Logic".

Is the DTC B210D displayed again?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> INSPECTION END

B210E STARTER RELAY

Description

INFOID:0000000004497566

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic

INFOID:0000000004497567

DTC DETECTION LOGIC

NOTE:

- If DTC B210E is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".
- If DTC B210E is displayed with DTC B2110 for IPDM E/R, first perform the trouble diagnosis for DTC B2110. Refer to SEC-114, "DTC Logic".
- When IPDM E/R power supply voltage is low (Approx. 7 - 8 V for about 1 second), the DTC B210F may be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210E	STARTER RELAY OFF	IPDM E/R detects that the relay is stuck in the OFF position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input	• IPDM E/R • Battery

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-110, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497568

1.CHECK STARTER RELAY OUTPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check voltage between BCM harness connector and ground.

(+) BCM		(–)	Condition		Voltage (V) (Approx.)
Connector	Terminal				
M121	52	Ground	Selector lever (A/T models)	P or N position	12
				Other than above	0
			Clutch pedal (M/T models)	Depressed	Battery voltage
				Not depressed	0

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK STARTER RELAY OUTPUT SIGNAL CIRCUIT

1. Disconnect IPDM E/R connector.
2. Check continuity between BCM harness connector and IPDM E/R harness connector.

BCM		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M121	52	E6	46	Existed

3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M121	52		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK STARTER RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector.
3. Check voltage between IPDM E/R harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
IPDM E/R			
Connector	Terminal		
E5	36	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Check harness for open or short between IPDM E/R and battery. Refer to SEC-191, "Wiring Diagram - IPDM E/R -".

B210F PNP/CLUTCH INTERLOCK SWITCH

Description

INFOID:0000000004497569

IPDM E/R confirms the shift position with the following signals.
- Transmission range switch
- Shift position signal from BCM (CAN)

DTC Logic

INFOID:0000000004497570

DTC DETECTION LOGIC

NOTE:
If DTC B210F is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic"

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210F	INTER LOCK/PNP SW ON	IPDM E/R detects the difference between the signals below for 1 second or more. • Transmission range switch input signal • Shift position signal from BCM (CAN)	• Harness or connectors (Transmission range switch circuit is open or shorted) • Transmission range switch • IPDM E/R • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-112, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497572

1.CHECK DTC WITH BCM

Check “Self-diagnostic result” using CONSULT-III. Refer to SEC-181, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CHECK TRANSMISSION RANGE SWITCH SIGNAL

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector.
3. Turn ignition switch ON.
4. Check voltage between IPDM E/R harness connector and ground.

(+)		(–)	Condition		Voltage (V) (Approx.)
IPDM E/R					
Connector	Terminal				
E5	30	Ground	Selector lever (A/T models)	N or P position	Battery voltage
				Other than above	0
			Clutch pedal (M/T models)	Depressed	Battery voltage
				Not depressed	0

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".

NO >> GO TO 3.

3. CHECK TRANSMISSION RANGE SWITCH SIGNAL CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDM E/R		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E5	30	M123	140	Existed

3. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	30		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

B2110 PNP/CLUTCH INTERLOCK SWITCH

Description

INFOID:0000000004497573

IPDM E/R confirms the shift position with the following signals.
- Transmission range switch
- Shift position signal from BCM (CAN)

DTC Logic

INFOID:0000000004497574

DTC DETECTION LOGIC

NOTE:
If DTC B2110 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-31, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2110	INTER LOCK/PNP SW	IPDM E/R detects the difference between the signals below for 1 second or more. • Transmission range switch input signal • Shift position signal from BCM (CAN)	• Harness or connectors (Transmission range switch circuit is open or shorted) • Transmission range switch • IPDM E/R • BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the ignition switch ON under the following conditions and wait 1 second or more.

A/T models
- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models
- Do not depress clutch pedal

2. Check “Self-diagnostic result” using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-114, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000004497576

1.CHECK DTC WITH BCM

Check “Self-diagnostic result” using CONSULT-III. Refer to SEC-181, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CHECK TRANSMISSION RANGE SWITCH SIGNAL

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector.
3. Turn ignition switch ON.
4. Check voltage between IPDM E/R harness connector and ground.

(+)		(–)	Condition		Voltage (V) (Approx.)
IPDM E/R					
Connector	Terminal				
E5	30	Ground	Selector lever (A/T models)	N or P position	Battery voltage
				Other than above	0
			Clutch pedal (M/T models)	Depressed	Battery voltage
				Not depressed	0

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> GO TO 3.

3. CHECK TRANSMISSION RANGE SWITCH SIGNAL CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDM E/R		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E5	30	M123	140	Existed

3. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	30		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> Repair or replace harness.

POWER SUPPLY AND GROUND CIRCUIT
BCM

BCM : Diagnosis Procedure

INFOID:0000000004536260

1.CHECK FUSE AND FUSIBLE LINK

Check that the following fuse and fusible link are not blown.

Signal name	Fuse and fusible link No.
Battery power supply	K
	10

Is the fuse fusing?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit if a fuse or fusible link is blown.
NO >> GO TO 2.

2.CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connectors.
3. Check voltage between BCM harness connector and ground.

Terminals			Voltage (Approx.)
(+)		(–)	
BCM		Ground	
Connector	Terminal		
M118	1		Battery voltage
M119	11		

Is the measurement value normal?

YES >> GO TO 3.
NO >> Repair harness or connector.

3.CHECK GROUND CIRCUIT

Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M119	13		Existed

Does continuity exist?

YES >> INSPECTION END
NO >> Repair harness or connector.

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Diagnosis Procedure

INFOID:0000000004536330

1.CHECK FUSES AND FUSIBLE LINK

Check that the following IPDM E/R fuses or fusible links are not blown.

Signal name	Fuses and fusible link No.
Battery power supply	C
	50
	51

Is the fuse fusing?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit if a fuse or fusible link is blown.
NO >> GO TO 2.

2.CHECK POWER SUPPLY CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect IPDM E/R connector.
3. Check voltage between IPDM E/R harness connector and the ground.

Terminals			Voltage (Approx.)
(+)		(–)	
IPDM E/R			
Connector	Terminal	Ground	
E4	1		Battery voltage

Is the measurement value normal?

YES >> GO TO 3.
NO >> Repair the harness or connector.

3.CHECK GROUND CIRCUIT

Check continuity between IPDM E/R harness connectors and the ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	12		Existed
E6	41		

Does continuity exist?

YES >> INSPECTION END
NO >> Repair the harness or connector.

KEY SLOT

Description

INFOID:0000000004497580

When the Intelligent Key battery is discharged, it performs the NVIS (NATS) ID verification between the integrated transponder and BCM by inserting the Intelligent Key into the key slot, and then the engine can be started.

Component Function Check

INFOID:0000000004497581

1.CHECK FUNCTION

1. Remove Intelligent Key battery from Intelligent Key.
2. Change power supply position when Intelligent Key insert into key slot and then press push-button ignition switch.

Is the inspection result normal?

YES >> Key slot function is normal.
NO >> Go to SEC-118, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000004497582

1.CHECK KEY SLOT POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect key slot connector.
3. Check voltage between key slot harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Key slot			
Connector	Terminal		
M22	1	Ground	Battery voltage
	5		

Is the inspection result normal?

YES >> GO TO 2.
NO-1 >> Check 10 A fuse [No. 6 and 9 located in the fuse block (J/B)].
NO-2 >> Check harness for open or short between key slot and fuse.

2.CHECK KEY SLOT GROUND CIRCUIT

Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	7		Existed

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-207, "Removal and Installation".
NO >> Repair or replace harness.

KEY SLOT INDICATOR

Description

INFOID:0000000004497583

Blinks when Intelligent Key insertion is required.

Component Function Check

INFOID:0000000004497584

1.CHECK FUNCTION

Check key slot illumination (“KEY SLOT ILLUMI”) Active Test mode.

Is the inspection result normal?

YES >> Key slot function is normal.
NO >> Refer to SEC-119, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000004497585

1.CHECK KEY SLOT INDICATOR OUTPUT SIGNAL

Check voltage between key slot harness connector and ground.

Key slot (+)		(–)	Condition	Key slot illumination	Voltage (V) (Approx.)
Connector	Terminal				
M22	6	Ground	Insert Intelligent Key into key slot	OFF	Battery voltage
			Remove Intelligent Key from key slot	ON	0

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 2.

2.CHECK KEY SLOT POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect key slot connector.
3. Check voltage between key slot harness connector and ground.

Key slot (+)		(–)	Voltage (V) (Approx.)
Connector	Terminal		
M22	1	Ground	Battery voltage
	5		

Is the inspection result normal?

YES >> GO TO 3.
NO-1 >> Check 10 A fuse [No. 6 and 9 located in the fuse block (J/B)].
NO-2 >> Check harness for open or short between key slot and fuse.

3.CHECK KEY SLOT GROUND CIRCUIT

Check continuity between key slot harness connector and ground.

Key slot		Ground	Continuity
Connector	Terminal		
M22	7		Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace key slot ground circuit.

4.CHECK KEY SLOT CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check continuity between BCM harness connector and key slot harness connector.

BCM		Key slot		Continuity
Connector	Terminal	Connector	Terminal	
M122	92	M22	6	Existed

4. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M122	92		Not existed

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-207, "Removal and Installation".
NO >> Repair or replace harness.

5.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

HOOD SWITCH

Description

INFOID:0000000004497586

Hood switch is built into hood lock (RH) and connected to IPDM E/R which detects the open/close condition of hood.

Component Function Check

INFOID:0000000004497587

1.CHECK FUNCTION

1. Select “HOOD SW” in the “Data Monitor” mode using CONSULT-III.
2. Check the hood switch signal under the following condition.

Test item	Condition		Status
HOOD SW	Hood	Open	ON
		Close	OFF

Is the indication normal?

YES >> Hood switch is normal.
NO >> Go to SEC-121, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000004497588

1.CHECK HOOD SWITCH SIGNAL

1. Turn ignition switch OFF.
2. Disconnect hood switch connector.
3. Check voltage between hood switch harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Hood switch			
Connector	Terminal		
E30	2	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK HOOD SWITCH CIRCUIT

1. Disconnect IPDM E/R connector.
2. Check continuity between IPDM E/R harness connector and hood switch harness connector.

IPDM E/R		Hood switch		Continuity
Connector	Terminal	Connector	Terminal	
E9	104	E30	2	Existed

3. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E9	104		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK HOOD SWITCH GROUND CIRCUIT

Check continuity between hood switch harness connector and ground.

Hood switch		Ground	Continuity
Connector	Terminal		
E30	1		Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness.

4.CHECK HOOD SWITCH

Refer to SEC-122, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace hood lock (RH). Refer to DLK-222, "Removal and Installation".

5.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000004497589

1.CHECK HOOD SWITCH

1. Turn ignition switch OFF.
2. Disconnect hood switch connector.
3. Check continuity between hood switch terminals.

Hood switch		Condition		Continuity
Terminal				
1	2	Hood switch	Pressed	Not existed
			Released	Existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace hood lock (RH). Refer to DLK-222, "Removal and Installation".

SECURITY INDICATOR LAMP

Description

INFOID:0000000004497590

- Security indicator lamp is located on combination meter.
- NVIS (Nissan Vehicle Immobilizer System) and vehicle security system conditions are indicated by blink or illumination of security indicator lamp.

Component Function Check

INFOID:0000000004497591

1.CHECK FUNCTION

1. Perform “THEFT IND” in the “ACTIVE TEST” mode using CONSULT-III.
2. Check security indicator lamp operation.

Test item		Description	
THEFT IND	ON	Security indicator lamp	Illuminates
	OFF		Does not illuminate

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to SEC-123, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000004497592

1.CHECK SECURITY INDICATOR LAMP POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect combination meter connector.
3. Check voltage between combination meter harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
Combination meter			
Connector	Terminal		
M53	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.
NO-1 >> Check 10 A fuse [No. 11, located in the fuse block (J/B)].
NO-2 >> Check harness for open or short between combination meter and fuse.

2.CHECK SECURITY INDICATOR LAMP SIGNAL

1. Connect combination meter connector.
2. Disconnect BCM connector.
3. Check voltage between BCM harness connector and ground.

(+)		(–)	Voltage (V) (Approx.)
BCM			
Connector	Terminal		
M123	141	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-84, "Removal and Installation".
NO >> GO TO 3.

3.CHECK COMBINATION METER CIRCUIT

1. Disconnect combination meter connector.
2. Check continuity between combination meter harness connector and BCM harness connector.

Combination meter		BCM		Continuity
Connector	Terminal	Connector	Terminal	
M54	28	M123	141	Existed

3. Check continuity between combination meter harness connector and ground.

Combination meter		Ground	Continuity
Connector	Terminal		
M54	28		Not existed

Is the inspection result normal?

YES >> Replace combination meter. Refer to MWI-94, "Removal and Installation".
NO >> Repair or replace harness.

KEY WARNING LAMP

Description

INFOID:0000000004497593

Performs operation method guide and warning together with buzzer.

Component Function Check

INFOID:0000000004497594

1.CHECK FUNCTION

Check the operation with “INDICATOR” in “Active Test” mode using CONSULT-III.

Test item	Condition	
INDICATOR	KEY ON	Key warning lamp illuminates
	KEY IND	Key warning lamp blinks

Is the inspection result normal?

YES >> Key warning lamp in combination meter is normal.
NO >> Refer to SEC-125, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000004497595

1.CHECK KEY WARNING LAMP

Refer to MWI-32, "Diagnosis Description".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace malfunctioning parts.

2.CHECK INTERMITTENT INCIDENT

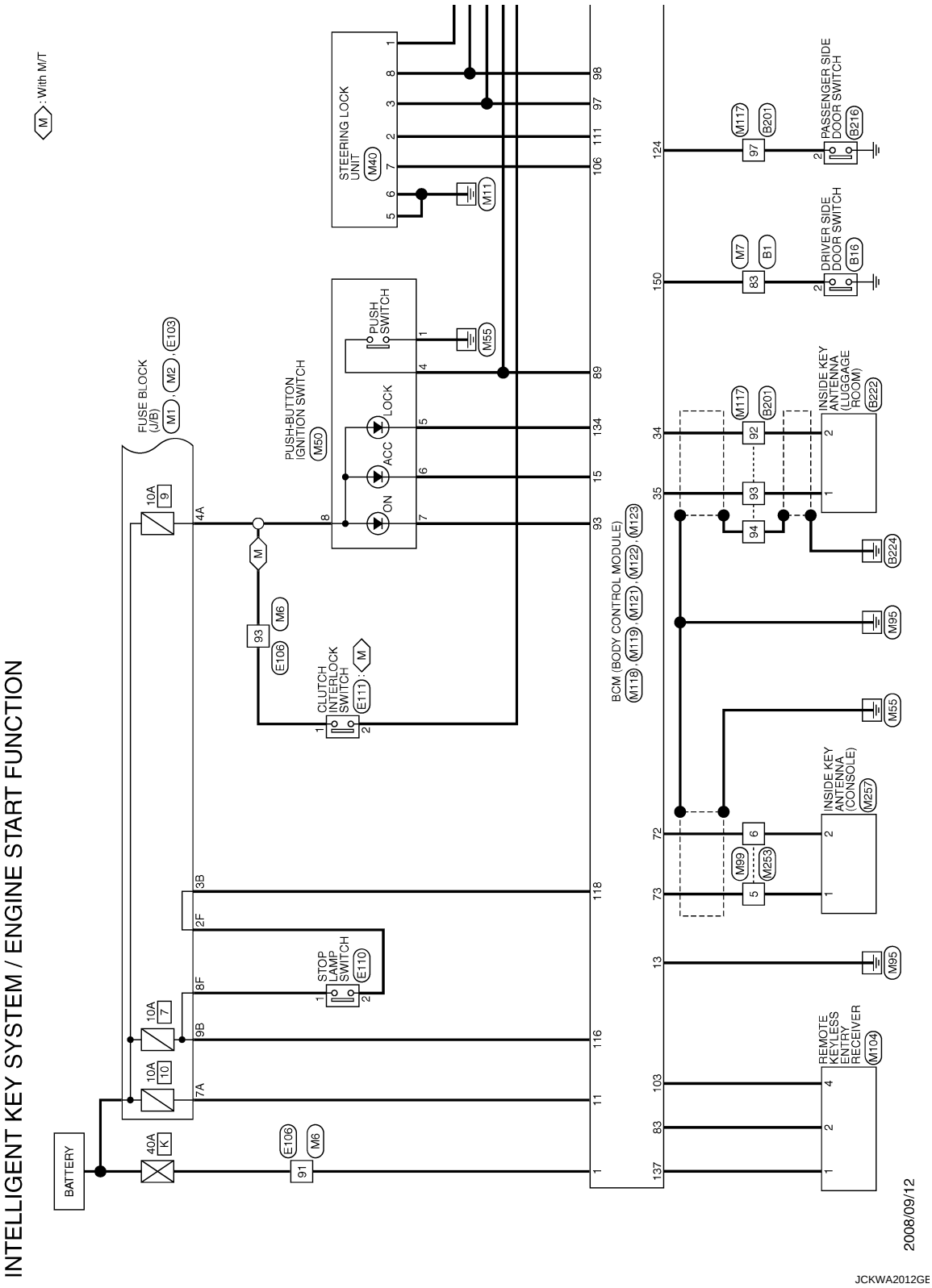
Refer to GI-39, "Intermittent Incident".

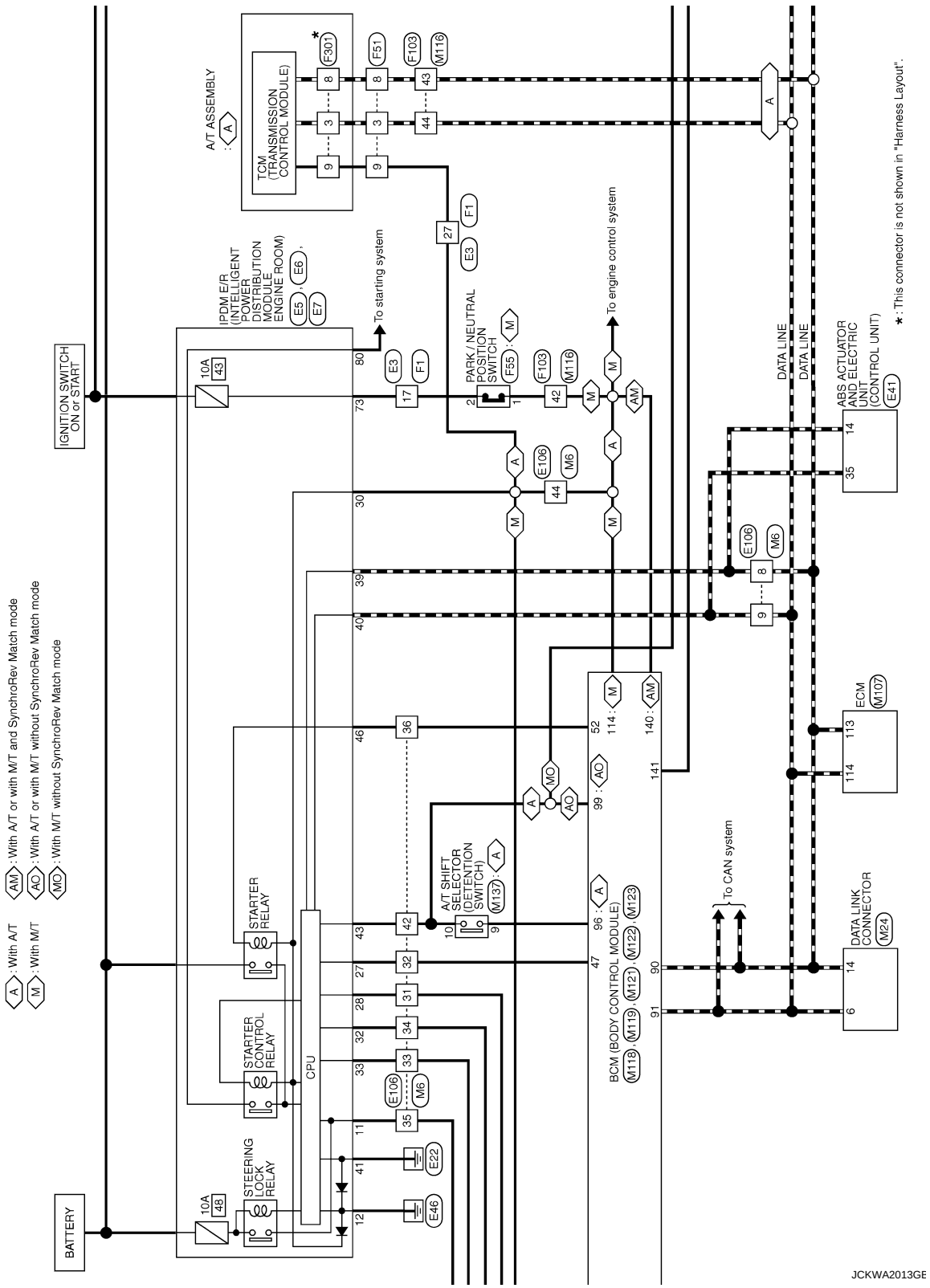
>> INSPECTION END

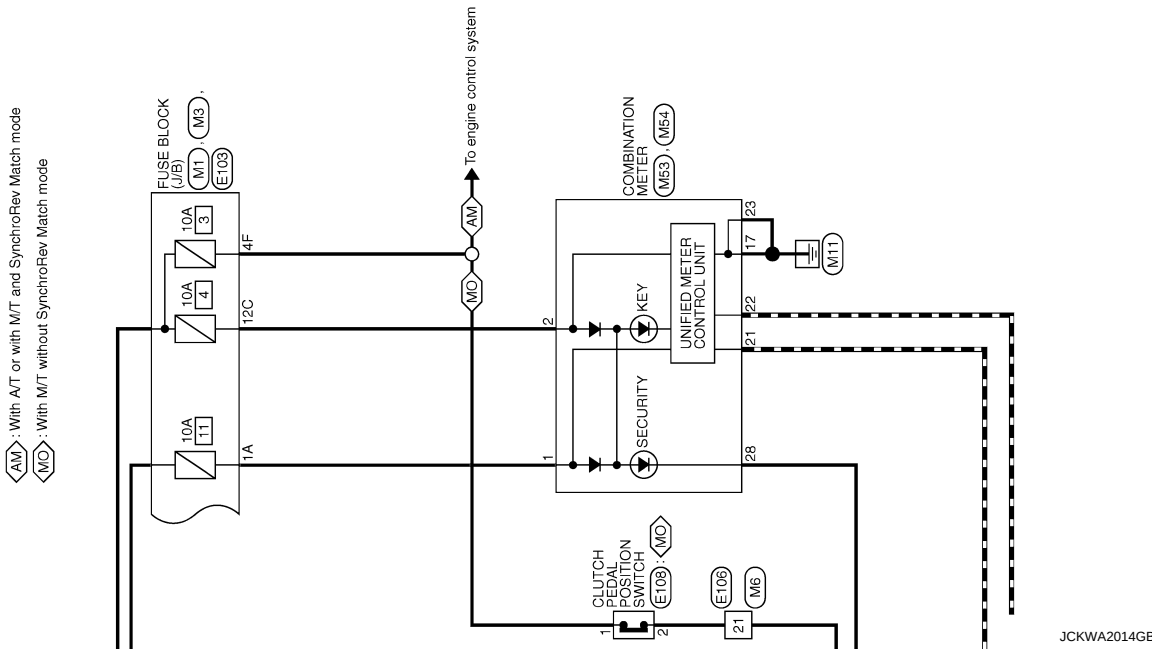
INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

Wiring Diagram - INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION -

INFOID:0000000004497609




A : With A/T
M : With M/T
AM : With A/T or with M/T and SynchroRev Match mode
AO : With A/T or with M/T without SynchroRev Match mode
MO : With M/T without SynchroRev Match mode
*: This connector is not shown in "Harness Layout".
IGNITION SWITCH ON or START
BATTERY
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
E5, E6, E7
10A 43
10A 48
STEERING LOCK RELAY
STARTER RELAY
STARTER CONTROL RELAY
CPU
A/T ASSEMBLY
TCM (TRANSMISSION CONTROL MODULE)
F301
F51
F103
M116
F1
E3
To starting system
To engine control system
PARK / NEUTRAL POSITION SWITCH
F55
A/T SHIFT SELECTOR (DETENTION SWITCH)
M137
BCM (BODY CONTROL MODULE)
M118, M119, M121, M122, M123
E106
M6
E22
E46
DATA LINE
DATA LINE
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
E41
ECM
M107
To CAN system
DATA LINK CONNECTOR
M24
JCKWA2013GE


AM : With A/T or with M/T and SynchroRev Match mode
MO : With M/T without SynchroRev Match mode
FUSE BLOCK (J/B)
M1, M3, E103
10A 3
10A 4
10A 11
4F
12C
1A
To engine control system
AM
MO
COMBINATION METER
M53, M54
UNIFIED METER CONTROL UNIT
KEY
SECURITY
23
17
22
21
28
M11
CLUTCH PEDAL POSITION SWITCH
E108 : MO
E106
M6
JCKWA2014GE

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

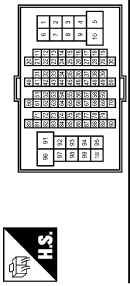
Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
83	GR	–

Connector No.	B16
Connector Name	DRIVER SIDE DOOR SWITCH
Connector Type	A03FW

Terminal No.	Color of Wire	Signal Name [Specification]
2	GR	–

Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
92	SB	–
93	V	–
94	SHIELD	–
97	LG	–

Connector No.	B216
Connector Name	PASSENGER SIDE DOOR SWITCH
Connector Type	A03FW

Terminal No.	Color of Wire	Signal Name [Specification]
2	LG	–

Connector No.	B222
Connector Name	INSIDE KEY ANTENNA (LUGGAGE ROOM)
Connector Type	RK02FGY

Terminal No.	Color of Wire	Signal Name [Specification]
1	V	–
2	SB	–

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Type	SAA36MB-RS8-SHZ8

Terminal No.	Color of Wire	Signal Name [Specification]
17	GR	–
27	GR	–

Connector No.	E5
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4-1V

Terminal No.	Color of Wire	Signal Name [Specification]
11	BR	–
12	B/W	–
27	Y	–
28	L	–
30	GR	–
32	L	–
33	P	–

Connector No.	E6
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH08FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
39	P	–
40	L	–
41	B/W	–
43	SB	–
46	V	–

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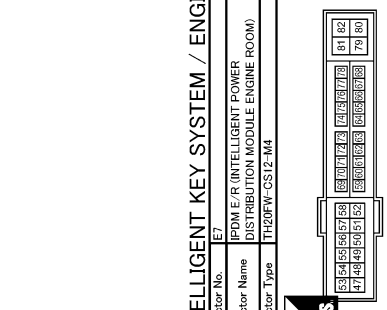
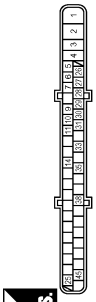
INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

Connector No.	E7
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4



Terminal No.	Color of Wire	Signal Name [Specification]
73	GR	–
80	W	–

Connector No.	E41
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA42FB-AHZ4-LH



Terminal No.	Color of Wire	Signal Name [Specification]
14	P	CAN-L
35	L	CAN-H

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
2F	W	–
4F	G	–
8F	L	–

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
8	P	–
9	L	–
21	BR	–
31	L	–
32	Y	–
33	P	–
34	L	–
35	BR	–
36	V	–
42	SB	–
44	GR	–

Connector No.	E108
Connector Name	CLUTCH PEDAL POSITION SWITCH
Connector Type	S02FL

Terminal No.	Color of Wire	Signal Name [Specification]
1	G	– [Without SynchroRev Match mode]
2	BR	– [Without SynchroRev Match mode]

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC

Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
2	W	–

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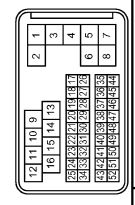
INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

Connector No.	E111
Connector Name	CLUTCH INTERLOCK SWITCH
Connector Type	S02FL

Terminal No.	Color of Wire	Signal Name [Specification]
1	G	–
2	GR	–

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Type	SAA36FB-RS8-SHZ8



Terminal No.	Color of Wire	Signal Name [Specification]
17	W	–
27	GR	–

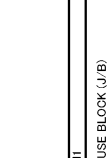
Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK36FW-NS10

Terminal No.	Color of Wire	Signal Name [Specification]
42	G	–
43	P	–
44	L	–

Connector No.	F301
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FG

Terminal No.	Color of Wire	Signal Name [Specification]
3	R	CAN-H
8	BR	CAN-L
9	Y	STARTER RLY

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	RK10FG-DGY



Terminal No.	Color of Wire	Signal Name [Specification]
3	L	–
8	P	–
9	GR	–

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS06FW-M2

Terminal No.	Color of Wire	Signal Name [Specification]
1A	V	–
4A	P	–
7A	BR	–

Connector No.	F55
Connector Name	PARK / NEUTRAL POSITION SWITCH
Connector Type	RK02FB

Terminal No.	Color of Wire	Signal Name [Specification]
1	G	–
2	W	–

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS10FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
3B	P	–
9B	SB	–

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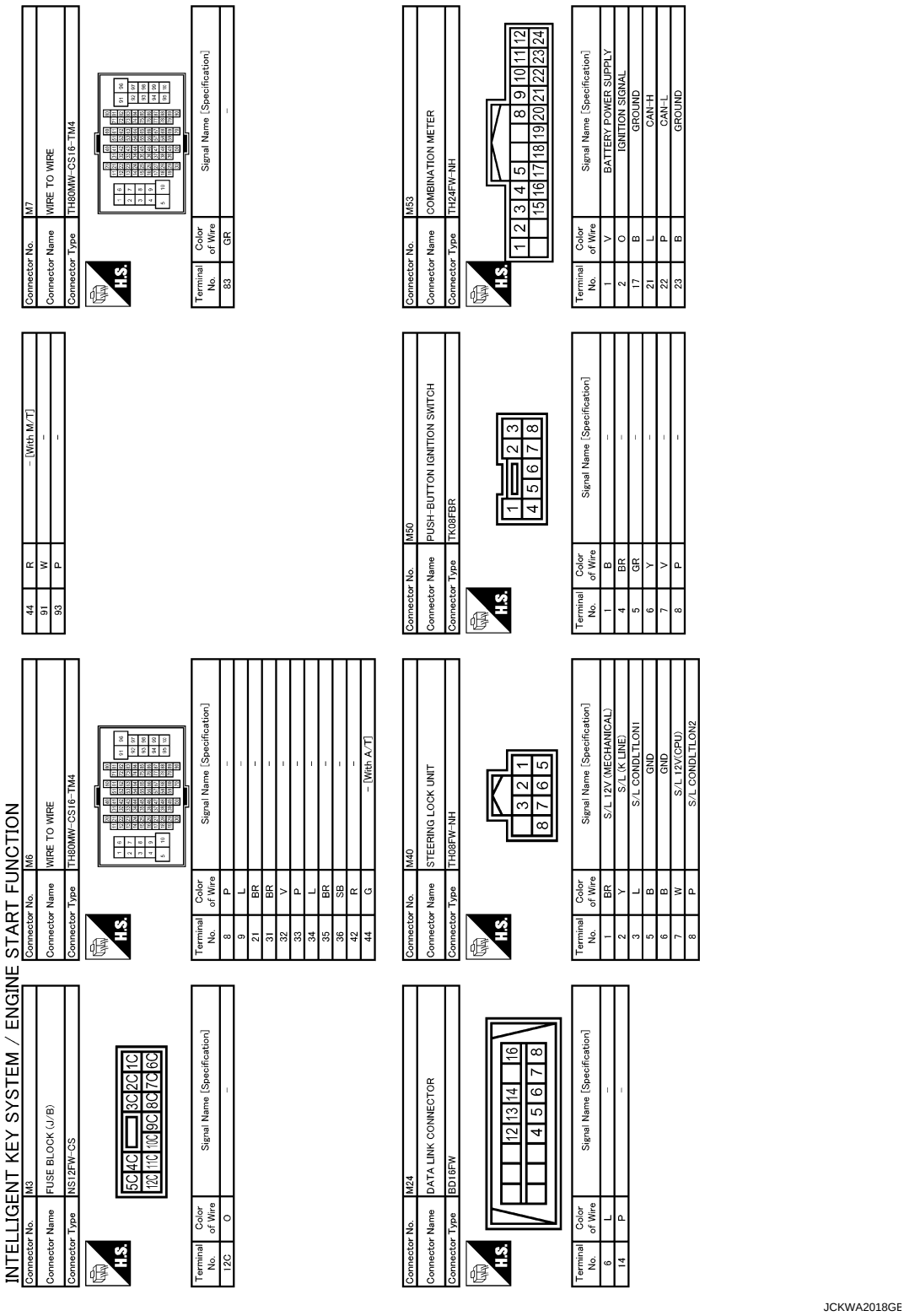


JCKWA2018GE

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

Connector No.	M54
Connector Name	COMBINATION METER
Connector Type	TH16FW-NH

H.S.

25	26	27	28	29		32
33	34	35	36	37	38	39	40

Terminal No.	Color of Wire	Signal Name [Specification]
28	Y	SECURITY SIGNAL

Connector No.	M99
Connector Name	WIRE TO WIRE
Connector Type	TH12MW-NH

H.S.

1	2	3	4	5	6
7	8	9	10	11	12

Terminal No.	Color of Wire	Signal Name [Specification]
5	P	–
6	L	–

Connector No.	M104
Connector Name	REMOTE KEYLESS ENTRY RECEIVER
Connector Type	JAB04FB

H.S.

1	2	4

Terminal No.	Color of Wire	Signal Name [Specification]
1	P	GND
2	GR	SIGNAL OUTPUT
4	LG	BATTERY

Connector No.	M107
Connector Name	ECM
Connector Type	RH24FGY-R28-R-LH-Z

H.S.

128	124		116	112	108	104	100
127	123		115	111	107	103	99
126	122	118	114	110	106	102	98
125	121	117	113	109	105	101	97

Terminal No.	Color of Wire	Signal Name [Specification]
113	P	VEHCAN-LI
114	L	VEHCAN-HI

Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TK36MW-NS10

H.S.

1	2	3	4	5
6	7	8	9	10

Terminal No.	Color of Wire	Signal Name [Specification]
42	G	–
43	P	–
44	L	–

Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
92	G	–
93	R	–
94	SHIELD	–
97	LG	–

Connector No.	M118
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	M03FB-LC

H.S.

1	3
	2

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	BAT (F/L)

Connector No.	M119
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	NS16FW-CS

H.S.

4	5	6	7		8	9	10
11	12	13	14	15	16	17	18	19

Terminal No.	Color of Wire	Signal Name [Specification]
11	BR	BAT (FUSE)
13	B	GND
15	Y	ACC IND

JCKWA2019GE

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

Connector No.	M121
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FGY-NH

H.S.

61	60	59	58	57	56	55	54	53	52
77	76	75	74	73	72	71	70	69	68

51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32
67	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48

Terminal No.	Color of Wire	Signal Name [Specification]
34	G	LUGGAGE ROOM ANT–
35	R	LUGGAGE ROOM ANT+
47	V	IGN RELAY (IPDM E/R) CONT
52	SB	STARTER RELAY CONT

Connector No.	M122
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH

H.S.

91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
111	110	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92

Terminal No.	Color of Wire	Signal Name [Specification]
72	L	ROOM ANT–
73	P	ROOM ANT+
83	GR	KEYLESS ENTRY RECEIVER COMM
89	BR	PUSH SW
90	P	CAN–L
91	L	CAN–H
93	V	ON IND
96	Y	A/T SHIFT SELECTOR POWER SUPPLY
97	L	S/L CONDITION 1
98	P	S/L CONDITION 2
99	BR	ASCD CLUTCH SW (With M/T without SynchroRev Match mode)

99	R	SHIFT P [With A/T]
103	LG	KEYLESS ENTRY RECEIVER POWER SUPPLY
106	W	S/L UNIT POWER SUPPLY
111	Y	S/L UNIT COMM

Connector No.	M123
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FG-NH

H.S.

151	150	149	148	147	146	145	144	143	142	141	140	139	138	137	136	135	134	133	132
131	130	129	128	127	126	125	124	123	122	121	120	119	118	117	116	115	114	113	112

Terminal No.	Color of Wire	Signal Name [Specification]
114	R	CLUTCH INTERLOCK SW
116	SB	STOP LAMP SW 1
118	P	STOP LAMP SW 2
124	LG	PASSENGER DOOR SW
134	GR	LOCK IND
137	P	RECEIVER/SENSOR GND
140	G	PARK/NEUTRAL POSITION SW (With M/T and SynchroRev Match mode)
140	G	SHIFT N/P [With A/T]
141	Y	SECURITY INDICATOR
150	GR	DRIVER DOOR SW

Connector No.	M137
Connector Name	A/T SHIFT SELECTOR
Connector Type	TK10FW

H.S.

1	2		3	4
5	6	7	8	9	10

Terminal No.	Color of Wire	Signal Name [Specification]
9	Y	–
10	R	–

Connector No.	M253
Connector Name	WIRE TO WIRE
Connector Type	TH12FW-NH

H.S.

6	5	4	3	2	1
12	11	10	9	8	7

Terminal No.	Color of Wire	Signal Name [Specification]
5	G	–
6	R	–

Connector No.	M257
Connector Name	INSIDE KEY ANTENNA (CONSOLE)
Connector Type	RK02FGY

H.S.

1	2

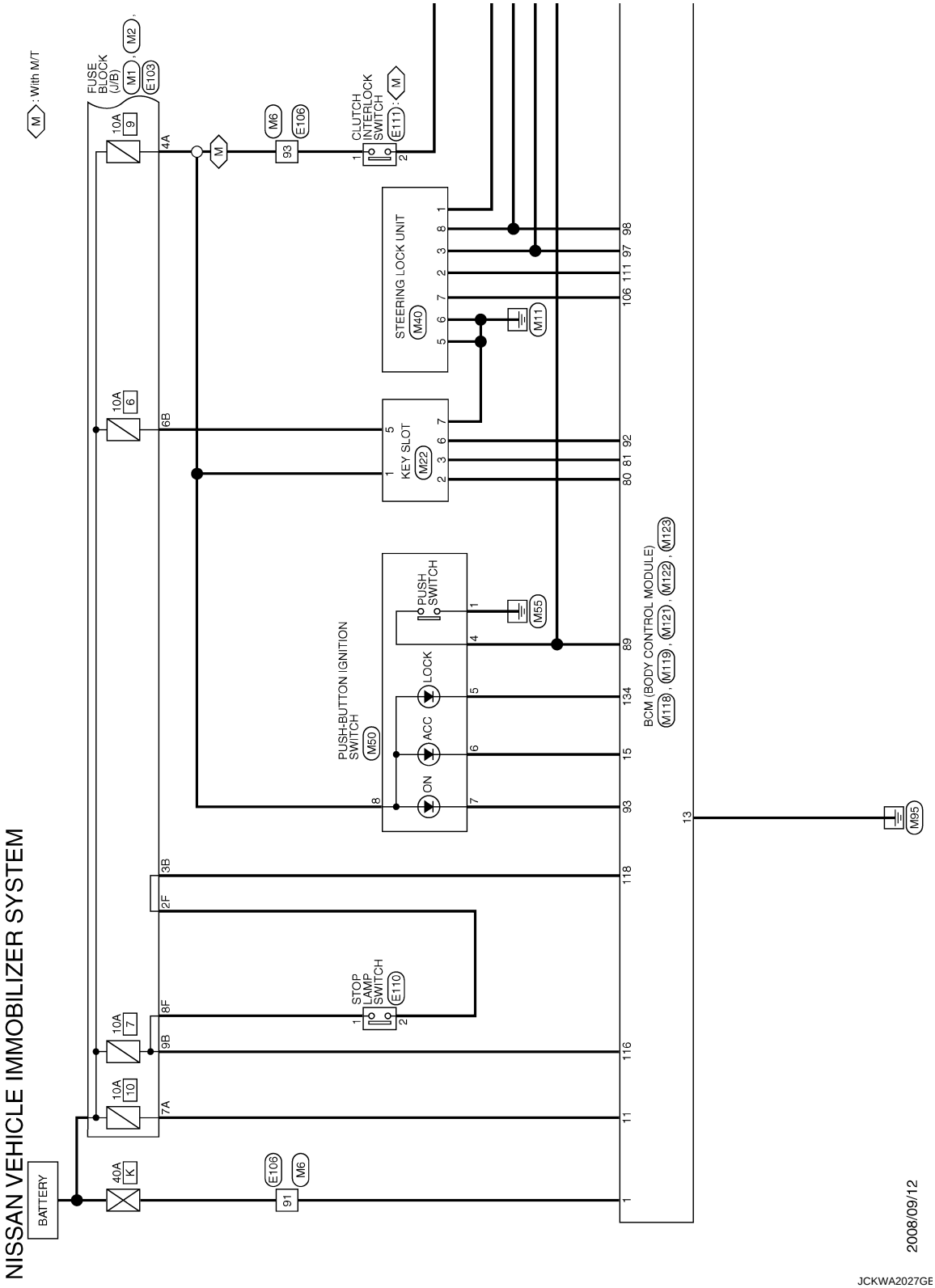
Terminal No.	Color of Wire	Signal Name [Specification]
1	G	–
2	R	–

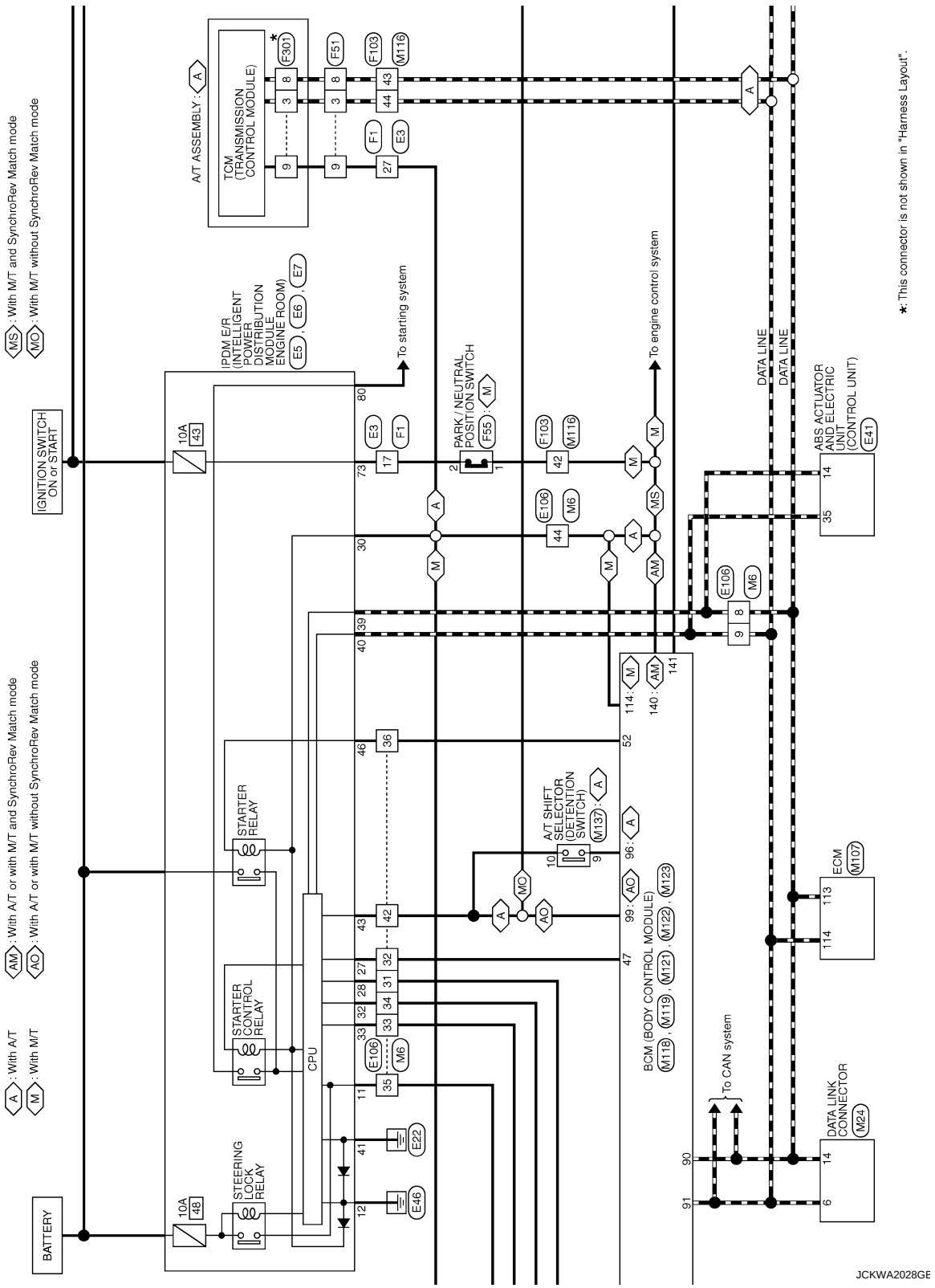
JCKWA2020GE

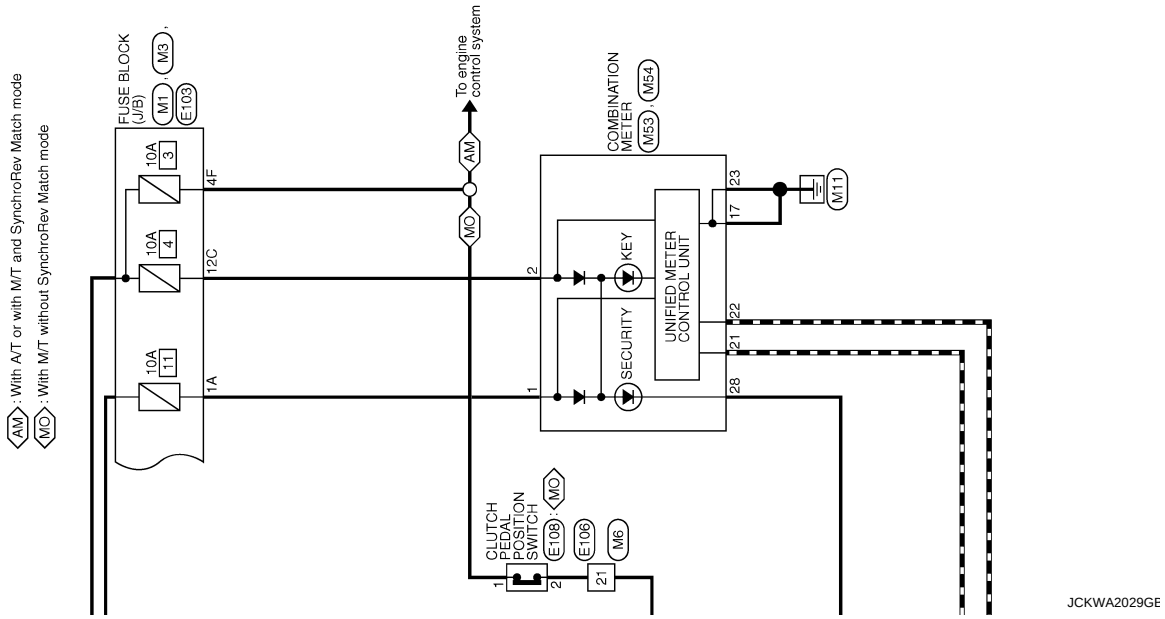
NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

Wiring Diagram - NISSAN VEHICLE IMMOBILIZER SYSTEM -

INFOID:0000000004497611

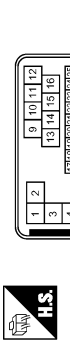



A : With A/T
M : With M/T
AM : With A/T or with M/T and SynchroRev Match mode
AO : With A/T or with M/T without SynchroRev Match mode
MS : With M/T and SynchroRev Match mode
MO : With M/T without SynchroRev Match mode
*: This connector is not shown in "Harness Layout".
BATTERY
IGNITION SWITCH ON or START
10A 48
10A 43
STEERING LOCK RELAY
STARTER CONTROL RELAY
STARTER RELAY
CPU
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
E5, E6, E7
To starting system
A/T ASSEMBLY
TCM (TRANSMISSION CONTROL MODULE)
F301
F51
E103
M116
F1
E3
PARK / NEUTRAL POSITION SWITCH
F55
To engine control system
DATA LINE
DATA LINE
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
E41
E106
M6
A/T SHIFT SELECTOR (DETENTION SWITCH)
M137
BCM (BODY CONTROL MODULE)
M118, M119, M121, M122, M123
ECM
M107
To CAN system
DATA LINK CONNECTOR
M24
E22
E46
JCKWA2028GE


AM : With A/T or with M/T and SynchroRev Match mode
MO : With M/T without SynchroRev Match mode
FUSE BLOCK (J/B)
M3
M1
E103
10A 3
10A 4
10A 11
4F
12C
1A
To engine control system
AM
MO
COMBINATION METER
M54
M53
UNIFIED METER CONTROL UNIT
KEY
SECURITY
23
17
M11
22
21
28
CLUTCH PEDAL POSITION SWITCH
E108
E106
M6
21
JCKWA2029GE

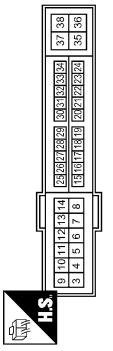
NISSAN VEHICLE IMMOBILIZER SYSTEM

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Type	SAA36MB-RS8-SH28



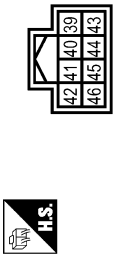
Terminal No.	Color of Wire	Signal Name [Specification]
17	GR	–
27	GR	–

Connector No.	E5
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4-1V



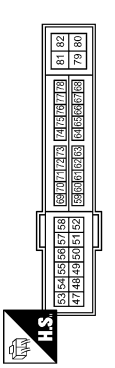
Terminal No.	Color of Wire	Signal Name [Specification]
11	BR	–
12	B/W	–
27	Y	–
28	L	–
30	GR	–
32	L	–
33	P	–

Connector No.	E6
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH08FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
39	P	–
40	L	–
41	B/W	–
43	SB	–
46	V	–

Connector No.	E7
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4



Terminal No.	Color of Wire	Signal Name [Specification]
73	GR	–
80	W	–
91	W	–
93	G	–

Connector No.	E41
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA42FB-AHZ4-LH

Terminal No.	Color of Wire	Signal Name [Specification]
14	P	CAN-L
35	L	CAN-H

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
2F	W	–
4F	G	–
8F	L	–

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
8	P	–
9	L	–
21	BR	–
31	L	–
32	Y	–
33	P	–
34	L	–
35	BR	–
36	V	–
42	SB	–
44	GR	–

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NISSAN VEHICLE IMMOBILIZER SYSTEM

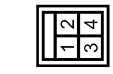
Connector No.	E108
Connector Name	CLUTCH PEDAL POSITION SWITCH
Connector Type	S02FL

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
1	G	– [Without SynchroRev Match mode]
2	BR	– [Without SynchroRev Match mode]

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC

H.S.



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
2	W	–

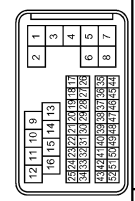
Connector No.	E111
Connector Name	CLUTCH INTERLOCK SWITCH
Connector Type	S02FL

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
1	G	–
2	GR	–

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Type	SAA36FB-RS8-SH28

H.S.



Terminal No.	Color of Wire	Signal Name [Specification]
17	W	–
27	GR	–

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	RK10FG-DGY

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	L	–
8	P	–
9	GR	–

Connector No.	F55
Connector Name	PARK / NEUTRAL POSITION SWITCH
Connector Type	RK02FB

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
1	G	–
2	W	–

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK36FW-NS10

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
42	G	–
43	P	–
44	L	–

Connector No.	F301
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FG

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	R	CAN-H
8	BR	CAN-L
9	Y	STARTER RLY

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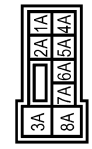
NISSAN VEHICLE IMMOBILIZER SYSTEM

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS06FW-M2

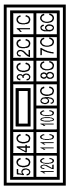


Terminal No.	Color of Wire	Signal Name [Specification]
1A	V	–
4A	P	–
7A	BR	–

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS10FW-CS

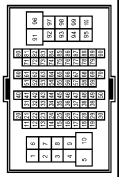
Terminal No.	Color of Wire	Signal Name [Specification]
3B	P	–
6B	Y	–
9B	SB	–

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12FW-CS



Terminal No.	Color of Wire	Signal Name [Specification]
12C	O	–

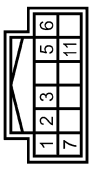
Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
8	P	–
9	L	–
21	BR	–
31	BR	–
32	V	–
33	P	–
34	L	–
35	BR	–
36	SB	–
42	R	–
44	G	– [With A/T]

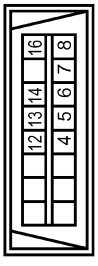
44	R	– [With M/T]
91	W	–
93	P	–

Connector No.	M22
Connector Name	KEY SLOT
Connector Type	TH12FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	P	BAT
2	GR	CLOCK
3	W	DATA
5	Y	ILL BAT
6	LG	ILL
7	B	GND

Connector No.	M24
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



Terminal No.	Color of Wire	Signal Name [Specification]
6	L	–
14	P	–

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NISSAN VEHICLE IMMOBILIZER SYSTEM

Connector No.	M40
Connector Name	STEERING LOCK UNIT
Connector Type	TH08FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
1	BR	S/L 12V (MECHANICAL)
2	Y	S/L (K LINE)
3	L	S/L CONDLTLON1
5	B	GND
6	B	GND
7	W	S/L 12V(CPU)
8	P	S/L CONDLTLON2

Connector No.	M50
Connector Name	PUSH-BUTTON IGNITION SWITCH
Connector Type	TK08FBR

Terminal No.	Color of Wire	Signal Name [Specification]
1	B	–
4	BR	–
5	GR	–
6	Y	–
7	V	–
8	P	–

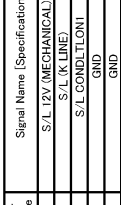
Connector No.	M53
Connector Name	COMBINATION METER
Connector Type	TH24FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
1	V	BATTERY POWER SUPPLY
2	O	IGNITION SIGNAL
17	B	GROUND
21	L	CAN-H
22	P	CAN-L
23	B	GROUND

Connector No.	M54
Connector Name	COMBINATION METER
Connector Type	TH16FW-NH

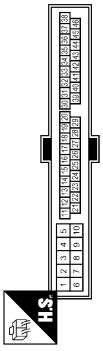
Terminal No.	Color of Wire	Signal Name [Specification]
28	Y	SECURITY SIGNAL

Connector No.	M107
Connector Name	ECM
Connector Type	RH24FGY-RZ8-R-LH-Z



Terminal No.	Color of Wire	Signal Name [Specification]
113	P	VEHCAN-LI
114	L	VEHCAN-HI

Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TK38MW-NS10



Terminal No.	Color of Wire	Signal Name [Specification]
42	G	–
43	P	–
44	L	–

Connector No.	M118
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	M03FB-LC

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	BAT (F/L)

Connector No.	M119
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	NS16FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
11	BR	BAT (FUSE)
13	B	GND
15	Y	ACC IND

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NISSAN VEHICLE IMMOBILIZER SYSTEM

Connector No.	M121
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FGY-NH

61	60	59	58	57	56	55	54	53	52
71	70	69	68	67	66	65	64	63	62

Terminal No.	Color of Wire	Signal Name [Specification]
47	V	IGN RELAY (IPDM E/R) CONT
52	SB	STARTER RELAY CONT

Connector No.	M122
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH

91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
111	110	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92

Terminal No.	Color of Wire	Signal Name [Specification]
80	GR	IMMOBI ANTENNA CONTROL
81	W	IMMOBI ANTENNA SIGNAL
89	BR	PUSH SW
90	P	CAN-L
91	L	CAN-H
92	LG	KEY SLOT ILL
93	V	ON IND
96	Y	A/T SHIFT SELECTOR POWER SUPPLY
97	L	S/L CONDITION 1
98	P	S/L CONDITION 2
99	BR	ASCD CLUTCH SW (With M/T without SynchroRev Match mode)

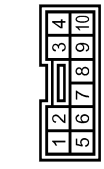
99	R	SHIFT P [With A/T]
106	W	S/L UNIT POWER SUPPLY
111	Y	S/L UNIT COMM

Connector No.	M123
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FG-NH

151	150	149	148	147	146	145	144	143	142	141	140	139	138	137	136	135	134	133	132
171	170	169	168	167	166	165	164	163	162	161	160	159	158	157	156	155	154	153	152

Terminal No.	Color of Wire	Signal Name [Specification]
114	R	CLUTCH INTERLOCK SW
116	SB	STOP LAMP SW 1
118	P	STOP LAMP SW 2
134	GR	LOCK IND
140	G	PARK/NEUTRAL POSITION SW [With M/T and SynchroRev Match mode]
140	G	SHIFT N/P [With A/T]
141	Y	SECURITY INDICATOR

Connector No.	M137
Connector Name	A/T SHIFT SELECTOR
Connector Type	TK10FW



1	2		3	4
5	6	7	8	9	10

Terminal No.	Color of Wire	Signal Name [Specification]
9	Y	–
10	R	–

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VEHICLE SECURITY SYSTEM

Wiring Diagram - VEHICLE SECURITY SYSTEM -

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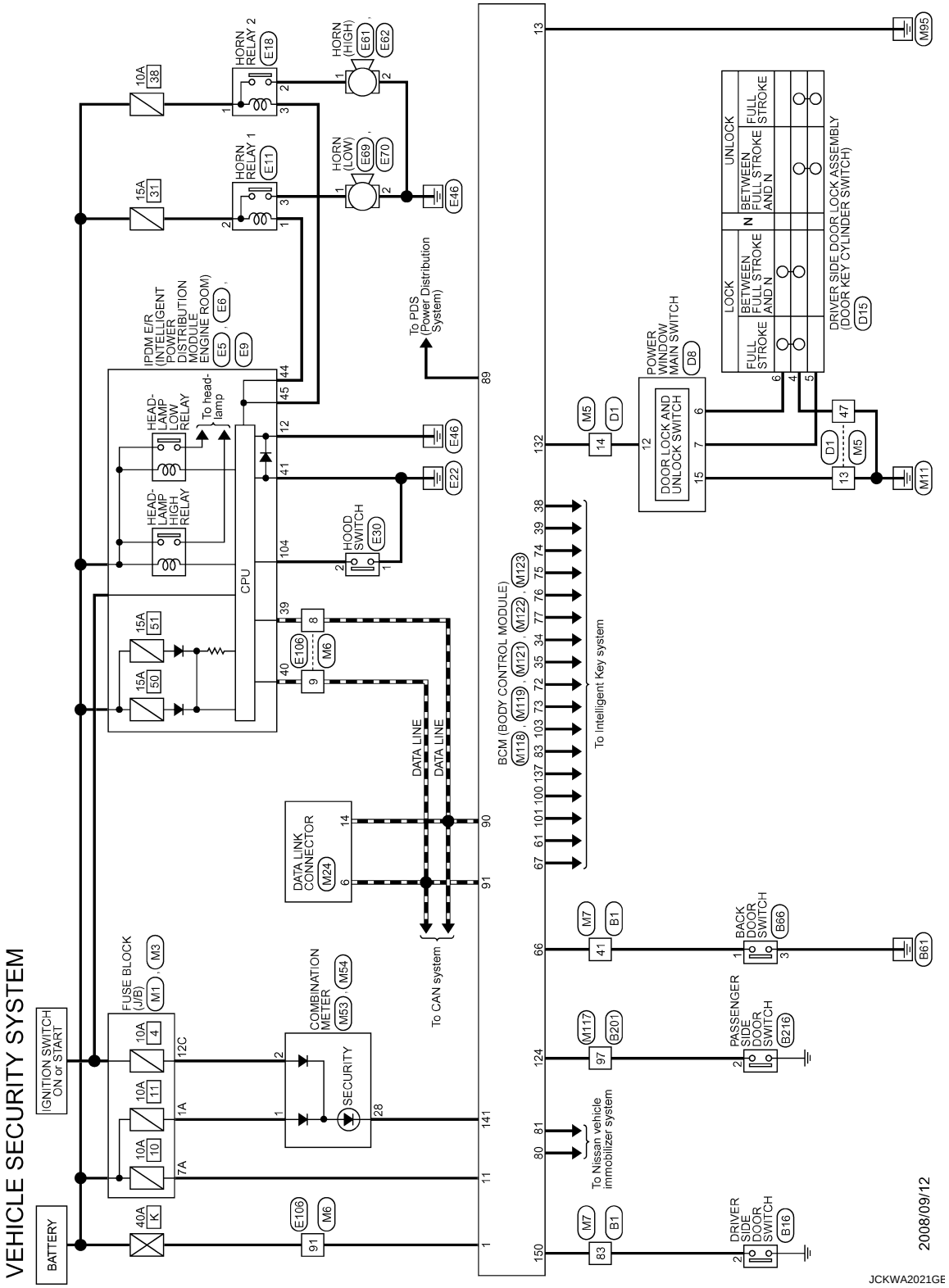

VEHICLE SECURITY SYSTEM

Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
41	L	–
83	GR	–

Connector No.	B16
Connector Name	DRIVER SIDE DOOR SWITCH
Connector Type	A03FW

Terminal No.	Color of Wire	Signal Name [Specification]
2	GR	–

Connector No.	B66
Connector Name	BACK DOOR SWITCH
Connector Type	A03FW

Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
3	B	–

Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
97	LG	–

Connector No.	B216
Connector Name	PASSENGER SIDE DOOR SWITCH
Connector Type	A03FW

Terminal No.	Color of Wire	Signal Name [Specification]
2	LG	–

Connector No.	D1
Connector Name	WIRE TO WIRE
Connector Type	TH40FW-CS15

Terminal No.	Color of Wire	Signal Name [Specification]
13	B	–
14	SB	–
47	B	–

Connector No.	D8
Connector Name	POWER WINDOW MAIN SWITCH
Connector Type	NS16FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
6	GR	–
7	V	–
12	SB	–
15	B	–

Connector No.	D15
Connector Name	DRIVER SIDE DOOR LOCK ASSEMBLY
Connector Type	E06FGY-RS

Terminal No.	Color of Wire	Signal Name [Specification]
4	B	–
5	V	–
6	GR	–

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VEHICLE SECURITY SYSTEM

Connector No.	E5
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4-1V

Terminal No.	Color of Wire	Signal Name [Specification]
12	B/W	–

Connector No.	E6
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH08FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
39	P	–
40	L	–
41	B/W	–
44	W	–
45	G	–

Connector No.	E9
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH16FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
104	LG	–

Connector No.	E11
Connector Name	HORN RELAY 1
Connector Type	24381 7990A

Terminal No.	Color of Wire	Signal Name [Specification]
1	LG	–
2	SB	–
3	G	–

Connector No.	E18
Connector Name	HORN RELAY 2
Connector Type	M03FW-R-LC

Terminal No.	Color of Wire	Signal Name [Specification]
1	P	–
2	Y	–
3	G	–

Connector No.	E30
Connector Name	HOOD SWITCH
Connector Type	RH02FB

Terminal No.	Color of Wire	Signal Name [Specification]
1	B	–
2	LG	–

Connector No.	E61
Connector Name	HORN (HIGH)
Connector Type	P01FB-A

Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	–

Connector No.	E62
Connector Name	HORN (HIGH)
Connector Type	P01FB-A

Terminal No.	Color of Wire	Signal Name [Specification]
2	B	–

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VEHICLE SECURITY SYSTEM

Connector No.	E69
Connector Name	HORN (LOW)
Connector Type	P01FB-A

Terminal No.	Color of Wire	Signal Name [Specification]
1	G	–

Connector No.	E70
Connector Name	HORN (LOW)
Connector Type	P01FB-A

Terminal No.	Color of Wire	Signal Name [Specification]
2	B	–

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
8	P	–
9	L	–
91	W	–

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS06FW-M2

Terminal No.	Color of Wire	Signal Name [Specification]
1A	V	–
7A	BR	–

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
12C	O	–

Connector No.	M5
Connector Name	WIRE TO WIRE
Connector Type	TH40MW-CS15

Terminal No.	Color of Wire	Signal Name [Specification]
13	B	–
14	Y	–
47	B	–

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
8	P	–
9	L	–
91	W	–

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
41	R	–
83	GR	–

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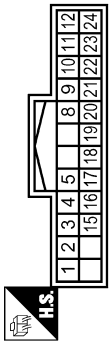
VEHICLE SECURITY SYSTEM

Connector No.	M24
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW

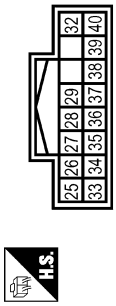
Terminal No.	Color of Wire	Signal Name [Specification]
6	L	–
14	P	–

Connector No.	M53
Connector Name	COMBINATION METER
Connector Type	TH24FW-NH



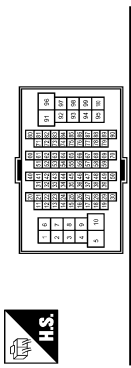
Terminal No.	Color of Wire	Signal Name [Specification]
1	V	BATTERY POWER SUPPLY
2	O	IGNITION SIGNAL

Connector No.	M54
Connector Name	COMBINATION METER
Connector Type	TH16FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
28	Y	SECURITY SIGNAL

Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
97	LG	–

Connector No.	M118
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	M03FB-LC

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	BAT (F/L)

Connector No.	M119
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	NS16FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
11	BR	BAT (FUSE)
13	B	GND

Connector No.	M121
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FGY-NH

Terminal No.	Color of Wire	Signal Name [Specification]
34	G	LUGGAGE ROOM ANT–
35	R	LUGGAGE ROOM ANT+
38	B	BACK DOOR ANT–
39	W	BACK DOOR ANT+
61	W	BACK DOOR OPENER REQUEST SW
66	R	BACK DOOR SW
67	GR	BACK DOOR OPENER SW

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VEHICLE SECURITY SYSTEM

Connector No.	M122
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH

H.S.

91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
111	110	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92

Terminal No.	Color of Wire	Signal Name [Specification]
72	L	ROOM ANT-
73	P	ROOM ANT+
74	SB	PASSENGER DOOR ANT-
75	BR	PASSENGER DOOR ANT+
76	V	DRIVER DOOR ANT-
77	LG	DRIVER DOOR ANT+
80	GR	IMMOBI ANTENNA CONTROL
81	W	IMMOBI ANTENNA SIGNAL
83	GR	KEYLESS ENTRY RECEIVER COMM
89	BR	PUSH SW
90	P	CAN-L

91	L	CAN-H
I00	GR	PASSENGER DOOR REQUEST SW
I01	Y	DRIVER DOOR REQUEST SW
I03	LG	KEYLESS ENTRY RECEIVER POWER SUPPLY

Connector No.	M123
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FG-NH

H.S.

151	150	149	148	147	146	145	144	143	142	141	140	139	138	137	136	135	134	133	132
131	130	129	128	127	126	125	124	123	122	121	120	119	118	117	116	115	114	113	112

Terminal No.	Color of Wire	Signal Name [Specification]
I24	LG	PASSENGER DOOR SW
I32	Y	POWER WINDOW SW COMM
I37	P	RECEIVER/SENSOR GND
I41	Y	SECURITY INDICATOR
I50	GR	DRIVER DOOR SW

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ECU DIAGNOSIS INFORMATION

BCM (BODY CONTROL MODULE)

Reference Value

INFOID:0000000004704750

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

Monitor Item	Condition	Value/Status
FR WIPER HI	Other than front wiper switch HI	Off
	Front wiper switch HI	On
FR WIPER LOW	Other than front wiper switch LO	Off
	Front wiper switch LO	On
FR WASHER SW	Front washer switch OFF	Off
	Front washer switch ON	On
FR WIPER INT	Other than front wiper switch INT	Off
	Front wiper switch INT	On
FR WIPER STOP	Front wiper is not in STOP position	Off
	Front wiper is in STOP position	On
INT VOLUME	Wiper intermittent dial is in a dial position 1 - 7	Wiper intermittent dial position
TURN SIGNAL R	Other than turn signal switch RH	Off
	Turn signal switch RH	On
TURN SIGNAL L	Other than turn signal switch LH	Off
	Turn signal switch LH	On
TAIL LAMP SW	Other than lighting switch 1ST and 2ND	Off
	Lighting switch 1ST or 2ND	On
HI BEAM SW	Other than lighting switch HI	Off
	Lighting switch HI	On
HEAD LAMP SW 1	Other than lighting switch 2ND	Off
	Lighting switch 2ND	On
HEAD LAMP SW 2	Other than lighting switch 2ND	Off
	Lighting switch 2ND	On
PASSING SW	Other than lighting switch PASS	Off
	Lighting switch PASS	On
AUTO LIGHT SW	Other than lighting switch AUTO	Off
	Lighting switch AUTO	On
FR FOG SW	**NOTE:** The item is indicated, but not monitored.	Off
RR FOG SW	Rear fog lamp switch OFF	Off
	Rear fog lamp switch ON	On
DOOR SW-DR	Driver door closed	Off
	Driver door opened	On
DOOR SW-AS	Passenger door closed	Off
	Passenger door opened	On
DOOR SW-RR	**NOTE:** The item is indicated, but not monitored.	Off

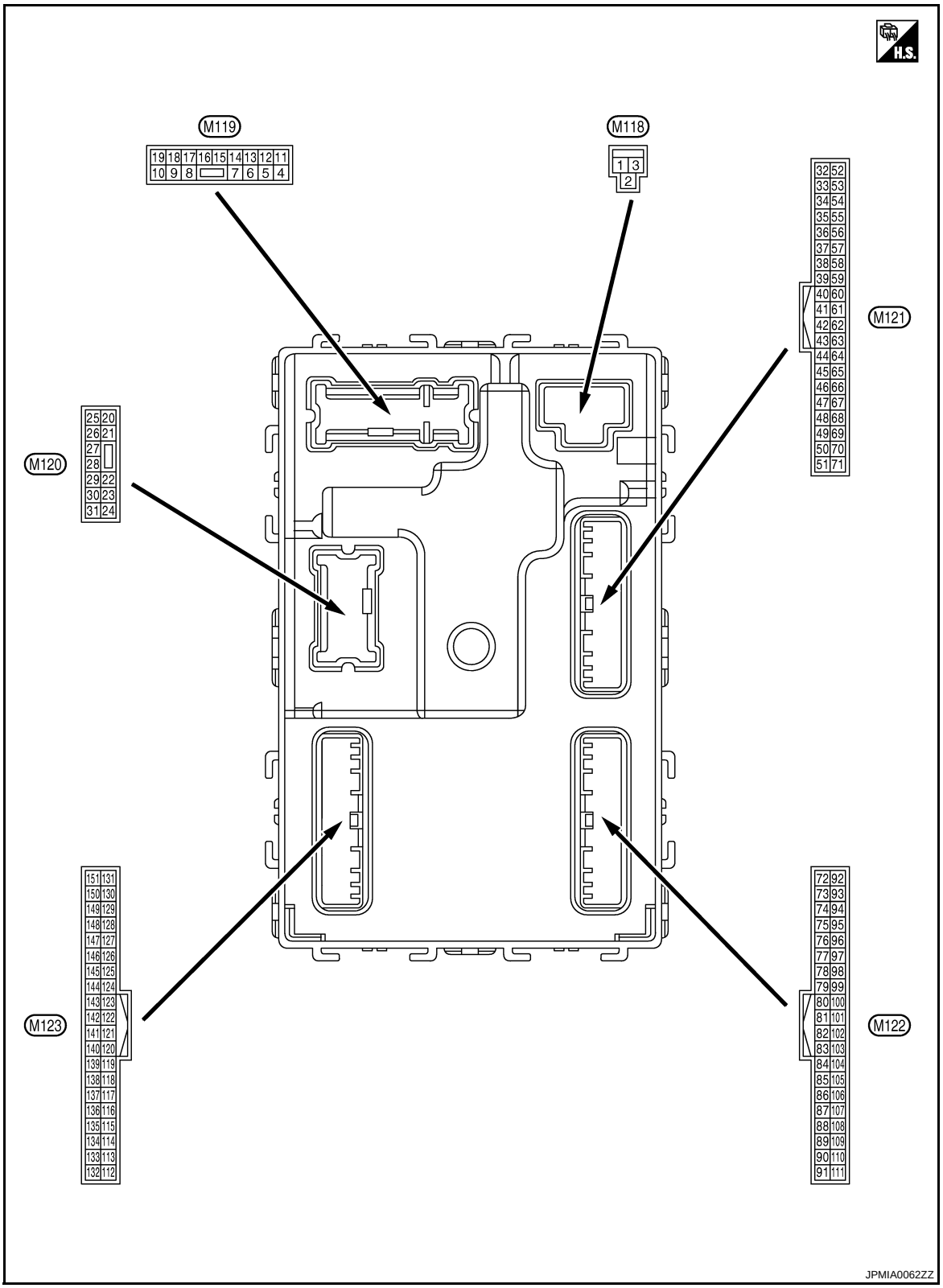
Monitor Item	Condition	Value/Status
DOOR SW-RL	**NOTE:** The item is indicated, but not monitored.	Off
DOOR SW-BK	Back door closed	Off
	Back door opened	On
CDL LOCK SW	Other than door lock and unlock switch LOCK	Off
	Door lock and unlock switch LOCK	On
CDL UNLOCK SW	Other than door lock and unlock switch UNLOCK	Off
	Door lock and unlock switch UNLOCK	On
KEY CYL LK-SW	Other than driver door key cylinder LOCK position	Off
	Driver door key cylinder LOCK position	On
KEY CYL UN-SW	Other than driver door key cylinder UNLOCK position	Off
	Driver door key cylinder UNLOCK position	On
KEY CYL SW-TR	**NOTE:** The item is indicated, but not monitored.	Off
HAZARD SW	Hazard switch is OFF	Off
	Hazard switch is ON	On
REAR DEF SW **NOTE:** At models with NAVI this item is not monitored.	Rear window defogger switch OFF	Off
	Rear window defogger switch ON	On
H/L WASH SW	**NOTE:** The item is indicated, but not monitored.	Off
TR CANCEL SW	**NOTE:** The item is indicated, but not monitored.	Off
TR/BD OPEN SW	Back door opener switch OFF	Off
	While the back door opener switch is turned ON	On
TRNK/HAT MNTR	**NOTE:** The item is indicated, but not monitored.	Off
RKE-LOCK	LOCK button of the Intelligent Key is not pressed	Off
	LOCK button of the Intelligent Key is pressed	On
RKE-UNLOCK	UNLOCK button of the Intelligent Key is not pressed	Off
	UNLOCK button of the Intelligent Key is pressed	On
RKE-TR/BD	**NOTE:** The item is indicated, but not monitored.	Off
RKE-PANIC	PANIC button of the Intelligent Key is not pressed	Off
	PANIC button of the Intelligent Key is pressed	On
RKE-P/W OPEN	UNLOCK button of the Intelligent Key is not pressed	Off
	UNLOCK button of the Intelligent Key is pressed and held	On
RKE-MODE CHG	LOCK/UNLOCK button of the Intelligent Key is not pressed and held simultaneously	Off
	LOCK/UNLOCK button of the Intelligent Key is pressed and held simultaneously	On
OPTICAL SENSOR	Bright outside of the vehicle	Close to 5 V
	Dark outside of the vehicle	Close to 0 V
REQ SW -DR	Driver door request switch is not pressed	Off
	Driver door request switch is pressed	On
REQ SW -AS	Passenger door request switch is not pressed	Off
	Passenger door request switch is pressed	On

Monitor Item	Condition	Value/Status
REQ SW -RR	**NOTE:** The item is indicated, but not monitored.	Off
REQ SW -RL	**NOTE:** The item is indicated, but not monitored.	Off
REQ SW -BD/TR	Back door request switch is not pressed	Off
	Back door request switch is pressed	On
PUSH SW	Push-button ignition switch (push switch) is not pressed	Off
	Push-button ignition switch (push switch) is pressed	On
IGN RLY2 -F/B	Ignition switch in OFF or ACC position	Off
	Ignition switch in ON position	On
ACC RLY -F/B	**NOTE:** The item is indicated, but not monitored.	Off
CLUCH SW **NOTE:** At A/T models this item is not monitored.	The clutch pedal is not depressed	Off
	The clutch pedal is depressed	On
BRAKE SW 1	Stop lamp switch 1 signal circuit is open	Off
	Stop lamp switch 1 signal circuit is normal	On
BRAKE SW 2	The brake pedal is not depressed	Off
	The brake pedal is depressed	On
DETE/CANCL SW **NOTE:** At M/T models with SynchroRev Match mode this item is not monitored.	• Selector lever in P position (A/T models) • The clutch pedal is depressed (M/T models without SynchroRev Match mode)	Off
	• Selector lever in any position other than P (A/T models) • The clutch pedal is not depressed (M/T models without SynchroRev Match mode)	On
SFT PN/N SW **NOTE:** At M/T models without SynchroRev Match mode this item is not monitored.	• Selector lever in any position other than P and N (A/T models) • Control lever in any position other than neutral position (M/T models with SynchroRev Match mode)	Off
	• Selector lever in P or N position (A/T models) • Control lever in neutral position (M/T models with SynchroRev Match mode)	On
S/L -LOCK	Steering is unlocked	Off
	Steering is locked	On
S/L -UNLOCK	Steering is locked	Off
	Steering is unlocked	On
S/L RELAY-F/B	Ignition switch in OFF or ACC position	Off
	Ignition switch in ON position	On
UNLK SEN -DR	Driver door is unlocked	Off
	Driver door is locked	On
PUSH SW -IPDM	Push-button ignition switch (push-switch) is not pressed	Off
	Push-button ignition switch (push-switch) is pressed	On
IGN RLY1 -F/B	Ignition switch in OFF or ACC position	Off
	Ignition switch in ON position	On
DETE SW -IPDM	Selector lever in any position other than P	Off
	Selector lever in P position	On

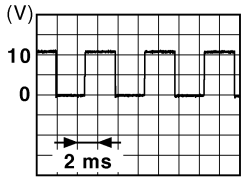
Monitor Item	Condition	Value/Status
SFT PN -IPDM	• Selector lever in any position other than P and N (A/T models) • The clutch pedal is not depressed (M/T models)	Off
	• Selector lever in P or N position (A/T models) • The clutch pedal is depressed (M/T models)	On
SFT P -MET	Selector lever in any position other than P	Off
	Selector lever in P position	On
SFT N -MET	Selector lever in any position other than N	Off
	Selector lever in N position	On
ENGINE STATE	Engine stopped	Stop
	While the engine stalls	Stall
	At engine cranking	Crank
	Engine running	Run
S/L LOCK-IPDM	Steering is unlocked	Off
	Steering is locked	On
S/L UNLK-IPDM	Steering is locked	Off
	Steering is unlocked	On
S/L RELAY-REQ	Steering lock system is not the LOCK condition and the changing condition from LOCK to UNLOCK	Off
	Steering lock system are not the LOCK condition or the changing condition from LOCK to UNLOCK	On
VEH SPEED 1	While driving	Equivalent to speedometer reading
VEH SPEED 2	While driving	Equivalent to speedometer reading
DOOR STAT-DR	Driver door is locked	LOCK
	Wait with selective UNLOCK operation (60 seconds)	READY
	Driver door is unlocked	UNLOCK
DOOR STAT-AS	Passenger door is locked	LOCK
	Wait with selective UNLOCK operation (60 seconds)	READY
	Passenger door is unlocked	UNLOCK
ID OK FLAG	Steering is locked	Reset
	Steering is unlocked	Set
PRMT ENG STRT	The engine start is prohibited	Reset
	The engine start is permitted	Set
PRMT RKE STRT	**NOTE:** The item is indicated, but not monitored.	Reset
KEY SW -SLOT	The Intelligent Key is not inserted into key slot	Off
	The Intelligent Key is inserted into key slot	On
RKE OPE COUN1	During the operation of the Intelligent Key	Operation frequency of the Intelligent Key
RKE OPE COUN2	**NOTE:** The item is indicated, but not monitored.	—
CONFRM ID ALL	The key ID that the key slot receives is not recognized by any key ID registered to BCM.	Yet
	The key ID that the key slot receives is recognized by any key ID registered to BCM.	Done

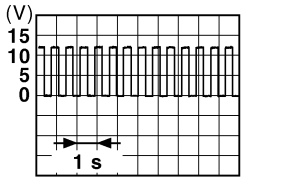
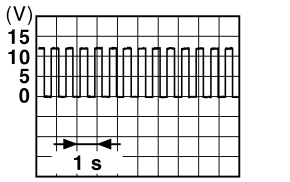
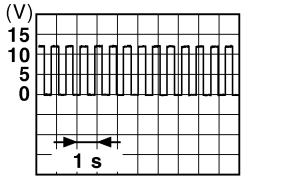
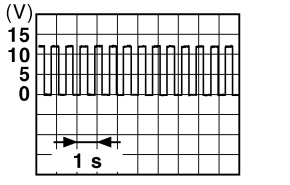
Monitor Item	Condition	Value/Status
CONFIRM ID4	The key ID that the key slot receives is not recognized by the fourth key ID registered to BCM.	Yet
	The key ID that the key slot receives is recognized by the fourth key ID registered to BCM.	Done
CONFIRM ID3	The key ID that the key slot receives is not recognized by the third key ID registered to BCM.	Yet
	The key ID that the key slot receives is recognized by the third key ID registered to BCM.	Done
CONFIRM ID2	The key ID that the key slot receives is not recognized by the second key ID registered to BCM.	Yet
	The key ID that the key slot receives is recognized by the second key ID registered to BCM.	Done
CONFIRM ID1	The key ID that the key slot receives is not recognized by the first key ID registered to BCM.	Yet
	The key ID that the key slot receives is recognized by the first key ID registered to BCM.	Done
TP 4	The ID of fourth Intelligent Key is not registered to BCM	Yet
	The ID of fourth Intelligent Key is registered to BCM	Done
TP 3	The ID of third Intelligent Key is not registered to BCM	Yet
	The ID of third Intelligent Key is registered to BCM	Done
TP 2	The ID of second Intelligent Key is not registered to BCM	Yet
	The ID of second Intelligent Key is registered to BCM	Done
TP 1	The ID of first Intelligent Key is not registered to BCM	Yet
	The ID of first Intelligent Key is registered to BCM	Done
AIR PRESS FL	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of front LH tire
AIR PRESS FR	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of front RH tire
AIR PRESS RR	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of rear RH tire
AIR PRESS RL	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of rear LH tire
ID REGST FL1	ID of front LH tire transmitter is registered	Done
	ID of front LH tire transmitter is not registered	Yet
ID REGST FR1	ID of front RH tire transmitter is registered	Done
	ID of front RH tire transmitter is not registered	Yet
ID REGST RR1	ID of rear RH tire transmitter is registered	Done
	ID of rear RH tire transmitter is not registered	Yet
ID REGST RL1	ID of rear LH tire transmitter is registered	Done
	ID of rear LH tire transmitter is not registered	Yet
WARNING LAMP	Tire pressure indicator OFF	Off
	Tire pressure indicator ON	On
BUZZER	Tire pressure warning alarm is not sounding	Off
	Tire pressure warning alarm is sounding	On

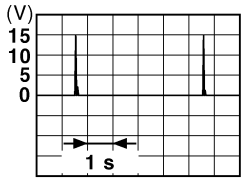
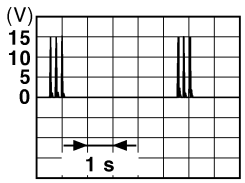
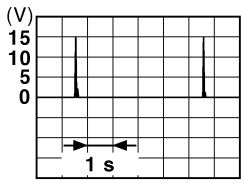
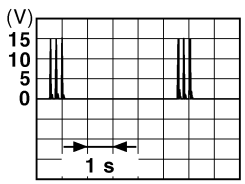
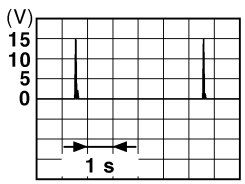
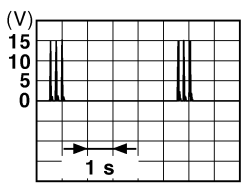
TERMINAL LAYOUT

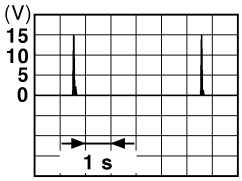
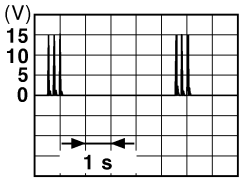
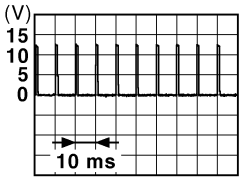
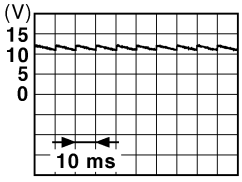


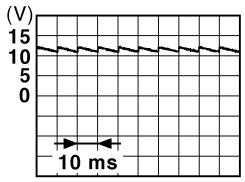
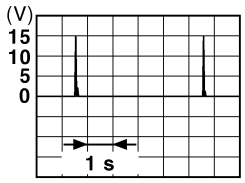
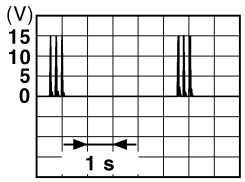
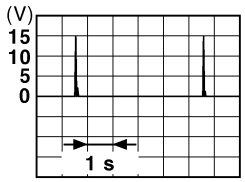
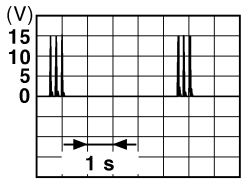
PHYSICAL VALUES

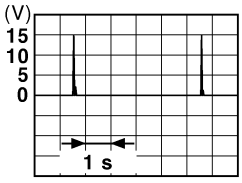
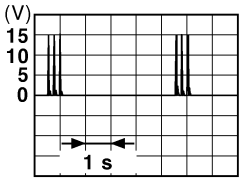
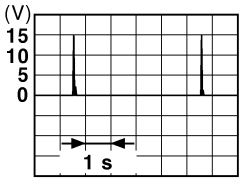
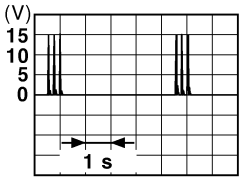
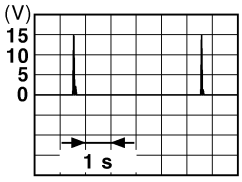
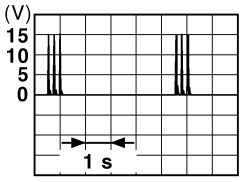
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
		Signal name	Input/ Output			
+	–					
1 (W)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
2 (W)	Ground	P/W power supply (BAT)	Output	Ignition switch OFF		12 V
3 (Y)	Ground	P/W power supply (RAP)	Output	Ignition switch ON		12 V
4 (R)	Ground	Interior room lamp power supply	Output	Interior room lamp battery saver is activated. (Cuts the interior room lamp power supply)		0 V
				Interior room lamp battery saver is not activated. (Outputs the interior room lamp power supply)		12 V
5 (G)	Ground	Passenger door UNLOCK	Output	Passenger door	UNLOCK (Actuator is activated)	12 V
					Other than UNLOCK (Actuator is not activated)	0 V
8 (V)	Ground	All doors, fuel lid LOCK	Output	All doors, fuel lid	LOCK (Actuator is activated)	12 V
					Other than LOCK (Actuator is not activated)	0 V
9 (G)	Ground	Driver door, fuel lid UNLOCK	Output	Driver door, fuel lid	UNLOCK (Actuator is activated)	12 V
					Other than UNLOCK (Actuator is not activated)	0 V
11 (BR)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
13 (B)	Ground	Ground	—	Ignition switch ON		0 V
14 (R)	Ground	Push-button ignition switch illumination ground	Output	Tail lamp	OFF	0 V
					ON	**NOTE:** When the illumination brightening/dimming level is in the neutral position.  JSNIA0010GB
15 (Y)	Ground	ACC indicator lamp	Output	Ignition switch	OFF (LOCK indicator is not illuminated)	Battery voltage
					ACC	0 V

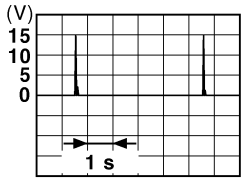
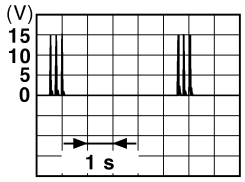
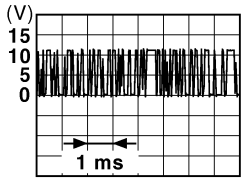
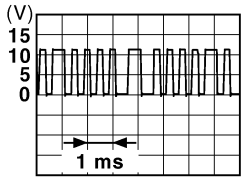
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
17 (W)	Ground	Turn signal RH (Front and side)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch RH	 PKID0926E 6.5 V
18 (O)	Ground	Turn signal LH (Front and side)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch LH	 PKID0926E 6.5 V
19 (V)	Ground	Room lamp timer control	Output	Interior room lamp	OFF	12 V
					ON	0 V
20 (V)	Ground	Turn signal RH (Rear)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch RH	 PKID0926E 6.5 V
23 (L)	Ground	Back door open	Output	Back door	OPEN (Back door opener actuator is activated)	12 V
					Other than OPEN (Back door opener actuator is not activated)	0 V
24*1 (O)	Ground	Rear fog lamp	Output	Rear fog lamp	OFF	0 V
					ON	12 V
25 (LG)	Ground	Turn signal LH (Rear)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch LH	 PKID0926E 6.5 V
30 (R)	Ground	Luggage room lamp	Output	Luggage room lamp	ON	0 V
					OFF	12 V

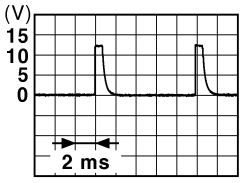
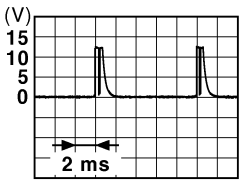
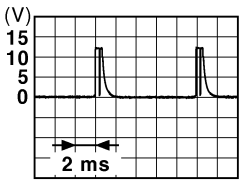
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
34 (G)	Ground	Luggage room antenna (–)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB
35 (R)	Ground	Luggage room antenna (+)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB
38 (B)	Ground	Rear bumper antenna (–)	Output	When the back door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB

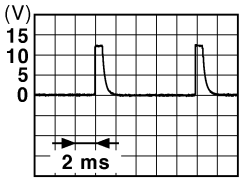
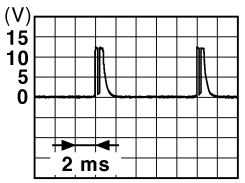
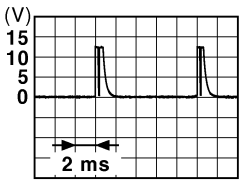
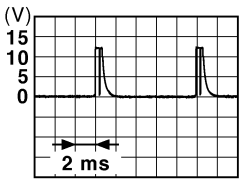
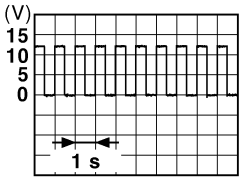
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
39 (W)	Ground	Rear bumper antenna (+)	Output	When the back door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
47 (V)	Ground	Ignition relay (IPDM E/R) control	Output	Ignition switch	OFF or ACC	12 V
					ON	0 V
52 (SB)	Ground	Starter relay control	Output	Ignition switch ON (A/T models)	When selector lever is in P or N position	12 V
					When selector lever is not in P or N position	0 V
				Ignition switch ON (M/T models)	When the clutch pedal is depressed	Battery voltage
					When the clutch pedal is not depressed	0 V
61 (W)	Ground	Back door request switch	Input	Back door request switch	ON (Pressed)	0 V
					OFF (Not pressed)	 JPMIA0016GB 1.0 V
64 (G)	Ground	Intelligent Key warning buzzer	Output	Intelligent Key warning buzzer	Sounding	0 V
					Not sounding	12 V
66 (R)	Ground	Back door switch	Input	Back door switch	OFF (Door close)	 JPMIA0011GB 11.8 V
					ON (Door open)	0 V

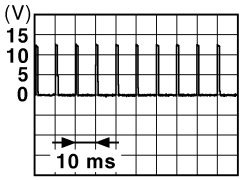
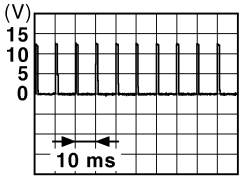
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
67 (GR)	Ground	Back door opener switch	Input	Back door opener switch	Pressed	0 V
					Not pressed	 JPMIA0011GB 11.8 V
72 (L)	Ground	Room antenna (–) (Center console)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB
73 (P)	Ground	Room antenna (+) (Center console)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB

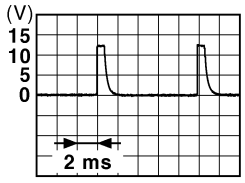
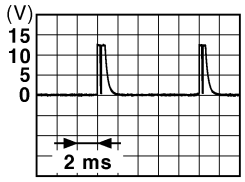
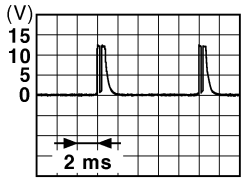
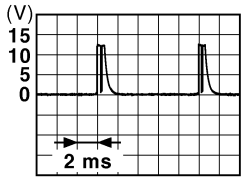
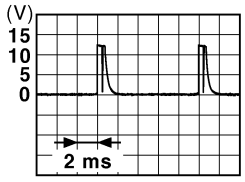
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
74 (SB)	Ground	Passenger door antenna (–)	Output	When the passenger door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
75 (BR)	Ground	Passenger door antenna (+)	Output	When the passenger door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
76 (V)	Ground	Driver door antenna (–)	Output	When the driver door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB

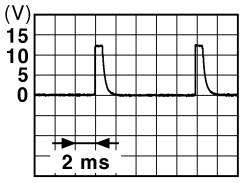
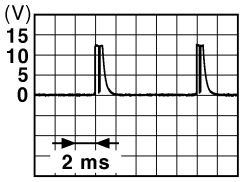
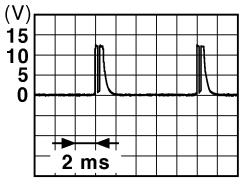
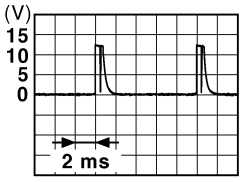
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
77 (LG)	Ground	Driver door antenna (+)	Output	When the driver door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
80 (GR)	Ground	NATS antenna amp (Built in key slot)	Input/ Output	During waiting	Ignition switch is pressed while inserting the Intelligent Key into the key slot.	Just after pressing ignition switch. Pointer of tester should move.
81 (W)	Ground	NATS antenna amp (Built in key slot)	Input/ Output	During waiting	Ignition switch is pressed while inserting the Intelligent Key into the key slot.	Just after pressing ignition switch. Pointer of tester should move.
82 (R)	Ground	Ignition relay [Fuse block (J/B)] control	Output	Ignition switch	OFF or ACC	0 V
					ON	12 V
83 (GR)	Ground	Remote keyless entry receiver communication	Input/ Output	During waiting		 JMKIA0064GB
				When operating either button on the Intelligent Key		 JMKIA0065GB

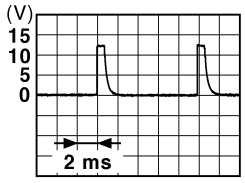
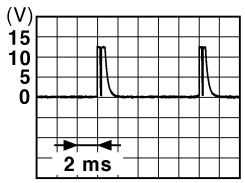
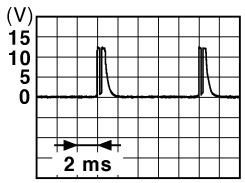
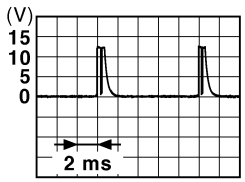
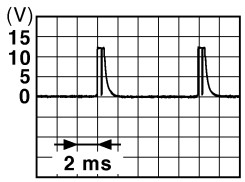
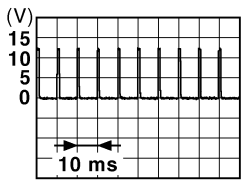
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
87 (BR)	Ground	Combination switch INPUT 5	Input	Combination switch	All switches OFF (Wiper intermittent dial 4)	 JPMIA0041GB 1.4 V
					Rear fog lamp switch ON (Wiper intermittent dial 4)	 JPMIA0038GB 1.3 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 6 • Wiper intermittent dial 7	 JPMIA0040GB 1.3 V

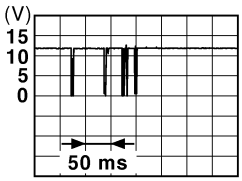
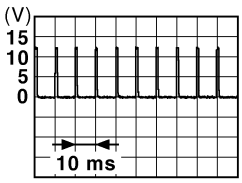
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
88 (V)	Ground	Combination switch INPUT 3	Input	Combination switch	All switches OFF (Wiper intermittent dial 4)	 JPMIA0041GB 1.4 V
					Lighting switch HI (Wiper intermittent dial 4)	 JPMIA0036GB 1.3 V
					Lighting switch 2ND (Wiper intermittent dial 4)	 JPMIA0037GB 1.3 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3	 JPMIA0040GB 1.3 V
89 (BR)	Ground	Push-button ignition switch (Push switch)	Input	Push-button ignition switch (push switch)	Pressed	0 V
					Not pressed	Battery voltage
90 (P)	Ground	CAN-L	Input/ Output	—		—
91 (L)	Ground	CAN-H	Input/ Output	—		—
92 (LG)	Ground	Key slot illumination	Output	Key slot illumination	OFF	0 V
					Blinking	 JPMIA0015GB 6.5 V
					ON	12 V

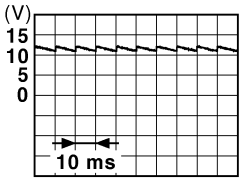
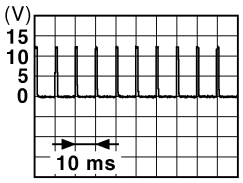
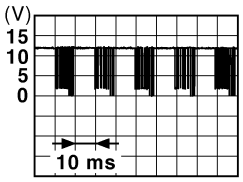
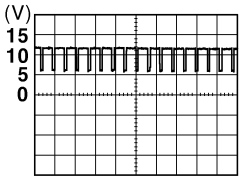
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
93 (V)	Ground	ON indicator lamp	Output	Ignition switch	OFF (LOCK indicator is not illuminated)	Battery voltage
					ON	0 V
95 (O)	Ground	ACC relay control	Output	Ignition switch	OFF	0 V
					ACC or ON	12 V
96*2 (Y)	Ground	A/T shift selector (Detention switch) power supply	Output	—		12 V
97 (L)	Ground	Steering lock condition No. 1	Input	Steering lock	LOCK status	0 V
					UNLOCK status	12 V
98 (P)	Ground	Steering lock condition No. 2	Input	Steering lock	LOCK status	12 V
					UNLOCK status	0 V
99*3 (R)*2 (BR)*4	Ground	Selector lever P position switch (A/T models)	Input	Selector lever	P position	0 V
					Any position other than P	12 V
		Clutch pedal position switch (M/T models without SynchroRev Match mode)		Clutch pedal position switch	OFF (Clutch pedal is depressed)	0 V
					ON (Clutch pedal is not depressed)	Battery voltage
100 (GR)	Ground	Passenger door request switch	Input	Passenger door request switch	ON (Pressed)	0 V
					OFF (Not pressed)	 JPMIA0016GB 1.0 V
101 (Y)	Ground	Driver door request switch	Input	Driver door request switch	ON (Pressed)	0 V
					OFF (Not pressed)	 JPMIA0016GB 1.0 V
102 (O)	Ground	Blower fan motor relay control	Output	Ignition switch	OFF or ACC	0 V
					ON	12 V
103 (LG)	Ground	Remote keyless entry receiver power supply	Output	Ignition switch OFF		12 V
106 (W)	Ground	Steering lock unit power supply	Output	Ignition switch	OFF or ACC	12 V
					ON	0 V

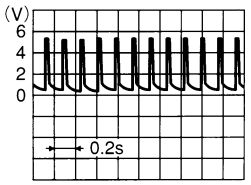
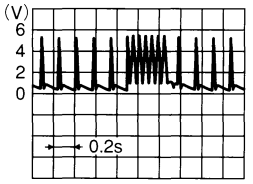
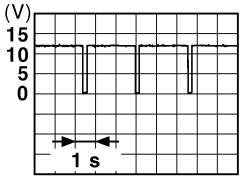
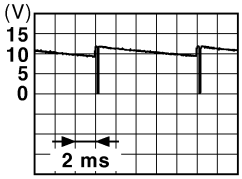
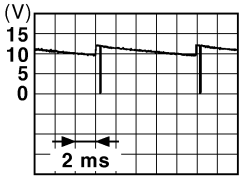
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
107 (LG)	Ground	Combination switch INPUT 1	Input	Combination switch (Wiper intermittent dial 4)	All switches OFF	 JPMIA0041GB 1.4 V
					Turn signal switch LH	 JPMIA0037GB 1.3 V
					Turn signal switch RH	 JPMIA0036GB 1.3 V
					Front wiper switch LO	 JPMIA0038GB 1.3 V
					Front washer switch ON	 JPMIA0039GB 1.3 V

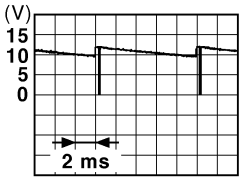
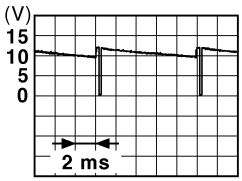
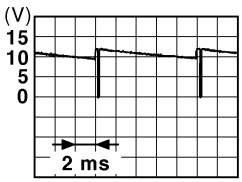
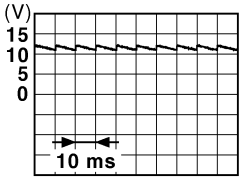
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
108 (R)	Ground	Combination switch INPUT 4	Input	Combination switch	All switches OFF (Wiper intermittent dial 4)	 JPMIA0041GB 1.4 V
					Lighting switch AUTO (Wiper intermittent dial 4)	 JPMIA0038GB 1.3 V
					Lighting switch 1ST (Wiper intermittent dial 4)	 JPMIA0036GB 1.3 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 5 • Wiper intermittent dial 6	 JPMIA0039GB 1.3 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
109 (Y)	Ground	Combination switch INPUT 2	Input	Combination switch (Wiper intermittent dial 4)	All switches OFF	 JPMIA0041GB 1.4 V
					Lighting switch PASS	 JPMIA0037GB 1.3 V
					Lighting switch 2ND	 JPMIA0036GB 1.3 V
					Front wiper switch INT	 JPMIA0038GB 1.3 V
					Front wiper switch HI	 JPMIA0040GB 1.3 V
110 (P)	Ground	Hazard switch	Input	Hazard switch	ON	0 V
					OFF	 JPMIA0012GB 1.1 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
111 (Y)	Ground	Steering lock unit communication	Input/ Output	Steering lock	LOCK status	12 V
					LOCK or UNLOCK	 JMKIA0066GB
					For 15 seconds after UNLOCK	12 V
					15 seconds or later after UNLOCK	0 V
113 (O)	Ground	Optical sensor	Input	Ignition switch ON	When bright outside of the vehicle	Close to 5 V
					When dark outside of the vehicle	Close to 0 V
114*5 (R)	Ground	Clutch interlock switch	Input	Clutch interlock switch	OFF (Clutch pedal is not depressed)	0 V
					ON (Clutch pedal is depressed)	Battery voltage
116 (SB)	Ground	Stop lamp switch 1	Input	—		Battery voltage
118 (P)	Ground	Stop lamp switch 2	Input	Stop lamp switch	OFF (Brake pedal is not depressed)	0 V
					ON (Brake pedal is depressed)	Battery voltage
119 (SB)	Ground	Driver side door lock assembly (Unlock sensor)	Input	Driver door	LOCK status (Unlock sensor switch OFF)	 JPMIA0012GB 1.1 V
					UNLOCK status (Unlock switch sensor ON)	0 V
121 (R)	Ground	Key slot switch	Input	When the Intelligent Key is inserted into key slot		12 V
				When the Intelligent Key is not inserted into key slot		0 V
123 (W)	Ground	IGN feedback	Input	Ignition switch	OFF or ACC	0 V
					ON	Battery voltage

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
124 (LG)	Ground	Passenger door switch	Input	Passenger door switch	OFF (Door close)	 JPMIA0011GB 11.8 V
					ON (Door open)	0 V
130*6 (L)	Ground	Rear window defogger switch	Input	Ignition switch ON	Rear window defogger switch OFF	 JPMIA0012GB 1.1 V
					Rear window defogger switch ON	0 V
132 (Y)	Ground	Power window switch communication	Input/ Output	Ignition switch ON		 JPMIA0013GB 10.2 V
				Ignition switch OFF or ACC		12 V
133 (G)	Ground	Push-button ignition switch illumination	Output	Push-button ignition switch illumination	ON (Tail lamps OFF)	9.5 V
					ON (Tail lamps ON)	**NOTE:** The pulse width of this wave is varied by the illumination brightening/dimming level.  JPMIA0159GB
					OFF	0 V
134 (GR)	Ground	LOCK indicator lamp	Output	LOCK indicator lamp	OFF	Battery voltage
					ON	0 V
137 (P)	Ground	Receiver and sensor ground	Input	Ignition switch ON		0 V
138 (V)	Ground	Receiver and sensor power supply	Output	Ignition switch	OFF	0 V
					ACC or ON	5.0 V

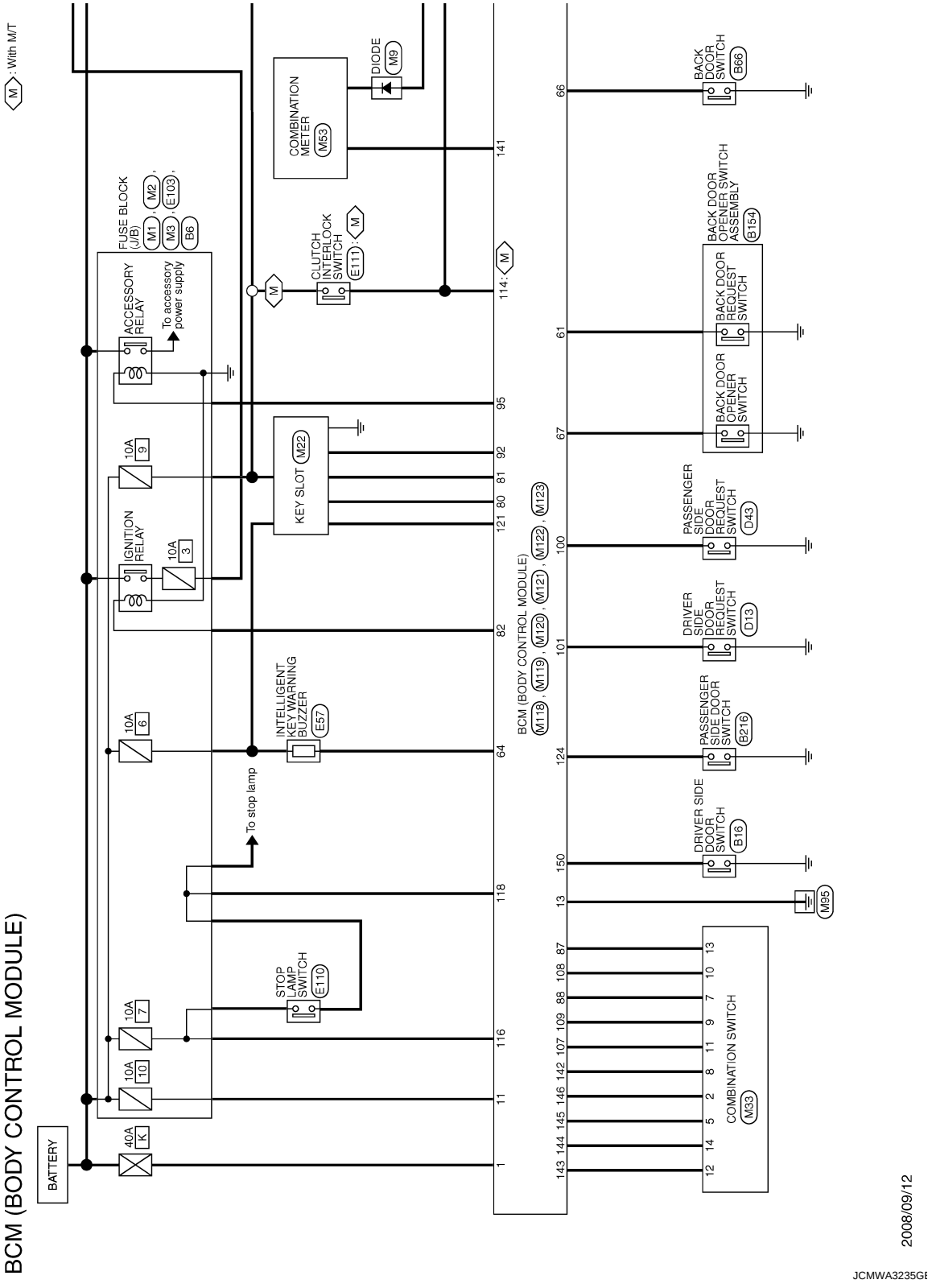
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
139 (L)	Ground	Tire pressure receiver communication	Input/ Output	Ignition switch ON	Standby state	 OCC3881D
					When receiving the signal from the transmitter	 OCC3880D
140*7 (G)	Ground	Selector lever P/N position (A/T models)	Input	Selector lever	P or N position	12 V
					Except P and N positions	0 V
		Transmission range switch (M/T models with SynchroRev Match mode)		Ignition switch ON	Control lever in neutral position	Battery voltage
					Control lever in any position other than neutral	0 V
141 (Y)	Ground	Security indicator	Output	Security indicator	ON	0 V
					Blinking	 JPMIA0014GB 11.3 V
					OFF	12 V
142 (O)	Ground	Combination switch OUTPUT 5	Output	Combination switch (Wiper intermittent dial 4)	All switches OFF	0 V
					Lighting switch 1ST	 JPMIA0031GB 10.7 V
					Lighting switch HI	
					Lighting switch 2ND	
					Turn signal switch RH	
143 (P)	Ground	Combination switch OUTPUT 1	Output	Combination switch	All switches OFF (Wiper intermittent dial 4)	0 V
					Front wiper switch HI (Wiper intermittent dial 4)	 JPMIA0032GB 10.7 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3 • Wiper intermittent dial 6 • Wiper intermittent dial 7	

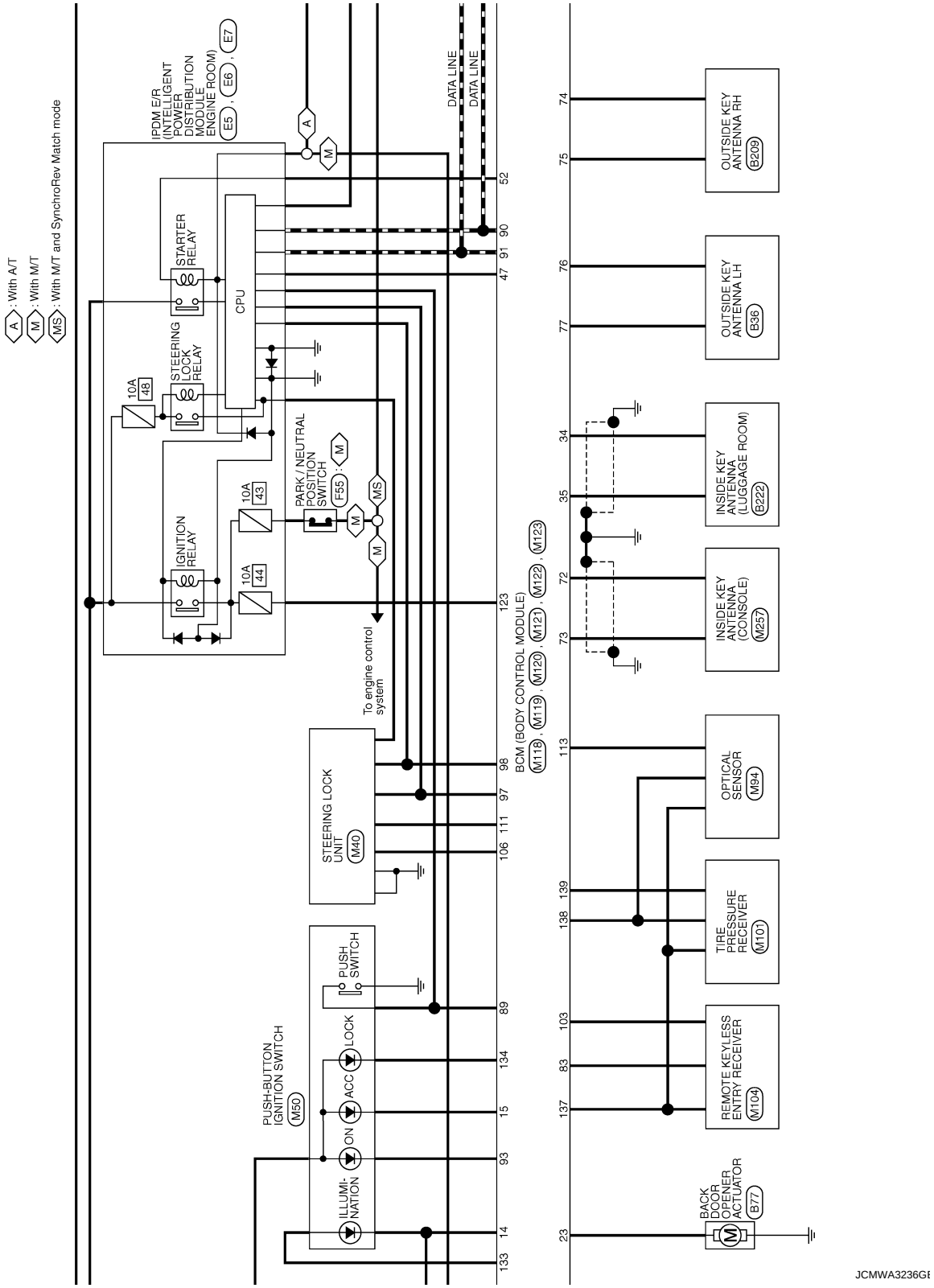
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
144 (G)	Ground	Combination switch OUTPUT 2	Output	Combination switch	All switches OFF (Wiper intermittent dial 4)	0 V
					Front washer switch ON (Wiper intermittent dial 4)	 JPMIA0033GB 10.7 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 5 • Wiper intermittent dial 6	
145 (L)	Ground	Combination switch OUTPUT 3	Output	Combination switch (Wiper intermittent dial 4)	All switches OFF	0 V
					Front wiper switch INT	 JPMIA0034GB 10.7 V
					Front wiper switch LO	
					Lighting switch AUTO	
					Rear fog lamp switch ON	
146 (SB)	Ground	Combination switch OUTPUT 4	Output	Combination switch (Wiper intermittent dial 4)	All switches OFF	0 V
					Lighting switch 2ND	 JPMIA0035GB 10.7 V
					Lighting switch PASS	
					Turn signal switch LH	
149 (W)	Ground	Tire pressure warning check switch	Input	—		12 V
150 (GR)	Ground	Driver door switch	Input	Driver door switch	OFF (Door close)	 JPMIA0011GB 11.8 V
					ON (Door open)	0 V
151 (G)	Ground	Rear window defogger relay control	Output	Rear window defogger	Active	0 V
					Not activated	Battery voltage

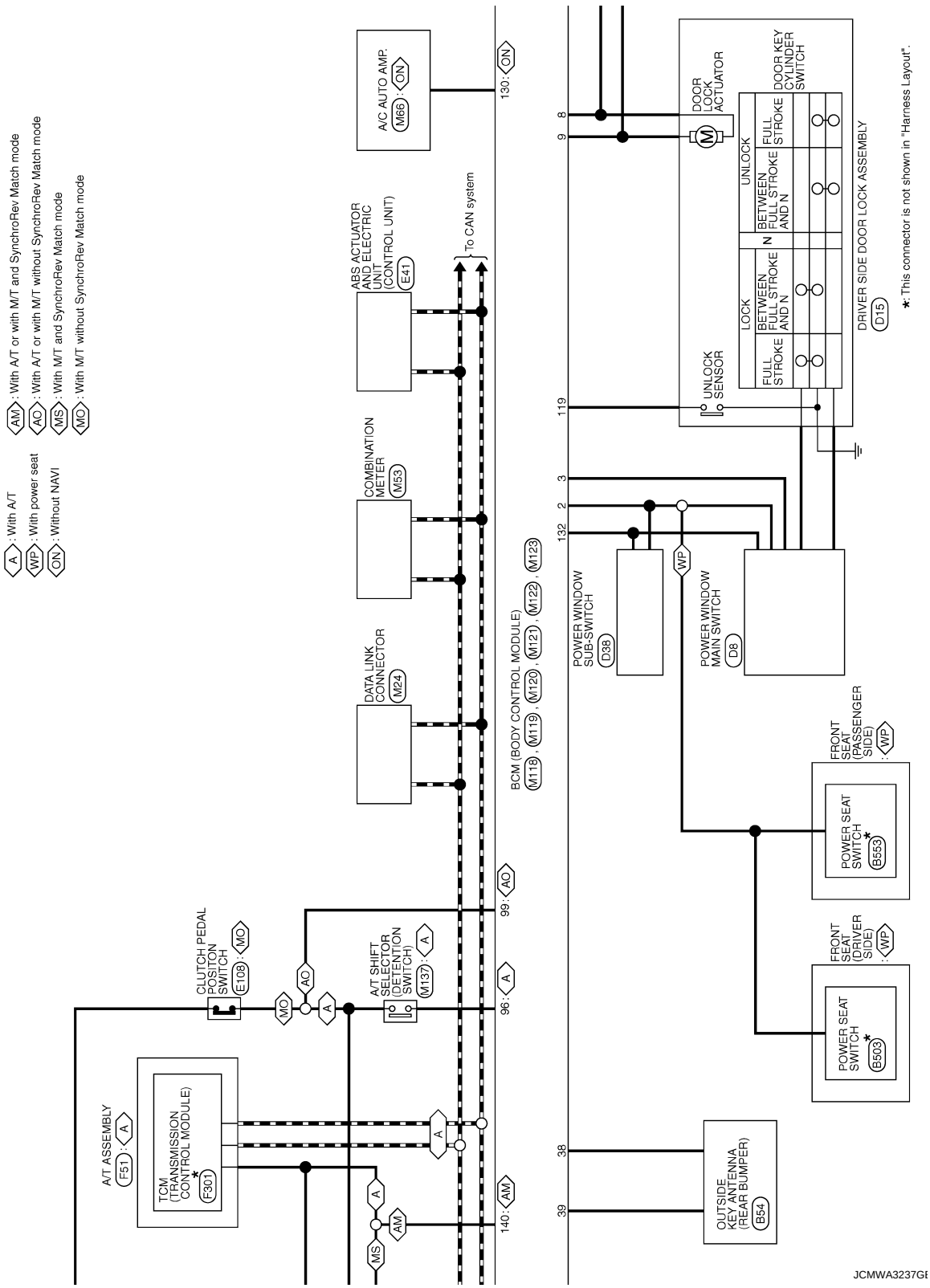
- *1: For Canada
- *2: A/T models
- *3: Except M/T models with SynchroRev Match mode
- *4: M/T models without SynchroRev Match mode
- *5: M/T models
- *6: Without NAVI
- *7: Except M/T models without SynchroRev Match mode

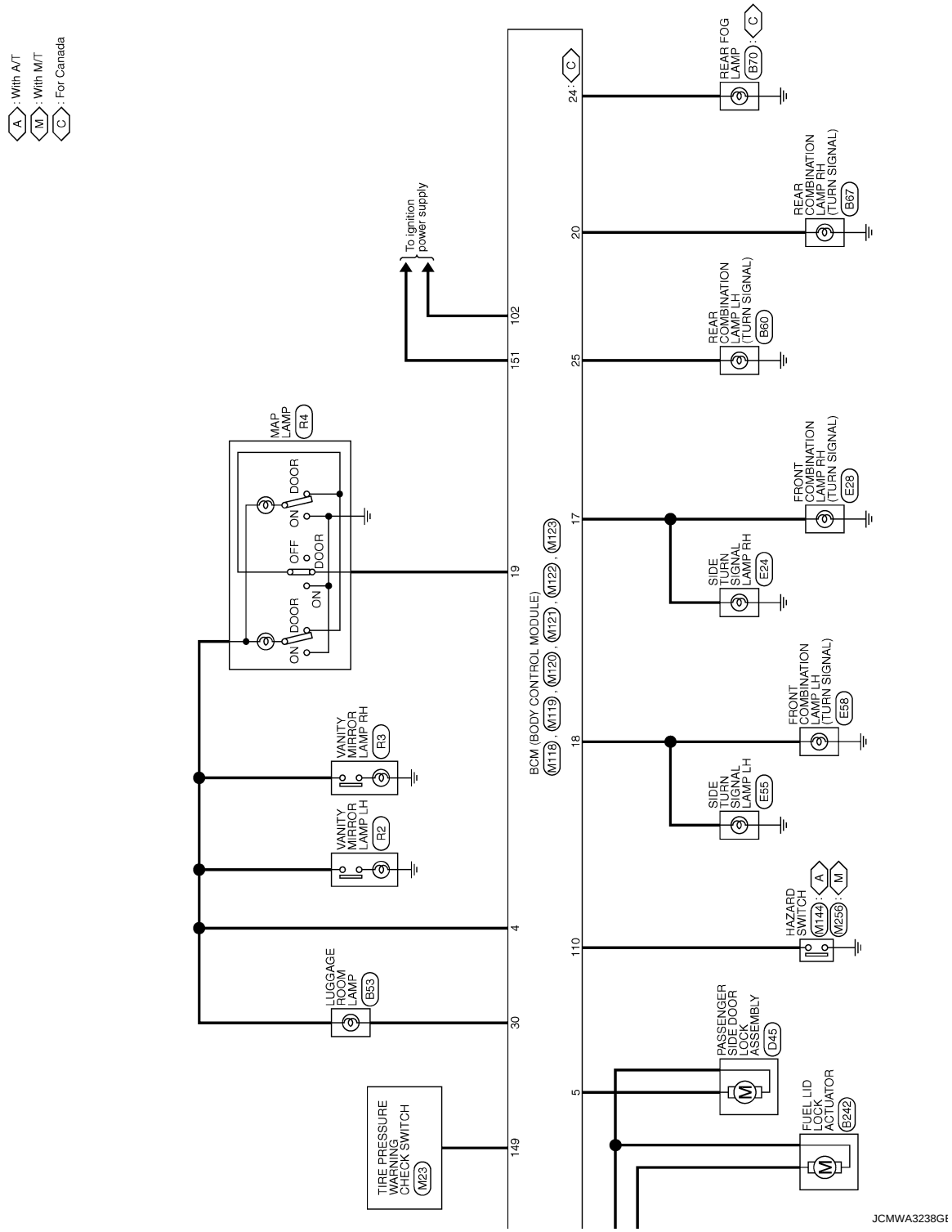
Wiring Diagram - BCM -

INFOID:0000000004704751




A : With A/T
M : With M/T
MS : With M/T and SynchroRev Match mode
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E5 , E6 , E7
STARTER RELAY
CPU
STEERING LOCK RELAY
IGNITION RELAY
10A 48
10A 43
10A 44
PARK / NEUTRAL POSITION SWITCH F55
DATA LINE
DATA LINE
To engine control system
STEERING LOCK UNIT M40
PUSH-BUTTON IGNITION SWITCH M50
PUSH SWITCH
ILLUMI-NATION
ON
ACC
LOCK
BCM (BODY CONTROL MODULE) M118 , M119 , M120 , M121 , M122 , M123
OUTSIDE KEY ANTENNA RH B209
OUTSIDE KEY ANTENNA LH B36
INSIDE KEY ANTENNA (LUGGAGE ROOM) B222
INSIDE KEY ANTENNA (CONSOLE) M257
OPTICAL SENSOR M94
TIRE PRESSURE RECEIVER M101
REMOTE KEYLESS ENTRY RECEIVER M104
BACK DOOR OPENER ACTUATOR B77
JCMWA3236GB


A : With A/T
WP : With power seat
ON : Without NAVI
AM : With A/T or with M/T and SynchroRev Match mode
AO : With A/T or with M/T without SynchroRev Match mode
MS : With M/T and SynchroRev Match mode
MO : With M/T without SynchroRev Match mode
A/C AUTO AMP. M66 ON
130 : ON
To CAN system
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) E41
COMBINATION METER M53
DATA LINK CONNECTOR M24
BCM (BODY CONTROL MODULE) M118, M119, M120, M121, M122, M123
99 : AO
96 : A
140 : AM
CLUTCH PEDAL POSITON SWITCH E108 : MO
A/T SHIFT SELECTOR (DETENTION SWITCH) M137 : A
A/T ASSEMBLY F51 : A
TCM (TRANSMISSION CONTROL MODULE) F301
DOOR LOCK ACTUATOR
UNLOCK SENSOR
DOOR KEY CYLINDER SWITCH
LOCK
UNLOCK
FULL STROKE
BETWEEN FULL STROKE AND N
N
DRIVER SIDE DOOR LOCK ASSEMBLY D15
*: This connector is not shown in "Harness Layout".
POWER WINDOW SUB-SWITCH D38
POWER WINDOW MAIN SWITCH D8
FRONT SEAT (PASSENGER SIDE) : WP
POWER SEAT SWITCH B553
FRONT SEAT (DRIVER SIDE) : WP
POWER SEAT SWITCH B503
OUTSIDE KEY ANTENNA (REAR BUMPER) B54
8
9
119
3
2
132
38
39
JCMWA3237GB


A : With A/T
M : With M/T
C : For Canada
To ignition power supply
BCM (BODY CONTROL MODULE)
M118, M119, M120, M121, M122, M123
102
151
19
4
30
149
5
110
18
17
25
20
24 : C
MAP LAMP R4
DOOR ON
DOOR OFF
DOOR ON
ON
VANITY MIRROR LAMP RH R3
VANITY MIRROR LAMP LH R2
LUGGAGE ROOM LAMP B53
TIRE PRESSURE WARNING CHECK SWITCH M23
PASSENGER SIDE DOOR LOCK ASSEMBLY D45
FUEL LID LOCK ACTUATOR E242
HAZARD SWITCH A M M144 : M256
FRONT COMBINATION LAMP LH (TURN SIGNAL) E58
SIDE TURN SIGNAL LAMP LH E55
FRONT COMBINATION LAMP RH (TURN SIGNAL) E28
SIDE TURN SIGNAL LAMP RH E24
REAR COMBINATION LAMP LH (TURN SIGNAL) B60
REAR COMBINATION LAMP RH (TURN SIGNAL) B67
REAR FOG LAMP B70 : C
JCMWA3238GB

BCM (BODY CONTROL MODULE)

Connector No.	M33
Connector Name	COMBINATION SWITCH
Connector Type	TH16FW-NH

H.S.

1 2 3 4 5 6
7 8 9 10 11 12 13 14

Terminal No.	Color of Wire	Signal Name [Specification]
2	SB	OUTPUT 4
5	L	OUTPUT 3
7	V	INPUT 3
8	O	OUTPUT 5
9	Y	INPUT 2
10	R	INPUT 4
11	LG	INPUT 1
12	P	OUTPUT 1
13	BR	INPUT 5
14	G	OUTPUT 2

Connector No.	M118
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	M03FB-LC

H.S.

1 3
2

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	BAT (F/L)
2	W	POWER WINDOW POWER SUPPLY(BAT)
3	Y	POWER WINDOW POWER SUPPLY(RAP)

Connector No.	M119
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	NS16FW-CS

H.S.

4 5 6 7 8 9 10
11 12 13 14 15 16 17 18 19

Terminal No.	Color of Wire	Signal Name [Specification]
4	R	INTERIOR ROOM LAMP POWER SUPPLY
5	G	PASSENGER DOOR UNLOCK OUTPUT
8	V	ALL DOOR, FUEL LID LOCK OUTPUT
9	G	DRIVER DOOR, FUEL LID UNLOCK OUTPUT
11	BR	BAT (FUSE)
13	B	GND
14	R	PUSH-BUTTON IGNITION SW ILL GND
15	Y	ACC IND
17	W	TURN SIGNAL RH (FRONT, SIDE)
18	O	TURN SIGNAL LH (FRONT, SIDE)
19	V	ROOM LAMP TIMER CONT

Connector No.	M120
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	NS12FW-CS

H.S.

20 21 22 23 24
25 26 27 28 29 30 31

Terminal No.	Color of Wire	Signal Name [Specification]
20	V	TURN SIGNAL RH (REAR)
23	L	BACK DOOR OPEN OUTPUT
24	O	REAR FOG OUTPUT
25	LG	TURN SIGNAL LH (REAR)
30	R	LUGGAGE ROOM LAMP OUTPUT

Connector No.	M121
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FGY-NH

H.S.

57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72
73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88

Terminal No.	Color of Wire	Signal Name [Specification]
34	G	LUGGAGE ROOM ANT-
35	R	LUGGAGE ROOM ANT+
38	B	BACK DOOR ANT-
39	W	BACK DOOR ANT+
47	V	IGN RELAY (IPDM E/R) CONT
52	SB	STARTER RELAY CONT
61	W	BACK DOOR OPENER REQUEST SW
64	G	I-KEY WARN BUZZER (ENG ROOM)
66	R	BACK DOOR SW
67	GR	BACK DOOR OPENER SW

Connector No.	M122
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH

H.S.

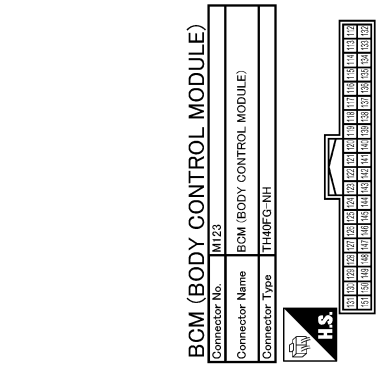
91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72
111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92

Terminal No.	Color of Wire	Signal Name [Specification]
72	L	ROOM ANT-
73	P	ROOM ANT+
74	SB	PASSENGER DOOR ANT-
75	BR	PASSENGER DOOR ANT+
76	V	DRIVER DOOR ANT-
77	LG	DRIVER DOOR ANT+
80	GR	IMMOBI ANTENNA CONTROL
81	W	IMMOBI ANTENNA SIGNAL
82	R	IGN RELAY (F/B) CONT
83	GR	KEYLESS ENTRY RECEIVER COMM
87	BR	COMBI SW INPUT 5
88	V	COMBI SW INPUT 3
89	BR	PUSH SW
90	P	CAN-L
91	L	CAN-H
92	LG	KEY SLOT ILL
93	V	ON IND
95	O	ACC RELAY CONT
96	Y	A/T SHIFT SELECTOR POWER SUPPLY
97	L	S/L CONDITION 1
98	P	S/L CONDITION 2
99	BR	ASCD CLUTCH SW (With M/T without SynchroRev Match mode)
99	R	SHIFT P (With A/T)
100	GR	PASSENGER DOOR REQUEST SW
101	Y	DRIVER DOOR REQUEST SW
102	O	BLOWER FAN MOTOR RELAY CONT
103	LG	KEYLESS ENTRY RECEIVER POWER SUPPLY
106	W	S/L UNIT POWER SUPPLY
107	LG	COMBI SW INPUT 1
108	R	COMBI SW INPUT 4
109	Y	COMBI SW INPUT 2
110	P	HAZARD SW
111	Y	S/L UNIT COMM

JCMWA3239GB

BCM (BODY CONTROL MODULE)

Connector No.	M123
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FG-NH



Terminal No.	Color of Wire	Signal Name [Specification]
113	O	OPTICAL SENSOR
114	R	CLUTCH INTERLOCK SW
116	SB	STOP LAMP SW 1
118	P	STOP LAMP SW 2
119	SB	DR DOOR UNLOCK SENSOR
121	R	KEY SLOT SW
123	W	IGN F/B
124	LG	PASSENGER DOOR SW
130	L	REAR DEFOGGER SW
132	Y	POWER WINDOW SW COMM
133	G	PUSH BUTTON IGNITION SW ILL POWER
134	GR	LOCK IND
137	P	RECEIVER/SENSOR GND
138	V	RECEIVER/SENSOR POWER SUPPLY
139	L	TIRE PRESSURE RECEIVER COMM
140	G	PARK/NEUTRAL POSITION SW [With M/T and Synchro-Rev. Match mod]
140	G	SHIFT N/P [With A/T]
141	Y	SECURITY INDICATOR
142	O	COMBI SW OUTPUT 5
143	P	COMBI SW OUTPUT 1
144	G	COMBI SW OUTPUT 2
145	L	COMBI SW OUTPUT 3
146	SB	COMBI SW OUTPUT 4
149	W	TIRE PRESSURE WARN CHECK SW
150	GR	DRIVER DOOR SW
151	G	REAR WINDOW DEFOGGER RELAY CONT

JCMWA3240GB

Fail-safe

INFOID:0000000004704752

FAIL-SAFE CONTROL BY DTC

BCM performs fail-safe control when any DTC are detected.

Display contents of CONSULT	Fail-safe	Cancellation
B2013: ID DISCORD BCM-S/L	Inhibit engine cranking	Erase DTC
B2014: CHAIN OF S/L-BCM	Inhibit engine cranking	Erase DTC
B2190: NATS ANTENNA AMP	Inhibit engine cranking	Erase DTC
B2191: DIFFERENCE OF KEY	Inhibit engine cranking	Erase DTC
B2192: ID DISCORD BCM-ECM	Inhibit engine cranking	Erase DTC
B2193: CHAIN OF BCM-ECM	Inhibit engine cranking	Erase DTC
B2195: ANTI SCANNING	Inhibit engine cranking	Ignition switch ON → OFF
B2557: VEHICLE SPEED	Inhibit steering lock	When normal vehicle speed signals are received from ABS actuator and electric unit (control unit) for 500 ms
B2560: STARTER CONT RELAY	Inhibit engine cranking	500 ms after the following CAN signal communication status becomes consistent • Starter control relay signal • Starter relay status signal
B2601: SHIFT POSITION	Inhibit steering lock	500 ms after the following signal reception status becomes consistent • Selector lever P position switch signal • P range signal (CAN)
B2602: SHIFT POSITION	Inhibit steering lock	5 seconds after the following BCM recognition conditions are fulfilled • Ignition switch is in the ON position • Selector lever P position switch signal: Except P position (battery voltage) • Vehicle speed: 4 km/h (2.5 MPH) or more
B2603: SHIFT POSI STATUS	Inhibit steering lock	500 ms after the following BCM recognition conditions are fulfilled • Ignition switch is in the ON position • Selector lever P position switch signal: Except P position (battery voltage) • Selector lever P/N position signal: Except P and N positions (0 V)
B2604: PNP SW	Inhibit steering lock	500 ms after any of the following BCM recognition conditions are fulfilled • Status 1 - Ignition switch is in the ON position - Selector lever P/N position signal: P and N position (battery voltage) - P range signal or N range signal (CAN): ON • Status 2 - Ignition switch is in the ON position - Selector lever P/N position signal: Except P and N positions (0 V) - P range signal and N range signal (CAN): OFF
B2605: PNP SW	Inhibit steering lock	500 ms after any of the following BCM recognition conditions are fulfilled • Status 1 - Ignition switch is in the ON position - Selector lever P/N position signal: Except P and N positions (0 V) - Interlock/PNP switch signal (CAN): OFF • Status 2 - Ignition switch is in the ON position - Selector lever P/N position signal: P or N position (battery voltage) - PNP switch signal (CAN): ON
B2606: S/L RELAY	Inhibit engine cranking	500 ms after the following CAN signal communication status becomes consistent • Steering lock relay signal (Request signal) • Steering lock relay signal (Condition signal)

Display contents of CONSULT	Fail-safe	Cancellation
B2607: S/L RELAY	Inhibit engine cranking	500 ms after the following CAN signal communication status has becomes consistent • Steering lock relay signal (Request signal) • Steering lock relay signal (Condition signal)
B2608: STARTER RELAY	Inhibit engine cranking	500 ms after the following signal communication status becomes consistent • Starter motor relay control signal • Starter relay status signal (CAN)
B2609: S/L STATUS	• Inhibit engine cranking • Inhibit steering lock	When the following steering lock conditions agree • BCM steering lock control status • Steering lock condition No. 1 signal status • Steering lock condition No. 2 signal status
B260A: IGNITION RELAY	Inhibit engine cranking	500 ms after the following conditions are fulfilled • IGN relay (IPDM E/R) control signal: OFF (Battery voltage) • Ignition ON signal (CAN to IPDM E/R): OFF (Request signal) • Ignition ON signal (CAN from IPDM E/R): OFF (Condition signal)
B260F: ENG STATE SIG LOST	Maintains the power supply position attained at the time of DTC detection	When any of the following conditions are fulfilled • Power position changes to ACC • Receives engine status signal (CAN)
B2612: S/L STATUS	• Inhibit engine cranking • Inhibit steering lock	When any of the following conditions are fulfilled • Steering lock unit status signal (CAN) is received normally • The BCM steering lock control status matches the steering lock status recognized by the steering lock unit status signal (CAN from IPDM E/R)
B2617: STARTER RELAY CIRC	Inhibit engine cranking	1 second after the starter motor relay control inside BCM becomes normal
B2618: BCM	Inhibit engine cranking	1 second after the ignition relay (IPDM E/R) control inside BCM becomes normal
B2619: BCM	Inhibit engine cranking	1 second after the steering lock unit power supply output control inside BCM becomes normal
B261E: VEHICLE TYPE	Inhibit engine cranking	BCM initialization
B26E8: CLUTCH SW	Inhibit engine cranking	When any of the following BCM recognition conditions are fulfilled • Status 1 - Clutch switch signal (CAN from ECM): ON - Clutch interlock switch signal: OFF (0 V) • Status 2 - Clutch switch signal (CAN from ECM): OFF - Clutch interlock switch signal: ON (Battery voltage)
B26E9: S/L STATUS	• Inhibit engine cranking • Inhibit steering lock	When BCM transmits the LOCK request signal to steering lock unit, and receives LOCK response signal from steering lock unit, the following conditions are fulfilled • Steering condition No. 1 signal: LOCK (0 V) • Steering condition No. 2 signal: LOCK (Battery voltage)

HIGH FLASHER OPERATION

BCM detects the turn signal lamp circuit status by the current value.
BCM increases the turn signal lamp blinking speed if the bulb or harness open is detected with the turn signal lamp operating.

NOTE:
The blinking speed is normal while activating the hazard warning lamp.

FAIL-SAFE CONTROL BY RAIN SENSOR MALFUNCTION

- BCM judges the rain sensor serial link error by the rain sensor serial link condition and detects the rain sensor malfunction by rain sensor malfunction signal.
- When BCM detects the rain sensor serial link error or the rain sensor malfunction while front wiper AUTO operation, BCM operates a fail-safe control.

NOTE:
If rain sensor malfunction is detected when ignition switch is turned OFF ⇒ ON and front wiper switch is INT position, BCM operates a fail-safe control.

DTC Inspection Priority Chart

INFOID:0000000004704753

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

Priority	DTC
1	B2562: LOW VOLTAGE
2	• U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN)
3	• B2190: NATS ANTENNA AMP • B2191: DIFFERENCE OF KEY • B2192: ID DISCORD BCM-ECM • B2193: CHAIN OF BCM-ECM • B2195: ANTI SCANNING
4	• B2013: ID DISCORD BCM-S/L • B2014: CHAIN OF S/L-BCM • B2553: IGNITION RELAY • B2555: STOP LAMP • B2556: PUSH-BTN IGN SW • B2557: VEHICLE SPEED • B2560: STARTER CONT RELAY • B2601: SHIFT POSITION • B2602: SHIFT POSITION • B2603: SHIFT POSI STATUS • B2604: PNP SW • B2605: PNP SW • B2606: S/L RELAY • B2607: S/L RELAY • B2608: STARTER RELAY • B2609: S/L STATUS • B260A: IGNITION RELAY • B260B: STEERING LOCK UNIT • B260C: STEERING LOCK UNIT • B260D: STEERING LOCK UNIT • B260F: ENG STATE SIG LOST • B2612: S/L STATUS • B2614: ACC RELAY CIRC • B2615: BLOWER RELAY CIRC • B2616: IGN RELAY CIRC • B2617: STARTER RELAY CIRC • B2618: BCM • B2619: BCM • B261A: PUSH-BTN IGN SW • B261E: VEHICLE TYPE • B26E8: CLUTCH SW • B26E9: S/L STATUS • B26EA: KEY REGISTRATION • C1729: VHCL SPEED SIG ERR • U0415: VEHICLE SPEED SIG

Priority	DTC
5	• C1704: LOW PRESSURE FL • C1705: LOW PRESSURE FR • C1706: LOW PRESSURE RR • C1707: LOW PRESSURE RL • C1708: [NO DATA] FL • C1709: [NO DATA] FR • C1710: [NO DATA] RR • C1711: [NO DATA] RL • C1712: [CHECKSUM ERR] FL • C1713: [CHECKSUM ERR] FR • C1714: [CHECKSUM ERR] RR • C1715: [CHECKSUM ERR] RL • C1716: [PRESSDATA ERR] FL • C1717: [PRESSDATA ERR] FR • C1718: [PRESSDATA ERR] RR • C1719: [PRESSDATA ERR] RL • C1720: [CODE ERR] FL • C1721: [CODE ERR] FR • C1722: [CODE ERR] RR • C1723: [CODE ERR] RL • C1724: [BATT VOLT LOW] FL • C1725: [BATT VOLT LOW] FR • C1726: [BATT VOLT LOW] RR • C1727: [BATT VOLT LOW] RL • C1734: CONTROL UNIT
6	• B2621: INSIDE ANTENNA • B2622: INSIDE ANTENNA • B2623: INSIDE ANTENNA

DTC Index

INFOID:0000000004704754

NOTE:
The details of time display are as follows.
- CRNT: A malfunction is detected now.
- PAST: A malfunction was detected in the past.

IGN counter is displayed on Freeze Frame Data. For details of Freeze Frame Data, refer to BCS-17, "COMMON ITEM : CONSULT-III Function (BCM - COMMON ITEM)".

CONSULT display	Fail-safe	Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition	Intelligent Key warning lamp ON	Tire pressure monitor warning lamp ON	Reference page
No DTC is detected. further testing may be required.	—	—	—	—	—
U1000: CAN COMM CIRCUIT	—	—	—	—	BCS-38
U1010: CONTROL UNIT (CAN)	—	—	—	—	BCS-39
U0415: VEHICLE SPEED SIG	—	—	—	—	BCS-40
B2013: ID DISCORD BCM-S/L	×	×	—	—	SEC-50
B2014: CHAIN OF S/L-BCM	×	×	—	—	SEC-51
B2190: NATS ANTENNA AMP	×	—	—	—	SEC-42
B2191: DIFFERENCE OF KEY	×	—	—	—	SEC-45
B2192: ID DISCORD BCM-ECM	×	—	—	—	SEC-46
B2193: CHAIN OF BCM-ECM	×	—	—	—	SEC-48
B2195: ANTI SCANNING	×	—	—	—	SEC-49
B2553: IGNITION RELAY	—	×	—	—	PCS-48
B2555: STOP LAMP	—	×	—	—	SEC-54

CONSULT display	Fail-safe	Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition	Intelligent Key warning lamp ON	Tire pressure monitor warning lamp ON	Refer-ence page
B2556: PUSH-BTN IGN SW	—	×	×	—	SEC-56
B2557: VEHICLE SPEED	×	×	×	—	SEC-58
B2560: STARTER CONT RELAY	×	×	×	—	SEC-59
B2562: LOW VOLTAGE	—	×	—	—	BCS-41
B2601: SHIFT POSITION	×	×	×	—	SEC-60
B2602: SHIFT POSITION	×	×	×	—	SEC-63
B2603: SHIFT POSI STATUS	×	×	×	—	SEC-66
B2604: PNP SW	×	×	×	—	SEC-69
B2605: PNP SW	×	×	×	—	SEC-71
B2606: S/L RELAY	×	×	×	—	SEC-73
B2607: S/L RELAY	×	×	×	—	SEC-74
B2608: STARTER RELAY	×	×	×	—	SEC-76
B2609: S/L STATUS	×	×	×	—	SEC-78
B260A: IGNITION RELAY	×	×	×	—	PCS-50
B260B: STEERING LOCK UNIT	—	×	×	—	SEC-82
B260C: STEERING LOCK UNIT	—	×	×	—	SEC-83
B260D: STEERING LOCK UNIT	—	×	×	—	SEC-84
B260F: ENG STATE SIG LOST	×	×	×	—	SEC-85
B2612: S/L STATUS	×	×	×	—	SEC-90
B2614: ACC RELAY CIRC	—	×	×	—	PCS-52
B2615: BLOWER RELAY CIRC	—	×	×	—	PCS-55
B2616: IGN RELAY CIRC	—	×	×	—	PCS-58
B2617: STARTER RELAY CIRC	×	×	×	—	SEC-94
B2618: BCM	×	×	×	—	PCS-61
B2619: BCM	×	×	×	—	SEC-96
B261A: PUSH-BTN IGN SW	—	×	×	—	PCS-62
B261E: VEHICLE TYPE	×	×	× (Turn ON for 15 seconds)	—	SEC-97
B2622: INSIDE ANTENNA	—	×	—	—	DLK-55
B2623: INSIDE ANTENNA	—	×	—	—	DLK-57
B26E8: CLUTCH SW	×	×	×	—	SEC-86
B26E9: S/L STATUS	×	×	× (Turn ON for 15 seconds)	—	SEC-88
B26EA: KEY REGISTRATION	—	×	× (Turn ON for 15 seconds)	—	SEC-89
C1704: LOW PRESSURE FL	—	—	—	×	WT-16
C1705: LOW PRESSURE FR	—	—	—	×	
C1706: LOW PRESSURE RR	—	—	—	×	
C1707: LOW PRESSURE RL	—	—	—	×	
C1708: [NO DATA] FL	—	—	—	×	WT-18
C1709: [NO DATA] FR	—	—	—	×	
C1710: [NO DATA] RR	—	—	—	×	
C1711: [NO DATA] RL	—	—	—	×	

CONSULT display	Fail-safe	Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition	Intelligent Key warning lamp ON	Tire pressure monitor warning lamp ON	Refer-ence page
C1712: [CHECKSUM ERR] FL	—	—	—	×	WT-21
C1713: [CHECKSUM ERR] FR	—	—	—	×	
C1714: [CHECKSUM ERR] RR	—	—	—	×	
C1715: [CHECKSUM ERR] RL	—	—	—	×	
C1716: [PRESSDATA ERR] FL	—	—	—	×	WT-24
C1717: [PRESSDATA ERR] FR	—	—	—	×	
C1718: [PRESSDATA ERR] RR	—	—	—	×	
C1719: [PRESSDATA ERR] RL	—	—	—	×	
C1720: [CODE ERR] FL	—	—	—	×	WT-26
C1721: [CODE ERR] FR	—	—	—	×	
C1722: [CODE ERR] RR	—	—	—	×	
C1723: [CODE ERR] RL	—	—	—	×	
C1724: [BATT VOLT LOW] FL	—	—	—	×	WT-29
C1725: [BATT VOLT LOW] FR	—	—	—	×	
C1726: [BATT VOLT LOW] RR	—	—	—	×	
C1727: [BATT VOLT LOW] RL	—	—	—	×	
C1729: VHCL SPEED SIG ERR	—	—	—	×	WT-32
C1734: CONTROL UNIT	—	—	—	×	WT-34

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

Reference Value

INFOID:0000000004704755

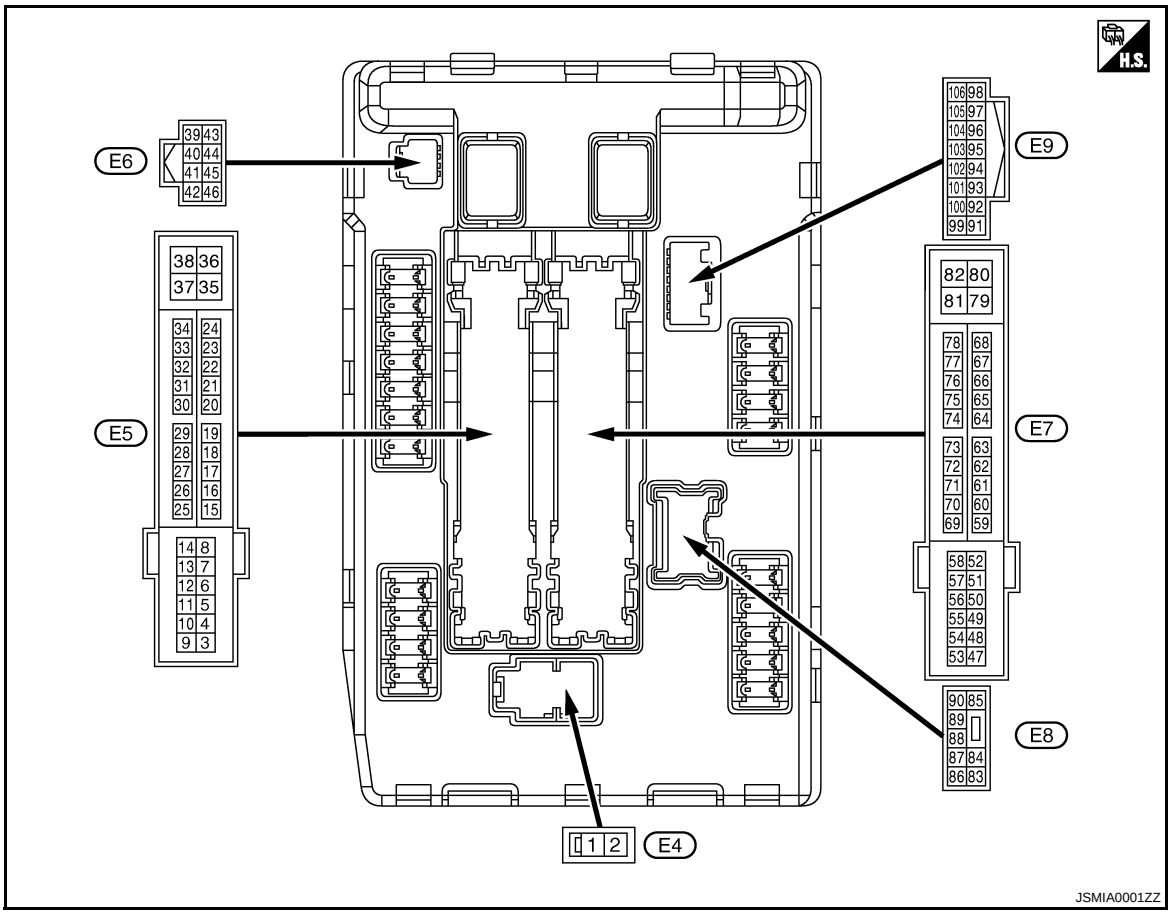
VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

Monitor Item	Condition		Value/Status
RAD FAN REQ	Engine idle speed	Changes depending on engine coolant temperature, air conditioner operation status, vehicle speed, etc.	0 - 100 %
AC COMP REQ	Engine running	A/C switch OFF	Off
		A/C switch ON (Compressor is operating)	On
TAIL&CLR REQ	Lighting switch OFF		Off
	Lighting switch 1ST, 2ND, HI or AUTO (Light is illuminated)		On
HL LO REQ	Lighting switch OFF		Off
	Lighting switch 2ND HI or AUTO (Light is illuminated)		On
	Daytime running light system is operated (With daytime running light system)		
HL HI REQ	Lighting switch OFF		Off
	Lighting switch HI		On
FR FOG REQ	**NOTE:** The item is indicated, but not monitored.		Off
FR WIP REQ	Ignition switch ON	Front wiper switch OFF	Stop
		Front wiper switch INT	1LOW
		Front wiper switch LO	Low
		Front wiper switch HI	Hi
WIP AUTO STOP	Ignition switch ON	Front wiper stop position	STOP P
		Any position other than front wiper stop position	ACT P
WIP PROT	Ignition switch ON	Front wiper operates normally	Off
		Front wiper stops at fail-safe operation	BLOCK
IGN RLY1 -REQ	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
IGN RLY	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
PUSH SW	Release the push-button ignition switch		Off
	Press the push-button ignition switch		On
INTER/NP SW	Ignition switch ON	Selector lever in any position other than P or N (A/T models)	Off
		Release clutch pedal (M/T models)	
	Ignition switch ON	Selector lever in P or N position (A/T models)	On
		Depress clutch pedal (M/T models)	
ST RLY CONT	Ignition switch ON		Off
	At engine cranking		On
IHBT RLY -REQ	Ignition switch ON		Off
	At engine cranking		On

Monitor Item	Condition		Value/Status
ST/INHI RLY	Ignition switch ON		Off
	At engine cranking		INHI ON → ST ON
	The status of starter relay or starter control relay cannot be recognized by the battery voltage malfunction, etc. when the starter relay is ON and the starter control relay is OFF		UNKWN
DETENT SW	Ignition switch ON	• Press the selector button with selector lever in P position • Selector lever in any position other than P	Off
	Release the selector button with selector lever in P position **NOTE:** Fixed On for M/T models		On
S/L RLY -REQ	None of the conditions below are present		Off
	• Open the driver door after the ignition switch is turned OFF (for a few seconds) • Press the push-button ignition switch when the steering lock is activated • Depress the clutch pedal when the steering lock is activated		On
S/L STATE	Steering lock is activated		LOCK
	Steering lock is deactivated		UNLOCK
	[DTC: B210A] is detected		UNKWN
DTRL REQ **NOTE:** This item is monitored only on the vehicle with the daytime running light system.	Daytime running light system is not operated		Off
	Daytime running light system is operated		On
OIL P SW	Ignition switch OFF, ACC or engine running		Open
	Ignition switch ON		Close
HOOD SW	Close the hood		Off
	Open the hood		On
HL WASHER REQ	**NOTE:** The item is indicated, but not monitored.		Off
THFT HRN REQ	Not operation		Off
	• Panic alarm is activated • Horn is activated with VEHICLE SECURITY (THEFT WARNING) SYSTEM		On
HORN CHIRP	Not operating		Off
	Door locking with Intelligent Key (horn chirp mode)		On
CRNRNG LMP REQ	**NOTE:** The item is indicated, but not monitored.		Off

TERMINAL LAYOUT

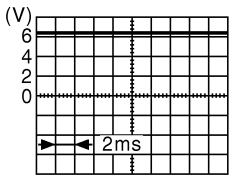
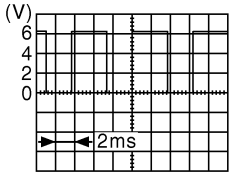
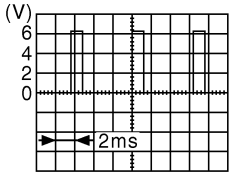


PHYSICAL VALUES

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
		Signal name	Input/ Output			
+	–					
1 (W)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
2 (L)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
4 (V)	Ground	Front wiper LO	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch LO	Battery voltage
5 (L)	Ground	Front wiper HI	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch HI	Battery voltage
6*1 (R)	Ground	Daytime running light relay	Input	Ignition switch OFF		Battery voltage
7 (R)	Ground	Illuminations*1	Output	Ignition switch ON	Lighting switch OFF	0 V
		Tail, license plate lamps & illuminations*2			Lighting switch 1ST	Battery voltage
11 (BR)	Ground	Steering lock unit power supply	Output	Ignition switch OFF	A few seconds after opening the driver door	Battery voltage
				Ignition switch LOCK	Press the push-button ignition switch	Battery voltage
				Ignition switch ACC or ON		0 V
12 (B/W)	Ground	Ground	—	Ignition switch ON		0 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
13 (Y)	Ground	Fuel pump power supply	Output	Approximately 1 second or more after turning the ignition switch ON		0 V
				• Approximately 1 second after turning the ignition switch ON • Engine running		Battery voltage
16 (LG)	Ground	Front wiper auto stop	Input	Ignition switch ON	Front wiper stop position	0 V
					Any position other than front wiper stop position	Battery voltage
19 (W)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
25 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
27 (Y)	Ground	Ignition relay monitor	Input	Ignition switch OFF or ACC		Battery voltage
				Ignition switch ON		0 V
28 (L)	Ground	Push-button ignition switch	Input	Press the push-button ignition switch		0 V
				Release the push-button ignition switch		Battery voltage
30 (GR)	Ground	Starter relay control	Input	A/T models	Selector lever in any position other than P or N (Ignition switch ON)	0 V
					Selector lever P or N (Ignition switch ON)	Battery voltage
				M/T models	Release the clutch pedal	0 V
					Depress the clutch pedal	Battery voltage
32 (L)	Ground	Steering lock unit condition-1	Input	Steering lock is activated		0 V
				Steering lock is deactivated		Battery voltage
33 (P)	Ground	Steering lock unit condition-2	Input	Steering lock is activated		Battery voltage
				Steering lock is deactivated		0 V
36 (G)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
39 (P)	—	CAN-L	Input/ Output	—		—
40 (L)	—	CAN-H	Input/ Output	—		—
41 (B/W)	Ground	Ground	—	Ignition switch ON		0 V
42 (Y)	Ground	Cooling fan relay control	Input	Ignition switch OFF or ACC		0 V
				Ignition switch ON		0.7 V
43*3 (SB)	Ground	A/T shift selector (Detention switch)	Input	Ignition switch ON	• Press the selector button (selector lever P) • Selector lever in any position other than P	Battery voltage
					Release the selector button (selector lever P)	0 V
44 (W)	Ground	Horn relay control	Input	The horn is deactivated		Battery voltage
				The horn is activated		0 V
45 (G)	Ground	Anti theft horn relay control	Input	The horn is deactivated		Battery voltage
				The horn is activated		0 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
46 (V)	Ground	Starter relay control	Input	A/T models	Selector lever in any position other than P or N (Ignition switch ON)	0 V
					Selector lever P or N (Ignition switch ON)	Battery voltage
				M/T models	Release the clutch pedal	0 V
					Depress the clutch pedal	Battery voltage
48 (L)	Ground	A/C relay power supply	Output	Engine running	A/C switch OFF	0 V
					A/C switch ON (A/C compressor is operating)	Battery voltage
49 (O)	Ground	ECM relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
51 (Y)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
53 (W)	Ground	ECM relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
54 (V)	Ground	Throttle control motor relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
55 (SB)	Ground	ECM power supply	Output	Ignition switch OFF		Battery voltage
56 (LG)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
57 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
58*3 (P)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
69 (BR)	Ground	ECM relay control	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 - 1.5 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
70 (O)	Ground	Throttle control motor relay control	Output	Ignition switch ON → OFF		0 -1.0 V ↓ Battery voltage ↓ 0 V
				Ignition switch ON		0 - 1.0 V
73*4 (GR)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
74 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
75 (SB)	Ground	Oil pressure switch	Input	Ignition switch ON	Engine stopped	0 V
					Engine running	Battery voltage
76 (Y)	Ground	Power generation command signal	Output	Ignition switch ON		 JPMIA0001GB 6.3 V
				40% is set on “ACTIVE TEST”, “ALTERNATOR DUTY” of “ENGINE”		 JPMIA0002GB 3.8 V
				80% is set on “ACTIVE TEST”, “ALTERNATOR DUTY” of “ENGINE”		 JPMIA0003GB 1.4 V
77 (R)	Ground	Fuel pump relay control	Output	• Approximately 1 second after turning the ignition switch ON • Engine running		0 - 1.0 V
				Approximately 1 second or more after turning the ignition switch ON		Battery voltage
80 (W)	Ground	Starter motor	Output	At engine cranking		Battery voltage
83 (R)	Ground	Headlamp LO (RH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 2ND	Battery voltage
				Daytime running light system activated*1		

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
84 (P)	Ground	Headlamp LO (LH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 2ND	Battery voltage
				Daytime running light system activated*1		
88 (G)	Ground	Washer pump power supply	Output	Ignition switch ON		Battery voltage
89 (BR)	Ground	Headlamp HI (RH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					• Lighting switch HI • Lighting switch PASS	Battery voltage
90 (LG)	Ground	Headlamp HI (LH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					• Lighting switch HI • Lighting switch PASS	Battery voltage
91*2 (P)	Ground	Parking lamp (RH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
92*2 (O)	Ground	Parking lamp (LH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
97 (V)	Ground	Cooling fan control	Output	Engine idling		0 - 5 V
104 (LG)	Ground	Hood switch	Input	Close the hood		Battery voltage
				Open the hood		0 V
105*1 (SB)	Ground	Daytime running light relay control	Output	• Parking lamp • Side maker lamp • License plate lamp • Tail lamp	Turned OFF	Battery voltage
					Turned ON	0 V

*1: With daytime running light system

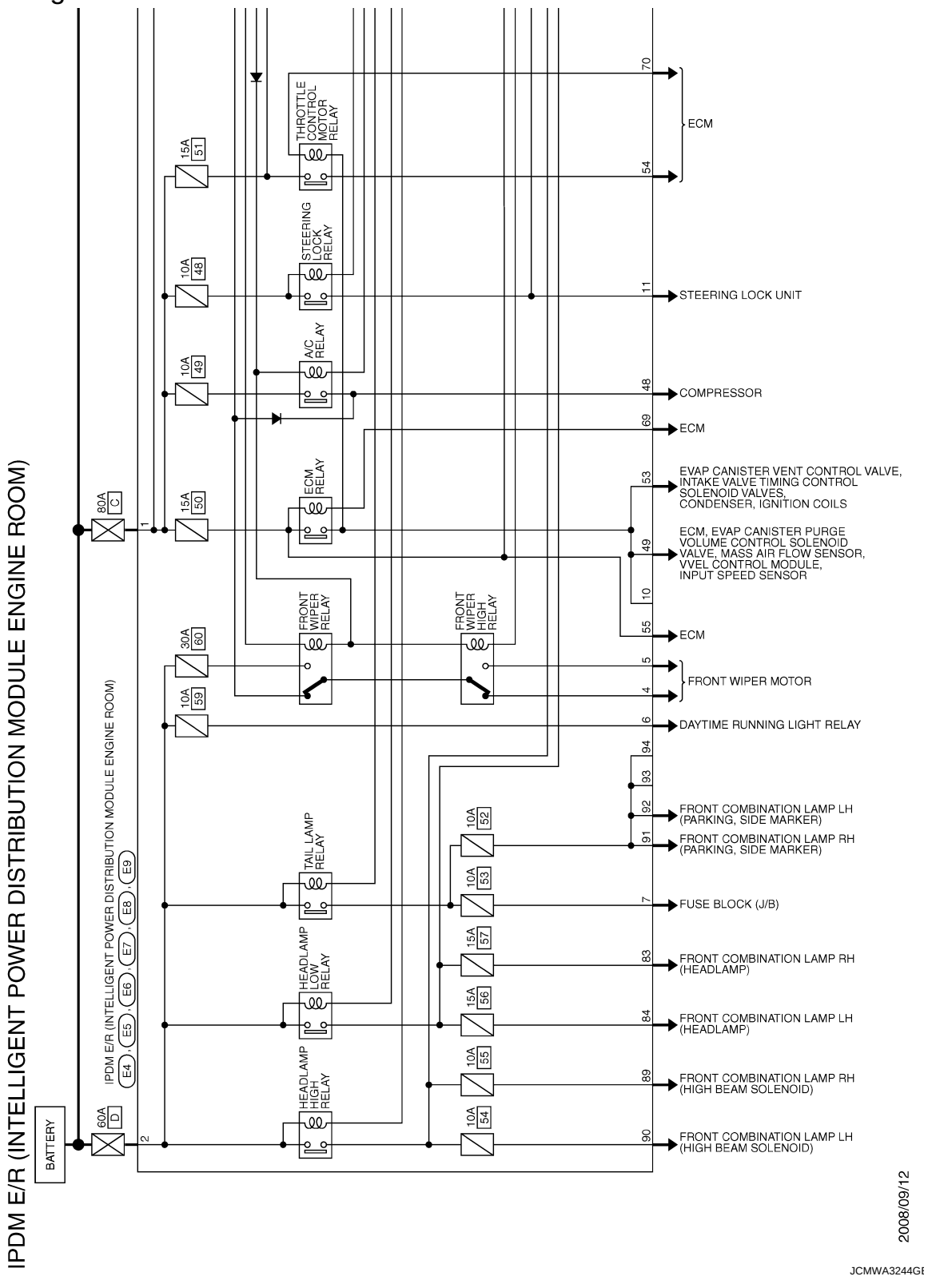
*2: Without daytime running light system

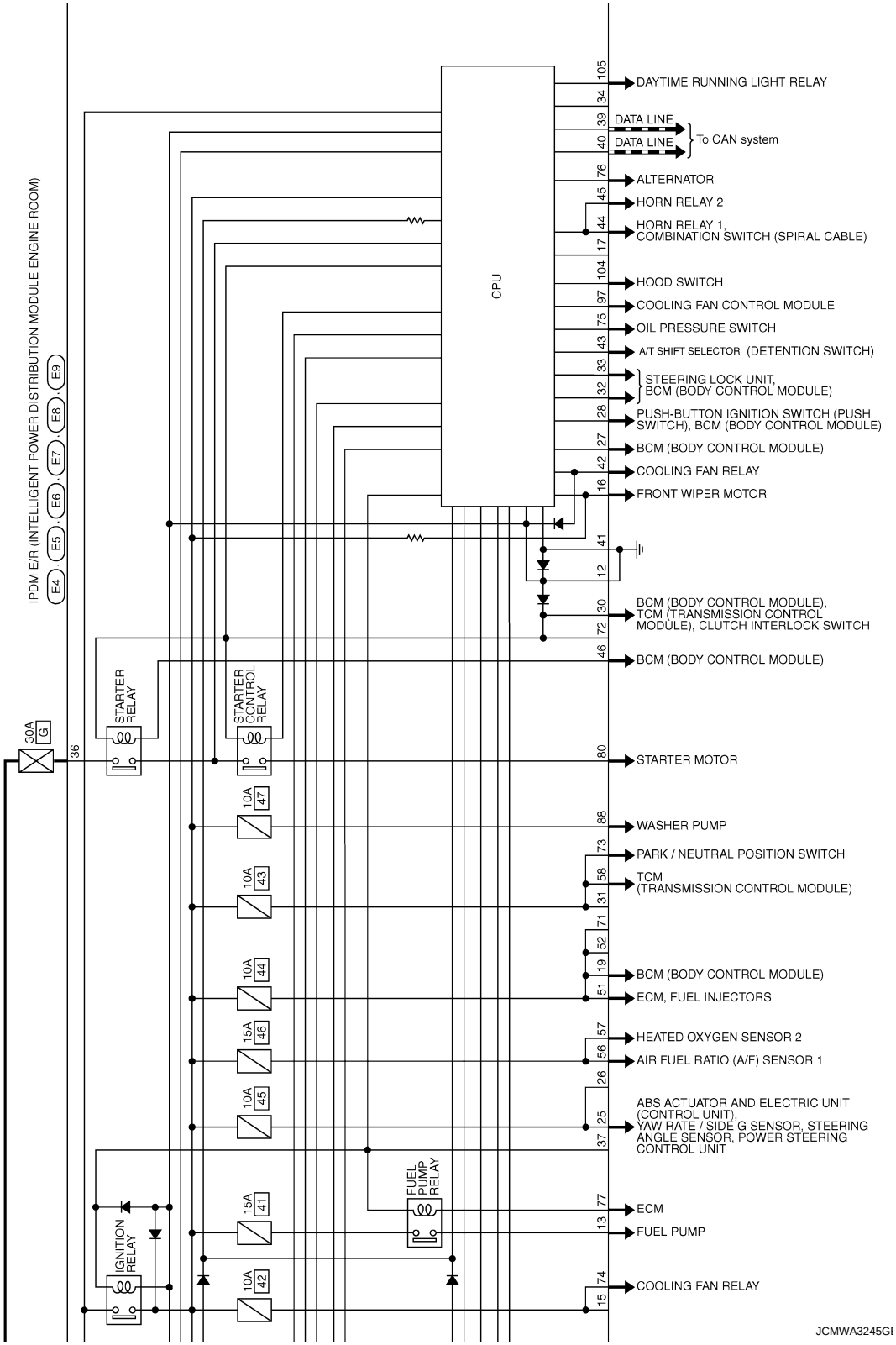
*3: A/T models only

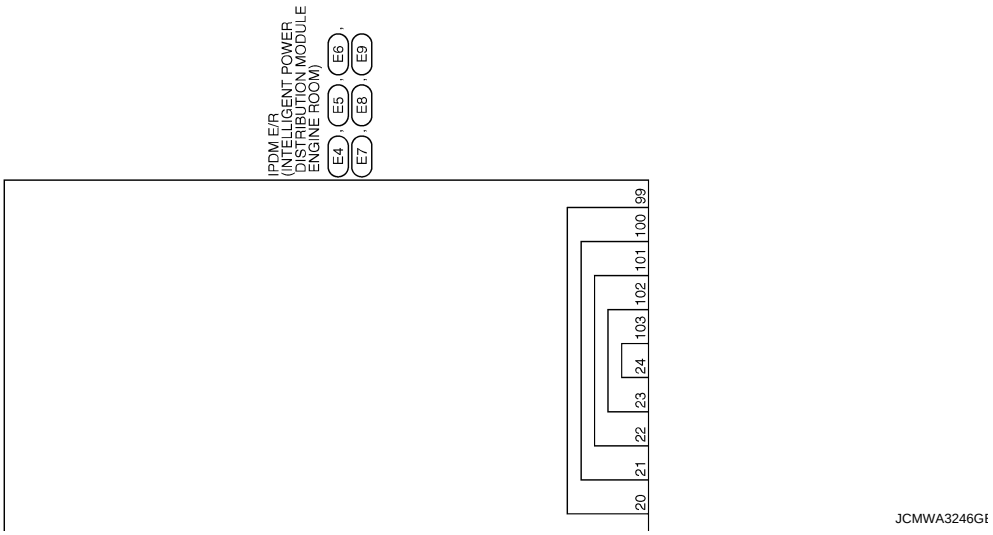
*4: M/T models only

Wiring Diagram - IPDM E/R -

INFOID:0000000004704756




IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
E4, E5, E6, E7, E8, E9
CPU
105 DAYTIME RUNNING LIGHT RELAY
34
39 DATA LINE
40 DATA LINE
To CAN system
76 ALTERNATOR
45 HORN RELAY 2
44
17 HORN RELAY 1, COMBINATION SWITCH (SPIRAL CABLE)
104 HOOD SWITCH
97 COOLING FAN CONTROL MODULE
75 OIL PRESSURE SWITCH
43 A/T SHIFT SELECTOR (DETENTION SWITCH)
33
32 STEERING LOCK UNIT, BCM (BODY CONTROL MODULE)
28 PUSH-BUTTON IGNITION SWITCH (PUSH SWITCH), BCM (BODY CONTROL MODULE)
27 BCM (BODY CONTROL MODULE)
42 COOLING FAN RELAY
16 FRONT WIPER MOTOR
41
12
30 BCM (BODY CONTROL MODULE), TCM (TRANSMISSION CONTROL MODULE), CLUTCH INTERLOCK SWITCH
72
46 BCM (BODY CONTROL MODULE)
STARTER RELAY
STARTER CONTROL RELAY
30A G
36
80 STARTER MOTOR
10A 47
88 WASHER PUMP
73 PARK / NEUTRAL POSITION SWITCH
10A 43
58 TCM (TRANSMISSION CONTROL MODULE)
31
71
52
19 BCM (BODY CONTROL MODULE)
10A 44
51 ECM, FUEL INJECTORS
15A 46
57 HEATED OXYGEN SENSOR 2
56 AIR FUEL RATIO (A/F) SENSOR 1
26
10A 45
25 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT), YAW RATE / SIDE G SENSOR, STEERING ANGLE SENSOR, POWER STEERING CONTROL UNIT
37
FUEL PUMP RELAY
15A 41
77 ECM
13 FUEL PUMP
IGNITION RELAY
10A 42
74 COOLING FAN RELAY
15
JCMWA3245GB


IPDM E/R
(INTELLIGENT POWER
DISTRIBUTION MODULE
ENGINE ROOM)
E4
E5
E6
E7
E8
E9
99
100
101
102
103
24
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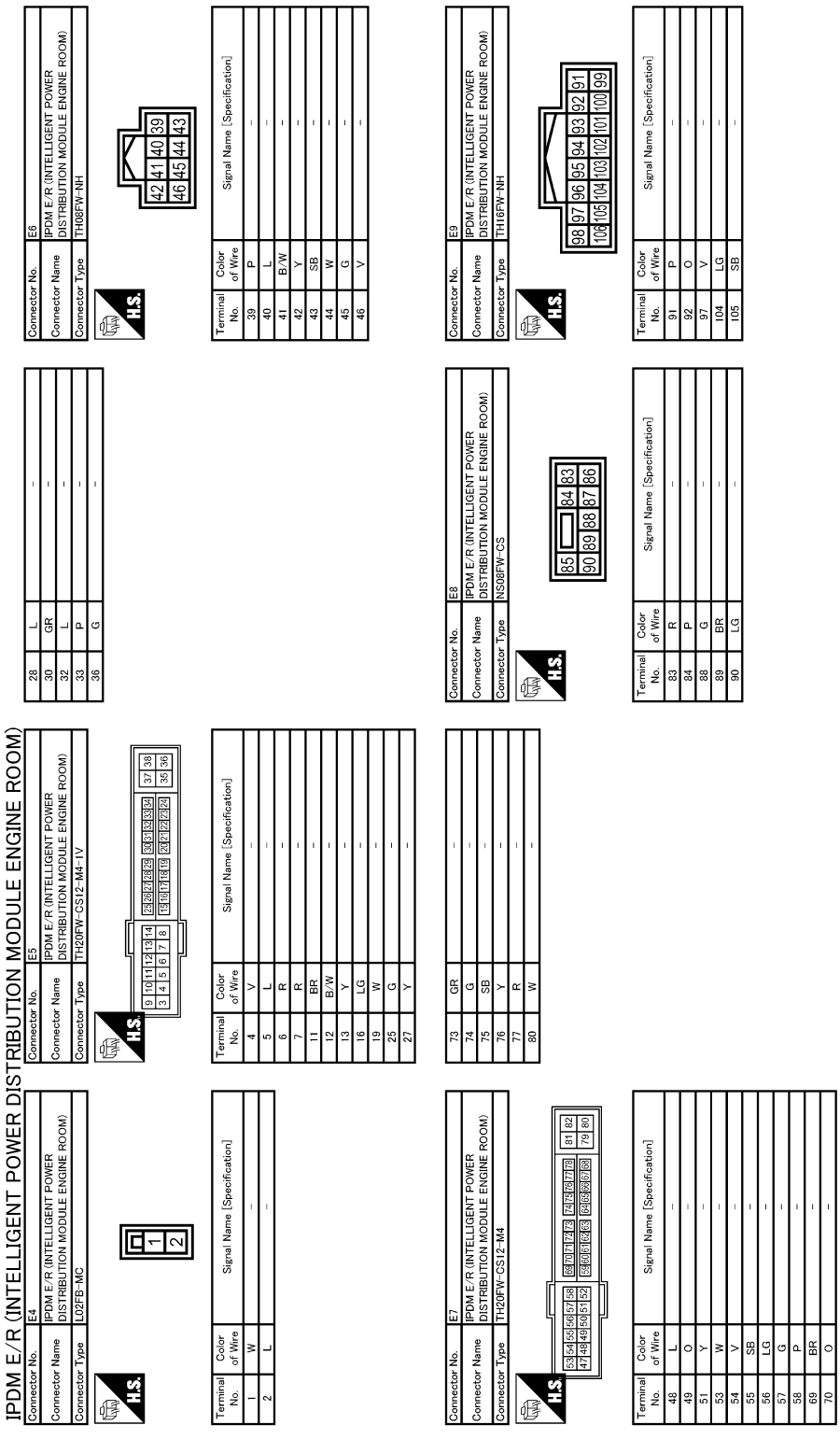
21
20
JCMWA3246GB



JCMWA3247GB

Fail-safe

INFOID:0000000004704757

CAN COMMUNICATION CONTROL

When CAN communication with ECM and BCM is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	• Outputs the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON • Outputs the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF
A/C compressor	A/C relay OFF
Alternator	Outputs the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	• Turns ON the headlamp low relay when the ignition switch is turned ON • Turns OFF the headlamp low relay when the ignition switch is turned OFF • Headlamp high relay OFF
• Parking lamps • Side maker lamp • License plate lamps • Illuminations • Tail lamps	• Turns ON the tail lamp relay and the daytime running light relay* when the ignition switch is turned ON • Turns OFF the tail lamp relay and the daytime running light relay* when the ignition switch is turned OFF
Front wiper	• The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed. • The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the AUTO mode and the front wiper motor is operating.
Horn	Horn relay OFF
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor	Starter control relay OFF
Steering lock unit	Steering lock relay OFF

*: With daytime running light system

IGNITION RELAY MALFUNCTION DETECTION FUNCTION

- IPDM E/R monitors the voltage at the contact circuit and excitation coil circuit of the ignition relay inside it.
- IPDM E/R judges the ignition relay error if the voltage differs between the contact circuit and the excitation coil circuit.
- If the ignition relay cannot turn OFF due to contact seizure, it activates the tail lamp relay and the daytime running light relay* for 10 minutes to alert the user to the ignition relay malfunction when the ignition switch is turned OFF.

Voltage judgment		IPDM E/R judgment	Operation
Ignition relay contact side	Ignition relay excitation coil side		
ON	ON	Ignition relay ON normal	—
OFF	OFF	Ignition relay OFF normal	—
ON	OFF	Ignition relay ON stuck	• Detects DTC “B2098: IGN RELAY ON” • Turns ON the tail lamp relay and the daytime running light relay* for 10 minutes
OFF	ON	Ignition relay OFF stuck	Detects DTC “B2099: IGN RELAY OFF”

*: With daytime running light system

FRONT WIPER CONTROL

IPDM E/R detects front wiper stop position by a front wiper stop position signal.
When a front wiper stop position signal is in the conditions listed below, IPDM E/R stops power supply to wiper after repeating a front wiper 10 seconds activation and 20 seconds stop five times.

Ignition switch	Front wiper switch	Front wiper stop position signal
ON	OFF	The front wiper stop position signal (stop position) cannot be input for 10 seconds.
	ON	The front wiper stop position signal does not change for 10 seconds.

NOTE:
This operation status can be confirmed on the IPDM E/R “Data Monitor” that displays “BLOCK” for the item “WIP PROT” while the wiper is stopped.

STARTER MOTOR PROTECTION FUNCTION

IPDM E/R turns OFF the starter control relay to protect the starter motor when the starter control relay remains active for 90 seconds.

DTC Index

INFOID:0000000004704758

NOTE:
- The details of time display are as follows.
- CRNT: A malfunction is detected now.
- PAST: A malfunction was detected in the past.
- IGN counter is displayed on FFD (Freeze Frame data).
- The number is 0 when is detected now.
- The number increases like 1 → 2 ··· 38 → 39 after returning to the normal condition whenever IGN OFF → ON.
- The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.

×: Applicable

CONSULT display	Fail-safe	Refer to
No DTC is detected. further testing may be required.	—	—
U1000: CAN COMM CIRCUIT	×	PCS-15
B2098: IGN RELAY ON	×	PCS-16
B2099: IGN RELAY OFF	—	PCS-17
B2108: STRG LCK RELAY ON	—	SEC-100
B2109: STRG LCK RELAY OFF	—	SEC-102
B210A: STRG LCK STATE SW	—	SEC-103
B210B: START CONT RLY ON	—	SEC-107
B210C: START CONT RLY OFF	—	SEC-108
B210D: STARTER RELAY ON	—	SEC-109
B210E: STARTER RELAY OFF	—	SEC-110
B210F: INTRLCK/PNP SW ON	—	SEC-112
B2110: INTRLCK/PNP SW OFF	—	SEC-114

SYMPTOM DIAGNOSIS

ENGINE DOES NOT START WHEN INTELLIGENT KEY IS INSIDE OF VEHICLE

Description

INFOID:0000000004497625

Engine does not start when push-button ignition switch is pressed while carrying Intelligent Key.

NOTE:

- Check that vehicle is under the condition shown in “Conditions of vehicle” before starting diagnosis, and check each symptom.
- The engine start function, door lock function, power distribution system, and NATS-IVIS/NVIS in the Intelligent Key system are closely related to each other regarding control. The vehicle security function can operate only when the door lock and power distribution system are operating normally.

Conditions of Vehicle (Operating Conditions)

- “ENGINE START BY I-KEY” in “WORK SUPPORT” is ON when setting on CONSULT-III.
- Intelligent Key is not inserted in key slot.
- One or more of Intelligent Keys with registered Intelligent Key ID is in the vehicle.

Diagnosis Procedure

INFOID:0000000004497626

1.PERFORM WORK SUPPORT

Perform “INSIDE ANT DIAGNOSIS” on Work Support in “INTELLIGENT KEY”.
Refer to SEC-25, "INTELLIGENT KEY : CONSULT-III Function (BCM - INTELLIGENT KEY)".

>> GO TO 2.

2.PERFORM SELF-DIAGNOSTIC RESULT

Perform Self-Diagnostic Result in “BCM”, and check whether or not DTC of inside key antenna is detected.

Is DTC detected?

YES >> Refer to DLK-55, "DTC Logic" (console) or DLK-57, "DTC Logic" (luggage room).
NO >> GO TO 3.

3.CHECK PUSH-BUTTON IGNITION SWITCH

Check push-button ignition switch.
Refer to PCS-65, "Component Function Check".

Is the operation normal?

YES >> GO TO 4.
NO >> Repair or replace malfunctioning parts.

4.CONFIRM THE OPERATION

Confirm the operation again.

Is the inspection normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".
NO >> GO TO 1.

STEERING DOES NOT LOCK

Description

INFOID:0000000004497627

Steering does not lock when door is open while ignition switch is OFF.

NOTE:

Before performing the diagnosis, check “Work Flow”. Refer to SEC-5, "Work Flow".

Diagnosis Procedure

INFOID:0000000004497628

1.CHECK DOOR SWITCH

Check door switch.

Refer to DLK-60, "Component Function Check".

Is the inspection normal?

YES >> GO TO 2.

NO >> Repair or replace malfunctioning parts.

2.CONFIRM THE OPERATION

Confirm the operation again.

Is the inspection normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

SECURITY INDICATOR LAMP DOES NOT TURN ON OR BLINK

Description

INFOID:0000000004497629

Security indicator lamp does not blink when ignition switch is in a position other than ON

NOTE:

- Before performing the diagnosis, check “Work Flow”. Refer to SEC-5, "Work Flow".
- Check that vehicle is under the condition shown in “Conditions of vehicle” before starting diagnosis, and check each symptom.

Conditions of Vehicle (Operating Conditions)

- Intelligent Key is not inserted in key slot.
- Ignition switch is not in the ON position.

Diagnosis Procedure

INFOID:0000000004497630

1.CHECK SECURITY INDICATOR LAMP

Check security indicator lamp.
Refer to SEC-123, "Component_Function_Check".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".
NO >> GO TO 1.

VEHICLE SECURITY SYSTEM CANNOT BE SET
INTELLIGENT KEY

INTELLIGENT KEY : Description

INFOID:0000000004497631

Armed phase is not activated when door is locked using Intelligent Key.

NOTE:

Check that vehicle is under the condition shown in “Conditions of vehicle” before starting diagnosis, and check each symptom.

CONDITION OF VEHICLE (OPERATING CONDITION)

Confirm the setting of “SECURITY ALARM SET” in “WORK SUPPORT” in “THEFT ALM” using CONSULT-III.

INTELLIGENT KEY : Diagnosis Procedure

INFOID:0000000004497632

1.CHECK INTELLIGENT KEY SYSTEM (REMOTE KEYLESS ENTRY FUNCTION)

Lock/unlock door with Intelligent Key.

Refer to DLK-28, "REMOTE KEYLESS ENTRY FUNCTION : System Description".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check Intelligent Key system (remote keyless entry function). Refer to DLK-164, "Diagnosis Procedure".

2.CHECK HOOD SWITCH

Check hood switch.

Refer to SEC-121, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

DOOR REQUEST SWITCH

DOOR REQUEST SWITCH : Description

INFOID:0000000004497633

Armed phase is not activated when door is locked using door request switch.

NOTE:

Check that vehicle is under the condition shown in “Conditions of vehicle” before starting diagnosis, and check each symptom.

CONDITION OF VEHICLE (OPERATING CONDITION)

Confirm the setting of “SECURITY ALARM SET” in “WORK SUPPORT” in “THEFT ALM” using CONSULT-III.

DOOR REQUEST SWITCH : Diagnosis Procedure

INFOID:0000000004497634

1.CHECK INTELLIGENT KEY SYSTEM (DOOR LOCK FUNCTION)

Lock/unlock door with door request switch.

Refer to DLK-19, "DOOR LOCK FUNCTION : System Description".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check Intelligent Key system (door lock function). Refer to DLK-161, "ALL DOOR : Diagnosis Procedure".

2.CHECK HOOD SWITCH

Check hood switch.
Refer to SEC-121, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace the malfunctioning parts.

3. CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".
NO >> GO TO 1.

VEHICLE SECURITY ALARM DOES NOT ACTIVATE

Description

INFOID:0000000004497635

Alarm does not operate when alarm operating condition is satisfied.

NOTE:

Check that vehicle is under the condition shown in “Conditions of vehicle” before starting diagnosis, and check each symptom.

CONDITIONS OF VEHICLE (OPERATING CONDITIONS)

“SECURITY ALARM SET” in “WORK SUPPORT” of “THEFT ALM” is ON when setting on CONSULT-III.

Diagnosis Procedure

INFOID:0000000004497636

1.CHECK DOOR SWITCH

Check door switch.

Refer to DLK-60, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the malfunctioning door switch

2.CHECK HOOD SWITCH

Check hood switch.

Refer to SEC-121, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CHECK HEADLAMP

Check headlamp.

Refer to EXL-39, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace the malfunctioning parts.

4.CHECK HORN

Check horn.

Refer to HRN-2, "Wiring Diagram - HORN -".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace the malfunctioning parts.

5.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

INTELLIGENT KEY INSERT INFORMATION DOES NOT OPERATE

Description

INFOID:0000000004553720

Intelligent Key insert information does not operate when push-button ignition switch is operated while Intelligent Key is not inside vehicle.

NOTE:

Warning functions operating condition is extremely complicated. During operation confirmation reconfirm the list above twice in order to ensure proper operation. Refer to DLK-36, "WARNING FUNCTION : System Description".

Diagnosis Procedure

INFOID:0000000004553721

1.CHECK POWER POSITION

Check if ignition switch position is changing or not.

Does ignition switch position change?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK PUSH-BUTTON IGNITION SWITCH

Check push-button ignition switch.
Refer to DLK-97, "Component Function Check".

Is the inspection result normal?

YES >> Check BCM for DTC. Refer to SEC-181, "DTC Index".
NO >> Repair or replace the malfunctioning parts.

3.CHECK DOOR SWITCH

Check door switch.
Refer to DLK-60, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace the malfunctioning parts.

4.CHECK KEY SLOT

Check key slot.
Refer to SEC-118, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace the malfunctioning parts.

5.CHECK COMBINATION METER DISPLAY

Check combination meter display.
Refer to DLK-96, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace the malfunctioning parts.

6.CHECK KEY SLOT INDICATOR

Check key slot indicator.
Refer to SEC-119, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace the malfunctioning parts.

7.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".
NO >> GO TO 1.

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:0000000004721182

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted.
Information necessary to service the system safely is included in the “SRS AIR BAG” and “SEAT BELT” of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the “SRS AIR BAG”.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- **When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.**

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:0000000004721181

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

For vehicle with steering lock unit, if the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.
If turning the steering wheel is required with the battery disconnected or discharged, follow the operation procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.
   NOTE:
   Supply power using jumper cables if battery is discharged.
2. Turn the push-button ignition switch to ACC position.
   (At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.

5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

Precautions For Xenon Headlamp Service

INFOID:0000000004721177

WARNING:

Comply with the following warnings to prevent any serious accident.

- **Disconnect the battery cable (negative terminal) or the power supply fuse before installing, removing, or touching the xenon headlamp (bulb included). The xenon headlamp contains high-voltage generated parts.**
- **Never work with wet hands.**
- **Check the xenon headlamp ON-OFF status after assembling it to the vehicle. Never turn the xenon headlamp ON in other conditions. Connect the power supply to the vehicle-side connector. (Turning it ON outside the lamp case may cause fire or visual impairments.)**
- **Never touch the bulb glass immediately after turning it OFF. It is extremely hot.**

CAUTION:

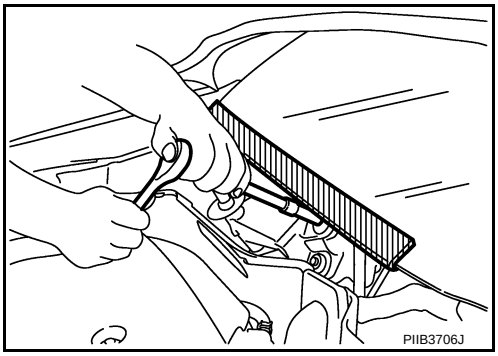
Comply with the following cautions to prevent any error and malfunction.

- **Install the xenon bulb securely. (Insufficient bulb socket installation may melt the bulb, the connector, the housing, etc. by high-voltage leakage or corona discharge.)**
- **Never perform HID circuit inspection with a tester.**
- **Never touch the xenon bulb glass with hands. Never put oil and grease on it.**
- **Dispose of the used xenon bulb after packing it in thick vinyl without breaking it.**
- **Never wipe out dirt and contamination with organic solvent (thinner, gasoline, etc.).**

Precaution for Procedure without Cowl Top Cover

INFOID:0000000004721172

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



REMOVAL AND INSTALLATION

KEY SLOT

Exploded View

INFOID:0000000004497648

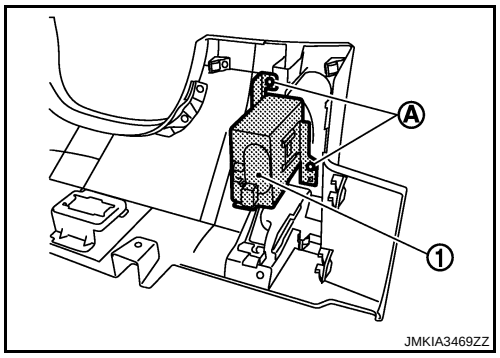
Refer to IP-12, "Exploded View".

Removal and Installation

INFOID:0000000004497649

REMOVAL

1. Remove the instrument driver lower panel. Refer to IP-13, "Removal and Installation".
2. Disconnect key slot connector.
3. Remove the key slot mounting screw (A), and then remove key slot (1) from instrument driver lower panel.



INSTALLATION

Install in the reverse order of removal.

PUSH BUTTON IGNITION SWITCH

Exploded View

INFOID:0000000004506784

Refer to IP-12, "Exploded View".

Removal and Installation

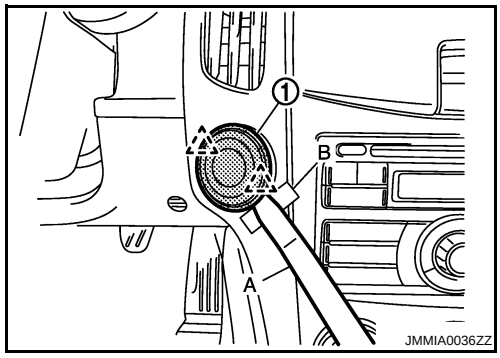
INFOID:0000000004506785

REMOVAL

Disconnect the push-button ignition switch (1) fixing pawl using a remover tool (A), and then remove push-button ignition switch.

CAUTION:

Always apply a protective tape (B) on instrument panel for protection.



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INSTALLATION

Install in the reverse order of removal.