

SECTION **SEC**

SECURITY CONTROL SYSTEM

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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

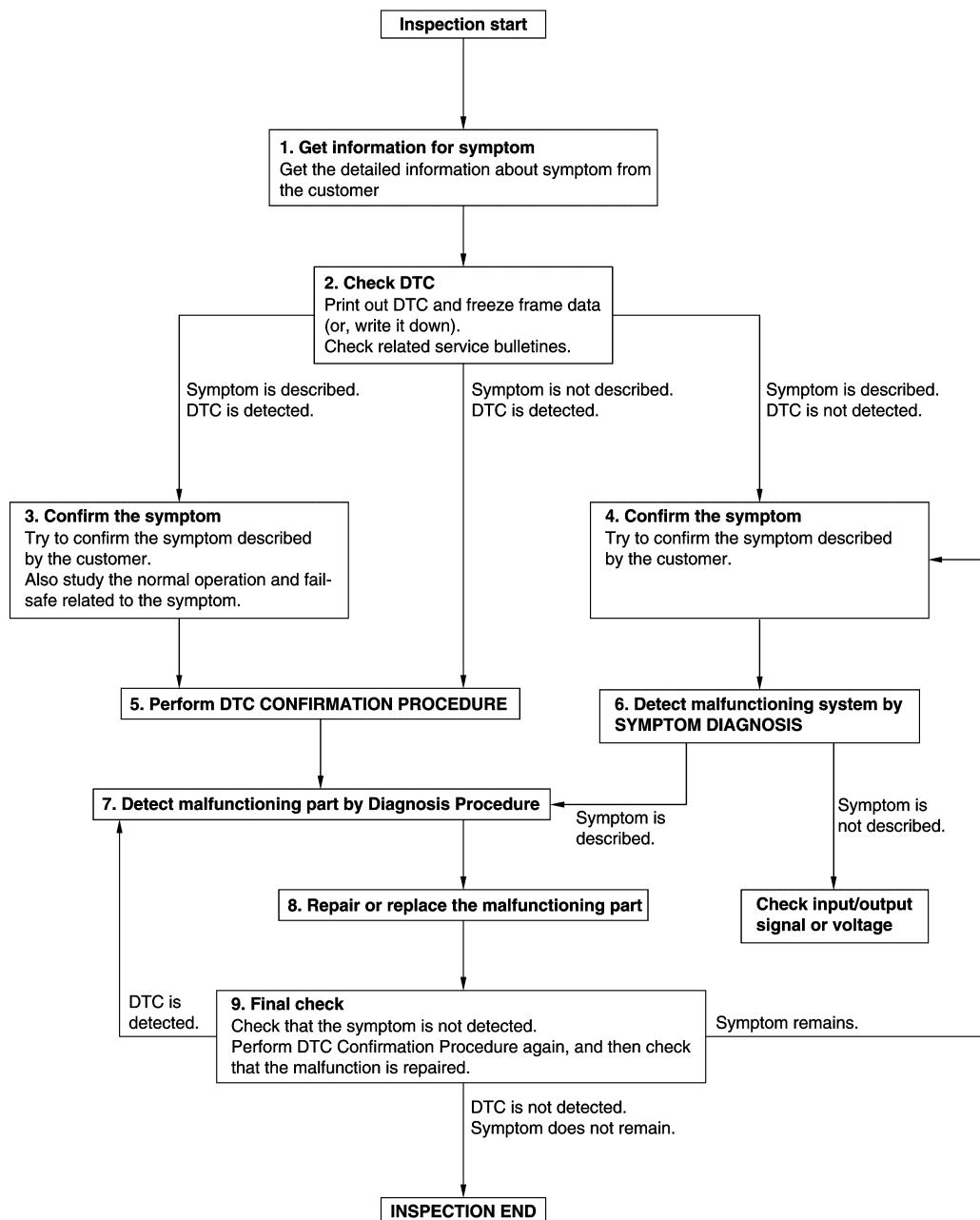
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000009363108

OVERALL SEQUENCE



DETAILED FLOW

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

1. GET INFORMATION FOR SYMPTOM

1. Get detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurs).
2. Check operation condition of the function that is malfunctioning.

>> GO TO 2.

2. CHECK DTC

1. Check DTC.
2. Perform the following procedure if DTC is detected.
 - Record DTC and freeze frame data (Print them out using CONSULT.)
 - 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

Try to confirm the symptom described by the customer.

Also study the normal operation and fail-safe related to the symptom.

Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5.

4. CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer.

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 to the vehicle, and check self diagnostic results in real time.

If two or more DTCs are detected, refer to [BCS-98, "DTC Inspection Priority Chart"](#) and determine trouble diagnosis order.

NOTE:

- Freeze frame data is useful if the DTC is not detected.
- Perform Component Function Check if DTC CONFIRMATION PROCEDURE is not included on Service Manual. This simplified check procedure is an effective alternative though DTC cannot be detected during this check.

If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC CONFIRMATION PROCEDURE.

Is DTC detected?

YES >> GO TO 7.

NO >> Check according to [GI-45, "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.

Is the symptom described?

YES >> GO TO 7.

NO >> Monitor input data from related sensors or check voltage of related module terminals using CONSULT.

7. DETECT MALFUNCTIONING PART BY DIAGNOSIS PROCEDURE

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

Inspect according to Diagnosis Procedure of the system.

Is malfunctioning part detected?

YES >> GO TO 8.

NO >> Check according to [GI-45, "Intermittent Incident"](#).

A

8.REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.
2. Reconnect parts or connectors disconnected during Diagnosis Procedure again after repair and replacement.
3. Check DTC. If DTC is detected, erase it.

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>> GO TO 9.

E

9.FINAL CHECK

When DTC is detected in step 2, perform DTC CONFIRMATION PROCEDURE 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.

F

Is DTC detected and does symptom remain?

G

YES-1 >> DTC is detected: GO TO 7.

YES-2 >> Symptom remains: GO TO 4.

H

NO >> Before returning the vehicle to the customer, always erase DTC.

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INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

INSPECTION AND ADJUSTMENT ECM RECOMMUNICATING FUNCTION

ECM RECOMMUNICATING FUNCTION : Description

INFOID:000000009363109

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 is not necessary)

NOTE:

- 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:000000009363110

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.

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

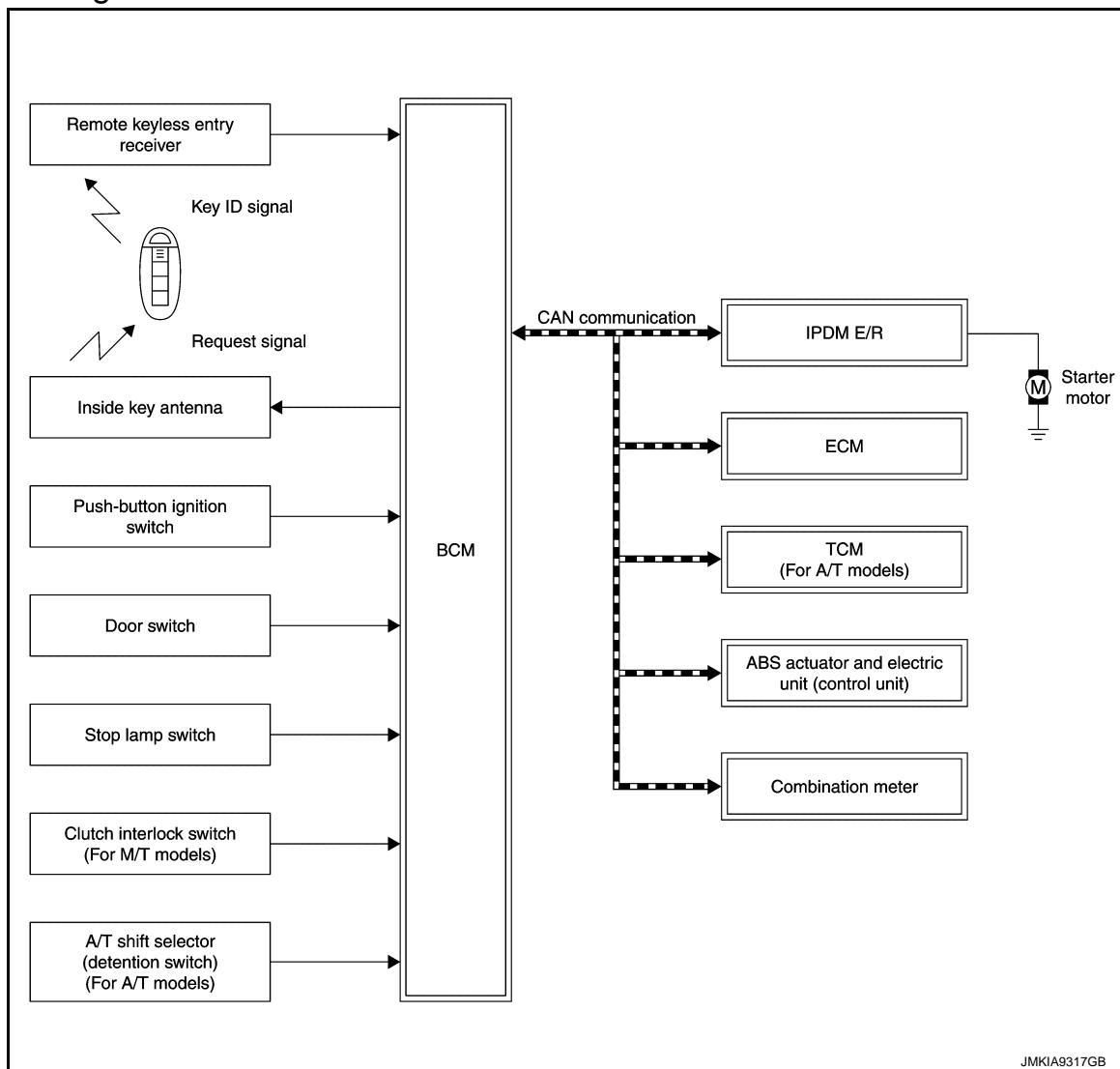
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SYSTEM DESCRIPTION

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

System Diagram

INFOID:000000009363111



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System Description

INFOID:000000009363112

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.
- Up to 4 Intelligent Keys can be registered (Including the standard Intelligent Key) upon request from the customer.

NOTE:

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< SYSTEM DESCRIPTION >

Refer to [DLK-24. "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.
3. The BCM receives the Intelligent Key ID signal via the remote keyless entry receiver, and verifies it with the registered ID.
4. BCM turns ACC relay ON and transmits the ignition power supply ON signal to IPDM E/R.
5. IPDM E/R turns the ignition relay ON to start the ignition power supply.
6. BCM confirms that the shift position is P or N.
7. 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.
8. IPDM E/R turns the starter control relay ON when receiving the starter request signal.
9. Battery power is supplied through the starter relay and the starter control relay to operate the starter motor to start the 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.

10. When BCM received feedback signal from ECM indicating that the engine is started, the BCM transmits a stop signal to IPDM E/R and stops the cranking by turning OFF the starter motor relay. (If the engine initiating has failed, the cranking will stop automatically within 5 seconds.)

CAUTION:

When the Intelligent Key is carried outside of the vehicle (inside key antenna detection area) with the power supply in ACC or ON position, even if the engine start condition* is satisfied, the engine cannot be started.

*: For the engine start condition, refer to “POWER SUPPLY POSITION CHANGE TABLE BY PUSH-BUTTON IGNITION SWITCH OPERATION”.

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.

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

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< SYSTEM DESCRIPTION >

- 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.

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.

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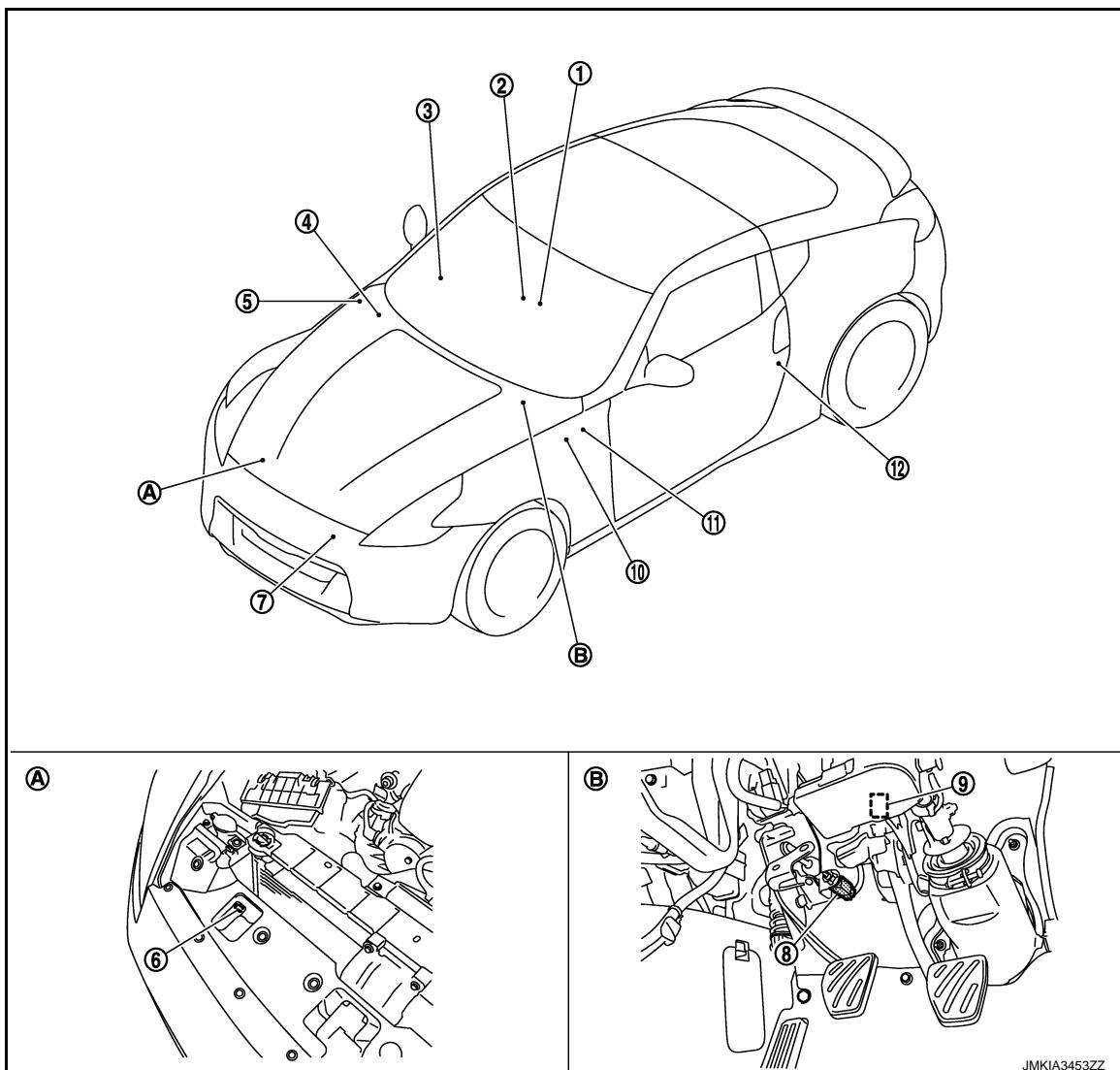
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INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< SYSTEM DESCRIPTION >

Component Parts Location

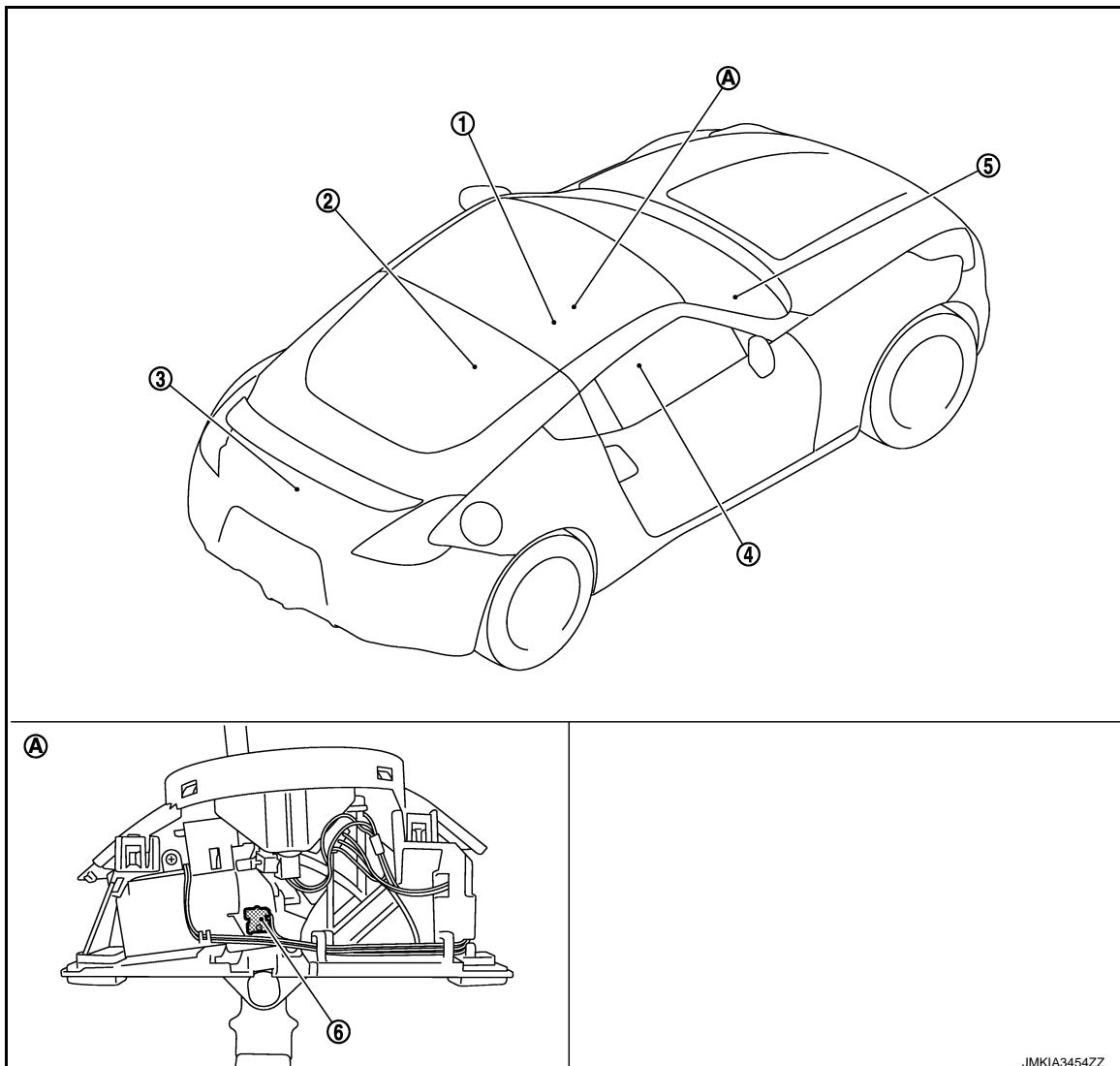
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1. Combination meter M53, M54
 2. Push-button ignition switch M50
 3. Remote keyless entry receiver M104
Refer to [DLK-16. "INTELLIGENT KEY SYSTEM : Component Parts Location".](#)
 4. BCM M118, M119, M121, M122, M123
Refer to [BCS-11. "Component Parts 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

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< SYSTEM DESCRIPTION >



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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

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| Component | Reference |
|----------------------------------------------------|-----------------------------------|
| BCM | SEC-81 |
| Push-button ignition switch | SEC-56 |
| Door switch | DLK-20 or DLK-211 |
| A/T shift selector (detention switch) (A/T models) | SEC-90 |
| Inside key antenna | DLK-20 or DLK-211 |
| Remote keyless entry receiver | DLK-20 or DLK-211 |
| Stop lamp switch | SEC-54 |
| TCM (A/T models) | SEC-69 |
| Clutch interlock switch (M/T models) | SEC-76 |

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INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< SYSTEM DESCRIPTION >

| Component | Reference |
|-------------------------|-------------------------|
| Starter relay | SEC-73 |
| Starter control relay | SEC-85 |
| Security indicator lamp | SEC-103 |
| Key warning lamp | SEC-105 |

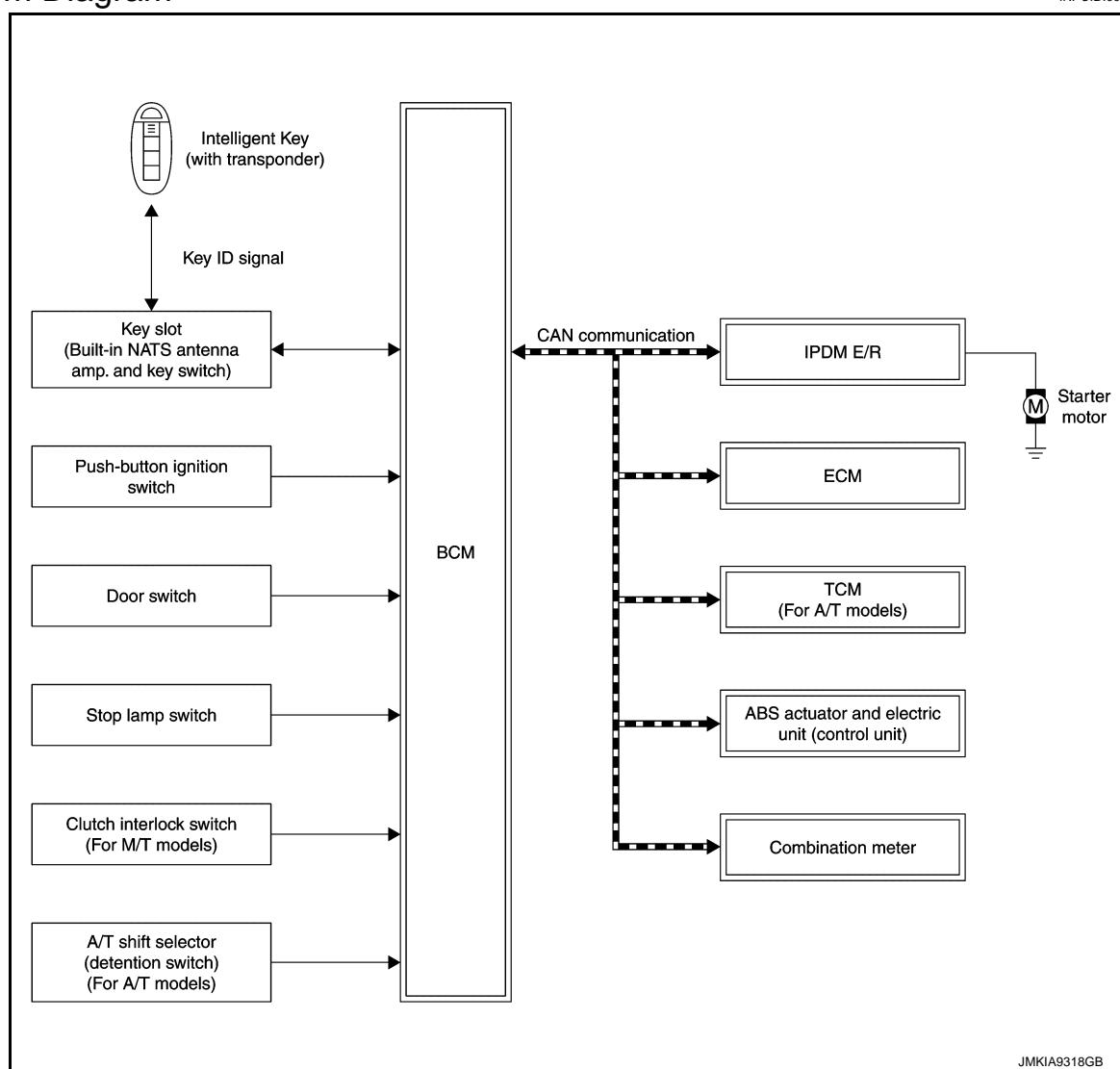
NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< SYSTEM DESCRIPTION >

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

System Diagram

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System Description

INFOID:000000009363116

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 into the key slot.
- 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 that warns that the NVIS (NATS) is on board 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.

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< SYSTEM DESCRIPTION >

- Possible symptom of NVIS (NATS) malfunction is "Engine cannot start". But the engine can not be started with other than NVIS (NATS) malfunction neither. 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-17, "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 Intelligent Key into the key slot. When performing the NVIS (NATS) registration only, the engine cannot be started by the operation when carrying the Intelligent 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

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< SYSTEM DESCRIPTION >

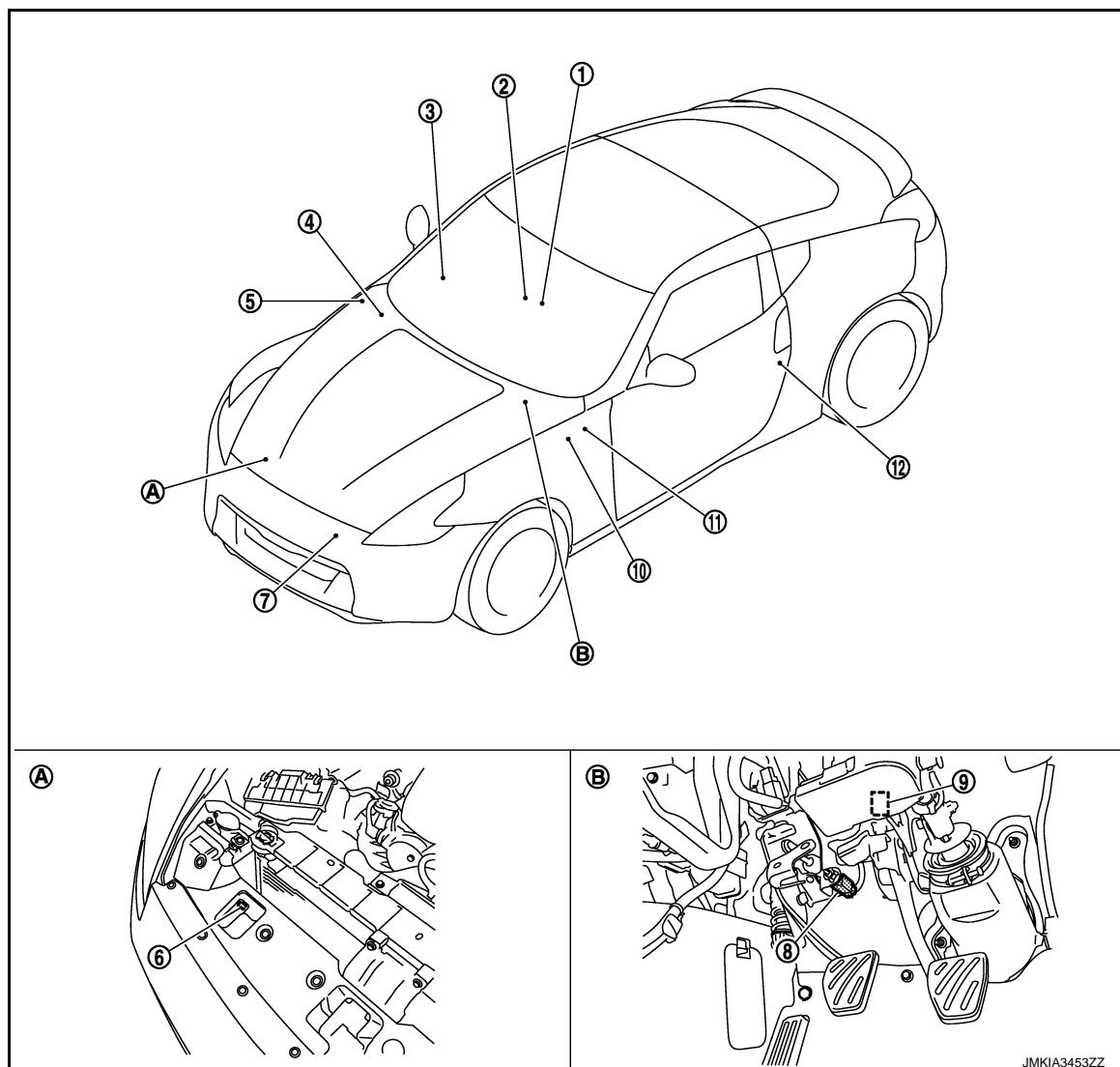
| Power supply position | Engine start/stop condition | | | Push-button ignition switch operation frequency |
|---------------------------------------------|-----------------------------|---------------------------------|----------------------------------|-------------------------------------------------|
| | 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

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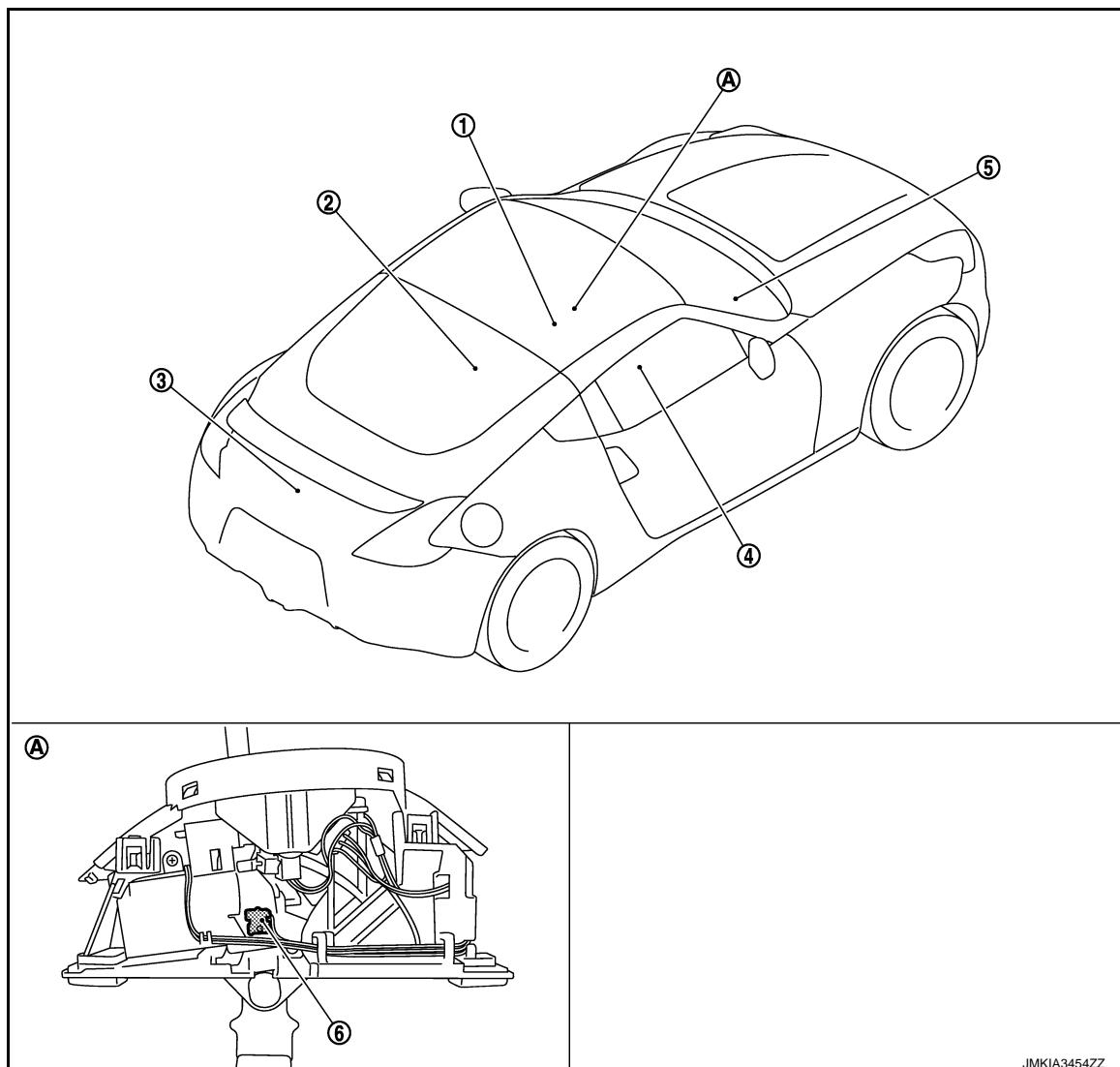


1. Combination meter M53, M54
2. Push-button ignition switch M50
3. Remote keyless entry receiver M104
Refer to [DLK-16, "INTELLIGENT KEY SYSTEM: Component Parts Location"](#).
4. BCM M118, M119, M121, M122, M123
Refer to [BCS-11, "Component Parts Location"](#).
5. IPDM E/R E5, E6, E7, E9
Refer to [PCS-5, "Component Parts Location"](#).
6. Hood switch

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< SYSTEM DESCRIPTION >

- | | | |
|----------------------------------------------------------------|-----------------------------------------------------|---------------------------------|
| 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 | 11. Key slot M22 | 12. Driver side door switch B16 |
| Refer to BRCA-11, "Component Parts Location" . | | |
| A. Built in hood lock RH | B. View with instrument driver lower cover removed | |



JMKIA3454ZZ

- | | | |
|--------------------------------------|-------------------------------------------|-----------------------------------------------|
| 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:0000000009363118

| Component | Reference |
|-----------------------------|-----------------------------------|
| BCM | SEC-81 |
| Push-button ignition switch | SEC-56 |
| Door switch | DLK-20 or DLK-211 |

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< SYSTEM DESCRIPTION >

| Component | Reference |
|----------------------------------------------------|-------------------------|
| Key slot | SEC-96 |
| A/T shift selector (detention switch) (A/T models) | SEC-90 |
| Stop lamp switch | SEC-54 |
| TCM (A/T models) | SEC-69 |
| Clutch interlock switch (M/T models) | SEC-76 |
| Starter relay | SEC-73 |
| Starter control relay | SEC-85 |
| Security indicator lamp | SEC-103 |

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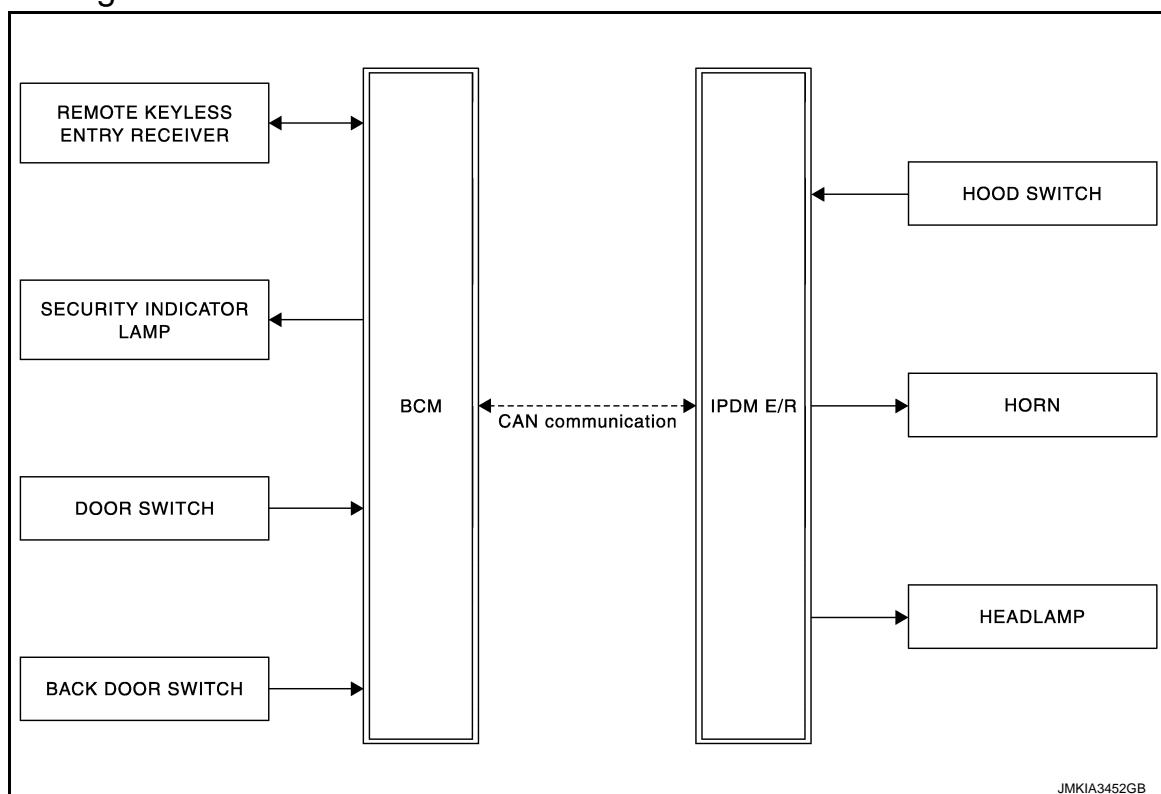
VEHICLE SECURITY SYSTEM

< SYSTEM DESCRIPTION >

VEHICLE SECURITY SYSTEM

System Diagram

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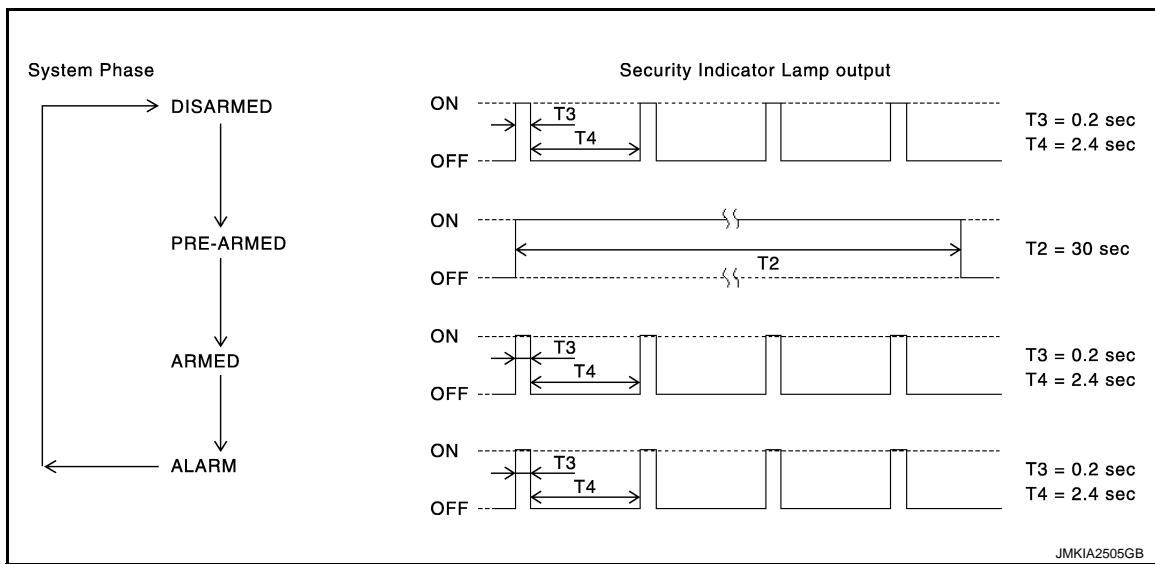


JMKIA3452GB

System Description

INFOID:000000009363120

OPERATION FLOW



JMKIA2505GB

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.

VEHICLE SECURITY SYSTEM

< SYSTEM DESCRIPTION >

- 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.)

- BCM receives LOCK signal from door request switch or Intelligent Key, after all doors are closed.
- 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.

- Unlock all doors with the door request switch or Intelligent Key.
- 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.

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

PANIC ALARM FUNCTION

When ignition switch is OFF (ignition switch is not pressed) and key switch is OFF (Intelligent Key is not inserted in key slot), BCM receives PANIC ALARM signal from Intelligent Key.

BCM turns on and off headlamp intermittently and transmits theft warning horn signal to IPDM E/R. Then, IPDM E/R turns on and off horn intermittently.

The headlamp blinks and the horn sounds intermittently.

The alarm automatically turns off:

- After 25 seconds
- When BCM receives any signal from Intelligent Key

Panic alarm function mode can be changed by "PANIC ALARM SET" mode in "WORK SUPPORT" of "INTELLIGENT KEY" of "BCM" using CONSULT. Refer to [DLK-42, "INTELLIGENT KEY : CONSULT Function \(BCM - INTELLIGENT KEY\) \(For Coupe\)"](#) or [DLK-234, "INTELLIGENT KEY : CONSULT Function \(BCM - INTELLIGENT KEY\) \(For Roadster\)"](#).

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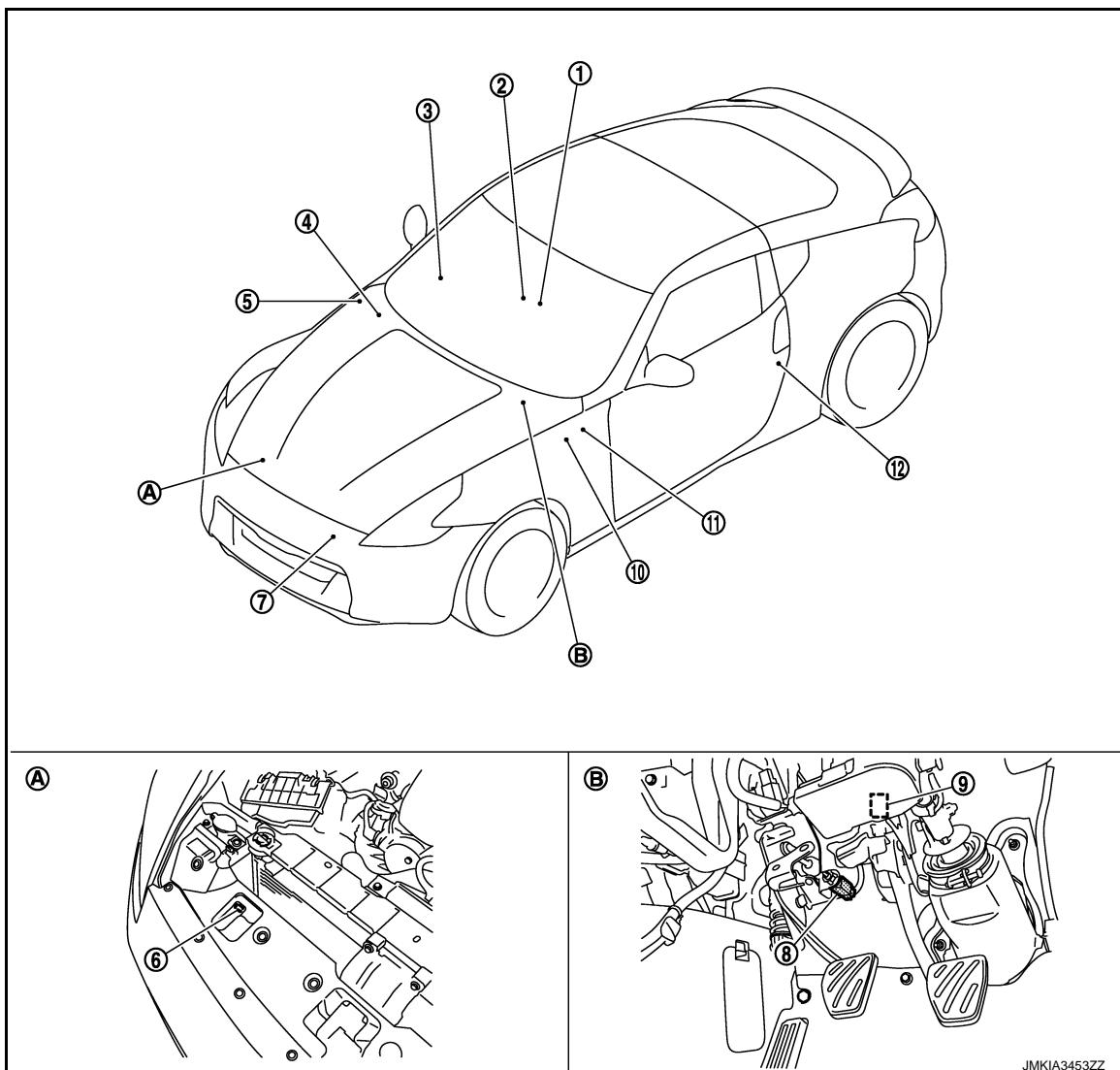
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VEHICLE SECURITY SYSTEM

< SYSTEM DESCRIPTION >

Component Parts Location

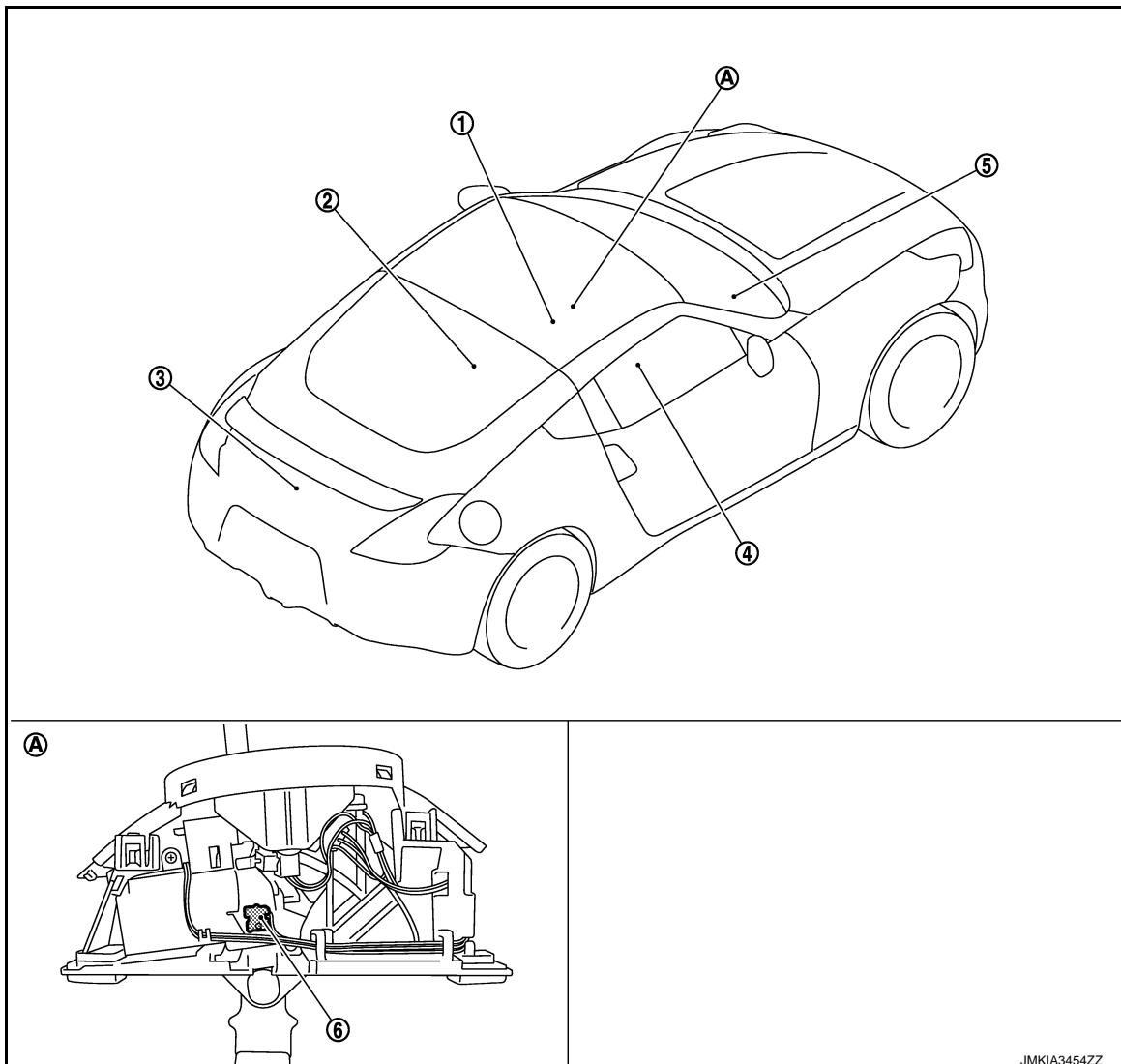
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1. Combination meter M53, M54
 2. Push-button ignition switch M50
 3. Remote keyless entry receiver M104
 4. BCM M118, M119, M121, M122, M123
Refer to [BCS-11, "Component Parts Location"](#).
 5. IPDM E/R E5, E6, E7, E9
Refer to [PCS-5, "Component 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

VEHICLE SECURITY SYSTEM

< SYSTEM DESCRIPTION >



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SEC

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

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Component Description

| Component | Reference |
|-------------------------|-----------------------------------|
| BCM | SEC-81 |
| Security indicator lamp | SEC-103 |
| Door switch | DLK-20 or DLK-211 |
| Back door switch | DLK-20 |
| Hood switch | SEC-99 |

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DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

COMMON ITEM : CONSULT Function (BCM - COMMON ITEM)

INFOID:000000009724096

APPLICATION ITEM

CONSULT 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. |
| 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 | <ul style="list-style-type: none">• 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.

x: Applicable item

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

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.

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| 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 | 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" (Except emergency stop operation) |
| | 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"** |
| | OFF | Power supply position is "OFF" (Ignition switch OFF) |
| | 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 | <p>The number of times that ignition switch is turned ON after DTC is detected</p> <ul style="list-style-type: none"> • 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. |

NOTE:

*: Power supply position shifts to "LOCK" from "OFF", when ignition switch is in the OFF position, selector lever is in the P position (A/T models), and any of the following conditions are met.

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

The power supply position shifts to "ACC" when the push-button ignition switch (push switch) is pushed at "LOCK".

INTELLIGENT KEY

INTELLIGENT KEY : CONSULT Function (BCM - INTELLIGENT KEY) (For Coupe)

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WORK SUPPORT

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| 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 |
| LOCK/UNLOCK BY I-KEY | Door lock/unlock function by door request switch (driver side, passenger side and back door side/trunk lid*) 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 opener switch/ trunk lid opener 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, passenger side and back door side/trunk lid*) 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 (driver side, passenger side and back door side/trunk lid*) 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 |

*: For roadster models

SELF-DIAG RESULT

Refer to [BCS-99, "DTC Index"](#).

DATA MONITOR

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| Monitor Item | Condition |
|-----------------|--------------------------------------------------------------------------------------------|
| REQ SW -DR | Indicates [On/Off] condition of driver side door request switch |
| REQ SW -AS | Indicates [On/Off] condition of passenger side door request switch |
| REQ SW -BD/TR | Indicates [On/Off] condition of back door request switch/trunk lid door request switch*4 |
| PUSH SW | Indicates [On/Off] condition of push-button ignition switch |
| IGN RLY2 -F/B | NOTE: This item is displayed, but cannot be monitored |
| ACC RLY-F/B | NOTE: This item is displayed, but cannot be monitored |
| CLUCH SW*1 | Indicates [On/Off] condition of clutch switch |
| BRAKE SW 1 | Indicates [On/Off]*3 condition of brake switch power supply |
| BRAKE SW 2 | Indicates [On/Off] condition of brake switch |
| DETE/CANCL SW*2 | Indicates [On/Off] condition of P position |
| SFT PN/N SW*2 | Indicates [On/Off] condition of P or N position |
| S/L -LOCK | NOTE: This item is displayed, but cannot be monitored |
| S/L -UNLOCK | NOTE: This item is displayed, but cannot be monitored |
| S/L RELAY -F/B | NOTE: This item is displayed, but cannot be monitored |
| 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*2 | Indicates [On/Off] condition of P position |
| SFT PN -IPDM*2 | Indicates [On/Off] condition of P or N position |
| SFT P -MET*2 | Indicates [On/Off] condition of P position |
| SFT N -MET*2 | Indicates [On/Off] condition of N position |
| ENGINE STATE | Indicates [STOP/STALL/CRANK/RUN] condition of engine states |
| S/L LOCK-IPDM | NOTE: This item is displayed, but cannot be monitored |
| S/L UNLK-IPDM | NOTE: This item is displayed, but cannot be monitored |
| S/L RELAY-REQ | NOTE: This item is displayed, but cannot be monitored |
| 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 |

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DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| Monitor Item | Condition |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 (front) 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 |
| REVERSE SW*1 | Indicates [On/Off] condition of R position |

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

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

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

*4: For roadster models

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 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 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 screen is touched |
| INSIDE BUZZER | This test is able to check warning chime in combination meter operation <ul style="list-style-type: none"> • Take away warning chime sounds when "Take out" on CONSULT screen is touched • Key warning chime sounds when "Key" on CONSULT screen is touched • OFF position warning chime sounds when "Knob" on CONSULT screen is touched |
| INDICATOR | This test is able to check warning lamp operation <ul style="list-style-type: none"> • "KEY" Warning lamp illuminates when "Key on" on CONSULT screen is touched • "KEY" Warning lamp blinks when "Key ind" on CONSULT 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 screen is touched |
| LCD | This test is able to check meter display information <ul style="list-style-type: none"> • Engine start information displays when "BP N" on CONSULT screen is touched • Engine start information displays when "BP I" on CONSULT screen is touched • Key ID warning displays when "ID NG" on CONSULT screen is touched • ROTAT: This item is displayed, but cannot be tested. • P position warning displays when "SFT P" on CONSULT screen is touched • Intelligent Key insert information displays when "INSRT" on CONSULT screen is touched • Intelligent Key low battery warning displays when "BATT" on CONSULT screen is touched • Take away through window warning displays when "NO KY" on CONSULT screen is touched • Take away warning display when "OUTKEY" on CONSULT screen is touched • OFF position warning display when "LK WN" on CONSULT 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 screen is touched |
| HORN | This test is able to check horn operation The horn is activated after "On" on CONSULT screen is touched |
| P RANGE*1 | This test is able to check A/T shift selector power supply A/T shift selector power is supplied when "On" on CONSULT screen is touched |

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| Test item | Description |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ENGINE SW ILLUMI | This test is able to check push-ignition switch illumination operation Push-ignition switch illumination illuminates when "On" on CONSULT 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 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 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 screen is touched |
| KEY SLOT ILLUMI | This test is able to check key slot illumination operation Key slot illumination blinks when "On" on CONSULT screen is touched |
| TRUNK/BACK DOOR | This test is able to check back door opener actuator/ trunk lid opener actuator* ² open operation This actuator opens when "Open" on CONSULT screen is touched |

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

*²: For roadster models

INTELLIGENT KEY : CONSULT Function (BCM - INTELLIGENT KEY) (For Roadster)

INFOID:0000000009724095

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 <ul style="list-style-type: none"> • MODE 1: 1 minute • MODE 2: 5 minutes • MODE 3: 30 seconds • MODE 4: 2 minutes |
| LOCK/UNLOCK BY I-KEY | Door lock/unlock function by door request switch (driver side, passenger side and back door side/trunk lid*) 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 opener switch/ trunk lid opener 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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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 |

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| Monitor item | Description |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HAZARD ANSWER BACK | Hazard reminder function mode can be selected from the following with this mode <ul style="list-style-type: none"> • 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, passenger side and back door side/trunk lid*) can be selected from the following with this mode <ul style="list-style-type: none"> • 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 (driver side, passenger side and back door side/trunk lid*) 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 |

*: For roadster models

SELF-DIAG RESULT

Refer to [BCS-99, "DTC Index"](#).

DATA MONITOR

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

| Monitor Item | Condition |
|-----------------|------------------------------------------------------------------------------------------|
| REQ SW -DR | Indicates [On/Off] condition of driver side door request switch |
| REQ SW -AS | Indicates [On/Off] condition of passenger side door request switch |
| REQ SW -BD/TR | Indicates [On/Off] condition of back door request switch/trunk lid door request switch*4 |
| PUSH SW | Indicates [On/Off] condition of push-button ignition switch |
| IGN RLY2 -F/B | NOTE: This item is displayed, but cannot be monitored |
| ACC RLY-F/B | NOTE: This item is displayed, but cannot be monitored |
| CLUCH SW*1 | Indicates [On/Off] condition of clutch switch |
| BRAKE SW 1 | Indicates [On/Off]*3 condition of brake switch power supply |
| BRAKE SW 2 | Indicates [On/Off] condition of brake switch |
| DETE/CANCL SW*2 | Indicates [On/Off] condition of P position |
| SFT PN/N SW*2 | Indicates [On/Off] condition of P or N position |
| S/L -LOCK | NOTE: This item is displayed, but cannot be monitored |
| S/L -UNLOCK | NOTE: This item is displayed, but cannot be monitored |
| S/L RELAY -F/B | NOTE: This item is displayed, but cannot be monitored |
| 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*2 | Indicates [On/Off] condition of P position |

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| Monitor Item | Condition |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| SFT PN -IPDM* ² | Indicates [On/Off] condition of P or N position |
| SFT P -MET* ² | Indicates [On/Off] condition of P position |
| SFT N -MET* ² | Indicates [On/Off] condition of N position |
| ENGINE STATE | Indicates [STOP/STALL/CRANK/RUN] condition of engine states |
| S/L LOCK-IPDM | NOTE: This item is displayed, but cannot be monitored |
| S/L UNLK-IPDM | NOTE: This item is displayed, but cannot be monitored |
| S/L RELAY-REQ | NOTE: This item is displayed, but cannot be monitored |
| 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 (front) 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 |
| REVERSE SW* ¹ | Indicates [On/Off] condition of R position |

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

*²: It is displayed but does not operate on M/T models.

*³: OFF is displayed when brake pedal is depressed while brake switch power supply is OFF.

*⁴: For roadster models

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 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 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 screen is touched |

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| Test item | Description |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INSIDE BUZZER | This test is able to check warning chime in combination meter operation <ul style="list-style-type: none"> • Take away warning chime sounds when "Take out" on CONSULT screen is touched • Key warning chime sounds when "Key" on CONSULT screen is touched • OFF position warning chime sounds when "Knob" on CONSULT screen is touched |
| INDICATOR | This test is able to check warning lamp operation <ul style="list-style-type: none"> • "KEY" Warning lamp illuminates when "Key on" on CONSULT screen is touched • "KEY" Warning lamp blinks when "Key ind" on CONSULT 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 screen is touched |
| LCD | This test is able to check meter display information <ul style="list-style-type: none"> • Engine start information displays when "BP N" on CONSULT screen is touched • Engine start information displays when "BP I" on CONSULT screen is touched • Key ID warning displays when "ID NG" on CONSULT screen is touched • ROTAT: This item is displayed, but cannot be tested. • P position warning displays when "SFT P" on CONSULT screen is touched • Intelligent Key insert information displays when "INSRT" on CONSULT screen is touched • Intelligent Key low battery warning displays when "BATT" on CONSULT screen is touched • Take away through window warning displays when "NO KY" on CONSULT screen is touched • Take away warning display when "OUTKEY" on CONSULT screen is touched • OFF position warning display when "LK WN" on CONSULT 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 screen is touched |
| HORN | This test is able to check horn operation The horn is activated after "On" on CONSULT screen is touched |
| P RANGE ^{*1} | This test is able to check A/T shift selector power supply A/T shift selector power is supplied when "On" on CONSULT 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 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 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 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 screen is touched |
| KEY SLOT ILLUMI | This test is able to check key slot illumination operation Key slot illumination blinks when "On" on CONSULT screen is touched |
| TRUNK/BACK DOOR | This test is able to check back door opener actuator/ trunk lid opener actuator ^{*2} open operation This actuator opens when "Open" on CONSULT screen is touched |

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

*²: For roadster models

THEFT ALM

THEFT ALM : CONSULT Function (BCM - THEFT)

INFOID:000000009363126

DATA MONITOR

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

| Monitored Item | Description | |
|----------------|---------------------------------------------------------------------------------------|---|
| REQ SW -DR | Indicates [ON/OFF] condition of door request switch (driver side). | A |
| REQ SW -AS | Indicates [ON/OFF] condition of door request switch (passenger side). | B |
| REQ SW -RR | NOTE: This is displayed even when it is not equipped. | C |
| REQ SW -RL | NOTE: This is displayed even when it is not equipped. | D |
| REQ SW -BD/TR | Indicates [ON/OFF] condition of back door request switch. | E |
| PUSH SW | Indicates [ON/OFF] condition of push-button ignition switch | F |
| UNLK SEN -DR | Indicates [ON/OFF] condition of driver door UNLOCK status. | G |
| KEY SW -SLOT | Indicates [ON/OFF] condition of key slot. | H |
| DOOR SW-DR | Indicates [ON/OFF] condition of driver side door switch. | I |
| DOOR SW-AS | Indicates [ON/OFF] condition of passenger side door switch. | J |
| 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 | NOTE: This is displayed even when it is not equipped. | |
| 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

SEC

| 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 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 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 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 screen is touched. |
| FLASHER | This test is able to check vehicle security hazard lamp operation. The hazard lamps are activated after "ON" on CONSULT screen is touched. |

IMMU

IMMU : CONSULT Function (BCM - IMMU)

INFOID:000000009363127

DATA MONITOR

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

| Monitor item | Content |
|----------------|---------------------------------------------------------------------------------------------------------------------|
| CONFIRM ID ALL | |
| CONFIRM ID4 | |
| CONFIRM ID3 | Indicates [YET] at all time. Switches to [DONE] when a registered Intelligent Key is inserted into the key slot. |
| CONFIRM ID2 | |
| CONFIRM ID1 | |
| TP 4 | |
| TP 3 | Indicates the number of IDs that are registered. |
| 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 screen touched. |

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

U1000 CAN COMM CIRCUIT

BCM

BCM : Description

INFOID:0000000009363128

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-25, "CAN Communication Signal Chart"](#).

BCM : DTC Logic

INFOID:0000000009363129

DTC DETECTION LOGIC

| DTC | CONSULT display de-scription | 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:0000000009363130

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-15, "Trouble Diagnosis Flow Chart"](#).

NO >> Refer to [GI-45, "Intermittent Incident"](#).

IPDM E/R

IPDM E/R : Description

INFOID:0000000009363131

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-25, "CAN Communication Signal Chart"](#).

IPDM E/R : DTC Logic

INFOID:0000000009363132

DTC DETECTION LOGIC

| DTC | CONSULT display de-scription | 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 : Diagnosis Procedure

INFOID:0000000009363133

1. PERFORM SELF DIAGNOSTIC

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

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-15, "Trouble Diagnosis Flow Chart"](#).

NO >> Refer to [GI-45, "Intermittent Incident"](#).

U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

U1010 CONTROL UNIT (CAN)

BCM

BCM : DTC Logic

INFOID:000000009363134

DTC DETECTION LOGIC

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

BCM : Diagnosis Procedure

INFOID:000000009363135

1. REPLACE BCM

When DTC "U1010" is detected, replace BCM.

>> Replace BCM. Refer to [BCS-106, "Exploded View"](#).

BCM : Special Repair Requirement

INFOID:000000009363136

1. REQUIRED WORK WHEN REPLACING BCM

Initialize control unit.

>> Work end.

SEC

P1610 LOCK MODE

< DTC/CIRCUIT DIAGNOSIS >

P1610 LOCK MODE

Description

INFOID:0000000009363137

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:0000000009363138

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. <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-38, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363139

1. CHECK ENGINE START FUNCTION

1. Perform the check for DTC except DTC P1610.
2. Use CONSULT 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

< DTC/CIRCUIT DIAGNOSIS >

P1611 ID DISCORD, IMMU-ECM

Description

INFOID:0000000009363140

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:0000000009363141

DTC DETECTION LOGIC

NOTE:

- If DTC P1611 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC P1611 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-39, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363142

1. PERFORM INITIALIZATION

Perform initialization using CONSULT. Reregister all Intelligent Keys.

For initialization and registration of Intelligent Key.

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-106, "Removal and Installation"](#).
2. Perform initialization using CONSULT.

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-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Description"](#).
2. Perform initialization using CONSULT.

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

P1611 ID DISCORD, IMMU-ECM

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END

NO >> GO TO 4.

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident".](#)

>> INSPECTION END

P1612 CHAIN OF ECM-IMMU

< DTC/CIRCUIT DIAGNOSIS >

P1612 CHAIN OF ECM-IMMU

Description

INFOID:0000000009363143

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:0000000009363144

DTC DETECTION LOGIC

NOTE:

- If DTC P1612 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC P1612 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "BCM : DTC Logic"](#).

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---------|------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| P1612 | CHAIN OF ECM-IMMU | Inactive communication between ECM and BCM | <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-41, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363145

1. REPLACE BCM

1. Replace BCM. Refer to [BCS-106, "Removal and Installation"](#).
2. Perform initialization using CONSULT.

Does the engine start?

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

2. REPLACE ECM

Replace ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Description"](#).

>> INSPECTION END

A

B

C

D

E

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G

H

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J

SEC

L

M

N

O

P

P1614 CHAIN OF IMMU-KEY

< DTC/CIRCUIT DIAGNOSIS >

P1614 CHAIN OF IMMU-KEY

Description

INFOID:0000000009363146

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

DTC Logic

INFOID:0000000009363147

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. | <ul style="list-style-type: none">• 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.

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.

Is DTC detected?

YES >> Go to [SEC-42, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363148

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.

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

Is the inspection result normal?

YES >> Replace key slot. Refer to [SEC-204, "Removal and Installation"](#).

NO >> GO TO 3.

P1614 CHAIN OF IMMU-KEY

< DTC/CIRCUIT DIAGNOSIS >

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-106, "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.

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

Is the inspection result normal?

- YES >> Replace key slot. Refer to [SEC-204, "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-106, "Removal and Installation"](#).
NO >> Repair or replace harness.

7.CHECK KEY SLOT GROUND CIRCUIT

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P1614 CHAIN OF IMMU-KEY

< DTC/CIRCUIT DIAGNOSIS >

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-45, "Intermittent Incident".](#)

>> INSPECTION END

P1615 DIFFRENCE OF KEY

< DTC/CIRCUIT DIAGNOSIS >

P1615 DIFFRENCE OF KEY

Description

INFOID:0000000009363149

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

DTC Logic

INFOID:0000000009363150

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.

Is DTC detected?

- YES >> Go to [SEC-45, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363151

1. PERFORM INITIALIZATION

Perform initialization using CONSULT. Reregister all Intelligent Keys.

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.

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-45, "Intermittent Incident"](#).

>> INSPECTION END

SEC

B2190 NATS ANTENNA AMP.

< DTC/CIRCUIT DIAGNOSIS >

B2190 NATS ANTENNA AMP.

Description

INFOID:0000000009363152

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

DTC Logic

INFOID:0000000009363153

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---------|------------------------|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| B2190 | NATS ANTENNA AMP | Inactive communication between key slot and BCM. | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-46, "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.

Is DTC detected?

YES >> Go to [SEC-46, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363154

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.

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

Is the inspection result normal?

YES >> Replace key slot. Refer to [SEC-204, "Removal and Installation"](#).

NO >> GO TO 3.

B2190 NATS ANTENNA AMP.

< DTC/CIRCUIT DIAGNOSIS >

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-106, "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.

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

Is the inspection result normal?

- YES >> Replace key slot. Refer to [SEC-204, "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-106, "Removal and Installation"](#).
NO >> Repair or replace harness.

7.CHECK KEY SLOT GROUND CIRCUIT

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B2190 NATS ANTENNA AMP.

< DTC/CIRCUIT DIAGNOSIS >

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-45, "Intermittent Incident".](#)

>> INSPECTION END

B2191 DIFFERENCE OF KEY

< DTC/CIRCUIT DIAGNOSIS >

B2191 DIFFERENCE OF KEY

Description

INFOID:0000000009363155

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

DTC Logic

INFOID:0000000009363156

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.

Is DTC detected?

- YES >> Go to [SEC-49, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363157

1. PERFORM INITIALIZATION

Perform initialization using CONSULT. Reregister all Intelligent Keys.

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.

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-45, "Intermittent Incident"](#).

>> INSPECTION END

SEC

B2192 ID DISCORD, IMMU-ECM

< DTC/CIRCUIT DIAGNOSIS >

B2192 ID DISCORD, IMMU-ECM

Description

INFOID:0000000009363158

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:0000000009363159

DTC DETECTION LOGIC

NOTE:

- If DTC B2192 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2192 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-50, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363160

1. PERFORM INITIALIZATION

Perform initialization using CONSULT. Reregister all Intelligent Keys.

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-106, "Removal and Installation"](#).

2. Perform initialization using CONSULT.

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-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Description"](#).

2. Perform initialization using CONSULT.

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

YES >> INSPECTION END

NO >> GO TO 4.

B2192 ID DISCORD, IMMU-ECM

< DTC/CIRCUIT DIAGNOSIS >

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident".](#)

>> INSPECTION END

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< DTC/CIRCUIT DIAGNOSIS >

B2193 CHAIN OF ECM-IMMU

Description

INFOID:0000000009363161

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:0000000009363162

DTC DETECTION LOGIC

NOTE:

- If DTC B2193 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2193 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "BCM : DTC Logic"](#).

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---------|------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| B2193 | CHAIN OF ECM-IMMU | Inactive communication between ECM and BCM | <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-52, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363163

1. REPLACE BCM

1. Replace BCM. Refer to [BCS-106, "Removal and Installation"](#).
2. Perform initialization using CONSULT.

Does the engine start?

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

2. REPLACE ECM

Replace ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Description"](#).

>> INSPECTION END

B2195 ANTI-SCANNING

< DTC/CIRCUIT DIAGNOSIS >

B2195 ANTI-SCANNING

Description

INFOID:0000000009363164

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:0000000009363165

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

- 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.

Is DTC detected?

- YES >> Refer to [SEC-53, "Diagnosis Procedure"](#).
NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000009363166

1. CHECK SELF-DIAGNOSTIC RESULT-1

1. Perform "Self-diagnostic result" of BCM using CONSULT.
2. Erase DTC.
3. Perform DTC Confirmation Procedure. Refer to [SEC-53, "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-106, "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.
3. Erase DTC.
4. Perform DTC Confirmation Procedure. Refer to [SEC-53, "DTC Logic"](#).

Is DTC 2195 detected?

- YES >> Replace BCM. Refer to [BCS-106, "Removal and Installation"](#).
NO >> INSPECTION END

B2555 STOP LAMP

< DTC/CIRCUIT DIAGNOSIS >

B2555 STOP LAMP

Description

INFOID:0000000009363167

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:0000000009363168

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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to SEC-54, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363169

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

B2555 STOP LAMP

< DTC/CIRCUIT DIAGNOSIS >

- 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 |

- 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-19, "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000009363170

1.CHECK STOP LAMP SWITCH

- Turn ignition switch OFF.
- Disconnect stop lamp switch connector.
- Check continuity between stop lamp switch terminals.

| Stop lamp switch | | Condition | Continuity |
|------------------|---|-------------|---------------|
| Terminal | | | |
| 1 | 2 | Brake pedal | Not depressed |
| | | | Depressed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch. Refer to [BR-19, "Exploded View"](#).

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B2556 PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2556 PUSH-BUTTON IGNITION SWITCH

Description

INFOID:0000000009363171

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:0000000009363172

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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-56, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363173

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.

| (+) Push-button ignition switch | | (-) | Voltage (V) (Approx.) |
|---------------------------------|----------|--------|--------------------------|
| 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?

B2556 PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Replace BCM. Refer to [BCS-106, "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 | | Existed |
| M50 | 1 | | |

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-205, "Removal and Installation"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000009363174

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 | | | Push-button ignition switch | Pressed |
| 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-205, "Removal and Installation"](#).

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< DTC/CIRCUIT DIAGNOSIS >

B2557 VEHICLE SPEED

Description

INFOID:0000000009363175

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:0000000009363176

DTC DETECTION LOGIC

NOTE:

- If DTC B2557 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2557 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "BCM : DTC Logic"](#).

| DTC No. | Self-diagnosis name | DTC detecting condition | Possible causes |
|---------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B2557 | VEHICLE SPEED | <p>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.</p> <ul style="list-style-type: none">• One is 10 km/h (6.2 MPH) or more and the other is 4 km/h (2.5 MPH) or less | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-58, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363177

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

Check “Self-diagnostic result” using CONSULT. Refer to [BRC-95, "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. Refer to [MWI-77, "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-45, "Intermittent Incident"](#).

>> INSPECTION END

B2560 STARTER CONTROL RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2560 STARTER CONTROL RELAY

Description

INFOID:0000000009363178

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 (models with steering lock unit).

DTC Logic

INFOID:0000000009363179

DTC DETECTION LOGIC

NOTE:

- If DTC B2560 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2560 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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.

Is DTC detected?

YES >> Go to [SEC-59, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363180

1. CHECK DTC WITH IPDM E/R

Check "Self-diagnostic result" using CONSULT. Refer to [PCS-31, "DTC Index"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

B2601 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

B2601 SHIFT POSITION

Description

INFOID:0000000009363181

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:0000000009363182

DTC DETECTION LOGIC

NOTE:

- If DTC B2601 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2601 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-60, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363183

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.

| (+) A/T shift selector (detention switch) | | (-) | Voltage (V) (Approx.) |
|-------------------------------------------|----------|--------|--------------------------|
| 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.

B2601 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

| 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 | | Not existed |
| M137 | 9 | | |
| | | | Not existed |

Is the inspection result normal?

YES >> Replace BCM. Refer to [BCS-106, "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 | | Not existed |
| 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.

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| 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-325, "Removal and Installation"](#).

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

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B2601 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

Component Inspection

INFOID:000000009363184

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 | | | Selector lever | P position |
| 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-325, "Removal and Installation".](#)

B2602 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

B2602 SHIFT POSITION

Description

INFOID:0000000009363185

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:0000000009363186

DTC DETECTION LOGIC

NOTE:

- If DTC B2602 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic".](#)
- If DTC B2602 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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 | <ul style="list-style-type: none"> • 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.

Is DTC detected?

- YES >> Go to [SEC-63, "Diagnosis Procedure".](#)
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363187

1. CHECK DTC WITH "ABS ACTUATOR AND ELECTRIC UNIT"

Check "Self-diagnostic result" using CONSULT. Refer to [BCR-95, "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.

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

Is the inspection result normal?

B2602 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

- 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-106, "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-325, "Removal and Installation"](#).

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000009363188

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.

B2602 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

| A/T shift selector (detention switch) | | Condition | Continuity |
|---------------------------------------|----|----------------|------------------|
| Terminal | | | |
| 9 | 10 | Selector lever | P position |
| | | | Other than above |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace A/T shift selector. Refer to [TM-325, "Removal and Installation"](#).

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B2603 SHIFT POSITION STATUS

< DTC/CIRCUIT DIAGNOSIS >

B2603 SHIFT POSITION STATUS

Description

INFOID:0000000009363189

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:0000000009363190

DTC DETECTION LOGIC

NOTE:

- If DTC B2603 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2603 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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. <ul style="list-style-type: none">• Transmission range switch: approx. 0 V• A/T shift selector (detention switch): approx. 0 V | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-66, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363191

1. CHECK DTC WITH TCM

Check "Self-diagnostic result" using CONSULT.

Are any DTC detected?

YES >> Refer to [TM-297, "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.

B2603 SHIFT POSITION STATUS

< DTC/CIRCUIT DIAGNOSIS >

| 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.

| (+) A/T shift selector (detention switch) | | (-) | Voltage (V) (Approx.) |
|-------------------------------------------|----------|--------|--------------------------|
| 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-106, "Removal and Installation"](#).

NO >> Repair or replace harness.

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B2603 SHIFT POSITION STATUS

< DTC/CIRCUIT DIAGNOSIS >

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-325, "Removal and Installation"](#).

8.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

B2604 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2604 PNP SWITCH

Description

INFOID:0000000009363192

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:0000000009363193

DTC DETECTION LOGIC

NOTE:

- If DTC B2604 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2604 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "BCM : DTC Logic"](#).

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| B2604 | PNP SWITCH | <p>BCM detects the following status for 500 ms or more when the ignition switch is in the ON position.</p> <ul style="list-style-type: none">• 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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-69, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363194

1. CHECK DTC WITH TCM

Check "Self-diagnostic result" using CONSULT.

Are any DTC detected?

- YES >> Refer to [TM-297, "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.

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B2604 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

| 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-45, "Intermittent Incident".](#)

>> INSPECTION END

B2605 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2605 PNP SWITCH

Description

INFOID:0000000009363195

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:0000000009363196

DTC DETECTION LOGIC

NOTE:

- If DTC B2605 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic".](#)
- If DTC B2605 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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 <ul style="list-style-type: none">• 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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-71, "Diagnosis Procedure".](#)
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363197

1. CHECK DTC WITH IPDM E/R

Check "Self-diagnostic result" using CONSULT. Refer to [PCS-31, "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.

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B2605 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

| 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-45, "Intermittent Incident".](#)

>> INSPECTION END

B2608 STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2608 STARTER RELAY

Description

INFOID:0000000009363198

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:0000000009363199

DTC DETECTION LOGIC

NOTE:

- If DTC B2608 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2608 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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-87, "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. | <ul style="list-style-type: none"> Harness or connectors (Starter relay circuit is open or shorted.) IPDM E/R |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 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
- Check "Self-diagnostic result" using CONSULT.

Is DTC detected?

YES >> Go to [SEC-73, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363200

1. CHECK BCM POWER SUPPLY CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> GO TO 2.

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B2608 STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

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-34, "Removal and Installation"](#).

NO >> Repair or replace harness.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

B260F ENGINE STATUS

< DTC/CIRCUIT DIAGNOSIS >

B260F ENGINE STATUS

Description

INFOID:0000000009363201

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

DTC Logic

INFOID:0000000009363202

DTC DETECTION LOGIC

NOTE:

- If DTC B260F is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B260F is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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.

Is DTC detected?

- YES >> Go to [SEC-75, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363203

SEC

1. INSPECTION START

1. Turn ignition switch ON.
2. Check "Self-diagnostic result" using CONSULT.
3. Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [SEC-75, "DTC Logic"](#).

Is the DTC B260F displayed again?

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

2. REPLACE ECM

Replace ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Description"](#).

>> INSPECTION END

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

B26E8 CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B26E8 CLUTCH INTERLOCK SWITCH

Description

INFOID:0000000009363204

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

DTC Logic

INFOID:0000000009363205

NOTE:

If DTC B26E8 is displayed with DTC B210F, first perform the trouble diagnosis for DTC B210F. Refer to [SEC-90, "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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-76, "Diagnosis Procedure".](#)

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363206

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.

B26E8 CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

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

Is the inspection result normal?

YES >> Replace BCM. Refer to [BCS-106, "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-77, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace clutch interlock switch. Refer to [CL-10, "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000009363207

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 | | Clutch pedal | Depressed | |
| 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-10, "Exploded View"](#).

B26EA KEY REGISTRATION

< DTC/CIRCUIT DIAGNOSIS >

B26EA KEY REGISTRATION

Description

INFOID:0000000009363208

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

DTC Logic

INFOID:0000000009363209

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---------|------------------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| B26EA | KEY REGISTRATION | Intelligent Key is not registered successfully. | <ul style="list-style-type: none">• Improper registration operation• Intelligent Key• BCM |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Perform initialization using CONSULT. Reregister all Intelligent Keys.
2. Check "Self-diagnostic result" using CONSULT.

Is DTC detected?

- YES >> Go to [SEC-78, "Diagnosis Procedure"](#)
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363210

1. PERFORM INITIALIZATION

1. Perform initialization using CONSULT. Reregister all Intelligent Keys.
2. Check "Self-diagnostic result" using CONSULT.

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.
3. Check "Self-diagnostic result" using CONSULT.

Is DTC detected?

- YES >> Replace BCM. Refer to [BCS-106, "Removal and Installation"](#).
NO >> INSPECTION END

B2617 STARTER RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

B2617 STARTER RELAY CIRCUIT

Description

INFOID:000000009363211

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:000000009363212

DTC DETECTION LOGIC

NOTE:

- If DTC B2617 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B2617 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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-88, "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. | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-79, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000009363213

1. CHECK STARTER RELAY

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

| (+) | BCM | (-) | Condition | Voltage (V) (Approx.) | |
|-----------|----------|--------|--------------------------------|--------------------------|-----------------|
| Connector | Terminal | | | | |
| 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.

B2617 STARTER RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

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-34, "Removal and Installation"](#).
NO >> Repair or replace harness.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

< DTC/CIRCUIT DIAGNOSIS >

B2619 BCM**Description**

INFOID:0000000009363214

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:0000000009363215

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**

- 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.

Is DTC detected?

- YES >> Go to [SEC-81, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363216

1. INSPECTION START

- Turn ignition switch ON.
- Check "Self-diagnostic result" using CONSULT.
- Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [SEC-81, "DTC Logic"](#).

Is the DTC B2619 displayed again?

- YES >> Replace BCM. Refer to [BCS-106, "Removal and Installation"](#).
 NO >> INSPECTION END

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< DTC/CIRCUIT DIAGNOSIS >

B261E VEHICLE TYPE

Description

INFOID:0000000009363217

There are two types of vehicles.

- HEV
- Conventional

DTC Logic

INFOID:0000000009363218

DTC DETECTION LOGIC

NOTE:

- If DTC B261E is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "BCM : DTC Logic"](#).
- If DTC B261E is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [SEC-37, "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.

Is DTC detected?

- YES >> Go to [SEC-82, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363219

1. INSPECTION START

1. Turn ignition switch ON.
2. Check "Self-diagnostic result" using CONSULT.
3. Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [SEC-82, "DTC Logic"](#).

Is the 1st trip DTC B261E displayed again?

- YES >> Replace BCM. Refer to [BCS-106, "Removal and Installation"](#).
NO >> INSPECTION END

B261F ASCD CLUTCH SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B261F ASCD CLUTCH SWITCH

Description

INFOID:0000000009363220

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

DTC Logic

INFOID:0000000009363221

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. | <ul style="list-style-type: none"> • 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.

Is DTC detected?

- YES >> Go to [SEC-83. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363222

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 |
| | | | | Not depressed |
| | | | | Battery voltage |

Is the inspection result normal?

B261F ASCD CLUTCH SWITCH

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Replace BCM. Refer to [BCS-106, "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-84, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace clutch pedal position switch. Refer to [CL-10, "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000009363223

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 depressed |

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace clutch pedal position switch. Refer to [CL-10, "Exploded View"](#).

B210B STARTER CONTROL RELAY

< DTC/CIRCUIT DIAGNOSIS >

B210B STARTER CONTROL RELAY

Description

INFOID:0000000009363224

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 (models with steering lock unit). It is installed parallel to the starter relay.

DTC Logic

INFOID:0000000009363225

DTC DETECTION LOGIC

NOTE:

If DTC B210B is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "IPDM E/R : 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. <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-85, "Diagnosis Procedure".](#)
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363226

1. INSPECTION START

1. Turn ignition switch ON.
2. Check "Self-diagnostic result" for IPDM E/R using CONSULT.
3. Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [SEC-85, "DTC Logic".](#)

Is the DTC B210B displayed again?

- YES >> Replace IPDM E/R. Refer [PCS-34, "Removal and Installation".](#)
NO >> INSPECTION END

B210C STARTER CONTROL RELAY

< DTC/CIRCUIT DIAGNOSIS >

B210C STARTER CONTROL RELAY

Description

INFOID:0000000009363227

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 (models with steering lock unit). It is installed parallel to the starter relay.

DTC Logic

INFOID:0000000009363228

DTC DETECTION LOGIC

NOTE:

- If DTC B210C is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "IPDM E/R : 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. <ul style="list-style-type: none">• Starter control relay ON/OFF signal from BCM• Transmission range switch input signal | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-86, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363229

1. INSPECTION START

1. Turn ignition switch ON.
2. Check "Self-diagnostic result" for IPDM E/R using CONSULT.
3. Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [SEC-86, "DTC Logic"](#).

Is the DTC B210C displayed again?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

NO >> INSPECTION END

B210D STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

B210D STARTER RELAY

Description

INFOID:0000000009363230

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:0000000009363231

DTC DETECTION LOGIC

NOTE:

- If DTC B210D is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "IPDM E/R : DTC Logic".](#)
- If DTC B210D is displayed with DTC B2617, first perform the trouble diagnosis for DTC B2617. Refer to [SEC-79, "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. <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-87, "Diagnosis Procedure".](#)
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363232

1. INSPECTION START

1. Turn ignition switch ON.
2. Check "Self-diagnostic result" for IPDM E/R using CONSULT.
3. Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [SEC-87, "DTC Logic".](#)

Is the DTC B210D displayed again?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation".](#)
NO >> INSPECTION END

B210E STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

B210E STARTER RELAY

Description

INFOID:0000000009363233

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:0000000009363234

DTC DETECTION LOGIC

NOTE:

- If DTC B210E is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "IPDM E/R : 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-92, "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. <ul style="list-style-type: none">• Starter control relay ON/OFF signal from BCM• Transmission range switch input | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-88, "Diagnosis Procedure".](#)

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363235

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 |
| | | | Other than above | 12 |
| | | | | 0 |
| | | | Clutch pedal (M/T models) | Depressed |
| | | | Not depressed | Battery voltage |
| | | | | 0 |

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

B210E STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

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-34, "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.

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

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).
NO >> Check harness for open or short between IPDM E/R and battery. Refer to [PCS-26, "Wiring Diagram - IPDM E/R -"](#).

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B210F PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B210F PNP/CLUTCH INTERLOCK SWITCH

Description

INFOID:0000000009363236

IPDM E/R confirms the shift position with the following signals.

- Transmission range switch
- Shift position signal from BCM (CAN)

DTC Logic

INFOID:0000000009363237

DTC DETECTION LOGIC

NOTE:

If DTC B210F is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "IPDM E/R : 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. <ul style="list-style-type: none">• Transmission range switch input signal• Shift position signal from BCM (CAN) | <ul style="list-style-type: none">• 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.

Is DTC detected?

YES >> Go to [SEC-90, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363238

1. CHECK DTC WITH BCM

Check "Self-diagnostic result" using CONSULT. Refer to [BCS-99, "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.

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

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

B210F PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

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-106, "Removal and Installation"](#).

NO >> Repair or replace harness.

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B2110 PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2110 PNP/CLUTCH INTERLOCK SWITCH

Description

INFOID:0000000009363239

IPDM E/R confirms the shift position with the following signals.

- Transmission range switch
- Shift position signal from BCM (CAN)

DTC Logic

INFOID:0000000009363240

DTC DETECTION LOGIC

NOTE:

If DTC B2110 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [SEC-35, "IPDM E/R : 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. <ul style="list-style-type: none">• Transmission range switch input signal• Shift position signal from BCM (CAN) | <ul style="list-style-type: none">• 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.

Is DTC detected?

- YES >> Go to [SEC-92, "Diagnosis Procedure".](#)
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000009363241

1. CHECK DTC WITH BCM

Check "Self-diagnostic result" using CONSULT. Refer to [BCS-99, "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.

B2110 PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

| (+) IPDM E/R | | (-) | Condition | | Voltage (V) (Approx.) |
|--------------|----------|--------|--------------------------------|-------------------------------------|--------------------------|
| Connector | Terminal | | Selector lever (A/T models) | N or P position Other than above | |
| E5 | 30 | Ground | Selector lever (A/T models) | N or P position Other than above | Battery voltage 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-34, "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-106, "Removal and Installation"](#).

NO >> Repair or replace harness.

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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

POWER SUPPLY AND GROUND CIRCUIT BCM

BCM : Diagnosis Procedure

INFOID:000000009363242

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 | | |
| Connector | Terminal | |
| M118 | 1 | |
| M119 | 11 | Battery voltage |

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

IPDM E/R : Diagnosis Procedure

INFOID:000000009363243

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 |

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

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.

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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.

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| Terminals | | Voltage (Approx.) | |
|-----------|--------------------|----------------------|-----------------|
| (+) (-) | | | |
| IPDM E/R | Connector Terminal | | |
| E4 | 1 | Ground | Battery voltage |

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Is the measurement value normal?

YES >> GO TO 3.

NO >> Repair the harness or connector.

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3.CHECK GROUND CIRCUIT

Check continuity between IPDM E/R harness connectors and the ground.

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| IPDM E/R | | Continuity |
|-----------|----------|------------|
| Connector | Terminal | |
| Ground | | |
| E5 | 12 | Existed |
| E6 | 41 | |

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Does continuity exist?

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YES >> INSPECTION END

NO >> Repair the harness or connector.

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KEY SLOT

< DTC/CIRCUIT DIAGNOSIS >

KEY SLOT

Description

INFOID:0000000009363244

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:0000000009363245

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-96, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000009363246

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.

| (+) Key slot | | (-) | Voltage (V) (Approx.) |
|--------------|----------|--------|--------------------------|
| 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-204, "Removal and Installation"](#).

NO >> Repair or replace harness.

KEY SLOT INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

KEY SLOT INDICATOR

Description

INFOID:0000000009363247

Blinks when Intelligent Key insertion is required.

Component Function Check

INFOID:0000000009363248

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-97, "Diagnosis Procedure".](#)

Diagnosis Procedure

INFOID:0000000009363249

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.

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| 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.

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| Key slot | | Ground | Continuity |
|-----------|----------|--------|------------|
| Connector | Terminal | | |
| M22 | 7 | | Existed |

Is the inspection result normal?

YES >> GO TO 4.

KEY SLOT INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

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-204, "Removal and Installation".](#)

NO >> Repair or replace harness.

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident".](#)

>> INSPECTION END

HOOD SWITCH

< DTC/CIRCUIT DIAGNOSIS >

HOOD SWITCH

Description

INFOID:0000000009363250

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:0000000009363251

1.CHECK FUNCTION

1. Select "HOOD SW" in the "Data Monitor" mode using CONSULT.
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-99, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000009363252

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.

| (+) Hood switch | | (-) | Voltage (V) (Approx.) |
|-----------------|----------|--------|--------------------------|
| Connector | Terminal | Ground | Battery voltage |
| E30 | 2 | | |

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 | | Not existed |
| E9 | 104 | | |

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).
NO >> Repair or replace harness.

3.CHECK HOOD SWITCH GROUND CIRCUIT

Check continuity between hood switch harness connector and ground.

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HOOD SWITCH

< DTC/CIRCUIT DIAGNOSIS >

| 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-100, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace hood lock (RH). Refer to [DLK-185, "Removal and Installation"](#) (Coupe models) or [DLK-387, "Removal and Installation"](#) (Roadster models).

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000009363253

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 |
| | | | Released |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace hood lock (RH). Refer to [DLK-185, "Removal and Installation"](#) (Coupe models) or [DLK-387, "Removal and Installation"](#) (Roadster models).

HORN FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

HORN FUNCTION

Description

INFOID:0000000009363254

Performs answer-back for each operation with horn.

Component Function Check

INFOID:0000000009363255

1.CHECK FUNCTION

1. Use CONSULT to perform Active Test ("HORN").
2. Touch "ON" to check that it works normally.

Is the operation normal?

YES >> Horn function is OK.

NO >> Refer to [SEC-101, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000009363256

1.CHECK HORN SWITCH

Check horn function with horn switch

Do the horns sound?

YES >> GO TO 2.

NO >> Refer to [HRN-2, "Wiring Diagram - HORN -"](#).

2.CHECK HORN RELAY POWER SUPPLY

1. Turn ignition switch ON.
2. Perform "ACTIVE TEST" ("HORN") using CONSULT.
3. Check voltage between malfunctioning horn relay harness connector and ground.

| (+) Horn relay | | (-) | Test item | Voltage (V) (Approx.) | | | |
|----------------|----------|-----|-----------|-----------------------|------|------------------|---------------------------------------|
| Connector | Terminal | | | Ground | HORN | ON | Battery voltage → 0 → Battery voltage |
| Low | E11 | 1 | | | | Other than above | Battery voltage |
| High | E18 | 3 | | | | | |

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3.CHECK HORN RELAY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector and horn relay.
3. Check continuity between IPDM E/R harness connector and malfunctioning horn relay terminal connector.

| IPDM E/R | | Horn relay | | Continuity |
|-----------|----------|------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E6 | 44 | E11 | 1 | Existed |
| | 45 | E18 | 3 | |

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

| IPDM E/R | | Ground | Continuity |
|-----------|----------|--------|------------|
| Connector | Terminal | | |
| E6 | 44 | | |
| | 45 | | |

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

HORN FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

>> INSPECTION END

SECURITY INDICATOR LAMP

< DTC/CIRCUIT DIAGNOSIS >

SECURITY INDICATOR LAMP

Description

INFOID:0000000009363257

- 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:0000000009363258

1.CHECK FUNCTION

1. Perform "THEFT IND" in the "ACTIVE TEST" mode using CONSULT.
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-103, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000009363259

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-106, "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.

SECURITY INDICATOR LAMP

< DTC/CIRCUIT DIAGNOSIS >

| 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-103, "Removal and Installation"](#).

NO >> Repair or replace harness.

KEY WARNING LAMP

< DTC/CIRCUIT DIAGNOSIS >

KEY WARNING LAMP

Description

INFOID:0000000009363260

Performs operation method guide and warning together with buzzer.

Component Function Check

INFOID:0000000009363261

1.CHECK FUNCTION

Check the operation with "INDICATOR" in "Active Test" mode using CONSULT.

| 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-105, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000009363262

1.CHECK KEY WARNING LAMP

Refer to [DLK-123, "Diagnosis Procedure"](#) (Coupe models) or [DLK-324, "Diagnosis Procedure"](#) (Roadster models).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace malfunctioning parts.

2.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

SEC

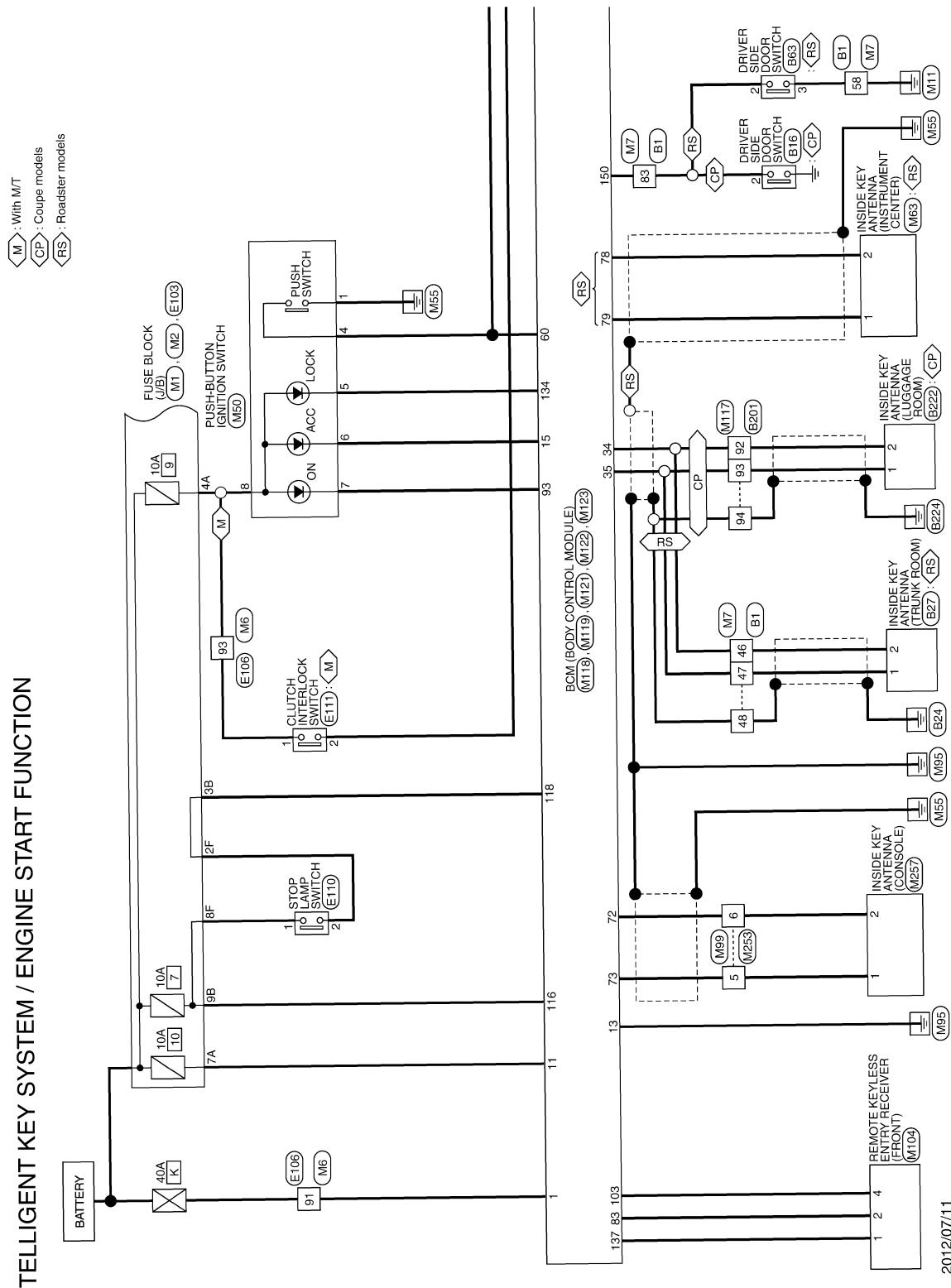
INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

Wiring Diagram - INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION -

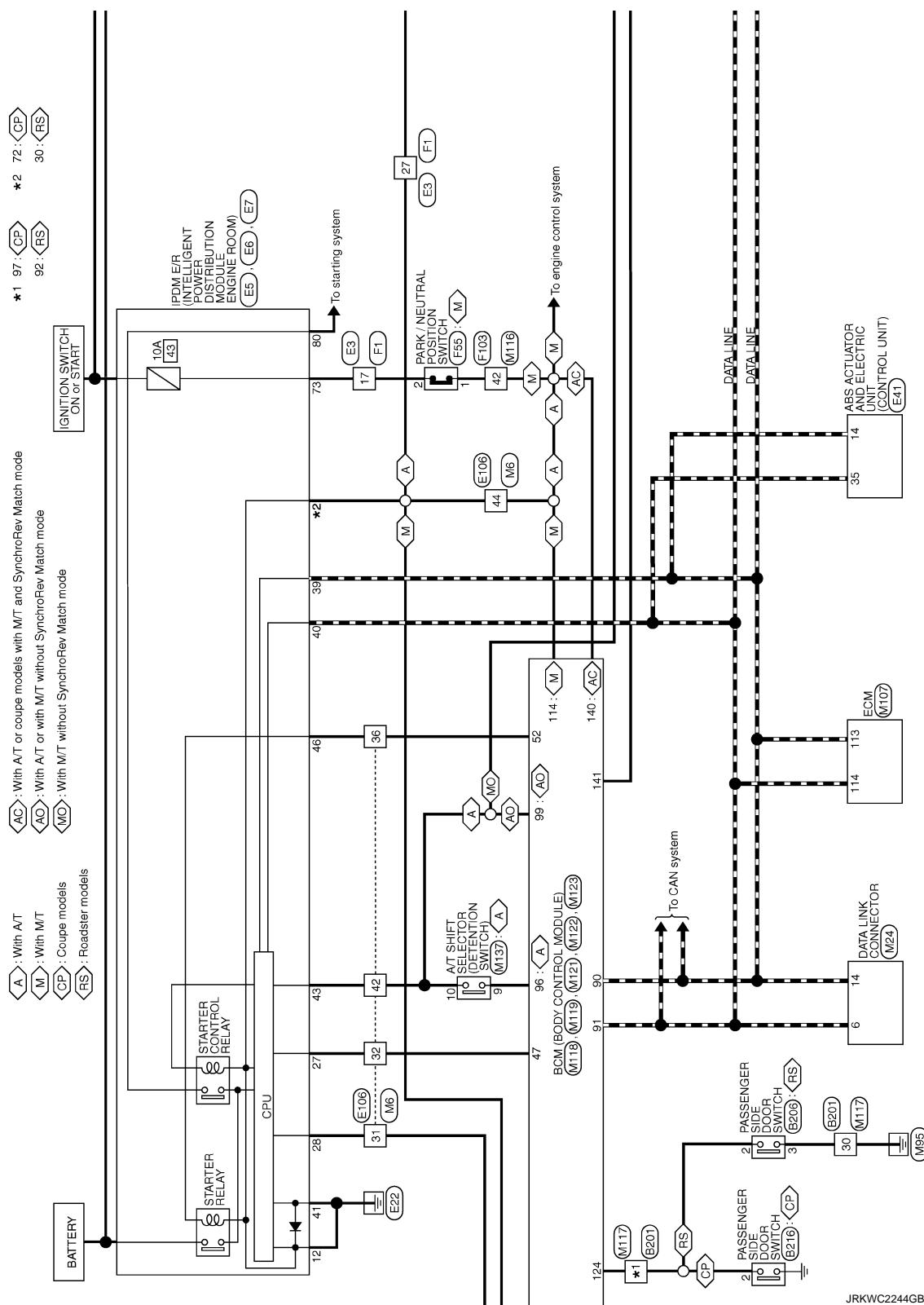
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JRKWC2243GE

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >



JRKWC2244GB

SEC

P

M

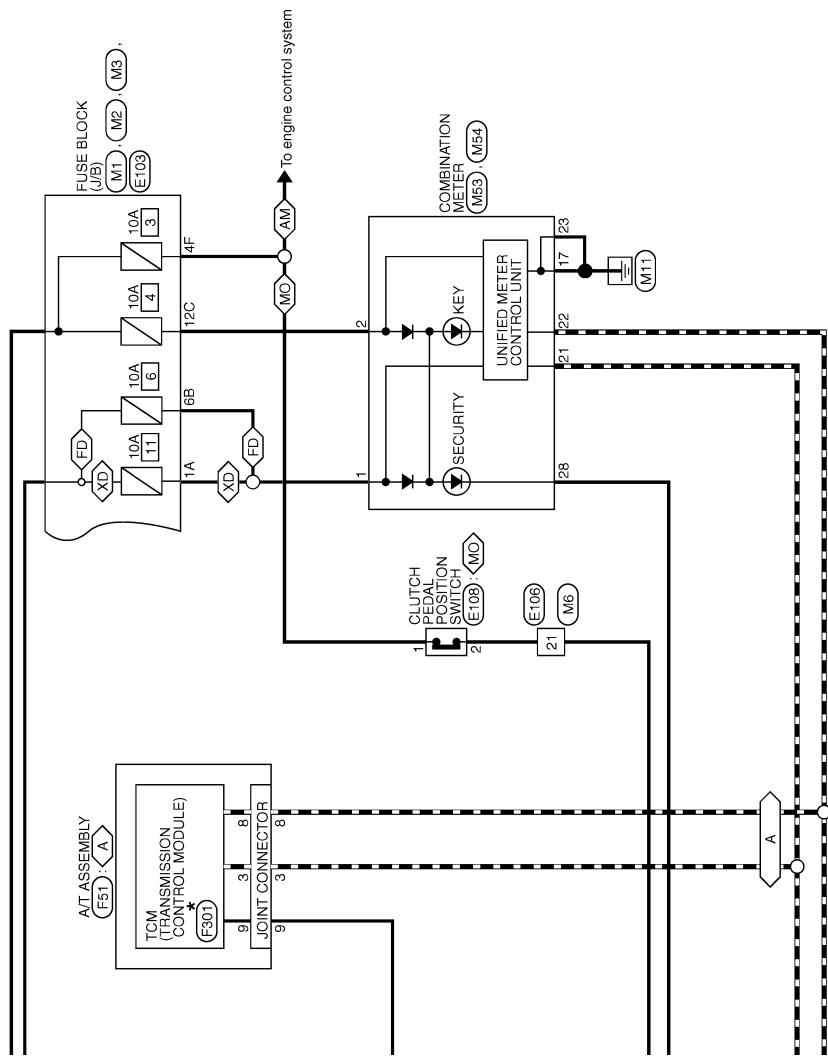
L — I G T — —

A B C D E F G H I J K L M N O P

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

- : With A/T
- : With A/T or with M/T and SynchroRev Match mode
- : With M/T or without SynchroRev Match mode
- : With front door satellite sensor
- : Without front door satellite sensor



*: This connector is not shown in "Harness Layout".

JRKWC2245GB

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

A

B

C

D

E

F

G

H

SEC

I

J

K

L

M

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| Connector No. | Wire to Wire |
|---------------|--------------|
| B1 | |
| | |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SHIELD |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

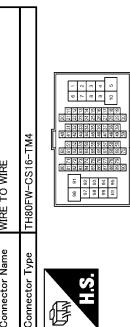
| Connector No. | Wire to Wire |
|---------------|--------------|
| 45 | BG |
| 46 | SB |
| 47 | Y |
| 48 | SHIELD |
| 51 | W |
| 52 | R |
| 57 | SHIELD |
| 58 | B |
| 60 | V |
| 61 | SB |
| 62 | SHIELD |
| 63 | BR |
| 64 | Y |
| 65 | SHIELD |
| 66 | P |
| 67 | L |
| 68 | SHIELD |
| 69 | R |
| 70 | G |
| 71 | V |
| 72 | P |
| 73 | BR |
| 74 | GR |
| 75 | BG |
| 76 | Y |
| 81 | R |
| 82 | BR |
| 83 | GR |
| 84 | G |
| 85 | SHIELD |
| 86 | V |
| 87 | BR |
| 88 | GR |
| 93 | Y |
| 94 | L |
| 95 | GR |
| 96 | L |
| 97 | Y |
| 98 | W |
| 99 | Y/B |
| 100 | B |

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| | |
|----------------|-----------------|
| Connector No. | S201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THBDFW-GS16-TM4 |



| | |
|-----------------------------|----|
| Terminal No. | 69 |
| Color of Wire | L |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 70 |
| Color of Wire | G |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 72 |
| Color of Wire | B |
| Signal Name [Specification] | - |

| | |
|-----------------------------|------------------|
| Terminal No. | 73 |
| Color of Wire | L |
| Signal Name [Specification] | - (Coupe models) |

| | |
|-----------------------------|---------------------|
| Terminal No. | 73 |
| Color of Wire | B |
| Signal Name [Specification] | - (Roadster models) |

| | |
|-----------------------------|------------------|
| Terminal No. | 74 |
| Color of Wire | B |
| Signal Name [Specification] | - (Coupe models) |

| | |
|-----------------------------|---------------------|
| Terminal No. | 75 |
| Color of Wire | W |
| Signal Name [Specification] | - (Roadster models) |

| | |
|-----------------------------|----|
| Terminal No. | 76 |
| Color of Wire | B |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 80 |
| Color of Wire | Y |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 81 |
| Color of Wire | SB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 82 |
| Color of Wire | G |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 83 |
| Color of Wire | R |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 84 |
| Color of Wire | W |
| Signal Name [Specification] | - |

| | |
|-----------------------------|--------|
| Terminal No. | 85 |
| Color of Wire | B |
| Signal Name [Specification] | SHIELD |

| | |
|-----------------------------|----|
| Terminal No. | 86 |
| Color of Wire | O |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 87 |
| Color of Wire | BR |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 88 |
| Color of Wire | Y |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 89 |
| Color of Wire | SB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 90 |
| Color of Wire | SB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 92 |
| Color of Wire | LG |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 93 |
| Color of Wire | V |
| Signal Name [Specification] | - |

| | |
|-----------------------------|--------|
| Terminal No. | 93 |
| Color of Wire | W |
| Signal Name [Specification] | SHIELD |

| | |
|-----------------------------|----|
| Terminal No. | 94 |
| Color of Wire | G |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 95 |
| Color of Wire | GR |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 95 |
| Color of Wire | LG |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 97 |
| Color of Wire | LG |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 97 |
| Color of Wire | Y |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 98 |
| Color of Wire | W |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 98 |
| Color of Wire | YB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|----|
| Terminal No. | 99 |
| Color of Wire | G |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 100 |
| Color of Wire | BR |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 100 |
| Color of Wire | Y |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 100 |
| Color of Wire | SB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 101 |
| Color of Wire | V |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 101 |
| Color of Wire | SB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 102 |
| Color of Wire | SB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 102 |
| Color of Wire | SB |
| Signal Name [Specification] | - |

| | |
|-----------------------------|-----|
| Terminal No. | 103 |
| Color of Wire | P |
| Signal Name [Specification] | - |

JRKWC4007GB

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

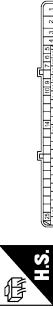
| Connector No. | E3 |
|----------------|------------------|
| Connector Name | WIRE TO WIRE |
| Connector Type | SA436MB-RSB-SHZB |
| | |



| Connector No. | E5 |
|----------------|-------------------------------------------------------------|
| Connector Name | FROM INTELLIGENT POWER DISTRIBUTION MODULE (EXCUSE ROOM) |
| Connector Type | TH20FW-CS12-M4-IV |
| | |
| | |



| Connector No. | E41 |
|----------------|--------------------------------------------|
| Connector Name | AS ACTUATOR AND ELECTRIC UNIT CONTROL UNIT |
| Connector Type | BA421FB-AHZ-L-H |
| | |
| | |



| Terminal No. | Color of Wire | Signal Name [Specification] | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|--------------|---------------|-----------------------------|
| 1 | L/Y | - | 1 | B | GROUND |
| 2 | SHEILD | - | 2 | G | UBMR |
| 3 | L/B | - | 3 | R | GROUND |
| 4 | SHEILD | - | 4 | B | DS RL |
| 5 | BR | - | 5 | Y | DIP RL |
| 7 | G | - | 6 | BG | DIP RR |
| 8 | W | - | 7 | BR | DIP FR |
| 9 | W | - | 9 | B | DIP FR |
| 10 | Y | - | 10 | W | DS FR |
| 11 | V | - | 14 | P | CAN-L |
| 12 | SB | - | 25 | Y | BUS-L |
| 13 | L | - | 26 | LG | DIP RL |
| 14 | G | - | 27 | GR | DS RL |
| 15 | R | - | 28 | G | I2Z |
| 16 | LG | - | 29 | P | DS RR |
| 17 | GR | - | 30 | SB | BLS |
| 18 | Y | - | 31 | R | VDC OFF SW |
| 19 | BG | - | 35 | L | CAN-H |
| 20 | B | - | 45 | B | BUS-H |
| 21 | SB | - | | | |
| 23 | SB | - | | | |
| 24 | GR | - | | | |
| 25 | V | - | | | |
| 27 | GR | - | | | |
| 28 | V | - | | | |
| 30 | R | - | | | |
| 31 | BR | - | | | |
| 32 | Y | - | | | |
| 34 | BG | - | | | |
| 36 | GR | - | | | |
| 37 | SHEILD | - | | | |
| 38 | L | - | | | |
| 39 | P | - | | | |
| 40 | R | - | | | |
| 41 | W | - | | | |
| 42 | LG | - | | | |
| 43 | G | - | | | |
| 45 | SB | - | | | |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------------|
| 4 | V | - |
| 5 | L | - |
| 7 | R | - (Coupe model) - (Roadster model) |
| 7 | V | - (Roadster model) |
| 12 | B/W | - |
| 13 | Y | - |
| 16 | LG | - |
| 18 | W | - |
| 19 | W | - |
| 25 | G | - |
| 27 | Y | - |
| 28 | L | - |
| 30 | GR | - |
| 36 | G | - |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 46 | L | - |
| 49 | BG | - |
| 51 | Y | - |
| 53 | W | - |
| 54 | V | - |
| 55 | SB | - |
| 56 | LG | - |
| 57 | G | - |
| 58 | P | - |
| 69 | BR | - |
| 70 | BG | - |
| 72 | GR | - |
| 73 | GR | - |
| 74 | G | - |
| 75 | SB | - |
| 76 | Y | - |
| 77 | R | - |
| 80 | W | - |

| Terminal No. | Color of Wire | Signal Name [Specification] | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|--------------|---------------|-----------------------------|
| 39 | P | - | 1 | B | GROUND |
| 40 | R | - | 2 | G | UBVR |
| 41 | W | - | 3 | R | GROUND |
| 42 | LG | - | 4 | B | DS RL |
| 43 | G | - | 5 | Y | DIP RL |
| 45 | SB | - | 6 | BG | DIP RL |
| 46 | Y | - | 7 | BR | DIP RR |
| 47 | W | - | 9 | B | DIP FR |
| 48 | BR | - | 10 | W | DS FR |
| 49 | G | - | 14 | P | CAN-L |
| 50 | SB | - | 25 | Y | BUS-L |
| 51 | LG | - | 26 | LG | DIP RL |
| 52 | GR | - | 27 | GR | DS RL |
| 53 | W | - | 28 | G | I2Z |
| 54 | V | - | 29 | P | DS RR |
| 55 | SB | - | 30 | SB | BLS |
| 56 | LG | - | 31 | R | VDC OFF SW |
| 57 | G | - | 35 | L | CAN-H |
| 58 | P | - | 45 | B | BUS-H |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 42 | Y | - |
| 44 | BR | - |
| 46 | GR | - |
| 48 | SB | - |
| 49 | LG | - |
| 50 | G | - |
| 52 | Y | - |
| 53 | BR | - |
| 54 | W | - |
| 55 | LG | - |
| 56 | G | - |
| 57 | P | - |
| 58 | SB | - |
| 59 | Y | - |
| 60 | BR | - |
| 62 | W | - |
| 63 | LG | - |
| 64 | G | - |
| 65 | SB | - |
| 66 | Y | - |
| 67 | BR | - |
| 68 | W | - |
| 69 | LG | - |
| 70 | G | - |
| 71 | P | - |
| 72 | SB | - |
| 73 | Y | - |
| 74 | BR | - |
| 75 | W | - |
| 76 | LG | - |
| 77 | G | - |
| 78 | P | - |
| 79 | SB | - |
| 80 | Y | - |
| 81 | BR | - |
| 82 | W | - |
| 83 | LG | - |
| 84 | G | - |
| 85 | SB | - |
| 86 | Y | - |
| 87 | BR | - |
| 88 | W | - |
| 89 | LG | - |
| 90 | G | - |
| 91 | SB | - |
| 92 | Y | - |
| 93 | BR | - |
| 94 | W | - |
| 95 | LG | - |
| 96 | G | - |
| 97 | SB | - |
| 98 | Y | - |
| 99 | BR | - |
| 100 | W | - |
| 101 | LG | - |
| 102 | G | - |
| 103 | SB | - |
| 104 | Y | - |
| 105 | BR | - |
| 106 | W | - |
| 107 | LG | - |
| 108 | G | - |
| 109 | SB | - |
| 110 | Y | - |
| 111 | BR | - |
| 112 | W | - |
| 113 | LG | - |
| 114 | G | - |
| 115 | SB | - |
| 116 | Y | - |
| 117 | BR | - |
| 118 | W | - |
| 119 | LG | - |
| 120 | G | - |
| 121 | SB | - |
| 122 | Y | - |
| 123 | BR | - |
| 124 | W | - |
| 125 | LG | - |
| 126 | G | - |
| 127 | SB | - |
| 128 | Y | - |
| 129 | BR | - |
| 130 | W | - |
| 131 | LG | - |
| 132 | G | - |
| 133 | SB | - |
| 134 | Y | - |
| 135 | BR | - |
| 136 | W | - |
| 137 | LG | - |
| 138 | G | - |
| 139 | SB | - |
| 140 | Y | - |
| 141 | BR | - |
| 142 | W | - |
| 143 | LG | - |
| 144 | G | - |
| 145 | SB | - |
| 146 | Y | - |
| 147 | BR | - |
| 148 | W | - |
| 149 | LG | - |
| 150 | G | - |
| 151 | SB | - |
| 152 | Y | - |
| 153 | BR | - |
| 154 | W | - |
| 155 | LG | - |
| 156 | G | - |
| 157 | SB | - |
| 158 | Y | - |
| 159 | BR | - |
| 160 | W | - |
| 161 | LG | - |
| 162 | G | - |
| 163 | SB | - |
| 164 | Y | - |
| 165 | BR | - |
| 166 | W | - |
| 167 | LG | - |
| 168 | G | - |
| 169 | SB | - |
| 170 | Y | - |
| 171 | BR | - |
| 172 | W | - |
| 173 | LG | - |
| 174 | G | - |
| 175 | SB | - |
| 176 | Y | - |
| 177 | BR | - |
| 178 | W | - |
| 179 | LG | - |
| 180 | G | - |
| 181 | SB | - |
| 182 | Y | - |
| 183 | BR | - |
| 184 | W | - |
| 185 | LG | - |
| 186 | G | - |
| 187 | SB | - |
| 188 | Y | - |
| 189 | BR | - |
| 190 | W | - |
| 191 | LG | - |
| 192 | G | - |
| 193 | SB | - |
| 194 | Y | - |
| 195 | BR | - |
| 196 | W | - |
| 197 | LG | - |
| 198 | G | - |
| 199 | SB | - |
| 200 | Y | - |
| 201 | BR | - |
| 202 | W | - |
| 203 | LG | - |
| 204 | G | - |
| 205 | SB | - |
| 206 | Y | - |
| 207 | BR | - |
| 208 | W | - |
| 209 | LG | - |
| 210 | G | - |
| 211 | SB | - |
| 212 | Y | - |
| 213 | BR | - |
| 214 | W | - |
| 215 | LG | - |
| 216 | G | - |
| 217 | SB | - |
| 218 | Y | - |
| 219 | BR | - |
| 220 | W | - |
| 221 | LG | - |
| 222 | G | - |
| 223 | SB | - |
| 224 | Y | - |
| 225 | BR | - |
| 226 | W | - |
| 227 | LG | - |
| 228 | G | - |
| 229 | SB | - |
| 230 | Y | - |
| 231 | BR | - |
| 232 | W | - |
| 233 | LG | - |
| 234 | G | - |
| 235 | SB | - |
| 236 | Y | - |
| 237 | BR | - |
| 238 | W | - |
| 239 | LG | - |
| 240 | G | - |
| 241 | SB | - |
| 242 | Y | - |
| 243 | BR | - |
| 244 | W | - |
| 245 | LG | - |
| 246 | G | - |
| 247 | SB | - |
| 248 | Y | - |
| 249 | BR | - |
| 250 | W | - |
| 251 | LG | - |
| 252 | G | - |
| 253 | SB | - |
| 254 | Y | - |
| 255 | BR | - |
| 256 | W | - |
| 257 | LG | - |
| 258 | G | - |
| 259 | SB | - |
| 260 | Y | - |
| 261 | BR | - |
| 262 | W | - |
| 263 | LG | - |
| 264 | G | - |
| 265 | SB | - |
| 266 | Y | - |
| 267 | BR | - |
| 268 | W | - |
| 269 | LG | - |
| 270 | G | - |
| 271 | SB | - |
| 272 | Y | - |
| 273 | BR | - |
| 274 | W | - |
| 275 | LG | - |
| 276 | G | - |
| 277 | SB | - |
| 278 | Y | - |
| 279 | BR | - |
| 280 | W | - |
| 281 | LG | - |
| 282 | G | - |
| 283 | SB | - |
| 284 | Y | - |
| 285 | BR | - |
| 286 | W | - |
| 287 | LG | - |
| 288 | G | - |
| 289 | SB | - |
| 290 | Y | - |
| 291 | BR | - |
| 292 | W | - |
| 293 | LG | - |
| 294 | G | - |
| 295 | SB | - |
| 296 | Y | - |
| 297 | BR | - |
| 298 | W | - |
| 299 | LG | - |
| 300 | G | - |
| 301 | SB | |

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| Connector No. | Connector Name | Connector Type | Signal Name [Specification] | Terminal No. | Color of Wire | Signal Name [Specification] |
|---------------|------------------|----------------|----------------------------------------------------------------------------|--------------|---------------|----------------------------------|
| E103 | FUSE BLOCK (-/E) | NSIFW-CS | - [Coupe models] - [Roadster models] | 21 | BR | - [With SyncroRev Match mode] |
| | | | | 21 | G | - [Without SyncroRev Match mode] |
| | | | | 31 | L | - |
| | | | | 32 | Y | - |
| | | | | 36 | Y | - |
| | | | | 37 | Y | - |
| | | | | 38 | R | - |
| | | | | 39 | B | - |
| | | | | 40 | W | - |
| | | | | 41 | LG | - |
| | | | | 42 | SB | - |
| | | | | 43 | O | - |
| | | | - [Except for roadster models with M/T] GR - [Roadster models with M/T] | 44 | R | - |
| | | | | 44 | BG | - |
| | | | | 45 | W | - |
| | | | | 46 | P | - |
| | | | | 47 | Y | - |
| | | | | 58 | SHIELD | - |
| | | | | 59 | L | - |
| | | | | 70 | P | - |
| | | | | 80 | W | - |
| | | | - [Roadster models] | 81 | P | - |
| | | | | 82 | Q | - |
| | | | | 83 | V | - |
| | | | | 84 | L | - |
| | | | | 85 | BG | - |
| | | | | 86 | LG | - |
| | | | | 87 | R | - |
| | | | | 89 | P | - |
| | | | | 91 | W | - |
| | | | | 92 | L | - |
| | | | | 93 | G | - |
| | | | | 94 | Y | - |
| | | | | 96 | Y | - |
| | | | | 97 | BR | - |
| | | | | 98 | GR | - |
| | | | | 99 | LG | - |
| | | | | 100 | BG | - |

| Terminal No. | Color of Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type |
|--------------|---------------|-----------------------------------------|---------------|------------------|----------------|
| 1F | SB | - | E110 | STOP LAMP SWITCH | M04FW-LC |
| 2F | W | - | | | |
| 4F | G | - | | | |
| 5F | BG | - | | | |
| 6F | L | - | | | |
| 8F | R | - [Coupe models] - [Roadster models] | | | |
| 11F | V | - [Roadster models] | | | |
| 11F | W | - | | | |

| Terminal No. | Color of Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type |
|--------------|---------------|-----------------------------|---------------|-------------------------|----------------|
| 1 | Y | - | E111 | CLUTCH INTERLOCK SWITCH | S02FL |
| 3 | L | - | | | |
| 4 | L | - | | | |
| 7 | B | - | | | |
| 8 | P | - | | | |
| 9 | B | - | | | |
| 11 | V | - | | | |
| 12 | R | - | | | |
| 13 | L | - | | | |
| 14 | GR | - | | | |
| 15 | P | - | | | |
| 16 | W | - | | | |
| 17 | SB | - | | | |
| 20 | LG | - | | | |

| Terminal No. | Color of Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type |
|--------------|---------------|-----------------------------|---------------|------------------------------|----------------|
| 1 | Y | - | E108 | CLUTCH PEDAL POSITION SWITCH | S02FL |
| 3 | L | - | | | |
| 4 | L | - | | | |
| 7 | B | - | | | |
| 8 | P | - | | | |
| 9 | B | - | | | |
| 11 | V | - | | | |
| 12 | R | - | | | |
| 13 | L | - | | | |
| 14 | GR | - | | | |
| 15 | P | - | | | |
| 16 | W | - | | | |
| 17 | SB | - | | | |
| 20 | LG | - | | | |

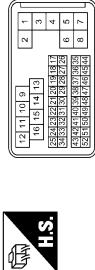
JRKWC4009GB

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| Connector No. | F1 |
|----------------|------------------|
| Connector Name | WIRE TO WIRE |
| Connector Type | SAA36FB-FR8-SH7B |



Signal Name [Specification]

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L/Y | - |
| 2 | SHIELD | - |
| 3 | L/B | - |
| 4 | SHIELD | - |
| 5 | BR | - |
| 7 | G | - |
| 8 | W | - |
| 9 | W | - |
| 10 | Q | - |
| 11 | R | - |
| 12 | P | - |
| 13 | O | - |
| 14 | LG | - |
| 15 | BR | - |
| 16 | Y | - |
| 17 | W | - |
| 18 | LG | - |
| 19 | P | - |
| 20 | O | - |
| 21 | BR | - |
| 22 | G | - |
| 23 | Y | - |
| 24 | LG | - |
| 25 | V | - |
| 27 | GR | - |
| 28 | BR | - |
| 29 | L | - |
| 30 | R | - |
| 31 | P | - |
| 32 | W | - |
| 33 | SB | - |
| 34 | O | - |
| 36 | GR | - |
| 37 | SHIELD | - |
| 38 | W | - |
| 39 | Y | - |
| 40 | G | - |
| 41 | B | - |

Signal Name [Specification]

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-------------------------------|
| 1 | Y | POWER SUPPLY |
| 2 | BR | POWER SUPPLY (MEMORY BACK-UP) |
| 3 | L | CAN-H |
| 4 | Y | K-LINE |
| 5 | B | GROUND |
| 6 | Y | POWER SUPPLY |
| 7 | W | BACK-UP LAMP RELAY |
| 8 | P | CAN-L |
| 9 | GR | STARTER RELAY |
| 10 | B | GROUND |



Signal Name [Specification]

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-------------------------------|
| 1 | Y | POWER SUPPLY |
| 2 | BR | POWER SUPPLY (MEMORY BACK-UP) |
| 3 | L | CAN-H |
| 4 | Y | K-LINE |
| 5 | B | GROUND |
| 6 | Y | POWER SUPPLY |
| 7 | W | BACK-UP LAMP RELAY |
| 8 | P | CAN-L |
| 9 | GR | STARTER RELAY |
| 10 | B | GROUND |

Signal Name [Specification]

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | 2 | - |
| 2 | 1 | - |
| 3 | 3 | - |
| 4 | 4 | - |
| 5 | 5 | - |
| 6 | 6 | - |
| 7 | 7 | - |
| 8 | 8 | - |
| 9 | 9 | - |
| 10 | 10 | - |

Signal Name [Specification]

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | 2 | - |
| 2 | 1 | - |
| 3 | 3 | - |
| 4 | 4 | - |
| 5 | 5 | - |
| 6 | 6 | - |
| 7 | 7 | - |
| 8 | 8 | - |
| 9 | 9 | - |
| 10 | 10 | - |

JRKWC4010GB

A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
SEC

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| | | | |
|----------------|------------------|----------------|-----------------------------------------------------------------------------------|
| Connector No. | M2 | Connector No. | N6 |
| Connector Name | FUSE BLOCK (J/E) | Connector Name | WIRE TO WIRE |
| Connector Type | NS10FW-CS | Connector Type | THBOMW-CS16-TM4 |
| | | |  |



| | | | | | |
|---------------|----|--------------|-----------------------------|---------------|-----------------------------|
| Connector No. | M3 | Terminal No. | Signal Name [Specification] | Color or Wire | Signal Name [Specification] |
| | | 3B | P | - | Y |
| | | 4B | G | - | L |
| | | 5B | O | - | 4 |
| | | 6B | Y | - | L |
| | | 8B | R | - | 7 |
| | | 9B | SB | - | B |
| | | | | 8 | P |
| | | | | 9 | B |
| | | | | 11 | GR |
| | | | | 12 | R |
| | | | | 13 | L |
| | | | | 14 | G |
| | | | | 15 | P |
| | | | | 16 | W |
| | | | | 17 | BR |
| | | | | 20 | GR |
| | | | | 31 | BR |
| | | | | 32 | V |
| | | | | 36 | SB |
| | | | | 37 | Y |
| | | | | 38 | LG |
| | | | | 39 | SB |
| | | | | 40 | W |
| | | | | 41 | LG |
| | | | | 42 | R |
| | | | | 43 | G |
| | | | | 44 | G |
| | | | | | - (With A/T) |
| | | | | | - (With M/T) |
| | | | | 45 | O |
| | | | | 46 | Q |
| | | | | 47 | BR |
| | | | | 58 | SHIELD |
| | | | | 59 | L |
| | | | | 70 | R |
| | | | | 80 | LG |
| | | | | 81 | GR |
| | | | | 82 | V |
| | | | | 83 | V |
| | | | | 84 | L |



| | | |
|--------------|-----------------------------|---------------|
| Terminal No. | Signal Name [Specification] | Color or Wire |
| 3B | P | - |
| 4B | G | - |
| 5B | O | - |
| 6B | Y | - |
| 8B | R | - |
| 9B | SB | - |

| | | | | |
|---------------|----|--------------|-----------------------------|---------------|
| Connector No. | M3 | Terminal No. | Signal Name [Specification] | Color or Wire |
| | | 1C | LG | - |
| | | 12C | O | - |



| | | |
|--------------|-----------------------------|---------------|
| Terminal No. | Signal Name [Specification] | Color or Wire |
| 6C | R | - |
| 7C | B | - |
| 9C | O | - |
| 10C | L | - |
| 11C | LG | - |
| 12C | O | - |

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INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| Connector No. | W7 | Signal Name [Specification] |
|----------------|-----------------|-----------------------------|
| Connector Name | WIRE TO WIRE | - (Roadster models) |
| Connector Type | THB0MW-CS16-TMA | |
| | | |



INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| Connector No. | M24 | Signal Name [Specification] |
|----------------|---------------------|-----------------------------|
| Connector Name | DATA LINK CONNECTOR | |
| Connector Type | BDI1FW | |
| | | |



| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|--------------|---------------|-----------------------------|
| 1 | BR | - | 3 | LG | - (Coupe models) |
| 2 | O | - | 3 | Y | - (Roadster models) |
| 3 | LG | - | 4 | B | - |
| 4 | O | - | 5 | B | - |
| 6 | V | - | 6 | L | - |
| 7 | LG | - | 7 | Y | - |
| 8 | SB | - | 8 | G | - |
| 9 | GR | - | 11 | Y | - (Coupe models) |
| 11 | Y | - | 11 | LG | - (Roadster models) |
| 12 | V | - | 14 | P | - |
| 13 | BR | - | 16 | Y | - |
| 14 | V | - | 32 | BR | - |
| 15 | B | - | 33 | GR | - |
| 16 | V | - | 34 | L | - |
| 17 | R | - | 35 | LG | - |
| 18 | L | - | 36 | Y | - |
| 20 | SB | - | 37 | BR | - |
| 21 | G | - | 38 | SB | - |
| 22 | GR | - | 33 | Y | - (Coupe models) |
| 23 | V | - | 34 | SB | - (Roadster models) |
| 24 | R | - | 94 | L | - (Roadster models) |
| 25 | L | - | 95 | GR | - (Coupe models) |
| 26 | P | - | 95 | W | - (Roadster models) |
| 27 | B | - | 96 | L | - |
| 28 | SHIELD | - | 97 | LG | - (Coupe models) |
| 31 | W | - | 97 | Y | - (Roadster models) |
| 32 | B | - | 98 | BG | - (Coupe models) |
| 33 | W | - | 98 | Y/B | - (Roadster models) |
| 34 | R | - | 99 | W | - |
| 35 | B | - | 100 | B | - |
| 36 | L | - | | | |
| 40 | L | - | | | |
| 41 | R | - | | | |
| 42 | GR | - | | | |
| 43 | R | - | | | |
| 44 | R | - | | | |
| 45 | O | - | | | |
| 46 | SHIELD | - | | | - (Coupe models) |

SEC

JRKWC4012GB

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| | | | |
|----------------|-------------------|----------------|--------------|
| Connector No. | N54 | Connector No. | N109 |
| Connector Name | COMBINATION METER | Connector Name | WIRE TO WIRE |
| Connector Type | TH10FW-NH | Connector Type | TH12MW-NH |



| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|------------------------------------------------------------|--------------|---------------|-------------------------------------|
| 25 | W | ALTERNATOR SIGNAL | 97 | R | ACCELERATOR PEDAL POSITION SENSOR 1 |
| 26 | O | PARKING BRAKE SWITCH SIGNAL | 98 | P | ACCELERATOR PEDAL POSITION SENSOR 2 |
| 27 | LG | BRAKE FLUID LEVEL SWITCH SIGNAL | 99 | L | SENSOR POWER SUPPLY |
| 28 | Y | SECURITY SIGNAL | 100 | W | SENSOR GROUND |
| 29 | GR | WASHER FLUID SWITCH SIGNAL | 101 | SB | DISCO STEERING SWITCH |
| 32 | G | PADDLE SHIFTER DOWN SIGNAL | 102 | GR | EVAP CONTROL SYSTEM PRESSURE SENSOR |
| 33 | O | PADDLE SHIFTER UP SIGNAL | 103 | G | SENSOR GROUND |
| 34 | BR | FUEL LEVEL SENSOR SIGNAL | 104 | GR | REFRIGERANT PRESSURE SENSOR |
| 35 | L | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) | 105 | L | FUEL TANK TEMPERATURE SENSOR |
| 36 | P | PASSENGER SEAT BELT WARNING SIGNAL (Driver side to Master) | 106 | W | SENSOR POWER SUPPLY |
| 37 | G | PASSENGER SEAT BELT WARNING SIGNAL (Front to Master) | 108 | Y | SENSOR GROUND |
| 38 | V | NON-MANUAL MODE SIGNAL | 109 | G | PHP SIGNAL |
| 39 | L | MANUAL MODE SHIFT UP SIGNAL | 110 | R | ENGINE SPEED OUTPUT SIGNAL |
| 40 | W | MANUAL MODE SIGNAL | 112 | S8 | SENSOR GROUND |
| | | | 113 | P | CAN COMMUNICATION LINE |
| | | | 114 | L | CAN COMMUNICATION LINE |
| | | | 117 | Y | DATA LINK CONNECTOR |
| | | | 121 | LG | EVAP CANISTER VENT CONTROL VALVE |
| | | | 122 | P | STOP LAMP SWITCH |
| | | | 123 | B | ECM GROUND |
| | | | 124 | B | POWER SUPPLY FOR ECM |
| | | | 125 | R | ASD BRAKE SWITCH |
| | | | 126 | BR | ECM GROUND |
| | | | 128 | B | ECM GROUND |



| | | | |
|----------------|--------------------|----------------|--------------|
| Connector No. | N107 | Connector No. | M116 |
| Connector Name | ECM | Connector Name | WIRE TO WIRE |
| Connector Type | HR24FGY-RZ8-R-LH-Z | Connector Type | TK3BMW-NS10 |



| | | | |
|----------------|--------------|----------------|--------------------|
| Connector No. | N109 | Connector No. | M107 |
| Connector Name | WIRE TO WIRE | Connector Name | ECM |
| Connector Type | TH12MW-NH | Connector Type | HR24FGY-RZ8-R-LH-Z |



| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|--------------|---------------|-------------------------------------|
| 1 | SHIELD | - | 97 | R | ACCELERATOR PEDAL POSITION SENSOR 1 |
| 2 | L | - | 98 | P | ACCELERATOR PEDAL POSITION SENSOR 2 |
| 3 | Q | - | 99 | L | SENSOR POWER SUPPLY |
| 4 | Y | - | 100 | W | SENSOR GROUND |
| 5 | P | - | 101 | SB | DISCO STEERING SWITCH |
| 6 | L | - | 102 | GR | EVAP CONTROL SYSTEM PRESSURE SENSOR |
| 7 | B | - | 103 | G | SENSOR GROUND |
| 8 | SHIELD | - | 104 | GR | REFRIGERANT PRESSURE SENSOR |
| 9 | LG | - | 105 | L | FUEL TANK TEMPERATURE SENSOR |
| 10 | V | - | 106 | W | SENSOR POWER SUPPLY |
| | | | 108 | Y | SENSOR GROUND |
| | | | 109 | G | PHP SIGNAL |
| | | | 110 | R | ENGINE SPEED OUTPUT SIGNAL |
| | | | 112 | S8 | SENSOR GROUND |
| | | | 113 | P | CAN COMMUNICATION LINE |
| | | | 114 | L | CAN COMMUNICATION LINE |
| | | | 117 | Y | DATA LINK CONNECTOR |
| | | | 121 | LG | EVAP CANISTER VENT CONTROL VALVE |
| | | | 122 | P | STOP LAMP SWITCH |
| | | | 123 | B | ECM GROUND |
| | | | 124 | B | POWER SUPPLY FOR ECM |
| | | | 125 | R | ASD BRAKE SWITCH |
| | | | 126 | BR | ECM GROUND |
| | | | 128 | B | ECM GROUND |



| | | | |
|----------------|---------------------------------------|----------------|---------|
| Connector No. | N104 | Connector No. | N104 |
| Connector Name | REMOTE KEYLESS ENTRY RECEIVER (FRONT) | Connector Name | JAB04FB |
| Connector Type | TH10FW | Connector Type | TH10FW |



| | | | |
|----------------|----------------------------------------|----------------|----------------------------------------|
| Connector No. | N103 | Connector No. | N103 |
| Connector Name | INSIDE KEY ANTENNA (INSTRUMENT CENTER) | Connector Name | INSIDE KEY ANTENNA (INSTRUMENT CENTER) |
| Connector Type | RK02FGY | Connector Type | RK02FGY |



| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | R | = |
| 2 | L | = |

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INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| Terminal No. | Color of Wire | Signal Name [Specification] | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------------------|--------------|---------------|-----------------------------------------|
| 2 | GR | - [Coupe models] - [Roadster models] | 38 | L | - [Coupe models] - [Roadster models] |
| 2 | LG | - [Coupe models] - [Roadster models] | 39 | P | - [Coupe models] - [Roadster models] |
| 3 | O | - [Coupe models] - [Roadster models] | 40 | R | - [Coupe models] - [Roadster models] |
| 3 | B | - [Coupe models] - [Roadster models] | 41 | Y | - [Coupe models] - [Roadster models] |
| 4 | W | - | 42 | Y | - [Coupe models] - [Roadster models] |
| 7 | LG | - [Coupe models] - [Roadster models] | 43 | Y | - [Coupe models] - [Roadster models] |
| 8 | LG | - [Coupe models] - [Roadster models] | 44 | SB | - [Coupe models] - [Roadster models] |
| 9 | Y | - [Coupe models] - [Roadster models] | 45 | G | - [Coupe models] - [Roadster models] |
| 11 | R | - | 46 | Y | - [Coupe models] - [Roadster models] |
| 20 | G | - | 47 | Y | - [Coupe models] - [Roadster models] |
| 21 | R | - | 48 | Y | - [Coupe models] - [Roadster models] |
| 30 | B | - | 49 | LG | - [Coupe models] - [Roadster models] |
| 40 | O | - | 50 | Y | - [Coupe models] - [Roadster models] |
| 41 | Y | - | 51 | Y | - [Coupe models] - [Roadster models] |
| 42 | G | - | 52 | Y | - [Coupe models] - [Roadster models] |
| 43 | L | - | 53 | Y | - [Coupe models] - [Roadster models] |
| 44 | SB | - | 54 | LG | - [Coupe models] - [Roadster models] |
| 51 | R | - | 55 | V | - |
| 52 | G | - | 56 | SHEILD | - [Coupe models] - [Roadster models] |
| 57 | P | - | 57 | G | - [Coupe models] - [Roadster models] |
| 58 | R | - | 58 | L | - [Coupe models] - [Roadster models] |
| 59 | B | - | 59 | W | - |
| 60 | W | - | 60 | GR | - |
| 61 | GR | - | 61 | O | - |
| 62 | B | - | 62 | Y | - |
| 63 | Y | - | 63 | Y | - |
| 64 | L | - | 64 | Y | - |
| 65 | G | - | 65 | V | - |
| 66 | O | - | 66 | SB | - |
| 67 | V | - | 67 | BR | - |
| 68 | P | - | 68 | W | - |
| | | | | | |
| 69 | L | - | 70 | L | - |
| 70 | B | - | 71 | B | - |
| 73 | B | - | 74 | B | - |
| 75 | B | - | 76 | B | - |
| 80 | L | - | 81 | Y | - |
| 82 | W | - | 83 | B | - |
| 84 | R | - | 85 | G | - |
| 86 | SHEILD | - | 87 | G | - |
| 88 | Y | - | 89 | P | - [Coupe models] - [Roadster models] |
| 90 | Y | - | 91 | LG | - [Coupe models] - [Roadster models] |
| 92 | G | - | 93 | R | - [Coupe models] - [Roadster models] |
| 93 | V | - | 94 | Y | - [Coupe models] - [Roadster models] |
| 95 | SB | - | 96 | G | - [Coupe models] - [Roadster models] |
| 97 | LG | - | 98 | Y | - [Coupe models] - [Roadster models] |
| 99 | G | - | 100 | Y | - [Coupe models] - [Roadster models] |
| | | | | | |
| 13 | 1 | - | 14 | 1 | - |
| 13 | 2 | - | 14 | 2 | - |
| 13 | 3 | - | 14 | 3 | - |
| 13 | 4 | - | 14 | 4 | - |
| 13 | 5 | - | 14 | 5 | - |
| 13 | 6 | - | 14 | 6 | - |
| 13 | 7 | - | 14 | 7 | - |
| 13 | 8 | - | 14 | 8 | - |
| 13 | 9 | - | 14 | 9 | - |
| | | | | | |
| 15 | 1 | - | 16 | 1 | - |
| 15 | 2 | - | 16 | 2 | - |
| 15 | 3 | - | 16 | 3 | - |
| 15 | 4 | - | 16 | 4 | - |
| 15 | 5 | - | 16 | 5 | - |
| 15 | 6 | - | 16 | 6 | - |
| 15 | 7 | - | 16 | 7 | - |
| 15 | 8 | - | 16 | 8 | - |
| 15 | 9 | - | 16 | 9 | - |
| | | | | | |
| 17 | 1 | - | 18 | 1 | - |
| 17 | 2 | - | 18 | 2 | - |
| 17 | 3 | - | 18 | 3 | - |
| 17 | 4 | - | 18 | 4 | - |
| 17 | 5 | - | 18 | 5 | - |
| 17 | 6 | - | 18 | 6 | - |
| 17 | 7 | - | 18 | 7 | - |
| 17 | 8 | - | 18 | 8 | - |
| 17 | 9 | - | 18 | 9 | - |
| | | | | | |
| 19 | P | - ROOM LAMP TIMER CONTROL | 20 | P | - ROOM LAMP UNLOCK OUTPUT |
| 21 | Y | - | 22 | Y | - |
| 23 | BR | - | 24 | Y | - |
| 25 | Y | - | 26 | Y | - |
| 26 | Y | - | 27 | Y | - |
| 27 | Y | - | 28 | Y | - |
| 28 | Y | - | 29 | P | - CAN-L |
| 29 | Y | - | 30 | LG | - CAN-H |
| 30 | Y | - | 31 | W | - |
| 31 | W | - | 32 | LG | - |
| 32 | Y | - | 33 | V | - |
| 33 | Y | - | 34 | O | - |
| 34 | O | - | 35 | O | - |
| 35 | O | - | 36 | Y | - |
| 36 | Y | - | 37 | Y | - |
| 37 | Y | - | 38 | Y | - |
| 38 | Y | - | 39 | Y | - |
| 39 | Y | - | 40 | P | - |
| 40 | P | - | 41 | Y | - |
| 41 | Y | - | 42 | Y | - |
| 42 | Y | - | 43 | Y | - |
| 43 | Y | - | 44 | Y | - |
| 44 | Y | - | 45 | Y | - |
| 45 | Y | - | 46 | Y | - |
| 46 | Y | - | 47 | V | - |
| 47 | V | - | 48 | SB | - |
| 48 | SB | - | 49 | BR | - |
| 49 | BR | - | 50 | W | - |
| 50 | W | - | 51 | W | - |
| 51 | W | - | 52 | W | - |
| 52 | W | - | 53 | W | - |
| 53 | W | - | 54 | W | - |
| 54 | W | - | 55 | W | - |
| 55 | W | - | 56 | W | - |
| 56 | W | - | 57 | W | - |
| 57 | W | - | 58 | W | - |
| 58 | W | - | 59 | W | - |
| 59 | W | - | 60 | W | - |
| 60 | W | - | 61 | W | - |
| 61 | W | - | 62 | W | - |
| 62 | W | - | 63 | W | - |
| 63 | W | - | 64 | W | - |
| 64 | W | - | 65 | W | - |
| 65 | W | - | 66 | W | - |
| 66 | W | - | 67 | W | - |
| 67 | W | - | 68 | W | - |
| 68 | W | - | 69 | W | - |
| 69 | W | - | 70 | W | - |
| 70 | W | - | 71 | W | - |
| 71 | W | - | 72 | W | - |
| 72 | W | - | 73 | W | - |
| 73 | W | - | 74 | W | - |
| 74 | W | - | 75 | W | - |
| 75 | W | - | 76 | W | - |
| 76 | W | - | 77 | W | - |
| 77 | W | - | 78 | W | - |
| 78 | W | - | 79 | W | - |
| 79 | W | - | 80 | W | - |
| 80 | W | - | 81 | W | - |
| 81 | W | - | 82 | W | - |
| 82 | W | - | 83 | W | - |
| 83 | W | - | 84 | W | - |
| 84 | W | - | 85 | W | - |
| 85 | W | - | 86 | W | - |
| 86 | W | - | 87 | W | - |
| 87 | W | - | 88 | W | - |
| 88 | W | - | 89 | W | - |
| 89 | W | - | 90 | W | - |
| 90 | W | - | 91 | W | - |
| 91 | W | - | 92 | W | - |
| 92 | W | - | 93 | W | - |
| 93 | W | - | 94 | W | - |
| 94 | W | - | 95 | W | - |
| 95 | W | - | 96 | W | - |
| 96 | W | - | 97 | W | - |
| 97 | W | - | 98 | W | - |
| 98 | W | - | 99 | W | - |
| 99 | W | - | 100 | W | - |
| 100 | W | - | 101 | Y | - |
| 101 | Y | - | 102 | O | - |
| 102 | O | - | 103 | LG | - |
| 103 | LG | - | 104 | Y | - |
| 104 | Y | - | 105 | LG | - |
| 105 | LG | - | 106 | R | - |
| 106 | R | - | 107 | LG | - |
| 107 | LG | - | 108 | R | - |
| 108 | R | - | 109 | Y | - |
| 109 | Y | - | 110 | P | - |
| 110 | P | - | 111 | Y | - |
| 111 | Y | - | 112 | Y | - |
| 112 | Y | - | 113 | Y | - |
| 113 | Y | - | 114 | Y | - |
| 114 | Y | - | 115 | Y | - |
| 115 | Y | - | 116 | Y | - |
| 116 | Y | - | 117 | Y | - |
| 117 | Y | - | 118 | Y | - |
| 118 | Y | - | 119 | Y | - |
| 119 | Y | - | 120 | Y | - |
| 120 | Y | - | 121 | Y | - |
| 121 | Y | - | 122 | Y | - |
| 122 | Y | - | 123 | Y | - |
| 123 | Y | - | 124 | Y | - |
| 124 | Y | - | 125 | Y | - |
| 125 | Y | - | 126 | Y | - |
| 126 | Y | - | 127 | Y | - |
| 127 | Y | - | 128 | Y | - |
| 128 | Y | - | 129 | Y | - |
| 129 | Y | - | 130 | Y | - |
| 130 | Y | - | 131 | Y | - |
| 131 | Y | - | 132 | Y | - |
| 132 | Y | - | 133 | Y | - |
| 133 | Y | - | 134 | Y | - |
| 134 | Y | - | 135 | Y | - |
| 135 | Y | - | 136 | Y | - |
| 136 | Y | - | 137 | Y | - |
| 137 | Y | - | 138 | Y | - |
| 138 | Y | - | 139 | Y | - |
| 139 | Y | - | 140 | Y | - |
| 140 | Y | - | 141 | Y | - |
| 141 | Y | - | 142 | Y | - |
| 142 | Y | - | 143 | Y | - |
| 143 | Y | - | 144 | Y | - |
| 144 | Y | - | 145 | Y | - |
| 145 | Y | - | 146 | Y | - |
| 146 | Y | - | 147 | Y | - |
| 147 | Y | - | 148 | Y | - |
| 148 | Y | - | 149 | Y | - |
| 149 | Y | - | 150 | Y | - |
| 150 | Y | - | 151 | Y | - |
| 151 | Y | - | 152 | Y | - |
| 152 | Y | - | 153 | Y | - |
| 153 | Y | - | 154 | Y | - |
| 154 | Y | - | 155 | Y | - |
| 155 | Y | - | 156 | Y | - |
| 156 | Y | - | 157 | Y | - |
| 157 | Y | - | 158 | Y | - |
| 158 | Y | - | 159 | Y | - |
| 159 | Y | - | 160 | Y | - |
| 160 | Y | - | 161 | Y | - |
| 161 | Y | - | 162 | Y | - |
| 162 | Y | - | 163 | Y | - |
| 163 | Y | - | 164 | Y | - |
| 164 | Y | - | 165 | Y | - |
| 165 | Y | - | 166 | Y | - |
| 166 | Y | - | 167 | Y | - |
| 167 | Y | - | 168 | Y | - |
| 168 | Y | - | 169 | Y | - |
| 169 | Y | - | 170 | Y | - |
| 170 | Y | - | 171 | Y | - |
| 171 | Y | - | 172 | Y | - |
| 172 | Y | - | 173 | Y | - |
| 173 | Y | - | 174 | Y | - |
| 174 | Y | - | 175 | Y | - |
| 175 | Y | - | 176 | Y | - |
| 176 | Y | - | 177 | Y | - |
| 177 | Y | - | 178 | Y | - |
| 178 | Y | - | 179 | Y | - |
| 179 | Y | - | 180 | Y | - |
| 180 | Y | - | 181 | Y | - |
| 181 | Y | - | 182 | Y | - |
| 182 | Y | - | 183 | Y | - |
| 183 | Y | - | 184 | Y | - |
| 184 | Y | - | 185 | Y | - |
| 185 | Y | - | 186 | Y | - |
| 186 | Y | - | 187 | Y | - |
| 187 | Y | - | 188 | Y | - |
| 188 | Y | - | 189 | Y | - |
| 189 | Y | - | 190 | Y | - |
| 190 | Y | - | 191 | Y | - |
| 191 | Y | - | 192 | Y | - |
| 192 | Y | - | 193 | Y | - |
| 193 | Y | - | 194 | Y | - |
| 194 | Y | - | 195 | Y | - |
| 195 | Y | - | 196 | Y | - |
| 196 | Y | - | 197 | Y | - |
| 197 | Y | - | 198 | Y | - |
| 198 | Y | - | 199 | Y | - |
| 199 | Y | - | 200 | Y | - |
| 200 | Y | - | 201 | Y | |

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

INTELLIGENT KEY SYSTEM / ENGINE START FUNCTION

| | |
|----------------|---------------------------|
| Connector No. | N123 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | TH0FG-NH |



| | |
|----------------|--------------------|
| Connector No. | N137 |
| Connector Name | A/T SHIFT SELECTOR |
| Connector Type | TKUFW |



| Terminal No. | Color or Wire | Signal Name [Specification] | | Terminal No. | Color or Wire | Signal Name [Specification] | |
|--------------|---------------|--------------------------------------------|---|--------------|---------------|-----------------------------|---------------------|
| | | No. | V | | | No. | P |
| 113 | O | OPTICAL SENSOR | - | 1 | W | - | - (Coupe models) |
| 114 | R | CLUTCH INTERLOCK SW | - | 2 | V | - | - (Roadster models) |
| 115 | O | - | - | 3 | L | - | - (Coupe models) |
| 116 | SB | STOP LAMP SW 1 | - | 4 | B | - | - (Roadster models) |
| 118 | P | STOP LAMP SW 2 | - | 5 | G | - | - |
| 119 | SB | DR DOOR UNLOCK SENSOR | - | 6 | R | - | - |
| 121 | R | - | - | 7 | W | - | - |
| 123 | W | KEY SLOT SW | - | 8 | P | - | - |
| 124 | LG | IGN F/B | - | 9 | Y | - | - |
| 128 | O | PASSENGER DOOR SW | - | 10 | R | - | - |
| 130 | L | TRUNK LID OPENER CANCEL SW | - | | | | |
| 132 | V | REAR DEFOGGER SW | - | | | | |
| 132 | Y | P/SW & SOFT TOP C/O COMM [Roadster models] | - | | | | |
| 133 | G | POWER WINDOW SW COMM [Coupe models] | - | | | | |
| 134 | GR | PUSH BUTTON IGNITION SW/L POWER | - | | | | |
| 137 | P | LOCK IND. | - | | | | |
| 138 | V | RECEIVER/SENSOR GND | - | | | | |
| 139 | L | RECEIVER/SENSOR POWER SUPPLY | - | | | | |
| 140 | G | TIRE PRESS RECEIV COMM P/N POSITION | - | | | | |
| 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 OUT/PUT 4 | - | | | | |
| 150 | GR | DRIVER DOOR SW | - | | | | |
| 151 | G | REAR WINDOW DEFROGGER RELAY CONT. | - | | | | |

| Terminal No. | Color or Wire | Signal Name [Specification] | | Terminal No. | Color or Wire | Signal Name [Specification] | |
|--------------|---------------|-----------------------------|---|--------------|---------------|-----------------------------|---------------------|
| | | No. | V | | | No. | P |
| 1 | P | - (Coupe models) | - | 1 | G | - (Roadster models) | - |
| 2 | L | - | - | 2 | R | - (Coupe models) | - (Roadster models) |

| Terminal No. | Color or Wire | Signal Name [Specification] | | Terminal No. | Color or Wire | Signal Name [Specification] | |
|--------------|---------------|-----------------------------|---|--------------|---------------|-----------------------------|---------------------|
| | | No. | V | | | No. | P |
| 6 | 5 | 4 | 3 | 1 | 6 | 5 | 4 |
| 7 | 1 | 2 | 1 | 2 | 1 | 1 | 0 |
| 8 | 9 | 8 | 7 | 3 | 0 | 9 | 8 |
| 9 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 10 | R | - | - | 5 | P | - | - (Coupe models) |
| | | | | 5 | G | - | - (Roadster models) |
| | | | | 6 | L | - | - (Coupe models) |
| | | | | 6 | R | - | - (Roadster models) |
| | | | | 7 | SHIELD | - | - |
| | | | | 8 | SHIELD | - | - |
| | | | | 9 | G | - | - |
| | | | | 10 | R | - | - |

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NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

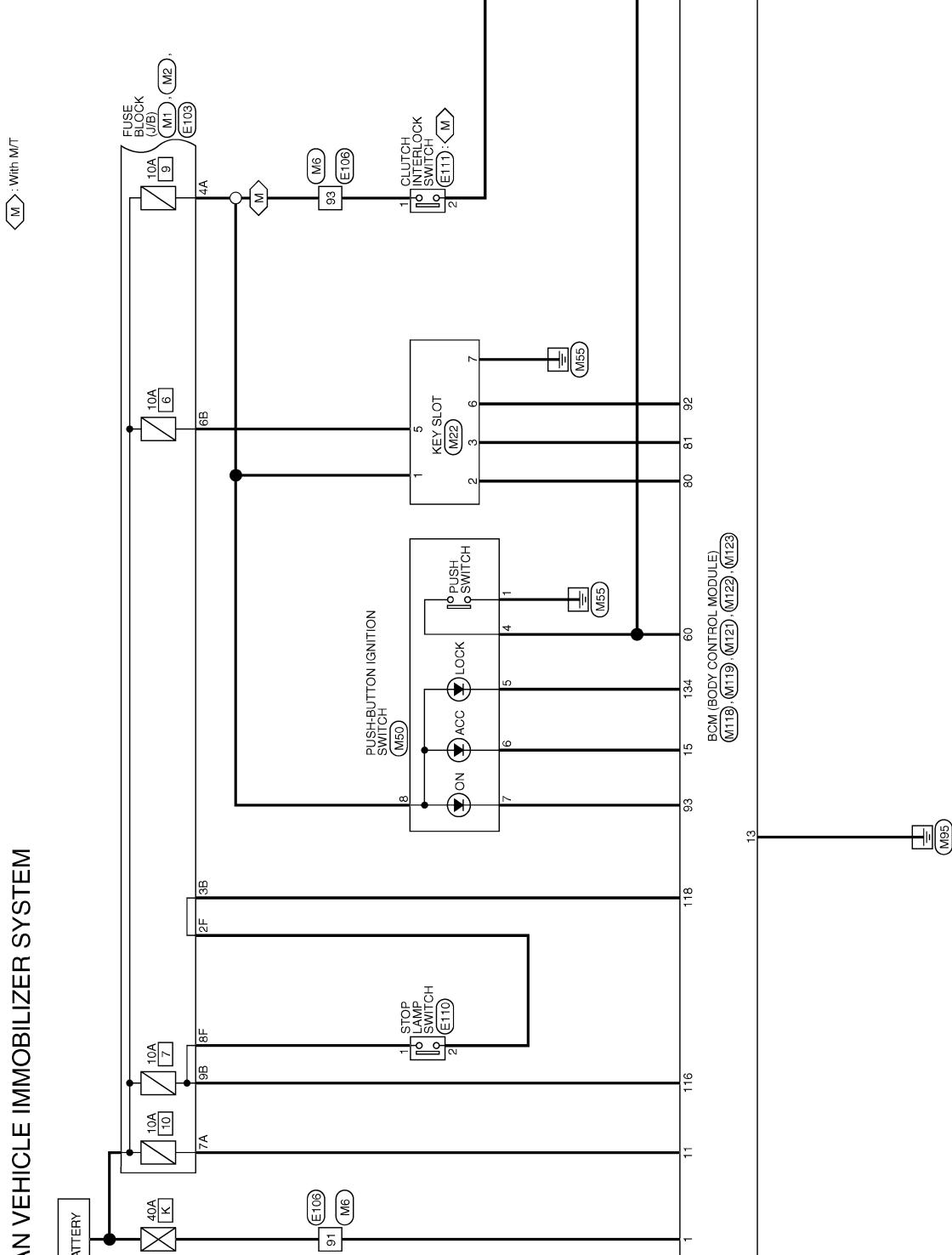
< DTC/CIRCUIT DIAGNOSIS >

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

Wiring Diagram - NISSAN VEHICLE IMMOBILIZER SYSTEM -

INFOID:0000000009363264

NISSAN VEHICLE IMMOBILIZER SYSTEM

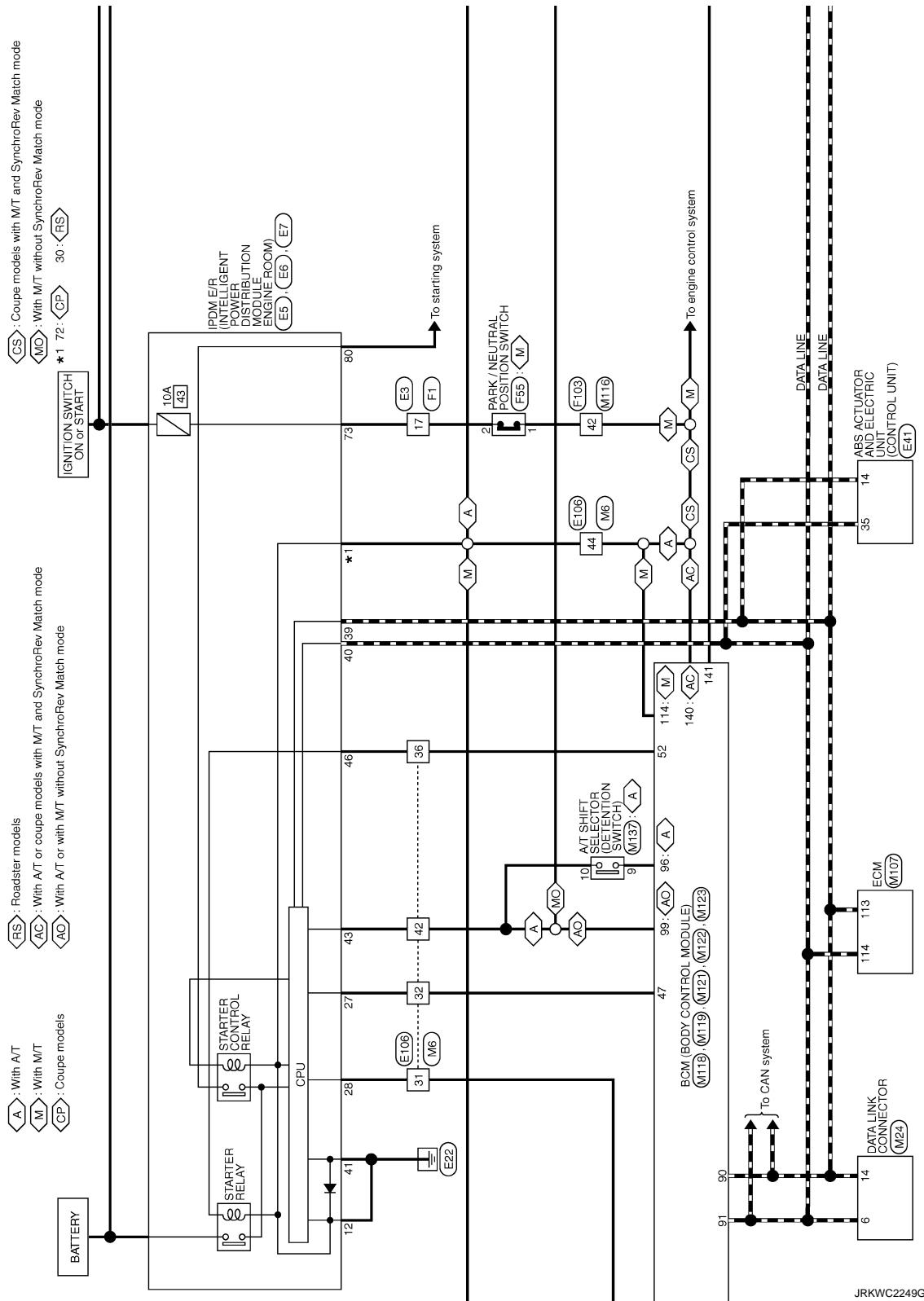


2012/07/11

JRKWC2248GB

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

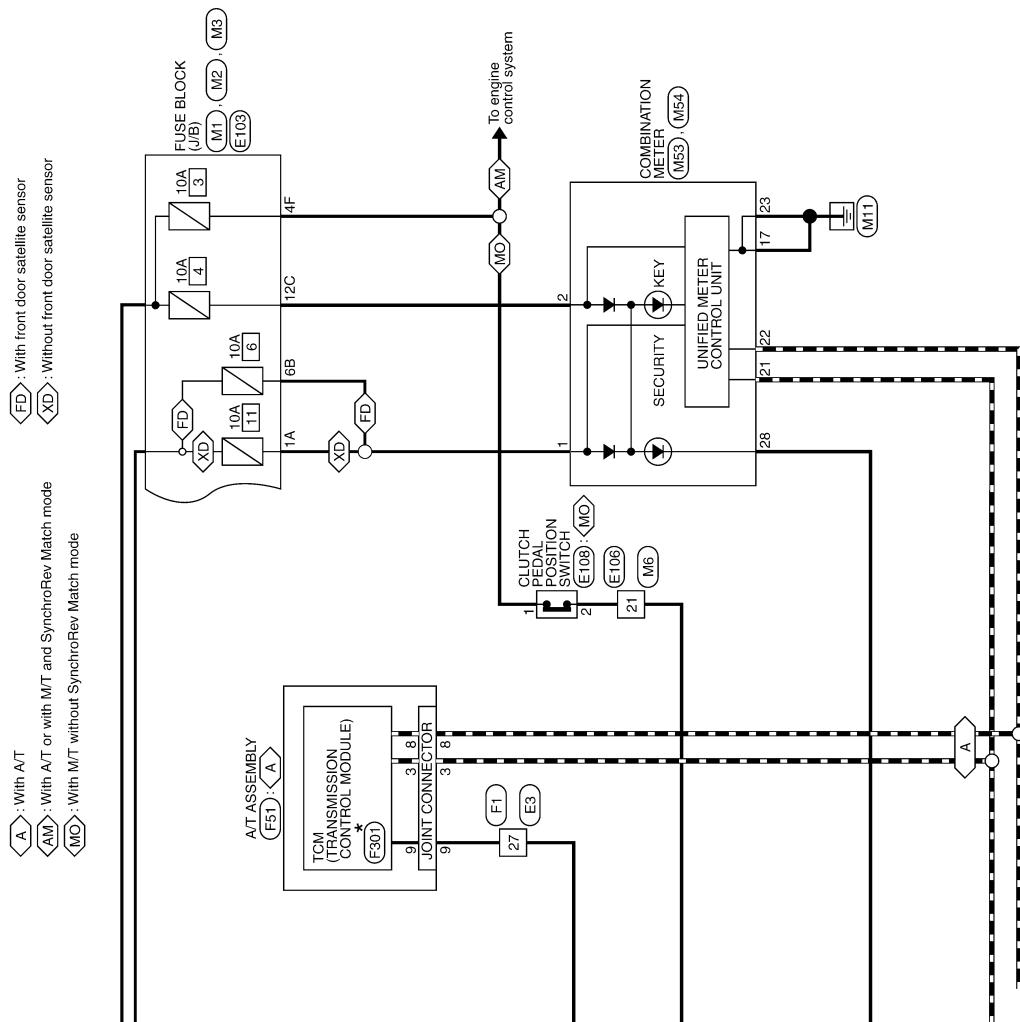
< DTC/CIRCUIT DIAGNOSIS >



JRKWC2249GB

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< DTC/CIRCUIT DIAGNOSIS >



*: This connector is not shown in "Harness Layout".

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NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< DTC/CIRCUIT DIAGNOSIS >

NISSAN VEHICLE IMMOBILIZER SYSTEM

| | |
|----------------|------------------|
| Connector No. | E3 |
| Connector Name | WIRE TO WIRE |
| Connector Type | SAA36MB-RSS-SHZ3 |



| Connector No. E41 | | |
|------------------------------------|--------|---|
| Terminal No. | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | W | - |
| 45 | G | - |
| 46 | V | - |
| Signal Name [Specification] | | |
| 1 | L/Y | - |
| 2 | SHIELD | - |
| 3 | L/B | - |
| 4 | SHIELD | - |
| 5 | BR | - |
| 7 | G | - |
| 8 | W | - |
| 9 | W | - |
| 10 | Y | - |
| 11 | Y | - |
| 12 | SB | - |
| 13 | L | - |
| 14 | G | - |
| 15 | R | - |
| 16 | LG | - |
| 17 | GR | - |
| 18 | Y | - |
| 19 | EG | - |
| 20 | B | - |
| 21 | SB | - |
| 23 | SB | - |
| 24 | GR | - |
| 25 | V | - |
| 27 | GR | - |
| 28 | V | - |
| 30 | R | - |
| 31 | BR | - |
| 32 | Y | - |
| 34 | BG | - |
| 36 | GR | - |
| 37 | SHIELD | - |
| 38 | L | - |
| 39 | P | - |
| 40 | R | - |
| 41 | W | - |
| 42 | LG | - |
| 43 | G | - |
| 45 | SB | - |

| Connector No. E4 | | |
|------------------|-----|---|
| Terminal No. | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | W | - |
| 45 | G | - |
| 46 | V | - |

| Connector No. E5 | | |
|------------------|-----|---|
| Terminal No. | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | W | - |
| 45 | G | - |
| 46 | V | - |

| Connector No. E6 | | |
|------------------|-----|---|
| Terminal No. | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | W | - |
| 45 | G | - |
| 46 | V | - |
| 47 | R | - |
| 48 | GR | - |
| 49 | Y | - |
| 50 | EG | - |
| 51 | B | - |
| 52 | SB | - |
| 53 | SB | - |
| 54 | LG | - |
| 55 | GR | - |
| 56 | Y | - |
| 57 | EG | - |
| 58 | B | - |
| 59 | SB | - |
| 60 | SB | - |
| 61 | LG | - |
| 62 | GR | - |
| 63 | Y | - |
| 64 | EG | - |
| 65 | B | - |
| 66 | SB | - |
| 67 | SB | - |
| 68 | LG | - |
| 69 | GR | - |
| 70 | Y | - |
| 71 | EG | - |
| 72 | B | - |
| 73 | SB | - |
| 74 | SB | - |
| 75 | SB | - |
| 76 | Y | - |
| 77 | R | - |
| 78 | GR | - |
| 79 | Y | - |
| 80 | EG | - |

JRKWC4024GB

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< DTC/CIRCUIT DIAGNOSIS >

A

B

C

D

E

F

G

H

I

SEC

J

M

N

O

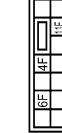
P

NISSAN VEHICLE IMMOBILIZER SYSTEM

| Connector No. | Connector Name | Connector Type | Signal Name [Specification] | Terminal No. | Color of Wire | Signal Name [Specification] |
|---------------|------------------|----------------|-----------------------------------------|--------------|---------------|----------------------------------|
| E103 | FUSE BLOCK (J/B) | NSBFW-CS | - [Coupe models] - [Roadster models] | 21 | BR | - [With SyncroRev Match mode] |
| | | | | 31 | L | - [Without SyncroRev Match mode] |
| | | | | 32 | Y | - [Without SyncroRev Match mode] |
| | | | | 36 | V | - [Without SyncroRev Match mode] |
| | | | | 37 | Y | - [Without SyncroRev Match mode] |
| | | | | 38 | R | - [Without SyncroRev Match mode] |
| | | | | 39 | B | - [Without SyncroRev Match mode] |
| | | | | 40 | W | - [Without SyncroRev Match mode] |
| | | | | 41 | LG | STOP/LAMP SWITCH |
| | | | | 42 | SB | CONNECTOR TYPE: MAFIN-LC |
| | | | | 43 | G | |
| | | | - [Except for roadster models with M/T] | 44 | GR | - [Roadster models with M/T] |
| | | | | 44 | R | - [Roadster models with M/T] |
| | | | | 45 | BG | - |
| | | | | 46 | W | - |
| | | | | 47 | P | - |
| | | | | 58 | SHIELD | - |
| | | | | 59 | L | - |
| | | | - [Coupe models] | 70 | P | - |
| | | | | 80 | W | - |
| | | | | 81 | P | - |
| | | | | 82 | Q | - |
| | | | | 83 | Y | - |
| | | | | 84 | L | - |
| | | | | 85 | BG | - |
| | | | | 86 | LG | - |
| | | | | 87 | R | - |
| | | | | 89 | P | - |
| | | | | 91 | W | - |
| | | | | 92 | L | - |
| | | | | 93 | G | - |
| | | | | 94 | Y | - |
| | | | | 96 | Y | - |
| | | | | 97 | BR | - |
| | | | | 98 | GR | - |
| | | | | 99 | LG | - |
| | | | | 100 | BG | - |



| Terminal No. | Color or Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|---------------|------------------|----------------|--------------|---------------|----------------------------------|
| 1F | SB | - | E103 | FUSE BLOCK (J/B) | NSBFW-CS | 1 | SB | - [With SyncroRev Match mode] |
| 2F | W | - | | | | 1 | G | - [Without SyncroRev Match mode] |
| 4F | G | - | | | | 2 | B | - [With SyncroRev Match mode] |
| 6F | BG | - | | | | 2 | BR | - [Without SyncroRev Match mode] |
| 8F | L | - [Coupe models] | | | | | | |
| 9F | R | - [Coupe models] | | | | | | |
| 11F | V | - [Roadster models] | | | | | | |
| 11F | W | - | | | | | | |



| Terminal No. | Color or Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|---------------|----------------|-----------------|--------------|---------------|-----------------------------|
| 1 | Y | - | E106 | WIRE TO WIRE | THBFW-CS 16-TM4 | 39 | P | - |
| 3 | L | - | | | | 51 | W | - |
| 4 | L | - | | | | 92 | L | - |
| 7 | B | - | | | | 93 | G | - |
| 8 | P | - | | | | 94 | Y | - |
| 9 | B | - | | | | 96 | Y | - |
| 11 | V | - | | | | 97 | BR | - |
| 12 | R | - | | | | 98 | GR | - |
| 13 | L | - | | | | 99 | LG | - |
| 14 | GR | - | | | | 100 | BG | - |



| Terminal No. | Color or Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------------------|---------------|------------------------------|----------------|--------------|---------------|-----------------------------|
| 21 | G | - [Coupe models] - [Roadster models] | E108 | CLUTCH PEDAL POSITION SWITCH | S02FL | 1 | G | - |
| 31 | L | - | | | | 2 | GR | - |



| Terminal No. | Color or Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------------------|---------------|------------------|----------------|--------------|---------------|-----------------------------|
| 21 | BR | - [Coupe models] - [Roadster models] | E110 | STOP/LAMP SWITCH | S02FL | 1 | 2 | - |
| 31 | LG | - | | | | 2 | W | - |
| 41 | LG | - | | | | 3 | G | - |
| 42 | SB | - | | | | 4 | P | - |



| Terminal No. | Color or Wire | Signal Name [Specification] | Connector No. | Connector Name | Connector Type | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|---------------|------------------------------|----------------|--------------|---------------|-----------------------------|
| 1 | Y | - | E108 | CLUTCH PEDAL POSITION SWITCH | S02FL | 1 | 2 | - |
| 3 | L | - | | | | 2 | W | - |
| 4 | L | - | | | | 3 | G | - |
| 7 | B | - | | | | 4 | P | - |
| 8 | P | - | | | | 5 | Y | - |
| 9 | B | - | | | | 6 | Y | - |
| 11 | V | - | | | | 7 | BR | - |
| 12 | R | - | | | | 8 | GR | - |
| 13 | L | - | | | | 9 | LG | - |
| 14 | GR | - | | | | 10 | BG | - |



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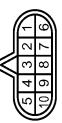
NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< DTC/CIRCUIT DIAGNOSIS >

NISSAN VEHICLE IMMobilizer SYSTEM



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | POWER SUPPLY |
| 2 | B | POWER SUPPLY/MEMORY BACK-UP |
| 3 | R | CAN-H |
| 4 | O | K-LINE |
| 5 | G | GROUND |
| 6 | GR | POWER SUPPLY |
| 7 | L | BACK-UP LAMP RELAY |
| 8 | BR | CAN-L |
| 9 | Y | STARTER RELAY |
| 10 | W/B | GROUND |

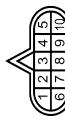


| | |
|----------------|------------------|
| Connector No. | M1 |
| Connector Name | FUSE BLOCK (J-B) |
| Connector Type | NS36FV4-K2 |

 HS.



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | V | - |
| 2A | G | - |
| 3A | L | - |
| 4A | P | - |
| 5A | L | - |
| 6A | Y | - |
| 7A | BR | - |
| 8A | L | - |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | G | - |
| 3 | W | - |
| 4 | R | - |
| 5 | B | - |
| 8 | L | - |
| 9 | Y | - |
| 10 | GR | - |
| 19 | O | - |
| 20 | Y | - |
| 28 | B | - |
| 29 | LG | - |
| 30 | R | - |
| 31 | O | - |
| 33 | W | - |
| 42 | G | - |
| 43 | P | - |
| 44 | L | - |
| 45 | Y | - |
| 46 | V | - |



| | |
|-------------------------------------------------------------------------------------|-----------------------------------|
|  | HS |
| Connector No. | F311 |
| Connector Name | TOM (TRANSMISSION CONTROL MODULE) |
| Connector Type | SPI-FD |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|------------------------------|
| 1 | Y | POWER SUPPLY |
| 2 | BR | POWER SUPPLY(MEMORY BACK-UP) |
| 3 | L | CAN-H |
| 4 | V | K-LINE |
| 5 | Y | GROUND |
| 6 | Y | POWER SUPPLY |
| 7 | W | BACK-UP LAMP RELAY |
| 8 | P | CAN-L |
| 9 | GR | STARTER RELAY |
| 10 | B | GROUND |



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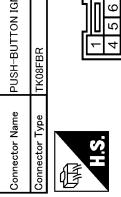
NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< DTC/CIRCUIT DIAGNOSIS >

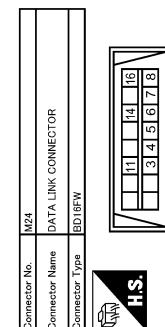
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NISSAN VEHICLE IMMOBILIZER SYSTEM

| | | | | |
|----------------|------------------|----|----|---------------------|
| Connector No. | M6 | BR | - | [Coupler models] |
| Connector Name | WIRE TO WIRE | Y | 3 | - [Coupler models] |
| Connector Type | T180MMF-CS16-TM4 | G | 4 | - [Coupler models] |
| | | P | 5 | - [Coupler models] |
| | | W | 6 | - [Coupler models] |
| | | P | 7 | - [Coupler models] |
| | | P | 8 | - [Coupler models] |
| | | Y | 11 | - [Coupler models] |
| | | P | 11 | - [Coupler models] |
| | | GR | 14 | - [Coupler models] |
| | | O | 16 | - [Coupler models] |
| | | P | 16 | - [Coupler models] |
| | | | | - [Register models] |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | - |
| 2 | R | - |
| 3 | G | - |
| 4 | BR | - |
| 5 | GR | - |
| 6 | Y | - |
| 7 | V | - |
| 8 | P | - |

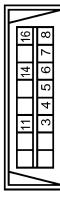


| Terminal No. | Color of wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
|--------------|---------------|-----------------------------|

| Terminal No. | Color of Wire | Signal Name [Specification] | Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|--------------|---------------|-----------------------------|
| 3B | P | - | 1 | Y | - |
| 4B | G | - | 3 | L | - |
| 5B | O | - | 4 | L | - |
| 6B | Y | - | 7 | B | - |
| 8B | R | - | 8 | P | - |
| 9B | SB | - | 9 | B | - |



| Terminal No. | Color of Wire | Signal Name [Specification] | 38 | LG | - |
|-------------------|---------------|-----------------------------|----|----|----------|
| No. | R | - | 39 | SB | - |
| 7C | B | - | 40 | W | - |
| 9C | O | - | 41 | LG | - |
| 10C | L | - | 42 | R | - |
| 11C | LG | - | 43 | G | - |
| 12C | O | - | 44 | O | - |
| <i>[With A/T]</i> | | | 45 | O | <i>-</i> |
| <i>[With M/T]</i> | | | 46 | O | <i>-</i> |



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NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< DTC/CIRCUIT DIAGNOSIS >

NISSAN VEHICLE IMMOBILIZER SYSTEM

| | | |
|-----|----|----------------------|
| 124 | B | EOM GROUND |
| 125 | R | POWER SUPPLY FOR ECM |
| 126 | BR | ASCD BRAKE SWITCH |
| 127 | B | EOM GROUND |
| 128 | B | EOM GROUND |

| 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 (IGN) |

| | |
|----------------|---------------------------|
| Connector No. | MJ19 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | NS1DFW-CS |

| Terminal No. | Color of Wire | Signal Name (Specification) |
|--------------|---------------|----------------------------------------|
| 4 | R | INTERIOR ROOM LAMP POWER SUPPLY |
| 8 | V | PASSENGER DOOR UNLOCK OUTPUT |
| 9 | G | ALL DOOR FUEL LINE LOCK OUTPUT |
| 11 | BR | DRIVER DOOR FUEL LINE LOCK OUTPUT |
| 13 | B | BAT (FUSE) |
| 14 | R | GROUND |
| 15 | Y | PUSH-BUTTON IGNITION SWIHL GND ACC IND |
| 17 | W | TURN SIGNAL RH (FRONT, SIDE) |
| 18 | O | TURN SIGNAL LH (FRONT, SIDE) |
| 19 | P | ROOM LAMP TIMER CONTROL |

| NISSAN VEHICLE IMMOBILIZER SYSTEM | | | | | |
|-----------------------------------|-------|--------------|-------------------------------------------------------------------|-------|--------------|
| Connector No. | Color | Terminal No. | Signal Name [Specification] | Color | Terminal No. |
| M53 | W | 25 | ALTERNATOR SIGNAL | O | 26 |
| COMBINATION METER | | 26 | PARKING BRAKE SWITCH SIGNAL | O | 27 |
| Connector Type | | 27 | Brake Fluid Level Switch Signal | L.G | 28 |
| TH24FW-NH | | 28 | SECURITY SYSTEM SIGNAL | Y | 29 |
| | | 29 | WASHER LEVEL SWITCH SIGNAL | GR | 30 |
| | | 30 | PADDLE SHIFTER DOWN SIGNAL | G | 32 |
| | | 32 | PADDLE SHIFTER UP SIGNAL | O | 33 |
| | | 33 | FUEL LEVEL SENSOR SIGNAL | BR | 34 |
| | | 34 | FUEL LEVEL SIGNAL (DRIVER SIDE) | L | 35 |
| | | 35 | SEAT BELT/BUCKLE SWITCH SIGNAL (Driver Side) | | 36 |
| | | 36 | PASSANGER SEAT BELT WARNING SIGNAL (Front Left) (Passenger Side) | | 37 |
| | | 37 | PASSENGER SEAT BELT/WARNING SIGNAL (Front Right) (Passenger Side) | G | 38 |
| | | 38 | NON-MANUAL MODE SIGNAL | V | 39 |
| | | 39 | MANUAL MODE SHIFT DOWN SIGNAL | L | 40 |
| | | 40 | MANUAL MODE SHIFT UP SIGNAL | W | |
| | | | MANUAL MODE SIGNAL | | |

| | |
|----------------|--------------------|
| Connector No. | M107 |
| Connector Name | E-CM |
| Connector Type | R124FGY-RZ8-R-LH-Z |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-------------------------------------|
| 97 | R | ACCELERATOR PEDAL POSITION SENSOR 1 |
| 98 | P | ACCELERATOR PEDAL POSITION SENSOR 2 |
| 99 | L | SENSOR POWER SUPPLY |
| 100 | W | SENSOR GROUND |
| 101 | SB | ASDO STEERING SWITCH |
| 102 | GR | EVAP CONTROL SYSTEM PRESSURE SENSOR |
| 103 | G | SENSOR POWER SUPPLY |
| 104 | GR | SENSOR GROUND |
| 105 | L | REFRIGERANT PRESSURE SENSOR |

| | | |
|-----|----|--------------------------------|
| 107 | BR | SENSOR POWER SUPPLY |
| 108 | Y | SENSOR GROUND |
| 109 | G | PIP SIGNAL |
| 110 | R | ENGINE SPEED OUTPUT SIGNAL |
| 112 | SB | SENSOR GROUND |
| 113 | P | CAN COMMUNICATION LINE |
| 114 | L | CAN COMMUNICATION LINE |
| 117 | Y | DATALINK CONNECTION |
| 121 | LG | EVAP SYSTEM VENT CONTROL VALVE |
| 122 | P | SPEED LIMIT SWITCH |
| 123 | LG | COOLANT FLOW SENSOR |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--------------------------------|
| 1 | V | BATTERY POWER SUPPLY |
| 2 | O | IGNITION SIGNAL |
| 3 | L | VEHICLE SPEED SIGNAL (2-PULSE) |

| | | |
|----|-----|---------------------------------------------|
| 4 | V | VEHICLE SPEED SIGNAL (8-PINSE) [For Mexico] |
| 5 | B | ILLUMINATION CONTROL SIGNAL |
| 6 | R | ROOF STATUS SIGNAL |
| 8 | Y | POP-UP |
| 9 | BTR | COMMUNICATION SIGNAL (TRIPLE METER-METER) |
| 10 | L | COMMUNICATION SIGNAL (TRIPLE METER-METER) |

| | | |
|----|----|--------------------------------------------|
| | | GROUND |
| 17 | B | AMBIENT SENSOR SIGNAL |
| 18 | V | A-C AUTO AMP CONNECTION RECOGNITION SIGNAL |
| 19 | G | AMBIENT SENSOR GROUND |
| 20 | GR | AMBIENT SENSOR GROUND |
| 21 | L | CAN-H |
| 22 | P | CAN-L |
| 23 | B | GROUND |

| | |
|-----|-------------------|
| M54 | COMBINATION METER |
| | TH16FW-NH |

| Terminal No. | Color & Wire No. | Signal Name [Specification] |
|--------------|------------------|-----------------------------|
| 25 | 26 | 27 |
| 27 | 28 | 29 |
| 29 | 30 | 31 |
| 32 | 33 | 34 |
| 33 | 34 | 35 |
| 35 | 36 | 37 |
| 36 | 37 | 38 |
| 38 | 39 | 39 |
| 39 | 40 | 40 |

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NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS

< DTC/CIRCUIT DIAGNOSIS >

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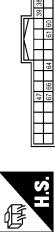
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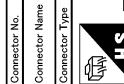
NISSAN VEHICLE IMMOBILIZER SYSTEM

| | |
|----------------|---------------------------|
| Connector No. | M121 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | TH40FB-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] | PIN POSITION | PIN POSITION |
|--------------|---------------|-------------------------------------|--------------|-----------------------------------|
| 34 | G | LUGGAGE/TRUNK ROOM ANT- | 83 | GR KYLS ENT RECEIVER (FRONT) COMM |
| 35 | R | LUGGAGE/TRUNK ROOM ANT- | 87 | BR COMBI SW INPUT 5 |
| 38 | B | REAR BUMPER ANT- | 88 | V COMBI SW INPUT 3 |
| 39 | W | REAR BUMPER ANT- | 90 | P CAN-L |
| 47 | V | IGN RELAY (PDM E/R CONT) | 91 | L CAN-H |
| 52 | SB | STARTER RELAY SW | 92 | LG KEI SLOT TLL |
| 60 | BR | PUSH SW | 93 | V |
| 61 | W | BACK DOOR/TRUNK LID DOOR REQUEST SW | 95 | O ACC RELAY ON IND |
| 64 | Q | I-KEY WARM BUZZER (ENG ROOM) | 96 | Y A/T SHIFT SELECTOR POWER SUPPLY |
| 66 | R | BACK DOOR/TRUNK ROOM LAMP SW | 99 | R SHIFT P/CLUTCH PEDAL POS SW |
| 67 | GR | BACK DOOR/TRUNK LID OPENER SW | 100 | GR PASSENGER DOOR REQUEST SW |

| | |
|----------------|---------------------------|
| Connector No. | M122 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | TH40FB-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] | PIN POSITION | PIN POSITION |
|--------------|---------------|-------------------------------------|--------------|-----------------------------------------|
| 64 | W | BACK DOOR/TRUNK LID DOOR REQUEST SW | 103 | LG KYLS ENT RECEIVER (FRONT) PWL SUPPLY |
| 66 | Q | I-KEY WARM BUZZER (ENG ROOM) | 107 | LG COMBI SW INPUT 1 |
| 68 | R | BACK DOOR/TRUNK ROOM LAMP SW | 108 | R COMBI SW INPUT 4 |
| 69 | GR | BACK DOOR/TRUNK LID OPENER SW | 109 | Y COMBI SW INPUT 2 |
| 70 | SB | PUSH SW | 110 | P HAZARD SW |

| | |
|----------------|---------------------------|
| Connector No. | M123 |
| Connector Name | BOM (BODY CONTROL MODULE) |
| Connector Type | TH40FG-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] | PIN POSITION | PIN POSITION |
|--------------|---------------|-----------------------------|--------------|--------------|
| 1 | W | - | 1 | W |
| 2 | V | - | 2 | V |
| 3 | L | - | 3 | L |
| 4 | B | - | 4 | B |
| 5 | G | - | 5 | G |
| 6 | R | - | 6 | R |
| 7 | W | - | 7 | W |
| 8 | P | - | 8 | P |
| 9 | Y | - | 9 | Y |
| 10 | R | - | 10 | R |

| | | | | |
|--------------|---------------|---------------------------------------------|--------------|-----------------------------------------------|
| Terminal No. | Color of Wire | Signal Name [Specification] | PIN POSITION | PIN POSITION |
| 113 | O | OPTICAL SENSOR | 121 | R KEY SLOT SW |
| 114 | R | CLUTCH INTERLOCK SW | 122 | W IGN/F/B |
| 115 | O | - | 123 | LG PASSENGER DOOR SW |
| 116 | S | STOP LAMP SW I | 124 | O TRUNK/LID OPENER CANCEL SW |
| 118 | P | STOP LAMP SW 2 | 125 | L REAR DEFOGER SW |
| 119 | S | DR DOOR UNLOCK SENSOR | 126 | V PW/M/SW & SOFT TOP C-COMM (Roofster models) |
| 121 | R | KEY SLOT SW | 127 | Y POWER WINDOW SW COMM (Coupé models) |
| 122 | W | IGN/F/B | 128 | Q PUSH BUTTON IGNITION SW LL POWER |
| 124 | LG | PASSENGER DOOR SW | 129 | GR LOCK IND. |
| 125 | O | TRUNK/LID OPENER CANCEL SW | 130 | P RECEIVER SENSO/NON OND |
| 126 | L | REAR DEFOGER SW | 131 | V RECEIVER SENSOR POWER SUPPLY |
| 127 | V | PW/M/SW & SOFT TOP C-COMM (Roofster models) | 132 | L TIRE PRESS RECEIV/COMM |
| 128 | Y | POWER WINDOW SW COMM (Coupé models) | 133 | - |
| 129 | Q | PUSH BUTTON IGNITION SW LL POWER | 134 | - |
| 130 | GR | LOCK IND. | 135 | - |
| 131 | P | RECEIVER SENSO/NON OND | 136 | - |
| 132 | V | RECEIVER SENSOR POWER SUPPLY | 137 | - |
| 133 | L | TIRE PRESS RECEIV/COMM | 138 | - |
| 134 | R | - | 139 | - |

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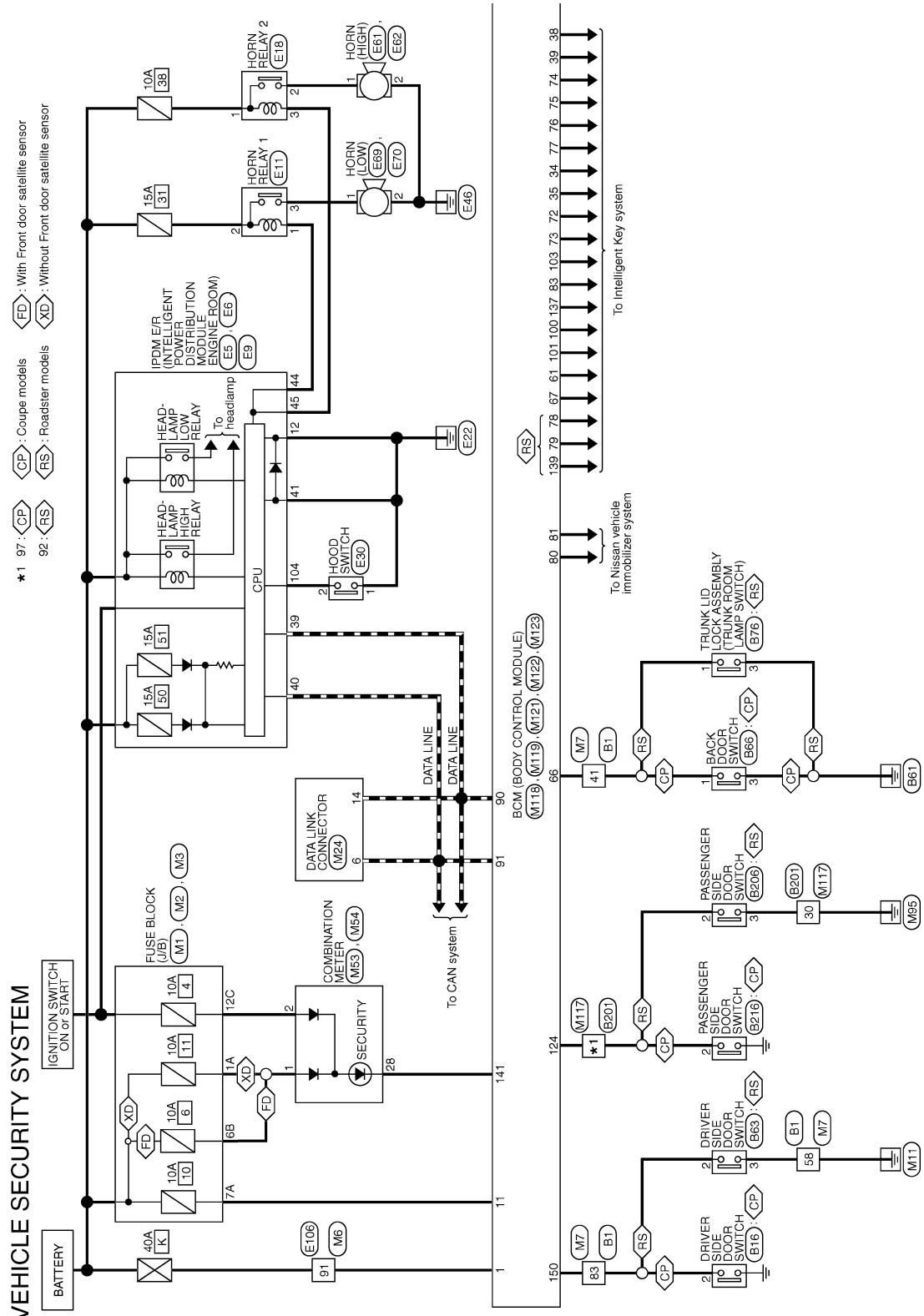
VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

Wiring Diagram - VEHICLE SECURITY SYSTEM -

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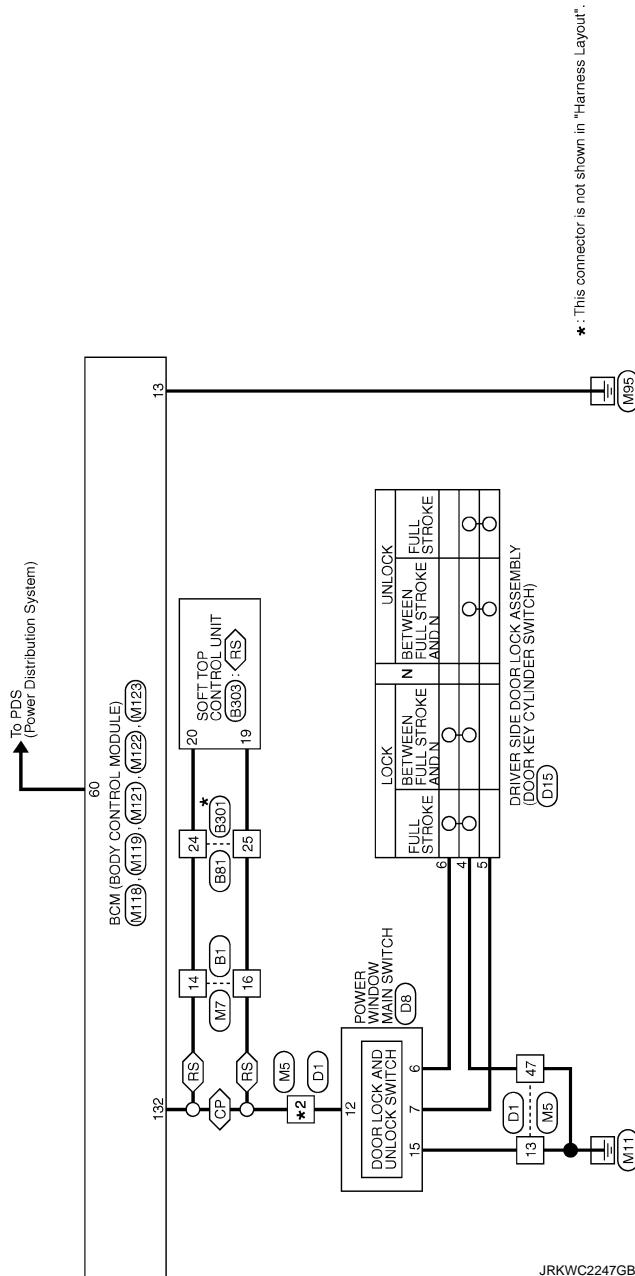
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VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

*2 14: : Coupe models
7: : Roadster models



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VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

| | |
|----------------|-----------------|
| Connector No. | B1 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THBDFW-GS16-TM4 |



| | | |
|--------------|--------|-----------------------------------------|
| Terminal No. | BG | - |
| | SB | - [Coupe models] - [Roadster models] |
| 46 | V | - |
| 47 | SHIELD | - |
| 48 | W | - |
| 51 | R | - |
| 52 | SHIELD | - |
| 57 | B | - |
| 58 | V | - |
| 60 | SB | - |
| 61 | BR | - |
| 62 | SHIELD | - |
| 63 | Y | - |
| 64 | SHIELD | - |
| 65 | P | - |
| 66 | L | - |
| 67 | SHIELD | - |
| 68 | R | - |
| 69 | G | - |
| 70 | V | - |
| 71 | GR | - |
| 72 | SB | - |
| 73 | BR | - |
| 74 | GR | - |
| 75 | BG | - |
| 76 | Y | - |
| 77 | R | - |
| 78 | B | - |
| 79 | V | - |
| 80 | BR | - |
| 81 | GR | - |
| 82 | B | - |
| 83 | GR | - |
| 84 | Q | - [Coupe models] - [Roadster models] |
| 85 | LG | - |
| 86 | V | - |
| 87 | BR | - |
| 88 | GR | - |
| 89 | Y | - [Coupe models] - [Roadster models] |
| 90 | G | - [Coupe models] - [Roadster models] |
| 91 | GR | - [Coupe models] - [Roadster models] |
| 92 | V | - |
| 93 | LG | - |
| 94 | Y | - [Coupe models] - [Roadster models] |
| 95 | LG | - [Coupe models] - [Roadster models] |
| 96 | L | - |
| 97 | Y | - |
| 98 | W | - [Coupe models] - [Roadster models] |
| 99 | Y/B | - [Coupe models] - [Roadster models] |
| 100 | LG | - |
| 101 | B | - |

| | | |
|----------------|-------------------------|---|
| Terminal No. | B16 | - |
| Connector Name | DRIVER SIDE DOOR SWITCH | |
| Connector Type | AU3FW | |



| | | |
|----------------|-------------------------|---|
| Terminal No. | B66 | - |
| Connector Name | DRIVER SIDE DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|-------------------------|---|
| Terminal No. | B63 | - |
| Connector Name | DRIVER SIDE DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|--------------|---|
| Terminal No. | B61 | - |
| Connector Name | WIRE TO WIRE | |
| Connector Type | TH4DFW-NH | |
| | | |

| | | |
|----------------|--------------|---|
| Terminal No. | B61 | - |
| Connector Name | WIRE TO WIRE | |
| Connector Type | TH4DFW-NH | |
| | | |

| | | |
|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
| | | |

| | | |
|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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|----------------|------------------|---|
| Terminal No. | B66 | - |
| Connector Name | BACK DOOR SWITCH | |
| Connector Type | AU3FW | |
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| Terminal No. | B66 | - |
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VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

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|----------------|------------------|
| Connector No. | B201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THBDFW-15S16-TMA |



| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------------------|--------------|---------------|-----------------------------------------|--------------|---------------|-----------------------------------------|
| 2 | BR | - [Coupe models] - [Roadster models] | 34 | W | - [Coupe models] - [Roadster models] | 32 | SB | - [Coupe models] - [Roadster models] |
| 2 | R | - [Roadster models] | 35 | B | - [Coupe models] - [Roadster models] | 32 | LG | - [Coupe models] - [Roadster models] |
| 3 | Y | - [Coupe models] - [Roadster models] | 36 | SHIELD | - | 33 | Y | - [Coupe models] - [Roadster models] |
| 3 | B | - [Roadster models] | 37 | O | - | 34 | W | - [Coupe models] - [Roadster models] |
| 4 | G | - | 38 | BR | - | 35 | Y | - [Coupe models] - [Roadster models] |
| 7 | R | - [Coupe models] - [Roadster models] | 39 | Y | - | 36 | BR | - [Coupe models] - [Roadster models] |
| 7 | Y | - [Roadster models] | 40 | SHIELD | - | 37 | LG | - [Coupe models] - [Roadster models] |
| 8 | LG | - | 41 | Y | - [Roadster models] | 38 | LG | - [Coupe models] - [Roadster models] |
| 9 | Y | - | 42 | G | - [Coupe models] - [Roadster models] | 39 | Y | - [Coupe models] - [Roadster models] |
| 11 | R | - | 43 | L | - [Coupe models] - [Roadster models] | 40 | W | - [Coupe models] - [Roadster models] |
| 20 | G | - | 44 | SB | - | 41 | V | - [Coupe models] - [Roadster models] |
| 21 | R | - | 51 | P | - | 42 | GR | - [Coupe models] - [Roadster models] |
| 30 | B | - | 52 | L | - | 43 | LG | - [Coupe models] - [Roadster models] |
| 40 | W | - | 53 | SHIELD | - | 44 | Y | - [Coupe models] - [Roadster models] |
| 41 | V | - | 54 | BR | - | 45 | Y | - [Coupe models] - [Roadster models] |
| 42 | G | - | 55 | Y | - | 46 | W | - [Coupe models] - [Roadster models] |
| 43 | L | - | 56 | SHIELD | - | 47 | Y | - [Coupe models] - [Roadster models] |
| 44 | SB | - | 57 | G | - [Coupe models] - [Roadster models] | 48 | W | - [Coupe models] - [Roadster models] |
| 51 | P | - | 58 | R | - [Coupe models] - [Roadster models] | 49 | Y/B | - [Coupe models] - [Roadster models] |
| 52 | L | - | 59 | BR | - | 50 | Y | - [Coupe models] - [Roadster models] |
| 53 | SHIELD | - | 60 | Y | - | 51 | Y | - [Coupe models] - [Roadster models] |
| 54 | BR | - | 61 | GR | - | 52 | Y | - [Coupe models] - [Roadster models] |
| 55 | Y | - | 62 | B | - | 53 | Y | - [Coupe models] - [Roadster models] |
| 56 | SHIELD | - | 63 | Y | - | 54 | Y | - [Coupe models] - [Roadster models] |
| 57 | G | - [Coupe models] - [Roadster models] | 64 | V | - | 55 | Y | - [Coupe models] - [Roadster models] |
| 58 | R | - [Coupe models] - [Roadster models] | 65 | SB | - | 56 | Y | - [Coupe models] - [Roadster models] |
| 59 | LG | - | 66 | BG | - | 57 | Y | - [Coupe models] - [Roadster models] |
| 60 | W | - | 67 | V | - | 58 | P | - [Coupe models] - [Roadster models] |
| 61 | GR | - | 68 | P | - | | | |

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|----------------|-----------------------|
| Connector No. | B203 |
| Connector Name | SOFT TOP CONTROL UNIT |
| Connector Type | TH40FF-3-HH |

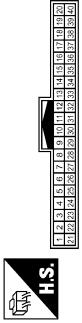


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|----------------|----------------------------|
| Connector No. | B216 |
| Connector Name | PASSENGER SIDE DOOR SWITCH |
| Connector Type | A03FW |



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|--------------|---------------|--------------------------------------------|--------------|---------------|------------------------------------|--------------|---------------|----------------------------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | BR | ROOF POWER SUPPLY (ROOF STRIKER SENSOR LH) | 3 | DG | ROOF STRIKER SENSOR RH | 5 | 4 | W |
| 2 | LG | REVERSE SIGNAL | 6 | Y | POWER CONDITION (POWER WINDOW) | 7 | SB | TRUNK LID OPEN SIGNAL |
| 7 | LG | TRUNK LID OPEN SIGNAL (INDICATOR) | 8 | O | ROOF STATUS SIGNAL (AUDIO) | 11 | O | ROOF STATUS SIGNAL (INDICATOR) |
| 9 | Y | ROOF OPEN / CLOSE SWITCH (CLOSE) | 12 | SB | ROOF OPEN / CLOSE SWITCH (OPEN) | 14 | L | ROOF OPEN / CLOSE SWITCH (OPEN) |
| 11 | R | TRUNK ROOF LAMP SWITCH | 15 | LG | LOCAL COMMUNICATION (POWER WINDOW) | 16 | Y | LOCAL COMMUNICATION (POWER WINDOW) |
| 20 | G | CAN-H | 17 | BG | LOCAL COMMUNICATION (POWER WINDOW) | 19 | LG | LOCAL COMMUNICATION (POWER WINDOW) |
| 21 | R | CAN-L | 20 | V | LOCAL COMMUNICATION (BDA) | 21 | BR | SENSOR POWER SUPPLY (ROOF STRIKER SENSOR RH) |
| 30 | B | | 22 | LG | GROUND | 23 | DG | GROUND |
| 40 | W | | 24 | P | ROOF OPEN / CLOSE SWITCH (GND) | 25 | P | |

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| Connector No. | B201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THBDFW-15S16-TMA |



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|----------------|----------------------------|
| Connector No. | B206 |
| Connector Name | PASSENGER SIDE DOOR SWITCH |
| Connector Type | A03FW |



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|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] |
| 4 | LG | - |
| 5 | L | - |
| 6 | P | - |
| 8 | O | - |
| 9 | Y | - |
| 14 | BR | - |
| 15 | BR | - |
| 16 | W | - |
| 17 | DG | - |
| 24 | V | - |
| 25 | LG | - |
| 31 | BG | - |
| 32 | P | - |
| 34 | O | - |
| 35 | S3 | - |

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VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

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|----------------|-------------------------------------------------------------------------------------|----------------|------------------------------------------------------------------------------------|
| Connector No. | D1 | Connector No. | D8 |
| Connector Name | WIRE TO WIRE | Connector Name | POWER WINDOW MAIN SWITCH |
| Connector Type | TH05FW-GS5 | Connector Type | NS16FW-GS5 |
| |  | |  |

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|----------------|------------------------------------------------------------------------------------|----------------|-----------------------------------------------------------------------------------|
| Connector No. | E5 | Connector No. | E9 |
| Connector Name | FRONT/R REAR INTELLIGENT POWER DISTRIBUTION MODULE | Connector Name | FRONT/R REAR INTELLIGENT POWER DISTRIBUTION MODULE |
| Connector Type | TH20FW-GS12-MH-IV | Connector Type | TH16FW-NH |
| |  | |  |

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|--------------|----|---------------|---|-----------------------------|---|--------------|----|---------------|---|-----------------------------|-----|
| Terminal No. | 1 | Color of Wire | W | Signal Name [Specification] | - | Terminal No. | 91 | Color of Wire | P | Signal Name [Specification] | - |
| | 2 | Y | - | | | | 5 | L | - | | |
| | 8 | Y | - | | | | 7 | R | - | (Coupe models) | 37 |
| | 9 | G | - | | | | 12 | B/W | - | (Roadster models) | 104 |
| | 10 | BG | - | | | | 13 | Y | - | | |
| | 11 | P | - | [With BOSE system] | | | 16 | LG | - | | |
| | 11 | V | - | [Without BOSE system] | | | 19 | W | - | | |
| | 12 | L | - | | | | 25 | Q | - | | |
| | 13 | B | - | | | | 27 | Y | - | | |
| | 14 | SB | - | (Coupe models) | | | 28 | L | - | | |
| | 14 | Y | - | (Roadster models) | | | 30 | GR | - | | |
| | 15 | W | - | | | | 36 | G | - | | |
| | 19 | Y | - | | | | | | | | |
| | 23 | Y/B | - | | | | | | | | |
| | 25 | R | - | | | | | | | | |
| | 26 | SHEILD | - | | | | | | | | |
| | 35 | G | - | | | | | | | | |
| | 44 | L | - | | | | | | | | |
| | 47 | B | - | | | | | | | | |
| | 48 | SB | - | | | | | | | | |
| | 49 | W | - | | | | | | | | |
| | 50 | LG | - | | | | | | | | |
| | 51 | R | - | | | | | | | | |
| | 52 | V | - | | | | | | | | |
| | 53 | BG | - | | | | | | | | |
| | 54 | GR | - | | | | | | | | |
| | 55 | G | - | | | | | | | | |

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|--------------|---|---------------|---|-----------------------------|---|--------------|----|---------------|---|-----------------------------|-----|
| Terminal No. | 1 | Color of Wire | W | Signal Name [Specification] | - | Terminal No. | 97 | Color of Wire | P | Signal Name [Specification] | - |
| | 2 | G | - | | | | 5 | L | - | | |
| | 3 | SB | - | | | | 7 | R | - | (Coupe models) | 37 |
| | 4 | B | - | | | | 12 | B/W | - | (Roadster models) | 104 |
| | 5 | V | - | | | | 13 | Y | - | | |
| | 6 | GR | - | | | | 16 | LG | - | | |
| | | | | | | | 19 | W | - | | |
| | | | | | | | 25 | Q | - | | |
| | | | | | | | 27 | Y | - | | |
| | | | | | | | 28 | L | - | | |
| | | | | | | | 30 | GR | - | | |
| | | | | | | | 36 | G | - | | |

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|--------------|----|---------------|---|-----------------------------|---|--------------|----|---------------|---|-----------------------------|-----|
| Terminal No. | 1 | Color of Wire | W | Signal Name [Specification] | - | Terminal No. | 91 | Color of Wire | P | Signal Name [Specification] | - |
| | 2 | G | - | | | | 5 | L | - | | |
| | 6 | GR | - | | | | 7 | R | - | (Coupe models) | 37 |
| | 8 | V | - | | | | 12 | B/W | - | (Roadster models) | 104 |
| | 9 | Y | - | | | | 13 | Y | - | | |
| | 10 | SB | - | | | | 16 | LG | - | | |
| | 11 | P | - | [With BOSE system] | | | 19 | W | - | | |
| | 11 | V | - | [Without BOSE system] | | | 25 | Q | - | | |
| | 12 | LG | - | | | | 27 | Y | - | | |
| | 13 | R | - | | | | 28 | L | - | | |
| | 14 | SB | - | | | | 30 | GR | - | | |
| | 14 | Y | - | | | | 36 | G | - | | |
| | 15 | W | - | | | | | | | | |
| | 19 | Y | - | | | | | | | | |
| | 23 | Y/B | - | | | | | | | | |
| | 25 | R | - | | | | | | | | |
| | 35 | G | - | | | | | | | | |
| | 44 | L | - | | | | | | | | |
| | 47 | B | - | | | | | | | | |
| | 48 | SB | - | | | | | | | | |
| | 49 | W | - | | | | | | | | |
| | 50 | LG | - | | | | | | | | |
| | 51 | R | - | | | | | | | | |
| | 52 | V | - | | | | | | | | |
| | 53 | BG | - | | | | | | | | |
| | 54 | GR | - | | | | | | | | |
| | 55 | G | - | | | | | | | | |

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|--------------|----|---------------|---|-----------------------------|---|--------------|----|---------------|---|-----------------------------|-----|
| Terminal No. | 1 | Color of Wire | W | Signal Name [Specification] | - | Terminal No. | 91 | Color of Wire | P | Signal Name [Specification] | - |
| | 2 | G | - | | | | 5 | L | - | | |
| | 6 | GR | - | | | | 7 | R | - | (Coupe models) | 37 |
| | 8 | V | - | | | | 12 | B/W | - | (Roadster models) | 104 |
| | 9 | Y | - | | | | 13 | Y | - | | |
| | 10 | SB | - | | | | 16 | LG | - | | |
| | 11 | P | - | [With BOSE system] | | | 19 | W | - | | |
| | 11 | V | - | [Without BOSE system] | | | 25 | Q | - | | |
| | 12 | LG | - | | | | 27 | Y | - | | |
| | 13 | R | - | | | | 28 | L | - | | |
| | 14 | SB | - | | | | 30 | GR | - | | |
| | 14 | Y | - | | | | 36 | G | - | | |
| | 15 | W | - | | | | | | | | |
| | 19 | Y | - | | | | | | | | |
| | 23 | Y/B | - | | | | | | | | |
| | 25 | R | - | | | | | | | | |
| | 35 | G | - | | | | | | | | |
| | 44 | L | - | | | | | | | | |
| | 47 | B | - | | | | | | | | |
| | 48 | SB | - | | | | | | | | |
| | 49 | W | - | | | | | | | | |
| | 50 | LG | - | | | | | | | | |
| | 51 | R | - | | | | | | | | |
| | 52 | V | - | | | | | | | | |
| | 53 | BG | - | | | | | | | | |
| | 54 | GR | - | | | | | | | | |
| | 55 | G | - | | | | | | | | |

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|--------------|----|---------------|---|-----------------------------|---|--------------|----|---------------|---|-----------------------------|-----|
| Terminal No. | 1 | Color of Wire | W | Signal Name [Specification] | - | Terminal No. | 91 | Color of Wire | P | Signal Name [Specification] | - |
| | 2 | G | - | | | | 5 | L | - | | |
| | 6 | GR | - | | | | 7 | R | - | (Coupe models) | 37 |
| | 8 | V | - | | | | 12 | B/W | - | (Roadster models) | 104 |
| | 9 | Y | - | | | | 13 | Y | - | | |
| | 10 | SB | - | | | | 16 | LG | - | | |
| | 11 | P | - | [With BOSE system] | | | 19 | W | - | | |
| | 11 | V | - | [Without BOSE system] | | | 25 | Q | - | | |
| | 12 | LG | - | | | | 27 | Y | - | | |
| | 13 | R | - | | | | 28 | L | - | | |
| | 14 | SB | - | | | | 30 | GR | - | | |
| | 14 | Y | - | | | | 36 | G | - | | |
| | 15 | W | - | | | | | | | | |
| | 19 | Y | - | | | | | | | | |
| | 23 | Y/B | - | | | | | | | | |
| | 25 | R | - | | | | | | | | |
| | 35 | G | - | | | | | | | | |
| | 44 | L | - | | | | | | | | |
| | 47 | B | - | | | | | | | | |
| | 48 | SB | - | | | | | | | | |
| | 49 | W | - | | | | | | | | |
| | 50 | LG | - | | | | | | | | |
| | 51 | R | - | | | | | | | | |
| | 52 | V | - | | | | | | | | |
| | 53 | BG | - | | | | | | | | |
| | 54 | GR | - | | | | | | | | |
| | 55 | G | - | | | | | | | | |

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|--------------|----|---------------|---|-----------------------------|---|--------------|----|---------------|---|-----------------------------|-----|
| Terminal No. | 1 | Color of Wire | W | Signal Name [Specification] | - | Terminal No. | 91 | Color of Wire | P | Signal Name [Specification] | - |
| | 2 | G | - | | | | 5 | L | - | | |
| | 6 | GR | - | | | | 7 | R | - | (Coupe models) | 37 |
| | 8 | V | - | | | | 12 | B/W | - | (Roadster models) | 104 |
| | 9 | Y | - | | | | 13 | Y | - | | |
| | 10 | SB | - | | | | 16 | LG | - | | |
| | 11 | P | - | [With BOSE system] | | | 19 | W | - | | |
| | 11 | V | - | [Without BOSE system] | | | 25 | Q | - | | |
| | 12 | LG | - | | | | 27 | Y | - | | |
| | 13 | R | - | | | | 28 | L | - | | |
| | 14 | SB | - | | | | 30 | GR | - | | |
| | 14 | Y | - | | | | 36 | G | - | | |
| | 15 | W | - | | | | | | | | |
| | 19 | Y | - | | | | | | | | |
| | 23 | Y/B | - | | | | | | | | |
| | 25 | R | - | | | | | | | | |
| | 35 | G | - | | | | | | | | |

VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

| | |
|----------------|--------------|
| Connector No. | E18 |
| Connector Name | HORN RELAY 2 |
| Connector Type | M22FN-FR-LC |



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|----------------|-------------|
| Connector No. | E62 |
| Connector Name | HORN (HIGH) |
| Connector Type | P01FB-A |



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|--------------|---------------|-----------------------------|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | P | - | 1 | Y | - |
| 2 | Y | - | 3 | L | - |
| 3 | G | - | 4 | L | - |

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|----------------|------------|
| Connector No. | E69 |
| Connector Name | HORN (LOW) |
| Connector Type | P01FB-BR-A |

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|--------------|---------------|-----------------------------|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | B | - | 1 | Y | - |
| 2 | R | - | 2 | R | - |
| 3 | L | - | 3 | Y | - |
| 4 | GR | - | 4 | GR | - |
| 5 | P | - | 5 | W | - |
| 6 | W | - | 6 | W | - |
| 7 | SB | - | 7 | SB | - |
| 8 | LG | - | 8 | LG | - |
| 9 | V | - | 9 | V | - |
| 10 | G | - | 10 | G | - |
| 11 | Y | - | 11 | Y | - |
| 12 | BR | - | 12 | BR | - |
| 13 | GR | - | 13 | GR | - |
| 14 | W | - | 14 | W | - |
| 15 | BR | - | 15 | BR | - |
| 16 | LG | - | 16 | LG | - |
| 17 | SB | - | 17 | SB | - |
| 18 | LG | - | 18 | LG | - |
| 19 | BR | - | 19 | BR | - |
| 20 | SB | - | 20 | SB | - |
| 21 | BR | - | 21 | BR | - |
| 22 | GR | - | 22 | GR | - |
| 23 | W | - | 23 | W | - |
| 24 | Y | - | 24 | Y | - |
| 25 | LG | - | 25 | LG | - |
| 26 | GR | - | 26 | GR | - |
| 27 | W | - | 27 | W | - |
| 28 | BR | - | 28 | BR | - |
| 29 | LG | - | 29 | LG | - |
| 30 | SB | - | 30 | SB | - |
| 31 | LG | - | 31 | LG | - |
| 32 | GR | - | 32 | GR | - |
| 33 | W | - | 33 | W | - |
| 34 | Y | - | 34 | Y | - |
| 35 | LG | - | 35 | LG | - |
| 36 | BR | - | 36 | BR | - |
| 37 | LG | - | 37 | LG | - |
| 38 | SB | - | 38 | SB | - |
| 39 | LG | - | 39 | LG | - |
| 40 | BR | - | 40 | BR | - |
| 41 | LG | - | 41 | LG | - |
| 42 | SB | - | 42 | SB | - |
| 43 | LG | - | 43 | LG | - |
| 44 | GR | - | 44 | GR | - |
| 45 | BR | - | 45 | BR | - |
| 46 | LG | - | 46 | LG | - |
| 47 | W | - | 47 | W | - |
| 48 | Y | - | 48 | Y | - |
| 49 | LG | - | 49 | LG | - |
| 50 | BR | - | 50 | BR | - |
| 51 | LG | - | 51 | LG | - |
| 52 | SB | - | 52 | SB | - |
| 53 | LG | - | 53 | LG | - |
| 54 | BR | - | 54 | BR | - |
| 55 | LG | - | 55 | LG | - |
| 56 | BR | - | 56 | BR | - |
| 57 | LG | - | 57 | LG | - |
| 58 | SB | - | 58 | SB | - |
| 59 | LG | - | 59 | LG | - |
| 60 | BR | - | 60 | BR | - |
| 61 | LG | - | 61 | LG | - |
| 62 | BR | - | 62 | BR | - |
| 63 | LG | - | 63 | LG | - |
| 64 | BR | - | 64 | BR | - |
| 65 | LG | - | 65 | LG | - |
| 66 | BR | - | 66 | BR | - |
| 67 | LG | - | 67 | LG | - |
| 68 | BR | - | 68 | BR | - |
| 69 | LG | - | 69 | LG | - |
| 70 | BR | - | 70 | BR | - |
| 71 | LG | - | 71 | LG | - |
| 72 | BR | - | 72 | BR | - |
| 73 | LG | - | 73 | LG | - |
| 74 | BR | - | 74 | BR | - |
| 75 | LG | - | 75 | LG | - |
| 76 | BR | - | 76 | BR | - |
| 77 | LG | - | 77 | LG | - |
| 78 | BR | - | 78 | BR | - |
| 79 | LG | - | 79 | LG | - |
| 80 | BR | - | 80 | BR | - |
| 81 | LG | - | 81 | LG | - |
| 82 | BR | - | 82 | BR | - |
| 83 | LG | - | 83 | LG | - |

JRKWC4019GB

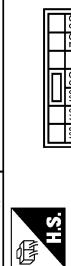
A B C D M T G I Z O P SEC

VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

| | |
|----------------|------------------|
| Connector No. | M3 |
| Connector Name | FUSE BLOCK (J/E) |
| Connector Type | NS12EW-CS |



| Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 8C | R | - |
| 7C | B | - |
| 9C | O | - |
| 10C | L | - |
| 11C | LG | - |
| 12C | O | - |

| | |
|----------------|--------------|
| Connector No. | M5 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THDMW-CS15 |



| Terminal No. | Color or Wire | Signal Name [Specification] | Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|--------------|---------------|-----------------------------|
| 1 | Y | - | 1 | Y | - |
| 2 | Y | - | 2 | P | - |
| 3 | G | - | 3 | L | - |
| 4 | Y | - | 4 | L | - |
| 5 | Y | - | 7 | B | - |
| 6 | Y | - | 8 | P | - |
| 7 | Y | - | 9 | B | - |
| 8 | Y | - | 11 | GR | - |
| 9 | Y | - | 12 | R | - |
| 10 | V | - | 13 | L | - |
| 11 | V | - | 14 | G | - |
| 12 | L | - | 15 | P | - |
| 13 | B | - | 16 | W | - |
| 14 | Y | - | 17 | BR | - |
| 15 | Y | - | 20 | GR | - |
| 16 | W | - | 21 | R | - |
| 17 | Y | - | 31 | BR | - |
| 18 | Y | - | 32 | V | - |
| 19 | Y | - | 36 | SB | - |
| 20 | Y/B | - | 37 | Y | - |
| 21 | Y/B | - | 38 | LG | - |
| 22 | Y/B | - | 39 | SB | - |
| 23 | Y/B | - | 40 | W | - |
| 24 | Y/B | - | 41 | LG | - |
| 25 | Y/B | - | 42 | R | - |
| 26 | SHIELD | - | 43 | Q | - |
| 27 | BR | - | 44 | G | - (With A/T) |
| 28 | BR | - | 44 | R | - (With M/T) |
| 29 | BR | - | 45 | O | - |

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VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

| | |
|----------------|-------------------------------------------------------------------------------------|
| Connector No. | M7 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THB0MW-CS16-TMA |
| |  |

| | | | |
|--------------|-----|--------|---------------------|
| Terminal No. | 46 | G | - [Roadster models] |
| | 47 | R | - |
| | 48 | SHIELD | - |
| | 51 | V | - |
| | 52 | R | - |
| | 57 | SHIELD | - |
| | 58 | B | - |
| | 60 | L | - |
| | 61 | R | - |
| | 62 | SHIELD | - |
| | 63 | R | - |
| | 64 | G | - |
| | 65 | SHIELD | - |
| | 66 | LG | - |
| | 67 | V | - |
| | 68 | SHIELD | - |
| | 69 | L | - |
| | 70 | P | - |
| | 71 | V | - |
| | 72 | P | - |
| | 73 | BR | - |
| | 74 | GR | - |
| | 75 | O | - |
| | 80 | Y | - |
| | 81 | W | - |
| | 82 | BR | - |
| | 83 | GR | - |
| | 84 | V | - |
| | 85 | L | - |
| | 86 | Y | - |
| | 87 | BR | - |
| | 88 | SB | - |
| | 91 | G | - |
| | 92 | GR | - |
| | 93 | V | - |
| | 94 | BG | - |
| | 94 | L | - [Roadster models] |
| | 95 | GR | - [Coupe models] |
| | 95 | W | - [Roadster models] |
| | 96 | L | - |
| | 97 | LG | - [Coupe models] |
| | 97 | Y | - [Roadster models] |
| | 98 | BG | - [Coupe models] |
| | 98 | Y/B | - [Roadster models] |
| | 99 | W | - |
| | 100 | B | - |

| | | | |
|--------------|----|--------|-----------------------------|
| Terminal No. | 1 | BR | Signal Name [Specification] |
| | 2 | O | - |
| | 3 | LG | - |
| | 4 | O | - |
| | 6 | V | - |
| | 7 | LG | - |
| | 8 | SB | - |
| | 9 | GR | - |
| | 11 | Y | - |
| | 12 | V | - |
| | 13 | BR | - |
| | 14 | B | - |
| | 15 | B | - |
| | 16 | V | - |
| | 17 | R | - |
| | 18 | L | - |
| | 20 | SB | - |
| | 21 | G | - |
| | 22 | GR | - |
| | 23 | V | - |
| | 24 | R | - |
| | 25 | L | - |
| | 26 | P | - |
| | 27 | B | - |
| | 28 | SHIELD | - |
| | 31 | W | - |
| | 32 | B | - |
| | 33 | W | - |
| | 34 | R | - |
| | 35 | B | - |
| | 36 | L | - |
| | 40 | L | - |
| | 41 | R | - |
| | 42 | GR | - |
| | 43 | R | - |
| | 44 | R | - |
| | 45 | O | - |
| | 46 | SHIELD | - [Coupe models] |

| | | |
|----------------|---------------------|--------------------------------------------|
| Connector No. | M24 | S-MODE SWITCH SIGNAL |
| Connector Name | DATA LINK CONNECTOR | ACCS POWER SUPPLY |
| Connector Type | BD16FW | AIR BAG SIGNAL |
| | | GROUND |
| | | AMBIENT SENSOR SIGNAL |
| | | A/C AUTO AMP CONNECTION RECOGNITION SIGNAL |
| | | CAN-H AMBIENT SENSOR GROUND |
| | | CAN-L GROUND |
| | | FUEL LEVEL SENSOR GROUND |

| | | | |
|--------------|----|----|-----------------------------|
| Terminal No. | 1 | LG | Signal Name [Specification] |
| | 2 | O | - [Coupe models] |
| | 3 | LG | - [Roadster models] |
| | 4 | B | COMBINATOR METER |
| | 5 | B | THREE-Y-NH |
| | 6 | L | - |
| | 7 | Y | - |
| | 8 | G | - |
| | 11 | Y | - [Coupe models] |
| | 11 | LG | - [Roadster models] |
| | 14 | P | - |
| | 16 | Y | - |

| | | | |
|--------------|----|----|-----------------------------|
| Terminal No. | 1 | BR | Signal Name [Specification] |
| | 2 | O | - |
| | 3 | LG | - |
| | 4 | B | COMBINATOR METER |
| | 5 | B | THREE-Y-NH |
| | 6 | L | - |
| | 7 | Y | - |
| | 8 | G | - |
| | 11 | Y | - [Coupe models] |
| | 11 | LG | - [Roadster models] |
| | 14 | P | - |
| | 16 | Y | - |

| | | | |
|--------------|----|----|-----------------------------|
| Terminal No. | 1 | LG | Signal Name [Specification] |
| | 2 | O | - |
| | 3 | LG | - |
| | 4 | B | COMBINATOR METER |
| | 5 | B | THREE-Y-NH |
| | 6 | L | - |
| | 7 | Y | - |
| | 8 | G | - |
| | 11 | Y | - [Coupe models] |
| | 11 | LG | - [Roadster models] |
| | 14 | P | - |
| | 16 | Y | - |

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VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SECURITY SYSTEM

| | | |
|----|----|-------------------------------|
| 64 | G | I-KEY WARN BUZZER (ENG ROOM) |
| 66 | R | BACK DOOR/TRUNK ROOM LAMP SW |
| 67 | GR | BACK DOOR/TRUNK LID OPENER SW |



| | | | |
|--------------------------|-------------------------------------|--------------------------|---------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | POWER WINDOW POWER SUPPLY (IGN) |
| Connector No. | M119 | | |
| Connector Name | BCM (BODY CONTROL MODULE) | | |
| Connector Type | NS16EW- CS | | |



| VEHICLE SECURITY SYSTEM | | | | | | |
|-------------------------|-----------------|------------------------------------------------------------|--------|---|---|-------------------|
| Connector No. | M117 | Wire to Wire | | | | |
| Connector Name | | | | | | |
| Connector Type | THROWW-CS16-TM4 | | | | | |
| Terminal | Color of Wire | Signal Name [Specification] | G | L | - | - |
| 2 | GR | - [Coupe model] [Roadster models] | SHIELD | - | - | - |
| 2 | LG | - [Coupé model] - [Coupe models] - [Roadster models] | G | L | - | - |
| 3 | O | - [Coupé model] - [Roadster models] | P | - | - | [Coupé models] |
| 3 | B | - [Roadster models] | Y | - | - | [Roadster models] |
| 4 | W | - | SHIELD | - | - | - |
| 7 | LG | - [Coupé model] - [Roadster models] | G | Q | - | [Coupé models] |
| 7 | Y | - | LG | - | - | [Roadster models] |
| 8 | LG | - | R | - | - | [Coupé models] |
| 9 | Y | - | V | - | - | [Roadster models] |
| 11 | R | - | SHIELD | - | - | [Coupé models] |
| 20 | G | - | G | - | - | [Roadster models] |
| 21 | R | - | SB | - | - | [Coupé models] |
| 30 | B | - | SB | - | - | [Roadster models] |
| 40 | O | - | LG | - | - | [Coupé models] |
| 41 | Y | - | Y | - | - | [Roadster models] |
| 42 | G | - | V | - | - | [Coupé models] |
| 43 | L | - | Y/B | - | - | [Roadster models] |
| 44 | SB | - | Q | - | - | - |
| 51 | R | - | BR | - | - | - |
| 52 | C | - | V | - | - | - |
| 53 | Y | - | LG | - | - | - |
| 54 | SB | - | Y | - | - | - |
| 58 | V | - | Y | - | - | - |
| 98 | Y/B | - | Y | - | - | - |
| 99 | Q | - | Y | - | - | - |
| 100 | BR | - | Y | - | - | - |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------|
| 1 | W | BAT (F-L) |
| 2 | W | POWER WINDOW POWER SUPPLY (BAT) |



| | | |
|-----|----|--------------------------------------|
| 72 | L | ROOM ANT 2- |
| 73 | P | ROOM ANT 2+ |
| 74 | SB | PASSENGER DOOR ANT- |
| 75 | BR | PASSENGER DOOR ANT+ |
| 76 | V | DRIVER DOOR ANT- |
| 77 | LG | DRIVER DOOR ANT+ |
| 78 | L | ROOM ANT 1- |
| 79 | R | ROOM ANT 1+ |
| 80 | GR | NATS ANT AMP |
| 81 | W | NATS ANT AMP |
| 82 | R | IGN RELAY (F/B) CONT |
| 83 | BR | KYLS INT RECEIVER (FRONT) COMM |
| 87 | BR | KYLS SW INPUT 5 |
| 88 | V | COMBI SW INPUT 3 |
| 90 | P | CAN-L |
| 91 | L | CAN-H |
| 92 | LG | KEY SLOT TLL |
| 93 | V | ON IND. |
| 95 | O | ACC RELAY CONT |
| 96 | Y | A/T SHIFT SELECTOR POWER SUPPLY |
| 98 | R | SHIFT P CLUTCH POWER POS SW |
| 100 | GR | PASSENGER DOOR REQUEST SW |
| 101 | Y | DRIVER DOOR REQUEST SW |
| 102 | O | BLOWER FAN MOTOR R/B RELAY CONT |
| 103 | LG | KYLS INT RECEIVER (FRONT) PUR SUPPLY |
| 107 | LG | COMBI SW INPUT 1 |
| 108 | R | COMBI SW INPUT 4 |
| 109 | P | COMBI SW INPUT 2 |
| 110 | P | HAZARD SW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-------------------------------------|
| 72 | L | ROOM ANT 2- |
| 73 | P | ROOM ANT 2+ |
| 74 | SB | PASSENGER DOOR ANT - |
| 75 | BR | PASSENGER DOOR ANT + |
| 76 | LG | DRIVER DOOR ANT - |
| 77 | LG | DRIVER DOOR ANT + |
| 78 | L | ROOM ANT 1- |
| 79 | R | ROOM ANT 1+ |
| 80 | GR | NATS ANT AMP |
| 81 | W | NATS ANT AMP |
| 82 | R | IGN RELAY (FB) CONT |
| 83 | GR | KYLS ANT RECEIVER(FRONT) COMM |
| 87 | BR | COMBI SW INPUT 5 |
| 88 | V | COMBI SW INPUT 3 |
| 90 | P | CAN-H |
| 91 | L | CAN-L |
| 92 | LG | KEY SLOT 1 LL |
| 93 | Y | ON IND |
| 95 | O | ACC RELAY CONT |
| 96 | Y | A/T SHIFT SELECT POWER SUPPLY |
| 98 | R | SHIFT P/CLOUT/FEED POS SW |
| 100 | GR | PASSENGER DOOR REQUEST SW |
| 101 | Y | DRIVER DOOR REQUEST SW |
| 102 | O | BLOWER FAN MOTOR RELAY CONT |
| 103 | LG | KYLS ENT RECEIVER(FRONT) PUR SUPPLY |
| 107 | LG | COMBI SW INPUT 1 |
| 108 | R | COMBI SW INPUT 4 |
| 109 | Y | COMBI SW INPUT 2 |
| 110 | P | HAZARD SW |



VEHICLE SECURITY SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

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| VEHICLE SECURITY SYSTEM | |
|-------------------------|---------------------------|
| Connector No. | M123 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | THD16F-NH |



| Terminal No. | Color | Signal Name [Specification] |
|--------------|-------|-------------------------------------------|
| 113 | O | OPTICAL SENSOR |
| 114 | R | CLUTCH INTERLOCK SW |
| 115 | O | - |
| 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 / B |
| 124 | LG | PASSENGER DOOR SW |
| 129 | O | TRUNK LID OPENER CANCEL SW |
| 130 | L | REAR DEFROGGER SW |
| 132 | V | P / SW & SOFT TOP C / COMM [Reader model] |
| 132 | Y | POWER WINDOW SW COMM [Coupé models] |
| 133 | G | PUSH BUTTON IGNITION SW / LL POWER |
| 134 | GR | LOCK IND |
| 137 | P | RECEIVER SENSOR GND |
| 138 | V | RECEIVER SENSOR COMMS SUPPLY |
| 139 | L | TIRE PRESS RECEIV COMM |
| 140 | G | P / N POSITION |
| 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 |
| 150 | GR | DRIVER DOOR SW |
| 151 | G | REAR WINDOW DEFROGGER RELAY CONT |

JRKWC4023GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

ECU DIAGNOSIS INFORMATION

BCM (BODY CONTROL MODULE)

Reference Value

INFOID:000000009751029

VALUES ON THE DIAGNOSIS TOOL

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

CONSULT 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 |

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Monitor Item | Condition | Value/Status |
|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------|
| DOOR SW-RR | NOTE: The item is indicated, but not monitored. | Off |
| DOOR SW-RL | NOTE: The item is indicated, but not monitored. | Off |
| DOOR SW-BK | • Back door closed (Coupe models) • Trunk lid closed (Roadster models) | Off |
| | • Back door opened (Coupe models) • Trunk lid opened (Roadster models) | 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: For 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 | Trunk lid opener cancel switch OFF | Off |
| | Trunk lid opener cancel switch ON | On |
| TR/BD OPEN SW | • Back door opener switch OFF (Coupe models) • Trunk lid opener switch OFF (Roadster models) | Off |
| | • While the back door opener switch is turned ON (Coupe models) • While the trunk lid opener switch is turned ON (Roadster models) | 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: For Coupe models this item is not monitored. | TRUNK OPEN button of the Intelligent Key is not pressed | Off |
| | TRUNK OPEN of the Intelligent Key is pressed | On |
| 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 |

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BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Monitor Item | Condition | Value/Status |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 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 |
| 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 | <ul style="list-style-type: none"> Back door request switch is not pressed (Coupe models) Trunk lid door request switch is not pressed (Roadster models) | Off |
| | <ul style="list-style-type: none"> Back door request switch is pressed (Coupe models) Trunk lid door request switch is pressed (Roadster models) | 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 | NOTE: The item is indicated, but not monitored. | Off |
| ACC RLY -F/B | NOTE: The item is indicated, but not monitored. | Off |
| CLUCH SW NOTE: For A/T models this item is not monitored. | The clutch pedal is not depressed | Off |
| | The clutch pedal is depressed | On |
| BRAKE SW 1 | The brake pedal is depressed when No. 7 fuse is blown | Off |
| | The brake pedal is not depressed when No. 7 fuse is blown, or No. 7 fuse is normal | On |
| BRAKE SW 2 | The brake pedal is not depressed | Off |
| | The brake pedal is depressed | On |
| DETE/CANCL SW NOTE: For M/T models with Synchro-Rev Match mode this item is not monitored. | <ul style="list-style-type: none"> Selector lever in P position (A/T models) The clutch pedal is depressed (M/T models without SynchroRev Match mode) | Off |
| | <ul style="list-style-type: none"> 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: For roadster M/T models and coupe M/T models without SynchroRev Match mode this item is not monitored. | <ul style="list-style-type: none"> Selector lever in any position other than P and N (A/T models) Control lever in any position other than neutral position (Coupe M/T models with SynchroRev Match mode) | Off |
| | <ul style="list-style-type: none"> Selector lever in P or N position (A/T models) Control lever in neutral position (Coupe M/T models with SynchroRev Match mode) | On |
| S/L -LOCK | NOTE: The item is indicated but not monitored. | Off |
| S/L -UNLOCK | NOTE: The item is indicated but not monitored. | Off |
| S/L RELAY-F/B | NOTE: The item is indicated but not monitored. | Off |
| 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 |

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Monitor Item | Condition | Value/Status |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| 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 |
| SFT PN -IPDM | <ul style="list-style-type: none"> • Selector lever in any position other than P and N (A/T models) • The clutch pedal is not depressed (M/T models) | Off |
| | <ul style="list-style-type: none"> • 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 | NOTE: The item is indicated but not monitored. | Off |
| S/L UNLK-IPDM | NOTE: The item is indicated but not monitored. | Off |
| S/L RELAY-REQ | NOTE: The item is indicated but not monitored. | Off |
| 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 | Driver side door is open after ignition switch is turned OFF (Shift position is in the P position) | Reset |
| | Ignition switch ON | 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 | During the operation of the Intelligent Key | Operation frequency of the Intelligent Key |

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BCM (BODY CONTROL MODULE)

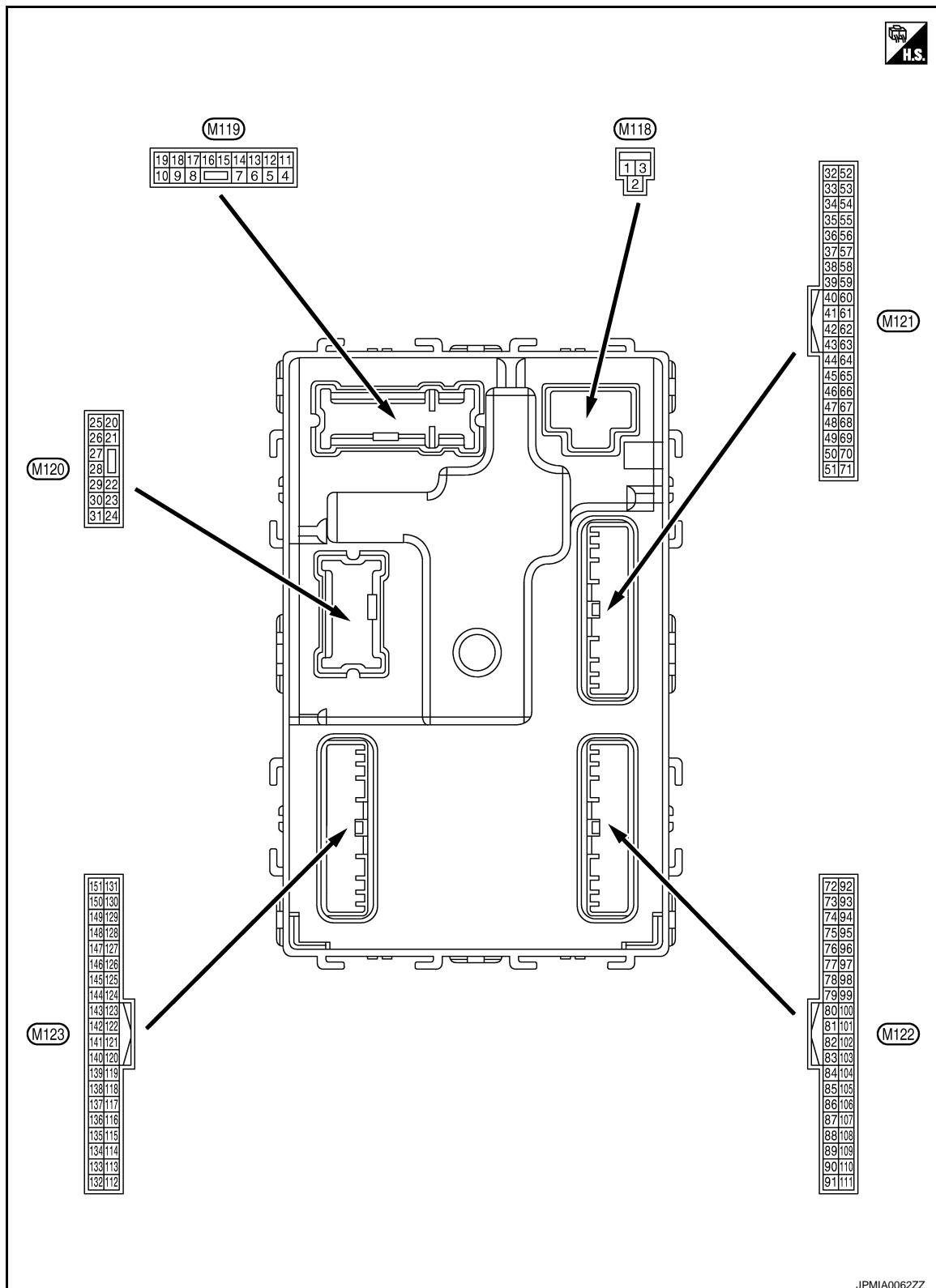
< ECU DIAGNOSIS INFORMATION >

| Monitor Item | Condition | Value/Status |
|----------------|-------------------------------------------------------------------------------------------------|-------------------------------|
| CONFIRM 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 |
| 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 |

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

TERMINAL LAYOUT



PHYSICAL VALUES

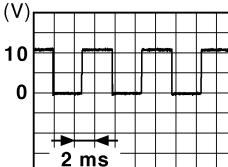
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BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|-------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 1 (W) | Ground | Battery power supply | Input | Ignition switch OFF |
| 2 (W) | Ground | P/W power supply (BAT) | Output | Ignition switch OFF |
| 3 (Y) | Ground | P/W power supply (IGN) | Output | Ignition switch ON |
| 4 (R) | Ground | Interior room lamp power supply | Output | Interior room lamp battery saver is activated. (Cuts the interior room lamp power supply) |
| | | | | Interior room lamp battery saver is not activated. (Outputs the interior room lamp power supply) |
| 5 (G) | Ground | Passenger door UN- LOCK | Output | UNLOCK (Actuator is activated) |
| | | | | Other than UNLOCK (Actuator is not activated) |
| 8 (V) | Ground | All doors, fuel lid LOCK | Output | LOCK (Actuator is activated) |
| | | | | Other than LOCK (Actuator is not activated) |
| 9 (G) | Ground | Driver door, fuel lid UNLOCK | Output | UNLOCK (Actuator is activated) |
| | | | | Other than UNLOCK (Actuator is not activated) |
| 11 (BR) | Ground | Battery power supply | Input | Ignition switch OFF |
| 13 (B) | Ground | Ground | — | Ignition switch ON |
| 14 (R) | Ground | Push-button ignition switch illumination ground | Output | OFF |
| | | | | ON |
| 15 (Y) | Ground | ACC indicator lamp | Output | OFF (LOCK indicator is not illuminated) |
| | | | | ACC |

NOTE:
When the illumination brightening/dimming level is in the neutral position.

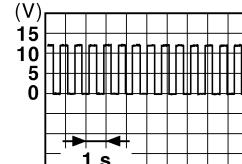


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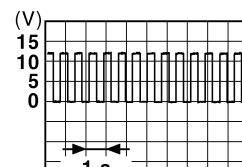
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|----------------------------------------------|-------------|---------------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 17 (W) | Ground | Turn signal RH (Front and side) | Output | Turn signal switch OFF Ignition switch ON Turn signal switch RH |
| | | | | |
| 18 (O) | Ground | Turn signal LH (Front and side) | Output | Turn signal switch OFF Ignition switch ON Turn signal switch LH |
| | | | | |
| 19 (P) | Ground | Interior room lamp control | Output | Interior room lamp OFF ON |
| | | | | |
| 20 (V) | Ground | Turn signal RH (Rear) | Output | Turn signal switch OFF Ignition switch ON Turn signal switch RH |
| | | | | |
| 23 (L)* ¹ (Y)* ² | Ground | Back door/Trunk lid open | Output | Back door/Trunk lid OPEN (Back door/Trunk lid opener actuator is activated) Other than OPEN (Back door/Trunk lid opener actuator is not activated) |
| | | | | |
| 24* ⁸ (O) | Ground | Rear fog lamp | Output | Rear fog lamp OFF ON |
| | | | | |
| 25 (LG) | Ground | Turn signal LH (Rear) | Output | Ignition switch ON Turn signal switch OFF Turn signal switch LH |
| | | | | |
| 30 (R) | Ground | Luggage room/Trunk room lamp | Output | Luggage room/Trunk room lamp ON OFF |
| | | | | |

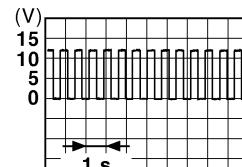


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PKID0926E

6.5 V



PKID0926E

6.5 V

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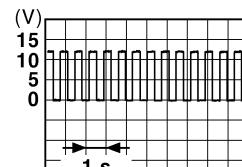
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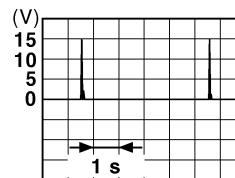
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6.5 V

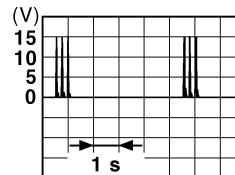
BCM (BODY CONTROL MODULE)

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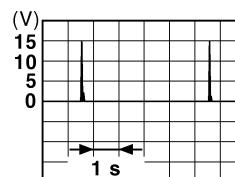
| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|-------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 34 (G) | Ground | Luggage room/Trunk room antenna (-) | Output | <p>When Intelligent Key is in the passenger compartment</p> <p>Ignition switch OFF</p> |
| | | | | |
| 35 (R) | Ground | Luggage room/Trunk room antenna (+) | Output | <p>When Intelligent Key is in the passenger compartment</p> <p>Ignition switch OFF</p> |
| | | | | |
| 38 (B) | Ground | Rear bumper antenna (-) | Output | <p>When Intelligent Key is in the antenna detection area</p> <p>When the back door/trunk lid door request switch is operated with ignition switch OFF</p> |
| | | | | |



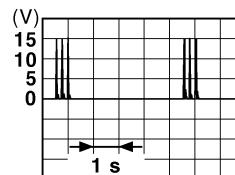
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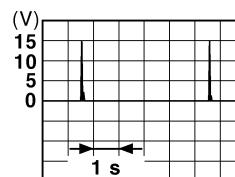
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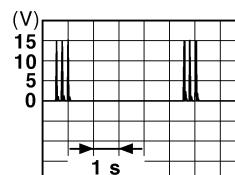
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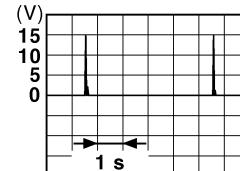


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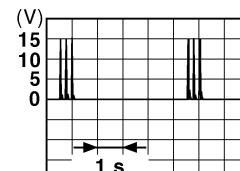
BCM (BODY CONTROL MODULE)

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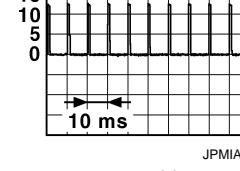
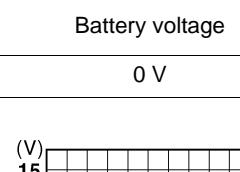
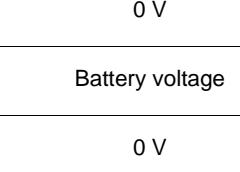
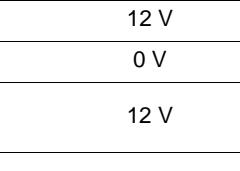
| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|-------------------------------------------|-----------|---------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 39 (W) | Ground | Rear bumper antenna (+) | Output | When Intelligent Key is in the antenna detection area |
| | | | | When the back door/trunk lid door request switch is operated with ignition switch OFF |
| 47 (V) | Ground | Ignition relay (IPDM E/R) control | Output | OFF or ACC |
| | | | | ON |
| 52 (SB) | Ground | Starter relay control | Output | When selector lever is in P or N position |
| | | | | 12 V |
| | | | Output | When selector lever is not in P or N position |
| | | | | 0 V |
| 60 (BR) | Ground | Push-button ignition switch (Push switch) | Input | When the clutch pedal is depressed |
| | | | | Battery voltage |
| 61 (W) | Ground | Back door/Trunk Lid door request switch | Input | When the clutch pedal is not depressed |
| | | | | 0 V |
| 64 (G) | Ground | Intelligent Key warning buzzer | Output | Pressed |
| | | | | Not pressed |
| 66 (R) | Ground | Back door/Trunk room lamp switch | Input | ON (Pressed) |
| | | | | OFF (Not pressed) |
| | | | | ON (Door open) |
| | | | | OFF (Door close) |



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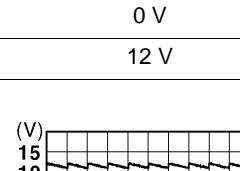


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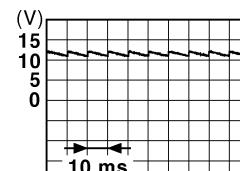


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1.0 V



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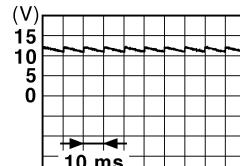
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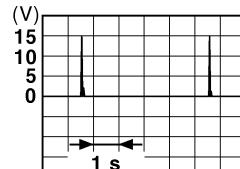
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

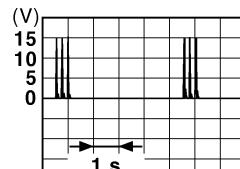
| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|----------------------------------------|-----------|------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 67 (GR) | Ground | Back door/Trunk lid opener switch | Input | Pressed |
| | | | | Not pressed |
| 72 (L) | Ground | Room antenna 2 (-) (Center console) | Output | Back door/ Trunk lid open- er switch |
| | | | | When Intelligent Key is in the passenger compart- ment |
| | | | | Ignition switch OFF |
| | | | | When Intelligent Key is not in the passenger compart- ment |
| 73 (P) | Ground | Room antenna 2 (+) (Center console) | Output | When Intelligent Key is in the passenger compart- ment |
| | | | | Ignition switch OFF |
| | | | | When Intelligent Key is not in the passenger compart- ment |
| | | | | |



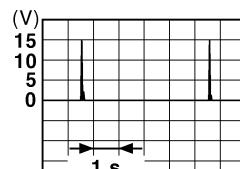
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11.8 V



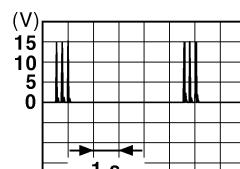
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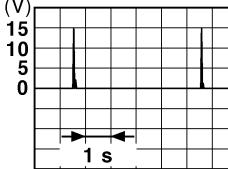
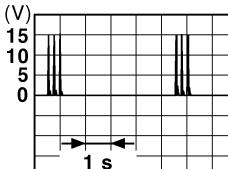
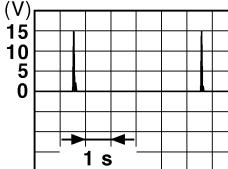
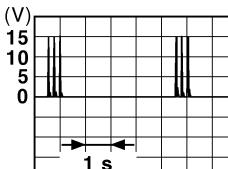
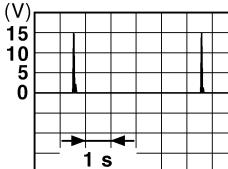
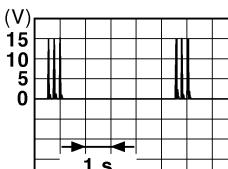
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BCM (BODY CONTROL MODULE)

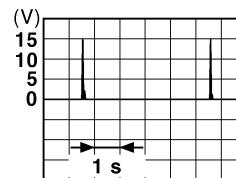
< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | |
|------------------------------|-------------|----------------------------|-----------|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | | |
| + | - | | | | |
| 74 (SB) | Ground | Passenger door antenna (-) | Output | When Intelligent Key is in the antenna detection area | (V)  JMKA0062GB |
| | | | | When the passenger door request switch is operated with ignition switch OFF | (V)  JMKA0063GB |
| 75 (BR) | Ground | Passenger door antenna (+) | Output | When Intelligent Key is in the antenna detection area | (V)  JMKA0062GB |
| | | | | When the passenger door request switch is operated with ignition switch OFF | (V)  JMKA0063GB |
| 76 (V) | Ground | Driver door antenna (-) | Output | When Intelligent Key is in the antenna detection area | (V)  JMKA0062GB |
| | | | | When the driver door request switch is operated with ignition switch OFF | (V)  JMKA0063GB |

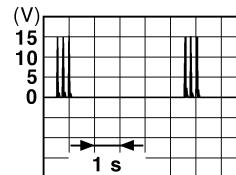
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

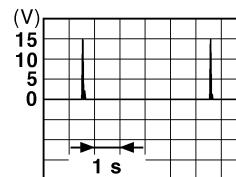
| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|------------------------------------------|-----------|--------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 77 (LG) | Ground | Driver door antenna (+) | Output | When Intelligent Key is in the antenna detection area |
| | | | | When the driver door request switch is operated with ignition switch OFF |
| 78* ² (L) | Ground | Room antenna 1 (-) (Instrument panel) | Output | When Intelligent Key is in the passenger compartment |
| | | | | When Intelligent Key is not in the passenger compartment |
| 79* ² (R) | Ground | Room antenna 1 (+) (Instrument panel) | Output | When Intelligent Key is in the passenger compartment |
| | | | | When Intelligent Key is not in the passenger compartment |



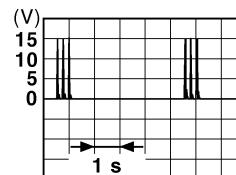
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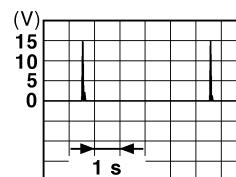
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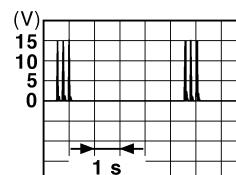
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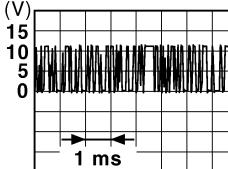
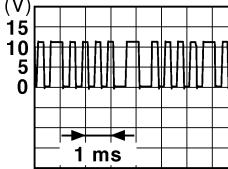
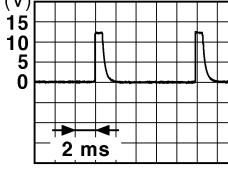
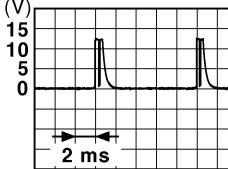
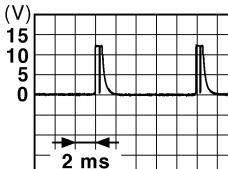
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BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | |
|------------------------------|-------------|-----------------------------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | | |
| 80 (GR) | Ground | NATS antenna amp. | 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. | 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 ON | 0 V 12 V |
| 83 (GR) | Ground | Remote keyless entry receiver (front) communication | Input/ Output | During waiting |  (V) 15 10 5 0 1 ms <small>JMKIA0064GB</small> |
| | | | | When operating either button on the Intelligent Key |  (V) 15 10 5 0 1 ms <small>JMKIA0065GB</small> |
| 87 (BR) | Ground | Combination switch INPUT 5 | Input | All switches OFF (Wiper intermittent dial 4) |  (V) 15 10 5 0 2 ms 1.4 V <small>JPMIA0041GB</small> |
| | | | | Rear fog lamp switch ON (Wiper intermittent dial 4) |  (V) 15 10 5 0 2 ms 1.3 V <small>JPMIA0038GB</small> |
| | | | | Any of the conditions below with all switches OFF <ul style="list-style-type: none"> • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 6 • Wiper intermittent dial 7 |  (V) 15 10 5 0 2 ms 1.3 V <small>JPMIA0040GB</small> |

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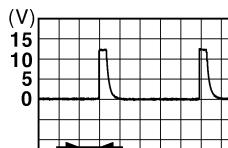
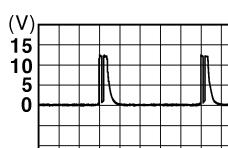
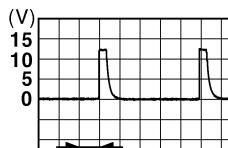
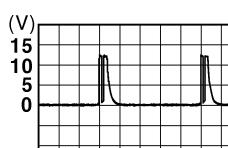
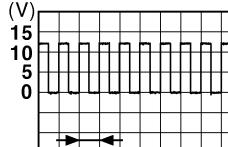
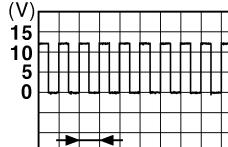
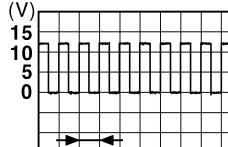
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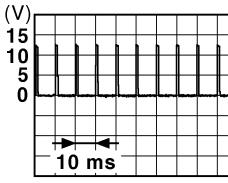
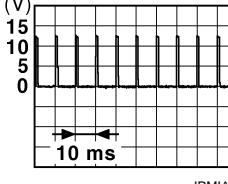
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | |
|------------------------------|-------------|-------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | | |
| + | - | | | | |
| 88 (V) | Ground | Combination switch INPUT 3 | Input |  All switches OFF (Wiper intermittent dial 4)  Lighting switch HI (Wiper intermittent dial 4)  Lighting switch 2ND (Wiper intermittent dial 4)  Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3 |  1.4 V  1.3 V  1.3 V  1.3 V |
| | | | | | |
| | | | | | |
| | | | | | |
| 90 (P) | Ground | CAN-L | Input/ Output | — | — |
| 91 (L) | Ground | CAN-H | Input/ Output | — | — |
| 92 (LG) | Ground | Key slot illumination | Output |  OFF Key slot illumination Blinking | 0 V |
| | | | | |  6.5 V |
| | | | | | 12 V |
| 93 (V) | Ground | ON indicator lamp | Output |  OFF (LOCK indicator is not illuminated) | Battery voltage |
| | | | | | 0 V |

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|-------------------------------------------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| 95 (O) | Ground | ACC relay control | Output Ignition switch | OFF 0 V |
| | | | | ACC or ON 12 V |
| 96 ^{*3} (Y) | Ground | A/T shift selector (Detention switch) power supply | Output | — 12 V |
| 99 ^{*6} (R) | 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) | Input 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)  1.0 V |
| 101 (Y) | Ground | Driver door request switch | Input Driver door request switch | ON (Pressed) 0 V |
| | | | | OFF (Not pressed)  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 (front) power supply | Output | Ignition switch OFF 12 V |

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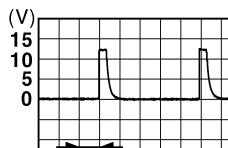
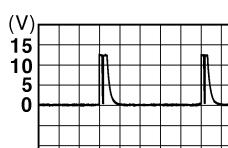
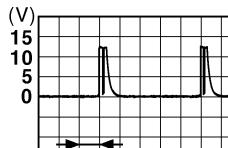
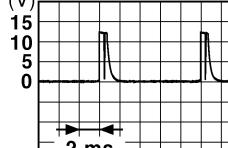
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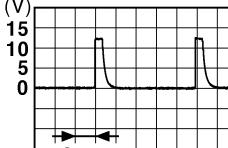
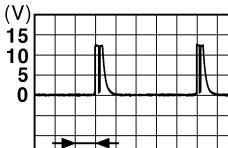
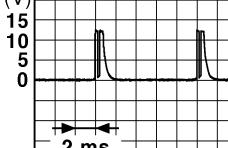
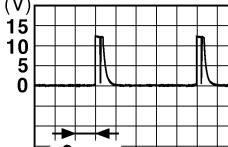
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|-------------------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 107 (LG) | Ground | Combination switch INPUT 1 | Combination switch (Wiper intermit- tent dial 4) | All switches OFF  1.4 V |
| | | | | Turn signal switch LH  1.3 V |
| | | | | Turn signal switch RH  1.3 V |
| | | | | Front wiper switch LO  1.3 V |
| | | | | Front washer switch ON  1.3 V |

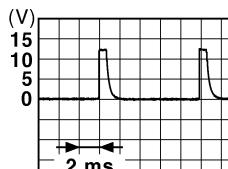
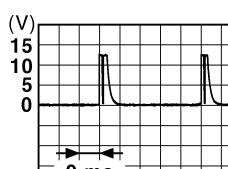
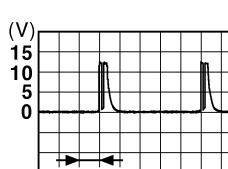
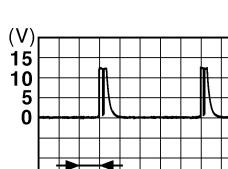
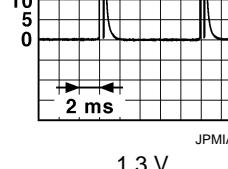
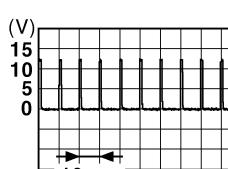
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | A B C D E F G H I J SEC L M N O P | |
|------------------------------|-------------|-------------------------------|-----------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| | 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 |

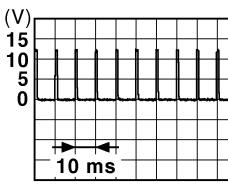
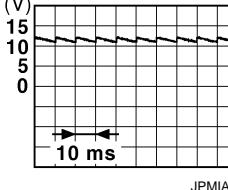
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|-------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 109 (Y) | Ground | Combination switch INPUT 2 | Combination switch (Wiper intermit- tent dial 4) | All switches OFF |
| | | | |  JPMIA0041GB 1.4 V |
| | | | |  JPMIA0037GB 1.3 V |
| | | | |  JPMIA0036GB 1.3 V |
| | | | |  JPMIA0038GB 1.3 V |
| 110 (P) | Ground | Hazard switch | Hazard switch | ON |
| | | | |  JPMIA0040GB 0 V |
| | | | OFF |  JPMIA0012GB 1.1 V |

BCM (BODY CONTROL MODULE)

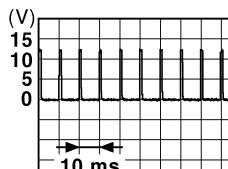
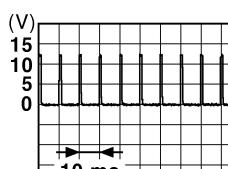
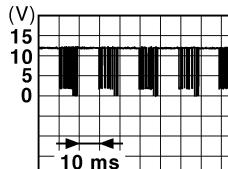
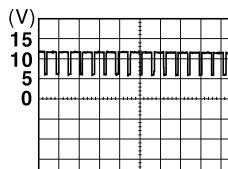
< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | | Value (Approx.) | |
|------------------------------|-------------|------------------------------------------------------|-----------|--------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | | | |
| + | - | | | | | |
| 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 ^{*4} (R) | Ground | Clutch interlock switch | Input | Clutch interlock switch | OFF (Clutch pedal is not depressed) | 0 V |
| | | | | | ON (Clutch pedal is depressed) | Battery voltage |
| 115 ^{*9} (O) | — | — | — | — | — | — |
| 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) |  <small>JPMIA0012GB</small> 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 |
| 124 (LG) | Ground | Passenger door switch | Input | Passenger door switch | OFF (Door close) |  <small>JPMIA0011GB</small> 11.8 V |
| | | | | | ON (Door open) | 0 V |

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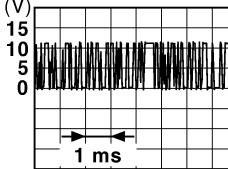
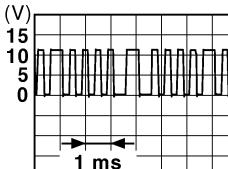
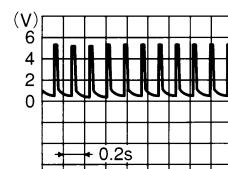
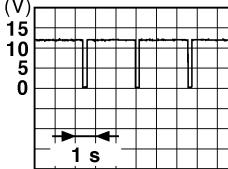
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|-----------------------------------------------|-------------|-------------------------------------------------------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 129* ² (O) | Ground | Trunk lid opener cancel switch | Input Trunk lid opener cancel switch | CANCEL  JPMIA0012GB 1.1 V |
| | | | | ON 0 V |
| 130* ⁷ (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)* ¹ (V)* ² | Ground | Power window switch and soft top control unit 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)  JPMIA0159GB 9.5 V |
| | | | | ON (Tail lamps ON) |
| | | | | 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 |

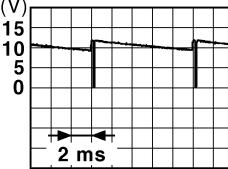
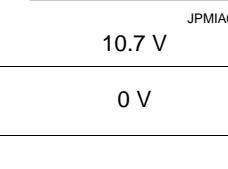
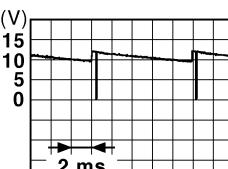
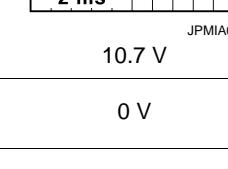
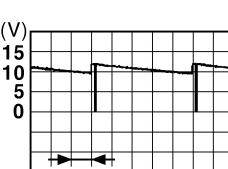
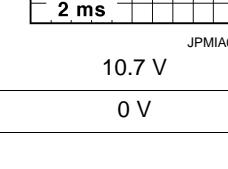
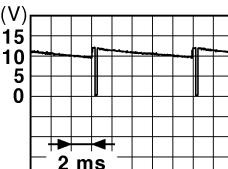
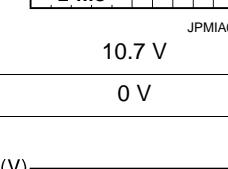
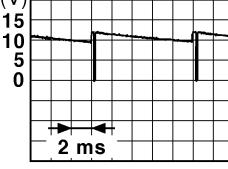
BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | A B C D E F G H I J SEC | |
|------------------------------|-------------|-----------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------|
| | Signal name | Input/ Output | | | | |
| 139 (L) | Ground | Tire pressure receiver communication | Input/ Output | During waiting Ignition switch OFF (Remote keyless entry receiver communication) |  JMKA0064GB | A B C D |
| | | | | When operating either button on the Intelligent Key |  JMKA0065GB | E F G H I |
| | | | | Standby state Ignition switch ON (Tire pressure receiver communication) |  OCC3881D | J L M N O P |
| | | | | When receiving the signal from the transmitter |  OCC3880D | |
| 140*5 (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 | |
| | | Park/neutral position switch (Coupe M/T models with Synchro-Rev 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 lamp | Output | ON | 0 V | |
| | | | | Blinking |  JPMIA0014GB 11.3 V | |
| | | | | OFF | 12 V | |
| | | | | | | |

BCM (BODY CONTROL MODULE)

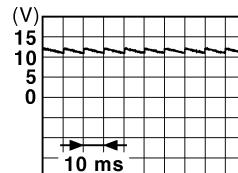
< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|--------------------------------|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 142 (O) | Ground | Combination switch OUTPUT 5 | Combination switch (Wiper intermittent dial 4) | All switches OFF 0 V |
| | | | | Lighting switch 1ST 10.7 V |
| | | | | Lighting switch HI  JPMIA0031GB |
| | | | | Lighting switch 2ND 10.7 V |
| | | | | Turn signal switch RH  JPMIA0031GB |
| 143 (P) | Ground | Combination switch OUTPUT 1 | Combination switch | All switches OFF (Wiper intermittent dial 4) 0 V |
| | | | | Front wiper switch HI (Wiper intermittent dial 4)  JPMIA0032GB |
| | | | | Any of the conditions below with all switches OFF <ul style="list-style-type: none"> • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3 • Wiper intermittent dial 6 • Wiper intermittent dial 7 10.7 V |
| 144 (G) | Ground | Combination switch OUTPUT 2 | Combination switch | All switches OFF (Wiper intermittent dial 4) 0 V |
| | | | | Front washer switch ON (Wiper intermittent dial 4)  JPMIA0033GB |
| | | | | Any of the conditions below with all switches OFF <ul style="list-style-type: none"> • Wiper intermittent dial 1 • Wiper intermittent dial 5 • Wiper intermittent dial 6 10.7 V |
| 145 (L) | Ground | Combination switch OUTPUT 3 | Combination switch (Wiper intermittent dial 4) | All switches OFF 0 V |
| | | | | Front wiper switch INT  JPMIA0034GB |
| | | | | Front wiper switch LO 10.7 V |
| | | | | Lighting switch AUTO  JPMIA0034GB |
| | | | | Rear fog lamp switch ON  JPMIA0034GB |
| 146 (SB) | Ground | Combination switch OUTPUT 4 | Combination switch (Wiper intermittent dial 4) | All switches OFF 0 V |
| | | | | Lighting switch 2ND  JPMIA0035GB |
| | | | | Lighting switch PASS  JPMIA0035GB |
| | | | | Turn signal switch LH 10.7 V |

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|-------------|------------------------------------|-----------|----------------------|
| | Signal name | Input/ Output | | |
| + | - | | | |
| 150 (GR) | Ground | Driver door switch | Input | Driver door switch |
| | | | | OFF (Door close) |
| 151 (G) | Ground | Rear window defogger relay control | Output | Rear window defogger |
| | | | | Active |
| | | | | Not activated |



JPMIA0011GB

11.8 V

0 V

0 V

Battery voltage

*1: Coupe models

*2: Roadster models

*3: A/T models

*4: M/T models

*5: With A/T or coupe models with M/T and SynchroRev Match mode

*6: With A/T or with M/T without SynchroRev Match mode

*7: Without NAVI

*8: With rear fog lamp

*9: BCM does not use this terminal for control.

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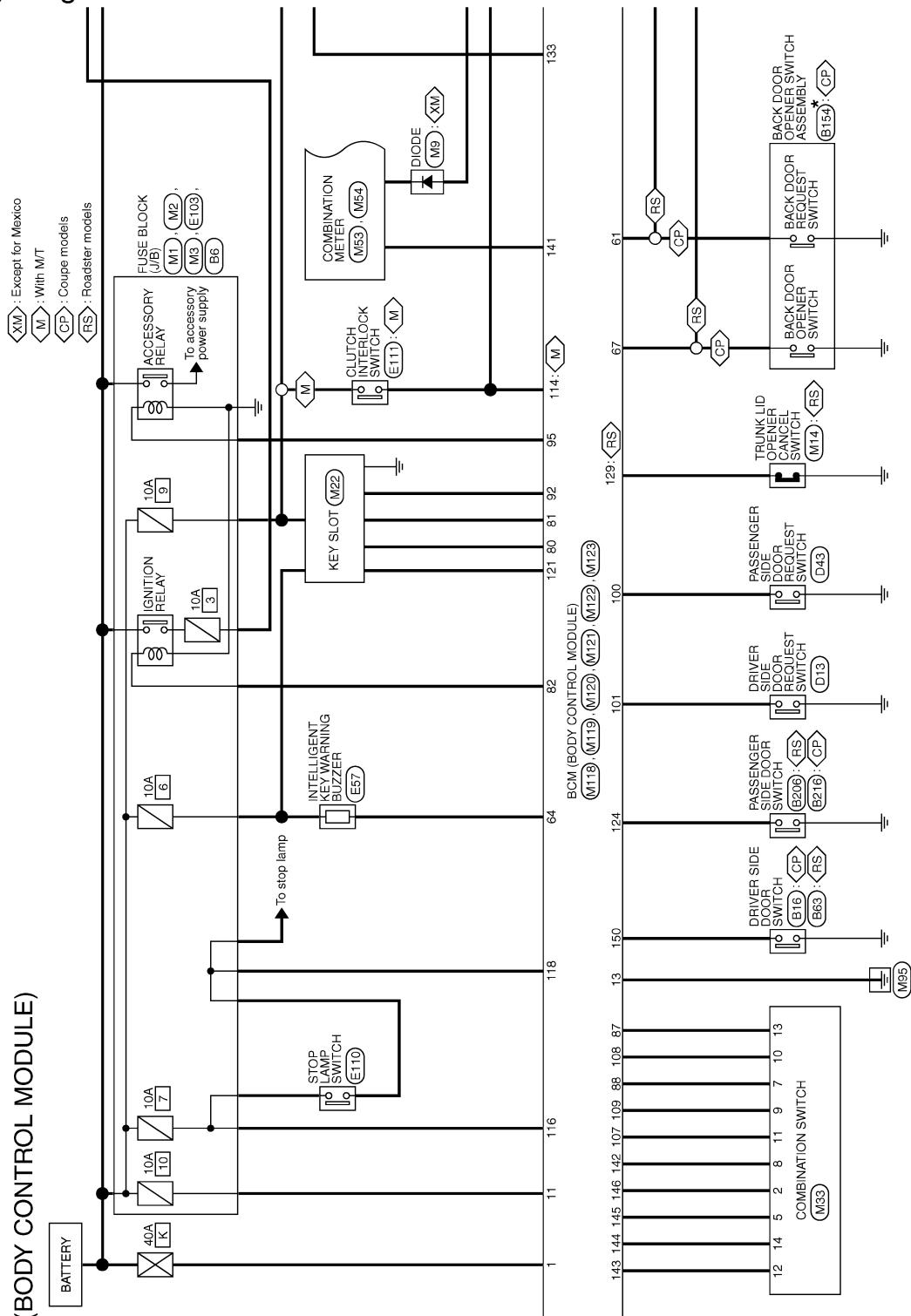
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BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

Wiring Diagram - BCM -

INFOID:000000009751030



* : This connector is not shown in "Harness Layout".

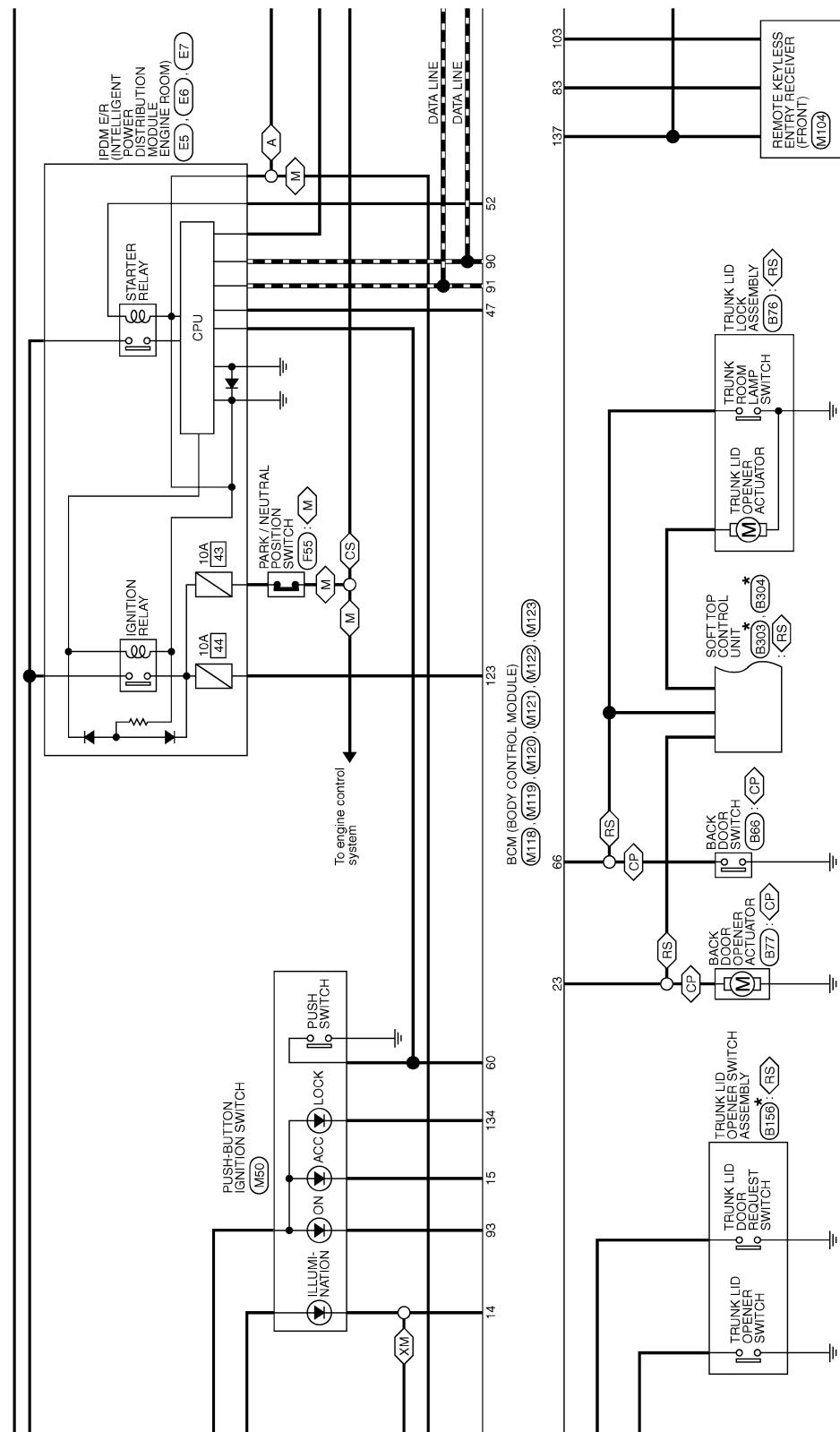
2012/04/18

JRMWD0778GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

(XM) : Except for Mexico
 (CP) : Coupe models
 (A) : With A/T
 (M) : With M/T
 (RS) : Roadster models
 (CS) : Coupe models with M/T and SyncroRev Match mode



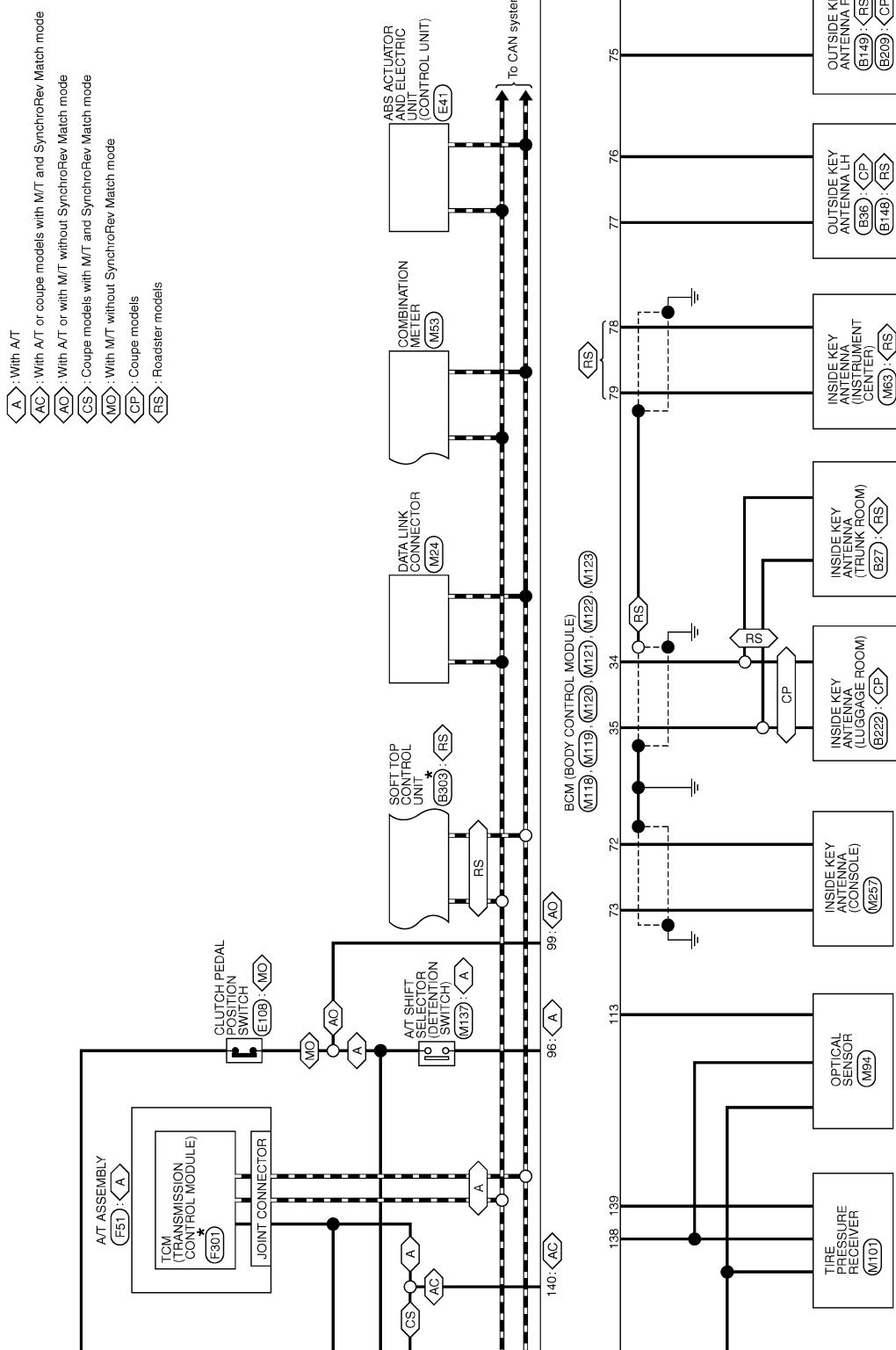
* : This connector is not shown in "Harness Layout".

SEC

JRMWD0779GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >



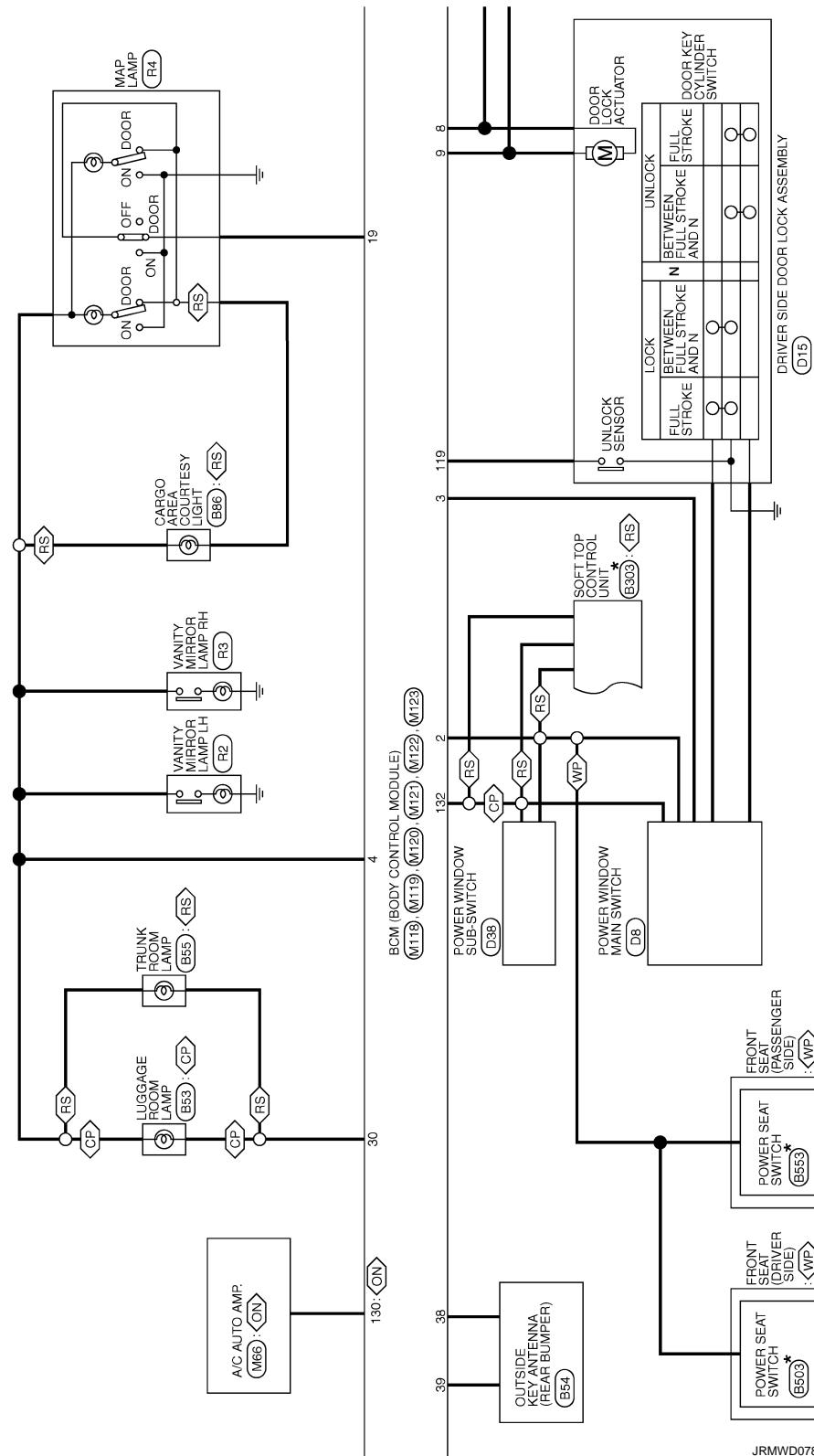
*: This connector is not shown in "Harness Layout".

JRMWD0780GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

- ◀ CP : Coupe models
- ◀ RS : Roadster models
- ◀ WP : With power seat
- ◀ ON : Without NAVI



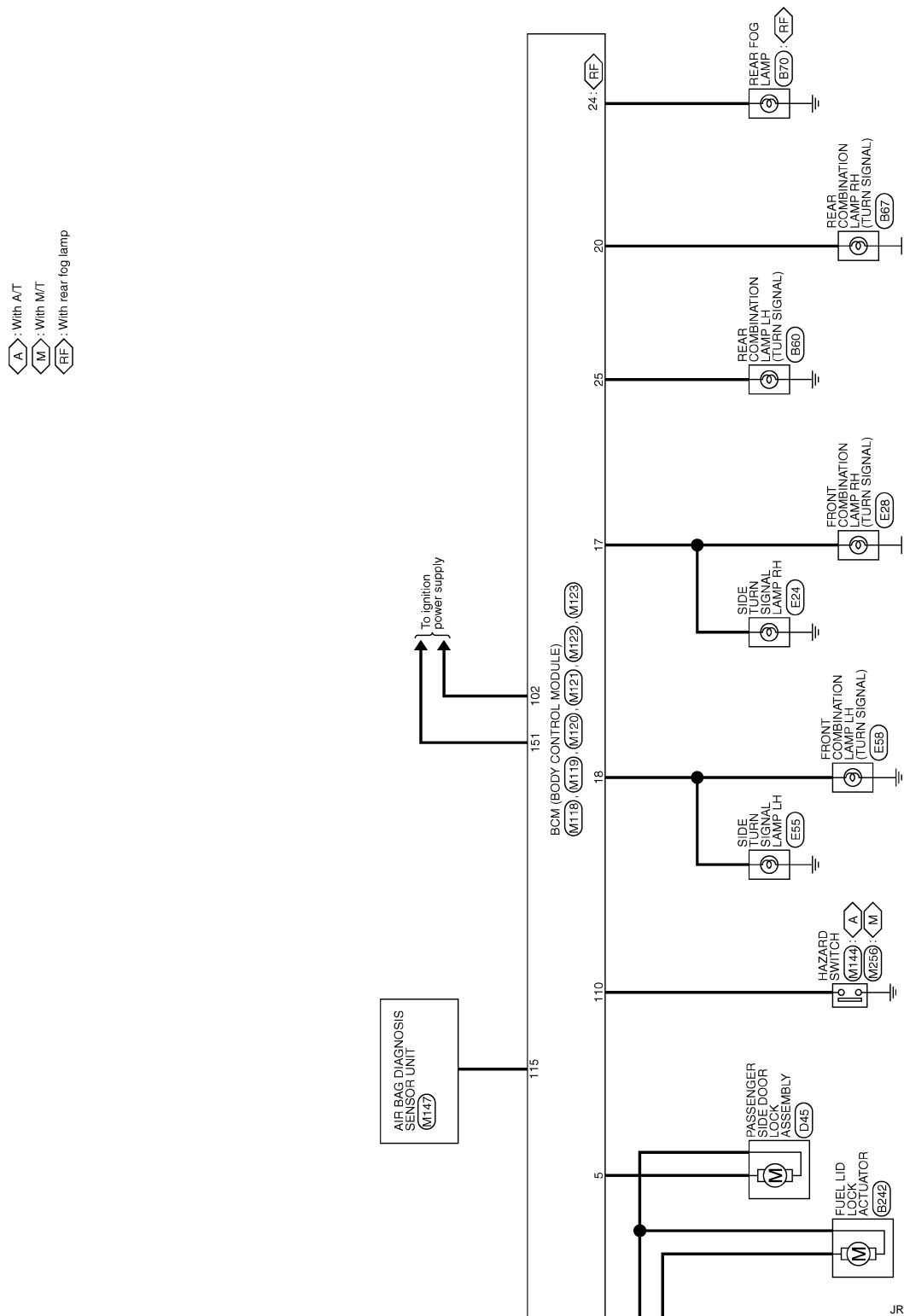
* : This connector is not shown in "Harness Layout".

JRMWD0781GB

SEC

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >



JRMWD0782GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

BCM (BODY CONTROL MODULE)

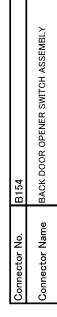
| Connector No. | Terminal No. | Color of Wire | Signal Name [Specification] | Connector No. | Terminal No. | Color of Wire | Signal Name [Specification] |
|----------------|---------------------------------|---------------|-----------------------------|----------------|--------------------------|---------------|-----------------------------|
| B6 | 1 | V | | B54 | 2 | V | — [Roofster models] |
| Connector Name | FUSE BLOCK (J/B) | | | | 3 | B | — |
| Connector Type | NS12FBR-CS | | | | 4 | LG | — |
| | 2 | SB | | | 6 | BG | — |
| | | | | | | | |
| Connector No. | E38 | | | Connector No. | E63 | | |
| Connector Name | OUTSIDE KEY ANTENNA LH | | | Connector Name | DRIVER SIDE DOOR SWITCH | | |
| Connector Type | RK02GY | | | Connector Type | A03FW | | |
| | | | | | | | |
| Connector No. | E16 | | | Connector No. | E55 | | |
| Connector Name | 5G [16] 103 | | | Connector Name | TRUNK ROOM LAMP | | |
| Connector Type | H.S. | | | Connector Type | S02FW | | |
| | | | | | | | |
| Terminal No. | 1 | LG | — | Terminal No. | 1 | W | Signal Name [Specification] |
| Color of Wire | — | | | | 2 | B | — |
| | | | | | | | |
| Terminal No. | 10G | W | — [Coupe models] | Terminal No. | 1 | W | Signal Name [Specification] |
| Color of Wire | P | — | | | 2 | B | — |
| | | | | | | | |
| Terminal No. | 11G | W | — [Roofster models] | Terminal No. | 1 | GR | Signal Name [Specification] |
| Color of Wire | G | — | | | 2 | B | — |
| | | | | | | | |
| Terminal No. | 12G | Y | — | Terminal No. | 1 | GR | Signal Name [Specification] |
| Color of Wire | — | | | | 2 | B | — |
| | | | | | | | |
| Connector No. | B16 | | | Connector No. | E66 | | |
| Connector Name | DRIVER SIDE DOOR SWITCH | | | Connector Name | BACK DOOR SWITCH | | |
| Connector Type | A03FW | | | Connector Type | A03FW | | |
| | | | | | | | |
| Connector No. | B27 | | | Connector No. | E60 | | |
| Connector Name | INSIDE KEY ANTENNA (TRUNK ROOM) | | | Connector Name | REAR COMBINATION LAMP LH | | |
| Connector Type | RK02GY | | | Connector Type | RS02FGY+PR | | |
| | | | | | | | |
| Terminal No. | 1 | GR | — | Terminal No. | 1 | L | Signal Name [Specification] |
| Color of Wire | — | | | | 2 | B | — |
| | | | | | | | |
| Terminal No. | 2 | R | — | Terminal No. | 1 | G | Signal Name [Specification] |
| Color of Wire | — | | | | 2 | R | — [Coupe models] |
| | | | | | | | |
| Connector No. | E27 | | | Connector No. | E61 | | |
| Connector Name | INSIDE KEY ANTENNA (TRUNK ROOM) | | | Connector Name | REAR COMBINATION LAMP RH | | |
| Connector Type | RK02GY | | | Connector Type | RS02FGY+PR | | |
| | | | | | | | |
| Terminal No. | 1 | GR | — | Terminal No. | 1 | GR | Signal Name [Specification] |
| Color of Wire | — | | | | 2 | R | — [Coupe models] |
| | | | | | | | |

JRMWD9611GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

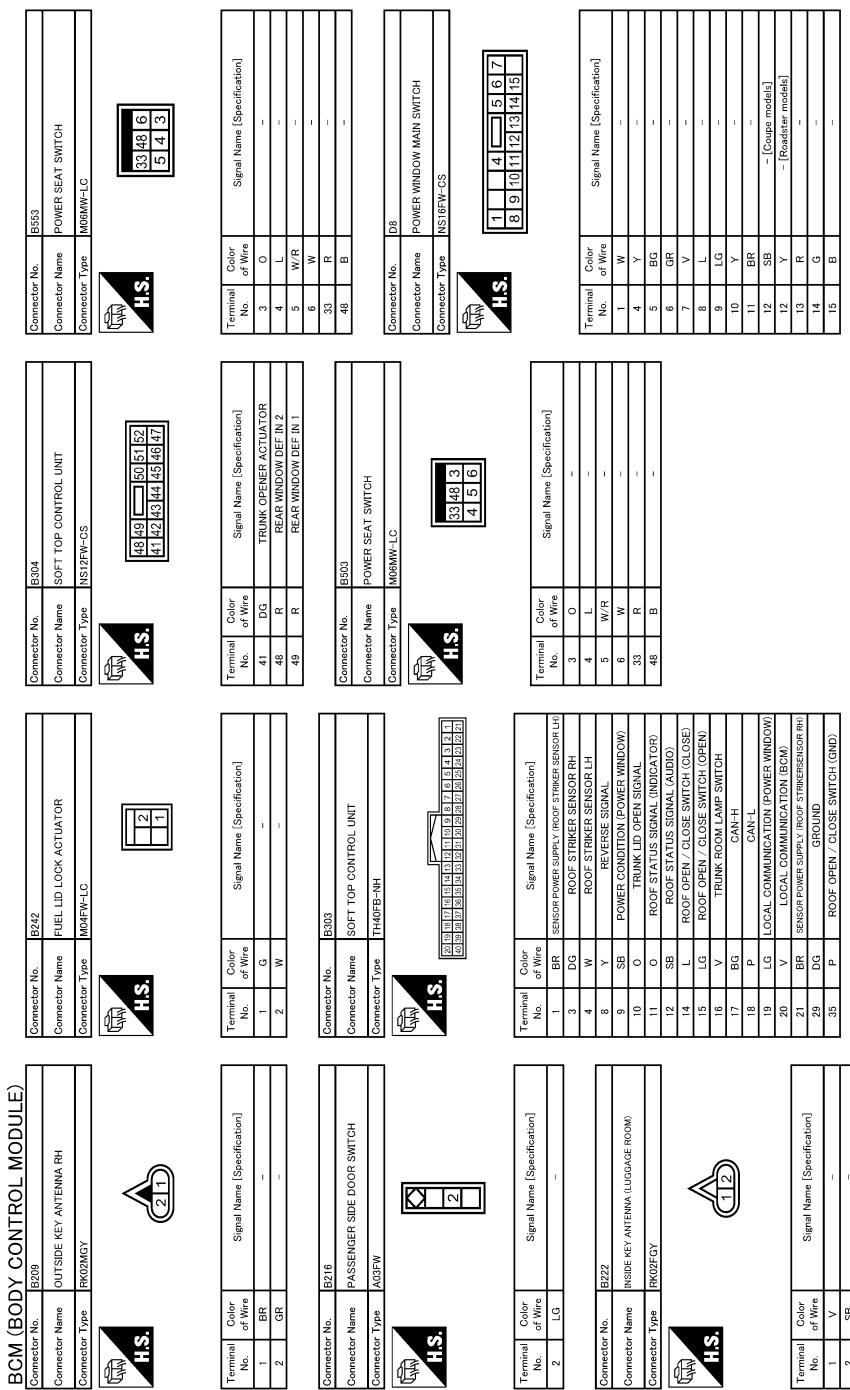
BCM (BODY CONTROL MODULE)

| Connector No. | Terminal No. | Color of Wire | Signal Name [Specification] | Connector No. | Terminal No. | Color of Wire | Signal Name [Specification] | Connector No. | Terminal No. | Color of Wire | Signal Name [Specification] |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| B67 | 1 | L | - | B148 | 1 | B | - | B156 | 1 | GR | - |
| Connector Name REAR COMBINATION LAMP RH | 2 | LG | - | Connector Name OUTSIDE KEY ANTENNA LH | 2 | B | - | Connector Name TRUNK LID OPENER SWITCH ASSEMBLY | 2 | W | - |
| Connector Type RS04FGY-PR | 3 | B | - | Connector Type RK02MKGY | 3 | - | - | Connector Name RH04FB | 3 | - | - |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Connector No. B77 | 1 | LG | - | Connector Name BACK DOOR OPENER ACTUATOR | 1 | LG | - | Connector Name PASSENGER SIDE DOOR SWITCH | 1 | GR | - |
| Connector Name BACK DOOR OPENER ACTUATOR | 2 | R | - | Connector Type M04FW-LC | 2 | V | - | Connector Type AD0FW | 2 | W | - |
| Connector Type M04FW-LC | 3 | B | - | | 3 | B | - | | 3 | B | - |
| | 4 | V | - | | 4 | B | - | | 4 | B | - |
| | 5 | - | - | | | | - | | | | - |
| | 6 | BG | - | | | | - | | | | - |
| Connector No. B70 | 1 | LG | - | Connector Name CARGO AREA COURTESY LIGHT | 1 | BR | - | Connector Name BACK DOOR OPENER SWITCH ASSEMBLY | 1 | LG | - |
| Connector Name REAR FOG LAMP | 2 | R | - | Connector Type S02FW | 2 | GR | - | Connector Type RH04FB | 2 | B | - |
| Connector Type RS04FGY | 3 | B | - | | 3 | - | - | | 3 | - | - |
| | 4 | - | - | | 4 | - | - | | 4 | - | - |
| | 5 | - | - | | 5 | - | - | | 5 | - | - |
| | 6 | - | - | | 6 | - | - | | 6 | - | - |
| Connector No. B66 | 1 | Y | - | Connector Name - | 1 | - | - | Connector Name - | 1 | - | - |
| Connector Name CARGO AREA COURTESY LIGHT | 2 | B | - | Connector Type S02FW | 2 | - | - | Connector Type AD0FW | 2 | - | - |
| Connector Type S02FW | 3 | - | - | | 3 | - | - | | 3 | - | - |
| | 4 | - | - | | 4 | - | - | | 4 | - | - |
| | 5 | - | - | | 5 | - | - | | 5 | - | - |
| | 6 | - | - | | 6 | - | - | | 6 | - | - |
| Connector No. B76 | 1 | BG | - | Connector Name - | 1 | - | - | Connector Name - | 1 | - | - |
| Connector Name TRUNK LID LOCK ASSEMBLY | 2 | B | - | Connector Type NS04FW-CS | 2 | R | - | Connector Type RH04FB | 2 | W | - |
| Connector Type NS04FW-CS | 3 | - | - | | 3 | - | - | | 3 | - | - |
| | 4 | - | - | | 4 | - | - | | 4 | - | - |
| | 5 | - | - | | 5 | - | - | | 5 | - | - |
| | 6 | - | - | | 6 | - | - | | 6 | - | - |

JRMWD9612GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >



JRMWD9613GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

BCM (BODY CONTROL MODULE)

| Connector No. | Terminal No. | Color or Wire | Signal Name [Specification] | Connector No. | Terminal No. | Color or Wire | Signal Name [Specification] |
|---------------------------------------------------|--------------|---------------|-----------------------------|---------------------------------------------------------------------------------|--------------|---------------|-----------------------------|
| D13 | 3 | G | - | E5 | 4 | V | - |
| CONNECTOR NAME: DRIVER SIDE DOOR REQUEST SWITCH-H | 4 | BG | - | CONNECTOR NAME: FRONT & REAR INTELLIGENT POWER DISTRIBUTION MODULE (FRONT SIDE) | 5 | L | - |
| CONNECTOR TYPE: RK0FEL | 8 | L | - | CONNECTOR TYPE: TH20FW-SS12-MM-IV | 7 | R | - (Cruise model) |
| | 9 | BR | - | | 7 | V | - (Roadster model) |
| | 10 | W | - | | 12 | B/W | - |
| | 11 | B | - | | 13 | Y | - |
| | 12 | R | - | | 16 | LG | - |
| | 14 | Y | - | | 19 | W | - |
| | 15 | LG | - | | 25 | G | - |
| | 16 | Y | - | | 27 | Y | - |
| | | | | | 28 | L | - |
| | | | | | 30 | GR | - |
| | | | | | 36 | G | - |
| | | | | | | | |

JRMWD9614GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

BCM (BODY CONTROL MODULE)

| | |
|----------------|---------------------------|
| Connector No. | E28 |
| Connector Name | FRONT COMBINATION LAMP RH |
| Connector Type | RS01FY2-PR |



| Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | B | - |
| 4 | B/W | - |
| 5 | R | - |
| 6 | LG | - |
| 7 | BR | - |
| 8 | P | - |

Connector No. E41
AIS ACTUATOR AND ELECTRIC UNIT CONTROL UNIT

| | |
|----------------|--------------------------------|
| Connector No. | E53 |
| Connector Name | INTELLIGENT KEY WARNING BUZZER |
| Connector Type | RK03FR |



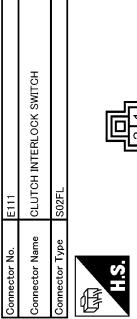
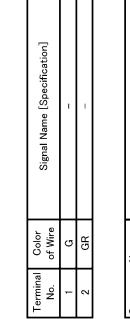
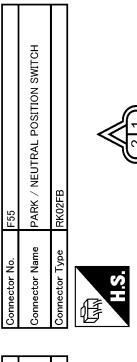
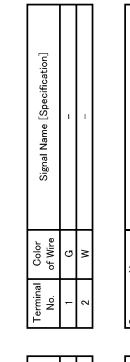
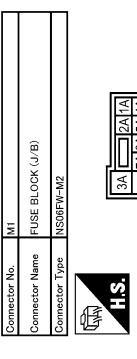
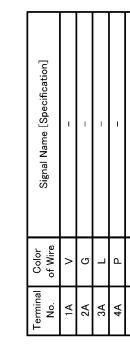
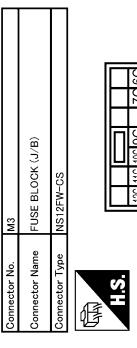
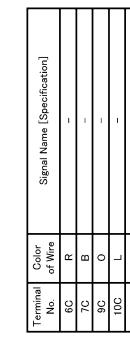
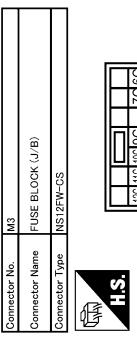
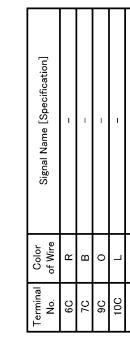
| Terminal No. | Color or Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GROUND |
| 2 | G | UBVR |
| 3 | R | GROUND |
| 4 | B | DS FL |
| 5 | Y | DP RL |
| 6 | BG | DP RR |
| 7 | BR | DP FR |
| 10 | W | DS FR |
| 14 | P | CAN-L |
| 25 | Y | BUS-L |
| 26 | LG | DP FL |
| 27 | GR | DS RL |
| 28 | G | UZ |
| 29 | P | DS RR |
| 30 | SB | BLIS |

JRMWD9615GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

BCM (BODY CONTROL MODULE)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------|----------------|----------------------------------|----------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------------------|----------------|------------------|----------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----|---------------|---|-----------------------------|--------------|----|---------------|---|-----------------------------|--|---|---|--|--|--|---|---|--|--|---|----|---|--|--|----|---|---|--|--|--|--|--|--|--|----|---|--|--|--|--|--|--|--|--|----|---|--|--|--|--|--|--|--|--|----|---|--|--|--|--|--|--|--|--|----|----|--|--|--|--|--|--|--|--|----|---|--|--|--|
| <table border="1"> <tr><td>Connector No.</td><td>F55</td></tr> <tr><td>Connector Name</td><td>PARK / NEUTRAL POSITION SWITCH</td></tr> <tr><td>Connector Type</td><td>RK0F2B</td></tr> </table>  <p>H.S.</p> | Connector No. | F55 | Connector Name | PARK / NEUTRAL POSITION SWITCH | Connector Type | RK0F2B | <table border="1"> <tr><td>Connector No.</td><td>M1</td></tr> <tr><td>Connector Name</td><td>FUSE BLOCK (J/B)</td></tr> <tr><td>Connector Type</td><td>NSDUFW-M2</td></tr> </table>  <p>H.S.</p> | Connector No. | M1 | Connector Name | FUSE BLOCK (J/B) | Connector Type | NSDUFW-M2 | <table border="1"> <tr><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>V</td><td>Signal Name [Specification]</td><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>R</td><td>Signal Name [Specification]</td></tr> <tr><td></td><td>G</td><td>=</td><td></td><td></td><td></td><td>G</td><td>=</td><td></td><td></td></tr> <tr><td>2</td><td>GR</td><td>W</td><td></td><td></td><td>3A</td><td>L</td><td>O</td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>4A</td><td>P</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>5A</td><td>L</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>6A</td><td>Y</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>7A</td><td>BR</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>8A</td><td>L</td><td></td><td></td><td></td></tr> </table> <p>H.S.</p> | Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | G | = | | | | G | = | | | 2 | GR | W | | | 3A | L | O | | | | | | | | 4A | P | | | | | | | | | 5A | L | | | | | | | | | 6A | Y | | | | | | | | | 7A | BR | | | | | | | | | 8A | L | | | |
| Connector No. | F55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | PARK / NEUTRAL POSITION SWITCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | RK0F2B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector No. | M1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | FUSE BLOCK (J/B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | NSDUFW-M2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | = | | | | G | = | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | GR | W | | | 3A | L | O | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 4A | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 5A | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 6A | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 7A | BR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 8A | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr><td>Connector No.</td><td>F51</td></tr> <tr><td>Connector Name</td><td>TCA (TRANSMISSION CONTROL MODUL)</td></tr> <tr><td>Connector Type</td><td>SP10FG</td></tr> </table>  <p>H.S.</p> | Connector No. | F51 | Connector Name | TCA (TRANSMISSION CONTROL MODUL) | Connector Type | SP10FG | <table border="1"> <tr><td>Connector No.</td><td>M2</td></tr> <tr><td>Connector Name</td><td>FUSE BLOCK (J/B)</td></tr> <tr><td>Connector Type</td><td>NSDUFW-CS</td></tr> </table>  <p>H.S.</p> | Connector No. | M2 | Connector Name | FUSE BLOCK (J/B) | Connector Type | NSDUFW-CS | <table border="1"> <tr><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>V</td><td>Signal Name [Specification]</td><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>R</td><td>Signal Name [Specification]</td></tr> <tr><td></td><td>G</td><td>=</td><td></td><td></td><td></td><td>G</td><td>=</td><td></td><td></td></tr> <tr><td>2</td><td>GR</td><td>W</td><td></td><td></td><td>3A</td><td>L</td><td>O</td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>4A</td><td>P</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>5A</td><td>L</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>6A</td><td>Y</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>7A</td><td>BR</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>8A</td><td>L</td><td></td><td></td><td></td></tr> </table> <p>H.S.</p> | Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | G | = | | | | G | = | | | 2 | GR | W | | | 3A | L | O | | | | | | | | 4A | P | | | | | | | | | 5A | L | | | | | | | | | 6A | Y | | | | | | | | | 7A | BR | | | | | | | | | 8A | L | | | |
| Connector No. | F51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | TCA (TRANSMISSION CONTROL MODUL) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | SP10FG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector No. | M2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | FUSE BLOCK (J/B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | NSDUFW-CS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2 | GR | W | | | 3A | L | O | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1"> <tr><td>Connector No.</td><td>F51</td></tr> <tr><td>Connector Name</td><td>A/T ASSEMBLY</td></tr> <tr><td>Connector Type</td><td>RK10FG-DGY</td></tr> </table>  <p>H.S.</p> | Connector No. | F51 | Connector Name | A/T ASSEMBLY | Connector Type | RK10FG-DGY | <table border="1"> <tr><td>Connector No.</td><td>M2</td></tr> <tr><td>Connector Name</td><td>FUSE BLOCK (J/B)</td></tr> <tr><td>Connector Type</td><td>NSDUFW-CS</td></tr> </table>  <p>H.S.</p> | Connector No. | M2 | Connector Name | FUSE BLOCK (J/B) | Connector Type | NSDUFW-CS | <table border="1"> <tr><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>V</td><td>Signal Name [Specification]</td><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>R</td><td>Signal Name [Specification]</td></tr> <tr><td></td><td>G</td><td>=</td><td></td><td></td><td></td><td>G</td><td>=</td><td></td><td></td></tr> <tr><td>2</td><td>GR</td><td>W</td><td></td><td></td><td>3A</td><td>L</td><td>O</td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>4A</td><td>P</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>5A</td><td>L</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>6A</td><td>Y</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>7A</td><td>BR</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>8A</td><td>L</td><td></td><td></td><td></td></tr> </table> <p>H.S.</p> | Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | G | = | | | | G | = | | | 2 | GR | W | | | 3A | L | O | | | | | | | | 4A | P | | | | | | | | | 5A | L | | | | | | | | | 6A | Y | | | | | | | | | 7A | BR | | | | | | | | | 8A | L | | | |
| Connector No. | F51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | A/T ASSEMBLY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | RK10FG-DGY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector No. | M2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | FUSE BLOCK (J/B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | NSDUFW-CS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1"> <tr><td>Connector No.</td><td>F51</td></tr> <tr><td>Connector Name</td><td>POWER SUPPLY (MEMORY BACK-UP)</td></tr> <tr><td>Connector Type</td><td>CAN-H</td></tr> </table>  <p>H.S.</p> | Connector No. | F51 | Connector Name | POWER SUPPLY (MEMORY BACK-UP) | Connector Type | CAN-H | <table border="1"> <tr><td>Connector No.</td><td>M2</td></tr> <tr><td>Connector Name</td><td>FUSE BLOCK (J/B)</td></tr> <tr><td>Connector Type</td><td>NSDUFW-CS</td></tr> </table>  <p>H.S.</p> | Connector No. | M2 | Connector Name | FUSE BLOCK (J/B) | Connector Type | NSDUFW-CS | <table border="1"> <tr><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>V</td><td>Signal Name [Specification]</td><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>R</td><td>Signal Name [Specification]</td></tr> <tr><td></td><td>G</td><td>=</td><td></td><td></td><td></td><td>G</td><td>=</td><td></td><td></td></tr> <tr><td>2</td><td>GR</td><td>W</td><td></td><td></td><td>3A</td><td>L</td><td>O</td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>4A</td><td>P</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>5A</td><td>L</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>6A</td><td>Y</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>7A</td><td>BR</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>8A</td><td>L</td><td></td><td></td><td></td></tr> </table> <p>H.S.</p> | Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | G | = | | | | G | = | | | 2 | GR | W | | | 3A | L | O | | | | | | | | 4A | P | | | | | | | | | 5A | L | | | | | | | | | 6A | Y | | | | | | | | | 7A | BR | | | | | | | | | 8A | L | | | |
| Connector No. | F51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | POWER SUPPLY (MEMORY BACK-UP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | CAN-H | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector No. | M2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | FUSE BLOCK (J/B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | NSDUFW-CS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2 | GR | W | | | 3A | L | O | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | 6A | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 7A | BR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 8A | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr><td>Connector No.</td><td>F51</td></tr> <tr><td>Connector Name</td><td>POWER SUPPLY (MEMORY BACK-UP)</td></tr> <tr><td>Connector Type</td><td>CAN-L</td></tr> </table>  <p>H.S.</p> | Connector No. | F51 | Connector Name | POWER SUPPLY (MEMORY BACK-UP) | Connector Type | CAN-L | <table border="1"> <tr><td>Connector No.</td><td>M2</td></tr> <tr><td>Connector Name</td><td>FUSE BLOCK (J/B)</td></tr> <tr><td>Connector Type</td><td>NSDUFW-CS</td></tr> </table>  <p>H.S.</p> | Connector No. | M2 | Connector Name | FUSE BLOCK (J/B) | Connector Type | NSDUFW-CS | <table border="1"> <tr><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>V</td><td>Signal Name [Specification]</td><td>Terminal No.</td><td>1A</td><td>Color or Wire</td><td>R</td><td>Signal Name [Specification]</td></tr> <tr><td></td><td>G</td><td>=</td><td></td><td></td><td></td><td>G</td><td>=</td><td></td><td></td></tr> <tr><td>2</td><td>GR</td><td>W</td><td></td><td></td><td>3A</td><td>L</td><td>O</td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>4A</td><td>P</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>5A</td><td>L</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>6A</td><td>Y</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>7A</td><td>BR</td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>8A</td><td>L</td><td></td><td></td><td></td></tr> </table> <p>H.S.</p> | Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | G | = | | | | G | = | | | 2 | GR | W | | | 3A | L | O | | | | | | | | 4A | P | | | | | | | | | 5A | L | | | | | | | | | 6A | Y | | | | | | | | | 7A | BR | | | | | | | | | 8A | L | | | |
| Connector No. | F51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | POWER SUPPLY (MEMORY BACK-UP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | CAN-L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector No. | M2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Name | FUSE BLOCK (J/B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connector Type | NSDUFW-CS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Terminal No. | 1A | Color or Wire | V | Signal Name [Specification] | Terminal No. | 1A | Color or Wire | R | Signal Name [Specification] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2 | GR | W | | | 3A | L | O | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | 6A | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 7A | BR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 8A | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

JRMWD9616GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

BCM (BODY CONTROL MODULE)

| | | | | | | | |
|----------------|--------------------------------|-----------------------------|--------------|----------|------------------------|--------------------------------------------|-------------------------------------------|
| Connector No. | M14 | DATA LINK CONNECTOR | Terminal No. | 12 P | OUTPUT 1 | 10 L | COMMUNICATION SIGNAL (RIPPLE METER-METER) |
| Connector Name | TRUNK LID OPENER CANCEL SWITCH | | 13 BR | INPUT 5 | 11 Y | AT SNOOV | |
| Connector Type | S02EW | | 14 G | OUTPUT 2 | 12 G | S-MODE SWITCH SIGNAL | |
| | | | | | 15 L | A/C POWER SUPPLY | |
| | | | | | 16 R | AIR BAG SIGNAL | |
| | | | | | 17 B | GROUND | |
| | | | | | 18 V | AMBIENT SENSOR SIGNAL | |
| | | | | | 19 G | A-C AUTO AMP CONNECTION RECOGNITION SIGNAL | |
| | | | | | 20 GR | AMBIENT SENSOR GROUND | |
| | | | | | 21 L | CAN-H | |
| | | | | | 22 P | CAN-L | |
| | | | | | 23 B | GROUND | |
| | | | | | 24 Y | FUEL LEVEL SENSOR GROUND | |
| Connector No. | M24 | | Terminal No. | 1 | 2 | 3 | |
| Connector Name | DATA LINK CONNECTOR | | | 4 | 5 | 6 | |
| Connector Type | BD16W | | | 7 | 8 | 9 | |
| | | | | | | | |
| Connector No. | M52 | PUSH-BUTTON IGNITION SWITCH | Terminal No. | 1 | B | - | |
| Connector Name | KEY SLOT | | | 2 | R | - | |
| Connector Type | TH12PN-NH | | | 3 | G | - | |
| | | | | 4 | BR | - | |
| | | | | 5 | GR | - | |
| | | | | 6 | Y | - | |
| | | | | 7 | V | - | |
| | | | | 8 | P | - | |
| Connector No. | M33 | COMBINATION SWITCH | Terminal No. | 1 | 2 | 3 | |
| Connector Name | | | | 4 | 5 | 6 | |
| Connector Type | TH12PN-NH | | | 7 | 8 | 9 | |
| | | | | 10 | 11 | 12 | |
| | | | | 13 | 14 | 15 | |
| | | | | 16 | 17 | 18 | |
| | | | | 19 | 20 | 21 | |
| | | | | 22 | 23 | 24 | |
| Connector No. | M42 | KEY SWITCH SIGNAL | Terminal No. | 1 P | FR WASHER (-) | 10 L | NON-MANUAL MODE SIGNAL |
| Connector Name | | | | 2 SB | OUTPUT 4 | 37 G | |
| Connector Type | | | | 3 W | WASHER MOTOR | 38 V | MANUAL MODE SHIFT DOWN SIGNAL |
| | | | | 4 G | WASH/HEAT POWER SUPPLY | 39 L | MANUAL MODE SHIFT UP SIGNAL |
| | | | | 5 L | OUTPUT 3 | 40 W | MANUAL MODE SIGNAL |
| | | | | 6 B | GROUND | | |
| | | | | 7 V | INPUT 3 | | |
| | | | | 8 O | OUTPUT 5 | | |
| | | | | 9 Y | INPUT 2 | | |
| | | | | 10 R | INPUT 4 | | |
| | | | | 11 LG | INPUT 1 | | |
| | | | | | | | |

JRMWD9617GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

BCM (BODY CONTROL MODULE)

| | | | | | |
|------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------------|----------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Connector No. M63 Connector Name INSIDE KEY ANTENNA (INSTRUMENT CENTER) Connector Type RKOFGY | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 R 2 L | Color of Wire - - | Signal Name [Specification] | 4 R INTERIOR ROOM LAMP/POWER SUPPLY 5 G PASSENGER'S DOOR UNLOCK OUTPUT 8 V ALL DOOR FUEL LID LOCK OUTPUT 9 G DRIVER'S DOOR FUEL LID UNLOCK OUTPUT 11 BR BAT (FUSE) |
| Connector No. M94 Connector Name OPTICAL SENSOR Connector Type ROKFW | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 R 2 L 3 P | Color of Wire - - | Signal Name [Specification] | 4 R PUSH-BUTTON (UNION SWL) OND 5 Y ACC (IND) 7 W TURN SIGNAL RH (FRONT SIDE) 8 O TURN SIGNAL LH (FRONT SIDE) 9 P ROOM LAMP TIMER CONTROL |
| Connector No. M101 Connector Name TIRE PRESSURE RECEIVER Connector Type TROFW | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 V 2 O 3 P | Color of Wire - - | Signal Name [Specification] | 1 P GND 2 GR SIGNAL OUTPUT 4 LG BATTERY |
| Connector No. M66 Connector Name A/C AUTO AMP. Connector Type SAB40FW | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 L 2 P | Color of Wire - - | Signal Name [Specification] | 1 P GND 2 GR SIGNAL OUTPUT 3 P BATTERY |
| Connector No. M104 Connector Name REMOTE KEYLESS ENTRY RECEIVER (FRONT) Connector Type JAB04FB | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 L 2 P 3 GND 4 V | Color of Wire - - | Signal Name [Specification] | 1 P GND 2 V SIGNAL OUTPUT 3 GND 4 V BATTERY |
| Connector No. M118 Connector Name BCM (BODY CONTROL MODULE) Connector Type M03FB-LC | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 L 2 P 3 GND 4 V | Color of Wire - - | Signal Name [Specification] | 1 P GND 2 GR SIGNAL OUTPUT 3 GND 4 V BATTERY |
| Connector No. M119 Connector Name BCM (BODY CONTROL MODULE) Connector Type NS16FW-2S | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 L 2 P 3 GND 4 V | Color of Wire - - | Signal Name [Specification] | 1 P GND 2 GR SIGNAL OUTPUT 3 GND 4 V BATTERY |
| Connector No. M120 Connector Name BCM (BODY CONTROL MODULE) Connector Type NS12FW-2S | 40 Y BATTERY POWER SUPPLY | Terminal No. 1 L 2 P 3 GND 4 V | Color of Wire - - | Signal Name [Specification] | 1 P GND 2 GR SIGNAL OUTPUT 3 GND 4 V BATTERY |

JRMWD9618GB

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

BCM (BODY CONTROL MODULE)

| | |
|----------------|---------------|
| Connector No. | M236 |
| Connector Name | HAZARD SWITCH |
| Connector Type | TKO4FW |



| | |
|----------------|------------------------------|
| Connector No. | M257 |
| Connector Name | INSIDE KEY ANTENNA (CONSOLE) |
| Connector Type | TKO2FGY |



| | |
|----------------|-----------------------|
| Connector No. | T2 |
| Connector Name | VANITY MIRROR LAMP LH |
| Connector Type | MCA02FW |



| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | B | GROUND |
| 2 | G | BCM |
| 3 | SB | LLI+ |
| 4 | BG | LLI - [Console models] |
| 4 | O | LLC - [Roadster models] |

| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | B | MAP LAMP |
| 2 | R | - |

| | |
|----------------|-----------------------|
| Connector No. | R3 |
| Connector Name | VANITY MIRROR LAMP RH |
| Connector Type | MCA02FW |



| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | B | - |
| 2 | R | - |

| | |
|----------------|----------|
| Connector No. | R4 |
| Connector Name | MAP LAMP |
| Connector Type | TKO2FGY |



| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color or Wire | Signal Name [Specification] |
| 1 | R | - |
| 2 | V | - |

JRMWD9620GB

INFOID:0000000009751031

Fail-safe

FAIL-SAFE CONTROL BY DTC

BCM performs fail-safe control when any DTC are detected.

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Display contents of CONSULT | Fail-safe | Cancellation |
|-----------------------------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 |
| B2560: STARTER CONT RELAY | Inhibit engine cranking | 500 ms after the following CAN signal communication status becomes consistent <ul style="list-style-type: none"> • Starter control relay signal • Starter relay status signal |
| B2608: STARTER RELAY | Inhibit engine cranking | 500 ms after the following signal communication status becomes consistent <ul style="list-style-type: none"> • Starter motor relay control signal • Starter relay status signal (CAN) |
| B260A: IGNITION RELAY | Inhibit engine cranking | 500 ms after the following conditions are fulfilled <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • Power position changes to ACC • Receives engine status signal (CAN) |
| 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 |
| B261E: VEHICLE TYPE | Inhibit engine cranking | BCM initialization |
| B26E8: CLUTCH SW | Inhibit engine cranking | When any of the following BCM recognition conditions are fulfilled <ul style="list-style-type: none"> • Status 1 <ul style="list-style-type: none"> - Clutch switch signal (CAN from ECM): ON - Clutch interlock switch signal: OFF (0 V) • Status 2 <ul style="list-style-type: none"> - Clutch switch signal (CAN from ECM): OFF - Clutch interlock switch signal: ON (Battery voltage) |

DTC Inspection Priority Chart

INFOID:0000000009751032

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 | <ul style="list-style-type: none"> • U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN) |
| 3 | <ul style="list-style-type: none"> • B2190: NATS ANTENNA AMP • B2191: DIFFERENCE OF KEY • B2192: ID DISCORD BCM-ECM • B2193: CHAIN OF BCM-ECM • B2195: ANTI SCANNING |

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| Priority | DTC |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4 | <ul style="list-style-type: none"> • 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 • B2608: STARTER RELAY • B260A: IGNITION RELAY • B260F: ENG STATE SIG LOST • B2614: BCM • B2615: BCM • B2616: BCM • B2617: BCM • B2618: BCM • B261A: PUSH-BTN IGN SW • B261E: VEHICLE TYPE • B26E8: CLUTCH SW • B26EA: KEY REGISTRATION • C1729: VHCL SPEED SIG ERR • U0415: VEHICLE SPEED SIG |
| 5 | <ul style="list-style-type: none"> • 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 • C1716: [PRESSDATA ERR] FL • C1717: [PRESSDATA ERR] FR • C1718: [PRESSDATA ERR] RR • C1719: [PRESSDATA ERR] RL • C1734: CONTROL UNIT |
| 6 | <ul style="list-style-type: none"> • B2621: INSIDE ANTENNA • B2622: INSIDE ANTENNA • B2623: INSIDE ANTENNA |

DTC Index

INFOID:000000009751033

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-21 "COMMON ITEM : CONSULT 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 |
|------------------------------------------------------------|-----------|------------------------------------------------------------------------------|---------------------------------|---------------------------------------|------------------------|
| No DTC is detected. further testing may be required. | — | — | — | — | — |
| U1000: CAN COMM CIRCUIT | — | — | — | — | BCS-50 |
| U1010: CONTROL UNIT (CAN) | — | — | — | — | BCS-51 |
| U0415: VEHICLE SPEED SIG | — | — | — | — | BCS-52 |

BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| 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 |
|---------------------------|-----------|------------------------------------------------------------------------------|---------------------------------|---------------------------------------|--------------------------------------------------------------------------|
| B2190: NATS ANTENNA AMP | × | — | — | — | SEC-46 |
| B2191: DIFFERENCE OF KEY | × | — | — | — | SEC-49 |
| B2192: ID DISCORD BCM-ECM | × | — | — | — | SEC-50 |
| B2193: CHAIN OF BCM-ECM | × | — | — | — | SEC-52 |
| B2195: ANTI SCANNING | × | — | — | — | SEC-53 |
| B2553: IGNITION RELAY | — | × | — | — | PCS-51 |
| B2555: STOP LAMP | — | × | — | — | SEC-54 |
| B2556: PUSH-BTN IGN SW | — | × | × | — | SEC-56 |
| B2557: VEHICLE SPEED | × | × | × | — | SEC-58 |
| B2560: STARTER CONT RELAY | × | × | × | — | SEC-59 |
| B2562: LOW VOLTAGE | — | × | — | — | BCS-53 |
| 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 |
| B2608: STARTER RELAY | × | × | × | — | SEC-73 |
| B260A: IGNITION RELAY | × | × | × | — | PCS-53 |
| B260F: ENG STATE SIG LOST | × | × | × | — | SEC-75 |
| B2614: BCM | — | × | × | — | PCS-55 |
| B2615: BCM | — | × | × | — | PCS-58 |
| B2616: BCM | — | × | × | — | PCS-61 |
| B2617: BCM | × | × | × | — | SEC-79 |
| B2618: BCM | × | × | × | — | PCS-64 |
| B261A: PUSH-BTN IGN SW | — | × | × | — | PCS-65 |
| B261E: VEHICLE TYPE | × | × | × (Turn ON for 15 seconds) | — | SEC-82 |
| B2621: INSIDE ANTENNA | — | × | — | — | DLK-280 |
| B2622: INSIDE ANTENNA | — | × | — | — | • DLK-84 (Coupe) • DLK-282 (Roadster) |
| B2623: INSIDE ANTENNA | — | × | — | — | • DLK-86 (Coupe) • DLK-284 (Roadster) |
| B26E8: CLUTCH SW | × | × | × | — | SEC-76 |
| B26EA: KEY REGISTRATION | — | × | × (Turn ON for 15 seconds) | — | SEC-78 |
| C1704: LOW PRESSURE FL | — | — | — | × | WT-23 |
| C1705: LOW PRESSURE FR | — | — | — | × | |
| C1706: LOW PRESSURE RR | — | — | — | × | |
| C1707: LOW PRESSURE RL | — | — | — | × | |

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BCM (BODY CONTROL MODULE)

< ECU DIAGNOSIS INFORMATION >

| 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 |
|---------------------------|-----------|------------------------------------------------------------------------------|---------------------------------|---------------------------------------|-----------------------|
| C1708: [NO DATA] FL | — | — | — | × | WT-25 |
| C1709: [NO DATA] FR | — | — | — | × | |
| C1710: [NO DATA] RR | — | — | — | × | |
| C1711: [NO DATA] RL | — | — | — | × | |
| C1716: [PRESSDATA ERR] FL | — | — | — | × | WT-28 |
| C1717: [PRESSDATA ERR] FR | — | — | — | × | |
| C1718: [PRESSDATA ERR] RR | — | — | — | × | |
| C1719: [PRESSDATA ERR] RL | — | — | — | × | |
| C1729: VHCL SPEED SIG ERR | — | — | — | × | WT-30 |
| C1734: CONTROL UNIT | — | — | — | × | WT-32 |

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

< ECU DIAGNOSIS INFORMATION >

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

Reference Value

INFOID:000000009751034

VALUES ON THE DIAGNOSIS TOOL

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

CONSULT 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 | Daytime running light system is not operated | Off |
| | Daytime running light system is operated | On |
| 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) |

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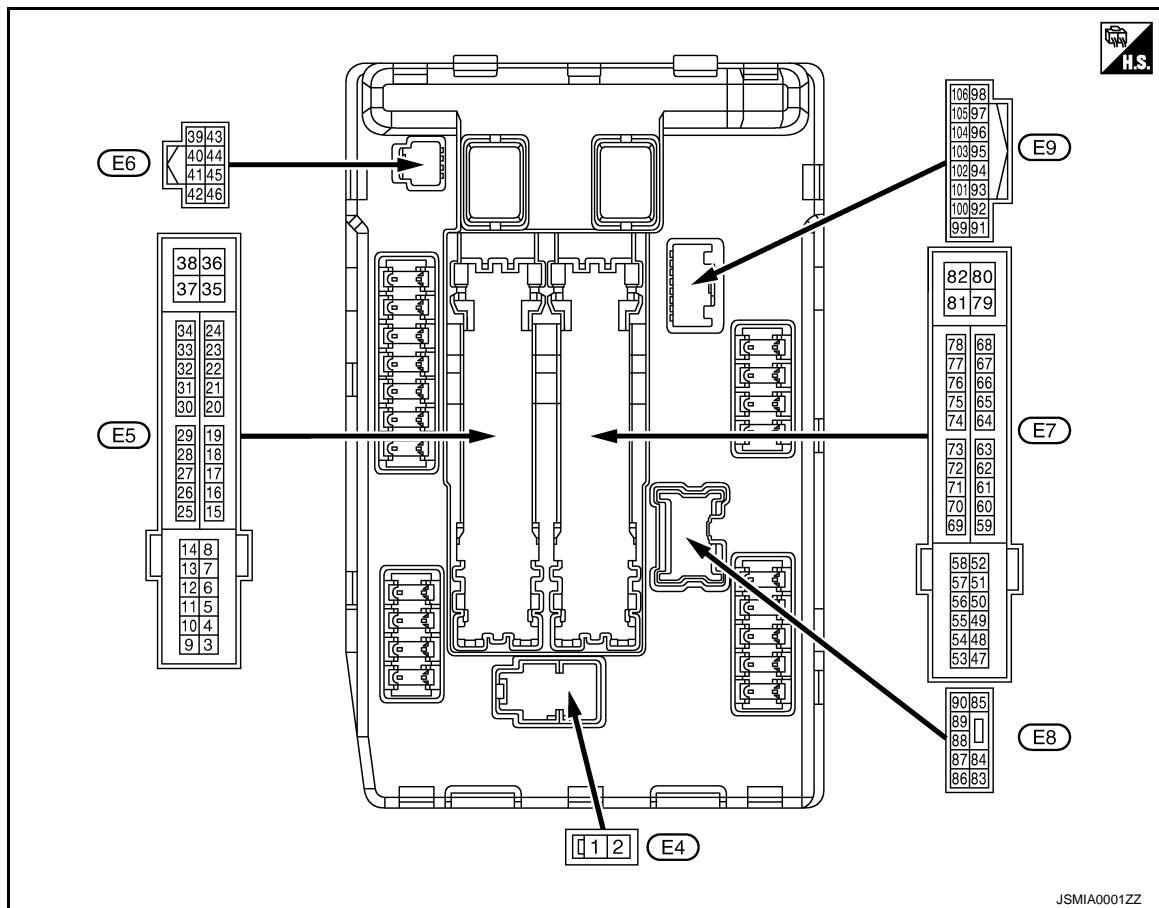
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
<ECU DIAGNOSIS INFORMATION >

| Monitor Item | Condition | Value/Status |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ST RLY CONT | Ignition switch ON | Off |
| | At engine cranking | On |
| IHBT RLY -REQ | Ignition switch ON | Off |
| | At engine cranking | On |
| 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 | <ul style="list-style-type: none"> • Press the selector button with selector lever in P position • Selector lever in any position other than P |
| | Release the selector button with selector lever in P position NOTE: Fixed On for M/T models | On |
| S/L RLY -REQ | NOTE: The item is indicated, but not monitored. | Off |
| S/L STATE | NOTE: The item is indicated, but not monitored. | UNLOCK |
| DTRL REQ | NOTE: The item is indicated, but not monitored. | Off |
| 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 |
| | <ul style="list-style-type: none"> • 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 |

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

< ECU DIAGNOSIS INFORMATION >

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | SEC |
|---------------------------------------------|-------------|----------------------------------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| | 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 |
| | | | | Front wiper switch LO | Battery voltage |
| 5 (L) | Ground | Front wiper HI | Output | Ignition switch ON | Front wiper switch OFF |
| | | | | Front wiper switch HI | Battery voltage |
| 7 (R) ^{*3} (V) ^{*4} | Ground | Illuminations | Output | Ignition switch ON | Lighting switch OFF |
| | | Tail, license plate lamps & illuminations | | Lighting switch 1ST | Battery voltage |
| 12 (B/W) | Ground | Ground | — | Ignition switch ON | 0 V |
| 13 (Y) | Ground | Fuel pump power sup- ply | Output | Approximately 1 second or more after turn- ing the ignition switch ON | 0 V |
| | | | | <ul style="list-style-type: none"> • Approximately 1 second after turning the ignition switch ON • Engine running | Battery voltage |

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

<ECU DIAGNOSIS INFORMATION>

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|--------------------------|-----------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------|
| | Signal name | Input/ Output | | |
| 16 (LG) | Ground | Front wiper auto stop | Input | Ignition switch ON |
| | | | | Front wiper stop position Any position other than front wiper stop position |
| 19 (W) | Ground | Ignition relay power supply | Output | Ignition switch OFF |
| | | | | Ignition switch ON |
| 25 (G) | Ground | Ignition relay power supply | Output | Ignition switch OFF |
| | | | | Ignition switch ON |
| 27 (Y) | Ground | Ignition relay monitor | Input | Ignition switch OFF or ACC |
| | | | | Ignition switch ON |
| 28 (L) | Ground | Push-button ignition switch | Input | Press the push-button ignition switch |
| | | | | Release the push-button ignition switch |
| 30 (GR) | Ground | Starter relay control | Input | Selector lever in any position other than P or N (Ignition switch ON) |
| | | | | A/T models |
| | | | | Selector lever P or N (Ignition switch ON) |
| | | | | M/T models |
| 36 (G) | Ground | Battery power supply | Input | Release the clutch pedal |
| | | | | Depress the clutch pedal |
| 39 (P) | — | CAN-L | Input/ Output | Ignition switch OFF |
| 40 (L) | — | CAN-H | Input/ Output | — |
| 41 (B/W) | Ground | Ground | — | Ignition switch ON |
| 42 (Y) | Ground | Cooling fan relay control | Input | Ignition switch OFF or ACC |
| | | | | Ignition switch ON |
| 43 ^{*1} (SB) | Ground | A/T shift selector (Detention switch) | Input | • Press the selector button (selector lever P) |
| | | | | • Selector lever in any position other than P |
| 44 (W) | Ground | Horn relay control | Input | Release the selector button (selector lever P) |
| | | | | Battery voltage |
| 45 (G) | Ground | Anti theft horn relay control | Input | The horn is deactivated |
| | | | | The horn is activated |
| 46 (V) | Ground | Starter relay control | Input | The horn is deactivated |
| | | | | Battery voltage |
| | | | | The horn is activated |
| | | | | 0 V |
| A/T models | Ignition switch ON | Selector lever in any position other than P or N (Ignition switch ON) | Battery voltage | 0 V |
| | | | | Selector lever P or N (Ignition switch ON) |
| M/T models | Release the clutch pedal | Depress the clutch pedal | Battery voltage | 0 V |
| | | | | Battery voltage |

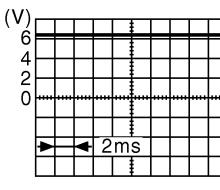
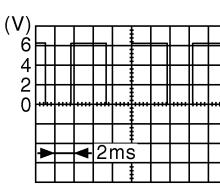
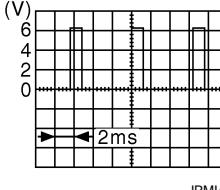
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | A B C D E F G H I J SEC L M N O P | |
|------------------------------|-------------|-------------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-------------|
| | + | - | Signal name | Input/ Output | | |
| 48 (L) | Ground | A/C relay power supply | Output | A/C switch OFF | 0 V | A B |
| | | | | Engine running | A/C switch ON (A/C compressor is operating) | |
| 49 (BG) | Ground | ECM relay power supply | Output | Ignition switch OFF (More than a few seconds after turning ignition switch OFF) | 0 V | C D E |
| | | | | <ul style="list-style-type: none"> • 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 | F |
| | | | | 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 | G H |
| | | | | <ul style="list-style-type: none"> • 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 | I J |
| | | | | <ul style="list-style-type: none"> • 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 | SEC L |
| | | | | Ignition switch ON | Battery voltage | |
| 57 (G) | Ground | Ignition relay power supply | Output | Ignition switch OFF | 0 V | M |
| | | | | Ignition switch ON | Battery voltage | |
| 58 ^{*1} (P) | Ground | Ignition relay power supply | Output | Ignition switch OFF | 0 V | N |
| | | | | 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 | O |
| | | | | <ul style="list-style-type: none"> • Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF) | 0 - 1.5 V | |
| 70 (BG) | Ground | Throttle control motor relay control | Output | Ignition switch ON → OFF | $0 - 1.0 \text{ V} \downarrow$ Battery voltage \downarrow 0 V | P |
| | | | | Ignition switch ON | 0 - 1.0 V | |

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

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) |
|------------------------------|---------------------|---------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | + | - | | |
| 72 (GR) | Ground | Starter relay control | Input | A/T models Selector lever in any position other than P or N (Ignition switch ON) |
| | | | | 0 V |
| | | | M/T models Release the clutch pedal | Battery voltage |
| | | | | 0 V |
| 73*2 (GR) | Ground | Ignition relay power supply | Output | Ignition switch OFF |
| | | | | 0 V |
| 74 (G) | Ground | Ignition relay power supply | Output | Ignition switch ON |
| | | | | Battery voltage |
| 75 (SB) | Ground | Oil pressure switch | Input | Ignition switch ON Engine stopped |
| | | | | 0 V |
| 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 |
| 80 (W) | Ground | Starter motor | Output | Approximately 1 second or more after turning the ignition switch ON |
| | | | | Battery voltage |
| 83 (R) | Ground | Headlamp LO (RH) | Output | Lighting switch OFF |
| | | | | 0 V |
| 84 (P) | Ground | Headlamp LO (LH) | Output | Lighting switch 2ND |
| | | | | Battery voltage |
| Lighting switch ON | Lighting switch OFF | Lighting switch 2ND | 0 V | |
| | | | | Battery voltage |

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

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | Description | | Condition | Value (Approx.) | A | |
|------------------------------|-------------|-------------------------------|-----------|----------------------------------------------|------------------------------------------------|---|
| | + | - | | | | |
| 86 (BG) | Ground | Daytime running light (RH) | Output | Daytime running light system is not operated | 0 V | B |
| | | | | Daytime running light system is operated | Battery voltage | C |
| 87 (R) | Ground | Daytime running light (LH) | Output | Daytime running light system is not operated | 0 V | D |
| | | | | Daytime running light system is operated | Battery voltage | E |
| 88 (G) | Ground | Washer pump power supply | Output | Ignition switch ON | Battery voltage | F |
| 89 (BR) | Ground | Headlamp HI (RH) | Output | Ignition switch ON | Lighting switch OFF | G |
| | | | | | • Lighting switch HI • Lighting switch PASS | H |
| 90 (LG) | Ground | Headlamp HI (LH) | Output | Ignition switch ON | Lighting switch OFF | I |
| | | | | | • Lighting switch HI • Lighting switch PASS | J |
| 91 (P) | Ground | Parking lamp (RH) | Output | Ignition switch ON | Lighting switch OFF | K |
| | | | | | Lighting switch 1ST | L |
| 92 (BG) | Ground | Parking lamp (LH) | Output | Ignition switch ON | Lighting switch OFF | M |
| | | | | | Lighting switch 1ST | N |
| 97 (V) | Ground | Cooling fan control | Output | Engine idling | | O |
| 104 (LG) | Ground | Hood switch | Input | Close the hood | | P |
| | | | | Open the hood | | |

*1: A/T models only

*2: M/T models only

*3: Coupe models

*4: Roadster models

SEC

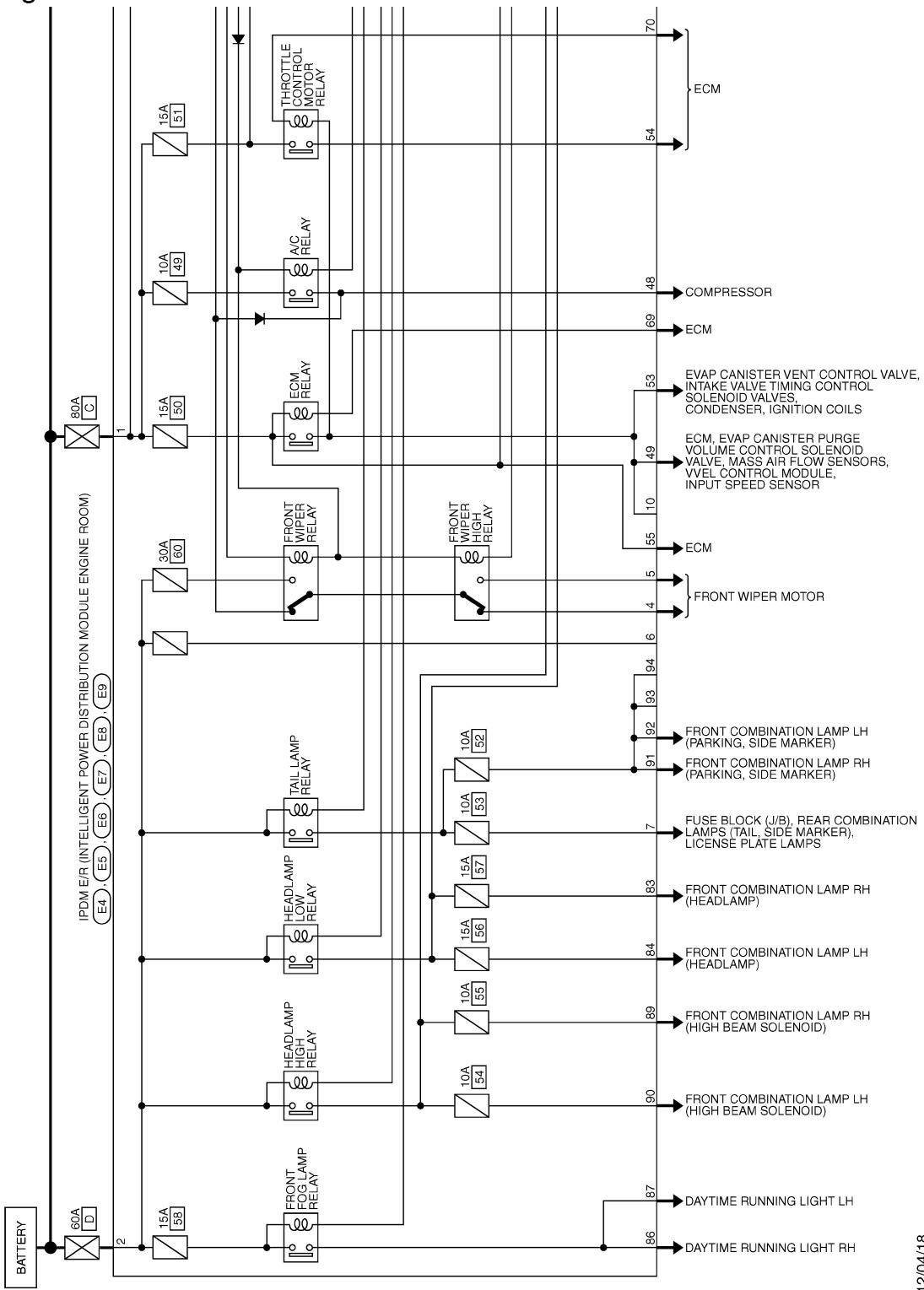
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

< ECU DIAGNOSIS INFORMATION >

Wiring Diagram - IPDM E/R -

INFOID:000000009751035

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

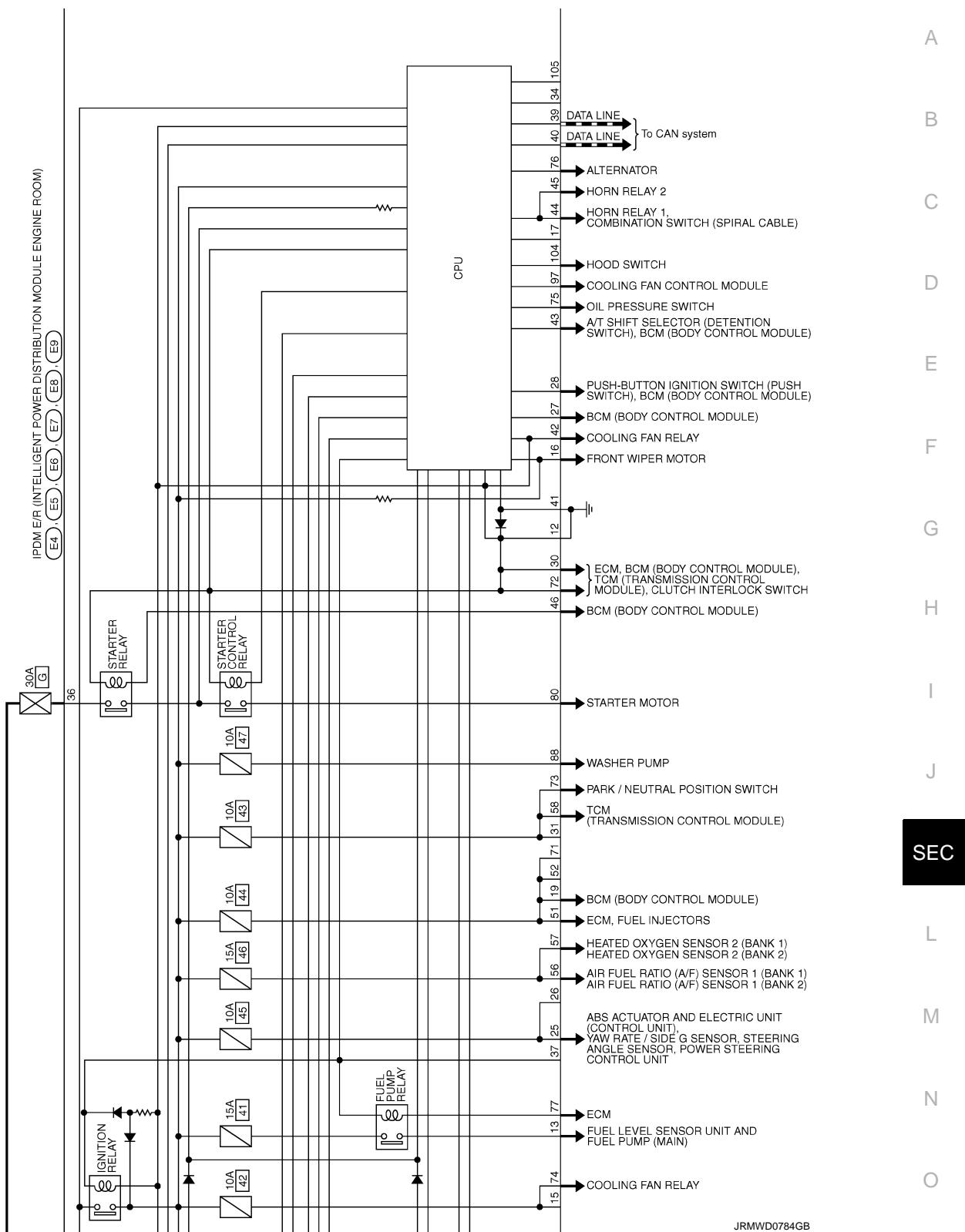


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JRMWD0783GB

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

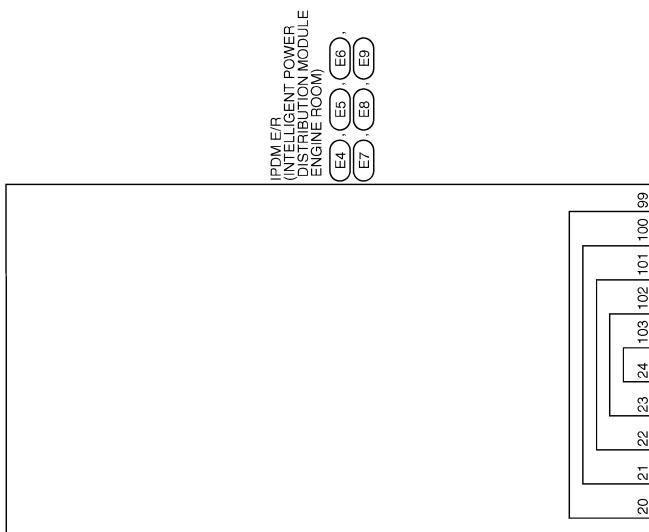
< ECU DIAGNOSIS INFORMATION >



JRMWD0784GB

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

< ECU DIAGNOSIS INFORMATION >



JRMWD0785GB

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

< ECU DIAGNOSIS INFORMATION >

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

E4

Connector No.

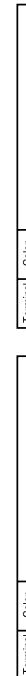
FROM E/R INTELLIGENT POWER DISTRIBUTION MODULE
ENGINE ROOM

Connector Name

Engine Room

Connector Type

J02FB-MC



Terminal No.

Color of Wire

Signal Name [Specification]

1 W —

2 L —

39 P —

40 L —

41 B/W —

42 Y —

43 SB —

44 W —

45 G —

46 V —

50 69 88 97 86

56 60 61 62 63

57 58 59 60 61

59 60 61 62 63

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

<ECU DIAGNOSIS INFORMATION >

| Control part | Fail-safe operation |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cooling fan | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Turns ON the tail lamp relay and the daytime running light relay^{*1} when the ignition switch is turned ON • Turns OFF the tail lamp relay and the daytime running light relay^{*1} when the ignition switch is turned OFF |
| Front wiper | <ul style="list-style-type: none"> • 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 |

^{*}: 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 | <ul style="list-style-type: none"> • 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.

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

< ECU DIAGNOSIS INFORMATION >

| 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:000000009751037

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.

x: 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 |
| B210B: START CONT RLY ON | — | SEC-85 |
| B210C: START CONT RLY OFF | — | SEC-86 |
| B210D: STARTER RELAY ON | — | SEC-87 |
| B210E: STARTER RELAY OFF | — | SEC-88 |
| B210F: INTRLCK/PNP SW ON | — | SEC-90 |
| B2110: INTRLCK/PNP SW OFF | — | SEC-92 |

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ENGINE DOES NOT START WHEN INTELLIGENT KEY IS INSIDE OF VEHICLE

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

ENGINE DOES NOT START WHEN INTELLIGENT KEY IS INSIDE OF VEHICLE

Description

INFOID:0000000009363275

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.
- 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:0000000009363276

1. PERFORM WORK SUPPORT

Perform "INSIDE ANT DIAGNOSIS" on Work Support in "INTELLIGENT KEY".

Refer to [DLK-42, "INTELLIGENT KEY : CONSULT Function \(BCM - INTELLIGENT KEY\) \(For Coupe\)"](#) or [DLK-234, "INTELLIGENT KEY : CONSULT Function \(BCM - INTELLIGENT KEY\) \(For Roadster\)"](#).

>> 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-84, "DTC Logic"](#) (console) or [DLK-86, "DTC Logic"](#) (luggage room).
NO >> GO TO 3.

3. CHECK PUSH-BUTTON IGNITION SWITCH

Check push-button ignition switch.

Refer to [PCS-68, "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-45, "Intermittent Incident"](#).
NO >> GO TO 1.

SECURITY INDICATOR LAMP DOES NOT TURN ON OR BLINK

< SYMPTOM DIAGNOSIS >

SECURITY INDICATOR LAMP DOES NOT TURN ON OR BLINK

Description

INFOID:0000000009363277

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:0000000009363278

1.CHECK SECURITY INDICATOR LAMP

Check security indicator lamp.

Refer to [SEC-103, "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-45, "Intermittent Incident"](#).

NO >> GO TO 1.

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VEHICLE SECURITY SYSTEM CANNOT BE SET

< SYMPTOM DIAGNOSIS >

VEHICLE SECURITY SYSTEM CANNOT BE SET INTELLIGENT KEY

INTELLIGENT KEY : Description

INFOID:000000009363279

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.

INTELLIGENT KEY : Diagnosis Procedure

INFOID:000000009363280

1. CHECK INTELLIGENT KEY SYSTEM (REMOTE KEYLESS ENTRY FUNCTION)

Lock/unlock door with Intelligent Key.

Refer to [DLK-29, "REMOTE KEYLESS ENTRY FUNCTION : System Diagram"](#) (Coupe models) or [DLK-221, "REMOTE KEYLESS ENTRY FUNCTION : System Diagram"](#) (Roadster models).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check Intelligent Key system (remote keyless entry function). Refer to [DLK-132, "Diagnosis Procedure"](#) (Coupe models) or [DLK-333, "Diagnosis Procedure"](#) (Roadster models).

2. CHECK HOOD SWITCH

Check hood switch.

Refer to [SEC-99, "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-45, "Intermittent Incident"](#).

NO >> GO TO 1.

DOOR REQUEST SWITCH

DOOR REQUEST SWITCH : Description

INFOID:000000009363281

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.

DOOR REQUEST SWITCH : Diagnosis Procedure

INFOID:000000009363282

1. CHECK INTELLIGENT KEY SYSTEM (DOOR LOCK FUNCTION)

Lock/unlock door with door request switch.

Refer to [DLK-25, "DOOR LOCK FUNCTION : System Description"](#) (Coupe models) or [DLK-218, "DOOR LOCK FUNCTION : System Description"](#) (Roadster models).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check Intelligent Key system (door lock function). Refer to [DLK-130, "ALL DOOR : Diagnosis Procedure"](#) (Coupe models) or [DLK-331, "ALL DOOR : Diagnosis Procedure"](#) (Roadster models).

VEHICLE SECURITY SYSTEM CANNOT BE SET

< SYMPTOM DIAGNOSIS >

2.CHECK HOOD SWITCH

Check hood switch.

Refer to [SEC-99, "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-45, "Intermittent Incident"](#).

NO >> GO TO 1.

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VEHICLE SECURITY ALARM DOES NOT ACTIVATE

< SYMPTOM DIAGNOSIS >

VEHICLE SECURITY ALARM DOES NOT ACTIVATE

Description

INFOID:0000000009363283

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.

Diagnosis Procedure

INFOID:0000000009363284

1.CHECK DOOR SWITCH

Check door switch.

Refer to [DLK-88, "Component Function Check"](#) (Coupe models) or [DLK-286, "Component Function Check"](#) (Roadster models).

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-99, "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-75, "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-45, "Intermittent Incident"](#).

NO >> GO TO 1.

INTELLIGENT KEY INSERT INFORMATION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

INTELLIGENT KEY INSERT INFORMATION DOES NOT OPERATE

Description

INFOID:0000000009363285

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-32, "WARNING FUNCTION : System Description"](#) (Coupe models) or [DLK-224, "WARNING FUNCTION : System Description"](#) (Roadster models).

Diagnosis Procedure

INFOID:0000000009363286

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 [PCS-68, "Component Function Check"](#).

Is the inspection result normal?

YES >> Check BCM for DTC. Refer to [BCS-99, "DTC Index"](#).

NO >> Repair or replace the malfunctioning parts.

3.CHECK DOOR SWITCH

Check door switch.

Refer to [DLK-88, "Component Function Check"](#) (Coupe models) or [DLK-286, "Component Function Check"](#) (Roadster models).

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-96, "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-121, "Component Function Check"](#) (Coupe models) or [DLK-322, "Component Function Check"](#) (Roadster models).

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-97, "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.

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INTELLIGENT KEY INSERT INFORMATION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

Is the result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> GO TO 1.

PANIC ALARM FUNCTION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

PANIC ALARM FUNCTION DOES NOT OPERATE

Description

INFOID:0000000009363287

NOTE:

Before performing the diagnosis in the following procedure, check the operation condition. Refer to [DLK-29, "REMOTE KEYLESS ENTRY FUNCTION : System Description"](#) (Coupe models) or [DLK-222, "REMOTE KEYLESS ENTRY FUNCTION : System Description"](#) (Roadster models).

Diagnosis Procedure

INFOID:0000000009363288

1. CHECK REMOTE KEYLESS ENTRY FUNCTION

Check remote keyless entry function.

Does door lock/unlock with Intelligent Key button?

YES >> GO TO 2.

NO >> Refer to [DLK-132, "Diagnosis Procedure"](#) (Coupe models) or [DLK-333, "Diagnosis Procedure"](#) (Roadster models).

2. CHECK VEHICLE SECURITY ALARM OPERATION

Check vehicle security alarm operation.

Does alarm (headlamp and horn) active?

YES >> GO TO 3.

NO >> Refer to [SEC-198, "Diagnosis Procedure"](#).

3. CHECK "PANIC ALARM SET" SETTING IN "WORK SUPPORT"

Check "PANIC ALARM SET" setting in "WORK SUPPORT".

Refer to [DLK-42, "INTELLIGENT KEY : CONSULT Function \(BCM - INTELLIGENT KEY\) \(For Coupe\)"](#) or [DLK-234, "INTELLIGENT KEY : CONSULT Function \(BCM - INTELLIGENT KEY\) \(For Roadster\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Set "PANIC ALARM SET" setting in "WORK SUPPORT".

4. CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> GO TO 1.

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PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS FOR USA AND CANADA

FOR USA AND CANADA : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000009363289

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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.

FOR USA AND CANADA : Precaution for Battery Service

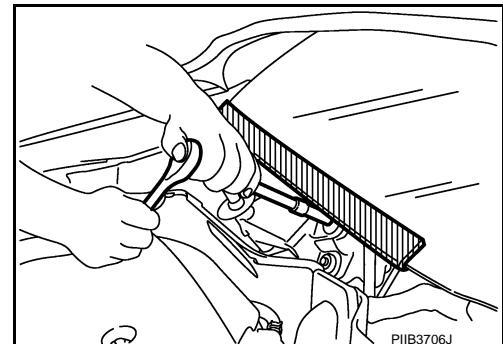
INFOID:000000009363290

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

FOR USA AND CANADA : Precaution for Procedure without Cowl Top Cover

INFOID:000000009363291

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



FOR MEXICO

PRECAUTIONS

< PRECAUTION >

FOR MEXICO : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000009363292

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. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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.

FOR MEXICO : Precaution for Battery Service

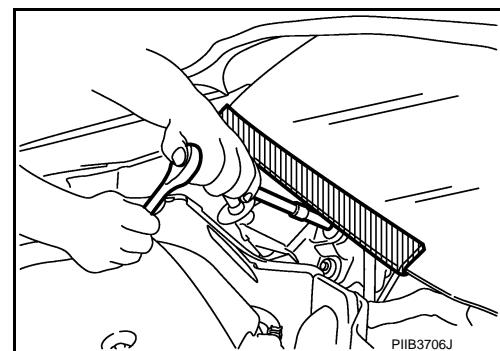
INFOID:000000009363293

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

FOR MEXICO : Precaution for Procedure without Cowl Top Cover

INFOID:000000009363294

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



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< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

KEY SLOT

Exploded View

INFOID:000000009363295

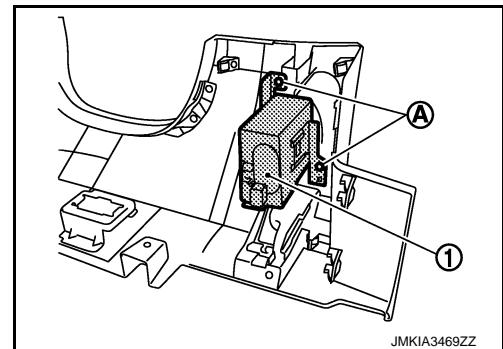
Refer to [IP-13, "Exploded View"](#).

Removal and Installation

INFOID:000000009363296

REMOVAL

1. Remove the instrument driver lower panel. Refer to [IP-14, "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

< REMOVAL AND INSTALLATION >

PUSH-BUTTON IGNITION SWITCH

Exploded View

INFOID:0000000009363297

Refer to [IP-13, "Exploded View".](#)

Removal and Installation

INFOID:0000000009363298

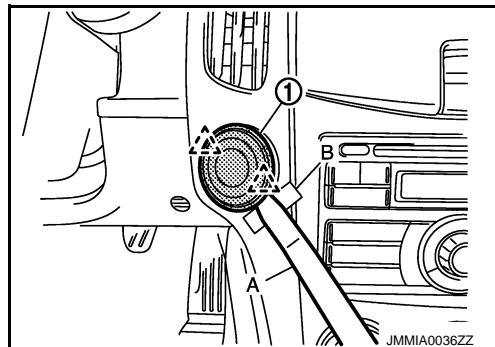
REMOVAL

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.

 : Pawl



INSTALLATION

Install in the reverse order of removal.

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